

2011 Census

Second Release - Transport

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Whilst every effort has been made to ensure the accuracy of the information contained within this report, Leicestershire County Council cannot be held responsible for any errors or omission relating to the data contained within the report.

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1. Introduction

This report was produced for colleagues from the Transport Policy Team in the Environment and Transport Department at Leicestershire County Council. The report summarises findings from the two transport questions that were asked as part of the Census in 2001 and 2011:

- Car and Van Availability
- Method of Travel to Work

In particular, the report provides headline figures for Leicestershire as a county, as well as for each of the local authorities in Leicestershire. The data is also explored at a local level, using census Lower level Output Areas (LSOAs). In addition, questions are analysed by the following contextual datasets in order to provide further insight;

- Output Area Classification (OAC) 2001
- Urban Rural Classification 2005
- Indices of Deprivation 2010

The data used within this report is also included in two Tableau dashboards, available online at the following link:

http://www.lsr-online.org/reports/census_2011_transport

A range of additional information and analysis from the 2011 Census is also available online at a range of geographies at the link below:

<http://www.lsr-online.org/reports/categories/Census+2011>

Cross tabulated data, cutting the questions by a range of other census information such as age, sex and employment will be made available by ONS in late 2013.

2. Car and Van Availability

NB: 2011 data is taken from ONS Table KS404EW. 2001 data is taken from Table KS17.

2.1 National, Regional and Local Authority Level Analysis

2.1.1 Households

Table 1 below shows the total number of households in Leicestershire (and constituent local authorities), and how this has changed between 2001 and 2011. In 2011, there were a total of 267,434 households in Leicestershire, an increase of 22,189 (9 percent) since the last census in 2001, compared to an 8 percent increase across England and a 9 percent increase in the East Midlands. Across the districts of Leicestershire, Charnwood has experienced the greatest overall increase in the number of households (6,000) while Oadby and Wigston has experienced the greatest decrease (almost 600). In terms of percentage change, Harborough has experienced the greatest increase (13 percent) and Oadby and Wigston the greatest decrease (3 percent).

Table 1 - Households by local authority, 2001-11

District	2001	2011	Change 2001-11	% Change 2001-11
Blaby	35,907	38,686	2,779	7.7
Charnwood	60,470	66,516	6,046	10.0
Harborough	30,849	34,898	4,049	13.1
Hinckley and Bosworth	41,085	45,377	4,292	10.4
Melton	19,615	21,490	1,875	9.6
North West Leicestershire	35,394	39,128	3,734	10.5
Oadby and Wigston	21,925	21,339	-586	-2.7
Leicestershire	245,245	267,434	22,189	9.0

2.1.2 Total Cars and Vans

In 2011, there were a total of 380,884 cars and vans in Leicestershire, an increase of 53,848 (17 percent) since the last census, compared to a 14 percent increase across England and an 18 percent increase in the East Midlands. Across Leicestershire districts, North West Leicestershire experienced the greatest percentage increase in numbers of cars and vans since 2001 (20 percent) whilst Oadby and Wigston experienced the smallest increase (6 percent).

Table 2 below summarises the data for all Leicestershire local authorities.

Table 2 - Number of cars and vans by local authority, 2001-11

District	2001	2011	Change 2001-11	% Change 2001-11
Blaby	49,709	56,276	6,567	13.2
Charnwood	75,988	89,056	13,068	17.2
Harborough	46,019	54,697	8,678	18.9
Hinckley and Bosworth	55,100	65,022	9,922	18.0
Melton	26,304	30,920	4,616	17.5
North West Leicestershire	46,792	56,220	9,428	20.1
Oadby and Wigston	27,124	28,693	1,569	5.8
Leicestershire	327,036	380,884	53,848	16.5

2.1.3 Cars and Vans per Household

Table 3 below shows the total number of households, cars and cars per household for each Leicestershire local authority for 2001 and 2011. In Leicestershire in 2011, there were 1.4 cars per household, compared to 1.3 in 2001. This is compared to 1.2 cars and vans per household for both England and the East Midlands (2011). Across Leicestershire districts in 2011, Harborough has the highest vehicles to household ratio (1.6) while Charnwood and Oadby and Wigston have the lowest (1.3). Most districts have experienced a slight increase (0.1) in the number of cars and vans per household between 2001 and 2011.

Table 3 - Total cars, households and cars per household, 2001-11

District	All Households		All Cars or Vans in the Area		Cars per Household	
	2001	2011	2001	2011	2001	2011
Blaby	35,907	38,686	49,709	56,276	1.4	1.5
Charnwood	60,470	66,516	75,988	89,056	1.3	1.3
Harborough	30,849	34,898	46,019	54,697	1.5	1.6
Hinckley and Bosworth	41,085	45,377	55,100	65,022	1.3	1.4
Melton	19,615	21,490	26,304	30,920	1.3	1.4
North West Leicestershire	35,394	39,128	46,792	56,220	1.3	1.4
Oadby and Wigston	21,925	21,339	27,124	28,693	1.2	1.3
Leicestershire	245,245	267,434	327,036	380,884	1.3	1.4

Table 4 below shows the number of households without access to a car in Leicestershire for 2001 and 2011, along with the change between the two years. In 2001, there were a total of 41,235 households without access to a car or van. By 2011, that figure had dropped to 40,821, a fall of approximately 400 households, or 1 percent. Across Leicestershire districts, Charnwood has the largest number of

households (12,000) without access to a car or van in 2011. In comparison, Melton has the smallest number of households without access to a car or van (3,250).

Table 4 - Households with no access to car or van, 2001-11

District	2001	2011	Change 2001-10	% Change 2001-11
Blaby	4,807	5,041	234	4.9
Charnwood	11,703	12,017	314	2.7
Harborough	3,902	4,127	225	5.8
Hinckley and Bosworth	6,878	6,618	-260	-3.8
Melton	3,319	3,251	-68	-2.0
North West Leicestershire	6,623	6,121	-502	-7.6
Oadby and Wigston	4,003	3,646	-357	-8.9
Leicestershire	41,235	40,821	-414	-1.0

Table 5 shows the number of households with access to one car or van across Leicestershire. Between 2001 and 2011, the number of households with access to one car or van has increased from 107,000 to almost 110,500, an increase of almost 3,500 (3 percent). Charnwood has the highest number of households with access to one car (over 28,000), while Melton has the lowest (almost 9,000). Since 2001, Charnwood has experienced the largest increase in one car households (over 1,100), whilst Oadby and Wigston has experienced the largest decrease (over 1,000, a drop of over 10 percent). In comparison, Harborough has experienced the greatest percentage increase (8 percent).

Table 5 - Households with access to one car or van, 2001-11

District	2001	2011	Change 2001-11	% Change 2001-11
Blaby	16,123	16,362	239	1.5
Charnwood	27,202	28,332	1,130	4.2
Harborough	12,133	13,083	950	7.8
Hinckley and Bosworth	17,999	18,943	944	5.2
Melton	8,497	8,803	306	3.6
North West Leicestershire	14,644	15,609	965	6.6
Oadby and Wigston	10,429	9,339	-1,090	-10.4
Leicestershire	107,027	110,471	3,444	3.2

Table 6 below shows the number of households with multiple cars or vans across Leicestershire. Between 2001 and 2011, the number of households in the county with access to more than one car or van has increased from almost 97,000 to over

116,000, an increase of 19,000 (20 percent). Of these, 7,200 households had access to four or more cars or vans, up 2,600, or 57 percent, since 2001.

