



Occasional Paper 42

# **National Travel Survey 1977-78: Statistical Adjustments and Final Results**



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**Bureau of Transport Economics**

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# **National Travel Survey 1977-78: Statistical Adjustments and Final Results**

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**Bureau of Transport Economics**

AUSTRALIAN GOVERNMENT PUBLISHING SERVICE  
CANBERRA 1981

## FOREWORD

From July 1977 to June 1978, the Bureau of Transport Economics (BTE) conducted the National Travel Survey (NTS). This was a major survey of non-urban travel in Australia, and there is every indication that the results are of considerable value to a wide range of transport interests. Several publications describing various aspects of this project have already been published by the BTE.

This Paper discusses the sources of bias and errors in the NTS data and presents a method of adjusting the statistical results for non-response bias. The general design of the NTS is evaluated in the light of the practical experience gained from its operation. Finally, the Paper presents a range of tabulations summarising some of the more important and interesting results derived from the NTS data. These results have been adjusted for statistical non-response bias and have been calculated to apply to the population.

This Paper was prepared under my general direction as Officer-in-Charge of the BTE's Systems Assessment Section.

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Bureau of Transport Economics  
Canberra  
December 1980

## ERRATA

### BUREAU OF TRANSPORT ECONOMICS, OCCASIONAL PAPER 42 NATIONAL TRAVEL SURVEY 1977-78; STATISTICAL ADJUSTMENTS AND FINAL RESULTS

#### Page 126 - Trip Generation Summary

Generation Rate .....	1.269
Relative Error .....	0.081

#### Page 130 - Trip Generation Summary

Generation Rate .....	1.037
Relative Error .....	0.051

#### Page 134 - Trip Generation Summary

Generation Rate .....	1.369
Relative Error .....	0.047

#### Page 138 - Trip Generation Summary

Generation Rate .....	1.376
Relative Error .....	0.060

#### Page 142 - Trip Generation Summary

Generation Rate .....	0.970
Relative Error .....	0.066

#### Page 146 - Trip Generation Summary

Generation Rate .....	0.853
Relative Error .....	0.068

#### Page 150 - Trip Generation Summary

Generation Rate .....	1.743
Relative Error .....	0.137

#### Page 154 - Trip Generation Summary

Generation Rate .....	0.893
Relative Error .....	0.137

### SPECIAL NOTE

While the tables presented in this Paper are quite comprehensive, it is possible that they will not suit the needs of all potential users of the NTS data. Since the BTE does not have the resources to perform analyses of the NTS data on request, the NTS data will be made available (on magnetic tape) to appropriate organisations. Enquiries should be directed to:

The Publications Officer,  
Bureau of Transport Economics,  
P.O. Box 367,  
CANBERRA CITY. A.C.T. 2601

Preliminary survey results were presented by Hirsch and Aplin (1978a, b) and Hirsch (1978, 1979a). These results have since been adjusted for non-response bias and expanded so that they represent results applicable to the population as a whole; the updated tables are available on microfiche. Similar information on a regional basis for each month, quarter, and for the whole survey year is also available on microfiche. Enquiries should be directed to the above address.

A method of obtaining estimates of the relative errors of the numbers and proportions of trips presented is included in this Paper. However, if more accurate indications of the relative errors are required, they are also available on microfiche from the above address.

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## SUMMARY

Over the period July 1977 to June 1978, the Bureau of Transport Economics (BTE) carried out a general survey of non-urban travel in Australia. This survey was known as the National Travel Survey (NTS). The NTS was a postal survey eliciting voluntary responses from households throughout Australia. Such surveys have three primary sources of error - sampling bias, response errors and non-response bias. This Paper examines all of these sources of error in the context of the NTS.

Sampling bias arises as a result of the degree to which the survey sample does not represent the population as a whole. In particular, the NTS did not sample any new housing areas, nor did it sample the occupants of barracks, hostels, nursing homes and the like (since they would have required a different questionnaire and sampling approach).

Response errors arise as a result of respondents supplying incorrect information on their completed questionnaires. Only a qualitative estimate of the extent of response errors in the NTS data was possible since the supplementary interview survey conducted in conjunction with the NTS was aimed primarily at obtaining information about non-respondents to the postal survey. Response errors in the NTS data included a limited degree of overstatement of the numbers of trips made (mainly as a result of confusion about the month of travel). All household and personal characteristics were recorded accurately on the NTS questionnaires. Numbers of persons travelling together on a trip (household party size), total number of nights spent away from home and the number of nights spent at the main destination were the only travel characteristics which appeared to contain some degree of response error.

Non-respondents to the NTS exhibited both different household and personal characteristics and different travel behaviour to respondents. Having determined the existence of these



differences between respondents and non-respondents, a number of methods of adjusting the NTS results for non-response bias were examined. According to the literature, a method involving linear extrapolation on the basis of cumulative percentage response has proved accurate in estimating non-response bias in some socio-economic characteristics. However, this method cannot be applied to every socio-economic characteristic and, as this Paper illustrates, it does not appear to give accurate estimates of non-response bias in trip levels for non-urban travel in Australia. Adjustments for non-response bias in the NTS data were finally made by adjusting the data using the sub-sample of non-responses obtained from the supplementary survey. However, only the overall trip levels could be individually adjusted for non-response bias; the limited nature of the supplementary interview survey provided insufficient information on non-respondents and their travel characteristics to allow separate adjustments of travel parameters (modal splits, duration of trips and so on) to be made. Where possible, NTS results adjusted for non-response bias and expanded to the population levels are compared with corresponding results from other independent sources.

Some of the more important and interesting results derived from the NTS are presented in this Paper. The estimates given in the tables presented are estimates for the whole population, after adjustment for non-response bias. Some discussion and interpretation of the tables in this Paper is included. However, a more comprehensive discussion of the results derived from the NTS is presented in a separate BTE Report (BTE 1981).

During the course of the NTS it became apparent that, despite careful planning, there were several areas in the design of the NTS which resulted in some problems in processing and analysing the final results. These deficiencies in the NTS design are outlined in the Paper to assist the design of any future survey along the same lines. Although it is by no means clear that all of these deficiencies could have been overcome, perhaps the

main outcome of this review of the survey design was desirability of adequate pilot-testing of the complete operational approach to a survey, including not only the questionnaire format but the coding and administrative process as well.

## CHAPTER 1 - INTRODUCTION

The Bureau of Transport Economics (BTE) conducted a survey of Australian non-urban passenger travel during the twelve month period ending June 1978. This survey, known as the National Travel Survey (NTS), was designed to provide the BTE and other organisations interested in the fields of transport planning and research with a fairly extensive data base describing the characteristics and patterns of non-urban passenger travel within Australia.

The objectives and general philosophy of the NTS have been discussed at some length by Moll (1978). However, it is worth repeating the particular objectives which were originally set for the NTS and which it is considered have largely been achieved. These objectives were as follows:

- . to estimate overall trip generation levels for non-urban passenger travel;
- . to provide a realistic level of information on travel between regions, with appropriate emphasis on those regions (or corridors joining them) which are regarded as being of 'major importance'; (discussed in Moll and Russell 1978)
- . to identify and investigate a limited number of personal and household characteristics which might influence various travel parameters;

to provide data on the variation in travel characteristics and patterns over the course of a year;

to serve as a basic framework for further research into non-urban passenger travel; and

- . to serve as a vehicle for other surveys<sup>(1)</sup> or investigations which might be integrated with the NTS for reasons of convenience or economy.

## OVERVIEW OF THE NTS

The NTS was designed to obtain details of non-urban travel undertaken by the members of a sample of households<sup>(2)</sup> throughout Australia. These households were selected randomly within individual geographic regions devised specifically for the NTS. There are 64 of these regions, known as NTS regions. These regions are very broadly based on the Australian Government Regions (AGRs) devised by the former Department of Urban and Regional Development (DURD) but have been refined to reflect regional transport characteristics more closely. Since some of the results presented in this Paper are expressed in terms of NTS regions, maps of these regions are provided for convenience in Appendix I. Further details of the development and composition of the NTS regions are provided by Aplin and Flaherty (1976) and Aplin and Hirsch (1978).

In the first week of each month during the survey, a postal questionnaire was sent to a random sample of households in each NTS region. The number of households in the sample varied from region to region. The size of the sample in each region was

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- (1) Three attitudinal surveys of an experimental nature were conducted at various times during the twelve-month period in conjunction with the NTS. In particular, these were associated with the supplementary household interview survey which was conducted concurrently with the main (postal) phase of the NTS (Moll 1978). The attitudinal surveys are discussed further in a separate report (BTE 1981).
  - (2) With the exception of South Australia, a household has been defined for sampling purposes as an address for which at least one, and no more than six, electors are enrolled on the Federal electoral rolls. The South Australian situation will be discussed later. The rationale behind this definition and its limitations are discussed by Hirsch and Aplin (1978a).

dependent upon the significance of its transport links with other regions (Moll *et al.* 1978). Financial and staff resources constrained the total monthly sample to approximately 8000 households nationally. The distribution of this total sample among the NTS region is also discussed in detail by Moll *et al.* (1978).

A questionnaire typical of those used in the postal survey is reproduced in Appendix II. Details were requested for certain classes of trips undertaken by members of the household and completed in the month immediately preceding the dispatch of the questionnaires. Thus, in surveying travel completed during June 1978 (for example) the questionnaire shown in Appendix II would have been posted in the first week of July 1978. The nature of the travel for which details were requested in the survey is characterised by a number of criteria. The criteria describing the type of travel included in the survey are set out in detail in Section II of the questionnaire form shown in Appendix II. The main criteria are as follows.

- . A trip was defined as a journey within Australia, starting and finishing at home.
- . The trip concluded during the month nominated on the questionnaire (that is, the month immediately preceding receipt of the questionnaire by the householder).
- . The trip involved travel to a destination at least 100 km away from home.
- . The trip was not a regular journey to work, nor was it made as a crew member of a bus, plane, train or ship.
- . The trip involved only travel entirely within Australia.

The results reported in this Paper refer only to travel satisfying these criteria, and where the term 'non-urban travel'

is used in this Paper it should be interpreted in this context. The term 'trip' is used to apply to all person-trips which meet these criteria.

Approximately fourteen days after the initial questionnaire was posted to householders, an identical questionnaire was sent as a reminder to those households from which no reply had been received up to that time. Since response to the NTS was voluntary, only 47 per cent of the households in the total sample completed and returned the questionnaire. This figure is calculated on the basis of the net sample, which excluded the 3 per cent of addresses where NTS questionnaires were returned by Australia Post as being undeliverable.

A supplementary home interview survey was carried out each month, primarily in order to ascertain the travel parameters and characteristics of households which had not responded to the postal survey, and their reasons for non-response. Of those households which did not respond to the postal survey, 3470 were selected for a supplementary interview. A response rate of 68 per cent was achieved with these households. A sample of respondents to the postal survey was also interviewed in order to monitor the accuracy with which they had completed the questionnaire. In this case, a response rate of 78 per cent of the 1101 sampled households was achieved. The questionnaire used for the supplementary interview survey was the same as that used for the postal survey, with the addition of attitudinal questions of an experimental nature. Households were selected for interview approximately two weeks after reminder questionnaires had been sent and a total of 3212 household interviews were conducted. The selected households represented both respondents and non-respondents to the postal survey over the twelve month survey period.

## PURPOSE OF THIS PAPER

This Chapter has briefly outlined the main features of the NTS. Further details are available in the other BTE publications on the NTS which were cited previously. The general aim of this Paper is to discuss the process of statistical adjustment of the NTS data to account for various sources of error inevitably involved with a sample survey such as the NTS, and to present a selection of results from the survey. This discussion includes the presentation of numerical adjustment factors to be applied in analysing the postal survey data to account for non-response bias.

In particular, Chapter 2 identifies and discusses those factors which can influence the validity of the survey results. Chapter 3 discusses in general terms the methods available for adjustment of the results for various forms of survey bias. Chapter 4 explains the adjustment approach used by the BTE to compensate for non-response bias when developing the results presented later in this Paper. A retrospective evaluation of the NTS design is presented in Chapter 5. A selection of final tabulations for the combined twelve-month period has been presented and these tabulations are discussed in Chapter 6. Concluding remarks are presented in Chapter 7.

## CHAPTER 2 - QUALITY OF SURVEY DATA

In planning the general form of the NTS as well as its overall scope, it was necessary to take account of certain financial and staffing constraints. Limitations on the postal budget, in particular, represented an important constraint. Costs had to be balanced against the quality of the information required from the survey. This Chapter discusses various factors which could influence the validity of the results from the survey. In this context, validity is defined as the extent to which the data obtained from the postal survey represent the situation applying to the population as a whole. A number of factors which can influence this validity are discussed in general terms in the following sections, and an indication is given of the relationship of these factors to the results derived from the NTS.

### SAMPLING BIAS

Sampling bias (or frame bias) occurs when all elements in a population do not have an equal chance of selection for participation in a survey. This situation occurred to some extent in the NTS. In the NTS, the addresses of households to be surveyed were selected at random from the electoral rolls in all States and Territories except South Australia (S.A.). In S.A., addresses were selected from the property file kept by the S.A. Valuer-General, since tapes of the South Australian electoral roll were not available for use in the NTS.

In the case of addresses sampled from the electoral rolls, only households containing at least one registered voter could be represented in the survey sample. However, Aplin *et al.* (1976) estimated that only 3 to 4 per cent of household addresses would be excluded from the electoral rolls as a result of this situation, and hence the exclusion of non-naturalised persons or other persons not registered on the electoral rolls was not



seen as a significant source of sampling bias. In fact, NTS questionnaires were sent to 'The Householder' at the elector's registered address, and it is probable that some non-naturalised households were sampled at addresses where previous residents had not advised the Electoral Office of their change of address. In S.A., residential addresses were randomly selected from the S.A. Valuer-General's property file. Survey data for S.A. are probably less subject to sampling bias associated with lack of Australian citizenship than other States because non-naturalised households had an equal chance of selection. However, non-naturalised households were probably less likely to respond to the survey than others because they may be less proficient in the use of the English language.

Another influence on the sampling bias associated with the NTS was the time lapse between the latest updates of the electoral rolls and the S.A. Valuer-General's property file before the BTE selected addresses from these files, and the use of these addresses in the survey. This time lapse was unavoidable since addresses were selected during the period February to May 1977 as tapes were made available from the various States and Territories. This problem would still occur even if the address files were updated just before the BTE selected addresses. Some of the selected addresses were not used until June 1978, giving an unavoidable time lapse of twelve months. The most significant effect of this time lapse is that new housing areas are likely to be under-represented in the NTS sample. It is estimated that approximately 3 per cent of all households were excluded from the BTS because of the period which elapsed between these two events.

Even when the above qualifications are borne in mind, the household characteristics of the sample in each NTS region could be regarded as reasonably representative of the population if all sample households had responded to the survey. However, the situation is further complicated by the fact that response to the NTS was entirely on a voluntary basis. The

characteristics of respondent households (in terms of factors such as composition by age and sex, household size and income and so on) are therefore likely to differ to some degree from those of the household population as a whole. This form of bias (known as non-response bias) produces effects similar to sampling bias but arises from a different cause. Efforts were made to adjust the results for non-response bias and this aspect is discussed in more detail later in this Paper.

It should be emphasised that the NTS was a household survey. In all States and Territories, addresses of hotels, hostels, military establishments, hospitals and other institutions were excluded from the sample. In the case of the electoral rolls, institutional addresses were defined as those where more than six electors (1) were enrolled. Institutions were excluded because there is some interaction between persons domiciled at them but this interaction is of a different nature from that existing among the members of a normal household. This can affect the travel behaviour of persons who belong to such institutions. For example, a single person domiciled at such an institution constitutes a household from the point of view of his travel behaviour. However, common destinations and purposes for some forms of travel can involve the sharing of motor vehicles and so on. A survey of institutions would have required a different questionnaire and sampling approach. It was considered impractical to undertake what would have amounted to a second, separate survey concurrently with the main NTS.

A number of addresses on the electoral rolls and the S.A. Valuer-General's property file were obviously incomplete or

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(1) The figure of six electors represents an arbitrary criterion designed to permit most institutions to be identified automatically during sample selection by computer. Very few family households would have been excluded under this criterion. On the other hand, households with six or more electors would constitute group households, the travel characteristics of which would be more akin to residents of institutions rather than normal households.

incorrect. After inspection of the file of addresses for each monthly sample, these addresses were excluded from the sample since the Post Office could not deliver questionnaires to them. As well, five towns (Broome, Derby, Kununurra, Wyndham and Exmouth) were undersampled. No street deliveries are made in these towns, so that questionnaires could only be delivered to those residents with Post Office boxes. This would not have been a problem if the NTS questionnaire had been addressed to specific householders, since the questionnaire would have been included with other mail for the household at the Post Office. However, the NTS questionnaire was addressed to 'The Householder' so that questionnaires sent to street addresses in these towns were returned to the BTE as being undelivered.

#### RESPONSE ERRORS

Inaccuracies will obviously arise when information is incorrectly recorded by the respondent or, in the case of interview surveys, the interviewer. These inaccuracies can be described as response errors. They can be minimised by careful design and pilot testing of the survey questionnaire to eliminate ambiguity or unnecessary complication. In order to minimise problems in this area the NTS questionnaire was pilot tested twice. A major change in format resulted from the first pilot survey, while subsequent changes were only minor<sup>(1)</sup>.

The accuracy of survey data can also be affected by errors introduced in processing the information, particularly during coding, data entry, computing and other manipulation of the data. These sources of error are minimised by careful checking of the results obtained in preliminary processing and the application of various logical checks to the data base compiled from the survey information.

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(1) The results of the second pilot survey are discussed by Piko (1977).

## NON-RESPONSE BIAS

One further component of statistical bias inherent in voluntary surveys relates to non-response bias which occurs when elements (in this case households) selected for the survey sample fail to participate. The obvious and most important aspect of non-response is the refusal of prospective respondents to complete and return questionnaires or to co-operate with an interviewer. Kish (1965) discusses several possible reasons for this.

- . Most importantly, prospective respondents may not think the main topic of the survey is relevant to their own situation, or to the community in general.
- . Attitudes of prospective respondents towards the survey can vary widely on the basis of the various cultures, social classes and demographic categories in the population.
- . The auspices of the research and the style of the questionnaire or technique of the interviewer are important. Official or government-sponsored surveys may have an advantage over those conducted for private companies or special-interest groups, even though these official surveys may still only involve voluntary response.
- . The nature and sequence of the survey questions can be important. Some sections of the community may find questions on marital status, education, occupation, age and income objectionable, either intrinsically or because they do not perceive these questions as being relevant to the major topic of the survey. Some respondents may find it easier to answer these questions in a mail questionnaire than during a personal interview.
- . The attitudes of prospective respondents to the survey may also depend on the degree of confidentiality likely to be

accorded to their replies. Greater co-operation can be expected if firm guarantees can be given that replies will be treated in confidence. This situation applies particularly to surveys involving the gathering of certain personal information.

There are other factors influencing the extent of non-response bias. Some persons may be unable to participate in a postal survey because of language difficulties or illiteracy. Others may suffer from physical or mental illness or senility. These particular factors would only have applied to the NTS in those cases in which no member of a sampled household was capable of completing the survey questionnaire.

Non-response to both postal and supplementary interview surveys is also the consequence of difficulty in contacting prospective respondents randomly chosen in the survey sample. They may simply be busy or unavailable for interview, or there may be an error in their recorded address. Successful contact depends on the efforts made by postal authorities in the case of mail surveys, or on survey interviewers in the case of personal interview surveys. Contact is of course impossible if the address is of a vacant dwelling. Where a postal questionnaire is specifically addressed to a previous resident at an occupied dwelling, the current resident may not be able or willing to forward it<sup>(1)</sup>.

Assuming a mail questionnaire has been received, the respondent may complete it when he has time available. For the same reason, personal interviews may be difficult to arrange unless prior contact has been made. Prospective respondents may not be at

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(1) NTS questionnaires were addressed to 'The Householder' since the NTS was basically a household survey rather than a personal survey. The problems associated with addressing questionnaires to particular persons were therefore effectively avoided.

home when the interviewer first calls. In this situation, a second call is best made at a different time or day of the week.

It was not possible to identify all of the factors influencing non-response to the NTS. However, the supplementary survey of non-respondents did isolate some of the reasons for non-response. These results are summarised in Table 2.1. The main reason for non-response to the NTS appeared to be lack of interest. In other words, non-respondents did not perceive the NTS as being relevant to their own situation or to the community in general.

The importance of non-response lies in the fact that the characteristics (household, personal and travel) of non-respondents may be quite different from those of respondents, and hence statistical results based only on respondents may present a misleading picture of the population as a whole. For example, several published studies have found that non-respondents tend to have a lower educational level, a lower socio-economic status, and a lower level of interest in the subject of the survey (Scott 1961). Depending on the topics covered and format of the surveys, both direct and inverse relationships have been found between sample responsiveness and age, profession or place of residence. In the case of the NTS, it has been found that, in general, non-respondents tended to travel significantly less frequently than respondents. There also appeared to be an increase in the response rate during those months containing public holidays. However, this phenomenon was difficult to confirm since a number of postal strikes which occurred throughout the survey tended to obscure the relationships between varying response rates and other factors.

If the response rate to a survey is very high and the survey sample is representative, it can be argued that respondents are very similar to the overall population and adjustment for non-response bias is relatively unimportant (in such surveys, it would of course still be necessary to assess response errors). However, for surveys such as the NTS (which had an overall

TABLE 2.1 - REASONS FOR NON-RESPONSE TO THE NTS

Reason for Apparent Non-response(a)	Number of Non-respondent Households	Percentage of Non-respondent Households
The form was completed and posted(b)	139	7.1
Householder didn't remember receiving the form	761	38.9
No travel was undertaken by the household in the month surveyed(c)	121	6.2
The information requested was considered too personal	107	5.5
The household receives too many forms and surveys	24	1.2
The householder didn't understand the form	54	2.8
At that time the householder was ill, away, or lived elsewhere	96	4.9
Completion of the form was not compulsory and it was not considered to be important	83	4.2
The householder either:		
. was too busy to complete the questionnaire form;		
. lost the form;		
. was not interested in the survey; or		
. forgot to complete the form	482	24.6
The householder gave no reason or didn't know why the form wasn't completed	47	2.4
Other reasons	23	1.2
No reason recorded by the interviewer	20	1.0
Total	1 957	100.0

(a) As given by householder at the interview.

(b) In cases where a householder claimed to have completed and returned the form, the form may have been lost in the post or it may have been received at the BTE after the households to be included in the interview sample had been selected.

(c) Note that the covering letter specifically requested that the householder complete and return the form even if no travel had been undertaken.

Source: NTS supplementary interview survey.

response rate of 47 per cent), adjustment for non-response bias is crucial, since survey respondents may differ significantly from the population in the particular characteristic being surveyed.

The following Chapter discusses the differences between respondents to the NTS and the population in general. Various methods of adjusting for non-response bias are described, along with their application to the NTS.



### CHAPTER 3 - STATISTICAL ADJUSTMENT FOR NON-RESPONSE BIAS

As discussed in the previous Chapter, non-respondents to a survey such as the NTS often differ significantly from respondents to the same survey. This proved to be the case for the NTS. Consequently, various methods of adjusting survey data for non-response bias were investigated. The applicability of each of these methods to the NTS is discussed in this Chapter, prior to the determination of the approach actually selected for the adjustment process.

#### COMPARISON OF THE NTS SAMPLE WITH THE GENERAL POPULATION

Adjustments for non-response bias are likely to be required in surveys with low response rates. It was therefore considered appropriate to check if the NTS respondent sample differed significantly in various characteristics from the population as a whole.

Some difficulty was encountered in finding suitable travel characteristics which has been estimated independently of the NTS and with which the NTS respondents and the population as a whole could be compared. In particular, no annual estimates for overall trip generation levels in Australia were available independently of those derived from the NTS. Some information covering travel by air, rail and bus was available, but corresponding information about car travel could not be obtained. The major activity covered by the NTS involved car travel, so that it was considered more appropriate to use these other sources of travel information in a comparison with corresponding NTS estimates once adjustments for non-response bias had been made, rather than as justification for the adjustment process itself.

Since no suitable travel data were available, the comparison of the NTS sample with the population had to be based on some non-travel characteristics of households. Therefore the

frequency distributions of a selection of household and personal characteristics estimated from the NTS data were compared<sup>(1)</sup> with the corresponding distributions obtained from the 1976 Census (Australian Bureau of Statistics (ABS) 1978a). The personal and household characteristics selected for this comparison were those considered likely to have significant influence on travel behaviour. The characteristics examined were:

- . household income;
- . household size;
- . number of vehicles available for use by the household; and
- . ages of the household members.

A particular effect of occupation on travel behaviour is the extent to which it determines income, and hence ability to pay for travel. For this reason, it was not considered necessary to compare the occupation distributions of the NTS sample and the population as a whole.

#### Household Income

The distributions of household income for the NTS sample and the population as measured in the 1976 Census (ABS 1978a) are shown in Figure 3.1. Although the obvious differences between

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(1) For each characteristic, the frequency distributions were compared using Smirnov's test. This test, unlike the chi-square test, is exact for small sample sizes. Since some of the comparisons discussed later involve small sample sizes, for consistency Smirnov's test rather than the chi-square test was used for all comparisons of frequency distributions. In fact, the general feeling is that tests such as Smirnov's are more powerful than the chi-square test. See Conover (1971) for further details.

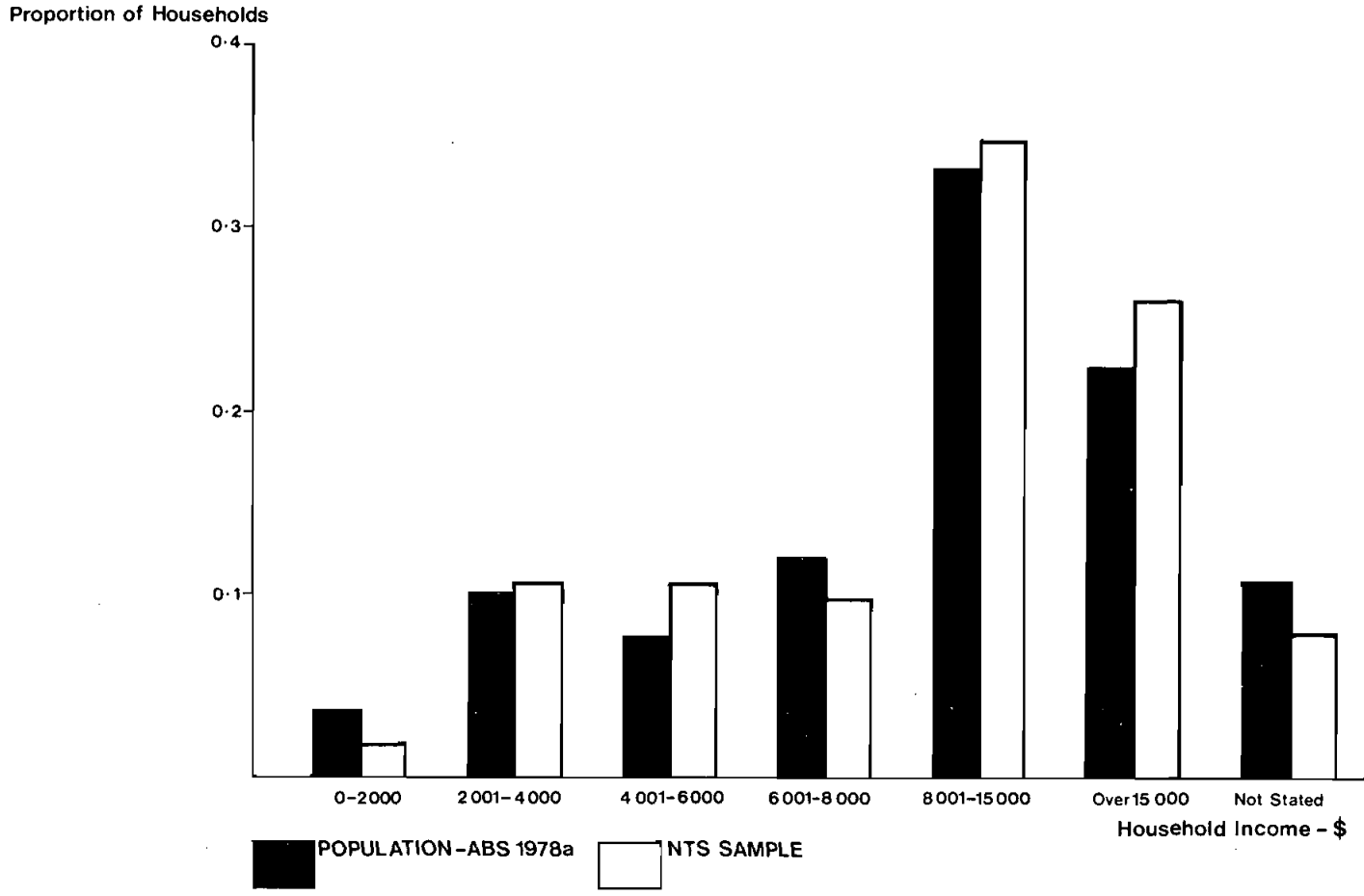


Figure 3.1  
Distribution of household income for the population  
as derived from the Census and the NTS

the two distributions are significant in statistical terms, the magnitudes of the differences in the various categories are relatively small. The maximum difference in household proportions for any income category is of the order of 0.03. The particular income categories shown in Figure 3.1 and used for comparison with Census data were determined by the requirement to achieve some degree of correspondence between the two sets of income data. This is due to a difference in sampling philosophy; the NTS sampled on a household basis, whereas the Census requested personal income.

#### Household Size

The Census data at the time of carrying out this analysis provided family size rather than household size, whereas the NTS, being household based, did not consider families as such. Since most households consist of one family, the distribution of family size for the population as a whole (ABS 1978a) was compared with the distribution of household size for the NTS sample. The two distributions are illustrated in Figure 3.2. Again, although the two distributions are statistically different, the difference is relatively small in magnitude. Most obviously, Figure 3.2 shows that the NTS undersampled people living alone, which is not entirely unexpected in view of the exclusion of institutions (barracks, nurses' homes, hostels and the like) from the sampling frame.

#### Number of Vehicles Available for Use by the Household

The NTS obtained the number of motor vehicles available for use by members of the household (Section III, Part A of the questionnaire), whereas the 1976 Census obtained the number of such vehicles parked outside the house on the night of the Census. As the two estimates are basically incompatible, no valid comparisons between the NTS and the Census data could be made in terms of this characteristic.

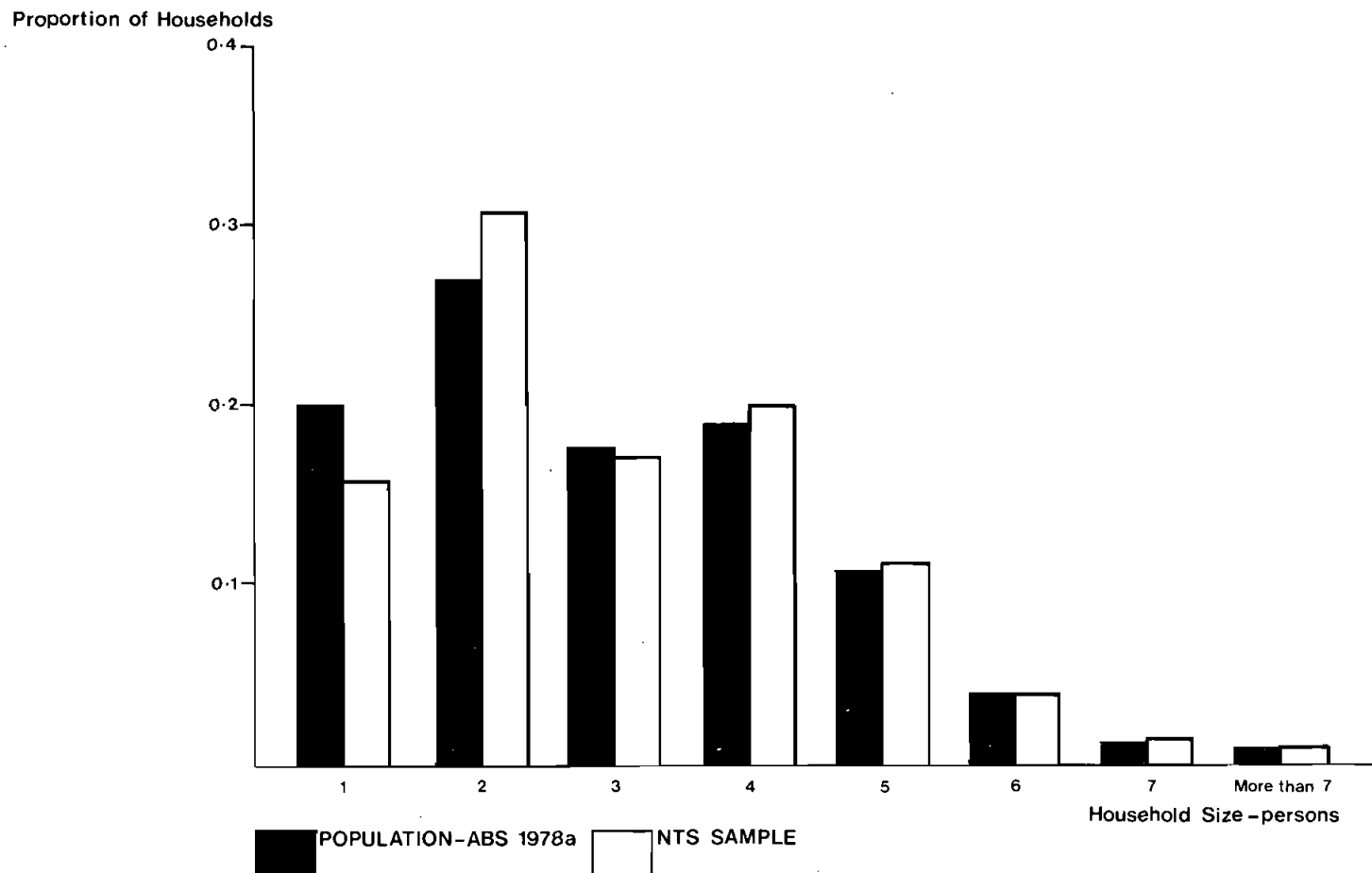


Figure 3.2  
Distribution of household size for the population  
as derived from the Census and the NTS

## Ages of Household Members

The distributions of the ages of household members estimated from the NTS and from the Census are illustrated in Figure 3.3. Figure 3.3 shows a reasonably close correspondence between these two distributions. However, the NTS sample size used in the comparison was sufficiently large to establish that the difference between the two distributions was statistically significant. Of course the Census (being a survey) is also subject to those factors affecting survey validity mentioned above. However, the Census data was the best available representation of these characteristics of the population.

### COMPARISON OF NTS RESPONDENTS AND NON-RESPONDENTS

Most of the interviews in the supplementary survey were conducted with a small sample of non-respondents to the postal survey. Comparisons of the characteristics discussed in the previous Section were carried out between these non-respondents, and respondents to the postal survey. Again, statistically significant differences were found between the distributions being compared. Some of the major differences are discussed in general terms in the following paragraphs.

Only 12 per cent of non-respondent households (excluding those which did not state their income) had incomes ranging from \$15 001 to \$20 000, while 14 per cent of respondent households had incomes in this range. On the other hand, 14 per cent of non-respondent households had incomes from \$6001 to \$8000, while only 11 per cent of respondent households had incomes in this range. As with the comparison between NTS respondents and the population as a whole, these differences, while not marked, are statistically significant.

Similarly, the household size distribution of non-respondent households is statistically different from that of respondent households. Of the non-respondent households, 12 per cent

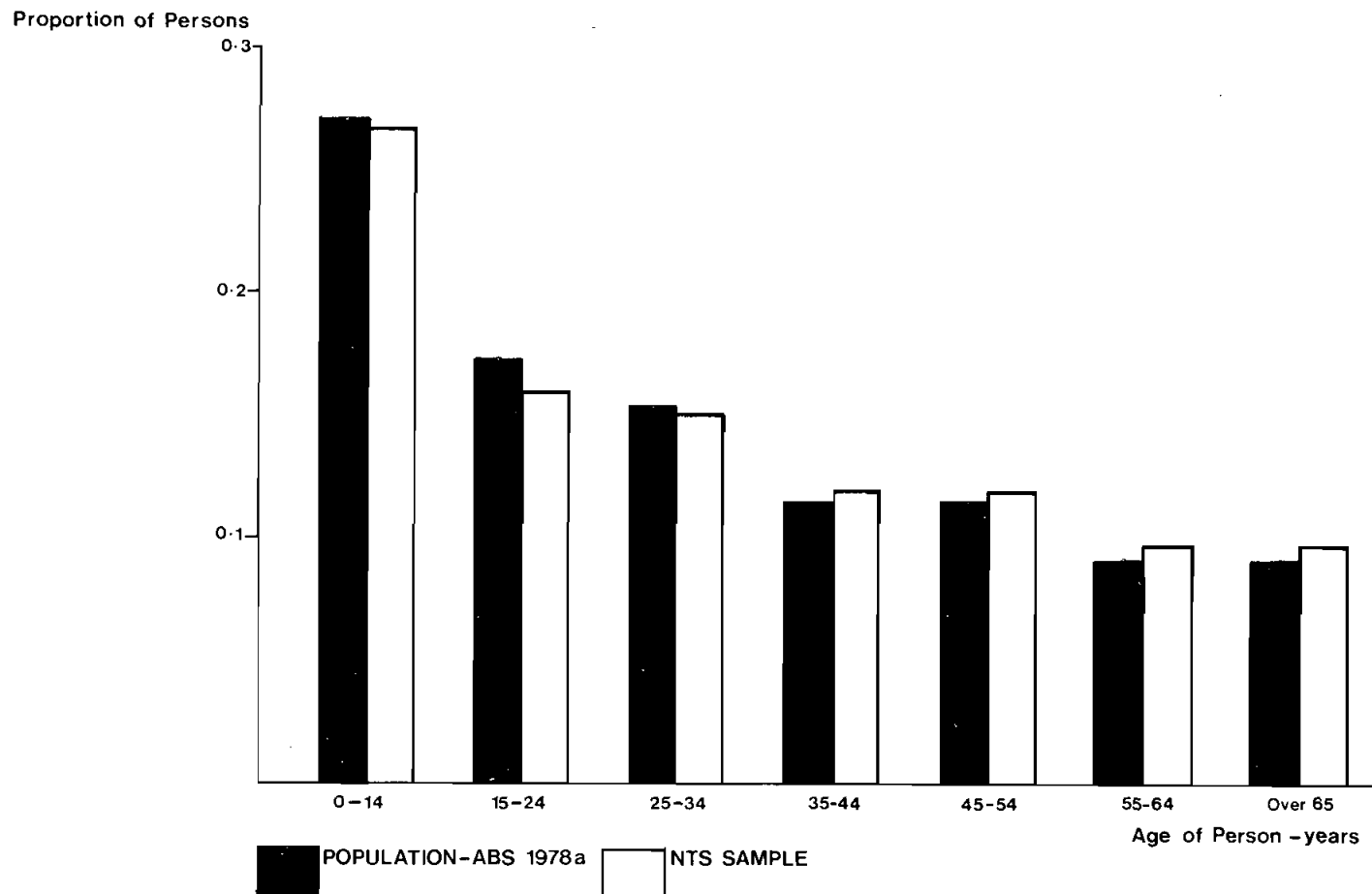


Figure 3.3  
Distribution of age for the population as derived  
from the Census and the NTS

contained only one person, and 19 per cent contained three persons. For respondent households, however, 16 per cent contained one person and 16 per cent contained three persons.

It was found that the difference between the distributions of vehicle availability was quite marked. Of all non-respondent households, 18 per cent reported having no vehicles available for use by household members, while only 10 per cent of respondent households indicated that they had no vehicles available.

While the difference between the age distributions of respondents and non-respondents is statistically significant, as with the comparison between NTS respondents and the population the magnitudes of the differences are reasonably small. The most significant feature of the two cases was the larger proportion (20 per cent) of persons aged 15 to 24 years in the group of non-respondents than in the respondents (16 per cent).

Since the same basic questionnaire was administered in the supplementary interview survey as was used in the postal survey, information on the travel characteristics of those non-respondents to the postal survey who were interviewed in the supplementary survey was available. The distributions of the travel characteristics of these non-respondents were compared with the corresponding distributions of respondents (using Smirnov's test). It was found that there was no statistically significant difference between the modal split of respondents and non-respondents. All other travel characteristics, however, showed statistically significant differences between the corresponding distributions for respondents and non-respondents. For example, 25 per cent of non-respondents travelled for sightseeing or recreational purposes, while only 17 per cent



of respondents travelled for this purpose<sup>(1)</sup>. On the other hand, only 9 per cent of all trips made by non-respondents were made for 'Other business', compared with a corresponding 15 per cent for respondents.

Non-respondents were more likely to use 'Other' forms of accommodation (15 per cent compared with 11 per cent for respondents), and had a lower tendency to stay with friends and relatives (49 per cent compared with 54 per cent for respondents). Non-respondents also spent one or two nights away from home more frequently than respondents (38 per cent of all trips compared with 31 per cent for respondents). The distributions of the number of nights spent at the main destination also reflect this difference.

Finally, of all trips made by non-respondent households, 45 per cent were undertaken by only one person in the household. Of those trips made by respondent households, only 28 per cent of all trips fell into this category.

#### METHODS OF ADJUSTING FOR NON-RESPONSE BIAS

The analyses presented in the previous Sections indicated that the NTS respondent sample differed significantly from the population as a whole in a number of characteristics likely to influence travel behaviour. Although, as Figures 3.1, 3.2 and 3.3 show, the absolute differences in the frequency distributions of these characteristics between the sample and the population were quite small, nevertheless the large NTS sample allowed the differences to be established at statistically significant levels. Similarly, the analysis in the previous Section confirmed differences between the distributions of a number of

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(1) It should be noted that the percentages presented in this Section are from the sample, and hence may differ somewhat from percentages for the population presented later in this Paper.

characteristics of respondents and non-respondents, in a more direct way.

These results established the necessity of attempting to adjust the results derived from the NTS respondent sample for non-response bias. Three approaches to this adjustment process were considered. Each of these approaches has been reported in the literature as having been successfully applied in various surveys in the past. It was therefore necessary to examine each of these approaches in turn to determine their applicability in the context of the NTS data. The three adjustment methods examined were:

- . adjustment by subclassification;
- . linear extrapolation on the basis of cumulative percentage response; and
- . adjustment using a sample of non-responses.

Each of the these methods is described below in turn. Where it is necessary to discuss adjustment of a particular variable, the overall trip generation rate (that is, the average number of person-trips generated per household per month) has been chosen. The reason for this is that it is not only the most important variable to adjust (as it leads directly to the estimates of overall levels of travel), but it is also the variable which can be adjusted most accurately in terms of the statistical sample size available for this adjustment.

#### Adjustment by Subclassification

To implement this method, those variables which influence the survey parameter to be adjusted (trip generation rates in the case of the NTS) are determined. These variables are cross-classified and the number of survey elements (households in the case of the NTS) in each cell of the cross-classification is obtained. An independent estimate of the number of elements from the whole population in each cell is also obtained. From

these two numbers a sample weighting for each cell is calculated. The value of the parameter under consideration is estimated for each of the cells of the cross-classification and the respective weighting factors are applied to each of these estimates to obtain the overall estimate for the population as a whole. This method is discussed in more detail by Hirsch *et al.* (1978a) and Cochran (1968).

As mentioned earlier, it was considered that non-urban trip generation rates and other travel parameters are at least partially influenced by the following household and personal characteristics:

- . household income;
- . household size;
- . number of vehicles available for use by household members;  
and
- . age of household members.

However, cross-classifications of these variables for the population as a whole were not available from an independent source, and hence this method could not be applied in the adjustment of the NTS results.

#### Linear Extrapolation on the Basis of Cumulative Percentage Response

This method of adjustment is based on the observation that the trend over time obtained from responses to successive questionnaires sent as reminders to non-respondents tends to predict the direction of non-response bias. Replies to an initial questionnaire and to successive follow-ups of non-respondents are viewed as distinct categories. These categories together form a continuum of respondent types ranging from those who are highly motivated to respond through to comparatively unmotivated individuals. It is argued that if a series of reminder questionnaires is sent to non-respondents over a period

of time, respondents who reply to the nth reminder are less motivated in terms of the survey than are respondents who replied to the (n-1)th or earlier reminders. Since the population as a whole is assumed to contain this continuum ranging from highly motivated to unmotivated persons (in terms of their reaction to the survey), estimates of population parameters can be obtained by extrapolating the results from a finite series of reminders on the basis of cumulative response<sup>(1)</sup>. Filion (1975-76) describes this method in greater detail. One possible weakness in this method is that 'hard-core' non-respondents<sup>(2)</sup> may differ from late respondents and may therefore upset observed trends.

In the case of the NTS only one series of reminders was sent to non-respondents. Hence this approach is not directly applicable. However, a modification to the methodology outlined above was examined. Since individuals responding quickly to a received questionnaire are likely to be more motivated than those delaying their reply, two more 'observations' were generated by taking the mid-points (in terms of cumulative response) between the original and reminder questionnaires and between the reminder questionnaires and the eventual total response<sup>(3)</sup>. The analysis was performed on a State basis. However, results were disappointing. There was no discernable trend in the trip generation rate derived at the four points

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- (1) The original and reminder questionnaires are treated cumulatively rather than individually, since the purpose is essentially to estimate the population figure by extrapolation of the results to the 100 per cent response level. This method does not estimate non-response bias explicitly.
  - (2) That is, non-respondents who would not reply to the survey no matter how many reminders they received.
  - (3) Analysis of cumulative response was carried out on a State basis. The questionnaires were sent at the bulk surface mail rate from Sydney or Canberra, so that the eastern States responded up to a week earlier than those States that were further away. Completed questionnaires were mailed back in pre-paid (airmail) postage envelopes supplied by the BTE.

mentioned. Discarding the results derived for the two artificial points in the cumulative response made no appreciable difference, since in some cases the trip generation rate increased, while in others it decreased or remained constant. It can be concluded that the basic hypothesis on which this method is based is not valid for the NTS. In other words, highly motivated individuals do not respond earlier than less motivated individuals in a survey such as the NTS. The failure of this method to predict non-response bias in the NTS is not altogether surprising. Scott (1961) reports that the method is successful in only four out of seven cases when predicting certain demographic characteristics.

#### Adjustment Using Sample of Non-respondents

In principle, this method could be applied to any travel parameters obtained in the NTS. However, the method will be explained and discussed in terms of the overall trip generation rate because of the particular importance of this parameter and because this parameter may be adjusted with an acceptable degree of accuracy given the constraints<sup>(1)</sup> on the size of the sample of non-respondents. Adjustment of the trip generation rate for non-respondents is discussed below in terms of the development of adjustment factors to be applied to the trip generation rates derived from the postal responses.

Trip generation rates vary geographically from region<sup>(2)</sup> to region, and in time from month to month. Hence, any function expressing trip generation rates must account for both locational

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- (1) Finance and time imposed significant constraints on the size of the sample of non-respondents. Hence, the size of the sample did not permit adjustments to be made to the more disaggregate travel parameters obtained from the NTS. This aspect is discussed in more detail later in this Paper.
  - (2) 'Region' in this context refers to a geographic area which is statistically homogeneous in terms of travel behaviour.

and temporal influences. The overall trip generation rate ( $\bar{t}(I,J)$ ) in region I during period<sup>(1)</sup> J can be expressed as:

$$\bar{t}(I,J) = \frac{T(I,J)}{N(I) \cdot q(J)} \quad (3.1)$$

where  $T(I,J)$  is the total number of trips made by the population in region I during period J,

$N(I)$  is the total number of households in region I,

and  $q(J)$  is the number of months in period J.

Consequently, if  $T_R(I,J)$  is the expected total number of trips made in region I during period J as estimated from the respondents to the NTS, and  $\hat{t}_R(I,J)$  is the trip generation rate of these respondents, then:

$$\begin{aligned} \hat{t}(I,J) &= \frac{T(I,J) \cdot \hat{t}_R(I,J)}{\hat{T}_R(I,J) \cdot N(I) \cdot q(J)} \\ &= F(I,J) \cdot \hat{t}_R(I,J) \end{aligned} \quad (3.2)$$

where  $F(I,J)$  is an adjustment factor for non-response bias for region I and period J to be applied to the respondent trip generation rate in this region and period.

Since region I and period J are statistically homogeneous in terms of travel behaviour, the trip generation rate in any sub-region  $i$  of I or sub-period  $j$  of J can then be adjusted for non-response bias as follows:

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(1) 'Period' in this context refers to one or more whole months during which individual travel parameters remain statistically similar.

$$\hat{t}(i,j) = F(I,J) \hat{t}_R(i,j)$$

where  $\hat{t}_R(i,j)$  is the estimated trip generation rate of respondents in sub-region  $i$  of  $I$  during sub-period  $j$  of  $J$ ,

and  $\hat{t}(i,j)$  is the adjusted trip generation rate in sub-region  $i$  during sub-period  $j$ .

One disadvantage of this approach is that the supplementary interview survey did not obtain a response rate of 100 per cent (in fact, this response rate was 68 per cent). Hence, data from non-respondents to the interview survey have not been allowed for in this adjustment, and a small degree of non-response bias remains in all adjusted estimates which are calculated using this method. However, since this is the only suitable method of allowing for non-response bias in the NTS, it was adopted. Appendix III contains a technical description of the steps involved in calculating these adjustment factors from the survey, and also outlines procedures for calculating the standard errors associated with them. The determination of regions ( $I$ ) and periods ( $J$ ) which are statistically suitable for carrying out the adjustment process is discussed in the Section below.

#### AGGREGATION OF NTS DATA

Sampling for the NTS was performed each month on the basis of NTS regions. It would have been preferable to calculate an adjustment factor for each NTS region and for each month. However, the high cost of interviews made it impossible to sample sufficient non-respondents to achieve this level of refinement. In fact, of a total of 50 758 households which did not respond to the postal survey, only 1960 could be interviewed. It was therefore necessary to examine the statistical validity of combining NTS regions into groups of regions and of combining months into groups of months for purposes of pooling the survey data to achieve larger sample sizes.

Analyses of variance (Bolch and Huang 1974, Snedecor and Cochran 1976) of trip generation rates were performed to determine those NTS regions and months for which it was statistically valid to pool both the NTS and supplementary interview survey data. In particular, Scheffe's method of linear contrast (at the 5 per cent level of significance) was used to identify possible combinations of NTS regions and months which exhibited statistical similarity in travel generation rates. Scheffe's method was preferred over the other methods available since it is exact for groups containing unequal numbers of observations.

This pooling of NTS data was performed over sets of NTS regions for which no statistical difference could be established on the basis of trip generation rates derived from each region. The resulting sets of NTS regions are referred to as 'regional aggregations' and are illustrated by Figure 3.4. Table 3.1 contains a definition of these regional aggregations. The nomenclature used in identifying a regional aggregation is a two-digit numerical code with the first digit representing the code of the State or Territory containing the aggregation ('2' for New South Wales (N.S.W.)<sup>(1)</sup>, '3' for Victoria (Vic.) and so on). As Table 3.1 shows, each aggregation comprises one or more contiguous NTS regions found to represent similar trip generation rates. In addition, no statistically significant difference was evident in the month-to-month variation of the trip generation rates in most of these regional aggregations. Only in regional aggregations 22, 24, 34, 41 and 51 was a statistical difference in the month-to-month variation of the trip generation rates found. For these regional aggregations, it was appropriate (in a statistical sense) to pool the data from the first six months of the survey, and to pool the data from the second six months of the survey. Statistical tests

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(1) The NTS region (101) representing the Australian Capital Territory (A.C.T.) is included with a number of other contiguous NTS regions in N.S.W. to form the aggregation designated as 21.



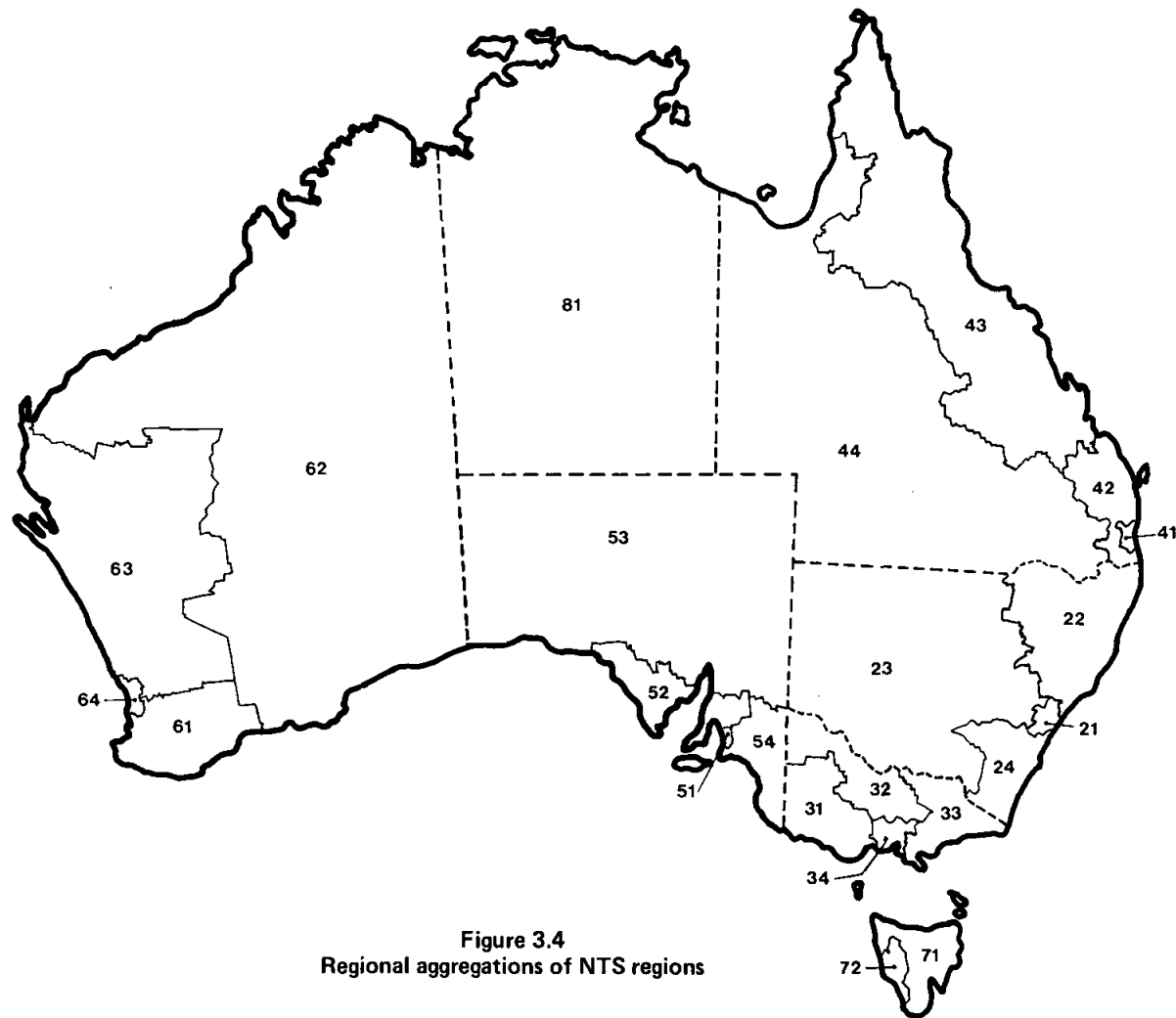


Figure 3.4  
Regional aggregations of NTS regions

TABLE 3.1 - DESCRIPTION OF REGIONAL AGGREGATIONS OF NTS REGIONS

State or Territory	Regional Aggregation	NTS Regions	Number of Households in Regional Aggregation	Population in Regional Aggregation
N.S.W	21	101, 209, 210, 213	175 220	595 013
	22	201, 202, 211, 212, 215, 216	294 660	959 505
	23	203, 204, 205, 206, 207, 208	148 084	512 565
	24	214	930 710	2 901 208
Vic.	31	301, 302, 303, 304	130 364	434 699
	32	305, 306, 307	93 958	319 459
	33	308, 309, 310	70 148	241 984
	34	311	827 108	2 649 134
Qld	41	401	220 020	696 740
	42	402, 403, 404	184 734	626 335
	43	405, 406, 407, 408	127 188	473 554
	44	409, 410, 411, 412	66 198	238 310
S.A.	51	501	290 128	903 003
	52	502, 503, 505	27 912	91 508
	53	504, 509	26 900	97 675
	54	506, 507, 508	45 574	151 203
W.A.	61	601, 602	38 548	131 690
	62	603, 605, 606	19 842	93 508
	63	604, 607, 609	45 178	97 916
	64	608	253 042	819 078
Tas.	71	701, 702, 703	118 732	389 726
	72	704	3 100	12 565
N.T.	81	801, 802	22 885	96 522

Source: National Travel Survey 1977-78 and the Census of Population and Housing conducted by the ABS in June 1976.

indicated that the data from the remaining regional aggregations could be pooled over the twelve survey months. These groups of months over which the data is pooled are referred to as 'monthly aggregations'. Hence, for regional aggregations 22, 24, 34, 41 and 51 it is statistically appropriate to combine the NTS data within each of the two periods, July 1977 to December 1977 and January 1978 to June 1978, to form two separate monthly aggregations. For the remaining regional aggregations, the data can be pooled over the period July 1977 to June 1978 to form a single monthly aggregation.

## CHAPTER 4 - NON-RESPONSE BIAS ESTIMATES AND RESPONSE ERROR

The previous Chapter outlined three possible methods of adjusting for non-response bias in the NTS. Of the three approaches presented, the method based on the results from a supplementary interview survey of non-respondents appeared to be most appropriate in the present situation. This Chapter discusses the adjustment process in some detail and provides numerical estimates of the adjustment factors required (with associated standard errors provided in Appendix IV). The methods described in this Chapter permit travel generation patterns calculated from the NTS data to be adjusted for non-response bias relatively conveniently and directly. These methods have been used to produce the statistical results presented in Appendices V to IX and discussed in Chapter 6.

Although non-response bias represents the most significant source of statistical error in the NTS data, errors resulting from incorrect completion of the NTS questionnaire by respondents also occurred. The general nature of these so-called response errors has been discussed in general terms in Chapter 2. Constraints on the sample size derived from the supplementary interviews precluded detailed quantitative analysis of this source of error. However, a general discussion of the nature of the response errors observed is provided at the end of this Chapter.

### NON-RESPONSE ADJUSTMENT

As noted in the previous Chapter, adjustment factors have been developed for application to trip generation rates. Although more disaggregated travel characteristics such as modal splits, distribution of trip purposes and so on are also subject to non-response bias, the estimation of biases in these parameters individually requires a significant sample size of non-respondents in each of the categories of disaggregation. The supplementary interview survey was not sufficiently extensive

to permit such refined statistical adjustments to all the travel parameters. Instead, attention has been focussed on adjustment of estimated trip generation rates from which the numbers of trips generated by households in a defined geographic zone and over a particular period of the survey can be derived.

Statistical considerations dictated the pooling of the survey data where possible, both on a geographical basis and over time (survey months). This approach was necessary in order to establish viable non-respondent sample sizes to allow reasonably reliable adjustment factors for the NTS results to be calculated. The NTS regions over which the survey data could be pooled formed particular regional aggregations which were presented in Table 3.1. As discussed in Chapter 3, adjustment factors were calculated for each of these regional aggregations. These adjustment factors covered monthly aggregations of six or twelve months of the survey, depending upon the particular regional aggregation in question. Details of calculation of the adjustment factor to be applied to the trip generation rate estimated from the NTS for a particular regional and monthly aggregation are given in Appendix III. Results of the calculation are given in Tables 4.1 and 4.2.

Table 4.1 presents the adjustment factors which relate to aggregations 22, 24, 31, 34, 41 and 51. As mentioned in Chapter 3, statistical analysis indicated that the NTS data from these regional aggregations could be validly pooled over two six-month aggregations. Table 4.1 indicates the resulting adjustment factors for each aggregation of months. Table 4.2 presents the adjustment factors relating to the other aggregations. The analysis in Chapter 3 indicated that NTS data in these latter regional aggregations could be pooled over the full twelve months of the survey. Hence, a single adjustment factor is applicable to the trip generation rates in each of these aggregations as estimated from the NTS.

TABLE 4.1 - ADJUSTMENT FACTORS APPLICABLE TO AGGREGATIONS  
REQUIRING TREATMENT OVER EACH SIX MONTH PERIOD OF  
THE NTS

Regional Aggregation(a)	July - December 1977		January - June 1978	
	Adjustment Factor	Standard Error of Adjustment Factor	Adjustment Factor	Standard Error of Adjustment Factor
22	0.589	0.048	0.740	0.092
24	0.704	0.082	0.762	0.061
31	0.728	0.064	0.832	0.079
34	0.826	0.067	0.861	0.058
41	1.337	0.175	0.852	0.073
51	0.725	0.097	0.738	0.089

(a) See Table 3.1 for an indication of the NTS regions comprising each of these aggregations.

Source: Calculated from the NTS data.

**TABLE 4.2 - ADJUSTMENT FACTORS APPLICABLE TO AGGREGATIONS  
REQUIRING TREATMENT OVER THE TWELVE MONTHS OF THE  
NTS**

Regional Aggregation (a)	Adjustment Factor	Standard Error of Adjustment Factor
21	0.592	0.043
23	0.638	0.078
32	0.784	0.110
33	0.728	0.063
42	0.676	0.038
43	0.716	0.105
44	0.626	0.138
52	0.733	0.051
53	0.660	0.063
54	0.845	0.082
61	0.784	0.052
62	0.660	0.063
63	0.660	0.063
64	0.606	0.059
71	0.948	0.121
72	0.733	0.051
81	0.660	0.063

(a) See Table 3.1 for an indication of the NTS regions comprising each of these aggregations.

Source: Calculated from the NTS data.

## APPLICATION OF ADJUSTMENT FACTORS

The NTS data can be used to estimate average trip generation rates, and hence total numbers of trips generated, at a number of different levels. These levels relate to:

- . geographic zones;
- . time intervals;
- . households or persons with particular groups of characteristics; and
- . trips with certain characteristics (such as particular purposes, types of transport used and so on).

Since the locational data from the NTS were recorded at placename level, travel parameters in general and trip generation rates in particular can, in principle, be estimated at quite disaggregate levels<sup>(1)</sup>. Similarly, since the NTS was conducted over a period of twelve months, the trip generation rate over a particular time interval within the survey period can be estimated from the data obtained during that interval. From the information relating to personal and household characteristics, the trip generation rates of households or persons with particular characteristics (such as the trip generation rates of households in particular income groups) can be estimated from the NTS data. Finally, the trip generation rates relating to trips with particular characteristics (such as transport modes used or purposes of the trip and so on) can be estimated.

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(1) The most disaggregate level at which results can be estimated from the survey will be determined by related sample sizes. Thus, for example, the NTS data can be used to estimate the trip generation rate for the Sydney NTS region, but would not in general be suitable to establish the trip generation rate for a small country town.



Trip generation rates estimated at these various levels of disaggregation are subject to adjustment for non-response bias. This Section outlines the application of the adjustment factors presented previously to the estimation of trip generation rates for various levels of regional and monthly aggregation and for various levels of stratification by household, personal and travel characteristics. The trip generation rates originally published in the series of Occasional Papers presenting preliminary statistical summaries of the NTS (Hirsch *et al.* 1978a, b, Hirsch 1978, 1979a) have been adjusted as described in the following Sections in order to remove the effects of non-response bias. These adjusted statistics are available on microfiche (see the Special Note at the beginning of this Paper).

### Notation

Before embarking on a description of the calculations involved in adjusting the NTS data for non-response bias, it is worth making some general comments in regard to certain aspects of the notation employed in the following discussion.

The following sub-sections are concerned with the estimated average trip generation rate denoted by  $\hat{t}$  and defined as the average number of person-trips undertaken per household per month. Qualifications on the trip generation rate are shown in parenthesis. In particular, the estimated average trip generation rate in a region<sup>(1)</sup>  $i$  during month  $j$  of the survey is denoted as  $\hat{t}(i,j)$ .

As noted in the discussion introducing and presenting the adjustment factors, aggregations of NTS regions and months of the survey were developed where no significant statistical

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(1) In this context, the term 'region' will be used to refer to an NTS region, an LGA, a specific place or any group of these areas within a specific regional aggregation.

differences in trip generation rates could be established. A general aggregation of NTS regions is denoted by I and a general aggregation of survey months by J. Hence the region i mentioned above is a subset of I and the month j is a subset of J. Summations over i and j shown in the following sub-sections are to be interpreted as summations over all regions i in regional aggregation I, and over all months j in monthly aggregation J.

In qualifying average trip generation rates related to household or personal characteristics or to travel characteristics, these characteristics are denoted by Greek symbols  $\alpha, \beta, \dots$ . Again, these qualifications appear in parenthesis. For example, the estimated average trip generation rate in region i and month j for households with total annual income  $\alpha$  and number of vehicles available  $\beta$  is denoted as  $\hat{t}(i, j; \alpha, \beta)$ . Finally, the subscript R is used to denote an average trip generation rate calculated from the data supplied by respondents to the postal survey (for example,  $\hat{t}_R(i, j; \alpha, \beta)$ ). These generation rates are subject to non-response bias and the adjustment factors are applied to them. The subscript k is used as a generalised index for the kth household in a particular summation.

### Unstratified Travel

A general case involving unstratified estimates is that in which an estimate of the unstratified trip generation rate for a region i over a month j in the survey is required. From the NTS data, a biased estimate  $\hat{t}_R(i, j)$  of this trip generation rate can be calculated. This estimate can be adjusted for non-response bias using the adjustment factor  $F(I, J)$  appropriate to the regional aggregation I containing the region i and the particular monthly aggregation J which includes the month j. Thus the unbiased estimate  $\hat{t}(i, j)$  of the trip generation rate for households in region i and month j can be written as:

$$\hat{t}(i, j) = F(I, J) \hat{t}_R(i, j) \quad (4.1)$$

Hence, the unbiased estimated total number of trips generated by the population in region i and month j is:

$$\hat{T}(i,j) = \hat{t}(i,j) N(i) \quad (4.2)$$

where  $N(i)$  is the total number of households in region i, and  $\hat{t}(i,j)$  is given by Equation (4.1).

The unbiased estimate of the total number of trips made in monthly aggregation J by households in region i is:

$$\hat{T}(i,J) = F(I,J) \hat{t}_R(i,J) N(i) q(J) \quad (4.3)$$

Hence, the unbiased estimate of the total number of trips made in year Y by households in region i is:

$$\begin{aligned} \hat{T}(i,Y) &= \sum_J \hat{T}(i,J) \\ &= \sum_J \hat{t}(i,J) N(i) q(J) \end{aligned} \quad (4.4)$$

where  $q(J)$  is the number of months in period J.

Note that Equation (4.4) contains either one or two terms. For regions in regional aggregations represented in Table 4.1, Equation (4.4) will have two terms corresponding to the two six-month periods of July-December 1977 and January-June 1978 respectively. For other regions Equation (4.4) will contain only one term.

When estimating the total number of trips generated in a State (rather than in a region, as above), it should be remembered that regional aggregations are geographic divisions of States<sup>(1)</sup>. Each such aggregation has a statistically

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(1) Since the A.C.T. only consists of one NTS region, it is included in the regional aggregation 21.

homogeneous trip generation rate. The total number of trips generated in a State is thus the sum of the total number of trips generated in each regional aggregation in that State.

Consider a State S which contains a number of regional aggregations and the year Y which is an accumulation of monthly aggregations. The biased trip generation rate of sampled respondents in regional aggregation I and monthly aggregation J is:

$$\bar{t}_R(I,J) = \frac{\sum_i \sum_j \sum_k T_k(i,j)}{\sum_i \sum_j n_R(i,j)} \quad (4.5)$$

where  $T_k(i,j)$  is the number of trips made by the kth sampled respondent household in region i and month j,

and  $n_R(i,j)$  is the number of respondent households sampled in region i and month j.

The trip generation rate in regional aggregation I and monthly aggregation J, adjusted for non-response bias, is estimated from:

$$\hat{t}(I,J) = F(I,J) \bar{t}_R(I,J) \quad (4.6)$$

The total number of trips generated in regional aggregation I during monthly aggregation J can be estimated from:

$$\hat{T}(I,J) = q(J) N(I) \hat{t}(I,J) \quad (4.7)$$

By summing over all regional aggregations I contained in the State S and over all monthly aggregations J contained in the year Y, the total number of trips generated in year Y by households in State S can be estimated:

$$\hat{T}(S,Y) = \sum_I \sum_J \hat{T}(I,J) \quad (4.8)$$

Values of  $T(I,J)$  have been calculated and are shown in Tables 4.3 and 4.4<sup>(1)</sup> so that  $\hat{T}(S,Y)$  can be easily estimated for any State. The average trip generation rate of households in State S over the year Y (expressed as trips per household per month) can then be estimated as follows:

$$\hat{t}(S,Y) = \frac{\hat{T}(S,Y)}{12 N(S)} \quad (4.9)$$

where  $N(S) = \sum_I N(I)$  is the total number of households in State S

TABLE 4.3 - SCALING FACTORS APPLICABLE TO TRIP ESTIMATES FROM AGGREGATIONS REQUIRING TREATMENT OVER EACH SIX MONTH PERIOD OF THE NTS - 1977-78

Regional (a) Aggregation	July-December 1977		January-June 1978	
	$\hat{T}(I,J)$	$A(I,J)$	$\hat{T}(I,J)$	$A(I,J)$
22	1 846 178	513.0	2 066 166	562.2
24	4 599 488	2 589.8	5 391 540	2 417.7
31	1 271 972	394.9	1 505 470	438.5
34	5 432 453	1 804.2	6 424 791	1 725.7
41	2 577 490	1 842.4	1 925 462	1 098.4
51	1 112 375	1 575.6	1 509 824	1 407.1

(a) See Table 3.1 for an indication of the NTS regions comprising each of these aggregations.

Source: Calculated from the NTS data.

(1) Terms  $A(I,J)$  shown in Tables 4.3 and 4.4 relate to the estimates of travel generation rates stratified by various characteristics. These terms are discussed later in this Chapter.

TABLE 4.4 - SCALING FACTORS APPLICABLE TO TRIP ESTIMATES FROM  
AGGREGATIONS REQUIRING TREATMENT OVER THE TWELVE  
MONTHS OF THE NTS - 1977-78

Regional Aggregation	$\hat{T}(I,J)$	A(I,J)
21	2 668 613	520.6
23	2 861 008	386.7
32	2 317 023	517.5
33	1 471 664	285.4
42	2 487 840	665.7
43	1 709 767	504.1
44	1 177 073	356.5
52	499 970	203.2
53	570 712	337.1
54	854 828	172.2
61	755 541	2 014.8
62	334 664	214.4
63	1 066 670	450.6
64	1 492 814	2 031.0
71	2 452 881	1 150.5
72	95 782	172.6
81	245 220	355.4

(a) See Table 3.1 for an indication of the NTS regions comprising each of these aggregations.

Source: Calculated from the NTS data.

Trip generation rates can be estimated on a national basis from the above equations if summations over I are redefined to include all regional aggregations in Australia. Methods of calculating standard errors for any of the derived estimates in Equations (4.1) to (4.9) are outlined in Appendix IV.

#### Travel Stratified by Household or Personal Characteristics

The trip generation rates estimated for any particular stratum of the population must also be adjusted for non-response bias. Since the NTS sample differed statistically from the population as a whole in certain characteristics (as shown in Chapter 3) separate adjustment factors should be applied to the trip generation rate for each stratum under consideration. These adjustment factors would differ from each other and from the adjustment factor which would be applied to the unstratified trip generation rate, since respondents have, in effect, been sampled at levels within the various strata which are different from the proportional representation of these strata in the population as a whole. Ideally, all of these individual adjustment factors should be calculated and applied to the appropriate trip generation rates. However, this degree of refinement requires a considerable sample size of non-respondents and is generally precluded on economic grounds. This restriction also applies in the present situation. As Figures 3.1, 3.2 and 3.3 show, the differences in the distributions of various characteristics between the NTS sample and the population are generally quite small. Consequently, use of unstratified adjustment factors in the determination of stratified travel characteristics should not introduce an unacceptable degree of numerical error, even though the distributions of the underlying characteristics may be significantly different in a rigorous statistical context.

On the basis of this assumption, an estimate of the total number of trips generated by households with characteristics<sup>(1)</sup>  $\alpha, \beta, \dots$  in region  $i$  and month  $j$  is given by:

$$\hat{T}(i,j;\alpha,\beta,\dots) = p(i,j;\alpha,\beta,\dots) \hat{T}(i,j) \quad (4.10)$$

where  $\hat{T}(i,j)$  is given by Equation (4.2)

and  $p(i,j;\alpha,\beta,\dots)$  is the proportion of trips generated in region  $i$  and month  $j$  by respondent households with characteristics  $\alpha, \beta, \dots$ .

On an annual basis, the estimated number of trips generated by households with characteristics  $\alpha, \beta, \dots$  in region  $i$  is given by:

$$\begin{aligned} T(i,Y;\alpha,\beta,\dots) &= \sum_J T(i,J;\alpha,\beta,\dots) \\ &= \sum_J p(i,J;\alpha,\beta,\dots) \hat{T}(i,J) \end{aligned} \quad (4.11)$$

where  $T(i,J) = \bar{T}(i,J) N(i) q(J)$

As mentioned previously, data were 'pooled' over regional and monthly aggregations to minimise the variance of statistical estimates. The proportion of trips made by households with characteristics  $\alpha, \beta, \dots$  in regional aggregation  $I$  and monthly aggregation  $J$  is:

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(1) The discussion given here will be expressed in terms of household characteristics. However, the discussion and the following equations also apply to travel estimates stratified by personal characteristics  $\alpha, \beta, \dots$ . Whereas the sample trip proportions described here relate to the proportions of trips made by households with particular characteristics, in calculating travel levels stratified by personal characteristics these proportions would relate to proportions of sampled trips made by persons with particular characteristics.



$$p(I,J;\alpha,\beta,\dots) = \frac{\sum_i \sum_j \sum_k T_k(i,j;\alpha,\beta,\dots)}{\sum_i \sum_j \sum_k T_k(i,j)} \quad (4.12)$$

where  $T_k(i,j;\alpha,\beta,\dots)$  is the number of trips generated in region  $i$  and month  $j$  by the  $k$ th household with characteristics  $\alpha,\beta,\dots$ ,

and  $T_k(i,j)$  is as defined earlier.

Hence, the number of trips made by households with characteristics  $\alpha,\beta,\dots$  annually in State  $S$  is estimated by:

$$\begin{aligned} \hat{T}(S,Y;\alpha,\beta,\dots) &= \sum_I \sum_J q(J) N(I) p(I,J;\alpha,\beta,\dots) \hat{t}(I,J) \\ &= \sum_I \sum_J T(I,J) p(I,J;\alpha,\beta,\dots) \end{aligned} \quad (4.13)$$

where  $T(I,J)$  is as shown in Tables 4.3 and 4.4, and  $p(I,J;\alpha,\beta,\dots)$  is given by Equation (4.12). Then the proportion of trips made by households with characteristics  $\alpha,\beta,\dots$  during year  $Y$  in State  $S$  can be estimated by:

$$\hat{p}(S,Y;\alpha,\beta,\dots) = \frac{\hat{T}(S,Y;\alpha,\beta,\dots)}{\hat{T}(S,Y)} \quad (4.14)$$

where  $\hat{T}(S,Y;\alpha,\beta,\dots)$  and  $\hat{T}(S,Y)$  are given by Equations (4.13) and (4.9) respectively.

Let  $A(I,J)$  be the ratio of the estimated total number of trips generated in regional aggregation  $I$  and monthly aggregation  $J$  and the number of trips generated by the survey respondents in regional aggregation  $I$  and monthly aggregation  $J$ , that is,

$$A(I,J) = \frac{\hat{T}(I,J)}{\sum_i \sum_j \sum_k T_k(i,j)} \quad (4.15)$$

Using Equation (4.12), Equation (4.13) can then be rewritten as:

$$\begin{aligned}\hat{T}(S,Y;\alpha,\beta,\dots) &= \sum_I \sum_J \hat{T}(I,J) \frac{\sum_i \sum_j \sum_k T_k(i,j;\alpha,\beta,\dots)}{\sum_i \sum_j \sum_k T_k(i,j)} \\ &= \sum_I \sum_J A(I,J) \sum_i \sum_j \sum_k T_k(i,j;\alpha,\beta,\dots) \quad (4.16)\end{aligned}$$

For each individual regional aggregation and monthly aggregation  $A(I,J)$  is constant. Consequently, if the values of  $A(I,J)$  are known, only those responses made by households with characteristics  $\alpha,\beta,\dots$  need be analysed to calculate the number of trips made by all households with these characteristics annually in State S. In other words, only households with characteristics  $\alpha,\beta,\dots$  sampled from State S during year Y need to be selected from the NTS data base. The travel information from these households can then be easily analysed using Equation (4.16). For this reason the values of  $A(I,J)$  have also been presented in Tables 4.3 and 4.4.

Methods of calculating standard errors for any of the estimates calculated in Equations (4.10) to (4.16) are presented in Appendix IV.

#### Travel Stratified by Trip Characteristics

The distributions of various trip characteristics of respondents were compared<sup>(1)</sup> with the corresponding distributions of

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(1) Smirnov's test (Conover 1971) was used to compare the distributions of a particular characteristic for respondents and non-respondents to the postal survey. These distributions were obtained from the NTS sample, so that the percentages discussed in this Section refer to the sample rather than the whole population. For this reason they may differ from the proportions presented later in this Paper.

non-respondents, as discussed in Chapter 3. Typical results of this comparison were also summarised in Chapter 3. From this comparison it was evident that the modal split of travel by non-respondents was statistically similar to that by respondents. Non-respondents travelled for sightseeing and recreational purposes more frequently than respondents did (25 per cent compared with 17 per cent), with a corresponding decrease in the proportion of business trips made by non-respondents. Non-respondents were also more likely to spend one or two nights away from home (38 per cent of all trips compared with 31 per cent of all trips made by respondents). This is reflected in the difference between the distributions of the number of nights spent at the main destination by respondents and non-respondents. Non-respondents were less likely to stay with friends and relatives than respondents (49 per cent of all trips made by non-respondents compared with 54 per cent of all trips made by respondents), with a corresponding increase in their use of 'Other' forms of accommodation. Of all trips made by non-respondent households, 45 per cent were made by household members travelling alone. For respondent households, however, only 28 per cent of all trips involved a person travelling alone.

Unfortunately, the small sample size prevented a more quantitative analysis of the difference in travel characteristics between respondents and non-respondents than that outlined above. No individual adjustment factors could thus be calculated to account for non-response bias in any trip characteristics. Again, the assumption that the trip characteristics of respondents and non-respondents are similar is implicit in the calculation of the figures presented in Appendices V to IX. The method of calculating these figures is outlined in Equations (4.10) to (4.16) with  $\alpha, \beta, \dots$  being interpreted as travel characteristics rather than as personal or household characteristics as above.

## RESPONSE ERRORS IN THE NTS

The supplementary interview survey covered a small proportion of respondents to the postal survey as well as non-respondents. However, respondents were sampled at a much lower level than non-respondents, since the main aim of this supplementary survey was to obtain a quantitative estimate of non-response bias in the NTS data (regarded as the major source of statistical error). In all, interviews were obtained from 78 per cent of the sample of 1101 respondents to the postal survey. Consequently, analysis of response errors in the NTS cannot be performed in detail and the discussion presented in this Section is limited to certain generalised observations of the significance of response errors in the NTS. There is some doubt as to which survey (postal or supplementary interview) elicited the most accurate response. While interview surveys normally elicit more accurate responses<sup>(1)</sup> than postal surveys, the time lapse between the receipt of the postal questionnaire and the conduct of the interview decreased the accuracy of responses to the supplementary interview survey to an unknown extent. Consequently it is not possible to determine which of the two forms of response is the more accurate.

Analysis of returns of those respondents interviewed in the supplementary survey indicated that respondents tended to overestimate the number of trips made in a survey month by about 10 per cent. The distributions of trip characteristics as recorded by certain respondents to the NTS were compared with the distributions of the characteristics as reported by the same respondents in the supplementary interview survey. There was no significant difference between the distributions for all characteristics except total duration, duration at

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(1) The exception, however, was household income. Respondents are generally regarded (Franzen and Lazarsfeld 1945) as less likely to disclose their correct household income to an interviewer in comparison with their reaction to a postal questionnaire.

destination and party size. In the NTS respondents reported that 60 per cent of all trips had a total duration of two nights or less, compared with 65 per cent of all trips reported in the interviews. Similarly, in the NTS 29 per cent of all trips were reported to have involved one or two nights at the main destination, compared with 35 per cent reported at the interviews. Of all trips reported by these respondents to the NTS, 32 per cent were reported as being made by persons travelling alone. In the supplementary interview, however, the same respondents indicated that only 26 per cent of trips involved persons travelling alone.

The distributions of various household and personal characteristics as recorded on the postal questionnaire and at the interview were examined. This analysis showed little difference between these parameters as reported in the NTS and in the supplementary interview survey, indicating that these characteristics were reported reasonably accurately in the NTS. It is interesting to note that 13 per cent of respondent households refused to disclose their income at the interview, while only 6 per cent did not report their income on the postal questionnaire. This is in line with the findings of other researchers that respondents are less likely to disclose their household income to an interviewer in comparison with their reaction to a (more impersonal) postal questionnaire.

## CHAPTER 5 - EVALUATION OF NTS DESIGN

A significant amount of consideration was given to designing the general approach used for the NTS and to developing the most efficient processes for its operation. This effort aimed at ensuring that available resources were used most efficiently and that maximum use was made of previous information and experience which was relevant to the NTS. Any sample survey is subject to constraints in the resources which can be allocated to its operation and in the prior information available for its design. The NTS was no exception. However, having carried out the survey, certain points emerged in relation to its design, which are worth noting and which provide useful guidelines for any future survey of a similar nature which may be conducted. This Chapter is concerned with providing a general retrospective evaluation of various aspects of the design and operation of the NTS.

### NTS SAMPLING PROCESSES

#### Sample Distribution

A particularly important aspect of survey design relates to the determination of the most appropriate sampling levels, since the sampling levels will determine the eventual accuracy of the results derived from the survey. Briefly, the sampling levels for the NTS were determined from *a priori* estimates of the numbers of trips made along specific corridors. These estimates allowed the 'importance' of a corridor (in terms of the volume of travel it sustained) to be determined empirically. This empirical assessment of the 'importance' of a corridor permitted minimum tolerable accuracy criteria to be specified for the NTS estimates of the volume of travel along the corridor. *A priori* estimates of response rates and trip generation rates likely to be achieved in various geographic regions then allowed actual sampling levels to be calculated (Moll *et al.* 1978).

A gravity model was used to determine *a priori* estimates of trip levels along various corridors (Aplin *et al.* 1976). This model was calibrated using results from the Survey of Australian Travel (Australian Travel Research Conference (ATRC) 1974). While the results from the ATRC survey were not considered to be particularly suitable for this purpose, they represented the best data available for calibrating the gravity model. In fact, comparison of the distributions of trips from specific origin regions to all other (destination) regions calculated from the gravity model and from the NTS results respectively, indicated that, while some distributions were reasonably similar, there were significant discrepancies in others. The gravity model presented by Aplin *et al.* (1976) has been re-calibrated using the more up-to-date and comprehensive data from the NTS. The basic form of the gravity model is (from Aplin *et al.* 1976):

$$T_{ij} = k P_i^a P_j^b d_{ij}^c \quad (5.1)$$

where  $T_{ij}$  is the number of trips per annum with origin  $i$  and destination  $j$ ,

$k$  is a constant relating to trip generation,

$P_i$  is the population of the origin region,

$P_j$  is the population of the destination region,

$d_{ij}$  is the distance (km) between the population centroids of regions  $i$  and  $j$ ,

and  $a$ ,  $b$  and  $c$  are exponents to be estimated in the calibration.

Values for the constant  $k$  and exponents  $a$ ,  $b$  and  $c$  may be derived by applying normal multiple linear regression techniques to a logarithmic transformation of the basic model. The 1806 valid observations<sup>(1)</sup> from the NTS were analysed and values of the

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(1) Each origin-destination (O-D) pair (except those corresponding to diagonal elements of the O-D matrix, which reflected intraregional travel) represented one observation which could be used for fitting the gravity model. However, all O-D pairs for which no trips were recorded were rejected.

constant and exponents obtained. Table 5.1 presents the values of the constant and the exponents, along with associated standard errors, obtained by calibrating the model using data from both the NTS and the ATRC survey. The coefficient of determination ( $R^2$ ) for the regression was 0.53. Comparison with the gravity model calibrated using the ATRC data indicates that the model calibrated using NTS data has a very similar distance exponent but that the population exponents obtained from the NTS data are substantially smaller than the corresponding exponents obtained from the ATRC. This decreased population sensitivity is compensated by a much larger constant factor  $k$ . However,  $\hat{T}_{ij}$  computed by this method is biased upward as an estimate of  $T_{ij}$  (Bolch *et al.* 1974). An unbiased estimate of  $T_{ij}$  is given by

$$\hat{\hat{T}}_{ij} = \hat{T}_{ij} \exp \{ (1.4593 - s^2(\hat{T}_{ij}^*)) \} \quad (5.2)$$

where  $\hat{T}_{ij}$  can be estimated from Equation (5.1),

$$\hat{T}_{ij}^* = \ln \hat{T}_{ij},$$

and  $s^2(\hat{T}_{ij}^*)$  is the variance of  $\hat{T}_{ij}^*$

Ignoring the cross-product terms, which in this case are negligible in magnitude, the estimated variance of  $\hat{T}_{ij}^*$  is given by the following equation:

$$\begin{aligned} s^2(\hat{T}_{ij}^*) \approx & 0.2 - 1.405 \times 10^{-2} \ln P_i - 6.178 \times 10^{-2} \ln P_j \\ & - 1.340 \times 10^{-2} \ln d_{ij} + 5.642 \times 10^{-4} (\ln P_i)^2 \\ & + 5.345 \times 10^{-4} (\ln P_j)^2 + 1.103 \times 10^{-3} (\ln d_{ij})^2 \end{aligned} \quad (5.3)$$

Use of the unbiased estimate of  $T_{ij}$  given by Equation (5.2) and of the values of the constant and exponents obtained from the NTS gives more accurate estimates of the number of trips made from origin region  $i$  to destination region  $j$  than were obtained using the initial form of the gravity model calibrated with the data from the ATRC survey. However the application of the original gravity model to the process of sample size determination in general proved to be satisfactory. Obviously any future survey of a related kind would draw on the NTS results and the gravity model derived from them as a basis for planning.



TABLE 5.1 - VALUES OF THE GRAVITY MODEL PARAMETERS AS OBTAINED  
FROM THE ATRC SURVEY AND THE NTS

Exponent	ATRC Survey		NTS	
	Fitted Value	Relative Error (a)	Fitted Value	Relative Error (a)
a	0.823	0.052	0.573	0.058
b	0.467	0.092	0.374	0.064
c	-1.221	0.045	-1.180	0.019
Constant k	2.185	-	144.938	-

(a) Ratio of one standard error of estimate to value of estimate.

Source: Aplin *et al.* (1976) and the NTS data.

### Response Rates

The second pilot survey mentioned previously in Chapter 2 sampled the Melbourne (311), A.C.T. (101) and Southern Tablelands (209) NTS regions. These regions were chosen as being representative of other regions in Australia which are, respectively:

- . basically metropolitan urban (the State capitals);
- . non-metropolitan but urbanised; and
- . rural.

'Remote' regions were not sampled in this pilot survey. In the pilot survey a comparatively high response rate of 58 per cent was obtained for the A.C.T., a somewhat lower response rate of around 50 per cent for Melbourne, and a low 32 per cent was obtained for the Southern Tablelands (Piko 1977). However, it is dangerous to draw firm conclusions from this trend since response rates in the NTS were found to vary considerably within

each regional category mentioned above. For example, the response rates of rural regions (excluding those regions judged to be 'remote') varied from 38 to 56 per cent. However, 'remote' regions almost always had very low response rates. The pilot survey did provide some forewarning of the potential large variations in response rate from region to region. To ensure adequate sampling levels in all regions, given the variation in regional response rates, the response rates obtained from the first couple of month's operation of the survey could have been calculated, and the regional sampling levels adjusted appropriately for the remainder of the survey. In the case of the NTS, however, it is doubtful whether the sampling levels would have been altered substantially if this calculation had been performed at the time. In essence, sampling 'remote' areas at a higher level to counteract their inherently low response rates would have required a decrease in the sampling levels of other more populated regions, since the total NTS sample size was fixed by various resource constraints. These decreases might not have been acceptable from a statistical point of view.

### Sampling Frame

In order to achieve an extensive coverage of the population, the NTS sample (with the exception of the South Australian component) was selected from the Federal electoral rolls. Obviously, these rolls contain a large number of individuals and their addresses and, in view of the necessity to minimise costs in the NTS, an arbitrary one-in-five random selection of addresses from the rolls was done to minimise subsequent computer processing costs (Aplin *et al.* 1976). More than sufficient addresses remained after this selection to achieve the required sample sizes in most NTS regions as determined from the sampling design (Moll *et al.* 1978). However, in a few sparsely populated regions (such as NTS regions 410, 606 and 802) insufficient addresses remained after the above selection process to automatically produce a sample at the required level. This necessitated increasing the sample size where appropriate by

manual means using the printed electoral rolls. The point to be noted from this experience is that the existence of sparsely populated regions can require these regions to be given special attention in the sample selection process, particularly in circumstances in which this process has been designed to be carried out by computerised means.

#### QUESTIONNAIRE DESIGN

The questionnaire design was twice pilot-tested on a limited basis. The first pilot test led to a radical re-design of the questionnaire, basically aimed at simplification of the questionnaire format. The pilot test of the re-designed questionnaire indicated that only minor alterations to the design were required. However, a number of problems became apparent during the course of the survey. Some degree of inaccuracy is inevitable in any survey involving a questionnaire, since some respondents may not take the time to read fully the directions on the questionnaire. However, in the NTS several questions appeared to be misunderstood reasonably consistently or tended to remain uncompleted. Some particular problems are discussed below (see Appendix II for a sample questionnaire).

Respondents often misinterpreted the marital status question (Section I) with respect to children. Many children were recorded as having a marital status of 'Other' (by which the BTE meant divorced, separated or some other relationship) instead of the correct 'Never married'. As a rule this mistake was obvious, but occasionally either of the two possibilities could have been applicable for the person in question. For example, it is possible, though unlikely, for an eighteen-year-old to be divorced or separated. This question could possibly have been clarified by titling the first category as 'Never married or not applicable' or by titling the last category as 'Divorced, separated or other'.

