

2011 Census Outputs

Sixth Release, Phase 3: Detailed Characteristics on Travel to Work

Introduction

The data from the 2011 census has been released in phases by the Office for National Statistics since the first in July 2012, with each phase going into more detail and covering a different theme of the census. This release provides detailed characteristics tables relating to the way people travelled to work in 2011.

Detailed characteristics refer to multivariate statistics combining two or more sets of data, for example, ethnic group of dependent child by sex. A comprehensive list of detailed characteristics can be found on the [nomis¹](http://www.nomis.gov.uk) website run by ONS.

Summary

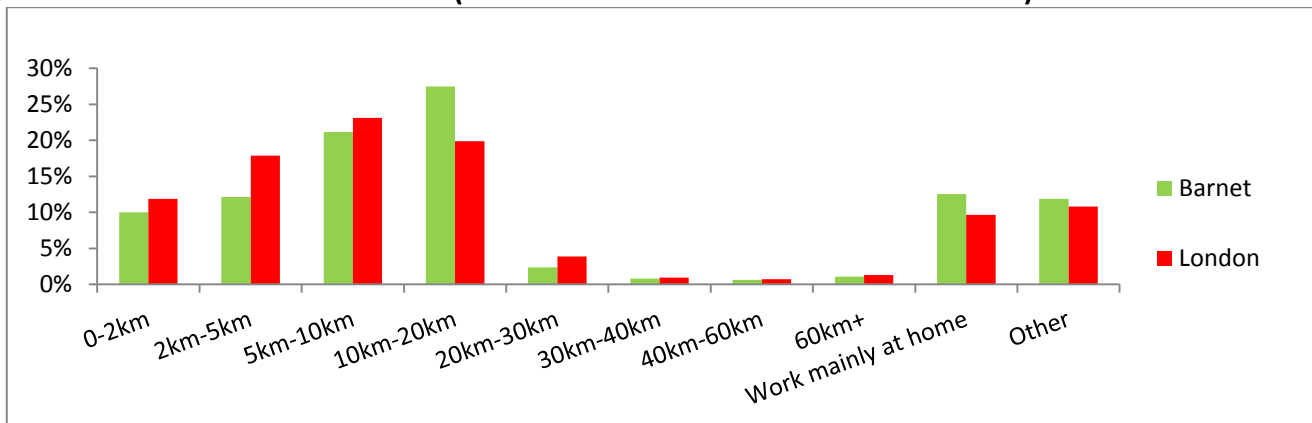
- In 2011 a higher proportion of Barnet residents travelled a greater distance to work than London as a whole. 52.9% of London residents travelled less than 10km to work whereas only 43.3% of Barnet residents did.
- In Barnet, the most frequent distance travelled to work was 10-20km which accounted for 27.5% of residents; this was higher than the London rate of 19.9%.
- The age group most likely to have the shortest distance to travel to work was 16-24 years, with 28.3% travelling less than 5km.
- 29.5% (2,411) of people aged 65 and over worked from home. By age group this was the largest proportion of people who worked from home, and a 17% larger share than the Barnet average.
- By gender, 51.2% of females travelled less than 10km to work in 2011, compared to only 36.2% of males.
- People who were in part-time employment were more likely to work within 5km of their home (29.0%) compared to those in full-time employment (19.3%).
- 39.7% of residents holding High qualifications travelled 10km or over to work, compared with just 23.0% of those holding No or low qualifications.
- Barnet residents with Other qualifications were twice as likely to have no fixed place of work, work on an offshore installation or working outside of the UK than average, at 25%. Those holding high qualifications had the least chance, at just 8%.
- 37.4% of people employed within Caring, leisure and other service occupations travelled less than 5km to work.
- In 2011, driving was the most frequent mode of transport used for commuting to work (34.2%), followed by trains, underground etc. which accounted for 30.8% of residents' commutes.

¹ http://www.nomisweb.co.uk/census/2011/detailed_characteristics

Distance Travelled to Work

- According to the 2011 Census, there were 172,470 people aged 16 or over in employment in Barnet in 2011.
- On average, Barnet residents travelled further to work than London residents as whole. 52.9% of London residents travelled less than 10km to work whereas only 43.3% of Barnet residents did.
- Whereas the most common distance travelled to work by Barnet residents was between 10 and 20km, which accounted for 27.5% (47,412) of residents, 7.6% above the London rate of 19.9%. This is unsurprising as it will be primarily caused by Barnet residents commuting into Central London for work.
- A higher proportion of people worked from home in Barnet (12.5%) compared to London (9.6%).

