

CHAPTER 11: TRAVEL

11.1 JOURNEY TO WORK

- The Journey to Work data set is derived from the ABS Census 2001 using information supplied by the Transport Data Centre to code workplace locations.
- Home SLA (Origin) is the Statistical Local Area of the person's place of enumeration (where the persons was on Census night) for each person over 15 years employed on Census night. In the majority of cases this is the place where the person lives.
- Workplace SLA (Destination) is the Statistical Local Area of the person's workplace in the week preceding Census day. In previous Censuses it was the address of the person's employer, which in the majority of cases, is the place where the person went to work on Census day.

Current Situation

- In 2001, there were 109,290 employed people residing on the Central Coast. The destination (workplace) of these people is summarised below.
 - ❑ 70,093 people (64.1%) worked on the Central Coast;
 - ❑ 27,602 people (25.2%) worked outside the Central Coast; and
 - ❑ 11,595 people (10.6%) worked in a location not specified or with no fixed address.

Of the 70,093 people working on the Central Coast:

- ❑ 27,104 worked in Wyong LGA; and
- ❑ 42,989 worked in Gosford LGA.

Of the 27,602 people working outside the Central Coast:

- ❑ 24,855 people worked in Sydney;
- ❑ 2,633 people worked in the Hunter Region; and
- ❑ 84 people worked in the Illawarra Region.

- In 2001 there were 77,069 local jobs on the Central Coast. The origin (home) of people in these jobs is summarised below:
 - ❑ 70,093 people (90.0%) working on the Central Coast are from the Central Coast; and
 - ❑ 6,976 people (9.1%) working on the Central Coast are from Outside the Central Coast.

Of the 70,093 people from the Central Coast:

 - ❑ 31,386 people are from Wyong LGA; and
 - ❑ 38,707 people are from Gosford LGA.

Of the 6,976 people from Outside of the Central Coast:

 - ❑ 4,016 people are from the Hunter Region;
 - ❑ 1,674 people are from Sydney;
 - ❑ 57 people are from the Illawarra Region; and
 - ❑ 1,229 people are from a location not specified.
- The following tables provide a further breakdown of the origin and destination of Central Coast residents' journey to work. The information relating to the Sydney Statistical Division is provided at statistical subdivision level. The Glossary provides a breakdown of the local government areas that belong to each of these statistical subdivisions.
- In Table 11.1 the LGA in which the journey originates (that is, the LGA in which residents lives) is shown across the columns and the left-hand column indicates the destination of the journey (that is, the LGA in which residents work).
- As stated above there are 24,885 Central Coast residents who commute to Sydney for work. Of these 6,624 (26.6%) work in Inner Sydney, 6,184 (24.9%) work in Central Northern Sydney, 5,900 (23.7%) work in Lower Northern Sydney, 1,926 (7.7%) work in Central Western Sydney and 1,009 (4.1%) work on the Northern Beaches. The remainder of people commuting to Sydney work in the southern and western suburbs.
- In 2001, there were 2,633 Central Coast residents who commuted to the Hunter for work. Of these 1,326 (50%) work in Lake Macquarie LGA.

- In Table 11.2, the LGA in which the journey originates is shown in the left hand column and the Central Coast destination is shown in the remaining columns.
- The Central Coast provides employment for 6,976 people who live outside the region. The majority of these people reside in Lake Macquarie (3,033 people) and Central Northern Sydney (488).

Graph 11.1: Employment Location of Central Coast Residents

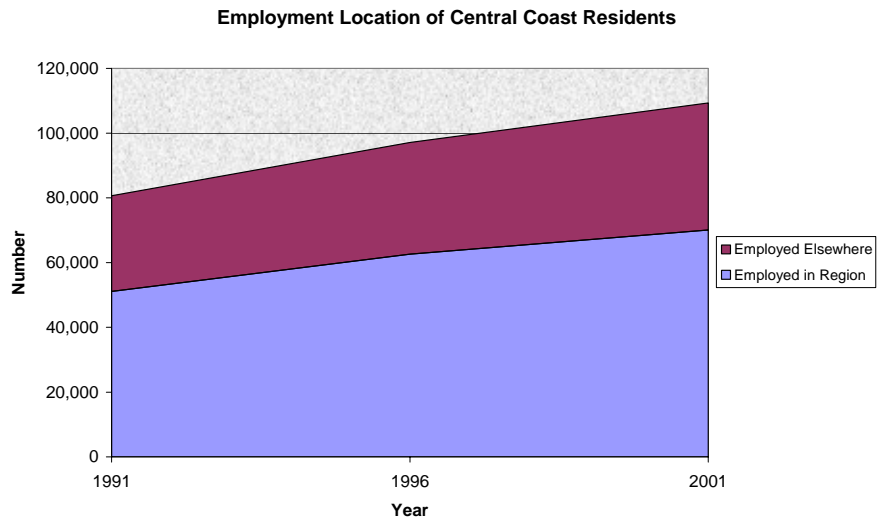


Table 11.1: Workplace Destination of Employed Persons Who Reside on the Central Coast, 2001

