



JOURNEY TO WORK AND JOURNEY TO SCHOOL, AUGUST 1974

(PRELIMINARY)

MAIN FEATURES

Persons who travelled to work

- In August 1974, of the 4,667,000 persons who travelled to work, more than two out of every three (3,254,000) travelled by car and less than one in five (859,000) used public transport.
- Between May 1970 and August 1974 the percentage of persons travelling to work by car increased from 59.1 to 66.2 in State capital cities and from 71.0 to 77.3 in other areas.
- In the same period the proportion of persons using public transport fell in State capital cities from 30.6 per cent to 24.3 per cent and in other areas from 8.4 per cent to 5.5 per cent.

Students who travelled to school, university, etc.

- In August 1974, 2,905,000 students travelled to school, university, etc., 862,000 using public transport and 607,000 travelling by car.
- Public transport was used by 27.1 per cent of students in State capital cities and 33.6 per cent of students in other areas.
- Between May 1970 and August 1974 the percentage of students travelling by car increased from 16.0 to 22.1 in State capital cities and from 15.3 to 19.1 in other areas.

EXPLANATORY NOTES

Introduction

In August 1974 a survey, based on the quarterly population survey, was conducted throughout Australia in order to obtain information about the means by which persons travelled to work and students travelled to school, university or other type of educational institution, the time at which they usually left home, the time they usually spent on the journey and the cost of fares and parking fees (if any) incurred. The results of a similar survey conducted in May 1970 were published in *Journey to Work and Journey to School, May 1970* (Reference No. 17.5).

2. This statement contains only a summary of the more important results of the survey. More detailed estimates which will be published in a bulletin to be issued as soon as possible, are available on request. The estimates shown are preliminary and are subject to revision.

The population survey

3. The survey is based on a multi-stage area sample of private dwellings (about 30,000 houses, flats, etc.) and non-private dwellings (hotels, motels, etc.) and covers about two-thirds of one per cent of the population of Australia. The information is obtained from the occupants of selected dwellings by carefully chosen and specially trained interviewers, the interviews being carried out during a four-week period.

Scope

4. The estimates relate to all persons aged 5 years and over, except members of the permanent armed forces, certain diplomatic personnel customarily excluded from census and estimated populations, and persons who were patients in hospitals and sanatoria or inmates of gaols, reformatories, etc. and for whom, for the purposes of the survey, the institution was regarded as their dwelling. The journey to work questions were not asked of persons who were not at work during the survey week. The journey to school questions were asked of all persons in the age group 5 to 14 years, as well as persons aged 15 years and over whose main activity during the survey week was reported as attendance at a school, university, etc.

Definitions

5. The category to which a person was assigned depended on his actual activity during a specified week. Definitions are as follows:

Persons who worked comprise all those who, during the survey week,

- (a) did any work for pay, profit, commission or payment in kind, in a job or business, or on a farm (including employees, employers and self-employed persons), or
- (b) worked fifteen hours or more without pay in a family business (or farm),

with the exception of those who reported that their major activity in the survey week was attendance at a school, university, or other educational institution.

Students who travelled to school, university, etc. comprise all persons aged 5 to 14 years who usually travelled to school, and persons aged 15 years and over who usually travelled to school, university or other educational institution and whose major activity during the survey week was reported as attendance at a school, university, etc. Excluded are boarders at schools, etc., persons taking correspondence courses and persons who were not attending an educational institution.

Method of travel. Where two or more methods were used the principal method was taken as that which was used for the greatest distance. Details of the second method were also obtained but results have not been included in this statement. The category "other", shown for example in Table 1, includes, amongst other things, travel by taxi or as a pillion passenger on a motor cycle. Public transport refers to transport by train, bus, tram or ferry. Persons were asked about the method they used to travel to work for most days of the survey week. Persons whose method of travel to work during the survey week was affected by the industrial dispute at the beginning of August involving members of the Transport Workers Union in all States were asked about their usual method of travel to work.

State capital cities. Estimates for State capital cities relate to persons residing within the boundaries of the relevant Statistical Divisions. Explanatory notes on the delimitation of urban boundaries and maps showing the boundaries of the capital city Statistical Divisions were published in *Census of Population and Housing, June 1971 - Census Bulletin No. 6*.