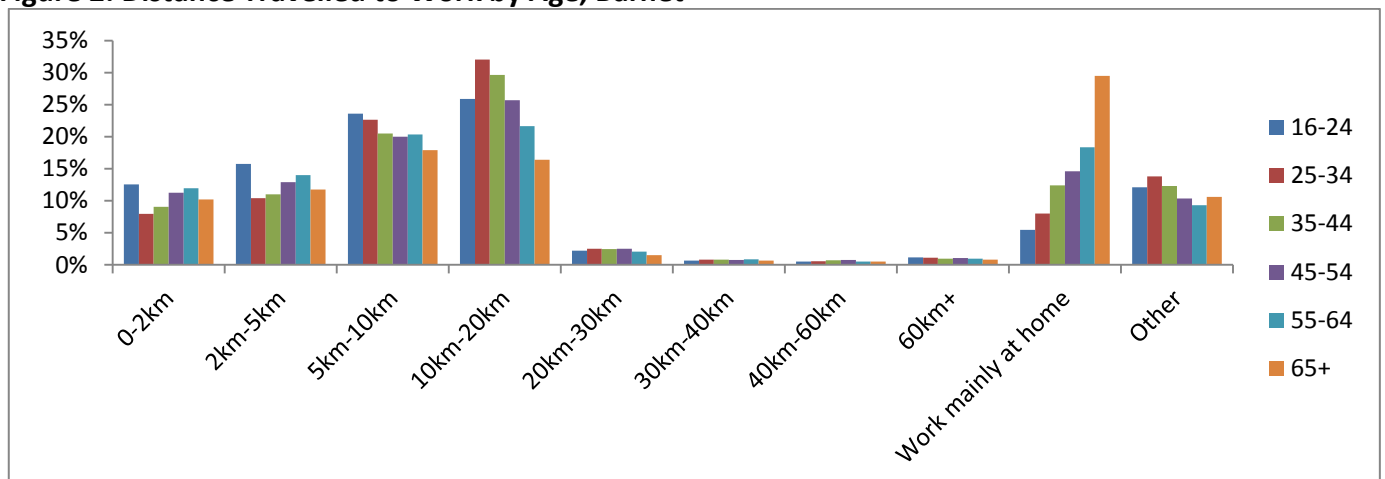
Figure 1: Distance Travelled to Work (Barnet Residents versus London Residents)



Distance Travelled to Work by Age

- 16-24 year olds were most likely to travel the shortest distance to work; with 28.3% reporting travelling less than 5km. Interestingly the next age group up, 25-34 year olds, had the lowest proportion of people who travelled less than 5km to work (18.4%).
- Just under a third of 25 to 34 year olds travelled between 10km and 20km to work (32.1%); the highest proportion of all age groups and a 4.6% larger share than the Barnet average.
- 29.5% (2,411) of people aged 65 and over worked from home. This was the largest proportion of any age group and 17% above the Barnet average.

