

Commuting by mode of travel, 2011

Briefing prepared by Oxfordshire County Council Research and Intelligence Team, the District Data Analysis Service, and Oxford City Council



Oxfordshire residents travelling out of the county to work are twice as likely to use public transport as commuters travelling into the county.

- 48,200 Oxfordshire residents said they travelled out of the county to work elsewhere. Of these, almost one in five travel mainly* by public transport (19%): two thirds of these journeys are to London.
- Fewer than one in ten of the 57,400 commuters travelling into the county to work arrive by public transport (9%). 85% arrive by car, the largest numbers travelling in from Aylesbury Vale (most to destinations in South Oxfordshire, but also to Oxford and Cherwell), South Northamptonshire (most to Cherwell district) and Swindon (most to Oxford).

246,000 journeys to work are made within Oxfordshire. Two thirds of these are made by car or motorcycle, almost one quarter on foot or by bicycle (24%).

Although the number of journeys to work has increased significantly since 2001, there has been little change in the overall proportions by mode of travel.

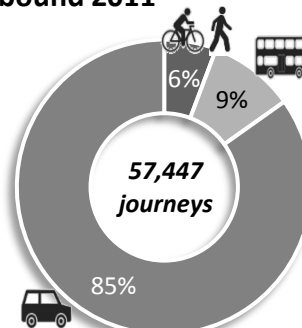
- From 2001 to 2011, only the proportion of outbound journeys made by car has changed noticeably, falling by 4%. This is offset by a proportionate increase in the number of outbound journeys made by public transport, on foot or by bicycle.

The following pages set out commuting patterns by district.

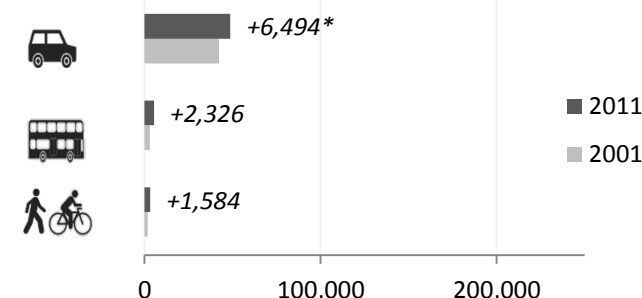
View our previous briefing to find a summary of where workers travel to and from. Further information (including journeys by settlement) is available using the interactive tools on [Oxfordshire Insight](#).

*The 2011 Census asked people to select a single travel mode for their commute, based on distance.

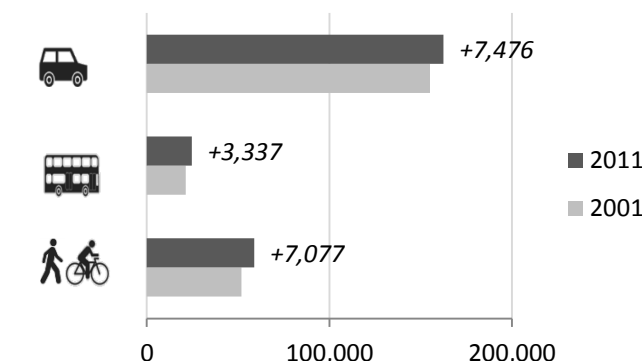
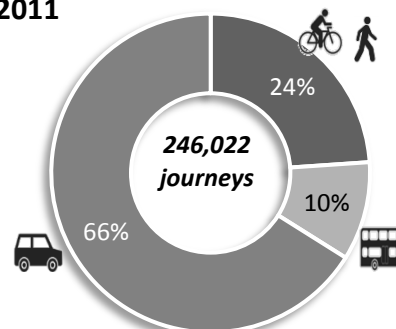
Inbound 2011



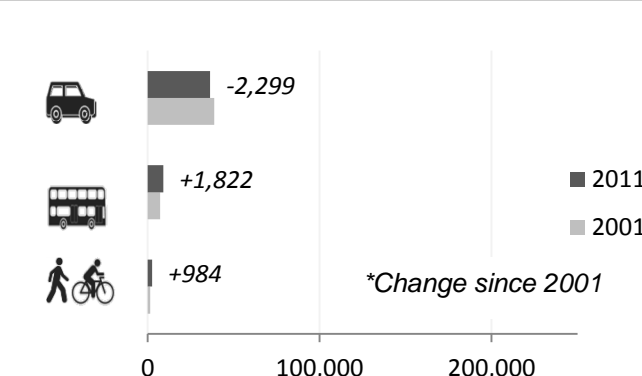
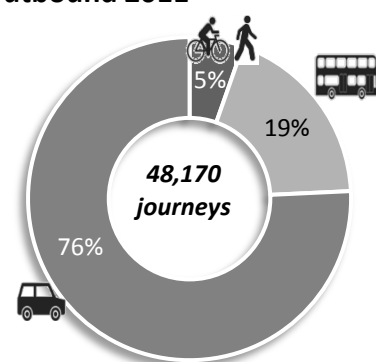
Number of commutes, 2001 and 2011



Within-Oxfordshire 2011



Outbound 2011



*Change since 2001

Change in commuting mode of travel Cherwell

Almost one third of Cherwell's workforce commuted into the district to work in 2011, 3,300 more than in 2001. The majority of these workers travel mainly by car (88%).