Charnwood has the largest number of households with access to more than one car or van (over 26,000) whilst Oadby and Wigston has the smallest (over 8,000). Since 2001, Charnwood has experienced the largest actual increase in multiple car households (over 4,600) while North West Leicestershire has experienced the largest percentage increase (23 percent). Note that in Charnwood, Hinckley & Bosworth and Melton the number of households with access to more than 1 car or van has also increased by over 20%.

Table 6 - Households with access to multiple cars or vans, 2001-11

District	2001	2011	Change 2001-11	% Change 2001-11
Blaby	14,977	17,283	2,306	15.4
Charnwood	21,565	26,167	4,602	21.3
Harborough	14,814	17,688	2,874	19.4
Hinckley and Bosworth	16,208	19,816	3,608	22.3
Melton	7,799	9,436	1,637	21.0
North West Leicestershire	14,127	17,398	3,271	23.2
Oadby and Wigston	7,493	8,354	861	11.5
Leicestershire	96,983	116,142	19,159	19.8

Table 7 shows the percentage of total households across Leicestershire with access to one, multiple or no vehicles for 2001 and 2011. Since 2001, the proportion of households in Leicestershire without access to a car or van has dropped from 17 percent to 15 percent. This pattern is replicated across all Leicestershire districts, with the largest drop in North West Leicestershire (3.1 percentage points). The proportion of households with access to one car or van has also dropped across all districts, with Oadby and Wigston experiencing the greatest change (a drop of 3.8 percentage points). In comparison, the proportion of households with access to more than one vehicle has increased in all districts since 2001, with 43 percent of households in the county now having access to multiple vehicles. The highest proportion is in Harborough, where over half of all households have access to more than one car or van.

Table 7 - Access to cars or vans (percentage), 2001-11

District	No Cars or Vans		1 Car or Van		Multiple Cars or Vans	
	2001	2011	2001	2011	2001	2011
Blaby	13.4	13.0	44.9	42.3	41.7	44.7
Charnwood	19.4	18.1	45.0	42.6	35.7	39.3
Harborough	12.6	11.8	39.3	37.5	48.0	50.7
Hinckley and Bosworth	16.7	14.6	43.8	41.7	39.4	43.7
Melton	16.9	15.1	43.3	41.0	39.8	43.9
North West Leicestershire	18.7	15.6	41.4	39.9	39.9	44.5
Oadby and Wigston	18.3	17.1	47.6	43.8	34.2	39.1
Leicestershire	16.8	15.3	43.6	41.3	39.5	43.4

2.2 Lower Super Output Area (LSOA) Level Analysis

2.2.1 LSOAs

LSOAs are units of geography, created for the 2001 Census, as a proxy for neighbourhoods and are used for the release of a range of official statistics. They are population-based, containing an average of 1,500 people.

There are 396 LSOAs in Leicestershire, which have been assigned local names to aid understanding. More information can be found here:

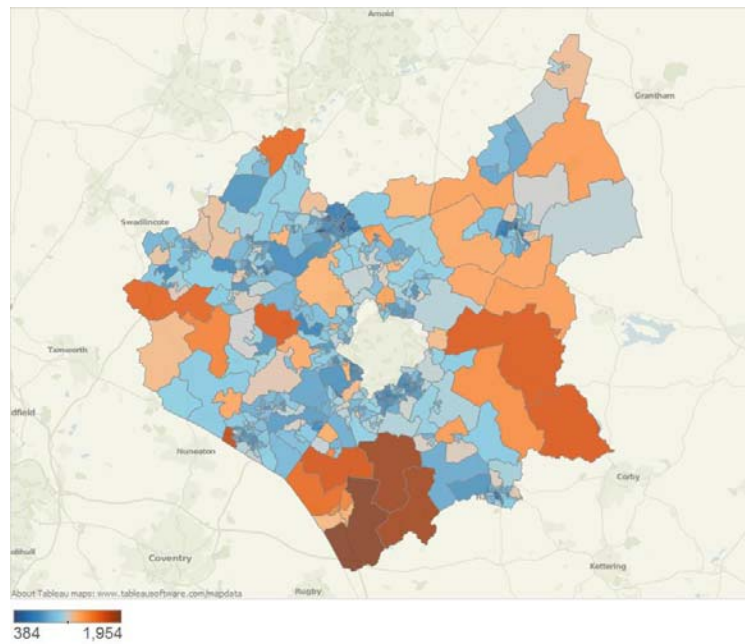
http://www.lsr-online.org/reports/leicestershire_and_rutland_lower_super_output_area_names

Analysis of data at LSOA level allows policymakers to understand the spatial distribution of different characteristics at a small area level. Census data can also be combined with a range of sociodemographic datasets, also available at LSOA level to provide further insight into different parts of the county and the characteristics of the residents that live there.

2.2.2 Total Cars and Vans

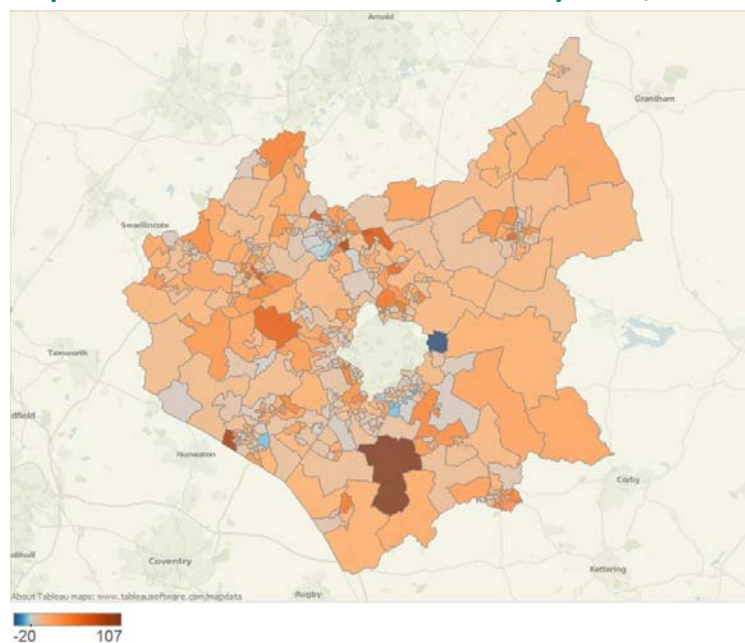
Map 1 displays data at LSOA level across the county. Areas with high numbers of cars and vans are located in the more rural areas of the county, especially to the south in Harborough district. LSOAs with lower numbers of cars and vans are conversely located in the more urban areas of the county, around the main towns and the Leicester Principal Urban Area.

