

# Travel to Work and Labour Catchments in the Western Region

## A Profile of the Charlestown/Knock Airport Labour Catchment





## **Introduction**

The Western Development Commission (WDC) commissioned All-Island Research Observatory (AIRO) at Maynooth University to undertake an analysis of the Census 2016 Place of Work Census of Anonymised Records (POWCAR) dataset. This was to provide a detailed understanding of the travel to work patterns of workers living in the Western Region. The study was also asked to examine the changes in the travel to work patterns that have occurred since the WDC produced the original report based on Census 2006 data.

*Travel to Work and Labour Catchments in the Western Region*, published in 2018, identified 42 labour catchments in the Western Region (Census 2016). These are illustrated on Map 1 on page 5. The geographic size of the labour catchments varies considerably, ranging from Galway city with over 70,000 resident workers, to centres with fewer than 1,000 resident workers. Map 1 illustrates the labour catchments of all towns with a population greater than 1,000 in the Western Region as of April 2016. The travel to work patterns of seven towns: Galway, Sligo, Ennis, Letterkenny, Castlebar, Carrick-on-Shannon and Roscommon were examined in the main report and this is available for download on the WDC website<sup>1</sup>.

To complement the existing labour catchment analysis the WDC has now produced reports for all other labour catchments associated with towns that are located entirely within the Western Region; 26 in total. This report on the Charlestown/Knock labour catchment (noted as Charlestown for the remainder of the report), will identify where the residents of the Charlestown labour catchment work and provide a summary of the socio-economic characteristics of all those living in this labour catchment and at work as of April 2016.

## **Charlestown**

The Charlestown settlement had a population of 1,033 persons recorded in the 2016 Census. Charlestown is the 68th largest settlement within the Western Region and the 273rd largest in the State. Since 2006, the population residing within the town of Charlestown has increased by 20.3% (174). In the five years since Census 2011, the population of the town has increased by 13% (119). Demographic comparisons between urban centres tend to be difficult due to intercensal boundary changes. For instance, in 2014 all legal town boundaries were abolished under the Local Government Act 2014. Accordingly, the population of these former legal towns have been newly defined using the standard census town criteria<sup>2</sup>. For some towns, the impact of this has been to lose area and population, compared with previous computations, though this is not the case for Charlestown.

1 <https://www.wdc.ie/publications/reports-and-papers/>

2 <https://wdcinsights.wordpress.com/2017/06/22/regional-towns-growth-or-decline-can-we-tell/>

### **Charlestown/Knock Airport Labour Catchment**

The analysis in this series of reports aims to identify labour catchments which are based on travel to work patterns. Each of the 42 labour catchments identified in the main *Labour Catchments in the Western Region* report, of which Charlestown is one, are not based on town or county administrative boundaries, but on people's travel to work patterns. The analysis followed the same methodology for assigning EDs to towns that was used in the previous research carried out in 2009 based on Census 2006. Each electoral division (ED) is examined and the place of work of all those who live in that ED is identified (either town, Northern Ireland or rural destination). Each ED is then allocated to a specific town's catchment on the basis of the town to which the highest numbers of its residents travel to work. The full methodology for this is outlined in detail in the Appendix of the main report (see footnote 1).

According to POWCAR 2016, the total number of jobs located within Charlestown was 309 and accounts for 0.1% of all jobs located within the Western Region (242,712). It should be noted that the above job numbers relate to those within the town boundary as defined by the CSO and do not include jobs located outside the town boundary or nearby employment concentrations (industrial parks, local factories etc).

In the following section we provide a summary of the socio-economic characteristics of all those living in this labour catchment and at work, even though they may not all have been working in Charlestown in April 2016. We do this because although some may not be working in Charlestown they are living in the catchment from which the Charlestown labour supply is drawn and including them provides a more complete assessment of the potential labour supply for Charlestown. The Charlestown labour catchment is therefore separated into those who live in the catchment and are employed 'Inside' the town or 'Outside' the town i.e. beyond the town boundary and elsewhere in the Charlestown catchment or locations such as Castlebar and Sligo town etc.

This profile is further supported by an analysis of changes in the catchment between 2006 and 2016, both in terms of geography and socio-economic characteristics, a graphical comparison with regional and State trends and an overall interpretative analysis of the performance of Charlestown compared to the Western Region.

### **Profile of the Charlestown/Knock Airport Labour Catchment**

The Charlestown labour catchment is the 38th largest labour catchment in the Western Region with a resident 'at work' population of 962 which accounts for 0.4% of the total resident 'at work' population within the Western Region (260,261).