Similar confusion was evident in replies to the question relating to payment of fares (Section II, Item I). A number of respondents who travelled only by private car on a trip interpreted fares as including expenses associated with running the car on the trip, and indicated on the returned questionnaires that fares had been paid. The response intended in these circumstances was 'No fares involved'. This question may have been answered more correctly if the first category had obviously applied to trips involving only running costs for a vehicle. For example, the category could have been titled 'Petrol and other running costs only'.

The questionnaire did not sufficiently emphasise that gross income, not net income, was required (Section III, Item B). Several respondents gave either both incomes or their net income, commenting that they were not sure which was required. Only at the top of the last page was it stated that gross income was required. If the income question itself had been worded as 'What is the combined gross income of members of the household?', this problem could have been reduced. A further difficulty with the income question was that the income categories used for the NTS were not compatible with those used by the ABS in the last Census. This situation arose because the BTE requested household income, while the ABS requested personal income. This had been foreseen, but was unavoidable given the nature and structure of the NTS. However, it is an aspect which should be given consideration in planning surveys, particularly where the results from the survey are to be compared with similar information from an independent source.

The NTS questionnaire emphasised that only details of travel which concluded in a particular month were required. However, as part of the investigation into response errors, analysis of returns of respondents interviewed in the supplementary survey indicated that respondents tended, in certain cases, to overstate the number of trips they had made. In particular, this situation tended to occur in those cases in which the date the trip ended

was not specified (5 per cent of all trips made). Apparently, a number of respondents included details of all non-urban trips made in the recent past or in the previous twelve months, rather than just those trips made in the previous month. Given the nature of this difficulty, it is by no means clear how the questionnaire could have been designed to minimise this problem. It is believed that the questionnaire emphasised to a reasonable degree the period for which travel details were requested. It is possible that the number of directions and definitions given was too great, with the inevitable result that they were often ignored. On the other hand, the variety of detail requested in the NTS dictated a certain degree of definition and direction, and the only way in which some of the problems could have been alleviated would have involved even more extensive definitions and qualifications.

As expected, questions on income and, to a lesser extent, age were regarded as intrusive by a few respondents. Eight per cent of all respondents refused to state their income and 5 per cent did not indicate their age. These refusal rates may be compared with only 2 per cent who refused to indicate certain other personal and household characteristics. However, only 0.3 per cent of respondents felt sufficiently strongly about the income question to comment specifically on it.

The furthest place from home (Section II, Item E) was not specified for 11 per cent of all trips, and the number of nights spent away from home (Section II, Item H) was not specified for 21 per cent, presumably reflecting the relative difficulty these questions posed for respondents. Comparison of the returns of respondents interviewed in the supplementary survey with their corresponding NTS returns also showed some discrepancies in the number of nights spent at the main destination indicated on the two returns. It appears likely that some respondents misinterpreted the number of nights spent at the main destination (Section II, Item B) and recorded the number of nights spent away from home as the answer to this question, leaving the latter question unanswered.

It was realised during the planning phase of the NTS that some of the questions might be regarded as sensitive by some respondents<sup>(1)</sup> and that other questions would pose varying degrees of difficulty to respondents. To minimise objection to the survey on the grounds of lack of privacy, each returned questionnaire was treated as strictly confidential to the personnel involved in conducting the NTS and this point was emphasised in the covering letters accompanying the questionnaires<sup>(2)</sup>.

In summary, there appeared to be no specific identifiable cause of error in the NTS which had not been anticipated in the planning stage or which represented a gross deficiency in terms of questionnaire design. It therefore seems likely that the difficulties experienced in the survey response could be typical of other postal surveys involving a similar degree of complexity. An adequate back-up survey to calibrate response errors appears to be an important requirement for a survey of this nature if this source of error can not be tolerated. Unfortunately, it can also be a very expensive requirement.

#### NTS PROCESSING

The aim of this Section is to outline a number of points which emerged in carrying through the operational procedures designed for the NTS. These points may be relevant to the planning of future surveys.

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- (1) Nevertheless, the requirement for the information to be derived from these questions for purposes of analysis dictated the inclusion of these questions.
  - (2) In passing, it may be noted that only 8 per cent of respondents refused to complete the question on household income. However, the 1976 Census resulted in 10 per cent of respondents not completing a similar question (ABS 1978a).

## Operational Aspects

A problem inherent in all postal surveys is that of mail disruptions. While several minor postal strikes occurred during the course of the NTS, only one was sufficiently extensive to affect significantly the rate at which completed questionnaires were received. This two-week strike in March 1978 affected all mail entering and leaving the A.C.T. and N.S.W. Figure 5.1 is a plot of the cumulative response over time obtained for returns from Victoria for the survey months of September and February<sup>(1)</sup>. The September response was unaffected by strikes, and provides a control against which the impact of the March strike on February responses may be assessed. Figure 5.1 therefore illustrates the general effect of a prolonged mail strike on survey response. In fact, the eventual overall response rate for February was not significantly lower than that of any other month. While this mail strike did not appear to have decreased the response rate, it did delay the mailing of reminders and the return of questionnaires. A delay in the receipt of reminders by respondents may have decreased the accuracy of trip information recorded on the questionnaire, since the recall period was lengthened. However, it was not possible to measure the effect of this delay quantitatively.

The recall period was also extended to some extent during the first month of the survey. This was caused by minor organisational difficulties, even though considerable effort had gone into planning the smooth operation of the NTS. This tends to suggest the need, in a survey of the magnitude of the NTS, to pilot test every phase of the operation of the survey and its processing, as well as the usual pilot tests of questionnaire design and response rates. On the other hand,

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(1) Since the questionnaires were mailed at the end of the month being surveyed, a mail strike in March had most effect on the receipt of returns for February.

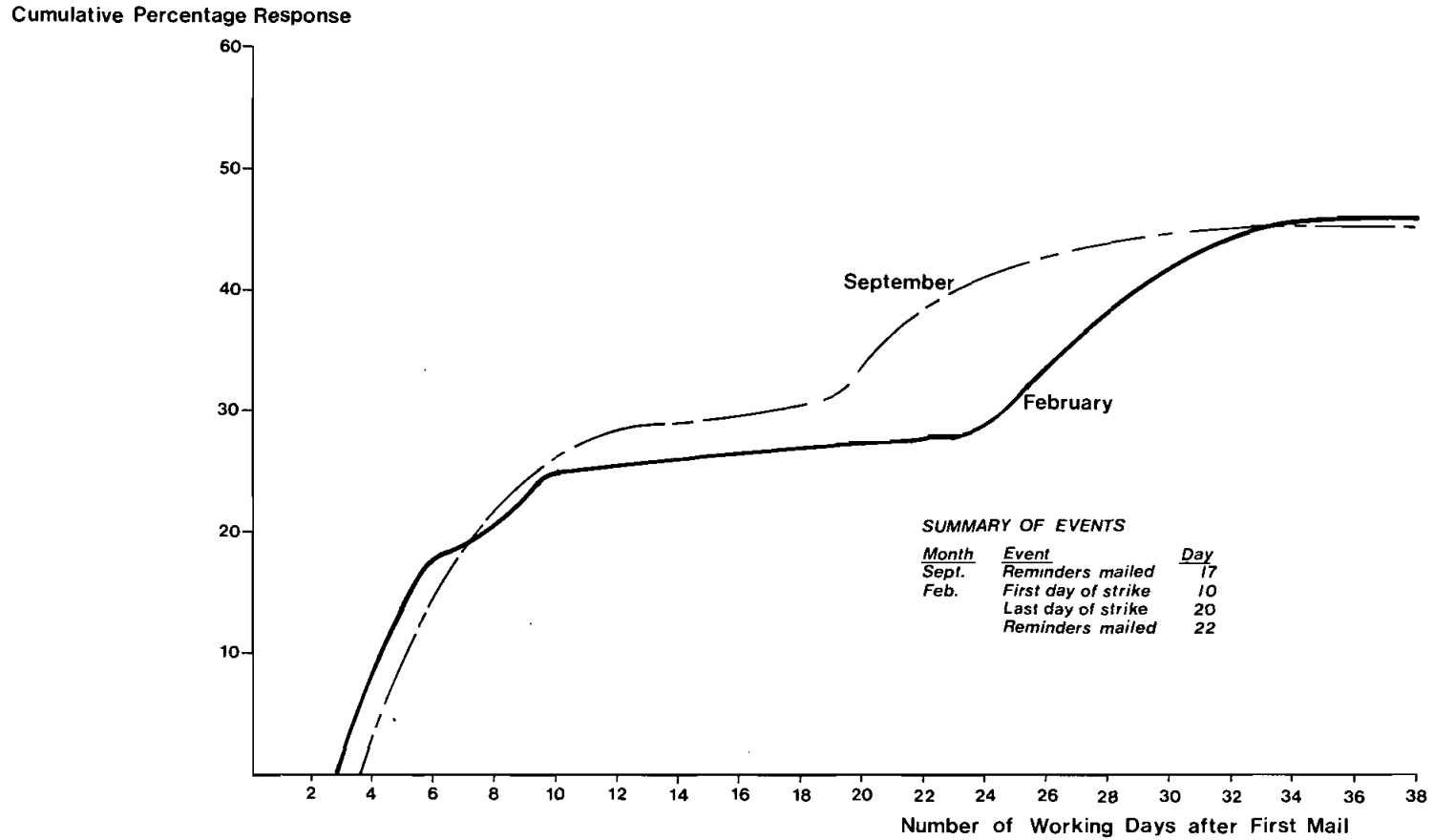


Figure 5.1  
Effect of a mail strike on survey response —  
cumulative percentage response for Victoria for September  
and February



such testing is expensive, and it is a matter of conjecture whether it increases the overall efficiency of the survey process.

### Incorrect Responses

Upon receipt of the completed questionnaires in the BTE, they were examined for obvious inconsistencies in the information recorded on them. If an inconsistency occurred because the respondent obviously misunderstood a question, the appropriate correction was made where possible. However, if the answer to a question was clearly incorrect or inappropriate, but the correct answer was not obvious, the question was recorded in the survey data base as being unanswered. This loss of information is unavoidable, since the survey results are invalidated if information is imputed from incomplete responses. Before any questionnaire is prepared<sup>(1)</sup> for data entry, careful consideration must be given to the methods to be adopted in treating all inconsistencies occurring in the responses.

### Encoding

Two problems which occurred at the encoding stage are worth noting. First, when items such as occupations and placenames were coded, the figures were sometimes not written sufficiently clearly on the questionnaires by the encoders with the result that the codes were misread at the data entry stage. Second, placenames were occasionally coded incorrectly, usually from the following causes.

- . Figures were inverted, for example, 6421 being entered instead of 6412.

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(1) In the NTS, as with many surveys, this preparation involved in part a considerable degree of encoding of the information supplied by respondents. Details of the encoding processes are given by Hirsch (1979b).

- . In a coding directory the code from the line above or below the correct code was read instead of the correct code.
- . When a placename occurred more than once in the coding directory (Aplin *et al.* 1978) an incorrect alternative was sometimes chosen. For example, the placename 'Salisbury' occurs in New South Wales, Victoria, Queensland and South Australia. The incorrect choice could be made if insufficient attention was given to the relevant State during the encoding process.

Similar errors occurred with the occupation codes, though to a lesser extent. These problems were overcome to a large extent in the NTS by performing spot 'quality' checks on completed coding, and by performing both numerical range checks and internal logic checks on the coded data. These so-called edit checks are mandatory in order to achieve a reliable and accurate survey data base.

### Key-punching

When the survey data is key-punched for recording on magnetic tape, it is possible to have the punching verified (that is, checked by re-punching). It is claimed that there is a 5 per cent error rate for non-verified data entry using experienced data entry operators. In other words, on average every twentieth digit will be entered incorrectly. Many of these errors will not be detectable, while those that are can be very expensive to rectify in terms of staff resources. However the overall error rate can be decreased considerably if punching takes place directly from the completed survey form since one step (the encoding stage) has been deleted. This approach was used in processing the NTS results to avoid the transcription effort required in transferring the information from the completed forms to coding sheets. As far as possible the questionnaire was designed to facilitate key-punching by using structured

questions<sup>(1)</sup> where appropriate. Placename and occupation codes were written on the forms by coding personnel for eventual key-punching. Verification of the data following key-punching should reduce the key-punching error rate to less than 1 per cent. Although more expensive, verified key-punching will undoubtedly prove economic for considerable volumes of survey data as exemplified by the NTS.

### Supplementary Interview Survey

As mentioned previously, the main aim of the supplementary interview survey was to estimate the extent of non-response bias in the NTS data. If, for this supplementary survey, larger sample sizes had been selected in a number of rural areas, the accuracy of the adjustment factors for non-response bias could have been improved. Performing analyses of variance on the first three month's results would have allowed the determination of a preliminary set of regional aggregations within which the survey results could be pooled. It may then have been possible to ensure that sufficient non-respondents were sampled from as many of these aggregations as the financial constraints allowed, without sampling the remaining aggregations at a level insufficient to be used in the calculation of the adjustment factors.

### GENERAL CONCLUSIONS

As mentioned earlier, the questionnaire design was pilot tested twice. Some of the problems associated with the processing of the survey returns (discussed above) could have been alleviated if these processes had been pre-tested using the pilot survey data. For a survey on the scale of the NTS, this would represent

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(1) This refers to questions requiring boxes to be ticked. An additional feature which would, in retrospect, have been desirable was the numbering of each of the boxes to further assist the key-punching process.

considerable savings in terms of the resources necessary to process the survey. On the other hand, the additional cost and time required to carry out in-depth pilot testing along the lines suggested here must be judged against the likely benefits which would accrue from this activity. Clearly, this represents an area of diminishing returns, since it is almost impossible to overcome completely all of the difficulties generally associated with surveys.

## CHAPTER 6 - DISCUSSION OF RESULTS

The NTS was designed to cover as many characteristics of non-urban travel in Australia as permitted by the nature and scope of the survey. In addition to the investigation of travel parameters such as mode and duration of travel, information relating to seasonal and regional variations in travel behaviour was also collected, together with household and personal characteristics thought to influence travel patterns. At this stage, the BTE has not analysed the NTS data from the point of view of detailed interpretation and modelling. This activity will represent a continuing commitment, the results of which will be reported as they become available. However, in terminating the NTS project itself, sets of tabulations have been prepared to cover the interesting and significant parameters of non-urban travel in Australia. Those aspects of non-urban travel of considerable general interest are presented in BTE (1981). However, a number of more specific points of some technical interest are discussed in this Chapter as a supplement to the discussion in BTE (1981).

The aspects of non-urban travel in Australia discussed in this Chapter include the variation of travel parameters among the States generating the travel, the variation of individual travel parameters with each other, and the characteristics of travel along specific corridors and to a number of significant centres of population. The NTS results are also compared with other statistics to give some idea of the general level of correspondence between different sources of comparable data.

Preliminary statistical summaries of the NTS data have already been published for each quarter of the survey period (Hirsch *et al.* 1978a, b and Hirsch 1978, 1979a). These summaries present survey results which have not been adjusted for non-response bias and relate solely to the survey sample. That is, the values were not expanded to represent estimates applicable to the population as a whole. Using the adjustment procedures discussed

in previous Chapters of this Paper, final statistical summaries of the NTS have been prepared giving estimates of travel parameters relating to the population as a whole. These summaries are available on microfiche from the BTE (see the Special Note at the beginning of this Paper). These microfiche and the publications mentioned above contain results based only on a monthly and quarterly basis. To complete this set of results a similar statistical summary covering the full period of the survey has been prepared and is presented in Appendix V. A more complete summary of the NTS results in terms of absolute levels of travel has also been prepared and is presented in Appendix VI. In both cases, the tables have been produced for each State as well as for Australia as a whole. Appendix VII contains information on individual categories of travel such as tourist and business for all of Australia. Travel to specific destinations was considered to be of some general interest, so the characteristics of travel to a number of destinations have been identified in Appendix VIII. Appendix IX contains information on travel along several major corridors.

For more specialised investigations or for analyses not represented by the tabulations contained in this Paper, the NTS data base can be made available to organisations wishing to carry out their own analyses (see the Special Note at the beginning of this Paper). Details of the data base structure and content have been presented by Hirsch (1979b).

Except where specifically indicated, any number or proportion of trips presented in this Paper is an estimate of the number or proportion of trips made by the population as a whole, rather than that made by survey respondents alone. These estimates were derived on the basis of the calculations described in Chapter 4. Since non-respondents to the NTS generated considerably fewer trips than respondents, average trip generation rate estimates adjusted for non-response bias tend to be rather lower than the unadjusted estimates based on the NTS alone and presented in the publications cited above.

## RELATIVE ERRORS

Tables containing the relative error<sup>(1)</sup> for each estimate in the tables in this Paper have been prepared and can be made available if required (see the Special Note at the beginning of this Paper). This Section contains a presentation of the relative errors which is much less detailed than the tables mentioned above, but is still sufficient to provide a reasonably reliable indication of the magnitudes of the errors associated with various statistical estimates.

Statistical estimates from the NTS with specific magnitudes tend to have relative errors that are reasonably constant and independent of the actual quantity being estimated. Consequently, graphs of the relative errors could be plotted from which an indication of the magnitude of the relative error of any estimate can be conveniently obtained. Figures 6.1 and 6.2 show the relative errors of estimates of numbers and proportions of trips, respectively, as estimated from the NTS. Figure 6.1 shows that the relative error associated with a travel level estimate of 10#000 trips is of the order of 0.33. Although not shown in Figure 6.1, travel level estimates of only 1000 trips have a relative error in the vicinity of 1.0. Travel level estimates below 10#000 trips should be treated with extreme caution.

The horizontal axis in Figure 6.2 (dealing with proportions of trips) represents the total number of trips from which the associated proportion is calculated. For any one proportion, the relative error varies with the total number of trips used to calculate the proportion. Hence, graphs of the relative errors of a number of specified proportions have been plotted.

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(1) 'Relative error' is defined as one standard error of the estimate divided by the estimate.

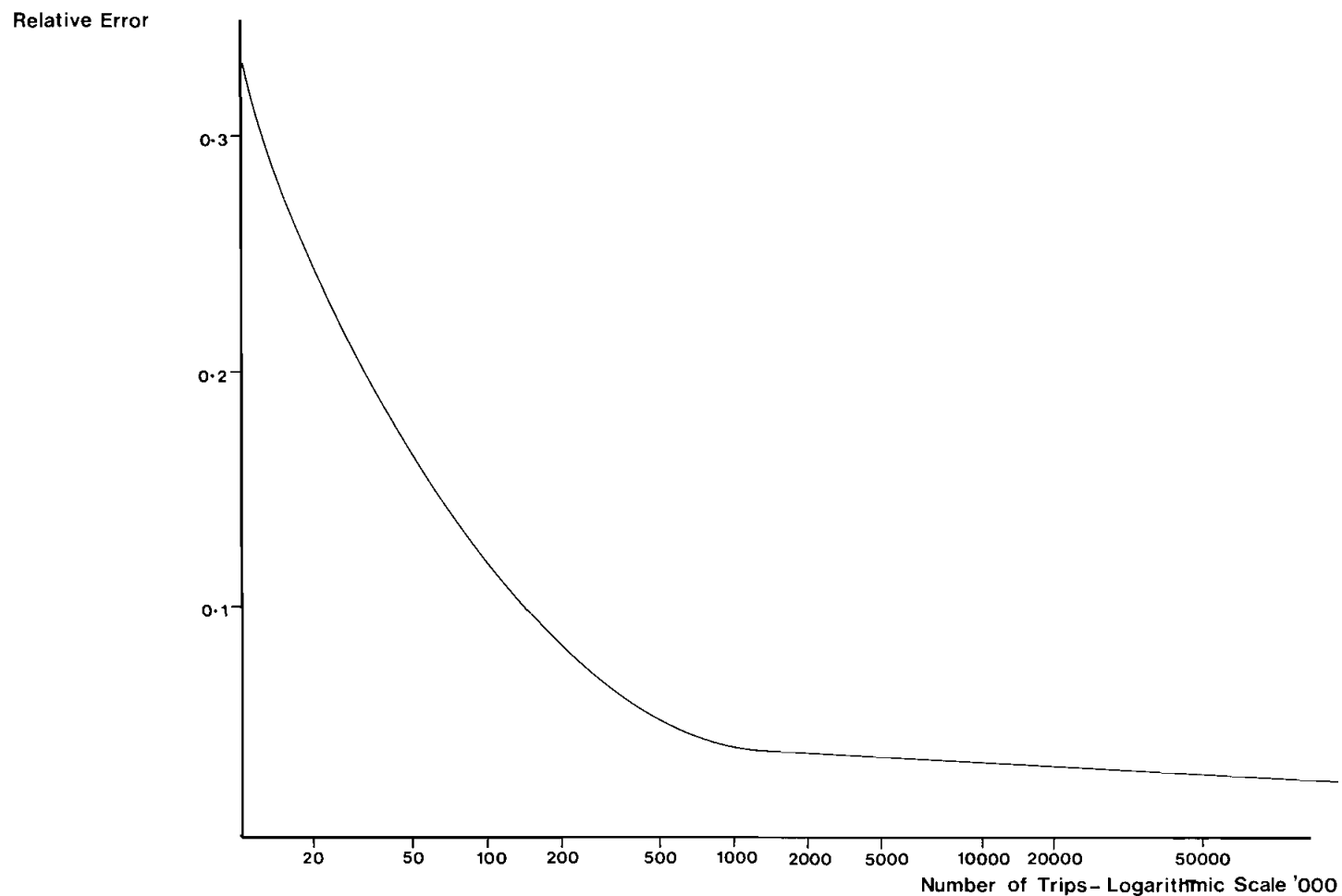


Figure 6.1  
Relative errors of estimates of numbers of trips



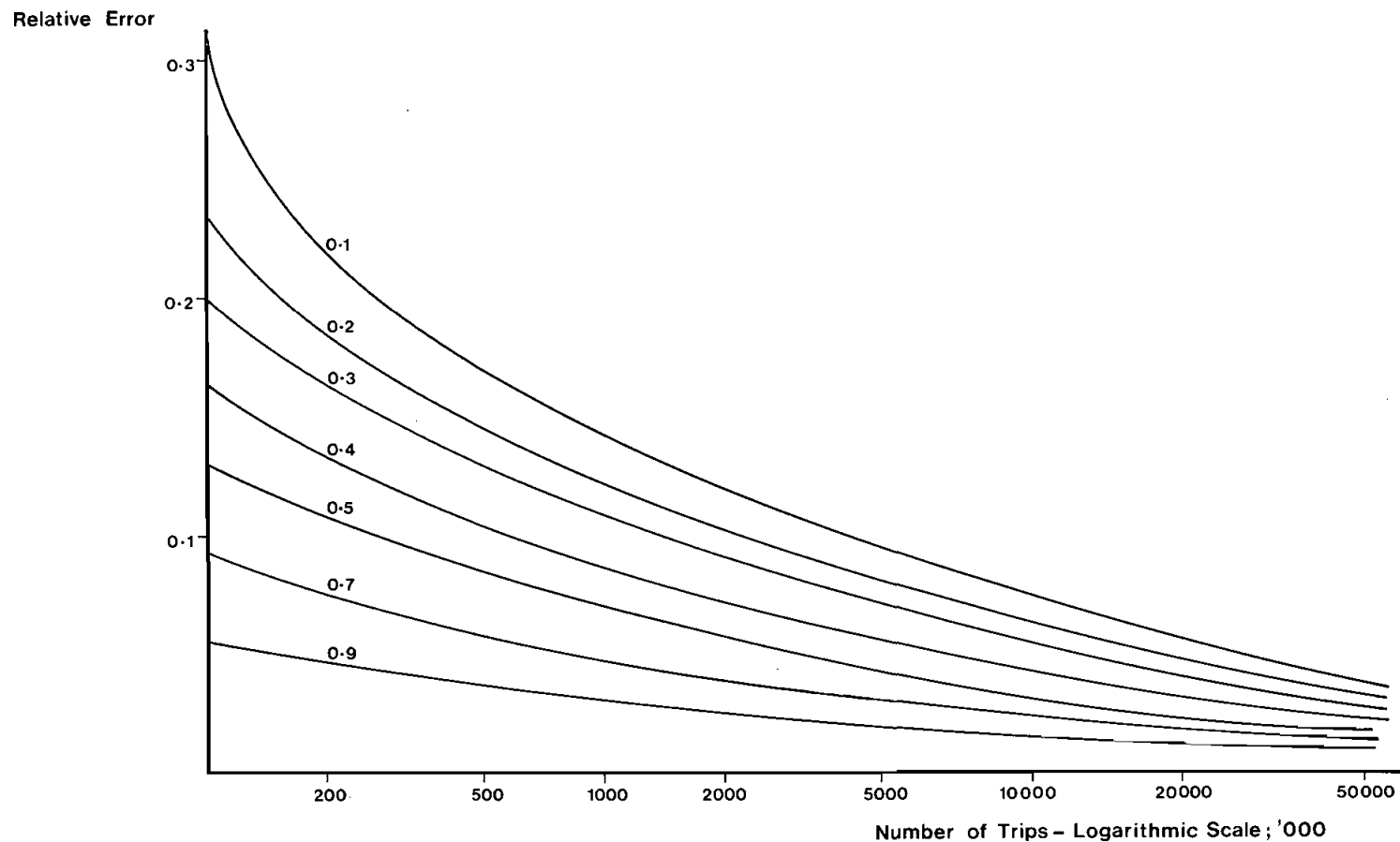


Figure 6.2  
Relative errors of estimates of proportions of trips for a  
specified total number of trips

Relative errors for other proportions can be estimated by interpolation from Figure 6.2 with a reasonable degree of accuracy.

#### DEFINITION OF TERMS

Before discussing features of the tables presented in Appendices V to IX, it is considered appropriate to define some of the terms used in the following Sections. First, it should be noted that NTS respondents were asked to specify all modes of travel used on their trips, and to indicate which was their main mode of travel. The discussions in this Chapter refer to the main mode of travel or, if the main mode was not indicated, the first mode specified. The same applies to reasons for travel.

Unless otherwise specified, the term 'Business' trip applies to any trip classified as 'Other business' in the NTS questionnaire. It specifically excludes travel undertaken for the purpose of delivering freight. Trips made to deliver freight do not include those made as a crew member of a bus, train, aircraft or ship, since such trips were excluded from the NTS. Trips classified under 'Personal affairs' include, for example, those made to consult lawyers, medical practitioners or other professional persons, to go shopping, to take a child to boarding school, and so on.

The term 'Other' when applied to accommodation refers to holiday flats, cabins, and car or trucks (that is, travellers sleeping by the roadside).

The travel distances calculated were great circle distances between the population centroids of the origin and destination LGAs, since detailed travel route specifications were not

requested on the NTS questionnaire<sup>(1)</sup> and more accurate calculations of distances were not possible with the resources available.

## GENERAL CONSIDERATIONS

After adjusting the NTS data for non-response bias, it was estimated that 58.7 million trips were made in Australia from July 1977 to June 1978. Each household in Australia generated an average of 1.18 non-urban trips each month, or 14.11 non-urban trips in the year of the survey.

A considerable volume of published literature indicates that a number of household and personal characteristics are influential in determining non-urban travel patterns. This influence was also apparent in the results from the NTS, and some general aspects of the relationship of household and personal characteristics with travel characteristics are discussed below. It is not intended that all of the tabulations presented in the Appendices should be discussed here. These tabulations are generally readily interpreted from the information introducing each of the Appendices. Instead, the following discussion touches on more significant features of travel illustrated by the tabulations. Unless otherwise specified, the discussion concerns Australia as a whole, and is derived from the appropriate statistical summaries in Appendices V and VI.

### The Effect of Household Characteristics on Travel Patterns

Three household characteristics were examined to determine their relationships to non-urban travel patterns. These characteristics were:

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(1) Consideration was given to this question in planning the NTS. However, the increased complexity which would have been imposed on the questionnaire design militated against this information being sought.

- . household income;
- . household size; and
- . the number of vehicles available for use by household members.

As the total income of a household increased, the trip generation rate of the household also increased. The only exceptions were those households with incomes of less than \$2000. The trip generation rate of households in this category was considerably higher<sup>(1)</sup> than that of households with an income from \$2001 to \$4000.

Household size had a similar effect on trip generation rates. As the household size increased, the trip generation rate also tended to increase. However, the number of trips made by each member of a large household (that is, one containing five or more persons) was actually less than the number of trips made by members of households containing two to four persons. For example, the average trip generation rate of a household containing four persons was 1.61 trips per household per month, or 0.40 trips per person per month. Similarly, a household containing six persons had a trip generation rate of 2.17 trips per household per month, or 0.36 trips per person per month. In other words, each member of a household containing four persons made an average of 0.40 trips each month, while each member of a household containing six persons averaged 0.36 trips each month. Hence members of large households tended to travel marginally less frequently than members of households of two to four persons.

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(1) As indicated by the relative errors shown in Table 2 of the summary for Australia in Appendix V, the sample size on which the trip generation rate estimate for households with incomes less than \$2000 was based, was rather less than the sample sizes for the other income categories. However, notwithstanding the higher error of the estimate for households with a total annual income of less than \$2000, the higher trip generation rate for these households is statistically significant at the 5 per cent level.

If the distribution of households and trips over vehicle availability are compared, it is obvious that as the number of vehicles available to members of a household increased, the trip generation rate of the household also increased at least for households with up to four vehicles available. The proportion of car travel undertaken by households with no vehicle available was less than half the corresponding proportion for other households. Furthermore, their travel propensity in general was considerably lower; 11 per cent of all households with no vehicle available accounted for only 3 per cent of all trips. Since the income of households with no vehicles available is generally low, it is not surprising to find that they substitute travel by car with travel by train and (to a lesser extent) bus, rather than aircraft.

#### The Effect of Personal Characteristics on Travel Patterns

Two personal characteristics were examined for their relationship to non-urban travel patterns. These characteristics were:

- . age of each person travelling; and
- . occupation of each person travelling.

The distribution of the number of trips made by the age of each person (see Table 4 in the summary for Australia, Appendix VI) was compared with the age distributions of the population (ABS 1978a) and the NTS sample (see Figure 3.3). From this it was evident that persons aged less than seventeen years or more than sixty years generated fewer trips per capita than the rest of the population. The generation levels of the rest of the population do not appear to vary substantially among different age groups.

The same method was used to gain some estimate of the trip generation levels of persons in various occupation categories (Table 5 in Appendix VI and ABS 1978a). Professional, managerial, clerical and sales workers generated relatively more

trips than the rest of the population. Students and retired persons generated relatively fewer trips than the rest of the population, in line with the observation concerning the travel propensities of persons aged less than seventeen years and persons aged over sixty years mentioned above.

### Travel Characteristics

The NTS obtained information on a number of characteristics associated with non-urban travel. A number of these characteristics are reviewed below. The characteristics examined include:

- . mode of travel;
- . reason for travel;
- . number of nights spent at the main destination of the trip;
- . accommodation used; and
- . distance travelled.

Of the estimated 58.7 million trips made in Australia between July 1977 and June 1978, 49.2 million, or approximately 84 per cent, involved the car as the main mode of travel. This result is not surprising in view of the large private and public investment in road transport. Not only is a car often the most convenient mode of travel, since it has the flexibility to allow both deviations to be made along the route and to provide transport at the destination, but it also can appear cheaper than other modes, with petrol being the most important component

of perceived costs<sup>(1)</sup>. A further 3.6 million trips (around 6 per cent) were undertaken by aircraft. The remaining 5.9 million trips were undertaken by bus, truck or train in roughly equal proportions. Motor cycles, ships and other vehicles were used to a comparatively minor degree as methods of transport on non-urban trips. These vehicles in total accounted for only 577 000 trips, representing around 1 per cent of all non-urban trips.

The highest proportion (around 28 per cent) of all non-urban trips was made for the purpose of visiting friends or relatives. Holiday trips and trips undertaken for sightseeing or recreational purposes each comprised a further 18 or 19 per cent respectively of all trips made in 1977-78. An additional 13 per cent of all trips were business trips, with a similar percentage undertaken for personal affairs. Not surprisingly, trips undertaken for the delivery of freight accounted for only 3 per cent of all trips made in 1977-78.

The NTS indicated that almost 33 per cent of all non-urban trips were day trips and did not involve any overnight stops at the main destination. Most trips are of short duration, a further 31 per cent involve no more than two nights spent away from home, and only some 11 per cent of all trips involved more than seven nights being spent at the main destination. Of those trips involving at least one night's stop at the main destination, a friend's or relative's home was used for accommodation on 48 per cent of occasions. This observation tends to be consistent

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(1) Most households purchase a car for day-to-day use in the vicinity of their place of residence. Hence the cost of purchasing and maintaining a car tends not to be attributed to any non-urban travel undertaken in the car. It is, however, worth noting that the period covered by the NTS (1977-78) occurred prior to the more recent substantial increases in the price of fuel. Given the publicity on both price and the need to conserve fuel, perceptions regarding car travel may have changed to some degree in that period.

with the relatively large proportion of trips made to visit friends and relatives. Hotels and motels proved to be the next most popular choice of accommodation, accounting for some 21 per cent of trips involving accommodation at the destination. Caravans and tents provided accommodation on a further 16 per cent of trips involving overnight stops at the main destination.

Non-urban trips generally involve reasonably small travel distances. Some 75 per cent of all trips made appear to have been less than 300 km in travel distance (one-way). However, some care must be taken with the distances analysed here. As discussed earlier, the travel distances calculated were the great-circle distances<sup>(1)</sup> between the population centroids of the origin and destination LGAs. In fact, the great circle distances calculated for the NTS do underestimate route distances considerably. For example, the great circle distance between Sydney and Melbourne is 713 km, while the shortest road distance is 891 km (25 per cent longer) and the rail distance is 961 km (35 per cent longer).

A large proportion of trips appeared to be shorter than 100 km, even though respondents were asked to provide details of only those trips which involved travel to a place 100 km or more from home. However, a number of respondents obviously included trips slightly shorter than 100 km. The fact that great circle distances are actually underestimates of route distances also contributes to this inconsistency. For example, the great circle

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(1) In the U.S. Travel Survey (U.S. Bureau of Census 1978), bus and rail routes linking origins and destinations tended to be approximately 25 per cent longer than the corresponding great circle distances, air routes approximately 15 per cent longer, and car and truck routes anything up to 90 per cent longer. Since persons travelling by car or truck often take 'side' trips or travel along interesting or fastest (rather than shortest) routes, depending on their purpose in travelling, a circuitry factor of up to 25 per cent was also applied to car and truck trips in the case of the U.S. Travel Survey. No such adjustment has been applied to any of the NTS results.



distance from Canberra to Goulburn is 80 km, the shortest road distance is 92 km, and the corresponding rail distance is 104 km. Most trips between 0 and 100 km in length were found to be over 60 km. A further factor compounding this problem is the use of LGA population centroids to calculate the distances, rather than the individual places. This causes both under- and over-estimation of distances and, since a number of LGAs in Australia are large, it allows a trip of more than 100 km to be made within the one LGA (especially if a circuitous route is used), thus creating the 'intra-LGA' category shown in various tables.

#### VARIATION OF TRAVEL BETWEEN STATES

In addition to the tabulations on a national basis, NTS results for each of the States and Territories have also been produced. Many of the general characteristics of travel originating in the individual States are similar.

Travel by aircraft represents some 12 per cent of all travel generated by the A.C.T. This is considerably higher than the average proportion of air travel overall of around 6 per cent. The duration of trips generated by the A.C.T. is also longer than average. Of all trips generated by the A.C.T., 66 per cent involved a stay of at least two nights at the main destination, while only 52 per cent of all trips generated in Australia involved at least two nights at the main destination. The proportion of trips made by train in New South Wales (N.S.W.) was almost double the proportion of trips made by train overall (5 per cent compared with around 3 per cent). The percentage of trips generated in S.A. which were less than 150 km long was around 44, which is lower than the percentage (52) of similar trips generated throughout Australia. Similarly, the percentage of trips generated in Western Australia (W.A.) which were less than 150 km long is 33 which again is lower than the percentage of similar trips generated overall. In both States there was a corresponding increase in the percentage of trips which were

longer than 200 km. Furthermore, W.A. generated a slightly higher percentage of business trips than Australia in general (18 per cent compared with some 13 per cent).

Travel originating in the Northern Territory (N.T.) tended to have characteristics which were quite distinct from the characteristics of travel originating elsewhere. Approximately 36 per cent of all trips originating in the N.T. involved the use of aircraft, compared with some 6 per cent overall. There was a corresponding decrease in the percentage of trips made by all other modes except truck. A much higher percentage of business trips was generated in the N.T. than elsewhere (36 per cent compared with 13 per cent). Consequently it is not surprising to find that 25 per cent of all trips originating in the N.T. were paid for by 'Employer's or own business', compared with the 8 per cent of all trips originating in Australia which were paid for in this manner. Hotels and motels were used on 28 per cent of trips involving overnight stops at the main destination with 'other' forms of accommodation accounting for a further 24 per cent of trips. These percentages are considerably higher than the 21 per cent and 13 per cent applicable for similar trips made elsewhere in Australia.

Trips involving no overnight stops at the main destination represented a relatively lower proportion of travel in the N.T. than elsewhere (23 per cent compared with 33 per cent). Almost one half of all trips originating in the N.T. were longer than 1000 km, compared with an average of only around 6 per cent of trips in general. This represents an interesting contrast to the situation elsewhere. The large distance travelled by the population in the N.T. is obviously a reflection of both the spread of the population through that State and the relative isolation of places (including Darwin) from the other more significant commercial centres.

## RELATIONSHIPS BETWEEN TRAVEL CHARACTERISTICS

From the NTS results, certain travel parameters were found to exhibit a considerable degree of inter-relationship. The purpose of a trip, for example, could play a large role in the choice of the mode of travel and the accommodation used. Overall, some 6 per cent of trips were made by aircraft, but in the business trip category 18 per cent of trips were made by aircraft, reflecting that time rather than cost was often crucial in determining the nature of trips. However, the NTS indicated that a reasonably high percentage (57 per cent) of business trips still involved travel by car. 71 per cent of trips made to deliver freight were by truck, with a further 22 per cent having been made by car. In the category of sightseeing and recreation, trips by aircraft represented a smaller proportion than for travel in general. Only 2 per cent of trips in this category involved aircraft as the main mode of travel, in comparison with the 6 per cent of trips overall.

As the distance to be travelled increased, the use of aircraft as the main mode of travel also increased, and travel by car decreased proportionally. Travel by train increased proportionally with the distance to be travelled up to 800 km, and decreased proportionally beyond this distance.

A high percentage of trips by aircraft and truck were paid for by the traveller's employer or his own business (37 and 38 per cent respectively compared with 8 per cent for travel overall). As is evident from Table 9 in Appendix VI, a number of NTS respondents interpreted 'Fares' in the context of travel by car to include the cost of petrol used on the trip, and consequently recorded the trip as involving the payment of fares.

As the length of stay at the destination increased, travel by aircraft increased and travel by car decreased in proportional terms. In a similar way, trips involving a number of nights at the main destination tended to include an increasing

proportion of train travel and a decreasing proportion of travel by truck. Day trips constituted quite significant proportions of business trips and trips made to deliver freight, (46 and 68 per cent respectively compared with 33 per cent overall). On the other hand, only 2 per cent of all holiday trips represented day trips.

Hotels and motels represented the accommodation used on 58 per cent of all business trips involving an overnight stay at the main destination (compared with 21 per cent for travel overall). 'Other' forms of accommodation (including roadside stops) were used on 43 per cent of all trips made to deliver freight which involved an overnight stay at the main destination. Not surprisingly, on trips made to visit friends and relatives, 87 per cent of those travellers who stayed at least one night at their main destination stayed with friends or relatives. On holiday trips, 53 per cent of all travellers staying overnight at their main destination used caravans, tents and 'Other' forms of accommodation (compared with 28 per cent overall).

#### TOURIST AND NON-TOURIST TRAVEL

Since tourist travel, business travel and 'Other' travel generally have different characteristics, these types of travel have also been analysed separately. BTE (1981) discusses these types of travel in some detail, and Appendix VII contains tables presenting some of the characteristics of each of these classes of travel. A few points concerning the characteristics of tourist and non-tourist travel are discussed below. It should be noted that in this Section, 'Business' travel refers to those trips whose purpose was recorded on the NTS questionnaire as 'Deliver freight' or 'Other business'. 'Other' refers to those trips with a recorded purpose of 'Personal affairs' or 'Other'. The other purpose categories on the NTS questionnaire are grouped into the 'Tourist' category in this Section.

As mentioned earlier, only 64 per cent of all business trips were made by car, (compared with 84 per cent of travel in general) with a corresponding increase in the percentage of trips made by air and truck. On the other hand, some 88 per cent of tourist travel and travel for 'Other' purposes involved the car as the main mode of travel. Whereas one-half of all business trips were day trips, only 26 per cent of tourist trips fell into this category. Of all business trips on which at least one night was spent at the main destination, 54 per cent involved hotels and motels as accommodation (compared with 21 per cent of trips overall). Caravans and tents were used for accommodation by 32 per cent of all tourist travellers who made overnight stops (compared with 16 per cent overall), and 'Other' forms of accommodation were used by a further 20 per cent of such tourists (compared with only 12 per cent overall).

#### TRAVEL TO SPECIFIC DESTINATIONS

The characteristics of travel to the capital cities, and to the most popular tourist and holiday areas are discussed in BTE (1981). Hence this Section concentrates on the characteristics of travel to a number of other large centres of population which represented the main destinations of travellers. This discussion is based on Tables VIII.2 to VIII.6. To calculate the figures presented in these tables, the method discussed in Chapter 4 was applied (Equations (4.10) to (4.16)). In other words, the main destination of a trip was treated in the same manner as any other characteristic of the trip.

Over 50 per cent of all trips to Bendigo in Victoria and some 43 per cent of those made to Wollongong in N.S.W. were made to visit friends and relatives (compared with 28 per cent of trips overall). The use of aircraft as the main mode of travel was only reflected in around 1 per cent of trips to these two places. Similarly, 52 per cent of all trips to Maryborough in Qld and 42 per cent of those to Newcastle in N.S.W. were made to visit friends and relatives. Of all trips to Mackay in Qld,

29 per cent were made to undertake personal affairs (compared with 13 per cent for travel overall), and hotels or motels were used for some 35 per cent of those trips on which accommodation was used (compared with 21 per cent of similar trips overall). Comparatively high proportions of trips to places such as Wagga Wagga in N.S.W. and to Bundaberg in Qld were also carried out for the conduct of personal affairs. This is representative of the fact that places such as these act as commercial 'catchment' areas for significant rural populations. The comparatively higher rate of use of hotels and motels for purposes of accommodation is also apparent in some of the substantial rural centres. In comparison with an overall level of 22 per cent, hotels and motels accounted for over 40 per cent of those trips to places such as Armidale and Orange in N.S.W. which involved accommodation. The service nature of centres such as these presumably influences this pattern. Analysis of the travel pattern to various destinations also indicated other general consistencies between the nature of travel and the geographic and demographic characteristics of these places. For example, travel for sightseeing, recreational or holiday purposes accounted for a higher proportion of trips to centres such as Gosford-Woy Woy and The Entrance (N.S.W.), Proserpine and nearby islands (Qld), and Warrnambool (Vic.). Similarly, the use of caravans and tents increased at these destinations relative to their use by travellers in general.

#### MAJOR CORRIDORS

The mode and purpose of travel along several major corridors<sup>(1)</sup> were investigated, and is presented in Appendix IX. These

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(1) Travel along a corridor includes only those trips for which one end of the corridor is the origin, and the other end the main destination. Trips which start or finish part-way along the corridor have not been included in this discussion.

corridors all involve at least one capital city, but even so they accounted for only 12 per cent of all non-urban travel in Australia.

Since the capital cities are separated by long distances, the percentage of travel by aircraft between the capitals was seen to be quite high. On average, 35 per cent of all trips between the capital cities were made by aircraft, compared with the use of aircraft as the main mode of travel on only 6 per cent of all non-urban trips in Australia. On average, 26 per cent of all trips between capital cities were business trips, in comparison with the 13 per cent representation of business trips in the overall non-urban travel scene. The volume of travellers from Melbourne to Sydney (278 000 trips) was larger than the corresponding volume from Sydney to Melbourne (217 000 trips). This difference is largely made up from an increased level of holiday traffic from Melbourne to Sydney. On a per capita basis, the population in Canberra made six times the number of trips to Sydney compared with population in Sydney travelling to Canberra. 46 per cent of the trips from Canberra to Sydney were made to visit friends and relatives, compared with 28 per cent of trips overall. Trips from Sydney to deliver freight in Canberra comprised 9 per cent of all trips made from Sydney to Canberra (compared with 3 per cent of all trips made in Australia).

Some corridors involving a capital city and nearby large centres of population were also investigated. Since the distances involved are small, such travel was rarely undertaken by aircraft. While travel by train accounted for around 3 per cent of all travel, between Sydney and Newcastle travel by train represented some 7 per cent of travel. Of all trips made to Newcastle or Wollongong from Sydney, 46 per cent were made to visit friends and relatives, compared with a corresponding 28 per cent of trips overall made for this purpose. Similarly, some 58 per cent of all trips made from Melbourne to Bendigo, Shepparton and Moe/Morwell were also made to visit friends and

relatives. Between Brisbane and Toowoomba, 15 per cent of all trips were made by bus or coach, compared with only slightly in excess of 2 per cent overall. Nearly all trips between Perth and Bunbury were made by car (96 per cent).

#### COMPARISON OF NTS ESTIMATES WITH OTHER ESTIMATES

Statistical estimates of parameters associated with various classes of non-urban travel are available from a number of sources. Where these parameter estimates were compatible with equivalent results derived from the NTS it seemed appropriate to compare the estimates from the two sources. However, significant difficulty occurred in gathering statistical estimates from outside sources which were sufficiently similar to results derived from the NTS to permit comparison. For example, non-urban rail statistics produced by the various State railways cover all rail trips not made on an urban rail system, and consequently include many trips involving travel over distances of less than 100 km. Hence, these particular sources of data do not lend themselves to any comparisons with results derived from the NTS.

##### Comparison with Civil Aviation Statistics

From the NTS it was estimated that 3.63 million journeys (that is, 7.26 million one-way trips) were made by aircraft in 1977-78. Civil aviation statistics for the same period indicate 10.29 million passengers embarking on aircraft (Department of Transport (DOT) estimate). However, in NTS terms, a single trip by aircraft may involve two or more changes of aircraft each way, depending on the origin and destination of the trip, so that the DOT estimate could overstate the number of one-way trips (on the NTS definition) made by aircraft by 20 per cent or more. Hence, as stated above, the NTS estimates are not strictly compatible with the civil aviation estimates, making rigorous comparison difficult. However, it does appear that the NTS



results may understate to some slight extent the number of trips made by aircraft.

#### Comparison with Accommodation Statistics

The number of person-nights<sup>(1)</sup> spent at hotels and motels between July 1977 and June 1978 was estimated at 28 million by the ABS (ABS 1978b, c, d, e), while a further 44 million nights were estimated as being spent in caravan parks. During the same period the NTS obtained an estimate of 32 million person-nights spent in hotels and motels, and 35 million person-nights being spent in caravan parks and camping grounds. However, the NTS and ABS estimates are not strictly comparable. The NTS estimates include only those nights spent at the main destination, so that the accommodation used *en route* to and from the main destination has not been taken into account. As well, the NTS estimate for nights spent in the caravan parks also includes nights spent camping in areas other than registered caravan parks. However, the estimates do indicate that the accommodation figures as estimated from the NTS data are at least reasonably consistent with those estimated by the ABS for 1977-78.

#### Comparisons with Other Survey Statistics

Estimates of overall travel levels obtained from a survey of domestic travel in Australia conducted by the Roy Morgan Research Centre Pty Ltd (Australian Standing Committee on Tourism 1979) cannot be compared with those obtained from the NTS, since the former survey did not include persons aged thirteen or less or any day trips, while including trips longer than 40 km (rather than 100 km, the limit for the NTS). In contrast, the NTS covered the travel of persons of all ages as well as day

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(1) 'Person-nights' is defined as the number of travellers using a specific type of accommodation each night tallied for the survey period.

trips, but excluded travel of less than 100 km from home. Hence, quantitative comparison of travel statistics from these two sources is not appropriate. In qualitative terms however, modal splits, trip durations and other distributional characteristics appear to be reasonably consistent in the two surveys.

The NTS estimated a total of approximately one million trips made to the A.C.T. in 1977-78 (Table VIII.2). The estimate is much lower than the estimate of over two million visitors frequently quoted for 1975-76 (see Pannell, Kerr, Forster and Company 1977). However, again estimates from the two surveys are not strictly comparable. The NTS estimate includes only those trips with the A.C.T. as the main destination. Estimates from the A.C.T. visitor survey (Pannell, Kerr, Forster and Company 1977) included visitors who stay one or more nights in the A.C.T. on their way to somewhere else. In addition, the A.C.T. visitor survey had no restriction on the distance travelled, and Queanbeyan (a city in N.S.W. located close to the A.C.T.) was included in the destination region. There is also some indication that the A.C.T. survey included commuters to the A.C.T. On the other hand, the NTS included only those trips longer than 100 km, and specifically excluded commuters. It is difficult to determine whether or not these incompatibilities are sufficient to account for the difference in the two estimates. In any event, the estimate based on the NTS is more consistent with the accommodation estimates for the A.C.T. reported by the ABS. The A.C.T. visitor survey estimated approximately 1 297 000 person-nights as having been spent in hotels and motels in 1975-76 whereas the corresponding estimate from the NTS data for 1977-78 was close to the ABS estimate of 728 000.

## CHAPTER 7 - CONCLUDING REMARKS

The NTS was a postal survey of considerable scope. It was carried out on a national basis over a twelve-month period. For the most effective use of the survey data, some estimate of the validity of the data is required. Three sources of error in the data, sampling bias, non-response bias and inaccuracies due to response errors, were investigated. However, financial and resource constraints permitted only a qualitative analysis of the extent of sampling bias and response errors in the NTS. Since non-response bias is the most significant component of error in the data from a postal survey with a response rate comparable to that of the NTS, special arrangements in the form of a supplementary interview survey were made to permit quantitative adjustments for non-response bias to be made to the NTS data.

Sampling bias in the NTS had several components. The residents of housing areas which were developed during the period between the compilation of the files from which the NTS sample was selected and the mailing of the NTS questionnaire were not included in the NTS sample. Non-naturalised persons or other persons not registered on the electoral rolls are likely to have been undersampled in all States except S.A.<sup>(1)</sup>. Certain households were also effectively excluded from the NTS sample because their addresses on the electoral roll or the S.A. Valuer-General's file were incomplete or incorrect, or because Australia Post could not deliver the NTS questionnaire to them. The occupants of institutions such as barracks, hostels, nursing homes and the like were specifically excluded from the NTS sample, since they would have required a different questionnaire and sampling approach.

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(1) The South Australian sample was selected from the property file kept by the S.A. Valuer-General since tapes of the South Australian electoral roll were not available for use in the NTS.

The supplementary interview survey sampled a proportion of both respondents and non-respondents to the postal survey. However, the financial constraints imposed upon this survey meant that only non-respondents could be interviewed at a level sufficient to allow quantitative adjustments for bias to be made. A qualitative analysis of the data obtained from respondents interviewed in the supplementary survey indicated that household and personal characteristics were generally recorded correctly on the NTS questionnaire. It was not possible to determine which of the two surveys (postal or supplementary interview) obtained the more accurate responses. The major difference between the two types of response was in the number of trips recorded as having been made by the household during the survey month. On average some 10 per cent more trips were recorded on responses to the postal survey than on responses to the interview survey. As well, the reported party size, total duration and duration at the main destination of a trip did not always correspond between the NTS and the supplementary interview. However, the other travel parameters showed a much greater degree of correspondence between the two sources of information.

The overall response rate achieved for the NTS was 47 per cent. A number of factors influence non-response to a postal survey such as the NTS.

- . Prospective respondents may not consider the main topic of the survey to be relevant to their own situation, or to the community in general.
- . Attitudes of prospective respondents towards the survey can also vary widely on the basis of the various cultures, social classes and demographic characteristics in the population.
- . The auspices of the research and the style of the questionnaire or technique of the interview can have an important influence.
- . The nature and sequence of the survey questions are important.

If non-respondents to a survey have statistically similar characteristics to respondents to the survey, non-response has no effect on the survey results. If, however, respondents and non-respondents differ in statistical terms, the survey data will be biased, and estimates based on these data should be adjusted for this bias. This is especially important for those surveys with low response rates.

The household, personal and trip characteristics of non-respondents to the NTS did differ in some degree from those of respondents. Since this non-response bias was the main factor in determining the validity of the NTS data, several methods of adjusting the data for this bias were investigated. One method examined was to compare the characteristics of the survey sample with those of the population, and adjust the data accordingly. This method was not used for the NTS since the appropriate information on the characteristics of the population was not available. A method involving linear extrapolation on the basis of cumulative percentage response was also investigated, but the hypothesis on which this technique is based proved to be invalid when applied to the NTS. Finally, the approach adopted relied on data from the sample of non-respondents interviewed in the supplementary survey to obtain adjustment factors to be applied to the data from the postal survey. Unfortunately, the data could not be adjusted on the basis of individual travel parameters, because of limitations on the sample size of the supplementary survey. Even the overall trip generation levels could not be adjusted with any accuracy until the statistical data from several NTS regions and months with statistically similar trip generation rates were pooled to reduce statistical variance. A reasonably convenient method of obtaining population estimates of travel (adjusted for non-response bias) from the NTS data has been outlined in this Paper.

Some results of general interest from the NTS have been presented and discussed in this Paper. These results represent NTS

estimates adjusted for non-response bias. During the survey period (July 1977 to June 1978) it was estimated that a total of 58.7 million person-trips<sup>(1)</sup> were undertaken in Australia, with the highest proportion (almost a third) being made to visit friends and relatives. Holiday trips and trips undertaken for sightseeing or recreational purposes each comprised a further 18 per cent of all trips made in this period. Of all these trips, some 84 per cent were made by car and 6 per cent by aircraft. It is not surprising to find that household characteristics (household size, income and vehicle availability) and personal characteristics (age and occupation of each person travelling) had a considerable influence on travel patterns. The purpose of a trip can also influence the choice of the mode of travel, the duration of the trip and so on.

A considerable amount of thought and effort was expended in preparation for the NTS and during its conduct. Even so, as outlined in Chapter 5 some difficulties only became apparent during or after the survey. These difficulties have been discussed to assist other surveys which may be conducted along the same lines.

As previously noted the questionnaire design was twice pilot tested on a limited basis. The first pilot test led to a radical re-design of the questionnaire basically aimed at simplification. The pilot test of the re-designed questionnaire indicated that only minor alterations to the design were required, although the survey proper still highlighted some difficulties which have been noted. It also became apparent during the course of the survey that the income question, for example, should have emphasised even more explicitly that an indication of gross income was being sought.

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(1) Satisfying the criteria adopted for trips covered by the NTS (see questionnaire in Appendix II).

Automation of as much of the operational phase of the NTS as was possible proved immensely valuable in view of the limited staff resources available for the survey. In general, this degree of automation proved highly successful, but certain problems were encountered. Some of the problems associated with the processing of the survey returns (that is, the interpretation, coding and data entry phases) could have been alleviated if these processes had been pre-tested using the pilot survey data.

The NTS results have been compared with certain other available statistics which are at least in part comparable with the NTS data. The NTS estimate of the number of trips made by aircraft between July 1977 and June 1978 is significantly lower than the DOT's estimate for the same period. However, this is partly because these are estimates of different parameters; the NTS estimates the number of trips made, while the DOT tabulates the number of aircraft boardings. The NTS estimate of the number of nights spent in hotels and motels, and in caravan parks and camping grounds between July 1977 and June 1978 is quite comparable with the ABS estimate for the same period. Results from the NTS could not be compared with results from other surveys, since sampling frames and the criteria used for trips included in particular surveys differ from those adopted for the NTS.

The results presented in this Paper cover only a selection of the statistics potentially available from the NTS. It is not warranted or possible to present the information in all of the various forms which may be useful to all potential users. However, the BTE has prepared a comprehensive edited data base which contains the NTS survey data. It is intended that this data base will be used for internal BTE projects and it can also be made available to other official organisations with appropriate interests in analysing the information it contains.

## APPENDIX I - DESCRIPTION OF NTS REGIONS

Table I.1 presents a list of the 64 NTS regions which were devised for this study (Aplin *et al.* 1978). The regions are listed by State and Territory and the region name and number have been included. In addition, an estimate of the population of each region is provided, together with approximate population centroid co-ordinates.

Maps showing the boundaries of the NTS regions are also included in this Appendix.



TABLE I.1 - DESCRIPTION OF NTS REGIONS

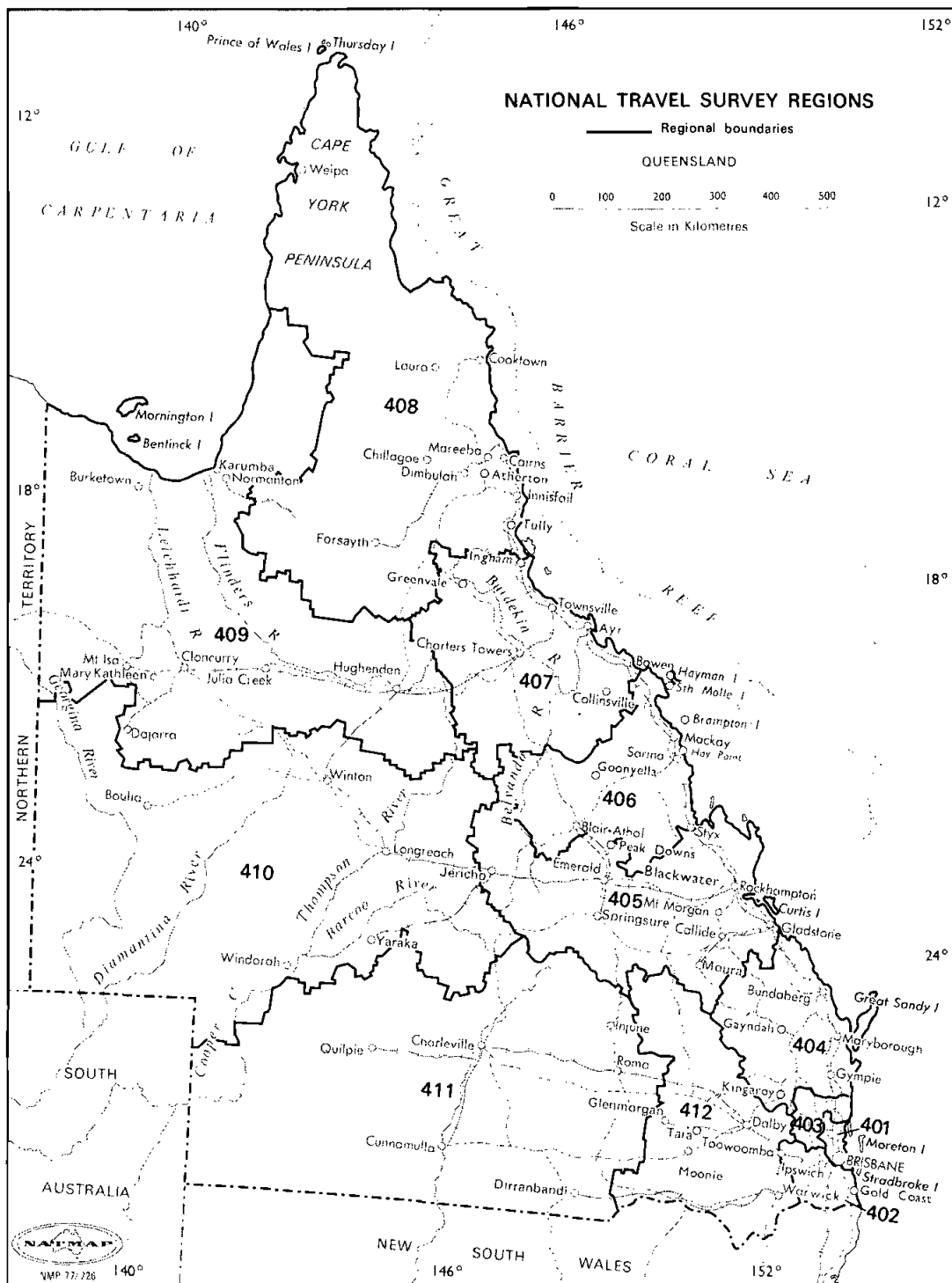
State or Territory	Region Name	Region Number	Number of Households in Region	Population of Region	Co-ordinates of Centroid (a) Latitude (Degrees) Longitude (Degrees)	
A.C.T.	Australian Capital Territory	101	56 848	196 935	35.25 S	149.25 E
N.S.W.	Lismore	201	31 290	106 180	28.67 S	153.08 E
	Armidale	202	47 680	168 015	30.10 S	150.75 E
	Dubbo	203	27 960	99 004	30.75 S	148.00 E
	Broken Hill	204	9 768	32 386	31.67 S	142.25 E
	Deniliquin	205	10 206	36 537	35.50 S	147.33 E
	Albury	206	16 234	54 439	35.00 S	144.00 E
	Wagga	207	38 296	134 737	34.67 S	147.42 E
	Bathurst	208	45 620	155 462	33.50 S	149.33 E
	Goulburn	209	24 004	80 741	35.00 S	149.17 E
	Cooma	210	13 440	47 210	36.33 S	149.50 E
	Newcastle	211	130 144	419 612	32.67 S	150.90 E
	Gosford	212	42 116	120 774	33.40 S	151.50 E
	Wollongong	213	80 928	270 127	34.75 S	150.80 E
	Sydney	214	930 710	2 901 208	33.75 S	151.00 E
Vic.	Grafton	215	21 560	73 259	31.50 S	153.75 E
	Taree	216	21 870	71 665	29.80 S	153.25 E
	Geelong	301	55 112	181 008	38.25 S	144.20 E
	Warrnambool	302	28 228	95 779	38.25 S	142.50 E
	Ballarat	303	30 488	103 456	37.50 S	143.75 E
	Horsham	304	16 536	54 456	36.60 S	142.40 E
	Mildura	305	19 546	68 605	34.80 S	143.00 E
	Bendigo	306	39 782	130 134	36.60 S	144.50 E
	Shepparton	307	34 630	120 720	36.50 S	154.60 E
	Wangaratta	308	20 268	72 201	36.40 S	146.70 E
	Sale	309	16 806	56 513	37.85 S	147.60 E
	Moe	310	33 074	113 270	38.30 S	146.30 E
	Melbourne	311	827 108	2 649 134	38.00 S	145.00 E
Qld	Brisbane	401	220 020	696 740	27.50 S	153.20 E
	Gold Coast	402	91 028	310 130	27.80 S	153.00 E
	Nambour	403	49 278	164 110	26.80 S	152.85 E
	Bundaberg	404	44 428	152 095	25.25 S	152.58 E
	Rockhampton	405	34 516	126 395	23.75 S	150.92 E
	Mackay	406	20 250	77 038	21.34 S	149.00 E
	Townsville	407	39 460	145 460	19.50 S	146.80 E
	Cairns	408	32 962	124 661	17.32 S	147.75 E
	Mount Isa	409	9 818	41 058	20.75 S	140.00 E
	Longreach	410	3 838	14 063	23.92 S	145.00 E
	Roma	411	7 698	27 876	27.42 S	148.25 E
	Toowoomba	412	44 844	155 313	27.50 S	151.65 E
S.A.	Adelaide	501	290 128	903 003	34.92 S	138.83 E
	Port Lincoln	502	8 816	31 425	34.25 S	134.92 E
	Kadina	503	7 060	21 579	34.17 S	137.92 E
	Whyalla	504	23 380	82 727	32.58 S	137.83 E
	Gawler	505	12 036	38 504	34.25 S	138.67 E
	Victor Harbour	506	11 136	34 914	35.42 S	138.42 E
	Murray Bridge	507	17 380	58 591	35.00 S	139.42 E
	Mount Gambier	508	17 058	57 698	35.55 S	139.42 E
W.A.	Woomera	509	3 520	14 948	29.50 S	135.70 E
	Albany	601	18 102	63 355	33.42 S	118.17 E
	Bunbury	602	20 446	68 335	33.83 S	116.00 E
	Kalgoorlie	603	10 322	39 691	30.30 S	122.00 E
	Northam	604	10 946	39 569	31.25 S	117.00 E
	Port Hedland	605	7 198	38 687	20.50 S	117.00 E
	Derby	606	2 322	15 130	15.75 S	125.00 E
	Geraldton	607	11 712	45 219	29.50 S	115.50 E
	Perth	608	253 042	819 078	32.17 S	115.92 E
	Carnarvon	609	2 678	13 128	24.00 S	117.58 E
Tas.	Hobart	701	58 694	191 296	42.75 S	147.25 E
	Burnie	702	26 210	88 861	41.17 S	146.00 E
	Launceston	703	33 828	109 569	41.42 S	147.00 E
	Queenstown	704	3 100	12 565	41.83 S	145.50 E
N.T.	Darwin	801	17 393	71 737	14.00 S	133.00 E
	Alice Springs	802	5 492	24 785	23.40 S	133.50 E

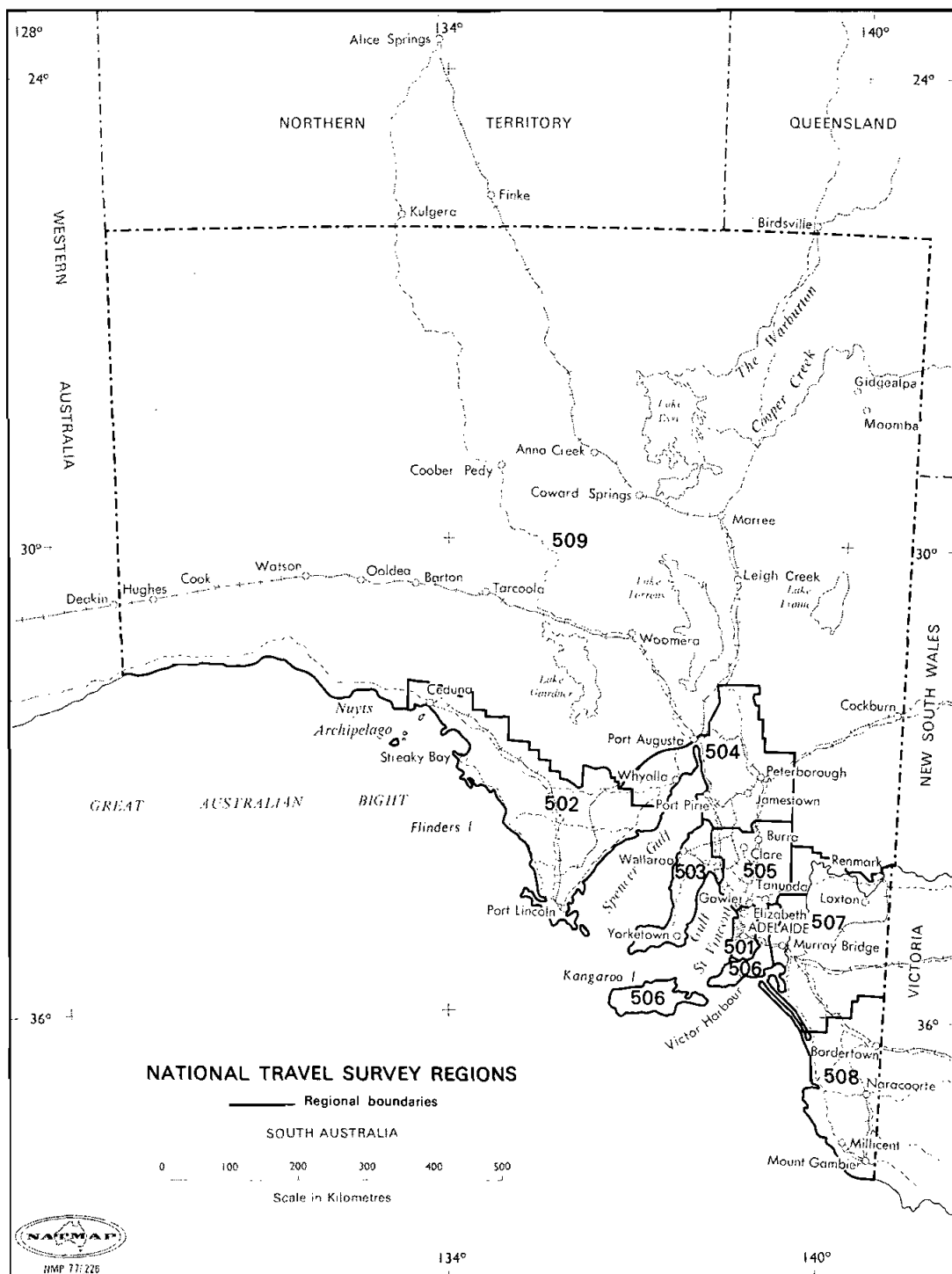
(a) The co-ordinates of population centroids of the NTS regions are estimates obtained after detailed examination of the relevant maps, together with a knowledge of the population centres in each region.

Source: National Travel Survey 1977-78 and the Census of Population and Housing conducted by the ABS on 30 June 1976.

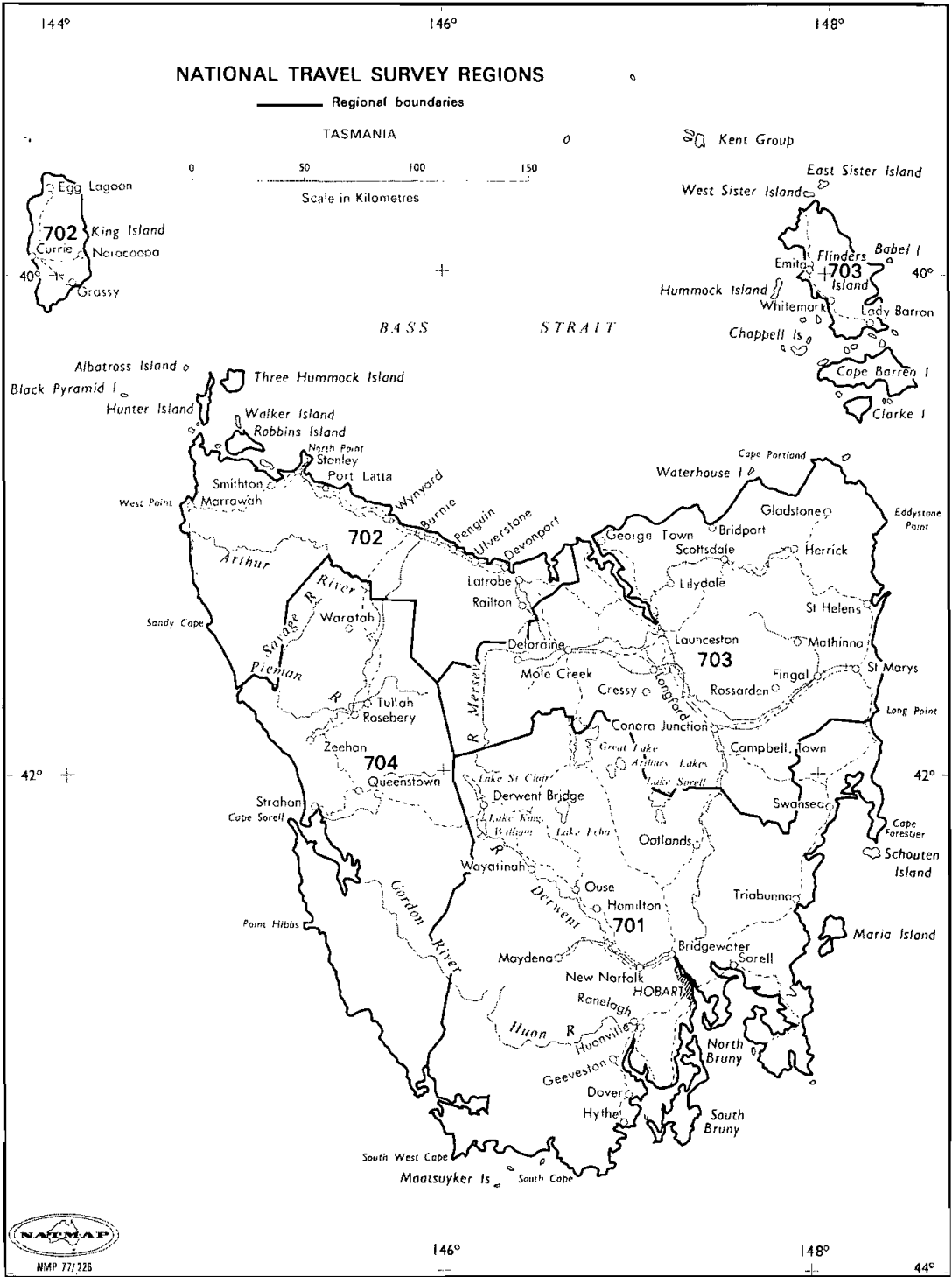
















## APPENDIX II - QUESTIONNAIRE FORM

A sample of the questionnaire used in the NTS is contained in this Appendix. The sample shown here is for the month of June 1978. Similar forms were used for the other months of the survey, the month being changed appropriately on the questionnaire.

The form is divided into four sections, as follows:

- . SECTION I, which requests personal details of each member of the household;
- . SECTION II, which requests details of trips ending in the survey month;
- . SECTION III, which requests household details; and
- . SECTION IV, which invites respondents to make comments on travel within Australia.

On the first page of the form in the lower right hand corner, there is a box marked 'Office Use Only'. There are four codes entered in this box which provide identification of the sample address. Referring to the box in question, the codes are as follows:

- . Code 'A' is the AGR number which relates to the sample address;
- . Code 'N' is the relevant NTS region number;
- . Code 'L' is the relevant LGA number; and
- . Code 'C' is a unique sequence number for the particular sample address.

<p><b>Section III</b></p> <p><b>HOUSEHOLD DETAILS</b></p>	<p><b>DIRECTIONS</b>—these details relate to the household as a whole</p> <p>• When answering the motor vehicles question, <b>include</b> company cars and other vehicles which are not owned by members of the household, but which are regularly available to at least one of them.</p> <p>• When answering the income question, give only the <b>combined</b> income for the whole household:          — include income from all sources (wages, overtime, child endowment, pensions, etc.);          — <b>do not deduct</b> tax, superannuation etc</p>										
<p><b>A. How many motor vehicles are available for use by members of this household?</b></p> <p>Refer to the notes at the top of this Section. If no vehicles in a particular class are available, write '0' for that class.</p>	<p>..... Cars (including station wagons)      ..... Motor cycles</p> <p>..... Utilities and light trucks      ..... Other vehicles</p>										
<p><b>B. What is the combined income of members of the household?</b></p> <p>Refer to the notes at the top of this Section, and tick <b>one box only</b></p> <p>Both weekly and equivalent yearly incomes are shown to assist you in choosing the correct box</p>	<table border="0"> <tr> <td><input type="checkbox"/> Less than \$39 per week Less than \$2000 per year</td> <td><input type="checkbox"/> Over \$192 to \$288 per week Over \$10000 to \$15000 per year</td> </tr> <tr> <td><input type="checkbox"/> Over \$39 to \$77 per week Over \$2000 to \$4000 per year</td> <td><input type="checkbox"/> Over \$288 to \$385 per week Over \$15000 to \$20000 per year</td> </tr> <tr> <td><input type="checkbox"/> Over \$77 to \$115 per week Over \$4000 to \$6000 per year</td> <td><input type="checkbox"/> Over \$385 to \$481 per week Over \$20000 to \$25000 per year</td> </tr> <tr> <td><input type="checkbox"/> Over \$115 to \$154 per week Over \$6000 to \$8000 per year</td> <td><input type="checkbox"/> Over \$481 to \$577 per week Over \$25000 to \$30000 per year</td> </tr> <tr> <td><input type="checkbox"/> Over \$154 to \$192 per week Over \$8000 to \$10000 per year</td> <td><input type="checkbox"/> Over \$577 per week Over \$30000 per year</td> </tr> </table>	<input type="checkbox"/> Less than \$39 per week Less than \$2000 per year	<input type="checkbox"/> Over \$192 to \$288 per week Over \$10000 to \$15000 per year	<input type="checkbox"/> Over \$39 to \$77 per week Over \$2000 to \$4000 per year	<input type="checkbox"/> Over \$288 to \$385 per week Over \$15000 to \$20000 per year	<input type="checkbox"/> Over \$77 to \$115 per week Over \$4000 to \$6000 per year	<input type="checkbox"/> Over \$385 to \$481 per week Over \$20000 to \$25000 per year	<input type="checkbox"/> Over \$115 to \$154 per week Over \$6000 to \$8000 per year	<input type="checkbox"/> Over \$481 to \$577 per week Over \$25000 to \$30000 per year	<input type="checkbox"/> Over \$154 to \$192 per week Over \$8000 to \$10000 per year	<input type="checkbox"/> Over \$577 per week Over \$30000 per year
<input type="checkbox"/> Less than \$39 per week Less than \$2000 per year	<input type="checkbox"/> Over \$192 to \$288 per week Over \$10000 to \$15000 per year										
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<input type="checkbox"/> Over \$115 to \$154 per week Over \$6000 to \$8000 per year	<input type="checkbox"/> Over \$481 to \$577 per week Over \$25000 to \$30000 per year										
<input type="checkbox"/> Over \$154 to \$192 per week Over \$8000 to \$10000 per year	<input type="checkbox"/> Over \$577 per week Over \$30000 per year										
<p><b>Section IV</b></p> <p><b>COMMENTS</b></p>	<p><b>INSTRUCTIONS</b></p> <p>• Please write down any additional information you consider useful for adequately describing recent long-distance travel by members of the household. In particular, indicate if the type of travel you recorded in Section II is unusual in any way (e.g. travel on a working holiday)</p> <p>• Please write any general comments you have on travel in Australia</p> <p>• If space is <i>insufficient</i>, enclose a <i>separate sheet</i> of paper.</p>										
<p><b>THANK YOU FOR YOUR CO-OPERATION</b></p>											

BUREAU OF TRANSPORT ECONOMICS  
NATIONAL TRAVEL SURVEY 1977/78

**CONFIDENTIAL**  
REPLY WILL ONLY BE SEEN BY  
AUTHORISED BTE REPRESENTA-  
TIVES

Section 1			DIRECTIONS				
PERSONAL DETAILS			<p>• The members of this household are regarded as those persons usually living and eating together here as a domestic unit. A person living alone is also a household.</p> <p>• Please complete the following details for <b>each person</b> who is a member of this household. <b>Include</b> children</p> <p>• Answer the 'Occupation' question only for those people employed full or part time</p>				
PERSON	SEX	MARITAL STATUS	MAJOR ACTIVITY <i>Tick one box for each person</i>		OCCUPATION <i>See notes above</i>	AGE  Years	DRIVING LICENCE
1	<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Never married <input type="checkbox"/> Now married <input type="checkbox"/> Widowed <input type="checkbox"/> Other	<input type="checkbox"/> Employed Full-time <input type="checkbox"/> Employed Part-time <input type="checkbox"/> Looking for work <input type="checkbox"/> Retired, Pensioner	<input type="checkbox"/> Student <input type="checkbox"/> Home duties <input type="checkbox"/> Other	-----	-----	<input type="checkbox"/> Yes <input type="checkbox"/> No
2	<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Never married <input type="checkbox"/> Now married <input type="checkbox"/> Widowed <input type="checkbox"/> Other	<input type="checkbox"/> Employed Full-time <input type="checkbox"/> Employed Part-time <input type="checkbox"/> Looking for work <input type="checkbox"/> Retired, Pensioner	<input type="checkbox"/> Student <input type="checkbox"/> Home duties <input type="checkbox"/> Other	-----	-----	<input type="checkbox"/> Yes <input type="checkbox"/> No
3	<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Never married <input type="checkbox"/> Now married <input type="checkbox"/> Widowed <input type="checkbox"/> Other	<input type="checkbox"/> Employed Full-time <input type="checkbox"/> Employed Part-time <input type="checkbox"/> Looking for work <input type="checkbox"/> Retired, Pensioner	<input type="checkbox"/> Student <input type="checkbox"/> Home duties <input type="checkbox"/> Other	-----	-----	<input type="checkbox"/> Yes <input type="checkbox"/> No
4	<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Never married <input type="checkbox"/> Now married <input type="checkbox"/> Widowed <input type="checkbox"/> Other	<input type="checkbox"/> Employed Full-time <input type="checkbox"/> Employed Part-time <input type="checkbox"/> Looking for work <input type="checkbox"/> Retired, Pensioner	<input type="checkbox"/> Student <input type="checkbox"/> Home duties <input type="checkbox"/> Other	-----	-----	<input type="checkbox"/> Yes <input type="checkbox"/> No
5	<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Never married <input type="checkbox"/> Now married <input type="checkbox"/> Widowed <input type="checkbox"/> Other	<input type="checkbox"/> Employed Full-time <input type="checkbox"/> Employed Part-time <input type="checkbox"/> Looking for work <input type="checkbox"/> Retired, Pensioner	<input type="checkbox"/> Student <input type="checkbox"/> Home duties <input type="checkbox"/> Other	-----	-----	<input type="checkbox"/> Yes <input type="checkbox"/> No
6	<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Never married <input type="checkbox"/> Now married <input type="checkbox"/> Widowed <input type="checkbox"/> Other	<input type="checkbox"/> Employed Full-time <input type="checkbox"/> Employed Part-time <input type="checkbox"/> Looking for work <input type="checkbox"/> Retired, Pensioner	<input type="checkbox"/> Student <input type="checkbox"/> Home duties <input type="checkbox"/> Other	-----	-----	<input type="checkbox"/> Yes <input type="checkbox"/> No
7	<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Never married <input type="checkbox"/> Now married <input type="checkbox"/> Widowed <input type="checkbox"/> Other	<input type="checkbox"/> Employed Full-time <input type="checkbox"/> Employed Part-time <input type="checkbox"/> Looking for work <input type="checkbox"/> Retired, Pensioner	<input type="checkbox"/> Student <input type="checkbox"/> Home duties <input type="checkbox"/> Other	-----	-----	<input type="checkbox"/> Yes <input type="checkbox"/> No
8	<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Never married <input type="checkbox"/> Now married <input type="checkbox"/> Widowed <input type="checkbox"/> Other	<input type="checkbox"/> Employed Full-time <input type="checkbox"/> Employed Part-time <input type="checkbox"/> Looking for work <input type="checkbox"/> Retired, Pensioner	<input type="checkbox"/> Student <input type="checkbox"/> Home duties <input type="checkbox"/> Other	-----	-----	<input type="checkbox"/> Yes <input type="checkbox"/> No
9	<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Never married <input type="checkbox"/> Now married <input type="checkbox"/> Widowed <input type="checkbox"/> Other	<input type="checkbox"/> Employed Full-time <input type="checkbox"/> Employed Part-time <input type="checkbox"/> Looking for work <input type="checkbox"/> Retired, Pensioner	<input type="checkbox"/> Student <input type="checkbox"/> Home duties <input type="checkbox"/> Other	-----	-----	<input type="checkbox"/> Yes <input type="checkbox"/> No

THE HOUSEHOLDER,  
FLAT 1  
2 SMITH ST  
JONESTOWN 2372

A		22	Office Use Only
N		22	
L		2957	
C		00000	

**JUNE 1978**

**PLEASE RETURN THIS FORM WITHIN SEVEN DAYS**

Section II		DIRECTIONS—please read carefully before filling in trip details									
<b>DETAILS OF TRIPS ENDING IN JUNE 1978 ONLY</b>		<p>• A trip is defined as a journey <b>wholly within Australia</b> by one or more members of this household. A trip starts and finishes at home.</p> <p>• Do not include trips made as a crew member on a bus, train, aircraft or ship. However, trips made as the driver of a commercial motor vehicle (except a bus) <b>should</b> be included.</p> <p>• Do not include trips involving travel to or from work.</p> <p>• Include <b>only</b> trips which involved travel to at least one place 100km (50 miles) or more from home.</p> <p>• Include <b>only</b> trips which ended (at home) during JUNE 1978, regardless of when they started.</p> <p>• Complete a trip column for each trip (by one or more members of this household) which follows the rules given above. In some cases, several members of this household may have travelled together for part of the trip, but some of them may have separated from the party (for example, to visit another city). In such cases, regard each group as having made a <b>separate</b> trip. This should only be done in the case of a substantial separation (not for instance, if one group only visits a local beach, etc.)</p> <p>• When recording details of transport methods and payment of fares, do not include the following:          –Local transport such as city trains, buses or taxis.          –Transport to and from airports, railway stations and so on.          –River crossings by car ferries.</p> <p><b>IF NO ONE IN THIS HOUSEHOLD MADE ANY TRIPS SATISFYING THESE CONDITIONS PLEASE TICK THIS BOX AND GO TO SECTION III</b> <input type="checkbox"/></p>									
		TRIP 1		TRIP 2		TRIP 3		TRIP 4		TRIP 5	
<b>A. What was the destination of the trip?</b> If more than one place was visited, record the name of the place regarded as the main destination.		City/Town State		City/Town State		City/Town State		City/Town State		City/Town State	
<b>B. How many nights were spent there?</b>		Nights	If no nights were spent there, write '0' and go to item D.	Nights	If no nights were spent there, write '0' and go to item D.	Nights	If no nights were spent there, write '0' and go to item D.	Nights	If no nights were spent there, write '0' and go to item D.	Nights	If no nights were spent there, write '0' and go to item D.
<b>C. What types of accommodation were used during the time spent there?</b> Tick one box for each type of accommodation used.		<input type="checkbox"/> Hotel or motel <input type="checkbox"/> Friends' or relatives' home <input type="checkbox"/> Caravan, campervan or tent <input type="checkbox"/> Other		<input type="checkbox"/> Hotel or motel <input type="checkbox"/> Friends' or relatives' home <input type="checkbox"/> Caravan, campervan or tent <input type="checkbox"/> Other		<input type="checkbox"/> Hotel or motel <input type="checkbox"/> Friends' or relatives' home <input type="checkbox"/> Caravan, campervan or tent <input type="checkbox"/> Other		<input type="checkbox"/> Hotel or motel <input type="checkbox"/> Friends' or relatives' home <input type="checkbox"/> Caravan, campervan or tent <input type="checkbox"/> Other		<input type="checkbox"/> Hotel or motel <input type="checkbox"/> Friends' or relatives' home <input type="checkbox"/> Caravan, campervan or tent <input type="checkbox"/> Other	
<b>D. What were the reasons for making the trip as a whole?</b> Tick one box for each reason. If you have ticked more than one box, circle the box you ticked which gives the main reason for going to the place you wrote in item A, above.		<input type="checkbox"/> Deliver freight or goods <input type="checkbox"/> Other business <input type="checkbox"/> Visit friends or relatives <input type="checkbox"/> Sightseeing or recreation <input type="checkbox"/> Holiday <input type="checkbox"/> Personal or family affairs <input type="checkbox"/> Other		<input type="checkbox"/> Deliver freight or goods <input type="checkbox"/> Other business <input type="checkbox"/> Visit friends or relatives <input type="checkbox"/> Sightseeing or recreation <input type="checkbox"/> Holiday <input type="checkbox"/> Personal or family affairs <input type="checkbox"/> Other		<input type="checkbox"/> Deliver freight or goods <input type="checkbox"/> Other business <input type="checkbox"/> Visit friends or relatives <input type="checkbox"/> Sightseeing or recreation <input type="checkbox"/> Holiday <input type="checkbox"/> Personal or family affairs <input type="checkbox"/> Other		<input type="checkbox"/> Deliver freight or goods <input type="checkbox"/> Other business <input type="checkbox"/> Visit friends or relatives <input type="checkbox"/> Sightseeing or recreation <input type="checkbox"/> Holiday <input type="checkbox"/> Personal or family affairs <input type="checkbox"/> Other		<input type="checkbox"/> Deliver freight or goods <input type="checkbox"/> Other business <input type="checkbox"/> Visit friends or relatives <input type="checkbox"/> Sightseeing or recreation <input type="checkbox"/> Holiday <input type="checkbox"/> Personal or family affairs <input type="checkbox"/> Other	
<b>E. During the trip, which place visited was furthest from home?</b>		City/Town State		City/Town State		City/Town State		City/Town State		City/Town State	
<b>F. What were the main methods of transport used during the trip?</b> Please refer to the notes at the top of this section, and tick one box for each method of transport used. If you have ticked more than one box, circle the box you ticked which gives the method of transport used to travel the greatest distance.		<input type="checkbox"/> Aeroplane <input type="checkbox"/> Motorcycle <input type="checkbox"/> Bus/Coach <input type="checkbox"/> Ship/Boat <input type="checkbox"/> Car <input type="checkbox"/> Train <input type="checkbox"/> Truck <input type="checkbox"/> Other		<input type="checkbox"/> Aeroplane <input type="checkbox"/> Motorcycle <input type="checkbox"/> Bus/Coach <input type="checkbox"/> Ship/Boat <input type="checkbox"/> Car <input type="checkbox"/> Train <input type="checkbox"/> Truck <input type="checkbox"/> Other		<input type="checkbox"/> Aeroplane <input type="checkbox"/> Motorcycle <input type="checkbox"/> Bus/Coach <input type="checkbox"/> Ship/Boat <input type="checkbox"/> Car <input type="checkbox"/> Train <input type="checkbox"/> Truck <input type="checkbox"/> Other		<input type="checkbox"/> Aeroplane <input type="checkbox"/> Motorcycle <input type="checkbox"/> Bus/Coach <input type="checkbox"/> Ship/Boat <input type="checkbox"/> Car <input type="checkbox"/> Train <input type="checkbox"/> Truck <input type="checkbox"/> Other		<input type="checkbox"/> Aeroplane <input type="checkbox"/> Motorcycle <input type="checkbox"/> Bus/Coach <input type="checkbox"/> Ship/Boat <input type="checkbox"/> Car <input type="checkbox"/> Train <input type="checkbox"/> Truck <input type="checkbox"/> Other	
<b>G. Which members of this household went on this trip?</b> Please tick numbers corresponding to those used to identify individual household members in Section I.		1 4 7 2 5 8 3 6 9		1 4 7 2 5 8 3 6 9		1 4 7 2 5 8 3 6 9		1 4 7 2 5 8 3 6 9		1 4 7 2 5 8 3 6 9	
<b>H. When did the trip end, and how many nights were spent away from home?</b>		Nights Date ended /6/78		Nights Date ended /6/78		Nights Date ended /6/78		Nights Date ended /6/78		Nights Date ended /6/78	
<b>I. Who paid for any fares related to the trip?</b> Please refer to the notes at the top of this section and tick the appropriate box or boxes.		<input type="checkbox"/> No fares involved <input type="checkbox"/> Household member(s) <input type="checkbox"/> Employer's or own business <input type="checkbox"/> Other		<input type="checkbox"/> No fares involved <input type="checkbox"/> Household member(s) <input type="checkbox"/> Employer's or own business <input type="checkbox"/> Other		<input type="checkbox"/> No fares involved <input type="checkbox"/> Household member(s) <input type="checkbox"/> Employer's or own business <input type="checkbox"/> Other		<input type="checkbox"/> No fares involved <input type="checkbox"/> Household member(s) <input type="checkbox"/> Employer's or own business <input type="checkbox"/> Other		<input type="checkbox"/> No fares involved <input type="checkbox"/> Household member(s) <input type="checkbox"/> Employer's or own business <input type="checkbox"/> Other	
<b>J. How many OTHER trips identical to this one (except for the date) ended during the month?</b> You need not fill in a trip column for these other identical trips.		If no other identical trips were made, write '0'.		If no other identical trips were made, write '0'.		If no other identical trips were made, write '0'.		If no other identical trips were made, write '0'.		If no other identical trips were made, write '0'.	
Please use the space provided in Section IV to record any further important or unusual details of these trips.											
PLEASE TURN OVER											

### APPENDIX III - CALCULATION OF ADJUSTMENT FACTORS FOR NON-RESPONSE BIAS

This Appendix outlines the steps involved in the calculation of adjustment factors for non-response bias and of the standard errors associated with these factors. The discussion is presented in terms of the unstratified trip generation rate, since the sample size for non-respondents was insufficient to allow the statistical adjustment to be undertaken on a stratified basis.