LGA of Employment (Destination - Workplace LGA)	LGA of Residence (Home LGA - Origin)					
	Wyong LGA		Gosford LGA		Central Coast	
Wyong LGA	22,685	48.6%	4,419	7.1%	27,104	24.8%
Gosford LGA	8,701	18.7%	34,288	54.7%	42,989	39.3%
<i>Sub-Total - Central Coast</i>	<i>31,386</i>	<i>67.3%</i>	<i>42,989</i>	<i>61.8%</i>	<i>70,093</i>	<i>64.1%</i>
Sydney:						
Inner Sydney	1,731	3.7%	4,893	7.8%	6,624	6.1%
Eastern Suburbs	129	0.4%	245	0.4%	374	0.3%
St George Sutherland	87	0.2%	131	0.2%	218	0.2%
Canterbury-Bankstown	204	0.4%	268	0.4%	472	0.4%
Fairfield-Liverpool	136	0.3%	191	0.3%	327	0.3%
Outer South Western	36	0.1%	29	0.0%	65	0.1%
Inner Western Sydney	296	0.6%	530	0.8%	826	0.8%
Central Western Sydney	702	1.5%	1,224	2.0%	1,926	1.8%
Outer Western Sydney	140	0.3%	128	0.2%	268	0.2%
Blacktown	207	0.4%	308	0.5%	515	0.5%
Lower Northern Sydney	1,690	3.6%	4,210	6.7%	5,900	5.4%
Central Northern Sydney	1,950	4.2%	4,234	6.8%	6,184	5.7%
Northern Beaches	373	0.8%	636	1.0%	1,009	0.9%
Sydney Undefined	73	0.2%	104	0.2%	177	0.2%
<i>Sub-Total - Sydney</i>	<i>7,754</i>		<i>17,231</i>		<i>24,885</i>	
Illawarra SD	41	0.1%	43	0.1%	84	0.1%
Cessnock	88	0.2%	54	0.1%	142	0.1%
Lake Macquarie	1,066	2.3%	260	0.4%	1,326	1.2%
Maitland	64	0.1%	41	0.1%	105	0.1%
Newcastle Inner	254	0.5%	144	0.2%	386	0.4%
Newcastle Remainder	412	0.9%	192	0.3%	604	0.6%
Port Stephens	54	0.1%	54	0.0%	70	0.1%
NSW Undefined	306	0.7%	334	0.2%	640	0.6%
No Fixed Address	3,021	6.5%	3,263	5.2%	6,284	5.7%
Unknown	2,213	1.9%	2,458	3.9%	4,671	4.3%
Total	46,647	100.0%	62,643	100.0%	109,290	100.0%

Source: Transport Data Centre, 2003.

Note: Counts and percentages of Workplace SLA include people who worked at home or did not go to work on Census day. These people were assigned to the Workplace SLA of their normal place of work.

Table 11.2: Origin of Employees who Work on the Central Coast, 2001

LGA of Residence (Home LGA-Origin)	LGA of Employment (Workplace LGA-Destination)		
	Wyong LGA	Gosford LGA	Central Coast
Wyong LGA	22,685	8,701	31,386
Gosford LGA	4,419	34,288	38,707
Central Coast	27,104	42,989	70,093
Sydney:			
Inner Sydney	57	89	146
Eastern Suburbs	29	39	68
St George Sutherland	31	33	64
Canterbury-Bankstown	20	34	54
Fairfield-Liverpool	17	56	73
Outer South Western	10	25	35
Inner Western Sydney	18	36	54
Central Western Sydney	31	61	92
Outer Western Sydney	29	45	74
Blacktown	18	54	72
Lower Northern Sydney	57	112	169
Central Northern Sydney	185	488	673
Northern Beaches	38	62	100
Illawarra SD	23	34	57
Cessnock	175	100	275
Lake Macquarie	2,254	779	3,033
Maitland	77	42	119
Newcastle Inner	10	12	22
Newcastle Remainder	281	191	472
Port Stephens	57	38	95
Outside GMR	476	753	1,229
Total	30,997	46,072	77,069

Source: Transport Data Centre, 2003.

