

Covering Note

Journey to Work 2001 Data

Regional Level

- 1.0 As part of the supporting information for the preparation of sub regional strategies, the Regional Assembly has commissioned work considering the output of Journey to Work data from Census 2001. Previous data circulated to sub regional areas has summarised the high level information from the 2001 Census, and a breakdown of 1991 data. This was calculated using best fit Districts to sub regional areas, and has been re-circulated with this note for information.
- 2.0 We have recently commissioned DTZ to produce a series of maps illustrating the district level 2001 Journey to Work data¹. These illustrate the movements to/from districts² by mode, plus surrounding districts and the whole of London. Details on the individual maps are included in the annex.
- 3.0 At the recently arranged sub regional meetings on the 6 October, alongside the emerging regional picture on spatial options, updated population, housing and economic forecasts, we will also be in a position to share with you sub regional based journey to work analysis. This will be built from a ward basis up to sub regional level, and hence be the most accurate level of information for further consideration in your sub regional work.
- 4.0 If you have any queries on the attached maps please contact Andy Barton (andybarton@southeast-ra.gov.uk) or Kate Aulman (kateaulman@southeast-ra.gov.uk).

Andy Barton
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¹ Data is taken from Census 2001 Special Workplace Migration Stats, Table No: W301 (Mode of travel to place of work)

² Due to the restrictions on display of data, movements to and from the Isle of White will be addressed in the sub regional based information.

| Title of Map | File Name | Detail (Movements are people per day) |
|---|-------------------------|--|
| Study Area | Studyarea.jpg | Named districts/unitary/boroughs included within the analysis |
| Cycle >50 | Cycle50.jpg | Cycle movements greater than 50 between districts. |
| Cycle >100 | Cycle100.jpg | Cycle movements greater than 100 between districts. |
| Drive >500 | Drive500.jpg | Car (driver) movements greater than 500 between districts. |
| Drive 500 to 1000 | Drive 500 to 1000.jpg | Car (driver) movements greater than 500 and less than 1000 between districts. |
| Drive 1000 to 2000 | Drive 1000 to 2000.jpg | Car (driver) movements greater than 1000 and less than 2000 between districts. |
| Drive 2000 to 3000 | Drive 2000 to 3000.jpg | Car (driver) movements greater than 2000 and less than 3000 between districts. |
| Drive >3000 | Drive3000.jpg | Car (driver) movements greater than 3000 between districts. |
| Bus >100 | Bus100.jpg | Bus movements greater than 100 between districts. |
| Taxi >10 | Taxi10.jpg | Taxi movements greater than 10 between districts. |
| Train >50 Excluding London Region Migration | Train 50 not London.jpg | Train movements greater than 50 between districts, excluding movements to and from London. |
| Train 50 to 100 | Train 50 to 100.jpg | Train movements greater than 50 and less than 100 between districts. |
| Train 100 to 200 | Train 100 to 200.jpg | Train movements greater than 100 and less than 200 between districts. |
| Train 200 to 300 | Train 200 to 300.jpg | Train movements greater than 200 and less than 300 between districts. |
| Train >300 | Train300.jpg | Train movements greater than 300 between districts. |
| Underground >50 | Underground50.jpg | Underground movements greater than 50 between districts. |
| Walk >50 | Walk50.jpg | Walking movements greater than 50 between districts. |
| Passenger >100 | Passenger100.jpg | Car (passenger) movements greater than 100 between districts. |

Note – The term district is used to denote movements between district/unitary within the region, and districts/unitary and boroughs adjoining the Region. This includes movements to London as a whole. Arrows on maps start and terminate at the centre of districts, this is not the actual origin or destination, but used to illustrate the data for the district as a whole.