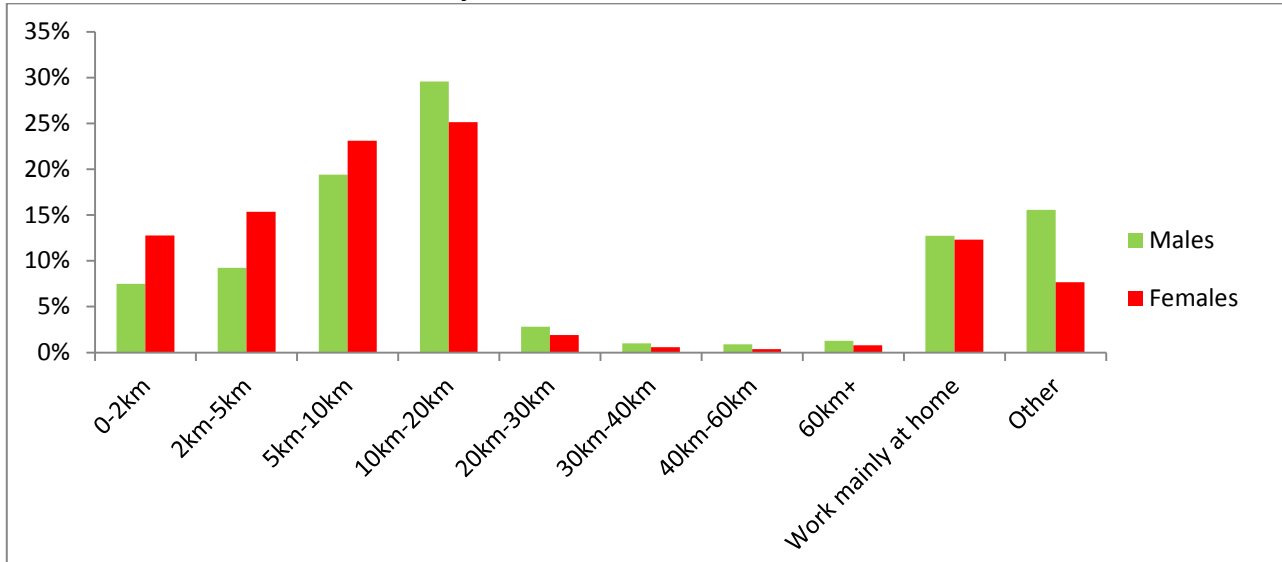
Figure 2: Distance Travelled to Work by Age, Barnet



Distance Travelled to Work by Gender

- By gender, females were much more likely to work closer to home. 51.2% of females travelled less than 10km to work, compared to only 36.2% of males.
- Men and women had almost equal chances of working from home (12.7% and 12.3% per cent respectively).

Figure 3: Distance Travelled to Work by Gender, Barnet

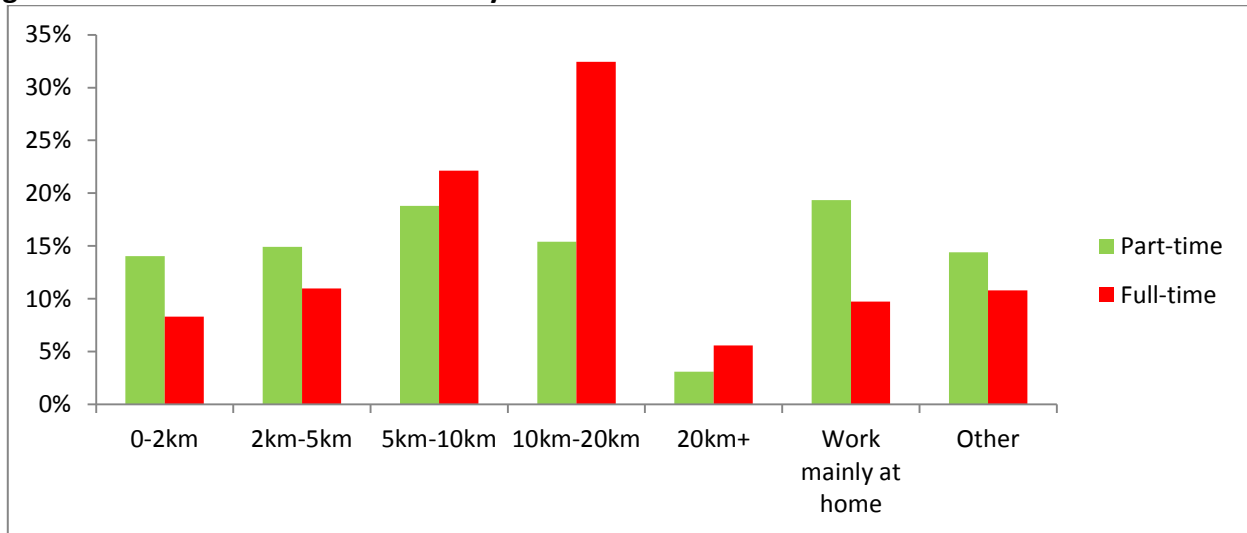


Distance Travelled to Work by Hours Worked²

- A higher proportion of people employed in part-time work travelled less than 5km to work (29.0%) compared to those in full-time employment (19.3%). Due in part to family commitments demanding more flexible – and therefore often shorter – working hours, on average women are more likely to be employed in part-time work than men. This could therefore account for the higher rate of woman travelling shorter distances to work.
- Almost a third (32.4%) of all full-time workers in Barnet had a commute of between 10km and 20km, compared to just 15.4% of part-time workers.
- Part-time workers were almost twice as likely to work at or from home as full-time workers. It is likely that many of the people aged 65 and over who were in employment, will have been employed in part-time work. We know that a higher proportion of people aged 65 and over worked from home and so it is probable that this is the primary reason behind the high level of part-time employees working from home.