- Between 2001 and 2011 the number of commuters travelling into Cherwell by car increased from 17,100 to 19,500 (+14%). The biggest single starting point for these journeys was South Northamptonshire.

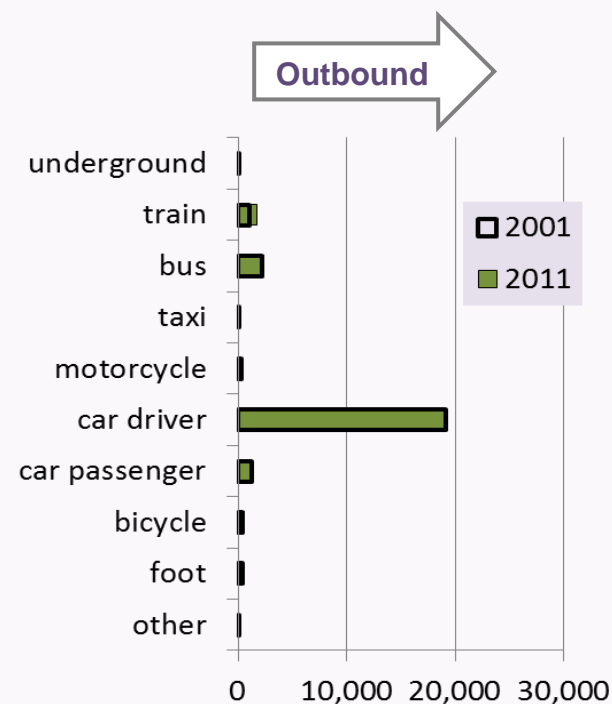
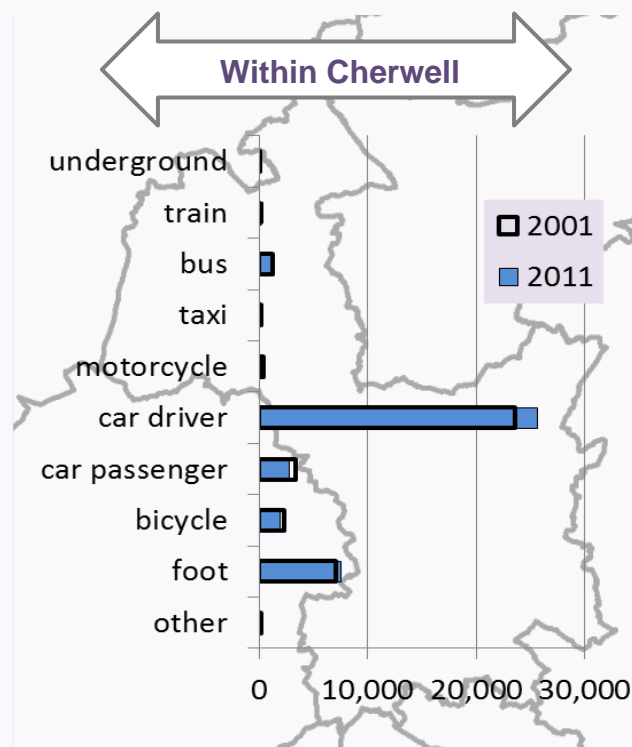
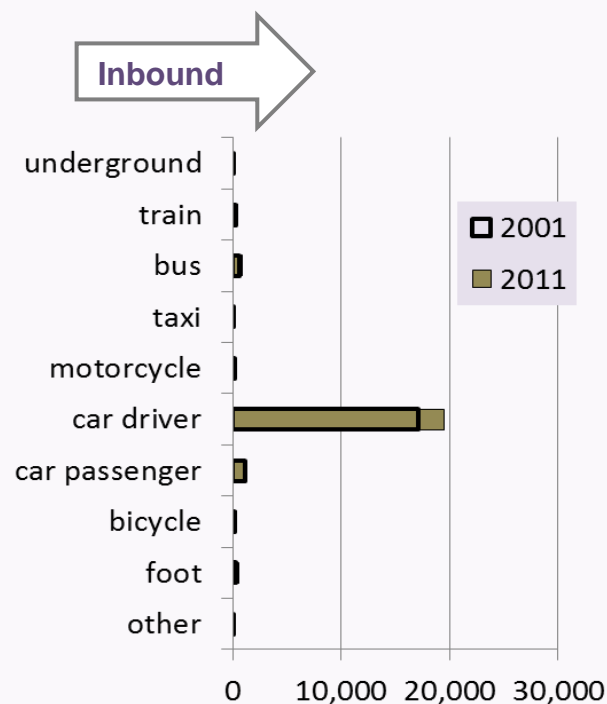
Two thirds of residents living and working in Cherwell travel to work mainly by car, 1,500 more than in 2001.

