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# **THE CITY-REGION CONCEPT IN A SCOTTISH CONTEXT**

## **PhD Thesis**

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Submitted in fulfilment of the requirements for the Degree of PhD  
in Urban Research

School of Social and Political Sciences

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**UNIVERSITY**  
*of*  
**GLASGOW**

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## ABSTRACT

The concept of the ‘*city-region*’ has (re)gained prominence in academic discourse, firstly in a *functional* dimension an explanation of patterns of life and work in the modern space-economy, and secondly in a related *politico-cultural* dimension via an advocacy of the *city-region* scale as a loci for political and administrative organisation.

As an acknowledgment of the connection between the two dimensions a case study approach was adopted. Firstly, the thesis considered the extent to which Scotland has *city-regions* in a functional sense, primarily via a quantitative analysis of census origin-destination (home-workplace) data. Secondly, having established that the spatial logic for *city-regions* was sufficiently robust, the thesis considered the political and organisational feasibility, desirability and relevance of devising arrangements that would facilitate planning and policy-making for *city-regions*. A series of qualitative semi-structured interviews featuring a cross-section of respondents across three *field service* case studies (local authorities, healthcare and strategic planning) was undertaken with discussions grounded in the context of Scotland’s pre-existing administrative geography. The interviews were interpreted via a series of *governance principles* or *themes* that emerged from a review of relevant literature on the *city-region*, and a second subsequent review of literature on Scotland’s *field service* geography.

The totality of the quantitative research constituted a comprehensive statement on the significance of *city-regions* as functional entities, with a ‘spatial mismatch’ evident between Scotland’s *functional city-regions* and Scotland’s pre-existing geo-administrative structure. With respect to the qualitative research (*regional organising capacity and culture and identity*) it was concluded that existing cooperative arrangements for *city-regions* in Scotland are inadequate, but that a fresh approach is necessary due to reluctance amongst many *field service* units to cooperate across administrative boundaries.

This work serves as a reminder that irrespective of any compelling *functional evidence*, the *city-region* concept must be able to overcome or adapt to the political and cultural barriers to its practical implementation that inevitably face any normative geo-administrative proposition.



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I dedicate this work to my wife Caroline, without whom I doubt I could have seen the job through. In that respect, I have been the luckiest PhD student in the world.



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*“I declare that, except where explicit reference is made to the contributions of others, that this dissertation is the result of my own work and has not been submitted for any other degree at the University of Glasgow or any other institution.”*

Signature:

Printed name:



# CHAPTER 1: INTRODUCTION

## 1.1 BACKGROUND AND AIMS

During the first decade of the Twenty-First Century, the concept of the *city-region* has become of renewed interest to academics, planners, policymakers and to some extent, the general public across Europe. Such interest, perhaps even excitement, is reflected in official policy documentation and even dedicated academic research centres, as evidenced from the following quotations:

*“We need an approach to city region development which promotes environmental quality, local and regional distinctiveness, connectivity and the efficient and sustainable use of resources... The cities are the hubs of wider regional economies and their surrounding towns and rural areas can offer attractive locations for a wide range of economic activities.”* The ***National Planning Framework for Scotland***. (Scottish Executive, 2004a, p.48).

*“City-regions are emerging as a key scale in the changing territorial governance architecture of England.”* The ***University of Salford Urban and Regional Futures or ‘SURF’***. (Marvin, 2003, p.7).

*“The European evidence suggests strongly that investment in greater understanding of city-regional dynamics and potential has been critical to achieving ‘buy-in’ to new, more co-operative and strategic ways of working.”* The ***Office of the Deputy Prime Minister’s Framework for City Regions***. (Robson et al., 2006, p.19).

In 2006 for example, a document entitled *Framework for City-Regions* was published by the United Kingdom Government. Recent attempts to reduce economic inequality between regions in England are based on something known as the *Northern Way*, an initiative that claims that the economic fortunes of Northern England can be maximised only via the *city-region* concept. Meanwhile in Scotland, the Scottish Parliament has passed legislation to create *Strategic Development Planning Authorities* apparently based on *city-regions*. It would appear at first hand that this concept, this scale of action, this framework for understanding twenty-first century economy and society, may embody a radical new way of thinking.

Contemporary academic research on the *city-region* has been overwhelmingly normative (i.e. pertaining to an ideal standard or model) in nature. The purpose of this thesis is to build on this normative interest academic research in the city-region through an empirical application of this concept in the specific, and less fashionable (in the sense of academic



and policy attention) context of Scotland. In this sense this work represents an attempt to build qualitatively on the predominately normative literature that almost exclusively has focused on other contexts (England and continental Europe), through an empirical case-study of Scotland. This case-study approach was developed in the knowledge that each nation of the United Kingdom and the European Union will be subject to a series of inherent tensions which impact upon the way that each nation's political and administrative structure is shaped. These tensions shall be considered in the thesis as *governance principles* or *themes*. The case-study approach, while being specific to Scotland, was addressed with the intention of being relevant to academics and policy-makers in a universal sense, i.e. the local and specific here will be useful to academics and policy-makers both within and outwith Scotland. There is a large volume of theoretical knowledge, and a volume of empirical research of much historical relevance, but since the 're-emergence' of a *city-regional agenda* in the new millennium, empirical research on the more recent manifestations of the city-region concept is insufficient.

There appears to be only a very limited academic literature specifically focused on the *city-region* concept in the context of Scotland (both within and from without Scottish academia) during the recent same period the concept has generated much interest and debate elsewhere in Europe. It is unclear to what extent the concept has currency and relevance within the Scottish political and administrative system. The contrast with England in particular, where the concept appears to have genuinely advanced beyond the academic sphere to penetrate the conceptual thinking of national and local government, is apparent, hence the need for a fuller consideration of whether what is being advocated in a more universal sense is conceptually appropriate, relevant or even desirable in another specific, unique context.

Scotland has unique characteristics that make the study of the city-region worthy as an academic effort in its own right, but it is not the only 'national region' in Europe (for example, Cataluña in Spain, or Lombardy in Italy) with a population of over five million persons. As a 'national region', there is an added dimension i.e. a scale of politics and administration which may complicate arguments in favour of a stronger role for the city-region, both conceptually and practically. What makes Scotland unique is the particular historical relationship it has had with the city-region concept. Between 1974 and 1995, Scotland was characterised by a city-regional type system of sub-national government, known as *The Regions and Districts*. As a result of this history, experience may have shaped attitudes within Scotland in a unique manner. Since the replacement of that



particular geostructure by a unitary system of local government in 1995, and the creation of a 'national regional' parliament in Edinburgh in 1999, debates within Scotland on organising capacity have focused on an apparently complex political and administrative geography. At present the city-region does not appear to feature prominently in such debates and therefore, this thesis adds dimension to that live debate.

As the pre-existing political and administrative framework has been characterised as complex and has undergone upheaval within memory, the direct relevance of the city-region concept to Scotland may be questioned. There may be differences in opinion or relative willingness to consider the concept according to the level of government or type of field service. A strong consensus emerges from the academic literature that there is a specific scientific rationale to the spatial logic of the city-region, which distinguishes it from other forms of region, such as former ceremonial counties, or historic provinces. The city-region is evident as a functional system which is important in understanding how economies and societies work. Patterns of economic and social activity in modern Western society are in large part explained by the functional interdependence of cities with their surroundings. Current political and administrative structures are said currently to be of insufficient size, and/or lacking in powers, to manage functional *city-regions* effectively. It is imperative therefore that consideration should be given to making changes to the territories and/or relative competencies of different levels of government, particularly local government, but also other field services. The questioning of the suitability of pre-existing political and administrative units should not be based primarily on functional evidence, as has often been the case. It has more recently been recognised that functional evidence will inevitably need to be balanced alongside other considerations when considering change.

Three relevant field services for the purposes of the study were identified: *local authorities* (local government), *healthcare* (NHS), and *strategic planning*. Local government (local authority is referred to as local government) was the primary choice, as the field service identified by the literature as being most relevant to the city-region concept. *Healthcare* (NHS local and regional structure), is perhaps less obvious as a choice, but alongside local government it comprises the overwhelming mass of Scotland's public service output. There are pertinent issues surrounding the geographical alignment of *local authorities* and NHS boards that are highly receptive to a city-regional approach. There has been much debate during the last decade or so, in Scotland and elsewhere, regarding an apparent trend towards a centralisation (or more correctly, selective concentration) of medical provision in cities, with an associated 'disproportionate' employment growth. This development may



call into question the logic of the current administrative structure. If the city-region concept is informing the structure of actual service provision, then it may be important that it informs the spatial structure of administration accordingly. The third choice of spatial planning was strongly informed by the recent creation of a new geographical entity in Scotland - *Strategic Development Planning Authorities* (SDPAs). These four new structures (Glasgow, Edinburgh, Dundee and Aberdeen) are of great interest due to their organisational rationale, which was to facilitate *strategic planning* at the city-regional scale. They are not actually classed as ‘city-region strategic development planning authorities’ but Strategic Development Planning Authorities, which may reflect some unease with the concept. There appears to have been an inconsistent and concerning approach to the process of defining the four *city-regions*.

In summation, an identified critical link is that conceptually, the city-region is dependent upon a particular *functional rationality* that provides a justification for the creation/development of *city-regional organising capacity*. The development of the political and organisational city-region is further influenced by factors of *culture and identity*. The thesis considers the first of these three conceptual dimensions, *City-Regional Functional Rationality*, as a Quantitative Research exercise, while the two other dimensions, *Regional Organising Capacity* and *Culture and Identity* were the subject of a Qualitative Research exercise. The specificity of this approach represents an attempt at a fresh advance on the question of the city-region. One cannot partake in advocacy of the city-region concept if the functional dimension is considered in isolation. Although it has been the most common approach hitherto, considering the functional dimension in isolation when advocating a city-regional approach is a fallacy. Therefore if the case for *city-regions* is to be made with greater conviction, there has to be more research on organisational and cultural evidence. Only in the context of a unified case study, the totality of the *city-region* can truly be considered conceptually for the benefit of policy makers. Clearly this study should be of interest to Scottish policy-makers as well as policy-makers outwith Scotland, because of its holistic nature.

The thesis thus represents a detailed in-depth case study of the *city-region* concept in Scotland. Bringing together functional and governance perspectives on the *city-region* represents a novel approach which will allow for the generation of an in-depth understanding of how the *city-region* concept manifests itself in the particular geographic, political and fiscal context of Scotland, with potential lessons for contexts outwith



Scotland, notwithstanding the particular characteristics of the context under consideration here.

This thesis has two overarching aims. The first of these is to assess the extent to which Scotland has *city-regions* in a functional sense, and to examine how these functional entities compare with existing political and administrative structures (i.e. *local authorities* and other field service administrative geographies). The second of these is to consider the political and organisational feasibility, desirability and relevance of devising arrangements that facilitate planning and policy-making for *city-regions* and/or regions, assuming that the spatial logic for *city-regions* is reasonably strong. This provides a comprehensive statement on the ‘state of the city-region concept’ in Scotland and more broadly by drawing together the quantitative and qualitative elements of the thesis.

## **1.2 STRUCTURE OF THESIS**

The thesis is concerned with the concept of the *city-region* in the context of Scotland in two senses, firstly as a physical organisational entity and secondly as a political and administrative organisational principle.

This dichotomy explains the structure of the review of relevant literature which is divided into two chapters. The purpose of the review is to summarise current knowledge on the *city-region*, and identify gaps that exist. A consideration of the significance of these gaps in limiting current perspectives on the *city-region* can inform the development of a set of research questions that not only contribute to knowledge in their own right, but also make a contribution by specifically addressing and bridging some of these gaps that justify further research on the topic.

Chapter 2 presents the first of the two reviews. It is directly concerned with the concept of the *city-region* per se, and leads to a set of more detailed research questions on *city-regions* in a functional sense. A *theoretical framework* for understanding *city-regions/regions* in Europe is outlined.

Chapter 3 presents the second of the two reviews. It frames current debates within Scotland regarding the geographical structure of *local government* and other *field services*. The second set of more detailed research questions emerge from these.



Chapter 4 is an outline and consideration of the methodology used in the thesis, with particular emphasis on quality control measures for statistical research and the *qualitative* interview process, for example, justification of choice for research interviewee.

Chapter 5 follows from evidence from the review of relevant literature and considers the *city-region* as a *daily economic system* via a standard *Functional Urban Region* (FUR) approach, using comprehensive Travel-To-Work (Origin-Destination data) data derived from the United Kingdom 2001 Census. There exists an academic consensus on the *daily economic system* as a *gold standard* of *city-region functionality*. In Scotland, analysis on the *daily economic system* has been inadequate, particularly as it relates to different sectors of the population. This consideration of sub-groups will be of interest to academics and policy makers concerned with the operation of labour markets.

Chapter 6 is concerned with the applicability of a particular gravity modelling technique to the study of the *city-region* in Scotland; as a means for identifying unusually strong or weak relationships concerning travel-to-work patterns; and as a vehicle for considering retail trade.

Chapter 7 draws overall conclusions for the *functional* research (*functional rationality*) and summarises its implications the political and administrative (*regional organising capacity*) research to follow. Any apparent *spatial mismatches* between predominating socioeconomic patterns of life and work and pre-existing geo-administrative boundaries, are closely considered.

Chapters 8, 9 and 10 comprise the three *spatial case studies* of the selected *field service* types within Scotland's public sector. This evidence base is comprised of a series of *semi-structured interviews*. Chapter nine is concerned with the primary outcomes of those interviews concerned with *local government*. The geographical structure of local government is a recurrent discourse in Scottish political life. Chapter ten is concerned with the primary outcomes of *healthcare* (NHS) interviews, and chapter eleven those interviews concerned with *strategic planning*.

Finally, Chapter 11 contains the overall conclusions of the thesis, drawing together both the *quantitative and qualitative* strands of the thesis to consider the overall scope, importance, relevance and potential of the concept of the *city-region* in Scotland.



# CHAPTER 2: WHAT IS THE *CITY-REGION*, AND WHY IS IT IMPORTANT?

## 2.1 WHAT IS IT EXACTLY? – LET’S AGREE TO DISAGREE

As has been discussed, there is a lack of an agreed clear and consistent definition of the *city-region*. This forms the backdrop to the review of relevant literature on *city-regions*. In order to give such a review scope it is sensible to take *city-regions* as representing something between (and including) the spectrum of a city and a region. Much of the current literature concerned with sub-national territorial entities somewhat uncritically mixes cities, urban areas, metropolitan agglomerations, *city-regions*, or simply *regions*. The term *city-region* is one that is fluid with no commonly accepted definition. Significantly in an administrative sense, and in terms of the contemporary appeal of the *city-region*, there has been a shift from understanding *city-regions* as formal, spatially-exhaustive administrative units encompassing a wide geographical hinterland, towards an understanding of *city-regions* as soft, informal and often characterised primarily by a geographically smaller metropolitan area conception.

Despite the recent flurry of interest in the concept however, the idea of a *city-region* is not in fact something new and indeed has existed in a variety of guises. It has been argued that the *city-region* is as old as the city itself. Looking back through history, the urban civilisations of ancient Greece, medieval Germany, and Renaissance Florence could be characterised as *city-regions* as much as city-states (New Local Government Network, 2005). Until recently the importance of the concept of the *city-region* to the economies of nations has been mainly restricted to academia, where the *city-region* has been an important focus for urban analysis due to a longstanding recognition of the spatial linkages between urban areas and their surroundings. Such discussion has fixed particularly on the scale above the city and municipality and below the nation or greater state/region (Healey, 2002). “*It has emphasised in particular the scale of labour and housing markets, and of daily leisure activities. ... Analysts use terms such as ‘travel-to-work areas’ and ‘labour market regions’.*” (Healey, 2002, p.331).

From reading relevant literature on *city-region* it becomes apparent that there is a lack of a clear definition of what is actually meant by the *city-region*. In recent times the application of the concept has occurred at considerably different scales, and this may be potentially



confusing. (Parr, 2005) At present the term *city-region* is deployed to describe a variety of spatial structures at considerably different scales of territory (Parr, 2005, p.3). “... *there appears to be no commonly accepted definition of the term. Frequently, it is used, without elaboration or qualification, simply to emphasise the sheer size of a metropolitan area.*” (Parr, 2005, p.3). Definitions of the *city-region* have tended to focus on the *functional* linkages between cities and their surrounding areas. At base the *city-region* represents the existence of a *city* (or *cities*) within a wider territory with which it interrelates in many different ways (Parr, 2005; Turok, 2009; Davoudi, 2008; Rodriguez-Pose, 2008). “*Nevertheless it is important to note that despite this lengthy and widespread use [of the term city-region] we are no nearer to reaching any agreement on how to define what constitutes the city-region.*” (Atkinson, 2004, p.1). Defining terms such as the *city-region* and *governance*, and defining what is urban and what is rural, is a process fraught with difficulty. The boundary between what is urban and what is rural has become increasingly blurred. Even considering the city itself, when is a large town a city, or vice-versa? There is no fixed agreement on where one becomes the other, and people can often diverge in their interpretations of the same facts.

In the United Kingdom city status is granted by *Royal Charter*, while in Europe a *city* traditionally is an urban settlement with a cathedral. Nobody would seriously consider the small town of Brechin in Scotland, with a population of around 7,000, as anything else, but in European terms it could be classed as a city due to its cathedral. Inverness, with a population of around 50,000, has been granted city status by *Royal Charter* yet is of similar size to several other town settlements in Scotland. In the sense that Inverness is an important service centre for a large rural hinterland this interdependency could be characterised as forming a nodal *region* (Meyer, 1963; Nystuen and Dacey 1960) and on this basis there arguably exists an Inverness *city-region*. Different countries in Europe have different ideas of what a *city* is. The French use the *agglomeration* conception for comparative purposes; this is based on the density of buildings. If this criterion were applied in Britain or the Netherlands it would not provide a comparably complete definition of cities (Cheshire and Gornostavea, 2002). In Germany, *verdichtungsraeume* (agglomeration) has a definition based on indicators descriptive of the amount of the area used by settlement and traffic infrastructure in addition to density of settlement. In Britain, short-term political considerations have led to instability in administrative definitions (Cheshire and Gornostavea, 2002). In the United States, twin definitions of cities are standard and extensively accepted – central city political and administrative units, and the



official group of functionally defined metropolitan areas for statistical purposes. The latter areas are identified mainly by their employment structure and population density plus areas linked by commuter flows. *“Their advantages for comparative and analytical purposes are obvious: they are defined according to consistent criteria and they capture the whole of each individual economic and social system that constitutes a ‘city’.”* (Cheshire and Gornostavea, 2002).

Standard usage of the *city-region* concept has resulted in it being considered flexible enough to encompass many varied types of settlement within a variable boundary according to the relevant criterion and thresholds applied (Turok 2009; Harding et al., 2006). Below is a useful definition which focuses explicitly on the *city-region* as a scale for policy intervention. The explicit reference to ‘semi-rural hinterlands’ is arguably reflective of a more recent shift in conceptual thinking on *city-regions* away from the ‘wider regional and spatially exhaustive’ towards a geographically smaller ‘extended metropolitan area’.

*“The term ‘City Region’ has been in use since around 1950 by urbanists, economists and land-use planners; and refers to a strategic and political level of administration and policy-making, extending beyond the administrative boundaries of single urban local government authorities to include urban and/or semi-urban hinterlands. This definition includes a range of institutions and agencies representing local and regional governance that possess an interest in urban and/or economic development matters which, together form a strategic level of policy-making intended to formulate or implement policies on a broader metropolitan scale.”* (New Local Government Network, 2005, p.9).

The term *city-region* gained prominence in an English context with David Senior’s so-called ‘Memorandum of Dissent’ against the *Redcliffe-Maud Report* on proposed English local government reorganisation (Redcliffe-Maud, 1969). Senior proposed a (traditional) *city-regional* framework for England as an alternative to Redcliffe-Maud’s proposals for unitary councils and eight provincial councils (Redcliffe-Maud, 1969). The eventual 1974 reorganisation brought in a two-tier (regional and local), partial *city-regional* system of sorts via *metropolitan counties* (e.g. Tyne and Wear), which were eventually abolished by Margaret Thatcher in 1986 along with Greater London Council. In Scotland, the 1969 *Royal Commission on Scottish Local Government* recommended a *city-regional* type ‘two-tier’ model for local government, which was largely implemented (Wheatley, 1969). These formal multi-tiered structures contrast with a variety of informal, voluntary institutional arrangements that characterise the *city-region* in a political sense in a more contemporary context (Department for Communities and Local Government, 2006a; Harding et al., 2006;



H. M. Treasury, 2007; Turok, 2009). The coordination of functions such as service delivery, infrastructure and spatial planning functions across applicable municipalities, it has been frequently asserted, offers greater potential for incorporated development strategies for *city-regions* that have functional coherence (Turok, 2009; Scott, 2001; Hall and Pain, 2006; H. M. Treasury, 2006, 2008; Eddington, 2006).

Unless the *city-region* represents an administrative/governmental or statistical unit (which it frequently does not), its boundary is unlikely to be clearly defined and as a result is most appropriately treated as a corridor of transition (Parr, 2005). It is common for the functional boundaries to overlap so that the area concerned is part of more than one *city-region*. It is possible to shed some light on the question of boundaries through theoretical frameworks. For instance, in the *Law of Market Areas* and its variety of elaborations the concern is with the spatial extent of a centre's trade (ibid, 2005). This is problematic in the sense that the boundary between two competing centres is produced by prices and transportation rates, and is forever precisely defined; therefore the method might not be suitable for particular types of interaction (ibid, 2005). Reilly (1953) and Huff (1963) have proposed probability approaches that partially deal with the question of overlapping boundaries, these approaches are primarily concerned with retailing and shopping trade. The notion of flexible boundaries is one of the attractions of the *city-region* concept. Perhaps a rural politician say, can feel at ease with the concept, when it is used as a descriptive term for a wider area, rather than as implying a perceived threat of a metropolitan dominated super-council. In England, Liverpool and Reading have suggested extensions of their municipal boundaries to correspond better with their metropolitan areas (SURF, 2004). It is likely that any boundary will vary with different functions, for example commuting and retail patterns. If a *city-region* boundary has to be identified for administrative purposes, it will inevitably be a compromise between these functions, as well as political, historical and cultural factors. There exists much variation in what different people believe should be a suitable boundary for a *city-region*, the ways in which the boundary should be defined and the basis on which evidence is gathered (Parkinson et al., 2004; Harding et al., 2006).

It was decided, given the 'flexibility' of the *city-region* in a terminological sense, that this flexibility should be applied to the case study approach of the thesis.



## 2.2 THE *CITY-REGION EN VOGUE*

There currently exists a large volume of literature in the European academic sphere of regional economics advocating the coordination and execution of development and planning at the *city-regional* scale. This literature is predominantly normative in nature, mixing theoretical expectations and empirical claims. The revival of the concept of the *city-region* can be seen in the context of the renewed importance of the region, which itself has undergone a considerable revival in recent years. There has been the emergence of a varied set of influences that some authors have hailed as a ‘new regionalism’ (Keating, 1998; Pike et al., 2006; Allmendinger and Tewdwr-Jones, 2000; McLeod, 2001; Tomaney and Ward, 2000) bringing an increased focus on the regional scale for intervention and regulation (Deas and Giordano, 2003). The region is the scale where the spatial patterning of resources and settlements seems to be more cohesive and interrelated than at larger and smaller scales (Healey, 2002).

The spatial morphology of the *city-region* has evolved through forces of globalisation and economic restructuring, as well as simply through increasing mobility and falling transport costs (Scott, 2001). The legal entity of the *city* and/or the *city conurbation* has increasingly become viewed as inadequate or even obsolete, and the concept of *city-regions* has gained currency (Parr, 2005; Salet, Thornley and Kreukels, 2003a, 2003b; Hall and Pain, 2006; Harding et al., 2006; Parkinson et al., 2004). The city boundary has tended to lose a great deal of its former importance with regard to the functioning of the housing and labour markets (Parr, 2005). “*As a direct consequence of this the city is emerging as an inappropriate unit, both for analysis and for local administration/government, inasmuch as it no longer adequately reflects the underlying structure of economic and social organisation.*” (Parr, 2005, p.2). Wider regions in general are too big to capture the functionality and geography of daily life while districts are of insufficient size and therefore constitute suboptimal units from which to take strategic decisions (Harding et al. 2006). During much of the twentieth century the process of suburbanisation brought about the geographical spread of residential areas, with the central city in general continuing to provide services for this wider population. In more recent times city centres have become increasingly deprived of their exclusive centrality. The dynamics of development have taken on new and complicated forms, which it has been argued necessitate innovative responses if comprehensive and coordinated land-use strategies are to be achieved (Salet, Thornley and Kreukels, 2003a).



In the case of higher order public services such as large hospitals, costly new technology and highly specialised labour are requiring larger scale facilities and therefore larger service catchment areas. High house prices in prosperous areas are having the effect of widening commuting areas as lower paid workers are forced to live further away. Elites in localities are increasingly looking for a more appropriate scale at which to manage the environment and local development (Brenner, 1999). *City-regions* appear to offer suitable loci for integrated, sustainable territorial development approaches (Healey, 2002). There is increasing recognition that central government is too remote, too inflexible or not sensitive enough for the optimum delivery of some types of services (Parr, 2005; DCLG, 2006; Organisation for Economic Cooperation and Development, 2006; H.M. Treasury, 2007; Rodriguez-Pose, 2008). Furthermore it has been argued that the desires and needs of places are better served by more reactive institutions geographically closer to those that they serve (Turok, 2009; HCCLGC, 2007; DCLG, 2008). Characteristically however, an organisational arena for the *city-region* is absent (Healey, 2002). “*Policy action at this level therefore often requires institutional efforts to forge an appropriate alliance or partnership with agencies and interests concerned about the development of the territory in question.*” (Healey, 2002, p.331).

A challenge to the logic of the *region* and (to a lesser extent) the *city-region* has emerged from a body of literature summarised as the relational perspective. This literature emphasises the increasing importance of a *region's* external relationships. This perspective challenges the notion of the region in the traditional sense as a coherent or homogenous form. Regions should be thought of as open, relational constructions that are discontinuous through time and over space (Allen, Massey and Cochrane, 1998). The perspective is far wider than that of say trade and commuting based perspectives on *city-regions*. The idea that all the wider places in the *city-region* of South Eastern England, for example, are locked into relations with London, and therefore take the major alliance of their identities from their relations with London, is contested (ibid, 1998).

Cities (although some significantly more than others) are set within international networks of economic relations. London's connections with other regions, countries and continents greatly outweigh more local connections to the wider *city-region* within which it is located (ibid, 1998). Relational thinking is associated with deepening economic globalisation. Global networks of banking finance and related services focused on major ‘global’ cities are seen as linked to the phenomenon. A new breed of Megacity such as New York, Mexico City and Jakarta has emerged, and such cities possess the “*distinctive feature of*



*being globally connected and locally disconnected, physically and socially.”* (Castells, 1996, p.406).

The ‘*relational*’ intellectual critique does not appear to have hindered the imperative behind the revival of the ‘*region*’ and in particular the ‘*city-region*’. It does however reinforce the idea of the *city-region* being challenged by conceptions of *culture and identity*.

### **2.3 THE CITY-REGION AND COMPETITIVENESS *EN VOGUE***

The paradigm of urban and regional competitiveness has emerged as a pre-eminent argument for policy making at the *city-regional* and/or *regional* scale. “*Considerable attention has been given to the attempts to understand the impact that improved systems of governance and local authority service delivery can have on a city-region’s economic competitiveness and growth.*” (Atkinson, 2004, p.3). In England, the competitiveness argument can be seen in the context of reducing regional inequalities (particularly in relation to London), and a feeling that English cities are underperforming in relation to their European competitors (New Local Government Network, 2005). Research by the *European Institute of Urban Affairs* has shown that many European cities have improved their performance and competitiveness significantly over time (Parkinson et al., 2004). There is a consensus amongst academics in the field of regional studies that the city level is too small a space at which to tackle issues of competitiveness, but that in many cases the region is too large (New Local Government Network, 2005). Note here that when *city-regions* are thought of in British political terms, typically the area being described is closer to an extended metropolitan area rather than a broader conception (for example, Parr, 2005).

The notion of the ‘competitive city’ and the ‘competitive region’ has become increasingly prominent in urban theory over the past two decades or so. The term ‘competitiveness’ had previously been used to refer to the performance of businesses, nations and economic sectors but is now also said to apply to cities and regions (Turok, 2003). The increasing transnational mobility of capital and labour, combined with the de-regulation of national economies, has allowed corporations to operate within a global economy. Economic globalisation and technological shifts have reinforced the importance of *city-regions* as bases of all types of productive activity, and the city in the narrowest sense is a less useful or viable block of local social organisation than the *city-region* or regional networks of



cities (Scott, 2001). Local units are seeking regional coalitions as a way of coping with the threats and opportunities of economic globalisation. “*Large city-regions are thus coming to function as territorial platforms from which concentrated groups or networks of firms contest global markets.*” (ibid, 2001, p.14). Economically *city-regions* are seeking agglomeration economies as they engage with globalisation. Politically they seek more lobbying power. In this context *city-regions* have been forced into a markedly weaker position in relation to capital (Rogerson, 1999). *City-regions* must now increasingly compete with other cities and regions at different geographic scales to attract, for example, investment flows and skilled labour. Measuring competitive success is complex and it is not easily quantified (Hutchins, 2004). Indeed the degree to which places can in fact be said to be ‘competitive’ as such has been questioned as locational attributes are viewed rather as basic requirements but not sufficient conditions for competitive success (Krugman, 1996a, 1996b).

Buck et al. (2005) highlight a weakness in the current literature on economic competitiveness:

“*Both theoretical expectations and empirical claims tend to wander between a focus on central business/residential areas, the core cities (defined in terms of continuously built-up areas) and the much broader ‘functional urban regions’ that have inherited various functions of the traditional cores.*” (Buck et al., 2005).

Policy interest in urban revival tends to focus ambiguously between the first two of these levels. Until very recently, only limited recognition was given to wider scale *city-regions* in the study of economic competitiveness (ibid, 2005). In this sense, a *city-regional approach* to economic competitiveness is no such thing, but rather the use of the term in a descriptive rather than conceptual manner.

There is evidence to suggest that city size is a source of competitive advantage. The concept of the *city-region* reinforces the notion of *agglomeration* (Turok, 2009). Following from this logic it is argued that policy-making and planning at the *city-regional* scale will allow for greater scope in the utilisation of strategic economic assets to promote competitiveness in a superior manner than would otherwise be possible. Institutional collaboration, resource sharing and employment coordination are similarly theorised to be optimised if organised at the *city-region* level (Turok, 2009; DCLG, 2006; H.M Treasury, 2006).



The interest in the competitiveness paradigm from policy makers revolves around a debate about agglomeration economies. There are different types of agglomeration economies, and these generate a great deal of policy debate (Parkinson et al., 2004). In recent times a greater emphasis has been placed upon localisation economies (e.g. face to face interaction in clusters of highly specialised industries) at the expense of classic, traditional urbanisation economies (e.g. density of market for products). Urbanisation and localisation are naturally not mutually exclusive, but relative weight has been attached to each in explaining and improving economic performance. According to Buck et al. (2005), much of the current thinking appears to exaggerate ‘localisation’ when ‘urbanisation’ economies are more significant to growth.

The continuing phenomena of population decentralisation within *city-regions* in theory ought to be a good thing with respect to a ‘jobs gap’ in core areas – in reality the impact is rather moderate as most of these flows stay within the functional region, here labour markets are likely to be closely integrated (Buck et al., 2005). “*Increasingly this [the city region] is a spatial scale demanding joined-up planning and economic management of the complex and dynamic spatial mosaic of inter-related residential and business locations of which modern urban agglomerations are constituted.*” (ibid, 2005). It is in this context that arguments for a *city-regional approach* to policy making and planning are deployed as a potential organisational concept in the improvement of the competitive advantage of various urban regions/regions in the United Kingdom and Europe.

## **2.4 THE CITY-REGION *EN VOGUE* – SOCIAL & ENVIRONMENTAL CONCERNS**

It is reasonable to suggest that most of the attention on the potential of the *city-region* concept has been of a mostly economic nature (whether it be in terms of relative economic competitiveness, growth or public sector efficiency). Some authors have argued that this scope has been too limited in nature (Davoudi, 2008; Hall and Pain, 2006; Hall, 2009). The *city-region* is frequently offered up as an answer to achieve balanced and enduring economic development. It seems improbable however that it can provide a straightforward way of unifying varied economic, social and environmental objectives (Turok, 2009; Keating, 1998; Buck et al., 2005; Rodriguez-Pose, 2008). It has been claimed that policymaking for *city-regions* can encourage the revitalisation of depressed areas and diminish spatial and social inequalities between and within regions (DCLG, 2008; H.M Treasury, 2007, 2008). The pressure of strong economic growth, for example, may facilitate longer-distance commuting, and greater trade and travel for business purposes,



has the implication of congestion and increased carbon emissions, particularly if the car continues to dominate travel choices (Turok 2009; Wheeler, 2009). The economic and social needs of distinctive localities may suffer from moving to a *city-region* level outlook as increasing importance is placed on issues such as improving intra-regional connectivity and harnessing scale economies and resources are allocated more selectively (Turok, 2009; Healey, 2009). This may explain why, historically, the *city-region* has been politically difficult as a scale for political and administrative activity, as control over power and resources are taken out of the direct control of existing, smaller units.

*“Almost certainly, the next quarter century will see more and more cities becoming networked into mega-cities, physically separated by open space but functionally interlinked by complex and sophisticated systems of high-speed trains, motorways and advanced telecommunications. Such urban systems, properly planned, could be sustainable and efficient places to live and work in; but without such planning, they could prove highly problematic.”* (Hall and Pfeiffer, 2000, p.32).

## **2.5 THE CITY REGION *EN VOGUE* – EFFICIENCY/EFFICACY IN SERVICE DELIVERY**

It is important to emphasise that the suggestion that Britain (especially England) is in need of a new tier of government to correct a democratic deficit is not prominent outside academic discourse (New Local Government Network, 2005). In England, the Office of the Deputy Prime Minister under the previous Labour administration brought *city-regions* into its thinking through its *Core Cities Group* and the *Northern Way* regeneration initiative, both of which aim to improve urban economic performance in the English regions. Speculation that *city-regions* would form a key strand of parliamentary legislation in 2006 proved unfounded. The *New Local Government Network* (a ‘think tank’) *Commission on City-Regions* (2005) claimed that political *city-regions* in Britain would allow institutions of governance to function in ways that reflect contemporary lifestyle patterns, such as *Travel-To-Work* and *travel-to-leisure* patterns. *“We recommend the introduction of city-regions on the basis that they would place governance more in line with the public, putting decision-making and policy formulation at a more appropriate level.”* (New Local Government Network, 2005, p.26). An argument put forward in favour of political *city-regions* in England is that they offer a vehicle through which to drive forward devolution to the English regions. They could present a counterweight to the centrism of Whitehall (the London politico-administrative establishment) and at the same time spark a wider reform of local democracy (New Local Government Network, 2005). However, *city-regions* cannot become a proxy for regionalism *per se* as on their own they do not constitute a complete model of sub-national governance (New Local Government



Network, 2005). The failure of a referendum in North East England to establish an *elected regional assembly* further reinforces this view. A lack of belief that the new institutions would deliver on concerns of the public, scepticism over what government can achieve and arguments over the regions' 'centre of gravity' all combined to scupper the project. Indeed, with the recent abolition of the English *Regional Development Agencies* (RDAs) as a priority act by the new Conservative-Liberal Democrat administration, the *English city-regional agenda* appears to be something of little interest to the new administration, despite the Liberal Democrats historical commitment to 'federalism'. This national policy shift nationally has not stopped the formation of the *Greater Manchester Combined Authority* (GMCA) on April 1<sup>st</sup> 2011, a voluntary coalition of ten *local authorities* in and around Manchester to work together on the issues of transport, economic development and regeneration (GMCA, 2011). This body was previously known was the *Association of Greater Manchester Authorities* (AGMA) which involved the constituent authorities collaborating on issues of health, public protection, *strategic planning*, the environment, efficiency in service delivery and obtaining grant funding from central government (GMCA 2011). Less well developed partnerships exist around Leeds, Liverpool and Sheffield, for example. So there is some evidence that there exists a will (depending on local circumstances) for 'soft' *city-regional activity* to develop in England, if not wider and more geographically comprehensive forms of regional government via structural reorganisation. In Scotland since 1999 there has existed a devolved system of government. In England there was a political agenda (with a Labour government more sympathetic to some sort of regional devolution) with a tendency for some English based academics to advocate a particular agenda as it emerged. The concept became fashionable.

It is important to remember that such matters (the fate of English RDAs and local government structure etc.) often register little interest amongst the general public at large. An important and longstanding question regarding the creation of formal government structures that correspond to *city-regions*, is whether such units can today command popular support. This is perhaps partly why *soft*, voluntary arrangements for *city-regions* are in vogue today, alongside an imperative to side-step the expense of organisational restructuring and to incorporate into the decision-making process a broader range of important governmental and non-governmental stakeholders (Turok, 2009).

Paddison (1983) argues that for regional services such as hospitals, the *city-region* makes sense geographically, enhancing accessibility and ideally being of enough size to reach economies of scale and internalise spill over effects (Paddison, 1983). However "*Merely*



*because residents commute to, or otherwise use the facilities of, the same city need not mean that this is the basis upon which strong political sentiments will be forged.*" (ibid, 1983, p.235). Popular allegiances might have to be reoriented with any shift of local jurisdictions, and establishing a '*community of interest*' is likely to be problematic (ibid, 1983). "*Very likely, each of these – regionally organised services, city-region planning problems and the like – probably contributes to establishing a 'sense of region' which is only built slowly and cumulatively.*" (ibid, 1983, p.235). Areas that are socioeconomically homogenous provide a better foundation from which to establish political communities, however urban and rural areas have different problems and needs, and rural (if not suburban) areas tend to have perceived fears of political domination (ibid, 1983). An example of this was in Wales in the 1970s, where coal-mining communities launched a campaign to gain a separate jurisdiction instead of a proposal to be absorbed into a Cardiff based authority. Public choice theory suggests *city-regional* units might be irrational – local outputs closer to the collective needs of citizens (ibid, 1983). Research by Cheshire and Magrini (2009) however suggests that there is a connection between a city having a generously drawn local authority boundary and economic success. This is plausible although part of the explanation may be that they include prosperous suburbs and peri-urban type economic developments which have been growing in recent decades.

In the United States, the issue of '*metropolitan area consolidation*' is one that has been discussed for decades. The essence of the argument is that if local taxes are pooled amongst the jurisdictions covering the entire *metropolitan* (or *city-regional* in the narrowest sense) *area*, a fairer and more efficient system of local government would emerge (the benefits of service provision will be internalised and spill over effects reduced). According to Greenstein and Wiewel (2000) a lack of awareness amongst residents in different parts of a metropolitan area about their 'common fate' creates impediments to designing political solutions that require cooperation at a metropolitan scale (Greenstein and Wiewel, 2000). In the United States there are many examples of inter-jurisdictional cooperation where joint operations capture the economies of scale, for example sewerage systems (ibid, 2000). Perhaps the antipathy of the suburbs towards redistributive efforts is understandable, and appears economically rational. There is what is referred to as the '*free-rider*' problem, whereby suburbanites are close enough to the central city to benefit from its infrastructure, culture and economic opportunities, while simultaneously avoiding the economic and social costs of central cities such as poverty, homelessness and crime. There is a notion that urban residents will settle across



jurisdictional boundaries in order to get the best combination of taxes and local services (Tiebout, 1956). The idea that this will lead to the effective distribution of local public goods is commonly referred to as the *Tiebout Hypothesis*. The argument is more a ‘pure theory’ which in the field of economics signals a model stripped of all competing factors which exist in reality to emphasise a specific causal or potentially causal element (Dowding, John and Biggs, 1994). While some studies have found evidence to support the Tiebout hypothesis, critics of Tiebout put emphasis on the inequities of the theory, that many citizens are not in a position to simply ‘vote with their feet’ (Paddison, 1983, p.265). The relevance of Tiebout in a British or even a Scottish context is less prominent. As there is so much dependence on higher level governmental transfers and redistribution this tends to cloud the question of inter-jurisdictional fiscal (including taxation) inequities that characterise *metropolitan areas* in the United States. There is however what is known as the ‘gearing effect’, which refers to the amount of income raised by a council by increasing the tax rate by a certain amount. The wealthier the authority (with high council tax band properties) the smaller the amount that local taxes need to be raised by to raise the same per capita level of income than in a local authority – therefore municipal boundaries still very much matter.

When arguments in favour of territorial reform of local government are advanced in different countries, the *efficacy* of service provision is the terminology in which they are usually couched (Paddison, 1983). Employment levels appear to be of primary motivation, with a perception that the process will ‘inevitably’ result in job losses. Existing areas are said to be too small, inconsistent with altering socio-spatial trends, and because of this they are said to be inefficient and their democratic quality is questioned (Paddison, 1983). These points of view are all too willingly accepted as conventional wisdom when much of the time the relationships attributed to size have merely a fragile empirical foundation at most (Dearlove, 1979). Consideration of ‘who gains’ is necessary, as territorial reform by its nature alters access to power (Dearlove, 1979). A problem with studying territorial reorganisation is that it:

*“... has become so widespread a phenomenon that political geographers have a problem in trying to separate the general principles that might be held in common from the mass of detail and information contained within each reform attempt.”* (Paddison, 1983).

The notion of *tensions* inherent to any reorganisation is highlighted in the table below. It can be seen that the initial goals (stage one) are straightforward enough, but to achieve the desired outcome (stage three), there are a number of *themes* in stage two that must



somehow be reconciled, if possible. For example is it possible to maintain citizen accessibility while operating at a service threshold that allows for scale economies?

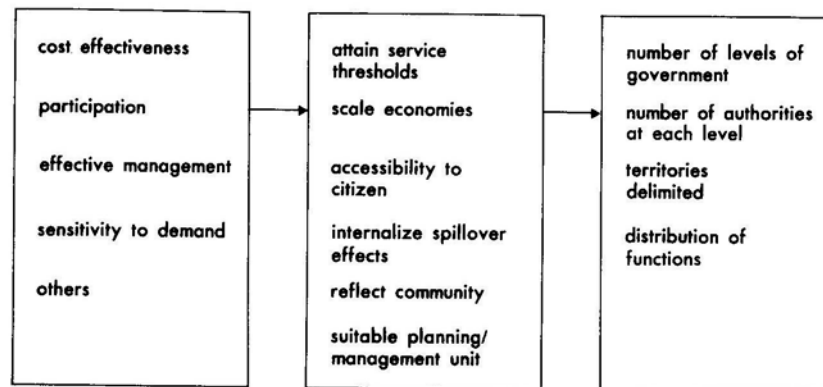


Figure 2- 1 Theoretical stage flow of Local Government reorganisation [From Honey (1981)].

Given the *tensions* inherent within reorganisation processes, an increasing desire to collaborate across jurisdictions has superseded the desire to undergo such formal processes, and this is reflective of a constant quest for efficiency in service delivery that has emerged in both the public and private sectors (Turok, 2009; DCLG, 2006; Healey, 2009). A balance must be struck however between this imperative and the requirement that some services remain innately local, such as household and personal services. (Turok, 2009) As stated earlier, and given the *tensions* considered above, the appeal of this approach lies in the possibility that efficiency and efficacy can be achieved without significant territorial organisation. There is evidence that such an approach is coming under serious consideration in Scotland, but in a manner that is not explicitly couched or driven in terms of *city-regions*.

Efficiency in local government is a problematic concept, as it is based on an assumption that a meaningful measurement of public service outputs is possible and indeed whether the idea of efficiency is applicable and appropriate for the public sector (Paddison, 1983). Local government is not in the business of profit maximisation (which is quantifiable), unlike in commerce where this is the benchmark of efficiency. The case that there exists a given size of jurisdiction at which economies of scale will be maximised has been problematic to establish, the most compelling evidence for this coming from Massam (1975). There are issues with the methodology concerned with the two basic factors – costs per unit of production and output (Paddison, 1983). Analysis of scale economies is easier



in services involving routine tasks and that have comparatively standardised resource inputs and measurable outputs e.g. water supply, sewage treatment, and highway maintenance (Alesch and Dougharty, 1971). Welfare services and education on the other hand are more complex, often non-routine functions that involve changeable resource inputs and outputs (Paddison, 1983). Attempts to equate population size with performance have been ambivalent and inconclusive. “*Firm evidence for the operation of scale economies in local government is lacking.*” (ibid, 1983, p.223). Even if the case for the scale economies argument is accepted, Wood (1974) argues that value judgments would come into play when considering territorial reforms. What level of service is satisfactory that it would then be possible to assign a given population size? If economies of scale can be identified with a certain aspect of a service but not all of the service, this raises the problem of how much importance should be attached to this aspect. Another problem is the relative importance of different services. Should the position of certain services administratively be determined by other ‘key’ functions? There is also the potential for improved technologies to change significantly how a service is provided thus altering the circumstances for the operation of scale economies. The ‘economies of scale’ argument can also be countered by local jurisdictions sharing services or one area providing services for the other, something which has been a motivation behind the *soft city-regional agenda*.

For Elcock (1998), the fundamental issue with respect to local government reorganisation is whether it has ever been necessary or desirable (Elcock, 1998). “*The evidence is overwhelmingly that that any efficiency gains that may have resulted from reorganisation are not sufficient to offset the costs of the reorganisation itself.*” (ibid, 1998, p.191). Only the winners of reorganisation trumpet any success, but judgement must be evaluated in terms of both who gains and who loses. Reorganisation is addictive in that each change makes further changes inevitable as losers fight back and as the efficacy of the new structures are questioned (ibid, 1998).

“...it is based on the advocacy of a series of propositions about efficiency and community sentiment whose validity is not established: which one of them gains acceptance at any given time depends on one’s political persuasion.” (Elcock, 1998, p.192).

Ideally, there should be two components to the question of *local government* and *field service* reorganisation – arguments about size and functional effectiveness and arguments about size and democracy:



*“...large units are no less efficient and can be a good deal more effective than smaller ones. ... the evidence suggests that large units are no less democratic than small ones, and in some respects they may be more so.”* (Newton, 1996, p.190).

In Britain and Ireland, administrative bodies (e.g. hospital and transport bodies) have tended to emphasise function over area, resulting in a multiple set of overlapping jurisdictions (Paddison, 1983, p.248). This could be seen as reflecting the geographical inadequacy of existing local government units. Mackintosh (1968) criticises this ‘ad hoc’ tendency as producing complexity and encouraging a lack of local democratic accountability. Two types of ‘field system’ are generally recognised - *unintegrated functional* systems and *integrated territorial* systems (Paddison, 1983). These are dominated by the organising principles of function and area respectively. Under the functionally organised system, each central government department operates its own network of field services whose territorial structure will be independently determined. As a result the boundaries and sizes of these units will tend to differ, as they are influenced by characteristics unique to each service (ibid, 1983). *“because of the fragmentary nature of the service structure, horizontal coordination between services sub-nationally becomes difficult.”* (ibid, 1983). Where ‘functionalist’ pressures are important they are liable to dominate other relevant factors, such as organisational history, span of control restraints, perception of importance of conforming to existing boundary arrangements, and the optimum workload (ibid, 1983). *Administrative regionalism* emphasises function over area thus producing a multiple set of overlapping jurisdictions. This is a reflection of the ad hoc way in which bodies are created, some implemented on a regional basis because the existing local government network is geographically inadequate, as in the case of hospitals. This gives rise to territorial complexity, a confusion of areas and authorities (ibid, 1983). Scotland would appear since the move to *unitary local authorities* in 1995, to have moved towards a system of field service geography characterised by *administrative regionalism*.

*“Regional areas for different services are rarely co-extensive. This is mainly because sociological characteristics (political, social and economic features making a homogenous region. are usually furthest from the minds of administrators when regional boundaries are being designated.”* (Smith, 1964, p.8).

The acceptable or optimal boundaries chosen by a particular department or agency may be just that from the perspective of each, but from the perspective of overall government operation, a proliferation of boundaries might be suboptimal and result in problems of coordination between departments and agencies (Hogwood and Lindley, 1980). According



to Ostrom (2001), overlaps in jurisdictional responsibility may make the operation of government less susceptible to internal malfunctions or external shocks (Ostrom, 2001).

Sections 2.1 to 2.5 have highlighted the existence of a significant volume of literature advocating the *concept of the city-region*. In contrast there does not appear to be anything remotely constituting a body of rival academic literature in opposition. Unlike much of the literature, this thesis does not pre-adopt a political position on the utility, potential and desirability of the *city-region* concept, as this may vary according to the context in question. The *city-region* may be sound in a general, conceptual sense, but it may be less so in practice.

## **2.6 FUNCTIONAL RELATIONSHIPS, FUNCTIONAL INTERDEPENDENCE, AND THE POLYCENTRIC URBAN REGION (PUR) *EN VOGUE***

*City-regions* are important *functional entities* in which *core cities* attract people for work and services such as higher education, shopping, health, entertainment and leisure. The *city-region* is also important for business due to its role in the organisation of supply chains and the accessing of producer services (Harding et al., 2006). The results of using functional activity to define a formal *city-region* boundary will depend heavily on the methodology undertaken, on the selected criterion and on the type of flow being measured.

Commuting patterns (see later discussion of the *daily economic system*) have emerged as the definitive criterion for understanding *city-regions* in a *functional* sense through the consideration of *city-regions* as relatively self-contained *Local Labour Market Areas* (LLMAs). Raw data in complex formats that allows for this consideration is available via the 2001 census (ONS, 2004). In the United Kingdom, the LLMA is defined by the *Travel-To-Work Area* (TTWA). TTWAs are collections of local authority wards for which of the resident economically active population, at least 75% actually work in the area, and also, that of everyone working in that area, at least 75% actually live in that area. According to this measure, there were 243 TTWAs within the United Kingdom in 2007 (ONS, 2011). Travel-to-Work patterns in general (not specifically TTWAs with their varying methodologies) have a tendency to correspond somewhat to other economic systems such as *retail* and *housing markets* (Coombes, Green and Owen, 1987). The LLMA therefore represents a spatially-defined '*community of interest*' (Savage et al., 1986). Using commuting data more generally to examine travel-to-work flows, Harding et al. (2006) have identified catchment areas for England's major cities. "*For other types of flows, city 'catchments' are extremely wide. Flow data suggests, overall, that the geography of City-*



*Regions is fuzzy and varies depending on different functions.*” (Harding et al., 2006, p.5). The notion of a ‘*community of interest*’ is implicative of a significant subjective element to any attempt to define a *city-region*. In practice, however, “... *the hard evidence of commuting flows has been used as the most powerful readily available indicator of the functional areas use.*” (Robson et al., 2006, p.3). TTWAs by their very nature produce under-bounded definitions of *city-regions* and *metropolitan areas*. One approach which attempted to overcome this problem was to aggregate TTWAs closely linked to each other according to commuter flows (Champion, 1983).

According to Robson et al. (2006), there are two approaches to mapping the *functional footprint* of cities through commuting patterns. The first of these approaches is non-nodal and exhaustive and several destinations exist within *city-regions*. Every area within a country is allocated to a *city-region*. A set of *city-regions* materialise from a full set of TTW data via an algorithm that on one hand optimises the boundaries on the foundation of an employment size criterion and on the other imposes a minimum threshold of self-containment of flows to workplaces. The second approach in contrast is nodal and non-exhaustive whereby flows to a predetermined set of nodal destinations determine the *functional footprint* of the *city* through consideration of volume thresholds e.g. 10%, 15%. The extensive travel-to-work data produces different outcomes for varying occupational groups. In England, catchments associated with managerial and professional workers may provide the most suitable geography for demarcating the boundaries of *city-regions* (Robson et al., 2006).

*City-regions* have also been considered using data on residential moves (Scottish Executive, 2002a; Robson et al., 2006). House moves are often limited to very short distances, and are thus typically smaller than labour market areas. The absence of available data makes it extremely problematic to explore other methodologies for defining *city-regions*. The procurement activities and supply chains of firms as representing inter-business linkages of supply and demand could be an important indicator, for example, but pertinent data is scarce (Robson et al., 2006). ‘*High order*’ service catchment considerations, along the principles of frequency of use and distance travelled, fit well with the extensive *city-region* definitions that are derived from travel-to-work analyses (Robson et al., 2006). Using the examples of theatre attendance, musical concert attendance and football match attendance as case studies, Robson et al. (2006) found that the cultural ‘pull’ and catchment of Manchester and Bristol was extensive.



In Scotland, a far less rigorous piece of investigation into *city-region functionality*, the *City Regions Boundary Study*, was undertaken on behalf of the then Scottish Executive (Scottish Executive 2002a). It was quickly identified that the *daily economic system* element of that study required improvement, expansion upon and updating, using more comprehensive and up-to-date data sources, expanding current knowledge on *functional city-regions*. The study looked at four broad areas: *Housing market areas* (HMAs), Travel-To-Work patterns, strategic transport links, and retail catchments. In terms of travel time contours (thirty minutes) by road and rail from the city centres of Glasgow, Edinburgh, Dundee and Aberdeen, there was found to be very little overlap between the four *city-regions* (Scottish Executive, 2002a). The study concluded that travel-to-work patterns have changed substantially since 1991 but given that the study does not utilise comprehensive (at the time unavailable) *2001 Census Origin-Destination Data*, and used a woefully inadequate substitute in order to make this comparison, this conclusion was premature, and is in need of validation.

The *Polycentric Urban Region* (or PUR) has emerged in recent years as a spotlight of urban and regional analysis. At its simplest, the PUR can be thought of as a set of neighbouring but spatially unconnected urban centres, subsisting as some distinguishable entity (Parr, 2004). “A collection of historically and administratively distinct smaller and larger cities located in more or less close proximity, the larger of which do not differ significantly in terms of size or overall economic and political importance.” (OTB, 1999, p.8). Parr (2004) identifies three general claims that have been put forward by academics with regard to the PUR: (1). The PUR is a distinctive form of region; (2). The PUR has the potential for superior economic performance; and (3). The PUR is a desirable organising framework for public-policy intervention. “These claims have yet to be satisfactorily substantiated.” (Parr 2004, p.232). The term remains ambiguous and is deployed in a number of ways, similarly to the *city-region*. Both concepts share an element of ‘borrowed size’ with respect to bringing different areas together to gain the characteristics of a larger entity (Alonso, 1973).

A lack of both empirical and theoretical knowledge has led Capello (2000) to attack the basic assumption taken by many planners that cooperation within PURs is beneficial to each city, its communities and its economic growth rates. Similar arguments have been advanced with respect to monocentric *city-regions*, although the evidence base is greater with respect to *city-regions*. It does not necessarily follow that because some PURs have performed well economically that this achievement can be easily replicated elsewhere



(Parr, 2004). Spatial structure is not the only factor that determines economic success and different PURs (and *city-regions* by extension) may have experienced economic success due to other factors (ibid, 2004). Much has been written on the appeal of individual centres cooperating with neighbouring centres. One particular project, the *EURBANET* project, while concerned with PURs and not *city-regions*, was a notable and praiseworthy case-study effort, incorporating both normative and empirical enquiry (Romein and Meijers, 2003a, 2003b). The project focused on four PURs in North Western Europe and looked at the practical value of this type of region from a conceptual planning perspective, questioning the extent to which these PURs existed as single, region wide functional systems, rather than arbitrarily defined urban configurations (ibid, 2003a, 2003b).

The inclusion of Central Scotland as one of the four case-studies was particularly intriguing for the Scottish reader (Bailey and Turok, 2001, 2003, 2004). Most notably, Bailey and Turok took a pre-adoptive position that Central Scotland should be planned as a PUR even though it does not function as one, i.e. the case study does not need rest on *functional evidence*, unlike here. Links between *Greater Glasgow* and *Greater Edinburgh* were found to be increasing, but the dominant pattern of interactions was said to be indicative of two separate *city-regions* (Bailey and Turok, 2001).

*“Despite considerable rivalry between public organisations across the region, there appears to be increasing support for the development of some kind of strategic spatial framework to inform key investment decisions and to promote closer collaboration.”* (Bailey and Turok, 2001, p.697).

Previous investigation has suggested that in the case of ‘Dundee’, there may be a PUR component involving the neighbouring *ceremonial city* of Perth (Lindsay, 2004). In general, Scottish monocentric *city-regions* (in the sense of a single dominant central city) may increasingly be becoming *polycentric* in terms of their *daily economic system* commuter flows and other *functional interdependencies*. Academics and policy makers elsewhere in the United Kingdom and Europe may wish to compare this demonstration of the spatial morphology of *city-regions* in Scotland with the spatial morphology of city-regions elsewhere. It could be argued that evidence of increasing polycentricism could undermine arguments in favour of devising arrangements that facilitate planning and policy-making for *city-regions*, in the sense that the central city is not as powerful an economic driver as it was postulated to be. It is more likely in the event of *city-regions* exhibiting *polycentric functionality*, periphery-core patterns will continue to predominate.



## 2.7 THE CITY-REGION AND GOVERNANCE EN VOGUE

The concept of *governance* is one that is becoming widely used and it is a concept with different applications and dimensions (Salet, Thornley and Kreukels, 2003a). In general terms it is a notion that is concerned with the reframing of both ‘formal’ and ‘working’ relationships between the best forms of social order in realising governing effects (Gualini, 2001). When applied to *city-regions* it is important to focus on the *territorial* aspects of *governance* and its challenges to territorial government (Gualini, 2001). To a degree, decision-making has moved away from official authoritative institutions to public/private networks. In terms of explaining the relationship between the *city-region* and *governance*, a useful description is given by Tewdwr-Jones and McNeill (2000):

*“A strategic and political level of administration and policy making, extending beyond the administrative boundaries of single urban local government authorities to include urban and/or semi-urban hinterlands. This definition includes a range of institutions and agencies representing local and regional governance that possess an interest in urban and/or economic development matters that, together, form a strategic level of policy making intended to formulate or implement policies on a broader metropolitan scale.”* (Tewdwr-Jones and McNeill, 2000).

One of the major trends to emerge from this re-structuring is the *de-statisation* of the political system, or rather the shift from *government* to *governance*, is linked with a comparative weakening in the state’s direct management of social and economic projects, and an increasing engagement of quasi non-state actors in a variety of networks and public-private partnerships. (Salet, Thornley and Kreukels, 2003a). *“This has taken place at various scales, but the shift to urban governance has been particularly noted.”* (ibid, 2003a, p.5). Such partnerships may be *formal* or *informal*, and should reflect the new functional interrelationships between local, local/regional and even between regional administrations (ibid, 2003a). *“Thus spatial policy has to be formulated in a way that corresponds to the shift from government to governance and the changing, perhaps more limited role played by local government.”* (ibid, 2003a, p.15). A central theme in this disjointed institutional landscape is coordination. It is not always clear whether such partnerships have progressed beyond mere ‘talking shops’ and developed the resources, capacity, powers and organisational means required to intervene effectively at the *city-region* level (SURF, 2004). Much appears to depend on the history of each *city-region*, the wider region in which it is situated and the degree to which there is a custom of local elites working together to develop common frameworks of action (SURF, 2004). Where such a



tradition exists it might simply just be a case of a ‘repackaging’ of the same actors in the new governance structure (Shaw, 1994).

*“Sometimes, it may prove better to have sound and durable forms of government and to look for flexible policy responses of governance rather than to concoct new forms of organisation... it may still make sense to analyse the significance of governmental reorganisation – new forms of government could make a difference – in close relationship with the commitment to more flexible coalition formation and types of governance.”* (Salet, Thornley and Kreukels, 2003a, p.16).

In other words, sweeping normative prescriptions may not hold water in specific contexts, and the extent to which the ‘shift’ has taken place may be exaggerated. The role of the private sector may not be as significant as theorised in a general sense. The apparent *city-region* shift from *government* to *governance* has sparked great interest amongst academics and policymakers across Europe in the various *governance* practices occurring in different *city-regions* and metropolitan areas across the continent. (for example, see Brenner, N (1999), Marvin, S (2003), Salet, Thornley and Kreukels (2003a, 2003b), Tewdwer-Jones, M. & McNeill, D (2000), Wilks-Heeg et al. (2003), Harsman and Olsson 2003, Paal 2003). This includes the United Kingdom but there has been little or no focus on Scotland and its *city-regions* in this respect. It is therefore appropriate and academically constructive to explore the concept of *governance* in the context of Scotland. If this research had been conducted, say, in the mid-1960s, the second overarching aim as outlined at the beginning of the thesis would perhaps refer to “*the political and organisational feasibility and desirability of **creating administrative structures** that facilitate planning and policy-making for city-regions*”, rather than “*the political and organisational feasibility of **devising arrangements** that facilitate planning and policy-making for city-regions*.” The distinction between the two is crucial, as the former would necessitate a fundamental structural reorganisation of *local government* and possibly other *field services* (e.g. health, police) in Scotland, whereas the latter implies *city-regionalism* is possible in Scotland through the utilisation of existing structures, *formal* and *informal networks* and *joint working* arrangements.

An empirical analysis of nineteen European *city-regions/metropolitan areas* by Salet, Thornley and Kreukels (2003b) has indicated major differences in practices, from ‘promising’ to ‘failed’, although “*As the particular challenges, historical path dependencies and institutional conditions differ from country to country and even from region to region, there are no general recipes to solve the problems of metropolitan coordination.*” (Salet, Thornley and Kreukels 2003b, p.378). *Unitary city-region* (or

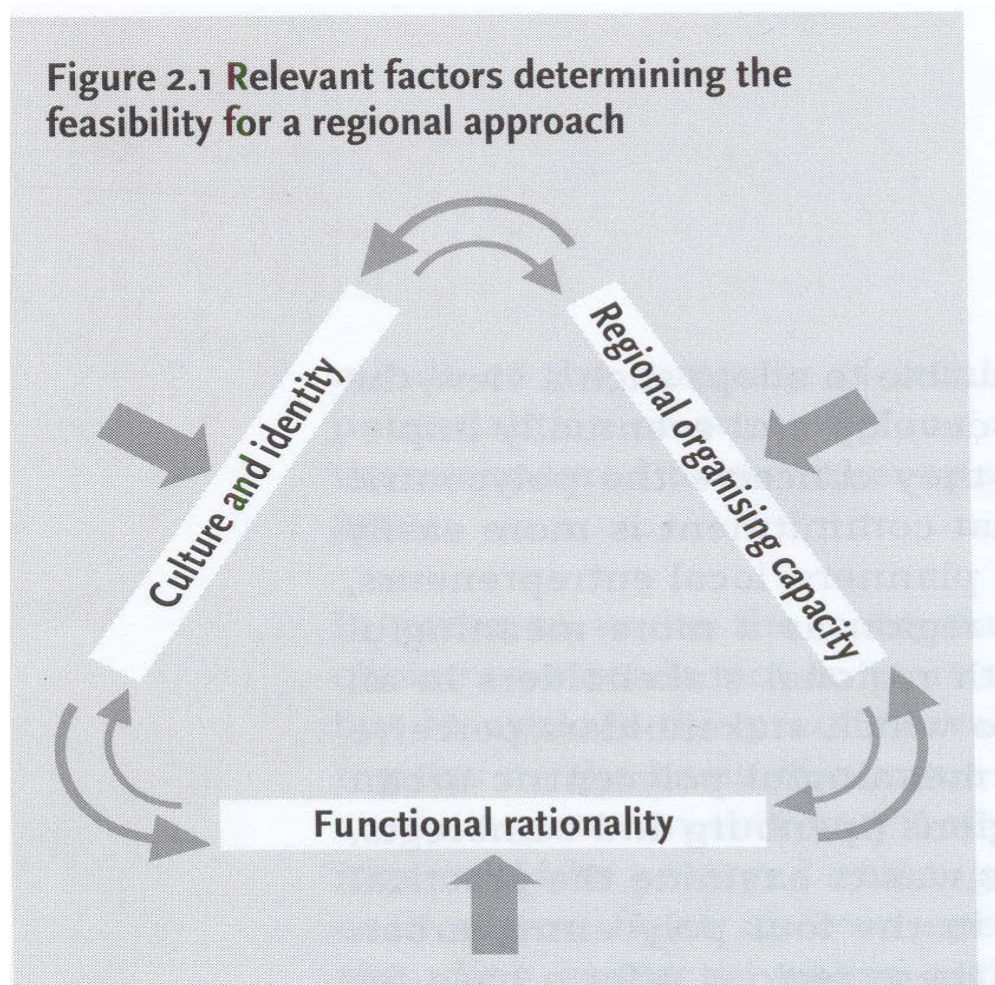


perhaps more accurately *metropolitan* authorities) such as Comunidad Madrid, Greater Berlin and Greater Prague “... appear to be the only type of regions without problems of internal coordination of material facilities. As local government is not fragmented within these regions, there are no serious problems of coordination facilities.” (ibid, 2003b, p.382). Public transportation and other facilities are said to be provided comparatively efficiently (ibid, 2003b). There have been complaints however that due to their operating at considerable distances from their citizens, the unitary governments considered suffer from low democratic quality and are technocratic in nature (ibid, 2003b). The conclusions for unitary metropolitan authorities are perhaps what may have been expected. It was impossible for the authors to conclude meaningfully on the other variations of *metropolitan/city-region governance* in the study, due to the sheer complexity of comparing different metropolitan systems, the result being a short and disappointing final chapter which felt essentially like the introduction repackaged as a conclusion. It is worth highlighting this to show the difficulties of making firm conclusions on diverse and unique scenarios, as the research undertaken on behalf of the authors by local academics in each of the metropolitan regions was commendable in itself. The research on Scottish *city-regional governance* in this thesis will augment attempts to approach the subject empirically, as there are unlikely to be any general recipes arising from normative claims.

## **2.8 THE CITY-REGION – A THEORETICAL FRAMEWORK**

Romein and Meijers (2003b) [from van Houtum and Lagendijk (2001)] have developed a useful framework for understanding the concept of the *region* which is not formulated for any specific type of region and can therefore be applied to the context of the study of the *city-region*. According to this framework the *city-region* concept will be considered by reference to the three relevant factors in the figure overleaf. The relevant factors determine the feasibility for a regional approach, therefore the concept of the *city-region* has more utility, currency, feasibility, viability and potential in function of the strength of each factor within the area under consideration. These were introduced in chapter one – *Functional Rationality, (City) Regional Organising Capacity, and Culture and Identity*.





**Figure 2- 2 Relevant factors determining the feasibility for a regional approach [From: Romein & Meijers, 2003b, p.22].**

*Functional Rationality* refers to the notion that strong functional linkages and interdependencies within a region make it more meaningful. Weaker functional linkages and interdependencies result in less willingness to consider the *city-region* as a relevant entity for planning. Significant commuter flows from surrounding areas into the city represent an important feature of *Functional Rationality*, although it involves more than commuting. “Markets of, for example, labour, retail services, culture or housing. It is structured on major roads, railroads and terminals. And it functions by flows of people, goods, energy, information and money.” (Pumain, 1999, p.6). In Belgium, the *Flanders Structure Plan* (SPF) in 1996 defined a collection of nine indicators to measure *functional rationality* - housing markets, higher education, labour markets, headquarters of large companies, cultural assets, hospital services, complementarity indexes of urban areas, interurban relations as measured by flows of goods, people and information, and physical infrastructural links (GEMACA, 2002). For the cities of Glasgow, Edinburgh, Aberdeen and Dundee and their hinterlands, evidence will be sought for strong monocentric



functional linkages between the core city and hinterland, as well as linkages of a more polycentric nature. Functional connectivity (*functional rationality*) is central to the feasibility of a *city-region* approach as weaker functional linkages and interdependencies result in less willingness to consider the region as a relevant entity for planning and policy making purposes (*regional organising capacity*).

*Regional Organising Capacity* refers to “... the ability to enlist all actors involved and, with their help, to generate new ideas and to develop and implement a policy designed to respond to fundamental developments and create conditions for sustainable development.” (Van der Berg and Braun, 1999, p.995). It is determined by the formal institutional framework (the administrative organisation); strategic networks; leadership; vision and strategy; spatial-economic conditions; political support; and societal support (ibid, 1999). Van der Berg (1997, 1999) outlines seven key factors that contribute to organising capacity, which are: (1). the structure of the formal institutional framework and the role of the numerous public actors within this framework; (2). strategic networks among public actors, between public and private actors, or among private actors as a way of coping with the particular problems of functional urban regions; (3). leadership from key persons and/or organisations to make use of the potential of networks and to direct the efforts of the involved parties; (4). spatio-economic circumstances may ‘bind’ actors together and this be an important inducement to collaborate (opposite is possible).; (5). a vision of *city-regional* development, producing strategies and concrete objectives; (6). political and financial support to result in positive collaboration at the local level; and (7). societal support from those interested or involved directly, notably the regional population and particular market parties (in Knapp and Schmitt, 2003). The political and organisational feasibility and desirability of devising arrangements that facilitate planning and policy-making for *city-regions* in Scotland can be informed by reference to these factors that contribute to *Regional Organising Capacity*, for example the extent to which the political and financial will exists to work across administrative boundaries.

*Culture and Identity* are factors in determining the feasibility of a region. “*This cultural dimension refers to a frame of reference, orientation and interpretation that structures the consciousness and behaviour of a regional society and is reproduced and reconstructed by the acts of the regional population.*” (Romein and Meijers, 2003b, p.23). Paasi (1986, 1991) describes *regions* as social constructs – a history of social, economic and political processes that develops into a particular cultural image(s). The comprehensive development of regional *culture and identity* requires the ‘emergence of institutions’, the



founding of more formal vehicles, such as law, education, and the media, accompanied by local/regional practices in politics, economics, administration and culture, which socialise individuals into varying, regionally structured, interpretative communities (Knapp and Schmitt, 2003). Such phenomenon facilitates the maintenance and continued reproduction of the *region* as a social entity.

The existence of a shared history and shared values, norms and beliefs in a *region* is important. Social relationships, shared understandings and norms of cooperation and reciprocity all ease regional networking (Romein and Meijers, 2003b). Regional identity is found more easily in regions that are typified by a certain and clearly demarcated territorial shape, by a symbolic shape (regional symbols), by institutions taking the region as their territorial organising principle, and by the *region* being a political space (Romein and Meijers, 2003). Cultural elements help to position and market a region externally (Van Houtum and Legendjik, 2001). The *Culture and Identity* dimension to the context of the *city-region* in Scotland specifically (and possibly elsewhere) is more difficult to interrogate due to the subjective nature of its theoretical underpinnings. It may also be of less relevance to the *city-region* specifically in the context of Scotland, which culturally dominates as a '*national region*'. The process of *city-regional culture and identity* formation may be complicated by the presence of competing existing identities, for example former ceremonial counties.

A *city-regional approach* to policy-making and planning in the context of Scotland is dependent upon “...*the strengthening of the capacity of the regional political and institutional structures and the culturally determined willingness by regional stakeholders to accept, further develop and eventually implement a regional approach.*” (Romein, 2004, p.6).

For the specific context of Scotland's cities, the political and organisational feasibility and desirability of devising arrangements that facilitate planning and policy-making for *city-regions* is predicated upon:

- There being a particular *functional rationality*
- A willingness amongst political and other institutions to *organise governing capacity* at the *city-regional* level
- The existence of factors of *culture and identity* that promote popular acceptance of planning and policy-making arrangements at the *city-region* level.



## 2.9 RESEARCH QUESTIONS ON FUNCTIONAL RATIONALITY

There are three outcomes that emerge from the literature review on *city-regions*. The first of these is a set of more detailed research questions concerned with *city-regions* in Scotland as functional entities. The second outcome is a summary discussion on key debates in the literature that inform the second literature review on Scottish field service geography. The third outcome is, alongside the second literature review, a subsequent identification of a series of *governance principles* or *themes*.

It is apparent from the literature that despite the apparent *city-region agenda* in Europe, and particularly in England, there has been a near total absence of a Scottish perspective from contemporary debates. This is particularly apparent with respect to debates on *soft* cooperative *city-regions*. More specifically, the gap is related to contemporary thinking on *governance*, rather than historical thinking on *government (regions and districts pre-1995)*. This may be due to that experience of the *Regions* from 1974 to 1995, the complex pre-existing political and administrative geography and the presence of the Scottish Parliament in Edinburgh. These factors may have lead to the direct relevance of the *city-region concept* to Scotland being questioned amongst policy making elites. The particular political and cultural context of Scotland shall be explored further in the second subsequent review in the next chapter, that is specifically focused on Scottish local government and field administration. Current knowledge on *city-region functional rationality* in Scotland is inadequate. The importance of *city-regions* as functional entities in the space-economy of nations has been well-established in the literature. The isolated *City Regions Boundary Study* (Scottish Executive, 2002a) represents at best a pilot study which provides an underdeveloped and incomplete picture of *functional rationality*. This study remains relevant as a starting block to be expanded upon and updated.

To demonstrate the material basis (*spatial logic / functional footprint / daily economic system*) of the Scottish *city-regions* of Glasgow, Edinburgh, Aberdeen and Dundee, the following research questions were undertaken:

- 1) To what extent is the *daily economic system* (TTW or FUR approach) characteristic of Scotland's socioeconomic geography?**



- 2) **What Evidence is there of deepening functional interdependency within Scotland's *city-regions* since 1991?** Such a deepening could be used to bolster normative arguments for the development of a corresponding political and administrative *city-region*.
- 3) **It has been suggested that *city-regions* are increasingly *polycentric* in character. How relevant is this statement in contemporary Scotland?** The literature review has highlighted normative literature on urban regions where no single central city dominates (PUR). Polycentricism is relevant within 'unipolar' *city-regions*, i.e. how do more localised flows within more peripheral areas of FURs compare periphery to core flows?
- 4) **To what extent do Travel-To-Work patterns for Scotland's *city-regions* differ by socioeconomic grouping, gender and age?** It is possible that the *city-region* will have more or less relevance to different sections of the population, which could undermine arguments for the development of political *city-regions*. In England, catchments associated with managerial and professional workers may provide the most suitable geography for demarcating the boundaries of *city-regions* (Robson et al., 2006).
- 5) Debates on *city-regions* in Europe have focused upon the spatial *flexibility* of *city-regions*, but also on the practical need to define boundaries for organisational purposes. **Given the relative proximity of Scotland's four major cities, where would these boundaries fall according to Travel-To-Work statistics?**
- 6) **Do any of Scotland's four major cities exhibit unusually strong or weak inter-relationships with respect to their *daily economic systems*?** The mathematical technique of *gravity modelling*, can measure relative strengths and weaknesses.
- 7) **To what extent is it possible to consider *retail catchments* in the context of *city-regions*?** The literature has highlighted that this aspect of *functional rationality* is difficult to research. The mathematical technique of *gravity modelling* can be used to add clarity to existing data from the *City Regions Boundary Study* (Scottish Executive, 2002a).



**8) How does the *functional footprint* of the *daily economic system* compare with pre-existing local government, NHS and strategic development planning authority geo-administrative units?**

## **2.10 KEY DEBATES ON *CITY-REGIONS***

A second set of research questions emerge later that are informed both by key debates that have arisen from this first literature review and the content of the second literature review on *local government* and other *field services* within Scotland. These questions are set out at the end of the following chapter.

The first key debate was the question of how the *city-region* should be defined. As there was no consensus on this, and indeed a flexible approach is often the norm, it was decided that a flexible approach be taken in this work. This approach was not overly prescriptive in terms of focusing on a specific perspective of the *city-region*, and did not negate other potentially useful applications, for example, *metropolitan area city-regions* aside *nodal* (non-city) *regions* as having greater practical relevance than say, spatially exhaustive perspectives.

Another key debate concerns how necessary it is to organise institutional collaboration and policy coordination at the *city-regional* level, and whether this can be done through existing structures. The second literature review allows for this to be considered in the context of Scotland. It is clear that collaboration at the *city-region* level makes sense for some forms of *external positioning*, such as place marketing for tourism and inward investment (complementary urban and rural assets), or lobbying for European project funding. With respect to *internal logic* the evidence is plausible but weaker and therefore the concept is in need of further empirical consideration. Debates surrounding the forms of *city-regional/metropolitan governance* that should be considered ‘best practice’ remain inconclusive and more *case study* research is needed, but a ‘balance sheet metaphor’ approach suggests that *metropolitan* unitary-type authorities may, on balance, have an edge over other forms of *city-regional governance* (Salet, Thornley and Kreukels, 2003a, 2003b).

The question of whether the *city-region* offers a more suitable framework to promote balanced economic development in an era of urban economic competitiveness is related to the question of necessity. Issues surrounding Scotland’s political and administrative geography (and political culture) that will shed light on this debate are discussed in the



next chapter. It may be better to have political and administrative units working separately within a *functional city-region* than ‘falling out together’ within a *soft* corresponding political and organisational *city-region*.

There has been some debate in the literature (but arguably not enough, with emphasis on functional reasoning) on the extent to which formal *city-regions*, or even *joint structures* which are not directly elected, can command popular support, or at the very least in the case of the latter, political legitimacy. Since the introduction of thirty-two *unitary local authorities* in Scotland in 1995, there has been a necessity for *joint working* between these authorities, and literature discussed in the following chapter provides some insight into the future prospects for *joint working* at the *city-regional/regional* level.

Finally, there is a debate which could be simplified as *function* versus *geography*. What should be the appropriate size, and relative scope, of particular public bodies? The literature focuses particularly on local and regional levels of authority (and their relative functions). There is an overall consensus that certain services lend themselves to administration and political control at a scale above the municipal level, although this has been difficult to establish quantitatively. Planning as a service features strongly, with the need for the *strategic planning* of infrastructure and economic development to manage and accommodate *functional interdependency* within the *city-region/region*, for example transport planning and management. The review in the next chapter shapes this debate further by considering Scotland’s internal *government/governance* structure from 1969 to the present day.



# CHAPTER 3: A BRIEF HISTORY OF SCOTTISH FIELD SERVICE GEOPOLITICS

## 3.1 THE CITY AND THE REGION IN THE REAR VIEW MIRROR

In Scotland there has been a comparative lack of a *city-regional approach* at a time when it is becoming fashionable elsewhere, which is remarkable given that the country was originally one of the pioneers of the concept (Begg and Docherty 2002). The government drew up a *Royal Commission* in the 1960s to look into how local government in Scotland should be reformed. The policy of reforming Scottish local government was actually departmental in origin, sprung from the experiences of the *Scottish Office* rather than from the policy of a political party or interest groups (Keating, 1975). Chaired by Lord Wheatley, the commission felt that the *city-region* was the optimal unit of geography for sub-national planning and administrative purposes (Begg and Docherty, 2002). At the time, the system of Scottish local government comprised twenty-one *large burgh councils*, one-hundred and seventy six *small burgh councils*, thirty-three *county councils* and one-hundred and ninety-six *district councils*. As Wheatley began his report: “*Something is seriously wrong with local government in Scotland... At the root of the trouble is the present structure.*” (Wheatley, 1969, p.1). The commission recommended a *two tier* system of local government based principally around *city-regions* with responsibility for strategic functions such as land use planning, transportation, education, economic development, fire and police services. Central to the enquiry of the Wheatley commission was the question of the scale at which a local government function could be discharged, and with what other functions ought it to be associated (ibid, 1969). For Wheatley, for instance, health, education and social work are services closely interrelated at the policy and planning levels (ibid, 1969). “*In fact it is not always easy to say where one service ends and one begins.*” (ibid, 1969, p.85). Wheatley recommended these should be discharged at a minimum population level of two-hundred thousand.

Local and environmental amenity issues would be the responsibility of the lower tier districts, such as refuse collection, environmental health, libraries and public halls. By the time Wheatley’s reforms had become law, alterations had been made to the number of *regions and districts*, (greater emphasis *on regions* rather than *city-regions* e.g. Borders) and the balance of powers was altered to give responsibility for public housing to the districts and made them local planning authorities, while the regions kept responsibility for *strategic planning*. Inevitably, the boundaries of the regions were a compromise between



the functional, political and historical. *NHS Health board* units followed the geography of the regions, except in Strathclyde which was sub-divided into four units. For the most part the regions consisted of merged old counties. The county of Fife formed a standalone region, rather than split on more functional terms into two regions based on Edinburgh and Dundee despite Wheatley's emphasis on what he viewed as a clear geographical divide between the north and south of the country.

*"North Fife is predominantly rural and agricultural with coastal holiday resorts whereas south Fife is much more industrial. The opening of the Tay Road Bridge has extended the influence of the city of Dundee into north Fife as far as the East Neuk burghs."* (Wheatley, 1969, p.77).

Wheatley arguably did not give due consideration to the political difficulties of creating formal political and administrative *city-region* units.

The Wheatley analysis was concerned with improving efficiency and democracy in local government. Larger authorities would allow economies of scale and efficiency in the use of resources and allow the provision of specialist services while simultaneously eliminating the necessity for *joint arrangements* and close supervision by central government. Perhaps inevitably (specifically Strathclyde) they were perceived by some as 'too powerful' relative to central government in London via the Scottish Office. For much of the life of the former *regions*, Strathclyde and national government had conflicting political priorities.

*"Traditional concepts of local democracy can result in very small units, but only with a corresponding sacrifice in standards of performance. Local democracy, thought through, does not involve this sacrifice at all. On the contrary, it is when local government operates at the scale which its services demand that true local democracy emerges: because that is the point where power and responsibility can be properly entrusted and where the administration of services can become responsive in the right way, that is through pressures from within rather than from without."* (Wheatley, 1969, p.50).

Wheatley concluded that Scotland's areas of local government failed to accord with patterns of life and work; that authorities were too little to efficiently and effectively administer their responsibilities; and that many authorities were very much dependent upon grant from central government for their income. The balance of power in *local authorities'* relationship with central government had shifted too much towards the latter (Wheatley, 1969). These are issues that would appear to have some resonance today. A submission to the commission from the *Scottish Town and Country Planning Association* stated *"...the separation of the old urban areas from their hinterlands and from zones of new urban*



*growth completely inhibits an effective and unified approach to planning problems.”*  
(Wheatley 1969, p.32).

Under the regional system that followed, *strategic planning*, health, education, social work, police and fire were all managed at the same geographical scale and uniform units. There is a danger that, aside from arguments over efficiency and democratic deficiencies, that the ability of Scotland’s public services to produce ‘joined-up’ approaches to service delivery may be hindered as a result of the current asymmetrical character of Scotland’s public service geography. In 1969, the year Wheatley reported, the pattern of un-integrated functional *field services* was perhaps more asymmetrical than today, for example police force areas were typically smaller than fire service areas, and regional water board areas differed from river purification board areas. Below are two maps, the first a map of Scotland’s official *Planning Regions* in 1969, and the second a map of Scottish *Regional Hospital Board Areas*:



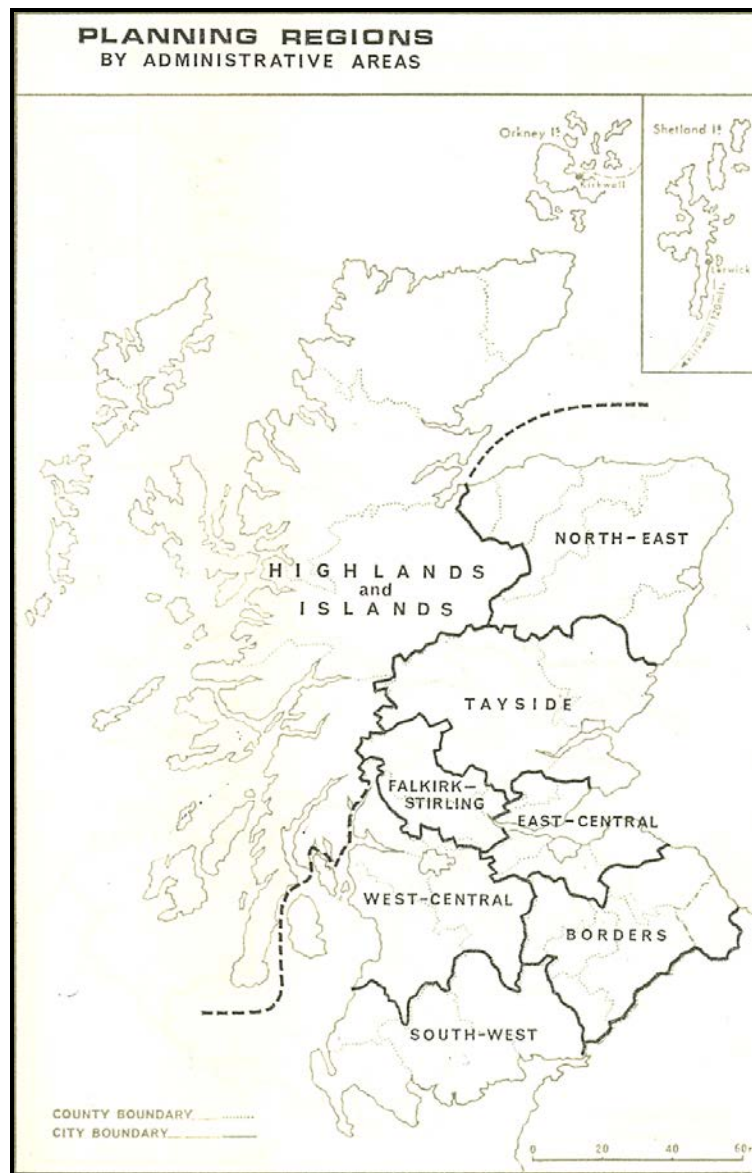


Figure 3- 1 Planning Regions in Scotland in 1969 [From Wheatley (1969),, appendix 6, p39].





Figure 3- 2 Regional hospital Board Areas in Scotland in 1969. [From Wheatley (1969), appendix 6, p40].

Looking at the map of the planning regions, most of Ayrshire is included in the 'West-Central' area which otherwise is geographically close to the area covered by the current *Greater Glasgow and Clyde Valley SDPA*. Fife is divided between the 'Tayside' planning region and 'East-Central' region. This Fife boundary is identical to the boundary of the relevant SDPAs today. With respect to *Regional Hospital Board* areas, the structure is of five areas, on the five *cities* of Glasgow, Edinburgh, Aberdeen, Dundee and Inverness.



This raises an important question with respect to *city-regions* and hospital services: If it made sense to administer the NHS on a *city-regional* basis in 1969, why not today in an era of costly new technology and highly specialised labour requiring larger scale facilities and therefore larger service catchment areas? This historical geography underlines the decision to make *healthcare* one of the three *spatial case-studies*.

There was always a perception that Strathclyde region, with nearly half of Scotland's population at the time of formation, was disproportionately large. A populist critique emerged that the new *regions* in general were too big, remote and bureaucratic (Midwinter, 1995). Debates in the 1970s on Scottish devolution placed uncertainty on the new system. A *Scottish National Party* (SNP) policy document for example argued that the reform of local government had been a mistake. It talked of the end of 'local' government and of 'monster regions'. The document advocated the abolition of all the regional councils with some of their powers being transferred to the districts and other strategic services being passed to a Scottish level of government (in Midwinter, 1995). The idea of the '*national scale*' somewhat fulfilling the role of the *upper-tier* is therefore not a new idea, just one that has re-emerged. It may be that the SNP administration in Edinburgh elected in 2011, with its remarkable overall parliamentary majority that raises the possibility of Scottish Independence, is ideologically opposed to powerful *city-regions* as they could impinge upon the political and administrative primacy and cultural centrality of the '*Scottish (national) scale*'. The feasibility of the responsibility for certain strategic services being transferred to the *Scottish Government* (i.e. Scotland as an '*national geo-administrative region*') was explored in the analysis of the interviews. Wheatley himself noted that this was something that he would have considered had it not been prohibited by the terms of reference of his mandate (Wheatley, 1969). There is evidence that Strathclyde was able to build commonalities between its diverse rural and urban areas. To quote a councillor from Argyll, a former county which would appear to have more in common economically with the Highland region than west central Scotland:

*"Strathclyde has not only done everything possible to understand the needs and problems of the area but also has great resources to commit to the area; Argyll has many friends in Strathclyde [a view which can coexist] alongside a perception of loss of identity and a feeling of remoteness from the centre of decision making."* (quoted in Page and Midwinter, 1979, p.13).

The *two-tier* system only lasted just over two decades and was abolished in 1995 by the then *Conservative* government and replaced with *single-tier unitary authorities*. It was



argued that the *two-tier* system was not well understood with people being unsure about where different responsibilities lie. The *two-tier* system itself slowed the decision-making process due to delay and friction (Midwinter, 1995). Allegiances to the *former counties* were still prominent. A new emphasis on the enabling role of local government in the era of competitive tendering and private sector involvement, rather than on direct service provision, suggested that concerns over the operational advantages of large authorities (as emphasised by Wheatley) were not as relevant today (see Chapter Two, section seven, for earlier discussion on *governance*). A process of passing services to other authorities was already underway, for example certain environmental responsibilities to a new *Scottish Environmental Protection Agency* (SEPA). The notion of the ‘enabling authority’ was at the heart of the *Conservative Party* agenda. Viewing the reorganisation in this context is central to understanding it. This vision, for example, envisaged education boards independent of *local authorities*; an end to the local authority role in housing; the contracting out of social work; the privatisation of water and sewerage; *strategic planning* and trunk roads and ‘A’ roads should come under the writ of central government. According to Midwinter (1995) the Conservatives exaggerated the capacity for extending the role of the private sector. The new system relied on many of the existing boundaries of the *regions and districts* for the most part (but with important, politically-driven exceptions). What was remarkable about the consultation process was the absence of any serious assessment of the existing system.

*“There is no coherent body of research evidence, but a reliance almost on anecdotes, rather than careful exposition and demonstration of a case for change. The case is treated as made, leaving only the form and scope to be determined... The key arguments are made in a mere six pages of manuscript.”* (Midwinter, 1995, p.88).

Page and Midwinter (1979) looked into the issue of whether the *two-tier* structure was more costly than its predecessor, concluding that “*sweeping statements about their remoteness, inefficiency and cost are not generally supported by the available evidence.*” (Page and Midwinter, 1979, p.461). A regression analysis undertaken by Page and Midwinter (1981) produced a negative correlation between *district* size and the proportion of the local budget spent on administration, with no relationship either between the size of the *region* and its administrative cost. A report by a team of consultants on the proposed unitary structure showed that savings would arise with reorganisation, but this was due to the abolition of small *districts*, and not due to the abolition of the *regions* (Midwinter, 1995). There was evidence that costs would rise with the number of authorities established. Four possible structures were considered, a fifteen unit structure similar to the *regions*



except for Strathclyde; a twenty-four unit structure; a thirty-five unit structure and a fifty-one unit structure (Scottish Office, 1992). According to Midwinter (1995), with the exception of the fifteen unit structure, the new system created more need for *joint arrangements* (*joint boards, joint committees and contracts*). This contradicted the notion that the new system would be more democratically accountable. The current, apparent agenda encouraging *local authorities* in Scotland to share the provision of services across boundaries is discussed in these terms in the interview analysis. For Midwinter (1995), the 15-unit structure proposal was a missed opportunity. The 15-unit proposal would have kept the existing boundaries of the *regions* and island councils except for Strathclyde, which would have been subdivided along the lines of existing *health board* areas. The need for *joint arrangements* would have been minimal, the potential for efficiency gains maximised, and accountability would have arguably been promoted (ibid, 1995). This structure would encompass a variety of units, for example the minimalist *metropolitan area city-region* of *Greater Glasgow*, a larger type predominantly urban region such as *Lanarkshire*, a more traditional *city-region* conception such as *Grampian* (Aberdeen, Aberdeenshire and Moray) and a *nodal region* such as *Highland*.

The *Conservative* government of the early 1990s aimed to provide ‘real devolution’ to individuals through local government reform as an alternative to the creation of a *Scottish Parliament* as proposed by the other political parties in Scotland. That is strange notion perhaps given that the reforms would clearly make it easier to establish such a parliament by removing the relatively powerful regions from the equation. According to Midwinter (1995):

*“Once the new system is established, the easiest way to effect democratic control and promote functional efficiency would be to ‘centralise’ responsibility for police, fire, water and sewerage, roads, education and social work, rather than to engage on a further redrawing of the local government map to provide reasonably sized authorities... The prospect is that parliamentary devolution would become executive centralisation of power, once the limitations of small authorities become clear.”* (Midwinter, 1995, p.139).

Prior to political devolution to a new *Scottish Parliament* there was a serious fear within local government that the delivery of many key local government services would, as a direct consequence of devolution, be *centralised* (Bennett, Fairley and McAteer, 2002).

It is reasonable to conclude that there must have been some problems with the *two-tier* system to justify such a radical overhaul. The co-ordination of inter-related services between *region and district* such as social work and housing, portrayed as a major



problem, must be difficult to some extent at least due to political control, decision-making processes, and competing values and priorities (McConnell 2004). However, unlike previously, no royal commission was appointed and only a basic consultation exercise took place.

*“Thus it was clear from the outset that decisions over the new shape of the local authority map were essentially a political exercise. Moreover, there was very little evidence to support government claims of bureaucratic inefficiency in the Regions and public confusion over the roles of each tier of local government.”* (Begg and Docherty, 2002, p.5).

A survey by *MVA Consultancy* of 1,501 people on behalf of the then *Scottish Office* in 1994 found that 80% of respondents felt the quality of service provision in their area to be good or very good (*Scottish Office Central Research Unit*, 1995). Between 71% and 73% of respondents could correctly name, respectively, the *district* and the *region* as being responsible for certain services (*ibid*, 1995, pp.14-17). It is noted by Midwinter (1995) however, perhaps somewhat surprisingly, that ‘most’ of the new authorities were ‘defendable’ in ‘socio-economic geographical terms’. This is intriguing, that such a staunch critic of the reforms to make such a sweeping statement. Curiously, Midwinter fails to emphasise the lack of opposition from the *Labour Party* in Scotland for the reorganisation in his critique. *Labour* was eager to avoid charges of ‘over governing’ and did not want to be seen to be defending the *two-tier* system (McVicar et al., 1994). What does Midwinter (1995) mean by *socioeconomically and geographically defensible* in any case? Regrettably he does not elaborate further on this point. The notion of being able to delineate such qualities was discussed during the interview process.

*A Review of Scotland’s Cities* (*Scottish Executive*, 2002b) was commissioned in 2001 by the *Scottish Executive* (now known as *Scottish Government*), and this represented the first time *cities* had been specifically focused upon by as spatial units since the formation of the *Scottish Parliament* in 1999 (Turok, 2004). The policy response of the *Scottish Executive* to this report was to announce a *City Growth Fund* of £90 million over three years for infrastructural improvements to promote economic development (*Scottish Executive*, 2002b). A plan of action and implementation (a *City Vision*) was to be prepared by each *city* in order to gain their share (*ibid*, 2002b). The executive also announced that £20 million over three years would be given to help rehabilitate derelict and vacant land in Glasgow, North Lanarkshire and Dundee (*ibid*, 2002b).



The report, while not wishing to dwell on the past by elaborating on the pros and cons of the former *regional* structure, acknowledged that its abolition had left an ongoing legacy, and that increasingly and more specifically, the *functional city-region* was a system in need of coherent development and management (Scottish Executive, 2002b). The issue of the relationship between the *city* and the surrounding *region* (i.e. the *city-regional dynamic*) was touched upon in the review. It acknowledged the positive impact that Scotland's *cities* have on their surrounding areas and vice-versa, but that mutual relationship had been held back by restrictive boundaries and fragmented governance (ibid, 2002b). In Aberdeen *city to city-region* links were described as 'robust' in the sectors of planning and service provision. In contrast in Dundee, "*There is a widespread and acute sense that the present city boundary has a significant deleterious effect on the management and development of the city and does not facilitate good city to city-region partnerships.*" (ibid, 2002b, p.52). Likewise in Glasgow the boundary was viewed as being 'poorly aligned' and there was little co-operation with surrounding authorities (ibid, 2002b). In Edinburgh, the spread of growth and network necessities made for a cooperative relationship with the rest of the *city-region* (ibid, 2002b). Was the Review's assessment of relationships across the four *city-regions* accurate? The review acknowledges that functional markets, for example for housing and labour, drive patterns of demand for services and infrastructure. The boundaries of the main authorities, agencies and partnerships that look after the planning and delivery of services and infrastructure overlay these functional systems (ibid, 2002b). It also acknowledged that the political leadership of fragmented councils may (albeit understandably) act in the short-term interests of their electorate rather than acting strategically in the long-term interests of the wider *city-region* (ibid, 2002b). The review suggested that the *central city* and its *suburban/rural* neighbours should form stronger partnerships, without providing much more details as to how this could happen (ibid, 2002b). For Turok (2004), the review represented a rather limited response to the multi-fold problems facing Scotland's *city-regions*.

### **3.2 CONTEMPORARY ISSUES AND DEBATES**

The philosophy of *Community Planning* in Scotland's public sector has become prominent as a spatial concept over the past decade. It emerged from a desire to make core public services more effectual at meeting the requirements of disadvantaged areas, with the new philosophy outlined in a document entitled *Community Regeneration Statement* (Turok, 2004). *Community Planning Partnerships* (CPPs) and their cousins, *Community Health Partnerships* (CHPs), represent an attempt to bring different parts of local government and



the public sector together so that they can plan for and deliver services in a more ‘joined-up’ coordinated manner, rather than functioning in isolation.

Since 2004, the philosophy of *community planning* has been becoming visible at the more macro scale of the *city-region/region*. The period since 2007 has witnessed the creation of new *Single Outcome Agreements* (agreements referred to generally as ‘the concordat’) between *local authorities*, *Scottish Government*, and other entities, especially CPPs and CHPs. The *single outcome agreement* is a detailed service strategy and delivery document. A consequence of this is that *shared services* between *local authorities* and/or other *field services* can be implemented without ministerial approval. *Single Outcome Agreements* therefore have relevance to the future direction of *governance* in Scotland, including impacting on how *soft city-regionalism* may or may not develop and the character it may take if it does develop. What interests here is how significant and worthwhile coordination and cooperation activities such as CPPs and CHPs are when they occur at a *city-regional* level (and both inter and intra organisation/service). Do they lead to significant tangible benefits? Are personalities more important than boundaries, as a willingness to cooperate negates the existence of these traditionally rigid and formal geographies (imagined or otherwise)? *Community planning* and other manifestations of partnership working in the era of *governance* may be more relevant as a *soft* conception of *city-regions* (Turok, 2009) than the planned creation of larger units such as *city-regions* via structural change.

In 2006, there was evidence that at the very least, a debate was taking place on the *geo-administrative* structure of Scotland’s public sector, which was being highlighted in *The Scotsman* and *The Herald* newspapers. The debate appears to have started around the idea of *local authorities* merging services. In the article ‘*Behind-the-scenes talks on local authority mergers*’, *The Scotsman* claimed that council leaders were in talks with ministers to cut the number of *local authorities* in Scotland after the 2007 Scottish Parliamentary elections (*The Scotsman*, 22/06/06). “Tom McCabe, the finance minister, yesterday revealed that councillors and officials have come to him privately to offer to merge their authorities.” (*The Scotsman*, 22/06/06). According to *The Scotsman* the minister also hinted at a reduction in the number of police forces in Scotland, where one force (Strathclyde) covers around 42% of Scotland’s population. The councils that were thought most likely to merge first were North, South and East Ayrshire. As of June 2012 this merger had not occurred, but council officials had agreed to further explore means of cooperation on an all-Ayrshire basis (*Kilmarnock Standard*, 15/09/10). There had been moves to merge administration at Stirling and Clackmannan, although the councils insisted



they would remain separate authorities (*The Scotsman*, 22/06/06). Talks on the merger of Aberdeen and Aberdeenshire and the merger of West Lothian and Midlothian were said to be at an early stage (*ibid*, 22/06/06). According to Mr. McCabe, Scotland has “*an unbelievably complex public services map. ... We’ve got 32 local authorities established by a central government diktat. Do we need that kind of sub-division in a country of five million people?*” (Tom McCabe in *ibid*, 22/06/06). Councils would be encouraged to come forward proposals of their own, but the *Scottish Executive* might act if ideas did not come forward. Noting that the *Scottish National Party* (SNP) had ‘no plans’ for local government reform, McCabe suggested that the SNP was shying away from looking at the number of councils, and that that was “*territory that cannot be avoided*” regardless of the political make up of the Scottish Parliament after May 2007 (Tom McCabe in *ibid*, 22/06/06). John Swinney, the *SNP Finance and Local Government Spokesman* at that time, via his spokesperson(s) often repeated that his party had ‘no plans’ for local government reorganisation.

In another article entitled ‘*Halve local authorities and save taxpayers’ cash, says senior council chief*’, the outgoing *Chief Executive* of Fife Council, Douglas Sinclair suggested that the idea of fourteen mainland *unitary authorities* matching the areas of Scotland’s fourteen mainland *health boards* made the most sense (*Scotland on Sunday*, 12/05/06). “*You have neighbouring councils with separate education systems... Why do we have three Ayrshire councils? There must be synergies there, but people are very protective of their own area.*” (Douglas Sinclair in *ibid*, 12/05/06). A spokesman for the then *Labour-Liberal Democrat coalition* added:

“*We want people to have their say on this. We are not in the job of proscribing things. There is a recognition that things aren’t ideal in the current structure. We find it perverse that people are defending a structure now that no one was defending when it was brought in. Some people are being a bit inward-looking and protecting their interests. We need to look at this with a fresh eye and a blank canvas.*” (a *Scottish Executive* spokesperson in *ibid*, 12/05/06).

A spokesperson for the *Convention of Scottish Local Authorities* (COSLA) added, “*By simply plucking a random number you are in danger of adding to the institutional porridge that Douglas Sinclair claims to dislike so much.*” (a COSLA spokesperson in *ibid*, 12/05/06).

The current system bears out the predictions of Midwinter (1995), consisting of *unitary councils* alongside complex *multi-agency, multi-tiered* working (Begg and Docherty, 2002).



*“One of the paradoxes of the reform [of 1995] was that the dismantling of the regional tier was accompanied by a widespread acceptance that the new network of smaller ‘all-purpose’ unitary authorities would not eliminate the need for some services to be administered on a regional basis.”* (Docherty, Paddison and Hart, 1995, p.250).

Water was assigned to a new public sector authority separate from the whole local government system. Statutory *joint boards* were set up for police and fire services (maintaining the same geography as the *regions*, but with a joint Lothian and Borders unit), and voluntary arrangements were put in place for other services, many of which tended to be *ad hoc* in nature (Begg and Docherty, 2002). For example, thirteen authorities in the East of Scotland have created the *non-statutory East of Scotland European Consortium* in order to maximise their access to European funds (McConnell, 2004). A similar assemblage was formed in the West of Scotland. A modern society like Scotland needs specialist units to carry out a range of functions, and some services such as transport and water are too large to be the domain of individual authorities (Newton, 1996). These functions could be given to the thirty-two *unitary authorities*, however “... *it is more practical and politically expedient to rely on a multitude of extra-local governmental bodies which it [the Scottish Government] can create, disband, reform and direct on an ad hoc basis.*” (McConnell, 2004, p.31). In the proclaimed era of *governance*, it may be argued that a formal *city-regional* organisation in Scotland would be a relic of the past. According to McConnell (2004), a ‘surrogate’ non-elected *upper-tier* of *governance* has by necessity and default supplanted the former, formal *upper-tier*. The question of the legitimacy of such an outcome is one that has been hotly contested across Europe, introducing the term *quango* into popular parlance. There is concern over whether it is *anti-democratic* to remove functions such as water from the hands of elected bodies such as Strathclyde and pass them to unelected corporate-style bodies. The counter is that these ‘professional’ *quango* bodies are better equipped to produce desired outcomes due to freedom from local political ‘control’, and that there is a clear line of *democratic accountability* through ministerial oversight.

Any feelings of nostalgia for the former *regions* may have been lost through the passage of time and the ‘shift’ from *government* to *governance*. It may be that the most common and convincing view in Scottish local government is that having a *unitary structure* that does not need to directly relate to a perceived regional ‘greater good’ simply produces better outcomes, however measured e.g. faster and more responsive decision-making. The creation of larger *unitary authorities* not necessarily based on *city-regions*, may be a compromise that incorporates some of the *governance principles* or *themes* from a *city-*



*regional perspective.* The possibility of the existence of a hitherto elusive but discernible ‘optimal’ efficiency certainty (perhaps through a misplaced generalised interpretation of theories by Massam and contemporaries) may, in the experience of council leaders and officials for instance, be more a chimera than a certainty, and certainly not compelling enough to justify local authority mergers. It is worth pointing out that many of Scotland’s *local authorities* are amongst the largest *lower-tier* entities in Europe, in terms of *population* e.g. Glasgow City, and *physical size* e.g. Highland. The large range of functions they provide as unitary authorities is exceptional in a European context however, so direct comparisons are difficult.



**Table 3- 1 Components of estimated population change by Scottish Local Authority, mid-2001 to mid-2011 [From: GROS, 2012].**

	Estimated population 30 June 2001	Births	Deaths	Natural change	Estimated <sup>1</sup> net civilian migration	Other <sup>2</sup> changes	Estimated population 30 June 2011	Population change	
								Number	%
<b>Scotland</b>	5,064,200	558,827	558,402	425	191,983	-1,808	5,254,800	190,600	3.8
<b>Council areas</b>									
<b>Aberdeen City</b>	211,910	22,960	21,239	1,721	6,763	26	220,420	8,510	4.0
<b>Aberdeenshire</b>	226,940	25,669	21,601	4,068	17,022	-430	247,600	20,660	9.1
<b>Angus</b>	108,370	11,102	12,881	-1,779	4,505	-466	110,630	2,260	2.1
<b>Argyll &amp; Bute</b>	91,300	7,732	11,161	-3,429	2,607	-888	89,590	-1,710	-1.9
<b>Clackmannanshire</b>	48,070	5,576	5,019	557	1,855	288	50,770	2,700	5.6
<b>Dumfries &amp; Galloway</b>	147,780	14,241	18,298	-4,057	4,297	40	148,060	280	0.2
<b>Dundee City</b>	145,460	16,244	17,320	-1,076	1,186	0	145,570	110	0.1
<b>East Ayrshire</b>	120,310	12,838	13,951	-1,113	884	119	120,200	-110	-0.1
<b>East Dunbartonshire</b>	108,250	9,318	9,732	-414	-3,072	-194	104,570	-3,680	-3.4
<b>East Lothian</b>	90,180	10,412	10,187	225	7,765	0	98,170	7,990	8.9
<b>East Renfrewshire</b>	89,410	8,851	8,581	270	170	0	89,850	440	0.5
<b>Edinburgh, City of</b>	449,020	49,846	43,643	6,203	40,100	37	495,360	46,340	10.3
<b>Eilean Siar</b>	26,450	2,410	3,694	-1,284	913	1	26,080	-370	-1.4
<b>Falkirk</b>	145,270	17,565	15,994	1,571	7,491	48	154,380	9,110	6.3
<b>Fife</b>	349,770	39,451	38,297	1,154	16,507	-61	367,370	17,600	5.0
<b>Glasgow City</b>	578,710	69,676	70,447	-771	20,781	110	598,830	20,120	3.5
<b>Highland</b>	208,920	22,494	23,520	-1,026	14,629	-153	222,370	13,450	6.4
<b>Inverclyde</b>	84,150	8,389	10,464	-2,075	-2,867	12	79,220	-4,930	-5.9
<b>Midlothian</b>	80,950	9,071	8,192	879	88	453	82,370	1,420	1.8
<b>Moray</b>	87,000	9,115	9,430	-315	2,167	-1,592	87,260	260	0.3
<b>North Ayrshire</b>	135,820	14,409	16,038	-1,629	939	0	135,130	-690	-0.5
<b>North Lanarkshire</b>	321,180	39,336	34,414	4,922	429	149	326,680	5,500	1.7
<b>Orkney Islands</b>	19,220	1,898	2,196	-298	1,238	0	20,160	940	4.9
<b>Perth &amp; Kinross</b>	134,950	13,570	15,701	-2,131	16,574	127	149,520	14,570	10.8
<b>Renfrewshire</b>	172,850	18,706	19,756	-1,050	-1,150	0	170,650	-2,200	-1.3
<b>Scottish Borders</b>	106,950	11,030	13,067	-2,037	8,237	0	113,150	6,200	5.8
<b>Shetland Islands</b>	21,960	2,497	2,109	388	183	-31	22,500	540	2.5
<b>South Ayrshire</b>	112,160	10,241	14,184	-3,943	3,467	-124	111,560	-600	-0.5
<b>South Lanarkshire</b>	302,340	33,729	33,159	570	9,750	0	312,660	10,320	3.4
<b>Stirling</b>	86,200	8,665	8,610	55	4,388	127	90,770	4,570	5.3
<b>West Dunbartonshire</b>	93,320	10,320	11,193	-873	-2,087	0	90,360	-2,960	-3.2
<b>West Lothian</b>	159,030	21,466	14,324	7,142	6,224	594	172,990	13,960	8.8



The above table highlights that in the context of a population figure of *two-hundred thousand* as a minimum *threshold* for the discharge of many important functions, the size of many of Scotland's unitary authorities has come under scrutiny (Wheatley, 1969). Two major local authority functions identified by Wheatley to be administered at or above that threshold were education and social work, and as can be seen from the above table, it is frequently the case that these are not. Allowing for some flexibility (and excluding island authorities), the following authorities have a population below *one-hundred and fifty thousand*: Angus, Argyll and Bute, Clackmannan, Dundee City, East Ayrshire, East Dunbartonshire, East Lothian, Inverclyde, Midlothian, Moray, North Ayrshire, Perth and Kinross, Scottish Borders, South Ayrshire, Stirling, and West Dunbartonshire. Organising education and social work as *shared services* in the former ceremonial counties of Ayrshire, Stirlingshire and Dunbartonshire and Renfrewshire would allow that threshold to be surpassed, although with respect to the latter two, given that much of their area comprises suburbs of Glasgow, such an organisation might be *historically and culturally* driven rather than *functionally* driven. An approach to *shared services* based upon the geography of former counties may be more digestible than a *city-regional approach* for both the participating bureaucracy and the local public.

It was the conclusion of Begg and Docherty (2002) that local government arrangements for *economic development, strategic planning* and *transport planning* (an inter-authority and multi-agency approach as being necessary) were failing, citing evidence that indicates that approaches that are *voluntary* in nature are not robust enough to allow tough decisions to be made (ibid, 2002, p.13). The complexity of partnership initiatives, "... *raises concerns about their roles and responsibilities, efficiency, accountability and overall coherence.*" (Bailey, Docherty and Turok, 1999). *Unitary authorities* now compete against each other for development and "... *display extreme caution when dealing with other stakeholders in a partnership should their own local priorities be exposed to a system prioritisation on the basis of their benefits to the wider region.*" (Begg and Docherty, 2002, p.13). This assertion or hypothesis is something that the interview analysis will attempt to build on, especially with respect to the new *Strategic Development Planning Authorities* (SDPAs), as a 'live' development at the time of the interview process. Begg and Docherty propose a model of *city-regional chambers* to co-ordinate the functions of *strategic planning, transport* and *enterprise* (ibid, 2002). It is proposed that the boundaries of *transport partnerships, structure plan areas* and *local enterprise companies* (now defunct) should be



aligned to cover the same territory (ibid, 2002). The boundaries of the *city-regions* should focus on the economic and social spheres of Scotland's cities (ibid, 2002). On this basis, it is reasonable to consider the alignment (or lack of it) between the geographies of new *Strategic Development Planning Authorities* (SDPAs) and *Regional Transport Partnerships* (RTPs) as a test of whether ongoing developments with respect to *soft city-regional organising capacity* are giving due consideration to the argued importance of coterminosity.

Related to the *Greater Glasgow and Clyde Valley Strategic Development Planning Authority* (GGCVSDPA) (formerly *GGCV Structure Plan Authority*) is the *Greater Glasgow and Clyde Valley Community Planning Partnership* (CVCPP), which was set up in 2006 as an eventual consequence of the *Review of Scotland's Cities*. This was at the instigation of local authority leaders in the GGCVSDPA area and includes: all eight *local authorities* in the area; *Scottish Enterprise*; *NHS Greater Glasgow and Clyde*, *NHS Lanarkshire*; *Strathclyde Partnership for Transport* (SPT); *Glasgow Chamber of Commerce*; *Greater Glasgow and Clyde Valley Tourist Board*; *Jobcentre Plus*; *Strathclyde Police*; and *Strathclyde Fire Brigade*. The role of the partnership is to oversee the implementation of the '*city-regional strategy*' – *Metropolitan Glasgow* (note the application of *city-region* at the smallest possible scale). Given that the partnership meets only twice a year, questions arise as to whether this represents a real commitment towards a policy making structure that corresponds to the needs of the *city-region* (or more correctly, *metropolitan area*). At the very least, it represents recognition by many stakeholders that a wider approach is necessary and desirable to some extent, but the level of commitment amongst key stakeholders is worth interrogating. (For example, is X Council more keen on such *city-regional activity* than other councils, and if so, why?) Are likely to be tensions on agreeing priorities when consensus is necessary? A consideration of motivations will help to picture the effectiveness of current *soft city-regional arrangements* in the context of Scotland.

It has been argued that the former system of *regions and districts* had a good ability to take wider needs into account when deciding on priorities (Begg and Docherty, 2002). The present system of partnership working affords too much scope to the parochial interests of individual councils (ibid, 2002). *Voluntary partnerships* are prone to 'lowest common denominator' decisions due to their need to produce consensus. More powerful authorities currently are able to promote policies that are beneficial for their own areas at the expense of neighbouring authorities (ibid, 2002).



*“There is ample evidence from a number of conurbations across the UK of major retail proposals being supported by authorities aspiring to gain the benefits of development and ‘export’ the impacts. The two mega-centre proposals at Newhouse and Braehead were accompanied by local benefits while the analysis of trade draw demonstrated significant impact on centres in adjoining authorities... A network of unitary authorities will not be able to avoid such circumstance and the conurbation would lose the benefits of an overall strategy.”* (Strathclyde Regional Council, 1995 [in Begg and Docherty, 2002, p.14]).

The notion of competition between authorities is epitomised by activity that took place around the time of reorganisation between the new Glasgow City and Renfrewshire *unitary authorities* to have the entire *Braehead* shopping and leisure complex included within their boundaries. A proposed new leisure and residential development at Errol in Perth and Kinross but close to the Dundee City council area boundary (controversially ‘reduced’ from the previous Dundee District Council area), exacerbated apparently difficult relations between the two authorities (Lindsay, 2005). North Lanarkshire council’s proposals for the site of the former *Ravenscraig* steelworks site (specifically the ‘town centre’ retail element) attracted objections via the planning process from neighbouring authorities and retail interests in South Lanarkshire (notably the owners of Hamilton and East Kilbride shopping malls). These apparent problems are not unique to Scotland. Romein (2004) has noted that unsustainable and unproductive effects such as asset duplication and increased property prices have distorted markets in the *RheinRhur*, *Flemish Diamond* and *Randstad* regions of Europe.

*“The crude and partly unproductive competition among sub-regions or municipalities to attract new businesses, bind more purchasing power, and invent flagship projects which are absolutely not unique in the region (such as urban entertainment centres, multiplex cinemas, concert halls) is still set to continue. ... These developments result in the current unsustainable expansions in the leisure and trade sector for instance, which are running far ahead of demand.”* (Romein, 2004, p.8).

In light of the relative economic difficulties of recent times which have been attributed in part to unsustainable credit based expansion, these sentiments are poignant. The significance of a suggested ‘competitive relationship’ between *local authorities* shall be explored further during the interview process.

As of 2002, 68 per cent of budget of *local authorities* in Scotland came from the *Scottish Executive* in the form of *Aggregate External Finance* (AEF), consisting of *Revenue Support Grant* and other grants and the national non-domestic rate (Scottish Executive, 2003). By 2012, this figure had increased to 85%. The Scottish Government has to calculate a *Grant Aided Expenditure* (GAE) figure for each council, which has the aim of



providing consistent and comparable service levels operating at a same level of efficiency, across all councils. Primary demand for each service is identified then modified to account for geographic and demographic factors. Cities such as Glasgow and Dundee have argued at various points in history that their 'restrictive' municipal boundaries put them at a disadvantage as residents of surrounding council areas regularly use their infrastructure and this demand forces council tax levels higher than surrounding areas that do not face such pressures (benefit spill over effects). Several councils have argued that the process of AEF fails to adequately take the level of deprivation in their area into account. It should be noted however that local government finance is very complex and the Scottish Government claims that it compensates poor areas with higher per capita expenditure. Much of political life in the 21st Century is concerned with the allocation of resources. The complexity of the issue of local government finance as it relates to the geo-administrative structure of Scotland cannot be given adequate justice within the confines of this thesis. It shall be raised selectively in the semi-structured interviews where appropriate in the context of 'regionalising' the allocation of resources for local authorities, and therefore fits with lines of enquiry that pertain to using the city-region/wider regions as anchors for political and administrative strategies.

### **3.3 HEALTHCARE – A NEED FOR CITY-REGIONAL THINKING?**

At present there are fourteen geographical NHS Scotland Health Boards. Some of these broadly conform to the former *regions* and some closely to ceremonial counties that preceded the former regions. The Western Isles, Orkney and Shetland each have their own board.



**Table 3- 2 Components of population change by Scottish NHS Board Area, mid-2001 to mid-2011**  
[from: GROS, 2012]

	Estimated population 30 June 2001	Births	Deaths	Natural change	Estimated <sup>1</sup> net civilian migration	Other changes	Estimated population 30 June 2011	Population change	
								Number	%
<b>Scotland</b>	5,064,200	558,827	558,402	425	191,983	-1,808	5,254,800	190,600	3.8
<b>NHS Board areas</b>									
<b>Ayrshire &amp; Arran</b>	368,290	37,488	44,173	-6,685	5,290	-5	366,890	-1,400	-0.4
<b>Borders</b>	106,950	11,027	13,065	-2,038	8,238	0	113,150	6,200	5.8
<b>Dumfries &amp; Galloway</b>	147,780	14,241	18,298	-4,057	4,297	40	148,060	280	0.2
<b>Fife</b>	349,690	39,451	38,297	1,154	16,509	-61	367,292	17,602	5.0
<b>Forth Valley</b>	279,240	31,800	29,691	2,109	13,729	463	295,541	16,301	5.8
<b>Grampian</b>	525,850	57,744	52,270	5,474	25,952	-1,996	555,280	29,430	5.6
<b>Greater Glasgow &amp; Clyde</b>	1,197,570	134,278	138,174	-3,896	16,652	-72	1,210,254	12,684	1.1
<b>Highland</b>	300,220	30,226	34,681	-4,455	17,236	-1,041	311,960	11,740	3.9
<b>Lanarkshire</b>	553,230	64,102	59,592	4,510	5,296	149	563,185	9,955	1.8
<b>Lothian</b>	779,000	90,762	76,351	14,411	54,232	1,084	848,727	69,727	9.0
<b>Orkney</b>	19,220	1,898	2,196	-298	1,238	0	20,160	940	4.9
<b>Shetland</b>	21,960	2,497	2,109	388	183	-31	22,500	540	2.5
<b>Tayside</b>	388,750	40,903	45,811	-4,908	22,218	-339	405,721	16,971	4.4
<b>Western Isles</b>	26,450	2,410	3,694	-1,284	913	1	26,080	-370	-1.4

Until April 1<sup>st</sup> 2006, there existed an *NHS Argyll and Clyde* health board. On this date it was abolished and its responsibilities were transferred to *NHS Highland* and *NHS Greater Glasgow*, subsequently renamed *NHS Greater Glasgow and Clyde*. The part of the *NHS Argyll and Clyde* area which transferred to *NHS Highland* corresponds to the Argyll and Bute Council Area. The motivation behind the abolition of *NHS Argyll and Clyde* was that it was perceived to be poorly run, geographically inappropriate and was millions of pounds in debt. The problem is that the redraw appears to be symptomatic of something that is possibly wrong with the ethos of Scotland's public sector. There appears to be a lack of forethought as to the appropriate size of units, and perhaps a culture of departmentalism that overrides considerations of geographical rationality. Residents in Helensburgh for example, which is now in *NHS Highland* (which stretches to the north mainland coast of Scotland), use Alexandria Royal Infirmary in Paisley for accident and emergency, and are



dependent on Vale of Leven hospital near Dumbarton for other services, yet these are in the new *NHS Greater Glasgow and Clyde* area. The cross board area use of services is often a necessity, for example residents in Largs in Ayrshire and Arran use Inverclyde Royal Infirmary for Accident and Emergency services. It seems appropriate to ask why when an opportunity arose to better align service usage functionality with administrative geography, that in many senses this mismatch was exacerbated. The problem seems to lie in the addition of Helensburgh and Lomond from Dumbarton district in 1995 to the new Argyll and Bute Unitary authority. Moving that area ‘back’ to West Dunbartonshire was not considered. Anecdotal evidence from the Helensburgh and Lomond area suggests local dissatisfaction. A similar but less complex situation (in the sense that health is the only overlapping administrative ‘anomaly’) exists with respect to Rutherglen, Cambuslang, and areas to the North East of Glasgow City which belong to *NHS Greater Glasgow and Clyde* and not *NHS Lanarkshire* despite being in the Lanarkshire local authority areas. It would appear that even when an opportunity emerges to make Scotland’s institutional map less complex, as in the Health Board changes, the result is even more complexity and incongruence. This may not in itself be a problem but it may emerge as one during the interviews if there is a cost and service constraining burden as a result.

One of the first acts of the first ever Scottish SNP administration in 2007 was, in light of two high profile local campaigns, to scrap plans to ‘downgrade’ *Accident and Emergency* (A&E) services at *Monklands Hospital* in Lanarkshire and *Ayr Hospital* in Ayrshire, to less acute *Community Casualty Units* (CCUs). The expert behind the plans, Professor David Kerr of Oxford University, described the policy ‘u-turn’ as “*emotional and irrational*” (BBC News, 2005). Professor Kerr added that there was an increasing body of evidence from around the world of benefits that result from selectively concentrating certain types of emergency care. Specialist, non-acute services have often been administered from central cities, for example, *Southern General Hospital* in Glasgow, but the idea of ‘centralising’ A&E services is highly controversial. Certain A&E services are becoming focused on central cities, although this is more in the context of *metropolitan area* catchment rather than *wider city-regions*. In *NHS Greater Glasgow and Clyde*, a new ‘super hospital’ is being constructed on the site of the present *Southern General Hospital*, just to the south of the River Clyde. With the M74 extension around Southeast Glasgow completed in 2011, such centralisation of A&E services may be highly feasible. It is worth investigating whether the current administrative units, specifically *NHS Boards* and *regional planning frameworks*, will be of relevance to the service function catchments of these new hospitals.



This is perhaps something that NHS Scotland should be considering. If patients increasingly have to cross NHS board area boundaries to access services, the appropriateness of those boundaries may be called into question.

The issues highlighted in this introduction to the *geo-administrative* structure of Scotland's NHS are of interest to academics, policy-makers, and in this case perhaps more so than elsewhere, the general public. The views sought from the interview process will inevitably overlap in a direct sense with current policy debates (especially the issue of the *centralisation* of service provision), adding a *city-regional perspective* to the politics of *healthcare*.

### **3.4 STRATEGIC PLANNING – CONFUSED CITY-REGIONAL THINKING?**

In 2004, the Scottish Executive published a *National Planning Framework* for Scotland. This document removed the obligation for blanket structure plan coverage across the whole of Scotland while providing a new model for development planning (Donati, 2004). The framework attempted to examine the fundamental economic trends and the important drivers of economic change, as well as setting out a vision of spatial development. (In reality the document was vague and uninformative). The new development plan model specified the introduction of statutory *Strategic Development Planning Authorities* (SDPAs) and *Local Development Plans* (LDPs). Three new SDPAs will produce structure plans for the 'city-regions' of 'Edinburgh', 'Aberdeen' and 'Dundee', alongside the existing GGCVSDPA whose statutory strategic development planning function emerged from the break-up of Strathclyde Region. This continuing function reflected a perception in 1995 that a *joint structure* was needed for the *Greater Glasgow Metropolitan Area*, but exclusive of Ayrshire and Argyll and Bute. The extent to which the four SDPAs adequately conform to *city-regions* in both a *functional* and *political* sense, and are more likely to facilitate an improved development planning process, is the focus of this *spatial case study*.

*"The new breed of city-regional plan proposed for Aberdeen, Dundee, Edinburgh and Glasgow is intended to be more focused than previous structure plans, dealing only with key issues to provide clear long-term aims and identify development areas and priorities."* (Donati, 2004, p.17).

The *Scottish Executive* published guidelines on plan boundaries (Scottish Executive, 2007). There is an implication from the quote below that attitudes amongst individual authorities will have guided the process of delineating the new units. The guidelines suggest that an



FUR scale (10%) of *city-region* was the preferred approach of the *Scottish Executive*. The ethos of inclusion may not have sat well with areas who perceived a lack of ‘cross-boundary issues’.

*“Housing markets, travel to work areas and access to services all operate on a large geographical basis, particularly around the main city regions. The proposed groups of planning authorities for each SDPA are therefore intended to reflect the geographic realities on the ground. ... Strategic development plans will deal with genuinely strategic cross-boundary issues and the proposed boundary should be drawn to allow the SDPA to effectively address such issues. This suggests that boundaries that are widely drawn will be more practical than those that are tightly set around the city. In addition, the perceived absence of cross-boundary issues in one part of the area does not necessarily mean that the boundary should be drawn to exclude that part - the content of the plan relating to each part of the plan area will be proportionate to the issues being addressed.”* (Scottish Executive, 2007).

Evidence of tensions between actors in constituent *local authorities* and an unreasonably slow level of progress in the three new areas could both illustrate existing weakness and undermine future efforts to develop *city-regional organising capacity* in a broader sense. The manner in which the boundaries of the new authorities were created (*political* versus *functional* considerations) and legacies of current and historical attitudes to partnership working (both local political culture and local identity, the third element of the theoretical framework) will also impact.

The exclusion of the *Ayrshire Joint Structure Plan Authority* (AJSP) which comprised North, South and East Ayrshire, from the legislation giving birth to the SDPAs, was met with disappointment by manager Ian Johnson, who suggested that Ayrshire should form a fifth SDPA.

*“We have successfully explored strategic connections between councils, but the executive seems to think that this area has no strategic issues.... We have a lot of common infrastructure and a shared coastal zone. We fail to see how these are not strategic issues.”* (Johnson in Donati, 2004, p.17).

A *daily economic system* approach could imply the ‘partition’ of part of Ayrshire into the GGCVSDPA in a difficult manner. However given that the entire Borders council area is included in the ‘Edinburgh SDPA’, the inclusion of the whole of Ayrshire as part of the GGCVSDPA would not be inconsistent at the level of whole authorities forming the building blocks of the new entities. Perhaps the exclusion of the three Ayrshire councils separate from the GGCVSPA is politically more comfortable for their respective



leaderships, and potentially allows for greater flexibility in terms of pursuing policies in areas such as housing land supply.

Some reference will also be made in the analysis of the planning interviews to *statutory Regional Transport Partnerships* (RTPs) in the context of the boundary alignment between RTPs and the new SDPAs. This is to consider the significance of two *strategic planning* entities which are not coterminous. It may have been straight forward and logical to make them so - they both operate in the sphere of *strategic planning* and are relatively uncomplicated service functions. The RTPs themselves were only formed in 2005. It is beyond the remit and scope of the thesis to critique the intricacies of the *Scottish planning system*. Nonetheless a consideration of the potential of SDPAs to facilitate planning and policy making for *city-regions* is of interest for academics and policy-makers in different contexts who wish to consider potential frameworks for planning *city-regions*.

### **3.5 CITY-REGIONS/REGIONS AS POLITICAL AND ORGANISATIONAL ENTITIES**

Despite the emergence of the *city-region agenda* in Europe, and particularly in England, evidence suggests that this has gained little traction in Scotland, despite some acknowledgment of the importance of the *city-region* concept in a functional sense as a means of the space-economy of Scotland. Literature from the second half of the twentieth century has highlighted the important role of the *city-region/region* in informing *field service* geography in Scotland at that time. Since the millennium, a contemporary academic literature on the *city-region* has informed current debates on how public services are organised and delivered in a general sense. This literature can be related somewhat to Scottish policy debates, but there has been no research agenda that has attempted to frame Scottish policy debates within a *city-regional* dimension. Debates on *geo-administrative* structure in Scotland appear to have increased in visibility and there is need for a study that adds a *city-region* dimension to that debate. That is true especially in light of the European ‘shift’ from *government* to *governance* and the evolution of the concept that has taken place since the demise of Scotland’s former (*city*)-regions in the mid-nineties, for example the increasing emphasis placed on *soft* cooperative arrangements.

The absence of such a Scotland-specific research agenda may have been the result of Scotland’s distinctive (and politically controversial) history in relation to the concept and the subsequent move to *unitary authorities*, which was intended by its architects to remove the *city-region* from political discourse. The presence of the *Scottish Parliament* in



Edinburgh as a ‘national regional parliament’ has possibly painted a picture of Scotland as an ill-fitting suit for academics and policymakers involved in the field of regional studies. Scotland has political and administrative devolution at a population level smaller than many ‘English Regions’. Despite this, it would be unfortunate to dismiss the concept based on historical interpretation alone, especially if *functional evidence* for the four main Scottish cities points to the *daily economic system* increasing in significance.

### 3.6 GOVERNANCE IN THEORY AND PRACTICE – PRINCIPLES/THEMES

Following from the summary of key debates in the general literature on *city-regions*, and the literature review on Scottish local government and other *field services*, a set of *governance principles* or *themes* have been identified. The development of these *themes* from the literature on the *city-region* provides a practical framework (within *regional organising capacity* and *culture and identity*) for the interpretation of *qualitative* evidence on Scottish *field service* geography. When considering *city-regions*, or any other specific governance arrangement or structure, such *themes* and the tensions between them will inform and shape actual considerations and decisions that lead to the development of political and administrative arrangements or structures. The *themes* provide a rationale for the outcome(s).

Nine key *governance principles* or *themes* have been identified: **1) Democratic accountability** (perception of democratic quality); **2) Efficiency and functional effectiveness in service delivery**; **3) Specialisation and responsiveness in service delivery**; **4) Strategic decision making**; **5) Resource redistribution**; **6) Territorial alignment** (coterminosity and partnership working); **7) Dynamic of relations between different geographical entities**; **8) Minimum disruption via organisational/structural change** (inertia/human nature); and **9) Factors of culture and identity**.

*Tensions* between these *principles* shape actual choices made by politicians about the best service arrangement for public service provision. In reality it may be that some *principles* should be taken more seriously than they have been. These *principles* or *themes* are not exclusive to Scotland and are widely applicable to other contexts.

Assuming a strong spatial logic to Scotland’s *city-regions*, presenting evidence for this alone would form an insufficient platform from which to build a case for a *city-regional approach*. The *case study* route highlights that the *city-region* concept involves more than



*functional flows*, and this may not be widely recognised. This is where the importance of the secondary aim of the thesis lies. The *daily economic system* is a relatively abstract entity, and within the distinct *case-study* of Scotland, emphasis must be placed upon moving from a *normative* case for upon *quantitative* functional evidence *i.e.* ‘how it *should* be’, to a *positive* one based upon a *qualitative* examination of the specific political and organisational terrain *i.e.* ‘how it is or how it *will* be’.

***Democratic accountability*** – The *city-region/region* has emerged as a spatially defined ‘community of interest’ (Savage et al. 1986; Coombes, Green and Owen, 1987; Robson et al. 2006). That scale offers an opportunity for the reconfiguring of local government around reactive institutions more reflective of the underlying structure of economic and social organisation (DCLG, 2008; SURF, 2004; Wheatley, 1969; Redcliffe-Maud, 1969). This scale is contrasted with the current institutional framework which owes more to historical accident and time-specific political imperatives than ‘rational’ design. The city municipal boundary frequently fails to correspond to the initial built-up area of the city (Hall and Pain, 2006; Parr, 2005; Scottish Executive, 2002b). The region is the scale where the spatial patterning of resources and settlements seems to be more cohesive and interrelated than at larger and smaller scales (Healey, 2002). Despite this, there may be political and popular resistance to such arrangements as larger jurisdictions may be perceived as alien and unresponsive to localised needs (Midwinter 1995, McConnell, 2004; McVicar et al., 1994; Begg and Docherty, 2002; Paddison 1983).

***Efficiency and functional effectiveness in service delivery*** – A desire to collaborate across jurisdictions is reflective of a constant quest for efficiency in service delivery that exists in both the public and private sectors (Turok, 2009; DCLG, 2006; Healey, 2009). For regional services such as hospitals, the *city-region* makes sense, enhancing accessibility due to centrality and transport connectivity, with the *city-region* in question ideally being of sufficient size to provide economies of scale in service provision and internalise spillover effects (Paddison 1983; Massam, 1975). A balance must be struck between this imperative and the requirement that some services remain innately local, such as household and personal services (Turok, 2009). A large part of the contemporary appeal of the *city-region* concept lies in the possibility that efficiency can be achieved without significant territorial reorganisation. There is evidence of some tentative steps towards this in Scotland via the sharing of service provision across local authority boundaries, but this has not been explicitly couched or exclusively driven in terms of *city-regions*. There may be some services that would benefit from a *city-region* approach but some authors have stated that



the evidence base is ambiguous and that it is difficult to establish a ‘one size fits all’ scalar approach (Paddison 1982; Wood, 1974). There is also the *quango* argument that the national scale in Scotland is appropriate for certain services e.g. water and sewage, rather than creating a statutory upper tier (McConnell, 2004).

***Specialisation and responsiveness in service delivery*** – Larger political and administrative units such as those based on *city-regions* or regions are said to be able to harness the utility of expertise through their ability to employ a concentration or *critical mass* of specialist staff (Turok, 2009; Begg and Docherty, 2002; Paddison, 1983). In *healthcare*, a combination of finite resources and a requirement for large population catchments for highly specialised procedures, often necessitates that service planners configure their approach around *city-regions*, whether acknowledged or otherwise. A counter argument to the specialisation argument for *city-regions* would be that while expertise is important, the scale of decision making may be too remote from the detail, making the coordination of services actually more difficult as providers struggle to respond to highly localised circumstances. In some contexts however, the *city-region* may be seen as a solution to the perceived inflexibility of central government (Parkinson et al. 2004; Parr, 2005; DCLG, 2006; Organisation for Economic Cooperation and Development, 2006; H.M. Treasury, 2007; Rodriguez-Pose, 2008).

***Strategic decision making*** – A *city-regional*/regional body would have the ability to take a broader view across an area of functional coherence on issues such as spatial planning, service delivery and infrastructure improvement (Turok, 2009; Scott, 2001; Hall and Pain, 2006; H. M. Treasury, 2006, 2008; Eddington, 2006). An example of this would be the avoidance of strategies that lead to the duplication of strategic assets such as ‘regional shopping centres’, which may damage the vitality of existing facilities (Romein, 2004; Strathclyde Regional Council, 1995; Begg and Docherty, 2002).

***Resource redistribution*** – It is unclear whether larger local government units would be able to allocate resources in a more optimal manner than at present. Traditionally it is argued such arrangements would offer a fairer deal to the municipal city by countering the *free-rider problem* (Greenstein and Wiewel, 2000). In Scotland, the means by which local government funding is determined is complex, and its ability to provide extra resources to *local authorities* with higher levels of deprivation and disadvantage, may cloud this issue. A *city-region/metropolitan area* entity may be able to target resources more effectively



internally, but may also divert resources to the central city (or in another manner) to an extent that causes internal disharmony and political paralysis.

***Territorial alignment (coterminosity)*** – The apparent complexity of Scotland's field service geography is exacerbated by a failure to align boundaries, particularly as a hangover of the 1995 local government reorganisation. The geographical mismatch between, say, health boards and *local authorities*, may impose a cost and time burden as health boards have to deal with multiple small *local authorities*. There are recent developments which may indicate an acceptance of the need for the *city-region* to inform some services (Strategic Development Planning and Regional Transport Planning), but these do not share common boundaries and their relationship to *functional city-regions* is questionable. Such strategic functions, it has been argued, should be brought together under a unified, statutory body with executive powers (Begg and Docherty, 2002).

***Relations between different geographical units*** – It is argued that central government is better able to supervise larger geographical units such as *city-regions*, although a cynical viewpoint might be that central government has a preference for smaller territories (divide and rule, prevention of rival power bases, for example the abolition of *Greater London Authority* under Thatcher in the 1980s). *Critical mass* increases lobbying power, not just in relation to central government but in relation to other institutions. If the system is *two-tiered* (e.g. *regions and districts*), there is the likelihood of friction and delayed decision making due to competing priorities within (and generated by) the system (Midwinter, 1995; McConnell, 2004). Some authors have suggested that in Scotland post-1995, an unhealthy ethos of competitive rivalry has been fostered by inappropriately defined geographical units (Begg and Docherty, 2002; Turok, 2008).

***Minimum disruption via organisational/structural change*** – Structural change, due to its disruptive nature, is something that is likely to provoke hostility to arguments that Scotland's public service geography should be altered, or services radically reconfigured. Cynicism may doom even the most well-intentioned and researched proposals. This is an example of *politico-cultural inertia*. The *soft* approach to *city-regions* may provide greater scope for its acceptance by vested interests, for example via the sharing of particular services at the *city-regional/regional* scale. This may still prove problematic if actors perceive this approach as a 'backdoor' precursor to formal reorganisation, the 'thin end of the wedge'.



***Culture and Identity*** - Existing bureaucracies could engender an emotional resistance to changing an arrangement which employees and members of the public identify and have come to share aspirations with. There may be historical rivalries between areas and settlements within a *functional city-region* that militate against the development of cooperative strategies (Lindsay, 2005). Forging a ‘sense of *city-regional/regional* place’ may be a slow and difficult process, and in the absence of a democratic tier of government at that scale, smaller jurisdictions could argue against cooperative arrangements on the basis of keeping powers directly in line with the unit of democracy (Paddison, 1983). With respect to *healthcare*, when local service provision is reduced or abolished at the expense of a strategy of *centralisation* (selective concentration) in the central city of the *city-region* or at a particular regional centre, local identity may play a part in campaigns, in the sense of the move being a threat to the integrity of a hospital with which people have historical bonds or an insult to local prestige, as much as a fear of potential health consequences. The idea of a local ‘sense of place’ perhaps lies deeper than simply concerns over accessibility to a particular service. Such a *culture and identity* phenomenon is likely to impact directly on both the general public and political and administrative actors, and indirectly upon political actors through their perceptions of constituent opinion and electoral considerations. Popular pressure or public opinion is likely to play a strong role in any consideration of geo-administrative structure and service provision.

### **3.7 REGIONAL ORGANISING CAPACITY AND CULTURE AND IDENTITY – RESEARCH QUESTIONS**

The review of relevant literature on Scotland’s field service geography, with its embodiment in the subsequent *governance principles* or *themes*, has informed the following more detailed research questions:

- 1) **What is the current situation in Scotland with respect to *thin* or *soft* arrangements for *city-regions* that encourage partnership working across boundaries? Are existing arrangements sufficient?**
- 2) **Considering the outlined *governance principles* or *themes* as they relate to *city-regions/regions*, how prominent are each of these in informing current debates on the political and administrative geography of Scotland?**
- 3) **With special reference to the *city-region* as an organisational principle, is it possible to delineate potential political and administrative structures that**



could be reasonably considered ‘socio-economically, geographically and politically defensible’? (after Midwinter, 2005).

- 4) How far is it possible to reconcile (inevitable?) tensions between service-administrative geography (*size*), functional effectiveness (*efficiency*), and perceptions of democratic accountability and control (*democracy*)?
- 5) Does the *city-region* or *region* offer a potential solution to the apparent problem of Scotland’s “*incredibly complex public service map*” (Tom McCabe, former local government minister)?

The *governance principles* or *themes* were subsequently used as an analytical tool for interpreting the *qualitative* interview responses. Both the research questions and the themes shaped the *qualitative* approach, particularly the choice of respondents and the interview schedules. Having identified a more detailed set of research questions for the study of the regional organising capacity and *culture and identity* dimensions of the *city-region* concept, it is now essential that a comprehensive methodological explanation of how the research was undertaken is given. This should allow the reader to appreciate the quality of research as well as inform them of the structure and direction of the research. It is to this fundamental requirement that the attention of the thesis now turns.



## CHAPTER 4: METHODOLOGY AND RESEARCH METHODS

### 4.1 INTRODUCTION

This chapter is concerned with the process and techniques through which the core aims and research questions of the thesis were explored. It begins by explaining the rationale behind the specific *mixed methodology* strategy adopted for the study. Following from this, the *quantitative* research methods are discussed, firstly by means of a justification for the use of commuting patterns as the primary basis for identifying functional *city-regions*, and secondly through the outlining of a process of quality control due to the complexity of the data manipulation of the Travel-To-Work (TTW) *quantitative* data source. The use of the mathematical technique of gravity modelling in enhancing the consideration of the *city-region* as a daily system and allowing some consideration of retail trade as a secondary basis for considering *city-regions* is also introduced.

Finally, the chapter states the underlying principles behind the deployment of a *semi-structured interview* approach to the *qualitative* politico-cultural dimension of *city-regions*, and the practical operation of that interview process. In general, the chapter aims to show some critical awareness of the limitations of the methods deployed, and of any possible consequences for the research findings.

### 4.2 RATIONALE OF THE RESEARCH DESIGN

A decision was made to use both *quantitative* and *qualitative* means of enquiry for the research project. This decision was grounded in the literature that has been considered and catalogued in the review of relevant literature previous. The strategy of bringing together or mixing diverse methods of enquiry in the social sciences is known as a *mixed method strategy* or *mixed methodology* (Cresswell, 2009; Bryman, 2008; Tashakkori and Teddlie, 1998). Such approaches initially became popular in the social sciences due to a desire for research *triangulation* – i.e. that for example a *quantitative* survey would support the validity of the findings gathered from *qualitative* interviews (Jick, 1979). By the 1990s there was a shift from a concern with research convergence to integrating *quantitative* and *qualitative* data (Cresswell, 2009). An example of this would be to take the results from one method (in the case of this study, *quantitative*) which in addition to serving as an end in itself (a mapping of *city region functional footprint*), can assist in the identification of



study participants (e.g. by virtue of their geographical location) or interview questions (e.g. questions which focus on the mismatch between *functional rationality* and administrative geography) for the second method (in the case of this study, *qualitative*).

A purely *quantitative* approach, which would have explored *city-regions* purely as *functional entities*, was the initial agenda of the research. It was a collection of essays in a publication that represented the culmination of a research series on *Planning Polycentric Urban Regions in North-West Europe: Value, feasibility and design* (Romein, Meijers and Hoppenbrouwer, 2003), that provided the essential inspiration for the *mixed method* enquiry. This research series highlighted the importance of *qualitative* research in understanding *regions*. It is this publication (ibid, 2003) that specified the *theoretical framework* for the study (see section 2.8). There is an alteration of emphasis for the purposes of this thesis, as a result of the original framework being concerned with *regions* per se. This thesis is more concerned specifically with a sub-type of region, i.e. the *city-region* as potential or existing sub-national entity within a 'national' context of just over five million persons. Notions of *culture and identity* as relevant to internal *city-regions* operate on a less prominent and less multidimensional level, than for say for a large 'national region' such as Catalonia and other autonomous Spanish regions, or Bavaria and other German *Lander*. The adoption of an explicit theoretical framework is advantageous if it relates to the wider literature review, and helps inform the development of specific research questions that will emerge from that wider review. In this case it provides a specific anchor of reference, a theoretical underpinning to all lines of enquiry and an important reference tool to guide the analysis of the *qualitative* research.

According to Lingard, Albert and Levinson (2008), the strategy for the mixing of methods must be explicitly justified in terms of their sequence (in this case *quantitative* first and then *qualitative* second) and the prioritisation of the methods. In this case of equal importance in a complementary and interdependent manner (in pursuit of the research) enquiry (Lingard, Albert and Levinson, 2008). For the purposes of this research enquiry as informed by the *theoretical framework*, it was not felt to be appropriate to conceive of a manner in which to proceed that could solely rely on either a wholly *quantitative* or a wholly *qualitative* approach. The *spatial logic* of the *city-region* is, according to the literature, something that is characteristically identified using *quantitative* analysis, whereas the second element of the thesis - the political and organisational feasibility, desirability and relevance of devising arrangements that facilitate planning and policy-making for *city-regions* was one that, it was judged, required the collection of opinions of a



range of persons across Scotland's public sector in order to inform deliberations. The *quantitative* and *qualitative* work is complementary, with the *quantitative* work considering the 'why' of the *city-region* (*functional rationality* as 'physical' evidence) and the *qualitative* work the 'how' of the *city-region* (*regional organising capacity* and *culture and identity* as the *city-region/region* in practice).

The thesis is concerned with a particular *governance* arrangement, *the city-region/region* in both a *normative* and *positive* sense, i.e. current *governance* arrangements for *city-regions* and potential *governance* arrangements for *city-regions*. It is therefore a piece of policy research. The initial *quantitative* research on *functional rationality* provides evidence for *city-regions* as *functional entities*. Without this evidence there cannot be any (or at best minimal) justification for considering the *city-region* as a potential *governance* arrangement or administrative structure, as it is *functional interdependencies* that give fundamental meaning to the concept. A methodological toolkit approach is the norm with respect to research such as undertaken here, whereby methods are selected and prioritised as fit for purpose, i.e. methods that are optimal to answering the overall aims of the thesis and more specific research questions (Mason, 2002; Seale, 1999; Snape and Spencer, 2003). Mixed methodology employed sequentially, as in this case, produces a more detailed picture of the issues involved, a form of triangulation that produces different kinds of knowledge rather than simply corroborating results, and these results may be complementary or contradictory, thus improving the possibility of an exciting contribution to knowledge on the subject matter (Brannen, 2005). In summary, the choice of research strategy for the thesis is best understood as being justified by the theoretical framework. In quantifiable terms, a comprehensive picture of *functional rationality* through substantial data sources, and in phenomenological terms, understanding lived experiences of issues surrounding the concept of the *city-region* in a political, administrative and to some extent, cultural sense (Clark, 2010; Flick, 1998; Arskey and Knight, 1999).

#### **4.3 FUNCTIONAL RATIONALITY – FUNCTIONAL URBAN REGIONS (FUR)**

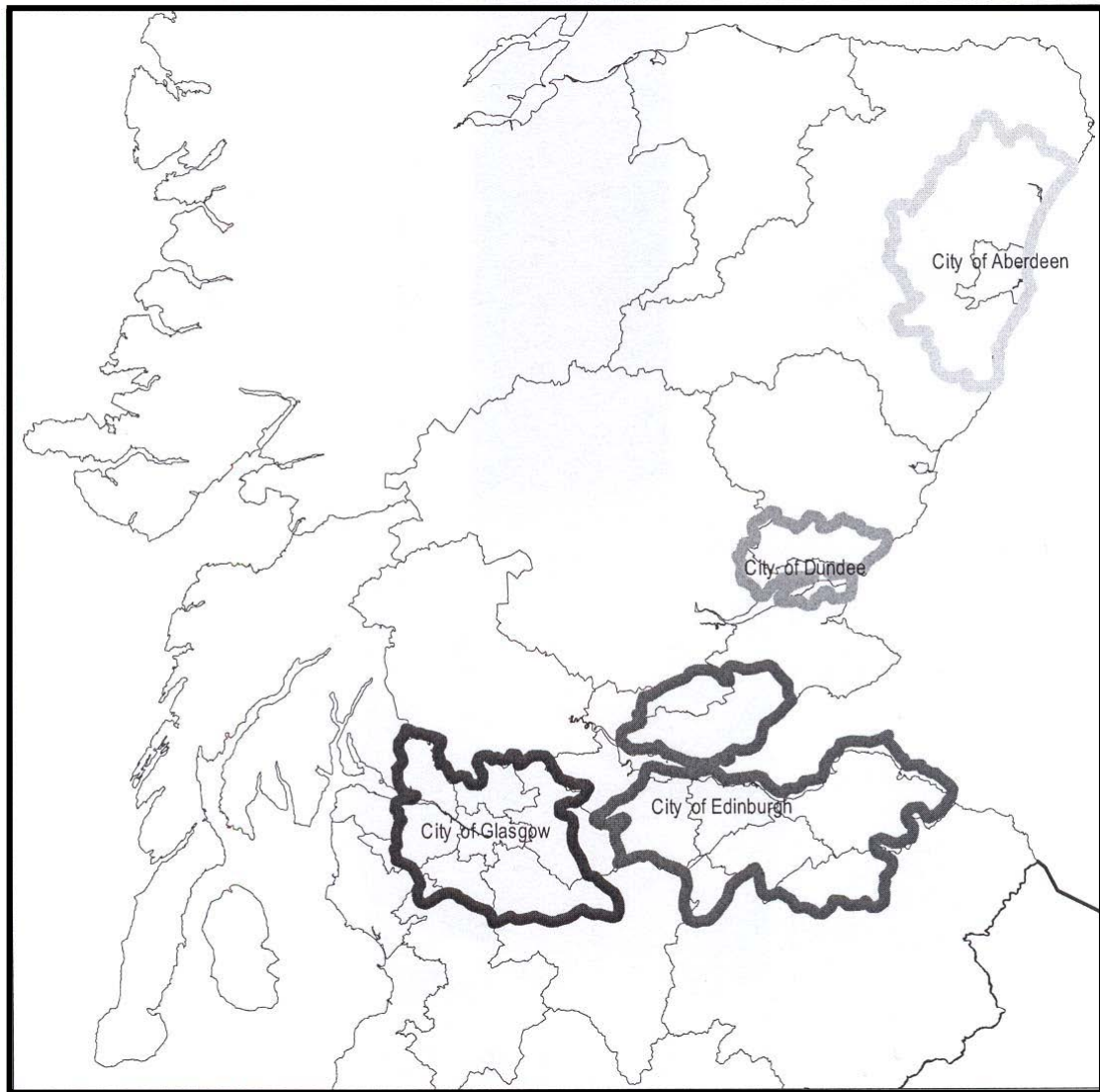
It has been well-established in the literature that Travel-To-Work approaches represent the primary (but not exclusive) means for examining the *spatioeconomic* phenomena of *city-regions* as *functional entities*. There is no reason to doubt that this is not the case in Scotland, when one can see visual evidence of commuting on a daily basis on major roads and at public transport interchanges. In prioritising this approach, it was the primary intention of the thesis to illustrate the scale and scope of this phenomenon, using home-workplace *Origin-Destination Data* available on compact disc from the British government



agency *National Statistics* (ONS, 2004). It was also decided that changes in travel-to-work patterns for Scotland's four main cities (by council area) that have occurred between 1991 (Scottish Executive, 2002a) and 2001 would be considered in order to assess whether the *city-region* as a *daily economic system* is increasing in significance or not (significance referring to any increasing intensity of flows and widening of commuting zones).

*Housing Market Area* (HMA) analysis is also mentioned in the literature as a means of understanding the *daily economic system*. A review of HMAs was undertaken in March on behalf of the *Scottish Executive* (Scottish Executive, 2002a). The review examined the pattern of purchaser moves from Scotland's cities to specified named locations throughout Scotland (ibid, 2002a). If a minimum of 10% of purchasers originated from the core city of the housing market, named locations in the analysis were included (ibid, 2002a). House sales were identified using what is known as *sasines* data from 1996 to 1999 inclusive.





**Figure 4- 1 'Housing Market Areas' (HMAs) as of March 2001. [From: Scottish Executive (2002a, p.5)].**

The rationale of the above exercise is the argument that housing markets are closely related to labour markets. Looking at the above map, there is truth to that. However, given that it is possible to access raw labour market data that is fairly recent (i.e. the 2001 census), then there seems little point in examining historical HMA analysis if something more reliable than a window of house sales is available. HMA analysis works on the assumption that the measurement of a minimum of 10% of purchasers originating from the core city of the housing market will mirror the measurement of people commuting into the core city at the same threshold. This is somewhat simplistic. In former industrial towns in particular, only a proportion of the commuters have moved out of the core city to do this, many are likely to be indigenous residents who have sought employment prospects in the core city.

Despite these drawbacks, initial investigations were undertaken as to the feasibility of undertaking a *city-regional housing market area* analysis based on the most recent data on



housing moves in Scotland. Following contact with the *Land Registry of Scotland*, the holders of what is known as *sasines* data (a database of house purchases and sales), established that a fresh analysis was not realistic proposition. The aforementioned study was a special and expensive exercise, undertaken in a manner that is now impossible given a subsequent change in the manner in which more recent records are stored. It was therefore concluded that this approach was neither feasible nor worthwhile. The combination of both the intellectual and financial constraints on working with *Housing Market Areas* meant that it was sensible to reject it as a tool for research purposes.

Following a comparison between 1991 (Scottish Executive, 2002a) and 2001 travel-to-work maps created by the author for the total working population, based on *municipal cities*, a distinctive approach was taken to the exercise which would consider three of the four *core cities* as *conurbation* entities greater than their *municipality*. In addition, the *daily economic system* was further considered for different groups in the population in addition to that of the ‘average worker’, for example by comparing the commuting patterns of male workers and female workers. Some authors have suggested that cities are becoming more *polycentric* rather than *monocentric* in character, and matrices of commuting patterns for localities within the spheres of the four core entities have been produced in order to investigate whether with respect to Scotland’s *city regions*, how core-periphery and other functional flows compare with ubiquitous periphery-core functional flows.

The approach being adopted for the purposes of the Travel-To-Work (TTW) analysis is essentially that of the *Functional Urban Region* approach (or FUR). Berry et al. (1968) introduced the concept of the *functional economic area* for dealing with the complexities of commuting patterns in the United States. The concept was modified and applied in Western Europe as the *Functional Urban Region* (or FUR) (Hall and Hay, 1980). Lecomte (2002) argues that the *city-region* in the form of the FUR is now the most appropriate scale for implementing policies for metropolitan areas (Lecomte, 2002). “... a FUR is characterised by its dynamic system of socio-economic inter-relationships, along with a specific set of economic, social and cultural practices and an environment featuring a certain degree of physical (spatial) and institutional proximity.” (ibid, 2002, p.10). FUR boundaries often do not coincide with the existing territorial structures of regional and local government for various reasons including basic time lags in adjusting political/administrative boundaries to changing commuting and other functional patterns. Efforts to create policy decisions and put them into practice at the FUR level therefore meet major obstacles and come up against substantial resistance (Lecomte, 2002).



In defining *Functional Urban Regions* (FURs) Cheshire and Gornostavea (2002) applied the following criteria: A census ward (or *Kreise* in Germany and *Commune* in France) would be added to the hinterland of the FUR if greater than 10% of its economically active population worked in the *core city/cities*, and that the *core city* must contain twenty-thousand or more jobs at a density of at least seven per hectare.

*“... their boundaries will follow a logic determined by actual behaviour of economic/social actors. They will correspond both to labour catchment areas and to spatially defined property markets. Furthermore they will contain the full set of groups and places – the rich and the poor, the areas from which population or employment may be centralising or decentralising – which in combination represent a city and its sphere of influence.”* (Cheshire and Gornostavea, 2002, p.18).

A similar approach was adopted by Brunel (2002) in a six-nation study of FURs. In the cases of Paris and London, the FUR was found to be over 150km in diameter. The study of FURs has been primarily concerned with commuting (Coombes, 2004). Travel-To-Work is almost certainly the most important economic characteristic of a *city-region*. *“The vitality of the cities depends on the availability of a workforce. And the choice of where people live depends on being able to access work more than for any other trip purpose.”* (Scottish Executive 2002b, p.12). It also follows, as claimed by Robson et al. (2006), that Travel-To-Work patterns for longer distances and for professional and managerial socioeconomic groupings are likely to show similarities with travelling patterns for other types of activity, for example ‘high order’ retailing and entertainment. It is highly plausible that a locality with as little as 5% of its workforce employed in a particular city will nonetheless be part of some kind of retail catchment, whereas a locality with virtually no commuting e.g. less than 1% is much less likely to be so. NS-SeC (National *Statistics Socioeconomic Classification*) maps may represent a better way of understanding wider notions of the *functional footprint* of cities beyond the generic *daily economic system* of travel-to-work via the total workforce.

The FUR approach depends on the availability of comprehensive *Origin-Destination Data*. The government agency *National Statistics* is able to produce detailed datasets which provide figures for the number of workers who stay within or move from one local authority electoral ward or postal code area to another (ONS, 2004).

*“These migration and commuting datasets are a hugely important resource for research and planning since there is no population registration system in the UK and there are no alternative sources that provide data of similar reliability or of equivalent spatial*



*coverage. They are large and complex data sets with which the user needs to gain some familiarity before using them with confidence.” (Stillwell, 2005, p.63).*

The relevant question from the 1991 Census questionnaire was:

*Please give the full address of the person's place of work.*

For respondents *employed on a site for a long period*, there was an instruction to give the address of the site, and for respondents *not working regularly at one place who reports daily to a depot or other fixed address*, to give that address. The ‘tick box’ opt out was for *persons not reporting daily to a fixed address*, and for *persons working mainly at home*. Members of the armed forces were instructed not to respond to the question.

The relevant question from the 2001 Census questionnaire was:

*What address do you travel to for your main job or course of study (including school)?*

For respondents *not currently working or studying, working or studying mainly at or from home, of no fixed place, or working on an offshore installation*, there was a tick box to ‘opt out’ (with the exception that offshore workers enter e.g. Aberdeen as their land point of departure into the address space). For respondents who *report to a depot*, there was a prompt to write in the address of the depot. There was also a note to clarify that ‘main’ refers to the place where the respondent *spends most time for work or study*.

Whilst accepting the FUR as the lynchpin of the *daily economic system functional rationality* approach, there must be an acknowledgement of the inherent weaknesses and shortcomings of origin-destination census data, despite this being the most suitable and only comprehensive and realistic data source. These limitations derive from missing information, errors in sampling processes, and methods to ensure respondent confidentiality (Flowerdew and Green, 1993; Simpson and Middleton, 1999; Stillwell and Duke-Williams, 2003). Censuses in general have a problem with underenumeration. It is estimated that the UK 1991 census achieved only 98% coverage of the population (Rees et al, 2002). The criteria for the response changed in 2001 from 1991, and the wording is such that it could significantly impact on the response. Had this research been undertaken in the 1990s, use of the 1991 census *origin-destination statistics* would have relied on the fact that the data output from the relevant question asked in the 1991 census was only based on a 10% sample of forms and it is unclear how representative this sample is. The



2001 census output is therefore superior to that of the 1991 output but there remains inherent weakness. No national census receives a response rate of 100% of the population, and not all questions are answered, therefore an imputation process is used to try to complete the picture of origin-destination statistics as accurately as possible. The quality of the origin-destination statistics is therefore highly dependent on the quality of the imputation process, and reliance on the imputation process varies between different areas, with large urban areas overall having lower rates of census response. As a result the tendency for longer distance commuting may be exaggerated as a proportion of the overall population as non-responders in theory would be more likely to be of lower socioeconomic status and previous evidence suggests these sub-groupings on average travel smaller distances to their workplaces (Coombes, Green and Owen, 1987). The *City Regions Boundary Study* (Scottish Executive, 2002a) adopted the FUR approach in a limited manner using the 1991 dataset and therefore the unknown quality of comparability as a result of the more limited nature of the 1991 data has to be acknowledged. Students are treated as resident at their term time address in 2001 and at their home address in 1991. This is not relevant to the approach taken in the thesis however, as journeys to study and non-work journeys are not included in the FUR approach. Given the question in 1991, students would presumably enter a response for part-time employment rather than their place of study, so again here is another example of why comparisons must be qualified.

For the *City Regions Boundary Study* (Scottish Executive, 2002a), approximate boundaries of the areas within which more than 5% and 10% of *travel to work* trips are made to the four municipal cities of Glasgow, Edinburgh, Aberdeen and Dundee were plotted using the 1991 census as the data source. The study refers to these maps as illustrating *Travel-To-Work-Areas* (TTWAs) but the term is commonly applied to something smaller, namely the British government's official *Local Labour Market Area* (LLMA) definitions. TTWAs represent approximations of self-contained labour markets. In the United Kingdom, a TTWA is formed by a boundary of self-containment - 70% of the resident workforce is employed there, while at least 70% of those employed there are also residents (Parr, 2006). The 70% approach however is not a well-established rule applied universally. It produces LLMA's significantly smaller and more numerous than the FUR approach, and is therefore of less relevance to the study of *city-regions*. In order to disambiguate, the maps produced in this study are not referred to as Travel-To-Work *areas* but rather Travel-To-Work *maps*.

A major problem with TTWAs is that overall commuting patterns are analysed for the purposes of designation. This is based upon the 'average worker' (Peck 1996), an approach



that fails to consider variations in commuting patterns across socioeconomic groupings, gender, age and other factors. This issue also applies to the Travel-To-Work *analysis* of the four *city-regions* of ‘Glasgow’, ‘Edinburgh’, ‘Dundee’ and ‘Aberdeen’. Given that as a generalised rule persons in more skilled occupations tend to travel greater distances to work than those in lower-skilled occupations, and that men have been found in previous studies to generally travel greater distances than women (Coombes, Green and Owen, 1987), the *daily economic system* may mean different things to different sub-groups in the population. Therefore a full consideration of the *daily economic system* must examine the Travel-To-Work patterns for different groups in the population, as well as the ‘average worker’, for example a comparison between the commuting patterns of male workers and female workers. Certain academics and policy researchers who are not interested in *city-regions* per se will find this useful, as it will highlight issues of social justice in relation to access to employment.

In retrospect the FUR approach could have been broadened to include the *origin-destination* movements of full-time students from their place of residence to their place of study, as these can be found in the dataset as a distinct category of journey. Higher education catchments were cited in the Belgian study discussed in the literature review (GEMACA, 2002). A decision was taken to focus on actual work destinations rather than study destinations due primarily to this being standard practice according to the literature, and secondarily due to the constraints of a one-hundred thousand word doctoral thesis.

#### **4.4 METHODOLOGICALLY DEFINING THE ‘CITY’**

The concept of the *city-region* has proven to be problematic in its definition; this is not to say that defining the city itself is necessarily more straightforward. The *City Regions Boundary Study* (Scottish Executive 2002a) used the legal, or rather local government boundary as defining the *city*. Of the four cities, only Aberdeen can be said to have a *de jure* boundary broadly consistent with the physical extent of the city, with perhaps the relatively insignificant exception of the locality of Cove to the south of the city in neighbouring Aberdeenshire. Comparisons between commuting in the Edinburgh *city-region* and the Glasgow *city-region* for example, may not tell the whole story if the legal city is used as the *city*, as while Edinburgh City captures the majority (but not all) of the conurbation of Edinburgh, Glasgow City arguably covers less than half. Parr (2006), for example, is concerned with providing a more satisfactory alternative spatial definition to the frequently limited legal entity. His concept of the *Built City* provides a more rational



‘destination’ for commuter flows rather than the legal entity in the sense that Glasgow, Edinburgh and Dundee (but not Aberdeen) physically extend beyond their council boundary. The *Built City* basically defines the city as a continuous or near continuous *built-up area*.

*“In contrast to the case of the legal entity where this forms part of a much larger urban area, the built city provides a considerably better indication of the relative importance of the city as a focus of economic activity and a concentration of the demand for labour.”* (Parr, 2006, p.7).

With Glasgow, Edinburgh and Dundee, it could not always be said with exact certainty where the *built city* ended. This was further complicated by the irregular patterning of *council wards* (the smallest scale units for origin-destination analysis in the 2001 census), whose boundaries would mark the end of the *built city* for the purposes of the research. Council wards frequently would include both sections of the *built city* and large areas of countryside. This had the effect of making the *built city* on the TTW maps look wider than it should do ideally. However given that few jobs exist in these rural ‘wedges’ compared to the urban section of the ward that was of concern, the impact of the ‘over-bound’ on the validity of the analysis is negligible.

The basic criterion for the creation of *built cities* was to cover within the *built city* all the continuous built up area of each of the cities as it appeared on *Ordnance Survey* mapping. For Greater Glasgow this area stretched from Old Kilpatrick to the North West to localities south of Motherwell in the South East. With Edinburgh it was clear Musselburgh and other villages to the east of the municipal boundary were part of the total built-up area. A decision was made to include Dalkeith and other localities to the South of the Edinburgh City by-pass. This was due to the fact that the discontinuity at the closest point between the cluster of Midlothian towns and the municipal city was caused by the presence of the by-pass and ‘edge city’ rather than continuous open farmland. In the case of Dundee, the settlements of Tayport and Wormit across from the city on the opposite bank of the Tay estuary arguably could have been included, but given the dormitory nature of these settlements, they are not a significant source of employment and their exclusion had minimal impact on the results. Indeed the created conurbation of Dundee shows very little difference as a Travel-To-Work destination from Dundee City (i.e. few jobs are located in the suburbs added to the municipal city), as is evidenced from relevant matrices (Appendices 18,19,22,23,30,31,40,41).



Shortly before the Travel-To-Work exercise was undertaken, the General Register Office for Scotland made an attempt to define a *Greater Glasgow Metropolitan Settlement Area* that combines the core city with surrounding settlements (GROS,2006). The result is not particularly plausible, as there are many ‘curiosities’ (for example the inclusion of Motherwell and not Blantyre, East Kilbride or Hamilton in the area) which strongly suggest it is inadequate for present purposes. In addition, it does not correlate with local authority 2001 electoral ward boundaries and so it is impossible to match a *Greater Glasgow Metropolitan Settlement Area* with a *conurbation* derived from electoral ward geography.

Another useful spatial perspective on the city outlined by Parr (2006) is that of the *Employment City*. This is defined preliminarily as consisting of the aforementioned *Built City* plus each locality in which at least 50% of the employed resident workforce commutes to that *built city*. This definition however does not make an allowance for the element of locally oriented employment that is supported by commuters from a said locality X to the *built city* (e.g. entertainment, retailing, local transport) (ibid, 2006).

“A more realistic condition for the inclusion of a locality within the employment city would therefore be for the commuting employment, plus the local employment which this generates, to be greater than 50% of the employed workforce resident within the locality.” (ibid 2006, p.13).

Unfortunately, there is no way of knowing what employment in a particular locality is generated from commuting employment. In theory, the greater the size of the *built city*, the greater the amount of local employment generated in the locality X. For the *conurbation* of Dundee, a 20% commuting threshold could be sufficient to see it added to the *built city*, whereas with the *conurbation* of Glasgow it might be nearer 40%. The *employment city* is often a level where the *city municipality* realistically feels its jurisdiction should extend to, rather than over a wider *functional urban region* scale. Parr envisages the *city-region* as something wider than the *employment city*, but as was noted in the literature review (and acknowledged by Parr himself) the term is often used to describe something that is not much greater than the *municipal city* (ibid, 2004). Given this ambiguity, it was decided to include potential *employment city* thresholds on the TTW maps in addition to the FUR. As well as giving an idea of the extent of the *employment cities* of Glasgow, Edinburgh, Aberdeen and Dundee, the maps will fully illustrate commuting patterns above the 10% threshold. The 10% threshold holds no magic meaning in reality, and given the discussion in the current literature on the notion of *soft boundaries* for *city-regions*, measuring the



varying extent of city influence is as important as trying to set a boundary according to one set of criteria.

There is a danger that the TTW maps will mask significant differences between different council wards, given the necessity of thresholds. For example one ward may have 9.99% of its total resident working population commuting to the city (however defined) and its neighbouring ward 10.01%. On the Travel-To-Work map this would result in each ward being in a different coloured threshold, and to the viewer it may as well be 5.01% (assuming a 5% threshold) and 19.99% (assuming a 20% threshold). Mapping can therefore allow for a general overview of the extent of the FUR but the presence of output tables with exact figures in the appendix allows for clarification and improves overall knowledge. It also allows flows other than periphery-core flows are to be appreciated.

The next section summarises the processes by which the raw data derived from the 2001 census was made ‘fit for purpose’ via the creation of a *base* for the Travel-To-Work maps and the subsequent *output tables* by local authority that were produced. The GIS software Mapinfo Professional (2007) has a data capture function reads data from the *base* to obtain the information that ‘colours’ a template map of Scotland’s 1176 local authority electoral wards.



## 4.5 DATA MANIPULATION AND QUALITY CONTROL APPRAISAL

Preliminary investigations suggested that *Microsoft Office Excel* had capabilities to allow the transformation of raw data, through the use of formulaic calculations and a facility that transforms complex data called a *PivotTable*. An *Excel PivotTable*, among other functions, can automatically sort, count, and total the data stored in one table or spreadsheet and create a second table displaying the summarized data. It acted as a *base* from which *map* and *matrices* data were extracted.

From this *PivotTable*, maps can be created by linking data from excel to a facility on the *Geographical Information System* (GIS) package *Mapinfo Professional* (Mapinfo Professional, 2007). The facility allows for the creation of *thematic maps* from imported data. The *PivotTable* would also provide a template for a series of matrices displaying the exact travel-to-work *statistics* from the 2001 census for wards in each local authority and for each local authority as a whole, that are relevant to each of the four main cities. The *maps* and *matrices* will provide a comprehensive picture of travel-to-work as the *sine qua non* of the *daily economic system*.

At the time the exercise was undertaken, thinking especially in terms of efficiency and timescale, the Social Science Statistical Package *SPSS* (SPSS, 2011) may have offered a much more efficient solution for the manipulation of data than *Excel*, in terms of both time management and the risk of errors during the processes by which the raw data from the 2001 census was manipulated to be made ‘fit for purpose’, and how the *PivotTables* were produced. The *PivotTable* is the base for the travel-to-work *maps* and the *output tables* by local authority. In addition to giving an outline of the process undertaken, this section represents an exercise in ‘rechecking’ the often repetitive and sometimes complex computer processes so that both researcher and reader can be assured on the quality, given the ‘awkwardness’ of the originally chosen approach. It transpires that shortly after the original exercise was undertaken, a new and more technically sophisticated version of *Microsoft Office Excel* (2007) has become widely available that may be as efficient as SPSS for present purposes, but without the need for *syntax*. It is disappointing that it would now be possible to conduct the exercise of manipulating the data for the *maps* and *output matrices* within a much shorter timescale compared to when the exercise was first undertaken. The newer version of *Excel* provides a failsafe opportunity to corroborate the initial results, simply by repeating the exercise using the new version. The 2003 version was that which was available on the University of Glasgow computer on which the exercise was undertaken.



## THE ORIGINAL EXERCISE

The 2001 census CD *Origin-Destination Statistics: Wards* (ONS, 2004) contains detailed information on the datasets contained within. Each file and a summary of its contents are listed in Table 4-1.

**Table 4- 1 Summary of contents of 2001 Census CD, 'Origin-Destination Statistics: Wards' [Source: National Statistics (2001)].**

Filename	Table	Table title	Table population
mg201_out.csv	MG201	Migrants: Age	All people resident in the UK whose address at Census day was different from that one year before the Census.
mg203_out.csv	MG203	Migrants: Ethnic group	All people resident in the UK whose address at Census day was different from that one year before the Census.
tv201_out.csv	TV201	All persons: Age	All people resident in Scotland.
tv202_out.csv	TV202	All persons: Family status	All people resident in Scotland.
tv203_out.csv	TV203	All persons: Method of travel to work or study	All people resident in Scotland.
tv204_out.csv	TV204	All persons: NS-SeC	All people resident in Scotland.
tv205_out.csv	TV205	All persons: Occupation	All people resident in Scotland.
tv206_out.csv	TV206	All persons: Employment status	All people resident in Scotland.
w201_out.csv	W201	Persons aged 16-74 in employment: Age	All people aged 16-74 in employment resident in England and Wales and Northern Ireland
w202_out.csv	W202	Persons aged 16-74 in employment: Family status	All people aged 16-74 in employment resident in England and Wales and Northern Ireland
w203_out.csv	W203	Persons aged 16-74 in employment: Method of travel to work	All people aged 16-74 in employment resident in England and Wales and Northern Ireland
w204_out.csv	W204	Persons aged 16-74 in employment: NS-SeC	All people aged 16-74 in employment resident in England and Wales and Northern Ireland
w205_out.csv	W205	Persons aged 16-74 in employment: Occupation	All people aged 16-74 in employment resident in England and Wales and Northern Ireland
w206_out.csv	W206	Persons aged 16-74 in employment: Employment status	All people aged 16-74 in employment resident in England and Wales and Northern Ireland

The files relevant to the analysis of TTW in Scotland are files tv\_201 and tv\_204. The files were extracted from the root of the disc. Due to the sheer size of the two files it was not



possible to open each fully using *Microsoft Excel* (2003). Using *SPSS* however, it would have been. File tv\_201 for instance, contains between 167,000 and 168,000 rows of data, and in the version of *Excel* originally used (2000), spreadsheets could only hold slightly between 65,000 and 66,000 rows of data. The facility *Microsoft Wordpad* therefore had to be used. Each dataset was then transferred into different *Excel* spreadsheets in sections. It was decided that a total of sixty-four *Excel* spreadsheets would be created, that is one for each council area (there are thirty-two council areas in Scotland). This was a straightforward task, albeit a rather tedious one of highlighting, dragging and pasting.

Taking East Renfrewshire as an example (prefix 013), all the rows containing origin codes from East Renfrewshire were pasted into a new *Wordpad*, as were the other thirty one according to prefix. This was saved and then opened in *Microsoft Excel*, being made compatible using the 'Text Import Wizard' facility on *Excel*, with the commas delimitating each cell. The process was repeated for each local authority in each dataset. This division into thirty-two datasets was useful for manageability purposes. *SPSS* would have taken it as one dataset, with the use of syntax creating a *PivotTable* equivalent for each authority area. It is regrettable that a perception of complexity prevented at the very least a consideration of *SPSS* as an alternative to *Excel*. Now that desired format had been attained, it was next necessary to insert headings for each column in all of the sixty-four datasets. The thirty-two 'tv201' datasets and the thirty-two 'tv204' datasets required different headings due to containing different data. The table layout for tv201 is given below, followed by the table layout for tv204.



**Table 4- 2 Table layout for dataset tv201 [From: National Statistics (2001).]. T=total. M=Male. F=Female. Table refers to column 3-152 (1= origin, 2=destination).**

				Aged 16-74 In employment											
	All people			Full-time student			Not full-time student: in employment full-time			Not full-time student: in employment part-time			Other persons		
	T	M	F	T	M	F	T	M	F	T	M	F	T	M	F
Total	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
0-4	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
5-11	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45
12-15	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60
16-24	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75
25-34	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90
35-59	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105
60-64	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120
65-74	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135
75-110	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150



**Table 4- 3 Table layout for dataset tv204. [From: National Statistics (2001).]. Table refers to column 3-62 (1=origin, 2=destination).**

	Aged 16:74: In employment				
	All people	Full-time student	Not full-time student: in employment full-time	Not full-time student: in employment part-time	Other persons
Total	1	2	3	4	5
Large employers and higher managerial occupations	6	7	8	9	10
Higher professional occupations	11	12	13	14	15
Lower managerial and professional occupations	16	17	18	19	20
Intermediate occupations	21	22	23	24	25
Small employers and own account workers	26	27	28	29	30
Lower supervisory and technical occupations	31	32	33	34	35
Semi-routine occupations	36	37	38	39	40
Routine occupations	41	42	43	44	45
Never worked and long-term unemployed	46	47	48	49	50
Full-time student	51	52	53	54	55
Not classifiable for other reasons	56	57	58	59	60

Now that desired format had been attained, it was next necessary to insert headings for each relevant column in all of the sixty-four datasets, and delete irrelevant columns. The data categories of ‘*all persons*’, ‘*full-time student*’ and ‘*other persons*’ were removed from all sixty-four datasets. These data categories do not refer to, (or include other types of journey in the case of ‘*all persons*’ workplace destinations and ‘*full-time student*’ refers to journey to study. The sub-categories of ‘0-4’, ‘5-11’, ‘12-15’ and ‘75-100’ were removed from all tv\_201 and tv-204 datasets due to irrelevance (the under 16 categories were blank anyway) and similarly the sub-categories ‘*never worked and long-term unemployed*’, ‘*full-*



*time student*', and *'not classifiable for other reasons'* were removed. In the 2001 census *'other persons'* refers to other non-work journeys or journeys to previous employers. The two remaining categories, *'employment full-time'* and *'employment part-time'*, were combined for each sub-category (e.g. *'age 25-34'*, *'intermediate occupations'*), creating a third category showing the *'TOTAL'* of part and full-time workers commuting within and between wards. A decision was also taken to merge the categories *'60-64'* and *'65-74'* as the two ranges were too small to produce enough journeys on their own that would make any map meaningful.

At this point attention turned to the type of maps and tables that could be produced. Maps showing the total working population (*'average worker'*), full-time working population and part-time working population would show differences in periphery-core travel-to-work patterns between part-time and full-time workers. Maps for each of the age groupings would show differences between different age groups. For example it may be that 16-24 year olds have fewer tendencies to commute from their place of residence to the central city than those in the 35-59 year old category. Arguably of greater interest however is the *NS-SeC (National Statistics Socioeconomic Classification)* system for different levels of occupation. There are eight of these: *Large employers and higher managerial occupations*, *Higher Professional occupations*, *Lower managerial and professional occupations*, *Intermediate occupations*, *Small employers and own account workers*, *Lower supervisory and technical occupations*, *Semi-routine occupations*, and *Routine occupations*.

Without wishing to pre-judge differences in commuting patterns between different socioeconomic groupings in Scotland's *city-regions*, it might be expected that persons employed in 'higher' NS-SeC categories would most typically travel further to their place of work than persons employed in 'lower' NS-SeC categories, based on evidence from elsewhere discussed in the review of relevant literature. There are policy issues that surround such a finding, assuming this is indeed the case. The dispersed nature of these 'lower' jobs may mean that a long commute is not necessary. On the other hand it may be simply that people who fill these jobs are unwilling or unable to commute the same distances as people who fill higher-skilled jobs. It could be however that people in these occupations are economically constrained from accessing better paid opportunities in the core of the *city-region* due to the prohibitive cost of transport. In this sense it could be argued that the nature of commuting patterns can be a social justice issue.



Eight categories of worker provided a headache in terms of practicality. Four cities and eight categories would produce thirty-two maps in addition to the ones already outlined. This seemed too many, and any analysis would become overly complex. It was decided to simplify by reducing the number of NS-SeC categories. This could be dangerous as merging two/three/four categories with little in common in terms of commuting activity would make the whole exercise meaningless. In order to inform the decision as to which categories to merge, some simple statistical calculations were deployed. It was not intended to merge categories which were not sequential, for example *Higher Professional Occupations and Routine Occupations*. It was determined later that *Small Employers and Own Account Workers* would not be mapped. Such workers are typically self-employed people who have a tendency to work from home, or have no fixed workplace destination outside of their home.

A decision had to be made about which categories to merge. This was determined by, using Microsoft Office Excel and listing in rows the percentage of workers from each of the eight NS-SeC categories in each council ward in Scotland that works in each of the four entities (including those wards within the entities) of Aberdeen City, Dundee Conurbation, Edinburgh Conurbation and Glasgow Conurbation (four percentage figures for each of the 1176 electoral wards in Scotland or 4704 rows as four destinations for each ward). The percentage difference between each of the eight categories for every case was then calculated. As can be seen overleaf, column titled AB is comparing the figures for *Large Employers and Higher Managerial Occupations* with *Higher Professional Occupations*. AC compares the former with *Lower Managerial and Professional Occupations*. This process continues across the spreadsheet until all categories have been compared via their percentage difference in terms of workers ‘going into’ each of the destination entities.



	A	B	C	D	E	F	G	H	I	J	K
1	LE&HMO	HPO	LM&PO	IO	SE&OAW	LS&TO	SRO	RO	AB	AC	AD
2	90.91%	88.37%	90.20%	90.40%	92.53%	92.21%	95.52%	91.49%	2.54%	0.71%	
3	86.59%	94.77%	90.67%	91.85%	94.37%	92.58%	96.33%	95.74%	8.19%	4.09%	
4	90.84%	91.86%	90.02%	92.26%	93.40%	89.18%	95.13%	88.97%	1.02%	0.82%	
5	86.75%	95.00%	89.98%	93.15%	95.63%	90.18%	95.93%	92.00%	8.25%	3.23%	
6	88.03%	90.94%	90.98%	92.52%	92.24%	90.40%	95.22%	92.56%	2.91%	2.96%	
7	88.76%	93.75%	90.79%	96.35%	90.73%	87.54%	95.36%	94.01%	4.99%	2.03%	
8	90.00%	85.71%	92.86%	95.85%	96.00%	92.68%	96.83%	90.48%	4.29%	2.86%	
9	87.92%	92.62%	88.24%	91.20%	93.36%	91.89%	91.50%	90.39%	4.69%	0.31%	
10	91.18%	89.86%	91.56%	91.89%	95.50%	92.59%	95.40%	94.97%	1.32%	0.39%	
11	96.15%	88.89%	93.58%	95.80%	93.00%	93.62%	96.52%	96.45%	7.26%	2.58%	
12	97.14%	95.45%	90.80%	96.31%	97.12%	92.62%	96.10%	96.75%	1.69%	6.34%	
13	93.94%	95.00%	93.59%	95.02%	98.15%	93.65%	95.90%	93.75%	1.06%	0.35%	
14	96.67%	87.04%	92.44%	95.99%	97.03%	89.94%	94.93%	94.09%	9.63%	4.23%	
15	91.80%	92.16%	90.06%	93.82%	95.60%	94.17%	95.32%	92.39%	0.35%	1.75%	
16	84.21%	92.52%	91.80%	94.84%	96.59%	91.34%	97.93%	92.52%	8.31%	7.59%	10
17	85.00%	91.41%	93.60%	96.03%	94.32%	94.09%	96.88%	96.13%	6.41%	8.60%	11
18	80.00%	96.05%	93.20%	95.68%	96.92%	89.22%	94.66%	94.93%	16.05%	13.20%	15
19	92.31%	93.67%	92.24%	96.28%	96.92%	96.22%	97.47%	93.37%	1.36%	0.07%	
20	91.53%	90.12%	92.96%	97.64%	95.69%	91.11%	96.90%	95.11%	1.41%	1.43%	
21	90.48%	95.27%	92.17%	95.92%	97.56%	96.14%	96.10%	93.85%	4.79%	1.69%	
22	81.08%	96.00%	91.44%	93.22%	93.55%	92.16%	96.05%	90.79%	14.92%	10.36%	11
23	83.33%	93.27%	90.55%	94.25%	92.63%	91.36%	94.81%	89.83%	9.94%	7.21%	10
24	94.44%	93.07%	88.56%	93.97%	95.95%	94.30%	93.92%	91.33%	1.37%	5.88%	
25	88.20%	93.65%	92.22%	92.72%	94.84%	86.93%	94.81%	90.00%	5.45%	4.02%	
26	84.03%	94.57%	91.02%	95.88%	92.50%	88.73%	94.44%	92.86%	10.54%	6.99%	11
27	91.09%	92.16%	91.02%	94.05%	95.24%	92.65%	96.30%	93.41%	1.08%	0.07%	
28	90.63%	90.02%	91.27%	93.13%	94.50%	90.20%	94.52%	91.88%	0.60%	0.64%	
29	92.73%	93.14%	90.23%	95.73%	96.20%	92.45%	94.46%	94.06%	0.41%	2.50%	
30	88.19%	91.03%	92.69%	95.27%	97.35%	90.00%	91.63%	92.68%	2.84%	4.50%	
31	89.92%	90.75%	85.08%	92.09%	91.54%	86.97%	89.46%	81.25%	0.82%	4.84%	
32	86.13%	93.49%	89.87%	95.22%	95.22%	84.85%	95.08%	81.33%	7.36%	3.74%	
33	82.79%	92.91%	88.78%	96.10%	97.24%	92.31%	91.88%	84.88%	10.12%	5.99%	10
34	85.71%	93.91%	89.82%	95.60%	98.46%	86.96%	94.57%	85.53%	8.20%	4.10%	

Figure 4- 2 Snapshot of Excel Merger Calculations Worksheet.