Estimates for State capital cities and areas excluding capital cities

6. It is not feasible to include estimates showing the absolute levels for separate State capital cities and areas excluding capital cities. However, there are considerable differences between the travelling arrangements of persons living in the capital cities and those in other areas, and in order to provide a measure of these differences the proportions obtained from the sample have been included in relevant tables. These figures are shown in Tables 2 and 3 for journey to work and Tables 5 and 6 for journey to school, university, etc.

Reliability of the estimates

7. Since the estimates are based on a sample, they

may differ from the figures that would have been obtained from a complete census using the same questionnaires and procedures. One measure of the likely difference is given by the *standard error*, which indicates the extent to which an estimate might have varied by chance because only a sample and not the whole population was enumerated. The smaller the estimate the higher is the relative standard error: for example, the relative standard error of an estimate for Australia of 2,000,000 is approximately 0.5 per cent (10,000) while that of an estimate of 20,000 is approximately 8.0 per cent (1,600). There are about two chances in three that a sample estimate will differ by less than one standard error from the figure that would have been obtained from a comparable complete enumeration, and about nineteen chances in twenty that the difference will be less than two standard errors. Estimates with a standard error of more than about 20 per cent have not been shown as the degree of sampling variability would seriously detract from their value for most reasonable uses. Although in some cases figures for these small components can be derived by subtraction they should not be regarded as reliable. More information on this topic, together with a table of estimated standard errors, is given in the quarterly bulletin *The Labour Force* (Reference No. 6.20).

Discontinuity in estimates

8. Estimates for August 1974 are based on benchmarks derived from results of the 1971 Census of Population and Housing; those for May 1970 are based on benchmarks derived from the 1966 Census. If the May 1970 estimates were based on 1971 census benchmarks the estimated number of persons who worked, shown in Table 1, would be reduced by approximately 19,000, and the estimated number of persons who travelled to school, university, etc., shown in Table 3, would be reduced by approximately 9,000.

9. In May 1970, trainee teachers (enrolled at government teachers colleges and in some cases enrolled also at other institutions) were classified as *in the labour force* and consequently data on their travel arrangements have been included in the tables dealing with travel to work (Tables 1 to 3). In August 1974 they were classified as *not in the labour force* and where relevant the data on their travel arrangements have been included in the tables dealing with travel to school, university, etc. (Tables 4 to 6). The number of trainee teachers in May 1970 was approximately 21,000.

NOTE. 1. Any discrepancies between totals and sums of components in the tables are due to rounding.

2. * Estimates not published because they are subject to sampling variability too high for most practical purposes. See paragraph 7.

3. n.a. Figures not available.

TABLE 1. - PERSONS WHO WORKED (a) : METHOD OF TRAVEL TO WORK, MAY 1970 AND AUGUST 1974
(000)

