

2001 Census Travel to Work Data Charnwood Borough Profile

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Leicestershire
County Council

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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 in Charnwood as well as those that work inside the borough using the workplace and standard tables from the 2001 Census. It is mainly concerned with the resident and workplace population in employment between the ages of 16 and 74 in Charnwood Borough and the difference between them. The resident population is defined as the people who live in Charnwood Borough. The workplace population is defined as the people who work in Charnwood Borough. The report begins by giving a brief description of travel to work in Charnwood. 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 Charnwood, which is broken down by National Statistics Socioeconomic Classification¹. The report also considers the commuting balance within wards in the borough and the 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.

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 mode is private car or van (67% average in the borough). However, there is a large variation between the wards in the borough. Mountsorrel ward with 76% has the highest proportion and Lemyngton ward with 48% the lowest proportion of people travelling to work by private car or van.

On average in Charnwood, the second most utilised method of travel to work is 'on foot' with 10% of residents using this mode, but again there are huge differences between the wards. Lemyngton (28%) and Storer (24%) wards have the highest proportions and Wreake Villages (3%) ward has 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 wards which contain relatively larger settlements tend to have higher proportions of people travelling to work by public transport including, Thurmaston (12%), Birstall, East Goscote, Syston West, Birstall Watermead and Ashby (10%) wards. In contrast, in the largely rural ward of The Wolds only 1% of people travel to work by public transport.

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

| Source: Census Standard Table 119 | Residents in employment 16-74 | % Car or van ³ | % Home working ⁴ | % Public transport ⁵ | % Bicycle | % On foot | % Other ⁶ |
|-----------------------------------|-------------------------------|---------------------------|-----------------------------|---------------------------------|-----------|-----------|----------------------|
| Ward | | | | | | | |
| Mountsorrel | 3,509 | 76 | 8 | 7 | 2 | 4 | 2 |
| Rothley and Thurcaston | 2,880 | 76 | 13 | 5 | 1 | 4 | 1 |
| Wreake Villages | 1,386 | 74 | 16 | 4 | 1 | 3 | 1 |
| Queniborough | 1,449 | 73 | 13 | 5 | 2 | 5 | 2 |
| Quorn and Mountsorrel Castle | 3,061 | 73 | 11 | 6 | 3 | 6 | 2 |
| The Wolds | 1,414 | 73 | 18 | 1 | 1 | 4 | 1 |
| Barrow and Sibley West | 2,914 | 72 | 11 | 8 | 2 | 7 | 1 |
| Birstall Wanlip | 2,461 | 72 | 9 | 10 | 3 | 5 | 2 |
| East Goscote | 1,622 | 72 | 8 | 10 | 3 | 6 | 2 |
| Forest Bradgate | 1,429 | 72 | 15 | 4 | 1 | 5 | 2 |
| Shepshed East | 3,464 | 72 | 8 | 5 | 3 | 10 | 2 |
| Shepshed West | 3,279 | 72 | 8 | 5 | 4 | 9 | 2 |
| Loughborough Dishley and Hathern | 3,124 | 70 | 8 | 7 | 6 | 8 | 2 |
| Loughborough Garendon | 3,186 | 70 | 8 | 6 | 6 | 9 | 2 |
| Loughborough Outwoods | 2,409 | 70 | 10 | 5 | 6 | 8 | 2 |
| Sibley | 3,260 | 70 | 8 | 8 | 3 | 8 | 2 |
| Syston West | 3,080 | 70 | 9 | 10 | 2 | 8 | 1 |
| Anstey | 2,966 | 68 | 8 | 9 | 3 | 10 | 2 |
| Birstall Watermead | 3,172 | 68 | 9 | 10 | 4 | 7 | 2 |
| Loughborough Sheilthorpe | 2,790 | 68 | 7 | 6 | 7 | 9 | 3 |
| Charnwood | 73,388 | 67 | 10 | 7 | 4 | 10 | 2 |
| Syston East | 2,986 | 65 | 8 | 9 | 5 | 12 | 1 |
| Loughborough Nanpantan | 2,228 | 64 | 9 | 6 | 4 | 15 | 1 |
| Thurmaston | 4,393 | 64 | 7 | 12 | 4 | 11 | 2 |
| Loughborough Hastings | 2,295 | 54 | 9 | 8 | 6 | 22 | 2 |
| Loughborough Southfields | 2,121 | 54 | 8 | 6 | 8 | 23 | 1 |
| Loughborough Ashby | 1,962 | 53 | 6 | 10 | 9 | 20 | 2 |
| Loughborough Storer | 1,991 | 53 | 7 | 7 | 8 | 24 | 1 |
| Loughborough Lemyngton | 2,557 | 48 | 8 | 9 | 6 | 28 | 2 |