#### CALCULATION OF ADJUSTMENT FACTORS

As noted in Chapter 3, pooling of the NTS data was required in various regional and monthly aggregations. This pooling was necessary to obtain non-respondent sample sizes sufficiently large to enable non-response adjustment factors to be estimated with reasonable statistical validity. The geographic and temporal aggregations within which the data were to be pooled were derived from analyses of variance performed on the trip generation rates. This established NTS regions and months of the survey in which no statistically significant differences in the trip generation rates could be established. The discussion which follows is based on the pooled data from these geographic and temporal aggregations.

Let  $N(I)$  be the total number of households in regional aggregation  $I$ . Similarly  $n_R(i,j)$  is the number of respondent households sampled in the NTS region  $i$  and month  $j$ , and  $n_{NR}(i,j)$  is the number of sampled households which did not respond to the survey in NTS region  $i$  and month  $j$ , where NTS region  $i$  is in regional aggregation  $I$  and month  $j$  is included in monthly aggregation  $J$ . Thus, the sum of  $n_R(i,j)$  and  $n_{NR}(i,j)$  is the total number of households sampled in NTS region  $i$  and month  $j$ .

In terms of this notation, the estimated proportion ( $\hat{H}_R(I,J)$ ) of households that would have responded to the NTS if all households in regional aggregation I had been sampled (in other words, all potential respondents in regional aggregation I) during monthly aggregation J is given by:

$$\hat{H}_R(I,J) = \frac{\sum_i \sum_j n_R(i,j)}{\sum_i \sum_j (n_R(i,j) + n_{NR}(i,j))} \quad (III.1)$$

Similarly, the estimated proportion ( $\hat{H}_{NR}(I,J)$ ) of households which would not have responded to the NTS if all households in regional aggregation I had been sampled (in other words, all potential non-respondents in regional aggregation I) during monthly aggregation J is given by:

$$\hat{H}_{NR}(I,J) = \frac{\sum_i \sum_j n_{NR}(i,j)}{\sum_i \sum_j (n_R(i,j) + n_{NR}(i,j))} \quad (III.2)$$

The estimated average trip generation rate (expressed as always as person-trips per household per month) of all potential respondents in regional aggregation I and monthly aggregation J is given by:

$$\hat{\bar{t}}_R(I,J) = \frac{\sum_i \sum_j n_R(i,j) \bar{t}_R(i,j)}{\sum_i \sum_j n_R(i,j)} \quad (III.3)$$

where  $\bar{t}_R(i,j)$  is the average trip generation rate of sampled respondents in NTS region i and month j.

It follows from this that the estimated total number of trips generated by all potential respondents in regional aggregation I during monthly aggregation J is given by:

$$\hat{T}_R(I,J) = q(J) \hat{H}_R(I,J) N(I) \hat{\bar{t}}_R(I,J) \quad (III.4)$$

where  $q(J)$  is the number of months in monthly aggregation J.

Similarly, if  $n_{INT}(i,j)$  is the effective number of non-respondent households interviewed during the course of the supplementary interview survey in NTS region  $i$  and month  $j$ , and  $\bar{t}_{INT}(i,j)$  is the trip generation rate for non-respondents who were interviewed in NTS region  $i$  and month  $j$ , then the estimated trip generation rate of all potential non-respondents in regional aggregation  $I$  and monthly aggregation  $J$  is given by:

$$\hat{t}_{NR}(I,J) = \frac{\sum_i \sum_j n_{INT}(i,j) \bar{t}_{INT}(i,j)}{\sum_i \sum_j n_{INT}(i,j)} \quad (III.5)$$

The estimated total number of trips generated by all potential non-respondents in regional aggregation  $I$  during monthly aggregation  $J$  is therefore given by:

$$\hat{T}_{NR}(I,J) = q(J) \hat{H}_{NR}(I,J) N(I) \hat{t}_{NR}(I,J) \quad (III.6)$$

Hence, an estimate of the total number of trips generated by all households in regional aggregation  $I$  during monthly aggregation  $J$  is given by:

$$\begin{aligned} \hat{T}(I,J) &= \hat{T}_R(I,J) + \hat{T}_{NR}(I,J) \\ &= q(J) N(I) (\hat{H}_R(I,J) \hat{t}_R(I,J) + \hat{H}_{NR}(I,J) \hat{t}_{NR}(I,J)) \end{aligned} \quad (III.7)$$

where  $\hat{t}_R(I,J)$  and  $\hat{t}_{NR}(I,J)$  are given by Equations (III.3) and (III.5) respectively.

If only the data from the NTS (that is, the postal survey) had been available, then the total number of trips generated in regional aggregation  $I$  during monthly aggregation  $J$  would have been estimated as:

$$\hat{T}_P(I,J) = q(J) N(I) \hat{t}_R(I,J) \quad (III.8)$$

Hence, a multiplicative adjustment factor  $F(I,J)$  can be defined for trip generation rates in regional aggregation I during monthly aggregation J as follows:

$$F(I,J) = \frac{\hat{T}(I,J)}{\hat{T}_P(I,J)}$$

By use of Equations (III.7) and (III.8) this becomes:

$$F(I,J) = \hat{H}_R(I,J) + \hat{H}_{NR}(I,J) \frac{\hat{t}_{NR}(I,J)}{\hat{t}_R(I,J)} \quad (III.9)$$

where  $\hat{t}_R(I,J)$  and  $\hat{t}_{NR}(I,J)$  are calculated using Equations (III.3) and (III.5).

#### STANDARD ERROR OF THE ADJUSTMENT FACTOR

Before outlining the steps involved in the calculation of the standard errors of the adjustment factors, it is worthwhile recalling two standard statistical results used subsequently in this Section.

#### Variance of the Quotient of Two Random Variables

If  $z$  is the quotient of two random variables  $x$  and  $y$  (that is,  $z = \frac{x}{y}$ ), the variance of  $z$  is given by (Kendall and Stuart 1977)

$$s^2(z) = \left( \frac{x}{y} \right)^2 \left[ \left( \frac{s(x)}{\bar{x}} \right)^2 + \left( \frac{s(y)}{\bar{y}} \right)^2 - \frac{2 \text{ cov}(x,y)}{\bar{x} \bar{y}} \right] \quad (III.10)$$

where  $\text{cov}(x,y)$  is the covariance of  $x$  and  $y$ .

If  $x$  and  $y$  are independent, Equation (III.10) becomes:

$$s^2(z) = \left( \frac{x}{y} \right)^2 \left[ \left( \frac{s(x)}{\bar{x}} \right)^2 + \left( \frac{s(y)}{\bar{y}} \right)^2 \right] \quad (III.11)$$

### Standard Deviation of a Pooled Sample

If there are  $k$  independent samples from the same population, the  $i$ th sample having  $n_i$  observations with variance  $s_i^2$ , an unbiased estimate of the standard deviation of the population is given by (Yamane 1973)

$$\hat{\sigma}^2 = \frac{\sum_i n_i s_i^2}{\sum_i n_i - k} \quad (\text{III.12})$$

### Standard Error of the Adjustment Factor

Let  $s(t_R(i,j))$  be the standard deviation of trips made by sampled respondents in NTS region  $i$  and month  $j$ . Since the trip samples from regions  $i$  and month  $j$  have been pooled to form regional aggregation  $I$  and monthly aggregation  $J$ , the variance of the trips of all respondents in regional aggregation  $I$  and monthly aggregation  $J$  is, from Equation (III.12):

$$s^2(t_R(I,J)) = \frac{\sum_i \sum_j n_R(i,j) s^2(t_R(i,j))}{\sum_i \sum_j n_R(i,j) - m_R(I,J)} \quad (\text{III.13})$$

where  $m_R(I,J)$  is the number of independent samples of respondents in regional aggregation  $I$  and monthly aggregation  $J$  (that is, it is the number of terms in the summations over  $i$  and  $j$ ).

Hence, from Equation (III.13), the variance of the estimated

trip generation rate  $\hat{t}_R(I,J)$  is:

$$\begin{aligned} s^2(\hat{t}_R(I,J)) &= \frac{s^2(t_R(I,J))}{\sum_i \sum_j n_R(i,j)} \\ &= \frac{\sum_i \sum_j n_R(i,j) s^2(t_R(i,j))}{(\sum_i \sum_j n_R(i,j)) (\sum_i \sum_j n_R(i,j) - m_R(I,J))} \end{aligned} \quad (\text{III.14})$$



Similarly, if  $s(t_{INT}(i,j))$  is the standard deviation of trips by interviewed non-respondents in NTS region  $i$  and month  $j$ , then pooling the sample of trips gives the variance of the trips by all potential non-respondents in regional aggregation  $I$  and monthly aggregation  $J$  as:

$$s^2(\hat{t}_{NR}(I,J)) = \frac{\sum_i \sum_j n_{INT}(i,j) s^2(t_{INT}(i,j))}{(\sum_i \sum_j n_{INT}(i,j)) (\sum_i \sum_j n_{INT}(i,j) - m_{INT}(I,J))} \quad (III.15)$$

where  $m_{INT}(I,J)$  is the number of independent samples of interviewed non-respondents in regional aggregation  $I$  and monthly aggregation  $J$ .

Since respondents and non-respondents represent different statistical samples,  $\hat{t}_{NR}(I,J)$  and  $\hat{t}_R(I,J)$  are statistically independent estimates. Hence from Equations (III.9) and (III.11) the variance of the adjustment factor  $F(I,J)$  is given by:

$$s^2(F(I,J)) = \hat{H}_{NR}(I,J) \frac{\hat{t}_{NR}(I,J)}{\bar{t}_R(I,J)} \left[ \left( \frac{s(\hat{t}_{NR}(I,J))}{\bar{t}_{NR}(I,J)} \right)^2 + \left( \frac{s(\hat{t}_R(I,J))}{\hat{t}_R(I,J)} \right)^2 \right] \quad (III.16)$$

## APPENDIX IV - STANDARD ERROR CALCULATIONS

This Appendix outlines the steps involved in the calculation of the standard errors of the variables given in Equations (4.1) to (4.16) in Chapter 4. It should be noted that these error calculations are not exact and were used primarily to give an indication only of typical errors associated with estimates derived from the NTS data. In particular, the calculations assume statistical independence in a number of cases. The indications are that the error calculations will tend to overestimate errors rather than to underestimate them as a result of this. Before presenting the calculations four standard statistical results used in this Appendix will be outlined.

### SELECTED VARIANCE ESTIMATES

#### The Mean of a Sample

The variance of a set of random variables  $x_i$  estimated from a sample of size  $n$  is:

$$\begin{aligned} s^2(x_i) &= \frac{\sum_i (x_i - \bar{x})^2}{n-1} \\ &= \frac{\sum_i x_i^2 - n \bar{x}^2}{n-1} \end{aligned}$$

It follows that the variance of the mean  $\bar{x}$  of the random variables  $x_i$  is (Yamane 1973):

$$s^2(\bar{x}) = \frac{\sum_i x_i^2 - n \bar{x}^2}{n(n-1)} \quad (\text{IV.1})$$

### The Estimate of a Proportion from a Sample

If  $p$  is a proportion estimated from a sample of size  $n$ , the variance of the estimate of  $p$  is given by (Kish 1965):

$$s^2(p) = \frac{p(1-p)}{n-1} \quad (\text{IV.2})$$

### The Product of Two Random Variables

If  $z = xy$ , the variance of  $z$  is given by (Kish 1965):

$$s^2(z) = (\bar{x} \bar{y})^2 \left[ \left( \frac{s(x)}{\bar{x}} \right)^2 + \left( \frac{s(y)}{\bar{y}} \right)^2 + \frac{2 \operatorname{cov}(x,y)}{\bar{x} \bar{y}} \right]$$

If  $x$  and  $y$  are independent, the covariance of  $x$  and  $y$  is zero, and the variance of  $z$  reduces to:

$$s^2(z) = (\bar{x} \bar{y})^2 \left[ \left( \frac{s(x)}{\bar{x}} \right)^2 + \left( \frac{s(y)}{\bar{y}} \right)^2 \right] \quad (\text{IV.3})$$

### The Quotient of Two Random Variables - A Special Case

It is useful to consider the special case in which  $t = \sum_j t_j$ ,

where  $\{t_j\}$  is a set of independent random variables with standard deviation  $s(t_j)$ . The required result is the variance of the quotient of any  $t_i$  and  $t$ . This can be derived as follows:

$$\begin{aligned} \operatorname{cov}(t_i, t) &= \operatorname{cov}(t_i, \sum_j t_j) \\ &= s^2(t_i) + \sum_j \operatorname{cov}(t_i, t_j) \\ &= s^2(t_i) \text{ since } t_i \text{ and } t_j \text{ are independent.} \end{aligned}$$

If  $z = \frac{t_i}{t}$  the variance of  $z$  is given by:

$$s^2(z) = \left( \frac{\bar{t}_i}{\bar{t}} \right)^2 \left[ \left( \frac{s(t)}{\bar{t}} \right)^2 + \left( \frac{s(t_i)}{\bar{t}_i} \right)^2 \left( 1 - \frac{2 \bar{t}_i}{\bar{t}} \right) \right] \quad (\text{IV.4})$$

#### STANDARD ERRORS OF ESTIMATES FROM THE NTS DATA

Estimates of travel generation rates for the population as a whole can be calculated from the NTS data after adjustments for non-response bias have been made. Chapter 4 shows how these estimates can be calculated, both unstratified and stratified by household, personal or travel characteristics. This Section presents mathematical results from which the standard error or variance of each of these estimates can be calculated. These estimates will not be re-defined in this Section since they have already been defined in Chapter 4.

#### Unstratified Travel

First consider region  $i$  and month  $j$ . The standard error of the estimated generation rate  $\hat{t}(i,j)$  adjusted for non-response bias is approximated<sup>(1)</sup> by

$$s(\hat{t}(i,j)) \approx \hat{t}(i,j) \left[ \left( \frac{s(F(I,J))}{F(I,J)} \right)^2 + \left( \frac{s(\hat{t}_R(i,j))}{\bar{t}_R(i,j)} \right)^2 \right]^{\frac{1}{2}} \quad (\text{IV.5})$$

This result is derived from Equations (4.1) and (IV.3), where  $s(\hat{t}_R(i,j))$  is given by Equation (IV.1). It follows from

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(1) Note that Equation (IV.5) ignores any covariability of  $F(I,J)$  and  $\bar{t}_R(i,j)$ . As such, Equation (IV.5) represents only an indication of the variance in  $\hat{t}(i,j)$ . In fact, the form of  $F(I,J)$  given by Equation (III.9) indicates that this covariability may be negative, and hence Equation (IV.5) will represent an over-estimate of the variance.

Equation (4.2) that the standard error of the total number of trips generated by households in region i during month j is:

$$s(\hat{T}(i,j)) = N(i) s(\hat{t}(i,j)) \quad (IV.6)$$

where  $N(i)$  is the total number of households in region i.

The standard error of the estimated total number of trips generated by households in region i during year Y is given by:

$$s(T(i,Y)) = \left[ \sum_J s^2(T(i,J)) \right]^{1/2} \quad (\text{from Equation (4.4)}) \quad (IV.7)$$

where  $s(\hat{T}(i,J)) = q(J) N(i) s(\hat{t}(i,J))$ ,

and  $s(\hat{t}(i,J))$  is given by Equations (4.3) and (IV.3).

Consider a State S which contains a number of regional aggregations I and year Y comprising a number of monthly aggregations J. The variance  $s^2(\hat{t}(I,J))$  of the estimated trip generation rate of sample respondents in regional aggregation I and monthly aggregation J can be calculated from Equation (IV.1). The standard error of the trip generation rate in regional aggregation I and monthly aggregation J, after adjusting for non-response bias, can then be calculated approximately from:

$$s(\hat{t}(I,J)) \approx \hat{t}(I,J) \left[ \left( \frac{s(F(I,J))}{F(I,J)} \right)^2 + \left( \frac{s(\hat{t}_R(I,J))}{\hat{t}_R(I,J)} \right)^2 \right]^{1/2} \quad (IV.8)$$

Hence, if

$$r(\hat{t}(I,J)) = \frac{s(\hat{t}(I,J))}{\hat{t}(I,J)} \quad (IV.9)$$

is the relative error of  $\hat{t}(I,J)$ , the standard error of the annual total number of trips generated in State S is given by:

$$s(T(S,Y)) = \left\{ \sum_I \sum_J (q(J) N(I) s(\hat{t}(I,J)))^2 \right\}^{\frac{1}{2}} \quad (IV.10)$$

$$= \left\{ \sum_I \sum_J \hat{T}(I,J)^2 r^2(\hat{t}(I,J)) \right\}^{\frac{1}{2}} \text{ (from Equations (4.7) and (4.8)).}$$

Values of  $T(I,J)$  and  $r^2(\hat{t}(I,J))$  have been supplied in Tables 4.3, 4.4, and IV.1, IV.2, respectively, so that  $s(\hat{T}(S,Y))$  can be easily calculated for any State. The standard error of the trip generation rate for households in State S over the year Y can then be estimated from

$$s(\hat{t}(S,Y)) = \frac{s(\hat{T}(S,Y))}{12 N(S)} \quad (IV.11)$$

These standard errors can be estimated on a national basis from the above equations if summations over I are redefined to include all regional aggregations in Australia.

#### Travel Stratified by Household, Personal or Travel Characteristics

From Equations (4.10) and (IV.3), the standard error of the estimated total number of trips generated by households with characteristics  $\alpha, \beta, \dots$  in region i and month j, is approximated by

$$s(\hat{T}(i,j;\alpha,\beta,\dots)) \approx T(i,j;\alpha,\beta,\dots) \left[ \left( \frac{s(T(i,j))}{T(i,j)} \right)^2 + \left( \frac{s(p(i,j;\alpha,\beta,\dots))}{p(i,j;\alpha,\beta,\dots)} \right)^2 \right]^{\frac{1}{2}} \quad (IV.12)$$

where  $s(p(i,j;\alpha,\beta,\dots))$  can be calculated from Equation (IV.2). From Equations (4.11) and (IV.3),

$$s(\hat{T}(i,J;\alpha,\beta,\dots)) = \hat{T}(i,J;\alpha,\beta,\dots) \left[ \left( \frac{s(T(i,J))}{T(i,J)} \right)^2 + \left( \frac{s(p(i,J;\alpha,\beta,\dots))}{p(i,J;\alpha,\beta,\dots)} \right)^2 \right]^{\frac{1}{2}} \quad (IV.13)$$

where  $s(p(i,J;\alpha,\beta,\dots))$  can be calculated from Equation (IV.2).

Hence during year Y, the standard error of the estimated number of trips generated by households with characteristics  $\alpha,\beta,\dots$  in region i is given by:

$$s(\hat{T}(i,Y;\alpha,\beta,\dots)) = \left[ \sum_J s^2(\hat{T}(i,J;\alpha,\beta,\dots)) \right]^{\frac{1}{2}} \quad (IV.14)$$

The standard error of the proportion of trips  $p(I,J;\alpha,\beta,\dots)$  made by households with characteristics  $\alpha,\beta,\dots$  in regional aggregation I and monthly aggregation J can be calculated using results given in Equations (4.12) and (IV.2).

$$\text{Let } A_S(I,J) = \sum_{ijk} t_k(i,j) \quad (IV.15)$$

Then, from Equation (IV.2):

$$s^2(p(I,J;\alpha,\beta,\dots)) = \frac{p(I,J;\alpha,\beta,\dots) \cdot 1 - p(I,J;\alpha,\beta,\dots)}{A_S(I,J) - 1} \quad (IV.16)$$

The standard error of the number of trips made by households with characteristics  $\alpha,\beta,\dots$  in State S during year Y is, from Equations (4.14) and (IV.3), given by:

$$s(\hat{T}(S,Y;\alpha,\beta,\dots)) = \sum_I \sum_J \{ \hat{T}(I,J) \cdot p(I,J;\alpha,\beta,\dots) \} \\ = \{ r^2(\hat{T}(I,J)) + A_p(I,J) \}^{\frac{1}{2}} \quad (IV.17)$$

$$\text{where } A_p(I,J) = \left( \frac{s(p(I,J;\alpha,\beta,\dots))}{p(I,J;\alpha,\beta,\dots)} \right)^2$$

$$p(I,J;\alpha,\beta,\dots) = \frac{\sum_i \sum_j \sum_k T_k(i,j;\alpha,\beta,\dots)}{B_S(I,J)}$$

and  $T(I,J)$  and  $r^2(\hat{T}(I,J))$  are given by Equations (4.7) and (IV.9) respectively.

Tables 4.3, 4.4, IV.1 and IV.2 provide the values of  $T(I,J)$ ,  $A_S(I,J)$ ,  $r^2(\hat{t}(I,J))$  and  $\hat{s}(I,J)$  for any regional aggregation I and monthly aggregation J. Hence, the standard error of the number of trips made by households with characteristics  $\alpha, \beta, \dots$  in State S during year Y can be calculated if the proportion of trips made by such households in each regional and monthly aggregation in State S and year Y is known. If required, the standard error of the proportion of trips made by such households in State S during year Y can then be calculated from:

$$s(p(S,Y;\alpha, \beta, \dots)) = p(S,Y;\alpha, \beta, \dots) \{s_1^2 + s_2^2 (1-2p(S,Y;\alpha, \beta, \dots))\}^{\frac{1}{2}} \quad (IV.18)$$

where  $s_1 = \frac{s(\hat{T}(S,Y))}{\hat{T}(S,Y)}$  and can be calculated from Equations (4.8) and (IV.11),

and  $s_2 = \frac{s(\hat{T}(S,Y;\alpha, \beta, \dots))}{T(S,Y;\alpha, \beta, \dots)}$  can be calculated from Equations (4.13) and (IV.17).

TABLE IV.1 - SCALING FACTORS APPLICABLE TO ERROR ESTIMATES FROM AGGREGATIONS REQUIRING TREATMENT OVER EACH SIX MONTH PERIOD OF THE NTS

Aggregation	July-December 1977		January-June 1978	
	$r^2(\hat{t}(I,J))$	$A_S(I,J)$	$r^2(\hat{t}(I,J))$	$A_S(I,J)$
22	0.00904	3599	0.01720	3675
24	0.01686	1776	0.01022	2230
31	0.01050	3221	0.01098	3433
34	0.00915	3011	0.00616	3723
41	0.02102	1399	0.01110	1753
51	0.02435	706	0.02035	1073



TABLE IV.2 - SCALING FACTORS APPLICABLE TO ERROR ESTIMATES FROM  
AGGREGATIONS REQUIRING TREATMENT OVER THE TWELVE  
MONTHS OF THE NTS

Aggregation	$r^2(\hat{\epsilon}(I,J))$	$A_S(I,J)$
21	0.00652	5126
23	0.01598	7399
32	0.02134	4477
33	0.00865	5156
42	0.00507	3737
43	0.02359	3392
44	0.05104	3302
52	0.00854	4460
53	0.01189	1693
54	0.01084	4963
61	0.01983	375
62	0.01411	1561
63	0.01221	2367
64	0.01537	735
71	0.02026	2132
72	0.01521	555
81	0.01867	690

## APPENDIX V - PRESENTATION OF STATISTICAL SUMMARIES - RELATIVE VALUES

This Appendix presents annual statistical summaries of NTS results similar in form to the monthly and quarterly preliminary statistical summaries published elsewhere (Hirsch *et al.* 1978a, b, Hirsch 1978, 1979a). However, in contrast to the results previously published, the tables presented in this Appendix represent statistical estimates applicable to the population as a whole and adjusted for non-response bias as described in this Paper. Statistical summaries are presented for each State and Territory, and for Australia as a whole.

Each summary consists of four pages of tabulations and associated information. The area to which the summary relates is identified on each page. All proportions in this Appendix were calculated from the survey data using the method described in Chapter 4. Associated relative errors can be approximately estimated from Figure 6.2.

The first part of each summary presents estimates of the overall trip levels generated by households in the area. Trip generation rates are expressed in terms of the number of person-trips per household per month averaged over the period of the survey. There are a number of specific points which should be made in relation to these tables. These points are noted below using the set of tables for Australia as a whole as an illustration.

### TABLE 1 (VEHICLE AVAILABILITY - HOUSEHOLD BASIS)

Respondents to the survey were requested to provide details of the numbers of vehicles in various categories (cars, motor cycles, utilities and light trucks, other vehicles) available for use by members of the household. In preparing this table, these categories were aggregated to yield the distribution of the total number of vehicles of all types available to households. In addition, an indication of the relative error associated with this distribution is given.

TABLE 2 (TRIP PROPORTIONS BY INCOME AND HOUSEHOLD SIZE)

As well as the basic distribution, two additional statistics are recorded in this table. At the foot of each column, the average number of trips per household per month for that category of household size is presented. Similarly, at the end of each row, the same statistic is presented for each category of household income. If the calculated value for the average number of trips per household has a value equal to or greater than ten, the recorded value is shown as 9.999+.

TABLE 3 (TRIP PROPORTIONS BY PURPOSE AND VEHICLE TYPE)

The NTS questionnaire included a request to record all the reasons for undertaking each trip, and to indicate the main reason if more than one reason was given. This table classifies trips by the main reason for travel and vehicle type. Where a number of reasons for travel were stated but no indication of the main reason was given, the first reason shown was assumed as the main reason in preparing this table. The same approach was used for vehicle type.

TABLE 4 (TRIP PROPORTIONS BY PARTY SIZE AND VEHICLE TYPE)

This table presents a cross-tabulation of trips by the number of household members travelling and the type of vehicle used. If ten or more people travelled, this is recorded as 'More than 9 persons'. If the question relating to the identity of the household members who travelled on a trip was unanswered, then that particular household was deleted from the sample.

TABLE 5 (TRIP PROPORTIONS BY ACCOMMODATION AND DURATION AT DESTINATION)

This table presents a cross-tabulation of trips by the type of accommodation used and the total number of nights spent at the destination. There are several cells of this table which

obviously involve mutually exclusive categories. For example, if no nights were spent at the destination, then it is not possible that any overnight accommodation could have been used. These cells have been marked with a hyphen in the tables, indicating that they are not applicable.

TABLE 6 (TRIP PROPORTIONS BY TOTAL DURATION AND VEHICLE TYPE)

It should be noted that in this table the variable 'total duration' represents the total number of nights spent away from home for that particular trip. This is not necessarily the same value as total nights at the main destination. In producing these results, a check was made to ensure that the total duration was at least equal to the time spent at the main destination.

TABLE 7 (TRIP PROPORTIONS BY FARES PAID AND VEHICLE TYPE)

The response to the question on the payment of fares varied considerably for those persons travelling by car. Strictly, private car travel does not involve any fares as such. However, it seems that a significant number of respondents interpret 'Fares' to include vehicle operating costs. Accordingly, they recorded that these 'Fares' for the use of the car were paid by the household. This is thought to explain the relatively large proportions found in this particular cell of these tables.

TABLE 8 (TRIP PROPORTIONS BY DISTANCE AND VEHICLE TYPE)

This table gives the O-D distance distribution for trips included in the relevant sample. These distances have been calculated as the great-circle distances between pre-defined population centroids of the relevant LGAs in which the respective origins and destinations are contained. These are obviously not the

true O-D distances, but represent a useful surrogate for the actual distance<sup>(1)</sup>.

Some of the trips are classified as 'Intra-LGA' and 'Less than 100 km', which appears to be in conflict with the NTS requirements that a trip involve travel to a place 100 km or more from home. However, the tabulated distances are generally less than the actual route distances. Consequently, a number of trips which fall into the 'Less than 100 km' category could in practice be greater than 100 km in length. As well, a number of NTS respondents included trips that were slightly less than 100 km. However, resource limitations precluded checking the distance of every trip reported in the survey.

Similarly, the 'Intra-LGA' category could involve a wide range of O-D distances. Since the distance calculations are based on LGA centroids, meaningful calculations could not be made for this category. The trips in this category may have involved actual travel well in excess of 100 km, since many LGAs are sufficiently large to permit O-D distances of 100 km or more within their boundaries. Accordingly, both of the first two categories of Table 8 are included as representing bona-fide trips, even though they may at first sight not appear to fulfil the minimum distance criterion for an NTS trip.

#### TABLE 9 (TRIP PROPORTIONS BY INCOME AND VEHICLE TYPE)

This table indicates the distribution of non-urban trips as a function of vehicle type and total household income. The NTS questionnaire requests details of gross household income before

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(1) Of course, the information obtained from the survey precludes determination of actual trip distances, because no details were requested regarding the routes of each trip.

tax. Thus, the income variable includes wages, overtime, social service benefits and so on. The income classifications shown in this table relate to this definition of income.

TABLE 10 (TRIP PROPORTIONS BY DESTINATION REGION AND VEHICLE TYPE)

This table presents a breakdown of main destination NTS regions by vehicle type. The twenty NTS regions which are the destinations attracting the highest proportions of trips from the area of origin are presented in this table. It should be noted that these statistics are rather less meaningful for the State, Territory and Australian aggregations than they are for individual NTS regions. Nevertheless, they are retained in the aggregate results for the sake of completeness and consistency.

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NATIONAL TRAVEL SURVEY 1977/78  
STATISTICAL SUMMARY - RELATIVE VALUES

AUSTRALIAN CAPITAL TERRITORY  
JULY 1977 - JUNE 1978  
TRIPS MADE ... 865799

TRIP GENERATION SUMMARY

GENERATION RATE ..... 11.269  
H'HOLDS IN ACT ..... 56848  
  
TRIPS MADE ..... 865799  
RELATIVE ERROR ..... 10.081

TABLE 1. VEHICLE AVAILABILITY (HOUSEHOLD BASIS)

	VEHICLES AVAILABLE						NOT STATED	TOTAL
	0	1	2	3	4	OVER 4		
PROPORTION	0.043	0.446	0.382	0.080	0.033	0.005	0.011	1.000
RELATIVE ERROR	0.185	0.044	0.050	0.133	0.215	0.576	0.376	

TABLE 2. TRIP PROPORTIONS BY INCOME AND HOUSEHOLD SIZE

INCOME GROUP	HOUSEHOLD SIZE										NOT STATED	TOTAL	TRIPS /H' HOLD	REL ERROR
	1	2	3	4	5	6	7	8	9	OVER 9				
\$0-2000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000*
\$2001-4000	0.001	0.004	0.008	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.013	0.347	0.517
\$4001-6000	0.002	0.005	0.002	0.000	0.004	0.000	0.000	0.000	0.000	0.000	0.000	0.013	0.503	0.382
\$6001-8000	0.001	0.005	0.011	0.005	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.023	0.683	0.268
\$8001-10000	0.005	0.018	0.025	0.013	0.014	0.005	0.000	0.000	0.000	0.000	0.000	0.079	1.006	0.208
\$10001-15000	0.016	0.038	0.018	0.047	0.035	0.012	0.000	0.000	0.000	0.000	0.000	0.166	0.972	0.139
\$15001-20000	0.004	0.038	0.056	0.060	0.071	0.014	0.000	0.000	0.000	0.000	0.000	0.243	1.396	0.146
\$20001-25000	0.002	0.038	0.036	0.044	0.045	0.002	0.000	0.000	0.000	0.000	0.000	0.168	1.418	0.152
\$25001-30000	0.002	0.027	0.018	0.035	0.042	0.009	0.006	0.000	0.000	0.000	0.000	0.140	1.476	0.131
OVER \$30000	0.001	0.025	0.012	0.044	0.019	0.008	0.008	0.009	0.000	0.000	0.000	0.125	1.723	0.172
NOT STATED	0.003	0.007	0.002	0.014	0.004	0.000	0.000	0.000	0.000	0.000	0.000	0.030	0.962	0.395
TOTAL	0.036	0.205	0.188	0.263	0.234	0.052	0.014	0.009	0.000	0.000	0.000	1.000		
AVE TRIPS/H'HOLD	0.442	0.984	1.214	1.202	1.894	1.417	1.776	2.368	0.000	0.000	0.000			
RELATIVE ERROR	0.323	0.208	0.246	0.232	0.229	0.443	0.708	0.983	0.000*	0.000*	0.000*			

TABLE 3. TRIP PROPORTIONS BY PURPOSE AND VEHICLE TYPE

PURPOSE	VEHICLE TYPE									TOTAL
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED	
DELIVER FREIGHT	0.000	0.000	0.003	0.012	0.000	0.000	0.000	0.001	0.000	0.015
OTHER BUSINESS	0.065	0.003	0.049	0.008	0.000	0.000	0.001	0.002	0.003	0.132
VISITING FRIENDS	0.026	0.003	0.236	0.000	0.000	0.000	0.005	0.000	0.005	0.276
RECREATION	0.012	0.006	0.209	0.000	0.001	0.000	0.001	0.002	0.000	0.231
HOLIDAY	0.002	0.006	0.170	0.000	0.000	0.000	0.000	0.000	0.000	0.179
PERSONAL AFFAIRS	0.008	0.001	0.106	0.000	0.001	0.000	0.000	0.000	0.000	0.116
OTHER	0.001	0.005	0.036	0.007	0.002	0.000	0.001	0.001	0.000	0.052
NOT STATED	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
TOTAL	0.115	0.024	0.810	0.026	0.003	0.000	0.008	0.005	0.008	1.000

TABLE 4. TRIP PROPORTIONS BY PARTY SIZE AND VEHICLE TYPE

PARTY SIZE	VEHICLE TYPE									TOTAL
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED	
1 PERSON	0.081	0.016	0.152	0.020	0.002	0.000	0.004	0.002	0.006	0.282
2 PERSONS	0.011	0.005	0.189	0.006	0.002	0.000	0.000	0.002	0.000	0.214
3 PERSONS	0.007	0.000	0.134	0.000	0.000	0.000	0.000	0.002	0.002	0.145
4 PERSONS	0.009	0.003	0.154	0.000	0.000	0.000	0.000	0.000	0.000	0.166
5 PERSONS	0.008	0.000	0.146	0.000	0.000	0.000	0.004	0.000	0.000	0.158
6 PERSONS	0.000	0.000	0.023	0.000	0.000	0.000	0.000	0.000	0.000	0.023
7 PERSONS	0.000	0.000	0.005	0.000	0.000	0.000	0.000	0.000	0.000	0.005
8 PERSONS	0.000	0.000	0.006	0.000	0.000	0.000	0.000	0.000	0.000	0.006
9 PERSONS	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
OVER 9 PERSONS	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
TOTAL	0.115	0.024	0.810	0.026	0.003	0.000	0.008	0.005	0.008	1.000

TABLE 5. TRIP PROPORTIONS BY ACCOMMODATION AND DURATION AT DESTINATION

ACCOMMODATION	DURATION AT DESTINATION (NIGHTS)									TOTAL
	0	1	2	3-7	8-14	15-28	29-56	OVER 56	NOT STATED	
HOTEL/MOTEL	-	0.029	0.043	0.046	0.013	0.002	0.001	0.000	0.002	0.135
FRIENDS HOME	-	0.053	0.091	0.186	0.045	0.012	0.005	0.000	0.017	0.408
CARAVAN/TENT	-	0.015	0.048	0.055	0.007	0.000	0.000	0.000	0.000	0.124
OTHER	-	0.023	0.036	0.031	0.022	0.012	0.000	0.000	0.000	0.123
NOT STATED	0.203	0.000	0.000	0.000	0.000	0.000	0.002	0.000	0.004	0.209
TOTAL	0.203	0.120	0.218	0.317	0.086	0.025	0.008	0.000	0.022	1.000



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## NATIONAL TRAVEL SURVEY 1977/78

JULY 1977 - JUNE 1978

## STATISTICAL SUMMARY - RELATIVE VALUES

TRIPS MADE ... 865799

TABLE 6. TRIP PROPORTIONS BY TOTAL DURATION AND VEHICLE TYPE

DURATION (NIGHTS)	VEHICLE TYPE									TOTAL
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED	
0	0.021	0.006	0.144	0.012	0.000	0.000	0.000	0.001	0.000	0.183
1	0.019	0.002	0.088	0.005	0.000	0.000	0.000	0.000	0.000	0.113
2	0.019	0.005	0.169	0.000	0.000	0.000	0.000	0.000	0.003	0.196
3-7	0.038	0.005	0.250	0.002	0.002	0.000	0.002	0.002	0.002	0.303
8-14	0.008	0.002	0.078	0.000	0.002	0.000	0.005	0.000	0.000	0.094
15-28	0.005	0.002	0.030	0.000	0.000	0.000	0.000	0.002	0.000	0.038
29-56	0.005	0.001	0.003	0.000	0.000	0.000	0.000	0.001	0.000	0.009
OVER 56	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
NOT STATED	0.002	0.002	0.048	0.008	0.000	0.000	0.001	0.000	0.003	0.063
TOTAL	0.115	0.024	0.810	0.026	0.003	0.000	0.008	0.005	0.008	1.000

TABLE 7. TRIP PROPORTIONS BY FARES PAID AND VEHICLE TYPE

FARES PAID	VEHICLE TYPE									TOTAL
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED	
NO FARES	0.004	0.000	0.547	0.018	0.001	0.000	0.000	0.002	0.005	0.577
HOUSEHOLD	0.050	0.022	0.227	0.000	0.002	0.000	0.008	0.002	0.000	0.311
EMPLOYER	0.059	0.001	0.024	0.008	0.000	0.000	0.000	0.000	0.000	0.092
OTHER	0.003	0.000	0.006	0.000	0.000	0.000	0.000	0.001	0.000	0.010
NOT STATED	0.000	0.002	0.006	0.000	0.000	0.000	0.000	0.000	0.003	0.011
TOTAL	0.115	0.024	0.810	0.026	0.003	0.000	0.008	0.005	0.008	1.000

TABLE 8. TRIP PROPORTIONS BY DISTANCE AND VEHICLE TYPE

DISTANCE (KM)	VEHICLE TYPE									TOTAL
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED	
INTRA-LGA	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
0-100	0.000	0.001	0.068	0.011	0.000	0.000	0.000	0.000	0.006	0.085
101-150	0.000	0.005	0.329	0.012	0.000	0.000	0.000	0.001	0.000	0.347
151-200	0.000	0.002	0.061	0.004	0.000	0.000	0.001	0.000	0.002	0.070
201-300	0.045	0.013	0.245	0.000	0.002	0.000	0.002	0.001	0.000	0.308
301-400	0.001	0.000	0.026	0.000	0.000	0.000	0.000	0.000	0.000	0.027
401-600	0.038	0.002	0.032	0.000	0.001	0.000	0.004	0.004	0.000	0.079
601-800	0.002	0.000	0.003	0.000	0.000	0.000	0.000	0.000	0.000	0.005
801-1000	0.022	0.000	0.038	0.000	0.000	0.000	0.001	0.000	0.000	0.060
OVER 1000	0.008	0.001	0.008	0.000	0.001	0.000	0.000	10.000	0.000	0.018
TOTAL	0.115	0.024	0.810	0.026	0.003	0.000	0.008	0.005	0.008	1.000

## BUREAU OF TRANSPORT ECONOMICS

AUSTRALIAN CAPITAL TERRITORY

NATIONAL TRAVEL SURVEY 1977/78

JULY 1977 - JUNE 1978

STATISTICAL SUMMARY - RELATIVE VALUES

TRIPS MADE ... 865799

TABLE 9. TRIP PROPORTIONS BY INCOME AND VEHICLE TYPE

INCOME GROUP	VEHICLE TYPE									TOTAL
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED	
\$0-2000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
\$2001-4000	0.000	0.000	0.012	0.000	0.000	0.000	0.001	0.000	0.000	0.013
\$4001-6000	0.001	0.002	0.010	0.001	0.000	0.000	0.000	0.000	0.000	0.013
\$6001-8000	0.004	0.001	0.015	0.000	0.000	0.000	0.000	0.001	0.003	0.023
\$8001-10000	0.007	0.002	0.066	0.004	0.000	0.000	0.000	0.000	0.000	0.079
\$10001-15000	0.005	0.002	0.149	0.008	0.000	0.000	0.001	0.000	0.002	0.166
\$15001-20000	0.032	0.005	0.201	0.002	0.001	0.000	0.004	0.000	0.000	0.243
\$20001-25000	0.025	0.008	0.122	0.012	0.001	0.000	0.000	0.001	0.000	0.168
\$25001-30000	0.018	0.002	0.119	0.000	0.000	0.000	0.002	0.000	0.000	0.140
OVER \$30000	0.024	0.004	0.089	0.000	0.002	0.000	0.001	0.004	0.003	0.125
NOT STATED	0.002	0.001	0.028	0.000	0.000	0.000	0.000	0.000	0.000	0.030
TOTAL	0.115	0.024	0.810	0.026	0.003	0.000	0.008	0.005	0.008	1.000

TABLE 10. TRIP PROPORTIONS BY DESTINATION REGION AND VEHICLE TYPE

DESTINATION REGION	VEHICLE TYPE									TOTAL
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED	
REGION 210	0.000	0.004	0.272	0.013	0.000	0.000	0.000	0.000	0.000	0.289
REGION 214	0.041	0.013	0.184	0.000	0.002	0.000	0.003	0.001	0.000	0.243
REGION 213	0.000	0.004	0.085	0.002	0.000	0.000	0.000	0.000	0.002	0.094
REGION 209	0.000	0.001	0.080	0.005	0.000	0.000	0.000	0.000	0.006	0.092
REGION 311	0.034	0.002	0.024	0.000	0.000	0.000	0.000	0.002	0.000	0.062
REGION 207	0.000	0.000	0.025	0.006	0.000	0.000	0.000	0.001	0.000	0.032
REGION 212	0.004	0.000	0.021	0.000	0.000	0.000	0.000	0.000	0.000	0.025
REGION 208	0.000	0.000	0.022	0.000	0.000	0.000	0.000	0.000	0.000	0.022
REGION 401	0.008	0.000	0.011	0.000	0.000	0.000	0.000	0.000	0.000	0.018
REGION 211	0.001	0.000	0.017	0.000	0.000	0.000	0.000	0.000	0.000	0.018
REGION 701	0.008	0.000	0.008	0.000	0.000	0.000	0.000	0.000	0.000	0.016
REGION 501	0.005	0.000	0.008	0.000	0.000	0.000	0.001	0.000	0.000	0.014
REGION 206	0.000	0.000	0.009	0.000	0.000	0.000	0.000	0.000	0.000	0.009
REGION 308	0.001	0.000	0.005	0.000	0.000	0.000	0.000	0.000	0.000	0.006
REGION 309	0.000	0.000	0.006	0.000	0.000	0.000	0.000	0.000	0.000	0.006
REGION 402	0.000	0.000	0.005	0.000	0.000	0.000	0.000	0.000	0.000	0.005
REGION 407	0.002	0.000	0.003	0.000	0.000	0.000	0.000	0.000	0.000	0.005
REGION 202	0.001	0.000	0.000	0.000	0.000	0.000	0.004	0.000	0.000	0.005
REGION 203	0.001	0.000	0.002	0.000	0.000	0.000	0.000	0.002	0.000	0.005
REGION 301	0.002	0.000	0.002	0.000	0.000	0.000	0.000	0.000	0.000	0.004
OTHER REGIONS	0.008	0.001	0.021	0.000	0.002	0.000	0.000	0.000	0.000	0.031
TOTAL	0.115	0.024	0.810	0.026	0.003	0.000	0.008	0.005	0.008	1.000

BUREAU OF TRANSPORT ECONOMICS  
NATIONAL TRAVEL SURVEY 1977/78  
STATISTICAL SUMMARY - RELATIVE VALUES

NEW SOUTH WALES  
JULY 1977 - JUNE 1978  
TRIPS MADE ... 18567194

TRIP GENERATION SUMMARY

GENERATION RATE ..... 11.037  
H'OLDS IN NSW ..... 1491826  
  
TRIPS MADE ..... 18567194  
RELATIVE ERROR ..... 10.051

TABLE 1. VEHICLE AVAILABILITY (HOUSEHOLD BASIS)

	VEHICLES AVAILABLE						NOT	
	0	1	2	3	4	OVER 4	STATED	TOTAL
PROPORTION	0.126	0.444	0.261	0.073	0.028	0.022	0.045	1.000
RELATIVE ERROR	0.032	0.013	0.020	0.040	0.062	0.067	0.054	

TABLE 2. TRIP PROPORTIONS BY INCOME AND HOUSEHOLD SIZE

	HOUSEHOLD SIZE										NOT			
INCOME GROUP	1	2	3	4	5	6	7	8	9	OVER 9	STATED	TOTAL	TRIPS /H' HOLD	REL ERROR
\$0-2000	0.002	0.004	0.001	0.002	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.008	0.522	0.196
\$2001-4000	0.013	0.011	0.001	0.005	0.001	0.001	0.001	0.000	0.000	0.000	0.000	0.033	0.359	0.107
\$4001-6000	0.005	0.030	0.009	0.010	0.002	0.002	0.001	0.000	0.005	0.000	0.000	0.063	0.678	0.110
\$6001-8000	0.005	0.022	0.013	0.016	0.013	0.006	0.001	0.000	0.001	0.000	0.000	0.078	0.906	0.083
\$8001-10000	0.008	0.024	0.021	0.031	0.021	0.007	0.002	0.001	0.000	0.000	0.000	0.114	1.026	0.069
\$10001-15000	0.011	0.042	0.036	0.078	0.053	0.018	0.003	0.004	0.001	0.001	0.001	0.248	1.245	0.069
\$15001-20000	0.003	0.034	0.029	0.047	0.028	0.014	0.006	0.001	0.001	0.000	0.000	0.164	1.254	0.066
\$20001-25000	0.001	0.022	0.022	0.038	0.015	0.011	0.006	0.002	0.001	0.001	0.000	0.117	1.557	0.087
\$25001-30000	0.001	0.008	0.007	0.012	0.011	0.007	0.004	0.002	0.001	0.000	0.000	0.054	1.526	0.115
OVER \$30000	0.000	0.008	0.008	0.017	0.016	0.015	0.005	0.001	0.000	0.000	0.000	0.072	1.755	0.119
NOT STATED	0.005	0.012	0.009	0.010	0.005	0.004	0.002	0.000	0.001	0.000	0.000	0.049	0.667	0.112
TOTAL	0.054	0.216	0.158	0.267	0.164	0.085	0.031	0.011	0.012	0.002	0.001	1.000		
AVE TRIPS/H'HOLD	0.333	0.729	1.112	1.432	1.734	2.139	2.307	1.874	4.110	1.816	0.130			
RELATIVE ERROR	0.141	0.081	0.092	0.087	0.116	0.163	0.253	0.383	0.557	0.312	0.739			

## BUREAU OF TRANSPORT ECONOMICS

NEW SOUTH WALES

NATIONAL TRAVEL SURVEY 1977/78

JULY 1977 - JUNE 1978

STATISTICAL SUMMARY - RELATIVE VALUES

TRIPS MADE ... 18567194

TABLE 3. TRIP PROPORTIONS BY PURPOSE AND VEHICLE TYPE

PURPOSE	VEHICLE TYPE									TOTAL
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED	
DELIVER FREIGHT	0.000	0.000	0.006	0.025	0.000	0.000	0.000	0.000	0.000	0.032
OTHER BUSINESS	0.027	0.001	0.098	0.006	0.000	0.000	0.005	0.001	0.001	0.138
VISITING FRIENDS	0.010	0.004	0.246	0.000	0.001	0.000	0.017	0.000	0.002	0.281
RECREATION	0.004	0.010	0.145	0.001	0.002	0.000	0.006	0.001	0.001	0.170
HOLIDAY	0.008	0.004	0.161	0.001	0.000	0.001	0.008	0.000	0.000	0.184
PERSONAL AFFAIRS	0.006	0.004	0.115	0.001	0.000	0.000	0.006	0.000	0.001	0.133
OTHER	0.003	0.002	0.044	0.002	0.000	0.000	0.003	0.001	0.001	0.055
NOT STATED	0.000	0.001	0.003	0.000	0.000	0.000	0.000	0.000	0.002	0.005
TOTAL	0.059	0.025	0.818	0.035	0.004	0.001	0.046	0.004	0.007	1.000

TABLE 4. TRIP PROPORTIONS BY PARTY SIZE AND VEHICLE TYPE

PARTY SIZE	VEHICLE TYPE									TOTAL
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED	
1 PERSON	0.039	0.013	0.179	0.027	0.002	0.000	0.024	0.002	0.003	0.290
2 PERSONS	0.012	0.005	0.205	0.005	0.001	0.001	0.014	0.000	0.001	0.244
3 PERSONS	0.005	0.002	0.119	0.002	0.000	0.000	0.003	0.001	0.001	0.132
4 PERSONS	0.003	0.002	0.165	0.000	0.000	0.001	0.003	0.000	0.001	0.176
5 PERSONS	0.000	0.002	0.093	0.001	0.000	0.000	0.003	0.000	0.000	0.098
6 PERSONS	0.000	0.000	0.046	0.000	0.000	0.000	0.000	0.000	0.001	0.048
7 PERSONS	0.000	0.000	0.008	0.000	0.000	0.000	0.000	0.000	0.000	0.008
8 PERSONS	0.001	0.000	0.002	0.000	0.000	0.000	0.000	0.000	0.000	0.003
9 PERSONS	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.001
OVER 9 PERSONS	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
TOTAL	0.059	0.025	0.818	0.035	0.004	0.001	0.046	0.004	0.007	1.000

TABLE 5. TRIP PROPORTIONS BY ACCOMMODATION AND DURATION AT DESTINATION

ACCOMMODATION	DURATION AT DESTINATION (NIGHTS)								NOT STATED	TOTAL
	0	1	2	3-7	8-14	15-28	29-56	OVER 56		
HOTEL/MOTEL	-	0.047	0.042	0.054	0.014	0.002	0.000	0.000	0.001	0.161
FRIENDS HOME	-	0.055	0.094	0.123	0.039	0.011	0.002	0.000	0.003	0.327
CARAVAN/TENT	-	0.013	0.024	0.033	0.015	0.006	0.001	0.000	0.001	0.094
OTHER	-	0.014	0.014	0.025	0.017	0.007	0.001	0.000	0.004	0.082
NOT STATED	0.322	0.001	0.002	0.002	0.001	0.001	0.000	0.000	0.008	0.337
TOTAL	0.322	0.129	0.176	0.237	0.087	0.027	0.004	0.001	0.017	1.000

## BUREAU OF TRANSPORT ECONOMICS

NEW SOUTH WALES

## NATIONAL TRAVEL SURVEY 1977/78

JULY 1977 - JUNE 1978

## STATISTICAL SUMMARY - RELATIVE VALUES

TRIPS MADE ... 18567194

TABLE 6. TRIP PROPORTIONS BY TOTAL DURATION AND VEHICLE TYPE

DURATION (NIGHTS)	VEHICLE TYPE									TOTAL
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED	
0	0.006	0.009	0.220	0.018	0.000	0.000	0.009	0.001	0.003	0.267
1	0.009	0.002	0.096	0.005	0.001	0.000	0.003	0.000	0.000	0.115
2	0.007	0.003	0.143	0.004	0.001	0.000	0.003	0.001	0.001	0.162
3-7	0.022	0.005	0.180	0.003	0.001	0.000	0.012	0.000	0.000	0.225
8-14	0.007	0.001	0.074	0.000	0.000	0.001	0.007	0.000	0.001	0.092
15-28	0.003	0.001	0.033	0.001	0.000	0.000	0.003	0.001	0.000	0.041
29-56	0.000	0.000	0.005	0.000	0.000	0.000	0.001	0.000	0.000	0.007
OVER 56	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.001
NOT STATED	0.004	0.003	0.066	0.005	0.000	0.000	0.009	0.000	0.002	0.090
TOTAL	0.059	0.025	0.818	0.035	0.004	0.001	0.046	0.004	0.007	1.000

TABLE 7. TRIP PROPORTIONS BY FARES PAID AND VEHICLE TYPE

FARES PAID	VEHICLE TYPE									TOTAL
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED	
NO FARES	0.001	0.002	0.502	0.017	0.002	0.000	0.003	0.001	0.004	0.533
HOUSEHOLD	0.026	0.021	0.237	0.002	0.002	0.001	0.034	0.001	0.001	0.325
EMPLOYER	0.025	0.001	0.043	0.015	0.000	0.000	0.002	0.001	0.000	0.087
OTHER	0.005	0.001	0.010	0.000	0.000	0.000	0.004	0.000	0.000	0.022
NOT STATED	0.001	0.001	0.026	0.001	0.000	0.000	0.003	0.000	0.002	0.034
TOTAL	0.059	0.025	0.818	0.035	0.004	0.001	0.046	0.004	0.007	1.000

TABLE 8. TRIP PROPORTIONS BY DISTANCE AND VEHICLE TYPE

DISTANCE (KM)	VEHICLE TYPE									TOTAL
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED	
INTRA-LGA	0.000	0.000	0.012	0.000	0.000	0.000	0.000	0.000	0.000	0.013
0-100	0.001	0.006	0.263	0.007	0.001	0.000	0.014	0.002	0.003	0.298
101-150	0.002	0.006	0.174	0.010	0.001	0.000	0.007	0.000	0.001	0.200
151-200	0.001	0.001	0.074	0.004	0.001	0.000	0.003	0.000	0.001	0.085
201-300	0.006	0.004	0.123	0.007	0.001	0.001	0.004	0.001	0.000	0.146
301-400	0.008	0.004	0.064	0.002	0.000	0.000	0.004	0.000	0.000	0.082
401-600	0.008	0.002	0.043	0.001	0.000	0.000	0.006	0.000	0.000	0.060
601-800	0.022	0.001	0.040	0.002	0.000	0.000	0.005	0.000	0.000	0.072
801-1000	0.002	0.000	0.008	0.001	0.001	0.000	0.001	0.000	0.001	0.013
OVER 1000	0.011	0.002	0.017	0.001	0.000	0.000	0.001	0.000	0.000	0.031
TOTAL	0.059	0.025	0.818	0.035	0.004	0.001	0.046	0.004	0.007	1.000

## BUREAU OF TRANSPORT ECONOMICS

NEW SOUTH WALES

## NATIONAL TRAVEL SURVEY 1977/78

JULY 1977 - JUNE 1978

## STATISTICAL SUMMARY - RELATIVE VALUES

TRIPS MADE ... 18567194

TABLE 9. TRIP PROPORTIONS BY INCOME AND VEHICLE TYPE

INCOME GROUP	VEHICLE TYPE									TOTAL
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED	
\$0-2000	0.001	0.001	0.005	0.000	0.000	0.000	0.001	0.000	0.000	0.008
\$2001-4000	0.001	0.002	0.021	0.001	0.000	0.000	0.007	0.000	0.001	0.033
\$4001-6000	0.001	0.003	0.048	0.003	0.000	0.000	0.008	0.000	0.000	0.063
\$6001-8000	0.002	0.002	0.064	0.004	0.000	0.000	0.005	0.000	0.001	0.078
\$8001-10000	0.004	0.003	0.092	0.006	0.000	0.000	0.006	0.000	0.001	0.114
\$10001-15000	0.010	0.005	0.213	0.007	0.001	0.000	0.010	0.000	0.001	0.248
\$15001-20000	0.013	0.003	0.136	0.005	0.000	0.000	0.005	0.002	0.000	0.164
\$20001-25000	0.009	0.002	0.099	0.003	0.001	0.001	0.002	0.000	0.001	0.117
\$25001-30000	0.006	0.000	0.046	0.001	0.000	0.000	0.001	0.000	0.000	0.054
OVER \$30000	0.010	0.002	0.053	0.005	0.001	0.000	0.001	0.000	0.000	0.072
NOT STATED	0.003	0.002	0.040	0.001	0.000	0.000	0.001	0.000	0.001	0.049
TOTAL	0.059	0.025	0.818	0.035	0.004	0.001	0.046	0.004	0.007	1.000

TABLE 10. TRIP PROPORTIONS BY DESTINATION REGION AND VEHICLE TYPE

DESTINATION REGION	VEHICLE TYPE									TOTAL
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED	
REGION 214	0.008	0.006	0.149	0.005	0.001	0.000	0.019	0.000	0.001	0.190
REGION 211	0.002	0.001	0.079	0.005	0.000	0.001	0.004	0.000	0.000	0.093
REGION 213	0.000	0.001	0.076	0.001	0.000	0.000	0.004	0.000	0.001	0.082
REGION 212	0.000	0.002	0.062	0.000	0.000	0.000	0.002	0.001	0.001	0.068
REGION 208	0.001	0.000	0.050	0.002	0.001	0.000	0.002	0.000	0.000	0.056
REGION 311	0.013	0.000	0.027	0.003	0.000	0.000	0.002	0.000	0.000	0.046
REGION 216	0.000	0.001	0.039	0.001	0.000	0.000	0.001	0.000	0.000	0.042
REGION 101	0.003	0.002	0.033	0.003	0.000	0.000	0.001	0.000	0.000	0.042
REGION 207	0.002	0.002	0.035	0.002	0.000	0.000	0.001	0.000	0.001	0.041
REGION 202	0.001	0.001	0.033	0.003	0.000	0.000	0.001	0.000	0.001	0.040
REGION 210	0.004	0.003	0.029	0.000	0.000	0.000	0.000	0.000	0.000	0.036
REGION 215	0.001	0.000	0.029	0.001	0.000	0.000	0.002	0.000	0.000	0.033
REGION 203	0.001	0.001	0.027	0.001	0.000	0.000	0.000	0.000	0.000	0.031
REGION 401	0.006	0.001	0.019	0.002	0.000	0.000	0.001	0.000	0.000	0.028
REGION 201	0.001	0.001	0.023	0.001	0.000	0.000	0.002	0.000	0.000	0.028
REGION 209	0.000	0.000	0.020	0.001	0.000	0.000	0.001	0.000	0.000	0.023
REGION 402	0.002	0.000	0.012	0.000	0.000	0.000	0.001	0.000	0.000	0.016
REGION 501	0.003	0.001	0.008	0.000	0.000	0.000	0.001	0.000	0.000	0.013
REGION 206	0.000	0.000	0.011	0.000	0.000	0.000	0.000	0.000	0.000	0.012
REGION 308	0.000	0.001	0.008	0.000	0.000	0.000	0.000	0.000	0.000	0.009
OTHER REGIONS	0.011	0.002	0.049	0.003	0.001	0.000	0.002	0.000	0.001	0.068
TOTAL	0.059	0.025	0.818	0.035	0.004	0.001	0.046	0.004	0.007	1.000

BUREAU OF TRANSPORT ECONOMICS  
NATIONAL TRAVEL SURVEY 1977/78  
STATISTICAL SUMMARY - RELATIVE VALUES

VICTORIA  
JULY 1977 - JUNE 1978  
TRIPS MADE ... 18423373

TRIP GENERATION SUMMARY

GENERATION RATE ..... 11.369  
H' HOLDS IN VIC ..... 1121578  
  
TRIPS MADE ..... 18423373  
RELATIVE ERROR ..... 10.047

TABLE 1. VEHICLE AVAILABILITY (HOUSEHOLD BASIS)

	VEHICLES AVAILABLE						NOT STATED	TOTAL
	0	1	2	3	4	OVER 4		
PROPORTION	0.110	0.433	0.291	0.078	0.026	0.016	0.046	1.000
RELATIVE ERROR	0.032	0.013	0.017	0.038	0.066	0.081	0.051	

TABLE 2. TRIP PROPORTIONS BY INCOME AND HOUSEHOLD SIZE

INCOME GROUP	HOUSEHOLD SIZE										NOT STATED	TOTAL	TRIPS /H'HOLD	REL ERROR
	1	2	3	4	5	6	7	8	9	OVER 9				
\$0-2000	0.001	0.003	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.005	0.480	0.263
\$2001-4000	0.013	0.014	0.002	0.002	0.000	0.000	0.000	0.001	0.000	0.000	0.000	0.033	0.475	0.103
\$4001-6000	0.003	0.020	0.008	0.006	0.003	0.001	0.000	0.001	0.000	0.000	0.000	0.042	0.631	0.085
\$6001-8000	0.006	0.018	0.010	0.012	0.008	0.006	0.003	0.000	0.000	0.000	0.000	0.064	1.023	0.091
\$8001-10000	0.007	0.024	0.023	0.035	0.010	0.009	0.001	0.001	0.001	0.000	0.000	0.111	1.210	0.078
\$10001-15000	0.010	0.042	0.045	0.077	0.055	0.012	0.004	0.003	0.002	0.000	0.000	0.250	1.573	0.060
\$15001-20000	0.003	0.038	0.034	0.051	0.034	0.017	0.005	0.002	0.000	0.000	0.001	0.185	1.818	0.068
\$20001-25000	0.000	0.020	0.020	0.036	0.029	0.011	0.004	0.003	0.000	0.001	0.000	0.125	2.122	0.078
\$25001-30000	0.001	0.010	0.008	0.016	0.014	0.004	0.003	0.004	0.001	0.000	0.000	0.061	2.258	0.093
OVER \$30000	0.001	0.007	0.010	0.018	0.018	0.011	0.004	0.003	0.002	0.001	0.000	0.074	2.865	0.087
NOT STATED	0.003	0.008	0.010	0.018	0.008	0.003	0.001	0.000	0.000	0.000	0.001	0.051	0.854	0.115
TOTAL	0.049	0.203	0.171	0.271	0.180	0.073	0.025	0.018	0.006	0.001	0.001	1.000		
AVE TRIPS/H'HOLD	0.395	0.925	1.450	1.958	2.333	2.402	2.599	4.343	2.770	3.003	0.244			
RELATIVE ERROR	0.091	0.067	0.075	0.076	0.084	0.111	0.157	0.210	0.334	0.367	0.530			

## BUREAU OF TRANSPORT ECONOMICS

VICTORIA

## NATIONAL TRAVEL SURVEY 1977/78

JULY 1977 - JUNE 1978

## STATISTICAL SUMMARY - RELATIVE VALUES

TRIPS MADE ... 18423373

TABLE 3. TRIP PROPORTIONS BY PURPOSE AND VEHICLE TYPE

PURPOSE	VEHICLE TYPE								NOT STATED	TOTAL
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER		
DELIVER FREIGHT	0.001	0.000	0.004	0.014	0.000	0.000	0.000	0.000	0.001	0.021
OTHER BUSINESS	0.020	0.001	0.075	0.008	0.000	0.000	0.002	0.003	0.001	0.109
VISITING FRIENDS	0.010	0.001	0.270	0.000	0.000	0.000	0.008	0.000	0.003	0.294
RECREATION	0.003	0.007	0.184	0.001	0.001	0.001	0.004	0.001	0.002	0.206
HOLIDAY	0.011	0.003	0.169	0.000	0.000	0.000	0.004	0.000	0.001	0.189
PERSONAL AFFAIRS	0.004	0.001	0.116	0.001	0.000	0.000	0.005	0.000	0.001	0.129
OTHER	0.002	0.002	0.037	0.000	0.000	0.000	0.001	0.000	0.000	0.043
NOT STATED	0.000	0.000	0.006	0.000	0.000	0.000	0.000	0.000	0.003	0.010
TOTAL	0.052	0.016	0.861	0.025	0.002	0.002	0.026	0.004	0.012	1.000

TABLE 4. TRIP PROPORTIONS BY PARTY SIZE AND VEHICLE TYPE

PARTY SIZE	VEHICLE TYPE								NOT STATED	TOTAL
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER		
1 PERSON	0.030	0.010	0.189	0.016	0.002	0.000	0.015	0.003	0.006	0.273
2 PERSONS	0.014	0.003	0.223	0.007	0.000	0.000	0.007	0.000	0.002	0.258
3 PERSONS	0.003	0.001	0.125	0.000	0.000	0.001	0.001	0.000	0.001	0.134
4 PERSONS	0.003	0.001	0.176	0.001	0.000	0.000	0.002	0.000	0.001	0.184
5 PERSONS	0.001	0.000	0.099	0.000	0.000	0.000	0.000	0.000	0.001	0.100
6 PERSONS	0.000	0.000	0.033	0.000	0.000	0.000	0.000	0.000	0.001	0.034
7 PERSONS	0.000	0.000	0.008	0.000	0.000	0.000	0.000	0.000	0.000	0.008
8 PERSONS	0.000	0.000	0.007	0.000	0.000	0.000	0.000	0.000	0.000	0.007
9 PERSONS	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.002
OVER 9 PERSONS	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
TOTAL	0.052	0.016	0.861	0.025	0.002	0.002	0.026	0.004	0.012	1.000

TABLE 5. TRIP PROPORTIONS BY ACCOMMODATION AND DURATION AT DESTINATION

ACCOMMODATION	DURATION AT DESTINATION (NIGHTS)								NOT STATED	TOTAL
	0	1	2	3-7	8-14	15-28	29-56	OVER 56		
HOTEL/MOTEL	-	0.043	0.029	0.041	0.014	0.002	0.001	0.001	0.001	0.131
FRIENDS HOME	-	0.074	0.090	0.105	0.027	0.012	0.003	0.000	0.004	0.315
CARAVAN/TENT	-	0.014	0.030	0.042	0.016	0.008	0.003	0.000	0.003	0.116
OTHER	-	0.014	0.028	0.025	0.010	0.004	0.002	0.000	0.004	0.089
NOT STATED	0.329	0.001	0.001	0.002	0.001	0.000	0.000	0.000	0.013	0.348
TOTAL	0.329	0.146	0.179	0.215	0.069	0.026	0.009	0.002	0.026	1.000



## BUREAU OF TRANSPORT ECONOMICS

VICTORIA

## NATIONAL TRAVEL SURVEY 1977/78

JULY 1977 - JUNE 1978

## STATISTICAL SUMMARY - RELATIVE VALUES

TRIPS MADE ... 18423373

TABLE 6. TRIP PROPORTIONS BY TOTAL DURATION AND VEHICLE TYPE

DURATION (NIGHTS)	VEHICLE TYPE									TOTAL
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED	
0	0.005	0.004	0.232	0.013	0.001	0.001	0.004	0.003	0.002	0.266
1	0.006	0.001	0.121	0.002	0.000	0.000	0.004	0.000	0.001	0.134
2	0.006	0.002	0.155	0.003	0.000	0.000	0.002	0.000	0.001	0.169
3-7	0.017	0.005	0.171	0.002	0.001	0.000	0.008	0.001	0.001	0.204
8-14	0.010	0.001	0.054	0.000	0.000	0.000	0.003	0.000	0.001	0.069
15-28	0.004	0.001	0.028	0.001	0.000	0.000	0.002	0.000	0.000	0.037
29-56	0.001	0.000	0.010	0.000	0.000	0.000	0.000	0.000	0.000	0.011
OVER 56	0.000	0.000	0.002	0.000	0.000	0.000	0.000	0.000	0.000	0.002
NOT STATED	0.003	0.002	0.088	0.004	0.000	0.000	0.004	0.000	0.007	0.107
TOTAL	0.052	0.016	0.861	0.025	0.002	0.002	0.026	0.004	0.012	1.000

TABLE 7. TRIP PROPORTIONS BY FARES PAID AND VEHICLE TYPE

FARES PAID	VEHICLE TYPE									TOTAL
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED	
NO FARES	0.002	0.002	0.585	0.015	0.002	0.000	0.002	0.004	0.006	0.615
HOUSEHOLD	0.028	0.011	0.198	0.001	0.000	0.002	0.019	0.001	0.001	0.259
EMPLOYER	0.020	0.001	0.035	0.008	0.000	0.000	0.001	0.000	0.000	0.065
OTHER	0.002	0.001	0.008	0.001	0.000	0.000	0.002	0.000	0.000	0.014
NOT STATED	0.001	0.001	0.036	0.001	0.000	0.000	0.003	0.000	0.004	0.046
TOTAL	0.052	0.016	0.861	0.025	0.002	0.002	0.026	0.004	0.012	1.000

TABLE 8. TRIP PROPORTIONS BY DISTANCE AND VEHICLE TYPE

DISTANCE (KM)	VEHICLE TYPE									TOTAL
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED	
INTRA-LGA	0.000	0.000	0.002	0.000	0.000	0.000	0.000	0.000	0.000	0.003
0-100	0.001	0.004	0.282	0.011	0.001	0.001	0.003	0.001	0.003	0.307
101-150	0.000	0.003	0.215	0.002	0.000	0.000	0.006	0.000	0.002	0.229
151-200	0.001	0.002	0.110	0.004	0.000	0.000	0.004	0.002	0.002	0.125
201-300	0.001	0.002	0.116	0.001	0.000	0.000	0.005	0.000	0.001	0.127
301-400	0.002	0.001	0.037	0.001	0.000	0.000	0.001	0.000	0.000	0.042
401-600	0.008	0.001	0.037	0.001	0.000	0.000	0.002	0.000	0.000	0.049
601-800	0.022	0.001	0.028	0.003	0.000	0.000	0.003	0.001	0.001	0.059
801-1000	0.001	0.000	0.006	0.000	0.000	0.000	0.000	0.000	0.000	0.007
OVER 1000	0.016	0.001	0.029	0.002	0.000	0.000	0.001	0.000	0.002	0.052
TOTAL	0.052	0.016	0.861	0.025	0.002	0.002	0.026	0.004	0.012	1.000

## BUREAU OF TRANSPORT ECONOMICS

VICTORIA

NATIONAL TRAVEL SURVEY 1977/78

JULY 1977 - JUNE 1978

STATISTICAL SUMMARY - RELATIVE VALUES

TRIPS MADE ... 18423373

TABLE 9. TRIP PROPORTIONS BY INCOME AND VEHICLE TYPE

INCOME GROUP	VEHICLE TYPE									TOTAL
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED	
\$0-2000	0.000	0.000	0.004	0.000	0.000	0.000	0.000	0.000	0.000	0.005
\$2001-4000	0.001	0.002	0.021	0.001	0.000	0.000	0.005	0.000	0.002	0.033
\$4001-6000	0.001	0.001	0.034	0.001	0.000	0.000	0.002	0.000	0.001	0.042
\$6001-8000	0.002	0.000	0.054	0.002	0.000	0.000	0.003	0.000	0.001	0.064
\$8001-10000	0.002	0.001	0.097	0.007	0.000	0.000	0.002	0.000	0.001	0.111
\$10001-15000	0.009	0.003	0.222	0.007	0.000	0.000	0.005	0.000	0.003	0.250
\$15001-20000	0.013	0.002	0.164	0.002	0.001	0.000	0.002	0.000	0.001	0.185
\$20001-25000	0.006	0.002	0.108	0.002	0.000	0.001	0.001	0.003	0.001	0.125
\$25001-30000	0.006	0.001	0.052	0.001	0.000	0.000	0.001	0.000	0.001	0.061
OVER \$30000	0.008	0.001	0.063	0.001	0.000	0.000	0.001	0.000	0.000	0.074
NOT STATED	0.004	0.001	0.042	0.001	0.000	0.000	0.002	0.000	0.002	0.051
TOTAL	0.052	0.016	0.861	0.025	0.002	0.002	0.026	0.004	0.012	1.000

TABLE 10. TRIP PROPORTIONS BY DESTINATION REGION AND VEHICLE TYPE

DESTINATION REGION	VEHICLE TYPE									TOTAL
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED	
REGION 311	0.001	0.004	0.230	0.012	0.001	0.000	0.008	0.000	0.003	0.259
REGION 301	0.000	0.001	0.084	0.000	0.000	0.001	0.003	0.000	0.001	0.091
REGION 307	0.000	0.001	0.083	0.001	0.000	0.000	0.000	0.000	0.001	0.086
REGION 306	0.000	0.001	0.067	0.000	0.000	0.000	0.001	0.000	0.001	0.071
REGION 303	0.000	0.001	0.060	0.001	0.000	0.000	0.001	0.000	0.001	0.064
REGION 310	0.000	0.001	0.055	0.001	0.000	0.000	0.002	0.000	0.000	0.059
REGION 302	0.000	0.001	0.037	0.000	0.000	0.000	0.001	0.002	0.000	0.043
REGION 308	0.000	0.001	0.038	0.001	0.000	0.000	0.001	0.000	0.001	0.041
REGION 214	0.016	0.001	0.015	0.003	0.000	0.000	0.002	0.000	0.001	0.038
REGION 309	0.000	0.000	0.032	0.001	0.000	0.000	0.001	0.000	0.001	0.035
REGION 305	0.000	0.001	0.029	0.000	0.000	0.000	0.001	0.000	0.000	0.033
REGION 304	0.000	0.000	0.024	0.000	0.000	0.000	0.001	0.000	0.000	0.026
REGION 501	0.005	0.001	0.014	0.001	0.000	0.000	0.001	0.000	0.000	0.022
REGION 206	0.000	0.000	0.013	0.001	0.000	0.000	0.001	0.000	0.000	0.015
REGION 401	0.004	0.000	0.006	0.002	0.000	0.000	0.001	0.000	0.000	0.013
REGION 402	0.004	0.000	0.007	0.000	0.000	0.000	0.000	0.000	0.001	0.012
REGION 210	0.000	0.000	0.010	0.000	0.000	0.000	0.000	0.000	0.000	0.011
REGION 205	0.000	0.000	0.008	0.000	0.000	0.000	0.000	0.000	0.000	0.008
REGION 101	0.002	0.000	0.007	0.000	0.000	0.000	0.000	0.000	0.000	0.008
REGION 207	0.000	0.000	0.007	0.000	0.000	0.000	0.000	0.000	0.000	0.008
OTHER REGIONS	0.017	0.002	0.036	0.001	0.001	0.000	0.001	0.001	0.000	0.058
TOTAL	0.052	0.016	0.861	0.025	0.002	0.002	0.026	0.004	0.012	1.000

BUREAU OF TRANSPORT ECONOMICS  
NATIONAL TRAVEL SURVEY 1977/78  
STATISTICAL SUMMARY - RELATIVE VALUES

QUEENSLAND  
JULY 1977 - JUNE 1978  
TRIPS MADE ... 9877632

TRIP GENERATION SUMMARY

GENERATION RATE ..... 11.376  
H' HOLDS IN QLD ..... 598140  
  
TRIPS MADE ..... 9877632  
RELATIVE ERROR ..... 10.060

TABLE 1. VEHICLE AVAILABILITY (HOUSEHOLD BASIS)

	VEHICLES AVAILABLE						NOT STATED	TOTAL
	0	1	2	3	4	OVER 4		
PROPORTION	0.101	0.413	0.293	0.086	0.035	0.031	0.041	1.000
RELATIVE ERROR	0.036	0.014	0.018	0.038	0.060	0.060	0.058	

TABLE 2. TRIP PROPORTIONS BY INCOME AND HOUSEHOLD SIZE

INCOME GROUP	HOUSEHOLD SIZE										NOT STATED	TOTAL	TRIPS /H' HOLD	REL ERROR
	1	2	3	4	5	6	7	8	9	OVER 9				
\$0-2000	0.001	0.003	0.002	0.001	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.008	0.706	0.227
\$2001-4000	0.012	0.008	0.002	0.002	0.002	0.002	0.001	0.001	0.000	0.000	0.000	0.032	0.422	0.119
\$4001-6000	0.004	0.030	0.008	0.007	0.005	0.001	0.002	0.001	0.000	0.000	0.002	0.060	0.798	0.112
\$6001-8000	0.004	0.019	0.015	0.022	0.011	0.006	0.002	0.001	0.000	0.000	0.000	0.079	1.123	0.101
\$8001-10000	0.008	0.026	0.015	0.039	0.023	0.009	0.001	0.001	0.000	0.000	0.000	0.122	1.314	0.084
\$10001-15000	0.007	0.047	0.043	0.084	0.042	0.016	0.011	0.002	0.000	0.000	0.000	0.253	1.541	0.069
\$15001-20000	0.002	0.038	0.038	0.049	0.035	0.015	0.002	0.004	0.001	0.002	0.000	0.185	1.937	0.078
\$20001-25000	0.001	0.014	0.012	0.021	0.026	0.007	0.004	0.001	0.002	0.000	0.000	0.088	1.990	0.113
\$25001-30000	0.001	0.008	0.005	0.012	0.010	0.007	0.005	0.002	0.000	0.000	0.000	0.050	2.394	0.131
OVER \$30000	0.001	0.006	0.009	0.016	0.017	0.013	0.006	0.001	0.002	0.002	0.000	0.072	3.106	0.123
NOT STATED	0.001	0.011	0.005	0.017	0.006	0.005	0.000	0.001	0.003	0.000	0.000	0.050	0.917	0.150
TOTAL	0.043	0.209	0.155	0.271	0.177	0.081	0.034	0.013	0.009	0.004	0.003	1.000		
AVE TRIPS/H' HOLD	0.394	0.920	1.327	1.996	2.382	2.396	3.126	2.527	2.681	4.424	0.407			
RELATIVE ERROR	0.111	0.077	0.089	0.087	0.101	0.132	0.207	0.322	0.394	0.539	0.591			

TABLE 3. TRIP PROPORTIONS BY PURPOSE AND VEHICLE TYPE

PURPOSE	VEHICLE TYPE									TOTAL
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED	
DELIVER FREIGHT	0.001	0.000	0.007	0.015	0.000	0.000	0.000	0.000	0.000	0.024
OTHER BUSINESS	0.025	0.001	0.104	0.004	0.000	0.000	0.000	0.000	0.001	0.137
VISITING FRIENDS	0.020	0.005	0.237	0.003	0.001	0.000	0.005	0.001	0.003	0.274
RECREATION	0.004	0.013	0.178	0.005	0.001	0.000	0.000	0.001	0.002	0.206
HOLIDAY	0.010	0.005	0.128	0.002	0.001	0.001	0.002	0.001	0.000	0.150
PERSONAL AFFAIRS	0.008	0.003	0.131	0.002	0.000	0.000	0.002	0.000	0.002	0.147
OTHER	0.005	0.004	0.037	0.001	0.002	0.000	0.001	0.003	0.001	0.054
NOT STATED	0.000	0.002	0.005	0.000	0.000	0.000	0.000	0.000	0.001	0.009
TOTAL	0.072	0.034	0.829	0.033	0.005	0.002	0.010	0.006	0.009	1.000

TABLE 4. TRIP PROPORTIONS BY PARTY SIZE AND VEHICLE TYPE

PARTY SIZE	VEHICLE TYPE									TOTAL
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED	
1 PERSON	0.044	0.017	0.176	0.015	0.001	0.000	0.004	0.003	0.003	0.265
2 PERSONS	0.016	0.010	0.197	0.009	0.003	0.000	0.002	0.001	0.002	0.240
3 PERSONS	0.006	0.001	0.117	0.001	0.002	0.000	0.002	0.000	0.001	0.129
4 PERSONS	0.005	0.001	0.185	0.006	0.000	0.000	0.002	0.001	0.002	0.202
5 PERSONS	0.001	0.003	0.100	0.001	0.000	0.001	0.000	0.000	0.000	0.105
6 PERSONS	0.000	0.000	0.040	0.001	0.000	0.000	0.000	0.001	0.000	0.042
7 PERSONS	0.000	0.001	0.012	0.000	0.000	0.000	0.000	0.000	0.000	0.013
8 PERSONS	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.001
9 PERSONS	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.002
OVER 9 PERSONS	0.000	0.000	0.002	0.000	0.000	0.000	0.000	0.000	0.000	0.002
TOTAL	0.072	0.034	0.829	0.033	0.005	0.002	0.010	0.006	0.009	1.000

TABLE 5. TRIP PROPORTIONS BY ACCOMMODATION AND DURATION AT DESTINATION

ACCOMMODATION	DURATION AT DESTINATION (NIGHTS)									TOTAL
	0	1	2	3-7	8-14	15-28	29-56	OVER 56	NOT STATED	
HOTEL/MOTEL	-	0.045	0.032	0.042	0.010	0.004	0.001	0.000	0.002	0.135
FRIENDS HOME	-	0.071	0.079	0.098	0.042	0.015	0.005	0.000	0.004	0.313
CARAVAN/TENT	-	0.013	0.029	0.038	0.014	0.005	0.000	0.000	0.001	0.101
OTHER	-	0.014	0.020	0.017	0.016	0.005	0.000	0.000	0.002	0.075
NOT STATED	0.353	0.002	0.002	0.002	0.000	0.001	0.001	0.000	0.014	0.375
TOTAL	0.353	0.145	0.162	0.197	0.083	0.030	0.007	0.001	0.022	1.000

## BUREAU OF TRANSPORT ECONOMICS

QUEENSLAND

## NATIONAL TRAVEL SURVEY 1977/78

JULY 1977 - JUNE 1978

## STATISTICAL SUMMARY - RELATIVE VALUES

TRIPS MADE ... 9877632

TABLE 6. TRIP PROPORTIONS BY TOTAL DURATION AND VEHICLE TYPE

DURATION (NIGHTS)	VEHICLE TYPE								NOT STATED	TOTAL
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER		
0	0.005	0.010	0.264	0.014	0.001	0.000	0.000	0.000	0.003	0.298
1	0.007	0.002	0.113	0.003	0.000	0.000	0.000	0.000	0.001	0.127
2	0.008	0.002	0.133	0.003	0.001	0.000	0.001	0.001	0.002	0.150
3-7	0.026	0.007	0.140	0.007	0.003	0.001	0.003	0.003	0.001	0.190
8-14	0.011	0.003	0.061	0.002	0.001	0.000	0.002	0.000	0.000	0.080
15-28	0.008	0.003	0.034	0.001	0.000	0.000	0.002	0.001	0.000	0.049
29-56	0.002	0.001	0.007	0.000	0.000	0.000	0.000	0.000	0.000	0.010
OVER 56	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.002
NOT STATED	0.005	0.005	0.076	0.004	0.000	0.000	0.001	0.000	0.002	0.095
TOTAL	0.072	0.034	0.829	0.033	0.005	0.002	0.010	0.006	0.009	1.000

TABLE 7. TRIP PROPORTIONS BY FARES PAID AND VEHICLE TYPE

FARES PAID	VEHICLE TYPE								NOT STATED	TOTAL
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER		
NO FARES	0.003	0.001	0.532	0.016	0.004	0.001	0.001	0.002	0.005	0.566
HOUSEHOLD	0.041	0.027	0.221	0.005	0.001	0.000	0.008	0.001	0.001	0.304
EMPLOYER	0.022	0.001	0.039	0.011	0.000	0.000	0.000	0.003	0.001	0.076
OTHER	0.005	0.003	0.011	0.000	0.000	0.000	0.001	0.000	0.000	0.021
NOT STATED	0.002	0.002	0.026	0.000	0.000	0.000	0.000	0.000	0.003	0.033
TOTAL	0.072	0.034	0.829	0.033	0.005	0.002	0.010	0.006	0.009	1.000

TABLE 8. TRIP PROPORTIONS BY DISTANCE AND VEHICLE TYPE

DISTANCE (KM)	VEHICLE TYPE								NOT STATED	TOTAL
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER		
INTRA-LGA	0.000	0.000	0.018	0.002	0.000	0.000	0.000	0.000	0.000	0.020
0-100	0.001	0.008	0.382	0.015	0.003	0.000	0.000	0.001	0.003	0.413
101-150	0.002	0.011	0.138	0.005	0.001	0.000	0.000	0.001	0.003	0.161
151-200	0.000	0.001	0.077	0.002	0.000	0.000	0.000	0.000	0.000	0.081
201-300	0.003	0.002	0.067	0.001	0.000	0.000	0.001	0.000	0.001	0.075
301-400	0.002	0.002	0.038	0.001	0.000	0.000	0.000	0.000	0.000	0.045
401-600	0.005	0.002	0.029	0.001	0.000	0.000	0.002	0.000	0.000	0.040
601-800	0.021	0.002	0.025	0.001	0.000	0.000	0.002	0.000	0.000	0.052
801-1000	0.008	0.001	0.013	0.001	0.000	0.000	0.001	0.002	0.000	0.025
OVER 1000	0.029	0.005	0.043	0.004	0.000	0.001	0.002	10.001	0.001	0.088
TOTAL	0.072	0.034	0.829	0.033	0.005	0.002	0.010	0.006	0.009	1.000

## BUREAU OF TRANSPORT ECONOMICS

QUEENSLAND

## NATIONAL TRAVEL SURVEY 1977/78

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TRIPS MADE ... 9877632

TABLE 9. TRIP PROPORTIONS BY INCOME AND VEHICLE TYPE

INCOME GROUP	VEHICLE TYPE									TOTAL
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED	
\$0-2000	0.001	0.000	0.007	0.000	0.000	0.000	0.000	0.000	0.000	0.008
\$2001-4000	0.003	0.004	0.021	0.001	0.000	0.000	0.002	0.000	0.000	0.032
\$4001-6000	0.003	0.007	0.044	0.002	0.000	0.000	0.002	0.002	0.000	0.060
\$6001-8000	0.003	0.004	0.067	0.002	0.000	0.000	0.001	0.000	0.001	0.079
\$8001-10000	0.006	0.003	0.104	0.005	0.001	0.001	0.002	0.000	0.001	0.122
\$10001-15000	0.015	0.005	0.217	0.010	0.001	0.000	0.001	0.001	0.002	0.253
\$15001-20000	0.013	0.004	0.158	0.006	0.001	0.000	0.001	0.001	0.001	0.185
\$20001-25000	0.006	0.001	0.076	0.002	0.001	0.000	0.000	0.001	0.001	0.088
\$25001-30000	0.006	0.001	0.041	0.001	0.000	0.000	0.000	0.000	0.000	0.050
OVER \$30000	0.012	0.003	0.052	0.003	0.002	0.000	0.001	0.000	0.000	0.072
NOT STATED	0.003	0.001	0.043	0.001	0.000	0.000	0.000	0.000	0.001	0.050
TOTAL	0.072	0.034	0.829	0.033	0.005	0.002	0.010	0.006	0.009	1.000

TABLE 10. TRIP PROPORTIONS BY DESTINATION REGION AND VEHICLE TYPE

DESTINATION REGION	VEHICLE TYPE									TOTAL
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED	
REGION 402	0.000	0.002	0.145	0.002	0.000	0.000	0.000	0.001	0.000	0.152
REGION 401	0.009	0.006	0.101	0.005	0.000	0.000	0.003	0.000	0.002	0.126
REGION 403	0.000	0.002	0.111	0.003	0.002	0.000	0.000	0.000	0.001	0.119
REGION 404	0.001	0.004	0.093	0.003	0.000	0.000	0.001	0.001	0.001	0.104
REGION 412	0.002	0.006	0.073	0.003	0.001	0.000	0.000	0.000	0.001	0.085
REGION 407	0.004	0.001	0.052	0.004	0.001	0.000	0.001	0.001	0.000	0.064
REGION 201	0.000	0.002	0.057	0.001	0.000	0.000	0.000	0.000	0.001	0.062
REGION 405	0.004	0.001	0.038	0.001	0.000	0.000	0.001	0.000	0.000	0.045
REGION 214	0.021	0.001	0.014	0.001	0.000	0.000	0.002	0.000	0.000	0.039
REGION 408	0.004	0.002	0.029	0.002	0.000	0.000	0.000	0.000	0.000	0.039
REGION 406	0.002	0.001	0.027	0.001	0.000	0.000	0.000	0.000	0.002	0.033
REGION 411	0.000	0.000	0.020	0.001	0.000	0.000	0.000	0.000	0.001	0.022
REGION 311	0.010	0.000	0.008	0.001	0.000	0.000	0.000	0.000	0.000	0.020
REGION 410	0.000	0.000	0.015	0.001	0.000	0.000	0.000	0.002	0.000	0.019
REGION 409	0.001	0.000	0.009	0.002	0.000	0.000	0.000	0.000	0.000	0.013
REGION 202	0.000	0.001	0.007	0.000	0.000	0.000	0.000	0.000	0.000	0.009
REGION 215	0.000	0.000	0.007	0.000	0.000	0.000	0.000	0.000	0.000	0.007
REGION 501	0.001	0.000	0.003	0.000	0.000	0.000	0.000	0.000	0.000	0.004
REGION 608	0.002	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.004
REGION 211	0.001	0.000	0.002	0.000	0.000	0.000	0.000	0.000	0.000	0.004
OTHER REGIONS	0.008	0.002	0.017	0.001	0.000	0.001	0.000	0.001	0.000	0.030
TOTAL	0.072	0.034	0.829	0.033	0.005	0.002	0.010	0.006	0.009	1.000

BUREAU OF TRANSPORT ECONOMICS  
NATIONAL TRAVEL SURVEY 1977/78  
STATISTICAL SUMMARY - RELATIVE VALUES

SOUTH AUSTRALIA  
JULY 1977 - JUNE 1978  
TRIPS MADE ... 4547709

TRIP GENERATION SUMMARY

GENERATION RATE ..... 10.970  
H'HOLDS IN SA ..... 390514  
  
TRIPS MADE ..... 4547709  
RELATIVE ERROR ..... 10.066

TABLE 1. VEHICLE AVAILABILITY (HOUSEHOLD BASIS)

	VEHICLES AVAILABLE						NOT STATED	TOTAL
	0	1	2	3	4	OVER 4		
PROPORTION	0.088	0.434	0.304	0.082	0.034	0.020	0.038	1.000
RELATIVE ERROR	0.060	0.021	0.028	0.061	0.096	0.115	0.092	

