



# 2013 QuickStats

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About transport and communications

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**Citation**

Statistics New Zealand (2015). *2013 Census QuickStats about transport and communications*. Available from [www.stats.govt.nz](http://www.stats.govt.nz).

ISBN 978-0-478-42957-2 (online)

**Published in February 2015 by**

Statistics New Zealand  
Tatauranga Aotearoa  
Wellington, New Zealand

**Contact**

Statistics New Zealand Information Centre: [info@stats.govt.nz](mailto:info@stats.govt.nz)

Phone toll-free 0508 525 525

Phone international +64 4 931 4600

[www.stats.govt.nz](http://www.stats.govt.nz)



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# 1 2013 Census QuickStats about transport and communications

*2013 Census QuickStats about transport and communications* gives you information about topics relating to transport and communications in New Zealand, at both national and subnational levels.

Find out about:

- main means of travel to work
- number of motor vehicles
- access to telecommunication systems.



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## 2 Main means of travel to work

Information about main means of travel to work is based on the following question asked of employed adults, aged 15 years and over, in the census:

“On [census day], what was the one main way you travelled to work – that is, the one you used for the greatest distance?”

This means:

- we don't collect data about multiple modes of travel
- data is a snapshot of one day (census day).

### Means of travel to work for all employed people

#### **Around 1 in 5 people did not travel to work on census day 2013**

On census day in 2013, around 1 in 5 employed people either worked at home, or did not go to work.

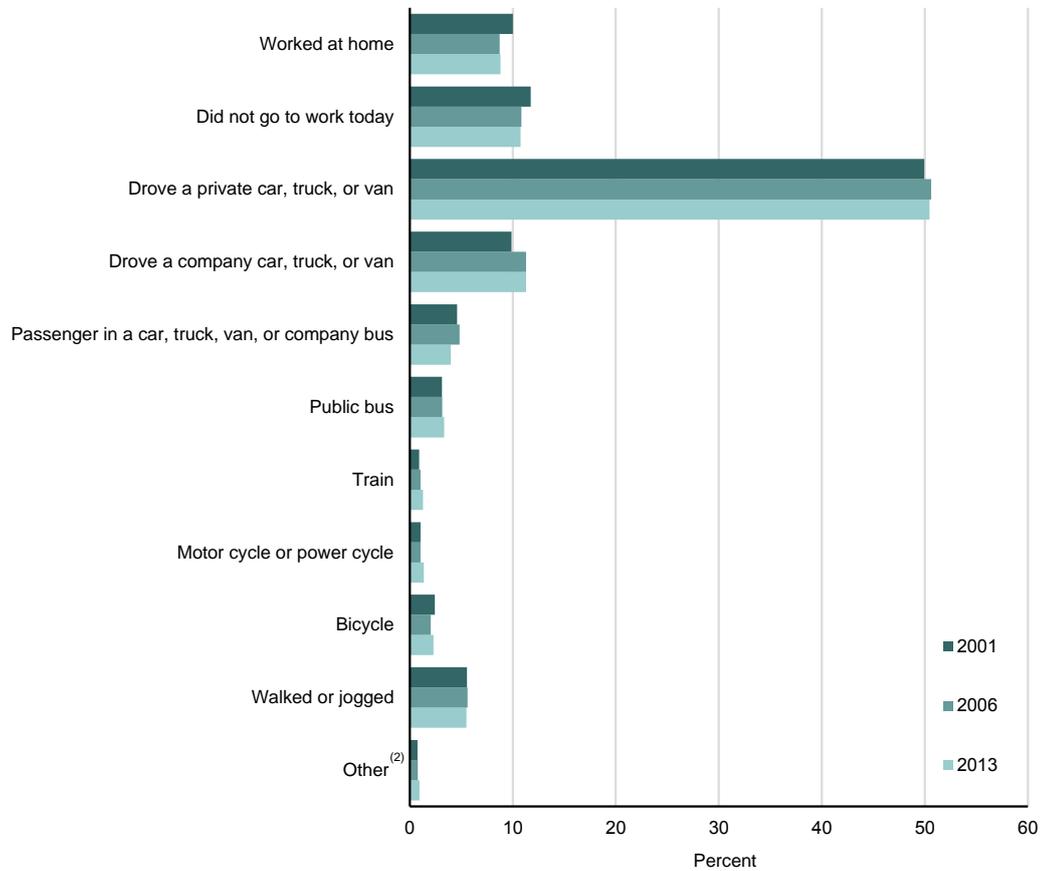
The percentage of employed people who worked at home in 2013 was consistent with 2006:

- 8.8 percent (169,677 people) in 2013
- 8.7 percent (163,977 people) in 2006.

Over 200,000 employed adults did not go to work on census day in 2013 (207,141 people, or 10.8 percent).

**Figure 1**

**Main means of travel to work<sup>(1)</sup>**  
2001, 2006, and 2013 Censuses



1. For employed people aged 15 years and over.  
2. Includes boat, ferry, taxi, and aeroplane.

Source: Statistics New Zealand

**Working at home highest in Hurunui district**

Areas that are mostly rural had higher proportions of people working at home. In 2013, the territorial authorities with the highest proportions of employed people working at home were:

- Hurunui district – 25.9 percent (1,554 people)
- Otorohanga district – 25.3 percent (1,053 people)
- Southland district – 24.9 percent (3,897 people).

**Differences emerge in how men and women travel to work**

On census day 2013, men were five times more likely than women to drive a company car, truck, or van to work. Men were over twice as likely to cycle to work as women. However, women were more likely than men to walk or jog to work.

**Table 1**  
**Main means of travel to work by sex<sup>(1)</sup>**  
 2013 Census

Main means of travel to work	Male	Female	Total	Male	Female
	Number			Percent	
Worked at home	81,483	88,194	169,677	48.0	52.0
Did not go to work today	78,942	128,202	207,141	38.1	61.9
Drove a private car, truck, or van	469,509	502,221	971,733	48.3	51.7
Drove a company car, truck, or van	183,270	34,134	217,404	84.3	15.7
Passenger in a car, truck, van, or company bus	36,567	39,870	76,434	47.8	52.2
Public bus	27,060	37,320	64,380	42.0	58.0
Train	11,961	12,675	24,639	48.5	51.4
Motor cycle or power cycle	22,212	3,993	26,208	84.8	15.2
Bicycle	31,869	12,315	44,184	72.1	27.9
Walked or jogged	49,449	56,667	106,119	46.6	53.4
Other <sup>(2)</sup>	11,535	6,798	18,333	62.9	37.1
Total stated	1,003,854	922,395	1,926,252	52.1	47.9

1. For employed people aged 15 years and over.  
 2. Includes boat, ferry, taxi, and aeroplane.  
 Source: Statistics New Zealand

## Means of travel for people who travelled to work on census day

The following sections summarise the means of travel for employed people aged 15 years and over who travelled to work on census day. That is, excluding people who worked at home and people who did not go to work on census day.