Map 1 - Total numbers of cars and vans by LSOA, 2011



Since the 2001 Census, the vast majority of LSOAs in the county have experienced a percentage increase in the total number of cars and vans, as illustrated in Map 2 below. The noticeable exception to this is Scraptoft, which has experienced a 20 percent drop in the number of cars and vans since 2001. Other areas which have experienced a drop in the total number of cars and vans since 2001 are located in and around Loughborough, Hinckley and in Oadby and Wigston Borough.

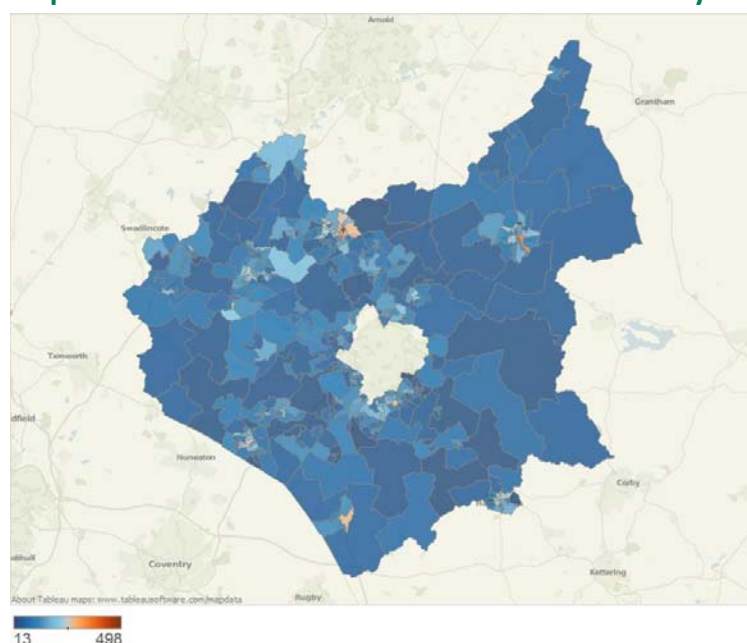
Map 2 - Total numbers of cars and vans by LSOA, % change 2001-11



2.2.3 No Access to a Car or Van

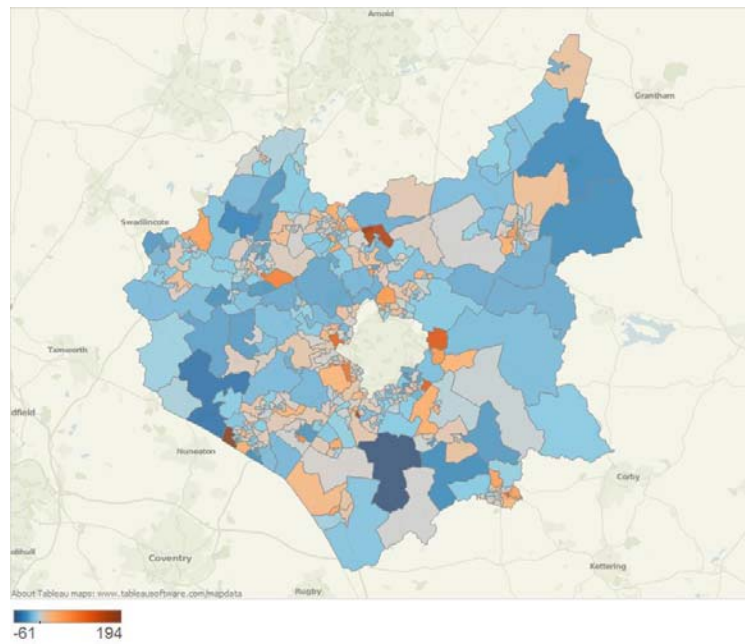
From Map 3 below, it is clear that LSOAs with higher numbers of households with no access to a car or van are located in more urban areas, especially around the town centres of Loughborough and Melton Mowbray. Other areas with high numbers of households without access to a car or van can be found in and around Hinckley, Market Harborough, Wigston and Lutterworth. Unsurprisingly, given their more isolated location, rural areas experience the lowest numbers of households without access to a vehicle.

Map 3 - Households with no access to a car or van by LSOA, 2011



Map 4 shows the percentage change in households with no access to a car or van, by LSOA. The majority of areas have experienced a fall in the number of households without access to a car or van since 2001. The most noticeable exceptions are LSOAs in Hinckley, Whetstone and Barrow, which have experienced significant percentage increases in no vehicle households, although they may have had smaller base numbers in 2001 to begin with, which may skew the figures.

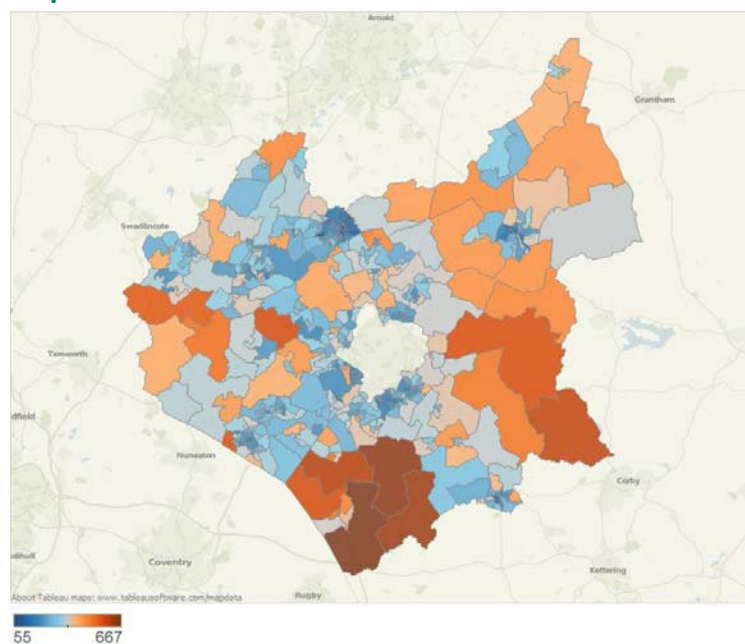
Map 4 - Households with no access to a car or van by LSOA, % change 2001-11



2.2.4 Multiple Vehicle Households

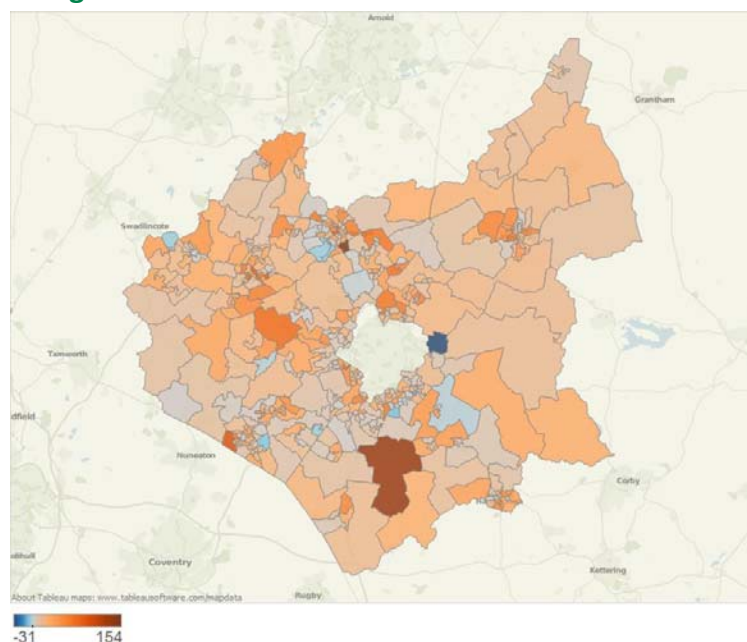
Parts of the county in 2011 with high numbers of multiple vehicle households are predominantly located in rural areas, as illustrated below. Areas with particularly high concentrations are located around the south of the county near Lutterworth and to the east of the county in Harborough district. Areas with lower numbers of multiple vehicle households are located in more urban areas, specifically the market towns and the Principal Urban Area.