	H	I	J	K	L	M	N	O
4674	0.00%	3.08%	1.11%	1.12%	1.12%	0.39%	0.23%	
4675	0.00%	2.81%	2.16%	4.26%	4.26%	4.26%	4.08%	
4676	0.79%	0.24%	1.14%	3.97%	3.97%	4.47%	4.47%	
4677	0.19%	2.70%	0.43%	1.58%	1.58%	1.25%	1.56%	
4678	0.72%	5.75%	3.11%	2.96%	2.96%	1.11%	0.65%	
4679	0.95%	1.75%	2.16%	6.25%	6.25%	3.64%	6.01%	
4680	0.45%	0.65%	1.48%	2.99%	2.99%	1.38%	1.98%	
4681	0.00%	0.96%	4.30%	3.87%	3.87%	5.26%	5.26%	
4682	0.34%	3.76%	0.61%	1.22%	1.22%	1.19%	1.63%	
4683	0.62%	0.24%	1.03%	1.35%	1.35%	0.23%	1.35%	
4684	0.00%	0.75%	3.91%	4.63%	4.63%	4.97%	5.92%	
4685	0.43%	2.67%	9.49%	11.02%	11.02%	10.17%	10.88%	11
4686	0.42%	4.15%	2.15%	3.67%	3.67%	3.48%	4.34%	
4687	0.27%	1.96%	0.03%	1.79%	1.79%	1.08%	1.79%	
4688	0.60%	2.10%	2.71%	4.10%	4.10%	4.48%	4.82%	
4689	0.73%	0.51%	1.17%	3.21%	3.21%	2.95%	3.46%	
4690	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
4691	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.53%	
4692	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
4693	0.00%	11.11%	11.11%	11.11%	11.11%	11.11%	10.13%	11
4694	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
4695	0.00%	0.00%	0.00%	1.09%	0.00%	0.00%	0.00%	
4696	0.78%	2.50%	0.00%	2.27%	0.00%	0.00%	0.00%	
4697	0.00%	0.00%	0.00%	2.02%	0.00%	0.00%	0.71%	
4698	0.75%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
4699	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
4700	0.00%	0.00%	0.00%	3.00%	0.00%	0.00%	0.61%	
4701	0.00%	0.00%	0.48%	1.22%	0.00%	0.00%	1.55%	
4702	0.00%	3.45%	1.05%	0.00%	0.00%	0.00%	0.88%	
4703	0.91%	16.67%	16.67%	16.67%	16.02%	15.52%	16.67%	15
4704	0.98%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
4705	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
4706	RO							
4707								
4708	AVG	2.33%	2.03%	2.72%	4.61%	3.08%	3.55%	
4709	SD	4.17%	3.69%	5.27%	9.48%	5.53%	6.84%	
4710	LE&HMO/HPO	LE&HMO/LM&PO	LE&HMO/IO	LE&HMO/SE&OAW	LE&HMO/LS&TO	LE&HMO/SRO	LE&HMO/RO	

Figure 4- 3 Snapshot of Excel Merger Calculations Worksheet



The average and standard deviation figures for each category comparison of all of the 4704 origin-destination movements were then used to determine which of the categories, if merged, would have a natural 'fit'. This process was somewhat subjective (especially as to merge manual and professional professions if indicated by average and standard deviation would not make sense for socioeconomic analytical purposes), and the outcome from what was a somewhat limited guiding exercise was three new categories.

In order to allow for the consideration of *conurbations* as the core entity rather than the *municipal city*, all sixty-four subdivisions of the dataset were copied and renamed. The 'find and replace' mechanism was used to recode wards outside the *municipal cities* of Glasgow, Edinburgh and Dundee in all of the new copies of the sixty-four (tv\_201 x 32 and tv\_204 x 32). For example, East Renfrewshire ward 013S01 became 017S102, i.e. it was assigned a Glasgow (017) codification. A mechanism to 'refresh' the copies of the *PivotTables* updated these using the reconstituted datasets.

## QUALITY CONTROL APPRAISAL

As can be seen from the somewhat convoluted and complex approach to the manipulation of the data, there has to be an awareness on the part of the researcher that there is much scope for human error which could infect all subsequent calculations after the error has been made, resulting in a partially or at worst completely false outcome in the *PivotTables* produced. Some time after the original data manipulation process was completed, it was decided to reassure the reader that this risk could be neutralised (as any mistakes could be rectified) by re-running the exercise on an up-to-date version of *Excel* (2007) as opposed to the original (2000) version. Three *concerns* could be raised regarding potential errors:

- 1) When the long files of tv\_201 and tv\_204 were split into thirty-two (sixty-four) files, cases/rows of data may have been lost or duplicated? Did the 'import' function from *WordPad* to *Excel* function always function as expected?
- 2) Where columns have been combined to create new variables, can it be certified that the correct columns have been combined and that no columns have been lost?
- 3) When spatial units were merged (*conurbations*), can variable totals before and after be checked?



With a more automated process (but one requiring training to operate) such as *syntax* in SPSS, the chance of errors would have been much reduced, and any problems could have been resolved via simple changes to *syntax* and be re-run in seconds. In addition a complete ‘audit trail’ via the starting data and *syntax* would have recorded all the changes made to the datasets. However given the chosen approach any error(s) would afflict one (or more) sub-datasets but not them all (in contrast to the consistency of *syntax*). Confidence should be assured using the new version of *Microsoft Office Excel*.

The newer version of *Microsoft Office Excel* (2007), can handle the two entire datasets (all thirty-two *local authorities*) on the one spreadsheet, and has the capability to produce the results in one gigantic *PivotTable*. It is much quicker because the tasks that were performed across sixty four datasets are now performed across two. In addition the data does not need to be pasted via *WordPad* but opens in *Excel* direct from the CD. The very fact of these two developments renders *concern one* satisfied.

With respect to *concern two*, satisfaction will occur via a sample of final results, by selecting a series of *local authorities* at random and comparing the outcome for each category in each ward. During the ‘re-run’ and in contrast to the first exercise, no categories were merged prior to the creation of the two *PivotTables*, but rather the *PivotTables* were created from the base dataset and the relevant categories merged once the *PivotTables* had been created. From this it was possible to replicate every ‘ward in’ to ‘local authority out’ result via a different method, and should both methods produce identical results, then this is what is desired. The new method was checked against the matrix outputs laid out in the appendix at the end of the thesis (i.e. the *local authorities* most relevant to the four core cities) which are the results of the original calculations and on cross-checking all were identical with those figures derived from the new calculations.



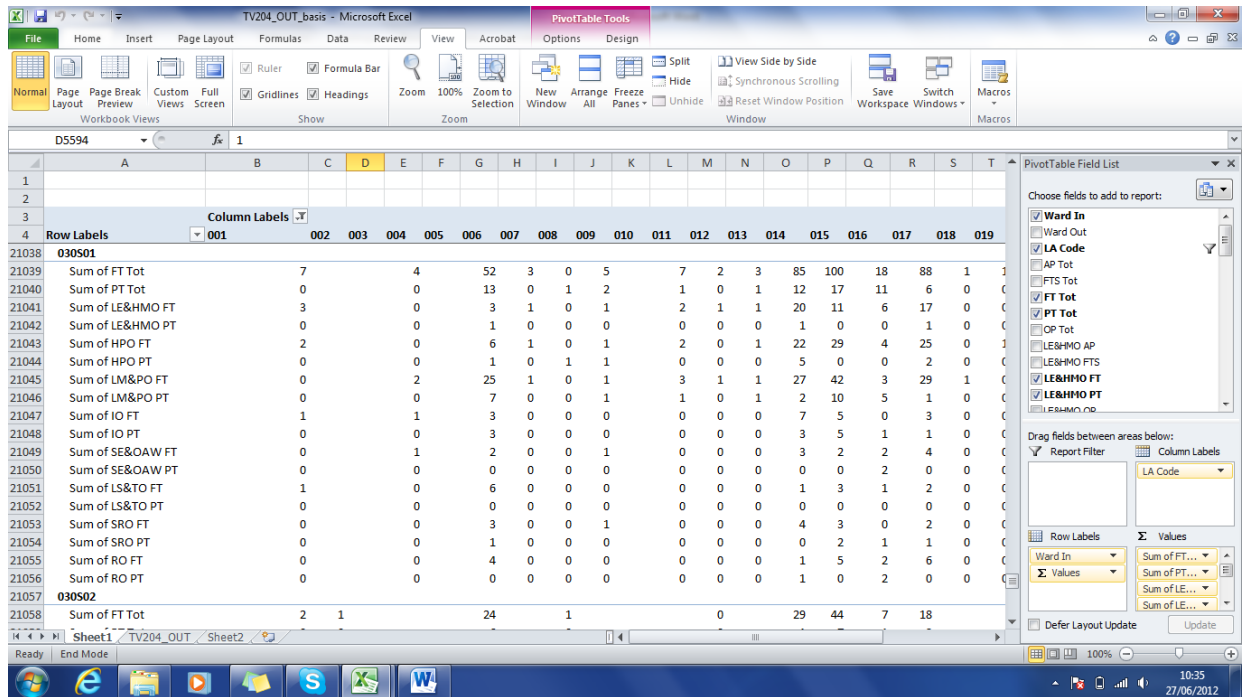


Figure 4- 4 Snapshot of new single pivot table (tv\_204) for all 1176 local authority wards

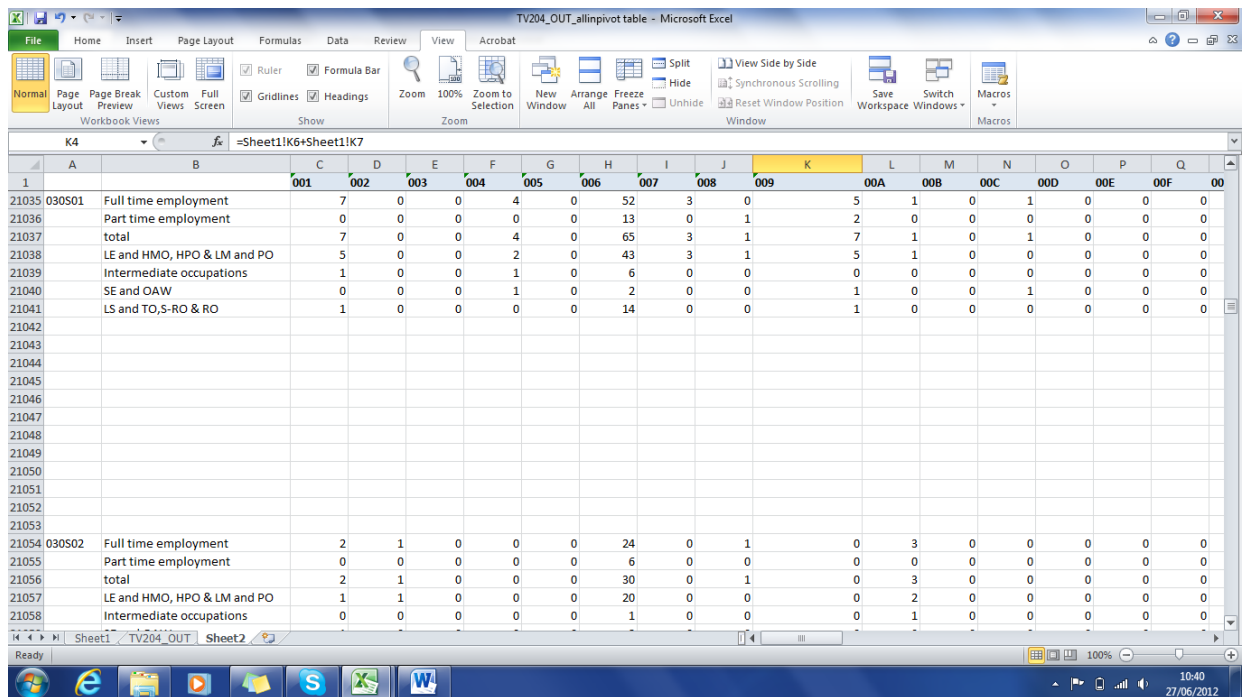


Figure 4- 5 Snapshot of subsequent 'post-table' calculations of ward 030S01 in Stirling council area. The totals here correlate with those that can be found in Appendix 44



The third potential cause for concern concerns the '*find and replace*' mechanism for re-coding wards which was cumbersome and at a high risk of generating errors due to the repetitive nature of the manual imputation. This process took place after the *PivotTables* had been generated and so has to be tested separately. The relevant council area datasets were altered after the creation of the *PivotTables* which then reflect the new reality by virtue of a basic function which 'refreshes' the table. It is impossible that, for example by referring to the previous cited example, all cases (cells) '013S01' would fail to be converted to '017S102' as all are changed with the function. What could go wrong is that due to a lack of mental concentration on the part of the author, all the cases '013S01' could be converted to say, '017S103', leading to false data for the TTW maps. The best way of checking for errors is to insert two new columns into each of the sixty four datasets containing the original codes. As each original ward code and new code were recorded it is possible to cross check at random whether they match up. A series of random checks indicates that there have been no errors during this process. Mistakes would cause the function in *Mapinfo Professional* that captures data from the *PivotTables* to either fail automatically or produce erroneous maps with blank wards visible.

## MAPPING AND MATRICES

The featured Travel-To-Work *matrices* in the appendix are for those *local authorities* in Scotland most relevant to the four *city-regions*, rather than all thirty-two *local authorities*, many of which lack relevance to the *daily economic system* e.g. Shetland Isles. *MapInfo Professional* captures data on 'template' *Excel* files for a pre-generated computerised map of Scotland that coincides with 2001 census geography. These maps have been generated for *Mapinfo Professional* by an academic agency, *UKBORDERS*, based at Heriot-Watt University in Edinburgh.

Each map generated appears twice in the thesis, once in the main body of text, and once in the appendix. The 10% FUR threshold is given extra highlighting due to its prominence in the literature. The maps in the main body of text include key settlements, and are designed to allow for comparability, by positioning related maps on the same page. Some of the detail of these maps, namely the small wards comprising many towns, is difficult to appreciate. As a result, all maps in the text are reproduced in the appendix at a larger scale without place names, allowing the reader to be able to see greater detail.



Please note that the *MapInfo Professional* generated maps featured in the main body of the text have the following scale: **1cm=20km** (unless otherwise stated), and those that appear in the appendix have the scale: **1cm=10km**.

There now follows a brief discussion of the technique of *Gravity Modelling*, which was used to firstly complement the census data, and secondly to allow for the consideration of the *city-region* as something wider than the *daily economic system* of commuting via *retail trade*. The chapter concludes with a methodological justification of use of *qualitative interviewing*.

#### 4.6 THE LAW OF RETAIL GRAVITATION AND TRAVEL-TO-WORK

Following the *daily economic system* analysis of the 2001 census *Origin-Destination Data*, a mathematical model known as the *Law of Retail Gravitation* (LRG) (Reilly, 1929, 1953; Hoover 1971) was applied to the study of *city-regions*.

The chapter on the *Law of Retail Gravitation* had three objectives:

- 1) To utilise a mathematical model known as the *Law of Retail Gravitation* (LRG) alongside the outcomes of the 2001 census in order to identify unusually strong or weak relationships between Scotland's cities in terms of their attractiveness as employment centres.
- 2) To consider if the LRG could be of use to academics in a non-UK context where workforce census *Origin-Destination Data* does not exist or is inadequate.
- 3) To utilise the LRG in order to consider the relative attractiveness of Scotland's four cities as retail centres for what is known as *comparison shopping*. This utilisation was augmented by a pre-existing study which was able to incorporate certain data sources in pursuit of this aim, with such data in contemporaneous form regrettably beyond the financial scope of a PhD thesis.

The LRG is limited by a conceptual weakness. There is a difference between *retailing* (where the LRG originates) and *employment*: Many people can use a shopping centre (non-rival good) but only one person can hold each job (*rival good*). This implies ideally that competition for employment has to be factored into the LRG. This clearly highlights the limitations of the model but it is not intended to be an equivalent substitute for comprehensive *Origin-Destination Data*. The LRG has been applied to non-retail contexts



in the past (for example, see Casey, 1955). The LRG is a model that assumes perfect competition in the sense that distance is the only friction. It is the difference between the 2001 census and the estimates of the LRG that makes the LRG directly useful in this context. In another context, such as a country where comprehensive *Origin-Destination Data* does not exist or there is sample data that is limited, the LRG could provide a basic theoretical model of commuting patterns (via knowledge say, of the workforce size in each core city) and thus the study of the operation of the LRG may be of interest to researchers in such countries, especially if competition for employment can then be factored into the LRG.

Due to the complexity of the operation of the LRG, further detail is not given here, but instead in the relevant chapter (Chapter 6) alongside the analysis and outcomes, in order to assist the reader in understanding how the LRG was used. The identification of unusually strong or weak relationships between Scotland's cities in terms of their attractiveness as employment centres may point to certain localities where the political and organisational feasibility, desirability and relevance of the *city-region/region* may be influenced as a result of 'unexpected' relationships with relevant *cities/conurbations*.

#### **4.7 THE LAW OF RETAIL GRAVITATION AND RETAIL TRADE**

The literature on *city-regions* emphasised the difficulties inherent in attempting to research the *city-region* as something wider and less tangible than the *daily economic system* due to the less frequent and more random nature of such activities. Trade connections between firms were considered by Bailey and Turok (2003) as part of their PUR study of Central Scotland. The limitations of a PhD thesis, and one which is not exclusively dedicated to the question of *functional rationality*, dictated a limited approach to the question of the *city-region* beyond the *daily economic system*.

Consideration was given to the *Scottish Household Survey Travel Diary* (SHS) (Scottish Executive, 1999, 2000, 2001, 2002, 2003, 2004, 2005 and 2006), an annual survey that could perhaps have been used as a sample of home based shopping trips in an attempt to delineate a *retail catchment* map for the *municipal cities* of Glasgow, Edinburgh, Aberdeen and Dundee. At the time of active consideration, the *Travel Diary* contained details of over 7000 home based shopping trips (1999, 2000, 2001, 2002, 2003, 2004, 2005 and 2006 Travel Diaries). Unfortunately there were a number of problems with this approach, the main one being that the sample size (even when aggregated across years) was simply too small to be reliable, and the data is heavily influenced by local food shopping trips where



cities play very little role in the type of movements relevant to *city-region retail* considerations. It is highly questionable that 'shopping' in general is a suitable measurement of activity with respect to the dynamics of *city-regions*. Some kind of measure within the class known as *comparison shopping* was needed, such as clothes shopping, as much food shopping occurs locally. The *SHS* was discounted as a vehicle for present purposes.

In the United Kingdom, a great deal of work has been done on retail activity by two information companies, *Experian* and *CACI*. These companies have ranked UK cities - *Experian* by using a 'vitality score' and *CACI* according to 'estimated retail expenditure' on comparison shopping. Due to reasons of commercial sensitivity both companies provide little information publicly on how they base their outcomes. *CACI* specialises in profiling what they term the 'retail footprint' of towns and cities across the UK and Ireland. A report is available which is purported to give a detailed breakdown of the potentials and constraints of a particular *retail centre*. Of potential interest to the thesis would be data on how much residents in a particular locality spend in another locality on comparison goods. This would allow the construction of a picture of the relative interdependence of villages, towns and cities in Scotland in terms of retailing. It would provide a picture of the relative sphere of influence of Scotland's four main cities in terms of their ability to attract shoppers. *Comparison goods* are durable goods such as clothing, household goods, furniture, Do-It-Yourself and electrical goods. "*Comparison goods are defined as any non-food goods, about which consumers are likely to compare product specification, quality and price, often at a number of alternative retailers, before purchasing.*" (*CACI* 2007).

*CACI* was contacted to enquire as to the cost of obtaining 'retail footprint' reports for the centres of Glasgow, Edinburgh, Aberdeen and Dundee, and perhaps for other centres in Scotland. Unfortunately the cost was highly prohibitive and not feasible given the budget constraints of a PhD. *CACI* were also vague in terms of what they define as constituting a *retail centre*. The only feasible way forward it was decided was to return to the technique of *gravity modelling* and utilise the *Law of Retail Gravitation* (Reilly 1929, 1953) in an attempt to estimate the *breaking point* or *sales boundary* between two *cities/conurbations*, and estimate the *share of expenditure* in two cities that belongs to a third census ward or locality. There is a section of the *City Region Boundary Study* (Scottish Executive, 2002a) that can be used as a reference for this exercise, which is discussed in the relevant chapter (Chapter 6). This *City Region Boundary Study* estimates 'access to comparison shopping' in Scotland's four main cities by local authority area. Some of the limited information



garnered from the *CACI* website provided a rationale for the use of the LRG, in that *gravity modelling* techniques appear to be an important element the *retail footprint* research. It is possible that when *CACI* utilises *gravity modelling*, it is of a form more complex than the simple form of the LRG that is applied in this study. Other inputs may be involved, such as information on *disposable incomes* in different localities. Research outcomes on *retail expenditure* or *potential retail expenditure* are themselves estimates. The retailing exercise that was conducted was inevitably limited, but it offers a small contribution to publicly available knowledge on a wider, less tangible aspect, of *functional city-regions*.

#### 4.8 QUALITATIVE RESEARCH - SEMI-STRUCTURED INTERVIEWS

*Qualitative research* enquiry formed the second element of the *mixed methods* strategy. There has been a surge of interest in *mixed method* strategies as evidenced from academic articles, books and projects across many *social science* fields (Cresswell and Plano Clark, 2007). This strategy imposes extra challenges for the researcher in that he or she must become familiar with both *quantitative* and *qualitative types* of research. The utilisation of the *theoretical framework* (see section 2.8) is predicated on a *mixed method* enquiry. It is best described as a *sequential transformative strategy* (Cresswell, 2009). A theoretical lens forms the core of the proposal, and the mixing of *quantitative* and *qualitative* strategies is designed to encompass the diversity of the subject under consideration. The importance of the sequence of the strategy is apparent in Chapter 7 where *functional* evidence from the *quantitative* research is compared to *pre-existing administrative units* - with the rationale that existing units are frequently inadequate when compared to *functional systems*. It is from these pre-existing administrative geographies (and the level of the *Scottish Government*) that the interview respondents were drawn.

Following from the review of relevant literature, and utilising pre-existing knowledge of contemporary issues surrounding service organisation and delivery, it was decided to exclusively focus upon three different sub-national services as case studies: *Local Authorities*; *Scottish National Health Service* (NHS) boards and planning organisations; and recently created *Strategic Development Planning Authorities* (SDPAs). The nature of the *qualitative* research was time consuming, and much travelling had to be undertaken to meet interview respondents. Given the financial limitations of a PhD thesis, it was decided to exclude potential respondents from Aberdeen City, Aberdeenshire and Moray (*Aberdeen city-region*) as this would involve an expensive journey. This had possible implications for the research findings, as potential respondents from that part of Scotland



are excluded from the exercise. It is sensible to acknowledge this fact and to recommend that future research on *city-regions* is able to cover that part of Scotland. There is prioritisation logic behind this decision. The administrative landscape is apparently less complex (two *local authorities*, perhaps three if Moray is included), and health, police, fire, and regional transport services all conform to common boundaries (former Grampian Region pre-1995). The new '*Aberdeen SDPA*' consists of Aberdeen City and Aberdeenshire. This is not to make any assumptions on the feasibility of the *city-region* concept in that particular part of Scotland. A decision was made to focus limited resources on Scotland's '*central belt*' where interview respondents could be accessed without the need for an overnight stay. The pre-existing administrative structure is more complex and the majority of Scotland's population lives there.

The potential, somewhat normative policy prescription of the *city-region agenda* is being tested in a particular, unique context. Epistemologically speaking, considering that particular context and generating knowledge on the context without explaining and evaluating the experiences and opinions of individuals involved would render this consideration problematic. Knowledge generation is developed through *governance principles* or *themes* which access phenomenological (subjective) ideas and meanings provided by interview respondents. The interview process is *deductive*, in that set *themes* have been imposed on the final analysis. The overall approach is therefore one that is *constructivist*, generating knowledge on *city-regions* with policy relevance to (pre)existing debates on Scotland's *geo-administrative* landscape. The range of potential relevant respondents consisted of a wide range of actors: *Local government Council Leaders* and *Chief Executives*; *NHS Board Chief Executives* and *Chairpersons*; *Service planners* and *Civil Servants*; Key personnel at *Strategic Development Planning Authorities*. Given the timescale of a PhD thesis and the need for a significant resource base on which to deliberate, close attention was given to the type of interview that would take place, the number of interviews to be undertaken, and how these would be chosen. The interviews consisted of a design of standardised open-ended schedules. Much consideration was given to which interview strategy and technique was most suitable.

*"'Qualitative' research interviewing ... assumes too easily that an interview is an unproblematic window on psychological or social realities, and that 'information' that the interviewee gives about themselves and their world can be simply extracted and quoted, as the word of an omniscient and disinterested witness might be accepted at face value in a law court."* (Wengraf, 2001, p.1)



There are two types of *bias* – *confirmation bias*, where the researcher finds what they anticipate they will find or ‘want’ to find, and *social desirability bias*, where the respondent conforms to what they perceive as the ‘correct’ answer that the interviewer wants to hear (Fielding, 1993; Clark, 2010). This inherent risk is potentially exacerbated by a deductive approach. The use of *open-ended questions* and *semi-structured scheduling* provides an *inductive* element to the process, providing the respondent with more scope to raise themes relevant to their own context, thus adding to the knowledge base, and these themes can then be raised, if appropriate, in subsequent interviews. The interviews are classical “*conversation with a purpose*” (Kahn and Canell, 1957, p.149). Participants were asked questions which were identical in emphasis, with variations in wording according to the relevant case study. The questions were open-ended, allowing the respondent to contribute as little or as much as they desired, with plenty of scope for probing follow-up questions. The main weakness with this approach is that the subsequent coding of the data can be very difficult (Cresswell, 2007). It can be difficult to draw out *themes* from the data in comparison with say, less open-ended questions which naturally draw less open-ended responses. This is especially true when conducting a large number of interviews, such as in this case.

*“Although the data provided by participants are rich and thick with qualitative data, it can be a more cumbersome process for the researcher to sift through the narrative responses in order to fully and accurately reflect an overall perspective of all interview responses through the coding process.”* (Turner, 2010, p.756)

Such a ‘cumbersome’ process leads to a reduction in the potential for *researcher bias*, especially when the number of interviews is large. The *formal interview schedule* provided scope for the respondent to digress if what was said was relevant to the overall subject matter. A piloting exercise was undertaken with a senior academic at the University of Glasgow, in order to refine the questions and to achieve a degree of competence which is necessary for a successful interview. Examples of poor interview practice include inappropriately leading the respondent towards a particular answer, loading questions with an inherent bias, or using inappropriate body language which may make the respondent inhibited. Experience is important and it was not until the fourth or fifth interview that the conduct of *semi-structured interviewing* was satisfactory. The setting for each interview was almost exclusively the place of work where the respondent was employed, save for two exceptions; firstly when a respondent was visiting Glasgow from another part of Scotland on another matter and volunteered to be interviewed in a private room at the



University of Glasgow; and secondly when a respondent who declined to be interviewed due to a busy schedule subsequently sent a detailed written submission.

In the academic field of the social sciences, *ethical approval* must be sought from the institution of study when research proposal involves human participation. Consent was required from the *Faculty of Social Science Ethics Committee*. On consultation with a member of the committee, it was decided that respondents would be given an opportunity to request (strictly enforced) optional degrees of relative anonymity, in order to feel comfortable enough to participate, and/or speak freely on matters that may be controversial (for example, if an opinion is expressed on another individual). It was naturally very much in the interest of the research to go to great lengths to ensure maximum cooperation. The following documents were submitted with the application for ethical approval (copies of these can be found in the appendix): 1) A invitation letter to be posted to potential interview respondents inviting them to take part in the study (Appendix 1); 2) A welcoming information sheet sent via email (and/or presented) to the respondent shortly before the scheduled interview (Appendix 2); 3) An interview consent form (Appendix 3). After consideration by the committee these were subsequently approved. Copies of the three interview schedules can also be found in Appendices 4-6. The three levels of anonymity offered to each respondent were as follows: 1) anonymity via reference to their organisation and position (e.g. an NHS Ayrshire and Arran board member); 2) anonymity via reference to their organisation only (e.g. an anonymous West Lothian respondent); and 3) anonymity via reference to their job title only (e.g. an anonymous local authority Chief Executive). In cases of anonymity direct quotations in the thesis would be altered to ensure anonymity if necessary. All respondents, whether they had agreed to be quoted personally or anonymously, had the right to review a complete transcript (or the authors copy of hand written notes, as respondents could opt out of having the interview recorded by digital Dictaphone) of the interview. The respondent was then free to remove any material as he/she saw fit. As a matter of course each respondent was sent a copy of the transcript and asked to confirm if they were satisfied with the content.

#### **4.9 QUALITATIVE INTERVIEWS - SAMPLING**

There was a desire to ensure that respondents were drawn from across the ‘central belt’, in order to cover the *spheres of influence* of Glasgow, Edinburgh and Dundee as identified from the *functional evidence*. This led to a strategy of *non-probability sampling*, or more specifically, *quota*, *purposive* and *snowball sampling* (as sub-types of *non-probability sampling*). Cresswell (2009) describes this as *criterion* or *critical case based sampling*.



Given that the semi-structured interviews represented, in principle, fifty percent of the research, and that the thesis had a specific timescale, a target of forty-five to sixty interviews was deemed appropriate, in order to capture as broad a range of views as was practicable. The final outcome for each service case study was: twenty-one respondents under the *Local Government* format; fourteen respondents under the *Healthcare* format; and seventeen respondents under the *Strategic Planning* format. In respect of the fact that the activities of *local authorities* and the NHS constitute far more significant components of the public sector in terms of their budget, utility and visibility than *strategic planning* activities, the initial aim was to achieve twenty interviews in each of these categories, with a lower number for *strategic planning*. There was also a desire to ensure that respondents were drawn from different units across the entire area. Senior Civil Servants at *Scottish Government* level were targeted according to their area of expertise. Ideally there would have been more interviews with *Local Authority Leaders* and *Chief Executives*, as it was more difficult to procure participation from such respondents. Snowballing occurred as respondents sometimes suggested contacts at the end of meetings. *Council Leaders* and *Chief Executives* sometimes delegated the task of taking part to a more junior member of the council, but these interviews were informative nonetheless. Tracing the invitation letters sent out, an initial success rate (agreement to take part/member of organisation to take part) of 40-50% was achieved. The experience of undertaking *qualitative interviewing* was the most satisfying aspect of the research process.

The interviews were conducted within the period of March to July 2008. Each interview was recorded on digital Dictaphone before being subsequently transcribed in order to allow detailed analysis to take place. Eight of the transcriptions were carried out by the author, but the majority (forty-four) were transcribed by a professional transcription company (*Smallbiz*) that has regularly been trusted to under work for the *University of Glasgow*. The name of the interview respondents were removed from the Dictaphone recorded files that were transferred to *Smallbiz* for transcription.

#### **4.10 QUALITATIVE INTERVIEWS – ANALYSIS & SYNTHESIS**

The result of the interviews process was a vast but comprehensive and valuable source of original research. The approach to interpreting the *qualitative* output primarily consisted of analysing the entire stock of interviews for the *themes* or *governance principles* identified, and relating these to the more detailed research questions identified from the literature. This is what is considered by Creswell (2009) as *basic qualitative analysis*. Of particular relevance to modern *qualitative analysis* is the process of *coding* - the organising of



*qualitative* material into subsets of text in order to bring meaning to the overall material (Rossman and Rallis, 1998). This process was attempted to varying degrees across the three *spatial case studies*, but the complex nature of varying interviews did not always lend themselves to such a systematic categorisation of data. This connects with another dilemma - the relative weighting which should be given to certain responses and respondents over other responses and respondents. The key aim of the *qualitative* research was to report and synthesise a range of opinions from a cross-section of respondents from Scotland's public sector, and draw conclusions from these on the political and administrative feasibility, desirability and relevance of the *city-region*. The approach taken, a manual *soft coding* exercise using the nine *governance principles/themes*, inevitably involved value judgements, but the approach was exhaustive of the material and no strand of relevant thought was excluded from the overall analysis and synthesis of opinion. The *soft coding* exercise comprised the utilisation of the nine *governance principles/themes* that emerged from the literature on city-regional governance as an interpretative framework for analysing the transcription text.

The *qualitative analysis* on *local government* and *healthcare*, chapters eight and nine respectively, are structured around these nine *governance principles/themes*. It was judged that to divide each chapter into nine subsections was too unwieldy an approach, and therefore the nine *themes* were aggregated into four broad categories of analysis as follows:

**SIZE, EFFECTIVENESS AND DEMOCRACY:**

**(Democratic Accountability, Efficiency and Functional Effectiveness in Service Delivery, Specialisation and Responsiveness in Service Delivery)**

**STRATEGIC FUNCTION:**

**(Strategic Decision Making and Resource Redistribution)**

**TERRITORIAL ALIGNMENT:**

**(Coterminosity and Partnership Working, Relations with other Geographical units)**

**FACTORS OF INERTIA:**

**(Minimal Disruption via Organisational/Structural Change and notion of 'Shared Services', *Culture and Identity*)**



Chapter 10, the *strategic planning* analysis, follows a *geographical* rather than a *thematic* approach. The analysis is structured around the territorial areas relevant to the service under consideration.

In concluding the thesis, the overall findings of and debates arising from the research are summarised. Some recommendations for future research or potential future policy objectives are outlined. Debates and gaps in knowledge identified from the literature are revisited, leading to a clear statement of the academic contribution of the thesis and its contribution to both Scottish and European policy debates. Following this, all sources used in the thesis were referenced, with a variety of material related to the project compiled as appendices displayed at the rear.

The following chapter begins the *quantitative* element of the thesis: The *city-region* as a *daily economic system*.



# CHAPTER 5: THE CITY-REGION AS A DAILY ECONOMIC SYSTEM

## 5.1 INTRODUCTION

The Travel-To-Work (or more specifically in the context of *city-regional analysis*, the *Functional Urban Region (FUR)*) approach is popularly considered in the field of regional science as the primary analytical tool for understanding the spatio-economic phenomena of the *city-region* as a *daily economic system*. This chapter demonstrates the material basis (*spatial logic / functional footprint / daily economic system*) of the Scottish *city-regions* of Aberdeen, Dundee, Edinburgh and Glasgow. It considers whether there has been a deepening of *functional interdependency* within Scotland's *city-regions* since 1991. Such a deepening could be used to bolster normative arguments for the development of a corresponding political and administrative *city-region*. Attempts are made to consider whether Scotland's *city-regions* are increasingly *polycentric* in character i.e. whether periphery-to-core flows are becoming less predominant as more complex patterns emerge. The chapter also examines the extent to which Travel-To-Work patterns for Scotland's *city-regions* differ by socioeconomic grouping, gender and age. It is possible that the *city-region* will have more or less relevance to different sections of the population, which could undermine arguments for the development of political *city-regions*. In England, catchments associated with managerial and professional workers may provide the most suitable geography for demarcating the boundaries of *city-regions* (Robson et al., 2006). Debates on *city-regions* in Europe have focused upon the spatial flexibility of *city-regions*, but also on the practical need to define boundaries for organisational purposes. Given the relative proximity of Scotland's four major cities, the chapter considers where these boundaries fall according to Travel-To-Work statistics (i.e. the 2001 census *origin-destination* outputs).

## 5.2 CHANGES IN THE FUNCTIONAL URBAN REGIONS OF GLASGOW CITY, EDINBURGH CITY, ABERDEEN CITY & DUNDEE CITY 1991-2001

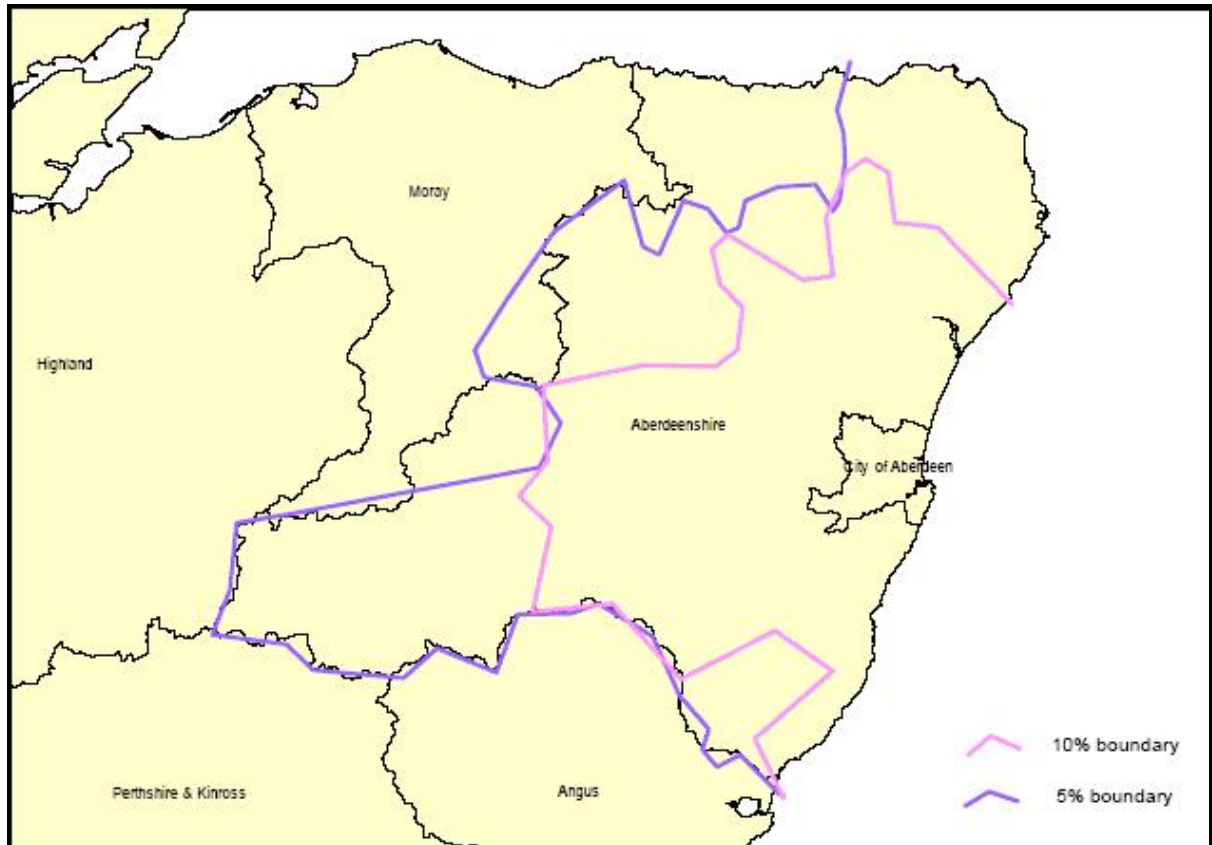
The *City Regions Boundary Study* (Scottish Executive, 2002a) utilised data from the 1991 Census to create Travel-To-Work maps for the city council areas of Glasgow, Edinburgh, Aberdeen and Dundee. A comparison of these 1991 outcomes with the most recent 2001 census Origin-Destination data provides an understanding of how Scotland's functional *city-regions* are changing over time. Such a statement, combined with an appreciation of geography, knowledge of any evidence from research on time and distance tolerance



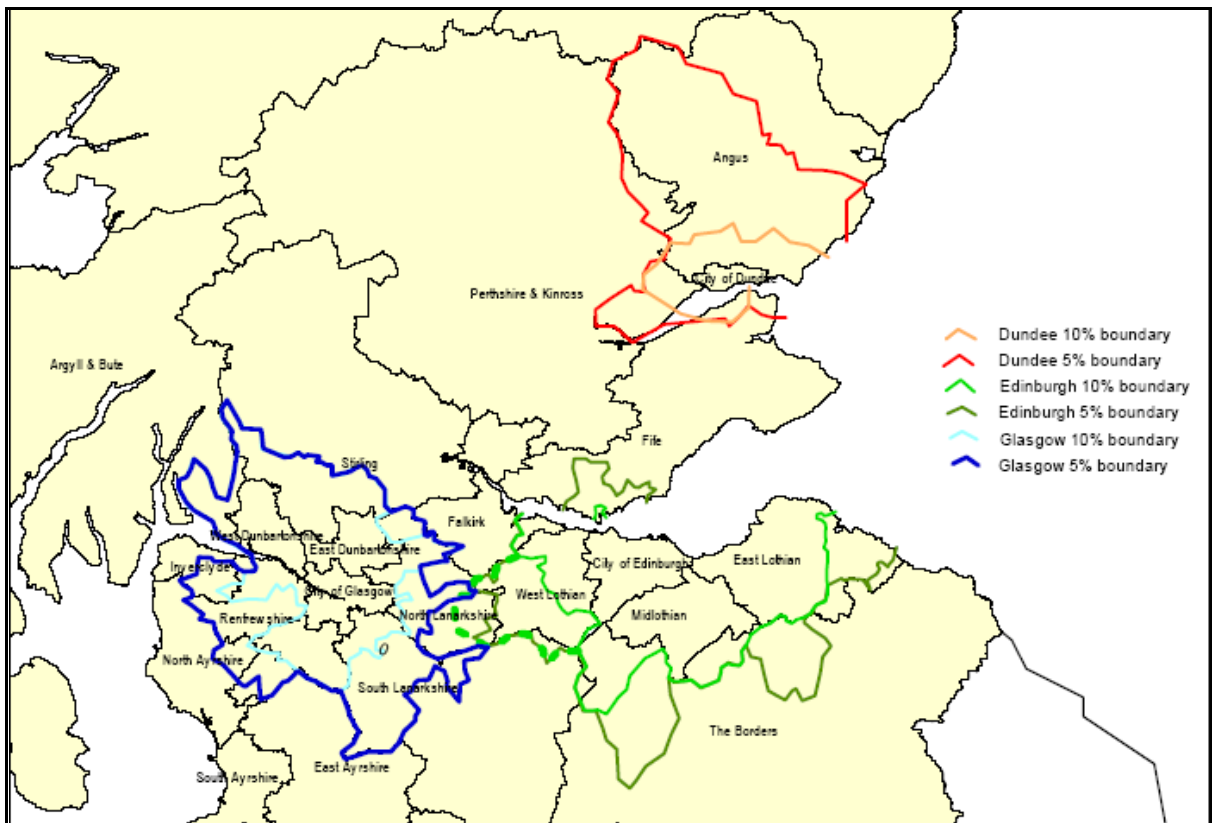
thresholds for daily work travel, and constraints on transport infrastructure etc., should make it possible to consider how functional *city-regions* might develop in the future.

The FUR maps (Figures 5.1-5.6) are displayed on the following pages, at thresholds of 10% and 5%. The inadequacy of the *City Regions Boundary Study* is highlighted by the failure to provide a scale for its TTW maps. Figures 5.3-5.6 are of the scale 1cm=10km. When the geographies of the four municipal cities became *unitary authorities* rather than *district councils* in 1995, the boundaries of Glasgow City and Dundee City were altered. In the case of Glasgow, Rutherglen and Cambuslang are no longer within the municipal boundary, and Dundee has lost some of its peripheral suburbs. This means that the Glasgow and Dundee FUR maps based on the 1991 outputs do not have identical *destination* entities to that of the maps based on the 2001 Census. The consequences of this are likely to be minimal, as the vast majority of jobs in the two cities are found in more central areas. It is evident that there has been an increase in the extent of the four FURs between 1991 and 2001. This is perhaps unsurprising, but there may be issues of comparability for two reasons, something that was discussed in the methodological chapter. At extreme the differing methodologies used to compile the origin-destination output statistics in 1991 and 2001 may have led to an underestimation of the extent of the 1991 FURs and an overestimation of the 2001 FURs. Secondly, the *City Regions Boundary Study* (Scottish Executive, 2002a) analysis is based upon postcode sector output whereas this study utilised the local authority electoral ward output version of the 2001 census dataset (ONS, 2004). Local authority wards were chosen for the research. There are more local authority wards than postcode sectors, thus producing a more realistic geography for demarcation and analysis. Local authority wards are also less arbitrary in that they correspond better with settlements and localities.





**Figure 5- 1 1991 Census: Travel-To-Work Map for Aberdeen City. [From Scottish Executive (2002a).]**



**Figure 5- 2 1991 Census: Travel-To-Work Map for Glasgow City, Edinburgh City and Dundee City [From: Scottish Executive (2002a).]**



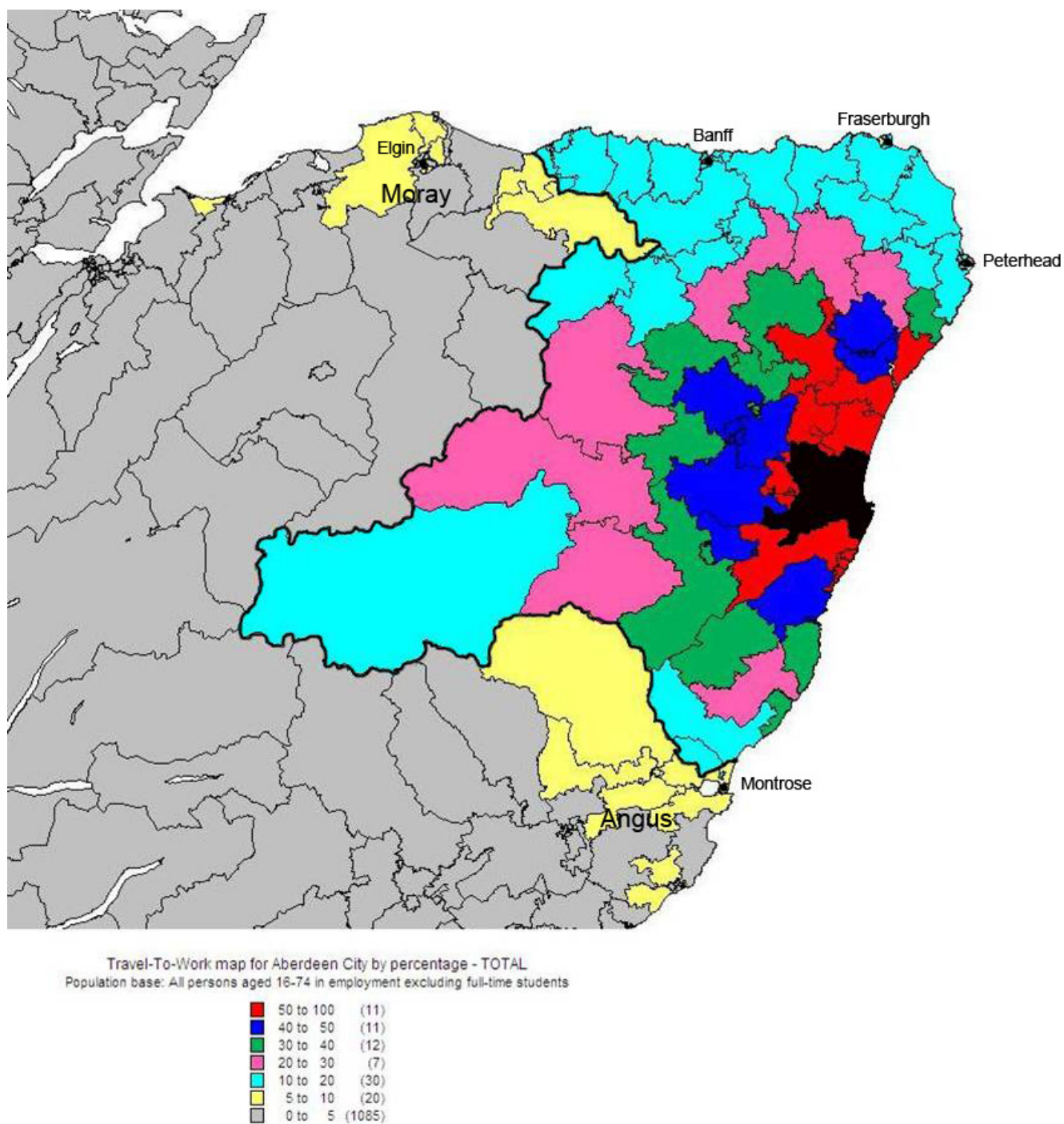
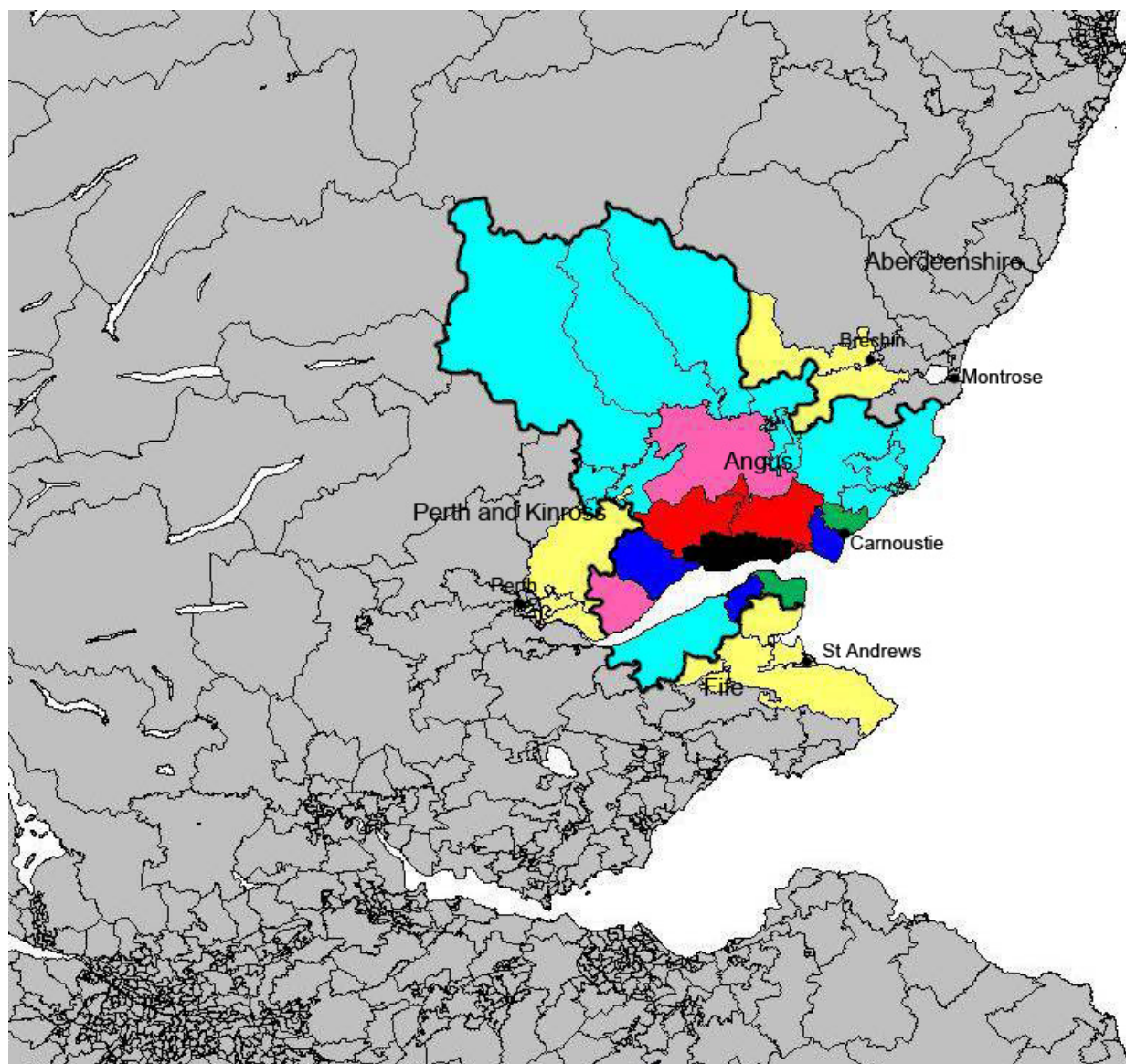


Figure 5- 3 2001 Census: Travel-To-Work Map for Aberdeen City. [Scale: 1cm=10km]



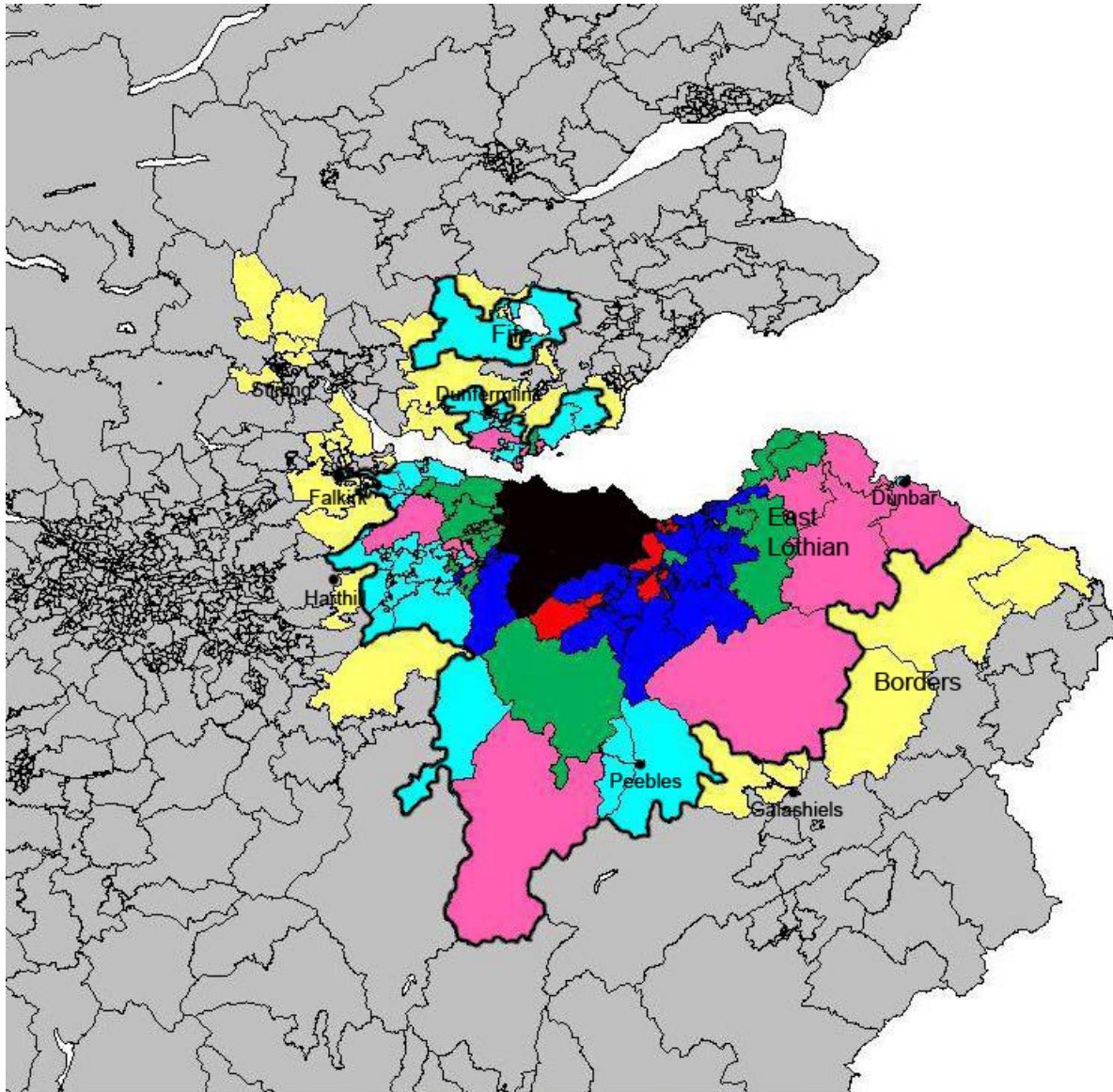


Travel-To-Work map for Dundee City by percentage - TOTAL  
Population base: All persons aged 16-74 in employment excluding full-time students

50 to 100	(4)
40 to 50	(3)
30 to 40	(3)
20 to 30	(2)
10 to 20	(19)
5 to 10	(18)
0 to 5	(1127)

Figure 5- 4 2001 Census: Travel-To-Work Map for Dundee City. [Scale: 1cm=10km]





Travel-To-Work Map for Edinburgh City by percentage - TOTAL  
Population base: All persons aged 16-74 in employment excluding full-time students

50 to 100	(8)
40 to 50	(24)
30 to 40	(16)
20 to 30	(15)
10 to 20	(45)
5 to 10	(41)
0 to 5	(1027)

Figure 5- 5 2001 Census: Travel-To-Work Map for Edinburgh City. [Scale: 1cm=10km]



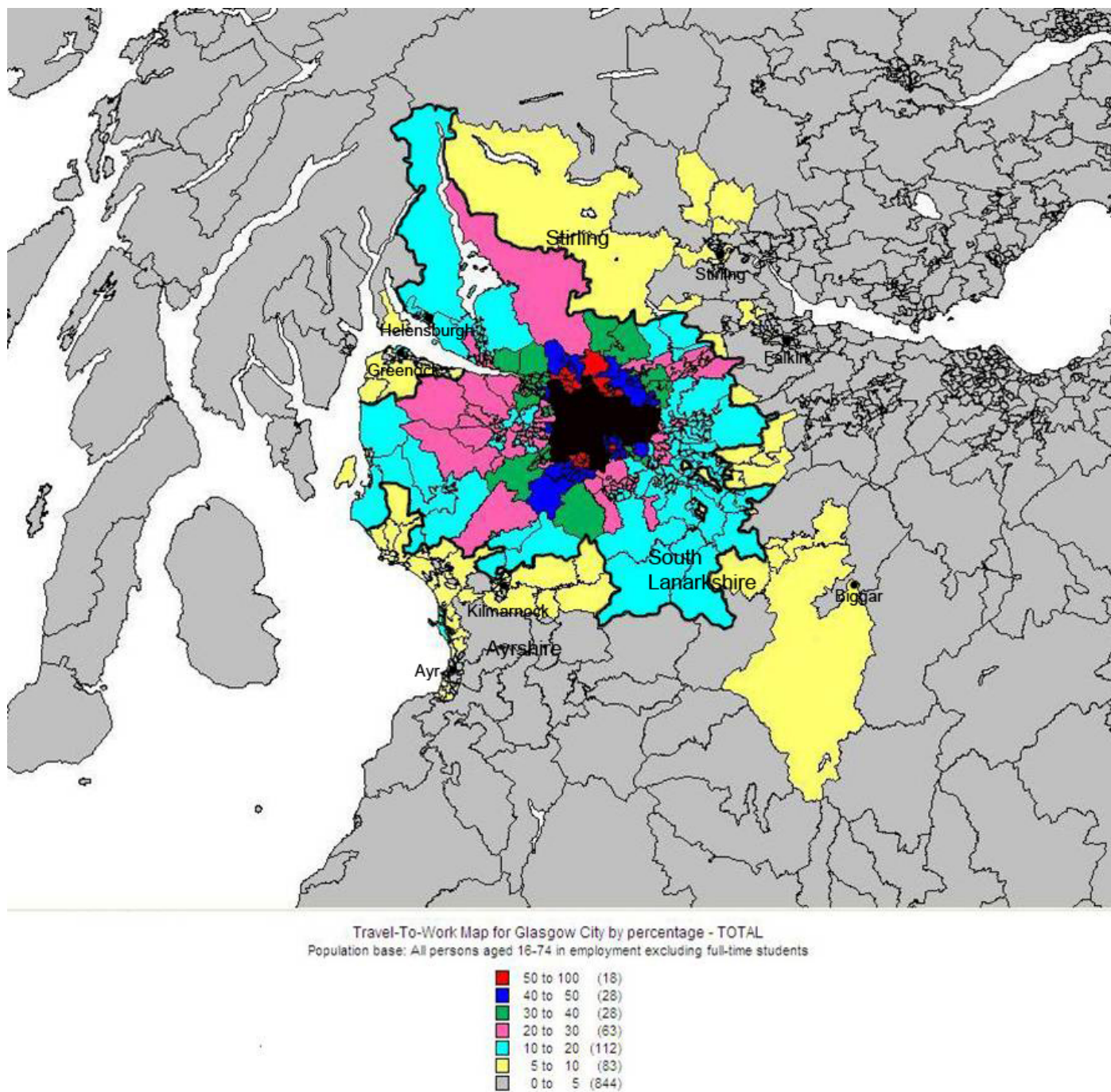


Figure 5- 6 2001 Census: Travel-To-Work Map for Glasgow City. [Scale: 1cm=10km]



The Aberdeen FUR has grown between 1991 and 2001. The 10% level has extended deeper into a part of the hinterland known as Deeside directly west of the city, and has extended into the entire north and north-eastern coastal areas of Aberdeenshire. There has been some extension to the south of the city along what is the major routeway between Aberdeen and Dundee (A90 dual-carriageway). Parts of Moray are now above the 5% level, and there exists a council ward in Nairn (Highland) close to Inverness that is above 5% that is isolated from the rest. Peculiarly, the island of Barra in the Outer Hebrides (not shown) has more than 5% of its resident working population working in Aberdeen City. This is more a reflection of the lack of employment opportunities in this council ward, being isolated not only from the mainland but also the rest of Elia Sar, and the use of the address *Aberdeen Harbour* for oil industry workers. Barra can be excluded from any thoughts of the *daily economic system* as clearly it is difficult to commute to Aberdeen on a daily basis, and in any case the figure is less than the standard 10% threshold for FURs. It is possible that people working in the oil industry do not commute on a daily basis, and the census wording was not sensitive enough to capture such complex work-living arrangements.

Commuting from areas to the North such as Fraserburgh and Peterhead has increased. This may reflect a lack of professional opportunities in these areas. Indeed, a contraction of the labour market in these localities could explain the changes, rather than a significant increase in the numbers commuting to Aberdeen, but these places probably did reasonably well between 1991 and 2001. Increasing house prices in the central city may have acted a stimulus to the growth of the FUR in general as families seek affordable housing. Large employment FURs extending over sparsely populated hinterlands are as much a reflection of lack of opportunities away from the central city. According to the mid-2011 population estimates of the *General Register Office for Scotland* (GROS), the population of Aberdeen City has grown by 4% between 2001 and 2011, and the population of Aberdeenshire is estimated to have grown by 9.1% between 2001 and 2011 (GROS, 2012). This strongly implies a deepening of functional interdependency between the core city and Aberdeenshire. Much of this deepening may have occurred due to intense residential development just beyond the city boundary (Scottish Government, 2008). How this has manifested itself in terms of the FUR since 2001 cannot yet be determined.

The Dundee City FUR is by far the smallest of the four FURs. The size has increased between 1991 and 2001, but the extent to which it has may be exaggerated in this case by



ward geography. Note that the three long ‘fingers’ in Angus that run north-west to south-east are sparsely populated away from the extreme south of these wards, giving the impression of a larger FUR than would be illustrated by smaller *origin-destination* units. The 5% level has expanded towards the far eastern corner (‘East Neuk’) of Fife. The scale of the Dundee City FUR, it could be argued is more representative of the *functional footprint* of a large town rather than a city. Opportunities in occupations that (as evidence confirms later) facilitate commuting at longer distances (e.g. *Higher Professional Occupations*) are less numerous in Dundee than in the cities of Aberdeen, Edinburgh and Glasgow. Twenty-two miles to the west of Dundee lies the relatively affluent settlement in Perth that is the historical market and ‘county town’ of the area. Dundee as an employment centre appears to lack *gravitational pull* with respect to the former Tayside Region (Dundee City, Angus and Perth and Kinross) in contrast to Aberdeen City with respect to the former Grampian region as an employment centre.

The FUR for Edinburgh has expanded in all landward directions, but is particularly noticeable for extending deeper into West Lothian and Falkirk council areas than in 1991. East Lothian in 2001 falls within the 10% level in its entirety. This is a reflection of population pressure, changes in household composition (more households with fewer persons as important as increases in population in general in Scotland), and a desire for suburban living around Edinburgh City. Glasgow is in a slightly different situation compared to Edinburgh in this regard, as the city and many of the former industrial towns of Lanarkshire and Renfrewshire are mostly stagnant in terms of population change. In both 1991 and 2001, no crossover exists between the Edinburgh City and Glasgow City FURs. Parts of rural Lanarkshire have emerged as dormitory settlements for Edinburgh from a very low baseline, most notably the settlement of Biggar and its surrounding locality. Much growth has taken place in Southern Fife, in areas with proximity to the Forth Road Bridge. This partially helps to explain the current structural pressure on the Forth Road Bridge connection between Fife and the Lothians, although construction on a Forth Replacement Crossing adjacent to the current Forth Road Bridge was underway as of spring 2012. The majority of the Falkirk council area in 1991 had less than 5% of its working population commuting to Edinburgh. In 2001 this had changed to 10% for large parts of the authority (and more than 5% in an overwhelming majority of wards). The population of East Lothian, according to estimates, increased by 8.9% between 2001 and 2011 while the population of West Lothian increased by 8.8% (GROS, 2012). The population of Edinburgh City itself is estimated to have increased by 10.3% (GROS,



2012). As with Aberdeen City FUR, this implies a deepening of functional interdependency between the core city and the surrounding region.

The Glasgow City FUR is similar in size to that of the Edinburgh City FUR, despite having a municipal city of larger population. This can be explained by the lack of significant satellite towns to the South and East of Edinburgh and the more rural nature of these commuter areas. Edinburgh City Council has strongly adhered to greenbelt policies that discourage residential development on the fringe of the city. Edinburgh and Aberdeen have the most generous municipal boundaries of the four cities. Glasgow has many significant satellite settlements such as Cumbernauld that act as commuter towns, meaning that there are more alternative employment centres around Glasgow, so people do not have to travel as far to work, generally speaking. Much of the growth of the Glasgow City FUR since 1991 can be explained through infrastructural improvements. Parts of Ayrshire that were previously not above the 10% category in 1991 but are in 2001 such as the town of Troon and the Garnock Valley area to the South West of the Glasgow in North Ayrshire. These areas now benefit from faster train services due to electrification of the Glasgow-Ayr line in the 1990s. The Garnock Valley also has improved access to Glasgow via the Johnstone/Paisley A737 bypass to the M8 at Glasgow Airport. North Kilmarnock and rural areas to the north of that town are within the 2001 10% level. This development was facilitated by the construction of the M77 motorway which by-passes the 'South Side' of Glasgow City and urban East Renfrewshire, halving road journey times between Kilmarnock and central Glasgow. Industrial Lanarkshire has moved above the 10% category, which is evidence of this area's increasing dependency on Glasgow for 'newer' types of employment now that traditional 'heavy' industries have continued to decline. Many industrial plants in Lanarkshire that employed thousands of people closed between 1991 and 2001. The significant growth of the Edinburgh City commuting zone of influence westwards to cover the Falkirk council area has not been marked by a similar growth of the Glasgow commuting zone of influence eastwards in that direction. Only three council wards out of thirty two in the Falkirk council area in 2001 had more than 5% of their total working population employed in Glasgow City. Glasgow city is 24.6 miles from Falkirk town, while Edinburgh is 26.3 miles away. Travel times by road are broadly similar.

It is important again to stress that the four FURs described above are based on the municipal cities of Glasgow, Edinburgh, Dundee and Aberdeen, and that only the latter adequately represents a properly defined city in terms of covering physical extent. It is clear that as a *daily economic system*, *city-regions* are a continuously evolving



phenomenon and that they will continue to change, however there may be limits to their 'growth' based upon tolerance levels of commuters or increasing transport costs in future. An important issue that arises from the *daily economic system* for both the Scottish Government and local government is whether they should seek to respond to or influence changes. A renewed focus on Scotland's Cities as engines of employment creation has stimulated commuting. Access to employment is a social justice issue, and it can be argued that communities at distance from employment 'hotspots' have the right to have ease of access to these 'hotspots'. At the same time, most housing development across Scotland has since 1991 been geared towards greenbelt development, stimulating car commuting. There have been policy initiatives towards the end of the last decade that have sought to encourage Brownfield residential development, and the pace of development has slowed significantly due to changes in the economic climate. The opening of the M74 urban motorway in Glasgow suggests the facilitation of car commuting is not something that the current Scottish Government is actively trying to inhibit. The FURs for the four *municipal* cities have the *average worker* [sic] (Peck, 1996) as the population base. The extent to which Travel-To-Work patterns for Scotland's functional *city-regions* differ by socioeconomic grouping, gender and age was identified in the review of relevant literature as something that would be of interest as a proxy for a wider spatial definition of *city-regions* than that of the *daily economic system* (Harding et al., 2006; Robson et al., 2006; Coombes, Green and Owen, 1987).

Sections 5.3 to 5.6 illustrate these sub-categories of population for Aberdeen City, Dundee conurbation, Edinburgh conurbation and Glasgow conurbation in the following order:

1. Total – all persons aged 16-74 in employment
2. Employed full-time – all persons aged 16-74 in full-time employment
3. Employed part-time – all persons aged 16-74 in part-time employment
4. All males – all males aged 16-74 in employment
5. All females – all females aged 16-74 in employment
6. Aged 16-24 – all persons aged 16-24 in employment
7. Aged 25-34 - all persons aged 25-34 in employment



8. Aged 35-59 - all persons aged 35-59 in employment
9. Large employers; Higher and lower managerial occupations; Higher and lower professional occupations (Category 1 for shorthand)
10. Intermediate occupations (Category 2 for shorthand)
11. Lower supervisory and technical occupations; Semi-routine occupations; Routine occupations (Category 4 for shorthand)

All maps for Aberdeen City, Dundee conurbation, Edinburgh conurbation and Glasgow conurbation are available to view in Appendices 9 to 12 at the scale 1cm=10km.



### 5.3 TRAVEL-TO-WORK ANALYSIS BY SUB-CATEGORY – Aberdeen City

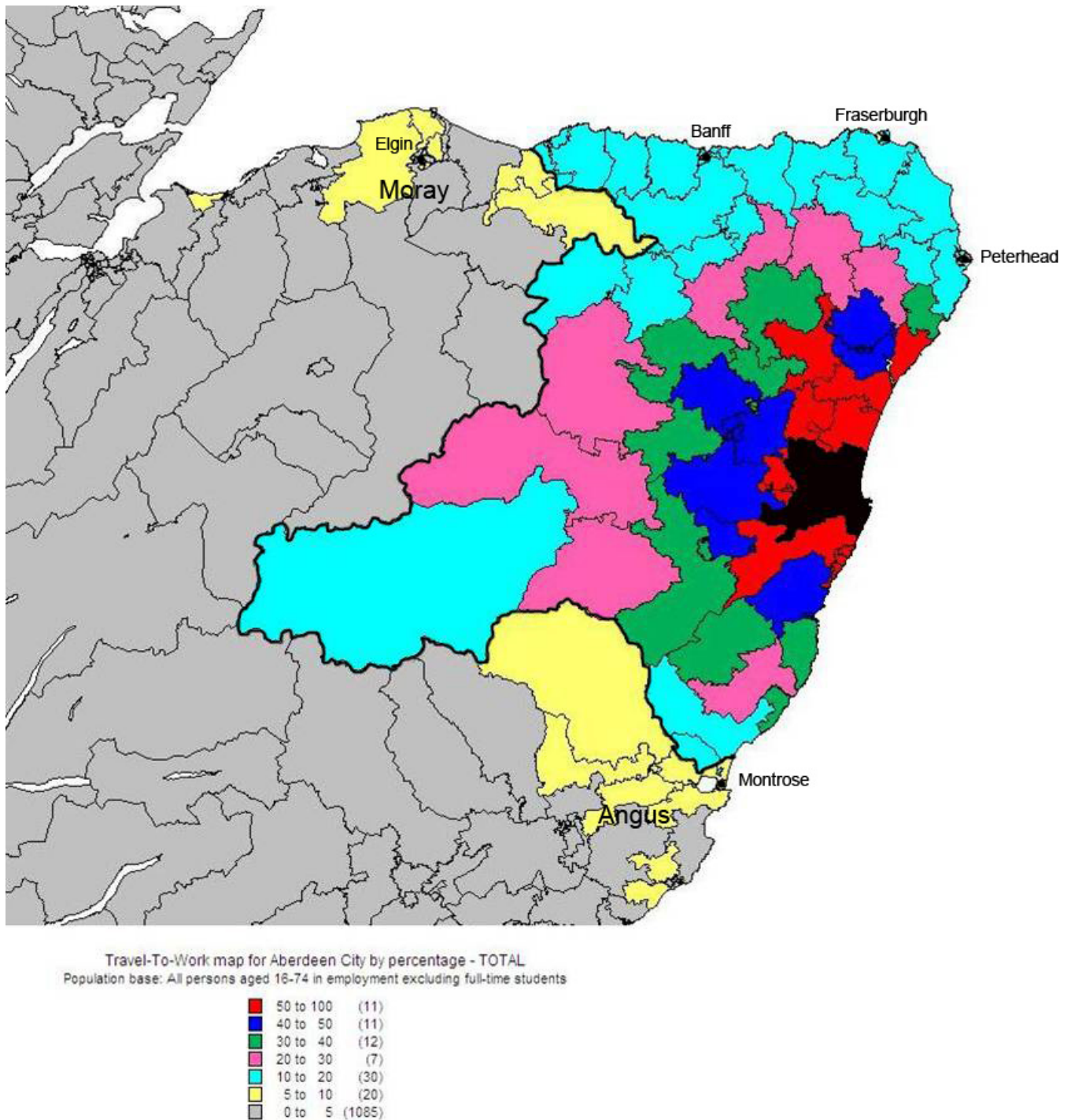
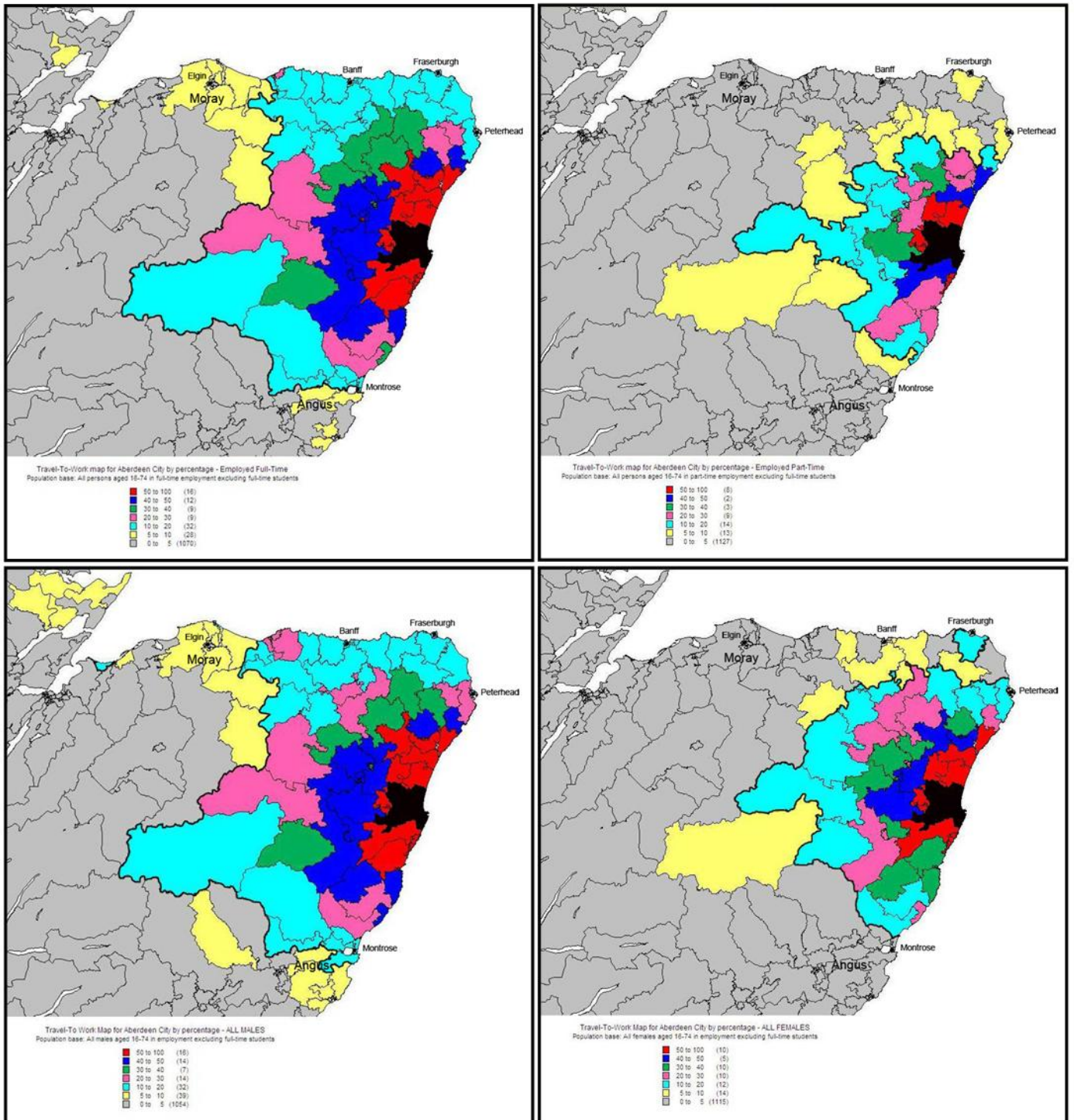


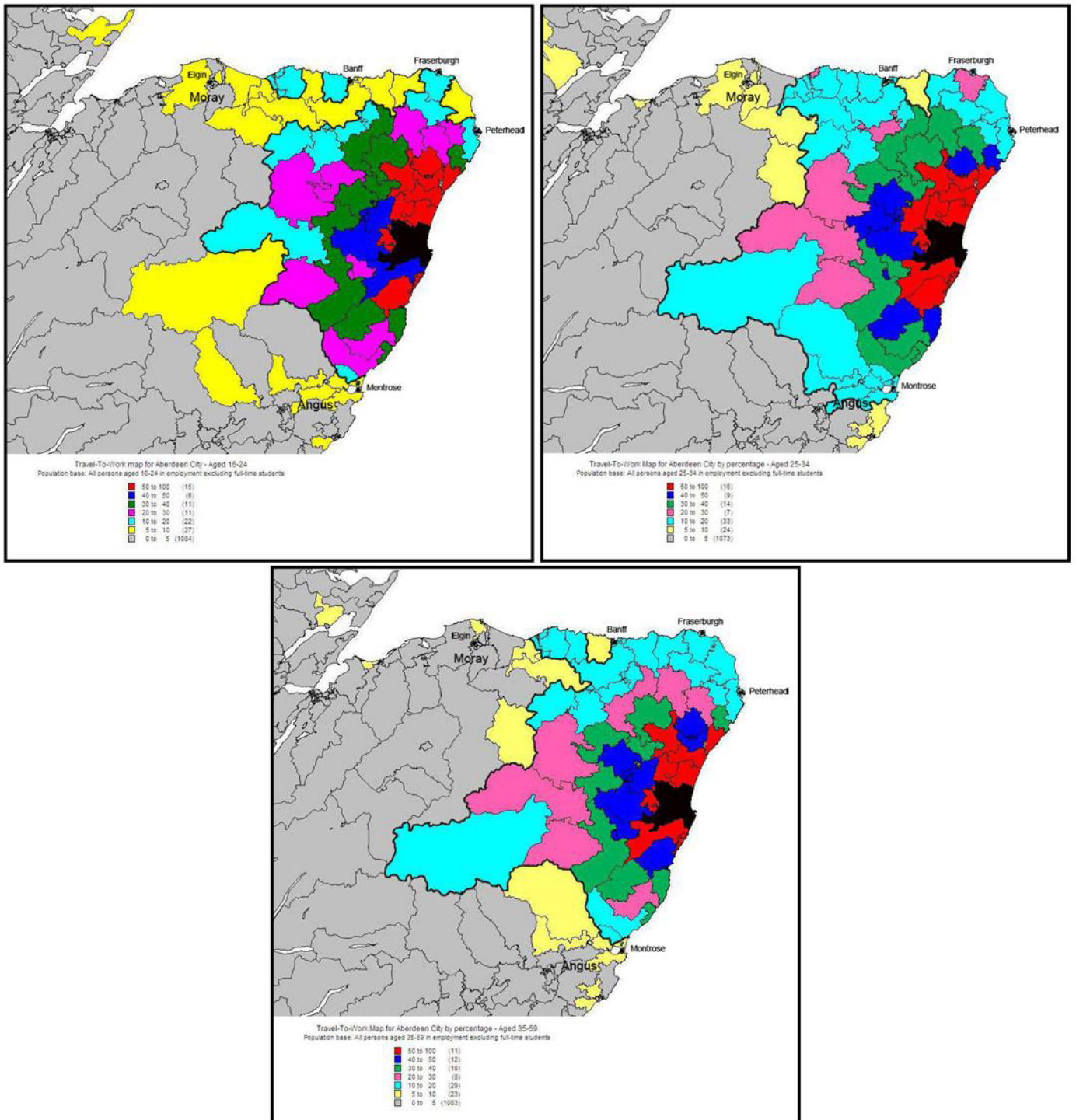
Figure 5- 7 Travel-to-Work Map for all workers- Aberdeen. [Scale: 1cm=10km]





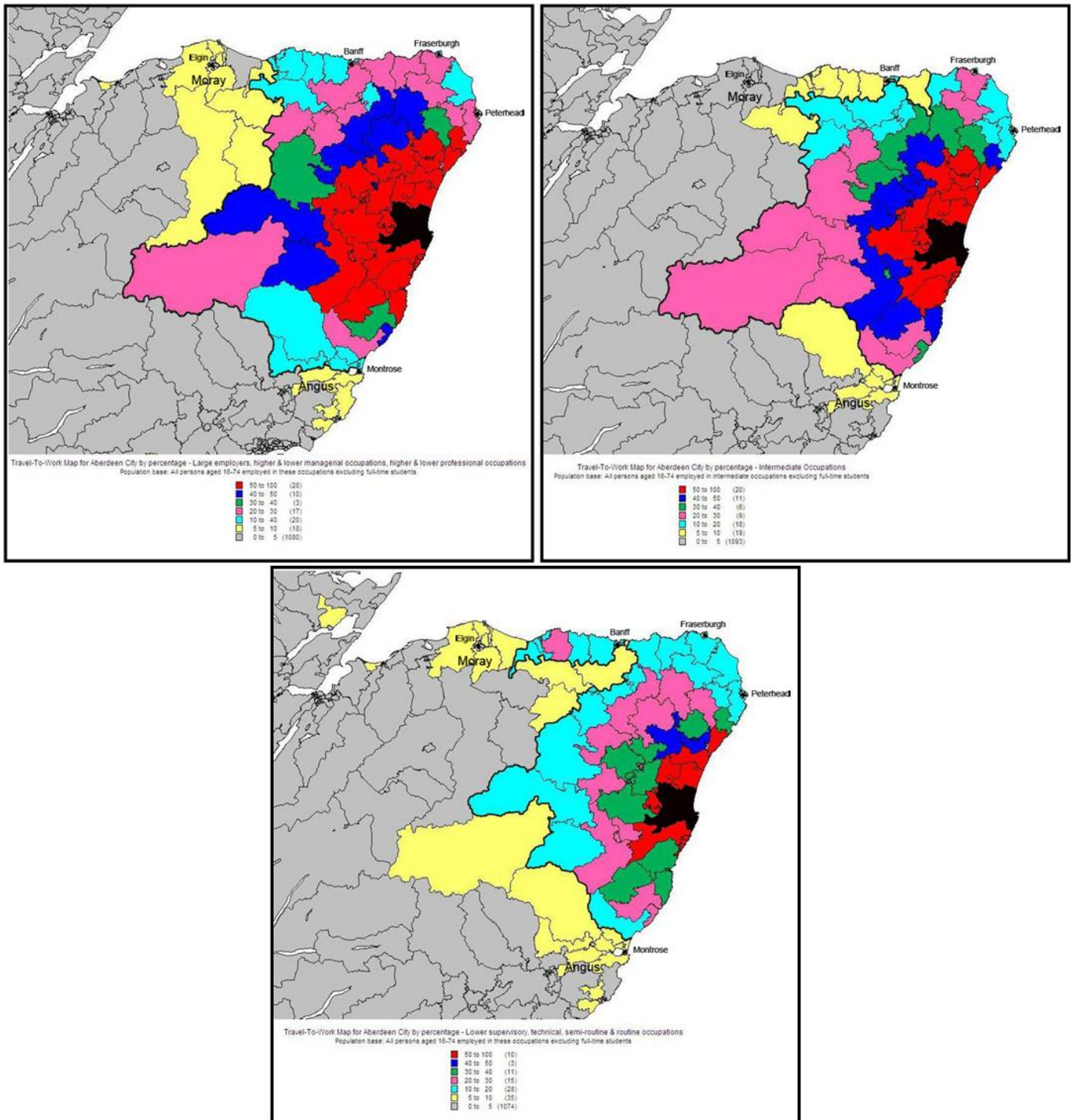
**Figure 5- 8 Top left- Travel-to-Work Map for full-time workers; top right- Travel-to-Work Map for part-time workers; bottom left- Travel-to-Work Map for male workers; bottom right- Travel-to-Work Map for female workers- Aberdeen. [Scale 1km=20km]**





**Figure 5- 9 Top left- Travel-to-Work Map for workers aged 16-24; top right- Travel-to-Work Map for workers aged 25-34; bottom- Travel-to-Work Map for workers aged 35-59- Aberdeen.**  
[Scale 1cm=20km]



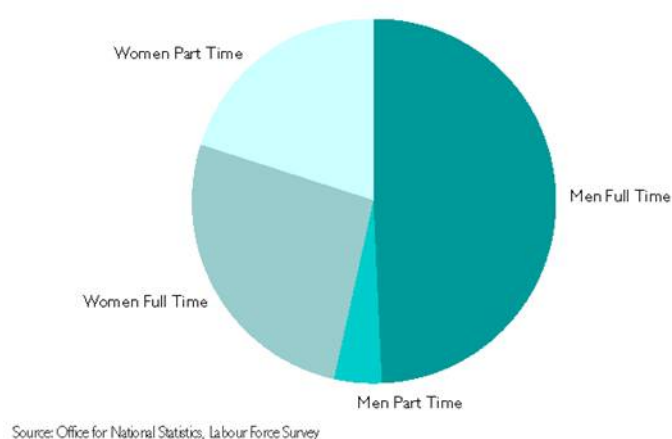


**Figure 5- 10 Top left-Travel-to-Work Map for workers category 1; top right- Travel-to-Work Map for workers category 2; bottom- Travel-to-Work Map for workers category 4 - Aberdeen. [Scale 1cm=1km]**



The 'Total' map for Aberdeen clearly illustrates that the percentage of workforce by ward working in the City of Aberdeen increases with proximity to the city, as would be expected. The *Workforce City* (Parr, 2007), however defined, can be demarcated via the percentage threshold desired (please see section 4.4). The extent of the FUR at the 5% level compares favourably to the pre-1995 Grampian Region. The Aberdeenshire council area in its entirety lies within the 10% FUR level. Angus and Moray are both mostly below the 5% level, but with large pockets at the 5-10% level. The functional evidence for Aberdeenshire provides some basis for questioning the decision to create separate Aberdeen City and Aberdeenshire authorities at the 1995 reorganisation. It is arguably illustrative of a strong argument that was forwarded by more rural district councils at the time of consultation that their interests could be subsumed if part of an authority dominated by a major city, and possibly a view that functional interdependencies with respect to *city-regions* are not at the forefront of such considerations.

The Aberdeen City Travel-To-Work map for full-time workers (Figure 5.9) is very similar to the map for all workers (and this is the case for the other conurbations). This is unsurprising as in Scotland part-time workers constitute a smaller part of the workforce and are less likely to travel long distances. A large majority of workers are employed full-time as evidenced by the pie chart below.



**Figure 5- 11 Employment in Scotland in 2001, by gender and mode of working [From: Scottish Executive (2002c)].**

The distances that part-time workers travel on average are significantly less than the distances for full-time workers as a general rule. Lower pay acts as a disincentive to travel as travel costs eat into wages. It is less worthwhile for people who work part-time to commute long distances than for those who work full-time. Major differences in the



Travel-To-Work statistics for men and women provide evidence that the *city-region* as a daily system may be different for each gender. Certainly this is the case for Aberdeen. The map for males (Figure 5.8) corresponds well to the map for both full-time and part-time workers, with pockets of what is likely to be oil industry employment in the North Highlands and the Western Isles. The map for females (Figure 5.8) is dramatically different from that of the map for males (note the proportion of women in part-time work versus full-time work in figure 5.11). The distance from Aberdeen at which the percentages of workers commuting to the city begins to drop is much closer for females than it is for males. The *NS-SeC* maps for Aberdeen City clearly show that the size of the FUR map is smaller for ‘category two’ than ‘category one’, and likewise ‘category four’ than ‘category two’ (Small employers and own account workers (i.e. category three) on their own produce the smallest FUR maps). The story is the same for the *Workforce City*. The differences between the three categories are more striking in a *city-region* like Glasgow where there are several large towns around the central city that provide lower skilled workers with employment opportunities close by.

A decision by the Scottish Government to improve the road network around Aberdeen may improve access to jobs for people in peripheral areas of the FUR. Along with a much desired city by-pass (*Aberdeen Western Peripheral Route* or AWPR), the southern section of the A90 between Aberdeen and Peterhead (as far as the settlement of Ellon), is intended to be upgraded to dual-carriageway, which in combination with the by-pass is intended to improve journey times between Aberdeen and its hinterland. As of 2012 this was still forthcoming. The inability of the Aberdeen City road infrastructure to cope with large volumes of incoming commuters has been a prominent *city-regional* issue for many years, and the rural surroundings have not lent themselves to supporting a comprehensive rail infrastructure, unlike Glasgow. Looking at the output tables for Aberdeenshire (Appendices 16 and 17), one can appreciate that the maps for the Aberdeen FUR do not mask variations with respect to the north Aberdeenshire coast. Typical of that coastal area is *Banff* ward, with 11.53% of its total employed residents working in Aberdeen City. For Aberdeenshire as a whole, the percentage of ‘category four’ workers travelling to Aberdeen City is consistently high compared to what might be expected, however it is still always lower than the figures for ‘category one’ workers. The wards located along north and north-east coastline of Aberdeenshire illustrate a stark contrast between males and females in terms of commuting to Aberdeen. In *Fraserburgh North*, for example, 17.44% of all male workers commute to Aberdeen City, but only 6.02% of female workers do so. In the most extreme case, it is 18.64% of male workers as opposed to 3.58% of female



(*Macduff; Gamrie; King Edward (part)*). Overall in Aberdeenshire, the differences are not as great as in these examples. 18.77% of all resident working males in Aberdeenshire commute to Aberdeen City while for resident working females the figure is 14.34%.

Looking at the proportions of males and females working in Aberdeen City and living in Moray (see Appendices 36 and 37), the ‘gender gap’ between the proportions of males and females is even starker than further along the coast. The most extreme example of this is the ward of *Buckie West*, where the proportion of employed males working in Aberdeen City is 23.75% but the figure for the proportion of employed females working in Aberdeen City is 2.04%. The tables illustrate this phenomenon more clearly than the maps. In general, women in parts of Aberdeenshire in proximity of Aberdeen City commute to that city as much as men but in more remote areas of Aberdeenshire and all of Moray, women are less likely to do so than men.

As discussed in the literature review, quite often there is difficulty in making a determination of where the boundaries of *city-regions* lie in functional terms, as a marker of where a cities zone of influence becomes insignificant, or superseded by another city (at least as a daily economic system). With respect to Aberdeen and Dundee, the two cities would appear to be far enough apart that a ‘boundary zone’ can be demarcated. In the Aberdeenshire council area, the closest council ward geographically to Dundee is *Mearns South*, here only 0.94% of the total working population, just sixteen workers in total, commute to Dundee Conurbation. This is in fact the highest number of commuters travelling to Dundee from any Aberdeenshire ward. In contrast the figure for Aberdeen City in the opposite direction is 19.99%. Already this indicates that in commuting terms at least, the ‘functional boundary’ or ‘watershed’ between the cities of Aberdeen and Dundee lies closer to Dundee than Aberdeen. This shall be considered further later.

The influence of Aberdeen City in terms of employment has become apparent so far, and this can be appreciated with reference to Moray. For example, in the council ward of *Lossiemouth East*, some sixty-five to seventy miles from the City of Aberdeen, 8.23% of all full-time workers resident there work in Aberdeen City. The situation in Moray is different to that in Aberdeenshire with respect to travel into Aberdeen City and the grouping of ‘Category one’ workers compared with ‘Category four’. Whereas in Aberdeenshire workers in the former category commuted to Aberdeen City in greater proportions than the latter in every one of the sixty-eight wards that constitute Aberdeenshire, the reverse was true in eighteen out of the twenty-six wards that form



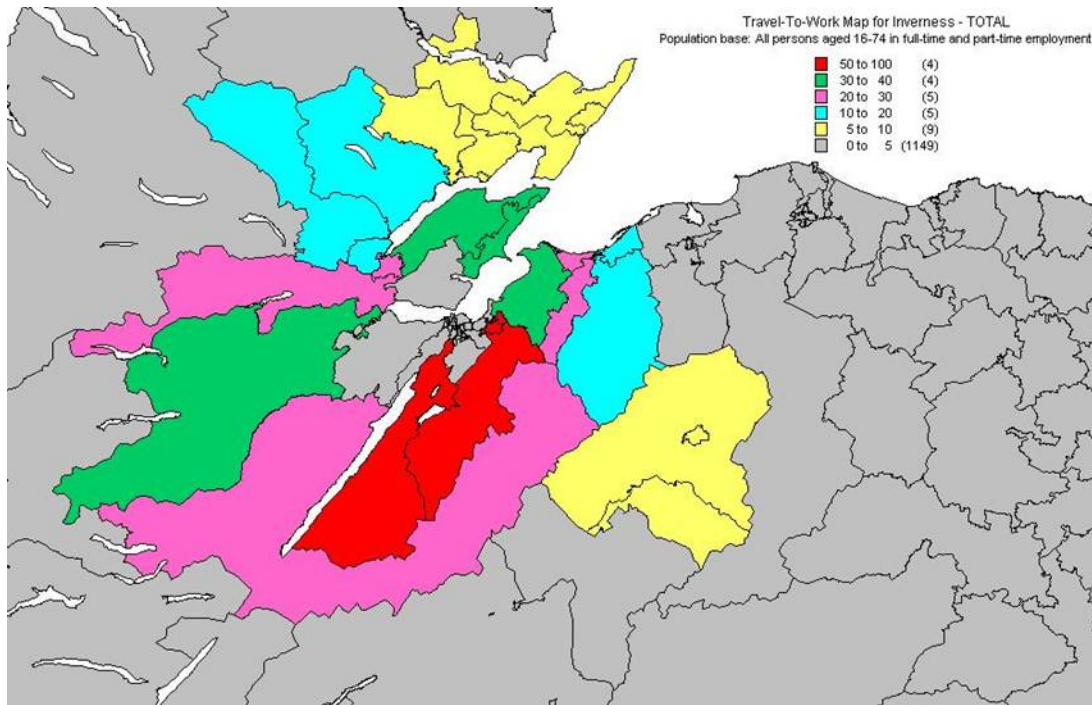
Moray. Moray is home an air force base and other military infrastructure which means there exists a higher number of professional and technical jobs in Moray (directly and indirectly associated with this infrastructure) than might otherwise be expected for a largely rural area. The distance to Aberdeen City is also generally prohibitive of daily commuting.

Looking at maps of North East Scotland, the boundary between the council areas of Aberdeenshire and Moray falls roughly equidistant between the cities of Aberdeen and Inverness. The word 'city' is used here with respect to Inverness as it was granted this ceremonial status in the year 2000 by Royal Charter, and has since become described as a city in popular parlance, despite the 'urban area' being estimated as having a population of 57,960 in 2010 (GROS, 2012). While Inverness and its surroundings do not form part of the overall thesis, some brief consideration is given to Inverness here in the context of demarcating the 'boundary' of the Aberdeen *city-region*. Along the Moray Coast/A96 settlement corridor, there will be a point or zone beyond which, for example, Inverness will provide a greater employment attraction than Aberdeen, or beyond which tradesmen will prefer Inverness over Aberdeen as a source of raw materials, and so forth.

It is very evident that Aberdeen City has a much greater influence on Moray than Inverness in terms of commuting. In only two council wards in the Moray council area is the greatest proportion of the resident workforce employed in Inverness rather than Aberdeen City, namely *Forres East* and *Forres West and Altyre*, and in both the margin of difference was less than 0.5%. The settlement of Forres is close to the boundary between Moray council area and Highland council area, situated seventy-seven miles from Aberdeen and twenty-eight miles from Inverness. In terms of commuting at least, the 'boundary' actually lies further west. By 'boundary'/watershed', or 'commuting threshold' this is reference to the local authority ward boundary where to one side a majority of workers in the 'rest of region' (Parr, 2005) travel to work in one of two cities, and likewise on the other side to the other of two cities.

Inverness and its wider Highland Council area surroundings may fit the profile of an auxiliary secondary *city-region*. An auxiliary secondary *city-region* is one where the central place would not be considered large enough to function as a city but performs such a role due to its relative isolation and sparsely populated hinterland, a 'city' with a large geographical scope as a service and administrative centre.

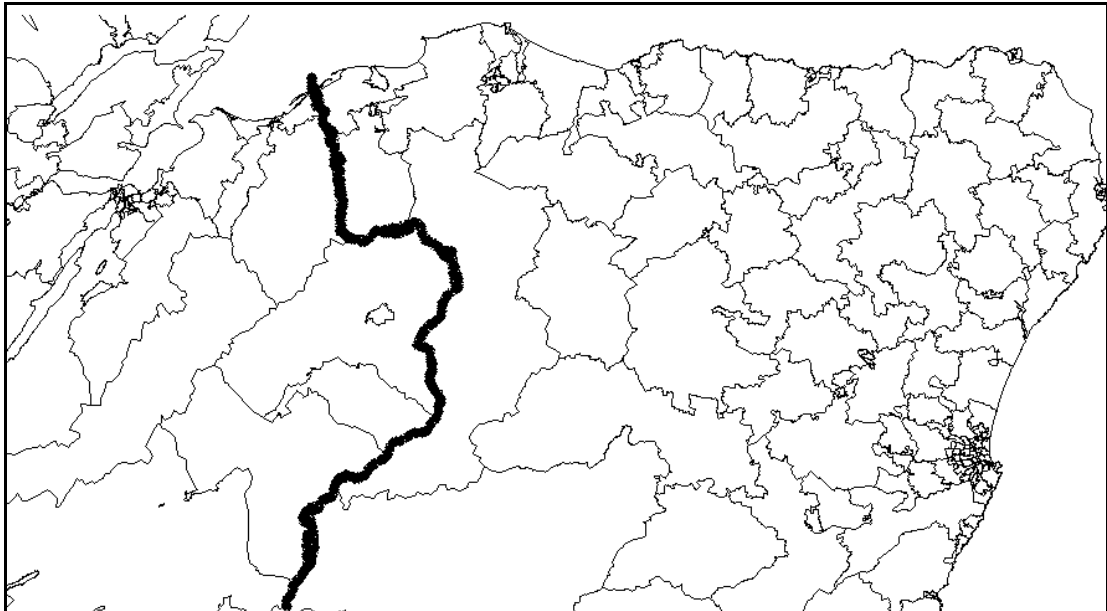




**Figure 5- 12 Travel-To-Work Map for all workers- Inverness. [Scale: 1cm=10km]**

The problem with the map above is the geographically deranged nature of the council ward boundaries. The large and often elongated nature of many of the wards masks the rate at which commuting from Inverness decreases. What can be deduced is that there is a high commuting rate close to Inverness but the drop-off in that rate with distance from Inverness is large. Fortunately, looking at the area to the east of Inverness, the council wards are more modest in size. The drop off in the proportions of workers employed in Inverness here is dramatic. Looking at the proportions of total workers in wards that are employed in Aberdeen City and Inverness (Appendices 14 and 34) alongside the ‘boundary’ map (Figure 5.13), it can be established that the ‘functional boundary’ is identical to the ‘political boundary’ between the former regions of Highland and Grampian that emerged from the Wheatley proposals (and exists today as the boundary between Highland and Moray council areas). This may indicate considerable stability in the functional relationship between both *city-regions*, assuming that the Wheatley proposals were based on some sound technical analysis. It would be wrong to characterise this functional boundary as representing a *daily economic system* boundary, as the FUR 10% level suggests that there is a zone outside that between the two cities. The exercise of drawing boundaries using TTW statistics is of more relevance to a *spatially exhaustive* approach to *city-regions*.



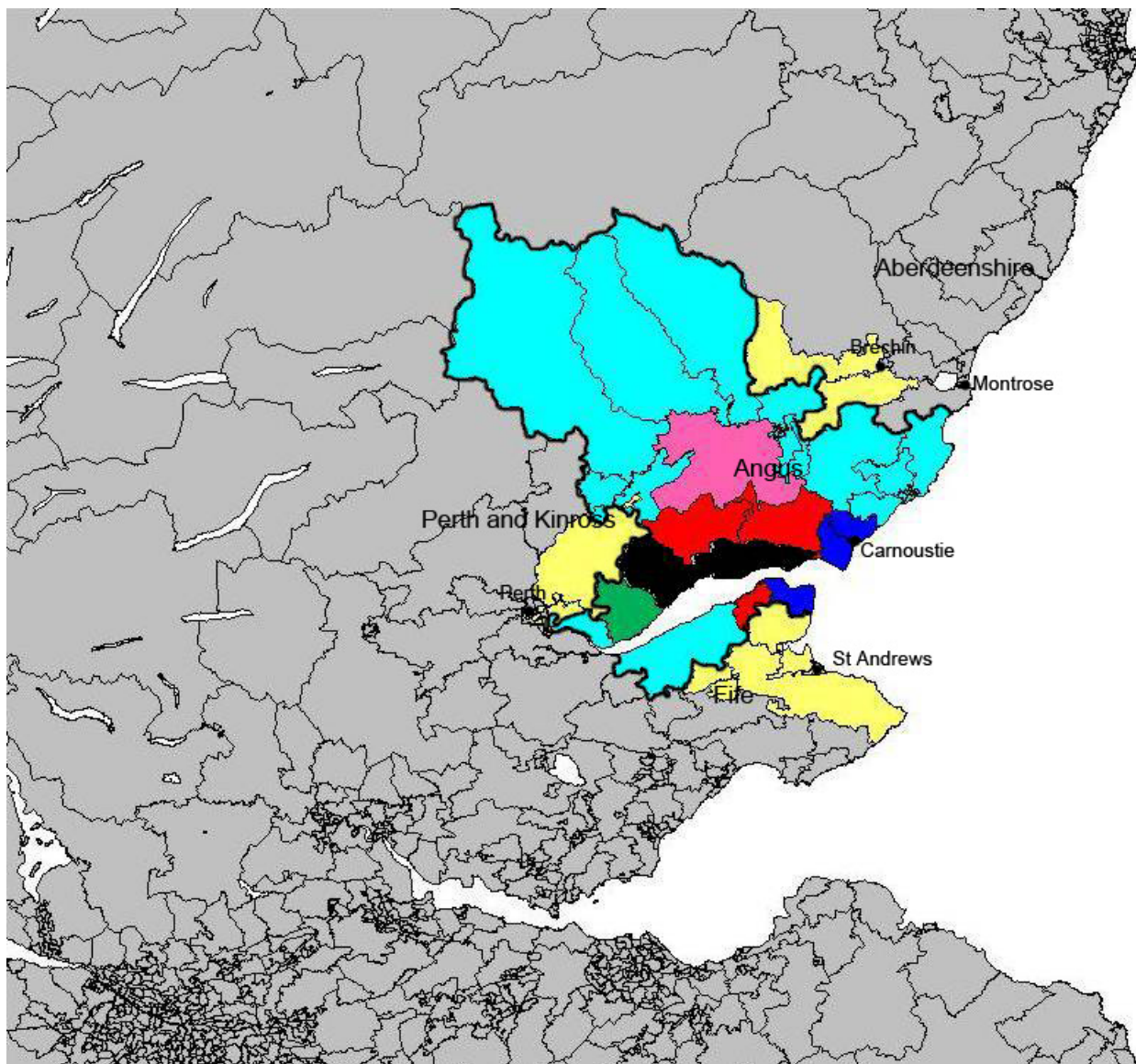


**Figure 5- 13 ‘Commuting threshold’ between Aberdeen City and Inverness city.**

It is important to emphasise that commuting within *city-regions* is dynamic and is not simply about periphery to core flows. In many senses functional interdependence characterised by polycentricism may be symptomatic of a prosperous *city-region* with more balanced economic development. Looking at Aberdeen City itself (see Appendices 14 and 15), there is a high degree of TTW self-containment within the city. 93.92% of all resident workers in Aberdeen City have workplaces within the city boundary. This is a high figure, but unsurprising due to the relative wealth of employment opportunities contained within a geographically small area, in comparison to such opportunities spread over Aberdeenshire. Only 4.32% of all employed residents of Aberdeen City are employed in Aberdeenshire. Combining these figures with the in-commuting figures for Aberdeen City, it is reasonable to conclude that Aberdeen City council area contains a large number of jobs relative to its population size – 167,277 jobs as of 2006 (ONS, 2006) with the population of Aberdeen City Council area estimated at 220,420 in 2011 (GROS, 2012).



## 5.4 TRAVEL-TO-WORK ANALYSIS BY SUB-CATEGORY – Dundee Conurbation

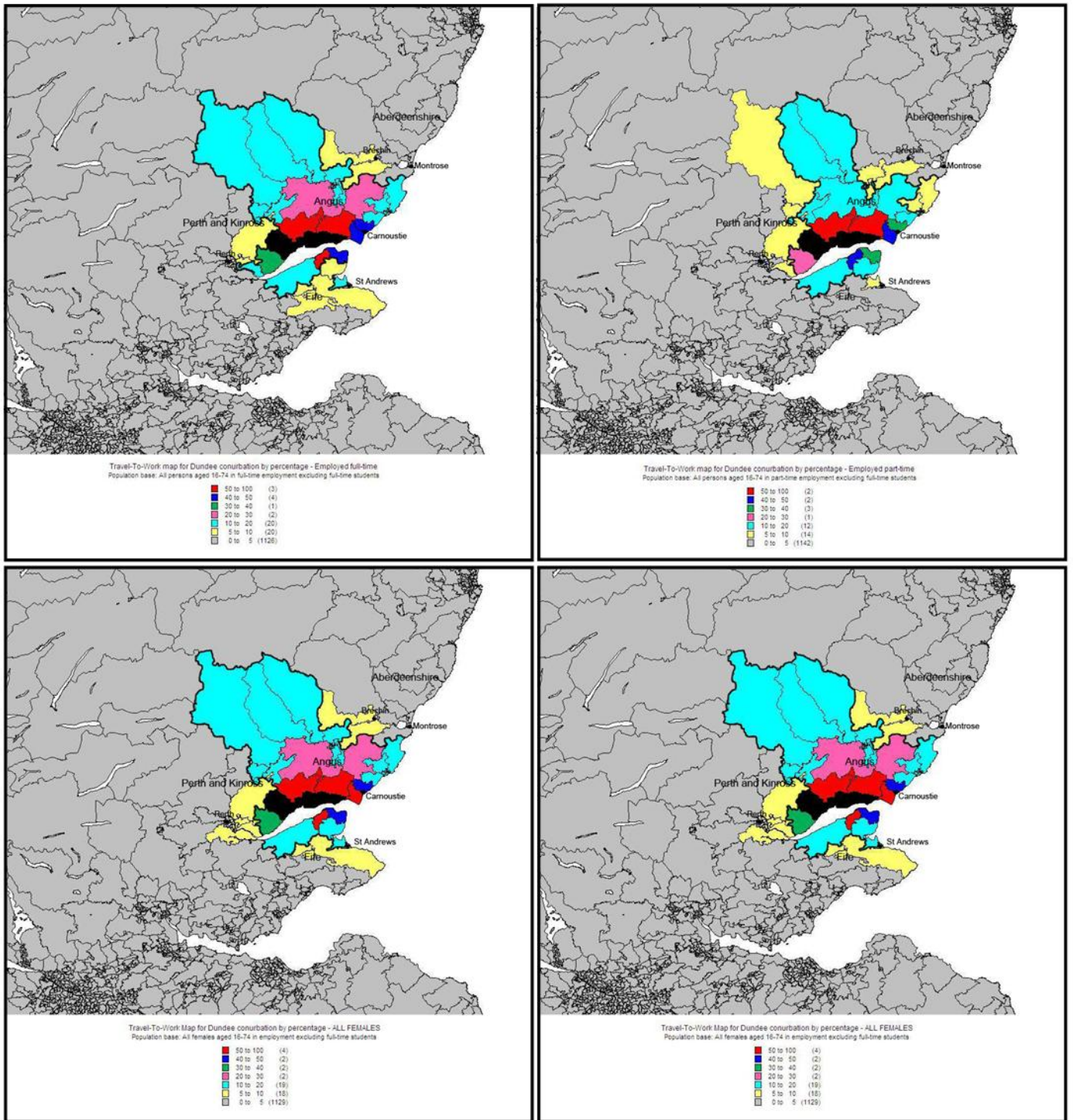


Travel-To-Work map for Dundee conurbation by percentage - TOTAL  
Population base: All persons aged 16-74 in employment excluding full-time students

50 to 100	(3)
40 to 50	(3)
30 to 40	(2)
20 to 30	(1)
10 to 20	(20)
5 to 10	(18)
0 to 5	(1129)

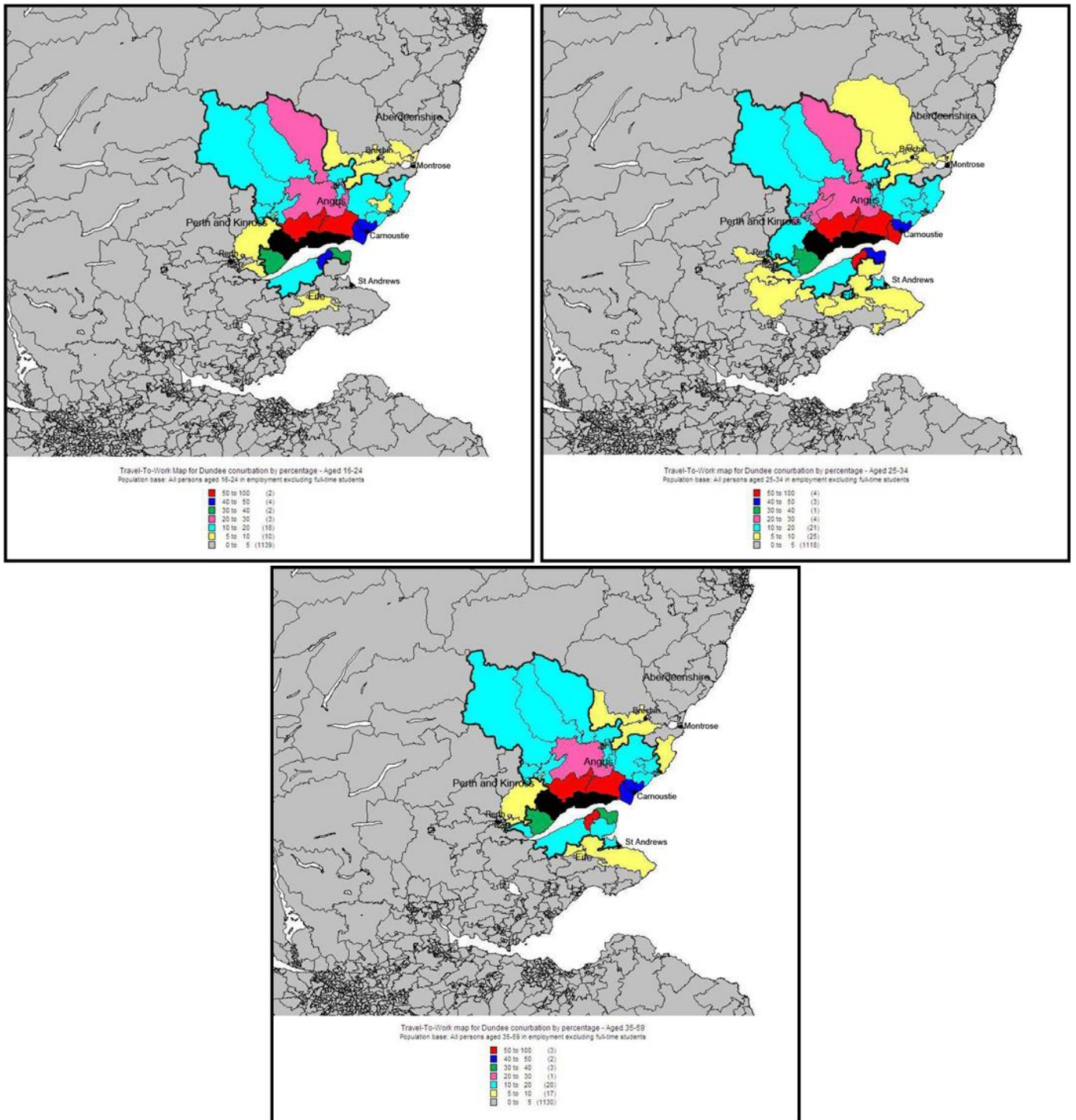
**Figure 5- 14 Travel-To-Work Map for all workers- Dundee conurbation. [Scale: 1cm=10km]**





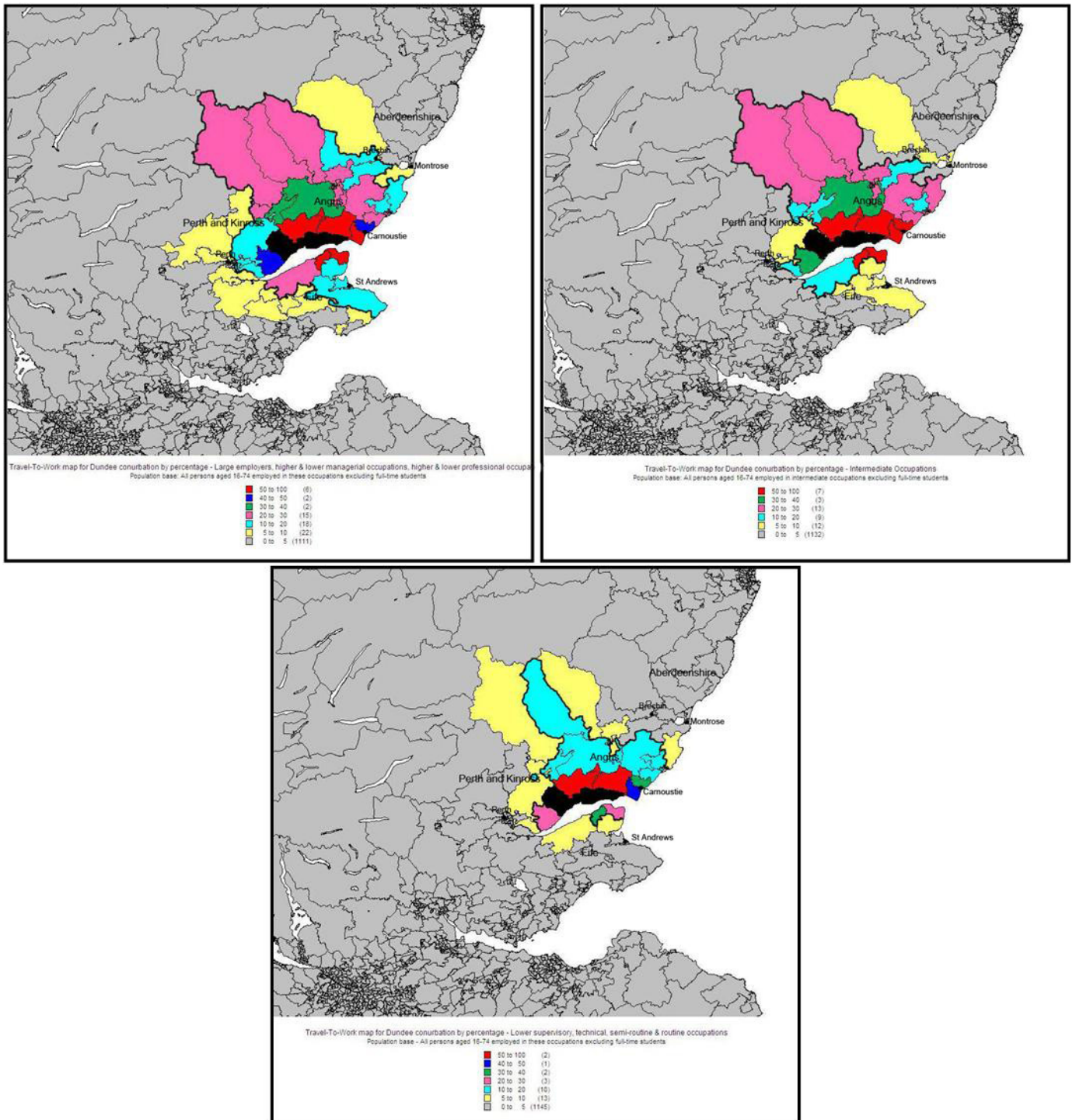
**Figure 5- 15 Top left- Travel-to-Work Map for full-time workers; top right- Travel-to-Work Map for part-time workers; bottom left- Travel-to-Work Map for male workers; bottom right- Travel-to-Work Map for female workers- Dundee conurbation. [Scale: 1cm=20km]**





**Figure 5- 16 Top left- Travel-to-Work Map for workers aged 16-24; top right-Travel-to-Work Map for workers aged 25-34; bottom- Travel-to-Work Map for workers aged 35-59- Dundee conurbation.**  
 [Scale: 1cm=20km]





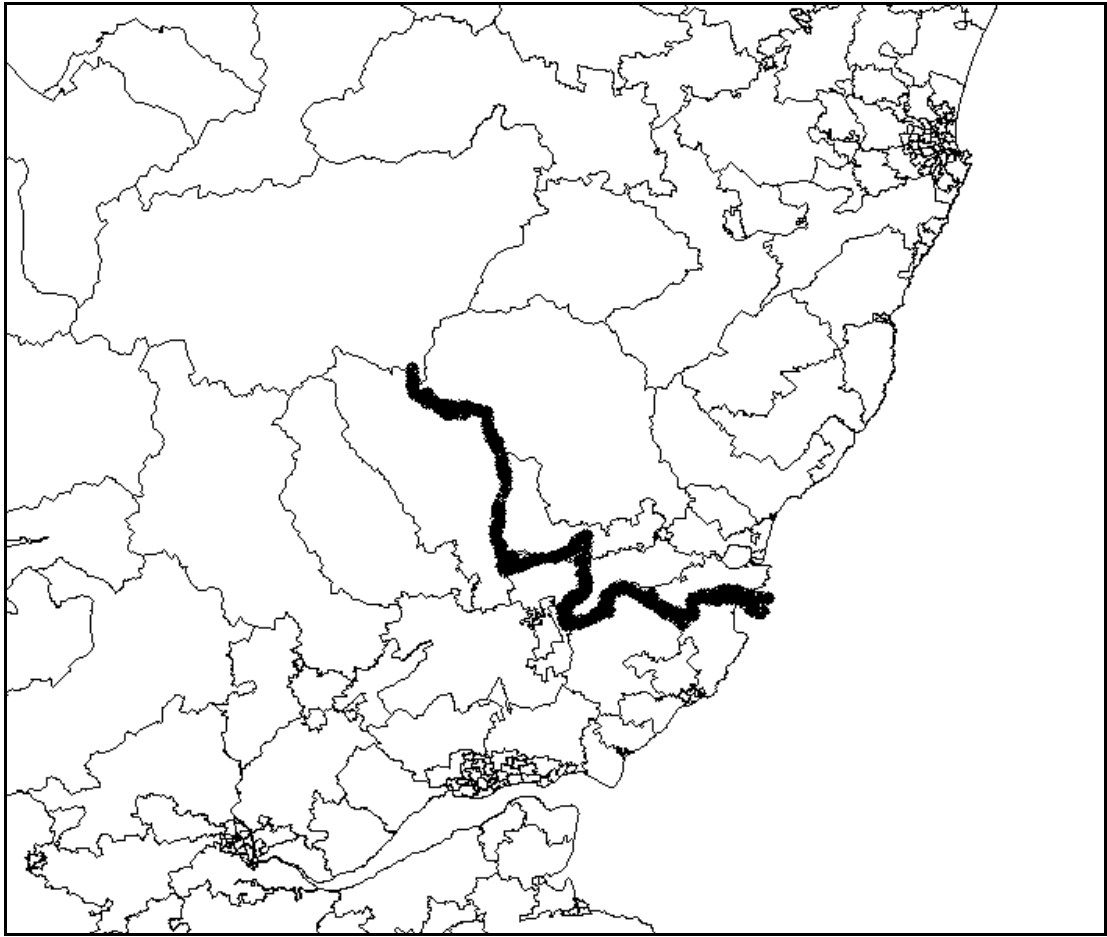
**Figure 5- 17 Top left- Travel-to-Work Map for workers category 1; top right- Travel-to-Work Map for workers category 2; bottom- Travel-to-Work Map for workers category 4 - Dundee conurbation.**  
[Scale: 1cm=20km]



The first thing that is remarkable about the Dundee conurbation FUR is how compact it is in comparison to the Aberdeen FUR. The Dundee *workforce city*, however defined, would also be remarkably small. The logic of the creation of the conurbation was to better represent Dundee as the municipal boundary was altered in 1995 to exclude some suburbs. The conurbation approach had very little effect on the outcome of the results – only three adjacent council wards were added to the municipality. For example 2.75% of all workers resident in Fife Council area work in Dundee City, while 2.82% of all Fife Council area workers have jobs in the Dundee ‘conurbation’ (Appendices 30 and 31). As mentioned earlier, the presence of the settlement of Perth to the West weakens (and highlights the relative weakness of the *functional footprint*) the influence of the city as a *daily economic system*. The relative influence of Perth may lead to Dundee being considered as not having a hinterland that can be characterised as a functional *city-region*, but rather a smaller functional zone of influence. In the opposite direction from Perth, to the east of Dundee along the coast north of the settlement of Carnoustie, the drop in the proportion of the workforce travelling to Dundee is rapid (Figures 5.14 to 5.17). To the south in Fife, the University resort town of St Andrews, with an estimated population 17,010 as of 2011 (GROS, 2012), is a relatively strong source of employment. The effect of having a compact FUR is that the differences between part-time and full-time workers (figures 5.23 and 5.24) in terms of distance travelled to the core entity are much smaller than in say, the Aberdeen FUR. The extent of the FUR is slightly larger for females than it is for males, which is perhaps surprising. Commuting from most wards within the 10% FUR level is greater for females than it is for males. This is not what would typically be expected; however it may be appropriate to play down the significance of this given the small size of the FUR in comparison to the other three FURs (Note the three large ‘finger like’ wards are sparsely populated beyond their southern parts). The Dundee conurbation FUR by those in category 4 is unsurprisingly smaller than those for category 1 and category 2 occupations (Figures 5.17). It can be seen that the rapid drop in commuting levels towards Perth applies across all three socioeconomic groupings.

Looking at the tables for the Angus council area (Appendix 18 and 19), it is possible to ascertain the commuting threshold between Aberdeen City and Dundee conurbation. In addition, by looking at the tables for Perth and Kinross council area (Appendix 40 and 41) in combination with those of Angus, the notion that there is some form of ‘Tayside’ *bi-nodal city-region* or even a *Polycentric Urban Region* (PUR) based on Dundee and Perth can be elaborated upon.

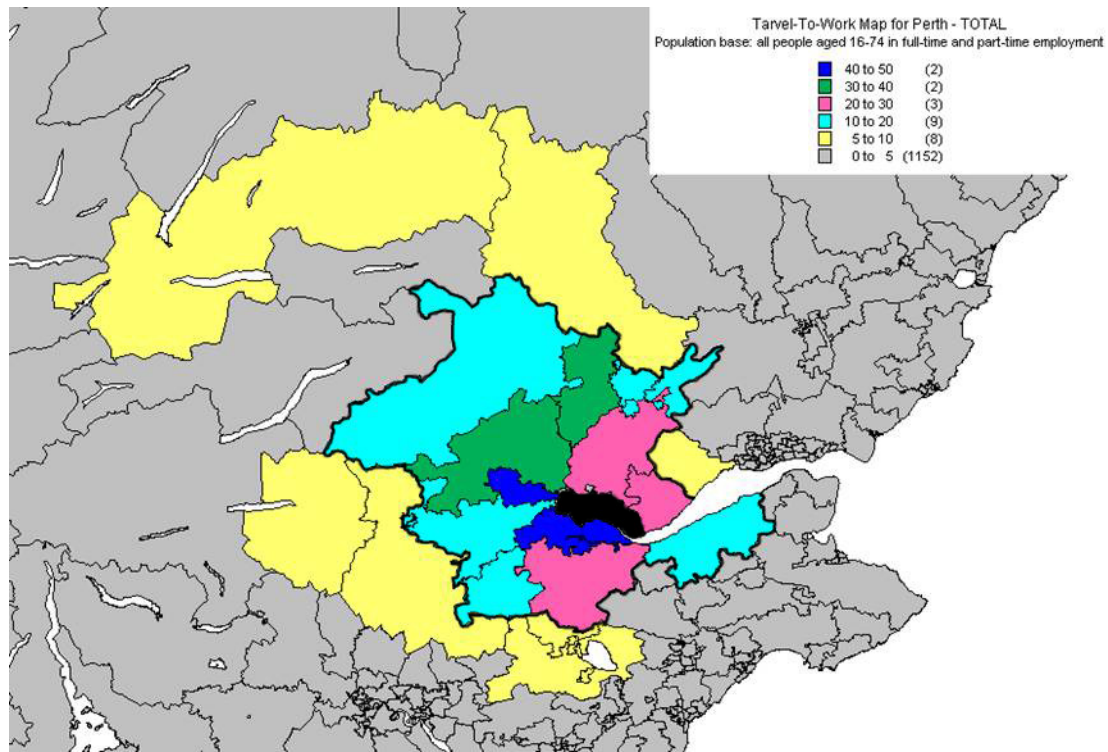




**Figure 5- 18 'Commuting threshold' between Aberdeen City and Dundee conurbation.**

In order to be considered a PUR the Tayside area would have to exhibit significant inter-nodal flows of labour and both would have a strong attraction as centres of employment i.e. polycentricism. Typically, in council wards in Perth and Kinross and Angus where one of the two centres is a relatively strong work destination, the other is a much weaker work destination. In Angus, commuting to Perth is low. The highest figure for the total working population in a ward is 2.40% in the council ward of *Westfield and Dean*. In most Angus council wards the figure is less than 1%. In the South East of Perth and Kinross in the zone between Perth and Dundee there are one or two wards where the proportion of commuters to each is similar (Appendix 40 and 41), but in general Perth predominates here. So the picture is one that is non-polycentric, with two unipolar zones of influence. Dundee conurbation has more in-commuting than 'Perth City' (as defined in Figure 5.19) but not enough to subsume Perth as a secondary centre within an FUR in terms of *the daily economic system*. The evidence does not point towards there being a PUR or *bi-nodal city region*.

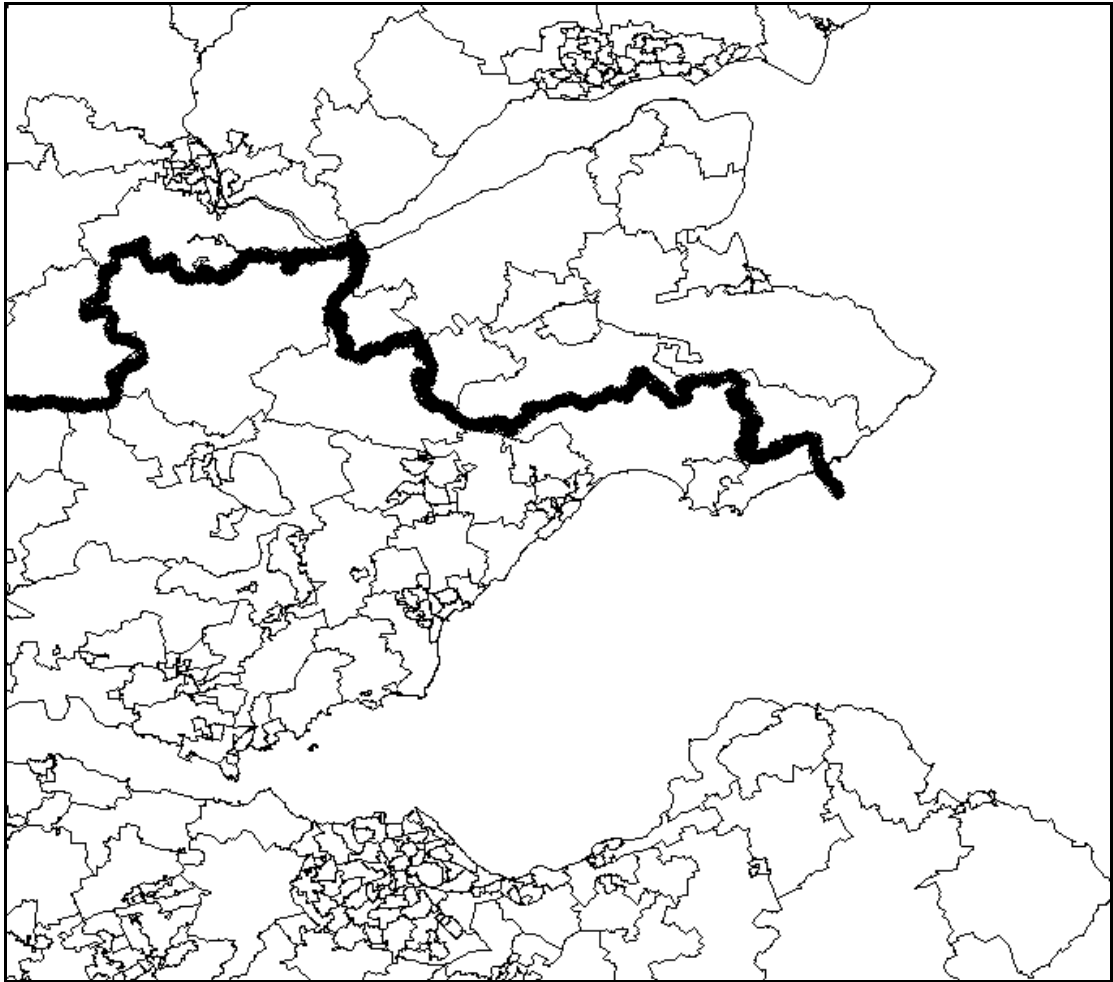




**Figure 5- 19 Travel-To-Work Map for all workers- Perth. [Scale 1cm=10km]**

With respect to the influence of Dundee over Fife in terms of Travel-To-Work (Appendices 22 and 23), the relation of this to Edinburgh is very interesting. The geography of the Fife peninsula means that journeys between Edinburgh and Fife and Dundee and Fife tend to involve entering the ‘Kingdom’ at one point i.e. via the Forth Road and Rail bridges and the Tay Road and Rail bridges. In the late 1960s, when plans to create regional councils in Scotland were being developed, it was proposed that the county of Fife be split between proposed new ‘Forth’ and ‘Tayside’ regions. On close examination of the total proportions of workers in each Fife council ward (Appendices 30 and 31), and the ‘Total’ TTW map for Edinburgh conurbation FUR (Figure 5.21), it appears that the proposed boundary would have captured all of the wards in Fife that are above the 5% threshold for work destinations in Edinburgh conurbation. The area between the Edinburgh and Dundee conurbations that is below the 5% threshold (much of central and south east Fife) would have formed part of the original Tayside Region proposal. While the Wheatley proposed boundary is not as ‘precise’ as the ‘Edinburgh/Dundee commuting threshold’ in the map of Fife (Figure 5.20), it still corresponds well to today’s FUR considerations, with areas beyond the *daily economic system* of ‘Edinburgh’ allocated to the proposed Tayside Region, despite being beyond the *daily economic system* of ‘Dundee’.





**Figure 5- 20 'Commuting threshold' between Dundee conurbation and Edinburgh conurbation.**

The only two council wards in the Fife council are that have high commuting levels (i.e. significantly above 10%) into Dundee conurbation are the wards *Newport-on-Tay and Wormit* and *Tayport and Motra* (see Appendix 30). These two wards are situated close to the Tay Bridge and are essentially suburbs forming part of the Dundee *built city*. As few jobs are located in the two council wards their exclusion from the *conurbation* has not impacted upon the maps and output tables. Looking at Dundee City itself rather than the *conurbation* (Appendix 22), the degree of self-containment within the city is lower than that of Aberdeen City; with 87.72% of all resident workers in Dundee City have workplaces within the city boundary. There is some deviation from this average – The council ward of *Barnhill* sees 81.01% self-containment within Dundee City at the lowest extreme, while the council ward of *Ninewells and Balgay* has 91.19% of its resident workforce employed within the borders of Dundee City. 4.47% of all employed residents of Dundee City are employed in the entirety of Angus, while the figures for the entirety of Perth and Kinross and the entirety of Fife are 3% and 1.81% respectively. To emphasise the earlier conclusions on polycentricism, the total proportion of resident workers in



Dundee City employed in 'Perth City' is 1.61%. Typically wards in Perth town are around the 5% mark in the opposite direction (Appendix 40).

## 5.5 TRAVEL-TO-WORK ANALYSIS BY SUB-CATEGORY – Edinburgh Conurbation

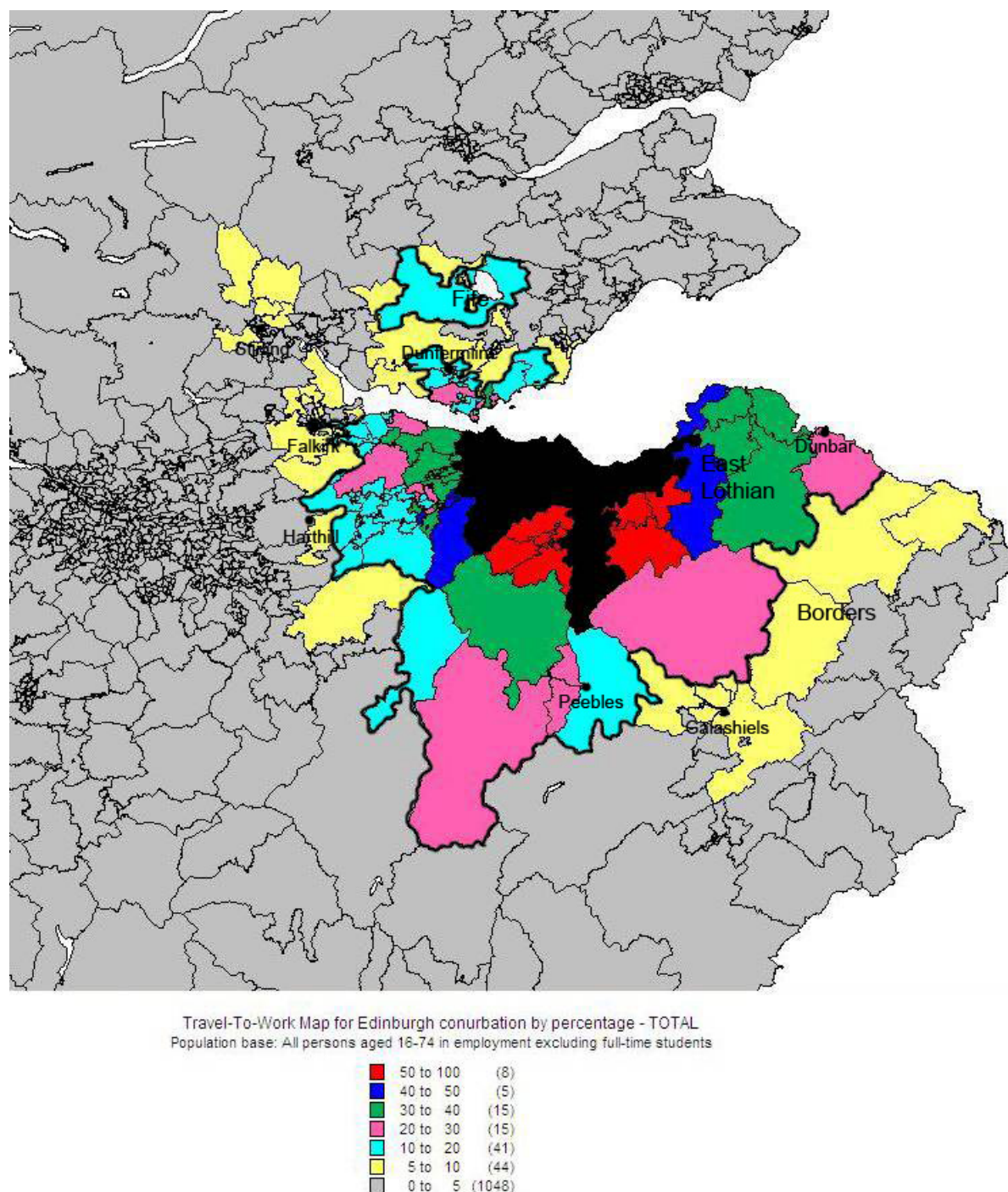
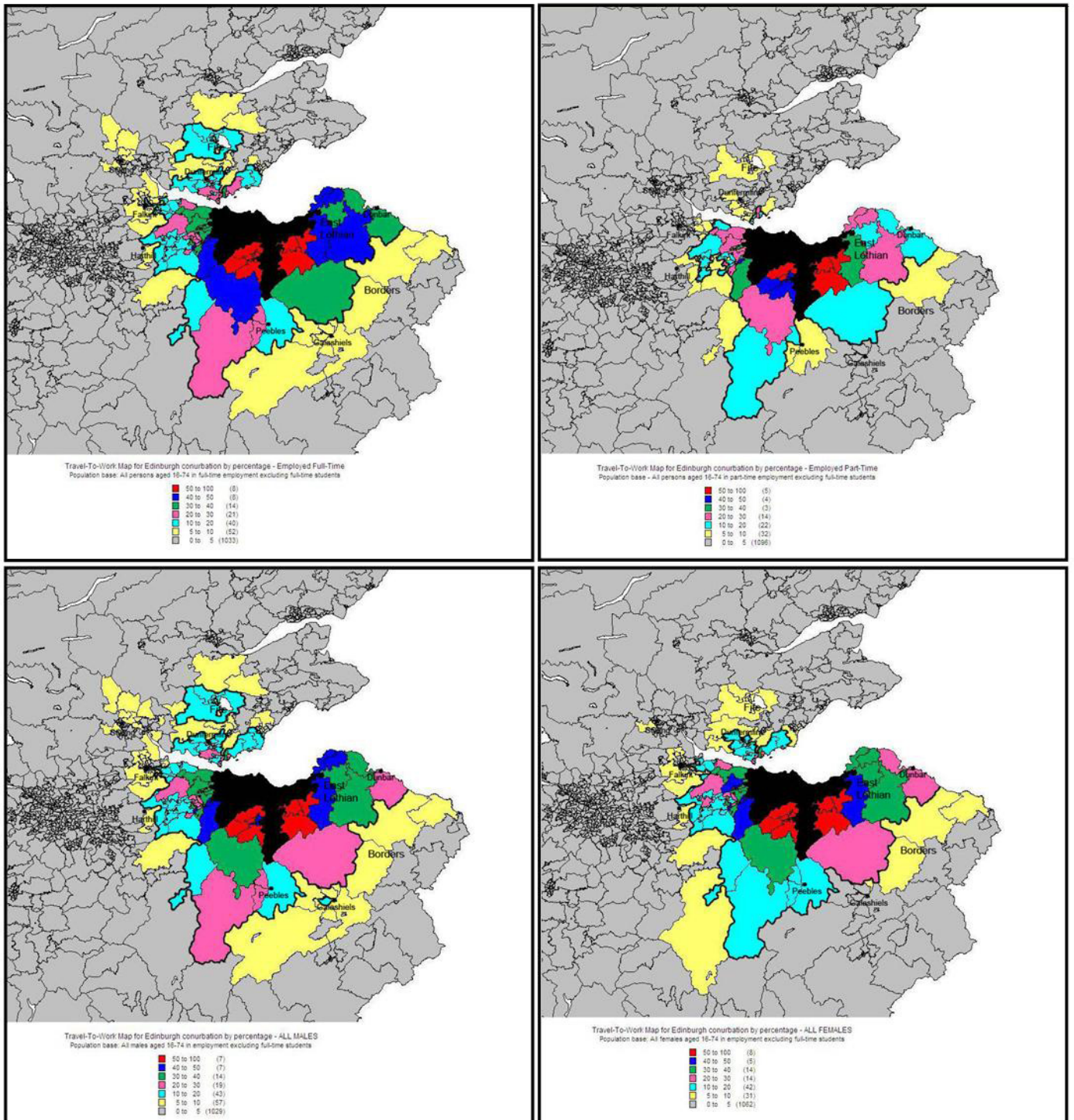


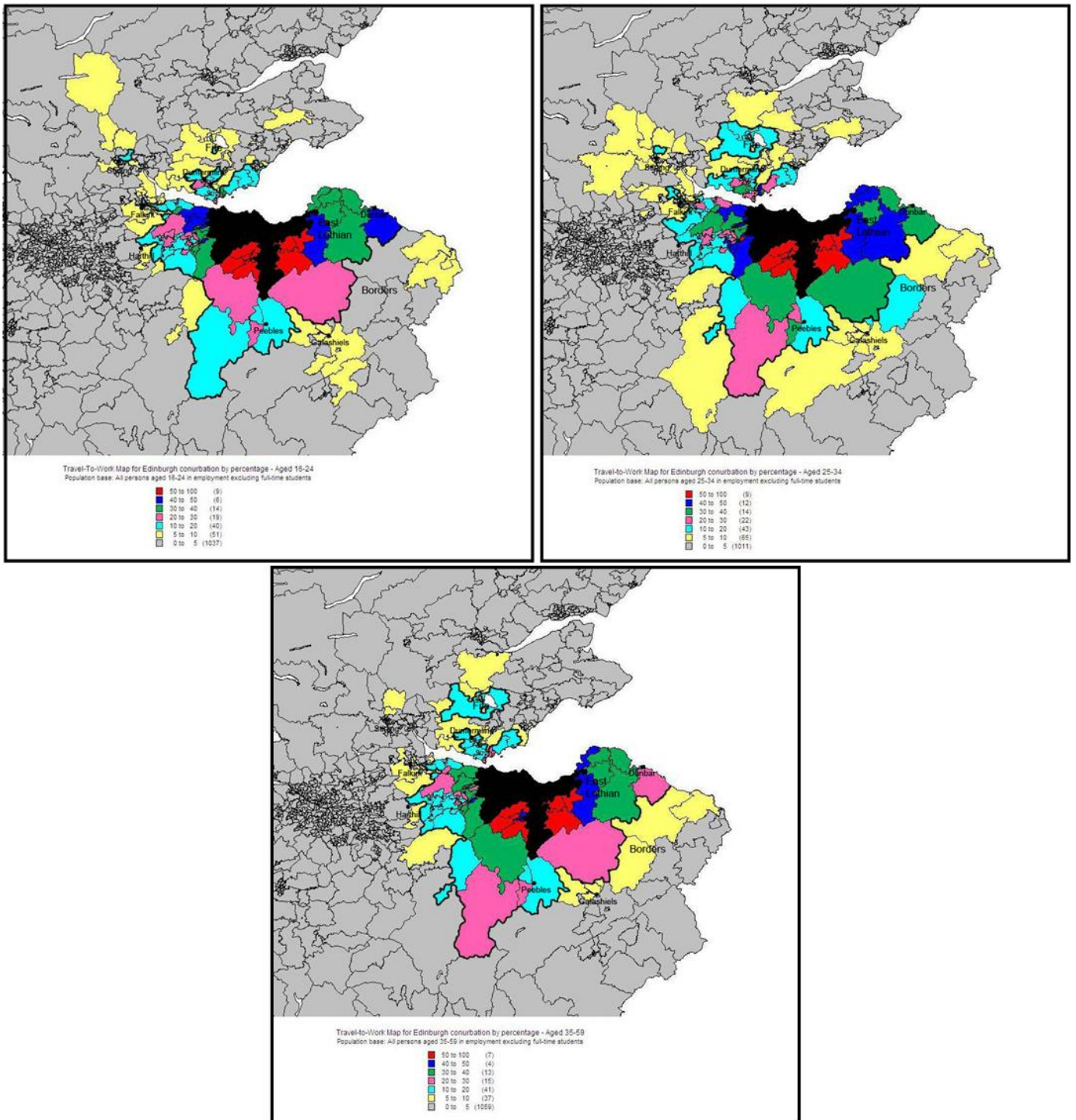
Figure 5- 21 Travel-To-Work Map for all workers- Edinburgh conurbation. [Scale: 1cm=10km]





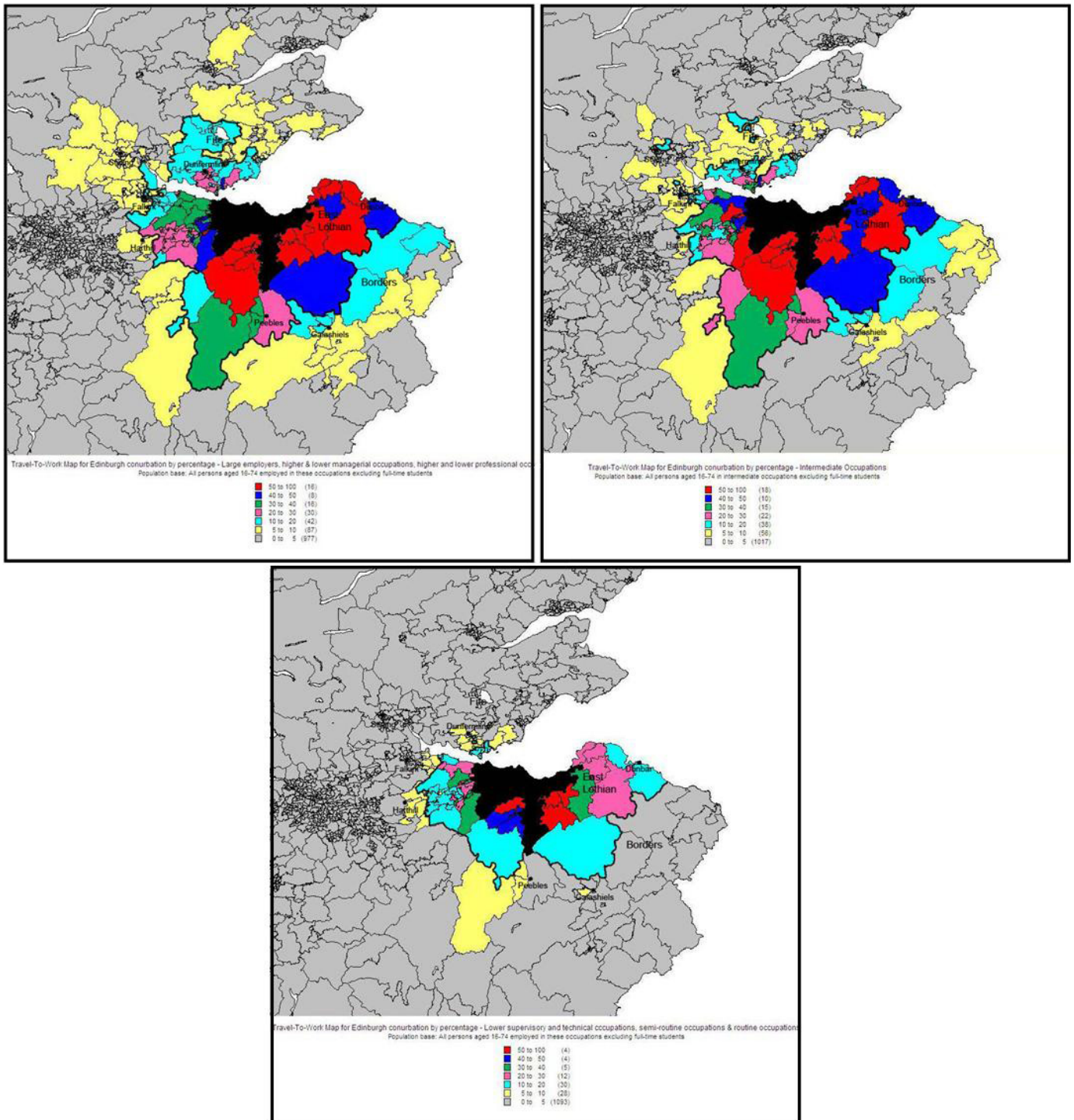
**Figure 5- 22 Top left- Travel-to-Work Map for full-time workers; top right- Travel-to-Work Map for part-time workers; bottom left- Travel-to-Work Map for male workers; bottom right- Travel-to-Work Map for female workers- Edinburgh conurbation. [1cm=20km]**





**Figure 5- 23 Top left- Travel-to-Work Map for workers aged 16-24; top right- Travel-to-Work Map for workers aged 25-34; bottom- Travel-to-Work Map for workers aged 35-59- Edinburgh conurbation. [Scale: 1cm=20km]**





**Figure 5- 24 Top left- Travel-to-Work Map for workers category 1; top right- Travel-to-Work Map for workers category 2; bottom- Travel-to-Work Map for workers category 4 - Edinburgh conurbation.**  
 [Scale: 1cm=20km]



Considering the 'Total' map for Edinburgh conurbation FUR (figure 5.21) it can be seen that the volume of commuting from the Borders Council area into Edinburgh conurbation is highly uneven. It is above the 30% threshold in the area of the settlement of Peebles, the closest part of the Borders Council area to Edinburgh conurbation. It is above the 20% threshold in the area to the North of the settlement of Galashiels, but drops below 10% to the South of that settlement, perhaps reflecting the travel time and distance to Edinburgh along the exclusively single carriageway road connections between Edinburgh conurbation and the Borders Council area. In contrast communication links via road and rail to the East and West of Edinburgh conurbation are relatively strong. Figure 5.21, when viewed alongside the Glasgow conurbation 'Total map' (Figure 5.25), highlights the lack of East-West polycentricism between what are the two distinct *city-regions*. The 'part-time' map for Edinburgh conurbation illustrates a smaller flow to the core than the full-time map (Figure 5.22) but as is also the case with Glasgow, the functional dependence for part-time workers remains strong close to the edge of the conurbation. There appears to be a high degree of similarity between the FURs for 'Males' and 'Females' (Figure 5.22), save for the Borders Council area.. The rapid contraction of the Edinburgh FUR for 'Category 4' of the three mapped *NS-SeC* categories is the most dramatic of all the four entities studied (Figure 5.24). This may be a reflection of the availability of 'quality' employee jobs available in Edinburgh, as a proportion of the overall total of employee jobs available.



## 5.6 TRAVEL-TO-WORK ANALYSIS BY SUB-CATEGORY – Glasgow Conurbation

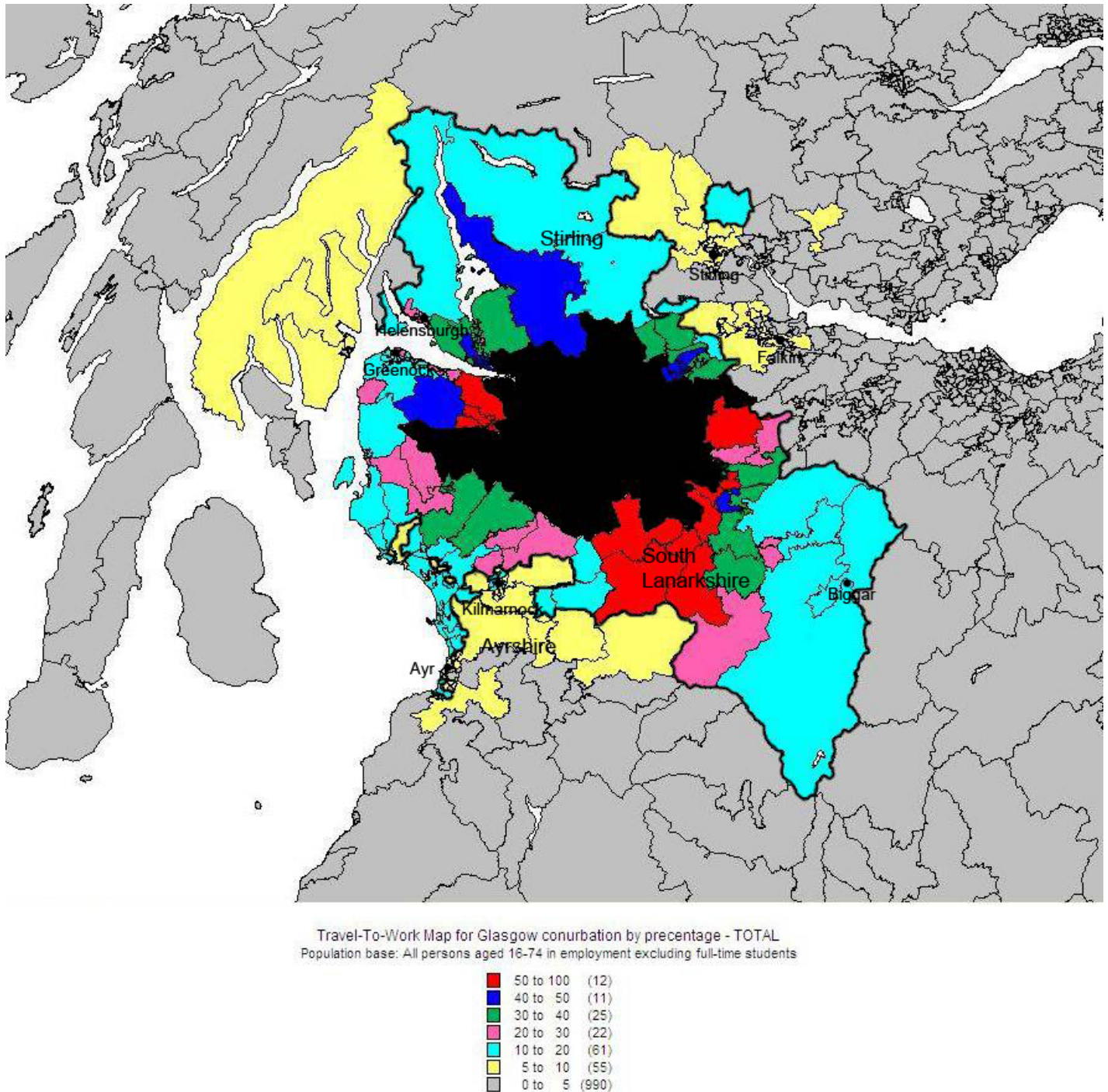
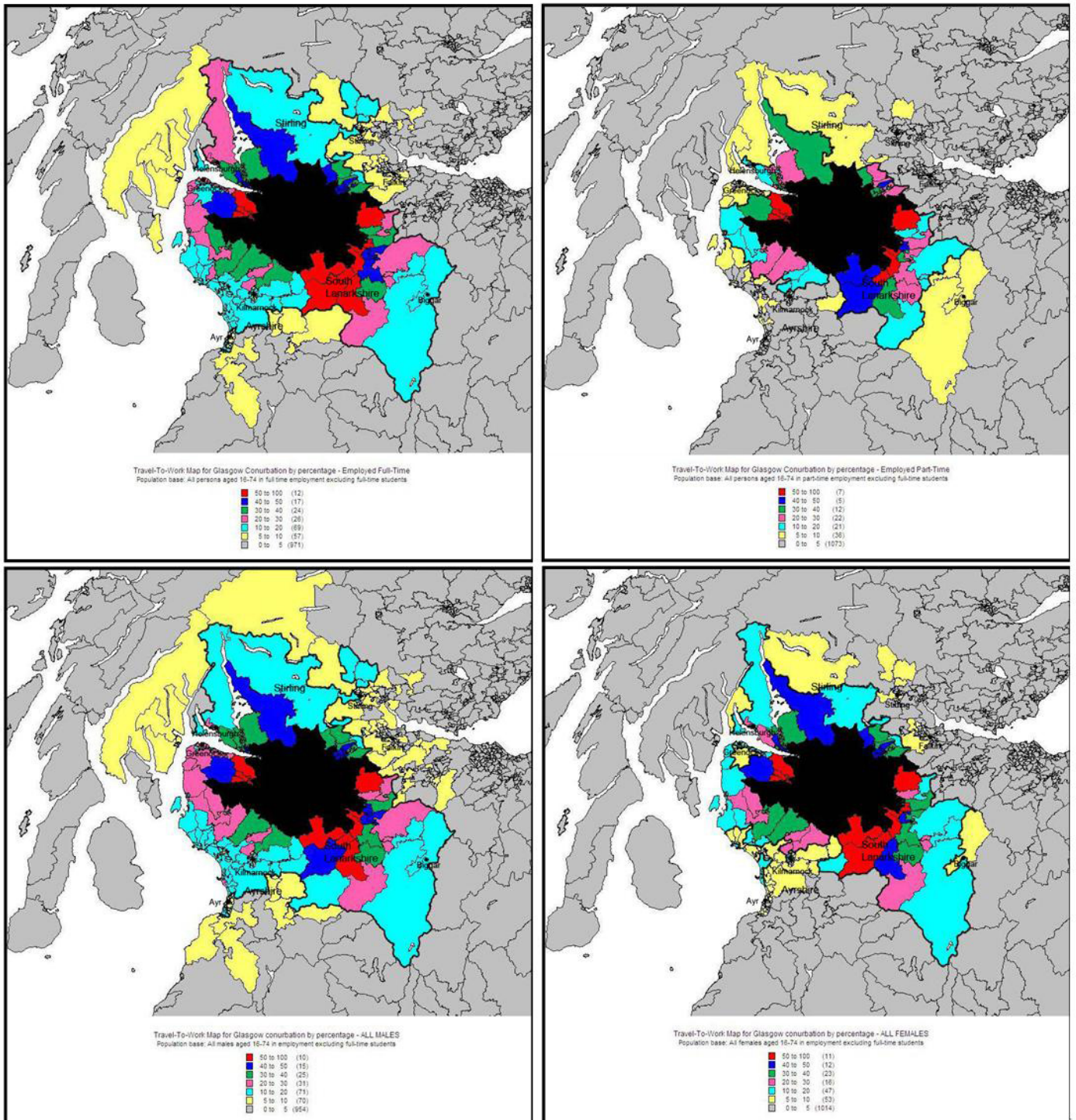


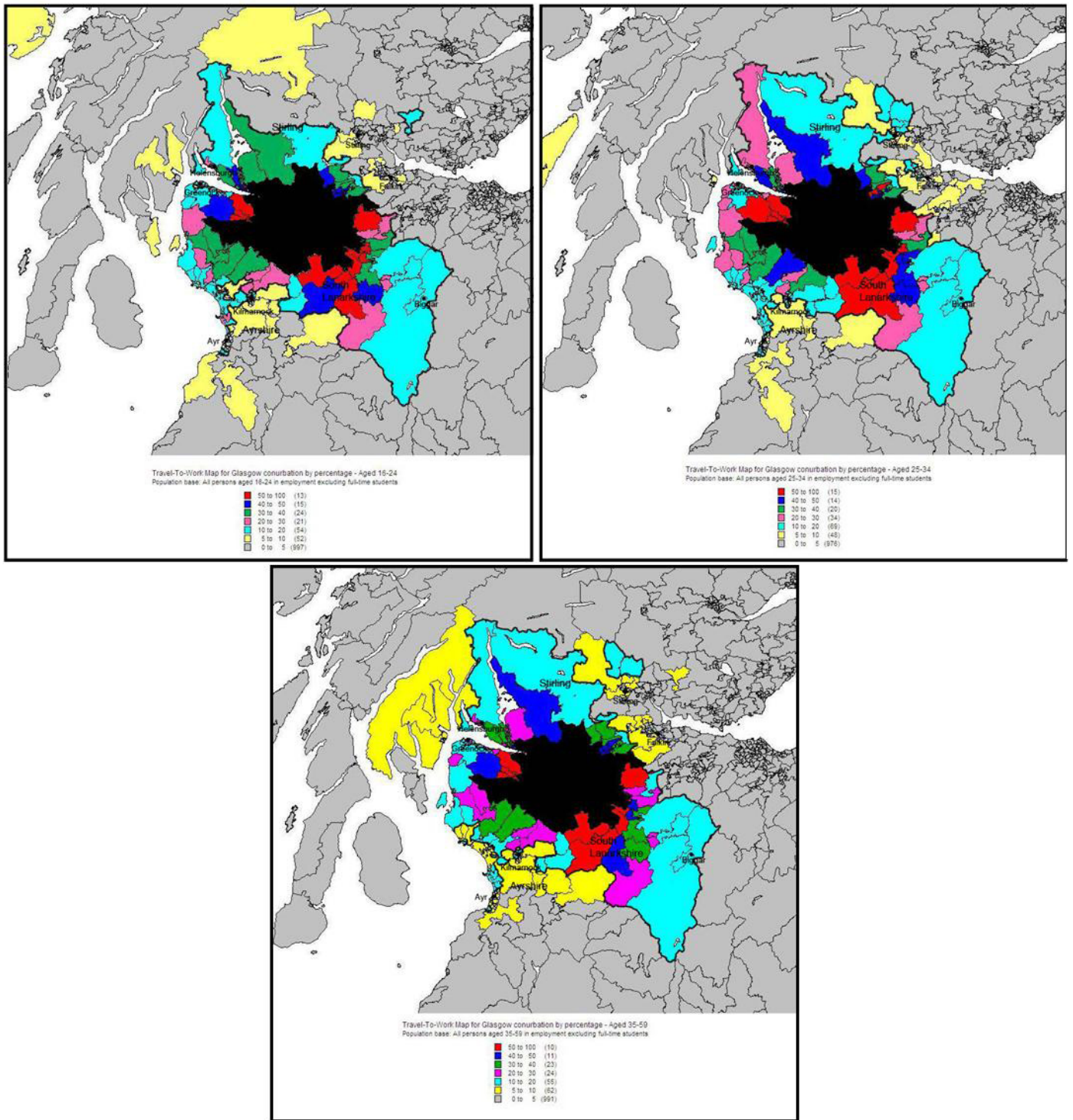
Figure 5- 25 Travel-To-Work Map for all workers- Glasgow conurbation. [Scale 1cm=10km]





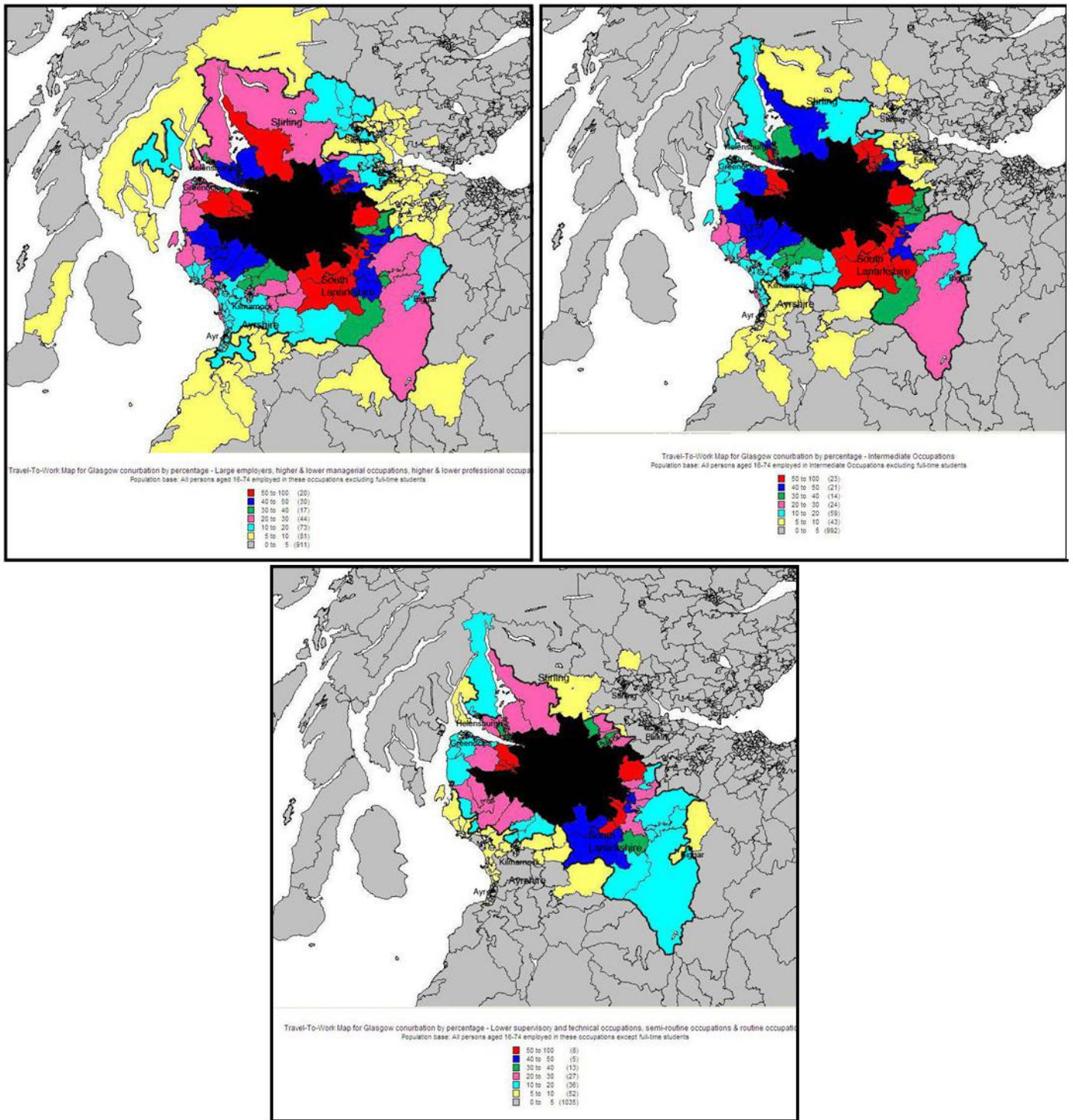
**Figure 5- 26 Top left- Travel-to-Work Map for full-time workers; top right- Travel-to-Work Map for part-time workers; bottom left- Travel-to-Work Map for male workers; bottom right- Travel-to-Work Map for female workers- Glasgow conurbation. [Scale: 1cm=20km]**





**Figure 5- 27 Top left- Travel-to-Work Map for workers aged 16-24; top right- Travel-to-Work Map for workers aged 25-34; bottom- Travel-to-Work Map for workers aged 35-59- Glasgow conurbation.**  
 [Scale: 1cm=20km]





**Figure 5- 28 Top left- Travel-to-Work Map for workers category 1; top right- Travel-to-Work Map for workers category 2; bottom- Travel-to-Work Map for workers category 4 - Glasgow conurbation.**  
 [Scale: 1cm=20km]



The Travel-To-Work matrices for Glasgow *City* and Edinburgh *City* (rather than conurbations) are found in Appendices 26 and 27 and 32 and 33 respectively. The figure for ‘self-containment’ for Glasgow City is 80.30%, and for Edinburgh City the respective figure is ‘89.07%. The Glasgow City figure is therefore significantly lower than the figure for the other three core cities, including Dundee City. The figure for Glasgow City is unsurprising given the extended urban area continuing beyond the municipal boundary. Car ownership levels for Glasgow City are the lowest for any local authority in Britain, but the city is at the centre of an extensive *city-regional* train network. The figure for the number of resident workers of Glasgow City employed in the whole ‘Glasgow conurbation’ is 94.05%, which as a figure is closer to that for the other three cities. The Glasgow conurbation FUR is the most complex of the four examined FURs. The geographical area covered by the Aberdeen City FUR is larger, but this is due to the relative dominance of Aberdeen City over a sparsely populated hinterland. Glasgow Conurbation FUR on the other hand is characterised by a hinterland that contains two to three times the population of the municipal city. Looking at rural Lanarkshire and then Ayrshire, the former sees greater levels of commuting to Glasgow conurbation than the latter (the same is also true for Glasgow City itself). This can be easily explained. The settlement pattern of small towns and villages is continuous from the village of Douglas northwards all the way to the south eastern edge of the conurbation. Ayrshire, with the exception of the Garnock Valley corridor towards Renfrewshire, is more isolated from the conurbation.

A lack of Greater Glasgow- Greater Edinburgh polycentricism in terms of Travel-To-Work patterns is illustrated by a West Lothian ward adjacent to Glasgow conurbation (Figure 5.25). The proportion of resident workers employed in the entire conurbation (not just the city) in that ward is less than 5%, which is quite remarkable, especially as in a ward directly to the south of it in South Lanarkshire the figure is above 20%. The map for ‘part-time’ employment (Figure 5.26) illustrates the more localised nature of part-time employment. The darkest colours of the chloropleth map still persist for settlements such as Larkhall and Linwood, located just beyond the conurbation, but these workers are likely in the main to be making short journeys to localities such as Paisley or Hamilton/Motherwell respectively.

Comparing the TTW maps for ‘Males’ and ‘Females’ (Figure 5.26), there are similarities and differences depending on location. For those parts of North and South Lanarkshire and West Dunbartonshire that lie outwith the conurbation, and the Stirling Council area, levels



of commuting by gender appear to be quite similar, whereas for Ayrshire and Inverclyde greater flows in the male category are apparent. There appears to be a high degree of uniformity between the three categories of age ranges in the Glasgow FUR (Figure 5.27). The Glasgow FUR is characterised by strong core-periphery relations across all age ranges. Looking at the three *NS-SeC* maps for Glasgow conurbation (Figure 5.28), the shrinkage and weakening of the 'Category 4' FUR is very apparent. In areas located adjacent to the conurbation, dependence on the conurbation for 'Category 4' types of employment remains strong. For Ayrshire and especially urban Ayrshire for instance, the drop is dramatic.

It is important to emphasise that while *city-regional* employment flows involve more than periphery to core movements. As a proportion of overall movement from Glasgow however the proportion of core to periphery movement is small by comparison. 80.3% of all working residents of Glasgow City are employed within its boundaries, with 94.05% of all working residents of Glasgow City itself are employed within the conurbation. The total number of working residents of Glasgow City employed in the three Ayrshire authorities stands at just 1432. For Inverclyde the figure is 962. There are core to periphery TTW movements, but the picture for Scotland's functional *city-regions* is that is that of overwhelming *monocentricism*. Considering Ayrshire in more detail, some parts of the former county are very much part of the 'Glasgow conurbation FUR' but others are not, and the picture is very mixed especially in parts of central Ayrshire (Figure 5.25). Assuming that Ayrshire forms a single entity for the purposes of being inside or outside of *Greater Glasgow* 'soft' political and administrative arrangements for *city-regions*, a *daily economic system* perspective does not provide a conclusive argument based on TTW criteria. A *Metropolitan function* perspective on the *city-region*, (i.e. that the level of functional interdependency should be more intense than FUR considerations, via interdependencies associated with the basic metropolitan area), could emphasise that TTW movements beyond that metropolitan level are overwhelmingly localised when removed from the lens of a *city-regional* perspective. In South Ayrshire for example, 88.79% of all residents in employment have workplace destinations within Ayrshire. In East Ayrshire, 84.85% of all residents in employment have workplace destinations within Ayrshire. For North Ayrshire, the respective figure is lower at 72.59%, reflecting connections with the Glasgow conurbation (Appendices 24, 25; 38, 39; 42, 43). Such percentages suggest perhaps that metropolitan areas have greater potentials as political 'communities of interest' via notions of greater socioeconomic self-containment than that exhibited by the wider FUR *daily economic system*.



## 5.7 GLASGOW & EDINBURGH: THRESHOLD ZONE

In Central Scotland the municipal boundary between North Lanarkshire/South Lanarkshire and West Lothian is popularly perceived to mark the boundary between *West Central Scotland*, the wider Glasgow area and the former Strathclyde Region, on the one hand, and *East Central Scotland*, the wider Edinburgh area and the former Lothian Region, on the other. Looking back at the 2001 Census maps of Edinburgh City and Glasgow City FURs at the start of the chapter (Figures 5.5 and 5.6), this perception is consistent with existing Travel-To-Work patterns. In their study of the potential for planning Central Scotland as a single *Polycentric Urban Region*, Turok and Bailey (2003) established that there is minimum overlap in the commuting patterns of the Glasgow *city-region* and the Edinburgh *city-region*. Looking at the relevant output tables (Appendices 46 to 49), it is also apparent that there is little overlap between even the western areas of West Lothian and the Eastern areas of North and South Lanarkshire. The notion of separateness is accentuated by the fact that the most direct road between Glasgow and Edinburgh, the M8 Motorway, goes through a distinct sparsely populated upland at its mid-point between the two cities. The North Lanarkshire council ward of *Benhar*, located at the very North East of the council area, has the highest proportion of resident workers employed in Edinburgh conurbation in the entirety of *West Central Scotland*. The figure for *Benhar* is 6.01%. The West Lothian council ward of *Preston* has the highest proportion of resident workers employed in Glasgow Conurbation. The figure for *Preston* is 5.45%. The figure for the proportion of workers resident in *Armadale West*, the closest West Lothian local authority ward to Glasgow conurbation, has a similar figure of 5.15%, but with only 1.47% employed in Glasgow City itself. This indicates that the central city of Glasgow is not a common destination for commuters from West Lothian, and the situation with respect to commuting to areas of urban Lanarkshire (much of which included in the conurbation) is only slightly less uncommon.

There is a section of the 'boundary zone' between Glasgow conurbation and Edinburgh conurbation that deviates from the established municipal Lanarkshire/West Lothian line. A council ward in South Lanarkshire that includes the commuter settlements of *Biggar and Symington* falls on the 'Edinburgh' side of a commuting threshold balance. For that council ward, the proportion of all resident workers employed in Glasgow conurbation is 10.67%. The figure for the proportion of all resident workers employed in Edinburgh conurbation is higher, at 12.03% (Figures 5.29). The council ward lies roughly equidistant to the centre of



Glasgow City and the centre of Edinburgh City. The conurbation creations produced a situation where the number of jobs in Glasgow conurbation is much higher than in Edinburgh conurbation, which is much closer to the figure for the number of jobs for Edinburgh City (ONS, 2006). In a direct comparison of Glasgow City and Edinburgh City, the difference between the two in terms of Biggar and Symington is larger. Edinburgh is clearly a bigger draw than Glasgow, with anecdotal evidence suggesting that Biggar and Symington have been targeted by luxury property developers with the Edinburgh 'executive' market particularly in mind.

The relationship of the Falkirk Council area and Stirling Council area to the *city-regions* of Glasgow and Edinburgh is of more interest than further south, where the spheres of influence of the two *city-regions* can readily be identified. The settlement of Stirling has a population of around forty-five thousand and is located 51km from the centre of Glasgow City and 67km from the centre of Edinburgh City. The settlement of Falkirk has a population of around seventy-thousand when combined with its environs of Grangemouth and Larbert. The centre of Falkirk is 43km from Glasgow and 46km from Edinburgh. With respect to the quality of transport connections between Falkirk and the two cities, there is little difference. It is possible that the presence of the intervening employment centre of Cumbernauld has reduced the draw of Glasgow. Looking at the Travel-To-Work tables for the Stirling Council area (Appendices 44 and 45), the overall result for the Stirling Council area is that the proportion of resident workers employed in Glasgow conurbation is significantly greater than the proportion of resident workers employed in Edinburgh conurbation. At its southern extremity, Stirling Council area stretches to the very edge of Glasgow conurbation. *The council ward Strathendrick and Blane Valley* is essentially part of Parr's (2006) *Workforce City*, (42.46% of all resident workers employed in Glasgow Conurbation), although the size and shape of that particular ward dictates that the Eastern banks of Loch Lomond are also in the *Workforce City*. Beneath the scale of the local authority area of Stirling, there is only one ward in the entire council area where the proportion of workers employed in Edinburgh conurbation is greater than the proportion of workers employed in Glasgow conurbation, namely the council ward *Stirling Town Centre*, and even here the percentage difference in the proportion is only 0.45%. In many wards the proportion for Edinburgh conurbation is close to the proportion for Glasgow conurbation, so while the aggregate statistics favour Glasgow conurbation, the picture is very mixed.

Clackmannan Council (formerly Clackmannanshire) is arguably something of a curiosity in terms of its relationship to changes in local government over the past forty years. It is

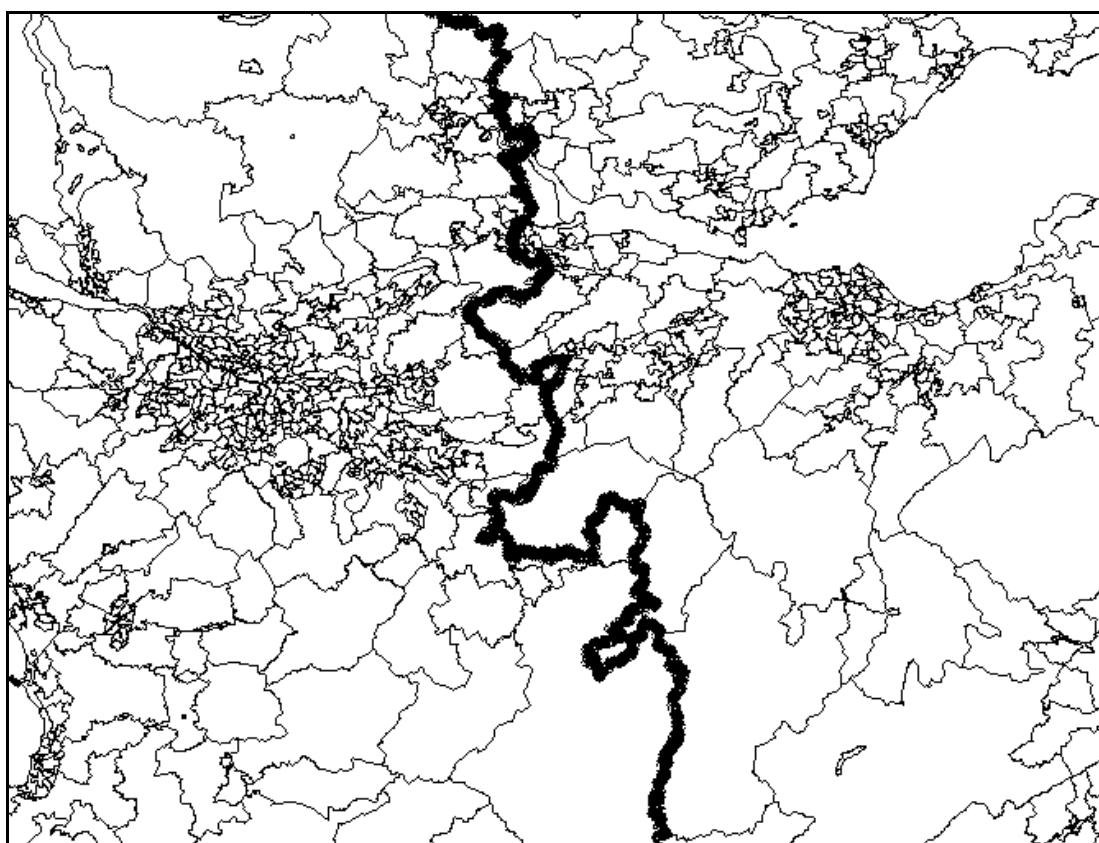


the smallest local authority in Scotland with an estimated population of 50,770 as of 2011 (GROS, 2012). The entity survived the Wheatley local government reforms of 1974, becoming a district council within a new Central Region, and more recently emerged in 1996 as a standalone unitary authority while larger districts were merged. Clackmannan is located marginally closer to Edinburgh conurbation (32 miles from Alloa, the principle settlement) than Glasgow conurbation (33.5 miles from Alloa), but the physical impediment of the Forth Estuary may complicate this. As with Stirling Council area, there is no definite East/West split in the location of wards where more resident workers are employed in Glasgow conurbation than Edinburgh conurbation, and vice-versa. Given the size of Clackmannan this is not unsurprising. The figures for the whole of the Clackmannan council area are very useful due to its small size. The proportion of resident workers employed in Glasgow conurbation is 3.17% (625 residents) and the respective figure for Edinburgh conurbation is 2.80% (552 residents). Clackmannan is in a similar position to Stirling, but given that it is closer to Edinburgh than Glasgow, it may have stronger functional connections to Edinburgh than Glasgow according to criteria other than TTW. Clackmannan is very much outside the 'TOTAL' 10% FUR level for both Glasgow and Edinburgh conurbations, so Clackmannan is not part of a functional *city-region* in a *daily economic system* sense. With respect to its exclusion from a *Strategic Development Planning Authority* (SDPA), FUR evidence could justify this exclusion, but such evidence would have to consider the role of Falkirk and Stirling in the overall picture, due to Clackmannan's functional interdependency with these areas (Appendices 20, 21; 28, 29; 44, 45).