### Over 7 in 10 people who travel to work drive

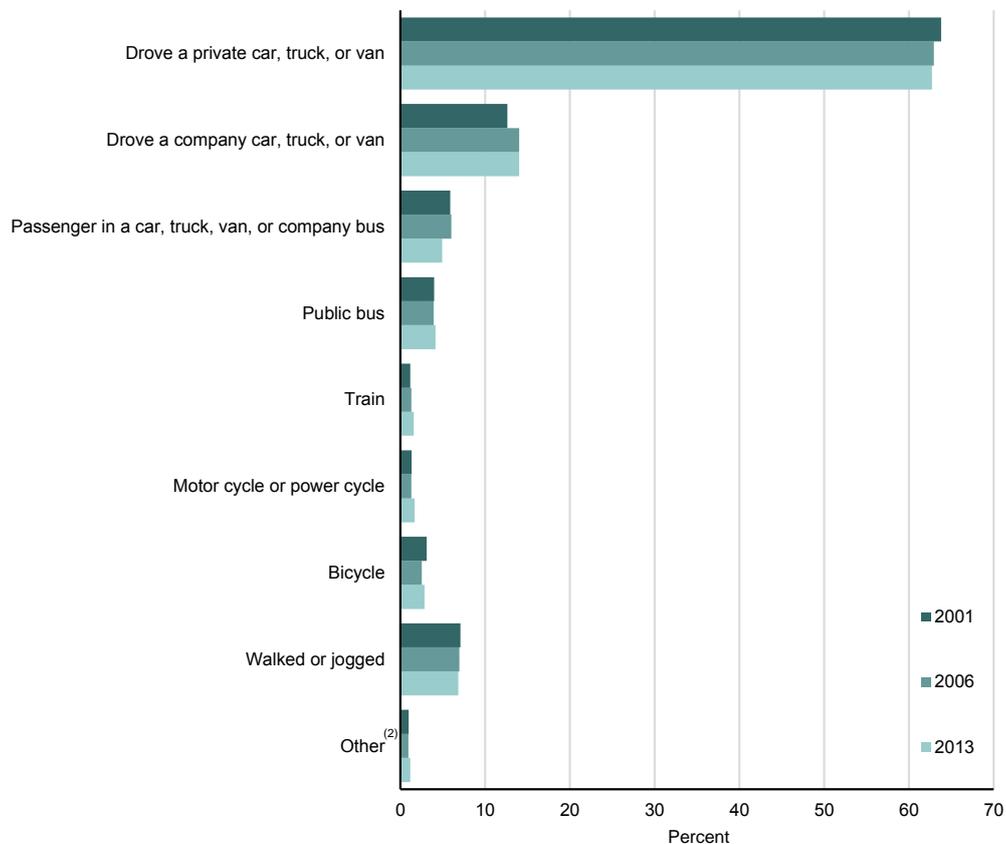
On census day 2013, over 7 in 10 people who travelled to work drove a private or company car, truck, or van.

Of those who travelled to work, driving a private car, truck, or van was the most common mode by far (62.7 percent, or 971,733 people). This proportion is very similar to that in 2006 (62.9 percent, or 951,480 people).

Driving a company car, truck, or van was the second-most common mode, at 14.0 percent (217,404 people). The proportion was unchanged from 2006 (14.0 percent, or 212,211 people).

**Figure 2**

**Main means of travel for people who travelled to work<sup>(1)</sup>**  
2001, 2006, and 2013 Censuses



1. For employed people aged 15 years and over.

2. Includes boat, ferry, taxi, and aeroplane.

Source: Statistics New Zealand

### Public transport use increases slightly

Use of public transport has increased slightly since 2006. In 2013, 4.2 percent (64,380 people) used a public bus, compared with 3.9 percent (59,481 people) in 2006. Use of trains increased to 1.6 percent (24,639 people) from 1.3 percent (19,704 people) in 2006.

### Walkers consistent, but more cyclists

Around 7 out of 100 people walked to work (106,119 people) in 2013. This has been consistent since the 2001 Census.

The percentage of people who cycled to work was 2.9 percent (44,184 people), up from 2.5 percent (38,091 people) in 2006.

Weather conditions on census day can influence changes in active modes of transport.

### People in Hawke’s Bay and Northland regions most likely to drive a private vehicle to work

On census day 2013, the Hawke’s Bay and Northland regions had the highest percentages of people who drove a private car, truck, or van to work (both 66.8 percent). The Bay of Plenty (66.7 percent) and Auckland (65.4 percent) regions had the next-highest percentages.

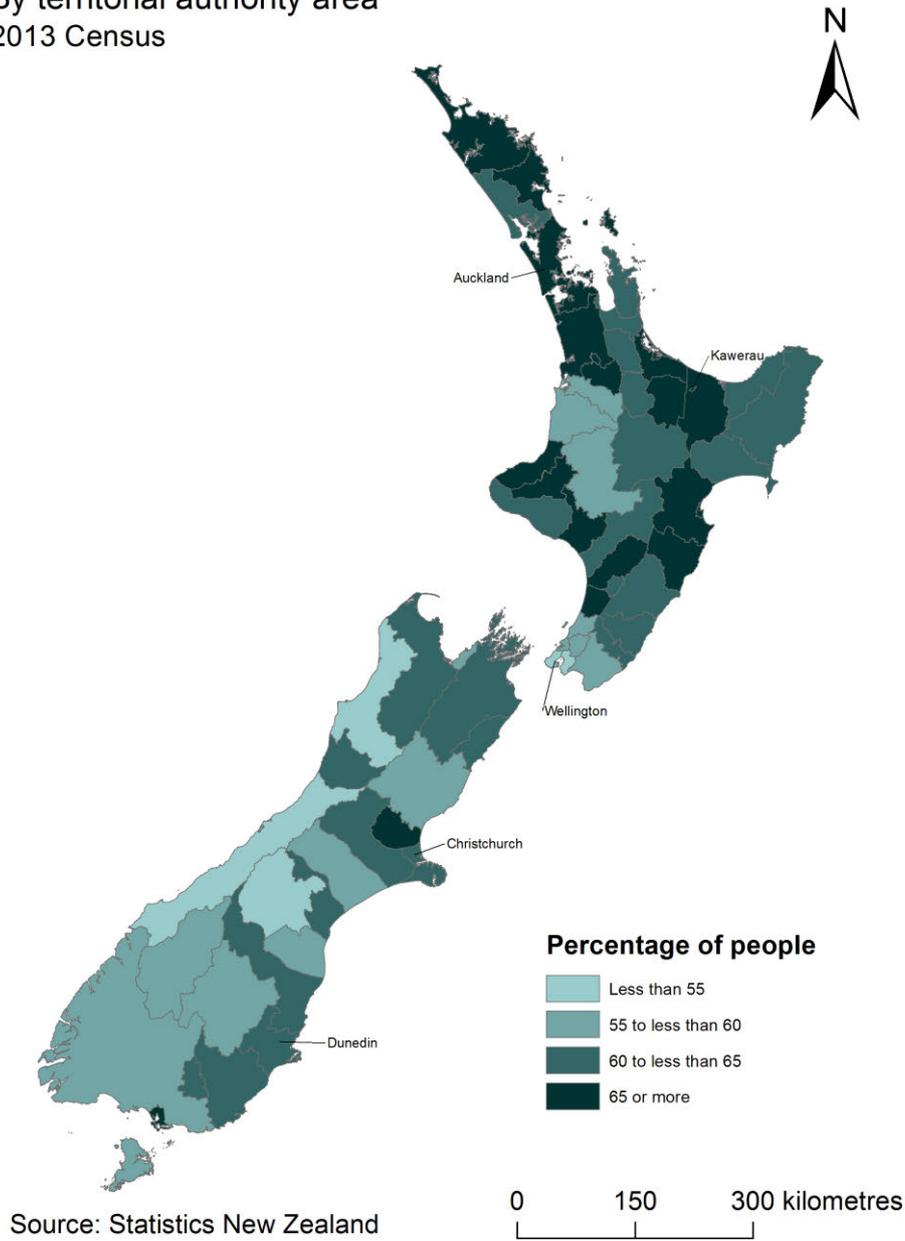
The lowest percentage was in the Wellington region, where 48.4 percent of people drove a private car, truck, or van to work.