3 either as passenger or driving

4 includes people who work at or from home

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

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. Overall, there is no great variation between the resident (previous page) and workplace population for any of the modes. However, Lemyngton ward has the lowest proportion of residents travelling to work by private car or van but the highest proportion of its workplace population travelling to work by private car or van in the borough.

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. Lemyngton ward (75%) has the highest and Garendon ward (43%) the lowest proportion of people travelling to work by private car or van.

The second most utilised method of travel to work across the borough is 'on foot' (11%). There is also great variation between the proportions of people that walk to work between wards. In Anstey ward 21% of the workplace population walk to work compared to only 4% in Wreake Villages and The Wolds wards.

The proportion of people using public transport to get to work in the workplace population (4%) is less than those who are resident (previous page) in Charnwood (8%). This is most evident in Birstall ward where 10% of residents travel to work using public transport whereas less than 1% of workplace population in the ward travel to work using this mode.

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

| Source: Census Standard Table 129 | Ward | Workplace population 16-74 | % Car or van ⁷ | % Home working ⁸ | % Public transport ⁹ | % Bicycle | % On foot | % Other ¹⁰ |
|-----------------------------------|----------------------------------|----------------------------|---------------------------|-----------------------------|---------------------------------|-----------|-----------|-----------------------|
| | Loughborough Lemyngton | 11,729 | 75 | 2 | 6 | 6 | 9 | 2 |
| | Thurmaston | 5,451 | 72 | 6 | 7 | 4 | 10 | 2 |
| | Loughborough Hastings | 3,392 | 71 | 6 | 7 | 5 | 10 | 2 |
| | Wreake Villages | 1,164 | 70 | 19 | 4 | 1 | 4 | 1 |
| | The Wolds | 1,106 | 69 | 24 | 1 | 1 | 4 | 2 |
| | Loughborough Southfields | 6,042 | 67 | 3 | 11 | 4 | 14 | 1 |
| | Syston West | 3,276 | 67 | 8 | 6 | 5 | 13 | 1 |
| | East Goscote | 1,022 | 66 | 13 | 8 | 2 | 9 | 2 |
| | Shepshed East | 2,455 | 66 | 12 | 3 | 4 | 13 | 2 |
| | Shepshed West | 2,274 | 66 | 12 | 4 | 4 | 14 | 1 |
| | Loughborough Nantantan | 1,526 | 65 | 13 | 4 | 6 | 11 | 1 |
| | Loughborough Ashby | 3,638 | 64 | 3 | 5 | 8 | 18 | 1 |
| | Quorn and Mountsorrel Castle | 2,113 | 64 | 16 | 6 | 3 | 10 | 2 |
| | Loughborough Storer | 1,355 | 62 | 10 | 6 | 5 | 13 | 3 |
| | Barrow and Sibley West | 1,628 | 61 | 19 | 3 | 3 | 12 | 1 |
| | Charnwood | 61,902 | 61 | 18 | 4 | 4 | 11 | 1 |
| | Forest Bradgate | 1,007 | 61 | 22 | 5 | 1 | 9 | 2 |
| | Sibley | 1,513 | 61 | 16 | 2 | 5 | 15 | 1 |
| | Syston East | 1,449 | 61 | 17 | 6 | 3 | 12 | 1 |
| | Queniborough | ,824 | 59 | 23 | 3 | 4 | 10 | 1 |
| | Rothley and Thurcaston | 1,441 | 58 | 25 | 4 | 2 | 9 | 1 |
| | Birstall Watermead | 1,368 | 56 | 20 | 3 | 2 | 17 | 1 |
| | Anstey | 1,451 | 55 | 17 | 4 | 2 | 21 | 1 |
| | Loughborough Shelthorpe | 1,037 | 54 | 19 | 5 | 5 | 16 | 2 |
| | Birstall Wanlip | 620 | 53 | 35 | 0 | 3 | 8 | 0 |
| | Mountsorrel | 905 | 52 | 30 | 2 | 2 | 13 | 1 |
| | Loughborough Dishley and Hathern | 926 | 50 | 26 | 2 | 4 | 16 | 2 |
| | Loughborough Outwoods | 626 | 48 | 40 | 2 | 2 | 5 | 2 |
| | Loughborough Garendon | 564 | 43 | 43 | 3 | 4 | 6 | 2 |