TABLE 2. TRIP PROPORTIONS BY INCOME AND HOUSEHOLD SIZE

INCOME GROUP	HOUSEHOLD SIZE										NOT STATED	TOTAL	TRIPS /H'HOLD	REL ERROR
	1	2	3	4	5	6	7	8	9	OVER 9				
\$0-2000	0.002	0.001	0.000	0.001	0.005	0.000	0.000	0.000	0.000	0.000	0.000	0.009	0.978	0.407
\$2001-4000	0.012	0.014	0.006	0.003	0.000	0.002	0.000	0.000	0.000	0.000	0.000	0.037	0.381	0.139
\$4001-6000	0.006	0.027	0.004	0.007	0.004	0.002	0.000	0.000	0.000	0.000	0.000	0.050	0.470	0.116
\$6001-8000	0.003	0.017	0.015	0.027	0.015	0.004	0.004	0.000	0.000	0.000	0.000	0.084	0.816	0.109
\$8001-10000	0.009	0.027	0.028	0.055	0.024	0.006	0.002	0.005	0.000	0.000	0.000	0.155	1.009	0.113
\$10001-15000	0.003	0.048	0.045	0.093	0.050	0.019	0.008	0.000	0.000	0.000	0.000	0.266	1.136	0.086
\$15001-20000	0.003	0.040	0.037	0.053	0.034	0.016	0.000	0.001	0.001	0.000	0.000	0.186	1.344	0.107
\$20001-25000	0.000	0.016	0.010	0.036	0.014	0.003	0.007	0.000	0.001	0.000	0.000	0.088	1.400	0.129
\$25001-30000	0.000	0.005	0.010	0.016	0.012	0.003	0.002	0.001	0.000	0.000	0.000	0.049	1.561	0.156
OVER \$30000	0.000	0.004	0.006	0.007	0.008	0.005	0.002	0.002	0.001	0.000	0.000	0.035	1.310	0.141
NOT STATED	0.001	0.016	0.007	0.007	0.007	0.002	0.001	0.000	0.000	0.000	0.000	0.040	0.613	0.153
TOTAL	0.039	0.215	0.167	0.305	0.173	0.064	0.025	0.009	0.003	0.001	0.001	1.000		
AVE TRIPS/H'HOLD	0.289	0.674	0.984	1.295	1.539	1.853	2.023	1.408	3.949	0.563	0.071			
RELATIVE ERROR	0.241	0.111	0.137	0.115	0.149	0.180	0.377	0.540	0.477	1.189	0.966			

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TABLE 3. TRIP PROPORTIONS BY PURPOSE AND VEHICLE TYPE

PURPOSE	VEHICLE TYPE									TOTAL
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED	
DELIVER FREIGHT	0.000	0.000	0.010	0.024	0.000	0.000	0.000	0.000	0.000	0.035
OTHER BUSINESS	0.020	0.003	0.109	0.002	0.000	0.000	0.001	0.001	0.001	0.137
VISITING FRIENDS	0.014	0.006	0.238	0.000	0.000	0.000	0.003	0.000	0.001	0.262
RECREATION	0.004	0.006	0.168	0.001	0.000	0.000	0.001	0.001	0.000	0.182
HOLIDAY	0.010	0.005	0.187	0.000	0.000	0.001	0.002	0.000	0.001	0.206
PERSONAL AFFAIRS	0.006	0.004	0.097	0.001	0.000	0.000	0.002	0.000	0.000	0.111
OTHER	0.006	0.002	0.047	0.000	0.000	0.000	0.000	0.000	0.000	0.057
NOT STATED	0.000	0.001	0.007	0.000	0.000	0.000	0.000	0.000	0.001	0.010
TOTAL	0.061	0.028	0.862	0.028	0.001	0.001	0.011	0.002	0.005	1.000

TABLE 4. TRIP PROPORTIONS BY PARTY SIZE AND VEHICLE TYPE

PARTY SIZE	VEHICLE TYPE									TOTAL
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED	
1 PERSON	0.040	0.019	0.187	0.025	0.001	0.000	0.006	0.001	0.002	0.282
2 PERSONS	0.010	0.007	0.216	0.001	0.000	0.000	0.002	0.000	0.001	0.238
3 PERSONS	0.005	0.001	0.127	0.001	0.000	0.000	0.001	0.000	0.001	0.136
4 PERSONS	0.004	0.001	0.178	0.001	0.000	0.000	0.001	0.001	0.001	0.186
5 PERSONS	0.002	0.001	0.113	0.000	0.000	0.000	0.000	0.000	0.000	0.115
6 PERSONS	0.000	0.000	0.028	0.000	0.000	0.000	0.000	0.000	0.000	0.028
7 PERSONS	0.000	0.000	0.013	0.000	0.000	0.000	0.000	0.000	0.000	0.013
8 PERSONS	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
9 PERSONS	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.001
OVER 9 PERSONS	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
TOTAL	0.061	0.028	0.862	0.028	0.001	0.001	0.011	0.002	0.005	1.000

TABLE 5. TRIP PROPORTIONS BY ACCOMMODATION AND DURATION AT DESTINATION

ACCOMMODATION	DURATION AT DESTINATION (NIGHTS)									TOTAL
	0	1	2	3-7	8-14	15-28	29-56	OVER 56	NOT STATED	
HOTEL/MOTEL	-	0.029	0.028	0.054	0.012	0.001	0.000	0.000	0.001	0.124
FRIENDS HOME	-	0.051	0.083	0.137	0.039	0.011	0.003	0.001	0.002	0.329
CARAVAN/TENT	-	0.024	0.032	0.076	0.016	0.006	0.000	0.000	0.002	0.156
OTHER	-	0.021	0.018	0.028	0.010	0.002	0.002	0.000	0.007	0.088
NOT STATED	0.291	0.000	0.002	0.001	0.002	0.001	0.000	0.000	0.006	0.304
TOTAL	0.291	0.126	0.163	0.296	0.079	0.020	0.005	0.001	0.019	1.000



## BUREAU OF TRANSPORT ECONOMICS

SOUTH AUSTRALIA

## NATIONAL TRAVEL SURVEY 1977/78

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## STATISTICAL SUMMARY - RELATIVE VALUES

TRIPS MADE ... 4547709

TABLE 6. TRIP PROPORTIONS BY TOTAL DURATION AND VEHICLE TYPE

DURATION (NIGHTS)	VEHICLE TYPE									TOTAL
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED	
0	0.005	0.003	0.221	0.014	0.000	0.000	0.001	0.001	0.001	0.247
1	0.008	0.002	0.093	0.005	0.000	0.000	0.001	0.000	0.000	0.108
2	0.006	0.004	0.136	0.004	0.000	0.000	0.000	0.001	0.001	0.152
3-7	0.018	0.009	0.228	0.003	0.000	0.001	0.004	0.000	0.001	0.263
8-14	0.013	0.004	0.070	0.000	0.000	0.000	0.002	0.000	0.000	0.089
15-28	0.007	0.003	0.029	0.000	0.000	0.000	0.001	0.000	0.000	0.039
29-56	0.003	0.000	0.008	0.000	0.000	0.000	0.000	0.000	0.000	0.011
OVER 56	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.001
NOT STATED	0.001	0.003	0.077	0.003	0.000	0.000	0.001	0.000	0.003	0.089
TOTAL	0.061	0.028	0.862	0.028	0.001	0.001	0.011	0.002	0.005	1.000

TABLE 7. TRIP PROPORTIONS BY FARES PAID AND VEHICLE TYPE

FARES PAID	VEHICLE TYPE									TOTAL
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED	
NO FARES	0.003	0.002	0.505	0.013	0.000	0.000	0.001	0.002	0.001	0.528
HOUSEHOLD	0.036	0.022	0.270	0.001	0.000	0.001	0.006	0.000	0.003	0.339
EMPLOYER	0.018	0.002	0.045	0.014	0.000	0.000	0.001	0.000	0.000	0.081
OTHER	0.004	0.001	0.006	0.000	0.000	0.000	0.001	0.000	0.000	0.012
NOT STATED	0.001	0.002	0.036	0.001	0.000	0.000	0.000	0.000	0.001	0.040
TOTAL	0.061	0.028	0.862	0.028	0.001	0.001	0.011	0.002	0.005	1.000

TABLE 8. TRIP PROPORTIONS BY DISTANCE AND VEHICLE TYPE

DISTANCE (KM)	VEHICLE TYPE									TOTAL
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED	
INTRA-LGA	0.001	0.000	0.006	0.001	0.000	0.000	0.000	0.000	0.000	0.009
0-100	0.000	0.005	0.258	0.010	0.000	0.000	0.001	0.001	0.001	0.276
101-150	0.002	0.004	0.139	0.005	0.000	0.000	0.001	0.000	0.001	0.152
151-200	0.001	0.001	0.097	0.002	0.000	0.000	0.001	0.000	0.000	0.103
201-300	0.008	0.005	0.123	0.003	0.000	0.000	0.001	0.000	0.001	0.142
301-400	0.002	0.003	0.075	0.002	0.000	0.000	0.002	0.000	0.001	0.085
401-600	0.003	0.003	0.059	0.002	0.000	0.000	0.002	0.000	0.000	0.070
601-800	0.009	0.003	0.045	0.002	0.000	0.000	0.002	0.000	0.001	0.063
801-1000	0.002	0.001	0.013	0.000	0.000	0.000	0.000	0.000	0.000	0.016
OVER 1000	0.032	0.003	0.046	0.001	0.000	0.000	0.001	10.000	0.000	0.084
TOTAL	0.061	0.028	0.862	0.028	0.001	0.001	0.011	0.002	0.005	1.000

## BUREAU OF TRANSPORT ECONOMICS

SOUTH AUSTRALIA

## NATIONAL TRAVEL SURVEY 1977/78

JULY 1977 - JUNE 1978

## STATISTICAL SUMMARY - RELATIVE VALUES

TRIPS MADE ... 4547709

TABLE 9. TRIP PROPORTIONS BY INCOME AND VEHICLE TYPE

INCOME GROUP	VEHICLE TYPE									TOTAL
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED	
\$0-2000	0.000	0.001	0.008	0.000	0.000	0.000	0.001	0.000	0.000	0.009
\$2001-4000	0.003	0.004	0.026	0.001	0.000	0.000	0.003	0.000	0.001	0.037
\$4001-6000	0.004	0.004	0.037	0.001	0.000	0.000	0.002	0.000	0.002	0.050
\$6001-8000	0.004	0.003	0.071	0.004	0.000	0.000	0.001	0.000	0.001	0.084
\$8001-10000	0.005	0.002	0.141	0.004	0.000	0.001	0.002	0.000	0.001	0.155
\$10001-15000	0.014	0.005	0.230	0.013	0.000	0.000	0.001	0.001	0.001	0.266
\$15001-20000	0.015	0.004	0.164	0.002	0.000	0.000	0.000	0.000	0.000	0.186
\$20001-25000	0.007	0.002	0.077	0.002	0.000	0.000	0.000	0.000	0.000	0.088
\$25001-30000	0.005	0.001	0.042	0.000	0.000	0.000	0.000	0.000	0.000	0.049
OVER \$30000	0.004	0.001	0.030	0.000	0.000	0.000	0.000	0.000	0.000	0.035
NOT STATED	0.001	0.002	0.036	0.000	0.000	0.000	0.001	0.000	0.000	0.040
TOTAL	0.061	0.028	0.862	0.028	0.001	0.001	0.011	0.002	0.005	1.000

TABLE 10. TRIP PROPORTIONS BY DESTINATION REGION AND VEHICLE TYPE

DESTINATION REGION	VEHICLE TYPE									TOTAL
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED	
REGION 501	0.008	0.009	0.157	0.010	0.000	0.000	0.004	0.000	0.001	0.189
REGION 507	0.000	0.001	0.138	0.002	0.000	0.000	0.001	0.000	0.000	0.143
REGION 503	0.000	0.002	0.093	0.001	0.000	0.000	0.000	0.000	0.000	0.095
REGION 506	0.003	0.002	0.085	0.001	0.000	0.000	0.000	0.000	0.000	0.092
REGION 504	0.001	0.003	0.078	0.001	0.000	0.000	0.001	0.000	0.000	0.083
REGION 508	0.000	0.001	0.053	0.002	0.000	0.000	0.001	0.000	0.001	0.058
REGION 505	0.000	0.000	0.054	0.001	0.000	0.000	0.000	0.001	0.000	0.056
REGION 502	0.005	0.001	0.041	0.004	0.000	0.000	0.000	0.000	0.000	0.053
REGION 311	0.009	0.002	0.029	0.003	0.000	0.000	0.002	0.000	0.001	0.046
REGION 214	0.014	0.000	0.020	0.002	0.000	0.000	0.000	0.000	0.000	0.037
REGION 509	0.001	0.001	0.015	0.002	0.000	0.000	0.000	0.000	0.000	0.019
REGION 305	0.000	0.000	0.015	0.000	0.000	0.000	0.000	0.000	0.000	0.015
REGION 302	0.001	0.001	0.010	0.001	0.000	0.000	0.000	0.000	0.000	0.013
REGION 101	0.002	0.000	0.008	0.000	0.000	0.000	0.000	0.000	0.000	0.010
REGION 608	0.005	0.001	0.004	0.000	0.000	0.000	0.000	0.000	0.000	0.009
REGION 304	0.000	0.000	0.008	0.000	0.000	0.000	0.000	0.000	0.000	0.009
REGION 308	0.000	0.001	0.007	0.000	0.000	0.000	0.000	0.000	0.000	0.008
REGION 204	0.000	0.000	0.006	0.000	0.000	0.000	0.001	0.000	0.000	0.007
REGION 401	0.001	0.000	0.005	0.000	0.000	0.000	0.000	0.000	0.000	0.007
REGION 701	0.002	0.001	0.004	0.000	0.000	0.000	0.000	0.000	0.000	0.007
OTHER REGIONS	0.011	0.002	0.032	0.000	0.000	0.000	0.001	0.000	0.000	0.045
TOTAL	0.061	0.028	0.862	0.028	0.001	0.001	0.011	0.002	0.005	1.000

BUREAU OF TRANSPORT ECONOMICS  
NATIONAL TRAVEL SURVEY 1977/78  
STATISTICAL SUMMARY - RELATIVE VALUES

WESTERN AUSTRALIA  
JULY 1977 - JUNE 1978  
TRIPS MADE ... 3649689

TRIP GENERATION SUMMARY

GENERATION RATE ..... 10.853  
H'HOLDS IN WA ..... 356610  
  
TRIPS MADE ..... 3649689  
RELATIVE ERROR ..... 10.068

TABLE 1. VEHICLE AVAILABILITY (HOUSEHOLD BASIS)

	VEHICLES AVAILABLE						NOT	
	0	1	2	3	4	OVER 4	STATED	TOTAL
PROPORTION	0.078	0.366	0.328	0.115	0.039	0.034	0.040	1.000
RELATIVE ERROR	0.090	0.034	0.036	0.071	0.122	0.113	0.127	

TABLE 2. TRIP PROPORTIONS BY INCOME AND HOUSEHOLD SIZE

	HOUSEHOLD SIZE										NOT			
INCOME GROUP	1	2	3	4	5	6	7	8	9	OVER 9	STATED	TOTAL	TRIPS /H'HOLD	REL ERROR
\$0-2000	0.002	0.002	0.002	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.006	0.421	0.453
\$2001-4000	0.005	0.008	0.001	0.002	0.004	0.000	0.001	0.000	0.000	0.000	0.000	0.021	0.196	0.280
\$4001-6000	0.001	0.021	0.004	0.006	0.010	0.001	0.000	0.000	0.000	0.000	0.000	0.043	0.373	0.207
\$6001-8000	0.003	0.012	0.023	0.016	0.011	0.005	0.001	0.000	0.001	0.000	0.000	0.071	0.630	0.244
\$8001-10000	0.012	0.041	0.021	0.028	0.011	0.002	0.005	0.000	0.000	0.000	0.000	0.120	0.771	0.118
\$10001-15000	0.005	0.046	0.058	0.070	0.045	0.013	0.002	0.002	0.006	0.000	0.000	0.249	0.860	0.107
\$15001-20000	0.007	0.040	0.017	0.052	0.025	0.013	0.004	0.009	0.000	0.000	0.000	0.166	0.812	0.127
\$20001-25000	0.001	0.022	0.026	0.024	0.029	0.011	0.000	0.000	0.000	0.000	0.000	0.113	1.100	0.144
\$25001-30000	0.000	0.004	0.004	0.010	0.026	0.004	0.000	0.002	0.000	0.000	0.000	0.050	1.197	0.196
OVER \$30000	0.000	0.022	0.014	0.018	0.020	0.018	0.005	0.000	0.000	0.000	0.000	0.097	1.951	0.175
NOT STATED	0.005	0.007	0.007	0.009	0.016	0.019	0.001	0.000	0.000	0.000	0.000	0.064	0.742	0.218
TOTAL	0.041	0.225	0.177	0.237	0.197	0.084	0.020	0.013	0.007	0.000	0.001	1.000		
AVE TRIPS/H'HOLD	0.236	0.587	0.878	0.947	1.225	1.515	1.295	2.434	2.558	0.306	0.072			
RELATIVE ERROR	0.289	0.160	0.215	0.154	0.187	0.298	0.306	0.917	0.082	0.000*	1.115			

TABLE 3. TRIP PROPORTIONS BY PURPOSE AND VEHICLE TYPE

PURPOSE	VEHICLE TYPE									TOTAL
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED	
DELIVER FREIGHT	0.000	0.000	0.004	0.020	0.000	0.000	0.000	0.001	0.009	0.035
OTHER BUSINESS	0.021	0.003	0.143	0.006	0.000	0.000	0.000	0.003	0.001	0.178
VISITING FRIENDS	0.012	0.003	0.225	0.001	0.002	0.000	0.003	0.000	0.000	0.247
RECREATION	0.003	0.003	0.139	0.000	0.000	0.001	0.001	0.001	0.000	0.149
HOLIDAY	0.009	0.004	0.157	0.001	0.000	0.001	0.001	0.005	0.000	0.179
PERSONAL AFFAIRS	0.008	0.003	0.125	0.003	0.000	0.000	0.004	0.000	0.005	0.147
OTHER	0.006	0.002	0.044	0.001	0.000	0.000	0.001	0.001	0.000	0.055
NOT STATED	0.000	0.000	0.008	0.001	0.000	0.000	0.000	0.000	0.000	0.010
TOTAL	0.059	0.019	0.844	0.034	0.002	0.003	0.011	0.011	0.016	1.000

TABLE 4. TRIP PROPORTIONS BY PARTY SIZE AND VEHICLE TYPE

PARTY SIZE	VEHICLE TYPE									TOTAL
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED	
1 PERSON	0.040	0.011	0.212	0.025	0.002	0.002	0.007	0.004	0.008	0.311
2 PERSONS	0.008	0.005	0.242	0.005	0.000	0.000	0.003	0.001	0.006	0.271
3 PERSONS	0.009	0.001	0.113	0.003	0.000	0.000	0.000	0.003	0.000	0.129
4 PERSONS	0.002	0.003	0.150	0.001	0.000	0.000	0.000	0.002	0.001	0.159
5 PERSONS	0.001	0.000	0.094	0.001	0.000	0.001	0.000	0.001	0.000	0.096
6 PERSONS	0.000	0.000	0.026	0.000	0.000	0.000	0.000	0.000	0.000	0.026
7 PERSONS	0.000	0.000	0.008	0.000	0.000	0.000	0.000	0.000	0.000	0.008
8 PERSONS	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
9 PERSONS	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
OVER 9 PERSONS	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
TOTAL	0.059	0.019	0.844	0.034	0.002	0.003	0.011	0.011	0.016	1.000

TABLE 5. TRIP PROPORTIONS BY ACCOMMODATION AND DURATION AT DESTINATION

ACCOMMODATION	DURATION AT DESTINATION (NIGHTS)									TOTAL
	0	1	2	3-7	8-14	15-28	29-56	OVER 56	NOT STATED	
HOTEL/MOTEL	-	0.036	0.039	0.060	0.014	0.002	0.002	0.001	0.006	0.159
FRIENDS HOME	-	0.085	0.095	0.127	0.038	0.013	0.003	0.001	0.012	0.373
CARAVAN/TENT	-	0.009	0.020	0.038	0.015	0.004	0.000	0.001	0.000	0.087
OTHER	-	0.012	0.026	0.017	0.012	0.005	0.000	0.001	0.002	0.074
NOT STATED	0.284	0.004	0.000	0.004	0.001	0.000	0.001	0.000	0.012	0.307
TOTAL	0.284	0.145	0.180	0.245	0.080	0.024	0.006	0.004	0.031	1.000

BUREAU OF TRANSPORT ECONOMICS  
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STATISTICAL SUMMARY - RELATIVE VALUES

WESTERN AUSTRALIA  
JULY 1977 - JUNE 1978  
TRIPS MADE ... 3649689

TABLE 6. TRIP PROPORTIONS BY TOTAL DURATION AND VEHICLE TYPE

DURATION (NIGHTS)	VEHICLE TYPE								NOT STATED	TOTAL
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER		
0	0.008	0.001	0.206	0.016	0.000	0.000	0.000	0.002	0.010	0.244
1	0.005	0.000	0.108	0.003	0.000	0.001	0.000	0.001	0.000	0.119
2	0.006	0.003	0.141	0.002	0.002	0.000	0.002	0.001	0.000	0.156
3-7	0.015	0.008	0.203	0.004	0.000	0.001	0.004	0.005	0.001	0.242
8-14	0.010	0.002	0.065	0.002	0.000	0.001	0.002	0.000	0.000	0.082
15-28	0.003	0.002	0.025	0.002	0.000	0.000	0.001	0.000	0.000	0.033
29-56	0.004	0.002	0.017	0.000	0.000	0.000	0.000	0.002	0.000	0.025
OVER 56	0.001	0.000	0.004	0.000	0.000	0.000	0.000	0.000	0.000	0.005
NOT STATED	0.007	0.002	0.075	0.005	0.000	0.000	0.002	0.000	0.005	0.095
TOTAL	0.059	0.019	0.844	0.034	0.002	0.003	0.011	0.011	0.016	1.000

TABLE 7. TRIP PROPORTIONS BY FARES PAID AND VEHICLE TYPE

FARES PAID	VEHICLE TYPE								NOT STATED	TOTAL
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER		
NO FARES	0.004	0.006	0.494	0.016	0.001	0.001	0.002	0.006	0.004	0.534
HOUSEHOLD	0.025	0.010	0.209	0.000	0.002	0.001	0.007	0.003	0.001	0.259
EMPLOYER	0.023	0.001	0.071	0.013	0.000	0.000	0.000	0.002	0.000	0.110
OTHER	0.005	0.001	0.019	0.000	0.000	0.000	0.001	0.000	0.000	0.027
NOT STATED	0.002	0.001	0.051	0.005	0.000	0.000	0.001	0.001	0.010	0.071
TOTAL	0.059	0.019	0.844	0.034	0.002	0.003	0.011	0.011	0.016	1.000

TABLE 8. TRIP PROPORTIONS BY DISTANCE AND VEHICLE TYPE

DISTANCE (KM)	VEHICLE TYPE								NOT STATED	TOTAL
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER		
INTRA-LGA	0.001	0.000	0.014	0.004	0.000	0.000	0.000	0.000	0.000	0.019
0-100	0.000	0.000	0.184	0.004	0.000	0.001	0.001	0.001	0.006	0.197
101-150	0.000	0.001	0.107	0.004	0.000	0.001	0.000	0.000	0.004	0.118
151-200	0.000	0.001	0.125	0.006	0.002	0.000	0.001	0.000	0.001	0.137
201-300	0.002	0.003	0.154	0.008	0.000	0.000	0.001	0.001	0.004	0.174
301-400	0.010	0.009	0.109	0.001	0.000	0.000	0.002	0.003	0.000	0.135
401-600	0.006	0.002	0.062	0.000	0.000	0.000	0.003	0.003	0.000	0.076
601-800	0.001	0.000	0.019	0.000	0.000	0.000	0.000	0.000	0.000	0.021
801-1000	0.002	0.000	0.012	0.001	0.000	0.000	0.000	0.000	0.000	0.016
OVER 1000	0.037	0.002	0.058	0.004	0.000	0.001	0.002	0.002	0.000	0.106
TOTAL	0.059	0.019	0.844	0.034	0.002	0.003	0.011	0.011	0.016	1.000

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WESTERN AUSTRALIA  
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TABLE 9. TRIP PROPORTIONS BY INCOME AND VEHICLE TYPE

INCOME GROUP	VEHICLE TYPE									TOTAL
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED	
\$0-2000	0.001	0.000	0.005	0.000	0.000	0.000	0.000	0.000	0.000	0.006
\$2001-4000	0.001	0.001	0.016	0.001	0.000	0.000	0.002	0.000	0.000	0.021
\$4001-6000	0.002	0.001	0.036	0.001	0.000	0.000	0.002	0.000	0.001	0.043
\$6001-8000	0.004	0.002	0.061	0.003	0.000	0.000	0.000	0.001	0.000	0.071
\$8001-10000	0.002	0.004	0.106	0.004	0.000	0.000	0.001	0.002	0.000	0.120
\$10001-15000	0.008	0.005	0.221	0.006	0.000	0.001	0.003	0.000	0.004	0.249
\$15001-20000	0.014	0.001	0.146	0.004	0.000	0.001	0.000	0.000	0.000	0.166
\$20001-25000	0.011	0.002	0.096	0.001	0.002	0.000	0.001	0.000	0.000	0.113
\$25001-30000	0.004	0.000	0.041	0.003	0.000	0.000	0.000	0.002	0.000	0.050
OVER \$30000	0.009	0.001	0.065	0.010	0.000	0.001	0.000	0.002	0.009	0.097
NOT STATED	0.004	0.001	0.051	0.002	0.000	0.000	0.001	0.003	0.001	0.064
TOTAL	0.059	0.019	0.844	0.034	0.002	0.003	0.011	0.011	0.016	1.000

TABLE 10. TRIP PROPORTIONS BY DESTINATION REGION AND VEHICLE TYPE

DESTINATION REGION	VEHICLE TYPE									TOTAL
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED	
REGION 608	0.014	0.008	0.328	0.013	0.000	0.001	0.005	0.003	0.004	0.376
REGION 602	0.000	0.002	0.128	0.001	0.000	0.000	0.000	0.000	0.007	0.138
REGION 601	0.004	0.003	0.100	0.003	0.000	0.000	0.002	0.000	0.003	0.115
REGION 607	0.003	0.002	0.096	0.004	0.000	0.001	0.000	0.003	0.001	0.109
REGION 604	0.000	0.000	0.058	0.002	0.002	0.000	0.000	0.001	0.000	0.063
REGION 605	0.006	0.001	0.039	0.001	0.000	0.000	0.000	0.000	0.000	0.046
REGION 603	0.005	0.000	0.029	0.001	0.000	0.000	0.002	0.000	0.000	0.037
REGION 609	0.001	0.001	0.021	0.004	0.000	0.000	0.000	0.001	0.000	0.028
REGION 606	0.001	0.000	0.010	0.003	0.000	0.000	0.000	0.001	0.000	0.015
REGION 311	0.005	0.000	0.006	0.002	0.000	0.000	0.000	0.000	0.000	0.013
REGION 214	0.005	0.000	0.003	0.000	0.000	0.000	0.001	0.000	0.000	0.012
REGION 501	0.005	0.000	0.004	0.000	0.000	0.000	0.001	0.000	0.000	0.010
REGION 801	0.002	0.001	0.005	0.000	0.000	0.000	0.000	0.000	0.000	0.008
REGION 701	0.001	0.000	0.001	0.000	0.000	0.000	0.000	0.002	0.000	0.004
REGION 403	0.000	0.000	0.003	0.000	0.000	0.000	0.000	0.000	0.000	0.003
REGION 302	0.000	0.000	0.002	0.000	0.000	0.000	0.000	0.000	0.000	0.002
REGION 402	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.002
REGION 310	0.000	0.000	0.002	0.000	0.000	0.000	0.000	0.000	0.000	0.002
REGION 203	0.000	0.000	0.002	0.000	0.000	0.000	0.000	0.000	0.000	0.002
REGION 506	0.000	0.000	0.000	0.002	0.000	0.000	0.000	0.000	0.000	0.002
OTHER REGIONS	0.006	0.000	0.006	0.000	0.000	0.001	0.001	0.000	0.000	0.013
TOTAL	0.059	0.019	0.844	0.034	0.002	0.003	0.011	0.011	0.016	1.000

BUREAU OF TRANSPORT ECONOMICS  
NATIONAL TRAVEL SURVEY 1977/78  
STATISTICAL SUMMARY - RELATIVE VALUES

TASMANIA  
JULY 1977 - JUNE 1978  
TRIPS MADE ... 2548663

TRIP GENERATION SUMMARY

GENERATION RATE ..... 11.743  
H'HOLDS IN TAS ..... 121832  
  
TRIPS MADE ..... 2548663  
RELATIVE ERROR ..... 10.137

TABLE 1. VEHICLE AVAILABILITY (HOUSEHOLD BASIS)

	VEHICLES AVAILABLE						NOT STATED	TOTAL
	0	1	2	3	4	OVER 4		
PROPORTION	0.098	0.417	0.299	0.085	0.038	0.020	0.042	1.000
RELATIVE ERROR	0.087	0.034	0.044	0.094	0.142	0.202	0.136	

TABLE 2. TRIP PROPORTIONS BY INCOME AND HOUSEHOLD SIZE

INCOME GROUP	HOUSEHOLD SIZE										NOT STATED	TOTAL	TRIPS /H'HOLD	REL ERROR
	1	2	3	4	5	6	7	8	9	OVER 9				
\$0-2000	0.003	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.003	0.506	0.401
\$2001-4000	0.010	0.021	0.005	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.036	0.702	0.295
\$4001-6000	0.007	0.027	0.002	0.005	0.010	0.001	0.000	0.000	0.000	0.000	0.000	0.052	0.904	0.247
\$6001-8000	0.001	0.021	0.012	0.013	0.025	0.003	0.009	0.002	0.000	0.000	0.000	0.087	1.706	0.259
\$8001-10000	0.002	0.026	0.040	0.023	0.022	0.008	0.006	0.003	0.000	0.000	0.000	0.130	1.602	0.189
\$10001-15000	0.005	0.037	0.064	0.064	0.042	0.008	0.009	0.000	0.000	0.000	0.000	0.228	1.828	0.176
\$15001-20000	0.003	0.056	0.024	0.069	0.048	0.022	0.000	0.000	0.000	0.000	0.000	0.222	2.583	0.187
\$20001-25000	0.001	0.038	0.018	0.040	0.025	0.013	0.000	0.002	0.000	0.000	0.000	0.138	3.210	0.211
\$25001-30000	0.000	0.004	0.012	0.013	0.005	0.005	0.000	0.000	0.000	0.000	0.000	0.039	2.396	0.289
OVER \$30000	0.000	0.008	0.009	0.016	0.002	0.000	0.004	0.000	0.000	0.000	0.000	0.039	2.357	0.246
NOT STATED	0.002	0.009	0.005	0.003	0.003	0.000	0.000	0.000	0.000	0.000	0.002	0.025	0.613	0.300
TOTAL	0.035	0.248	0.191	0.245	0.182	0.060	0.029	0.007	0.000	0.000	0.003	1.000		
AVE TRIPS/H'HOLD	0.412	1.461	1.913	2.149	3.066	2.490	3.165	1.185	0.000	0.000	0.465			
RELATIVE ERROR	0.204	0.164	0.207	0.184	0.218	0.259	0.409	0.577	0.000*	0.000*	0.891			

## BUREAU OF TRANSPORT ECONOMICS

TASMANIA

## NATIONAL TRAVEL SURVEY 1977/78

JULY 1977 - JUNE 1978

## STATISTICAL SUMMARY - RELATIVE VALUES

TRIPS MADE ... 2548663

TABLE 3. TRIP PROPORTIONS BY PURPOSE AND VEHICLE TYPE

PURPOSE	VEHICLE TYPE								NOT STATED	TOTAL
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER		
DELIVER FREIGHT	0.000	0.000	0.010	0.026	0.000	0.000	0.000	0.000	0.000	0.035
OTHER BUSINESS	0.017	0.002	0.133	0.001	0.000	0.000	0.000	0.000	0.002	0.156
VISITING FRIENDS	0.021	0.002	0.205	0.000	0.000	0.001	0.004	0.005	0.000	0.239
RECREATION	0.008	0.003	0.180	0.002	0.001	0.002	0.002	0.000	0.002	0.199
HOLIDAY	0.016	0.005	0.143	0.000	0.000	0.001	0.001	0.002	0.003	0.172
PERSONAL AFFAIRS	0.004	0.005	0.109	0.000	0.000	0.000	0.000	0.000	0.000	0.119
OTHER	0.008	0.003	0.047	0.000	0.000	0.000	0.000	0.000	0.000	0.059
NOT STATED	0.000	0.000	0.019	0.000	0.000	0.000	0.003	0.000	0.000	0.022
TOTAL	0.073	0.020	0.845	0.029	0.001	0.005	0.011	0.008	0.008	1.000

TABLE 4. TRIP PROPORTIONS BY PARTY SIZE AND VEHICLE TYPE

PARTY SIZE	VEHICLE TYPE								NOT STATED	TOTAL
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER		
1 PERSON	0.040	0.010	0.212	0.023	0.001	0.001	0.005	0.000	0.004	0.297
2 PERSONS	0.018	0.006	0.225	0.006	0.000	0.002	0.005	0.000	0.000	0.264
3 PERSONS	0.001	0.002	0.122	0.000	0.000	0.000	0.000	0.000	0.002	0.126
4 PERSONS	0.009	0.002	0.151	0.000	0.000	0.002	0.000	0.005	0.002	0.172
5 PERSONS	0.005	0.000	0.099	0.000	0.000	0.000	0.000	0.002	0.000	0.105
6 PERSONS	0.000	0.000	0.017	0.000	0.000	0.000	0.000	0.000	0.000	0.017
7 PERSONS	0.000	0.000	0.019	0.000	0.000	0.000	0.000	0.000	0.000	0.019
8 PERSONS	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
9 PERSONS	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
OVER 9 PERSONS	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
TOTAL	0.073	0.020	0.845	0.029	0.001	0.005	0.011	0.008	0.008	1.000

TABLE 5. TRIP PROPORTIONS BY ACCOMMODATION AND DURATION AT DESTINATION

ACCOMMODATION	DURATION AT DESTINATION (NIGHTS)								NOT STATED	TOTAL
	0	1	2	3-7	8-14	15-28	29-56	OVER 56		
HOTEL/MOTEL	-	0.047	0.038	0.061	0.002	0.001	0.000	0.000	0.003	0.151
FRIENDS HOME	-	0.044	0.084	0.096	0.020	0.017	0.005	0.000	0.010	0.277
CARAVAN/TENT	-	0.016	0.030	0.032	0.004	0.003	0.001	0.000	0.000	0.087
OTHER	-	0.016	0.035	0.037	0.009	0.001	0.000	0.000	0.000	0.098
NOT STATED	0.374	0.000	0.000	0.000	0.001	0.001	0.000	0.000	0.010	0.387
TOTAL	0.374	0.123	0.187	0.226	0.036	0.024	0.007	0.000	0.023	1.000



BUREAU OF TRANSPORT ECONOMICS  
NATIONAL TRAVEL SURVEY 1977/78  
STATISTICAL SUMMARY - RELATIVE VALUES

TASMANIA  
JULY 1977 - JUNE 1978  
TRIPS MADE ... 2548663

TABLE 6. TRIP PROPORTIONS BY TOTAL DURATION AND VEHICLE TYPE

DURATION (NIGHTS)	VEHICLE TYPE									TOTAL
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED	
0	0.002	0.002	0.271	0.026	0.001	0.000	0.000	0.000	0.001	0.304
1	0.004	0.002	0.107	0.000	0.000	0.000	0.000	0.000	0.000	0.114
2	0.009	0.001	0.161	0.001	0.000	0.000	0.000	0.004	0.001	0.179
3-7	0.027	0.005	0.154	0.000	0.000	0.002	0.002	0.004	0.005	0.200
8-14	0.006	0.002	0.022	0.000	0.000	0.001	0.003	0.000	0.000	0.034
15-28	0.011	0.002	0.013	0.000	0.000	0.001	0.001	0.000	0.000	0.028
29-56	0.003	0.000	0.002	0.000	0.000	0.000	0.000	0.000	0.000	0.005
OVER 56	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
NOT STATED	0.011	0.006	0.113	0.001	0.000	0.000	0.004	0.000	0.001	0.137
TOTAL	0.073	0.020	0.845	0.029	0.001	0.005	0.011	0.008	0.008	1.000

TABLE 7. TRIP PROPORTIONS BY FARES PAID AND VEHICLE TYPE

FARES PAID	VEHICLE TYPE									TOTAL
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED	
NO FARES	0.002	0.002	0.528	0.013	0.000	0.001	0.000	0.008	0.005	0.560
HOUSEHOLD	0.045	0.015	0.201	0.000	0.000	0.003	0.009	0.000	0.002	0.276
EMPLOYER	0.015	0.000	0.070	0.016	0.000	0.000	0.000	0.000	0.000	0.101
OTHER	0.006	0.002	0.004	0.000	0.000	0.000	0.000	0.000	0.000	0.014
NOT STATED	0.005	0.000	0.040	0.000	0.000	0.000	0.001	0.000	0.000	0.049
TOTAL	0.073	0.020	0.845	0.029	0.001	0.005	0.011	0.008	0.008	1.000

TABLE 8. TRIP PROPORTIONS BY DISTANCE AND VEHICLE TYPE

DISTANCE (KM)	VEHICLE TYPE									TOTAL
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED	
INTRA-LGA	0.000	0.000	0.013	0.000	0.000	0.000	0.000	0.000	0.000	0.013
0-100	0.000	0.009	0.326	0.019	0.001	0.002	0.001	0.004	0.003	0.365
101-150	0.000	0.001	0.145	0.007	0.000	0.001	0.001	0.004	0.001	0.160
151-200	0.001	0.005	0.173	0.002	0.000	0.000	0.003	0.000	0.000	0.186
201-300	0.001	0.002	0.133	0.001	0.000	0.000	0.003	0.000	0.000	0.142
301-400	0.007	0.000	0.000	0.000	0.000	0.001	0.000	0.000	0.000	0.009
401-600	0.033	0.000	0.017	0.000	0.000	0.000	0.001	0.000	0.002	0.054
601-800	0.004	0.000	0.002	0.000	0.000	0.000	0.000	0.000	0.000	0.006
801-1000	0.009	0.001	0.017	0.000	0.000	0.000	0.001	0.000	0.000	0.028
OVER 1000	0.018	0.001	0.019	0.000	0.000	0.000	0.001	10.000	0.001	0.040
TOTAL	0.073	0.020	0.845	0.029	0.001	0.005	0.011	0.008	0.008	1.000

## BUREAU OF TRANSPORT ECONOMICS

TASMANIA

## NATIONAL TRAVEL SURVEY 1977/78

JULY 1977 - JUNE 1978

## STATISTICAL SUMMARY - RELATIVE VALUES

TRIPS MADE ... 2548663

TABLE 9. TRIP PROPORTIONS BY INCOME AND VEHICLE TYPE

INCOME GROUP	VEHICLE TYPE									TOTAL
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED	
\$0-2000	0.001	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.003
\$2001-4000	0.005	0.007	0.019	0.000	0.000	0.000	0.005	0.000	0.000	0.036
\$4001-6000	0.001	0.003	0.045	0.000	0.000	0.000	0.002	0.000	0.000	0.052
\$6001-8000	0.006	0.002	0.072	0.000	0.000	0.000	0.000	0.006	0.000	0.087
\$8001-10000	0.011	0.000	0.113	0.003	0.000	0.000	0.000	0.000	0.002	0.130
\$10001-15000	0.015	0.002	0.201	0.003	0.000	0.003	0.002	0.000	0.003	0.228
\$15001-20000	0.014	0.004	0.186	0.016	0.001	0.001	0.000	0.000	0.000	0.222
\$20001-25000	0.008	0.000	0.123	0.003	0.000	0.000	0.000	0.002	0.002	0.138
\$25001-30000	0.004	0.000	0.035	0.000	0.000	0.000	0.000	0.000	0.000	0.039
OVER \$30000	0.008	0.000	0.028	0.004	0.000	0.000	0.000	0.000	0.000	0.039
NOT STATED	0.001	0.001	0.021	0.000	0.000	0.000	0.001	0.000	0.000	0.025
TOTAL	0.073	0.020	0.845	0.029	0.001	0.005	0.011	0.008	0.008	1.000

TABLE 10. TRIP PROPORTIONS BY DESTINATION REGION AND VEHICLE TYPE

DESTINATION REGION	VEHICLE TYPE									TOTAL
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED	
REGION 703	0.001	0.006	0.303	0.003	0.000	0.001	0.003	0.003	0.000	0.321
REGION 701	0.001	0.010	0.286	0.007	0.000	0.002	0.003	0.000	0.000	0.310
REGION 702	0.001	0.001	0.168	0.016	0.001	0.000	0.001	0.005	0.003	0.197
REGION 311	0.037	0.000	0.003	0.000	0.000	0.002	0.001	0.000	0.000	0.044
REGION 704	0.001	0.000	0.034	0.002	0.000	0.000	0.000	0.000	0.000	0.037
REGION 304	0.000	0.000	0.016	0.000	0.000	0.000	0.000	0.000	0.000	0.016
REGION 214	0.010	0.001	0.002	0.000	0.000	0.000	0.001	0.000	0.001	0.015
REGION 206	0.000	0.000	0.012	0.000	0.000	0.000	0.000	0.000	0.002	0.014
REGION 608	0.001	0.000	0.005	0.000	0.000	0.000	0.000	0.000	0.000	0.007
REGION 501	0.004	0.000	0.002	0.000	0.000	0.000	0.000	0.000	0.000	0.006
REGION 402	0.004	0.000	0.002	0.000	0.000	0.000	0.001	0.000	0.000	0.006
REGION 101	0.003	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.004
REGION 302	0.000	0.000	0.003	0.000	0.000	0.000	0.000	0.000	0.000	0.003
REGION 211	0.003	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.003
REGION 301	0.003	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.003
REGION 401	0.001	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.003
REGION 406	0.000	0.000	0.003	0.000	0.000	0.000	0.000	0.000	0.000	0.003
REGION 202	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.001
REGION 504	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.001
REGION 215	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.001
OTHER REGIONS	0.004	0.000	0.002	0.000	0.000	0.000	0.000	0.000	0.000	0.006
TOTAL	0.073	0.020	0.845	0.029	0.001	0.005	0.011	0.008	0.008	1.000

BUREAU OF TRANSPORT ECONOMICS  
NATIONAL TRAVEL SURVEY 1977/78  
STATISTICAL SUMMARY - RELATIVE VALUES

NORTHERN TERRITORY  
JULY 1977 - JUNE 1978  
TRIPS MADE ... 245220

TRIP GENERATION SUMMARY

GENERATION RATE ..... 10.893  
H'HOLDS IN NT ..... 22885  
  
TRIPS MADE ..... 245220  
RELATIVE ERROR ..... 10.137

TABLE 1. VEHICLE AVAILABILITY (HOUSEHOLD BASIS)

	VEHICLES AVAILABLE						NOT STATED	TOTAL
	0	1	2	3	4	OVER 4		
PROPORTION	0.024	0.306	0.396	0.131	0.045	0.078	0.020	1.000
RELATIVE ERROR	0.286	0.067	0.055	0.114	0.204	0.152	0.313	

TABLE 2. TRIP PROPORTIONS BY INCOME AND HOUSEHOLD SIZE

INCOME GROUP	HOUSEHOLD SIZE										NOT STATED	TOTAL	TRIPS /H'HOLD	REL ERROR
	1	2	3	4	5	6	7	8	9	OVER 9				
\$0-2000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000*
\$2001-4000	0.000	0.028	0.001	0.003	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.032	1.613	0.675
\$4001-6000	0.003	0.000	0.004	0.003	0.000	0.000	0.007	0.000	0.000	0.000	0.000	0.017	0.466	0.492
\$6001-8000	0.004	0.004	0.030	0.003	0.000	0.009	0.000	0.000	0.000	0.000	0.000	0.051	0.679	0.597
\$8001-10000	0.010	0.013	0.009	0.014	0.014	0.000	0.010	0.000	0.001	0.000	0.000	0.072	0.623	0.299
\$10001-15000	0.013	0.074	0.062	0.062	0.052	0.007	0.009	0.000	0.000	0.000	0.000	0.280	0.980	0.243
\$15001-20000	0.001	0.035	0.036	0.049	0.020	0.030	0.000	0.001	0.000	0.000	0.000	0.174	0.861	0.222
\$20001-25000	0.000	0.035	0.013	0.041	0.016	0.010	0.000	0.001	0.001	0.000	0.000	0.117	0.786	0.192
\$25001-30000	0.000	0.012	0.006	0.017	0.030	0.000	0.000	0.000	0.000	0.000	0.000	0.065	0.825	0.280
OVER \$30000	0.000	0.006	0.019	0.026	0.014	0.014	0.001	0.004	0.000	0.026	0.000	0.112	1.240	0.276
NOT STATED	0.003	0.009	0.013	0.010	0.006	0.039	0.000	0.000	0.000	0.000	0.000	0.080	1.396	0.435
TOTAL	0.035	0.214	0.194	0.229	0.154	0.110	0.028	0.007	0.003	0.026	0.000	1.000		
AVE TRIPS/H'HOLD	0.368	0.751	1.106	0.756	1.060	1.618	1.568	0.825	0.220	5.940	0.000			
RELATIVE ERROR	0.382	0.355	0.487	0.257	0.292	0.511	0.707	0.776	0.969	1.522	0.000*			

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NORTHERN TERRITORY  
JULY 1977 - JUNE 1978  
TRIPS MADE ... 245220

TABLE 3. TRIP PROPORTIONS BY PURPOSE AND VEHICLE TYPE

PURPOSE	VEHICLE TYPE									TOTAL
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED	
DELIVER FREIGHT	0.001	0.000	0.001	0.016	0.000	0.000	0.000	0.000	0.000	0.019
OTHER BUSINESS	0.138	0.001	0.148	0.074	0.000	0.000	0.000	0.000	0.000	0.361
VISITING FRIENDS	0.038	0.000	0.043	0.004	0.000	0.000	0.000	0.000	0.000	0.086
RECREATION	0.014	0.006	0.130	0.014	0.003	0.000	0.000	0.020	0.001	0.190
HOLIDAY	0.099	0.000	0.067	0.000	0.000	0.000	0.000	0.000	0.000	0.165
PERSONAL AFFAIRS	0.029	0.001	0.065	0.000	0.000	0.000	0.000	0.000	0.000	0.096
OTHER	0.042	0.001	0.028	0.001	0.000	0.001	0.000	0.006	0.001	0.081
NOT STATED	0.003	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.003
TOTAL	0.364	0.010	0.483	0.110	0.003	0.001	0.000	0.026	0.003	1.000

TABLE 4. TRIP PROPORTIONS BY PARTY SIZE AND VEHICLE TYPE

PARTY SIZE	VEHICLE TYPE									TOTAL
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED	
1 PERSON	0.191	0.004	0.135	0.035	0.003	0.001	0.000	0.006	0.003	0.378
2 PERSONS	0.055	0.000	0.101	0.023	0.000	0.000	0.000	0.003	0.000	0.183
3 PERSONS	0.043	0.000	0.113	0.000	0.000	0.000	0.000	0.017	0.000	0.174
4 PERSONS	0.035	0.006	0.070	0.035	0.000	0.000	0.000	0.000	0.000	0.145
5 PERSONS	0.022	0.000	0.036	0.007	0.000	0.000	0.000	0.000	0.000	0.065
6 PERSONS	0.017	0.000	0.017	0.000	0.000	0.000	0.000	0.000	0.000	0.035
7 PERSONS	0.000	0.000	0.010	0.010	0.000	0.000	0.000	0.000	0.000	0.020
8 PERSONS	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
9 PERSONS	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
OVER 9 PERSONS	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
TOTAL	0.364	0.010	0.483	0.110	0.003	0.001	0.000	0.026	0.003	1.000

TABLE 5. TRIP PROPORTIONS BY ACCOMMODATION AND DURATION AT DESTINATION

ACCOMMODATION	DURATION AT DESTINATION (NIGHTS)									TOTAL
	0	1	2	3-7	8-14	15-28	29-56	OVER 56	NOT STATED	
HOTEL/MOTEL	-	0.035	0.036	0.067	0.048	0.016	0.009	0.000	0.007	0.217
FRIENDS HOME	-	0.023	0.028	0.042	0.077	0.032	0.017	0.000	0.028	0.246
CARAVAN/TENT	-	0.041	0.036	0.030	0.004	0.004	0.000	0.000	0.000	0.116
OTHER	-	0.049	0.010	0.084	0.013	0.023	0.000	0.000	0.003	0.183
NOT STATED	0.229	0.000	0.000	0.009	0.000	0.000	0.000	0.000	0.000	0.238
TOTAL	0.229	0.148	0.110	0.232	0.142	0.075	0.026	0.000	0.038	1.000

## BUREAU OF TRANSPORT ECONOMICS

NORTHERN TERRITORY

NATIONAL TRAVEL SURVEY 1977/78

JULY 1977 - JUNE 1978

## STATISTICAL SUMMARY - RELATIVE VALUES

TRIPS MADE ... 245220

TABLE 6. TRIP PROPORTIONS BY TOTAL DURATION AND VEHICLE TYPE

DURATION (NIGHTS)	VEHICLE TYPE									TOTAL
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED	
0	0.014	0.000	0.101	0.061	0.000	0.000	0.000	0.000	0.000	0.177
1	0.022	0.006	0.057	0.017	0.001	0.000	0.000	0.020	0.000	0.123
2	0.026	0.000	0.059	0.009	0.000	0.000	0.000	0.000	0.000	0.094
3-7	0.087	0.000	0.078	0.016	0.000	0.000	0.000	0.006	0.001	0.188
8-14	0.094	0.000	0.062	0.001	0.001	0.001	0.000	0.000	0.000	0.161
15-28	0.046	0.001	0.030	0.003	0.000	0.000	0.000	0.000	0.000	0.081
29-56	0.032	0.001	0.025	0.000	0.000	0.000	0.000	0.000	0.000	0.058
OVER 56	0.000	0.000	0.013	0.000	0.000	0.000	0.000	0.000	0.000	0.013
NOT STATED	0.042	0.001	0.057	0.003	0.000	0.000	0.000	0.000	0.001	0.104
TOTAL	0.364	0.010	0.483	0.110	0.003	0.001	0.000	0.026	0.003	1.000

TABLE 7. TRIP PROPORTIONS BY FARES PAID AND VEHICLE TYPE

FARES PAID	VEHICLE TYPE									TOTAL
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED	
NO FARES	0.014	0.000	0.239	0.093	0.000	0.001	0.000	0.020	0.000	0.368
HOUSEHOLD	0.159	0.010	0.123	0.001	0.003	0.000	0.000	0.000	0.001	0.299
EMPLOYER	0.148	0.000	0.094	0.012	0.000	0.000	0.000	0.000	0.000	0.254
OTHER	0.030	0.000	0.013	0.000	0.000	0.000	0.000	0.006	0.000	0.049
NOT STATED	0.012	0.000	0.013	0.004	0.000	0.000	0.000	0.000	0.001	0.030
TOTAL	0.364	0.010	0.483	0.110	0.003	0.001	0.000	0.026	0.003	1.000

TABLE 8. TRIP PROPORTIONS BY DISTANCE AND VEHICLE TYPE

DISTANCE (KM)	VEHICLE TYPE									TOTAL
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED	
INTRA-LGA	0.003	0.000	0.017	0.061	0.000	0.000	0.000	0.017	0.001	0.100
0-100	0.016	0.006	0.157	0.022	0.000	0.000	0.000	0.000	0.000	0.200
101-150	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
151-200	0.001	0.000	0.049	0.001	0.001	0.000	0.000	0.006	0.000	0.059
201-300	0.007	0.000	0.026	0.001	0.000	0.000	0.000	0.000	0.000	0.035
301-400	0.000	0.000	0.006	0.001	0.000	0.000	0.000	0.000	0.000	0.007
401-600	0.006	0.000	0.036	0.009	0.000	0.001	0.000	0.000	0.000	0.052
601-800	0.023	0.001	0.017	0.004	0.000	0.000	0.000	0.000	0.000	0.046
801-1000	0.007	0.000	0.003	0.000	0.000	0.000	0.000	0.000	0.000	0.010
OVER 1000	0.300	0.003	0.171	0.010	0.001	0.000	0.000	10.003	0.001	0.490
TOTAL	0.364	0.010	0.483	0.110	0.003	0.001	0.000	0.026	0.003	1.000

## BUREAU OF TRANSPORT ECONOMICS

NORTHERN TERRITORY

## NATIONAL TRAVEL SURVEY 1977/78

JULY 1977 - JUNE 1978

## STATISTICAL SUMMARY - RELATIVE VALUES

TRIPS MADE ... 245220

TABLE 9. TRIP PROPORTIONS BY INCOME AND VEHICLE TYPE

INCOME GROUP	VEHICLE TYPE									TOTAL
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED	
\$0-2000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
\$2001-4000	0.003	0.000	0.029	0.000	0.000	0.000	0.000	0.000	0.000	0.032
\$4001-6000	0.004	0.000	0.013	0.000	0.000	0.000	0.000	0.000	0.000	0.017
\$6001-8000	0.032	0.000	0.014	0.003	0.001	0.000	0.000	0.000	0.000	0.051
\$8001-10000	0.010	0.007	0.038	0.012	0.000	0.000	0.000	0.006	0.000	0.072
\$10001-15000	0.078	0.001	0.181	0.019	0.000	0.000	0.000	0.000	0.000	0.280
\$15001-20000	0.075	0.000	0.077	0.003	0.000	0.001	0.000	0.017	0.000	0.174
\$20001-25000	0.059	0.000	0.039	0.016	0.000	0.000	0.000	0.003	0.000	0.117
\$25001-30000	0.039	0.000	0.019	0.006	0.000	0.000	0.000	0.000	0.001	0.065
OVER \$30000	0.048	0.001	0.043	0.017	0.001	0.000	0.000	0.000	0.000	0.112
NOT STATED	0.014	0.000	0.029	0.035	0.000	0.000	0.000	0.000	0.001	0.080
TOTAL	0.364	0.010	0.483	0.110	0.003	0.001	0.000	0.026	0.003	1.000

TABLE 10. TRIP PROPORTIONS BY DESTINATION REGION AND VEHICLE TYPE

DESTINATION REGION	VEHICLE TYPE									TOTAL
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED	
REGION 801	0.064	0.000	0.207	0.020	0.001	0.001	0.000	0.023	0.000	0.317
REGION 802	0.028	0.006	0.113	0.083	0.000	0.000	0.000	0.000	0.001	0.230
REGION 501	0.112	0.003	0.017	0.000	0.001	0.000	0.000	0.000	0.000	0.133
REGION 608	0.039	0.000	0.010	0.000	0.000	0.000	0.000	0.000	0.000	0.049
REGION 407	0.000	0.000	0.048	0.000	0.000	0.000	0.000	0.000	0.000	0.048
REGION 311	0.017	0.000	0.020	0.003	0.000	0.000	0.000	0.000	0.000	0.041
REGION 214	0.028	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.029
REGION 408	0.010	0.000	0.016	0.000	0.000	0.000	0.000	0.000	0.000	0.026
REGION 401	0.014	0.000	0.007	0.000	0.000	0.000	0.000	0.000	0.000	0.022
REGION 302	0.000	0.000	0.019	0.001	0.000	0.000	0.000	0.000	0.000	0.020
REGION 409	0.001	0.001	0.009	0.003	0.000	0.000	0.000	0.000	0.000	0.014
REGION 405	0.012	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.012
REGION 606	0.001	0.000	0.007	0.000	0.000	0.000	0.000	0.000	0.000	0.009
REGION 701	0.009	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.009
REGION 101	0.007	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.007
REGION 213	0.007	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.007
REGION 406	0.003	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.003
REGION 504	0.001	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.003
REGION 506	0.000	0.000	0.003	0.000	0.000	0.000	0.000	0.000	0.000	0.003
REGION 507	0.003	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.003
OTHER REGIONS	0.007	0.000	0.003	0.000	0.000	0.000	0.000	0.003	0.001	0.014
TOTAL	0.364	0.010	0.483	0.110	0.003	0.001	0.000	0.026	0.003	1.000

BUREAU OF TRANSPORT ECONOMICS  
NATIONAL TRAVEL SURVEY 1977/78  
STATISTICAL SUMMARY - RELATIVE VALUES

AUSTRALIA  
JULY 1977 - JUNE 1978  
TRIPS MADE ... 58725279

TRIP GENERATION SUMMARY

GENERATION RATE ..... 1.176  
H'OLDS IN AUSTRALIA .... 4160233  
  
TRIPS MADE ..... 58725279  
RELATIVE ERROR ..... 0.026

TABLE 1. VEHICLE AVAILABILITY (HOUSEHOLD BASIS)

	VEHICLES AVAILABLE						NOT STATED	TOTAL
	0	1	2	3	4	OVER 4		
PROPORTION	0.108	0.427	0.287	0.081	0.030	0.023	0.043	1.000
RELATIVE ERROR	0.018	0.007	0.010	0.020	0.033	0.036	0.030	

TABLE 2. TRIP PROPORTIONS BY INCOME AND HOUSEHOLD SIZE

INCOME GROUP	HOUSEHOLD SIZE										NOT STATED	TOTAL	TRIPS /H' HOLD	REL ERROR
	1	2	3	4	5	6	7	8	9	OVER 9				
\$0-2000	0.001	0.003	0.001	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.007	0.558	0.119
\$2001-4000	0.012	0.012	0.002	0.003	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.032	0.401	0.057
\$4001-6000	0.004	0.025	0.007	0.007	0.004	0.001	0.001	0.000	0.002	0.000	0.000	0.052	0.646	0.056
\$6001-8000	0.005	0.019	0.014	0.016	0.011	0.006	0.002	0.000	0.000	0.000	0.000	0.073	0.959	0.047
\$8001-10000	0.008	0.025	0.022	0.035	0.017	0.008	0.002	0.001	0.000	0.000	0.000	0.118	1.112	0.039
\$10001-15000	0.009	0.043	0.043	0.078	0.050	0.015	0.005	0.003	0.001	0.000	0.000	0.249	1.343	0.034
\$15001-20000	0.003	0.038	0.032	0.050	0.033	0.016	0.004	0.002	0.001	0.000	0.000	0.179	1.500	0.036
\$20001-25000	0.001	0.020	0.019	0.034	0.023	0.010	0.004	0.002	0.001	0.000	0.000	0.114	1.744	0.046
\$25001-30000	0.001	0.008	0.007	0.014	0.013	0.006	0.003	0.002	0.001	0.000	0.000	0.055	1.815	0.057
OVER \$30000	0.001	0.008	0.009	0.017	0.016	0.012	0.004	0.002	0.001	0.001	0.000	0.071	2.183	0.057
NOT STATED	0.003	0.010	0.008	0.013	0.007	0.004	0.001	0.000	0.001	0.000	0.000	0.049	0.762	0.062
TOTAL	0.048	0.212	0.165	0.269	0.175	0.078	0.028	0.013	0.008	0.002	0.002	1.000		
AVE TRIPS/H' HOLD	0.351	0.813	1.228	1.606	1.954	2.172	2.455	2.574	3.119	2.762	0.209			
RELATIVE ERROR	0.066	0.040	0.045	0.043	0.052	0.075	0.115	0.154	0.285	0.269	0.322			

TABLE 3. TRIP PROPORTIONS BY PURPOSE AND VEHICLE TYPE

PURPOSE	VEHICLE TYPE									TOTAL
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED	
DELIVER FREIGHT	0.001	0.000	0.006	0.020	0.000	0.000	0.000	0.000	0.001	0.028
OTHER BUSINESS	0.024	0.001	0.097	0.006	0.000	0.000	0.002	0.001	0.001	0.133
VISITING FRIENDS	0.013	0.003	0.248	0.001	0.001	0.000	0.010	0.001	0.002	0.278
RECREATION	0.004	0.009	0.166	0.002	0.001	0.001	0.004	0.001	0.002	0.189
HOLIDAY	0.010	0.004	0.159	0.001	0.000	0.001	0.005	0.001	0.001	0.180
PERSONAL AFFAIRS	0.006	0.003	0.117	0.001	0.000	0.000	0.004	0.000	0.001	0.133
OTHER	0.004	0.002	0.041	0.001	0.001	0.000	0.002	0.001	0.000	0.052
NOT STATED	0.000	0.001	0.005	0.000	0.000	0.000	0.000	0.000	0.002	0.009
TOTAL	0.062	0.023	0.838	0.031	0.003	0.002	0.027	0.005	0.009	1.000

TABLE 4. TRIP PROPORTIONS BY PARTY SIZE AND VEHICLE TYPE

PARTY SIZE	VEHICLE TYPE									TOTAL
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED	
1 PERSON	0.038	0.013	0.185	0.021	0.002	0.000	0.014	0.003	0.005	0.282
2 PERSONS	0.013	0.006	0.213	0.006	0.001	0.000	0.008	0.000	0.002	0.249
3 PERSONS	0.005	0.001	0.121	0.001	0.000	0.001	0.002	0.001	0.001	0.132
4 PERSONS	0.004	0.001	0.171	0.002	0.000	0.000	0.002	0.001	0.001	0.182
5 PERSONS	0.001	0.001	0.098	0.000	0.000	0.000	0.001	0.000	0.000	0.102
6 PERSONS	0.000	0.000	0.036	0.000	0.000	0.000	0.000	0.000	0.001	0.038
7 PERSONS	0.000	0.000	0.009	0.000	0.000	0.000	0.000	0.000	0.000	0.010
8 PERSONS	0.000	0.000	0.003	0.000	0.000	0.000	0.000	0.000	0.000	0.003
9 PERSONS	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.001
OVER 9 PERSONS	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
TOTAL	0.062	0.023	0.838	0.031	0.003	0.002	0.027	0.005	0.009	1.000

TABLE 5. TRIP PROPORTIONS BY ACCOMMODATION AND DURATION AT DESTINATION

ACCOMMODATION	DURATION AT DESTINATION (NIGHTS)								NOT STATED	TOTAL
	0	1	2	3-7	8-14	15-28	29-56	OVER 56		
HOTEL/MOTEL	-	0.043	0.035	0.049	0.013	0.002	0.001	0.000	0.002	0.144
FRIENDS HOME	-	0.064	0.089	0.114	0.035	0.012	0.003	0.000	0.005	0.323
CARAVAN/TENT	-	0.014	0.028	0.041	0.015	0.006	0.001	0.000	0.002	0.106
OTHER	-	0.015	0.022	0.024	0.014	0.005	0.001	0.000	0.004	0.084
NOT STATED	0.325	0.001	0.002	0.002	0.001	0.001	0.001	0.000	0.011	0.343
TOTAL	0.325	0.137	0.175	0.229	0.077	0.026	0.006	0.001	0.022	1.000



BUREAU OF TRANSPORT ECONOMICS  
NATIONAL TRAVEL SURVEY 1977/78  
STATISTICAL SUMMARY - RELATIVE VALUES

AUSTRALIA  
JULY 1977 - JUNE 1978  
TRIPS MADE ... 58725279

TABLE 6. TRIP PROPORTIONS BY TOTAL DURATION AND VEHICLE TYPE

DURATION (NIGHTS)	VEHICLE TYPE									TOTAL
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED	
0	0.006	0.006	0.232	0.016	0.001	0.000	0.004	0.001	0.003	0.269
1	0.007	0.001	0.107	0.003	0.000	0.000	0.002	0.000	0.001	0.123
2	0.007	0.002	0.145	0.003	0.001	0.000	0.002	0.001	0.001	0.162
3-7	0.021	0.006	0.175	0.003	0.001	0.001	0.008	0.001	0.001	0.216
8-14	0.010	0.002	0.062	0.001	0.000	0.000	0.004	0.000	0.000	0.079
15-28	0.005	0.002	0.030	0.001	0.000	0.000	0.002	0.000	0.000	0.040
29-56	0.002	0.000	0.008	0.000	0.000	0.000	0.001	0.000	0.000	0.010
OVER 56	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.002
NOT STATED	0.004	0.003	0.078	0.004	0.000	0.000	0.005	0.000	0.004	0.098
TOTAL	0.062	0.023	0.838	0.031	0.003	0.002	0.027	0.005	0.009	1.000

TABLE 7. TRIP PROPORTIONS BY FARES PAID AND VEHICLE TYPE

FARES PAID	VEHICLE TYPE									TOTAL
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED	
NO FARES	0.002	0.002	0.533	0.016	0.002	0.000	0.002	0.003	0.004	0.565
HOUSEHOLD	0.031	0.018	0.221	0.002	0.001	0.001	0.019	0.001	0.001	0.296
EMPLOYER	0.023	0.001	0.043	0.012	0.000	0.000	0.001	0.001	0.000	0.080
OTHER	0.004	0.002	0.010	0.000	0.000	0.000	0.002	0.000	0.000	0.019
NOT STATED	0.001	0.001	0.032	0.001	0.000	0.000	0.002	0.000	0.003	0.041
TOTAL	0.062	0.023	0.838	0.031	0.003	0.002	0.027	0.005	0.009	1.000

TABLE 8. TRIP PROPORTIONS BY DISTANCE AND VEHICLE TYPE

DISTANCE (KM)	VEHICLE TYPE									TOTAL
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED	
INTRA-LGA	0.000	0.000	0.009	0.001	0.000	0.000	0.000	0.000	0.000	0.011
0-100	0.001	0.006	0.284	0.010	0.001	0.001	0.006	0.001	0.003	0.312
101-150	0.001	0.005	0.174	0.006	0.000	0.000	0.004	0.000	0.002	0.193
151-200	0.001	0.001	0.095	0.004	0.000	0.000	0.003	0.001	0.001	0.106
201-300	0.004	0.003	0.115	0.004	0.001	0.000	0.003	0.000	0.001	0.131
301-400	0.005	0.003	0.051	0.001	0.000	0.000	0.002	0.000	0.000	0.063
401-600	0.008	0.002	0.040	0.001	0.000	0.000	0.003	0.000	0.000	0.055
601-800	0.019	0.001	0.030	0.002	0.000	0.000	0.003	0.000	0.001	0.057
801-1000	0.003	0.000	0.009	0.000	0.000	0.000	0.001	0.000	0.000	0.015
OVER 1000	0.020	0.002	0.030	0.002	0.000	0.000	0.001	0.001	0.001	0.058
TOTAL	0.062	0.023	0.838	0.031	0.003	0.002	0.027	0.005	0.009	1.000

## BUREAU OF TRANSPORT ECONOMICS

AUSTRALIA

## NATIONAL TRAVEL SURVEY 1977/78

JULY 1977 - JUNE 1978

## STATISTICAL SUMMARY - RELATIVE VALUES

TRIPS MADE ... 58725279

TABLE 9. TRIP PROPORTIONS BY INCOME AND VEHICLE TYPE

INCOME GROUP	VEHICLE TYPE									TOTAL
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED	
\$0-2000	0.001	0.000	0.005	0.000	0.000	0.000	0.001	0.000	0.000	0.007
\$2001-4000	0.002	0.003	0.021	0.001	0.000	0.000	0.004	0.000	0.001	0.032
\$4001-6000	0.002	0.003	0.041	0.002	0.000	0.000	0.004	0.000	0.001	0.052
\$6001-8000	0.003	0.002	0.061	0.003	0.000	0.000	0.003	0.000	0.001	0.073
\$8001-10000	0.004	0.003	0.101	0.006	0.000	0.000	0.003	0.000	0.001	0.118
\$10001-15000	0.011	0.004	0.217	0.008	0.000	0.000	0.005	0.000	0.002	0.249
\$15001-20000	0.014	0.003	0.154	0.004	0.001	0.000	0.002	0.001	0.001	0.179
\$20001-25000	0.008	0.002	0.097	0.002	0.001	0.001	0.001	0.001	0.001	0.114
\$25001-30000	0.006	0.001	0.046	0.001	0.000	0.000	0.001	0.000	0.000	0.055
OVER \$30000	0.009	0.001	0.054	0.003	0.001	0.000	0.001	0.000	0.001	0.071
NOT STATED	0.003	0.001	0.040	0.001	0.000	0.000	0.001	0.000	0.001	0.049
TOTAL	0.062	0.023	0.838	0.031	0.003	0.002	0.027	0.005	0.009	1.000

TABLE 10. TRIP PROPORTIONS BY DESTINATION REGION AND VEHICLE TYPE

DESTINATION REGION	VEHICLE TYPE									TOTAL
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED	
REGION 311	0.009	0.002	0.085	0.005	0.000	0.000	0.004	0.000	0.001	0.106
REGION 214	0.014	0.003	0.059	0.003	0.000	0.000	0.007	0.000	0.001	0.087
REGION 401	0.005	0.001	0.025	0.002	0.000	0.000	0.001	0.000	0.000	0.035
REGION 402	0.002	0.001	0.031	0.000	0.000	0.000	0.001	0.000	0.000	0.035
REGION 211	0.001	0.000	0.027	0.002	0.000	0.000	0.001	0.000	0.000	0.032
REGION 307	0.000	0.000	0.029	0.001	0.000	0.000	0.000	0.000	0.000	0.030
REGION 301	0.000	0.000	0.027	0.000	0.000	0.000	0.001	0.000	0.000	0.029
REGION 608	0.003	0.001	0.022	0.001	0.000	0.000	0.001	0.000	0.000	0.028
REGION 213	0.000	0.000	0.026	0.000	0.000	0.000	0.001	0.000	0.000	0.028
REGION 501	0.004	0.001	0.020	0.001	0.000	0.000	0.001	0.000	0.000	0.028
REGION 306	0.000	0.000	0.022	0.000	0.000	0.000	0.000	0.000	0.000	0.024
REGION 212	0.000	0.001	0.020	0.000	0.000	0.000	0.001	0.000	0.000	0.022
REGION 403	0.000	0.000	0.020	0.000	0.000	0.000	0.000	0.000	0.000	0.022
REGION 303	0.000	0.000	0.019	0.000	0.000	0.000	0.000	0.000	0.000	0.021
REGION 201	0.001	0.001	0.017	0.001	0.000	0.000	0.001	0.000	0.000	0.020
REGION 404	0.001	0.001	0.018	0.000	0.000	0.000	0.000	0.000	0.000	0.020
REGION 208	0.000	0.000	0.017	0.001	0.000	0.000	0.001	0.000	0.000	0.019
REGION 310	0.000	0.000	0.018	0.000	0.000	0.000	0.001	0.000	0.000	0.019
REGION 210	0.001	0.001	0.016	0.000	0.000	0.000	0.000	0.000	0.000	0.019
REGION 101	0.002	0.001	0.014	0.001	0.000	0.000	0.000	0.000	0.000	0.018
OTHER REGIONS	0.016	0.008	0.306	0.011	0.001	0.001	0.005	0.003	0.004	0.357
TOTAL	0.062	0.023	0.838	0.031	0.003	0.002	0.027	0.005	0.009	1.000

APPENDIX VI - PRESENTATION OF EXTENDED STATISTICAL SUMMARIES -  
ABSOLUTE VALUES

This Appendix presents statistical summaries detailing travel levels estimated for the year July 1977 - June 1978 by various categories. Travel levels are expressed in terms of numbers of person-trips. A summary is presented for each State and Territory, and for Australia as a whole.

The numbers and proportions of trips presented in these summaries were calculated from the survey data using the method described in Chapter 4. Associated relative errors can be estimated from Figures 6.1 and 6.2. It is not necessary to discuss each table individually, since many are similar in structure. Hence, tables with similar structures are treated together in the following discussion.

TABLES CLASSIFYING TRIPS BY VEHICLE TYPE

The first ten tables relate in part to vehicle types used for travel. The NTS questionnaire included a request to record all the types of vehicle used on a trip, and to indicate the main type of vehicle if more than one type was given. These tables classify trips by the main type of vehicle used. Where a number of types of vehicle were stated in the survey questionnaire, but no indication of the main type of vehicle was given, the first type shown was assumed to be the main type in preparing these tables. Trips were tabulated by vehicle type and by the following household characteristics:

- . household income (Table 1);
- . household size (Table 2); and
- . vehicles available for use by the household (Table 3).

The characteristics noted above have already been discussed in Appendix V. In addition, tabulations by vehicle type and two personal characteristics are also presented, the personal characteristics being:

- . age of person travelling (Table 4); and
- . occupation of person travelling (Table 5).

Age is presented in terms of groups based on the respondent's age at his last birthday, since this is the normal way of specifying age. Consequently, babies less than one year old will be recorded in Table 4 with an age of zero. Children too young to go to school were included in the occupation category of 'Other'. The 'Employed' categories include both full-time and part-time employment.

Travel characteristics can be quite significantly interdependent. Hence travel levels by vehicle type were tabulated against other travel characteristics as follows:

- . purpose (Table 6);
- . household party size (Table 7);
- . distance travelled (Table 8);
- . fare payment method (Table 9); and
- . duration at destination (Table 10).

Specific comments relating to travel purposes as determined from the NTS have been included in the following Section.

In Table 7 (involving household party size), household trips on which 10 or more persons travelled together are included in the category 'More than 9 persons'. It should be noted that, when the question relating to the identity of the household members who travelled on a trip was unanswered, the return from the particular household in question was deleted from the final survey results on which these estimates have been based.

The remaining travel characteristics mentioned above have already been discussed in Appendix V, and will not be discussed further in this Appendix.

## TABLES CLASSIFYING TRIPS BY PURPOSE

The NTS questionnaire included a request to record all the reasons for undertaking a trip, and to indicate the main reason if more than one reason was given. Tables are presented classifying trips by the main reason for travel. Where a number of reasons for travel were stated but no indication of the main reason was given, the first reason shown was assumed to be the main reason when preparing these tables.

Trips were tabulated by purpose of travel and the following household, personal and trip characteristics:

- . household income (Table 11);
- . occupation of person travelling (Table 12);
- . age of person travelling (Table 13);
- . party size (Table 14);
- . duration at destination (Table 15); and
- . accommodation (Table 16).

Points to note concerning tabulations involving household income and occupations of travellers have been discussed in the previous Section and in the previous Appendix. Table 13 (involving age of travellers) shows that some children (aged sixteen years or less) indicated travel for the purpose of delivering freight or 'Other business'. Although this appears to be unrealistic, it should be remembered that only the main purpose for a trip has been tabulated. Hence a child may simply be accompanying an adult who is undertaking a trip for one of these purposes and the person-trip represented by the travelling child would be included in Table 13 as discussed.

Points to note in connection with Table 16 are discussed in the following Section.

## TABLES CLASSIFYING TRIPS BY ACCOMMODATION

NTS respondents were requested to state the type of accommodation used at the main destination. However, many travellers did not stay overnight at their main destination, so no type of accommodation is applicable for these trips. Types of accommodation in the category of 'Other' include holiday flats, cabins, truck cabs and so on. Tabulations classifying travel by accommodation and each of the following characteristics have been included in this Appendix:

- . household income (Table 17);
- . household size (Table 18);
- . occupation of person travelling (Table 19);
- . age of person travelling (Table 20);
- . duration at destination (Table 21);
- . household party size (Table 22); and
- . distance travelled (Table 23).

Obviously, no accommodation is used on any trip which does not involve an overnight stay at the main destination. The appropriate entries of Table 21 have been marked with hyphens, indicating that they are not applicable. Points to note in connection with the remaining tables have been discussed previously.

## OTHER TABULATIONS

Three other tabulations were considered to be of general interest and have been included in this Appendix. These are tabulations of estimated numbers of person-trips classified by the following parameters:

- . household income and distance travelled (Table 24);
- . duration at destination and distance travelled (Table 25);  
and
- . occupation of person travelling and fare payment method (Table 26).

As indicated previously, the distance calculated for these tables is an underestimate of the actual distances travelled since the calculations produce great circle distances (see Chapter 6). It may seem surprising in Table 26 that any unemployed person makes a trip which is paid for by an employer. However, as discussed earlier, if a child accompanies an adult making a business trip, the trip the child makes will appear to have the same characteristics as the adult's trip. This is especially true if the trip is made by car, with the employer paying a petrol allowance.

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TABLE 1. PERSON-TRIPS ('000) BY HOUSEHOLD INCOME AND VEHICLE TYPE

INCOME GROUP	VEHICLE TYPE									TOTAL	(PROPORTION)
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED		
\$0-2000	0	0	0	0	0	0	0	0	0	0	(0.000)
\$2001-4000	0	0	11	0	0	0	1	0	0	11	(0.013)
\$4001-6000	1	1	9	1	0	0	0	0	0	11	(0.013)
\$6001-8000	3	1	13	0	0	0	0	1	3	20	(0.023)
\$8001-10000	6	1	57	3	0	0	0	0	0	68	(0.079)
\$10001-15000	4	1	129	7	0	0	1	0	2	143	(0.166)
\$15001-20000	27	4	174	1	1	0	3	0	0	211	(0.243)
\$20001-25000	21	7	105	11	1	0	0	1	0	145	(0.168)
\$25001-30000	15	1	103	0	0	0	1	0	0	121	(0.140)
OVER \$30000	21	3	76	0	1	0	1	3	3	108	(0.125)
NOT STATED	1	1	24	0	0	0	0	0	0	26	(0.030)
TOTAL	100	21	701	23	3	0	7	5	7	866	
(PROPORTION)	(0.116)	(0.024)	(0.810)	(0.026)	(0.003)	(0.000)	(0.008)	(0.005)	(0.008)		

TABLE 2. PERSON-TRIPS ('000) BY HOUSEHOLD SIZE AND VEHICLE TYPE

HOUSEHOLD SIZE	VEHICLE TYPE									TOTAL	(PROPORTION)
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED		
1 PERSON	5	1	23	0	1	0	1	0	0	31	(0.035)
2 PERSONS	23	5	129	17	1	0	0	1	0	177	(0.205)
3 PERSONS	25	2	128	5	0	0	0	1	2	163	(0.188)
4 PERSONS	19	3	195	1	0	0	1	3	5	227	(0.263)
5 PERSONS	22	7	172	0	1	0	1	0	0	203	(0.234)
6 PERSONS	3	1	37	0	0	0	3	0	0	45	(0.052)
7 PERSONS	1	0	11	0	0	0	1	0	0	12	(0.014)
8 PERSONS	1	1	6	0	0	0	0	0	0	8	(0.009)
9 PERSONS	0	0	0	0	0	0	0	0	0	0	(0.000)
OVER 9 PERSONS	0	0	0	0	0	0	0	0	0	0	(0.000)
NOT STATED	0	0	0	0	0	0	0	0	0	0	(0.000)
TOTAL	100	21	701	23	3	0	7	5	7	866	
(PROPORTION)	(0.116)	(0.024)	(0.810)	(0.026)	(0.003)	(0.000)	(0.008)	(0.005)	(0.008)		



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TABLE 3. PERSON-TRIPS ('000) BY VEHICLES AVAILABLE AND VEHICLE TYPE

VEHICLES AVAILABLE	VEHICLE TYPE									TOTAL	(PROPORTION)
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED		
0	2	2	4	1	0	0	1	0	0	9	(0.011)
1	33	8	280	1	1	0	5	1	5	334	(0.385)
2	51	7	282	18	0	0	1	2	0	362	(0.418)
3	8	1	105	3	0	0	0	2	3	121	(0.140)
4	5	3	29	0	2	0	0	0	0	39	(0.045)
OVER 4	0	0	1	0	0	0	0	0	0	1	(0.001)
NOT STATED	0	0	0	0	0	0	0	0	0	0	(0.000)
TOTAL (PROPORTION)	100 (0.116)	21 (0.024)	701 (0.810)	23 (0.026)	3 (0.003)	0 (0.000)	7 (0.008)	5 (0.005)	7 (0.008)	866	

TABLE 4. PERSON-TRIPS ('000) BY AGE OF PERSON TRAVELLING AND VEHICLE TYPE

AGE OF PERSON TRAVELLING (YRS)	VEHICLE TYPE									TOTAL	(PROPORTION)
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED		
0-16	12	6	219	0	0	0	4	1	1	242	(0.280)
17-24	7	5	90	3	2	0	1	0	3	111	(0.129)
25-29	5	1	80	0	0	0	0	1	1	88	(0.102)
30-34	17	0	83	7	1	0	1	0	3	111	(0.129)
35-39	14	2	57	3	0	0	0	0	0	76	(0.088)
40-44	18	2	40	0	0	0	1	0	0	61	(0.070)
45-49	9	0	39	5	0	0	0	2	0	55	(0.064)
50-54	5	2	34	3	0	0	1	0	0	45	(0.052)
55-59	4	2	23	1	0	0	0	1	0	31	(0.036)
OVER 60	1	1	14	1	0	0	0	0	0	17	(0.019)
NOT STATED	7	0	21	0	0	0	0	0	0	28	(0.032)
TOTAL (PROPORTION)	100 (0.116)	21 (0.024)	701 (0.810)	23 (0.026)	3 (0.003)	0 (0.000)	7 (0.008)	5 (0.005)	7 (0.008)	866	

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TABLE 5. PERSON-TRIPS ('000) BY OCCUPATION OF PERSON TRAVELLING AND VEHICLE TYPE

OCCUPATION OF PERSON TRAVELLING	VEHICLE TYPE									TOTAL	(PROPORTION)
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED		
EMPLOYED											
-PROFESSIONAL	19	6	96	1	1	0	1	0	0	124	(0.143)
-MANAGERIAL	5	0	14	6	0	0	0	0	0	25	(0.029)
-CLERICAL	7	1	65	0	0	0	0	0	0	73	(0.085)
-SALES WORKER	5	0	32	1	0	0	0	0	3	42	(0.049)
-FARMER	1	0	3	0	0	0	0	0	0	3	(0.004)
-MINER	0	0	0	0	0	0	0	0	0	0	(0.000)
-TRANSPORT AND COMMUNICATION	1	1	12	9	0	0	0	1	0	23	(0.027)
-TRADESMAN	3	1	34	0	1	0	0	1	0	40	(0.046)
-SERVICE	11	0	30	0	0	0	0	0	0	41	(0.048)
-NOT STATED	20	3	77	5	0	0	0	1	0	106	(0.122)
LOOKING FOR WORK	0	1	6	0	0	0	0	0	0	7	(0.008)
RETIRED	1	1	11	1	0	0	0	0	0	13	(0.015)
STUDENT	14	6	165	0	1	0	4	1	3	193	(0.223)
HOME-DUTIES	7	1	77	0	0	0	1	1	1	88	(0.102)
OTHER	4	1	78	0	0	0	1	0	1	84	(0.097)
NOT STATED	0	0	1	0	0	0	0	0	0	1	(0.001)
TOTAL	100	21	701	23	3	0	7	5	7	866	
(PROPORTION)	(0.116)	(0.024)	(0.810)	(0.026)	(0.003)	(0.000)	(0.008)	(0.005)	(0.008)		

TABLE 6. PERSON-TRIPS ('000) BY PURPOSE AND VEHICLE TYPE

PURPOSE	VEHICLE TYPE									TOTAL	(PROPORTION)
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED		
DELIVER FREIGHT	0	0	3	10	0	0	0	1	0	13	(0.015)
OTHER BUSINESS	57	3	43	7	0	0	1	2	3	114	(0.132)
VISITING FRIENDS	23	3	204	0	0	0	5	0	5	239	(0.276)
RECREATION	11	5	181	0	1	0	1	1	0	200	(0.231)
HOLIDAY	2	5	147	0	0	0	0	0	0	155	(0.179)
PERSONAL AFFAIRS	7	1	91	0	1	0	0	0	0	100	(0.116)
OTHER	1	4	31	6	1	0	1	1	0	45	(0.052)
NOT STATED	0	0	0	0	0	0	0	0	0	0	(0.000)
TOTAL	100	21	701	23	3	0	7	5	7	866	
(PROPORTION)	(0.116)	(0.024)	(0.810)	(0.026)	(0.003)	(0.000)	(0.008)	(0.005)	(0.008)		

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TABLE 7. PERSON-TRIPS ('000) BY PARTY SIZE AND VEHICLE TYPE

PARTY SIZE	VEHICLE TYPE									TOTAL	(PROPORTION)
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED		
1 PERSON	70	14	131	17	1	0	3	1	5	243	(0.281)
2 PERSONS	9	4	164	5	1	0	0	1	0	185	(0.214)
3 PERSONS	6	0	116	0	0	0	0	2	2	126	(0.146)
4 PERSONS	8	3	133	0	0	0	0	0	0	144	(0.166)
5 PERSONS	7	0	127	0	0	0	3	0	0	137	(0.158)
6 PERSONS	0	0	20	0	0	0	0	0	0	20	(0.023)
7 PERSONS	0	0	5	0	0	0	0	0	0	5	(0.005)
8 PERSONS	0	0	5	0	0	0	0	0	0	5	(0.006)
9 PERSONS	0	0	0	0	0	0	0	0	0	0	(0.000)
OVER 9 PERSONS	0	0	0	0	0	0	0	0	0	0	(0.000)
TOTAL (PROPORTION)	100 (0.116)	21 (0.024)	701 (0.810)	23 (0.026)	3 (0.003)	0 (0.000)	7 (0.008)	5 (0.005)	7 (0.008)	866	

TABLE 8. PERSON-TRIPS ('000) BY DISTANCE AND VEHICLE TYPE

DISTANCE (KM)	VEHICLE TYPE									TOTAL	(PROPORTION)
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED		
INTRA-LGA	0	0	0	0	0	0	0	0	0	0	(0.000)
0-100	0	1	59	9	0	0	0	0	5	74	(0.086)
101-150	0	5	285	10	0	0	0	1	0	301	(0.347)
151-200	0	2	53	3	0	0	1	0	2	61	(0.070)
201-300	39	11	212	0	1	0	2	1	0	267	(0.308)
301-400	1	0	22	0	0	0	0	0	0	23	(0.026)
401-600	33	1	27	0	1	0	3	3	0	69	(0.079)
601-800	2	0	3	0	0	0	0	0	0	5	(0.005)
801-1000	19	0	33	0	0	0	1	0	0	52	(0.060)
OVER 1000	7	1	7	0	1	0	0	0	0	15	(0.018)
TOTAL (PROPORTION)	100 (0.116)	21 (0.024)	701 (0.810)	23 (0.026)	3 (0.003)	0 (0.000)	7 (0.008)	5 (0.005)	7 (0.008)	866	

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TABLE 9. PERSON-TRIPS ('000) BY FARES PAID AND VEHICLE TYPE

FARES PAID	VEHICLE TYPE									TOTAL	(PROPORTION)
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED		
NO FARES	3	0	473	15	1	0	0	2	5	499	(0.576)
HOUSEHOLD	43	19	197	0	2	0	7	2	0	269	(0.311)
EMPLOYER	51	1	21	7	0	0	0	0	0	79	(0.092)
OTHER	3	0	5	0	0	0	0	1	0	9	(0.010)
NOT STATED	0	1	5	0	0	0	0	0	3	9	(0.011)
TOTAL	100	21	701	23	3	0	7	5	7	866	
(PROPORTION)	(0.116)	(0.024)	(0.810)	(0.026)	(0.003)	(0.000)	(0.008)	(0.005)	(0.008)		

TABLE 10. PERSON-TRIPS ('000) BY DURATION AT DESTINATION AND VEHICLE TYPE

DURATION AT DESTINATION (NIGHTS)	VEHICLE TYPE									TOTAL	(PROPORTION)
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED		
0	19	5	135	16	0	0	0	1	0	176	(0.203)
1	17	1	82	4	0	0	0	0	0	104	(0.120)
2	19	4	162	0	0	0	0	0	3	188	(0.217)
3-7	30	5	229	3	2	0	2	1	2	275	(0.317)
8-14	9	3	58	0	1	0	4	0	0	75	(0.086)
15-28	1	1	17	0	0	0	0	2	0	21	(0.025)
29-56	3	1	3	0	0	0	0	1	0	7	(0.008)
OVER 56	0	0	0	0	0	0	0	0	0	0	(0.000)
NOT STATED	1	0	15	0	0	0	1	0	3	19	(0.022)
TOTAL	100	21	701	23	3	0	7	5	7	866	
(PROPORTION)	(0.116)	(0.024)	(0.810)	(0.026)	(0.003)	(0.000)	(0.008)	(0.005)	(0.008)		

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TABLE 11. PERSON-TRIPS ('000) BY HOUSEHOLD INCOME AND PURPOSE

INCOME GROUP	PURPOSE								TOTAL	(PROPORTION)
	DELIVER FREIGHT	OTHER BUSINESS	VISITING FRIENDS	RECREATION	HOLIDAY	PERSONAL AFFAIRS	OTHER	NOT STATED		
\$0-2000	0	0	0	0	0	0	0	0	0	(0.000)
\$2001-4000	0	1	7	0	2	1	0	0	11	(0.013)
\$4001-6000	0	0	1	6	2	0	3	0	11	(0.013)
\$6001-8000	0	5	5	5	1	4	1	0	20	(0.023)
\$8001-10000	5	7	15	22	5	9	4	0	68	(0.079)
\$10001-15000	0	17	45	33	27	15	5	0	143	(0.166)
\$15001-20000	2	21	81	47	38	13	9	0	211	(0.243)
\$20001-25000	6	21	27	33	28	22	9	0	145	(0.168)
\$25001-30000	0	16	33	29	27	10	7	0	121	(0.140)
OVER \$30000	0	23	20	20	21	17	7	0	108	(0.125)
NOT STATED	0	3	5	5	5	9	0	0	26	(0.030)
TOTAL (PROPORTION)	13 (0.015)	114 (0.132)	239 (0.276)	200 (0.231)	155 (0.179)	100 (0.116)	45 (0.052)	0 (0.000)	866	

TABLE 12. PERSON-TRIPS ('000) BY OCCUPATION OF PERSON TRAVELLING AND PURPOSE

OCCUPATION OF PERSON TRAVELLING	PURPOSE								TOTAL	(PROPORTION)
	DELIVER FREIGHT	OTHER BUSINESS	VISITING FRIENDS	RECREATION	HOLIDAY	PERSONAL AFFAIRS	OTHER	NOT STATED		
EMPLOYED										
-PROFESSIONAL	1	23	28	30	20	18	5	0	124	(0.143)
-MANAGERIAL	1	16	3	2	3	0	1	0	25	(0.029)
-CLERICAL	0	3	19	17	22	9	3	0	73	(0.085)
-SALES WORKER	1	16	15	3	2	3	3	0	42	(0.049)
-FARMER	0	1	0	1	1	0	0	0	3	(0.004)
-MINER	0	0	0	0	0	0	0	0	0	(0.000)
-TRANSPORT AND COMMUNICATION	9	4	3	2	3	1	1	0	23	(0.027)
-TRADESMAN	1	5	8	7	7	8	5	0	40	(0.046)
-SERVICE	0	13	11	7	3	7	1	0	41	(0.048)
-NOT STATED	0	18	23	33	14	11	7	0	106	(0.122)
LOOKING FOR WORK	0	1	3	1	1	1	1	0	7	(0.008)
RETIRED	0	0	3	5	3	2	1	0	13	(0.015)
STUDENT	1	9	55	46	49	23	10	0	193	(0.223)
HOME-DUTIES	0	3	33	20	16	12	4	0	88	(0.102)
OTHER	0	2	36	26	13	4	3	0	84	(0.097)
NOT STATED	0	0	0	1	0	0	0	0	1	(0.001)
TOTAL (PROPORTION)	13 (0.015)	114 (0.132)	239 (0.276)	200 (0.231)	155 (0.179)	100 (0.116)	45 (0.052)	0 (0.000)	866	