² Part-time hours included anyone in employment and working 30 hours or less per week, and full-time hours was anyone working 31 hours or more.

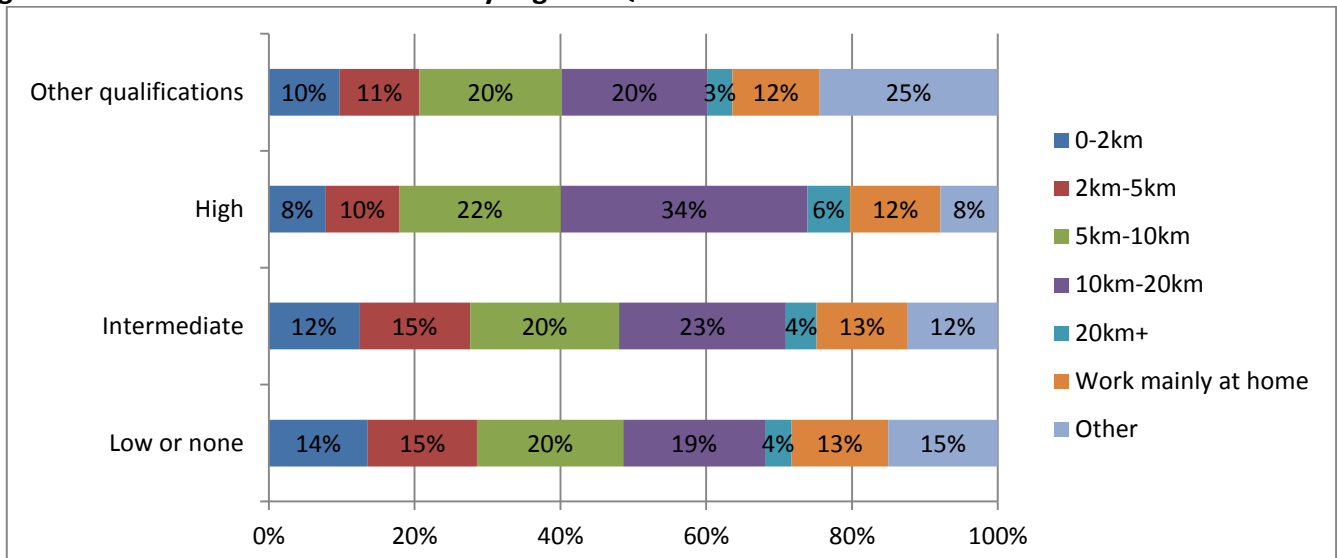
Figure 4: Distance Travelled to Work by Hours Worked



Distance Travelled to Work by Highest Qualification Held

Qualifications have been separated into Low or none (No or level 1), Intermediate (levels 2 and 3, and apprenticeships), High (level 4 and above) and Other. Other qualifications are those which cannot be placed into the Qualifications and Credit Framework, and are often non-UK qualifications.

Figure 5: Distance Travelled to Work by Highest Qualification



- There appears to be an interesting correlation between the distance travelled to work and the level of qualifications held.
- A larger proportion of people with High qualifications were likely to travel further to work. 39.7% of residents holding high qualifications travelled 10km or over to work, compared with 23.0% of those holding no or low qualifications.
- Whereas proportionally more residents with No or low qualifications travelled less than 5km to work (28.6%), although this was only marginally higher than those holding Intermediate qualifications 27.6%.

- Qualifications appeared to have very little impact on the likelihood of a resident working from home, with all categories falling within 12-13%.
- Barnet residents with Other qualifications were twice as likely to have no fixed place of work, work on an offshore installation or working outside of the UK than average, at 25%. Those holding high qualifications had the least chance, at just 8%.

Distance Travelled to Work by Industry

- 40% of all residents employed in the Education (P) industry had a commuting distance of less than 5km; 17.5% above the Barnet average.
- Almost two thirds of people employed within Financial and Insurance Activities (K) travelled between 10km and 20km to work; 28.6% above the Barnet average of 27.5% and the largest single proportion of distances by industry.
- Manufacturing (C) industries and Agriculture, energy and water (A,B,D,E) industries had over twice as many people as the Barnet average who travelled 20km or more to work.
- The percentage of residents in Construction (F) having no fixed place of work, working on an offshore installation or working outside of the UK was over four times that of the Barnet average, at 48.5%.