7 either as passenger or driving

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

8 includes people who work at or from home
 10 includes motorcycle, taxi and other

ORIGIN OF CHARNWOOD WORKPLACE POPULATION

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

| Origin | No. of people | % People who live outside Borough | % Managerial & Professional | % Intermediate | % Routine & Manual | % Students |
|----------------------------|---------------|-----------------------------------|-----------------------------|----------------|--------------------|------------|
| Charnwood | 41,721 | | 29 | 24 | 41 | 5 |
| Leicester | 4,754 | 23.6 | 29 | 13 | 55 | 4 |
| North West Leicestershire | 3,396 | 16.9 | 38 | 18 | 42 | 2 |
| Rushcliffe | 2,117 | 10.5 | 56 | 16 | 27 | 2 |
| Blaby | 1,295 | 6.4 | 45 | 15 | 38 | 1 |
| Melton | 1,267 | 6.3 | 46 | 18 | 35 | 1 |
| Hinckley and Bosworth | 1,080 | 5.4 | 52 | 16 | 30 | 2 |
| Oadby and Wigston | 689 | 3.4 | 43 | 14 | 42 | 1 |
| Nottingham | 634 | 3.2 | 57 | 7 | 33 | 3 |
| Harborough | 599 | 3 | 56 | 15 | 27 | 2 |
| Erewash | 432 | 2.1 | 59 | 10 | 30 | 1 |
| Derby | 407 | 2 | 59 | 11 | 29 | 2 |
| Broxtowe | 380 | 1.9 | 67 | 9 | 23 | 2 |
| South Derbyshire | 343 | 1.7 | 57 | 10 | 31 | 2 |
| Gedling | 241 | 1.2 | 63 | 10 | 27 | 0 |
| Rutland | 147 | 0.7 | 70 | 13 | 15 | 2 |
| Amber Valley | 118 | 0.6 | 56 | 15 | 29 | 0 |
| Ashfield | 117 | 0.6 | 51 | 15 | 34 | 0 |
| Newark and Sherwood | 112 | 0.6 | 70 | 5 | 25 | 0 |
| South Kesteven | 90 | 0.4 | 74 | 7 | 19 | 0 |
| Outside the Borough | 20,107 | | 46 | 14 | 38 | 2 |

Source: Census Workplace Table 104

The table to the right shows the top 20 origin districts of people working in Charnwood between the ages of 16 and 74. Leicester provides the workforce with the most people from outside the borough with 24%.

The proportion of people from each district is also broken down by National Statistics Socioeconomic Classification (NS-SeC)¹¹. There is a higher proportion (47%) of people that commute from outside Charnwood employed in managerial & professional occupations than those that live and work within the borough (29%). In particular, there are over 70% of people who commute from South Kesteven and Rutland that are employed in managerial and professional occupations in Charnwood.