	New South Wales		Victoria		Queensland		South Australia		Western Australia		Tasmania		Northern Territory		Australian Capital Territory		Australia	
Main method of travel to work	May 1970	Aug 1974	May 1970	Aug 1974	May 1970	Aug 1974	May 1970	Aug 1974	May 1970	Aug 1974	May 1970	Aug 1974	May 1970	Aug 1974	May 1970	Aug 1974	May 1970	Aug 1974
Public transport (b)	454.8	394.7	313.2	258.8	94.7	75.2	64.1	61.0	52.9	46.3	15.5	15.7	1.8	*	5.4	7.1	1,002.3	859.2
Train	228.3	201.5	160.3	132.7	33.6	31.2	10.3	11.8	10.0	6.8	*	*	*	*	*	*	443.4	384.4
Bus	212.8	183.6	78.9	68.0	60.3	43.4	51.9	47.6	42.6	39.4	14.6	15.0	1.8	*	5.4	7.1	468.2	404.6
Tram and ferry	13.6	9.6	74.0	58.2	*	*	*	*	*	*	*	*	*	*	*	*	90.7	70.1
Car	921.3	1,150.4	738.8	890.2	354.7	429.8	268.7	313.4	214.7	284.0	87.5	100.4	16.6	22.9	40.0	62.7	2,642.4	3,253.7
As driver	732.6	954.7	589.5	726.1	277.3	340.0	209.1	255.7	173.2	234.2	70.5	82.3	13.4	17.2	32.1	51.6	2,097.8	2,661.8
As passenger	188.6	195.7	149.4	164.0	77.4	89.8	59.6	57.7	41.5	49.8	17.0	18.1	3.3	5.7	7.8	11.1	544.6	591.9
Motor cycle or scooter	13.5	27.1	4.7	9.8	7.6	15.7	5.1	9.0	*	7.4	*	*	1.1	*	*	*	37.3	72.0
Bicycle	15.0	7.6	22.5	14.0	12.7	10.8	14.9	10.2	5.1	3.1	*	*	*	*	*	*	71.0	47.0
Walked	154.5	140.4	128.4	112.0	53.0	54.9	27.5	31.8	28.9	23.7	19.8	12.2	5.7	3.0	3.4	4.6	421.2	382.6
Other	18.9	18.9	5.4	10.0	5.0	9.6	*	3.9	*	6.9	*	2.0	*	*	*	*	36.4	52.4
Total persons who travelled to work	1,578.0	1,739.1	1,213.1	1,294.8	527.8	595.9	382.5	429.3	307.3	371.3	127.1	132.0	24.8	28.6	50.2	75.9	4,210.7	(d) 4,666.9
Worked at home (c)	255.1	199.5	177.9	169.0	144.6	120.7	76.5	67.9	87.1	64.2	21.8	23.6	7.1	12.6	3.0	5.5	773.1	663.2
Total	1,833.1	1,938.6	1,391.0	1,463.9	672.4	716.7	459.0	497.2	394.4	435.5	148.8	155.6	31.9	41.2	53.2	81.4	4,983.8	5,330.1

(a) For scope of survey see page 1, paragraph 4. For definitions see page 1 paragraph 5. (b) For definition see page 2 paragraph 5. (c) Includes persons such as farmers, persons whose residence was at the same address or attached to their place of business, and self-employed persons (e.g. T.V. repairers) who operated a business from their home, etc. (d) Comprises 3,198,300 persons living in the State capital cities and 1,468,500 persons living in other areas. For a definition of capital cities see page 2 paragraph 5.

* See page 2 paragraph 7.

NOTE: Estimates for May 1970 and August 1974 are not strictly comparable. See page 2 paragraphs 8 and 9.

TABLE 2. - PERSONS WHO TRAVELLED TO WORK (a) METHOD OF TRAVEL, STATE CAPITAL CITIES,
MAY 1970 AND AUGUST 1974
(Per cent)

	Sydney (b)		Melbourne (b)		Brisbane (b)		Adelaide (b)		Perth (b)		Hobart (b)		Total	
Main method of travel to work	May 1970	Aug 1974	May 1970	Aug 1974	May 1970	Aug 1974	May 1970	Aug 1974	May 1970	Aug 1974	May 1970	Aug 1974	May 1970	Aug 1974
Public transport (c)	36.7	29.7	30.9	24.4	28.5	20.8	19.6	16.9	21.0	15.1	19.7	19.5	30.6	24.3
Train	19.8	16.3	16.5	12.8	11.3	9.2	2.9	3.5	4.3	2.5	*	*	14.5	11.7
Bus	15.7	12.6	6.9	6.0	17.0	11.4	16.0	12.9	16.5	12.5	18.3	18.6	13.1	10.5
Tram and ferry	1.2	0.7	7.5	5.6	*	*	*	*	*	*	*	*	3.0	2.1
Car	53.4	61.8	58.0	65.7	63.6	69.1	69.5	72.6	69.8	75.3	64.2	71.2	59.1	66.2
As driver	43.4	51.7	46.2	54.1	49.2	55.5	53.3	58.7	56.3	61.6	51.6	58.3	47.1	54.5
As passenger	9.9	10.1	11.8	11.6	14.4	13.6	16.2	13.9	13.5	13.7	12.6	12.9	12.0	11.7
Motor cycle or scooter	n.a.	1.1	n.a.	0.5	n.a.	1.6	n.a.	1.4	n.a.	1.9	n.a.	*	n.a.	1.1
Bicycle	0.4	*	1.3	0.7	*	*	4.4	2.5	*	0.8	*	*	1.2	0.7
Walked	7.9	6.3	9.1	7.9	5.7	6.4	5.0	5.8	6.6	5.3	14.4	7.9	7.8	6.7
Other	(d)1.6	1.0	(d)0.7	0.6	(d)1.6	1.5	(d)1.6	0.9	(d)*	1.5	(d)*	*	(d)1.3	1.0
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