Table 1: Distance travelled to work by industry

Industry	0-2km	2km-5km	5km-10km	10km-20km	20km+	Work mainly at home	Other
A,B,D,E Agriculture, energy and water	4.2%	9.2%	18.2%	28.2%	10.7%	13.6%	16.0%
C Manufacturing	7.9%	10.7%	19.9%	24.9%	12.6%	14.7%	9.3%
F Construction	3.8%	5.2%	10.2%	13.3%	4.8%	14.1%	48.5%
G Wholesale and retail trade; repair of motor vehicles and motor cycles	14.2%	15.3%	23.8%	24.7%	5.7%	10.1%	6.2%
H Transport and storage	10.1%	10.5%	21.5%	22.6%	6.5%	8.3%	20.5%
I Accommodation and food service activities	11.3%	13.1%	25.3%	29.4%	3.6%	7.7%	9.6%
J Information and communication	4.0%	4.4%	17.1%	37.9%	6.8%	18.9%	10.8%
K Financial and insurance activities	4.8%	5.9%	15.9%	56.1%	4.3%	8.5%	4.5%
L Real estate activities	10.0%	13.6%	24.1%	22.8%	2.4%	21.4%	5.7%
M Professional, scientific and technical activities	5.7%	7.5%	19.8%	37.0%	4.0%	18.8%	7.1%
N Administrative and support service activities	6.7%	8.2%	15.7%	25.9%	4.5%	14.7%	24.5%
O Public administration and defence; compulsory social security	6.7%	12.5%	22.5%	43.1%	5.2%	4.9%	5.1%
P Education	18.9%	20.7%	24.6%	17.0%	3.2%	8.5%	7.1%
Q Human health and social work activities	12.3%	17.1%	27.9%	21.8%	5.3%	9.9%	5.6%
R, S, T, U Other	10.3%	12.7%	19.4%	21.7%	2.7%	18.9%	14.4%

Distance Travelled to Work by Occupation

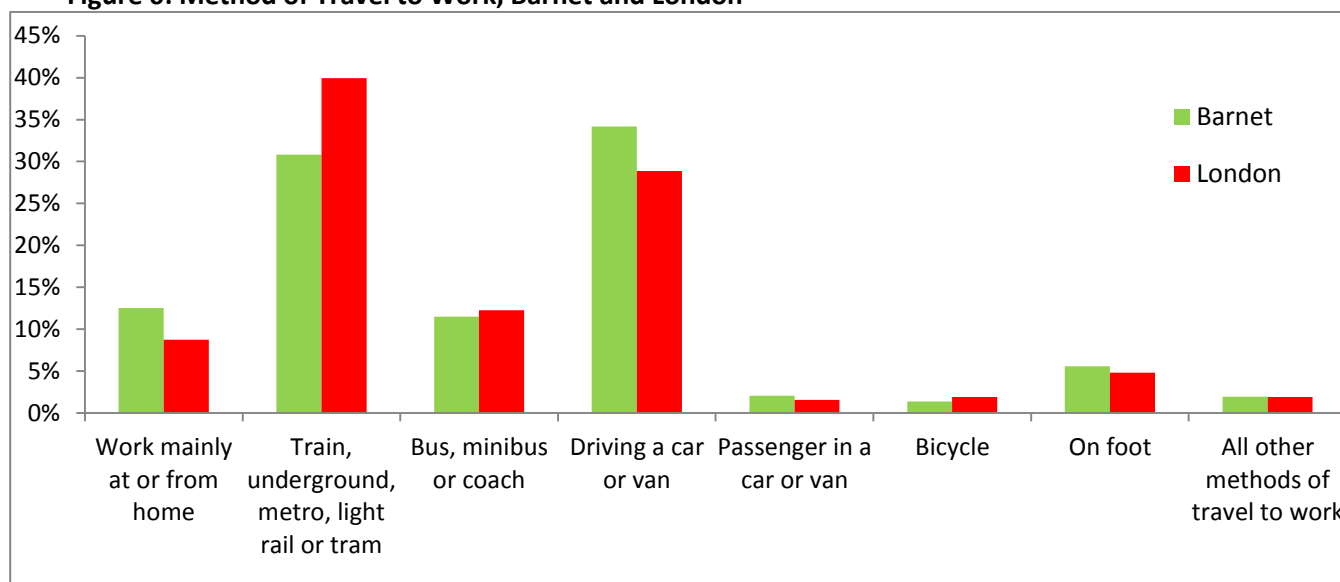
- Occupation groups travelling the shortest distance to work were Caring, leisure and other service occupations, and Sales and customer service occupations. Over a third (37.4% and 36.9% respectively) residents in either occupation travelled less than 5km to work in London.
- Managers, directors and senior officials and Associate professionals and technical occupations were more likely than any other occupation groups to work from home (17.9% and 17.1% respectively).
- Over 30% of residents employed in occupations 1-4 were likely to travel 10-20km to work.
- People employed in Professional occupations were the most likely to travel 20km or more to work (6.7%), whereas those employed in Administrative and secretarial occupations were the least likely (2.7%).