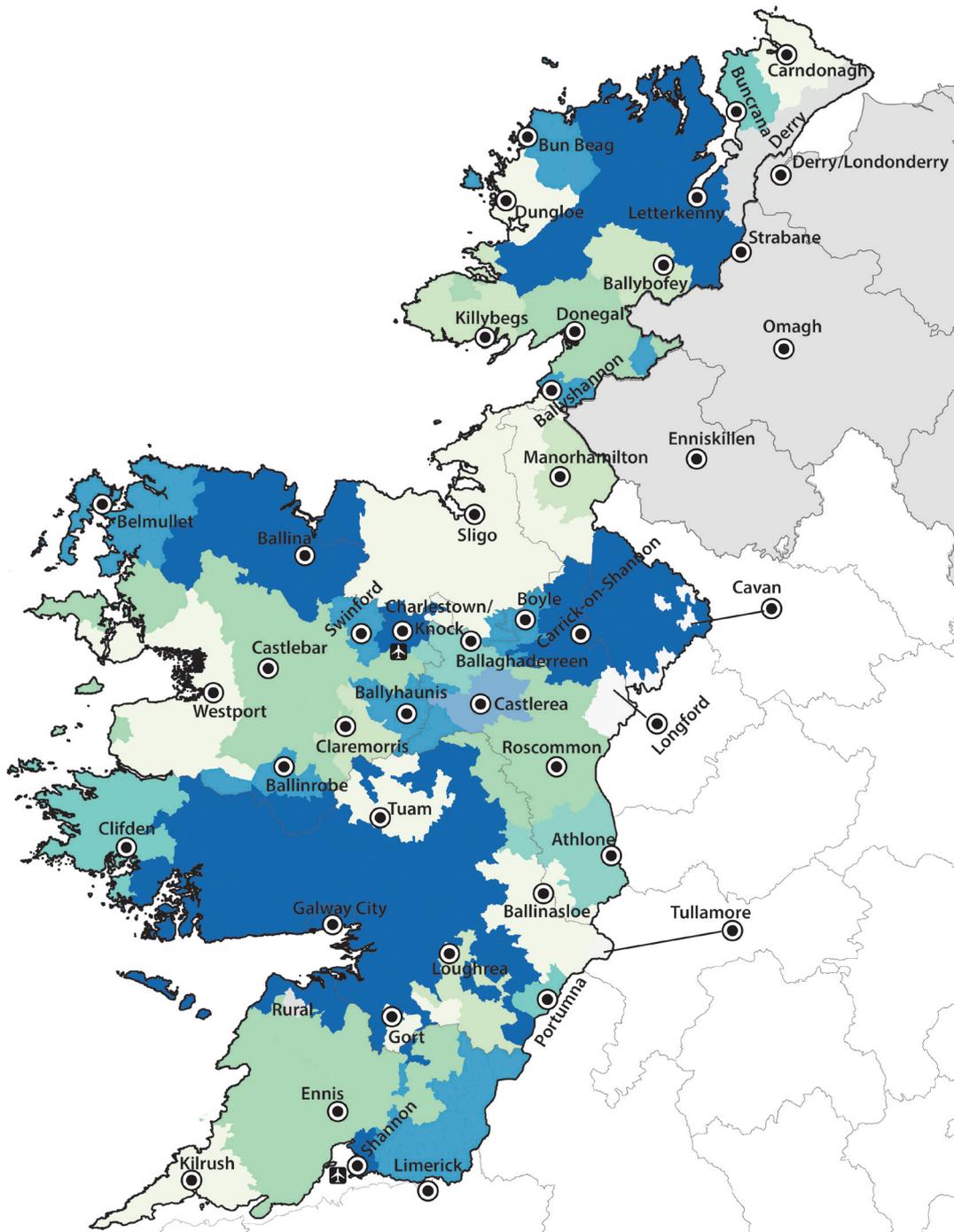
The Charlestown labour catchment covers a relatively small area in north-east Mayo (See Map 1 and 2). In 2016, there were 962 people classified as at work and living within the labour catchment. This figure is 130.1% more than the resident 'at work' population within the town boundary (418). The 2016 total is -12.5% lower than the 2006 total of 1,100.

The Charlestown labour catchment is constrained the Sligo town labour catchment to the north, Swinford labour catchment to the west and the Castlebar labour catchment to the south. These towns are themselves the most important places for employment for those living in their immediate hinterlands, and therefore constitute separate and quite large labour catchments within the county boundaries of Mayo and Sligo.

