

# 2001 Census Travel to Work Data Harborough District Profile

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Leicestershire  
County Council

Report produced by the Research & Information Team  
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Leicestershire County Council

## INTRODUCTION

The Census of Population is the best known source of comprehensive information of demographic, social and economic statistics. This information coupled with the recently released travel to work data from the 2001 Census provides a great opportunity to find out and understand more about where the economically active population originate from and where they go to work. Further information on issues such as distances travelled, mode of transport, type of occupation, can also be gained; providing an up to date and robust understanding of travel to work.

No data set is free from problems, but there are some particular issues around travel to work data that need to be taken into consideration when reading the analysis, tables and maps in this report. As with all other Census based data, the data is collected only once every ten years and released some years after its collection. It is also difficult to ask a question that can adequately deal with the workplace in the 21st century. The Census assumes people have one place of residence and one place of work and makes little concession to the greater fragmentation of workplaces and number of multiple residences. Perhaps the biggest concern in the 2001 Census is the effect of rounding on the data. Concern that individuals may be identified has meant ONS has blurred the data by rounding small counts to a multiple of three. This means that the same count in different tables can be different and the problem increases when the smaller geographical units are used.

### This Report

This report provides travel to work data and analysis for people between the ages of 16 to 74 in employment who live in Harborough as well as those that work inside the district using the workplace and standard tables from the 2001 Census. The report is mainly concerned with the resident and workplace population in employment between the ages of 16 and 74 in Harborough District and the difference between them. The resident population is defined as the people who live in Harborough District. The workplace population is defined as the people who work in Harborough District. The report begins by giving a brief description of travel to work in Harborough. The report also shows the proportion of the resident and workplace population who use various modes of transport to get to work in each ward within the district. The report highlights the top 20 origin and destination districts to and from Harborough, which is broken down by National Statistics Socioeconomic Classification<sup>1</sup>. The report also considers the commuting balance within wards in the district and self containment<sup>2</sup> of each ward in the district. The final section looks at the distance travelled to work by the resident and workplace populations of the district.

### County level reports

A report considering travel to work across the county has also been produced.

### Further Information

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<sup>1</sup> NS-SeC is an occupationally based classification that aims to differentiate positions within the labour market which replaces the social class and socioeconomic group classifications.

<sup>2</sup> Self containment is the proportion of people who live and work within the same area

## SUMMARY OF HARBOROUGH DISTRICT

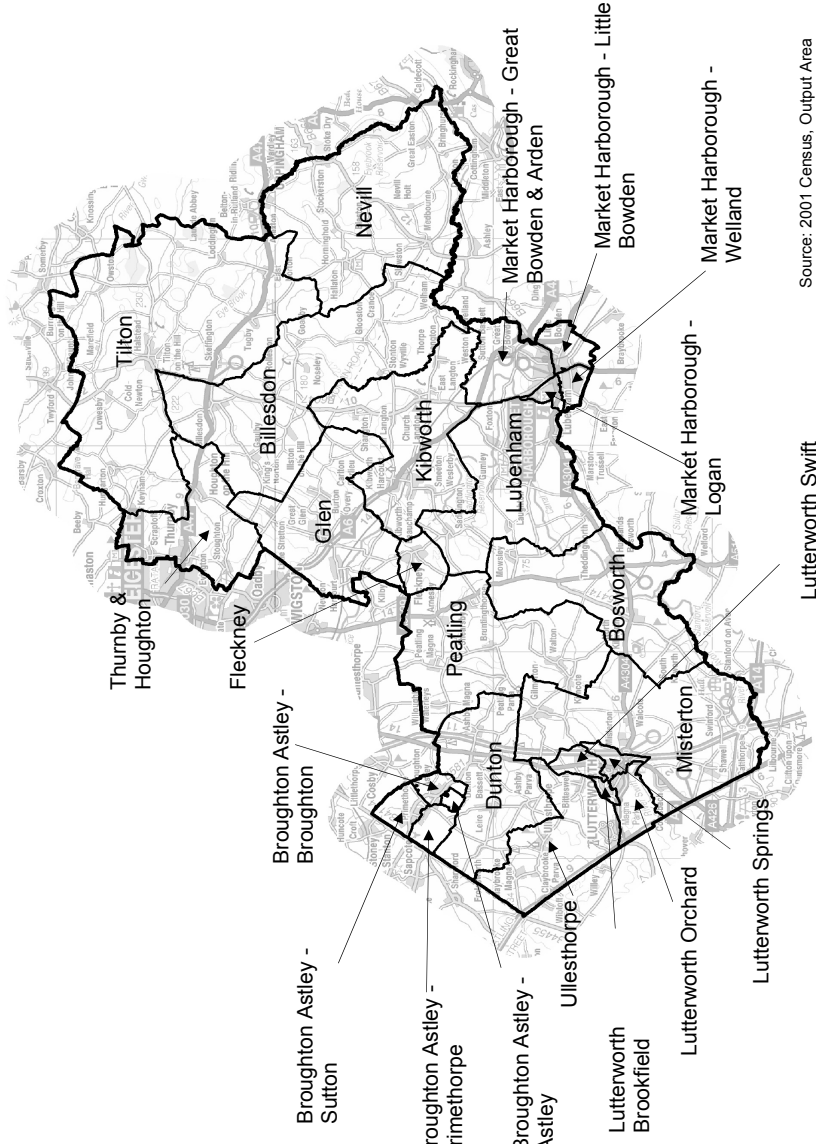
Harborough covers an area of 59,178 hectares. It shares a border with Melton, Corby, Kettering, Daventry, Rugby, Blaby, Oadby & Wigston, Leicester and Charnwood Districts. In 2001, the population of the district was 76,600. The largest proportion of population live in the larger settlements of Market Harborough (18,900 people), Broughton Astley (8,700 people) and Lutterworth (8,400 people).