Map 5 - Households with access to two or more cars or vans by LSOA, 2011



Since 2001, the majority of LSOAs have experienced increases in the number of multiple vehicle households, as illustrated below. The exception is Scraftoft, which has experienced a 30 percent drop in the number of households with access to multiple cars or vans, although the figure in 2001 may have been particularly high to begin with.

Map 6 - Households with access to two or more cars or vans by LSOA, percentage change 2001-11



2.3 Contextual Data Analysis

2.3.1 Output Area Classification (OAC) 2001

N.B. The 2001 Output Area Classification is due to be updated as part of the output from the 2011 Census and as such, is liable to change. Analysis using the 2001 classification should be treated with caution.

Looking at car and van availability across OAC groups, around half of households in areas classed as Countryside (57 percent) and Urban Fringe (50 percent) have access to more than one car or van. In comparison, 43 percent of households in areas classed as Multicultural City Life do not have access to a car or van. The number of households with access to one car or van are fairly consistent across OAC groups, ranging from 35 percent in areas classed as Countryside, to 46 percent in Miscellaneous Built Up areas.

Table 8 - Car availability across Output Area Classification Groups

Output Area Classification Group	No Car Households	1 Car Households	Multiple Car Households
1 - Countryside	8.5	35.0	56.5
2 - Professional City Life	32.6	40.2	27.2
3 - Urban Fringe	9.9	40.5	49.7
4 - White Collar Urban	15.4	42.9	41.7
5 - Multicultural City Life	42.8	43.3	13.9
6 - Disadvantaged Urban Communities	28.1	43.6	28.3
7 - Miscellaneous Built Up Areas	27.2	46.2	26.6

2.3.2 Urban Rural Classification 2005

The Urban Rural Classification considers 'Town and Fringe' and 'Village, Hamlet and Isolated Dwellings' as being rural. In these areas, residents are more likely to have access to multiple cars or vans (47 and 60 percent respectively). In comparison, only 30 percent of households in urban areas have access to more than one car or van. Only 7 percent of households in areas classed as Village, Hamlet and Isolated Dwellings and 13 percent in Town and Fringe have no access to a car or van, in urban areas, this figure goes up to 18 percent.

Table 9 - Car availability by Urban Rural Classification

Urban Rural Classification	No Car Households	1 Car Households	Multiple Car Households
Town and Fringe	12.9	40.2	46.9
Urban > 10K	17.5	43.2	39.4
Village, Hamlet & Isolated Dwellings	7.0	32.8	60.2

2.3.3 Indices of Deprivation 2010

Almost one in three households (31 percent) in the most deprived 10 percent of areas in the county have no access to a car or van. In comparison, in the least deprived 10 percent of areas, that figure is one in thirteen (7.4 percent). The proportion of households with access to more than one car or van also increases as deprivation decreases; 25 percent of households in the most deprived parts of Leicestershire have access to more than one car or van, compared to 55 percent in the least deprived areas.

Table 10 - Car availability by deprivation

Index of Multiple Deprivation	No Car Households	1 Car Households	Multiple Car Households
Top 10% - Most Deprived	30.9	43.9	25.2
10-50%	17.2	43.1	39.7
50-90%	11.0	39.7	49.3
Bottom 10% - Least Deprived	7.4	37.7	54.8

3. Method of Travel to Work

N.B. The travel to work question in the 2011 Census was asked in a slightly different way to 2001 and as a result, was not directly compatible. ONS subsequently released commissioned tables CT0015 and CT0050 to allow for direct comparison between the two years. 2001 Census data is taken from table KS15. For further information, please refer to the 'References' section in the back of this report.

3.1 National, Regional and Local Authority Level Analysis

3.1.1 People Aged 16-74 in Employment

In 2011, there were 324,575 people aged 16-74 in employment in the county. This is an increase of over 20,000 or 6.6 percent since 2001. In comparison, both England and the East Midlands experienced a 12 percent increase in the working age population in employment between the two censuses.

Across Leicestershire districts, Charnwood has the largest working age population in employment (79,572 people) while Melton has the smallest (26,184). In terms of change since 2001, Charnwood has experienced the greatest overall change, with an additional 6,219 working age people in employment, whilst Oadby and Wigston is the only district to experience a fall, with 284 less working age people in employment. In terms of percentage change, Harborough has experienced the largest increase, up by 11 percent since 2001, followed by North West Leicestershire, up by 10 percent. In comparison, Oadby and Wigston has experienced a fall of 1.1 percent.

3.1.2 Method of Travel to Work

Table 11 below shows the percentage of residents in Leicestershire, the East Midlands and England who travel to work by each of the different travel methods assessed in the 2011 Census.

Table 11 - Method of travel to work¹, percentage of working age population in employment (2011)

Method of Travel to Work	England	East Midlands	Leicestershire
Bicycle	2.9	2.7	2.6
Bus, Minibus or Coach	7.3	6.0	3.9
Driving a Car or Van	53.7	61.9	66.5
Motorcycle, Scooter or Moped	0.8	0.7	0.7
On Foot	9.8	10.0	8.3
Other Method of Travel to Work	0.5	0.4	0.3
Passenger in a Car or Van	4.9	5.9	5.0
Taxi	0.5	0.4	0.2
Train	5.1	1.3	1.1
Underground, Metro, Light Rail, Tram	3.9	0.3	0.1
Work Mainly at or From Home	10.6	10.5	11.4

Driving a car or van is the most popular method of transport on the journey to work across all three geographical areas, with over half of the working age population in employment in England using this method of transport. In comparison, in Leicestershire, over two-thirds of people drive to work in a car or van.

The next most popular method of transport on the journey to work is walking, with 9.8 percent of people in England using this method of transport, compared to 8.3 percent in Leicestershire. Over 10 percent of people in each of the three geographical areas work at or mainly from home. This figure is highest in Leicestershire, with 11.4% of the working age population working from home.

Table 12 below shows method of travel to work data from the 2011 Census for each of the Leicestershire local authorities.

¹ 'Method of travel to work' refers to the longest part, by distance, of a respondent's usual journey to work.