### Charlestown/Knock Airport Labour Catchment

Map 1: Labour Catchments of 42 Towns in the Western Region, 2016 (WDC & CSO POWCAR)

Labour Catchments of 42 Towns in the Western Region, 2016  
By Electoral Division (ED)



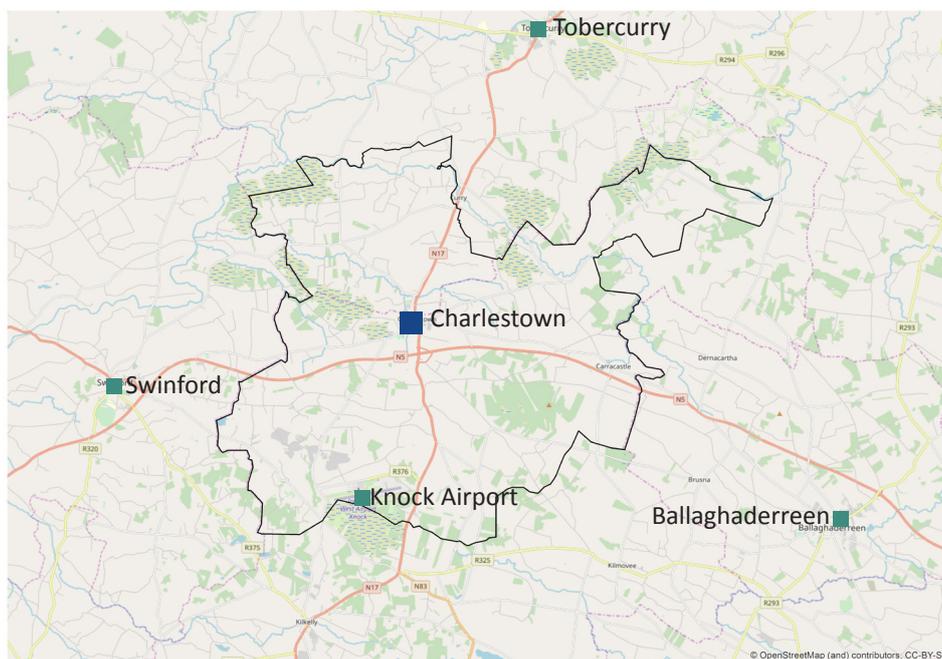
- Western Region
- Local Authority
- Motorway
- Other Key Roads
- Light & Heavy Rail Network
- Key Settlements



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Data Source: CSO POWSCAR 2016

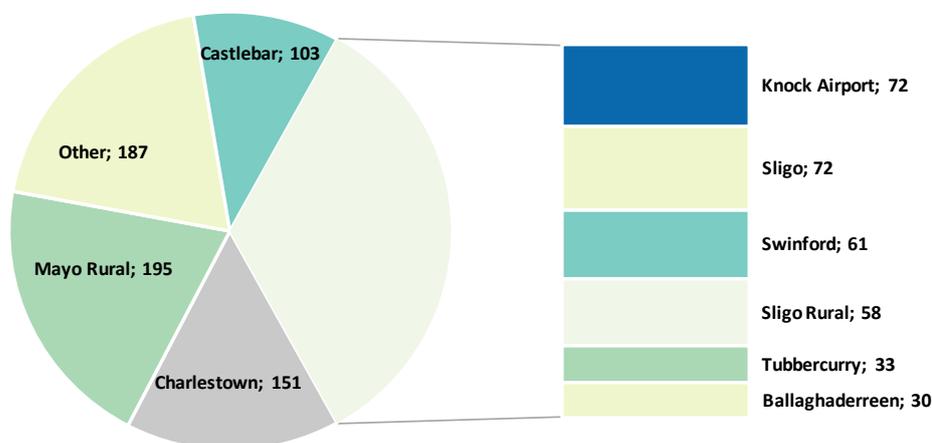
## Charlestown/Knock Airport Labour Catchment

**Map 2: Charlestown/Knock Airport Labour Catchment, 2016 (WDC & CSO POWCAR)**



Of those living in the Charlestown labour catchment (total = 962), 15.7% (151) are employed within Charlestown town and 84.3% (811) are employed outside the town. Key destinations outside the town are Mayo Rural (20.3% or 195), Castlebar (10.7% or 103) and Knock Airport (7.5% or 72) – see Figure 1<sup>3</sup> for more details.