Table 2: Distance travelled to work by Occupation

Distance travelled to work	0-2km	2km-5km	5km-10km	10km-20km	20km+	Work mainly at home	Other
1. Managers, directors and senior officials	8.3%	9.5%	20.9%	32.7%	5.6%	17.9%	5.1%
2. Professional occupations	8.0%	11.0%	22.9%	33.3%	6.7%	11.4%	6.7%
3. Associate professional and technical occupations	6.1%	8.0%	19.4%	33.7%	5.2%	17.1%	10.6%
4. Administrative and secretarial occupations	12.0%	15.7%	24.3%	31.2%	2.7%	10.7%	3.3%
5. Skilled trades occupations	5.9%	8.4%	12.9%	14.8%	3.9%	11.8%	42.3%
6. Caring, leisure and other service occupations	17.8%	19.6%	22.0%	13.2%	2.8%	13.7%	10.8%
7. Sales and customer service occupations	18.1%	18.8%	24.3%	23.6%	4.4%	5.5%	5.2%
8. Process, plant and machine operatives	8.1%	11.1%	19.1%	17.5%	4.4%	10.1%	29.8%
9. Elementary occupations	13.6%	13.4%	20.8%	19.7%	4.1%	7.9%	20.6%

Method of Travel to Work

- In Barnet, driving was the most frequent mode of transport used for commuting to work (34.2%), followed by trains, underground etc. which accounted for 30.8% of residents' method of travel. This was a reversal of London as a whole where trains, undergrounds etc. was the primary mode of transport, then followed by driving. Due to Barnet being an outer London borough it is unsurprising that driving accounts for a larger proportion of commuter's journeys than trains on the underground.
- Only a small portion of residents commuted to work on bicycles in Barnet (1.4%), this was below the London average of 1.9%. However, a larger proportion of people walked to work (5.6%) in Barnet, than in London (4.8%).