**Kawerau district has highest proportion of people who drove a private car, truck, or van to work**

Kawerau district, with one of the smallest populations of the territorial authorities, had the highest percentage of people who drove a private car, truck, or van to work (70.6 percent). Wellington city, at 39.2 percent, had the lowest proportion.

**Figure 3**

**People that travelled to work who drove a private car, truck, or van**  
By territorial authority area  
2013 Census



## **Wellington area has highest proportion of public transport users and walkers/joggers**

In 2013, of those who travelled to work, Wellington city had the highest percentage who travelled by public bus. At 16.8 percent (14,565 people), this was more than double the percentages of the next-highest territorial authorities: Auckland with 6.5 percent (33,933 people), and Lower Hutt city with 6.2 percent (2,352 people).

Travelling to work by train was most common in the territorial authorities around Wellington city. The highest proportions of train travel occurred in:

- Porirua city – 13.0 percent
- Lower Hutt city – 12.1 percent
- South Wairarapa and Kapiti Coast districts – both 11.9 percent.

Wellington city also had the highest proportion of people who walked or jogged to work, at 21.0 percent (18,186 people). Porirua city had the lowest, at 3.3 percent (603 people).

## **Small increase in public transport use in Auckland**

Use of public transport has increased slightly in Auckland since 2006. In 2013, of people who travelled to work, 6.5 percent (33,933 people) used a public bus. This is compared with 5.8 percent (28,569 people) in 2006.

Of the Auckland local boards, Waitemata had the highest percentage of people that travelled by public bus, at 13.3 percent (4,593 people). Waitemata includes the Auckland central city.

In 2013, use of trains increased to 1.8 percent (9,459 people) – up from 1.1 percent (5,655 people) in 2006. The Papakura local board area had the highest percentage, at 4.3 percent (672 people), followed by the Waitakere Ranges local board area, with 4.0 percent (738 people).

## **Cycling to work highest in Nelson city**

Nelson city had the highest percentage of people who travelled to work by bicycle, at 8.7 percent (1,524 people). This was up from 7.2 percent (1,215 people) in 2006. Christchurch city was next highest, at 7.0 percent (9,804 people) – up from 6.5 percent (9,093 people) in 2006.

## **Central Otago district has highest company vehicle use**

In 2013, Central Otago was the territorial authority with the highest percentage of people driving a company car, truck, or van, at 22.1 percent (1,566 people). The Waimakariri district followed, with 20.7 percent (4,026 people). The lowest percentage was in Wellington city, at 6.6 percent (5,739 people).

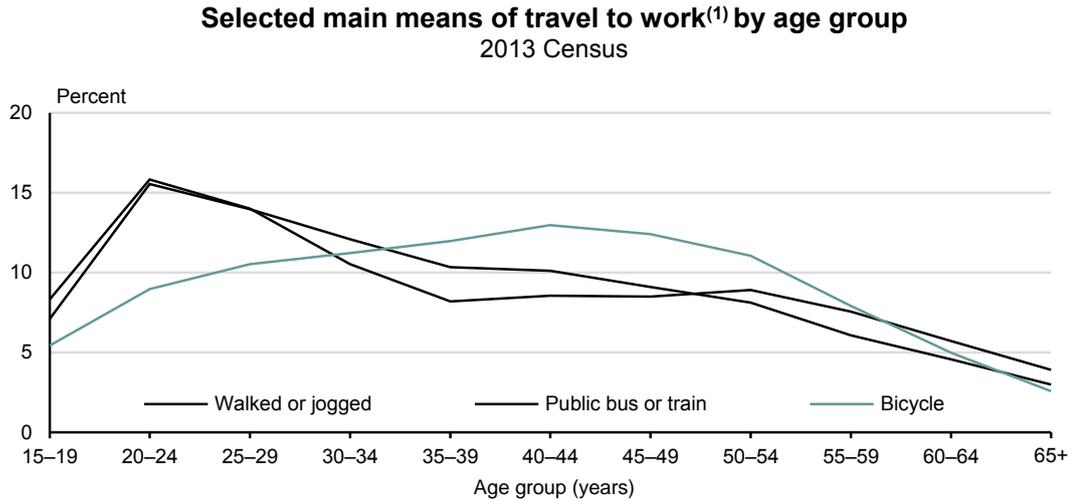
## Young people the most likely to use public transport or walk/jog

In 2013, of those employed people who travelled to work using the public bus or train, 15.5 percent were aged 20–24 years. This proportion steadily declined to 3.0 percent for those people aged 65 years and over.

Of people who walked or jogged to work, the most common age group was 20–24 years, at 15.8 percent.

Of people who cycled to work, the most common age group was 40–44 years, at 13.0 percent.

**Figure 4**



1. For employed people aged 15 years and over.  
Source: Statistics New Zealand

## 3 Number of motor vehicles

Number of motor vehicles relates to how many vehicles are available to the household for private use. It is based on the following question asked in the census:

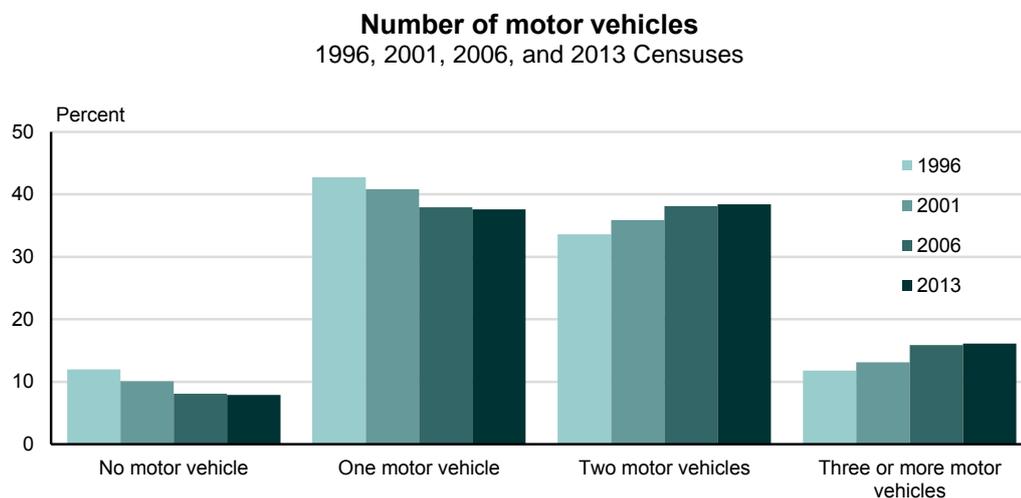
“How many motor vehicles (not counting motorbikes) do the people who live here have available for their use?”

Vehicles that belong to visitors, vehicles that can be used only for work, or only on the farm, and motorbikes, or scooters are excluded.

