



An Phríomh-Oifig Staidrimh
Central Statistics Office

Profile 10 Door to Door

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Profile 10 – Door to Door

Foreword

This report is the last of ten Profile reports examining in more detail the definitive results of Census 2011. This report looks at commuting in Ireland and covers modes of travel, journey times and time of departure for workers and students.

The report forms part of a series of census publications providing interpretation and analysis of the 2011 census results. Profile reports 1 to 9 covered population distribution and movements, the age profile of Ireland, industry and occupations of workers, housing in Ireland, households and families, migration and diversity, religion, ethnicity and Irish Travellers, health, disability and carers and most recently, education, skills and the Irish language. A complete list of reports and publication dates can be found on page 57 of this report.

Web tables

All the data published in this and other reports are available on the CSO website (at www.cso.ie/census) where users will be able to build their own tables by selecting the data they are interested in and downloading them in an easy to use format for their own analysis.

Small area data

Small area data is an important output from the census and the complete set of tables for all the standard layers of geography, such as ED and Local Electoral Area, as well as tables for the new geographic unit, called Small Areas, are published in our interactive mapping application (SAPMAP) on the CSO website.

Census 2011 Place of Work, School or College - Census of Anonymised Records (POWSCAR)

As part of Census 2011 all workers and students resident in Ireland who work or study away from home were geo-coded to their place of work and school/college. An anonymised Research Microdata File (RMF) containing the demographic and socio-economic characteristics of these residents, along with information on the origin and destination of their journeys, has been made available for analysis under the CSO RMF rules. Using this file the All Island Research Observatory (AIRO) has developed a mapping tool, available on their web site AIRO.ie, to portray travel to work catchment areas for large towns and cities in Ireland.



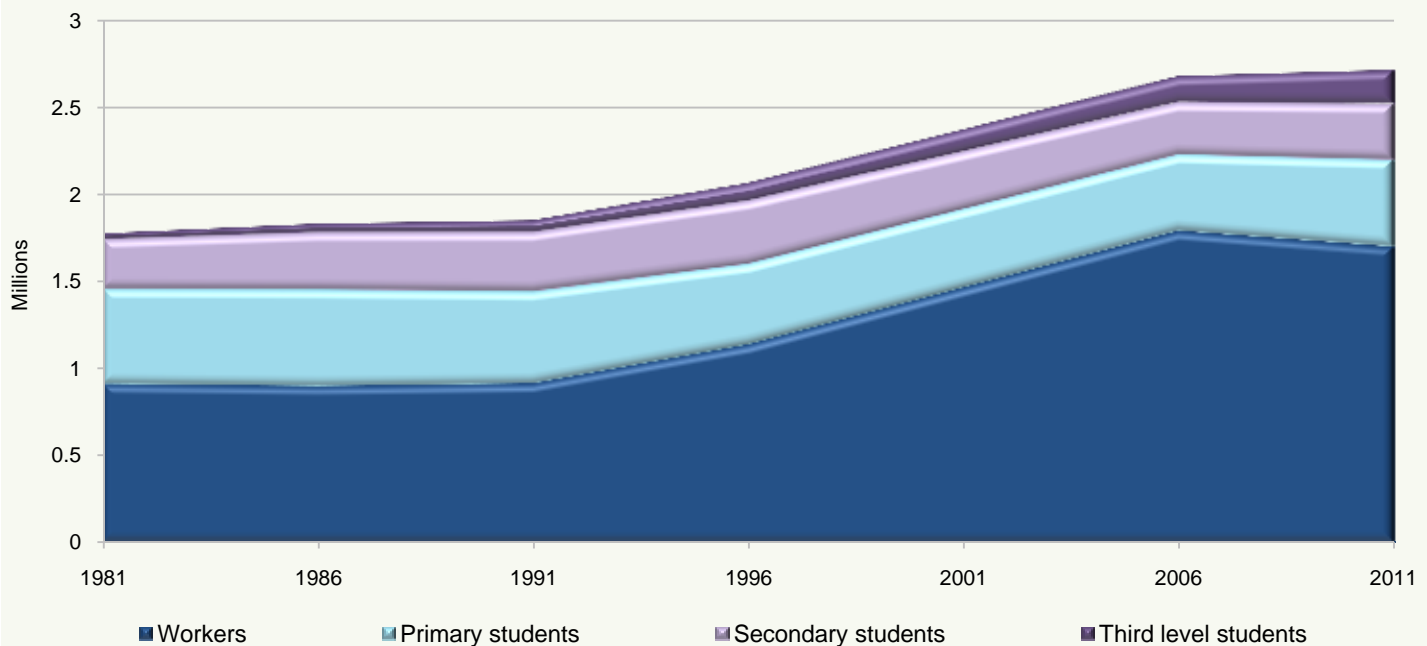
Pádraig Dalton

Director General

13 December 2012

Number of commuters 1981-2011

Figure 1 Number of commuters, 1981-2011



Commuting in Ireland 1981-2011

Questions relating to the commuting habits of persons attending a place of work, school or college have been asked on the census form since 1981. The results for those who commute outside the home (excluding those who stated that they work or study at home) are displayed in figure 1.

Commuter numbers for both workers and students totalled 2.7 million in 2011, an increase of 1 per cent on the corresponding 2006 figure of 2.67 million, and a 13.1 per cent rise when compared against the 2.39 million who travelled to work, school or college in 2002.

In 2011, almost 1.7 million workers indicated that they travelled to their work, a decrease from 1.79 million in 2006, reflecting the fall in the number of persons in employment over the five year period. This follows a period of uninterrupted growth between 1986 and 2006 in the number of persons commuting to work.

The numbers of primary and secondary students travelling to their school have experienced periods of growth and decline over the 30 year period. There were 496,601 primary students and 321,491 secondary students journeying to school in 2011, an increase of 12.8 per cent and 6.8 per cent respectively when compared to 2006. The peak number of commuters for these cohorts occurred in 1986 in the case of primary students (556,338) and 1996 for secondary students (363,919).

A continuous rise has been recorded in the amount of third-level students travelling to college, growing from 31,136 in 1981 to 191,238 in 2011. The most recent inter-censal period of 2006-2011 saw a 30.9 per cent increase in the number of college commuters.

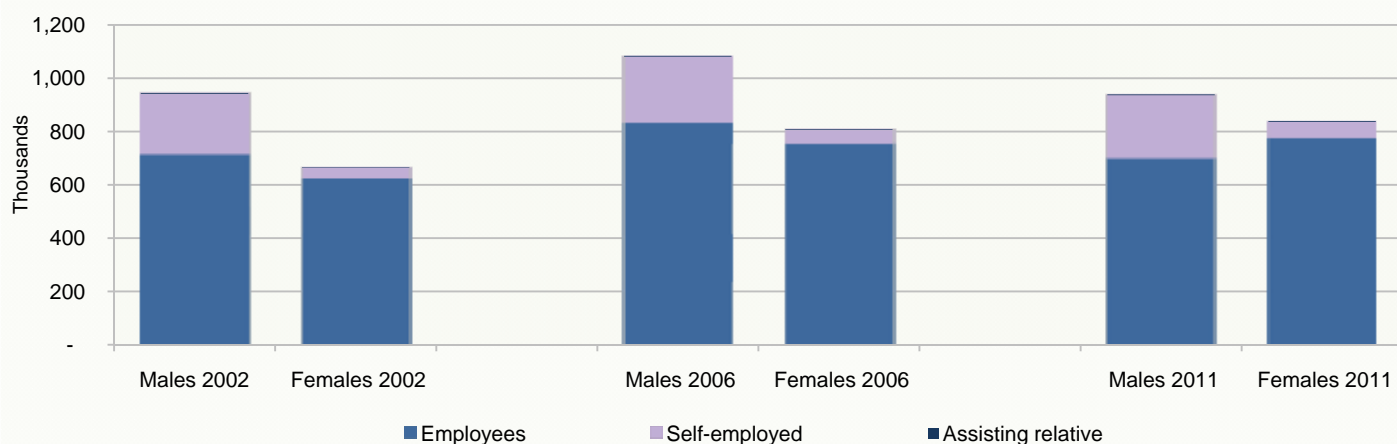
Table page 37

It's a fact!

2.7m The number of persons commuting to work, school and college in April 2011

1.0% The increase in the number of commuters since 2006

Figure 2 Persons at work, 2006 and 2011



Numbers at work

As the total number of those commuting to work each day is driven by the overall numbers at work it is instructive to examine changes in the workforce during the period under review. Reflecting the economic downturn between 2006 and 2011, the number of usually resident persons at work fell by 6 per cent from 1,892,787 to 1,778,400.

The number of employees fell from 1,582,973 to 1,470,374 in the five years to 2011, with the construction industry being the largest contributor with over 98,000 fewer workers in April 2011. The number of female employees actually increased over the same period from 752,649 to 772,960.

The decline among self-employed workers was much less pronounced, falling from 304,410 to 302,264. Far more males (239,240) than females (63,024) were self-employed in 2011. However, the number of self-employed females rose over the 5 years by 18 per cent, whereas the number of males fell by 4.7 per cent.

Mobile workers

Over 148,000 workers indicated that they had no fixed place of work. This represented a 29 per cent decline from 2006. Over half (57%) of mobile workers were employees with a further 43 per cent self-employed. Mobile workers were typically male (78.6%) and almost three in ten mobile workers were in the construction industry.

Working at home

Not all workers commuted outside the home. A total of 83,326 persons indicated that they worked mainly at or from home in 2011, down from 105,706 (21%) since 2006. Home workers are discussed further on page 26.

Table page 38

It's a fact!

2.7% The percentage increase in the number of female employees between 2006 and 2011

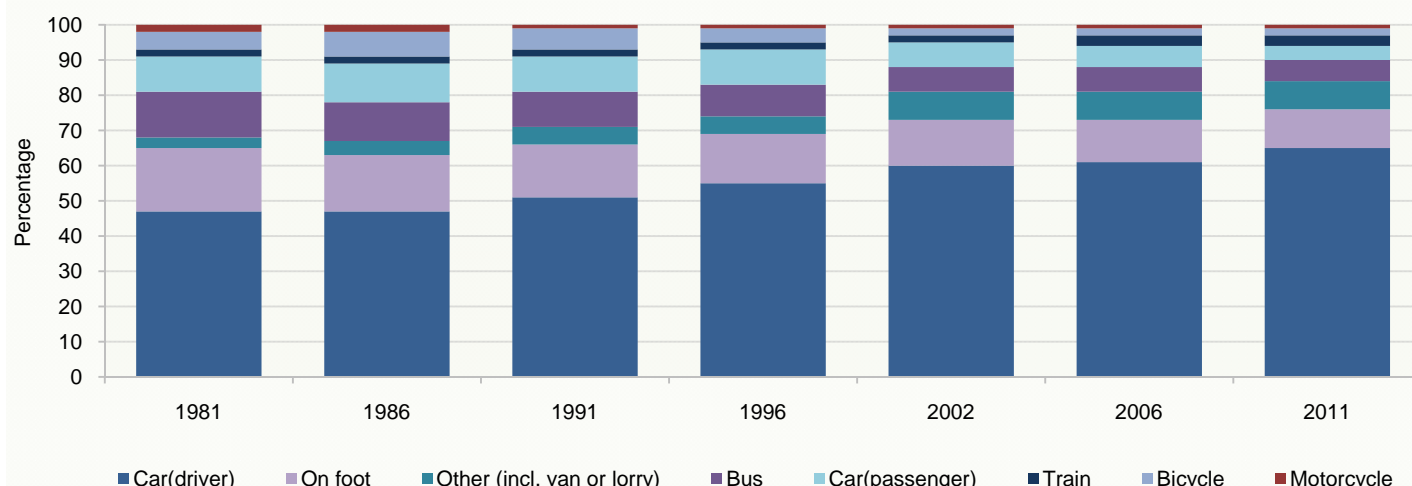
-16% The percentage decrease in the number of male employees between 2006 and 2011

141,944 The number of mobile workers in 2011, 78 per cent of whom were male

83,326 The number of persons who worked at home in 2011

Means of travel of working commuters

Figure 3 Means of travel of working commuters, 1981 to 2011



Two out of every three working commuters drove to work in 2011

Figure 3 charts the means of travel to work (in percentage terms) of Ireland's commuters to their place of work from 1981 to 2011. Throughout this period, use of cars became increasingly prevalent. In 1981, 498,646 persons or 57 per cent of commuters either drove to work or were a passenger in a car. Thirty years later, this number had more than doubled to 1,136,615 persons, representing 69 per cent of commuters.

Bus users and walkers experienced declining shares

The percentage of commuters using public transport (bus or train) declined in the face of increasing car use. While the number of persons using a bus, minibus or coach increased gradually between 1991 and 2006 from 87,377 to 114,956, this was followed by a sharp decline (20.3%) over the next five years to 91,676.

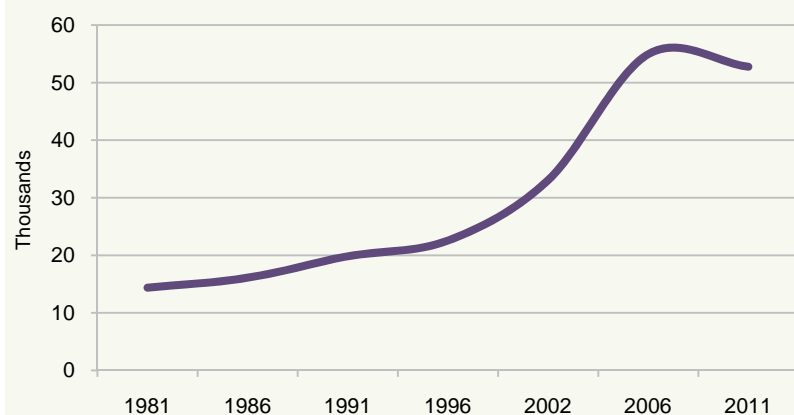
The number of persons walking to work increased from 151,952 to 170,510 between 1981 and 2011 but the share of commuters walking fell from 17.6 per cent to 10.5 per cent. As with bus users there was also a sharp fall in the absolute number of persons walking to work in the five years between 2006 and 2011, from 205,688 to 170,510.