Trends

- Table 11.3 (over page) provides Journey to Work information for 1991, 1996 and 2001.
- In 1991, 51,108 people (63.4% of the Central Coast workforce) were employed in the region and 29,506 people (36.6%) were employed outside the region.
- In 2001, 70,093 people (64.1% of the Central Coast workforce) were employed in the region and 39,197 (35.9%) commuted outside of the region for work.
- Although the number of people working locally has increased by 18,985 during the period from 1991 to 2001, there has only been a 0.7% proportional increase in the proportion of the Central Coast workforce who work locally.
- In 1991, 22,006 people who resided in Wyong Shire were employed on the Coast (68.8% of Wyong Shire workforce) and 9,985 (31.2%) were employed outside of the Region. In 2001, 31,386 people were employed in the region (67.3%) and 15,261 people (32.7%) were employed elsewhere. In this 10 year period there has been a decline in the proportion of residents who work locally (-1.5%) and an increase in the proportion of residents commuting outside of the Central Coast for work (+1.5%).
- For residents of Gosford City, 29,102 people (59.9% of its workforce) were employed on the Coast in 1991 and 19,521 (40.1%) commuted out of the region for work. In 2001, 38,707 people (61.8%) were employed locally and 23,936 people (38.2%) worked outside of the region. During this period there was an increase in the proportion of residents who worked locally (1.9%) and a corresponding decrease in the proportion of residents commuting outside the Central Coast for work (-1.9%).
- In 1991, Sydney was the workforce destination for 20,138 Central Coast residents, accounting for 68.2% of employment outside of the region. In 2001, Sydney provided 24,885 jobs for Central Coast residents, accounting for 63.5% of external employment. Whilst the number of jobs in Sydney has increased during this period, the proportion of jobs provided has declined by 4.7%.
- Between 1991 and 2001, the proportion of jobs provided by the Hunter Region for Central Coast residents has remained constant and there has been an increase in employment in "other destinations" which have not been specified (4.3%).

Table 11.3: Trends in Employment Location for Residents of the Central Coast, 1991 to 2001

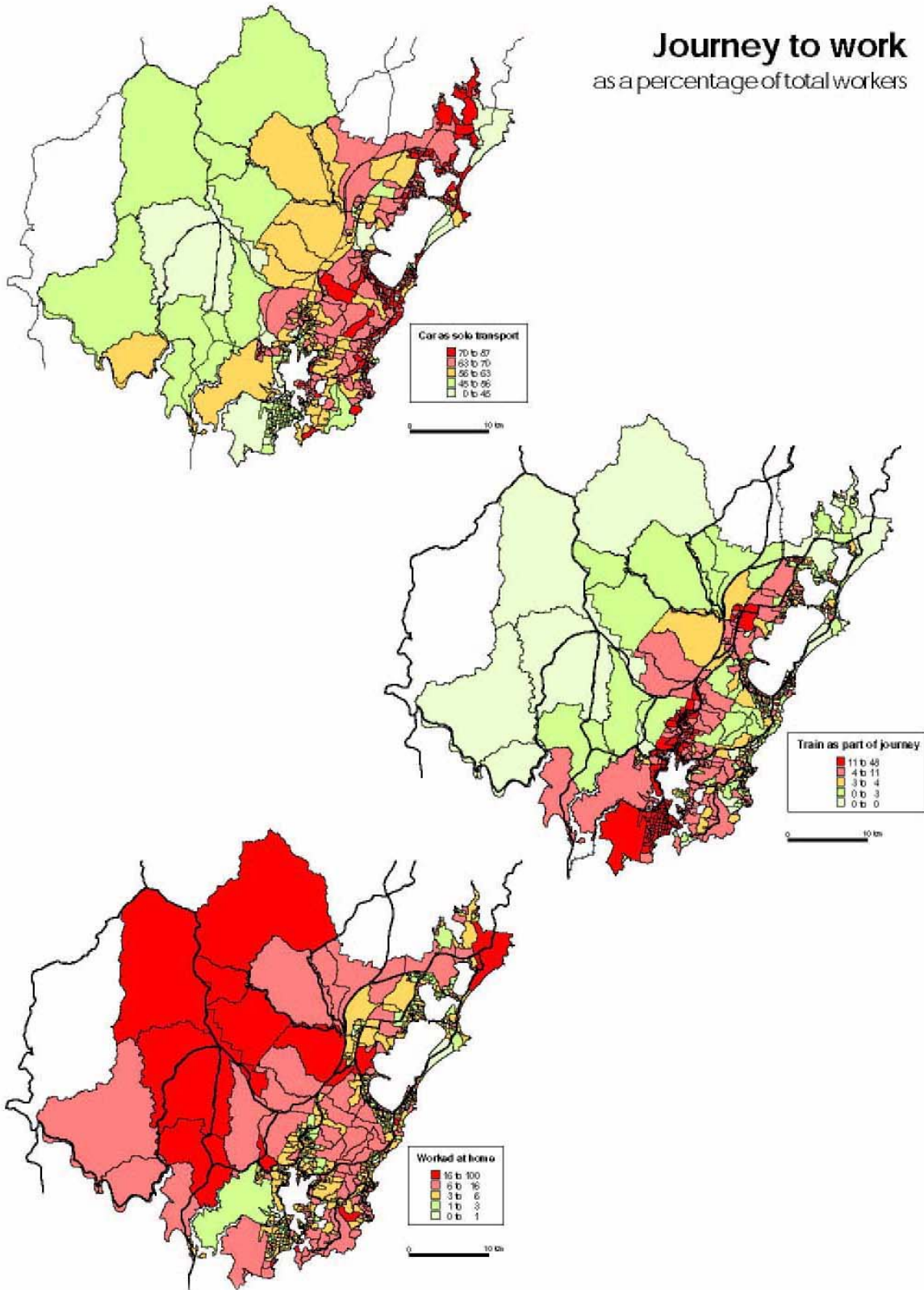
Workplace (Destination)	Home (Origin)			Home (Origin)			Home (Origin)		
	1991 Wyong	1991 Gosford	1991 Total	1996 Wyong	1996 Gosford	1996 Total	2001 Wyong	2001 Gosford	2001 Total
Central Coast	22,006	29,102	51,108	27,164	35,420	62,584	31,386	38,707	70,093
Sydney	5,450	14,688	20,138	6,776	16,304	23,080	7,754	17,131	24,885
Hunter Region	1,446	436	1,882	1,767	677	2,444	1,926	707	2,633
Illawarra Region	6	3	9	25	31	56	41	43	84
Other	3,083	4,394	7,477	3,971	4,943	8,914	5,540	6,055	11,595
Total Employed	31,991	48,623	80,614	39,703	57,375	97,078	46,647	62,643	109,290
Employed in Region	22,006	29,102	51,108	27,164	35,420	62,584	31,386	38,707	70,093
Employed Outside of the Region	9,985	19,521	29,506	12,539	21,955	34,494	15,261	23,936	39,197