Table 12 - General Method of Travel to work, percentage of working age population in employment, Leicestershire Districts

District	Bicycle	Bus, Minibus or Coach	Driving a Car or Van	Motorcycle, Scooter or Moped	On Foot	Passenger in a Car or Van	Taxi	Train	Underground, Metro, Light Rail, Tram	Other Method of Travel to Work	Work Mainly at or From Home
Blaby	2.7	5.1	68.8	0.7	5.9	5.1	0.2	0.7	0.1	0.3	10.4
Charnwood	3.7	4.9	63.5	0.7	9.9	4.9	0.1	1.5	0.1	0.3	10.3
Harborough	2.0	2.0	65.9	0.6	8.1	4.0	0.1	1.8	0.1	0.4	15.0
Hinckley and Bosworth	2.2	2.9	68.9	0.8	7.5	5.2	0.2	0.7	0.1	0.3	11.2
Melton	2.2	2.4	63.0	0.7	10.9	5.1	0.1	1.4	0.1	0.4	13.8
North West Leicestershire	1.6	2.2	70.3	0.9	7.4	5.2	0.2	0.4	0.0	0.4	11.2
Oadby and Wigston	3.0	8.1	64.0	0.6	8.1	5.8	0.3	1.0	0.2	0.3	8.7
Leicestershire	2.6	3.9	66.5	0.7	8.3	5.0	0.2	1.1	0.1	0.3	11.4

Across Leicestershire, the most popular mode of travel to work is by car, with over two-thirds of the working age population in employment travelling to work by this method, with the proportion highest in North West Leicestershire (70 percent) and lowest in Melton (63 percent). The proportion of people travelling to work by bus ranges from 8.1 percent (Oadby and Wigston) to 2 percent (Harborough) while the proportion of people travelling to work by bicycle ranges from 3.7 in Charnwood to 1.6 percent in North West Leicestershire. Melton has the highest proportion of people walking to work (11 percent) while Blaby has the lowest proportion (5.9 percent). The proportion of people working from home ranges from 15 percent in Harborough to 9 percent (Oadby and Wigston).

The following sections explore the data for Leicestershire in more detail.

3.1.3 Driving a Car or Van

In 2011, 215,784 or 67 percent of people aged 16-74 in employment in Leicestershire drove to work in a car or van. This is compared to 54 percent in England and 62 percent in the East Midlands. Across the county, the district with the highest percentage of people driving to work is North West Leicestershire with 70 percent. The lowest percent is in Melton (63 percent).

The percentage of the journeys to work in Leicestershire that are made by people driving a car or van has increased from 64% in 2001 to 67% in 2011 (compared to a rise in the East Midlands from 60% to 62%, and a decrease in England from 55% to 54%). In absolute numbers, there has been a 10 percent increase in the number of people driving to work in a car or van in Leicestershire since 2001, compared to 10 percent in England and 15 percent in the East Midlands. North West Leicestershire has experienced the greatest percentage increase (14 percent) while Oadby and Wigston has experienced the smallest increase (4.3 percent).

3.1.4 Bicycle

Use of the bike to get to work in Leicestershire remains very low. In 2011, 8,455 people, or 2.6 percent of people aged 16-74 in employment travelled to work by bicycle in the county. Although low, this is a figure that is very similar to that recorded for England (2.9 percent) and the East Midlands (2.7 percent). Across the county, the district with the largest percentage of people travelling to work by bicycle is Charnwood (3.7 percent). The lowest percentage of residents using this mode of transport to get to work is in North West Leicestershire (1.6 percent).

The percentage of the journeys to work in Leicestershire that are made by people on a bike has decreased from 3.1% in 2001 to 2.6% in 2011. Figures for the East Midlands are also down (from 3.3% in 2001 to 2.7% in 2011) but figures for England increased marginally over the same time period (from 2.8% to 2.9%). Since 2001, in Leicestershire there has been an 11 percent decrease in the absolute number of people travelling to work by bicycle, compared to a an 8.4 percent decrease in the East Midlands. Conversely, absolute numbers of people cycling to work across the country have gone up by 13 percent between 2001 and 2011 (although, as stated above, mode share for cycling trips on the journey to work in England has only increased very marginally). The percentage of people travelling to work by bicycle has fallen across all Districts in Leicestershire from 2001. Charnwood has experienced the smallest percentage decrease (-1.3 percent) while Melton has experienced the largest percentage decrease (-24 percent).

3.1.5 Bus, Minibus or Coach

As with cycling, use of the bus to get to work in Leicestershire remains very low. In 2011, 12,568 people, or 3.9 percent of people aged 16-74 in employment travelled to work by bus, minibus or coach in the county. These modal share figures compare poorly to those recorded for England (7.3 percent) and the East Midlands (6 percent). Across the county, the district with the largest percentage of people travelling to work by bus, minibus or coach is Oadby and Wigston with 8.1 percent, reflecting its location close to Leicester City Centre and within the Leicester Principal Urban Area (where bus service provision is much higher). The lowest percentage of

people using this mode of transport to get to work is in Harborough district (2 percent), perhaps reflecting its rural nature.

The percentage of the journeys to work in Leicestershire that are made by people using a bus, minibus or coach has decreased from 4.92% in 2001 to 3.87% in 2011. Similar percentage reductions have been seen in the East Midlands (down from 6.98% to 6.01%) and in England (down from 7.5% to 7.3%). Since 2001, in Leicestershire there has been a 16 percent decrease in the absolute number of people travelling to work by bus, minibus or coach. Such a significant reduction in absolute numbers compares poorly against the figures experienced in the East Midlands (down, but only by 3.6%) and England (up by 9 percent, although as we have seen above there has been a decrease in the percentage mode share of the journeys to work across the country that are taken by bus, minibus or coach). Of the districts in Leicestershire, Harborough is the only one to have experienced a percentage increase (1.3 percent) in people travelling to work by bus, minibus or coach (but this is from a very low base), whilst Blaby district has experienced the largest decrease (-25.8 percent), which is worrying (and confusing) given its proximity to Leicester City Centre and the Leicester Principal Urban Area.

3.1.6 Train

In 2011, 3,582 people, or 1.1 percent of people aged 16-74 in employment travelled to work by train in Leicestershire. This is compared to 5.1 percent in England and 1.3 percent in the East Midlands. Across the county, the district with the largest percentage of people travelling to work by train is Harborough with 1.8 percent, reflecting the location of Market Harborough Train Station on the Midland Mainline and the access this provides to strategic centres to the north and south. The lowest percentage of people using this mode of transport to get to work is in North West Leicestershire district (0.4 percent).

The percentage of the journeys to work in Leicestershire that are made by people using the train has increased from 0.85% in 2001 to 1.1% in 2011. Similar modal share increases have been experienced in the East Midlands (up from 0.98% to 1.26%) and in England (up from 4.23% to 5.14%). Since 2001, in Leicestershire there has been a 39 percent increase in the absolute number of people travelling to work by train, compared to a 36 percent increase in England and a 44 percent increase in the East Midlands. The number of people using the train to get to work has increased across all the districts in Leicestershire. North West Leicestershire has experienced the greatest percentage increase (73 percent) whilst Blaby district has experienced the smallest increase (6 percent).

