

2001 Population Census in Birmingham

Topic Reports

Population and Migration

Gender

Cultural Background: Ethnic and Religious Groups, Country of Birth

Children and Young People

Older People

Economic Activity, Employment

Health and Care

Households and Housing

Transport, Journey to Work, Workplace

Socio Economic Background, Qualifications

2001 Census Topic Report: Transport, Journey to Work and Workplace

Summary

This report deals mainly with

employment at workplaces in Birmingham, and

commuting and travel to work

A companion topic report on Economic Activity and Employment covers the employed residents of the City

The 2001 Census recorded nearly 451,000 people with a place of work in Birmingham. This was about 84,000 greater than the number of working residents (Table 3.1).

Major changes since 2001 include additional retail employment following the redevelopment of the Bull Ring Shopping Centre and reductions in employment in the motor vehicle industry.

Three quarters of workers in Birmingham were in the service sector. This is similar to the national average, but 6 percentage points above the West Midlands regional average. The percentage working in manufacturing was slightly below the regional average. (Table 2.1)

About 56% of Birmingham's workers were in "White Collar" occupations, compared with the regional average of 49%. (Table 2.3)

About half of Birmingham's employment was concentrated in seven of the forty electoral wards in Birmingham. (Figure 2.3)

Commuting to and from Birmingham

About 288,000 Birmingham residents had a workplace in the City, while 79,000 worked elsewhere. About 162,000 of Birmingham's workers lived outside the city. (Table 4.1).

White Collar workers were more likely than other groups to travel into or out of Birmingham to work. (Table 4.2).

More than half of the managers and senior officials working in Birmingham were living outside the City (Figure 4.2).

About 90% of people travelling into Birmingham to work were living elsewhere in the West Midlands Region (Table 4.3).

The majority of workers travelling into Birmingham were residents of the other West Midlands Metropolitan Districts. There were also large flows from Worcestershire, Staffordshire and Warwickshire (Table 4.4).

The largest flows into Birmingham were from the neighbouring metropolitan authorities of Solihull and Sandwell (Table 4.5): 56,000 of Birmingham's workers lived in these areas. Flows of workers from Birmingham to these areas were also substantial, totalling 36,000.

The proportion of workers living more than five kilometres away from work was higher in Birmingham than in the West Midland or England as a whole (Table 5.2).

Means of Travel to Work

The majority, 61%, of trips to Birmingham's workplaces were made by car. This is 6 percentage points below the regional average but similar to the national average. 18% travelled by bus, compared with the regional average of 9%. However, fewer walked or cycled: 8% compared with 12%. 5% of Birmingham workers used the train (Table 6.1).

There were marked differences in the ways that men and women travelled to work. 61% of car drivers were male, whereas 61% of those travelling by bus were female. 64% of people walking to work were women, but most cyclists and motorcyclists were men (Figure 6.3).

About three quarters of those commuting into or out of Birmingham did so by car, compared with just over half of those living and working in the City (Table 6.3).

22% of those living and working in Birmingham got to work by bus, compared with 10% of workers travelling from elsewhere. However, 10% of workers from outside Birmingham used the train, compared with 2% of those living in the City (Table 6.3).

The residents of Ladywood ward were the most likely to walk or cycle to work. The proportion travelling by car was highest in Sutton Coldfield (Figure 6.8).

Most bus users lived within 10 kilometres of their work, whereas most travelling by train lived further away (Table 6.5).

Of people living within two kilometres of work, 42% walked and 37% drove (Figure 6.7).

16% of Birmingham's employed residents lived in households without a car, compared with 9% in the West Midlands as a whole. 39% lived in households with two or more cars, compared with the regional average of 52% (Table 7.1).

The City Centre

About 120,000 people were working at City Centre workplaces in 2001 - 27% of the City total. Half of those working in the Centre lived outside Birmingham (Table 8.3).

Most City Centre workers from outside Birmingham lived elsewhere in the West Midlands region (Table 8.4). The largest flows were from Solihull, Sandwell, Staffordshire and Worcestershire: (Table 8.5).

About 46% of city centre workers drove to work, compared with 58% in the rest of the City. 28% of city centre workers arrived by bus and 15% were rail passengers (Table 8.6).

City Centre workers travelling from outside Birmingham were more likely to drive, or use the train, than those who lived within the City (Table 8.7). 41% of workers living in other parts of Birmingham travelled by bus, and a similar percentage drove to work.

About 68% of commuters from Warwickshire and Worcestershire travelled into the City Centre by car. In contrast, 50% of those from Wolverhampton travelled by train or metro, while 33% from Sandwell used the bus.