For footnotes see Table 3 below.

TABLE 3. - PERSONS WHO TRAVELLED TO WORK (a) : METHOD OF TRAVEL, AREAS OTHER THAN STATE CAPITAL CITIES,
MAY 1970 AND AUGUST 1974
(Per cent)

	New South Wales excluding Sydney (b)		Victoria excluding Melbourne (b)		Queensland excluding Brisbane (b)		South Australia excluding Adelaide (b)		Western Australia excluding Perth		Tasmania excluding Hobart (b)		Northern Territory		Australian Capital Territory		Total	
Main method of travel to work	May 1970	Aug 1974	May 1970	Aug 1974	May 1970	Aug 1974	May 1970	Aug 1974	May 1970	Aug 1974	May 1970	Aug 1974	May 1970	Aug 1974	May 1970	Aug 1974	May 1970	Aug 1974
Public transport (c)	11.7	7.7	6.7	3.4	4.9	2.5	7.1	4.8	*	5.7	6.4	5.4	7.2	*	10.7	9.3	8.4	5.5
Train	n.a.	1.4	n.a.	*	n.a.	*	n.a.	*	n.a.	*	n.a.	*	n.a.	*	n.a.	*	n.a.	0.8
Bus	8.7	6.1	5.1	2.4	4.6	2.2	5.2	4.6	*	5.7	6.2	5.3	7.2	*	10.7	9.3	6.7	4.6
Car	69.3	75.6	71.8	80.0	71.6	75.8	72.9	74.5	70.1	79.5	72.5	80.2	67.1	80.2	79.7	82.6	71.0	77.3
As driver	53.0	61.8	57.5	63.3	56.7	58.9	59.5	62.6	56.6	66.9	55.5	65.8	53.9	60.1	64.1	68.0	55.9	62.5
As passenger	16.3	13.7	14.3	16.7	15.0	16.8	13.4	11.9	13.5	12.6	14.0	14.4	13.2	20.0	15.6	14.6	15.1	14.9
Motor cycle or scooter	n.a.	2.5	n.a.	1.6	n.a.	3.9	n.a.	4.6	n.a.	2.1	n.a.	*	n.a.	4.0	n.a.	*	n.a.	2.6
Bicycle	2.1	1.1	4.1	2.3	4.6	3.5	*	*	*	*	*	*	*	*	*	*	2.8	1.7
Walked	13.8	12.0	16.2	11.4	15.4	12.7	14.8	13.2	18.5	9.1	16.5	10.4	23.1	10.4	6.9	6.0	15.0	11.5
Other	(a)3.1	1.2	(d)1.2	*	(d)3.4	1.7	(d)3.0	*	(d)*	2.6	(d)*	2.1	(d)*	*	(d)*	*	(d)2.8	1.4
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

(a) For scope of survey see page 1, paragraph 4. For definitions see page 1 paragraph 5. (b) Statistical Division see page 2 paragraph 5. (c) For definition see page 2 paragraph 5.

(d) Includes motor cycle or motor scooter.

* See page 2 paragraph 7.

NOTE: Estimates for May 1970 and August 1974 are not strictly comparable. See page 2 paragraphs 8 and 9.