- Between 2001 and 2011 the number of commuters living and driving to work in Cherwell increased from 23,600 to 25,700 (+9%).
- Fewer people are travelling to work by motorcycle or as a car passenger.
- One quarter of local journeys are made on foot or by bicycle.

40% of Cherwell residents commute out of the district to work. Most of these travel mainly by car (70%).

- Between 2001 and 2011 the number of Cherwell residents using the train increased from 1,100 to 1,700 (+61%). Around half of outbound train commuters from Cherwell are travelling to work in London.

Find further details on where commuters travel to and from in Briefing 1, available to download from [Oxfordshire Insight](#).



Change in commuting mode of travel Oxford

There has been an increase in the number of inbound commuters travelling from outside the district to work in Oxford by car for most of the journey distance.

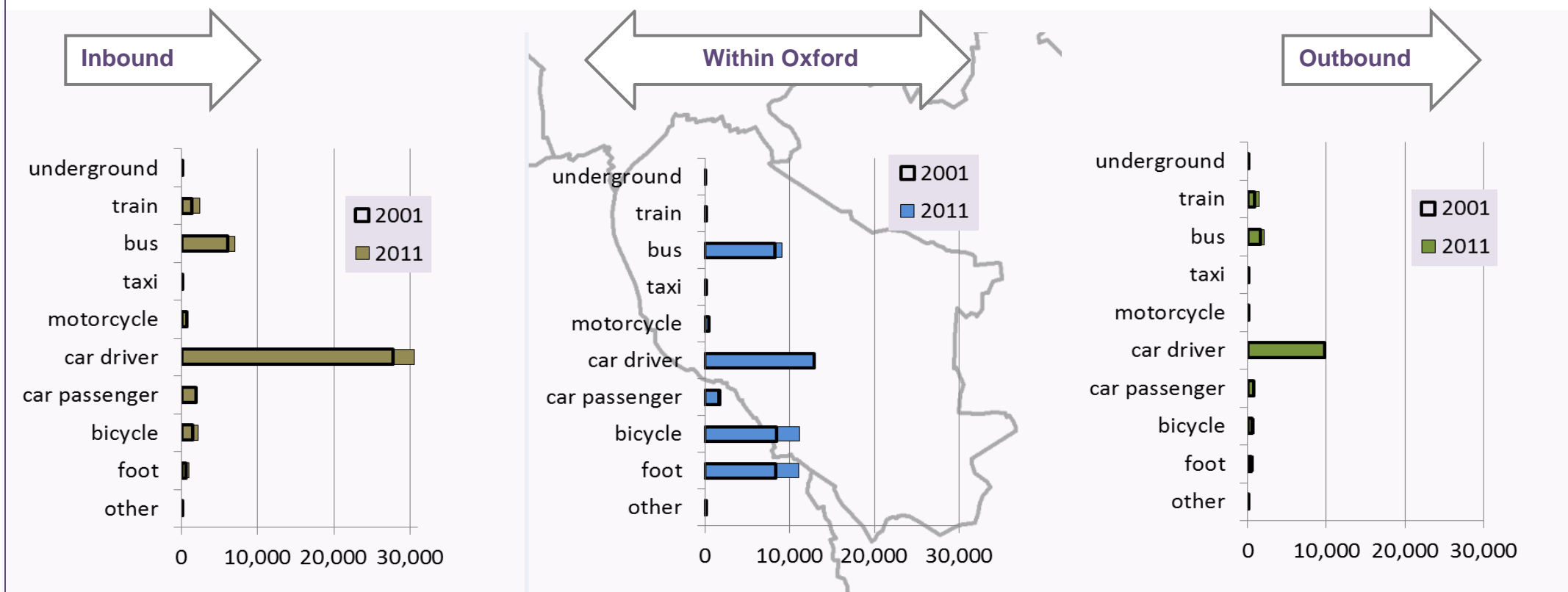
- Between 2001 and 2011 the number of commuters driving to work in Oxford from outside the district increased from 27,700 to 30,600 (+10%).
- Two thirds of commuters travelling into Oxford arrive by car (66.8%).

Commutes made mainly by bicycle, on foot and by bus within the city have all increased whilst car commuting has stayed at a similar level to 2001.