Of the three *local authorities* in the former Central Region, Falkirk Council area appears to be the most intriguing in terms of being torn between two core entities. The town itself is located approximately half way along the busy Glasgow-Edinburgh railway line. The *National Planning Framework for Scotland* (Scottish Executive, 2004a) calculated rail and ferry travel times to peripheral parts of Scotland with Falkirk as the 'central' starting point (Scottish Executive 2004, p.61). Falkirk Council area lies more directly in the path of Edinburgh and Glasgow compared to Stirling and Clackmannan, in terms of rail and road travel. Its economy appears to be in comparison inextricably linked to the cities of Glasgow and Edinburgh by virtue of larger commuter flows to each city/conurbation. The relevant maps (Figures 5.21 and 5.25) map and Travel-To-Work tables (Appendices 28 and 29) illustrate that most of the built-up area of Falkirk-Grangemouth-Larbert and all points east have a greater proportion of all working residents employed in Edinburgh conurbation than in Glasgow conurbation. The relative proportions in these wards are surprisingly



weighted towards Edinburgh conurbation than might be expected. In the council ward *Polmont* for example, the proportions are 12.96% for Edinburgh conurbation and 5.20% for Glasgow conurbation. It is important to remember here that Edinburgh conurbation has only slightly more jobs than Edinburgh City, whereas Glasgow conurbation covers jobs in urban Lanarkshire, urban Renfrewshire and urban Dunbartonshire in addition to Glasgow City. If the figures for the municipal cities are used, then for Edinburgh the respective figure is 12.75% (similar), and the respective figure for Glasgow drops to 3.61%. In terms of *Travel-To-Work*, Edinburgh conurbation has the greatest 'attraction' over most of the population of Falkirk Council area, with the exception being wards comprising the localities of Denny, Larbert and surrounding western areas, which have a greater attraction to Glasgow conurbation. The situation is clearer than in Stirling Council area, but again both Glasgow and Edinburgh conurbations are significant Travel-To-Work destinations. Overall, the proportion of resident workers in Falkirk Council area employed in Edinburgh conurbation is 7.53%, while the corresponding figure for Glasgow conurbation is 5.28%. An aggregation of *local authorities* in *East Central Scotland* and *West Central Scotland* defined in Appendix 13 illustrates a stronger Travel-To-Work relationship with the former Lothian Region and Fife than with the former Strathclyde Region area. The figure for the former is 14.93% and the figure for the latter is 7.79%.



**Figure 5- 29 'Commuting threshold' between Glasgow conurbation and Edinburgh conurbation.**



While functional interdependence between cities (however defined) and their hinterlands is a phenomenon that evidence suggests is strengthening and deepening, a significant majority of people in employment in the four FURs continue to have workplaces close to their residence. A local authority such as East Ayrshire has as much TTW ‘attachment’ to South Ayrshire, (14.26% ‘Total’) as it does Glasgow conurbation (11.91% ‘Total’). Can a *city-regional* ‘sense of place’ or ‘community legitimacy’ be fostered simply due to the existence of Travel-To-Work patterns in such a context? Perhaps it can for individuals whose daily routine involves movement across the FUR, but these people are a minority. Increasing accessibility to and utilisation of leisure and retail facilities across *city-regions* could also play a role in any process of developing a *city-regional* ‘sense of place’ or ‘community legitimacy’. The 2001 census maps and output tables have illustrated that distance remains a major friction in the operation of regional labour markets.

## 5.8 CONCLUSION

It is apparent that as a *daily economic system*, there is a *spatial logic* to the *city-region* in Scotland. The evidence from the *origin-destination data* illustrates *functional interdependence* between the *cities/conurbations* of Glasgow, Edinburgh, Aberdeen and Dundee, and their surrounding hinterlands. In the case of the latter, the extent to which it can be said that a *functional city-region* exists is questionable. Evidence indicates that the size of the *Functional Urban Regions* (FURs) of the four municipal cities of Glasgow, Edinburgh, Aberdeen and Dundee have increased in size, and that functional interdependency between the municipal cities and their surrounding cities deepened in the period 1991-2001. Population estimates since 2001 (GROS, 2012) suggest that it is reasonable to assume a deepening of *functional interdependency* has continued over the past decade with respect to Aberdeen City and Edinburgh City FURs, as the populations of both the municipal cities (particularly Edinburgh) and their surrounding regions have grown since 2001. While the evidence compiled and discussed in this chapter provides a functional rationale for the normative arguments in the literature arguing for the development of *soft governance* capacity at the *city-regional* level, the predominance of localised Travel-To-Work patterns (i.e. most people working locally rather than in the core entity) could be cited as evidence against any suggestion that local government and other *field services* should be organised on a *city-region* basis. A consideration of *functional rationality* is essential for identifying and understanding the socioeconomic importance of the *city-region* as a ‘live’ phenomenon. The evidence, while important, by itself does not constitute a compelling argument for the development of political and administrative *city-*



*regions*. Rather, *functional evidence* must be aggregated into an overall picture which includes *politico-cultural* considerations. One recalls the sentiments of Paddison (1983) that political consciousness at the scale of the *city-region* does not necessarily follow dependence on the *city* for employment or other facilities. This will be especially true for sections of the population outwith the *core city/conurbation* that are not directly dependent on the core city for employment (even though they may be dependent indirectly).

The ‘TOTAL’ workforce FUR is not representative of the *daily economic system* for significant sub-groups of the population. At one extreme lies professional workers using their cars to travel long distances to work, and at the other extreme the economically disadvantaged who can only afford to travel short distances to low-skilled routine occupations. The notion that a FUR map along the lines of ‘Category One’ could act as a proxy for a *city-regional functional footprint* of wider, less intense and tangible facets of functional *city-regions* (such as trade based and specialist retail and leisure considerations) is plausible. Future research on the *city-region* could attempt to establish whether this is indeed a suitable proxy. This is important given the difficulty identified in the literature with respect to wider and less tangible *functional interdependencies*. Specialist retail and leisure travel patterns may themselves exhibit *polycentricism*, but this is speculative. It is not speculative to conclude that Scotland’s four *functional city-regions* are overwhelmingly, but not exclusively *monocentric* in character, via the predominance of periphery to core Travel-To-Work flows.

This chapter has illustrated that *city-regions* are important *functional entities* and are an essential reference for the consideration of patterns of life and work in a modern nation. The *commuting threshold* exercise may not have been of great practical utility, but it highlighted the need to think of *functional city-regions* as having flexible and overlapping zones of influence, especially when viewed from a wider, less tangible, trade based functional perspective beyond the *daily economic system* approach (Parr, 2005). The following chapter examines *retail trade* via the relative spheres of influence of *cities/conurbations* in terms of their relative attractiveness as retail centres. Thinking of *city-regions* as having flexible boundaries or overlapping zones of influence is perhaps most useful when it comes to areas which, from a *city-regional perspective*, do not clearly ‘belong’ in the exclusive sphere of influence of a single city or conurbation. Some cities appear to exert a disproportionately large influence (e.g. Aberdeen versus Dundee) compared to their neighbouring city, in terms of ability to act as a workplace destination



for individuals across a wider *city-region*. A consideration of these relative *daily economic system* influences is undertaken in the following chapter.



# CHAPTER 6: THE LAW OF RETAIL GRAVITATION AND THE STUDY OF CITY-REGION FUNCTIONALITY

## 6.1 INTRODUCTION AND OBJECTIVES

The *Law of Retail Gravitation* [Reilly (1929, 1953) and Hoover (1971)], is a variation on the standard *gravity model*. Gravity models have probably been utilised in transport and planning studies more than any other type of arithmetical model (Lee, 1973). Gravity models have been developed and modified from relationships that take place in the field of the physical sciences, and applied to social sciences (Lee, 1973). For several decades, gravity models have been used to examine the interaction between various urban activities, and are called thus because the concept of gravity of human interaction is based upon the Newtonian notion of gravity. The *Law of Universal Gravitation* of Sir Isaac Newton states that: “*Two bodies in the universe attract each other in proportion to the product of their masses, and inversely to the square of their distance apart.*” (quoted in Lee, 1973, p.58). Mathematically this can be written as:

$$F \equiv \frac{GM_1M_2}{D^2}$$

Where  $F$  = the force which each body exerts on the other,

$M_1$  and  $M_2$  = the mass or size of the two bodies,

$D$  = distance between the two bodies

$G$  = a constant, which is the indication of the general gravitational strength

In the application of the gravity concept to urban systems analysis, the gravitational pull exerted by two bodies has been interpreted as the quantity of interaction between two areas, and the mass of the bodies has been quantified in terms of attractiveness or size of the areas (Lee, 1973).

*“The earliest and simplest gravity models were based on a proposition that the amount of interaction between two areas is related directly to the size (or attraction). of the areas, and inversely to the distance separating the areas (the distance usually being raised to a power).”* (Lee, 1973, p.58).



The *Law of Retail Gravitation* (LRG) [Reilly (1929, 1953) and Hoover (1971)] is based on empirical observation, and it states that two competing centres (A and B), provide any third location with retail services in direct proportion of some power of their respective sizes or populations ( $Z_A$  and  $Z_B$ ), and in inverse proportion to some power of the distances from the two centres to this third location ( $D_A$  and  $D_B$ ) (Parr, 1995, p.1323).

The form of the *Law of Retail Gravitation*, as presented by Reilly, is as follows:

$$\frac{S_A}{S_B} = \left( \frac{Z_A}{Z_B} \right)^\alpha \left( \frac{D_B}{D_A} \right)^\beta$$

Where  $S_A$  and  $S_B$  are the respective sales for the third site which are gained by centres A and B.

At first glance, there would appear to be no reason why the LRG could not be applied to the estimation of the number of commuters, or percentage proportion of commuters for a third site which are gained by two cities, in addition to its regular application for retail sales (although see ‘non-rival good’ discussion in the methodology chapter). In the absence of comprehensive origin-destination data, this would be an approach which would allow an indication of the relative theoretical pull of two cities for commuters, relative to each other. Thanks to the 2001 census however, such an application might seem unnecessary. The utilisation of the LRG alongside the outcomes of the 2001 census can identify whether a city exercises a disproportionately large influence compared to a neighbouring city, in terms of its ability to attract commuters. If the ‘expected’ or ‘theoretical’ share of commuters of the total going to two cities from a particular locality is very different from the actual share indicated by the 2001 census, then that is likely to be indicative of a ‘bias’ that would not otherwise be expected, *ceteris paribus*. The reasons for the differences could then be considered. They may relate to the relative capacity of the transport infrastructure, the quality of jobs and income, historical-cultural factors or other amenities between the two cities. The LRG may be a powerful theoretical tool that allows for a fuller consideration of *city-regions*. This is especially true as an established instrument for the estimation of retail trade, where data on such activity, for example on shopping for comparison goods, is held by private companies such as *Experian* and *CACI* and therefore is expensive to obtain and not generally available to the academic community and wider public.



The chapter has three objectives. The first of these is to utilise the LRG alongside the outcomes of the 2001 Census in order to identify unusually strong or weak relationships between Scotland's cities in terms of their attractiveness as employment centres. Secondly, the chapter aims to illustrate the potential of the LRG as a vehicle for the estimation of the *functional footprint* in non-UK context where workforce Origin-Destination census data does not exist or is inadequate. The third objective of the chapter is, via the LRG, to examine the relative attractiveness of Scotland's four main cities as retail centres for what is known as 'comparison shopping'. This exercise is augmented by a pre-existing study which was able to incorporate certain data sources in pursuit of the same objective.

## 6.2 THE LRG AND TRAVEL-TO-WORK: THEORETICAL BACKGROUND

The 'third site' (Reilly, 1929, 1953) of the LRG was considered as an intermediate centre between two centres, centre A and centre B, along an AB axis (Parr, 1995). According to Parr, this restriction is unnecessary. This is important if the model is to be applied in Scotland, as a straight line route between two cities does not exist. The 'third location' in this study will be local authority electoral wards, thus allowing a like for like comparison with the outcomes from the 2001 census Origin-Destination data (ONS, 2004).

The 'proportion of workers' (originally 'share of sales'), in a third location (in this case electoral ward) that can be assigned to centre A (the largest of the two cities in terms of number of jobs in this case), is expressed as:

$$H_A = \frac{1}{1 + (Z_B / Z_A)^\alpha (D_A / D_B)^\beta}$$

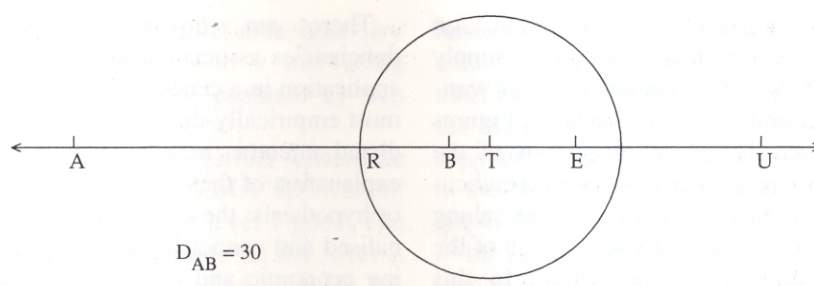
and  $H_B$ , the share of sales (or for present purposes, 'share of commuters') gained by centre B (the smallest of the two cities), as  $1 - H_A$  (Reilly, 1929, pp.48-50).  $Z$  represents the measure of attractiveness, and  $D$  distance.

In addition to calculations on the 'proportion of workers' ('share of sales') originating from a third centre, the *Law of Retail Gravitation* equation can be transformed to calculate the 'breaking point' for retail sales or commuting between two cities. As the 'actual' 'breaking point(s)' for commuting (as signified by a census ward boundary – not an actual 'breaking point' but rather 'commuting threshold') between Aberdeen City and Dundee conurbation, Dundee conurbation and Edinburgh conurbation and Edinburgh conurbation and Glasgow conurbation, have been established in the previous chapter, this



transformation is only of relevance to the third objective of the chapter, as part of attempts to establish a theoretical ‘share of sales of *comparison goods*’ (retail). This will be calculated along various routes between two competing cities, rather than along implausible straight AB axis line that cannot be travelled by shoppers in reality. Please see Chapter 4 (methodology) for a discussion on *comparison goods*.

A potential problem with the Law of Retail Gravitation is its applicability when the two competing centres are of similar size. Below is a market-area boundary under the Law of Retail Gravitation with centres of differing sizes:



**Figure 6- 1 Market-area boundary under LRG with centres of differing sizes (after Hoover 1971). [From: Parr 1995, p1324].**

In this example the market area boundary is formed by a circle centred of T enclosing centre B, with the territory inside the circle representing the market area of centre B and the territory outside representing the market area of centre A (Parr 1995). The market area of centre A extends further than the halfway point along the AB-axis in the direction of centre B. If the two centres are of similar size or one is not significantly larger than the other (in terms of population, or jobs etc.), it is unlikely that the market area of the larger centre will completely encompass that of the smaller, as in the above diagram. The problem of context arises here. It is called the Law of Retail Gravitation and not the Law of Commuter Gravitation. Even if centre A is much larger than centre B, assumptions attached to retail patterns may not hold true for commuting. Looking at U on the above diagram, it is plausible to accept that residents at this location might spend more or shop more frequently for comparison goods at the larger centre A rather than the smaller centre B as retail trips are not necessarily made on as frequent a basis as commuting trips. Five or six times a week commuting trips to centre A may be prohibitive due to cost and time. The above should be of little concern in this current context as Scotland’s four cities far away enough from each other as to avoid the ‘encompass’ scenario described here.



Parr (1995) notes that while centre size is typically measured in population, other measures are possible, *total retail floorspace* for instance may be more appropriate when one is measuring attractiveness to shoppers (this shall be discussed in the retail section of this chapter). In this case of Origin-Destination movements of workers, the ‘number of jobs’ located in ‘Aberdeen City’, ‘Dundee conurbation’, ‘Edinburgh conurbation’ and ‘Glasgow conurbation’ would seem to be the most appropriate measure of attractiveness. A first impulse was to obtain relevant figures (2006 Annual Business Enquiry) for the number of jobs from the government backed statistics agency *ONS* (ONS, 2006). The problem with data from 2006 is that it does not allow a true like-for-like comparison with the directly related figures i.e. the number of jobs (destinations) for the four cities/conurbations contained within the 2001 census. The *ONS* figures are higher than those derived from the 2001 census, possibly due to both increased employment opportunities in Scotland’s cities and conurbations, but also certainly because the 2001 census does not (nor is it intended to) catch every employee job just as it cannot accurately catch 100% of origin-destination home-work journeys. In addition some people may hold more than one job and the census also cannot pick this up.

**Table 6- 1 Number of Jobs in the different conurbations.**

<b>CITY/CONURBATION</b>	<b>2006 ABE</b>	<b>2001 census TOTAL</b>	<b>2001 census HLMPO</b>	<b>2001 census LOWER</b>
Aberdeen City	167277	140857	60095	55410
Dundee Conurbation	79433	69904	27676	27977
Edinburgh Conurbation	343775	292370	136027	85265
Glasgow Conurbation	713714	598735	237889	230274

In total three levels of analysis and comparison were undertaken:

- **TOTAL:** The ‘weight of attraction’ here is the number of jobs occupied entire working population aged 16-74.
- **HLMPO:** The ‘weight of attraction’ here is the number of jobs classed in the three categories previously merged, which is abbreviated as HLMPO (and previously



referred to as 'Category One'). These are the highest three of the eight NS-SeC; large employers and higher managerial occupations; higher professional occupations; and lower managerial and professional occupations.

- LOWER: The 'weight of attraction' here is the number of jobs classed in the three categories previously merged, which is abbreviated as LOWER (and previously referred to as 'Category Four'). These are the lowest three of the eight NS-SeC categories; lower supervisory and technical occupations, semi-routine occupations; and routine occupations.

The rationale and process behind these category mergers are explained in Chapter 4 (methodology).

One major and obvious limitation of the *Law of Retail Gravitation* in this study is the assumption that everyone travels by road, so in this sense the study is somewhat limited, as roadways are used as the AB axis i.e. the distance from A to B via the third centre. This was a limitation for Reilly in his prototypical study which was based in the American Mid-West (Reilly, 1929, 1953). When the LRG is utilised, the constants *alpha* ( $\alpha$ ) and *beta* ( $\beta$ ) are central to its operation.  $\alpha$  modifies the effect of centre size and  $\beta$  modifies the effect of distance. On the basis of 255 cases, Reilly (1929) found that  $\alpha$  was around unity, while the modal value of  $\beta$  lay in the range 1.51-2.5 (ibid, 1929, pp.48-50). In following utilisations of the LRG, it has been usually assumed that  $\alpha = 1$  and  $\beta = 2$ . This standardised utilisation is sufficient to produce results that would produce a basic generalised 'expected' result for a third centre (local authority ward) that allows a comparison to take place with the origin-destination outcomes of the 2001 census. What is interesting about  $\alpha$  and  $\beta$  is that in other contexts, for example another European country where there is no data sources as comprehensive as that available in the United Kingdom, establishing values for  $\alpha$  and  $\beta$  that differ from the standardised values could produce a model that is less crude and more sophisticated. It is possible that the model can be adapted to become more credible in a particular context. In this study therefore an attempt to find new derivations of  $\alpha$  and  $\beta$  will feature alongside the 'original assumptions' of Reilly. This could be of relevance to academics in a non-UK context where some data exists that could inform a new derivation, but data on the scale of the origin-destination statistics is lacking. Looking at the employment figures in Table 6-1, a hypothesis could be proposed that cities with greater number of 'high level' jobs will exert a disproportionately stronger pull than cities with a lesser number of 'high level' jobs. This is plausible because long distance



commuters are more likely to be in 'high level' occupations (Coombes, Green and Owen, 1987). It has already been established in the previous chapter that people in 'LOWER' employment tend to have less ability, desire or need to travel long distances to work. In that sense an  $\alpha$  and  $\beta$  determination may be even more crucial in 'HLMPO' and 'LOWER' contexts as behaviour is likely to be even more complex than the 'average worker' (Peck, 1996).

### 6.3 THE LRG AND TRAVEL-TO-WORK: METHODOLOGICAL DISCUSSION

As with the 2001 Census Origin-Destination analysis, *Microsoft Excel* was the choice through which the necessary calculations were performed in order to get the desired results. The first step was to create a series of datasets to perform these calculations and associated charts to assist with analysing the results. There were a total of nine of these datasets produced. Three of these were for *Glasgow/Edinburgh*, three for *Aberdeen/Dundee* and three for *Edinburgh/Dundee*. Of the three in each spatial context, one was concerned with the 'TOTAL' dataset and jobs, one with the 'HLMPO' dataset and jobs, and one with the 'LOWER' dataset and jobs. Given that percentage proportions (as the LRG deals in shares/proportions) of working populations can be derived from the 2001 Census Origin-Destination statistics for individual wards, it is simplest to use these as points of observation. It also allows a comparison between the 'share of commuters' predicted by both newly established models and the original model of Reilly. The three relevant zones for making observations are those wards between the conurbations of Glasgow and Edinburgh; the conurbations of Edinburgh and Dundee; and the city of Aberdeen and the conurbation of Dundee. In terms of identifying unusually strong or weak relationships between two *city-regions*, there is a lack of relevance in considering wards that are not located in the zone between. For example there are not going to be more people living in Greenock employed in Edinburgh than living in Greenock and employed in Glasgow. Given the necessity to have journey to work trip data, the exhaustion of the exercise in determining new values for  $\alpha$  and  $\beta$  would require every ward from which at least one person travels to one city and at least one person to another, to be included, but this is highly unrealistic and time consuming.

In order to calculate the distance between each ward and the two centres, *AA Route planner* software was used (Automobile Association, 2007). The problem with the route planner software is that it is not particularly compatible with council wards. The largest settlement in a particular ward was usually recognised by the *AA Route planner* if that ward was not part of a continuous urban area (the centre of that settlement was taken as the start of the



distance/travel time measurement). The problem was that localities comprising wards in towns such as Dunfermline and Livingston were quite often not recognised. In these cases the *AA Route planner* result was derived using the town name rather than the locality. This is not ideal but the effect on the results will be negligible in terms of the core objectives. It would be possible to use GIS software that would pinpoint the *centroid* of each council ward, but this *centroid* would be unlikely to coincide with the centre of the largest settlement of that ward, which is arguably a better place from which to start the measurement, as it is likely to be where the mass of commuters (or consumers) resides. So one observation has been made for each council ward, and in each case the point of measurement has been from the centre of the largest settlement in each ward, or from the centre of the locality if more than one ward comprises a locality (e.g. Dunfermline), to the official centre of the city (e.g. Glasgow Cross).

The wards relevant to the study are found in the following local authority areas:

For *Glasgow/Edinburgh*: Falkirk, Stirling (excluding one ward directly north of Glasgow), Clackmannan, West Lothian, North Lanarkshire and South Lanarkshire council areas (for the latter two areas, wards that fall under ‘Glasgow conurbation’ are excluded).

For *Aberdeen/Dundee*: Angus (excluding the wards of *Monifeith West* and *Monifeith East* – part of Dundee conurbation) council and wards in the southern part of the Aberdeenshire council area.

For *Edinburgh/Dundee*: Fife and relevant wards in the Perth and Kinross local authority area.

For each of the nine datasets a scatter plot of Y observations ( $S_A / S_B$ ) on X ( $D_B / D_A$ ) together with a straight line illustrating the linear relationship, was produced, and these can be found in Appendix 8. A simple mathematical regression formula called OLS (ordinary least squares) draws a line that minimises the sum of the squared deviations from the line to each scatter point above and below it. OLS provides estimates for  $\alpha$  and  $\beta$ . Y is the predictand and X is the predictor. The idea is to ascertain an appropriate value for  $\alpha$  and  $\beta$  that reflects the relationship between the two cities in terms of commuting. If a researcher in a different context only had information on commuting data for a selection of population centres (say via a sampling process),  $\alpha$  and  $\beta$  could be estimated using those selected areas, giving extra confidence that the LRG could be used to fill a data gap (of course it can only deal in shares related to two large centres of attraction rather than actual



amounts overall).  $\alpha$  modifies the effect of centre size and  $\beta$  modifies the effect of distance. The major attraction of using OLS is that given particular assumptions the OLS estimates for  $\alpha$  and  $\beta$  are BLUE (Best Linear Unbiased Estimators) (Pryce, 2003, p.8-2). “Best” in the sense that they have the minimum variance in comparison with other estimators (i.e. given repeated samples, the OLS estimates for  $\alpha$  and  $\beta$  vary less between samples than any other sample estimates for  $\alpha$  and  $\beta$  (ibid, 2003, p.8-3). They are “Linear” in that it is assumed there is a straight-line relationship. They are “Unbiased” because, in repeated samples, the mean of all the achieved estimates will tend in the direction of the population values for  $\alpha$  and  $\beta$  (ibid, 2003, p.8-3). Finally, they are “Estimates” in the sense that the true values of  $\alpha$  and  $\beta$  cannot be known, therefore the use of statistical techniques gives the best possible appraisal of their values, given the available information (ibid, 2003, p.8-3).

In statistics, the coefficient of determination  $R^2$  is the proportion of variability in a data set that is accounted for by a statistical model. It is a statistic that will give an indication of the ‘goodness of fit’ of a model. In regression the  $R^2$  coefficient of determination is a statistical measure of how well the regression line approximates the real data points. An  $R^2$  value of 1.0 indicates that the regression line perfectly fits the model and the new estimates for  $\alpha$  and  $\beta$  are as solid as could be expected. The further away from 1.0 however, the high likelihood that new estimates will be inappropriate. At this point an important question arises: Is it really necessary to undertake so many observations? The maximum feasible was undertaken in this case (determined by the number of wards so in population terms all of the area between two cities has been considered). It is possible that in a study elsewhere in Europe, for example, sample data might be known for only some settlements or census wards. There can never be an exact true value for  $\alpha$  and  $\beta$ , so continuing the process of taking measurements when the settlement or census geography is fragmented and complex is akin to the ‘law of diminishing returns’. In theory the more observations taken over the entire area, the more accurate the result, however if the value of  $\alpha$  and  $\beta$  derived for eighty measurements is say, only slightly different to that of say twenty measurements, then that stands as a clear indication that twenty measurements spread fairly evenly across the area containing eighty measurements would be sufficient. Some experimentation with random and selected samples can shed light on this. Taking different sample sizes from the existing Aberdeen/Dundee dataset is a useful exercise in this regard. If the values of  $\alpha$  and  $\beta$  from these samples are significantly different from the values in Table 6.2, then there is little need for more observations taken. Given that a ‘line of best fit’ is produced, there is no



question of a clustering of observations or an area having less observations than others having a major impact on the results, although it is desirable to be reasonably consistent. It appears that observing measurements for half of all the wards located between two cities would have been sufficient. The importance of the observations being well scattered is illustrated by the results below in Table 6-3.

**Table 6- 2 Influence of the number of samples on the values of  $\alpha$  and  $\beta$ .**

	$\alpha$	$\beta$
<b>Sample of 10 out of 39</b>	2.8525	1.8735
<b>Sample of 10 out of 39</b>	2.4609	1.6319
<b>Sample of 10 out of 39</b>	2.625	1.5126
<b>Sample of 20 out of 39</b>	2.8141	1.8158
<b>Sample of 20 out of 39</b>	2.787	1.794
<b>Sample of 20 out of 39</b>	2.8634	1.788
<b>Sample of 30 out of 39</b>	2.8637	1.8711
<b>Sample of 30 out of 39</b>	2.8637	1.9389
<b>Sample of 30 out of 39</b>	2.8602	1.9381

**Table 6- 3 Influence of non-random sampling on the values of  $\alpha$  and  $\beta$**

	$\alpha$	$\beta$
<b>Angus wards 1-8</b>	3.4751	1.9889
<b>Angus wards 9-15</b>	3.1	1.6305
<b>Angus wards 16-24</b>	1.9617	0.6801
<b>Angus wards 25-29</b>	0.3104	-1.3185
<b>Aberdeenshire wards 54-62</b>	0.7072	5.0019
<b>Aberdeenshire wards 63-68</b>	1.5718	3.455



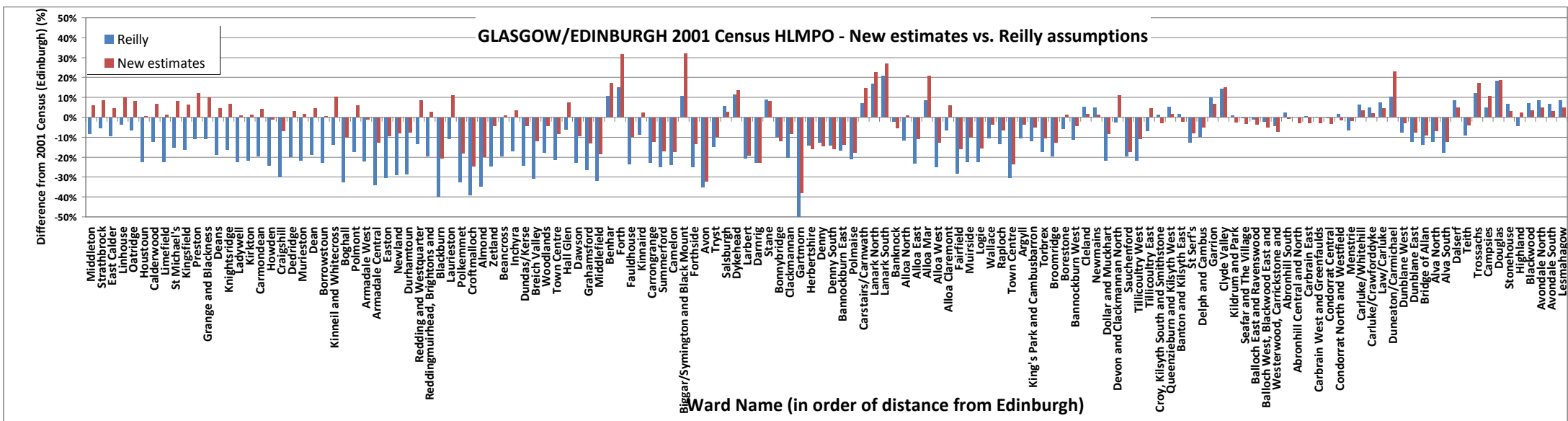
#### 6.4 TRAVEL TO WORK RESULTS – ‘Share of Commuters’

The nine graphs of the trend lines for the derivations of  $\alpha$  and  $\beta$  and the  $R^2$  values can be found in Appendix 8. The following nine pages contain nine bar charts. These bar charts illustrate the percentage difference of the LRG share of commuters under ‘assumptions of Reilly’ and the LRG share of commuters under ‘new assumptions’ from the ‘actual’ percentage share of commuters from the 2001 Census. Three of these graphs and charts are for *Glasgow/Edinburgh*, three for *Aberdeen/Dundee*, and three for *Edinburgh/Dundee*. It is was not clear at first if all the plots satisfy ‘BLUE’, as an examination indicated that some of the plots were not completely random. If the LRG was being exclusively relied upon via new estimates, there would be an imperative to run statistical tests on the regression model(s) to assess their accuracy and precision. An accompanying series of statistical tests can be found in Appendices 7 and 8. Appendix 7 provides an introduction to each test with the results in Appendix 8.









**Figure 6- 3 Glasgow/Edinburgh 2001 Census HLMPO- New estimates vs. Reilly assumptions.**



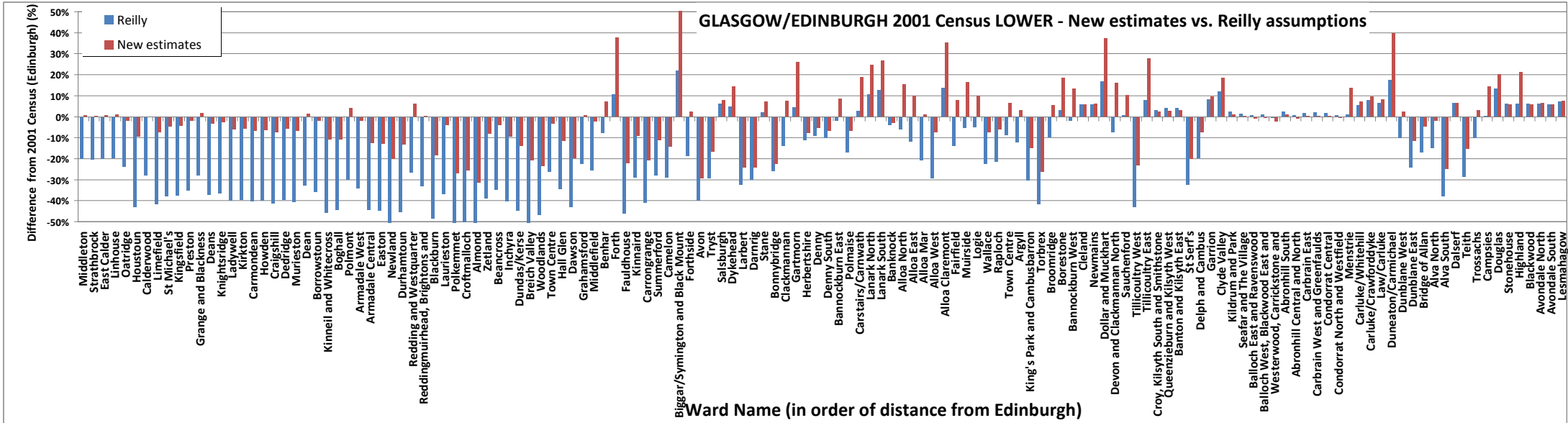


Figure 6- 4 Glasgow/Edinburgh 2001 Census LOWER- New estimates vs. Reilly assumptions.



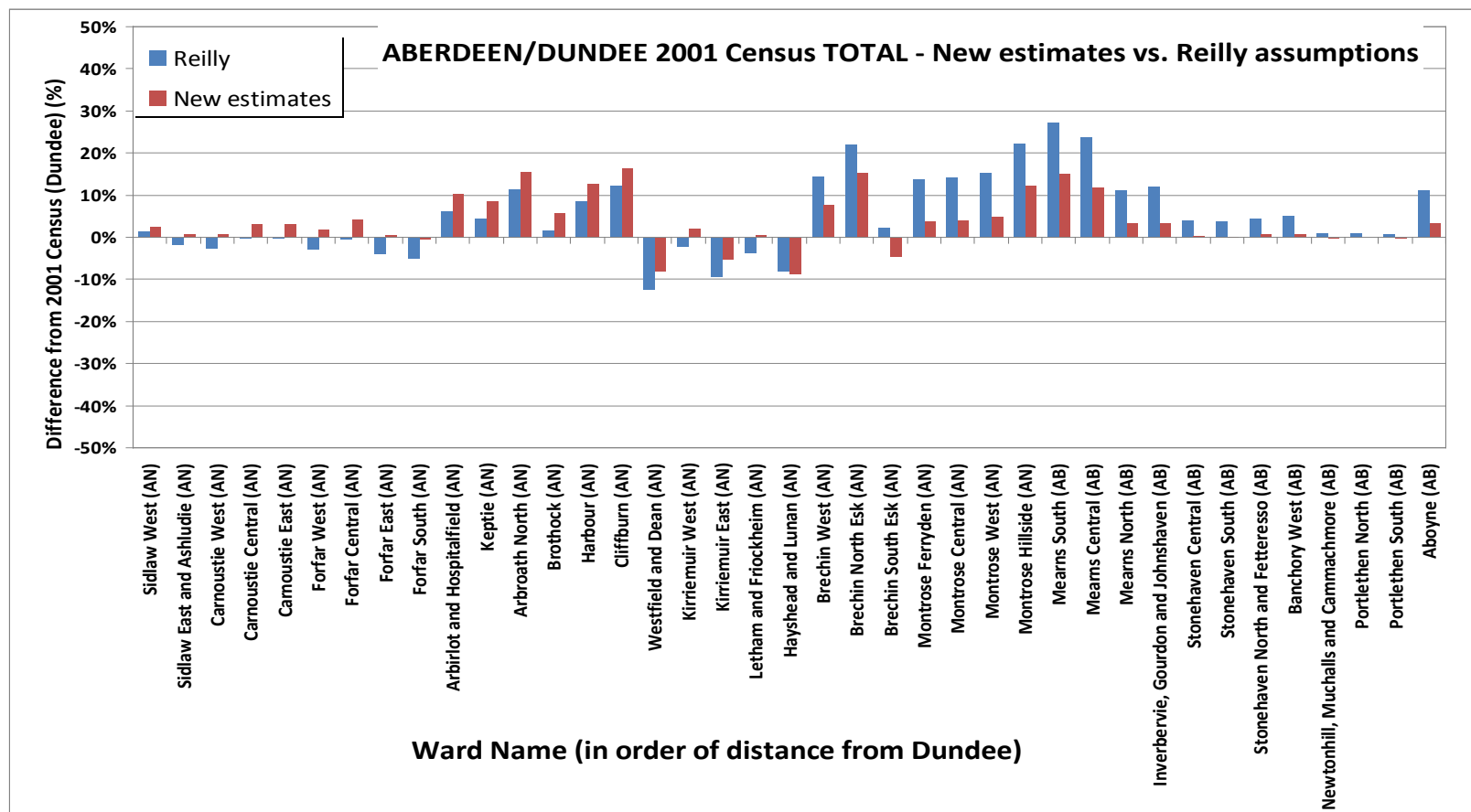


Figure 6- 5 Aberdeen/Dundee 2001 Census TOTAL- New estimates vs. Reilly assumptions.



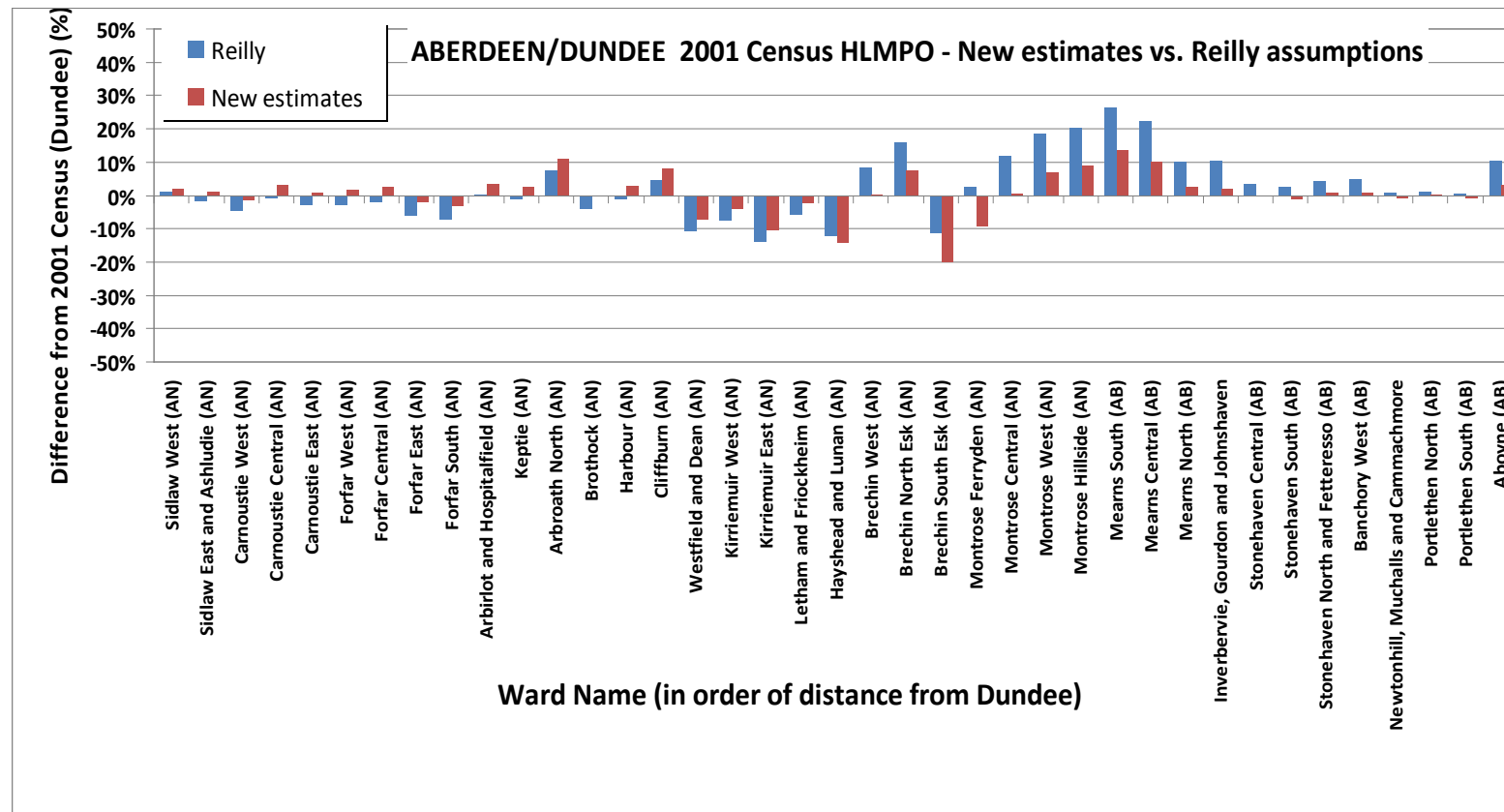


Figure 6- 6 Aberdeen/Dundee 2001 Census HLMPO- New estimates vs. Reilly assumptions.



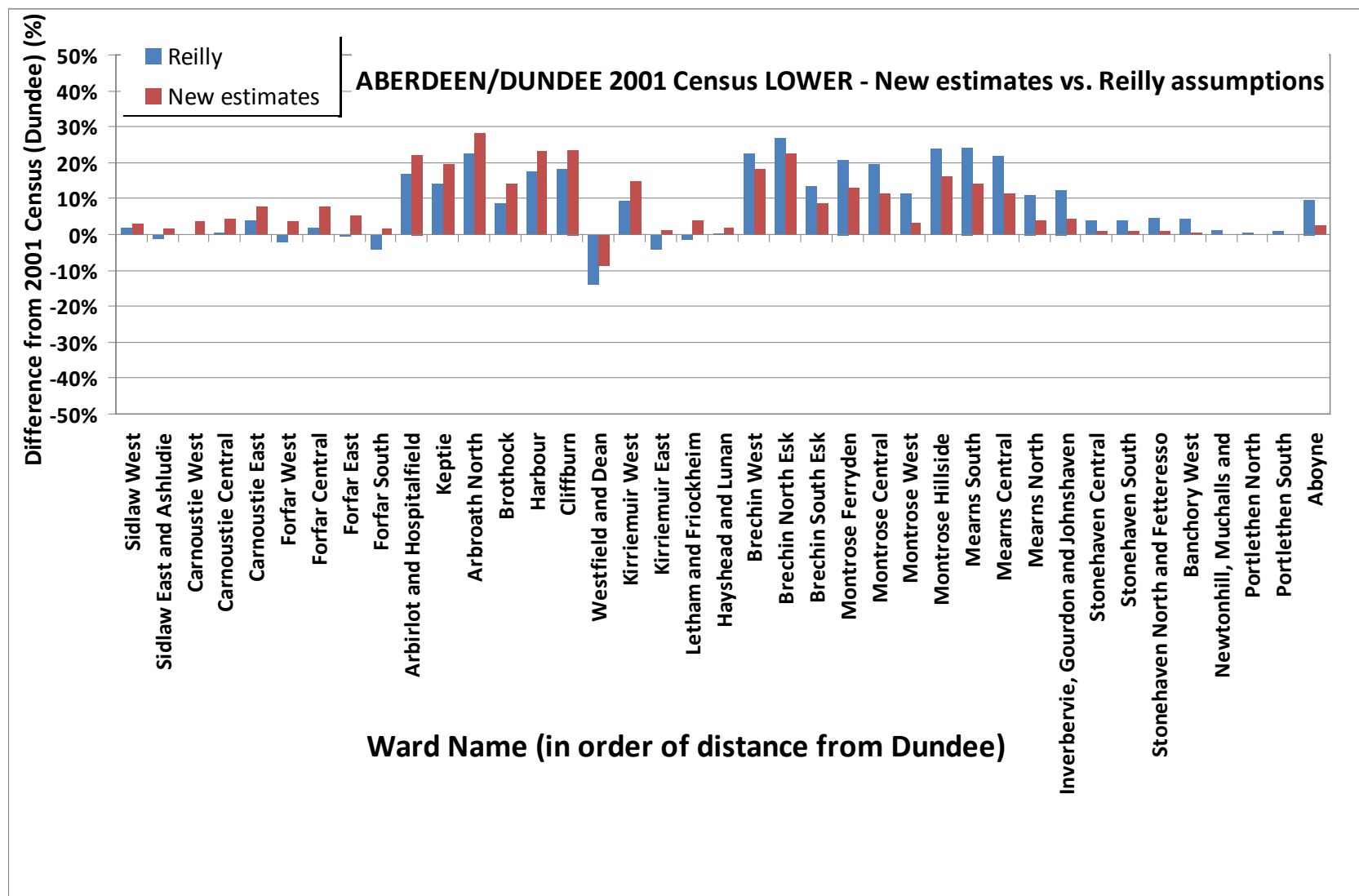


Figure 6- 7 Aberdeen/Dundee 2001 Census LOWER- New estimates vs. Reilly assumptions.



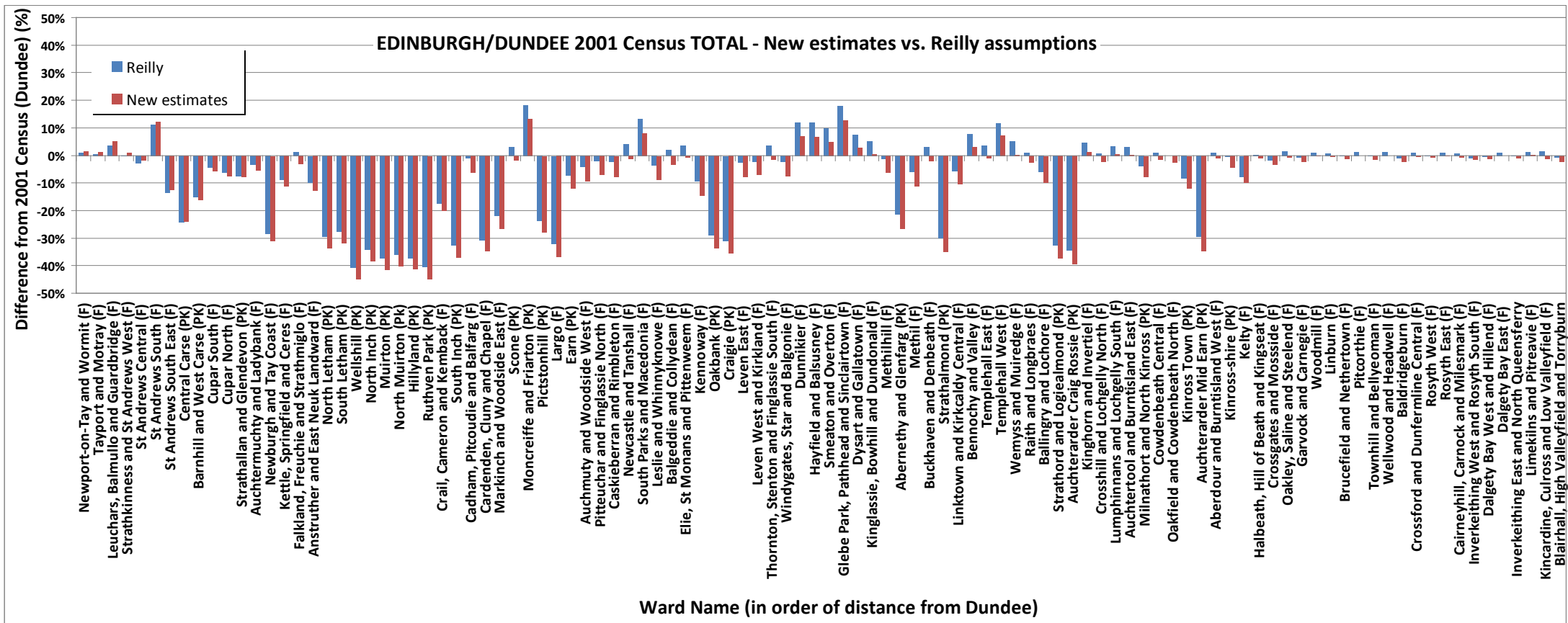


Figure 6- 8 Edinburgh/Dundee 2001 Census TOTAL- New estimates vs. Reilly assumptions.



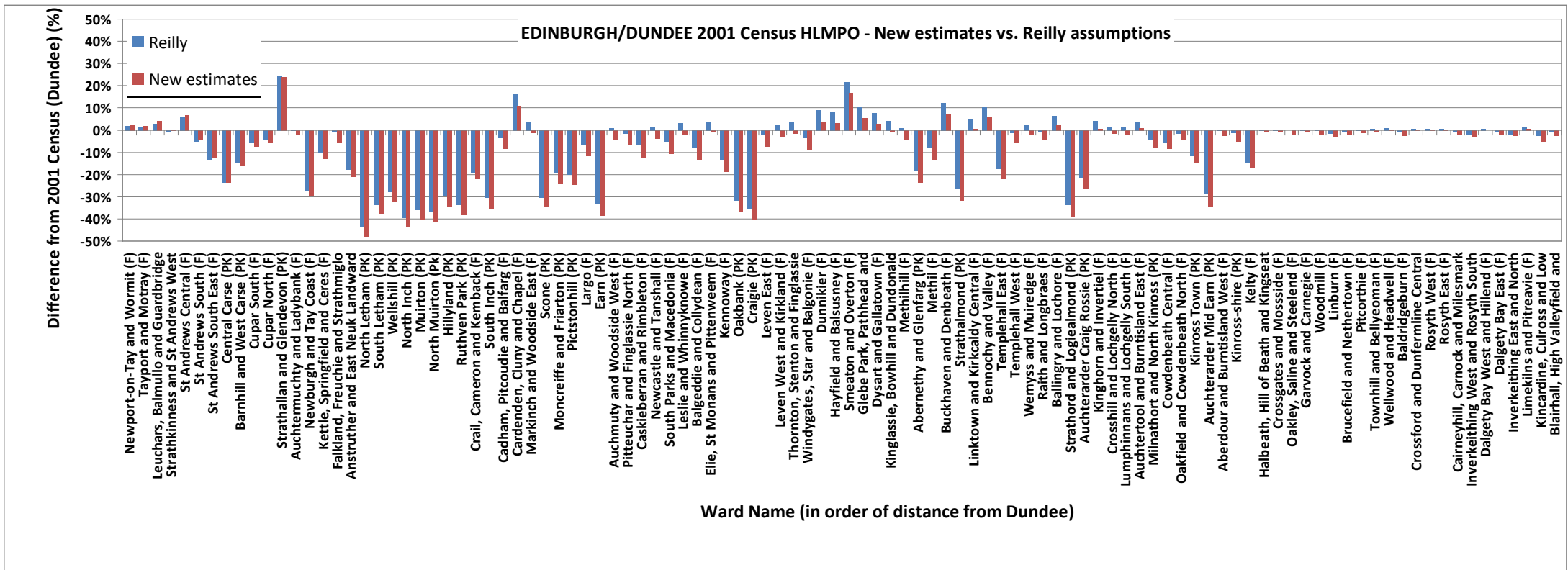


Figure 6- 9 Edinburgh/Dundee 2001 Census HLMPO- New estimates vs. Reilly assumptions.



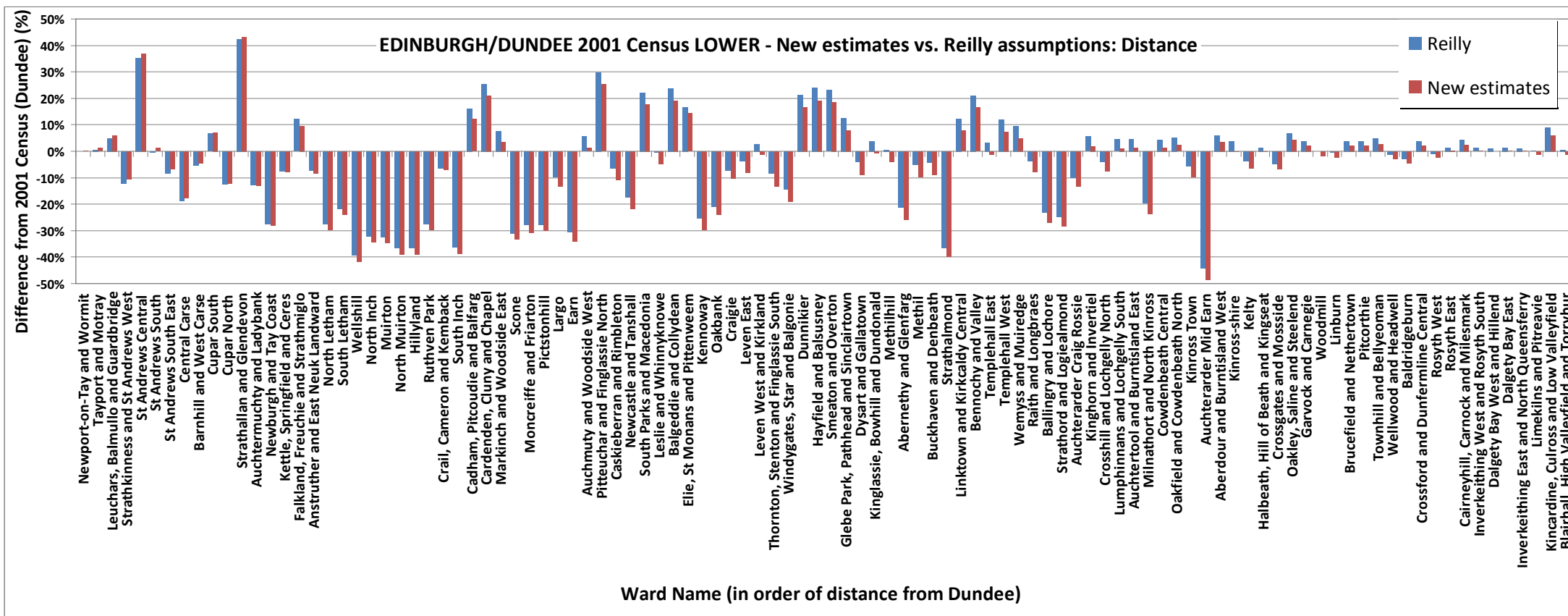


Figure 6- 10 Edinburgh/Dundee 2001 Census LOWER- New estimates vs. Reilly assumptions.



## 6.5 TRAVEL-TO-WORK: DISCUSSION OF METHODOLOGICAL FINDINGS

Table 6-4 displays the  $\alpha$ ,  $\beta$  and  $R^2$  values for simple comparison. The average percentage difference for each ward between the 2001 Census shares for the third centre and the original assumptions of Reilly and the new estimates are shown in the Table 6-5.

**Table 6- 4  $\alpha$ ,  $\beta$  &  $R^2$  values from 'Share of Commuters' Calculations**

	$\alpha$	$\beta$	$R^2$ value
<b>GLA/EDIN TOTAL</b>	<b>3.343</b>	<b>-0.0496</b>	<b>0.8369</b>
<b>GLA/EDIN HLMPO</b>	<b>2.8103</b>	<b>0.0289</b>	<b>0.8109</b>
<b>GLA/EDIN LOWER</b>	<b>4.0728</b>	<b>0.0422</b>	<b>0.8187</b>
<b>ABDN/DUN TOTAL</b>	<b>2.8525</b>	<b>1.8735</b>	<b>0.9439</b>
<b>ABDN/DUN HLMPO</b>	<b>2.6683</b>	<b>1.5488</b>	<b>0.8991</b>
<b>ABDN/DUN LOWER</b>	<b>1.4568</b>	<b>0.6483</b>	<b>0.4936</b>
<b>EDIN/DUN TOTAL</b>	<b>2.2907</b>	<b>1.2456</b>	<b>0.8615</b>
<b>EDIN/DUN HLMPO</b>	<b>2.1909</b>	<b>1.1939</b>	<b>0.8506</b>
<b>EDIN/DUN LOWER</b>	<b>1.8333</b>	<b>0.7345</b>	<b>0.5908</b>

**Table 6- 5 Average Percentage difference between 2001 Census shares and the 'original assumptions of Reilly', and between 2001 Census shares and the 'new estimates shares'**

	<b>Original Assumptions (%).</b>	<b>New Estimates (%).</b>
<b>GLA/EDIN TOTAL</b>	<b>18.64</b>	<b>8.90</b>
<b>GLA/EDIN HLMPO</b>	<b>15.12</b>	<b>9.13</b>
<b>GLA/EDIN LOWER</b>	<b>21.47</b>	<b>10.79</b>
<b>ABDN/DUN TOTAL</b>	<b>7.90</b>	<b>5.20</b>
<b>ABDN/DUN HLMPO</b>	<b>7.16</b>	<b>4.33</b>
<b>ABDN/DUDN LOWER</b>	<b>9.81</b>	<b>8.62</b>
<b>EDIN/DUN TOTAL</b>	<b>9.98</b>	<b>11.20</b>
<b>EDIN/DUN HLMPO</b>	<b>10.25</b>	<b>11.76</b>
<b>EDIN/DUN LOWER</b>	<b>12.80</b>	<b>13.01</b>



The simplest way of putting this is that for *Glasgow/Edinburgh*, the new estimates make a great deal of improvement to the accuracy. With *Aberdeen/Dundee* there is a modest but worthwhile improvement. Conversely, with *Edinburgh/Dundee*, the original assumptions are more, albeit not hugely, reliable. Why then has there been a clear failure of the new assumptions in the case of *Edinburgh/Dundee*? With *Aberdeen/Dundee* the ‘spikes’ of the bar chart tend to be lower in both cases. This is probably because the LRG simply works best when there exists a simpler residential pattern with fewer intervening employment centres, i.e. more like the residential pattern of the American Mid-West as considered by Reilly. The Aberdeen/Dundee zone is characterised by an absence of ‘distorting’ major towns, and instead by former market towns (e.g. Forfar) and former fishing ports (e.g. Montrose). With Aberdeen/Dundee the ‘least accurate’ observations are less deficient than observations that would qualify as ‘least accurate’ in the *Glasgow/Edinburgh* and *Edinburgh/Dundee*, and the overall average amount of percentage difference in *Aberdeen/Dundee* is lower. In the case of *Glasgow/Edinburgh*, the new estimations have proved very worthwhile. Looking at the charts they seem to have allowed for the existence of a sort of east-west polarisation of the workforce into two separate *city-regions*. In West Lothian for example, there are disproportionately fewer people working in Glasgow than would be expected. Why though, has there been little difference (indeed a slight worsening) in terms of the new assumptions in the case of *Edinburgh/Dundee*? It is reasonable to speculate that this at least failure to improve on the original assumptions is due to ‘quirks’ in the relationship between distance and work destination that nullifies any attempt at a new estimation. For example, the presence of Perth seems to complicate matters. In Perth and just to the south, west and north of it the share of workers travelling to work in Dundee, some 21 miles to the east, is disproportionately small compared to the share of workers travelling from Dunfermline to Edinburgh some 19 miles away, and this is allowing for weighting across all three job classifications. The models understandably expect Perth to be an intermediate centre to Dundee (in the same way as Dunfermline acts towards Edinburgh) but it does not operate in such a way. Edinburgh conurbation receives a disproportionate proportion of commuters from Perth and Kinross in comparison with Dundee conurbation, which is failing to ‘impose’ itself on its surroundings in the same way as Edinburgh, perhaps this is related to the availability of higher income jobs in Edinburgh. Resident to job ratios in the two conurbations illustrate this. Dundee contains 79,433 employee jobs (ONS, 2006) in a conurbation with an estimated population of 151,530 (General RegisterOffice Scotland, 2012), while Edinburgh contains 343,775 jobs (ONS 2006). in a conurbation of over 500,000 residents. The fact that Perth ‘city’ has 29,824 jobs (ONS, 2006) with an estimated population of 45,770 (GROS, 2012), illustrates that Dundee



is a relatively weak employment centre by proportionate comparison. The fact that some places have a surfeit of jobs, while others have a shortage, skews commuting patterns.

## 6.6 TRAVEL-TO-WORK: DISCUSSION OF SUBSTANTIVE FINDINGS

### GLASGOW/EDINBURGH

An ‘anomaly’ or ‘anomalies’ could be identified from both the original assumptions of Reilly and the new estimates. In the case of *Glasgow/Edinburgh* and *Aberdeen/Dundee* the focus is on the new estimates, while for *Edinburgh/Dundee* the focus will be on the original assumptions, given the identified tendency towards irregularity. An important question is what is an anomaly? For simplicity it will be defined as a ward where the difference in share between the LRG and the 2001 census for a particular council ward is greater than the average difference for the zone by category. So for *Glasgow/Edinburgh* TOTAL, anything greater than 8.9% would be considered an anomaly. In the case of *Glasgow/Edinburgh* TOTAL, there is a surprisingly large share of commuters working in Edinburgh originating from central and western wards in West Lothian and most of the wards contained in the Falkirk council area. The exceptions in the Falkirk council area are the three of the four westernmost wards (i.e. closest to Glasgow), *Herbertshire* and two wards encompassing the settlement of *Denny*. For these three wards there is a more expected ‘share of commuters’ between Glasgow and Edinburgh. In the case of a fourth westernmost ward, *Banknock*, there is a disproportionate share of commuters working in Glasgow (much like the majority of the Falkirk Council Area in reverse). Also of note is the southern Clyde Valley area of South Lanarkshire, for example the wards of *Lanark South* and *Douglas*, which have an ‘unexpectedly’ small number of commuters working in Edinburgh. The important difference between West Lothian and these two wards is that the ‘anomalous’ *Lanark South* and *Douglas* can be explained by significantly poorer transport connections to Edinburgh (distance from a suitable train, non-trunk road A70), and fast M74 access to Glasgow. In contrast the M8 provides a more consistent access to both Glasgow and Edinburgh for residents in settlements in West Lothian that lie roughly equidistant between the city centres of Glasgow and Edinburgh. The main settlement of the council ward of *Blackburn* (i.e. Blackburn) is located 1.53 miles from the M8 in West Lothian, and is close to equidistant between Glasgow and Edinburgh (26.4 miles vs. 22.9 miles respectively). The LRG share under new estimates is 37.36% vs. 62.64% respectively (highly plausible), while the corresponding 2001 Census share is 17.73% and 82.27% respectively. The background to such ‘anomalies’ could merit further investigation, for example if there are ‘historico-cultural’ type reasons for this pattern. With respect to



HLMPO and LOWER, the scale of the anomalous results is very similar. Caution must be exercised due to the smaller numbers of HLMPO commuters on which to base the share, especially from the Clackmannan council area.

#### *ABERDEEN/DUNDEE*

Considering the *Aberdeen/Dundee* TOTAL dataset, and thinking back to the previous chapter, it was suggested that the relationship between Aberdeen City and Dundee conurbation was strongly weighted in favour of the former in terms of its *functional footprint*. Having studied the theoretical relationship between the intervening localities and the number of jobs located in two competing cities, the apparent ‘anomaly’ of the relative power of Aberdeen City over Dundee Conurbation can be illustrated as rather less of an anomaly when employee job figures are considered. This illustrates the advantage of utilising the LRG alongside the 2001 census. There is a lot of TTW behaviour in the zone between the two competing centres that could be deemed as ‘obviously rational’ according to the LRG under both the original assumptions and the new estimates. The main geographical points of anomaly are around the settlement of Brechin, an area which shows a kind of inverse relationship (i.e. the actual share going to Aberdeen would fit better with the distance between Brechin and Dundee and vice versa as indicated by the LRG). To the North of this, along the main A90 road between Aberdeen and Dundee, and in and around the settlement of Montrose, there is a great bias towards Aberdeen City than might otherwise be expected. The interesting thing is that ‘anomalies’ in the Aberdeen/Dundee bar charts would not qualify as ‘anomalies’ in the Glasgow/Edinburgh bar charts. A good example of a large anomaly and one-sided ward is *Mearns South*, lying roughly equidistant between Aberdeen and Dundee. It has a 2001 census share of 94.74% vs. 5.28% respectively, and a LRG share under new estimates of 79.73% vs. 20.27% respectively. As with *Glasgow/Edinburgh*, the emphasis of the HLMPO and LOWER results is much the same, in terms of the geographical locations where relationships are ‘unexpected’.

#### *EDINBURGH/DUNDEE*

As explained earlier, the focus in the case of *Edinburgh/Dundee* is on the results for the original assumptions of Reilly. Using these original assumptions across the board would perhaps be sufficient to get an appreciation of ‘unexpected relationships’ (and these can be considered alongside new estimates in the bar graphs in any case). The major outcome is that across all three *Edinburgh/Dundee* datasets (TOTAL, HLMPO and LOWER) there is a strong bias towards Edinburgh Conurbation (save those wards adjacent to Dundee



Conurbation which as expected favour Dundee Conurbation and wards adjacent to the Forth Road Bridge where Dundee conurbation is an irrelevance in terms of the *daily economic system*). The evidence from this chapter adds to a perception that Dundee conurbation, while comprising a city, does not support a functional *city-region*, but rather supports a zone of influence that is of a geographical extent insufficiently great to merit the term *city-region*. The use of the term *conurbation* with respect to Dundee denotes a unit of analysis slightly more extensive than Dundee City, rather than signifying an extended metropolitan area.

## 6.7 THE LRG AND TRAVEL-TO-WORK: CONCLUDING COMMENTS

As a way of briefly summarising the nature of the ‘anomalies’, it is perhaps appropriate to state the linkage between the ‘number of jobs’, distance and commuter behaviour. In the case of *Aberdeen/Dundee*, there was a more ‘expected’ relationship between the number of jobs located in each city entity, the behaviour of the commuters, and the proportions that would be expected for any given distance. With *Glasgow/Edinburgh*, the relationship was more ‘unexpected’. Close to the two city entities, the relationships were as would be expected, but elsewhere in the zone the unusually strong/weak (relatively speaking) of the relationship between third centres and the two conurbations exposed what is the most intriguing area of commuting in Scotland, given the density of population and the closer proximity of the two largest (by some distance both in terms of population and jobs) conurbations of Glasgow and Edinburgh to each other than Edinburgh to Dundee and Aberdeen to Dundee. From this and the preceding chapter, it is clear that distance and transport links alone cannot explain the anomaly that is much of the *Glasgow/Edinburgh* zone, even when exclusively focusing on ‘higher’ types of employment. The presence of more settlements around Glasgow in comparison to Edinburgh is a possible factor in the sense that there is a greater incentive to reside at further distance from an Edinburgh workplace. The term ‘anomaly’ is a relative one of course, as actual commuting patterns are unlikely to closely correspond with ‘expected’ patterns according to gravity models.

In this chapter the applicability of the *Law of Retail Gravitation* (LRG) (Reilly 1929, 1953) has been tested, firstly through original interpretations of the model that work on the assumption that  $\alpha=1$  and  $\beta=2$ , and secondly through case study analysis of *city-regions* in Scotland that have striven to find the most appropriate values for  $\alpha$  and  $\beta$  in these particular contexts. It would appear that deriving appropriate values for  $\alpha$  and  $\beta$  is somewhat more desirable than relying on the assumptions of Reilly, although there is a



likelihood of the latter producing a superior result. The best approach in other *city-regional* contexts outside of Scotland would perhaps be to undertake both types of process, focusing primarily on identifying the values for  $\alpha$  and  $\beta$  that are indigenous to the context, but following that up with using the general model. The *Edinburgh/Dundee* case illustrates the difficulties associated with finding the ideal calibration for the LRG. Repeating this particular study again but this time creating three or four different models, one for the relevant Perth and Kinross council wards and another for North Fife, South East and South Fife council wards, could produce a better result. The problem is that if the proportion of workers (or a reliable estimate of) travelling to either city from particular wards, localities or settlements is not known prior to the study, then there is no way of being certain what the new estimates of  $\alpha$  and  $\beta$  should be so there would have to be at least some kind of partial data to guide this process. The LRG is of particular use as a research tool on its own with respect to the study of *daily economic system* relationships in *city-regions* in contexts where percentage share of commuters from a third location is unknown, in which case a hypothetical sphere of influence for each of two cities or conurbations can be ascertained. Both the original assumptions of Reilly and the modified model using new estimates for  $\alpha$  and  $\beta$  are at best a 'guesstimate' and at worst are unreliable, and can never match 'actual' data. However when the results of the LRG are considered alongside 'actual' data substantive findings on 'anomalous' relationships result.

The LRG exercise on Travel-To-Work has been important in highlighting the 'awkward geography' to which the *city-region* concept is being applied. Hitherto the thesis has focused on Travel-To-Work patterns as the 'gold standard' of functional *city-regions* (i.e. the *daily economic system* approach). The rationale for the dominance of this approach in the thesis is well grounded in the literature on *city-regions*. The same literature acknowledges that wider and less tangible systems than the daily system are problematic to study due to the less frequent and nature of such activities. Following from the experience of utilising the LRG with Travel-To-Work patterns an attempt was made to utilise the model in its original context of retail trade. The aim of this is to shed some light on patterns of retail trade between competing urban centres.

## 6.8 THE LRG AND RETAIL: METHODOLOGICAL DISCUSSION

The LRG is more commonly applied to the question of determining the relative zone of influence for retail trade of two competing retail centres, rather than two competing employment centres. The key issue regarding the application of the LRG in the context of retail trade is how to represent the attractiveness of Glasgow, Edinburgh, Aberdeen and



Dundee as shopping destinations in a meaningful way. Reilly himself used ‘total retail floorspace’ in his template study in the American Mid-West (Reilly, 1929, 1953). CACI, a ‘marketing solutions’ company, provide freely in the public domain, ‘estimates of total annual retail expenditure’ on comparison goods for specific city, town and purpose-built shopping centres (CACI, 2011). The figure should represent a sophisticated estimate of the total amount spent on comparison shopping in the main shopping district of that locality (or purpose built retail centre), although it would be wrong to automatically presume that is the case. It was decided that *annual retail expenditure* on ‘comparison shopping’ was the most appropriate ‘measure of attraction’, as it could be interpreted as a reasonably sophisticated all-encompassing figure, and can be related to the ‘share of expenditure’ of a particular place, locality or local authority ward. Total ‘retail floor space’ on the other hand seems rather arbitrary in comparison, saying nothing about the quality or distribution of that space. “*Given the complexity of current trends in shopping patterns, it is becoming increasingly difficult to choose the most successful towns on the basis of floor space or simple index scores.*” (CACI, 2007). The CACI website does not specifically define what exactly is meant by *retail centre*. For example in the case of Glasgow, *retail centre* may refer to expenditure on comparison shopping throughout the whole municipal area - not just the city centre but areas such as the ‘Southside’ of the city. Subsequent investigations indicated that *retail centre* is referring to some pre-defined central shopping area. The use of the 2011 expenditure figures here is predicated on the assumption that some sort of consistent criteria is applied when defining this *retail centre*.

*“Retail Footprint reports on the catchments of some 5,000 comparison retail centres in Great Britain and Ireland. Each centre is uniquely assessed by combining all the factors that affect performance, including the quality and quantity of retail provision, centre function and level of competition. The use of extensive credit and debit card data from a leading bank gives a unique perspective on the shopping patterns of consumers rather than relying on self-completion surveys.”* (CACI, 2011).

Considering Reilly’s *Law of Retail Gravitation* in a fundamental sense, it may be that it is more suited to the context of Travel-To-Work in Scotland than the context of choice of shopping destination, despite the non-rival good issue discussed in the methodology chapter. The journey of a commuter is typically made five times or more per week so it is reasonable to expect commuters to desire proximity to work, whereas a monthly trip to a shopping centre can involve a large spend i.e. there is a flexibility in modern retail with car transport and diversity of choice that was not a feature of retail in Reilly’s Mid-West. Flexibility and choice may encourage shopping patterns that would be seen as unusual in the 1930s but not today.



CACI Ltd have compiled a *Top Fifty Great Britain Centres* estimated *total retail expenditure* table as part of their freely available and annually produced *Retail Footprint Wallchart* (CACI, 2011). In the table, Glasgow is ranked 2<sup>nd</sup> at £2,480million, Edinburgh 13<sup>th</sup> at £1,090million, and Aberdeen 23<sup>rd</sup> at £820million (ibid, 2011). Dundee does not feature in the top fifty table but the figure is available on the map - £420million (ibid, 2011). It is intriguing to see that the figure for Edinburgh is less than half that of Glasgow. On paper the figures are perhaps not so surprising. Glasgow has established itself as one of the United Kingdom's foremost retailing centres, in addition, the surrounding population of the retail centre of Glasgow is greater than that of Edinburgh. The local authority in Glasgow has also put a great deal more effort into improving the city centre as a place of retailing and general consumption, ranging from cleaning the streets to urban design and active place marketing, although it would be wrong to suggest that Edinburgh has not proactive in this regard. The figures from the wall chart (Table 6.6) do not include 'out of town' or major 'regional shopping centres' and apparently refer to the core city retail centre only. For example Silverburn and Braehead are two such entities in Glasgow City, and Fort Kinnaird a major retail park in Edinburgh City, and these have additional and separate figures. A decision was taken to focus only on the four central city *retail centres* as all four cities will have such entities outside of the city centre and knowledge is incomplete on all of these entities. An implicit assumption is therefore being built in to the exercise - the retail offering of the core city retail area underpins the attractiveness of a city as a retail destination.

Unlike in the previous application of the LRG to Travel-To-Work patterns, the 'breaking point' between two competing centres is of actual relevance here, as there is no knowledge of an actual local authority ward boundary where residents on one side have greater comparison retail expenditure in one centre and residents on the other side have greater comparison expenditure in the other. As in the previous section, three zones are under consideration, the areas between the retail centres of Glasgow and Edinburgh, the retail centres of Aberdeen and Dundee, and the retail centres of Edinburgh and Dundee. These are the areas of obvious relevance when estimating where the influence of each retail centre is greatest, and where a 'share of sales' boundary would fall. There would be little point in considering the share of expenditure apportioned to Glasgow or Edinburgh from say, Greenock, as it is obvious that Glasgow will be by far the dominant of the two cities. With a settlement such as Livingston, located between Glasgow and Edinburgh, the situation may be less obvious. It may be that the dynamic of retail is different from the dynamic of Travel-To-Work - relative retail attraction as different to relative employment



attraction. Major roads between the cities are used here, roads which pass through or close to significant areas of potential shoppers situated between two cities. The estimates for retail are displayed in forthcoming Table 6.6, together with the 2001 census 'boundary' in miles from the centre of the smaller of the two cities under consideration. Given that there is no readily available means for ascertaining values for  $\alpha$  and  $\beta$ , unlike in the Travel-To-Work exercise, the original assumptions of Reilly are reverted to at all times.

The *market area boundary* as represented on Figure 6.1 illustrates the 'Breaking point', which is a more suitable terminology for *location R* given that for the purpose of this exercise a specific 'break point' along various route ways (not a straight AB-axis) will be determined.

The distance from the centre at T to the boundary or 'breaking point' at location R is given by the following expression:

$$D_{TR} \equiv \frac{D_{AB}(Z_A / Z_B)^{1/2}}{(Z_A / Z_B) - 1}$$

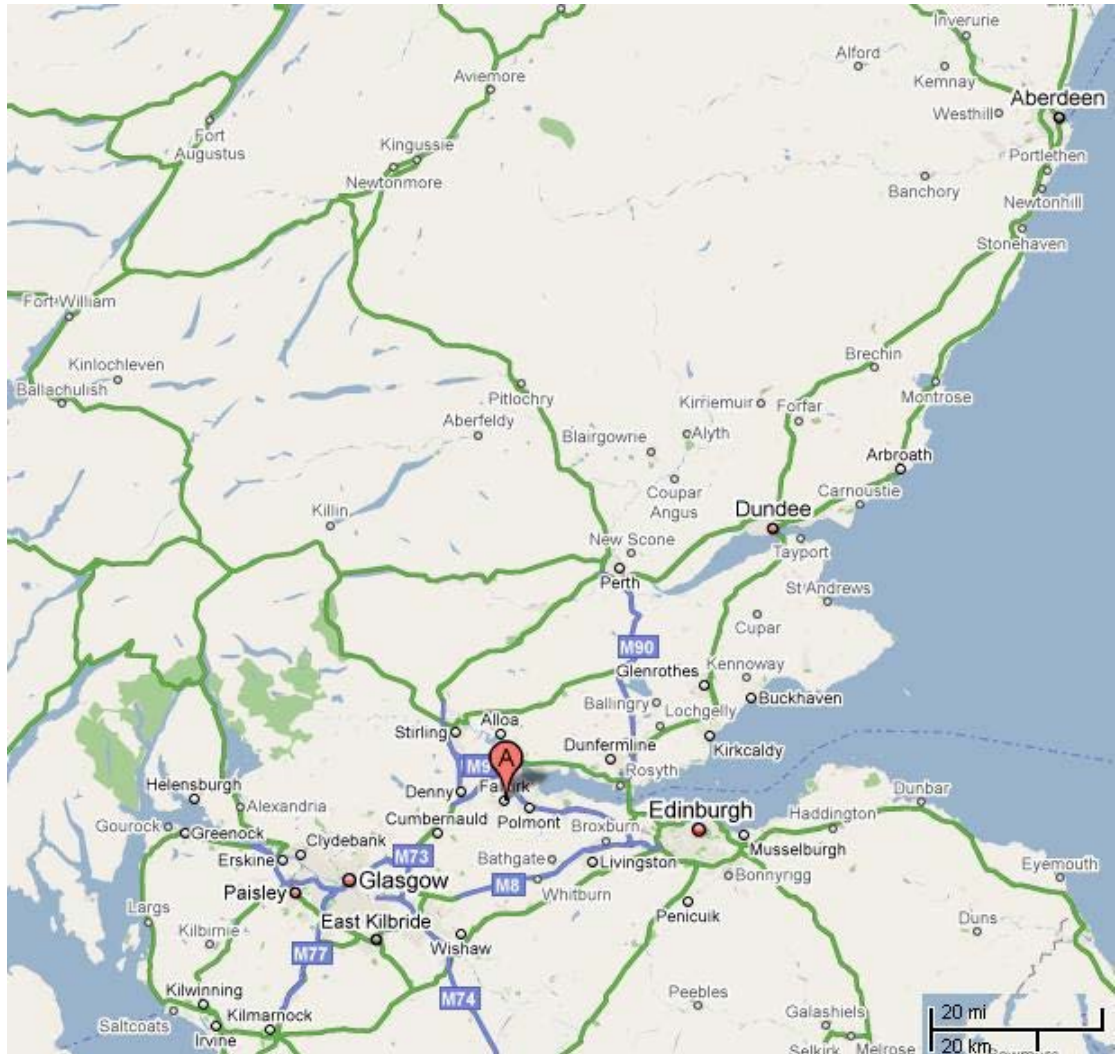
Where  $D_{AB}$  is the distance between centres A and B (Parr, 2006, p.1324), the distance from the centre at T to centre B is as follows:

$$D_{TB} \equiv \frac{D_{AB}}{(Z_A / Z_B)^{1/2} - 1}$$

Subtracting  $D_{TB}$  from  $D_{TR}$ ,  $D_{BR}$  is obtained (Parr, 2006, p.1324), i.e. the distance from centre B to the 'breaking point' location R:

$$D_{BR} \equiv \frac{D_{AB}}{(Z_A / Z_B)^{1/2} + 1}$$





**Figure 6- 11 Route map of ‘breaking-point’ study area [From: Google Maps]. The A92 is the coastal route between Dundee and Stonehaven, with the A90 trunk route running between Dundee and Aberdeen via Forfar. The A92 runs from Dunfermline to Dundee via Glenrothes. The A91 in Fife (not shown). links the M90 North of the body of water (Loch Leven) to the A92 near Cupar.**



## 6.9 RETAIL RESULTS – ‘share of retail expenditure’

**Table 6- 6 Retail centre expenditure estimates and theoretical 'sales boundary' under the 'original assumptions of Reilly'**

Retail Centre	Retail Expenditure (£m)		City/Conurbation	No. of Jobs (2006 ABE)
	<u>2006</u>	<u>2011</u>		
Aberdeen	670	820	Aberdeen City	167,277
Dundee	340	420	Dundee Conurb.	79,433
Edinburgh	850	1090	Edinburgh Conurb.	343,775
Glasgow	1940	2480	Glasgow Conurb.	713,714

	Distance between the two cities (miles).	Distance from smaller retail centre to 'breaking point' under original Reilly assumptions.		2001 census TTW 'boundary' (in miles from smaller city).
		<u>2007</u>	<u>2011</u>	
Edinburgh to Dundee via M90/A90 (Perth)	61.6	23.87	23.59	25.03
Edinburgh to Dundee via A92 (Glenrothes)	56.4	21.85	21.60	19.92
Edinburgh to Dundee via A91 then A92 (Auchtermuchty)	56.6	21.93	21.68	20.77
Aberdeen to Dundee via A90	67.4	28.04	28.12	19.70
Aberdeen to Dundee via A92	69.6	28.95	29.03	27.46
Glasgow to Edinburgh via M8	46.2	18.40	18.42	23.71
Glasgow to Edinburgh via M9 (Falkirk)	50.6	20.15	20.17	26.51



On examination of Table 6.6, it can be seen that the theoretical ‘breaking point’ for retail trade for *Aberdeen/Dundee* is very close to the ‘actual’ TTW boundary from the 2001 Census for the A92, but not the main A90 route between Dundee and Aberdeen. This can be explained by the attraction of Aberdeen relative to Dundee in terms of jobs along the more sparsely populated A90 corridor with dual-carriageway access to both cities (in comparison to the more urbanised and single carriageway A92 coastal route). Glasgow is unsurprisingly shown to have a greater theoretically greater influence than Edinburgh over the zone between Glasgow and Edinburgh in terms of retail, in comparison to commuting where the reverse is true, even when Travel-To-Work is considering the two cities as conurbations. Between the years 2006 and 2011, the volume of total *estimated retail expenditure* has increased for all four cities, but the relative share between the four has remained remarkably similar, and this is borne out in the results. Relative attractiveness for comparison shopping has, theoretically, changed very little (CACI, 2011). ‘Real’ Travel-To-Work data via the 2001 census is being compared with ‘theoretical’ retail estimates. It is reasonable to conclude that Glasgow has a larger geographical ‘retail footprint’ than Edinburgh but on the ground the ‘relative pull’ might just play out differently. The LRG would naturally suggest a uniform ‘share of sales’ in a particular council ward or locality in proportion to relative distance, but this is unlikely in reality. It is beyond the scope of this thesis to purchase data on, for example, consumer expenditure in a particular locale.

A useful (albeit somewhat dated) pre-existing study does exist that can shed light on this quandary of ‘share of sales’. The *City Regions Boundary Study* (Scottish Executive, 2002a) in its consideration of retail trade, attained data on expenditure for comparison shopping by postcode from CACI for the year 1999 and assigned this data to the local authority in which the postcode was located (Scottish Executive, 2002a). The aim of this exercise was to produce an *index of retail accessibility* for each local authority in Scotland in relation to Glasgow, Edinburgh, Dundee and Aberdeen. The exercise leads to ‘accessibility scores’ that are comparable with ‘share of sales’ results produced here. The *City Regions Boundary Study* exercise also allows the influence of all four retail centres to be considered simultaneously rather than the hypothetical relationship between two centres using the LRG. The ‘third centre’ expenditure data from CACI Ltd utilised by the *City Regions Boundary Study* allowed for the factoring in of differential levels of wealth and poverty (e.g. lower rates of car ownership) and lifestyle modes which may constrain retail choice. “*This takes account of the cumulative effect of retail expenditure in each Council area.*” (ibid, 2002a, p.55).



**Table 6- 7 Influence of Cities on Access to Shopping for car travellers as published in the City Regions Boundary Study. [From: Scottish Executive, 2002a, p.57].**

<b>COUNCIL AREA</b>	<b>% of shopping accessibility</b>			
	<b>GLA</b>	<b>EDIN</b>	<b>DUN</b>	<b>ABDN</b>
<b>Dumfries and Galloway</b>	<b>4.26</b>	<b>0.42</b>	<b>0.00</b>	<b>0.00</b>
<b>Scottish Borders</b>	<b>0.13</b>	<b>26.55</b>	<b>0.01</b>	<b>0.00</b>
<b>East Lothian</b>	<b>1.44</b>	<b>57.04</b>	<b>0.02</b>	<b>0.00</b>
<b>Midlothian</b>	<b>1.67</b>	<b>66.22</b>	<b>0.02</b>	<b>0.00</b>
<b>City of Edinburgh</b>	<b>2.19</b>	<b>75.70</b>	<b>0.03</b>	<b>0.00</b>
<b>West Lothian</b>	<b>8.70</b>	<b>41.11</b>	<b>0.04</b>	<b>0.00</b>
<b>South Lanarkshire</b>	<b>50.71</b>	<b>5.03</b>	<b>0.00</b>	<b>0.00</b>
<b>East Ayrshire</b>	<b>29.88</b>	<b>1.14</b>	<b>0.00</b>	<b>0.00</b>
<b>South Ayrshire</b>	<b>11.23</b>	<b>0.43</b>	<b>0.00</b>	<b>0.00</b>
<b>North Ayrshire</b>	<b>12.92</b>	<b>0.49</b>	<b>0.00</b>	<b>0.00</b>
<b>East Renfrewshire</b>	<b>64.83</b>	<b>0.65</b>	<b>0.00</b>	<b>0.00</b>
<b>City of Glasgow</b>	<b>69.60</b>	<b>0.80</b>	<b>0.02</b>	<b>0.00</b>
<b>North Lanarkshire</b>	<b>46.63</b>	<b>3.50</b>	<b>0.01</b>	<b>0.00</b>
<b>Falkirk</b>	<b>25.32</b>	<b>10.18</b>	<b>0.03</b>	<b>0.00</b>
<b>East Dunbartonshire</b>	<b>42.96</b>	<b>0.43</b>	<b>0.00</b>	<b>0.00</b>
<b>Renfrewshire</b>	<b>61.13</b>	<b>0.61</b>	<b>0.00</b>	<b>0.00</b>
<b>Inverclyde</b>	<b>48.06</b>	<b>0.48</b>	<b>0.00</b>	<b>0.00</b>
<b>West Dunbartonshire</b>	<b>77.11</b>	<b>0.77</b>	<b>0.00</b>	<b>0.00</b>
<b>Stirling</b>	<b>32.03</b>	<b>4.20</b>	<b>0.37</b>	<b>0.00</b>
<b>Clackmannanshire</b>	<b>15.50</b>	<b>6.23</b>	<b>0.25</b>	<b>0.00</b>
<b>Fife</b>	<b>1.67</b>	<b>12.35</b>	<b>1.92</b>	<b>0.01</b>
<b>Perth and Kinross</b>	<b>4.48</b>	<b>2.67</b>	<b>9.01</b>	<b>0.03</b>
<b>City of Dundee</b>	<b>0.71</b>	<b>0.42</b>	<b>62.85</b>	<b>0.21</b>
<b>Angus</b>	<b>0.33</b>	<b>0.20</b>	<b>33.83</b>	<b>1.03</b>
<b>Aberdeenshire</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>17.68</b>
<b>City of Aberdeen</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>53.21</b>
<b>Moray</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>4.43</b>
<b>Argyll and Bute</b>	<b>0.53</b>	<b>0.10</b>	<b>0.00</b>	<b>0.00</b>
<b>Highland</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.03</b>

The *City Regions Boundary Study* survey used one distance from the centre of each local authority (despite the obvious weakness of that approach, and its non-justification in the text of the study). In order to facilitate a like-for-like comparison between the LRG and the *City Regions Boundary Study*, ‘average’ figures for *local authorities* were generated from the ward estimates. All council wards do not have equal populations i.e. one ward in West



Lothian does not equal 1/32 of the entire population, so the average is not a true average in the sense that it has not been adjusted to account for varying populations in the council area. The ‘accessibility index’ *proportions* for the retail centres of Glasgow in relation to Edinburgh, Aberdeen in relation to Dundee and Edinburgh in relation to Dundee, and the corresponding LRG proportions are displayed Table 6.8 below. Only council areas that had every ward included in the original gravity model are considered in order to obtain a like-for-like comparison with a whole local authority, thus Aberdeenshire is not considered. Two wards comprising Dundee conurbation in Angus were added to the equation, in order to represent the entire area of Angus.

**Table 6- 8 Estimated 'share of retail expenditure on comparison shopping' (by local authority area via road). belonging to two city retail centres, under (a). the Law of Retail Gravitation (LRG) and (b). City-Regions Boundary Study (CRBS) exercise (Source: Scottish Executive 2002a). E.g. For Fife under the LRG, Edinburgh has a 67.91% share to Dundee's 32.09%, whereas under the CRBS exercise, Edinburgh has a 86.55% share to Dundee's 13.45%.**

<b><u>Authority</u></b>	<b><u>'Cities Between'</u></b>	<b><u>CRBS (1999)</u></b>	<b><u>LRG (2011)</u></b>
<b>Angus</b>	<b>Aberdeen/Dundee</b>	<b>2.95/97.05%</b>	<b>42.37%/57.63%</b>
<b>Fife</b>	<b>Edinburgh/Dundee</b>	<b>86.55%/ 13.45%</b>	<b>67.91% / 32.09%</b>
<b>Clackmannan</b>	<b>Glasgow/Edinburgh</b>	<b>71.33%/ 28.67%</b>	<b>73.92%/ 26.08%</b>
<b>Falkirk</b>	<b>Glasgow/Edinburgh</b>	<b>71.32%/ 28.68%</b>	<b>68.82% / 31.18%</b>
<b>Stirling</b>	<b>Glasgow/Edinburgh</b>	<b>88.41%/ 11.59%</b>	<b>78.36%/ 21.64%</b>
<b>W. Lothian</b>	<b>Glasgow/Edinburgh</b>	<b>17.47% /82.53%</b>	<b>45.80%/ 54.20%</b>

The figures for the entire council areas above for both studies of course potentially mask differences within these areas. For example from West Lothian, wards in Livingston under the LRG are 58.66%/41.34% in favour of Edinburgh despite being located almost twice as far from Glasgow than Edinburgh, in this case Glasgow under the LRG has an impressive theoretical share. The LRG is predicated on the assumption that all the persons living in the council wards have an equal ability and/or desire to spend money on comparison goods on the basis of distance and attraction. Perhaps CACI are able to take account of more complex influences. It is possible that people living in West Central Scotland spend more on comparison goods per capita than people living in East Central Scotland. According to the CRBS, in West Lothian as a whole, the LRG estimated relationships are grossly over simplistic. There is a bias towards the closer centre, which is also evident in Angus. It is reasonable to conclude that Glasgow as a *retail centre* has less of a share of Livingston than is being postulated in the LRG, and the share is more in line with that suggested by the CRBS exercise. A compromise between that and the basic operation of the LRG may



be closer to reality, given that West Lothian has urban areas close to the boundary of the City of Edinburgh. If the CRBS had considered localities below the local authority level (which would have made for a superior study), the relative influence of Scotland's cities in terms of retail would be clearer.

It would appear that the LRG outcomes in this case study are useful when digested alongside the CACI based outcomes of the CRBS in the cases of Clackmannan, Falkirk and Stirling. It is reasonable to suggest that as much of the landmass of these authorities (save rural South West Stirling) lies somewhat equidistant between Glasgow and Edinburgh, and this is reflected in 'expected' LRG patterns which correspond well with shares derived from a study that utilises 'actual' shares (expenditure in the 'third centre') data. It is possible that gravity modelling forms part of CACI's research. When one considers Angus, Fife and West Lothian, 'third centre' expenditure points to proximity to either city tending towards a greater proportional share for that third city to that centre than suggested by the LRG. The CRBS looked at something which is described as different to 'share of sales' - 'access to comparison shopping', which is not explained in sufficient detail in the CRBS, with an emphasis on '*estimated share of access to retail centre expenditure*' as opposed to '*estimated share of expenditure*'. There is a time lag of eleven years between the LRG utilisation and the timing of the CACI research (1999). This *share of access to retail centre expenditure* emphasises, for example again, West Lothian's proximity to Edinburgh at the expense of the strong counterweight of Glasgow as postulated by the LRG. "*This [accessibility index for each city] is a measure of the opportunity presented to residents in each council area. ...The indices do not represent actual expenditure by residents of each council area.*" (Scottish Executive 2002a, p.55)



**Table 6- 9 Selected ‘share of retail expenditure on comparison shopping’ estimates for local authority wards (from the Law of Retail Gravitation).**

<b><u>Authority</u></b>	<b><u>‘Cities Between’</u></b>	<b><u>Ward Name</u></b>	<b>DIS. LRG</b>	<b>DIS. SML</b>	<b><u>LRG estimate for that Ward (2011)</u></b>	<b><u>CRBS (1999) for entire Local Authority</u></b>	<b><u>LRG average for entire Local Authority (2011)</u></b>
<b>Angus</b>	<b>Aberdeen/Dundee</b>	<b>Forfar Central</b>	<b>53.5</b>	<b>15.7</b>	<b>14.39%/85.61%</b>	<b>2.95%/97.05%</b>	<b>42.37%/57.63%</b>
		<b>Brechin North Esk</b>	<b>40.7</b>	<b>26.9</b>	<b>46.03%/53.97%</b>	<b>2.95%/97.05%</b>	<b>42.37%/57.63%</b>
<b>Fife</b>	<b>Edinburgh/Dundee</b>	<b>St. Adnrews Central</b>	<b>54.7</b>	<b>13</b>	<b>12.78%/87.22%</b>	<b>86.55%/ 13.45%</b>	<b>67.91% / 32.09%</b>
		<b>Largo</b>	<b>37.4</b>	<b>24.1</b>	<b>51.87%/48.13%</b>	<b>86.55%/ 13.45%</b>	<b>86.55%/ 13.45%</b>
		<b>Crossford and Dunfermline Central</b>	<b>17.4</b>	<b>49.2</b>	<b>95.40%/4.60%</b>	<b>86.55%/ 13.45%</b>	<b>86.55%/ 13.45%</b>
<b>Clackmannan</b>	<b>Glasgow/Edinburgh</b>	<b>Alloa Mar</b>	<b>33.2</b>	<b>35.2</b>	<b>71.89%/28.11%</b>	<b>71.33%/ 28.67%</b>	<b>73.92%/ 26.08%</b>
<b>Falkirk</b>	<b>Glasgow/Edinburgh</b>	<b>Grange and Blackness</b>	<b>39.2</b>	<b>18.1</b>	<b>32.66%/67.34%</b>	<b>71.32%/ 28.68%</b>	<b>68.82% / 31.18%</b>
		<b>Falkirk Town Centre</b>	<b>24.8</b>	<b>25.5</b>	<b>70.64%/29.36%</b>	<b>71.32%/ 28.68%</b>	<b>68.82% / 31.18%</b>
		<b>Denny</b>	<b>19.5</b>	<b>33.5</b>	<b>87.04%/12.96%</b>	<b>71.32%/ 28.68%</b>	<b>68.82% / 31.18%</b>
<b>Stirling</b>	<b>Glasgow/Edinburgh</b>	<b>Bridge of Allan</b>	<b>31.6</b>	<b>41.1</b>	<b>79.38%/20.62%</b>	<b>88.41%/ 11.59%</b>	<b>78.36%/ 21.64%</b>
<b>W. Lothian</b>	<b>Glasgow/Edinburgh</b>	<b>East Calder</b>	<b>35.9</b>	<b>12</b>	<b>20.27%/79.73%</b>	<b>17.47% /82.53%</b>	<b>45.80%/ 54.20%</b>
		<b>Deans (Livingston)</b>	<b>33.6</b>	<b>18.7</b>	<b>41.34%/58.66%</b>	<b>17.47% /82.53%</b>	<b>45.80%/ 54.20%</b>
		<b>Blackburn</b>	<b>26.4</b>	<b>22.9</b>	<b>63.16%/36.87%</b>	<b>17.47% /82.53%</b>	<b>45.80%/ 54.20%</b>



## 6.10 THE LRG AND RETAIL: CONCLUDING COMMENTS

The *Law of Retail Gravitation* exercise undertaken here, when considered alongside a study of retail in the *City Regions Boundary Study* (Scottish Executive, 2002a), provides a basic theoretical evidence base from which some limited conclusions can be drawn with respect to the *retail functional footprint* of Scotland's four main cities.

The use of *Law of Retail Gravitation* (LRG) has provided a very partial alternative to the apparently more sophisticated, commercial data that was unattainable. The strongest conclusion is that while Edinburgh exhibits an 'unexpectedly strong' pull as a centre of employment compared to Glasgow in the zone between the two cities, in terms of retailing, a comparative analysis of retail studies (the LRG here, and the CRBS) indicates that Glasgow has a stronger *city-regional functional footprint* in terms of retail than Edinburgh in a manner that would be 'expected' given the relative annual retail expenditure estimates for both cities. The emphasis on *access to comparison shopping* in the CRBS may exaggerate the relative attractiveness of somewhere such as West Lothian to Edinburgh at the expense of Glasgow, and the limited nature of using each local authority as a unit of study prevents a closer inspection of this issue. It is not unreasonable to conclude that the relative share for West Lothian might lie somewhere between the two approaches, but this is speculative. Likewise, it is not unreasonable to conclude of the *Edinburgh/Dundee* and *Aberdeen/Dundee* zones that for Angus and Fife, the figures for the relative shares may perhaps be closer to the figures from the CRBS rather than the LRG.

The retail study has been a useful but limited exercise. It has illustrated the difficulty (as emphasised in the literature on) for *city-regional* analysis in moving beyond the *daily economic system* to consider wider functional evidence. This partially explains the emphasis on Travel-To-Work as the *sine qua non* of research on *functional rationality*. The work of this chapter combined with the previous detailed research on 2001 census Origin-Destination output data (ONS, 2004), constitutes a comprehensive statement on the significance of *city-regions* as functional entities in Scotland. *City-regions* in a functional sense represent a key component of socioeconomic functioning of modern, European nations. It makes sense as a result to consider the political and organisational feasibility and desirability organisational of devising policy-making and planning arrangements for *city-regions*. The remainder of the thesis is dedicated to this consideration. This process begins via connecting the quantitative research on *functional rationality* and the *qualitative* research that now follows. The following chapter makes this connection via a discussion



on the current spatial structure of local government and field service administration in Scotland as it relates to functional evidence for *city-regions*.



# CHAPTER 7: THE CASE FOR CITY-REGIONS?

## 7.1 FUNCTIONAL EVIDENCE IN THE CONTEXT OF SCOTLAND'S CITY-REGIONS

Having read an extensive volume of literature on the concept of the *city-region* in a universal sense, and demonstrated the existence of a particular *functional rationality* exhibited by the four principle Scottish *city-regions*, the central question that arises is perhaps the following: How convincing is the case for *political and administrative city-regions* based on those *functional city-regions*? Proving that one administrative or political organisation of space is, or will be, identifiably better than another, is by nature not easy to establish, and arguably the existing literature in general has not been candid enough in this regard. The theoretical and empirical claims of the general literature on *city-regions* are difficult to distinguish, and understandably scepticism may meet any suggestions that Scotland's public sector should reorganise around this scale. There is also a distinction to be made between the more traditional reorganisation, *top-down* planned approach to implementing *city-regional* structures, versus a more *incremental, voluntary* and *ad-hoc* approach of different bodies coming together for *special purposes* (*soft city-regions*). The latter has become more prominent towards the present day. It may be more realistic and practical, but it is unclear whether such approaches can capture the argued advantages of the *governance principles* or *themes* that have been developed, these may require a more fundamental consideration of field service geography. At the very least, there exists a prerequisite in the form of the *functional evidence*. In the case of Dundee conurbation the *functional footprint* is relatively weak, and this may be reflected in qualitative evidence. The thesis will now move from the empirical underpinning of *functional rationality* to the more normative *principles* or *themes* that will complete the picture of the *case study approach*.

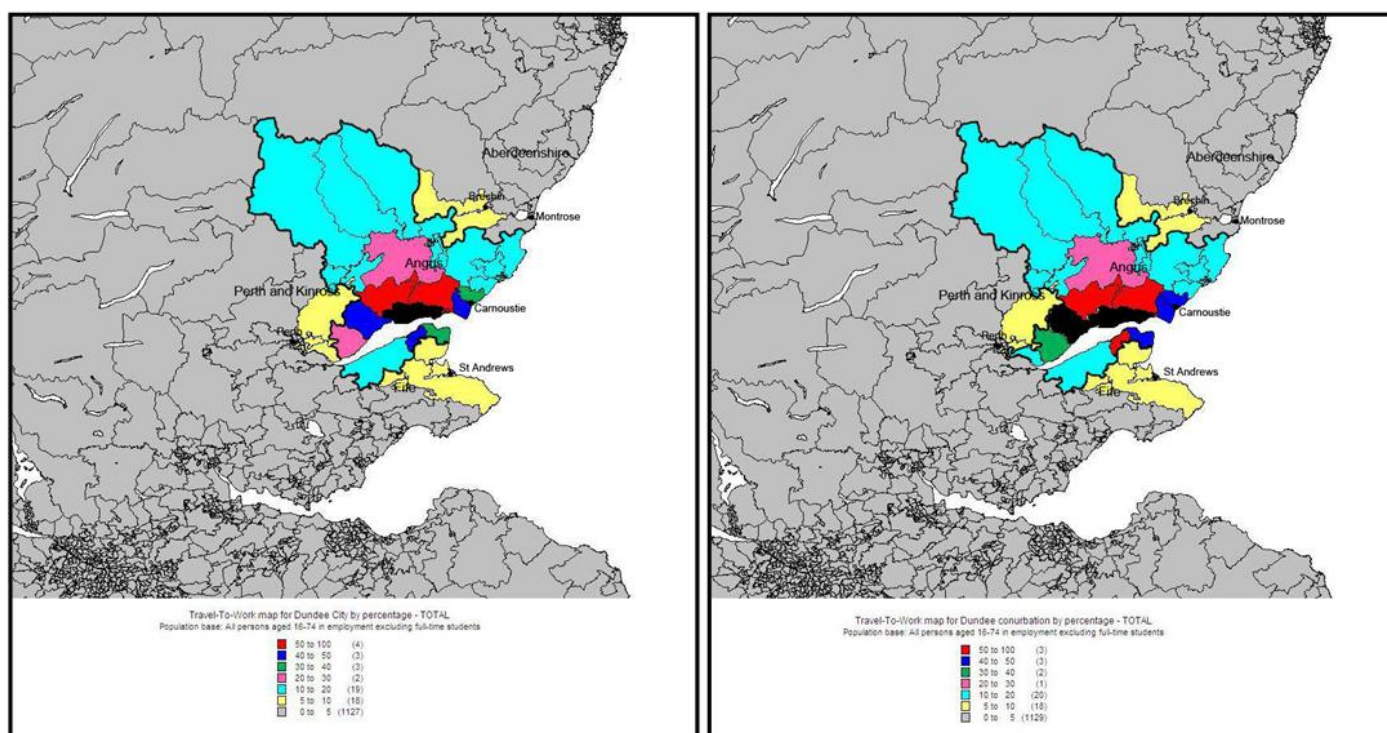
At present, Scotland does not appear to have a public service map that has given much attention to, or has been informed by the *city-region/region*. Where it has done so, it does not seem to have considered the *city-region* in a consistent and measured manner. *Functional evidence* appears to have counted for very little, as shall be elaborated on in a moment. Even assuming that *functional evidence* on *city-regions* was to gain prominence in debates on local government in Scotland, Scotland's size and pre-existing public sector geography may lead to an acceptance of its merits, but a practical rejection due to a lack of scope for its implementation. A fuller consideration however could lead to it being represented as a 'solution' to what the literature review identified as a governance



landscape that, it has been argued, is excessively complex for a country of an estimated 5,254,800 persons (GROS, 2012). ‘Soft’ *city-regional approaches* may be seen as adding to this complexity.

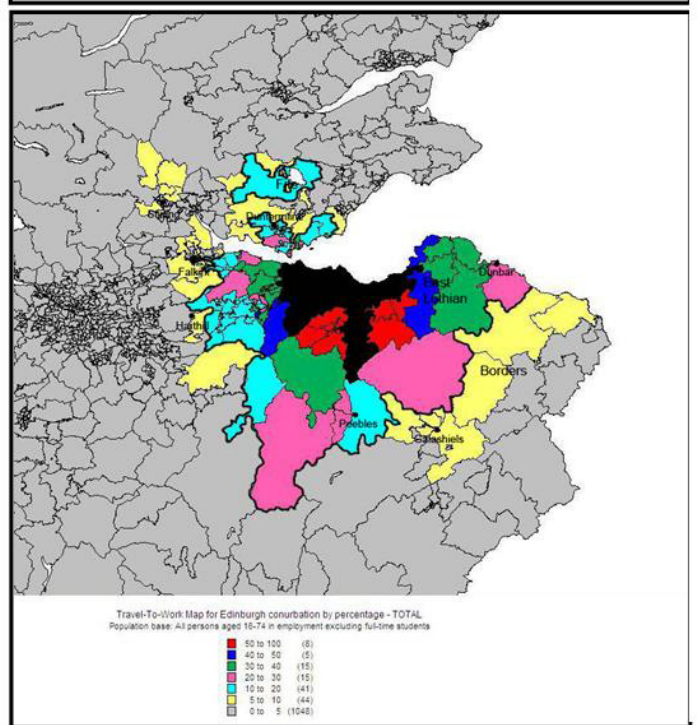
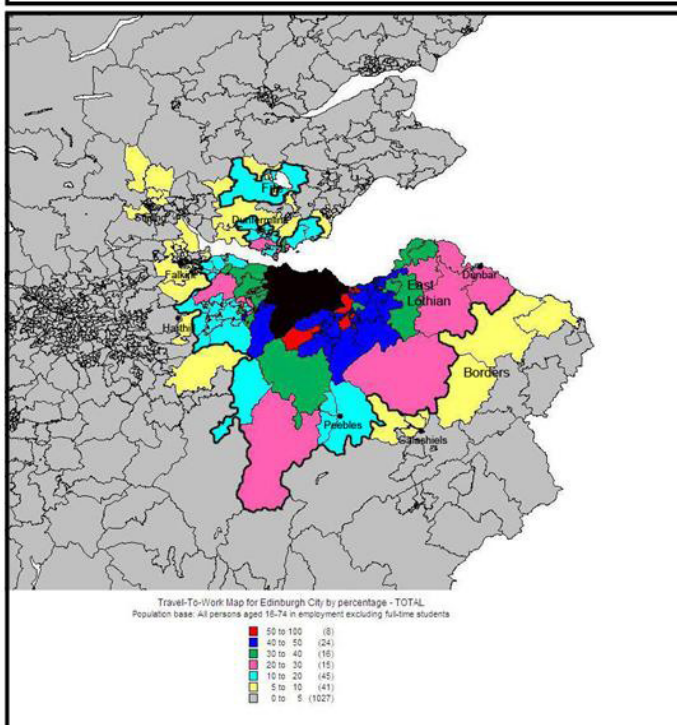
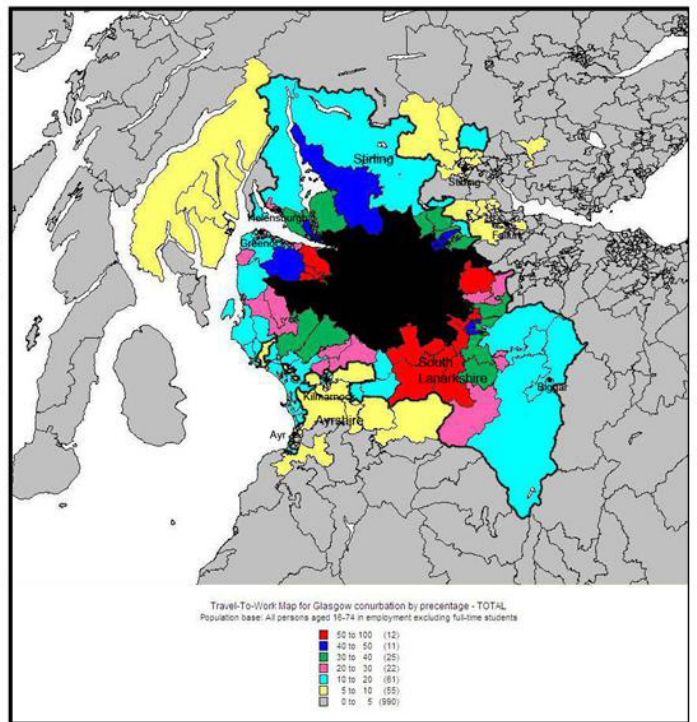
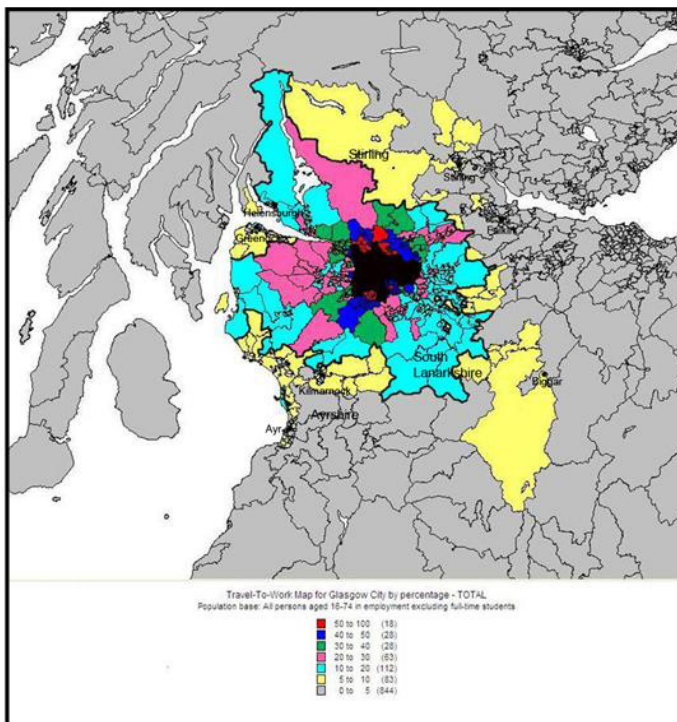
## 7.2 FUNCTIONAL EVIDENCE AND THE SPATIAL STRUCTURE OF ADMINISTRATION

The *city-region* FUR maps (both municipal city and conurbation) for Dundee, Edinburgh and Glasgow (Figures 7.1 and 7.2) are compared here with the current administrative geographies of the three service case studies – a) local government; b) *healthcare*; and c) strategic development planning and transport (Figures 7.3-7.5).



**Figure 7- 1 Travel-To-Work Map TOTAL for Dundee City and Dundee conurbation from 2001 Census. [Scale: 1cm=20km]**





**Figure 7- 2 Travel-To-Work Map TOTAL for: Top- Glasgow City and Glasgow conurbation and bottom- Edinburgh City and Edinburgh conurbation from 2001 Census. [Scale: 1cm=20km]**



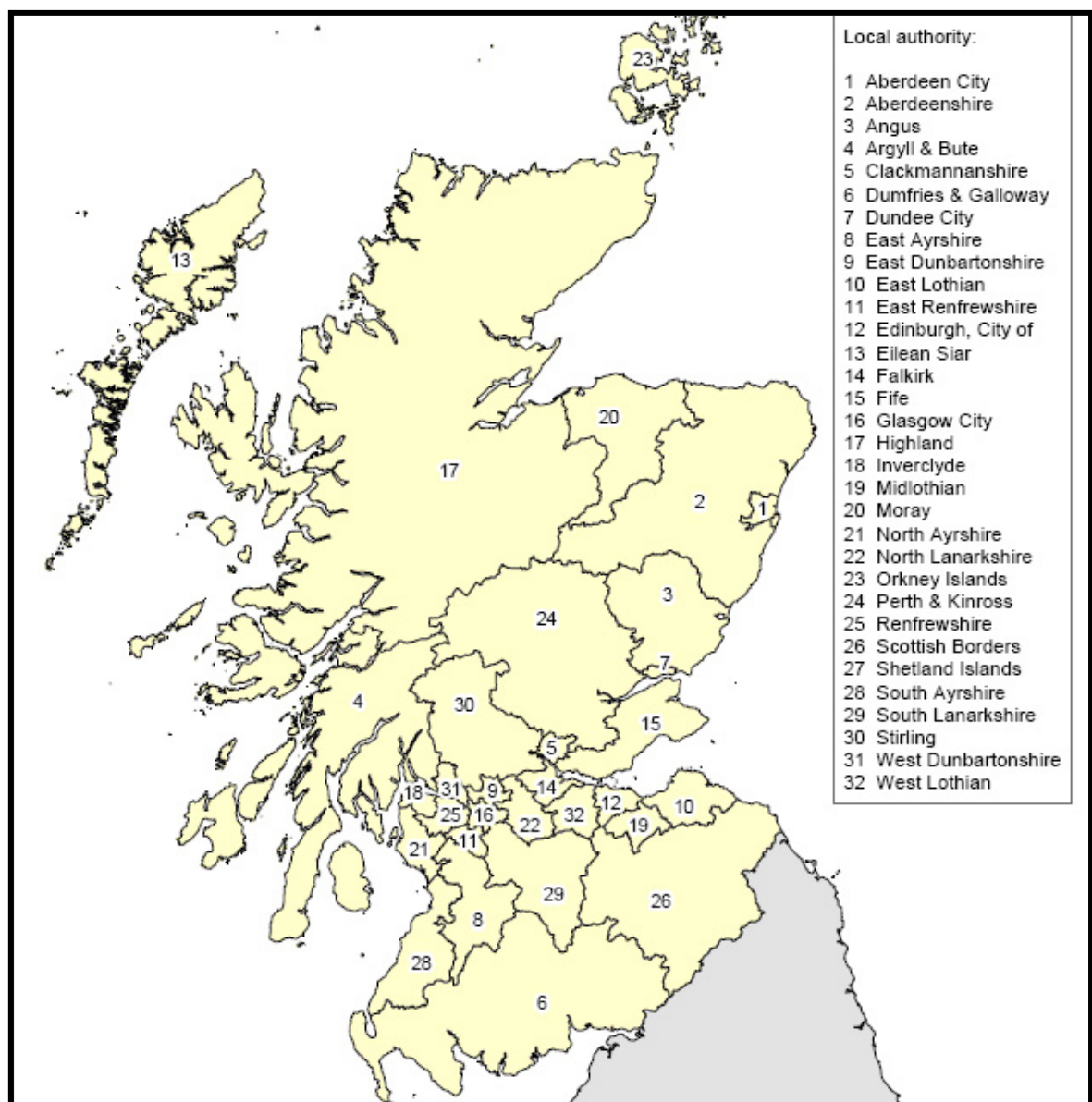


Figure 7- 3 Map of Scotland's *local authorities*. [From: Scottish Executive, 2004b].



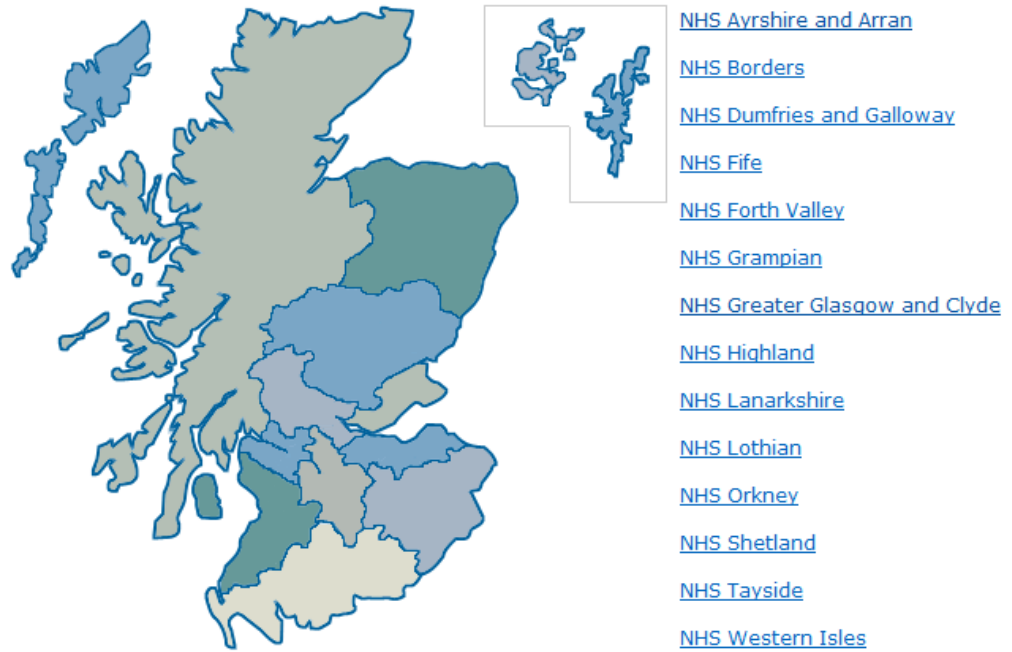


Figure 7- 4 Map of Scotland's NHS Boards. [From: Scottish Government, 2011]



These are the Strategic Development Plan Areas which cover Scotland's four largest city-regions, around Aberdeen, Dundee, Edinburgh and Glasgow, covering approximately 32% of the land area of Scotland.

Figure 7- 5 Scotland's Strategic Development Plan Areas. [From: Scottish Government, 2009b]



An examination of the *functional evidence* alongside the pre-existing administrative structure highlights a '*spatial mismatch*'. Scotland's *functional city-regions* raise questions regarding the suitability of pre-existing administrative units. There is a need for a wider consideration of how Scotland's public sector is organised, with special reference to the *city-region* as an organising principle. Recent debates do not seem to give due consideration to the *city-region* conceptually, although some of the identified *governance principles* or *themes* associated with *city-regions/regions* do appear to inform these debates, albeit tacitly.

*Local Authorities as related to FURs* – The three FURs are each characterised by a core city that fails to correspond to the built-up area of the city. *Local authorities* do not correspond well to the functional realities of *city-regions*, in the sense that merging units to include 'relevant' territories in a particular *city-region* arrangement results in further inconsistency for example, Scottish Borders (Edinburgh).

*Healthcare as related to local authorities and FURs* – Dundee and Edinburgh FURs have arrangements (Tayside and Lothian) that correspond to functional *city-regions* to a certain extent. For police and fire, the Scottish Borders is part of one unit with Lothian, but remains separate for *healthcare*. Fife again forms a standalone unit. In the West, the relative complexity of the situation and the lack of coterminosity between local authority and NHS boundaries has already been outlined (see Section 3.3).

*Strategic Development Planning (SDPAs) as related to transport planning and FURs* – Fife is divided for SDPA purposes, while the entirety of Scottish Borders is included in the Edinburgh based plan but Falkirk is excluded. Falkirk and Stirling are excluded from SDPA arrangements, even though these areas relate functionally to Edinburgh and Glasgow to a greater extent than large parts of Fife and Scottish Borders. Despite both constituting relatively recent territorial creations, SDPAs and *Regional Transport Partnership* (RTP) geographies do not match. The three Ayrshire *local authorities* are part of the same RTP arrangement as Greater Glasgow and Clyde Valley (Strathclyde Partnership for Transport) but not the corresponding SDPA. While these two field services form a tiny proportion of the overall output of the public sector in Scotland, they represent a form of *organising capacity* being created at the *city-regional/regional scale*. The territorial inconsistency raises questions as to the ability of Scotland's bureaucracy to bring functions together when arguably necessary. The effectiveness of arrangements may be called into question if they do not cover the appropriate functional areas, for example,



Stirling opting to join a RTP with Dundee City, Perth and Kinross, and Angus (*TACTRAN*).

The apparentness of a ‘*spatial mismatch*’ between the *functional* and the *political/organisational* was a matter raised during the early stage of each *qualitative interview*. The responses were revealing, and are discussed in the opening section of the following chapter on the *city-region* and local government in Scotland.



# CHAPTER 8: THE CITY-REGION AND LOCAL GOVERNMENT IN SCOTLAND

## 8.1 INTRODUCTION

This chapter consists of an analysis of key outcomes of the portion of the conducted interviews concerned primarily with local government in general, i.e. those interviews under the *Local Government Interview format*. Local government refers to Scotland's thirty-two *unitary authorities* and their functions, rather than a broader definition encompassing all field services below the national (Scottish) scale. During the course of each interview issues relating to spatial planning, *healthcare* and other functions would arise in addition, and some of the thoughts of these interviewees on those areas are also discussed, albeit to a far lesser extent. A total of *twenty-one* respondents were considered under the *Local Government* interview format.

The chapter begins with a brief summary of respondents understanding of what is meant by the *city-region*, and their views on *functionality* as a criterion when considering *governance* arrangements. It then goes on to summarise the current situation in Scotland with respect to *thin* arrangements for *city-regions* that encourage partnership working across boundaries, as interpreted from the 'local government' interview responses. Following from this, a series of four *perspectives* on the *city-region* are outlined as a way of summarising the opinions of the local government respondents with respect to *geo-administrative* structure leading to the aim of the chapter, which is to consider the outlined *governance principles* or *themes* as they relate to *city-regions/regions*, and their relative prominence in informing current debates on the political and administrative geography of Scotland. This is achieved via the grouping of the nine *principles* under four broader headings which neatly summarise the focus of the nine *principles* – *size, effectiveness and democracy; strategic function; territorial alignment; and factors of inertia*.

## 8.2 SUMMARY OF VIEWS ON THE CITY-REGION CONCEPT

The opening of each discussion focused on the main factors and principles that determine the geographical extent or scale of the principal decision-making units in Scottish local government. The era of the former *regions and districts* (1974-1995) was characterised as an attempt to form from a somewhat random historical legacy of counties and burghs a new arrangement that met the administrative and political needs of the 1970s. Factors such as minimum population thresholds, local identity, optimal scale of delivery and optimal



scale for accountability for a particular service featured prominently, with some political compromises. With respect to the 1996 reorganisation of local government, in all but one interview (with a Conservative Party MSP), the reorganisation was characterised as either an ideologically driven and blatantly party political exercise or as a product of understandable dissatisfaction with a *two-tier city-regional/regional* arrangement which was somewhat influenced by party political considerations.

*“But I think what drove the local government reorganisation in the mid-nineties was political. The Conservative government at the time was trying desperately to find a few areas of Scotland that it could have a majority in, and therefore run a few councils. Now I don’t say that was the sole driving force, but it was the subtext. And get rid of Strathclyde at any cost... a major centre of political resistance to the government in London.”* (Cllr. David Berry, SNP Leader of East Lothian Council).

All interview respondents had heard of the *city-region*, and had some idea of what it meant. In a political sense, the concept tended to be viewed as a scale for *local authorities* to work together for mutual benefit, although the extent to this was seen as necessary and important varied according to the individual (and the location). There was general awareness of the *economic interdependencies* between places within the *city-region* and Travel-To-Work patterns in defining *functional city-regions*, but significantly, apart from perhaps four respondents out of eighteen, such patterns were not seen as being of particular relevance as an organising principle when considering the size and number of local government units, particularly under a unitary system. Indeed for practical purposes, emphasis on Travel-To-Work patterns often conflicted with an emphasis on smaller, ‘*metropolitan area*’ conceptions of the *city-region*, reflecting the trend identified in the literature. It was felt that for a unit of local democracy, the level of *functional interdependency* had to be greater than that implied by a FUR threshold and functional considerations should involve other forms of *socioeconomic* interactions. There would also need to be other factors that could justify such a ‘*community of interest*’ in the eyes of residents.

*“It’s about the functional operation of a city rather than basing it on administrative geographies ... whether that’s travelling to work or retail or people, for entertainment and all sorts of things. Its how, the way the city operates in practice rather than based on any set of administrative geographies.”* (Anonymous Government Policy Analyst)

*“I think it means seeing the city as the focal point, the hub for a wider area where the planning and delivery of public services is focused on that – and that’s usually because the city is seen as the economic driver for the area and it defines commute to work areas... generates the wealth or the substantial part of the wealth of the area, and that clearly has*



*implications in terms of delivery of services, transport planning, etc.” (A Conservative MSP).*

*“I think we’re quite fortunate in the west, that Glasgow, as a city, is very well aware of it in that context [community planning]... At the moment, it [the city-region] tends to be more about strategic issues, you know, where we all relate to each other. I think we’re only at the very early stages of how it is we work in a more operational way together. ... The relationship between Edinburgh and its neighbouring councils, local authorities is not, I think, as good as the relationship that we have with Glasgow” (A Council Leader).*

*“So I think the concept ... when you look at successful regions in mainland Europe, they are bigger than the local authority units in the UK – they have a critical mass, they have a degree of devolved functional power, which allows them to develop their economies much more strongly and much more appropriately for their own geographical area, and I think the objective is to see how much of that can be imported into the UK.” (Alex MacAuley, Partnership Director, SESTRAN)*

Coterminous with the *Greater Glasgow and Clyde Valley* (GGCVSDPA) is the *Clyde Valley Community Planning Partnership* (CVCPP), which has been an attempt to apply the principle of community planning at the *metropolitan/city-regional* level. At present this is the only such example of community planning at the metropolitan level in Scotland. Combined with the longstanding existence of a regional transport partnership (*Strathclyde Partnership for Transport*, at a wider scale which includes Ayrshire) in ‘west central Scotland’, it is apparent that in terms of the *city-region* as a *soft* arrangement between *local authorities*, then ‘*Glasgow city-region*’ is further developed than ‘*Edinburgh city-region*’ and ‘*Dundee city-region*’.

*“The City Region is very relevant to local government. It means taking a wider view of how the major engines of social and economic progress interact with the areas around them, and how, with a better interaction, that overall social and economic progress can be enhanced. There is an example, to some degree ... the Greater Glasgow and Clyde Valley Community Planning Partnership ... You’ve got a dozen different bodies that can take their own decision so that the coordination of that is horrendously difficult, but the principle of a city region in a country of five million people is I think, sound. What is probably the biggest single impediment to that is undoubtedly parochialism.” (A Labour MSP).*

In ‘*Edinburgh city-region/metropolitan area*’ there is less evidence of significant cooperation on an inter-authority basis, at least when measured against the claims of the *Review of Scotland’s Cities*, which described such relationships as ‘robust’ (Scottish Executive, 2002b).

*“We have regular meetings of Leaders of the Councils of the City-Region – which depending on what we’re talking about, means different things in different contexts. In other words, sometimes it’s a very broad area that would go up to the whole of Fife, down*



*to the Borders, across including Clackmannanshire and obviously... [Ourselves at X and] X, X, and X – ... so we do actually have, at least quarterly meetings. We've got a conference planned for later in the year."* (Anonymous Council Leader 3) [Former Lothian Region].

*"I just think taking six local authorities and sitting round a cup of tea is no way to run a show, because there's no compulsion to adhere to anything. In the past Edinburgh was notorious for bullying."* (Cllr. David Berry, SNP Leader of East Lothian Council).

The anonymous council leader believed that with respect to the *local authorities* that comprise the former *Lothian Region*, coalition politics (as a consequence of a move to proportional representation in local government) had improved relations between these four councils, which is perhaps surprising when all four councils were Labour Party controlled prior to May 2007.

*"But they didn't get on. There was always a fear from X, and X, that Edinburgh was trying to dominate – that the city-region concept merely meant boosting the capital city."* (Anonymous Council Leader 3) [Former Lothian Region].

*"It would be I think insane for East Lothian to pretend that it isn't part of the Edinburgh City-Region. ... It's also insane to do what my predecessor did which was constantly push Edinburgh away."* (Cllr. David Berry, SNP Leader of East Lothian Council).

When asked how well statutory and voluntary partnerships (between *local authorities* and between *local authorities* and other parts of the public sector) worked in what was the former Tayside region, a Chief Executive of one of the successor authorities was fairly blunt in his assessment that his authority was more concerned with its own Community Planning activities than cross-boundary partnership working with other *local authorities*. It is reasonable to infer from the 'local government' interviews in general that this is the dominant sentiment, that partnership working with other parts of the public sector is important but within the geography of that individual authority. It will be possible to reach firmer conclusions on the issue of *regional organising capacity* after the chapters analysing the outcomes of the 'healthcare' and 'strategic planning' interviews. The latter in particular provides much evidence with respect to 'Dundee city-region'.

### **8.3 FOUR PERSPECTIVES FROM LOCAL GOVERNMENT ON THE CITY-REGION**

From the twenty-one respondents it was possible to categorise each as belonging to one of four broad *perspectives* on how local government in Scotland should be organised.



1) A perspective that considers the idea of larger and fewer *unitary authorities* and possibly *city-regional* or *regional unitary authorities* as desirable and necessary (on grounds of cost and effectiveness), with an emphasis on *economies of scale*. This perspective is simultaneously sceptical about the democratic quality of smaller *local authorities* relative to the democratic quality of larger ones (3 interviews).

2) A perspective that is sympathetic to the idea of wider ‘*formal*’ *city-regional* or *regional* structures alongside units that reflect notions of ‘*local community*’. These notions are developed more radically in perspective four (4 interviews).

3) A perspective that generally does not consider any changes to the current structure and functions of local government as necessary or particularly desirable. A need and desire for partnership working across local authority and other *field service* boundaries is usually expressed (a *soft city-regional/regional* architecture), but to varying levels of enthusiasm and extent and not specifically in terms of *city-regional* geographies (12 interviews).

4) This is a pure ‘*community-identity*’ perspective. Ahead of any considerations of population thresholds or geographical extent and such, there should always be a definable and identifiable ‘*community principle*’ underpinning the existence of each administrative unit. This is not to say that the current geography of local government is perfect in this regard, but that conventional debates surrounding the issue of local government structures are often misguided. Current thinking is said to support this principle via a trend towards the separation of the delivery mechanism for individual services from the unit of democracy – this is in line with the shift from ‘*government*’ to ‘*governance*’ (2 interviews).

#### **8.4 PERSPECTIVE ONE**

There were three interview respondents that could be described as being aligned with this perspective.

- 1) A Labour Party MSP
- 2) Senior Civil Servant A from the Scottish Government
- 3) Senior Civil Servant B from the Scottish Government.



It may be significant that these three subjects are critical of the present local government set-up in the sense that they are somewhat removed from the day-to-day running of local government from within the setting of a local authority. Indeed seven of the nine local authority Leaders or Chief Executives that were interviewed did not consider any changes to the current structure to be necessary or desirable in the medium or long term.

## **SIZE, EFFECTIVENESS AND DEMOCRACY**

For civil servant A and civil servant B, the emergence of a local government geography composed of larger and fewer units would be preferable to the current situation. Neither civil servant specifically cited *city-regions* as central to this preference. The issue of having services constrained by local authority boundaries in general was a source of frustration.

*“I wouldn’t dismiss it [the concept of the city-region] but I wouldn’t necessarily start from an assumption that a city-region concept was a logical starting position. ... Organisations sharing services ... I would be talking at a national level ... It rather depends on the service”* (Senior Civil Servant B).

A recent potentially interesting development was revealed by the same individual to be the creation of a new agency *Procurement Scotland*. The notion of bulk purchasing at this ‘national scale’ to bring down the cost of local government was cited by Senior Civil Servant B as evidence that the national scale in a country the size of Scotland is where future developments on services such as those associated with the former regions but currently in the domain of *local authorities*, would gravitate towards. It was also stated that the scales at which services are delivered are becoming increasingly blurred to the general public, which has resonance with the ‘shift’ to *governance*.

*“We should be treating our citizens as citizens of Scotland and not citizens of a local authority ... I think that frustration is more a reflection of the fact that people don’t often understand the distinction between those services which are delivered nationally and those which are delivered locally rather than, than the reality of it.”* (Senior Civil Servant B).

Some *local authorities* were viewed as being of insufficient size to effectively administer their responsibilities.

*“Certainly I think there’s a general acceptance that a lot of the authorities that we’ve got just now are, indeed, too small to administer the responsibilities and, and the one that gets quoted endless times is Clackmannan. I mean, there’s lots of anecdotal stories about, eh, why do you need the huge administrative overheads to run something the size of Clackmannan”* (Senior Civil Servant A).



The Labour Party MSP expressed a view that he/she would like to see a fundamental geographical reorganisation of local government, and did not feel that there was a ‘trade off’ between size, functional effectiveness and democracy that needed to be reconciled.

*“I don’t think there needs to be [a trade-off] in any way whatsoever, in a modern world with the kind of technologies available to us. I’ve never ... met with the response, ‘it’s critically important that we have our own Human Resources department here in this town’. The customer’s interested in the interface across the counter, and what happens to deliver their answer or their request, is of very little concern.”* (A Labour MSP).

On the potential direction of any reorganisation, the Labour MSP was asked if it would be better to have a statutory *city-regional* or *regional tier* of local government as a replacement system of the current one of ad-hoc partnership working (viewed as in effect a three-tier model with the ‘national scale’ being the top tier).

*“I don’t think you can say for definite that that exact model would be better ... Not necessarily three tiers, I think you could have a city-region because a very important point that people quite often miss is that you can have a very large unit of organisation made up of local representatives, so, it doesn’t need to be remote, it can still have it’s very close connections in the community. ... There is no-one in COSLA who thought that thirty-two councils was the right set-up in 1995 but they have generally become comfortable.”* (A Labour MSP).

## **STRATEGIC FUNCTION**

The Labour MSP cited education as an example of a service that in his/her view, that this would allow for a more strategic use of limited resources.

*“In a country of five million people, considerably less education students, yet we have thirty-two separate education authorities delivering what they call strategic guidance. Now, is that required? ... Would perhaps five strategic education authorities serve a much better purpose? And if they did, would the human capital that’s released from the existing thirty-two, contribute better to our economy than the, I think, self-evident duplication that currently exists?”* (A Labour MSP).

When asked about the possibility of services such as education becoming the domain of the Scottish Government in Edinburgh (i.e. a single Scottish education authority) however, a note of caution was sounded.

*“Yes, there are many possibilities with education. Although I would favour the expenditure being lifted off of local government, I wouldn’t necessarily favour it going directly into the Scottish Government. I think that five strategic education authorities could be established which get their funding directly from the Scottish Government would definitely be*



*preferable, as I would never recommend expenditure going back into the Civil Service, too detached.” (A Labour MSP).*

This viewpoint highlights a general concern (below the civil service level at least) of ‘centralisation’, a theme which was recurrent during the course of the local government interviews. Since the interviews took place, a new agency, *Education Scotland*, based in Livingston but with ‘offices around the country’ has been created to improve education standards, notably the development and implementation of national education policy (Scottish Government, 2012). A Scottish Government spokesman at the time of its launch emphasised that *Education Scotland* has been created to ‘complement the work of councils’, but:

*"The creation of Education Scotland gives you the infrastructure that could replace council administration, with its 32 education directorates and the officials working away at quality improvement, curriculum development and professional development."* (Ronnie Smith, General Secretary of the Education Institute for Scotland in Denholm in *The Herald*, 4/01/2012)

*"We would not be too unhappy about removing education from local authority control because we believe too many are managed by people who have little understanding of the reality and the importance of education."* (Ann Ballinger, General Secretary of the Scottish Head Teachers Association in Denholm in *The Herald*, 4/01/2012)

At the very least the development of such a national body raises the future possibility of education being administered from the ‘national scale’, although this could involve a *city-regional/regional* branch structure.

The ‘parochialism’ of many *local authorities* was bemoaned by the Labour MSP, with the duplication of publicly owned assets that require a heavy subsidy cited as an example of this.

*"Perhaps with a more universal consideration of what in a geographical area this could lead to the same resources meeting a greater diversification. There is a kind of logic about some of the decisions that are taken because of competition and parochialism. ... There is a competitive relationship, at times it's destructive, and at others it's positive."* (A Labour MSP).



On the whole, the issue of competition between *local authorities* was viewed by the three respondents as of minor concern relative to issues surrounding the quality of service provision and the functional effectiveness of smaller *local authorities*.

## **TERRITORIAL ALIGNMENT**

For Senior Civil Servant A, an imbalance in size between the main authority and the surrounding authorities in ‘Glasgow’ and ‘Edinburgh’ was a problem in terms of the relationship between the smaller *local authorities* and other, geographically larger field service entities.

*“The problem tends to be the ones that are around the cities tend to be squeezed out to a certain extent because when you’re talking to, like the police force and health boards, they don’t get quite the same amount of attention as the city authorities.”* (Senior Civil Servant A).

Similarly, a mismatch between the size of *local authorities* and health boards was cited by the Labour MSP as a serious problem. The relationship between local authority and health board is particularly important due to the overlap in responsibilities with respect to social care, and indeed the general role of *local authorities* in promoting public health (notably via Community Health Care Partnerships or CHPs).

*“I think our number one problem is that, if you’ve got a health board that has to deal with two or three local authorities, that’s an enormous investment in professional time... what is unseen is the enormous amount of professional officer time that has to be invested because they are trying to make progress through two or three organisations, rather than as a single unit.”* (A Labour MSP).

It is fair to say that there existed a high degree of scepticism amongst all three respondents regarding the ability of *local authorities* to work together. The Labour MSP had come to the conclusion that the sharing of services for instance was a diversion from the necessity to take a more fundamental look at public services in Scotland.

## **INERTIA**

Senior Civil Servant A elaborated on what he/she felt a ‘proper’ process of local government reorganisation should entail. It would be difficult and requiring of political will that does not exist at present.



*“... you’re talking about a process that would take about seven or eight years and then you’ve got the process after that to actually make it work which is maybe about the same again and, politically, there’s not a lot of will to do that.”* (Senior Civil Servant A).

For both Senior Civil Servants, a return to a two tier system of local government was undesirable and indeed impractical in the era of a Scottish Parliament. However the idea of reducing the number of unitary authorities would be a possible way forward. Any moves in this direction would be as a result of incremental change (and therefore not via reorganisation in the traditional sense as advocated by the Labour MSP). In the view of the two Senior Civil Servants, the reorganisation of 1995 was too recent and fresh in the memory for the upheaval of another conventional reorganisation to be contemplated.

*“In terms of practicality, ... the only thing I could think of [to accommodate an upper-tier type system] that would maybe work would be a collaboration between community planning partnerships within a given area.”* (Senior Civil Servant A).

*“Well, there is an argument through that says, at the moment, there is no drive behind the shared service policy to do so but if you get to a point where the local authorities and health boards and the likes deliver services, based on natural co-operation, that may define new boundaries for you by virtue of what has come out of that.”* (Senior Civil Servant B).

Some other respondents in the local government series expressed a view that that if there was to be any structural change going forward, evolutionary change would be the most desirable and likely trajectory. The notion of *local authorities* joining together for the purposes of *sharing services* was a subject that was increasingly discussed as the interviews on local government progressed, as it was something ‘in vogue’ so-to-speak. Since these interviews took place however, very little of substance has occurred with respect to the *shared services* agenda, even with respect to simpler back-office functions such as IT resources and payroll systems, and specialist waste management needs, before moving on to more frontline services. A study into a ‘shared service approach’ was undertaken in West Central Scotland (Arbuthnot Review), which shall be discussed later.

Underlying the Labour MSP’s perspective was a need to look view the organisation of local government in Scotland in a wider context. Referring to changes in the world economy and the increasing productivity of people in other nations such as China and India, Scotland’s public sector was viewed as having implications for the nation’s economic competitiveness and wellbeing. Local government at present was a far from optimal system of human capital utilisation. That broader view necessitates overcoming ‘resistance to change’ within the public sector, such perceived ‘resistance’ was another



prominent theme which emerged in the interview with the Labour MSP, who cited the Police Service as an example (where one authority of a total of eight covers almost half of the population of Scotland). As of winter 2012, legislation to create a single *Scottish Police Service* and single *Scottish Fire Service* is being considered by the Scottish Parliament, indicating an apparent dynamic towards the ‘national scale’ highlighted by the two Senior Civil Servants.

*“It’s [the Conservative 1996 reorganisation] resulted in I think a hugely bureaucratic local government arrangement in Scotland, one which consumes human capital extremely inefficiently and one which finds it difficult I think with other important parts of the public sector. ... The minister [who ultimately re-embarks on another reformation] might have to be the bad guy but ultimately somebody has to take the position, as long as people accept, that yes, we are going to have a good crack at this. Because ultimately the status quo is not an option. ... history tells us that people who have thought that in the past [that they could get it ‘right’] normally fail.”* (A Labour MSP).

The final words of the Labour MSP came with a wry smile - Perhaps an admission of the complexity and risks of embarking on any form of public sector reorganisation (no-win situation), despite the perceived problems with the status quo.

## **8.5 PERSPECTIVE TWO**

As with perspective one, the categorisation of interview respondents as belonging to perspective two is somewhat generalised, in that the views of individual respondents inevitably diverge on some matters while converging on others, while remaining within the broad terms of that perspective. The following section discusses the interview outcomes for four respondents who could be described as sympathetic to the idea of wider *formal city-regional* or *regional* structures, provided that they exist alongside arrangements that reflect notions of ‘*local community*’. The four respondents were:

- 1) A ‘Government Policy Advisor’
- 2) Cllr David Berry, SNP Leader of East Lothian Council
- 3) Cllr David O’Neill, Labour Leader of North Ayrshire Council
- 4) Alex McAuley, Partnership Director, *SESTRAN*

The ‘Government Policy Advisor’ demonstrated deep thinking and reflection on *city-regions* and surrounding issues. Cllr Berry was very interested in *city-regions* and felt that the concept had merit as long as it was developed in a way that ensured ‘fairness’ across



the area and acted as a framework to closely align *strategic services* such as transport management and development planning. Cllr O'Neill, a former Strathclyde Regional Councillor, was sympathetic towards the concept of the *city-region*, and spoke highly of the former *two-tier* system. Mr. McAuley was knowledgeable on the history of local and regional government, both in Scotland and elsewhere in Europe.

## **SIZE, EFFICIENCY AND DEMOCRACY**

A 'trade off' between efficiency, local service delivery and democratic accountability, such a trade-off was deemed to exist, according to this perspective, but the trade-off point between efficiency and local service delivery would depend on the individual service under consideration, and that may change over time. This could be related to the view of the Labour MSP that technology can allow for larger units of service delivery.

*"People make different arguments for different scales being the right ones. That is always imperfect, because any authority, by definition, is a cluster of powers – some of which will be more appropriate for its size and some won't. So yes, there are multiple trade-offs. ... external conditions change to redefine what efficiency is as well, so services that might have been more efficiently provided in the past, at one scale, may be more efficiently provided at a different scale now. ... there probably is, [an optimum level of local authority size] by definition, because there must be one which balances all the competing forces most effectively. What that is, I've no idea, and it'll vary between different parts of the country anyway. "* (A Government Policy Advisor ).

Following from this, are some of Scotland's *local authorities* too small? It was considered by the Government Policy Advisor that 'self-awareness' was important in this respect.

*"Some of the authorities are too small. Clackmannan's always talked about because of its territorial and its population size, but actually it doesn't make a bad fist of things. ... There are, however, authorities where that self-reflectiveness is very definitely not apparent. East Dunbartonshire, which is a basket case. ... Its service provision is appalling."* (A Government Policy Advisor ).

Attempting to apply conventional economics to local authority service delivery, it was argued by Cllr Berry, worked in theory but not necessarily in practice.

*"I don't think it's that simple ... it depends what you're trying to do. If you're trying to manufacture widgets, then the bigger the factory the better. ... Local Authorities don't work that way. And I'm afraid, the Strathclyde Social Work Department was a monster. Because Social Work Department by definition deals day to day in human interaction. And you can't run that like a factory. So the idea of a Social Work Department of the scale of Strathclyde's, runs so counter to what they're trying to do that I really scratch my head that people ever thought it was going to work."* (Cllr. David Berry, SNP SNP Leader of East Lothian Council).



Cllr Berry however expressed a philosophical view about the size of his own authority, which with an estimated population of 98,170 as of 2011 (General Register Office for Scotland, 2012) is one of the smaller *local authorities* in terms of area and population, lying adjacent to Edinburgh City (estimated 495,360 as of 2011).

*“I think there’s a lot to be said for being small. But there are inefficiencies as well. It costs. You pay money for being small. Because there are economies of scale, particularly with that sort of thing [education, social work and transport]. ... So there are different points of view. My point I was trying to make though is that the democratic accountability, still applied in theory to Strathclyde Region. ... Trouble was though there were ninety of them [councilors].”* (Cllr. David Berry, SNP Leader of East Lothian Council).

Cllr. Berry appeared dismayed by current *soft ‘city-region’* arrangements in his area.

*“There’s an Edinburgh City Region forum. Which includes the old Lothian Region Councils, the four of them. Plus Fife and the Borders. But it doesn’t include Falkirk or Clackmannan. And I’m getting confused, because the South East Scotland transport partnership does [include Falkirk and Clackmannan].”* (Cllr. David Berry, SNP Leader of East Lothian Council).

For Cllr. Berry, the *city-region* concept was one of great interest, but there was a sense that at present, in south-east Scotland, it was a concept that raised more questions than answers.

*“My own theory is that at place like East Lothian is incontestably part of the city region because the bulk of our GDP comes from the city. We’ve got a lot of commuters. ... Now the Borders, technically speaking is in with Edinburgh to discuss City Regions. But the Borders, how much is that part of the Edinburgh City Region?”* (Cllr. David Berry, SNP SNP Leader of East Lothian Council).

Cllr. David O’Neill was someone who was less uncertain with respect to *city-regions*. It appeared that his experience as a Strathclyde Regional Councilor prior to 1995 bore influence on his thinking, and his knowledge of Travel-To-Work patterns was strong.

*“Economies of scale, the bigger authorities certainly do benefit from economies of scale – you know, Glasgow, Edinburgh, Fife and two Lanarkshire’s benefit fae that – the rest of us don’t. ... I don’t know that it’s necessarily true that they [smaller authorities] are more responsive. The large authorities depending on how they configure their services, can be more responsive if they configure them in the right way.”* (Cllr David O’Neill, Labour Leader of North Ayrshire Council).

Mr. McAuley was of a similar mind to Cllr. O’Neill, but pragmatically, the pre-1995 structure was more logical than *spatially-exhaustive city-regions*.



*“I think, in many ways, the structure that we had pre-local government reorganisation, where you had Stirling, Falkirk and Clackmannan comprising Central Regional Council was more logical.”* (Alex McAuley, Partnership Director, SESTRAN)

## STRATEGIC FUNCTION

The notion of suburban authorities such as East Lothian and East Dunbartonshire, located adjacent to city authorities, as gaining ‘free rider’ benefits from the central city, was discussed with the Government Policy Advisor, and whether the current system of local government finance penalised municipal cities by failing to adequately compensate them. It was cited as one factor in highly-publicised financial problems at Aberdeen City Council that was an ongoing issue at the time of the interview process.

*“Historically, I think there’s been no doubt it did tend to penalise the cities. And interestingly, this is why Aberdeen’s in the mess it’s in – because Aberdeen City took over having to provide a lot of regional services after the abolition of the regions and Grampian, and effectively got no money for it through the formula. ... Formula funding is always difficult, because what tends to happen is the formula gets more complex and more opaque, and so nobody really understands why places get the money that they do, which means that the link between cash and need becomes obscured.”* (A Government Policy Advisor).

A ‘solution’ would be to have larger *local authorities* with ‘realistic’ boundaries that were able to generate more of their own revenue. A three-tier arrangement could have such a revenue generating function, according to the Government Policy Advisor, although this was expressed as a hypothetical rather than a realistic prospect.

*“I don’t subscribe to the view that it was untenable to keep the regions when you had devolution.”* (A Government Policy Advisor).

It was countered that such a system would be open to charges of ‘over governing a nation of 5.2 million people’ or adding to the postulated complexity of Scotland’s public sector geography. Transport planning, it was put, had the appearance of three *tiers* of management (if *Regional Transport Partnerships* (RTPs) are classed as a special purpose ‘tier’), with the agency *Transport Scotland* subsisting at the ‘national scale’. In that context, it was asked, do the RTPs make sense?

*“Well, it was never very clear what they were for in the first place, ... the consultation said some fairly good things that I think a lot of people could support about proper authorities and actually taking power away from too many too small units to coordinate things. But politics overran that and they became too powerless to do anything.”* (A Government Policy Advisor).



Initially, the government advisor was a strong supporter of RTPs, but over time his/her view changed:

*“And having seen, now that good things are beginning to happen at Scottish Government and Transport Scotland level, and I mean that on the policy and officers side, rather than politically, then it probably is possible to do it [transport planning] nationally.” (A Government Policy Advisor ).*

*“Well, I think there may have been covert discussions on conceptual thinking in that line, but there’s never been any formal discussion about it, as far as I’m aware. ..., but they have been convinced that there’s a continuing, ongoing role for the Strategic Transport Authority – and they recognise that they need that at a regional level.” (Alex McAuley, Partnership Director, SESTRAN).*

It was unclear what would be preferable to the Government Policy Advisor , an intermediate regional tier or whether the Scottish Government could take on the role previously held by the former regions such as Strathclyde and administer certain functions, e.g. education, social work and police and fire services, nationally.

*“There is no doubt that the Scottish Government could do that – and it could do it pretty effectively, I would think. ... Labour were moving towards that, ... a less charitable view of that would be that, it’s a characterisation I used to make of the parliament in its first two terms is that a lot of the time, it acted like Scotland Regional Council, because that’s what Labour, having drawn its red line in devolution, thought it should be about.” (A Government Policy Advisor ).*

Cllr O’Neill held similar views to the Government Policy Advisor regarding the former regions, happy to declare himself:

*“...a fan of the Regional Council Structure – I thought it served Scotland well, served Ayrshire well. ... Would it be the right type of structure in relation to having a Scottish Parliament, which we didn’t have at that time? It may still have been the right type of structure to have, but I think the Scottish Parliament and Scottish Government would find it hard to have one local authority which covered half the population of Scotland.” (Cllr David O’Neill, Labour Leader of North Ayrshire Council).*

In contrast to the Government Policy Advisor however, Cllr O’Neill expressed concern regarding the consequences of national administration of services currently in the domain of local government. For the Labour MSP in the previous section, it was the remoteness of the civil service bureaucracy in Edinburgh - ‘too detached’, whereas Cllr O’Neill was scornful of some MSP’s in Edinburgh who have a minimalist view of local government. It appears from the remarks below Cllr O’Neill is emphasising the importance of the current role of *local authorities* while casting doubt on the Scottish Parliamentary Structure and the competence its members, suggesting it is ironic for such parliamentarians to hold such views, with the subtext that he is better placed to judge.



*“Burying people and running the local fete. Some people in the Scottish Parliament have got that view [of the role of local authorities], and I disagree with them. You’ve got 129 members of the Scottish Parliament who are doing half of the work that used to be done by 72 MPs, now 59 MPs. And they keep telling us that they’re awful, awful busy. ... They’re maybe not good at time management.”* (Cllr David O’Neill, Labour Leader of North Ayrshire Council).

If MSP’s are ‘underemployed’ to the extent Cllr O’Neill suggests, it could be argued that there is scope for parliamentary democratic oversight by MSP’s of ‘nationalised’ services. A potential ‘Scotland Regional Council’ while being simultaneously promoted as a potential sovereign parliament for an independent Scottish state.

## **TERRITORIAL ALIGNMENT**

‘Luck’ and ‘very raw politics’ were cited by the Government Policy Advisor as the main factors and principles behind the present architecture of decision-making units in Scottish local government. It was asked if *economies of scale* have ever been a consideration.

*“I don’t think so, but what they do play a role in how, once you’ve got the kind of strange map of politically inspired boundaries that we’ve got about how people on the ground try and get them to work. So if you look at the joint arrangements that people have got, and the way that the official joint organisations have evolved, that’s where all of that [economies of scale] starts to happen. But the problem we’ve got is that the basic units are not covering the right territories in lots of incidences, so it makes it very hard to do partnership stuff.”* (A Government Policy Advisor ).

This perceived misalignment of geographical boundaries was elaborated upon further by both the Government Policy Advisor and Cllr O’Neill.

*“It’s hugely important because, well, for two reasons – one is the sheer amount of duplication of effort it involves in the day-to-day management of partnership working, ... Stirling being the great example, which, for some purposes is in the southeast, sometimes in the southwest, sometimes in the middle. ... so when anybody stands up and makes the argument that boundaries don’t matter, they’re plainly wrong, because they do.”* (A Government Policy Advisor ).

*“Their boundaries make absolutely no sense whatsoever to anybody. If you look at the places where there is coterminosity, you’ve got Dumfries and Galloway which is the Council, the Health Board, Fire, Police, you’ve got Fife which is coterminous, and these areas certainly seem to do better in terms of the ability to have joined up working. ... people live in their communities. They don’t live in North, South or East Ayrshire. Had there been coterminous boundaries – had there been an all Ayrshire for example, all Ayrshire local authority, you could be fairly certain that there would be one community health partnership, rather than three. The Health Board, given a free hand in these things would probably work in a pan-Ayrshire basis, but because there’s three local authorities, it makes it more complicated for them. They’re having to triple up some of their structures.... And it’s quite hard work setting these things up.”* (Cllr David O’Neill, Leader of North Ayrshire Council).



In contrast, Mr. McAuley highlighted the logic of *Administrative Regionalism* as opposed to the *Integrated Territorial* perspective (Paddison, 1983).

*“There have, over the years, attempts to match boundaries for different service functions, and in many cases, it’s virtually impossible to do it because there are very good logistical and management reasons for the boundaries within an organisation that have been established.”* (Alex McAuley, Partnership Director, SESTRAN).

Doubt was cast on the quality of existing partnership working by the Government Policy Advisor, which was viewed as being almost an end in itself, a kind of self-fulfilling rhetoric. However the attitude of key personnel within organisations was critical to their success, something highlighted by Romein and Meijers (2003b) in their proposition of *regional organising capacity*. Other respondents during the course of the interview process felt that misaligned boundaries were far less important than interpersonal dynamics in the promotion of partnership working.

*“They’ve got no power, most of them – they become talking shops. Those of them that have some power are at danger of adopting lowest common denominator solutions to policy questions. Those of them that work well, work well because there are individuals inside them that have good relationships and do things – but then, that’s the same as all organisations. ... joint working in and around Edinburgh is laughable. It’s the kind of open warfare between the city and what was once described to me by a senior policy maker in the city as the peasant economies around it.”* (A Government Policy Advisor ).

The *Glasgow city-region/metropolitan area* was cited as an exception to the above.

*“Partnership fatigue set in a long time ago in many places. There’s one exception to that, and this is one that I find interesting again, because it’s an alternative perspective on the evolution of the city region concept, and particularly how it’s played out in Glasgow – because I think that partnership working in Glasgow [‘city-region’ or perhaps more correctly ‘metropolitan area’] is real, and has very certainly developed over the last twelve years, since reorganisation, precisely because the boundary around the city was reinforced.”* (A Government Policy Advisor ).

The importance attached to the inadequacy of the municipal boundary in the literature is therefore de-emphasised in the context of partnership working, suggesting security from any perceived territorial aspirations of Glasgow City Council has reassured other ‘players’ and encouraged ‘real’ cooperation at a *city-regional* scale (or at least at a scale larger than the metropolitan area, but arguably not at a complete functional *city-region* scale). The perception of a ‘partnership of equals’ has strong resonance here. Cllr Berry is a potential ‘player’ in such a Greater Edinburgh or Edinburgh *City-Region* in such ‘a partnership of equals’, citing other factors which would allow his authority to join a real and meaningful arrangement (in contrast to what he considered of the present situation). Such a partnership would embody a willingness on the part of actors to balance both perceived internal and



perceived regional interests. Legislatively compelling the creation of *Strategic Development Planning Authorities* (SDPAs) could foster this willingness elsewhere than Greater Glasgow and Clyde Valley, or actually have no such effect. This was an important focus of the ‘*strategic planning*’ interviews (Chapter ten).

Cllr Berry, while both pessimist and optimist (realist?) is perhaps, along with Cllr O’Neill, one of the persons alluded to by the Government Policy Advisor in the following extract:

*“Yes. Well, again, the kind of narrative’s changed in government in particularly is blowing hot and cold about how to describe these regions and whether they need an adjective in front of them or not, ... I mean, one thing that worries me about the concept is that if there were clever, politically astute people from those areas immediately surrounding the core cities, of which there are relatively few, ... the city region’s quite a good concept for them to be able to spread the jam more thinly beyond the core, where the real economic action is. One or two people have worked that one out, but not as many as I might have thought.”* (A Government Policy Advisor ).

The new *Strategic Development Planning Authorities* (SDPAs) were cited by Cllr. Berry as an example of what was wrong at present in his area, as an example of adding to the existing issue of boundary misalignment.

*“I don’t see the point of a strategic planning authority unless you’ve really got all the bits and pieces together. And we don’t. So it’s one more confusing addition to the mess.”* (Cllr. David Berry, SNP SNP Leader of East Lothian Council).

Given the thinking of Cllr. Berry, it may signify that the ‘solution’ to this dilemma, as proposed by Mr. McAuley, might not sit comfortably in terms of its ‘independence’ from local government.

*“... a City Region Planning Authority ... strategic land-use planning, strategic transport planning and, if possible, strategic economic development planning could be brought together under one body. Now that’s my view, right? Now, I suspect that would not find favour with Local Government. ... Now, whether that’s Central Government agencies that provide that ... is a matter for debate.”* (Alex McAuley, Partnership Director, SESTRAN)

Cllr. Berry followed up with a stinging attack on the operation of community planning within East Lothian (East Lothian CPP - there is no additional *metropolitan/city-region* equivalent of CVCPP), which has for several years informed Scottish Government thinking on local service delivery. The attack serves as a warning as to what a meaningless political and administrative *city-region* could look like.

*“We do work together but what’s to hold it together? Why should I listen to Edinburgh? ... the reality of the thing is, when push comes to shove, you’ve gotta defend your patch. And*



*if nothing's holding those six together, I'm skeptical that goodwill will continue then down this path of sagely discussing things. ... Now in community planning, I've had meetings with community planning. It's not that I haven't shown up you know. Directors have shown up, Chairs of Health Boards have shown up, all the right people, they've all sat in the room, they sit there for two hours, they drink coffee and they go home. Bigger all has come out of it. ... And if a City Region is simply created by saying, see you six Local Authorities, you're a City Region. Then I don't think it's going to be anything different to community planning."* (Cllr. David Berry, SNP SNP Leader of East Lothian Council).

Despite being in the *Glasgow City-Region* for transport purposes (Strathclyde Partnership for Transport), the three Ayrshire authorities are not part of the SDPA arrangements.

*"North Ayrshire are not in the new planning framework for the City Regions – North Ayrshire wanted to be in it. ... I think it would be fair to say that the Scottish Government recognise the issue that Ayrshire's been excluded – but despite recognising it, as to date, they've done nothing about it."* (Cllr David O'Neill, Leader of North Ayrshire Council).

## **INERTIA**

The *culture and identity* aspect of the *city-region* concept can be considered as a form of inertia. Legitimising notions of 'sense of place' and 'place attachment' amongst residents and political actors for particular types of political and administrative organisation are theorised to be stronger at the national level at one extreme and the more localised level at the other. The *functional city-region* scale is theorised to be lacking in such qualities and suffering potentially from a 'democratic deficit'. It is unclear whether this 'de-legitimisation' applies to the *city-region* in its more contemporary *soft metropolitan consolidation* guise.

Cllr O'Neill acknowledged this cultural difficulty with respect to Ayrshire as it relates to Greater Glasgow. For him North Ayrshire was within the Glasgow *city-region* and should accordingly be part of the existing Glasgow *city-region governance* arrangements. Or put another way, the *metropolitan area* arrangements should be wider *city-regional*. Inverclyde (part of the GGCV) is physically separate from the Glasgow metropolitan area as it stands, and so the GGCV is greater than a *metropolitan agglomeration* but smaller than a *functional city-region*, with a boundary determined by existing local authority geography. Other interviewees from East Ayrshire and South Ayrshire (not discussed in detail here) did not concur with Cllr O'Neill with respect to their own areas. Arguments of *culture and identity* were prominent in the reasoning that informed this opinion. Cllr O'Neill, whilst acknowledging a lack of public recognition of the *city-region*, did not feel constrained by this.



*“If you take the north part of East Ayrshire, the old Kilmarnock and Loudon as used to be, they would consider themselves part of the City Region. If you take the old Cumnock and Doon Valley as it used to be, probably not. And similarly with South Ayrshire. Ayr, arguably, part of the City Region. As soon as you get south of Ayr, no – But the whole of North Ayrshire comes within the, in my opinion, the City Region. ... if you’re talking to the public, the public probably don’t recognise the concept of the City Region. It’s about service delivery, and we’re the folk that do service delivery. Being part of the City Region should not necessarily be a constraint on what you’re doing. I can see why the other folk in other places quite like not being part of a City Region, but I think the reality is, here in North Ayrshire, we are – and we should recognise that and act accordingly.”* (Cllr David O’Neill, Leader of North Ayrshire Council).

This was the tentative emergence of a theme that underlies the fourth perspective on the *city-region* and local government, the separation of the unit of democracy and the (larger) geographical unit of service delivery. This is also part of an apparent ongoing *shared service agenda* in local government. It may be possible that there are issues of democratic accountability (confusion amongst the electorate and individual councils not being directly in control of a particular service).

*“I think that’s [the shared service agenda] a potential disaster, ... if you look at some of the discussions that were happening early on, the choices that some authorities were making about who to speak to were based on the – well, we don’t want to go in with them because...we’re trying to preserve our independence.”* (A Government Policy Advisor).

Even if one is sceptical about this, does such pragmatism perhaps not provide a better alternative to disruptive and expensive reorganisation?

*“Well, it [the cost and disruption] does [matter], but that’s also beginning to be used as a reason why not to do things that are important and even essential, which is the alternative view to that. ... if somebody from the private sector made the argument about trying to avoid change because it’s disruptive and all the rest of it, you know, everybody would tell you – I’m sorry, that’s the way the world is.”* (A Government Policy Advisor).

The public sector and local government in particular has a greater chance of resisting structural change relative to the private sector, due to its size, political leverage and importance. It cannot be compared to a miscellaneous private sector organisation in the sense that it is part of the fabric of Scottish life due to its multifarious roles.

If fears over political independence are acting as a barrier to the *shared service agenda*, and partnership working in general, how could this be overcome? Empirical examples were cited by Cllr. Berry that could chart the way forward to create *city-regional* structures that would not be impotent or dominated by the core city (a natural concern perhaps for East Lothian Council), and allow for service provision on a joint basis where appropriate, with education cited as an example by Cllr. Berry.



*“The City of Manchester and the surrounding Local Authorities, metropolitan, you know the big ones, agreed to pool their resources, they actually came up with a concordat, an agreement among themselves, that they would pool some of their sovereignty.”* (Cllr. David Berry, SNP Leader of East Lothian Council).

The ‘pooling of sovereignty’ in an ‘equitable’ proportionate manner across the *city-region* therefore, would act as a democratic safeguard for peripheral authorities. How that might work in practice in different *city-regional* scenarios? The example of AGMA (Association of Greater Manchester Authorities) involves authorities surrounding the City of Manchester that are relatively populous and urbanized compared to the City of Manchester itself e.g. Bolton. This may not be of automatic relevance to areas such as the former Lothian Region.

*“Let’s not do it ad-hoc ...have the same scale [coterminosity] whatever it [the service] is ... our big scale things need to be handled at that level, and do it as democratically as possible.”* (Cllr. David Berry, SNP Leader of East Lothian Council).

For Mr. McAuley, the simple thing would be to have kept the 1974-1995 structure in place, but now there was an argument for the ‘national scale’ to manage ‘regional functions’ via ‘regional offices’, stating that there were larger *city-regions* in Europe than Scotland in terms of population. There was skepticism that leaving *local authorities* to come together to share services on a regional basis would deliver the strategic approach when that was desired.

*“So there’s a lot of services that would benefit from a more regional, strategic approach. But you would always have that situation where the Local Authority would feel disenfranchised, and that’s a hard nut to crack.”* (Alex McAuley, Partnership Director, SESTRAN)

While the Government Policy Advisor, Cllr. O’Neill and Mr. McAuley felt that there could have been a place for the former *regions and districts* under devolution, they agreed that there was no prospect of their return. For the Government Policy Advisor, the ‘national scale’ could fulfil this role, but for Cllr O’Neill, a ‘national region’ would from his perspective be undesirable. Rather than creating an intermediate tier of local government, what would be Cllr O’Neill’s position therefore on a merger of the three Ayrshire unitary authorities into a single unitary authority (creating a unit similar in population and geographical size to Fife), as a politically, economically and culturally viable compromise to a *city-region*? The response was that extra resources would be necessary to cover the cost of disruption.



*“I don’t think it would be politically difficult for the public – they’d quite like to see that happen, but you’d maybe end up losing a couple of hundred people with a budget, say the ball park figure, ten million quid a year out of a combined spend of over one billion pounds. The hassle factor of bringing the three authorities together would outweigh that level of saving. You would need to be getting to the fifty or sixty million pounds a year to make it worth the hassle. We looked at it tentatively. What we said to Tom [McCabe, the then local government minister] was we would be happy to look at it seriously, as long as you gave us the fifty to sixty million pound that would make it worthwhile. If we’re only going to see five or ten million pounds, the hassle factor, the disruption in service is not worth it for that level of saving. It never got any further than that type of discussion.” (Cllr David O’Neill, Leader of North Ayrshire Council).*

So would it be true to say that while in theory an all-Ayrshire unitary authority was desirable, in practice it would be more difficult to bring about?

*“Well, we never had any doubt that it was complicated in the first place. We continue to do more and more in a joined up way – so one of two things will happen. Bear in mind that Local Government systems tend to have a life span of twenty, twenty-five years and they change anyway. One of two things will happen – we will work so well together that we will end up merging just as a matter of course, or we’ll be working so well together that we won’t need to merge and we’ll just stay as we are.” (Cllr David O’Neill, Leader of North Ayrshire Council).*

## **THE ‘COMMUNITY PRINCIPLE’**

The notion of considering local authority units according to some kind of ‘community principle’ was introduced by these four respondents. For the Government Policy Advisor many the current unitary structure was failing simultaneously at different scales.

*“I mean, the problem with some of our middle-sized unitary authorities is they fall between all possible stools. They’re not local – they don’t reflect identities, they’re not big enough to be efficient, they’re not big enough to have clout in partnership negotiations, and that leads to really bad politics and policy making. ... I think the local identity thing is very important” (A Government Policy Advisor).*

*“I think there’s an argument ... more appropriately sized unitary authorities where there is a clear case to change the boundary, like Greater Glasgow, for example, it then really does give you the chance to do what Wheatley always argued for, which is create or recreate the neighbourhood tier properly. And it works very well in lots of European countries. ... there is probably a case for the kind of 25,000 type old, small, borough sized neighbourhoods... and after all, that’s effectively how the housing association movement grew up as well, you know? So there is, there’s something about that scale that can be trusted to do certain things. ... I don’t think it would be beyond the bounds of possibility to create something that looked a bit like that again.” (A Government Policy Advisor ).*

For the Government Policy Advisor, Cllr O’Neill and Mr. McAuley, a framework that considers *city-region/regional units* would provide an opportunity to develop this ‘principle’. With perspective four, *city-regions* are automatically dismissed.



*“There is a lot of sense in having a single Ayrshire Council, as long as that council was going to configure itself to recognise that it’s dealing with communities, rather than a single community.” (Cllr David O’Neill, Leader of North Ayrshire Council)*

*“Local government should be about looking at creating that sense of place, creating the services that are of immediate interest to the local population, ... and you start looking at a regional level on strategic initiatives that have to be delivered regionally, ... and equally national starts to deal with national issues. So I think, you could argue that we would be over governed with a three-tier level of governance, but on the other hand, you could say, well that’s fine.” (Alex McAuley, Partnership Director, SESTRAN)*

## **8.6 PERSPECTIVE THREE**

Perspective three does not consider any changes to the current structure and functions of local government as particularly necessary or desirable. An expression of a need for partnership working across local authority and other *field service* boundaries is common, but to varying levels of enthusiasm and extent, and with no special emphasis on the *city-region*. The twelve ‘perspective three’ respondents were as follows:

- 1). George Black, Chief Executive of Glasgow City Council.
- 2). Anonymous Greater Glasgow Councilor.
- 3). Anonymous Council Leader 1 [Greater Glasgow].
- 4). Derek McKay, SNP Leader of Renfrewshire Council.
- 5). Anonymous Council Leader 2 [Greater Glasgow].
- 6). Steven McCabe, Labour Leader of Inverclyde Council.
- 7). Anonymous SNP Councilor, East Ayrshire Council
- 8). Anonymous Officer, East Ayrshire Council.
- 9). Anonymous Council Leader 3 [former Lothian region].
- 10). Anonymous Council Chief Executive.
- 11). A Conservative MSP



12). Anonymous Government Policy Analyst [not quoted]

## SIZE, EFFICIENCY AND DEMOCRACY

A key *tension* within debates on *city-regions* and local government geography is a desire to ascertain an optimum population or areal threshold encompassing the functions discharged by *local authorities*, while balancing this with a view that larger units entail a sacrifice of democratic quality as a price for efficiency. For George Black, the Chief Executive of Glasgow City Council, it would be difficult to justify the existence of Clackmannan Council (a widely cited extreme), say, on economic grounds, but it was said that the former Clackmannan district council fought hard to remain in existence at reorganisation through a local identity argument. If there was such a thing as a minimum level of local authority size, it was certainly not being used.

*“There was talk, way back in 1996, that about 200,000 was an optimum level, and that was, I think Central Region [comprising Stirling, Falkirk and Clackmannan districts] was about 220,000, something like that, so whether it’s above a hundred and fifty thousand, thresholds like that, but if you took the two hundred thousand, then they wouldn’t have created three separate councils within that. But broadly speaking, I would have thought that 150 to 200,000 probably, that’s where most people’s minds would be.”* (George Black, Chief Executive, Glasgow City Council).

The literature highlighted a concern over the adequacy of municipal city boundaries. Mr. Black seemed relaxed on that subject with respect to Glasgow.

*“I think there’s probably too much made of the boundary issue. Manchester’s got a tighter boundary than Glasgow – Birmingham’s got a much bigger boundary, and I think, probably, you could create an argument for issues like Rutherglen, there’s issues down on the border with East Dunbartonshire, East Renfrewshire – but I don’t think, for Glasgow, as a council, in terms of improvement in delivering services, that the boundaries are a major issue for it. ... I just think that, for Glasgow, that you’re talking at the margin. I mean, as I say, there might be some tweaking of the boundaries that would take place, but Glasgow wouldn’t come out of a reorganisation substantially different than it is now.”* (George Black, Chief Executive, Glasgow City Council).

Shortly after commencing the interview with anonymous Council Leader 1, came the following comments on Glasgow City Council. Intriguingly they did not arise from a specific reference to *metropolitan consolidation* or the relationship of that authority to Glasgow, indicating some ‘preoccupation’ perhaps.

*“In the past it’s always this worry that Glasgow were just sitting waiting to pounce on, on us, so there’s always been a bit of that. [Laughs] I’ve been assured by the leader of*



*Glasgow that's not on his agenda. I've also been assured of that by the Scottish Government. ... John Swinney certainly said that personally when he was through here last year, ... if your looking at sharing services, oh does that mean they'll take us over if we do this.*" (Anonymous Council Leader 1) [Greater Glasgow].

There was also a clear implication that, in future, the preference would be to cooperate with neighbouring authorities other than Glasgow, if services were to be shared on a cross-boundary basis.

*"... very much because these [other councils] are two of the smaller councils, and so it would seem sensible to look at those councils and see how we could work together* (Anonymous Council Leader 1) [Greater Glasgow].

Whilst acknowledging the potential for *economies of scale* within service delivery, it was felt that there was much to be said for the quality of said authority as a localised entity.

*"Strathclyde, as you know where in charge of social work, roads, education in the past and we certainly suffered from the fact it that you know they had this huge department; they were in charge of all the services that were being provided in those areas, to Glasgow, ourselves and some other neighbouring authorities and we suffered because of that. You know because we obviously, didn't, were perceived not to have the same need as Glasgow and a lot of things went there. And I believe we did suffer from that. So I think, having it as more local, I think is a big help."* (Anonymous Council Leader 1) [Greater Glasgow].

This was the reservation regarding the *shared service agenda* expressed by the Anonymous Government Policy Advisor being played out in practice. However, it is perhaps natural as a politician to be able to perceive the ability to exercise greater influence over a smaller area than lesser influence over a larger, regional area.

It was the first instinct of Cllr Derek McKay, the SNP Leader of Renfrewshire Council, to describe his own local authority as being of optimal size. With an estimated population of 170,650 (GROS, 2012) Renfrewshire is a medium to large sized local authority. In the context of the existence of the former Renfrewshire county pre-1974 which also consisted of East Renfrewshire and Inverclyde, perhaps there could be logic to having a unified authority based on the historic county of Renfrewshire?

*"I'd say Renfrewshire [post-1996] is a good size. From my own experience, as leader of the Council, it does well. It's not small scale enough that we can't deal with the big issues, and it's not large enough to not be responsive, ... Well, Renfrewshire Council has no plans to take over the world. Far less Barrhead and East Renfrewshire, or these big parts in Inverclyde. I think you'll find that, in speaking to local residents, as I have done, and politicians in other parts of other authorities, that there's really no great appetite to review the boundaries, because it is so controversial – and communities within it, on the whole,*



*that I've spoken to, are fairly happy with where they are now. They view boundary reviews with some cynicism.*" (Derek McKay, SNP Leader of Renfrewshire Council).

This may be the case, but future research could certainly attempt to sample public opinion on current local authority boundaries. For an anonymous Greater Glasgow Councillor, the same subject brought palpable emotions on the perceived pain of the 1995 local government reorganisation. The pain was too recent to contemplate such an exercise for the foreseeable future. The subject was framed around what appears to be a sort of *conventional wisdom* that local government reorganisation automatically entails a reduction in employee numbers, and indeed that is a major driving force.

*"It would be a mistake to meddle with Local Government boundaries, based on false analysis. And it's always based on false analysis. ... and it was a huge cost to the public purse. And let's not forget that Local Government Officers are employees with pension rights and employment rights. A lot of people forget that when you reorganise Local Government, you have to meet the objectives of getting rid of people – and effectively, that costs money, and it's money that the public just don't understand. You know, if you're paying off a Chief Executive who might be on a hundred and thirty-odd grand a year, you know, he might be entitled to a pay off maybe totally in the best part of half a million, you know? And the reality is the Local Authorities have to find that from their contingency resources, and let me tell you, it's a very, very painful exercise. You know, in '95, '96, Glasgow City Council was making cuts on a scale of between ten and fifteen percent of its workforce – it was an incredibly painful exercise on a reorganisation of Local Government that was done for political reasons, rather than strategic reasons. So I would always caution any Government, regardless of their political affiliation, that messing about with the boundaries of Local Government is something that should not be considered based in ideology. They should do it after good analysis, and now is not the time to do it."* (Anonymous Greater Glasgow Councillor).

In terms of efficiency in service delivery and local democracy, a Council Leader from a second authority which happens to adjoin Glasgow City (Anonymous Council Leader 2), was able to consider the tension between size, efficiency and democracy as something that could be overcome. The *West of Scotland Waste Management Group* was cited by anonymous Council Leader 2 as an area where joint action was necessary to achieve *economies of scale*. It was often important to be part of a larger grouping. *Shared services* were viewed as central to the survival of said authority as an entity, and the attitude of this individual was far more positive in terms of the *city-region* than anonymous Council Leader 1.

*"In terms of your optimum level of local authority size, I would suggest that I don't think that matters, if you have effective partnership working and shared services between local authorities ... the first premise you have to resolve, in your own mind, is, is the local*



*authority with which in you operate a worthwhile entity in itself, you know? ... Even though it's small, I believe it is worthwhile preserving that identity, because it encapsulates historical and geographic areas. ... but it can only survive if it indulges in partnership working and shared services with others. If you do that effectively, then any size of local authority is appropriate, ... if you don't [share certain functions with others] the logical solution is to be subsumed into a bigger organisation."* (Anonymous Council Leader 2) [Greater Glasgow].

This Council Leader appeared to be placing faith in the development of the GGCV arrangements to incorporate *shared service* provision. The view that some services are better delivered regionally was also held by Stephen McCabe, the Labour Leader of Inverclyde Council, but notably exempted social work and education from that view.

*"Criticism of the former Strathclyde region was that it was very remote and detached from the people being served by the authority. There was a tendency to uniformity and the structure mitigated against flexibility to meet local/individual needs for some frontline services. Few people would argue for a return to regional delivery of Education or Social Work services. Transport policy, environmental protection, roads networking and maintenance however may well be best and most efficiently delivered and progressed through regional structures."* (Stephen McCabe, Labour Leader of Inverclyde Council).

Councillor McCabe's sentiments on the former Strathclyde region were shared by the anonymous SNP Councillor from East Ayrshire.

*"I think there was significant feeling of remoteness from Strathclyde to the, ordinary public."* (An anonymous SNP East Ayrshire Councillor).

The low electoral turnout at elections for the former regions was cited by the SNP councillor as evidence of this detachment although such a manifestation of 'political apathy' is not unique to that particular scale of local government. At a population of 2.3 million at the time of its abolition, covering an area from Girvan to Oban, Strathclyde was by far the largest of the former *regions*, and was the '*example par excellence*' for critics of the regional structure. Criticism of the regions was not restricted to respondents from the former Strathclyde area. The regions, from perspective three, were seen as encompassing localities with differing priorities (and competing political interests) which could be difficult to reconcile, and the post-1996 structure allowed for what was perceived to be a better focus on local services. Decision making on important services became free from influence from wider interests in the former region, and these decisions were being made faster and in tandem with the perceived best interest of the smaller unitary authority area.

*"... when the Regional Council was in existence, a lot of the local issues were not getting dealt with and the priority wasn't going to problems that were happening in X [former*



lower-tier district] *because, in a Regional Council, it depended on who was in political power and where they came from. So, if they came, say, from [one of the neighbouring authorities], then they, perhaps saw [their] issues as having a higher priority than the X [former district's] issues. So when it- reorganisation came in '95, '96 we felt, for the first time, that we were able to now handle and give priority to local issues around Education and Social Work.* (An anonymous Council Chief Executive).

In Glasgow City, the Chief Executive expressed the view that a *city-region* at the scale of Strathclyde (which corresponds to the more traditional notion of a *city-region* than the Greater Glasgow area) would be too large for a '*Glasgow city-region*' today as an organisational unit in any form.

*"I don't think you'd find anybody, now, really, defending Strathclyde as a boundary. I mean, Strathclyde is much wider than ... a Glasgow city-region."* (George Black, Chief Executive, Glasgow City Council).

It is important to emphasise that the citing of Travel-To-Work patterns in interviews did not tend to resonate with respondents 'within' local government, with the exception of Cllr O'Neill and Cllr Berry. Such patterns were viewed as important in understanding the concept of the *city-region* as a *socioeconomic* system, but in a political sense the *city-region* was more commonly perceived as more akin to a metropolitan area or core city plus immediate hinterland. The fact that *functionality* does not coincide with existing boundaries renders the latter more of a problem than the former, rather than vice versa.

The anonymous Conservative MSP felt that there was a minimum, rather than an optimum level of local authority size, in his/her opinion this was around the one-hundred thousand population mark, and any figure would depend on the function of the services a particular authority was asked to provide. Police and fire were cited as services where there was a need for a more substantial population. He/she raised the question of whether a single *Scottish Police Force* would be desirable, and suggested that realities on the ground were moving in that direction. This will indeed become a reality in 2013. In 2009 a Scottish Government Spokesman stated that there were 'no plans' to change the number of police forces in Scotland (Braiden in *The Herald*, 14/01/2009). In the past the phrase 'no plans' has been used by Scottish Government Spokesmen/women when asked about ongoing debates on the geographical structure of *local authorities* and health boards.

*"My time in the job has strengthened my view that many functions need to be delivered nationally. It's convinced me that local policing does not need the overheads of those back-office functions. It defeats me why we need eight different payroll structures; eight different HR structures, eight different recruiting structures, and I could go on. These are unprecedented economic times and the current economic climate calls for an*



*unprecedented approach for public service efficiency and reform."* (Paddy Tomkins, Her Majesty's Chief Inspector of Constabulary, in Adams in *The Scotsman*, 20/03/2009).

## STRATEGIC FUNCTION

The issue of Local Government Finance has a direct impact on the day-to-day employment of eleven of the twelve 'perspective three' respondents. Strong opinions were elucidated on local government finance per se *i.e.* the financial consequences of the current system, but less so on the influence of local government boundaries in shaping those consequences. The level of satisfaction with the current method of financing local government was related to the perceived fairness of that respondent's *local authorities* own 'settlement'. Very few people other than those close to the development of the systems of *Aggregate External Finance* (AEF) and *Grant Aided Expenditure* (GAE) actually understand the complexities of it. It is well understood that two major elements of the formulae are per capita allocation and relative levels of deprivation in a local authority area. In addition for example the outcomes vary according to the number of schoolchildren in a local authority area and the length of the road network under management. Specifically respondents were asked if in their opinion a *city-regional* method of setting taxation or the creation of larger local authority units (such as wider-metropolitan or *city-regional* based units), would produce a 'fairer' system, if they indeed disagreed with the current one. A desire was widely expressed to have other methods of local government funding actively considered. A special conference was held by COSLA in September 2008 to explain the current methodology to local government leaders, which is indicative of its sheer complexity.

*"So like every other council leader, I will tell you, yes, we're not big fans of the current formula, and I think any replacement formula will probably be equally as controversial."* (Derek McKay, Leader, Renfrewshire Council).

*"... the high incidence of drug abuse, alcohol abuse, and the strain that puts on social work services is [in Glasgow] not recognised in the grant distribution system. ... I mean, I guess it would iron out some of the anomalies [a city-regional system of need assessment], to an extent, but I don't think Strathclyde ever felt they were getting a fair grant distribution system, or a fair grant distribution."* (George Black, Chief Executive, Glasgow City Council).