**Figure 1: Place of work of those living in the Charlestown/Knock Airport Labour Catchment, 2016 (Source: CSO POWCAR)**



The graphics on the following pages provide further detail on the socio-economic characteristics of the workers who live in the Charlestown labour catchment. The characteristics of resident workers in the Charlestown labour catchment who are employed in the town of Charlestown are compared with those working elsewhere. Following this, there is a comparison between the Charlestown labour catchment in 2006 and 2016. Finally, there is comparison between the Charlestown labour catchment and the State, and the Charlestown labour catchment and the Western Region.

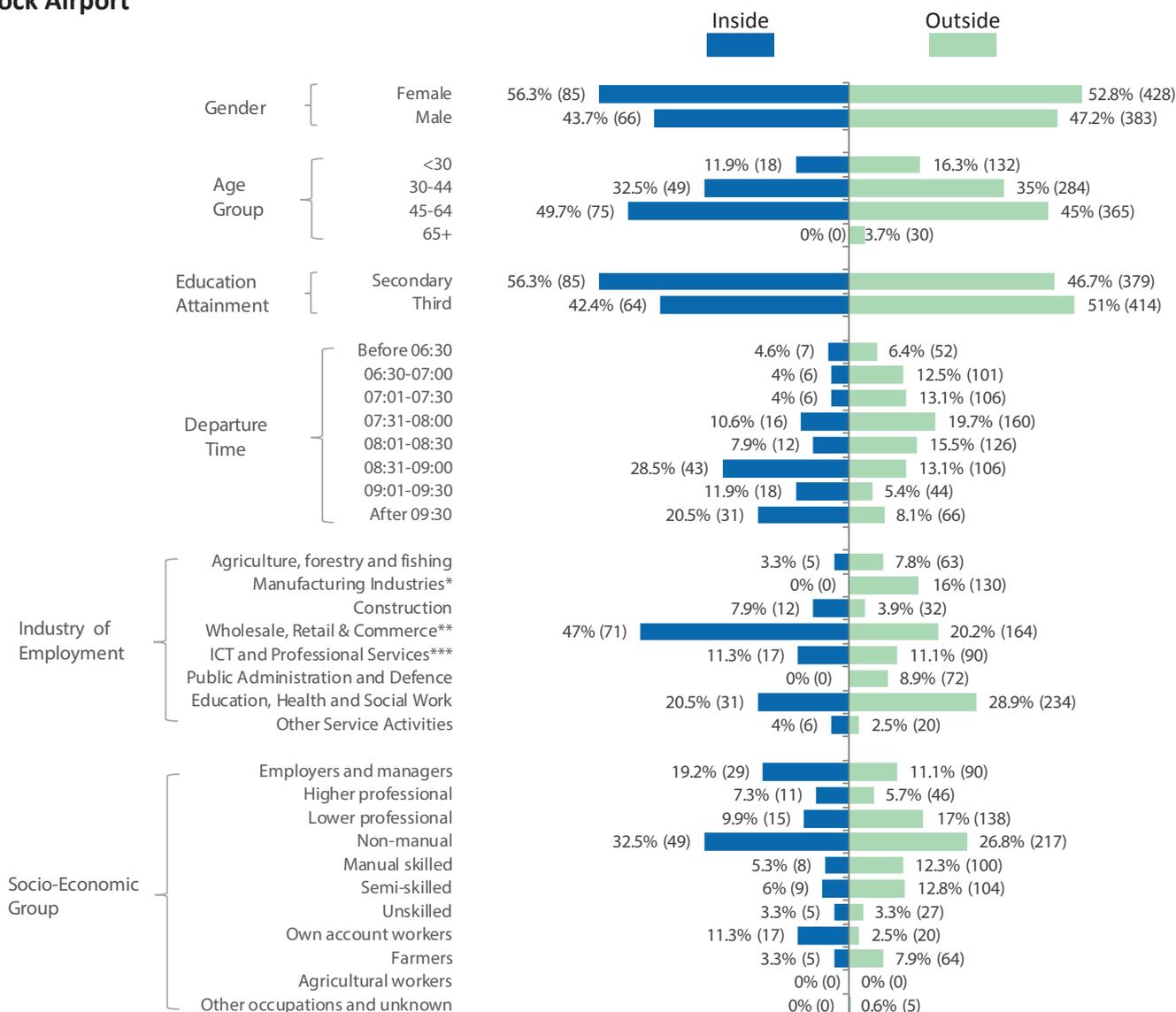
<sup>3</sup> The analysis of the labour catchments in the Western Region has highlighted the importance of rural areas as employment locations. Depending on the location of the catchment and the proximity of nearby towns, a large proportion of the labour catchment residents are in fact employed in rural areas. For the purposes of this destination analysis (see Figure 1 above), the CSO define towns as locations with more than 50 inhabited dwellings and areas outside of this as the rural areas of the county i.e., Mayo Rural, Sligo Rural, Roscommon Rural. In the graphic above, 'Other' refer to all other employment destinations (settlements) of those living in the labour catchment.