Source: Journey to Work Census Data.

Impact

- Long term commuting is disruptive to both family in terms of time spent together, energy levels and the ability to cope with family stress and the social structure of the community in terms of the ability to be able to participate in community and recreation activities. Commuting also affects the economy because of escape spending and vehicle travel has negative environmental impacts.
- Local employment is preferable to long distance commuting for three major reasons:
 - ❑ There are less opportunities for escape expenditure from the region;
 - ❑ It avoids negative environmental impacts associated with vehicle travel; and
 - ❑ It overcomes the negative social impacts on families and communities of people being forced to spend long periods away from home.

Journey to work as a percentage of total workers



Map 11.1: Journey to Work.

11.2 CENSUS DAY TRAVEL AND MODE OF TRANSPORT

Census Day Travel to Work

- Not all people in the workforce made a trip on Census Day. Table 11.4 is presented to give a breakdown of those who made a journey to work and those who did not.
- 3,281 (4.4%) of employed persons in Wyong Shire and 2,031 (5.2%) of employed persons in Gosford City worked at home on Census day.
- Between 1996 and 2001, the number of people working at home in Wyong Shire increased by 1,503. However, the proportion of employees working at home has remained constant.
- In Gosford, the number of employees working at home declined by 855 with a slight decrease in the proportion of employers working at home.

Table 11.4: Census Day Travel to Work

	Wyong LGA	Gosford LGA	Sydney SD	GMR
Travelled to Work	80.8%	80.1%	84.6%	83.5%
Did Not Travel:				
Worked at Home	4.4%	5.2%	4.1%	4.1%
Did Not Go to Work	12.9%	13.0%	9.6%	10.7%
Unknown	1.9%	1.7%	1.7%	1.7%
Total	100.0%	100.0%	100.0%	100.0%

Source: Transport Data Centre, 2003.

Mode of Transport to Work on Census Day

- Table 11.5 shows the mode of travel used by those persons who travelled to work on Census day.
- The car is the dominant mode of transport for workers living on the Central Coast. In 2001, 70.9% of workers travelled to work by car as a driver and 8.0% travelled to work by car as a passenger. Car usage is higher by workers living in Wyong Shire, nearly 75% compared to 68% for Gosford City.
- Car usage on the Central Coast is above the average for the Sydney SD (62.4%) and Greater Metropolitan Region (64.6%).
- The train is the second most popular mode of transport used to travel to work by workers living on the Central Coast at 12.2%. Train usage is higher by workers living in Gosford City (16%) given its closer proximity to Sydney.

Table 11.5: Mode of Transport to Work* (Employed Persons Aged Over 15 years)

Mode	LGA of Residence (Origin)							
	Wyong LGA		Gosford LGA		Central Coast		Sydney SD	GMR
Car as Driver	28,258	74.9%	34,060	67.9%	62,318	70.9%	62.4%	64.6%
Car as Passenger	3,233	8.6%	3,816	7.6%	7,049	8.0%	6.7%	7.0%
Train	2,705	7.2%	7,984	15.9%	2,705	12.2%	15.8%	13.8%
Bus	555	1.5%	909	1.8%	555	1.7%	6.3%	5.6%
Ferry	9	0.0%	53	0.1%	9	0.1%	0.4%	0.4%
Taxi	50	0.1%	72	0.1%	122	0.1%	0.5%	0.5%
Truck	1,261	3.3%	1,165	2.3%	2,426	2.8%	2.0%	2.1%
Motor Bike	228	0.6%	278	0.6%	50	0.6%	0.5%	0.5%
Bicycle	204	0.5%	253	0.5%	1,261	0.5%	0.6%	0.7%
Walk Only	1,021	2.7%	1,390	2.8%	1,021	2.7%	4.5%	4.4%
Other	190	0.5%	210	0.4%	190	0.5%	0.5%	0.5%
Total	37,714	100.0%	50,190	100.0%	37,714	100.0%	100.0%	100.0%

Source: Transport Data Centre, 2003.