*"I would suggest that we need to have, maybe a bigger, more national discussion about how it is we distribute local authority funding."* (Anonymous Council Leader 2) [Greater Glasgow].

The question of whether there exists a competitive relationship between *local authorities* was generally not seen as significant by the twelve respondents. Generally the question



was not something the respondents dwelled upon. Perhaps this is unsurprising given that these respondents are mainly satisfied with the current geographical structure of local government.

*“Well, I think, most certainly, it [competition between local authorities] does exist, and I think that is healthy in as much that it must be healthy for each community to be arguing for its future and trying to do its best for its future. So Glasgow will be trying to make sure that there’s many jobs in the city, that the city’s growing – as long as that’s not at the exclusion, you know, in other words, drawing resources away from surrounding areas. But actually everybody raising the bar, then that’s healthy.”* (George Black, Chief Executive, Glasgow City Council).

*“There is a bit of a competition around, definitely around jobs. ... we all take different actions to try and maximise our populations – you know, make sure we have a good range of houses and so on in each of our areas, but I wouldn’t say we’d go out of our way to compete with each other around that. But certainly around jobs, that is a key area.”* (An Anonymous Council Chief Executive).

.Satisfaction with the current geographical structure of local government also tended to imply satisfaction with the balance of functions and responsibility between local government and central government, although the Conservative MSP suggested that it was the relative balance of functions and responsibilities that would emerge as one of the key debates in Scottish politics in future rather than the actual geography of local government units.

*“... at what level should services be run, and at what level is the political accountability achieved? I think that a unitary system of Local Government should be retained, particularly now that we have a Scottish Parliament, and the issues about, not between splitting the functions of Local Government between local units – it’s about the relationship between the functions of Government to the Scottish Government and local authorities below that.”* (A Conservative MSP).

*“Commitment has been given that no change will be made to the structure and powers of local government within the scope of this parliament. Given the medium-term implications and the financial escalation of the previous overall re-organisation, would there be an appetite to undergo that type of exercise again?”* (Cllr. Stephen McCabe, Labour Leader of Inverclyde Council).

Cllr McCabe, Labour Leader of Inverclyde Council, drew an important distinction between effectiveness and efficiency, citing education authorities at the unitary authority level as an example.

*“Arguably, education services are not as efficient as they could be. If they are delivering the best quality of education to the young people under their auspices, is that inefficiency a significant problem?”* (Cllr. Stephen McCabe, Labour Leader of Inverclyde Council).



This philosophical reflection is worthy of particular attention. If there was to be a single education authority for Scotland, with regional branches, or an education authority run as a shared service between a coalition of authorities, would any realised cost savings outweigh the establishment of an inferior service?

The anonymous Council Chief Executive on Tayside gave the single education authority concept short shrift. This individual had many years of experience in local government.

*“If the Government took on Education, how would they administer it? I’d think what they would probably do is say we’ll have the headquarters in Edinburgh with Director of Education, say, and resources, and then they’d have to say, “What do we need to put in the way of management, locally to run all the schools?” Because you couldn’t have every school, when they’ve got a problem, phoning up Edinburgh... You would certainly, maybe get some savings on staff salaries you know – you’d only have one payroll system to pay all the teachers and so on, so you might get some savings there, but I think the Edinburgh would be too remote to deal with the local problems.”* (An Anonymous Council Chief Executive).

Arguments around functional effectiveness and *city-regions* concern the need for a critical mass of knowledge at the centre versus the potential for the dilution of local knowledge under such arrangements. The proposals for a Scottish Police Force include four regional headquarters, presumably in Scotland’s four main cities. The remoteness question in education could be dealt with through *city-regional branches* of the new body *Education Scotland* with an extended mandate (as discussed earlier). For the Conservative MSP, removal of education from local authority control could provide for self-managing schools, something that has long been ideologically attractive to the Conservative Party, especially in England and Wales.

*“Well, you probably don’t need thirty-two Education authorities – arguably, you don’t need local authorities running Education at all, and you could fund schools directly through the Scottish Government.”* (A Conservative MSP).

## **TERRITORIAL ALIGNMENT**

For the SNP Leader of Renfrewshire Council, having good working relationships between people in different *local authorities* and other *field services* was more important than worrying about geographical boundaries.

*“It’s my view that the boundaries are not giving us a difficulty. I’m not aware of major critical issues that are being caused as a consequence of the boundaries.”* (Derek McKay, SNP Leader of Renfrewshire Council).



There is an example where coterminosity exists between a local authority and health board but that very coterminosity creates a peculiar situation. The Helensburgh and Lomond area of Argyll and Bute unitary authority that was part of Dumbarton district prior to 1996 is now part of the NHS Highland Health Board area (previously part of the now defunct Argyll and Clyde Health Board area). This makes sense from the point of view of self-containing Argyll and Bute within NHS Highland, but perhaps not in terms of the practicalities of the *healthcare* needs of the residents of Argyll and Lomond. Indeed a view was expressed that residents of Helensburgh and Lomond faced a lot of unnecessary practical problems by being part of Argyll and Bute, whose primary administrative centre is some distance away in Lochgilphead.

*“Well, the pragmatics of that situation are dead simple – I mean, Highland cannot deliver in Helensburgh and Lomond area, so they have to subcontract everything to Greater Glasgow and Clyde. ... Helensburgh is very much at the outer edge of Argyll and Bute. ... I know that people from the licensing trade, they find themselves going to licensing courts in Rothesay [on the Isle of Bute] from Helensburgh. Now, that’s a journey and a half. ... rural areas do have to face, you know, difficulties with distance and location, but it’s one that I don’t think Helensburgh needed to have to deal with,”* (Anonymous Council Leader 2) [Greater Glasgow].

In Ayrshire three *local authorities* are contained within the area of one health board (Ayrshire and Arran). As shall be seen in the section on *healthcare*, the Chief Executive of Ayrshire and Arran health board concurred with Cllr David O’Neill of North Ayrshire that this ‘spatial mismatch’ had an economic and a human capital cost. There was less concern at East Ayrshire, where there seemed to be a lack of self-reflection as to whether there was an issue at all.

*“... it’s [three local authorities dealing with one health board, and vice versa] certainly not a problem for us, maybe in the initial stage there’d been a problem for the likes of the Health Board. ... So it’s maybe more of a problem for them, originally, but they’ve responded well. So they’ve administrative arrangements to suit the individual authorities. So from our point of view it’s working really well.”* (An anonymous East Ayrshire Council Officer).

Perhaps, at base, partnership working will always be trumped by the realities of political life, as suggested by the comment below.

*“West Lothian’s always been a wee bit wanting to do its own thing – they’re probably the most reluctant to join in, ... they’re bigger, they’ve also, they’ve got the new administration there has inherited structures that have shown that they can really deliver well, so they’ve actually inherited quite a good situation there – and they, perhaps, don’t, perhaps I wouldn’t say they’re unwilling partners at the table, but they maybe don’t see*



*much in it for them. And at the end of the day, of course, every Council wants to look after their own folk, right?”* (Anonymous Council Leader 3) [Former Lothian Region].

## **INERTIA**

The notion of *local authorities* providing certain services on a joint basis has emerged as a subject of interest in local government circles. This is not a new phenomenon in terms of select non-frontline services or even off-peak minor services (for example, the West of Scotland archaeology group, and joint Ayrshire Environmental Health noise control team at weekends). Questioning during the interview process focused on whether respondents felt there could be any practical or accountability issues associated the prospect of different local government units sharing services.

*“Each of those component local authorities, in one way or another, has to sell that to the local population because, in those people’s name, have those councils signed up to such a joint service. Now if that’s performing well, people will appreciate it, as long as it works for everyone. If it doesn’t work for some partners, they will have the right to walk away because they’re ultimately responsible to the community who elect them, and that’s democracy.”* (Cllr Derek McKay, SNP Leader of Renfrewshire Council).

Cllr Mackay, in explaining his view on what he sees as the quality of the concept of *shared services*, highlights a potential flaw. Accountability may be somewhat at odds with practicality, as the ‘right to walk away’ could undermine commitment and could be subject to party political rather than operational factors. Issues of democratic accountability naturally are less relevant at an administrative level, for example skills training, or the sharing of IT systems or back office functions. It is understandable that the level of enthusiasm for extending *shared services* to more front-line services may not be as great, and decisions as to partners made on political rather than operational factors. Anonymous Council Leader 1, whose authority is one of those adjoining Glasgow City, it was noted earlier expressed a desire to explore shared service provision with two authorities in the opposite direction from the city and outside the CVCPP/GGCVSDPA area. Leaving aside the fear of suspected (historical?) geopolitical ambitions harboured by Glasgow City council, which appeared embedded in that individuals psyche despite claiming to feel reassured on the matter, it is questionable whether the selection of partner(s) on the basis of their relative size or politics is a sensible basis on which to move forward. In the case of Renfrewshire Council there is evidence of a similar (but a least more logical) mindset on the issue of potential service partners. Despite Cllr Mackay citing Glasgow City as an example of good practice, the priority appeared to be to moving towards their smaller former ‘Renfrewshire County’ neighbours and not Glasgow City.



*“We have got various reviews underway at the moment, and they’re led by PriceWaterhouseCooper and the 3S project – looking at East Renfrewshire and Inverclyde for potential shared services, and also looking at a wider pathfinder. Look what other councils have done, for example, Glasgow – to say, can we streamline services, can we be more efficient, can we get a bigger bang for our buck? ... Nothing’s ruled in and nothing’s ruled out – it’s simply a question of what services do we provide, and is there a better way of providing it?”* (Cllr Derek McKay, SNP Leader of Renfrewshire Council).

When asked if Renfrewshire council would be interested in being involved in sharing services with Glasgow, having cited Glasgow as an example of good practice, Cllr McKay responded that:

*“There are clear lines of communication, but the first step is, say, look, can we do this wider than just Renfrewshire – can we include Inverclyde and East Renfrewshire as well, our immediate neighbours?”* (Cllr Derek McKay, SNP Leader of Renfrewshire Council).

George Black, Leader of Glasgow City Council, was specifically asked if the Greater Glasgow and Clyde Valley grouping could be a precursor to the wider sharing of services across the area. Mr. Black sounded cautious, perhaps aware of neighbouring political sensitivities.

*“I think there is an agenda coming, which will be about shared services, which are likely, I think, to start off with backroom support services. They could extend to other services, but I don’t see that happening – the front line services happening, certainly not in the next two or three years, but I do see back room operations happening that way.”* (George Black, Leader of Glasgow City Council).

When it was then put to him that there was evidence of a preference amongst neighbouring authorities to share services with each other, but not Glasgow City, Mr. Black was unsurprised and responded with candour.

*“... when it comes to IT services, I think your professional views are likely to be more to the forefront in that, actually. But when you come, if you were to take cleansing services, for example, ... I could see that other authorities would be wary about Glasgow’s boundaries expanding if it started providing services outwith its boundaries, direct services.”* (George Black, Leader of Glasgow City Council).

Preliminarily, it was considered at the start of the chapter that *regional organising capacity* was better developed in West Central Scotland than in East Central Scotland, by virtue of the longstanding existence of a *strategic planning* authority and a regional transport authority (inherited from Strathclyde) and the *forum* of the CVCPP. This has not automatically led to further progress in terms of *shared services*, as suggested by evidence since the interview process took place. Discussions of this nature have been guided by city-



*regional/metropolitan* areas as potential organisational frameworks. The eight authorities comprising the GGCV in November 2009 commissioned a review to investigate the potential for sharing services, the *Clyde Valley Review*, chaired by Sir John Arbuthnot. During the same month six councils (City of Edinburgh, West Lothian, Midlothian, East Lothian, Scottish Borders and Fife) announced the setting up a ‘forum’ to explore closer *joint working* arrangements (Blackman, 2009). In October 2010, the eight Clyde Valley councils proclaimed that they were considering sharing services in waste management, transport, health and social care, and support services (Scottish Government, 2012b). The website [improvementservice.org.uk](http://improvementservice.org.uk), a *Scottish Government* website which acts as a reference tool for public sector bodies in Scotland, has not noted any substantive sharing of actual services in Scotland with the exception of procurement activities (except for Stirling and Clackmannan) (Scottish Government, 2012b). Interestingly, the summary of ‘developments’ (with the trail going cold) is focused around three *city-regions*– Glasgow, Edinburgh and Aberdeen (Aberdeen City, Aberdeenshire and Moray), plus Ayrshire and Forth Valley (Stirling, Falkirk and Clackmannan). This may be an acknowledgment of potential ‘*zones of shared service cooperation*’. There is no mention of Dundee, Angus and Perth and Kinross. Overall evidence from the thesis suggests that a hybrid approach to *regions* in Scotland is more appropriate than spatially exhaustive *city-regions*, with Ayrshire and Forth Valley examples of *sub-regions* that may be able to capture the advantages associated with *city-regions* via the *governance principles*. FUR levels of *functional interdependency* were broadly considered as too low to constitute functional evidence that would justify a corresponding *geo-administrative* arrangement, with respondents (when an opinion was advanced) looking for a degree of interaction internal to metropolitan areas and internal to sub-regions such as Ayrshire.

The only development in *shared services* that has moved beyond the ‘planning’ stage as of June 2012 is a partnership between Stirling and Clackmannan councils, who have merged their education and social work departments. Despite the initial welcoming of the *Clyde Valley Review* by the eight constituent authorities, South Lanarkshire quickly withdrew from the scheme followed by West Dunbartonshire. The decision of the latter was surprising for Prof. Richard Kerley of the *Centre for Scottish Public Policy* as in his view West Dunbartonshire had initially been the most enthusiastic of the eight authorities and had initiated many feasibility studies.

*"The fundamental factor underlying this is there are so many councils involved in complex and difficult discussions. Perhaps, it works better when fewer councils are involved in these deliberations. Shared services have become one of the mantras of local government*



*efficiencies and is a route strongly encouraged by the Scottish Government."* (Prof. Richard Kerley, 31/08/2011)

There is a strong impression from the interview responses on *shared services* that it might be difficult to garner the political impetus amongst authorities to take the 'agenda' beyond the drawing board. The opinion of Prof. Kerley points to a paradox, whereby a large number of authorities are necessary to achieve economies of scale, but in practice it is difficult to move forward when so many authorities are involved. Stirling and Clackmannan is the opposite – two authorities with each headquarters in proximity, (the latter, Scotland's smallest authority, was described as being 'self-aware' by the *Government Policy Advisor*), and there is a geographical logic in that particular case (Stirling 'City' in close proximity to the main settlements of Clackmannanshire). New technologies are leading to waste recycling centres that require large population catchments. A *governance* solution to political inflexibility might see private actors build such facilities and enter into bilateral agreements with individual authorities.

Considering the lack of activity since the interview process was concluded, combined with the modesty expressed by the respondents at that time, it is fair to conclude that such a 'mantra' of *shared services* has failed to gain traction within local government. Eddie Frizzell, professor of public services management at *Queen Margaret University*, expressed scepticism on the feasibility of the *shared service agenda* due to what he viewed as the inevitability of public sector job losses and uncertainty regarding service outcomes amongst managers. It may be that such *factors of inertia* described are compelling. The cost of redundancies may outweigh (normative reasoning) gains via *economies of scale*. In the era of the Scottish Parliament and as a result, what Senior Civil Servant 1 described as an increasing expectation amongst the general public for uniformity of service across local authority boundaries, the GGCV area does not exist as a democratic and electoral entity, therefore in such a context the *city-regional* scale does not fit well. If the *Scottish Government* is as keen as Richard Kerley suggests, it will have to become more proactive, which it may be reluctant to do for practical and political purposes. Perspective four emphasises the separation of the unit of democracy (local government) from the unit of service delivery. Evidence from the putative *shared service agenda* suggests that this separation may be more difficult to achieve in practice than in theory. The *shared service agenda* suggests that the relevance of the 'shift' from *government* to *governance* emphasised in the literature, resonates less 'on the ground' within Scotland than other contexts, as was suggested by Midwinter (1995). Clearly there has been a shift to some extent, with the increasing number of *quango* bodies as a characteristic of this shift. The



*soft city-region* as a characteristic of *governance* in Scotland is more in line with the ‘talking shop’ concerns of Shaw (1994) than the theoretical frameworks of Salet, Thornley and Kreukels (2003a, 2003b). The *soft* conception of a cooperative *city-region/metropolitan area* appears to be held as desirable as an organisational principle for an uncertain number of services (or aspects within certain services), but politico-cultural *factors of inertia* (or perhaps naked political pragmatism versus a lack of incentive) are more powerful headwinds. With respect to the *Clyde Valley Review*, there is an emphasis on certain aspects within services being shared, rather than whole services being managed by joint structures, and also the emphasis on the report as a ‘road map’ leaves many gaps in how to affect a practical implementation of recommendations. The recommendations are sufficiently complex to provoke practical and/or political-cultural resistance to implementation, but insufficiently fundamental to justify the formation of an executive body with the relevant competencies.

*"There has been a fudging of the real issue behind this – what is the implication for public sector jobs? If you share services and you still have the same number of people on your payroll, it is not entirely clear to me where the benefit is. To make actual cash savings, it seems to me, jobs are in the frame. ... As a manager, you are never wholly confident you will get the service you need from the shared service. The cultural resistance to that has to be overcome – there is a big job to persuade managers."* (Eddie Frizzell in Mackie in ‘The Scotsman’ 21/11/2009).

The ‘cultural resistance’ within *local authorities* comes back to the earlier expression along the lines of ‘ultimately defending ones patch’ by Cllr Berry. In that sense perhaps such inertia is rationale, just as limiting the scope of shared services to a single neighbouring authority of similar or lesser size might be seen as less of a political risk and administrative challenge. ‘Sense of place’ or ‘place attachment’ as a *factor of inertia* is in the background if your area which you care about as a Councilor or an Officer is one that can ill afford employment loss. Factors of *culture and identity* were acknowledged by the twelve respondents as a counter notion to the creation of political and administrative *city-regions*, so it would be surprising for there not to be a similar phenomenon with respect to *sharing services* at that scale. Just as perhaps one authority was concerned about the perceived ‘fair share’ of job losses it may be exposing itself too via sharing services, the Conservative MSP suggested that poorly perceived units of local government based on *city-regions* would lead to the general public questioning whether they were receiving a fair share of resources. This implies a general rule that by organizing politically and administratively across a larger scale, the greater the risk of conflict/disquiet over fairness within that larger scale.



*“I don’t think it’s a good idea to sort of atomise these things and put people into units with which they have no sense of identification because that will reduce public participation in Local Government, in elections, in wider civic society. ... and they would almost instinctively feel that they are not getting a – whether it was true or not, you could guarantee that they would instinctively feel that they’re not getting a fair share.”* (A Conservative MSP).

It could be argued that many residents on the periphery of Dundee City who were part of the former Dundee District Council and are now in Angus or Perth and Kinross as a result of politically inspired boundary changes, feel they are victims of abstract lines on a map, such residents face long journeys to access public libraries as they are unable to join those in Dundee City. The sister of a friend of the author who grew up in the village of Liff to the North West of Dundee City, in the authority of Angus, was enrolled by her parents in a fee-paying secondary school nearby in Dundee City, rather than face an eighteen mile daily round trip to Monifeith Academy, in Angus but on the other side of the city.

*“Well, again, you see, this comes back to the politics of identity and also comes back to the politics of money, and you know the Dundee and the configuration of the Councils round that is very controversial, politically and there’s no way that the SNP government is going to change the boundary of Dundee marching into Angus.”* (A Conservative MSP).

Such sentiments are part of an argument for keeping suburban hinterlands and minimised core cities separate in terms of local government, despite the potential for scenarios such as the one described above (which where they exist can be overcome via local agreements). An argument could be constructed that says such a separation is entirely reasonable and rational, that separate ‘local identities’ and political needs catered for will stimulate grassroots participation in the local democratic process. Sentiments expressed in ‘perspective four’ suggest that there are good practical political reasons for such *geo-administrative* outcomes.

## **8.7 PERSPECTIVE FOUR**

The fourth and final *perspective* from the local government interviews refers to a pure ‘community-identity’ perspective. This perspective argues that a definable and identifiable ‘community principle’ should underpin the existence of local government units, ahead of other factors. The *city-region* scores poorly from this perspective. Both respondents did not outline or give further detail on criterion for demarcating such units.

- 1) Rory Mair, Chief Executive of the *Coalition of Scottish Local Authorities* (COSLA).



## 2) A Glasgow City Council Official

### SIZE, EFFICIENCY AND DEMOCRACY

As the chief professional representative of Scotland's thirty-two *local authorities*, Mr. Mair essentially put forward what he viewed as an antithesis of the argument for 'formal' *city-regions, metropolitan authorities*, or large unitary administrative units in general. Such debates were characterised by Mr. Mair as outdated in the era of *governance*. Separately, and in practical terms, it was acknowledged that there may be a case for 'ironing out' some mismatches in Scotland's public sector map if they were proving to be too problematic.

For a system of local government that is not currently under active political consideration for territorial reorganisation, Mr. Mair appeared to have put a lot of effort into thinking about the issues raised in the interview schedule. Mr. Mair emphasised he was speaking in a personal capacity unless otherwise stated, and was keen to contribute to what he acknowledged was 'a big debate'. Notions of *economies of scale* in local government service provision were given short shrift.

*"I think there's a view that there has to be a trade-off between democratic accountability and efficiency. It's not a position I hold, but I recognise that it is held by others and that there is a view that some services need to be provided on a strategic level or at a big level to be efficient. There's no business case for that, as far as I can see, so I don't believe it. ...the most efficient Education authority in Scotland just now is East Renfrewshire, which is also the smallest. It has the lowest cost per capita, and it has the highest educational attainment."* (Rory Mair, Chief Executive of COSLA).

It was pointed out in response that East Renfrewshire might not be the best example because much of the local population is relatively wealthy, overall levels of deprivation are low, and so the school intake as a whole is relatively advantaged. Mr. Mair responded that the aggregate management costs in the former Strathclyde region are now lower in relative terms than they were when that entity was in existence as an *upper-tier* education authority.

*"If you're saying to me, look, should some support services be organised at a level that is outwith the individual Council, I would say yes, probably they should – things like procurement. But in terms of service delivery, which is the issue here, I'm not sure that there is an argument for that, right? But I do accept that this is a big debate in Scottish Local Government ... where COSLA sits and where I sit, personally, is that if there is a trade-off to be had between efficiency and democratic accountability, we would sit very firmly on the fact that the thing you shouldn't give in on is democratic accountability because what is Local Government if it doesn't do that? We're not a service deliverer –*



*we're part of the governance of Scotland, so why would you put that at risk in order to be more efficient? Especially when the case that you would be more efficient is unproven."* (Rory Mair, Chief Executive of COSLA).

Mr. Mair provided some background on his own experience in local government as Chief Executive of Ross and Cromarty Council prior to the 1996 reorganisation. The creation of the unitary authority of Highland Council, which along with Dumfries and Galloway and Scottish Borders was formed by substituting the geography preceding region for the new unitary authority. These are geographically large units, in the case of Highland accompanied by a large aggregate population estimated at 222,370 as of 2011, with Scottish Borders at 113,150 and Dumfries and Galloway at 148,060 (GROS, 2012).

*"Now, what we've got is a Highland Council that covers Sutherland, Caithness, Inverness, Fort William and Skye, you know – it is huge and there's no community of interest. ... I think this is not about numbers, this is about - can you create a unit where the governance would be legitimised by a community of interest. ... if they [the people] don't see you as legitimate, you're knackered."* (Rory Mair, Chief Executive of COSLA).

## **STRATEGIC FUNCTION**

In the event of a hypothetical local authority map of Scotland where the number of units was greater than at present, but legitimised by being composed of units corresponding to 'communities of interest', it was put to Mr. Mair that overall decision making might suffer, especially given the identified tendency towards uniformity of service that the existence of the Scottish Parliament has encouraged. It was also put to Mr. Mair that the division of the former county of Lanarkshire into North Lanarkshire and South Lanarkshire has left Hamilton and Motherwell in separate authorities when arguably there is a stronger 'community of interest' between these two towns than between say Motherwell and Cumbernauld within North Lanarkshire. A single Lanarkshire authority or authorities based on *functional city-regions* or *metropolitan areas*, it was put to Mr. Mair, could form more of a 'community of interest' than existing local government units.

*"That would drive me towards smaller local authorities, not bigger City Regions because that ain't a community of interest – that's a community of commuting and I'm not interested - I understand that city-regions are a very big driver of economies, but that's not a reason to organise your Local Government system around them."* (Rory Mair, Chief Executive of COSLA).

This was the strongest expression of a commonly held view that the *city-region* is too large to be considered as the basis for a local authority unit. Considering the *city-region* as a *metropolitan area*, enthusiasm appears to be lacking within local government even in



hypothetical terms. In the context of '*communities of interest*' is Mr. Mair correct to be so dismissive of the *city-region*? Does Mr. Mair betray a conservative local government establishment that does not wish to acknowledge that changes in economy and society mean that, even setting aside the scale at which services should be delivered, the spirit of '*community of interest*' is compatible with units of democracy commensurate with wider patterns of life and work? It may be better to say that the *city-region* is not necessarily the most suitable '*community of interest*' on which to base the consideration of local government geography, but it is a '*community of interest*'.

The anonymous Glasgow City Council Official discussed the *city-region/metropolitan area* from a practical perspective, in terms of '*community of interest*'.

*"I think there is an important benefit of the present Glasgow boundary, which people don't often talk about, which is that it gives a lot of focus on the regeneration task, ... Now, if you were carrying big suburbs in addition, it would, in principle, bring in money, but it would also bring in a lot of councillors who are not very interested in the regeneration task. And I'm not sure that the overall system would be more effective, ... I'm not sure that the money should be such a consideration in defining, because after all, you know, it's possible to have other financial compensation mechanisms."* (A Glasgow City Council Official).

In other words, a '*community of interest*' is formed around common issues, and in the case of Glasgow City this is the established and ongoing task of reversing inner-city decline in areas such as Govan and the Gorbals. A Glasgow City *metropolitan authority* that incorporated adjoining councils where the regeneration of inner-city Glasgow had never been relevant politically, could result in a polity that is less satisfactory or effective for both the current Glasgow council area and the suburbs incorporated. The uncertainty of resource implications which would have to be distributed over a larger population may play a part in informing this view. Certain geographical areas and/or their representatives may suddenly find the distribution of monies less favourable to their particular locale, or they may as alluded to by the Conservative MSP, instinctively feel that way as a matter of course. On the other hand, do the residents of Giffnock in East Renfrewshire, for example, form less of a '*community of interest*' with say, Gorbals or Govan, than the residents of Castlemilk or Baillieston in Glasgow City? In the context of discussing the sharing of services across Greater Glasgow and the Clyde Valley following the *Clyde Valley Review*, the comments of the Leader of East Renfrewshire Council provide evidence for the concerns of the anonymous Glasgow City Council Official.



*"This innovative approach supports East Renfrewshire's view that delivering the best possible public services for all is not about boundaries, the size of a council or where particular expertise lies geographically. ... We keep talking about efficiencies, but what about the people who live in East Renfrewshire? They would go to the barricades to protect this authority, even those who do not fall into the obvious East Renfrewshire demographic. You can't accuse us of being ripped out of Glasgow because we were never part of it. I don't believe people from outside Glasgow freeload, if that is the accusation. The vast majority of the money, upwards of 80%, comes centrally and we contribute towards that."* (Jim Fletcher, Labour Leader of East Renfrewshire Council in Braiden in 'The Herald', 14/01/2009).

Political actors can be understandably passionate about their areas. Prior to the allocation of Rutherglen and Cambuslang from the former Glasgow District to the new South Lanarkshire in 1995, a binding referendum was conducted in 'Camglen' (as one entity) and two neighbouring localities, Toryglen and King's Park (as one entity), asking residents to vote on which new authority (Glasgow City or South Lanarkshire) they would prefer to join. Toryglen and King's Park produced a majority in favour of Glasgow City. The result in 'Camglen' was in favour of South Lanarkshire, but only by a margin of 53% to 47%. A 'Camglen' cross-party campaign lobbied and campaigned to be part of South Lanarkshire citing loss of identity under Glasgow District (until 1974 these areas were not part of the then County of the City of Glasgow, and were the only 'suburbs' added despite Wheatley's recommendation for a Glasgow District more akin to the 'built city'). Future research could survey as to whether the certainties claimed by politicians with respect to the passions of their electorates to remain separate from the municipal city are as they claim, which would provide insight into the question of 'communities of interest' or as Midwinter (1995) described them, areas that are defensible in *socioeconomic* terms.

## **TERRITORIAL ALIGNMENT**

Concerns regarding the misalignment of administrative boundaries were viewed by both respondents as a distraction or of minor concern. Of more importance were fundamental changes underway in the ethos of the public sector. Ensuring that best practices from organisations in the public sector were shared across the sector was important to both respondents. The language of *multi-agency governance* was invoked.

*"Now, we've become, and I accept this, we are locked into a model of service delivery and have been for the last twenty years where I am a Council, I get my budget, there's a Health Board, it gets its budget, there's a Police Authority, it gets its budget and if they're not coterminous, how do you pool budgets around about some key issues? We're now saying that isn't the issue – we're now going to move to a situation where we're budgeting around about outcomes, and therefore what happens is, these organisations have got to come*



*together to use the resource, in order to get the outcome that the Government are wanting. So you're seeing a very big change, just as you're doing your piece of work."* (Rory Mair, Chief Executive of COSLA).

*"It doesn't matter whether there are two Health Boards, three councils – if you can manage the basic relationship thing, it doesn't actually matter about the coterminosity issue. ... and I'm saying whatever criteria you use for setting boundaries, administrative neatness couldn't be one. ... I do accept the point that, you know, there must be some value in boundaries being more closely aligned, but I don't think it's the driver here."* (Rory Mair, Chief Executive of COSLA).

## INERTIA

Returning again to the key issue of '*community of interest*' or '*community-identity*', it is reasonable to assume that one rationale for creating local government units commensurate with such a '*community of interest*' would be to engender a stimulation of public interest in local democracy. Factors of *culture and identity* would perhaps as Cllr O'Neill of North Ayrshire suggested, point to the former county of Ayrshire as such a scale, where the '*community-identity*' rationale would be better met by a single authority instead of the current three authorities which could be characterised (especially in the case of East Ayrshire) as somewhat arbitrarily defined.

*"No – I almost guarantee that it weren't. Guarantee it'd be the reverse. ... I believe you can have local democracy and efficiency and scale where you require it, for the purposes you require it for."* (Rory Mair, Chief Executive of COSLA).

Even though Mr. Mair is speaking in a personal capacity, and there is no doubting the sincerity of Mr. Mair's sentiments, his 'positionality' as Chief Executive of an organisation which exists to further the interests of Scotland's *local authorities* implores that one scrutinises his positions carefully. In the sense that no other respondent argued on principle for smaller unitary authorities, Mr. Mair can hardly be described as holding to a pre-prepared consensus from the membership of his organisation. The swift, unequivocal and uncritical rejection of the *city-region* as an organising principle or as a '*community of interest*' (even if not as a '*community of interest*' relevant to local government) was disappointing, in terms of the nature of the rejection rather than the rejection itself. This rejection may reflect experiences or close observation of life in local government under the former *two-tier regional and district* structure prior to 1995. Perhaps with the imperative towards larger units (*quangos* and 'national scale') for service delivery, there is nervousness amongst Scotland's *local authorities* and justification of the status quo has to be grounded on arguments on its purported democratic quality. The interview with Mr.



Mair was brief due to time constraints on his part and regrettably time did not allow for a discussion on the relative balance of functions between central and local government. Perhaps '*Scotland Regional Council*' would allow for the smaller units he (and indeed the Government Policy Advisor) alluded to, although this would involve *local authorities* surrendering powers, which did not appeal. It would be disrespectful to someone as experienced as Mr. Mair, whose candour was admirable, to suggest his responses were framed with the membership of COSLA in mind. The views of COSLA's membership will be diverse as indicated from the diverse responses of interview respondents.

The views of Mr. Mair on the *city-region* give currency to the notion that the functional evidence for *city-regions* and the scale of the *city-region* as a potential unit of local government do not feature prominently in current discourse within local government in Scotland. A fifteen unit model of *local authorities* coterminous with NHS health boards has been mentioned, which would create *city-region* type units, but it is difficult to conceive of such a structure being digestible for many existing authorities. Evidence from the *healthcare* interviews in the following chapter suggests this model might be popular and more suitable for NHS service planners.

The *city-region* as an political and organisational principle has featured with respect to the *shared services agenda* (although not overtly in terminology). Mr. Mair did not believe that *local authorities* should be legislatively compelled to share services, but it is difficult to conceive of a coordinated and comprehensive approach in future without Scottish Government intervention. The forthcoming *national police service* and *national fire service* will remove the last geographies based on the boundaries of the former *regions*. Despite a reluctance to consider the *geo-administrative* structure of Scotland's public sector during its first term as a minority administration (2007-2011), the SNP government has made its first major moves in this regard since its re-election, while committing itself to maintain the current structure of local government. Mr. Mair will be aware that the same commitment was taken in 2007 with respect to police and fire services.

The idea of there being a challenge to the existing way of thinking about service delivery and the role of *local authorities* in that delivery was also echoed by the Glasgow City Council Official - a portrait was painted of an imperative towards larger scale delivery units with a simultaneous increase in autonomy and decision making at a lower level.



*“Now, I mean, what’s happened is that people have come to perceive the issue of representative, consultative structures. What’s happening is that there’s, people separate the idea of a delivery unit, a business-oriented delivery unit, from the idea of a consultative structure, and what’s happening is that the delivery units are still tending to become larger under the pressure of economies of scale. But there’s a reconnection with local communities going on through more of an elaboration of the consultative structure, primarily under the aegis of community planning, but also, the health and care partnership’s important, because they actually embrace a high proportion of public services. ... the budgetary functions and many of the kind of central planning functions are still going on in the parent bodies, but you’ve got a growth of autonomy of decision making and consultation at this rather lower level.”* (A Glasgow City Council Official).

It was then asked if these developments called into question the rationale for the existence of the current local authority structure, with the potential for a subsequent evolutionary re-scaling of the level of ‘democracy’ on one hand and the level of ‘delivery’ on the other.

*“For some aspects of service delivery, but those have to be distinguished from the policy and the strategic functions and the accountability which remain at, very much at the local authority kind of level.”* (A Glasgow City Council Official).

## **8.8 DISCUSSION**

By categorising each interview respondent as pertaining to one of four broad *perspectives* on how local government in Scotland should be organised, the intention was not to suggest that one perspective was superior to another, but to allow for some critical analysis to emerge via ‘separating out’ and then ‘pulling together’ the various strands of thought contained within what was a large volume of valuable information. Nor was the intention to suggest that the categorisation could form some sort of proportion estimate on what views are held across Scottish local government as a whole. It is reasonable to suggest however that ‘perspective three’ is closely representative of the prevailing sentiment within local government, given that twelve out of twenty one ‘local government’ respondents were closely associated with this particular perspective, which essentially is resistant or hostile to structural change. ‘Perspective three’ respondents in and around the cities of Glasgow and Edinburgh viewed the *city-region concept* (mainly in a more *metropolitan area* fashion) as having limited relevance politically and organisationally with respect to some *joint working* issues (*shared services*), but appeared cautious regarding the future development of *Regional Organising Capacity* beyond the existing *forums*, *strategic development planning entities*, and *transport partnerships*. Indeed, there is evidence from the interviews here (and subsequently in the *strategic planning* chapter) that *shared service* ambitions have been oriented ‘away’ from *functional city-regions/metropolitan areas* due to a fear of the *core city* authority and other larger authorities – a perceived commonality



whereby the suburban/rural/former ceremonial county, does not feel threatened). It could be argued that some *local authorities* consider these things around a perceived '*community of interest*', for example the authorities comprising the former ceremonial county of Renfrewshire.

It is sensible to accept the prevailing sentiment in local government circles, and to consider the other perspectives (often expressed in terms of being an ideal) around that prevailing sentiment. That prevailing sentiment is underpinned by what appears to be a *conventional wisdom* that structural change in local government is motivated by a desire to reduce the number of persons employed in local government and/or is a power play exercise. This is to be expected especially given the unsatisfactory nature of the 1995 reorganisation. If the purpose of local government reorganisation is to diminish the employment role and social function of local government as a means of saving money in the short term rather than via an appraisal of the long term benefit of structural change, then the case for further change is diminished (in the sense that the 'jobs' issue clouds the more profound issues of e.g. the interplay between the tensions of size, functional effectiveness and democracy).

The case of Cllr. David Berry, SNP Leader of East Lothian Council, highlighted the difficulty that some Local Authority leaders have in reconciling what they recognise is a need for the delivery of certain functions at a more strategic level (especially in terms of notions of *economies of scale*) that their individual unit, with a reluctance to reduce their powers and diminish their role as a service provider. Credit is due to Cllr. Berry for appreciating the complexity of the issue. Similarly, *shared services* are 'talked-up' initially, but in practice there is little enthusiasm and much caution. This is logical when viewed from the prism of a local authority. While the *city-region and region* has not seen an enhancement of *Regional Organising Capacity* in this respect, local government has been resistant to the notion of the *Scottish Government* taking on certain strategic functions that were formerly the domain of the regions, such as education and social work, but do not seem to warm to the *governance* notion of the separation of the delivery mechanism from the unit of democracy, as suggested by Rory Mair, Chief Executive of COSLA. This is rational again, in that each local authority is a democratically elected entity and the *shared service agenda* removes service(s) from 'direct' democratic control. To paraphrase the Labour Leader of Inverclyde Council, Cllr. Stephen McCabe, if a particular service function is evidently producing the most *effective* outcomes that can be reasonably expected but is not as *efficient* as can be reasonably expected, is that sufficient a problem to justify such a change? With concern expressed about electoral turnout in the *Scottish*



*Local Government Election* of 2012, further *governance* may serve to weaken the connection between local government and the wider electorate.

Common to all four perspectives was an acceptance in the most part that something was amiss with the current geography in the sense that the current ‘number’ of thirty-two *local authorities* is not ‘ideal’, even when hostility to structural change is apparent. This ‘acceptance’ is not underpinned by a practical desire to return to a ‘two-tier’ (in effect would be ‘three-tier’) formal architecture as the fact of a Scottish Parliament would result in a more crowded governance landscape, and many think that the current geography should be maintained on the basis that to make changes would create tensions and divert from service delivery. The *city-region* does not feature prominently as a term, but the *governance principles* or *themes* are common to say, regions via amalgamations of existing units, for example along the lines of former ceremonial counties (*nodal regions*). The *Clyde Valley Review* provided for a *metropolitan area/city-region* type framework and cited specific services that would lend themselves to being *shared* amongst the eight *local authorities* comprising Greater Glasgow and the Clyde Valley, but South Lanarkshire quickly withdrew from post-report negotiations, followed by West Dunbartonshire and the trail has since gone cold. The SNP Leader of Renfrewshire Council, Derek Mackay, appeared comfortable with any ‘*democratic deficit*’ implications of *shared services*, in that ultimately each participating authority would have to judge the process in the context of their electorate’s best interests. Derek Mackay has recently been elected as an MSP, and is the current *Minister for Local Government* at Holyrood. As shall be seen in the *Strategic Development Planning* chapter, evidence from ‘Tayside’ would suggest that *voluntary joint working* in that part of Scotland would be extremely difficult to encourage between Perth and Kinross and Dundee. Such an example perhaps explains why the two relevant Scottish Government Ministers, John Swinney and Derek Mackay, have adopted a ‘hands off’ approach to the issue. With a referendum on Scottish Independence on the political horizon, it would be understandable if the current SNP administration wanted to avoid provoking ‘internal disharmony’ by imposing or coercing *local authorities* down a particular alley that these authorities would not appreciate or would protest about.

The chapter has highlighted that there is a strong case for, assuming the long term maintenance of the existing thirty-two *unitary authorities*, adjusting some boundaries where these are obviously dysfunctional, due to actual physical form and/or their relation to other service boundaries. This can only be considered in the overall conclusion to the thesis, after the *Healthcare* and *Strategic Planning* chapters. This was acknowledged by no



less a figure than Rory Mair, Chief Executive of COSLA, who naturally would not go out of his way to highlight specific examples, and hence his acknowledgment in general terms. The notion embodied by Mr. Mair in ‘perspective four’, of a ‘*community-identity*’ principle that should underpin the unit of local democracy, was theoretical, in the sense that Mr. Mair was not advocating structural change, but was rather seeking to challenge the thrust of recent debates which appear to focus on their being too many *local authorities*, and instead promote the view that a movement to larger authorities such as those based on *city-regions*, *metropolitan areas*, or merged existing units, would be damaging for the fabric of Scottish society. Mr. Mair explicitly challenged the equating of size with efficiency, by asserting that in his years of experience he was yet to see a ‘business case’ for ‘up scaling’ strategic services. It is reasonable to suspect that Mr. Mair was being deliberately controversial here, as the most typical view held by respondents who would argue against such ‘up scaling’ is that some services do lend themselves to a more strategic level of delivery, but that it is not worth reorganising local government to facilitate this level. It is pertinent to consider the sentiments of the Government Policy Advisor (‘perspective two’) which best encapsulate the issue. For him/her, the current configuration of *local authorities* ‘falls between all possible stools’. They’re not ‘local’, they don’t reflect ‘identities’, they’re not big enough to be efficient, they’re not big enough to have clout in partnership negotiations, and that was said to lead to bad politics and policy making. Most authorities are not small or well enough configured to be justifiable along ‘*community-identity*’ arguments, but neither are they large enough to benefit from the benefits of strategic management and delivery. Assuming that *governance* (the separation of the delivery vehicle from the unit of democracy/*shared services*) cannot be taken forward as suggested by Mr. Mair, due to a reluctance within local government, then perhaps an ‘incremental process’ of structural change should also be considered, with the concept of the *city-region* informing that process.

The points to be taken forward from the above discussion require the analysis of the *Healthcare* and *Strategic Development Planning* interviews in order to provide the fuller picture on *relations between different units* and issues of *boundary alignment*. That analysis constitutes the following two chapters. Consideration of how an ‘incremental process’ might occur, alongside (and complementary to) a *shared services framework*, shall be considered in the concluding chapter of the thesis.



# CHAPTER 9: THE CITY-REGION AND SCOTLAND'S NATIONAL HEALTH SERVICE

## 9.1 INTRODUCTION

This chapter consists of an analysis of key outcomes of the portion of the conducted interviews concerned primarily with *healthcare*, i.e. those interviews under the *Healthcare* interview format. A total of *fourteen* respondents were considered under the *Healthcare* interview format. Four of these interviews took place with Senior Civil Servants/planners, three of whom wished to remain anonymous. Unfortunately it is not possible to reveal any more information about these three respondents. As these three respondents know each other this approach was considered necessary in order not to compromise their desire for the strictest level of anonymity:

- 1) A Civil Servant/Planner 1
- 2) A Civil Servant/Planner 2
- 3) A Civil Servant/Planner 3
- 4) Myra Duncan, NHS Regional Planning Director, South East Scotland (*not quoted*)

The remaining ten interviews took place at the geographical health board level:

### NHS GREATER GLASGOW AND CLYDE

- 5) Tom Divers – Chief Executive of NHS Greater Glasgow and Clyde
- 6) 'An NHS Greater Glasgow and Clyde Official'

### NHS LANARKSHIRE

- 7) Tim Davison – Chief Executive of NHS Lanarkshire

### NHS AYRSHIRE AND ARRAN

- 8) 'An NHS Ayrshire and Arran Official'



## NHS Lothian

9) 'An NHS Lothian Official 1'

10) 'An NHS Lothian Official 2'

## NHS Fife

11) 'An NHS Fife Official 1'

12) 'An NHS Fife Official 2'

## NHS Tayside

13) 'An NHS Tayside Official'

Finally, there was one respondent at the geographical health board level who requested anonymity beyond their geographical location:

14) 'An Anonymous NHS Official'

## 9.2 GEOGRAPHICAL STABILITY, STRUCTURAL FLEXIBILITY

The chapter begins with a brief summary of respondents' perceptions on the current structure of and rationale for Scotland's fourteen territorial health boards. It then goes on to focus on the aim of the chapter, which is to consider the outlined *governance principles* or *themes* as they relate to the current administrative and service delivery framework of Scotland's NHS, and the relative prominence of the *city-region concept* in informing current debates on the delivery of strategic *healthcare* functions and services. As with the previous chapter, the nine *principles* under four broader headings which connect with the particular context of *healthcare* in Scotland – *size, functional effectiveness and NHS Board geography; Regional Planning Directorates (RPDs) and strategic function; territorial alignment; and factors of inertia*.

The principle decision-making units in Scotland's Health Service, are, at the national scale, the *Scottish Government Health and Social Care Directorate* and the *Scottish Government* itself, via *Cabinet Secretary for Health and Wellbeing*, Nicola Sturgeon (who determines and focuses sets of services and responsibilities). Below this level are Scotland's fourteen



‘ordinary’ i.e. geographical *Health Boards*. There are also a smaller number of ‘special’ i.e. non-territorial Health Boards that undertake certain national functions on behalf of the fourteen territorial boards. The fourteen territorial boards are based on the principles of being able to develop services that are based on and are responsive to local health needs. Span of control and size must be sufficient to allow a health board to cope in terms of size of budget, staff numbers and the geographical extent of that health board.

Excluding the recent dissolution of the apparently geographically unstable NHS Argyll and Clyde Health Board (see literature review) and its division between NHS Greater Glasgow (now Greater Glasgow and Clyde) and NHS Highland, the current configuration of Health Boards has been a constant since 1974, being created coterminous with the parallel *Regions and Districts* except in Strathclyde which contained four boards. In effect, this geography has been retained while the geographical configuration of local government has not (with *Police* and *Fire* services to move from their 1974 boundaries shortly). As with local government, history has played a strong role. Within the former Strathclyde, historical locations of and patterns of access and transportation to hospitals have been significant, for example the logic of a Greater Glasgow entity has been compelled by the historical catchments of hospitals such as Stobhill Hospital and Victoria Infirmary beyond the municipal boundary, a geography driven by functional imperatives in contrast to the apparent difficulty of creating such a unit for local government purposes. Patterns of access and transportation change over time as the role of individual hospitals change in terms of service functions due to demographic and technological change. Such changes could provide a rationale for reviewing the current *geo-administrative* structure of the NHS in Scotland. Viewing the current geographical distributions of *accident and emergency* (A&E) units in West Central Scotland, one can see that they do not form a logical starting point, given a clean slate.

*“No-one has ever sat down with a GIS system and said this is where an Accident and Emergency centre should be”* (A Civil Servant/Planner 1).

*“Little by way of logic, and I think quite a lot by way of history.”* (NHS Lothian Official 1).

In the specific context of *NHS Scotland*, interview respondents were keen to emphasise that geographical boundaries have not dominated service delivery, and that individual health boards have recognised their interdependency with other health boards in this respect. A regional planning framework consisting of three *Regional Planning Directorate’s* (RPDs) covering the whole of Scotland has been created to facilitate this



interdependency. It is important to recognise that by its very nature, *healthcare* is not like local government.

*“The health service management structure is about providing the structure within which clinicians can do their work and management is about facilitating the delivery of clinical services rather than command and controlling delivery of clinical services and patients, quite rightly, flow across boundaries without any particular regard to the geography in which they live and clinicians refer across boundaries and in that sense it’s quite fundamentally different from the structure of a local authority.”* (An NHS Fife Official 1).

*“There are some services where the nature and the size and the frequency of the service makes it absurd to do it, other than an all Scotland level. So in the case of, for example, live liver transplantation, a relatively small number of those will be done every year by a very highly skilled team of surgeons – it would be crazy to do that in only one centre. The same arguments could apply for some very rare diseases in childhood. ... I think the point we always have to come back to is that Scotland’s only five million people, right? So in the context of five million people, which, if you look at it, is about the size of one of the big strategic health authorities in England is already at five million right?”* (An NHS Lothian Official 1).

There was a consensus amongst respondents that the current relationship between health boards is flexible enough to facilitate the sharing of services via the oversight of the RPDs where appropriate. There was not a consensus regarding the current administrative structure, and the relative accountability of health boards in relation to the decisions and accountability of RPDs and the national political level. Issues around staffing and retention of professionals may be more prominent for smaller health boards. In a country like Scotland, the notion of an optimum population or geographical threshold for *healthcare* is difficult, with the rural island population of NHS Orkney at one extreme and the dense (and in many places deprived) population of NHS Greater Glasgow and Clyde at the other.

### **9.3 SIZE, FUNCTIONAL EFFECTIVENESS AND NHS BOARD GEOGRAPHY**

There is no evidence of an explicit *city-regional policy perspective* in Scotland’s NHS, again reflecting the political difficulty of the term. Despite trends towards certain services becoming concentrated in cities such as Glasgow and Edinburgh, the SNP administration since first coming to power in 2007 maintains an explicit policy line – *presumption against centralisation*. This presumption shall be maintained:

*“... unless there is a very overwhelming reason for it to be centralised and that could be a combination of things... limitations of cost, staff, facilities, buildings ... you need to have a number of people coming through for an expert to keep their hand tuned in ... there is an inbuilt tension between, you know, sort of doing something which is effective and taking all these matters into account but also for people to feel that they have got good access.”* (A Civil Servant/Planner 2).



There have always been certain specialist and highly technical services provided by the NHS (such as specialist cancer, neurological and transplant services) that require large population catchments, and such services tend (but not exclusively) to be located in major population centres (especially Glasgow and Edinburgh) by logic of accessibility. For some of these services, a population of five million (i.e. Scotland) tends to be correct so the country has a small number of highly specialised national services. For some rare conditions the England is the destination for treatment, for example for sufferers of *chronic pulmonary aspergillosis*, Manchester is the destination. In this sense the *city-region concept* is highly relevant to the operation of Scotland's NHS. According to one Civil Servant/Planner, an '*area of Scotland approach*' and not a '*city-region approach*' forms the geographical framework for specialist service provision, but some services are inevitably structured on a *city-regional* basis within that Scotland basis, even though the respondent does not seem to recognise this. The most accurate description would be that *city-region* outcomes are arrived at through a wider consideration, if and when appropriate.

*"There are services where the best sort of population level is about a million, a million and a half and that, and we tend, that tends to come through this concept called regional planning in the health services which is the health boards deciding that in order to better serve the needs of their local population it makes sense to cooperate with, usually neighbouring health boards. So you get, you know, some cancer services, for example, are organised on a regional level and they're organised in terms of South, North and West of Scotland. They're not organised on a city-region basis. ... we see that as an area of Scotland concept ... the expertise and that tends to be the major urban centres because that's where the big hospitals are."* (A Civil Servant/Planner 1).

There is scope for cooperation between health boards in service provision where appropriate even if they sit in different RPD areas, they do not exist to automatically facilitate service planning exclusively within their boundaries. At the time of the interview process, a new general hospital was under construction near Falkirk in NHS Forth Valley which would serve parts of NHS Fife in addition. NHS Forth Valley sits in both the West and East RPDs.

*"It must have been about five or six years ago ... there was a document issued ... by the chief Executive of the NHS at the time which set out, you know, these services should be nationally organised, these should be regionally organised, there's always been three regions so it's round about one and a half million, ... That might not be necessarily a neat parcel of geographical region so it may be that there are some services, let's say, Dundee wishes to cooperate with Aberdeen or Tayside with Grampian, to give its proper name, and other, it might want to cooperate with Fife and Forth Valley."* (A Civil Servant/Planner 1).



The citing of teaching hospitals affiliated to Universities provides historical evidence of the *city-region* in *healthcare*, not just in Scotland but in most developed countries. Employment growth in the NHS in recent years has been strongest in cities, although this was not driven by the *centralisation* ('concentration' perhaps a more politically neutral term) of specialist services according to one respondent, but rather through traditional investment in hospitals in general which would impact more on cities simply by virtue of demand.

*"I think the reason why you see even more growth around the big urban centres, is because there has been even more additional investment in the acute hospital sector in the NHS than there has been in other sectors."* (Tom Divers, Chief Executive of NHS Greater Glasgow and Clyde).

Pay grades tend to be higher in populous NHS board areas. Within the NHS Greater Glasgow and Clyde area, the Jubilee Hospital in Clydebank, as an NHS special board, undertakes relatively mundane procedures such as hip replacements, as a dedicated *National Waiting Times Centre* in order that the NHS can meet pledges on waiting times for operational procedures. It houses the *West of Scotland Heart and Lung Centre* that provides general treatment on a regional basis, and also on a national basis for the most complex procedures.

*"Edinburgh, the services there, there is an increasing migration of services and the people who provide services from Fife, but particularly from Borders into Edinburgh – and probably from parts of the Lothian hinterland, which is about specialisation, which isn't necessarily an economies of scale thing, although there's an element of economies of scale, but is what we call critical mass. ... So there has been a process of concentration of quite a lot of services."* (An NHS Tayside Official).

The importance of involving all stakeholders in regional planning was emphasised. Perhaps the avoidance of using the term *city-region* in administrative geography and *healthcare* planning is that the implication is domination of the *healthcare* agenda by cities at the expense of other areas. The concept may be seen as abstract in relation to the wider role of the NHS in more peripheral areas as an economic and regenerative driver beyond the simplistic notion of just being a 'service provider'. Both NHS Fife respondents felt that the term *city-region* was worrisome per se and particularly so in the arena of *healthcare* provision, that it implied subservience of peripheral areas highly dependent on the NHS incorporated into larger board structures. Note the resistance to the original Wheatley proposals in Fife in the 1970s which would have split the NHS board and local authority of Fife between proposed 'Forth' and 'Tayside' Regions.



*“... something which attempts to recast the boundaries in ways which apparently increases exclusion of communities is of a real concern to the health service. ... So you can't simply regard us as an abstract concept, as a service provider. By giving employment and by our decisions around employment policies and service location issues we're actually contributing to the creation of the local economy, the sustainability of the local economy.”* (An NHS Fife Official 1).

It was the view of Civil Servant/Planner 2 that the rationale for the existence of health board areas with small populations was questionable, specifically referring to NHS Borders and the Island boards e.g. Eilean Siar. Citing the existence of *Community Health Partnerships* (CHPs) serving total populations that are fifty percent greater than the total population served by NHS Borders, it was suggested that Borders could easily be a part of NHS Lothian rather than a standalone unit.

*“I'm not sure if there's a justification for having a separate health board for an area that covers that size of population. I mean I think Borders, Borders has got a CHP and a health board, I think it should just be a CHP. I mean so much of its specialised stuff is coming into Edinburgh anyway ... I think equally there is a question to be asked about whether the Islands should all be separate health boards and rather just be CHPs”* (A Civil Servant/Planner 2).

It was then put to the same official if a new emphasis on CHPs may call into question the relevance of the scale of the Health Board (with the RPDs as a potential replacement).

*“I think there could be a, a slight sort of re-jigging, you might take a regional based approach because what you've got is you've got a Scottish Government, then you've got regional planning groups, then you've got the health boards and the CHPs, I always felt if you had really good strategic regional planning you could go from that probably down to the CHPs but you need to have something on the acute side, that's the only problem.”* (An Civil Servant/Planner 2).

It was the personal opinion of Tom Divers, Chief Executive of NHS Greater Glasgow and Clyde, that despite the longevity of the existing NHS Board geography, the arrangements should and would change again.

*“I think they might change within the next five years because I think what is becoming increasingly evident, based on our experience here in Greater Glasgow and Clyde, and there's a trade off in this, right, is that when you do create these larger organisations, not only do you develop as part of that a very different kind of strategic capacity of necessity, right, but you create the potential for economies of scale that are very, very different from arrangements where you've got much smaller organisation, and you create a capacity as well for internal benchmarking of performance which is a power driver or... a very, very powerful driver for improvement.”* (Tom Divers, Chief Executive of NHS greater Glasgow and Clyde).



This was a significant intervention which suggests that in *healthcare*, larger organisations are able to exercise greater ‘self-reflection’. This was suggested for local government by the ‘Government Policy Advisor’. The possibility of identifying ways to improve practice in *healthcare* and the ease of ‘rolling out’ such guidance and policy across space is optimised. Two examples were cited - GP prescribing and addiction treatment strategies. Mr. Divers suggested that a concentration of expertise in larger units lent these units credibility within the medical profession at large.

*“We have been able to introduce that [a GP prescription management group] within this organisation, making use both of that analytical capacity but also the capacity that we have where necessary, to both intervene and support people to make that kind of change, and I think that’s quite powerful. ... and it’s part of this strategic centre that we have that can then hold other parts of the system to account.”* (Tom Divers, Chief Executive of NHS greater Glasgow and Clyde).

Tom Divers’s colleague at NHS Greater Glasgow and Clyde did not seem to share such enthusiastic sentiments, cautioning that there is a danger of detachment from localities under increasing scale, and that fewer, more populous structures could challenge the power structure between the national and health board level.

*“I’m not sure there is an optimum level – I think it depends on what else you’ve got in place. So if you have much bigger health boards, then you do need to do something about the local arrangements in support of that, like the kind of community health partnership model.”* (An NHS Greater Glasgow and Clyde Official).

*“I suspect there could be an optimum level, but there’s no prescribed optimum level anywhere.”* (An NHS Ayrshire and Arran Official).

An official from NHS Tayside was able to cite research on *economies of scale* and administration in *healthcare* that indicated that there does exist an optimal threshold or size of administrative unit. The respondent however did not seem to accept this research as a given.

*“... but it kind of showed that yes, as you get bigger, efficiency per unit rises, but then there’s a threshold, you begin to lose efficiencies – well, they stabilise and then you begin to lose them. So this is a kind of rambling answer, which is, in some senses saying, I don’t think it’s very, it’s a straightforward situation.”* (An NHS Tayside Official).

Perhaps Tim Davison of NHS Lanarkshire could provide the NHS Tayside Official with a nearby example of optimum health board size, a perspective borne out of working in different contexts rather than a consideration of academic studies.



*“I actually think there is an optimum size, and I think Lanarkshire’s perfect. Having worked in other health boards... I’ve worked in Forth Valley which is two hundred and fifty thousand people, I’ve worked in Lothian which is seven hundred and fifty thousand, I worked in Glasgow before it was Glasgow and Clyde for seventeen years, and that was nearly a million people, and then I’ve worked in Lanarkshire which is five hundred and fifty or six hundred thousand, and I think Lanarkshire is perfect size. It’s big enough to have some economic muscle, but it’s not so big that you are kind of almost detached. ... Glasgow I think is too big now, and I think half a million or so of a population is, feels really, kind of perfect, and I think that there are far too many territorial health boards in Scotland, and I wouldn’t have small boards like the island boards, like Dumfries and Galloway and Borders, ... I’m conscious that if you live in a place like the Borders, then you might think, I don’t want to be swallowed up into Edinburgh, ... but I think really what people want is good local health services. I don’t necessarily think they give a monkey’s about where their health board is based, as long as they get good local services, so I think there are potentially inefficiencies around the number of health boards in Scotland. ... for Glasgow, for one health board, to work with eight local authorities is just crazy.” (Tim Davison, Chief Executive of NHS Lanarkshire).*

The view of the two interview respondents from NHS Lothian tended to concur with that of Tom Divers. NHS Lothian Official 1 could be characterised as a full-blown advocate of having three or four *city-regional* health boards, and viewed the *city-region concept* as ‘underappreciated’. NHS Lothian Official 2 described both NHS Fife and NHS Borders as being ‘a little bit smaller than they could and should be’ but these Boards were viewed as having ‘the best of both worlds’ in some respects.

*“I don’t think it would give them a broader range of services. They’re able to have it both ways at the moment – they’ve got the political coterminosity, and they’ve got the high value [Edinburgh] regional service. ... [However] under of that [economies of scale] then comes probably career paths for staff – if doctors and nurses want to have a clear career progression, with opportunities to switch specialities, they don’t want to switch employers, so they can have that career progression within one organisation. Clearly we’re potentially [compared to NHS Fife and NHS Borders] going to attract the best people and keep them.” (An NHS Lothian Official 2).*

*“Certainly, as this [NHS Lothian] board is structured, and I suspect my colleagues in Glasgow would say the same – we are big enough to get some real economies of scale, but we’re still cute enough to be able to talk regularly to the four areas of local government we work with.” (An NHS Lothian Official 2).*

*“I think it would be a practical step, in that you would perforce reduce some administration governance and transaction costs, that would be true. Scotland already has a regional planning consortia which, under the previous regime were, I think, being developed to be the hard wiring upon which you would have constructed a system of only having three or four health boards. ... I think what it would give you is advantage in terms of economies of scale, in relation to how you plan services. So if, for example, I was planning services going into South of Fife, down into Borders and across a bit towards Glasgow, I would be able to then undertake the kind of trade-offs that would say, do I really need all this stuff in Edinburgh? I could stick some of that down in the Borders Hospital in Melrose, I could stick some of it into Fife, and I could play tunes within, what,*



*in Scotland, is a really advantageous arrangement. The Scots, I think, haven't quite fully appreciated it."* (An NHS Lothian Official 1).

The appropriateness of the current health board configuration is not just related to scale, but also to the configuration of *local authorities*, with whom health boards work closely. Mr. Davison highlights the benefits of having only two *local authorities* to deal with in contrast to Greater Glasgow and Clyde, whose Chief Executive (retired since the interview process) Tom Divers, highlighted the perceived performance benefits of having a metropolitan health board of 1.2 million people. In both interviews, there emerged an impression that each was aware that the other was taking part in this research when at no time were they informed as such. It emerged that Mr. Davison had been 'promoted' to Chief Executive at NHS Lanarkshire from a position of close understudy to Mr. Divers at Greater Glasgow and Clyde. It would be excessive to describe Mr. Davison as providing a dissenting rebellious narrative to that of his former mentor but it is fascinating to consider their opposing perspectives. Mr. Davison has witnessed Greater Glasgow become 'too big now' as it was expanded to incorporate West Dunbartonshire and Inverclyde. The remaining area outside Greater Glasgow and Clyde that is part of the Greater Glasgow conurbation is NHS Lanarkshire. A model of health boards based on RPD areas would imply NHS Lanarkshire and NHS Ayrshire and Arran merging with NHS Greater Glasgow and Clyde. Mr. Divers talked in general terms about the advantages of the expansion of Greater Glasgow to become Greater Glasgow and Clyde. The two Lothian respondents viewed NHS Borders too small and functionally integrated with services in NHS Lothian to be a standalone entity, while the two NHS Fife respondents shunned the *city-region concept* in ideological terms as an organising principle, and also perhaps from a cultural perspective.

#### **9.4 REGIONAL PLANNING DIRECTORATES (RPDs) - STRATEGIC FUNCTION**

Mr. Davison and Mr. Divers described in detail that the regional planning framework had brought Health Boards together in a manner that allowed smaller health boards to feel like real stakeholders in the process of planning regional services. While terminologically unacknowledged, this is the *city-region concept* at work in an organisational (but not political) and planning sense, with actors 'bound' together as *regional organising capacity in healthcare* strengthens. The *city-region concept* should not imply domination by 'big city boards' (Grampian, Tayside, Lothian and Greater Glasgow and Clyde), but the development of an organisational or service structure that allows for the best possible consideration and allocation of needs across the most relevant scale. Domination by a



powerful centre would actually render RPDs as an inadequate expression of *city-regional organising capacity*.

*“Each of the three regions in Scotland has a formal regional planning group which includes all of the chief executives of the boards, directors of planning, director of public health and we meet regularly and have a whole... we mainly do our work through sub-groups, but there are sub-groups across you know, twenty or thirty topics which bring together people from the regions, so there’s a very kind of structured regional planning process, and it’s actually I think in my view, got better... I’ve worked in the health service for twenty-five years, and I think it’s quite strong now. I think in the past it was less strong and probably dominated by the four big city boards, whereas now I think there’s more scope for the other boards to contribute.”* (Tim Davison, Chie Executive of NHS Lanarkshire Health Board).

*“... what happened previously was that I think the other West of Scotland health boards and they may well still feel this, felt that the regional agenda was completely dominated by Greater Glasgow, that Greater Glasgow brought issues to the table, the others were told what their share of the cost of these new service developments would be and when they would get the bill. ... Back in 2002/03, for the first time we sat down to develop a strategy for specialist cancer care for the west of Scotland and it was done, we brought in facilitation from an external consultancy and it was an exercise that was developed over the course of nine months, where we built up not just what the specialist service that is provided at the Beatson West of Scotland cancer care centre in a new development at Gartnavel, but what the local specialist cancer service would be that would be provided within Lanarkshire, within Ayrshire and Arran, at that time within Argyll and Clyde, within Forth Valley, and I think that that exercise in producing that specialist cancer paradigm, was a turning point in the history of regional planning in the west of Scotland, because for the first time I think the west of Scotland boards outwith Greater Glasgow felt that they were real stakeholders in this process and had had a real role in its development. So, I think regional planning has moved on substantially since the nineteen nineties.”* (Tom Divers, Chief Executive of NHS Greater Glasgow and Clyde).

From 1993-2004 there was a system beneath the health board level where almost every individual general hospital in Scotland was designated as an *NHS Hospital Trust* (there were forty-seven in total). These were created with the specific objective of competing with each other for patients (and therefore money). Respondents who expressed an opinion on that era welcomed their abolition. In England, this *internal market* concept has continued to the present day. The experience highlights a common perception of a *tension* between size, decision making and planning. Larger scales are necessary for ‘rational planning’ concerns but decision making becomes more complex and slowed, while smaller scales allow for quick and effective decision making based on local knowledge and understanding but leads to a fractured and irrational planning process.

*“The benefit of the trusts was that they were probably less bureaucratic because they were fairly small organisations and they were nimble, they could move quickly and decide things quickly and decision making was very close to the grass roots, but it meant that planning*



*was kind of fractured and there was less of a rational planning. I personally believe in healthcare that rational planning is probably quite a helpful thing, rather than just allowing the market place to dictate what happens.” (Tim Davison, Chief Executive of NHS Lanarkshire Health Board).*

If RPDs constitute effective *(city)-regional* planning units, and (possibly) a scale below that of the current health board constitutes a more effective local decision making unit. Perhaps RPDs should evolve into *(city)-regional* health boards endowed with the power to commission services and execute statutory powers over *healthcare* planning (a re-scaling). An anonymous NHS Greater Glasgow and Clyde Official outlined such an argument, notably without endorsing it in person, while acknowledging the perceived risk of loss of responsiveness under such an arrangement. There is much common sense in terms of focusing on mutual planning issues around A&E between NHS Greater Glasgow and Clyde and NHS Lanarkshire, given recent service changes and travel time developments via the M74 extension through Glasgow which opened in 2011.

*“The health boards decide to come together on certain topics and they make those decisions together at regional level and that’s how it works. So there’s no accountability in governance terms at regional level, it remains at health board level and national level.” (A Civil Servant/Planner 1).*

*“There is an argument for having three health boards in Scotland, and one or two people have made it. I think you then, the bigger you make them, the more you risk having a city dominance, because you tend to have your headquarters in the city – your focus of your major services is in the city, you look across the whole of your patch and think – it doesn’t really make sense to have all that stock away out there on the Western Isles or whatever, so I think there’s a, there’s a risk that the bigger you get, the less locally responsive you are. ... I think in the central belt, the argument’s probably slightly different from the rest of Scotland, because your communities are so close, and parts of Lanarkshire certainly are part of the extended Glasgow conurbation – you don’t see green when you’re driving between them.” (An NHS Greater Glasgow and Clyde Official).*

Mr. Davison would not see this as an argument to create a health board serving 1.8 million people, citing his area as having the right balance between scale and responsiveness. The potential financial pressures and mathematical complexities of providing services across NHS health board boundaries do not appear to be an issue in terms of service provision according to one individual.

*“[We] work on the basis of patient flows, so actually, the physical boundaries don’t mean much to me, really. ... I think the directors of finance within the West of Scotland board work really well together. They produce a cross-boundary flow matrix every year. They’ve got it sussed, they know how to do it.” (A Civil Servant/Planner 3).*



In England there is a *Specialist Service Commission* which acts as an equivalent of RPDs. This group accepts reports on the various specialities e.g. neurosciences, plastic surgery and makes decisions around where those services should be located and the way in which they should be configured, independent from the government. This was a way forward for Scotland according to one individual – a shift from a regional to a national planning body, but one where professionals rather than politicians were the ultimate decision makers.

*“We don’t have that in Scotland, and I feel they’re far too involved in, you know, where does the politics stop and the service start? It’s not very clear at the moment. ... I think she [Nicola Sturgeon, Cabinet Secretary for Health and Wellbeing] is making decisions where she should be a step removed from the process. ... I’m not saying you shouldn’t do regional planning, you will always need to plan the implementation of services on the regional basis, but some of these key decisions that need to be made nationally around configuration, like paediatric oncology, like neurosciences, need to be made by a group of people who are empowered to do so.”* (An Civil Servant/Planner 3).

*I think, lack of clarity across Scotland in who should be doing what in terms of planning and performance and monitoring.”* (An NHS Greater Glasgow and Clyde Official).

## **9.5 TERRITORIAL ALIGNMENT**

A good place to start with respect to a consideration of the importance or otherwise of the coterminous territorial alignment is Fife, where there is perfect boundary alignment between NHS Fife, Fife Council and Fife Police and Fire services. One of the two officials was delighted to be working in such a scenario, but would be wary of trying to recreate this elsewhere in different circumstances.

*“I think it’s hugely beneficial that in Fife the Chief Executive of the Council and the Chief Constable and until the 31<sup>st</sup> March, the Chief of the Executive of the Enterprise Company and I share the same boundary and, you know, and the Chief Executive of the Council and the Chief Council and I continue to work as a trio because the focus is the Fife population. ... I’m very conscious of the fact there are thirty two local authorities and thirteen territorial, fourteen territorial boards but you’ve got eight police forces ... Fife was relatively unique in having the total co-terminosity. I think there are arguments for creating co-terminosity but you then have to have a debate about whose boundaries you settle on and ... people then take their eye off the ball which is service delivery while they spend time on the issue of restructuring.”* (An NHS Fife Official 1)

*“I worked in Glasgow, we had as I say, six local authorities, which meant that if you were planning anything you know, let’s say you were planning mental health services, then you had to have six planning processes, one with each council, six approaches to child protection, six approaches to any kind of inter-agency working. When I came to Lanarkshire, we only had two councils, and so I felt that it was a lot easier in Lanarkshire than in Glasgow.”* (Tim Davison, Chief Executive of NHS Lanarkshire)



NHS Ayrshire and Arran has an estimated population of 366,890 (GROS, 2012), with three constituent *local authorities* contained within the health board boundary which form three *Community Health Partnership* areas (CHPs). NHS Fife has an estimated population of 367,292 (GROS, 2012). In Fife there are three CHPs - Glenrothes & North East Fife, Kirkcaldy & Levenmouth and Dunfermline & West Fife, implying that NHS Fife was deemed too large an area by the health board, council or both, to constitute a single CHP. By way of contrast, the City of Edinburgh, with an estimated population of 495,360 residents (GROS, 2012), is served by a single CHP. CHPs are typically coterminous with *local authorities*. In addition to Fife, City of Glasgow and Highland contain multiple CHPs.

CHPs have four roles within their locality: To deliver primary care services, including mental health and sexual health services; to work with social services to provide social care; to promote health improvement; and to influence strategic service planning, including the primary-secondary care interface (Scottish Government, 2009). If primary and social *healthcare* can be organised in a single unit for Edinburgh City, coterminous with the health board in the case of Borders and Dumfries and Galloway, is it essential to have three CHPs in the case of NHS Ayrshire and Arran? Must CHPs always be smaller than or match the geography of *local authorities*, but not larger?

*“For us it presents both opportunities and challenges in the sense that if you have three local authorities to deal with, you work with three quite distinctive communities, so you can be more community/locality sensitive. On the other hand, in some area we triplicate everything we do with three local authorities... and it is this thing we are working to quite artificial boundary that doesn’t seem to have a rational basis. ... It’s to do with local authorities, and because local authorities are the key partners in a community health partnership,... so the three local authorities maintain they need their own respective governance arrangements, so we will always have three. As long as they don’t agree to one, we can’t move.”* (An NHS Ayrshire and Arran Official).

The feeling was that it would be more convenient to deal with a single all-Ayrshire local authority, or for the three authorities to share their governance arrangements with respect to CHPs. Concerns were raised in both NHS Ayrshire and Arran and NHS Lothian regarding the responsibilities incumbent upon CHPs. The notion of ‘organising around budgets’ highlighted by Rory Mair of COSLA in the previous chapter, was difficult in the context of councils on one hand and a health board on the other who were unable to work together as appropriate.



*“Ideally, there should be a seamless experience for patients coming out of hospital, going into Social Care. The reality's otherwise, there are big tensions around budgets and resources ... The logical way of servicing single outcome agreements is that you align organisational structures and budgets around those objectives. We've got a completely bizarre structure where, in an area like delayed discharge, which is the epitome of where you need joined up thinking – not only is it not in the delayed, not only is it not in the single outcome agreement, but two separate organisations are servicing it ... we're working to a different agenda” (An NHS Lothian Official 2).*

As with debates surrounding *Education Scotland* on possibilities for *local authorities*, there has been some debate since the interview process took place on the possibility of a ‘merger of health and social care’, i.e. the personal social services become the responsibility of the health boards. This adds weight to evidence that the relative balance of functions between levels of administration are a focus of debates surrounding *public service reform* in Scotland, i.e. an emphasis on relative balance of functions rather than geographical structure. It is unclear whether ‘balance of functions’ and ‘geographical structure’ are being considered in an integrated fashion.

The literature review highlighted two special forms of boundary misalignment created in West Central Scotland with respect to the NHS at the time of the move to thirty-two *local authorities* in 1995. The first misalignment is a consequence of the ‘return’ of Rutherglen and Cambuslang localities to the new South Lanarkshire unitary authority and the annexation of parts of the former Strathkelvin District north of Glasgow City to the new North Lanarkshire authority. The second misalignment is a consequence of the annexation of Helensburgh and large parts of the former Dumbarton district to the new Argyll and Bute unitary authority. In the case of the latter the dissolution of NHS Argyll and Clyde allowed for the ‘Argyll and Bute’ part to merge with NHS Highland, therefore after several years ‘solving’ the anomaly from the perspective of boundary alignment. The idea of responsibility for the administration of the NHS in the Helensburgh area lying at a headquarters in Inverness makes sense somehow in terms of boundary alignment, but in no other possible measure of common sense. Rather than incorporate the entire Argyll and Clyde into Greater Glasgow, it is possible that the predominantly rural Argyll and Bute was absorbed into NHS Highland on the pretext of a common rural ‘*community of interest*’ rationale (or the argument for keeping urban and rural jurisdictions separate due to apparent conflicts of interest) expressed by professionals, politicians and/or the purported wishes of the local public.

An invited submission during the NHS Argyll and Clyde ‘consultation period’ was scathing of ‘many of Helensburgh GPs’ who were described as holding a view that being



in NHS Highland would gain them more influence and attention compared to a Glasgow arrangement.

*“My reasons are all predicated on the commonsense observation that Helensburgh is near to Glasgow (22 miles) and remote to Inverness (165 miles).”* (Scottish Executive,

A BBC News article around the same time suggested that it was ‘threats’ to ‘local services’ rather than actual structural reorganisation that interested local residents (Eyre, 2005). If that is indeed true, any financial or organisational consequences for Rutherglen and Cambuslang (‘Camglen’) are more likely to vex NHS employees rather than the general public in those areas, assuming there is no visible impact on patient care. In the NHS Lanarkshire area there are two CHPs which are coterminous with the North and South Lanarkshire council boundaries and, as a result, incorporate population from NHS Greater Glasgow and Clyde which lies within North and South Lanarkshire council areas. The North Lanarkshire CHP includes a population of approximately 16,500 from the Moodiesburn, Muirhead, Stepps and Chryston (known as the ‘Northern Corridor’) districts of NHS Greater Glasgow and Clyde. The South Lanarkshire CHP includes a population of approximately 56,000 from the Cambuslang and Rutherglen areas of NHS Greater Glasgow and Clyde.

No evidence was provided that ‘Camglen’ and the ‘Northern Corridor’ anomalies were having a negative impact on patient care. It is necessary for the zones to be within the South and North Lanarkshire CHPs respectively due to the council’s responsibility for social care in those areas. For Tom Divers, the price was political confusion. Perhaps the greatest impact is on democratic legitimacy and accountability.

*“I remember being asked by Timothy to participate in four of the public consultation meetings that NHS Lanarkshire was carrying out on its Picture for Health strategy, and one of the meetings I attended was in the Northern Corridor, in the community hall in Muirhead, and at that meeting there were three local councillors, the MSP and the MP, all of whom made political speeches as part of the evening, secretaries of local community councils and a whole series of people, getting up from that locality including the secretary of the Stepps Community Council, bemoaning the potential loss of A&E services at Monklands hospital, and I asked the secretary of Stepps Community Council why they were so concerned about that when the figures which I had from the last year had shown that six people from that locality had gone to Monklands? ... the good people of Helensburgh whom I was meeting again on Wednesday night this week and whom I met during that consultation exercise, argued vociferously that Helensburgh and Loch Lomondside should be part of NHS Greater Glasgow and Clyde, albeit that they are within Argyll and Bute council. Now the reason they’re in Argyll and Bute council is because they campaigned*



*very hard not to be part of West Dunbartonshire.*” (Tom Divers, Chief Executive of NHS Greater Glasgow and Clyde).

The two main practical problems outlined were that staff have been reluctant to transfer from NHS Greater Glasgow and Clyde to NHS Lanarkshire where appropriate, possibly for reasons of kudos but mainly due to pay issues, and that CHP workers in Rutherglen and Cambuslang and the ‘Northern Corridor’ could face conflicting operational messages.

The consequences of the complexity of boundaries for the spatial coordination of health services were not viewed as pertinent for the anonymous NHS Tayside Official. For that individual it was the consequences of the complexity of different governance structures within organisations that poses a greater challenge. The acknowledgment however that in the past it was considered an issue implies that it cannot have completely disappeared as an issue today.

*“There was a time when people used to be obsessed with boundaries and lack of alignment between one organisation and another – I think that’s kind of fallen away. ... I think what is confusing and causes problems is that you actually, around some particular issues, have a lot of organisations and it’s multi-organisational coordination who, OK, have different boundaries, but also have different governance structures – some are reporting into a minister, some are reporting in, are part of local government. I think that is the real issue.”* (An NHS Tayside Official).

The modern realities of multi-level and multi-agency *governance* from the perspective of the Tayside Official outweigh traditional operational concerns over boundary alignment.

## **9.6 FACTORS OF INERTIA – Professional Judgment, ‘democracy’ and ‘Culture and Identity’ in service provision**

Notions of geographical restructuring provoke the same concerns that pervade such debates in the sphere of local government. Again, such exercises are seen in the context of a reduction in employee jobs, that orthodox budgetary concerns drive such processes rather than concerns of, say, the democratic legitimacy of decision making units or the ability of service providers to administer their responsibilities effectively.

*“I mean the cost in terms of refocusing – if you reorganise, the temptation is that the eye is taken off the ball. It actually diverts all your resources for a while. Everybody gets worried about their jobs.”* (An Civil Servant/Planner 3).

This section is less concerned with administrative structures, and more with the spatial structure of actual service provision. In recent years there has been much controversy, not just in Scotland but elsewhere in Europe, regarding the geographic concentration not just



highly specialised services such as neurosurgery, but also ‘frontline’ services such as *Accident and Emergency* provision. Despite (not unchallenged by some relevant professionals) academic evidence that technologies available to paramedics in the ambulance phase of treatment mitigate potentially increased travel times to an A&E unit further away than previous, where critical mass and expertise are enhanced, the proposed closure (or ‘downgrading’ to ‘*Community Casualty Units*’) of A&E at Ayr Hospital in Ayrshire and Monklands Hospital in Lanarkshire provoked such levels of concern amongst sections of the general public that one of the first acts by the first ever SNP government in 2007 was to reverse the previous Labour administrations decisions on Ayr and Monklands hospitals.

Factors of *culture and identity* play a major role as a *factor of inertia* influencing decisions by professionals and politicians on the geography of service provision. Trends in *healthcare* have created an imperative towards the *selective concentration* of certain services in *cities*, in opposition to the ongoing ‘*presumption against centralisation*’. This is the *healthcare* manifestation of a general *tension* that underlies the practical application of the *city-region concept*. There is much organisational logic to the concept (often accepted but not explicitly), but much opposition to it for political, cultural and practical reasons.

Concern was expressed that in a world of finite resource, politicians were raising (irrational?) hopes and exacerbating tensions between sections of the population and health boards.

*“With the previous administration, we had put forward a case for closing an accident and emergency unit which was accepted and had that party been in power today then we would have been following that tract and that would have been a serious tension between some elements, at least, of the local population and the board and it would have been because the shots were being called above us i.e. it was a government decision and of course you can argue exactly the same is true today because what has happened is the new administration has come and said this is what we will do in terms of accident and emergency and some other people around the county now are saying ah but we wanted another part of that previous agenda related to cancer services, for example, which will now be delayed and so there continues to be that tension. It will not go away. It’s still going to be there because there isn’t enough resource available to meet everybody’s perception. ... ultimately if Nicola gets it wrong she has to stand for her actions.”* (An NHS Civil Servant/Planner 4).

It was explained by interviewees that popular anxieties over *centralisation* (some preferred the term *selective concentration*) sprung from emotional attachments to hospitals (personal and familial histories of treatments etc.). Feelings of familiarity with the local hospital as



an anchor of place attachment (*'identity'*) were described as having the power to over-ride documentary evidence and financial logic. Local civic pride was also cited as a significant factor. In places with a history of de-industrialisation such as Lanarkshire, hospital geopolitics can be seen as another challenge to the resilience of a long-suffering community. Scotland and large parts of Western Europe differ from say, Scandinavia, Canada and Australia, whereby the population is culturally unaccustomed to travelling long distances for medical treatment. Anonymous NHS Lothian Official 1 described the existence of a cultural mindset amongst politicians, planners and the public in general, that has led to a failure to truly consider the strategic *healthcare* needs of Scotland's 'central belt', citing as an example a failure to give due consideration building a single Children's Hospital instead of one each in Glasgow and Edinburgh. In 2009 a decision was made to maintain four neurosurgery units in Scotland, (Glasgow, Edinburgh, Dundee and Aberdeen), which was in line the consensus of professional opinion. This is a good example of the pre-existence of *city-regional* geographies for important specialist services. Paediatric neurosurgery, which is currently undertaken in both Glasgow and Edinburgh, had previously come under consideration for selective concentration in one centre (SGHSC, 2005).

## 9.7 DISCUSSION

The previous section highlights a tale of two paradoxes. Firstly, the *national scale*, sensitive to the desires of localities, intervenes against *local health boards* which perceived to be 'out-of-touch' with the populace they are 'closer' to. Secondly, 'leading national and international experts' in such matters are distrusted and relative sympathy is expressed towards the views of local politicians who are comparatively illiterate in terms of medical research and practice. It cannot be concluded that concerns over changes in the geography of service provision outweigh concerns over changes in the geography of administrative units of the NHS, even though this is likely, simply because there has been little change in NHS board geography since 1974, and hence no empirical evidence compared with that of service provision change. Although there is a representative element to the composition of Health Boards, and such Boards are answerable to the *Cabinet Secretary for Health and Wellbeing*, they are more an *administrative level of governance* for the delivery of services rather than a *political level of governance*, and as such are less controversial. The coexistence of Glasgow City and East Renfrewshire within a common health administration does not arouse passions, in contrast to previous proposals for common local government provision - The logic of the existing *metropolitan/city-region* and wider



*regional* arrangements for NHS health boards does not appear to be in question in current debates. There does not appear to have been a clamour in the lead up to the 1995 reorganisation to change the geography of health boards, whereas suburban former *district councils* around Glasgow district lobbied to remain separate from Glasgow under the proposed unitary system.

The organisational structure of *healthcare* in Scotland can provide a lesson for proponents of local government reorganisation – that it is possible to organise at the *metropolitan*, wider *regional* or *city-regional* scale and not be viewed as illegitimate. The operation of local authority administration could also take place at the same scale, provided political opposition could be overcome. When organisational criteria are considered in exclusivity, this scale is appropriate. It is questions over the viability of such a scale from the perspective of politics and democratic legitimacy that drives confusion.

One of the most striking aspects of this chapter was the depth of thought that the majority of *healthcare* respondents had given to the relative merits and drawbacks of the current administrative structure of Scotland's NHS, and the complexity of that thought was very apparent. Some respondents pointed to emerging *Regional Planning Directorates* (RPDs) as an appropriate scale that could replace health board areas, while others felt this scale would be too big to constitute a health board type unit. It did not appear that this was an issue of debate within NHS circles. Concern regarding the number of *local authorities* that health boards had to deal with was palpable. A familiar tension is evident – larger units for strategic decision making and economies of scale versus smaller units for local delivery and perceived democratic quality. Respondents appeared to be wondering aloud if the current administrative structure provided for either. The notion of using NHS health board areas as a pre-existing 'geographical template' for bringing together *local authorities* and health boards (and possibly other functions), is something reflected on in the concluding chapter.



# CHAPTER 10: THE CITY-REGION & STRATEGIC DEVELOPMENT PLANNING

## 10.1 INTRODUCTION

In 2004, the *Scottish Executive* published a *National Planning Framework* for Scotland (Scottish Executive, 2004). This document removed the obligation for blanket structure plan coverage across the whole of Scotland while providing a new model for development planning, as well as setting out a vision of spatial economic development.. The new development plan format specified the introduction of statutory *Strategic Development Planning Authorities* (SDPAs) and *Local Development Plans* (LDPs). Three new SDPAs were to produce structure plans for the *city-regions* of ‘Edinburgh’, ‘Aberdeen’ and ‘Dundee’, alongside the existing GGCVSPA (now GGCVSDPA) whose statutory strategic development planning function emerged from the break-up of Strathclyde, reflecting a perceived continuing need for such a function previously undertaken by the (*city*)*region*, albeit at a scale smaller than the former region. Whether these four structures adequately conform to *city-regions* will be explored during the interview process. The new structures were described as ‘*city-regions*’ and offering a planning approach at the *city-regional* scale, in both the *National Planning Framework* and the subsequent *Statutory Orders and Planning Guidance* published as part of the legislative process (Scottish Executive, 2005).

The *Greater Glasgow and Clyde Valley Structure Plan Authority* (GGCVSPA) inherited their machinery from Strathclyde - a dedicated team of professional planners. In Ayrshire, the three new authorities on their own initiative created the *Ayrshire Joint Structure Plan Authority* (AJSP), a voluntary arrangement to undertake structure planning on an Ayrshire-wide basis. Such voluntary arrangements also emerged in both Edinburgh and the Lothians, and in Dundee and Angus. Considering the *Greater Glasgow and Clyde Valley SDPA* (GGCVSDPA), it may be more accurate to characterise the geographical extent of that unit as forming a *metropolitan agglomeration* (with some inconsistent additions of rural territory based on local government geography), rather than a traditional *city-region*. The thoughts below highlight the evolution of the term ‘*city-region*’ towards being a descriptive term for a functional and/or political *metropolitan area*. This ‘evolution’ was discussed with planning respondents. One respondent was familiar with the arguments of Parr (2005) that the *city-region* should be considered in its traditional sense.



*“I’ve listened to his [Parr’s] reasoning and things for it, and I can understand why he says it, but in essence, to me, the City Region is really about a metropolitan function. ... It was a distinct decision by the eight authorities involved, that they wanted it [the GGCVSDPA] to be coterminous with their overall boundaries, which is what the Scottish Government has picked up in terms of setting up the other authorities.”* (Grahame Buchan, GGCV Structure Plan Manager).

There are questions over the geography of the new SDPA areas. Considering the ‘Edinburgh SDPA’ and ‘Dundee SDPA’, the geographies of the two authorities differ from ‘Glasgow SDPA’ as they encompass something beyond a metropolitan function – something more closely corresponding to *city-regions* as *daily economic systems* (or even beyond with respect to parts of the Borders and Highland Perth and Kinross) at 5% and 10% Travel-To-Work thresholds. Encompassment of the *daily economic system* is a feature in some directions outward from the central *city* but not in others (Falkirk, Clackmannan and Stirling – an ‘incipient zone’ between ‘Glasgow’ and ‘Edinburgh’ SDPAs). ‘Dundee SDPA’ and ‘Edinburgh SDPA’ have both had the territory of Fife divided between them, which is somewhat consistent with *functional evidence*.

The creation of four dedicated *city-regional* type units through parliamentary legislation should perhaps be celebrated from the viewpoint of advancing the concept of the *city-region* in terms of *regional organising capacity*. Aside from GGCVSDPA, the new authorities are identical to the *city-regions* proposed by the *Wheatley Commission* (subsequently amended) on Scottish local government (Wheatley, 1969).

The chapter investigates the main factors and principles that underlie the recent creation of *Strategic Development Plan authorities* (SDPAs), and considers the extent (or otherwise) to which individual SDPAs reflect ‘underlying functional realities’, for example the exclusion of Ayrshire and Forth Valley authorities from the arrangements. Inconsistencies (or otherwise) that exist between the spatial configuration of SDPAs and *Regional Transport Partnerships* (RTPs), (*joint structures* themselves apparently based on *city-regions* and created three years prior to the SDPAs), are explored. In general, the chapter summarises a cross section of professional opinion from within the planning profession on the concept of *strategic development planning* at the *metropolitan/city-regional/regional* scale(s).

A total of *seventeen* respondents were considered under the *Strategic Planning Interview format*. These respondents were either planners by profession, or officials associated with the process of setting up the new structures. In addition, reference is also made briefly to a



respondent who featured in the local government chapter [a Greater Glasgow councillor]. This is only in the context of the boundary alignment of a *Regional Transport Partnership* (RTP) in relation to an SDPA.

The plan authorities were officially enacted on June 25<sup>th</sup>, 2008. Political representatives (*Councillors*) serve as board members, as with the GGCVSPA (now known as *GGCVSDPA*). Since the interview process, titles for the three new authorities have been agreed:

*SESplan* – City of Edinburgh, West Lothian, Midlothian, East Lothian, Scottish Borders and Fife (part). The corresponding RTP is *SESTRAN*, which covers in addition the entirety of Fife plus the authorities of Falkirk and Clackmannan.

*TAYplan* – City of Dundee, Perth and Kinross, Angus and Fife (part). The corresponding RTP is *TACTRAN* (Tayside and Central), which covers in addition the authority of Stirling, but not Fife (part).

*Aberdeen City and Shire Strategic Development Plan Authority* – Aberdeen City and Aberdeenshire. The corresponding RTP is *NESTRANS*, which covers the Aberdeen City, Aberdeenshire and Moray. (This area is not one of the geographical case studies).

The seventeen respondents were as follows:

- 1) Grahame Buchan, Greater Glasgow and Clyde Valley Strategic Development Plan Manager
- 2) Stuart Tait, Greater Glasgow and Clyde Valley Strategic Development Plan Assistant Manager
- 3) An Anonymous Planner (1) from a constituent GGCVSDPA local authority
- 4) An Anonymous Planner (2) from a constituent GGCVSDPA local authority
- 5) John Esslemont, Ayrshire Joint Structure Plan Authority Manager
- 6) Ian Johnson, Ayrshire Joint Structure Plan Authority Manager



- 7) Ian McLarty, Head of Planning and Transportation, South Ayrshire Council
- 8) An Anonymous Planner from the SESplan area
- 9) An anonymous official from a constituent SESplan local authority
- 10) An Anonymous Respondent from Scottish Borders Council (SESplan)
- 11) Mike Galloway, Head of Planning and Transportation, Dundee City council (TAYplan)
- 12) An Anonymous Respondent from Perth and Kinross Council
- 13) An Anonymous Respondent (1) from Stirling Council
- 14) An Anonymous Respondent (2) from Stirling Council
- 15) An Anonymous Respondent from Falkirk Council
- 16) Graeme Finlay, Planning Officer, Clackmannan council
- 17) Michael Cairns, Strategy Manager, *TACTRAN*

The approach taken in this chapter differs from the two previous. Following an initial discussion on territorial alignment, material is analysed on a geographical basis in contrast to a thematic basis via the governance principles. The overall conclusions of the thesis will be framed through a consideration of the evidence gathered on the governance principles, and thus evidence from this chapter will be drawn in to that approach at the time. The specific territories with which the chapter is concerned are – GGCVSDPA (and Ayrshire); SESplan; TAYplan; and Forth Valley (Stirling, Falkirk and Clackmannan).

## **10.2 SDPA GEOGRAPHY & TERRITORIAL ALIGNMENT**

In discussions with respondents there was a focus on the relative importance of having consistent and common geographies for SDPAs and RTPs, and any other relevant parts of the public sectors. Coterminosity with RTPs would seem to be particularly desirable.



In the *GGCVSDPA* area, where there is a history of experience of working with other parts of the public sector, respondents seemed relaxed on the issue of coterminosity. The process of preparing a structure plan is radically different in magnitude to the service planning and other implications of local authority and NHS joint working. Consulting with other bodies beyond the extent of the plan area has also been central to the remit of the *GGCVSDPA*, so by nature SDPAs have to work across boundaries. In the case of *Strathclyde Partnership for Transport* (SPT), it was suggested that what made sense for that organisation with respect to including Ayrshire did not necessarily make sense in terms of strategic development planning – the focus was on what was desired for each function.

*“I mean certainly from a simple planning point of view, if you like, we’re aware there’s other boundaries to other setups, but it doesn’t really, directly impact on how we get on with Strategic Planning.”* (An Anonymous Planner (1) from a constituent *GGCVSDPA* authority).

*“But again, this was another issue that was looked at, you know, when the Structure Plan was actually set up in ’96 – should there be a desire to match all these boundaries ... different agencies ... decided that there was merit in the boundaries. ... SPT had good reasons for maybe wanting to touch on bringing Ayrshire ... it’s maybe not so easy for them to collaborate outwith the area they’re operating within. Structure plan, its easier, because you have a direct link through planning guidance, that says, when you produce a plan, ... you’ve got to collaborate with your neighbours. ... There’s a strong interconnection between these [different strategies and planning areas in the West of Scotland], and often, there’s a strong interconnection between individuals who sit on these various working groups. .. I’m not convinced that it’s essential to bring in all these areas into one.”* (An Anonymous Planner (2) from a constituent *GGCVSDPA* authority).

There was a general philosophical attitude amongst the four *GGCVSDPA* interviewees towards general concerns raised regarding boundary alignment and service delivery.

*“You need to ask yourself – boundaries change on a regular basis ... boundaries are often changing – has the world stopped? ... The world moves on and adapts. ... you could probably go on forever trying to figure out that optimum you know geographical area and just never really get it right. And also you know patterns of development and things change and over time so you know one, at this moment in time one set of boundaries might be you know the right choice, but then ten years down the line that you know the whole thing might change.”* (An Anonymous Planner (1) from a constituent *GGCVSDPA* authority).

Grahame Buchan, Structure Plan Manager at the then *GGCVSDPA*, expressed the following sentiments during a long discussion on the *functional evidence* from the first part of the thesis, in which the *daily economic system* of Glasgow was seen to extend beyond the *GGCV* area into large parts of Ayrshire, Argyll and Bute, and Stirling. There was also



discussion of the geography of the other three SDPAs. The relative importance of the *daily economic system* with respect to SDPAs was considered.

*“Strictly speaking, in my opinion, do the boundaries [of the four SDPAs] adequately reflect functional reality? Probably no, but that doesn’t mean to say it can’t work ..., because it’s more the way of how you work than it is the boundaries. .... It’s not a problem to us that they [Strathclyde Partnership for Transport] are actually covering an area larger than us. ... Within the eight authorities, within the Scottish Enterprise [regional structure], within the transport, the vast proportion of the intensity of interaction is within the metropolitan core.”* (Grahame Buchan, Greater Glasgow and Clyde Valley Structure Plan Manager).

The central argument with respect to boundary alignment is that for these functions, provided that the key areas of ‘intensity of interaction’ are covered within the varied boundaries, then the boundaries themselves do not matter.

The decision by Stirling Council area to join *TACTRAN* (originally conceived for Tayside authorities) was viewed as being in opposition to rational transport planning imperatives, as there is little *daily economic system* connectivity between Stirling and areas northwards in comparison to Stirling and Greater Glasgow.

*“Killearn, Strathblane [south Stirling] is just a complete and utter nonsense. ... We know we made a compelling case to the Government and for reasons, which I’m sure there aware of, they decided not to listen to what, effectively was good, researched evidence What incentive is there for TACTRAN ... to develop infrastructure and modal shift [in Stirling], when there is no movement northwards? There is no incentive.”* (A Greater Glasgow Councillor [Local Government interview]).

The settlement of Stirling itself was identified by one respondent as having functional interdependency with the Clackmannan council area. The two *local authorities* share education and social work departments. It would have been logical from both a functional and administrative perspective for Stirling to have joined *SESTRAN* along with its Forth Valley neighbours. In the end the respondent asserted that political considerations outweighed any obvious *functional evidence*.

*“It may well be that the underlying view in Stirling [council] is, and probably is a reality of how they took the decision, is that, you know, they wanna be reasonably independent. It’s difficult to decide which of those two they’re gonna go in with, but on the other hand, they can be a bigger fish in this TACTRAN sea, than being of no importance whatsoever – I mean, fighting off with Glasgow, Renfrewshire, North Lanarkshire or Edinburgh and West Lothian – they’re just on the edge, they’re not gonna get anything.”* (Michael Cairns, Strategy Manager, *TACTRAN*).



A majority of respondents based in the *SESplan* and *TAYplan* zones expressed a clear view (including in one instance an official representation to parliament) that the SDPA legislation should align the geographies of SDPAs and RTPs.

*“Well the obvious one there is, for us is the SESTRANS strategic transport authority cos at the moment that takes in Clackmannanshire and parts of the central part and you know it doesn’t coincide with our new [SDPA] boundary area. ... it’s an obvious thing where it could be, I mean I don’t think it’ll be a huge problem but it’s an issue that should have been addressed before that you know if we were gonna have these city regions then you know that transport or the, because there’s so much more of a focus on infrastructure and because we have to focus on the main strategic issues with these city region plans, transport is an area where we should really be focusing on.”* (An Anonymous Planner from the *SESplan* area).

The same Anonymous Planner expressed concern about a perceived disconnect of Forth Valley from the Edinburgh city-region *Leaders Forum* (a coalition of nine local authority leaders from the constituent SDPA authorities plus Forth Valley).

*“... partnership working with other local authorities that probably isn’t working, and the reason it probably isn’t working is due to the structures that they’ve put in place for it, whereby they have like a leader’s group that drives forward the Edinburgh City Region – but Forth Valley [Stirling, Falkirk and Clackmannan] don’t have representation on it, so you have, like, two tiers of engagement on the Edinburgh City Region. You have core local authorities who are part of the Edinburgh Strategic Planning Area, and then you have the hinterland areas such as Forth Valley, but they’re not fully engaged in the processes – so they’re currently developing an economic development strategy for the Edinburgh City Region which is to cover Forth Valley, but Forth Valley aren’t being consulted on it.”* (An Anonymous Planner from the *SESplan* area).

The respondent from Dundee City Council shared these sentiments, but felt that with the right approaches and attitude such problems can be overcome.

*“I mean, it does cause problems. I mentioned the phrase before, Scotland’s awkward geography, and it has meant that we have this patchwork quilt of different strategic boundaries across the country, and it does cause problems for transportation in the Dundee area – Fife are not included [in TACTRAN]. Ludicrous. Absolutely ludicrous – but Stirling are. So you know, just within a few miles of Milngavie and Drymen and places like that is included within our area... We’re doing a joint project between TACTRAN and CESTRAN to put in a park and ride facility across the Tay Road Bridge, right? So the structures mitigate against that sort of project. The funding mitigates against it, the strategic background mitigates against it, but in the end, we just get on and we do it.”* (Mike Galloway, Director of Planning and Transport, Dundee City Council).

Another respondent (an anonymous official from a constituent *SESplan* authority) in contrast viewed overlapping boundaries in a positive sense, as a way of increasing interaction between individuals and organisations.



Advice was given from the *Scottish Executive* that whole *local authorities* (apart from Fife of course) should be included within SDPAs, which automatically explains the inclusion of the entire Borders region in *SESplan*. For the two SDPAs of *SESplan* and *TAYplan*, it was explained that it had been left at Fife's discretion where precisely to draw the boundary, and the reasoning behind the final decision was explained. It was put to the respondent with which Fife was discussed that research by myself had identified that parts of central Fife with weak or non-existent (less than 5% of total working population) commuting to either Edinburgh *conurbation* or Dundee *conurbation* had been allocated to 'Dundee'. Gravity modelling had hypothesized that the relative strength of each settlement would determine a *daily economic system* boundary shifted somewhat further north towards Dundee compared to the plan boundary finally approved. A public consultation exercise was conducted on this issue by Fife Council. The eventual decision was a boundary based on existing local plan boundaries (and identical to Wheatley's proposal). The defence for this boundary decision was along the lines of Grahame Buchan's 'intensity of interaction' argument.

*"...it's better to draw the boundaries wider than narrower, and because an area's in a strategic development plan doesn't mean you have to mention it. The paradox would have been, if you'd left an area out, ... you would have actually had to say more by leaving it out than putting it in. ... Personal opinion, I think the joint structures that are being done just now are too weak, and you should have an actual regional authority that has powers, it has strategic planning and transport and everything."* (An anonymous official from a constituent *SESplan* authority).

In other words, the decision on the boundary was a compromise between existing plan boundary convenience and *functional evidence*. Note the advocacy from the respondent for a regional authority with executive powers over strategic functions. This implies something more than ensuring joint structures have coterminous boundaries – a strategic body with executive powers over *local authorities* as opposed to *ad hoc joint structures* which rely on consensus.

### **10.3 AYRSHIRE AND THE GREATER GLASGOW AND CLYDE VALLEY STRUCTURE PLAN AUTHORITY (GGCVSDPA)**

Alongside the GGCV structure plan arrangement which was legislated for at the advent of the demise of the regional councils, the three Ayrshire authorities that emerged felt compelled to set up a voluntary arrangement to produce a joint strategic plan, including a dedicated 'team' along the lines of the GGCVSDPA. The *Ayrshire Joint Structure Plan* authority (AJSP) was not included as a fifth statutory non *city-regional* SDPA in the



parliamentary legislation, nor was it incorporated into *GGCVSDPA*. Despite this, intention was declared to retain the AJSP on a voluntary basis. The status Ayrshire is worthy of consideration from the perspective of Ayrshire as an ‘anomaly’ in the context of the Glasgow *city-region* – how has Ayrshire related historically to the former GGCVSPA and should the ‘new’ *GGCVSDPA* have incorporated the additional territory of Ayrshire? There would appear to be an inconsistency in terms of including Borders and Fife in *SESplan*, and not Ayrshire in *GGCVSDPA*, given *functional evidence*. Fife is similar to Ayrshire in terms of its urban and rural structure. It was the opinion of the AJSP ‘team’ (the two managers based in Prestwick, Ayrshire) that Ayrshire should have been recognised as an area of strategic importance, either via being mandated to produce its own strategic development plans or as part of the *GGCVSDPA*.

*“The government consider there are no strategic issues in Ayrshire, therefore, that’s why they’ve set up the arrangements they have.”* (John Esslemont, Ayrshire Joint Structure Plan Authority).

The AJSP management was able to locate Ayrshire within its wider context of *functional interdependency*.

*“I think its an easy term [the city-region] that people think they understand, but when you actually start to look at the realities of what a city-region is, and particularly when you try and equate that to the various boundaries that we have, of various subject areas, it becomes far more difficult to imaging. I mean, this concentric notion that we have within the city-regions, that you can broadly follow in a whole variety of different circumstances, but once you get into Ayrshire, it starts to break down, and you start to get into all sorts of different things, ... where a city-region starts, where it stops, what its functions are, we may be a city-region for some things but not for others. ... We, certainly in Ayrshire, recognise that, for quite a large number of functions, we are now sitting in a Glasgow sub-region ..., you’ll find that the [commuting] flow is, for example, from the Borders, significantly less than the flows from Ayrshire to the [Glasgow] conurbation”* (John Esslemont, Ayrshire Joint Structure Plan Authority).

Would it better, as Cllr David O’Neill, Leader of North Ayrshire Council opined in the local government chapter, for Ayrshire to be ‘inside the tent rather than being on the ‘outside looking in’? the AJSP team is aware that the legislation has been applied, in their view, inconsistently. There was mention again of the relevance of a regional body with executive powers to undertake *strategic planning* and other functions. Planning and policy making for *city-regions* across Europe can be attempted in a *soft* manner via constituent authority consensus or in a *formal* manner via a strategic authority with executive powers over transport, economic development and other strategic functions.



There is evidence of *tension* when two structure plan authorities exist within the one *city-region*. A perceived common interest with respect to areas beyond the *city-region* can bring them together, in contrast to the disagreement when one plan area is perceived to lose out to the other.

*“We have a good relationship, a reasonably good relationship with Glasgow and the Clyde Valley – we don’t agree on all things. But generally speaking, we’re capable of talking to them, and working some things out. We agree, probably, on some macro initiatives, on macro things like the relative balance between the West and Eastern side of Scotland ... I don’t think we’re very happy with shopping policies, for instance ... Whether we would have got anywhere had we been part of their greater scheme of things, who knows? ... Strathclyde had the ability to take a much broader, dare I say, City-Regional view of what was happening, and stop proposals that they felt were not in the best interest of the community at large”* (Ian Johnson, Ayrshire Joint Structure Plan Authority).

A view was expressed at the AJSP that North and South Ayrshire ‘failed to understand’ the desire in North Ayrshire to be part of the *GGCVSDPA*. Ian McLarty, Head of Planning and Transportation at South Ayrshire Council, expressed the official view of South Ayrshire council as an organisation, that the AJSP should have been catered for in the legislation as a standalone SDPA. Mr. McLarty claimed such a move would have more relevance in Ayrshire than elsewhere, due to an indigenous strength of feeling, a sort of politico-cultural regional identity. Mr. McLarty expressed scepticism regarding the SDPA geographical approach in the east of Scotland.

*“I mean, we’d have preferred Ayrshire to be identified, it’s not – but we feel so strongly about it, we’re going to do it ourselves. Other authorities, if that approach was adopted, there would be a complete fragmentation of your strategic planning and planning decision-making. ... I think they’ve created problems elsewhere ... with Fife ... looking two ways, but then again, there’s nothing necessarily wrong with having that ability to do that, and working, but you need to work jointly with two different groups – that’s the tough bit.”* (Ian McLarty, Head of Planning and Transportation, South Ayrshire Council).

The AJSP ‘team’ stated that in future, there would be a greater emphasis on the local authority scale of development plan in Ayrshire. Grahame Buchan, GGCV Structure Plan Manager, went further by casting doubt on the future existence of the AJSP. Dr. Buchan attempted to play down any tensions that existed between the *GGCVSDPA* and the AJSP.

*“We don’t have tensions with them. We’ve always had a policy of never criticising their plans – I wouldn’t say that’s reciprocated, because they have criticised us, ... we have worked together to solve common problems. ... If there was to have been an inclusion, they would have been part of the Glasgow metropolitan area, but they’re not, and therefore, they can land up with three separate units.”* (Grahame Buchan, GGCVSDPA Manager).



Neither a personal view nor official representation of opinion from within either the *GGCVSDPA* or the *AJSP* was forthcoming on whether the two bodies should form a single *SDPA*. This suggests that the constituent authorities, save perhaps North Ayrshire to some extent, are comfortable with the outcome. Since the interview process took place, and as of April 30<sup>th</sup> 2009, the *AJSP* has indeed been ‘downgraded’ to form a successor *Ayrshire Joint Planning Steering Group* which is no longer concerned with producing an all-Ayrshire structure plan, but rather is concerned with informing each constituent authority’s local plan(s).

#### **10.4 TOWARDS *SESplan***

The first respondent who was interviewed from the *SESplan* area was apprehensive regarding the future of the authority, viewing it as something geographically ill-conceived that was imposed from above on *local authorities* who were ill-prepared and/or ill-disposed to *city-regional planning* both conceptually and ideologically. This would appear to be in contrast to the *GGCVSDPA* area where evidence points to stronger *regional organising capacity* on a *metropolitan* basis, particularly due to the longstanding nature of arrangements. The respondent felt that having had the *SDPA* ‘imposed’ attempts to make it work were being undermined due to political ‘interference’, such as objections from politicians to sharing an office with the Edinburgh based *SESTRAN RTP*.

*“I don’t think that X [the SDPA in question is] large enough to have, well it has an effect obviously on things like housing market areas, but in terms of planning, I think it’s harder to justify the sort of city region that has been put forward. ... certainly there’s been a few of us, I mean I just see it as something that we’re being told is going to happen. ... the greatest tension’s developing from the politicians ... and it was from the politicians that you know this resistance to us writing the job description came. ... I think in the past that we had problems working with X and X [local authorities]. Now they’re actually with us and the people who are working against us are X [another local authority] I think they’d prefer to go off and do their own plan or do their own thing. X [a second other local authority] are not with us and neither really are X [a third other local authority]. ... [the SDPA] could end up sharing SESTRANS offices in Edinburgh. And immediately again that’s not being seen as a popular decision and you know we’ve had emails going round the other day saying well from someone at X [an individual from a local authority expressing the view that], I don’t like the sound of this because I’m suspicious of what SESTRAN are doing.”* (An Anonymous Planner from the *SESplan* area).

The same individual alluded to the *metropolitan function* perspective of Grahame Buchan. Going beyond this scale was seen as politically difficult, and there was a lack of feeling of shared interest or ownership of the process of setting up the authority. Planning officials were characterised as trying their best to follow the legislation but faced political



hindrances. Previously there existed an *Edinburgh and Lothian Structure Plan* as a voluntary arrangement (as with Ayrshire).

*“... I think there’s a sort of conflict of interest because they [Councillors appointed to the SDPAs] forget that they are representing at the regional or city region authority and not at the local because the problem is they are also you know local elected members as well as SDP elected members. And they don’t seem to be able to distinguish between the two layers. ... I think we’re just being too ambitious here [geographically] and the fact that we’re having the problems we’re having now even at this early stage kind of like highlights you know that you know how badly future working could be if we can’t even agree now.”* (An Anonymous Planner from the *SESplan* area).

It was as if this particular respondent had been given a merciful opportunity to relieve his/her self of much pent up frustration. Shortly after this meeting an interview took place with an Official from Borders Council. In contrast to the Anonymous Respondent, this individual expressed a fair degree of enthusiasm for *SESplan*, however it was suggested that this enthusiasm might not be shared at a political level.

*“I think it makes a lot of sense that there is a strategic development plan, because we’ve a lot of links to Edinburgh in terms of things like employment. ... I would guess, if you asked a cross section of Scottish Borders Councillors if they would have preferred not to have been part of the Edinburgh City group, I think you’d get a very mixed response to that.”* (An anonymous Borders Council Official).

The official then went on to highlight what in effect is the ‘opt out’ aspect of an SDPA plan for *local authorities*. This is a strong motivation behind the expression of personal opinions that a *city-regional authority* with executive powers over strategic development planning and other functions would be preferable to the new SDPAs.

*“... an authority can prepare its own plan if it feels that what’s been put on the table doesn’t properly mirror their thoughts, so they are at liberty to do that, but I would like to think that we’ll not get to that stage ..., but there’s certainly a few major issues there”* (An anonymous Borders Council Official).

The following thoughts reflect the evident tension that exists between the nationally acknowledged need (via the then *Scottish Government*) for *city-regional* strategic development planning, and the desire of local authority units to retain power and control over the local spatial development agenda.

*“I think it is important that planning’s for the people and it’s for everyone – it’s for a wider area, and there are people who can make decisions that are for the benefit of the wider area. I do accept that. All I’m trying to say is ..., we still wouldn’t like to have our powers taken away, or to a large degree.”* (An anonymous Borders Council Official).



The final *SESplan* interview was with an Anonymous Official from a constituent *SESplan* authority. This individual was very eloquent at summarising key issues with respect to the new SDPAs. One such issue was a fear that the interests of the core city authority would dominate the *city-regional relationship*.

*“I think going into this, the importance is to ensure that, although the city is the main driver for the region, it doesn’t dominate all the formal proceedings. ... They’re [the core city] not writing the plan, we’re all writing it.”* (An Anonymous Official from a constituent *SESplan* authority).

Again, a view was expressed that *SESplan* was not something that would have had emerged from the constituent authorities working of their own volition.

*“It would have, whether they [the constituent authorities] could have done it, it would have just been more effort than it was worth, I think because, although it would have been seen as a sort of a planning ideal, more than anything else, and it’s just the political upheaval, or the political, the amount of debate and discussion that would need to be had would have been quite a lot to actually get to the end result, that probably wasn’t that high on a lot of people’s agendas. So it would have been possible, I think, but whether it would have been, anyone would have bothered. And I don’t think Dundee [SDPA] would have existed, because I don’t think, Dundee and Perth don’t particularly, ... there’s more chance of Dundee and Fife working together, and Angus – and Dundee and Angus work together for a lot anyway, but Perth, I don’t think that would have happened.”* (An anonymous official from a constituent *SESplan* authority).

As far as this particular individual was concerned, having seen the former GGCVSPA in operation, ‘lowest common denominator’ strategic plan outcomes were a real possibility.

*“... maybe sometimes things that are left out [in the GGCVSPA], that aren’t, you know, it’s not the most challenging sometimes – the more challenging aspects are left out ... and that’s the danger. If you don’t get the buy-in and people don’t see the benefits of it, then you end up with people just trying to say, because they, or if they have a particular agenda that they know doesn’t fit in with the strategic picture, and they know if it’s seen in that whole, they wouldn’t be allocated that level of growth, or particular development type – then they’ll try and spoil them and get anything controversial, or any particular allocations taken out they don’t agree with, which is very unhelpful, and it’s a complete waste of time, then.”* (An Anonymous Official from a constituent *SESplan* authority).

Following these sentiments it was interjected that there may therefore be a lack of direction on strategic development planning at the national (i.e. Scottish Government) scale. Perhaps the ‘national scale’ should go beyond producing a *National Planning Framework* (NPF), and create a single strategic development plan for the whole of Scotland? The response suggested wider problems with the concept of having strategic development plan



arrangements based on local authority units, but some uncertainty about how the balance of power should lie between the ‘centre’ and the ‘more local’.

*“You don’t want the centre to be overly prescriptive and there are things that still need to be decided at a more, whether it’s a city region context – but you can’t just make these statements and then not give any guidance as to where they expect things to happen. And you have difficulty, ... about competitiveness between authorities ... by not having that guidance, it encourages bad competitiveness by having growth, every sort of structure plan authority will have a growth strategy with housing growth. I mean, that level of housing growth, no-one has ever looked to see whether actually that is required, or whether it meets any aspirations or not, adding it up. They’re seen in isolation. They’re, I mean, there are some structure plans, if they were seen in the context of their impact on other cities nearby, they shouldn’t be approved. ... Things aren’t seen in the wider context. ... Edinburgh, in their response to the city region boundary stuff, they said that Falkirk should be included. They wanted it.”* (An anonymous official from a constituent SESplan authority).

## **10.5 TOWARDS TAYplan**

Mike Galloway, Director of Planning and Transportation at Dundee City Council, was eager to express unequivocal support both personally and on behalf of his administration for *TAYplan* (which as with *SESplan*, was not titled as such when the interviews took place).

*“I think that the task of strategic planning at City Region level is so important that it has to be compulsory because there would be bound to be situations where one or more authorities would opt out if they could opt out, and I think it’s sufficiently important that the government should be straight up, as it is being, and making it compulsory.”* (Mike Galloway, Director of Planning and Transport, Dundee City Council).

Much of the discussion circulated around political (and possibly cultural) tensions that exist between the urban centres of Dundee City and Perth (the administrative and commercial centre of the Perth and Kinross Council area).

*“So ludicrous that, you know, within spitting distance of centre of Dundee, Dundee City Centre which is supposed to be one of the drivers of future economic growth, there are three structure plans and they don’t necessarily join up – so we supported that. ... we already had established a strategic planning relationship with Angus that was harmonious. With Perth and Kinross, there has always been tension between Perth and Dundee, as two large urban areas in close proximity to one another with a whole load of cultural differences, et cetera, et cetera. I’m somebody that was brought up in Perth, and I now work and live in Dundee, so I know it from both sides and they’re both stupid about it. ... I think Perth are reluctantly agreeing to the establishment of a strategic development plan authority. They’re not comfortable with it being called the Dundee City Region, and I’m sure they would like to try and find something else, but equally, they don’t like any reference to anything that’s similar to the old Tayside Region, ... that brings back memories and a taste in the mouth of previous authority. So there are some tensions there,*



*but they're manageable tensions."* (Mike Galloway, Director of Planning and Transport, Dundee City Council).

Mr. Galloway then considered how *TAYplan* would ideally operate in practice, and outlined an alternative scenario where consensus working breaks down.

*"What we think will happen is that there will be competing aspirations from the different authorities that make up our City Region. We will attempt to balance those and negotiate those on sound planning grounds – environmental, sustainability grounds, et cetera, et cetera – there may well, before we actually submit a draft plan to the Scottish ministers, there may well have to be a bit of horse trading on that. Let's be realistic, and we would hope we would be able to reach agreement that all of the authorities could buy into, and that thereafter, the Scottish ministers felt that, yes, this fitted in with NPF2 as well. ... And all been done fairly – but of course, there is still the opportunity for one or more of the constituent authorities to submit an alternative proposal to Scottish ministers. So if one of the authorities takes an unreasonable stance, let's say, and won't compromise with the others, it can go on its own and submit an alternative proposal to Scottish ministers. Now, of course, we would hope that Scottish ministers would look at what's best for the whole of the City Region, what's best for the nation, and make a judgement on that – but we've got to be aware that there's a pressure on us to make consensus work, because alternatively, there's the opportunity for an authority just to go with its own proposal to government."* (Mike Galloway, Director of Planning and Transport, Dundee City Council).

Mr. Galloway, as someone with many years of experience in local government, was asked if, in his opinion, there existed an optimum level of local authority size. The response was closely aligned with that of 'perspective two' of the four *perspectives* from the *Local Authority* chapter.

*"Yeah, there probably is an optimum level of administrative area size, by way of population, I would say – and we should really be looking at larger units, for economic purposes in terms of creating, you know, sufficient catchment area with spending power that would actually attract international investment and attention – but that then relies on there being another tier of democratic opportunity below that – is that community councils?"* (Mike Galloway, Director of Planning and Transport, Dundee City Council).

The generally positive views of Mr. Galloway on the need for *TAYplan* contrasted strongly with the negative views towards *TAYplan* of an Anonymous Respondent from Perth and Kinross Council. Note the comment from Mr. Galloway suggesting 'reluctant agreement' on the part of Perth and Kinross. While Dundee City Council was persuaded of the merits of an SDPA along the lines of the former Tayside region, Perth and Kinross felt that there was no need for *TAYplan* and that existing arrangements were 'effective'.

*"The Council didn't support the idea of Strategic Development Plan Authorities for this part of Scotland. The creation of a two-tier system, they thought, was over the top – and Perth and Kinross Council feels that it is pulled in several different directions, being very*



*central ... We also felt that we had effective cross boundary working before, with the existing system of having separate structure plans.” (An Anonymous Respondent from Perth and Kinross Council).*

The Anonymous Respondent raised questions regarding of the role of the ‘national scale’ in strategic development planning, expressing a personal view that *three-tiers* of planning (i.e. local authority, SDPA, and Scottish Government) was inappropriate for a country the size of Scotland. Scotland was considered to be a *Polycentric Urban Region* (PUR) centred on Glasgow and Edinburgh. This corresponds with the view of Bailey and Turok (2001, 2003, 2004 CHECK) that *strategic planning* in Scotland should be focused on developing the relationship between these two urban areas. Discussion took place on *functional rationality*, and both interviewer and respondent were aware of the relatively weak *functional footprint* of Dundee City. The Anonymous Respondent was keen to emphasise that in his/her view, there was no such a thing as a Dundee *city-region*, but rather a smaller zone of influence that does not extend far into the Perth and Kinross council area.

*“I think the deficit in strategic planning, was a deficit at a national level. And I don’t think Scotland is big enough to have three levels of strategic planning. ... But I do think there is a strategic city region, but that’s Glasgow/Edinburgh. Not Glasgow and Edinburgh, but it’s the inter-relationship between the two that’s a big strategic issue for Scotland. ... I think the Glasgow/Strathclyde model is over the top for this area, ... Now, I fully accept that it is warranted for something as big as Glasgow, and Clyde Valley. ... They [the then previous Scottish Executive] established this, you know, the orders without, I think, any firm basis. If they had done some proper research, I think we would have been landed with having Kinrosshire [an area just south of Perth] in the Edinburgh City Region. Now, the last thing we want is to pay for two sets of City Region plans. I pity Fife and the problems they’ve got in resourcing two City Regions and paying. I mean, resourcing in staff terms. ... I think they [the Scottish Government today] do now accept the system is not delivering the efficiencies that the White Paper [on SDPAs] promised.” (An Anonymous Respondent from Perth and Kinross Council).*

The ‘failure’ of *TAYplan* was presented as a *fait accompli*, which at such an early stage was more indicative of ideological disagreement and pessimism rather than any practical failure, given the fact that the interview process took place before SDPA legislation had been enacted into law (23<sup>rd</sup> June 2008). Perth and Kinross had attempted to persuade the *Scottish Executive/Government* to ‘dilute’ (or make better fit for purpose from a Perth and Kinross perspective), the statutory guidance for the new authorities.

*“I think, what I can say is the Council’s view was that statutory guidance should leave the flexibility so that you’ve got the best model for the particular area, and not be too prescriptive. We thought, initially, when the consultations, the boundary of a sort of true City Region for Dundee was fairly small, you know? ... Now we’ve excluded that from discussions, you know, because the Government’s clearly said they want much bigger*



*ones. So I mean, we've, when you look at the true sort of housing market area for Dundee, say, it's very compact round Dundee. When you start to look at the travel to work areas, by the time you get out to Perth, you know, Perth is getting influenced in different directions, and Dundee isn't the dominant force."* (An Anonymous Respondent from Perth and Kinross Council).

The respondent went on to contextualise his/her argument by turning to the historical relationship between the former *lower-tier districts* of Perth and Kinross, Dundee City and Angus, set within the context of the former *upper-tier region* of Tayside.

*"... further back in history, the Tayside Structure Plan in Tayside Region, there were significant tensions between the Region and the District Councils. Now, they weren't all planning related. It was just the sort of principle of two-tier Government being centrally controlled in Dundee – there were tensions there. Now, that could have been from an Education point of view, it could have been from, you know, any point of view. There were some planning tensions, in terms of applications being called in which the Council felt were more of a local nature. I mean, we're talking, you know, quite a while back now – and there have always been Perth/Dundee tensions. ... So we've got real fears about just being unable to get on with planning because we're spending time falling out with each other."* (An Anonymous Respondent from Perth and Kinross Council).

This can be seen in the context of the historic county of Perthshire and the central role of Perth historically as a relatively affluent market and county town, joined in a political entity with the City of Dundee with its deprivation needs and declining industrial base. The stripping of Perth's ceremonial city status as a part of the 1974 local government reorganisation was likely to have dealt a psychological blow to civic pride. (This honour was reinstated by *Royal Charter* in March 2012).

*"Yeah, but the good thing about the smaller authorities is you get a sense of ownership from the public, and recognition that you never got with Tayside. Nobody ever said they were a Tayside resident. ... I think to form regional identity would be a huge task, and you waste a lot of time and effort trying to create something you would never succeed with. People are not stupid, and artificial political boundaries don't make them change their mind, you see?"* (An Anonymous Respondent from Perth and Kinross Council).

## **10.6 THE 'DISPUTED ZONE' OF STIRLING, FALKIRK AND CLACKMANNAN**

The three *local authorities* of Falkirk, Stirling and Clackmannan (collectively described as the *Forth Valley* authorities) do not form part of any SPDA, despite the first two of these having functional connections with the conurbations/cities of Glasgow and Edinburgh via the *daily economic system*. It may be that the functional connections were not deemed significant or strong enough to justify inclusion. If areas that demonstrate less interaction with Edinburgh and Dundee cities are to be included in SDPAs, then why not part or all of Falkirk or Stirling? This appeared to be a clear inconsistency, especially Falkirk with



respect to Edinburgh.

Strong views were expressed at Stirling Council regarding the relevance of both the *GGCVSDPA* and *SESplan*. Stirling Council, it was asserted, did not view itself as being relevant to either *city-region*. Rather curiously it was asserted that Stirling (recently granted ceremonial *city status* by Royal Charter) formed the centre of a *city-region*. A self-conscious ‘selfishness’ argument was advanced with respect to not just *SESplan*, but other proposed Edinburgh *city-regional* developments. This *Forth Valley* ‘disconnect’ was alluded to earlier by the ‘Anonymous Planner from the *SESplan* area’.

*“We recently had an economic positioning study conducted for the Stirling Council area, and it found that, being a stand-alone City Region and being quite isolated, as it were, its [the SDPA] maybe not the best way to go, but it found that we should be, in terms of major projects, working with other City Regions and working with other areas on particular projects. ... But they’re talking about developing an economic forum for the Edinburgh City Region, ... That’s maybe not in our interest, because so far, the, in terms of the economic development, the Edinburgh City Region has been very Edinburgh-centric and based around Edinburgh’s wants and needs. So it’s not necessarily in our benefit, it might not even be in our interest to be part of it. ... you have less constraints on your housing allocations, perhaps [outwith the SDPAs] – you don’t have to consult to the same extent for where you want to build a new industrial park. If you say, “well, we want to build it here,” somebody, I suppose if Falkirk builds one on the boundary with West Lothian, you know, “oh, tough.” But West Lothian might be sitting there thinking, “wait a minute, if we weren’t in this thing, you know, we could do that as well. This isn’t fair”. Yup – so it’s better to be a fish, a big fish on, a small fish on its own, swimming in its own pond, rather than a small fish in a pool full of big fish.”* (An Anonymous Respondent [1] from Stirling Council).

It is apparent that there is a particular philosophy of self-interest that pervades attitudes towards the SDPAs. This could be viewed as a logical position for an authority to take if it feels its autonomy over territorial economic development might be compromised. Interpretations of *functional evidence* may lack objectivity as a result. The discussion of the *shared service agenda*, in the local government chapter highlighted the phenomenon of *local authorities* seeking partnership with similarly profiled authorities that are not perceived to pose an apparent ‘threat’, in contrast to perceptions of the *municipal city*. The infamous Stirling into *TACTRAN* decision provides further evidence of this.

*“And we have sort of looked very much towards degrees of joint working with Perth and Kinross, because Perth, our linkages with Perth are very strong, and there is a degree of synergy with regard to the county town function of Stirling, and the county town function of Perth.”* (An Anonymous Respondent [2] from Stirling Council).

A respondent from Falkirk Council attempted to convey the ‘local perspective’ from that



particular area as he/she saw it. As with Stirling, the relevance of *SESplan* and *GGCVSDPA* was questioned, despite Falkirk having closer functional connections to Edinburgh than Stirling, and forming part of the *SESTRAN* RTP. The evidence cited by the respondent against the inclusion of Falkirk in *SESplan* or *GGCVSDPA* suggests *metropolitan area* levels of interaction might be required to overcome the scepticism of authorities in the *wider city-region*.

*“... the political control and communities here who don’t feel they belong to any particular city-regions ... We’re right in the middle. ... We had one public enquiry with a cross-boundary issue in a decade. That was the kind of scale of it, and it was usually about shopping. There was nothing on the transport front, travel to work we had seventy-five percent people lived and worked in the area – housing moves, seventy-five percent of the moves were internal moves within the Council area. ... When we’ve looked at these things, are we in the Edinburgh City Region? Are we in the Glasgow one ... And I think the answer that we’ve come up with, internally, each time the question has been asked, ... is the links are weak. ... locally, amongst the politicians, they were very pleased indeed at ’95 to be given, you know, an autonomous unit in terms of strategic and land use planning ... and they were very loathe to give it up, so I think, politically, the local expression will be ‘Leave us alone’.”* (An Anonymous Respondent from Falkirk Council).

The *quantitative* research (chapter five) established that Clackmannan has weaker *daily economic system* connections with Glasgow and Edinburgh in comparison with Stirling and Falkirk. Graeme Finlay, a planning officer At Clackmannan Council, was asked why he felt his council area was not included in *SESplan*.

*“... it was probably assumed that they wouldn’t be interested, or that we might cause a problem ... since you can’t be in both, you’ll be in none. ... I think Clackmannanshire and Falkirk, as far as I was aware, were quite happy that they weren’t being linked in with a city-region [SPDA]. And were left to do their own thing.”* (Graeme Finlay, Planning Officer, Clackmannan Council).

## **10.7 DISCUSSION**

If the advantages of being excluded from a SDPA are perceived by individual *local authorities* to be greater than the advantages (sic) of being included, then questions must be raised regarding the current geography and *consensus driven* structure of SDPAs. A view was commonly expressed that *SESplan* and *TAYplan* are too ambitious in their geographical scope, and there was an evident lethargy towards and belief in creating the new structures. Again one can see the recurring theme of *size* (particularly the appropriate scale for strategic development planning), *efficiency* (too many actors with different agendas) and *democracy* (cooperative *joint structures* versus an *executive* function). It is argued that *unitary local authorities* have enjoyed their freedom since 1995, but it is unclear whether it is better to have contented *local authorities* consult each other under the



pre-2008 arrangements (as preferred by the anonymous Perth and Kinross official), or whether the new ‘compromise’ which attempts to marry the need for a *city-regional function* within the present local authority structure, is a result of a naive approach from *Scottish Executive/Government*, that leads to ineffectual and inconsistent special purpose *city-regions* that only enhance *regional organisational capacity* in a marginal sense - a failure to properly consider the *city-region concept* due to *factors of inertia*.

With respect to underlying *functional realities*, and boundary alignment with RTPs, the three SDPAs considered in this chapter are a stereotype of inconsistency, where the logic is only apparent in a particular dimension i.e. a preconceived notion of pragmatism and necessity, and a tendency to ‘muddle through’, rather than an overall objective consideration of what constitutes the ideal form of *city-region*. The exclusion of Falkirk from *SESplan* (Falkirk is in *SESTRAN*) while Scottish Borders is included can be explained by the ‘internal weakness’ of Scottish Borders versus the fact that while Falkirk has stronger *daily economic system* connections with Edinburgh, its relative strength internal to Forth Valley has been cited against (and the fact that to consider Falkirk implies considering Stirling too), despite Edinburgh City’s apparent wish for Falkirk to be included in *SESplan*. With respect to *TAYplan*, it seems strange that Falkirk should be given a ‘free pass’ with *SESplan* whereas Fife has two plan areas to work with, and two *local authorities* who appear to have the worst inter local-authority relationship in Scotland are compelled to work together. Falkirk has greater functional interdependency with Edinburgh than Perth with Dundee. While time will allow judgement on the practical operation and outcomes of SDPAs, success will not detract from the fact that the then *Scottish Executive* managed to get the fundamentals wrong.

The wider question that emerges from the chapter is that of how to promote *regional organising capacity* at the *city-region* level. It is possible that eventually *SESplan* and *TAYplan*, after being in operation for a few years, will encourage more cooperative attitudes towards *city-regional working*. It is too early to judge the implications therefore of SDPAs for *regional organising capacity*. In themselves they constitute a marginal contribution. There is a concern that *local authorities* will, due to political expediency, continue to negate the wider impact of their economic development strategies, irrespective of inclusion or exclusion from a plan area. This is a manifestation of *inertia* i.e. resistance to *soft* arrangements for *city-regions*, not in principle, but in practical terms, and often couched in a rationale of *democratic accountability* – elected to serve a local authority not a *joint structure*.



*“We have certain authorities who have a real strong driver for economic development, a strong driver for housing and local politicians see more housing, more economic development as good because it’s providing houses in their area and it’s providing jobs. What they don’t then do is lift their eyes up to see the impact of that at a strategic scale.”*  
(Stuart Tait, Greater Glasgow and Clyde Valley Strategic Development Plan Assistant Manager)

Issues with respect to the appropriate extent of SDPAs and RTPs have been well rehearsed in the chapter. Some concern was expressed by respondents from the *GGCVSDPA* area that it may be difficult to ‘export’ their model to other contexts which did not have the same *metropolitan area* characteristics. These sentiments and responses from elsewhere suggest that a *minimalist city-region* solution is preferable when a cooperative *joint structure* is the context for producing strategic development plans.

Three perspectives appeared to be emerging from the seventeen respondents:

- a. Ideological and practical favourability towards the SDPAs, coupled with a lack of concern with boundary alignment due to the nature of planning as a function. There is positivity with respect to constituent authorities agreeing a mutually desirable strategic development plan outcome.
- b. Ideological and practical hostility towards SDPAs, informed by satisfaction with previous arrangements (or a perception that SDPAs are worse). The scale at which the new SDPAs operate is called into question. At one extreme, the *GGCVSDPA* is viewed a *metropolitan area* which is appropriate for an SDPA, while at the other ‘Scotland as a PUR SDPA’ would be more appropriate than the new arrangements in the east.
- c. The arrangements for SDPAs and RTPs (*joint structures*) are insufficient in practice. A *city-regional/regional* authority with executive powers (incorporating both these and other strategic functions) is a desirable alternative.

Philosophically, strategic development plans suffer a tension with respect to detail – ‘too little or too much’. ‘Too little detail’ is easier to agree on, while ‘too much detail’ might lead to conflict. There are further uncertainties:

- a. Uncertainty regarding the scale at which (strategic) development planning should take place. There is a tension between the aspirations of *Local Authorities* individual plans which usually emphasise ‘growth strategies’ that potentially conflict with wider



regional strategies. Is this why Edinburgh City Council (apparently) wanted Falkirk Council included in *SESplan* – that it was aware of a ‘free rider’ potential under these new arrangements? The *GGCVSDPA* had previously objected to the (now defunct) *AJSP* housing development aspirations, and the *AJSP* has previously objected to retail developments within the *GGCVSDPA* area. One respondent expressed a view that SDPAs were being implemented at the wrong scale and that strategic development planning should focus on planning ‘Central Scotland’ according to broader *Polycentric Urban Region* (PUR) principles based upon Glasgow and Edinburgh as the two significant urban centres that drive the Scottish economy.

- b. The constituent authorities comprising SDPAs can submit alternative proposals for strategic development plans to Scottish Ministers should there be an impasse.
- c. Scottish ministers have a habit of routinely approving local plans in the face of objections from neighbouring authorities. This may partially explain the frequent questioning of the whole exercise of trying to agree on what can ultimately be rejected.

The *geographical case study* of a *city-region type structure* being developed in ‘real-time’ highlights familiar themes: Confusion over what scale to organise when considering the *city-region*; functional concerns versus practical geopolitical concerns; and concerns from suburban and rural authorities regarding political and financial dominance by the core city authority.

The then *Scottish Executive* got it wrong under the overall approach chosen, by failing to align SDPAs with existing RTP boundaries, when this was relatively straightforward in this context. The level of interaction between North Fife and Dundee (via the *daily economic system*) is actually quite small, and thus more of Fife could have been included in *SESplan*, along with Falkirk and Clackmannan. Stirling should have been legislatively compelled to join *SESTRAN* (not *TACTRAN*) and *SESplan*. Links from Stirling to Falkirk and Clackmannan aggregated with Greater Edinburgh outweigh Greater Glasgow connections. Alternatively, an ‘intensity of interaction’ argument could merit a *Forth Valley SDPA*, given that Stirling considers itself as the centre of a *city-region*. The current approach implies that Ayrshire should have been included with *GGCVSDPA*, (thus aligning it with SPT), as the approach in the east is wider than the *metropolitan area* approach. It cannot be said, given the evidence, that the then *Scottish Executive* adopted a consistent political approach, given the apparent desire of Dundee City to form an SDPA



with Perth and Kinross, while the apparent desire of Edinburgh City to have Falkirk included in SESplan did not transpire (and both Perth and Kinross and Falkirk were apparently resistant to the new entities).

Not enough effort was put into considering what constitutes the ideal unit for strategic development planning, despite the suggestion in the *Review of Scotland's Cities* (Scottish Executive, 2002b) that this consideration would occur. Many respondents viewed the *city-region* or *region* as something more akin to a *metropolitan area* or minimal hinterland e.g. Greater Glasgow and Clyde Valley, Edinburgh and Lothian and Dundee and Angus, and Ayrshire, Forth Valley and Fife as *regions*. Such geographies could have formed the basis of SDPA geographies, rather than going wider in an inconsistent manner. The notion of strategic development planning taking place at the 'national scale' was discussed during the interviews. *Local authorities* could continue to produce their own *Local Development Plans* (LDPs), but above that there could be a *National SDPA*, based on the concept of the *Polycentric Urban Region* (PUR). Presumably, the *Scottish Government* would have to be in charge of this SDPA, with input from below. Such a *National SDPA* could be politically difficult for the *Scottish Government* as it would require detail beyond that typical of its *National Planning Frameworks*.

To conclude the chapter, it is appropriate to focus on the confirmation from the *strategic planning* chapter of what was apparent from the local government chapter – that there are many difficulties associated with getting *local authorities* to work together when the concept of the *city-region* is the organising principle. The *qualitative* research evidence on Perth and Dundee in this chapter is the political and cultural parallel of the functional evidence from the *quantitative* research earlier in chapters five and six. The *functional footprint* of Dundee City is relatively weak, and the evidence from the research here suggests that the *politico-cultural footprint* is relatively weak in terms of geographical extent. Should Dundee be 'penalised' for this or should new arrangements such as SDPAs set out to strengthen the *footprint*? The initial conception of the SDPA would imply this but politically the Scottish National Party (SNP) is dominant in both Perth and Kinross and Dundee City, and via its *Cities Forum*, includes Stirling and Perth as equals with Dundee for the purposes of associated development funding, despite the Dundee Conurbation being around four times greater in population than either of those two *ceremonial cities*. Fierce resistance to *TAYplan* in that part of the world may reflect the insecurities of others in the face of a perceived threat to their relative economic competitive advantage via the new arrangement, rather than an automatic assumption that conflict is inevitable. Whether this



political rivalry between Perth and Kinross and Dundee is grounded in a wider cultural relationship is something worthy of future research. At a political level, the difficult relationship is likely to have its origins in the ‘tightening’ of the municipal Dundee City boundary in 1995, and memories of the district-region dynamic within the former Tayside region.

SDPAs are in effect an example of a *shared service* but one which has been decided upon from ‘above’ – a *top down* approach to *soft city-regions*. Given the sentiments expressed in this chapter, it is unsurprising that the so-called *shared service agenda* has stalled overall. The evidence from this chapter provides impetus for a reconsideration of how the apparent organisational imperative towards *shared services*, both at the *city-regional* level and at the *regional* level in general, can overcome the *factors of inertia* that are at play. A consideration of how this so-called agenda could be revitalised is considered in Chapter twelve, which details the overall conclusions of the thesis.



# CHAPTER 11: CONCLUSION

## 11.1 RESTATEMENT OF THE TWO OVERARCHING AIMS OF THE THESIS AND SUBSEQUENT RESEARCH QUESTIONS

This thesis had two overarching aims which were set out in the opening chapter. The first of these was to assess the extent to which Scotland has *city-regions* in a *functional* sense, and to examine how these *functional entities* compare with existing political and administrative structures (i.e. *local authorities* and other *field service* administrative geographies). The second of these was to investigate the political and organisational feasibility, desirability and relevance of devising arrangements that facilitate planning and policy-making for *city-regions* and/or *regions*, assuming that the spatial logic for *city-regions* was reasonably strong. This would provide a comprehensive statement on the ‘state of the *city-region concept*’ in Scotland and more broadly by drawing together the *quantitative* and *qualitative* elements of the thesis.

In order to demonstrate the material basis (*spatial logic / functional footprint / daily economic system*) of the Scottish *city-regions* of Glasgow, Edinburgh, Aberdeen and Dundee, the following more detailed research questions on *functional rationality* which emerged from the review of literature on the *city-region*, were established:

- 1) To what extent is the *daily economic system* (TTW or FUR approach) characteristic of Scotland’s socioeconomic geography?
- 2) What Evidence is there of deepening functional interdependency within Scotland’s *city-regions* since 1991?
- 3) It has been suggested that *city-regions* are increasingly *polycentric* in character. How relevant is this statement in contemporary Scotland?
- 4) To what extent do Travel-To-Work patterns for Scotland’s *city-regions* differ by socioeconomic grouping, gender and age?
- 5) Given the relative proximity of Scotland’s four major cities, where would these boundaries fall according to Travel-To-Work statistics?



- 6) Do any of Scotland's four major cities exhibit unusually strong or weak inter-relationships with respect to their *daily economic systems*?
- 7) To what extent is it possible to consider *retail catchments* in the context of *city-regions*?
- 8) How does the *functional footprint* of the *daily economic system* compare with pre-existing local government, NHS and strategic development planning authority geo-administrative units?

The second review of relevant literature, on Scotland's *field service* geography, with its embodiment in the *governance principles* or *themes* that were subsequently developed, informed the following more detailed research questions on *regional organising capacity* and *culture and identity*:

- 1) What is the current situation in Scotland with respect to *thin* or *soft* arrangements for *city-regions* that encourage partnership working across boundaries? Are existing arrangements sufficient?
- 2) Does the *city-region* or *region* offer a potential solution to the apparent problem of Scotland's "*incredibly complex public service map*"?
- 3) Considering the outlined *governance principles* or *themes* as they relate to *city-regions/regions*, how prominent are each of these in informing current debates on the political and administrative geography of Scotland?
- 4) With special reference to the *city-region* as an organisational principle, is it possible to delineate potential political and administrative structures that could be reasonably considered 'socio-economically, geographically and politically defensible'? (after Midwinter, 2005).
- 5) How far is it possible to reconcile (inevitable?) tensions between service-administrative geography (*size*), functional effectiveness (*efficiency*), and perceptions of democratic accountability and control (*democracy*)?

The *governance principles* or *themes* were subsequently used as an analytical tool for interpreting the *qualitative* interview responses. Both the research questions and the themes



shaped the *qualitative* approach, particularly the choice of respondents and the interview schedules. In order to distil the key findings from the research, each research question is considered in turn, leading to a series of overall conclusions for the thesis.

## **11.2 KEY FINDINGS FROM THE QUANTITATIVE RESEARCH (FUNCTIONAL RATIONALITY)**

The *quantitative* research on the 2001 census highlighted the *spatial logic* of the *city-region* in Scotland as a *daily economic system*. The evidence from the 2001 census *origin-destination data* illustrated *functional interdependence* between the *cities/conurbations* of Glasgow, Edinburgh, Aberdeen and Dundee, and their surrounding hinterlands, although in the case of the latter, the extent to which it could be said that a *functional city-region* exists rests on a weaker empirical platform. The research indicated that the size of the *Functional Urban Regions* (FURs) of the four municipal cities of Glasgow, Edinburgh, Aberdeen and Dundee have increased in size, and that functional interdependency between the municipal cities and their surrounding cities deepened in the period 1991-2001. Population estimates since 2001 (GROS, 2012) suggest that it is reasonable to assume a deepening of *functional interdependency* has continued over the past decade with respect to Aberdeen City and Edinburgh City FURs, as the populations of both the *core cities* (particularly Edinburgh) and their *surrounding regions* have grown 2001. While the *quantitative* research provided a functional rationale for the normative arguments in the literature arguing for the development of *soft governance* capacity at the *city-regional* level, the predominance of localised Travel-To-Work patterns (i.e. the fact that most people work locally rather than in the core entity) could be cited as evidence against any suggestion that local government and other *field services* should be organised on a *city-region* basis. This was reflected in later evidence from the *qualitative* interviews that more intense manifestations of *functional interdependency* should underlie a particular structural arrangement. Aside from connecting the *daily economic system* to normative political and administrative arguments, knowledge of the *daily economic system* is essential for identifying and understanding the socioeconomic importance of the *city-region* as a 'live' phenomenon. The *functional evidence* for the *daily economic system*, while important, does not by itself constitute a compelling argument for the development of political and administrative *city-regions*. Rather, *functional evidence* must be aggregated into an overall picture which includes *politico-cultural* considerations. One recalls the sentiments of Paddison (1983) that political consciousness at the scale of the *city-region* does not necessarily follow



dependence on the *city* for employment or other facilities. This will be especially true for sections of the population outwith the *core city/conurbation* that are not directly dependent on the *core city* for employment (even though they may be dependent indirectly).

The ‘Total’ workforce FUR is not representative of the *daily economic system* for significant sub-groups of the population. At one extreme lies professional workers using their cars to travel long distances to work, and at the other the more disadvantaged who can only afford to commute short distances to low-skilled routine occupations accessible on foot or by public transport. The notion that a FUR map along the lines of ‘Category One’ could act as a proxy for a *city-regional functional footprint* of wider, less intense and tangible facets of functional *city-regions* such as trade and leisure considerations (Robson et al., 2006) is plausible. Specialist retail and leisure travel patterns may themselves exhibit a greater degree of *polycentricism* than commuting patterns, but this is speculative. It is not speculative to conclude that Scotland’s four *functional city-regions* are overwhelmingly, but not exclusively *monocentric* in character, via the predominance of periphery to core Travel-To-Work flows.

The *quantitative* research on the 2001 census illustrated that *city-regions* are important *functional entities* and are an essential reference for the consideration of patterns of life and work in a modern nation. The *commuting threshold* exercise was rather banal and lacked practical utility, but the very futility of it highlighted the need to think of *functional city-regions* as having flexible and overlapping zones of influence, especially when viewed from a wider, less tangible, trade based functional perspective beyond the *daily economic system* approach adopted here (Parr, 2005). Thinking of *city-regions* as having flexible boundaries or overlapping zones of influence is perhaps most useful when it comes to areas which, from a *city-regional perspective*, do not clearly ‘belong’ in the exclusive sphere of influence of a single city or conurbation. After studying the output tables generated from the 2001 census *Origin-Destination data*, it became apparent that Scotland’s cities/conurbations exert a disproportionately large/small influence (e.g. Aberdeen versus Dundee) compared to their neighbouring city, in terms of their ability to act as a workplace destination for individuals across a wider *city-region*. From this observation, it was decided to undertake a consideration of these relative *daily economic system* influences by utilising a mathematical model known as the *Law of Retail Gravitation* (LRG). A study of the outputs of the LRG alongside the outputs of the 2001 census made it possible to identify unusually strong or weak relationships between Scotland’s cities in terms of their attractiveness as employment centres. A second reason for undertaking the LRG exercise



was the knowledge that it could be of use to academics studying *functional city-regions* in a non-UK context where workforce origin-destination census data does not exist or is inadequate, and thus the process may be of interest to such observers. The third reason for utilising the LRG was to consider the relative attractiveness of Scotland's four cities as *retail centres* for what is known as *comparison shopping*. This approach was augmented by a pre-existing study which was able to incorporate certain data sources in pursuit of this aim.

When the LRG was considered alongside the pre-existing study, it provided a basic theoretical evidence base from which some limited conclusions could be drawn with respect to the *retail functional footprint* of Scotland's four main cities. For example it was concluded that while Edinburgh exhibits an 'unexpectedly strong' pull as an *employment centre* compared to Glasgow, in terms of retailing, Glasgow has a stronger *retail functional footprint* compared to Edinburgh. The exercise illustrated the difficulty (as emphasised in the existing academic literature on *city-regions*) for *city-regional analysis* in moving beyond a consideration of the *daily economic system* to wider functional conceptions. This partially explains the emphasis in the general literature on Travel-To-Work as the *sine qua non* of research on *functional rationality*. The use of a *Functional Urban Region* interpretation of the 'average worker' as the representation of the *functional footprint* of city entities, combined with an *Functional Urban Region* interpretation of the 'higher occupation' socioeconomic classification output as a proxy for a less tangible, wider trade based interpretation of *city-regions*, is perhaps the closest representation of a *single operational definition of functional rationality*.

The entire volume of the *quantitative research* constitutes a comprehensive statement on the significance of *city-regions* as functional entities. *Functional city-regions* are a key component of the socioeconomic functioning of modern, European nations. It was concluded that it was reasonable to consider the political and organisational feasibility, desirability and relevance of devising policy-making and planning arrangements for *city-regions*, as in the context of Scotland it was fair to conclude that the *spatial logic* of the *functional city-region* is strong. The *functional footprint* of the *daily economic system* was found to compare poorly with pre-existing *Local Authority*, *National Health Service* and *Strategic Development Planning Authority* units. This apparent '*spatial mismatch*' between the *functional* and the *political/organisational* was a matter raised during the early stage of each subsequent *qualitative* interview. Broadly speaking, respondents were unconcerned about the '*spatial mismatch*' between the *daily economic system* and the *pre-existing geo-*



*administrative structure*. The *qualitative* research suggests that *functional rationality* features to a limited extent in Scottish debates but not in the guise of the *daily economic system*. This is discussed in greater detail in the following section which states the key findings from the *qualitative* research.

### **11.3 KEY FINDINGS FROM THE QUALITATIVE RESEARCH (REGIONAL ORGANISING CAPACITY & CULTURE AND IDENTITY)**

Evidence with respect to the current situation in Scotland for *thin* or *soft* arrangements for *city-regions* was considered early in chapter eight. It was noted that it would not be possible to draw firm conclusions on this until after the *healthcare* and *strategic planning* chapters as these provided further evidence on this matter. A proper consideration of current arrangements must examine what constitutes the *thin* or *soft* arrangements in the three *city-regions*, how well these are currently functioning, whether there is a need for stronger arrangements, or indeed whether such arrangements should be reconsidered in light of realities ‘on the ground’, for example an unwillingness amongst some/all participants to sufficiently engage in the process, or that the geographical scope of *joint structures* is too ambitious/too many actors.

The Glasgow ‘*city-region*’ is comprised of the *Greater Glasgow and Clyde Valley Strategic Development Plan Authority* and the *Greater Glasgow and Clyde Valley Community Planning Partnership*, a coalition of eight authorities on more of a *metropolitan area* basis. NHS *Greater Glasgow and Clyde* consists of Glasgow City, the three Renfrewshire authorities, West Dunbartonshire, East Dunbartonshire, and parts of North and South Lanarkshire. *Strathclyde Partnership for Transport* (SPT) is a coalition of the eight GGCV authorities, plus North, South and East Ayrshire. A report on the feasibility of the eight GGCV authorities sharing services on a *city-region/metropolitan area*, the *Clyde Valley Review*, signals a commitment in principle to developing *regional organising capacity*, although in practice, the *soft city-region* has probably reached its limits. Regional organising capacity is strongest in the Glasgow ‘*city-region*’, mainly within the *metropolitan area*, suggesting that this should be the focus for the future. The three Ayrshire authorities should form their own *region* for *strategic development planning, transport*, and any future sharing of services. The existence of a Scottish level of government negates the need for larger, spatially exhaustive or FUR based *city-regions*.



The Edinburgh ‘city-region’ is comprised of *SESplan*, an area semi-consistent with the *daily economic system*, consisting of Edinburgh City, West Lothian, Midlothian, East Lothian, Scottish Borders and part of Fife. *SESTRAN* is a coalition of the same authorities (whole of Fife), plus Falkirk and Clackmannan (with Stirling notably in *TACTRAN*). NHS Lothian consists of the three ‘Lothians’ and Edinburgh City. There exists a *Leaders Forum* coterminous with SESTRAN plus Stirling. Six councils (City of Edinburgh, West Lothian, Midlothian, East Lothian, Scottish Borders and Fife) announced in 2010 the setting up of a ‘forum’ to explore closer *joint working* arrangements, but this has not brought any outcomes or recommendations hitherto. As with the Glasgow ‘city-region’, evidence suggests that a *metropolitan area* conception is more appropriate, with the former Lothian region an appropriate scale for which to develop future *regional organising capacity*. The evidence suggests that the Forth Valley authorities form a sub-region within the wider *city-region* (Stirling is closer to Greater Glasgow in terms of functionality in any case), and these authorities should form their own *Forth Valley region* for the purposes of strategic development planning, transport, and any future sharing of services. In general there appears to be a lack of interest in developing *regional organising capacity*.

The Dundee ‘city-region’ is comprised of *TAYplan*, an area wider than the *daily economic system*, consisting of Dundee City, Angus, Perth and Kinross and part of Fife. NHS Tayside consists of Dundee City, Angus and Perth and Kinross. *TACTRAN*, the RTP, consists of said Tayside authorities plus Stirling. The concept of the *city-region* is difficult to apply to this context. The *functional footprint* of Dundee is relatively weak, and therefore a *city-region* based on the former Tayside region lacks functional legitimacy. This is reflected outside of Dundee in an attitude which questions the existence of such an entity. There would appear to be little purpose in attempting to develop *regional organising capacity* on the basis of Tayside, assuming the evidence from the interviews is reflective of reality ‘on the ground’, as this would exacerbate pre-existing tensions. Dundee and Angus (with evidence from an anonymous respondent) appears to form a more natural platform for *strategic planning* and the future sharing of services.

The question of whether existing arrangements are sufficient is linked to the nature and purpose of those services which are organised at the *city-regional* level, as much as the scale of delivery. Transport planning, it was suggested, may lend itself to national administration and *Regional Transport Partnerships* (RTPs) have been superseded by the *quango Transport Scotland*. There was a majority viewpoint in the *planning* outcomes that the *metropolitan area* was the *city-region* most appropriate for *joint structures* in planning,



as the ‘intensity of interaction’ required in order to justify a cross boundary planning approach was associated with that scale. The GGCVCPP and Edinburgh *city-region Leader’s Forum* resemble the ‘talking shop’ concerns of Shaw (1994) rather than the dynamic *governance* arrangements of Salet, Thornley and Kreukels (2003a, 2003b). With respect to the GGCV there is evidence of an external marketing outcome and the development of a strategic vision for the future of the area (Glasgow City Council, 2008). In terms of the *shared services agenda* existing arrangements are insufficient, assuming the agenda is desirable, as *local authorities* are reluctant to *share services* on the basis of *city-regions/metropolitan areas*. A more fundamental approach is required in this respect, i.e. a reconfiguration of Scotland’s *field service* geography. In a general sense, the evidence from the interviews suggests that existing arrangements are insufficient. With the existence of a ‘national scale’ it is questionable whether strategic development planning and transport planning is necessary at the *city-region* type scale, especially when organised in an inconsistent and *ad hoc* manner. The Government Policy Advisor questioned the need for RTPs in light of *Transport Scotland*, and the overall planning system in Scotland (scope for individual authorities appealing against their own strategic development plan) placed a question mark over the *raison d’etre* of SDPAs for a large minority of *planning* respondents. NHS Boards constitute a geographical mixture of *city-regions*, *regions* and partial *metropolitan areas*. Some *healthcare* respondents promoted a consolidation of NHS Board areas based upon considerations of service functionality. Current arrangements are seen as sufficient, especially in the context of *Regional Planning Directorates* (RPDs) which plan service provision across NHS Board boundaries when necessary.

The thesis has considered the relative prominence of each outlined *governance principle* or *theme* (with special reference to the *city-region/region*) in informing current debates on the political and administrative geography of Scotland:

***Democratic accountability*** – The notion of the *city-region/region* as representing a spatially defined ‘*community of interest*’ (Savage et al. 1986; Coombes, Green and Owen, 1987; Robson et al. 2006) did not resonate with the overwhelming majority of interview respondents. There was an acknowledgment in ‘perspectives one and two’ that organising field service geography on a basis more reflective of the underlying structure of economic and social organisation (DCLG, 2008; SURF, 2004; Wheatley, 1969; Redcliffe-Maud, 1969), would be more desirable than factors of historical accident and raw politics. This scale is contrasted with the current institutional framework which owes more to historical accident and time-specific political imperatives than ‘rational’ design. The city municipal



boundary frequently fails to correspond to the initial built-up area of the city (Hall and Pain, 2006; Parr, 2005; Scottish Executive, 2002b), and this is so in Scotland in the case of Glasgow City and Dundee City. The view from Dundee City council was that this was a source of frustration but that there was no point in dwelling on it. Respondents from Glasgow City were keen to play down the significance of the municipal boundary. This may be due to satisfaction with the exclusion of areas which may have differing political priorities, or a desire not to dwell on an issue that is controversial. It is reasonable to assume that the current financial settlement for Glasgow City compensates for the absence of suburbs with concentrations of high rate payers, at least to an extent that is considered reasonable enough to be going on with. It is possible to infer that there may be a consensus within the GGCV area that larger jurisdictions (both for Glasgow and for its suburbs) may be perceived as alien and unresponsive to localised needs (Midwinter 1995, McConnell, 2004; McVicar et al., 1994; Begg and Docherty, 2002; Paddison 1983).

***Efficiency and functional effectiveness in service delivery*** – A desire to collaborate across jurisdictions is reflective of a constant quest for efficiency in service delivery that exists in both the public and private sectors (Turok, 2009; DCLG, 2006; Healey, 2009). In Scotland, this is apparent though existing *joint structures* where a cross-boundary approach is deemed necessary. The desire to collaborate in Scotland is very low however, and the quest for efficiency in Scotland tends to be restricted by existing local authority boundaries. For regional services such as hospitals, the *city-region* is said to make sense, enhancing accessibility due to centrality and transport connectivity, with the *city-region* in question ideally being of sufficient size to provide economies of scale in service provision and internalise spillover effects (Paddison 1983; Massam, 1975). There was very little knowledge amongst respondents of particular thresholds of optimisation for individual services. Some respondents cited Wheatley's minimum threshold of two-hundred thousand for strategic services such as health, education, social work, police and fire (Wheatley, 1969). A balance, it is said, must be struck between the imperative for efficiency and the requirement that some services remain innately local, such as household and personal services (Turok, 2009).

A large part of the contemporary appeal of the *city-region* concept lies in the possibility that efficiency can be achieved without significant territorial reorganisation. There is evidence of some tentative steps towards this in Scotland via the sharing of service provision across local authority boundaries, but this has not been explicitly couched or exclusively driven in terms of *city-regions*. There may be some services that would benefit



from a *city-region approach* but some authors have stated that the evidence base is ambiguous and that it is difficult to establish a ‘one size fits all’ scalar approach (Paddison 1982; Wood, 1974). There is also the *quango* argument that the national scale in Scotland is appropriate for certain services e.g. water and sewage, rather than creating a statutory upper tier (McConnell, 2004). In Scotland it is clear that, especially in the context of *local authorities* being reluctant to share services, there is scope for changing the current *balance of functions* between *Local Authorities* and the Scottish Government. At the Senior Civil Servant level and in the opinion of the Labour and Conservative MSPs, *Education* was the most obvious example of a service that could be delivered from the ‘national scale’. In this sense the ‘national scale’ can be seen as a ‘national region’ strategic function substitute for the *city-region/region* (‘Scotland Regional Council’). It has been suggested that the forthcoming Scottish Police Service and Scottish Fire Service will each require four regional headquarters based in Glasgow, Edinburgh, Dundee and Aberdeen. At least three respondents suggested that *Education Scotland*, if it superseded the thirty-two education authorities, would need to be administered along such a spatial structure. In this sense the *traditional city-region* is organisationally relevant and desirable in the context of Scotland, but not politically, and is likely to remain ‘unacknowledged’. In the *healthcare* interviews respondents distinguished between the ‘accident’ of the *city-region* forming the catchment for a particular health service by virtue of a coincidental threshold, and the absence and rejection of a *city-regional perspective* or *approach* to the structuring of specialist services (characterised as a *Scotland wide perspective*). In terms of *Strategic Development Planning Authorities* (SDPAs), *efficiency and functional effectiveness* may be compromised by traditional interpretations of the *city-region* concept as concern was widely expressed that plans would become more difficult to agree on in function of the number of participants.

***Specialisation and responsiveness in service delivery*** – Larger political and administrative units such as those based on *city-regions* or *regions* are said to be able to harness the utility of expertise through their ability to employ a concentration or *critical mass* of specialist staff (Turok, 2009; Begg and Docherty, 2002; Paddison, 1983). In *healthcare*, a combination of finite resources and a requirement for large population catchments for highly specialised procedures, often necessitates that service planners configure their approach around *city-regions*, whether acknowledged or otherwise. *Local authority interview* respondents in ‘perspectives three and four’ were far more sympathetic to the counter argument to the specialisation argument in that while expertise is important, the scale of decision making implied by *city-regions* is too remote from the detail, making the



coordination of services actually more difficult as providers struggle to respond to highly localised circumstances. In some contexts the *city-region* has been seen as a solution to the perceived inflexibility of central government (Parkinson et al. 2004; Parr, 2005; DCLG, 2006; Organisation for Economic Cooperation and Development, 2006; H.M. Treasury, 2007; Rodriguez-Pose, 2008). In Scotland, the *Scottish Government and Parliament* is the solution to this perceived inflexibility, hence the notion of the *city-region* as a ‘misfit’ in the context of Scotland, at least in its more traditional guise.

***Strategic decision making*** – A *city-regional/regional body* would have the ability to take a broader view across an area of functional coherence on issues such as spatial planning, service delivery and infrastructure improvement (Turok, 2009; Scott, 2001; Hall and Pain, 2006; H. M. Treasury, 2006, 2008; Eddington, 2006). An example of this would be the avoidance of strategies that lead to the duplication of strategic assets such as ‘regional shopping centres’, which may damage the vitality of existing facilities (Romein, 2004; Strathclyde Regional Council, 1995; Begg and Docherty, 2002). Some respondents argued that such a body with an *executive function*, encompassing *strategic planning*, transport and economic development would be desirable. This would bring these related functions together under a uniform geography and would ‘override’ the negatives of competition between *local authorities* and ‘lowest common denominator’ outcomes that some respondents characterised as synonymous with *consensus driven joint structures*. In the *planning interviews* there was a real concern that the need for consensus would invalidate the ethos of *strategic development planning*.

***Resource redistribution*** – It was unclear from the interviews whether *city-regional/regional* local government units would be able to allocate resources in a more optimal manner than at present. Traditionally it is argued such arrangements would offer a fairer deal to the municipal city by countering the *free-rider problem* (Greenstein and Wiewel, 2000). In Scotland, the means by which local government funding is determined is complex, and its ability to provide extra resources to *local authorities* with higher levels of deprivation and disadvantage clouds this issue. A *city-region/metropolitan area* entity may be able to target resources more effectively internally, but may also divert resources to the central city (or in another manner) to an extent that causes internal disharmony and political paralysis. It was suggested that a wider Glasgow entity could actually see resources diverted away from inner-city regeneration. In this sense a desire for continuity may outweigh the principle that arguably outdated subdivisions should be amalgamated as the *physical city* expands.



***Territorial alignment (coterminosity); and relations between different geographical units***

– The apparent complexity of Scotland's *field service geography* is exacerbated by a failure to align boundaries, particularly as a hangover of the 1995 local government reorganisation. The geographical mismatch between, say, health boards and *local authorities*, may impose a cost and time burden as health boards have to deal with multiple small *local authorities*. This was the issue with the greatest divergence between respondents. At one extreme, the space-spanning imperatives of each individual service were characterised as outweighing any concerns over coterminosity. Good working relations between individuals were seen sufficient to overcome any problems, indeed in the era of *governance*, a focus on boundaries was outdated and exposure to multiple jurisdictions has the potential to spread good working practices across the public sector. At the other extreme, some respondents expressed frustration at the time it took to deal with extra partners and this presented a financial and opportunity cost that would be unnecessary with a bit of forethought. For *healthcare* respondents, the two respondents in Fife (directly coterminous with the local authority) and the respondent from Lanarkshire (two constituent local authority) stated that their life was much simpler than elsewhere due to not having to deal with multiple *local authorities* and the complexities (especially in the development process) of *Community Health Partnerships* (CHPs) which themselves cannot consist of a greater geography than the local authority. Having CHPs coterminous with *local authorities* was logical from the viewpoint of simplicity for *local authorities*, but was frustrating in that it leads to an extra burden on the Health Board.

***Minimum disruption via organisational/structural change*** – In the discussion of the *governance principles* in chapter three, it was claimed that structural change, due to its disruptive nature, is something that would be likely to provoke hostility to arguments that Scotland's public service geography should be altered, or services radically reconfigured. This is true with respect to 'perspective three', which was dominated by respondents from 'within' Scotland's *local authorities*, plus in addition the Conservative MSP. The two Senior Civil Servants, Labour MSP, Government Policy Advisor, and a small minority of respondents 'within' *local authorities*, were open to the possibility of structural change, with an emphasis on larger and fewer units, but not especially *city-regional* units. It is reasonable to conclude therefore that the current *geo-administrative* structure is open to a proper analysis, leading to some changes. The *inertia* of the disruption and upheaval that may be entailed, means that it will be difficult to persuade the majority of Scotland's public sector of the political and organisational feasibility, desirability and relevance of the *city-region concept* to a debate in which many of the participants will be reluctant players.



The so-called *shared service agenda* (*Clyde Valley Review* and *Edinburgh City-Region working group*) does not bode well in this respect as some *local authorities* clearly perceive this approach as filled with inherent risks, immediately via potential changes in the quality of individual services, and further down the road as a ‘backdoor’ precursor to formal reorganisation, the ‘thin end of the wedge’ of the dreaded ‘Glasgow takeover’.

***Culture and Identity*** - Existing bureaucracies can engender an emotional resistance to changing an arrangement with which employees and members of the public identify and have come to share aspirations with. For example, more than one respondent cited Clackmannan as a successful organisation which had moved to achieve efficiency savings and possibly critical mass (in *education* and *social work*) with Stirling where appropriate. Clackmannan employees and many constituent citizens may be very upset if the reward for ‘doing the right thing’ is abolition.

There was evidence of historical rivalries between areas and settlements within a *functional city-region* militating against the development of cooperative strategies. With respect to *TAYplan*, Dundee City appeared to be attempting to charm a hostile suitor into an arranged marriage of inconvenience (with the Scottish Executive/Government as the ‘parents’ imposing the *statutory* arrangement from above). Given the political and cultural dynamic in the former Tayside region, and the weak functional evidence for Dundee with respect to the *daily economic system*, the *city-region* in its traditional guise should be considered as politically and organisationally unfeasible, undesirable and of little relevance except as an expression of Dundee as an extended metropolitan area beyond its ‘restrictive’ municipal boundary.

Evidence from the *healthcare* interviews suggests that when local service provision is reduced or abolished at the expense of a strategy of *centralisation* (selective concentration) in the central city of the *city-region* or at a particular regional centre, local *culture and identity* plays a part in resistance to such strategies, in the sense of the change in provision being perceived as a threat to the integrity of a hospital with which people have an historical and cultural attachment. Factors of *culture and identity* also foster an understanding of such strategies as an ‘insult’ to local prestige. This appears to be a motivating factor against such strategies as much as a fear of potential health consequences. The idea of a local ‘*sense of place*’ appears to lie deeper than simply concerns over accessibility to a particular service. Such a *culture and identity* phenomenon impacts directly on both the general public and political and administrative actors, and



indirectly upon political actors through their perceptions of constituent opinion and electoral considerations. Popular pressure or public opinion has a strong role in any consideration of *geo-administrative* structure and service provision. Given the above picture that was painted by *healthcare* administrative professionals, it is unsurprising that the term '*city-region*' is one that is rarely expressed in this context.



**Table 11 – Summary Matrix of Governance Principles/Themes**

	<b>LOCAL GOVERNMENT</b>	<b>HEALTHCARE (NHS)</b>	<b>STRATEGIC PLANNING (SDPAs)</b>
<b>DEMOCRATIC ACCOUNTABILITY</b>	CR not generally viewed as an entity of democratic potential or quality.	CR as an organisational principle (often unacknowledged) not for democratic purposes per se.	Top down ‘imposition’ and shared service principle facilitates criticism - too big or lacks legitimacy over local authority scale of planning.
<b>EFFICIENCY &amp; FUNCTIONAL EFFECTIVENESS IN SERVICE DELIVERY</b>	Desire to collaborate in pursuit of efficiency and functional effectiveness is greater rhetorically than in practice, and not explicitly couched in terms or automatically driven in terms of CRs/sub-regional units.	RPDs allow for service planning on a functional, often wider CR basis where necessary. Flexible approach e.g. some services ‘Scotland wide’ or ‘bi-nodal’ CR e.g. neurosurgery.	Efficiency and functional effectiveness compromised by going beyond an existing ‘CR as metropolitan area’ consensus amongst planners. Concern over ‘lowest common denominator’ decisions due to consensus driven joint structure arrangement.
<b>a)STRATEGIC DECISION MAKING, SPECIALISATION &amp; b)RESPONSIVENESS IN SERVICE DELIVERY</b>	Debate over the relative merits of different scales (local/(city)regional/national) for organising/decision making. ‘Scotland level’ focus for ‘up-scaling’ rather than (city)region.	Responsiveness popularly associated with resistance to ‘centralisation’, but may be best served by specialisation via selective concentration in urban centres where knowledge and expertise are concentrated.	FUR type scale too great, too many actors for what most respondents believed was a metropolitan function (i.e. that scale rather than the FUR has the intensity of interaction to justify strategic development planning above the local authority scale.
<b>RESOURCE REDISTRIBUTION</b>	CR or larger local government units imply a perceived loss of local control over resource allocation and uncertain implications for allocation as a result of geoadministrative change.	Organisationally, wider CR health boards (e.g. Greater Glasgow and Clyde with Lanarkshire, or Lothians with Borders) viewed with concern by respondents from non-city boards, due to implication of loss of resources and power (e.g. Fife).	Indirect concern via plan outcomes: - Potential for ‘better’ perceived development outcomes for local authorities who currently believe they would benefit and/or all members benefit from SDPAs. - Potential for ‘unreasonable’ constraints on development outcomes for local authorities who have relatively greater levels of economic development than other members.
<b>TERRITORIAL ALIGNMENT (CO-TERMINOSITY) &amp; RELATIONS BETWEEN DIFFERENT GEOGRAPHICAL UNITS</b>	Enough evidence to firmly conclude that boundary misalignment and geographical mismatches (especially between local authorities and health boards) imposes a financial and opportunity cost. Good working relations across boundaries can mitigate this to some extent. The CR is not commonly seen as a ‘solution’, but coterminosity between local authorities and health boards implies metropolitan area type units as offering potential.	With respect to particular health boards providing services to individuals in another area, RPDs provide an effective framework for overcoming health board boundaries (which do not ‘constrain’ in the same way as local authority boundaries due to emphasis on service flows)	Whole rationale seriously undermined by exclusion of local authorities on an inconsistent basis in terms of comparable functional interdependencies.
<b>MINIMUM DISRUPTION VIA ORGANISATIONAL /STRUCTURAL CHANGE</b>	Widespread (but not universal) scepticism amongst respondents that the ‘trade-off’ of disruption (both in terms of effort and service delivery) versus the argued advantages of change is insufficient to justify organisational/structural change. Tentative evidence that the relative degree of change (i.e. more incremental less fundamental) can impact on acceptability. Voluntary change can be counter-productive as evidenced by the shared service agenda.	The merger of local authority units to correspond with existing health board units would create a hybrid CR/regional unitary structure. This would be popular within Scotland’s NHS, especially with respect to the issue of social care where responsibility is shared.	Evidence suggests widespread apathy towards this change in the planning system of Scotland. - Dilemma of ‘too little’ versus ‘too much’, at one extreme the consensus driven approach is viewed as insufficiently robust for effective CR planning and a statutory planning authority is deemed necessary, while at the other extreme, even the more limited approach that has emerged is too much as it overrides what would be (and has been) a framework of thirty-two local development plans. - SDPAs as lacking relevance and an unnecessary and unwelcome time-consuming effort e.g. official positioning of Perth and Kinross council.
<b>CULTURE &amp; IDENTITY</b>	Plays an important role in giving ‘democratic’ legitimisation to particular geoadministrative arrangements in the face of questioning of its spatial logic and organising capacity in terms of size and functional effectiveness. May lead to an unproductive territorial rivalry which militates against cooperative strategies which are accepted as desirable in theory but resisted in practice, notably the shared service agenda in the Glasgow CR (or GGCV area) and former Tayside region with respect to SDPAs.	Resistance to the selective concentration of service provision where appropriate on a regional or CR basis appears to be driven as much by emotional attachment to a particular hospital and civic pride as much as a fear of negative health implications. (The relative balance of culture and identity versus health varies according to the geographical locale, the change in service geography, and the relative prominence of the service in question.	Strategic Development Planning is a relatively minor service with little resonance with the general public. Some respondents advanced a personal opinion, and/or gave their take on public opinion within their authority area. These opinions cited local identity as a reason to be excluded from the new SDPA arrangements, most notably in Stirling, where the position of the local authority was that the settlement of Stirling was a city within its own CR.



The matrix summarises the *governance principles* as they related to the *qualitative* interviews via the service case studies approach. It can be interpreted from the matrix that the eight *governance principles/themes* overlap and often relate intimately to each other. Across the three services, they either manifest themselves similarly in each, or in a quite different fashion. For example, the *governance principle/theme* of **resource redistribution**, alongside the *governance principle/theme* of **minimum disruption via organisational/structural change** (as a negative perceived ‘trade-off’ via the proposed gains achieved via that change), most closely resemble a keystone for understanding what drives the individual opinions of *local government format* respondents. The relationship of these to the individual opinions of *healthcare format* respondents is, by way of contrast, nowhere near as critical – it is not a scale of political organisation, the resource context is different and concerns over service rather than organisational structure has tended to predominate political discourse. For *Strategic Development Planning Authorities* (SPDAs), the cost to each constituent local authority for setting up and running the new bodies is infinitesimally small compared to budgets for mainstream service provision. The importance of *minimum disruption via organisational/structural change* to SPDAs is emphasised mainly due to its ‘live’ implementation, and the *resource redistribution* influence is indirect and intangible, if not hypothetical, given the nature of the SDPs. (A perceived negative economic impact by potentially ‘constraining’ economic development in a particular local authority at the expense of another). The *governance principles/themes* have served as an invaluable tool for interpreting the qualitative material and framing the outcomes and conclusions that have been distilled. They have highlighted the *fluidity* of the *city-region concept*, in the sense that they remain a *reliable* constant, while the terrain to which they are applied is *unreliable* due to its dynamicism and fluidity. This dynamicism and fluidity is evident *within* Scotland according to the sub-geography under consideration.

There is enough detail in both that summary and the wider consideration previous to allow for a consideration of the following question: Does the *city-region* offer a potential solution to the apparent problem of Scotland’s “incredibly complex public service map”? Not as a scale where inconsistently conceived ad hoc *soft* or *thin* arrangements further add to this complexity in an ineffectual manner (often due to their *consensus driven* structure). The culture within local government in Scotland militates against *shared services*, and occasionally, a competitive ordinance trumps collaborative notions. The *city-region* as a metropolitan area, alongside non *city-region regions*, offers the best solution for reconciling *tensions* between service-administrative geography (*size*), functional effectiveness (*efficiency*), and perceptions of democratic accountability and control



(*democracy*). Newton (1996) stated that ideally, there should be two components to the question of *local government* and *field service* reorganisation – arguments about size and functional effectiveness and arguments about size and democracy. His own research led to the following conclusion:

“...large units are no less efficient and can be a good deal more effective than smaller ones. ... the evidence suggests that large units are no less democratic than small ones, and in some respects they may be more so.” (Newton, 1996, p.190).

In the context of Scotland, the tragedy is that since the *Wheatley Commission* (1969) there has been no attempt to reconcile these tensions in the form of academic research, and attempts to reconcile these tensions appear to have been furthest from the minds of politicians in 1995 and since then in the *ad hoc* manner in which Scotland’s *geo-administrative* framework has been addressed. The *daily economic system* is not viewed as a ‘community of interest’. The *metropolitan area* is an obvious ‘community of interest’ (intensity of socioeconomic interaction) and considerations otherwise may be based on *factors of inertia* such as ‘selfish’ perceptions of a loss of expenditure or the nature of ‘urban politics’ in a particular core city. The anonymous Glasgow City Council Official who suggested that ‘carrying the suburbs’ could lead to stalemate due to ‘politico-cultural differences’ between elected representatives, appeared more concerned with the motivations of suburban councillors, rather than the suburban electorate. It may be that the ‘community of interest’ cannot be separated from political interest.

In addition to reconciling *tensions*, it is possible to delineate potential political and administrative structures that could be reasonably considered ‘socioeconomically, geographically and politically defensible’ (after Midwinter, 2005)? The building blocks of such an arrangement exist, albeit with the need for some boundary changes where appropriate. The building blocks are the fourteen NHS board units (see Figure 7-4). *Local authorities* would follow the same boundaries, thus removing 1995 created anomalies. The number of *local authorities* would be slightly higher at sixteen. The new Glasgow entity would comprise Glasgow City, East Renfrewshire, East Dunbartonshire, West Dunbartonshire, the Rutherglen and Cambuslang area of South Lanarkshire, and the ‘Northern Corridor’ of North Lanarkshire (NHS Greater Glasgow and Clyde). Paisley (‘capital’ of Renfrewshire) is a large settlement whose inclusion within a Glasgow based entity would be socioeconomically, geographically and politically questionable. Renfrewshire and Inverclyde would merge to form a second local authority within the



NHS Greater Glasgow and Clyde geography. There would be a need for some boundary changes within the new arrangement, for example, parts of East Renfrewshire may have stronger functional interdependency with Paisley than Glasgow City. West Dunbartonshire would be problematic in that the Western half of the authority lies outside the conurbation, whereas ‘Greater Clydebank’ is very much part of the *built city* of Glasgow. A solution here would be to ‘return’ the Helensburgh and Lomond locality to West Dunbartonshire as the eastern areas of West Dunbartonshire join the new Glasgow authority. In Tayside, Perth and Kinross would remain separate from a new Dundee and Angus authority, as recognition of the weakness of functional evidence and the risk of a dysfunctional entity. The boundary of Dundee and Angus would be extended into Perth and Kinross to reflect the balance of influence between the settlements of Dundee and Perth. Functional evidence from this thesis could be used to determine that boundary. In general, Travel-To-Work *functional evidence* from this thesis could be considered alongside other forms of *functional evidence* that reflect alternative considerations of ‘intensity of interaction’ that the interviews cited as more relevant, in order to inform other minor boundary changes that would perhaps be necessary.

This proposed structure would go some way to reconciling *tensions* between size, functional effectiveness and democracy. A structure that could satisfy all concerned parties appears elusive. For Rory Mair at COSLA, democracy would suffer, although a greater, statutory role for *Community Councils* could help reconcile that particular tension. This would be in line with ‘shift’ from *government to governance* i.e. an increasing role for low-level political consultative structures (direct democracy) while the delivery vehicle remains consistent (simple accountability), but also a level of political structure that at least has the potential to capitalise on the postulated advantages associated with the *governance principles*. The abolition of smaller authorities in theory would allow for gains in terms of *economies of scale*. There are no guarantees that any new system would be more effective than the present, even if it were more likely than not that it would be, simply because much depends on the ‘internal quality’ of the relevant *field service* and the cluster of services it provides. The quote from Newton (1996) is a rebuff to the over simplistic narrative of *convention wisdom*. Simply because a local government unit is based upon a *city-region* or a large *region*, does not make it less democratic. If such a unit can operate in the spirit of the *governance principles* or *themes*, it will be more democratic than an ineffectual small authority.



## 11.4 RECOMMENDATIONS FOR FUTURE RESEARCH

With respect to *functional rationality*, future research on the *city-region* could attempt to establish whether the *daily economic system* for ‘higher’ socioeconomic groupings is a suitable proxy for a wider, trade based conception of the *city-region*. This is important given the difficulty identified in the literature with respect to wider and less tangible *functional interdependencies*. The recommendations for future research that emerge from the thesis have their genesis through gaps in research that can be highlighted from the *case study* approach of the thesis. In May 2012, the ‘think tank’ or public policy forum *Reform Scotland* published a report entitled *Renewing Local Government* (Reform Scotland, 2012). The report stated that there is a consensus in Scotland that thirty-two *local authorities* is too many, and that change was an alternative to removing services from local government. Devolving powers to *Community Councils* whilst reducing the number of *local authorities* was viewed as essential. The report has similarities to ‘perspective two’ in the local government chapter in this respect. A framework of nineteen outlined *local authorities* which would also exercise greater oversight over *quangos* was outlined as a starting point for debate. The number of *NHS Boards* would be increased to nineteen, creating coterminosity. What is notable is the complete absence from the report of any consideration of *functional evidence* which could have informed the proposals. For example, a single Renfrewshire authority along the lines of the former ceremonial county (Renfrewshire, East Renfrewshire and Inverclyde) is proposed, and a single Dunbartonshire (East and West). West Lothian is to be included in a new ‘Forth Valley’ with Stirling, Falkirk and Clackmannan, while East Lothian and Midlothian are merged (ibid, 2012). Accepting the consensus from the interviews that a greater ‘intensity of interaction’ than the FUR is required to provide a level of *functional rationality* that is significant enough to inform debates, the functional evidence would not point to the proposed structure, but one whereby the Lothian authorities would combine with Edinburgh City, and the Dunbartonshire and East Renfrewshire authorities would combine with Glasgow City. Functional evidence may be inconvenient in this regard, as the authors of the report seek to engage suburban authorities who have exhibited a longstanding antipathy to *metropolitan consolidation*. The *Reform Scotland* report was a timely reminder that current debates on Scottish local authority and other *field service* geographies are undermined by a failure to approach the subject in a manner consistent with a systematic *case study* approach. This study provides a framework by which future research can inform these ongoing debates. Proper considerations of potential geographies should examine *functionality* in addition to conventional approaches.