- Between 2001 and 2011 the number of people commuting by bicycle or on foot each increased by almost a third (+32%), bus use for commuting within Oxford increased by 11%.
- This means that in 2011, 68% of journeys were made by sustainable methods of travel, up from 62% of the total in 2001.

More people commuting from Oxford to other destinations are travelling by train or bus than in 2001.

- Around half of outbound train commuters from Oxford are travelling to work in London.
- The number of commuters travelling out of Oxford by car remains almost unchanged since 2001 (9,800 journeys in 2011, 62.5% of all outbound commutes).



Change in commuting mode of travel Vale of White Horse

There has been an increase in the number of inbound commuters travelling from outside the district to work in Vale of White Horse by car.

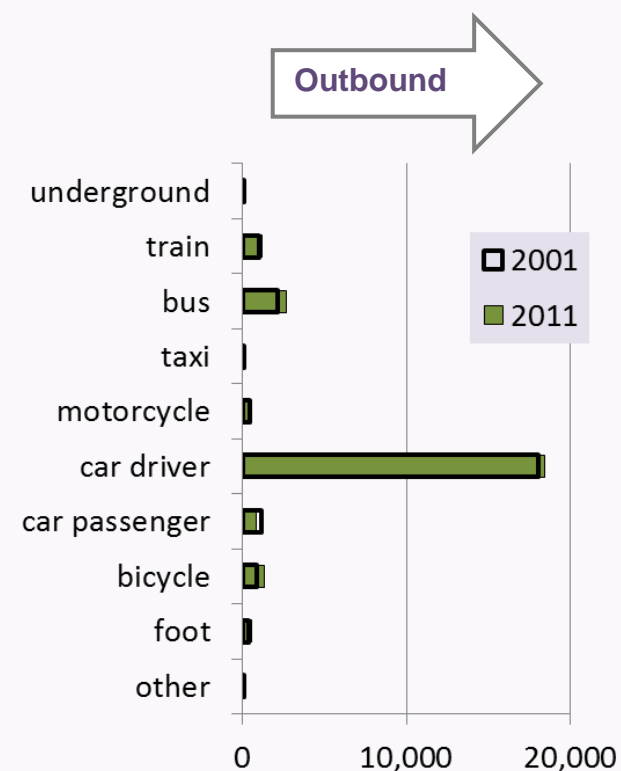
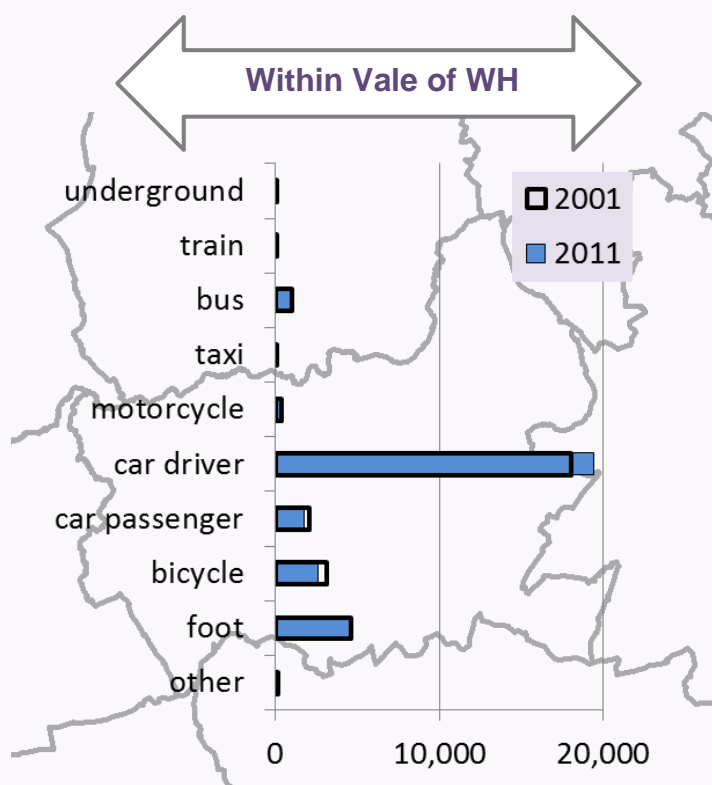
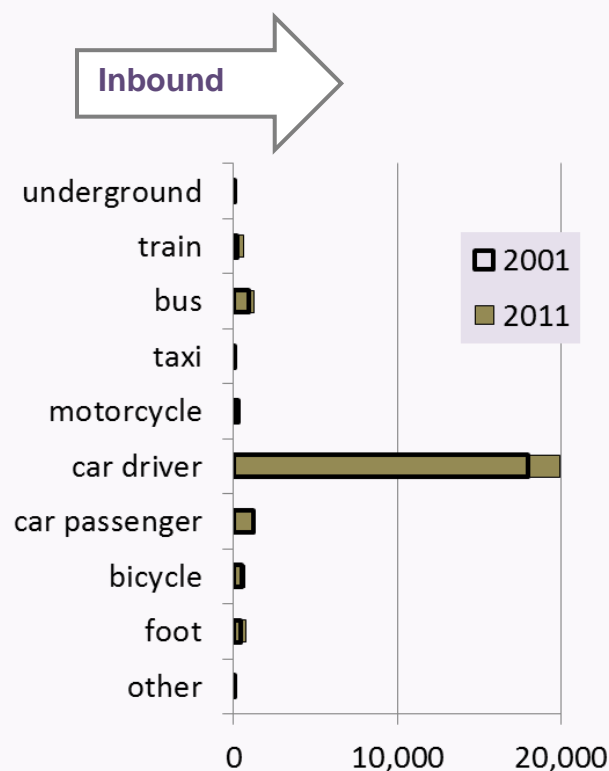
- Between 2001 and 2011 the number of commuters driving to work in Vale of White Horse from outside the district increased from 18,000 to 19,900 (+11%).
- Car journeys accounted for 80% of all inbound commutes.