Notes:

* This means the mode used to travel to work on Census day, which is not necessarily the mode "usually" used to travel to work. The Census question relating to method of travel allows for up to three responses for each person. Multiple responses are possible for each category except "walk only". There are 235 combinations possible for the mode variable, through only 11 have been used in these tables. The combinations of the modes have been recoded according to the following hierarchy:

Highest	Train
	Bus
	Ferry
	Tram/Light Rail
	Taxi
	Car Driver
	Car as Passenger
	Truck
	Motorbike
	Bicycle
	Other
Lowest	Walk

As such, a person whose journey to work consisted of walking to catch a bus, then taking a train would be coded in the train category. Similarly, a trip involving the modes bus and ferry would be coded to the bus category.

** This table does not include workers who did not travel to work on Census day ie. Those who did not go to work and those who worked at home.

11.3 CAR OWNERSHIP

- Households on the Central Coast have a higher dependency on car ownership.
- In 2001, 12,339 households, 11.1% of total households, did not have access to a motor vehicle. This is lower than in Sydney SD where 13.1% did not have a vehicle and 12.0% for NSW.
- The region has a higher proportion of households with one motor vehicle (43.5%) compared to the Sydney SD (38.6%) and NSW (39.8%).
- Ownership levels for two vehicles are similar to the Sydney SD and State averages and there is a lower proportion of households with 3 or more vehicles.

Table 11.6: Number of Motor Vehicles (Occupied Private Dwellings)

	Wyong LGA		Gosford LGA		Central Coast		Sydney SD	NSW
No Motor Vehicles	5,431	10.7%	6,906	11.5%	12,339	11.1%	13.1%	12.0%
1 Motor Vehicle	22,629	44.5%	25,540	42.7%	48,169	43.5%	38.6%	39.8%
2 Motor Vehicles	14,799	29.1%	17,951	30.0%	32,750	29.6%	29.5%	30.2%
3 or More Motor Vehicles	4,880	9.6%	5,649	9.4%	10,529	9.5%	10.7%	10.8%
Not stated	3,085	6.1%	3,820	6.4%	6,905	6.2%	8.2%	7.3%
Total	50,824	100.0%	59,868	100.0%	110,692	100.0%	100.0%	100.0%

Source: ABS Census 2001, Basic Community Profile, Table B29.

- In June 2003, Wyong Shire had 91,682 residents with a driver's licence, representing 84.8% of the population over 15 years of age.
- In June 2003, Gosford City had 109,119 residents with a driver's licence, representing 81.4% of the population over 15 years of age.

Source: ABS Regional Profile, 2004.

11.4 TRAFFIC ACCIDENTS

- The following tables provide details on traffic accidents that have occurred within Wyong and Gosford LGA's during 2002.
- There were 847 accidents in Wyong Shire and 1,348 accidents in Gosford City. The rate of accidents per 1,000 population was higher in Gosford (8.3) compared with the State as a whole (7.6).
- Speed was a main cause of accidents in Gosford with the accident rate per 1,000, 1.7 times higher than for NSW.
- 45% of accidents in Wyong Shire and 38.5% of accidents in Gosford City resulted in either a fatality or injury.

Table 11.7: Traffic Accidents by Cause of Accident

Cause	Wyong LGA	Gosford LGA	NSW
Speed	185	353	8,785
Alcohol	63	85	2,373
Fatigue	85	116	3,827
Other	569	889	37,746
All Accidents	847	1,348	50,448

Source: ABS Regional Profile, 2004.
RTA NSW.

Table 11.8: Accidents Per 1,000 Population

Cause	Wyong LGA	Gosford LGA	NSW
Speed	1.3	2.2	1.3
Alcohol	0.5	0.5	0.4
Fatigue	0.6	0.7	0.6
Other	4.1	5.5	5.7
All Accidents	6.1	8.3	7.6

Source: ABS Regional Profile, 2004.
RTA NSW.

