



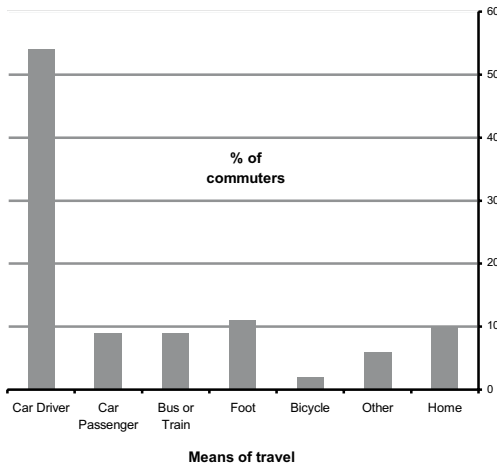
**Central Statistics Office**  
An Phríomh-Oifig Staidrimh

**Based on the 1996 Census of Population figures.  
For figures based on the 2002 Census of Population  
see the revised module figures.**

12 September 2000

## Quarterly National Household Survey *Travel to Work* 1st Quarter 2000

**Means of travel to work**



### Over half travel to work by car

Over half (or 54.1%) of persons in employment drive a car or van to work. This figure is taken from the module on travel to work, which was included in the Quarterly National Household Survey in the first quarter of 2000.

A further 8.6% said they get a lift to work in a car or van. Just over 11% walk to work and around 10% of persons reported that they work mainly from home. Only 2% of persons said that they cycle to work and less than 1% travel by motorcycle. *See graph and Table 1.*

The survey found a very low level of usage of public transport, with just 6.9% taking the bus to work and 1.6% taking the train or DART. In Dublin, 16.1% of persons go to work by bus and 4% by train or DART. *See graph and Table 1.*

Persons in part-time work and younger workers are more likely to walk rather than drive to work. Some 40% of part-time workers drive to work, 10% get a lift, about 10% take public transport and 23% walk. *See Table 1.*

### More than a quarter of car journeys are under 3 miles

About two-thirds of car journeys to work are under 10 miles. More than a quarter are under three miles: about 8% are under a mile, 10% between one and two miles and 9% between two and three miles. *See Table 3 and also graph on page 2.*

In the Border, the Midlands and the South-East regions, about a quarter of car journeys to work are shorter than two miles. In Dublin, the percentage of very short car journeys is lower - with 4% under a mile and 8.2% between one and two miles - and a very large percentage of car journeys (26.7%) are between five and ten miles.

### Over three-quarters of drivers do not carry any passengers

Over three-quarters of persons who drive a car or van to work do not carry any passengers. About one in every six drivers carry one passenger on their journey to work and 7% carry two or more passengers. *See Table 4.*

More drivers carry a passenger in the Border region, where 25% carry one passenger and about 9% of drivers carry two or more passengers. The lowest percentages carrying passengers were in the Mid-West (17%) and the West (18%).

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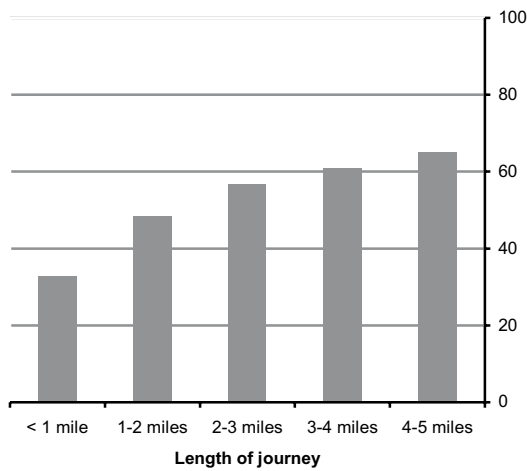
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### Journeys to work under 5 miles - % taken by car



*A large percentage of the shorter journeys to work are taken by car. The graph shows that more than 30% of journeys under a mile and more than 40% of those between one and two miles are taken by car.*