## Charlestown/Knock Airport Labour Catchment

### Socio-economic comparison of those employed 'Inside' and 'Outside' Charlestown/Knock Airport, 2016

The graphic below details the socio-economic characteristics of resident workers living within the Charlestown labour catchment who are employed within Charlestown town (Inside) and those that are employed outside Charlestown town (Outside). This profile, as with all other profiles in the report, are based on the following themes: gender, age cohorts, levels of education attainment, departure time to work, industry of employment and socio-economic group.

**Figure 2: Socio-economic comparison of resident workers employed 'Inside' and 'Outside' Charlestown/Knock Airport**



Within the Charlestown labour catchment, female workers account for 53.3% and male workers account for 46.7%, see Figure 3. Of those working inside Charlestown, 56.3% are females whereas 52.8% of those working outside Charlestown are females, see Figure 2. In comparison, the national picture (Figure 4) shows that 49.9% of all workers are female and 50.1% are male.

The age profile of those living in the Charlestown labour catchment and working inside Charlestown is as follows: <30 years (18 or 11.9%), 30 to 44 years (49 or 32.5%), 45 to 64 years (75 or 49.7%) and 65 years plus (0 or 0%).

## Charlestown/Knock Airport Labour Catchment

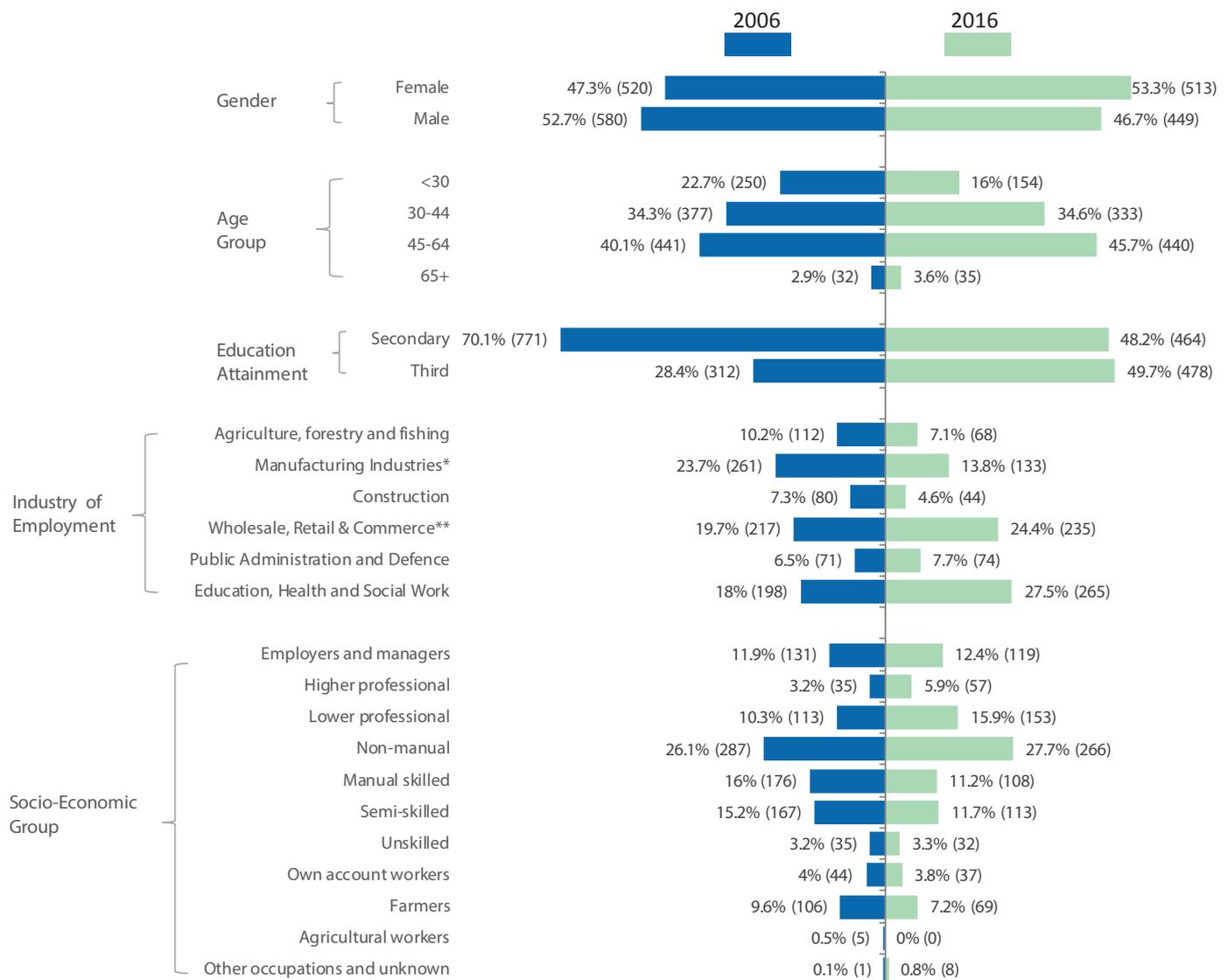
The age profile of those living in the Charlestown labour catchment and working outside Charlestown is as follows: <30 years (132 or 16.3%), 30 to 44 years (284 or 35%), 45 to 64 years (365 or 45%) and 65 years plus (30 or 3.7%).