3.1.7 On Foot

The number (and percentage) of people who travel to work on foot in Leicestershire is higher than the numbers using the bus or a bike. In 2011, 26,778 people, or 8.3 percent of people aged 16-74 in employment walked to work in the county. This is compared to 10 percent in both England and the East Midlands. Across the county, the district with the largest percentage of people walking to work is Melton with 11 percent, reflecting the relatively self-contained nature of the local economy in the area. The lowest percentage of people walking to work is in Blaby (5.9 percent).

Despite the relatively larger number of people walking to work (compared to those using other sustainable modes of transport), the percentage of the journeys to work in Leicestershire that are made by people on foot has decreased from 9.05% in 2001 to 8.25% in 2011. Similar decreases in modal share for journeys to work on foot have been experienced in the East Midlands (down from 10.49% to 10%) and England (down from 9.99% to 9.76%). Since 2001, in Leicestershire there has been a 2.8 percent decrease in the absolute number of people walking to work. This compares poorly against the 10 year trend in the East Midlands and England (absolute number of people travelling to work on foot up by 6.8 percent and 9.6 percent respectively). Across the districts in Leicestershire, Charnwood has experienced the greatest percentage increase (5.2 percent) whilst Hinckley & Bosworth has experienced the largest decrease (-15 percent).

3.1.8 Work Mainly at or From Home

In 2011, 36,936 people, or 11 percent of people aged 16-74 in employment worked mainly at or from home in Leicestershire. This is compared to 11 percent in England and 10 percent in the East Midlands. Across the county, the district with the largest percentage of people working from home is Harborough with 15 percent, perhaps reflecting the rural nature of the district. The lowest percentage of people working from home was in Oadby and Wigston (8.7 percent), perhaps reflecting its close proximity to Leicester City.

9.73% of the working age population in Leicestershire worked from home in 2001, a figure that has risen to 11.38% in 2011. There have been similar percentage increases in both the East Midlands (up from 9.04% to 10.47%) and England (up from 9.16% to 10.64%) over the same time period. Since 2001, in Leicestershire there has been a 25 percent increase in the absolute number of people working from home, compared to a 30 percent increase in both England and the East Midlands. Of the Leicestershire districts, Harborough has experienced the largest percentage increase in people working from home since 2001 (36 percent), whilst Oadby and Wigston has experienced the smallest increase (7.5 percent).

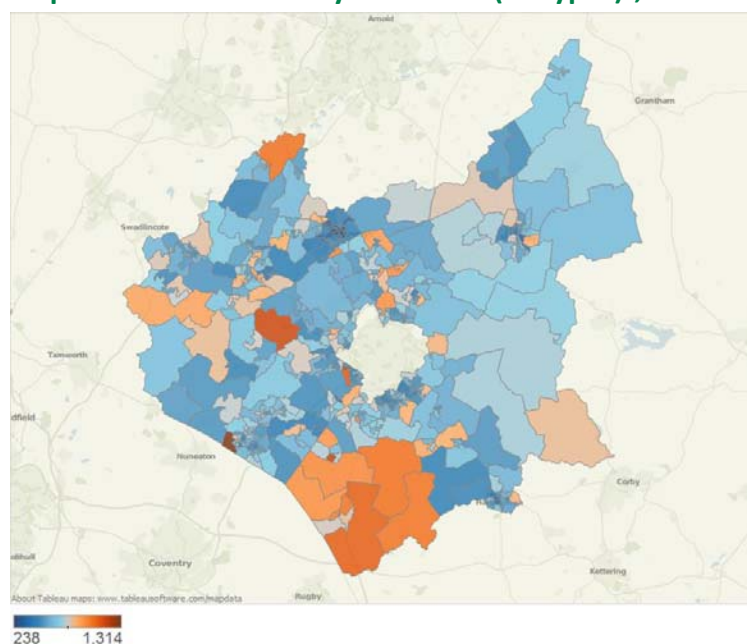
Based on the trends experienced since 2001 (i.e. decreasing numbers (and modal share) of people using the bus, travelling on a bike or walking to work and increasing numbers (and modal share) of people driving a car or van), it would appear that, if authorities are to have any success in tackling peak time congestion problems, encouraging people to work from home should form a fundamental part of efforts to encourage modal shift away from the private car.

3.2 Lower Super Output Area (LSOA) Level Analysis

3.2.1 Travel to Work by Car or Van

From Map 7 below, it is clear that the areas with the highest concentrations of working age people travelling to work by car or van are located in the more rural areas of the county, particularly around Hinckley, Bagworth, Broughton Astley and Lutterworth. Areas with the smallest concentrations of working age people travelling to work by car or van are located in the main towns of Loughborough, Melton and Market Harborough as well as in parts of Oadby and Wigston Borough.

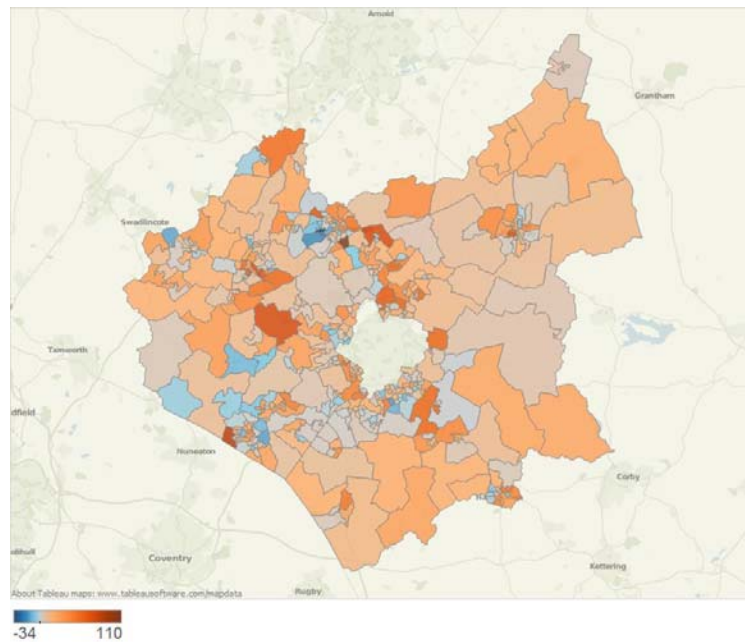
Map 7 - Travel to work by car or van (all types)², 2011



Since 2001, the biggest percentage increase for working age people travelling to work by car or van has occurred in Loughborough Woodthorpe and the western part of Hinckley, by the A5, as shown in the map below. In comparison, Loughborough Ashby West LSOA has seen a 39 percent decrease in the number of working age people travelling to work by car or van.

² Includes driving or a passenger in a car or van (including taxi).