### Two or more motor vehicles increasingly common

Two motor vehicles per household was the most common, at 38.4 percent (565,098 households) in 2013. In 1996, one motor vehicle was the most common, at 42.7 percent (518,454 households).

**Figure 5**



Source: Statistics New Zealand

A decreasing proportion of households have no motor vehicle. Households without a motor vehicle made up:

- 7.9 percent of households in 2013 (116,379 households)
- 8.1 percent of households in 2006
- 12.0 percent of households in 1996.

One motor vehicle was available to a lower proportion of households than in previous years:

- 37.6 percent in 2013 (552,813 households)
- 37.9 percent in 2006
- 42.7 percent in 1996.

In contrast, three or more motor vehicles were available to a greater proportion of households:

- 16.1 percent in 2013 (237,468 households)
- 15.9 percent in 2006
- 11.8 percent in 1996.

## Wellington region households are the most likely to not have a motor vehicle

Of the regions, Wellington had the highest percentage of households with no access to a vehicle (11.7 percent), followed by Gisborne (10.2 percent).

Tasman had the highest percentage of households with access to three or more motor vehicles (19.5 percent), followed by Canterbury (19.1 percent). The Wellington region was the lowest, at 11.1 percent.

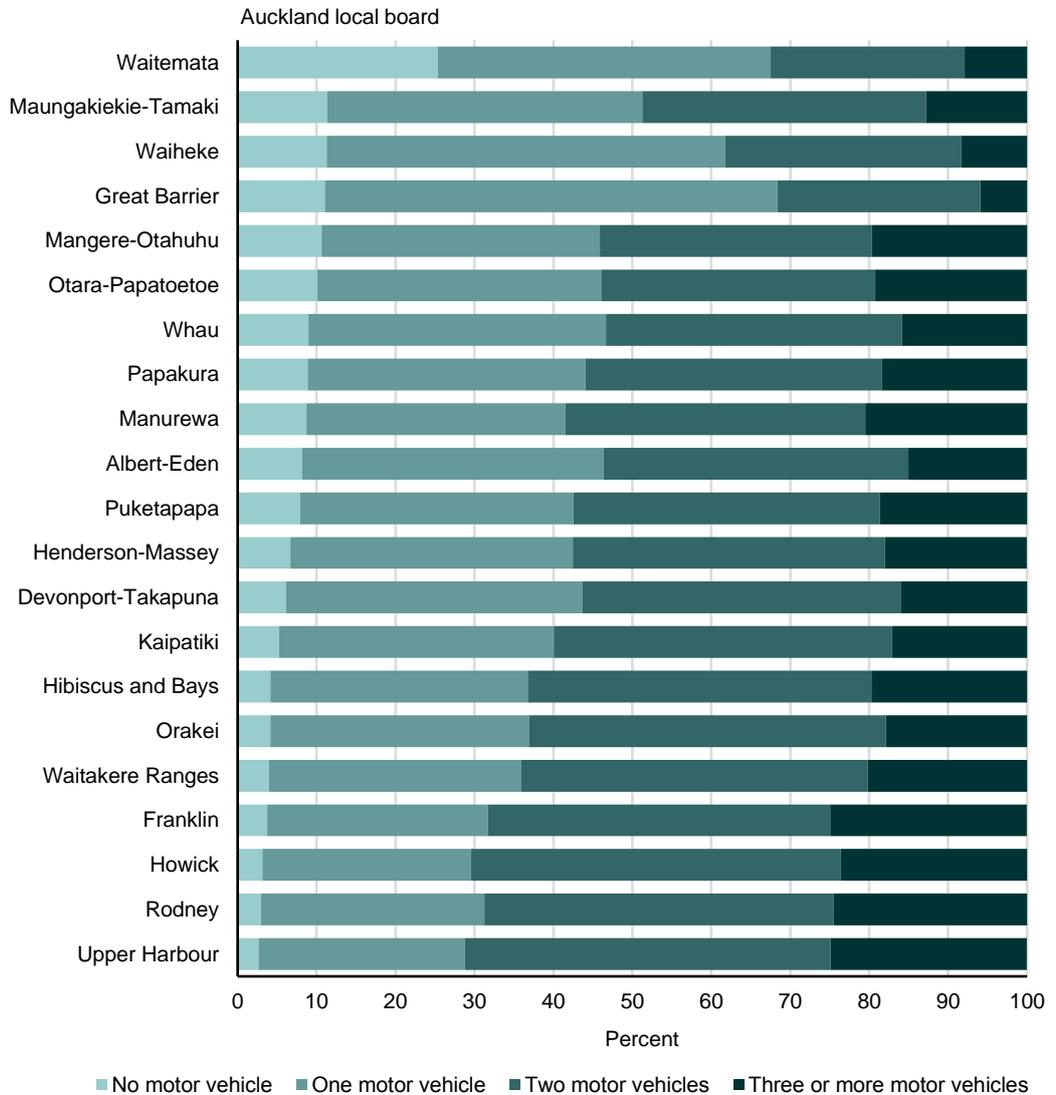
## Households in Auckland central city have lowest number of motor vehicles

Of Auckland local boards, the Waitemata local board area had the highest proportion of households with no access to motor vehicles, at 25.4 percent. This was up from 19.0 percent in 2006. Waitemata includes the Auckland central city.

The Auckland local boards where households were most likely to have access to three or more motor vehicles were Franklin and Upper Harbour (both 24.9 percent), followed by Rodney (24.5 percent).

Figure 6

**Number of motor vehicles by Auckland local board area**  
2013 Census



Source: Statistics New Zealand

**One-family households most likely to have access to two motor vehicles**

In 2013, more than half of 'couple only' and 'couple with children' households had access to two motor vehicles (54.5 percent and 54.1 percent, respectively).

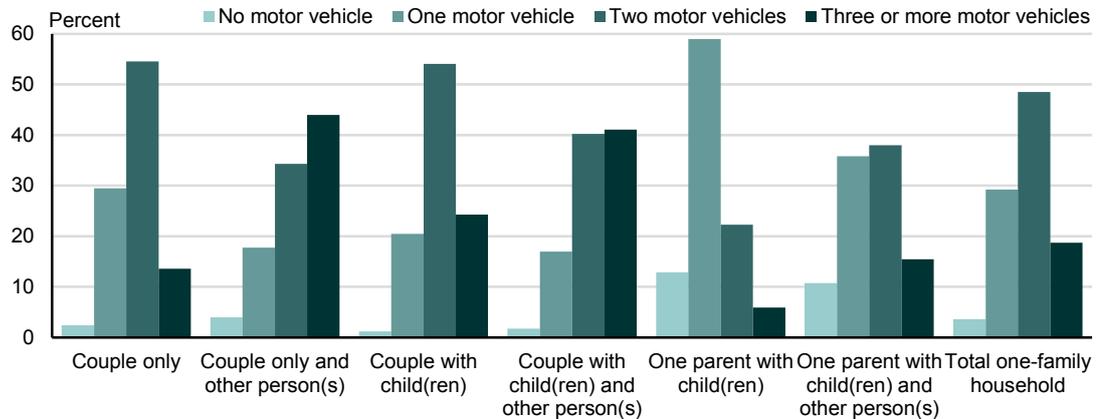
One parent with children households were most likely to have one motor vehicle, at 58.9 percent.