### Less than 2% of drivers ever take public transport to work

The majority of private transport users said that they do not ever use public transport to get to work. Less than 2% of those who drive to work also sometimes use public transport for their journey to work. For those who usually walk or cycle to work, the percentage is higher, with 5% and 10.8% respectively using public transport on some occasions. *See Tables 7a and 7b.*

The main reasons given by private transport users for not taking public transport were that it was not practical (34.3%) or not available (33.5%). Other major reasons given were that people preferred private transport (12.5%) or that public transport did not go to their destination (11.8%). *See Table 8a.*

In Dublin and the Mid-East, more than 40% of those who travel to work using private transport said that public transport was not practical for them. However, only 5.4% of private transport users in Dublin said public transport was not available. About 15% in Dublin said public transport did not go to their destination and more than 20% of private transport users in Dublin said that they preferred private means of travel. *See Table 8b.*

### Most journeys start between 7:30 and 9:00

The survey also asked what time people leave home to begin their journey to work. The vast majority set out between 7:30 and 9:00 in the morning. However, this varies between regions and between different types of job. Persons working part-time and those working in hotels and restaurants appear to have a greater variety of starting times. In the Mid-East region, from which many people commute to Dublin, about one in every eight workers begin their journey to work before 7:00 a.m. *See Table 9.*

**Table 1 Means of travel to work**

%

	Means of Travel									Total
	Car <sup>1</sup> Driver	Car <sup>1</sup> Passenger	Motorcycle	Bus	Train or DART	On foot	Bicycle	Other	Working from home	
All Persons	54.1	8.6	0.8	6.9	1.6	11.3	2.0	5.0	9.7	100
Sex:										
Male	56.3	7.4	1.3	4.9	1.3	7.6	2.7	5.8	12.8	100
Female	50.9	10.2	0.1	9.9	2.0	16.8	1.1	3.8	5.3	100
Regional authority:										
Border	53.0	11.9	0.2	2.2	0.2	13.1	1.5	6.7	11.1	100
Midland	55.3	11.2	0.2	1.3	0.5	10.5	1.7	3.7	15.6	100
West	55.2	10.4	0.2	2.0	0.0	8.6	1.1	4.3	18.2	100
Dublin	50.3	5.1	1.4	16.1	4.0	12.1	3.7	5.1	2.2	100
Mid-East	59.7	10.1	0.7	4.6	1.8	8.3	1.0	5.9	7.9	100
Mid-West	56.4	10.0	0.6	3.1	0.1	11.7	1.1	3.7	13.3	100
South-East	55.6	9.1	0.8	1.7	0.2	11.4	1.7	5.5	14.1	100
South-West	55.4	9.4	0.7	2.6	0.5	12.7	0.8	4.2	13.8	100
Employment:										
Full-time	56.9	8.2	0.9	6.5	1.7	9.0	1.9	5.1	9.9	100
Part-time	40.1	10.4	0.3	8.8	1.3	23.1	2.6	4.3	9.1	100
Age group:										
15-19	13.3	29.8	1.8	15.1	1.8	26.5	4.1	4.5	3.2	100
20-24	35.4	17.3	1.3	14.8	2.7	18.1	2.5	4.4	3.6	100
25-34	59.5	7.6	1.0	7.5	1.9	10.7	1.9	4.4	5.4	100
35-44	65.6	5.3	0.7	3.8	1.2	8.0	1.9	4.7	8.9	100
45-54	60.6	4.6	0.4	4.0	1.1	8.8	1.5	5.6	13.5	100
55-59	56.6	4.0	0.1	3.0	1.0	9.5	1.8	6.0	17.9	100
60-64	47.7	3.2	0.3	3.6	1.2	9.1	2.5	7.1	25.3	100
65+	22.0	1.5	0.0	2.2	0.4	5.2	0.6	11.3	56.8	100
Occupation:										
Managers and administrators	44.8	2.0	0.3	3.0	1.5	5.0	0.7	7.3	35.3	100
Professional	71.4	3.4	0.3	4.9	2.6	7.6	2.2	3.5	4.1	100
Associate professional and technical	65.0	4.2	0.8	6.9	2.8	8.5	2.2	4.6	4.9	100
Clerical and secretarial	54.4	9.6	0.5	12.6	3.1	12.5	1.6	3.7	2.0	100
Craft and related	64.1	13.0	1.4	4.7	0.6	5.6	2.3	3.8	4.5	100
Personal and protective service	46.3	9.4	0.8	7.9	1.2	22.8	3.1	4.2	4.2	100
Sales	44.7	11.3	0.2	11.0	2.0	22.5	1.8	3.5	3.1	100
Plant and machine operatives	56.6	12.5	1.3	6.2	0.4	9.2	1.9	8.2	3.8	100
Other	41.7	15.3	1.8	8.9	0.6	18.0	3.7	4.4	5.7	100

