

2001 Census Travel to Work Data Oadby and Wigston Borough Profile

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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 Oadby and Wigston as well as those that work in the borough. It is mainly concerned with the resident and workplace population in employment between the ages of 16 and 74 in the borough and the difference between them. The resident population is defined as the people who live in Oadby and Wigston. The workplace population is defined as the people who work in Oadby and Wigston. The report begins by giving a brief description of travel to work in Oadby and Wigston. The report also shows the proportion of the resident and workplace population who use various modes of transport to get work in each ward within the borough. The report highlights the top 20 origin and destination districts to and from Oadby and Wigston, which is broken down by National Statistics Socioeconomic Classification¹. The report also considers the commuting balance within wards in the borough and self containment² of each ward in the borough. The final section looks at the distance travelled to work by the resident and workplace population of the borough.

County level reports

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

Further Information

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¹ 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.

² Self containment is the proportion of people who live and work within the same area

SUMMARY OF OADBY AND WIGSTON BOROUGH

Oadby and Wigston Borough covers an area of 2,352 hectares. It shares a border with Leicester City, Blaby and Harborough Districts. In 2001, the population of the borough was 55,800. The largest proportion of the population live in the larger settlements of Wigston (32,500 people) and Oadby (23,300 people).

The map to the right shows the wards in Oadby and Wigston as well as the major roads into and out of the borough.

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

- The resident population in employment aged between 16 and 74 years is 26,661.
- There are a smaller number of people working in Oadby and Wigston aged between 16 and 74, which makes up the workplace population, 19,026.
- 48% of the workplace population live inside the borough.
- There is a net outflow out from the borough of 7,633 people as a greater number live inside the borough and commute out than live outside and commute in.
- Leicester City provides the workforce with the most amount of people travelling from outside the borough and is the most popular workplace destination of residents in Oadby and Wigston.
- The ward with the largest inflow of commuters is South Wigston is with 4,175 commuters.
- The most self contained ward within the borough is Wigston All Saints with 40% of residents working within Oadby and Wigston.
- The greatest proportion of the resident population travel between 5km and 10km to work and the workplace population travel less than 2km to work.

Map 1: Wards in Oadby and Wigston



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 travel to get to work for each ward in the borough. By far the most used mode is private car or van (68% average in the borough). However, there is some variation between the wards within the borough. Oadby Woodlands ward with 76% has the highest proportion and South Wigston ward with 60% the lowest proportion of people travelling to work by private car or van.

On average, the second most utilised method of travel to work in the borough is public transport (10%). The wards with the highest proportion of people using public transport are Wigston Fields (13%) and South Wigston (13%) and the ward with the lowest proportion in Oadby Grange with 8%. However, this is a relatively high proportion compared to other areas within the county.

A significant proportion of residents are home working in Oadby and Wigston, but there is little variation between wards with Oadby Grange (10%) with the highest and Wigston St. Wolstan's (7%), Wigston Fields (7%) and South Wigston (7%) wards with the lowest proportion of their resident population home working.

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 ³	% Home working ⁴	% Public transport ⁵	% Bicycle	% On foot	% Other ⁶
Oadby Woodlands	2,103	76	8	9	2	4	1
Wigston Meadowcourt	3,603	72	8	10	2	7	1
Oadby Brocks Hill	1,831	71	9	10	2	7	1
Oadby Grange	2,461	71	10	8	3	7	1
Oadby Uplands	2,130	71	9	9	3	6	2
Wigston St. Wolstan's	3,060	69	7	10	4	8	2
Oadby & Wigston	26,661	68	8	10	3	9	1
Wigston All Saints	3,263	66	8	12	3	10	2
Oadby St. Peter's	1,616	64	9	11	3	13	1
Wigston Fields	2,886	63	7	13	4	11	1
South Wigston	3,708	60	7	13	4	14	2

Source: Census Standard Table 119

3 Either as passenger or driving

5 includes light rail, 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 for each ward in the borough. On average in the borough, there is not a great variation in the proportion of people using various modes to travel to work between the resident population (previous page) and the workplace population. However, a much greater proportion of the resident population (10%) use public transport to get to work compared to the workplace population (5%).

The most utilised method of travel to work for the workplace population is also private car or van (61% average in the borough). However, there are huge variations between the wards in the borough. Oadby St Peter's (73%) has the highest proportion and Oadby Uplands ward (46%) the lowest.

The second most utilised method of travel to work for the workplace population across the borough is 'on foot'. Wigston All Saints ward has by far the highest proportion of its workplace population walking to work with 20% compared to a low of 8% in Oadby Uplands 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 Wigston Meadowcourt ward 31% of the workplace population work from home compared to only 5% in Oadby St. Peter's and South Wigston wards.