In contrast, there are smaller proportions of people employed in intermediate occupations that work inside Charnwood but live in other districts. The same is true for people employed in routine & manual occupations with the exceptions of people from Leicester, North West Leicestershire and Oadby and Wigston.

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 CHARNWOOD RESIDENT POPULATION

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

| Destination | No. of people | % People who work outside Borough | % Managers & Professional | Intermediate | % Routine & Manual | % Students |
|----------------------------|---------------|-----------------------------------|---------------------------|--------------|--------------------|------------|
| Charnwood | 41,721 | | 29 | 24 | 41 | 5 |
| Leicester North West | 16,097 | 51.1 | 41 | 22 | 34 | 3 |
| Leicestershire Blaby | 2,535 | 8 | 44 | 18 | 36 | 2 |
| Nottingham | 2,468 | 7.8 | 45 | 21 | 32 | 2 |
| Hinckley and Bosworth | 1,217 | 3.9 | 74 | 12 | 11 | 3 |
| Rushcliffe | 978 | 3.1 | 48 | 13 | 37 | 2 |
| Oadby and Wigston | 858 | 2.7 | 48 | 14 | 35 | 3 |
| Melton | 719 | 2.3 | 46 | 14 | 38 | 2 |
| Harborough | 700 | 2.2 | 45 | 14 | 38 | 3 |
| Derby | 513 | 1.6 | 46 | 9 | 42 | 3 |
| Birmingham | 490 | 1.6 | 73 | 8 | 14 | 5 |
| Coventry | 287 | 0.9 | 80 | 9 | 7 | 4 |
| Broxtowe | 279 | 0.9 | 80 | 6 | 8 | 7 |
| Ashfield | 214 | 0.7 | 64 | 8 | 22 | 7 |
| Erewash | 199 | 0.6 | 43 | 3 | 54 | 0 |
| Rugby | 175 | 0.6 | 57 | 9 | 32 | 2 |
| Outside UK | 139 | 0.4 | 78 | 4 | 18 | 0 |
| Northampton | 131 | 0.4 | 47 | 14 | 27 | 12 |
| South Derbyshire | 111 | 0.4 | 67 | 15 | 9 | 9 |
| Solihull | 99 | 0.3 | 51 | 14 | 29 | 6 |
| Outside the Borough | 92 | 0.3 | 73 | 13 | 11 | 3 |
| | 31,509 | | 46 | 18 | 31 | 5 |

Source: Census Workplace Table 104

The table to the right shows the top 20 workplace destination districts of people living in Charnwood between the ages of 16 and 74. Leicester is the most popular destination of people living in Charnwood and working outside the borough with 51%.

The proportion of people that travel to each district is also broken down by National Statistics Socioeconomic Classification. The majority of Charnwood residents who work within the borough are employed in routine & manual occupational groups (41%). A much higher proportion of those that travel outside the borough to work are employed in managerial and professional occupations (46%). Over 70% of Charnwood residents who travel to Derby, Birmingham, Coventry, Rugby and Solihull are employed in managerial and professional occupations.

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

WARD COMMUTING BALANCE

The table to the right shows the balance of commuting in Charnwood wards. The large employment wards like Loughborough Lemyngton and Southfields have a large amount of people travelling into them to work and therefore large net inflows. This is explained by the the Belton Park Industrial Estate located in Loughborough Lemyngton and town centre located in Loughborough Southfields ward.

In the more rural and residential wards in the borough there are large net outflows, as more people commute outside the ward than travel into the ward to work. For example, Loughborough Dishley and Hathern, Mountsorrel and Loughborough Garendon wards have net outflows of more than 2,000 people.

In Thurmaston and Syston West wards there are a large number of people travelling into and out of the ward due to their mixed industrial and residential character.