Commuting by car within Vale of White Horse has also increased.

- Between 2001 and 2011 the number of car driver commuters living and working in Vale of White Horse increased from 18,000 to 19,400 (+8%). Seven out of ten commutes within the district are made by car.

An additional 400 to 500 people are commuting from Vale of White Horse to other work destinations by each of bus, bicycle and by car.

- 16% of journeys out of the district to work are made by public transport, almost three quarters by car.



Change in commuting mode of travel West Oxfordshire

There has been an increase in the number of inbound commuters travelling from outside the district to work in West Oxfordshire by car.

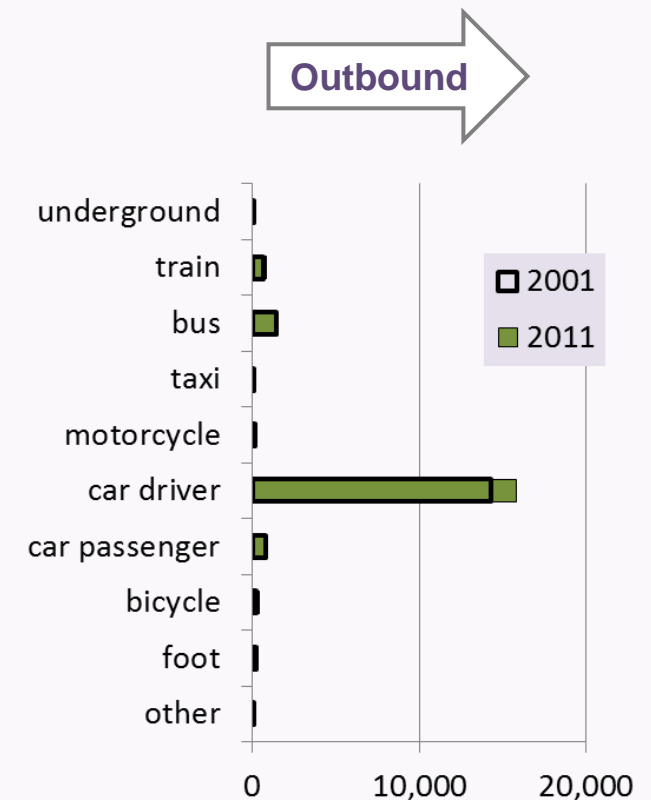
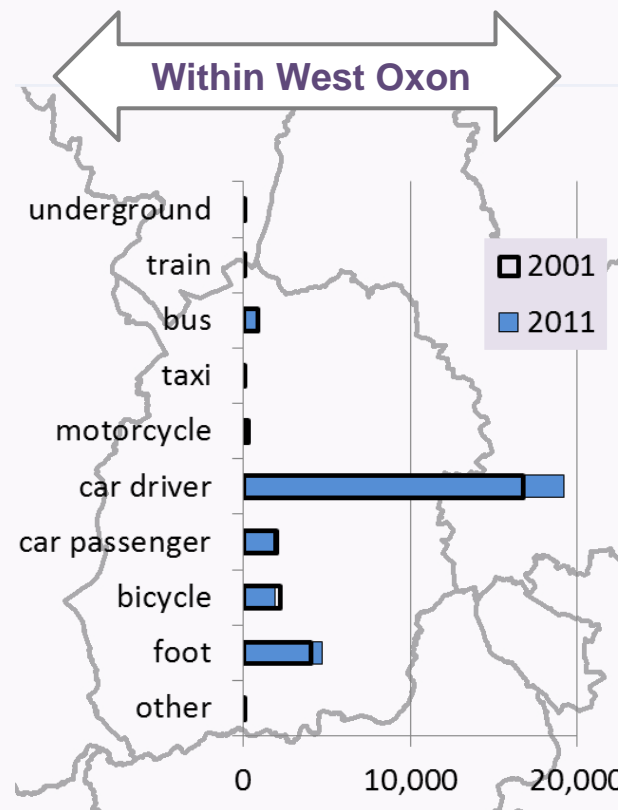
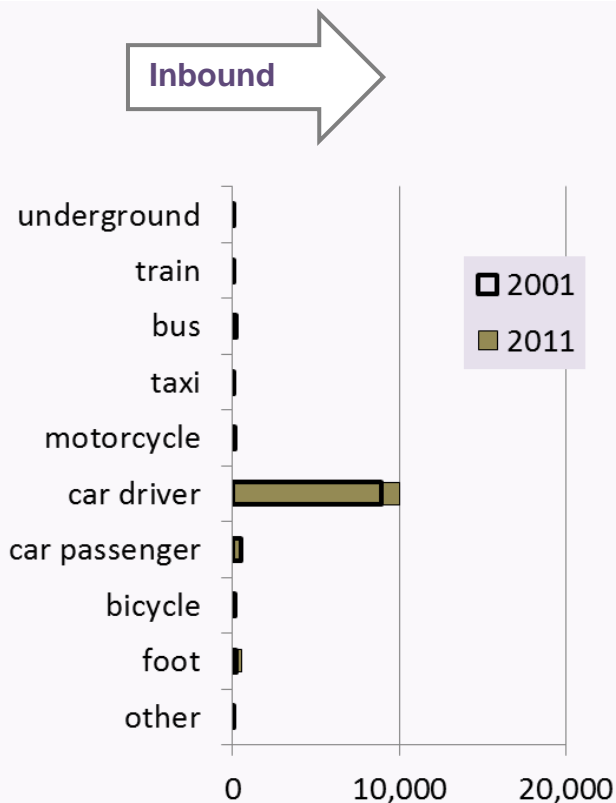
- Between 2001 and 2011 the number of commuters driving to work in West Oxfordshire from outside the district increased from 8,900 to 10,000 (+13%).
- Driving accounts for 85% of all commutes into the district.