**Table 2**  
**Number of motor vehicles by household composition**  
 2013 Census

One-family households	No motor vehicle	One motor vehicle	Two motor vehicles	Three or more motor vehicles	Total households stated
<b>Number</b>					
Couple only	9,375	114,561	211,782	52,818	388,539
Couple only and other person(s)	1,293	5,799	11,199	14,361	32,652
Couple with child(ren)	4,818	81,762	215,847	96,801	399,228
Couple with child(ren) and other person(s)	585	5,664	13,410	13,698	33,351
One parent with child(ren)	17,154	78,567	29,703	7,899	133,326
One parent with child(ren) and other person(s)	3,486	11,607	12,324	5,010	32,430
Total one-family household	36,708	297,960	494,268	190,590	1,019,526
<b>Percent</b>					
Couple only	2.4	29.5	54.5	13.6	...
Couple only and other person(s)	4.0	17.8	34.3	44.0	...
Couple with child(ren)	1.2	20.5	54.1	24.2	...
Couple with child(ren) and other person(s)	1.8	17.0	40.2	41.1	...
One parent with child(ren)	12.9	58.9	22.3	5.9	...
One parent with child(ren) and other person(s)	10.7	35.8	38.0	15.4	...
Total one-family household	3.6	29.2	48.5	18.7	...
<b>Symbol:</b> ... not applicable					
<b>Source:</b> Statistics New Zealand					

**Figure 7**

**Number of motor vehicles for one-family households**  
2013 Census



Source: Statistics New Zealand

## Half of multi-family households have access to three or more motor vehicles

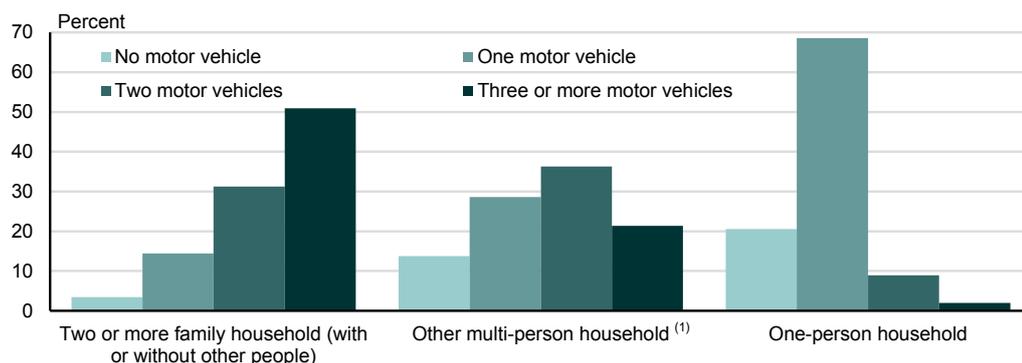
In 2013, half of households containing two or more families (with or without other people) had access to at least three motor vehicles.

One-fifth of one-person households had no access to motor vehicles. At 20.6 percent, the proportion was down from 22.9 percent in 2006.

Almost 7 in 10 one-person households had access to one motor vehicle. At 68.5 percent, the proportion was up from 66.5 percent in 2006.

**Figure 8**

**Number of motor vehicles for selected household compositions**  
2013 Census



1. A group of people living together who did not form a family, for example siblings or flatmates.

Source: Statistics New Zealand

## Households with income over \$70,000 most likely to have access to two motor vehicles

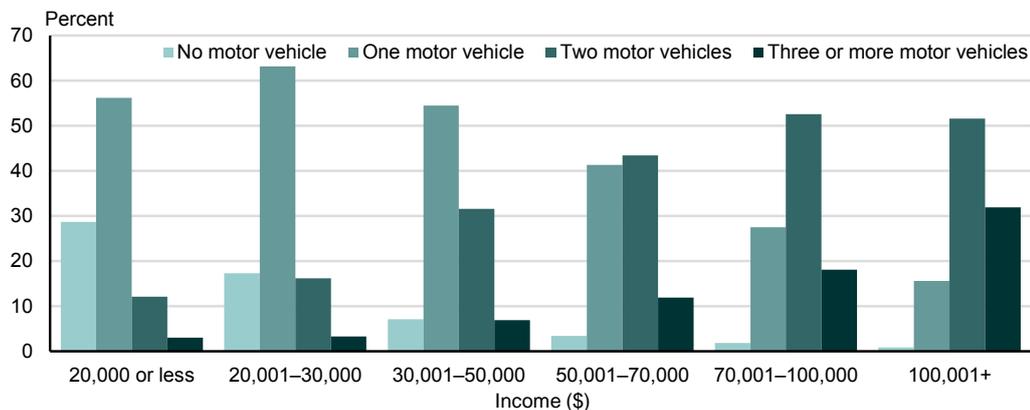
Access to motor vehicles increases with household income. Of households with an income of \$70,001 or more, over half had access to two motor vehicles.

Of households with an income of \$100,001 or more, 31.9 percent had access to three or more motor vehicles.

For households with an income of \$20,000 or less, 28.7 percent did not have access to a motor vehicle. Most (56.2 percent) had access to one motor vehicle.

**Figure 9**

**Number of motor vehicles by grouped household income**  
2013 Census



Source: Statistics New Zealand

## 4 Access to telecommunication systems

Access to telecommunication systems relates to the telecommunication systems available for use by the household in the dwelling. It is a multi-response question which means a household can have access to any, all, or none of these telecommunication systems. Anything that is disconnected or broken, or that can be used only for work is excluded.

### Over three-quarters of households have Internet access

The percentage of households that have access to the Internet increased to 76.8 percent in 2013 – up from 60.5 percent in 2006, and 37.4 percent in 2001.

More households had access to telecommunication systems in 2013. The proportion with no access was just 1.6 percent – down from 2.0 percent in 2006 and 3.6 percent in 2001.

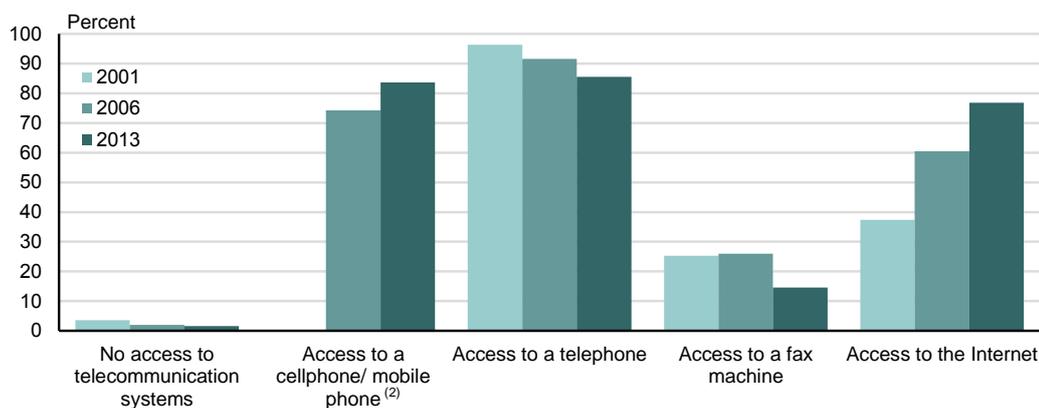
The proportion of households with access to a cellphone increased to 83.7 percent in 2013 – up from 74.2 percent in 2006. (In 2001 this category was combined with the access to a (landline) telephone category).