The map to the right shows the wards in Harborough as well as the major roads into and out of the district.

The following bullet points highlight the main facts of the resident and workplace population in Harborough District:-

- The resident population in employment aged between 16 and 74 years is 39,794.
- There are a smaller number of people working in Harborough aged between 16 and 74, which makes up the workplace population, 32,658.
- 60% of the workplace population live inside the district.
- There is a net outflow out from the district of 7,152 people as a greater number of people live inside the district and commute out than live outside and commute in.
- Blaby provides the workforce with the most amount of people travelling from outside the district and Leicester City is the most popular workplace destination of Harborough residents travelling outside district.
- The ward with the largest inflow of commuters is Ullesthorpe with 4,919 commuters.
- The most self contained ward within the district is Welland ward with 71% of residents working within Harborough.
- The greatest proportion of the resident population travel between 10km and 20km to work whereas the greatest proportion of the workplace population travel less than 2km to work.

Map 1: Wards in Harborough



Source: 2001 Census, Output Area Boundaries  
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## TRAVEL TO WORK BY MODE FOR RESIDENT POPULATION

The table on the right shows the proportion of the resident population that use various modes of transport to get to work. By far the most used method is private car or van (71% average in the district). However, there is a large variation between the wards. Astley ward with 83% has the highest proportion and Lubenham ward with 58% the lowest proportion of people travelling to work by car.

On average in Harborough, the second most utilised method of travel to work is 'on foot' (9%) but again there are huge differences between the wards. Springs (19%) and Welland (19%) wards have the highest proportions and Dunton (2%) and Peatling (2%) wards have the lowest proportion of residents travelling to work on foot. This can be explained by the wards with the higher proportions tending to be more urban where residents live closer to employment opportunities.

The ward with the highest proportion of residents using public transport to travel to work is Thurnby and Houghton ward (7%). This is explained by the short distance to Leicester from this ward. In the largely rural wards of Peatling, Ullesthorpe and Bosworth only 1% of people travel to work using public transport.