<sup>1</sup> Or van

**Table 2 Percentage distribution by distance travelled to work**

	Distance (miles)											Total
	<1mile	1-<2	2-<3	3-<4	4-<5	5-<10	10-<15	15-<20	20-<30	30+	No fixed distance	
All Persons	14.8	12.6	9.6	7.8	7.8	17.1	9.6	5.0	4.6	2.8	8.3	100
Sex:												
Male	11.9	11.1	9.0	7.3	7.5	16.9	9.8	5.1	4.6	3.4	13.5	100
Female	18.5	14.7	10.5	8.4	8.2	17.4	9.4	4.8	4.5	2.0	1.7	100
Means of travel:												
Car or van	7.9	9.9	8.9	7.7	8.3	19.3	11.7	6.3	5.9	3.6	10.5	100
Passenger in car or van	8.1	12.7	10.9	8.6	7.9	18.8	9.7	5.2	3.9	2.4	11.8	100
Motorcycle	5.9	12.1	10.1	10.4	12.4	27.5	11.4	2.2	1.5	0.0	6.4	100
Bus	2.0	8.0	17.1	16.7	14.6	23.2	9.4	3.4	2.6	1.0	2.0	100
Train or DART	1.7	1.6	4.4	7.8	11.4	36.1	17.1	5.8	8.2	4.9	1.0	100
On foot	62.6	27.4	7.0	1.6	0.5	0.2	0.0	0.0	0.0	0.0	0.7	100
Bicycle	19.4	26.5	19.8	12.8	8.7	10.2	1.0	0.0	0.0	0.0	1.7	100
Other	7.6	11.9	7.7	5.9	7.5	15.8	9.6	6.5	8.5	5.3	13.8	100
Regional authority:												
Border	21.7	13.8	8.1	5.3	6.3	15.1	7.9	4.1	4.2	4.1	9.6	100
Midland	20.0	13.9	7.2	4.5	4.4	12.5	8.5	5.0	6.0	6.3	11.9	100
West	15.1	13.3	6.3	5.1	5.0	13.3	11.5	8.1	7.9	3.4	11.0	100
Dublin	9.3	12.1	13.4	12.0	12.3	23.2	8.1	2.4	1.2	0.4	5.6	100
Mid-East	12.4	9.0	4.1	3.6	3.6	13.5	15.9	10.1	11.3	6.0	10.4	100
Mid-West	15.8	12.7	8.8	7.8	6.2	12.7	9.9	6.6	5.9	2.6	11.1	100
South-East	22.8	16.4	8.5	4.3	4.5	13.4	9.6	3.6	4.4	4.9	7.6	100
South-West	17.6	12.7	10.2	7.7	7.1	15.5	8.3	5.8	4.6	2.1	8.4	100
Employment:												
Full-time	12.4	11.5	9.3	7.9	7.9	17.9	10.3	5.5	5.2	3.1	9.2	100
Part-time	26.3	18.1	11.4	7.6	7.3	13.5	6.4	2.4	1.8	1.2	4.2	100