Commuters cycling to work

Between 2006 and 2011 there was a 9.6 per cent jump in the number of persons cycling, rising from 36,306 to 39,803.

However, close to 20,000 fewer persons cycled to work in 2011 compared with 1986, when the number of cyclists was at its peak. The share of commuters cycling to work was 2.4 per cent at the last census, as opposed to 7.2 per cent recorded in 1986.

Figure 4 Number of train users 1981 to 2011



Rail passengers

Despite tailing off between 2006 and 2011, the number of commuters using a train, DART or Luas rose significantly between 1981 and 2011. Almost 40,000 more people took a train to work in 2011 than 30 years previously, doubling the share of commuters using the train from 1.7 per cent to 3.2 per cent.

The years between 1981 and 2011 saw the introduction of the DART and Luas train services as well as significant changes in the provision of rail services throughout the State.

Means of travel – men and women

More female car drivers than males

Census 2011 revealed that the number of female car drivers (551,638) surpassed male car drivers (515,813) among the working population for the first time. This meant that seven out of every ten women at work drove a car to their place of work in 2011 compared with six out of ten male commuters, and continues a trend first observed in the 2002 census where proportionally more women travelled to work by car than men.

Figures 5 and 6 illustrate the percentage of male and female commuters who travelled to work as car drivers and car passengers respectively between 1981 and 2011.

While there has been a marginal increase in the proportion of males driving to work (from 56.7 per cent in 1981 to 61.1 per cent in 2011) throughout this period, the percentage of women who drove to work increased from 26.6 per cent to 70.1 per cent.

The growth in the percentage of female drivers has coincided with a reduction in the share of women travelling to work as a car passenger. Just 5.5 per cent of females were driven to work in 2011, down from its peak of 18.4 per cent in 1986. However, a greater proportion of women travelled as car passengers in 2011 than men (5.5% compared with 3.1%), as has been the case traditionally since 1981.

Table page 38

Figure 5 Percentage of commuters who were car drivers by sex, 1981-2011

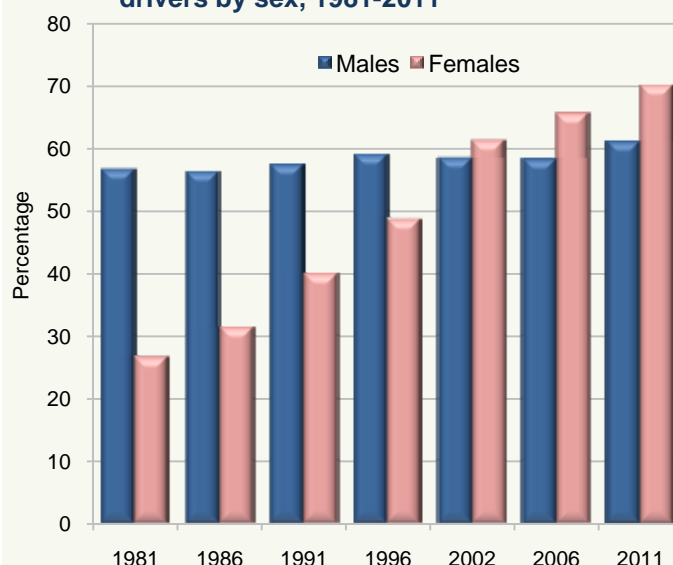
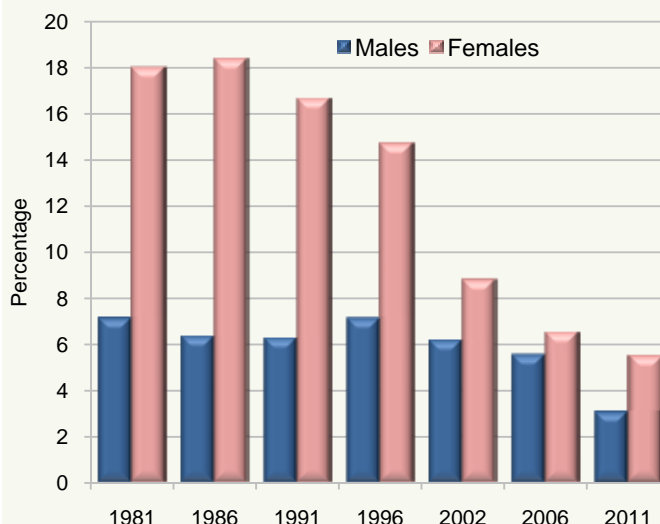


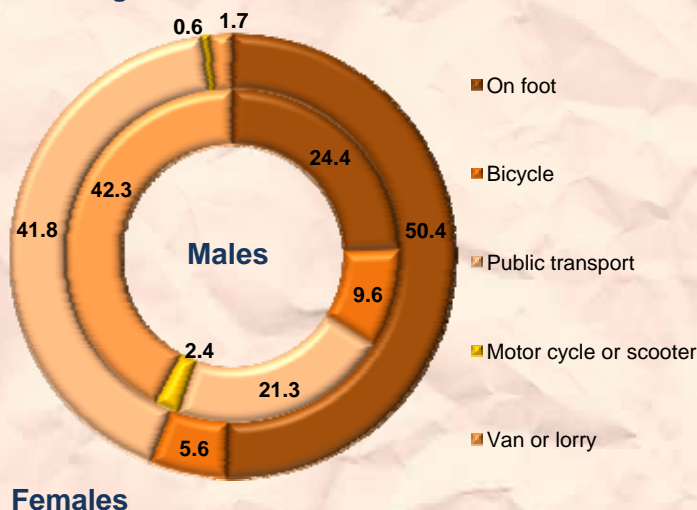
Figure 6 Percentage of commuters who were car passengers by sex, 1981-2011



It's a fact!

551,638 The number of females who drove to work in 2011, exceeding the number of male drivers (515,813) for the first time

Percentage breakdown of travel modes by sex, excluding car



Walking, cycling and public transport

More women walked to work (96,796) than men (73,714) while men accounted for the majority of those cycling with 29,075 out of the total 39,803.

The majority of public transport users were women, accounting for 55.5 per cent (80,178) of the 144,425 passengers that used the train or bus.

Motor bikes and vans

Some means of transport are almost exclusively male only. Only 13.2 per cent of the 8,443 motorbike users were women, while women accounted for only 2.4 per cent of the 131,018 van drivers. Around 15 per cent of males commuted to work using this means of transport.

Means of travel – 5 cities and rest of State

Five cities versus the rest of the State

The means of travel to work of those living in the five main cities and their suburbs, other urban areas and the aggregate rural area are analysed in table 4 (on page 40) and figure 7 below.

Public transport and walking

Public transport (bus, minibus, coach, train, DART and Luas) was more prevalent in Dublin. It was used by 21 per cent of commuters (93,034 persons) compared with just 6.8 per cent in Cork, 6.4 per cent in Galway, 4.4 per cent in Limerick and only 1.8 per cent of commuters living in the aggregate rural area.

Proportionally more commuters walked to work in Galway with 17 per cent walking compared to 14.5 per cent in Dublin and Waterford and just 4.6 per cent in the aggregate rural area.

Road users

In Cork, Waterford and Limerick over 70 per cent of commuters relied on a car or motorcycle to get to work, compared to just 54.7 per cent in Dublin.

In the aggregate rural area 13.9 per cent of commuters used a van or lorry to get to work compared to just 6.3 per cent in the urban towns and only 3.4 per cent in Dublin.

Cycling to work was most popular in Dublin with 5.9 per cent cycling to work followed by Galway with 4.9 per cent. In smaller towns only 1.5 per cent cycled to work while only 0.5 per cent cycled to work in the aggregate rural area.

Table page 40

It's a fact!

55%

The percentage of commuters living in Dublin city and suburbs who drove to work by car

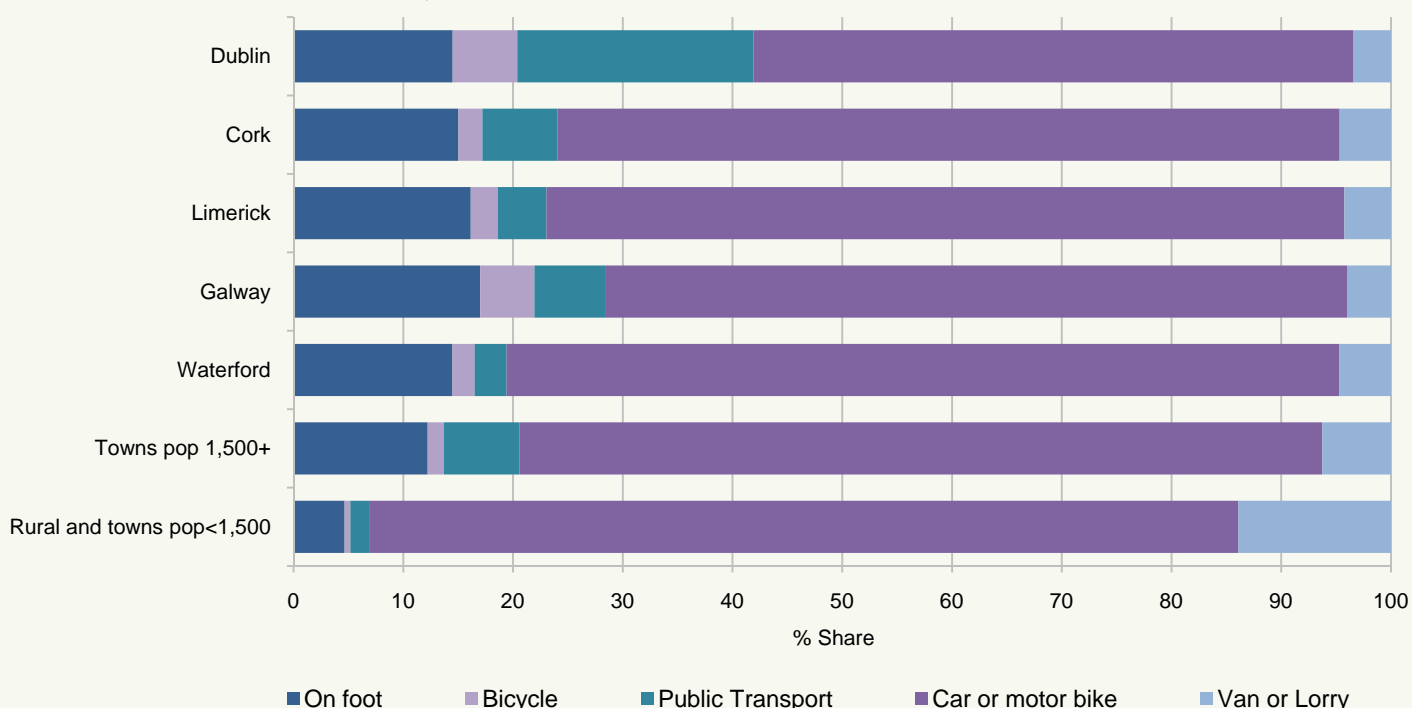
62,693

The number of Dublin commuters walking to work in April 2011

14,264

The number of commuters outside of Dublin cycling to work in April 2011

Figure 7 The five main cities and their suburbs, other urban areas and aggregate rural area by percentage share in mode of travel to work, 2011



Decrease in average travel time

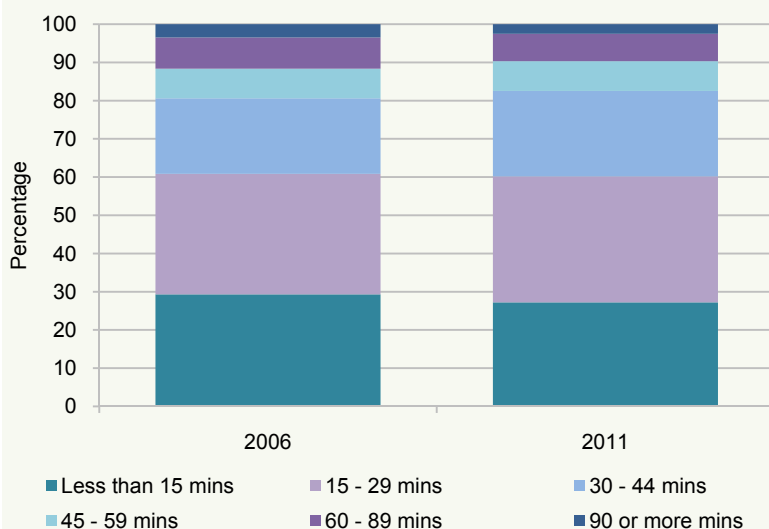
The average time spent travelling to work in 2011 was 26.6 minutes, a decrease from 27.5 minutes recorded in 2006 and 26.8 minutes in 2002.

Figure 8 compares the travel times for commuters between 2006 and 2011. While a smaller percentage of commuters had travel times of 15 minutes or less in 2011 (27% compared with 29%), a higher proportion of workers travelled between 15-44 minutes in 2011 (55%) in contrast to five years previously (51%).

One in ten workers travelled for 60 minutes or more in 2011, in contrast to one in eight workers in 2006.

Table page 41

Figure 8 Average travel time to work, 2006 and 2011



Greater percentage of workers travel longer in Dublin's commuter belt

A greater proportion of workers living in counties that are within commuting distance of Dublin tended to take longer to arrive at their place of employment.

As shown in map 1, more than one in seven commuters residing in Fingal, Laois, Westmeath, Meath, Kildare and Wicklow had travel times of an hour or longer to their job.

Over 6 per cent of persons at work who resided in Laois spent 90 minutes or more commuting, the highest share of any county, while 5 per cent of workers living in Longford, Cavan and Offaly had daily commuting times of more than an hour and a half travelling to their place of employment.

At the opposite end of the spectrum, almost 47 per cent of workers in Waterford City spent under a quarter of an hour travelling to their place of work, followed by Donegal (42%), Kerry and Mayo (both 40%).