Commuting by car within West Oxfordshire district has also increased.

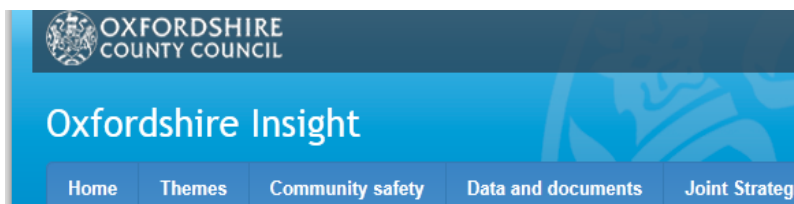
- Between 2001 and 2011 the number of car driver commuters living and working in West Oxfordshire increased from 16,800 to 19,200 (+14%).
- 70% of commutes within the district are made by car.

More people commuting from West Oxfordshire to other destinations are travelling by car than in 2001.

- Outbound commuting by car from West Oxfordshire increased from 14,300 in 2001 to 15,800 in 2011 (+11%). The proportion of trips made by car remains unchanged.



Further information



Home > Themes > 2011 Census >

Travel

Local-authority
journey origins and
travel mode

Local-authority
journey destinations

Select a journey origin to view data about journeys to work beginning there.

Origin

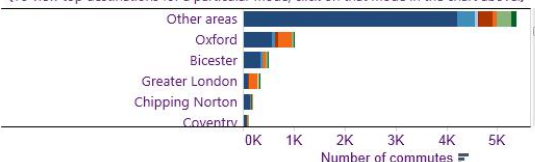
Exclude local commutes?

Main modes of travel for commutes starting in Banbury



Top destinations for commutes starting in Banbury, by travel mode

(To view top destinations for a particular mode, click on that mode in the chart above.)



Top destinations for commutes starting in Banbury

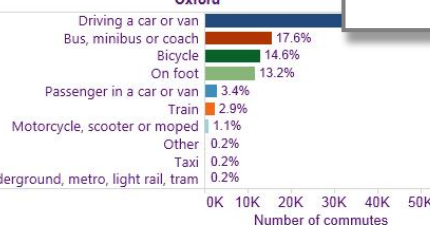


Select a journey destination to view data

Destination

Exclude local commutes?