## Age group:

15-19	23.7	14.9	11.8	7.5	7.2	14.5	6.5	3.2	2.2	1.4	7.1	100
20-24	16.2	14.1	9.9	8.0	7.2	15.8	9.8	5.5	4.7	2.2	6.5	100
25-34	12.8	12.1	9.8	8.0	8.0	17.0	10.0	5.5	5.5	3.6	7.7	100
35-44	13.1	11.6	9.0	7.3	7.8	18.7	10.7	5.2	4.9	3.2	8.6	100
45-54	14.8	12.2	9.7	8.0	7.8	17.7	9.3	4.6	4.1	2.1	9.8	100
55-59	16.1	14.4	8.8	7.8	9.0	15.9	9.2	3.4	3.7	1.7	10.0	100
60-64	19.7	13.7	9.7	8.3	7.5	17.4	4.6	3.4	1.9	1.6	12.2	100
65+	22.3	15.8	9.2	10.3	6.8	12.9	5.2	2.4	1.0	1.7	12.4	100

## NACE economic sector:

A-B Agriculture, forestry and fishing	19.2	11.3	8.6	6.3	6.7	14.5	6.1	4.2	3.0	2.6	17.6	100
C-E Other production industries	12.2	12.7	9.9	7.8	7.3	18.9	12.3	6.3	6.3	2.8	3.7	100
F Construction	5.1	5.3	5.0	3.3	4.9	9.8	7.0	4.6	4.8	5.5	44.7	100
G Wholesale and retail	20.9	15.1	9.9	8.1	8.1	17.1	8.2	3.7	2.5	1.7	4.8	100
H Hotels and Restaurants	30.9	17.2	10.9	7.7	7.1	13.0	6.5	2.8	1.8	0.9	1.1	100
I Transport, storage, communication	9.8	10.4	9.5	9.0	9.2	19.1	10.4	5.1	4.8	3.2	9.5	100
J-K Financial and other business services	9.8	11.5	12.3	9.9	9.6	19.6	9.7	5.5	4.9	2.7	4.6	100
L Public administration and defence	9.6	10.1	8.8	9.0	9.1	20.7	12.4	5.4	7.0	5.1	2.8	100
M-N Education and health	16.7	14.6	9.4	8.0	8.1	17.8	10.0	5.5	5.2	2.4	2.2	100
O Other	21.4	16.1	10.3	7.9	7.3	15.3	7.8	3.2	2.6	1.4	6.7	100

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## Occupation:

Managers and administrators	12.6	10.4	9.3	8.9	8.3	20.7	10.3	5.3	4.9	3.3	6.0	100
Professional	11.5	12.0	10.1	8.5	9.5	19.5	10.8	5.3	6.0	3.6	3.4	100
Associate professional and technical	9.7	11.4	10.0	8.0	7.8	18.9	11.8	6.8	7.1	3.7	4.8	100
Clerical and secretarial	13.6	13.0	11.4	9.7	9.3	19.2	10.1	5.2	5.2	2.4	1.0	100
Craft and related	9.0	8.6	7.4	5.8	5.8	14.0	9.8	5.2	4.2	3.8	26.3	100
Personal and protective service	25.4	16.1	10.7	7.5	7.8	13.8	8.3	3.9	3.0	1.9	1.7	100
Sales	22.6	16.2	8.9	7.6	7.9	15.5	7.4	3.4	2.3	1.5	6.8	100
Plant and machine operatives	12.9	13.3	8.8	6.9	6.8	18.3	10.7	5.5	5.6	2.4	8.8	100
Other	19.7	15.2	10.7	7.4	7.1	13.4	6.4	3.4	2.7	1.7	12.4	100

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**Table 3 Car/van drivers in each regional authority area classified by distance travelled to work**

