

2011 Census Snapshot: Method of Travel to work in London

March 2014

Introduction

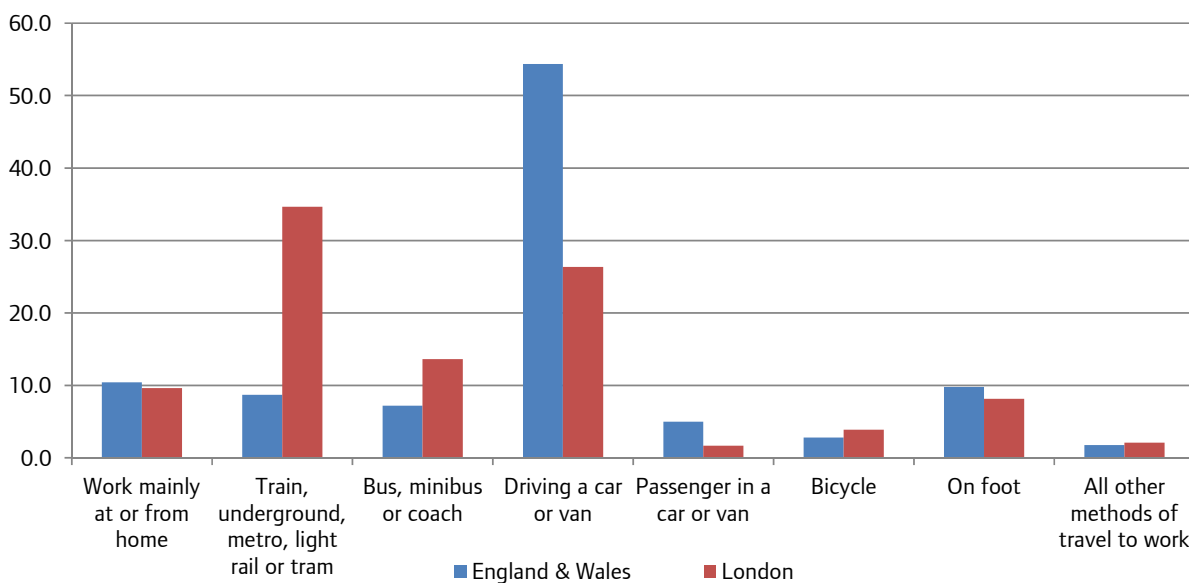
On 26th of March 2014, the Office for National Statistics (ONS) published a series of tables looking at the method of travel used by individuals to get to work. This *Snapshot* presents the key findings from this release. A more detailed briefing will follow this initial summary.

Geographically, these tables are based on where the individual lives rather than where they work. As such, the findings presented in this *Snapshot* refer to those who are living in London and in employment. It does not include those who live outside of Greater London but commute in for work.

Method of travel to work

- Londoners aged 16 and over were more likely than those in England and Wales overall to travel to work by train, underground, metro, light rail or tram or bus, minibus or coach and less likely to travel by either driving or being a passenger in a car or van.
- Workers living in the capital were marginally more likely to cycle and less likely to walk to work.
- The proportion of Londoners working at or mainly from home was similar to the national average.