The approach taken in the thesis to *functional rationality* was the standard *FUR/daily economic system/Travel-To-Work* approach identified by the general literature on *city-regions*. In the context of Scotland, this dimension of the *city-region* concept did not have much resonance ‘on the ground’ as a rationale for particular *governance* arrangements, assuming the consensus from the interviews reflects the general mood of Scotland’s public sector. Amongst respondents who were familiar with the concept of *functional rationality* (mainly *planning* interview respondents), a greater ‘intensity of interaction’ associated with *metropolitan areas* would be the level of *functional interdependency* that would be significant enough to form a functional justification for a commensurate political and/or administrative arrangement. Future research could attempt to define this ‘intensity of interaction’. Considerations of the future shape of Scotland’s public sector map should be informed by the *city-region* concept, but in a minimalist dimension i.e. more akin to the *total metropolitan area* rather than a wider dimension based on FUR considerations. With the presence of a ‘national region’ in Scotland which undertakes many of the functions that advocates of wider and often spatially exhaustive *city-regions* in England and Europe wish to see devolved, the *metropolitan area* conception is more realistic. The evidence from the interview process has led to a contribution to general debates on how to define *city-regions* for practical purposes. In the Scottish context, the *city-region* is best defined in a minimalist sense, given the pre-existing political and administrative framework. This Scottish finding may influence policy debates in other contexts, particularly devolved regions in Europe. Future research could investigate whether the aggressive posturing of Cllr. Jim Fletcher, Labour Leader of East Renfrewshire Council, was an expression of the ‘will of the suburban people’, or whether the hostility of elected representatives in such authorities towards being incorporated into the core city is not shared by their electorates. In other words, research is required on the relationship between *political culture and identity* and *metropolitan consolidation*.

The ability of the research to meet the set aims and research objectives was limited by the financial restraints of a PhD and the size of the doctoral thesis. A lack of access and scope prevented an investigation into the potential for *quantitative* data of a *local authority performance indicator* type to be considered as part of the study. Such *performance indicator* data could be related to public administrative units in the context of their administrative structure and size. Such data could provide the potential to ascertain relationships between different groups of statistical variables to the end of determining relationships between factors of employment structure, geographical size, per capita



funding and the like (multiple regression). With the assistance of the relevant body concerned with the performance of Scotland's public sector (namely *Audit Scotland*), future academic research could overcome the inevitably limited approach here by undertaking a *quantitative* analysis of relevant data on public sector performance, if such data exists in a manner that is appropriate.

## 11.5 CONCLUDING COMMENTS

The *case study* approach, while focused on a specific context, has produced outcomes that contribute to policy debates beyond Scotland. With respect to the apparent necessity of organising political and administrative structures at the scale of the *city-region*, the research adds a voice of caution to what is sometimes a confused policy agenda. The research finds favour with the tentative assertion of Salet, Thornley and Kreukels (2003a, 2003b) that the metropolitan unitary authorities offer the most effective *city-region* type governance arrangement. Evidence from Scotland suggests that the public sector finds it challenging to share services across boundaries - indeed the *soft* city-region can be ineffectual and even counter-productive.

Policy makers outside of Scotland will be able to reflect on the findings of this case study with reference to their own context(s). They may wish to incorporate ideas into their own analytical processes, for example the *governance principles/themes* approach. These *governance principles/themes* have universal application and can be easily adapted to fit a prescribed policy context. Outside observers will notice that there exists a pervasive uncertainty within Scotland's public sector regarding the appropriate size and scope of public bodies. The thesis has given a voice to this disparate *tranche* of opinion. It is not surprising given such uncertainty that the *city-region* concept has gained less traction within ongoing debates in Scotland than it has elsewhere in Europe. The distinctiveness, timing and location of Scotland is worthy of reflection. The small size of the nation, the unique history of the *city-region concept* in Scotland, the relatively recent establishment of a *Scottish Parliament* and associated *Scottish Executive/Government* with responsibility for many of the competencies associated with *city-regions*, the popularly perceived complexity of the pre-existing *field service* geography - these and other realities have combined to make for an challenging but exciting research context. The shifting sands of political debate *during* the timescale of the progression of the PhD thesis was remarkable – a change from annual real terms increases in Scottish public spending to a scenario of relative fiscal retrenchment, an evolution in the emphasis of 'cooperative strategies' from



*community planning* to the *shared service agenda*, and changing ideas as to where the relative *balance of functions* between different levels of government/governance should lie (for example the ‘national’ scale for police and fire services with administration structured around *city-regions*).

It is the very challenging nature of this ‘terrain’ to which the city-region concept has been applied that makes Scotland a worthy case study for the *city-region concept*. Naturally it follows that if a different ‘terrain’ elsewhere were to be subject to the approach undertaken here, the approach is likely to produce different findings according to a range of factors which may be similar in some/many respects but different in others. If this study of Scotland had been undertaken at another time, the context may be different even *within* Scotland i.e. the findings would reflect changed circumstances in different *functional city-region* areas. For example, functional interdependency between the core entity and the rest of the region may be weaker than present due to greatly increased energy costs. Another example could involve a change in the way local government funding is distributed, making larger local government or *city-region* type units increasingly desirable for particular localities. The fact of a *Referendum on Scottish Independence* could delay the movement of *field service* reorganisation/reconfiguration up the political agenda, or it could bring background considerations into greater focus as issues of power and geographical scales of decision become apparent in wider debates.

In concluding the thesis, it is important to emphasise the importance of the *governance principles/themes* and their subsequent use as an *interpretive* and *analytical* tool, a frame of reference for the study of the *city-region concept* not just in Scotland at a particular place and time but elsewhere in Europe at a particular place and time. This *interpretive and analytical framework* is a practical outcome of the research that has been undertaken here available for future utilisation by academics, planners and policy-makers in the future.

Despite having *city-regions* in a *functional* sense, in a *politico-cultural* sense the *city-region concept* is a difficult one to apply to the context of Scotland. Advocates of the *city-region* who read this thesis will be reminded that irrespective of any compelling *functional evidence*, the concept must be able to overcome or adapt to the political and cultural barriers that inevitably face any normative proposition.



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## APPENDICES

### APPENDIX ONE – Invitation letter

Dear Sir/Madam,

I am studying for a PhD on the subject of *city-regions*, sponsored by the Scottish Government and the ESRC. Dr. Graeme Purves, the Assistant Chief Planner at the Scottish Government, is my principal contact. I am writing to ask whether it would be possible to come and talk to you about the significance of boundary issues and administrative area size in Scotland's public sector. The interview should take no more than fifty to sixty minutes.

The title of my PhD thesis is "*The city-region concept in the context of Scotland*". The first stage has involved analysing commuting and other data to assess the functional realities of different urban areas in Scotland. I would like to discuss four things with you:

1. Is the '*city-region*' concept relevant to the delivery of public services in Scotland? (E.g. Council services, NHS service delivery, strategic planning, transport planning)
2. If so, is it properly reflected in governance arrangements?
3. Are there any geographical inconsistencies in the way different public services in Scotland are organised? If so, how significant are these?
4. Should efforts be made to reorganise public services on a more consistent (regional) basis?

I hope that you will agree to participate and look forward to hearing from you soon.

Yours Sincerely

Douglas Lindsay

Tel: 07952775080

E-mail: [D.Lindsay.1@research.gla.ac.uk](mailto:D.Lindsay.1@research.gla.ac.uk)



## APPENDIX TWO – Information sheet for interview respondents

Dear Sir/Madam,

Thank you for agreeing to take part in my research. Before you take part, it is important for you to understand why the research is being done and what it will involve.

The title of the PhD dissertation is “*The city-region concept in the context of Scotland*” The purpose of the research is to investigate the political and organisational feasibility of devising arrangements that facilitate planning and policy-making for *city-regions*. The focus is the suitability of existing public service boundaries for the delivery of key public services in Scotland. I also wish to assess the relevance of the concept of the ‘*city-region*’ to these arrangements. The research will investigate the extent to which such arrangements would be acceptable at various political and administrative levels and what obstacles or barriers exist to devising such arrangements. An important aspect of this is whether current ‘ad-hoc’ arrangements (e.g. voluntary partnerships between local authorities) enough to facilitate policy making for *city-regions* or whether more formal structures would be suitable.

You will be asked to sign a consent form. You can withdraw yourself and any information you have supplied at any time and do not need to give a reason. The interview will take a maximum of forty minutes. I will make an audio recording of the interview. You will have the option of being quoted anonymously and will have the opportunity to view any attributable quotes included in the dissertation prior to submission. The project has been approved by the Department of Urban Studies Ethics Committee.

If you have any questions about the focus groups, please do not hesitate to contact myself or the Department of Urban Studies dissertation co-ordinator.

Douglas Lindsay:

[d.lindsay.1@research.gla.ac.uk](mailto:d.lindsay.1@research.gla.ac.uk), tel: 07952775080.

Dr. Chris Leishman, Dissertation Coordinator:

[c.leishman@lbss.gla.ac.uk](mailto:c.leishman@lbss.gla.ac.uk), tel: 0141 330 5307.

If you would like to raise any concerns about how any aspect of this research has been conducted, please contact the Department of Urban Studies Director of Teaching and Learning: Dr. Steve Tiesdell.

[s.tiesdell@lbss.gla.ac.uk](mailto:s.tiesdell@lbss.gla.ac.uk), tel: 0141 330 4516.

Thank you for taking the time to read this information sheet.



## APPENDIX THREE – Interview consent form



### INTERVIEW CONSENT FORM

#### The City-Region concept in the context of Scotland

Researcher: Douglas Lindsay

Do you consent to take part in this study? [please circle]    **YES**        **NO**

- 1) I **agree / do not agree** to the interview being tape recorded [please delete as appropriate].
- 2) I understand that my participation is voluntary and that I am free to withdraw myself at any time, including any information I have already supplied.

In the thesis and in any subsequent publication of material from the research:

- 3) I **agree/do not agree** to being quoted and the quote attributed to me personally using my name [please delete as appropriate].
- 4) I **agree/do not agree** to being quoted anonymously by reference to my job title only [please delete as appropriate].
- 5) I **agree/do not agree** to being quoted anonymously by reference to the organisation for whom I work [please delete as appropriate].

Signature \_\_\_\_\_

Date\_\_\_\_\_



## APPENDIX FOUR – Schedule for *local government* interviews

1. What are the main factors and principles that determine the geographical extent or scale of the principal decision-making units in Scottish local government? (E.g. economies of scale, thresholds, accessibility, local accountability). What is their relative importance, and what are the trade-offs between them? In your view, is there a trade-off between efficiency in local service delivery and democratic accountability, and if so, how is it currently reconciled? Is that satisfactory?
2. Have you ever heard of the concept of the *city-region*?
  - What do you think it means?
  - Is it relevant to local government in Scotland?
  - If so, how? If not, why not?
  - Has the concept been used to structure the delivery of any services or functions with which you are familiar?
3. In your opinion, is there an optimum level of local authority size?  
In the current arrangements in Scotland, is there a need for larger or smaller units?
4. Are there any services in the public sector in Scotland that you know of which depend on a 'large' catchment area? What is 'large' in the context of a strategic planning unit? Are there thresholds of indivisibility for particular services/facilities below which they are not viable or cost-effective?
5. In 1969, Lord Wheatley concluded that Scotland's areas of local government failed to accord with patterns of life and work; that authorities were too small to administer their responsibilities and this contributed to them being more dependent on central government. Do you feel that these issues have any relevance today?
6. Are you aware of any inconsistencies between the boundaries of local authority areas and other parts of the public sector (such as Health Boards)? Is this important (coterminosity)? If so, why?
  - What are the costs (broadly defined) of boundaries that don't fit well?
7. I have read recently concern expressed that the current system of formula funding (GAE and AEF) is unfair. Do you agree with these sentiments?  
Does it unfairly penalise some areas?
8. Much of the literature I have read on local government in Scotland has emphasised the importance of statutory and voluntary partnerships between local authorities (e.g. *Strategic Development Planning Authorities*, transport partnerships)..
  - Do such arrangements work well, as far as you know? Please explain why.
  - What are their (i) relative strengths, and (ii) relative weaknesses?
  - Do boundaries help or hinder their functioning in any way e.g. coordination between health boards and councils?
  - Is there anything else that might be done to improve the effectiveness of local authority cooperation?
9. Following from 7, would it be better to have a statutory *city-regional*/regional tier of local government with coterminous boundaries as a replacement system for the current one of ad-hoc partnership working? Alternatively, could the Scottish Government take



on the role previously held by the former regions such as Strathclyde (2.5m vs. 5.2 m) and administer certain functions e.g. education, social work, police, nationally?

10. Do you believe a competitive relationship exists between local authorities in Scotland?
  - If so, what's good and bad about such a competitive ethos?
  - If not, do you believe such a competitive ethos would be healthy?
11. Would the emergence of *city-regional* based or wider regional based style unitary authorities be a practical or desirable step (especially in view of the 'trade-off' mentioned)? E.g. the three Ayrshire authorities or a Greater Glasgow unitary authority?
12. To what extent do you feel that a local 'sense of place' or 'place attachment' acts as a counter notion to the idea of wider scale *city-regions* or geographically larger administrative areas?

E.g. Health: Tension of centralisation, A and E closures, rationalisation.  
E.g. Fife: Strong resistance to *city-regional* arrangements (SDPA plan area 'partition').  
How strong is the role of popular pressure or public opinion? '. Do academics miss the point?  
What lies behind the idea of local sense of place – is it just accessibility to the particular service or something deeper?
13. Are you aware of any major tensions between functional or sectoral forms of organising public services (such as transport, health etc) and geographical or territorial forms (such as local authorities or *city-regions*)? Please explain these tensions and their consequences. What form tend to dominate in contemporary Scotland and why?



## APPENDIX FIVE – Schedule for *healthcare* interviews

1. What are the main factors and principles that determine the geographical extent or scale of the principal decision-making units in Scotland's health service (economies of scale, thresholds, accessibility, local accountability) etc? What is their relative importance, and what are the trade-offs between them? In your view, is there a trade-off between efficiency in healthcare delivery and democratic accountability, and if so, how is it currently reconciled? Is that satisfactory
2. Have you ever heard of the concept of the *city-region*?
  - What do you think it means?
  - Is it relevant to the NHS in Scotland?
  - If so, how? If not, why not?
  - Has the concept been used to structure the delivery of any services or functions within the NHS with which you are familiar? (It has come to my attention that there has been a disproportionate volume of NHS jobs growth in Scotland's cities in recent years). In your opinion, is there an optimum level of local Health Board size?
  - In the current arrangements in Scotland, is there a need for larger or smaller units?
3. Are there any services in the NHS and public sector in Scotland that you know of which depend on a 'large' catchment area? What is 'large' in the context of the NHS in Scotland?

Are there thresholds of indivisibility for particular services/facilities below which they are not viable or cost-effective?
4. What, in your opinion, are the main arguments for and against centralising both more conventionally 'local' services such as Accident and Emergency and highly specialised services such as neurosurgery?
5. How important is democratic accountability to the NHS in Scotland, and what forms does this take?

Are there any tensions between accountability 'downwards' to local communities and 'upwards' to the Scottish or UK governments? If so, what are they?
6. Are you aware of any inconsistencies between the boundaries of Health Boards in Scotland and other parts of the public sector (e.g. local authorities)? Is this important? If so, why, and what specific problems does it create.
7. Much of the literature I have read on local government in Scotland has emphasised the importance of statutory and voluntary partnerships between different local authorities (e.g. joint boards) and between other public bodies such as Health Boards. How well do such arrangements work? What are their (i) relative strengths, and (ii) relative weaknesses?
8. Do the boundaries of Health Boards areas in Scotland adequately reflect the underlying functional realities of the different areas? Are there any particular problem areas?
9. Would the emergence of *city-regional* based health boards be a practical or desirable step?
10. To what extent do you feel that a local 'sense of place' or 'place attachment' acts as a counter notion to the idea of wider scale *city-regions* or geographically larger administrative areas?



E.g. Health: Tension of centralisation, A and E closures, rationalisation.

E.g. Fife: Strong resistance to *city-regional* arrangements.

11. How strong is the role of popular pressure or public opinion? Do academics miss the point?
12. What lies behind the idea of local sense of place – is it just accessibility to the particular service or something deeper?
13. While the issue of the centralisation of Accident and Emergency services in Ayrshire and Lanarkshire have been highly publicised, in recent weeks the Scottish Government has decided against ‘centralising’ neurosurgery and child cancer services in Glasgow and/or Edinburgh. How strong was the case for and against this move and are there any implications for the centralisation trend in specialist services?



## APPENDIX SIX – Schedule for *strategic planning* interviews

1. What are the main factors and principles that determine the geographical extent or scale of Scotland's strategic development planning units (economies of scale, thresholds, accessibility, local accountability) etc? What is their relative importance, and what are the trade-offs between them? In your view, is there a trade-off between efficiency in strategic development planning and democratic accountability, and if so, how is it currently reconciled? Is that satisfactory?
2. Have you ever heard of the concept of the *city-region*?  
What do you think it means?  
Is it relevant to strategic development planning in Scotland?  
If so, how? If not, why not?  
Has the concept been used to structure the delivery of any services or functions with which you are familiar?
3. In your opinion, is there an optimum level of strategic development plan size?  
In the current arrangements in Scotland, is there a need for larger or smaller units?
4. Are there any services in the public sector in Scotland that you know of which depend on a 'large' catchment area? What is 'large' in the context of a strategic planning unit?  
Are there thresholds of indivisibility for particular services/facilities below which they are not viable or cost-effective?
5. How important is democratic accountability to the strategic development planning processes in Scotland, and what forms does this take?  
Are there any tensions between accountability 'downwards' to local communities and 'upwards' to the Scottish or UK governments? If so, what are they?
6. Are you aware of any inconsistencies between the boundaries of SDPAs in Scotland and other parts of the public sector (e.g. *Regional Transport Partnerships*)? Is this important? If so, why, and what specific problems does it create.
7. Much of the literature I have read on local government in Scotland has emphasised the importance of statutory and voluntary partnerships between different local authorities (e.g. joint boards). How well do such arrangements work? What are their (i) relative strengths, and (ii) relative weaknesses?
8. Do the boundaries of SDPAs in Scotland adequately reflect the underlying functional realities of the different areas? Are there any particular problem areas?
9. Would the emergence of *city-regional* based health boards be a practical or desirable step?
10. To what extent do you feel that a local 'sense of place' or 'place attachment' acts as a counter notion to the idea of wider scale *city-regions* or geographically larger administrative areas?  
E.g. Health: Tension of centralisation, A and E closures, rationalisation.  
E.g. Fife: Strong resistance to *city-regional* arrangements (SDPA plan area 'partition').  
How strong is the role of popular pressure or public opinion? 'Do academics miss the point?  
What lies behind the idea of local sense of place – is it just accessibility to the particular service or something deeper?



11. Are you aware of any major tensions between functional or sectoral forms of organising public services (such as transport, health etc). and geographical or territorial forms (such as local authorities or *city-regions*).? Please explain these tensions and their consequences. What form tend to dominate in contemporary Scotland and why?



## APPENDIX SEVEN – LRG Statistical Tests: Background

Regression models are underpinned by efficiency assumptions that, if violated, may render the model at best inefficient or at worst, biased or misleading. There should be independence of the error terms or rather no *autocorrelation* in the model. *Autocorrelation* occurs when residual error terms from observations of the same variable at different times are correlated (related).

There should be *homoskedasticity* (constant variance) of the error terms versus the predicted values. Violations of normality of the error distribution compromise the estimation of coefficients and the calculation of confidence intervals.

The following tests were undertaken:

- *Durbin Watston* (autocorrelation)
- *Breush-Pagan* (heteroskedasticity)
- *White's Standard Errors* (heteroskedasticity)

A table of critical values exists for the interpretation of the Durbin-Watson statistic. A choice of two numbers results, a D-L and a D-U. If the Durbin-Watson statistic result is less than D-L, there is autocorrelation. If it is less than D-U, there is probably autocorrelation. If it is greater than D-U then there is no autocorrelation.

Consideration of the Breush-Pagan outcome takes the form of a null hypothesis:

Ho: The errors are homoskedastic.

Heteroskedasticity may have the effect of putting too much weight on small subsets of the data when estimating coefficients.

The steps undertaken were as follows:

- 1) Classic linear regression (least squared), carried out on *Microsoft Excel* provided an equation and an  $R^2$  figure.
- 2) Using *Matlab* (Matworks), a Breusch-Pagan test was carried out to test for heteroskedasticity. When two of these tests showed heteroskedasticity, a new regression was carried out for the two tests on *Matlab* for *White's heteroskedasticity-consistent standard errors and covariance*. The two coefficients of the regression were changed but not significantly.
- 3) For each regression, serial autocorrelation was tested for using the *Durbin-Watson* test and a value for the *Durbin-Watson statistic* was provided. All but



one of the regressions showed serial correlation due to the nature of the variable, although all *Durbin-Watson* numbers were above 1, and therefore the serial correlation was limited. Finally, the model was not extrapolated to places outside the shaded area. This had only limited consequences.

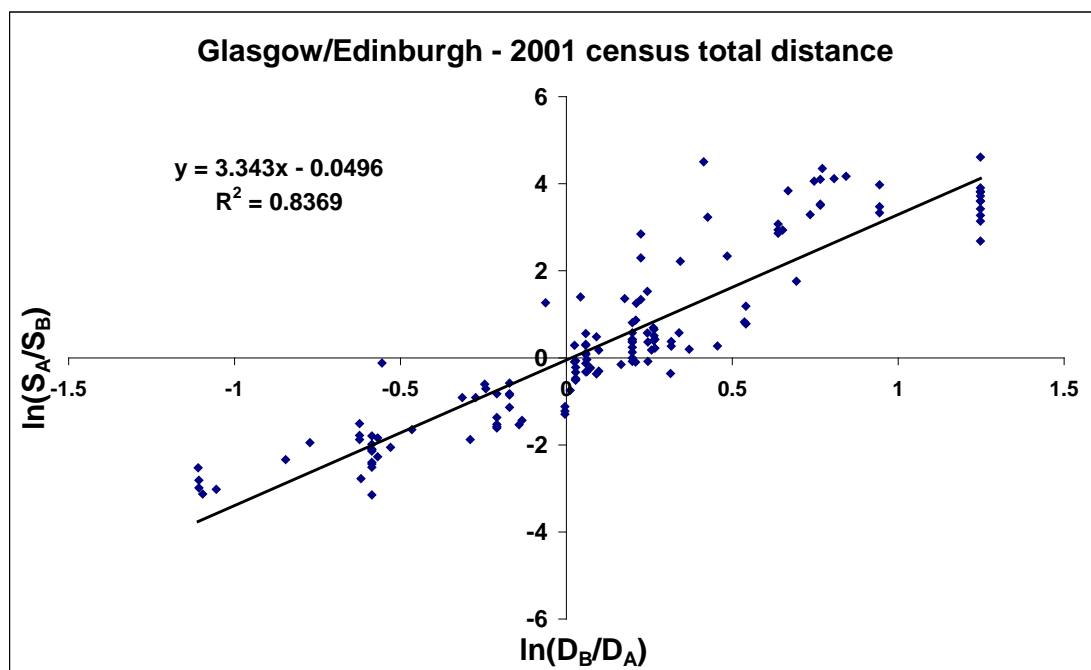
- 4) ‘Goodness of fit’ was tested with the overall  $F$  statistic and its  $P$  value.  $P < 0.05$  meant that the model explained the  $\ln(SA/SB)$  values better than their average.



## APPENDIX EIGHT – LRG Statistical Tests: Results

### GLASGOW/ EDINBURGH

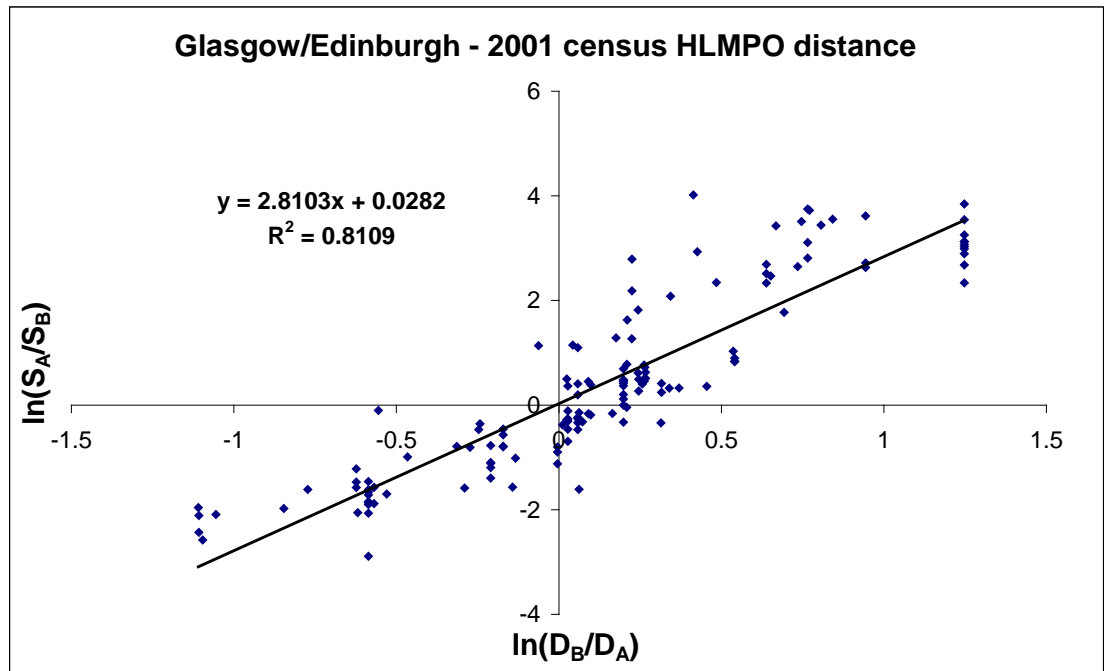
#### 1. TOTAL



Method: least square		
Variable	Value	95% Confidence Interval
Constant	-0.0496	-0.1912 0.0920
$\ln(DA/DB)$	3.343	3.0947 3.5914
Test	Value	Comment
$R^2$	0.8369	
F-statistic	708.33	
p-value	0.0000	Good fit
error of variance	0.676	
Durbin-Watson statistic	1.24181	autocorrelation
Breusch Pagan probability	0.5422	homoskedasticity



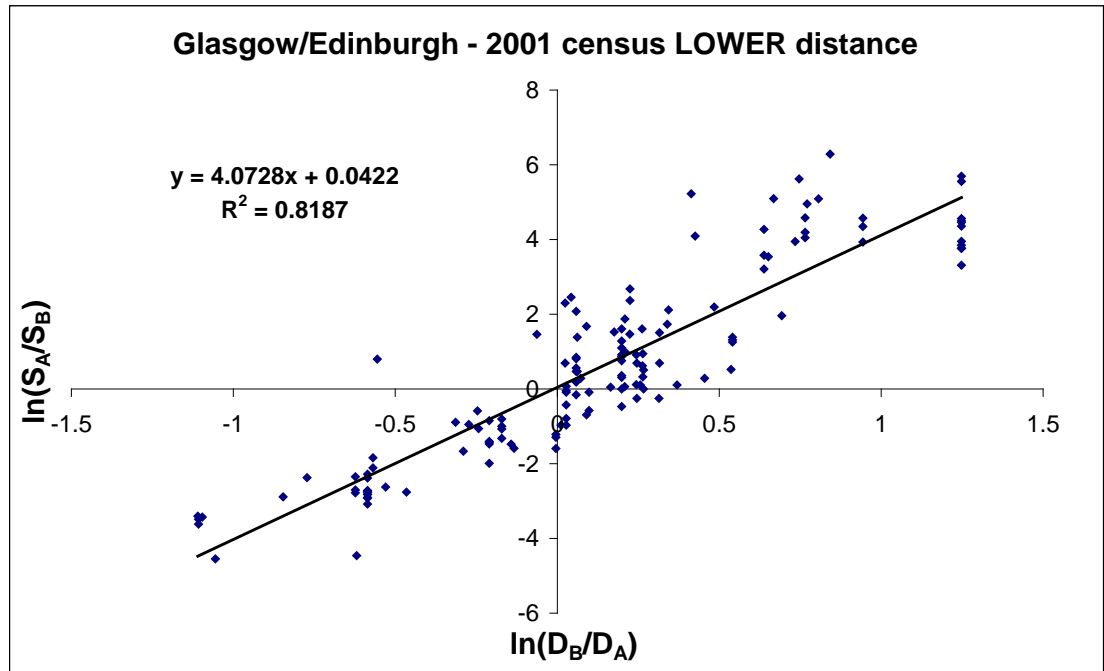
## 2. HLMPO



Method: least square		
Variable	Value	95% Confidence Interval
Constant	0.0422	-0.1417 0.2261
$\ln(DA/DB)$	4.0728	3.7502 4.3954
Test	Value	Comment
$R^2$	0.8187	
F-statistic	623.1652	
p-value	0.0000	Good fit
error of variance	1.1405	
Durbin-Watson statistic	1.2839	autocorrelation
Breusch Pagan probability	0.4375	homoskedasticity



### 3. LOWER

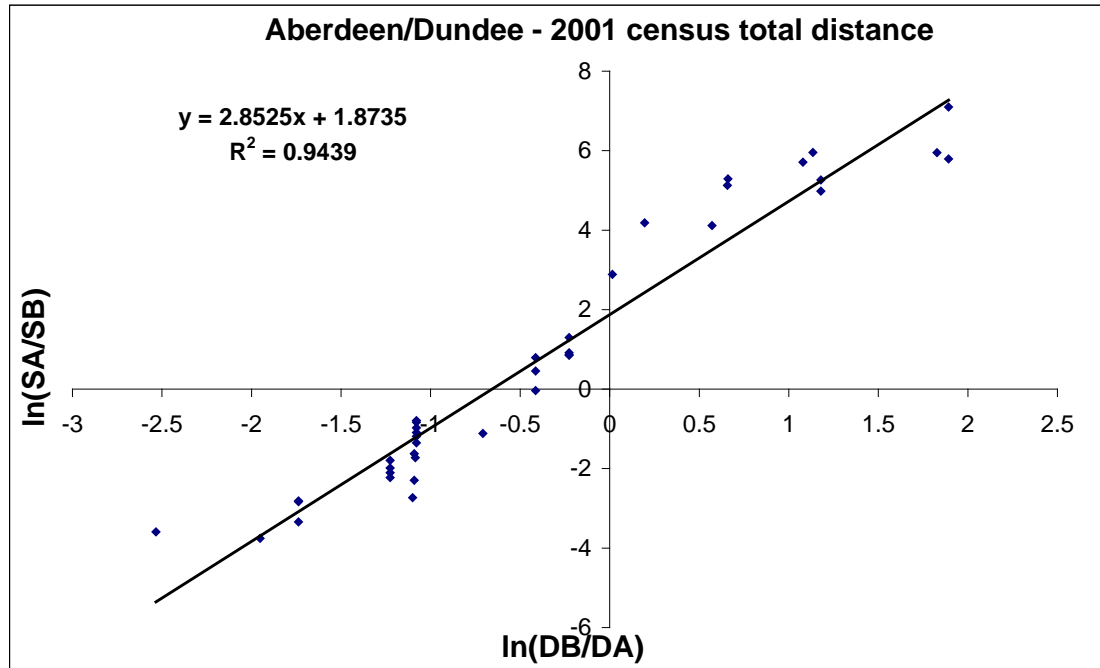


Method: least square		
Variable	Value	95% Confidence Interval
Constant	0.0422	-0.1417 0.2261
$\ln(D_A/D_B)$	4.0728	3.7502 4.3954
Test	Value	Comment
$R^2$	0.8187	
F-statistic	623.1652	
p-value	0.0000	Good fit
error of variance	1.1405	
Durbin-Watson statistic	1.2839	autocorrelation
Breusch Pagan probability	0.4375	homoskedasticity



## ABERDEEN/ DUNDEE

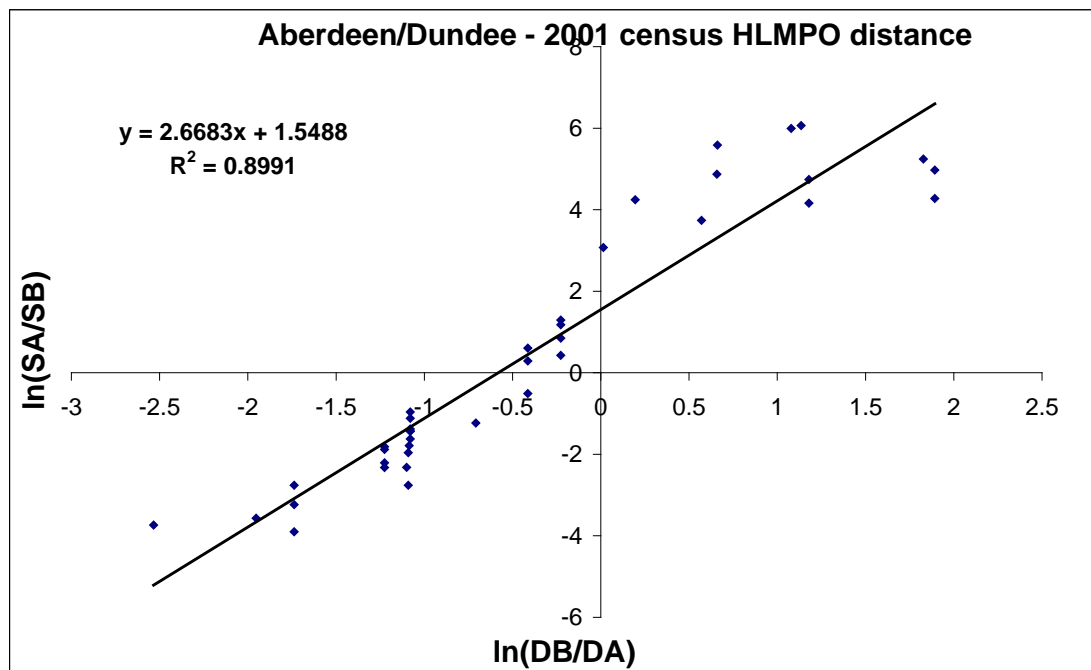
### 1. TOTAL



Method: least square		
Variable	Value	95% Confidence Interval
Constant	1.8735	1.5976 2.1493
ln(DA/DB)	2.8525	2.6207 3.0842
Test	Value	Comment
R <sup>2</sup>	0.9439	
F-statistic	621.9527	
p-value	0.0000	Good fit
error of variance	0.6367	
Durbin-Watson statistic	1.3437	autocorrelation
Breusch Pagan probability	0.1764	homoskedasticity



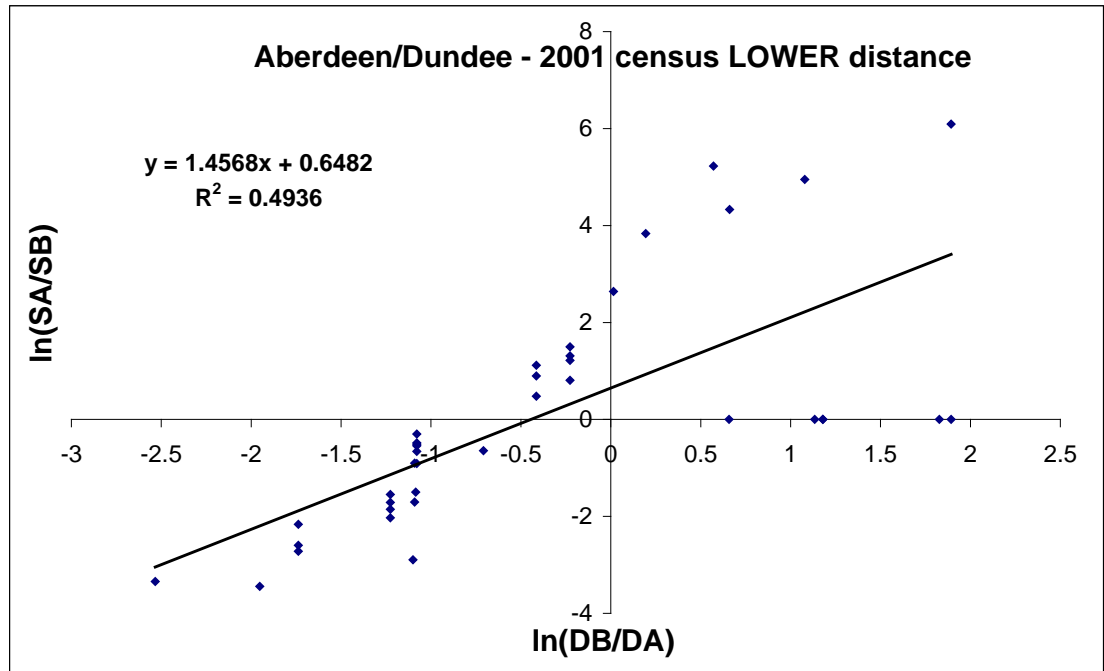
## 2. HLMPO



Method: least square		
Variable	Value	95% Confidence Interval
Constant	1.5488	1.1945 1.9032
ln(DA/DB)	2.6683	2.3706 2.9660
Test	Value	Comment
R <sup>2</sup>	0.8991	
F-statistic	329.8216	
p-value	0.0000	Good fit
error of variance	1.0507	
Durbin-Watson statistic	1.1166	autocorrelation
Breusch Pagan probability	0.3843	homoskedasticity



### 3. LOWER

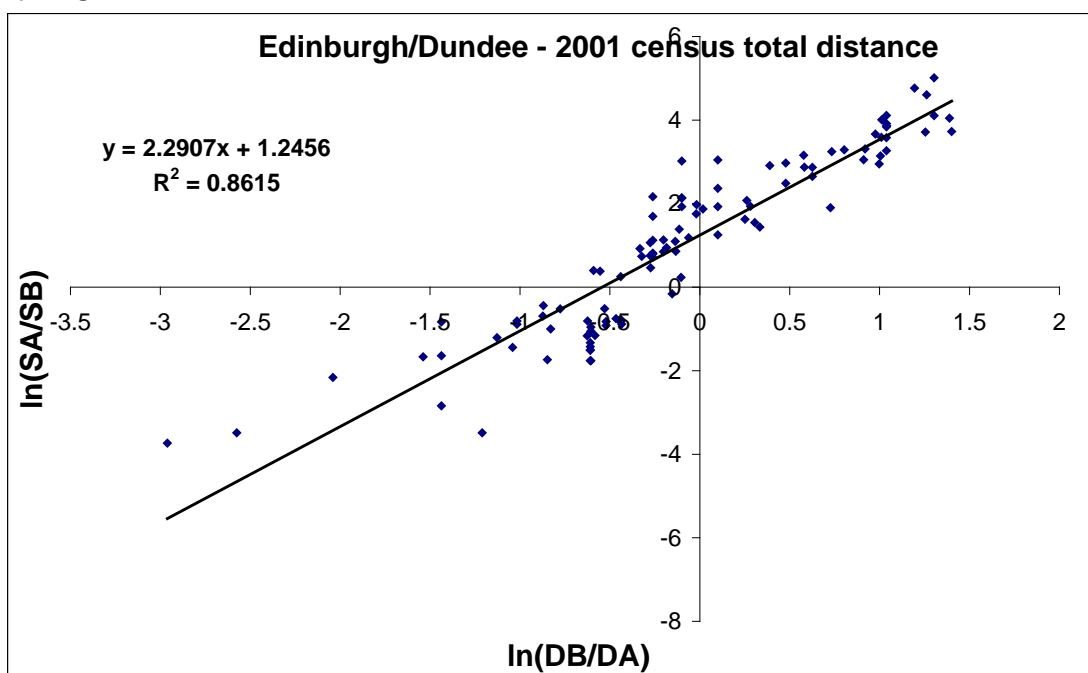


Method: least square		
Variable	Value	95% Confidence Interval
Constant	0.6482	-0.1417 0.2261
$\ln(DA/DB)$	1.4568	3.7502 4.3954
Test	Value	Comment
$R^2$	0.4936	
F-statistic	36.0696	
p-value	0.0000	Fit
error of variance	2.864	
Durbin-Watson statistic	2.6159	no serial correlation
Breusch Pagan probability	0.656	homoskedasticity



## EDINBURGH/ DUNDEE

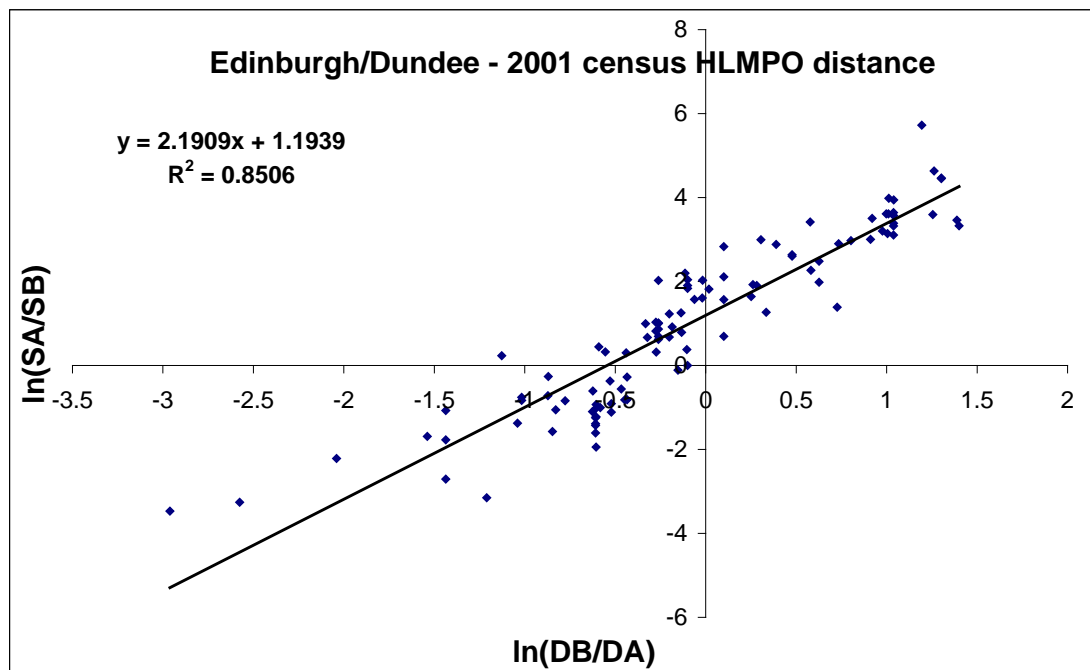
### 1. TOTAL



Method: White heteroskedasticity-consistent standard errors and covariance		
Variable	Value	Standard error
Constant	1.2487	0.0720
ln(DA/DB)	2.2946	0.1108
Test	Value	Comment
R <sup>2</sup>	0.8605	
error of variance	0.6135	
Durbin-Watson statistic	1.0284	autocorrelation
Breusch Pagan probability	0.0102	heteroskedasticity



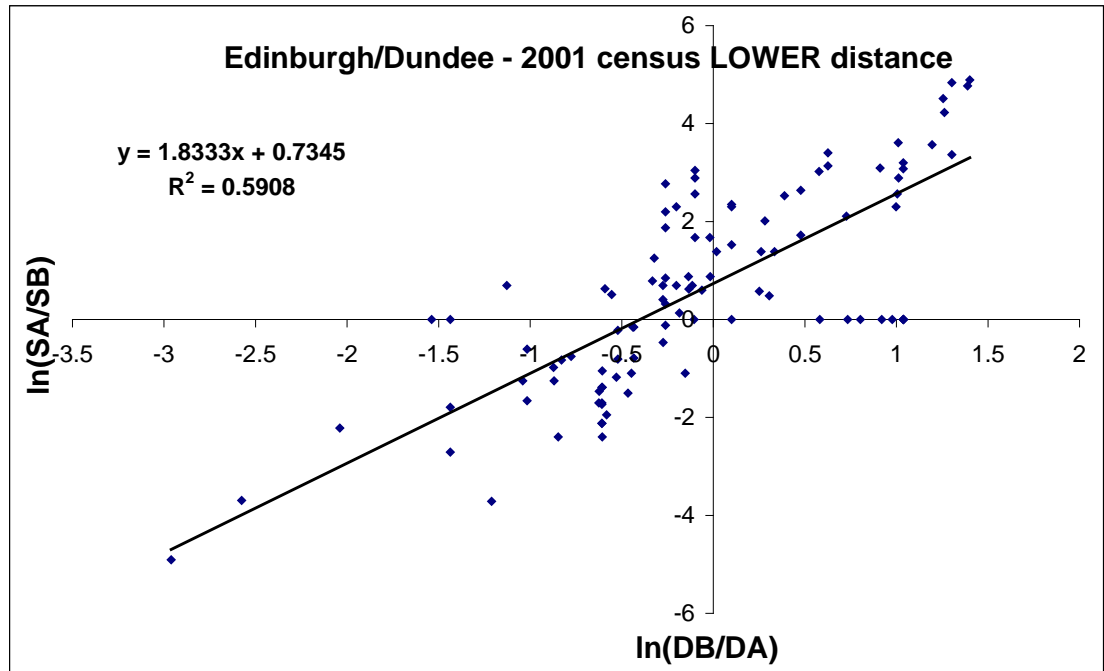
## 2. HLMPO



Method: White heteroskedasticity-consistent standard errors and covariance		
Variable	Value	Standard error
Constant	1.1959	0.0736
$\ln(DA/DB)$	2.1934	0.1152
Test	Value	Comment
$R^2$	0.8492	
error of variance	0.614	
Durbin-Watson statistic	1.4020	autocorrelation
Breusch Pagan probability	0.0037	heteroskedasticity



### 3. LOWER

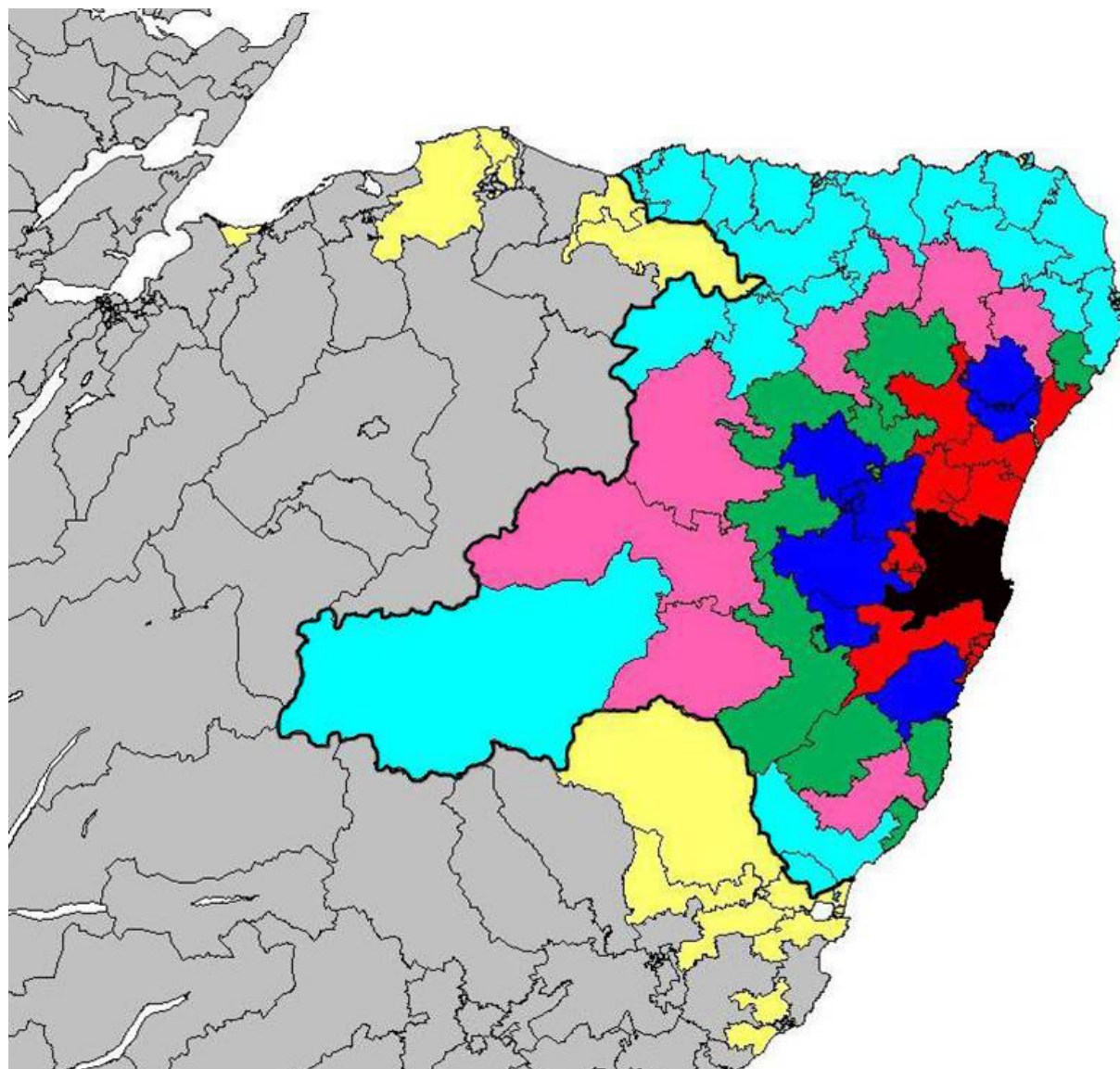


Method: least square		
Variable	Value	95% Confidence Interval
Constant	0.7345	0.4709 0.9828
$\ln(DA/DB)$	1.8333	1.5209 2.1266
Test	Value	Comment
$R^2$	0.5908	
F-statistic	142.7393	
p-value	0.0000	Fit
error of variance	1.6909	
Durbin-Watson statistic	1.3659	autocorrelation
Breusch Pagan probability	0.9777	homoskedasticity



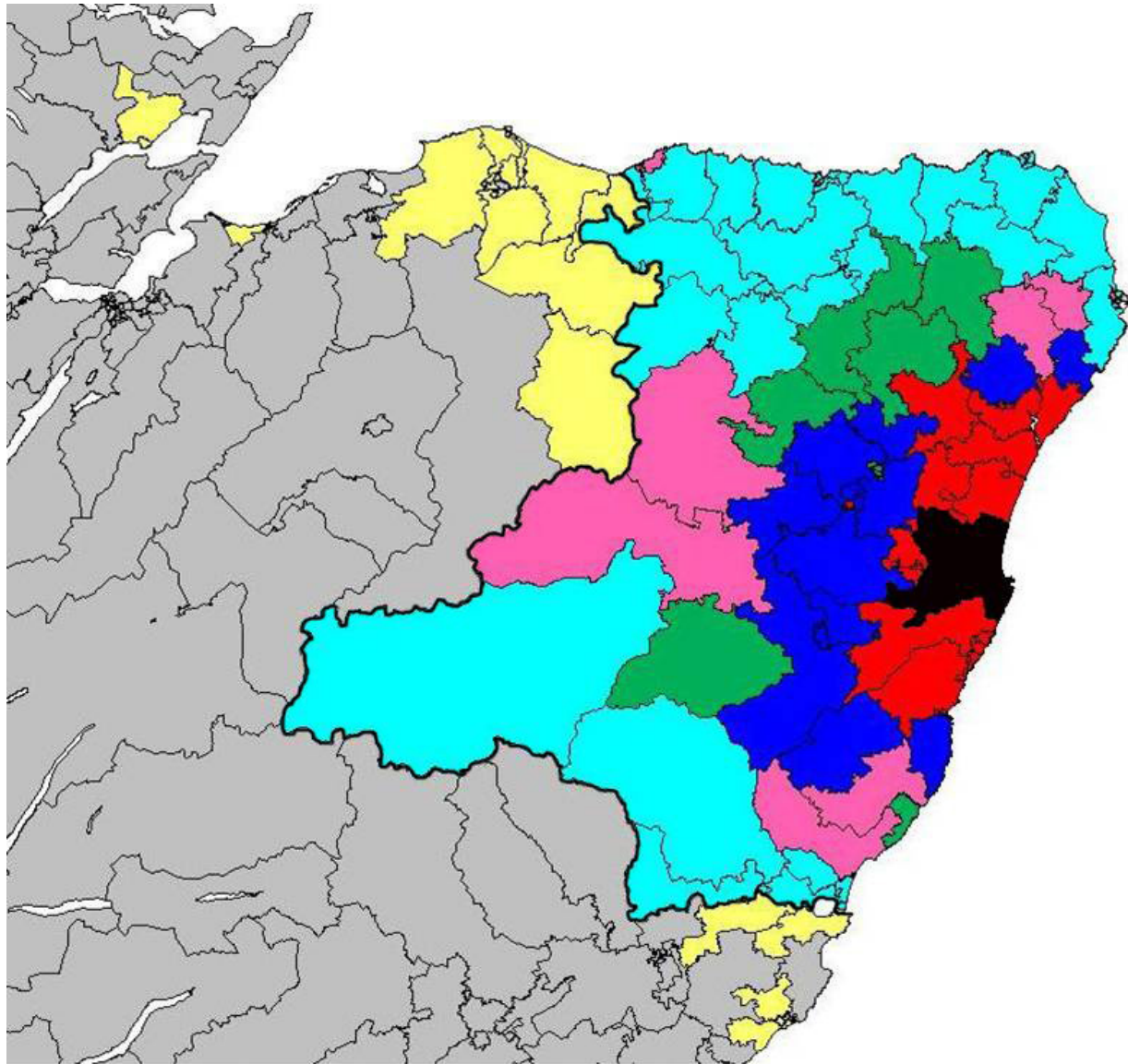
## APPENDIX NINE - ABERDEEN CITY TRAVEL-TO-WORK MAPS

The thick dark line represents the 10% boundary while the black area represents the studied city or conurbation.



Appendix 9- 1 Total- Aberdeen City.



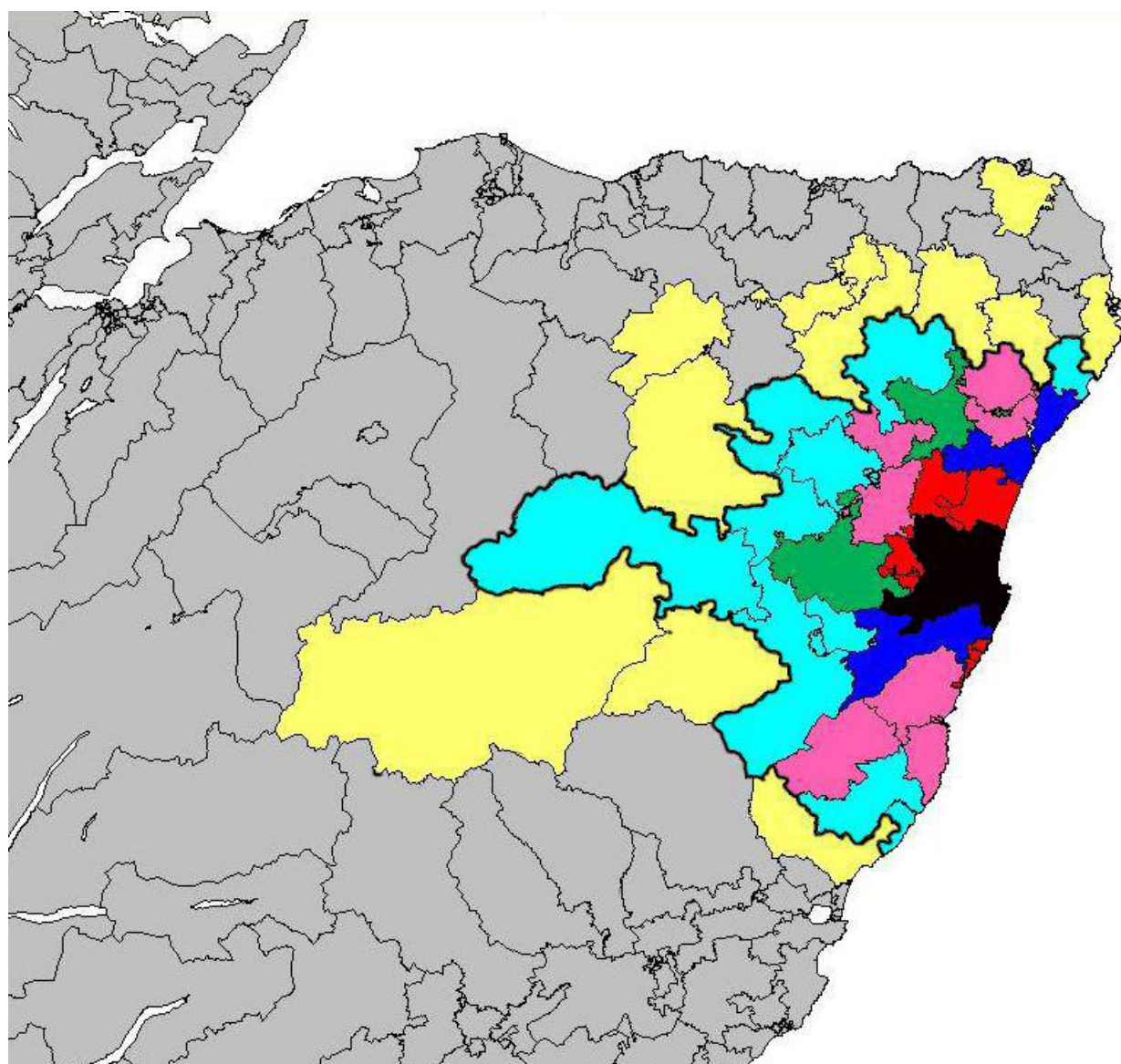


Travel-To-Work map for Aberdeen City by percentage - Employed Full-Time  
Population base: All persons aged 16-74 in full-time employment excluding full-time students

50 to 100	(16)
40 to 50	(12)
30 to 40	(9)
20 to 30	(9)
10 to 20	(32)
5 to 10	(28)
0 to 5	(1070)

#### Appendix 9- 2 Full time workers- Aberdeen City.



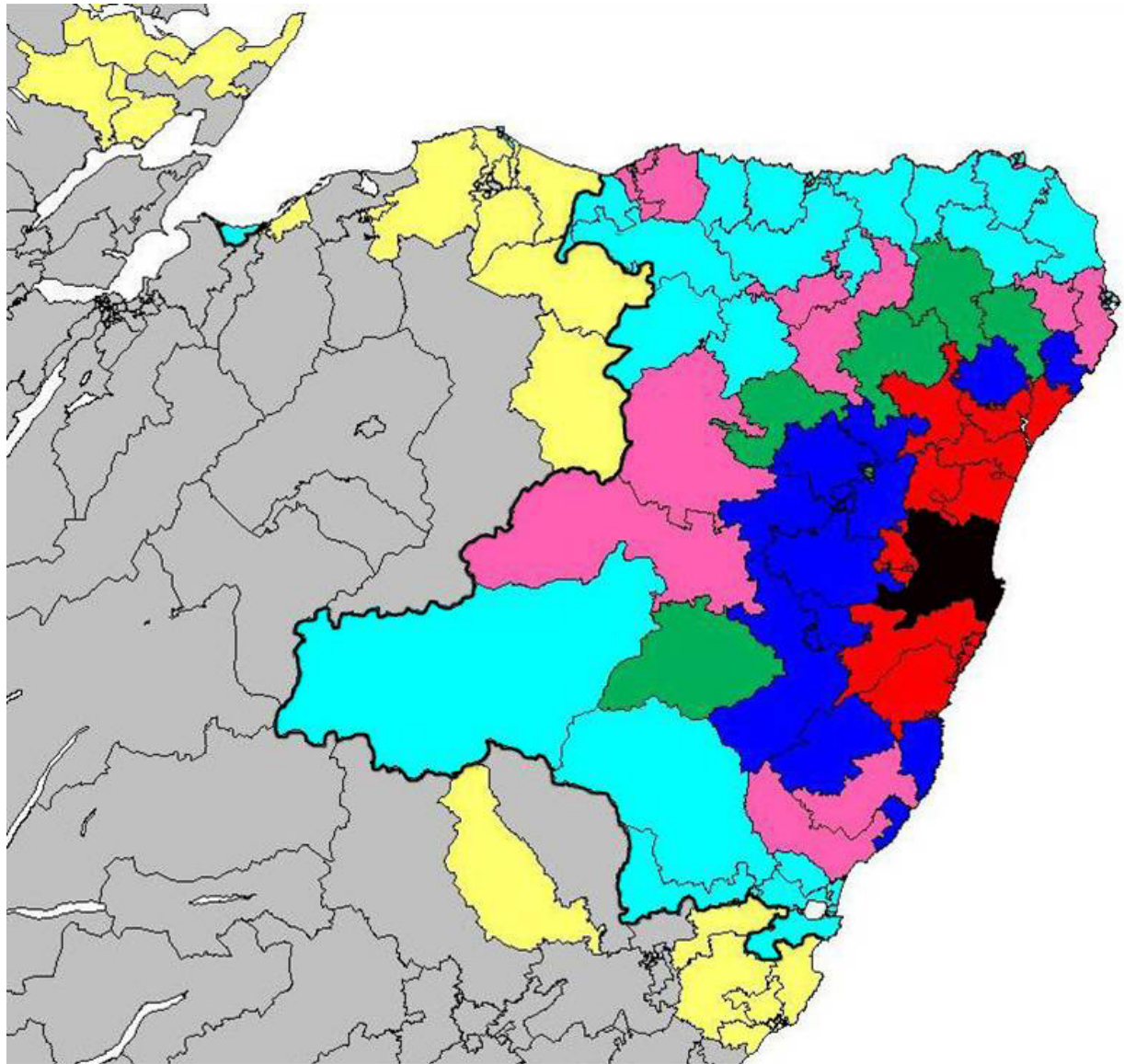


Travel-To-Work map for Aberdeen City by percentage - Employed Part-Time  
Population base: All persons aged 16-74 in part-time employment excluding full-time students

50 to 100	(8)
40 to 50	(2)
30 to 40	(3)
20 to 30	(9)
10 to 20	(14)
5 to 10	(13)
0 to 5	(1127)

### Appendix 9- 3 Part-time workers- Aberdeen City.



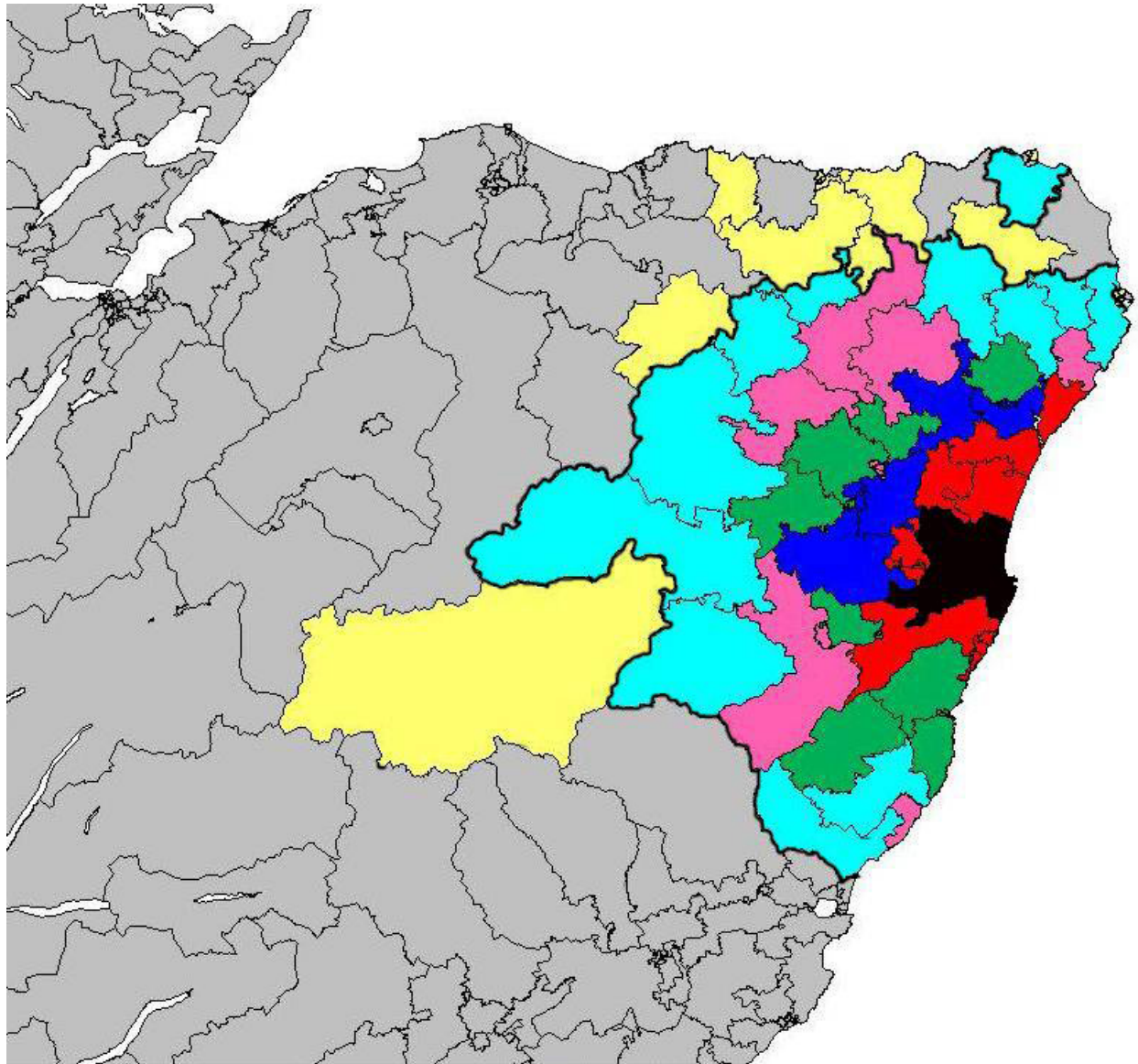


Travel-To Work Map for Aberdeen City by percentage - ALL MALES  
 Population base: All males aged 16-74 in employment excluding full-time students

■	50 to 100	(16)
■	40 to 50	(14)
■	30 to 40	(7)
■	20 to 30	(14)
■	10 to 20	(32)
■	5 to 10	(39)
■	0 to 5	(1054)

**Appendix 9- 4 All males- Aberdeen City.**



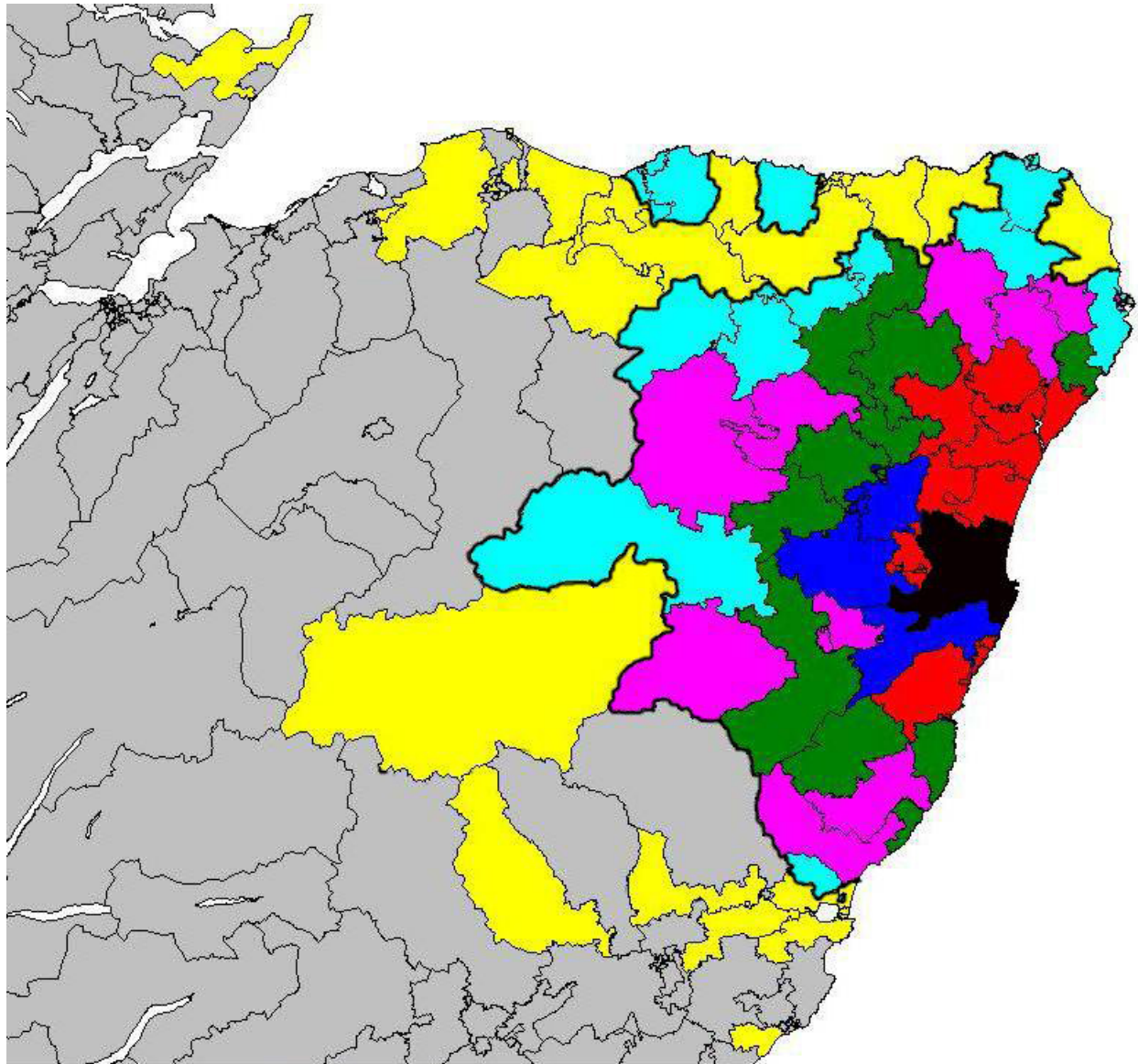


Travel-To-Work Map for Aberdeen City by percentage - ALL FEMALES  
Population base: All females aged 16-74 in employment excluding full-time students

■	50 to 100	(10)
■	40 to 50	(5)
■	30 to 40	(10)
■	20 to 30	(10)
■	10 to 20	(12)
■	5 to 10	(14)
■	0 to 5	(1115)

#### Appendix 9- 5 All females. Aberdeen City.



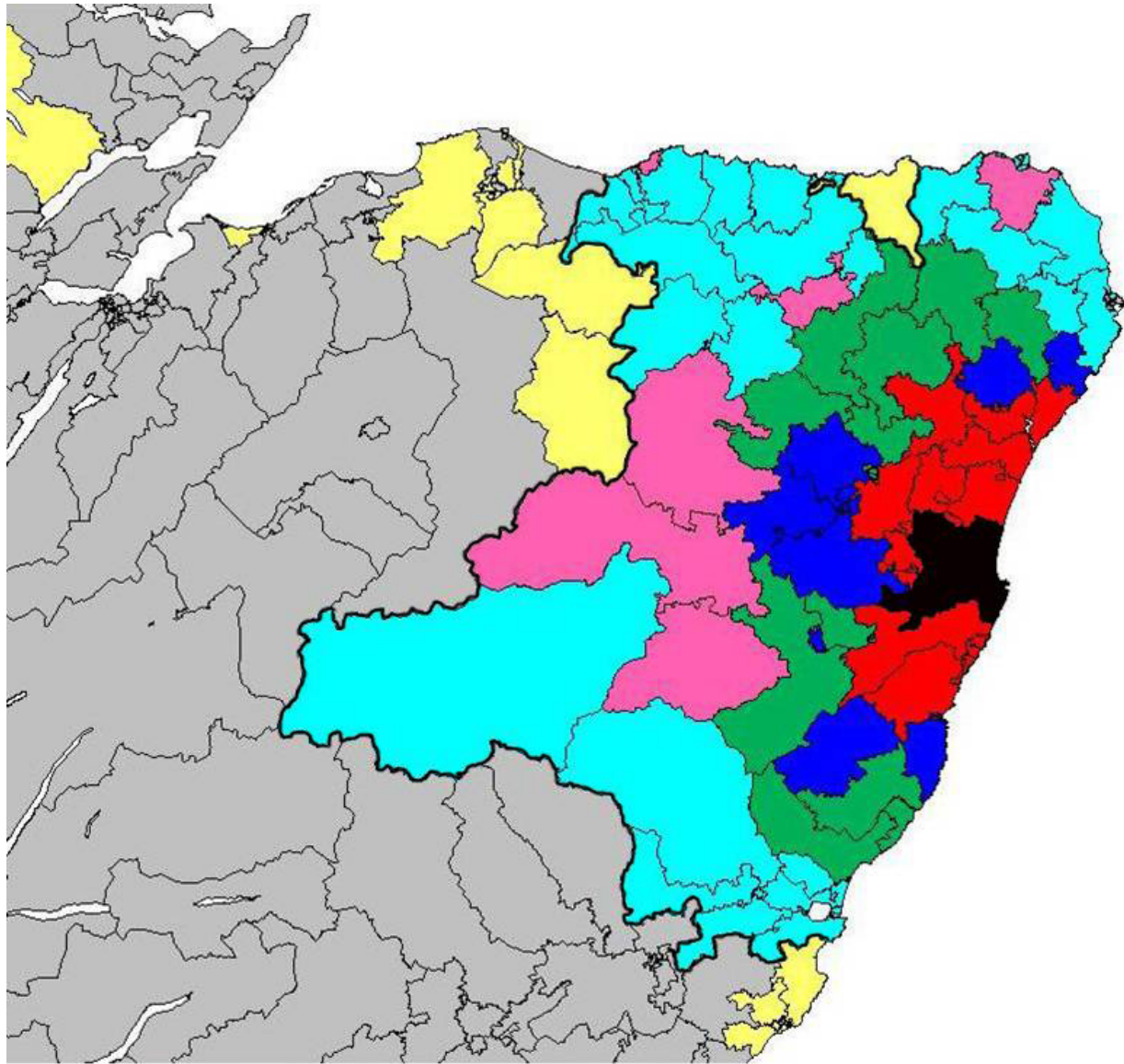


Travel-To-Work map for Aberdeen City - Aged 16-24  
Population base: All persons aged 16-24 in employment excluding full-time students

<span style="color: red;">■</span>	50 to 100	(15)
<span style="color: blue;">■</span>	40 to 50	(6)
<span style="color: green;">■</span>	30 to 40	(11)
<span style="color: magenta;">■</span>	20 to 30	(11)
<span style="color: cyan;">■</span>	10 to 20	(22)
<span style="color: yellow;">■</span>	5 to 10	(27)
<span style="color: grey;">■</span>	0 to 5	(1084)

#### Appendix 9- 6 16 to 24 years old. Aberdeen City



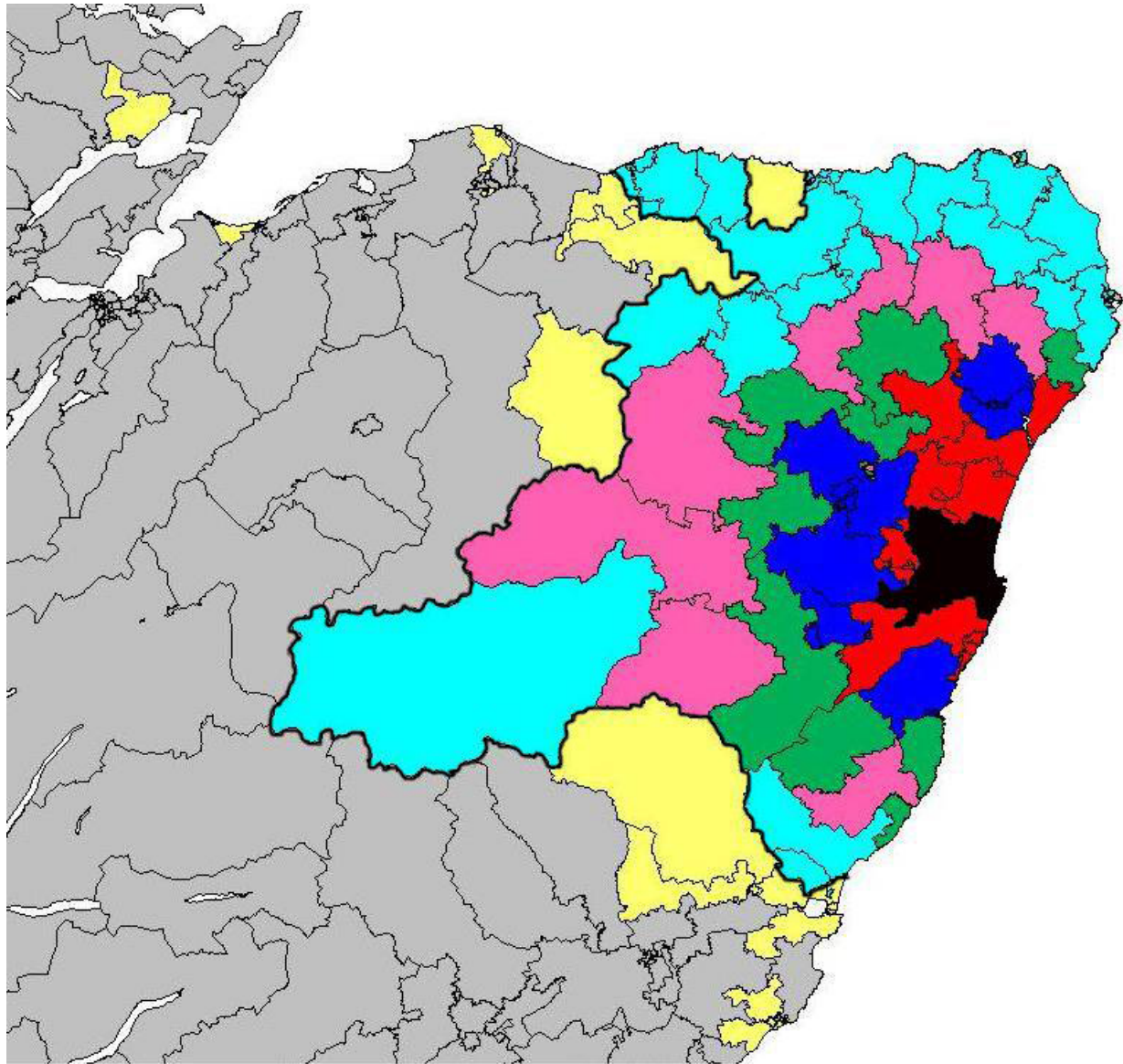


Travel-To-Work Map for Aberdeen City by percentage - Aged 25-34  
Population base: All persons aged 25-34 in employment excluding full-time students

Red	50 to 100	(16)
Blue	40 to 50	(9)
Green	30 to 40	(14)
Pink	20 to 30	(7)
Cyan	10 to 20	(33)
Yellow	5 to 10	(24)
Grey	0 to 5	(1073)

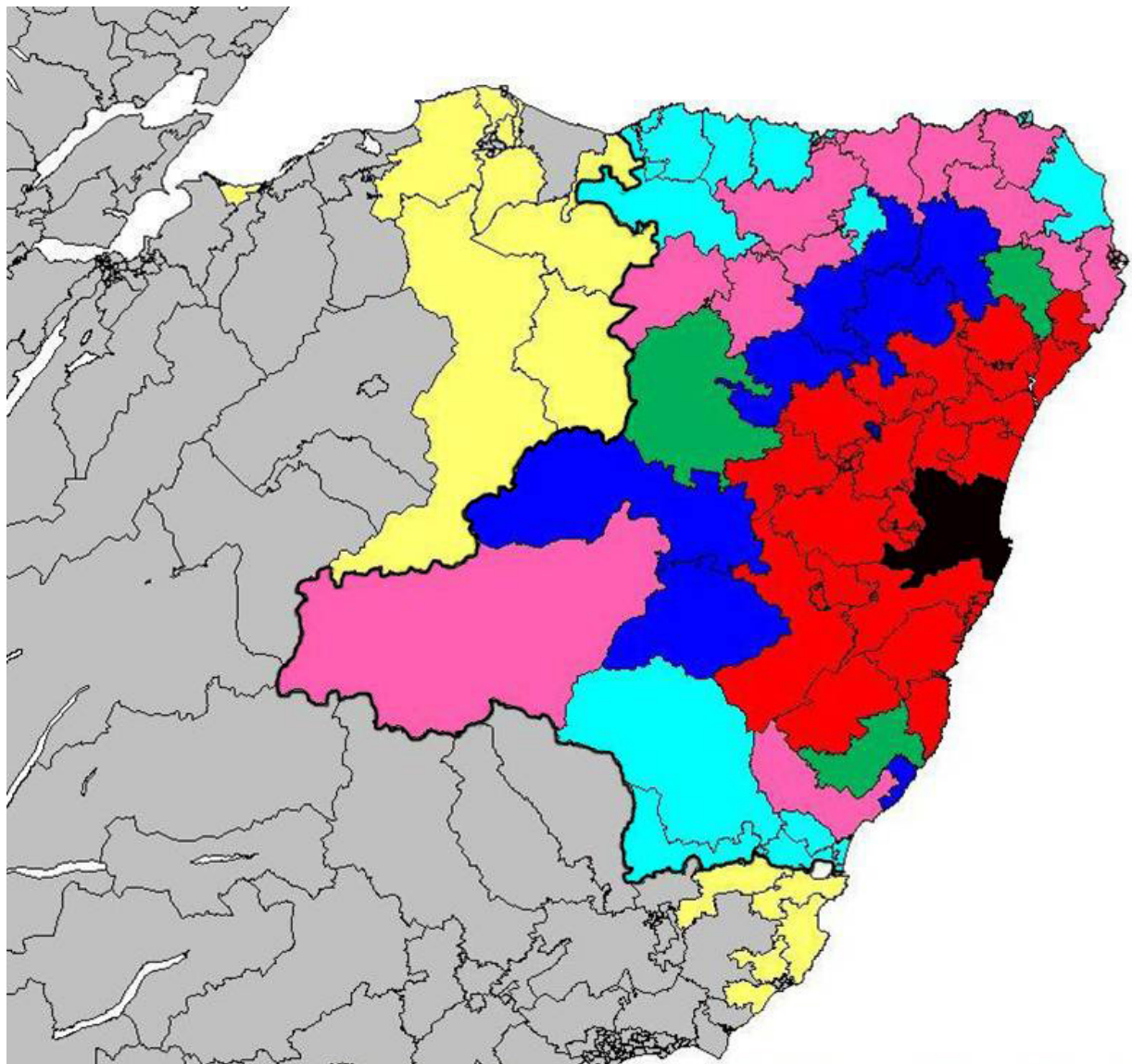
#### Appendix 9- 7 25 to 34 years old- Aberdeen City





**Appendix 9- 8 35 to 59 years old- Aberdeen City**



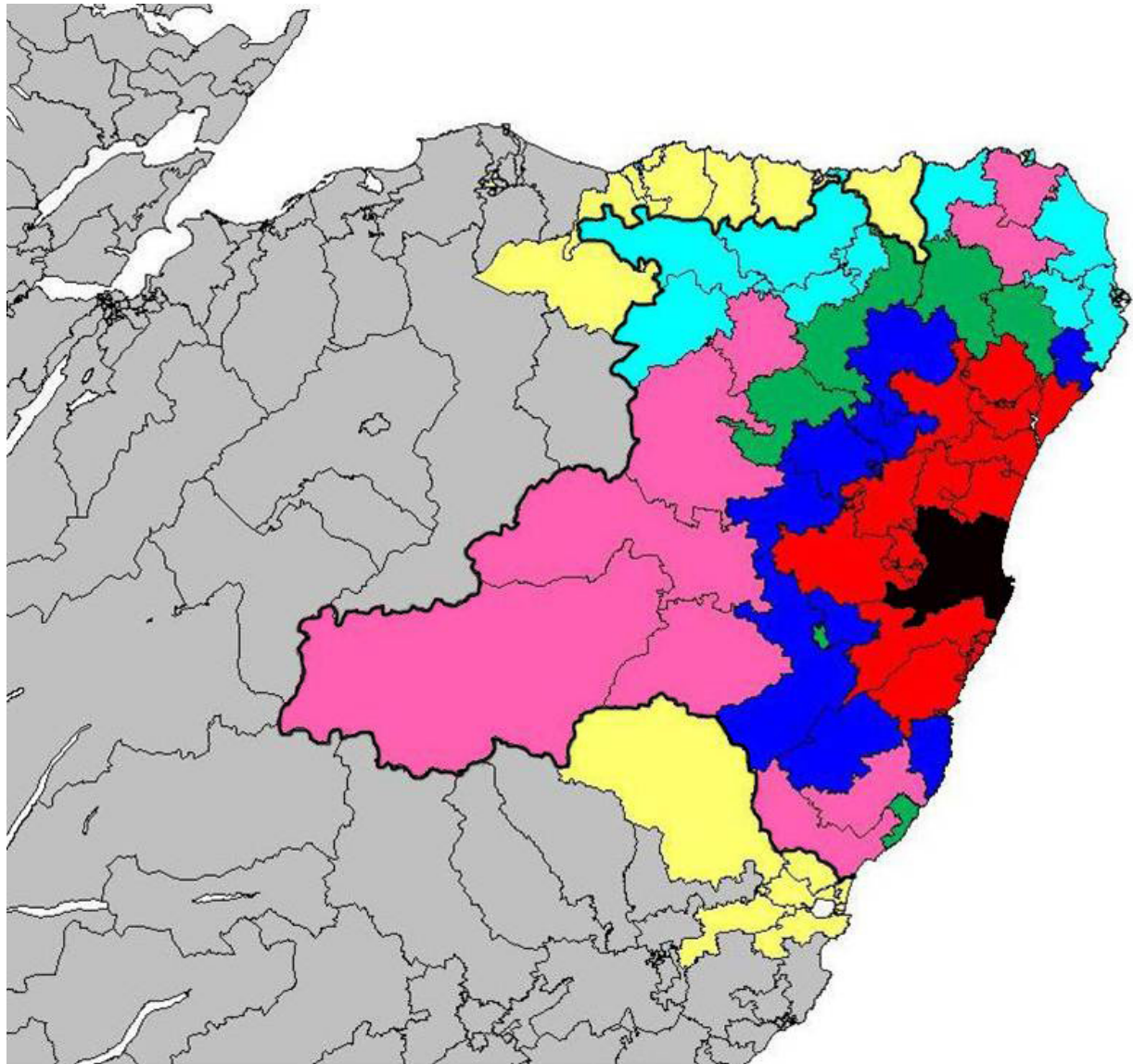


Travel-To-Work Map for Aberdeen City by percentage - Large employers, higher & lower managerial occupations, higher & lower professional occupations  
Population base: All persons aged 16-74 employed in these occupations excluding full-time students

Red	50 to 100	(28)
Blue	40 to 50	(10)
Green	30 to 40	(3)
Pink	20 to 30	(17)
Cyan	10 to 40	(20)
Yellow	5 to 10	(18)
Grey	0 to 5	(1080)

#### Appendix 9- 9 Category 1 workers- Aberdeen City.



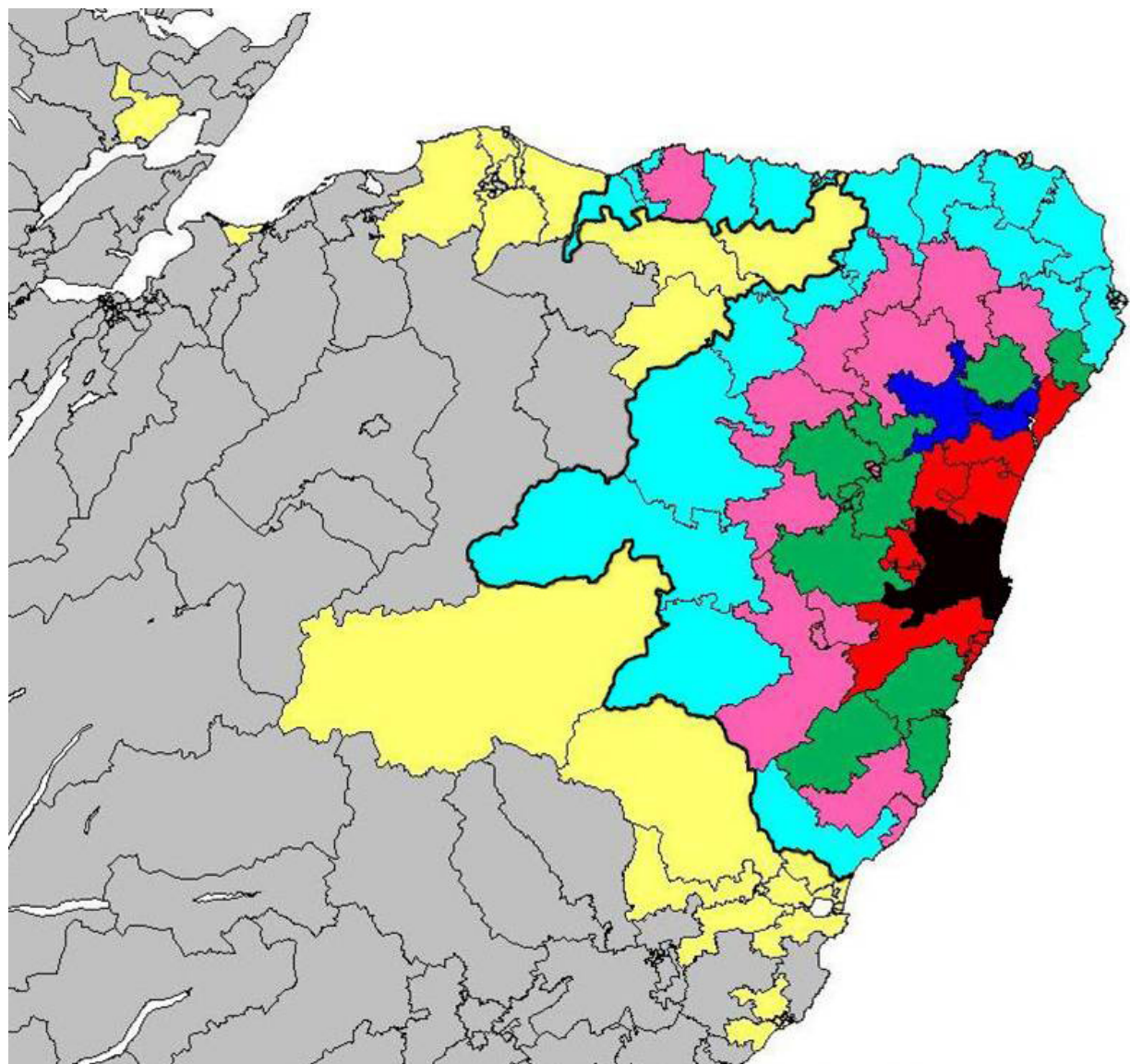


Travel-To-Work Map for Aberdeen City by percentage - Intermediate Occupations  
Population base: All persons aged 16-74 employed in intermediate occupations excluding full-time students

■	50 to 100	(20)
■	40 to 50	(11)
■	30 to 40	(6)
■	20 to 30	(9)
■	10 to 20	(18)
■	5 to 10	(19)
■	0 to 5	(1093)

#### Appendix 9- 10 Category 2 workers- Aberdeen City





Travel-To-Work Map for Aberdeen City by percentage - Lower supervisory, technical, semi-routine & routine occupations  
 Population base: All persons aged 16-74 employed in these occupations excluding full-time students

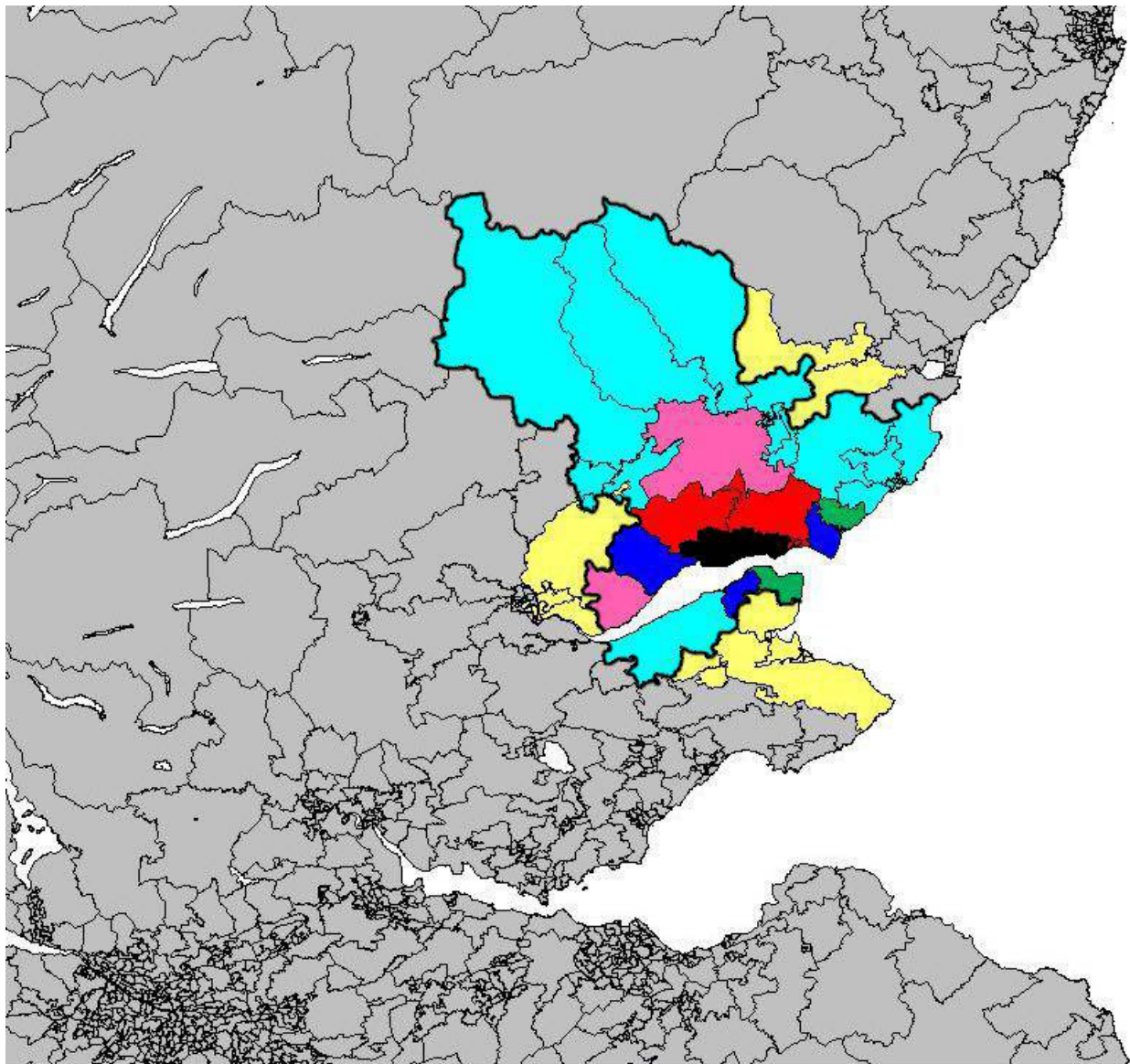
50 to 100	(10)
40 to 50	(3)
30 to 40	(11)
20 to 30	(15)
10 to 20	(28)
5 to 10	(35)
0 to 5	(1074)

#### Appendix 9- 11 Category 4 workers- Aberdeen City.



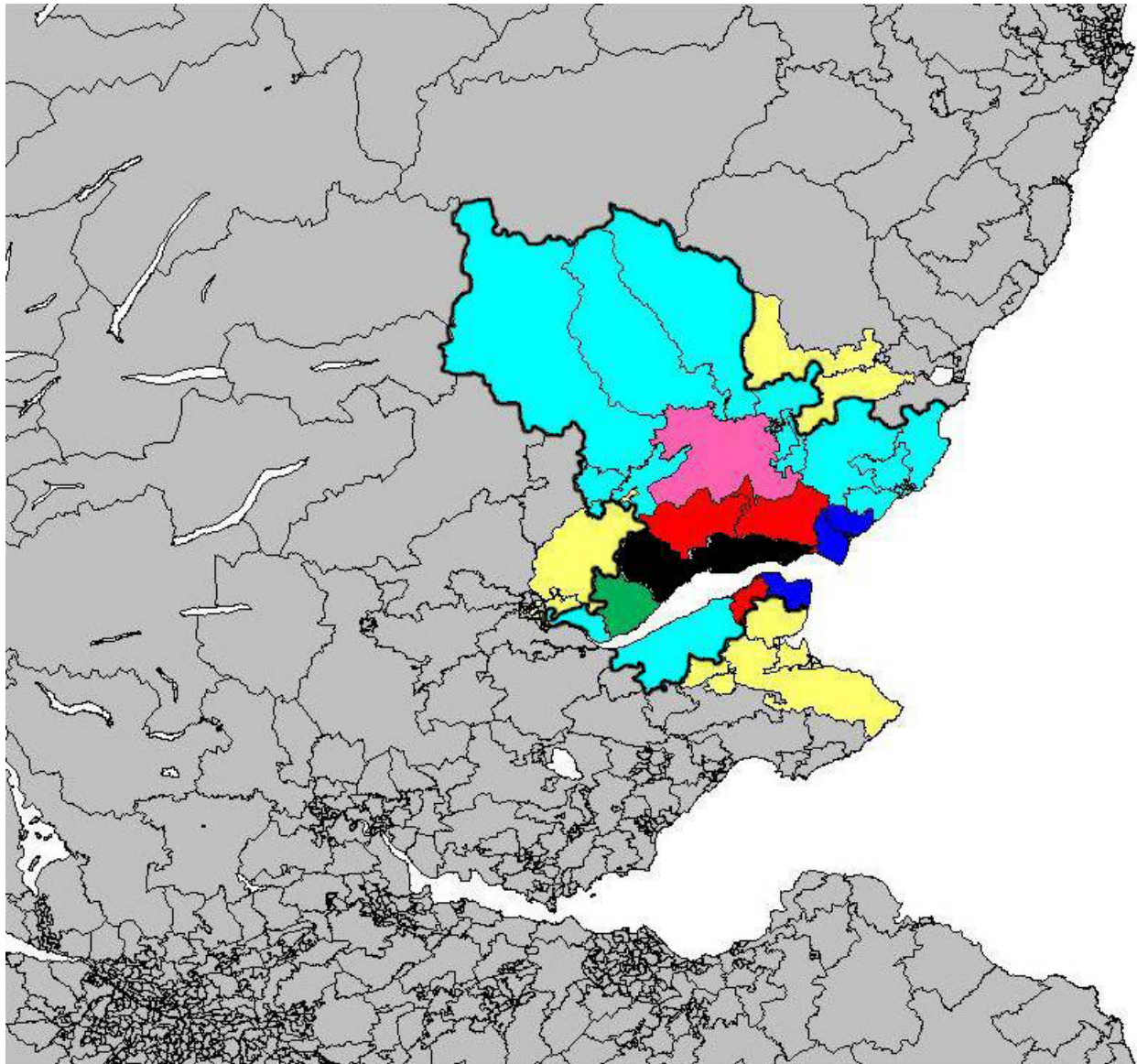
## APPENDIX TEN - DUNDEE TRAVEL-TO-WORK MAPS

The thick dark line represents the 10% boundary while the black area represents the studied city or conurbation.



Appendix 10- 1 Total- Dundee City.



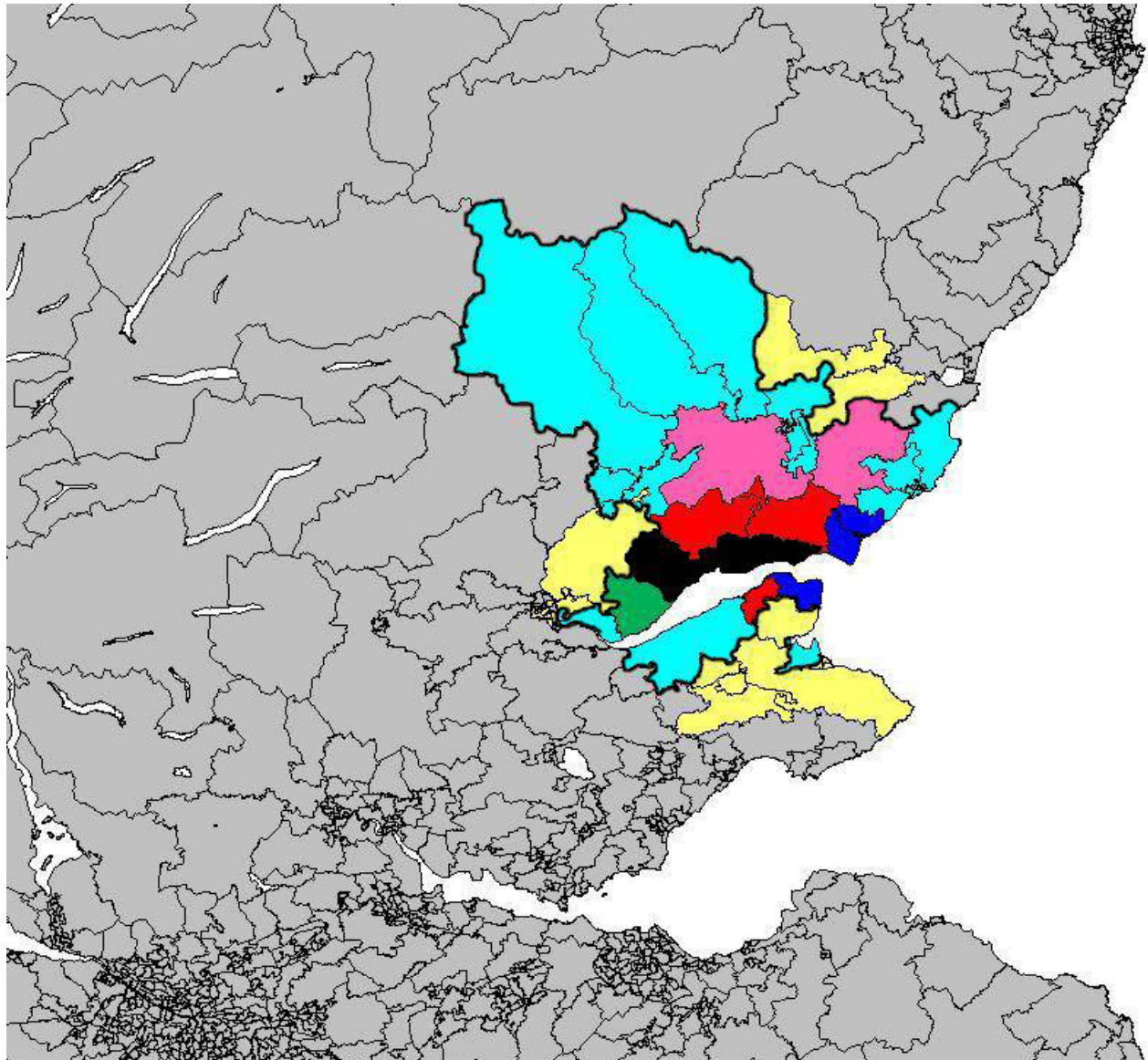


Travel-To-Work map for Dundee conurbation by percentage - TOTAL  
 Population base: All persons aged 16-74 in employment excluding full-time students

	50 to 100	(3)
	40 to 50	(3)
	30 to 40	(2)
	20 to 30	(1)
	10 to 20	(20)
	5 to 10	(18)
	0 to 5	(1129)

**Appendix 10- 2 Total- Dundee conurbation.**



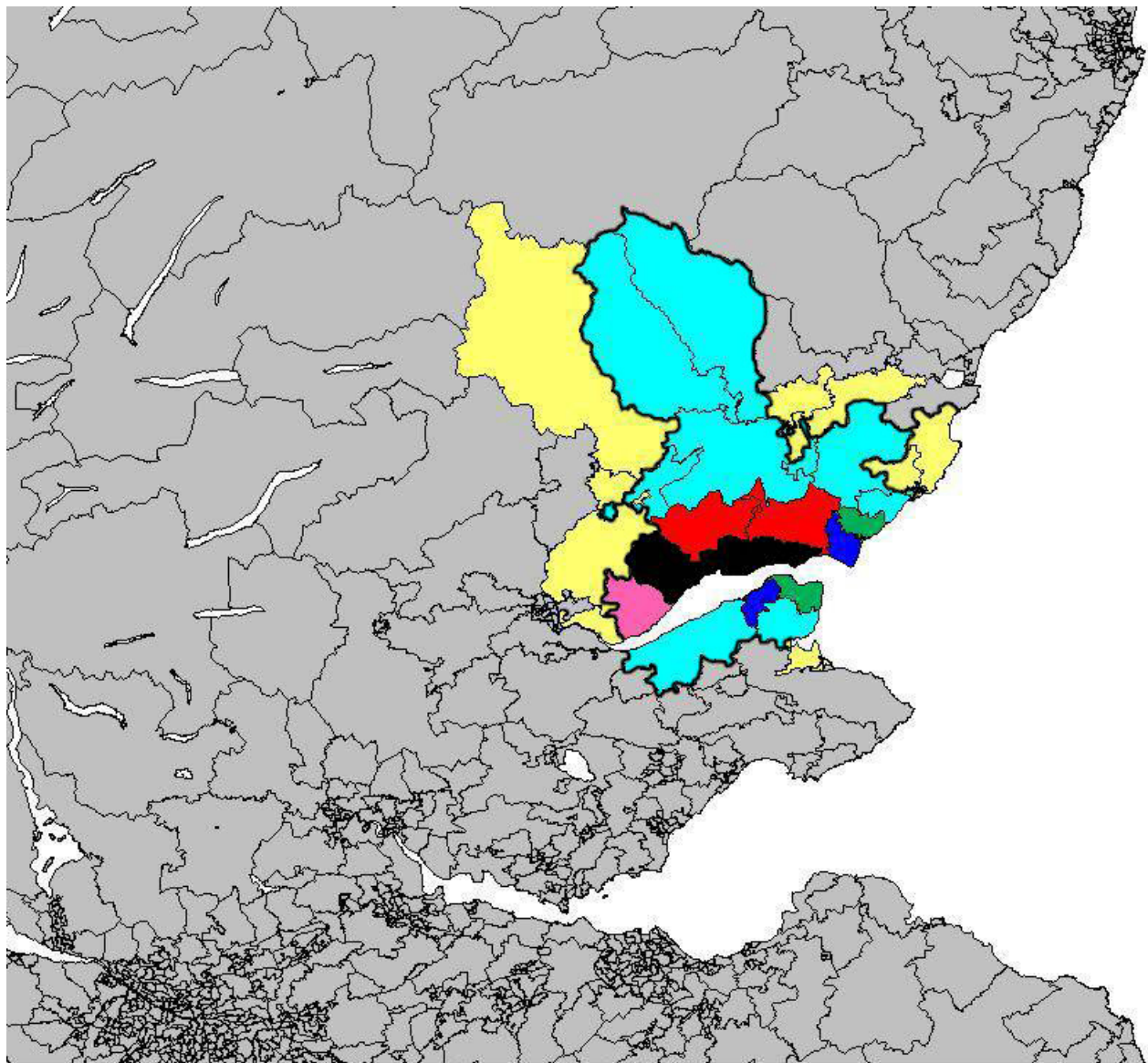


Travel-To-Work map for Dundee conurbation by percentage - Employed full-time  
Population base: All persons aged 16-74 in full-time employment excluding full-time students

■	50 to 100	(3)
■	40 to 50	(4)
■	30 to 40	(1)
■	20 to 30	(2)
■	10 to 20	(20)
■	5 to 10	(20)
■	0 to 5	(1126)

### Appendix 10- 3 Full-time workers- Dundee conurbation



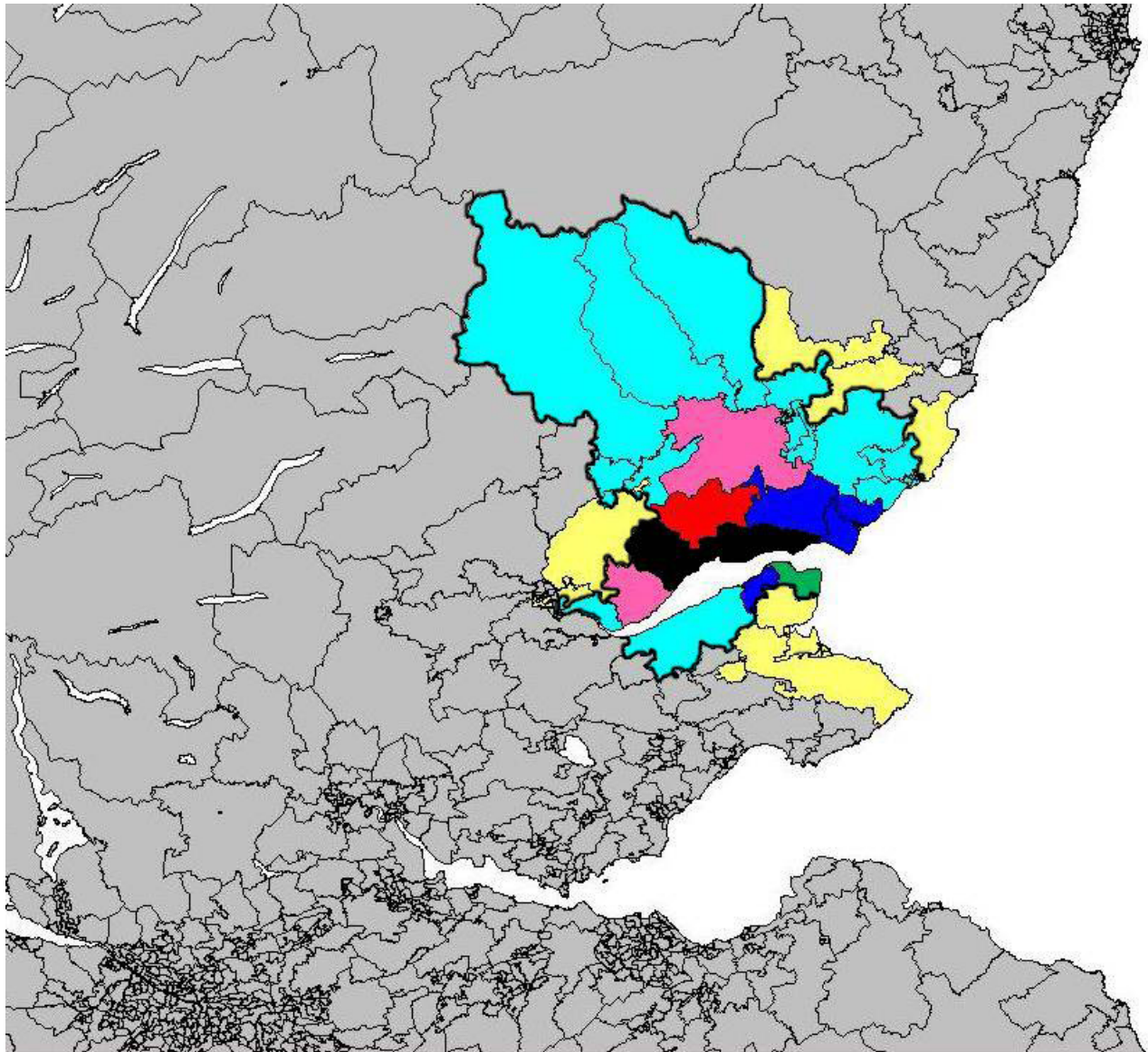


Travel-To-Work map for Dundee conurbation by percentage - Employed part-time  
Population base: All persons aged 16-74 in part-time employment excluding full-time students

50 to 100	(2)
40 to 50	(2)
30 to 40	(3)
20 to 30	(1)
10 to 20	(12)
5 to 10	(14)
0 to 5	(1142)

**Appendix 10- 4 Part-time workers- Dundee conurbation.**



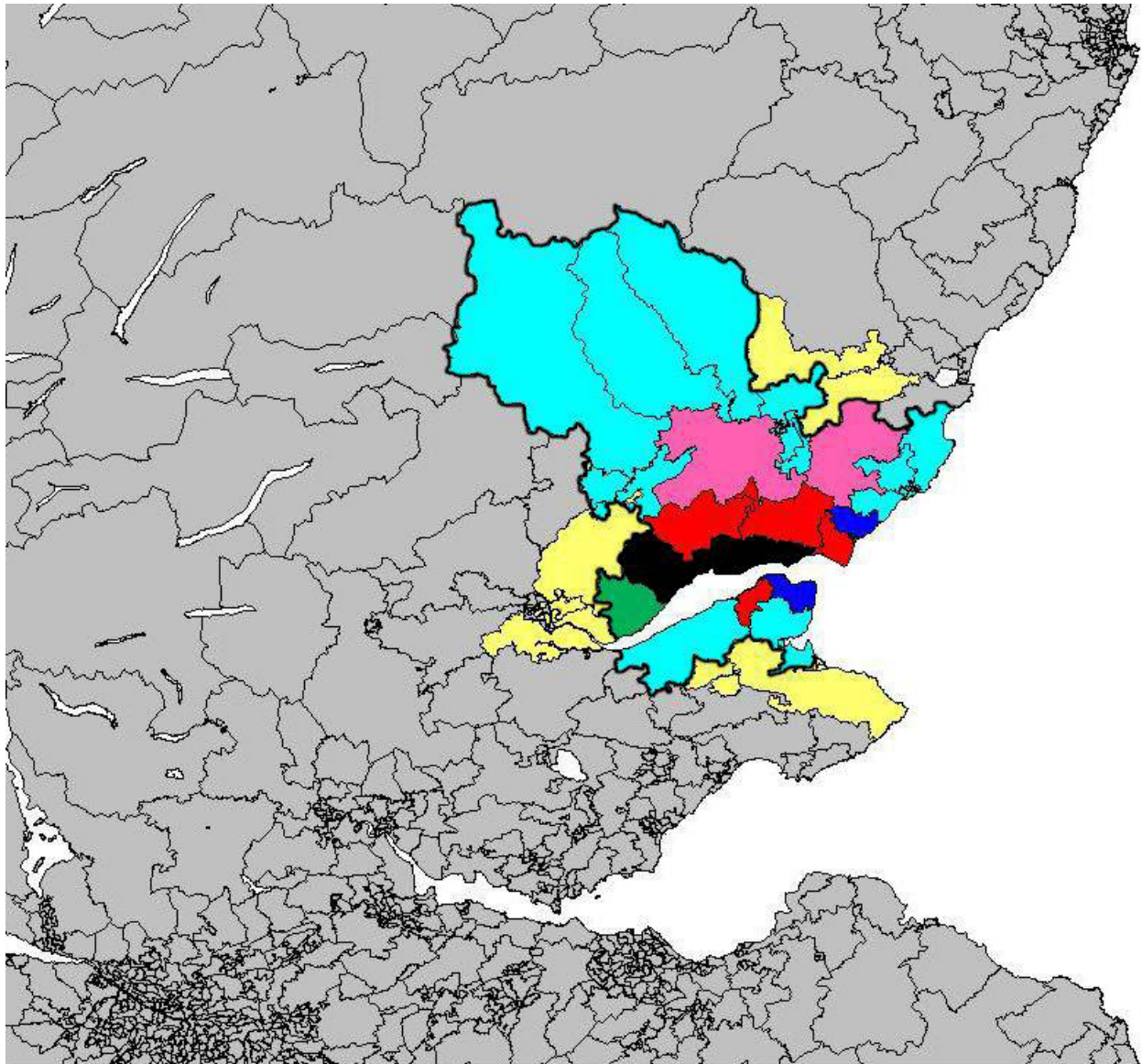


Travel-To-Work Map for Dundee conurbation by percentage - ALL MALES  
Population base: All males aged 16-74 in employment excluding full-time students

50 to 100	(1)
40 to 50	(4)
30 to 40	(2)
20 to 30	(2)
10 to 20	(19)
5 to 10	(17)
0 to 5	(1131)

**Appendix 10- 5 All males- Dundee conurbation.**



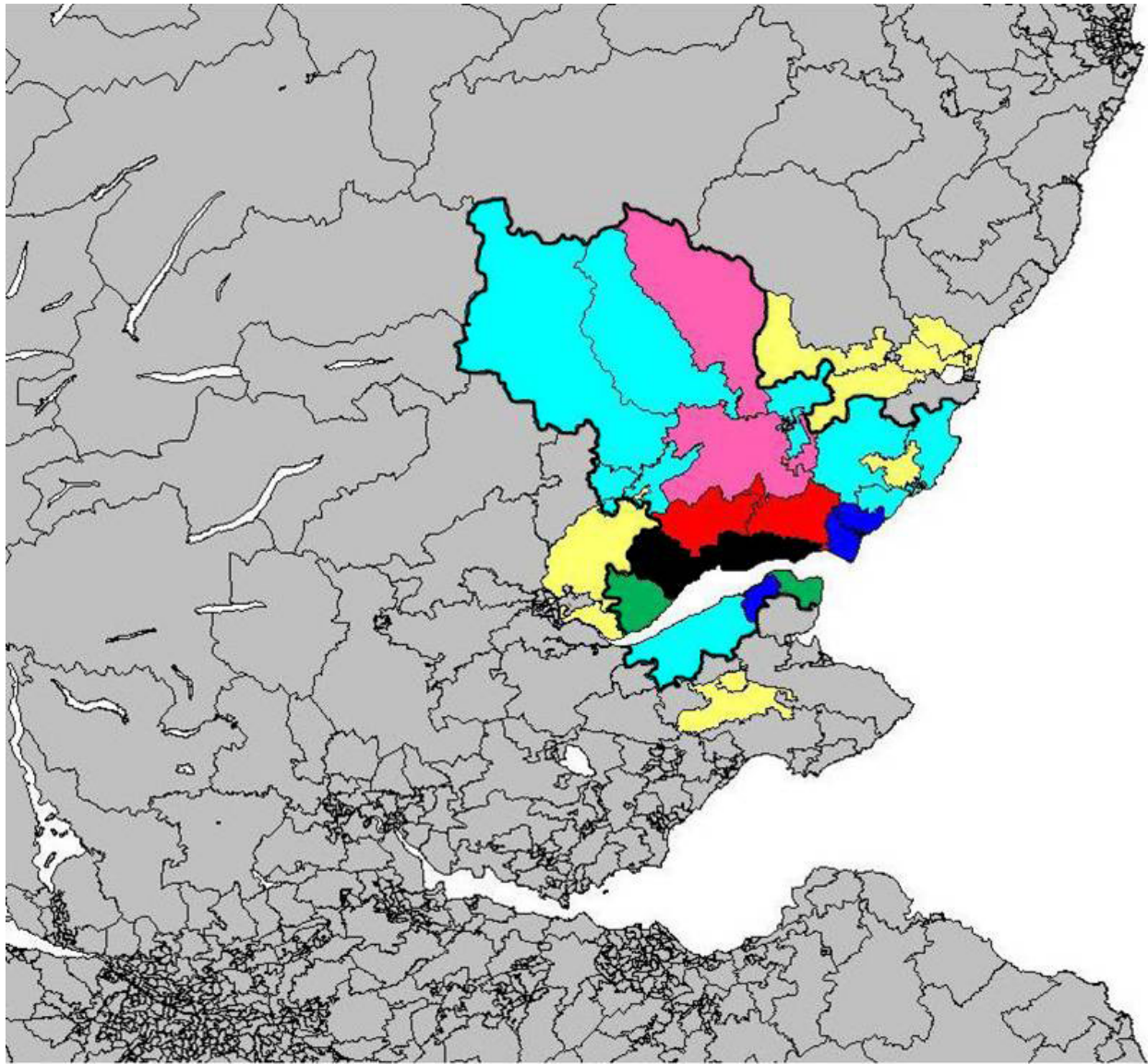


Travel-To-Work Map for Dundee conurbation by percentage - ALL FEMALES  
 Population base: All females aged 16-74 in employment excluding full-time students

■	50 to 100	(4)
■	40 to 50	(2)
■	30 to 40	(2)
■	20 to 30	(2)
■	10 to 20	(19)
■	5 to 10	(18)
■	0 to 5	(1129)

**Appendix 10- 6 All females- Dundee conurbation.**



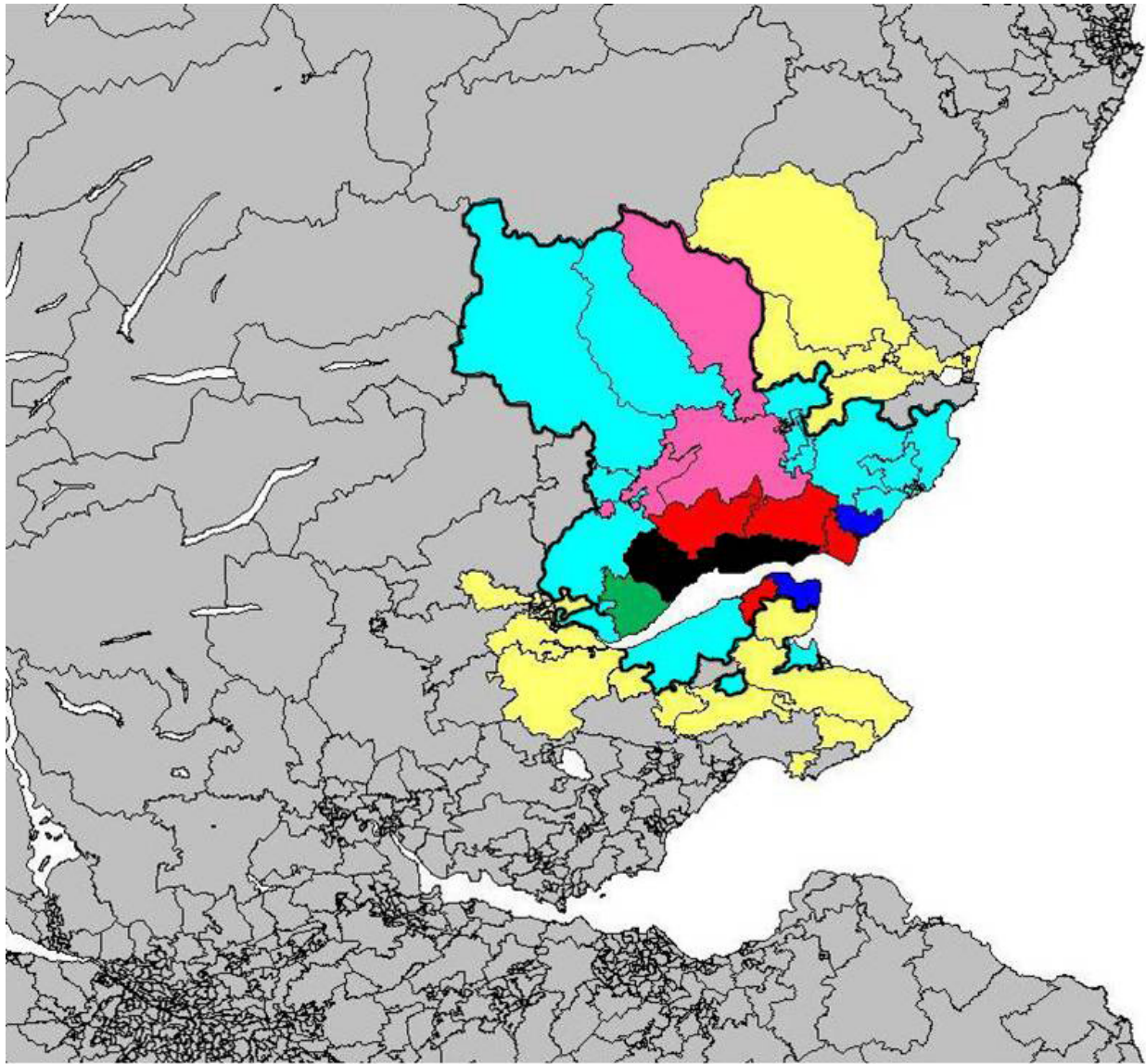


Travel-To-Work Map for Dundee conurbation by percentage - Aged 16-24  
Population base: All persons aged 16-24 in employment excluding full-time students

50 to 100	(2)
40 to 50	(4)
30 to 40	(2)
20 to 30	(3)
10 to 20	(16)
5 to 10	(10)
0 to 5	(1139)

**Appendix 10- 7 16 to 24 years old- Dundee conurbation.**



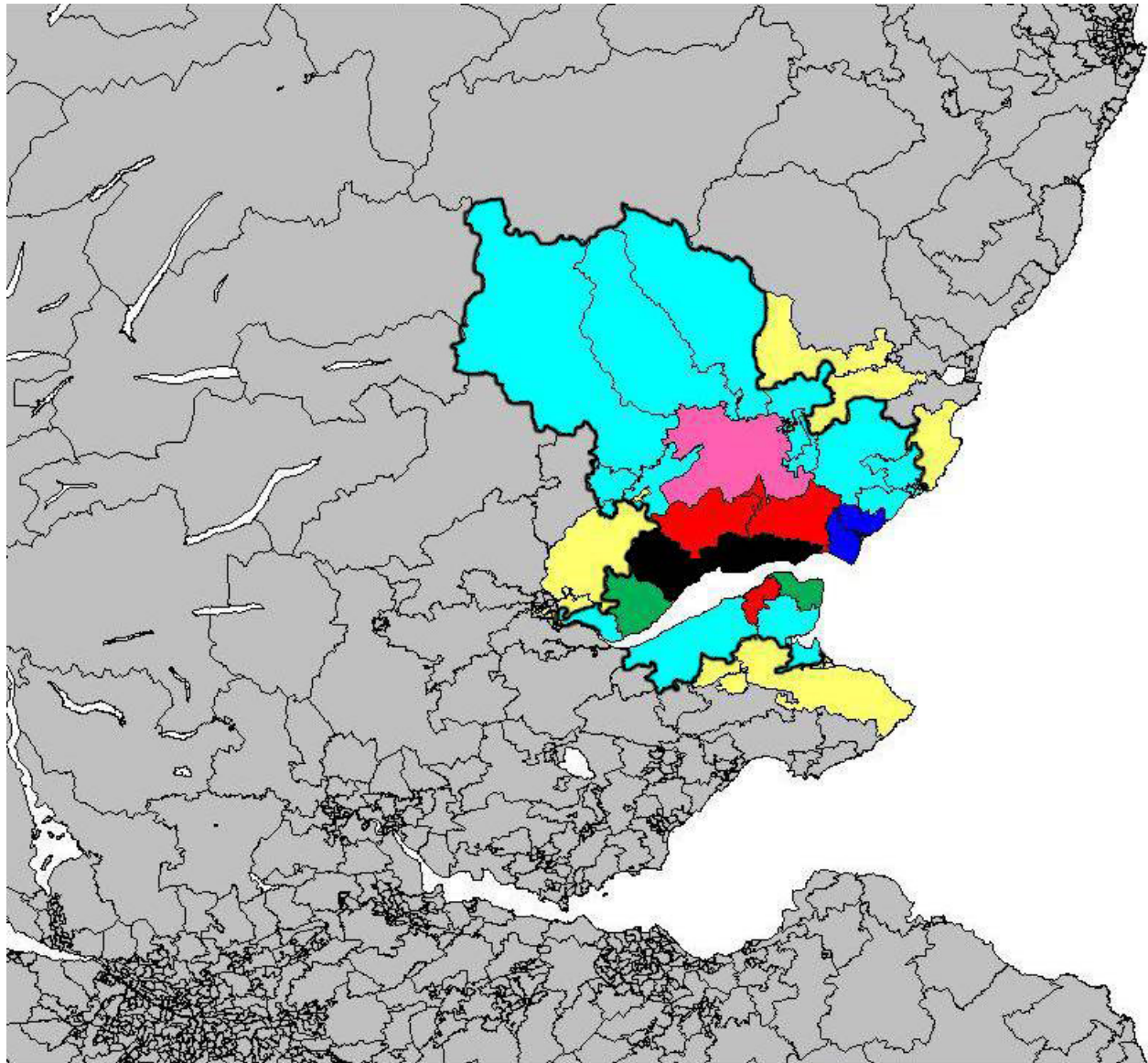


Travel-To-Work map for Dundee conurbation by percentage - Aged 25-34  
Population base: All persons aged 25-34 in employment excluding full-time students

■	50 to 100	(4)
■	40 to 50	(3)
■	30 to 40	(1)
■	20 to 30	(4)
■	10 to 20	(21)
■	5 to 10	(25)
■	0 to 5	(1118)

**Appendix 10- 8 25 to 34 years old- Dundee conurbation.**



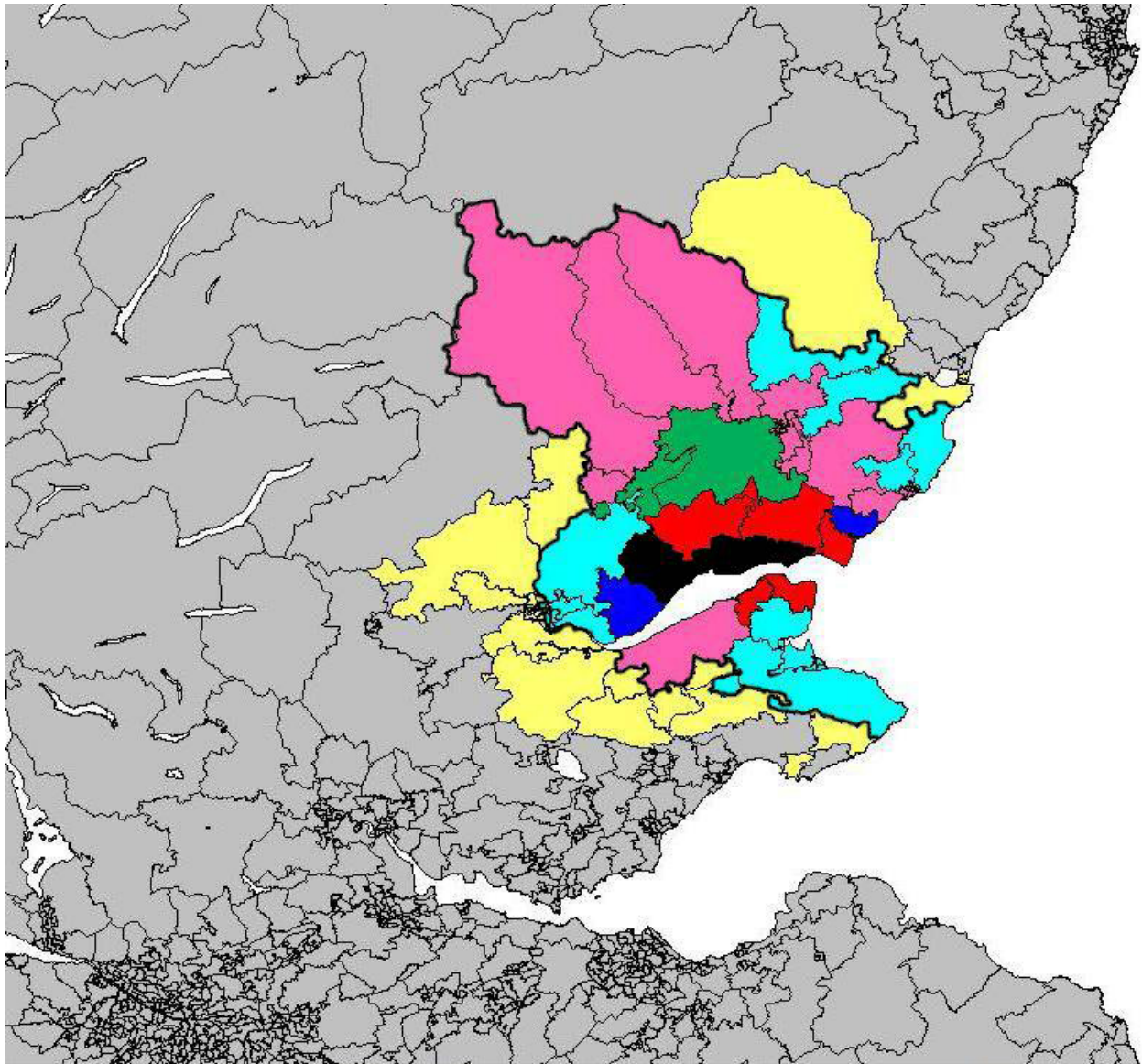


Travel-To-Work map for Dundee conurbation by percentage - Aged 35-59  
Population base: All persons aged 35-59 in employment excluding full-time students

50 to 100	(3)
40 to 50	(2)
30 to 40	(3)
20 to 30	(1)
10 to 20	(20)
5 to 10	(17)
0 to 5	(1130)

**Appendix 10- 9 35 to 59 years old- Dundee conurbation.**



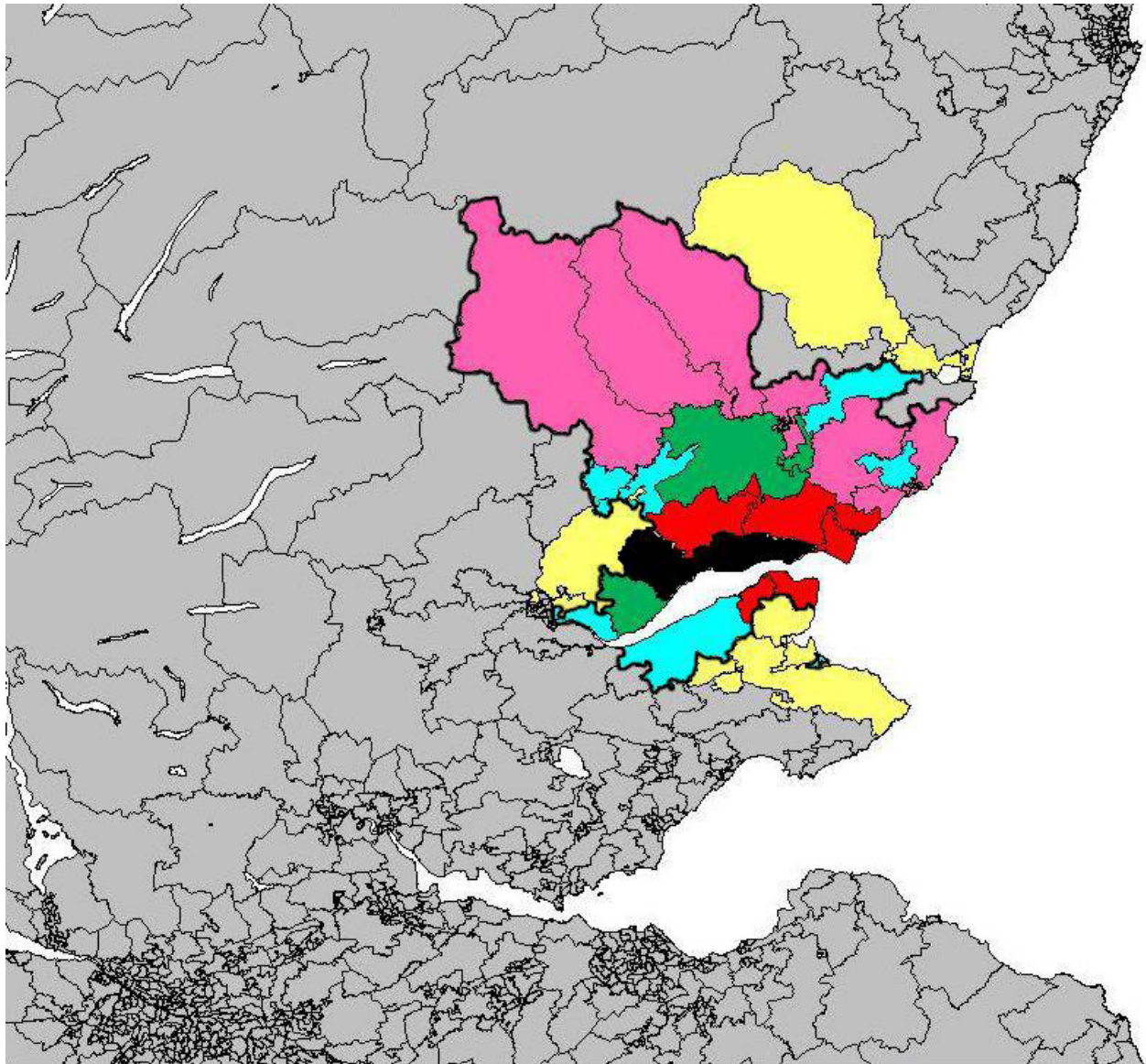


Travel-To-Work map for Dundee conurbation by percentage - Large employers, higher & lower managerial occupations, higher & lower professional occupations  
Population base: All persons aged 16-74 employed in these occupations excluding full-time students

■	50 to 100	(6)
■	40 to 50	(2)
■	30 to 40	(2)
■	20 to 30	(15)
■	10 to 20	(18)
■	5 to 10	(22)
■	0 to 5	(1111)

#### Appendix 10- 10 Category 1 workers- Dundee conurbation.



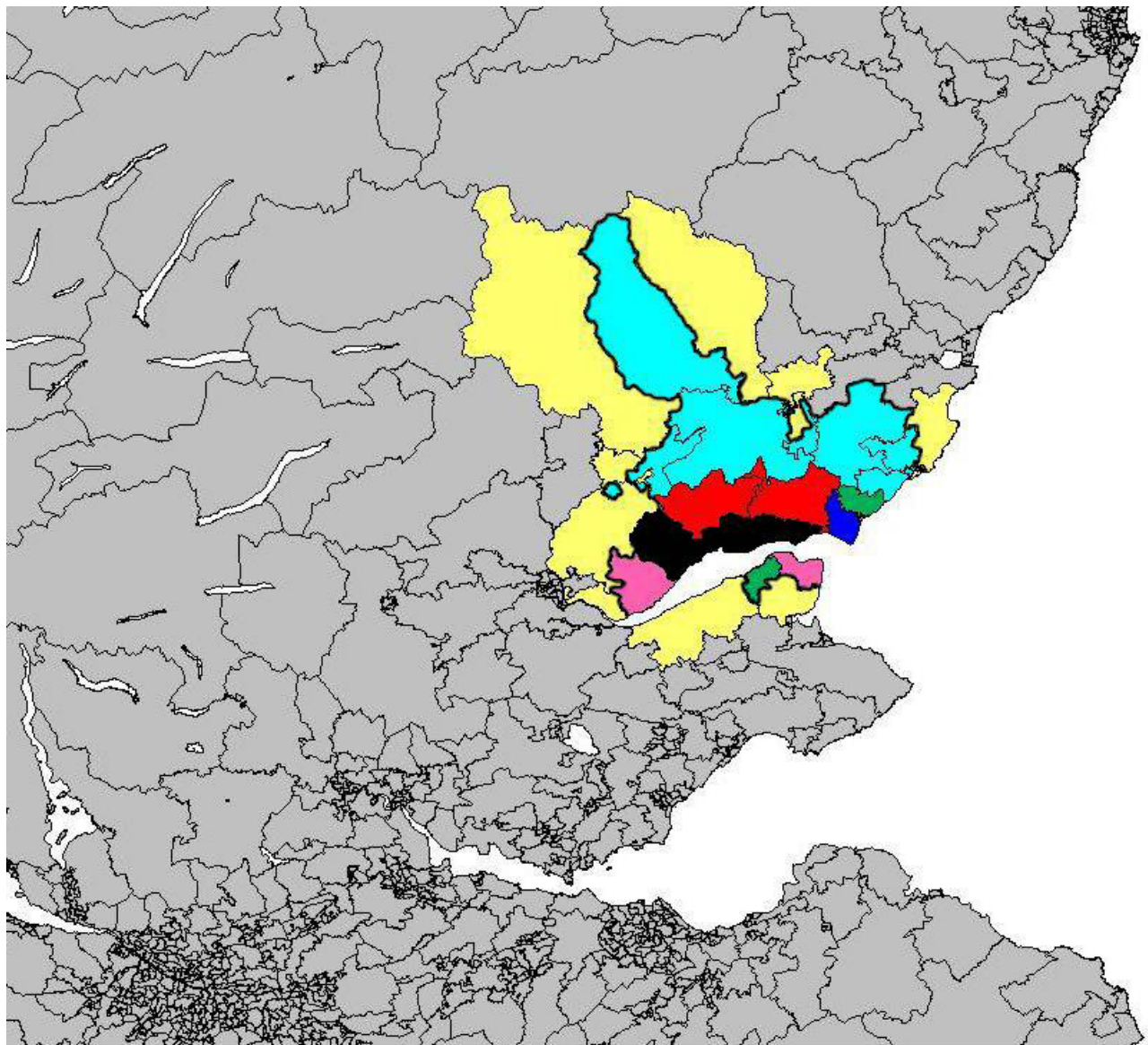


Travel-To-Work map for Dundee conurbation by percentage - Intermediate Occupations  
Population base: All persons aged 16-74 employed in intermediate occupations excluding full-time students

■	50 to 100	(7)
■	30 to 40	(3)
■	20 to 30	(13)
■	10 to 20	(9)
■	5 to 10	(12)
■	0 to 5	(1132)

#### Appendix 10- 11 Category 2 workers- Dundee conurbation.





Travel-To-Work map for Dundee conurbation by percentage - Lower supervisory, technical, semi-routine & routine occupations  
 Population base - All persons aged 16-74 employed in these occupations excluding full-time students

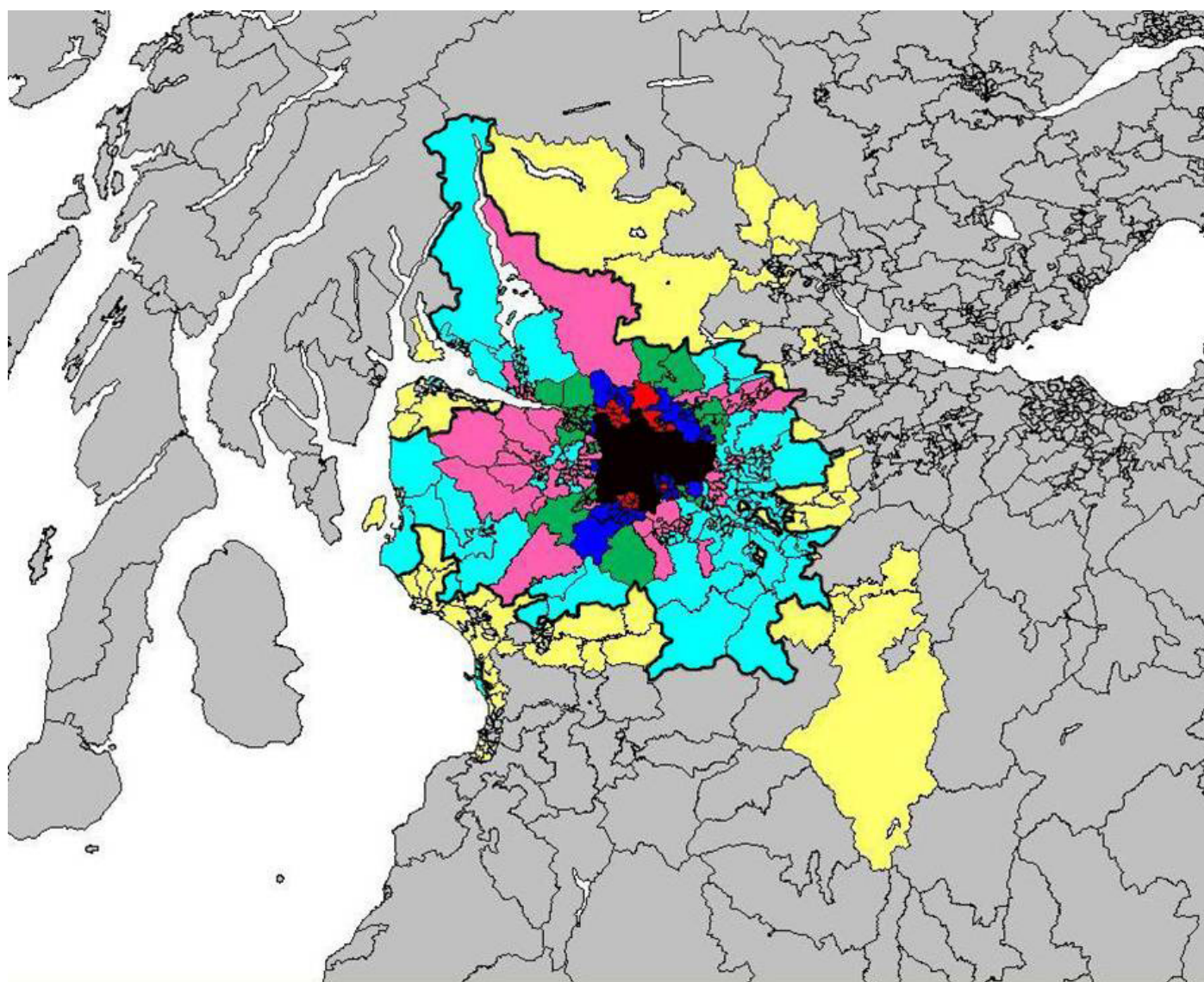
50 to 100	(2)
40 to 50	(1)
30 to 40	(2)
20 to 30	(3)
10 to 20	(10)
5 to 10	(13)
0 to 5	(1145)

**Appendix 10- 12 Category 4 workers- Dundee conurbation.**



## APPENDIX ELEVEN - GLASGOW TRAVEL-TO-WORK MAPS

The thick dark line represents the 10% boundary while the black area represents the studied city or conurbation.

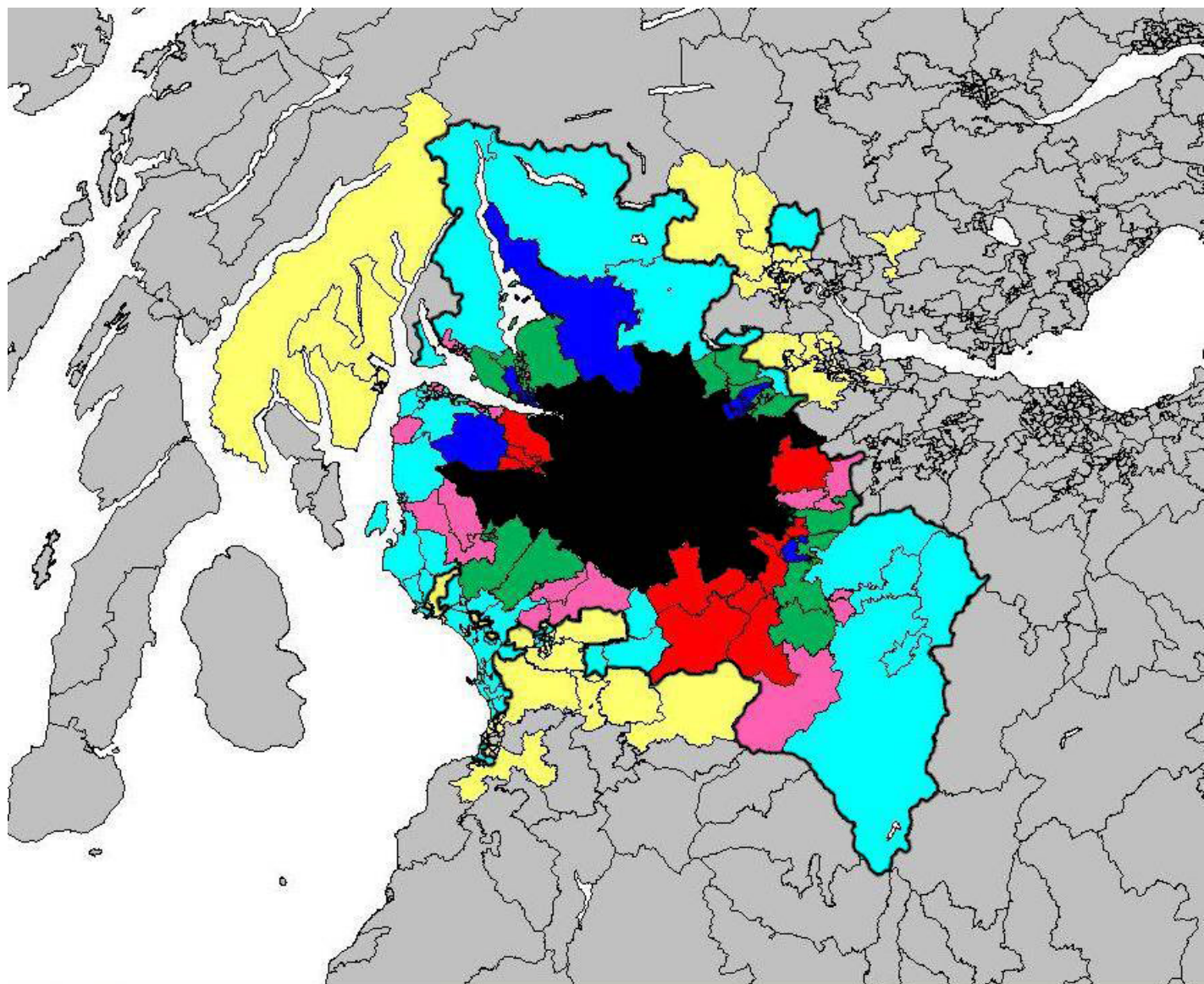


Travel-To-Work Map for Glasgow City by percentage - TOTAL  
Population base: All persons aged 16-74 in employment excluding full-time students

50 to 100	(18)
40 to 50	(28)
30 to 40	(28)
20 to 30	(63)
10 to 20	(112)
5 to 10	(83)
0 to 5	(844)

Appendix 11- 1 Total- Glasgow City



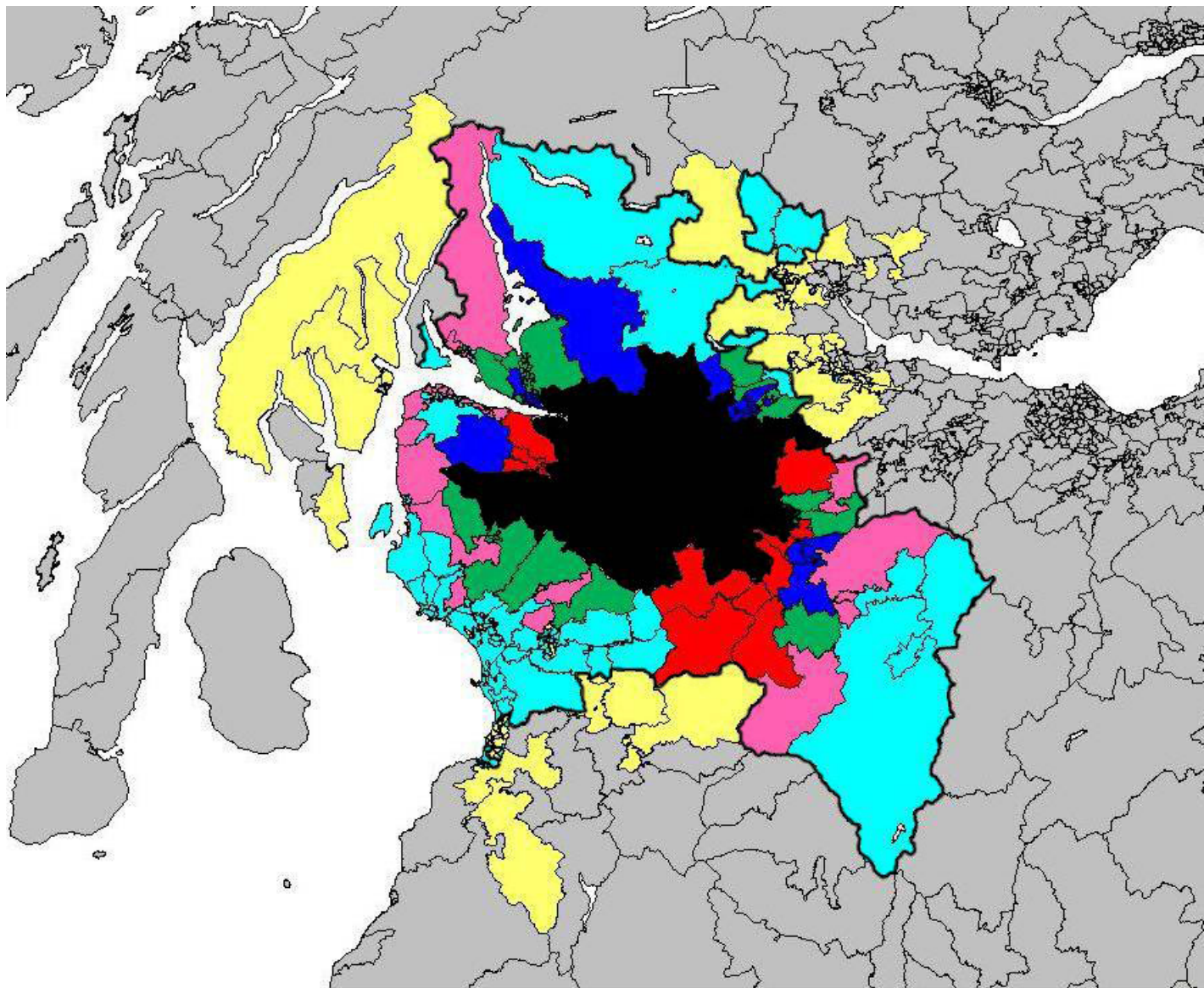


Travel-To-Work Map for Glasgow conurbation by percentage - TOTAL  
Population base: All persons aged 16-74 in employment excluding full-time students

■	50 to 100	(12)
■	40 to 50	(11)
■	30 to 40	(25)
■	20 to 30	(22)
■	10 to 20	(61)
■	5 to 10	(55)
■	0 to 5	(990)

#### Appendix 11- 2 Total- Glasgow conurbation.



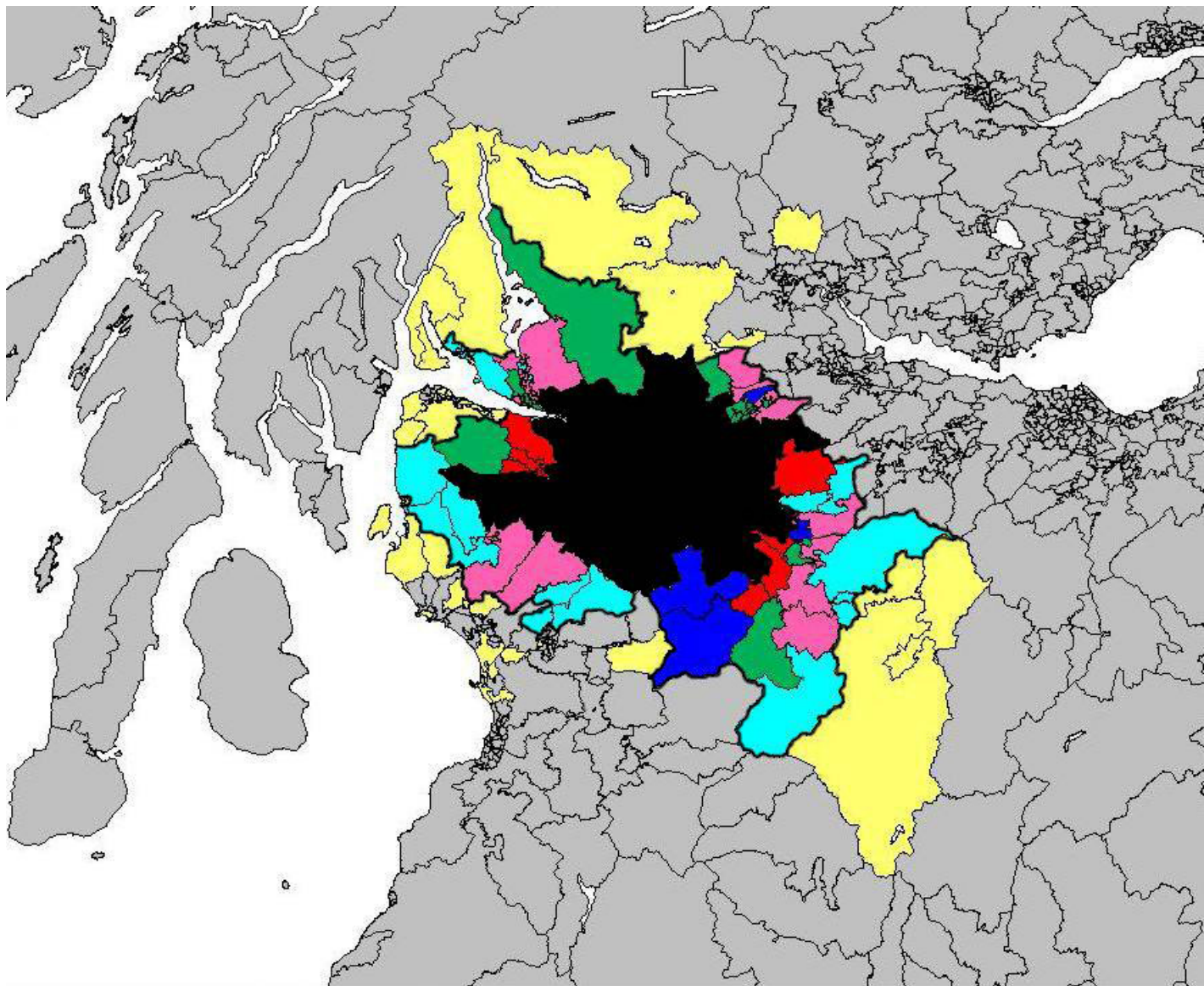


Travel-To-Work Map for Glasgow Conurbation by percentage - Employed Full-Time  
Population base: All persons aged 16-74 in full time employment excluding full-time students

50 to 100	(12)
40 to 50	(17)
30 to 40	(24)
20 to 30	(26)
10 to 20	(69)
5 to 10	(57)
0 to 5	(971)

#### Appendix 11- 3 Full-time workers- Glasgow conurbation



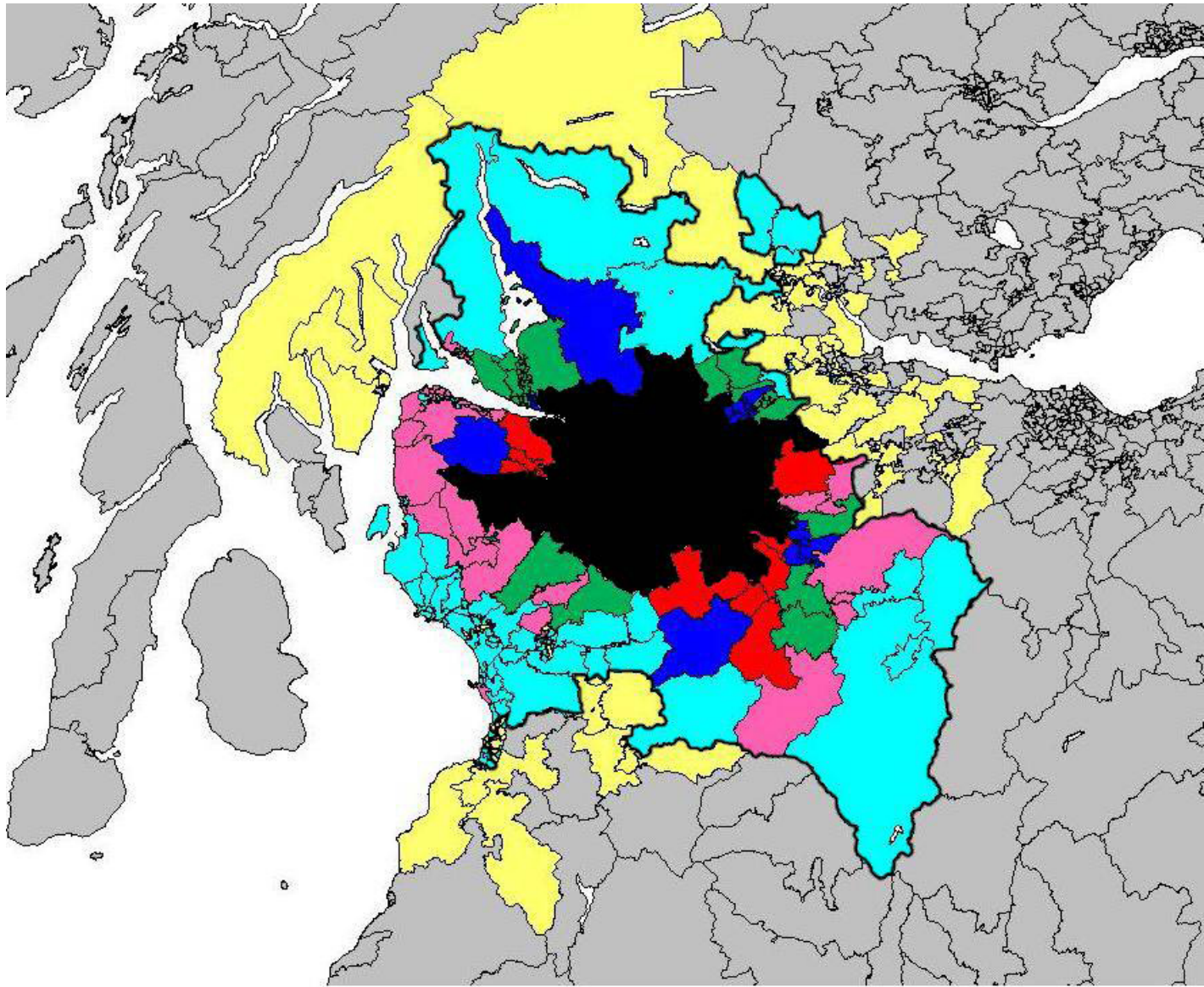


Travel-To-Work Map for Glasgow Conurbation by percentage - Employed Part-Time  
 Population base: All persons aged 16-74 in part-time employment excluding full-time students

50 to 100	(7)
40 to 50	(5)
30 to 40	(12)
20 to 30	(22)
10 to 20	(21)
5 to 10	(36)
0 to 5	(1073)

**Appendix 11- 4 Part-time workers- Glasgow conurbation.**



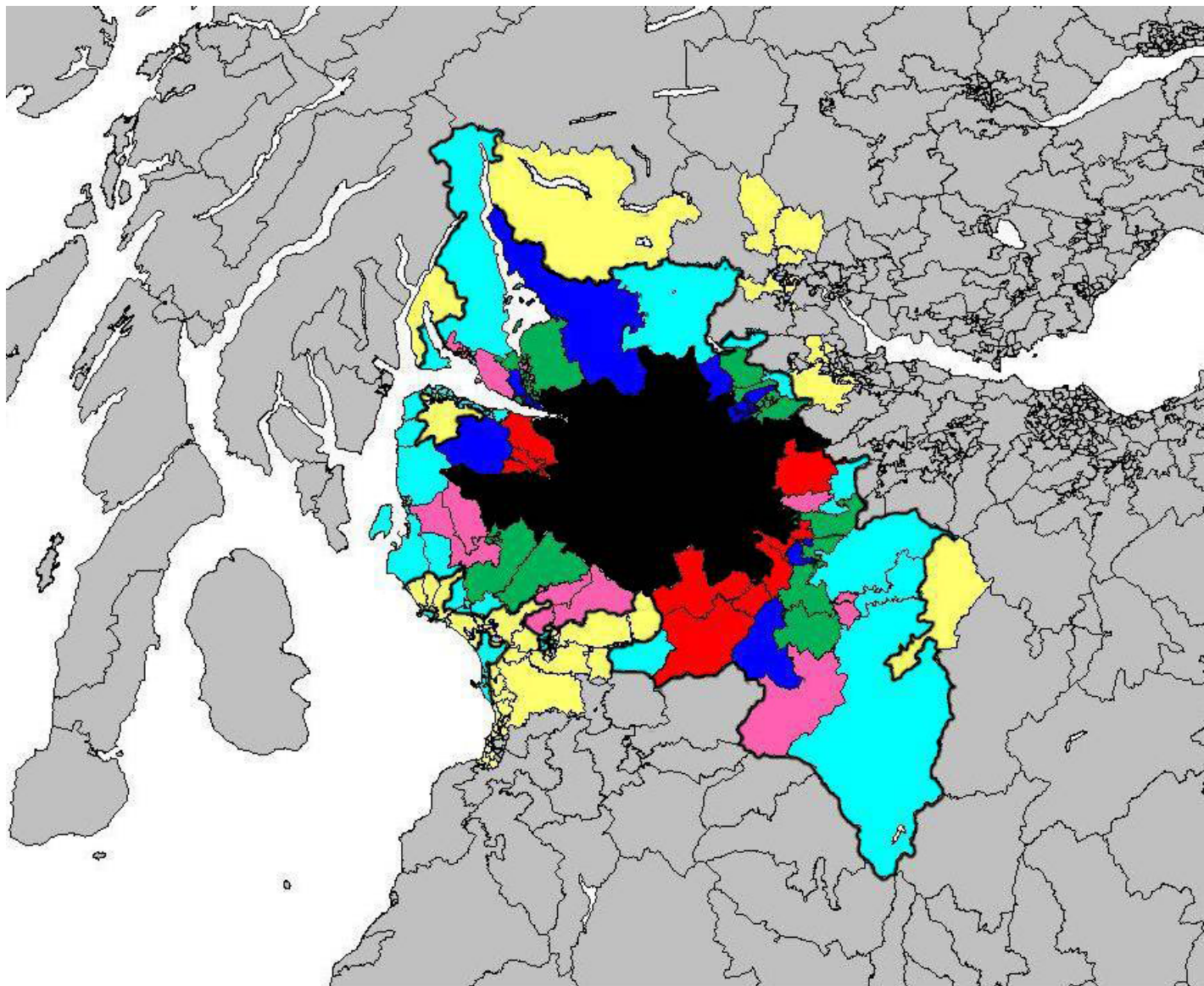


Travel-To-Work Map for Glasgow conurbation by percentage - ALL MALES  
Population base: All males aged 16-74 in employment excluding full-time students

■	50 to 100	(10)
■	40 to 50	(15)
■	30 to 40	(25)
■	20 to 30	(31)
■	10 to 20	(71)
■	5 to 10	(70)
■	0 to 5	(954)

**Appendix 11- 5 All males- Glasgow conurbation.**



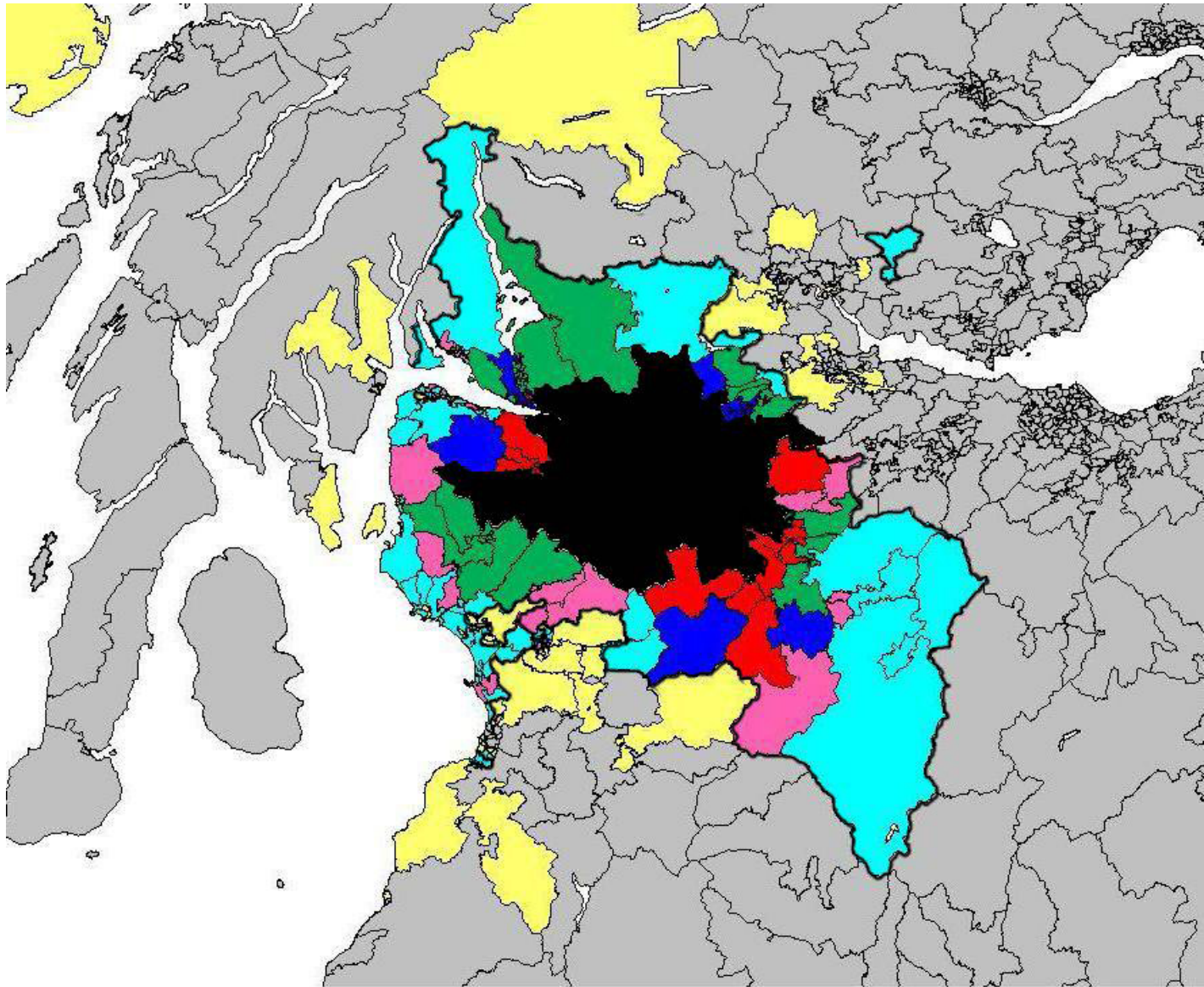


Travel-To-Work Map for Glasgow conurbation by percentage - ALL FEMALES  
Population base: All females aged 16-74 in employment excluding full-time students

50 to 100	(11)
40 to 50	(12)
30 to 40	(23)
20 to 30	(16)
10 to 20	(47)
5 to 10	(53)
0 to 5	(1014)

**Appendix 11- 6 All females- Glasgow conurbation.**



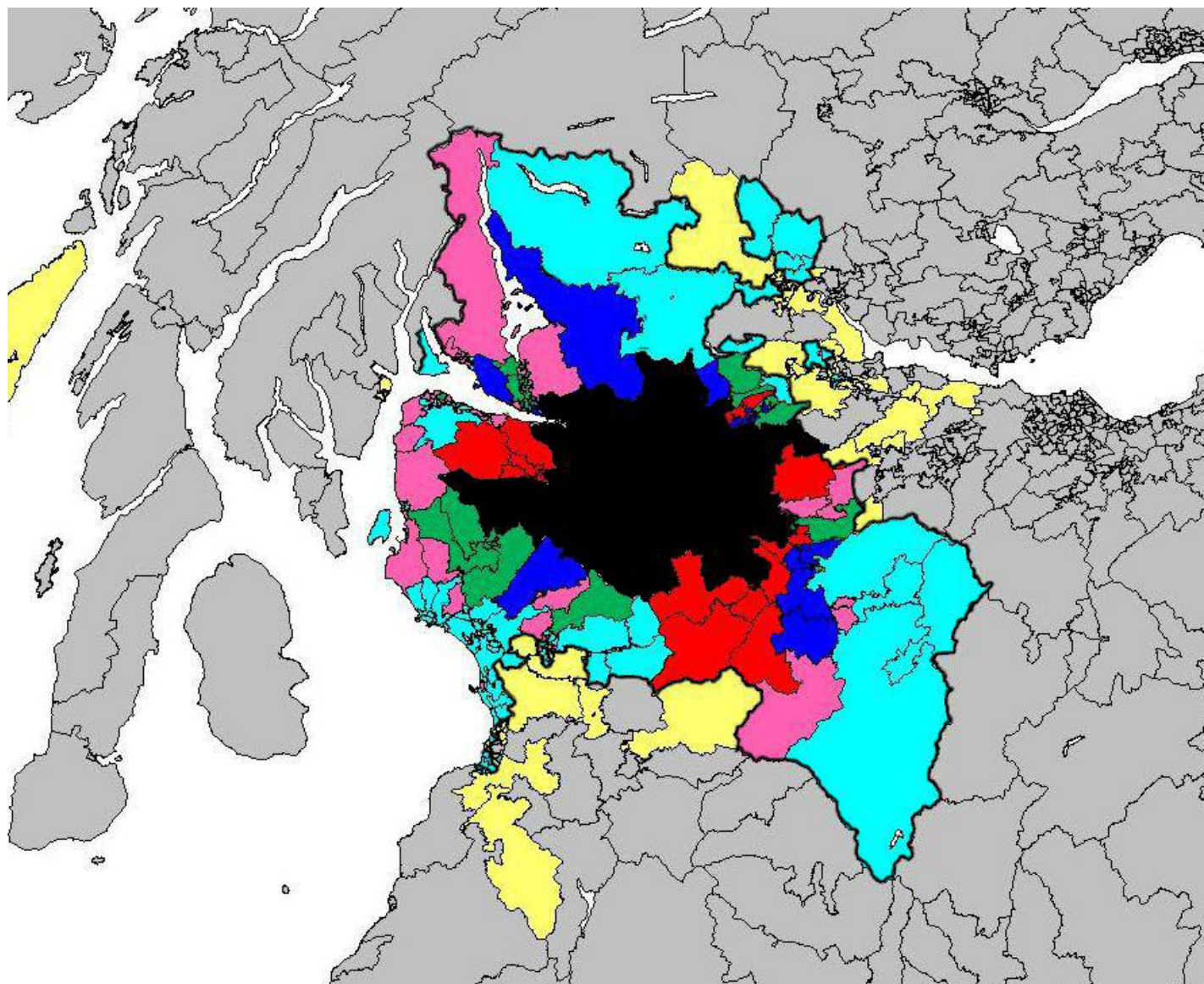


Travel-To-Work Map for Glasgow conurbation by percentage - Aged 16-24  
Population base: All persons aged 16-24 in employment excluding full-time students

50 to 100	(13)
40 to 50	(15)
30 to 40	(24)
20 to 30	(21)
10 to 20	(54)
5 to 10	(52)
0 to 5	(997)

**Appendix 11- 7 16 to 24 years old- Glasgow conurbation.**



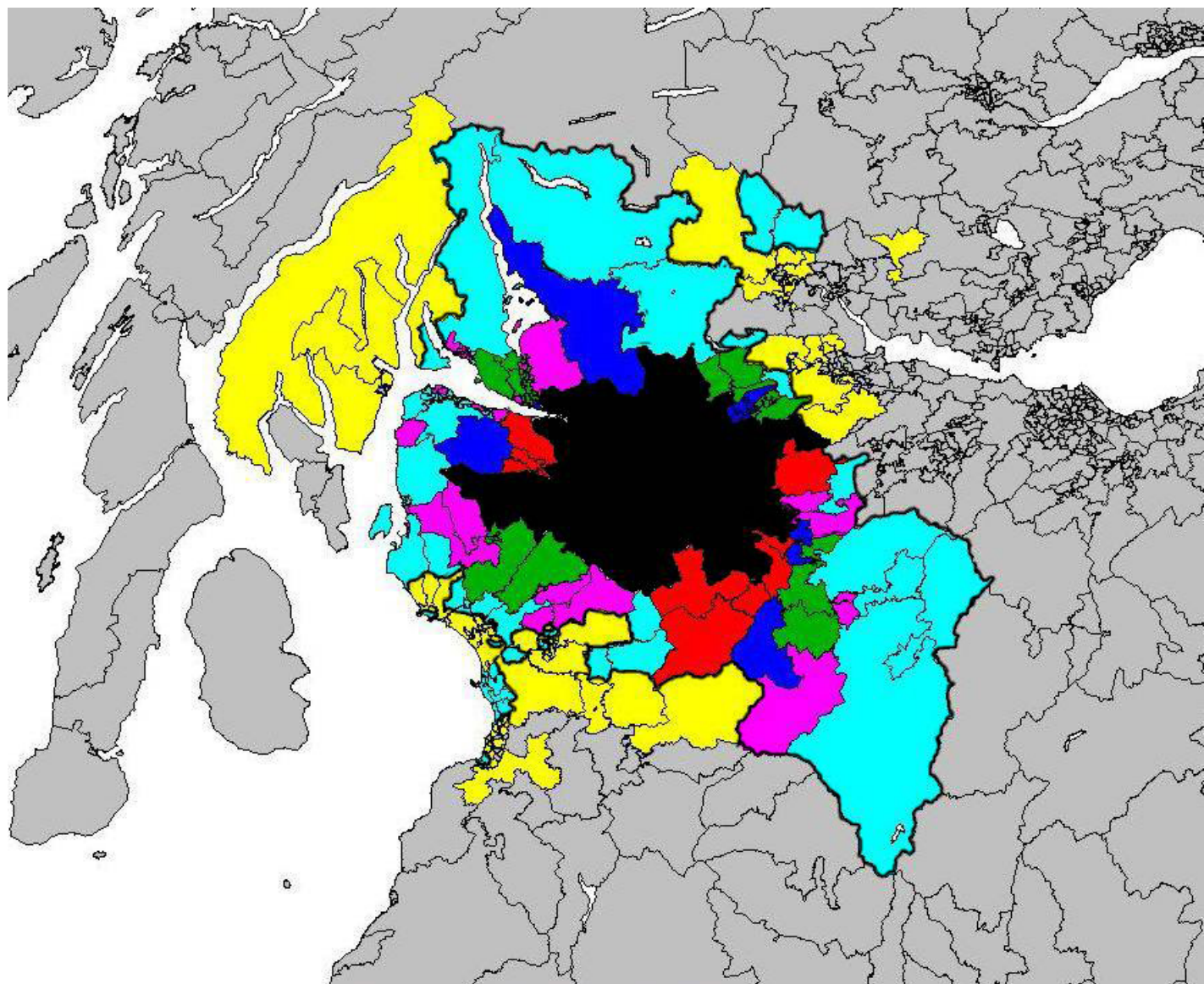


Travel-To-Work Map for Glasgow conurbation by percentage - Aged 25-34  
Population base: All persons aged 25-34 in employment excluding full-time students

50 to 100	(15)
40 to 50	(14)
30 to 40	(20)
20 to 30	(34)
10 to 20	(69)
5 to 10	(48)
0 to 5	(976)

**Appendix 11- 8 25 to 34 years old- Glasgow conurbation.**



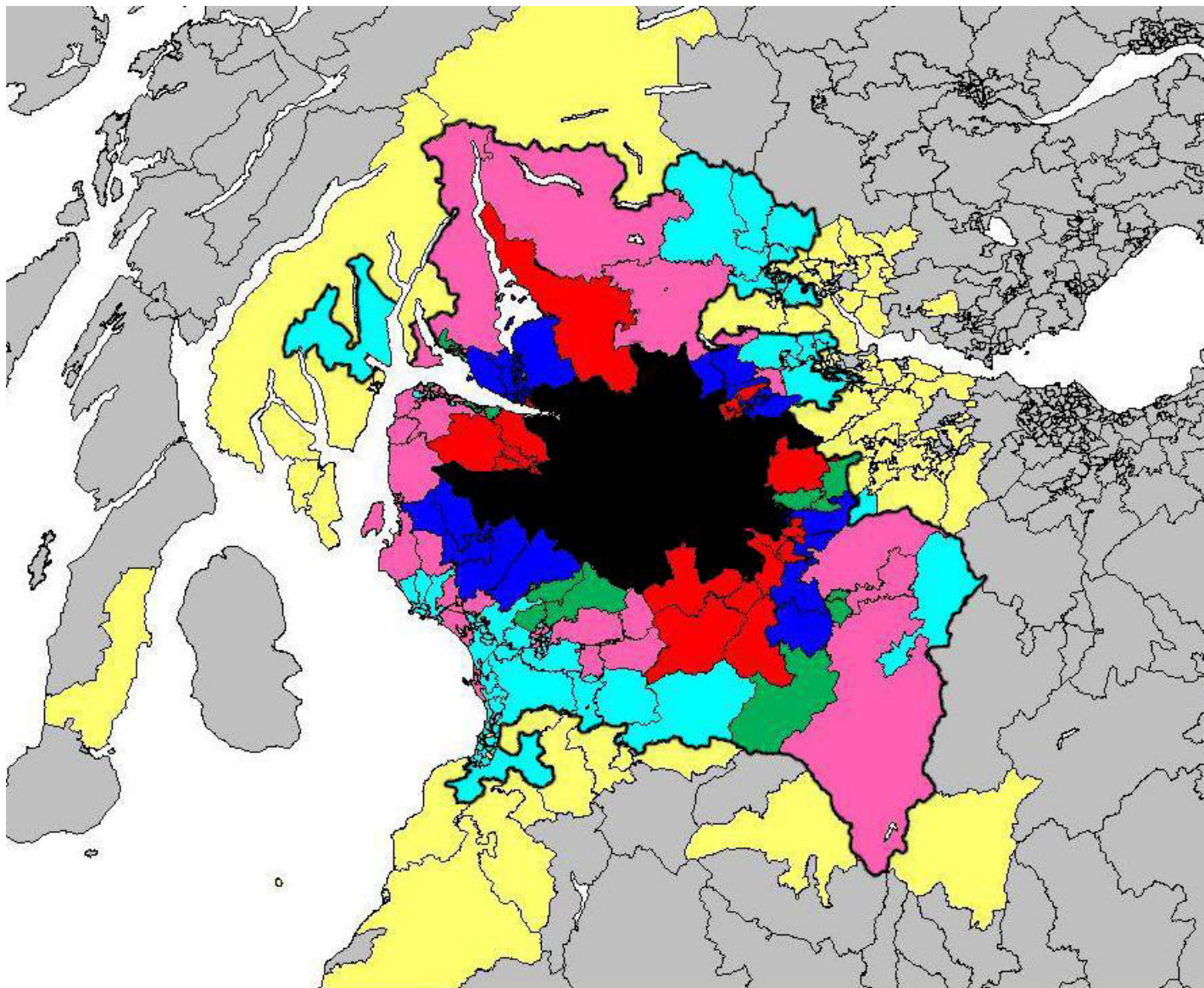


Travel-To-Work Map for Glasgow conurbation by percentage - Aged 35-59  
Population base: All persons aged 35-59 in employment excluding full-time students

■	50 to 100	(10)
■	40 to 50	(11)
■	30 to 40	(23)
■	20 to 30	(24)
■	10 to 20	(55)
■	5 to 10	(62)
■	0 to 5	(991)

**Appendix 11- 9 35 to 59 years old- Glasgow conurbation.**



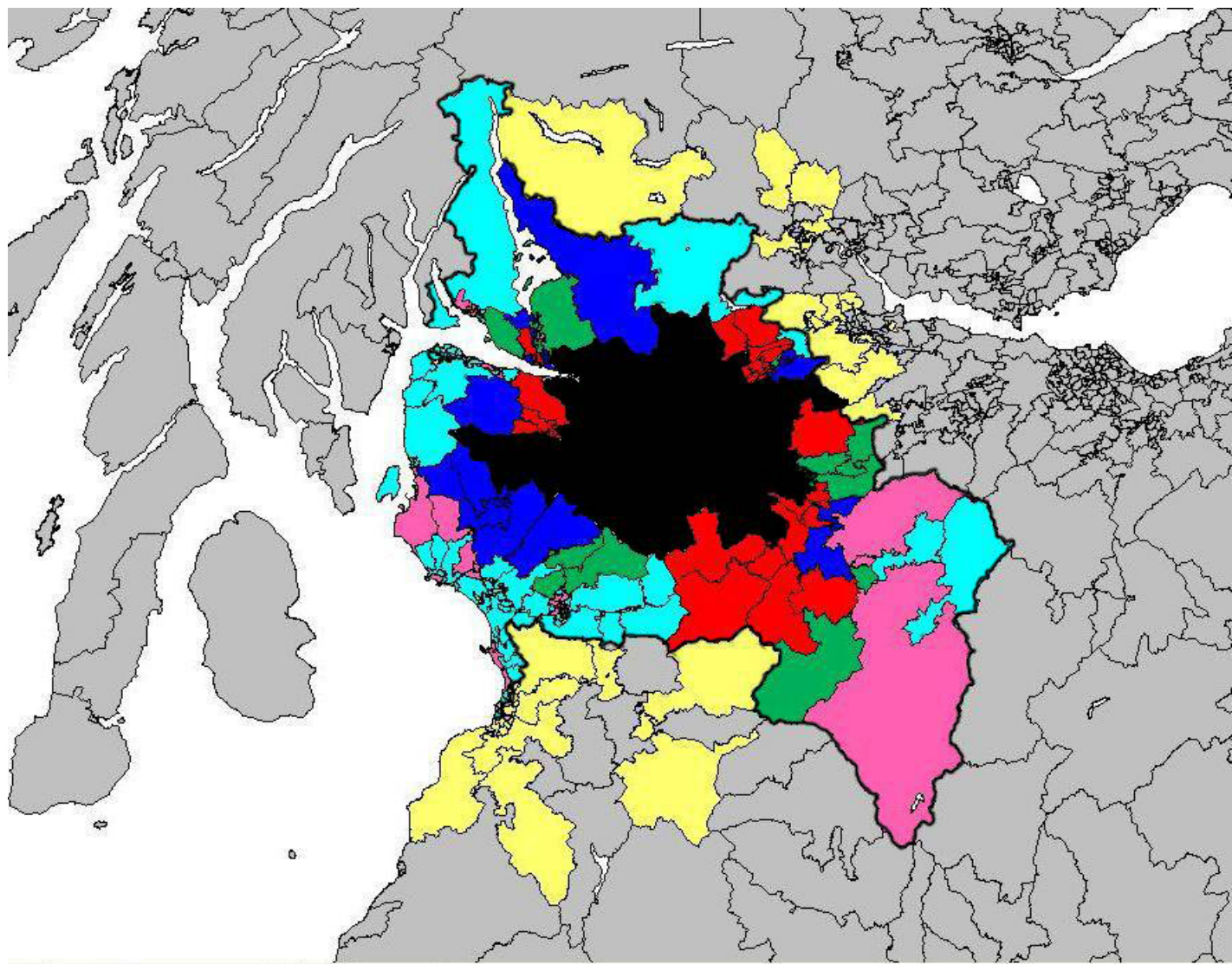


Travel-To-Work Map for Glasgow conurbation by percentage - Large employers, higher & lower managerial occupations, higher & lower professional occupations  
Population base: All persons aged 16-74 employed in these occupations excluding full-time students

■	50 to 100	(20)
■	40 to 50	(30)
■	30 to 40	(17)
■	20 to 30	(44)
■	10 to 20	(73)
■	5 to 10	(81)
■	0 to 5	(911)

**Appendix 11- 10 Category 1 workers- Glasgow conurbation.**



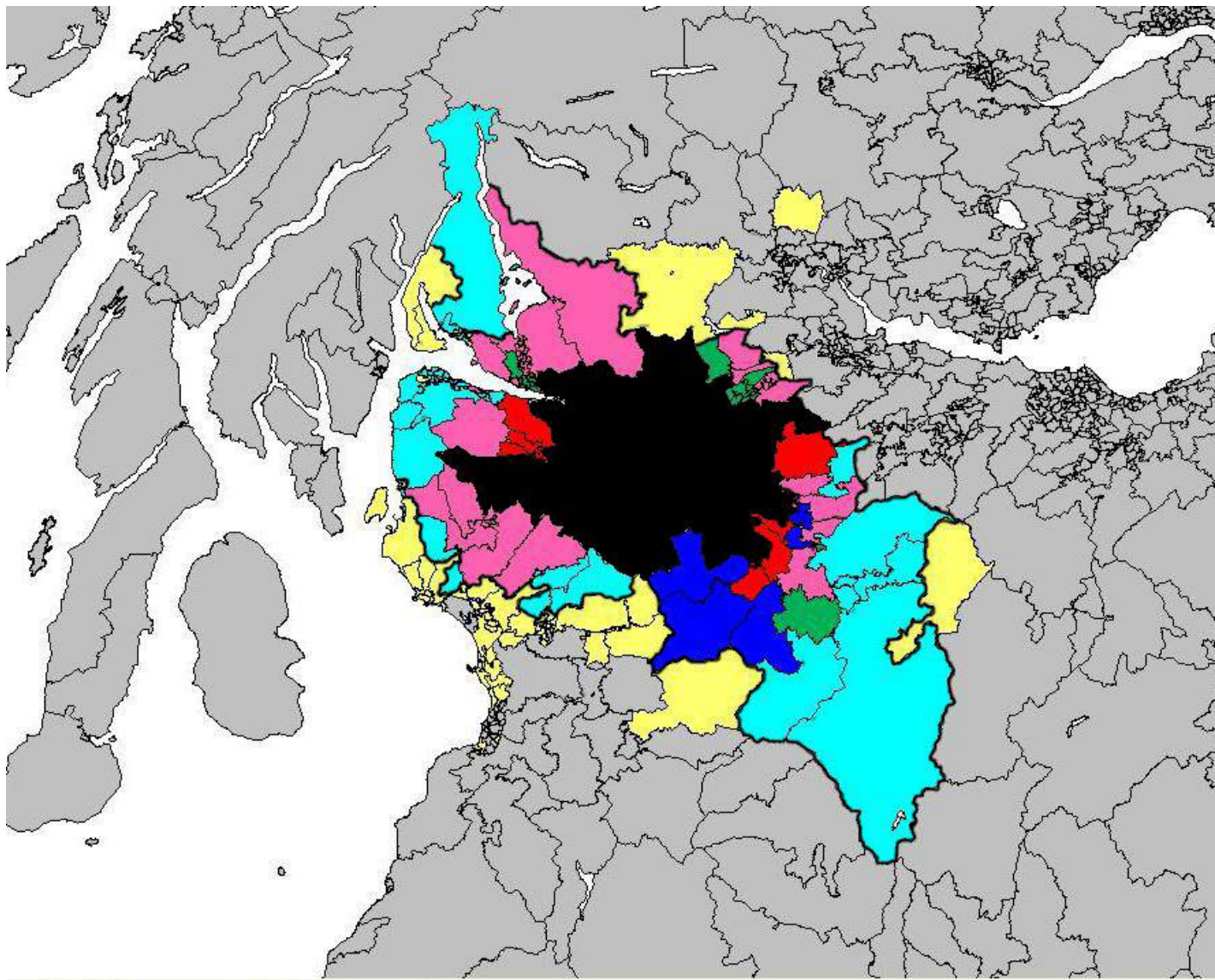


Travel-To-Work Map for Glasgow conurbation by percentage - Intermediate Occupations  
 Population base: All persons aged 16-74 employed in Intermediate Occupations excluding full-time students

	50 to 100	(23)
	40 to 50	(21)
	30 to 40	(14)
	20 to 30	(24)
	10 to 20	(59)
	5 to 10	(43)
	0 to 5	(992)

#### Appendix 11- 11 Category 2 workers- Glasgow conurbation.





Travel-To-Work Map for Glasgow conurbation by percentage - Lower supervisory and technical occupations, semi-routine occupations & routine occupations  
Population base: All persons aged 16-74 employed in these occupations except full-time students

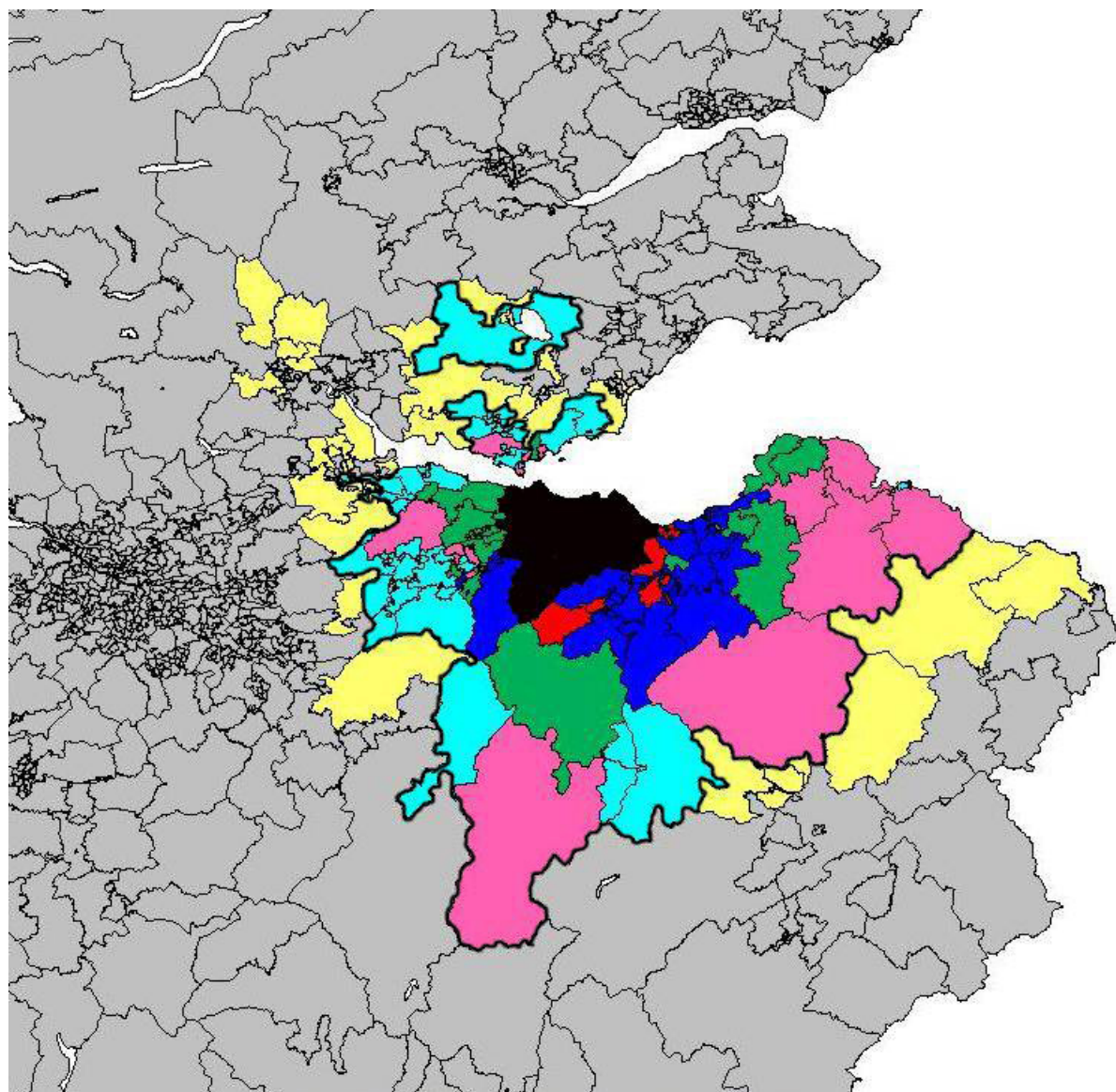
50 to 100	(8)
40 to 50	(5)
30 to 40	(13)
20 to 30	(27)
10 to 20	(36)
5 to 10	(52)
0 to 5	(1035)

#### Appendix 11- 12 Category 4 workers- Glasgow conurbation.



## APPENDIX TWELVE - EDINBURGH TRAVEL-TO-WORK MAPS

The thick dark line represents the 10% boundary while the black area represents the studied city or conurbation.