TABLE 4. - STUDENTS WHO TRAVELLED TO SCHOOL, UNIVERSITY, ETC. (a) : METHOD OF TRAVEL, MAY 1970 AND AUGUST 1974 ('000)

Main method of travel to school, university, etc.	New South Wales		Victoria		Queensland		South Australia		Western Australia		Tasmania		Northern Territory		Australian Capital Territory		Australia	
	May 1970	Aug 1974	May 1970	Aug 1974	May 1970	Aug 1974	May 1970	Aug 1974	May 1970	Aug 1974	May 1970	Aug 1974	May 1970	Aug 1974	May 1970	Aug 1974	May 1970	Aug 1974
Public transport (b)	360.9	383.9	182.3	196.6	113.5	108.0	60.2	61.1	62.6	63.3	37.1	35.3	4.6	3.2	8.7	10.8	829.9	862.2
Train	46.3	35.6	25.5	29.5	11.0	9.4	*	*	*	*	*	*	*	*	*	*	86.5	78.6
Bus	313.7	347.2	131.4	144.2	102.4	98.6	57.2	58.2	61.5	61.9	36.9	34.9	4.6	3.2	8.7	10.8	716.5	759.0
Tram and ferry	*	*	25.4	22.9	*	*	*	*	*	*	*	*	*	*	*	*	26.9	24.6
Car	134.9	169.7	125.5	185.5	68.7	98.8	43.9	57.8	40.7	63.9	13.3	20.2	6.3	4.0	4.4	7.3	437.6	607.2
As driver	9.3	18.4	9.9	19.0	4.2	4.8	*	5.6	*	7.7	*	*	*	*	*	*	31.1	58.5
As passenger	125.6	151.4	115.6	166.5	64.5	94.0	40.5	52.2	37.8	56.2	12.5	19.0	6.3	3.7	3.8	5.7	406.5	548.7
Motor cycle or scooter	n.a.	*	n.a.	*	n.a.	*	n.a.	*	n.a.	*	n.a.	*	n.a.	*	n.a.	*	n.a.	6.1
Bicycle	51.2	34.4	92.2	72.1	60.7	64.3	47.0	44.8	33.9	23.1	*	1.7	*	3.1	4.8	2.0	293.3	245.5
Walked	440.0	415.4	383.4	362.2	142.4	130.0	108.7	106.2	74.8	87.5	37.6	34.4	6.1	11.2	17.1	25.4	1,210.1	1,172.3
Other	4.5	*	*	*	*	*	*	*	*	*	*	1.8	*	*	*	*	12.2	11.9
Total	991.5	1,008.7	786.8	820.8	386.5	403.7	261.5	272.0	212.5	238.8	91.6	93.5	17.3	21.6	36.4	46.1	2,783.1	(c)2,905.2

(a) For scope of survey see page 1 paragraph 4. For definitions see page 1 paragraph 5. (b) For definition see page 2 paragraph 5. (c) Comprises 1,738,800 persons living in the State capital cities and 1,166,300 persons living in areas other than capital cities. For a definition of capital cities see page 2, paragraph 5.

* See page 2 paragraph 7.

NOTE: Estimates for May 1970 and August 1974 are not strictly comparable. See page 2 paragraphs 8 and 9.

TABLE 5. — STUDENTS WHO TRAVELLED TO SCHOOL, UNIVERSITY ETC. (a) : METHOD OF TRAVEL, STATE CAPITAL CITIES,
MAY 1970 AND AUGUST 1974
(Per cent)