Main modes of travel for commutes ending in Oxford



Top origins for commutes ending in Oxford, by travel mode

The travel to work, or 'flow', dataset is vast. This briefing, produced in partnership by Oxford City Council, the District Data Service, and Oxfordshire County Council's Research & Intelligence Team, sets out mode of travel for journeys starting or ending in one of the Oxfordshire districts.

Further detail on where commuters are travelling to and from is available in an earlier briefing, available to download from Oxfordshire Insight. You can also find out more about commuting to and from Oxfordshire towns (and settlements across England) using our **interactive tools** on Oxfordshire Insight.

Further information will be added to the website as it becomes available.



View travel to work information by district or settlement using the interactive tools on www.oxfordshire.gov.uk/insight

DATA TABLES

1. Origin and destinations, 2001 and 2011

2001	Cherwell	Oxford	South Oxfordshire	Vale of White Horse	West Oxfordshire	Oxfordshire
In commuters	19,953	40,051	21,636	21,793	10,363	47,043
In-district commuters	35,531	38,538	22,808	26,879	24,031	214,540
Work from home	6,779	5,068	7,883	6,241	5,796	31,767
No fixed place	3,017	2,115	3,345	2,604	2,511	13,592
Live and work in area (includes id, wfh, nfp**)	45,327	45,721	34,036	35,724	32,338	259,899
Out commuters	24,952	14,470	32,712	24,170	18,112	47,663
Net commuting	-4,999	25,581	-11,076	-2,377	-7,749	-620
Employed residents	70,279	60,191	66,748	59,894	50,450	307,562
People working in area	65,280	85,772	55,672	57,517	42,701	306,942
% of employed residents who work in area	65%	76%	51%	60%	64%	85%
% of people who work in area who also live there	69%	53%	61%	62%	76%	85%
2011	Cherwell	Oxford	South Oxfordshire	Vale of White Horse	West Oxfordshire	Oxfordshire
In commuters	23,206	45,852	23,654	24,754	11,833	57,447
In-district commuters	34,879	42,406	22,358	25,228	24,437	221,160
Work from home	8,727	7,431	10,709	7,970	7,901	42,738
No fixed place	5,459	4,395	5,635	4,794	4,579	24,862
Live and work in area (includes id, wfh, nfp**)	49,065	54,232	38,702	37,992	36,917	288,760
Out commuters	26,184	16,013	32,012	25,654	20,159	48,170
Net commuting	-2,978	29,839	-8,358	-900	-8,326	9,277
Employed residents	75,249	70,245	70,714	63,646	57,076	336,930
People working in area	72,271	100,084	62,356	62,746	48,750	346,207
% of employed residents who work in area	65%	77%	55%	60%	65%	86%
% of people who work in area who also live there	68%	54%	62%	61%	76%	83%

** id = within district wfh = work mainly at or from home nfp = no fixed place of work

Mode of travel into, out of and within Oxfordshire districts

Cherwell												
		other	foot	bicycle	car passenger	car driver	motorcycle	taxi	bus	train	underground	All
Inbound	2011	73	514	378	1,069	19,510	174	22	933	483	50	23,206
	2001	59	256	212	1,132	17,119	242	27	637	248	21	19,953
	Change, 2001 to 2011	14	258	166	-63	2391	-68	-5	296	235	29	3253
	% of journeys by mode, 2011	0.3%	2.2%	1.6%	4.6%	84.1%	0.7%	0.1%	4.0%	2.1%	0.2%	
within district	2011	207	7,562	1,992	2,776	25,665	288	239	1,233	367	9	40,338
	2001	164	7,076	2,325	3,412	23,600	398	228	1,220	118	7	38,548
	Change, 2001 to 2011	43	486	333	- 636	2,065	- 110	11	13	249	2	1,790
	% of journeys by mode, 2011	0.5%	18.7%	4.9%	6.9%	63.6%	0.7%	0.6%	3.1%	0.9%	0.0%	100.0%
Outbound	2011	97	610	574	1,181	19,243	258	41	2,395	1,704	81	26,184
	2001	97	372	421	1,211	19,159	294	34	2,255	1,061	48	24,952
	Change, 2001 to 2011	-	238	153	- 30	84	- 36	7	140	643	33	1,232
	% of journeys by mode, 2011	0.4%	2.3%	2.2%	4.5%	73.5%	1.0%	0.2%	9.1%	6.5%	0.3%	100.0%
Oxford												
		other	foot	bicycle	car passenger	car driver	motorcycle	taxi	bus	train	underground	All
Inbound	2011	101	977	2,164	1,778	30,592	627	49	6,992	2,420	152	45,852
	2001	96	630	1,438	1,941	27,704	646	46	6,087	1,335	128	40,051
	Change, 2001 to 2011	5	347	726	-163	2,888	-19	3	905	1,085	24	5,801
	% of journeys by mode, 2011	0.2%	1.6%	3.6%	4.8%	69.2%	1.6%	0.1%	15.2%	3.3%	0.3%	100.0%
Within district	2011	258	11059	11140	1495	12881	366	209	9118	237	38	46801
	2001	174	8,387	8,430	1,722	12,899	481	176	8,232	137	15	40,653
	Change, 2001 to 2011	84	2,672	2,710	-227	-18	-115	33	886	100	23	6,148
	% of journeys by mode, 2011	0.6%	23.6%	23.8%	3.2%	27.5%	0.8%	0.4%	19.5%	0.5%	0.1%	100.0%
Outbound		94	719	822	716	9,882	112	37	2,063	1,446	122	16,013
	2001	69	445	517	824	9,808	173	29	1,588	922	95	14,470
	Change, 2001 to 2011	25	274	305	-108	74	-61	8	475	524	27	1,543
	% of journeys by mode, 2011	0.6%	4.5%	5.1%	4.5%	61.7%	0.7%	0.2%	12.9%	9.0%	0.8%	100.0%
South Oxfordshire		other	foot	bicycle	car	car driver	motorcycle	taxi	bus	train	underground	All