Table 11.9: Road Traffic Accidents by Degree of Accident

	Wyong LGA	Gosford LGA
Fatal	8	11
Injury	370	508
Non Casualty	469	829
All	847	1,348

*Source: ABS Regional Profile, 2004.
RTA NSW.*

11.5 PROFILE OF BUS USERS ON THE CENTRAL COAST

- The data in this section has been provided by Tim Dewey, Central Coast Transport Service Delivery Officer, DIPNR.
- The data source is the Household Travel Survey five year pooled (1997/1998, 1998/1999, 1999/2000, 2000/2001 and 2001/2002) weighted to represent ABS 2001 Preliminary Estimated Resident Population.
- The Central Coast data set excludes trips by non-residents of the region and trips by Central Coast residents that both start and finish outside the Central Coast
- In 2001, the Central Coast Bus Network comprised:
 - ❑ 65 bus routes.
 - ❑ 2,600 bus stops.
 - ❑ 1,900km of bus route coverage.
- Table 11.10 provides a summary of private bus travel and Table 11.11 provides a profile of bus users.
- 4.4% of total trips made on an average weekday by Central Coast residents were by bus.
- Of these bus trips, 57.9% were for education purposes, 12.2% were for shopping and 11.5% were for commuting.
- Following this, school bus passes were the main type of bus fare used for these by trips (56.6%). Full-fare was paid by 15.2% of bus users and a pensioner fare by 9.6% of bus users.
- School students and pensioners are the two main groups of bus users on the Coast. 64.5% of bus users are aged under 20 years and 10% are aged over 70 years.

- Bus users are typically characterised by low income levels, with 56% of bus users earning below \$10,399 per annum and a further 19.2% earning between \$10,000 and \$20,000 per annum. Only 11.8% of bus users had annual income above \$31,200. The data for income levels was collected for those bus users over 15 years of age, however, this would still include upper secondary school students.

Table 11.10: Summary of Private Bus Travel, 2001

	Central Coast Bus Users*		Sydney Private Bus Users**
Number of Bus Passenger Trips:			
Average Weekday	48,200	4.4%	3.8%
Bus Trips by Type on an Average Weekday:			
Scheduled Services		58.0%	70.2%
School Services		42.0%	29.8%
Purpose of Bus Passenger Trips on an Average Weekday:			
Education	27,900	57.9%	52.7%
Shopping	5,900	12.2%	11.1%
Commuting	5,500	11.5%	14.0%
Social/Recreation	4,600	9.4%	11.3%
Other	1,900	9.0%	10.9%
Total	48,200	100.0%	100.0%
Average Distance of Bus Passenger Trips on an Average Weekday	9.9km		8.4km
Average Duration of Bus Passenger Trips on an Average Weekday	26mins		21mins
Fares Used for Bus Trips on an Average Weekday:			
Full Fare	7,300	15.2%	21.1%
Child Fare	1,600	3.3%	5.3%
Concession: Pensioner/Aged	4,600	9.6%	9.1%
Concession: Other	2,900	5.9%	11.2%
School Pass	27,200	56.5%	44.1%
Group/Family Excursion	2,400	5.0%	2.1%
No Fare Required	2,200	4.5%	6.0%
Total	48,200	100.0%	100.0%
Home SLA of Bus Users:			
Gosford	12,400	57.4%	
Wyong	9,200	42.6%	

Source: Household Travel Survey.

Notes: * Bus trips by Central Coast residents starting or finishing on the Central Coast.

** Trips by residents of the rest of the Sydney Statistical Division.

Table 11.11: Profile of Bus Users

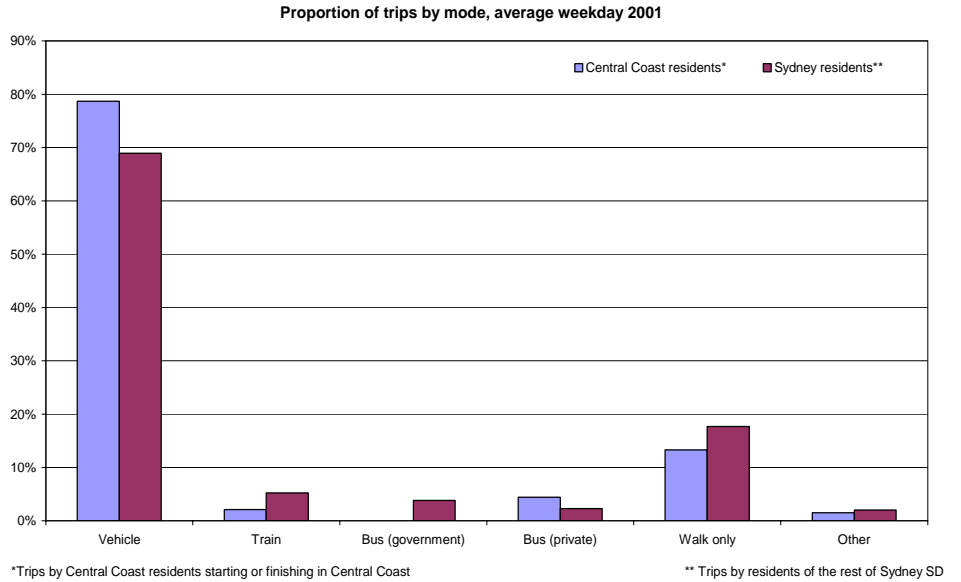
	Central Coast Bus Users*		Sydney Private Bus Users**
Gender:			
Males	10,900	50.3%	44.9%
Females	10,800	49.7%	55.1%
Total	21,600	100.0%	100.0%
Average Age	26		25
Age Breakdown:			
10 years or Less	4,800	22.0%	14.6%
11 to 20 years	9,200	42.5%	47.1%
21 to 30 years	1,300	5.9%	7.7%
31 to 40 years	1,300	6.1%	8.5%
41 to 50 years	1,800	8.3%	6.7%
51 to 70 years	1,100	5.2%	10.6%
70 years & over	2,200	10.0%	4.8%
Total	21,600	100.0%	100.0%
Annual Individual Income (Persons Aged Over 15 years):			
\$0-\$4,159	2,900	25.1%	32.7%
\$4,160-\$10,399	3,500	30.5%	26.1%
\$10,400-\$20,799	2,200	19.2%	13.5%
\$20,800-\$31,199	1,500	13.4%	14.6%
\$31,200 or More	1,400	11.8%	13.2%
Total	11,500	100.0%	100.0%
Labour Force Status of Bus Users:			
Full-Time Work	3,100	14.6%	17.7%
Part-Time/Casual Work	1,100	5.0%	5.5%
Pensioner	3,400	16.0%	12.0%
Attend School	12,800	59.2%	53.0%
Other	1,100	5.2%	11.9%
Total	21,600	100.0%	100.0%