Access to a (landline) telephone, at 85.5 percent in 2013, declined from 91.6 percent in 2006 and 96.3 percent in 2001.

Household access to a fax machine has continued to fall, to reach 14.6 percent in 2013 – down from 26.0 percent in 2006 and 25.3 percent in 2001.

**Figure 10**

**Access to telecommunication systems (total responses)<sup>(1)</sup>**  
2001, 2006, and 2013 Censuses



1. Households reporting access to more than one type of telecommunication system were counted in each stated category. Therefore percentages do not add up to 100.

2. In 2001, these were included with telephones. In 2006 and 2013, there was a separate category for cellphones/mobile phones.

Source: Statistics New Zealand

## Auckland region has highest percentage of households with Internet access

Of the regions, Auckland has the highest percentage of households with access to the Internet (81.6 percent), followed by Wellington (80.8 percent) and Canterbury (78.3 percent).

Gisborne has the lowest percentage (63.3 percent), followed by Northland (68.0 percent).

In 2013, the Wellington region had the highest percentage of households with access to a cellphone/mobile phone (85.4 percent), followed by Auckland (84.8 percent) and Canterbury (84.4 percent).

Regions that are mostly rural had the highest percentage of households with no access to telecommunication systems. The highest proportion was in the West Coast (3.4 percent), followed by Gisborne (3.1 percent).

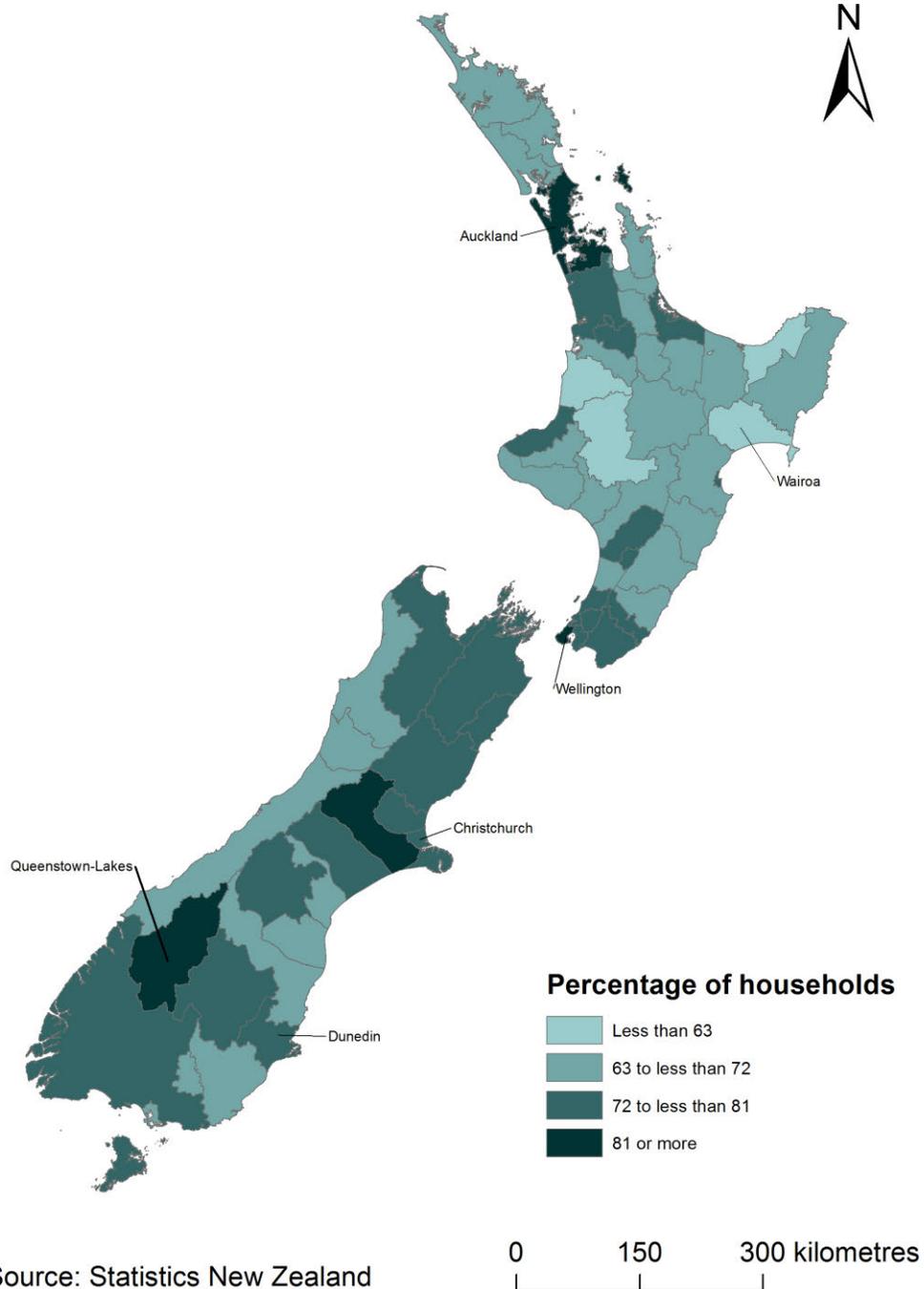
## Queenstown-Lakes district has highest percentage of households with Internet access

Among the territorial authorities, the percentage of households with access to the Internet was:

- highest in the Queenstown-Lakes district, at 87.5 percent – up from 69.9 percent in 2006
- lowest in the Wairoa district, at 54.9 percent – up from 38.9 percent in 2006.

Figure 11

**Households with Internet access**  
By territorial authority area  
2013 Census



Source: Statistics New Zealand

For households with access to a cellphone/mobile phone:

- Selwyn district had the highest proportion, at 88.1 percent – up from 79.0 percent in 2006.

For households with no access to telecommunication systems:

- Opotiki district had the highest proportion, at 6.3 percent – down from 9.5 percent in 2006
- Selwyn district had the lowest proportion, at 0.7 percent – the same as in 2006.

## Internet access highest for couple with children households

'Couple with children' households were the most likely to have access to the Internet, at 91.9 percent in 2013 – up from 80.6 percent in 2006.

**Table 3**  
**Access to telecommunication systems (total responses)<sup>(1)</sup> by one-family households**  
2013 Census

One-family household	No access to telecommunication systems	Access to a cellphone/mobile phone	Access to a telephone	Access to a fax machine	Access to the Internet	Total households stated
<b>Number</b>						
Couple only	2,280	336,489	355,206	81,978	326,667	388,245
Couple only and other person(s)	336	27,810	25,992	4,113	28,686	32,634
Couple with child(ren)	2,241	365,424	369,744	72,570	366,441	398,880
Couple with child(ren) and other person(s)	297	29,631	29,916	5,307	28,980	33,288
One parent with child(ren)	4,041	113,955	100,326	10,461	91,944	133,008
One parent with child(ren) and other person(s)	1,014	27,654	23,514	2,277	21,843	32,358
Total one-family household	10,212	900,963	904,704	176,706	864,561	1,018,410
<b>Percent</b>						
Couple only	0.6	86.7	91.5	21.1	84.1	...
Couple only and other person(s)	1.0	85.2	79.6	12.6	87.9	...
Couple with child(ren)	0.6	91.6	92.7	18.2	91.9	...
Couple with child(ren) and other person(s)	0.9	89.0	89.9	15.9	87.1	...
One parent with child(ren)	3.0	85.7	75.4	7.9	69.1	...
One parent with child(ren) and other person(s)	3.1	85.5	72.7	7.0	67.5	...
Total one-family household	1.0	88.5	88.8	17.4	84.9	...
1. Households reporting access to more than one type of telecommunication system were counted in each stated category. Therefore percentages do not add up to 100.						
<b>Symbol:</b> ... not applicable						
<b>Source:</b> Statistics New Zealand						