Table 1: Method of travel to work by mode for resident population ranked by car or van

Ward	Residents in employment 16-74	% Car or van <sup>3</sup>	% Home working <sup>4</sup>	% Public transport <sup>5</sup>	% Bicycle	% On foot	% Other <sup>6</sup>
Broughton Astley - Astley	1,325	83	8	3	1	3	2
Broughton Astley - Broughton	1,313	80	10	2	1	5	1
Broughton Astley - Sulton	1,129	80	9	3	2	5	1
Lutterworth Brookfield	1,201	78	8	2	3	7	1
Dunton	1,163	76	16	4	2	2	1
Peatling	1,141	75	19	1	2	2	1
Ullesthorpe	1,072	75	16	1	1	5	1
Broughton Astley - Primethorpe	984	74	9	4	4	8	1
Fleckney	2,548	74	10	4	2	9	2
Glen	1,979	74	14	5	2	4	2
Thurnby and Houghton	3,085	74	11	7	2	5	1
Kibworth	2,936	73	14	4	1	7	1
Misterton	1,275	73	17	3	1	4	2
Bosworth	1,118	72	18	1	0	7	2
<b>Harborough District</b>	<b>39,794</b>	<b>71</b>	<b>13</b>	<b>3</b>	<b>2</b>	<b>9</b>	<b>1</b>
Billesdon	818	71	20	3	1	4	2
Lutterworth Orchard	1,072	71	9	3	4	12	1
Lutterworth Swift	970	70	9	2	4	14	2
Nevill	970	69	21	3	1	5	1
Market Harborough - Little Bowden	2,222	68	10	5	5	12	1
Tilton	1,008	68	24	2	0	4	1
Market Harborough - Logan	2,156	64	9	3	5	16	2
Lutterworth Springs	1,039	63	11	2	3	19	2
Market Harborough - Great Bowden	3,283	62	11	4	4	17	2
Market Harborough - Welland	2,671	61	8	3	7	19	2
Lubenham	1,316	58	17	4	2	18	2

Source: Census Standard Table 119

3 either as passenger or driving

5 includes light rail, train, tram, bus, minibus or coach

4 includes people who work at or from home

6 includes motorcycle, taxi and other

## TRAVEL TO WORK BY MODE FOR WORKPLACE POPULATION

The table to the right shows the proportion of the workplace population who use various modes of transport to get to work. There are major differences between the proportion of the resident (previous page) and workplace population that use various modes to travel to work. For example, 71% of the resident population in Harborough use a private car or van to get to work whereas only 59% of the workplace population in the district use a private car or van to travel to work.

The most utilised method of travel to work for the workplace population is also private car or van (59% average in the district). However, there are huge variations between the wards. Ullesthorpe ward (92%) has the highest proportion and Nevill ward (40%) the lowest proportion of people travelling to work by private car or van.

The second most utilised method of travel to work across the district is 'on foot' (11%). There is also great variation between the proportions of people in the workplace population that walk to work between each ward. In Logan ward 22% of the workplace population walk to work compared to only 1% in Ullesthorpe ward.

There is also a large variation in the proportion of the workplace population that work from home between each ward in the district. In Lutterworth Brookfield ward 50% of the workplace population work from home compared to only 3% in Ullesthorpe ward.

Table 2: Method of travel to work by mode for workplace population ranked by car or van

Ward	Workplace population 16-74	% Car or van <sup>7</sup>	% Home working <sup>8</sup>	% Public transport <sup>9</sup>	% Bicycle	% On foot	Other <sup>10</sup>
Ullesthorpe	5,668	92	3	1	1	1	2
Lutterworth Swift	1,982	81	4	1	3	8	2
Lutterworth Springs	1,958	72	6	3	3	16	1
Lutterworth Orchard	571	68	16	1	4	10	2
Market Harborough - Great Bowden	4,202	68	9	2	6	14	2
Broughton Astley - Broughton Peatling	886	67	14	2	4	10	1
Broughton Astley - Sutton	794	65	27	2	2	4	1
Market Harborough - Welland	528	64	20	1	5	8	2
Market Harborough - Logan	1,987	63	10	2	7	16	2
Misterton	2,085	61	9	2	4	22	2
<b>Harborough District</b>	713	60	31	1	1	6	1
	<b>32,658</b>	<b>59</b>	<b>24</b>	<b>2</b>	<b>3</b>	<b>11</b>	<b>2</b>
Kibworth	1,608	57	25	1	2	13	2
Market Harborough - Little Bowden	1,496	57	14	2	5	20	1
Bosworth	661	56	30	1	1	11	0
Dunton	511	56	38	0	0	5	1
Lubenhams	1,196	56	19	1	2	19	3
Broughton Astley - Primethorpe	452	55	20	4	2	19	1
Fleckney	1,231	54	20	1	3	19	2
Glen	932	54	30	3	2	10	1
Thurnby and Houghton	1,308	52	25	5	3	12	3
Billesdon	453	51	36	3	1	8	2
Broughton Astley - Astley	221	45	46	0	3	5	1
Tilton	530	43	45	1	1	8	2
Lutterworth Brookfield	213	40	50	0	3	7	0
Nevill	472	40	43	1	1	12	3