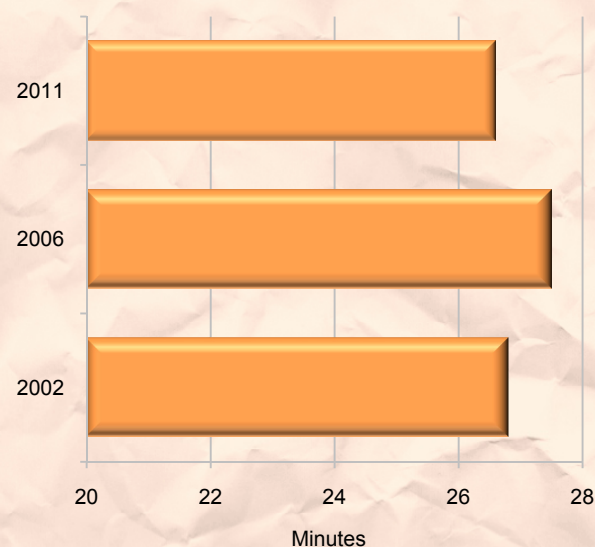
Dublin City (18%) had the smallest percentage of commuters with travel times of 15 minutes or less.

It's a fact!

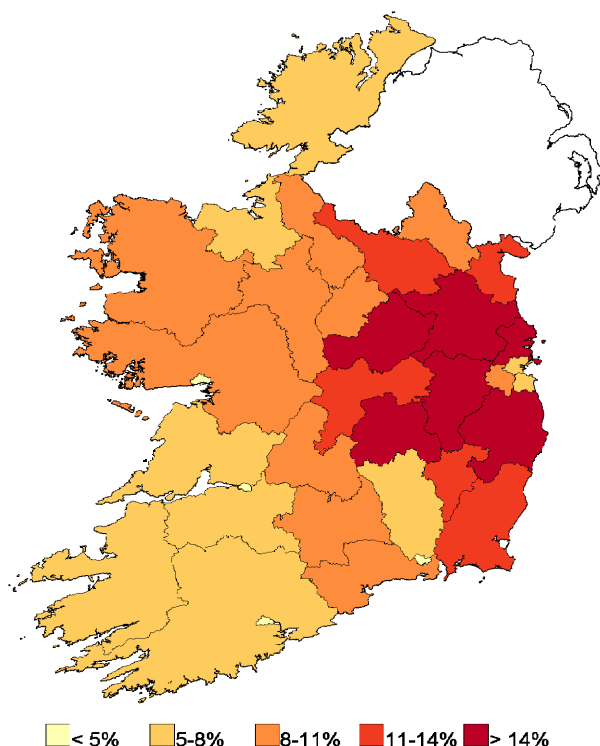
26.6 The average travel time in minutes for all commuters in 2011

152,465 The number of persons who travelled for 60 minutes or more to their place of work in 2011

Average travel times 2002-2011



Map 1 Percentage of commuters travelling more than an hour to work by county, 2011



One hour travelling

Commuting for one hour or more

Nearly one in ten workers spent one hour or more commuting to work representing 11.4 per cent of male and 7.8 per cent of female workers. The numbers commuting one hour or more to work are highest for those between the ages of 30-44 with 46,678 males and 31,143 females spending more than an hour travelling to work.

It's a fact!

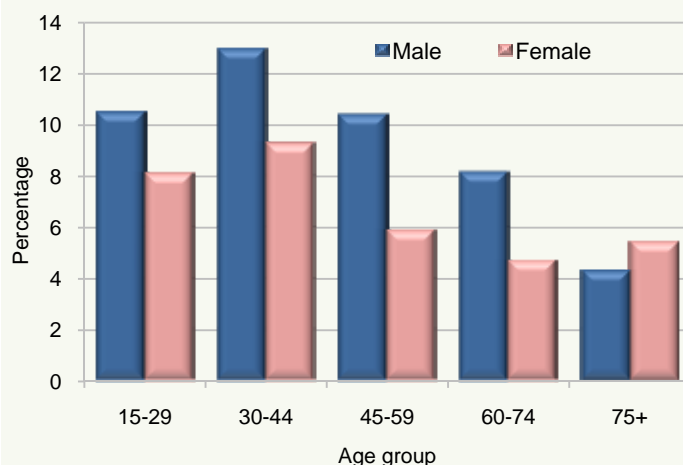
92,000 The number of males commuting one hour or more to work in 2011

60,465 The number of females commuting one hour or more to work in 2011

14,677 The number of commuters who spent two hours or more travelling to work in 2011

13,032 The number of mothers with children under 5 commuting one hour or more to work in 2011

Figure 9 Workers commuting for one hour or more as a percentage of total commuters, by sex and age group



Commuting and families

The number of parents with young children under five who spent an hour or more commuting to work was 35,345 of whom 13,032 were female. There were 1,195 lone parents with children under five whose journey to work lasted one hour or more. The majority of these were women.

The percentage of parents with children who spent an hour or more commuting to work decreased as the age of the youngest child in the family increased. The percentage of female partners in couples with children who commuted an hour or more to work was 9.8 per cent where the youngest child was aged less than 5. This reduced to 4.7 per cent where the youngest child was aged between ten and fourteen years.

Table A Usually resident commuters who were parents by sex of parent, family type, commute time and age of youngest child (excludes commute time not stated)

Age of youngest child	Couple with children				Lone parent with children			
	Less than one hour		One hour or more		Less than one hour		One hour or more	
	Males	Females	Males	Females	Males	Females	Males	Females
0-4	132,631	110,079	22,181	11,969	873	13,871	132	1,063
5-9	61,683	51,685	9,321	3,376	1,075	14,615	135	937
10-14	51,919	46,918	6,619	2,320	1,485	13,894	162	904
15-19	42,483	40,721	4,726	1,880	2,019	11,979	223	746
20-24	28,241	27,198	2,814	1,178	1,977	7,882	180	463
25+	18,329	16,425	1,649	655	1,778	6,240	138	344
Total	335,286	293,026	47,310	21,378	9,207	68,481	970	4,457

Time of departure

Travel time falls for early commuters

The average commuting time by time of departure to work for both 2006 and 2011 is analysed in figure 10.

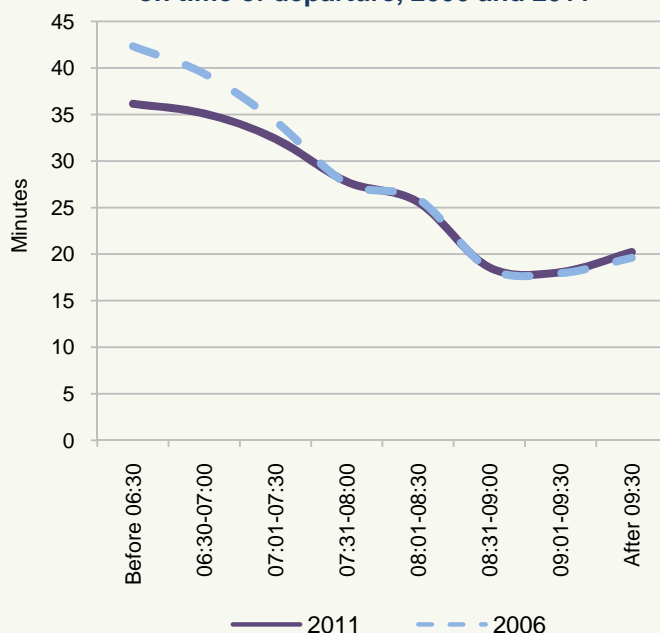
Workers leaving for work before 06:30 a.m. had an average travel time to work of 42 minutes in April 2006. Five years later the corresponding average travel time had dropped to 36 minutes.

Persons who left for work between 06:30 a.m. and 07:30 a.m. took 34 minutes to travel in 2011, down from 39 minutes in 2006.

However, commuters leaving from 07:30 a.m. onwards in 2011 had similar travel times compared with 2006, taking an average of around 27 minutes in the period between 07:30 and 08:30 a.m. and 19 minutes when travelling after 08:30 a.m.

Table page 41

Figure 10 Average commuting time to work based on time of departure, 2006 and 2011



It's a fact!

55.5% The percentage of male commuters who left for work before 08:00 a.m.

38.3% The percentage of female commuters who left for work before 08:00 a.m.

272,864 The number of commuters who left for work before 07:00 a.m.

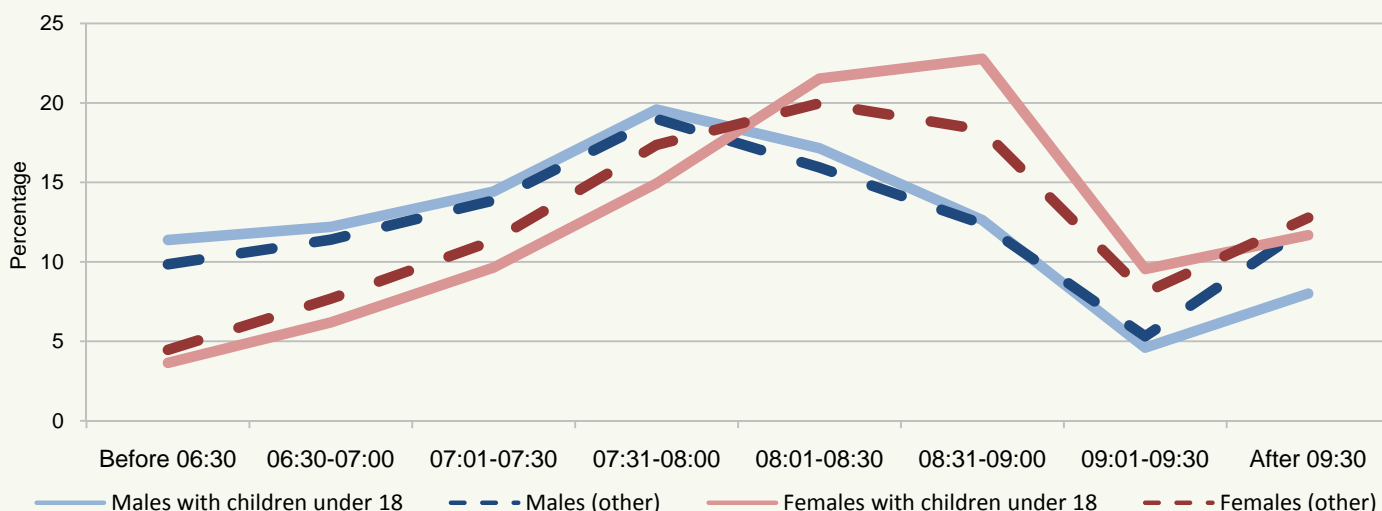
Men left for work earlier than women

Differences were observed in the departure times of male and female commuters, as men generally began their journeys at an earlier time.

Overall 55.5 per cent of the 879,897 male commuters left before 08:00 a.m. compared to just 38.3 per cent of the 815,177 female commuters. Men accounted for around 68 per cent of the 272,864 commuters leaving for work before 07:00 a.m.

As shown in figure 11, working women with children under 18 years of age tended to leave later than other female commuters, with two out of every three females in the former category departing for work after 08:00 a.m. compared with 59 per cent in the case of the remaining women commuters.

Figure 11 Percentage breakdown of departure times, male and female commuters, 2011



Nationality

Variations in means of travel among the nationalities

Figure 12 compares the differences in commuting modes by broad nationality groups. Car and motorcycle use was far more prevalent among Irish and British nationals, at 72 and 70 per cent of commuters respectively. Only 60 per cent of Polish nationals travelled to work using cars or motorcycles.

More than a quarter of Polish nationals and persons of other nationalities travelled to their place of work either using a bicycle or on foot. In contrast only 13 per cent of British and 11 per cent of Irish nationals used one of these forms of transport on their daily commute.

Figure 12 Means of travel by nationality, 2011

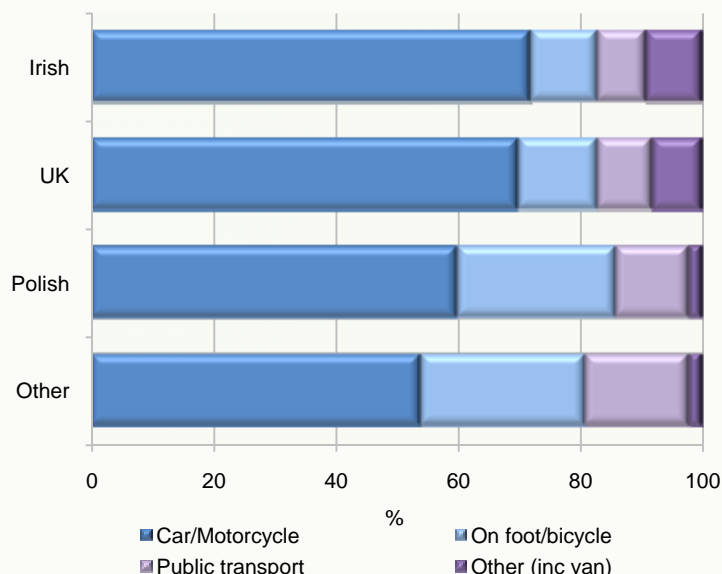
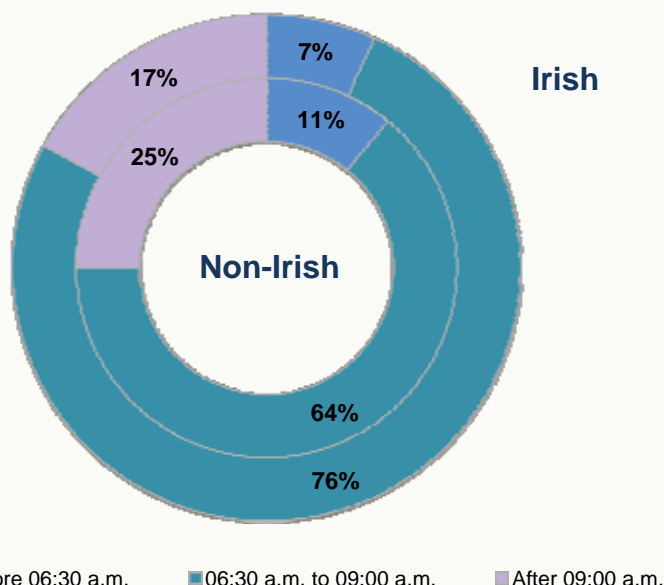


Figure 13 Time of departure by nationality, 2011



Time of departure

As shown in figure 13, non-Irish commuters were more likely to work outside normal working hours. More than three in four Irish persons left for work between 06:30 a.m. and 09:00 a.m. compared with only 64 per cent of persons from other countries.