An education profile of the Charlestown labour catchment shows the following: Of those working inside Charlestown town, 42.4% (64) have 3rd level qualifications compared to 51% (414) of those working outside (Figure 2).

### Analysis of change between 2006 and 2016

The graphic below details the change that has occurred across the Charlestown labour catchment between 2006 and 2016. The most notable changes in terms of socio-economic characteristics certainly relate to the age of resident workers, the rate of third level attainment and much lower dependence on employment within the 'Manufacturing Industries' and 'Construction' sectors and higher dependence on the 'Education, Health and Social work' and 'Wholesale, Retail and Commerce' sectors.

Figure 3: Analysis of change between 2006 and 2016

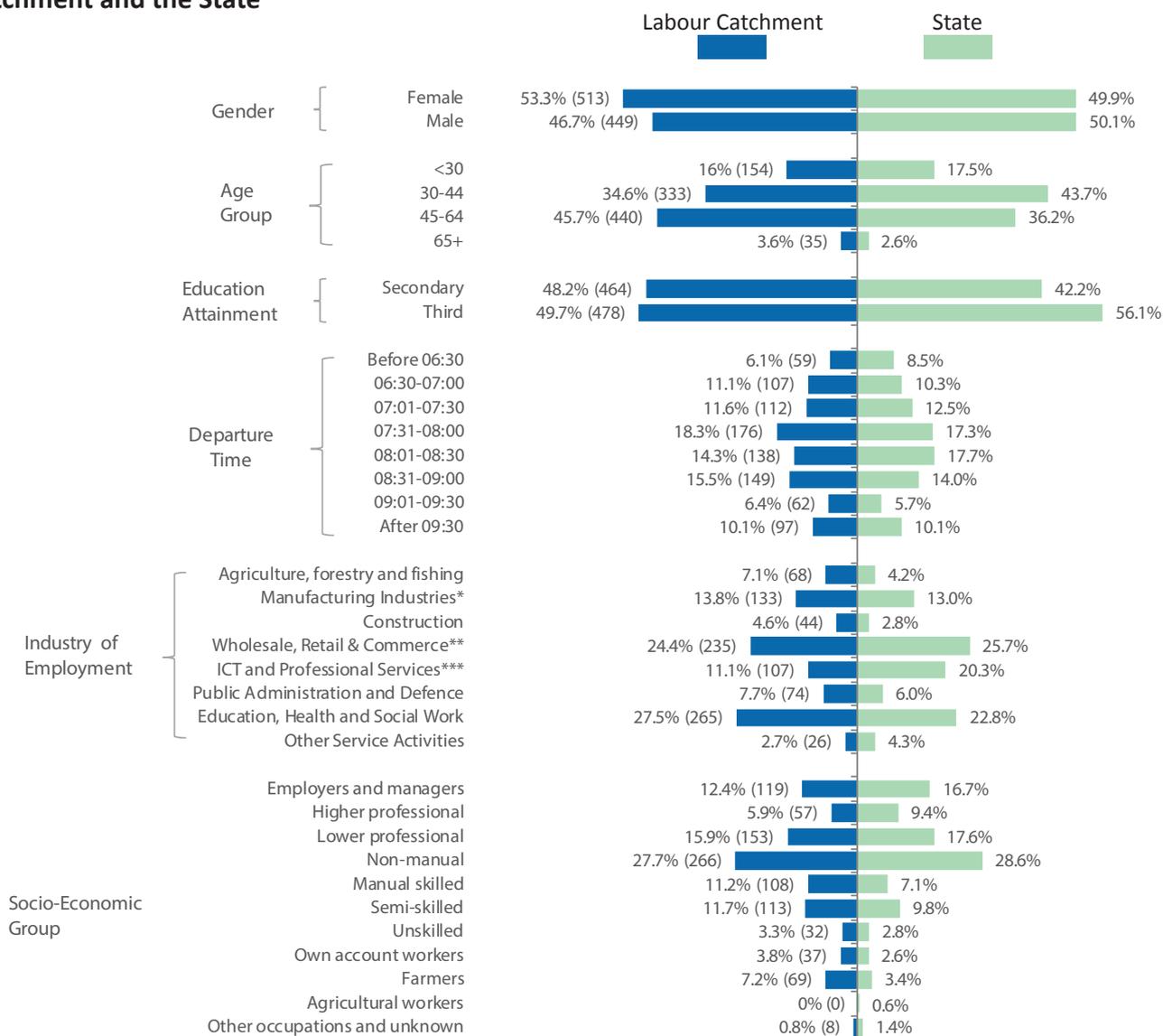


## Charlestown/Knock Airport Labour Catchment

### Socio-economic comparison of the Charlestown/Knock Airport Labour Catchment and the State, 2016

Figure 4 below provides a comparative analysis of the socio-economic results of the Charlestown labour catchment and the State average.