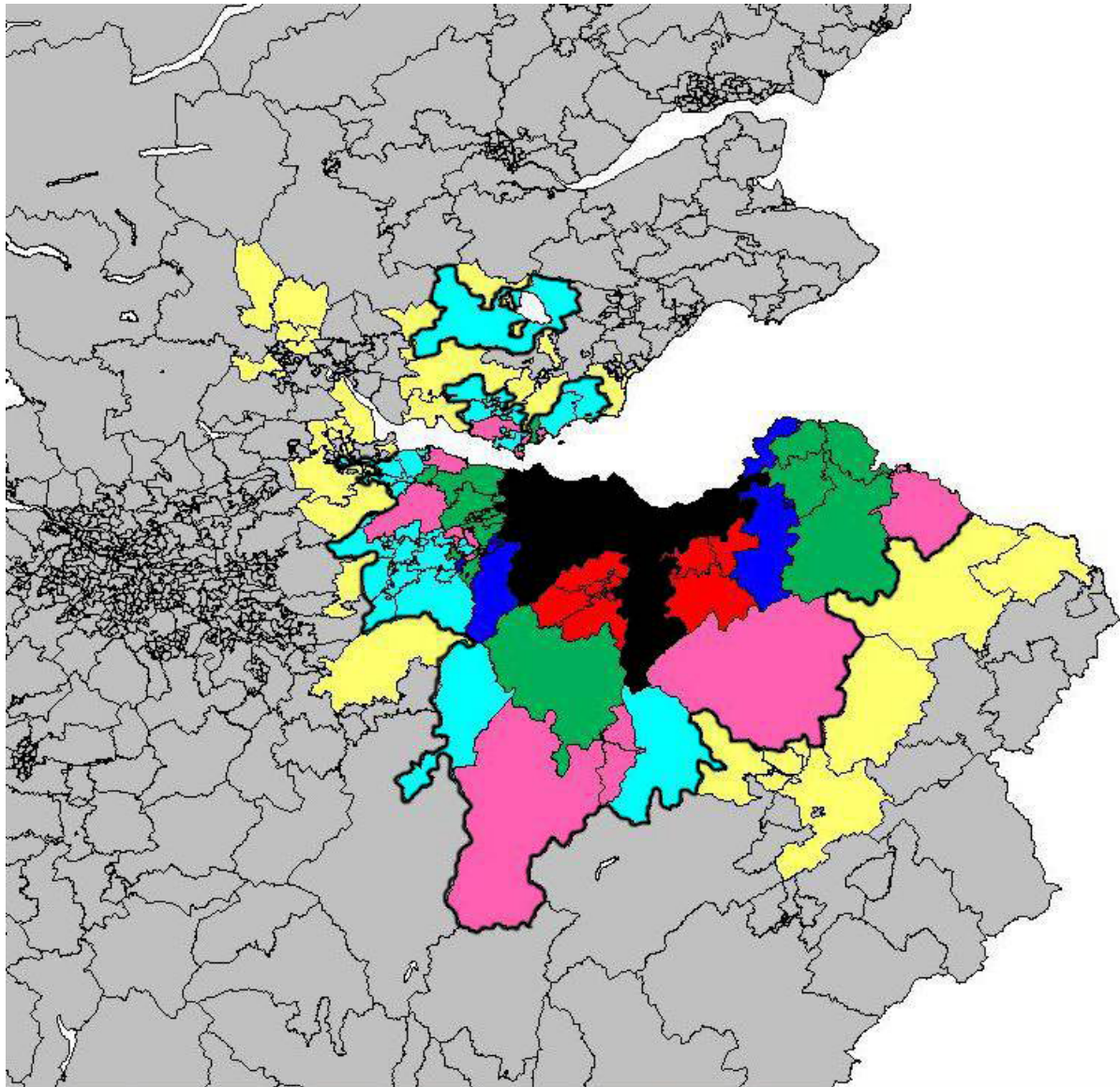


Travel-To-Work Map for Edinburgh City by percentage - TOTAL  
Population base: All persons aged 16-74 in employment excluding full-time students

50 to 100	(8)
40 to 50	(24)
30 to 40	(16)
20 to 30	(15)
10 to 20	(45)
5 to 10	(41)
0 to 5	(1027)

Appendix 12- 1 Total- Edinburgh City.



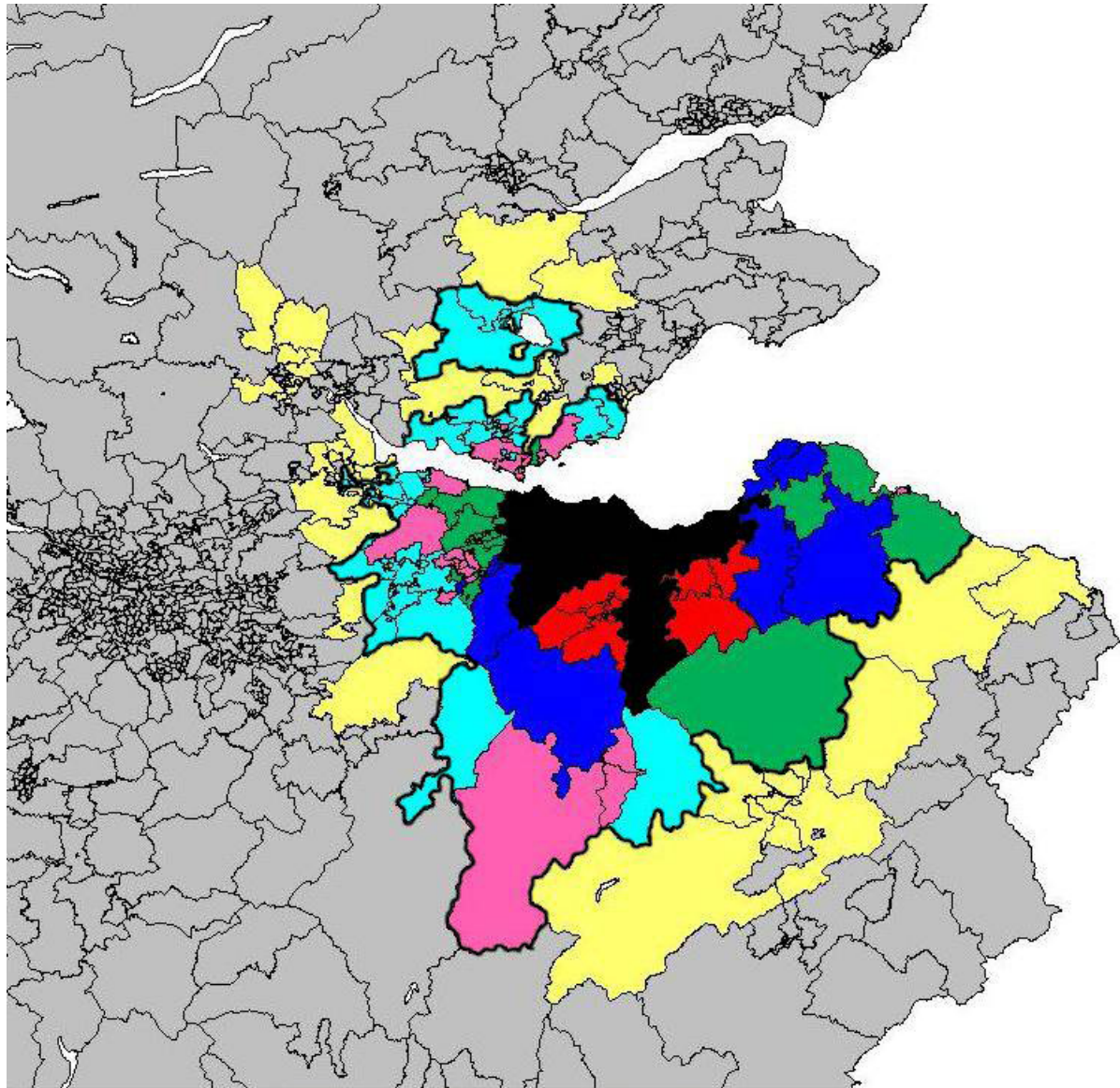


Travel-To-Work Map for Edinburgh conurbation by percentage - TOTAL  
Population base: All persons aged 16-74 in employment excluding full-time students

50 to 100	(8)
40 to 50	(5)
30 to 40	(15)
20 to 30	(15)
10 to 20	(41)
5 to 10	(44)
0 to 5	(1048)

#### Appendix 12- 2 Total- Edinburgh conurbation.



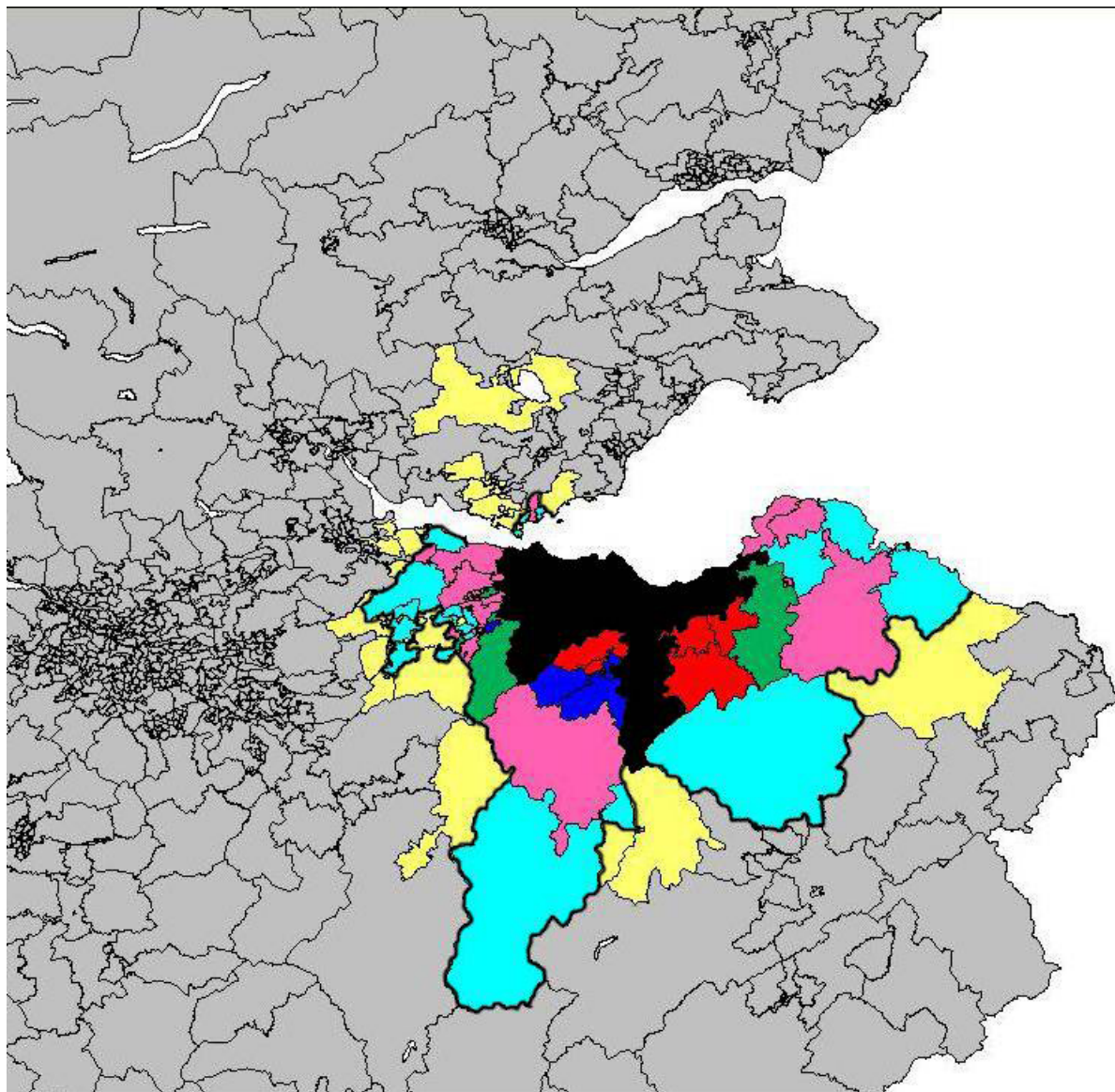


Travel-To-Work Map for Edinburgh conurbation by percentage - Employed Full-Time  
Population base: All persons aged 16-74 in full-time employment excluding full-time students

50 to 100	(8)
40 to 50	(8)
30 to 40	(14)
20 to 30	(21)
10 to 20	(40)
5 to 10	(52)
0 to 5	(1033)

**Appendix 12- 3 Full-time workers- Edinburgh conurbation.**



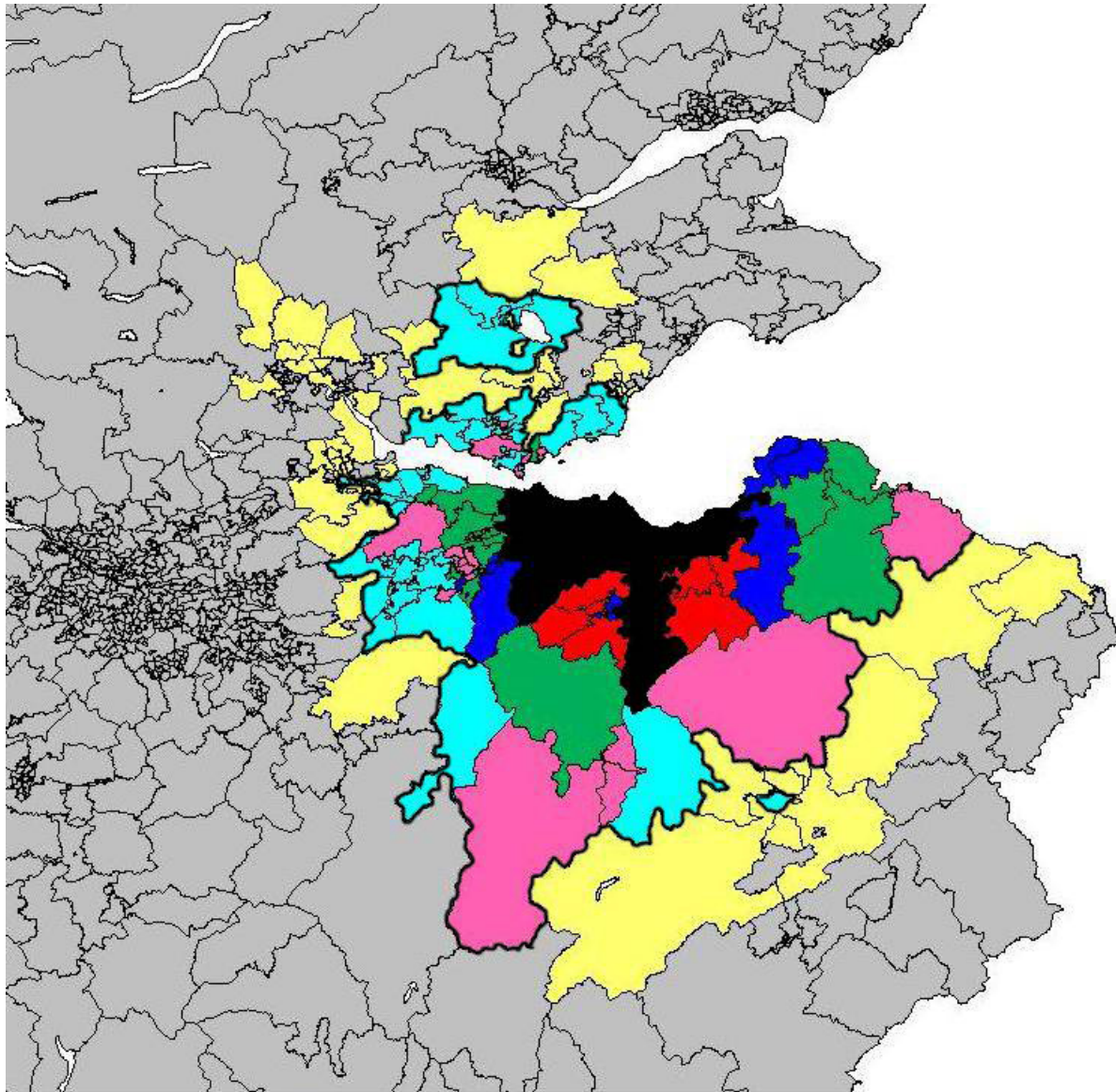


Travel-To-Work Map for Edinburgh conurbation by percentage - Employed Part-Time  
Population base - All persons aged 16-74 in part-time employment excluding full-time students

50 to 100	(5)
40 to 50	(4)
30 to 40	(3)
20 to 30	(14)
10 to 20	(22)
5 to 10	(32)
0 to 5	(1096)

#### Appendix 12- 4 Part-time workers- Edinburgh conurbation.



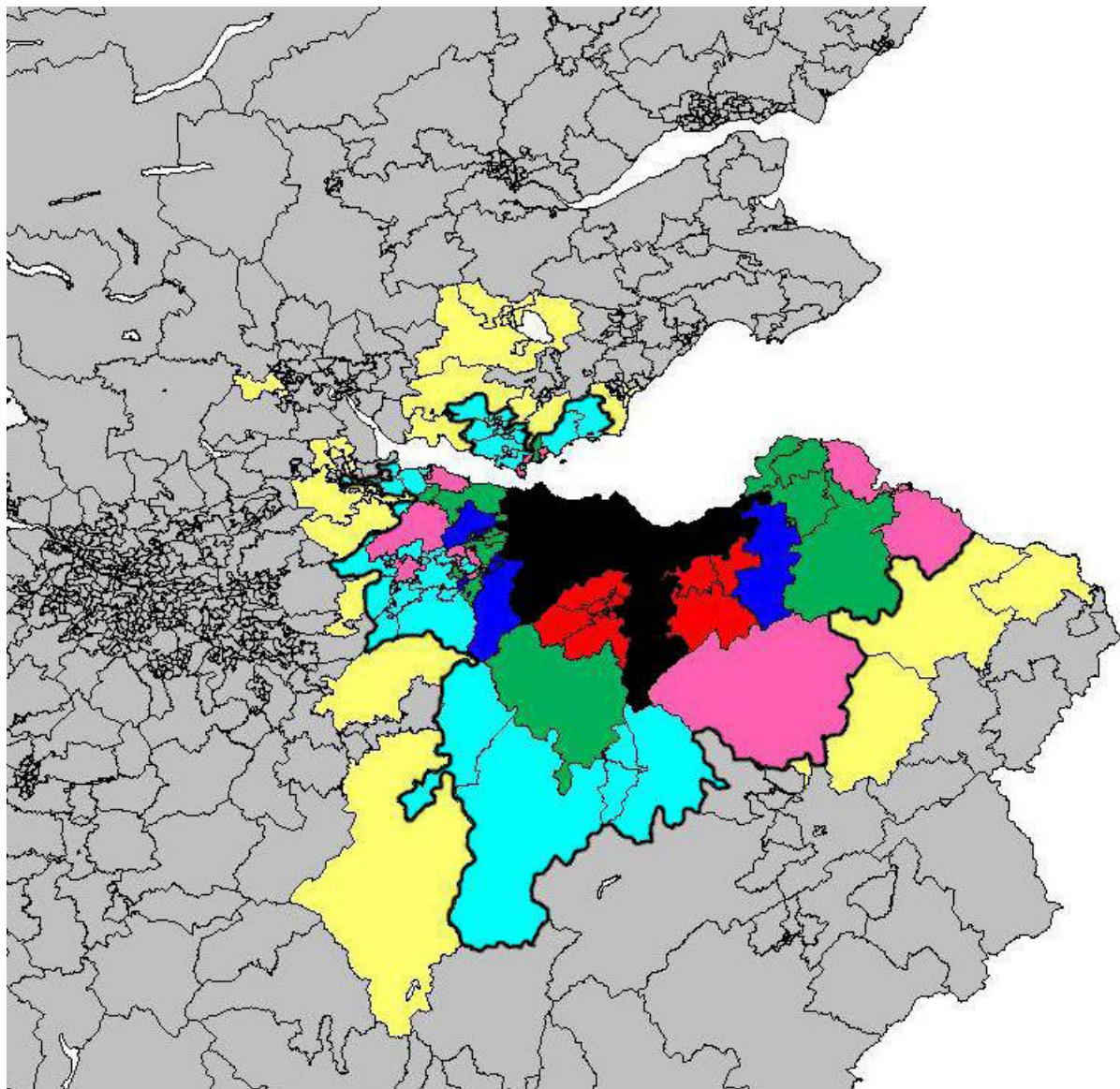


Travel-To-Work Map for Edinburgh conurbation by percentage - ALL MALES  
Population base: All males aged 16-74 in employment excluding full-time students

50 to 100	(7)
40 to 50	(7)
30 to 40	(14)
20 to 30	(19)
10 to 20	(43)
5 to 10	(57)
0 to 5	(1029)

**Appendix 12- 5 All males- Edinburgh conurbation.**



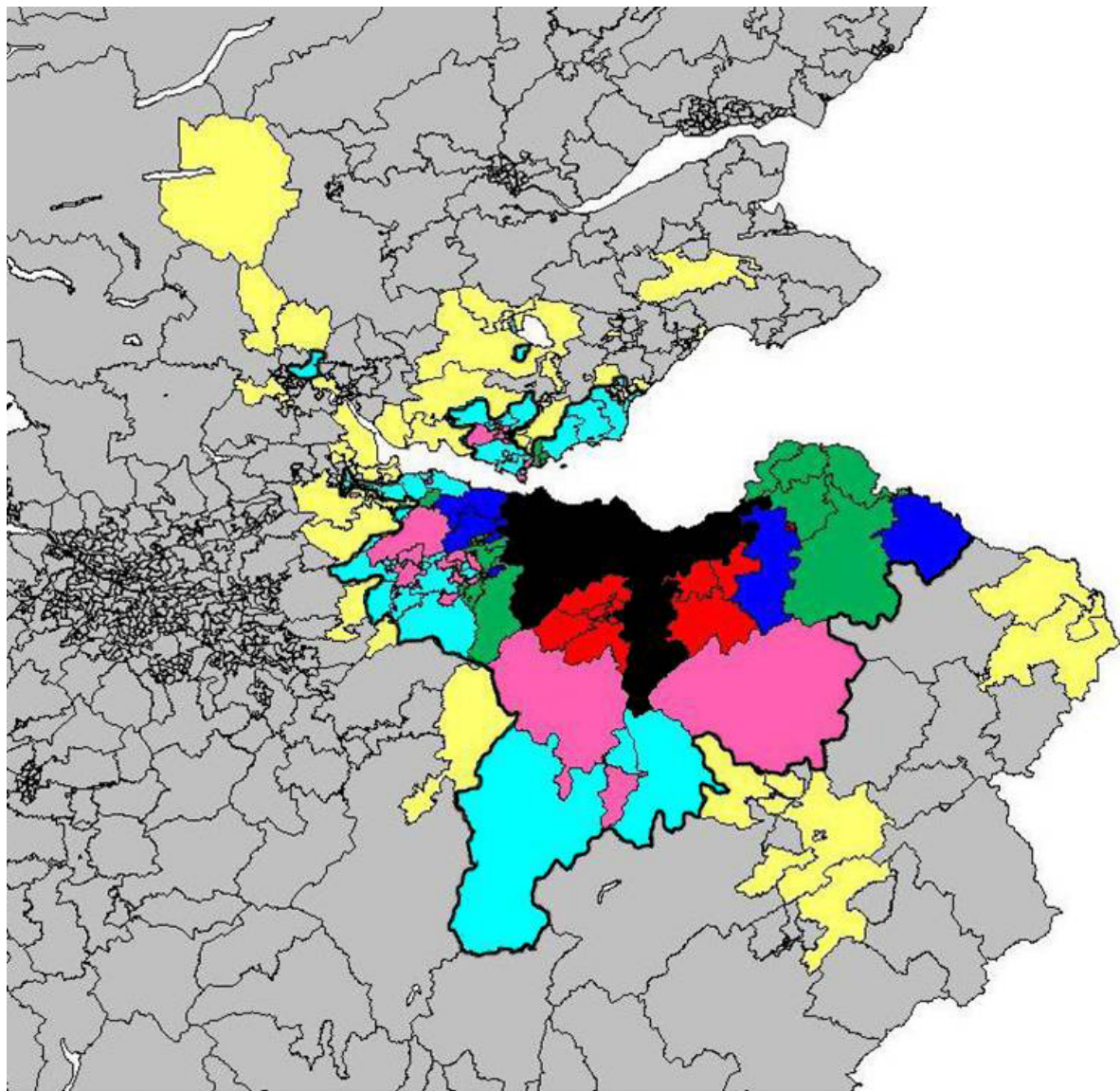


Travel-To-Work Map for Edinburgh conurbation by percentage - ALL FEMALES  
Population base: All females aged 16-74 in employment excluding full-time students

■	50 to 100	(8)
■	40 to 50	(5)
■	30 to 40	(14)
■	20 to 30	(14)
■	10 to 20	(42)
■	5 to 10	(31)
■	0 to 5	(1062)

#### Appendix 12- 6 All females- Edinburgh conurbation.



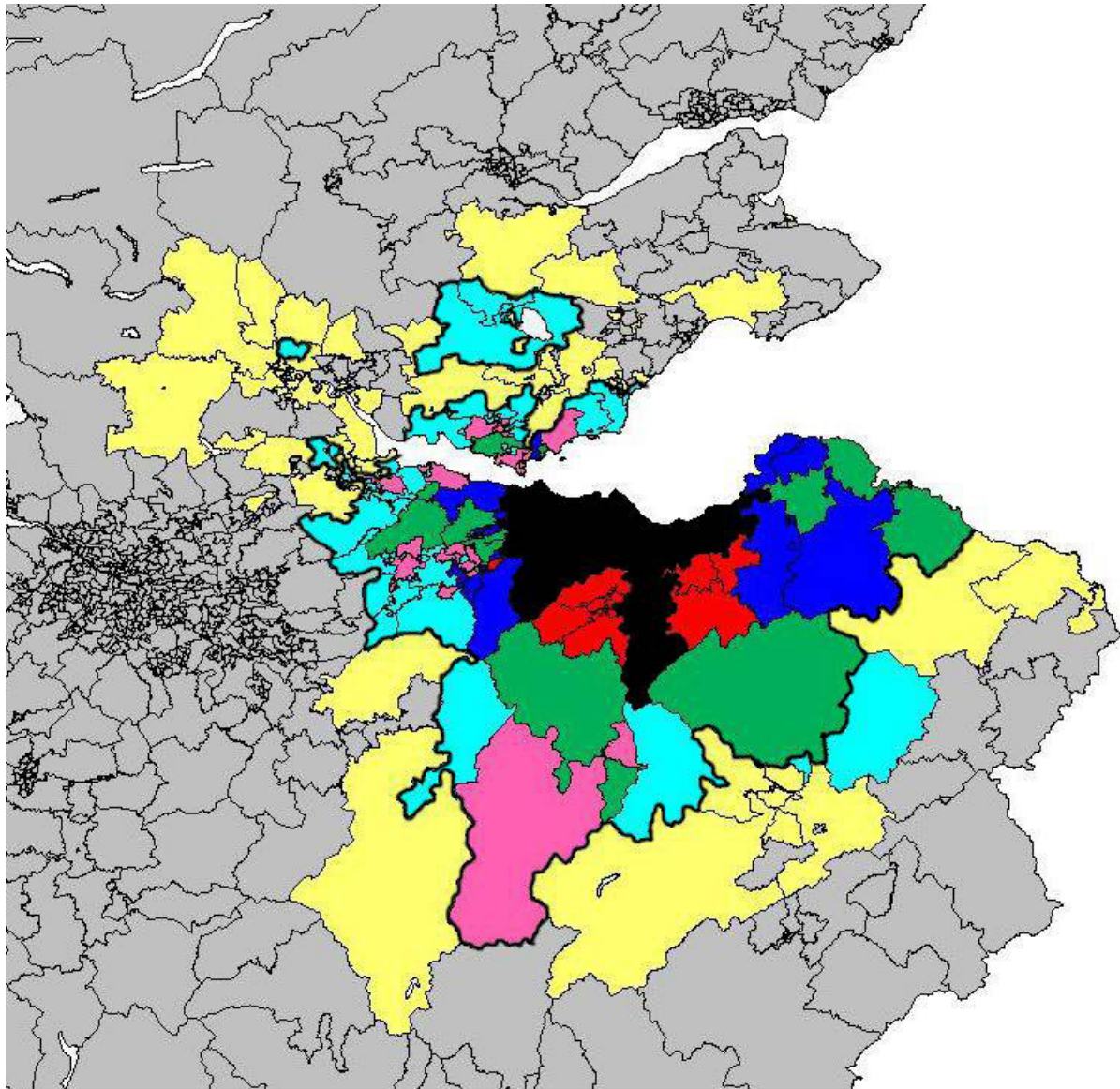


Travel-To-Work Map for Edinburgh conurbation by percentage - Aged 16-24  
Population base: All persons aged 16-24 in employment excluding full-time students

50 to 100	(9)
40 to 50	(6)
30 to 40	(14)
20 to 30	(19)
10 to 20	(40)
5 to 10	(51)
0 to 5	(1037)

**Appendix 12- 7 16 to 24 years old- Edinburgh conurbation.**



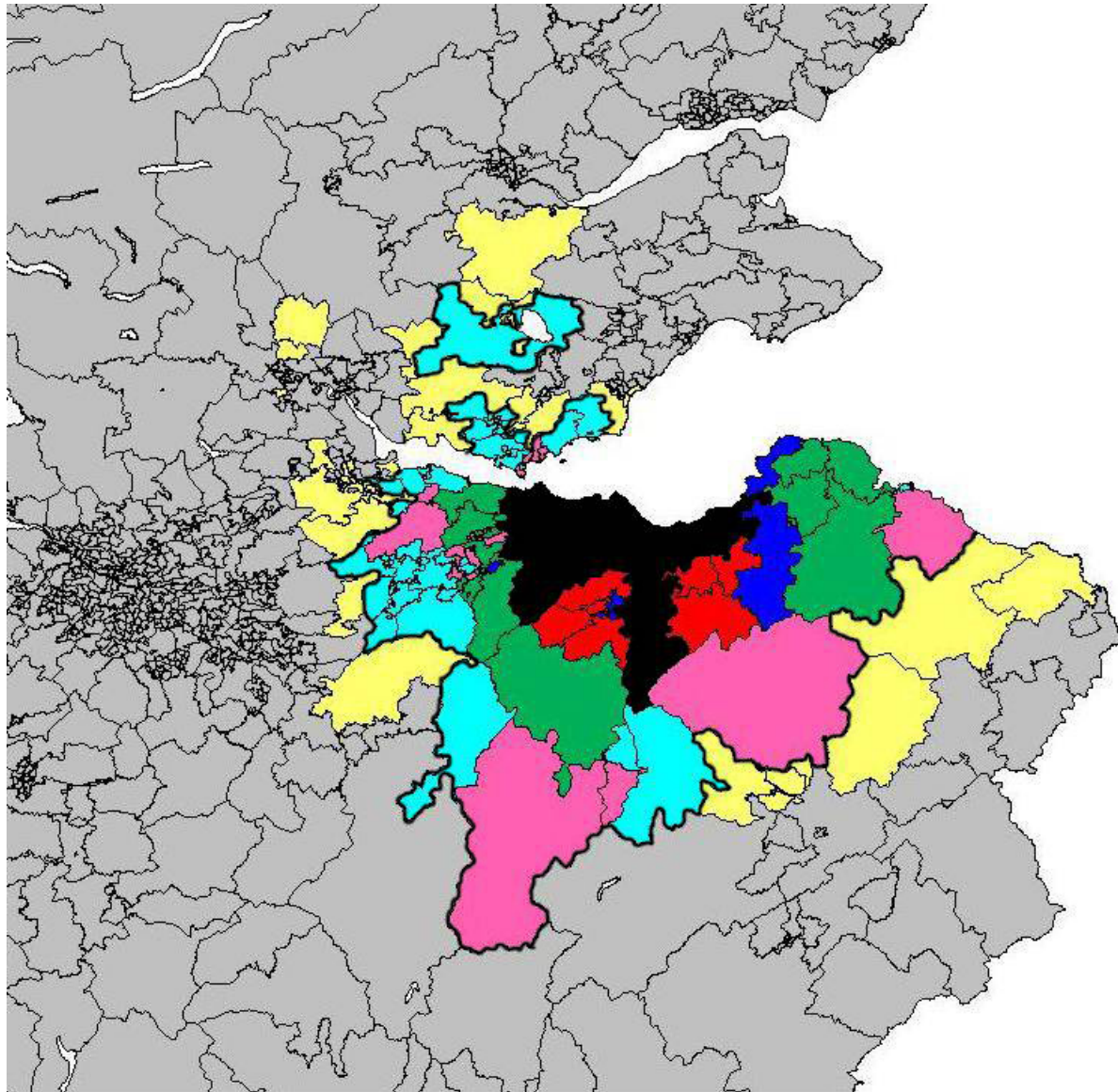


Travel-to-Work Map for Edinburgh conurbation by percentage - Aged 25-34  
Population base: All persons aged 25-34 in employment excluding full-time students

50 to 100	(9)
40 to 50	(12)
30 to 40	(14)
20 to 30	(22)
10 to 20	(43)
5 to 10	(65)
0 to 5	(1011)

**Appendix 12- 8 25 to 34 years old- Edinburgh conurbation.**



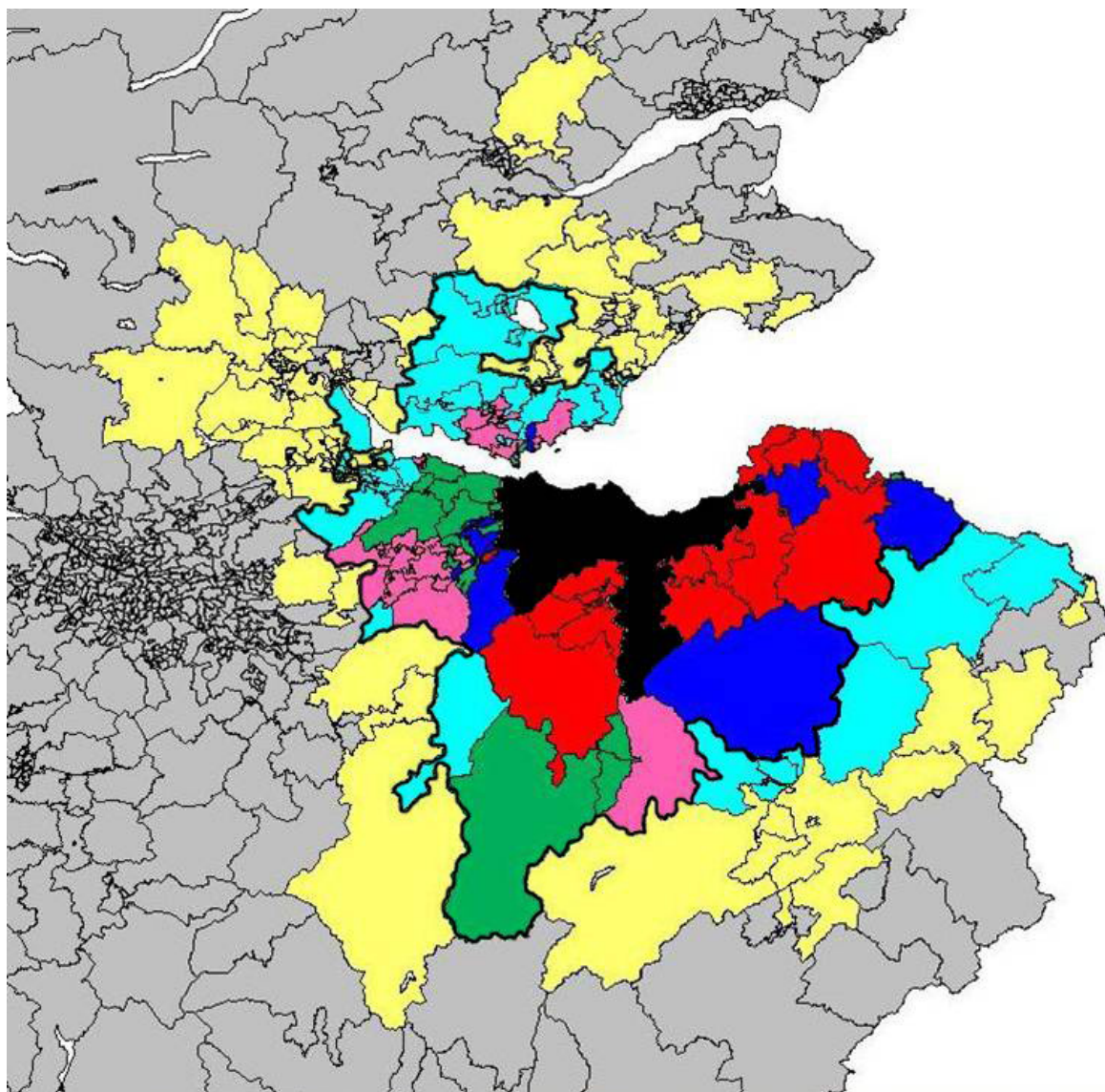


Travel-to-Work Map for Edinburgh conurbation by percentage - Aged 35-59  
Population base: All persons aged 35-59 in employment excluding full-time students

■	50 to 100	(7)
■	40 to 50	(4)
■	30 to 40	(13)
■	20 to 30	(15)
■	10 to 20	(41)
■	5 to 10	(37)
■	0 to 5	(1059)

**Appendix 12- 9 35 to 59 years old- Edinburgh conurbation.**



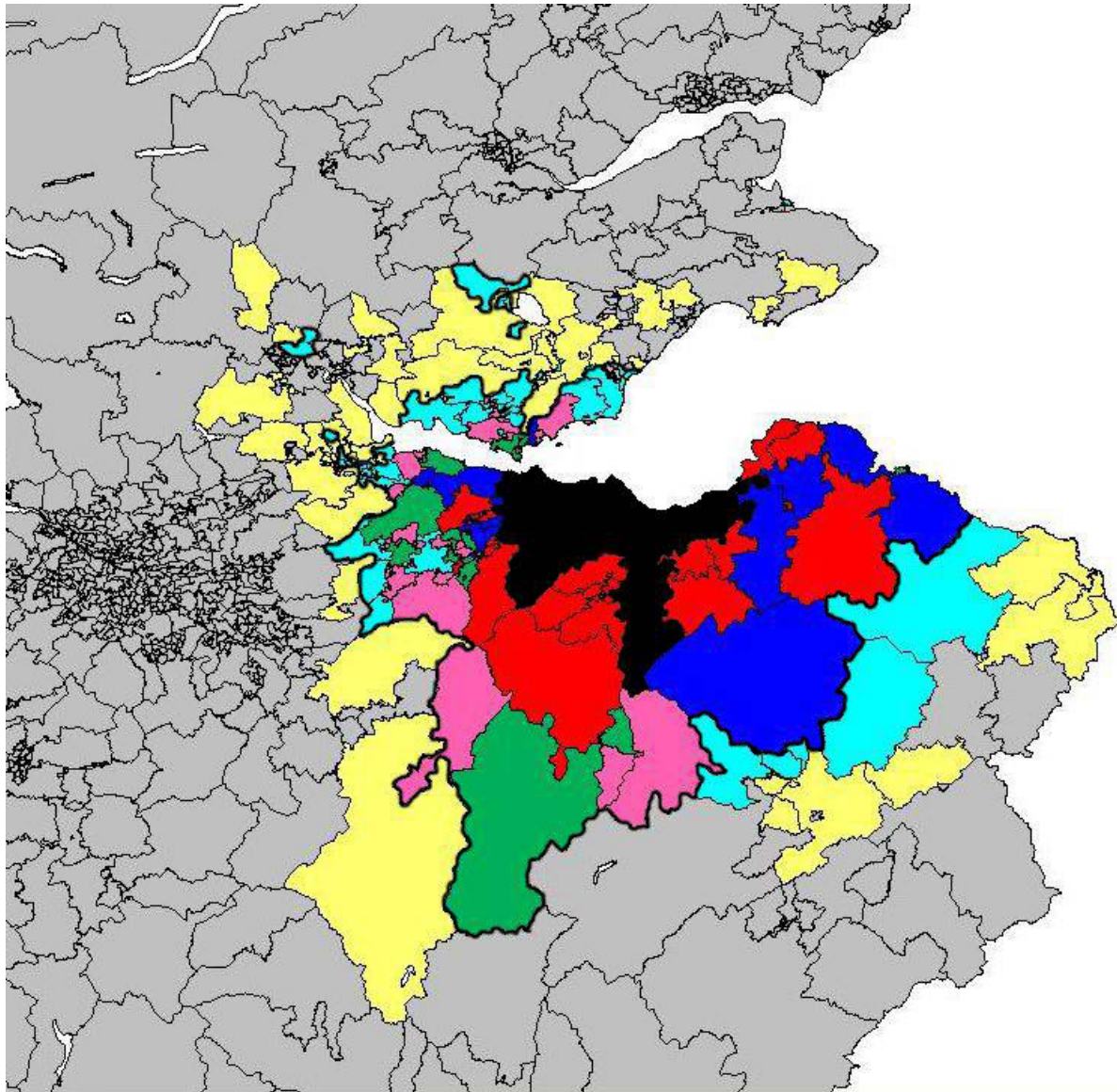


Travel-To-Work Map for Edinburgh conurbation by percentage - Large employers, higher & lower managerial occupations, higher and lower professional occupations  
Population base: All persons aged 16-74 employed in these occupations excluding full-time students

Red	50 to 100	(16)
Blue	40 to 50	(8)
Green	30 to 40	(16)
Pink	20 to 30	(30)
Cyan	10 to 20	(42)
Yellow	5 to 10	(87)
Grey	0 to 5	(977)

#### Appendix 12- 10 Category 1 workers- Edinburgh conurbation.



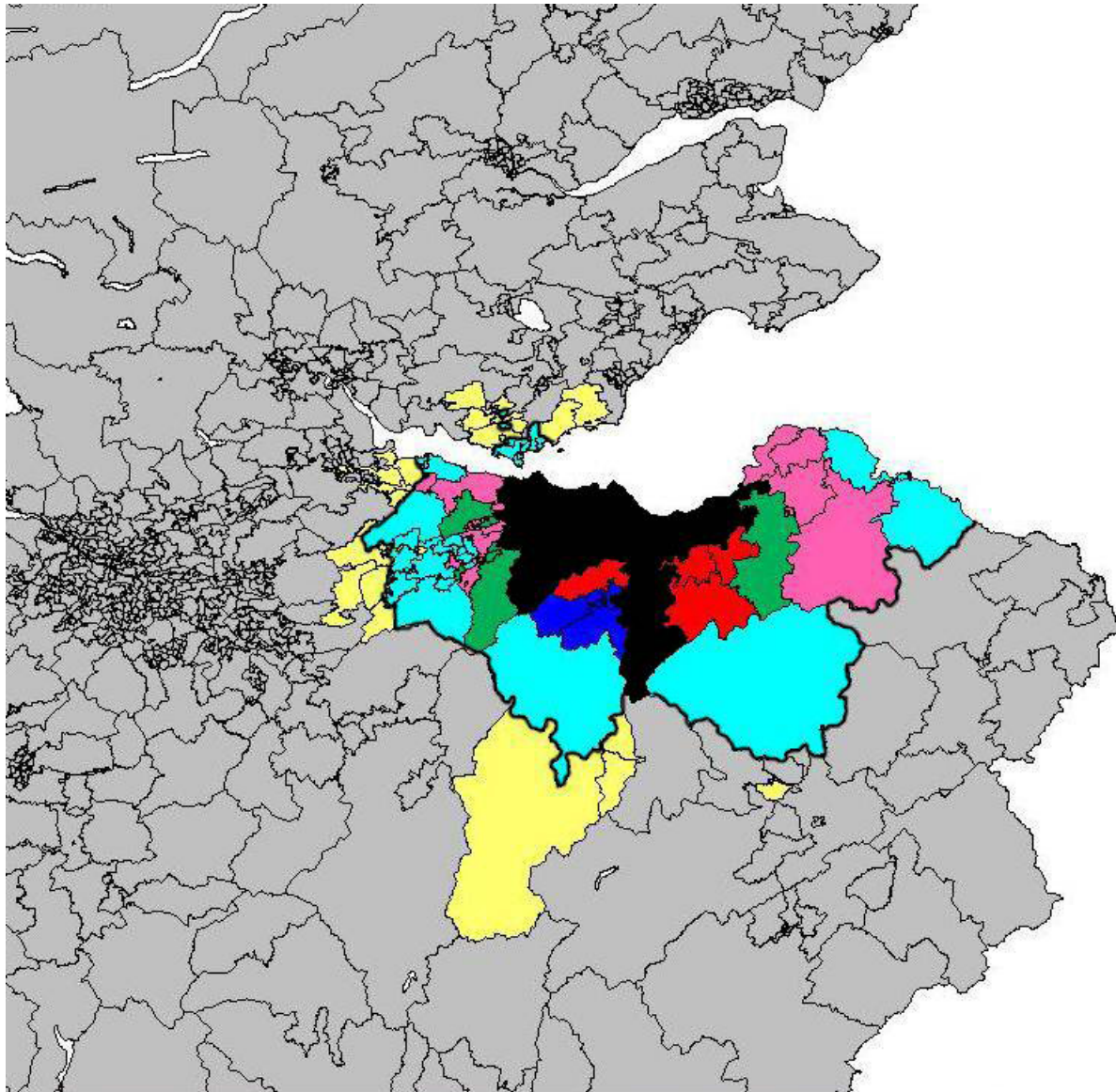


Travel-To-Work Map for Edinburgh conurbation by percentage - Intermediate Occupations  
Population base: All persons aged 16-74 in intermediate occupations excluding full-time students

50 to 100	(18)
40 to 50	(10)
30 to 40	(15)
20 to 30	(22)
10 to 20	(38)
5 to 10	(56)
0 to 5	(1017)

#### Appendix 12- 11 Category 2 workers- Edinburgh conurbation.





Travel-To-Work Map for Edinburgh conurbation by percentage - Lower supervisory and technical occupations, semi-routine occupations & routine occupations  
Population base: All persons aged 16-74 employed in these occupations excluding full-time students

50 to 100	(4)
40 to 50	(4)
30 to 40	(5)
20 to 30	(12)
10 to 20	(30)
5 to 10	(28)
0 to 5	(1093)

#### Appendix 12- 12 Category 4 workers- Edinburgh conurbation.



## **APPENDIX THIRTEEN – Guidance notes for Travel-To-Work output matrices**

GGCVSDPA = All those authorities that comprise the geographical area of the *Greater Glasgow and Clyde Valley Strategic Development Plan Authority*, namely Glasgow City, North Lanarkshire, South Lanarkshire, Renfrewshire, East Renfrewshire, Inverclyde, West Dunbartonshire and East Dunbartonshire.

WEST = as above, plus North Ayrshire, South Ayrshire, East Ayrshire and Argyll and Bute.

EAST = Edinburgh, West Lothian, Midlothian, East Lothian and Fife.

‘PERTH’= The following wards in appendices forty and forty-one (Perth and Kinross) constituted ‘Perth’: ‘Scone’, ‘Barnhill and West Carse’, ‘Pictstonhill’, ‘North Inch’, ‘Muirton’, ‘North Muirton’, ‘Hillyland’, ‘Ruthven Park’, ‘North Letham’, ‘South Letham’, ‘Wellshill’, ‘Oakbank’, ‘Craigie’, ‘South Inch’, and ‘Moncreiffe and Friarton’. This encompassed some surrounding rural areas due to the nature of local authority ward geography.



**APPENDICES FOURTEEN to FORTY-NINE: Travel-To-Work Matrices**



# APPENDIX FOURTEEN- Travel-To-Work Matrix for Aberdeen City Council area (tv204).

	Category	ABERDEEN CITY		ABERDEENSHIRE		ANGUS		MORAY		DUNDEE CITY		OTHER		TOTAL
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	
<b>001S01 Pitmedden</b>	Full-time employment	91.87%	1843	6.33%	127	0.05%	1	0.50%	10	0.00%	0	1.25%	25	2006
	Part-time employment	96.90%	532	2.55%	14	0.00%	0	0.36%	2	0.00%	0	0.18%	1	549
	<b>TOTAL</b>	92.95%	2375	5.52%	141	0.04%	1	0.47%	12	0.00%	0	1.02%	26	2555
	<i>LE and HMO, HPO &amp; LM and PO</i>	91.22%	727	6.52%	52	0.13%	1	0.88%	7	0.00%	0	1.25%	10	797
	<i>Intermediate Occupations</i>	92.66%	328	5.65%	20	0.00%	0	0.28%	1	0.00%	0	1.41%	5	354
	<i>SE and OAW</i>	93.10%	162	5.17%	9	0.00%	0	0.57%	1	0.00%	0	1.15%	2	174
	<i>LS and TO, S-RO &amp; RO</i>	94.15%	1158	4.88%	60	0.00%	0	0.24%	3	0.00%	0	0.73%	9	1230
<b>001S02 Bankhead/Stoneywood</b>	Full-time employment	93.92%	1746	4.20%	78	0.11%	2	0.65%	12	0.05%	1	1.08%	20	1859
	Part-time employment	96.20%	531	2.36%	13	0.00%	0	1.09%	6	0.00%	0	0.36%	2	552
	<b>TOTAL</b>	94.44%	2277	4.73%	91	0.08%	2	0.75%	18	0.03%	1	0.91%	22	2411
	<i>LE and HMO, HPO &amp; LM and PO</i>	92.79%	40	4.73%	40	0.00%	0	0.83%	7	0.12%	1	1.54%	13	846
	<i>Intermediate Occupations</i>	94.02%	346	3.80%	14	0.27%	1	1.09%	4	0.00%	0	0.82%	3	368
	<i>SE and OAW</i>	94.37%	134	4.23%	6	0.00%	0	0.00%	0	0.00%	0	1.41%	2	142
	<i>LS and TO, S-RO &amp; RO</i>	95.92%	1012	2.94%	31	0.09%	1	0.66%	7	0.00%	0	0.38%	4	1055
<b>001S03 Danestone</b>	Full-time employment	91.70%	2298	5.87%	147	0.12%	3	0.60%	15	0.00%	0	1.72%	43	2506
	Part-time employment	95.75%	609	2.83%	18	0.00%	0	0.63%	4	0.31%	2	0.47%	3	636
	<b>TOTAL</b>	92.52%	2907	5.25%	165	0.10%	3	0.60%	19	0.06%	2	1.46%	46	3142
	<i>LE and HMO, HPO &amp; LM and PO</i>	91.70%	1193	6.00%	78	0.08%	1	0.46%	6	0.15%	2	1.61%	21	1301
	<i>Intermediate Occupations</i>	94.15%	499	4.15%	22	0.00%	0	0.57%	3	0.00%	0	1.13%	6	530
	<i>SE and OAW</i>	93.40%	184	4.57%	9	0.51%	1	0.00%	0	0.00%	0	1.52%	3	197
	<i>LS and TO, S-RO &amp; RO</i>	92.55%	1031	5.03%	56	0.09%	1	0.90%	10	0.00%	0	1.44%	16	1114
<b>001S04 Jesmond</b>	Full-time employment	92.79%	2148	5.36%	124	0.04%	1	0.52%	12	0.00%	0	1.30%	30	2315
	Part-time employment	97.82%	629	1.71%	11	0.00%	0	0.31%	2	0.16%	1	0.00%	0	643
	<b>TOTAL</b>	93.88%	2777	4.56%	135	0.03%	1	0.47%	14	0.03%	1	1.01%	30	2958
	<i>LE and HMO, HPO &amp; LM and PO</i>	92.67%	974	5.80%	61	0.10%	1	0.29%	3	0.10%	1	1.05%	11	1051
	<i>Intermediate Occupations</i>	94.76%	470	4.23%	21	0.00%	0	0.40%	2	0.00%	0	0.60%	3	496
	<i>SE and OAW</i>	95.63%	175	2.73%	5	0.00%	0	0.55%	1	0.00%	0	1.09%	2	183
	<i>LS and TO, S-RO &amp; RO</i>	94.30%	1158	3.91%	48	0.00%	0	0.65%	8	0.00%	0	1.14%	14	1228
<b>001S05 Oldmachar</b>	Full-time employment	92.61%	2342	5.10%	129	0.08%	2	0.36%	9	0.08%	2	1.78%	45	2529
	Part-time employment	96.39%	667	2.89%	20	0.14%	1	0.14%	1	0.00%	0	0.43%	3	692
	<b>TOTAL</b>	93.42%	3009	4.63%	149	0.09%	3	0.31%	10	0.06%	2	1.49%	48	3221
	<i>LE and HMO, HPO &amp; LM and PO</i>	92.25%	1357	5.17%	76	0.14%	2	0.20%	3	0.14%	2	2.11%	31	1471
	<i>Intermediate Occupations</i>	94.80%	456	3.33%	16	0.21%	1	0.42%	2	0.00%	0	1.25%	6	481
	<i>SE and OAW</i>	93.15%	204	5.48%	12	0.00%	0	0.00%	0	0.00%	0	1.37%	3	219
	<i>LS and TO, S-RO &amp; RO</i>	94.48%	992	4.29%	45	0.00%	0	0.48%	5	0.00%	0	0.76%	8	1050
<b>001S06 Bridge of Don</b>	Full-time employment	92.60%	1740	4.95%	93	0.00%	0	0.85%	16	0.00%	0	1.60%	30	1879
	Part-time employment	96.45%	597	2.42%	15	0.00%	0	0.65%	4	0.00%	0	0.48%	3	619
	<b>TOTAL</b>	93.55%	2337	4.32%	108	0.00%	0	0.80%	20	0.00%	0	1.32%	33	2498
	<i>LE and HMO, HPO &amp; LM and PO</i>	92.14%	785	5.40%	46	0.00%	0	0.82%	7	0.00%	0	1.84%	14	852
	<i>Intermediate Occupations</i>	97.40%	374	1.82%	7	0.00%	0	0.52%	2	0.00%	0	0.26%	1	384
	<i>SE and OAW</i>	90.73%	137	7.28%	11	0.00%	0	0.66%	1	0.00%	0	1.32%	2	151
	<i>LS and TO, S-RO &amp; RO</i>	93.70%	1041	3.96%	44	0.00%	0	0.90%	10	0.00%	0	1.44%	16	1111
<b>035S07 Donmouth</b>	Full-time employment	93.39%	933	4.60%	46	0.20%	2	0.50%	5	0.00%	0	1.30%	13	999
	Part-time employment	95.85%	254	3.02%	8	0.00%	0	0.75%	2	0.00%	0	0.38%	1	265
	<b>TOTAL</b>	93.91%	1187	4.27%	54	0.16%	2	0.55%	7	0.00%	0	1.11%	14	1264
	<i>LE and HMO, HPO &amp; LM and PO</i>	91.87%	407	5.42%	24	0.23%	1	0.23%	1	0.00%	0	2.26%	10	443
	<i>Intermediate Occupations</i>	96.37%	186	2.07%	4	0.00%	0	0.00%	0	0.00%	0	1.55%	3	193
	<i>SE and OAW</i>	96.00%	72	4.00%	3	0.00%	0	0.00%	0	0.00%	0	0.00%	0	75
	<i>LS and TO, S-RO &amp; RO</i>	94.39%	522	4.16%	23	0.18%	1	1.08%	6	0.00%	0	0.18%	1	553
<b>001S08 Newhills</b>	Full-time employment	92.64%	2216	5.39%	129	0.13%	3	0.13%	3	0.04%	1	1.67%	40	2392
	Part-time employment	96.17%	603	2.71%	17	0.00%	0	0.32%	2	0.16%	1	0.64%	4	627
	<b>TOTAL</b>	93.38%	2819	4.84%	146	0.10%	3	0.51%	5	0.07%	2	1.46%	44	3019
	<i>LE and HMO, HPO &amp; LM and PO</i>	92.48%	1438	5.27%	82	0.13%	2	0.06%	1	0.13%	2	1.93%	30	1555
	<i>Intermediate Occupations</i>	94.87%	388	4.65%	19	0.00%	0	0.00%	0	0.00%	0	0.49%	2	409
	<i>SE and OAW</i>	94.25%	213	4.87%	11	0.00%	0	0.44%	1	0.00%	0	0.44%	1	226
	<i>LS and TO, S-RO &amp; RO</i>	94.09%	780	4.10%	34	0.12%	1	0.36%	3	0.00%	0	1.33%	11	829
<b>001S09 Auchmill</b>	Full-time employment	95.00%	1577	3.19%	53	0.12%	2	0.66%	11	0.06%	1	0.96%	16	1660
	Part-time employment	95.92%	470	2.65%	13	0.00%	0	0.82%	4	0.00%	0	0.61%	3	490
	<b>TOTAL</b>	95.21%	2047	3.07%	66	0.09%	2	0.70%	15	0.05%	1	0.88%	19	2150
	<i>LE and HMO, HPO &amp; LM and PO</i>	93.87%	475	3.75%	19	0.00%	0	0.79%	4	0.20%	1	1.38%	7	506
	<i>Intermediate Occupations</i>	94.21%	244	3.09%	8	0.00%	0	1.16%	3	0.00%	0	1.54%	4	259
	<i>SE and OAW</i>	95.50%	106	2.70%	3	0.00%	0	1.80%	2	0.00%	0	0.00%	0	111
	<i>LS and TO, S-RO &amp; RO</i>	95.92%	1222	2.83%	36	0.16%	2	0.47%	6	0.00%	0	0.63%	8	1274
<b>001S10 Cummings Park</b>	Full-time employment	95.24%	1539	3.34%	54	0.00%	0	0.50%	8	0.12%	2	0.80%	13	1616
	Part-time employment	97.80%	533	1.28%	7	0.00%	0	0.55%	3	0.00%	0	0.37%	2	545
	<b>TOTAL</b>	95.88%	2072	2.82%	61	0.00%	0	0.51%	11	0.09%	0	0.69%	15	2161
	<i>LE and HMO, HPO &amp; LM and PO</i>	94.86%	369	3.08%	12	0.00%	0	1.29%	5	0.00%	0	0.77%	3	389
	<i>Intermediate Occupations</i>	96.18%	252	1.91%	5	0.00%	0	1.15%	3	0.00%	0	0.76%	2	262
	<i>SE and OAW</i>	93.00%	93	5.00%	5	0.00%	0	1.00%	1	0.00%	0	1.00%	1	100
	<i>LS and TO, S-RO &amp; RO</i>	96.31%	1358	2.77%	39	0.00%	0	0.14%	2	0.14%	2	0.64%	9	1410
<b>001S11 Springhill</b>	Full-time employment	94.35%	1470	4.36%	68	0.06%	1	0.45%	7	0.06%	1	0.71%	11	1558
	Part-time employment	98.52%	533	1.29%	7	0.00%	0	0.18%	1	0.00%	0	0.00%	0	541
	<b>TOTAL</b>	95.43%	2003	3.57%	75	0.05%	1	0.38%	8	0.05%	1	0.52%	11	2099
	<i>LE and HMO, HPO &amp; LM and PO</i>	92.39%	364	5.08%	20	0.00%	0	1.02%	4	0.00%	0	1.52%	6	394
	<i>Intermediate Occupations</i>	96.68%	262	2.21%	6	0.37%	1	0.37%	1	0.00%	0	0.37%	1	271
	<i>SE and OAW</i>	97.12%	101	2.88%	3	0.00%	0	0.00%	0	0.00%	0	0.00%	0	104
	<i>LS and TO, S-RO &amp; RO</i>	95.94%	1276	3.46%	46	0.00%	0	0.23%	3	0.08%	1	0.30%	4	1330
<b>001S12 Mastrick</b>	Full-time employment	94.63%	1532	4.63%	75	0.00%	0	0.12%	2	0.06%	1	0.56%	9	1619
	Part-time employment	97.70%	563	1.94%	11	0.00%	0	0.18%	1	0.18%	1	0.00%	0	566
	<b>TOTAL</b>	95.42%	2085	3.94%	86	0.00%	0	0.14%	3	0.09%	2	0.41%	9	2185
	<i>LE and HMO, HPO &amp; LM and PO</i>	94.68%	409	4.63%	20	0.00%	0	0.46%	2	0.23%	1	0.00%	0	432
	<i>Intermediate Occupations</i>	95.73%	269	3.56%	10	0.00%	0	0.00%	0	0.00%	0	0.71%	2	281
	<i>SE and OAW</i>	98.15%	106	1.85%	2	0.00%	0	0.00%	0	0.00%	0	0.00%	0	108
	<i>LS and TO, S-RO &amp; RO</i>	95.38%	1301	3.96%	54	0.00%	0	0.07%	1	0.07%	1	0.51%	7	1364



# APPENDIX FOURTEEN- Travel-To-Work Matrix for Aberdeen City Council area (tv204).

	Category	ABERDEEN CITY		ABERDEENSHIRE		ANGUS		MORAY		DUNDEE CITY		OTHER		TOTAL
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	
<b>001S13</b> <b>Sheddocksley</b>	Full-time employment	94.56%	1612	3.70%	63	0.29%	5	0.53%	9	0.12%	2	0.82%	14	1705
	Part-time employment	97.91%	516	1.33%	0	0.00%	0	0.38%	2	0.00%	2	0.00%	0	527
	<b>TOTAL</b>	95.34%	2128	3.14%	70	0.22%	5	0.49%	11	0.18%	4	0.83%	14	2232
	<i>LE and HMO, HPO &amp; LM and PO</i>	93.72%	463	3.24%	16	0.81%	4	0.40%	2	0.81%	4	1.01%	5	494
	<i>Intermediate Occupations</i>	97.42%	340	2.29%	8	0.00%	0	0.00%	0	0.00%	0	0.29%	1	349
	<i>SE and OAW</i>	98.02%	99	1.98%	2	0.00%	0	0.00%	0	0.00%	0	0.00%	0	101
	<i>LS and TO, S-RO &amp; RO</i>	95.19%	1226	3.42%	44	0.08%	1	0.70%	9	0.00%	0	0.62%	8	1288
<b>001S14</b> <b>Summerhill</b>	Full-time employment	94.25%	1294	4.37%	60	0.07%	1	0.29%	4	0.07%	1	0.95%	13	1373
	Part-time employment	97.85%	455	1.08%	5	0.00%	0	0.65%	3	0.00%	0	0.43%	2	465
	<b>TOTAL</b>	95.16%	1749	3.54%	65	0.05%	1	0.38%	7	0.05%	1	0.82%	15	1838
	<i>LE and HMO, HPO &amp; LM and PO</i>	92.38%	485	5.14%	27	0.00%	0	0.76%	4	0.19%	1	1.52%	8	525
	<i>Intermediate Occupations</i>	94.98%	246	3.09%	8	0.00%	0	0.39%	1	0.00%	0	1.54%	4	259
	<i>SE and OAW</i>	96.70%	88	1.10%	1	1.10%	1	0.00%	0	0.00%	0	1.10%	1	91
	<i>LS and TO, S-RO &amp; RO</i>	96.57%	930	3.01%	29	0.00%	0	0.21%	2	0.00%	0	0.21%	2	983
<b>001S15</b> <b>Hilton</b>	Full-time employment	93.94%	1488	4.42%	70	0.06%	4	0.25%	4	0.06%	1	0.26%	20	1584
	Part-time employment	98.72%	386	1.02%	4	0.00%	0	0.00%	0	0.00%	0	0.26%	1	391
	<b>TOTAL</b>	94.89%	1874	3.75%	74	0.05%	1	0.20%	4	0.05%	1	1.06%	21	1975
	<i>LE and HMO, HPO &amp; LM and PO</i>	93.54%	652	4.73%	33	0.14%	1	0.00%	0	0.00%	0	1.58%	11	697
	<i>Intermediate Occupations</i>	95.63%	241	2.38%	6	0.00%	0	0.79%	2	0.00%	0	1.19%	3	252
	<i>SE and OAW</i>	96.59%	85	2.27%	2	0.00%	0	0.00%	0	0.00%	0	1.14%	1	88
	<i>LS and TO, S-RO &amp; RO</i>	95.52%	896	3.52%	33	0.00%	0	0.21%	2	0.11%	1	0.64%	6	938
<b>001S16</b> <b>Woodside</b>	Full-time employment	95.64%	1537	3.05%	49	0.12%	2	0.31%	5	0.06%	1	0.81%	13	1607
	Part-time employment	96.77%	389	1.49%	6	0.00%	0	0.50%	2	0.00%	0	1.24%	5	402
	<b>TOTAL</b>	95.87%	1926	2.74%	55	0.10%	2	0.35%	7	0.05%	1	0.90%	18	2009
	<i>LE and HMO, HPO &amp; LM and PO</i>	94.03%	599	3.77%	24	0.16%	1	0.47%	3	0.00%	0	1.57%	10	637
	<i>Intermediate Occupations</i>	97.62%	246	1.98%	5	0.00%	0	0.40%	1	0.00%	0	0.00%	0	252
	<i>SE and OAW</i>	94.32%	93	2.27%	2	1.14%	1	0.00%	1	0.00%	0	1.14%	1	93
	<i>LS and TO, S-RO &amp; RO</i>	96.71%	998	2.33%	24	0.00%	0	0.19%	2	0.00%	0	0.68%	7	1032
<b>001S17</b> <b>St. Machar</b>	Full-time employment	93.88%	1012	3.34%	36	0.28%	3	0.93%	10	0.19%	2	1.39%	15	1078
	Part-time employment	96.64%	288	2.35%	7	0.00%	0	0.00%	0	0.00%	0	1.01%	3	298
	<b>TOTAL</b>	94.48%	1300	3.13%	43	0.22%	3	0.73%	10	0.15%	2	1.31%	18	1376
	<i>LE and HMO, HPO &amp; LM and PO</i>	94.18%	421	2.68%	12	0.00%	0	0.89%	4	0.22%	1	2.01%	9	447
	<i>Intermediate Occupations</i>	95.68%	133	3.60%	5	0.00%	0	0.72%	1	0.00%	0	0.00%	0	139
	<i>SE and OAW</i>	96.92%	63	0.00%	0	0.00%	0	0.00%	0	0.00%	0	3.08%	2	65
	<i>LS and TO, S-RO &amp; RO</i>	94.21%	683	3.59%	26	0.41%	3	0.69%	5	0.14%	1	0.97%	7	725
<b>001S18</b> <b>Seaton</b>	Full-time employment	95.01%	1086	4.11%	47	0.00%	1	0.09%	1	0.00%	0	0.79%	9	1143
	Part-time employment	97.69%	381	2.05%	8	0.00%	0	0.00%	0	0.00%	0	0.26%	1	390
	<b>TOTAL</b>	95.69%	1467	3.59%	55	0.00%	1	0.07%	1	0.00%	0	0.65%	10	1533
	<i>LE and HMO, HPO &amp; LM and PO</i>	94.36%	318	4.75%	16	0.00%	0	0.00%	0	0.00%	0	0.89%	3	337
	<i>Intermediate Occupations</i>	96.81%	182	1.60%	3	0.00%	1	0.53%	1	0.00%	0	1.06%	2	188
	<i>SE and OAW</i>	96.92%	63	3.08%	2	0.00%	0	0.00%	0	0.00%	0	0.00%	0	65
	<i>LS and TO, S-RO &amp; RO</i>	95.86%	904	3.61%	34	0.00%	0	0.00%	0	0.00%	0	0.53%	5	949
<b>001S19</b> <b>Kittybrewster</b>	Full-time employment	94.93%	1479	3.53%	55	0.19%	3	0.65%	6	0.00%	0	0.39%	15	1558
	Part-time employment	97.23%	386	2.52%	10	0.00%	0	0.00%	0	0.00%	0	0.25%	1	397
	<b>TOTAL</b>	95.40%	1865	3.32%	65	0.15%	3	0.31%	6	0.00%	0	0.82%	16	1955
	<i>LE and HMO, HPO &amp; LM and PO</i>	93.82%	683	4.81%	35	0.14%	1	0.27%	2	0.00%	0	0.96%	7	728
	<i>Intermediate Occupations</i>	99.33%	295	0.34%	1	0.00%	0	0.34%	1	0.00%	0	0.00%	0	297
	<i>SE and OAW</i>	95.69%	111	3.45%	4	0.00%	0	0.00%	0	0.00%	0	0.86%	1	116
	<i>LS and TO, S-RO &amp; RO</i>	95.33%	776	3.07%	25	0.25%	2	0.37%	3	0.00%	0	0.98%	8	814
<b>001S20</b> <b>Stockethill</b>	Full-time employment	94.81%	1370	3.88%	56	0.14%	2	0.14%	2	0.07%	1	0.97%	14	1445
	Part-time employment	97.64%	456	1.93%	9	0.00%	0	0.00%	0	0.21%	1	0.21%	1	467
	<b>TOTAL</b>	95.50%	1826	3.40%	65	0.10%	2	0.10%	2	0.10%	2	0.78%	15	1912
	<i>LE and HMO, HPO &amp; LM and PO</i>	93.94%	558	4.21%	25	0.00%	0	0.00%	0	0.17%	1	1.68%	10	594
	<i>Intermediate Occupations</i>	97.14%	238	2.45%	6	0.41%	1	0.00%	0	0.00%	0	0.00%	0	245
	<i>SE and OAW</i>	97.56%	80	2.44%	2	0.00%	0	0.00%	0	0.00%	0	0.00%	0	82
	<i>LS and TO, S-RO &amp; RO</i>	95.86%	950	3.23%	32	0.10%	1	0.20%	2	0.10%	1	0.50%	5	991
<b>001S21</b> <b>Berryden</b>	Full-time employment	93.94%	1736	4.55%	84	0.05%	1	0.16%	3	0.00%	0	1.30%	24	1848
	Part-time employment	95.86%	278	3.45%	10	0.00%	0	0.00%	0	0.00%	0	0.69%	2	290
	<b>TOTAL</b>	94.20%	2014	4.40%	94	0.05%	1	0.14%	3	0.00%	0	1.22%	26	2138
	<i>LE and HMO, HPO &amp; LM and PO</i>	94.26%	985	4.21%	44	0.00%	0	0.10%	1	0.00%	0	1.44%	15	1045
	<i>Intermediate Occupations</i>	93.90%	277	5.76%	17	0.00%	0	0.34%	1	0.00%	0	0.00%	0	295
	<i>SE and OAW</i>	93.55%	58	4.84%	3	0.00%	0	0.00%	0	0.00%	0	1.61%	1	62
	<i>LS and TO, S-RO &amp; RO</i>	94.29%	694	4.08%	30	0.14%	1	0.14%	1	0.00%	0	1.36%	10	736
<b>001S22</b> <b>Sunnybank</b>	Full-time employment	93.26%	1578	5.08%	86	0.12%	2	0.35%	6	0.00%	0	1.18%	20	1692
	Part-time employment	94.57%	261	3.99%	11	0.00%	0	1.09%	3	0.00%	0	0.36%	1	276
	<b>TOTAL</b>	93.45%	1839	4.93%	97	0.10%	2	0.46%	9	0.00%	0	1.07%	21	1968
	<i>LE and HMO, HPO &amp; LM and PO</i>	92.53%	817	5.10%	45	0.11%	1	0.45%	4	0.00%	0	1.81%	16	883
	<i>Intermediate Occupations</i>	96.46%	218	3.10%	7	0.00%	0	0.00%	0	0.00%	0	0.44%	1	226
	<i>SE and OAW</i>	92.63%	88	6.32%	6	0.00%	0	0.00%	0	0.00%	0	1.05%	1	95
	<i>LS and TO, S-RO &amp; RO</i>	93.72%	716	5.10%	39	0.13%	1	0.65%	3	0.00%	0	0.39%	3	764
<b>001S23</b> <b>Pittodrie</b>	Full-time employment	93.40%	1542	4.97%	82	0.18%	3	0.18%	3	0.06%	1	1.21%	20	1651
	Part-time employment	95.48%	190	4.02%	8	0.00%	0	0.50%	1	0.00%	0	0.00%	0	199
	<b>TOTAL</b>	93.62%	1732	4.86%	90	0.16%	3	0.22%	4	0.05%	1	1.08%	20	1850
	<i>LE and HMO, HPO &amp; LM and PO</i>	91.47%	708	6.20%	48	0.13%	1	0.26%	2	0.00%	0	1.94%	15	774
	<i>Intermediate Occupations</i>	95.04%	268	3.90%	11	0.00%	0	0.00%	0	0.35%	1	0.71%	2	282
	<i>SE and OAW</i>	95.95%	71	4.05%	3	0.00%	0	0.00%	0	0.00%	0	0.00%	0	74
	<i>LS and TO, S-RO &amp; RO</i>	95.14%	685	3.89%	28	0.28%	2	0.28%	2	0.00%	0	0.42%	3	720
<b>001S24</b> <b>Midstocket</b>	Full-time employment	93.25%	1905	4.41%	90	0.15%	3	0.15%	3	0.05%	1	2.01%	41	2043
	Part-time employment	95.87%	464	2.69%	13	0.00%	0	0.21%	1	0.00%	0	1.24%	6	484
	<b>TOTAL</b>	93.75%	2369	4.08%	103	0.12%	3	0.16%	4	0.04%	1	1.86%	47	2527
	<i>LE and HMO, HPO &amp; LM and PO</i>	93.83%	1506	3.99%	64	0.06%	1	0.00%	0	0.00%	1	2.06%	33	1605
	<i>Intermediate Occupations</i>	94.37%	285	3.31%	10	0.00%	0	0.66%	2	0.00%	0	1.66%	5	302
	<i>SE and OAW</i>	94.84%	147	3.87%	6	1.29%	2	0.00%	0	0.00%	0	0.00%	0	155
	<i>LS and TO, S-RO &amp; RO</i>	92.69%	431	4.95%	23	0.00%	0	0.43%	2	0.00%	0	1.94%	9	465



APPENDIX FOURTEEN- Travel-To-Work Matrix for Aberdeen City Council area (tv204).



# APPENDIX FOURTEEN- Travel-To-Work Matrix for Aberdeen City Council area (tv204).

	Category	ABERDEEN CITY		ABERDEENSHIRE		ANGUS		MORAY		DUNDEE CITY		OTHER		TOTAL
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	
<b>001S25</b> <b>Queens Cross</b>	Full-time employment	92.63%	1936	3.92%	82	0.10%	2	0.53%	11	0.10%	2	2.73%	57	2090
	Part-time employment	97.17%	343	1.98%	7	0.00%	0	0.57%	2	0.00%	0	0.28%	1	353
	<b>TOTAL</b>	93.29%	2279	3.64%	89	0.08%	2	0.53%	13	0.08%	2	2.37%	58	2443
	<i>LE and HMO, HPO &amp; LM and PO</i>	92.60%	1576	3.82%	65	0.12%	2	0.59%	10	0.06%	1	2.82%	48	1702
	<i>Intermediate Occupations</i>	97.12%	236	2.47%	6	0.00%	0	0.00%	0	0.00%	0	0.41%	1	243
<b>001S26</b> <b>Gillcomston</b>	<i>SE and OAW</i>	93.13%	149	4.38%	7	0.00%	0	0.63%	1	0.00%	0	1.88%	3	160
	<i>LS and TO, S-RO &amp; RO</i>	94.08%	318	3.25%	11	0.00%	0	0.59%	2	0.30%	1	1.78%	4	336
	Full-time employment	94.35%	1953	3.04%	63	0.14%	3	0.48%	10	0.05%	1	1.93%	40	2070
	Part-time employment	95.64%	230	2.52%	6	0.00%	0	0.42%	1	0.00%	0	0.42%	1	238
	<b>TOTAL</b>	94.58%	2183	2.99%	69	0.13%	3	0.48%	11	0.04%	1	1.78%	41	2308
<b>001S27</b> <b>Langstane</b>	<i>LE and HMO, HPO &amp; LM and PO</i>	93.76%	1218	3.39%	44	0.08%	1	0.54%	7	0.08%	1	2.16%	28	1299
	<i>Intermediate Occupations</i>	96.28%	259	2.97%	8	0.00%	0	0.00%	0	0.00%	0	0.74%	2	269
	<i>SE and OAW</i>	95.24%	80	3.57%	3	0.00%	0	1.19%	1	0.00%	0	0.00%	0	84
	<i>LS and TO, S-RO &amp; RO</i>	95.43%	626	2.13%	14	0.30%	2	0.46%	3	0.00%	0	1.68%	11	656
	Full-time employment	93.91%	2080	4.24%	94	0.00%	0	0.27%	6	0.09%	2	1.49%	33	2215
<b>001S28</b> <b>Castlehill</b>	Part-time employment	93.98%	234	5.22%	13	0.00%	0	0.00%	0	0.00%	0	0.80%	2	249
	<b>TOTAL</b>	93.91%	2314	4.34%	107	0.00%	0	0.24%	6	0.08%	2	1.42%	35	2464
	<i>LE and HMO, HPO &amp; LM and PO</i>	93.91%	1156	4.31%	53	0.00%	0	0.16%	2	0.08%	1	1.54%	19	1231
	<i>Intermediate Occupations</i>	95.52%	320	3.58%	12	0.00%	0	0.30%	1	0.00%	0	0.60%	2	335
	<i>SE and OAW</i>	94.50%	103	1.83%	2	0.00%	0	0.00%	0	0.00%	0	3.67%	4	275
<b>001S29</b> <b>Hazlehead</b>	<i>LS and TO, S-RO &amp; RO</i>	93.16%	735	5.07%	40	0.00%	0	0.38%	3	0.13%	1	1.27%	10	789
	Full-time employment	93.83%	2008	4.21%	90	0.05%	1	0.56%	12	0.05%	1	1.31%	28	2140
	Part-time employment	96.17%	301	2.56%	8	0.00%	0	0.32%	1	0.00%	0	0.96%	3	313
	<b>TOTAL</b>	94.13%	2309	4.00%	98	0.04%	1	0.53%	13	0.04%	1	1.26%	31	2453
	<i>LE and HMO, HPO &amp; LM and PO</i>	92.60%	988	5.06%	54	0.09%	1	0.37%	4	0.09%	1	1.78%	19	1067
<b>001S30</b> <b>Peterculter (part)</b>	<i>Intermediate Occupations</i>	96.65%	317	1.83%	6	0.00%	0	0.00%	0	0.00%	0	1.52%	5	328
	<i>SE and OAW</i>	96.20%	76	2.53%	2	0.00%	0	0.00%	0	0.00%	0	1.27%	1	79
	<i>LS and TO, S-RO &amp; RO</i>	94.79%	928	3.68%	36	0.00%	0	0.92%	9	0.00%	0	0.61%	6	979
	Full-time employment	92.63%	1257	5.16%	70	0.00%	0	0.37%	5	0.00%	0	1.84%	25	1357
	Part-time employment	97.77%	483	1.82%	9	0.00%	0	0.20%	1	0.00%	0	0.20%	1	494
<b>001S31</b> <b>Murtle; Peterculter (part)</b>	<b>TOTAL</b>	94.00%	1740	4.27%	79	0.00%	0	0.32%	6	0.00%	0	1.40%	26	1851
	<i>LE and HMO, HPO &amp; LM and PO</i>	93.07%	926	4.72%	47	0.00%	0	0.30%	3	0.00%	0	1.91%	19	995
	<i>Intermediate Occupations</i>	97.09%	267	2.18%	6	0.00%	0	0.36%	1	0.00%	0	0.36%	1	275
	<i>SE and OAW</i>	93.23%	111	0.88%	1	0.00%	0	0.00%	0	0.00%	0	0.88%	1	113
	<i>LS and TO, S-RO &amp; RO</i>	93.16%	436	5.34%	25	0.00%	0	0.43%	2	0.00%	0	1.07%	5	468
<b>001S32</b> <b>Culter</b>	Full-time employment	90.58%	1692	7.33%	137	0.00%	0	0.27%	5	0.05%	1	1.77%	33	1868
	Part-time employment	90.63%	464	8.79%	45	0.00%	0	0.20%	1	0.00%	0	0.39%	2	512
	<b>TOTAL</b>	90.59%	2156	7.65%	182	0.00%	0	0.25%	6	0.04%	1	1.47%	35	2380
	<i>LE and HMO, HPO &amp; LM and PO</i>	90.52%	984	6.99%	76	0.00%	0	0.28%	3	0.09%	1	2.12%	23	1087
	<i>Intermediate Occupations</i>	94.24%	262	5.04%	14	0.00%	0	0.36%	1	0.00%	0	0.36%	1	278
<b>001S33</b> <b>Seafield</b>	<i>SE and OAW</i>	93.53%	188	5.47%	11	0.00%	0	0.50%	1	0.00%	0	0.50%	1	201
	<i>LS and TO, S-RO &amp; RO</i>	88.70%	722	9.95%	81	0.00%	0	0.12%	1	0.00%	0	1.23%	10	814
	Full-time employment	92.46%	1730	4.22%	79	0.21%	4	0.64%	12	0.05%	1	2.41%	45	1871
	Part-time employment	95.24%	540	4.23%	24	0.18%	1	0.00%	0	0.00%	0	0.35%	2	567
	<b>TOTAL</b>	93.11%	2270	4.22%	103	0.21%	5	0.49%	12	0.04%	1	1.93%	47	2438
<b>001S34</b> <b>Ashley</b>	<i>LE and HMO, HPO &amp; LM and PO</i>	92.79%	1454	4.53%	71	0.19%	3	0.19%	3	0.06%	1	1.53%	35	1567
	<i>Intermediate Occupations</i>	97.61%	204	0.48%	1	0.00%	0	0.96%	2	0.00%	0	0.96%	2	209
	<i>SE and OAW</i>	95.59%	260	2.94%	8	0.00%	0	0.74%	2	0.00%	0	0.74%	2	272
	<i>LS and TO, S-RO &amp; RO</i>	90.26%	352	5.90%	23	0.51%	2	1.28%	5	0.00%	0	2.05%	8	390
	Full-time employment	92.29%	1533	4.94%	82	0.06%	1	0.48%	8	0.06%	1	2.17%	36	1661
<b>001S35</b> <b>Broomhill</b>	Part-time employment	95.50%	531	3.42%	19	0.00%	0	0.36%	2	0.18%	1	0.54%	3	556
	<b>TOTAL</b>	93.10%	2064	4.56%	101	0.05%	1	0.45%	10	0.09%	2	1.76%	39	2217
	<i>LE and HMO, HPO &amp; LM and PO</i>	91.95%	1280	5.03%	70	0.07%	1	0.36%	5	0.14%	2	2.44%	34	1392
	<i>Intermediate Occupations</i>	97.84%	226	2.16%	5	0.00%	0	0.00%	0	0.00%	0	0.00%	0	231
	<i>SE and OAW</i>	98.34%	178	1.10%	2	0.00%	0	0.00%	0	0.00%	0	0.55%	1	181
<b>001S36</b> <b>Garthdee</b>	<i>LS and TO, S-RO &amp; RO</i>	92.01%	380	5.81%	24	0.00%	0	1.21%	5	0.00%	0	0.97%	4	413
	Full-time employment	92.27%	1444	5.37%	84	0.13%	2	0.26%	4	0.19%	3	1.79%	28	1565
	Part-time employment	96.90%	406	2.63%	11	0.00%	0	0.00%	0	0.00%	0	0.48%	2	419
	<b>TOTAL</b>	93.25%	1850	4.79%	95	0.10%	2	0.20%	4	0.15%	3	1.51%	30	1984
	<i>LE and HMO, HPO &amp; LM and PO</i>	92.54%	1116	5.14%	62	0.17%	2	0.08%	3	0.25%	3	1.82%	22	1206
<b>001S37</b> <b>Seaford</b>	<i>Intermediate Occupations</i>	96.00%	240	2.80%	7	0.00%	0	0.40%	1	0.00%	0	0.80%	2	250
	<i>SE and OAW</i>	98.46%	128	1.54%	2	0.00%	0	0.00%	0	0.00%	0	0.00%	0	130
	<i>LS and TO, S-RO &amp; RO</i>	91.96%	366	6.03%	24	0.00%	0	1.50%	2	0.00%	0	1.51%	6	398
	Full-time employment	92.90%	2304	4.52%	112	0.16%	4	0.32%	8	0.04%	1	2.06%	51	2480
	Part-time employment	95.35%	328	3.78%	13	0.00%	0	0.58%	2	0.00%	0	0.29%	1	344
<b>001S38</b> <b>Seaford</b>	<b>TOTAL</b>	93.20%	2632	4.43%	125	0.14%	4	0.35%	10	0.04%	1	1.84%	52	2824
	<i>LE and HMO, HPO &amp; LM and PO</i>	93.11%	1582	4.30%	73	0.18%	3	0.29%	5	0.06%	1	2.06%	35	1699
	<i>Intermediate Occupations</i>	94.02%	346	4.35%	16	0.00%	0	0.27%	1	0.00%	0	1.36%	5	368
	<i>SE and OAW</i>	95.07%	135	3.52%	5	0.00%	0	0.00%	0	0.00%	0	1.41%	2	142
	<i>LS and TO, S-RO &amp; RO</i>	92.52%	569	5.04%	31	0.18%	1	0.65%	4	0.00%	0	1.63%	10	615
<b>001S39</b> <b>Seaford</b>	Full-time employment	92.62%	1807	5.07%	99	0.10%	2	0.31%	6	0.31%	6	1.53%	31	1951
	Part-time employment	95.28%	505	4.15%	22	0.00%	0	0.19%	1	0.00%	0	0.38%	2	530
	<b>TOTAL</b>	93.19%	2312	4.88%	121	0.08%	2	0.28%	7	0.24%	6	1.33%	33	2481
	<i>LE and HMO, HPO &amp; LM and PO</i>	92.43%	1404	5.66%	86	0.00%	0	0.13%	2	0.33%	5	1.45%	22	1519
	<i>Intermediate Occupations</i>	95.61%	305	2.82%	9	0.00%	0	0.31%	1	0.00%	0	1.25%	4	319
<b>001S40</b> <b>Seaford</b>	<i>SE and OAW</i>	95.56%	172	4.44%	8	0.00%	0	0.00%	0	0.00%	0	0.00%	0	180
	<i>LS and TO, S-RO &amp; RO</i>	93.09%	431	3.89%	18	0.43%	2	0.86%	4	0.22%	1	1.51%	7	463
	Full-time employment	93.26%	1481	4.85%	77	0.00%	0	0.38%	6	0.00%	0	1.51%	24	1588
	Part-time employment	96.63%	488	2.18%	11	0.00%	0	0.40%	2	0.00%	0	0.79%	4	505
	<b>TOTAL</b>	94.08%	1969	4.20%	88	0.00%	0	0.38%	8	0.00%	0	1.34%	28	2093
<b>001S41</b> <b>Seaford</b>	<i>LE and HMO, HPO &amp; LM and PO</i>	92.54%	546	5.93%	35	0.00%	0	0.34%	2	0.00%	0	1.19%	7	590
	<i>Intermediate Occupations</i>	96.75%	238	2.03%	5	0.00%	0	0.00%	0	0.00%	0	1.22%	3	246
	<i>SE and OAW</i>	97.06%	99	2.94%	3	0.00%	0	0.00%	0	0.00%	0	0.00%	0	102
	<i>LS and TO, S-RO &amp; RO</i>	94.03%	1086	3.90%	45	0.00%	0	0.52%	6	0.00%	0	1.56%	18	1155



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	Category	ABERDEEN CITY		ABERDEENSHIRE		ANGUS		MORAY		DUNDEE CITY		OTHER		TOTAL
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	
001S37 Gairn	Full-time employment	92.95%	1963	5.35%	113	0.24%	5	0.19%	4	0.14%	3	1.14%	24	2112
	Part-time employment	97.12%	303	2.56%	8	0.00%	0	0.32%	1	0.00%	0	0.00%	0	312
	<b>TOTAL</b>	93.48%	2266	4.99%	121	0.21%	5	0.21%	5	0.12%	3	0.99%	24	2424
	<i>LE and HMO, HPO &amp; LM and PO</i>	93.23%	1170	4.70%	59	0.16%	2	0.24%	3	0.24%	3	1.43%	18	1255
	<i>Intermediate Occupations</i>	94.13%	337	5.87%	21	0.00%	0	0.00%	0	0.00%	0	0.00%	0	358
	<i>SE and OAW</i>	96.35%	132	3.65%	5	0.00%	0	0.00%	0	0.00%	0	0.00%	0	137
001S38 Duthie	<i>LS and TO, S-RO &amp; RO</i>	93.03%	627	5.34%	36	0.45%	3	0.30%	2	0.00%	0	0.89%	6	674
	Full-time employment	92.81%	2325	4.43%	111	0.24%	6	0.56%	14	0.04%	1	1.92%	48	2505
	Part-time employment	93.54%	333	5.62%	20	0.00%	0	0.28%	1	0.00%	0	0.56%	2	356
	<b>TOTAL</b>	92.90%	2658	4.58%	131	0.21%	6	0.52%	15	0.03%	1	1.75%	50	2861
	<i>LE and HMO, HPO &amp; LM and PO</i>	92.10%	1550	5.23%	88	0.18%	3	0.53%	9	0.06%	1	1.90%	32	1683
	<i>Intermediate Occupations</i>	95.20%	337	4.24%	15	0.28%	1	0.00%	0	0.00%	0	0.28%	1	354
001S39 Torry	<i>SE and OAW</i>	93.01%	173	2.15%	4	0.00%	0	0.54%	1	0.00%	0	4.30%	8	186
	<i>LS and TO, S-RO &amp; RO</i>	93.73%	598	3.76%	24	0.31%	2	0.78%	5	0.00%	0	1.41%	9	638
	Full-time employment	94.23%	1893	4.48%	90	0.00%	0	0.35%	7	0.05%	1	0.90%	18	2009
	Part-time employment	96.60%	369	2.88%	11	0.00%	0	0.26%	1	0.00%	0	0.26%	1	382
	<b>TOTAL</b>	94.60%	2262	4.22%	101	0.00%	0	0.33%	8	0.04%	1	0.79%	19	2391
	<i>LE and HMO, HPO &amp; LM and PO</i>	93.82%	668	4.78%	34	0.00%	0	0.56%	4	0.14%	1	0.70%	5	712
001S40 Tulloch Hill	<i>Intermediate Occupations</i>	95.14%	352	4.05%	15	0.00%	0	0.00%	0	0.00%	0	0.81%	3	370
	<i>SE and OAW</i>	95.29%	81	1.18%	1	0.00%	0	0.00%	0	0.00%	0	3.53%	3	85
	<i>LS and TO, S-RO &amp; RO</i>	94.85%	1161	4.17%	51	0.00%	0	0.33%	4	0.00%	0	0.65%	8	1224
	Full-time employment	94.69%	1462	3.37%	52	0.32%	5	0.65%	10	0.06%	1	0.91%	14	1544
	Part-time employment	96.18%	503	3.25%	17	0.00%	0	0.19%	1	0.19%	1	0.19%	1	523
	<b>TOTAL</b>	95.07%	1965	3.34%	69	0.24%	5	0.53%	11	0.10%	2	0.73%	15	2067
001S41 Kincorth West	<i>LE and HMO, HPO &amp; LM and PO</i>	91.39%	361	4.30%	17	0.76%	3	1.01%	4	0.25%	1	2.28%	9	395
	<i>Intermediate Occupations</i>	94.76%	199	3.81%	8	0.48%	1	0.95%	2	0.00%	0	0.00%	0	210
	<i>SE and OAW</i>	97.18%	69	2.82%	2	0.00%	0	0.00%	0	0.00%	0	0.00%	0	71
	<i>LS and TO, S-RO &amp; RO</i>	96.05%	1336	3.02%	42	0.07%	1	0.36%	5	0.07%	1	0.43%	6	1391
	Full-time employment	92.74%	1470	5.74%	91	0.06%	1	0.13%	2	0.00%		1.32%	21	1585
	Part-time employment	97.02%	521	2.79%	15	0.00%	0	0.19%	1	0.00%		0.00%	0	537
001S42 Nigg	<b>TOTAL</b>	93.83%	1991	5.00%	106	0.05%	1	0.14%	3	0.00%		0.99%	21	2122
	<i>LE and HMO, HPO &amp; LM and PO</i>	90.55%	498	7.82%	43	0.00%	0	0.00%	0	0.00%		1.64%	9	550
	<i>Intermediate Occupations</i>	95.82%	275	3.83%	11	0.35%	1	0.00%	0	0.00%		0.00%	0	287
	<i>SE and OAW</i>	99.20%	124	0.80%	1	0.00%	0	0.00%	0	0.00%		0.00%	0	125
	<i>LS and TO, S-RO &amp; RO</i>	94.31%	1094	4.40%	51	0.00%	0	0.26%	3	0.00%		1.03%	12	1160
	Full-time employment	93.95%	1646	4.68%	82	0.11%	2	0.29%	5	0.06%	1	0.91%	16	1752
001S43 Loirston	Part-time employment	96.05%	559	3.26%	19	0.00%	0	0.17%	1	0.00%	0	0.52%	3	582
	<b>TOTAL</b>	94.47%	2205	4.33%	101	0.09%	2	0.26%	6	0.04%	1	0.81%	19	2334
	<i>LE and HMO, HPO &amp; LM and PO</i>	92.36%	496	5.03%	27	0.37%	2	0.37%	2	0.19%	1	1.68%	9	537
	<i>Intermediate Occupations</i>	95.34%	307	4.35%	14	0.00%	0	0.31%	1	0.00%	0	0.00%	0	322
	<i>SE and OAW</i>	96.62%	143	2.70%	4	0.00%	0	0.68%	0	0.00%	0	0.68%	1	148
	<i>LS and TO, S-RO &amp; RO</i>	94.88%	1259	4.22%	56	0.00%	0	0.23%	3	0.00%	0	0.68%	9	1327
ABERDEEN CITY COUNCIL AREA	Full-time employment	90.88%	2632	6.84%	198	0.28%	8	0.31%	9	0.21%	6	1.48%	43	2896
	Part-time employment	94.85%	626	4.55%	30	0.00%	0	0.00%	0	0.00%	0	0.61%	4	660
	<b>TOTAL</b>	91.62%	3258	6.41%	228	0.22%	8	0.25%	9	0.17%	6	1.32%	47	3556
	<i>LE and HMO, HPO &amp; LM and PO</i>	89.71%	1281	7.28%	104	0.56%	8	0.14%	2	0.42%	6	1.89%	27	1428
	<i>Intermediate Occupations</i>	94.69%	571	4.48%	27	0.00%	0	0.00%	0	0.00%	0	0.83%	5	603
	<i>SE and OAW</i>	93.42%	213	5.26%	12	0.00%	0	0.00%	0	0.00%	0	1.32%	3	228
ABERDEEN CITY COUNCIL AREA	<i>LS and TO, S-RO &amp; RO</i>	91.98%	1193	6.55%	85	0.00%	0	0.54%	7	0.00%	0	0.93%	12	1297
	Full-time employment	93.30%	73639	4.70%	3707	0.11%	89	0.39%	310	0.06%	51	1.43%	1128	78924
	Part-time employment	96.38%	19028	2.84%	560	0.01%	2	0.32%	63	0.05%	10	0.41%	80	19743
	<b>TOTAL</b>	93.92%	92667	4.32%	4267	0.09%	91	0.38%	373	0.06%	61	1.22%	1208	98667
	<i>LE and HMO, HPO &amp; LM and PO</i>	92.67%	37732	4.98%	2027	0.12%	49	0.35%	143	0.12%	48	1.76%	718	40717
	<i>Intermediate Occupations</i>	95.56%	12641	3.36%	445	0.05%	7	0.32%	42	0.01%	1	0.70%	93	13229
ABERDEEN CITY COUNCIL AREA	<i>SE and OAW</i>	95.22%	5337	3.48%	195	0.09%	5	0.25%	14	0.00%	0	0.96%	54	5605
	<i>LS and TO, S-RO &amp; RO</i>	94.48%	36957	4.09%	1600	0.08%	30	0.44%	174	0.03%	12	0.88%	343	39116



APPENDIX FIFTEEN- Travel-To-Work Matrix for Aberdeen City Council area (tv201).

	Category	ABERDEEN CITY		ABERDEENSHIRE		ANGUS		MORAY		DUNDEE CITY		OTHER		TOTAL
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	
001S01 Pitmedden	All Males	90.07%	1243	7.68%	106	0.07%	1	0.43%	6	0.00%	0	1.74%	24	1380
	All Females	93.79%	1102	5.53%	65	0.00%	0	0.51%	6	0.00%	0	0.17%	2	1175
	Aged 16-24	89.66%	260	8.28%	24	0.00%	0	0.34%	1	0.00%	0	1.72%	5	290
	Aged 25-34	90.04%	479	7.71%	41	0.00%	0	0.94%	5	0.00%	0	1.32%	7	532
	Aged 35-59	92.48%	1415	6.21%	95	0.07%	1	0.39%	6	0.00%	0	0.85%	13	1530
	Aged 60-74	94.09%	191	5.42%	11	0.00%	0	0.00%	0	0.00%	0	0.49%	1	203
001S02 Bankhead/Stoneywood	All Males	91.76%	1191	6.01%	78	0.15%	2	0.62%	8	0.08%	1	1.39%	18	1298
	All Females	94.70%	1054	4.04%	45	0.00%	0	0.90%	10	0.00%	0	0.36%	4	1113
	Aged 16-24	91.10%	256	5.34%	15	0.00%	0	2.14%	6	0.00%	0	1.42%	4	281
	Aged 25-34	92.86%	442	6.51%	31	0.21%	1	0.00%	0	0.00%	0	0.42%	2	476
	Aged 35-59	93.46%	1371	4.50%	66	0.07%	1	0.82%	12	0.07%	1	1.09%	16	1467
	Aged 60-74	94.12%	176	5.88%	11	0.00%	0	0.00%	0	0.00%	0	0.00%	0	187
001S03 Danestone	All Males	89.54%	1550	7.45%	129	0.17%	3	0.64%	11	0.00%	0	2.20%	38	1731
	All Females	93.62%	1321	5.10%	72	0.00%	0	0.57%	8	0.14%	2	0.57%	8	1411
	Aged 16-24	88.79%	285	9.97%	32	0.00%	0	0.62%	2	0.00%	0	0.62%	2	321
	Aged 25-34	88.90%	681	8.62%	66	0.13%	1	0.78%	6	0.13%	1	1.44%	11	766
	Aged 35-59	92.64%	1776	4.96%	95	0.10%	2	0.52%	10	0.05%	1	1.72%	33	1917
	Aged 60-74	93.48%	129	5.80%	8	0.00%	0	0.72%	1	0.00%	0	0.00%	0	138
001S04 Jesmond	All Males	89.94%	1440	8.06%	129	0.06%	1	0.31%	5	0.06%	1	1.56%	25	1601
	All Females	95.14%	1291	3.83%	52	0.00%	0	0.66%	9	0.00%	0	0.37%	5	1357
	Aged 16-24	92.29%	347	5.05%	19	0.00%	0	1.06%	4	0.27%	1	1.33%	5	376
	Aged 25-34	90.11%	556	8.75%	54	0.00%	0	0.65%	4	0.00%	0	0.49%	3	617
	Aged 35-59	92.74%	1700	5.73%	105	0.05%	1	0.33%	6	0.00%	0	1.15%	21	1833
	Aged 60-74	96.97%	128	2.27%	3	0.00%	0	0.00%	0	0.00%	0	0.76%	1	132
001S05 Oldmachar	All Males	90.67%	1603	6.56%	116	0.17%	3	0.28%	5	0.00%	0	2.32%	41	1768
	All Females	93.26%	1355	5.78%	84	0.07%	1	0.34%	5	0.07%	1	0.48%	7	1453
	Aged 16-24	91.75%	289	6.35%	20	0.00%	0	0.00%	0	0.32%	1	1.59%	5	315
	Aged 25-34	90.62%	860	7.06%	67	0.11%	1	0.63%	6	0.00%	0	1.58%	15	949
	Aged 35-59	92.52%	1744	5.68%	107	0.11%	2	0.21%	4	0.00%	0	1.49%	28	1885
	Aged 60-74	90.28%	65	8.33%	6	1.39%	1	0.00%	0	0.00%	0	0.00%	0	72
001S06 Bridge of Don	All Males	90.71%	1201	6.57%	87	0.00%	0	0.68%	9	0.00%	0	2.04%	27	1324
	All Females	94.97%	1115	3.58%	42	0.00%	0	0.94%	11	0.00%	0	0.51%	6	1174
	Aged 16-24	93.41%	255	4.40%	12	0.00%	0	1.10%	3	0.00%	0	1.10%	3	273
	Aged 25-34	90.95%	362	6.78%	27	0.00%	0	0.50%	2	0.00%	0	1.76%	7	398
	Aged 35-59	92.96%	1519	4.90%	80	0.00%	0	0.86%	14	0.00%	0	1.29%	21	1634
	Aged 60-74	93.26%	180	5.18%	10	0.00%	0	0.52%	1	0.00%	0	1.04%	2	193
035S07 Donmouth	All Males	91.62%	612	6.44%	43	0.15%	1	0.45%	3	0.00%	0	1.35%	9	668
	All Females	94.97%	566	3.36%	20	0.17%	1	0.67%	4	0.00%	0	0.84%	5	596
	Aged 16-24	93.46%	143	5.88%	9	0.00%	0	0.00%	0	0.00%	0	0.65%	1	153
	Aged 25-34	92.20%	260	5.67%	16	0.35%	1	0.35%	1	0.00%	0	1.42%	4	282
	Aged 35-59	94.00%	689	3.96%	29	0.14%	1	0.68%	5	0.00%	0	1.23%	9	733
	Aged 60-74	89.58%	86	9.38%	9	0.00%	0	1.04%	1	0.00%	0	0.00%	0	96
001S08 Newhills	All Males	89.75%	1533	7.79%	133	0.06%	1	0.18%	3	0.12%	2	2.11%	36	1708
	All Females	91.46%	1199	7.63%	100	0.15%	2	0.15%	2	0.00%	0	0.61%	8	1311
	Aged 16-24	83.98%	173	11.65%	24	0.00%	0	0.97%	2	0.49%	1	2.91%	6	206
	Aged 25-34	89.67%	807	9.00%	81	0.11%	1	0.11%	1	0.00%	0	1.11%	10	900
	Aged 35-59	91.30%	1606	6.88%	121	0.11%	2	0.11%	2	0.06%	1	1.53%	27	1759
	Aged 60-74	94.81%	146	4.55%	7	0.00%	0	0.00%	0	0.00%	0	0.65%	1	154
001S09 Auchmill	All Males	91.50%	1066	6.18%	72	0.17%	2	0.77%	9	0.00%	0	1.37%	16	1165
	All Females	95.94%	945	3.05%	30	0.00%	0	0.61%	6	0.10%	1	0.30%	3	985
	Aged 16-24	90.76%	275	6.27%	19	0.66%	2	0.66%	2	0.00%	0	1.65%	5	303
	Aged 25-34	93.63%	529	5.31%	30	0.00%	0	0.35%	2	0.18%	1	0.53%	3	565
	Aged 35-59	94.14%	1076	4.02%	46	0.00%	0	0.96%	11	0.00%	0	0.87%	10	1143
	Aged 60-74	94.24%	131	5.04%	7	0.00%	0	0.00%	0	0.00%	0	0.72%	1	139
001S10 Cummings Park	All Males	93.78%	1086	4.32%	50	0.00%	0	0.69%	8	0.17%	2	1.04%	12	1158
	All Females	96.91%	972	2.49%	25	0.00%	0	0.30%	3	0.00%	0	0.30%	3	1003
	Aged 16-24	95.11%	311	3.36%	11	0.00%	0	0.61%	2	0.00%	0	0.92%	3	327
	Aged 25-34	93.47%	358	4.70%	18	0.00%	0	0.78%	3	0.00%	0	1.04%	4	383
	Aged 35-59	95.87%	1252	2.99%	39	0.00%	0	0.46%	6	0.15%	2	0.54%	7	1306
	Aged 60-74	94.48%	137	4.83%	7	0.00%	0	0.00%	0	0.00%	0	0.69%	1	145
001S11 Springhill	All Males	93.00%	1010	5.43%	59	0.09%	1	0.55%	6	0.09%	1	0.83%	9	1086
	All Females	97.04%	983	2.57%	26	0.00%	0	0.20%	2	0.00%	0	0.20%	2	1013
	Aged 16-24	93.86%	275	4.44%	13	0.34%	1	0.34%	1	0.00%	0	1.02%	3	293
	Aged 25-34	94.83%	367	3.36%	13	0.00%	0	1.03%	4	0.26%	1	0.52%	2	387
	Aged 35-59	94.99%	1232	4.32%	56	0.00%	0	0.23%	3	0.00%	0	0.46%	6	1297
	Aged 60-74	97.54%	119	2.46%	3	0.00%	0	0.00%	0	0.00%	0	0.00%	0	122
001S12 Mastrick	All Males	92.15%	1057	6.89%	79	0.00%	0	0.09%	1	0.17%	2	0.70%	8	1147
	All Females	97.40%	1011	2.31%	24	0.00%	0	0.19%	2	0.00%	0	0.10%	1	1038
	Aged 16-24	92.69%	279	5.98%	18	0.00%	0	0.00%	0	0.33%	1	1.00%	3	301
	Aged 25-34	93.74%	404	5.80%	25	0.00%	0	0.23%	1	0.00%	0	0.23%	1	431
	Aged 35-59	95.27%	1228	4.11%	53	0.00%	0	0.16%	2	0.08%	1	0.39%	5	1289
	Aged 60-74	95.73%	157	4.27%	7	0.00%	0	0.00%	0	0.00%	0	0.00%	0	164



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	Category	ABERDEEN CITY		ABERDEENSHIRE		ANGUS		MORAY		DUNDEE CITY		OTHER		TOTAL
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	
<b>001S13</b> <b>Sheddocksley</b>	<i>All Males</i>	90.97%	1048	6.86%	79	0.26%	3	0.52%	6	0.26%	3	1.13%	13	1152
	<i>All Females</i>	96.48%	1042	2.69%	29	0.19%	2	0.46%	5	0.09%	1	0.09%	1	1080
	Aged 16-24	92.90%	314	4.73%	16	0.30%	1	0.59%	2	0.59%	2	0.89%	3	338
	Aged 25-34	92.36%	387	5.97%	25	0.00%	0	0.95%	4	0.48%	2	0.24%	1	419
	Aged 35-59	94.14%	1252	4.59%	61	0.30%	4	0.30%	4	0.00%	0	0.68%	9	1330
	Aged 60-74	94.48%	137	4.14%	6	0.00%	0	0.69%	1	0.00%	0	0.69%	1	145
<b>001S14</b> <b>Summerhill</b>	<i>All Males</i>	91.45%	898	6.72%	66	0.10%	1	0.41%	4	0.10%	1	1.22%	12	982
	<i>All Females</i>	94.98%	813	4.32%	37	0.00%	0	0.35%	3	0.00%	0	0.35%	3	856
	Aged 16-24	93.50%	230	5.28%	13	0.00%	0	0.00%	0	0.41%	1	0.81%	2	246
	Aged 25-34	93.50%	475	5.71%	29	0.00%	0	0.20%	1	0.00%	0	0.59%	3	508
	Aged 35-59	92.89%	888	5.54%	53	0.10%	1	0.52%	5	0.00%	0	0.94%	9	956
	Aged 60-74	92.19%	118	6.25%	8	0.00%	0	0.78%	1	0.00%	0	0.78%	1	128
<b>001S15</b> <b>Hilton</b>	<i>All Males</i>	91.48%	977	6.46%	69	0.09%	1	0.28%	3	0.09%	1	1.59%	17	1068
	<i>All Females</i>	96.03%	871	3.42%	31	0.00%	0	0.11%	1	0.00%	0	0.44%	4	907
	Aged 16-24	89.60%	224	8.80%	22	0.00%	0	0.00%	0	0.40%	1	1.20%	3	250
	Aged 25-34	92.79%	566	5.57%	34	0.00%	0	0.00%	0	0.00%	0	1.64%	10	610
	Aged 35-59	94.64%	954	4.07%	41	0.10%	1	0.40%	4	0.00%	0	0.79%	8	1008
	Aged 60-74	97.20%	104	2.80%	3	0.00%	0	0.00%	0	0.00%	0	0.00%	0	107
<b>001S16</b> <b>Woodside</b>	<i>All Males</i>	93.26%	1038	5.03%	56	0.18%	2	0.27%	3	0.09%	1	1.17%	13	1113
	<i>All Females</i>	96.76%	867	2.23%	20	0.00%	0	0.45%	4	0.00%	0	0.56%	5	896
	Aged 16-24	96.67%	319	3.03%	10	0.00%	0	0.00%	0	0.00%	0	0.30%	1	330
	Aged 25-34	95.43%	543	3.34%	19	0.00%	0	0.35%	2	0.00%	0	0.88%	5	569
	Aged 35-59	93.98%	936	4.42%	44	0.10%	1	0.50%	5	0.10%	1	0.90%	9	996
	Aged 60-74	93.86%	107	2.63%	3	0.88%	1	0.00%	0	0.00%	0	2.63%	3	114
<b>001S17</b> <b>St. Machar</b>	<i>All Males</i>	91.59%	697	5.12%	39	0.39%	3	0.79%	6	0.26%	2	1.84%	14	761
	<i>All Females</i>	96.91%	596	1.79%	11	0.00%	0	0.65%	4	0.00%	0	0.65%	4	615
	Aged 16-24	93.50%	230	4.88%	12	0.41%	1	0.00%	0	0.00%	0	1.22%	3	246
	Aged 25-34	94.51%	379	3.74%	15	0.00%	0	0.75%	3	0.00%	0	1.00%	4	401
	Aged 35-59	93.33%	602	3.41%	22	0.31%	2	0.93%	6	0.31%	2	1.71%	11	645
	Aged 60-74	97.62%	82	1.19%	1	0.00%	0	1.19%	1	0.00%	0	0.00%	0	84
<b>001S18</b> <b>Seaton</b>	<i>All Males</i>	94.35%	768	4.67%	38	0.00%	0	0.12%	1	0.00%	0	0.86%	7	814
	<i>All Females</i>	95.97%	690	3.62%	26	0.00%	0	0.00%	0	0.00%	0	0.42%	3	719
	Aged 16-24	94.07%	222	5.08%	12	0.00%	0	0.00%	0	0.00%	0	0.85%	2	236
	Aged 25-34	94.34%	417	5.20%	23	0.00%	0	0.00%	0	0.00%	0	0.45%	2	442
	Aged 35-59	95.67%	685	3.35%	24	0.00%	0	0.14%	1	0.00%	0	0.84%	6	716
	Aged 60-74	96.40%	134	3.60%	5	0.00%	0	0.00%	0	0.00%	0	0.00%	0	139
<b>001S19</b> <b>Kittybrewster</b>	<i>All Males</i>	92.38%	945	5.67%	58	0.10%	1	0.39%	4	0.00%	0	1.47%	15	1023
	<i>All Females</i>	96.35%	898	3.11%	29	0.21%	2	0.21%	2	0.00%	0	0.11%	1	932
	Aged 16-24	93.80%	242	4.65%	12	0.78%	2	0.78%	2	0.00%	0	0.00%	0	258
	Aged 25-34	93.09%	485	5.18%	27	0.19%	1	0.38%	2	0.00%	0	1.15%	6	521
	Aged 35-59	94.90%	968	3.92%	40	0.00%	0	0.20%	2	0.00%	0	0.98%	10	1020
	Aged 60-74	94.87%	148	5.13%	8	0.00%	0	0.00%	0	0.00%	0	0.00%	0	156
<b>001S20</b> <b>Stockethill</b>	<i>All Males</i>	92.86%	923	5.63%	56	0.10%	1	0.10%	1	0.20%	2	1.11%	11	994
	<i>All Females</i>	96.73%	888	2.61%	24	0.11%	1	0.11%	1	0.00%	0	0.44%	4	918
	Aged 16-24	92.68%	190	4.88%	10	0.00%	0	0.00%	0	0.49%	1	1.95%	4	205
	Aged 25-34	95.14%	470	4.05%	20	0.40%	2	0.00%	0	0.00%	0	0.40%	2	494
	Aged 35-59	95.37%	969	3.54%	36	0.00%	0	0.20%	2	0.10%	1	0.79%	8	1016
	Aged 60-74	92.39%	182	7.11%	14	0.00%	0	0.00%	0	0.00%	0	0.51%	1	197
<b>001S21</b> <b>Berryden</b>	<i>All Males</i>	91.38%	1060	6.47%	75	0.09%	1	0.26%	3	0.00%	0	1.81%	21	1160
	<i>All Females</i>	94.58%	925	4.91%	48	0.00%	0	0.00%	0	0.00%	0	0.51%	5	978
	Aged 16-24	94.78%	345	4.67%	17	0.00%	0	0.00%	0	0.00%	0	0.55%	2	364
	Aged 25-34	91.68%	782	6.68%	57	0.00%	0	0.12%	1	0.00%	0	1.52%	13	853
	Aged 35-59	93.65%	797	4.82%	41	0.00%	0	0.24%	2	0.00%	0	1.29%	11	851
	Aged 60-74	87.14%	61	11.43%	8	1.43%	1	0.00%	0	0.00%	0	0.00%	0	70
<b>001S22</b> <b>Sunnybank</b>	<i>All Males</i>	90.81%	1018	7.31%	82	0.09%	1	0.36%	4	0.00%	0	1.43%	16	1121
	<i>All Females</i>	93.62%	793	5.08%	43	0.12%	1	0.59%	5	0.00%	0	0.59%	5	847
	Aged 16-24	91.46%	332	7.16%	26	0.28%	1	0.28%	1	0.00%	0	0.83%	3	363
	Aged 25-34	90.05%	661	7.63%	56	0.14%	1	0.82%	6	0.00%	0	1.36%	10	734
	Aged 35-59	93.85%	733	4.87%	38	0.00%	0	0.26%	2	0.00%	0	1.02%	8	781
	Aged 60-74	94.44%	85	5.56%	5	0.00%	0	0.00%	0	0.00%	0	0.00%	0	90
<b>001S23</b> <b>Pittodrie</b>	<i>All Males</i>	91.71%	952	6.55%	68	0.29%	3	0.19%	2	0.00%	0	1.25%	13	1038
	<i>All Females</i>	92.86%	754	5.91%	48	0.00%	0	0.25%	2	0.12%	1	0.86%	7	812
	Aged 16-24	92.89%	353	5.79%	22	0.00%	0	0.00%	0	0.26%	1	1.05%	4	380
	Aged 25-34	90.08%	708	8.02%	63	0.13%	1	0.51%	4	0.00%	0	1.27%	10	786
	Aged 35-59	94.17%	581	4.54%	28	0.32%	2	0.00%	0	0.00%	0	0.97%	6	617
	Aged 60-74	95.52%	64	4.48%	3	0.00%	0	0.00%	0	0.00%	0	0.00%	0	67
<b>001S24</b> <b>Midstocket</b>	<i>All Males</i>	90.84%	1249	6.25%	86	0.07%	1	0.15%	2	0.00%	0	2.69%	37	1375
	<i>All Females</i>	94.10%	1084	4.60%	53	0.17%	2	0.17%	2	0.09%	1	0.87%	10	1152
	Aged 16-24	92.97%	172	5.41%	10	0.54%	1	0.00%	0	0.00%	0	1.08%	2	185
	Aged 25-34	91.14%	566	6.12%	38	0.00%	0	0.16%	1	0.00%	0	2.58%	16	621
	Aged 35-59	92.70%	1472	5.29%	84	0.13%	2	0.19%	3	0.06%	1	1.64%	26	1588
	Aged 60-74	92.48%	123	5.26%	7	0.00%	0	0.00%	0	0.00%	0	2.26%	3	133



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	Category	ABERDEEN CITY		ABERDEENSHIRE		ANGUS		MORAY		DUNDEE CITY		OTHER		TOTAL
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	
<b>001S25</b> <b>Queens Cross</b>	<i>All Males</i>	91.24%	1333	5.00%	73	0.14%	2	0.41%	6	0.07%	1	3.15%	46	1461
	<i>All Females</i>	92.97%	913	4.99%	49	0.00%	0	0.71%	7	0.10%	1	1.22%	12	982
	Aged 16-24	95.34%	184	3.11%	6	0.00%	0	0.00%	0	0.00%	0	1.55%	3	193
	Aged 25-34	90.03%	614	7.04%	48	0.00%	0	0.59%	4	0.15%	1	2.20%	15	682
	Aged 35-59	91.91%	1341	4.59%	67	0.14%	2	0.62%	9	0.07%	1	2.67%	39	1459
	Aged 60-74	98.17%	107	0.92%	1	0.00%	0	0.00%	0	0.00%	0	0.92%	1	109
<b>001S26</b> <b>Gilcomston</b>	<i>All Males</i>	91.89%	1190	5.33%	69	0.15%	2	0.23%	3	0.00%	0	2.39%	31	1295
	<i>All Females</i>	93.78%	950	4.24%	43	0.10%	1	0.79%	8	0.10%	1	0.99%	10	1013
	Aged 16-24	95.08%	348	4.10%	15	0.00%	0	0.27%	1	0.00%	0	0.55%	2	366
	Aged 25-34	92.61%	928	5.19%	52	0.10%	1	0.20%	2	0.10%	1	1.80%	18	1002
	Aged 35-59	91.81%	796	4.73%	41	0.12%	1	0.92%	8	0.00%	0	2.42%	21	867
	Aged 60-74	93.15%	68	5.48%	4	1.37%	1	0.00%	0	0.00%	0	0.00%	0	73
<b>001S27</b> <b>Langstane</b>	<i>All Males</i>	89.85%	1310	7.82%	114	0.00%		0.14%	2	0.14%	2	2.06%	30	1458
	<i>All Females</i>	94.63%	952	4.47%	45	0.00%		0.40%	4	0.00%	0	0.50%	5	1006
	Aged 16-24	92.54%	434	6.18%	29	0.00%		0.43%	2	0.21%	1	0.64%	3	469
	Aged 25-34	91.14%	1029	7.09%	80	0.00%		0.18%	2	0.09%	1	1.51%	17	1129
	Aged 35-59	92.14%	750	6.02%	49	0.00%		0.25%	2	0.00%	0	1.60%	13	814
	Aged 60-74	94.23%	49	1.92%	1	0.00%		0.00%	0	0.00%	0	3.85%	2	52
<b>001S28</b> <b>Castlehill</b>	<i>All Males</i>	91.89%	1269	5.58%	77	0.07%	1	0.72%	10	0.00%	0	1.74%	24	1381
	<i>All Females</i>	94.40%	1012	4.57%	49	0.00%	0	0.28%	3	0.09%	1	0.65%	7	1072
	Aged 16-24	93.56%	523	5.01%	28	0.00%	0	0.54%	3	0.00%	0	0.89%	5	559
	Aged 25-34	92.62%	929	5.08%	51	0.10%	1	0.90%	9	0.00%	0	1.30%	13	1003
	Aged 35-59	92.45%	747	5.69%	46	0.00%	0	0.12%	1	0.12%	1	1.61%	13	808
	Aged 60-74	98.80%	82	1.20%	1	0.00%	0	0.00%	0	0.00%	0	0.00%	0	83
<b>001S29</b> <b>Hazlehead</b>	<i>All Males</i>	89.97%	906	7.25%	73	0.00%		0.40%	4	0.00%	0	2.38%	24	1007
	<i>All Females</i>	95.38%	805	4.15%	35	0.00%		0.24%	2	0.00%	0	0.24%	2	844
	Aged 16-24	94.34%	100	2.83%	3	0.00%		0.00%	0	0.00%	0	2.83%	3	106
	Aged 25-34	89.81%	282	8.92%	28	0.00%		0.96%	3	0.00%	0	0.32%	1	314
	Aged 35-59	92.59%	1174	5.44%	69	0.00%		0.24%	3	0.00%	0	1.74%	22	1268
	Aged 60-74	95.09%	155	4.91%	8	0.00%		0.00%	0	0.00%	0	0.00%	0	163
<b>001S30</b> <b>Peterculter (part)</b>	<i>All Males</i>	86.52%	1149	11.07%	147	0.00%		0.08%	1	0.08%	1	2.26%	30	1328
	<i>All Females</i>	89.35%	940	9.70%	102	0.00%		0.48%	5	0.00%	0	0.48%	5	1052
	Aged 16-24	84.76%	178	13.33%	28	0.00%		0.00%	0	0.00%	0	1.90%	4	210
	Aged 25-34	86.16%	498	12.28%	71	0.00%		0.35%	2	0.00%	0	1.21%	7	578
	Aged 35-59	89.18%	1294	9.30%	135	0.00%		0.21%	3	0.07%	1	1.24%	18	1451
	Aged 60-74	84.40%	119	10.64%	15	0.00%		0.71%	1	0.00%	0	4.26%	6	141
<b>001S31</b> <b>Murtie; Peterculter (part)</b>	<i>All Males</i>	89.76%	1297	6.37%	92	0.28%	4	0.48%	7	0.07%	1	3.04%	44	1445
	<i>All Females</i>	92.95%	923	6.14%	61	0.10%	1	0.50%	5	0.00%	0	0.30%	3	993
	Aged 16-24	92.09%	163	6.21%	11	1.13%	2	0.56%	1	0.00%	0	0.00%	0	177
	Aged 25-34	91.11%	246	5.93%	16	0.00%	0	0.74%	2	0.00%	0	2.22%	6	270
	Aged 35-59	90.77%	1672	6.51%	120	0.11%	2	0.49%	9	0.05%	1	2.06%	38	1842
	Aged 60-74	93.29%	139	4.03%	6	0.67%	1	0.00%	0	0.00%	0	2.01%	3	149
<b>001S32</b> <b>Cults</b>	<i>All Males</i>	88.88%	1119	7.86%	99	0.08%	1	0.48%	6	0.08%	1	2.62%	33	1259
	<i>All Females</i>	93.32%	894	5.53%	53	0.00%	0	0.42%	4	0.10%	1	0.63%	6	958
	Aged 16-24	91.15%	103	7.96%	9	0.00%	0	0.88%	1	0.00%	0	0.00%	0	113
	Aged 25-34	88.39%	297	9.23%	31	0.00%	0	1.49%	5	0.00%	0	0.89%	3	336
	Aged 35-59	91.07%	1459	6.43%	103	0.00%	0	0.25%	4	0.12%	2	2.12%	34	1602
	Aged 60-74	92.77%	154	5.42%	9	0.60%	1	0.00%	0	0.00%	0	1.20%	2	166
<b>001S33</b> <b>Seafield</b>	<i>All Males</i>	90.07%	1034	7.06%	81	0.17%	2	0.26%	3	0.17%	2	2.26%	26	1148
	<i>All Females</i>	93.66%	783	5.62%	47	0.00%	0	0.12%	1	0.12%	1	0.48%	4	836
	Aged 16-24	91.60%	109	7.56%	9	0.00%	0	0.84%	1	0.00%	0	0.00%	0	119
	Aged 25-34	91.00%	384	7.11%	30	0.00%	0	0.47%	2	0.24%	1	1.18%	5	422
	Aged 35-59	91.62%	1192	6.30%	82	0.15%	2	0.08%	1	0.08%	1	1.77%	23	1301
	Aged 60-74	92.96%	132	4.93%	7	0.00%	0	0.00%	0	0.70%	1	1.41%	2	142
<b>001S34</b> <b>Ashley</b>	<i>All Males</i>	89.60%	1438	6.98%	112	0.25%	4	0.50%	8	0.06%	1	2.62%	42	1605
	<i>All Females</i>	93.27%	1137	5.74%	70	0.00%	0	0.16%	2	0.00%	0	0.82%	10	1219
	Aged 16-24	91.08%	337	7.03%	26	0.27%	1	0.00%	0	0.00%	0	1.62%	6	370
	Aged 25-34	90.62%	995	7.29%	80	0.09%	1	0.36%	4	0.00%	0	1.64%	18	1098
	Aged 35-59	91.37%	1165	5.88%	75	0.16%	2	0.47%	6	0.08%	1	2.04%	26	1275
	Aged 60-74	96.30%	78	1.23%	1	0.00%	0	0.00%	0	0.00%	0	2.47%	2	81
<b>001S35</b> <b>Broomhill</b>	<i>All Males</i>	89.96%	1255	7.24%	101	0.07%	1	0.43%	6	0.22%	3	2.08%	29	1395
	<i>All Females</i>	93.37%	1014	5.80%	63	0.09%	1	0.09%	1	0.28%	3	0.37%	4	1086
	Aged 16-24	86.49%	128	9.46%	14	0.68%	1	0.68%	1	0.68%	1	2.03%	3	148
	Aged 25-34	91.19%	559	6.53%	40	0.16%	1	0.49%	3	0.49%	3	1.14%	7	613
	Aged 35-59	91.99%	1458	6.31%	100	0.00%	0	0.19%	3	0.13%	2	1.39%	22	1585
	Aged 60-74	91.85%	124	7.41%	10	0.00%	0	0.00%	0	0.00%	0	0.74%	1	135
<b>001S36</b> <b>Garthdee</b>	<i>All Males</i>	90.74%	1019	7.03%	79	0.00%		0.36%	4	0.00%		1.87%	21	1123
	<i>All Females</i>	95.88%	930	2.99%	29	0.00%		0.41%	4	0.00%		0.72%	7	970
	Aged 16-24	92.53%	260	6.05%	17	0.00%		0.36%	1	0.00%		1.07%	3	281
	Aged 25-34	90.93%	431	7.17%	34	0.00%		0.00%	0	0.00%		1.90%	9	474
	Aged 35-59	94.06%	1093	4.22%	49	0.00%		0.52%	6	0.00%		1.20%	14	1162
	Aged 60-74	93.75%	165	4.55%	8	0.00%		0.57%	1	0.00%		1.14%	2	176



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	Category	ABERDEEN CITY		ABERDEENSHIRE		ANGUS		MORAY		DUNDEE CITY		OTHER		TOTAL
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	
001S37 Gairn	All Males	90.75%	1226	7.85%	106	0.07%	1	0.22%	3	0.07%	1	1.04%	14	1351
	All Females	92.73%	995	5.59%	60	0.37%	4	0.19%	2	0.19%	2	0.93%	10	1073
	Aged 16-24	90.94%	281	8.41%	26	0.32%	1	0.00%	0	0.32%	1	0.00%	0	309
	Aged 25-34	90.15%	869	8.30%	80	0.31%	3	0.00%	0	0.10%	1	1.14%	11	964
	Aged 35-59	93.13%	989	5.08%	54	0.09%	1	0.38%	4	0.09%	1	1.22%	13	1062
	Aged 60-74	92.13%	82	6.74%	6	0.00%	0	1.12%	1	0.00%	0	0.00%	0	89
001S38 Duthie	All Males	89.89%	1450	6.70%	108	0.25%	4	0.56%	9	0.00%	0	2.60%	42	1613
	All Females	91.75%	1145	6.89%	86	0.16%	2	0.48%	6	0.08%	1	0.64%	8	1248
	Aged 16-24	90.45%	303	7.46%	25	0.30%	1	0.30%	1	0.00%	0	1.49%	5	335
	Aged 25-34	89.43%	1066	8.14%	97	0.25%	3	0.59%	7	0.08%	1	1.51%	18	1192
	Aged 35-59	91.68%	1146	5.52%	69	0.16%	2	0.56%	7	0.00%	0	2.08%	26	1250
	Aged 60-74	95.24%	80	3.57%	3	0.00%	0	0.00%	0	0.00%	0	1.19%	1	84
001S39 Torry	All Males	92.48%	1168	5.94%	75	0.00%	0	0.40%	5	0.00%	0	1.19%	15	1263
	All Females	95.04%	1072	4.26%	48	0.00%	0	0.27%	3	0.09%	1	0.35%	4	1128
	Aged 16-24	93.83%	289	4.87%	15	0.00%	0	0.00%	0	0.00%	0	1.30%	4	308
	Aged 25-34	93.07%	766	6.20%	51	0.00%	0	0.49%	4	0.12%	1	0.12%	1	823
	Aged 35-59	93.89%	1076	4.54%	52	0.00%	0	0.35%	4	0.00%	0	1.22%	14	1146
	Aged 60-74	95.61%	109	4.39%	5	0.00%	0	0.00%	0	0.00%	0	0.00%	0	114
001S40 Tulloch Hill	All Males	92.86%	1001	5.19%	56	0.28%	3	0.56%	6	0.00%	0	1.11%	12	1078
	All Females	96.06%	950	2.73%	27	0.20%	2	0.51%	5	0.20%	2	0.30%	3	989
	Aged 16-24	94.05%	332	4.53%	16	0.28%	1	0.00%	0	0.00%	0	1.13%	4	353
	Aged 25-34	93.80%	499	4.89%	26	0.00%	0	0.75%	4	0.00%	0	0.56%	3	532
	Aged 35-59	94.74%	990	3.35%	35	0.38%	4	0.67%	7	0.10%	1	0.77%	8	1045
	Aged 60-74	94.89%	130	4.38%	6	0.00%	0	0.00%	0	0.73%	1	0.00%	0	137
001S41 Kincorth West	All Males	90.44%	1003	7.94%	88	0.09%	1	0.18%	2	0.00%		1.35%	15	1109
	All Females	95.46%	967	3.85%	39	0.00%	0	0.10%	1	0.00%		0.59%	6	1013
	Aged 16-24	93.55%	232	5.24%	13	0.40%	1	0.40%	1	0.00%		0.40%	1	248
	Aged 25-34	93.49%	359	5.73%	22	0.00%	0	0.00%	0	0.00%		0.78%	3	384
	Aged 35-59	92.58%	1186	6.25%	80	0.00%	0	0.16%	2	0.00%		1.01%	13	1281
	Aged 60-74	92.34%	193	5.74%	12	0.00%	0	0.00%	0	0.00%		1.91%	4	209
001S42 Nigg	All Males	91.65%	1119	6.39%	78	0.16%	2	0.33%	4	0.08%	1	1.39%	17	1221
	All Females	96.23%	1071	3.41%	38	0.00%	0	0.18%	2	0.00%	0	0.18%	2	1113
	Aged 16-24	94.48%	274	4.48%	13	0.00%	0	0.34%	1	0.00%	0	0.69%	2	290
	Aged 25-34	93.36%	394	6.16%	26	0.00%	0	0.00%	0	0.00%	0	0.47%	2	422
	Aged 35-59	93.59%	1328	4.93%	70	0.14%	2	0.28%	4	0.07%	1	0.99%	14	1419
	Aged 60-74	95.57%	194	3.45%	7	0.00%	0	0.49%	1	0.00%	0	0.49%	1	203
001S43 Loirston	All Males	88.60%	1709	8.71%	168	0.31%	6	0.21%	4	0.21%	4	1.97%	38	1929
	All Females	92.62%	1507	6.27%	102	0.12%	2	0.31%	5	0.12%	2	0.55%	9	1627
	Aged 16-24	89.81%	282	8.28%	26	0.00%	0	0.64%	2	0.32%	1	0.96%	3	314
	Aged 25-34	89.68%	991	8.78%	97	0.54%	6	0.09%	1	0.18%	2	0.72%	8	1105
	Aged 35-59	91.99%	1837	6.96%	139	0.10%	2	0.25%	5	0.15%	3	0.55%	11	1997
	Aged 60-74	92.17%	106	6.96%	8	0.00%	0	0.87%	1	0.00%	0	0.00%	0	115
ABERDEEN CITY COUNCIL AREA	All Males	90.86%	49160	6.74%	3649	0.12%	67	0.38%	206	0.07%	37	1.82%	985	54104
	All Females	94.46%	42095	4.56%	2030	0.06%	25	0.37%	167	0.05%	23	0.50%	223	44563
	Aged 16-24	92.34%	11181	6.00%	727	0.14%	17	0.36%	44	0.12%	14	1.03%	125	12108
	Aged 25-34	91.45%	24680	6.80%	1835	0.10%	26	0.42%	113	0.06%	17	1.17%	316	26987
	Aged 35-59	92.93%	50138	5.26%	2839	0.08%	43	0.38%	205	0.05%	27	1.30%	699	53951
	Aged 60-74	93.92%	5256	4.97%	278	0.11%	6	0.20%	11	0.04%	2	0.77%	43	5596



# APPENDIX SIXTEEN- Travel-To-Work Matrix for Aberdeenshire area (tv204).

	Category	ABERDEEN CITY		ABERDEENSHIRE		MORAY		ANGUS		DUNDEE CONURB.		HIGHLAND		OTHER		TOTAL
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	
002S01 Durn	Full-time employment	12.76%	110	74.94%	646	10.09%	87	0.12%	1	0.00%		0.46%	4	1.62%	14	862
	Part-time employment	3.53%	11	85.26%	266	10.58%	33	0.00%	0	0.00%		0.32%	1	0.32%	1	312
	TOTAL	10.31%	121	77.68%	912	10.22%	120	0.09%	1	0.00%		0.43%	5	1.28%	15	1174
	LE and HMO, HPO & LM and PO	13.36%	37	70.40%	195	13.00%	36	0.36%	1	0.00%		1.08%	3	1.81%	5	277
	Intermediate Occupations	7.21%	8		84	17.12%	19	0.00%	0	0.00%		0.00%	0	0.00%	0	111
	SE and OAW	1.50%	3	93.50%	187	4.00%	8	0.00%	0	0.00%		0.50%	1	0.50%	1	200
	LS and TO, S-RO & RO	12.46%	73	76.11%	446	9.73%	57	0.00%	0	0.00%		0.17%	1	1.54%	9	586
002S02 Banff West & Boyndie	Full-time employment	12.37%	128	81.93%	848	3.00%	31	0.29%	3	0.00%		0.77%	8	1.64%	17	1035
	Part-time employment	2.92%	10	92.69%	317	2.63%	9	0.00%	0	0.00%		0.58%	2	1.17%	4	342
	TOTAL	10.02%	138	84.60%	1165	2.90%	40	0.22%	3	0.00%		0.73%	10	1.53%	21	1377
	LE and HMO, HPO & LM and PO	14.29%	46	77.64%	250	5.28%	17	0.31%	1	0.00%		0.62%	2	1.86%	6	322
	Intermediate Occupations	9.85%	13	84.09%	111	4.55%	6	0.76%	1	0.00%		0.00%	0	0.76%	1	132
	SE and OAW	2.16%	5	90.48%	209	2.16%	5	0.00%	0	0.00%		2.60%	6	2.60%	6	231
	LS and TO, S-RO & RO	10.69%	74	85.98%	595	1.73%	12	0.14%	1	0.00%		0.29%	2	1.16%	8	692
002S03 Banff	Full-time employment	13.90%	119	81.07%	694	3.39%	29	0.23%	2	0.00%		0.12%	1	1.29%	11	856
	Part-time employment	4.70%	14	93.62%	279	1.34%	4	0.00%	0	0.00%		0.00%	0	0.34%	1	298
	TOTAL	11.53%	133	84.32%	973	2.86%	33	0.17%	2	0.00%		0.09%	1	1.04%	12	1154
	LE and HMO, HPO & LM and PO	14.37%	51	80.00%	284	3.94%	14	0.56%	2	0.00%		0.28%	1	0.85%	3	355
	Intermediate Occupations	8.26%	9	88.99%	97	2.75%	3	0.00%	0	0.00%		0.00%	0	0.00%	0	109
	SE and OAW	3.10%	4	92.25%	119	2.33%	3	0.00%	0	0.00%		0.00%	0	2.33%	3	129
	LS and TO, S-RO & RO	12.30%	69	84.31%	473	2.32%	13	0.00%	0	0.00%		0.00%	0	1.07%	6	561
002S04 Aberchirder	Full-time employment	12.87%	134	81.17%	845	4.42%	46	0.29%	3	0.00%		0.00%	0	1.25%	13	1041
	Part-time employment	4.46%	14	92.36%	290	2.87%	9	0.00%	0	0.00%		0.00%	0	0.32%	1	314
	TOTAL	10.92%	148	83.76%	1135	4.06%	55	0.22%	3	0.00%		0.00%	0	1.03%	14	1355
	LE and HMO, HPO & LM and PO	20.59%	77	69.25%	259	7.22%	27	0.53%	2	0.00%		0.00%	0	2.41%	9	374
	Intermediate Occupations	16.87%	14	81.93%	68	1.20%	1	0.00%	0	0.00%		0.00%	0	0.00%	0	83
	SE and OAW	2.49%	8	95.33%	306	1.87%	6	0.00%	0	0.00%		0.00%	0	0.31%	1	321
	LS and TO, S-RO & RO	8.49%	49	87.00%	502	3.64%	21	0.17%	1	0.00%		0.00%	0	0.69%	4	577
002S05 Macduff	Full-time employment	15.04%	179	79.50%	946	2.35%	28	0.08%	1	0.08%	1	0.25%	3	2.69%	32	1190
	Part-time employment	3.26%	15	94.13%	433	2.17%	10	0.22%	1	0.00%	0	0.00%	0	0.22%	3	460
	TOTAL	11.76%	194	83.58%	1379	2.30%	38	0.12%	2	0.06%	1	0.18%	3	2.00%	33	1650
	LE and HMO, HPO & LM and PO	18.27%	59	72.45%	234	4.33%	14	0.31%	1	0.31%	1	0.00%	0	4.33%	14	323
	Intermediate Occupations	12.50%	20	81.88%	131	3.13%	5	0.00%	0	0.00%	0	0.00%	0	2.50%	4	160
	SE and OAW	1.46%	3	93.69%	193	0.49%	1	0.00%	0	0.00%	0	1.46%	3	2.91%	6	206
	LS and TO, S-RO & RO	11.65%	112	85.43%	821	1.87%	18	0.10%	1	0.00%	0	0.00%	0	0.94%	9	961
002S06 Gamrie- King Edward	Full-time employment	12.23%	89	83.24%	606	1.79%	13	0.00%	1	0.00%		0.14%	1	2.61%	19	728
	Part-time employment	3.52%	8	93.39%	212	1.32%	3	0.00%	1	0.00%		0.44%	1	1.32%	3	227
	TOTAL	10.16%	97	85.65%	818	1.68%	16	0.00%	2	0.00%		0.21%	2	2.30%	22	955
	LE and HMO, HPO & LM and PO	20.98%	43	72.20%	148	3.90%	8	0.00%	0	0.00%		0.00%	0	2.93%	6	205
	Intermediate Occupations	5.56%	4	91.67%	66	0.00%	0	0.00%	0	0.00%		1.39%	1	1.39%	1	72
	SE and OAW	1.69%	5	94.26%	279	0.68%	2	0.00%	0	0.00%		0.34%	1	3.04%	9	296
	LS and TO, S-RO & RO	11.78%	45	85.08%	325	1.57%	6	0.00%	0	0.00%		0.00%	0	1.57%	6	382
002S07 Buchan North	Full-time employment	13.03%	128	85.23%	837	0.10%	1	0.20%	2	0.00%		0.00%		1.43%	14	982
	Part-time employment	3.91%	12	94.79%	291	0.33%	1	0.00%	0	0.00%		0.00%		0.98%	3	307
	TOTAL	10.86%	140	87.51%	1128	0.16%	2	0.16%	2	0.00%		0.00%		1.32%	17	1289
	LE and HMO, HPO & LM and PO	20.08%	50	76.31%	190	0.40%	1	0.80%	2	0.00%		0.00%		2.41%	6	249
	Intermediate Occupations	11.70%	11	88.30%	63	0.00%	0	0.00%	0	0.00%		0.00%	0	0.00%	0	94
	SE and OAW	2.00%	4	95.50%	191	0.00%	0	0.00%	0	0.00%		0.00%	0	2.60%	5	200
	LS and TO, S-RO & RO	10.05%	75	89.01%	664	0.13%	1	0.00%	0	0.00%		0.00%	0	0.80%	6	746
002S08 Fraserburgh West	Full-time employment	11.92%	132	85.73%	949	0.27%	3	0.45%	5	0.00%		0.09%	1	1.54%	17	1107
	Part-time employment	2.04%	8	96.94%	380	0.77%	3	0.00%	0	0.00%		0.00%	0	0.26%	1	392
	TOTAL	9.34%	140	88.66%	1329	0.40%	6	0.33%	5	0.00%		0.07%	1	1.20%	18	1499
	LE and HMO, HPO & LM and PO	18.72%	44	79.57%	187	0.00%	0	0.00%	0	0.00%		0.43%	1	1.28%	3	235
	Intermediate Occupations	7.21%	8	91.89%	102	0.00%	0	0.00%	0	0.00%		0.00%	0	0.90%	1	111
	SE and OAW	2.46%	3	90.16%	110	0.82%	1	1.64%	2	0.00%		0.00%	0	4.92%	6	122
	LS and TO, S-RO & RO	8.24%	85	90.20%	930	0.48%	5	0.29%	3	0.00%		0.00%	0	0.78%	8	1031
002S09 Fraserburgh North	Full-time employment	12.86%	108	83.93%	705	0.71%	6	0.12%	1	0.00%		0.24%	2	2.14%	18	840
	Part-time employment	3.10%	8	96.51%	249	0.00%	0	0.00%	0	0.00%		0.00%	0	0.39%	1	258
	TOTAL	10.56%	116	86.89%	954	0.55%	6	0.09%	1	0.00%		0.18%	2	1.73%	19	1098
	LE and HMO, HPO & LM and PO	18.60%	40	76.74%	165	1.40%	3	0.00%	0	0.00%		0.00%	0	3.26%	7	215
	Intermediate Occupations	15.79%	12	82.89%	63	0.00%	0	0.00%	0	0.00%		0.00%	0	1.32%	1	76
	SE and OAW	2.22%	2	88.89%	80	0.00%	0	0.00%	0	0.00%		2.22%	2	6.67%	6	90
	LS and TO, S-RO & RO	8.65%	62	90.10%	646	0.42%	3	0.14%	1	0.00%		0.00%	0	0.70%	5	717
002S10 Fraserburgh East	Full-time employment	14.89%	133	83.31%	744	0.22%	2	0.00%		0.00%		0.56%	5	1.01%	9	893
	Part-time employment	3.95%	10	95.65%	242	0.00%	0	0.00%	0	0.00%		0.00%	0	0.40%	1	253
	TOTAL	12.48%	143	86.04%	986	0.17%	2	0.00%		0.00%		0.44%	5	0.87%	10	1146
	LE and HMO, HPO & LM and PO	17.41%	51	81.57%	239	0.00%	0	0.00%	0	0.00%		0.34%	1	0.68%	2	293
	Intermediate Occupations	16.98%	18	83.02%	88	0.00%	0	0.00%	0	0.00%		0.00%	0	0.00%	0	106
	SE and OAW	3.13%	4	92.97%	119	0.78%	1	0.00%	0	0.00%		0.78%	1	2.34%	3	128
	LS and TO, S-RO & RO	11.31%	70	87.24%	540	0.16%	1	0.00%	0	0.00%		0.48%	3	0.81%	5	619
002S11 Fraserburgh South	Full-time employment	17.46%	197	78.99%	891	0.18%	2	0.44%	5	0.00%		0.18%	2	2.75%	31	1128
	Part-time employment	3.11%	13	95.93%	401	0.24%	1	0.00%	0	0.00%		0.00%	0	0.72%	3	418
	TOTAL	13.58%	210	83.57%	1292	0.19%	3	0.32%	5	0.00%		0.13%	2	2.20%	34	1546
	LE and HMO, HPO & LM and PO	20.45%	81	76.52%	303	0.00%	0	0.51%	2	0.00%		0.25%	1	2.27%	9	396
	Intermediate Occupations	11.66%	19	87.12%	142	0.61%	1	0.00%	0	0.00%		0.00%	0	0.61%	1	163
	SE and OAW	3.75%	10	88.39%	236	0.75%	2	0.37%	1	0.00%		0.37%	1	6.37%		



# APPENDIX SIXTEEN- Travel-To-Work Matrix for Aberdeenshire area (tv204).

	Category	ABERDEEN CITY		ABERDEENSHIRE		MORAY		ANGUS		DUNDEE CONURB.		HIGHLAND		OTHER		TOTAL
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	
002S13 South Buchan	Full-time employment	30.00%	366	68.11%	831	0.00%		0.08%	1	0.16%	2	0.08%	1	1.56%	19	1220
	Part-time employment	8.65%	30	89.91%	312	0.00%		0.29%	1	0.00%	0	0.00%	0	1.15%	4	347
	TOTAL	25.27%	396	72.94%	1143	0.00%		0.13%	2	0.13%	2	0.06%	1	1.47%	23	1567
	LE and HMO, HPO & LM and PO	42.13%	206	55.01%	269	0.00%		0.20%	1	0.00%	0	0.00%	0	2.66%	13	489
	Intermediate Occupations	30.67%	50	69.33%	113	0.00%		0.00%	0	0.00%	0	0.00%	0	0.00%	0	163
	SE and OAW	4.81%	14	93.13%	271	0.00%		0.00%	0	0.34%	1	0.34%	1	1.37%	4	291
002S14 Central Buchan	LS and TO, S-RO & RO	20.19%	126	78.53%	490	0.00%		0.16%	1	0.16%	1	0.00%	0	0.96%	6	624
	Full-time employment	17.15%	206	80.10%	962	1.08%	13	0.25%	3	0.08%	1	0.00%		1.33%	16	1201
	Part-time employment	4.22%	16	94.99%	360	0.53%	2	0.00%	0	0.00%	0	0.00%		0.26%	1	379
	TOTAL	14.05%	222	83.67%	1322	0.95%	15	0.19%	3	0.06%	1	0.00%		1.08%	17	1580
	LE and HMO, HPO & LM and PO	22.40%	84	74.13%	278	1.33%	5	0.53%	2	0.27%	1	0.00%		1.33%	5	375
	Intermediate Occupations	24.26%	33	70.59%	96	1.47%	2	0.00%	0	0.00%	0	0.00%		3.68%	5	136
002S15 Lonmay & St Fergus	SE and OAW	2.07%	5	97.10%	234	0.83%	2	0.00%	0	0.00%	0	0.00%		0.00%	0	241
	LS and TO, S-RO & RO	12.08%	100	86.23%	714	0.72%	6	0.12%	1	0.00%	0	0.00%		0.85%	7	828
	Full-time employment	13.33%	150	84.44%	950	0.36%	4	0.09%	1	0.00%		0.09%	1	1.69%	19	1125
	Part-time employment	3.55%	11	95.81%	297	0.65%	2	0.00%	0	0.00%	0	0.00%	0	0.00%	0	310
	TOTAL	11.22%	161	86.90%	1247	0.42%	6	0.07%	1	0.00%		0.07%	1	1.32%	19	1435
	LE and HMO, HPO & LM and PO	16.32%	55	82.20%	277	0.30%	1	0.30%	1	0.00%		0.00%	0	0.89%	3	337
002S16 Mintlaw- Old Deer	Intermediate Occupations	11.30%	13	83.48%	96	0.87%	1	0.00%	0	0.00%		0.00%	0	4.35%	5	115
	SE and OAW	4.74%	10	92.42%	195	0.00%	0	0.00%	0	0.00%	0	0.00%	0	2.84%	6	211
	LS and TO, S-RO & RO	10.75%	83	87.95%	679	0.52%	4	0.00%	0	0.00%		0.13%	1	0.65%	5	772
	Full-time employment	28.63%	347	69.64%	844	0.17%	2	0.17%	2	0.00%		0.00%		1.40%	17	1212
	Part-time employment	8.82%	27	90.85%	278	0.33%	1	0.00%	0	0.00%		0.00%		0.00%	0	306
	TOTAL	24.64%	374	73.91%	1122	0.20%	3	0.13%	2	0.00%		0.00%		1.12%	17	1518
002S17 Mintlaw- Longside	LE and HMO, HPO & LM and PO	38.41%	164	59.48%	254	0.23%	1	0.00%	0	0.00%		0.00%		1.87%	8	427
	Intermediate Occupations	38.36%	56	60.27%	88	0.00%	0	0.68%	1	0.00%		0.00%		0.68%	1	146
	SE and OAW	0.94%	2	97.64%	207	0.00%	0	0.00%	0	0.00%		0.00%		1.42%	3	212
	LS and TO, S-RO & RO	20.74%	152	78.17%	573	0.27%	2	0.14%	1	0.00%		0.00%		0.68%	5	733
	Full-time employment	20.67%	211	77.08%	787	0.29%	3	0.00%	0	0.10%		0.20%	2	1.67%	17	1021
	Part-time employment	3.01%	9	96.32%	288	0.33%	1	0.00%	0	0.00%		0.00%	0	0.33%	1	299
002S18 Boddam- Inverugie	TOTAL	16.67%	220	81.44%	1075	0.30%	4	0.00%	0	0.08%	1	0.15%	2	1.36%	18	1320
	LE and HMO, HPO & LM and PO	22.61%	97	74.13%	318	0.70%	3	0.00%	0	0.23%	1	0.47%	2	1.86%	8	429
	Intermediate Occupations	19.44%	28	79.86%	115	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.69%	1	144
	SE and OAW	4.35%	6	94.93%	131	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.72%	1	138
	LS and TO, S-RO & RO	14.61%	89	83.91%	511	0.16%	1	0.00%	0	0.00%	0	0.00%	0	1.31%	8	609
	Full-time employment	19.12%	331	77.99%	1350	0.40%	7	0.06%	1	0.06%	1	0.00%		2.37%	41	1731
002S19 Blackhouse	Part-time employment	7.10%	35	91.68%	452	0.20%	1	0.00%	0	0.00%	0	0.00%		1.01%	5	493
	TOTAL	16.46%	366	81.03%	1802	0.36%	8	0.04%	1	0.04%	1	0.00%		2.07%	46	2224
	LE and HMO, HPO & LM and PO	21.15%	158	76.57%	572	0.54%	4	0.00%		0.13%	1	0.00%		1.61%	12	747
	Intermediate Occupations	12.24%	42	85.42%	293	0.58%	2	0.29%	1	0.00%	0	0.00%		1.46%	5	343
	SE and OAW	2.82%	7	92.74%	230	0.00%	0	0.00%	0	0.00%	0	0.00%		4.44%	11	248
	LS and TO, S-RO & RO	17.95%	159	79.80%	707	0.23%	2	0.00%	0	0.00%	0	0.00%		2.03%	18	886
002S20 Buchanhaven	Full-time employment	21.71%	280	75.58%	975	0.39%	5	0.08%	1	0.08%	1	0.23%	3	1.94%	25	1290
	Part-time employment	2.14%	8	96.52%	361	0.27%	1	0.27%	1	0.00%	0	0.00%	0	0.80%	3	374
	TOTAL	17.31%	288	80.29%	1336	0.36%	6	0.12%	2	0.06%	1	0.18%	3	1.68%	28	1664
	LE and HMO, HPO & LM and PO	27.61%	119	70.30%	303	0.46%	2	0.00%	0	0.23%	1	0.23%	1	1.16%	5	431
	Intermediate Occupations	10.00%	21	86.67%	182	0.48%	1	0.00%	0	0.00%	0	0.00%	0	2.86%	6	210
	SE and OAW	5.13%	8	87.18%	136	0.00%	0	0.00%	0	0.00%	0	1.28%	2	6.41%	10	156
002S21 Peterhead Central #NAME?	LS and TO, S-RO & RO	16.15%	140	82.47%	715	0.35%	3	0.23%	2	0.00%	0	0.00%	0	0.81%	7	867
	Full-time employment	16.46%	156	80.38%	762	0.95%	9	0.00%		0.00%		0.00%		2.22%	21	948
	Part-time employment	5.85%	19	93.23%	303	0.31%	1	0.00%		0.00%		0.00%		0.62%	2	325
	TOTAL	13.75%	175	83.66%	1065	0.79%	10	0.00%		0.00%		0.00%		1.81%	23	1273
	LE and HMO, HPO & LM and PO	27.99%	75	69.40%	186	1.12%	3	0.00%		0.00%		0.00%		1.49%	4	268
	Intermediate Occupations	15.83%	19	82.50%	99	0.00%	0	0.00%		0.00%		0.00%		1.67%	2	120
002S22 Clerkhill	SE and OAW	1.40%	2	91.61%	131	1.40%	2	0.00%		0.00%		0.00%		5.59%	8	143
	LS and TO, S-RO & RO	10.65%	79	87.47%	649	0.67%	5	0.00%		0.00%		0.00%		1.21%	9	742
	Full-time employment	16.39%	157	81.73%	783	0.21%	2	0.00%		0.00%		0.00%		1.67%	16	958
	Part-time employment	8.98%	23	89.84%	230	0.39%	1	0.00%		0.00%		0.00%		0.78%	2	256
	TOTAL	14.83%	180	83.44%	1013	0.25%	3	0.00%		0.00%		0.00%		1.48%	18	1214
	LE and HMO, HPO & LM and PO	22.51%	61	75.28%	204	0.37%	1	0.00%		0.00%		0.00%		1.85%	5	271
002S23 Dales #NAME?	Intermediate Occupations	21.64%	29	76.87%	103	0.75%	1	0.00%		0.00%		0.00%		0.75%	1	134
	SE and OAW	6.67%	8	91.67%	110	0.00%	0	0.00%		0.00%		0.00%		1.67%	2	120
	LS and TO, S-RO & RO	11.90%	82	86.50%	596	0.15%	1	0.00%		0.00%		0.00%		1.45%	10	689
	Full-time employment	15.85%	133	82.48%	692	0.36%	3	0.00%	0	0.00%		0.12%	1	1.19%	10	839
	Part-time employment	4.85%	15	93.85%	290	0.32%	1	0.00%	0	0.00%		0.00%	0	0.97%	3	309
	TOTAL	12.89%	148	85.54%	982	0.35%	4	0.00%	0	0.00%		0.09%	1	1.13%	13	1148
002S24 Crudent	LE and HMO, HPO & LM and PO	20.78%	48	78.35%	181	0.43%	1	0.00%	0	0.00%		0.00%	0	0.43%	1	231
	Intermediate Occupations	17.36%	21	80.99%	98	0.83%	1	0.00%	0	0.00%		0.83%	1	0.00%	0	121
	SE and OAW	4.88%	6	90.24%	111	0.00%	0	0.00%	0	0.00%	0	0.00%	0	4.88%	6	123
	LS and TO, S-RO & RO	10.85%	73	87.96%	592	0.30%	2	0.00%	0	0.00%	0	0.00%	0	0.89%	6	673
	Full-time employment	16.96%	200	81.17%	957	0.98%	1	0.00%	0	0.00%		0.08%	1	1.70%	20	1179
	Part-time employment	4.58%	19	95.42%	396	0.00%	0	0.00%	0	0.00%		0.00%		0.00%	0	415
002S24 Crudent	TOTAL	13.74%	219	84.88%	1353	0.06%	1	0.00%	0	0.00%		0.06%	1	1.25%	20	1594
	LE and HMO, HPO & LM and PO	21.66%	68	76.43%	240	0.00%	0	0.00%	0	0.00%		0.00%	0	1.91%	6	314
	Intermediate Occupations	14.45%	25	84.97%	147	0.00%	0	0.00%	0	0.00%		0.00%	0	0.58%	1	173
	SE and OAW	3.94%	5	92.13%	117	0.00%	0									



# APPENDIX SIXTEEN- Travel-To-Work Matrix for Aberdeenshire area (tv204).

	Category	ABERDEEN CITY		ABERDEENSHIRE		MORAY		ANGUS		DUNDEE CONURB.		HIGHLAND		OTHER		TOTAL
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	
002S25 Turrieff West	Full-time employment	19.33%	225	78.52%	914	0.69%	8	0.00%		0.00%		0.09%		1.37%	16	1164
	Part-time employment	5.47%	18	93.62%	308	0.91%	3	0.00%		0.00%		0.00%	0	0.00%	0	329
	TOTAL	16.28%	243	81.85%	1222	0.74%	11	0.00%		0.00%		0.07%	1	1.07%	16	1493
	LE and HMO, HPO & LM and PO	29.97%	119	67.00%	266	1.26%	5	0.00%		0.00%		0.00%	0	1.76%	7	397
	Intermediate Occupations	17.65%	24	78.68%	107	2.21%	3	0.00%		0.00%		0.00%	0	1.47%	2	136
	SE and OAW	1.94%	4	97.09%	200	0.49%	1	0.00%		0.00%		0.00%	0	0.49%	1	206
	LS and TO, S-RO & RO	12.73%	96	86.07%	649	0.27%	2	0.00%		0.00%		0.13%	7	0.80%	6	754
002S26 Turrieff East	Full-time employment	15.45%	140	82.01%	743	1.10%	10	0.11%	1	0.00%		0.11%	1	1.21%	11	906
	Part-time employment	6.02%	16	92.48%	246	1.13%	3	0.00%	0	0.00%		0.00%	0	0.38%	1	266
	TOTAL	13.31%	156	84.39%	989	1.11%	13	0.09%	1	0.00%		0.09%	1	1.02%	12	1172
	LE and HMO, HPO & LM and PO	18.12%	52	77.00%	221	1.74%	5	0.35%	1	0.00%		0.00%	0	2.79%	8	287
	Intermediate Occupations	17.12%	19	81.08%	90	0.00%	0	0.00%	0	0.00%		0.00%	0	1.80%	2	111
	SE and OAW	6.41%	10	91.03%	142	1.92%	3	0.00%	0	0.00%		0.64%	1	0.00%	0	156
	LS and TO, S-RO & RO	12.14%	75	86.73%	536	0.81%	5	0.00%	0	0.00%		0.00%	0	0.32%	2	618
002S27 Upper Ythan	Full-time employment	30.77%	376	66.94%	818	0.41%	5	0.00%		0.08%	1	0.33%	4	1.47%	18	1222
	Part-time employment	9.72%	31	88.71%	283	0.94%	3	0.00%		0.00%		0.31%	1	0.31%	1	319
	TOTAL	26.41%	407	71.45%	1101	0.52%	8	0.00%		0.06%	1	0.32%	5	1.23%	19	1541
	LE and HMO, HPO & LM and PO	45.62%	198	50.69%	220	0.69%	3	0.00%		0.23%	1	0.69%	3	2.07%	9	434
	Intermediate Occupations	38.56%	59	60.13%	92	0.65%	1	0.00%		0.00%	0	0.00%	0	0.65%	1	153
	SE and OAW	4.23%	12	95.07%	270	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.70%	2	284
	LS and TO, S-RO & RO	20.60%	138	77.46%	519	0.60%	4	0.00%		0.00%	0	0.30%	2	1.04%	7	670
002S28 Fyvie	Full-time employment	33.88%	390	63.60%	732	0.43%	5	0.00%		0.00%	0	0.00%	0	2.09%	24	1151
	Part-time employment	19.76%	67	79.35%	269	0.29%	1	0.00%		0.59%	2	0.00%	0	0.00%	0	339
	TOTAL	30.67%	457	67.18%	1001	0.40%	6	0.00%		0.13%	2	0.00%	0	1.61%	24	1490
	LE and HMO, HPO & LM and PO	49.22%	252	47.46%	243	0.39%	2	0.00%		0.39%	2	0.00%	0	2.54%	13	512
	Intermediate Occupations	41.48%	56	58.52%	79	0.00%	0	0.00%		0.00%	0	0.00%	0	0.00%	0	135
	SE and OAW	4.05%	12	95.61%	283	0.00%	0	0.00%		0.00%	0	0.00%	0	0.34%	1	296
	LS and TO, S-RO & RO	25.05%	137	72.39%	396	0.73%	4	0.00%		0.00%	0	0.00%	0	1.83%	10	547
002S29 Tarves	Full-time employment	54.85%	843	42.81%	658	0.39%	6	0.07%	1	0.00%		0.00%	0	1.89%	29	1537
	Part-time employment	34.41%	149	64.43%	279	0.46%	2	0.00%	0	0.00%	0	0.00%	0	0.69%	3	433
	TOTAL	50.36%	992	47.56%	937	0.41%	8	0.05%	1	0.00%	0	0.00%	0	1.62%	32	1970
	LE and HMO, HPO & LM and PO	64.26%	516	33.62%	270	0.12%	1	0.00%	0	0.00%	0	0.00%	0	1.99%	16	803
	Intermediate Occupations	59.62%	127	38.50%	92	0.00%	0	0.47%	1	0.00%	0	0.00%	0	1.41%	3	213
	SE and OAW	6.78%	16	91.95%	217	0.42%	1	0.00%	0	0.00%	0	0.00%	0	0.85%	2	236
	LS and TO, S-RO & RO	46.38%	333	51.25%	368	0.84%	6	0.00%	0	0.00%	0	0.00%	0	1.53%	11	718
002S30 Ythan	Full-time employment	47.37%	702	50.47%	748	0.40%	6	0.07%	1	0.00%		0.00%		1.69%	25	1482
	Part-time employment	26.92%	126	72.01%	337	0.43%	2	0.00%	0	0.00%		0.00%		0.64%	3	468
	TOTAL	42.46%	828	55.64%	1085	0.41%	8	0.05%	1	0.00%		0.00%		1.44%	28	1950
	LE and HMO, HPO & LM and PO	55.77%	377	41.42%	280	0.30%	2	0.15%	1	0.00%		0.00%		2.37%	16	676
	Intermediate Occupations	55.47%	142	42.97%	110	0.78%	2	0.00%	0	0.00%		0.00%		0.78%	2	256
	SE and OAW	6.36%	11	91.33%	158	0.00%	0	0.00%	0	0.00%		0.00%		2.31%	4	173
	LS and TO, S-RO & RO	35.27%	298	63.55%	537	0.47%	4	0.00%	0	0.00%		0.00%		0.71%	6	845
002S31 Kilton Town	Full-time employment	54.88%	596	44.11%	479	0.28%	3	0.00%		0.00%		0.00%		0.74%	8	1086
	Part-time employment	30.26%	105	69.16%	240	0.58%	2	0.00%		0.00%		0.00%		0.00%	0	347
	TOTAL	48.92%	701	50.17%	719	0.35%	5	0.00%		0.00%		0.00%		0.56%	8	1433
	LE and HMO, HPO & LM and PO	56.93%	382	41.73%	280	0.30%	2	0.00%		0.00%		0.00%		1.04%	7	671
	Intermediate Occupations	57.61%	106	42.39%	78	0.00%	0	0.00%		0.00%		0.00%		0.00%	0	184
	SE and OAW	16.30%	15	82.61%	76	1.09%	1	0.00%		0.00%		0.00%		0.00%	0	92
	LS and TO, S-RO & RO	40.74%	198	58.64%	285	0.41%	2	0.00%		0.00%		0.00%		0.21%	1	486
002S32 Logie Buchan	Full-time employment	50.72%	779	47.07%	723	0.52%	8	0.00%		0.07%	1	0.07%	1	1.56%	24	1536
	Part-time employment	28.67%	125	71.10%	310	0.23%	1	0.00%		0.00%	0	0.00%	0	0.00%	0	436
	TOTAL	45.84%	904	52.38%	1033	0.46%	9	0.00%		0.05%	1	0.05%	1	1.22%	24	1972
	LE and HMO, HPO & LM and PO	53.88%	396	43.27%	318	0.68%	5	0.00%		0.00%	0	0.00%	0	2.18%	16	735
	Intermediate Occupations	59.58%	171	39.72%	114	0.35%	1	0.00%		0.00%	0	0.00%	0	0.35%	1	287
	SE and OAW	10.74%	16	88.59%	132	0.00%	0	0.00%		0.67%	1	0.00%	0	0.00%	0	149
	LS and TO, S-RO & RO	40.07%	321	58.55%	469	0.37%	3	0.00%		0.00%	0	0.12%	7	0.87%	7	801
002S33 Meltdrum	Full-time employment	41.38%	516	55.73%	695	0.32%	4	0.08%	1	0.08%	1	0.48%	6	1.92%	24	1247
	Part-time employment	21.09%	81	76.30%	293	0.52%	2	0.00%	0	0.00%	0	1.04%	4	1.04%	4	384
	TOTAL	36.60%	597	60.58%	988	0.37%	6	0.06%		0.06%	1	0.61%	10	1.72%	28	1631
	LE and HMO, HPO & LM and PO	50.00%	318	45.44%	289	0.47%	3	0.16%	1	0.00%		0.94%	6	2.99%	19	636
	Intermediate Occupations	40.93%	79	57.51%	111	1.04%	2	0.00%	0	0.00%	0	0.52%	1	0.00%	0	193
	SE and OAW	7.94%	15	90.48%	171	0.00%	0	0.00%	0	0.00%	0	0.00%	0	1.59%	3	189
	LS and TO, S-RO & RO	30.18%	185	68.03%	417	0.16%	1	0.00%	0	0.16%	1	0.49%	3	0.98%	6	613
002S34 Udny - Slaines	Full-time employment	61.72%	824	36.33%	485	0.22%	3	0.15%	2	0.07%	1	0.07%	1	1.42%	19	1335
	Part-time employment	46.13%	185	52.12%	209	0.75%	3	0.25%	1	0.25%	1	0.00%	0	0.50%	2	401
	TOTAL	58.12%	1009	39.98%	694	0.35%	6	0.17%	3	0.12%	2	0.06%	1	1.21%	21	1736
	LE and HMO, HPO & LM and PO	71.45%	573	26.31%	211	0.00%	0	0.12%	1	0.12%	1	0.12%	1	1.87%	15	802
	Intermediate Occupations	65.40%	138	32.70%	69	0.47%	1	0.95%	2	0.00%	0	0.00%	0	0.47%	1	211
	SE and OAW	11.11%	20	87.22%	157	0.56%	1	0.00%	0	0.56%	1	0.00%	0	0.56%	1	180
	LS and TO, S-RO & RO	51.20%	278	47.33%	257	0.74%	4	0.00%		0.00%	0	0.00%	0	0.74%	4	543
002S35 Belhelvie	Full-time employment	70.61%	1276	27.56%	498	0.06%	1	0.22%	4	0.06%	1	0.06%	1	1.44%	26	1807
	Part-time employment	66.33%	327	33.47%	165	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.20%	1	493
	TOTAL	69.70%	1603	28.83%	663	0.04%	1	0.17%	4	0.04%	1	0.04%	1	1.17%	27	2300
	LE and HMO, HPO & LM and PO	75.88%	714	21.89%	206	0.00%	0	0.32%	3	0.11%	1	0.11%	1	1.70%	16	941
	Intermediate Occupations	79.80%	245	18.24%	56	0.00%	0	0.00%	0	0.00%	0	0.00%	0	1.95%	6	307
	SE and OAW	29.02%	74	70.98%	181	0.00%	0	0.00%	0							