Main method of travel to school, university, etc.	Sydney (b)		Melbourne (b)		Brisbane (b)		Adelaide (b)		Perth (b)		Hobart (b)		Total	
	May 1970	Aug 1974	May 1970	Aug 1974	May 1970	Aug 1974	May 1970	Aug 1974	May 1970	Aug 1974	May 1970	Aug 1974	May 1970	Aug 1974
Public transport (c)	37.6	36.9	21.1	20.4	32.0	27.8	19.7	18.1	23.3	24.5	30.6	34.0	28.3	27.1
Train	7.5	5.7	4.6	4.8	5.8	4.7	*	*	*	*	*	*	5.0	4.2
Bus	29.9	31.0	12.0	11.7	26.2	23.1	18.1	16.6	22.6	23.7	30.0	33.1	21.8	21.5
Tram and ferry	*	*	4.4	3.9	*	*	*	*	*	*	*	*	1.5	1.4
Car	12.8	16.6	15.7	23.1	20.5	27.4	17.4	23.4	21.2	28.9	22.0	29.4	16.0	22.1
As driver	*	2.3	*	2.9	*	1.9	*	2.6	*	4.5	*	*	*	2.7
As passenger	11.4	14.3	14.1	20.2	18.7	25.6	15.7	20.8	19.2	24.4	19.9	27.0	14.4	19.4
Motor cycle or scooter	*	*	n.a.	*	n.a.	*	n.a.	*	n.a.	*	n.a.	*	n.a.	0.2
Bicycle	1.8	2.0	7.5	6.2	6.7	8.0	20.1	17.7	16.5	10.0	*	*	7.5	6.6
Walked	47.3	44.1	55.3	49.7	40.4	35.9	42.2	39.9	38.8	35.9	45.1	35.1	47.8	43.6
Other	*	*	*	*	*	*	*	*	*	*	*	*	*	0.4
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

For footnotes see Table 6, below.

TABLE 6. — STUDENTS WHO TRAVELLED TO SCHOOL, UNIVERSITY ETC. (a) : METHOD OF TRAVEL, AREAS OTHER THAN STATE CAPITAL CITIES,
MAY 1970 AND AUGUST 1974
(Per cent)

Main method of travel to school, university, etc.	New South Wales excluding Sydney (b)		Victoria excluding Melbourne (b)		Queensland excluding Brisbane (b)		South Australia excluding Adelaide (b)		Western Australia excluding Perth (b)		Tasmania excluding Hobart (b)		Northern Territory		Australian Capital Territory		Total	
	May 1970	Aug 1974	May 1970	Aug 1974	May 1970	Aug 1974	May 1970	Aug 1974	May 1970	Aug 1974	May 1970	Aug 1974	May 1970	Aug 1974	May 1970	Aug 1974	May 1970	Aug 1974
Public transport (c)	34.8	39.6	27.4	32.3	27.0	25.9	30.6	34.5	42.9	31.1	47.2	40.3	26.8	14.8	23.8	23.3	32.0	33.6
Train	n.a.	*	n.a.	*	n.a.	*	n.a.	*	n.a.	*	n.a.	*	n.a.	*	n.a.	*	n.a.	0.5
Bus	34.1	39.0	26.2	31.2	26.8	25.6	30.4	34.5	42.9	30.9	47.2	40.3	26.8	14.8	23.8	23.3	31.4	33.1
Car	14.8	17.2	16.5	21.4	15.3	21.9	15.3	15.4	14.6	21.9	9.4	16.4	36.2	18.5	12.1	15.8	15.3	19.1
As driver	*	1.2	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	1.0
As passenger	14.4	16.0	15.9	20.5	14.9	21.3	15.1	15.0	14.6	21.6	9.4	15.9	36.2	17.0	10.3	12.3	14.9	18.1
Motor cycle or scooter	n.a.	*	n.a.	*	n.a.	*	n.a.	*	n.a.	*	n.a.	*	n.a.	*	n.a.	*	n.a.	*
Bicycle	9.8	5.3	20.3	14.7	23.6	22.8	13.0	13.2	14.7	8.8	*	2.7	*	14.4	13.1	4.4	15.0	11.3
Walked	40.3	37.4	35.4	31.1	33.7	29.0	40.2	36.8	27.4	38.2	38.3	37.8	35.2	51.8	46.8	55.1	37.3	35.5
Other	*	*	*	*	*	*	*	*	*	*	2.8	*	*	*	*	*	*	0.4
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

(a) For scope of survey see page 1, paragraph 4. For definitions see page 1 paragraph 5. (b) Statistical division. See page 2 paragraph 5. (c) For definition see page 2 paragraph 5.

* See page 2 paragraph 7.

NOTE: Estimates for May 1970 and August 1974 are not strictly comparable. See page 2 paragraphs 8 and 9.

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NOTE. Inquiries concerning these statistics may be made in Canberra by telephoning Mr D. Power on 63 9111 extension 2346 or, in each State capital by telephoning the office of the Australian Bureau of Statistics.