Figure 1: Method of travel to work, London and England and Wales, 2011

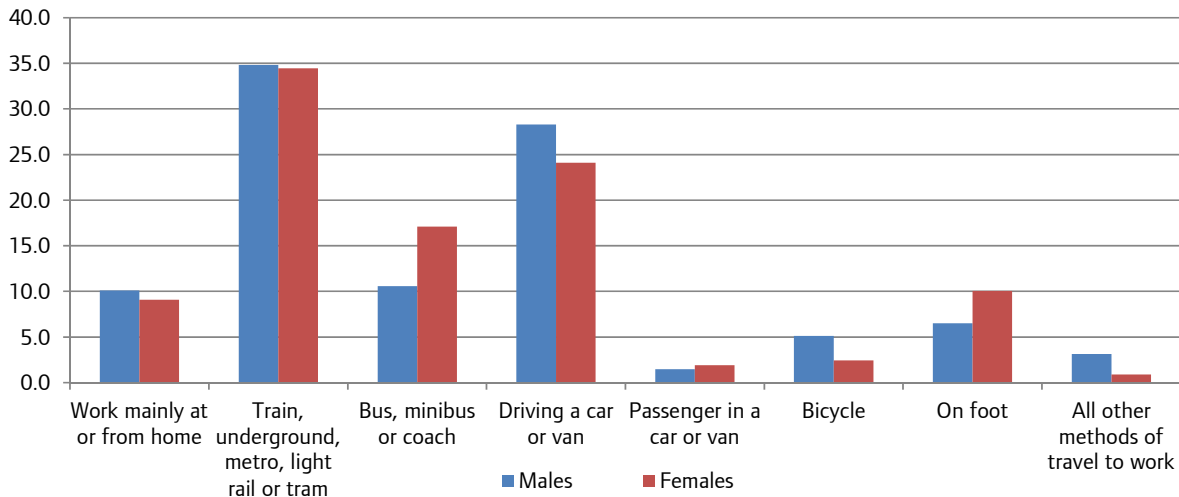


Source: DC7101EW1a

Method of travel to work by sex

- Female workers living in London were more likely to use the bus or walk as their predominant method of travel to work than their male counterparts and less likely to drive a car or cycle to work.

Figure 2: Method of travel to work by sex, London, 2011

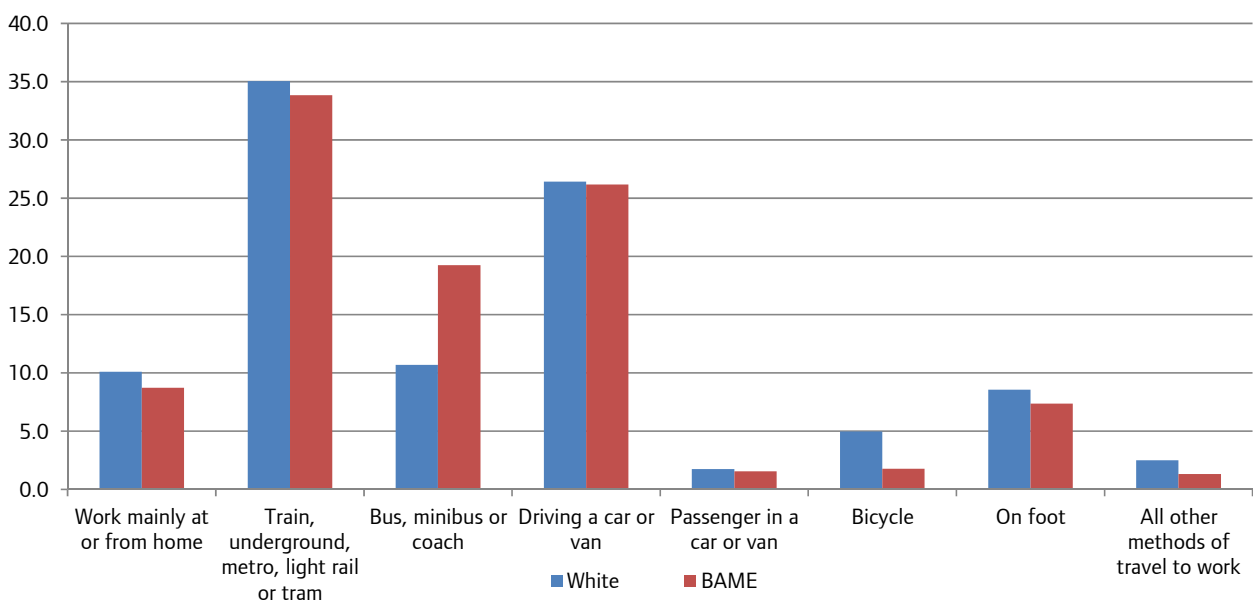


Source: DC7601EW1a

Method of travel to work by ethnic group

- Londoners of Black, Asian or Minority Ethnic (BAME) groups were almost twice as likely to use bus, minibus or coach as their primary method of travel to work as White Londoners.
- In contrast, White Londoners were almost three times more likely to cycle to work than those from BAME groups.
- Very little difference in proportions was observed for any other mode of travel to work.