%

Regional Authority	Distance (miles)										Total	
	< 1 mile	1-<2	2-<3	3-<4	4-<5	5-<10	10-<15	15-<20	20-<30	30+		No fixed distance
Border	13.0	10.8	7.8	6.3	7.9	17.3	10.1	5.5	5.3	4.8	11.3	100
Midland	12.6	12.0	8.0	5.1	5.1	14.3	10.1	5.9	7.7	6.8	12.5	100
West	7.6	11.6	6.0	5.6	5.4	15.4	13.9	8.9	8.9	4.0	12.7	100
Dublin	4.0	8.2	12.2	12.0	13.1	26.7	10.2	3.1	1.5	0.6	8.3	100
Mid-East	6.6	7.0	3.5	4.0	3.9	15.2	16.2	11.9	12.4	6.9	12.5	100
Mid-West	7.6	10.3	8.6	8.2	7.3	14.3	12.5	7.6	7.3	3.3	13.0	100
South-East	13.4	14.2	9.6	4.8	5.3	15.9	12.0	4.6	5.9	6.0	8.7	100
South-West	8.3	10.1	9.5	7.6	8.3	19.1	10.5	7.5	6.0	3.0	10.2	100
State	7.9	9.9	8.9	7.7	8.2	19.3	11.7	6.3	5.9	3.6	10.5	100

**Table 4 Car/van drivers in each regional authority area classified by number of passengers carried**

Regional Authority	Number of passengers				Total
	None	1	2	3 or more	
Border	65.7	25.4	5.6	3.3	100
Midland	72.5	19.0	5.9	2.6	100
West	82.1	14.3	2.3	1.3	100
Dublin	79.6	14.0	4.5	2.0	100
Mid-East	75.8	17.3	4.5	2.4	100
Mid-West	83.1	10.5	3.7	2.7	100
South-East	75.2	16.3	5.7	2.9	100
South-West	79.2	14.3	4.2	2.3	100
State	77.2	15.8	4.6	2.5	100

**Table 5 Car/van drivers classified by car ownership in each regional authority**

Regional Authority	Type of car ownership				Total
	Privately owned	Company car	Leased	Other	
Border	92.3	6.5	0.2	1.0	100
Midland	94.3	4.9	0.4	0.5	100
West	94.1	4.9	0.1	0.9	100
Dublin	87.9	11.6	0.1	0.5	100
Mid-East	87.6	11.2	0.5	0.7	100
Mid-West	92.4	6.8	0.2	0.6	100
South-East	92.0	7.0	0.2	0.7	100
South-West	90.6	8.4	0.6	0.5	100
State	90.4	8.7	0.3	0.6	100

**Table 6 Where car/van drivers usually park and whether they pay or not**

	Where they usually park					Other	Total
	Car park in work (space not designated)	Designated space in work car park	Designated space in other car park	In a street-side car parking space			
Where drivers park	71.8	5.0	0.6	12.5	10.0	100	
<i>of which</i>							
<i>% who pay for parking</i>	<i>0.9</i>	<i>2.7</i>	<i>41.8</i>	<i>13.3</i>	<i>3.8</i>	<i>3.0</i>	
Where drivers park in Dublin	68.7	10.5	0.9	10.6	9.3	100	
<i>of which</i>							
<i>% who pay for parking</i>	<i>1.7</i>	<i>2.2</i>	<i>32.6</i>	<i>15.1</i>	<i>3.6</i>	<i>3.6</i>	

**Table 7a Use of public transport to travel to work by persons normally travelling to work by private means**

Usual means of travel	Frequency of using public transport to get to work				Total
	Never	Once a week	Twice a week	More than twice a week	
Car or van	98.2	1.2	0.4	0.2	100
Passenger in car/van	93.8	3.8	1.4	1.0	100
Motorcycle	95.9	3.2	0.6	0.3	100
On foot	95.0	2.8	1.2	1.0	100
Bicycle	89.2	7.4	3.2	0.2	100

**Table 7b Use of public transport to travel to work by persons normally travelling to work by private means, classified by region**