# APPENDIX SIXTEEN- Travel-To-Work Matrix for Aberdeenshire area (tv204).

	Category	ABERDEEN CITY		ABERDEENSHIRE		MORAY		ANGUS		DUNDEE CONURB.		HIGHLAND		OTHER		TOTAL	
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in		
002S37 Chapel & Gadie	Full-time employment	47.73%	652	49.63%	678	0.51%	7	0.00%		0.07%	1	0.07%	1	1.98%	27	1366	
	Part-time employment	19.91%	90	77.88%	352	1.11%	5	0.00%		0.00%	0	0.22%	1	0.88%	4	452	
	TOTAL	40.81%	742	56.66%	1030	0.66%	12	0.00%		0.06%	1	0.11%	2	1.71%	31	1818	
	LE and HMO, HPO & LM and PO	55.69%	465	41.20%	344	1.08%	9	0.00%		0.12%	1	0.24%	2	1.68%	14	835	
	Intermediate Occupations	43.05%	96	54.26%	121	0.00%	0	0.00%		0.00%	0	0.00%	0	2.69%	6	223	
	SE and OAW	6.28%	13	92.75%	192	0.48%	1	0.00%		0.00%	0	0.00%	0	0.48%	1	207	
	LS and TO, S-RO & RO	30.38%	168	67.45%	373	0.36%	2	0.00%		0.00%	0	0.00%	0	1.81%	10	553	
002S38 Inverurie North	Full-time employment	39.12%	507	58.18%	754	0.77%	10	0.08%		1	0.00%	0.08%	0	1.77%	23	1296	
	Part-time employment	18.90%	60	82.25%	292	0.56%	2	0.28%		1	0.00%	0.00%	0	0.00%	0	355	
	TOTAL	34.34%	567	63.36%	1046	0.73%	12	0.12%		2	0.00%	0.06%	1	1.39%	23	1651	
	LE and HMO, HPO & LM and PO	46.63%	235	49.40%	249	1.59%	8	0.00%		0	0.00%	0.20%	1	2.18%	11	504	
	Intermediate Occupations	45.80%	109	51.26%	122	1.26%	3	0.42%		1	0.00%	0.00%	0	1.26%	3	238	
	SE and OAW	10.31%	10	86.60%	84	0.00%	0	1.03%		1	0.00%	0.00%	0	2.06%	2	97	
	LS and TO, S-RO & RO	26.23%	213	72.78%	591	0.12%	1	0.00%		0	0.00%	0.00%	0	0.86%	7	812	
002S39 Inverurie Central	Full-time employment	36.24%	411	62.43%	708	0.53%	6	0.00%		0.00%	0	0.00%	0	0.79%	9	1134	
	Part-time employment	11.90%	40	86.90%	292	0.60%	2	0.00%		0.00%	0	0.30%	1	0.30%	1	336	
	TOTAL	30.68%	451	68.03%	1000	0.54%	8	0.00%		0.00%	0	0.07%	1	0.68%	10	1470	
	LE and HMO, HPO & LM and PO	44.22%	222	53.78%	270	0.60%	3	0.00%		0.00%	0	0.00%	0	1.39%	7	502	
	Intermediate Occupations	41.07%	69	57.74%	97	1.19%	2	0.00%		0.00%	0	0.00%	0	0.00%	0	168	
	SE and OAW	7.14%	7	92.86%	91	0.00%	0	0.00%		0.00%	0	0.00%	0	0.00%	0	98	
	LS and TO, S-RO & RO	21.79%	153	77.21%	542	0.43%	3	0.00%		0.00%	0	0.14%	1	0.43%	3	702	
002S40 Inverurie South & Porth Elphinstone	Full-time employment	38.30%	450	60.51%	711	0.26%	3	0.00%		0.00%	0	0.09%	1	0.85%	10	1175	
	Part-time employment	17.22%	62	82.78%	298	0.00%	0	0.00%		0.00%	0	0.00%	0	0.00%	0	360	
	TOTAL	33.36%	512	65.73%	1009	0.20%	3	0.00%		0.00%	0	0.07%	1	0.65%	10	1535	
	LE and HMO, HPO & LM and PO	48.26%	236	49.69%	243	0.41%	2	0.00%		0.00%	0	0.00%	0	1.64%	8	489	
	Intermediate Occupations	41.71%	88	58.29%	123	0.00%	0	0.00%		0.00%	0	0.00%	0	0.00%	0	211	
	SE and OAW	12.09%	11	84.62%	77	1.10%	1	0.00%		0.00%	0	0.00%	0	2.20%	2	91	
	LS and TO, S-RO & RO	23.79%	177	76.08%	566	0.00%	0	0.00%		0.00%	0	0.13%	1	0.00%	0	744	
002S41 Kintroe & Keithall	Full-time employment	48.59%	691	49.09%	698	0.28%	4	0.21%		3	0.00%	0.14%	2	1.69%	24	1422	
	Part-time employment	29.08%	130	70.25%	314	0.22%	1	0.00%		0	0.00%	0.22%	1	0.22%	1	447	
	TOTAL	43.93%	821	54.15%	1012	0.27%	5	0.16%		3	0.00%	0.16%	3	1.34%	25	1869	
	LE and HMO, HPO & LM and PO	58.45%	460	38.63%	304	0.64%	5	0.00%		0	0.00%	0.38%	3	1.91%	15	787	
	Intermediate Occupations	56.09%	129	43.91%	101	0.00%	0	0.00%		0	0.00%	0.00%	0	0.00%	0	230	
	SE and OAW	8.71%	21	90.04%	217	0.00%	0	0.00%		0	0.00%	0.00%	0	1.24%	3	241	
	LS and TO, S-RO & RO	34.53%	211	63.83%	390	0.00%	0	0.49%		3	0.00%	0.00%	0	1.15%	7	611	
002S41 Newmachar & Fintray	Full-time employment	70.01%	1104	28.09%	443	0.51%	8	0.13%		2	0.06%	0.13%	2	1.08%	17	1577	
	Part-time employment	62.80%	265	35.55%	150	0.71%	3	0.00%		0	0.00%	0	0.00%	0	0.95%	4	422
	TOTAL	68.48%	1369	29.66%	593	0.55%	11	0.10%		2	0.05%	0.10%	2	1.05%	21	1999	
	LE and HMO, HPO & LM and PO	73.20%	650	23.76%	211	0.79%	7	0.23%		2	0.11%	0.23%	2	1.69%	15	888	
	Intermediate Occupations	79.49%	217	19.78%	54	0.37%	1	0.00%		0	0.00%	0	0.00%	0	0.37%	1	273
	SE and OAW	22.83%	42	76.63%	141	0.00%	0	0.00%		0	0.00%	0	0.00%	0	0.54%	1	184
	LS and TO, S-RO & RO	70.34%	460	28.59%	187	0.46%	3	0.00%		0	0.00%	0	0.00%	0	0.61%	4	654
002S42 Kemnay	Full-time employment	50.56%	720	48.17%	686	0.07%	1	0.14%		2	0.00%	0.07%	1	0.98%	14	1424	
	Part-time employment	25.99%	118	73.13%	332	0.00%	0	0.22%		1	0.00%	0.00%	0	0.66%	3	454	
	TOTAL	44.62%	838	54.21%	1018	0.05%	1	0.16%		3	0.00%	0.05%	1	0.91%	17	1878	
	LE and HMO, HPO & LM and PO	61.71%	382	37.00%	229	0.00%	0	0.00%		0	0.00%	0.16%	1	1.13%	7	619	
	Intermediate Occupations	55.95%	127	40.97%	93	0.44%	1	0.88%		2	0.00%	0.00%	0	1.76%	4	227	
	SE and OAW	10.77%	14	89.23%	116	0.00%	0	0.00%		0	0.00%	0	0.00%	0	0.00%	0	130
	LS and TO, S-RO & RO	34.92%	315	64.30%	580	0.00%	0	0.11%		1	0.00%	0.00%	0	0.67%	6	902	
002S43 Echt	Full-time employment	47.11%	645	50.40%	690	0.44%	6	0.07%		1	0.00%	0	0.22%	3	1.75%	24	1369
	Part-time employment	35.18%	146	63.86%	265	0.24%	1	0.48%		2	0.00%	0	0.00%	0	0.24%	1	415
	TOTAL	44.34%	791	53.53%	955	0.39%	7	0.17%		3	0.00%	0	0.17%	3	1.40%	25	1784
	LE and HMO, HPO & LM and PO	58.30%	446	38.17%	292	0.65%	5	0.26%		2	0.00%	0	0.26%	2	2.35%	18	765
	Intermediate Occupations	61.54%	112	35.71%	65	0.00%	0	0.55%		1	0.00%	0	0.00%	0	2.20%	4	182
	SE and OAW	10.91%	30	88.73%	244	0.00%	0	0.00%		0	0.00%	0	0.36%	1	0.00%	0	275
	LS and TO, S-RO & RO	36.12%	203	62.99%	354	0.36%	2	0.00%		0	0.00%	0	0.00%	0	0.53%	3	562
002S44 Kinellar & Westhill North	Full-time employment	66.42%	1082	31.55%	514	0.43%	7	0.06%		1	0.00%	0.12%	2	1.41%	23	1629	
	Part-time employment	54.53%	247	44.15%	200	0.66%	3	0.22%		1	0.00%	0.22%	1	0.22%	1	453	
	TOTAL	63.83%	1329	34.29%	714	0.48%	10	0.10%		2	0.00%	0.14%	3	1.15%	24	2082	
	LE and HMO, HPO & LM and PO	73.48%	726	24.70%	244	0.51%	5	0.20%		2	0.00%	0.20%	2	0.91%	9	988	
	Intermediate Occupations	71.84%	222	27.18%	84	0.32%	1	0.00%		0	0.00%	0.00%	0	0.65%	2	309	
	SE and OAW	18.06%	28	80.00%	124	1.29%	2	0.00%		0	0.00%	0.00%	0	0.65%	1	155	
	LS and TO, S-RO & RO	56.03%	353	41.59%	262	0.32%	2	0.00%		0	0.00%	0.16%	1	1.90%	12	630	
002S45 Westhill Central	Full-time employment	69.79%	1250	27.02%	484	0.56%	10	0.06%		1	0.11%	0.06%	1	2.40%	43	1791	
	Part-time employment	56.20%	308	41.79%	229	1.09%	6	0.00%		0	0.00%	0	0.00%	0	0.91%	5	548
	TOTAL	66.61%	1558	30.48%	713	0.68%	16	0.04%		1	0.09%	2	0.04%	1	2.05%	48	2339
	LE and HMO, HPO & LM and PO	72.08%	901	24.00%	300	0.64%	8	0.08%		1	0.16%	2	0.00%	3	3.04%	38	1250
	Intermediate Occupations	72.63%	268	26.56%	98	0.54%	2	0.00%		0	0.00%	0	0.00%	0	0.27%	1	369
	SE and OAW	35.10%	53	64.24%	97	0.00%	0	0.00%		0	0.00%	0	0.00%	0	0.66%	1	151
	LS and TO, S-RO & RO	59.05%	336	38.31%	218	1.05%	6	0.00%		0	0.00%	0.18%	1	1.41%	8	569	
002S46 Klrick	Full-time employment	69.48%	934	28.50%	383	0.37%	5	0.00%		0	0.00%	0.15%	2	1.49%	20	1344	
	Part-time employment	50.36%	212	48.22%	203	0.71%	3	0.00%		0	0.00%	0.00%	0	0.71%	3	421	
	TOTAL	64.93%	1146	33.20%	586	0.45%	8	0.00%		0	0.00%	0.11%	2	1.30%	23	1765	
	LE and HMO, HPO & LM and PO	72.55%	584	25.71%	207	0.25%	2	0.00%		0	0.00%	0.00%	0	1.49%	12	805	
	Intermediate Occupations	73.31%</															



# APPENDIX SIXTEEN- Travel-To-Work Matrix for Aberdeenshire area (tv204).

	Category	ABERDEEN CITY		ABERDEENSHIRE		MORAY		ANGUS		DUNDEE CONURB.		HIGHLAND		OTHER		TOTAL
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	
002S48 Huntly East	Full-time employment	15.62%	187	77.44%	927	5.93%	71	0.08%	1	0.00%	1	0.25%	3	0.67%	8	1197
	Part-time employment	4.97%	19	90.58%	346	4.19%	16	0.00%	0	0.00%	0	0.26%	1	0.00%	0	382
	TOTAL	13.05%	206	80.62%	1273	5.51%	87	0.06%	1	0.00%	1	0.25%	4	0.51%	8	1579
	LE and HMO, HPO & LM and PO	20.45%	90	68.41%	301	9.77%	43	0.00%	0	0.00%	0	0.00%	0	1.36%	6	440
	Intermediate Occupations	21.66%	34	70.70%	111	7.64%	12	0.00%	0	0.00%	0	0.00%	0	0.00%	0	157
	SE and OAW	1.44%	4	96.75%	268	1.08%	3	0.00%	0	0.00%	0	0.36%	1	0.36%	1	277
	LS and TO, S-RO & RO	11.06%	78	84.17%	593	4.17%	29	0.14%	1	0.00%	1	0.43%	3	0.14%	1	705
002S49 Strathbogie	Full-time employment	25.62%	311	70.68%	858	1.15%	14	0.08%	1	0.00%	1	0.25%	3	2.22%	27	1214
	Part-time employment	9.29%	34	88.80%	325	1.09%	4	0.00%	0	0.00%	0	0.27%	1	0.55%	2	366
	TOTAL	21.84%	345	74.87%	1183	1.14%	18	0.06%	1	0.00%	1	0.25%	4	1.84%	29	1580
	LE and HMO, HPO & LM and PO	39.02%	208	53.85%	287	2.06%	11	0.19%	1	0.00%	1	0.75%	4	4.13%	22	533
	Intermediate Occupations	28.89%	39	70.37%	95	0.74%	1	0.00%	0	0.00%	0	0.00%	0	0.00%	0	135
	SE and OAW	2.44%	8	96.65%	317	0.30%	1	0.00%	0	0.00%	0	0.00%	0	0.61%	2	328
	LS and TO, S-RO & RO	15.41%	90	82.88%	484	0.86%	5	0.00%	0	0.00%	0	0.00%	0	0.86%	5	584
002S50 Donside & Cromar	Full-time employment	28.58%	343	67.58%	811	0.75%	9	0.08%	1	0.08%	1	0.17%	2	2.75%	33	1200
	Part-time employment	11.53%	43	86.86%	324	1.34%	5	0.00%	0	0.00%	0	0.00%	0	0.27%	1	373
	TOTAL	24.54%	386	72.16%	1135	0.89%	14	0.06%	1	0.06%	1	0.13%	2	2.16%	34	1573
	LE and HMO, HPO & LM and PO	44.06%	252	50.17%	287	1.57%	9	0.17%	1	0.17%	1	0.00%	0	3.85%	22	572
	Intermediate Occupations	22.50%	27	74.17%	89	0.83%	1	0.00%	0	0.00%	0	0.00%	0	2.50%	3	120
	SE and OAW	5.01%	18	94.15%	338	0.28%	1	0.00%	0	0.00%	0	0.28%	1	0.28%	1	359
	LS and TO, S-RO & RO	17.05%	89	80.65%	421	0.57%	3	0.00%	0	0.00%	0	0.19%	1	1.53%	8	522
002S51 Alford	Full-time employment	43.78%	560	53.56%	685	0.70%	9	0.16%	2	0.00%	0	0.00%	0	1.80%	23	1279
	Part-time employment	18.10%	76	81.19%	341	0.24%	1	0.00%	0	0.00%	0	0.00%	0	0.48%	2	420
	TOTAL	37.43%	636	60.39%	1026	0.59%	10	0.12%	2	0.00%	0	0.00%	0	1.47%	25	1699
	LE and HMO, HPO & LM and PO	54.50%	400	42.37%	311	0.14%	1	0.14%	1	0.00%	1	0.00%	0	2.86%	21	734
	Intermediate Occupations	43.85%	82	54.01%	101	1.60%	3	0.00%	0	0.00%	0	0.00%	0	0.53%	1	187
	SE and OAW	10.53%	18	89.47%	153	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	171
	LS and TO, S-RO & RO	22.41%	136	75.95%	461	0.99%	6	0.16%	1	0.00%	1	0.00%	0	0.49%	3	607
002S52 Upper Deeside	Full-time employment	15.04%	173	81.74%	940	0.70%	8	0.00%	0	0.00%	0	0.00%	0	2.52%	29	1150
	Part-time employment	5.85%	21	92.48%	332	0.84%	3	0.00%	0	0.00%	0	0.00%	0	0.84%	3	359
	TOTAL	12.86%	194	84.29%	1272	0.73%	11	0.00%	0	0.00%	0	0.00%	0	2.12%	32	1509
	LE and HMO, HPO & LM and PO	23.49%	97	71.19%	294	0.97%	4	0.00%	1	0.00%	1	0.00%	0	4.36%	18	413
	Intermediate Occupations	20.20%	20	77.78%	77	1.01%	1	0.00%	0	0.00%	0	0.00%	0	1.01%	1	99
	SE and OAW	5.04%	13	94.57%	244	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.39%	1	258
	LS and TO, S-RO & RO	8.66%	64	88.90%	657	0.81%	6	0.00%	0	0.00%	0	0.00%	0	1.62%	12	739
002S53 Aboyne	Full-time employment	30.25%	356	66.27%	780	0.42%	5	0.25%	3	0.17%	2	0.08%	1	2.55%	30	1177
	Part-time employment	9.93%	41	87.65%	362	0.00%	0	0.00%	0	0.00%	0	0.24%	1	2.18%	9	413
	TOTAL	24.97%	397	71.82%	1142	0.31%	5	0.19%	3	0.13%	2	0.13%	2	2.45%	39	1590
	LE and HMO, HPO & LM and PO	41.96%	266	52.84%	335	0.32%	2	0.16%	1	0.16%	1	0.32%	2	4.26%	27	634
	Intermediate Occupations	25.45%	42	72.12%	119	0.61%	1	0.00%	0	0.00%	0	0.00%	0	1.82%	3	165
	SE and OAW	5.31%	13	93.06%	228	0.41%	1	0.00%	0	0.00%	0	0.00%	0	1.22%	3	245
	LS and TO, S-RO & RO	13.92%	76	84.25%	460	0.18%	1	0.37%	2	0.18%	1	0.00%	0	1.10%	6	546
002S55 Mid Deeside	Full-time employment	43.23%	568	53.20%	699	0.08%	1	0.08%	1	0.15%	2	0.15%	2	3.12%	41	1314
	Part-time employment	17.42%	73	81.86%	343	0.00%	0	0.00%	0	0.24%	1	0.00%	0	0.48%	2	419
	TOTAL	36.99%	641	60.13%	1042	0.06%	1	0.06%	1	0.17%	3	0.12%	2	2.48%	43	1733
	LE and HMO, HPO & LM and PO	54.50%	424	39.97%	311	0.13%	1	0.00%	0	0.39%	3	0.13%	1	4.88%	38	778
	Intermediate Occupations	43.54%	64	56.46%	83	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	147
	SE and OAW	11.83%	31	87.40%	229	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.76%	2	262
	LS and TO, S-RO & RO	22.34%	122	76.74%	419	0.00%	0	0.18%	0	0.00%	0	0.18%	1	0.55%	3	546
002S56 Banchory West	Full-time employment	46.86%	529	50.49%	570	0.35%	4	0.09%	1	0.18%	2	0.09%	1	1.95%	22	1129
	Part-time employment	18.56%	75	80.20%	324	0.50%	2	0.00%	0	0.00%	0	0.00%	0	0.74%	3	404
	TOTAL	39.40%	604	58.32%	894	0.39%	6	0.07%	1	0.13%	2	0.07%	1	1.63%	25	1533
	LE and HMO, HPO & LM and PO	55.94%	400	40.56%	290	0.42%	3	0.14%	1	0.14%	1	0.14%	1	2.66%	19	715
	Intermediate Occupations	36.17%	51	63.12%	89	0.71%	1	0.00%	0	0.00%	0	0.00%	0	0.00%	0	141
	SE and OAW	8.63%	12	87.77%	122	1.44%	2	0.00%	0	0.00%	0	0.00%	0	2.16%	3	139
	LS and TO, S-RO & RO	26.21%	141	73.05%	393	0.00%	0	0.00%	0	0.19%	1	0.00%	0	0.56%	3	538
002S57 Banchory East & Crathes	Full-time employment	47.80%	553	48.92%	566	0.26%	3	0.00%	0	0.00%	0	0.09%	1	2.94%	34	1157
	Part-time employment	19.52%	81	78.55%	326	1.20%	5	0.24%	1	0.00%	0	0.00%	0	0.48%	2	415
	TOTAL	40.33%	634	56.74%	892	0.51%	8	0.06%	1	0.06%	1	0.09%	1	2.29%	36	1572
	LE and HMO, HPO & LM and PO	56.97%	380	38.68%	258	0.15%	1	0.15%	1	0.00%	0	0.15%	1	3.90%	26	667
	Intermediate Occupations	43.92%	83	53.97%	102	0.53%	1	0.00%	0	0.00%	0	0.00%	0	1.59%	3	189
	SE and OAW	11.33%	17	88.00%	132	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.67%	1	150
	LS and TO, S-RO & RO	27.21%	154	70.67%	400	1.06%	6	0.00%	0	0.00%	0	0.00%	0	1.06%	6	566
002S58 Lower Deeside	Full-time employment	56.91%	836	39.75%	584	0.61%	9	0.27%	4	0.00%	0	0.07%	1	2.38%	35	1469
	Part-time employment	46.37%	185	52.63%	210	0.25%	1	0.25%	1	0.00%	0	0.00%	0	0.50%	2	399
	TOTAL	54.66%	1021	42.51%	794	0.54%	10	0.27%	5	0.00%	0	0.05%	1	1.98%	37	1868
	LE and HMO, HPO & LM and PO	68.92%	581	27.05%	228	0.47%	4	0.47%	4	0.00%	0	0.12%	1	2.97%	25	843
	Intermediate Occupations	62.78%	113	34.44%	62	1.67%	3	0.00%	0	0.00%	0	0.00%	0	1.11%	2	180
	SE and OAW	19.28%	64	79.22%	263	0.00%	0	0.00%	0	0.00%	0	0.00%	0	1.51%	5	332
	LS and TO, S-RO & RO	51.27%	263	46.96%	241	0.55%	3	0.13%	1	0.00%	0	0.00%	0	0.97%	5	513
002S59 Portlethen North	Full-time employment	63.98%	970	33.18%	503	0.26%	4	0.40%	6	0.00%	1	0.07%	1	2.04%	31	1516
	Part-time employment	55.17%	240	43.68%	190	0.46%	2	0.00%	0	0.00%	0	0.46%	2	0.23%	1	435
	TOTAL	62.02%	1210	35.52%	693	0.31%	6	0.31%	6	0.05%	1	0.15%	3	1.64%	32	1951
	LE and HMO, HPO & LM and PO	71.87%	511	25.04%	178	0.14%	1	0.56%	4	0.00%	0	0.28%	2	2.11%	15	711
	Intermediate Occupations	73.29														



# APPENDIX SIXTEEN- Travel-To-Work Matrix for Aberdeenshire area (tv204).

	Category	ABERDEEN CITY		ABERDEENSHIRE		MORAY		ANGUS		DUNDEE		CONURB.		HIGHLAND		OTHER		TOTAL
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	
002S61 Newtonhill; Muchalls; and Cammachmo	Full-time employment	67.32%	923	29.18%	400	0.22%	3	0.66%	9	0.15%	2	0.00%		0.00%		2.48%	34	1371
	Part-time employment	54.23%	231	44.37%	189	1.17%	5	0.00%	0	0.23%	1	0.00%		0.00%		0.00%	0	426
	<b>TOTAL</b>	<b>64.22%</b>	<b>1154</b>	<b>32.78%</b>	<b>589</b>	<b>0.45%</b>	<b>8</b>	<b>0.50%</b>	<b>9</b>	<b>0.17%</b>	<b>3</b>	<b>0.00%</b>		<b>0.00%</b>		<b>1.89%</b>	<b>34</b>	<b>1797</b>
	LE and HMO, HPO & LM and PO	69.06%	567	26.92%	221	0.37%	3	0.73%	6	0.37%	3	0.00%		0.00%		2.56%	27	821
	Intermediate Occupations	71.92%	187	25.77%	67	0.77%	2	0.00%	0	0.00%	0	0.00%		0.00%		1.54%	4	260
	SE and OAW	31.76%	47	64.86%	96	0.68%	1	0.00%	0	0.00%	0	0.00%		0.00%		2.70%	4	148
	LS and TO, S-RO & RO	62.15%	353	36.09%	205	0.35%	2	0.53%	3	0.00%	0	0.00%		0.00%		0.88%	5	568
002S62 Stonehavn North & Fetteresso	Full-time employment	52.24%	665	44.23%	563	0.55%	7	0.73%	10	0.16%	2	0.00%		0.00%		2.04%	26	1273
	Part-time employment	27.76%	108	70.95%	276	0.77%	3	0.26%	1	0.00%	0	0.00%		0.00%		0.26%	1	389
	<b>TOTAL</b>	<b>46.51%</b>	<b>773</b>	<b>50.48%</b>	<b>839</b>	<b>0.60%</b>	<b>10</b>	<b>0.66%</b>	<b>11</b>	<b>0.12%</b>	<b>2</b>	<b>0.00%</b>		<b>0.00%</b>		<b>1.62%</b>	<b>27</b>	<b>1662</b>
	LE and HMO, HPO & LM and PO	58.82%	430	36.94%	270	0.14%	1	1.23%	9	0.14%	1	0.00%		0.00%		2.74%	20	731
	Intermediate Occupations	61.50%	123	36.00%	72	0.50%	1	0.50%	1	0.00%	0	0.00%		0.00%		1.50%	3	200
	SE and OAW	12.15%	22	86.19%	156	0.55%	1	0.00%	0	0.55%	1	0.00%		0.00%		0.55%	1	181
	LS and TO, S-RO & RO	36.00%	198	62.00%	341	1.27%	7	0.18%	1	0.00%	0	0.00%		0.00%		0.55%	3	550
002S63 Stonehavn Central	Full-time employment	56.08%	673	39.67%	476	0.08%	1	1.00%	12	0.25%	3	0.17%		0.17%	2	2.75%	33	1200
	Part-time employment	25.52%	99	72.42%	281	1.03%	4	0.77%	3	0.00%	0	0.00%		0.00%		0.26%	1	388
	<b>TOTAL</b>	<b>48.61%</b>	<b>772</b>	<b>47.67%</b>	<b>757</b>	<b>0.31%</b>	<b>5</b>	<b>0.94%</b>	<b>15</b>	<b>0.19%</b>	<b>3</b>	<b>0.13%</b>		<b>0.13%</b>	<b>2</b>	<b>2.14%</b>	<b>34</b>	<b>1588</b>
	LE and HMO, HPO & LM and PO	57.38%	459	37.25%	298	0.00%	0	1.75%	14	0.38%	3	0.25%		0.25%	2	3.00%	24	800
	Intermediate Occupations	52.04%	102	47.45%	93	0.00%	0	0.00%	0	0.00%	0	0.00%		0.00%	0	0.51%	1	196
	SE and OAW	28.80%	36	70.40%	88	0.00%	0	0.00%	0	0.00%	0	0.00%		0.00%	0	0.80%	1	125
	LS and TO, S-RO & RO	37.47%	175	59.53%	278	1.07%	5	0.21%	1	0.00%	0	0.00%		0.00%	0	1.71%	8	467
002S64 Stonehavn South	Full-time employment	49.65%	646	46.73%	608	0.31%	4	1.08%	14	0.31%	4	0.00%		0.00%		1.92%	25	1301
	Part-time employment	23.50%	82	75.36%	283	0.29%	1	0.29%	1	0.29%	1	0.00%		0.00%		0.29%	1	349
	<b>TOTAL</b>	<b>44.12%</b>	<b>728</b>	<b>52.79%</b>	<b>871</b>	<b>0.30%</b>	<b>5</b>	<b>0.91%</b>	<b>15</b>	<b>0.30%</b>	<b>5</b>	<b>0.00%</b>		<b>0.00%</b>		<b>1.58%</b>	<b>26</b>	<b>1650</b>
	LE and HMO, HPO & LM and PO	60.95%	320	32.95%	173	0.19%	1	2.10%	11	0.95%	5	0.00%		0.00%		2.86%	15	525
	Intermediate Occupations	55.61%	109	41.33%	81	1.02%	2	0.00%	0	0.00%	0	0.00%		0.00%		2.04%	4	196
	SE and OAW	18.18%	22	80.99%	98	0.00%	0	0.83%	1	0.00%	0	0.00%		0.00%		0.00%	0	121
	LS and TO, S-RO & RO	34.28%	277	64.23%	519	0.25%	2	0.37%	3	0.00%	0	0.00%		0.00%		0.87%	7	808
002S65 Mearns North	Full-time employment	43.32%	587	51.51%	698	0.37%	5	2.21%	30	0.30%	4	0.00%		0.00%		2.29%	31	1355
	Part-time employment	21.80%	87	76.19%	304	0.25%	1	1.50%	6	0.00%	0	0.00%		0.00%		0.25%	1	399
	<b>TOTAL</b>	<b>38.43%</b>	<b>674</b>	<b>57.13%</b>	<b>1002</b>	<b>0.34%</b>	<b>6</b>	<b>2.05%</b>	<b>36</b>	<b>0.23%</b>	<b>4</b>	<b>0.00%</b>		<b>0.00%</b>		<b>1.82%</b>	<b>32</b>	<b>1754</b>
	LE and HMO, HPO & LM and PO	51.85%	392	41.14%	311	0.40%	3	3.31%	25	0.40%	3	0.00%		0.00%		2.91%	22	756
	Intermediate Occupations	41.15%	79	58.77%	109	0.00%	0	1.56%	3	0.00%	0	0.00%		0.00%		0.52%	1	192
	SE and OAW	10.00%	25	88.00%	220	0.40%	1	0.40%	1	0.40%	1	0.00%		0.00%		0.80%	2	250
	LS and TO, S-RO & RO	32.01%	178	65.11%	362	0.36%	2	1.26%	7	0.00%	0	0.00%		0.00%		1.26%	7	556
002S66 Mearns Central	Full-time employment	29.21%	352	59.25%	714	0.33%	4	8.30%	100	0.41%	5	0.08%		0.08%	1	2.41%	29	1205
	Part-time employment	12.00%	42	76.29%	287	0.57%	2	10.29%	36	0.29%	1	0.29%		0.29%	1	0.29%	1	350
	<b>TOTAL</b>	<b>25.34%</b>	<b>394</b>	<b>63.09%</b>	<b>981</b>	<b>0.39%</b>	<b>6</b>	<b>8.75%</b>	<b>136</b>	<b>0.39%</b>	<b>6</b>	<b>0.13%</b>		<b>0.13%</b>	<b>2</b>	<b>1.93%</b>	<b>30</b>	<b>1555</b>
	LE and HMO, HPO & LM and PO	39.89%	209	42.94%	225	0.38%	2	13.17%	69	0.57%	3	0.19%		0.19%	1	2.86%	15	524
	Intermediate Occupations	22.36%	36	60.25%	97	0.62%	1	12.42%	20	0.00%	0	0.00%		0.00%	0	4.35%	7	161
	SE and OAW	4.46%	10	93.30%	209	0.89%	2	1.34%	3	0.00%	0	0.00%		0.00%	0	0.00%	0	224
	LS and TO, S-RO & RO	21.52%	139	69.66%	450	0.15%	1	6.81%	44	0.46%	3	0.15%		0.15%	1	1.24%	8	646
002S67 Inverbevie; Gourdon; & Johnshaven	Full-time employment	39.76%	507	50.59%	645	0.71%	9	6.51%	83	0.55%	7	0.08%		0.08%	1	1.80%	23	1275
	Part-time employment	12.50%	46	77.45%	285	0.82%	3	7.88%	29	0.54%	2	0.00%		0.00%	0	0.82%	3	368
	<b>TOTAL</b>	<b>33.66%</b>	<b>553</b>	<b>56.60%</b>	<b>930</b>	<b>0.73%</b>	<b>12</b>	<b>6.82%</b>	<b>112</b>	<b>0.55%</b>	<b>9</b>	<b>0.06%</b>		<b>0.06%</b>	<b>1</b>	<b>1.58%</b>	<b>26</b>	<b>1643</b>
	LE and HMO, HPO & LM and PO	47.88%	294	39.90%	245	0.81%	5	7.82%	48	1.14%	7	0.00%		0.00%	0	2.44%	15	614
	Intermediate Occupations	36.02%	58	52.17%	84	1.86%	3	8.70%	14	0.62%	1	0.00%		0.00%	0	0.62%	1	161
	SE and OAW	8.57%	15	85.14%	149	0.00%	0	6.29%	11	0.00%	0	0.00%		0.00%	0	0.00%	0	175
	LS and TO, S-RO & RO	26.84%	186	65.22%	452	0.58%	4	5.63%	39	0.14%	1	0.14%		0.14%	1	1.44%	10	693
002S68 Mearns South	Full-time employment	24.00%	319	51.17%	680	0.45%	6	20.99%	279	1.13%	15	0.23%		0.23%	3	2.03%	27	1329
	Part-time employment	5.84%	22	64.19%	242	0.27%	1	28.91%	109	0.27%	1	0.00%		0.00%	0	0.53%	2	377
	<b>TOTAL</b>	<b>19.99%</b>	<b>341</b>	<b>54.04%</b>	<b>922</b>	<b>0.41%</b>	<b>7</b>	<b>22.74%</b>	<b>388</b>	<b>0.94%</b>	<b>16</b>	<b>0.18%</b>		<b>0.18%</b>	<b>3</b>	<b>1.70%</b>	<b>29</b>	<b>1706</b>
	LE and HMO, HPO & LM and PO	29.12%	173	41.25%	245	0.51%	3	25.42%	151	1.18%	7	0.34%		0.34%	2	2.19%	13	594
	Intermediate Occupations	27.44%	45	42.68%	70	0.00%	0	26.22%	43	1.22%	2	0.00%		0.00%	0	2.44%	4	164
	SE and OAW	4.30%	11	86.33%	221	0.00%	0	8.59%	22	0.39%	1	0.00%		0.00%	0	0.39%	1	256
	LS and TO, S-RO & RO	16.18%	112	55.78%	386	0.58%	4	24.86%	172	0.87%	6	0.14%		0.14%	1	1.59%	17	692
ABERDEENSHIRE CONURB. AREA	Full-time employment	37.71%	31492	58.67%	49003	0.83%	696	0.74%	618	0.08%	70	0.12%		0.12%	100	1.84%	1539	83518
	Part-time employment	20.46%	5198	77.32%	19647	0.85%	217	0.77%	196	0.04%	19	0.07%		0.07%	19	0.48%	123	25410
	<b>TOTAL</b>	<b>33.68%</b>	<b>36690</b>	<b>63.02%</b>	<b>68650</b>	<b>0.84%</b>	<b>913</b>	<b>0.75%</b>	<b>814</b>	<b>0.07%</b>	<b>80</b>	<b>0.11%</b>		<b>0.11%</b>	<b>119</b>	<b>1.53%</b>	<b>1662</b>	<b>108928</b>
	LE and HMO, HPO & LM and PO	49.30%	18642	46.10%	17432	0.98%	370	1.00%	380	0.15%	56	0.15%		0.15%	57	2.32%	877	37814
	Intermediate Occupations	42.76%	5185	54.44%	6601	0.93%	113	0.77%	93	0.02%	3	0.04%		0.04%	5	1.03%	125	12125
	SE and OAW	8.24%	1096	89.24%	11873	0.53%	70	0.32%	42	0.05%	6	0.17%		0.17%	23	1.46%	194	13304
	LS and TO, S-RO & RO	25.76%	11767	71.67%	32744	0.79%	360	0.65%	299	0.03%	15	0.07%		0.07%	34	1.02%	466	45685



# APPENDIX SEVENTEEN- Travel-To-Work Matrix for Aberdeenshire area (tv201).

	Category	ABERDEEN CITY		ABERDEENSHIRE		MORAY		ANGUS		DUNDEE CONURB.		HIGHLAND		OTHER		TOTAL
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	
<b>002S01</b> Kincardine, Culross & Low Valley	All Males	13.86%	92	74.85%	497	8.43%	56	0.15%	1	0.00%	0	0.60%	4	2.11%	14	664
	All Females	5.69%	29	81.37%	415	12.55%	64	0.00%	0	0.00%	0	0.20%	1	0.20%	1	510
	Aged 16-24	9.38%	12	71.09%	91	17.97%	23	0.00%	0	0.00%	0	0.78%	1	0.78%	1	128
	Aged 25-34	13.31%	33	77.42%	192	7.66%	19	0.00%	0	0.00%	0	0.00%	0	1.61%	4	248
	Aged 35-59	10.47%	73	77.76%	542	9.76%	68	0.14%	1	0.00%	0	0.57%	4	1.29%	9	697
	Aged 60-74	2.97%	3	86.14%	87	9.90%	10	0.00%	0	0.00%	0	0.00%	0	0.99%	1	101
<b>002S02</b> Bairnhall & High Valleyfield	All Males	14.38%	110	78.17%	598	3.40%	26	0.39%	3	0.00%	0	1.31%	10	2.35%	18	765
	All Females	4.58%	28	92.65%	567	2.25%	14	0.00%	0	0.00%	0	0.49%	0	0.49%	3	612
	Aged 16-24	12.65%	21	83.73%	139	2.41%	4	0.00%	0	0.00%	0	0.00%	0	1.20%	2	166
	Aged 25-34	15.71%	44	76.07%	213	4.29%	12	0.36%	1	0.00%	0	1.43%	4	2.14%	6	280
	Aged 35-59	8.24%	68	87.03%	718	2.30%	19	0.24%	2	0.00%	0	0.73%	6	1.45%	12	825
	Aged 60-74	4.72%	5	89.62%	95	4.72%	5	0.00%	0	0.00%	0	0.00%	0	0.94%	1	106
<b>002S03</b> Oakley, Saline & Steelend	All Males	15.83%	101	78.68%	502	3.61%	23	0.31%	2	0.00%	0	0.16%	1	1.41%	9	638
	All Females	6.20%	32	91.28%	471	1.94%	10	0.00%	0	0.00%	0	0.00%	0	0.58%	3	516
	Aged 16-24	8.33%	11	88.64%	117	1.52%	2	0.00%	0	0.00%	0	0.76%	1	0.76%	1	132
	Aged 25-34	15.69%	40	80.39%	205	3.14%	8	0.00%	0	0.00%	0	0.00%	0	0.78%	2	255
	Aged 35-59	10.29%	72	85.43%	598	2.86%	20	0.14%	1	0.00%	0	0.00%	0	1.29%	9	700
	Aged 60-74	14.93%	10	79.10%	53	4.48%	3	1.49%	1	0.00%	0	0.00%	0	0.00%	0	67
<b>002S04</b> Cairneyhill, Carnock & Milesmark	All Males	12.44%	97	80.51%	628	5.00%	39	0.26%	2	0.00%	0	0.00%	0	1.79%	14	780
	All Females	8.87%	51	88.17%	507	2.76%	16	0.17%	1	0.00%	0	0.00%	0	0.00%	0	575
	Aged 16-24	8.33%	10	83.33%	100	6.67%	8	0.00%	0	0.00%	0	0.00%	0	0.00%	2	120
	Aged 25-34	14.16%	31	80.37%	176	5.02%	11	0.00%	0	0.00%	0	0.00%	0	0.46%	1	219
	Aged 35-59	11.35%	102	83.65%	752	3.56%	32	0.33%	3	0.00%	0	0.00%	0	1.11%	10	899
	Aged 60-74	4.27%	5	91.45%	107	3.42%	4	0.00%	0	0.00%	0	0.00%	0	0.85%	1	117
<b>002S05</b> Crossford & Dunfermline Centra	All Males	18.64%	167	74.78%	670	2.34%	21	0.11%	1	0.11%	1	0.33%	3	3.68%	33	896
	All Females	3.58%	27	94.03%	709	2.25%	17	0.13%	0	0.00%	0	0.00%	0	0.00%	0	754
	Aged 16-24	6.63%	13	88.78%	174	2.55%	5	0.00%	0	0.00%	0	0.00%	0	2.04%	4	196
	Aged 25-34	15.09%	62	80.54%	331	1.70%	7	0.24%	1	0.00%	0	0.24%	1	2.19%	9	411
	Aged 35-59	11.67%	109	83.08%	776	2.68%	25	0.11%	1	0.11%	1	0.21%	2	2.14%	20	934
	Aged 60-74	9.17%	10	89.91%	98	0.92%	1	0.00%	0	0.00%	0	0.00%	0	0.00%	0	109
<b>002S06</b> Balridgeburn	All Males	12.33%	71	82.12%	473	1.56%	9	0.00%	0	0.00%	0	0.35%	2	3.65%	21	576
	All Females	6.86%	26	91.03%	345	1.85%	7	0.00%	0	0.00%	0	0.00%	0	0.26%	1	379
	Aged 16-24	9.52%	10	84.76%	89	1.90%	2	0.00%	0	0.00%	0	0.00%	0	3.81%	4	105
	Aged 25-34	9.94%	18	83.43%	151	2.21%	4	0.00%	0	0.00%	0	0.55%	1	3.87%	7	181
	Aged 35-59	10.37%	61	86.22%	507	1.53%	9	0.00%	0	0.00%	0	0.17%	1	1.70%	10	588
	Aged 60-74	9.88%	8	87.65%	71	1.23%	1	0.00%	0	0.00%	0	0.00%	0	1.23%	1	81
<b>002S07</b> Wellwood & Headwel	All Males	15.52%	113	82.14%	598	0.00%	0	0.27%	2	0.00%	0	0.00%	0	2.06%	15	728
	All Females	4.81%	27	94.47%	530	0.36%	2	0.00%	0	0.00%	0	0.00%	0	0.36%	2	561
	Aged 16-24	7.18%	13	87.85%	159	0.00%	0	0.00%	0	0.00%	0	0.00%	0	4.97%	9	181
	Aged 25-34	14.59%	41	84.34%	237	0.00%	0	0.00%	0	0.00%	0	0.00%	0	1.07%	3	281
	Aged 35-59	11.51%	83	87.52%	631	0.14%	1	0.28%	2	0.00%	0	0.00%	0	0.55%	4	721
	Aged 60-74	2.83%	3	95.28%	101	0.94%	1	0.00%	0	0.00%	0	0.00%	0	0.94%	1	106
<b>002S08</b> ownhill & Bellieyoma	All Males	13.35%	108	83.44%	675	0.25%	2	0.62%	5	0.00%	0	0.12%	1	2.22%	18	809
	All Females	4.64%	32	94.78%	654	0.58%	4	0.00%	0	0.00%	0	0.00%	0	0.00%	0	690
	Aged 16-24	10.82%	25	87.01%	321	0.43%	1	0.87%	2	0.00%	0	0.00%	0	0.87%	2	231
	Aged 25-34	12.66%	48	84.96%	202	0.00%	0	0.26%	1	0.00%	0	0.00%	0	2.11%	8	379
	Aged 35-59	7.53%	61	90.62%	734	0.62%	5	0.12%	1	0.00%	0	0.12%	1	0.99%	8	810
	Aged 60-74	7.59%	6	91.14%	72	0.00%	0	1.27%	1	0.00%	0	0.00%	0	0.00%	0	79
<b>002S09</b> Garvock & Carnegie	All Males	13.20%	80	82.34%	499	0.99%	6	0.17%	1	0.00%	0	0.33%	2	2.97%	18	606
	All Females	7.32%	36	92.48%	455	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.20%	1	492
	Aged 16-24	12.88%	21	82.21%	134	0.61%	1	0.00%	0	0.00%	0	0.00%	0	4.29%	7	163
	Aged 25-34	12.00%	36	86.00%	258	0.67%	2	0.00%	0	0.00%	0	0.00%	0	1.33%	4	300
	Aged 35-59	10.04%	57	87.68%	498	0.35%	2	0.18%	1	0.00%	0	0.35%	2	1.41%	8	568
	Aged 60-74	2.99%	2	95.52%	64	1.49%	1	0.00%	0	0.00%	0	0.00%	0	0.00%	0	67
<b>002S10</b> Halbeath & Hill of Beath	All Males	17.44%	113	80.25%	520	0.31%	2	0.00%	0	0.00%	0	0.46%	3	1.54%	10	648
	All Females	6.02%	30	93.57%	466	0.00%	0	0.00%	0	0.00%	0	0.40%	2	0.00%	0	498
	Aged 16-24	14.29%	18	83.33%	105	0.00%	0	0.00%	0	0.00%	0	1.59%	2	0.79%	1	126
	Aged 25-34	17.79%	50	80.07%	225	0.36%	1	0.00%	0	0.00%	0	0.36%	1	1.42%	4	281
	Aged 35-59	10.59%	70	88.35%	584	0.15%	1	0.00%	0	0.00%	0	0.15%	1	0.76%	5	661
	Aged 60-74	6.41%	5	92.31%	72	0.00%	0	0.00%	0	0.00%	0	1.28%	1	0.00%	0	78
<b>002S11</b> Woodmill	All Males	20.14%	177	75.09%	660	0.23%	2	0.57%	5	0.00%	0	0.23%	2	3.75%	33	879
	All Females	4.95%	33	94.75%	632	0.15%	1	0.00%	0	0.00%	0	0.00%	0	0.15%	1	667
	Aged 16-24	14.04%	25	84.27%	150	0.00%	0	0.00%	0	0.00%	0	0.00%	0	1.69%	3	178
	Aged 25-34	17.58%	58	77.88%	257	0.00%	0	0.91%	3	0.00%	0	0.00%	0	3.64%	12	330
	Aged 35-59	12.04%	115	85.34%	815	0.31%	3	0.21%	2	0.00%	0	0.21%	2	1.88%	18	955
	Aged 60-74	14.46%	12	84.34%	70	0.00%	0	0.00%	0	0.00%	0	0.00%	0	1.20%	1	83
<b>002S12</b> Linburn	All Males	17.35%	132	77.66%	591	0.92%	7	0.26%	2	0.00%	0	0.13%	1	3.68%	28	761
	All Females	5.47%	28	93.16%	477	0.59%	3	0.20%	1	0.00%	0	0.00%	0	0.59%	3	512
	Aged 16-24	12.14%	21	83.82%	145	1.73%	3	0.00%	0	0.00%	0	0.00%	0	2.31%	4	173
	Aged 25-34	14.47%	45	81.35%	253	0.96%	3	0.32%	1	0.00%	0	0.32%	1	2.57%	8	311
	Aged 35-59	12.09%	85	84.50%	594	0.57%	4	0.28%	1	0.00%	0	0.00%	0	2.56%	18	703
	Aged 60-74	10.47%	9	88.37%	76	0.00%	0	0.00%	0	0.00%	0	0.00%	0	1.16%	1	86
<b>002S13</b> Brucefield & Nethertown	All Males	30.37%	270	66.82%	594	0.00%	0	0.22%	2	0.22%	2	0.11%	1	2.25%	20	889
	All Females	18.58%	126	80.97%	549	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.44%	3	678
	Aged 16-24	23.45%	34	74.48%	108	0.00%	0	0.00%	0	0.00%	0	0.00%	0	2.07%	3	145
	Aged 25-34	32.59%	102	66.45%	208	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.96%	3	313
	Aged 35-59	25.15%	251	72.85%	727	0.00%	0	0.20%	2	0.10%	1	0.10%	1	1.60%	16	998
	Aged 60-74	8.11%	9	90.09%	100	0.00%	0	0.00%	0	0.90%	1	0.90%	1	0.90%	1	111
<b>002S14</b> Pitcorthie	All Males	18.67%	169	78.34%	709	1.22%	11	0.22%	2	0.11%	1	0.00%	0	1.44%	13	905
	All Females	7.85%	53	90.81%	613	0.59%	4	0.15%	1	0.00%	0	0.00%	0	0.59%	4	675
	Aged 16-24	17.84%	33	78.92%	146	0.00%	0	0.54%	1	0.00%	0	0.00%	0	2.70%	5	185</



# APPENDIX SEVENTEEN- Travel-To-Work Matrix for Aberdeenshire area (tv201).

	Category	ABERDEEN CITY		ABERDEENSHIRE		MORAY		ANGUS		DUNDEE CONURB.		HIGHLAND		OTHER		TOTAL
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	
002S15 Limekilns & Pitreavie	All Males	16.39%	136	80.96%	672	0.36%	3	0.12%	1	0.00%	1	0.12%	1	2.05%	17	830
	All Females	4.13%	25	95.04%	575	0.50%	3	0.00%	0	0.00%	0	0.00%	0	0.33%	2	605
	Aged 16-24	9.52%	16	86.90%	146	1.19%	2	0.00%	0	0.00%	0	0.00%	0	2.38%	4	168
	Aged 25-34	15.46%	47	82.89%	252	0.00%	0	0.00%	0	0.00%	0	0.00%	0	1.64%	5	304
	Aged 35-59	10.13%	87	88.36%	759	0.35%	3	0.00%	0	0.00%	0	0.12%	1	1.05%	9	859
	Aged 60-74	10.58%	11	86.54%	90	0.96%	1	0.96%	1	0.00%	1	0.00%	0	0.96%	1	104
002S16 Rosyth West	All Males	30.31%	264	67.74%	590	0.23%	2	0.11%	1	0.00%	1	0.00%	1	1.61%	14	871
	All Females	17.00%	110	82.23%	532	0.15%	1	0.15%	1	0.00%	1	0.00%	1	0.46%	3	647
	Aged 16-24	28.02%	58	70.53%	146	0.00%	0	0.97%	2	0.00%	0	0.00%	0	0.48%	1	207
	Aged 25-34	33.02%	106	65.73%	211	0.00%	0	0.00%	0	0.00%	0	0.00%	0	1.25%	4	321
	Aged 35-59	21.88%	200	76.48%	699	0.33%	3	0.00%	0	0.00%	0	0.00%	0	1.31%	12	914
	Aged 60-74	13.16%	10	86.84%	66	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	76
002S17 Rosyth East	All Males	20.67%	155	76.27%	572	0.40%	3	0.00%	0	0.13%	1	0.27%	2	2.27%	17	750
	All Females	11.40%	65	88.25%	503	0.18%	1	0.00%	0	0.00%	0	0.00%	0	0.18%	1	570
	Aged 16-24	22.82%	34	75.17%	112	0.00%	0	0.00%	0	0.00%	0	0.00%	0	2.01%	3	149
	Aged 25-34	17.87%	42	81.28%	191	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.85%	2	235
	Aged 35-59	16.29%	138	81.35%	689	0.47%	4	0.00%	0	0.12%	1	0.24%	2	1.53%	13	847
	Aged 60-74	6.74%	6	93.26%	83	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	89
002S18 Inverkeithing West & Rosyth South	All Males	20.21%	273	76.17%	1029	0.52%	7	0.07%	1	0.00%	0	0.00%	0	3.03%	41	1351
	All Females	10.65%	93	88.55%	773	0.11%	1	0.00%	0	0.11%	1	0.00%	1	0.57%	5	873
	Aged 16-24	18.69%	57	76.72%	234	1.97%	6	0.33%	1	0.00%	0	0.00%	0	2.30%	7	305
	Aged 25-34	15.92%	100	82.01%	515	0.16%	1	0.00%	0	0.16%	1	0.00%	1	1.75%	11	628
	Aged 35-59	16.72%	198	80.91%	958	0.08%	1	0.00%	0	0.00%	0	0.00%	0	2.28%	27	1184
	Aged 60-74	10.28%	11	88.79%	95	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.93%	1	107
002S19 Inverkeithing East & North Queensferry	All Males	24.28%	229	72.32%	682	0.32%	3	0.21%	2	0.00%	0	0.32%	3	2.55%	24	943
	All Females	8.18%	59	90.71%	654	0.42%	3	0.00%	0	0.14%	1	0.00%	0	0.55%	4	721
	Aged 16-24	22.02%	48	75.23%	164	0.00%	0	0.46%	1	0.46%	1	0.46%	1	1.38%	3	218
	Aged 25-34	20.22%	73	76.73%	277	0.83%	3	0.28%	1	0.00%	0	0.00%	0	1.94%	7	361
	Aged 35-59	15.56%	154	82.32%	815	0.30%	3	0.00%	0	0.00%	0	0.20%	2	1.62%	16	990
	Aged 60-74	13.68%	13	84.21%	80	0.00%	0	0.00%	0	0.00%	0	0.00%	0	2.11%	2	95
002S20 Dalgety Bay West & Hillend	All Males	19.10%	131	76.97%	528	0.87%	6	0.00%	0	0.00%	0	0.00%	0	3.06%	21	686
	All Females	7.50%	44	91.48%	537	0.68%	4	0.00%	0	0.00%	0	0.00%	0	0.34%	2	587
	Aged 16-24	13.07%	23	84.09%	148	0.57%	1	0.00%	0	0.00%	0	0.00%	0	2.27%	4	176
	Aged 25-34	19.05%	56	79.59%	234	0.68%	2	0.00%	0	0.00%	0	0.00%	0	0.68%	2	294
	Aged 35-59	11.73%	86	85.40%	626	0.68%	5	0.00%	0	0.00%	0	0.00%	0	2.18%	16	733
	Aged 60-74	14.29%	10	81.43%	57	2.86%	2	0.00%	0	0.00%	0	0.00%	0	1.43%	1	70
002S21 Dalgety Bay East	All Males	17.02%	122	80.61%	578	0.14%	1	0.00%	0	0.00%	0	0.00%	0	2.23%	16	717
	All Females	11.67%	58	87.53%	435	0.40%	2	0.00%	0	0.00%	0	0.00%	0	0.40%	2	497
	Aged 16-24	13.64%	21	85.06%	131	0.00%	0	0.00%	0	0.00%	0	0.00%	0	1.30%	2	154
	Aged 25-34	21.57%	74	76.97%	264	0.00%	0	0.00%	0	0.00%	0	0.00%	0	1.46%	5	343
	Aged 35-59	12.05%	77	86.07%	550	0.47%	3	0.00%	0	0.00%	0	0.00%	0	1.41%	9	639
	Aged 60-74	10.26%	8	87.18%	68	0.00%	0	0.00%	0	0.00%	0	0.00%	0	2.55%	2	78
002S22 Crossgates & Mossburn	All Males	18.27%	114	79.17%	494	0.48%	3	0.00%	0	0.00%	0	0.16%	1	1.92%	12	624
	All Females	6.49%	34	93.13%	468	0.19%	1	0.00%	0	0.00%	0	0.00%	0	0.19%	1	524
	Aged 16-24	18.92%	28	79.05%	117	1.35%	2	0.00%	0	0.00%	0	0.00%	0	0.68%	1	148
	Aged 25-34	15.07%	44	82.88%	242	0.68%	2	0.00%	0	0.00%	0	0.34%	1	1.03%	3	292
	Aged 35-59	11.11%	67	87.56%	528	0.00%	0	0.00%	0	0.00%	0	0.00%	0	1.33%	8	603
	Aged 60-74	8.57%	9	90.48%	95	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.95%	1	105
002S23 Cowdenbeath Central	All Males	19.61%	169	77.96%	672	0.12%	1	0.00%	0	0.00%	0	0.12%	1	2.20%	19	862
	All Females	6.83%	50	93.03%	681	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.14%	1	732
	Aged 16-24	13.93%	34	84.02%	205	0.41%	1	0.00%	0	0.00%	0	0.00%	0	1.64%	4	244
	Aged 25-34	15.56%	54	83.57%	290	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.86%	3	347
	Aged 35-59	12.89%	120	85.61%	797	0.00%	0	0.00%	0	0.00%	0	0.11%	1	1.40%	13	931
	Aged 60-74	15.28%	11	84.72%	61	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	72
002S24 Oakfield & Cowdenbeath North	All Males	41.91%	347	54.47%	451	0.00%	0	0.12%	1	0.00%	0	0.36%	3	3.14%	26	828
	All Females	29.50%	172	69.98%	408	0.17%	1	0.00%	0	0.00%	0	0.00%	0	0.34%	2	583
	Aged 16-24	33.33%	46	65.22%	90	0.00%	0	0.00%	0	0.00%	0	0.72%	1	0.72%	1	138
	Aged 25-34	46.83%	133	50.70%	144	0.00%	0	0.35%	1	0.00%	1	0.35%	1	1.76%	5	284
	Aged 35-59	36.06%	326	61.62%	557	0.11%	1	0.00%	0	0.00%	0	0.11%	1	2.10%	19	904
	Aged 60-74	16.47%	14	80.00%	68	0.00%	0	0.00%	0	0.00%	0	0.00%	0	3.53%	3	85
002S25 Kelty	All Males	20.40%	172	77.46%	653	0.71%	6	0.00%	0	0.00%	0	0.12%	1	1.30%	11	843
	All Females	10.92%	71	87.54%	569	0.77%	5	0.00%	0	0.00%	0	0.00%	0	0.77%	5	650
	Aged 16-24	11.54%	18	85.26%	133	0.00%	0	0.00%	0	0.00%	0	0.00%	0	3.21%	5	156
	Aged 25-34	25.77%	92	72.55%	259	0.56%	2	0.00%	0	0.00%	0	0.28%	1	0.84%	3	357
	Aged 35-59	14.32%	125	83.96%	733	0.80%	7	0.00%	0	0.00%	0	0.00%	0	0.92%	8	873
	Aged 60-74	7.48%	8	90.65%	97	1.87%	2	0.00%	0	0.00%	0	0.00%	0	0.00%	0	107
002S26 Ballingry & Lochore	All Males	16.87%	111	80.09%	527	1.06%	7	0.15%	1	0.00%	1	0.15%	1	1.67%	11	658
	All Females	8.75%	45	89.88%	462	1.17%	6	0.00%	0	0.00%	0	0.00%	0	0.19%	1	514
	Aged 16-24	14.06%	18	84.38%	108	0.78%	1	0.00%	0	0.00%	0	0.00%	0	0.78%	1	128
	Aged 25-34	17.07%	42	80.49%	198	1.22%	3	0.00%	0	0.00%	0	0.00%	0	1.22%	3	246
	Aged 35-59	12.03%	86	85.45%	611	1.12%	8	0.14%	1	0.00%	1	0.14%	1	1.12%	8	715
	Aged 60-74	12.05%	10	86.75%	72	1.20%	1	0.00%	0	0.00%	0	0.00%	0	0.00%	0	83
002S27 Crosshill & Lochgelly North	All Males	28.80%	267	68.61%	636	0.54%	5	0.00%	0	0.11%	1	0.22%	2	1.73%	16	



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	Category	ABERDEEN CITY		ABERDEENSHIRE		MORAY		ANGUS		DUNDEE CONURB.		HIGHLAND		OTHER		TOTAL
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	
<b>002S30</b> <b>Auchtertool</b> <b>&amp; Burntisland East</b>	All Males	46.14%	496	50.98%	548	0.56%	6	0.09%	1	0.00%	0	0.00%	0	2.23%	24	1075
	All Females	37.94%	332	61.37%	537	0.23%	2	0.00%	0	0.00%	0	0.00%	0	0.46%	4	875
	Aged 16-24	51.40%	110	47.66%	102	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.93%	2	214
	Aged 25-34	43.87%	161	53.41%	196	1.09%	4	0.00%	0	0.00%	0	0.00%	0	1.63%	6	367
	Aged 35-59	41.97%	536	56.07%	716	0.31%	4	0.08%	1	0.00%	0	0.00%	0	1.57%	20	1277
	Aged 60-74	22.83%	21	77.17%	71	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	92
<b>002S31</b> <b>Kinghorn &amp; Inveriel</b>	All Males	55.39%	442	43.61%	348	0.25%	2	0.00%	0	0.00%	0	0.00%	0	0.75%	6	798
	All Females	40.79%	259	58.43%	371	0.47%	3	0.00%	0	0.00%	0	0.00%	0	0.31%	2	635
	Aged 16-24	53.15%	59	45.95%	51	0.90%	1	0.00%	0	0.00%	0	0.00%	0	0.00%	0	111
	Aged 25-34	62.55%	157	36.65%	92	0.80%	2	0.00%	0	0.00%	0	0.00%	0	0.00%	0	251
	Aged 35-59	47.53%	461	51.75%	502	0.10%	1	0.00%	0	0.00%	0	0.00%	0	0.62%	6	970
	Aged 60-74	23.76%	24	73.27%	74	0.99%	1	0.00%	0	0.00%	0	0.00%	0	1.98%	2	101
<b>002S32</b> <b>Linktown</b> <b>&amp; Kirkaldy Central</b>	All Males	50.23%	549	47.03%	514	0.55%	6	0.00%	0	0.09%	1	0.09%	1	2.01%	22	1093
	All Females	40.39%	355	59.04%	519	0.34%	3	0.00%	0	0.00%	0	0.00%	0	0.23%	2	879
	Aged 16-24	53.00%	115	46.08%	100	0.00%	0	0.00%	0	0.00%	0	0.46%	1	0.46%	1	217
	Aged 25-34	51.86%	209	45.91%	185	0.74%	3	0.00%	0	0.00%	0	0.00%	0	1.49%	6	403
	Aged 35-59	43.74%	545	54.41%	678	0.40%	5	0.00%	0	0.08%	1	0.00%	0	1.36%	17	1246
	Aged 60-74	33.02%	35	66.04%	70	0.94%	1	0.00%	0	0.00%	0	0.00%	0	0.00%	0	106
<b>002S33</b> <b>Raith &amp; Longbraes</b>	All Males	41.82%	381	54.56%	497	0.44%	4	0.11%	1	0.11%	1	0.33%	3	2.63%	24	911
	All Females	30.00%	216	68.19%	491	0.20%	2	0.00%	0	0.00%	0	0.97%	7	0.56%	4	720
	Aged 16-24	35.33%	63	64.00%	96	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	150
	Aged 25-34	39.49%	124	56.37%	177	0.64%	2	0.00%	0	0.00%	0	1.59%	5	1.91%	6	314
	Aged 35-59	36.92%	401	60.41%	656	0.37%	4	0.09%	1	0.09%	1	0.28%	3	1.84%	20	1086
	Aged 60-74	23.46%	19	72.84%	59	0.00%	0	0.00%	0	0.00%	0	2.47%	2	1.23%	1	81
<b>002S34</b> <b>Bennochy &amp; Valley</b>	All Males	58.85%	582	38.32%	379	0.30%	3	0.20%	2	0.20%	2	0.10%	1	2.02%	20	989
	All Females	57.16%	427	42.17%	315	0.40%	3	0.13%	1	0.00%	0	0.00%	0	0.13%	1	747
	Aged 16-24	66.17%	88	32.33%	43	0.00%	0	0.75%	1	0.00%	0	0.00%	0	0.75%	1	133
	Aged 25-34	67.64%	209	31.39%	97	0.65%	2	0.00%	0	0.00%	0	0.00%	0	0.32%	1	309
	Aged 35-59	57.38%	680	40.59%	481	0.17%	2	0.17%	2	0.17%	2	0.08%	1	1.43%	17	1185
	Aged 60-74	29.36%	32	66.97%	73	1.83%	2	0.00%	0	0.00%	0	0.00%	0	1.83%	2	109
<b>002S35</b> <b>Templehall East</b>	All Males	67.78%	873	30.28%	390	0.08%	1	0.16%	2	0.00%	0	0.08%	1	1.63%	21	1288
	All Females	72.13%	730	26.98%	273	0.00%	0	0.20%	2	0.10%	1	0.00%	0	0.59%	6	1012
	Aged 16-24	75.70%	162	21.96%	47	0.00%	0	0.93%	2	0.00%	0	0.00%	0	1.40%	3	214
	Aged 25-34	73.30%	324	25.34%	112	0.00%	0	0.00%	0	0.00%	0	0.00%	0	1.36%	6	442
	Aged 35-59	69.19%	1060	29.31%	449	0.07%	1	0.13%	2	0.07%	1	0.07%	1	1.17%	18	1532
	Aged 60-74	50.89%	57	49.11%	55	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	112
<b>002S36</b> <b>Templehall West</b>	All Males	36.23%	363	60.58%	607	0.60%	6	0.10%	1	0.00%	0	0.30%	3	2.20%	22	1002
	All Females	22.22%	168	76.59%	579	1.06%	8	0.00%	0	0.00%	0	0.00%	0	0.13%	1	756
	Aged 16-24	23.29%	34	75.34%	110	0.00%	0	0.00%	0	0.00%	0	0.00%	0	1.37%	2	146
	Aged 25-34	38.30%	131	59.36%	203	0.88%	3	0.00%	0	0.00%	0	0.29%	1	1.17%	4	342
	Aged 35-59	30.70%	350	66.84%	762	0.88%	10	0.09%	1	0.00%	0	0.18%	2	1.32%	15	1140
	Aged 60-74	12.31%	16	85.38%	111	0.77%	1	0.00%	0	0.00%	0	0.00%	0	1.54%	2	130
<b>002S37</b> <b>Cardenden, Cluny</b> <b>&amp; Chapel</b>	All Males	46.21%	475	50.39%	518	0.58%	6	0.00%	0	0.10%	1	0.19%	2	2.53%	26	1028
	All Females	33.80%	267	64.81%	512	0.76%	6	0.00%	0	0.00%	0	0.00%	0	0.63%	5	790
	Aged 16-24	33.61%	41	63.93%	78	0.82%	1	0.00%	0	0.00%	0	0.82%	1	0.82%	1	122
	Aged 25-34	43.38%	210	49.08%	213	1.15%	5	0.00%	0	0.23%	1	0.00%	0	1.15%	0	434
	Aged 35-59	40.68%	478	56.77%	667	0.51%	6	0.00%	0	0.00%	0	0.09%	1	1.96%	23	1175
	Aged 60-74	14.94%	13	82.76%	72	0.00%	0	0.00%	0	0.00%	0	0.00%	0	2.30%	2	87
<b>002S38</b> <b>Kinglassie, Bowhill</b> <b>&amp; Dundonald</b>	All Males	40.58%	379	56.32%	526	0.75%	7	0.21%	2	0.00%	0	0.11%	1	2.03%	19	934
	All Females	26.22%	188	72.52%	520	0.70%	5	0.00%	0	0.00%	0	0.00%	0	0.56%	4	717
	Aged 16-24	41.58%	84	56.44%	114	0.50%	1	0.50%	1	0.00%	0	0.00%	0	0.99%	2	202
	Aged 25-34	38.15%	161	60.19%	254	0.95%	4	0.24%	1	0.00%	0	0.00%	0	0.47%	2	422
	Aged 35-59	31.79%	303	65.37%	623	0.73%	7	0.00%	0	0.00%	0	0.10%	1	1.99%	19	953
	Aged 60-74	25.68%	19	74.32%	55	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	74
<b>002S39</b> <b>Dunnikier</b>	All Males	34.90%	282	63.37%	512	0.62%	5	0.00%	0	0.00%	0	0.00%	0	1.11%	9	808
	All Females	25.53%	169	73.72%	488	0.45%	3	0.00%	0	0.00%	0	0.15%	1	0.15%	1	662
	Aged 16-24	35.80%	63	62.50%	110	0.57%	1	0.00%	0	0.00%	0	0.00%	0	1.14%	2	176
	Aged 25-34	36.89%	114	62.46%	193	0.32%	1	0.00%	0	0.00%	0	0.00%	0	0.32%	1	309
	Aged 35-59	29.88%	257	68.72%	591	0.70%	6	0.00%	0	0.00%	0	0.00%	0	0.70%	6	860
	Aged 60-74	13.60%	17	84.80%	106	0.00%	0	0.00%	0	0.00%	0	0.80%	1	0.80%	1	125
<b>002S40</b> <b>Hayfield &amp; Balsusney</b>	All Males	39.55%	331	59.02%	494	0.12%	1	0.00%	0	0.00%	0	0.12%	1	1.19%	10	837
	All Females	25.93%	181	73.78%	515	0.29%	2	0.00%	0	0.00%	0	0.00%	0	0.00%	0	698
	Aged 16-24	32.77%	58	66.67%	118	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.56%	1	177
	Aged 25-34	39.95%	155	59.02%	229	0.26%	1	0.00%	0	0.00%	0	0.00%	0	0.77%	3	388
	Aged 35-59	32.29%	279	66.67%	576	0.23%	2	0.00%	0	0.00%	0	0.12%	1	0.69%	6	864
	Aged 60-74	18.87%	20	81.13%	86	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	106
<b>002S41</b> <b>Smeaton &amp; Overton</b>	All Males	46.33%	498	51.07%	549	0.09%	1	0.28%	3	0.00%	0	0.28%	3	1.95%	21	1075
	All Females	40.68%	323	58.31%	463	0.50%	4	0.00%	0	0.00%	0	0.00%	0	0.50%	4	794
	Aged 16-24	42.94%	73	55.88%	95	0.59%	1	0.59%	1	0.00%	0	0.00%	0	0.00%	0	170
	Aged 25-34	52.70%	166	45.40%	143	0.00%	0	0.32%	1	0.00%	0	0.00%	0	1.59%	5	315
	Aged 35-59	43.37%	554	54.24%	683	0.32%	4	0.00%	0	0.00%	0	0.16%	2	1.35%	17	1260
	Aged 60-74	22.58%	28	73.39%	91	0.00%	0	0.81%	1	0.00%	0	0.81%	1	2.42%	3	124
<b>002S42</b> <b>Glebe Park, Pathhead</b> <b>&amp; Sinclair</b>	All Males	66.70%	753	31.36%	354	0.44%	5	0.09%	1	0.09%	1	0.18%	2	1.15%	13	1129
	All Females	70.80%	616	27.47%	239	0.69%	6	0.11%	1	0.00%	0	0.00%	0	0.92%	8	870
	Aged 16-24	72.67%	125	26.74%	46	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.58%	1	172
	Aged 25-34	74.17%	382	23.30%	120	0.97%	5	0.00%	0	0.00%	0	0.00%	0	1.55%	8	515
	Aged 35-59	67.21%	818	30.98%	377	0.49%	6	0.16%	2	0.08%	1	0.16%	2	0.90%	11	1217
	Aged 60-74	46.32%	44	52.63%	50	0.00%	0	0.00%	0	0.00%	0	0.00%	0	1.05%	1	95
<b>002S43</b> <b>Dysart &amp; Gallatoun</b>	All Males	49.28%	510	49.18%	509	0.10%	1	0.19%	2	0.00%	0	0.00%	0	1.26%	13	1035
	All Females	38.91%	328	60.38%	509	0.00%	0	0.12%	1	0.00%	0	0.12%	1	0.47%	4	84



# APPENDIX SEVENTEEN- Travel-To-Work Matrix for Aberdeenshire area (tv201).

	Category	ABERDEEN CITY		ABERDEENSHIRE		MORAY		ANGUS		DUNDEE CONURB.		HIGHLAND		OTHER		TOTAL
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	
002S44 Wemyss & Muiredge	All Males	43.85%	442	53.17%	536	0.40%	4	0.10%	1	0.00%	0	0.20%	2	2.28%	23	1008
	All Females	44.97%	349	53.99%	419	0.39%	4	0.26%	2	0.00%	0	0.13%	1	0.26%	2	776
	Aged 16-24	43.15%	63	54.11%	79	0.68%	1	0.00%	0	0.00%	0	0.00%	0	2.05%	3	146
	Aged 25-34	49.14%	143	49.14%	143	0.34%	1	0.00%	0	0.00%	0	0.34%	1	1.03%	3	291
	Aged 35-59	44.93%	545	52.76%	640	0.41%	5	0.25%	3	0.00%	0	0.16%	2	1.48%	18	1213
	Aged 60-74	29.85%	40	69.40%	93	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.75%	1	134
002S45 Luckhaven & Denbeath	All Males	63.68%	745	34.02%	398	0.51%	6	0.09%	1	0.00%	0	0.09%	1	1.62%	19	1170
	All Females	64.04%	584	34.65%	316	0.44%	4	0.11%	1	0.00%	0	0.22%	2	0.55%	5	912
	Aged 16-24	59.43%	126	36.32%	77	0.47%	1	0.00%	0	0.00%	0	0.47%	1	3.30%	7	212
	Aged 25-34	69.01%	294	30.01%	128	0.47%	2	0.00%	0	0.00%	0	0.00%	0	0.47%	2	426
	Aged 35-59	64.19%	873	33.97%	462	0.44%	6	0.15%	2	0.00%	0	0.15%	2	1.10%	15	1360
	Aged 60-74	42.86%	36	55.95%	47	1.19%	1	0.00%	0	0.00%	0	0.00%	0	0.00%	0	84
002S46 Methilhill	All Males	68.75%	891	27.01%	350	0.69%	9	0.00%	0	0.15%	2	0.08%	1	3.32%	43	1296
	All Females	63.95%	667	34.80%	363	0.67%	7	0.10%	1	0.00%	0	0.00%	0	0.48%	5	1043
	Aged 16-24	66.24%	157	31.65%	75	0.84%	2	0.00%	0	0.00%	0	0.00%	0	1.27%	3	237
	Aged 25-34	71.73%	302	25.18%	106	0.95%	4	0.24%	1	0.24%	1	0.00%	0	1.66%	7	421
	Aged 35-59	65.81%	1051	31.12%	497	0.63%	10	0.00%	0	0.06%	1	0.06%	1	2.32%	37	1597
	Aged 60-74	57.14%	48	41.67%	35	0.00%	0	0.00%	0	0.00%	0	0.00%	0	1.19%	1	84
002S47 Methil	All Males	67.06%	627	30.27%	283	0.43%	4	0.00%	0	0.00%	0	0.11%	1	2.14%	20	935
	All Females	62.53%	519	36.51%	303	0.46%	4	0.00%	0	0.00%	0	0.12%	1	0.36%	3	830
	Aged 16-24	65.63%	105	33.13%	53	0.63%	1	0.00%	0	0.00%	0	0.62%	0	0.00%	0	160
	Aged 25-34	68.06%	309	29.52%	134	0.88%	4	0.00%	0	0.00%	0	0.22%	1	1.32%	6	454
	Aged 35-59	63.76%	695	34.40%	375	0.28%	3	0.00%	0	0.00%	0	0.09%	1	1.47%	16	1090
	Aged 60-74	60.66%	37	39.34%	24	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	61
002S48 Leven East	All Males	16.58%	122	75.00%	552	6.52%	48	0.00%	0	0.00%	0	0.27%	2	1.63%	12	736
	All Females	5.61%	32	87.37%	498	6.84%	39	0.00%	0	0.00%	0	0.18%	1	0.00%	0	570
	Aged 16-24	10.45%	14	81.34%	109	6.72%	9	0.00%	0	0.00%	0	0.75%	1	0.75%	1	134
	Aged 25-34	17.19%	44	72.27%	185	8.59%	22	0.00%	0	0.00%	0	0.00%	0	1.95%	5	256
	Aged 35-59	11.28%	91	81.66%	659	6.32%	51	0.00%	0	0.00%	0	0.25%	2	0.50%	4	807
	Aged 60-74	4.59%	5	88.99%	97	4.59%	5	0.00%	0	0.00%	0	0.00%	0	1.83%	2	109
002S49 Leven West & Kirkland	All Males	15.50%	135	78.30%	682	5.05%	44	0.11%	1	0.00%	0	0.34%	3	0.69%	6	871
	All Females	10.03%	71	83.47%	591	4.00%	43	0.00%	0	0.00%	0	0.14%	1	0.28%	2	708
	Aged 16-24	13.53%	23	77.65%	132	5.88%	10	0.59%	1	0.00%	0	0.59%	1	1.76%	3	170
	Aged 25-34	18.24%	56	75.90%	233	5.54%	17	0.00%	0	0.00%	0	0.00%	0	0.33%	1	307
	Aged 35-59	12.49%	121	81.32%	788	5.78%	56	0.00%	0	0.00%	0	0.10%	1	0.31%	3	969
	Aged 60-74	4.51%	6	90.23%	120	3.01%	4	0.00%	0	0.00%	0	1.50%	2	0.75%	1	133
002S50 Kennoway	All Males	25.00%	229	70.85%	649	1.09%	10	0.11%	1	0.00%	0	0.33%	3	2.62%	24	916
	All Females	17.47%	116	80.42%	534	1.20%	8	0.00%	0	0.00%	0	0.15%	1	0.75%	5	664
	Aged 16-24	23.02%	32	74.10%	103	1.44%	2	0.00%	0	0.00%	0	0.00%	0	1.44%	2	139
	Aged 25-34	27.37%	78	69.12%	197	1.40%	4	0.00%	0	0.00%	0	0.35%	1	1.75%	5	285
	Aged 35-59	22.32%	229	74.27%	762	0.97%	10	0.10%	1	0.00%	0	0.19%	2	2.14%	22	1026
	Aged 60-74	4.62%	6	93.08%	121	1.54%	2	0.00%	0	0.00%	0	0.77%	1	0.00%	0	130
002S51 Windygates, Star & Balgonie	All Males	28.12%	257	67.29%	615	0.77%	7	0.11%	1	0.11%	1	0.22%	2	3.39%	31	914
	All Females	19.58%	129	78.91%	520	1.06%	7	0.00%	0	0.00%	0	0.00%	0	0.46%	3	659
	Aged 16-24	16.15%	21	81.54%	106	0.77%	1	0.00%	0	0.00%	0	0.77%	1	0.77%	1	130
	Aged 25-34	28.33%	85	68.67%	206	1.00%	3	0.00%	0	0.00%	0	0.33%	1	1.67%	5	300
	Aged 35-59	26.51%	263	69.96%	694	0.71%	7	0.10%	1	0.10%	1	0.00%	0	2.62%	26	992
	Aged 60-74	11.26%	17	85.43%	129	1.99%	3	0.00%	0	0.00%	0	0.00%	0	1.32%	2	151
002S52 Markinch & Woodside East	All Males	42.74%	409	54.55%	522	0.84%	8	0.00%	0	0.00%	0	0.00%	0	1.88%	18	957
	All Females	30.59%	227	67.92%	504	0.27%	2	0.27%	2	0.00%	0	0.00%	0	0.94%	7	742
	Aged 16-24	36.76%	50	60.29%	82	1.47%	2	0.00%	0	0.00%	0	0.00%	0	1.47%	2	136
	Aged 25-34	40.00%	122	57.38%	175	0.98%	3	0.33%	1	0.00%	0	0.00%	0	1.31%	4	305
	Aged 35-59	39.21%	445	58.94%	669	0.18%	2	0.09%	1	0.00%	0	0.00%	0	1.59%	18	1135
	Aged 60-74	15.45%	19	81.30%	100	2.44%	3	0.00%	0	0.00%	0	0.00%	0	0.81%	1	123
002S53 Auchmuty & Woodside West	All Males	16.91%	141	79.50%	663	0.60%	5	0.00%	0	0.00%	0	0.00%	0	3.00%	25	834
	All Females	7.85%	53	90.22%	609	0.89%	6	0.00%	0	0.00%	0	0.00%	0	1.04%	7	675
	Aged 16-24	9.20%	16	89.08%	155	0.00%	0	0.00%	0	0.00%	0	0.00%	0	1.72%	3	174
	Aged 25-34	14.10%	43	83.28%	254	0.98%	3	0.00%	0	0.00%	0	0.00%	0	1.64%	5	305
	Aged 35-59	14.19%	125	82.75%	729	0.68%	6	0.00%	0	0.00%	0	0.00%	0	2.38%	21	881
	Aged 60-74	6.71%	10	89.93%	134	1.34%	2	0.00%	0	0.00%	0	0.00%	0	2.01%	3	149
002S54 Pitteuchar & Finglassie North	All Males	31.41%	277	64.06%	565	0.23%	2	0.23%	2	0.23%	2	0.11%	1	3.74%	33	882
	All Females	16.95%	120	81.50%	577	0.42%	3	0.14%	1	0.00%	0	0.14%	1	0.85%	6	708
	Aged 16-24	20.13%	30	76.51%	114	0.00%	0	0.00%	0	0.00%	0	0.00%	0	3.36%	5	149
	Aged 25-34	23.63%	69	74.66%	218	0.34%	1	0.00%	0	0.34%	1	0.00%	0	1.03%	3	292
	Aged 35-59	27.83%	285	68.65%	703	0.29%	3	0.29%	3	0.10%	1	0.20%	2	2.64%	27	1024
	Aged 60-74	10.40%	13	85.60%	107	0.80%	1	0.00%	0	0.00%	0	0.00%	0	3.20%	4	125
002S55 Thornton, Stenton & Finglassie South	All Males	44.52%	447	50.80%	510	0.10%	1	0.10%	1	0.30%	3	0.20%	2	3.98%	40	1004
	All Females	26.61%	194	72.98%	532	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.41%	3	729
	Aged 16-24	31.76%	47	65.54%	97	0.00%	0	0.00%	0	0.00%	0	0.68%	1	2.03%	3	148
	Aged 25-34	38.85%	108	60.07%	167	0.00%	0	0.36%	1	0.00%	0	0.36%	1	0.36%	1	278
	Aged 35-59	39.64%	461	56.66%	659	0.09%	1	0.00%	0	0.26%	3	0.00%	0	3.35%	39	1163
	Aged 60-74	17.36%	25	82.64%	119	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	144
002S56 Caskieberran & Rimbleton	All Males	49.53%	422	47.07%	401	0.35%	3									



# APPENDIX SEVENTEEN- Travel-To-Work Matrix for Aberdeenshire area (tv201).

	Category	ABERDEEN CITY		ABERDEENSHIRE		MORAY		ANGUS		DUNDEE CONURB.		HIGHLAND		OTHER		TOTAL
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	
002S59 Leslie & Whinnyknowe	All Males	63.36%	676	33.08%	353	0.19%	2	0.37%	4	0.09%	1	0.09%	1	2.81%	30	1067
	All Females	60.41%	534	38.46%	340	0.45%	4	0.23%	2	0.00%	0	0.23%	2	0.23%	2	884
	Aged 16-24	63.44%	144	32.60%	74	0.44%	1	0.00%	0	0.44%	1	0.44%	1	2.64%	6	227
	Aged 25-34	63.87%	244	34.03%	130	0.26%	1	0.52%	2	0.00%	0	0.00%	0	1.31%	5	382
	Aged 35-59	61.98%	776	35.62%	446	0.32%	4	0.32%	4	0.00%	0	0.16%	2	1.60%	20	1252
002S60 Balgeddie & Collydean	Aged 60-74	51.11%	46	47.78%	43	0.00%	0	0.00%	0	0.00%	0	0.00%	0	1.11%	1	90
	All Males	68.13%	744	27.38%	299	0.73%	8	0.27%	3	0.37%	4	0.09%	7	3.02%	33	1092
	All Females	64.08%	569	35.14%	312	0.34%	3	0.04%	0	0.00%	0	0.00%	0	0.45%	4	888
	Aged 16-24	68.28%	112	39.88%	49	0.61%	1	0.00%	0	0.61%	1	0.00%	0	0.61%	1	164
	Aged 25-34	69.02%	372	27.64%	149	1.11%	6	0.37%	2	0.00%	0	0.00%	0	1.86%	10	539
002S61 Cadham, Pitcoudie & Balfarg	Aged 35-59	65.30%	783	31.78%	381	0.33%	4	0.08%	1	0.25%	3	0.08%	1	2.17%	26	1199
	Aged 60-74	58.97%	46	41.03%	32	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	78
	All Males	65.85%	648	29.98%	295	0.20%	2	0.71%	7	0.20%	2	0.00%	2	3.05%	30	984
	All Females	62.24%	506	36.16%	294	0.74%	6	0.25%	2	0.12%	1	0.00%	1	0.49%	4	813
	Aged 16-24	63.01%	92	35.62%	52	0.00%	0	0.00%	0	0.00%	0	0.00%	0	1.37%	2	146
002S62 Falkland, Freuchie & Strathmiglo	Aged 25-34	70.84%	260	26.16%	96	1.09%	4	0.27%	1	0.27%	1	0.00%	1	1.36%	5	367
	Aged 35-59	63.31%	754	33.33%	397	0.25%	3	0.67%	8	0.17%	2	0.00%	2	2.27%	27	1191
	Aged 60-74	51.61%	48	47.31%	44	1.08%	1	0.00%	0	0.00%	0	0.00%	0	0.00%	0	93
	All Males	52.10%	497	44.13%	421	0.52%	5	0.63%	6	0.21%	2	0.00%	2	2.41%	23	954
	All Females	38.98%	276	59.04%	418	0.71%	5	0.71%	5	0.00%	0	0.00%	0	0.56%	4	708
002S63 Auchtermuchty & Ladybank	Aged 16-24	51.97%	66	44.88%	57	0.00%	0	0.70%	0	0.00%	0	0.00%	0	2.36%	3	127
	Aged 25-34	58.03%	177	39.02%	119	1.31%	4	0.33%	1	0.00%	0	0.00%	0	1.31%	4	305
	Aged 35-59	44.69%	505	52.39%	592	0.35%	4	0.71%	8	0.18%	2	0.00%	2	1.68%	19	1130
	Aged 60-74	25.00%	25	71.00%	71	2.00%	2	1.00%	1	0.00%	0	0.00%	0	1.00%	1	100
	All Males	56.62%	492	37.86%	329	0.23%	2	1.15%	10	0.12%	1	0.23%	2	3.80%	33	869
002S64 Kettle, Springfield & Ceres	All Females	38.94%	280	59.53%	428	0.42%	3	0.70%	5	0.28%	2	0.00%	0	0.14%	1	719
	Aged 16-24	53.98%	61	42.48%	48	0.00%	0	0.00%	0	0.88%	1	0.00%	0	2.65%	3	113
	Aged 25-34	48.87%	152	45.98%	143	1.29%	4	1.29%	4	0.64%	2	0.00%	0	1.93%	6	311
	Aged 35-59	48.76%	531	47.66%	519	0.09%	1	1.01%	11	0.00%	0	0.18%	2	2.30%	25	1089
	Aged 60-74	37.33%	28	62.67%	47	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	75
002S65 Cupar South	All Males	50.05%	456	46.21%	421	0.22%	2	0.66%	6	0.33%	3	0.00%	3	2.52%	23	911
	All Females	36.81%	272	60.89%	450	0.41%	3	1.22%	9	0.27%	2	0.00%	2	0.41%	3	739
	Aged 16-24	42.93%	82	52.88%	101	0.00%	0	0.52%	1	0.00%	0	0.00%	0	3.66%	7	191
	Aged 25-34	52.99%	213	42.29%	170	0.75%	3	1.49%	6	0.50%	2	0.00%	2	1.99%	8	402
	Aged 35-59	43.41%	405	54.34%	507	0.11%	1	0.86%	8	0.21%	2	0.00%	2	1.07%	10	933
002S66 Cupar North	Aged 60-74	22.58%	28	75.00%	93	0.81%	1	0.00%	0	0.81%	1	0.00%	1	0.81%	1	124
	All Males	44.56%	446	50.05%	501	0.40%	4	1.80%	18	0.40%	4	0.00%	4	2.80%	28	1001
	All Females	30.28%	228	66.53%	501	0.27%	2	2.39%	18	0.00%	0	0.00%	0	0.53%	4	753
	Aged 16-24	38.74%	43	55.86%	62	0.00%	0	3.60%	4	0.00%	0	0.00%	0	1.80%	2	111
	Aged 25-34	40.20%	121	54.82%	165	0.33%	1	1.66%	5	0.00%	0	0.00%	0	2.99%	9	301
002S67 Newburgh & Tay Coast	Aged 35-59	39.80%	482	55.66%	674	0.33%	4	2.23%	27	0.25%	3	0.00%	3	1.73%	21	1211
	Aged 60-74	21.37%	28	77.10%	101	0.76%	1	0.00%	0	0.76%	1	0.00%	1	0.00%	0	131
	All Males	29.91%	259	60.05%	520	0.35%	3	6.24%	54	0.58%	5	0.23%	2	2.66%	23	866
	All Females	19.59%	135	66.91%	461	0.44%	3	11.90%	82	0.15%	1	0.00%	0	1.02%	7	689
	Aged 16-24	29.22%	45	58.44%	90	0.00%	0	8.44%	13	0.00%	0	0.00%	0	3.90%	6	154
002S68 Newport-on-Tay & Wormit	Aged 25-34	32.88%	96	56.85%	166	0.34%	1	7.88%	23	0.68%	2	0.00%	0	1.37%	4	292
	Aged 35-59	23.66%	243	64.26%	660	0.39%	4	9.25%	95	0.39%	4	0.19%	2	1.85%	19	1027
	Aged 60-74	12.20%	10	79.27%	65	1.22%	1	6.10%	5	0.00%	0	0.00%	0	1.22%	1	82
	All Males	41.05%	383	50.38%	470	0.54%	5	5.79%	54	0.32%	3	0.11%	1	1.82%	17	933
	All Females	23.94%	170	64.79%	460	0.99%	7	8.17%	58	0.85%	6	0.00%	0	1.27%	9	710
ABERDEENSHIRE COUNCIL AREA	Aged 16-24	34.19%	53	56.77%	88	0.65%	1	5.16%	8	0.00%	0	0.00%	0	3.23%	5	155
	Aged 25-34	34.98%	113	57.28%	185	0.00%	0	5.26%	17	0.62%	2	0.00%	0	1.86%	6	323
	Aged 35-59	33.70%	367	55.92%	609	1.01%	11	7.35%	80	0.55%	6	0.09%	1	1.38%	15	1089
	Aged 60-74	26.32%	20	63.16%	48	0.00%	0	9.21%	7	1.32%	1	0.00%	0	0.00%	0	76
	All Males	23.77%	236	54.48%	541	0.40%	4	17.82%	177	0.91%	9	0.30%	3	2.32%	23	993
ABERDEENSHIRE COUNCIL AREA	All Females	14.73%	105	53.44%	381	0.42%	3	29.59%	211	0.98%	7	0.00%	0	0.84%	6	713
	Aged 16-24	26.45%	41	41.29%	64	0.00%	0	25.81%	40	3.23%	5	0.00%	0	3.23%	5	155
	Aged 25-34	31.44%	105	47.01%	157	0.00%	0	19.16%	64	1.50%	5	0.00%	0	0.90%	3	334
	Aged 35-59	16.91%	187	56.15%	621	0.54%	6	24.05%	266	0.45%	5	0.27%	3	1.63%	18	1106
	Aged 60-74	7.21%	8	72.07%	80	0.90%	1	16.22%	18	0.90%	1	0.00%	0	2.70%	3	111
ABERDEENSHIRE COUNCIL AREA	All Males	18.77%	23065	29.18%	35843	0.42%	511	0.33%	405	0.05%	57	0.08%	93	51.18%	62876	122850
	All Females	14.34%	13625	34.53%	32807	0.42%	402	0.43%	409	0.02%	23	0.03%	26	50.22%	47714	95006
	Aged 16-24	31.95%	3585	64.39%	7226	0.95%	107	0.76%	85	0.08%	9	0.13%	15	1.74%	195	11222
	Aged 25-34	37.72%	8524	59.11%	13358	0.92%	208	0.63%	142	0.09%	21	0.12%	26	1.41%	318	22597
	Aged 35-59	34.12%	23274	62.53%	42657	0.78%	531	0.81%	552	0.06%	44	0.10%	70	1.59%	1088	68216
ABERDEENSHIRE COUNCIL AREA	Aged 60-74	18.96%	1307	78.47%	5409	0.97%	67	0.51%	35	0.09%	6	0.12%	8	0.88%	61	6893



# APPENDIX EIGHTEEN- Travel-To-Work Matrix for Angus area (tv204).

	Category	DUNDEE CONURB.*		PERTH		PERTH & KINROSS		DUNDEE CITY		ANGUS		ABERDEENSHIRE		ABERDEEN CITY		FIFE		OTHER		TOTAL
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	
003S01 Kirriemuir West	Full-time employment	19.22%	265	2.25%	31	7.69%	106	18.35%	253	65.99%	910	0.73%	10	4.42%	61	0.73%	10	2.10%	29	1379
	Part-time employment	10.60%	44	1.93%	8	6.51%	27	9.88%	41	81.45%	338	0.00%	0	0.00%	0	0.00%	0	2.17%	9	415
	TOTAL	17.22%	309	2.17%	39	7.41%	133	16.39%	294	69.57%	1248	0.56%	10	3.40%	61	0.56%	10	2.12%	38	1794
	LE and HMO, HPO & LM and PO	27.41%	185	3.70%	25	8.30%	56	26.07%	176	56.15%	379	0.89%	6	3.85%	26	1.04%	7	3.70%	25	675
	Intermediate Occupations	24.59%	45	1.64%	3	7.10%	13	24.04%	44	64.48%	118	0.55%	1	2.73%	5	0.55%	1	0.55%	1	183
	SE and OAW	3.66%	10	0.37%	1	4.40%	12	3.66%	10	90.84%	248	0.00%	0	0.73%	2	0.00%	0	0.37%	1	273
	LS and TO, S-RO & RO	15.11%	69	0.81%	10	7.84%	52	9.65%	64	75.87%	503	0.45%	3	4.22%	28	0.30%	2	1.66%	11	693
003S02 Kirriemuir East	Full-time employment	17.80%	236	0.98%	13	4.83%	64	17.35%	230	72.40%	960	0.45%	6	1.89%	25	0.60%	8	2.49%	33	1326
	Part-time employment	11.61%	41	0.57%	2	3.12%	11	10.78%	38	84.70%	299	0.00%	0	0.85%	3	0.00%	0	0.57%	2	353
	TOTAL	16.50%	277	0.89%	15	4.47%	75	15.96%	268	74.99%	1259	0.36%	6	1.67%	28	0.48%	8	2.08%	35	1679
	LE and HMO, HPO & LM and PO	29.42%	158	1.12%	6	4.10%	22	27.93%	150	61.27%	329	0.37%	2	1.86%	10	0.56%	3	3.91%	21	537
	Intermediate Occupations	28.13%	45	1.25%	2	3.13%	5	27.50%	44	64.38%	103	0.63%	1	1.88%	3	0.63%	1	1.87%	3	160
	SE and OAW	3.25%	8	0.81%	2	1.63%	4	3.25%	8	93.50%	230	0.00%	0	1.22%	3	0.00%	0	0.41%	1	246
	LS and TO, S-RO & RO	8.97%	66	0.68%	5	5.98%	44	8.97%	66	81.11%	597	0.41%	3	1.63%	12	0.54%	4	1.36%	10	736
003S03 Brechin West	Full-time employment	6.70%	95	0.35%	5	1.13%	16	6.42%	91	72.71%	1031	4.51%	64	12.27%	174	0.56%	8	2.40%	34	1418
	Part-time employment	3.88%	19	0.00%	0	0.61%	3	3.47%	17	91.63%	449	2.45%	12	1.22%	6	0.20%	1	0.41%	2	490
	TOTAL	5.97%	114	0.26%	5	1.00%	19	5.66%	108	77.57%	1480	3.98%	76	9.43%	180	0.47%	9	1.89%	36	1908
	LE and HMO, HPO & LM and PO	10.59%	68	0.78%	5	1.71%	11	10.12%	65	67.13%	431	4.21%	27	14.17%	91	0.62%	4	2.02%	13	642
	Intermediate Occupations	4.57%	9	0.00%	0	1.02%	2	4.57%	9	84.77%	167	4.57%	9	3.55%	7	1.02%	2	0.51%	1	197
	SE and OAW	2.62%	6	0.00%	0	0.00%	0	2.62%	6	92.14%	211	0.00%	2	2.62%	6	0.00%	0	1.75%	4	229
	LS and TO, S-RO & RO	3.69%	31	0.00%	0	0.71%	6	3.33%	28	79.88%	671	4.52%	38	9.05%	76	0.36%	3	2.14%	18	840
003S04 Brechin North Esk	Full-time employment	3.93%	51	0.46%	6	1.23%	16	3.62%	47	75.71%	982	6.01%	78	10.02%	130	0.69%	9	2.70%	35	1297
	Part-time employment	2.58%	11	0.47%	2	0.94%	4	2.34%	10	91.57%	391	3.04%	13	1.64%	7	0.00%	0	0.47%	2	427
	TOTAL	3.60%	62	0.46%	8	1.16%	20	3.31%	57	79.64%	1373	5.28%	91	7.95%	137	0.52%	9	2.15%	37	1724
	LE and HMO, HPO & LM and PO	6.85%	35	0.59%	3	2.15%	11	6.07%	31	69.28%	354	6.26%	32	12.52%	64	0.59%	3	3.13%	16	511
	Intermediate Occupations	5.37%	8	0.67%	1	0.67%	1	5.37%	8	83.22%	124	0.67%	1	6.71%	10	2.01%	3	1.34%	2	149
	SE and OAW	0.43%	1	0.00%	0	0.43%	1	0.43%	1	92.17%	212	2.61%	6	3.48%	8	0.00%	0	0.87%	2	230
	LS and TO, S-RO & RO	18.16%	71	0.48%	7	0.84%	12	18.16%	71	81.89%	683	6.24%	52	6.59%	55	0.36%	3	2.04%	17	834
003S05 Westfield and Dean	Full-time employment	25.92%	421	2.71%	44	9.05%	147	24.82%	403	61.33%	996	0.68%	11	1.72%	28	0.62%	10	1.79%	29	1624
	Part-time employment	15.78%	71	1.56%	7	8.67%	39	15.78%	71	73.78%	332	0.00%	0	0.89%	4	0.44%	2	0.44%	2	450
	TOTAL	23.72%	492	2.46%	51	8.97%	186	22.85%	474	64.03%	1328	0.53%	11	1.54%	32	0.58%	12	1.49%	31	2074
	LE and HMO, HPO & LM and PO	35.39%	224	3.63%	23	7.42%	47	34.12%	216	51.03%	323	0.63%	4	3.48%	22	0.95%	6	2.37%	15	633
	Intermediate Occupations	34.25%	75	1.37%	3	8.22%	18	32.42%	71	56.62%	124	0.00%	0	0.00%	0	1.37%	3	1.37%	3	219
	SE and OAW	4.17%	12	0.69%	2	3.13%	9	4.17%	12	92.36%	266	0.00%	0	0.00%	0	0.00%	0	0.35%	1	288
	LS and TO, S-RO & RO	19.38%	181	2.46%	23	11.99%	112	18.74%	175	65.85%	615	0.75%	7	1.07%	10	0.32%	3	1.28%	12	934
003S06 Forfar West	Full-time employment	19.42%	234	0.83%	10	2.57%	31	18.76%	226	72.61%	875	0.91%	11	3.07%	37	0.17%	2	1.91%	23	1205
	Part-time employment	13.35%	43	0.62%	2	1.55%	5	13.04%	42	84.47%	272	0.31%	1	0.31%	1	0.00%	0	0.31%	1	322
	TOTAL	18.14%	277	0.79%	12	2.36%	36	17.55%	268	75.11%	1147	0.79%	12	2.49%	38	0.13%	2	1.57%	24	1527
	LE and HMO, HPO & LM and PO	27.23%	131	1.46%	7	2.70%	13	26.61%	128	61.75%	297	1.66%	8	4.16%	20	0.21%	1	2.91%	14	481
	Intermediate Occupations	20.24%	34	1.79%	3	2.38%	4	19.64%	33	75.60%	127	0.60%	1	0.60%	1	0.60%	1	0.60%	1	168
	SE and OAW	7.35%	10	0.74%	1	0.74%	1	7.35%	10	88.97%	121	1.47%	2	0.74%	1	0.00%	0	0.74%	1	136
	LS and TO, S-RO & RO	13.75%	102	0.13%	1	2.43%	18	13.07%	97	81.13%	602	0.13%	1	2.16%	16	0.00%	0	1.08%	8	742
003S07 Forfar Central	Full-time employment	17.36%	241	0.58%	8	2.95%	41	16.57%	230	74.50%	1034	1.01%	14	2.95%	41	0.58%	8	1.44%	20	1388
	Part-time employment	8.29%	29	0.57%	2	1.43%	5	8.29%	29	88.57%	310	0.00%	0	1.14%	4	0.29%	1	0.29%	1	350
	TOTAL	15.54%	270	0.58%	10	2.65%	46	14.90%	259	77.33%	1344	0.81%	14	2.59%	45	0.52%	9	1.21%	21	1738
	LE and HMO, HPO & LM and PO	25.80%	129	1.00%	5	4.40%	22	24.20%	121	64.20%	321	1.20%	6	4.20%	21	0.40%	2	1.40%	7	500
	Intermediate Occupations	25.26%	49	0.52%	1	0.52%	1	25.26%	49	70.10%	136	0.00%	0	3.09%	6	0.00%	0	1.03%	2	194
	SE and OAW	5.56%	12	0.00%	0	0.00%	0	5.56%	12	92.59%	200	0.00%	0	0.46%	1	1.39%	3	0.00%	0	216
	LS and TO, S-RO & RO	9.66%	80	0.48%	4	2.78%	23	9.30%	77	82.97%	687	0.97%	8	2.05%	17	0.48%	4	1.45%	12	828
003S08 Forfar East	Full-time employment	16.21%	188	0.78%	9	3.36%	39	15.78%	183	74.57%	865	0.78%	9	2.24%	26	1.21%	14	2.07%	24	1160
	Part-time employment	9.17%	33	0.56%	2	1.11%	4	8.61%	31	89.72%	323	0.00%	0	0.28%	1	0.00%	0	0.28%	1	360
	TOTAL	14.54%	221	0.72%	11	2.83%	43	14.08%	214	78.16%	1188	0.59%	9	1.78%	27	0.92%	14	1.64%	25	1520
	LE and HMO, HPO & LM and PO	24.27%	100	0.49%	2	3.16%	13	22.82%	94	65.78%	271	0.49%	2	2.67%	11	1.94%	8	3.16%	13	412
	Intermediate Occupations	22.34%	44	2.03%	4	4.06%	8	22.34%	44	69.54%	137	0.00%	0	1.52%	3	0.00%	0	2.54%	5	197
	SE and OAW	3.31%	5	0.66%	1	0.66%	1	3.31%	5	94.70%	143	0.66%	1	0.00%	0	0.00%	0	0.66%	1	151
	LS and TO, S-RO & RO	9.47%	72	0.53%	4	2.76%	21	9.34%	71	83.82%	637	0.79%	6	1.71%	13	0.79%	6	0.79%	6	760
003S09 Brechin South Esk	Full-time employment	7.06%	66	1.18%	11	1.82%	17	6.42%	60	76.68%	717	3.96%	37	8.02%	75	0.43%	4	2.67%	25	935
	Part-time employment	7.14%	17	1.26%	3	1.26%	3	6.72%	16	87.82%	209	1.26%	3	2.10%	5	0.00%	0	0.84%	2	238
	TOTAL	7.08%	83	1.19%	14	1.71%	20	6.48%	76	78.94%	926	3.41%	40	6.82%	80	0.34%	4	2.30%	27	1173



# APPENDIX EIGHTEEN- Travel-To-Work Matrix for Angus area (tv204).

	Category	DUNDEE CONURB.*				PERTH				PERTH & KINROSS				DUNDEE CITY				ANGUS				ABERDEENSHIRE				ABERDEEN CITY				FIFE				OTHER				TOTAL
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in							
003S13 Montrose Hillside	Full-time employment	3.35%	45	0.15%	2	0.52%	7	3.20%	43	72.99%	981	6.92%	93	13.24%	178	0.45%	6	2.68%	36	1344																		
	Part-time employment	1.36%	6	0.45%	2	0.68%	3	1.36%	6	92.50%	407	2.95%	13	2.05%	9	0.00%	0	0.45%	2	440																		
	TOTAL	2.86%	51	0.22%	4	0.56%	10	2.75%	49	77.80%	1388	5.94%	106	10.48%	187	0.34%	6	2.13%	38	1784																		
	LE and HMO, HPO & LM and PO	3.99%	22	0.18%	1	0.73%	4	3.81%	21	72.60%	400	3.99%	22	14.52%	80	0.73%	4	3.63%	20	551																		
	Intermediate Occupations	4.98%	10	1.00%	2	1.00%	2	4.98%	10	76.62%	154	6.97%	14	8.96%	18	0.50%	1	1.00%	2	201																		
	SE and OAW	0.00%	0	0.62%	1	0.62%	1	0.00%	0	94.44%	153	1.85%	3	2.47%	4	0.00%	0	0.62%	1	162																		
	LS and TO, S-RO & RO	0.18%	19	0.00%	0	0.34%	3	2.07%	15	78.28%	681	7.70%	67	9.77%	85	0.11%	1	1.72%	15	870																		
	Full-time employment	19.53%	207	0.66%	7	2.74%	29	18.49%	196	72.64%	770	1.32%	14	2.45%	26	0.57%	6	1.79%	19	1060																		
003S14 Forfar South	Part-time employment	11.11%	34	0.33%	1	0.65%	2	10.13%	31	87.58%	268	0.65%	2	0.00%	0	0.00%	0	0.98%	3	306																		
	TOTAL	17.64%	241	0.59%	8	2.27%	31	16.62%	227	75.99%	1038	1.17%	16	1.90%	26	0.44%	6	1.61%	22	1366																		
	LE and HMO, HPO & LM and PO	26.14%	92	0.57%	2	1.70%	6	24.15%	85	65.63%	231	1.99%	7	2.56%	9	1.14%	4	2.84%	10	352																		
	Intermediate Occupations	30.47%	39	1.56%	2	2.34%	3	29.69%	38	63.28%	81	0.00%	0	2.34%	3	0.00%	0	2.34%	3	128																		
	SE and OAW	9.65%	11	1.75%	2	1.75%	2	8.77%	10	87.72%	100	0.88%	1	0.88%	1	0.00%	0	0.00%	0	114																		
	LS and TO, S-RO & RO	12.82%	99	0.26%	2	2.59%	20	12.18%	94	81.09%	626	1.04%	8	1.68%	13	0.26%	2	1.17%	9	772																		
	Full-time employment	20.15%	300	0.60%	9	1.61%	24	19.34%	288	70.58%	1051	1.01%	15	4.03%	60	0.81%	12	2.62%	39	1489																		
	Part-time employment	12.56%	53	0.47%	2	1.18%	5	10.19%	43	85.78%	362	0.24%	1	0.71%	3	0.47%	2	1.42%	6	422																		
etham and Frickhe	TOTAL	18.47%	353	0.58%	11	1.52%	29	17.32%	331	73.94%	1413	0.84%	16	3.30%	63	0.73%	14	2.35%	45	1911																		
	LE and HMO, HPO & LM and PO	21.06%	182	1.13%	8	2.39%	17	24.23%	172	62.96%	447	1.13%	8	4.37%	31	1.27%	9	3.66%	26	710																		
	Intermediate Occupations	29.08%	57	0.00%	0	1.53%	3	26.02%	51	67.35%	132	0.51%	1	3.06%	6	1.02%	2	0.51%	1	196																		
	SE and OAW	2.45%	8	0.00%	0	0.00%	0	2.15%	0	95.71%	312	0.31%	1	0.92%	3	0.31%	1	0.61%	2	326																		
	LS and TO, S-RO & RO	15.17%	103	0.44%	3	1.33%	9	14.87%	101	76.88%	522	0.88%	6	3.39%	23	0.29%	2	2.36%	16	679																		
	Full-time employment	65.43%	1024	2.62%	41	6.07%	95	63.19%	989	22.88%	358	0.32%	5	2.30%	36	2.11%	33	3.13%	49	1565																		
	Part-time employment	66.04%	280	1.18%	5	3.54%	15	63.68%	270	31.37%	133	0.00%	0	0.00%	0	0.71%	3	0.71%	3	424																		
	TOTAL	65.56%	1304	2.31%	46	5.53%	110	63.30%	1259	24.69%	491	0.25%	5	1.81%	36	1.81%	36	2.61%	52	1989																		
003S16 Sidlaw West	LE and HMO, HPO & LM and PO	69.35%	672	4.02%	39	7.64%	74	66.56%	645	18.06%	175	0.31%	3	1.65%	16	2.48%	24	3.30%	32	969																		
	Intermediate Occupations	77.04%	198	0.39%	1	3.11%	8	74.71%	192	17.12%	44	0.00%	0	1.95%	5	0.78%	2	2.33%	6	257																		
	SE and OAW	29.73%	66	0.45%	1	2.25%	5	28.83%	64	66.22%	147	0.00%	0	0.90%	2	1.35%	3	0.45%	1	222																		
	LS and TO, S-RO & RO	68.02%	368	0.92%	5	4.25%	23	66.17%	358	23.11%	125	0.37%	2	2.40%	13	1.29%	7	2.40%	13	541																		
	Full-time employment	54.81%	804	1.09%	16	2.04%	30	52.15%	765	39.81%	584	0.34%	5	1.70%	25	1.64%	24	2.32%	34	1467																		
	Part-time employment	62.44%	266	0.94%	4	1.41%	6	53.99%	230	42.49%	181	0.00%	0	0.00%	0	0.94%	4	1.17%	5	426																		
	TOTAL	56.52%	1070	1.06%	20	1.90%	36	52.56%	995	40.41%	765	0.26%	5	1.32%	25	1.48%	28	2.06%	39	1893																		
	LE and HMO, HPO & LM and PO	61.25%	460	1.46%	11	2.13%	16	58.19%	437	32.22%	242	0.40%	3	1.73%	13	2.40%	18	2.93%	22	751																		
003S17 Sidlaw East and Ashludie	Intermediate Occupations	70.36%	197	2.14%	6	2.50%	7	65.00%	182	30.71%	86	0.00%	0	0.00%	0	1.07%	3	0.71%	2	280																		
	SE and OAW	18.10%	38	0.48%	1	1.43%	3	17.62%	37	79.52%	167	0.00%	0	0.00%	0	0.95%	2	0.48%	1	210																		
	LS and TO, S-RO & RO	57.52%	375	0.31%	2	1.53%	10	51.99%	339	41.41%	270	0.31%	2	1.84%	12	0.77%	5	2.15%	14	652																		
	Full-time employment	79.76%	1151	1.32%	19	2.43%	35	60.43%	872	30.28%	437	0.21%	3	1.94%	28	1.52%	22	3.19%	46	1443																		
	Part-time employment	87.34%	400	0.22%	1	0.66%	3	54.59%	250	43.45%	199	0.00%	0	0.66%	3	0.44%	2	0.22%	1	458																		
	TOTAL	81.59%	1551	1.05%	20	2.00%	38	59.02%	1122	33.46%	636	0.16%	3	1.63%	31	1.26%	24	2.47%	47	1901																		
	LE and HMO, HPO & LM and PO	77.83%	653	2.03%	17	3.22%	27	63.17%	530	26.34%	221	0.12%	1	1.31%	11	1.79%	15	4.05%	34	839																		
	Intermediate Occupations	89.00%	267	0.67%	2	1.33%	4	70.67%	212	26.00%	78	0.33%	1	0.33%	1	0.67%	2	0.67%	2	300																		
003S18 Monifieth West	SE and OAW	91.22%	135	0.00%	0	0.00%	0	29.05%	43	70.27%	104	0.00%	0	0.00%	0	0.00%	0	0.68%	1	148																		
	LS and TO, S-RO & RO	80.78%	496	0.16%	1	1.14%	7	54.89%	337	37.95%	233	0.16%	1	3.09%	19	1.14%	7	1.63%	10	614																		
	Full-time employment	77.64%	875	2.22%	25	3.55%	40	55.37%	624	33.63%	379	0.18%	2	2.48%	28	2.31%	26	2.48%	28	1127																		
	Part-time employment	85.88%	298	0.00%	0	0.58%	2	45.53%	158	51.01%	177	0.00%	0	0.00%	0	1.15%	4	1.73%	6	347																		



# APPENDIX EIGHTEEN- Travel-To-Work Matrix for Angus area (tv204).

	Category	DUNDEE CONURB.*		PERTH		PERTH & KINROSS		DUNDEE CITY		ANGUS		ABERDEENSHIRE		ABERDEEN CITY		FIFE		OTHER		TOTAL
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	
003S25 Arbroath North	Full-time employment	14.13%	236	0.48%	8	1.14%	19	13.53%	226	74.13%	1238	0.60%	10	6.83%	114	0.60%	10	3.17%	53	1670
	Part-time employment	7.35%	35	0.00%	0	0.63%	3	6.72%	32	89.92%	428	0.21%	1	0.84%	4	0.42%	2	1.26%	6	476
	<b>TOTAL</b>	12.63%	271	0.37%	8	1.03%	22	12.02%	258	77.63%	1666	0.51%	11	5.50%	118	0.56%	12	2.75%	59	2146
	LE and HMO, HPO & LM and PO	17.20%	118	0.73%	5	1.46%	10	16.18%	111	69.68%	478	0.44%	3	6.56%	45	1.02%	7	4.66%	32	686
	Intermediate Occupations	12.64%	58	0.00%	0	0.44%	2	11.98%	55	84.75%	389	0.00%	0	1.53%	7	0.65%	3	0.65%	3	459
	SE and OAW	5.59%	10	1.12%	2	1.68%	3	5.59%	10	90.50%	162	0.00%	0	1.68%	3	0.00%	0	0.56%	1	179
	LS and TO, S-RO & RO	10.34%	85	0.12%	1	0.85%	7	9.98%	82	77.49%	637	0.97%	8	7.66%	63	0.24%	2	2.80%	23	822
003S26 Brothock	Full-time employment	16.47%	164	0.30%	3	1.00%	10	14.96%	149	75.70%	754	0.80%	1	5.02%	50	0.30%	3	2.21%	22	996
	Part-time employment	10.09%	33	0.00%	0	0.00%	0	7.95%	26	89.60%	293	0.31%	1	0.31%	1	0.31%	1	1.53%	5	327
	<b>TOTAL</b>	14.89%	197	0.23%	3	0.76%	10	13.23%	175	79.14%	1047	0.68%	9	3.85%	51	0.30%	4	2.04%	27	1323
	LE and HMO, HPO & LM and PO	25.82%	71	0.36%	1	1.45%	4	24.00%	66	65.09%	179	0.00%	0	5.09%	14	0.36%	1	4.00%	11	275
	Intermediate Occupations	27.40%	40	0.68%	1	1.37%	2	23.29%	34	69.86%	102	0.68%	1	1.37%	2	0.00%	0	3.42%	5	146
	SE and OAW	4.60%	4	1.15%	1	1.15%	1	4.60%	4	88.51%	77	2.30%	2	2.30%	2	0.00%	0	1.15%	1	87
	LS and TO, S-RO & RO	10.06%	82	0.00%	0	0.37%	3	8.71%	71	84.54%	689	0.74%	6	4.05%	33	0.37%	3	1.23%	10	815
003S27 Hayshead and Lunan	Full-time employment	12.33%	146	0.34%	4	0.68%	8	11.74%	139	77.36%	916	2.36%	28	4.81%	57	0.51%	6	2.53%	30	1184
	Part-time employment	6.70%	28	0.00%	0	0.00%	0	6.22%	26	92.34%	386	0.24%	1	0.00%	0	0.24%	1	0.96%	4	418
	<b>TOTAL</b>	10.86%	174	0.25%	4	0.50%	8	10.30%	165	81.27%	1302	1.81%	29	3.56%	57	0.44%	7	2.12%	34	1602
	LE and HMO, HPO & LM and PO	17.32%	79	0.22%	1	0.44%	2	16.45%	75	71.71%	327	1.54%	7	5.04%	23	1.32%	6	3.51%	16	456
	Intermediate Occupations	21.47%	35	0.61%	1	1.84%	3	19.02%	31	73.01%	119	1.84%	3	1.23%	2	0.00%	0	3.07%	5	163
	SE and OAW	0.56%	1	0.00%	0	0.00%	0	0.56%	1	96.63%	172	1.69%	3	0.56%	1	0.00%	0	0.56%	1	178
	LS and TO, S-RO & RO	7.33%	59	0.25%	2	0.37%	3	7.20%	58	84.97%	684	1.99%	16	3.85%	31	0.12%	1	1.49%	12	805
003S28 Harbour	Full-time employment	14.34%	142	0.61%	6	0.91%	9	13.13%	130	75.76%	750	1.41%	14	6.06%	60	0.51%	5	2.22%	22	990
	Part-time employment	8.74%	25	0.70%	2	1.40%	4	5.59%	16	90.56%	259	0.00%	0	1.05%	3	0.35%	1	1.05%	3	286
	<b>TOTAL</b>	13.09%	167	0.63%	8	1.02%	13	11.44%	146	79.08%	1009	1.10%	14	4.94%	63	0.47%	6	1.96%	25	1276
	LE and HMO, HPO & LM and PO	20.76%	71	0.29%	1	1.46%	5	17.84%	61	70.76%	242	1.17%	4	4.97%	17	1.17%	4	2.63%	9	342
	Intermediate Occupations	22.14%	31	0.00%	0	0.00%	0	15.71%	22	78.57%	110	0.00%	0	4.29%	6	0.00%	0	1.43%	2	140
	SE and OAW	3.52%	5	4.23%	6	4.23%	6	2.82%	4	89.44%	127	0.70%	1	2.82%	4	0.00%	0	0.00%	0	142
	LS and TO, S-RO & RO	9.20%	60	0.15%	1	0.31%	2	9.05%	59	81.29%	530	1.38%	9	5.52%	36	0.31%	2	2.15%	14	652
003S29 Cliffburn	Full-time employment	14.08%	140	0.40%	4	1.21%	12	13.18%	131	75.05%	746	0.60%	6	7.14%	71	0.50%	5	2.31%	23	994
	Part-time employment	6.17%	19	0.00%	0	0.00%	0	6.17%	19	91.23%	281	0.00%	0	0.32%	1	0.32%	1	1.95%	6	308
	<b>TOTAL</b>	12.21%	159	0.31%	4	0.92%	12	11.52%	150	78.88%	1027	0.46%	6	5.53%	72	0.46%	6	2.23%	29	1302
	LE and HMO, HPO & LM and PO	19.78%	55	0.00%	0	1.44%	4	19.78%	55	65.83%	183	0.72%	2	6.47%	18	1.08%	3	4.68%	13	278
	Intermediate Occupations	22.39%	30	1.49%	2	1.49%	2	18.66%	25	75.37%	101	0.75%	1	1.49%	2	0.00%	0	2.24%	3	134
	SE and OAW	1.16%	1	0.00%	0	0.00%	0	1.16%	1	89.53%	77	0.00%	0	8.14%	7	0.00%	0	1.16%	1	86
	LS and TO, S-RO & RO	9.08%	73	0.25%	2	0.75%	6	8.58%	69	82.84%	666	0.37%	3	5.60%	45	0.37%	3	1.49%	12	804
ANGUS COUNCIL AREA	Full-time employment	25.45%	9392	0.95%	350	2.49%	919	22.99%	8482	63.98%	23608	1.84%	679	5.36%	1976	0.84%	311	2.51%	925	36900
	Part-time employment	21.02%	2351	0.45%	50	1.41%	158	16.82%	1881	79.25%	8862	0.70%	78	0.66%	74	0.27%	30	0.89%	100	11183
	<b>TOTAL</b>	24.42%	11743	0.83%	400	2.24%	1077	21.55%	10363	67.53%	32470	1.57%	757	4.26%	2050	0.71%	341	2.13%	1025	48083
	LE and HMO, HPO & LM and PO	33.25%	5372	1.49%	241	3.03%	489	30.19%	4877	55.26%	8929	1.58%	256	5.29%	855	1.23%	199	3.42%	552	16157
	Intermediate Occupations	35.25%	2049	0.76%	44	1.86%	108	31.78%	1847	60.70%	3528	1.05%	61	2.70%	157	0.64%	37	1.27%	74	5812
	SE and OAW	10.05%	514	0.51%	26	1.17%	60	6.45%	330	89.22%	4562	0.53%	27	1.62%	83	0.25%	13	0.74%	38	5113
	LS and TO, S-RO & RO	18.13%	3808	0.42%	89	2.00%	420	15.76%	3309	73.57%	15451	1.97%	413	4.55%	955	0.44%	92	1.72%	361	21001



# APPENDIX NINETEEN- Travel-To-Work Matrix for Angus area (tv201).

	Category	DUNDEE CONURB.*				PERTH				PERTH & KINROSS				DUNDEE CITY				ANGUS				ABERDEENSHIRE				ABERDEEN CITY				FIFE				OTHER				TOTAL
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in							
003S01 Kirriemuir West	All Males	17.26%	171	2.62%	26	7.16%	71	16.45%	163	66.09%	655	0.91%	9	5.65%	56	0.81%	8	2.93%	29	991																		
	All Females	17.19%	138	1.62%	13	7.72%	62	16.31%	131	73.85%	593	0.12%	1	0.62%	5	0.25%	2	1.12%	9	803																		
	Aged 16-24	16.91%	23	2.94%	4	10.29%	14	16.18%	22	64.71%	88	0.74%	1	5.15%	7	0.00%	0	2.94%	4	136																		
	Aged 25-34	19.01%	65	1.75%	6	5.56%	19	17.84%	61	68.13%	233	0.29%	1	4.09%	14	1.17%	4	2.92%	10	342																		
	Aged 35-59	17.64%	209	2.28%	27	7.85%	93	16.79%	199	69.20%	820	0.68%	8	3.38%	40	0.51%	6	1.60%	19	1185																		
	Aged 60-74	9.16%	12	1.53%	2	5.34%	7	9.16%	12	81.68%	107	0.00%	0	0.00%	0	0.00%	0	3.82%	5	131																		
003S02 Kirriemuir East	All Males	16.43%	149	0.88%	8	3.42%	31	16.21%	147	73.32%	665	0.55%	5	3.09%	28	0.55%	5	2.87%	26	907																		
	All Females	16.58%	128	0.91%	7	5.70%	44	15.67%	121	76.94%	594	0.13%	1	0.00%	0	0.39%	3	1.17%	9	772																		
	Aged 16-24	21.34%	35	0.61%	1	5.48%	9	21.34%	35	66.46%	109	0.00%	0	1.22%	0	0.61%	1	4.88%	8	164																		
	Aged 25-34	20.48%	68	1.51%	5	6.33%	21	19.58%	65	71.69%	238	0.00%	0	0.60%	2	0.60%	2	1.20%	4	332																		
	Aged 35-59	15.57%	163	0.76%	8	3.92%	41	15.00%	157	75.84%	794	0.57%	6	2.10%	22	0.38%	4	2.20%	23	1047																		
	Aged 60-74	8.09%	11	0.74%	1	2.94%	4	8.09%	11	86.76%	118	0.00%	0	1.47%	2	0.74%	1	0.00%	0	136																		
003S03 Brechin West	All Males	5.65%	61	0.37%	4	1.02%	11	5.46%	59	71.48%	772	4.81%	52	14.07%	152	0.46%	5	2.69%	29	1080																		
	All Females	6.40%	53	0.12%	1	0.97%	8	5.92%	49	85.51%	708	2.90%	24	3.38%	28	0.48%	4	0.85%	7	828																		
	Aged 16-24	6.29%	9	0.00%	0	0.00%	0	6.29%	9	76.92%	110	5.59%	8	9.09%	13	0.70%	1	1.40%	2	143																		
	Aged 25-34	6.65%	24	0.28%	1	0.28%	1	6.65%	24	72.85%	263	5.26%	19	11.91%	43	0.83%	3	2.22%	8	361																		
	Aged 35-59	5.81%	73	0.32%	4	1.27%	16	5.49%	69	78.34%	984	3.66%	46	9.32%	117	0.32%	4	1.59%	20	1256																		
	Aged 60-74	5.41%	8	0.00%	0	1.35%	2	4.05%	6	83.11%	123	2.03%	3	4.73%	7	0.68%	1	4.05%	6	148																		
003S04 Brechin North Esk	All Males	3.32%	31	0.54%	5	1.07%	10	3.10%	29	72.70%	679	6.85%	64	12.63%	118	0.86%	8	2.78%	26	934																		
	All Females	3.92%	31	0.38%	3	1.27%	10	3.54%	28	87.85%	694	3.49%	27	2.41%	19	0.13%	1	1.39%	11	790																		
	Aged 16-24	1.96%	3	1.31%	2	2.61%	4	1.96%	3	81.70%	4	1.25%	11	4.58%	7	0.65%	1	1.31%	2	153																		
	Aged 25-34	6.21%	21	0.59%	2	1.48%	5	5.62%	19	73.96%	250	4.73%	16	11.24%	38	1.18%	4	1.78%	6	338																		
	Aged 35-59	3.21%	36	0.36%	4	0.89%	10	2.94%	33	80.39%	902	5.17%	58	7.66%	86	0.36%	4	2.58%	29	1122																		
	Aged 60-74	1.80%	2	0.00%	0	0.90%	1	1.80%	2	86.49%	96	5.41%	6	5.41%	6	0.00%	0	0.00%	0	111																		
003S05 Westfield and Dean	All Males	22.16%	252	2.64%	30	8.00%	91	21.28%	242	64.64%	735	0.79%	9	2.29%	26	0.79%	9	2.20%	25	1137																		
	All Females	25.61%	240	2.24%	21	10.14%	95	24.76%	232	63.29%	593	0.21%	2	0.64%	6	0.32%	3	0.64%	6	937																		
	Aged 16-24	27.31%	59	3.70%	8	12.04%	26	26.85%	58	57.41%	124	0.93%	2	0.00%	0	0.93%	2	1.85%	4	216																		
	Aged 25-34	25.00%	87	3.74%	13	11.49%	40	24.14%	84	61.21%	213	0.29%	1	1.44%	5	0.57%	2	0.86%	3	348																		
	Aged 35-59	23.70%	327	1.96%	27	7.90%	109	22.75%	314	64.71%	893	0.58%	8	1.81%	25	0.51%	7	1.74%	24	1380																		
	Aged 60-74	14.62%	19	2.31%	3	8.46%	11	13.85%	18	75.38%	98	0.00%	0	1.54%	2	0.77%	1	0.00%	0	130																		
003S06 Forfar West	All Males	18.74%	155	0.97%	8	1.81%	15	18.50%	153	72.07%	596	1.09%	9	4.47%	37	0.24%	2	1.81%	15	827																		
	All Females	17.43%	122	0.57%	4	3.00%	21	16.43%	115	78.71%	3	0.43%	3	16.43%	551	1.1	0.00%	1	1.29%	9	700																	
	Aged 16-24	16.33%	24	0.00%	0	2.04%	3	15.65%	23	75.51%	111	1.36%	2	0.00%	0	0.68%	1	4.76%	7	147																		
	Aged 25-34	20.97%	65	1.61%	5	2.90%	9	20.32%	63	70.32%	218	0.97%	3	4.19%	13	0.32%	1	0.97%	3	310																		
	Aged 35-59	18.20%	176	0.52%	5	2.28%	22	17.58%	170	75.49%	730	0.72%	7	2.48%	24	0.00%	0	1.45%	14	967																		
	Aged 60-74	11.65%	12	1.94%	2	1.94%	2	11.65%	12	85.44%	88	0.00%	0	0.97%	1	0.00%	0	0.00%	0	103																		
003S07 Forfar Central	All Males	14.55%	140	0.83%	8	2.49%	24	14.14%	136	75.47%	726	1.35%	13	4.37%	42	0.62%	6	1.56%	15	962																		
	All Females	16.75%	130	0.26%	2	2.84%	22	15.85%	123	79.64%	618	0.13%	1	0.39%	3	0.39%	3	0.77%	6	776																		
	Aged 16-24	15.71%	30	1.05%	2	4.19%	8	15.18%	29	76.44%	146	0.00%	0	1.57%	3	0.52%	1	2.09%	4	191																		
	Aged 25-34	16.77%	81	0.83%	4	3.73%	18	15.73%	76	75.36%	364	0.62%	3	2.90%	14	0.41%	2	1.24%	6	483																		
	Aged 35-59	15.28%	145	0.42%	4	2.11%	20	14.86%	141	77.24%	733	1.16%	11	2.85%	27	0.63%	6	1.16%	11	949																		
	Aged 60-74	12.17%	14	0.00%	0	0.00%	0	11.30%	13	87.83%	101	0.00%	0	0.87%	1	0.00%	0	0.00%	0	115																		
003S08 Forfar East	All Males	14.63%	120	0.85%	7	2.93%	24	14.27%	117	75.08%	615	1.09%	9	3.17%	26	1.46%	12	2.07%	17	820																		
	All Females	14.43%	101	0.57%	4	2.71%	19	13.86%	97	81.86%	573	0.00%	0	0.14%	1	0.29%	2	1.14%	3	700																		
	Aged 16-24	14.13%	26	0.54%	1	3.26%	6	13.59%	25	78.26%	144	1.63%	3	1.09%	2	0.54%	1	1.63%	3	184																		
	Aged 25-34	15.58%	50	1.25%	4	3.43%	11	14.64%	47	74.14%	238	0.93%	3	3.12%	10	1.25%	4	2.49%	8	321																		
	Aged 35-59	14.32%	134	0.53%	5	2.46%	23	14.00%	131	79.49%	744	0.32%	3	1.39%	13	0.85%	8	1.50%	14	936																		
	Aged 60-74	13.92%	11	1.27%	1	3.80%	3	13.92%	11	78.48%	62	0.00%	0	2.53%	2	1.27%	1	0.00%	0	79																		
003S09 Brechin South Esk	All Males	6.42%	43	1.19%	8	1.64%	11	6.12%	41	74.33%	498	4.78%	32	9.70%	65	0.45%	3	2.99%	20	670																		
	All Females	7.95%	40	1.19%	6	1.79%	9	6.96%	35	85.09%	428	1.59%	8	2.98%	15	0.20%	1	1.39%	7	503																		
	Aged 16-24	7.75%	11	1.41%	2	2.11%	3	7.75%	11	74.65%	106	3.52%	5	8.45%	12	0.00%	0	3.52%	5	142																		
	Aged 25-34	6.57%	19	1.73%	5	1.73%	5	6.57%	19	69.90%	202	7.27%	21	11.76%	34	0.35%	1	2.42%	7	289																		
	Aged 35-59	7.70%	51	0.91%	6	1.51%	10	6.65%	44	82.78%	548	1.96%	13	4.68%	31	0.45%	3	1.96%	13	662																		
	Aged 60-74	2.50%	2	1.25%	1	2.50%	2	2.50%	2	87.50%	7	1.25%	1	3.75%	3	0.00%	0	2.50%	2	80																		
003S10 Montrose Ferryden	All Males	2.81%	25	0.45%	3	1.01%	25	2.47%	22	75.08%	669	6.62%	59	11.56%	103	0.22%	3	3.03%	27	859																		
	All Females	3.79%	28	0.41%	3	0.68%	5	3.52%	26	88.09%	651	3.79%	28	2.84%	21	0.14%	1	0.95%	7	739																		
	Aged 16-24	1.58%	3	0.00%	0	0.00%	0	1.58%	3	80.53%	153	6.84%	13	9.47%	18	0.00%	0	1.58%	3	190																		
	Aged 25-34	3.19%	13	0.49%	2	0.74%	3	2.70%	11	75.74%	309	6.37%	26	11.1																								



# APPENDIX NINETEEN- Travel-To-Work Matrix for Angus area (tv201).

	Category	DUNDEE CONURB.*				PERTH				PERTH & KINROSS				DUNDEE CITY				ANGUS				ABERDEENSHIRE				ABERDEEN CITY				FIFE				OTHER				TOTAL
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in							
003S16 Sidlaw West	All Males	59.46%	635	2.72%	29	6.09%	65	57.40%	613	27.34%	292	0.28%	3	3.00%	32	2.15%	23	3.75%	40	1068																		
	All Females	72.64%	669	1.85%	17	4.89%	45	70.14%	646	21.61%	199	0.22%	2	0.43%	4	1.41%	13	1.30%	12	921																		
	Aged 16-24	61.11%	77	2.38%	3	3.97%	5	61.11%	77	23.81%	30	0.79%	1	1.59%	2	3.17%	4	5.56%	7	126																		
	Aged 25-34	65.55%	234	2.80%	10	6.16%	22	63.03%	225	22.97%	82	0.28%	1	3.08%	11	1.40%	5	3.08%	11	357																		
	Aged 35-59	67.49%	928	2.40%	33	5.96%	82	64.95%	893	23.05%	317	0.22%	3	1.60%	22	1.82%	25	2.40%	33	1375																		
003S17 Sidlaw East and Ashludie	Aged 60-74	49.62%	65	0.00%	0	0.76%	1	48.85%	64	47.33%	62	0.00%	0	0.76%	1	1.53%	2	0.76%	1	131																		
	All Males	47.18%	486	1.07%	11	2.23%	23	46.02%	474	44.27%	456	0.49%	5	2.23%	23	2.04%	21	2.72%	28	1030																		
	All Females	67.67%	584	1.04%	9	1.51%	13	60.37%	521	35.81%	309	0.20%	2	0.81%	7	1.27%	7	1.27%	11	863																		
	Aged 16-24	51.80%	72	0.72%	1	0.72%	1	50.36%	70	47.48%	66	0.00%	0	0.72%	1	0.72%	1	0.00%	0	139																		
	Aged 25-34	58.01%	210	1.38%	5	1.66%	6	54.97%	199	36.46%	132	0.28%	1	1.10%	4	2.21%	8	3.31%	12	362																		
003S18 Monifieth West	Aged 35-59	58.18%	740	1.10%	14	1.97%	25	53.62%	682	39.07%	497	0.31%	4	1.57%	20	1.42%	18	2.04%	26	1272																		
	Aged 60-74	40.00%	48	0.00%	0	3.33%	4	36.67%	44	58.33%	70	0.00%	0	0.00%	0	0.83%	1	0.83%	1	120																		
	All Males	41.11%	407	1.31%	13	2.69%	27	56.82%	571	31.64%	318	0.30%	3	2.89%	29	1.89%	19	3.78%	38	1005																		
	All Females	52.11%	469	0.44%	4	1.23%	11	61.50%	551	35.49%	318	0.00%	0	0.22%	2	0.56%	5	1.00%	9	896																		
	Aged 16-24	49.76%	103	0.00%	0	0.78%	1	63.57%	82	32.56%	42	0.00%	0	0.00%	0	0.78%	1	2.33%	3	129																		
003S19 Monifieth Central	Aged 25-34	50.56%	225	0.90%	4	1.66%	5	59.47%	179	30.23%	91	0.00%	0	2.99%	9	1.99%	6	3.65%	11	301																		
	Aged 35-59	45.39%	522	1.04%	12	2.26%	31	58.50%	802	33.99%	466	0.15%	2	1.53%	21	1.24%	17	2.33%	32	1371																		
	Aged 60-74	29.55%	26	1.14%	1	1.00%	1	59.00%	59	37.00%	37	1.00%	1	1.00%	1	0.00%	0	1.00%	1	100																		
	All Males	38.05%	164	1.16%	2	3.56%	28	51.48%	405	50.58%	280	0.25%	2	3.43%	27	2.54%	20	3.18%	25	787																		
	All Females	39.80%	158	0.50%	2	2.04%	14	54.88%	276	40.17%	200	0.00%	0	0.15%	1	1.46%	10	1.31%	9	687																		
003S20 Carnoustie West	Aged 16-24	44.07%	26	1.69%	1	3.94%	5	55.91%	71	35.43%	45	0.00%	0	0.79%	1	3.94%	5	0.00%	0	127																		
	Aged 25-34	44.51%	73	0.61%	1	4.30%	13	59.60%	180	29.14%	88	0.00%	0	1.32%	4	2.32%	7	3.31%	10	302																		
	Aged 35-59	36.78%	199	0.92%	5	2.52%	24	51.26%	488	39.60%	377	0.21%	2	2.42%	23	1.79%	17	2.21%	21	952																		
	Aged 60-74	37.50%	24	0.00%	0	0.00%	0	46.24%	43	49.46%	46	0.00%	0	0.00%	0	1.08%	1	3.23%	3	93																		
	All Males	40.68%	563	1.30%	18	2.12%	21	38.28%	379	51.31%	508	0.20%	2	3.03%	30	1.62%	16	3.43%	34	990																		
003S21 Carnoustie Central (part)	All Females	43.97%	518	0.08%	1	1.22%	11	43.89%	395	53.78%	484	0.00%	0	0.11%	1	0.44%	4	0.56%	5	900																		
	Aged 16-24	47.90%	114	0.84%	2	0.48%	1	45.41%	94	50.72%	105	0.00%	0	0.48%	1	1.45%	3	1.45%	3	207																		
	Aged 25-34	46.26%	173	1.07%	4	2.25%	10	45.17%	201	46.74%	208	0.45%	2	2.02%	9	0.67%	3	2.70%	12	445																		
	Aged 35-59	41.88%	753	0.72%	13	1.74%	20	39.74%	457	53.65%	617	0.00%	0	1.65%	19	1.13%	13	2.09%	24	1150																		
	Aged 60-74	26.97%	41	0.00%	0	1.14%	1	25.00%	22	70.45%	62	0.00%	0	2.27%	1	1.14%	1	0.00%	2	88																		
003S22 Carnoustie East; Carnoustie Central (part) Arbirlot and Hospitalfield (part)	All Males	16.23%	129	1.13%	9	2.32%	10	36.19%	156	50.12%	216	0.46%	2	4.41%	19	2.78%	12	3.71%	16	431																		
	All Females	15.92%	103	0.46%	3	1.76%	7	35.28%	140	60.20%	239	0.00%	0	0.00%	0	0.50%	2	2.27%	9	397																		
	Aged 16-24	16.30%	22	0.74%	1	3.39%	2	37.29%	22	49.15%	29	0.00%	0	3.39%	2	3.39%	2	3.39%	2	59																		
	Aged 25-34	18.25%	48	1.52%	4	3.66%	6	40.85%	67	46.34%	76	0.61%	1	3.66%	6	1.83%	3	3.05%	5	164																		
	Aged 35-59	15.92%	153	0.73%	7	1.66%	9	34.01%	184	57.49%	311	0.18%	1	2.03%	11	1.66%	9	2.96%	16	541																		
003S23 Arbirlot and Hospitalfield (part)	Aged 60-74	10.84%	9	0.00%	0	0.00%	0	35.94%	23	60.94%	39	0.00%	0	0.00%	0	0.00%	0	3.13%	2	64																		
	All Males	14.30%	124	0.23%	2	1.95%	27	39.02%	540	49.21%	681	0.43%	6	4.70%	65	1.45%	20	3.25%	45	1384																		
	All Females	17.02%	128	0.40%	3	0.34%	4	39.13%	461	58.15%	685	0.08%	1	0.00%	0	0.85%	10	1.44%	17	1178																		
	Aged 16-24	18.29%	30	1.22%	2	0.84%	2	46.22%	110	49.16%	117	0.00%	0	0.84%	2	0.00%	0	2.94%	7	238																		
	Aged 25-34	17.50%	70	0.25%	1	1.60%	6	43.58%	163	48.66%	182	0.27%	1	2.41%	9	1.34%	5	2.14%	8	374																		
003S24 Keptie	Aged 35-59	14.17%	137	0.21%	2	1.22%	22	38.38%	690	53.34%	959	0.28%	5	2.95%	53	1.33%	24	2.50%	45	1798																		
	Aged 60-74	17.05%	15	0.00%	0	0.66%	1	25.00%	38	71.05%	108	0.66%	1	0.66%	1	0.66%	1	1.32%	2	152																		



# APPENDIX TWENTY- Travel-To-Work Matrix for Clackmannann Council Area (tv204).

	Category	EDIN CONURB.		GLA CONURB.		EAST		WEST		EDINBURGH		GLASGOW		CLACKMANNAN		STIRLING		FALKIRK		WEST LOTHIAN		FIFE		N.LANARKSHIRE		PERTH&KINROSS		OTHER		TOTAL
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	
06S01 Menstrie	Full-time employment	2.06%	15	4.80%	35	6.45%	47	5.76%	42	1.92%	14	3.29%	24	42.11%	307	35.25%	257	7.41%	54	1.51%	11	2.74%	20	1.10%	8	0.96%	7	3.70%	27	729
	Part-time employment	1.38%	3	0.46%	1	4.15%	9	0.92%	2	1.38%	3	0.00%	0	48.39%	105	42.86%	93	3.23%	7	0.46%	1	2.30%	5	0.46%	1	0.46%	1	0.46%	1	217
	TOTAL	1.90%	18	3.81%	36	5.92%	56	4.65%	44	1.80%	17	2.54%	24	43.55%	412	37.00%	350	6.45%	61	1.27%	12	2.64%	25	0.95%	9	0.85%	8	2.96%	28	946
	LE and HMO, HPO & LM and PO	3.95%	13	8.51%	28	8.21%	27	10.03%	33	3.65%	12	6.38%	21	37.99%	125	32.22%	106	7.60%	25	2.43%	8	1.82%	6	1.52%	5	1.62%	6	4.56%	15	329
	Intermediate Occupations	2.68%	4	2.01%	3	7.38%	11	2.01%	3	2.68%	4	1.34%	2	34.90%	52	48.32%	72	6.71%	10	0.00%	0	4.03%	6	0.00%	0	0.00%	0	2.01%	3	149
	SE and OAW	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	8
06S02 Alva North	LS and TO, S-RO & RO	0.24%	1	1.22%	5	4.39%	18	1.71%	7	0.24%	1	0.24%	1	45.37%	186	40.24%	166	6.10%	25	0.98%	4	3.17%	13	0.23%	3	0.49%	2	2.44%	10	410
	Full-time employment	3.55%	36	5.72%	58	9.27%	94	6.51%	66	3.35%	34	2.86%	29	43.10%	437	30.28%	307	7.99%	81	1.58%	16	4.04%	41	1.18%	12	0.89%	9	4.73%	48	1014
	Part-time employment	1.69%	5	0.34%	1	3.39%	10	1.36%	4	1.69%	5	0.00%	0	59.32%	175	31.19%	92	4.41%	13	0.00%	0	1.69%	5	1.02%	3	0.34%	1	0.34%	1	295
	TOTAL	3.13%	41	4.51%	59	7.94%	104	5.35%	70	2.98%	39	2.22%	29	46.75%	612	30.48%	399	7.18%	94	1.22%	16	3.51%	46	1.15%	15	0.76%	10	3.74%	49	1309
	LE and HMO, HPO & LM and PO	4.88%	25	8.01%	41	10.94%	56	8.96%	46	4.69%	24	4.49%	23	36.72%	188	29.30%	150	10.16%	52	1.76%	9	4.30%	22	1.37%	7	1.76%	9	5.47%	28	512
	Intermediate Occupations	4.12%	8	2.06%	4	7.73%	15	3.09%	6	3.61%	7	1.55%	3	35.57%	69	46.91%	91	6.70%	13	2.06%	4	1.03%	2	1.55%	3	0.00%	0	1.03%	2	194
06S03 Alva South	SE and OAW	1.11%	1	0.00%	0	2.22%	2	0.00%	0	1.11%	1	0.00%	0	84.44%	76	11.11%	10	1.11%	1	0.00%	0	1.11%	1	0.00%	0	1.11%	1	0.00%	0	90
	LS and TO, S-RO & RO	1.38%	7	2.73%	14	6.04%	31	3.51%	18	1.36%	7	0.58%	3	54.39%	219	25.85%	148	5.46%	28	0.58%	3	4.09%	21	0.97%	5	0.00%	0	3.70%	19	513
	Full-time employment	2.97%	24	2.85%	23	8.92%	72	3.47%	28	2.73%	22	1.36%	11	51.43%	415	25.28%	204	8.30%	67	1.88%	15	3.84%	31	1.24%	10	1.24%	10	2.73%	22	807
	Part-time employment	0.92%	2	0.46%	1	3.23%	7	1.38%	3	0.92%	2	0.46%	1	83.13%	137	29.03%	63	2.78%	6	0.00%	0	2.30%	5	0.92%	2	0.00%	0	0.46%	1	217
	TOTAL	2.54%	26	2.34%	24	7.71%	79	3.03%	31	2.34%	24	1.17%	12	53.91%	552	26.07%	267	7.13%	73	1.46%	15	3.52%	36	1.17%	12	0.98%	10	2.25%	23	1024
	LE and HMO, HPO & LM and PO	4.23%	13	5.54%	17	11.40%	35	6.84%	21	3.91%	12	3.26%	10	40.39%	124	28.99%	89	10.10%	31	1.95%	6	4.56%	14	2.61%	8	1.30%	4	2.93%	9	307
06S04 Tillicoultry West	Intermediate Occupations	3.54%	4	0.00%	0	5.31%	6	0.00%	0	3.54%	4	0.00%	0	44.25%	50	39.82%	45	8.85%	10	0.88%	1	0.88%	1	0.00%	0	0.00%	0	1.77%	2	113
	SE and OAW	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	80.52%	62	10.39%	8	7.79%	6	0.00%	0	0.00%	0	0.00%	0	0.00%	0	1.30%	1	77
	LS and TO, S-RO & RO	1.71%	9	1.73%	7	7.21%	38	1.90%	10	1.52%	8	0.38%	2	59.96%	316	23.72%	125	4.93%	26	1.52%	8	3.98%	21	0.76%	4	1.74%	6	2.09%	11	527
	Full-time employment	4.04%	35	2.65%	23	11.07%	96	3.58%	31	3.48%	34	2.08%	18	53.63%	465	22.03%	191	6.34%	55	1.04%	9	6.00%	52	1.04%	9	1.38%	12	2.54%	22	867
	Part-time employment	1.68%	4	1.69%	4	5.08%	12	1.68%	4	1.68%	4	1.27%	3	70.46%	167	17.38%	41	4.64%	11	0.42%	1	2.96%	7	0.00%	0	0.84%	2	0.42%	1	237
	TOTAL	3.53%	39	2.45%	27	9.78%	108	3.17%	35	3.44%	38	1.90%	21	57.25%	632	21.01%	232	5.98%	66	0.91%	10	5.34%	59	0.82%	9	1.27%	14	2.06%	23	1104
06S05 Tillicoultry East	LE and HMO, HPO & LM and PO	5.87%	29	4.49%	17	13.20%	45	5.28%	18	5.57%	19	4.11%	14	41.64%	142	26.98%	92	10.28%	35	0.88%	3	6.45%	22	0.59%	2	0.88%	3	2.64%	9	341
	Intermediate Occupations	6.67%	9	3.70%	5	11.11%	15	4.44%	6	6.67%	9	3.70%	5	42.96%	58	31.85%	43	4.44%	6	0.74%	1	3.70%	5	0.00%	0	2.22%	3	3.70%	5	135
	SE and OAW	0.00%	0	0.00%	0	2.38%	2	0.00%	0	0.00%	0	0.00%	0	88.10%	74	7.14%	6	2.38%	2	0.00%	0	2.38%	2	0.00%	0	0.00%	0	0.00%	0	84
	LS and TO, S-RO & RO	1.84%	10	0.92%	5	8.46%	46	2.02%	11	1.84%	10	0.37%	2	56.61%	358	16.73%	91	4.23%	23	1.10%	6	5.51%	30	1.29%	7	1.47%	8	1.65%	9	544
	Full-time employment	2.88%	28	5.94%	51	9.46%	92	5.86%	57	2.88%	28	3.91%	38	50.05%	487	23.84%	232	7.40%	72	0.92%	9	5.65%	55	1.34%	13	1.13%	11	2.88%	28	973
	Part-time employment	1.37%	4	0.34%	1	7.88%	23	0.68%	2	1.37%	4	0.34%	1	65.07%	190	20.89%	61	3.77%	11	0.00%	0	6.51%	19	0.34%	1	0.68%	2	1.03%	3	292
06S06 Dollart & Muckhart	TOTAL	2.53%	32	4.11%	52	9.09%	115	4.06%	59	2.53%	32	3.08%	39	53.52%	677	23.16%	293	6.56%	83	0.71%	9	5.85%	74	1.11%	14	1.03%	13	2.45%	31	1285
	LE and HMO, HPO & LM and PO	4.38%	21	6.89%	33	12.66%	61	7.68%	37	4.36%	21	5.39%	26	40.40%	195	24.93%	120	10.37%	50	1.87%	9	6.48%	31	1.45%	7	1.04%	5	3.73%	18	482
	Intermediate Occupations	2.63%	4	1.97%	3	6.58%	10	2.63%	4	2.63%	4	1.32%	2	46.71%	71	38.16%	98	3.95%	6	0.00%	0	3.95%	6	0.66%	1	0.00%	0	2.63%	4	152
	SE and OAW	4.08%	4	0.00%	0	5.10%	5	0.00%	0	4.08%	4	0.00%	0	87.76%	86	4.08%	4	2.04%	2	0.00%	0	1.02%	6	0.00%	0	1.02%	1	0.98	1	98
	LS and TO, S-RO & RO	0.56%	3	3.00%	16	7.32%	39	3.38%	18	0.56%	3	2.06%	11	60.98%	325	20.83%	111	4.69%	25	0.00%	0	6.75%	36	1.13%	6	1.50%	8	1.50%	8	533
	Full-time employment	6.90%	63	6.35%	58	17.63%	161	8.21%	75	6.90%	63	4.38%	40	43.48%	397	13.47%	123	8.87%	81	1.64%	15	9.09%	83	2.19%	20	4.49%	41	5.48%	50	913
06S07 Devon & Clackmannan North	Part-time employment	1.35%	4	1.01%	3	9.09%	27	1.01%	3	1.35%	4	0.34%	1	65.66%	195	14.14%	42	5.39%	16	0.00%	0	7.74%	23	0.00%	0	4.38%	13	1.01%	3	297
	TOTAL	5.54%	67	5.04%	61	15.54%	188	6.45%	78	5.54%	67	3.39%	41	48.93%	592	13.64%	165	8.02%	97	1.24%	15	8.76%	106	1.65%	20	4.46%	54	4.38%	53	1210
	LE and HMO, HPO & LM and PO	8.43%	61	6.35%	46	20.99%	152	8.01%	58	8.43%	61	3.73%	27	40.75%	295	13.54%	98	9.53%	69	1.52%	11	11.05%	80	2.07%	15	3.18%	23	6.22%	45	724
	Intermediate Occupations	3.39%	4	1.69%	2	7.63%	9	2.54%	3	3.39%	4	1.69%	2	45.76%	54	30.51%	36	5.08%	6	0.85%	1	3.39%	4	0.85%	1	6.78%				



# APPENDIX TWENTY- Travel-To-Work Matrix for Clackmannann Council Area (tv204).

	Category	EDIN CONURB.		GLA CONURB.		EAST		WEST		EDINBURGH		GLASGOW		CLACKMANNAN		STIRLING		FALKIRK		WEST LOTHIAN		FIFE		NLANARKSHIRE		PERTH&KINROSS		OTHER		TOTAL
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	
06S13 Alloa West	Full-time employment	5.20%	49	3.82%	36	11.35%	107	4.88%	46	5.20%	49	2.33%	22	51.43%	485	22.06%	208	8.48%	80	1.17%	11	4.98%	47	1.38%	13	0.85%	8	2.12%	20	943
	Part-time employment	1.12%	2	0.56%	1	4.47%	8	0.56%	1	1.12%	2	0.00%	0	66.48%	119	24.02%	43	3.91%	7	0.56%	1	2.79%	5	0.00%	0	0.00%	0	1.12%	2	179
	TOTAL	4.55%	51	3.30%	37	10.25%	115	4.19%	47	4.55%	51	1.96%	22	53.83%	604	22.37%	251	7.75%	87	1.07%	12	4.63%	52	1.16%	13	0.71%	8	1.96%	22	1122
	LE and HMO, HPO & LM and PO	8.77%	35	6.27%	25	16.04%	64	7.77%	31	8.77%	35	3.01%	12	40.35%	161	22.56%	90	10.78%	43	1.75%	7	5.51%	22	2.01%	8	1.00%	4	4.26%	17	399
	Intermediate Occupations	4.22%	7	3.61%	6	13.25%	22	4.22%	7	4.22%	7	2.41%	4	46.39%	77	29.52%	49	6.63%	11	0.00%	0	9.04%	15	1.20%	2	0.00%	0	0.60%	1	166
06S14 Alloa Clarendon	SE and OAW	2.27%	2	0.00%	0	2.27%	2	0.00%	0	2.27%	2	0.00%	0	84.09%	74	11.36%	10	2.27%	2	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	88
	LS and TO, S-RO & RO	1.49%	7	1.28%	6	5.76%	27	1.92%	9	1.49%	7	1.28%	6	62.26%	292	21.75%	102	6.61%	31	1.07%	5	3.20%	15	0.64%	3	0.85%	4	0.85%	4	469
	Full-time employment	2.98%	21	5.11%	36	9.79%	69	6.24%	44	2.98%	21	3.69%	26	53.62%	378	19.57%	138	9.08%	64	1.84%	13	4.68%	33	1.42%	10	0.57%	4	2.55%	18	705
	Part-time employment	3.11%	6	0.00%	0	5.70%	11	0.00%	0	3.11%	6	0.00%	0	67.88%	131	24.35%	47	2.07%	4	0.00%	0	2.59%	5	0.00%	0	0.00%	0	0.00%	0	193
	TOTAL	3.01%	27	4.01%	36	8.91%	80	4.90%	44	3.01%	27	2.90%	26	56.68%	509	20.60%	185	7.57%	68	1.45%	13	4.23%	38	1.11%	10	0.45%	4	2.00%	18	898
06S15 Fairfield	LE and HMO, HPO & LM and PO	5.41%	18	8.11%	27	13.21%	44	9.31%	31	5.41%	18	5.71%	19	45.65%	152	19.22%	64	10.51%	35	2.40%	8	4.80%	16	1.80%	6	0.30%	1	4.20%	14	333
	Intermediate Occupations	7.48%	8	0.93%	1	13.06%	14	0.93%	1	7.48%	8	0.00%	0	42.06%	45	36.45%	39	7.48%	8	0.93%	1	4.67%	5	0.00%	0	0.00%	0	0.93%	1	107
	SE and OAW	0.00%	0	0.00%	0	1.61%	1	0.00%	0	0.00%	0	0.00%	0	93.55%	58	4.84%	3	0.00%	0	0.00%	0	1.61%	1	0.00%	0	0.00%	0	0.00%	0	62
	LS and TO, S-RO & RO	0.25%	1	2.02%	8	5.30%	21	3.03%	12	0.25%	1	1.77%	7	64.14%	254	19.95%	79	6.31%	25	1.01%	4	4.04%	16	1.01%	4	0.76%	3	0.76%	3	396
	Full-time employment	2.62%	21	2.75%	22	9.11%	73	4.37%	35	2.62%	21	1.87%	15	56.18%	450	18.60%	149	8.99%	72	1.62%	13	4.74%	38	2.00%	16	1.12%	9	2.25%	18	801
06S16 Muirside	Part-time employment	1.75%	4	0.00%	0	3.49%	8	0.00%	0	1.75%	4	0.00%	0	72.93%	167	18.34%	42	4.80%	11	0.00%	0	1.75%	4	0.00%	0	0.00%	0	0.44%	1	229
	TOTAL	2.43%	25	2.14%	22	7.86%	81	3.40%	35	2.43%	25	1.46%	15	59.90%	617	18.54%	191	8.06%	83	1.26%	13	4.08%	42	1.55%	16	0.87%	9	1.84%	19	1030
	LE and HMO, HPO & LM and PO	5.13%	16	3.21%	10	13.78%	43	5.13%	16	5.13%	16	2.88%	9	46.15%	144	18.59%	58	12.50%	39	3.85%	12	4.49%	14	1.92%	6	1.60%	5	2.88%	9	312
	Intermediate Occupations	2.80%	4	2.10%	3	9.09%	13	2.80%	4	2.80%	4	2.10%	3	50.35%	72	30.07%	43	6.99%	10	0.70%	1	5.59%	8	0.70%	1	0.00%	0	0.70%	1	143
	SE and OAW	0.00%	0	1.72%	1	1.72%	1	1.72%	1	0.00%	0	0.00%	0	86.21%	50	8.62%	5	1.72%	1	0.00%	0	1.72%	1	1.72%	1	0.00%	0	0.00%	0	58
06S17 St Serf's	LS and TO, S-RO & RO	0.97%	5	1.55%	8	4.64%	24	2.71%	14	0.97%	5	0.58%	3	67.89%	351	16.44%	85	6.38%	33	0.00%	0	3.68%	19	1.55%	8	0.77%	4	1.74%	9	517
	Full-time employment	3.49%	35	3.79%	38	9.68%	97	4.69%	47	3.49%	34	2.59%	26	53.19%	533	22.36%	224	7.88%	79	1.60%	16	4.59%	46	1.60%	16	0.70%	7	2.10%	21	1002
	Part-time employment	0.86%	3	0.86%	3	3.75%	13	0.86%	3	0.86%	3	0.29%	1	69.16%	240	24.21%	84	2.02%	7	0.00%	0	2.88%	10	0.58%	2	0.00%	0	0.00%	0	347
	TOTAL	2.82%	38	3.04%	41	8.15%	110	3.71%	50	2.74%	37	2.00%	27	57.30%	773	22.83%	308	6.38%	86	1.19%	16	4.15%	56	1.33%	18	0.52%	7	1.56%	21	1349
	LE and HMO, HPO & LM and PO	7.12%	24	5.64%	19	16.02%	54	6.53%	22	6.82%	23	3.56%	12	44.21%	149	22.26%	75	8.31%	28	2.67%	9	6.23%	21	1.78%	6	0.89%	3	3.26%	11	337
06S18 Delph & Cambus	Intermediate Occupations	4.47%	8	3.35%	6	7.26%	13	4.47%	8	4.47%	8	2.79%	5	51.96%	93	29.05%	52	6.70%	12	0.56%	1	2.23%	4	1.12%	2	0.00%	0	1.12%	2	179
	SE and OAW	0.00%	0	2.70%	2	4.05%	3	2.70%	2	0.00%	0	0.00%	0	83.78%	62	6.76%	5	2.70%	2	0.00%	0	4.05%	3	2.70%	2	0.00%	0	0.00%	0	74
	LS and TO, S-RO & RO	0.79%	6	1.84%	14	5.27%	40	2.37%	18	0.79%	6	1.32%	10	61.79%	469	23.19%	176	5.80%	44	0.79%	6	3.69%	28	1.05%	8	0.53%	4	1.05%	8	759
	Full-time employment	2.12%	16	2.51%	19	7.41%	56	3.31%	25	2.12%	16	1.72%	13	51.19%	387	28.70%	217	6.61%	50	0.79%	6	4.23%	32	1.32%	10	1.32%	10	1.98%	15	756
	Part-time employment	0.00%	0	0.45%	1	1.36%	3	0.45%	1	0.00%	0	0.45%	1	70.00%	154	25.91%	57	1.82%	4	0.45%	1	0.91%	2	0.00%	0	0.00%	0	0.45%	1	220
06S19 St Serf's	TOTAL	1.64%	16	2.05%	20	6.05%	59	2.66%	26	1.64%	16	1.43%	14	55.43%	541	28.07%	274	5.53%	54	0.72%	7	3.48%	34	1.02%	10	1.64%	10	1.64%	16	976
	LE and HMO, HPO & LM and PO	1.80%	3	2.99%	5	10.18%	17	4.19%	7	1.80%	3	1.80%	3	46.71%	78	27.54%	46	6.59%	11	2.40%	4	5.39%	9	1.80%	3	2.40%	4	3.59%	6	167
	Intermediate Occupations	4.24%	5	5.93%	7	6.78%	8	6.78%	8	4.24%	5	5.08%	6	44.92%	53	34.75%	41	4.24%	5	0.85%	1	0.85%	1	1.69%	2	0.00%	0	3.39%	4	118
	SE and OAW	1.52%	1	1.52%	1	1.52%	1	1.52%	1	1.52%	1	1.52%	1	89.39%	59	6.06%	4	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	1.52%	1	66
	LS and TO, S-RO & RO	1.12%	7	1.12%	7	5.28%	33	1.60%	10	1.12%	7	0.64%	4	56.16%	351	29.28%	183	6.08%	38	0.32%	2	3.84%	24	0.80%	5	0.96%	6	0.80%	5	625
06S20 Delph & Cambus	Full-time employment	2.95%	27	4.60%	42	9.30%	85	5.47%	50	2.84%	26	2.84%	26	48.25%	441	26.37%	241	7.44%	68	2.41%	22	3.83%	35	1.64%	15	1.53%	14	2.84%	26	914
	Part-time employment	1.20%	3	1.61%	4	3.61%	9	1.61%	4	1.20%	3	1.20%	3	55.82%	139	30.92%	77	7.23%	18	0.40%	1	2.01%	5	0.00%	0	0.40%	1	0.80%	2	249
	TOTAL	2.58%	30	3.96%	46	8.08%	94	4.64%	54	2.49%	29	2.49%	29	49.87%	580	27.34%	318	7.39%	86	1.98%	23	3.44%	40	1.29%	15	1.29%	15	2.84%	28	1163
	LE and HMO, HPO & LM and PO	4.07%	16	7.63%	30	12.21%	48	9.41%	37	4.07%	16	4.83%	19	37.66%	148	26.46%	104	10.18%	40	4.33%	17	3.56%	14	3.56%	14	1.53%	6	3.82%	15	393
	Intermediate Occupations	3.91%	7	3.35%	6	9.50%	17	3.35%	6	3.91%	7	2.79%	5	46.37%	83	33.52%	60	5.59%	10	1.12%	2	4.47%	8	0.00%	0	0.56%	1	1.68%	3	179
06S21 Delph & Cambus	SE and OAW	1.23%	1	0.00%	0	1.23%	1	0.00%	0	1.23%	1	0.00%	0	85.19%	69	11.11%	9	2.47%	2	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	81
	LS and TO, S-RO & RO	1.18%	6	1.96%	10	5.49%	28	2.16%	11	0.98%	5	0.98%	5	54.90%	280	28.43%	145	6.67%	34	0.78%	4	3.53%	18	0.20%	1	1.57%	8	1.96%	10	510
	Full-time employment	3.24%	497	3.88%	595	10.36%	1590	4.94%	758	3.15%	484	2.51%	385	51.51%	7904	21.98%	3373	8.19%	1257	1.53%	235	5.51%	846	1.39%	213	1.27%	195	2.95%	453	15345
	Part-time employment	1.25%	55	0.68%	30	4.90%	215	0.96%	42	1.25%	55	0.46%	20	68.01%	2985	21.37%	9383													



# APPENDIX TWENTY-ONE- Travel-To-Work Matrix for Clackmannann Council Area (tv201).

	Category	EDIN CONURB.		GLA CONURB.		EAST		WEST		EDINBURGH		GLASGOW		CLACKMANNAN		STIRLING		FALKIRK		W. LOTHIAN		FIFE		N.LANARKSHIRE		PERTH & KINROSS		OTHER		TOTAL
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	
06S01 Menstrie	All Males	2.21%	11	6.02%	30	7.23%	36	7.43%	37	2.01%	10	4.22%	21	44.98%	224	27.71%	138	8.63%	43	2.01%	10	2.81%	14	1.61%	8	1.00%	5	5.02%	25	498
	All Females	1.56%	7	1.34%	6	4.46%	20	1.56%	7	1.56%	7	0.67%	3	41.96%	188	47.32%	212	4.02%	18	0.45%	2	2.46%	11	0.22%	1	0.67%	3	0.67%	3	448
	Aged 16-24	1.67%	2	2.50%	3	5.00%	6	3.33%	4	0.83%	1	1.67%	2	32.50%	39	49.17%	59	5.83%	7	0.83%	1	2.50%	3	0.00%	0	1.67%	2	5.00%	6	120
	Aged 25-34	0.56%	1	6.15%	11	6.70%	12	6.70%	12	0.56%	1	2.79%	5	40.78%	73	36.31%	65	6.15%	11	1.12%	2	5.03%	9	1.68%	3	0.56%	1	5.03%	9	179
	Aged 35-59	2.52%	15	3.69%	22	6.38%	38	4.70%	28	2.52%	15	2.85%	17	45.64%	272	34.56%	206	6.71%	40	1.51%	9	2.18%	13	1.01%	6	0.84%	5	2.18%	13	596
06S02 Alva North	All Males	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	54.00%	28	39.22%	20	0.00%	3	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	51
	All Females	3.67%	25	7.18%	49	10.41%	71	8.36%	57	3.37%	23	3.37%	23	45.01%	307	24.94%	166	8.36%	57	1.76%	12	4.84%	33	1.76%	12	0.73%	5	6.45%	44	682
	Aged 16-24	2.55%	16	1.59%	10	5.26%	33	2.07%	13	2.55%	16	0.96%	6	48.64%	305	37.16%	233	5.90%	37	0.64%	4	2.07%	13	0.48%	3	0.80%	5	0.80%	5	627
	Aged 25-34	2.82%	4	4.93%	7	7.75%	11	4.93%	7	2.11%	3	3.52%	5	39.44%	56	40.14%	57	5.63%	8	1.41%	2	3.52%	5	0.00%	0	0.70%	1	3.52%	5	142
	Aged 35-59	6.75%	17	4.76%	12	12.30%	31	6.35%	16	6.75%	17	2.78%	7	42.86%	108	30.56%	77	6.35%	16	0.79%	2	4.76%	12	1.98%	5	0.79%	2	2.38%	6	252
06S03 Alva South	All Males	2.32%	20	4.63%	40	7.18%	62	5.33%	46	2.20%	19	1.97%	17	48.44%	418	28.62%	247	7.76%	67	1.39%	12	3.36%	29	1.04%	9	0.81%	7	4.40%	38	863
	All Females	0.00%	0	0.00%	0	0.00%	0	1.92%	1	0.00%	0	0.00%	0	57.69%	30	34.62%	118	5.77%	3	0.00%	0	0.00%	0	1.92%	1	0.00%	0	0.00%	0	52
	Aged 16-24	2.74%	15	4.01%	22	10.58%	58	4.93%	27	2.37%	13	1.82%	10	53.10%	291	20.80%	114	8.58%	47	2.95%	14	4.93%	27	1.82%	10	0.55%	3	3.47%	19	548
	All Females	2.21%	11	0.42%	2	4.41%	21	0.84%	4	2.31%	11	0.42%	2	54.83%	261	32.14%	153	5.46%	26	0.21%	1	1.88%	9	0.42%	2	1.47%	7	0.84%	4	476
	Aged 16-24	2.51%	5	0.78%	1	9.38%	12	2.94%	3	2.51%	5	0.00%	0	44.53%	57	38.28%	49	2.94%	3	0.78%	1	4.69%	6	1.56%	2	0.78%	1	3.13%	4	128
06S04 Tillicoultry West	All Females	2.51%	6	2.93%	7	8.70%	21	3.77%	9	2.09%	5	1.26%	3	49.37%	118	25.10%	60	10.04%	24	1.67%	4	4.18%	10	1.67%	4	1.26%	3	3.35%	8	239
	Aged 35-59	2.40%	15	2.40%	15	6.87%	43	2.88%	18	2.24%	14	1.28%	8	57.19%	358	23.96%	150	7.35%	46	1.44%	9	2.88%	18	0.96%	6	0.96%	6	1.76%	11	626
	Aged 16-24	0.00%	0	3.23%	1	9.68%	3	3.23%	1	0.00%	0	3.23%	1	61.29%	19	25.81%	8	0.00%	0	3.23%	1	6.45%	2	0.00%	0	0.00%	0	0.00%	0	31
	All Males	4.57%	27	3.55%	21	12.86%	76	4.91%	29	4.40%	26	2.71%	16	51.61%	305	20.30%	120	7.11%	42	1.69%	10	6.60%	39	1.52%	9	1.02%	6	3.05%	18	591
	All Females	2.34%	12	1.17%	6	6.24%	32	1.17%	6	2.34%	12	0.97%	5	63.74%	327	21.83%	120	4.68%	24	0.00%	0	3.90%	20	0.00%	0	1.56%	8	0.97%	5	513
06S04 Tillicoultry West	Aged 16-24	1.89%	3	0.63%	1	5.66%	9	1.26%	2	1.89%	3	0.63%	1	54.72%	87	29.56%	47	3.77%	6	0.63%	1	3.14%	5	0.63%	1	1.26%	2	3.77%	6	159
	Aged 25-34	4.92%	13	3.41%	9	13.64%	36	4.17%	11	4.92%	13	2.65%	7	55.68%	147	18.94%	50	5.30%	14	1.14%	3	7.58%	20	1.52%	4	2.27%	6	0.00%	0	264
	Aged 35-59	23.60%	23	2.50%	16	9.70%	62	3.29%	21	3.44%	22	2.00%	13	57.90%	370	19.87%	127	6.73%	43	0.78%	5	5.32%	34	0.63%	4	0.84%	6	1.63%	15	639
	Aged 16-24	0.00%	0	2.38%	1	2.38%	1	0.00%	0	0.00%	0	0.00%	0	66.67%	32	19.05%	9	0.00%	0	2.38%	1	0.00%	0	0.00%	0	0.00%	0	0.00%	0	42
	All Males	3.22%	22	7.16%	49	12.13%	63	8.04%	55	3.22%	22	5.26%	36	48.54%	332	18.71%	128	8.19%	56	1.02%	7	7.89%	54	1.90%	13	1.32%	9	3.95%	27	684
06S05 Tillicoultry East	All Females	1.72%	10	0.52%	3	5.51%	32	0.69%	4	1.72%	10	0.52%	3	59.38%	345	28.40%	165	4.65%	27	0.34%	2	3.44%	20	0.17%	1	0.69%	4	0.69%	4	581
	Aged 16-24	2.56%	3	5.13%	6	5.13%	6	5.13%	6	2.56%	3	4.27%	5	49.57%	58	29.91%	35	6.84%	8	0.85%	1	1.71%	2	0.00%	0	0.00%	0	4.27%	5	117
	Aged 25-34	2.94%	7	2.52%	6	8.82%	21	3.78%	9	2.94%	7	2.10%	5	47.06%	112	28.57%	68	8.40%	20	1.68%	4	4.20%	10	1.68%	4	0.84%	2	2.52%	6	238
	Aged 35-59	2.42%	21	4.38%	38	9.34%	81	4.84%	42	2.42%	21	3.23%	28	55.94%	485	20.76%	180	6.23%	54	0.35%	3	6.57%	57	1.04%	9	1.15%	10	2.31%	20	867
	Aged 16-24	2.33%	1	4.65%	2	16.28%	7	4.65%	2	2.33%	1	2.33%	1	51.16%	22	23.26%	10	2.33%	1	2.33%	1	11.63%	5	2.33%	1	2.33%	1	0.00%	0	43
06S06 Dollar & Muckhart	All Males	8.88%	58	6.89%	45	19.14%	125	9.34%	61	8.88%	58	4.29%	28	43.49%	284	9.49%	62	9.80%	64	1.53%	10	8.73%	57	2.30%	17	3.52%	23	7.66%	50	653
	All Females	1.62%	9	2.87%	16	11.31%	63	3.64%	17	1.62%	9	2.38%	13	55.30%	308	18.49%	103	5.92%	33	0.90%	5	8.80%	49	0.54%	3	5.57%	31	0.54%	3	557
	Aged 16-24	2.67%	2	10.67%	8	5.33%	4	13.33%	10	2.67%	2	10.67%	8	44.00%	33	25.33%	19	2.67%	2	0.00%	0	2.67%	2	0.67%	2	0.67%	5	2.67%	2	75
	Aged 25-34	8.81%	14	1.26%	2	18.24%	29	1.89%	3	8.81%	14	0.63%	1	44.65%	71	16.98%	27	11.32%	18	1.89%	3	7.55%	12	0.63%	1	4.40%	7	3.14%	5	159
	Aged 35-59	5.38%	48	5.49%	49	16.14%	144	7.06%	63	5.38%	48	3.59%	32	48.43%	432	12.44%	111	8.41%	75	1.12%	10	9.64%	86	1.79%	16	4.37%	39	4.82%	43	892
06S07 Devon & Clackmannann North	All Males	3.57%	3	2.38%	2	13.10%	11	2.38%	2	3.57%	3	0.00%	0	66.67%	56	9.52%	8	2.38%	2	2.38%	2	7.14%	6	1.19%	1	3.57%	3	3.57%	3	84
	All Females	3.13%	22	4.55%	32	11.52%	81	5.55%	39	2.99%	21	3.41%	24	54.20%	381	14.51%	102	8.25%	58	2.13%	15	6.26%	44	0.85%	6	2.56%	18	4.84%	34	703
	All Males	2.01%	11	2.19%	12	6.57%	36	2.74%	15	2.01%	11	1.09%	6	62.96%	345	20.44%	112	4.93%	27	0.36%	2	4.20%	23	0.91%	5	1.82%	10	1.28%	7	548
	Aged 16-24	3.40%	5	2.04%	3	10.20%	15	2.04%	3	3.40%	5	1.36%	2	52.38%	77	21.09%	31	8.16%	12	0.68%	1	6.12%	9	0.00%	0	2.72%	4	0.68%	6	147
	Aged 25-34	2.70%	7	3.86%	10	9.65%	25	4.63%	12	2.70%	7	2.70%	7	58.30%	151	17.37%	45	6.18%	16	1.93%	5	5.02%	13	0.39%	1	1.54%	4	3.86%	10	259
06S07 Devon & Clackmannann North	All Females	2.70%	</																											



APPENDIX TWENTY-ONE- Travel-To-Work Matrix for Clackmannan Council Area (tv201).