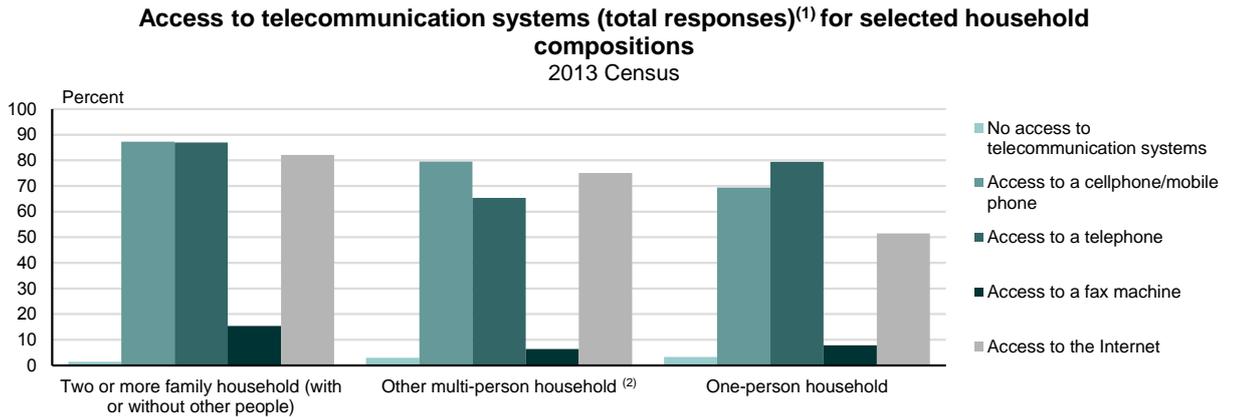
## Just over half of one-person households now have Internet access

One-person households had the lowest percentage of access to the Internet of all household types, but the percentage was up. Over half (51.5 percent) of these households had access in 2013, up from 33.1 percent in 2006.

## Other multi-person households have lowest access to a (landline) telephone

Only 65.3 percent of other multi-person households had access to a (landline) telephone in 2013 – down from 83.9 percent in 2006. Multi-person households are made up of people living together who do not form a family, such as siblings or flatmates.

**Figure 12**



1. Households reporting access to more than one type of telecommunication system were counted in each stated category. Therefore percentages do not add up to 100.

2. A group of people living together who did not form a family, for example siblings or flatmates.

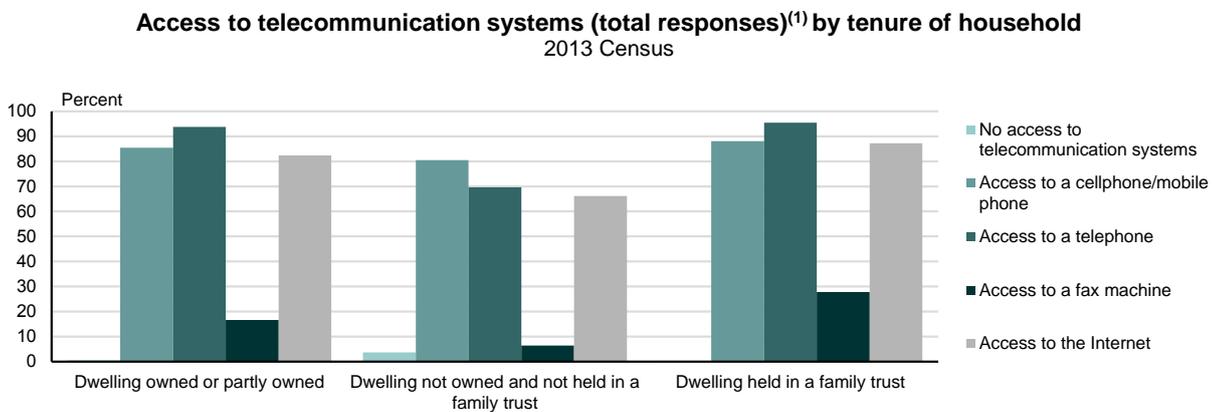
Source: Statistics New Zealand

## Households that don't own their home less likely to have Internet access

Households that did not own their own home were less likely to have access to the Internet, at 66.1 percent in 2013 – up from 47.5 percent in 2006.

These households are also less likely to have access to a (landline) telephone, at 69.7 percent in 2013 – down from 80.8 percent in 2006.

**Figure 13**



1. Households reporting access to more than one type of telecommunication system were counted in each stated category. Therefore percentages do not add up to 100.

Source: Statistics New Zealand

## Households owning their dwelling through a family trust have highest access to Internet

Households that owned their dwelling through a family trust had the highest access to the Internet, at 87.2 percent in 2013 – up from 74.6 percent in 2006.

These households are also more likely to have access to a (landline) telephone, at 95.5 percent, and more likely to have access to a cellphone/mobile phone, at 88.1 percent.

## Access to Internet increases with household income

Access to the Internet increased with increasing household income. It ranged from 45.7 percent for households with income of \$20,000 or less, to 95.5 percent for households with an income of \$100,001 or more.

**Table 4**

### Access to telecommunication systems (total responses)<sup>(1)</sup> by grouped household income

2013 Census

Grouped household income	No access to telecommunication systems	Access to a cellphone/mobile phone	Access to a telephone	Access to a fax machine	Access to the Internet	Total households stated
<b>Number</b>						
\$20,000 or less	7,512	94,860	100,917	10,017	64,425	140,868
\$20,001–\$30,000	3,006	100,626	118,839	12,060	75,792	141,741
\$30,001–\$50,000	3,672	189,477	192,012	28,368	162,417	229,266
\$50,001–\$70,000	1,962	166,908	164,577	27,831	157,101	190,431
\$70,001–\$100,000	1,323	212,097	211,320	38,652	211,872	235,029
\$100,001 or more	891	333,876	334,374	76,590	344,859	361,101
Total stated	18,366	1,097,841	1,122,039	193,518	1,016,466	1,298,436
<b>Percent</b>						
\$20,000 or less	5.3	67.3	71.6	7.1	45.7	...
\$20,001–\$30,000	2.1	71.0	83.8	8.5	53.5	...
\$30,001–\$50,000	1.6	82.6	83.8	12.4	70.8	...
\$50,001–\$70,000	1.0	87.6	86.4	14.6	82.5	...
\$70,001–\$100,000	0.6	90.2	89.9	16.4	90.1	...
\$100,001 or more	0.2	92.5	92.6	21.2	95.5	...
<p>1. Households reporting access to more than one type of telecommunication system were counted in each stated category. Therefore percentages do not add up to 100.</p> <p><b>Symbol:</b> ... not applicable</p> <p><b>Source:</b> Statistics New Zealand</p>						

## Access to a cellphone and (landline) telephone also increases with household income

Access to the other telecommunication systems also increased with increasing household income.