Figure 6: Method of Travel to Work, Barnet and London

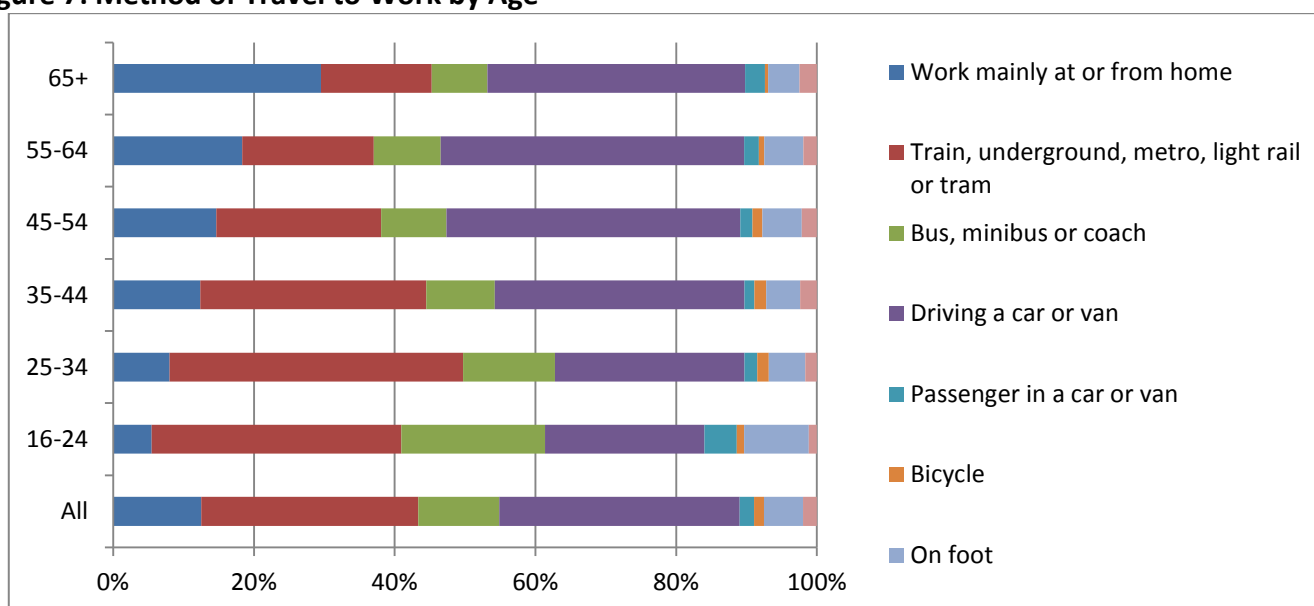
Method of Travel to Work by Age

- Almost double the proportion of people aged 45-64 drove to work in 2011, compared to those aged 16-24.
- The primary mode of transport for 16-24 years olds and 25-34 years olds was by train or the underground which accounted for 35.5% and 41.7% respectively.
- 9.2% of the 16-24 age group walked to work, the largest of any age group.

Table 3: Method of Travel to Work by Age

	All	16-24	25-34	35-44	45-54	55-64	65+
Work mainly at or from home	12.5%	5.5%	8.0%	12.4%	14.6%	18.4%	29.5%
Train, underground, metro, light rail or tram	30.8%	35.5%	41.7%	32.1%	23.5%	18.7%	15.7%
Bus, minibus or coach	11.5%	20.4%	13.1%	9.7%	9.3%	9.5%	7.9%
Driving a car or van	34.2%	22.6%	26.9%	35.5%	41.7%	43.1%	36.6%
Passenger in a car or van	2.0%	4.6%	1.8%	1.4%	1.7%	2.1%	2.8%
Bicycle	1.4%	1.1%	1.6%	1.7%	1.4%	0.8%	0.4%
On foot	5.6%	9.2%	5.2%	4.8%	5.6%	5.5%	4.4%
All other methods of travel to work	2.0%	1.1%	1.7%	2.4%	2.1%	1.9%	2.5%

- There appears to be a direct correlation between the way in which people travel to work and their age. It appears that as people become older, many residents move away from using public transport to travel to work and migrate towards driving instead.

Figure 7: Method of Travel to Work by Age

Method of Travel to Work by Distance

- For people who lived within 2km of their workplace, they were significantly more likely to walk to work (39.6%) than people who worked over 2km away. Although interestingly, only 1.7% of people who travelled less than 2km rode a bicycle to work; the highest proportion of people using a bike occurred between 5km and 10km (2.1%).
- Across all age groups, a large proportion of people drove to work in 2011. However, an area of specific interest is the high proportion of people driving to work who had a 0-2km commute (37.9%).
- 64.0% of people who travel 10-20km to work use train, underground etc. to commute to work. It is likely that this will predominantly be by people travelling into central London to work.

Table 4: Method of Travel to Work by Age

	0-2km	2km-5km	5km-10km	10km-20km	20km+	Other
Train, underground, metro, light rail or tram	5.5%	8.4%	31.9%	64.0%	26.1%	30.8%
Bus, minibus or coach	11.8%	25.7%	17.7%	5.8%	5.3%	13.5%
Driving a car or van	37.9%	54.7%	42.4%	24.7%	61.9%	42.2%
Passenger in a car or van	2.7%	3.4%	2.5%	1.3%	2.3%	2.9%
Bicycle	1.7%	1.9%	2.1%	1.4%	0.5%	1.1%
On foot	39.6%	4.8%	1.6%	0.8%	2.6%	3.0%
All other methods of travel to work	0.8%	1.1%	1.8%	2.0%	1.4%	6.4%

Any queries should be directed to Daniel Bailey, Business Intelligence Officer, Daniel.Bailey@Barnet.gov.uk