Catching the bus

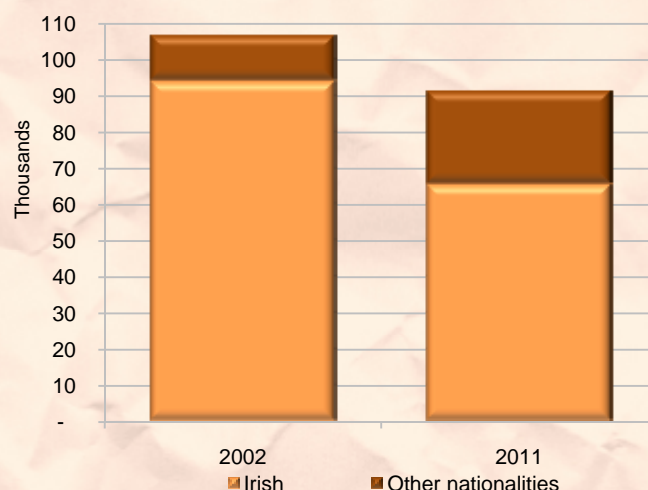
The proportion of non-Irish nationals using the bus to get to work rose significantly between 2002 and 2011 as can be seen in the chart below. In 2002, only 12 per cent of the 107,315 commuters who used the bus were non-Irish. By 2011, the numbers taking the bus had declined to 91,676 but almost 30 per cent of these were non-Irish.

It's a fact!

30% The percentage of the 91,676 bus commuters who were non-Irish

20% The percentage of non-Irish commuters who left for work after 09:30 a.m. in 2011

Nationality breakdown of commuters travelling by bus 2002 and 2011



Working commuters – owners and renters

Renters most likely to commute on foot

The average journey time of working commuters living in rented households was 24 minutes in 2011, in contrast to 27.5 minutes for workers residing in owner-occupied homes. Around 66 per cent of commuters who were renting had a journey time of less than 30 minutes compared to 58 per cent of those who owned their house or apartment.

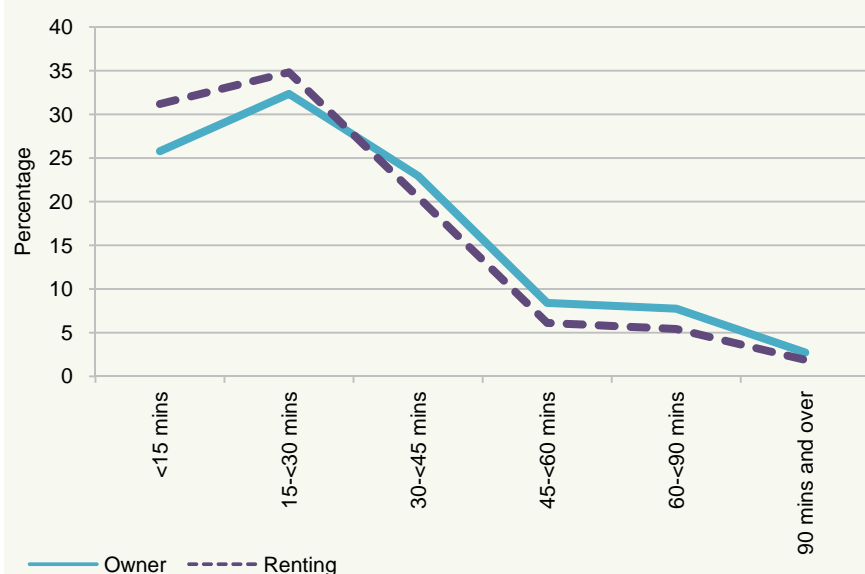
Half of workers residing in rented accommodation drove to work compared with almost two-thirds of workers living in owner-occupied homes. Car passengers featured more prominently in rented homes, 6 per cent compared to only 3.4 per cent for those living in owner-occupied dwellings.

More workers in rented homes (87,857) walked to work than those in owned homes (79,226) even though working commuters in owner-occupied homes outnumbered those in rented homes by more than three to one.

Commuters cycling to work accounted for 3.9 per cent of workers in rented accommodation compared to 1.8 per cent of workers in owner-occupied dwellings.

The share of workers using public transport was also higher among those living in rented homes, where 13.5 per cent of persons at work used bus or train services in contrast to 6.8 per cent of those living in owner-occupied homes.

Figure 14 Journey time in minutes by nature of occupancy



It's a fact!

100,343

The number of working commuters living in owner-occupied homes who travelled to work by van

14,640

The number of working commuters living in rented homes who travelled to work by van

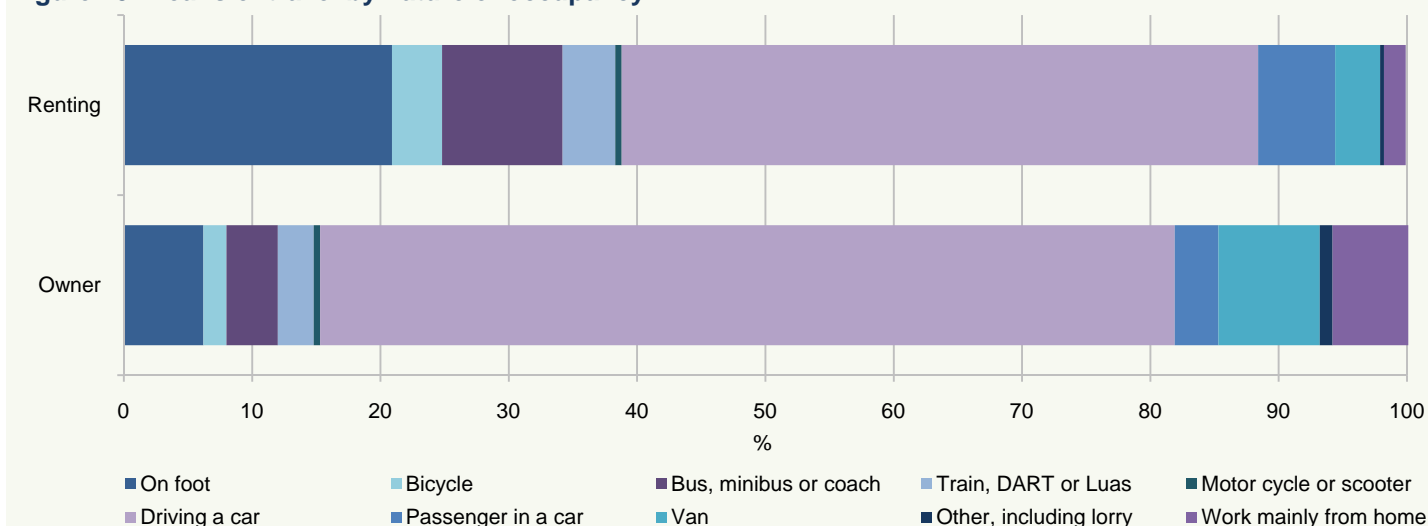
74,330

The number of persons living in owner-occupied accommodation who worked from home

7,294

The number of persons living in rented accommodation who worked from home

Figure 15 Means of travel by nature of occupancy



Place of work by county

Job numbers within each county

The location of the place of work and school was captured and geo-coded in Census 2011 enabling an analysis of the daytime working population of towns, cities and counties in Ireland. The analysis presented on the following pages excludes those who left the question blank (10.4%, 196,188 persons)

Figure 16 shows the percentage change in the number of persons at their place of work in each administrative county between 2006 and 2011. Mobile workers with no fixed work destination are also shown.

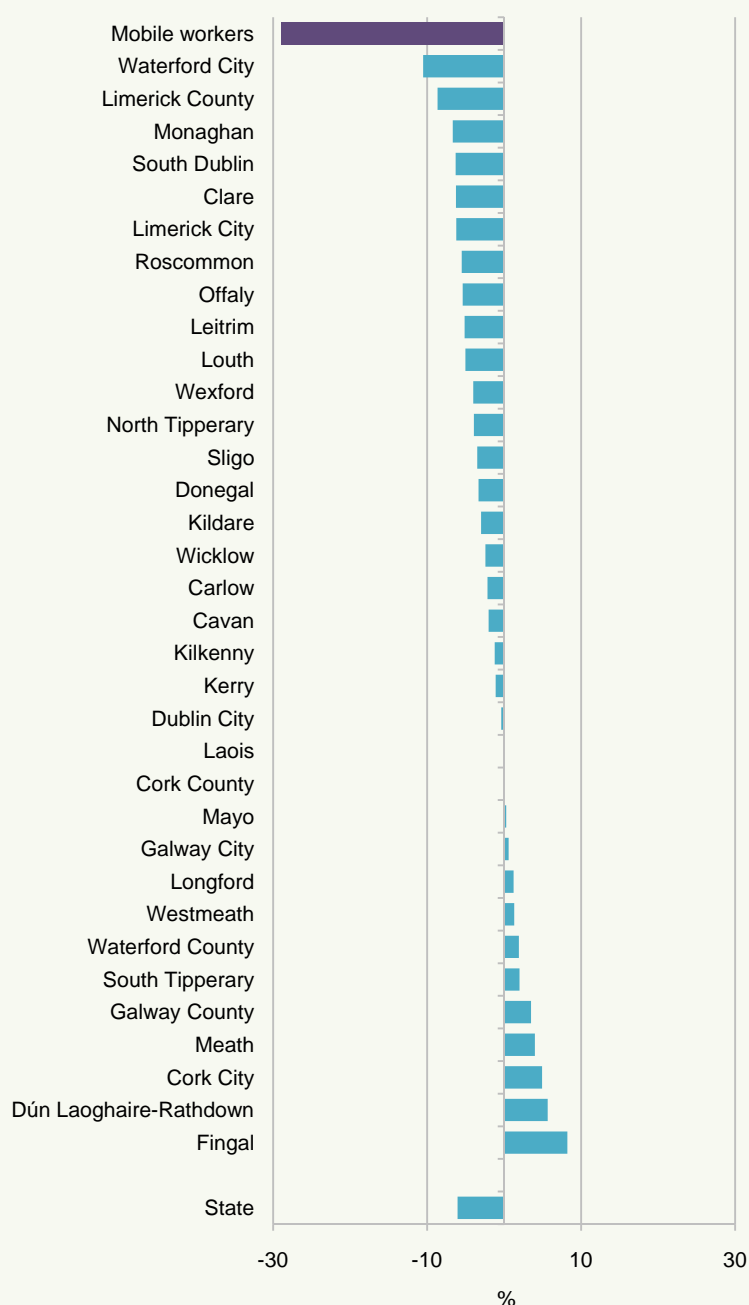
As noted on page 8, the overall number of jobs in the State in April 2011 stood at 1.78 million, a decline of 6.0 per cent (110,000) from 1.89 million in 2006.

The most significant percentage decline occurred among workers with no fixed place of work, falling from 208,548 in 2006 to 148,177 in 2011, a decrease of 28.9 per cent.

In relation to daytime working population, Waterford city had the largest percentage fall, with a 10.5 per cent decrease from 25,134 workers to 22,488 over the five year period, followed by Limerick county with an 8.7 per cent decline.

Fingal (8.2%) recorded the largest increase in daytime working population over this period, followed by Dún Laoghaire-Rathdown (5.7%) and Cork City (4.9%).

Figure 16 Percentage change in daytime working population by county, 2006 and 2011



It's a fact!