For example, in 2013, household access to a cellphone/mobile phone ranged from:

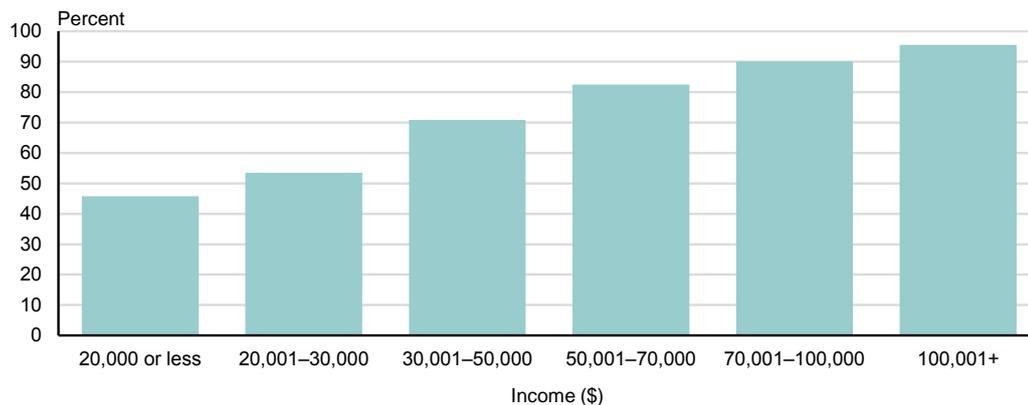
- 67.3 percent for households with an income of \$20,000 or less, to
- 92.5 percent for households with an income of \$100,001 or more.

Household access to a (landline) telephone ranged from:

- 71.6 percent for households with an income of \$20,000 or less, to
- 92.6 percent for households with an income of \$100,001 or more.

**Figure 14**

**Access to the Internet by grouped household income**  
2013 Census



Source: Statistics New Zealand



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# Definitions and information about the data

## Definitions

**Access to telecommunications systems:** the ability of residents in a private dwelling to communicate, through cellphone, telephone, fax, or the Internet, with people outside the dwelling and to use services provided through these media. The device(s) and connection(s) must be in working order.

**Employed:** a person was employed if they were part of the working-age population (15 years and over) and if, during the week ended 4 March 2001, 5 March 2006, or 3 March 2013, they:

- worked for one hour or more for pay or profit in the context of an employee/employer relationship or self-employment, or
- worked without pay for one hour or more in work that contributed directly to the operation of a farm, business, or professional practice owned or operated by a relative, or
- had a job but were not at work due to:
  - their illness or injury
  - personal or family responsibilities
  - bad weather or mechanical breakdown
  - direct involvement in an industrial dispute
  - being on leave or holiday.

**Household:** either one person who usually resides alone, or two or more people who usually reside together and share facilities (such as for eating, cooking, or a living area; and bathroom and toilet) in a private dwelling. Included are people who were absent on census night but usually live in a particular dwelling and are members of that household, as long as they were reported as being absent by the reference person on the dwelling form.

**Household composition:** classifies households according to the relationships between usually resident people. The classification is based on how many and what type(s) of family nuclei were present in a household, and whether or not there were related or unrelated people present.

**Main means of travel to work:** the method a person aged 15 years and over used to travel the longest distance to their place of employment on census day (for example, by bicycle, bus, walking, or jogging).

**Number of motor vehicles:** refers to motor vehicles that are available for private use by the usual residents of private dwellings. These vehicles must be mechanically operational, but not necessarily licensed or with a current warrant of fitness.

Motor vehicles include:

- business vehicles available for private use by people in the dwelling
- cars, four-wheel drive vehicles, station wagons, trucks, vans, and other vehicles used on public roads
- hired or long-term leased vehicles
- vehicles temporarily under repair.

They do not include:

- farm vehicles not licensed for road use
- motorbikes or scooters
- vehicles used only for business
- vehicles that belong to visitors
- vehicles occasionally borrowed from another household.

**Tenure of household:** indicates whether a household in a private dwelling rents, owns, or holds that dwelling in a family trust; and whether payment is made by the household for the right to reside in that dwelling.

Tenure of household does not refer to the tenure of the land on which the dwelling is situated. A dwelling held in a family trust is owned by the family trust, so the household does not directly own the dwelling.

**Total household income:** derived by taking the sum of the median personal income of all members of the household who are aged 15 years and over. Total personal income received is the before-tax income of a person in the 12 months ended 31 March 2013. The information is collected as income bands rather than in actual dollars.

## Information about the data

### Comparability with past censuses

Because the 2011 Census was cancelled after the Canterbury earthquake on 22 February 2011, the gap between the 2013 Census and the last one is seven years. The change in the data between 2006 and 2013 may be greater than in the usual five-year gap between censuses. Be careful when comparing trends.

In some sections of this report, we compare 2013 Census data with 2006, 2001, and 1996 Census data. In other sections, we compare it with 2006 or 2001 data only. The choice of which data to use for comparisons depended on the availability of data and the rate of change over time.

### Calculation of percentages

Unless otherwise stated, all percentages and ratios in this report exclude responses that cannot be classified (eg 'not stated', 'household composition unidentifiable').

### Confidentiality

The data in this report has been randomly rounded to protect confidentiality. Individual figures may not add up to totals, and values for the same data may vary in different tables.



## List of available tables

The following tables are available in Excel format from the 'Available files' box. If you have problems viewing the files, see [opening files and PDFs](#).

1. Main means of travel to work, 2001, 2006, and 2013 Censuses
2. Main means of travel to work by regional council area, 2001, 2006, and 2013 Censuses
3. Main means of travel to work by territorial authority area and Auckland local board area, 2001, 2006, and 2013 Censuses
4. Main means of travel to work by usual residence urban and rural area indicator, 2013 Census
5. Number of motor vehicles, 2001, 2006, and 2013 Censuses
6. Number of motor vehicles by regional council area, 2001, 2006, and 2013 Censuses
7. Number of motor vehicles by territorial authority area and Auckland local board area, 2001, 2006, and 2013 Censuses
8. Number of motor vehicles by household composition, 2013 Census
9. Number of motor vehicles by number of usual residents in household, 2013 Census
10. Number of motor vehicles by total household income, 2013 Census
11. Access to telecommunication systems, 2001, 2006, and 2013 Censuses
12. Access to telecommunication systems by regional council area, 2001, 2006, and 2013 Censuses
13. Access to telecommunication systems by territorial authority area and Auckland local board area, 2001, 2006, and 2013 Censuses
14. Access to telecommunication systems by household composition, 2013 Census
15. Access to telecommunication systems by tenure of household, 2013 Census
16. Access to telecommunication systems by total household income, 2013 Census



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## More information

### Other census information

- [2013 Census](#)
- [2013 Census products and services release schedule](#)
- [2013 Census tables in NZ.Stat](#) (Additional data tables on transport and communications will be available in NZ.Stat in February 2015)
- [2013 Census information by variable](#)
- [2013 Census definitions and forms](#)

### For more information contact our Information Centre:

Email: [info@stats.govt.nz](mailto:info@stats.govt.nz)

Phone: 0508 525 525 (toll-free in New Zealand)

+64 4 931 4600 (outside New Zealand)