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TABLE 13. PERSON-TRIPS ('000) BY AGE OF PERSON TRAVELLING AND PURPOSE

AGE OF PERSON TRAVELLING (YRS)	PURPOSE								TOTAL	(PROPORTION)
	DELIVER FREIGHT	OTHER BUSINESS	VISITING FRIENDS	RECREATION	HOLIDAY	PERSONAL AFFAIRS	OTHER	NOT STATED		
0-16	1	7	81	63	54	26	9	0	242	(0.280)
17-24	3	12	37	29	11	11	9	0	111	(0.129)
25-29	1	9	37	24	7	3	7	0	88	(0.102)
30-34	0	21	27	31	21	7	3	0	111	(0.129)
35-39	1	17	13	16	15	11	4	0	76	(0.088)
40-44	0	21	10	9	10	8	3	0	61	(0.070)
45-49	5	12	9	7	9	12	1	0	55	(0.064)
50-54	0	7	8	4	13	10	3	0	45	(0.052)
55-59	1	3	8	7	2	9	1	0	31	(0.036)
OVER 60	0	2	1	6	3	2	2	0	17	(0.019)
NOT STATED	0	3	7	3	9	2	3	0	28	(0.032)
TOTAL (PROPORTION)	13 (0.015)	114 (0.132)	239 (0.276)	200 (0.231)	155 (0.179)	100 (0.116)	45 (0.052)	0 (0.000)	866	

TABLE 14. PERSON-TRIPS ('000) BY PARTY SIZE AND PURPOSE

PARTY SIZE	PURPOSE								TOTAL	(PROPORTION)
	DELIVER FREIGHT	OTHER BUSINESS	VISITING FRIENDS	RECREATION	HOLIDAY	PERSONAL AFFAIRS	OTHER	NOT STATED		
1 PERSON	11	87	43	40	27	21	14	0	243	(0.281)
2 PERSONS	0	7	44	49	31	35	20	0	185	(0.214)
3 PERSONS	2	12	54	14	30	12	2	0	126	(0.146)
4 PERSONS	0	5	35	61	19	19	5	0	144	(0.166)
5 PERSONS	0	3	53	27	37	13	3	0	137	(0.158)
6 PERSONS	0	0	4	4	12	0	0	0	20	(0.023)
7 PERSONS	0	0	0	5	0	0	0	0	5	(0.005)
8 PERSONS	0	0	5	0	0	0	0	0	5	(0.006)
9 PERSONS	0	0	0	0	0	0	0	0	0	(0.000)
OVER 9 PERSONS	0	0	0	0	0	0	0	0	0	(0.000)
TOTAL (PROPORTION)	13 (0.015)	114 (0.132)	239 (0.276)	200 (0.231)	155 (0.179)	100 (0.116)	45 (0.052)	0 (0.000)	866	

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TABLE 15. PERSON-TRIPS ('000) BY DURATION AT DESTINATION AND PURPOSE

DURATION AT DESTINATION (NIGHTS)	PURPOSE								TOTAL	(PROPORTION)
	DELIVER FREIGHT	OTHER BUSINESS	VISITING FRIENDS	RECREATION	HOLIDAY	PERSONAL AFFAIRS	OTHER	NOT STATED		
0	11	44	27	67	1	14	13	0	176	(0.203)
1	2	18	23	28	1	22	10	0	104	(0.120)
2	0	13	55	68	27	15	10	0	188	(0.217)
3-7	0	23	86	33	83	39	10	0	275	(0.317)
8-14	0	7	33	3	27	3	1	0	75	(0.086)
15-28	0	4	4	1	10	3	0	0	21	(0.025)
29-56	0	0	4	0	2	0	1	0	7	(0.008)
OVER 56	0	0	0	0	0	0	0	0	0	(0.000)
NOT STATED	0	4	7	0	3	5	0	0	19	(0.022)
TOTAL (PROPORTION)	13 (0.015)	114 (0.132)	239 (0.276)	200 (0.231)	155 (0.179)	100 (0.116)	45 (0.052)	0 (0.000)	866	

TABLE 16. PERSON-TRIPS ('000) BY ACCOMMODATION AND PURPOSE

ACCOMMODATION	PURPOSE								TOTAL	(PROPORTION)
	DELIVER FREIGHT	OTHER BUSINESS	VISITING FRIENDS	RECREATION	HOLIDAY	PERSONAL AFFAIRS	OTHER	NOT STATED		
HOTEL/MOTEL	0	41	17	24	21	9	7	0	117	(0.136)
FRIENDS HOME	0	14	193	31	37	69	8	0	353	(0.408)
CARAVAN/TENT	0	0	2	48	51	1	5	0	107	(0.124)
OTHER	2	12	0	30	43	7	12	0	107	(0.123)
NOT STATED	0	3	0	0	2	0	0	0	5	(0.006)
NOT APPLICABLE	11	44	27	67	1	14	13	0	176	(0.203)
TOTAL (PROPORTION)	13 (0.015)	114 (0.132)	239 (0.276)	200 (0.231)	155 (0.179)	100 (0.116)	45 (0.052)	0 (0.000)	866	

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TABLE 17. PERSON-TRIPS ('000) BY HOUSEHOLD INCOME AND ACCOMMODATION

INCOME GROUP	ACCOMMODATION						TOTAL	(PROPORTION)
	HOTEL OR MOTEL	FRIENDS HOME	CARAVAN OR TENT	OTHER	NOT STATED	NOT APPLICABLE		
\$0-2000	0	0	0	0	0	0	0	(0.000)
\$2001-4000	1	7	2	0	0	1	11	(0.013)
\$4001-6000	5	3	1	0	0	1	11	(0.013)
\$6001-8000	3	10	0	0	3	5	20	(0.023)
\$8001-10000	15	22	6	7	0	18	68	(0.079)
\$10001-15000	9	76	28	3	1	27	143	(0.166)
\$15001-20000	21	82	32	31	0	45	211	(0.243)
\$20001-25000	15	53	13	30	0	34	145	(0.168)
\$25001-30000	20	46	15	16	2	22	121	(0.140)
OVER \$30000	25	32	9	19	0	23	108	(0.125)
NOT STATED	4	21	0	1	0	0	26	(0.030)
TOTAL (PROPORTION)	117 (0.136)	353 (0.408)	107 (0.124)	107 (0.123)	5 (0.006)	176 (0.203)	866	

TABLE 18. PERSON-TRIPS ('000) BY HOUSEHOLD SIZE AND ACCOMMODATION

HOUSEHOLD SIZE	ACCOMMODATION						TOTAL	(PROPORTION)
	HOTEL OR MOTEL	FRIENDS HOME	CARAVAN OR TENT	OTHER	NOT STATED	NOT APPLICABLE		
1 PERSON	6	15	3	2	0	4	31	(0.035)
2 PERSONS	32	77	13	20	0	35	177	(0.205)
3 PERSONS	24	73	10	23	0	33	163	(0.188)
4 PERSONS	33	93	23	41	5	32	227	(0.263)
5 PERSONS	16	84	42	12	0	49	203	(0.234)
6 PERSONS	5	9	12	5	0	13	45	(0.052)
7 PERSONS	1	0	4	3	0	5	12	(0.014)
8 PERSONS	1	1	0	1	0	6	8	(0.009)
9 PERSONS	0	0	0	0	0	0	0	(0.000)
OVER 9 PERSONS	0	0	0	0	0	0	0	(0.000)
NOT STATED	0	0	0	0	0	0	0	(0.000)
TOTAL (PROPORTION)	117 (0.136)	353 (0.408)	107 (0.124)	107 (0.123)	5 (0.006)	176 (0.203)	866	



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TABLE 19. PERSON-TRIPS ('000) BY OCCUPATION OF PERSON TRAVELLING AND ACCOMMODATION

OCCUPATION OF PERSON TRAVELLING	ACCOMMODATION						TOTAL	(PROPORTION)
	HOTEL OR MOTEL	FRIENDS HOME	CARAVAN OR TENT	OTHER	NOT STATED	NOT APPLICABLE		
EMPLOYED								
-PROFESSIONAL	16	51	15	18	0	24	124	(0.143)
-MANAGERIAL	6	4	1	2	1	12	25	(0.029)
-CLERICAL	17	34	7	7	0	8	73	(0.085)
-SALES WORKER	9	14	0	4	3	12	42	(0.049)
-FARMER	1	1	1	1	0	0	3	(0.004)
-MINER	0	0	0	0	0	0	0	(0.000)
-TRANSPORT AND COMMUNICATION	3	5	1	3	0	12	23	(0.027)
-TRADESMAN	7	20	3	4	0	6	40	(0.046)
-SERVICE	7	16	3	5	0	9	41	(0.048)
-NOT STATED	15	41	11	19	1	19	106	(0.122)
LOOKING FOR WORK	0	5	1	0	0	2	7	(0.008)
RETIRED	1	5	3	0	0	3	13	(0.015)
STUDENT	17	75	38	28	1	35	193	(0.223)
HOME-DUTIES	11	39	13	9	1	15	88	(0.102)
OTHER	6	43	9	7	0	19	84	(0.097)
NOT STATED	1	0	0	0	0	0	1	(0.001)
TOTAL	117	353	107	107	5	176	866	
(PROPORTION)	(0.136)	(0.408)	(0.124)	(0.123)	(0.006)	(0.203)		

TABLE 20. PERSON-TRIPS ('000) BY AGE OF PERSON TRAVELLING AND ACCOMMODATION

AGE OF PERSON TRAVELLING (YRS)	ACCOMMODATION						TOTAL	(PROPORTION)
	HOTEL OR MOTEL	CARAVAN HOME	OR TENT	NOT OTHER	NOT STATED	APPLICABLE		
0-16	19	104	42	31	0	45	242	(0.280)
17-24	11	57	9	7	1	26	111	(0.129)
25-29	13	50	5	3	0	17	88	(0.102)
30-34	13	39	17	15	3	25	111	(0.129)
35-39	12	24	12	8	0	20	76	(0.088)
40-44	14	20	5	5	1	15	61	(0.070)
45-49	12	15	5	7	1	15	55	(0.064)
50-54	8	15	2	18	0	2	45	(0.052)
55-59	6	12	2	5	0	6	31	(0.036)
OVER 60	4	5	3	1	0	3	17	(0.019)
NOT STATED	4	11	6	5	0	2	28	(0.032)
TOTAL	117	353	107	107	5	176	866	
(PROPORTION)	(0.136)	(0.408)	(0.124)	(0.123)	(0.006)	(0.203)		

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TABLE 21. PERSON-TRIPS ('000) BY DURATION AT DESTINATION AND ACCOMMODATION

DURATION AT DESTINATION (NIGHTS)	ACCOMMODATION						TOTAL	(PROPORTION)
	HOTEL OR MOTEL	FRIENDS HOME	CARAVAN OR TENT	OTHER	NOT STATED	NOT APPLICABLE		
0	-	-	-	-	-	176	176	(0.203)
1	25	46	13	20	0	-	104	(0.120)
2	37	78	41	31	0	-	188	(0.217)
3-7	40	161	47	27	0	-	275	(0.317)
8-14	11	39	6	19	0	-	75	(0.086)
15-28	1	10	0	10	0	-	21	(0.025)
29-56	1	5	0	0	2	-	7	(0.008)
OVER 56	0	0	0	0	0	-	0	(0.000)
NOT STATED	1	15	0	0	3	-	19	(0.022)
TOTAL (PROPORTION)	117 (0.136)	353 (0.408)	107 (0.124)	107 (0.123)	5 (0.006)	176 (0.203)	866	

TABLE 22. PERSON-TRIPS ('000) BY PARTY SIZE AND ACCOMMODATION

PARTY SIZE	ACCOMMODATION						TOTAL	(PROPORTION)
	HOTEL OR MOTEL	FRIENDS HOME	CARAVAN OR TENT	OTHER	NOT STATED	NOT APPLICABLE		
1 PERSON	53	86	15	20	3	67	243	(0.281)
2 PERSONS	27	84	21	31	0	23	185	(0.214)
3 PERSONS	16	60	12	18	2	18	126	(0.146)
4 PERSONS	19	56	11	24	0	35	144	(0.166)
5 PERSONS	3	67	37	10	0	20	137	(0.158)
6 PERSONS	0	0	12	4	0	4	20	(0.023)
7 PERSONS	0	0	0	0	0	5	5	(0.005)
8 PERSONS	0	0	0	0	0	5	5	(0.006)
9 PERSONS	0	0	0	0	0	0	0	(0.000)
OVER 9 PERSONS.	0	0	0	0	0	0	0	(0.000)
TOTAL (PROPORTION)	117 (0.136)	353 (0.408)	107 (0.124)	107 (0.123)	5 (0.006)	176 (0.203)	866	

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TABLE 23. PERSON-TRIPS ('000) BY DISTANCE AND ACCOMMODATION

DISTANCE (KM)	ACCOMMODATION						TOTAL	(PROPORTION)
	HOTEL OR MOTEL	FRIENDS HOME	CARAVAN OR TENT	OTHER	NOT STATED	NOT APPLICABLE		
INTRA-LGA	0	0	0	0	0	0	0	(0.000)
0-100	1	25	1	6	3	39	74	(0.086)
101-150	14	69	71	69	0	77	301	(0.347)
151-200	10	21	13	1	0	15	61	(0.070)
201-300	49	156	13	15	3	32	267	(0.308)
301-400	5	18	0	0	0	0	23	(0.026)
401-600	16	38	3	3	0	9	69	(0.079)
601-800	1	2	1	1	0	0	5	(0.005)
801-1000	11	21	5	11	0	4	52	(0.060)
OVER 1000	12	3	0	0	0	0	15	(0.018)
TOTAL (PROPORTION)	117 (0.136)	353 (0.408)	107 (0.124)	107 (0.123)	5 (0.006)	176 (0.203)	866	

TABLE 24. PERSON-TRIPS ('000) BY HOUSEHOLD INCOME AND DISTANCE

INCOME GROUP	DISTANCE (KM)										TOTAL	(PROP)
	INTRA-LGA	0-100	101-150	151-200	201-300	301-400	401-600	601-800	801-1000	OVER 1000		
\$0-2000	0	0	0	0	0	0	0	0	0	0	0	(0.000)
\$2001-4000	0	1	2	4	3	0	0	0	1	0	11	(0.013)
\$4001-6000	0	0	6	0	5	0	1	0	0	0	11	(0.013)
\$6001-8000	0	4	3	3	8	0	1	0	1	0	20	(0.023)
\$8001-10000	0	6	19	13	19	4	2	1	1	2	68	(0.079)
\$10001-15000	0	12	62	9	46	0	5	1	5	3	143	(0.166)
\$15001-20000	0	16	90	10	47	9	16	0	19	3	211	(0.243)
\$20001-25000	0	18	38	13	38	3	19	1	11	3	145	(0.168)
\$25001-30000	0	8	39	0	56	1	11	1	6	0	121	(0.140)
OVER \$30000	0	6	29	5	38	5	13	0	8	3	108	(0.125)
NOT STATED	0	3	13	3	7	0	1	0	0	0	26	(0.030)
TOTAL (PROPORTION)	0 (0.000)	74 (0.086)	301 (0.347)	61 (0.070)	267 (0.308)	23 (0.026)	69 (0.079)	5 (0.005)	52 (0.060)	15 (0.018)	866	

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TABLE 25. PERSON-TRIPS ('000) BY DURATION AT DESTINATION AND DISTANCE

DURATION AT DESTINATION (NIGHTS)	DISTANCE (KM)										TOTAL (PROP)
	INTRA-LGA	0-100	101-150	151-200	201-300	301-400	401-600	601-800	801-1000	OVER 1000	
0	0	39	77	15	32	0	9	0	4	0	176 (0.203)
1	0	11	44	3	36	2	7	0	1	1	104 (0.120)
2	0	12	79	23	59	3	6	1	4	2	188 (0.217)
3-7	0	10	73	17	100	13	30	3	24	5	275 (0.317)
8-14	0	0	16	2	27	1	12	1	10	7	75 (0.086)
15-28	0	0	3	0	3	5	3	0	6	1	21 (0.025)
29-56	0	0	0	0	3	0	1	0	3	0	7 (0.008)
OVER 56	0	0	0	0	0	0	0	0	0	0	0 (0.000)
NOT STATED	0	3	9	0	7	0	1	0	0	0	19 (0.022)
TOTAL (PROPORTION)	0 (0.000)	74 (0.086)	301 (0.347)	61 (0.070)	267 (0.308)	23 (0.026)	69 (0.079)	5 (0.005)	52 (0.060)	15 (0.018)	866

TABLE 26. PERSON-TRIPS ('000) BY OCCUPATION OF PERSON TRAVELLING AND FARE PAYMENT METHOD

OCCUPATION OF PERSON TRAVELLING	FARE PAYMENT METHOD					TOTAL	(PROPORTION)
	NO FARES	HOUSEHOLD	EMPLOYER	OTHER	NOT STATED		
EMPLOYED							
-PROFESSIONAL	76	33	13	2	0	124	(0.143)
-MANAGERIAL	12	3	9	1	0	25	(0.029)
-CLERICAL	44	25	3	1	1	73	(0.085)
-SALES WORKER	15	14	11	1	1	42	(0.049)
-FARMER	3	0	1	0	0	3	(0.004)
-MINER	0	0	0	0	0	0	(0.000)
-TRANSPORT AND COMMUNICATION	9	7	7	0	0	23	(0.027)
-TRADESMAN	17	19	2	0	2	40	(0.046)
-SERVICE	20	13	8	0	0	41	(0.048)
-NOT STATED	61	27	17	0	1	106	(0.122)
LOOKING FOR WORK	5	2	0	0	0	7	(0.008)
RETIRED	11	1	0	0	1	13	(0.015)
STUDENT	117	64	7	1	3	193	(0.223)
HOME-DUTIES	56	29	1	2	1	88	(0.102)
OTHER	52	31	1	0	0	84	(0.097)
NOT STATED	0	1	0	0	0	1	(0.001)
TOTAL (PROPORTION)	499 (0.576)	269 (0.311)	79 (0.092)	9 (0.010)	9 (0.011)	866	

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TABLE 1. PERSON-TRIPS ('000) BY HOUSEHOLD INCOME AND VEHICLE TYPE

INCOME GROUP	VEHICLE TYPE									TOTAL	(PROPORTION)
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED		
\$0-2000	15	15	95	1	0	0	27	0	2	156	(0.008)
\$2001-4000	17	44	391	20	2	0	121	1	16	613	(0.033)
\$4001-6000	28	48	893	48	3	0	142	2	6	1169	(0.063)
\$6001-8000	41	36	1185	67	5	0	92	3	13	1442	(0.078)
\$8001-10000	72	64	1716	115	7	0	118	9	18	2118	(0.114)
\$10001-15000	181	95	3953	137	14	9	178	9	26	4601	(0.248)
\$15001-20000	240	56	2522	84	9	5	88	33	8	3046	(0.164)
\$20001-25000	160	38	1847	48	25	10	30	1	20	2179	(0.117)
\$25001-30000	111	4	845	19	0	0	20	5	2	1007	(0.054)
OVER \$30000	181	31	987	92	10	0	22	2	5	1330	(0.072)
NOT STATED	50	37	749	25	0	1	21	4	20	907	(0.049)
TOTAL (PROPORTION)	1096 (0.059)	468 (0.025)	15183 (0.818)	656 (0.035)	76 (0.004)	24 (0.001)	859 (0.046)	68 (0.004)	136 (0.007)	18567	

TABLE 2. PERSON-TRIPS ('000) BY HOUSEHOLD SIZE AND VEHICLE TYPE

HOUSEHOLD SIZE	VEHICLE TYPE									TOTAL	(PROPORTION)
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED		
1 PERSON	94	62	649	18	8	0	144	2	28	1005	(0.054)
2 PERSONS	266	121	3094	164	19	7	287	22	27	4006	(0.216)
3 PERSONS	227	59	2362	105	27	0	119	10	20	2930	(0.158)
4 PERSONS	272	101	4266	130	7	15	129	20	12	4952	(0.267)
5 PERSONS	142	48	2570	136	8	0	121	3	15	3043	(0.164)
6 PERSONS	54	38	1347	69	6	3	29	9	20	1575	(0.085)
7 PERSONS	7	19	504	29	0	0	11	1	9	580	(0.031)
8 PERSONS	7	3	176	1	0	0	15	2	3	206	(0.011)
9 PERSONS	25	18	169	2	0	0	0	0	2	215	(0.012)
OVER 9 PERSONS	2	0	24	2	0	0	3	0	0	31	(0.002)
NOT STATED	0	0	22	2	0	0	0	0	0	24	(0.001)
TOTAL (PROPORTION)	1096 (0.059)	468 (0.025)	15183 (0.818)	656 (0.035)	76 (0.004)	24 (0.001)	859 (0.046)	68 (0.004)	136 (0.007)	18567	

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TABLE 3. PERSON-TRIPS ('000) BY VEHICLES AVAILABLE AND VEHICLE TYPE

VEHICLES AVAILABLE	VEHICLE TYPE									TOTAL	(PROPORTION)
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED		
0	54	74	205	0	0	0	234	0	7	575	(0.031)
1	336	177	5823	159	22	10	385	12	50	6972	(0.375)
2	403	113	5604	170	15	15	142	32	29	6522	(0.351)
3	193	21	1783	153	20	0	45	5	17	2237	(0.120)
4	109	52	1669	174	19	0	38	19	25	2105	(0.113)
OVER 4	1	31	100	1	0	0	16	0	8	156	(0.008)
NOT STATED	0	0	0	0	0	0	0	0	0	0	(0.000)
TOTAL (PROPORTION)	1096 (0.059)	468 (0.025)	15183 (0.818)	656 (0.035)	76 (0.004)	24 (0.001)	859 (0.046)	68 (0.004)	136 (0.007)	18567	

TABLE 4. PERSON-TRIPS ('000) BY AGE OF PERSON TRAVELLING AND VEHICLE TYPE

AGE OF PERSON TRAVELLING (YRS)	VEHICLE TYPE									TOTAL	(PROPORTION)
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED		
0-16	99	129	3736	47	0	9	145	11	24	4200	(0.226)
17-24	103	58	1943	45	54	0	113	5	21	2343	(0.126)
25-29	98	13	1445	84	14	1	55	2	8	1718	(0.093)
30-34	94	24	1312	153	0	0	48	8	4	1644	(0.089)
35-39	104	24	1084	55	1	5	23	0	3	1300	(0.070)
40-44	99	15	961	72	1	3	29	9	4	1193	(0.064)
45-49	96	17	951	76	2	0	42	2	7	1192	(0.064)
50-54	135	16	1087	61	0	0	89	2	14	1404	(0.076)
55-59	109	24	748	28	0	0	44	21	15	989	(0.053)
OVER 60	136	124	1258	21	0	6	241	5	27	1818	(0.098)
NOT STATED	25	23	658	13	2	0	31	3	9	765	(0.041)
TOTAL (PROPORTION)	1096 (0.059)	468 (0.025)	15183 (0.818)	656 (0.035)	76 (0.004)	24 (0.001)	859 (0.046)	68 (0.004)	136 (0.007)	18567	

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TABLE 5. PERSON-TRIPS ('000) BY OCCUPATION OF PERSON TRAVELLING AND VEHICLE TYPE

OCCUPATION OF PERSON TRAVELLING	VEHICLE TYPE									TOTAL	(PROPORTION)
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED		
EMPLOYED											
-PROFESSIONAL	242	21	1765	23	16	5	82	3	17	2172	(0.117)
-MANAGERIAL	219	7	714	35	2	0	14	19	1	1010	(0.054)
-CLERICAL	115	28	1128	14	0	0	39	3	11	1339	(0.072)
-SALES WORKER	50	16	755	37	0	3	33	7	2	903	(0.049)
-FARMER	40	5	559	63	4	0	6	3	12	692	(0.037)
-MINER	0	3	25	0	0	0	0	0	1	29	(0.002)
-TRANSPORT AND COMMUNICATION	19	3	298	299	5	0	16	1	4	645	(0.035)
-TRADESMAN	47	27	1192	59	27	0	47	11	8	1418	(0.076)
-SERVICE	22	14	491	7	5	0	15	1	4	560	(0.030)
-NOT STATED	37	10	400	23	3	0	15	2	4	493	(0.027)
LOOKING FOR WORK	4	8	215	0	3	0	18	0	3	252	(0.014)
RETIRED	71	121	939	22	0	3	254	5	25	1439	(0.077)
STUDENT	99	144	3069	40	1	9	189	7	24	3582	(0.193)
HOME-DUTIES	102	47	2269	20	2	4	92	4	17	2557	(0.138)
OTHER	24	8	1283	12	8	0	19	2	4	1360	(0.073)
NOT STATED	6	5	82	2	0	0	21	0	0	116	(0.006)
TOTAL (PROPORTION)	1096 (0.059)	468 (0.025)	15183 (0.818)	656 (0.035)	76 (0.004)	24 (0.001)	859 (0.046)	68 (0.004)	136 (0.007)	18567	

TABLE 6. PERSON-TRIPS ('000) BY PURPOSE AND VEHICLE TYPE

PURPOSE	VEHICLE TYPE									TOTAL	(PROPORTION)
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED		
DELIVER FREIGHT	5	1	116	467	0	0	4	2	1	597	(0.032)
OTHER BUSINESS	508	12	1811	107	1	0	95	10	21	2566	(0.138)
VISITING FRIENDS	181	68	4576	8	25	3	316	7	31	5216	(0.281)
RECREATION	81	192	2683	21	32	5	110	17	23	3164	(0.170)
HOLIDAY	154	71	2991	9	4	16	157	8	8	3418	(0.184)
PERSONAL AFFAIRS	116	68	2134	15	8	0	118	4	14	2478	(0.133)
OTHER	48	40	823	29	6	0	54	20	10	1029	(0.055)
NOT STATED	2	16	48	0	0	0	5	0	28	99	(0.005)
TOTAL (PROPORTION)	1096 (0.059)	468 (0.025)	15183 (0.818)	656 (0.035)	76 (0.004)	24 (0.001)	859 (0.046)	68 (0.004)	136 (0.007)	18567	

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TABLE 7. PERSON-TRIPS ('000) BY PARTY SIZE AND VEHICLE TYPE

PARTY SIZE	VEHICLE TYPE									TOTAL	(PROPORTION)
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED		
1 PERSON	717	248	3330	510	43	2	442	36	62	5390	(0.290)
2 PERSONS	217	100	3813	93	26	10	253	5	21	4537	(0.244)
3 PERSONS	86	30	2211	28	7	0	55	17	14	2447	(0.132)
4 PERSONS	50	43	3072	7	0	10	63	4	13	3261	(0.176)
5 PERSONS	2	31	1719	12	0	0	47	0	3	1814	(0.098)
6 PERSONS	3	6	847	7	0	3	0	7	20	894	(0.048)
7 PERSONS	0	4	147	0	0	0	0	0	4	155	(0.008)
8 PERSONS	21	0	29	0	0	0	0	0	0	50	(0.003)
9 PERSONS	0	5	14	0	0	0	0	0	0	19	(0.001)
OVER 9 PERSONS	0	0	0	0	0	0	0	0	0	0	(0.000)
TOTAL (PROPORTION)	1096 (0.059)	468 (0.025)	15183 (0.818)	656 (0.035)	76 (0.004)	24 (0.001)	859 (0.046)	68 (0.004)	136 (0.007)	18567	

TABLE 8. PERSON-TRIPS ('000) BY DISTANCE AND VEHICLE TYPE

DISTANCE (KM)	VEHICLE TYPE									TOTAL	(PROPORTION)
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED		
INTRA-LGA	3	5	226	7	0	0	1	0	3	245	(0.013)
0-100	15	120	4886	122	19	3	269	33	61	5528	(0.298)
101-150	28	102	3229	183	12	1	136	2	25	3718	(0.200)
151-200	13	16	1381	75	13	5	58	3	10	1575	(0.085)
201-300	103	68	2286	136	17	10	76	12	8	2715	(0.146)
301-400	145	76	1186	42	1	0	67	2	6	1525	(0.082)
401-600	142	30	792	24	3	0	108	6	5	1109	(0.060)
601-800	412	18	743	45	0	0	99	5	8	1331	(0.072)
801-1000	40	2	146	10	10	1	20	0	10	239	(0.013)
OVER 1000	195	30	310	12	0	6	25	5	0	582	(0.031)
TOTAL (PROPORTION)	1096 (0.059)	468 (0.025)	15183 (0.818)	656 (0.035)	76 (0.004)	24 (0.001)	859 (0.046)	68 (0.004)	136 (0.007)	18567	



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TABLE 9. PERSON-TRIPS ('000) BY FARES PAID AND VEHICLE TYPE

FARES PAID	VEHICLE TYPE									TOTAL	(PROPORTION)
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED		
NO FARES	26	38	9324	317	42	1	57	24	66	9894	(0.533)
HOUSEHOLD	490	387	4396	43	32	24	626	15	23	6036	(0.325)
EMPLOYER	466	11	797	271	1	0	37	21	5	1609	(0.087)
OTHER	95	21	189	8	0	0	82	1	5	401	(0.022)
NOT STATED	20	11	477	17	0	0	56	8	38	627	(0.034)
TOTAL (PROPORTION)	1096 (0.059)	468 (0.025)	15183 (0.818)	656 (0.035)	76 (0.004)	24 (0.001)	859 (0.046)	68 (0.004)	136 (0.007)	18567	

TABLE 10. PERSON-TRIPS ('000) BY DURATION AT DESTINATION AND VEHICLE TYPE

DURATION AT DESTINATION (NIGHTS)	VEHICLE TYPE									TOTAL	(PROPORTION)
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED		
0	129	195	4931	423	13	1	191	27	65	5974	(0.322)
1	173	41	1977	102	23	0	63	8	10	2398	(0.129)
2	159	66	2837	50	21	5	108	9	14	3271	(0.176)
3-7	430	103	3509	44	17	8	260	17	15	4403	(0.237)
8-14	147	23	1264	4	2	10	148	5	9	1612	(0.087)
15-28	30	14	416	4	0	0	33	2	3	502	(0.027)
29-56	5	2	49	0	0	0	18	0	4	78	(0.004)
OVER 56	0	0	12	0	0	0	1	0	0	13	(0.001)
NOT STATED	22	23	189	29	0	0	36	0	17	317	(0.017)
TOTAL (PROPORTION)	1096 (0.059)	468 (0.025)	15183 (0.818)	656 (0.035)	76 (0.004)	24 (0.001)	859 (0.046)	68 (0.004)	136 (0.007)	18567	

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TABLE 11. PERSON-TRIPS ('000) BY HOUSEHOLD INCOME AND PURPOSE

INCOME GROUP	PURPOSE								TOTAL	(PROPORTION)
	DELIVER FREIGHT	OTHER BUSINESS	VISITING FRIENDS	RECREATION	HOLIDAY	PERSONAL AFFAIRS	OTHER	NOT STATED		
\$0-2000	0	14	61	35	18	22	2	4	156	(0.008)
\$2001-4000	13	47	215	49	111	88	73	17	613	(0.033)
\$4001-6000	28	146	425	173	138	186	51	22	1169	(0.063)
\$6001-8000	58	113	409	168	304	306	81	3	1442	(0.078)
\$8001-10000	133	220	692	361	335	229	141	7	2118	(0.114)
\$10001-15000	124	641	1416	718	871	570	236	25	4601	(0.248)
\$15001-20000	77	470	830	561	577	403	117	10	3046	(0.164)
\$20001-25000	37	380	440	532	395	319	72	2	2179	(0.117)
\$25001-30000	28	179	179	188	268	95	70	1	1007	(0.054)
OVER \$30000	78	265	311	199	200	140	135	1	1330	(0.072)
NOT STATED	21	91	237	179	200	121	49	7	907	(0.049)
TOTAL (PROPORTION)	597 (0.032)	2566 (0.138)	5216 (0.281)	3164 (0.170)	3418 (0.184)	2478 (0.133)	1029 (0.055)	99 (0.005)	18567	

TABLE 12. PERSON-TRIPS ('000) BY OCCUPATION OF PERSON TRAVELLING AND PURPOSE

OCCUPATION OF PERSON TRAVELLING	PURPOSE								TOTAL	(PROPORTION)
	DELIVER FREIGHT	OTHER BUSINESS	VISITING FRIENDS	RECREATION	HOLIDAY	PERSONAL AFFAIRS	OTHER	NOT STATED		
EMPLOYED										
-PROFESSIONAL	33	424	617	400	266	292	130	12	2172	(0.117)
-MANAGERIAL	29	406	133	112	195	79	53	3	1010	(0.054)
-CLERICAL	17	119	429	274	277	136	83	4	1339	(0.072)
-SALES WORKER	41	273	200	123	148	86	31	1	903	(0.049)
-FARMER	55	232	109	60	51	137	40	7	692	(0.037)
-MINER	0	0	7	2	10	8	1	0	29	(0.002)
-TRANSPORT AND COMMUNICATION	299	37	108	65	56	63	17	0	645	(0.035)
-TRADESMAN	39	210	358	290	240	192	85	3	1418	(0.076)
-SERVICE	1	112	151	108	82	87	17	3	560	(0.030)
-NOT STATED	18	103	129	68	86	57	30	2	493	(0.027)
LOOKING FOR WORK	3	24	74	38	36	49	27	1	252	(0.014)
RETIRED	3	78	550	222	212	279	56	38	1439	(0.077)
STUDENT	29	219	1034	731	942	419	195	11	3582	(0.193)
HOME-DUTIES	20	212	763	444	511	449	149	11	2557	(0.138)
OTHER	10	98	522	214	288	130	93	4	1360	(0.073)
NOT STATED	0	19	31	13	16	13	23	1	116	(0.006)
TOTAL (PROPORTION)	597 (0.032)	2566 (0.138)	5216 (0.281)	3164 (0.170)	3418 (0.184)	2478 (0.133)	1029 (0.055)	99 (0.005)	18567	

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TABLE 13. PERSON-TRIPS ('000) BY AGE OF PERSON TRAVELLING AND PURPOSE

AGE OF PERSON TRAVELLING (YRS)	PURPOSE								TOTAL	(PROPORTION)
	DELIVER FREIGHT	OTHER BUSINESS	VISITING FRIENDS	RECREATION	HOLIDAY	PERSONAL AFFAIRS	OTHER	NOT STATED		
0-16	39	266	1310	869	1027	486	192	11	4200	(0.226)
17-24	42	205	691	466	423	278	229	9	2343	(0.126)
25-29	85	236	631	268	259	168	68	2	1718	(0.093)
30-34	141	308	438	276	237	170	70	6	1644	(0.089)
35-39	51	399	247	167	220	144	65	7	1300	(0.070)
40-44	65	259	243	179	187	188	70	3	1193	(0.064)
45-49	72	192	238	178	234	204	69	3	1192	(0.064)
50-54	60	298	282	227	226	233	73	6	1404	(0.076)
55-59	16	159	227	139	177	195	65	10	989	(0.053)
OVER 60	16	184	610	288	304	305	77	33	1818	(0.098)
NOT STATED	8	59	300	107	125	107	51	9	765	(0.041)
TOTAL (PROPORTION)	597 (0.032)	2566 (0.138)	5216 (0.281)	3164 (0.170)	3418 (0.184)	2478 (0.133)	1029 (0.055)	99 (0.005)	18567	

TABLE 14. PERSON-TRIPS ('000) BY PARTY SIZE AND PURPOSE

PARTY SIZE	PURPOSE								TOTAL	(PROPORTION)
	DELIVER FREIGHT	OTHER BUSINESS	VISITING FRIENDS	RECREATION	HOLIDAY	PERSONAL AFFAIRS	OTHER	NOT STATED		
1 PERSON	474	1456	1198	621	603	596	386	57	5390	(0.290)
2 PERSONS	75	464	1312	897	732	815	222	21	4537	(0.244)
3 PERSONS	12	204	661	482	528	430	129	3	2447	(0.132)
4 PERSONS	6	226	1172	595	791	331	132	9	3261	(0.176)
5 PERSONS	5	194	609	313	412	221	59	2	1814	(0.098)
6 PERSONS	26	19	230	179	273	62	97	8	894	(0.048)
7 PERSONS	0	4	26	49	53	19	4	0	155	(0.008)
8 PERSONS	0	0	8	11	28	3	0	0	50	(0.003)
9 PERSONS	0	0	0	16	0	3	0	0	19	(0.001)
OVER 9 PERSONS	0	0	0	0	0	0	0	0	0	(0.000)
TOTAL (PROPORTION)	597 (0.032)	2566 (0.138)	5216 (0.281)	3164 (0.170)	3418 (0.184)	2478 (0.133)	1029 (0.055)	99 (0.005)	18567	

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TABLE 15. PERSON-TRIPS ('000) BY DURATION AT DESTINATION AND PURPOSE

DURATION AT DESTINATION (NIGHTS)	PURPOSE								TOTAL	(PROPORTION)
	DELIVER FREIGHT	OTHER BUSINESS	VISITING FRIENDS	RECREATION	HOLIDAY	PERSONAL AFFAIRS	OTHER	NOT STATED		
0	416	1186	1271	1590	98	997	391	26	5974	(0.322)
1	84	437	720	457	159	379	159	4	2398	(0.129)
2	31	389	1279	593	314	431	221	12	3271	(0.176)
3-7	23	417	1422	419	1439	498	168	16	4403	(0.237)
8-14	13	62	361	60	1004	84	24	3	1612	(0.087)
15-28	1	23	91	8	315	38	26	1	502	(0.027)
29-56	0	2	21	2	31	15	6	0	78	(0.004)
OVER 56	0	1	3	1	2	5	1	0	13	(0.001)
NOT STATED	28	49	48	35	56	31	33	37	317	(0.017)
TOTAL (PROPORTION)	597 (0.032)	2566 (0.138)	5216 (0.281)	3164 (0.170)	3418 (0.184)	2478 (0.133)	1029 (0.055)	99 (0.005)	18567	

TABLE 16. PERSON-TRIPS ('000) BY ACCOMMODATION AND PURPOSE

ACCOMMODATION	PURPOSE								TOTAL	(PROPORTION)
	DELIVER FREIGHT	OTHER BUSINESS	VISITING FRIENDS	RECREATION	HOLIDAY	PERSONAL AFFAIRS	OTHER	NOT STATED		
HOTEL/MOTEL	60	842	348	538	708	292	191	8	2986	(0.161)
FRIENDS HOME	28	305	3423	212	941	916	224	17	6066	(0.327)
CARAVAN/TENT	2	56	102	548	912	56	57	4	1737	(0.094)
OTHER	83	140	38	220	709	176	148	3	1517	(0.082)
NOT STATED	8	38	34	56	51	41	18	42	288	(0.015)
NOT APPLICABLE	416	1186	1271	1590	98	997	391	26	5974	(0.322)
TOTAL (PROPORTION)	597 (0.032)	2566 (0.138)	5216 (0.281)	3164 (0.170)	3418 (0.184)	2478 (0.133)	1029 (0.055)	99 (0.005)	18567	

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TABLE 17. PERSON-TRIPS ('000) BY HOUSEHOLD INCOME AND ACCOMMODATION

INCOME GROUP	ACCOMMODATION						TOTAL	(PROPORTION)
	HOTEL OR MOTEL	FRIENDS HOME	CARAVAN OR TENT	OTHER	NOT STATED	NOT APPLICABLE		
\$0-2000	25	68	7	4	4	48	156	(0.008)
\$2001-4000	92	298	23	25	46	129	613	(0.033)
\$4001-6000	116	493	79	58	25	399	1169	(0.063)
\$6001-8000	135	547	180	89	51	439	1442	(0.078)
\$8001-10000	296	728	159	125	26	783	2118	(0.114)
\$10001-15000	635	1468	443	373	46	1635	4601	(0.248)
\$15001-20000	580	939	324	252	25	926	3046	(0.164)
\$20001-25000	370	591	227	238	12	741	2179	(0.117)
\$25001-30000	214	284	111	142	17	240	1007	(0.054)
OVER \$30000	373	353	87	115	15	387	1330	(0.072)
NOT STATED	149	296	97	95	21	247	907	(0.049)
TOTAL (PROPORTION)	2986 (0.161)	6066 (0.327)	1737 (0.094)	1517 (0.082)	288 (0.015)	5974 (0.322)	18567	

TABLE 18. PERSON-TRIPS ('000) BY HOUSEHOLD SIZE AND ACCOMMODATION

HOUSEHOLD SIZE	ACCOMMODATION						TOTAL	(PROPORTION)
	HOTEL OR MOTEL	FRIENDS HOME	CARAVAN OR TENT	OTHER	NOT STATED	NOT APPLICABLE		
1 PERSON	166	469	46	48	36	240	1005	(0.054)
2 PERSONS	753	1378	329	323	109	1113	4006	(0.216)
3 PERSONS	514	959	205	249	21	982	2930	(0.158)
4 PERSONS	698	1762	512	475	52	1452	4952	(0.267)
5 PERSONS	484	958	312	169	34	1088	3043	(0.164)
6 PERSONS	302	342	187	166	32	547	1575	(0.085)
7 PERSONS	39	109	60	44	3	325	580	(0.031)
8 PERSONS	17	52	76	0	0	60	206	(0.011)
9 PERSONS	9	13	8	38	0	147	215	(0.012)
OVER 9 PERSONS	2	12	1	2	0	14	31	(0.002)
NOT STATED	2	13	0	2	2	6	24	(0.001)
TOTAL (PROPORTION)	2986 (0.161)	6066 (0.327)	1737 (0.094)	1517 (0.082)	288 (0.015)	5974 (0.322)	18567	

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TABLE 19. PERSON-TRIPS ('000) BY OCCUPATION OF PERSON TRAVELLING AND ACCOMMODATION

OCCUPATION OF PERSON TRAVELLING	ACCOMMODATION						TOTAL	(PROPORTION)
	HOTEL OR MOTEL	FRIENDS HOME	CARAVAN OR TENT	OTHER	NOT STATED	NOT APPLICABLE		
EMPLOYED								
-PROFESSIONAL	429	653	158	176	34	721	2172	(0.117)
-MANAGERIAL	382	189	80	88	11	261	1010	(0.054)
-CLERICAL	250	520	148	84	7	330	1339	(0.072)
-SALES WORKER	216	231	47	55	23	330	903	(0.049)
-FARMER	89	181	21	38	13	349	692	(0.037)
-MINER	3	10	8	1	0	7	29	(0.002)
-TRANSPORT AND COMMUNICATION	75	92	53	78	5	342	645	(0.035)
-TRADESMAN	184	420	190	158	13	452	1418	(0.076)
-SERVICE	82	172	48	46	5	207	560	(0.030)
-NOT STATED	98	177	26	51	8	132	493	(0.027)
LOOKING FOR WORK	20	105	32	32	0	62	252	(0.014)
RETIRED	222	583	104	64	68	396	1439	(0.077)
STUDENT	417	1188	506	327	49	1095	3582	(0.193)
HOME-DUTIES	375	891	211	220	41	818	2557	(0.138)
OTHER	130	599	103	93	5	430	1360	(0.073)
NOT STATED	13	55	2	3	4	38	116	(0.006)
TOTAL (PROPORTION)	2986 (0.161)	6066 (0.327)	1737 (0.094)	1517 (0.082)	288 (0.015)	5974 (0.322)	18567	

TABLE 20. PERSON-TRIPS ('000) BY AGE OF PERSON TRAVELLING AND ACCOMMODATION

AGE OF PERSON TRAVELLING (YRS)	ACCOMMODATION						TOTAL	(PROPORTION)
	HOTEL OR MOTEL	CARAVAN HOME	OR TENT	NOT OTHER	NOT STATED	APPLICABLE		
0-16	446	1560	505	346	43	1300	4200	(0.226)
17-24	301	889	312	217	16	608	2343	(0.126)
25-29	237	699	136	94	8	544	1718	(0.093)
30-34	258	487	119	122	9	650	1644	(0.089)
35-39	264	302	127	79	9	519	1300	(0.070)
40-44	242	295	118	89	10	439	1193	(0.064)
45-49	230	290	84	142	23	423	1192	(0.064)
50-54	287	363	85	153	66	451	1404	(0.076)
55-59	223	291	93	107	24	250	989	(0.053)
OVER 60	398	663	97	107	53	499	1818	(0.098)
NOT STATED	101	228	60	61	25	290	765	(0.041)
TOTAL (PROPORTION)	2986 (0.161)	6066 (0.327)	1737 (0.094)	1517 (0.082)	288 (0.015)	5974 (0.322)	18567	

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TABLE 21. PERSON-TRIPS ('000) BY DURATION AT DESTINATION AND ACCOMMODATION

DURATION AT DESTINATION (NIGHTS)	ACCOMMODATION						TOTAL	(PROPORTION)
	HOTEL OR MOTEL	FRIENDS HOME	CARAVAN OR TENT	OTHER	NOT STATED	NOT APPLICABLE		
0	-	-	-	-	-	5974	5974	(0.322)
1	867	1012	242	265	13	-	2398	(0.129)
2	776	1744	444	261	45	-	3271	(0.176)
3-7	1011	2284	614	455	39	-	4403	(0.237)
8-14	264	726	283	317	22	-	1612	(0.087)
15-28	40	206	118	129	11	-	502	(0.027)
29-56	2	39	13	16	8	-	78	(0.004)
OVER 56	1	4	1	7	2	-	13	(0.001)
NOT STATED	26	52	23	67	148	-	317	(0.017)
TOTAL (PROPORTION)	2986 (0.161)	6066 (0.327)	1737 (0.094)	1517 (0.082)	288 (0.015)	5974 (0.322)	18567	

TABLE 22. PERSON-TRIPS ('000) BY PARTY SIZE AND ACCOMMODATION

PARTY SIZE	ACCOMMODATION						TOTAL	(PROPORTION)
	HOTEL OR MOTEL	FRIENDS HOME	CARAVAN OR TENT	OTHER	NOT STATED	NOT APPLICABLE		
1 PERSON	1110	1574	332	392	131	1851	5390	(0.290)
2 PERSONS	853	1539	412	390	73	1270	4537	(0.244)
3 PERSONS	330	771	199	233	26	888	2447	(0.132)
4 PERSONS	309	1438	376	306	31	801	3261	(0.176)
5 PERSONS	221	561	249	29	12	743	1814	(0.098)
6 PERSONS	159	138	108	140	15	334	894	(0.048)
7 PERSONS	4	41	42	7	0	61	155	(0.008)
8 PERSONS	0	0	19	21	0	10	50	(0.003)
9 PERSONS	0	3	0	0	0	16	19	(0.001)
OVER 9 PERSONS	0	0	0	0	0	0	0	(0.000)
TOTAL (PROPORTION)	2986 (0.161)	6066 (0.327)	1737 (0.094)	1517 (0.082)	288 (0.015)	5974 (0.322)	18567	

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TABLE 23. PERSON-TRIPS ('000) BY DISTANCE AND ACCOMMODATION

DISTANCE (KM)	ACCOMMODATION						TOTAL	(PROPORTION)
	HOTEL OR MOTEL	FRIENDS HOME	CARAVAN OR TENT	OTHER	NOT STATED	NOT APPLICABLE		
INTRA-LGA	5	38	7	15	6	174	245	(0.013)
0-100	229	1147	398	267	117	3371	5528	(0.298)
101-150	274	1250	366	347	77	1404	3718	(0.200)
151-200	235	531	211	100	15	482	1575	(0.085)
201-300	697	1115	229	300	40	333	2715	(0.146)
301-400	445	633	146	230	5	66	1525	(0.082)
401-600	306	542	127	80	6	47	1109	(0.060)
601-800	471	536	128	118	9	70	1331	(0.072)
801-1000	59	95	48	28	4	5	239	(0.013)
OVER 1000	265	179	77	31	8	21	582	(0.031)
TOTAL (PROPORTION)	2986 (0.161)	6066 (0.327)	1737 (0.094)	1517 (0.082)	288 (0.015)	5974 (0.322)	18567	

TABLE 24. PERSON-TRIPS ('000) BY HOUSEHOLD INCOME AND DISTANCE

	DISTANCE (KM)											
INCOME GROUP	INTRA-LGA	0-100	101-150	151-200	201-300	301-400	401-600	601-800	801-1000	OVER 1000	TOTAL	(PROP)
\$0-2000	4	39	19	11	29	28	12	6	5	2	156	(0.008)
\$2001-4000	7	178	101	43	86	48	58	47	23	23	613	(0.033)
\$4001-6000	6	389	169	74	194	88	110	96	10	34	1169	(0.063)
\$6001-8000	15	387	335	135	190	120	99	78	19	64	1442	(0.078)
\$8001-10000	26	611	431	234	310	147	122	128	42	68	2118	(0.114)
\$10001-15000	117	1490	855	377	760	306	241	292	45	118	4601	(0.248)
\$15001-20000	36	906	583	192	424	341	192	232	34	106	3046	(0.164)
\$20001-25000	14	702	509	191	255	139	122	175	26	46	2179	(0.117)
\$25001-30000	2	268	185	93	169	125	46	72	5	42	1007	(0.054)
OVER \$30000	4	314	306	152	190	98	67	133	10	55	1330	(0.072)
NOT STATED	14	244	226	72	109	85	41	71	21	25	907	(0.049)
TOTAL (PROPORTION)	245 (0.013)	5528 (0.298)	3718 (0.200)	1575 (0.085)	2715 (0.146)	1525 (0.082)	1109 (0.060)	1331 (0.072)	239 (0.013)	582 (0.031)	18567	



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TABLE 25. PERSON-TRIPS ('000) BY DURATION AT DESTINATION AND DISTANCE

DURATION AT DESTINATION (NIGHTS)	DISTANCE (KM)										TOTAL	(PROP)
	INTRA-LGA	0-100	101-150	151-200	201-300	301-400	401-600	601-800	801-1000	OVER 1000		
0	174	3371	1404	482	333	66	47	70	5	21	5974	(0.322)
1	8	533	545	329	457	251	109	125	13	28	2398	(0.129)
2	46	665	797	310	717	299	177	144	38	78	3271	(0.176)
3-7	10	660	585	354	865	602	472	544	65	247	4403	(0.237)
8-14	0	125	221	57	233	252	198	339	61	126	1612	(0.087)
15-28	1	48	66	12	69	43	74	81	44	64	502	(0.027)
29-56	0	2	9	9	16	5	14	6	10	7	78	(0.004)
OVER 56	0	1	5	0	1	1	0	1	1	2	13	(0.001)
NOT STATED	6	124	86	20	23	6	19	21	2	9	317	(0.017)
TOTAL (PROPORTION)	245 (0.013)	5528 (0.298)	3718 (0.200)	1575 (0.085)	2715 (0.146)	1525 (0.082)	1109 (0.060)	1331 (0.072)	239 (0.013)	582 (0.031)	18567	

TABLE 26. PERSON-TRIPS ('000) BY OCCUPATION OF PERSON TRAVELLING AND FARE PAYMENT METHOD

OCCUPATION OF PERSON TRAVELLING	FARE PAYMENT METHOD					TOTAL	(PROPORTION)
	NO FARES	HOUSEHOLD	EMPLOYER	OTHER	NOT STATED		
EMPLOYED							
-PROFESSIONAL	1209	607	277	35	43	2172	(0.117)
-MANAGERIAL	447	182	338	18	26	1010	(0.054)
-CLERICAL	693	479	70	52	45	1339	(0.072)
-SALES WORKER	437	194	228	10	34	903	(0.049)
-FARMER	411	137	108	11	25	692	(0.037)
-MINER	17	9	0	0	2	29	(0.002)
-TRANSPORT AND COMMUNICATION	347	129	142	12	16	645	(0.035)
-TRADESMAN	713	522	118	16	49	1418	(0.076)
-SERVICE	265	186	86	13	10	560	(0.030)
-NOT STATED	229	160	76	15	13	493	(0.027)
LOOKING FOR WORK	103	119	1	17	12	252	(0.014)
RETIRED	672	539	16	70	141	1439	(0.077)
STUDENT	2027	1344	42	82	87	3582	(0.193)
HOME-DUTIES	1490	874	73	26	94	2557	(0.138)
OTHER	764	520	34	22	20	1360	(0.073)
NOT STATED	69	34	0	2	10	116	(0.006)
TOTAL (PROPORTION)	9894 (0.533)	6036 (0.325)	1609 (0.087)	401 (0.022)	627 (0.034)	18567	

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TABLE 1. PERSON-TRIPS ('000) BY HOUSEHOLD INCOME AND VEHICLE TYPE

INCOME GROUP	VEHICLE TYPE									TOTAL	(PROPORTION)
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED		
\$0-2000	1	7	71	2	0	0	5	0	1	85	(0.005)
\$2001-4000	22	43	390	12	4	1	91	6	33	603	(0.033)
\$4001-6000	27	26	635	14	0	0	45	1	17	765	(0.042)
\$6001-8000	37	9	1002	39	4	0	59	3	26	1179	(0.064)
\$8001-10000	45	26	1793	129	0	0	43	2	13	2051	(0.111)
\$10001-15000	157	60	4086	136	2	1	99	5	55	4601	(0.250)
\$15001-20000	232	37	3019	33	19	2	39	7	13	3400	(0.185)
\$20001-25000	117	40	1990	43	2	26	22	47	20	2308	(0.125)
\$25001-30000	106	12	957	13	4	0	22	0	11	1124	(0.061)
OVER \$30000	140	14	1158	27	4	2	15	6	0	1366	(0.074)
NOT STATED	69	19	765	16	2	2	33	5	29	940	(0.051)
TOTAL	954	293	15867	464	40	33	473	82	217	18423	
(PROPORTION)	(0.052)	(0.016)	(0.861)	(0.025)	(0.002)	(0.002)	(0.026)	(0.004)	(0.012)		

TABLE 2. PERSON-TRIPS ('000) BY HOUSEHOLD SIZE AND VEHICLE TYPE

HOUSEHOLD SIZE	VEHICLE TYPE									TOTAL	(PROPORTION)
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED		
1 PERSON	89	56	614	25	2	2	66	0	53	908	(0.049)
2 PERSONS	215	43	3113	123	19	2	165	15	48	3741	(0.203)
3 PERSONS	155	48	2723	35	13	26	71	52	24	3146	(0.171)
4 PERSONS	242	80	4387	208	2	0	54	1	27	5002	(0.271)
5 PERSONS	164	34	2955	39	1	2	85	2	30	3311	(0.180)
6 PERSONS	62	18	1225	16	1	0	13	2	11	1348	(0.073)
7 PERSONS	21	10	407	5	3	0	15	5	4	469	(0.025)
8 PERSONS	1	5	299	11	0	0	1	0	17	333	(0.018)
9 PERSONS	5	0	101	1	0	0	2	5	0	114	(0.006)
OVER 9 PERSONS	0	0	23	0	0	0	0	0	0	23	(0.001)
NOT STATED	0	0	21	0	0	0	2	0	4	27	(0.001)
TOTAL	954	293	15867	464	40	33	473	82	217	18423	
(PROPORTION)	(0.052)	(0.016)	(0.861)	(0.025)	(0.002)	(0.002)	(0.026)	(0.004)	(0.012)		

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TABLE 3. PERSON-TRIPS ('000) BY VEHICLES AVAILABLE AND VEHICLE TYPE

VEHICLES AVAILABLE	VEHICLE TYPE									TOTAL	(PROPORTION)
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED		
0	37	41	190	0	0	0	98	0	27	393	(0.021)
1	335	135	5559	86	0	2	184	9	63	6374	(0.346)
2	361	71	6733	239	20	2	78	15	65	7583	(0.412)
3	106	25	1847	102	6	26	63	47	32	2256	(0.122)
4	104	16	1432	36	14	2	22	11	17	1654	(0.090)
OVER 4	11	6	105	0	0	0	29	0	13	164	(0.009)
NOT STATED	0	0	0	0	0	0	0	0	0	0	(0.000)
TOTAL (PROPORTION)	954 (0.052)	293 (0.016)	15867 (0.861)	464 (0.025)	40 (0.002)	33 (0.002)	473 (0.026)	82 (0.004)	217 (0.012)	18423	

TABLE 4. PERSON-TRIPS ('000) BY AGE OF PERSON TRAVELLING AND VEHICLE TYPE

AGE OF PERSON TRAVELLING (YRS)	VEHICLE TYPE									TOTAL	(PROPORTION)
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED		
0-16	92	87	4099	71	4	9	90	1	42	4495	(0.244)
17-24	84	42	1990	32	23	18	65	10	17	2281	(0.124)
25-29	94	9	1470	90	9	2	12	7	9	1701	(0.092)
30-34	109	23	1351	72	3	0	33	0	22	1613	(0.088)
35-39	85	7	1084	96	0	0	13	0	9	1295	(0.070)
40-44	100	10	995	31	0	0	19	52	24	1229	(0.067)
45-49	90	11	982	35	0	4	8	1	31	1162	(0.063)
50-54	110	11	1084	14	0	0	21	1	7	1247	(0.068)
55-59	64	10	848	7	0	0	21	2	7	959	(0.052)
OVER 60	107	67	1399	6	0	1	168	4	38	1790	(0.097)
NOT STATED	20	17	566	10	0	0	22	4	11	651	(0.035)
TOTAL (PROPORTION)	954 (0.052)	293 (0.016)	15867 (0.861)	464 (0.025)	40 (0.002)	33 (0.002)	473 (0.026)	82 (0.004)	217 (0.012)	18423	

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TABLE 5. PERSON-TRIPS ('000) BY OCCUPATION OF PERSON TRAVELLING AND VEHICLE TYPE

OCCUPATION OF PERSON TRAVELLING	VEHICLE TYPE									TOTAL	(PROPORTION)
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED		
EMPLOYED											
-PROFESSIONAL	197	36	2014	13	9	4	23	0	17	2314	(0.126)
-MANAGERIAL	150	1	696	12	0	0	10	0	0	869	(0.047)
-CLERICAL	77	12	1098	4	4	0	25	4	3	1227	(0.067)
-SALES WORKER	56	3	781	53	0	0	11	8	15	927	(0.050)
-FARMER	11	3	270	24	0	0	3	1	12	324	(0.018)
-MINER	0	0	5	0	0	0	0	0	0	5	(0.000)
-TRANSPORT AND COMMUNICATION	45	4	356	176	5	0	4	43	24	657	(0.036)
-TRADESMAN	58	13	1506	64	11	0	22	10	43	1728	(0.094)
-SERVICE	23	10	490	5	3	19	9	2	5	566	(0.031)
-NOT STATED	34	7	452	17	2	0	6	1	5	524	(0.028)
LOOKING FOR WORK	5	7	241	5	2	1	29	2	3	296	(0.016)
RETIRED	45	64	973	1	0	1	149	4	23	1260	(0.068)
STUDENT	74	97	3475	62	4	0	84	3	34	3833	(0.208)
HOME-DUTIES	140	30	2223	10	0	0	76	2	23	2505	(0.136)
OTHER	35	6	1225	18	0	9	20	1	4	1318	(0.072)
NOT STATED	3	0	61	0	0	0	2	0	6	72	(0.004)
TOTAL (PROPORTION)	954 (0.052)	293 (0.016)	15867 (0.861)	464 (0.025)	40 (0.002)	33 (0.002)	473 (0.026)	82 (0.004)	217 (0.012)	18423	

TABLE 6. PERSON-TRIPS ('000) BY PURPOSE AND VEHICLE TYPE

PURPOSE	VEHICLE TYPE									TOTAL	(PROPORTION)
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED		
DELIVER FREIGHT	25	5	73	266	0	0	2	0	18	389	(0.021)
OTHER BUSINESS	365	13	1389	144	0	0	32	49	9	2002	(0.109)
VISITING FRIENDS	193	24	4979	5	5	1	153	4	53	5417	(0.294)
RECREATION	62	136	3392	13	23	28	80	13	45	3791	(0.206)
HOLIDAY	196	55	3119	2	5	4	72	7	23	3483	(0.189)
PERSONAL AFFAIRS	79	20	2134	21	2	0	98	3	11	2369	(0.129)
OTHER	32	37	677	7	6	0	26	6	2	794	(0.043)
NOT STATED	3	3	102	5	0	0	9	0	56	178	(0.010)
TOTAL (PROPORTION)	954 (0.052)	293 (0.016)	15867 (0.861)	464 (0.025)	40 (0.002)	33 (0.002)	473 (0.026)	82 (0.004)	217 (0.012)	18423	

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TABLE 7. PERSON-TRIPS ('000) BY PARTY SIZE AND VEHICLE TYPE

PARTY SIZE	VEHICLE TYPE									TOTAL	(PROPORTION)
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED		
1 PERSON	554	190	3474	302	32	6	283	64	120	5026	(0.273)
2 PERSONS	262	57	4112	133	8	1	130	7	36	4748	(0.258)
3 PERSONS	63	24	2308	6	0	26	27	5	16	2476	(0.134)
4 PERSONS	57	11	3248	19	0	0	33	2	15	3384	(0.184)
5 PERSONS	14	0	1822	3	0	0	0	0	11	1849	(0.100)
6 PERSONS	5	7	607	0	0	0	0	0	10	629	(0.034)
7 PERSONS	0	0	145	0	0	0	0	0	3	148	(0.008)
8 PERSONS	0	3	120	0	0	0	0	0	6	130	(0.007)
9 PERSONS	0	0	24	0	0	0	0	4	0	28	(0.002)
OVER 9 PERSONS	0	0	6	0	0	0	0	0	0	6	(0.000)
TOTAL (PROPORTION)	954 (0.052)	293 (0.016)	15867 (0.861)	464 (0.025)	40 (0.002)	33 (0.002)	473 (0.026)	82 (0.004)	217 (0.012)	18423	

TABLE 8. PERSON-TRIPS ('000) BY DISTANCE AND VEHICLE TYPE

DISTANCE (KM)	VEHICLE TYPE									TOTAL	(PROPORTION)
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED		
INTRA-LGA	2	2	41	0	4	0	0	0	2	51	(0.003)
0-100	12	75	5196	201	12	26	63	10	56	5652	(0.307)
101-150	8	48	3953	45	3	0	116	4	44	4222	(0.229)
151-200	11	36	2024	72	2	1	71	44	45	2306	(0.125)
201-300	15	42	2144	25	6	2	83	3	14	2335	(0.127)
301-400	30	15	688	12	1	0	20	2	9	776	(0.042)
401-600	148	24	677	15	0	1	35	2	4	906	(0.049)
601-800	409	21	509	55	5	2	62	11	14	1086	(0.059)
801-1000	18	3	108	0	0	0	2	1	0	133	(0.007)
OVER 1000	301	28	527	39	7	2	21	6	28	957	(0.052)
TOTAL (PROPORTION)	954 (0.052)	293 (0.016)	15867 (0.861)	464 (0.025)	40 (0.002)	33 (0.002)	473 (0.026)	82 (0.004)	217 (0.012)	18423	

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TABLE 9. PERSON-TRIPS ('000) BY FARES PAID AND VEHICLE TYPE

FARES PAID	VEHICLE TYPE									TOTAL	(PROPORTION)
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED		
NO FARES	31	31	10769	270	29	2	28	66	107	11333	(0.615)
HOUSEHOLD	508	207	3639	12	8	31	342	12	21	4780	(0.259)
EMPLOYER	368	11	646	155	0	0	12	2	5	1201	(0.065)
OTHER	31	25	156	10	0	0	41	1	2	266	(0.014)
NOT STATED	17	19	657	16	3	0	50	0	82	844	(0.046)
TOTAL (PROPORTION)	954 (0.052)	293 (0.016)	15867 (0.861)	464 (0.025)	40 (0.002)	33 (0.002)	473 (0.026)	82 (0.004)	217 (0.012)	18423	

TABLE 10. PERSON-TRIPS ('000) BY DURATION AT DESTINATION AND VEHICLE TYPE

DURATION AT DESTINATION (NIGHTS)	VEHICLE TYPE									TOTAL	(PROPORTION)
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED		
0	111	95	5305	302	17	28	96	55	51	6060	(0.329)
1	116	11	2393	56	5	2	79	3	17	2681	(0.146)
2	124	42	3016	46	3	2	47	1	19	3300	(0.179)
3-7	330	99	3293	40	13	0	132	22	37	3967	(0.215)
8-14	166	25	960	3	2	1	67	1	43	1267	(0.069)
15-28	71	11	371	0	0	0	24	0	2	479	(0.026)
29-56	18	3	133	0	0	0	5	0	0	160	(0.009)
OVER 56	2	0	33	0	0	0	0	0	0	36	(0.002)
NOT STATED	18	6	362	16	0	0	23	1	47	473	(0.026)
TOTAL (PROPORTION)	954 (0.052)	293 (0.016)	15867 (0.861)	464 (0.025)	40 (0.002)	33 (0.002)	473 (0.026)	82 (0.004)	217 (0.012)	18423	

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TABLE 11. PERSON-TRIPS ('000) BY HOUSEHOLD INCOME AND PURPOSE

INCOME GROUP	PURPOSE								TOTAL	(PROPORTION)
	DELIVER FREIGHT	OTHER BUSINESS	VISITING FRIENDS	RECREATION	HOLIDAY	PERSONAL AFFAIRS	OTHER	NOT STATED		
\$0-2000	4	5	45	10	11	6	3	0	85	(0.005)
\$2001-4000	11	37	192	113	100	95	23	32	603	(0.033)
\$4001-6000	11	40	286	114	142	129	35	8	765	(0.042)
\$6001-8000	53	106	390	205	153	200	48	23	1179	(0.064)
\$8001-10000	36	306	669	345	309	296	76	14	2051	(0.111)
\$10001-15000	127	431	1454	947	882	557	172	30	4601	(0.250)
\$15001-20000	43	386	1052	717	654	391	154	4	3400	(0.185)
\$20001-25000	28	260	534	682	440	245	79	40	2308	(0.125)
\$25001-30000	7	143	249	228	296	138	50	12	1124	(0.061)
OVER \$30000	29	203	323	265	294	180	70	2	1366	(0.074)
NOT STATED	39	85	222	167	199	131	84	13	940	(0.051)
TOTAL (PROPORTION)	389 (0.021)	2002 (0.109)	5417 (0.294)	3791 (0.206)	3483 (0.189)	2369 (0.129)	794 (0.043)	178 (0.010)	18423	

TABLE 12. PERSON-TRIPS ('000) BY OCCUPATION OF PERSON TRAVELLING AND PURPOSE

OCCUPATION OF PERSON TRAVELLING	PURPOSE								TOTAL	(PROPORTION)
	DELIVER FREIGHT	OTHER BUSINESS	VISITING FRIENDS	RECREATION	HOLIDAY	PERSONAL AFFAIRS	OTHER	NOT STATED		
EMPLOYED										
-PROFESSIONAL	18	402	629	442	439	302	73	9	2314	(0.126)
-MANAGERIAL	17	264	185	140	121	111	23	8	869	(0.047)
-CLERICAL	2	87	349	293	286	152	58	0	1227	(0.067)
-SALES WORKER	14	278	191	200	117	87	26	13	927	(0.050)
-FARMER	19	69	58	44	32	70	27	4	324	(0.018)
-MINER	0	1	2	0	0	1	0	0	5	(0.000)
-TRANSPORT AND COMMUNICATION	198	69	129	96	96	43	16	10	657	(0.036)
-TRADESMAN	40	167	519	391	314	185	78	34	1728	(0.094)
-SERVICE	4	63	201	115	86	66	31	1	566	(0.031)
-NOT STATED	15	91	169	86	82	54	22	5	524	(0.028)
LOOKING FOR WORK	7	19	96	52	32	70	17	3	296	(0.016)
RETIRED	8	34	481	232	238	183	60	25	1260	(0.068)
STUDENT	17	229	1068	1025	889	411	159	35	3833	(0.208)
HOME-DUTIES	17	165	829	437	503	412	124	15	2505	(0.136)
OTHER	15	59	487	224	232	213	79	10	1318	(0.072)
NOT STATED	0	3	25	14	14	10	1	5	72	(0.004)
TOTAL (PROPORTION)	389 (0.021)	2002 (0.109)	5417 (0.294)	3791 (0.206)	3483 (0.189)	2369 (0.129)	794 (0.043)	178 (0.010)	18423	

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TABLE 13. PERSON-TRIPS ('000) BY AGE OF PERSON TRAVELLING AND PURPOSE

AGE OF PERSON TRAVELLING (YRS)	PURPOSE								TOTAL	(PROPORTION)
	DELIVER FREIGHT	OTHER BUSINESS	VISITING FRIENDS	RECREATION	HOLIDAY	PERSONAL AFFAIRS	OTHER	NOT STATED		
0-16	15	249	1380	1113	957	556	179	48	4495	(0.244)
17-24	22	133	728	574	420	293	100	11	2281	(0.124)
25-29	91	177	565	306	262	216	80	5	1701	(0.092)
30-34	73	218	445	365	239	191	73	9	1613	(0.088)
35-39	51	266	305	256	240	142	26	8	1295	(0.070)
40-44	49	235	278	224	195	169	60	21	1229	(0.067)
45-49	46	191	250	214	227	156	53	23	1162	(0.063)
50-54	8	265	368	138	246	171	42	8	1247	(0.068)
55-59	12	90	316	127	186	157	61	11	959	(0.052)
OVER 60	9	142	580	335	378	244	73	29	1790	(0.097)
NOT STATED	14	37	204	137	134	74	46	5	651	(0.035)
TOTAL (PROPORTION)	389 (0.021)	2002 (0.109)	5417 (0.294)	3791 (0.206)	3483 (0.189)	2369 (0.129)	794 (0.043)	178 (0.010)	18423	

TABLE 14. PERSON-TRIPS ('000) BY PARTY SIZE AND PURPOSE

PARTY SIZE	PURPOSE								TOTAL	(PROPORTION)
	DELIVER FREIGHT	OTHER BUSINESS	VISITING FRIENDS	RECREATION	HOLIDAY	PERSONAL AFFAIRS	OTHER	NOT STATED		
1 PERSON	293	1217	1125	834	709	536	235	77	5026	(0.273)
2 PERSONS	61	470	1436	958	920	650	209	43	4748	(0.258)
3 PERSONS	22	101	721	471	529	457	168	6	2476	(0.134)
4 PERSONS	5	134	1222	825	708	378	102	11	3384	(0.184)
5 PERSONS	0	53	578	495	409	232	70	11	1849	(0.100)
6 PERSONS	8	20	245	136	149	61	10	0	629	(0.034)
7 PERSONS	0	7	44	39	26	31	0	0	148	(0.008)
8 PERSONS	0	0	41	23	28	8	0	29	130	(0.007)
9 PERSONS	0	0	5	4	4	16	0	0	28	(0.002)
OVER 9 PERSONS	0	0	0	6	0	0	0	0	6	(0.000)
TOTAL (PROPORTION)	389 (0.021)	2002 (0.109)	5417 (0.294)	3791 (0.206)	3483 (0.189)	2369 (0.129)	794 (0.043)	178 (0.010)	18423	



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TABLE 15. PERSON-TRIPS ('000) BY DURATION AT DESTINATION AND PURPOSE

DURATION AT DESTINATION (NIGHTS)	PURPOSE								TOTAL	(PROPORTION)
	DELIVER FREIGHT	OTHER BUSINESS	VISITING FRIENDS	RECREATION	HOLIDAY	PERSONAL AFFAIRS	OTHER	NOT STATED		
0	243	925	1521	1901	80	988	326	75	6060	(0.329)
1	49	395	1050	472	172	417	125	1	2681	(0.146)
2	23	274	1127	720	487	485	164	20	3300	(0.179)
3-7	46	294	1234	492	1410	356	111	24	3967	(0.215)
8-14	0	65	273	62	775	42	25	25	1267	(0.069)
15-28	0	18	71	5	361	17	5	2	479	(0.026)
29-56	0	5	23	1	96	33	0	0	160	(0.009)
OVER 56	0	1	3	8	15	4	5	0	36	(0.002)
NOT STATED	28	24	116	130	85	28	33	30	473	(0.026)
TOTAL (PROPORTION)	389 (0.021)	2002 (0.109)	5417 (0.294)	3791 (0.206)	3483 (0.189)	2369 (0.129)	794 (0.043)	178 (0.010)	18423	

TABLE 16. PERSON-TRIPS ('000) BY ACCOMMODATION AND PURPOSE

ACCOMMODATION	PURPOSE								TOTAL	(PROPORTION)
	DELIVER FREIGHT	OTHER BUSINESS	VISITING FRIENDS	RECREATION	HOLIDAY	PERSONAL AFFAIRS	OTHER	NOT STATED		
HOTEL/MOTEL	46	632	282	560	593	181	89	36	2419	(0.131)
FRIENDS HOME	9	200	3375	269	856	974	102	28	5811	(0.315)
CARAVAN/TENT	1	75	119	631	1137	62	110	7	2142	(0.116)
OTHER	69	135	19	351	776	128	158	2	1637	(0.089)
NOT STATED	20	35	102	80	42	36	9	29	353	(0.019)
NOT APPLICABLE	243	925	1521	1901	80	988	326	75	6060	(0.329)
TOTAL (PROPORTION)	389 (0.021)	2002 (0.109)	5417 (0.294)	3791 (0.206)	3483 (0.189)	2369 (0.129)	794 (0.043)	178 (0.010)	18423	

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TABLE 17. PERSON-TRIPS ('000) BY HOUSEHOLD INCOME AND ACCOMMODATION

INCOME GROUP	ACCOMMODATION						TOTAL	(PROPORTION)
	HOTEL OR MOTEL	FRIENDS HOME	CARAVAN OR TENT	OTHER	NOT STATED	NOT APPLICABLE		
\$0-2000	5	25	3	1	15	36	85	(0.005)
\$2001-4000	76	251	38	34	9	194	603	(0.033)
\$4001-6000	91	298	67	51	23	235	765	(0.042)
\$6001-8000	96	391	101	73	68	450	1179	(0.064)
\$8001-10000	223	644	202	133	48	802	2051	(0.111)
\$10001-15000	600	1391	586	321	69	1635	4601	(0.250)
\$15001-20000	471	1157	479	249	33	1012	3400	(0.185)
\$20001-25000	378	585	331	203	17	794	2308	(0.125)
\$25001-30000	173	342	108	183	15	303	1124	(0.061)
OVER \$30000	198	417	107	262	15	368	1366	(0.074)
NOT STATED	108	311	121	127	42	232	940	(0.051)
TOTAL (PROPORTION)	2419 (0.131)	5811 (0.315)	2142 (0.116)	1637 (0.089)	353 (0.019)	6060 (0.329)	18423	

TABLE 18. PERSON-TRIPS ('000) BY HOUSEHOLD SIZE AND ACCOMMODATION

HOUSEHOLD SIZE	ACCOMMODATION						TOTAL	(PROPORTION)
	HOTEL OR MOTEL	FRIENDS HOME	CARAVAN OR TENT	OTHER	NOT STATED	NOT APPLICABLE		
1 PERSON	157	378	50	47	48	228	908	(0.049)
2 PERSONS	621	1239	413	404	86	978	3741	(0.203)
3 PERSONS	439	1037	343	295	50	981	3146	(0.171)
4 PERSONS	582	1595	590	491	54	1690	5002	(0.271)
5 PERSONS	368	971	420	260	71	1221	3311	(0.180)
6 PERSONS	178	297	218	83	13	559	1348	(0.073)
7 PERSONS	66	135	47	27	11	183	469	(0.025)
8 PERSONS	4	134	38	26	4	126	333	(0.018)
9 PERSONS	2	17	13	1	11	71	114	(0.006)
OVER 9 PERSONS	1	1	0	1	0	21	23	(0.001)
NOT STATED	0	8	10	2	4	3	27	(0.001)
TOTAL (PROPORTION)	2419 (0.131)	5811 (0.315)	2142 (0.116)	1637 (0.089)	353 (0.019)	6060 (0.329)	18423	

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TABLE 19. PERSON-TRIPS ('000) BY OCCUPATION OF PERSON TRAVELLING AND ACCOMMODATION

OCCUPATION OF PERSON TRAVELLING	ACCOMMODATION						TOTAL	(PROPORTION)
	HOTEL OR MOTEL	FRIENDS HOME	CARAVAN OR TENT	OTHER	NOT STATED	NOT APPLICABLE		
EMPLOYED								
-PROFESSIONAL	351	795	254	247	21	646	2314	(0.126)
-MANAGERIAL	219	226	55	70	10	288	869	(0.047)
-CLERICAL	195	386	157	110	19	359	1227	(0.067)
-SALES WORKER	203	194	119	65	17	329	927	(0.050)
-FARMER	33	82	16	25	7	161	324	(0.018)
-MINER	0	1	0	0	0	3	5	(0.000)
-TRANSPORT AND COMMUNICATION	60	116	57	106	26	292	657	(0.036)
-TRADESMAN	233	477	270	126	41	581	1728	(0.094)
-SERVICE	86	193	51	31	5	200	566	(0.031)
-NOT STATED	81	175	47	59	17	145	524	(0.028)
LOOKING FOR WORK	17	111	26	29	4	109	296	(0.016)
RETIRED	172	456	124	71	54	385	1260	(0.068)
STUDENT	326	1173	569	363	71	1331	3833	(0.208)
HOME-DUTIES	341	867	263	237	44	753	2505	(0.136)
OTHER	91	531	129	93	16	458	1318	(0.072)
NOT STATED	12	29	5	4	1	21	72	(0.004)
TOTAL (PROPORTION)	2419 (0.131)	5811 (0.315)	2142 (0.116)	1637 (0.089)	353 (0.019)	6060 (0.329)	18423	

TABLE 20. PERSON-TRIPS ('000) BY AGE OF PERSON TRAVELLING AND ACCOMMODATION

AGE OF PERSON TRAVELLING (YRS)	ACCOMMODATION						TOTAL	(PROPORTION)
	HOTEL OR MOTEL	CARAVAN HOME	OR TENT	NOT OTHER	NOT STATED	APPLICABLE		
0-16	381	1516	597	371	82	1548	4495	(0.244)
17-24	222	886	344	205	23	601	2281	(0.124)
25-29	201	674	149	157	19	500	1701	(0.092)
30-34	266	491	159	133	32	532	1613	(0.088)
35-39	212	345	109	119	19	490	1295	(0.070)
40-44	175	281	150	84	33	507	1229	(0.067)
45-49	220	224	154	110	15	438	1162	(0.063)
50-54	237	338	122	115	15	420	1247	(0.068)
55-59	135	307	97	124	8	289	959	(0.052)
OVER 60	320	579	157	161	84	489	1790	(0.097)
NOT STATED	50	170	105	57	22	246	651	(0.035)
TOTAL (PROPORTION)	2419 (0.131)	5811 (0.315)	2142 (0.116)	1637 (0.089)	353 (0.019)	6060 (0.329)	18423	

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TABLE 21. PERSON-TRIPS ('000) BY DURATION AT DESTINATION AND ACCOMMODATION

DURATION AT DESTINATION (NIGHTS)	ACCOMMODATION						TOTAL	(PROPORTION)
	HOTEL OR MOTEL	FRIENDS HOME	CARAVAN OR TENT	OTHER	NOT STATED	NOT APPLICABLE		
0	-	-	-	-	-	6060	6060	(0.329)
1	798	1355	255	259	15	-	2681	(0.146)
2	529	1666	559	523	23	-	3300	(0.179)
3-7	752	1937	778	466	34	-	3967	(0.215)
8-14	252	498	301	192	24	-	1267	(0.069)
15-28	41	218	145	68	7	-	479	(0.026)
29-56	14	48	47	42	9	-	160	(0.009)
OVER 56	11	7	6	5	7	-	36	(0.002)
NOT STATED	22	82	52	82	234	-	473	(0.026)
TOTAL (PROPORTION)	2419 (0.131)	5811 (0.315)	2142 (0.116)	1637 (0.089)	353 (0.019)	6060 (0.329)	18423	

TABLE 22. PERSON-TRIPS ('000) BY PARTY SIZE AND ACCOMMODATION

PARTY SIZE	ACCOMMODATION						TOTAL	(PROPORTION)
	HOTEL OR MOTEL	FRIENDS HOME	CARAVAN OR TENT	OTHER	NOT STATED	NOT APPLICABLE		
1 PERSON	920	1491	459	450	138	1567	5026	(0.273)
2 PERSONS	793	1459	567	401	91	1439	4748	(0.258)
3 PERSONS	231	756	316	239	32	902	2476	(0.134)
4 PERSONS	264	1286	433	351	34	1015	3384	(0.184)
5 PERSONS	172	549	233	147	38	710	1849	(0.100)
6 PERSONS	28	157	98	34	14	298	629	(0.034)
7 PERSONS	8	57	23	15	3	42	148	(0.008)
8 PERSONS	2	53	14	0	3	57	130	(0.007)
9 PERSONS	0	4	0	0	0	24	28	(0.002)
OVER 9 PERSONS	0	0	0	0	0	6	6	(0.000)
TOTAL (PROPORTION)	2419 (0.131)	5811 (0.315)	2142 (0.116)	1637 (0.089)	353 (0.019)	6060 (0.329)	18423	

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TABLE 23. PERSON-TRIPS ('000) BY DISTANCE AND ACCOMMODATION

DISTANCE (KM)	ACCOMMODATION						TOTAL	(PROPORTION)
	HOTEL OR MOTEL	FRIENDS HOME	CARAVAN OR TENT	OTHER	NOT STATED	NOT APPLICABLE		
INTRA-LGA	2	3	2	1	15	28	51	(0.003)
0-100	163	1243	581	613	107	2944	5652	(0.307)
101-150	251	1220	390	374	62	1925	4222	(0.229)
151-200	261	937	192	161	83	673	2306	(0.125)
201-300	548	969	370	161	26	262	2335	(0.127)
301-400	167	376	130	47	17	39	776	(0.042)
401-600	303	275	200	79	2	47	906	(0.049)
601-800	352	443	115	83	17	76	1086	(0.059)
801-1000	34	63	15	14	0	6	133	(0.007)
OVER 1000	338	282	147	106	25	59	957	(0.052)
TOTAL (PROPORTION)	2419 (0.131)	5811 (0.315)	2142 (0.116)	1637 (0.089)	353 (0.019)	6060 (0.329)	18423	

TABLE 24. PERSON-TRIPS ('000) BY HOUSEHOLD INCOME AND DISTANCE

INCOME GROUP	DISTANCE (KM)										TOTAL	(PROP)
	INTRA-LGA	0-100	101-150	151-200	201-300	301-400	401-600	601-800	801-1000	OVER 1000		
\$0-2000	3	28	11	24	8	3	5	1	0	4	85	(0.005)
\$2001-4000	3	149	127	97	69	23	33	39	1	61	603	(0.033)
\$4001-6000	8	189	166	140	102	21	51	40	8	40	765	(0.042)
\$6001-8000	1	383	307	145	133	59	46	53	14	39	1179	(0.064)
\$8001-10000	21	701	416	286	306	77	88	99	9	49	2051	(0.111)
\$10001-15000	6	1371	1088	648	553	236	270	221	33	174	4601	(0.250)
\$15001-20000	9	1034	738	372	472	147	168	179	39	242	3400	(0.185)
\$20001-25000	0	774	552	242	275	100	111	143	9	102	2308	(0.125)
\$25001-30000	0	367	245	77	153	55	51	83	9	84	1124	(0.061)
OVER \$30000	0	374	343	170	165	29	56	121	7	101	1366	(0.074)
NOT STATED	1	281	230	105	99	26	27	108	4	60	940	(0.051)
TOTAL (PROPORTION)	51 (0.003)	5652 (0.307)	4222 (0.229)	2306 (0.125)	2335 (0.127)	776 (0.042)	906 (0.049)	1086 (0.059)	133 (0.007)	957 (0.052)	18423	

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TABLE 25. PERSON-TRIPS ('000) BY DURATION AT DESTINATION AND DISTANCE

DURATION AT DESTINATION (NIGHTS)	DISTANCE (KM)										TOTAL	(PROP)
	INTRA-LGA	0-100	101-150	151-200	201-300	301-400	401-600	601-800	801-1000	OVER 1000		
0	28	2944	1925	673	262	39	47	76	6	59	6060	(0.329)
1	0	729	719	415	465	102	80	112	7	52	2681	(0.146)
2	0	872	703	580	601	165	155	145	6	71	3300	(0.179)
3-7	6	635	615	428	731	344	445	470	44	251	3967	(0.215)
8-14	1	200	90	105	183	72	144	193	39	241	1267	(0.069)
15-28	0	78	47	18	50	34	15	42	12	184	479	(0.026)
29-56	0	24	46	7	7	13	5	6	14	37	160	(0.009)
OVER 56	0	0	0	0	2	1	0	7	2	23	36	(0.002)
NOT STATED	16	169	75	81	34	5	15	35	3	39	473	(0.026)
TOTAL (PROPORTION)	51 (0.003)	5652 (0.307)	4222 (0.229)	2306 (0.125)	2335 (0.127)	776 (0.042)	906 (0.049)	1086 (0.059)	133 (0.007)	957 (0.052)	18423	

TABLE 26. PERSON-TRIPS ('000) BY OCCUPATION OF PERSON TRAVELLING AND FARE PAYMENT METHOD

OCCUPATION OF PERSON TRAVELLING	FARE PAYMENT METHOD					TOTAL	(PROPORTION)
	NO FARES	HOUSEHOLD	EMPLOYER	OTHER	NOT STATED		
EMPLOYED							
-PROFESSIONAL	1467	514	229	48	57	2314	(0.126)
-MANAGERIAL	479	156	205	1	28	869	(0.047)
-CLERICAL	789	333	49	15	41	1227	(0.067)
-SALES WORKER	535	191	156	2	43	927	(0.050)
-FARMER	194	49	44	6	31	324	(0.018)
-MINER	5	0	0	0	0	5	(0.000)
-TRANSPORT AND COMMUNICATION	421	118	102	2	13	657	(0.036)
-TRADESMAN	1030	443	134	26	95	1728	(0.094)
-SERVICE	321	200	32	4	9	566	(0.031)
-NOT STATED	282	133	64	22	22	524	(0.028)
LOOKING FOR WORK	182	87	6	17	3	296	(0.016)
RETIRED	668	412	5	38	138	1260	(0.068)
STUDENT	2599	977	62	38	157	3833	(0.208)
HOME-DUTIES	1510	736	87	24	148	2505	(0.136)
OTHER	808	413	26	22	49	1318	(0.072)
NOT STATED	43	17	0	1	11	72	(0.004)
TOTAL (PROPORTION)	11333 (0.615)	4780 (0.259)	1201 (0.065)	266 (0.014)	844 (0.046)	18423	

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TABLE 1. PERSON-TRIPS ('000) BY HOUSEHOLD INCOME AND VEHICLE TYPE

INCOME GROUP	VEHICLE TYPE									TOTAL	(PROPORTION)
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED		
\$0-2000	10	1	66	1	0	0	2	0	0	81	(0.008)
\$2001-4000	29	37	211	13	0	1	15	3	5	313	(0.032)
\$4001-6000	27	69	435	23	0	1	15	24	3	597	(0.060)
\$6001-8000	31	43	662	22	0	1	10	2	9	781	(0.079)
\$8001-10000	54	29	1023	48	9	5	24	0	11	1206	(0.122)
\$10001-15000	151	52	2146	94	10	2	11	8	24	2497	(0.253)
\$15001-20000	132	37	1563	57	5	4	10	8	13	1828	(0.185)
\$20001-25000	63	8	746	18	7	0	2	8	12	865	(0.088)
\$25001-30000	63	14	401	11	2	0	2	0	2	497	(0.050)
OVER \$30000	115	31	512	28	20	0	6	3	0	716	(0.072)
NOT STATED	32	10	425	10	1	1	4	2	12	497	(0.050)
TOTAL	708	333	8191	326	54	15	103	58	91	9878	
(PROPORTION)	(0.072)	(0.034)	(0.829)	(0.033)	(0.005)	(0.002)	(0.010)	(0.006)	(0.009)		

TABLE 2. PERSON-TRIPS ('000) BY HOUSEHOLD SIZE AND VEHICLE TYPE

HOUSEHOLD SIZE	VEHICLE TYPE									TOTAL	(PROPORTION)
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED		
1 PERSON	61	47	283	6	0	1	14	2	13	427	(0.043)
2 PERSONS	192	119	1612	71	15	3	27	5	18	2063	(0.209)
3 PERSONS	123	23	1312	38	3	4	17	1	14	1534	(0.155)
4 PERSONS	166	33	2284	100	25	2	21	13	29	2674	(0.271)
5 PERSONS	79	33	1517	56	7	5	17	30	8	1752	(0.177)
6 PERSONS	44	42	660	43	1	0	1	8	2	801	(0.081)
7 PERSONS	23	18	280	7	4	0	0	0	1	332	(0.034)
8 PERSONS	5	4	116	2	0	0	2	0	0	130	(0.013)
9 PERSONS	9	5	71	1	0	0	1	0	3	91	(0.009)
OVER 9 PERSONS	5	9	26	0	0	0	2	0	0	42	(0.004)
NOT STATED	0	0	29	0	0	0	0	0	2	31	(0.003)
TOTAL	708	333	8191	326	54	15	103	58	91	9878	
(PROPORTION)	(0.072)	(0.034)	(0.829)	(0.033)	(0.005)	(0.002)	(0.010)	(0.006)	(0.009)		

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TABLE 3. PERSON-TRIPS ('000) BY VEHICLES AVAILABLE AND VEHICLE TYPE

VEHICLES AVAILABLE	VEHICLE TYPE									TOTAL	(PROPORTION)
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED		
0	17	73	92	0	0	0	30	0	2	213	(0.022)
1	207	119	2802	51	1	2	41	9	31	3264	(0.330)
2	293	93	3243	109	4	6	17	34	31	3831	(0.388)
3	92	12	998	76	6	1	5	0	15	1206	(0.122)
4	85	32	967	88	43	5	4	14	3	1241	(0.126)
OVER 4	14	4	88	1	0	1	6	0	10	123	(0.012)
NOT STATED	0	0	0	0	0	0	0	0	0	0	(0.000)
TOTAL (PROPORTION)	708 (0.072)	333 (0.034)	8191 (0.829)	326 (0.033)	54 (0.005)	15 (0.002)	103 (0.010)	58 (0.006)	91 (0.009)	9878	