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 ⁷	% Home working ⁸	% Public transport ⁹	% Bicycle	% On foot	% Other ¹⁰
Oadby St. Peter's	3,023	73	5	6	3	11	2
Wigston Fields	2,497	72	8	4	6	9	1
South Wigston	4,947	70	5	7	5	11	1
Oadby Grange	1,767	65	14	7	3	10	1
Oadby & Wigston	19,026	61	18	5	3	12	1
Wigston St. Wolstan's	1,661	60	14	7	3	14	2
Oadby Brocks Hill	807	59	21	6	2	10	1
Wigston All Saints	2,293	59	11	5	4	20	1
Oadby Woodlands	651	51	27	4	3	14	0
Wigston Meadowcourt	917	51	31	3	3	12	1
Oadby Uplands	463	46	41	4	1	8	0

Source: Census Standard Table 129

7 Either as passenger or driving

9 includes light rail, tram, bus, minibus or coach

8 includes people who work at or from home

10 includes motorcycle, taxi and other

ORIGIN OF OADBY AND WIGSTON WORKPLACE POPULATION

Table 3: Top 20 origin districts of people who work in Oadby and Wigston

Origin	No. of people	% People who live outside O&W	% Managerial & Professional	Intermediate	% Intermediate	% Routine & Manual	% Students
Oadby and Wigston	9,128		25		29	40	6
Leicester	4,235	42.8	27		13	55	5
Blaby	2,094	21.2	36		18	44	2
Harborough	1,481	15.0	47		22	28	3
Charnwood	719	7.3	46		14	38	2
Hinckley and Bosworth	416	4.2	54		14	31	2
North West Leicestershire	130	1.3	55		18	25	2
Melton	96	1.0	55		17	25	3
Rutland	59	0.6	85		5	10	0
Rushcliffe	48	0.5	77		6	10	6
Rugby	42	0.4	57		0	43	0
Kettering	36	0.4	78		0	22	0
Daventry	31	0.3	58		10	32	0
Derby	28	0.3	75		0	25	0
Nottingham	28	0.3	54		11	25	11
Nuneaton and Bedworth	27	0.3	67		11	11	11
Gedling	25	0.3	64		12	24	0
Coventry	21	0.2	43		0	43	14
Erewash	19	0.2	84		16	0	0
Leeds	15	0.2	40		20	20	20
Outside Borough	9,895		38		15	44	4

Source: Census Workplace Table 104

The table to the right shows the top 20 origin districts of people working in Oadby and Wigston between the ages of 16 and 74. Leicester provides the workforce with the highest proportion of people from outside the borough with 43%.

The number of people from each district is also broken down by National Statistics Socioeconomic Classification (NI-SeC)¹¹. Out of the top 20 origin districts there are a higher proportion of employees that commute from outside Oadby and Wigston employed in managerial & professional occupations than those that live and work in Oadby and Wigston Borough. Over 80% of people who commute from Erewash and Rutland are employed in managerial and professional occupations in Oadby and Wigston.

In contrast, there are smaller proportions of people employed in intermediate occupations that work inside Oadby and Wigston but live in other districts. The proportion of people employed in routine and manual occupations that work in Oadby and Wigston but live outside the borough varies between districts.

¹¹ 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 OADBY AND WIGSTON RESIDENT POPULATION

Table 4: Top 20 destination districts of people who live in Oadby and Wigston

The table to the right shows the top 20 workplace destination districts of people living in Oadby and Wigston who are employed between the ages of 16 and 74. Unlike other districts in Leicestershire where the district itself is the most popular workplace destination, Leicester is the most popular destination of people living in Oadby Wigston accounting for 63%.

The number of people that travel to each district is also broken down by National Statistics Socioeconomic Classification. The majority of Oadby and Wigston residents who work within the borough are employed in routine & manual occupational groups. A higher proportion of those that travel outside the borough to work are employed in managerial and professional occupations. Over 80% of those people who work in Rutland, 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 Oadby and Wigston but work in other districts. The same is true for people employed in routine & manual occupations with the exception of people who commute to Harborough, Charnwood, Melton and Daventry.

Destination	No. of people	% People who work outside O&W	% Managerial & Professional	Intermediate	% Routine & Manual	% Students
Leicester	11,016	62.8	40	26	31	3
Oadby and Wigston	9,128		25	29	40	6
Blaby	2,380	13.6	37	21	39	3
Harborough	872	5.0	31	15	52	3
Charnwood	689	3.9	43	14	42	2
Hinckley and Bosworth	414	2.4	49	11	38	2
North West Leicestershire	175	1.0	50	13	35	2
Coventry	116	0.7	77	5	13	5
Nottingham	115	0.7	84	9	8	0
Birmingham	98	0.6	81	7	6	6
Rugby	87	0.5	60	10	26	3
Northampton	85	0.5	74	11	12	4
Corby	75	0.4	53	20	23	4
Kettering	60	0.3	68	5	27	0
Melton	55	0.3	53	6	42	0
Derby	49	0.3	74	6	14	6
Solihull	47	0.3	68	19	13	0
Warwick	42	0.2	69	10	14	7
Daventry	36	0.2	50	8	42	0
Rutland	34	0.2	82	9	9	0
Outside Borough	17,543		42	22	32	4