Source: Census Standard Table 129

<sup>7</sup> either as passenger or driving

<sup>9</sup> includes light rail, train, tram, bus, minibus or coach

<sup>8</sup> includes people who work at or from home  
<sup>10</sup> includes motorcycle, taxi and other

## ORIGIN OF HARBOROUGH WORKPLACE POPULATION

Table 3: Top 20 origin districts of people who work in Harborough

Origin	All people	% People who live outside Harborough	% Managerial & Professional	Intermediate	%	Routine & Manual	% Students
Harborough	19,521		29	31	36	4	
Blaby	1,920	14.6	30	14	54	3	
Leicester	1,890	14.4	28	10	58	4	
Hinckley and Bosworth	1,606	12.2	21	12	65	2	
Kettering	1,022	7.8	34	23	40	3	
Oadby and Wigston	872	6.6	31	15	52	3	
Rugby	808	6.1	26	11	62	1	
Nuneaton and Bedworth	740	5.6	15	6	78	1	
Daventry	641	4.9	35	22	40	3	
Charnwood	513	3.9	46	9	42	3	
Coventry	446	3.4	18	7	73	3	
North West Leicestershire	257	2	36	8	53	3	
North Warwickshire	205	1.6	14	2	82	2	
Corby	184	1.4	42	16	42	0	
Melton	183	1.4	42	17	38	3	
Northampton	164	1.2	56	16	22	6	
Rutland	158	1.2	51	15	34	0	
Wellingborough	76	0.6	66	8	22	4	
East Northamptonshire	75	0.6	52	19	29	0	
Birmingham	71	0.5	30	16	51	4	
<b>Outside the District</b>	<b>13,149</b>		<b>32</b>	<b>13</b>	<b>53</b>	<b>3</b>	

Source: Census Workplace Table 104

The table to the right shows the top 20 origin districts of people working in Harborough between the ages of 16 and 74. Blaby provides the workforce with the most people from outside the district with 15%.

The proportion of people from each district is also broken down by National Statistics Socioeconomic Classification (NS-SeC)<sup>12</sup>. Out of the top 20 origin districts there are a higher proportion of employees that commute from outside Harborough employed in managerial & professional occupations than those that live and work in the district. Over 60% of people who commute from Wellingborough are employed in managerial and professional occupations in Harborough.

In contrast, there are smaller proportions of people employed in intermediate occupations that work inside Harborough but live in other districts. Unlike other districts in the county a lower proportion of people who live and work in Harborough are employed in routine & manual occupations compared to people that live outside the district but work in Harborough.

<sup>12</sup> NS-SeC is an occupationally based classification that aims to differentiate positions within the labour market which replaces the social class and socioeconomic group classifications.

## DESTINATION OF HARBOROUGH RESIDENT POPULATION

Table 4: Top 20 destination districts of people who live in Harborough

Destination	No. of people	% People who work outside Harborough	% Managerial & Professional	% Intermediate	% Routine & Manual	% Students
Harborough	19,521		29	31	36	4
Leicester	6,982	34.4	57	21	20	2
Blaby	2,568	12.7	49	20	28	3
Oadby and Wigston	1,481	7.3	47	22	28	3
Rugby	1,030	5.1	53	16	29	2
Hinckley and Bosworth	813	4	55	16	27	2
Northampton	645	3.2	71	12	16	1
Corby	612	3	57	13	29	1
Daventry	607	3	43	12	43	3
Charnwood	599	3	56	15	27	2
Kettering	598	2.9	57	13	29	1
Coventry	542	2.7	79	11	9	1
North West Leicestershire	255	1.3	53	13	33	2
Birmingham	243	1.2	81	9	9	1
Rutland	225	1.1	48	30	21	1
Nuneaton and Bedworth	196	1	69	16	15	0
Nottingham	158	0.8	85	6	6	2
Melton	154	0.8	50	16	34	0
Wellingborough	142	0.7	76	7	17	0
Milton Keynes	130	0.6	85	3	12	0
<b>Outside the District</b>	<b>20,296</b>		<b>58</b>	<b>17</b>	<b>23</b>	<b>2</b>