TABLE 4. PERSON-TRIPS ('000) BY AGE OF PERSON TRAVELLING AND VEHICLE TYPE

AGE OF PERSON TRAVELLING (YRS)	VEHICLE TYPE									TOTAL	(PROPORTION)
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED		
0-16	83	65	2213	49	4	5	27	8	17	2470	(0.250)
17-24	69	75	1174	38	36	3	7	7	6	1415	(0.143)
25-29	64	11	721	44	10	2	6	3	10	871	(0.088)
30-34	74	11	781	31	0	1	8	1	12	919	(0.093)
35-39	58	17	633	50	0	3	4	3	6	773	(0.078)
40-44	57	7	526	37	4	0	2	2	7	641	(0.065)
45-49	56	18	454	15	0	1	4	2	0	550	(0.056)
50-54	79	18	419	32	0	0	4	26	7	585	(0.059)
55-59	47	14	386	18	0	0	8	0	4	477	(0.048)
OVER 60	90	89	612	5	1	1	26	8	11	841	(0.085)
NOT STATED	32	8	271	6	0	0	9	0	9	336	(0.034)
TOTAL (PROPORTION)	708 (0.072)	333 (0.034)	8191 (0.829)	326 (0.033)	54 (0.005)	15 (0.002)	103 (0.010)	58 (0.006)	91 (0.009)	9878	



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TABLE 5. PERSON-TRIPS ('000) BY OCCUPATION OF PERSON TRAVELLING AND VEHICLE TYPE

OCCUPATION OF PERSON TRAVELLING	VEHICLE TYPE									TOTAL	(PROPORTION)
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED		
EMPLOYED											
-PROFESSIONAL	114	30	747	13	2	1	7	3	14	931	(0.094)
-MANAGERIAL	91	5	400	10	0	2	2	2	2	514	(0.052)
-CLERICAL	47	11	557	10	5	3	3	2	3	640	(0.065)
-SALES WORKER	47	2	400	20	4	0	3	1	4	480	(0.049)
-FARMER	22	3	315	24	0	1	0	1	1	367	(0.037)
-MINER	0	0	9	0	0	1	0	0	0	11	(0.001)
-TRANSPORT AND COMMUNICATION	17	7	177	57	0	1	2	0	1	261	(0.026)
-TRADESMAN	43	28	760	46	14	1	6	25	13	936	(0.095)
-SERVICE	27	6	240	10	1	1	3	3	4	294	(0.030)
-NOT STATED	36	4	242	6	0	0	2	1	1	292	(0.030)
LOOKING FOR WORK	16	12	164	13	18	0	0	2	0	227	(0.023)
RETIRED	60	84	517	4	0	0	32	6	9	712	(0.072)
STUDENT	58	91	1584	31	9	4	20	9	13	1820	(0.184)
HOME-DUTIES	95	39	1236	41	1	1	16	3	16	1448	(0.147)
OTHER	31	10	803	29	1	1	7	0	7	889	(0.090)
NOT STATED	4	1	39	11	0	1	0	0	1	57	(0.006)
TOTAL (PROPORTION)	708 (0.072)	333 (0.034)	8191 (0.829)	326 (0.033)	54 (0.005)	15 (0.002)	103 (0.010)	58 (0.006)	91 (0.009)	9878	

TABLE 6. PERSON-TRIPS ('000) BY PURPOSE AND VEHICLE TYPE

PURPOSE	VEHICLE TYPE									TOTAL	(PROPORTION)
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED		
DELIVER FREIGHT	8	1	70	150	0	2	0	3	1	234	(0.024)
OTHER BUSINESS	252	14	1032	44	3	0	2	2	9	1357	(0.137)
VISITING FRIENDS	194	52	2343	29	5	0	52	7	25	2706	(0.274)
RECREATION	35	133	1763	51	14	5	5	13	18	2036	(0.206)
HOLIDAY	95	52	1269	17	10	7	22	6	2	1480	(0.150)
PERSONAL AFFAIRS	76	26	1290	23	0	1	18	0	17	1451	(0.147)
OTHER	45	39	370	9	22	1	5	27	11	529	(0.054)
NOT STATED	5	16	53	3	0	0	1	0	8	84	(0.009)
TOTAL (PROPORTION)	708 (0.072)	333 (0.034)	8191 (0.829)	326 (0.033)	54 (0.005)	15 (0.002)	103 (0.010)	58 (0.006)	91 (0.009)	9878	

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TABLE 7. PERSON-TRIPS ('000) BY PARTY SIZE AND VEHICLE TYPE

PARTY SIZE	VEHICLE TYPE									TOTAL	(PROPORTION)
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED		
1 PERSON	433	172	1734	151	10	4	43	34	34	2616	(0.265)
2 PERSONS	155	103	1941	91	26	2	25	8	18	2369	(0.240)
3 PERSONS	55	6	1154	8	18	3	18	4	9	1275	(0.129)
4 PERSONS	53	11	1823	60	0	0	18	5	24	1993	(0.202)
5 PERSONS	6	27	989	6	0	5	0	0	2	1036	(0.105)
6 PERSONS	2	0	391	11	0	0	0	7	3	414	(0.042)
7 PERSONS	0	13	115	0	0	0	0	0	0	128	(0.013)
8 PERSONS	0	0	14	0	0	0	0	0	0	14	(0.001)
9 PERSONS	5	0	14	0	0	0	0	0	0	19	(0.002)
OVER 9 PERSONS	0	0	15	0	0	0	0	0	0	15	(0.002)
TOTAL (PROPORTION)	708 (0.072)	333 (0.034)	8191 (0.829)	326 (0.033)	54 (0.005)	15 (0.002)	103 (0.010)	58 (0.006)	91 (0.009)	9878	

TABLE 8. PERSON-TRIPS ('000) BY DISTANCE AND VEHICLE TYPE

DISTANCE (KM)	VEHICLE TYPE									TOTAL	(PROPORTION)
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED		
INTRA-LGA	2	0	173	19	0	1	1	1	0	197	(0.020)
0-100	5	80	3778	144	26	1	5	10	27	4075	(0.413)
101-150	16	109	1362	50	10	4	3	8	27	1589	(0.161)
151-200	3	12	756	24	1	1	1	0	4	802	(0.081)
201-300	29	17	661	12	4	1	7	3	7	740	(0.075)
301-400	24	17	380	9	4	0	5	4	3	445	(0.045)
401-600	54	21	282	10	2	0	23	0	5	397	(0.040)
601-800	208	16	249	9	5	0	22	1	4	516	(0.052)
801-1000	75	8	126	9	0	0	11	18	1	249	(0.025)
OVER 1000	291	52	423	39	3	9	25	12	14	868	(0.088)
TOTAL (PROPORTION)	708 (0.072)	333 (0.034)	8191 (0.829)	326 (0.033)	54 (0.005)	15 (0.002)	103 (0.010)	58 (0.006)	91 (0.009)	9878	

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TABLE 9. PERSON-TRIPS ('000) BY FARES PAID AND VEHICLE TYPE

FARES PAID	VEHICLE TYPE									TOTAL	(PROPORTION)
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED		
NO FARES	29	12	5258	163	44	10	6	19	49	5591	(0.566)
HOUSEHOLD	404	268	2179	53	7	3	78	7	8	3007	(0.304)
EMPLOYER	214	6	382	104	0	1	4	31	6	748	(0.076)
OTHER	46	31	113	3	3	1	12	0	1	209	(0.021)
NOT STATED	15	16	258	3	0	1	3	0	27	323	(0.033)
TOTAL	708	333	8191	326	54	15	103	58	91	9878	
(PROPORTION)	(0.072)	(0.034)	(0.829)	(0.033)	(0.005)	(0.002)	(0.010)	(0.006)	(0.009)		

TABLE 10. PERSON-TRIPS ('000) BY DURATION AT DESTINATION AND VEHICLE TYPE

DURATION AT DESTINATION (NIGHTS)	VEHICLE TYPE									TOTAL	(PROPORTION)
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED		
0	61	119	3100	153	8	1	7	4	41	3492	(0.353)
1	90	26	1215	58	1	2	4	26	9	1431	(0.145)
2	101	44	1374	28	17	3	6	11	20	1603	(0.162)
3-7	249	89	1474	48	21	9	39	10	8	1946	(0.197)
8-14	131	36	595	15	5	0	27	4	3	816	(0.083)
15-28	48	7	215	2	1	0	14	3	2	292	(0.030)
29-56	15	8	38	1	0	0	3	0	0	65	(0.007)
OVER 56	3	1	4	0	0	0	2	0	0	9	(0.001)
NOT STATED	11	4	175	20	1	1	2	0	9	222	(0.022)
TOTAL	708	333	8191	326	54	15	103	58	91	9878	
(PROPORTION)	(0.072)	(0.034)	(0.829)	(0.033)	(0.005)	(0.002)	(0.010)	(0.006)	(0.009)		

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TABLE 11. PERSON-TRIPS ('000) BY HOUSEHOLD INCOME AND PURPOSE

INCOME GROUP	PURPOSE								TOTAL	(PROPORTION)
	DELIVER FREIGHT	OTHER BUSINESS	VISITING FRIENDS	RECREATION	HOLIDAY	PERSONAL AFFAIRS	OTHER	NOT STATED		
\$0-2000	10	28	12	2	2	23	3	0	81	(0.008)
\$2001-4000	2	30	141	30	34	59	11	6	313	(0.032)
\$4001-6000	24	48	253	83	70	51	53	15	597	(0.060)
\$6001-8000	35	52	218	152	122	136	65	1	781	(0.079)
\$8001-10000	42	150	374	228	183	183	42	3	1206	(0.122)
\$10001-15000	38	290	729	531	355	388	135	31	2497	(0.253)
\$15001-20000	39	293	455	425	302	237	61	14	1828	(0.185)
\$20001-25000	2	129	240	223	118	124	27	2	865	(0.088)
\$25001-30000	9	92	83	128	128	38	14	4	497	(0.050)
OVER \$30000	25	158	104	125	100	106	96	1	716	(0.072)
NOT STATED	9	86	96	108	65	105	22	6	497	(0.050)
TOTAL	234	1357	2706	2036	1480	1451	529	84	9878	
(PROPORTION)	(0.024)	(0.137)	(0.274)	(0.206)	(0.150)	(0.147)	(0.054)	(0.009)		

TABLE 12. PERSON-TRIPS ('000) BY OCCUPATION OF PERSON TRAVELLING AND PURPOSE

OCCUPATION OF PERSON TRAVELLING	PURPOSE								TOTAL	(PROPORTION)
	DELIVER FREIGHT	OTHER BUSINESS	VISITING FRIENDS	RECREATION	HOLIDAY	PERSONAL AFFAIRS	OTHER	NOT STATED		
EMPLOYED										
-PROFESSIONAL	6	202	217	211	135	108	47	4	931	(0.094)
-MANAGERIAL	4	211	86	98	55	42	13	4	514	(0.052)
-CLERICAL	4	52	184	161	112	87	35	6	640	(0.065)
-SALES WORKER	31	131	96	96	40	60	22	4	480	(0.049)
-FARMER	14	149	43	25	17	90	26	3	367	(0.037)
-MINER	0	1	2	3	2	1	2	0	11	(0.001)
-TRANSPORT AND COMMUNICATION	54	21	52	46	35	42	11	1	261	(0.026)
-TRADESMAN	25	83	280	234	128	103	78	6	936	(0.095)
-SERVICE	8	43	88	48	35	53	16	3	294	(0.030)
-NOT STATED	6	65	74	40	45	26	29	8	292	(0.030)
LOOKING FOR WORK	1	10	66	54	28	36	31	1	227	(0.023)
RETIRED	0	39	277	130	100	121	27	18	712	(0.072)
STUDENT	15	133	462	442	379	286	91	11	1820	(0.184)
HOME-DUTIES	31	135	435	288	217	267	63	11	1448	(0.147)
OTHER	25	78	324	157	147	122	34	4	889	(0.090)
NOT STATED	11	6	21	3	7	6	4	0	57	(0.006)
TOTAL	234	1357	2706	2036	1480	1451	529	84	9878	
(PROPORTION)	(0.024)	(0.137)	(0.274)	(0.206)	(0.150)	(0.147)	(0.054)	(0.009)		

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TABLE 13. PERSON-TRIPS ('000) BY AGE OF PERSON TRAVELLING AND PURPOSE

AGE OF PERSON TRAVELLING (YRS)	PURPOSE								TOTAL	(PROPORTION)
	DELIVER FREIGHT	OTHER BUSINESS	VISITING FRIENDS	RECREATION	HOLIDAY	PERSONAL AFFAIRS	OTHER	NOT STATED		
0-16	28	181	737	559	467	388	99	11	2470	(0.250)
17-24	32	128	381	352	208	193	113	10	1415	(0.143)
25-29	33	110	245	195	112	106	67	3	871	(0.088)
30-34	19	200	242	183	110	130	30	4	919	(0.093)
35-39	47	170	138	137	114	125	34	8	773	(0.078)
40-44	21	146	121	125	95	96	30	8	641	(0.065)
45-49	8	116	125	107	73	86	30	4	550	(0.056)
50-54	25	116	136	100	70	76	56	6	585	(0.059)
55-59	7	68	143	111	63	54	25	5	477	(0.048)
OVER 60	3	88	306	120	122	147	34	22	841	(0.085)
NOT STATED	12	34	132	48	47	51	10	2	336	(0.034)
TOTAL (PROPORTION)	234 (0.024)	1357 (0.137)	2706 (0.274)	2036 (0.206)	1480 (0.150)	1451 (0.147)	529 (0.054)	84 (0.009)	9878	

TABLE 14. PERSON-TRIPS ('000) BY PARTY SIZE AND PURPOSE

PARTY SIZE	PURPOSE								TOTAL	(PROPORTION)
	DELIVER FREIGHT	OTHER BUSINESS	VISITING FRIENDS	RECREATION	HOLIDAY	PERSONAL AFFAIRS	OTHER	NOT STATED		
1 PERSON	121	724	550	406	278	299	210	28	2616	(0.265)
2 PERSONS	67	247	746	518	281	363	119	29	2369	(0.240)
3 PERSONS	6	102	361	324	197	234	45	7	1275	(0.129)
4 PERSONS	24	189	651	496	276	263	84	11	1993	(0.202)
5 PERSONS	4	41	301	189	292	155	47	7	1036	(0.105)
6 PERSONS	0	14	77	66	118	114	21	3	414	(0.042)
7 PERSONS	13	10	19	34	31	20	0	0	128	(0.013)
8 PERSONS	0	4	0	0	7	0	3	0	14	(0.001)
9 PERSONS	0	10	0	5	0	5	0	0	19	(0.002)
OVER 9 PERSONS	0	15	0	0	0	0	0	0	15	(0.002)
TOTAL (PROPORTION)	234 (0.024)	1357 (0.137)	2706 (0.274)	2036 (0.206)	1480 (0.150)	1451 (0.147)	529 (0.054)	84 (0.009)	9878	

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TABLE 15. PERSON-TRIPS ('000) BY DURATION AT DESTINATION AND PURPOSE

DURATION AT DESTINATION (NIGHTS)	PURPOSE								TOTAL	(PROPORTION)
	DELIVER FREIGHT	OTHER BUSINESS	VISITING FRIENDS	RECREATION	HOLIDAY	PERSONAL AFFAIRS	OTHER	NOT STATED		
0	142	611	791	1073	20	626	206	24	3492	(0.353)
1	34	208	462	353	46	238	85	5	1431	(0.145)
2	24	177	508	344	229	231	66	24	1603	(0.162)
3-7	18	244	608	197	545	207	121	7	1946	(0.197)
8-14	1	40	202	46	442	64	19	3	816	(0.083)
15-28	4	12	63	7	164	35	5	2	292	(0.030)
29-56	0	5	31	4	17	5	3	1	65	(0.007)
OVER 56	0	2	2	0	1	1	3	1	9	(0.001)
NOT STATED	12	59	39	13	16	44	23	18	222	(0.022)
TOTAL (PROPORTION)	234 (0.024)	1357 (0.137)	2706 (0.274)	2036 (0.206)	1480 (0.150)	1451 (0.147)	529 (0.054)	84 (0.009)	9878	

TABLE 16. PERSON-TRIPS ('000) BY ACCOMMODATION AND PURPOSE

ACCOMMODATION	PURPOSE								TOTAL	(PROPORTION)
	DELIVER FREIGHT	OTHER BUSINESS	VISITING FRIENDS	RECREATION	HOLIDAY	PERSONAL AFFAIRS	OTHER	NOT STATED		
HOTEL/MOTEL	20	409	159	242	246	133	121	7	1338	(0.135)
FRIENDS HOME	35	176	1649	169	441	523	74	27	3094	(0.313)
CARAVAN/TENT	3	24	66	364	461	31	51	1	1001	(0.101)
OTHER	25	80	17	163	302	92	56	5	739	(0.075)
NOT STATED	9	57	24	26	10	46	22	21	215	(0.022)
NOT APPLICABLE	142	611	791	1073	20	626	206	24	3492	(0.353)
TOTAL (PROPORTION)	234 (0.024)	1357 (0.137)	2706 (0.274)	2036 (0.206)	1480 (0.150)	1451 (0.147)	529 (0.054)	84 (0.009)	9878	

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TABLE 17. PERSON-TRIPS ('000) BY HOUSEHOLD INCOME AND ACCOMMODATION

INCOME GROUP	ACCOMMODATION						TOTAL	(PROPORTION)
	HOTEL OR MOTEL	FRIENDS HOME	CARAVAN OR TENT	OTHER	NOT STATED	NOT APPLICABLE		
\$0-2000	9	34	1	4	2	32	81	(0.008)
\$2001-4000	31	147	35	4	17	80	313	(0.032)
\$4001-6000	91	250	54	23	7	171	597	(0.060)
\$6001-8000	84	315	51	44	13	274	781	(0.079)
\$8001-10000	113	401	97	76	51	468	1206	(0.122)
\$10001-15000	326	847	274	162	36	853	2497	(0.253)
\$15001-20000	252	496	223	155	47	656	1828	(0.185)
\$20001-25000	114	211	64	66	15	396	865	(0.088)
\$25001-30000	108	120	77	70	6	116	497	(0.050)
OVER \$30000	167	156	69	106	7	210	716	(0.072)
NOT STATED	42	118	57	30	13	237	497	(0.050)
TOTAL (PROPORTION)	1338 (0.135)	3094 (0.313)	1001 (0.101)	739 (0.075)	215 (0.022)	3492 (0.353)	9878	

TABLE 18. PERSON-TRIPS ('000) BY HOUSEHOLD SIZE AND ACCOMMODATION

HOUSEHOLD SIZE	ACCOMMODATION						TOTAL	(PROPORTION)
	HOTEL OR MOTEL	FRIENDS HOME	CARAVAN OR TENT	OTHER	NOT STATED	NOT APPLICABLE		
1 PERSON	77	161	23	15	9	142	427	(0.043)
2 PERSONS	356	720	188	145	26	629	2063	(0.209)
3 PERSONS	225	502	138	100	28	541	1534	(0.155)
4 PERSONS	334	787	289	188	101	975	2674	(0.271)
5 PERSONS	195	514	215	124	24	680	1752	(0.177)
6 PERSONS	77	197	93	102	15	318	801	(0.081)
7 PERSONS	35	127	26	31	7	107	332	(0.034)
8 PERSONS	26	48	15	26	0	15	130	(0.013)
9 PERSONS	8	24	12	0	0	46	91	(0.009)
OVER 9 PERSONS	6	13	2	8	0	13	42	(0.004)
NOT STATED	0	2	0	0	4	24	31	(0.003)
TOTAL (PROPORTION)	1338 (0.135)	3094 (0.313)	1001 (0.101)	739 (0.075)	215 (0.022)	3492 (0.353)	9878	

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TABLE 19. PERSON-TRIPS ('000) BY OCCUPATION OF PERSON TRAVELLING AND ACCOMMODATION

OCCUPATION OF PERSON TRAVELLING	ACCOMMODATION						TOTAL	(PROPORTION)
	HOTEL OR MOTEL	FRIENDS HOME	CARAVAN OR TENT	OTHER	NOT STATED	NOT APPLICABLE		
EMPLOYED								
-PROFESSIONAL	162	271	108	62	12	316	931	(0.094)
-MANAGERIAL	131	86	41	47	9	201	514	(0.052)
-CLERICAL	78	232	66	79	4	181	640	(0.065)
-SALES WORKER	117	114	34	17	12	186	480	(0.049)
-FARMER	55	91	7	15	29	171	367	(0.037)
-MINER	1	3	3	2	0	2	11	(0.001)
-TRANSPORT AND COMMUNICATION	43	64	26	11	10	107	261	(0.026)
-TRADESMAN	125	279	131	54	17	331	936	(0.095)
-SERVICE	39	83	21	24	24	103	294	(0.030)
-NOT STATED	68	75	13	25	3	109	292	(0.030)
LOOKING FOR WORK	28	80	41	22	1	55	227	(0.023)
RETIRED	94	294	67	49	17	190	712	(0.072)
STUDENT	156	573	249	165	35	642	1820	(0.184)
HOME-DUTIES	155	499	122	88	31	553	1448	(0.147)
OTHER	80	333	73	76	10	317	889	(0.090)
NOT STATED	7	17	1	3	1	28	57	(0.006)
TOTAL (PROPORTION)	1338 (0.135)	3094 (0.313)	1001 (0.101)	739 (0.075)	215 (0.022)	3492 (0.353)	9878	

TABLE 20. PERSON-TRIPS ('000) BY AGE OF PERSON TRAVELLING AND ACCOMMODATION

AGE OF PERSON TRAVELLING (YRS)	ACCOMMODATION						TOTAL	(PROPORTION)
	HOTEL OR MOTEL	CARAVAN HOME	OR TENT	NOT OTHER	NOT STATED	APPLICABLE		
0-16	209	818	292	206	35	909	2470	(0.250)
17-24	164	514	190	98	28	421	1415	(0.143)
25-29	117	317	110	34	24	268	871	(0.088)
30-34	134	264	80	78	11	353	919	(0.093)
35-39	110	164	77	59	41	321	773	(0.078)
40-44	107	133	68	64	26	243	641	(0.065)
45-49	112	147	32	45	8	206	550	(0.056)
50-54	127	160	32	29	10	227	585	(0.059)
55-59	77	108	56	43	8	186	477	(0.048)
OVER 60	136	341	52	63	14	236	841	(0.085)
NOT STATED	44	128	11	20	11	121	336	(0.034)
TOTAL (PROPORTION)	1338 (0.135)	3094 (0.313)	1001 (0.101)	739 (0.075)	215 (0.022)	3492 (0.353)	9878	



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TABLE 21. PERSON-TRIPS ('000) BY DURATION AT DESTINATION AND ACCOMMODATION

DURATION AT DESTINATION (NIGHTS)	ACCOMMODATION						TOTAL	(PROPORTION)
	HOTEL OR MOTEL	FRIENDS HOME	CARAVAN OR TENT	OTHER	NOT STATED	NOT APPLICABLE		
0	-	-	-	-	-	3492	3492	(0.353)
1	440	702	132	139	18	-	1431	(0.145)
2	314	780	289	197	22	-	1603	(0.162)
3-7	419	965	374	172	16	-	1946	(0.197)
8-14	99	414	141	160	3	-	816	(0.083)
15-28	36	147	54	48	7	-	292	(0.030)
29-56	9	45	3	2	6	-	65	(0.007)
OVER 56	1	4	1	3	1	-	9	(0.001)
NOT STATED	19	37	7	17	141	-	222	(0.022)
TOTAL (PROPORTION)	1338 (0.135)	3094 (0.313)	1001 (0.101)	739 (0.075)	215 (0.022)	3492 (0.353)	9878	

TABLE 22. PERSON-TRIPS ('000) BY PARTY SIZE AND ACCOMMODATION

PARTY SIZE	ACCOMMODATION						TOTAL	(PROPORTION)
	HOTEL OR MOTEL	FRIENDS HOME	CARAVAN OR TENT	OTHER	NOT STATED	NOT APPLICABLE		
1 PERSON	563	768	172	197	95	822	2616	(0.265)
2 PERSONS	356	805	242	147	28	790	2369	(0.240)
3 PERSONS	158	362	119	81	27	529	1275	(0.129)
4 PERSONS	166	617	198	124	56	833	1993	(0.202)
5 PERSONS	56	362	190	82	6	340	1036	(0.105)
6 PERSONS	25	129	73	71	3	113	414	(0.042)
7 PERSONS	9	40	7	30	0	41	128	(0.013)
8 PERSONS	0	7	0	7	0	0	14	(0.001)
9 PERSONS	5	0	0	0	0	14	19	(0.002)
OVER 9 PERSONS	0	5	0	0	0	10	15	(0.002)
TOTAL (PROPORTION)	1338 (0.135)	3094 (0.313)	1001 (0.101)	739 (0.075)	215 (0.022)	3492 (0.353)	9878	

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TABLE 23. PERSON-TRIPS ('000) BY DISTANCE AND ACCOMMODATION

DISTANCE (KM)	ACCOMMODATION						TOTAL	(PROPORTION)
	HOTEL OR MOTEL	FRIENDS HOME	CARAVAN OR TENT	OTHER	NOT STATED	NOT APPLICABLE		
INTRA-LGA	6	31	5	8	30	117	197	(0.020)
0-100	202	900	397	373	112	2091	4075	(0.413)
101-150	162	426	176	69	12	743	1589	(0.161)
151-200	109	275	70	55	31	262	802	(0.081)
201-300	143	328	102	37	3	127	740	(0.075)
301-400	107	199	44	40	0	56	445	(0.045)
401-600	102	236	26	19	4	10	397	(0.040)
601-800	170	253	28	36	7	21	516	(0.052)
801-1000	90	96	23	14	4	23	249	(0.025)
OVER 1000	247	350	130	87	13	42	868	(0.088)
TOTAL (PROPORTION)	1338 (0.135)	3094 (0.313)	1001 (0.101)	739 (0.075)	215 (0.022)	3492 (0.353)	9878	

TABLE 24. PERSON-TRIPS ('000) BY HOUSEHOLD INCOME AND DISTANCE

INCOME GROUP	DISTANCE (KM)										TOTAL	(PROP)
	INTRA-LGA	0-100	101-150	151-200	201-300	301-400	401-600	601-800	801-1000	OVER 1000		
\$0-2000	4	26	4	11	6	4	7	7	4	8	81	(0.008)
\$2001-4000	19	115	42	20	24	17	22	16	18	21	313	(0.032)
\$4001-6000	26	187	97	52	38	27	28	28	36	78	597	(0.060)
\$6001-8000	11	308	152	78	49	45	24	38	14	61	781	(0.079)
\$8001-10000	29	543	181	90	88	72	54	32	25	92	1206	(0.122)
\$10001-15000	21	1084	433	190	151	92	106	115	58	246	2497	(0.253)
\$15001-20000	31	702	302	160	212	61	63	114	25	158	1828	(0.185)
\$20001-25000	17	388	128	70	67	52	27	35	23	58	865	(0.088)
\$25001-30000	6	225	53	39	32	16	27	40	10	48	497	(0.050)
OVER \$30000	7	277	122	52	49	28	20	60	27	73	716	(0.072)
NOT STATED	26	219	76	41	26	29	18	30	8	25	497	(0.050)
TOTAL (PROPORTION)	197 (0.020)	4075 (0.413)	1589 (0.161)	802 (0.081)	740 (0.075)	445 (0.045)	397 (0.040)	516 (0.052)	249 (0.025)	868 (0.088)	9878	

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TABLE 25. PERSON-TRIPS ('000) BY DURATION AT DESTINATION AND DISTANCE

DURATION AT DESTINATION (NIGHTS)	DISTANCE (KM)										TOTAL (PROP)
	INTRA-LGA	0-100	101-150	151-200	201-300	301-400	401-600	601-800	801-1000	OVER 1000	
0	117	2091	743	262	127	56	10	21	23	42	3492 (0.353)
1	20	624	246	122	133	79	53	41	43	71	1431 (0.145)
2	15	615	270	175	205	79	67	76	21	79	1603 (0.162)
3-7	8	400	240	176	163	177	162	236	78	307	1946 (0.197)
8-14	1	177	58	36	83	40	69	94	48	209	816 (0.083)
15-28	0	63	8	11	24	11	19	34	25	98	292 (0.030)
29-56	0	9	3	1	0	1	4	4	4	40	65 (0.007)
OVER 56	0	0	0	0	0	1	2	1	1	6	9 (0.001)
NOT STATED	35	96	22	20	5	1	10	9	7	16	222 (0.022)
TOTAL (PROPORTION)	197 (0.020)	4075 (0.413)	1589 (0.161)	802 (0.081)	740 (0.075)	445 (0.045)	397 (0.040)	516 (0.052)	249 (0.025)	868 (0.088)	9878

TABLE 26. PERSON-TRIPS ('000) BY OCCUPATION OF PERSON TRAVELLING AND FARE PAYMENT METHOD

OCCUPATION OF PERSON TRAVELLING	FARE PAYMENT METHOD					TOTAL (PROPORTION)
	NO FARES	HOUSEHOLD	EMPLOYER	OTHER	NOT STATED	
EMPLOYED						
-PROFESSIONAL	466	298	99	28	40	931 (0.094)
-MANAGERIAL	262	91	142	16	2	514 (0.052)
-CLERICAL	392	196	30	7	14	640 (0.065)
-SALES WORKER	245	98	105	13	19	480 (0.049)
-FARMER	188	64	72	5	39	367 (0.037)
-MINER	7	3	0	1	0	11 (0.001)
-TRANSPORT AND COMMUNICATION	161	60	29	1	9	261 (0.026)
-TRADESMAN	539	267	76	19	36	936 (0.095)
-SERVICE	161	96	34	1	1	294 (0.030)
-NOT STATED	150	78	48	7	9	292 (0.030)
LOOKING FOR WORK	116	98	4	4	4	227 (0.023)
RETIRED	365	290	2	18	37	712 (0.072)
STUDENT	1072	626	27	42	53	1820 (0.184)
HOME-DUTIES	859	462	63	23	41	1448 (0.147)
OTHER	582	259	14	17	16	889 (0.090)
NOT STATED	24	21	2	7	3	57 (0.006)
TOTAL (PROPORTION)	5591 (0.566)	3007 (0.304)	748 (0.076)	209 (0.021)	323 (0.033)	9878

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TABLE 1. PERSON-TRIPS ('000) BY HOUSEHOLD INCOME AND VEHICLE TYPE

INCOME GROUP	VEHICLE TYPE									TOTAL	(PROPORTION)
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED		
\$0-2000	0	2	36	0	0	0	3	1	0	42	(0.009)
\$2001-4000	12	17	116	7	0	0	12	0	3	167	(0.037)
\$4001-6000	19	17	170	2	0	0	10	0	8	227	(0.050)
\$6001-8000	17	15	324	18	0	1	5	1	4	383	(0.084)
\$8001-10000	22	7	642	20	0	2	8	2	2	706	(0.155)
\$10001-15000	65	23	1047	61	1	1	6	3	4	1212	(0.266)
\$15001-20000	67	20	746	8	0	0	0	2	0	844	(0.186)
\$20001-25000	32	7	351	11	0	0	1	0	0	402	(0.088)
\$25001-30000	21	6	193	1	0	0	1	0	0	221	(0.049)
OVER \$30000	20	4	134	2	0	0	0	0	0	161	(0.035)
NOT STATED	5	8	163	0	1	0	2	2	2	183	(0.040)
TOTAL	280	128	3922	129	3	4	48	11	24	4548	
(PROPORTION)	(0.061)	(0.028)	(0.862)	(0.028)	(0.001)	(0.001)	(0.011)	(0.002)	(0.005)		

TABLE 2. PERSON-TRIPS ('000) BY HOUSEHOLD SIZE AND VEHICLE TYPE

HOUSEHOLD SIZE	VEHICLE TYPE									TOTAL	(PROPORTION)
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED		
1 PERSON	20	25	118	0	0	0	9	1	3	176	(0.039)
2 PERSONS	58	40	841	8	1	1	18	3	7	976	(0.215)
3 PERSONS	45	17	660	24	1	1	7	1	4	760	(0.167)
4 PERSONS	73	24	1208	59	0	1	6	6	7	1385	(0.305)
5 PERSONS	61	12	687	18	1	0	5	0	1	785	(0.173)
6 PERSONS	16	8	248	18	0	0	0	0	1	290	(0.064)
7 PERSONS	3	2	107	0	0	0	2	0	0	114	(0.025)
8 PERSONS	2	1	37	2	0	0	0	0	0	41	(0.009)
9 PERSONS	2	0	12	0	0	0	1	0	0	14	(0.003)
OVER 9 PERSONS	0	0	2	0	0	0	0	0	0	2	(0.001)
NOT STATED	0	0	3	0	0	0	0	0	0	3	(0.001)
TOTAL	280	128	3922	129	3	4	48	11	24	4548	
(PROPORTION)	(0.061)	(0.028)	(0.862)	(0.028)	(0.001)	(0.001)	(0.011)	(0.002)	(0.005)		

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TABLE 3. PERSON-TRIPS ('000) BY VEHICLES AVAILABLE AND VEHICLE TYPE

VEHICLES AVAILABLE	VEHICLE TYPE									TOTAL	(PROPORTION)
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED		
0	7	21	26	0	0	0	13	0	7	74	(0.016)
1	90	49	1333	23	0	1	23	5	10	1535	(0.337)
2	126	26	1527	62	1	1	8	2	4	1755	(0.386)
3	35	12	584	20	1	0	1	0	1	654	(0.144)
4	21	12	427	24	0	1	2	4	1	492	(0.108)
OVER 4	2	7	24	0	1	0	1	0	2	38	(0.008)
NOT STATED	0	0	0	0	0	0	0	0	0	0	(0.000)
TOTAL (PROPORTION)	280 (0.061)	128 (0.028)	3922 (0.862)	129 (0.028)	3 (0.001)	4 (0.001)	48 (0.011)	11 (0.002)	24 (0.005)	4548	

TABLE 4. PERSON-TRIPS ('000) BY AGE OF PERSON TRAVELLING AND VEHICLE TYPE

AGE OF PERSON TRAVELLING (YRS)	VEHICLE TYPE									TOTAL	(PROPORTION)
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED		
0-16	37	25	1020	8	0	1	5	2	5	1102	(0.242)
17-24	32	18	559	17	2	0	4	1	4	637	(0.140)
25-29	31	8	369	45	1	0	1	1	3	458	(0.101)
30-34	35	3	333	15	0	0	2	4	0	392	(0.086)
35-39	33	4	293	15	0	0	1	0	0	347	(0.076)
40-44	37	3	207	3	0	0	2	0	2	254	(0.056)
45-49	10	7	192	7	0	0	1	0	2	220	(0.048)
50-54	16	6	257	10	0	0	6	2	1	298	(0.066)
55-59	13	13	234	3	0	0	4	1	1	269	(0.059)
OVER 60	32	39	336	2	0	1	20	1	5	436	(0.096)
NOT STATED	1	1	123	5	0	0	2	0	1	134	(0.029)
TOTAL (PROPORTION)	280 (0.061)	128 (0.028)	3922 (0.862)	129 (0.028)	3 (0.001)	4 (0.001)	48 (0.011)	11 (0.002)	24 (0.005)	4548	

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TABLE 5. PERSON-TRIPS ('000) BY OCCUPATION OF PERSON TRAVELLING AND VEHICLE TYPE

OCCUPATION OF PERSON TRAVELLING	VEHICLE TYPE									TOTAL	(PROPORTION)
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED		
EMPLOYED											
-PROFESSIONAL	61	15	436	3	0	0	1	1	0	517	(0.114)
-MANAGERIAL	37	4	144	6	0	0	0	0	0	192	(0.042)
-CLERICAL	19	4	235	1	0	0	2	0	1	262	(0.058)
-SALES WORKER	11	3	194	37	0	1	1	0	3	250	(0.055)
-FARMER	3	2	43	4	0	0	0	1	0	54	(0.012)
-MINER	0	0	0	0	0	0	0	0	0	0	(0.000)
-TRANSPORT AND COMMUNICATION	6	4	128	37	1	0	3	0	2	182	(0.040)
-TRADESMAN	19	7	419	6	1	0	2	5	2	462	(0.102)
-SERVICE	12	2	181	0	0	0	0	0	0	195	(0.043)
-NOT STATED	13	4	100	16	0	1	4	0	0	138	(0.030)
LOOKING FOR WORK	2	2	58	2	0	1	1	1	0	66	(0.015)
RETIRED	29	39	240	4	0	1	20	1	8	341	(0.075)
STUDENT	39	24	827	4	0	0	6	0	4	903	(0.199)
HOME-DUTIES	18	17	577	2	0	1	5	2	2	623	(0.137)
OTHER	11	1	318	3	0	0	1	2	1	337	(0.074)
NOT STATED	1	0	21	4	0	0	0	0	0	26	(0.006)
TOTAL	280	128	3922	129	3	4	48	11	24	4548	
(PROPORTION)	(0.061)	(0.028)	(0.862)	(0.028)	(0.001)	(0.001)	(0.011)	(0.002)	(0.005)		

TABLE 6. PERSON-TRIPS ('000) BY PURPOSE AND VEHICLE TYPE

PURPOSE	VEHICLE TYPE									TOTAL	(PROPORTION)
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED		
DELIVER FREIGHT	1	0	45	111	0	0	0	1	1	159	(0.035)
OTHER BUSINESS	93	12	494	9	1	0	5	4	4	621	(0.137)
VISITING FRIENDS	62	29	1081	0	1	1	15	1	3	1193	(0.262)
RECREATION	19	29	765	3	2	0	7	3	1	828	(0.182)
HOLIDAY	47	21	851	0	0	3	8	0	5	935	(0.206)
PERSONAL AFFAIRS	28	19	442	4	0	0	11	1	2	507	(0.111)
OTHER	29	11	214	2	0	0	2	1	1	259	(0.057)
NOT STATED	2	6	30	0	0	0	1	0	7	45	(0.010)
TOTAL	280	128	3922	129	3	4	48	11	24	4548	
(PROPORTION)	(0.061)	(0.028)	(0.862)	(0.028)	(0.001)	(0.001)	(0.011)	(0.002)	(0.005)		

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TABLE 7. PERSON-TRIPS ('000) BY PARTY SIZE AND VEHICLE TYPE

PARTY SIZE	VEHICLE TYPE									TOTAL	(PROPORTION)
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED		
1 PERSON	184	84	850	115	2	2	28	6	11	1283	(0.282)
2 PERSONS	46	32	982	5	1	0	11	1	3	1081	(0.238)
3 PERSONS	24	4	577	4	0	2	4	1	3	617	(0.136)
4 PERSONS	17	3	810	6	0	0	3	3	6	848	(0.186)
5 PERSONS	9	3	514	0	0	0	0	0	0	525	(0.115)
6 PERSONS	0	2	126	0	0	0	1	0	0	129	(0.028)
7 PERSONS	0	0	61	0	0	0	0	0	0	61	(0.013)
8 PERSONS	0	0	0	0	0	0	0	0	0	0	(0.000)
9 PERSONS	0	0	3	0	0	0	0	0	0	3	(0.001)
OVER 9 PERSONS	0	0	0	0	0	0	0	0	0	0	(0.000)
TOTAL (PROPORTION)	280 (0.061)	128 (0.028)	3922 (0.862)	129 (0.028)	3 (0.001)	4 (0.001)	48 (0.011)	11 (0.002)	24 (0.005)	4548	

TABLE 8. PERSON-TRIPS ('000) BY DISTANCE AND VEHICLE TYPE

DISTANCE (KM)	VEHICLE TYPE									TOTAL	(PROPORTION)
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED		
INTRA-LGA	4	1	28	4	0	0	0	2	1	39	(0.009)
0-100	2	21	1172	44	1	2	6	5	4	1255	(0.276)
101-150	11	17	633	23	0	0	3	0	4	692	(0.152)
151-200	4	5	442	8	0	2	4	1	2	469	(0.103)
201-300	37	25	561	13	0	0	5	1	3	645	(0.142)
301-400	10	15	341	10	1	0	7	2	2	388	(0.085)
401-600	15	16	270	8	0	0	8	0	0	318	(0.070)
601-800	41	12	205	11	0	0	9	1	7	286	(0.063)
801-1000	7	3	60	1	0	0	0	0	0	72	(0.016)
OVER 1000	148	14	208	6	1	0	4	0	0	382	(0.084)
TOTAL (PROPORTION)	280 (0.061)	128 (0.028)	3922 (0.862)	129 (0.028)	3 (0.001)	4 (0.001)	48 (0.011)	11 (0.002)	24 (0.005)	4548	

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TABLE 9. PERSON-TRIPS ('000) BY FARES PAID AND VEHICLE TYPE

FARES PAID	VEHICLE TYPE									TOTAL	(PROPORTION)
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED		
NO FARES	13	10	2297	58	1	0	6	9	5	2400	(0.528)
HOUSEHOLD	163	98	1227	4	2	4	29	1	14	1542	(0.339)
EMPLOYER	83	8	206	64	0	0	6	0	1	369	(0.081)
OTHER	17	4	26	0	0	0	6	0	0	54	(0.012)
NOT STATED	4	7	165	3	0	0	1	0	4	183	(0.040)
TOTAL	280	128	3922	129	3	4	48	11	24	4548	
(PROPORTION)	(0.061)	(0.028)	(0.862)	(0.028)	(0.001)	(0.001)	(0.011)	(0.002)	(0.005)		

TABLE 10. PERSON-TRIPS ('000) BY DURATION AT DESTINATION AND VEHICLE TYPE

DURATION AT DESTINATION (NIGHTS)	VEHICLE TYPE									TOTAL	(PROPORTION)
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED		
0	32	20	1170	79	1	0	6	5	11	1324	(0.291)
1	38	10	484	31	0	1	3	2	2	571	(0.126)
2	34	21	672	6	1	0	1	3	4	742	(0.163)
3-7	87	40	1183	8	0	2	21	0	5	1346	(0.296)
8-14	51	22	272	1	0	1	9	1	0	357	(0.079)
15-28	24	12	48	0	1	1	6	0	0	92	(0.020)
29-56	11	1	12	0	0	0	0	0	0	24	(0.005)
OVER 56	1	0	4	0	0	0	0	0	0	5	(0.001)
NOT STATED	2	1	77	3	0	0	1	0	2	87	(0.019)
TOTAL	280	128	3922	129	3	4	48	11	24	4548	
(PROPORTION)	(0.061)	(0.028)	(0.862)	(0.028)	(0.001)	(0.001)	(0.011)	(0.002)	(0.005)		



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TABLE 11. PERSON-TRIPS ('000) BY HOUSEHOLD INCOME AND PURPOSE

INCOME GROUP	PURPOSE								TOTAL	(PROPORTION)
	DELIVER FREIGHT	OTHER BUSINESS	VISITING FRIENDS	RECREATION	HOLIDAY	PERSONAL AFFAIRS	OTHER	NOT STATED		
\$0-2000	0	3	19	3	11	5	1	0	42	(0.009)
\$2001-4000	5	15	71	18	30	15	7	7	167	(0.037)
\$4001-6000	4	20	75	23	43	43	10	9	227	(0.050)
\$6001-8000	19	41	114	80	65	47	16	0	383	(0.084)
\$8001-10000	28	122	164	130	139	78	39	5	706	(0.155)
\$10001-15000	56	163	361	173	225	182	41	11	1212	(0.266)
\$15001-20000	12	109	174	162	251	64	66	7	844	(0.186)
\$20001-25000	31	56	89	108	66	36	14	1	402	(0.088)
\$25001-30000	1	28	50	39	48	15	41	0	221	(0.049)
OVER \$30000	3	40	28	42	23	12	11	2	161	(0.035)
NOT STATED	0	25	47	50	36	10	12	3	183	(0.040)
TOTAL (PROPORTION)	159 (0.035)	621 (0.137)	1193 (0.262)	828 (0.182)	935 (0.206)	507 (0.111)	259 (0.057)	45 (0.010)	4548	

TABLE 12. PERSON-TRIPS ('000) BY OCCUPATION OF PERSON TRAVELLING AND PURPOSE

OCCUPATION OF PERSON TRAVELLING	PURPOSE								TOTAL	(PROPORTION)
	DELIVER FREIGHT	OTHER BUSINESS	VISITING FRIENDS	RECREATION	HOLIDAY	PERSONAL AFFAIRS	OTHER	NOT STATED		
EMPLOYED										
-PROFESSIONAL	6	113	126	89	96	44	41	3	517	(0.114)
-MANAGERIAL	7	70	22	41	29	15	5	2	192	(0.042)
-CLERICAL	2	16	85	51	56	27	21	5	262	(0.058)
-SALES WORKER	43	71	43	38	27	15	10	1	250	(0.055)
-FARMER	9	13	10	5	3	11	2	0	54	(0.012)
-MINER	0	0	0	0	0	0	0	0	0	(0.000)
-TRANSPORT AND COMMUNICATION	37	18	42	25	32	17	10	1	182	(0.040)
-TRADESMAN	11	51	90	95	109	57	46	2	462	(0.102)
-SERVICE	2	62	42	25	28	20	15	2	195	(0.043)
-NOT STATED	17	29	28	19	23	18	3	2	138	(0.030)
LOOKING FOR WORK	3	4	21	11	8	8	9	2	66	(0.015)
RETIRED	3	42	136	48	44	40	18	10	341	(0.075)
STUDENT	10	56	226	188	289	95	34	5	903	(0.199)
HOME-DUTIES	3	45	195	126	128	92	25	9	623	(0.137)
OTHER	2	28	115	65	57	50	17	3	337	(0.074)
NOT STATED	4	4	10	2	5	0	0	1	26	(0.006)
TOTAL (PROPORTION)	159 (0.035)	621 (0.137)	1193 (0.262)	828 (0.182)	935 (0.206)	507 (0.111)	259 (0.057)	45 (0.010)	4548	

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TABLE 13. PERSON-TRIPS ('000) BY AGE OF PERSON TRAVELLING AND PURPOSE

AGE OF PERSON TRAVELLING (YRS)	PURPOSE								TOTAL	(PROPORTION)
	DELIVER FREIGHT	OTHER BUSINESS	VISITING FRIENDS	RECREATION	HOLIDAY	PERSONAL AFFAIRS	OTHER	NOT STATED		
0-16	9	67	318	223	301	131	46	8	1102	(0.242)
17-24	40	70	152	125	118	64	61	8	637	(0.140)
25-29	45	78	143	65	55	41	30	3	458	(0.101)
30-34	13	84	82	75	67	54	17	1	392	(0.086)
35-39	17	72	64	48	74	37	33	1	347	(0.076)
40-44	5	56	56	42	50	21	21	3	254	(0.056)
45-49	7	35	48	38	54	24	9	5	220	(0.048)
50-54	10	28	69	79	72	28	9	1	298	(0.066)
55-59	6	25	76	60	55	33	13	3	269	(0.059)
OVER 60	2	97	156	54	57	44	17	10	436	(0.096)
NOT STATED	5	8	30	20	31	31	6	3	134	(0.029)
TOTAL (PROPORTION)	159 (0.035)	621 (0.137)	1193 (0.262)	828 (0.182)	935 (0.206)	507 (0.111)	259 (0.057)	45 (0.010)	4548	

TABLE 14. PERSON-TRIPS ('000) BY PARTY SIZE AND PURPOSE

PARTY SIZE	PURPOSE								TOTAL	(PROPORTION)
	DELIVER FREIGHT	OTHER BUSINESS	VISITING FRIENDS	RECREATION	HOLIDAY	PERSONAL AFFAIRS	OTHER	NOT STATED		
1 PERSON	120	360	259	181	157	115	79	13	1283	(0.282)
2 PERSONS	4	111	353	207	186	139	69	12	1081	(0.238)
3 PERSONS	7	63	182	87	140	86	43	9	617	(0.136)
4 PERSONS	27	48	205	176	245	103	38	6	848	(0.186)
5 PERSONS	0	32	138	133	166	45	6	5	525	(0.115)
6 PERSONS	0	5	36	25	41	13	11	0	129	(0.028)
7 PERSONS	0	2	20	20	1	7	10	0	61	(0.013)
8 PERSONS	0	0	0	0	0	0	0	0	0	(0.000)
9 PERSONS	0	0	0	0	0	0	3	0	3	(0.001)
OVER 9 PERSONS	0	0	0	0	0	0	0	0	0	(0.000)
TOTAL (PROPORTION)	159 (0.035)	621 (0.137)	1193 (0.262)	828 (0.182)	935 (0.206)	507 (0.111)	259 (0.057)	45 (0.010)	4548	

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TABLE 15. PERSON-TRIPS ('000) BY DURATION AT DESTINATION AND PURPOSE

DURATION AT DESTINATION (NIGHTS)	PURPOSE								TOTAL	(PROPORTION)
	DELIVER FREIGHT	OTHER BUSINESS	VISITING FRIENDS	RECREATION	HOLIDAY	PERSONAL AFFAIRS	OTHER	NOT STATED		
0	105	302	347	305	20	160	60	25	1324	(0.291)
1	30	85	127	122	38	115	51	2	571	(0.126)
2	13	87	214	172	116	76	65	1	742	(0.163)
3-7	7	115	372	159	498	120	65	11	1346	(0.296)
8-14	0	9	88	23	203	18	12	5	357	(0.079)
15-28	0	10	22	5	41	11	3	0	92	(0.020)
29-56	0	3	10	0	8	2	0	0	24	(0.005)
OVER 56	0	1	0	0	3	0	0	0	5	(0.001)
NOT STATED	4	9	11	43	10	6	3	2	87	(0.019)
TOTAL (PROPORTION)	159 (0.035)	621 (0.137)	1193 (0.262)	828 (0.182)	935 (0.206)	507 (0.111)	259 (0.057)	45 (0.010)	4548	

TABLE 16. PERSON-TRIPS ('000) BY ACCOMMODATION AND PURPOSE

ACCOMMODATION	PURPOSE								TOTAL	(PROPORTION)
	DELIVER FREIGHT	OTHER BUSINESS	VISITING FRIENDS	RECREATION	HOLIDAY	PERSONAL AFFAIRS	OTHER	NOT STATED		
HOTEL/MOTEL	13	160	54	100	128	53	52	4	562	(0.124)
FRIENDS HOME	15	112	734	90	249	242	45	11	1497	(0.329)
CARAVAN/TENT	0	13	35	210	371	18	59	2	707	(0.156)
OTHER	25	25	14	109	157	30	40	0	399	(0.088)
NOT STATED	1	10	9	15	11	5	4	3	58	(0.013)
NOT APPLICABLE	105	302	347	305	20	160	60	25	1324	(0.291)
TOTAL (PROPORTION)	159 (0.035)	621 (0.137)	1193 (0.262)	828 (0.182)	935 (0.206)	507 (0.111)	259 (0.057)	45 (0.010)	4548	

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TABLE 17. PERSON-TRIPS ('000) BY HOUSEHOLD INCOME AND ACCOMMODATION

INCOME GROUP	ACCOMMODATION						TOTAL	(PROPORTION)
	HOTEL OR MOTEL	FRIENDS HOME	CARAVAN OR TENT	OTHER	NOT STATED	NOT APPLICABLE		
\$0-2000	3	30	4	1	0	4	42	(0.009)
\$2001-4000	14	87	13	5	4	45	167	(0.037)
\$4001-6000	23	115	22	8	5	52	227	(0.050)
\$6001-8000	41	115	58	35	6	128	383	(0.084)
\$8001-10000	57	202	160	37	2	248	706	(0.155)
\$10001-15000	136	395	156	127	21	377	1212	(0.266)
\$15001-20000	104	274	173	75	1	216	844	(0.186)
\$20001-25000	63	113	63	18	7	138	402	(0.088)
\$25001-30000	59	63	21	39	0	38	221	(0.049)
OVER \$30000	41	49	11	27	0	33	161	(0.035)
NOT STATED	22	53	26	26	12	44	183	(0.040)
TOTAL (PROPORTION)	562 (0.124)	1497 (0.329)	707 (0.156)	399 (0.088)	58 (0.013)	1324 (0.291)	4548	

TABLE 18. PERSON-TRIPS ('000) BY HOUSEHOLD SIZE AND ACCOMMODATION

HOUSEHOLD SIZE	ACCOMMODATION						TOTAL	(PROPORTION)
	HOTEL OR MOTEL	FRIENDS HOME	CARAVAN OR TENT	OTHER	NOT STATED	NOT APPLICABLE		
1 PERSON	30	69	4	5	10	59	176	(0.039)
2 PERSONS	137	399	118	63	10	249	976	(0.215)
3 PERSONS	79	275	120	99	13	175	760	(0.167)
4 PERSONS	181	407	203	134	19	441	1385	(0.305)
5 PERSONS	93	229	129	74	5	255	785	(0.173)
6 PERSONS	33	86	62	12	2	95	290	(0.064)
7 PERSONS	5	16	50	2	0	41	114	(0.025)
8 PERSONS	4	9	21	5	0	2	41	(0.009)
9 PERSONS	0	5	0	4	0	5	14	(0.003)
OVER 9 PERSONS	0	2	0	0	0	0	2	(0.001)
NOT STATED	0	1	0	0	0	1	3	(0.001)
TOTAL (PROPORTION)	562 (0.124)	1497 (0.329)	707 (0.156)	399 (0.088)	58 (0.013)	1324 (0.291)	4548	

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TABLE 19. PERSON-TRIPS ('000) BY OCCUPATION OF PERSON TRAVELLING AND ACCOMMODATION

OCCUPATION OF PERSON TRAVELLING	ACCOMMODATION						TOTAL	(PROPORTION)
	HOTEL OR MOTEL	FRIENDS HOME	CARAVAN OR TENT	OTHER	NOT STATED	NOT APPLICABLE		
EMPLOYED								
-PROFESSIONAL	96	180	53	45	7	136	517	(0.114)
-MANAGERIAL	53	39	21	22	1	55	192	(0.042)
-CLERICAL	39	95	45	17	2	65	262	(0.058)
-SALES WORKER	41	60	36	17	4	93	250	(0.055)
-FARMER	7	17	4	3	1	22	54	(0.012)
-MINER	0	0	0	0	0	0	0	(0.000)
-TRANSPORT AND COMMUNICATION	17	42	32	26	1	65	182	(0.040)
-TRADESMAN	59	123	93	49	4	133	462	(0.102)
-SERVICE	33	44	19	13	3	83	195	(0.043)
-NOT STATED	28	52	17	9	2	29	138	(0.030)
LOOKING FOR WORK	9	22	8	9	0	19	66	(0.015)
RETIRED	47	141	24	14	11	103	341	(0.075)
STUDENT	68	292	200	95	13	234	903	(0.199)
HOME-DUTIES	41	233	101	51	9	189	623	(0.137)
OTHER	21	147	50	24	2	93	337	(0.074)
NOT STATED	6	11	2	5	0	3	26	(0.006)
TOTAL (PROPORTION)	562 (0.124)	1497 (0.329)	707 (0.156)	399 (0.088)	58 (0.013)	1324 (0.291)	4548	

TABLE 20. PERSON-TRIPS ('000) BY AGE OF PERSON TRAVELLING AND ACCOMMODATION

AGE OF PERSON TRAVELLING (YRS)	ACCOMMODATION						TOTAL	(PROPORTION)
	HOTEL OR MOTEL	CARAVAN HOME	OR TENT	NOT OTHER	NOT STATED	APPLICABLE		
0-16	77	388	224	96	12	305	1102	(0.242)
17-24	64	254	94	60	5	162	637	(0.140)
25-29	60	181	46	25	3	144	458	(0.101)
30-34	71	115	60	31	2	114	392	(0.086)
35-39	54	84	66	38	3	101	347	(0.076)
40-44	46	61	26	34	1	86	254	(0.056)
45-49	31	55	30	20	5	77	220	(0.048)
50-54	63	59	65	31	2	79	298	(0.066)
55-59	29	93	44	19	7	78	269	(0.059)
OVER 60	60	159	29	19	16	151	436	(0.096)
NOT STATED	8	49	22	27	1	26	134	(0.029)
TOTAL (PROPORTION)	562 (0.124)	1497 (0.329)	707 (0.156)	399 (0.088)	58 (0.013)	1324 (0.291)	4548	

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TABLE 21. PERSON-TRIPS ('000) BY DURATION AT DESTINATION AND ACCOMMODATION

DURATION AT DESTINATION (NIGHTS)	ACCOMMODATION						TOTAL	(PROPORTION)
	HOTEL OR MOTEL	FRIENDS HOME	CARAVAN OR TENT	OTHER	NOT STATED	NOT APPLICABLE		
0	-	-	-	-	-	1324	1324	(0.291)
1	130	234	107	98	2	-	571	(0.126)
2	126	380	146	81	9	-	742	(0.163)
3-7	243	624	346	126	7	-	1346	(0.296)
8-14	53	179	71	46	8	-	357	(0.079)
15-28	5	50	25	8	3	-	92	(0.020)
29-56	1	14	0	8	1	-	24	(0.005)
OVER 56	0	5	0	0	0	-	5	(0.001)
NOT STATED	3	11	11	32	29	-	87	(0.019)
TOTAL (PROPORTION)	562 (0.124)	1497 (0.329)	707 (0.156)	399 (0.088)	58 (0.013)	1324 (0.291)	4548	

TABLE 22. PERSON-TRIPS ('000) BY PARTY SIZE AND ACCOMMODATION

PARTY SIZE	ACCOMMODATION						TOTAL	(PROPORTION)
	HOTEL OR MOTEL	FRIENDS HOME	CARAVAN OR TENT	OTHER	NOT STATED	NOT APPLICABLE		
1 PERSON	235	374	116	105	24	430	1283	(0.282)
2 PERSONS	165	402	134	81	10	289	1081	(0.238)
3 PERSONS	49	226	113	67	7	155	617	(0.136)
4 PERSONS	66	294	150	85	15	237	848	(0.186)
5 PERSONS	33	140	135	56	2	160	525	(0.115)
6 PERSONS	15	49	28	5	0	32	129	(0.028)
7 PERSONS	0	11	31	0	0	19	61	(0.013)
8 PERSONS	0	0	0	0	0	0	0	(0.000)
9 PERSONS	0	2	0	0	0	2	3	(0.001)
OVER 9 PERSONS	0	0	0	0	0	0	0	(0.000)
TOTAL (PROPORTION)	562 (0.124)	1497 (0.329)	707 (0.156)	399 (0.088)	58 (0.013)	1324 (0.291)	4548	

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TABLE 23. PERSON-TRIPS ('000) BY DISTANCE AND ACCOMMODATION

DISTANCE (KM)	ACCOMMODATION						TOTAL	(PROPORTION)
	HOTEL OR MOTEL	FRIENDS HOME	CARAVAN OR TENT	OTHER	NOT STATED	NOT APPLICABLE		
INTRA-LGA	3	5	6	5	1	19	39	(0.009)
0-100	41	210	103	148	18	736	1255	(0.276)
101-150	29	191	120	83	22	248	692	(0.152)
151-200	36	157	97	18	5	155	469	(0.103)
201-300	92	339	93	37	4	81	645	(0.142)
301-400	83	176	71	22	2	34	388	(0.085)
401-600	59	135	79	30	1	14	318	(0.070)
601-800	85	99	54	23	1	25	286	(0.063)
801-1000	19	25	19	6	2	1	72	(0.016)
OVER 1000	116	159	66	28	2	12	382	(0.084)
TOTAL (PROPORTION)	562 (0.124)	1497 (0.329)	707 (0.156)	399 (0.088)	58 (0.013)	1324 (0.291)	4548	

TABLE 24. PERSON-TRIPS ('000) BY HOUSEHOLD INCOME AND DISTANCE

INCOME GROUP	DISTANCE (KM)										TOTAL	(PROP)
	INTRA-LGA	0-100	101-150	151-200	201-300	301-400	401-600	601-800	801-1000	OVER 1000		
\$0-2000	0	3	2	3	2	15	5	3	0	9	42	(0.009)
\$2001-4000	0	48	31	23	25	7	4	20	2	6	167	(0.037)
\$4001-6000	0	39	35	23	30	20	11	33	2	34	227	(0.050)
\$6001-8000	3	94	95	30	53	35	23	21	6	24	383	(0.084)
\$8001-10000	17	223	66	71	107	63	55	28	15	60	706	(0.155)
\$10001-15000	11	341	177	141	196	92	105	48	30	71	1212	(0.266)
\$15001-20000	2	238	136	97	101	57	53	58	12	90	844	(0.186)
\$20001-25000	5	115	82	29	41	37	24	25	2	43	402	(0.088)
\$25001-30000	0	55	30	27	32	27	11	15	1	23	221	(0.049)
OVER \$30000	2	33	20	12	26	21	14	20	1	13	161	(0.035)
NOT STATED	0	66	19	11	32	15	15	15	1	8	183	(0.040)
TOTAL (PROPORTION)	39 (0.009)	1255 (0.276)	692 (0.152)	469 (0.103)	645 (0.142)	388 (0.085)	318 (0.070)	286 (0.063)	72 (0.016)	382 (0.084)	4548	

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TABLE 25. PERSON-TRIPS ('000) BY DURATION AT DESTINATION AND DISTANCE

DURATION AT DESTINATION (NIGHTS)	DISTANCE (KM)										TOTAL	(PROP)
	INTRA-LGA	0-100	101-150	151-200	201-300	301-400	401-600	601-800	801-1000	OVER 1000		
0	19	736	248	155	81	34	14	25	1	12	1324	(0.291)
1	6	151	94	80	102	49	39	20	12	18	571	(0.126)
2	7	154	118	83	154	91	57	34	1	43	742	(0.163)
3-7	7	138	183	118	249	171	148	140	48	146	1346	(0.296)
8-14	0	24	24	23	45	29	44	54	9	107	357	(0.079)
15-28	0	4	13	1	9	4	9	12	2	37	92	(0.020)
29-56	0	4	0	2	2	0	2	0	0	14	24	(0.005)
OVER 56	0	1	0	0	0	0	2	0	0	2	5	(0.001)
NOT STATED	2	44	12	7	2	9	4	2	0	5	87	(0.019)
TOTAL (PROPORTION)	39 (0.009)	1255 (0.276)	692 (0.152)	469 (0.103)	645 (0.142)	388 (0.085)	318 (0.070)	286 (0.063)	72 (0.016)	382 (0.084)	4548	

TABLE 26. PERSON-TRIPS ('000) BY OCCUPATION OF PERSON TRAVELLING AND FARE PAYMENT METHOD

OCCUPATION OF PERSON TRAVELLING	FARE PAYMENT METHOD					TOTAL	(PROPORTION)
	NO FARES	HOUSEHOLD	EMPLOYER	OTHER	NOT STATED		
EMPLOYED							
-PROFESSIONAL	280	158	63	8	7	517	(0.114)
-MANAGERIAL	67	47	63	5	9	192	(0.042)
-CLERICAL	167	75	4	4	11	262	(0.058)
-SALES WORKER	114	43	80	2	11	250	(0.055)
-FARMER	31	15	6	0	2	54	(0.012)
-MINER	0	0	0	0	0	0	(0.000)
-TRANSPORT AND COMMUNICATION	105	53	17	1	5	182	(0.040)
-TRADESMAN	235	172	37	2	16	462	(0.102)
-SERVICE	107	72	11	1	3	195	(0.043)
-NOT STATED	65	43	24	2	5	138	(0.030)
LOOKING FOR WORK	31	32	2	1	1	66	(0.015)
RETIRED	158	109	4	12	57	341	(0.075)
STUDENT	454	398	18	7	26	903	(0.199)
HOME-DUTIES	376	207	18	4	19	623	(0.137)
OTHER	197	108	18	3	10	337	(0.074)
NOT STATED	13	8	4	0	1	26	(0.006)
TOTAL (PROPORTION)	2400 (0.528)	1542 (0.339)	369 (0.081)	54 (0.012)	183 (0.040)	4548	



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TABLE 1. PERSON-TRIPS ('000) BY HOUSEHOLD INCOME AND VEHICLE TYPE

INCOME GROUP	VEHICLE TYPE									TOTAL	(PROPORTION)
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED		
\$0-2000	2	0	20	0	0	0	0	1	0	23	(0.006)
\$2001-4000	5	2	57	2	0	0	9	0	0	77	(0.021)
\$4001-6000	6	5	132	2	0	0	7	1	5	158	(0.043)
\$6001-8000	14	6	223	11	0	0	1	4	0	259	(0.071)
\$8001-10000	7	16	385	16	0	0	4	8	1	438	(0.120)
\$10001-15000	28	19	807	23	0	5	9	1	15	908	(0.249)
\$15001-20000	50	5	532	13	0	2	2	0	0	605	(0.166)
\$20001-25000	41	8	352	2	6	0	2	0	0	412	(0.113)
\$25001-30000	15	0	150	10	1	0	0	7	0	183	(0.050)
OVER \$30000	33	3	237	36	0	2	1	8	34	355	(0.097)
NOT STATED	15	5	186	9	0	0	4	10	2	233	(0.064)
TOTAL	217	70	3081	125	8	9	40	41	58	3650	
(PROPORTION)	(0.059)	(0.019)	(0.844)	(0.034)	(0.002)	(0.003)	(0.011)	(0.011)	(0.016)		

TABLE 2. PERSON-TRIPS ('000) BY HOUSEHOLD SIZE AND VEHICLE TYPE

HOUSEHOLD SIZE	VEHICLE TYPE									TOTAL	(PROPORTION)
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED		
1 PERSON	15	8	113	2	0	0	10	0	0	149	(0.041)
2 PERSONS	38	18	669	24	0	3	17	3	47	820	(0.225)
3 PERSONS	48	13	555	17	0	0	1	8	2	645	(0.177)
4 PERSONS	56	10	729	41	6	2	5	7	7	864	(0.237)
5 PERSONS	50	5	618	23	0	2	4	12	2	718	(0.197)
6 PERSONS	7	2	282	4	0	2	1	8	0	307	(0.084)
7 PERSONS	0	5	56	9	0	0	2	0	0	72	(0.020)
8 PERSONS	2	8	33	4	1	0	0	0	0	47	(0.013)
9 PERSONS	1	0	23	0	0	0	0	2	0	26	(0.007)
OVER 9 PERSONS	0	0	0	0	0	0	0	0	0	0	(0.000)
NOT STATED	0	0	3	0	0	0	0	0	0	3	(0.001)
TOTAL	217	70	3081	125	8	9	40	41	58	3650	
(PROPORTION)	(0.059)	(0.019)	(0.844)	(0.034)	(0.002)	(0.003)	(0.011)	(0.011)	(0.016)		

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TABLE 3. PERSON-TRIPS ('000) BY VEHICLES AVAILABLE AND VEHICLE TYPE

VEHICLES AVAILABLE	VEHICLE TYPE									TOTAL	(PROPORTION)
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED		
0	9	7	65	2	0	0	7	0	4	94	(0.026)
1	48	15	773	1	0	0	15	7	9	869	(0.238)
2	88	25	1154	35	0	4	8	3	4	1322	(0.362)
3	50	9	499	30	0	3	4	5	37	638	(0.175)
4	23	13	580	57	7	2	4	26	3	715	(0.196)
OVER 4	0	0	10	0	0	0	0	0	0	11	(0.003)
NOT STATED	0	0	0	0	0	0	0	0	0	0	(0.000)
TOTAL (PROPORTION)	217 (0.059)	70 (0.019)	3081 (0.844)	125 (0.034)	8 (0.002)	9 (0.003)	40 (0.011)	41 (0.011)	58 (0.016)	3650	

TABLE 4. PERSON-TRIPS ('000) BY AGE OF PERSON TRAVELLING AND VEHICLE TYPE

AGE OF PERSON TRAVELLING (YRS)	VEHICLE TYPE									TOTAL	(PROPORTION)
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED		
0-16	30	25	734	7	0	1	8	8	3	815	(0.223)
17-24	20	6	500	12	6	4	5	13	3	569	(0.156)
25-29	19	5	322	13	1	0	1	0	0	360	(0.099)
30-34	24	1	293	29	0	0	1	2	35	386	(0.106)
35-39	35	0	190	8	0	0	0	1	3	237	(0.065)
40-44	8	3	183	13	0	3	0	2	1	213	(0.058)
45-49	18	1	219	19	0	0	0	13	0	270	(0.074)
50-54	29	4	237	4	0	0	0	0	1	276	(0.076)
55-59	13	2	88	9	0	0	5	0	6	124	(0.034)
OVER 60	18	19	219	10	0	0	19	1	7	293	(0.080)
NOT STATED	4	3	98	1	0	0	1	0	0	106	(0.029)
TOTAL (PROPORTION)	217 (0.059)	70 (0.019)	3081 (0.844)	125 (0.034)	8 (0.002)	9 (0.003)	40 (0.011)	41 (0.011)	58 (0.016)	3650	

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TABLE 5. PERSON-TRIPS ('000) BY OCCUPATION OF PERSON TRAVELLING AND VEHICLE TYPE

OCCUPATION OF PERSON TRAVELLING	VEHICLE TYPE									TOTAL	(PROPORTION)
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED		
EMPLOYED											
-PROFESSIONAL	47	3	306	2	0	2	3	5	4	372	(0.102)
-MANAGERIAL	36	3	118	13	0	0	0	1	0	171	(0.047)
-CLERICAL	5	2	202	3	0	4	0	2	1	220	(0.060)
-SALES WORKER	9	0	171	3	0	0	0	1	0	186	(0.051)
-FARMER	6	5	215	34	0	0	0	12	5	277	(0.076)
-MINER	0	0	7	3	0	0	0	0	0	11	(0.003)
-TRANSPORT AND COMMUNICATION	5	4	120	22	0	0	3	0	0	155	(0.042)
-TRADESMAN	19	3	299	17	8	0	0	5	37	388	(0.106)
-SERVICE	11	0	77	3	0	0	0	1	0	92	(0.025)
-NOT STATED	6	0	80	8	0	0	0	0	0	95	(0.026)
LOOKING FOR WORK	1	2	31	0	0	0	0	0	0	35	(0.010)
RETIRED	13	9	132	2	0	0	17	0	0	175	(0.048)
STUDENT	25	22	537	8	0	1	12	7	2	613	(0.168)
HOME-DUTIES	26	9	465	5	0	0	3	5	8	522	(0.143)
OTHER	8	7	303	1	0	0	1	1	0	320	(0.088)
NOT STATED	0	0	16	1	0	0	0	0	0	17	(0.005)
TOTAL (PROPORTION)	217 (0.059)	70 (0.019)	3081 (0.844)	125 (0.034)	8 (0.002)	9 (0.003)	40 (0.011)	41 (0.011)	58 (0.016)	3650	

TABLE 6. PERSON-TRIPS ('000) BY PURPOSE AND VEHICLE TYPE

PURPOSE	VEHICLE TYPE									TOTAL	(PROPORTION)
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED		
DELIVER FREIGHT	0	0	15	73	0	0	0	5	34	127	(0.035)
OTHER BUSINESS	77	11	520	23	1	0	0	11	5	648	(0.178)
VISITING FRIENDS	43	12	820	5	7	0	11	1	2	901	(0.247)
RECREATION	11	11	508	1	0	5	4	2	0	542	(0.149)
HOLIDAY	33	16	574	5	0	4	4	18	0	655	(0.179)
PERSONAL AFFAIRS	29	11	455	11	0	0	15	0	17	537	(0.147)
OTHER	23	7	159	4	0	0	5	4	0	202	(0.055)
NOT STATED	1	0	31	3	0	0	1	0	0	37	(0.010)
TOTAL (PROPORTION)	217 (0.059)	70 (0.019)	3081 (0.844)	125 (0.034)	8 (0.002)	9 (0.003)	40 (0.011)	41 (0.011)	58 (0.016)	3650	

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TABLE 7. PERSON-TRIPS ('000) BY PARTY SIZE AND VEHICLE TYPE

PARTY SIZE	VEHICLE TYPE									TOTAL	(PROPORTION)
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED		
1 PERSON	146	40	773	90	8	7	27	15	30	1136	(0.311)
2 PERSONS	29	17	885	19	0	0	12	5	23	990	(0.271)
3 PERSONS	33	3	413	10	0	0	1	9	1	470	(0.129)
4 PERSONS	7	10	546	4	0	0	0	9	4	579	(0.159)
5 PERSONS	2	0	341	2	0	2	0	2	0	350	(0.096)
6 PERSONS	0	0	96	0	0	0	0	0	0	96	(0.026)
7 PERSONS	0	0	28	0	0	0	0	0	0	28	(0.008)
8 PERSONS	0	0	0	0	0	0	0	0	0	0	(0.000)
9 PERSONS	0	0	0	0	0	0	0	0	0	0	(0.000)
OVER 9 PERSONS	0	0	0	0	0	0	0	0	0	0	(0.000)
TOTAL	217	70	3081	125	8	9	40	41	58	3650	
(PROPORTION)	(0.059)	(0.019)	(0.844)	(0.034)	(0.002)	(0.003)	(0.011)	(0.011)	(0.016)		

TABLE 8. PERSON-TRIPS ('000) BY DISTANCE AND VEHICLE TYPE

DISTANCE (KM)	VEHICLE TYPE									TOTAL	(PROPORTION)
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED		
INTRA-LGA	2	1	50	15	0	0	0	2	1	70	(0.019)
0-100	0	1	673	14	0	2	3	5	22	721	(0.197)
101-150	1	2	391	16	0	5	0	0	15	431	(0.118)
151-200	1	2	457	23	6	0	4	1	4	499	(0.137)
201-300	7	12	562	30	0	0	5	5	15	636	(0.174)
301-400	38	33	397	4	0	0	9	10	2	493	(0.135)
401-600	22	9	225	1	0	0	12	9	0	279	(0.076)
601-800	3	0	69	2	0	0	0	0	0	75	(0.021)
801-1000	9	0	44	5	0	0	0	0	0	58	(0.016)
OVER 1000	133	9	212	15	1	2	7	8	0	388	(0.106)
TOTAL	217	70	3081	125	8	9	40	41	58	3650	
(PROPORTION)	(0.059)	(0.019)	(0.844)	(0.034)	(0.002)	(0.003)	(0.011)	(0.011)	(0.016)		

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TABLE 9. PERSON-TRIPS ('000) BY FARES PAID AND VEHICLE TYPE

FARES PAID	VEHICLE TYPE									TOTAL	(PROPORTION)
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED		
NO FARES	16	22	1803	58	2	4	6	22	16	1948	(0.534)
HOUSEHOLD	90	38	763	1	6	4	24	11	5	944	(0.259)
EMPLOYER	85	4	257	46	0	0	1	6	1	400	(0.110)
OTHER	19	4	71	0	0	0	4	0	0	99	(0.027)
NOT STATED	8	2	187	20	0	0	4	2	36	260	(0.071)
TOTAL	217	70	3081	125	8	9	40	41	58	3650	
(PROPORTION)	(0.059)	(0.019)	(0.844)	(0.034)	(0.002)	(0.003)	(0.011)	(0.011)	(0.016)		

TABLE 10. PERSON-TRIPS ('000) BY DURATION AT DESTINATION AND VEHICLE TYPE

DURATION AT DESTINATION (NIGHTS)	VEHICLE TYPE									TOTAL	(PROPORTION)
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED		
0	33	3	873	73	0	0	3	7	44	1037	(0.284)
1	26	4	466	15	0	4	2	5	7	529	(0.145)
2	30	13	584	11	6	0	8	4	1	657	(0.180)
3-7	57	27	754	9	2	2	19	24	2	896	(0.245)
8-14	40	9	231	5	0	2	4	0	1	293	(0.080)
15-28	17	8	58	4	0	0	0	0	0	88	(0.024)
29-56	6	0	16	0	0	0	0	0	0	23	(0.006)
OVER 56	3	0	10	0	0	0	0	0	0	13	(0.004)
NOT STATED	4	4	89	8	0	0	4	0	3	113	(0.031)
TOTAL	217	70	3081	125	8	9	40	41	58	3650	
(PROPORTION)	(0.059)	(0.019)	(0.844)	(0.034)	(0.002)	(0.003)	(0.011)	(0.011)	(0.016)		

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TABLE 11. PERSON-TRIPS ('000) BY HOUSEHOLD INCOME AND PURPOSE

INCOME GROUP	PURPOSE								TOTAL	(PROPORTION)
	DELIVER FREIGHT	OTHER BUSINESS	VISITING FRIENDS	RECREATION	HOLIDAY	PERSONAL AFFAIRS	OTHER	NOT STATED		
\$0-2000	0	2	14	0	1	4	1	0	23	(0.006)
\$2001-4000	1	6	17	20	9	22	1	0	77	(0.021)
\$4001-6000	3	21	52	11	12	53	5	0	158	(0.043)
\$6001-8000	5	66	49	47	49	24	20	0	259	(0.071)
\$8001-10000	9	55	149	62	73	66	18	7	438	(0.120)
\$10001-15000	15	150	282	122	174	107	52	7	908	(0.249)
\$15001-20000	11	109	97	98	163	62	47	17	605	(0.166)
\$20001-25000	1	69	126	85	66	56	8	0	412	(0.113)
\$25001-30000	7	33	45	15	30	42	8	3	183	(0.050)
OVER \$30000	68	95	20	43	52	49	26	1	355	(0.097)
NOT STATED	7	42	49	39	26	52	16	1	233	(0.064)
TOTAL (PROPORTION)	127 (0.035)	648 (0.178)	901 (0.247)	542 (0.149)	655 (0.179)	537 (0.147)	202 (0.055)	37 (0.010)	3650	

TABLE 12. PERSON-TRIPS ('000) BY OCCUPATION OF PERSON TRAVELLING AND PURPOSE

OCCUPATION OF PERSON TRAVELLING	PURPOSE								TOTAL	(PROPORTION)
	DELIVER FREIGHT	OTHER BUSINESS	VISITING FRIENDS	RECREATION	HOLIDAY	PERSONAL AFFAIRS	OTHER	NOT STATED		
EMPLOYED										
-PROFESSIONAL	8	83	73	77	76	30	23	2	372	(0.102)
-MANAGERIAL	14	94	15	14	11	11	11	1	171	(0.047)
-CLERICAL	0	17	86	31	49	29	8	0	220	(0.060)
-SALES WORKER	4	79	38	14	32	12	6	0	186	(0.051)
-FARMER	18	107	32	20	25	53	18	3	277	(0.076)
-MINER	0	4	1	2	2	0	1	0	11	(0.003)
-TRANSPORT AND COMMUNICATION	21	14	25	38	21	33	4	0	155	(0.042)
-TRADESMAN	44	42	114	48	70	44	21	6	388	(0.106)
-SERVICE	0	8	26	14	12	22	10	0	92	(0.025)
-NOT STATED	9	25	20	10	11	12	6	2	95	(0.026)
LOOKING FOR WORK	0	1	9	10	3	7	6	0	35	(0.010)
RETIRED	0	4	61	19	42	40	10	1	175	(0.048)
STUDENT	3	63	138	118	147	101	39	4	613	(0.168)
HOME-DUTIES	4	67	138	72	101	104	27	8	522	(0.143)
OTHER	2	35	120	54	54	41	12	4	320	(0.088)
NOT STATED	1	6	4	0	1	0	0	4	17	(0.005)
TOTAL (PROPORTION)	127 (0.035)	648 (0.178)	901 (0.247)	542 (0.149)	655 (0.179)	537 (0.147)	202 (0.055)	37 (0.010)	3650	

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TABLE 13. PERSON-TRIPS ('000) BY AGE OF PERSON TRAVELLING AND PURPOSE

AGE OF PERSON TRAVELLING (YRS)	PURPOSE								TOTAL	(PROPORTION)
	DELIVER FREIGHT	OTHER BUSINESS	VISITING FRIENDS	RECREATION	HOLIDAY	PERSONAL AFFAIRS	OTHER	NOT STATED		
0-16	5	90	216	162	184	107	44	9	815	(0.223)
17-24	8	89	206	106	78	42	32	6	569	(0.156)
25-29	11	58	125	49	53	42	22	2	360	(0.099)
30-34	58	73	59	50	71	44	23	8	386	(0.106)
35-39	9	86	33	19	35	31	24	0	237	(0.065)
40-44	10	56	30	22	52	35	8	0	213	(0.058)
45-49	15	64	48	41	45	47	9	2	270	(0.074)
50-54	0	77	47	26	49	56	15	6	276	(0.076)
55-59	7	32	30	15	14	22	5	0	124	(0.034)
OVER 60	4	19	79	38	59	78	13	3	293	(0.080)
NOT STATED	0	3	28	15	17	33	8	1	106	(0.029)
TOTAL (PROPORTION)	127 (0.035)	648 (0.178)	901 (0.247)	542 (0.149)	655 (0.179)	537 (0.147)	202 (0.055)	37 (0.010)	3650	

TABLE 14. PERSON-TRIPS ('000) BY PARTY SIZE AND PURPOSE

PARTY SIZE	PURPOSE								TOTAL	(PROPORTION)
	DELIVER FREIGHT	OTHER BUSINESS	VISITING FRIENDS	RECREATION	HOLIDAY	PERSONAL AFFAIRS	OTHER	NOT STATED		
1 PERSON	95	318	208	161	127	118	89	19	1136	(0.311)
2 PERSONS	15	155	245	131	190	204	50	0	990	(0.271)
3 PERSONS	8	82	150	55	89	63	23	1	470	(0.129)
4 PERSONS	6	57	179	103	121	74	24	16	579	(0.159)
5 PERSONS	2	15	80	91	109	47	8	0	350	(0.096)
6 PERSONS	0	22	22	3	16	28	5	0	96	(0.026)
7 PERSONS	0	0	19	0	3	3	3	0	28	(0.008)
8 PERSONS	0	0	0	0	0	0	0	0	0	(0.000)
9 PERSONS	0	0	0	0	0	0	0	0	0	(0.000)
OVER 9 PERSONS	0	0	0	0	0	0	0	0	0	(0.000)
TOTAL (PROPORTION)	127 (0.035)	648 (0.178)	901 (0.247)	542 (0.149)	655 (0.179)	537 (0.147)	202 (0.055)	37 (0.010)	3650	

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TABLE 15. PERSON-TRIPS ('000) BY DURATION AT DESTINATION AND PURPOSE

DURATION AT DESTINATION (NIGHTS)	PURPOSE								TOTAL	(PROPORTION)
	DELIVER FREIGHT	OTHER BUSINESS	VISITING FRIENDS	RECREATION	HOLIDAY	PERSONAL AFFAIRS	OTHER	NOT STATED		
0	106	279	156	226	11	177	77	5	1037	(0.284)
1	10	121	180	68	37	86	18	10	529	(0.145)
2	7	99	221	95	94	98	37	5	657	(0.180)
3-7	3	100	264	94	266	110	44	15	896	(0.245)
8-14	0	17	38	25	186	20	6	0	293	(0.080)
15-28	0	7	28	1	36	11	6	0	88	(0.024)
29-56	0	1	7	0	14	1	0	0	23	(0.006)
OVER 56	0	0	4	6	0	3	0	0	13	(0.004)
NOT STATED	0	25	3	27	11	31	13	2	113	(0.031)
TOTAL (PROPORTION)	127 (0.035)	648 (0.178)	901 (0.247)	542 (0.149)	655 (0.179)	537 (0.147)	202 (0.055)	37 (0.010)	3650	

TABLE 16. PERSON-TRIPS ('000) BY ACCOMMODATION AND PURPOSE

ACCOMMODATION	PURPOSE								TOTAL	(PROPORTION)
	DELIVER FREIGHT	OTHER BUSINESS	VISITING FRIENDS	RECREATION	HOLIDAY	PERSONAL AFFAIRS	OTHER	NOT STATED		
HOTEL/MOTEL	1	189	49	89	134	69	36	13	581	(0.159)
FRIENDS HOME	9	112	668	68	227	234	36	9	1362	(0.373)
CARAVAN/TENT	1	9	5	85	192	13	12	0	318	(0.087)
OTHER	8	44	17	56	83	32	26	3	270	(0.074)
NOT STATED	2	15	7	17	7	12	15	7	81	(0.022)
NOT APPLICABLE	106	279	156	226	11	177	77	5	1037	(0.284)
TOTAL (PROPORTION)	127 (0.035)	648 (0.178)	901 (0.247)	542 (0.149)	655 (0.179)	537 (0.147)	202 (0.055)	37 (0.010)	3650	



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TABLE 17. PERSON-TRIPS ('000) BY HOUSEHOLD INCOME AND ACCOMMODATION

INCOME GROUP	ACCOMMODATION						TOTAL	(PROPORTION)
	HOTEL OR MOTEL	FRIENDS HOME	CARAVAN OR TENT	OTHER	NOT STATED	NOT APPLICABLE		
\$0-2000	1	9	0	7	0	5	23	(0.006)
\$2001-4000	6	38	0	25	0	7	77	(0.021)
\$4001-6000	24	82	5	11	2	33	158	(0.043)
\$6001-8000	38	84	13	15	6	104	259	(0.071)
\$8001-10000	63	209	52	21	1	92	438	(0.120)
\$10001-15000	131	404	91	42	31	210	908	(0.249)
\$15001-20000	117	214	85	24	20	145	605	(0.166)
\$20001-25000	60	151	29	53	9	110	412	(0.113)
\$25001-30000	22	49	16	21	3	73	183	(0.050)
OVER \$30000	80	57	17	29	6	166	355	(0.097)
NOT STATED	41	66	9	23	3	91	233	(0.064)
TOTAL (PROPORTION)	581 (0.159)	1362 (0.373)	318 (0.087)	270 (0.074)	81 (0.022)	1037 (0.284)	3650	

TABLE 18. PERSON-TRIPS ('000) BY HOUSEHOLD SIZE AND ACCOMMODATION

HOUSEHOLD SIZE	ACCOMMODATION						TOTAL	(PROPORTION)
	HOTEL OR MOTEL	FRIENDS HOME	CARAVAN OR TENT	OTHER	NOT STATED	NOT APPLICABLE		
1 PERSON	32	69	14	9	0	24	149	(0.041)
2 PERSONS	119	336	55	68	19	224	820	(0.225)
3 PERSONS	131	269	44	22	8	170	645	(0.177)
4 PERSONS	137	345	88	35	30	229	864	(0.237)
5 PERSONS	118	204	76	78	20	223	718	(0.197)
6 PERSONS	26	72	28	38	2	141	307	(0.084)
7 PERSONS	15	25	7	11	0	13	72	(0.020)
8 PERSONS	2	26	1	3	1	13	47	(0.013)
9 PERSONS	1	15	4	4	0	2	26	(0.007)
OVER 9 PERSONS	0	0	0	0	0	0	0	(0.000)
NOT STATED	1	1	0	0	0	0	3	(0.001)
TOTAL (PROPORTION)	581 (0.159)	1362 (0.373)	318 (0.087)	270 (0.074)	81 (0.022)	1037 (0.284)	3650	

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TABLE 19. PERSON-TRIPS ('000) BY OCCUPATION OF PERSON TRAVELLING AND ACCOMMODATION

OCCUPATION OF PERSON TRAVELLING	ACCOMMODATION						TOTAL	(PROPORTION)
	HOTEL OR MOTEL	FRIENDS HOME	CARAVAN OR TENT	OTHER	NOT STATED	NOT APPLICABLE		
EMPLOYED								
-PROFESSIONAL	64	141	48	25	3	93	372	(0.102)
-MANAGERIAL	49	29	6	23	2	62	171	(0.047)
-CLERICAL	25	108	16	16	4	52	220	(0.060)
-SALES WORKER	49	62	8	6	3	57	186	(0.051)
-FARMER	37	91	9	23	10	107	277	(0.076)
-MINER	2	3	1	2	0	2	11	(0.003)
-TRANSPORT AND COMMUNICATION	13	52	9	11	2	69	155	(0.042)
-TRADESMAN	51	151	48	21	11	105	388	(0.106)
-SERVICE	18	36	4	7	0	27	92	(0.025)
-NOT STATED	25	31	6	9	1	22	95	(0.026)
LOOKING FOR WORK	6	12	3	6	0	8	35	(0.010)
RETIRED	30	76	24	13	6	26	175	(0.048)
STUDENT	92	202	77	62	21	159	613	(0.168)
HOME-DUTIES	86	206	37	22	13	158	522	(0.143)
OTHER	28	156	21	22	2	90	320	(0.088)
NOT STATED	6	5	0	0	4	1	17	(0.005)
TOTAL (PROPORTION)	581 (0.159)	1362 (0.373)	318 (0.087)	270 (0.074)	81 (0.022)	1037 (0.284)	3650	

TABLE 20. PERSON-TRIPS ('000) BY AGE OF PERSON TRAVELLING AND ACCOMMODATION

AGE OF PERSON TRAVELLING (YRS)	ACCOMMODATION						TOTAL	(PROPORTION)
	HOTEL OR MOTEL	CARAVAN HOME	OR TENT	NOT OTHER	NOT STATED	APPLICABLE		
0-16	103	314	87	71	16	226	815	(0.223)
17-24	41	295	43	41	8	142	569	(0.156)
25-29	61	163	21	24	1	90	360	(0.099)
30-34	84	120	19	21	7	135	386	(0.106)
35-39	45	56	14	15	6	101	237	(0.065)
40-44	47	60	39	13	2	53	213	(0.058)
45-49	39	67	26	36	10	92	270	(0.074)
50-54	70	99	13	12	8	73	276	(0.076)
55-59	24	38	11	14	6	31	124	(0.034)
OVER 60	50	116	29	21	10	66	293	(0.080)
NOT STATED	16	36	15	2	9	29	106	(0.029)
TOTAL (PROPORTION)	581 (0.159)	1362 (0.373)	318 (0.087)	270 (0.074)	81 (0.022)	1037 (0.284)	3650	

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TABLE 21. PERSON-TRIPS ('000) BY DURATION AT DESTINATION AND ACCOMMODATION

DURATION AT DESTINATION (NIGHTS)	ACCOMMODATION						TOTAL	(PROPORTION)
	HOTEL OR MOTEL	FRIENDS HOME	CARAVAN OR TENT	OTHER	NOT STATED	NOT APPLICABLE		
0	-	-	-	-	-	1037	1037	(0.284)
1	130	311	32	43	14	-	529	(0.145)
2	143	345	74	94	1	-	657	(0.180)
3-7	218	463	137	61	16	-	896	(0.245)
8-14	53	138	56	43	3	-	293	(0.080)
15-28	7	47	13	20	0	-	88	(0.024)
29-56	6	12	0	0	4	-	23	(0.006)
OVER 56	4	3	4	2	0	-	13	(0.004)
NOT STATED	21	43	0	7	42	-	113	(0.031)
TOTAL (PROPORTION)	581 (0.159)	1362 (0.373)	318 (0.087)	270 (0.074)	81 (0.022)	1037 (0.284)	3650	