Figure 3: Method of travel to work by ethnic group, London, 2011

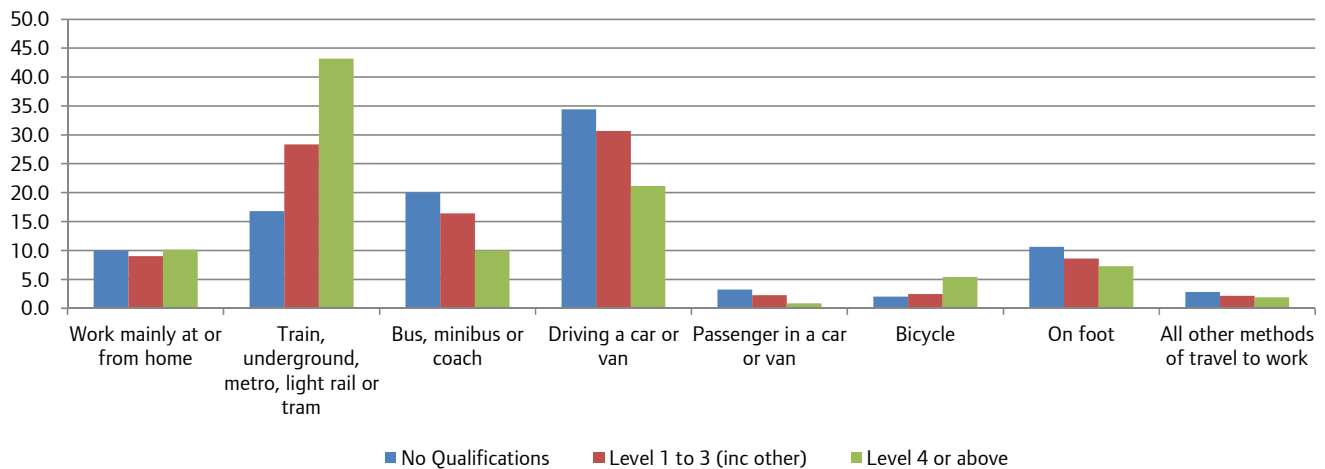


Source: DC7201EW1a

Method of travel to work by highest qualification

- Overall, more highly qualified Londoners were more likely to use the train, underground, metro, light rail or tram to get to work than those with lower or no qualifications.
- Conversely, those qualified to degree level or higher were less likely to use the bus, minibus or coach or drive a car or van.
- Highly qualified Londoners are also less likely to walk and more likely to cycle than those with lower or no qualifications.
- There is very little difference in the proportion who worked at or mainly from home, regardless of qualification level.