West Oxfordshire		other	foot	bicycle	car passenger	car driver	motorcycle	taxi	bus	train	underground	All
Inbound	2011	40	526	220	460	10,027	119	9	298	97	37	11,833
	2001	36	260	170	516	8,900	146	15	235	70	15	10,363
<i>Change, 2001 to 2011</i>		4	266	50	-56	1,127	-27	-6	63	27	22	1,470
<i>% of journeys by mode, 2011</i>		0.3%	4.4%	1.9%	3.9%	84.7%	1.0%	0.1%	2.5%	0.8%	0.3%	100.0%
Within district	2011	128	4702	1896	1805	19210	247	57	842	122	7	29016
	2001	128	4,081	2,219	2,025	16,805	275	76	859	71	3	26,542
<i>Change, 2001 to 2011</i>		0	621	-323	-220	2,405	-28	-19	-17	51	4	2,474
<i>% of journeys by mode, 2011</i>		0.4%	16.2%	6.5%	6.2%	66.2%	0.9%	0.2%	2.9%	0.4%	0.0%	100.0%
Outbound	2011	73	370	395	744	15,809	240	30	1,574	849	75	20,159
	2001	82	228	237	838	14,298	195	9	1,474	677	74	18,112
<i>Change, 2001 to 2011</i>		-9	142	158	-94	1,511	45	21	100	172	1	2,047
<i>% of journeys by mode, 2011</i>		0.4%	1.8%	2.0%	3.7%	78.4%	1.2%	0.1%	7.8%	4.2%	0.4%	100.0%

DATA SOURCES and NOTES

Data used in this briefing was downloaded from www.nomisweb.co.uk

2001 Census travel-to-work from table T103

2001 data on “no fixed place” of work from table T10

2011 Census travel-to-work from table WU03

Note: out commuting data for 2001 and 2011 includes people commuting to destinations outside the UK and to offshore installations.

Please note that ONS have used different definitions for some of the travel-to-work data in 2001 and 2011 and (as of August 2014) have not provided a guide to making comparisons. Our notes on differences are shown in the following table.

Data type	Census 2001 flow data	Census 2011 flow data
Age range	Covers people aged 16-74	Flow data covers people aged 16+ therefore there is small difference between 2001 and 2011. Each of the five districts had around 200 – 300 working residents aged 75 years and over in 2011.
Working from home	People 'working from home' were given a workplace which was the same as their place of residence. All people who worked from home were recorded with 'working from home' as their method of travel.	People 'working from home' were recorded with a special workplace category 'working from home'. All people who worked from home were recorded with 'working from home' as their method of travel.
No fixed place of work	People with 'no fixed place' of work do not feature as a separate category in the flow data. People with 'no fixed place' of work were given a workplace which was the same as their place of residence. However, unlike people 'working from home' they have a mode of travel. Separate 'no fixed place of work' counts are available from Census 2001 Theme table 10 resident, workplace and daytime population (does not include mode of travel).	People with 'no fixed place' of work were recorded with a special workplace 'no fixed place', and all were assigned modes of travel. In order to compare 'people who live and work in the area' between 2001 and 2011 it is necessary to include people with 'no fixed place' of work.
Data suppression	In table T103, data suppression has been applied to local authority data with small counts (less than 3). Totals for countries in the UK are not equivalent to the sum of local authorities. The difference for districts in Oxfordshire is small - less than 50 per district.	In table WU03, data suppression is not applied to local authority data. The country totals are equivalent to the sum of local authority areas.

Other publications in this series: 'Travelling to work: commuting patterns in Oxfordshire' published in September 2014, available to download from [Oxfordshire Insight](#)