TABLE 22. PERSON-TRIPS ('000) BY PARTY SIZE AND ACCOMMODATION

PARTY SIZE	ACCOMMODATION						TOTAL	(PROPORTION)
	HOTEL OR MOTEL	FRIENDS HOME	CARAVAN OR TENT	OTHER	NOT STATED	NOT APPLICABLE		
1 PERSON	232	352	75	100	29	348	1136	(0.311)
2 PERSONS	150	399	82	68	20	271	990	(0.271)
3 PERSONS	85	204	40	20	13	108	470	(0.129)
4 PERSONS	69	242	65	28	7	168	579	(0.159)
5 PERSONS	39	103	52	47	11	98	350	(0.096)
6 PERSONS	7	40	4	0	0	45	96	(0.026)
7 PERSONS	0	22	0	6	0	0	28	(0.008)
8 PERSONS	0	0	0	0	0	0	0	(0.000)
9 PERSONS	0	0	0	0	0	0	0	(0.000)
OVER 9 PERSONS	0	0	0	0	0	0	0	(0.000)
TOTAL (PROPORTION)	581 (0.159)	1362 (0.373)	318 (0.087)	270 (0.074)	81 (0.022)	1037 (0.284)	3650	

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TABLE 23. PERSON-TRIPS ('000) BY DISTANCE AND ACCOMMODATION

DISTANCE (KM)	ACCOMMODATION						TOTAL	(PROPORTION)
	HOTEL OR MOTEL	FRIENDS HOME	CARAVAN OR TENT	OTHER	NOT STATED	NOT APPLICABLE		
INTRA-LGA	5	9	11	6	4	36	70	(0.019)
0-100	10	133	29	51	24	473	721	(0.197)
101-150	41	181	20	22	15	151	431	(0.118)
151-200	57	217	16	48	9	152	499	(0.137)
201-300	90	263	74	53	7	149	636	(0.174)
301-400	150	244	21	31	13	33	493	(0.135)
401-600	69	98	62	26	2	23	279	(0.076)
601-800	9	28	28	5	4	1	75	(0.021)
801-1000	21	32	3	2	0	0	58	(0.016)
OVER 1000	129	158	53	26	3	18	388	(0.106)
TOTAL (PROPORTION)	581 (0.159)	1362 (0.373)	318 (0.087)	270 (0.074)	81 (0.022)	1037 (0.284)	3650	

TABLE 24. PERSON-TRIPS ('000) BY HOUSEHOLD INCOME AND DISTANCE

INCOME GROUP	DISTANCE (KM)										TOTAL	(PROP)
	INTRA-LGA	0-100	101-150	151-200	201-300	301-400	401-600	601-800	801-1000	OVER 1000		
\$0-2000	0	0	4	8	6	0	0	0	0	3	23	(0.006)
\$2001-4000	4	12	6	5	28	10	4	0	0	7	77	(0.021)
\$4001-6000	7	21	29	21	27	22	11	9	5	5	158	(0.043)
\$6001-8000	4	79	15	29	33	45	15	9	0	30	259	(0.071)
\$8001-10000	6	61	37	94	81	57	41	11	5	44	438	(0.120)
\$10001-15000	17	140	137	119	156	135	63	20	16	106	908	(0.249)
\$15001-20000	10	117	78	53	100	92	63	9	12	71	605	(0.166)
\$20001-25000	5	111	40	56	59	56	40	5	6	35	412	(0.113)
\$25001-30000	7	38	20	33	31	17	8	6	1	21	183	(0.050)
OVER \$30000	7	95	35	39	83	27	7	2	11	49	355	(0.097)
NOT STATED	3	45	31	42	31	32	26	4	2	17	233	(0.064)
TOTAL (PROPORTION)	70 (0.019)	721 (0.197)	431 (0.118)	499 (0.137)	636 (0.174)	493 (0.135)	279 (0.076)	75 (0.021)	58 (0.016)	388 (0.106)	3650	

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TABLE 25. PERSON-TRIPS ('000) BY DURATION AT DESTINATION AND DISTANCE

DURATION AT DESTINATION (NIGHTS)	DISTANCE (KM)										TOTAL (PROP)
	INTRA-LGA	0-100	101-150	151-200	201-300	301-400	401-600	601-800	801-1000	OVER 1000	
0	36	473	151	152	149	33	23	1	0	18	1037 (0.284)
1	10	64	67	132	115	95	29	2	0	15	529 (0.145)
2	11	70	65	121	140	135	38	17	13	48	657 (0.180)
3-7	7	54	110	80	169	173	134	32	20	116	896 (0.245)
8-14	1	23	21	10	31	23	42	18	14	109	293 (0.080)
15-28	1	0	3	2	15	16	6	0	8	38	88 (0.024)
29-56	0	0	0	0	0	3	0	4	0	15	23 (0.006)
OVER 56	0	0	0	0	0	2	0	0	0	10	13 (0.004)
NOT STATED	4	35	14	1	17	13	7	0	2	19	113 (0.031)
TOTAL (PROPORTION)	70 (0.019)	721 (0.197)	431 (0.118)	499 (0.137)	636 (0.174)	493 (0.135)	279 (0.076)	75 (0.021)	58 (0.016)	388 (0.106)	3650

TABLE 26. PERSON-TRIPS ('000) BY OCCUPATION OF PERSON TRAVELLING AND FARE PAYMENT METHOD

OCCUPATION OF PERSON TRAVELLING	FARE PAYMENT METHOD					TOTAL (PROPORTION)
	NO FARES	HOUSEHOLD	EMPLOYER	OTHER	NOT STATED	
EMPLOYED						
-PROFESSIONAL	205	99	41	9	18	372 (0.102)
-MANAGERIAL	57	13	90	2	9	171 (0.047)
-CLERICAL	128	65	8	7	12	220 (0.060)
-SALES WORKER	88	27	64	4	3	186 (0.051)
-FARMER	171	47	35	6	18	277 (0.076)
-MINER	8	1	1	0	1	11 (0.003)
-TRANSPORT AND COMMUNICATION	81	33	26	3	12	155 (0.042)
-TRADESMAN	188	113	21	5	60	388 (0.106)
-SERVICE	61	22	4	2	4	92 (0.025)
-NOT STATED	41	17	21	7	10	95 (0.026)
LOOKING FOR WORK	27	7	0	0	0	35 (0.010)
RETIRED	86	60	2	7	20	175 (0.048)
STUDENT	334	186	38	16	37	613 (0.168)
HOME-DUTIES	303	143	34	12	29	522 (0.143)
OTHER	169	102	9	18	23	320 (0.088)
NOT STATED	1	9	6	0	1	17 (0.005)
TOTAL (PROPORTION)	1948 (0.534)	944 (0.259)	400 (0.110)	99 (0.027)	260 (0.071)	3650

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TABLE 1. PERSON-TRIPS ('000) BY HOUSEHOLD INCOME AND VEHICLE TYPE

INCOME GROUP	VEHICLE TYPE									TOTAL	(PROPORTION)
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED		
\$0-2000	2	1	3	0	0	0	0	0	0	7	(0.003)
\$2001-4000	13	17	47	0	1	1	12	0	0	91	(0.036)
\$4001-6000	2	8	115	1	0	0	6	1	0	134	(0.052)
\$6001-8000	16	5	184	1	0	0	0	15	1	222	(0.087)
\$8001-10000	28	1	289	7	0	0	1	0	6	331	(0.130)
\$10001-15000	38	5	513	7	0	7	6	0	7	582	(0.228)
\$15001-20000	36	11	474	40	2	3	0	0	0	567	(0.222)
\$20001-25000	20	0	314	7	0	0	1	5	5	352	(0.138)
\$25001-30000	9	0	88	0	0	1	0	0	1	100	(0.039)
OVER \$30000	20	0	70	10	0	0	0	0	0	101	(0.039)
NOT STATED	3	2	54	0	0	0	2	0	1	63	(0.025)
TOTAL	187	51	2153	74	3	13	27	21	20	2549	
(PROPORTION)	(0.073)	(0.020)	(0.845)	(0.029)	(0.001)	(0.005)	(0.011)	(0.008)	(0.008)		

TABLE 2. PERSON-TRIPS ('000) BY HOUSEHOLD SIZE AND VEHICLE TYPE

HOUSEHOLD SIZE	VEHICLE TYPE									TOTAL	(PROPORTION)
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED		
1 PERSON	22	13	44	0	0	1	8	1	0	89	(0.035)
2 PERSONS	50	18	533	9	1	6	14	0	1	632	(0.248)
3 PERSONS	33	3	444	0	1	0	0	0	5	487	(0.191)
4 PERSONS	56	3	509	37	1	5	2	0	11	625	(0.245)
5 PERSONS	20	6	412	6	0	1	3	15	2	465	(0.182)
6 PERSONS	6	7	129	12	0	0	0	0	0	153	(0.060)
7 PERSONS	0	0	64	10	0	0	0	0	0	74	(0.029)
8 PERSONS	1	0	10	0	0	0	0	5	1	17	(0.007)
9 PERSONS	0	0	0	0	0	0	0	0	0	0	(0.000)
OVER 9 PERSONS	0	0	0	0	0	0	0	0	0	0	(0.000)
NOT STATED	0	0	7	0	0	0	0	0	0	7	(0.003)
TOTAL	187	51	2153	74	3	13	27	21	20	2549	
(PROPORTION)	(0.073)	(0.020)	(0.845)	(0.029)	(0.001)	(0.005)	(0.011)	(0.008)	(0.008)		

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TABLE 3. PERSON-TRIPS ('000) BY VEHICLES AVAILABLE AND VEHICLE TYPE

VEHICLES AVAILABLE	VEHICLE TYPE									TOTAL	(PROPORTION)
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED		
0	16	22	26	0	0	1	14	1	0	80	(0.031)
1	52	8	795	8	1	6	9	0	8	887	(0.348)
2	96	13	802	8	0	5	3	5	6	937	(0.368)
3	9	3	305	18	1	1	0	0	1	340	(0.133)
4	14	2	216	39	1	0	1	15	5	293	(0.115)
OVER 4	0	2	9	0	0	0	0	0	1	12	(0.005)
NOT STATED	0	0	0	0	0	0	0	0	0	0	(0.000)
TOTAL (PROPORTION)	187 (0.073)	51 (0.020)	2153 (0.845)	74 (0.029)	3 (0.001)	13 (0.005)	27 (0.011)	21 (0.008)	20 (0.008)	2549	

TABLE 4. PERSON-TRIPS ('000) BY AGE OF PERSON TRAVELLING AND VEHICLE TYPE

AGE OF PERSON TRAVELLING (YRS)	VEHICLE TYPE									TOTAL	(PROPORTION)
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED		
0-16	20	8	529	13	0	3	4	12	2	591	(0.232)
17-24	25	9	283	1	1	1	3	0	6	330	(0.130)
25-29	27	1	238	7	0	0	0	0	2	275	(0.108)
30-34	19	0	170	12	1	2	1	0	0	206	(0.081)
35-39	20	1	143	13	0	1	0	8	1	187	(0.073)
40-44	15	0	135	26	0	0	1	0	0	178	(0.070)
45-49	14	1	182	0	0	1	0	0	1	199	(0.078)
50-54	11	7	128	0	0	1	1	0	6	154	(0.061)
55-59	6	1	85	1	0	2	0	0	0	96	(0.038)
OVER 60	26	17	198	1	1	0	14	1	0	259	(0.102)
NOT STATED	5	5	60	0	0	0	2	0	2	74	(0.029)
TOTAL (PROPORTION)	187 (0.073)	51 (0.020)	2153 (0.845)	74 (0.029)	3 (0.001)	13 (0.005)	27 (0.011)	21 (0.008)	20 (0.008)	2549	

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TABLE 5. PERSON-TRIPS ('000) BY OCCUPATION OF PERSON TRAVELLING AND VEHICLE TYPE

OCCUPATION OF PERSON TRAVELLING	VEHICLE TYPE									TOTAL	(PROPORTION)
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED		
EMPLOYED											
-PROFESSIONAL	27	7	288	5	1	2	6	1	0	337	(0.132)
-MANAGERIAL	8	1	50	0	0	0	0	0	0	59	(0.023)
-CLERICAL	23	0	126	0	0	1	0	0	2	152	(0.060)
-SALES WORKER	26	2	145	10	0	0	0	0	0	184	(0.072)
-FARMER	1	0	43	2	0	0	0	0	0	46	(0.018)
-MINER	0	0	14	0	0	0	0	0	0	14	(0.006)
-TRANSPORT AND COMMUNICATION	1	2	57	41	0	0	0	0	0	102	(0.040)
-TRADESMAN	12	1	258	1	1	2	0	3	2	281	(0.110)
-SERVICE	9	0	68	0	0	0	0	0	1	78	(0.031)
-NOT STATED	18	0	40	1	0	1	1	0	4	66	(0.026)
LOOKING FOR WORK	0	0	26	0	0	0	0	0	0	26	(0.010)
RETIRED	16	16	116	0	0	1	13	1	0	163	(0.064)
STUDENT	16	18	415	12	0	2	3	9	8	484	(0.190)
HOME-DUTIES	19	2	303	0	1	1	2	3	1	334	(0.131)
OTHER	7	0	195	1	0	1	1	2	1	209	(0.082)
NOT STATED	3	0	8	0	0	0	1	0	0	13	(0.005)
TOTAL	187	51	2153	74	3	13	27	21	20	2549	
(PROPORTION)	(0.073)	(0.020)	(0.845)	(0.029)	(0.001)	(0.005)	(0.011)	(0.008)	(0.008)		

TABLE 6. PERSON-TRIPS ('000) BY PURPOSE AND VEHICLE TYPE

PURPOSE	VEHICLE TYPE									TOTAL	(PROPORTION)
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED		
DELIVER FREIGHT	0	0	24	66	0	0	0	0	0	90	(0.035)
OTHER BUSINESS	43	6	338	3	0	0	0	0	6	397	(0.156)
VISITING FRIENDS	53	4	523	0	1	2	10	14	1	609	(0.239)
RECREATION	20	7	458	5	2	6	5	0	5	508	(0.199)
HOLIDAY	40	13	364	0	0	3	3	6	8	437	(0.172)
PERSONAL AFFAIRS	9	14	277	0	0	1	1	0	1	303	(0.119)
OTHER	21	7	120	0	0	0	0	1	0	149	(0.059)
NOT STATED	1	0	48	0	0	0	7	0	0	56	(0.022)
TOTAL	187	51	2153	74	3	13	27	21	20	2549	
(PROPORTION)	(0.073)	(0.020)	(0.845)	(0.029)	(0.001)	(0.005)	(0.011)	(0.008)	(0.008)		



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TABLE 7. PERSON-TRIPS ('000) BY PARTY SIZE AND VEHICLE TYPE

PARTY SIZE	VEHICLE TYPE									TOTAL	(PROPORTION)
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED		
1 PERSON	102	25	540	58	3	3	13	1	10	757	(0.297)
2 PERSONS	46	16	575	16	0	5	14	0	0	672	(0.264)
3 PERSONS	3	4	310	0	0	0	0	0	4	322	(0.126)
4 PERSONS	24	5	384	0	0	5	1	14	6	438	(0.172)
5 PERSONS	12	0	251	0	0	0	0	6	0	269	(0.105)
6 PERSONS	0	0	43	0	0	0	0	0	0	43	(0.017)
7 PERSONS	0	0	48	0	0	0	0	0	0	48	(0.019)
8 PERSONS	0	0	0	0	0	0	0	0	0	0	(0.000)
9 PERSONS	0	0	0	0	0	0	0	0	0	0	(0.000)
OVER 9 PERSONS	0	0	0	0	0	0	0	0	0	0	(0.000)
TOTAL (PROPORTION)	187 (0.073)	51 (0.020)	2153 (0.845)	74 (0.029)	3 (0.001)	13 (0.005)	27 (0.011)	21 (0.008)	20 (0.008)	2549	

TABLE 8. PERSON-TRIPS ('000) BY DISTANCE AND VEHICLE TYPE

DISTANCE (KM)	VEHICLE TYPE									TOTAL	(PROPORTION)
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED		
INTRA-LGA	0	0	32	0	0	0	0	0	0	32	(0.013)
0-100	0	24	831	47	2	6	2	9	7	929	(0.365)
101-150	1	2	369	17	0	2	2	10	3	408	(0.160)
151-200	4	14	441	5	0	0	8	1	0	473	(0.186)
201-300	2	6	340	3	1	0	7	0	1	361	(0.142)
301-400	17	0	1	0	0	3	0	0	0	22	(0.009)
401-600	85	0	42	0	0	1	3	0	6	138	(0.054)
601-800	9	0	6	0	0	0	0	0	0	15	(0.006)
801-1000	23	2	43	0	0	0	2	0	0	71	(0.028)
OVER 1000	45	2	47	1	0	0	2	0	3	102	(0.040)
TOTAL (PROPORTION)	187 (0.073)	51 (0.020)	2153 (0.845)	74 (0.029)	3 (0.001)	13 (0.005)	27 (0.011)	21 (0.008)	20 (0.008)	2549	

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TABLE 9. PERSON-TRIPS ('000) BY FARES PAID AND VEHICLE TYPE

FARES PAID	VEHICLE TYPE									TOTAL	(PROPORTION)
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED		
NO FARES	6	6	1346	32	1	2	1	20	13	1427	(0.560)
HOUSEHOLD	114	38	513	0	1	8	24	0	6	705	(0.276)
EMPLOYER	37	0	179	40	0	1	0	0	0	258	(0.101)
OTHER	16	6	11	1	1	0	0	0	0	35	(0.014)
NOT STATED	14	1	103	0	0	1	2	1	1	124	(0.049)
TOTAL	187	51	2153	74	3	13	27	21	20	2549	
(PROPORTION)	(0.073)	(0.020)	(0.845)	(0.029)	(0.001)	(0.005)	(0.011)	(0.008)	(0.008)		

TABLE 10. PERSON-TRIPS ('000) BY DURATION AT DESTINATION AND VEHICLE TYPE

DURATION AT DESTINATION (NIGHTS)	VEHICLE TYPE									TOTAL	(PROPORTION)
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED		
0	8	17	853	69	2	0	1	1	3	954	(0.374)
1	12	5	295	2	0	0	0	0	1	315	(0.123)
2	24	6	425	2	1	6	0	9	3	476	(0.187)
3-7	82	13	448	0	0	1	9	10	13	577	(0.226)
8-14	23	9	50	0	0	3	7	0	0	91	(0.036)
15-28	27	1	28	0	0	2	2	0	0	60	(0.024)
29-56	5	0	11	0	0	0	1	0	0	17	(0.007)
OVER 56	0	0	0	0	0	0	0	0	0	0	(0.000)
NOT STATED	7	0	43	0	0	0	7	0	1	58	(0.023)
TOTAL	187	51	2153	74	3	13	27	21	20	2549	
(PROPORTION)	(0.073)	(0.020)	(0.845)	(0.029)	(0.001)	(0.005)	(0.011)	(0.008)	(0.008)		

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TABLE 11. PERSON-TRIPS ('000) BY HOUSEHOLD INCOME AND PURPOSE

INCOME GROUP	PURPOSE								TOTAL	(PROPORTION)
	DELIVER FREIGHT	OTHER BUSINESS	VISITING FRIENDS	RECREATION	HOLIDAY	PERSONAL AFFAIRS	OTHER	NOT STATED		
\$0-2000	0	0	2	2	2	0	0	0	7	(0.003)
\$2001-4000	0	1	41	14	5	19	5	7	91	(0.036)
\$4001-6000	1	15	61	26	15	10	1	3	134	(0.052)
\$6001-8000	18	35	66	24	22	24	7	26	222	(0.087)
\$8001-10000	6	21	78	81	81	51	12	0	331	(0.130)
\$10001-15000	9	148	142	103	114	54	11	1	582	(0.228)
\$15001-20000	43	63	143	99	71	60	71	17	567	(0.222)
\$20001-25000	2	58	43	116	83	41	8	0	352	(0.138)
\$25001-30000	0	21	12	18	13	13	20	1	100	(0.039)
OVER \$30000	11	28	7	13	21	10	12	0	101	(0.039)
NOT STATED	0	7	13	10	10	19	3	0	63	(0.025)
TOTAL (PROPORTION)	90 (0.035)	397 (0.156)	609 (0.239)	508 (0.199)	437 (0.172)	303 (0.119)	149 (0.059)	56 (0.022)	2549	

TABLE 12. PERSON-TRIPS ('000) BY OCCUPATION OF PERSON TRAVELLING AND PURPOSE

OCCUPATION OF PERSON TRAVELLING	PURPOSE								TOTAL	(PROPORTION)
	DELIVER FREIGHT	OTHER BUSINESS	VISITING FRIENDS	RECREATION	HOLIDAY	PERSONAL AFFAIRS	OTHER	NOT STATED		
EMPLOYED										
-PROFESSIONAL	1	76	77	62	50	34	31	6	337	(0.132)
-MANAGERIAL	0	28	6	8	5	7	3	1	59	(0.023)
-CLERICAL	1	20	47	39	16	14	12	4	152	(0.060)
-SALES WORKER	12	78	15	38	15	14	12	0	184	(0.072)
-FARMER	2	15	12	3	3	3	7	0	46	(0.018)
-MINER	0	5	2	1	2	5	0	0	14	(0.006)
-TRANSPORT AND COMMUNICATION	53	12	9	5	7	13	4	0	102	(0.040)
-TRADESMAN	3	33	72	69	61	28	9	6	281	(0.110)
-SERVICE	0	13	19	14	14	10	6	1	78	(0.031)
-NOT STATED	0	25	14	10	9	7	0	0	66	(0.026)
LOOKING FOR WORK	0	3	11	4	5	4	0	0	26	(0.010)
RETIRED	0	6	63	32	15	34	2	10	163	(0.064)
STUDENT	14	34	80	113	138	38	42	25	484	(0.190)
HOME-DUTIES	2	33	92	74	57	61	12	3	334	(0.131)
OTHER	1	16	83	33	37	31	9	0	209	(0.082)
NOT STATED	0	1	7	2	2	0	0	0	13	(0.005)
TOTAL (PROPORTION)	90 (0.035)	397 (0.156)	609 (0.239)	508 (0.199)	437 (0.172)	303 (0.119)	149 (0.059)	56 (0.022)	2549	

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TABLE 13. PERSON-TRIPS ('000) BY AGE OF PERSON TRAVELLING AND PURPOSE

AGE OF PERSON TRAVELLING (YRS)	PURPOSE								TOTAL	(PROPORTION)
	DELIVER FREIGHT	OTHER BUSINESS	VISITING FRIENDS	RECREATION	HOLIDAY	PERSONAL AFFAIRS	OTHER	NOT STATED		
0-16	15	30	162	137	135	62	27	22	591	(0.232)
17-24	1	45	100	84	24	43	25	9	330	(0.130)
25-29	7	46	77	52	39	20	35	0	275	(0.108)
30-34	7	36	56	46	40	18	3	0	206	(0.081)
35-39	24	49	25	28	43	9	6	4	187	(0.073)
40-44	28	35	13	29	28	25	15	6	178	(0.070)
45-49	0	79	20	26	24	38	7	5	199	(0.078)
50-54	1	44	38	27	20	15	7	1	154	(0.061)
55-59	1	7	20	26	6	15	15	5	96	(0.038)
OVER 60	1	24	89	46	43	44	8	5	259	(0.102)
NOT STATED	5	0	9	7	37	15	0	0	74	(0.029)
TOTAL (PROPORTION)	90 (0.035)	397 (0.156)	609 (0.239)	508 (0.199)	437 (0.172)	303 (0.119)	149 (0.059)	56 (0.022)	2549	

TABLE 14. PERSON-TRIPS ('000) BY PARTY SIZE AND PURPOSE

PARTY SIZE	PURPOSE								TOTAL	(PROPORTION)
	DELIVER FREIGHT	OTHER BUSINESS	VISITING FRIENDS	RECREATION	HOLIDAY	PERSONAL AFFAIRS	OTHER	NOT STATED		
1 PERSON	66	265	130	84	71	66	64	10	757	(0.297)
2 PERSONS	14	70	199	181	49	122	27	9	672	(0.264)
3 PERSONS	10	25	74	47	79	62	25	0	322	(0.126)
4 PERSONS	0	19	118	92	162	26	21	1	438	(0.172)
5 PERSONS	0	17	65	81	63	19	12	12	269	(0.105)
6 PERSONS	0	1	7	14	14	8	0	0	43	(0.017)
7 PERSONS	0	0	16	8	0	0	0	24	48	(0.019)
8 PERSONS	0	0	0	0	0	0	0	0	0	(0.000)
9 PERSONS	0	0	0	0	0	0	0	0	0	(0.000)
OVER 9 PERSONS	0	0	0	0	0	0	0	0	0	(0.000)
TOTAL (PROPORTION)	90 (0.035)	397 (0.156)	609 (0.239)	508 (0.199)	437 (0.172)	303 (0.119)	149 (0.059)	56 (0.022)	2549	

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TABLE 15. PERSON-TRIPS ('000) BY DURATION AT DESTINATION AND PURPOSE

DURATION AT DESTINATION (NIGHTS)	PURPOSE								TOTAL	(PROPORTION)
	DELIVER FREIGHT	OTHER BUSINESS	VISITING FRIENDS	RECREATION	HOLIDAY	PERSONAL AFFAIRS	OTHER	NOT STATED		
0	80	190	175	271	28	119	59	31	954	(0.374)
1	8	45	64	95	31	56	12	3	315	(0.123)
2	2	42	173	80	92	65	21	1	476	(0.187)
3-7	0	107	106	53	201	46	51	13	577	(0.226)
8-14	0	0	25	5	48	9	5	0	91	(0.036)
15-28	0	1	27	0	31	0	1	0	60	(0.024)
29-56	0	0	13	0	3	1	0	0	17	(0.007)
OVER 56	0	0	0	0	0	0	0	0	0	(0.000)
NOT STATED	0	10	26	5	3	6	0	8	58	(0.023)
TOTAL (PROPORTION)	90 (0.035)	397 (0.156)	609 (0.239)	508 (0.199)	437 (0.172)	303 (0.119)	149 (0.059)	56 (0.022)	2549	

TABLE 16. PERSON-TRIPS ('000) BY ACCOMMODATION AND PURPOSE

ACCOMMODATION	PURPOSE								TOTAL	(PROPORTION)
	DELIVER FREIGHT	OTHER BUSINESS	VISITING FRIENDS	RECREATION	HOLIDAY	PERSONAL AFFAIRS	OTHER	NOT STATED		
HOTEL/MOTEL	1	137	32	98	60	35	18	2	384	(0.151)
FRIENDS HOME	9	50	357	38	103	117	25	7	706	(0.277)
CARAVAN/TENT	0	9	12	48	113	23	2	15	221	(0.087)
OTHER	0	6	15	49	128	9	44	0	250	(0.098)
NOT STATED	0	3	19	5	5	0	0	1	33	(0.013)
NOT APPLICABLE	80	190	175	271	28	119	59	31	954	(0.374)
TOTAL (PROPORTION)	90 (0.035)	397 (0.156)	609 (0.239)	508 (0.199)	437 (0.172)	303 (0.119)	149 (0.059)	56 (0.022)	2549	

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TABLE 17. PERSON-TRIPS ('000) BY HOUSEHOLD INCOME AND ACCOMMODATION

INCOME GROUP	ACCOMMODATION						TOTAL	(PROPORTION)
	HOTEL OR MOTEL	FRIENDS HOME	CARAVAN OR TENT	OTHER	NOT STATED	NOT APPLICABLE		
\$0-2000	3	2	0	0	0	1	7	(0.003)
\$2001-4000	13	48	1	8	0	21	91	(0.036)
\$4001-6000	6	35	6	0	9	78	134	(0.052)
\$6001-8000	15	68	24	8	2	105	222	(0.087)
\$8001-10000	30	64	52	33	2	150	331	(0.130)
\$10001-15000	134	203	38	41	12	154	582	(0.228)
\$15001-20000	68	138	51	61	5	244	567	(0.222)
\$20001-25000	44	80	37	68	2	120	352	(0.138)
\$25001-30000	29	19	5	18	0	29	100	(0.039)
OVER \$30000	26	24	5	12	0	34	101	(0.039)
NOT STATED	17	25	2	0	0	18	63	(0.025)
TOTAL (PROPORTION)	384 (0.151)	706 (0.277)	221 (0.087)	250 (0.098)	33 (0.013)	954 (0.374)	2549	

TABLE 18. PERSON-TRIPS ('000) BY HOUSEHOLD SIZE AND ACCOMMODATION

HOUSEHOLD SIZE	ACCOMMODATION						TOTAL	(PROPORTION)
	HOTEL OR MOTEL	FRIENDS HOME	CARAVAN OR TENT	OTHER	NOT STATED	NOT APPLICABLE		
1 PERSON	15	43	3	7	0	20	89	(0.035)
2 PERSONS	99	184	31	36	25	257	632	(0.248)
3 PERSONS	105	171	40	31	5	135	487	(0.191)
4 PERSONS	78	176	53	107	0	211	625	(0.245)
5 PERSONS	61	84	74	54	0	192	465	(0.182)
6 PERSONS	26	20	19	12	0	75	153	(0.060)
7 PERSONS	0	17	0	2	2	53	74	(0.029)
8 PERSONS	0	5	0	0	0	13	17	(0.007)
9 PERSONS	0	0	0	0	0	0	0	(0.000)
OVER 9 PERSONS	0	0	0	0	0	0	0	(0.000)
NOT STATED	0	6	0	1	0	0	7	(0.003)
TOTAL (PROPORTION)	384 (0.151)	706 (0.277)	221 (0.087)	250 (0.098)	33 (0.013)	954 (0.374)	2549	

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TABLE 19. PERSON-TRIPS ('000) BY OCCUPATION OF PERSON TRAVELLING AND ACCOMMODATION

OCCUPATION OF PERSON TRAVELLING	ACCOMMODATION						TOTAL	(PROPORTION)
	HOTEL OR MOTEL	FRIENDS HOME	CARAVAN OR TENT	OTHER	NOT STATED	NOT APPLICABLE		
EMPLOYED								
-PROFESSIONAL	43	92	20	54	1	127	337	(0.132)
-MANAGERIAL	16	7	2	6	0	27	59	(0.023)
-CLERICAL	29	49	21	6	2	46	152	(0.060)
-SALES WORKER	97	26	8	5	1	47	184	(0.072)
-FARMER	8	12	0	0	0	26	46	(0.018)
-MINER	5	3	3	0	0	3	14	(0.006)
-TRANSPORT AND COMMUNICATION	15	10	6	1	1	68	102	(0.040)
-TRADESMAN	19	95	34	34	2	97	281	(0.110)
-SERVICE	14	18	16	7	8	16	78	(0.031)
-NOT STATED	20	23	1	3	1	17	66	(0.026)
LOOKING FOR WORK	0	9	5	0	0	12	26	(0.010)
RETIRED	17	76	3	5	8	53	163	(0.064)
STUDENT	44	104	59	87	2	187	484	(0.190)
HOME-DUTIES	39	90	26	22	2	154	334	(0.131)
OTHER	14	87	16	18	0	74	209	(0.082)
NOT STATED	1	6	1	0	2	2	13	(0.005)
TOTAL (PROPORTION)	384 (0.151)	706 (0.277)	221 (0.087)	250 (0.098)	33 (0.013)	954 (0.374)	2549	

TABLE 20. PERSON-TRIPS ('000) BY AGE OF PERSON TRAVELLING AND ACCOMMODATION

AGE OF PERSON TRAVELLING (YRS)	ACCOMMODATION						TOTAL	(PROPORTION)
	HOTEL OR MOTEL	CARAVAN HOME	OR TENT	NOT OTHER	NOT STATED	APPLICABLE		
0-16	57	173	69	49	2	239	591	(0.232)
17-24	28	118	32	33	1	117	330	(0.130)
25-29	47	86	20	26	5	91	275	(0.108)
30-34	31	48	21	12	1	93	206	(0.081)
35-39	34	32	17	20	1	83	187	(0.073)
40-44	32	30	13	19	1	83	178	(0.070)
45-49	78	29	23	12	1	57	199	(0.078)
50-54	19	26	7	19	8	76	154	(0.061)
55-59	11	22	8	19	0	36	96	(0.038)
OVER 60	38	124	9	8	12	68	259	(0.102)
NOT STATED	9	17	2	34	0	12	74	(0.029)
TOTAL (PROPORTION)	384 (0.151)	706 (0.277)	221 (0.087)	250 (0.098)	33 (0.013)	954 (0.374)	2549	

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TABLE 21. PERSON-TRIPS ('000) BY DURATION AT DESTINATION AND ACCOMMODATION

DURATION AT DESTINATION (NIGHTS)	ACCOMMODATION						TOTAL	(PROPORTION)
	HOTEL OR MOTEL	FRIENDS HOME	CARAVAN OR TENT	OTHER	NOT STATED	NOT APPLICABLE		
0	-	-	-	-	-	954	954	(0.374)
1	119	112	41	40	1	-	315	(0.123)
2	98	213	76	90	0	-	476	(0.187)
3-7	155	246	83	94	0	-	577	(0.226)
8-14	4	51	11	23	2	-	91	(0.036)
15-28	1	44	9	3	3	-	60	(0.024)
29-56	0	14	2	0	1	-	17	(0.007)
OVER 56	0	0	0	0	0	-	0	(0.000)
NOT STATED	7	26	0	0	25	-	58	(0.023)
TOTAL (PROPORTION)	384 (0.151)	706 (0.277)	221 (0.087)	250 (0.098)	33 (0.013)	954 (0.374)	2549	

TABLE 22. PERSON-TRIPS ('000) BY PARTY SIZE AND ACCOMMODATION

PARTY SIZE	ACCOMMODATION						TOTAL	(PROPORTION)
	HOTEL OR MOTEL	FRIENDS HOME	CARAVAN OR TENT	OTHER	NOT STATED	NOT APPLICABLE		
1 PERSON	168	233	25	48	14	269	757	(0.297)
2 PERSONS	113	192	40	42	19	265	672	(0.264)
3 PERSONS	24	95	63	22	0	118	322	(0.126)
4 PERSONS	43	113	35	108	0	139	438	(0.172)
5 PERSONS	29	58	58	22	0	102	269	(0.105)
6 PERSONS	7	8	1	7	0	21	43	(0.017)
7 PERSONS	0	8	0	0	0	40	48	(0.019)
8 PERSONS	0	0	0	0	0	0	0	(0.000)
9 PERSONS	0	0	0	0	0	0	0	(0.000)
OVER 9 PERSONS	0	0	0	0	0	0	0	(0.000)
TOTAL (PROPORTION)	384 (0.151)	706 (0.277)	221 (0.087)	250 (0.098)	33 (0.013)	954 (0.374)	2549	



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TABLE 23. PERSON-TRIPS ('000) BY DISTANCE AND ACCOMMODATION

DISTANCE (KM)	ACCOMMODATION						TOTAL	(PROPORTION)
	HOTEL OR MOTEL	FRIENDS HOME	CARAVAN OR TENT	OTHER	NOT STATED	NOT APPLICABLE		
INTRA-LGA	2	1	0	15	0	14	32	(0.013)
0-100	30	120	78	63	16	622	929	(0.365)
101-150	71	103	29	45	8	151	408	(0.160)
151-200	100	174	44	46	5	104	473	(0.186)
201-300	91	162	61	6	2	39	361	(0.142)
301-400	8	10	1	2	0	0	22	(0.009)
401-600	41	57	0	27	0	14	138	(0.054)
601-800	2	9	0	0	0	3	15	(0.006)
801-1000	9	18	0	41	1	0	71	(0.028)
OVER 1000	29	53	7	5	0	8	102	(0.040)
TOTAL (PROPORTION)	384 (0.151)	706 (0.277)	221 (0.087)	250 (0.098)	33 (0.013)	954 (0.374)	2549	

TABLE 24. PERSON-TRIPS ('000) BY HOUSEHOLD INCOME AND DISTANCE

INCOME GROUP	DISTANCE (KM)										TOTAL	(PROP)
	INTRA-LGA	0-100	101-150	151-200	201-300	301-400	401-600	601-800	801-1000	OVER 1000		
\$0-2000	0	1	0	0	2	0	2	0	0	1	7	(0.003)
\$2001-4000	0	26	16	22	5	3	3	1	1	13	91	(0.036)
\$4001-6000	2	77	14	15	12	0	2	0	3	8	134	(0.052)
\$6001-8000	0	123	28	28	17	1	9	6	2	7	222	(0.087)
\$8001-10000	0	149	58	46	28	1	31	2	5	13	331	(0.130)
\$10001-15000	1	205	108	88	117	9	35	2	6	11	582	(0.228)
\$15001-20000	15	188	87	118	99	5	28	3	3	21	567	(0.222)
\$20001-25000	10	101	43	60	64	2	13	0	41	16	352	(0.138)
\$25001-30000	1	29	28	28	3	0	2	0	6	2	100	(0.039)
OVER \$30000	2	8	22	43	7	0	9	0	2	7	101	(0.039)
NOT STATED	0	21	4	25	7	0	2	0	0	3	63	(0.025)
TOTAL (PROPORTION)	32 (0.013)	929 (0.365)	408 (0.160)	473 (0.186)	361 (0.142)	22 (0.009)	138 (0.054)	15 (0.006)	71 (0.028)	102 (0.040)	2549	

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TABLE 25. PERSON-TRIPS ('000) BY DURATION AT DESTINATION AND DISTANCE

DURATION AT DESTINATION (NIGHTS)	DISTANCE (KM)										TOTAL	(PROP)
	INTRA-LGA	0-100	101-150	151-200	201-300	301-400	401-600	601-800	801-1000	OVER 1000		
0	14	622	151	104	39	0	14	3	0	8	954	(0.374)
1	0	87	51	88	40	5	12	1	15	15	315	(0.123)
2	14	102	89	118	98	0	35	1	17	2	476	(0.187)
3-7	4	53	102	134	170	10	45	1	30	28	577	(0.226)
8-14	0	26	6	11	6	5	12	2	5	18	91	(0.036)
15-28	0	12	3	4	4	0	17	6	3	13	60	(0.024)
29-56	0	0	1	0	0	2	2	0	1	10	17	(0.007)
OVER 56	0	0	0	0	0	0	0	0	0	0	0	(0.000)
NOT STATED	0	28	5	14	4	0	1	0	0	7	58	(0.023)
TOTAL (PROPORTION)	32 (0.013)	929 (0.365)	408 (0.160)	473 (0.186)	361 (0.142)	22 (0.009)	138 (0.054)	15 (0.006)	71 (0.028)	102 (0.040)	2549	

TABLE 26. PERSON-TRIPS ('000) BY OCCUPATION OF PERSON TRAVELLING AND FARE PAYMENT METHOD

OCCUPATION OF PERSON TRAVELLING	FARE PAYMENT METHOD					TOTAL	(PROPORTION)
	NO FARES	HOUSEHOLD	EMPLOYER	OTHER	NOT STATED		
EMPLOYED							
-PROFESSIONAL	206	76	37	6	13	337	(0.132)
-MANAGERIAL	34	7	15	1	2	59	(0.023)
-CLERICAL	83	53	12	3	1	152	(0.060)
-SALES WORKER	53	41	75	5	9	184	(0.072)
-FARMER	31	5	10	0	0	46	(0.018)
-MINER	9	1	2	0	2	14	(0.006)
-TRANSPORT AND COMMUNICATION	39	27	32	2	1	102	(0.040)
-TRADESMAN	184	63	9	6	20	281	(0.110)
-SERVICE	34	24	9	0	10	78	(0.031)
-NOT STATED	24	20	20	0	2	66	(0.026)
LOOKING FOR WORK	16	10	0	0	0	26	(0.010)
RETIRED	70	68	0	1	23	163	(0.064)
STUDENT	301	133	16	7	28	484	(0.190)
HOME-DUTIES	214	98	8	3	10	334	(0.131)
OTHER	125	72	12	0	1	209	(0.082)
NOT STATED	5	7	0	0	1	13	(0.005)
TOTAL (PROPORTION)	1427 (0.560)	705 (0.276)	258 (0.101)	35 (0.014)	124 (0.049)	2549	

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TABLE 1. PERSON-TRIPS ('000) BY HOUSEHOLD INCOME AND VEHICLE TYPE

INCOME GROUP	VEHICLE TYPE									TOTAL	(PROPORTION)
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED		
\$0-2000	0	0	0	0	0	0	0	0	0	0	(0.000)
\$2001-4000	1	0	7	0	0	0	0	0	0	8	(0.032)
\$4001-6000	1	0	3	0	0	0	0	0	0	4	(0.017)
\$6001-8000	8	0	4	1	0	0	0	0	0	12	(0.051)
\$8001-10000	2	2	9	3	0	0	0	1	0	18	(0.072)
\$10001-15000	19	0	44	5	0	0	0	0	0	69	(0.280)
\$15001-20000	18	0	19	1	0	0	0	4	0	43	(0.174)
\$20001-25000	15	0	10	4	0	0	0	1	0	29	(0.117)
\$25001-30000	10	0	5	1	0	0	0	0	0	16	(0.065)
OVER \$30000	12	0	11	4	0	0	0	0	0	27	(0.112)
NOT STATED	4	0	7	9	0	0	0	0	0	20	(0.080)
TOTAL	89	2	118	27	1	0	0	6	1	245	
(PROPORTION)	(0.364)	(0.010)	(0.483)	(0.110)	(0.003)	(0.001)	(0.000)	(0.026)	(0.003)		

TABLE 2. PERSON-TRIPS ('000) BY HOUSEHOLD SIZE AND VEHICLE TYPE

HOUSEHOLD SIZE	VEHICLE TYPE									TOTAL	(PROPORTION)
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED		
1 PERSON	3	0	2	1	0	0	0	1	0	9	(0.035)
2 PERSONS	18	0	28	7	0	0	0	0	0	53	(0.214)
3 PERSONS	15	0	27	0	0	0	0	4	0	48	(0.194)
4 PERSONS	21	0	29	5	0	0	0	1	0	56	(0.229)
5 PERSONS	17	1	18	1	0	0	0	0	0	38	(0.154)
6 PERSONS	12	0	7	8	0	0	0	0	0	27	(0.110)
7 PERSONS	2	0	4	0	0	0	0	0	0	7	(0.028)
8 PERSONS	1	0	1	0	0	0	0	0	0	2	(0.007)
9 PERSONS	0	0	0	0	0	0	0	0	0	1	(0.003)
OVER 9 PERSONS	0	0	2	4	0	0	0	0	0	6	(0.026)
NOT STATED	0	0	0	0	0	0	0	0	0	0	(0.000)
TOTAL	89	2	118	27	1	0	0	6	1	245	
(PROPORTION)	(0.364)	(0.010)	(0.483)	(0.110)	(0.003)	(0.001)	(0.000)	(0.026)	(0.003)		

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TABLE 3. PERSON-TRIPS ('000) BY VEHICLES AVAILABLE AND VEHICLE TYPE

VEHICLES AVAILABLE	VEHICLE TYPE									TOTAL	(PROPORTION)
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED		
0	1	0	2	0	0	0	0	0	0	4	(0.017)
1	20	2	23	2	0	0	0	0	0	46	(0.188)
2	33	0	39	7	0	0	0	1	0	81	(0.330)
3	18	0	14	11	0	0	0	5	0	49	(0.199)
4	16	0	35	6	0	0	0	0	0	58	(0.238)
OVER 4	1	0	5	1	0	0	0	0	0	7	(0.028)
NOT STATED	0	0	0	0	0	0	0	0	0	0	(0.000)
TOTAL (PROPORTION)	89 (0.364)	2 (0.010)	118 (0.483)	27 (0.110)	1 (0.003)	0 (0.001)	0 (0.000)	6 (0.026)	1 (0.003)	245	

TABLE 4. PERSON-TRIPS ('000) BY AGE OF PERSON TRAVELLING AND VEHICLE TYPE

AGE OF PERSON TRAVELLING (YRS)	VEHICLE TYPE									TOTAL	(PROPORTION)
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED		
0-16	19	2	26	2	0	0	0	1	0	50	(0.206)
17-24	5	0	23	4	1	0	0	0	0	33	(0.136)
25-29	11	0	18	8	0	0	0	0	0	38	(0.155)
30-34	11	0	16	2	0	0	0	3	0	32	(0.129)
35-39	10	0	10	3	0	0	0	0	0	24	(0.097)
40-44	12	0	5	6	0	0	0	0	0	22	(0.091)
45-49	7	0	4	0	0	0	0	0	0	11	(0.045)
50-54	10	0	3	0	0	0	0	0	0	13	(0.054)
55-59	1	0	1	0	0	0	0	0	0	2	(0.010)
OVER 60	1	0	3	0	0	0	0	0	0	4	(0.017)
NOT STATED	3	0	9	0	0	0	0	2	0	15	(0.059)
TOTAL (PROPORTION)	89 (0.364)	2 (0.010)	118 (0.483)	27 (0.110)	1 (0.003)	0 (0.001)	0 (0.000)	6 (0.026)	1 (0.003)	245	

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TABLE 5. PERSON-TRIPS ('000) BY OCCUPATION OF PERSON TRAVELLING AND VEHICLE TYPE

OCCUPATION OF PERSON TRAVELLING	VEHICLE TYPE									TOTAL	(PROPORTION)
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED		
EMPLOYED											
-PROFESSIONAL	21	0	10	2	0	0	0	0	0	33	(0.136)
-MANAGERIAL	10	0	7	1	0	0	0	0	0	17	(0.071)
-CLERICAL	7	0	5	0	1	0	0	1	0	16	(0.064)
-SALES WORKER	6	0	4	2	0	0	0	0	0	12	(0.048)
-FARMER	2	0	11	9	0	0	0	0	0	23	(0.093)
-MINER	0	0	0	0	0	0	0	0	0	0	(0.000)
-TRANSPORT AND COMMUNICATION	2	0	1	2	0	0	0	0	0	5	(0.020)
-TRADESMAN	3	0	12	3	0	0	0	0	0	19	(0.078)
-SERVICE	4	0	6	2	0	0	0	1	0	13	(0.054)
-NOT STATED	4	0	5	0	0	0	0	0	0	9	(0.035)
LOOKING FOR WORK	0	0	1	0	0	0	0	0	0	2	(0.009)
RETIRED	0	0	2	0	0	0	0	0	0	2	(0.009)
STUDENT	16	2	20	4	0	0	0	0	0	42	(0.172)
HOME-DUTIES	8	0	20	1	0	0	0	1	0	31	(0.125)
OTHER	5	0	10	0	0	0	0	1	0	17	(0.071)
NOT STATED	0	0	4	0	0	0	0	0	0	4	(0.016)
TOTAL (PROPORTION)	89 (0.364)	2 (0.010)	118 (0.483)	27 (0.110)	1 (0.003)	0 (0.001)	0 (0.000)	6 (0.026)	1 (0.003)	245	

TABLE 6. PERSON-TRIPS ('000) BY PURPOSE AND VEHICLE TYPE

PURPOSE	VEHICLE TYPE									TOTAL	(PROPORTION)
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED		
DELIVER FREIGHT	0	0	0	4	0	0	0	0	0	5	(0.019)
OTHER BUSINESS	34	0	36	18	0	0	0	0	0	88	(0.361)
VISITING FRIENDS	9	0	11	1	0	0	0	0	0	21	(0.086)
RECREATION	4	1	32	4	1	0	0	5	0	47	(0.190)
HOLIDAY	24	0	16	0	0	0	0	0	0	41	(0.165)
PERSONAL AFFAIRS	7	0	16	0	0	0	0	0	0	23	(0.096)
OTHER	10	0	7	0	0	0	0	1	0	20	(0.081)
NOT STATED	1	0	0	0	0	0	0	0	0	1	(0.003)
TOTAL (PROPORTION)	89 (0.364)	2 (0.010)	118 (0.483)	27 (0.110)	1 (0.003)	0 (0.001)	0 (0.000)	6 (0.026)	1 (0.003)	245	

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TABLE 7. PERSON-TRIPS ('000) BY PARTY SIZE AND VEHICLE TYPE

PARTY SIZE	VEHICLE TYPE									TOTAL	(PROPORTION)
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED		
1 PERSON	47	1	33	9	1	0	0	1	1	93	(0.378)
2 PERSONS	14	0	25	6	0	0	0	1	0	45	(0.183)
3 PERSONS	11	0	28	0	0	0	0	4	0	43	(0.174)
4 PERSONS	9	1	17	9	0	0	0	0	0	36	(0.145)
5 PERSONS	5	0	9	2	0	0	0	0	0	16	(0.065)
6 PERSONS	4	0	4	0	0	0	0	0	0	9	(0.035)
7 PERSONS	0	0	2	2	0	0	0	0	0	5	(0.020)
8 PERSONS	0	0	0	0	0	0	0	0	0	0	(0.000)
9 PERSONS	0	0	0	0	0	0	0	0	0	0	(0.000)
OVER 9 PERSONS	0	0	0	0	0	0	0	0	0	0	(0.000)
TOTAL (PROPORTION)	89 (0.364)	2 (0.010)	118 (0.483)	27 (0.110)	1 (0.003)	0 (0.001)	0 (0.000)	6 (0.026)	1 (0.003)	245	

TABLE 8. PERSON-TRIPS ('000) BY DISTANCE AND VEHICLE TYPE

DISTANCE (KM)	VEHICLE TYPE									TOTAL	(PROPORTION)
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED		
INTRA-LGA	1	0	4	15	0	0	0	4	0	25	(0.100)
0-100	4	1	38	5	0	0	0	0	0	49	(0.200)
101-150	0	0	0	0	0	0	0	0	0	0	(0.000)
151-200	0	0	12	0	0	0	0	1	0	15	(0.059)
201-300	2	0	6	0	0	0	0	0	0	9	(0.035)
301-400	0	0	1	0	0	0	0	0	0	2	(0.007)
401-600	1	0	9	2	0	0	0	0	0	13	(0.052)
601-800	6	0	4	1	0	0	0	0	0	11	(0.046)
801-1000	2	0	1	0	0	0	0	0	0	2	(0.010)
OVER 1000	74	1	42	2	0	0	0	1	0	120	(0.490)
TOTAL (PROPORTION)	89 (0.364)	2 (0.010)	118 (0.483)	27 (0.110)	1 (0.003)	0 (0.001)	0 (0.000)	6 (0.026)	1 (0.003)	245	

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TABLE 9. PERSON-TRIPS ('000) BY FARES PAID AND VEHICLE TYPE

FARES PAID	VEHICLE TYPE									TOTAL	(PROPORTION)
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED		
NO FARES	4	0	59	23	0	0	0	5	0	90	(0.368)
HOUSEHOLD	39	2	30	0	1	0	0	0	0	73	(0.299)
EMPLOYER	36	0	23	3	0	0	0	0	0	62	(0.254)
OTHER	7	0	3	0	0	0	0	1	0	12	(0.049)
NOT STATED	3	0	3	1	0	0	0	0	0	7	(0.030)
TOTAL	89	2	118	27	1	0	0	6	1	245	
(PROPORTION)	(0.364)	(0.010)	(0.483)	(0.110)	(0.003)	(0.001)	(0.000)	(0.026)	(0.003)		

TABLE 10. PERSON-TRIPS ('000) BY DURATION AT DESTINATION AND VEHICLE TYPE

DURATION AT DESTINATION (NIGHTS)	VEHICLE TYPE									TOTAL	(PROPORTION)
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED		
0	5	0	36	15	0	0	0	0	0	56	(0.229)
1	6	1	15	8	0	0	0	5	0	36	(0.148)
2	6	0	19	2	0	0	0	0	0	27	(0.110)
3-7	30	0	23	2	0	0	0	1	0	57	(0.232)
8-14	22	0	12	0	0	0	0	0	0	35	(0.142)
15-28	11	0	7	1	0	0	0	0	0	18	(0.075)
29-56	1	0	5	0	0	0	0	0	0	6	(0.026)
OVER 56	0	0	0	0	0	0	0	0	0	0	(0.000)
NOT STATED	8	0	1	0	0	0	0	0	0	9	(0.038)
TOTAL	89	2	118	27	1	0	0	6	1	245	
(PROPORTION)	(0.364)	(0.010)	(0.483)	(0.110)	(0.003)	(0.001)	(0.000)	(0.026)	(0.003)		

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TABLE 11. PERSON-TRIPS ('000) BY HOUSEHOLD INCOME AND PURPOSE

INCOME GROUP	PURPOSE								TOTAL	(PROPORTION)
	DELIVER FREIGHT	OTHER BUSINESS	VISITING FRIENDS	RECREATION	HOLIDAY	PERSONAL AFFAIRS	OTHER	NOT STATED		
\$0-2000	0	0	0	0	0	0	0	0	0	(0.000)
\$2001-4000	0	1	0	0	0	5	1	0	8	(0.032)
\$4001-6000	0	0	2	0	1	0	1	0	4	(0.017)
\$6001-8000	0	9	0	3	0	0	0	0	12	(0.051)
\$8001-10000	0	7	2	3	4	0	2	0	18	(0.072)
\$10001-15000	1	17	7	16	12	10	4	0	69	(0.280)
\$15001-20000	0	10	5	13	10	4	2	0	43	(0.174)
\$20001-25000	2	11	1	2	6	1	4	0	29	(0.117)
\$25001-30000	0	5	1	4	2	0	3	0	16	(0.065)
OVER \$30000	0	15	1	5	3	2	1	0	27	(0.112)
NOT STATED	1	14	1	0	2	0	0	0	20	(0.080)
TOTAL (PROPORTION)	5 (0.019)	88 (0.361)	21 (0.086)	47 (0.190)	41 (0.165)	23 (0.096)	20 (0.081)	1 (0.003)	245	

TABLE 12. PERSON-TRIPS ('000) BY OCCUPATION OF PERSON TRAVELLING AND PURPOSE

OCCUPATION OF PERSON TRAVELLING	PURPOSE								TOTAL	(PROPORTION)
	DELIVER FREIGHT	OTHER BUSINESS	VISITING FRIENDS	RECREATION	HOLIDAY	PERSONAL AFFAIRS	OTHER	NOT STATED		
EMPLOYED										
-PROFESSIONAL	0	20	3	4	4	1	2	0	33	(0.136)
-MANAGERIAL	1	9	1	1	1	1	3	0	17	(0.071)
-CLERICAL	0	4	2	4	3	1	2	0	16	(0.064)
-SALES WORKER	0	8	1	0	2	0	1	0	12	(0.048)
-FARMER	1	13	0	3	1	5	0	0	23	(0.093)
-MINER	0	0	0	0	0	0	0	0	0	(0.000)
-TRANSPORT AND COMMUNICATION	2	1	1	0	0	0	0	0	5	(0.020)
-TRADESMAN	0	4	1	9	2	1	1	0	19	(0.078)
-SERVICE	0	5	1	4	1	0	0	0	13	(0.054)
-NOT STATED	0	3	0	1	3	0	0	0	9	(0.035)
LOOKING FOR WORK	0	0	0	1	0	1	0	0	2	(0.009)
RETIRED	0	0	1	0	0	0	0	0	2	(0.009)
STUDENT	0	8	5	8	16	2	3	0	42	(0.172)
HOME-DUTIES	0	9	2	7	3	6	3	0	31	(0.125)
OTHER	0	5	2	4	2	1	3	0	17	(0.071)
NOT STATED	0	0	0	0	0	4	0	0	4	(0.016)
TOTAL (PROPORTION)	5 (0.019)	88 (0.361)	21 (0.086)	47 (0.190)	41 (0.165)	23 (0.096)	20 (0.081)	1 (0.003)	245	



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TABLE 13. PERSON-TRIPS ('000) BY AGE OF PERSON TRAVELLING AND PURPOSE

AGE OF PERSON TRAVELLING (YRS)	PURPOSE								TOTAL	(PROPORTION)
	DELIVER FREIGHT	OTHER BUSINESS	VISITING FRIENDS	RECREATION	HOLIDAY	PERSONAL AFFAIRS	OTHER	NOT STATED		
0-16	0	10	5	12	17	1	5	0	50	(0.206)
17-24	0	6	3	13	2	10	0	0	33	(0.136)
25-29	2	17	2	10	3	1	2	0	38	(0.155)
30-34	0	14	4	4	5	1	4	0	32	(0.129)
35-39	1	12	1	3	4	1	2	0	24	(0.097)
40-44	0	13	2	1	4	1	2	0	22	(0.091)
45-49	0	5	0	0	3	1	1	0	11	(0.045)
50-54	0	7	0	1	2	1	1	0	13	(0.054)
55-59	0	1	0	0	0	0	1	0	2	(0.010)
OVER 60	0	1	1	0	1	1	0	0	4	(0.017)
NOT STATED	0	3	2	2	1	5	0	0	15	(0.059)
TOTAL (PROPORTION)	5 (0.019)	88 (0.361)	21 (0.086)	47 (0.190)	41 (0.165)	23 (0.096)	20 (0.081)	1 (0.003)	245	

TABLE 14. PERSON-TRIPS ('000) BY PARTY SIZE AND PURPOSE

PARTY SIZE	PURPOSE								TOTAL	(PROPORTION)
	DELIVER FREIGHT	OTHER BUSINESS	VISITING FRIENDS	RECREATION	HOLIDAY	PERSONAL AFFAIRS	OTHER	NOT STATED		
1 PERSON	4	41	6	10	8	12	10	1	93	(0.378)
2 PERSONS	1	14	4	11	6	4	5	0	45	(0.183)
3 PERSONS	0	14	2	10	7	7	2	0	43	(0.174)
4 PERSONS	0	11	6	11	4	0	3	0	36	(0.145)
5 PERSONS	0	5	4	2	5	0	0	0	16	(0.065)
6 PERSONS	0	0	0	2	6	0	0	0	9	(0.035)
7 PERSONS	0	2	0	0	2	0	0	0	5	(0.020)
8 PERSONS	0	0	0	0	0	0	0	0	0	(0.000)
9 PERSONS	0	0	0	0	0	0	0	0	0	(0.000)
OVER 9 PERSONS	0	0	0	0	0	0	0	0	0	(0.000)
TOTAL (PROPORTION)	5 (0.019)	88 (0.361)	21 (0.086)	47 (0.190)	41 (0.165)	23 (0.096)	20 (0.081)	1 (0.003)	245	

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TABLE 15. PERSON-TRIPS ('000) BY DURATION AT DESTINATION AND PURPOSE

DURATION AT DESTINATION (NIGHTS)	PURPOSE								TOTAL	(PROPORTION)
	DELIVER FREIGHT	OTHER BUSINESS	VISITING FRIENDS	RECREATION	HOLIDAY	PERSONAL AFFAIRS	OTHER	NOT STATED		
0	0	31	2	11	0	6	5	0	56	(0.229)
1	4	10	3	17	0	1	2	0	36	(0.148)
2	0	14	1	7	2	0	2	0	27	(0.110)
3-7	0	16	4	9	12	12	4	0	57	(0.232)
8-14	0	6	7	2	13	2	5	0	35	(0.142)
15-28	0	6	1	0	9	1	1	0	18	(0.075)
29-56	0	1	2	0	2	0	0	0	6	(0.026)
OVER 56	0	0	0	0	0	0	0	0	0	(0.000)
NOT STATED	0	7	0	0	1	0	1	0	9	(0.038)
TOTAL (PROPORTION)	5 (0.019)	88 (0.361)	21 (0.086)	47 (0.190)	41 (0.165)	23 (0.096)	20 (0.081)	1 (0.003)	245	

TABLE 16. PERSON-TRIPS ('000) BY ACCOMMODATION AND PURPOSE

ACCOMMODATION	PURPOSE								TOTAL	(PROPORTION)
	DELIVER FREIGHT	OTHER BUSINESS	VISITING FRIENDS	RECREATION	HOLIDAY	PERSONAL AFFAIRS	OTHER	NOT STATED		
HOTEL/MOTEL	1	22	2	9	13	1	5	1	53	(0.217)
FRIENDS HOME	0	17	16	1	16	5	5	0	60	(0.246)
CARAVAN/TENT	0	3	1	17	6	1	0	0	28	(0.116)
OTHER	3	15	0	8	6	8	5	0	45	(0.183)
NOT STATED	0	0	0	0	0	2	0	0	2	(0.009)
NOT APPLICABLE	0	31	2	11	0	6	5	0	56	(0.229)
TOTAL (PROPORTION)	5 (0.019)	88 (0.361)	21 (0.086)	47 (0.190)	41 (0.165)	23 (0.096)	20 (0.081)	1 (0.003)	245	

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TABLE 17. PERSON-TRIPS ('000) BY HOUSEHOLD INCOME AND ACCOMMODATION

INCOME GROUP	ACCOMMODATION						TOTAL	(PROPORTION)
	HOTEL OR MOTEL	FRIENDS HOME	CARAVAN OR TENT	OTHER	NOT STATED	NOT APPLICABLE		
\$0-2000	0	0	0	0	0	0	0	(0.000)
\$2001-4000	0	1	0	1	2	4	8	(0.032)
\$4001-6000	1	2	0	1	0	0	4	(0.017)
\$6001-8000	2	8	0	1	0	1	12	(0.051)
\$8001-10000	3	6	3	1	0	5	18	(0.072)
\$10001-15000	11	18	9	17	0	15	69	(0.280)
\$15001-20000	11	9	8	7	0	8	43	(0.174)
\$20001-25000	14	5	4	3	0	3	29	(0.117)
\$25001-30000	3	4	4	2	0	2	16	(0.065)
OVER \$30000	6	6	1	5	0	10	27	(0.112)
NOT STATED	2	3	0	6	0	8	20	(0.080)
TOTAL (PROPORTION)	53 (0.217)	60 (0.246)	28 (0.116)	45 (0.183)	2 (0.009)	56 (0.229)	245	

TABLE 18. PERSON-TRIPS ('000) BY HOUSEHOLD SIZE AND ACCOMMODATION

HOUSEHOLD SIZE	ACCOMMODATION						TOTAL	(PROPORTION)
	HOTEL OR MOTEL	FRIENDS HOME	CARAVAN OR TENT	OTHER	NOT STATED	NOT APPLICABLE		
1 PERSON	2	2	1	3	0	0	9	(0.035)
2 PERSONS	10	12	3	5	2	20	53	(0.214)
3 PERSONS	6	11	9	20	0	2	48	(0.194)
4 PERSONS	14	8	10	7	0	16	56	(0.229)
5 PERSONS	12	15	5	3	0	3	38	(0.154)
6 PERSONS	7	6	0	6	0	7	27	(0.110)
7 PERSONS	2	4	0	0	0	0	7	(0.028)
8 PERSONS	0	1	0	0	0	0	2	(0.007)
9 PERSONS	0	0	0	0	0	0	1	(0.003)
OVER 9 PERSONS	0	0	0	0	0	6	6	(0.026)
NOT STATED	0	0	0	0	0	0	0	(0.000)
TOTAL (PROPORTION)	53 (0.217)	60 (0.246)	28 (0.116)	45 (0.183)	2 (0.009)	56 (0.229)	245	

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TABLE 19. PERSON-TRIPS ('000) BY OCCUPATION OF PERSON TRAVELLING AND ACCOMMODATION

OCCUPATION OF PERSON TRAVELLING	ACCOMMODATION						TOTAL	(PROPORTION)
	HOTEL OR MOTEL	FRIENDS HOME	CARAVAN OR TENT	OTHER	NOT STATED	NOT APPLICABLE		
EMPLOYED								
-PROFESSIONAL	9	7	5	7	0	5	33	(0.136)
-MANAGERIAL	8	5	1	1	0	2	17	(0.071)
-CLERICAL	5	3	1	4	0	2	16	(0.064)
-SALES WORKER	5	2	0	2	0	2	12	(0.048)
-FARMER	2	2	0	8	0	10	23	(0.093)
-MINER	0	0	0	0	0	0	0	(0.000)
-TRANSPORT AND COMMUNICATION	1	1	0	2	0	1	5	(0.020)
-TRADESMAN	3	4	3	4	0	6	19	(0.078)
-SERVICE	3	2	3	2	0	3	13	(0.054)
-NOT STATED	2	1	2	1	0	2	9	(0.035)
LOOKING FOR WORK	0	0	1	0	0	0	2	(0.009)
RETIRED	1	1	0	0	0	0	2	(0.009)
STUDENT	10	16	4	4	2	7	42	(0.172)
HOME-DUTIES	2	9	3	6	0	10	31	(0.125)
OTHER	2	5	4	4	0	3	17	(0.071)
NOT STATED	0	0	0	0	0	4	4	(0.016)
TOTAL (PROPORTION)	53 (0.217)	60 (0.246)	28 (0.116)	45 (0.183)	2 (0.009)	56 (0.229)	245	

TABLE 20. PERSON-TRIPS ('000) BY AGE OF PERSON TRAVELLING AND ACCOMMODATION

AGE OF PERSON TRAVELLING (YRS)	ACCOMMODATION						TOTAL	(PROPORTION)
	HOTEL OR MOTEL	CARAVAN HOME	OR TENT	NOT OTHER	NOT STATED	APPLICABLE		
0-16	12	17	7	5	0	9	50	(0.206)
17-24	3	5	2	15	0	7	33	(0.136)
25-29	6	7	5	8	0	13	38	(0.155)
30-34	9	6	6	6	0	5	32	(0.129)
35-39	7	4	2	3	0	7	24	(0.097)
40-44	6	5	2	4	0	6	22	(0.091)
45-49	4	2	1	2	0	2	11	(0.045)
50-54	2	7	0	1	0	2	13	(0.054)
55-59	1	1	0	1	0	0	2	(0.010)
OVER 60	1	2	1	0	0	0	4	(0.017)
NOT STATED	2	4	3	0	2	4	15	(0.059)
TOTAL (PROPORTION)	53 (0.217)	60 (0.246)	28 (0.116)	45 (0.183)	2 (0.009)	56 (0.229)	245	

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TABLE 21. PERSON-TRIPS ('000) BY DURATION AT DESTINATION AND ACCOMMODATION

DURATION AT DESTINATION (NIGHTS)	ACCOMMODATION						TOTAL	(PROPORTION)
	HOTEL OR MOTEL	FRIENDS HOME	CARAVAN OR TENT	OTHER	NOT STATED	NOT APPLICABLE		
0	-	-	-	-	-	56	56	(0.229)
1	9	6	10	12	0	-	36	(0.148)
2	9	7	9	2	0	-	27	(0.110)
3-7	16	10	7	21	2	-	57	(0.232)
8-14	12	19	1	3	0	-	35	(0.142)
15-28	4	8	1	6	0	-	18	(0.075)
29-56	2	4	0	0	0	-	6	(0.026)
OVER 56	0	0	0	0	0	-	0	(0.000)
NOT STATED	2	7	0	1	0	-	9	(0.038)
TOTAL (PROPORTION)	53 (0.217)	60 (0.246)	28 (0.116)	45 (0.183)	2 (0.009)	56 (0.229)	245	

TABLE 22. PERSON-TRIPS ('000) BY PARTY SIZE AND ACCOMMODATION

PARTY SIZE	ACCOMMODATION						TOTAL	(PROPORTION)
	HOTEL OR MOTEL	FRIENDS HOME	CARAVAN OR TENT	OTHER	NOT STATED	NOT APPLICABLE		
1 PERSON	25	22	9	20	2	15	93	(0.378)
2 PERSONS	11	9	4	5	0	16	45	(0.183)
3 PERSONS	2	12	6	15	0	7	43	(0.174)
4 PERSONS	6	7	9	1	0	13	36	(0.145)
5 PERSONS	4	9	0	2	0	2	16	(0.065)
6 PERSONS	6	0	0	2	0	0	9	(0.035)
7 PERSONS	0	2	0	0	0	2	5	(0.020)
8 PERSONS	0	0	0	0	0	0	0	(0.000)
9 PERSONS	0	0	0	0	0	0	0	(0.000)
OVER 9 PERSONS	0	0	0	0	0	0	0	(0.000)
TOTAL (PROPORTION)	53 (0.217)	60 (0.246)	28 (0.116)	45 (0.183)	2 (0.009)	56 (0.229)	245	

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TABLE 23. PERSON-TRIPS ('000) BY DISTANCE AND ACCOMMODATION

DISTANCE (KM)	ACCOMMODATION						TOTAL	(PROPORTION)
	HOTEL OR MOTEL	FRIENDS HOME	CARAVAN OR TENT	OTHER	NOT STATED	NOT APPLICABLE		
INTRA-LGA	0	1	4	2	0	17	25	(0.100)
0-100	4	4	7	6	2	26	49	(0.200)
101-150	0	0	0	0	0	0	0	(0.000)
151-200	0	1	5	6	0	3	15	(0.059)
201-300	4	1	0	2	0	1	9	(0.035)
301-400	0	0	1	0	0	0	2	(0.007)
401-600	4	5	0	3	0	1	13	(0.052)
601-800	2	4	1	2	0	2	11	(0.046)
801-1000	1	0	0	0	0	0	2	(0.010)
OVER 1000	38	45	8	23	0	6	120	(0.490)
TOTAL (PROPORTION)	53 (0.217)	60 (0.246)	28 (0.116)	45 (0.183)	2 (0.009)	56 (0.229)	245	

TABLE 24. PERSON-TRIPS ('000) BY HOUSEHOLD INCOME AND DISTANCE

INCOME GROUP	DISTANCE (KM)										TOTAL	(PROP)
	INTRA-LGA	0-100	101-150	151-200	201-300	301-400	401-600	601-800	801-1000	OVER 1000		
\$0-2000	0	0	0	0	0	0	0	0	0	0	0	(0.000)
\$2001-4000	2	5	0	0	0	0	0	0	0	0	8	(0.032)
\$4001-6000	0	0	0	0	0	0	1	0	0	2	4	(0.017)
\$6001-8000	0	1	0	0	2	0	0	0	0	9	12	(0.051)
\$8001-10000	3	7	0	1	0	0	0	0	0	6	18	(0.072)
\$10001-15000	0	13	0	5	1	0	6	2	1	41	69	(0.280)
\$15001-20000	4	8	0	2	3	1	3	0	0	21	43	(0.174)
\$20001-25000	0	3	0	2	1	0	1	2	0	20	29	(0.117)
\$25001-30000	0	5	0	0	1	0	1	1	0	6	16	(0.065)
OVER \$30000	6	6	0	1	0	0	0	2	0	10	27	(0.112)
NOT STATED	8	1	0	3	0	0	0	2	0	5	20	(0.080)
TOTAL (PROPORTION)	25 (0.100)	49 (0.200)	0 (0.000)	15 (0.059)	9 (0.035)	2 (0.007)	13 (0.052)	11 (0.046)	2 (0.010)	120 (0.490)	245	

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TABLE 25. PERSON-TRIPS ('000) BY DURATION AT DESTINATION AND DISTANCE

DURATION AT DESTINATION (NIGHTS)	DISTANCE (KM)										TOTAL (PROP)
	INTRA-LGA	0-100	101-150	151-200	201-300	301-400	401-600	601-800	801-1000	OVER 1000	
0	17	26	0	3	1	0	1	2	0	6	56 (0.229)
1	5	12	0	1	5	0	6	2	0	5	36 (0.148)
2	1	6	0	4	0	1	2	3	0	9	27 (0.110)
3-7	1	5	0	4	0	0	1	4	1	42	57 (0.232)
8-14	0	0	0	0	2	0	4	0	1	28	35 (0.142)
15-28	1	0	0	3	0	0	0	0	0	14	18 (0.075)
29-56	0	0	0	0	0	0	0	0	0	6	6 (0.026)
OVER 56	0	0	0	0	0	0	0	0	0	0	0 (0.000)
NOT STATED	0	0	0	0	0	0	0	0	0	9	9 (0.038)
TOTAL (PROPORTION)	25 (0.100)	49 (0.200)	0 (0.000)	15 (0.059)	9 (0.035)	2 (0.007)	13 (0.052)	11 (0.046)	2 (0.010)	120 (0.490)	245

TABLE 26. PERSON-TRIPS ('000) BY OCCUPATION OF PERSON TRAVELLING AND FARE PAYMENT METHOD

OCCUPATION OF PERSON TRAVELLING	FARE PAYMENT METHOD					TOTAL (PROPORTION)
	NO FARES	HOUSEHOLD	EMPLOYER	OTHER	NOT STATED	
EMPLOYED						
-PROFESSIONAL	9	10	13	1	1	33 (0.136)
-MANAGERIAL	3	1	11	1	1	17 (0.071)
-CLERICAL	3	7	3	2	1	16 (0.064)
-SALES WORKER	2	2	6	1	0	12 (0.048)
-FARMER	17	1	2	1	2	23 (0.093)
-MINER	0	0	0	0	0	0 (0.000)
-TRANSPORT AND COMMUNICATION	2	1	1	0	0	5 (0.020)
-TRADESMAN	8	7	2	1	1	19 (0.078)
-SERVICE	6	3	4	0	0	13 (0.054)
-NOT STATED	2	1	4	1	0	9 (0.035)
LOOKING FOR WORK	1	1	0	0	0	2 (0.009)
RETIRED	2	0	0	0	0	2 (0.009)
STUDENT	14	21	6	0	1	42 (0.172)
HOME-DUTIES	13	12	5	1	0	31 (0.125)
OTHER	5	5	5	2	0	17 (0.071)
NOT STATED	4	0	0	0	0	4 (0.016)
TOTAL (PROPORTION)	90 (0.368)	73 (0.299)	62 (0.254)	12 (0.049)	7 (0.030)	245

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TABLE 1. PERSON-TRIPS ('000) BY HOUSEHOLD INCOME AND VEHICLE TYPE

INCOME GROUP	VEHICLE TYPE								NOT STATED	TOTAL	(PROPORTION)
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER			
\$0-2000	30	26	291	4	0	0	37	2	4	394	(0.007)
\$2001-4000	100	161	1231	54	7	2	260	10	57	1883	(0.032)
\$4001-6000	111	175	2391	91	3	1	224	29	39	3066	(0.052)
\$6001-8000	168	115	3595	159	9	2	167	28	56	4299	(0.073)
\$8001-10000	237	147	5914	340	16	8	199	22	51	6935	(0.118)
\$10001-15000	642	256	12724	470	26	25	310	28	132	14612	(0.249)
\$15001-20000	802	170	9049	238	37	16	142	55	34	10543	(0.180)
\$20001-25000	470	109	5716	143	41	36	58	62	57	6692	(0.114)
\$25001-30000	350	37	2744	55	7	1	47	12	17	3270	(0.056)
OVER \$30000	542	86	3186	200	36	4	45	22	42	4164	(0.071)
NOT STATED	179	83	2374	69	4	4	68	23	66	2868	(0.049)
TOTAL (PROPORTION)	3632 (0.062)	1365 (0.023)	49216 (0.838)	1823 (0.031)	188 (0.003)	98 (0.002)	1557 (0.027)	291 (0.005)	555 (0.009)	58725	

TABLE 2. PERSON-TRIPS ('000) BY HOUSEHOLD SIZE AND VEHICLE TYPE

HOUSEHOLD SIZE	VEHICLE TYPE								NOT STATED	TOTAL	(PROPORTION)
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER			
1 PERSON	308	213	1845	53	11	4	252	7	98	2792	(0.048)
2 PERSONS	859	364	10019	423	57	21	528	48	149	12469	(0.212)
3 PERSONS	672	166	8211	224	45	32	215	77	71	9712	(0.165)
4 PERSONS	906	254	13607	581	42	24	219	51	99	15784	(0.269)
5 PERSONS	555	146	8949	280	18	12	236	62	58	10315	(0.176)
6 PERSONS	204	115	3935	170	7	5	48	27	34	4546	(0.077)
7 PERSONS	58	54	1433	60	7	0	31	6	13	1661	(0.028)
8 PERSONS	20	21	678	19	1	0	18	6	21	785	(0.013)
9 PERSONS	41	23	376	4	0	0	4	7	6	461	(0.008)
OVER 9 PERSONS	7	9	77	6	0	0	5	0	0	105	(0.002)
NOT STATED	0	0	85	2	0	0	2	0	6	94	(0.002)
TOTAL (PROPORTION)	3632 (0.062)	1365 (0.023)	49216 (0.838)	1823 (0.031)	188 (0.003)	98 (0.002)	1557 (0.027)	291 (0.005)	555 (0.009)	58725	



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TABLE 3. PERSON-TRIPS ('000) BY VEHICLES AVAILABLE AND VEHICLE TYPE

VEHICLES AVAILABLE	VEHICLE TYPE									TOTAL	(PROPORTION)
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED		
0	143	241	610	3	0	1	396	1	46	1443	(0.025)
1	1120	513	17388	331	24	22	662	42	176	20279	(0.345)
2	1452	347	19384	648	40	33	258	94	138	22394	(0.381)
3	511	83	6137	414	35	31	119	64	107	7501	(0.128)
4	377	131	5356	424	87	11	70	89	54	6598	(0.112)
OVER 4	29	51	342	2	1	1	51	0	34	510	(0.009)
NOT STATED	0	0	0	0	0	0	0	0	0	0	(0.000)
TOTAL (PROPORTION)	3632 (0.062)	1365 (0.023)	49216 (0.838)	1823 (0.031)	188 (0.003)	98 (0.002)	1557 (0.027)	291 (0.005)	555 (0.009)	58725	

TABLE 4. PERSON-TRIPS ('000) BY AGE OF PERSON TRAVELLING AND VEHICLE TYPE

AGE OF PERSON TRAVELLING (YRS)	VEHICLE TYPE									TOTAL	(PROPORTION)
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED		
0-16	391	347	12576	196	8	28	283	43	94	13966	(0.238)
17-24	346	213	6561	153	126	27	199	36	60	7721	(0.131)
25-29	348	48	4664	291	34	4	74	14	33	5510	(0.094)
30-34	384	62	4339	322	6	3	92	19	76	5303	(0.090)
35-39	359	56	3495	243	1	10	41	12	22	4238	(0.072)
40-44	345	40	3051	188	5	6	55	65	37	3791	(0.065)
45-49	300	55	3021	157	2	6	55	20	42	3658	(0.062)
50-54	394	64	3249	124	0	2	121	31	36	4022	(0.068)
55-59	257	67	2414	67	0	3	82	25	34	2949	(0.050)
OVER 60	411	356	4039	46	2	9	488	20	87	5458	(0.093)
NOT STATED	96	57	1807	36	3	0	67	9	33	2108	(0.036)
TOTAL (PROPORTION)	3632 (0.062)	1365 (0.023)	49216 (0.838)	1823 (0.031)	188 (0.003)	98 (0.002)	1557 (0.027)	291 (0.005)	555 (0.009)	58725	

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TABLE 5. PERSON-TRIPS ('000) BY OCCUPATION OF PERSON TRAVELLING AND VEHICLE TYPE

OCCUPATION OF PERSON TRAVELLING	VEHICLE TYPE								NOT STATED	TOTAL	(PROPORTION)
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER			
EMPLOYED											
-PROFESSIONAL	728	118	5662	61	29	14	123	13	53	6801	(0.116)
-MANAGERIAL	556	20	2143	83	2	2	26	22	3	2858	(0.049)
-CLERICAL	300	58	3418	32	10	8	69	13	22	3929	(0.067)
-SALES WORKER	209	27	2483	163	4	4	49	17	28	2983	(0.051)
-FARMER	86	19	1459	161	4	1	9	17	30	1786	(0.030)
-MINER	0	3	61	3	0	1	0	0	1	69	(0.001)
-TRANSPORT AND COMMUNICATION	97	24	1149	643	12	1	28	45	31	2030	(0.035)
-TRADESMAN	205	80	4479	197	63	5	78	60	106	5272	(0.090)
-SERVICE	119	32	1582	27	9	19	27	9	15	1840	(0.031)
-NOT STATED	169	29	1396	76	5	2	28	5	14	1723	(0.029)
LOOKING FOR WORK	29	34	744	21	23	1	48	5	7	912	(0.016)
RETIRED	235	334	2931	35	0	5	484	17	64	4105	(0.070)
STUDENT	341	403	10092	160	14	16	318	37	88	11469	(0.195)
HOME-DUTIES	415	146	7171	79	4	7	196	22	68	8108	(0.138)
OTHER	124	32	4215	65	9	12	50	10	18	4534	(0.077)
NOT STATED	17	7	231	18	0	1	25	0	7	305	(0.005)
TOTAL (PROPORTION)	3632 (0.062)	1365 (0.023)	49216 (0.838)	1823 (0.031)	188 (0.003)	98 (0.002)	1557 (0.027)	291 (0.005)	555 (0.009)	58725	

TABLE 6. PERSON-TRIPS ('000) BY PURPOSE AND VEHICLE TYPE

PURPOSE	VEHICLE TYPE								NOT STATED	TOTAL	(PROPORTION)
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER			
DELIVER FREIGHT	39	7	347	1146	0	2	6	11	56	1614	(0.027)
OTHER BUSINESS	1429	70	5664	355	5	0	135	78	56	7793	(0.133)
VISITING FRIENDS	757	193	14538	48	44	7	561	33	120	16301	(0.278)
RECREATION	242	516	9782	97	74	48	211	54	92	11117	(0.189)
HOLIDAY	590	233	9332	34	20	38	266	46	47	10604	(0.181)
PERSONAL AFFAIRS	352	160	6839	75	11	2	261	8	62	7769	(0.132)
OTHER	208	145	2402	58	34	1	93	61	24	3028	(0.052)
NOT STATED	14	41	312	11	0	0	23	0	98	500	(0.009)
TOTAL (PROPORTION)	3632 (0.062)	1365 (0.023)	49216 (0.838)	1823 (0.031)	188 (0.003)	98 (0.002)	1557 (0.027)	291 (0.005)	555 (0.009)	58725	

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TABLE 7. PERSON-TRIPS ('000) BY PARTY SIZE AND VEHICLE TYPE

PARTY SIZE	VEHICLE TYPE								NOT STATED	TOTAL	(PROPORTION)
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER			
1 PERSON	2253	776	10865	1251	102	25	840	160	274	16544	(0.282)
2 PERSONS	779	329	12497	369	62	18	444	29	102	14627	(0.249)
3 PERSONS	280	71	7117	56	25	31	105	42	49	7775	(0.132)
4 PERSONS	224	88	10034	104	0	14	117	36	68	10684	(0.182)
5 PERSONS	56	61	5772	24	0	8	50	8	16	5996	(0.102)
6 PERSONS	14	15	2135	18	0	3	1	13	34	2233	(0.038)
7 PERSONS	0	17	551	2	0	0	0	0	7	577	(0.010)
8 PERSONS	21	3	168	0	0	0	0	0	6	199	(0.003)
9 PERSONS	5	5	55	0	0	0	0	4	0	68	(0.001)
OVER 9 PERSONS	0	0	21	0	0	0	0	0	0	21	(0.000)
TOTAL (PROPORTION)	3632 (0.062)	1365 (0.023)	49216 (0.838)	1823 (0.031)	188 (0.003)	98 (0.002)	1557 (0.027)	291 (0.005)	555 (0.009)	58725	

TABLE 8. PERSON-TRIPS ('000) BY DISTANCE AND VEHICLE TYPE

DISTANCE (KM)	VEHICLE TYPE								NOT STATED	TOTAL	(PROPORTION)
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER			
INTRA-LGA	13	8	554	60	4	1	2	9	7	659	(0.011)
0-100	39	323	16634	586	60	39	348	72	182	18282	(0.311)
101-150	65	285	10224	345	26	12	259	26	119	11360	(0.193)
151-200	36	88	5566	211	22	8	148	51	68	6198	(0.106)
201-300	236	181	6772	220	30	12	185	24	49	7708	(0.131)
301-400	266	157	3016	76	7	4	108	19	22	3674	(0.063)
401-600	501	101	2324	61	7	2	193	20	19	3229	(0.055)
601-800	1090	68	1788	123	10	2	193	19	33	3325	(0.057)
801-1000	193	18	561	25	11	1	37	19	11	875	(0.015)
OVER 1000	1194	136	1777	115	13	19	84	32	46	3416	(0.058)
TOTAL (PROPORTION)	3632 (0.062)	1365 (0.023)	49216 (0.838)	1823 (0.031)	188 (0.003)	98 (0.002)	1557 (0.027)	291 (0.005)	555 (0.009)	58725	

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TABLE 9. PERSON-TRIPS ('000) BY FARES PAID AND VEHICLE TYPE

FARES PAID	VEHICLE TYPE									TOTAL	(PROPORTION)
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED		
NO FARES	126	119	31329	936	120	19	104	167	262	33182	(0.565)
HOUSEHOLD	1851	1057	12945	113	59	73	1131	49	78	17356	(0.296)
EMPLOYER	1339	41	2512	691	1	2	61	60	18	4726	(0.080)
OTHER	234	90	575	23	4	1	145	4	7	1084	(0.018)
NOT STATED	80	58	1855	60	4	2	116	11	191	2377	(0.040)
TOTAL (PROPORTION)	3632 (0.062)	1365 (0.023)	49216 (0.838)	1823 (0.031)	188 (0.003)	98 (0.002)	1557 (0.027)	291 (0.005)	555 (0.009)	58725	

TABLE 10. PERSON-TRIPS ('000) BY DURATION AT DESTINATION AND VEHICLE TYPE

DURATION AT DESTINATION (NIGHTS)	VEHICLE TYPE									TOTAL	(PROPORTION)
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED		
0	396	455	16402	1130	41	29	304	100	216	19073	(0.325)
1	478	100	6929	276	30	8	152	48	45	8066	(0.137)
2	497	196	9089	146	49	16	171	36	64	10265	(0.175)
3-7	1295	377	10913	153	55	23	482	86	82	13467	(0.229)
8-14	589	127	3443	28	10	18	265	11	57	4547	(0.077)
15-28	229	55	1159	11	2	3	80	8	7	1554	(0.026)
29-56	65	15	266	2	0	0	27	1	4	379	(0.006)
OVER 56	9	2	62	0	0	0	3	0	0	76	(0.001)
NOT STATED	74	39	951	76	1	1	74	1	81	1298	(0.022)
TOTAL (PROPORTION)	3632 (0.062)	1365 (0.023)	49216 (0.838)	1823 (0.031)	188 (0.003)	98 (0.002)	1557 (0.027)	291 (0.005)	555 (0.009)	58725	

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TABLE 11. PERSON-TRIPS ('000) BY HOUSEHOLD INCOME AND PURPOSE

INCOME GROUP	PURPOSE								TOTAL	(PROPORTION)
	DELIVER FREIGHT	OTHER BUSINESS	VISITING FRIENDS	RECREATION	HOLIDAY	PERSONAL AFFAIRS	OTHER	NOT STATED		
\$0-2000	14	52	154	53	46	61	10	4	394	(0.007)
\$2001-4000	32	139	685	245	290	304	121	68	1883	(0.032)
\$4001-6000	72	290	1154	437	423	472	159	59	3066	(0.052)
\$6001-8000	188	425	1252	684	715	741	239	54	4299	(0.073)
\$8001-10000	258	888	2145	1231	1130	913	333	36	6935	(0.118)
\$10001-15000	370	1857	4436	2643	2661	1883	657	105	14612	(0.249)
\$15001-20000	227	1460	2838	2124	2066	1233	527	69	10543	(0.180)
\$20001-25000	110	984	1501	1782	1204	845	220	45	6692	(0.114)
\$25001-30000	51	517	652	649	812	351	214	23	3270	(0.056)
OVER \$30000	214	828	815	713	713	516	359	6	4164	(0.071)
NOT STATED	76	353	671	558	544	448	188	31	2868	(0.049)
TOTAL	1614	7793	16301	11117	10604	7769	3028	500	58725	
(PROPORTION)	(0.027)	(0.133)	(0.278)	(0.189)	(0.181)	(0.132)	(0.052)	(0.009)		

TABLE 12. PERSON-TRIPS ('000) BY OCCUPATION OF PERSON TRAVELLING AND PURPOSE

OCCUPATION OF PERSON TRAVELLING	PURPOSE								TOTAL	(PROPORTION)
	DELIVER FREIGHT	OTHER BUSINESS	VISITING FRIENDS	RECREATION	HOLIDAY	PERSONAL AFFAIRS	OTHER	NOT STATED		
EMPLOYED										
-PROFESSIONAL	73	1342	1769	1314	1085	829	352	37	6801	(0.116)
-MANAGERIAL	73	1099	451	416	422	266	113	19	2858	(0.049)
-CLERICAL	25	318	1201	870	821	455	221	18	3929	(0.067)
-SALES WORKER	145	935	598	513	383	278	111	19	2983	(0.051)
-FARMER	118	600	265	162	133	369	120	17	1786	(0.030)
-MINER	0	11	14	9	17	15	4	0	69	(0.001)
-TRANSPORT AND COMMUNICATION	672	174	368	278	251	211	63	12	2030	(0.035)
-TRADESMAN	164	594	1442	1142	932	618	324	57	5272	(0.090)
-SERVICE	15	319	540	334	261	265	96	10	1840	(0.031)
-NOT STATED	65	358	458	267	274	186	97	18	1723	(0.029)
LOOKING FOR WORK	14	62	279	171	112	176	92	6	912	(0.016)
RETIRED	14	202	1572	689	654	699	174	103	4105	(0.070)
STUDENT	88	751	3069	2671	2849	1375	574	91	11469	(0.195)
HOME-DUTIES	78	669	2487	1469	1537	1402	408	57	8108	(0.138)
OTHER	55	320	1689	776	829	591	250	25	4534	(0.077)
NOT STATED	16	38	98	35	44	34	29	10	305	(0.005)
TOTAL	1614	7793	16301	11117	10604	7769	3028	500	58725	
(PROPORTION)	(0.027)	(0.133)	(0.278)	(0.189)	(0.181)	(0.132)	(0.052)	(0.009)		

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TABLE 13. PERSON-TRIPS ('000) BY AGE OF PERSON TRAVELLING AND PURPOSE

AGE OF PERSON TRAVELLING (YRS)	PURPOSE								TOTAL	(PROPORTION)
	DELIVER FREIGHT	OTHER BUSINESS	VISITING FRIENDS	RECREATION	HOLIDAY	PERSONAL AFFAIRS	OTHER	NOT STATED		
0-16	112	899	4208	3138	3140	1757	602	109	13966	(0.238)
17-24	149	689	2298	1748	1283	933	568	53	7721	(0.131)
25-29	275	730	1824	968	790	597	311	15	5510	(0.094)
30-34	310	955	1353	1031	789	613	223	29	5303	(0.090)
35-39	200	1072	825	674	745	500	194	29	4238	(0.072)
40-44	178	821	752	630	620	542	208	41	3791	(0.065)
45-49	154	695	738	612	669	569	180	42	3658	(0.062)
50-54	105	843	949	603	698	590	207	29	4022	(0.068)
55-59	50	384	820	486	503	486	186	33	2949	(0.050)
OVER 60	35	558	1821	888	967	865	224	101	5458	(0.093)
NOT STATED	44	148	714	340	402	318	123	20	2108	(0.036)
TOTAL (PROPORTION)	1614 (0.027)	7793 (0.133)	16301 (0.278)	11117 (0.189)	10604 (0.181)	7769 (0.132)	3028 (0.052)	500 (0.009)	58725	