Source: Census Workplace Table 104

The table to the right shows the top 20 workplace destination districts of people living in Harborough between the ages of 16 and 74. Leicester is the most popular destination of people living in Harborough and working outside the district with 34%.

The proportion of people that travel to each district is also broken down by National Statistics Socioeconomic Classification. The majority of Harborough residents who work within the district are employed in routine & manual occupational groups, however, a much lower proportion compared to other districts in the county. A high proportion of those that travel outside the district to work are employed in managerial and professional occupations. Over 80% of Harborough residents who travel to work in Birmingham and Nottingham are employed in managerial and professional occupations.

In contrast, there are smaller proportions of people employed in intermediate occupations that live inside Harborough but work in other districts. The same is true for people employed in routine & manual occupations with the exception of people who work in Daventry.

## WARD COMMUTING BALANCE

The table to the right shows the balance of commuting in Harborough wards. The large employment wards like Ullesthorpe and Great Bowden have a large amount of people travelling into them to work and therefore large net inflows, especially Ullesthorpe ward. This because of the large distribution site, Magna Park, which is located within Ullesthorpe ward providing large scale employment.

In the more rural and residential wards in the district there are large net outflows, as more people commute outside the ward than travel into the ward to work. For example, Thurnby and Houghton ward has a net outflow of more than 2,000 people.

In Great Bowden ward there is a large number of people travelling into and out of the ward due to its mixed industrial and residential character.

Table 5: Commuting balance of Harborough wards ranked by net flow

Ward	No. people travelling into ward	No. of people travelling out of ward	Net flow
Ullesthorpe	4,919	757	4,162
Lutterworth Swift	1,732	767	965
Market Harborough - Great Bowden	3,067	2,126	941
Lutterworth Springs	1,589	735	854
Market Harborough - Logan	1,496	1,539	-43
Lubenham	600	782	-182
Peatling	471	814	-343
Billesdon	172	573	-401
Bosworth	258	686	-428
Broughton Astley - Broughton	605	1,071	-466
Tilton	164	688	-524
Nevill	113	663	-550
Lutterworth Orchard	323	891	-568
Misterton	374	979	-605
Broughton Astley - Primethorpe	259	887	-628
Broughton Astley - Sutton	308	973	-665
Dunton	210	899	-689
Market Harborough - Welland	1,224	1,928	-704
Market Harborough - Little Bowden	1,057	1,845	-788
Lutterworth Brookfield	42	1,073	-1,031
Glen	442	1,493	-1,051
Broughton Astley - Astley	49	1,231	-1,182
Fleckney	554	1,861	-1,307
Kibworth	638	1,969	-1,331
Thurnby and Houghton	675	2436	-1,761

Source: Census Workplace Table 201

## SELF CONTAINMENT OF WARDS

The table to the right shows the self containment within wards and the district as a whole. Self containment is defined as the proportion of people who live and work within the same area, for example, the ward or district. The difference between Harborough wards which are self contained is variable.

The ward with the highest proportion of residents employed within the district is Market Harborough Welland with 71% and the lowest is Thurby and Houghton with 25%. This is most likely because Thurby & Houghton ward is located on the district boundary with a major trunk road running west into Leicester.

The ward with the greatest proportion of people who live and work within the same ward is Lubenham ward with 43% and lowest is Broughton Astley - Astley ward with 13%. The former is explained by the large number of people working close to or at home in the agricultural industry in this ward.