Source: Household Travel Survey

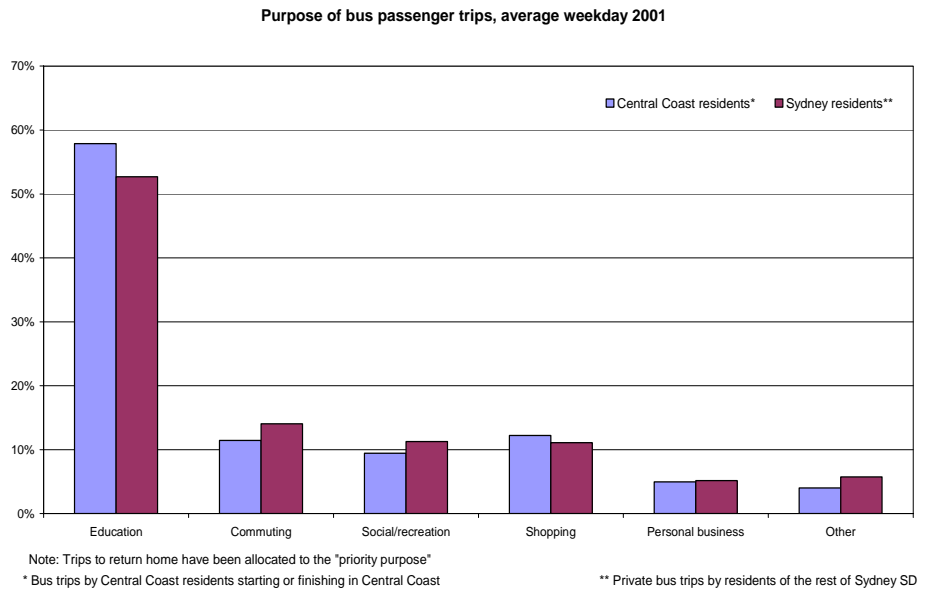
Notes: * Bus trips by Central Coast residents starting or finishing on the Central Coast

** Trips by residents of the rest of the Sydney Statistical Division

Graph 11.2: Proportion of Trips by Mode - Average Weekday, 2001



Graph 11.3: Purpose of Bus Passenger Trips - Average Weekday, 2001



- Tables 11.12 and 11.13 shows trends in the proportion of trips by mode on an average weekday for 1991 and 2001.
- Travel by car has increased from 74.2% of total trips in 1991 to 78.7% of total trips in 2001. An increase in trips by car as also experienced by Sydney residents during this period.
- There has been a decline in the proportion of trips by public transport, with a 1.4% drop in train usage and 1.1% drop in bus usage.

Table 11.12: Trips by Mode - Average Weekday, 2001

	Central Coast Residents*		Sydney Residents**	
	Number	%	Number	%
Vehicle	859,500	78.7%	10,063,400	68.9%
Train	22,800	2.1%	763,100	5.2%
Bus (Government)	-	0.0%	560,000	3.8%
Bus (Private)	48,200	4.4%	331,800	2.3%
Walk Only	145,100	13.3%	2,579,800	17.7%
Other	16,600	1.5%	299,600	2.1%
Total	1,092,200	100.0%	14,597,800	100.0%

Source: Household Travel Survey.