TABLE 14. PERSON-TRIPS ('000) BY PARTY SIZE AND PURPOSE

PARTY SIZE	PURPOSE								TOTAL	(PROPORTION)
	DELIVER FREIGHT	OTHER BUSINESS	VISITING FRIENDS	RECREATION	HOLIDAY	PERSONAL AFFAIRS	OTHER	NOT STATED		
1 PERSON	1183	4469	3519	2338	1979	1764	1087	205	16544	(0.282)
2 PERSONS	237	1538	4338	2952	2395	2331	722	115	14627	(0.249)
3 PERSONS	68	601	2205	1491	1598	1350	437	26	7775	(0.132)
4 PERSONS	68	689	3587	2358	2326	1192	409	53	10684	(0.182)
5 PERSONS	11	361	1827	1331	1492	732	205	37	5996	(0.102)
6 PERSONS	33	81	620	429	629	285	145	11	2233	(0.038)
7 PERSONS	13	26	145	155	118	80	17	24	577	(0.010)
8 PERSONS	0	4	55	34	63	11	3	29	199	(0.003)
9 PERSONS	0	10	5	24	4	24	3	0	68	(0.001)
OVER 9 PERSONS	0	15	0	6	0	0	0	0	21	(0.000)
TOTAL (PROPORTION)	1614 (0.027)	7793 (0.133)	16301 (0.278)	11117 (0.189)	10604 (0.181)	7769 (0.132)	3028 (0.052)	500 (0.009)	58725	

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TABLE 15. PERSON-TRIPS ('000) BY DURATION AT DESTINATION AND PURPOSE

DURATION AT DESTINATION (NIGHTS)	PURPOSE								TOTAL	(PROPORTION)
	DELIVER FREIGHT	OTHER BUSINESS	VISITING FRIENDS	RECREATION	HOLIDAY	PERSONAL AFFAIRS	OTHER	NOT STATED		
0	1104	3567	4291	5443	257	3088	1137	187	19073	(0.325)
1	221	1319	2628	1611	485	1315	462	25	8066	(0.137)
2	101	1095	3579	2080	1361	1400	586	63	10265	(0.175)
3-7	96	1316	4096	1456	4454	1389	574	86	13467	(0.229)
8-14	15	207	1027	226	2698	241	96	36	4547	(0.077)
15-28	5	81	307	25	967	115	48	6	1554	(0.026)
29-56	0	17	112	8	174	57	10	1	379	(0.006)
OVER 56	0	5	12	14	22	13	10	1	76	(0.001)
NOT STATED	72	186	249	252	186	150	106	96	1298	(0.022)
TOTAL (PROPORTION)	1614 (0.027)	7793 (0.133)	16301 (0.278)	11117 (0.189)	10604 (0.181)	7769 (0.132)	3028 (0.052)	500 (0.009)	58725	

TABLE 16. PERSON-TRIPS ('000) BY ACCOMMODATION AND PURPOSE

ACCOMMODATION	PURPOSE								TOTAL	(PROPORTION)
	DELIVER FREIGHT	OTHER BUSINESS	VISITING FRIENDS	RECREATION	HOLIDAY	PERSONAL AFFAIRS	OTHER	NOT STATED		
HOTEL/MOTEL	142	2433	942	1660	1902	774	518	70	8441	(0.144)
FRIENDS HOME	105	986	10414	878	2870	3080	519	98	18951	(0.323)
CARAVAN/TENT	7	188	342	1951	3243	205	297	28	6262	(0.107)
OTHER	216	457	119	986	2204	481	488	13	4963	(0.085)
NOT STATED	40	162	194	198	127	142	68	104	1035	(0.018)
NOT APPLICABLE	1104	3567	4291	5443	257	3088	1137	187	19073	(0.325)
TOTAL (PROPORTION)	1614 (0.027)	7793 (0.133)	16301 (0.278)	11117 (0.189)	10604 (0.181)	7769 (0.132)	3028 (0.052)	500 (0.009)	58725	

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TABLE 17. PERSON-TRIPS ('000) BY HOUSEHOLD INCOME AND ACCOMMODATION

INCOME GROUP	ACCOMMODATION						TOTAL	(PROPORTION)
	HOTEL OR MOTEL	FRIENDS HOME	CARAVAN OR TENT	OTHER	NOT STATED	NOT APPLICABLE		
\$0-2000	46	168	16	17	21	126	394	(0.007)
\$2001-4000	233	877	113	103	77	480	1883	(0.032)
\$4001-6000	359	1279	234	152	71	970	3066	(0.052)
\$6001-8000	413	1539	429	263	149	1506	4299	(0.073)
\$8001-10000	801	2274	730	434	132	2566	6935	(0.118)
\$10001-15000	1981	4802	1624	1085	215	4905	14612	(0.249)
\$15001-20000	1623	3309	1374	855	130	3251	10543	(0.180)
\$20001-25000	1058	1789	767	679	63	2336	6692	(0.114)
\$25001-30000	628	926	358	491	43	824	3270	(0.056)
OVER \$30000	915	1094	306	575	42	1231	4164	(0.071)
NOT STATED	385	893	312	309	92	878	2868	(0.049)
TOTAL (PROPORTION)	8441 (0.144)	18951 (0.323)	6262 (0.107)	4963 (0.085)	1035 (0.018)	19073 (0.325)	58725	

TABLE 18. PERSON-TRIPS ('000) BY HOUSEHOLD SIZE AND ACCOMMODATION

HOUSEHOLD SIZE	ACCOMMODATION						TOTAL	(PROPORTION)
	HOTEL OR MOTEL	FRIENDS HOME	CARAVAN OR TENT	OTHER	NOT STATED	NOT APPLICABLE		
1 PERSON	486	1205	144	138	103	717	2792	(0.048)
2 PERSONS	2127	4345	1150	1065	277	3505	12469	(0.212)
3 PERSONS	1522	3298	909	838	125	3020	9712	(0.165)
4 PERSONS	2057	5173	1768	1479	262	5046	15784	(0.269)
5 PERSONS	1345	3058	1274	774	154	3709	10315	(0.176)
6 PERSONS	656	1028	620	423	63	1756	4546	(0.077)
7 PERSONS	163	433	194	121	24	727	1661	(0.028)
8 PERSONS	54	276	152	62	6	235	785	(0.013)
9 PERSONS	20	73	38	47	12	271	461	(0.008)
OVER 9 PERSONS	8	28	3	11	0	55	105	(0.002)
NOT STATED	4	32	10	5	10	34	94	(0.002)
TOTAL (PROPORTION)	8441 (0.144)	18951 (0.323)	6262 (0.107)	4963 (0.085)	1035 (0.018)	19073 (0.325)	58725	



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TABLE 19. PERSON-TRIPS ('000) BY OCCUPATION OF PERSON TRAVELLING AND ACCOMMODATION

OCCUPATION OF PERSON TRAVELLING	ACCOMMODATION						TOTAL	(PROPORTION)
	HOTEL OR MOTEL	FRIENDS HOME	CARAVAN OR TENT	OTHER	NOT STATED	NOT APPLICABLE		
EMPLOYED								
-PROFESSIONAL	1170	2191	659	635	79	2067	6801	(0.116)
-MANAGERIAL	865	586	207	259	33	907	2858	(0.049)
-CLERICAL	639	1426	462	322	38	1043	3929	(0.067)
-SALES WORKER	737	703	253	172	63	1055	2983	(0.051)
-FARMER	232	476	59	113	59	847	1786	(0.030)
-MINER	12	19	15	5	0	18	69	(0.001)
-TRANSPORT AND COMMUNICATION	225	382	183	238	45	957	2030	(0.035)
-TRADESMAN	681	1568	773	451	88	1711	5272	(0.090)
-SERVICE	282	564	165	137	45	648	1840	(0.031)
-NOT STATED	338	576	123	177	32	477	1723	(0.029)
LOOKING FOR WORK	79	344	117	98	6	267	912	(0.016)
RETIRED	584	1632	351	217	163	1157	4105	(0.070)
STUDENT	1128	3624	1703	1130	194	3691	11469	(0.195)
HOME-DUTIES	1051	2834	776	656	142	2649	8108	(0.138)
OTHER	372	1902	404	338	36	1484	4534	(0.077)
NOT STATED	46	123	11	15	13	98	305	(0.005)
TOTAL (PROPORTION)	8441 (0.144)	18951 (0.323)	6262 (0.107)	4963 (0.085)	1035 (0.018)	19073 (0.325)	58725	

TABLE 20. PERSON-TRIPS ('000) BY AGE OF PERSON TRAVELLING AND ACCOMMODATION

AGE OF PERSON TRAVELLING (YRS)	ACCOMMODATION						TOTAL	(PROPORTION)
	HOTEL OR MOTEL	FRIENDS HOME	CARAVAN OR TENT	OTHER	NOT STATED	NOT APPLICABLE		
0-16	1305	4889	1823	1176	191	4583	13966	(0.238)
17-24	834	3018	1027	676	82	2084	7721	(0.131)
25-29	742	2176	493	371	60	1667	5510	(0.094)
30-34	866	1568	481	417	65	1906	5303	(0.090)
35-39	738	1012	424	342	80	1643	4238	(0.072)
40-44	670	885	420	312	73	1433	3791	(0.065)
45-49	727	831	355	373	63	1309	3658	(0.062)
50-54	812	1066	327	378	109	1330	4022	(0.068)
55-59	505	873	312	331	53	875	2949	(0.050)
OVER 60	1009	1990	376	382	188	1513	5458	(0.093)
NOT STATED	234	643	225	206	70	730	2108	(0.036)
TOTAL (PROPORTION)	8441 (0.144)	18951 (0.323)	6262 (0.107)	4963 (0.085)	1035 (0.018)	19073 (0.325)	58725	

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TABLE 21. PERSON-TRIPS ('000) BY DURATION AT DESTINATION AND ACCOMMODATION

DURATION AT DESTINATION (NIGHTS)	ACCOMMODATION						TOTAL	(PROPORTION)
	HOTEL OR MOTEL	FRIENDS HOME	CARAVAN OR TENT	OTHER	NOT STATED	NOT APPLICABLE		
0	-	-	-	-	-	19073	19073	(0.325)
1	2518	3778	831	876	63	-	8066	(0.137)
2	2033	5214	1638	1280	100	-	10265	(0.175)
3-7	2855	6690	2387	1421	114	-	13467	(0.229)
8-14	747	2063	871	803	63	-	4547	(0.077)
15-28	136	731	366	291	31	-	1554	(0.026)
29-56	35	180	65	69	30	-	379	(0.006)
OVER 56	16	21	11	17	10	-	76	(0.001)
NOT STATED	101	273	94	206	623	-	1298	(0.022)
TOTAL (PROPORTION)	8441 (0.144)	18951 (0.323)	6262 (0.107)	4963 (0.085)	1035 (0.018)	19073 (0.325)	58725	

TABLE 22. PERSON-TRIPS ('000) BY PARTY SIZE AND ACCOMMODATION

PARTY SIZE	ACCOMMODATION						TOTAL	(PROPORTION)
	HOTEL OR MOTEL	FRIENDS HOME	CARAVAN OR TENT	OTHER	NOT STATED	NOT APPLICABLE		
1 PERSON	3306	4899	1203	1331	437	5368	16544	(0.282)
2 PERSONS	2468	4889	1503	1165	240	4362	14627	(0.249)
3 PERSONS	895	2486	868	695	108	2725	7775	(0.132)
4 PERSONS	942	4052	1277	1027	144	3241	10684	(0.182)
5 PERSONS	556	1848	952	395	69	2176	5996	(0.102)
6 PERSONS	247	521	325	263	31	846	2233	(0.038)
7 PERSONS	21	182	103	59	3	210	577	(0.010)
8 PERSONS	2	60	33	28	3	73	199	(0.003)
9 PERSONS	5	9	0	0	0	55	68	(0.001)
OVER 9 PERSONS	0	5	0	0	0	16	21	(0.000)
TOTAL (PROPORTION)	8441 (0.144)	18951 (0.323)	6262 (0.107)	4963 (0.085)	1035 (0.018)	19073 (0.325)	58725	

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TABLE 23. PERSON-TRIPS ('000) BY DISTANCE AND ACCOMMODATION

DISTANCE (KM)	ACCOMMODATION						TOTAL	(PROPORTION)
	HOTEL OR MOTEL	FRIENDS HOME	CARAVAN OR TENT	OTHER	NOT STATED	NOT APPLICABLE		
INTRA-LGA	23	88	35	52	56	405	659	(0.011)
0-100	679	3781	1595	1526	399	10301	18282	(0.311)
101-150	842	3439	1173	1010	196	4700	11360	(0.193)
151-200	808	2314	647	434	148	1846	6198	(0.106)
201-300	1713	3333	942	611	84	1024	7708	(0.131)
301-400	966	1656	415	372	37	228	3674	(0.063)
401-600	900	1385	497	266	14	165	3229	(0.055)
601-800	1092	1375	354	268	37	198	3325	(0.057)
801-1000	244	349	114	118	11	39	875	(0.015)
OVER 1000	1173	1230	489	306	51	167	3416	(0.058)
TOTAL (PROPORTION)	8441 (0.144)	18951 (0.323)	6262 (0.107)	4963 (0.085)	1035 (0.018)	19073 (0.325)	58725	

TABLE 24. PERSON-TRIPS ('000) BY HOUSEHOLD INCOME AND DISTANCE

INCOME GROUP	DISTANCE (KM)										TOTAL	(PROP)
	INTRA-LGA	0-100	101-150	151-200	201-300	301-400	401-600	601-800	801-1000	OVER 1000		
\$0-2000	11	98	39	57	52	51	32	17	9	28	394	(0.007)
\$2001-4000	34	536	325	214	239	109	124	123	47	132	1883	(0.032)
\$4001-6000	50	902	516	325	408	179	216	206	64	201	3066	(0.052)
\$6001-8000	35	1379	934	449	485	305	216	205	58	233	4299	(0.073)
\$8001-10000	101	2301	1208	835	938	422	393	302	101	334	6935	(0.118)
\$10001-15000	174	4656	2860	1577	1980	871	832	701	194	770	14612	(0.249)
\$15001-20000	108	3210	2013	1005	1459	713	586	595	144	711	10543	(0.180)
\$20001-25000	51	2214	1390	663	799	390	357	386	118	324	6692	(0.114)
\$25001-30000	16	995	600	297	478	241	157	220	39	227	3270	(0.056)
OVER \$30000	28	1113	877	474	559	208	187	339	67	313	4164	(0.071)
NOT STATED	52	879	599	301	310	187	129	231	36	144	2868	(0.049)
TOTAL (PROPORTION)	659 (0.011)	18282 (0.311)	11360 (0.193)	6198 (0.106)	7708 (0.131)	3674 (0.063)	3229 (0.055)	3325 (0.057)	875 (0.015)	3416 (0.058)	58725	

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TABLE 25. PERSON-TRIPS ('000) BY DURATION AT DESTINATION AND DISTANCE

DURATION AT DESTINATION (NIGHTS)	DISTANCE (KM)										TOTAL	(PROP)
	INTRA-LGA	0-100	101-150	151-200	201-300	301-400	401-600	601-800	801-1000	OVER 1000		
0	405	10301	4700	1846	1024	228	165	198	39	167	19073	(0.325)
1	49	2211	1765	1171	1354	583	334	304	91	204	8066	(0.137)
2	93	2496	2122	1415	1974	775	537	421	99	332	10265	(0.175)
3-7	43	1953	1907	1310	2446	1490	1436	1430	309	1142	13467	(0.229)
8-14	4	576	436	243	610	421	525	701	187	845	4547	(0.077)
15-28	3	205	143	50	175	112	143	174	100	449	1554	(0.026)
29-56	0	39	59	18	29	24	28	21	33	129	379	(0.006)
OVER 56	0	2	5	0	3	6	4	9	3	43	76	(0.001)
NOT STATED	63	498	223	144	93	35	57	67	14	104	1298	(0.022)
TOTAL (PROPORTION)	659 (0.011)	18282 (0.311)	11360 (0.193)	6198 (0.106)	7708 (0.131)	3674 (0.063)	3229 (0.055)	3325 (0.057)	875 (0.015)	3416 (0.058)	58725	

TABLE 26. PERSON-TRIPS ('000) BY OCCUPATION OF PERSON TRAVELLING AND FARE PAYMENT METHOD

OCCUPATION OF PERSON TRAVELLING	FARE PAYMENT METHOD					TOTAL	(PROPORTION)
	NO FARES	HOUSEHOLD	EMPLOYER	OTHER	NOT STATED		
EMPLOYED							
-PROFESSIONAL	3919	1793	772	138	179	6801	(0.116)
-MANAGERIAL	1360	501	873	46	77	2858	(0.049)
-CLERICAL	2300	1233	179	91	126	3929	(0.067)
-SALES WORKER	1491	611	726	37	120	2983	(0.051)
-FARMER	1044	318	277	29	116	1786	(0.030)
-MINER	47	14	3	1	5	69	(0.001)
-TRANSPORT AND COMMUNICATION	1166	429	356	22	57	2030	(0.035)
-TRADESMAN	2914	1606	400	75	277	5272	(0.090)
-SERVICE	975	617	187	22	39	1840	(0.031)
-NOT STATED	854	480	274	54	62	1723	(0.029)
LOOKING FOR WORK	481	357	14	40	21	912	(0.016)
RETIRED	2032	1480	30	146	418	4105	(0.070)
STUDENT	6918	3749	216	193	393	11469	(0.195)
HOME-DUTIES	4822	2560	288	95	343	8108	(0.138)
OTHER	2701	1511	119	84	119	4534	(0.077)
NOT STATED	158	96	13	10	27	305	(0.005)
TOTAL (PROPORTION)	33182 (0.565)	17356 (0.296)	4726 (0.080)	1084 (0.018)	2377 (0.040)	58725	

## APPENDIX VII - ANALYSIS OF TYPES OF TRAVEL

This Appendix presents further detailed information on three broad classes of travel, as determined from the NTS. The three broad travel categories analysed are:

- . tourist travel - that is, travel made for sightseeing, recreational or holiday purposes;
- . business travel - that is, travel made to deliver freight or for 'Other business';
- . other travel - that is, travel made to visit friends and relatives for personal affairs or for 'Other' purposes.

For completeness, information on travel for which no purpose was recorded has also been included. The numbers and proportions of trips presented in this Appendix were calculated from the survey data using the method described in Chapter 4. Associated relative errors can be approximately estimated from Figures 6.1 and 6.2.

The tables in this Appendix apply to Australia in aggregate and cover the twelve months of the survey (July 1977 - June 1978). A discussion of a number of specific points relating to these tables which may not be obvious from the examination of the Tables has not been included, since it would merely duplicate the discussions in Appendices V and VI. The first six tables provide estimated numbers of trips for each broad class of travel by the following household and personal travel characteristics:

- . household income (Table VII.1);
- . household size (Table VII.2);
- . age of each person travelling (Table VII.3);
- . occupation of each person travelling (Table VII.4);
- . vehicle type (Table VII.5); and
- . accommodation used (Table VII.6).

In addition to the absolute travel estimates presented, proportions by each type of travel have been calculated from these tables, and are presented in Tables VII.7 to VII.12. These proportions are row proportions, so that particular rows will show the proportions of travel by various categories of a specific characteristic for each type of travel under consideration. This allows ready analysis of the differences between the characteristics of households and persons generating each type of travel, and differences between the characteristics of each type of travel.

Similarly, column proportions (that is, proportions of travel by class of travel for given personal or household characteristics) have also been calculated, resulting in Tables VII.13 to VII.18. Each column, representing each category of a specific characteristic, shows the distribution of travel across the broad classes of travel. This presentation provides a convenient assessment of the type of travel undertaken by persons or households within a specific category or the type of travel involving specific travel parameters (vehicle type and accommodation used).

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TABLE VII.1. PERSON-TRIPS ('000) BY TYPE OF TRAVEL AND HOUSEHOLD INCOME

TYPE OF TRAVEL	HOUSEHOLD INCOME										NOT STATED	TOTAL
	\$0-2000	\$2001-4000	\$4001-6000	\$6001-8000	\$8001-10000	\$10001-15000	\$15001-20000	\$20001-25000	\$25001-30000	OVER \$30000		
TOURIST	99	535	860	1404	2364	5305	4182	2977	1451	1420	1102	21699
BUSINESS	67	171	364	613	1148	2230	1687	1092	566	1040	429	9408
OTHER	226	1112	1794	2243	3396	6991	4591	2563	1210	1684	1307	27116
NOT STATED	4	69	59	54	36	106	69	45	23	6	31	502
TOTAL	395	1887	3077	4314	6944	14632	10530	6677	3250	4150	2869	58725

TABLE VII.2. PERSON-TRIPS ('000) BY TYPE OF TRAVEL AND HOUSEHOLD SIZE

TYPE OF TRAVEL	HOUSEHOLD SIZE (PERSONS)										NOT STATED	TOTAL
	1	2	3	4	5	6	7	8	9	OVER 9		
TOURIST	801	4262	3424	6000	4144	1932	621	319	151	27	17	21699
BUSINESS	395	1942	1564	2670	1569	712	312	78	123	33	9	9408
OTHER	1524	6139	4654	7033	4532	1884	695	360	187	45	64	27116
NOT STATED	74	132	65	79	56	25	35	31	0	0	4	502
TOTAL	2795	12476	9707	15782	10301	4552	1663	788	461	105	94	58725

TABLE VII.3. PERSON-TRIPS ('000) BY TYPE OF TRAVEL AND AGE OF PERSON TRAVELLING

TYPE OF TRAVEL	AGE OF PERSON TRAVELLING (YEARS)										NOT STATED	TOTAL
	0-16	17-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	OVER 60		
TOURIST	6271	3029	1756	1812	1417	1248	1280	1300	989	1856	741	21699
BUSINESS	1013	837	1009	1264	1271	996	848	949	436	594	192	9408
OTHER	6570	3795	2730	2190	1520	1503	1490	1748	1494	2919	1157	27116
NOT STATED	109	54	15	29	29	41	42	29	34	101	20	502
TOTAL	13962	7715	5510	5295	4237	3788	3660	4025	2952	5471	2110	58725

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TABLE VII.4. PERSON-TRIPS ('000) BY TYPE OF TRAVEL AND OCCUPATION OF PERSON TRAVELLING

TYPE OF TRAVEL	OCCUPATION OF PERSON TRAVELLING									
	EMPLOYED PROFESS- IONAL	MANA- GERIAL	CLERICAL	SALES WORKER	FARMER	MINER	TRANSPORT & COMMUNIC'N	TRADES- MAN	SERVICE	NOT STATED
TOURIST	2395	839	1685	898	297	26	528	2084	595	533
BUSINESS	1414	1171	344	1079	721	11	846	758	332	421
OTHER	2949	831	1875	986	760	33	644	2394	902	736
NOT STATED	37	19	18	19	17	0	12	57	10	18
TOTAL	6795	2860	3921	2982	1796	70	2031	5293	1839	1708

TABLE VII.4 (CONT). PERSON-TRIPS ('000) BY TYPE OF TRAVEL AND OCCUPATION OF PERSON TRAVELLING

TYPE OF TRAVEL	OCCUPATION OF PERSON TRAVELLING						
	UNEMPLOYED LOOKING FOR WORK	RETIRED	STUDENT	HOME- DUTIES	OTHER	NOT STATED	TOTAL
TOURIST	284	1343	5507	3005	1602	79	21699
BUSINESS	76	217	839	748	376	54	9408
OTHER	543	2453	5017	4303	2528	162	27116
NOT STATED	6	103	92	58	25	10	502
TOTAL	910	4116	11455	8113	4530	306	58725

TABLE VII.5. PERSON-TRIPS ('000) BY TYPE OF TRAVEL AND VEHICLE TYPE

TYPE OF TRAVEL	VEHICLE TYPE								
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED
TOURIST	830	750	19091	131	94	86	479	100	139
BUSINESS	1457	77	6021	1504	5	2	142	88	112
OTHER	1313	498	23800	181	89	11	917	103	205
NOT STATED	14	41	314	11	0	0	23	0	99
TOTAL	3614	1365	49226	1827	188	99	1561	291	555



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TABLE VII.6. PERSON-TRIPS ('000) BY TYPE OF TRAVEL AND ACCOMMODATION

TYPE OF TRAVEL	ACCOMMODATION						TOTAL
	HOTEL OR MOTEL	FRIENDS HOME	CARAVAN OR TENT	OTHER	NOT STATED	NOT APPLICABLE	
TOURIST	3562	3744	5184	3181	325	5702	21699
BUSINESS	2571	1092	196	671	202	4677	9408
OTHER	2233	14006	846	1087	405	8539	27116
NOT STATED	70	99	28	13	105	187	502
TOTAL	8436	18941	6254	4952	1037	19105	58725

TABLE VII.7. TRIP PROPORTIONS BY TYPE OF TRAVEL AND HOUSEHOLD INCOME  
(PROPORTIONS FOR EACH TYPE OF TRAVEL)

TYPE OF TRAVEL	HOUSEHOLD INCOME										NOT STATED	TOTAL
	\$0-2000	\$2001-4000	\$4001-6000	\$6001-8000	\$8001-10000	\$10001-15000	\$15001-20000	\$20001-25000	\$25001-30000	OVER \$30000		
TOURIST	0.005	0.025	0.040	0.065	0.109	0.244	0.193	0.137	0.067	0.065	0.051	1.000
BUSINESS	0.007	0.018	0.039	0.065	0.122	0.237	0.179	0.116	0.060	0.111	0.046	1.000
OTHER	0.008	0.041	0.066	0.083	0.125	0.258	0.169	0.095	0.045	0.062	0.048	1.000
NOT STATED	0.009	0.137	0.117	0.108	0.072	0.211	0.137	0.091	0.046	0.011	0.062	1.000
TOTAL	0.007	0.032	0.052	0.073	0.118	0.249	0.179	0.114	0.055	0.071	0.049	1.000

TABLE VII.8. TRIP PROPORTIONS BY TYPE OF TRAVEL AND HOUSEHOLD SIZE  
(PROPORTIONS FOR EACH TYPE OF TRAVEL)

TYPE OF TRAVEL	HOUSEHOLD SIZE (PERSONS)											TOTAL
	1	2	3	4	5	6	7	8	9	OVER 9	NOT STATED	
TOURIST	0.037	0.196	0.158	0.277	0.191	0.089	0.029	0.015	0.007	0.001	0.001	1.000
BUSINESS	0.042	0.206	0.166	0.284	0.167	0.076	0.033	0.008	0.013	0.004	0.001	1.000
OTHER	0.056	0.226	0.172	0.259	0.167	0.069	0.026	0.013	0.007	0.002	0.002	1.000
NOT STATED	0.148	0.263	0.130	0.158	0.111	0.050	0.069	0.061	0.001	0.000	0.008	1.000
TOTAL	0.048	0.212	0.165	0.269	0.175	0.078	0.028	0.013	0.008	0.002	0.002	1.000

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TABLE VII.9. TRIP PROPORTIONS BY TYPE OF TRAVEL AND AGE OF PERSON TRAVELLING  
(PROPORTIONS FOR EACH TYPE OF TRAVEL)

TYPE OF TRAVEL	AGE OF PERSON TRAVELLING (YEARS)										NOT STATED	TOTAL
	0-16	17-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	OVER 60		
TOURIST	0.289	0.140	0.081	0.084	0.065	0.058	0.059	0.060	0.046	0.086	0.034	1.000
BUSINESS	0.108	0.089	0.107	0.134	0.135	0.106	0.090	0.101	0.046	0.063	0.020	1.000
OTHER	0.242	0.140	0.101	0.081	0.056	0.055	0.055	0.064	0.055	0.108	0.043	1.000
NOT STATED	0.218	0.107	0.029	0.038	0.057	0.082	0.083	0.058	0.067	0.202	0.041	1.000
TOTAL	0.238	0.131	0.094	0.090	0.072	0.065	0.062	0.069	0.050	0.093	0.036	1.000

TABLE VII.10. TRIP PROPORTIONS BY TYPE OF TRAVEL OCCUPATION OF PERSON TRAVELLING  
(PROPORTIONS FOR EACH TYPE OF TRAVEL)

TYPE OF TRAVEL	OCCUPATION OF PERSON TRAVELLING									NOT STATED
	EMPLOYED PROFESS- IONAL	MANA- GERIAL	CLERICAL	SALES WORKER	FARMER	MINER	TRANSPORT & COMMUNIC'N	TRADES- MAN	SERVICE	
TOURIST	0.110	0.039	0.078	0.041	0.014	0.001	0.024	0.096	0.027	0.025
BUSINESS	0.150	0.124	0.037	0.115	0.077	0.001	0.090	0.081	0.035	0.045
OTHER	0.109	0.031	0.069	0.036	0.028	0.001	0.024	0.088	0.033	0.027
NOT STATED	0.074	0.038	0.035	0.039	0.035	0.000	0.024	0.113	0.020	0.036
TOTAL	0.116	0.049	0.067	0.051	0.031	0.001	0.035	0.090	0.031	0.029

TABLE VII.10 (CONT). TRIP PROPORTIONS BY TYPE OF TRAVEL AND OCCUPATION OF PERSON TRAVELLING  
(PROPORTIONS FOR EACH TYPE OF TRAVEL)

TYPE OF TRAVEL	OCCUPATION OF PERSON TRAVELLING						TOTAL
	UNEMPLOYED LOOKING FOR WORK	RETIRED	STUDENT	HOME- DUTIES	OTHER	NOT STATED	
TOURIST	0.013	0.062	0.254	0.138	0.074	0.004	1.000
BUSINESS	0.008	0.023	0.089	0.080	0.040	0.006	1.000
OTHER	0.020	0.090	0.185	0.159	0.093	0.006	1.000
NOT STATED	0.013	0.205	0.183	0.115	0.049	0.020	1.000
TOTAL	0.015	0.070	0.195	0.138	0.077	0.005	1.000

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TABLE VII.11. TRIP PROPORTIONS BY TYPE OF TRAVEL AND VEHICLE TYPE  
(PROPORTIONS FOR EACH TYPE OF TRAVEL)

TYPE OF TRAVEL	VEHICLE TYPE									TOTAL
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED	
TOURIST	0.038	0.035	0.880	0.006	0.004	0.004	0.022	0.005	0.006	1.000
BUSINESS	0.155	0.008	0.640	0.160	0.001	0.000	0.015	0.009	0.012	1.000
OTHER	0.048	0.018	0.878	0.007	0.003	0.000	0.034	0.004	0.008	1.000
NOT STATED	0.028	0.082	0.625	0.022	0.000	0.000	0.046	0.000	0.197	1.000
TOTAL	0.062	0.023	0.838	0.031	0.003	0.002	0.027	0.005	0.009	1.000

TABLE VII.12. TRIP PROPORTIONS BY TYPE OF TRAVEL AND ACCOMMODATION  
(PROPORTIONS FOR EACH TYPE OF TRAVEL)

TYPE OF TRAVEL	ACCOMMODATION						TOTAL
	HOTEL OR MOTEL	FRIENDS HOME	CARAVAN OR TENT	OTHER	NOT STATED	NOT APPLICABLE	
TOURIST	0.164	0.173	0.239	0.147	0.015	0.263	1.000
BUSINESS	0.273	0.116	0.021	0.071	0.021	0.497	1.000
OTHER	0.082	0.517	0.031	0.040	0.015	0.315	1.000
NOT STATED	0.140	0.197	0.056	0.025	0.209	0.373	1.000
TOTAL	0.144	0.323	0.106	0.084	0.018	0.325	1.000

TABLE VII.13. TRIP PROPORTIONS BY TYPE OF TRAVEL AND HOUSEHOLD INCOME  
(PROPORTIONS FOR EACH INCOME CATEGORY)

TYPE OF TRAVEL	HOUSEHOLD INCOME											TOTAL
	\$0-2000	\$2001-4000	\$4001-6000	\$6001-8000	\$8001-10000	\$10001-15000	\$15001-20000	\$20001-25000	\$25001-30000	OVER \$30000	NOT STATED	
TOURIST	0.250	0.284	0.280	0.325	0.340	0.363	0.397	0.446	0.446	0.342	0.384	0.370
BUSINESS	0.168	0.091	0.118	0.142	0.165	0.152	0.160	0.164	0.174	0.251	0.150	0.160
OTHER	0.571	0.589	0.583	0.520	0.489	0.478	0.436	0.384	0.372	0.406	0.456	0.462
NOT STATED	0.011	0.036	0.019	0.013	0.005	0.007	0.007	0.007	0.007	0.001	0.011	0.009
TOTAL	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000

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TABLE VII.14. TRIP PROPORTIONS BY TYPE OF TRAVEL AND HOUSEHOLD SIZE  
(PROPORTIONS FOR EACH SIZE CATEGORY)

TYPE OF TRAVEL	HOUSEHOLD SIZE (PERSONS)											TOTAL
	1	2	3	4	5	6	7	8	9	OVER 9	NOT STATED	
TOURIST	0.287	0.342	0.353	0.380	0.402	0.424	0.374	0.405	0.327	0.260	0.177	0.370
BUSINESS	0.141	0.156	0.161	0.169	0.152	0.156	0.188	0.099	0.267	0.316	0.096	0.160
OTHER	0.545	0.492	0.479	0.446	0.440	0.414	0.418	0.457	0.405	0.424	0.684	0.462
NOT STATED	0.027	0.011	0.007	0.005	0.005	0.005	0.021	0.039	0.001	0.000	0.044	0.009
TOTAL	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000

TABLE VII.15. TRIP PROPORTIONS BY TYPE OF TRAVEL AND AGE OF PERSON TRAVELLING  
(PROPORTIONS FOR EACH AGE CATEGORY)

TYPE OF TRAVEL	AGE OF PERSON TRAVELLING (YEARS)										OVER 60	NOT STATED	TOTAL
	0-16	17-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59				
TOURIST	0.449	0.393	0.319	0.342	0.334	0.329	0.350	0.323	0.335	0.339	0.351	0.370	
BUSINESS	0.073	0.109	0.183	0.239	0.300	0.263	0.232	0.236	0.148	0.109	0.091	0.160	
OTHER	0.471	0.492	0.496	0.414	0.359	0.397	0.407	0.434	0.506	0.534	0.548	0.462	
NOT STATED	0.008	0.007	0.003	0.005	0.007	0.011	0.011	0.007	0.011	0.019	0.010	0.009	
TOTAL	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	

TABLE VII.16. TRIP PROPORTIONS BY TYPE OF TRAVEL AND OCCUPATION OF PERSON TRAVELLING  
(PROPORTIONS FOR EACH OCCUPATION CATEGORY)

TYPE OF TRAVEL	OCCUPATION OF PERSON TRAVELLING									
	EMPLOYED PROFESSIONAL	MANAGERIAL	CLERICAL	SALES WORKER	FARMER	MINER	TRANSPORT & COMMUNIC'N	TRADES-MAN	SERVICE	NOT STATED
TOURIST	0.352	0.293	0.430	0.301	0.165	0.372	0.260	0.394	0.324	0.312
BUSINESS	0.208	0.409	0.088	0.362	0.402	0.161	0.416	0.143	0.181	0.246
OTHER	0.434	0.291	0.478	0.331	0.423	0.467	0.317	0.452	0.490	0.431
NOT STATED	0.005	0.007	0.005	0.007	0.010	0.000	0.006	0.011	0.006	0.011
TOTAL	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000

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TABLE VII.16 (CONT). TRIP PROPORTIONS BY TYPE OF TRAVEL AND OCCUPATION OF PERSON TRAVELLING  
(PROPORTIONS FOR EACH OCCUPATION CATEGORY)

TYPE OF TRAVEL	OCCUPATION OF PERSON TRAVELLING						TOTAL
	UNEMPLOYED LOOKING FOR WORK	RETIRED	STUDENT	HOME- DUTIES	OTHER	NOT STATED	
TOURIST	0.312	0.326	0.481	0.370	0.354	0.260	0.370
BUSINESS	0.084	0.053	0.073	0.092	0.083	0.177	0.160
OTHER	0.597	0.596	0.438	0.530	0.558	0.529	0.462
NOT STATED	0.007	0.025	0.008	0.007	0.005	0.034	0.009
TOTAL	1.000	1.000	1.000	1.000	1.000	1.000	1.000

TABLE VII.17. TRIP PROPORTIONS BY TYPE OF TRAVEL AND VEHICLE TYPE  
(PROPORTIONS FOR EACH VEHICLE TYPE)

TYPE OF TRAVEL	VEHICLE TYPE									TOTAL
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED	
TOURIST	0.230	0.549	0.388	0.072	0.498	0.873	0.307	0.343	0.251	0.370
BUSINESS	0.403	0.056	0.122	0.823	0.029	0.019	0.091	0.303	0.201	0.160
OTHER	0.363	0.364	0.483	0.099	0.473	0.109	0.588	0.353	0.370	0.462
NOT STATED	0.004	0.030	0.006	0.006	0.000	0.000	0.015	0.000	0.178	0.009
TOTAL	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000

TABLE VII.18. TRIP PROPORTIONS BY TYPE OF TRAVEL AND ACCOMMODATION  
(PROPORTIONS FOR EACH ACCOMMODATION CATEGORY)

TYPE OF TRAVEL	ACCOMMODATION						TOTAL
	HOTEL OR MOTEL	FRIENDS HOME	CARAVAN OR TENT	OTHER	NOT STATED	NOT APPLICABLE	
TOURIST	0.422	0.198	0.829	0.642	0.314	0.298	0.370
BUSINESS	0.305	0.058	0.031	0.136	0.195	0.245	0.160
OTHER	0.265	0.739	0.135	0.219	0.391	0.447	0.462
NOT STATED	0.008	0.005	0.005	0.003	0.101	0.010	0.009
TOTAL	1.000	1.000	1.000	1.000	1.000	1.000	1.000

## APPENDIX VIII - ANALYSIS OF TRAVEL TO PARTICULAR DESTINATIONS

This Appendix presents information concerning the characteristics of travel to a number of specific destinations. The destinations chosen represent centres known to attract considerable numbers of travellers and include the capital cities, major tourist and holiday areas, and larger centres of population. Each destination analysed in this Appendix consists of a number of LGAs and/or individual towns or places. Table VIII.1 lists the LGAs or towns comprising each destination. Towns are described by means of the place codes developed by Aplin *et al.* (1978). Some destinations are actually NTS regions. In these cases, the NTS region has been listed since these NTS regions generally contain a large number of LGAs. In such cases, the directory produced by Aplin *et al.* (1978) should be consulted to obtain a complete description of each destination. The destinations are arranged alphabetically in Tables VIII.2 to VIII.6.

These tables contain the total number of trips made to each destination, together with the distribution of trips over each travel characteristic under consideration. The numbers and proportions of trips presented in this Appendix were calculated from the survey data using the method described in Chapter 4. Associated relative errors can be estimated from Figure 6.1 and 6.2.

The tables in this Appendix were prepared for all of Australia, and cover the twelve months of the survey (July 1977 - June 1978). They provide information on the following characteristics of travel to a number of destinations:

- . vehicle type (Table VIII.2);
- . purpose (Table VIII.3);
- . accommodation (Table VIII.4);
- . duration at destination (Table VIII.5); and
- . party size (Table VIII.6).

Since these characteristics are discussed in Appendices V and VI, no discussion about them has been included in this Appendix.

TABLE VIII.1 - DESCRIPTION OF DESTINATIONS

Destination	LGAs within the Destination	Place codes of places within the Destination
Adelaide	All LGAs in NTS Region 501	-
Albany	6001	-
Albury-Wodonga	2002, 3205	-
Alice Springs and Central Australia	All LGAs in NTS region 802	-
Armidale	2003	-
Australian Capital Territory	All LGAs in NTS region 101	-
Ballarat & Environs	3012, 3014, 3165	-
Barossa Valley	5002, 5115	50392, 50653
Bendigo	3023, 3063	-
Blue Mountains	2021	21034
Brisbane	All LGAs in NTS region 401	-
Broken Hill	2032	-
Bundaberg	4176	-
Cairns and Green Island	4180	40407
Coffs Harbour	-	20475, 20476, 20477, 21797
Darwin	LGAs 8005 to 8028	-
Eildon Mount Buller area	3112	30558

TABLE VIII.1 (Con't) - DESCRIPTION OF DESTINATIONS

Destination	LGAs within the Destination	Place codes of places within the Destination
Geelong and Bellarine Peninsula	3020, 3073, 3074, 3134, 3170	30032, 30422, 30633, 30647, 30783, 31015, 31289, 31314, 31317, 31319
Geraldton	6049	-
Gold Coast	4208	-
Gosford-Woy Woy, The Entrance	All LGAs in NTS region 212	-
Goulburn	2076	-
Hobart	7008, 7017, 7021	-
Launceston	7027	70346, 70354, 70414, 70423, 70482, 70495, 70519, 70522, 70575, 70645, 70686
Lismore	2110	-
Mackay & Brampton Island	4231	41200
Maryborough	4235	-
Melbourne	All LGAs in NTS region 311	-
Mount Gambier	5070	-
Mount Isa	4241	-
Newcastle	2106, 2144	-
Nowra and Jervis Bay	-	20049, 20227, 20586, 20600, 20884, 21011, 21551, 21857, 21895



TABLE VIII.1 (Con't) - DESCRIPTION OF DESTINATIONS

Destination	LGAs within the Destination	Place codes of places within the Destination
Orange	2149	-
Perth	All LGAs in NTS region 608	-
Port Macquarie	2154	-
Proserpine and nearby islands	4257	40850
Rockhampton, Yeppoon, Great Keppel Island	4262	40238, 40325, 40535, 41095, 41202
Rutherglen and Yarrawonga	3160, 3211	20544, 21459
Shepparton - Mooroopna	3167	-
Snowy Mountains	2168	-
Sunshine Coast	-	40179, 40243, 40620, 40653, 40662, 40663, 40744, 40745, 40926, 40949, 41221
Swan Hill	3178	-
Sydney	All LGAs in NTS region 214 except 2021 and place 21034	-
Tamworth	2176	-
Toowoomba	4273	-
Townsville and Magnetic Island	4275	-
Victor Harbour	-	50779
Victorian Alps	3028	-
Wagga Wagga	2191	-

TABLE VIII.1 (Con't) - DESCRIPTION OF DESTINATIONS

Destination	LGAs within the Destination	Place codes of places within the Destination
Warrnambool	3197	-
Whyalla	5128	-
Wollongong	2165, 2208	-
Yorke Peninsula	5016, 5019, 5063, 5126, 5133	-

Source: Aplin *et al.* (1978).

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TABLE VIII.2. TRIP PROPORTIONS BY DESTINATION REGION AND VEHICLE TYPE

DESTINATION REGION	NUMBER OF PERSON-TRIPS ( '000)	VEHICLE TYPE								NOT STATED
		AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	
ADELAIDE	1647	0.155	0.046	0.717	0.039	0.001	0.000	0.036	0.002	0.004
ALBANY	189	0.067	0.037	0.853	0.032	0.000	0.000	0.011	0.000	0.000
ALBURY-WODONGA	505	0.018	0.010	0.876	0.028	0.000	0.001	0.041	0.000	0.025
ALICE SPRINGS & CENTRAL AUSTRALIA	127	0.257	0.161	0.397	0.162	0.000	0.000	0.000	0.021	0.003
ARMIDALE	172	0.048	0.020	0.874	0.042	0.000	0.000	0.000	0.000	0.016
AUSTRALIAN CAPITAL TERRITORY	1052	0.111	0.035	0.779	0.054	0.001	0.000	0.015	0.002	0.003
BALLARAT AND ENVIRONS	761	0.006	0.025	0.929	0.021	0.002	0.001	0.004	0.000	0.013
BAROSSA VALLEY	70	0.005	0.028	0.954	0.013	0.000	0.000	0.000	0.000	0.000
BENDIGO	657	0.011	0.009	0.928	0.007	0.000	0.000	0.024	0.000	0.021
BLUE MOUNTAINS	576	0.006	0.011	0.849	0.013	0.004	0.000	0.116	0.000	0.001
BRISBANE	2078	0.141	0.041	0.719	0.058	0.001	0.000	0.027	0.000	0.012
BROKEN HILL	82	0.045	0.042	0.764	0.034	0.004	0.000	0.079	0.000	0.032
BUNDABERG	156	0.063	0.022	0.852	0.022	0.024	0.000	0.006	0.000	0.012
CAIRNS AND GREEN ISLAND	275	0.208	0.074	0.643	0.023	0.012	0.019	0.007	0.007	0.008
COFFS HARBOUR	245	0.023	0.002	0.882	0.014	0.000	0.000	0.054	0.006	0.019
DARWIN	116	0.514	0.066	0.361	0.026	0.015	0.000	0.002	0.016	0.000
EILDON- MOUNT BULLER AREA	300	0.000	0.012	0.977	0.005	0.000	0.000	0.000	0.000	0.006
GEE LONG AND BELLARINE PENINSULA	895	0.011	0.008	0.909	0.002	0.002	0.029	0.019	0.004	0.016
GERALDTON	172	0.052	0.026	0.837	0.046	0.000	0.000	0.000	0.018	0.021
GOLD COAST	1571	0.085	0.011	0.861	0.007	0.000	0.000	0.018	0.001	0.017
GOSFORD-WOY WOY, THE ENTRANCE	1301	0.004	0.033	0.907	0.005	0.002	0.000	0.026	0.011	0.012
GULLBURN	149	0.012	0.024	0.747	0.077	0.027	0.000	0.071	0.010	0.031
HOEART	649	0.207	0.044	0.701	0.021	0.000	0.000	0.012	0.012	0.002
LAUNCESTON	465	0.086	0.018	0.867	0.005	0.002	0.000	0.017	0.002	0.001
LISMORE	189	0.016	0.016	0.788	0.102	0.000	0.000	0.072	0.000	0.006
MACKAY AND BRAMPTON ISLAND	216	0.162	0.031	0.753	0.005	0.000	0.002	0.005	0.000	0.042
MARYBOROUGH	133	0.062	0.039	0.844	0.030	0.000	0.000	0.000	0.000	0.025
MELBOURNE	6247	0.087	0.015	0.800	0.050	0.002	0.001	0.033	0.001	0.011
MOUNT GAMBIER	152	0.027	0.047	0.875	0.022	0.000	0.000	0.023	0.000	0.007
MOUNT ISA	76	0.164	0.014	0.645	0.134	0.000	0.000	0.000	0.024	0.019
NEWCASTLE	1103	0.052	0.012	0.808	0.064	0.005	0.000	0.050	0.000	0.009
NOWRA AND JERVIS BAY	417	0.000	0.004	0.939	0.013	0.000	0.000	0.044	0.000	0.000
ORANGE	182	0.024	0.004	0.815	0.071	0.000	0.000	0.049	0.009	0.028
PERTH	1674	0.117	0.028	0.779	0.033	0.002	0.003	0.021	0.006	0.010
PORT MACQUARIE	254	0.010	0.022	0.962	0.002	0.000	0.000	0.000	0.000	0.004

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## ANALYSIS OF TRAVEL BY DESTINATION REGION

TABLE VIII.2 (CONT). TRIP PROPORTIONS BY DESTINATION REGION AND VEHICLE TYPE

DESTINATION REGION	NUMBER OF PERSON-TRIPS ( '000)	VEHICLE TYPE								NOT STATED
		AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	
PROSERPINE AND NEARBY ISLANDS	109	0.074	0.030	0.752	0.097	0.009	0.009	0.010	0.000	0.018
ROCKHAMPTON, YEPPON, GREAT KEPPEL ISLAND	253	0.122	0.020	0.786	0.030	0.000	0.000	0.035	0.000	0.007
RUTHERGLEN AND YARRAWONGA	229	0.000	0.000	0.972	0.012	0.000	0.000	0.008	0.006	0.002
SHEPPARTON- MOOROPNA	369	0.004	0.002	0.915	0.047	0.000	0.000	0.013	0.000	0.019
SNOWY MOUNTAINS	312	0.175	0.169	0.638	0.003	0.000	0.000	0.009	0.000	0.005
SUNSHINE COAST	827	0.022	0.044	0.890	0.007	0.021	0.004	0.009	0.004	0.000
SWAN HILL	225	0.013	0.043	0.918	0.006	0.000	0.000	0.015	0.004	0.002
SYDNEY	4546	0.176	0.032	0.664	0.035	0.002	0.001	0.080	0.003	0.007
TAMWORTH	221	0.023	0.055	0.808	0.014	0.000	0.000	0.034	0.000	0.066
TOOWOOMBA	424	0.058	0.127	0.788	0.016	0.003	0.000	0.007	0.000	0.001
TOWNSVILLE AND MAGNETIC ISLAND	341	0.166	0.015	0.764	0.008	0.012	0.005	0.018	0.007	0.004
VICTOR HARBOR	136	0.022	0.012	0.939	0.021	0.000	0.000	0.002	0.000	0.004
VICTORIAN SNOWFIELDS	360	0.015	0.070	0.904	0.003	0.001	0.000	0.003	0.000	0.003
WAGGA WAGGA	445	0.035	0.067	0.851	0.016	0.000	0.000	0.018	0.002	0.012
WARRNAMBOOL	267	0.024	0.009	0.899	0.026	0.000	0.000	0.033	0.000	0.010
WHYALLA	80	0.050	0.050	0.882	0.005	0.000	0.000	0.000	0.010	0.004
WOLLONGONG	431	0.011	0.007	0.902	0.032	0.007	0.000	0.023	0.006	0.013
YORKE PENINSULA	222	0.000	0.007	0.981	0.010	0.000	0.000	0.000	0.000	0.002

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## ANALYSIS OF TRAVEL BY DESTINATION REGION

TABLE VIII.3. TRIP PROPORTIONS BY DESTINATION REGION AND PURPOSE

DESTINATION REGION	NUMBER OF PERSON-TRIPS ( '000)	PURPOSE							
		DELIVER FREIGHT	OTHER BUSINESS	VISITING FRIENDS	RECREATION	HOLIDAY	PERSONAL AFFAIRS	OTHER	NOT STATED
ADELAIDE	1647	0.046	0.190	0.252	0.080	0.185	0.186	0.052	0.010
ALBANY	189	0.042	0.342	0.183	0.194	0.145	0.025	0.069	0.000
ALBURY-WODONGA	505	0.023	0.201	0.264	0.087	0.142	0.184	0.096	0.003
ALICE SPRINGS & CENTRAL AUSTRALIA	127	0.025	0.315	0.047	0.282	0.248	0.027	0.056	0.000
ARMIDALE	172	0.045	0.102	0.362	0.079	0.051	0.237	0.112	0.012
AUSTRALIAN CAPITAL TERRITORY	1052	0.051	0.202	0.283	0.140	0.112	0.158	0.052	0.002
BALLARAT AND ENVIRONS	761	0.020	0.129	0.339	0.299	0.028	0.132	0.042	0.011
BAROSSA VALLEY	70	0.000	0.159	0.298	0.290	0.180	0.058	0.013	0.002
BENDIGO	657	0.011	0.091	0.513	0.173	0.045	0.112	0.045	0.009
BLUE MOUNTAINS	576	0.015	0.051	0.130	0.581	0.125	0.047	0.049	0.001
BRISBANE	2078	0.063	0.192	0.293	0.071	0.105	0.208	0.066	0.003
BROKEN HILL	82	0.077	0.301	0.149	0.200	0.176	0.066	0.022	0.009
BUNDABERG	156	0.017	0.137	0.297	0.038	0.097	0.366	0.046	0.000
CAIRNS AND GREEN ISLAND	275	0.015	0.071	0.165	0.136	0.467	0.051	0.078	0.018
COFFS HARBOUR	245	0.018	0.079	0.215	0.149	0.428	0.068	0.038	0.005
DARWIN	116	0.025	0.219	0.145	0.113	0.284	0.111	0.092	0.011
EILDON- MOUNT BULLER AREA	300	0.015	0.098	0.153	0.442	0.243	0.042	0.007	0.000
GEE LONG AND BELLARINE PENINSULA	895	0.007	0.078	0.387	0.171	0.205	0.087	0.053	0.014
GERALDTON	172	0.003	0.387	0.148	0.059	0.275	0.037	0.093	0.000
GOLD COAST	1571	0.003	0.052	0.230	0.252	0.345	0.086	0.014	0.018
GOSFORD-WOY WOY, THE ENTRANCE	1301	0.005	0.072	0.320	0.214	0.272	0.072	0.029	0.016
GOULBURN	149	0.052	0.297	0.316	0.125	0.017	0.181	0.010	0.000
HOBART	649	0.021	0.208	0.219	0.111	0.186	0.173	0.072	0.008
LAUNCESTON	465	0.022	0.281	0.295	0.157	0.042	0.146	0.043	0.015
LISMORE	189	0.097	0.283	0.275	0.067	0.091	0.112	0.073	0.003
MACKAY AND BRAMPTON ISLAND	216	0.007	0.202	0.163	0.051	0.202	0.291	0.085	0.000
MARYBOROUGH	133	0.000	0.114	0.518	0.103	0.073	0.149	0.043	0.000
MELBOURNE	6247	0.039	0.150	0.292	0.151	0.130	0.177	0.054	0.007
MOUNT GAMBIER	152	0.021	0.144	0.229	0.328	0.095	0.071	0.110	0.002
MOUNT ISA	76	0.014	0.269	0.328	0.038	0.102	0.085	0.151	0.014
NEWCASTLE	1103	0.063	0.119	0.420	0.105	0.114	0.141	0.036	0.001
NOWRA AND JERVIS BAY	417	0.007	0.079	0.227	0.156	0.402	0.079	0.050	0.000
ORANGE	182	0.085	0.108	0.261	0.040	0.218	0.240	0.048	0.000
PERTH	1674	0.029	0.180	0.263	0.120	0.161	0.198	0.039	0.010
PORT MACQUARIE	254	0.000	0.102	0.147	0.128	0.589	0.018	0.013	0.002

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ANALYSIS OF TRAVEL BY DESTINATION REGION

TABLE VIII.3 (CONT). TRIP PROPORTIONS BY DESTINATION REGION AND PURPOSE

DESTINATION REGION	NUMBER OF PERSON-TRIPS ( '000)	PURPOSE							
		DELIVER FREIGHT	OTHER BUSINESS	VISITING FRIENDS	RECREATION	HOLIDAY	PERSONAL AFFAIRS	OTHER	NOT STATED
PROSERPINE AND NEARBY ISLANDS	109	0.097	0.145	0.162	0.284	0.252	0.051	0.009	0.000
ROCKHAMPTON, YEPPOON, GREAT KEPPEL ISLAND	253	0.020	0.164	0.228	0.095	0.187	0.204	0.099	0.004
RUTHERGLEN AND YARRAWONGA	229	0.036	0.063	0.171	0.376	0.299	0.042	0.011	0.002
SHEPPARTON- MOOROOPNA	369	0.011	0.197	0.362	0.067	0.095	0.185	0.075	0.008
SNOWY MOUNTAINS	312	0.000	0.015	0.064	0.484	0.419	0.003	0.013	0.002
SUNSHINE COAST	827	0.002	0.066	0.135	0.365	0.346	0.057	0.026	0.003
SWAN HILL	225	0.004	0.116	0.167	0.364	0.203	0.115	0.029	0.002
SYDNEY	4546	0.045	0.172	0.325	0.101	0.119	0.162	0.071	0.005
TAMWORTH	221	0.044	0.191	0.280	0.140	0.087	0.206	0.042	0.009
TOOWOOMBA	424	0.005	0.197	0.337	0.151	0.042	0.157	0.064	0.047
TOWNSVILLE AND MAGNETIC ISLAND	341	0.006	0.219	0.245	0.063	0.110	0.246	0.101	0.012
VICTOR HARBOR	136	0.021	0.059	0.287	0.298	0.220	0.004	0.101	0.010
VICTORIAN SNOWFIELDS	360	0.015	0.038	0.075	0.505	0.328	0.022	0.011	0.004
WAGGA WAGGA	445	0.039	0.176	0.313	0.127	0.030	0.255	0.052	0.007
WARRNAMBOOL	267	0.023	0.062	0.255	0.222	0.264	0.123	0.026	0.025
WHYALLA	80	0.005	0.170	0.279	0.163	0.061	0.247	0.070	0.004
WOLLONGONG	431	0.032	0.085	0.434	0.245	0.030	0.144	0.022	0.007
YORKE PENINSULA	222	0.007	0.080	0.179	0.173	0.469	0.070	0.021	0.002

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## ANALYSIS OF TRAVEL BY DESTINATION REGION

TABLE VIII.4. TRIP PROPORTIONS BY DESTINATION REGION AND ACCOMMODATION

DESTINATION REGION	NUMBER OF PERSON-TRIPS ( '000)	ACCOMMODATION					
		HOTEL OR MOTEL	FRIENDS HOME	CARAVAN OR TENT	OTHER	NOT STATED	NOT APPLICABLE
ADELAIDE	1647	0.227	0.445	0.063	0.049	0.014	0.202
ALBANY	189	0.190	0.161	0.123	0.026	0.051	0.448
ALBURY-WODONGA	505	0.246	0.207	0.063	0.062	0.020	0.403
ALICE SPRINGS & CENTRAL AUSTRALIA	127	0.346	0.105	0.243	0.092	0.041	0.174
ARMIDALE	172	0.334	0.326	0.047	0.059	0.034	0.201
AUSTRALIAN CAPITAL TERRITORY	1052	0.249	0.354	0.085	0.047	0.008	0.257
BALLARAT AND ENVIRONS	761	0.068	0.247	0.029	0.024	0.016	0.615
BAROSSA VALLEY	70	0.143	0.170	0.123	0.000	0.005	0.560
BENDIGO	657	0.118	0.393	0.041	0.015	0.014	0.418
BLUE MOUNTAINS	576	0.120	0.219	0.021	0.050	0.024	0.566
BRISBANE	2078	0.180	0.371	0.027	0.046	0.019	0.357
BROKEN HILL	82	0.447	0.318	0.111	0.043	0.009	0.071
BUNDABERG	156	0.241	0.401	0.048	0.000	0.004	0.305
CAIRNS AND GREEN ISLAND	275	0.340	0.187	0.192	0.161	0.052	0.068
COFFS HARBOUR	245	0.333	0.200	0.159	0.125	0.004	0.178
DARWIN	116	0.394	0.287	0.078	0.066	0.015	0.160
EILDON- MOUNT BULLER AREA	300	0.138	0.181	0.092	0.325	0.037	0.226
GEE LONG AND BELLARINE PENINSULA	895	0.031	0.283	0.158	0.084	0.034	0.411
GERALDTON	172	0.293	0.309	0.042	0.038	0.047	0.272
GOLD COAST	1571	0.189	0.236	0.091	0.174	0.016	0.295
GOSFORD-WOY WOI, THE ENTRANCE	1301	0.061	0.327	0.117	0.127	0.020	0.349
GOULBURN	149	0.118	0.255	0.003	0.086	0.028	0.509
HOBART	649	0.357	0.323	0.089	0.037	0.004	0.190
LAUNCESTON	465	0.189	0.177	0.005	0.035	0.015	0.579
LISMORE	189	0.126	0.314	0.009	0.011	0.020	0.519
MACKAY AND BRAMPTON ISLAND	216	0.266	0.391	0.054	0.033	0.012	0.245
MARYBOROUGH	133	0.181	0.496	0.067	0.022	0.000	0.234
MELBOURNE	6247	0.124	0.371	0.046	0.081	0.019	0.359
MOUNT GAMBIER	152	0.226	0.256	0.274	0.014	0.003	0.226
MOUNT ISA	76	0.319	0.312	0.065	0.016	0.005	0.283
NEWCASTLE	1103	0.085	0.524	0.028	0.054	0.023	0.286
NOWRA AND JERVIS BAY	417	0.079	0.278	0.279	0.083	0.025	0.256
ORANGE	182	0.157	0.329	0.007	0.185	0.023	0.298
PERTH	1674	0.181	0.438	0.055	0.067	0.021	0.239
PORT MACQUARIE	254	0.356	0.140	0.070	0.309	0.004	0.121

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## ANALYSIS OF TRAVEL BY DESTINATION REGION

TABLE VIII.4 (CONT). TRIP PROPORTIONS BY DESTINATION REGION AND ACCOMMODATION

DESTINATION REGION	NUMBER OF PERSON-TRIPS ( '000 )	ACCOMMODATION					
		HOTEL OR MOTEL	FRIENDS HOME	CARAVAN OR TENT	OTHER	NOT STATED	NOT APPLICABLE
PROSERPINE AND NEARBY ISLANDS	109	0.211	0.125	0.186	0.141	0.005	0.332
ROCKHAMPTON, YEPPOON, GREAT KEPPEL ISLAND	253	0.226	0.383	0.086	0.059	0.000	0.246
RUTHERGLEN AND YARRAWONGA	229	0.282	0.318	0.202	0.060	0.003	0.135
SHEPPARTON- MOOROOPNA	369	0.177	0.294	0.050	0.001	0.009	0.469
SNOWY MOUNTAINS	312	0.348	0.118	0.126	0.292	0.000	0.116
SUNSHINE COAST	827	0.125	0.235	0.231	0.198	0.012	0.198
SWAN HILL	225	0.271	0.172	0.245	0.004	0.008	0.300
SYDNEY	4546	0.163	0.404	0.026	0.049	0.015	0.342
TAMWORTH	221	0.331	0.323	0.014	0.002	0.026	0.304
TOOWOOMBA	424	0.167	0.276	0.015	0.034	0.016	0.492
TOWNSVILLE AND MAGNETIC ISLAND	341	0.188	0.345	0.022	0.099	0.017	0.329
VICTOR HARBOR	136	0.097	0.139	0.047	0.068	0.023	0.626
VICTORIAN SNOWFIELDS	360	0.333	0.073	0.201	0.205	0.030	0.158
WAGGA WAGGA	445	0.136	0.251	0.066	0.007	0.018	0.523
WARRNAMBOOL	267	0.203	0.294	0.186	0.008	0.007	0.302
WHYALLA	80	0.175	0.491	0.089	0.018	0.012	0.215
WOLLONGONG	431	0.050	0.300	0.047	0.008	0.019	0.577
YORKE PENINSULA	222	0.070	0.166	0.371	0.171	0.018	0.204



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## ANALYSIS OF TRAVEL BY DESTINATION REGION

TABLE VIII.5. TRIP PROPORTIONS BY DESTINATION REGION AND DURATION AT DESTINATION

DESTINATION REGION	NUMBER OF PERSON-TRIPS ( '000)	DURATION AT DESTINATION (NIGHTS)								NOT STATED
		0	1	2	3-7	8-14	15-28	29-56	OVER 56	
ADELAIDE	1647	0.202	0.101	0.164	0.343	0.123	0.030	0.005	0.007	0.026
ALBANY	189	0.448	0.113	0.184	0.188	0.023	0.000	0.000	0.000	0.043
ALBURY-WODONGA	505	0.403	0.221	0.134	0.156	0.041	0.009	0.003	0.000	0.032
ALICE SPRINGS & CENTRAL AUSTRALIA	127	0.174	0.146	0.252	0.272	0.063	0.075	0.007	0.003	0.008
ARMIDALE	172	0.201	0.314	0.222	0.200	0.032	0.000	0.007	0.000	0.024
AUSTRALIAN CAPITAL TERRITORY	1052	0.257	0.162	0.234	0.273	0.056	0.010	0.002	0.000	0.007
BALLARAT AND ENVIRONS	761	0.615	0.112	0.104	0.123	0.023	0.000	0.003	0.000	0.019
BAROSSA VALLEY	70	0.560	0.079	0.058	0.274	0.000	0.026	0.000	0.000	0.002
BENDIGO	657	0.418	0.308	0.160	0.085	0.016	0.001	0.000	0.000	0.012
BLUE MOUNTAINS	576	0.566	0.103	0.128	0.184	0.015	0.003	0.000	0.000	0.002
BRISBANE	2078	0.357	0.118	0.126	0.222	0.092	0.045	0.003	0.007	0.032
BROKEN HILL	82	0.071	0.233	0.149	0.437	0.098	0.000	0.000	0.000	0.012
BUNDABERG	156	0.305	0.205	0.165	0.184	0.112	0.017	0.003	0.000	0.009
CAIRNS AND GREEN ISLAND	275	0.068	0.109	0.087	0.285	0.235	0.103	0.023	0.018	0.071
COFFS HARBOUR	245	0.178	0.182	0.124	0.200	0.158	0.126	0.003	0.000	0.028
DARWIN	116	0.160	0.036	0.093	0.389	0.154	0.091	0.065	0.010	0.001
EILDON- MOUNT BULLER AREA	300	0.226	0.192	0.258	0.254	0.038	0.000	0.000	0.000	0.031
GEELONG AND BELLARINE PENINSULA	895	0.411	0.134	0.158	0.149	0.086	0.017	0.003	0.000	0.042
GERALDTON	172	0.272	0.086	0.133	0.366	0.079	0.014	0.000	0.002	0.047
GOLD COAST	1571	0.295	0.135	0.141	0.145	0.188	0.070	0.009	0.003	0.013
GOSFORD-WOY WOI, THE ENTRANCE	1301	0.349	0.104	0.224	0.230	0.041	0.015	0.002	0.000	0.034
GOULBURN	149	0.509	0.093	0.202	0.097	0.054	0.003	0.017	0.000	0.024
HOBART	649	0.190	0.107	0.200	0.375	0.087	0.030	0.004	0.000	0.006
LAUNCESTON	465	0.579	0.078	0.131	0.135	0.034	0.005	0.000	0.000	0.039
LISMORE	189	0.519	0.174	0.067	0.145	0.051	0.035	0.000	0.000	0.009
MACKAY AND BRAMPTON ISLAND	216	0.245	0.227	0.138	0.186	0.142	0.057	0.001	0.005	0.000
MARYBOROUGH	133	0.234	0.145	0.358	0.176	0.033	0.027	0.000	0.000	0.026
MELBOURNE	6247	0.359	0.159	0.162	0.198	0.058	0.026	0.009	0.001	0.030
MOUNT GAMBIER	152	0.226	0.095	0.183	0.413	0.038	0.010	0.000	0.002	0.032
MOUNT ISA	76	0.283	0.214	0.103	0.125	0.221	0.022	0.011	0.000	0.021
NEWCASTLE	1103	0.286	0.174	0.233	0.188	0.076	0.017	0.011	0.002	0.013
NOWRA AND JERVIS BAY	417	0.256	0.070	0.254	0.280	0.079	0.036	0.000	0.000	0.025
ORANGE	182	0.298	0.060	0.172	0.407	0.004	0.034	0.014	0.000	0.011
PERTH	1674	0.239	0.141	0.172	0.241	0.104	0.046	0.018	0.003	0.035
PORT MACQUARIE	254	0.121	0.041	0.124	0.349	0.277	0.077	0.003	0.000	0.007

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TABLE VIII.5 (CONT). TRIP PROPORTIONS BY DESTINATION REGION AND DURATION AT DESTINATION

DESTINATION REGION	NUMBER OF PERSON-TRIPS ( '000)	DURATION AT DESTINATION (NIGHTS)								NOT STATED
		0	1	2	3-7	8-14	15-28	29-56	OVER 56	
PROSERPINE AND NEARBY ISLANDS	109	0.332	0.092	0.134	0.236	0.125	0.077	0.000	0.000	0.005
ROCKHAMPTON, YEPPPOON, GREAT KEPPEL ISLAND	253	0.246	0.118	0.194	0.246	0.180	0.003	0.005	0.000	0.008
RUTHERGLEN AND YARRAWONGA	229	0.135	0.136	0.182	0.424	0.106	0.000	0.000	0.000	0.017
SHEPPARTON- MOOROPNA	369	0.469	0.171	0.145	0.151	0.050	0.005	0.001	0.000	0.008
SNOWY MOUNTAINS	312	0.116	0.122	0.191	0.409	0.161	0.002	0.000	0.000	0.000
SUNSHINE COAST	827	0.198	0.144	0.245	0.176	0.157	0.065	0.002	0.006	0.006
SWAN HILL	225	0.300	0.108	0.282	0.250	0.052	0.000	0.000	0.000	0.008
SYDNEY	4546	0.342	0.110	0.150	0.249	0.092	0.025	0.007	0.002	0.022
TAMWORTH	221	0.304	0.162	0.202	0.209	0.089	0.002	0.008	0.000	0.024
TOOWOOMBA	424	0.492	0.172	0.105	0.173	0.026	0.011	0.000	0.000	0.020
TOWNSVILLE AND MAGNETIC ISLAND	341	0.329	0.117	0.129	0.190	0.139	0.071	0.012	0.000	0.013
VICTOR HARBOR	136	0.626	0.094	0.114	0.102	0.030	0.031	0.000	0.000	0.003
VICTORIAN										
SNOWFIELDS	360	0.158	0.101	0.256	0.325	0.149	0.007	0.000	0.001	0.002
WAGGA WAGGA	445	0.523	0.156	0.119	0.166	0.010	0.011	0.005	0.000	0.011
WARRNAMBOOL	267	0.302	0.146	0.125	0.237	0.088	0.048	0.022	0.006	0.027
WHYALLA	80	0.215	0.157	0.230	0.274	0.108	0.004	0.000	0.000	0.012
WOLLONGONG	431	0.577	0.083	0.147	0.132	0.035	0.006	0.001	0.000	0.019
YORKE PENINSULA	222	0.204	0.166	0.148	0.367	0.049	0.033	0.014	0.006	0.012

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TABLE VIII.6. TRIP PROPORTIONS BY DESTINATION REGION AND PARTY SIZE

DESTINATION REGION	NUMBER OF PERSON-TRIPS ( '000)	PARTY SIZE (PERSONS)									
		1	2	3	4	5	6	7	8	9	OVER 9
ADELAIDE	1647	0.312	0.281	0.128	0.157	0.086	0.032	0.002	0.002	0.001	0.000
ALBANY	189	0.326	0.264	0.270	0.104	0.036	0.000	0.000	0.000	0.000	0.000
ALBURY-WODONGA	505	0.270	0.242	0.204	0.136	0.105	0.035	0.007	0.000	0.000	0.000
ALICE SPRINGS & CENTRAL AUSTRALIA	127	0.401	0.251	0.121	0.144	0.063	0.000	0.020	0.000	0.000	0.000
ARMIDALE	172	0.291	0.192	0.184	0.130	0.204	0.000	0.000	0.000	0.000	0.000
AUSTRALIAN CAPITAL TERRITORY	1052	0.352	0.310	0.119	0.133	0.074	0.009	0.003	0.000	0.000	0.000
BALLARAT AND ENVIRONS	761	0.241	0.268	0.117	0.156	0.153	0.054	0.000	0.011	0.000	0.000
BAROSSA VALLEY	70	0.334	0.360	0.231	0.075	0.000	0.000	0.000	0.000	0.000	0.000
BENDIGO	657	0.260	0.281	0.089	0.287	0.038	0.009	0.023	0.005	0.007	0.000
BLUE MOUNTAINS	576	0.198	0.244	0.258	0.118	0.025	0.128	0.029	0.000	0.000	0.000
BRISBANE	2078	0.344	0.273	0.134	0.132	0.070	0.040	0.007	0.000	0.000	0.000
BROKEN HILL	82	0.525	0.380	0.027	0.000	0.068	0.000	0.000	0.000	0.000	0.000
BUNDABERG	156	0.220	0.187	0.314	0.150	0.089	0.039	0.000	0.000	0.000	0.000
CAIRNS AND GREEN ISLAND	275	0.331	0.426	0.065	0.062	0.042	0.073	0.000	0.000	0.000	0.000
COFFS HARBOUR	245	0.272	0.183	0.175	0.095	0.150	0.125	0.000	0.000	0.000	0.000
DARWIN	116	0.614	0.205	0.115	0.043	0.000	0.023	0.000	0.000	0.000	0.000
EILDON- MOUNT BULLER AREA	300	0.199	0.283	0.043	0.287	0.167	0.021	0.000	0.000	0.000	0.000
GEE LONG AND BELLARINE PENINSULA	895	0.242	0.164	0.202	0.206	0.102	0.050	0.035	0.000	0.000	0.000
GERALDTON	172	0.395	0.243	0.145	0.068	0.111	0.039	0.000	0.000	0.000	0.000
GOLD COAST	1571	0.209	0.254	0.145	0.258	0.097	0.031	0.005	0.002	0.000	0.000
GOSFORD-WOY WOY, THE ENTRANCE	1301	0.256	0.204	0.107	0.333	0.033	0.067	0.000	0.000	0.000	0.000
GOULBURN	149	0.505	0.206	0.050	0.187	0.052	0.000	0.000	0.000	0.000	0.000
HOBART	649	0.344	0.300	0.156	0.123	0.043	0.034	0.000	0.000	0.000	0.000
LAUNCESTON	465	0.317	0.341	0.070	0.123	0.103	0.030	0.017	0.000	0.000	0.000
LISMORE	189	0.491	0.312	0.062	0.047	0.031	0.037	0.019	0.000	0.000	0.000
MACKAY AND BRAMPTON ISLAND	216	0.177	0.235	0.185	0.181	0.168	0.038	0.016	0.000	0.000	0.000
MARYBOROUGH	133	0.271	0.122	0.162	0.267	0.099	0.046	0.035	0.000	0.000	0.000
MELBOURNE	6247	0.290	0.242	0.130	0.175	0.105	0.040	0.008	0.008	0.003	0.000
MOUNT GAMBIER	152	0.313	0.213	0.146	0.111	0.139	0.014	0.065	0.000	0.000	0.000
MOUNT ISA	76	0.383	0.221	0.014	0.038	0.221	0.087	0.000	0.038	0.000	0.000
NEWCASTLE	1103	0.291	0.208	0.118	0.287	0.076	0.019	0.000	0.000	0.000	0.000
NOWRA AND JERVIS BAY	417	0.218	0.229	0.115	0.339	0.077	0.022	0.000	0.000	0.000	0.000
ORANGE	182	0.310	0.238	0.118	0.068	0.078	0.188	0.000	0.000	0.000	0.000
PERTH	1674	0.313	0.267	0.117	0.151	0.120	0.026	0.006	0.000	0.000	0.000
PORT MACQUARIE	254	0.116	0.253	0.088	0.402	0.126	0.000	0.015	0.000	0.000	0.000

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TABLE VIII.6 (CONT). TRIP PROPORTIONS BY DESTINATION REGION AND PARTY SIZE

DESTINATION REGION	NUMBER OF PERSON-TRIPS ( '000)	PARTY SIZE (PERSONS)									
		1	2	3	4	5	6	7	8	9	OVER 9
PROSERPINE AND NEARBY ISLANDS	109	0.353	0.306	0.097	0.087	0.157	0.000	0.000	0.000	0.000	0.000
ROCKHAMPTON, YEPPON.	253	0.285	0.135	0.183	0.243	0.098	0.056	0.000	0.000	0.000	0.000
GREAT KEPPEL ISLAND											
RUTHERGLEN AND YARRAWONGA	229	0.233	0.301	0.222	0.084	0.105	0.055	0.000	0.000	0.000	0.000
SHEPPARTON- MOOROOPTNA	369	0.247	0.306	0.098	0.182	0.138	0.021	0.007	0.000	0.000	0.000
SNOWY MOUNTAINS	312	0.285	0.187	0.200	0.095	0.144	0.023	0.000	0.066	0.000	0.000
SUNSHINE COAST	827	0.191	0.262	0.137	0.192	0.176	0.007	0.034	0.000	0.000	0.000
SWAN HILL	225	0.225	0.257	0.164	0.087	0.191	0.076	0.000	0.000	0.000	0.000
SYDNEY	4546	0.365	0.238	0.113	0.113	0.133	0.028	0.005	0.002	0.002	0.000
TAMWORTH	221	0.291	0.339	0.092	0.121	0.102	0.056	0.000	0.000	0.000	0.000
TOOWOOMBA	424	0.243	0.370	0.141	0.104	0.055	0.033	0.054	0.000	0.000	0.000
TOWNSVILLE AND MAGNETIC ISLAND	341	0.325	0.194	0.147	0.221	0.045	0.056	0.012	0.000	0.000	0.000
VICTOR HARBOR	136	0.349	0.326	0.098	0.156	0.071	0.000	0.000	0.000	0.000	0.000
VICTORIAN SNOWFIELDS	360	0.234	0.234	0.153	0.221	0.065	0.058	0.006	0.000	0.029	0.000
WAGGA WAGGA	445	0.260	0.205	0.137	0.110	0.229	0.053	0.006	0.000	0.000	0.000
WARRNAMBOOL	267	0.256	0.227	0.138	0.151	0.143	0.058	0.011	0.009	0.006	0.000
WHYALLA	80	0.283	0.210	0.117	0.302	0.046	0.041	0.000	0.000	0.000	0.000
WOLLONGONG	431	0.239	0.327	0.147	0.195	0.079	0.007	0.006	0.000	0.000	0.000
YORKE PENINSULA	222	0.251	0.228	0.112	0.239	0.107	0.063	0.000	0.000	0.000	0.000

## APPENDIX IX - ANALYSIS OF TRAVEL ALONG SEVERAL MAJOR CORRIDORS

Travel along several major corridors was investigated. In particular, the type of vehicle used and purpose of travel were investigated for these corridors, and the results presented in this Appendix. The corridors were chosen on the basis of the estimates of trip levels calculated using the gravity model developed to determine sampling levels for the NTS (Aplin *et al.* 1976). Travel levels in both directions along each corridor are shown in Figures IX.1 and IX.2. It should be noted that travel along a corridor in this context is taken to mean travel along the whole length of the corridor; trips starting or ending part-way along the corridor have not been included.

The numbers and proportions of trips presented in this Appendix were calculated from the survey data using the method described in Chapter 4. Associated relative errors can be estimated from Figures 6.1 and 6.2.

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## ANALYSIS OF TRAVEL ALONG SEVERAL MAJOR CORRIDORS

TABLE IX.1. PERSON-TRIPS ('000) BY VEHICLE TYPE FOR SEVERAL MAJOR CORRIDORS

MAJOR CORRIDORS	VEHICLE TYPE									TOTAL	(PROP)
	AIRCRAFT	BUS	CAR	TRUCK	MOTORCYCLE	SHIP	TRAIN	OTHER	NOT STATED		
SYDNEY-MELBOURNE	217	0	183	25	0	0	20	0	2	447	(0.008)
MELBOURNE-SYDNEY	278	4	237	37	0	2	25	2	10	595	(0.010)
SYDNEY-BRISBANE	97	0	138	10	0	0	10	0	0	255	(0.004)
BRISBANE-SYDNEY	138	4	69	1	0	0	5	0	2	219	(0.004)
SYDNEY-CANBERRA	50	23	333	36	0	0	10	2	0	454	(0.008)
CANBERRA-SYDNEY	35	11	159	0	1	0	3	1	0	211	(0.004)
SYDNEY-NEWCASTLE	25	7	649	15	5	0	42	0	0	743	(0.013)
NEWCASTLE-SYDNEY	2	9	167	12	0	0	29	0	3	223	(0.004)
SYDNEY-WOLLONGONG	0	0	267	13	2	0	3	2	2	290	(0.005)
WOLLONGONG-SYDNEY	0	15	136	3	0	3	11	0	1	169	(0.003)
MELBOURNE-CANBERRA	26	2	98	0	0	0	0	0	0	126	(0.002)
CANBERRA-MELBOURNE	29	1	21	0	0	0	0	2	0	53	(0.001)
MELBOURNE-ADELAIDE	90	12	143	4	2	0	19	0	2	272	(0.005)
ADELAIDE-MELBOURNE	34	6	97	1	0	0	7	0	6	151	(0.003)
MELBOURNE-BALLARAT	0	11	469	0	0	0	2	0	7	489	(0.008)
BALLARAT-MELBOURNE	0	2	248	2	1	0	8	0	2	262	(0.004)
MELBOURNE-BENDIGO	2	4	369	2	0	0	14	0	9	399	(0.007)
BENDIGO-MELBOURNE	0	1	82	0	1	0	6	0	0	90	(0.002)
MELBOURNE-SHEPPARTON	0	0	155	5	0	0	4	0	7	171	(0.003)
SHEPPARTON-MELBOURNE	0	3	152	20	0	0	9	0	11	195	(0.003)
MELBOURNE-MOE/MORWELL	2	2	149	2	0	0	3	0	0	158	(0.003)
MOE/MORWELL-MELBOURNE	0	1	150	2	0	0	8	0	0	162	(0.003)
MELBOURNE-ALBURY/WODONGA	3	0	145	5	0	0	12	0	2	168	(0.003)
ALBURY/WODONGA-MELBOURNE	7	1	128	6	0	0	14	0	0	156	(0.003)
BRISBANE-TOOWOOMBA	9	36	159	0	1	0	0	0	0	206	(0.004)
TOOWOOMBA-BRISBANE	0	6	65	8	0	0	0	0	1	80	(0.001)
PERTH-BUNBURY	0	2	122	0	0	0	0	0	0	124	(0.002)
BUNBURY-PERTH	0	0	77	0	0	2	4	0	0	83	(0.001)
OTHER CORRIDORS	2586	1203	44049	1614	175	92	1290	282	487	51777	(0.882)
TOTAL (PROPORTION)	3632 (0.062)	1365 (0.023)	49216 (0.838)	1823 (0.031)	188 (0.003)	98 (0.002)	1557 (0.027)	291 (0.005)	555 (0.009)	58725	

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## ANALYSIS OF TRAVEL ALONG SEVERAL MAJOR CORRIDORS

TABLE IX.2. PERSON-TRIPS ('000) BY PURPOSE FOR SEVERAL MAJOR CORRIDORS

MAJOR CORRIDORS	PURPOSE								TOTAL	(PROPORTION)
	DELIVER FREIGHT	OTHER BUSINESS	VISITING FRIENDS	RECREATION	HOLIDAY	PERSONAL AFFAIRS	OTHER	NOT STATED		
SYDNEY-MELBOURNE	25	159	143	20	59	33	7	0	447	(0.008)
MELBOURNE-SYDNEY	48	163	139	11	162	61	11	2	595	(0.010)
SYDNEY-BRISBANE	13	85	81	12	44	20	0	0	255	(0.004)
BRISBANE-SYDNEY	1	71	67	10	44	13	13	0	219	(0.004)
SYDNEY-CANBERRA	39	98	146	61	46	53	12	0	454	(0.008)
CANBERRA-SYDNEY	1	34	95	28	19	22	11	0	211	(0.004)
SYDNEY-NEWCASTLE	15	78	352	79	93	112	15	0	743	(0.013)
NEWCASTLE-SYDNEY	26	26	66	37	16	39	12	0	223	(0.004)
SYDNEY-WOLLONGONG	13	27	118	88	0	42	0	2	290	(0.005)
WOLLONGONG-SYDNEY	8	8	52	49	3	42	5	1	169	(0.003)
MELBOURNE-CANBERRA	0	25	14	47	28	11	2	0	126	(0.002)
CANBERRA-MELBOURNE	0	23	17	3	1	5	3	0	53	(0.001)
MELBOURNE-ADELAIDE	11	37	86	29	75	23	11	0	272	(0.005)
ADELAIDE-MELBOURNE	1	27	47	18	31	5	13	9	151	(0.003)
MELBOURNE-BALLARAT	0	68	152	190	4	61	10	3	489	(0.008)
BALLARAT-MELBOURNE	9	55	89	35	6	57	11	2	262	(0.004)
MELBOURNE-BENDIGO	2	27	263	65	14	25	0	4	399	(0.007)
BENDIGO-MELBOURNE	0	7	51	6	5	13	6	0	90	(0.002)
MELBOURNE-SHEPPARTON	3	21	98	13	16	12	7	0	171	(0.003)
SHEPPARTON-MELBOURNE	31	33	63	9	13	40	4	2	195	(0.003)
MELBOURNE-MOE/MORWELL	0	21	62	28	12	16	17	2	158	(0.003)
MOE/MORWELL-MELBOURNE	0	34	55	29	6	27	10	1	162	(0.003)
MELBOURNE-ALBURY/WODONGA	5	23	62	19	42	11	5	0	168	(0.003)
ALBURY/WODONGA-MELBOURNE	8	23	58	13	15	26	9	5	156	(0.003)
BRISBANE-TOOWOOMBA	0	34	79	48	3	27	14	0	206	(0.004)
TOOWOOMBA-BRISBANE	7	7	35	6	0	15	10	0	80	(0.001)
PERTH-BUNBURY	0	8	35	32	8	18	14	8	124	(0.002)
BUNBURY-PERTH	0	2	48	6	2	24	0	0	83	(0.001)
OTHER CORRIDORS	1348	6566	13729	10126	9837	6917	2795	458	51777	(0.882)
TOTAL (PROPORTION)	1614 (0.027)	7793 (0.133)	16301 (0.278)	11117 (0.189)	10604 (0.181)	7769 (0.132)	3028 (0.052)	500 (0.009)	58725	

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## NOTATION

### MATHEMATICAL SYMBOLS

$A(I,J)$	Scaling factors for regional aggregation
$A_S(I,J)$	I and monthly aggregation J used to simplify calculations of NTS results
$F(I,J)$	The adjustment factor for non-response bias in the overall trip generation rate of respondent households in regional aggregation I and monthly aggregation J
$N(S)$	The number of households in State S
$N(I)$	The number of households in regional aggregation I
$N(i)$	The number of households in NTS region i
$P_i$	The population of region i
$T_{ij}$	The number of trips made by households in region i to region j
$\hat{T}_{ij}^*$	The natural logarithm of the estimated number of trips made by households in region i to region j
$T(I,J)$	The total number of trips made by households in regional aggregation I during monthly aggregation J
$\hat{T}_{NR}(I,J)$	The estimated total number of trips made by all potential non-respondents in regional aggregation I during monthly aggregation J

$\hat{T}_P(I,J)$	The total number of trips made in regional aggregation I and monthly aggregation J <u>as estimated from the postal survey alone</u>
$\hat{T}_R(I,J)$	The estimated total number of trips made by all potential respondents in regional aggregation I during monthly aggregation J
$\hat{T}(S,Y)$	The estimated number of trips made during 1977-78 by households in State S
$\hat{T}(S,Y;\alpha,\beta, \dots)$	The estimated number of trips made during 1977-78 by households with characteristics $\alpha,\beta, \dots$ in State S
$\hat{T}(i,J)$	The estimated number of trips made by households in NTS region i during monthly aggregation J
$\hat{T}(i,J;\alpha,\beta, \dots)$	The estimated number of trips made by households with characteristics $\alpha,\beta, \dots$ in NTS region i during monthly aggregation J
$\hat{T}(i,Y)$	The estimated number of trips made during 1977-78 by households in NTS region i
$\hat{T}(i,Y;\alpha,\beta, \dots)$	The estimated number of trips made during 1977-78 by households with characteristics $\alpha,\beta, \dots$ in NTS region i
$\hat{T}(i,j)$	The estimated number of trips made by households in NTS region i during month j
$T_{INT}(i,j)$	The number of trips made by non-respondent households who were interviewed in NTS region i and month j

$T_k(i,j)$	The number of trips generated by the $k$ th household in region $i$ during month $j$
$\hat{T}(i,j;\alpha,\beta,\dots)$	The estimated number of trips made by households with characteristics $\alpha,\beta,\dots$ in NTS region $i$ during month $j$
$T_k(i,j,\alpha,\beta,\dots)$	The number of trips generated by the $k$ th household with characteristics $\alpha,\beta,\dots$ , in region $i$ during month $j$
$d_{ij}$	The distance (km) between the centroids of regions $i$ and $j$
$m_{INT}(I,J)$	The number of independent samples of interviewed non-respondents in regional aggregation $I$ and monthly aggregation $J$
$m_R(I,J)$	The number of independent samples of respondents in regional aggregation $I$ and monthly aggregation $J$
$n_{INT}(i,j)$	The effective number of non-respondent households who were interviewed in NTS region $i$ and month $j$
$n_{NR}(i,j)$	The number of non-respondent households sampled in NTS region $i$ and month $j$
$n_R(i,j)$	The number of respondent households sampled in NTS region $i$ and month $j$
$p(I,J;\alpha,\beta,\dots)$	The proportion of trips made by households with characteristics $\alpha,\beta,\dots$ in regional aggregation $I$ during monthly aggregation $J$

$p(S,Y;\alpha,\beta, \dots)$  The proportion of trips made during 1977-78 by households with characteristics  $\alpha,\beta, \dots$  in State S

$p(i,J;\alpha,\beta, \dots)$  The proportion of trips made by households with characteristics  $\alpha,\beta, \dots$  in NTS region i during monthly aggregation J

$p(i,j;\alpha,\beta, \dots)$  The proportion of trips made by households with characteristics  $\alpha,\beta, \dots$  in NTS region i during month j

$q(J)$  The number of months in period J

$r(T)$  The relative error of the variable T

$s(T)$  The standard error of the variable T

NOTE: The variable T can be any variable defined in this list. It was considered to be unnecessary to define the standard error of each variable individually

$\hat{t}(I,J)$  The estimated trip generation rate (expressed as person-trips per household per month) of households in regional aggregation I during monthly aggregation J

$\hat{t}(S,Y)$  The estimated trip generation rate (expressed as person-trips per household per month) of households in State S during year Y

$\hat{t}(i,j)$  The estimated trip generation rate (expressed as person-trips per household per month) of households in NTS region i during month j

$\bar{t}_{INT}(i,j)$	The average trip generation rate (expressed as person-trips per household per month) of non-respondent households who were interviewed in NTS region i and month j
$\hat{t}_{NR}(I,J)$	The estimated trip generation rate (expressed as person-trips per household per month) of all potential non-respondent households in regional aggregation I and monthly aggregation J
$\hat{t}_R(I,J)$	The estimated trip generation rate (expressed as person-trips per household per month) of all potential respondent households in regional aggregation I and monthly aggregation J
$\bar{t}_R(i,j)$	The average trip generation rate (expressed as person-trips per household per month) of respondent households in NTS region i and month j
$t_R(i,j)$	The number of trips made by a respondent household in region i and month j

## ABBREVIATIONS

ABS	Australian Bureau of Statistics
A.C.T.	Australian Capital Territory
AGR	Australian Government Region
ATRC	Australian Travel Research Conference
BTE	Bureau of Transport Economics
DOT	Department of Transport
DURD	Department of Urban and Regional Development
LGA	Local Government Area
N.S.W.	New South Wales
N.T.	Northern Territory
NTS	National Travel Survey
O-D	Origin-Destination
Qld	Queensland
S.A.	South Australia
Tas.	Tasmania
U.S.	United States
Vic.	Victoria
W.A.	Western Australia
km	kilometre



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