Regional authority	Frequency of using public transport to get to work				Total
	Never	Once a week	Twice a week	More than twice a week	
Border	98.7	0.9	0.2	0.2	100
Midlands	99.6	0.1	0.1	0.2	100
West	99.1	0.6	0.1	0.2	100
Dublin	93.1	4.5	1.6	0.8	100
Mid-East	97.6	1.7	0.5	0.2	100
Mid-West	98.7	0.7	0.2	0.4	100
South-East	99.1	0.4	0.3	0.2	100
South-West	98.3	1.0	0.4	0.3	100
State	97.0	1.9	0.7	0.4	100



**Table 8a Reasons why private transport users don't use public transport to get to work, classified by their usual means of travel**

%

Usual means of travel	Reasons why private transport users don't use public transport to get to work							Total
	Not available	Does not go to destination	Not practical	Too expensive	Unreliable	Prefer private means	Other reason	
Car or van	33.9	11.5	34.1	0.2	2.3	14.2	3.8	100
Passenger in car/van	44.7	13.7	25.2	0.7	2.3	6.8	6.6	100
Motorcycle	21.3	12.9	32.6	1.3	3.2	22.1	6.5	100
On foot	25.4	11.7	43.2	0.7	1.6	6.1	11.3	100
Bicycle	25.0	11.3	27.5	2.7	6.0	19.6	7.9	100
Total	33.5	11.8	34.3	0.4	2.3	12.5	5.3	100

**Table 8b Reasons why private transport users don't use public transport to get to work, classified by region**

%

Regional authority	Reasons why private transport users don't use public transport to get to work							Total
	Not available	Does not go to destination	Not practical	Too expensive	Unreliable	Prefer private means	Other reason	
Border	48.5	8.3	25.3	1.0	0.4	11.8	4.6	100
Midlands	59.4	4.1	26.0	0.2	0.3	3.2	6.8	100
West	49.5	13.2	23.0	0.2	0.5	11.8	1.8	100
Dublin	5.4	15.5	42.0	0.6	5.5	21.2	9.8	100
Mid-East	32.2	10.4	41.5	0.4	2.9	8.1	4.5	100
Mid-West	33.9	7.6	44.1	0.4	0.8	11.6	1.6	100
South-East	55.0	8.3	25.3	0.1	0.2	7.8	3.4	100
South-West	43.1	14.7	30.7	0.2	1.2	6.9	3.2	100
State	33.5	11.8	34.3	0.4	2.3	12.5	5.3	100

**Table 9 Time of day when people start their journey to work**

	Usual time of leaving for work											%
	04:01 - 07:00	07:01 - 07:30	07:31 - 08:00	08:01 - 08:30	08:31 - 09:00	09:01 - 09:30	09:31 - 10:00	10:01 - 16:00	16:01 - 20:00	20:01 - 04:00	No usual time	Total
All persons	6.2	12.1	17.9	19.8	15	6.1	1.4	2.7	2.3	0.8	15.7	100
Sex:												
Male	8.3	14.5	20.3	19.9	11.7	4.1	0.9	1.6	1.5	0.8	16.3	100
Female	3.5	9.0	14.6	19.7	19.3	8.8	2.1	4.1	3.3	0.8	14.9	100
Regional authority:												
Border	5.1	7.1	18.2	20.1	19.7	6.7	1.8	3.1	2.4	0.8	15.1	100
Midland	6.3	11.9	17.7	16.5	16.6	8.3	1.3	2.2	1.6	0.6	17.0	100
West	3.1	9.6	17.7	18.2	19.7	8.1	1.6	3.2	2.3	1.0	15.6	100
Dublin	6.4	15.0	17.7	21.9	11.7	5.0	1.4	2.8	2.4	1.0	14.8	100
Mid-East	12.6	16.1	17.4	16.3	11.4	5.3	1.2	2.3	2.0	0.5	15.0	100
Mid-West	4.6	9.2	14.8	19.8	17.3	7.1	1.4	2.9	1.9	0.4	20.7	100
South-East	5.6	8.9	20.0	18.8	19.1	6.5	1.4	2.8	2.3	0.6	14.0	100
South-West	4.5	10.8	19.0	20.0	15.4	6.5	1.4	2.5	2.6	0.8	16.5	100
Age group:												
15-19	4.4	10.4	14.7	14.0	12.1	3.5	1.4	4.5	9.5	1.5	23.9	100
20-24	5.4	12.6	19.4	21.1	14.3	4.4	1.1	2.5	2.1	0.7	16.5	100
25-34	6.9	13.6	18.9	20.8	14.4	6.0	1.2	2.3	1.6	0.6	14.0	100
35-44	6.7	11.6	17.1	20.0	16.6	7.1	1.4	2.2	2.0	0.7	14.5	100
45-54	5.9	11.5	17.1	19.5	15.7	7.0	1.9	3.0	1.9	0.9	15.6	100
55-59	6.6	9.8	18.5	19.5	14.7	6.3	1.9	3.7	1.7	0.8	16.7	100
60-64	4.7	11.5	16.7	16.5	15.2	7.4	1.9	4.6	1.7	1.2	18.6	100
65+	3.2	6.9	11.6	12.9	12.8	11.2	3.1	7.6	0.4	1.3	29.1	100
Employment:												
Full-time	6.9	13.7	20.0	21.4	15.0	5.2	1.0	1.6	0.9	0.6	13.8	100
Part-time	2.6	4.3	7.2	11.7	15.4	10.7	3.8	8.5	9.2	1.7	25.0	100