Table 6: Self containment of Harborough wards

Ward	Employed Residents <sup>12</sup>	% Work in Harborough	% Work in ward	% Work outside Harborough
Market Harborough - Welland	2,641	71	27	29
Lubenham	1,370	66	43	34
Market Harborough - Great Bowden	3,298	62	36	38
Market Harborough - Logan	2,112	61	27	39
Lutterworth Springs	1,074	59	32	41
Bosworth	1,090	59	37	41
Lutterworth Orchard	1,104	59	19	41
Lutterworth Swift	1,018	56	25	44
Market Harborough - Little Bowden	2,285	51	19	49
Kibworth	2,901	50	32	50
Nevill	1,020	48	35	52
Billesdon	850	47	33	53
Peatling	1,164	46	30	54
Ullesthorpe	1,117	45	32	55
Misterton	1,341	45	27	55
Tilton	1,053	44	35	56
Lutterworth Brookfield	1,236	43	13	57
Broughton Astley - Primethorpe	1,068	43	17	57
Dunton	1,188	43	24	57
Fleckney	2,555	41	27	59
Broughton Astley - Sutton	1,161	38	16	62
Broughton Astley - Broughton	1,322	36	19	64
Glen	1,991	33	25	67
Broughton Astley - Astley	1,407	31	13	69
Thurby and Houghton	3,079	25	21	75

Source: Census Workplace Table 201

<sup>12</sup> Employed resident figure may differ from Table 1 because of the ONS rounding which leads to the same count in different tables conflicting. The Standard Table figure for employed residents is the most accurate count in Table 1.

## DISTANCE TRAVELLED TO WORK

The table on the right shows the distance travelled of people employed between the ages of 16 and 74 who live in Harborough by gender. The table below shows the distance travelled of people between the ages of 16 and 74 who work within Harborough by gender. The greatest proportion of the resident population travel between 10km and 20km whereas the greatest proportion of the workplace population travel less than 2km to work.

Men are more likely to travel further to work than women in both the resident and workplace populations in the district. The greatest proportion of male employees travel between 10km and 20km to work in the resident and workplace population. The greatest proportion of women travel less than 2km to work in both the resident and workplace population.

Generally, the proportion of female employees that travel to work in each distance category declines the further away the distance travelled for both the resident and workplace female populations. Academic studies point to the fact that women tend to have more tasks on the way to and from work related to household responsibilities. Nevertheless, research has found women without children and women with greater level of education will travel further to work. For males neither children nor occupational status restricts the distance travelled to work<sup>14</sup>. Other studies claim that the higher wages men earn compared to women and female dominated occupations which are more evenly distributed across urban areas are responsible for shorter distances travelled to work by females<sup>15</sup>.

Table 7: Distance travelled to work by Harborough employed residents

	Total		Males		Females	
	Number	%	Number	%	Number	%
Less than 2km	7,814	20	3,305	15	4,509	25
2km to less than 5km	2,990	8	1,451	7	1,539	9
5km to less than 10km	6,067	15	2,964	14	3,103	17
10km to less than 20km	9,020	23	4,885	22	4,135	23
20km to less than 30km	3,851	10	2,334	11	1,517	8
30km to less than 40km	1,046	3	711	3	335	2
40km to less than 60km	998	3	741	3	257	1
60km and over	1,488	4	1,142	5	346	2
Working from home	4,868	12	2,980	14	1,888	11
Other <sup>13</sup>	1,672	4	1,332	6	340	2
Total	39,814		21,845		17,969	

Table 8: Distance travelled to work by Harborough workplace population

	Total		Males		Females	
	Number	%	Number	%	Number	%
Less than 2km	7,859	24.1	3,330	18	4,529	33
2km to less than 5km	2,515	7.7	1,288	7	1,227	9
5km to less than 10km	4,066	12.4	2,099	11	1,967	14
10km to less than 20km	7,205	22.1	4,770	25	2,435	18
20km to less than 30km	2,492	7.6	1,810	10	682	5
30km to less than 40km	776	2.4	557	3	219	2
40km to less than 60km	551	1.7	406	2	145	1
60km and over	773	2.4	513	3	260	2
Working from home	6,437	19.7	4,241	22	2,196	16
Total	32,674		19,014		13,660	

Source: Census Standard Tables 120 and 129

<sup>13</sup> Includes no fixed place of work and working outside the UK

<sup>14</sup> Journal of Transport Geography (2000, 2005)

<sup>15</sup> Transportation (1997)