**Figure 4: Socio-economic comparison of resident workers living in Charlestown/Knock Airport labour catchment and the State**



An age profile of the Charlestown labour catchment details the following: Labour Catchment (Total): <30 years (154 or 16%), 30 to 44 years (333 or 34.6%), 45 to 64 years (440 or 45.7%) and 65 years plus (35 or 3.6%). In contrast to this, the national average (Figure 4) is as follows: <30 years (17.5%), 30 to 44 years (43.7%), 45 to 64 years (36.2%) and 65 years plus (2.6%).

An education profile of the Charlestown labour catchment shows the following: Those at work and residing in the Charlestown labour catchment recorded a third level attainment rate of 49.7% (478). In contrast to this, the national average is 56.1% (Figure 4).

Analysis of the profile of the industry of employment<sup>4</sup> within the Charlestown labour catchment shows the following:

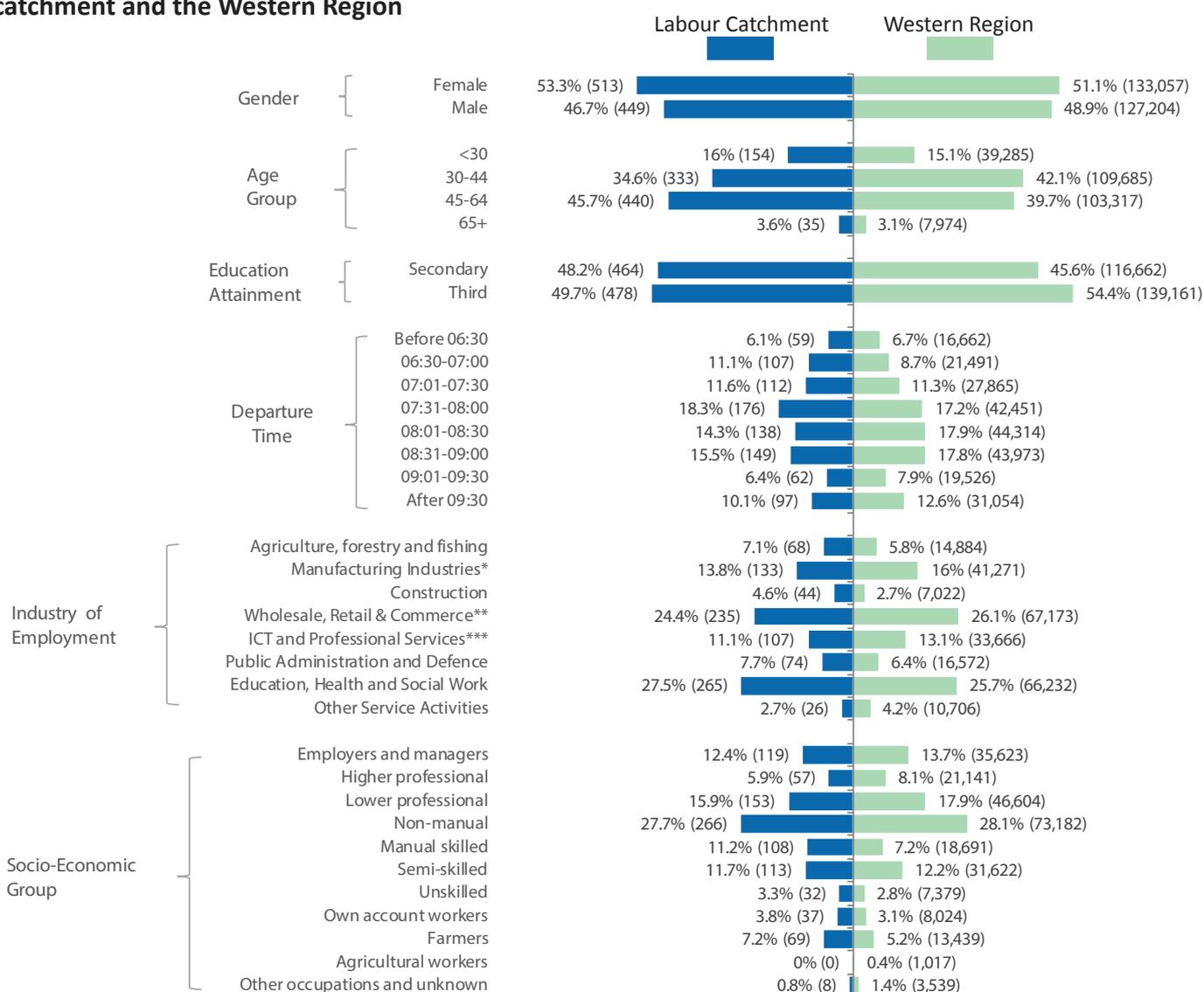
## Charlestown/Knock Airport Labour Catchment