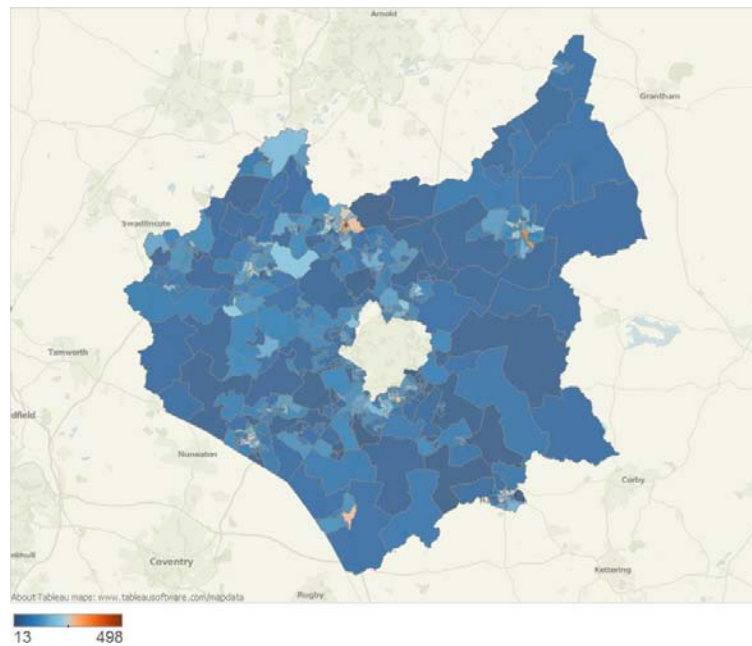
Map 8- Travel to work by car or van (all types), percentage change 2001-11



3.2.2 Travel to Work by modes other than the car or van

Map 9 below shows the number of people travelling to work in Leicestershire using modes of transport other than the car or van. Unsurprisingly, the numbers of working age people travelling to work by non-car modes are relatively small (less than 150 per LSOA for the majority of areas), when compared to the numbers of people commuting by car or van. This is the case across most of the county, the exception being parts of the main towns and areas close to the city of Leicester. Loughborough Toothill Road LSOA has the highest number of working age people in employment travelling to work by non-car modes (455 people).

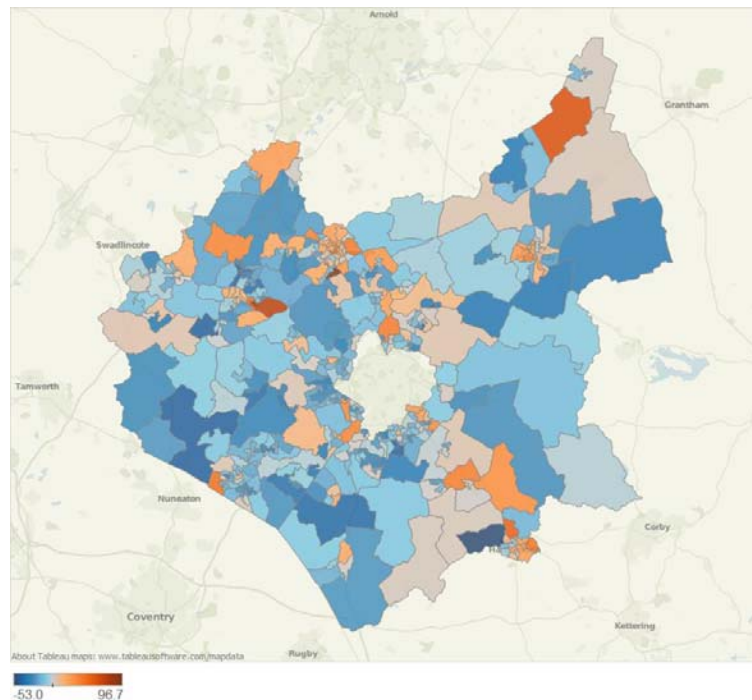
Map 9 - Travel to work by non-car or van modes³, 2011



Map 10 below shows the percentage change between 2001 and 2011 in the number of people using non-car modes of transport on the journey to work in Leicestershire. Since 2001, the percentage increase in working age people travelling to work by this method of transport has been highest in LSOAs around Bardon, Loughborough Shelthorpe, and Stathern and Redmile in Melton Borough. In comparison, a large number of LSOAs scattered across the county have experienced declines in the number of working age people travelling to work using non-car modes.

³ Includes bicycle; motorcycle; on foot; train; bus, minibus or coach; underground, metro, light rail or tram.

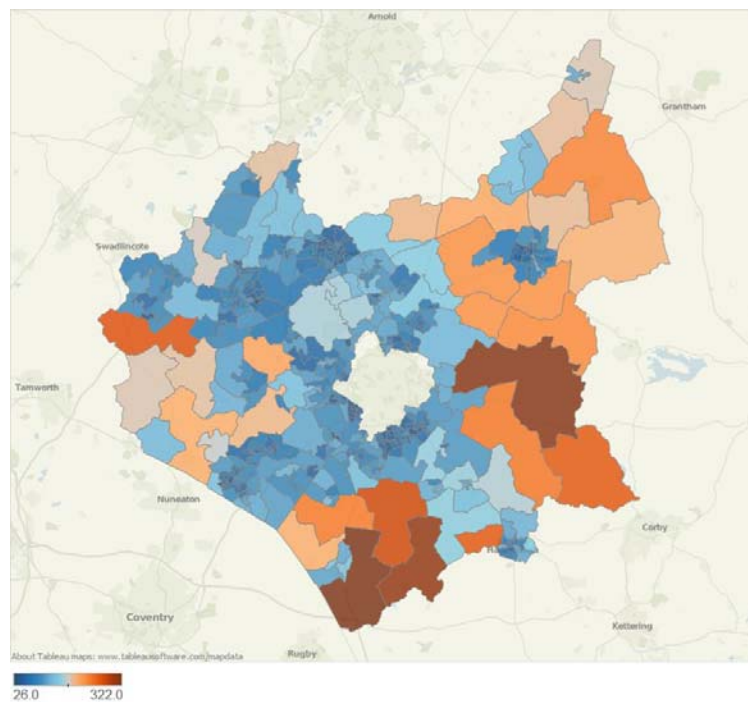
Map 10 - Travel to work by non-car or van modes, percentage change 2001-11



3.2.3 People Working from Home

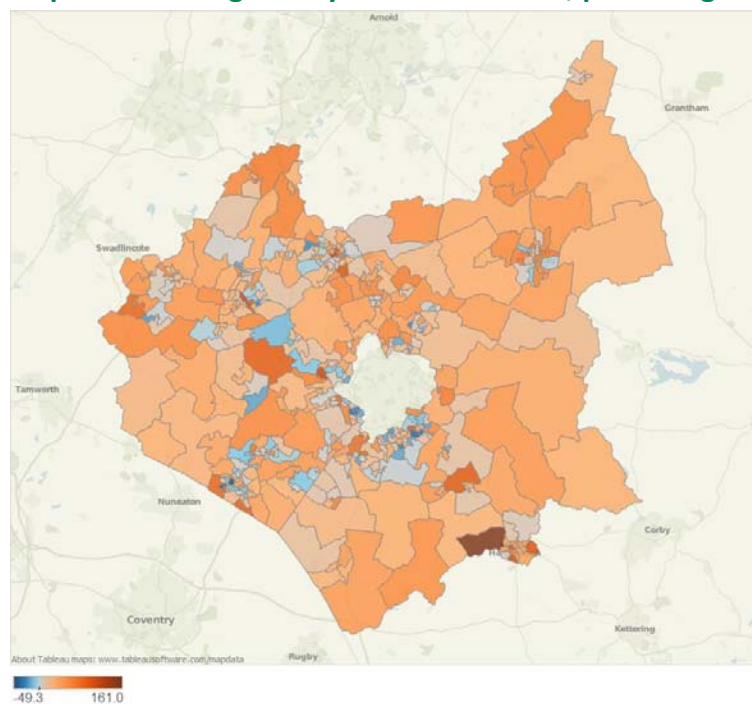
As illustrated by the map below, in 2011, the highest concentrations of working age people working from home in Leicestershire were located in the more rural areas of the county, especially to the south, around Lutterworth, and the east in Harborough and Melton districts. The lowest concentrations of home working were found in urban areas, specifically around the main towns and the Leicester Principal Urban Area.