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

| Ward | No. people travelling into ward | No. people travelling out of ward | Net flow |
|----------------------------------|---------------------------------|-----------------------------------|----------|
| Loughborough Lemyngton | 10,833 | 1,560 | 9,273 |
| Loughborough Southfields | 5,446 | 1,573 | 3,873 |
| Loughborough Ashby | 3,233 | 1,651 | 1,582 |
| Loughborough Hastings | 2,962 | 1,790 | 1,172 |
| Thurmaston | 4,304 | 3,212 | 1,092 |
| Syston West | 2,606 | 2,364 | 242 |
| Wreake Villages | 784 | 1,045 | -261 |
| The Wolds | 649 | 953 | -304 |
| Forest Bradgate | 597 | 1,001 | -404 |
| East Goscote | 681 | 1,286 | -605 |
| Queniborough | 468 | 1,099 | -631 |
| Loughborough Nanpantan | 1,130 | 1,821 | -691 |
| Loughborough Storer | 1,009 | 1,700 | -691 |
| Quorn and Mountsorrel Castle | 1,405 | 2,266 | -861 |
| Shepshed East | 1,716 | 2,706 | -990 |
| Shepshed West | 1,475 | 2,510 | -1,035 |
| Barrow and Sibley West | 959 | 2,172 | -1,213 |
| Arnstey | 733 | 2,216 | -1,483 |
| Rothley and Thurcaston | 815 | 2,343 | -1,528 |
| Syston East | 847 | 2,406 | -1,559 |
| Loughborough Shelthorpe | 555 | 2,356 | -1,801 |
| Loughborough Outwoods | 220 | 2,024 | -1,804 |
| Birstall Watermead | 714 | 2,524 | -1,810 |
| Birstall Wanlip | 243 | 2,055 | -1,812 |
| Sibley | 673 | 2,514 | -1,841 |
| Loughborough Dishley and Hathern | 400 | 2,652 | -2,252 |
| Mountsorrel | 335 | 2,996 | -2,661 |
| Loughborough Garendon | 151 | 2,845 | -2,694 |

Source: Census Workplace Tables 201

SELF CONTAINMENT OF WARDS

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

The ward with the highest proportion of residents employed within the borough is Loughborough Hastings with 75% and the lowest is Birstall with 33%. This is most likely because Birstall ward is located on the borough boundary with a major trunk road running south to Leicester (see Map 1).

The ward with the greatest proportion of people who live and work within the same ward is Loughborough Lemington ward with 40% and lowest is Garendon ward with 12%. This is due to the large industrial and residential make up of these wards.

Table 6: Self containment of Charnwood wards

| Ward | Employed Residents ¹² | % Work in Charnwood | % Work in ward | % Work outside Charnwood |
|----------------------------------|----------------------------------|---------------------|----------------|--------------------------|
| Loughborough Hastings | 2,258 | 75 | 21 | 25 |
| Loughborough Lemington | 2,580 | 73 | 40 | 27 |
| Loughborough Storer | 1,995 | 72 | 15 | 29 |
| Loughborough Garendon | 3,248 | 71 | 12 | 29 |
| Loughborough Shelthorpe | 2,825 | 71 | 17 | 29 |
| Loughborough Dishley and Hathern | 3,176 | 70 | 17 | 30 |
| Loughborough Outwoods | 2,412 | 68 | 16 | 32 |
| Loughborough Southfields | 2,119 | 67 | 26 | 33 |
| Loughborough Shepshed West | 3,321 | 67 | 24 | 34 |
| Loughborough Nantantan | 2,238 | 66 | 19 | 34 |
| Shepshed East | 3,549 | 64 | 24 | 36 |
| Barrow and Sibley West | 2,915 | 63 | 26 | 37 |
| Sibley | 3,304 | 62 | 24 | 38 |
| Quorn and Mountsorrel Castle | 3,038 | 60 | 25 | 40 |
| The Wolds | 1,394 | 60 | 32 | 40 |
| Loughborough Ashby | 2,082 | 58 | 21 | 42 |
| Forest Bradgate | 1,395 | 53 | 28 | 47 |
| Syston East | 3,006 | 51 | 20 | 49 |
| Mountsorrel | 3,559 | 51 | 16 | 49 |
| Wreake Villages | 1,429 | 49 | 27 | 51 |
| East Goscote | 1,614 | 47 | 20 | 53 |
| Queniborough | 1,466 | 46 | 25 | 54 |
| Rothley and Thurcaston | 3,019 | 42 | 22 | 58 |
| Syston West | 3,091 | 42 | 24 | 59 |
| Thurmaston | 4,418 | 39 | 27 | 62 |
| Birstall Watermead | 3,240 | 38 | 22 | 63 |
| Anstey | 2,942 | 36 | 25 | 64 |
| Birstall Wanlip | 2,440 | 33 | 16 | 68 |