- The single largest employer is the 'Education, Health and Social Work' sector and accounts for 27.5% (265) which is higher than the State average (22.8%) (Figure 4).
- Both the 'Wholesale, Commerce & Retail' (24.4% or 23) and 'Manufacturing Industries' (13.8% or 133) are also important employment sectors with 'Manufacturing Industries' having a marginally higher proportional share than the State average (13%) (Figure 4).
- 'ICT and Professional Services' (11.1% or 107) is the fourth most important sector although much lower than the State average of 20.3% (Figure 4).

### Socio-economic comparison of the Charlestown/Knock Airport Labour Catchment and the Western Region, 2016

The graphic below provides a comparative analysis of the socio-economic results of the Charlestown labour catchment and the Western Region average.

**Figure 5: Socio-economic comparison of resident workers living in Charlestown/Knock Airport labour catchment and the Western Region**



4 With only nine industrial classifications in POWCAR, the classifications are less detailed than in regular Census outputs and as such several industries are grouped together such as: 'Manufacturing Industries' (Manufacturing, mining and quarrying, Electricity, Gas, Water supply and Waste Management), 'Wholesale, Retail and Commerce etc' (Wholesale, Retail Trade, Transportation and Storage, Accommodation and Food Service Activities) and 'ICT & Professional Services' = (Information and Communication, Financial, Real Estate, Professional, admin and support service activities)

## Charlestown/Knock Airport Labour Catchment

The most notable differences in terms of socio-economic characteristics certainly relate to the education levels amongst resident workers in the Charlestown catchment who have a lower rate of 3rd level education attainment than the Western Region. The Charlestown catchment also has a higher proportion of workers engaged in the 'Agriculture', 'Construction' and 'Public Administration and Defence' industries. Resident workers in the Charlestown catchment also have an older age profile than the Western Region average.

### Conclusion

Charlestown-Knock Airport is one of the 12 labour catchments (of a total of 33) which recorded a decrease in the number of workers living there, a decline in population of -12.5% (-138) between 2006 and 2016. The catchment size decreased slightly over the period.

Rural Co. Mayo is the most important place of work for those living in the Charlestown-Knock Airport catchment (195), though this has decreased in importance since 2006 when 401 persons worked there. Charlestown is the next most significant place of work with 151 persons working there. Employment locations such as Castlebar, Sligo, Swinford and Tubbercurry have all recorded increases in employment for those living in the Charlestown-Knock Airport catchment.

The single largest employer is the 'Education, Health and Social Work' sector and accounts for 27.5% (265) which is higher than the State average. Employment in Wholesale, Retail & Commerce sector includes those engaged in transport and includes those employed at Knock Airport. Knock Airport is a significant local employer, but also draws much of its workforce from beyond the catchment.

The Charlestown catchment also has a higher proportion of workers engaged in the Agriculture, Construction and Public Administration and Defence sectors than the Western Region average.

## Notes

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