Map 11 - Working mainly at or from home, 2011



Since 2001, the number of working age people in employment working from home has increased across most of the county, as illustrated in Map 12 below. The most noticeable change has occurred in the more urban areas around the main towns and key settlements of the county. Some of the noticeable exceptions to this trend are parts of Braunstone, Oadby and Hinckley.

Map 12 - Working mainly at or from home, percentage change 2001-11



3.3 Contextual Data Analysis

3.3.1 Output Area Classification (OAC) 2001

The majority of the 2011 working age population in employment across all OAC groups travel to work by car or van. However, these figures range from 47 percent in areas classed as Professional City Life, to 74 percent in areas classed as Urban Fringe. The percentage of people using modes of transport other than the car or van to get to work are highest in areas classed a Professional City Life (43 percent) and lowest in areas classed as Countryside (9 percent). Areas classed as Countryside also have the highest proportion of working age people in employment working from home (19 percent). In comparison, only 8 percent of people living in areas classed as Multicultural City Life and Disadvantaged Urban Communities work from home.

Table 13 - Method of Travel to Work⁴ by Output Area Classification Group

OAC Group	Car	Non-Car	Work from Home
1 - Countryside	70.9	9.3	19.4
2 - Professional City Life	47.3	43.3	9.1
3 - Urban Fringe	74.0	15.3	10.4
4 - White Collar Urban	73.7	16.0	9.9
5 - Multicultural City Life	51.5	40.5	7.5
6 - Disadvantaged Urban Communities	69.1	23.2	7.5
7 - Miscellaneous Built Up Areas	64.9	26.3	8.3

3.3.2 Urban Rural Classification 2005

The vast majority of people across all types of classification travel to work by car or van. These figures range from 75 percent in areas classed as Town and Fringe, to 71 percent in urban areas. Non-car or van travel to work modes are most popular in urban areas (19 percent) while working from home is most popular in more rural areas (between 12 and 21 percent).

Table 14 - Method of Travel to Work⁵ by Urban Rural Classification

Urban Rural Classification	Car	Non-Car	Work from Home
Town and Fringe	74.7	13.3	11.7
Urban > 10K	70.8	19.4	9.5

⁴ Does not include 'Other Method of Travel'

⁵ Does not include 'Other Method of Travel'

Village, Hamlet & Isolated Dwellings	71.5	7.5	20.6
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3.3.3 Indices of Deprivation 2010

The proportion of the 2011 working age population in employment travelling to work by car or van increases as areas become less deprived; 64 percent of people use this method of travel to work in the most deprived 10 percent of areas in the county, compared to 74 percent in the least deprived areas. In comparison, for non-car or van modes of travel, the opposite trend is the case; over a quarter (27 percent) of people in the most deprived areas travel to work in this way, compared to 14 percent in the least deprived areas. The proportion of people working from home also generally increases as areas become less deprived, but not by the same extent. In the most deprived areas of the county, 8 percent of people work from home, whereas in the least deprived areas, this rises to 12 percent.

Table 15 - Percentage of 16-74 population in employment by Index of Multiple Deprivation and Method of Travel to Work⁶

Index of Multiple Deprivation 2010	Car	Non-Car	Work from Home
Top 10% - Most Deprived	64.2	27.2	8.2
10-50%	71.0	17.5	11.1
50-90%	73.4	14.0	12.3
Bottom 10% - Least Deprived	73.8	14.3	11.6

⁶ Does not include 'Other Method of Travel'

References

Census 2001 - Cars or Vans (KS17), ONS

<http://neighbourhood.statistics.gov.uk/dissemination/datasetList.do?JSAllowed=true&Function=%24ph=60&CurrentPageId=60&step=1&CurrentTreeIndex=-1&searchString=&datasetFamilyId=51&Next.x=17&Next.y=4>

Census 2011 - Car or Van Availability (KS404), ONS

<http://neighbourhood.statistics.gov.uk/dissemination/datasetList.do?JSAllowed=true&Function=%24ph=60&CurrentPageId=60&step=1&CurrentTreeIndex=-1&searchString=&datasetFamilyId=2483&Next.x=17&Next.y=14>

Census 2001 - Method of Travel to Work - Resident Population (KS15), ONS

<http://neighbourhood.statistics.gov.uk/dissemination/datasetList.do?JSAllowed=true&Function=%24ph=60&CurrentPageId=60&step=1&CurrentTreeIndex=-1&searchString=&datasetFamilyId=125&Next.x=11&Next.y=7>

Census 2011 - Method of Travel to Work (CT0050), ONS

<http://www.ons.gov.uk/ons/guide-method/census/2011/census-data/2011-census-ad-hoc-tables/ct0050---method-of-travel-to-work--alternative---national-to-output-areas.xls>

2011 Census Analysis - Method of Travel to Work in England and Wales Report

Guidance on comparing data between 2001 and 2011

http://www.ons.gov.uk/ons/dcp171766_299766.pdf



If you require information contained in this leaflet in another version e.g. large print, Braille, tape or alternative language please telephone: 0116 305 6803, Fax: 0116 305 7271 or Minicom: 0116 305 6160.

જો આપ આ માહિતી આપની ભાષામાં સમજવામાં થોડી મદદ ઇચ્છતાં હો તો 0116 305 6803 નંબર પર ફોન કરશો અને અમે આપને મદદ કરવા યત્નશીલ રહીશું.

ਜੇਕਰ ਤੁਹਾਨੂੰ ਇਸ ਜਾਣਕਾਰੀ ਨੂੰ ਸਮਝਣ ਵਿਚ ਕੁਝ ਮਦਦ ਚਾਹੀਦੀ ਹੈ ਤਾਂ ਕਿਰਪਾ ਕਰਕੇ 0116 305 6803 ਨੰਬਰ ਤੇ ਫੋਨ ਕਰੋ ਅਤੇ ਅਸੀਂ ਤੁਹਾਡੀ ਮਦਦ ਲਈ ਕਿਸੇ ਦਾ ਪ੍ਰਬੰਧ ਕਰ ਦਵਾਂਗੇ।

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