Figure 4: Method of travel to work by highest qualification held, London, 2011

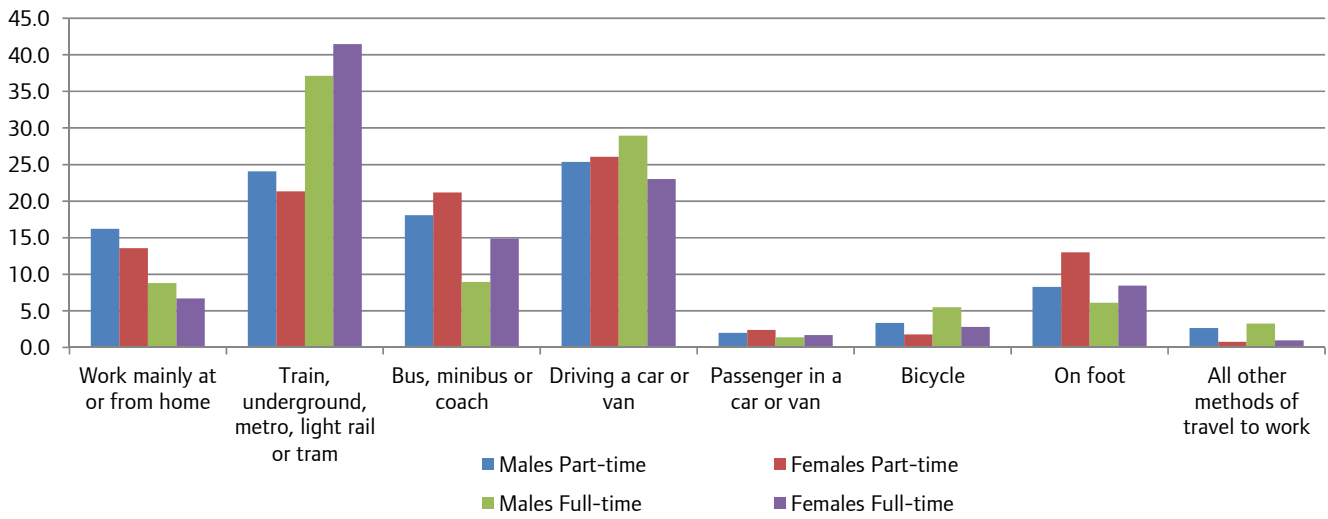


Source: DC7501EW1a

Method of travel to work by hours worked and sex

- Males working part-time were more likely to work at home than both their full-time counterparts or females working either full or part-time.
- More than two in five full-time female workers used the train, underground, metro, light rail or tram to get to work, double their part-time equivalents and higher than males working either full or part time.
- Part-time workers were more likely to travel by bus, minibus or coach and less likely to use the train, underground, metro, light rail or tram than their full-time equivalents, regardless of gender.

Figure 5: Method of travel to work by sex and part-time/full-time, London, 2011



Source: DC7601EW1a

Method of travel to work by industry of occupation

- Those working in the financial and insurance, professional, scientific and technical activities and administrative and support service sectors were most likely to work mainly at or from home.
- Real estate activities had the largest share of workers using the train, underground, metro, light rail or tram at three times the share of those working on construction (the least likely to use this method).
- Workers in the financial and insurance activities sector were most likely to cycle to work, three times more likely than those working in wholesale and retail trade; repair of motor vehicles.

Method of travel to work by occupation

- Londoners employed in administrative and secretarial, associate professional and technical and skilled trade occupations were most likely to use the train, underground, metro, light rail or tram to get to work with more than two in five workers in each occupation using this transport mode.
- Those working in process, plant and machine operative roles were almost four times more likely to use the bus, minibus or coach as their primary mode than those employed in professional occupations.
- More than half of all those working in elementary occupations drive a car or van to work.

Table 1: Method of travel to work by industry of occupation, London, 2011

	Work mainly at or from home	Train, underground, metro, light rail or tram	Bus, minibus or coach	Driving a car or van	All other methods of travel to work
Agriculture, energy and water	10	35	14	26	2
Manufacturing	9	24	10	42	3
Construction	11	21	10	43	2
Wholesale and retail trade; repair of motor vehicles	12	30	7	41	2
Transport and storage	7	27	19	31	1
Accommodation and food service activities	6	21	12	45	6
Information and communication	7	34	24	17	2
Financial and insurance activities	16	47	7	16	2
Real estate activities	5	62	7	10	3
Professional, scientific and technical activities	14	29	10	33	2
Administrative and support service activities	15	49	8	13	2
Public administration and defence	10	37	20	22	2
Education	4	41	14	26	2
Human health and social work activities	7	23	12	35	1
Other	8	26	20	31	1

Source: D7602EW1a

Table 2: Method of travel to work by occupation, London, 2011

	Work mainly at or from home	Train, underground, metro, light rail or tram	Bus, minibus or coach	Driving a car or van	All other methods of travel to work
Managers, directors and senior officials	10	35	14	26	2
Professional occupations	14	36	7	29	3
Associate professional and technical occupations	9	42	8	25	2
Administrative and secretarial occupations	13	44	8	20	2
Skilled trades occupations	7	41	15	24	1
Caring, leisure and other service occupations	11	26	11	40	2
Sales and customer service occupations	11	20	22	27	1
Process, plant and machine operatives	4	30	27	22	1
Elementary occupations	8	14	10	51	8