28.9% The decrease in the number of workers with no fixed place of work between 2006 and 2011

8.2% The increase in the daytime working population of Fingal, the largest increase of any local authority area

2,226 The increase in persons who worked in the ED of South Dock in Dublin city (between 2006 and 2011), the largest increase of any ED

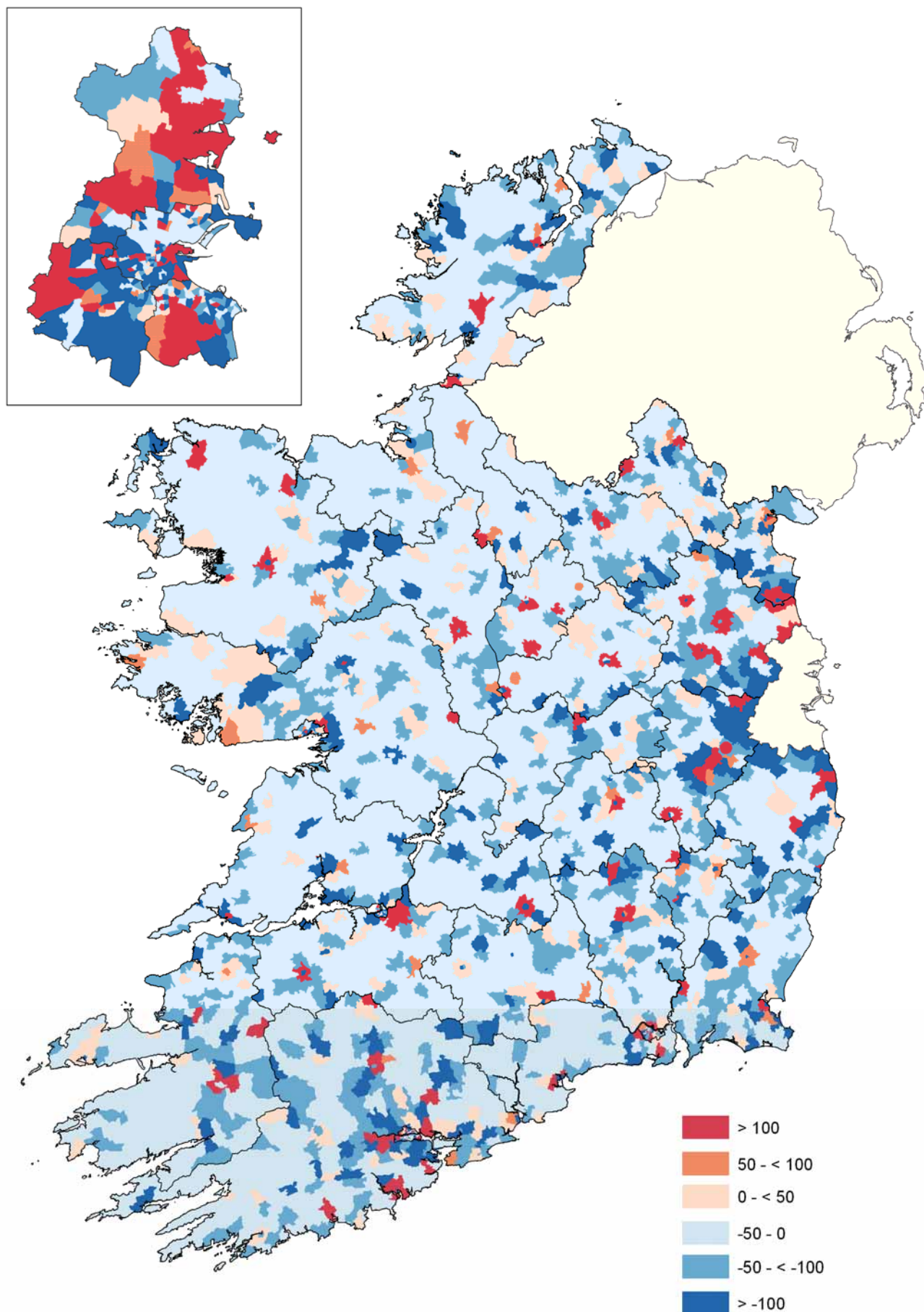
Ballycummin area suffered greatest job loss

At Electoral Division (ED) level, Ballycummin in Limerick County had the biggest loss in jobs, with a decline of 4,038 persons at work in this area (from 13,680 in 2006 to 9,642 in 2011). Leixlip came next with a decrease of almost 3,000 jobs over the inter-censal period.

At the other end of the spectrum, the South Dock area in Dublin city recorded the largest increase in persons at work, rising by 12.5 per cent from 17,868 to 20,094 between 2006 and 2011.

Place of work by Electoral Division

Map 2 Change in the daytime working population of each Electoral Division between the 2006 - 2011



Commuter flows

Commuter flows at county level

Map 3 compares the difference in the number of workers commuting into and out of the administrative counties in 2011.

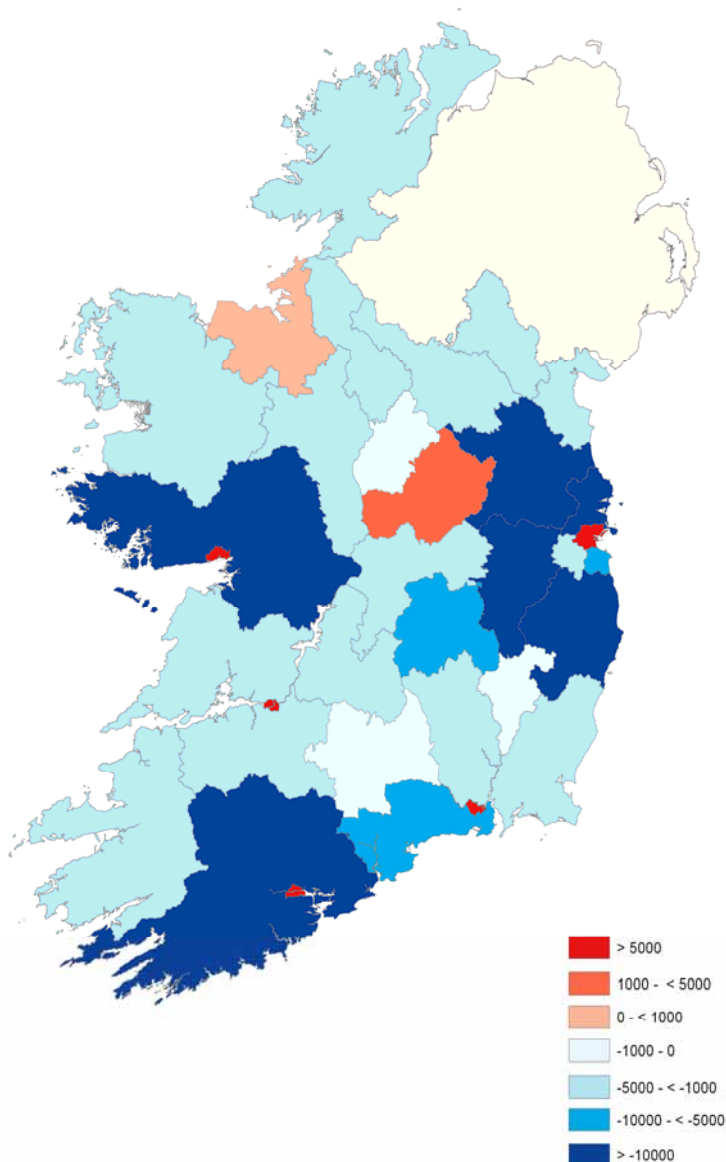
In the case of nine local authority areas, the working population exceeded the number of resident workers. Dublin City recorded the largest net inflow, with 156,622 working persons travelling into the city centre on a daily basis compared to 46,815 residents who worked in other counties, a net inflow of 109,807 commuters. Cork City, with 28,587 extra commuters coming into the city than leaving it, was the next biggest net gainer in its working population.

However, most counties recorded greater outflow of workers than inflow in terms of commuting patterns.

Cork County had 42,979 residents crossing the county boundary to attend work elsewhere, as opposed to 15,717 persons commuting into the county, a net loss of 27,262 workers and making it the county with the largest net outflow.

Other counties which suffered large net outflows in the number of commuters were Meath (-22,569), Fingal (-16,648) and Kildare (-16,248).

Map 3 Counties with net gains or losses in the number of commuters (inward commuters less outward)



It's a fact!

109,807 The net inflow of daily commuters into Dublin city in 2011

28,587 The net inflow of daily commuters into Cork city in 2011

7 The number of administrative counties that had more inflow of commuters than outflow

27,262 The net outflow of daily commuters from Cork County in 2011, the largest of any county

Sligo The town with the largest inflow of commuters (+7,433) in 2011

Commuter flows at town level

Among the urban towns (with population of more than 1,500), Sligo had the largest net inflow of commuters in 2011, with 7,433 more workers commuting into the town than leaving it to work elsewhere. Other towns which had considerable commuter inflows were Athlone (5,226) and Tralee (5,148).

The town with the biggest net outflow of commuters was Celbridge (-5,150), followed by Greystones (-4,247) and Malahide (-3,696).

The commuting patterns associated with the five cities and their suburban areas are discussed further on pages 20–24.

Table page 46

Working in the cities

Figure 17 Persons at work in the five cities, 2011



More persons working in the cities

The daytime working populations of the five cities and their suburbs increased between 2006 and 2011.

There were 455,375 persons attending a job at a specific location in Dublin city and suburbs in 2006. Five years later this figure had risen to 469,987, an increase of 3.2 per cent. Dublin was the workplace of 32 per cent of the States workforce (excluding mobile workers).

Cork, Galway and Limerick cities and their suburbs also saw an increase in the number of persons attending work at a fixed location within these areas. However, Waterford city and suburbs experienced a 9.7 per cent fall in the number of jobs from 25,838 in 2006 to 23,332 in 2011.

These five urban areas combined accounted for 45 per cent of all work destinations (excluding mobile workers) in 2011, up marginally from 44 per cent recorded in the 2006 census.

Workers travelling into the cities

The number of workers attending a place of work located within a city and its suburbs can be distinguished between workers who already reside within these urban areas and those who commute from the surrounding areas.

Dublin city and suburbs witnessed an increase of 12.3 per cent in the number of workers travelling from elsewhere rising from 104,865 in 2006 to 117,764 in 2011.

Limerick city and suburbs recorded a 25.7 per cent increase in the number of external commuters between 2006 and 2011. However, there were less persons travelling into Waterford city and suburbs for work in April 2011, with a decrease of 8.9 per cent recorded over the inter-censal period.

Table page 46

It's a fact!

469,987 The number of persons with a job at a fixed location in Dublin city and suburbs

32% The percentage of all workers who worked within Dublin city and suburbs (excluding mobile workers)

Table B Total persons at work and the number of persons commuting to the Irish cities and suburbs, 2006 and 2011

Urban Area	Persons at work 2006	Persons at work 2011	Percentage change in persons at work	Workers travelling into the city and suburbs 2006	Workers travelling into the city and suburbs 2011	Percentage change in workers travelling into the city and suburbs
Dublin city and suburbs	455,375	469,987	3.2	104,865	117,764	12.3
Cork city and suburbs	86,316	92,150	6.8	31,909	36,519	14.4
Limerick city and suburbs	35,977	40,464	12.5	15,984	20,086	25.7
Galway city and suburbs	40,859	41,402	1.3	18,931	20,560	8.6
Waterford city and suburbs	25,838	23,332	-9.7	11,685	10,646	-8.9

Dublin - workers and commuters

Daytime working population of Dublin

A total of 388,083 workers resided in Dublin city and its suburbs in April 2011. Of these 35,860 (9.2%) worked outside the city leaving 352,223 who both lived and worked in Dublin. A further 117,764 workers travelled into the city area to their place of employment resulting in a daytime working population of 469,987.

It's a fact!

117,764 The number of persons who had a daily commute into Dublin city and suburbs in April 2011

76% The percentage of commuters into Dublin city and suburbs who lived in Fingal, Kildare, Meath or Wicklow

Map 4 Percentage of commuters in each Small Area working in Dublin city and suburbs

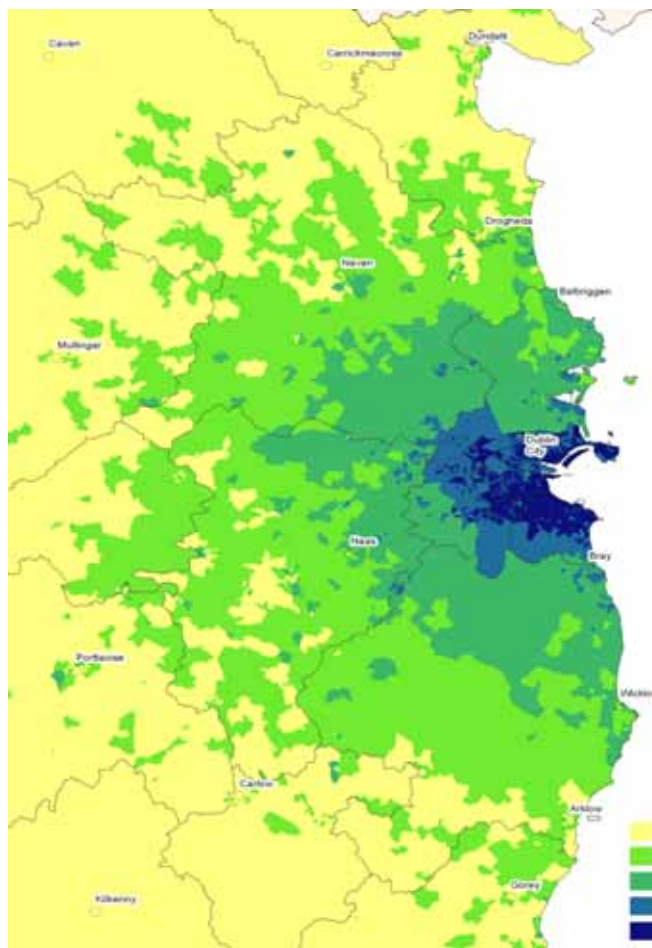
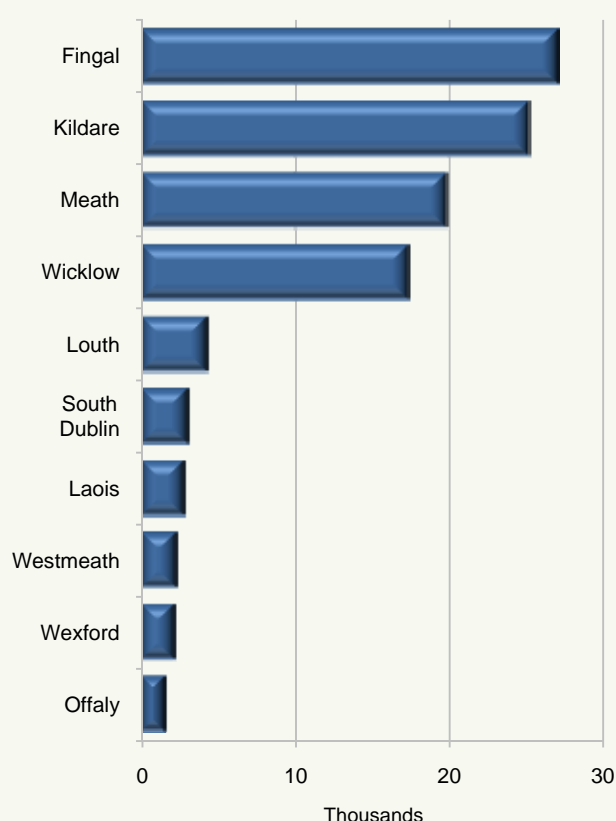


Figure 18 Place of usual residence of workers commuting to Dublin, top ten counties



Dublin's commuter belt

The distribution of workers who were in employment in Dublin city and suburbs is shown on map 4.