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 to work by people employed between the ages of 16 and 74 who live in Charnwood by gender. The table below shows the distance travelled to work by people between the ages of 16 and 74 who work within Charnwood by gender. The greatest proportion of the resident population and workplace populations, as a whole, travel less than 2km to work.

Men are more likely to travel further to work than women in both the resident and workplace populations. 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 women travel less than 2km to work in both the resident and workplace populations.

Generally, the proportion of women 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 work¹⁵. 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 females¹⁶.

Table 7: Distance travelled to work by Charnwood resident population

| | Total | | Male | | Female | |
|------------------------|--------|----|--------|----|--------|----|
| | Number | % | Number | % | Number | % |
| Less than 2km | 15,351 | 21 | 6,552 | 17 | 8,799 | 26 |
| 2km to less than 5km | 13,561 | 19 | 6,924 | 18 | 6,637 | 20 |
| 5km to less than 10km | 15,073 | 21 | 7,612 | 19 | 7,461 | 22 |
| 10km to less than 20km | 12,311 | 17 | 6,975 | 18 | 5,336 | 16 |
| 20km to less than 30km | 3,111 | 4 | 1,999 | 5 | 1,112 | 3 |
| 30km to less than 40km | 1,042 | 1 | 775 | 2 | 267 | 1 |
| 40km to less than 60km | 1,166 | 2 | 884 | 2 | 282 | 1 |
| 60km and over | 2,417 | 3 | 1,664 | 4 | 753 | 2 |
| Other ¹³ | 2,715 | 4 | 2,215 | 6 | 500 | 2 |
| Working from home | 6,618 | 9 | 3,998 | 10 | 2,620 | 8 |
| Total | 73,365 | | 39,598 | | 33,767 | |

Table 8: Distance travelled to work by Charnwood workplace population

| | Total | | Males | | Females | |
|------------------------|--------|----|--------|----|---------|----|
| | Number | % | Number | % | Number | % |
| Less than 2km | 15,035 | 24 | 6,349 | 18 | 8,686 | 32 |
| 2km to less than 5km | 11,488 | 19 | 5,872 | 17 | 5,616 | 21 |
| 5km to less than 10km | 10,589 | 17 | 5,862 | 17 | 4,727 | 17 |
| 10km to less than 20km | 9,479 | 15 | 5,980 | 17 | 3,499 | 13 |
| 20km to less than 30km | 3,418 | 6 | 2,396 | 7 | 1,022 | 4 |
| 30km to less than 40km | 815 | 1 | 598 | 2 | 217 | 1 |
| 40km to less than 60km | 769 | 1 | 604 | 2 | 165 | 1 |
| 60km and over | 1,159 | 2 | 862 | 3 | 297 | 1 |
| Working from home | 9,178 | 15 | 6,117 | 18 | 3,061 | 11 |
| Total | 61,930 | | 34,640 | | 27,290 | |

Source: Census Standard Tables 120 & 129

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

¹⁴ Journal of Transport Geography (2000, 2005)

¹⁵ Transportation (1997)