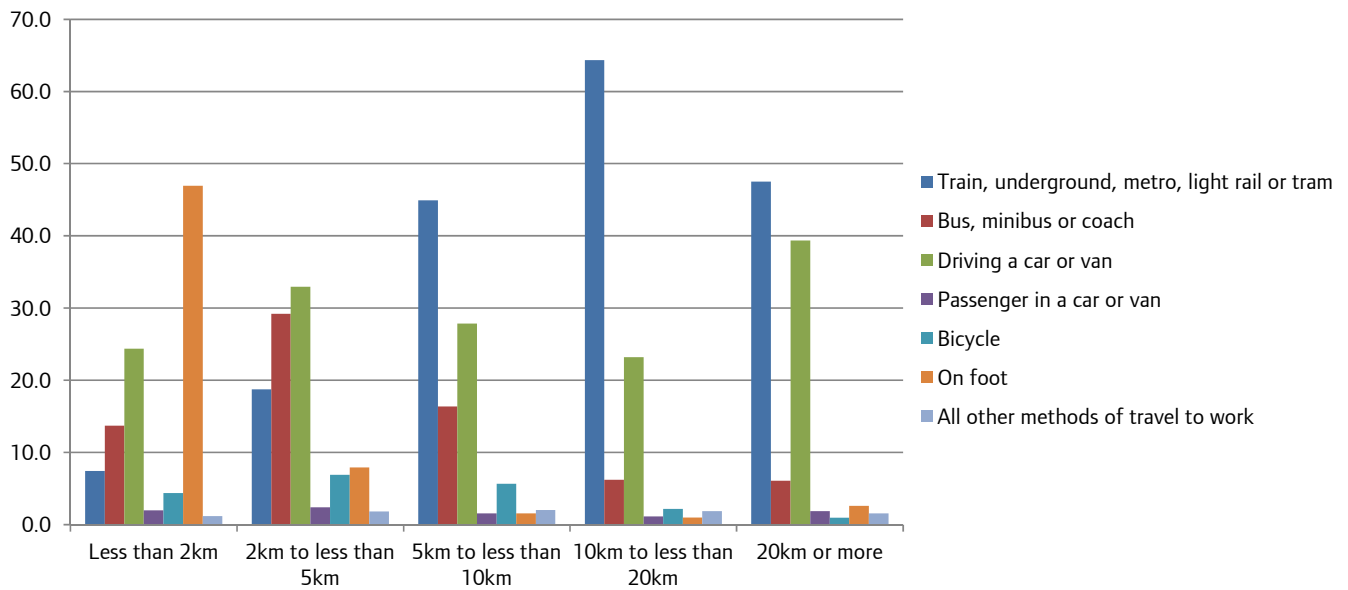
	Passenger in a car or van	Bicycle	On foot	All other methods of travel to work
Managers, directors and senior officials	2	4	8	2
Professional occupations	1	4	7	3
Associate professional and technical occupations	1	6	8	2
Administrative and secretarial occupations	1	5	6	2
Skilled trades occupations	2	2	9	1
Caring, leisure and other service occupations	3	3	4	2
Sales and customer service occupations	2	2	14	1
Process, plant and machine operatives	3	2	12	1
Elementary occupations	2	3	5	8

Source: D7603EW1a

Method of travel to work by distance travelled

- Almost half of those travelling less than 2km walked to work, while a further quarter drove (car or van).
- Travelling by train, underground, metro, light rail or tram was the most popular mode for all journeys of 5km or more. For those commuting between 10 and 20km, almost two thirds travelled by this method.
- Those travelling longer distances (those of 20km or more) were more likely to use a car or van those travelling shorter distances.

Figure 6: Distance travelled to work by method, London, 2011



Source: DC7701EWIa