At county level, Fingal (27,064) had the largest number of commuters travelling into Dublin city and suburbs, followed by Kildare (25,237), Meath (19,863) and Wicklow (17,300). These four counties combined comprised 76 per cent of all workers with a daily commute into Dublin.

At town level, Swords was the biggest contributor to the city's workforce, with 7,112 daily commuters, followed by Bray (5,975), Celbridge (4,256), Greystones (3,689) and Malahide (3,573). Map 5 overleaf displays the most important feeder towns for Dublin.

Almost 70 per cent of Dublin's 117,764 commuters travelled by car, while a further 14 per cent used the train and 9 per cent availed of bus services.

The average travel time for these commuters in 2011 was 50 minutes, almost twice the national average of 26.6 minutes. Half of commuters to Dublin left for their place of work before 07:30 a.m.

Commuting to Dublin

Table C Towns which contribute the most to Dublin's workforce

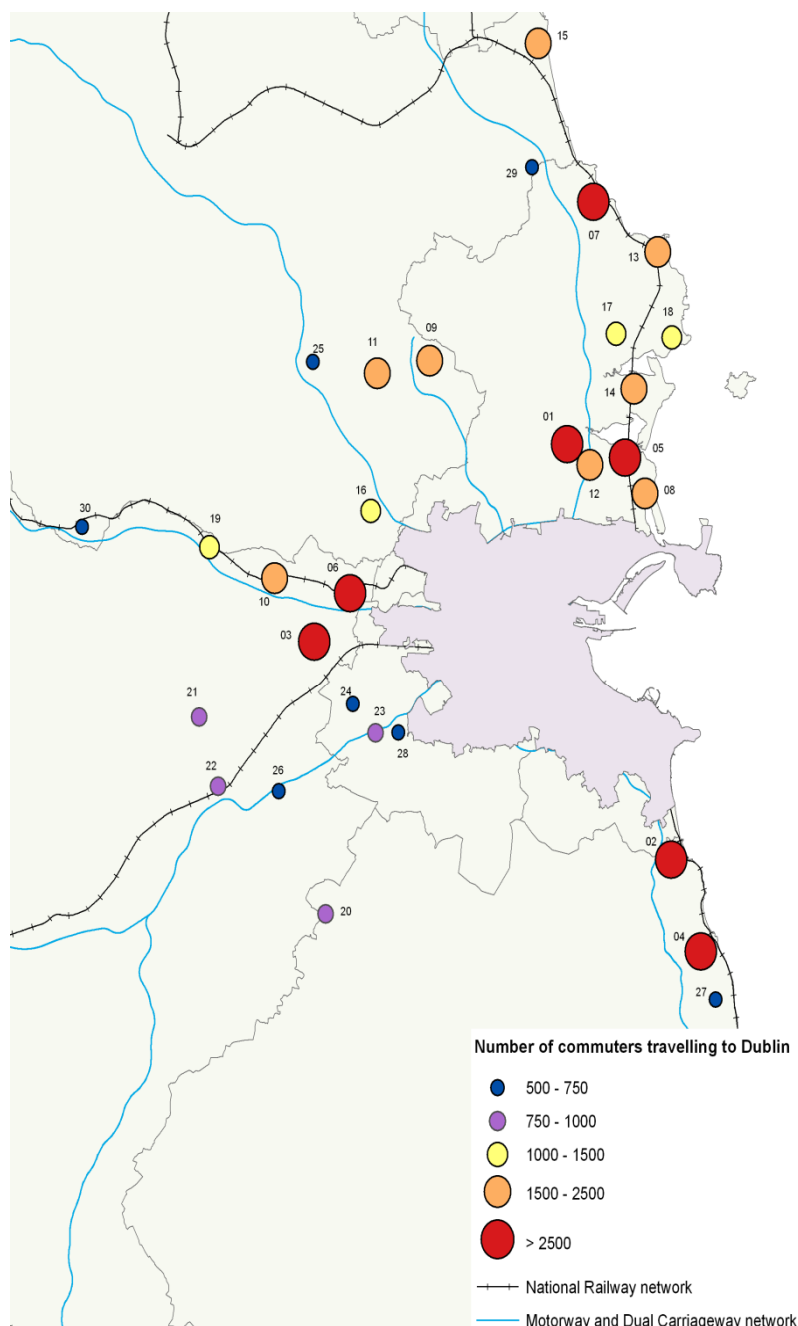
Kildare		Number of workers	Workers travelling to Dublin	% of workers travelling to Dublin
03.	Celbridge	8428	4256	50.5
06.	Leixlip	6776	3415	50.4
10.	Maynooth	5153	2147	41.7
19.	Kilcock	2503	1025	41.0
21.	Clane	3002	968	32.2
22.	Sallins	2353	856	36.4
26.	Kill	1377	648	47.1

Meath		Number of workers	Workers travelling to Dublin	% of workers travelling to Dublin
09.	Ashbourne	5486	2360	43.0
11.	Ratoath	3952	2036	51.5
15.	Laytown-Bettystown-Mornington	4222	1503	35.6
16.	Dunboyne	2942	1496	50.8
25.	Dunshaughlin	1624	676	41.6
29.	Stamullen	1375	539	39.2
30.	Enfield	1306	527	40.4

Wicklow		Number of workers	Workers travelling to Dublin	% of workers travelling to Dublin
02.	Bray	12764	5975	46.8
04.	Greystones	7393	3689	49.9
20.	Blessington	2106	971	46.1
27.	Kilcoole	1623	631	38.9

South Dublin		Number of workers	Workers travelling to Dublin	% of workers travelling to Dublin
23.	Rathcoole	1504	763	50.7
24.	Newcastle	1318	732	55.5
28.	Saggart	1092	619	56.7

Map 5 Dublin's main feeder towns in 2011



Fingal		Number of workers	Workers travelling to Dublin	% of workers travelling to Dublin
01.	Swords	17724	7112	40.1
05.	Malahide	6565	3573	54.4
07.	Balbriggan	7527	3058	40.6
08.	Portmarnock	4124	2425	58.8
12.	Kinsealy-Drinan	3178	1670	52.5
13.	Skerries	3676	1565	42.6
14.	Donabate	2980	1525	51.2
17.	Lusk	3170	1482	46.8
18.	Rush	3780	1345	35.6

Working in Cork and Galway

Daytime working population of Cork

There were 65,646 workers residing in Cork city and suburbs in April 2011, of which 10,015 (13%) worked outside the city. The remaining 55,631 workers were joined by 36,519 persons who travelled into the city to work, bringing the daytime working population of the area to 92,150.

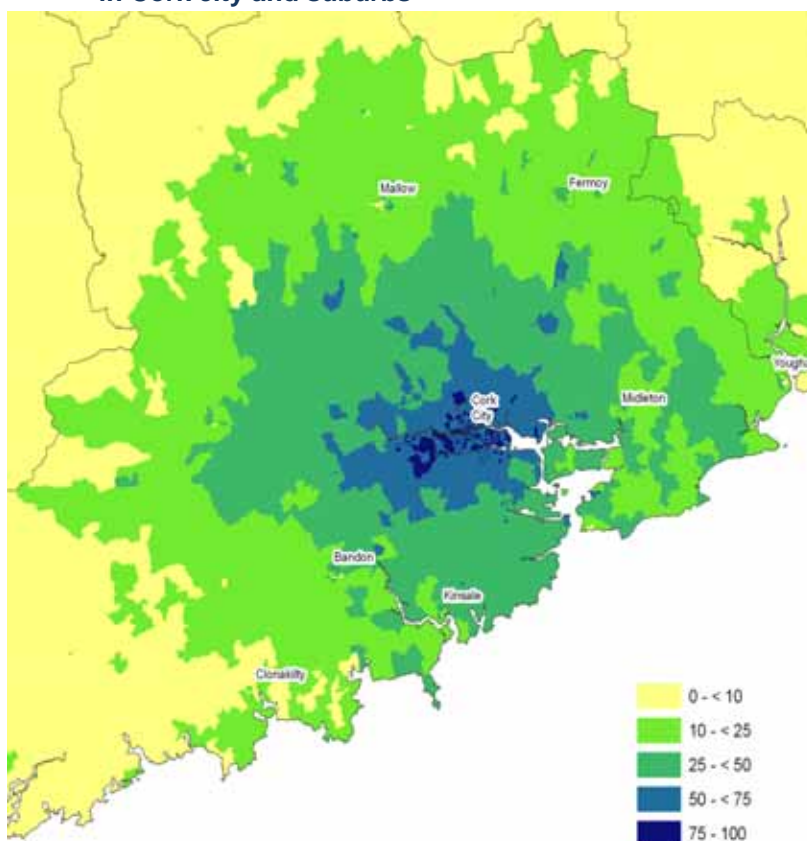
The majority of those commuting into the city from outside came from Cork county (92%), followed by Kerry (2%) and Waterford county (2%).

The largest feeder town for Cork was Carrigaline with 2,954 workers, while Cobh (1,737), Midleton (1,600), Passage West (1,309) and Carrigtwohill (1,132) also contributed significantly to Cork's workforce.

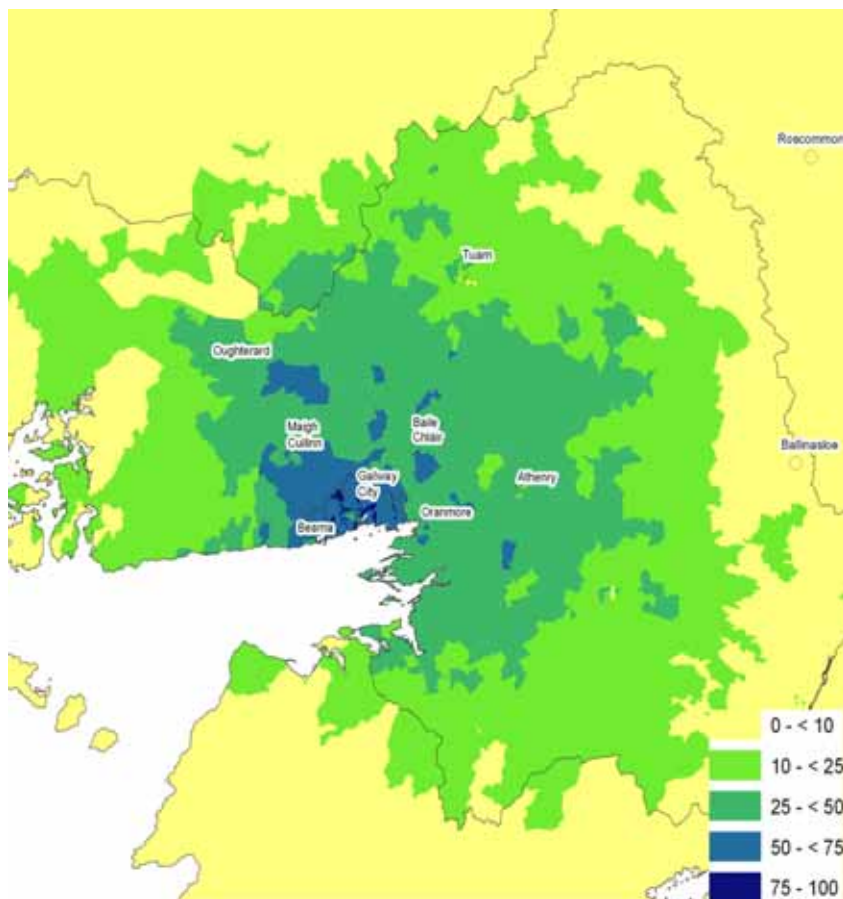
Around 90 per cent of Cork's commuters journeyed to their place of employment by car, while the average journey time to work was 35.6 minutes. The most popular departure time was between 07:30 and 08:00 a.m. when one in four commuters left home.

Table page 46

Map 6 Percentage of commuters in each Small Area working in Cork city and suburbs



Map 7 Percentage of commuters in each Small Area working in Galway city and suburbs



Daytime working population of Galway

After Dublin and Cork, Galway city and suburbs had the State's third largest daytime working population in 2011.

A total of 25,557 workers lived within Galway city and suburbs, of which 4,715 left the city area to work elsewhere; a further 20,560 commuted into the city and suburbs, bringing the total working population to 41,402.

Of the 20,560 persons commuting into the city 17,932 (87%) lived in Galway county, while Mayo and Clare were the places of residence for 1,098 and 457 workers respectively.

Oranmore was the main feeder town for the city (1,211), followed by Athenry (597), Bearna (455) and Maigh Cuilinn (361).

The car was the main transport mode for 90 per cent of persons travelling into Galway for work. The average travel time for these commuters in 2011 was 36 minutes, while four out of every ten workers who travelled into Galway left home between 07:00 and 08:00 a.m.

Working in Limerick and Waterford

Limerick's daytime working population

The daytime working population of Limerick city and suburbs in April 2011 was 40,464, made up of 20,378 residents who worked in the city and a further 20,086 commuters who journeyed into Limerick each day. A total of 6,405 (13%) residents travelled outside the city for work.