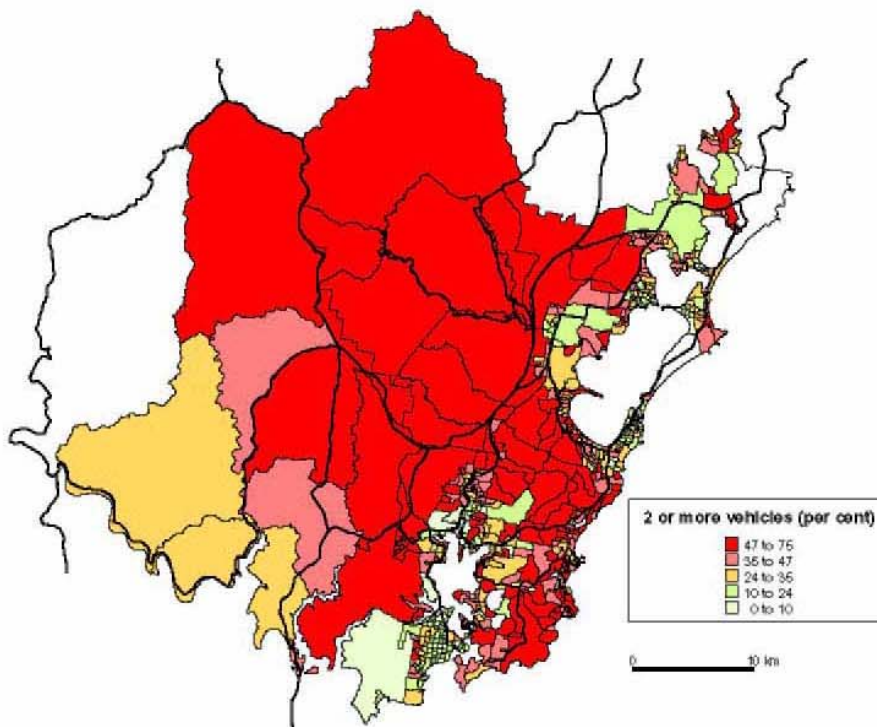
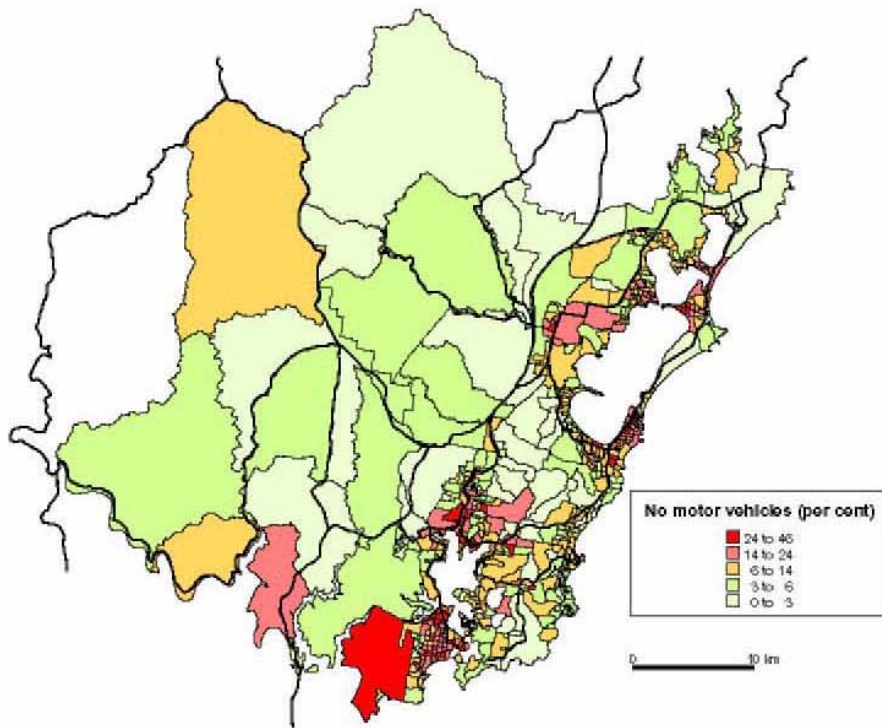
Table 11.13: Trips by Mode - Average Weekday, 1991

	Central Coast Residents*		Sydney Residents**	
	Number	%	Number	%
Vehicle	631,000	74.2%	8,556,000	66.5%
Train	29,300	3.5%	656,400	5.1%
Bus (Government)	-	0.0%	504,200	3.9%
Bus (Private)	47,000	5.5%	359,100	2.8%
Walk only	128,300	15.1%	2,561,400	19.9%
Other	14,200	1.7%	236,300	1.8%
Total	849,900	100.0%	12,873,300	100.0%

Source: Household Travel Survey.

Note: * Trips by Central Coast residents starting or finishing in Central Coast.
 ** Trips by residents of the rest of Sydney SD.

Number of Vehicles as a percentage of the total dwellings



Map 11.2: Vehicles/Dwelling.