Source: Census Workplace Table 104

WARD COMMUTING BALANCE

Table 5: Commuting balance of Oadby and Wigston wards ranked by net flow

Ward	Number of people travelling into ward	Number of people travelling out of ward	Net flow
Oadby St. Peter's	2,562	1,168	1,394
South Wigston	4,175	2,844	1,331
Wigston Fields	2,042	2,412	-370
Oadby Grange	1,353	2,075	-722
Wigston All Saints	1,594	2,546	-952
Oadby Brocks Hill	493	1,562	-1,069
Wigston St. Wolstan's	1,204	2,580	-1,376
Oadby Woodlands	341	1,797	-1,456
Oadby Uplands	188	1,802	-1,614
Wigston Meadowcourt	376	3,033	-2,657

Source: Census Workplace Table 201

The table to the right shows the balance of commuting in Oadby and Wigston wards. The relatively large employment wards including, Oadby St Peter's and South Wigston have the most amount of people travelling into them and therefore large net inflows. The reason for this is that they contain Oadby Industrial Estate and Cornwall Business Centre.

In the relatively residential wards including Wigston Meadowcourt, Oadby Uplands and Oadby Woodlands there are large numbers of people travelling outside the ward to work.

In Wigston Fields, Oadby Grange, Wigston All Saints and Wigston St Wolstan's there are a large number of people travelling into and out of the ward due to their mixed industrial and residential character.

SELF CONTAINMENT OF WARDS

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

The ward with the highest proportion of residents employed within the borough is Wigston All Saints with 40% and the lowest is Oadby Grange with 25%.

The ward with the greatest proportion of people who live and work within the same ward is Oadby St Peter's ward with 26% and lowest is also Oadby Uplands ward with 15%.

Table 6: Self containment of Oadby and Wigston wards

Ward	Employed residents ¹²	% Work within O&W	% Work within ward	% work outside O&W
Wigston All Saints	3,238	40	21	60
Oadby St. Peter's	1,584	38	26	62
Wigston Fields	2,898	37	17	63
Wigston Meadowcourt	3,577	36	15	64
South Wigston	3,693	35	23	65
Wigston St. Wolstan's	3,085	35	16	65
Oadby Brocks Hill	1,883	32	17	68
Oadby Uplands	2,114	32	15	68
Oadby Woodlands	2,122	30	15	70
Oadby Grange	2,493	25	17	75

Source: Census Workplace Table 201

¹² 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 Oadby and Wigston by gender. The table below shows the distance travelled of people between the ages of 16 and 74 who work within borough by gender. The greatest proportion of the resident population travel between 5km and 10km to work and the greatest proportion of the workplace population travel less than 2km to work.

Men are a more likely to travel further to work than women (more than 20km) in both the resident and workplace population. The greatest proportion of male employees travel between 5km and 10km to work in the resident population and less than 2km in the workplace population. The greatest proportion of females employees travel between 5km and 10km in the resident population and less than 2km to work in the workplace population.

The proportion of female employees that travel more than 20km to work are very small in both the resident and workplace population. Academic studies point to the fact that women tend to have more tasks on the way to and from work related to household responsibilities. 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 work¹⁴. 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 females¹⁵.

Table 7: Distance travelled to work by Oadby and Wigston employed residents

	Total		Males		Females	
	Number	%	Number	%	Number	%
Less than 2km	4792	18	1940	14	2852	23
2km to less than 5km	6009	23	2760	19	3249	26
5km to less than 10km	8687	33	4590	32	4097	33
10km to less than 20km	1717	6	1155	8	562	5
20km to less than 30km	653	3	467	3	186	2
30km to less than 40km	410	2	316	2	94	1
40km to less than 60km	495	2	384	3	111	1
60km and over	798	3	515	4	283	2
Working from home	2128	8	1295	9	833	7
Other ¹³	964	4	788	6	176	1
Total	26653		14210		12443	

Table 8: Distance travelled to work by Oadby and Wigston workplace population

	Total		Males		Females	
	Number	%	Number	%	Number	%
Less than 2km	5170	27	2172	21	2998	34
2km to less than 5km	4299	23	2153	21	2146	24
5km to less than 10km	3826	20	2151	21	1675	19
10km to less than 20km	1574	8	902	9	672	8
20km to less than 30km	526	3	323	3	203	2
30km to less than 40km	165	1	117	1	48	1
40km to less than 60km	217	1	171	2	46	1
60km and over	218	1	150	2	68	1
Other	3035	16	2040	20	995	11
Total	19030		10179		8851	

Source: Census Standard Table 120 and 129

¹³ includes no fixed place of work and working outside the UK

¹⁴ Journal of Transport Geography (2000, 2005)

¹⁵ Transportation (1997)