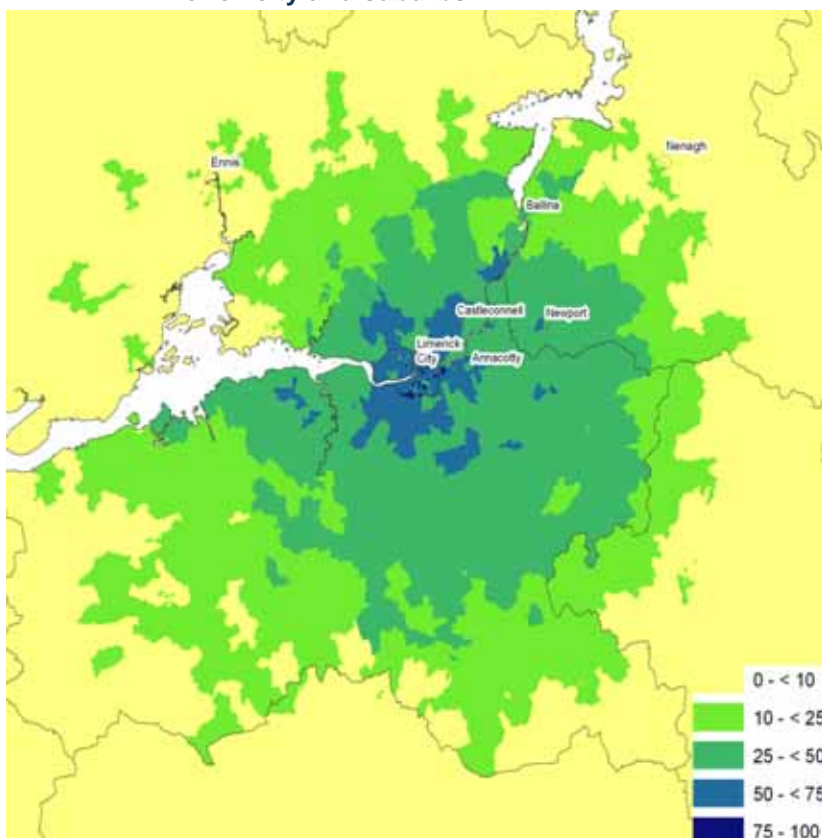
Limerick county, with 10,679 persons, was the place of residence for 53 per cent of commuters into the city, while a further 4,764 and 2,189 workers commuted from Clare and Tipperary North respectively.

Annacotty provided the largest number of commuters (708) followed by Castleconnell (369), Ardnacrusha (314) and Ballina (312).

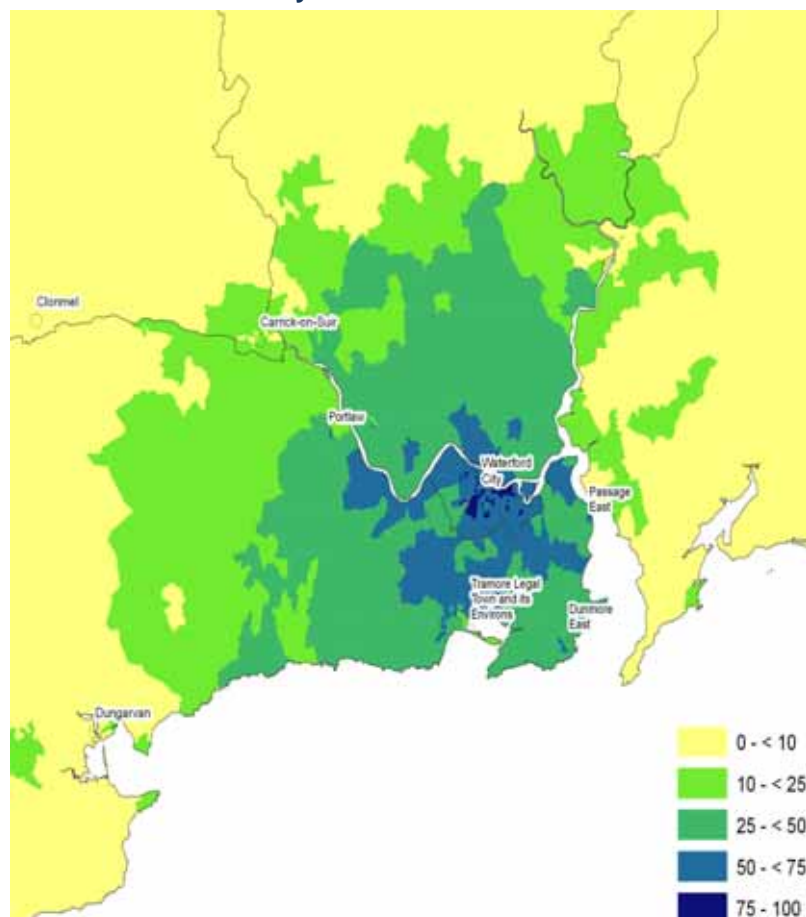
Close to 90 per cent of Limerick's commuters drove by car, with an average journey time to work of 32.7 minutes. The most popular departure time was between 08:01 and 08:30 a.m. when one quarter of Limerick's commuters left for work.

Table page 46

Map 8 Percentage of commuters in each Small Area working in Limerick city and suburbs



Map 9 Percentage of commuters in each Small Area working in Waterford city and suburbs



Waterford's daytime working population

Waterford city and suburbs was the fifth largest location for employment in the State in 2011.

Of the 15,692 workers residing in the city 3,006 had jobs elsewhere. A total of 10,646 workers commuted into the city and suburbs, bringing the working population of Waterford to 23,332 persons.

A total of 5,573 (52%) of the 10,646 workers commuting into the city lived in Waterford county, while Kilkenny and Wexford were the places of residence for 2,827 and 1,066 workers respectively.

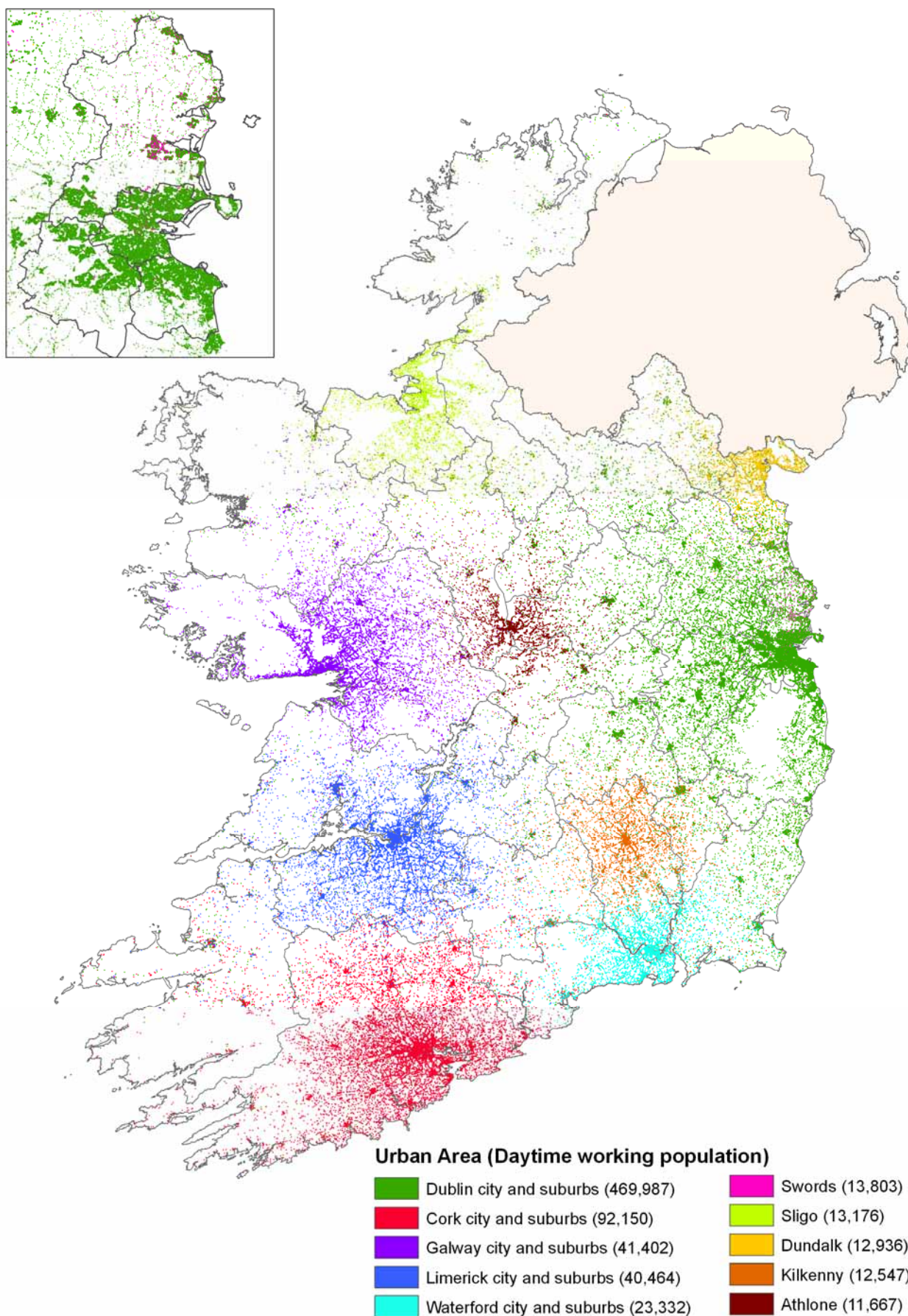
The town of Tramore (1,701) contributed the most workers to Waterford, while Dunmore East (265), Portlaw (237) and Passage East (147) were the next largest feeder towns for the city.

The car was responsible for 92 per cent of persons travelling into Waterford for work, with an average travel time in 2011 of 30 minutes, the shortest journey time of the five cities.

As with Limerick the most popular departure time was between 08:01 and 08:30 a.m. accounting for 23 per cent of departures.

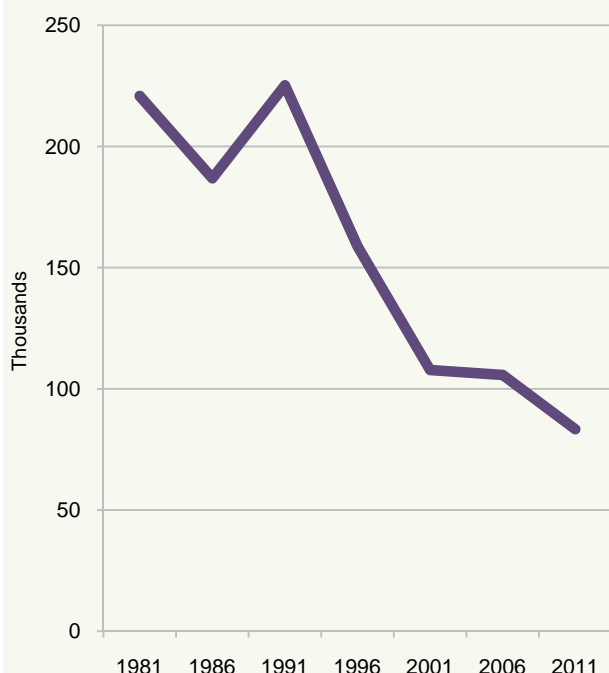
Major workplace destinations

Map 10 Catchment areas (dot density) of major workplace locations, 2011



Working at home

Figure 19 Number of home workers, 1981-2011



Decline in the number of workers at home

A total of 83,326 persons stated that they worked mainly at or from home in April 2011, a 21.2 per cent decrease on the figure of 105,706 recorded in 2006.

Table D compares the home workers in 2006 and 2011 by broad industry groups. Despite an 8.2 per cent fall in numbers, the agricultural industry increased its share over the five year period, accounting for 47 per cent of all persons working from home compared with 44 per cent in 2006.

The biggest percentage fall in home worker numbers occurred in the construction industry with a 42.5 per cent drop over the inter-censal period. Other significant percentage falls were recorded in the area of hotels and restaurants (-37%) as well as in transport, storage and communications (-36.0%).

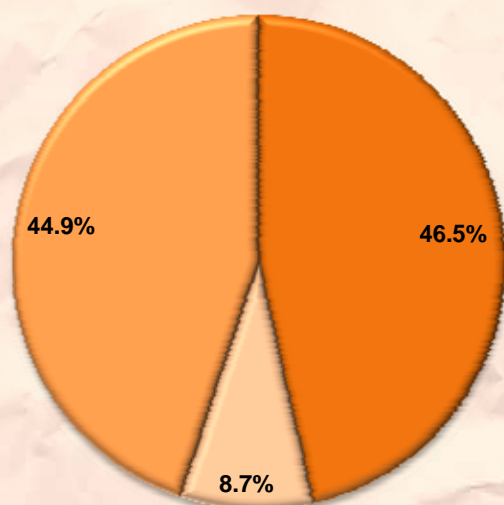
However, other industries did achieve growth in the number of home workers between 2006 and 2011, with the real estate, renting and business activities sectors showing a 1.8 per cent increase, along with education where there was an 8.7 per cent rise over this period.

It's a fact!

105,706 The number of persons who worked from home in 2006

83,326 The number of persons who worked from home in 2011

Persons working at home by broad industrial group 2011



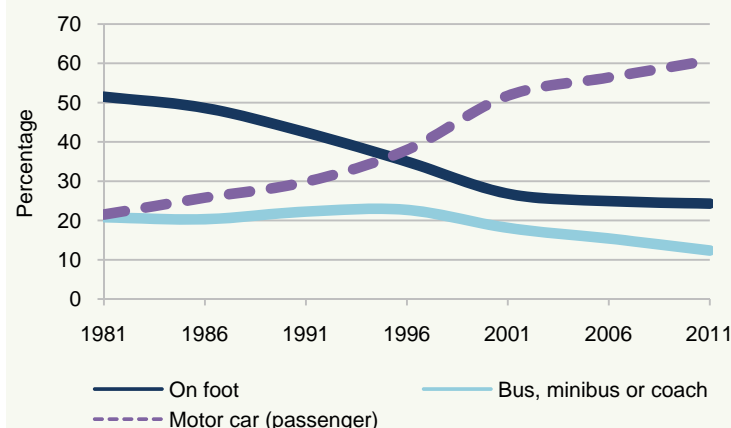
■ Agriculture ■ Industry ■ Services

Table D Home workers by industry, 2006-2011

Industry	At work 2006	At work 2011	% change 2006-2011
Agriculture, forestry and fishing	39,442	36,199	-8.2
Mining, manufacturing and utilities	6,160	4,703	-23.7
Construction	3,588	2,064	-42.5
Wholesale and retail trade	7,838	6,045	-22.9
Hotels and restaurants	5,829	3,675	-37.0
Transport, storage and communications	3,886	2,479	-36.2
Financial intermediation	1,400	1,365	-2.5
Real estate, renting and business activities	8,894	10,387	16.8
Public administration and defence	1,298	928	-28.5
Education	2,265	2,463	8.7
Health	3,873	2,524	-34.8
Other Industries	6,117	5,094	-16.7
Not stated	15,116	5,400	-64.3
Total	105,706	83,326	-21.2

Student travel patterns - primary

Figure 20 Main modes of travel for primary students, 1981-2011



Six out of ten children driven to primary school

Primary students were being driven to school in greater numbers, with a total of 296,711 students aged 5-12 years travelling by car in 2011, accounting for 61 per cent of all students within this age category.