NACE economic sector:

A-B Agriculture, forestry and fishing	5.7	9.7	21.8	19.8	10.3	5.7	1.1	1.3	0.6	0.7	23.3	100
C-E Other production industries	8.9	18.4	28.1	18.2	7.9	2.1	0.5	1.7	1.6	1.1	11.6	100
F Construction	9.9	20.8	27.6	19.8	8.2	2.1	0.3	0.2	0.1	0.2	10.9	100
G Wholesale and retail	5.0	7.5	12.8	20.6	21.5	8.3	2.1	3.1	2.7	0.7	15.7	100
H Hotels and Restaurants	4.6	4.6	6.0	7.6	7.6	5.0	4.7	10.9	10.1	2.2	36.9	100
I Transport, storage, communication	11.9	12.5	13.3	18.4	9.5	3.1	0.6	1.9	2.1	1.1	25.9	100
J-K Financial and other business services	4.5	11.8	16.5	26.7	18.5	7.8	1.0	1.8	2.0	0.4	9.3	100
L Public administration and defence	3.7	8.8	13.5	22.5	20.8	9.6	0.8	0.6	0.4	0.1	19.4	100
M-N Education and health	3.1	8.9	14.2	20.9	22.3	8.9	1.6	3.1	2.3	0.8	14.0	100
O Other	3.4	6.2	9.5	16.8	19.8	13.4	4.0	5.3	2.3	0.9	18.6	100

Occupation:

Managers and administrators	6.5	13.1	17.5	22.7	15.9	6.4	1.9	2.1	0.7	0.4	13.0	100
Professional	3.2	8.9	14.8	28.2	25.8	8.8	0.9	1.1	0.4	0.2	7.9	100
Associate professional and technical	5.7	13.3	16.5	19.4	13.3	5.8	1.3	1.7	2.5	1.0	19.6	100
Clerical and secretarial	3.1	9.2	15.6	26.1	24.3	10.0	1.4	1.9	0.9	0.4	7.3	100
Craft and related	7.8	17.7	26.4	21.8	10.5	3.1	0.5	0.4	0.3	0.4	11.3	100
Personal and protective service	4.3	6.7	9.4	11.5	11.6	7.1	3.2	6.8	6.7	1.4	31.4	100
Sales	4.2	5.7	10.8	17.7	19.9	8.9	2.7	4.5	3.7	0.9	21.1	100
Plant and machine operatives	11.9	18.5	25.8	11.8	4.0	0.9	0.2	2.6	2.8	1.4	20.1	100
Other	8.9	13.3	19.7	15.1	9.1	4.9	1.4	5.2	4.9	1.5	16.0	100