Conversely, the percentage of children walking to school has continued to fall with one in four primary students (118,523) travelling by foot. Back in 1981 half of all children walked to primary school.

Urban and rural travel modes

There were 60,263 children using the bus as a means of travel in 2011, with large differences in urban and rural areas.

One in five children in rural areas used the bus to travel to primary school compared with just 7 per cent for those living in urban areas.

Table page 48

Travel time to school

The average travel time for primary students was 11.6 minutes in 2011 with urban children taking on average 12.5 minutes to get to school and rural children 10.5 minutes.

Figure 21 examines the average time spent travelling based upon the means of travel used by children attending primary school in urban and rural areas.

Children who were driven to their place of education had an average time of 12 minutes in the towns and cities and 9 minutes in rural locations, while the average time spent by children travelling by bus was 22 minutes in urban areas and 18 minutes in rural areas.

Figure 21 Average minutes by means of travel, urban and rural

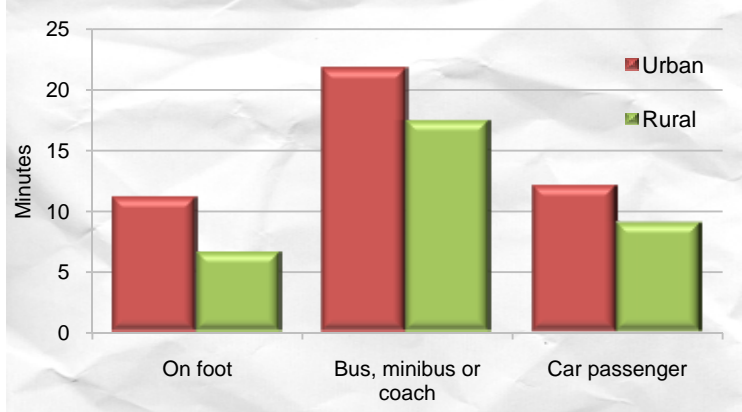
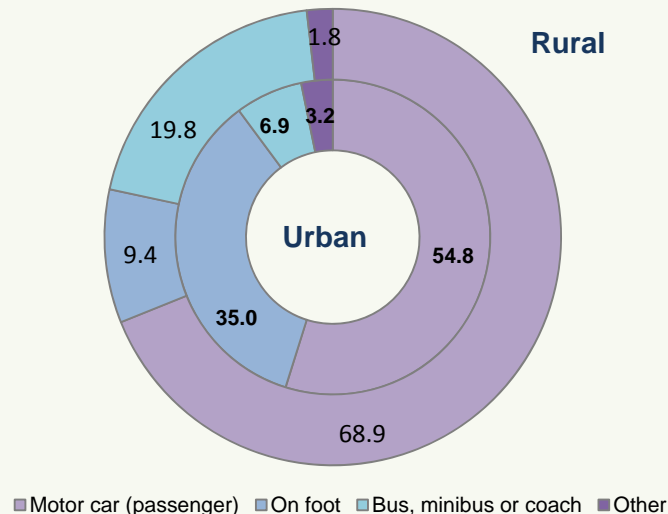


Figure 22 Urban and rural travel modes for primary students

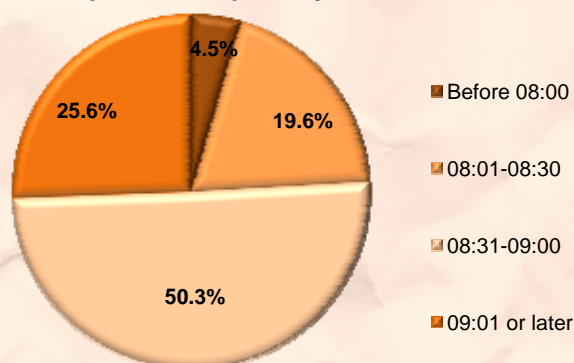


It's a fact!

243,942

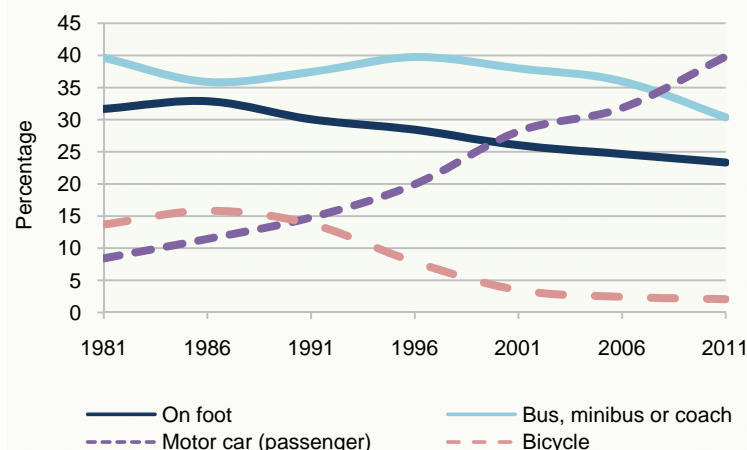
The number of children who left for their school between 08:31 and 09:00 a.m, representing half of all primary students

Time of departure for primary students, 2011



Student travel patterns - secondary

Figure 23 Main modes of travel for secondary students, 1981-2011



Car the main mode of travel for secondary students

More secondary students relied on the car than the bus to travel to school for the first time according to census results. Around 40 per cent of students (126,172) travelled as a car passenger in April 2011, compared with 30 per cent of students (96,153) who used the bus.

Students walking to school experienced a steady decline in numbers between 1996 and 2011. Less than 74,000 secondary school children walked to school in 2011, 28 per cent fewer than 15 years previously.

A total of 6,339 pupils drove to their place of education, comprising 2 per cent of all students attending secondary school in 2011.

Cycling to school

The number of secondary school students travelling to school on a bicycle has decreased from a peak of 50,648 in 1986 to 6,592 in 2011, a fall of 87 per cent. The decline in the number of girls using a bicycle has been particularly stark, falling from over 19,000 in 1986 to only 529 in 2011.

Table page 48

Travel time

Secondary school students who travelled to school on foot had an average journey time of 13.6 minutes, the shortest of all modes of travel. Car passengers took slightly longer to get to school, averaging 14.4 minutes. Students who took the bus had a significantly longer journey time, with an average of 28.2 minutes.

Average journey times among rural students who travelled to school on foot was 9.3 minutes, compared to 14 minutes for students in the towns and cities. Students travelling by car in urban areas, however, had shorter average journey times than their rural counterparts.

Figure 24 Average minutes by means of travel, urban and rural

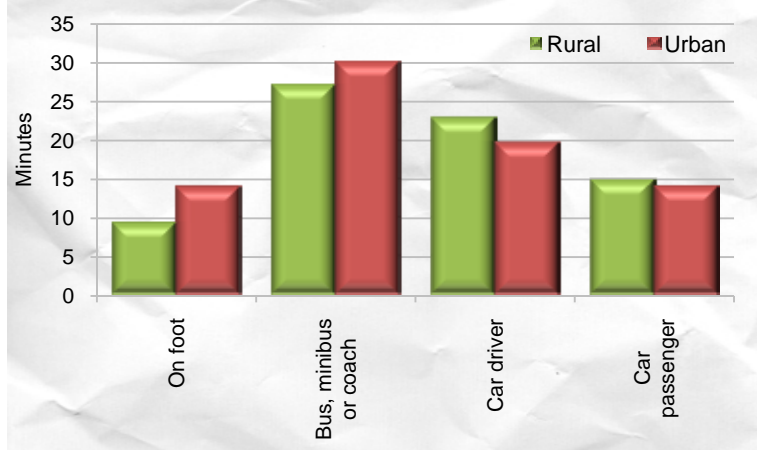
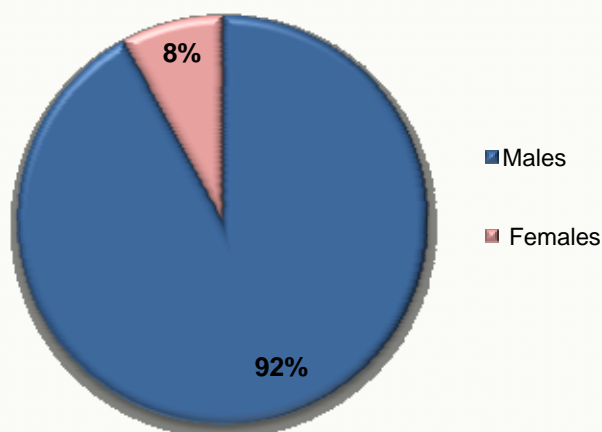


Figure 25 Secondary students who cycled to school, classified by sex



It's a fact!

24,260

The number of secondary students who used a car (driver and passenger) to travel to school in 1981

132,511

The number of secondary students who used a car (driver and passenger) to travel to school in 2011

Student travel patterns - college

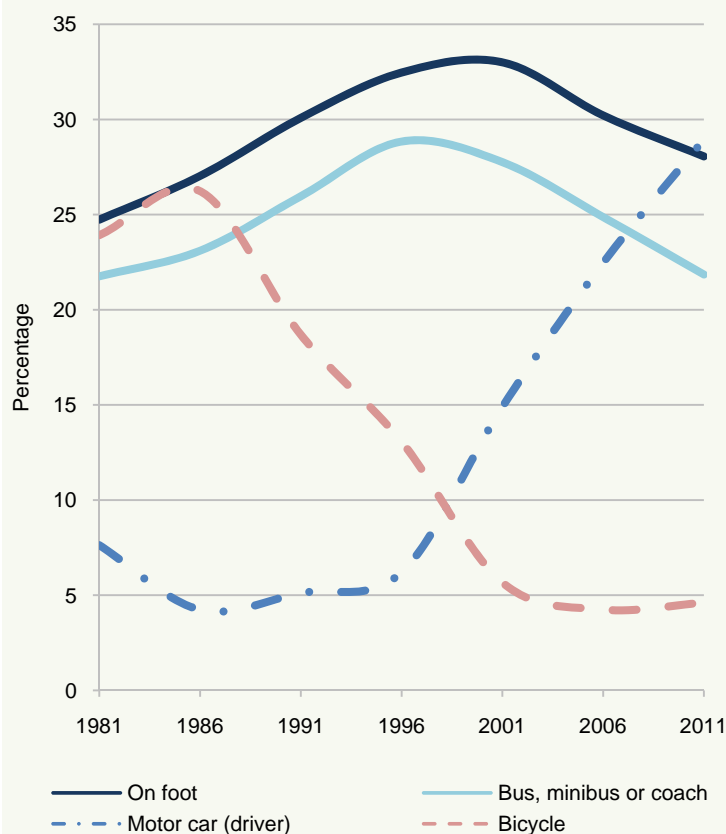
Driving to college prevalent among third level students

More students travelled to college as car drivers compared with any other means of travel in 2011. There were 53,606 persons who indicated that they drove to college in 2011, representing 29 per cent of all third level students. A further 51,959 students (28%) travelled on foot, while just 8,530 students (5%) cycled to college.

Figure 26 charts the rise of the car as the main means of travel among college students between 1981 and 2011. At the time of the 1986 census, less than 5 per cent of students drove to college, with a marginal increase occurring over the next ten years. Since 1996, however, the share of students travelling to college in their own car has increased strongly to the extent that car driving is the predominant mode of travel among college students.

Table page 48

Figure 26 Main modes of travel for college students, 1981-2011

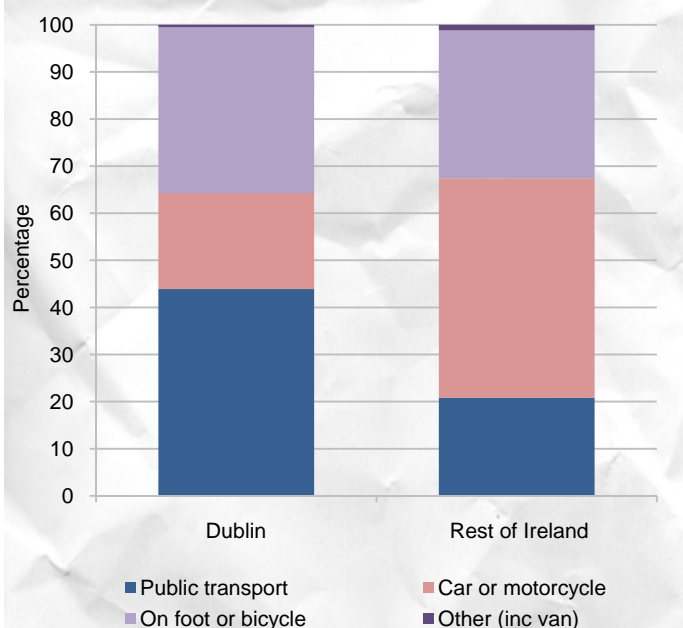


Dublin students less likely to use car

Students in Dublin were much less likely to travel to college in a car than their counterparts elsewhere in the country. Of the 62,281 students who lived in Dublin city and its suburbs in 2011, only 11,988 or one fifth either drove or were passengers in a car. In contrast, over 46 per cent of students who lived outside Dublin journeyed to college in a car.

Perhaps reflecting the greater concentration of public transport infrastructure in the capital, 44 per cent of students in Dublin used a bus or train to get to college compared with only 21 per cent of students in other parts of Ireland.

Figure 27 Means of travel for college students, Dublin and rest of Ireland



It's a fact!

8,530 The number of third level students who cycled to college in 2011

53,606 The number of third level students who drove to college in 2011

STATISTICAL TABLES