	Category	EDIN CONURB.		GLA CONURB.		EAST		WEST		EDINBURGH		GLASGOW		CLACKMANNAN		STIRLING		FALKIRK		W. LOTHIAN		FIFE		N.LANARKSHIRE		PERTH & KINROSS		OTHER		TOTAL
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	
06S15 Fairfield	All Males	3.02%	17	3.20%	18	9.95%	56	5.33%	30	3.02%	17	2.13%	12	65.24%	311	15.81%	89	9.95%	56	1.60%	9	5.15%	29	2.49%	14	1.42%	8	3.20%	18	563
	All Females	1.71%	8	0.86%	4	5.35%	25	1.07%	5	1.71%	8	0.64%	3	65.52%	306	21.84%	102	5.78%	27	0.86%	4	2.78%	13	0.43%	2	0.21%	1	0.21%	1	467
	Aged 16-24	3.45%	4	0.86%	1	7.76%	9	3.45%	4	3.45%	4	0.86%	1	57.76%	67	21.55%	25	6.90%	8	0.86%	1	3.45%	4	2.59%	3	0.00%	0	2.59%	3	116
	Aged 25-34	2.06%	5	1.65%	4	7.00%	17	2.47%	6	2.06%	5	1.65%	4	62.55%	152	15.54%	38	11.11%	27	2.47%	6	2.47%	6	0.41%	1	0.00%	0	1.65%	4	243
	Aged 35-59	2.34%	15	2.50%	16	7.97%	51	3.75%	24	2.34%	15	1.56%	10	59.38%	380	19.38%	124	6.88%	44	0.94%	6	4.53%	29	1.88%	12	1.41%	9	1.72%	11	640
06S16 Muirside	Aged 60-74	3.23%	1	3.23%	1	12.90%	4	3.23%	1	3.23%	1	0.00%	0	58.06%	18	12.90%	4	12.90%	4	0.00%	0	9.88%	3	0.00%	0	0.00%	0	3.23%	1	31
	All Males	2.91%	22	4.23%	32	10.70%	81	5.15%	39	2.77%	21	2.51%	19	55.88%	423	17.70%	134	8.19%	62	2.11%	16	5.88%	43	1.98%	15	0.66%	5	2.51%	19	757
	All Females	2.70%	16	1.52%	9	4.90%	29	1.86%	11	2.70%	16	1.35%	8	59.12%	350	29.39%	174	4.05%	24	0.00%	0	2.20%	13	0.51%	3	0.34%	2	0.34%	2	592
	Aged 16-24	3.11%	6	4.66%	9	7.77%	15	4.66%	9	3.11%	6	2.59%	5	45.08%	87	34.20%	66	5.18%	10	0.52%	1	4.15%	8	1.55%	3	1.04%	2	2.59%	5	193
	Aged 25-34	2.90%	9	1.61%	5	8.71%	27	1.94%	6	2.90%	9	0.97%	3	59.03%	183	23.55%	73	6.13%	19	1.29%	4	4.52%	14	0.97%	3	0.00%	0	0.65%	2	310
06S17 St Serf's	Aged 35-59	2.89%	23	3.14%	25	8.41%	67	4.02%	32	2.76%	22	2.26%	18	58.97%	470	19.95%	159	6.90%	55	1.38%	11	4.14%	33	1.25%	10	0.63%	5	1.76%	14	797
	Aged 60-74	0.00%	0	4.08%	2	2.04%	1	6.12%	3	0.00%	0	2.04%	1	67.35%	33	20.41%	10	4.08%	2	0.00%	0	2.04%	1	4.08%	2	0.00%	0	0.00%	0	49
	All Males	1.51%	8	2.64%	14	8.47%	45	3.01%	16	1.51%	8	1.69%	9	52.54%	279	25.05%	133	7.53%	40	1.13%	6	5.65%	30	1.13%	6	1.51%	8	2.26%	12	531
	All Females	1.80%	8	1.32%	6	3.15%	14	2.25%	10	1.80%	8	1.12%	5	58.88%	262	31.69%	141	3.15%	14	0.22%	1	0.90%	4	0.90%	4	0.45%	2	0.90%	4	445
	Aged 16-24	2.03%	4	2.54%	5	3.05%	6	3.55%	7	2.03%	4	2.03%	4	46.19%	91	38.07%	75	4.57%	9	0.00%	0	1.02%	2	1.02%	2	1.52%	3	3.55%	7	197
06S18 Delph & Cambus	Aged 25-34	1.75%	4	2.18%	5	6.55%	15	2.62%	6	1.75%	4	1.31%	3	49.78%	114	34.06%	78	3.93%	9	0.87%	2	3.49%	8	1.31%	3	1.75%	4	1.75%	4	229
	Aged 35-59	1.54%	8	1.73%	9	7.31%	38	2.31%	12	1.54%	8	1.15%	6	60.58%	315	22.12%	115	6.54%	34	0.96%	5	4.62%	24	0.96%	5	0.58%	3	0.96%	5	520
	Aged 60-74	0.00%	0	3.33%	1	0.00%	0	3.33%	1	0.00%	0	3.33%	1	70.00%	21	20.00%	6	6.67%	2	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	30
	All Males	2.61%	16	5.05%	31	10.42%	64	5.70%	35	2.44%	15	2.93%	18	50.00%	307	22.15%	136	8.47%	52	3.42%	21	4.40%	27	1.30%	8	1.30%	8	3.58%	22	614
	All Females	2.55%	14	2.73%	15	5.46%	30	3.46%	19	2.55%	14	2.00%	11	49.73%	273	33.15%	182	6.19%	34	0.36%	2	2.37%	13	1.28%	7	1.28%	7	1.09%	6	549
CLACKMANNAN COUNCIL AREA	Aged 16-24	5.26%	6	0.88%	1	11.40%	13	0.88%	1	5.26%	6	0.88%	1	39.47%	45	35.09%	40	8.77%	10	2.63%	3	3.51%	4	0.00%	0	2.63%	3	1.75%	2	114
	Aged 25-34	3.88%	10	4.65%	12	11.24%	29	5.43%	14	3.88%	10	2.71%	7	45.35%	117	28.58%	74	5.81%	15	3.10%	8	3.88%	10	1.16%	3	1.55%	4	3.88%	10	258
	Aged 35-59	1.86%	14	4.38%	33	6.90%	52	5.17%	39	1.72%	13	2.79%	21	52.52%	396	25.60%	193	7.56%	57	1.59%	12	3.45%	26	1.59%	12	1.06%	8	2.12%	16	754
	Aged 60-74	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	59.46%	22	29.73%	11	10.81%	4	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	37
	All Males	3.34%	355	4.57%	486	11.47%	1219	5.78%	614	3.23%	343	2.89%	307	52.52%	5581	17.90%	1902	8.73%	928	1.98%	210	6.06%	644	1.59%	169	1.24%	132	3.86%	410	10626
CLACKMANNAN COUNCIL AREA	All Females	2.16%	197	1.53%	139	6.43%	586	2.04%	186	2.15%	196	1.08%	98	58.28%	5308	26.45%	2409	5.38%	490	0.38%	35	3.86%	362	0.64%	58	1.02%	93	0.76%	69	9108
	Aged 16-24	2.60%	63	2.88%	70	7.54%	183	3.67%	89	2.51%	61	2.22%	54	50.43%	1224	29.38%	713	5.48%	133	1.03%	25	3.91%	95	0.91%	22	1.28%	31	2.84%	69	2427
	Aged 25-34	3.65%	165	2.79%	126	10.61%	479	3.72%	168	3.59%	162	1.82%	82	52.05%	2350	23.65%	1068	7.71%	348	1.68%	76	5.18%	234	1.13%	51	1.11%	50	2.08%	94	4515
	Aged 35-59	2.62%	315	3.43%	412	9.07%	1091	4.36%	524	2.56%	308	2.18%	262	56.73%	6821	19.81%	2382	7.46%	897	1.14%	137	5.25%	631	1.23%	148	1.13%	136	2.51%	302	12024
	Aged 60-74	1.17%	9	2.21%	17	6.77%	52	2.47%	19	1.04%	8	0.91%	7	64.32%	494	19.27%	148	5.21%	40	0.91%	7	4.69%	36	0.78%	6	1.04%	8	1.82%	14	768



# APPENDIX TWENTY-TWO- Travel-To-Work Matrix for Dundee City Council Area (tv204).

	Category	PERTH		DUNDEE CITY		ANGUS		PERTH&KINROSS		FIFE		ABERDEENSHIRE		ABERDEEN CITY		OTHER		TOTAL
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	
009S01 Ninewells	Full-time employment	1.35%	21	90.42%	1406	2.83%	44	2.57%	40	1.22%	19	0.06%	1	1.29%	20	1.61%	25	1555
	Part-time employment	0.23%	1	93.89%	415	2.71%	12	1.13%	7	1.13%	5	0.00%	0	0.23%	1	0.45%	2	442
	TOTAL	1.10%	22	91.19%	1821	2.80%	56	2.35%	47	1.20%	24	0.05%	1	1.05%	21	1.35%	27	1997
	LE and HMO, HPO & LM and PO	1.55%	11	86.88%	616	4.23%	30	2.68%	19	2.54%	18	0.00%	0	1.27%	9	2.40%	17	709
	Intermediate Occupations	1.18%	4	92.01%	311	2.96%	10	2.66%	9	0.89%	3	0.00%	0	0.89%	3	0.59%	2	338
	SE and OAW	0.00%	0	96.67%	87	1.11%	1	1.11%	1	0.00%	0	0.00%	0	0.00%	0	1.11%	1	90
	LS and TO, S-RO & RO	0.81%	7	93.84%	807	1.74%	15	2.09%	18	0.35%	3	0.12%	1	1.05%	9	0.81%	7	860
	LS and TO, S-RO & RO	0.81%	7	93.84%	807	1.74%	15	2.09%	18	0.35%	3	0.12%	1	1.05%	9	0.81%	7	860
009S02 Camperdown	Full-time employment	1.51%	22	89.68%	1303	3.44%	50	2.96%	43	1.24%	18	0.07%	1	0.69%	10	1.93%	28	1453
	Part-time employment	0.43%	2	92.44%	428	3.46%	16	1.51%	7	0.86%	4	0.00%	0	0.43%	2	1.30%	6	463
	TOTAL	1.25%	24	90.34%	1731	3.44%	66	2.61%	50	1.15%	22	0.05%	1	0.63%	12	1.77%	34	1916
	LE and HMO, HPO & LM and PO	2.79%	11	84.01%	331	5.58%	22	4.57%	18	2.79%	11	0.00%	0	0.76%	3	2.28%	9	394
	Intermediate Occupations	1.93%	5	92.28%	239	1.93%	5	2.32%	6	1.54%	4	0.00%	0	0.39%	1	1.54%	4	259
	SE and OAW	0.00%	0	88.89%	88	7.07%	7	2.02%	2	0.00%	0	0.00%	0	0.00%	0	2.02%	2	99
	LS and TO, S-RO & RO	0.69%	8	92.18%	1073	2.75%	32	2.06%	24	0.60%	7	0.09%	1	0.69%	8	1.63%	19	1164
	LS and TO, S-RO & RO	0.69%	8	92.18%	1073	2.75%	32	2.06%	24	0.60%	7	0.09%	1	0.69%	8	1.63%	19	1164
009S03 Balgay	Full-time employment	1.27%	20	89.92%	1419	2.79%	44	2.98%	47	1.46%	23	0.25%	4	1.14%	18	1.46%	23	1578
	Part-time employment	0.66%	3	95.58%	433	1.99%	9	0.88%	4	0.66%	3	0.00%	0	0.22%	1	0.66%	3	453
	TOTAL	1.13%	23	91.19%	1852	2.61%	53	2.51%	51	1.28%	26	0.20%	4	0.94%	19	1.28%	26	2031
	LE and HMO, HPO & LM and PO	1.55%	15	86.89%	636	3.14%	23	4.10%	30	2.32%	17	0.27%	2	1.23%	9	2.05%	15	732
	Intermediate Occupations	0.84%	3	94.12%	336	2.80%	10	2.52%	9	0.28%	1	0.00%	0	0.28%	1	0.00%	0	357
	SE and OAW	0.00%	0	92.52%	99	4.67%	5	1.87%	2	0.00%	0	0.00%	0	0.93%	1	0.00%	0	107
	LS and TO, S-RO & RO	0.60%	5	93.53%	781	1.80%	15	1.20%	10	0.96%	8	0.24%	2	0.96%	8	1.32%	11	836
	LS and TO, S-RO & RO	0.60%	5	93.53%	781	1.80%	15	1.20%	10	0.96%	8	0.24%	2	0.96%	8	1.32%	11	836
009S04 Lochee West	Full-time employment	2.00%	23	89.29%	1025	2.18%	25	3.83%	44	1.74%	20	0.17%	2	0.78%	9	2.00%	23	1148
	Part-time employment	0.86%	3	95.99%	335	0.57%	2	2.01%	7	0.57%	2	0.00%	0	0.29%	1	0.57%	2	349
	TOTAL	1.74%	26	90.85%	1360	1.80%	27	3.41%	51	1.47%	22	0.17%	2	0.67%	10	1.67%	25	1497
	LE and HMO, HPO & LM and PO	3.02%	12	85.68%	341	3.52%	14	5.03%	20	2.01%	8	0.25%	1	0.75%	3	2.76%	11	398
	Intermediate Occupations	1.55%	3	94.82%	183	0.52%	1	2.07%	4	1.04%	2	0.00%	0	0.52%	1	1.04%	2	193
	SE and OAW	1.01%	1	90.91%	90	1.01%	1	5.05%	5	0.00%	0	1.01%	1	1.01%	1	1.01%	1	99
	LS and TO, S-RO & RO	1.24%	10	92.44%	746	1.36%	11	2.73%	22	1.49%	12	0.00%	0	0.62%	5	1.36%	11	807
	LS and TO, S-RO & RO	1.24%	10	92.44%	746	1.36%	11	2.73%	22	1.49%	12	0.00%	0	0.62%	5	1.36%	11	807
009S05 Riverside	Full-time employment	2.73%	50	82.98%	1521	4.75%	87	5.56%	102	2.62%	48	0.16%	3	1.15%	21	2.78%	51	1833
	Part-time employment	0.68%	3	92.53%	409	2.04%	9	2.49%	11	1.36%	6	0.00%	0	0.00%	0	1.58%	7	442
	TOTAL	2.33%	53	84.84%	1930	4.22%	96	4.97%	113	2.37%	54	0.13%	3	0.92%	21	2.55%	58	2275
	LE and HMO, HPO & LM and PO	2.47%	35	82.38%	1169	5.36%	76	5.21%	74	2.75%	39	0.07%	1	1.20%	17	3.03%	43	1419
	Intermediate Occupations	5.28%	14	86.42%	229	1.89%	5	8.68%	23	0.75%	2	0.38%	1	0.00%	0	1.88%	5	265
	SE and OAW	0.58%	1	92.40%	158	2.34%	4	1.75%	3	1.75%	3	0.00%	0	0.00%	0	1.75%	3	171
	LS and TO, S-RO & RO	0.71%	3	89.05%	374	2.62%	11	3.10%	13	2.38%	10	0.24%	1	0.95%	4	1.67%	7	420
	LS and TO, S-RO & RO	0.71%	3	89.05%	374	2.62%	11	3.10%	13	2.38%	10	0.24%	1	0.95%	4	1.67%	7	420
009S06 Brackens	Full-time employment	1.69%	31	88.98%	1631	3.55%	65	3.11%	57	1.53%	28	0.11%	2	1.09%	20	1.64%	30	1833
	Part-time employment	0.35%	2	93.62%	528	3.37%	19	1.06%	6	0.71%	4	0.00%	0	0.35%	2	0.89%	5	564
	TOTAL	1.38%	33	90.07%	2159	3.50%	84	2.63%	63	1.34%	32	0.08%	2	0.92%	22	1.46%	35	2397
	LE and HMO, HPO & LM and PO	3.67%	22	83.31%	499	5.51%	33	5.68%	34	2.34%	14	0.17%	1	1.00%	6	2.00%	12	599
	Intermediate Occupations	1.79%	6	89.29%	300	4.76%	16	3.57%	12	0.89%	3	0.00%	0	0.30%	1	1.19%	4	336
	SE and OAW	0.00%	0	96.69%	117	0.83%	1	0.83%	1	0.83%	1	0.00%	0	0.83%	1	0.00%	0	121
	LS and TO, S-RO & RO	0.37%	5	92.69%	1243	2.54%	34	1.19%	16	1.04%	14	0.07%	1	1.04%	14	1.42%	19	1341
	LS and TO, S-RO & RO	0.37%	5	92.69%	1243	2.54%	34	1.19%	16	1.04%	14	0.07%	1	1.04%	14	1.42%	19	1341
009S07 Ardler	Full-time employment	1.64%	15	89.82%	821	3.50%	32	3.06%	28	0.98%	9	0.11%	1	0.98%	9	1.53%	14	914
	Part-time employment	0.33%	1	94.04%	284	2.98%	9	0.33%	1	1.66%	5	0.00%	0	0.00%	0	0.99%	3	302
	TOTAL	1.32%	16	90.87%	1105	3.37%	41	2.38%	29	1.15%	14	0.08%	1	0.74%	9	1.40%	17	1216
	LE and HMO, HPO & LM and PO	4.26%	12	81.56%	230	6.38%	18	5.32%	15	2.48%	7	0.35%	1	1.42%	4	2.48%	7	282
	Intermediate Occupations	1.41%	2	92.25%	131	4.23%	6	2.11%	3	0.00%	0	0.00%	0	0.00%	0	1.41%	2	142
	SE and OAW	0.00%	0	94.83%	55	1.72%	1	1.72%	1	0.00%	0	0.00%	0	0.00%	0	1.72%	1	58
	LS and TO, S-RO & RO	0.27%	2	93.87%	689	2.18%	16	1.36%	10	0.95%	7	0.00%	0	0.68%	5	0.95%	7	734
	LS and TO, S-RO & RO	0.27%	2	93.87%	689	2.18%	16	1.36%	10	0.95%	7	0.00%	0	0.68%	5	0.95%	7	734
009S08 Balgowan	Full-time employment	1.19%	19	88.60%	1414	4.70%	75	2.94%	47	1.38%	22	0.06%	1	0.69%	11	1.63%	26	1596
	Part-time employment	0.96%	5	93.26%	484	3.28%	17	1.35%	7	1.35%	7	0.00%	0	0.19%	1	0.58%	3	519
	TOTAL	1.13%	24	89.74%	1898	4.35%	92	2.55%	54	1.37%	29	0.05%	1	0.57%	12	1.37%	29	2115
	LE and HMO, HPO & LM and PO	1.81%	10	84.39%	465	5.63%	31	5.08%	28	2.54%	14	0.18%	1	0.73%	4	1.45%	8	551
	Intermediate Occupations	1.38%	4	89.97%	260	5.54%	16	1.73%	5	0.69%	2	0.00%	0	0.00%	0	2.08%	6	289
	SE and OAW	0.82%	1	93.44%	114	3.28%	4	0.82%	1	0.00%	0	0.00%	0	0.00%	0	2.46%	3	122
	LS and TO, S-RO & RO	0.78%	9	91.85%	1059	3.56%	41	1.73%	20	1.13%	13	0.00%	0	0.69%	8	1.04%	12	1153
	LS and TO, S-RO & RO	0.78%	9	91.85%	1059	3.56%	41	1.73%	20	1.13%	13	0.00%	0	0.69%	8	1.04%	12	1153
009S09 Claverhouse	Full-time employment	1.47%	22	87.46%	1311	4.94%	74	3.07%	46	1.73%	26	0.07%	1	0.93%	14	1.80%	27	1499
	Part-time employment	0.63%	3	93.70%	446	3.15%	15	1.47%	7	0.63%	3	0.00%	0	0.21%	1	0.84%	4	476
	TOTAL	1.27%	25	88.96%	1757	4.51%	89	2.68%	53	1.47%	29	0.05%	1	0.76%	15	1.57%	31	1975
	LE and HMO, HPO & LM and PO	1.76%	9	83.56%	427	7												



# APPENDIX TWENTY-TWO- Travel-To-Work Matrix for Dundee City Council Area (tv204).

	Category	PERTH		DUNDEE CITY		ANGUS		PERTH&KINROSS		FIFE		ABERDEENSHIRE		ABERDEEN CITY		OTHER		TOTAL
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	
009S13 Douglas	Full-time employment	1.33%	18	89.25%	1204	4.82%	65	2.22%	30	1.70%	23	0.22%	3	0.59%	8	1.19%	16	1349
	Part-time employment	0.58%	3	94.63%	493	2.88%	15	0.77%	4	0.38%	2	0.58%	3	0.58%	3	0.58%	3	521
	TOTAL	1.12%	21	90.75%	1697	4.28%	80	1.82%	34	1.34%	25	0.21%	4	0.59%	11	1.02%	19	1870
	LE and HMO, HPO & LM and PO	3.13%	11	86.32%	303	5.70%	20	3.42%	12	1.42%	5	0.57%	2	1.14%	4	1.42%	5	351
	Intermediate Occupations	0.93%	2	90.70%	195	4.65%	10	1.86%	4	0.47%	1	0.93%	2	0.93%	2	0.47%	1	215
	SE and OAW	1.00%	1	92.00%	92	4.00%	4	1.00%	1	0.00%	0	0.00%	0	0.00%	0	3.00%	3	100
	LS and TO, S-RO & RO	0.58%	3	91.43%	1107	3.17%	46	1.41%	17	1.58%	19	0.00%	0	0.42%	5	0.83%	10	1204
009S14 Barnhill	Full-time employment	2.24%	38	79.66%	1351	9.02%	153	3.60%	61	2.59%	44	0.24%	4	1.95%	33	2.95%	50	1696
	Part-time employment	0.59%	3	85.49%	436	10.78%	55	1.57%	6	0.98%	5	0.00%	0	0.00%	0	1.18%	6	510
	TOTAL	1.86%	41	81.01%	1787	9.43%	208	3.13%	69	2.22%	49	0.18%	4	1.50%	33	2.54%	56	2206
	LE and HMO, HPO & LM and PO	2.71%	30	76.92%	853	10.28%	114	4.78%	53	2.89%	32	0.27%	3	1.35%	15	3.52%	39	1109
	Intermediate Occupations	1.06%	4	88.92%	337	7.39%	28	1.32%	5	1.32%	5	0.00%	0	0.00%	0	1.06%	4	379
	SE and OAW	1.38%	2	83.45%	121	8.28%	12	1.38%	2	2.07%	3	0.00%	0	3.45%	5	1.38%	2	145
	LS and TO, S-RO & RO	0.87%	5	83.07%	476	9.42%	54	1.57%	9	1.57%	9	0.17%	1	2.27%	13	1.92%	11	573
009S15 Balgillo	Full-time employment	1.92%	48	82.79%	2073	6.71%	168	3.08%	77	2.36%	59	0.28%	7	1.80%	45	3.00%	75	2504
	Part-time employment	0.74%	5	88.63%	600	7.83%	53	1.18%	8	0.89%	6	0.00%	0	0.15%	1	1.33%	9	677
	TOTAL	1.67%	53	84.03%	2673	6.95%	221	2.67%	85	2.04%	65	0.22%	7	1.45%	46	2.64%	84	3181
	LE and HMO, HPO & LM and PO	2.47%	36	80.77%	1176	8.17%	119	3.71%	54	2.54%	37	0.14%	2	1.17%	17	3.50%	51	1456
	Intermediate Occupations	1.41%	7	86.46%	428	6.67%	33	2.42%	12	1.62%	8	0.00%	0	0.81%	4	2.02%	10	495
	SE and OAW	0.87%	2	91.70%	210	5.68%	2	0.87%	2	0.87%	2	0.44%	1	0.00%	0	0.44%	1	229
	LS and TO, S-RO & RO	0.80%	8	85.81%	859	5.69%	56	1.70%	17	1.80%	18	0.40%	4	2.50%	25	2.20%	22	1001
009S16 Broughty Ferry	Full-time employment	1.53%	27	81.43%	1438	8.15%	144	2.55%	45	1.87%	33	0.23%	4	2.27%	40	3.51%	62	1766
	Part-time employment	0.67%	3	86.32%	385	7.85%	35	1.79%	8	0.67%	3	0.00%	0	1.35%	6	2.02%	9	446
	TOTAL	1.36%	30	82.41%	1823	8.09%	179	2.40%	53	1.63%	36	0.18%	4	2.08%	46	3.21%	71	2212
	LE and HMO, HPO & LM and PO	1.68%	19	78.94%	892	9.73%	110	3.36%	38	2.57%	29	0.35%	4	1.68%	19	3.36%	38	1130
	Intermediate Occupations	1.00%	3	86.96%	260	5.69%	17	1.34%	4	0.33%	1	0.00%	0	1.00%	3	4.68%	14	299
	SE and OAW	0.00%	0	86.93%	173	5.53%	11	0.50%	1	0.00%	0	0.00%	0	3.02%	6	4.02%	8	199
	LS and TO, S-RO & RO	1.37%	8	85.27%	498	7.02%	41	1.71%	10	1.03%	6	0.00%	0	3.08%	18	1.88%	11	584
009S17 West Ferry	Full-time employment	1.18%	18	83.87%	1274	7.50%	114	2.44%	37	2.04%	31	0.00%		1.45%	22	2.70%	41	1519
	Part-time employment	0.61%	3	90.22%	443	6.31%	31	1.83%	9	1.02%	5	0.00%	0	0.00%	0	0.61%	3	491
	TOTAL	1.04%	21	85.42%	1717	7.21%	145	2.29%	46	1.79%	36	0.00%		1.09%	22	2.19%	44	2010
	LE and HMO, HPO & LM and PO	1.43%	15	82.98%	868	7.84%	82	2.68%	28	2.10%	22	0.00%		1.05%	11	3.35%	35	1046
	Intermediate Occupations	0.38%	1	92.02%	242	4.18%	11	1.14%	3	1.14%	3	0.00%	0	0.00%	0	1.52%	4	263
	SE and OAW	0.96%	2	85.10%	177	9.13%	19	2.88%	6	1.92%	4	0.00%	0	0.00%	0	0.96%	2	208
	LS and TO, S-RO & RO	0.61%	3	87.22%	430	6.69%	33	1.83%	9	1.42%	7	0.00%		2.23%	11	0.61%	3	493
009S18 Craigiebank	Full-time employment	2.52%	31	87.50%	1078	4.22%	52	3.57%	44	1.70%	21	0.16%	2	1.30%	16	1.54%	19	1232
	Part-time employment	0.29%	1	91.71%	321	5.14%	18	1.14%	4	0.86%	3	0.00%	0	0.29%	1	0.86%	3	350
	TOTAL	2.02%	32	88.43%	1399	4.42%	70	3.03%	48	1.52%	24	0.13%	2	1.07%	17	1.39%	22	1582
	LE and HMO, HPO & LM and PO	3.14%	17	83.55%	452	6.47%	35	4.62%	25	1.48%	8	0.18%	1	1.66%	9	2.03%	11	541
	Intermediate Occupations	3.28%	8	88.93%	217	3.69%	9	4.51%	11	1.64%	4	0.00%	0	0.41%	1	0.82%	2	244
	SE and OAW	2.78%	3	90.74%	98	4.63%	5	2.78%	3	1.85%	2	0.00%	0	0.00%	0	0.00%	0	108
	LS and TO, S-RO & RO	0.58%	4	91.73%	632	3.05%	21	1.31%	9	1.45%	10	0.15%	1	1.02%	7	1.31%	9	689
009S19 Strathmartine	Full-time employment	2.18%	35	85.22%	1367	4.68%	75	4.36%	70	1.37%	22	0.31%	5	1.62%	26	2.43%	39	1604
	Part-time employment	0.81%	4	93.32%	461	3.44%	17	2.23%	11	0.61%	3	0.00%	0	0.00%	0	0.40%	2	494
	TOTAL	1.86%	39	87.13%	1828	4.39%	92	3.86%	81	1.19%	25	0.24%	5	1.24%	26	1.95%	41	2098
	LE and HMO, HPO & LM and PO	3.19%	23	81.25%	585	6.81%	49	5.83%	42	1.11%	8	0.28%	2	1.53%	11	3.19%	23	720
	Intermediate Occupations	1.60%	5	86.22%	269	4.49%	14	5.13%	16	1.28%	4	0.00%	0	0.00%	0	2.88%	9	312
	SE and OAW	0.00%	0	96.71%	147	1.32%	2	0.00%	0	0.00%	0	0.00%	0	1.97%	0	3.00%	0	152
	LS and TO, S-RO & RO	1.20%	11	90.48%	827	2.95%	27	2.52%	23	1.42%	13	0.33%	3	1.31%	12	0.98%	9	914
009S20 Lochee East	Full-time employment	2.41%	30	87.09%	1086	3.69%	46	3.37%	42	2.25%	28	0.16%	2	1.20%	15	2.25%	28	1247
	Part-time employment	0.95%	3	92.38%	291	1.90%	6	3.17%	10	2.22%	7	0.00%	0	0.00%	0	0.32%	1	315
	TOTAL	2.11%	33	88.16%	1377	3.33%	52	3.33%	52	2.24%	35	0.13%	2	0.96%	15	1.86%	29	1562
	LE and HMO, HPO & LM and PO	2.36%	12	84.65%	430	4.53%	23	3.94%	20	3.15%	16	0.00%	0	0.59%	3	3.15%	16	508
	Intermediate Occupations	4.44%	10	86.67%	195	2.67%	6	6.22%	14	0.89%	2	0.00%	0	1.78%	4	1.78%	4	225
	SE and OAW	0.00%	0	95.35%	82	2.33%	2	0.00%	0	0.00%	0	0.00%	0	0.00%	0	2.33%	2	86
	LS and TO, S-RO & RO	1.48%	11	90.17%	670	2.83%	21	2.42%	18	2.29%	17	0.27%	2	1.08%	8	0.94%	7	743
009S21 Tay Bridges	Full-time employment	3.04%	38	84.32%	1054	3.60%	45	5.92%	74	2.88%	36	0.08%	1	0.48%	6	2.72%	34	1250
	Part-time employment	0.72%	2	92.78%	257	2.89%	8	2.17%	6	0.72%	2	0.00%	0	0.00%	0	1.44%	4	277
	TOTAL	2.62%	40	85.85%	1311	3.47%	53	5.24%	80	2.49%	38	0.07%	6	0.39%	6	2.49%	38	1527
	LE and HMO, HPO & LM and PO	3.64%	30	82.42%	680	4.00%	33	7.27%	60	3.15%	26	0.00%	0	0.87%	4	2.67%	22	825
	Intermediate Occupations	3.57%	7	87.76%	172	3.06%	6	4.08%	8	0.00%	0	0.00%	0	0.51%	1	4.59%	9	196
	SE and OAW	0.00%	0	89.87%	71	5.06%	4	0.00%	0	3.80%	3	0.00%	0	0.00%	0	1.27%	1	79
	LS and TO, S-RO & RO	0.70%	3	90.87%	388	2.34%	10	2.81%	12	2.11%	9	0.23%	1	0.23%	1	1.41%	6	427
009S22 Logie	Full-time employment	2.30%	27	85.49%	1002	3.75%	44	4.78%	56	2.99%	35	0.09%	1	0.51%	6	2.39%	28	1172
	Part-time employment	1.76%	4	87.22%	198	5.29%	12	3.08%	7	1.32%	3	0.00%	0	0.00%	0	3.08%	7	227
	TOTAL	2.22%	31	85.78%	1200	4.00%	56	4.50%	63	2.72%	38	0.07%	1	0.43%	6	2.50%	35	1399
	LE and HMO, HPO & LM and PO	3.10%	22	82.11%	583	4.79%	34	5.49%	39	3.94%	28	0.00%	0	0.56%	4	3.10%	22	710
	Intermediate																	



# APPENDIX TWENTY-TWO- Travel-To-Work Matrix for Dundee City Council Area (tv204).

	Category	PERTH		DUNDEE CITY		ANGUS		PERTH&KINROSS		FIFE		ABERDEENSHIRE		ABERDEEN CITY		OTHER		TOTAL
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	
009S25 Baxter Park	Full-time employment	2.57%	46	84.66%	1518	4.68%	84	3.51%	63	2.84%	51	0.06%	1	1.34%	24	2.90%	52	1793
	Part-time employment	0.74%	3	93.55%	377	3.97%	16	0.74%	3	0.99%	4	0.00%	0	0.25%	1	0.50%	2	403
	TOTAL	2.23%	49	86.29%	1895	4.55%	100	3.01%	66	2.50%	55	0.05%	1	1.14%	25	2.46%	54	2196
	LE and HMO, HPO & LM and PO	3.53%	35	80.75%	801	6.85%	68	4.84%	48	2.82%	28	0.10%	1	1.21%	12	3.43%	34	992
	Intermediate Occupations	1.21%	4	89.43%	296	5.44%	18	2.11%	7	0.91%	3	0.00%	0	0.60%	2	1.51%	5	331
009S26 Hilltown	SE and OAW	0.00%	0	93.82%	167	1.69%	3	0.00%	0	2.25%	4	0.00%	0	0.56%	1	1.69%	3	178
	LS and TO, S-RO & RO	1.44%	10	90.78%	631	1.58%	11	1.58%	11	2.88%	20	0.00%	0	1.44%	10	1.73%	12	695
	Full-time employment	1.94%	25	86.18%	1111	3.49%	45	3.57%	46	3.03%	39	0.00%	0	1.47%	19	2.25%	29	1289
	Part-time employment	0.28%	1	95.47%	337	1.42%	5	0.57%	2	0.85%	3	0.00%	0	0.00%	0	1.70%	6	353
	TOTAL	1.58%	26	88.19%	1448	3.05%	50	2.92%	48	2.56%	42	0.00%	0	1.16%	19	2.13%	35	1642
009S27 Bowbridge	LE and HMO, HPO & LM and PO	3.07%	17	82.31%	456	3.25%	18	4.69%	26	3.97%	22	0.00%	0	1.44%	8	4.33%	24	554
	Intermediate Occupations	1.32%	3	91.23%	208	2.63%	6	3.07%	7	1.32%	3	0.00%	0	1.32%	3	0.44%	1	228
	SE and OAW	0.00%	0	89.90%	89	4.04%	4	2.02%	2	2.02%	2	0.00%	0	1.01%	1	1.01%	1	99
	LS and TO, S-RO & RO	0.79%	6	91.33%	695	2.89%	22	1.71%	13	1.97%	15	0.00%	0	0.92%	7	1.18%	9	761
	Full-time employment	2.60%	32	88.62%	1090	4.47%	55	3.41%	42	1.54%	19	0.08%	1	0.65%	8	1.22%	15	1230
009S28 Stobswell	Part-time employment	0.93%	3	92.88%	300	4.33%	14	1.86%	6	0.62%	2	0.00%	0	0.00%	0	0.31%	1	323
	TOTAL	2.25%	35	89.50%	1390	4.44%	69	3.09%	48	1.35%	21	0.06%	1	0.52%	8	1.03%	16	1553
	LE and HMO, HPO & LM and PO	3.11%	13	84.45%	353	6.70%	28	4.31%	18	0.96%	4	0.24%	1	0.72%	3	2.63%	11	418
	Intermediate Occupations	3.28%	8	88.93%	217	5.33%	13	3.69%	9	1.23%	3	0.00%	0	0.00%	0	0.82%	2	244
	SE and OAW	0.00%	0	92.96%	66	4.23%	3	0.00%	0	1.41%	1	0.00%	0	0.00%	0	1.41%	1	71
009S29 Fairmuir	LS and TO, S-RO & RO	1.71%	14	91.95%	754	3.05%	25	2.56%	21	1.59%	13	0.00%	0	0.61%	5	0.24%	2	820
	Full-time employment	1.54%	19	86.52%	1065	4.39%	54	2.92%	36	2.11%	26	0.08%	1	1.38%	17	2.60%	32	1231
	Part-time employment	0.83%	3	93.61%	337	1.67%	6	1.67%	6	1.94%	7	0.00%	0	0.28%	1	0.83%	3	360
	TOTAL	1.38%	22	88.12%	1402	3.77%	60	2.64%	42	2.07%	33	0.06%	1	1.13%	18	2.20%	35	1591
	LE and HMO, HPO & LM and PO	2.80%	12	80.42%	345	7.23%	31	3.96%	17	3.03%	13	0.23%	1	1.86%	8	3.26%	14	429
DUNDEE CITY COUNCIL AREA	Intermediate Occupations	1.72%	4	90.56%	211	3.43%	8	3.00%	7	0.86%	2	0.00%	0	0.43%	1	1.72%	4	233
	SE and OAW	0.00%	0	92.63%	88	2.11%	2	1.05%	1	1.05%	1	0.00%	0	0.00%	0	3.16%	3	95
	LS and TO, S-RO & RO	0.72%	6	90.89%	758	2.28%	19	2.04%	17	2.04%	17	0.00%	0	1.08%	9	1.68%	14	834
	Full-time employment	1.65%	22	88.72%	1180	3.76%	50	2.86%	38	2.03%	27	0.00%	0	0.75%	10	1.88%	25	1330
	Part-time employment	0.00%	0	93.33%	308	2.12%	7	1.52%	5	0.91%	3	0.00%	0	0.61%	2	1.52%	5	330
DUNDEE CITY COUNCIL AREA	TOTAL	1.33%	22	89.64%	1488	3.43%	57	2.59%	43	1.81%	30	0.00%	0	0.72%	12	1.81%	30	1660
	LE and HMO, HPO & LM and PO	2.88%	14	82.51%	401	5.14%	25	4.12%	20	4.53%	22	0.00%	0	1.03%	5	2.67%	13	486
	Intermediate Occupations	1.13%	3	92.45%	245	2.64%	7	2.26%	6	0.00%	0	0.00%	0	0.38%	1	2.26%	6	265
	SE and OAW	0.00%	0	93.40%	99	3.77%	4	0.00%	0	1.89%	2	0.00%	0	0.00%	0	0.94%	1	106
	LS and TO, S-RO & RO	0.62%	5	92.53%	743	2.62%	21	2.12%	17	0.85%	6	0.00%	0	0.75%	6	1.25%	10	803
DUNDEE CITY COUNCIL AREA	Full-time employment	1.90%	795	86.40%	36213	4.61%	1931	3.44%	1441	2.04%	856	0.13%	55	1.20%	502	2.18%	914	41912
	Part-time employment	0.61%	74	92.30%	11144	4.00%	483	1.47%	177	1.00%	121	0.01%	1	0.22%	26	1.01%	122	12074
	TOTAL	1.61%	869	87.72%	47357	4.47%	2414	3.00%	1618	1.81%	977	0.10%	56	0.98%	528	1.92%	1036	53986
	LE and HMO, HPO & LM and PO	2.64%	505	82.32%	15732	6.24%	1193	4.52%	864	2.74%	523	0.14%	27	1.14%	217	2.90%	555	19111
	Intermediate Occupations	1.81%	138	89.91%	6846	4.03%	307	2.90%	221	0.99%	75	0.07%	5	0.43%	33	1.67%	127	7614
DUNDEE CITY COUNCIL AREA	SE and OAW	0.59%	20	91.57%	3107	3.89%	132	1.50%	51	1.06%	36	0.06%	2	0.62%	21	1.30%	44	3393
	LS and TO, S-RO & RO	0.86%	206	90.80%	21672	3.28%	782	2.02%	482	1.44%	343	0.09%	22	1.08%	257	1.30%	310	23868



# APPENDIX TWENTY-THREE- Travel-To-Work Matrix for Dundee City Council Area (tv201).

	Category	PERTH		DUNDEE CITY		ANGUS		PERTH&KINROSS		FIFE		ABERDEENSHIRE		ABERDEEN CITY		OTHER		TOTAL
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	
009S01 Ninewells	All Males	1.47%	15	89.62%	915	2.64%	27	2.64%	27	1.37%	14	0.10%	1	1.76%	18	1.86%	19	1021
	All Females	0.72%	7	92.83%	906	2.97%	29	2.05%	20	1.02%	10	0.00%	0	0.31%	3	0.82%	8	976
	Aged 16-24	1.00%	3	92.67%	278	3.33%	10	2.00%	6	0.33%	1	0.00%	0	0.67%	2	1.00%	3	300
	Aged 25-34	1.57%	7	91.48%	408	2.69%	12	1.79%	8	1.57%	7	0.22%	1	0.67%	3	1.57%	7	446
	Aged 35-59	0.86%	10	90.75%	1050	2.85%	33	2.59%	30	1.21%	14	0.00%	0	1.30%	15	1.30%	15	1157
	Aged 60-74	2.13%	2	90.43%	85	1.06%	1	3.19%	3	2.13%	2	0.00%	0	1.06%	1	2.13%	2	94
009S02 Camperdown	All Males	1.75%	17	87.73%	851	4.33%	42	3.20%	31	1.34%	13	0.10%	1	1.13%	11	2.16%	21	970
	All Females	0.74%	7	93.02%	880	2.54%	24	2.01%	19	0.95%	9	0.00%	0	0.11%	1	1.37%	13	946
	Aged 16-24	0.41%	1	93.09%	226	2.85%	7	1.22%	3	0.81%	2	0.00%	0	0.41%	1	1.63%	4	246
	Aged 25-34	2.05%	8	87.44%	341	3.85%	15	4.10%	16	2.05%	8	0.00%	0	0.77%	3	1.79%	7	390
	Aged 35-59	1.27%	15	90.92%	1071	2.89%	34	2.63%	31	1.02%	12	0.00%	0	0.59%	7	1.95%	23	1178
	Aged 60-74	0.00%	0	88.24%	90	9.80%	10	0.00%	0	0.00%	0	0.98%	1	0.98%	1	0.00%	0	102
009S03 Balgay	All Males	1.34%	14	87.58%	917	3.44%	36	3.44%	36	1.72%	18	0.38%	4	1.81%	19	1.62%	17	1047
	All Females	0.91%	9	95.02%	935	1.73%	17	1.52%	15	0.81%	8	0.00%	0	0.00%	0	0.91%	9	984
	Aged 16-24	2.56%	6	92.31%	216	2.14%	5	2.99%	7	0.43%	1	0.00%	0	0.43%	1	1.71%	4	234
	Aged 25-34	1.72%	7	89.66%	364	2.71%	11	3.69%	15	1.72%	7	0.00%	0	0.74%	3	1.48%	6	406
	Aged 35-59	0.72%	9	91.83%	1146	2.40%	30	1.92%	24	1.44%	18	0.32%	4	1.12%	14	0.96%	12	1248
	Aged 60-74	0.70%	1	88.11%	126	4.90%	7	3.50%	5	0.00%	0	0.00%	0	0.70%	1	2.80%	4	143
009S04 Lochee West	All Males	2.13%	16	88.68%	666	1.60%	12	3.86%	29	2.00%	15	0.27%	2	1.20%	9	2.40%	18	751
	All Females	1.34%	10	93.03%	694	2.01%	15	2.95%	22	0.94%	7	0.00%	0	0.13%	1	0.94%	7	746
	Aged 16-24	2.07%	4	90.67%	175	0.52%	1	3.63%	7	1.55%	3	0.00%	0	1.04%	2	2.59%	5	193
	Aged 25-34	1.77%	5	90.78%	256	3.19%	9	3.55%	10	0.35%	1	0.00%	0	0.35%	1	1.77%	5	282
	Aged 35-59	1.88%	17	90.60%	819	1.77%	16	3.43%	31	1.77%	16	0.11%	1	0.77%	7	1.55%	14	904
	Aged 60-74	0.00%	0	93.22%	110	0.85%	1	2.54%	3	1.69%	2	0.85%	1	0.00%	0	0.85%	1	118
009S05 Riverside	All Males	2.36%	28	81.89%	972	5.22%	62	5.56%	66	2.61%	31	0.25%	3	1.77%	21	2.70%	32	1187
	All Females	2.30%	25	88.05%	958	3.13%	34	4.32%	47	2.11%	23	0.00%	0	0.00%	0	2.39%	26	1088
	Aged 16-24	2.40%	3	88.00%	110	3.20%	4	2.40%	3	2.40%	3	0.00%	0	0.00%	0	4.00%	5	125
	Aged 25-34	3.37%	15	83.60%	372	5.17%	23	4.94%	22	2.02%	9	0.00%	0	0.45%	2	3.82%	17	445
	Aged 35-59	2.25%	35	84.12%	1308	4.12%	64	5.66%	88	2.38%	37	0.19%	3	1.22%	19	2.32%	36	1555
	Aged 60-74	0.00%	0	93.33%	140	3.33%	5	0.00%	0	3.33%	5	0.00%	0	0.00%	0	0.00%	0	150
009S06 Brackens	All Males	1.07%	13	88.06%	1069	3.05%	37	3.05%	37	1.65%	20	0.16%	2	1.73%	21	2.31%	28	1214
	All Females	1.69%	20	92.14%	1090	3.97%	47	2.20%	26	1.01%	12	0.00%	0	0.08%	1	0.59%	7	1183
	Aged 16-24	0.66%	2	92.11%	280	2.96%	9	1.97%	6	1.32%	4	0.00%	0	0.00%	0	1.64%	5	304
	Aged 25-34	1.84%	10	87.11%	473	3.50%	19	4.24%	23	2.21%	12	0.18%	1	1.47%	8	1.29%	7	543
	Aged 35-59	1.48%	21	90.43%	1285	3.66%	52	2.32%	33	1.13%	16	0.07%	1	0.77%	11	1.62%	23	1421
	Aged 60-74	0.00%	0	93.80%	121	3.10%	4	0.78%	1	0.00%	0	0.00%	0	2.33%	3	0.00%	0	129
009S07 Ardler	All Males	1.90%	12	88.78%	562	3.63%	23	3.00%	19	1.11%	7	0.16%	1	1.42%	9	1.90%	12	633
	All Females	0.69%	4	93.14%	543	3.09%	18	1.72%	10	1.20%	7	0.00%	0	0.00%	0	0.86%	5	583
	Aged 16-24	1.27%	2	91.77%	145	1.90%	3	2.53%	4	1.90%	3	0.00%	0	0.63%	1	1.27%	2	158
	Aged 25-34	0.43%	1	91.06%	214	2.98%	7	1.70%	4	0.85%	2	0.43%	1	0.43%	1	2.55%	6	235
	Aged 35-59	1.81%	13	90.25%	648	3.90%	28	2.92%	21	1.11%	8	0.00%	0	0.84%	6	0.97%	7	718
	Aged 60-74	0.00%	0	93.33%	98	2.86%	3	0.00%	0	0.95%	1	0.00%	0	0.95%	1	1.90%	2	105
009S08 Balgowan	All Males	1.40%	15	87.36%	933	4.40%	47	3.18%	34	2.06%	22	0.00%	0	1.03%	11	1.97%	21	1068
	All Females	0.86%	9	92.17%	965	4.30%	45	1.91%	20	0.67%	7	0.10%	1	0.10%	1	0.76%	8	1047
	Aged 16-24	0.83%	2	90.87%	219	2.90%	7	2.07%	5	1.66%	4	0.00%	0	0.83%	2	1.66%	4	241
	Aged 25-34	1.45%	6	89.37%	370	3.86%	16	2.90%	12	1.45%	6	0.00%	0	0.00%	0	2.42%	10	414
	Aged 35-59	1.10%	15	89.62%	1217	4.57%	62	2.58%	35	1.33%	18	0.07%	1	0.74%	10	1.10%	15	1358
	Aged 60-74	0.98%	1	90.20%	92	6.86%	7	1.96%	2	0.98%	1	0.00%	0	0.00%	0	0.00%	0	102
009S09 Claverhouse	All Males	1.47%	15	86.16%	878	4.91%	50	3.43%	35	1.77%	18	0.10%	1	1.47%	15	2.16%	22	1019
	All Females	1.05%	10	91.95%	879	4.08%	39	1.88%	18	1.15%	11	0.00%	0	0.00%	0	0.94%	9	956
	Aged 16-24	1.14%	3	92.40%	243	3.42%	9	2.66%	7	0.38%	1	0.00%	0	0.38%	1	0.76%	2	263
	Aged 25-34	1.59%	7	85.91%	378	5.45%	24	3.41%	15	2.95%	13	0.00%	0	0.68%	3	1.59%	7	440
	Aged 35-59	1.27%	15	89.75%	1059	4.15%	49	2.29%	27	1.19%	14	0.08%	1	0.93%	11	1.61%	19	1180
	Aged 60-74	0.00%	0	83.70%	77	7.61%	7	4.35%	4	1.09%	1	0.00%	0	0.00%	0	3.26%	3	92
009S10 Whitfield	All Males	1.52%	10	86.13%	565	6.55%	43	2.13%	14	2.29%	15	0.15%	1	1.07%	7	1.68%	11	656
	All Females	1.46%	9	91.07%	561	5.03%	31	1.95%	12	1.14%	7	0.00%	0	0.32%	2	0.49%	3	616
	Aged 16-24	0.76%	1	90.15%	119	6.06%	8	2.27%	3	0.76%	1	0.00%	0	0.76%	1	0.00%	0	132
	Aged 25-34	1.58%	6	86.84%	330	7.37%	28	2.11%	8	2.11%	8	0.00%	0	0.79%	3	0.79%	3	380
	Aged 35-59	1.73%	12	88.58%	613	5.06%	35	2.17%	15	1.73%	12	0.14%	5	0.72%	5	1.59%	11	692
	Aged 60-74	0.00%	0	94.12%	64	4.41%	3	0.00%	0	1.47%	1	0.00%	0	0.00%	0	0.00%	0	68
009S11 Longhaugh	All Males	1.44%	15	88.08%	916	3.65%	38	3.27%	34	2.21%	23	0.29%	3	1.35%	14	1.15%	12	1040
	All Females	1.08%	11	93.20%	945	2.96%	30	1.58%	16	0.89%	9	0.00%	0	0.10%	1	1.28%	13	1014
	Aged 16-24	1.23%	4	91.05%	295	4.01%	13	2.47%	8	1.85%	6	0.00%	0	0.00%	0	0.62%	2	324
	Aged 25-34	1.34%	6	91.05%	407	3.80%	17	2.24%	10	1.34%	6	0.00%	0	0.22%	1	1.34%	6	447
	Aged 35-59	1.28%	15	90.10%	1056	3.07%	36	2.65%	31	1.62%	19	0.26%	3	1.02%	12	1.28%	15	1172
	Aged 60-74	0.90%	1	92.79%	103	1.80%	2	0.90%	1	0.90%	1	0.00%	0	1.80%	2	1.80%	2	111
009S12 Pitkerro	All Males	1.69%	15	86.05%	765	4.39%	39	3.49%	31	2.02%	18	0.22%	2	1.01%	9	2.81%	25	889



# APPENDIX TWENTY-THREE- Travel-To-Work Matrix for Dundee City Council Area (tv201).

	Category	PERTH		DUNDEE CITY		ANGUS		PERTH&KINROSS		FIFE		ABERDEENSHIRE		ABERDEEN CITY		OTHER		TOTAL
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	
009S15 Balgillo	All Males	2.19%	37	80.91%	1369	6.38%	108	3.37%	57	2.60%	44	0.41%	7	2.66%	45	3.66%	62	1692
	All Females	1.07%	16	87.58%	1304	7.59%	113	1.88%	28	1.41%	21	0.07%	0	0.07%	1	1.48%	22	1489
	Aged 16-24	1.26%	3	82.77%	197	6.72%	16	3.36%	8	2.52%	6	1.26%	3	0.00%	0	3.36%	8	238
	Aged 25-34	2.07%	15	82.48%	598	6.48%	47	3.45%	25	3.59%	26	0.28%	2	0.83%	6	2.90%	21	725
	Aged 35-59	1.62%	34	84.68%	1780	7.18%	151	2.43%	51	1.57%	33	0.10%	2	1.81%	38	2.24%	47	2102
009S16 Broughty Ferry	Aged 60-74	0.86%	1	84.48%	98	6.03%	7	0.86%	1	0.00%	0	0.00%	0	1.72%	2	6.90%	8	116
	All Males	1.47%	17	78.88%	915	7.93%	92	2.67%	31	2.07%	24	0.34%	4	3.79%	44	4.31%	50	1160
	All Females	1.24%	13	86.31%	908	8.27%	87	2.09%	22	1.14%	12	0.00%	0	0.19%	2	2.00%	21	1052
	Aged 16-24	1.16%	2	86.13%	126	6.94%	12	1.73%	3	1.73%	3	0.00%	0	1.16%	3	2.31%	4	173
	Aged 25-34	1.96%	10	79.26%	405	9.00%	46	3.33%	17	2.94%	15	0.20%	1	2.54%	13	2.74%	14	511
009S17 West Ferry	Aged 35-59	1.17%	16	82.20%	1127	8.32%	114	2.12%	29	1.31%	18	0.22%	3	2.19%	30	3.65%	50	1371
	Aged 60-74	1.27%	2	90.45%	142	4.46%	7	2.55%	4	0.00%	0	0.00%	0	0.64%	1	1.91%	3	157
	All Males	1.37%	15	83.17%	909	6.50%	71	2.84%	31	2.29%	25	0.00%		2.01%	22	3.20%	35	1093
	All Females	0.65%	6	88.11%	808	8.07%	74	1.64%	15	1.20%	11	0.00%		0.00%	0	0.98%	9	917
	Aged 16-24	0.75%	1	80.60%	108	11.19%	15	2.99%	4	2.24%	3	0.00%		0.00%	0	2.99%	4	134
009S18 Craigiebank	Aged 25-34	1.56%	4	82.03%	210	7.81%	20	3.13%	8	2.73%	7	0.00%		1.17%	3	3.13%	8	256
	Aged 35-59	0.91%	13	86.48%	1234	6.94%	99	1.82%	26	1.33%	19	0.00%		1.33%	19	2.10%	30	1427
	Aged 60-74	1.55%	3	85.49%	165	5.70%	11	4.15%	8	3.63%	7	0.00%		0.00%	0	1.04%	2	193
	All Males	2.69%	22	85.68%	700	4.28%	35	4.04%	33	1.96%	16	0.00%	0	1.96%	16	2.08%	17	817
	All Females	1.31%	10	91.37%	699	4.58%	35	1.96%	15	1.05%	8	0.26%	2	0.13%	1	0.65%	5	765
009S19 Strathmartine	Aged 16-24	2.67%	4	85.33%	128	4.67%	7	4.67%	7	3.33%	5	0.00%		0.67%	1	1.33%	2	150
	Aged 25-34	3.75%	11	85.32%	250	3.75%	11	4.78%	14	3.07%	9	0.34%	1	0.68%	2	2.05%	6	293
	Aged 35-59	1.50%	15	89.52%	897	4.19%	42	2.50%	25	1.00%	10	0.10%	1	1.40%	14	1.30%	13	1002
	Aged 60-74	1.46%	2	90.51%	124	7.30%	10	1.46%	2	0.00%	0	0.00%	0	0.00%	0	0.73%	1	137
	All Males	2.21%	24	84.28%	917	4.23%	46	4.04%	44	1.93%	21	0.37%	4	2.39%	26	2.76%	30	1088
009S20 Lochee East	All Females	1.49%	15	90.20%	911	4.55%	46	3.66%	37	0.40%	4	0.10%	1	0.00%	0	1.09%	11	1010
	Aged 16-24	1.03%	2	89.69%	174	2.58%	5	3.61%	7	0.00%	0	0.52%	1	0.52%	1	3.09%	6	194
	Aged 25-34	2.15%	8	85.48%	318	3.76%	14	5.38%	20	1.08%	4	0.00%	0	1.88%	7	2.42%	9	372
	Aged 35-59	1.97%	28	87.32%	1239	4.51%	64	3.66%	52	1.41%	20	0.28%	4	1.20%	17	1.62%	23	1419
	Aged 60-74	0.88%	1	85.84%	97	7.96%	9	1.77%	2	0.88%	1	0.00%	0	0.88%	1	2.65%	3	113
009S21 Tay Bridges	All Males	2.28%	19	84.79%	708	4.07%	34	3.71%	31	2.51%	21	0.24%	2	1.80%	15	2.87%	24	835
	All Females	1.93%	14	92.02%	669	2.48%	18	2.89%	21	1.93%	14	0.00%	0	0.00%	0	0.69%	5	727
	Aged 16-24	2.65%	5	86.24%	163	3.17%	6	3.17%	6	3.17%	6	0.00%	0	1.06%	2	3.17%	6	189
	Aged 25-34	3.70%	14	82.54%	312	5.82%	22	5.03%	19	3.44%	13	0.26%	1	1.06%	4	1.85%	7	378
	Aged 35-59	1.56%	14	89.97%	807	2.68%	24	3.01%	27	1.56%	14	0.11%	1	1.00%	9	1.67%	15	897
009S22 Logie	Aged 60-74	0.00%	0	96.94%	95	0.00%	0	0.00%	0	2.04%	2	0.00%	0	0.00%	0	1.02%	1	98
	All Males	1.97%	16	85.20%	691	3.82%	31	4.69%	38	2.96%	24	0.12%	1	0.49%	4	2.71%	22	811
	All Females	3.35%	24	86.59%	620	3.07%	22	5.87%	42	1.96%	14	0.00%	0	0.28%	2	2.23%	16	716
	Aged 16-24	3.44%	10	86.25%	251	4.12%	12	5.15%	15	2.41%	7	0.00%	0	0.34%	1	1.72%	5	291
	Aged 25-34	2.72%	15	84.78%	468	3.26%	18	5.62%	31	3.26%	18	0.18%	1	0.36%	2	2.54%	14	552
009S23 Law	Aged 35-59	2.16%	14	86.55%	560	3.25%	21	5.10%	33	2.01%	13	0.00%	0	0.31%	2	2.78%	18	647
	Aged 60-74	2.70%	1	86.49%	32	5.41%	2	2.70%	1	0.00%	0	0.00%	0	2.70%	1	2.70%	1	37
	All Males	2.43%	18	83.27%	617	4.32%	32	5.26%	39	3.24%	24	0.13%	1	0.81%	6	2.97%	22	741
	All Females	1.98%	13	88.60%	583	3.65%	24	3.65%	24	2.13%	14	0.00%	0	0.00%	0	1.98%	13	658
	Aged 16-24	2.64%	6	87.22%	198	3.96%	9	3.52%	8	2.20%	5	0.00%	0	0.44%	1	2.64%	6	227
009S24 East Port	Aged 25-34	2.80%	15	83.77%	449	4.29%	23	6.16%	33	2.61%	14	0.00%	0	0.99%	1	2.99%	16	536
	Aged 35-59	1.53%	9	87.12%	514	3.39%	20	3.56%	21	3.05%	18	0.17%	1	0.68%	4	2.03%	12	590
	Aged 60-74	2.17%	1	84.78%	39	8.70%	4	2.17%	1	0.00%	1	0.00%	0	0.00%	0	2.17%	1	46
	All Males	2.15%	18	83.61%	699	3.83%	32	4.31%	36	4.19%	35	0.00%	0	1.56%	13	2.51%	21	836
	All Females	1.70%	13	89.91%	686	2.10%	16	3.54%	27	2.10%	16	0.13%	1	0.00%	0	2.23%	17	763
009S25 Baxter Park	Aged 16-24	1.83%	4	89.91%	196	1.83%	4	2.75%	6	3.21%	7	0.00%	0	0.00%	0	2.29%	5	218
	Aged 25-34	3.10%	14	81.82%	369	3.55%	16	5.32%	24	4.43%	20	0.22%	1	1.33%	6	3.33%	15	451
	Aged 35-59	1.55%	13	87.63%	737	3.33%	28	3.57%	30	2.85%	24	0.00%	0	0.71%	6	1.90%	16	841
	Aged 60-74	0.00%	0	93.26%	83	0.00%	0	3.37%	3	0.00%	0	0.00%	0	1.12%	1	2.25%	2	89
	All Males	2.82%	23	81.72%	666	4.17%	34	5.03%	41	2.94%	24	0.00%		3.44%	28	2.70%	22	815
009S26 Hilltown	All Females	1.27%	10	90.32%	709	3.69%	29	2.68%	21	1.91%	15	0.00%		0.25%	2	1.15%	9	785
	Aged 16-24	1.15%	3	85.82%	224	5.75%	15	3.07%	8	2.30%	6	0.00%		1.15%	3	1.92%	5	261
	Aged 25-34	3.42%	17	84.10%	418	3.82%	19	4.83%	24	3.22%	16	0.00%		2.01%	10	2.01%	10	497
	Aged 35-59	1.42%	11	87.10%	675	3.10%	24	3.48%	27	2.19%	17	0.00%		2.19%	17	1.94%	15	775
	Aged 60-74	2.99%	2	86.57%	58	7.46%	5	4.48%	3	0.00%	0	0.00%	0	0.00%	0	1.49%	1	67
009S27 Bowbridge	All Males	2.58%	30	84.07%	976	3.88%	45	3.45%	40	3.27%	38	0.09%	1	2.07%	24	3.19%	37	1161
	All Females	1.84%	19	88.79%	919	5.31%	55	2.51%	26	1.64%	17	0.00%	0	0.10%	1	1.64%	17	1035
	Aged 16-24	0.39%	1	88.37%	228	5.04%	13	0.39%	1	3.10%	8	0.00%	0	0.78%	2	2.33%	6	258
	Aged 25-34	3.26%	17	80.61%	420	5.95%	31	4.80%	25	3.65%	19	0.19%	1	1.15%	6	3.65%	19	521
	Aged 35-59	2.31%	31	87.56%	1175	4.02%	54	2.98%	40	2.01%	27	0.00%	0	1.27%	17	2.16%	29	1342
009S28 Stobswell	Aged 60-74	0.00%	0	96.00%	72	2.67%	2	0.00%	0	1.33%	1	0.00%	0	0.00%	0	0.00%	0	75
	All Males	1.58%	13	85.45%	705	3.52%	29	3.39%	28	3.52%	29							



APPENDIX TWENTY-THREE- Travel-To-Work Matrix for Dundee City Council Area (tv201).

	Category	PERTH		DUNDEE CITY		ANGUS		PERTH&KINROSS		FIFE		ABERDEENSHIRE		ABERDEEN CITY		OTHER		TOTAL
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	
009S29	All Males	1.83%	16	86.81%	757	3.90%	34	3.33%	29	2.29%	20	0.00%		1.38%	12	2.29%	20	872
Fairmuir	All Females	0.76%	6	92.77%	731	2.92%	23	1.78%	14	1.27%	10	0.00%		0.00%	0	1.27%	10	788
	Aged 16-24	1.55%	3	91.71%	177	3.63%	7	2.59%	5	1.04%	2	0.00%		0.00%	0	1.04%	2	193
	Aged 25-34	2.53%	12	86.32%	410	3.58%	17	4.00%	19	2.11%	10	0.00%		0.42%	2	3.58%	17	475
	Aged 35-59	0.80%	7	90.33%	794	3.41%	30	2.16%	19	1.71%	15	0.00%		1.14%	10	1.25%	11	879
	Aged 60-74	0.00%	0	94.69%	107	2.65%	3	0.00%	0	2.65%	3	0.00%		0.00%	0	0.00%	0	113
DUNDEE CITY	All Males	1.85%	518	85.09%	23811	4.58%	1281	3.52%	986	2.31%	647	0.17%	48	1.77%	496	2.56%	715	27984
DUNDEE CITY	All Females	1.35%	351	90.55%	23546	4.36%	1133	2.43%	632	1.27%	330	0.03%	8	0.12%	32	1.23%	321	26002
ANGUS	Aged 16-24	1.50%	96	88.37%	5666	4.34%	278	2.84%	182	1.84%	118	0.08%	5	0.45%	29	2.09%	134	6412
	Aged 25-34	2.39%	302	85.58%	10822	4.69%	593	4.01%	507	2.42%	306	0.10%	13	0.87%	110	2.33%	295	12646
	Aged 35-59	1.41%	450	88.20%	28134	4.42%	1410	2.74%	875	1.61%	515	0.11%	36	1.16%	370	1.75%	557	31897
	Aged 60-74	0.69%	21	90.23%	2735	4.39%	133	1.78%	54	1.25%	38	0.07%	2	0.63%	19	1.65%	50	3031



# APPENDIX TWENTY-FOUR- Travel-To-Work Matrix for East Ayrshire Area (tv204).

	Category	GLA CONURB.		GGCVSPA		GLASGOW		EAYRSHIRE		N. AYRSHIRE		S. AYRSHIRE		RENFREWSHIRE		E.RENFREWSHIRE		S.LANARKSHIRE		DUMFRIES & GALLOWAY		OTHER		TOTAL
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	
010S01 Stewarton East & Dunlop	Full-time employment	37.92%	524	39.29%	543	22.43%	310	45.30%	626	7.38%	102	5.21%	72	8.25%	114	2.82%	39	3.26%	45	0.22%	3	5.14%	71	1382
	Part-time employment	24.05%	89	24.59%	91	14.32%	53	63.51%	235	8.65%	32	1.62%	6	3.51%	13	4.32%	16	1.08%	4	0.27%	1	2.70%	10	370
	TOTAL	34.99%	613	36.19%	634	20.72%	363	49.14%	861	7.65%	134	4.45%	78	7.25%	127	3.14%	55	2.80%	49	0.23%	4	4.62%	81	1752
	LE and HMO, HPO & LM and PO	46.97%	649	48.05%	357	28.26%	210	34.99%	260	8.88%	66	4.85%	36	9.56%	71	3.50%	26	4.04%	30	0.13%	1	5.79%	43	743
	Intermediate Occupations	42.01%	92	42.92%	94	31.51%	69	42.01%	92	9.13%	20	4.57%	10	5.94%	13	0.91%	2	1.83%	4	0.46%	1	3.65%	8	219
	SE and OAW	10.67%	27	11.86%	30	3.56%	9	84.19%	213	2.37%	6	0.79%	2	3.95%	10	2.77%	7	0.40%	1	0.40%	1	1.58%	4	253
	LS and TO, S-RO & RO	27.00%	145	28.49%	153	13.97%	75	55.12%	296	7.82%	42	5.59%	30	6.15%	33	3.72%	20	2.61%	14	0.19%	1	4.84%	26	537
010S02 Stewarton Central	Full-time employment	29.70%	382	30.33%	390	17.88%	230	50.78%	653	10.03%	129	5.91%	76	4.74%	61	2.64%	34	3.27%	42	0.23%	3	4.51%	58	1286
	Part-time employment	13.14%	51	13.40%	52	8.25%	32	78.35%	304	4.64%	18	2.32%	9	2.58%	10	1.80%	7	0.52%	2	0.26%	1	1.29%	5	388
	TOTAL	25.87%	433	26.40%	442	15.65%	262	57.17%	957	8.78%	147	5.08%	85	4.24%	71	2.45%	41	2.63%	44	0.24%	4	3.76%	63	1674
	LE and HMO, HPO & LM and PO	37.50%	210	38.39%	215	24.29%	136	40.89%	229	9.29%	52	7.68%	43	5.71%	32	2.86%	16	2.86%	16	0.54%	3	5.89%	33	560
	Intermediate Occupations	31.03%	72	31.47%	73	22.84%	53	50.86%	118	12.07%	28	4.31%	10	3.45%	8	2.59%	6	1.72%	4	0.00%	0	2.16%	5	232
	SE and OAW	8.63%	12	10.07%	14	4.32%	6	83.45%	116	2.88%	4	0.72%	1	2.88%	4	1.44%	2	0.00%	0	0.72%	1	3.60%	5	139
	LS and TO, S-RO & RO	18.71%	139	18.84%	140	9.02%	67	66.49%	494	8.48%	63	4.17%	31	3.63%	27	2.29%	17	3.23%	24	0.00%	0	2.69%	20	743
010S03 Kilmaurs & Stewarton South	Full-time employment	26.36%	374	27.20%	386	16.63%	236	51.52%	731	10.78%	153	7.47%	106	4.02%	57	1.62%	23	2.75%	39	0.49%	7	4.72%	67	1419
	Part-time employment	12.67%	47	13.21%	49	7.55%	28	73.05%	271	8.36%	31	4.04%	15	2.43%	9	2.16%	8	0.00%	0	0.54%	2	1.89%	7	371
	TOTAL	23.52%	421	24.30%	435	14.75%	264	55.98%	1002	10.28%	184	6.76%	121	3.69%	66	1.73%	31	2.18%	39	0.50%	9	4.13%	74	1790
	LE and HMO, HPO & LM and PO	34.91%	244	36.34%	254	23.75%	166	39.77%	278	12.30%	86	8.15%	57	4.86%	34	2.15%	15	3.00%	21	0.43%	3	5.58%	39	699
	Intermediate Occupations	30.29%	50	30.71%	74	20.75%	90	49.79%	120	10.79%	26	7.05%	17	5.39%	13	1.68%	4	1.68%	4	0.00%	0	2.90%	7	241
	SE and OAW	9.19%	17	9.73%	18	2.70%	5	83.24%	154	3.78%	7	1.62%	3	2.16%	4	1.62%	3	0.54%	1	0.16%	4	2.16%	4	185
	LS and TO, S-RO & RO	13.08%	87	13.38%	89	6.47%	43	67.67%	450	9.77%	65	6.62%	44	2.26%	15	1.20%	8	1.65%	11	0.75%	5	3.61%	24	665
010S04 North Kilmarnock, Fenwick & Waterside	Full-time employment	32.23%	682	33.36%	706	20.56%	435	43.86%	928	8.65%	183	10.28%	217	4.77%	101	1.75%	37	3.64%	77	0.24%	5	6.29%	133	2116
	Part-time employment	14.72%	72	14.72%	72	10.02%	49	69.53%	340	5.52%	27	7.98%	39	1.23%	6	2.04%	10	1.23%	6	0.41%	2	2.04%	10	489
	TOTAL	28.94%	754	29.87%	778	18.58%	484	48.68%	1268	8.06%	210	9.83%	256	4.11%	107	1.80%	47	3.19%	83	0.27%	7	5.49%	143	2605
	LE and HMO, HPO & LM and PO	37.97%	480	39.32%	497	24.13%	305	37.50%	474	8.23%	104	10.60%	134	5.93%	75	1.66%	21	4.11%	52	0.16%	2	7.67%	97	1264
	Intermediate Occupations	33.52%	121	34.63%	125	26.04%	94	44.04%	159	9.97%	36	7.20%	26	3.88%	14	1.66%	6	2.49%	9	0.28%	1	4.43%	16	361
	SE and OAW	10.14%	29	10.14%	29	5.94%	17	82.52%	236	1.75%	5	4.90%	14	0.70%	2	3.15%	9	0.00%	0	0.00%	0	1.05%	3	286
	LS and TO, S-RO & RO	17.87%	124	18.30%	127	9.80%	68	57.49%	399	9.37%	65	11.82%	82	2.31%	16	1.59%	11	3.17%	22	0.58%	4	3.89%	27	694
010S05 Crosshouse, Gatehead & Knockentiber	Full-time employment	10.44%	152	10.92%	159	5.29%	77	57.42%	836	13.80%	201	15.25%	222	2.40%	35	0.55%	8	1.37%	20	0.27%	4	3.64%	53	1456
	Part-time employment	3.37%	14	3.37%	14	3.13%	13	81.01%	337	9.62%	40	4.81%	20	0.00%	0	0.00%	0	0.24%	1	0.00%	0	1.20%	5	416
	TOTAL	8.87%	166	9.24%	173	4.81%	90	62.66%	1173	12.87%	241	12.93%	242	1.87%	35	0.43%	8	1.12%	21	0.21%	4	3.10%	58	1872
	LE and HMO, HPO & LM and PO	12.60%	82	13.21%	86	7.22%	47	53.30%	347	13.82%	90	16.59%	108	2.00%	13	0.31%	2	2.00%	13	0.31%	2	4.45%	29	651
	Intermediate Occupations	11.65%	31	12.03%	32	8.27%	22	63.91%	170	12.03%	32	10.90%	29	1.88%	5	0.00%	0	1.13%	3	0.00%	0	1.88%	5	266
	SE and OAW	3.87%	6	3.87%	6	1.94%	3	83.87%	130	7.10%	11	4.52%	7	0.00%	0	0.65%	1	1.29%	2	0.00%	0	0.65%	1	155
	LS and TO, S-RO & RO	5.88%	47	6.13%	49	2.25%	18	65.75%	526	13.50%	108	12.25%	98	2.13%	17	0.63%	5	0.38%	3	0.25%	2	2.88%	23	800
010S06 Altonhill, Hillhead & Longpark	Full-time employment	19.92%	247	21.29%	264	12.50%	155	52.18%	647	10.73%	133	12.90%	160	1.94%	24	1.29%	16	2.74%	34	0.24%	3	5.48%	68	1240
	Part-time employment	4.71%	17	4.99%	18	3.32%	12	81.44%	294	5.82%	21	6.65%	24	0.28%	1	0.55%	2	0.28%	1	0.00%	0	1.66%	6	361
	TOTAL	16.49%	264	17.61%	282	10.43%	167	58.78%	941	9.62%	154	11.49%	184	1.56%	25	1.12%	18	2.19%	35	0.19%	3	4.62%	74	1601
	LE and HMO, HPO & LM and PO	26.39%	147	27.83%	155	16.16%	90	44.88%	250	10.77%	60	13.29%	74	2.87%	16	1.80%	10	3.59%	20	0.18%	1	6.46%	36	557
	Intermediate Occupations	25.26%	49	26.80%	52	20.10%	39	52.58%	102	9.79%	19	10.31%	20	0.52%	1	2.06%	4	1.55%	3	0.00%	0	3.09%	6	194
	SE and OAW	2.02%	2	3.03%	3	0.00%	0	75.76%	75	11.11%	11	9.09%	9	0.00%	0	0.00%	0	1.01%	1	0.00%	0	3.03%	3	99
	LS and TO, S-RO & RO	8.79%	66	9.99%	72	5.06%	38	68.44%	514	8.52%	64	10.79%	81	1.07%	8	0.53%	4	1.46%	11	0.27%	2	3.86%	29	751
010S07 Onthank	Full-time employment	8.79%	71	9.90%	80	5.07%	41	70.42%	569	10.02%	81	7.43%	60	1.73%	14	0.50%	4	0.99%	8	0.25%	2	3.59%	29	808
	Part-time employment	2.60%	8	2.92%	9	1.95%	6	88.31%	272	3.57%	11	3.90%	12	0.65%	2	0.00%	0	0.32%	1	0.32%	1	0.97%	3	308
	TOTAL	7.08%	79	7.97%	89	4.21%	47	75.36%	841	8.24%	92	6.45%	72	1.43%	16	0.36%	4	0.81%	9	0.27%	3	2.87%	32	1116
	LE and HMO, HPO & LM and PO	15.12%	26	15.70%	27	7.56%	13	61.05%	105	12.79%	22	8.14%	14	3.49%	6	0.58%	1	1.74%	3	0.00%	0	4.65%	8	172
	Intermediate Occupations	14.85%	15	17.62%	18	12.87%	13	62.38%	63	3.96%	4	12.87%	13	0.99%	1	0.00%	0	0.99%	1	0.00%	0	5.94%	6	101
	SE and OAW	3.13%	2	3.13%	2	1.56%	1	85.94%	55	6.25%	4	0.00%	0	1.56%	0	0								



# APPENDIX TWENTY-FOUR- Travel-To-Work Matrix for East Ayrshire Area (tv204).

	Category	GLA CONURB.		GGCVSPA		GLASGOW		EAYRSHIRE		N. AYRSHIRE		S. AYRSHIRE		RENFREWESHIRE		E.RENFREWESHIRE		S.LANARKSHIRE		DUMFRIES & GALLOWAY		OTHER		TOTAL
		%wk in	No. wk in	%wk in	No. wk in	%wk in	No. wk in	%wk in	No. wk in	%wk in	No. wk in	%wk in	No. wk in	%wk in	No. wk in	%wk in	No. wk in	%wk in	No. wk in	%wk in	No. wk in	%wk in	No. wk in	
010S13 Newmilns	Full-time employment	14.36%	156	15.19%	165	7.37%	80	67.59%	734	6.17%	67	8.01%	87	2.03%	22	0.83%	9	2.85%	31	0.46%	5	4.70%	51	1086
	Part-time employment	4.67%	12	5.06%	13	3.11%	8	85.60%	220	4.28%	11	4.28%	11	0.78%	2	0.00%	0	1.17%	3	0.39%	1	0.39%	1	257
	TOTAL	12.51%	168	13.25%	178	6.55%	88	71.03%	954	5.81%	78	7.30%	98	1.79%	24	0.67%	9	2.53%	34	0.45%	6	3.87%	52	1343
	LE and HMO, HPO & LM and PO	22.72%	97	23.65%	101	12.18%	52	52.69%	225	7.73%	33	11.94%	51	3.51%	15	1.41%	6	3.98%	17	0.70%	3	5.85%	25	427
	Intermediate Occupations	15.66%	26	16.27%	27	10.84%	18	68.67%	114	4.22%	7	8.43%	14	1.20%	2	1.20%	2	1.20%	2	0.00%	0	4.22%	7	166
	SE and OAW	2.16%	3	2.16%	3	1.44%	2	91.37%	127	2.88%	4	1.44%	2	0.72%	1	0.00%	0	0.00%	0	0.72%	1	1.44%	2	139
010S14 Grange/Howard	LS and TO, S-RO & RO	6.87%	42	7.69%	47	2.62%	16	79.87%	488	5.56%	34	5.07%	31	0.98%	6	0.16%	1	2.45%	15	0.33%	2	2.95%	18	611
	Full-time employment	17.41%	176	18.00%	182	10.98%	111	53.51%	541	10.98%	111	13.35%	135	2.57%	26	0.69%	7	2.08%	21	0.30%	3	5.54%	56	1011
	Part-time employment	6.15%	19	6.15%	19	3.88%	12	76.05%	235	8.74%	27	7.44%	23	1.62%	5	0.00%	0	0.65%	2	1.29%	4	0.32%	1	309
	TOTAL	14.77%	195	15.23%	201	9.32%	123	58.79%	776	10.45%	138	11.97%	158	2.35%	31	0.53%	7	1.74%	23	0.53%	7	4.32%	57	1320
	LE and HMO, HPO & LM and PO	19.48%	135	20.20%	140	11.83%	82	50.65%	351	13.56%	94	11.26%	78	2.89%	20	0.72%	5	2.60%	18	0.72%	5	5.77%	40	693
	Intermediate Occupations	18.78%	34	18.78%	34	13.81%	25	61.88%	112	7.18%	13	9.94%	18	3.31%	6	0.00%	0	1.10%	2	0.55%	1	2.21%	4	181
010S15 Kilmarnock Central South	SE and OAW	4.20%	5	4.20%	5	2.52%	3	83.19%	99	1.68%	2	7.56%	9	0.84%	1	0.84%	1	0.00%	0	0.00%	0	3.36%	4	119
	LS and TO, S-RO & RO	6.42%	21	6.73%	22	3.98%	13	65.44%	214	8.87%	29	16.21%	53	1.22%	4	0.31%	1	0.92%	3	0.31%	1	2.75%	9	327
	Full-time employment	16.84%	232	17.92%	247	11.39%	157	57.40%	791	9.22%	127	12.84%	177	2.25%	31	0.80%	11	1.81%	25	0.07%	1	4.21%	58	1378
	Part-time employment	4.55%	14	4.55%	14	2.92%	9	79.22%	244	9.09%	28	5.84%	18	0.97%	3	0.00%	0	0.65%	2	0.32%	1	0.97%	3	308
	TOTAL	14.59%	246	15.48%	261	9.85%	166	61.39%	1035	9.19%	155	11.57%	195	2.02%	34	0.65%	11	1.60%	27	0.12%	2	3.62%	61	1686
	LE and HMO, HPO & LM and PO	20.33%	137	21.96%	148	13.06%	88	51.04%	344	9.94%	67	13.65%	92	3.12%	21	0.89%	6	2.52%	17	0.30%	2	5.49%	37	674
010S16 Riccarton	Intermediate Occupations	23.95%	63	24.33%	64	19.77%	52	57.41%	151	6.84%	18	10.27%	27	1.90%	5	0.38%	1	1.14%	3	0.00%	0	2.28%	6	263
	SE and OAW	4.51%	6	5.26%	7	4.51%	6	87.22%	116	1.50%	2	3.76%	5	0.00%	0	0.00%	0	0.00%	0	0.00%	0	3.01%	4	133
	LS and TO, S-RO & RO	6.49%	40	6.82%	42	3.25%	20	68.83%	424	11.04%	68	11.53%	71	1.30%	8	0.65%	4	1.14%	7	0.00%	0	2.27%	14	616
	Full-time employment	11.76%	133	12.29%	139	6.63%	75	61.01%	690	10.88%	123	13.70%	155	2.03%	23	0.44%	5	1.50%	17	0.27%	3	3.54%	40	1131
	Part-time employment	3.91%	16	3.91%	16	2.20%	9	81.66%	334	4.65%	19	7.82%	32	0.24%	1	0.73%	3	0.24%	1	0.49%	2	1.96%	8	409
	TOTAL	9.68%	149	10.06%	155	5.45%	84	66.49%	1024	9.22%	142	12.14%	187	1.56%	24	0.52%	8	1.17%	18	0.32%	5	3.12%	48	1540
010S17 Shortlees	LE and HMO, HPO & LM and PO	17.57%	68	18.35%	71	8.79%	34	49.87%	193	13.44%	52	16.80%	65	2.58%	10	1.29%	5	1.81%	7	0.00%	0	5.43%	21	387
	Intermediate Occupations	14.22%	32	14.22%	32	9.78%	22	62.67%	141	8.89%	20	10.22%	23	2.22%	5	0.89%	2	0.89%	2	0.00%	0	4.44%	10	225
	SE and OAW	1.35%	1	1.35%	1	1.35%	1	90.54%	67	2.70%	2	5.41%	4	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	74
	LS and TO, S-RO & RO	5.62%	48	5.97%	51	3.16%	27	72.95%	623	7.96%	68	11.12%	95	1.05%	9	0.12%	1	1.05%	9	0.59%	5	1.99%	17	854
	Full-time employment	11.59%	107	12.24%	113	6.18%	57	67.17%	620	7.37%	68	11.59%	107	1.95%	18	1.19%	11	1.63%	15	0.43%	4	2.49%	23	923
	Part-time employment	1.83%	7	1.83%	7	1.83%	7	89.27%	341	1.57%	6	7.07%	27	0.00%	0	0.00%	0	0.00%	0	0.26%	1	0.00%	0	382
010S18 Bellfield	TOTAL	8.74%	114	9.20%	120	4.90%	64	73.64%	961	5.67%	74	10.27%	134	1.38%	18	0.84%	11	1.15%	15	0.38%	5	1.76%	23	1305
	LE and HMO, HPO & LM and PO	17.54%	40	18.86%	43	9.65%	22	55.26%	126	9.21%	21	14.04%	32	3.95%	9	1.75%	4	2.19%	5	0.88%	2	3.07%	7	228
	Intermediate Occupations	13.42%	20	14.09%	21	9.40%	14	66.44%	99	6.04%	9	10.74%	16	0.67%	1	0.00%	0	2.68%	4	0.67%	1	3.36%	5	149
	SE and OAW	1.18%	1	1.18%	1	1.18%	1	96.47%	82	0.00%	0	2.35%	2	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	85
	LS and TO, S-RO & RO	6.29%	53	6.52%	55	3.20%	27	77.58%	654	5.22%	44	9.96%	84	0.95%	8	0.83%	7	0.71%	6	0.24%	2	1.30%	11	843
	Full-time employment	8.36%	86	8.65%	89	5.05%	52	68.03%	700	8.75%	90	12.73%	131	1.26%	13	0.58%	6	1.07%	11	0.19%	2	2.33%	24	1029
010S19 Hurlford	Part-time employment	1.78%	7	2.29%	9	1.78%	7	90.08%	354	2.04%	8	4.83%	19	0.25%	1	0.00%	0	0.25%	1	0.76%	3	0.39%	3	393
	TOTAL	6.54%	93	6.89%	98	4.15%	59	74.12%	1054	6.89%	98	10.55%	150	0.98%	14	0.42%	6	0.77%	11	0.21%	3	1.90%	27	1422
	LE and HMO, HPO & LM and PO	12.15%	35	12.50%	36	9.72%	28	59.38%	171	9.03%	26	16.67%	48	1.39%	4	0.00%	0	1.04%	3	0.35%	1	2.43%	7	288
	Intermediate Occupations	9.88%	17	10.47%	18	6.98%	12	72.67%	125	7.56%	13	7.56%	13	1.74%	3	0.58%	1	0.58%	1	0.00%	0	2.33%	4	172
	SE and OAW	2.27%	2	2.27%	2	1.14%	1	90.91%	80	2.27%	2	3.41%	3	0.00%	0	0.00%	0	0.00%	0	0.00%	0	2.27%	2	88
	LS and TO, S-RO & RO	4.46%	39	4.81%	42	2.06%	18	77.57%	678	6.52%	57	9.84%	86	0.80%	7	0.57%	5	0.80%	7	0.23%	2	1.60%	14	874
010S20 Galston East	Full-time employment	11.16%	163	11.57%	169	6.78%	99	67.49%	986	7.32%	107	11.02%	161	1.78%	26	0.62%	9	1.51%	22	0.55%	8	2.94%	43	1461
	Part-time employment	3.14%	15	3.14%	15	1.67%	8	87.87%	420	2.30%	11	5.44%	26	0.63%	3	0.84%	4	0.00%	0	0.42%	2	0.84%	4	478
	TOTAL	9.18%	178	9.49%	184	5.52%	107	72.51%	1406	6.09%	118	9.64%	187	1.50%	29	0.67%	13	1.13%	22	0.52%	10	2.42%	47	1939
	LE and HMO, HPO & LM and PO	19.77%	87	20.68%	91	13.41%	59	52.50%	231	9.32%	41	14.77%	65	1.82%	8	0.91%	4	2.95%	13	0.23%	1	4.09%	18	440
	Intermediate Occupations	11.95%	27	11.95%	27	8.85%	20	73.45%	166	5.31%	12	5.31%	12	0.44%	1	0.88%	2	1.33%	3	1.77%	4	2.65%	6	226
	SE and OAW	5.23%	9	5.23%	9	2.33%	4	87.21%	150	2.33%	4	3.49%	6	1.16%	2	0.00%	0	1.16%	2	0.58%	1	1.74%	3	172
010S21 Darvel	LS and TO, S-RO & RO	5.00%	55	5.18%	57	2.18%	24	78.02%																



# APPENDIX TWENTY-FOUR- Travel-To-Work Matrix for East Ayrshire Area (tv204).

	Category	GLA CONURB.				GGCVSPA				GLASGOW				E AYRSHIRE				N. AYRSHIRE				S. AYRSHIRE				RENFREWSHIRE				E.RENFREWSHIRE				S.LANARKSHIRE				DUMFRIES & GALLOWAY				OTHER				TOTAL
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in									
010S25 Drongan, Stair & Rankinston	Full-time employment	3.98%	51	4.21%	54	1.48%	19	44.15%	566	4.45%	57	44.38%	569	1.17%	15	0.16%	2	0.86%	11	0.55%	7	2.81%	36	1282																						
	Part-time employment	1.10%	4	1.10%	4	0.82%	3	42.47%	155	1.92%	7	53.70%	196	0.00%	0	0.00%	0	0.27%	1	0.00%	0	0.82%	3	365																						
	TOTAL	3.34%	55	3.52%	58	1.34%	22	43.78%	721	3.89%	64	46.45%	765	0.91%	15	0.12%	2	0.73%	12	0.43%	7	2.37%	39	1647																						
	LE and HMO, HPO & LM and PO	8.60%	32	9.14%	34	4.03%	15	34.14%	127	3.49%	13	49.46%	184	2.15%	8	0.00%	0	2.42%	9	0.27%	1	4.03%	15	372																						
	Intermediate Occupations	1.82%	3	1.82%	3	0.61%	1	33.94%	56	3.03%	5	56.97%	94	0.61%	1	0.61%	1	0.00%	0	0.61%	1	3.64%	6	165																						
	SE and OAW	0.43%	1	0.43%	1	0.43%	1	85.34%	198	1.72%	4	12.07%	28	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.43%	1	232																						
010S26 Ochiltree, Skares, Ketherthird & Craigen	LS and TO, S-RO & RO	2.16%	19	2.28%	20	0.57%	5	38.72%	340	4.78%	42	52.28%	459	0.68%	6	0.11%	1	0.34%	3	0.57%	5	1.94%	17	878																						
	Full-time employment	4.03%	45	4.92%	55	2.24%	25	68.40%	764	3.58%	40	21.13%	236	0.36%	4	0.18%	2	0.98%	11	0.90%	10	2.24%	25	1117																						
	Part-time employment	1.08%	3	1.08%	3	0.72%	2	81.00%	226	1.08%	3	15.41%	43	0.00%	0	0.00%	0	0.36%	1	0.72%	2	0.72%	2	279																						
	TOTAL	3.44%	48	4.15%	58	1.93%	27	70.92%	990	3.08%	43	19.99%	279	0.29%	4	0.14%	2	0.86%	12	0.86%	12	1.93%	27	1396																						
	LE and HMO, HPO & LM and PO	9.38%	32	10.56%	36	5.57%	19	54.84%	187	4.69%	16	26.69%	91	0.88%	3	0.29%	1	1.76%	6	1.76%	6	3.52%	12	341																						
	Intermediate Occupations	3.36%	5	3.36%	5	2.68%	4	65.77%	98	2.01%	3	27.52%	41	0.00%	0	0.00%	0	0.00%	0	0.67%	1	1.34%	2	149																						
010S27 Auchinleck	SE and OAW	1.13%	2	1.13%	2	0.56%	1	94.35%	167	0.00%	0	4.52%	8	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.56%	1	177																						
	LS and TO, S-RO & RO	1.23%	9	2.06%	15	0.41%	3	73.80%	538	3.29%	24	19.07%	139	0.14%	1	0.14%	1	0.82%	6	0.69%	5	1.65%	12	729																						
	Full-time employment	5.77%	51	6.11%	54	3.28%	29	66.29%	586	3.51%	31	20.14%	178	0.57%	5	0.11%	1	1.58%	14	1.70%	15	2.83%	25	884																						
	Part-time employment	1.87%	5	1.87%	5	1.12%	3	78.36%	210	2.99%	8	16.42%	44	0.75%	2	0.00%	0	0.00%	0	0.00%	0	0.37%	1	268																						
	TOTAL	4.86%	56	5.12%	59	2.78%	32	69.10%	796	3.39%	39	19.27%	222	0.61%	7	0.09%	1	1.22%	14	1.30%	15	2.26%	26	1152																						
	LE and HMO, HPO & LM and PO	10.77%	21	10.77%	21	5.64%	11	54.36%	106	5.13%	10	24.10%	47	1.54%	3	0.51%	1	1.03%	2	3.08%	6	4.62%	9	195																						
010S28 Cumnock West	Intermediate Occupations	4.17%	5	4.17%	5	3.33%	4	59.17%	71	2.50%	3	31.67%	38	0.83%	1	0.00%	0	0.00%	0	0.00%	0	2.50%	3	120																						
	SE and OAW	0.96%	1	0.96%	1	0.00%	0	91.35%	95	0.00%	0	3.85%	4	0.96%	1	0.00%	0	0.00%	0	2.88%	3	0.96%	1	104																						
	LS and TO, S-RO & RO	3.96%	29	4.37%	32	2.32%	17	71.49%	524	3.55%	26	18.14%	133	0.27%	2	0.00%	0	1.64%	12	0.82%	6	1.77%	13	733																						
	Full-time employment	5.51%	67	6.33%	77	3.21%	39	66.61%	810	4.36%	53	19.65%	239	0.66%	8	0.25%	3	1.32%	16	0.82%	10	3.13%	38	1216																						
	Part-time employment	0.60%	2	1.21%	4	0.00%	0	85.50%	283	1.51%	5	11.48%	38	0.00%	0	0.30%	1	0.60%	2	0.30%	1	0.30%	1	331																						
	TOTAL	4.46%	69	5.24%	81	2.52%	39	70.65%	1093	3.75%	58	17.91%	277	0.52%	8	0.26%	4	1.16%	18	0.71%	11	2.52%	39	1547																						
010S29 Cumnock East	LE and HMO, HPO & LM and PO	6.43%	33	7.60%	39	2.92%	15	59.06%	303	6.04%	31	23.59%	121	1.17%	6	0.19%	1	1.75%	9	1.17%	6	4.09%	21	513																						
	Intermediate Occupations	6.57%	13	7.07%	14	5.56%	11	70.71%	140	1.52%	3	18.69%	37	0.00%	0	0.51%	1	0.00%	0	2.53%	5	1.98	5	198																						
	SE and OAW	0.69%	1	0.69%	1	0.00%	0	95.86%	139	0.69%	1	2.07%	3	0.00%	0	0.00%	0	0.00%	0	0.69%	1	0.69%	1	145																						
	LS and TO, S-RO & RO	3.18%	22	3.91%	27	1.88%	13	73.95%	511	3.33%	23	16.79%	116	0.29%	2	1.16%	8	0.58%	4	1.74%	12	691																								
	Full-time employment	3.45%	37	4.00%	43	2.33%	25	73.28%	787	4.56%	49	15.64%	168	0.19%	2	0.00%	0	0.93%	10	0.84%	9	2.23%	24	1074																						
	Part-time employment	1.23%	4	1.53%	5	0.31%	1	86.20%	281	1.84%	6	9.82%	32	1.23%	4	0.00%	0	0.00%	0	0.31%	1	0.31%	1	326																						
010S30 Patna & Dalrymple	TOTAL	2.93%	41	3.43%	48	1.86%	26	76.29%	1068	3.93%	55	14.29%	200	0.43%	6	0.00%	0	0.71%	10	0.71%	10	1.79%	25	1400																						
	LE and HMO, HPO & LM and PO	3.88%	10	4.65%	12	1.94%	5	67.05%	173	5.04%	13	19.38%	50	0.78%	2	0.00%	0	1.16%	3	1.55%	4	3.10%	8	258																						
	Intermediate Occupations	8.29%	15	8.29%	15	5.52%	10	69.61%	126	2.76%	5	18.78%	34	1.66%	3	0.00%	0	0.00%	0	0.55%	1	1.10%	2	181																						
	SE and OAW	2.08%	2	2.08%	2	1.04%	1	92.71%	89	1.04%	1	1.04%	1	0.00%	0	0.00%	0	1.04%	1	0.00%	0	3.13%	3	96																						
	LS and TO, S-RO & RO	1.62%	14	2.20%	19	1.16%	10	78.61%	680	4.16%	36	13.29%	115	0.12%	1	0.00%	0	0.69%	6	0.58%	5	1.39%	12	865																						
	Full-time employment	3.51%	39	3.60%	40	2.07%	23	35.77%	397	4.50%	50	53.06%	589	0.36%	4	0.18%	2	0.72%	8	0.45%	5	2.88%	32	1110																						
010S31 Dalmellington	Part-time employment	1.08%	4	1.35%	5	0.81%	3	45.28%	168	1.08%	4	50.40%	187	0.00%	0	0.00%	0	0.27%	1	0.81%	3	1.35%	5	371																						
	TOTAL	2.90%	43	3.04%	45	1.76%	26	38.15%	565	3.65%	54	52.40%	776	0.27%	4	0.14%	2	0.61%	9	0.54%	8	2.50%	37	1481																						
	LE and HMO, HPO & LM and PO	7.34%	27	7.61%	28	4.35%	16	30.43%	112	4.89%	18	50.54%	186	0.82%	3	0.00%	0	1.63%	6	0.82%	3	6.52%	24	368																						
	Intermediate Occupations	3.35%	6	3.35%	6	2.23%	4	25.70%	46	3.91%	7	65.92%	118	0.56%	1	0.56%	1	0.00%	0	0.00%	0	1.12%	2	179																						
	SE and OAW	1.46%	2	1.46%	2	0.73%	1	81.75%	112	0.00%	0	16.06%	22	0.00%	0	0.00%	0	0.73%	1	0.00%	0	0.73%	1	137																						
	LS and TO, S-RO & RO	1.00%	8	1.13%	9	0.63%	5	37.01%	295	3.64%	29	56.46%	450	0.00%	0	0.13%	1	0.25%	2	0.63%	5	1.25%	10	797																						
010S32 New Cumnock	Full-time employment	2.51%	20	2.63%	21	1.00%	8	51.25%	409	2.88%	23	41.48%	331	0.75%	6	0.13%	1	0.75%	6	0.50%	4	1.25%	10	798																						
	Part-time employment	0.00%	0	0.00%	0	0.00%	0	78.70%	218	0.72%	2	18.05%	50	0.00%	0	0.00%	0	0.00%	0	0.72%	2	1.81%	5	277																						
	TOTAL	1.86%	20	1.95%	21	0.74%	8	58.33%	627	2.33%	25	35.44%	381	0.56%	6	0.09%	1	0.56%	6	0.56%	6	1.40%	15	1075																						
	LE and HMO, HPO & LM and PO	4.83%	10	5.31%	11	1.93%	4	51.69%	107	2.42%	5	36.71%	76	1.93%	4	0.00%	0	1.45%	3	2.90%	6	0.97%	2	207																						
	Intermediate Occupations	3.91%	5	3.91%	5	3.13%	4	46.88%	60	3.91%	5	44.53%	57	0.00%	0	0.00%	0	0.78%	1	0.00%	0	0.78%	1	128																						
	SE and OAW	0.92%	1	0.92%	1	0.00%	0	90.83%	99	0.00%	0	7.34%	8	0.00%	0	0.00%	0	0.92%	1	0.00%	0	0.92%	1	109																						
010S33 New Cumnock	LS and TO, S-RO & RO	0.63%	4	0.63%	4	0.00%	0	57.21%	361	2.38%	15	38.03%	240	0.32%	2	0.16%	1	0.16%	1	0.00%	0	1.74%	11	631																						
	Full-time employment	3.08%	34	4.53%	50	1.18%	13	71.11%	785	2.81%	31	17.12%	189	0.82%	9	0.09%	1	1.63%	18	2.54%	28	2.72%	30	1104																						
	Part-time employment	0.72%	2	0.72%	2	0.72%	2	84.17%	234	0.72%	2	10.07%	28	0.00%	0	0.00%	0	2.52%	7	1.80%	5	278																								
	TOTAL	2.60%	36	3.76%	52	1.09%	15	73.73%	101																																					



## APPENDIX TWENTY-FIVE- Travel-To-Work Matrix for East Ayrshire Area (tv201).

	Category	GLA CONURB.		GGCVSPA		GLASGOW		EAYRSHIRE		N. AYRSHIRE		S. AYRSHIRE		RENFREWSHIRE		E RENFREWSHIRE		S. LANARKSHIRE		DUMFRIES & GALLOWAY		OTHER		TOTAL
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	
010S01 Stewarton East & Dunlop	All Males	37.33%	361	38.99%	377	21.20%	205	45.60%	441	6.62%	64	4.86%	47	7.96%	77	3.31%	32	3.83%	37	0.31%	3	6.31%	61	967
	All Females	32.10%	252	32.74%	257	20.13%	158	53.50%	420	8.92%	70	3.95%	31	6.37%	50	2.93%	23	1.53%	12	0.13%	1	2.55%	20	785
	Aged 16-24	33.33%	54	33.33%	54	19.75%	32	50.00%	81	10.49%	17	4.32%	7	8.02%	13	1.85%	3	1.23%	2	0.00%	0	4.32%	7	162
	Aged 25-34	43.38%	154	45.07%	160	25.92%	92	38.31%	136	7.89%	28	4.79%	17	6.20%	22	4.23%	15	5.07%	18	0.00%	0	7.61%	27	355
	Aged 35-59	33.99%	380	35.33%	395	20.04%	224	50.81%	568	7.16%	80	4.47%	50	7.69%	86	3.13%	35	2.50%	28	0.27%	3	3.94%	44	1118
010S02 Stewarton Central	Aged 60-74	21.37%	25	21.37%	25	12.82%	15	64.96%	76	7.69%	9	3.42%	4	5.13%	6	1.71%	2	0.85%	1	0.85%	1	2.56%	3	117
	All Males	29.42%	263	29.98%	268	16.33%	146	51.68%	462	8.61%	77	5.93%	53	4.81%	43	2.80%	25	3.91%	35	0.22%	2	5.70%	51	894
	All Females	21.79%	170	22.31%	174	14.87%	116	63.46%	495	8.97%	70	4.10%	32	3.59%	28	2.05%	16	1.15%	9	0.26%	2	1.54%	12	780
	Aged 16-24	26.32%	45	26.32%	45	18.13%	31	53.80%	92	9.94%	17	6.43%	11	2.92%	5	2.34%	4	1.17%	2	0.00%	0	5.26%	9	171
	Aged 25-34	29.10%	117	30.10%	121	17.91%	72	53.48%	215	7.96%	32	5.22%	21	5.97%	24	2.74%	11	1.99%	8	0.50%	2	4.23%	17	402
010S03 Kilmaurs & Stewarton South	Aged 35-59	25.07%	258	25.46%	262	14.48%	149	58.50%	602	8.84%	91	4.96%	51	4.08%	42	2.43%	25	3.21%	33	0.19%	2	3.30%	34	1029
	Aged 60-74	18.06%	13	19.44%	14	13.89%	10	66.67%	48	9.72%	7	2.78%	2	0.00%	0	1.39%	1	1.39%	1	0.00%	0	4.17%	3	72
	All Males	26.35%	253	27.19%	261	16.35%	157	51.56%	495	10.31%	99	7.60%	73	4.27%	41	1.25%	12	2.60%	25	0.42%	4	5.63%	54	960
	All Females	20.24%	168	20.96%	174	12.89%	107	61.08%	507	10.24%	85	5.78%	48	3.01%	25	2.29%	19	1.69%	14	0.60%	5	2.41%	20	830
	Aged 16-24	25.29%	44	25.29%	44	19.54%	34	52.87%	92	9.77%	17	7.47%	13	2.87%	5	0.00%	0	1.72%	3	0.57%	1	5.17%	9	174
010S04 North Kilmarnock, Fenwick & Waterside	Aged 25-34	28.73%	102	29.30%	104	17.46%	62	48.73%	173	10.99%	39	8.45%	30	3.94%	14	1.69%	6	3.10%	11	0.56%	2	5.07%	18	355
	Aged 35-59	22.63%	263	23.67%	275	13.94%	162	57.23%	665	10.24%	119	6.28%	73	3.70%	43	2.15%	25	1.98%	23	0.43%	5	4.04%	47	1162
	Aged 60-74	12.12%	12	12.12%	12	6.06%	6	72.73%	72	9.09%	9	5.05%	5	4.04%	4	0.00%	0	2.02%	2	1.01%	1	0.00%	0	99
	All Males	31.48%	442	32.69%	459	19.09%	268	43.02%	604	8.69%	122	10.47%	147	4.99%	70	1.14%	16	4.42%	62	0.36%	5	7.83%	110	1404
	All Females	25.98%	312	26.56%	319	17.99%	216	55.29%	664	7.33%	88	9.08%	109	3.08%	37	2.58%	31	1.75%	21	0.17%	2	2.75%	33	1201
010S05 Crosshouse, Gatehead & Knockentiber	Aged 16-24	26.47%	54	27.45%	56	18.63%	38	53.92%	110	5.88%	12	8.33%	17	2.94%	6	3.43%	7	0.98%	2	0.98%	2	4.90%	10	204
	Aged 25-34	37.31%	266	38.99%	278	23.98%	171	37.59%	268	7.85%	56	11.22%	80	5.33%	38	2.10%	15	4.35%	31	0.28%	2	7.29%	52	713
	Aged 35-59	26.35%	420	26.98%	430	16.56%	264	51.76%	825	8.41%	134	9.60%	153	3.89%	62	1.57%	25	3.01%	48	0.19%	3	5.02%	80	1594
	Aged 60-74	14.89%	14	14.89%	14	11.70%	11	69.15%	65	8.51%	8	6.38%	6	1.06%	1	0.00%	0	2.13%	2	0.00%	0	1.06%	1	94
	All Males	11.81%	117	12.31%	122	5.95%	59	55.60%	551	14.13%	140	14.63%	145	2.52%	25	0.61%	6	1.61%	16	0.20%	2	4.74%	47	991
010S06 Altonhill, Hillhead & Longpark	All Females	5.56%	49	5.79%	51	3.52%	31	70.60%	622	11.46%	101	11.01%	97	1.14%	10	0.23%	2	0.57%	5	0.23%	2	1.25%	11	881
	Aged 16-24	11.79%	23	11.79%	23	7.69%	15	58.46%	114	10.77%	21	17.44%	34	1.03%	2	0.51%	1	1.54%	3	0.00%	0	2.56%	5	195
	Aged 25-34	7.95%	35	8.41%	37	3.86%	17	60.00%	264	12.50%	55	16.14%	71	1.36%	6	0.45%	2	2.05%	9	0.00%	0	3.64%	16	440
	Aged 35-59	8.62%	101	9.04%	106	4.52%	53	63.82%	748	13.40%	157	11.60%	136	2.13%	25	0.43%	5	0.77%	9	0.34%	4	2.99%	35	1172
	Aged 60-74	10.77%	7	10.77%	7	7.69%	5	72.31%	47	12.31%	8	1.54%	1	3.08%	2	0.00%	0	0.00%	0	0.00%	0	3.08%	2	65
010S07 Onthank	All Males	20.33%	174	21.96%	188	12.50%	107	51.87%	444	9.93%	85	12.73%	109	1.87%	16	1.52%	13	2.80%	24	0.23%	2	6.54%	56	856
	All Females	12.08%	90	12.62%	94	8.05%	60	66.71%	497	9.26%	69	10.07%	75	1.21%	9	0.67%	5	1.48%	11	0.13%	1	2.42%	18	745
	Aged 16-24	13.83%	26	13.83%	26	10.11%	19	63.83%	120	7.98%	15	11.70%	22	2.13%	4	1.06%	2	0.00%	0	0.00%	0	3.19%	6	188
	Aged 25-34	21.71%	99	24.34%	111	14.25%	65	50.88%	232	10.09%	46	13.38%	61	2.19%	10	1.32%	6	3.07%	14	0.44%	2	4.39%	20	456
	Aged 35-59	14.71%	133	15.27%	138	8.74%	79	60.95%	551	9.85%	89	11.06%	100	1.11%	10	1.11%	10	2.32%	21	0.11%	1	4.76%	43	904
010S08 Kilmarnock Central West	Aged 60-74	11.32%	6	13.21%	7	7.55%	4	71.70%	38	7.55%	4	1.89%	1	0.00%	1	0.00%	0	0.00%	0	0.00%	0	9.43%	5	53
	All Males	7.87%	47	9.21%	55	4.52%	27	68.68%	410	10.89%	65	8.88%	53	1.17%	7	0.50%	3	1.34%	8	0.34%	2	3.69%	22	597
	All Females	6.17%	32	6.55%	34	3.85%	20	83.04%	431	5.20%	27	3.66%	19	1.73%	9	0.19%	1	0.19%	1	0.19%	1	1.93%	10	519
	Aged 16-24	5.23%	9	5.23%	9	2.91%	5	75.00%	129	12.21%	21	5.81%	10	1.74%	3	0.58%	1	0.00%	0	0.00%	0	1.74%	3	172
	Aged 25-34	10.00%	29	10.69%	31	6.55%	19	74.48%	216	6.21%	18	7.24%	21	1.03%	3	1.03%	3	1.03%	3	0.34%	1	2.07%	6	290
010S09 Kilmarnock Central East	Aged 35-59	6.75%	41	7.58%	46	3.79%	23	74.63%	453	8.57%	52	6.75%	41	1.65%	10	0.00%	0	0.99%	6	0.33%	2	3.29%	20	607
	Aged 60-74	0.00%	0	6.38%	3	0.00%	0	91.49%	43	2.13%	1	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	6.38%	3	47
	All Males	14.04%	107	14.57%	111	8.27%	63	57.61%	439	10.63%	81	13.78%	105	2.89%	22	0.52%	4	0.92%	7	0.39%	3	4.99%	38	762
	All Females	12.50%	85	12.65%	86	10.00%	68	68.53%	466	7.79%	53	9.56%	65	0.74%	5	0.74%	5	0.59%	4	0.44%	3	1.62%	11	680
	Aged 16-24	12.23%	17	12.23%	17	7.91%	11	64.75%	90	9.35%	13	12.95%	18	2.88%	4	0.00%	0	0.00%	0	0.00%	0	2.16%	3	139
010S10 North New Farm Loch & Dean	Aged 25-34	18.28%	100	19.01%	104	13.71%	75	55.21%	302	9.69%	53	13.35%	73	2.56%	14	0.55%	3	0.55%	3	0.37%	2	4.02%	22	547
	Aged 35-59	9.92%	70	10.06%	71	5.95%	42	67.00%	473	9.07%	64	11.19%	79	1.13%	8	0.85%	6	1.13%	8	0.42%	3	3.26%	23	706
	Aged 60-74	10.00%	5	10.00%	5																			



# APPENDIX TWENTY-FIVE- Travel-To-Work Matrix for East Ayrshire Area (tv201).

	Category	GLA CONURB.		GGCVSPA		GLASGOW		EAYRSHIRE		N. AYRSHIRE		S. AYRSHIRE		RENFREWSHIRE		E RENFREWSHIRE		S. LANARKSHIRE		DUMFRIES & GALLOWAY		OTHER		TOTAL
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	
010S14 Grange/Howard	All Males	18.02%	133	18.56%	137	11.11%	82	52.30%	386	10.43%	77	13.55%	100	3.12%	23	0.68%	5	1.76%	13	0.27%	2	6.78%	50	738
	All Females	10.65%	62	11.00%	64	7.04%	41	67.01%	390	10.48%	61	9.97%	58	1.37%	8	0.34%	2	1.72%	10	0.86%	5	1.20%	7	582
	Aged 16-24	13.04%	12	14.13%	13	5.43%	5	56.52%	52	5.43%	5	15.22%	14	4.35%	4	1.09%	1	3.26%	3	1.09%	1	7.61%	7	92
	Aged 25-34	20.74%	39	22.34%	42	14.89%	28	55.85%	105	7.98%	15	11.70%	22	1.60%	3	1.06%	2	2.13%	4	0.53%	1	4.26%	8	188
	Aged 35-59	14.00%	134	14.21%	136	8.57%	82	58.20%	557	11.91%	114	12.02%	115	2.40%	23	0.42%	4	1.67%	16	0.52%	5	4.28%	41	957
	Aged 60-74	12.05%	10	12.05%	10	9.64%	8	74.70%	62	4.82%	4	8.43%	7	1.20%	1	0.00%	0	0.00%	0	0.00%	0	1.20%	1	83
010S15 Kilmarnock Central South	All Males	15.78%	140	17.14%	152	9.70%	86	55.58%	493	10.37%	92	14.09%	125	2.14%	19	0.90%	8	2.37%	21	0.11%	1	4.74%	42	887
	All Females	13.27%	106	13.64%	109	10.01%	80	67.83%	542	7.88%	63	8.76%	70	1.88%	15	0.38%	3	0.75%	6	0.13%	1	2.38%	19	799
	Aged 16-24	21.08%	39	21.08%	39	15.14%	28	61.08%	113	5.95%	11	10.81%	20	1.62%	3	0.54%	1	3.24%	6	0.00%	0	1.62%	3	185
	Aged 25-34	19.41%	92	20.25%	96	13.92%	66	51.27%	243	10.97%	52	15.19%	72	2.74%	13	0.84%	4	1.48%	7	0.00%	0	3.59%	17	474
	Aged 35-59	11.34%	110	12.47%	121	7.11%	69	66.19%	642	9.18%	89	9.79%	95	1.86%	18	0.62%	6	1.24%	12	0.10%	1	3.92%	38	970
	Aged 60-74	8.77%	5	8.77%	5	5.26%	3	64.91%	37	5.26%	3	14.04%	8	0.00%	0	0.00%	0	3.51%	2	1.75%	1	5.26%	3	57
010S16 Riccarton	All Males	12.23%	98	12.86%	103	5.62%	45	58.93%	472	11.86%	95	13.73%	110	2.25%	18	0.62%	5	1.87%	15	0.25%	2	4.87%	39	801
	All Females	6.90%	51	7.04%	52	5.28%	39	74.70%	552	6.36%	47	10.42%	77	0.81%	6	0.41%	3	0.41%	3	0.41%	3	1.22%	9	739
	Aged 16-24	9.68%	21	10.14%	22	6.91%	15	67.28%	146	7.37%	16	11.52%	25	0.46%	1	0.46%	1	1.38%	3	0.00%	0	4.61%	10	217
	Aged 25-34	13.32%	49	13.59%	50	9.24%	34	62.23%	229	9.24%	34	12.77%	47	1.90%	7	0.27%	1	0.82%	3	0.27%	1	3.26%	12	368
	Aged 35-59	8.47%	75	8.92%	79	3.61%	32	67.38%	597	10.16%	90	11.85%	105	1.81%	16	0.68%	6	1.35%	12	0.45%	4	2.71%	24	886
	Aged 60-74	5.80%	4	5.80%	4	4.35%	3	75.36%	52	2.90%	2	14.49%	10	0.00%	0	0.00%	0	0.00%	0	0.00%	0	2.90%	2	69
010S17 Shortlees	All Males	12.14%	81	12.89%	86	5.55%	37	66.12%	441	6.90%	46	12.14%	81	2.10%	14	1.65%	11	1.80%	12	0.30%	2	3.45%	23	667
	All Females	5.17%	33	5.33%	34	4.23%	27	81.50%	520	4.39%	28	8.31%	53	0.63%	4	0.00%	0	0.47%	3	0.47%	3	0.00%	0	638
	Aged 16-24	7.22%	13	7.22%	13	4.44%	8	74.44%	134	5.56%	10	11.67%	21	0.00%	0	1.67%	3	0.56%	1	0.00%	0	1.67%	3	180
	Aged 25-34	11.55%	41	12.39%	44	7.32%	26	67.61%	240	6.48%	23	11.83%	42	1.69%	6	0.56%	2	1.41%	5	0.56%	2	2.54%	9	355
	Aged 35-59	8.04%	58	8.46%	61	4.02%	29	76.01%	548	5.41%	39	9.02%	65	1.66%	12	0.83%	6	1.25%	9	0.42%	3	1.39%	10	721
	Aged 60-74	4.08%	2	4.08%	2	2.04%	1	79.59%	39	4.08%	2	12.24%	6	0.00%	0	0.00%	0	0.00%	0	0.00%	0	2.04%	1	49
010S18 Bellfield	All Males	9.18%	69	9.44%	71	5.19%	39	66.62%	501	8.64%	65	12.90%	97	1.33%	10	0.66%	5	1.46%	11	0.13%	1	3.06%	23	752
	All Females	3.58%	24	4.03%	27	2.99%	20	82.54%	553	4.93%	33	7.91%	53	0.60%	4	0.15%	1	0.00%	0	0.30%	2	0.60%	4	670
	Aged 16-24	7.25%	14	7.25%	14	4.66%	9	73.06%	141	6.74%	13	9.84%	19	1.55%	3	0.00%	0	0.52%	1	0.52%	1	3.11%	6	193
	Aged 25-34	9.29%	29	9.94%	31	7.05%	22	71.47%	223	6.73%	21	10.90%	34	0.00%	0	0.64%	2	1.28%	4	0.32%	1	1.60%	5	312
	Aged 35-59	5.41%	46	5.76%	49	3.06%	26	75.06%	638	7.18%	61	10.71%	91	1.18%	10	0.47%	4	0.59%	5	0.12%	1	1.65%	14	850
	Aged 60-74	5.97%	4	5.97%	4	2.99%	2	77.61%	52	4.48%	3	8.96%	6	1.49%	1	0.00%	0	1.49%	1	0.00%	0	2.99%	2	67
010S19 Hurlford	All Males	10.55%	113	11.11%	119	5.79%	62	67.79%	726	7.19%	77	11.11%	119	2.05%	22	0.56%	6	1.59%	17	0.37%	4	3.55%	38	1071
	All Females	7.49%	65	7.49%	65	5.18%	45	78.34%	680	4.72%	41	7.83%	68	0.81%	7	0.81%	7	0.58%	5	0.69%	6	1.04%	9	868
	Aged 16-24	8.27%	22	8.27%	22	5.64%	15	73.68%	196	4.89%	13	9.77%	26	1.50%	4	0.75%	2	0.38%	1	0.00%	0	3.38%	9	266
	Aged 25-34	9.11%	41	9.56%	43	6.44%	29	71.33%	321	5.11%	23	11.56%	52	1.11%	5	0.22%	1	1.33%	6	0.67%	3	2.22%	10	450
	Aged 35-59	9.39%	106	9.65%	109	5.14%	58	72.81%	822	6.91%	78	8.77%	99	1.59%	18	0.80%	9	1.24%	14	0.53%	6	2.21%	25	1129
	Aged 60-74	9.57%	9	10.64%	10	5.32%	5	71.28%	67	4.26%	4	10.64%	10	2.13%	2	1.06%	1	1.06%	1	1.06%	1	3.19%	3	94
010S20 Galsion East	All Males	15.55%	134	16.82%	145	8.12%	70	62.53%	539	6.26%	54	9.63%	83	1.62%	14	0.81%	7	3.71%	32	0.81%	7	6.50%	56	862
	All Females	8.64%	63	9.05%	66	6.04%	44	77.50%	565	4.53%	33	7.96%	58	0.82%	6	0.27%	2	1.10%	8	0.41%	3	1.37%	10	729
	Aged 16-24	9.52%	14	10.20%	15	6.80%	10	74.83%	110	2.72%	4	5.44%	8	0.00%	0	0.00%	0	1.36%	2	0.68%	1	8.16%	12	147
	Aged 25-34	13.19%	50	14.25%	54	8.18%	31	65.96%	250	6.07%	23	11.08%	42	0.79%	3	0.26%	1	2.64%	10	0.53%	2	4.49%	17	379
	Aged 35-59	12.21%	122	13.01%	130	6.81%	68	70.17%	701	5.71%	57	8.41%	84	1.70%	17	0.70%	7	2.60%	26	0.70%	7	3.20%	32	999
	Aged 60-74	16.67%	11	18.18%	12	7.58%	5	65.15%	43	4.55%	3	10.61%	7	0.00%	0	1.52%	1	3.03%	2	0.00%	0	7.58%	5	66
010S21 Darvel	All Males	14.76%	141	16.02%	153	6.28%	60	67.43%	644	5.34%	51	7.02%	67	1.57%	15	0.63%	6	4.92%	47	0.42%	4	6.39%	61	955
	All Females	11.41%	86	12.07%	91	6.10%	46	76.13%	574	3.71%	28	6.23%	47	0.80%	6	0.93%	7	3.58%	27	0.53%	4	1.99%	15	754
	Aged 16-24	17.47%	29	18.67%	31	7.23%	12	65.66%	109	6.02%	10	6.63%	11	3.61%	6	1.20%	2	4.82%	8	0.00%	0	4.82%	8	166
	Aged 25-34	14.44%	53	15.80%	58	6.54%	24	66.76%	245	4.36%	16	8.72%	32	0.82%	3	1.63%	6	5.18%	19	0.54%	2	5.45%	20	367
	Aged 35-59	12.83%	140	13.75%	150	6.23%	68	72.78%	794	4.31%	47	6.23%	68	1.10%	12	0.46%	5	4.03%	44	0.55%	6	4.31%	47	1091
	Aged 60-74	5.88%	5	5.88%	5	2.35%	2	82.35%	70	7.06%	6	3.53%	3	0.00%	0	0.00%	0	3.53%	3	0.00%	0	1.18%	1	85
010S22 Mauchline	All Males	8.34%	71	9.40%	80	4.82%	41	63.45%																



# APPENDIX TWENTY-FIVE- Travel-To-Work Matrix for East Ayrshire Area (tv201).

	Category	GLA CONURB.		GGCVSPA		GLASGOW		E.AYRSHIRE		N. AYRSHIRE		S. AYRSHIRE		RENFREWSHIRE		E.RENFREWSHIRE		S.LANARKSHIRE		DUMFRIES & GALLOWAY		OTHER		TOTAL
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	
010S27 Auchinleck	All Males	7.17%	45	7.64%	48	4.30%	27	64.49%	405	4.30%	27	19.43%	122	0.48%	3	0.00%	0	2.23%	14	1.43%	9	3.34%	21	628
	All Females	2.10%	11	2.10%	11	0.95%	5	74.62%	391	2.29%	12	19.08%	100	0.76%	4	0.19%	1	0.00%	0	1.15%	6	0.95%	5	524
	Aged 16-24	6.84%	13	7.37%	14	3.16%	6	62.63%	119	0.00%	0	26.84%	51	0.53%	1	0.00%	0	3.16%	6	0.53%	1	3.16%	6	190
	Aged 25-34	6.06%	16	6.06%	16	4.17%	11	65.53%	173	4.17%	11	19.32%	51	0.76%	2	0.00%	0	1.14%	3	2.65%	7	2.27%	6	264
	Aged 35-59	3.92%	26	4.22%	28	2.26%	15	72.10%	478	3.92%	26	17.19%	114	0.60%	4	0.00%	0	0.75%	5	1.06%	7	2.11%	14	663
010S28 Cumnock West	Aged 60-74	2.86%	1	2.86%	1	0.00%	0	74.29%	26	5.71%	2	17.14%	6	0.00%	0	2.86%	1	0.00%	0	0.00%	0	0.00%	0	35
	All Males	6.67%	56	7.86%	66	3.21%	27	65.12%	547	5.24%	44	18.10%	152	0.95%	8	0.36%	3	2.02%	17	0.83%	7	4.17%	35	840
	All Females	1.84%	13	2.12%	15	1.70%	12	77.23%	546	1.98%	14	17.68%	125	0.00%	0	0.14%	1	0.14%	1	0.57%	4	0.57%	4	707
	Aged 16-24	5.49%	9	6.71%	11	4.27%	7	68.90%	113	3.05%	5	18.90%	31	0.00%	0	0.61%	1	1.83%	3	0.00%	0	2.44%	4	164
	Aged 25-34	4.00%	14	5.43%	19	2.86%	10	63.14%	221	2.57%	9	26.86%	94	0.57%	2	0.29%	1	1.14%	4	1.14%	4	1.43%	5	350
010S29 Cumnock East	Aged 35-59	4.55%	44	4.96%	48	2.17%	21	73.22%	708	4.45%	43	14.58%	141	0.62%	6	0.21%	2	1.03%	10	0.72%	7	3.00%	29	967
	Aged 60-74	3.03%	2	4.55%	3	1.52%	1	77.27%	51	1.52%	1	16.67%	11	0.00%	0	0.00%	0	1.52%	1	0.00%	0	1.52%	1	66
	All Males	4.03%	30	4.70%	35	2.28%	17	68.46%	510	6.04%	45	17.72%	132	0.67%	5	0.00%		1.21%	9	1.21%	9	2.42%	18	745
	All Females	1.68%	11	1.98%	13	1.37%	9	85.19%	558	1.53%	10	10.38%	68	0.15%	1	0.00%		0.15%	1	0.15%	1	1.07%	7	655
	Aged 16-24	2.08%	4	2.08%	4	1.04%	2	74.48%	143	4.17%	8	15.10%	29	1.04%	2	0.00%		0.00%	0	1.04%	2	3.13%	6	192
010S30 Patna & Dalrymple	Aged 25-34	4.24%	14	4.55%	15	2.73%	9	70.30%	232	2.73%	9	19.39%	64	0.30%	1	0.00%		0.91%	3	0.91%	3	2.73%	9	330
	Aged 35-59	2.36%	19	2.85%	23	1.49%	12	79.53%	641	4.34%	35	12.03%	97	0.25%	2	0.00%		0.62%	5	0.50%	4	1.24%	10	806
	Aged 60-74	5.56%	4	8.33%	6	4.17%	3	72.22%	52	4.17%	3	13.89%	10	1.39%	1	0.00%		2.78%	2	1.39%	1	0.00%	0	72
	All Males	4.30%	34	4.42%	35	2.78%	22	39.44%	312	5.44%	43	46.78%	370	0.38%	3	0.13%	1	0.76%	6	0.63%	5	3.67%	29	791
	All Females	1.30%	9	1.45%	10	0.58%	4	36.67%	253	1.59%	11	58.84%	406	0.14%	1	0.14%	1	0.43%	3	0.43%	3	1.16%	8	690
010S31 Dalmellington	Aged 16-24	0.59%	1	0.59%	1	0.00%	0	35.50%	60	4.14%	7	53.85%	91	0.00%	0	0.00%	0	0.59%	1	1.18%	2	4.73%	8	169
	Aged 25-34	3.85%	14	4.12%	15	2.47%	9	29.67%	108	4.95%	18	59.62%	217	0.27%	1	0.27%	1	1.10%	4	0.55%	2	1.10%	4	364
	Aged 35-59	2.98%	26	3.09%	27	1.95%	17	40.89%	357	3.09%	27	50.29%	439	0.23%	2	0.11%	1	0.34%	3	0.34%	3	2.75%	24	873
	Aged 60-74	2.67%	2	2.67%	2	0.00%	0	53.33%	40	2.67%	2	38.67%	29	1.33%	1	0.00%	0	1.33%	1	1.33%	1	1.33%	1	75
	All Males	2.08%	12	2.25%	13	0.17%	1	52.25%	302	3.29%	19	39.79%	230	1.04%	6	0.17%	1	0.87%	5	0.69%	4	1.73%	10	578
010S32 New Cumnock	All Females	1.61%	8	1.61%	8	1.41%	7	65.39%	325	1.21%	6	30.38%	151	0.00%	0	0.00%	0	0.20%	1	0.40%	2	1.01%	5	497
	Aged 16-24	2.17%	3	2.17%	3	0.72%	1	46.38%	64	0.00%	0	49.28%	68	0.72%	1	0.72%	1	0.00%	0	0.00%	0	2.17%	3	138
	Aged 25-34	1.60%	4	2.00%	5	1.20%	3	51.60%	129	4.80%	12	40.00%	100	0.00%	0	0.00%	0	0.80%	2	0.40%	1	1.20%	3	250
	Aged 35-59	1.89%	12	1.89%	12	0.63%	4	62.20%	395	2.05%	13	31.65%	201	0.79%	5	0.00%	0	0.47%	3	0.79%	5	1.42%	9	635
	Aged 60-74	1.92%	1	1.92%	1	0.00%	0	75.00%	39	0.00%	0	23.08%	12	0.00%	0	0.00%	0	1.92%	1	0.00%	0	0.00%	0	52
EAST AYRSHIRE COUNCIL AREA	All Males	3.65%	28	5.34%	41	1.17%	9	70.18%	539	3.26%	25	16.41%	126	1.04%	8	0.13%	1	2.08%	16	2.60%	20	3.13%	24	768
	All Females	1.30%	8	1.79%	11	0.98%	6	78.18%	480	1.30%	8	14.82%	91	0.16%	1	0.00%	0	0.33%	2	2.44%	15	1.79%	11	614
	Aged 16-24	3.19%	6	3.72%	7	2.66%	5	69.15%	130	2.13%	4	17.02%	32	0.00%	0	0.00%	0	1.06%	2	4.26%	8	3.72%	7	188
	Aged 25-34	2.95%	9	3.28%	10	0.98%	3	70.82%	216	4.59%	14	17.70%	54	0.66%	2	0.00%	0	0.66%	2	2.62%	8	1.97%	6	305
	Aged 35-59	2.58%	21	4.17%	34	0.86%	7	74.72%	609	1.72%	14	15.09%	123	0.86%	7	0.12%	1	1.60%	13	2.33%	19	2.70%	22	815
EAST AYRSHIRE COUNCIL AREA	Aged 60-74	0.00%	0	1.35%	1	0.00%	0	86.49%	64	1.35%	1	10.81%	8	0.00%	0	0.00%	0	1.35%	1	0.00%	0	0.00%	0	74
	All Males	14.10%	3715	15.09%	3976	7.78%	2050	58.81%	15494	7.70%	2028	14.86%	3914	2.32%	611	0.82%	215	2.39%	629	0.53%	140	4.81%	1267	26348
	All Females	9.35%	2103	9.70%	2183	6.36%	1430	69.96%	15742	5.42%	1219	13.56%	3052	1.27%	286	0.66%	149	0.85%	192	0.48%	107	1.44%	324	22501
	Aged 16-24	11.12%	617	11.52%	639	7.06%	392	63.13%	3503	6.13%	340	15.88%	881	1.48%	82	0.67%	37	1.53%	85	0.40%	22	3.73%	207	5549
	Aged 25-34	15.03%	1762	15.97%	1872	9.55%	1120	57.98%	6797	7.03%	824	16.45%	1928	2.00%	235	0.85%	100	2.00%	234	0.53%	62	3.60%	422	11722
EAST AYRSHIRE COUNCIL AREA	Aged 35-59	11.09%	3250	11.75%	3445	6.32%	1853	65.76%	19278	6.71%	1966	13.38%	3924	1.88%	551	0.74%	218	1.62%	474	0.50%	148	3.09%	905	29317
	Aged 60-74	8.36%	189	8.98%	203	5.09%	115	73.33%	1658	5.17%	117	10.31%	233	1.28%	29	0.40%	9	1.24%	28	0.66%	15	2.52%	57	2261



# APPENDIX TWENTY-SIX- Travel-To-Work Matrix for Edinburgh City Council Area (tv204).

	Category	EDINBURGH CONURB.		GLASGOW CONURB.		EDINBURGH CITY		W.LOTHIAN		MIDLOTHIAN		E.LOTHIAN		FIFE		FALKIRK		STIRLING		BORDERS		GLASGOW CITY		N.LANARKSHIRE		S.LANARKSHIRE		OTHER		TOTAL
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	
014S01 Balerno	Full-time employment	85.09%	2420	2.14%	61	82.74%	2353	6.86%	195	2.60%	74	1.30%	37	1.34%	38	0.63%	18	0.32%	9	0.04%	1	1.55%	44	0.39%	11	0.39%	11	1.86%	53	2844
	Part-time employment	93.41%	850	0.44%	4	92.31%	840	3.96%	36	1.87%	17	0.77%	7	0.22%	2	0.22%	2	0.11%	1	0.00%	0	0.44%	4	0.11%	1	0.00%	0	0.00%	0	910
	TOTAL	87.11%	3270	1.73%	65	85.06%	3193	6.15%	231	2.42%	91	1.17%	44	1.07%	40	0.53%	20	0.27%	10	0.03%	1	1.28%	48	0.32%	12	0.29%	11	1.41%	53	3754
	LE and HMO, HPO & LM and PO	82.93%	1628	2.55%	50	80.23%	1575	7.79%	153	2.90%	57	1.43%	28	1.58%	31	0.71%	14	0.41%	8	0.00%	0	1.73%	34	0.51%	10	0.56%	11	2.14%	42	1963
	Intermediate Occupations	93.52%	563	0.66%	4	92.86%	559	3.99%	24	1.16%	7	0.33%	2	0.50%	3	0.00%	0	0.00%	0	0.00%	0	0.66%	4	0.00%	0	0.00%	0	0.50%	3	602
	SE and OAW	94.96%	264	1.44%	4	93.17%	259	0.72%	2	2.16%	6	1.44%	4	0.72%	2	0.00%	0	0.36%	1	0.00%	0	1.08%	3	0.36%	1	0.00%	0	0.00%	0	278
014S02 Baberton	Full-time employment	85.54%	745	0.72%	6	87.74%	730	6.13%	51	2.23%	19	1.08%	9	0.36%	3	0.48%	4	0.00%	0	0.12%	1	0.72%	6	0.12%	1	0.00%	0	0.96%	8	832
	Part-time employment	87.91%	2371	1.37%	37	85.87%	2316	5.46%	147	2.00%	54	1.19%	32	1.30%	35	0.67%	18	0.22%	6	0.00%	0	0.82%	22	0.44%	12	0.37%	10	1.67%	45	2897
	TOTAL	95.49%	784	0.37%	3	94.52%	776	1.71%	147	1.48%	12	0.61%	5	0.49%	4	0.24%	2	0.00%	0	0.00%	0	0.24%	2	0.12%	1	0.00%	0	0.61%	5	821
	LE and HMO, HPO & LM and PO	89.68%	3155	1.14%	40	87.89%	3092	4.58%	161	1.88%	66	1.05%	37	1.11%	39	0.57%	20	0.17%	6	0.00%	0	0.68%	24	0.37%	13	0.28%	10	1.42%	50	3518
	Intermediate Occupations	85.67%	1465	2.16%	37	82.92%	1418	5.91%	101	2.81%	48	1.35%	23	1.81%	31	0.76%	13	0.23%	4	0.00%	0	1.40%	24	0.58%	10	0.47%	8	1.75%	30	1710
	SE and OAW	95.86%	717	0.13%	1	95.59%	715	2.27%	17	0.67%	5	0.27%	2	0.13%	1	0.13%	1	0.27%	2	0.00%	0	0.00%	0	0.13%	1	0.00%	0	0.53%	4	748
014S03 Dalmeny/ Kirkliston (part)	Full-time employment	95.24%	240	0.00%	0	94.05%	237	2.78%	7	1.19%	3	0.40%	1	0.00%	0	0.40%	1	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	1.19%	3	252
	Part-time employment	90.72%	694	0.26%	2	89.28%	683	4.71%	36	1.31%	10	1.44%	11	0.65%	5	0.52%	4	0.00%	0	0.00%	0	0.00%	0	0.26%	2	0.26%	2	1.57%	12	765
	TOTAL	80.63%	2219	1.64%	45	79.40%	2185	11.70%	322	1.53%	42	0.40%	11	2.00%	55	1.05%	29	0.51%	14	0.00%	0	0.80%	22	0.91%	25	0.18%	5	1.53%	42	2752
	LE and HMO, HPO & LM and PO	88.58%	659	0.67%	5	87.63%	652	8.33%	62	0.81%	6	0.54%	4	0.81%	6	0.54%	4	0.00%	0	0.00%	0	0.40%	3	0.00%	0	0.13%	1	0.81%	6	744
	Intermediate Occupations	82.32%	2878	1.43%	50	81.15%	2837	10.98%	384	1.37%	48	0.43%	15	1.74%	61	0.94%	33	0.40%	14	0.00%	0	0.72%	25	0.72%	25	0.17%	6	1.37%	48	3496
	SE and OAW	77.75%	1111	2.73%	39	76.28%	1090	11.76%	168	1.96%	26	0.49%	7	2.94%	42	0.84%	12	0.91%	13	0.00%	0	1.61%	23	0.98%	14	0.35%	5	1.89%	27	1429
014S04 Queensferry/ Dalmeny/Kirkliston (part)	Full-time employment	88.82%	461	0.77%	4	87.48%	454	8.48%	44	1.35%	7	0.39%	2	0.39%	2	0.58%	3	0.00%	0	0.00%	0	0.00%	0	0.39%	2	0.00%	0	0.96%	5	519
	Part-time employment	92.16%	380	0.33%	1	91.83%	381	3.92%	12	0.65%	2	0.00%	0	1.63%	5	1.31%	4	0.00%	0	0.00%	0	0.00%	0	0.65%	2	0.00%	0	0.00%	0	398
	TOTAL	82.35%	1003	0.33%	4	81.36%	991	13.14%	160	1.31%	11	0.49%	6	0.99%	12	1.07%	13	0.08%	1	0.00%	0	0.00%	0	0.00%	0	0.00%	0	1.31%	16	1218
	LE and HMO, HPO & LM and PO	78.98%	3227	1.62%	66	78.22%	3196	8.52%	348	0.95%	39	0.39%	18	5.48%	224	1.84%	75	0.49%	20	0.05%	2	0.93%	38	0.59%	24	0.22%	9	2.33%	95	4086
	Intermediate Occupations	87.33%	924	0.57%	6	86.67%	917	5.48%	58	0.85%	9	0.28%	3	4.91%	52	0.85%	9	0.00%	0	0.00%	0	0.19%	2	0.38%	4	0.00%	0	0.38%	4	1058
	SE and OAW	80.70%	4151	1.40%	72	79.96%	4113	7.89%	406	0.93%	48	0.37%	19	5.37%	276	1.63%	84	0.39%	20	0.04%	2	0.78%	40	0.54%	28	0.17%	9	1.92%	99	5144
014S05 Cramond	Full-time employment	74.10%	1745	2.38%	56	73.42%	1729	9.77%	230	1.15%	27	0.21%	5	7.30%	172	2.08%	49	0.64%	15	0.08%	2	1.36%	32	0.93%	22	0.34%	8	2.72%	64	2355
	Part-time employment	87.99%	806	0.44%	4	87.23%	799	5.68%	52	0.66%	6	0.33%	3	3.93%	36	0.76%	7	0.22%	2	0.00%	0	0.33%	3	0.00%	0	0.00%	0	0.87%	8	916
	TOTAL	91.69%	309	0.89%	3	91.39%	308	2.37%	8	0.00%	0	0.30%	1	2.97%	10	0.89%	3	0.00%	0	0.00%	0	0.30%	1	0.30%	1	0.00%	0	1.48%	5	337
	LE and HMO, HPO & LM and PO	84.21%	1259	0.60%	9	83.28%	1245	7.69%	115	1.00%	15	0.67%	10	3.55%	53	1.54%	23	0.20%	3	0.00%	0	0.27%	4	0.33%	5	0.07%	1	1.40%	21	1495
	Intermediate Occupations	83.96%	1979	2.67%	63	82.52%	1945	4.71%	111	1.27%	30	0.85%	20	3.86%	91	1.15%	27	0.42%	10	0.00%	0	1.61%	38	0.68%	16	0.38%	9	2.55%	60	2357
	SE and OAW	93.30%	696	0.80%	6	92.63%	691	2.41%	18	0.94%	7	0.40%	3	1.34%	10	0.40%	3	0.13%	1	0.00%	0	0.40%	3	0.00%	0	0.40%	3	0.94%	7	746
014S06 Davidson's Mains	Full-time employment	86.21%	2675	2.22%	69	84.95%	2636	4.16%	129	1.19%	37	0.74%	23	3.25%	101	0.97%	30	0.35%	11	0.00%	0	1.32%	41	0.52%	16	0.39%	12	2.16%	67	3103
	Part-time employment	81.51%	1494	0.77%	40	79.98%	1466	4.91%	90	1.53%	28	0.87%	16	4.75%	87	1.25%	23	0.55%	10	0.00%	0	1.91%	35	0.62%	15	0.55%	10	2.89%	53	1833
	TOTAL	94.68%	380	0.49%	2	93.93%	387	2.43%	10	0.49%	2	0.00%	1	0.73%	3	0.49%	2	0.00%	0	0.00%	0	0.00%	2	0.00%	0	0.00%	0	1.21%	3	412
	LE and HMO, HPO & LM and PO	91.67%	462	0.60%	3	90.67%	457	4.17%	21	0.99%	5	0.60%	3	0.99%	5	0.40%	2	0.20%	1	0.00%	0	0.71%	2	0.00%	0	0.35%	1	0.71%	2	283
	Intermediate Occupations	87.51%	2144	1.92%	47	86.41%	2117	3.31%	81	1.18%	29	0.90%	22	2.53%	62	0.86%	21	0.33%	8	0.00%	0	1.22%	30	0.45%	11	0.37%	9	2.45%	60	2450
	SE and OAW	95.57%	777	0.74%	6	94.96%	772	1.35%	11	0.74%	6	0.49%	4	0.86%	7	0.62%	5	0.00%	0	0.00%	0	0.37%	3	0.37%	3	0.12%	1	0.12%	1	813
014S07 Muirhouse/Drylaw	Full-time employment	89.52%	2921	1.62%	53	88.54%	2889	2.82%	92	1.07%	35	0.80%	26	2.11%	69	0.80%	26	0.25%	8	0.00%	0	1.01%	33	0.43%	14	0.31%	10	1.87%	61	3263
	Part-time employment	85.91%	1579	2.50%	46	84.71%	1557	3.48%	64	1.14%	21	0.98%	18	2.88%	53	1.03%	19	0.38%	7	0.00%	0	1.63%	30	0.54%	10	0.49%	9	2.72%	50	1838
	TOTAL	95.87%	488	0.59%	3	95.28%	485	1.57%	8	0.59%	3	0.39%	2	0.39%	2	0.39%	2	0.20%	1	0.00%	0	0.20%	1	0.20%	1	0.20%	1	0.59%	3	509
	LE and HMO, HPO & LM and PO	96.62%	286	0.34%	1	96.28%	285	0.68%	2	0.34%	1	0.68%	2	1.01%	3	0.00%	0	0.00%	0	0.00%	0	0.34%	1	0.34%	1	0.00%	0	0.34%	1	296
	Intermediate Occupations	92.04%	509	0.18%	1	91.96%	503	3.07%	17	1.81%	10	0.54%	3	1.63%	9	0.54%	3	0.00%	0	0.00%	0	0.18%	1	0.00%	0	0.00%	0	1.27%	7	553
	SE and OAW	94.23%	1942	0.44%	9	93.35%	1924	2.09%	43	1.36%	28	0.49%	10	0.92%	19	0.29%	6	0.00%	0	0.00%	0	0.39%	8	0.10%	2	0.00%	0	1.02%	21	2061
014S08 Craigleith	Full-time employment	98.10%	776	0.13%	1	97.72%	773	0.38%	3	0.38%	3	0.13%	1	0.13%	1	0.25%	2	0.00%	0	0.00%	0	0.13%	1	0.13%	1	0.13%	1	0.63%	5	791
	Part-time employment	95.30%	2718	0.53%	10	94.57%	2697	1.61%	46	1.09%	31	0.39%	11	0.70%	20	0.28%	8	0.00%	0	0.00%	0	0.32%	9	0.11%	3	0.04%	1	0.91%	26	2852
	TOTAL	93.91%	324	0.72%	4	92.11%	314	1.08%	6	1.79%	10	0.72%	4	1.25%	4	0.38%	2	0.00%	0	0.00%	0	0.72%	4	0.00%	0	0.12%	1	1.79%	10	558



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	Category	EDINBURGH CONURB.				GLASGOW CONURB.				EDINBURGH CITY				W.LOTHIAN				MIDLOTHIAN				E.LOTHIAN				FIFE				FALKIRK				STIRLING				BORDERS				GLASGOW CITY				N.LANARKSHIRE				S.LANARKSHIRE				OTHER				TOTAL																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
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in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in



# APPENDIX TWENTY-SIX- Travel-To-Work Matrix for Edinburgh City Council Area (tv204).

	Category	EDINBURGH CONURB.				GLASGOW CONURB.				EDINBURGH CITY				W.LOTHIAN				MIDLOTHIAN				E.LOTHIAN				FIFE				FALKIRK				STIRLING				BORDERS				GLASGOW CITY				N.LANARKSHIRE				S.LANARKSHIRE				OTHER				TOTAL																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
014537 Leith Links	Full-time employment	92.98%	2995	1.06%	34	91.31%	2941	2.02%	65	1.89%	61	1.06%	34	0.81%	26	0.28%	9	0.22%	7	0.00%	0.71%	23	0.19%	6	0.09%	3	1.43%	46	3221																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
	Part-time employment	98.01%	737	0.13%	1	97.34%	732	0.40%	3	0.93%	7	0.66%	5	0.27%	2	0.00%	0	0.00%	0	0.00%	0.13%	1	0.13%	1	0.00%	0	0.13%	1	752																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
	TOTAL	93.93%	3732	0.88%	35	92.45%	3673	1.71%	68	1.71%	68	0.98%	39	0.70%	28	0.23%	9	0.18%	7	0.00%	0.60%	24	0.18%	7	0.08%	3	1.18%	47	3973																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
	LE and HMO, HPO & LM and PO	91.73%	1541	1.79%	30	89.94%	1511	2.38%	40	1.85%	31	1.25%	21	0.89%	15	0.38%	3	0.42%	7	0.00%	1.37%	23	0.30%	5	0.12%	2	1.31%	22	1680																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
	Intermediate Occupations	97.34%	696	0.42%	3	95.94%	686	0.70%	5	0.70%	5	0.28%	2	0.14%	1	0.00%	0	0.00%	0	0.00%	0.00%	0	0.28%	2	0.00%	0	1.26%	9	715																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
	SE and OAW	98.31%	291	0.00%	0	96.62%	286	0.00%	0	2.03%	6	0.34%	1	0.34%	1	0.34%	1	0.00%	0	0.00%	0.00%	0	0.00%	0	0.00%	0	0.34%	1	296																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
014538 Restalrig	LS and TO, S-RO & RO	93.79%	1178	0.16%	2	92.68%	1164	1.83%	23	2.07%	26	0.98%	12	0.80%	10	0.32%	4	0.00%	0	0.00%	0.08%	1	0.00%	0	0.08%	1	1.19%	15	1256																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
	Full-time employment	94.33%	2457	0.65%	17	91.85%	2390	1.77%	46	2.00%	62	1.54%	40	0.77%	20	0.38%	10	0.12%	3	0.04%	1	0.59%	13	0.23%	6	0.00%	0	0.81%	21	2602																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
	Part-time employment	97.44%	685	0.14%	1	95.73%	673	0.85%	6	1.42%	10	1.00%	7	0.43%	3	0.00%	0	0.00%	0	0.00%	0	0.14%	1	0.00%	0	0.00%	0	0.43%	3	703																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
	TOTAL	95.07%	3142	0.54%	18	92.68%	3063	1.57%	52	1.88%	62	1.42%	47	0.70%	23	0.30%	10	0.09%	3	0.03%	1	0.42%	14	0.18%	6	0.00%	0	0.73%	24	3305																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
	LE and HMO, HPO & LM and PO	91.30%	923	1.48%	15	88.13%	891	2.37%	24	2.37%	24	1.58%	16	1.98%	20	0.49%	5	0.30%	3	0.10%	1	1.29%	13	0.40%	4	0.00%	0	0.99%	10	1011																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
	Intermediate Occupations	97.55%	636	0.31%	2	96.32%	628	0.61%	4	0.77%	5	0.92%	6	0.31%	2	0.00%	0	0.00%	0	0.00%	0	0.15%	1	0.15%	1	0.00%	0	0.77%	5	652																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
014539 Portobello	SE and OAW	97.75%	174	0.00%	0	97.75%	174	1.69%	3	0.56%	1	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0</



# APPENDIX TWENTY-SIX- Travel-To-Work Matrix for Edinburgh City Council Area (tv204).

	Category	EDINBURGH CONURB.			GLASGOW CONURB.			EDINBURGH CITY			W.LOTHIAN			MIDLOTHIAN			E.LOTHIAN			FIFE			FALKIRK			STIRLING			BORDERS			GLASGOW CITY			N.LANARKSHIRE			S.LANARKSHIRE			OTHER			TOTAL
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in							
014549 Newington	Full-time employment	91.02%	2332	1.33%	34	88.17%	2259	2.19%	56	3.43%	88	1.33%	34	0.82%	21	0.39%	10	0.20%	5	0.00%	1.05%	27	0.16%	4	0.08%	2	2.19%	56	2562															
	Part-time employment	96.76%	627	0.46%	3	93.67%	607	0.31%	2	2.47%	16	1.39%	9	0.31%	2	0.00%	0	0.31%	2	0.00%	0.46%	3	0.00%	0	0.00%	0	1.08%	7	648															
	TOTAL	92.18%	2959	1.15%	37	89.28%	2866	1.81%	58	3.24%	104	1.34%	43	0.72%	23	0.31%	10	0.22%	7	0.00%	0.93%	30	0.12%	4	0.06%	2	1.96%	63	3210															
	LE and HMO, HPO & LM and PO	89.96%	1818	1.58%	32	86.84%	1755	2.23%	45	3.61%	73	1.48%	30	1.14%	23	0.40%	8	0.35%	7	0.00%	1.29%	26	0.15%	3	0.10%	2	2.42%	49	2021															
	Intermediate Occupations	96.08%	319	0.30%	1	95.18%	316	1.20%	4	0.90%	3	0.90%	3	0.00%	0	0.30%	1	0.00%	0	0.00%	0.30%	1	0.00%	0	0.00%	0	1.20%	4	332															
	SE and OAW	96.41%	322	0.30%	1	94.01%	314	0.90%	3	2.40%	8	1.20%	4	0.00%	0	0.00%	0	0.00%	0	0.00%	0.30%	1	0.00%	0	0.00%	0	1.20%	4	334															
	LS and TO, S-RO & RO	95.44%	398	0.24%	1	91.37%	381	1.20%	5	4.80%	20	0.72%	3	0.00%	0	0.24%	1	0.00%	0	0.00%	0.00%	0	0.24%	1	0.00%	0	1.44%	6	417															
014550 Prestonfield	Full-time employment	91.69%	1523	1.02%	17	89.46%	1486	2.65%	44	2.71%	45	1.26%	21	0.78%	13	0.42%	7	0.12%	2	0.00%	0.78%	13	0.12%	2	0.18%	3	1.51%	25	1661															
	Part-time employment	97.05%	362	0.27%	1	94.10%	351	0.27%	1	2.68%	10	1.07%	4	0.54%	2	0.00%	0	0.00%	0	0.00%	0.27%	1	0.00%	0	0.00%	0	1.07%	4	373															
	TOTAL	92.67%	1885	0.88%	18	90.31%	1837	2.21%	45	2.70%	55	1.23%	25	0.74%	15	0.34%	7	0.10%	2	0.00%	0.69%	14	0.10%	2	0.15%	3	1.43%	29	2034															
	LE and HMO, HPO & LM and PO	89.11%	941	1.42%	15	86.27%	911	2.84%	30	3.31%	56	2.18%	23	1.14%	12	0.66%	7	0.09%	1	0.00%	1.14%	12	0.19%	2	0.28%	3	1.89%	20	1056															
	Intermediate Occupations	96.50%	276	0.35%	1	95.45%	273	1.40%	4	1.40%	4	0.00%	0	0.00%	0	0.00%	0	0.35%	1	0.00%	0.35%	1	0.00%	0	0.00%	0	1.05%	3	286															
	SE and OAW	99.35%	154	0.65%	1	98.06%	152	0.00%	0	1.29%	2	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0.00%	0	0.00%	0	0.00%	0	0.65%	1	155															
	LS and TO, S-RO & RO	95.61%	479	0.20%	1	93.01%	466	2.20%	11	2.79%	14	0.40%	2	0.40%	2	0.00%	0	0.00%	0	0.00%	0.20%	1	0.00%	0	0.00%	0	1.00%	5	501															
014551 South Morningside	Full-time employment	86.69%	2606	2.30%	69	84.50%	2540	3.63%	109	2.76%	83	1.56%	47	1.43%	43	0.67%	20	0.37%	11	0.00%	1.60%	48	0.47%	14	0.20%	6	2.83%	85	3006															
	Part-time employment	95.64%	745	0.77%	6	93.07%	725	1.16%	9	2.70%	21	1.03%	8	0.51%	4	0.00%	0	0.00%	0	0.00%	0.77%	6	0.00%	0	0.00%	0	0.77%	6	779															
	TOTAL	88.53%	3351	1.98%	75	86.26%	3265	3.12%	118	2.75%	104	1.45%	55	1.24%	47	0.53%	20	0.29%	11	0.00%	1.43%	54	0.37%	14	0.16%	6	2.40%	91	3785															
	LE and HMO, HPO & LM and PO	86.09%	2247	2.49%	65	83.26%	2173	3.64%	95	3.45%	90	1.57%	41	1.57%	41	0.73%	19	0.38%	10	0.00%	1.84%	48	0.50%	13	0.11%	3	2.95%	77	2610															
	Intermediate Occupations	95.02%	401	0.71%	3	94.08%	397	1.90%	8	1.18%	5	1.18%	5	0.24%	1	0.00%	0	0.00%	0	0.00%	0.71%	3	0.00%	0	0.00%	0	0.71%	3	422															
	SE and OAW	96.52%	194	1.00%	2	95.52%	192	0.50%	1	0.50%	1	1.00%	2	0.50%	1	0.50%	1	0.00%	0	0.00%	0.50%	1	0.00%	0	0.50%	1	1.00%	1	201															
	LS and TO, S-RO & RO	91.59%	381	0.96%	4	90.14%	375	3.13%	13	1.44%	6	1.44%	6	0.24%	1	0.00%	0	0.24%	1	0.00%	0.24%	1	0.24%	1	0.48%	2	2.40%	10	416															
014552 Fairmilehead	Full-time employment	86.44%	2518	2.40%	70	83.21%	2424	3.81%	111	4.22%	123	1.72%	50	1.41%	41	0.62%	18	0.14%	4	0.00%	1.48%	43	0.51%	15	0.31%	9	2.57%	75	2913															
	Part-time employment	95.39%	932	0.41%	4	92.32%	902	1.23%	12	3.58%	35	1.02%	10	0.20%	2	0.31%	3	0.00%	0	0.00%	0.20%	2	0.00%	0	0.10%	1	1.02%	10	977															
	TOTAL	88.69%	3450	1.90%	74	85.50%	3326	3.16%	123	4.06%	158	1.54%	60	1.11%	43	0.54%	21	0.10%	4	0.00%	1.16%	45	0.39%	15	0.26%	10	2.19%	85	3890															
	LE and HMO, HPO & LM and PO	85.70%	2032	2.91%	69	81.61%	1935	3.63%	86	4.85%	115	2.24%	53	1.43%	34	0.55%	13	0.17%	4	0.00%	1.81%	43	0.63%	15	0.38%	9	2.70%	64	2371															
	Intermediate Occupations	95.54%	536	0.36%	2	93.94%	527	1.96%	11	2.14%	12	0.18%	1	0.36%	2	0.00%	0	0.00%	0	0.00%	0.36%	2	0.00%	0	0.00%	0	1.07%	6	561															
	SE and OAW	93.86%	321	0.29%	1	92.69%	317	1.46%	5	2.63%	9	0.58%	2	0.88%	3	0.58%	2	0.00%	0	0.00%	0.00%	0	0.00%	0	0.00%	0	0.88%	3	342															
	LS and TO, S-RO & RO	91.01%	476	0.00%	0	88.72%	464	3.63%	19	3.44%	18	0.76%	4	0.57%	3	0.96%	5	0.00%	0	0.00%	0.00%	0	0.00%	0	0.00%	0	1.91%	10	523															
014553 Alnwickhill & Woodside West	Full-time employment	91.18%	2428	1.09%	29	87.31%	2325	2.03%	54	5.07%	135	1.35%	36	0.86%	23	0.41%	11	0.15%	4	0.04%	1	0.71%	19	0.30%	8	0.04%	1	1.73%	46	2663														
	Part-time employment	95.35%	697	0.27%	2	92.75%	678	0.68%	5	4.24%	31	0.96%	7	0.00%	0	0.14%	1	0.00%	0	0.00%	0	0.00%	0	0.27%	2	0.14%	1	0.82%	6	731														
	TOTAL	92.07%	3125	0.91%	31	88.48%	3003	1.74%	59	4.89%	166	1.27%	43	0.68%	23	0.35%	12	0.26%	4	0.03%	1	0.56%	19	0.29%	10	0.06%	2	1.53%	52	3394														
	LE and HMO, HPO & LM and PO	88.34%	1356	1.82%	28	84.82%	1302	2.41%	37	5.08%	178	1.37%	21	1.37%	21	0.59%	9	0.26%	4	0.07%	1	1.04%	16	0.59%	9	0.13%	2	2.28%	35	1535														
	Intermediate Occupations	95.09%	504	0.19%	1	93.02%	493	0.94%	5	4.53%	24	0.57%	3	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.19%	1	0.00%	0	0.00%	0	0.75%	4	530														
	SE and OAW	97.07%	265	0.00%	0	92.31%	252	0.37%	1	2.56%	7	2.93%	8	0.00%	0	0.37%	1	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	1.47%	4	273														
	LS and TO, S-RO & RO	94.77%	960	0.20%	2	90.42%	916	1.48%	15	5.53%	56	1.09%	11	0.20%	2	0.20%	2	0.00%	0	0.00%	0	0.20%	2	0.10%	1	0.00%	0	0.79%	8	1013														
014554 Kaimies	Full-time employment	88.86%	2169	1.07%	26	85.09%	2077	2.58%	63	6.31%	154	1.39%	34	1.02%	25	0.61%	15	0.08%	2	0.04%	1	0.82%	20	0.12%	3	0.12%	3	1.80%	44	2441														
	Part-time employment	96.34%	685	0.28%	2	93.67%	666	0.84%	6	0.68%	29	0.56%	4	0.14%	1	0.00%	0	0.00%	0	0.00%	0	0.14%	1	0.14%	1	0.00%	0	0.42%	3	711														
	TOTAL	90.55%	2854	0.89%	28	87.02%	2743	2.19%	69	5.81%	183	1.21%	38	0.82%	26	0.48%	15	0.06%	2	0.03%	1	0.67%	21	0.13%	4	0.10%	3	1.49%	47	3152														
	LE and HMO, HPO & LM and PO	86.42%	961	2.07%	23	82.10%	913	3.33%	37	6.29%	70	1.44%	16	1.80%	20	0.54%	6	0.18%	2	0.00%	0	1.44%	16	0.36%	4	0.27%	3	2.25%	25	1112														
	Intermediate Occupations	94.57%	488	0.00%	0	92.25%	476	1.74%	9	4.26%	22	0.19%	1	0.00%	0	0.19%	1	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	1.36%	7	516														
	SE and OAW	94.58%	227	0.42%	1	93.33%	224	1.25%	3	2.92%	7	0.42%	1	0.83%	2	0.00%	0	0.00%	0	0.00%	0	0.42%	1	0.00%	0	0.00%	0	0.83%																



APPENDIX TWENTY-SEVEN- Travel-To-Work Matrix for Edinburgh City Council Area (tv201).

[illegible]



# APPENDIX TWENTY-SEVEN- Travel-To-Work Matrix for Edinburgh City Council Area (tv201).

	Category	EDINBURGH CONURB.		GLASGOW CONURB.		EDINBURGH CITY		W.LOTHIAN		MIDLOTHIAN		E.LOTHIAN		FIFE		FALKIRK		STIRLING		BORDERS		GLASGOW CITY		N.LANARKSHIRE		S.LANARKSHIRE		OTHER		TOTAL	
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in		
014S15 Murrayfield	All Males	84.51%	1751	3.76%	78	83.64%	1733	4.01%	83	1.01%	21	0.53%	11	2.32%	48	1.16%	24	0.43%	9	0.10%	2	3.09%	64	0.39%	8	0.19%	4	3.14%	65	2072	
	All Females	90.46%	1593	1.93%	34	89.78%	1581	2.39%	42	0.80%	14	0.51%	9	1.76%	31	0.91%	16	0.28%	5	0.11%	2	1.48%	26	0.40%	7	0.17%	3	1.42%	25	1761	
	Aged 16-24	92.65%	290	0.32%	1	92.65%	290	3.51%	11	0.64%	2	0.00%	0	0.96%	3	0.00%	0	0.96%	3	0.00%	0	0.32%	1	0.32%	1	0.00%	0	0.64%	2	313	
	Aged 25-34	85.98%	1036	3.73%	45	85.23%	1027	3.90%	47	0.50%	6	0.50%	6	1.91%	23	1.66%	20	0.33%	1	2.90%	35	0.50%	6	0.25%	3	2.24%	27	1205			
	Aged 35-59	86.76%	1828	2.99%	63	86.00%	1812	2.99%	63	1.04%	22	0.57%	12	2.42%	51	0.85%	18	0.33%	7	0.09%	2	2.42%	51	0.38%	8	0.19%	4	2.71%	57	2107	
	Aged 60-74	91.35%	190	1.44%	3	88.94%	185	1.92%	4	2.40%	5	0.96%	2	0.96%	2	0.96%	0	0.48%	1	1.44%	3	0.00%	0	1.92%	4	0.00%	0	1.74%	3	208	
014S16 Dean	All Males	86.90%	1963	2.48%	56	85.88%	1940	2.83%	64	0.97%	22	0.89%	20	2.39%	54	1.11%	25	0.27%	6	0.22%	5	1.77%	40	0.35%	8	0.27%	6	3.05%	69	2259	
	All Females	90.90%	1789	1.68%	33	89.63%	1764	2.13%	42	1.52%	30	0.97%	19	1.68%	33	0.30%	6	0.25%	3	1.32%	26	0.25%	5	0.15%	3	1.63%	32	1968			
	Aged 16-24	90.87%	388	1.41%	6	88.99%	380	2.58%	11	1.17%	5	1.87%	5	0.23%	1	0.23%	1	0.00%	0	1.41%	6	0.00%	0	0.00%	0	0.00%	0	2.34%	10	427	
	Aged 25-34	87.77%	1442	2.31%	38	86.79%	1426	2.68%	44	1.34%	22	0.97%	16	2.50%	41	0.97%	16	0.30%	5	0.30%	5	1.95%	32	0.18%	3	0.24%	4	1.77%	29	1643	
	Aged 35-59	88.66%	1760	2.22%	44	87.51%	1737	2.32%	46	1.26%	25	0.71%	14	2.07%	41	0.71%	14	0.25%	5	0.10%	2	1.36%	27	0.50%	10	0.25%	5	2.97%	59	1985	
	Aged 60-74	94.19%	162	0.58%	1	93.60%	161	2.91%	5	0.00%	0	0.58%	1	0.00%	0	0.58%	0	0.00%	0	0.58%	1	0.00%	0	0.00%	0	0.00%	0	1.74%	3	172	
014S17 Stockbridge	All Males	87.20%	1866	2.71%	58	86.07%	1842	2.94%	63	1.21%	26	0.70%	15	2.24%	48	0.42%	9	0.42%	9	0.00%	0	2.24%	48	0.42%	9	0.05%	1	3.27%	70	2140	
	All Females	91.64%	1853	1.58%	32	90.70%	1834	2.13%	43	0.59%	12	1.19%	24	1.53%	31	0.64%	13	0.15%	3	0.15%	3	1.38%	28	0.05%	1	0.15%	3	1.34%	27	2022	
	Aged 16-24	91.16%	361	0.76%	3	90.91%	360	1.52%	6	0.00%	0	1.26%	5	0.03%	6	12	0.76%	3	0.25%	1	0.00%	0	0.76%	3	0.00%	0	0.00%	0	1.52%	6	396
	Aged 25-34	88.20%	1547	2.39%	42	87.23%	1530	3.08%	54	0.91%	16	0.68%	12	2.28%	40	0.74%	13	0.40%	7	0.17%	3	2.11%	37	0.23%	4	0.11%	2	2.05%	36	1754	
	Aged 35-59	89.62%	1649	2.12%	39	88.37%	1626	2.45%	45	1.20%	22	1.09%	20	1.36%	25	0.33%	6	0.22%	4	0.00%	0	1.63%	30	0.33%	6	0.11%	2	2.93%	54	1840	
	Aged 60-74	94.19%	162	3.49%	6	93.02%	160	0.58%	1	0.00%	0	1.16%	2	1.16%	2	0.00%	0	0.00%	0	0.00%	0	3.49%	6	0.00%	0	0.00%	0	0.58%	1	172	
014S18 New Town	All Males	87.21%	1944	2.60%	58	86.05%	1918	2.38%	53	1.03%	23	1.21%	27	1.84%	41	0.76%	17	0.40%	9	0.18%	4	2.02%	45	0.76%	17	0.18%	4	3.19%	71	2229	
	All Females	91.53%	1654	1.83%	33	90.43%	1634	1.83%	33	0.55%	10	1.05%	19	1.49%	27	0.55%	10	0.33%	6	0.17%	3	1.55%	28	0.39%	7	0.22%	4	1.44%	26	1807	
	Aged 16-24	94.31%	464	1.02%	5	93.50%	460	1.02%	5	1.02%	5	0.81%	4	1.02%	5	1.02%	5	0.20%	1	0.00%	0	0.81%	4	0.20%	0	0.00%	0	0.41%	2	492	
	Aged 25-34	88.48%	1436	2.90%	47	87.12%	1414	2.28%	37	0.55%	9	1.54%	25	2.28%	37	0.68%	11	0.37%	6	0.25%	4	2.22%	36	0.92%	15	0.12%	2	1.66%	27	1623	
	Aged 35-59	87.92%	1500	2.17%	37	86.75%	1480	2.58%	44	1.00%	17	0.94%	16	1.47%	25	0.59%	10	0.35%	6	0.18%	3	1.82%	31	0.47%	8	0.35%	6	3.52%	60	1706	
	Aged 60-74	92.09%	198	0.93%	2	92.09%	198	0.00%	0	0.93%	2	0.47%	1	0.47%	1	0.47%	1	0.93%	2	0.00%	0	0.93%	2	0.00%	0	0.00%	0	0.72%	8	215	
014S19 Broughton	All Males	90.36%	2175	1.66%	40	89.03%	2143	2.95%	71	1.00%	24	1.20%	29	1.25%	30	0.54%	13	0.46%	11	0.08%	2	1.45%	35	0.17%	4	0.17%	4	1.70%	41	2407	
	All Females	93.73%	2003	0.98%	21	92.47%	1976	1.40%	30	1.17%	25	1.12%	24	1.54%	33	0.23%	5	0.09%	2	0.09%	2	0.89%	19	0.05%	1	0.14%	3	0.80%	17	2137	
	Aged 16-24	95.99%	575	0.33%	2	94.66%	567	1.00%	6	0.83%	5	1.00%	6	1.00%	6	0.17%	1	0.00%	0	0.17%	1	0.17%	1	0.17%	1	0.00%	0	0.83%	5	599	
	Aged 25-34	90.38%	1739	1.87%	36	89.40%	1720	2.70%	52	0.78%	15	1.09%	21	1.51%	29	0.57%	11	0.47%	9	0.10%	2	1.61%	31	0.16%	3	0.26%	5	1.35%	26	1924	
	Aged 35-59	91.91%	1739	1.22%	23	90.43%	1711	2.27%	43	1.48%	28	1.22%	23	1.43%	27	0.32%	6	0.16%	3	0.05%	1	1.16%	22	0.05%	1	0.11%	2	1.32%	25	1892	
	Aged 60-74	96.90%	125	0.00%	0	93.80%	121	0.00%	0	0.78%	1	2.33%	3	0.78%	1	0.00%	0	0.78%	1	0.00%	0	0.00%	0	0.00%	0	0.00%	0	1.55%	2	129	
014S20 Calton	All Males	90.94%	1927	1.46%	31	89.29%	1892	2.78%	59	1.70%	36	1.27%	27	0.99%	21	0.52%	11	0.09%	2	0.14%	3	1.04%	22	0.28%	6	0.24%	5	1.65%	35	2119	
	All Females	94.52%	1896	0.90%	18	92.47%	1855	1.50%	30	1.50%	30	1.40%	28	1.10%	22	0.25%	5	0.10%	2	0.20%	4	0.65%	13	0.10%	2	0.10%	2	0.65%	13	2006	
	Aged 16-24	94.46%	563	0.67%	4	93.29%	556	2.35%	14	1.01%	6	0.84%	5	0.67%	4	0.17%	1	0.17%	1	0.00%	0	0.67%	4	0.00%	0	0.00%	0	0.84%	5	596	
	Aged 25-34	91.53%	1751	1.41%	27	89.44%	1711	2.51%	48	1.67%	32	1.73%	33	1.25%	24	0.63%	12	0.10%	2	0.26%	5	1.10%	21	0.21%	4	0.26%	5	0.84%	16	1913	
	Aged 35-59	93.19%	1395	1.20%	18	91.25%	1366	1.67%	25	1.80%	27	1.14%	17	1.00%	15	0.20%	3	0.07%	1	0.13%	2	0.67%	10	0.27%	4	0.13%	2	1.67%	25	1497	
	Aged 60-74	95.80%	114	0.00%	0	95.80%	114	1.68%	2	0.84%	1	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	1.68%	2	119	
014S21 Harbour	All Males	91.75%	1669	0.88%	16	89.61%	1630	2.36%	43	1.48%	27	1.76%	32	1.37%	25	0.55%	10	0.05%	1	0.11%	2	0.55%	10	0.16%	3	0.11%	2	1.87%	34	1819	
	All Females	94.16%	1645	0.63%	11	92.79%	1621	1.43%	25	1.26%	22	1.03%	18	0.86%	15	0.23%	4	0.17%	3	0.11%	2	0.52%	9	0.06%	1	0.06%	1	1.49%	26	1747	
	Aged 16-24	94.77%	344	0.00%	0	93.94%	341	2.48%	9	0.83%	3	0.83%	3	0.28%	1	0.28%	1														



# APPENDIX TWENTY-SEVEN- Travel-To-Work Matrix for Edinburgh City Council Area (tv201).

	Category	EDINBURGH CONURB.		GLASGOW CONURB.		EDINBURGH CITY		W.LOTHIAN		MIDLOTHIAN		E.LOTHIAN		FIFE		FALKIRK		STIRLING		BORDERS		GLASGOW CITY		N.LANARKSHIRE		S.LANARKSHIRE		OTHER		TOTAL
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	
014S29 Shandon	All Males	86.98%	2158	1.89%	47	85.57%	2123	5.08%	126	1.73%	43	0.89%	22	1.77%	44	0.69%	17	0.32%	8	0.08%	2	1.13%	28	0.48%	12	0.32%	8	1.93%	48	2481
	All Females	91.16%	2166	1.47%	35	89.65%	2130	3.03%	72	1.77%	42	1.01%	24	0.93%	22	0.51%	12	0.25%	6	0.38%	9	1.01%	24	0.25%	6	0.17%	4	1.05%	25	2376
	Aged 16-24	91.80%	582	0.47%	3	90.54%	574	3.47%	22	1.26%	8	1.42%	9	0.47%	3	0.47%	3	0.00%	0	0.32%	2	0.47%	3	0.32%	2	0.00%	0	1.26%	8	634
	Aged 25-34	86.41%	1991	2.04%	47	85.03%	1959	4.90%	113	1.87%	43	0.78%	18	1.78%	41	0.91%	21	0.39%	9	0.26%	6	1.17%	27	0.48%	11	0.39%	9	2.04%	47	2304
	Aged 35-59	90.86%	1660	1.75%	32	89.22%	1630	3.45%	63	1.81%	33	0.99%	18	1.20%	22	0.27%	5	0.27%	5	0.16%	3	1.20%	22	0.27%	5	0.16%	3	0.99%	18	1827
	Aged 60-74	98.91%	91	0.00%	0	97.83%	90	0.00%	0	1.09%	1	1.09%	1	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	92
014S30 Dalry	All Males	88.20%	2034	1.86%	43	87.08%	2008	3.69%	85	1.56%	36	0.82%	19	2.30%	53	0.52%	12	0.39%	9	0.00%	0	1.52%	35	0.30%	7	0.09%	2	1.73%	40	2306
	All Females	93.17%	1897	1.52%	31	92.49%	1883	1.72%	35	0.64%	13	0.54%	11	1.18%	24	0.34%	7	0.29%	6	0.15%	3	1.23%	25	0.20%	4	0.05%	1	1.18%	24	2036
	Aged 16-24	93.99%	829	1.47%	13	93.54%	825	1.70%	15	0.68%	6	0.23%	2	1.36%	12	0.34%	3	0.11%	1	0.00%	0	1.13%	10	0.11%	1	0.00%	0	0.79%	7	882
	Aged 25-34	87.99%	1942	1.81%	40	87.04%	1921	3.72%	82	1.22%	27	0.91%	20	2.40%	53	0.45%	10	0.45%	3	0.14%	3	1.45%	32	0.32%	7	0.05%	1	1.86%	41	2207
	Aged 35-59	92.00%	1069	1.81%	21	90.96%	1057	1.98%	23	1.38%	16	0.43%	5	1.03%	12	0.52%	6	0.34%	4	0.00%	0	1.55%	18	0.26%	3	0.17%	2	1.38%	16	1162
	Aged 60-74	100.00%	91	0.00%	0	96.70%	88	0.00%	0	0.00%	0	3.30%	3	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	91
014S31 Fountainbridge	All Males	90.23%	1551	1.51%	26	89.12%	1532	2.73%	47	1.45%	25	0.76%	13	1.45%	25	0.17%	3	0.06%	1	0.35%	6	1.05%	18	0.41%	7	0.29%	5	2.15%	37	1719
	All Females	93.37%	1522	0.92%	15	92.45%	1507	1.96%	32	1.60%	26	0.49%	8	1.04%	17	0.31%	5	0.37%	6	0.25%	4	0.55%	9	0.12%	2	0.25%	4	0.61%	10	1630
	Aged 16-24	94.69%	535	0.71%	4	94.16%	532	1.42%	8	1.42%	8	0.53%	3	0.35%	2	0.18%	1	0.18%	1	0.53%	3	0.18%	1	0.35%	2	0.18%	1	0.53%	3	565
	Aged 25-34	90.20%	1427	1.64%	26	88.75%	1404	3.16%	50	1.96%	31	0.63%	10	1.39%	22	0.38%	6	0.19%	3	0.25%	4	1.14%	18	0.19%	3	0.51%	8	1.45%	23	1582
	Aged 35-59	91.99%	1022	0.99%	11	91.27%	1014	1.80%	20	1.08%	12	0.72%	8	1.62%	18	0.09%	1	0.18%	2	0.27%	3	0.72%	8	0.36%	4	0.00%	0	1.89%	21	1111
	Aged 60-74	97.80%	89	0.00%	0	97.80%	89	1.10%	1	0.00%	0	0.00%	0	0.00%	0	0.00%	0	1.10%	1	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	90
014S32 Tollcross	All Males	90.14%	1380	2.16%	33	88.50%	1355	1.89%	29	1.89%	29	0.85%	13	1.63%	25	0.59%	9	0.26%	4	0.26%	4	1.76%	27	0.26%	4	0.26%	4	1.83%	28	1531
	All Females	94.02%	1241	0.91%	12	92.20%	1217	1.89%	25	1.67%	22	0.83%	11	1.06%	24	0.23%	3	0.08%	1	0.15%	2	0.83%	11	0.08%	1	0.00%	0	0.98%	13	1320
	Aged 16-24	94.38%	621	1.67%	11	92.71%	610	1.06%	7	0.91%	6	1.22%	8	1.22%	8	0.15%	1	0.15%	1	0.30%	2	1.22%	8	0.46%	3	0.15%	1	0.46%	3	658
	Aged 25-34	90.84%	1111	1.55%	19	89.53%	1095	2.86%	35	1.55%	19	0.65%	8	1.47%	18	0.41%	5	0.33%	4	0.25%	3	1.39%	17	0.00%	0	0.08%	1	1.47%	18	1223
	Aged 35-59	91.26%	814	1.57%	14	89.01%	794	1.23%	11	2.80%	25	0.78%	7	1.35%	12	0.67%	6	0.00%	0	0.11%	1	1.35%	12	0.22%	2	0.22%	2	2.24%	20	892
	Aged 60-74	96.15%	75	1.28%	1	93.59%	73	1.28%	1	1.28%	1	1.28%	1	0.00%	0	0.00%	0	0.00%	0	0.00%	0	1.28%	1	0.00%	0	0.00%	0	0.00%	0	78
014S33 Southside	All Males	91.62%	1421	1.23%	19	90.20%	1399	2.13%	33	1.74%	27	0.71%	11	1.23%	19	0.32%	5	0.45%	7	0.26%	4	0.90%	14	0.26%	4	0.06%	1	1.74%	27	1551
	All Females	92.44%	1211	0.84%	11	90.69%	1188	1.91%	25	2.75%	36	0.69%	9	1.60%	21	0.38%	5	0.15%	2	0.38%	5	0.61%	8	0.00%	0	0.23%	3	0.61%	8	1310
	Aged 16-24	92.78%	630	0.88%	6	91.61%	622	1.77%	12	1.47%	10	0.59%	4	2.21%	15	0.29%	2	0.15%	1	0.15%	1	0.74%	5	0.00%	0	0.44%	3	0.59%	4	679
	Aged 25-34	90.84%	1131	0.80%	10	89.24%	1111	2.65%	33	2.41%	30	0.72%	9	1.45%	18	0.48%	6	0.48%	6	0.56%	7	0.08%	1	0.08%	1	1.37%	17	1245		
	Aged 35-59	92.83%	816	1.48%	13	90.90%	799	1.48%	13	2.50%	22	0.80%	7	0.80%	7	0.23%	2	0.23%	2	0.23%	2	1.14%	10	0.34%	3	0.00%	0	1.37%	12	879
	Aged 60-74	94.83%	55	1.72%	1	94.83%	55	0.00%	0	1.72%	1	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	3.45%	2	58
014S34 Holyrood	All Males	90.66%	1252	1.38%	19	88.85%	1227	2.39%	33	1.38%	19	1.30%	18	1.38%	19	1.16%	16	0.07%	1	0.22%	3	1.01%	14	0.29%	4	0.22%	3	1.74%	24	1381
	All Females	93.67%	1125	1.08%	13	92.34%	1109	1.33%	16	1.25%	15	1.17%	14	1.42%	17	0.17%	3	0.25%	3	0.08%	1	0.92%	11	0.08%	1	0.08%	1	0.92%	11	1201
	Aged 16-24	92.55%	348	0.80%	3	91.22%	343	2.13%	8	1.33%	5	1.06%	4	1.60%	6	0.53%	2	0.27%	1	0.00%	0	0.80%	3	0.00%	0	0.00%	0	1.06%	4	376
	Aged 25-34	90.94%	974	1.96%	21	88.89%	952	2.33%	25	1.77%	19	1.40%	15	1.31%	14	0.65%	7	0.09%	2	1.19%	2	1.40%	15	0.28%	3	0.37%	4	1.31%	14	1071
	Aged 35-59	92.73%	956	0.78%	8	91.76%	946	1.36%	14	0.68%	7	1.07%	11	1.55%	16	0.87%	9	0.19%	2	0.10%	1	0.68%	7	0.19%	2	0.00%	0	1.55%	16	1031
	Aged 60-74	95.19%	99	0.00%	0	91.35%	95	1.92%	2	2.88%	3	1.92%	2	0.00%	0	0.00%	0	0.00%	0	0.96%	1	0.00%	0	0.00%	0	0.00%	0	0.96%	1	104
014S35 Meadowbank	All Males	91.94%	2020	1.23%	27	88.89%	1953	1.96%	43	2.14%	47	2.18%	48	1.46%	32	0.41%	9	0.09%	2	0.09%	2	0.82%	18	0.27%	6	0.23%	5	1.46%	32	2197
	All Females	95.03%	2047	0.79%	17	91.74%	1976	1.39%	30	2.60%	56	1.86%	40	0.70%	15	0.19%	4	0.09%	2	0.14%	3	0.65%	14	0.14%	3	0.00%	0	0.65%	11	2154
	Aged 16-24	95.15%	530	0.54%	3	91.74%	511	1.62%	9	1.62%	9	2.15%	12	1.26%	7	0.18%	1	0.00%	0	0.00%	0	0.								



# APPENDIX TWENTY-SEVEN- Travel-To-Work Matrix for Edinburgh City Council Area (tv201).

	Category	EDINBURGH CONURB.		GLASGOW CONURB.		EDINBURGH CITY		W.LOTHIAN		MIDLOTHIAN		E.LOTHIAN		FIFE		FALKIRK		STIRLING		BORDERS		GLASGOW CITY		N.LANARKSHIRE		S.LANARKSHIRE		OTHER		TOTAL	
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in		
014S43 Colinton	All Males	86.60%	2087	2.58%	69	84.69%	2041	3.40%	82	3.15%	76	1.00%	24	1.29%	31	0.75%	18	0.29%	7	0.33%	8	1.83%	44	0.37%	9	0.41%	10	2.49%	60	2410	
	All Females	92.48%	1661	0.78%	14	93.09%	1618	2.39%	43	3.34%	60	1.06%	19	0.72%	13	0.45%	8	0.06%	1	0.33%	6	0.39%	7	0.22%	4	0.17%	3	0.78%	14	1796	
	Aged 16-24	94.00%	392	0.24%	1	93.53%	390	0.96%	4	1.92%	8	0.24%	1	1.20%	5	0.00%	0	0.00%	0	0.48%	2	0.00%	0	0.24%	1	0.00%	0	1.44%	6	417	
	Aged 25-34	88.37%	684	2.20%	17	85.66%	663	3.10%	24	3.10%	24	1.55%	12	1.03%	8	1.03%	3	0.39%	3	0.26%	2	1.16%	9	0.26%	2	0.65%	5	1.81%	14	774	
	Aged 35-59	88.37%	2462	2.19%	61	86.11%	2399	3.19%	89	3.48%	97	1.01%	28	1.08%	30	0.65%	18	0.18%	5	0.36%	10	1.44%	40	0.32%	9	0.29%	8	1.90%	53	2786	
	Aged 60-74	91.70%	210	1.75%	4	90.39%	207	3.49%	8	3.06%	7	0.87%	2	0.44%	1	0.00%	0	0.00%	0	0.87%	0	0.87%	2	0.44%	1	0.00%	0	0.44%	1	229	
014S44 Firrhill	All Males	89.30%	1477	0.85%	14	87.36%	1445	3.45%	57	3.63%	60	1.21%	20	0.91%	15	0.60%	10	0.30%	5	0.06%	1	0.54%	9	0.06%	1	0.12%	2	1.75%	29	1654	
	All Females	96.78%	1561	0.19%	3	95.60%	1542	1.12%	18	1.80%	29	0.68%	11	0.25%	4	0.12%	2	0.06%	1	0.00%	0	0.12%	2	0.06%	1	0.00%	0	0.19%	3	1613	
	Aged 16-24	95.04%	383	0.50%	2	94.54%	381	1.74%	7	0.74%	3	0.50%	2	0.50%	2	0.00%	0	0.74%	3	0.00%	0	0.50%	2	0.00%	0	0.00%	0	0.74%	3	403	
	Aged 25-34	93.08%	807	0.35%	3	90.77%	787	2.19%	19	4.15%	36	0.81%	7	0.23%	2	0.23%	2	0.00%	0	0.12%	1	0.23%	2	0.00%	0	0.00%	0	1.27%	11	867	
	Aged 35-59	92.45%	1690	0.66%	12	90.92%	1662	2.68%	49	2.46%	45	1.04%	19	0.77%	14	0.44%	8	0.11%	2	0.00%	0	0.38%	7	0.11%	2	0.11%	2	0.98%	18	1828	
	Aged 60-74	93.49%	158	0.00%	0	92.90%	157	0.00%	0	2.96%	3	0.59%	3	0.59%	1	1.18%	2	0.59%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0
014S45 Merchiston	All Males	87.06%	1628	2.30%	43	85.51%	1599	3.74%	70	1.71%	32	0.91%	17	1.44%	27	0.80%	15	0.43%	8	0.43%	8	1.71%	32	0.48%	9	0.27%	5	2.57%	48	1870	
	All Females	90.74%	1607	1.69%	30	88.37%	1565	2.71%	48	2.26%	40	1.52%	27	1.41%	25	0.34%	6	0.40%	7	0.23%	4	1.52%	27	0.06%	1	0.06%	1	1.13%	20	1771	
	Aged 16-24	91.68%	441	0.62%	3	90.02%	433	2.49%	12	1.04%	5	1.87%	9	1.04%	5	0.83%	4	0.62%	3	0.42%	2	0.62%	4	0.00%	0	0.00%	0	1.04%	5	481	
	Aged 25-34	86.27%	1225	2.18%	31	84.86%	1205	3.73%	53	1.76%	25	0.92%	13	1.97%	28	0.85%	12	0.70%	10	0.49%	7	1.69%	24	0.42%	6	0.14%	2	2.46%	35	1420	
	Aged 35-59	89.68%	1451	2.41%	39	87.21%	1411	3.28%	53	2.47%	40	1.24%	20	1.11%	18	0.31%	5	0.06%	1	0.19%	3	1.98%	32	0.25%	4	0.25%	4	1.67%	27	1618	
	Aged 60-74	96.72%	118	0.00%	0	94.26%	115	0.00%	0	1.64%	2	1.64%	2	0.82%	1	0.00%	0	0.82%	1	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.82%	1	122	
014S46 North Morningside/ Grange	All Males	87.36%	1431	2.99%	49	85.96%	1408	2.69%	44	2.32%	38	0.73%	12	1.47%	24	0.67%	11	0.31%	5	0.31%	5	1.95%	32	0.49%	8	0.37%	6	2.75%	45	1638	
	All Females	92.54%	1402	0.92%	14	89.90%	1362	2.18%	33	2.97%	45	1.25%	19	1.06%	16	0.46%	7	0.46%	7	0.07%	1	0.79%	12	0.13%	2	0.00%	0	0.73%	11	1515	
	Aged 16-24	94.32%	299	0.63%	2	92.74%	294	1.26%	4	1.58%	5	0.63%	2	0.95%	3	0.63%	2	0.63%	2	0.00%	0	0.63%	2	0.00%	0	0.32%	1	0.63%	2	317	
	Aged 25-34	88.24%	960	2.02%	22	86.40%	940	3.58%	39	3.31%	36	0.83%	9	1.29%	14	0.46%	5	0.37%	4	0.37%	4	1.29%	14	0.37%	4	0.18%	2	1.56%	17	1088	
	Aged 35-59	89.53%	1419	2.33%	37	87.32%	1384	2.08%	33	2.40%	38	1.26%	20	1.45%	23	0.69%	11	0.38%	6	0.06%	1	1.64%	26	0.38%	6	0.19%	3	2.15%	34	1585	
	Aged 60-74	95.09%	155	1.23%	2	93.25%	152	0.61%	1	2.45%	4	0.00%	0	0.00%	0	0.00%	0	0.61%	1	1.23%	2	0.00%	0	0.00%	0	0.00%	0	1.84%	3	163	
014S47 Marchmont	All Males	88.73%	1189	2.39%	32	87.09%	1167	2.69%	36	1.79%	24	0.82%	11	1.72%	23	0.45%	6	0.52%	7	0.45%	6	1.72%	23	0.30%	4	0.15%	2	2.31%	31	1340	
	All Females	90.66%	1058	1.71%	20	88.43%	1032	1.89%	22	2.14%	25	1.89%	22	1.29%	15	0.77%	9	0.34%	4	0.51%	6	1.11%	13	0.43%	5	0.09%	1	1.11%	13	1167	
	Aged 16-24	93.98%	468	1.00%	5	92.37%	460	1.00%	5	1.41%	7	1.00%	5	1.81%	9	0.60%	3	0.00%	0	0.40%	2	0.80%	4	0.00%	0	0.00%	0	0.60%	3	498	
	Aged 25-34	86.67%	793	2.73%	25	85.03%	778	2.51%	23	2.40%	22	1.64%	15	1.75%	16	0.87%	8	0.66%	6	0.44%	4	1.97%	18	0.66%	6	0.00%	0	2.08%	19	915	
	Aged 35-59	89.77%	921	2.14%	22	87.43%	897	2.92%	30	1.85%	19	1.27%	13	1.27%	13	0.39%	4	0.49%	5	0.39%	4	1.36%	14	0.29%	3	0.29%	3	2.05%	21	1026	
	Aged 60-74	95.59%	65	0.00%	0	94.12%	64	0.00%	0	1.47%	1	0.00%	0	0.00%	0	0.00%	0	0.00%	0	2.94%	2	0.00%	0	0.00%	0	0.00%	0	1.47%	1	68	
014S48 Sciennes	All Males	88.83%	1503	1.71%	29	87.12%	1474	2.60%	44	2.84%	48	0.65%	11	1.30%	22	0.47%	8	0.12%	2	0.24%	4	1.30%	22	0.41%	7	0.30%	5	2.66%	45	1692	
	All Females	93.12%	1380	1.15%	17	90.49%	1341	1.62%	24	2.83%	42	1.69%	25	0.88%	13	0.20%	3	0.27%	4	0.00%	0	0.81%	12	0.00%	0	0.13%	2	1.08%	16	1482	
	Aged 16-24	91.69%	364	1.51%	6	90.93%	361	1.76%	7	1.51%	6	0.25%	1	1.76%	7	0.50%	2	0.00%	0	0.00%	0	1.26%	5	0.00%	0	0.00%	0	2.02%	8	397	
	Aged 25-34	89.22%	803	1.22%	11	87.44%	787	3.11%	28	3.22%	29	0.67%	6	1.56%	14	0.33%	3	0.33%	3	0.11%	1	0.67%	6	0.22%	2	0.22%	2	2.11%	19	900	
	Aged 35-59	91.14%	1574	1.62%	28	88.48%	1528	1.91%	33	3.07%	53	1.62%	28	0.75%	13	0.23%	4	0.17%	3	0.17%	3	1.27%	22	0.29%	5	0.29%	5	1.74%	30	1727	
	Aged 60-74	94.67%	142	0.67%	1	92.67%	139	0.00%	0	1.33%	2	0.67%	1	1.33%	2	0.00%	0	0.67%	1	0.00%	0	0.67%	1	0.00%	0	0.00%	0	2.67%	4	150	
014S49 Newington	All Males	90.85%	1520	1.61%	27	88.28%	1477	2.21%	37	2.99%	50	1.20%	20	0.60%	10	0.36%	6	0.12%	2	0.18%	3	1.43%	24	0.12%	2	0.06%	1	2.45%	41	1673	
	All Females	93.62%	1439	0.65%	10	90.37%	1389	1.37%	21	3.51%	54	1.50%	23	0.85%	13	0.26%	4	0.33%	3	0.39%	6	0.13%	2	0.07%	1	1.04%	16	1537			
	Aged 16-24	95.11%	253	0.00%	0	93.98%	250	1.50%	4	1.88%	5	0.75%	2	0.00%	0	0.38%	1	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0					



# APPENDIX TWENTY-SEVEN- Travel-To-Work Matrix for Edinburgh City Council Area (tv201).

	Category	EDINBURGH CONURB.		GLASGOW CONURB.		EDINBURGH CITY		W.LOTHIAN		MIDLOTHIAN		E.LOTHIAN		FIFE		FALKIRK		STIRLING		BORDERS		GLASGOW CITY		N.LANARKSHIRE		S.LANARKSHIRE		OTHER		TOTAL
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	
014557 Craigmillar	All Males	92.79%	1055	0.88%	10	89.01%	1012	1.58%	18	3.43%	39	2.73%	31	0.53%	6	0.53%	6	0.18%	2	0.00%	0	0.70%	8	0.00%	0	0.09%	1	1.23%	14	1137
	All Females	96.52%	1083	0.09%	1	93.94%	1054	1.60%	18	1.60%	18	1.96%	22	0.18%	2	0.18%	2	0.00%	0	0.18%	2	0.00%	0	0.27%	3	0.00%	0	0.09%	1	1122
	Aged 16-24	96.04%	315	0.30%	1	94.51%	310	1.22%	4	1.83%	6	0.91%	3	0.00%	0	0.30%	1	0.00%	0	0.00%	0	0.30%	1	0.00%	0	0.00%	0	0.91%	3	328
	Aged 25-34	93.07%	510	0.91%	5	90.51%	496	2.74%	15	2.37%	13	1.64%	9	0.36%	2	0.73%	4	0.00%	0	0.18%	1	0.55%	3	0.18%	1	0.18%	1	0.55%	3	548
	Aged 35-59	94.77%	1197	0.40%	5	90.89%	1148	1.11%	14	2.85%	36	3.01%	38	0.48%	6	0.24%	3	0.16%	2	0.08%	1	0.32%	4	0.16%	2	0.00%	0	0.71%	9	1263
	Aged 60-74	96.67%	116	0.00%	0	93.33%	112	2.50%	3	1.67%	2	2.50%	3	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	120
014558 Duddingston	All Males	91.11%	1732	1.26%	24	86.48%	1644	2.26%	43	3.79%	72	3.58%	68	0.79%	15	0.42%	8	0.05%	1	0.16%	3	0.89%	17	0.32%	6	0.05%	1	1.21%	23	1901
	All Females	95.57%	1706	0.56%	10	91.82%	1639	1.18%	21	1.90%	34	3.42%	61	0.11%	2	0.06%	1	0.06%	1	0.11%	2	0.39%	7	0.17%	3	0.06%	1	0.73%	13	1785
	Aged 16-24	94.66%	319	0.59%	2	91.10%	307	1.19%	4	2.97%	10	2.97%	10	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.30%	1	0.59%	2	0.00%	0	0.89%	3	337
	Aged 25-34	93.59%	642	1.02%	7	87.32%	599	2.33%	16	3.21%	22	4.81%	33	0.29%	2	0.29%	2	0.00%	0	0.15%	1	0.73%	5	0.29%	2	0.00%	0	0.58%	4	686
	Aged 35-59	92.77%	2298	1.01%	25	88.94%	2203	1.74%	43	2.87%	71	3.27%	81	0.57%	14	0.20%	5	0.08%	2	0.16%	4	0.73%	18	0.20%	5	0.08%	2	1.17%	29	2477
	Aged 60-74	96.24%	179	0.00%	0	93.55%	174	0.54%	1	1.61%	3	2.69%	5	0.54%	1	1.08%	2	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	186
EDINBURGH COUNCIL AREA	All Males	88.48%	94173	1.80%	1913	86.48%	92046	3.53%	3753	2.20%	2345	1.19%	1269	1.62%	1725	0.68%	723	0.24%	253	0.17%	178	1.23%	1310	0.38%	406	0.20%	218	2.08%	2212	106438
	All Females	93.62%	91751	0.77%	755	91.89%	90060	2.15%	2109	1.79%	1755	1.06%	1038	0.99%	969	0.30%	296	0.16%	156	0.13%	124	0.57%	554	0.14%	142	0.09%	86	0.73%	715	98004
	Aged 16-24	93.83%	22058	0.64%	151	92.49%	21744	2.05%	482	1.39%	326	0.95%	223	0.85%	199	0.33%	77	0.15%	35	0.10%	24	0.47%	111	0.14%	32	0.07%	17	1.02%	239	23509
	Aged 25-34	89.71%	53483	1.57%	938	87.90%	52406	3.24%	1933	1.98%	1180	1.14%	682	1.64%	976	0.57%	342	0.27%	159	0.20%	118	1.12%	665	0.30%	176	0.18%	109	1.46%	871	59617
	Aged 35-59	90.70%	101116	1.36%	1515	88.69%	98869	2.92%	3257	2.16%	2410	1.17%	1306	1.29%	1439	0.52%	578	0.18%	203	0.13%	150	0.93%	1040	0.30%	329	0.15%	170	1.55%	1729	111480
	Aged 60-74	94.22%	9267	0.65%	64	92.39%	9087	1.93%	190	1.87%	184	0.98%	96	0.81%	80	0.22%	22	0.12%	12	0.10%	10	0.49%	48	0.11%	11	0.08%	8	0.89%	88	9836



## APPENDIX TWENTY-EIGHT- Travel-To-Work Matrix for Falkirk Council Area (tv204).

	Category	EDIN CONURB.		GLA CONURB.		EAST		WEST		EDINBURGH		GLASGOW		FALKIRK		WEST LOTHIAN		STIRLING		FIFE		N. LANARKSHIRE		CLACKMANNAN		OTHER		TOTAL
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	
015S01 CAMELON	Full-time employment	4.08%	51	3.52%	44	9.60%	120	6.40%	80	4.08%	51	1.52%	19	78.00%	975	3.84%	48	4.56%	57	1.44%	18	3.36%	42	0.48%	6	2.72%	34	1250
	Part-time employment	0.54%	2	1.08%	4	2.44%	9	1.36%	5	0.54%	2	1.08%	4	94.04%	347	0.54%	2	1.36%	5	0.27%	1	0.81%	3	0.00%	0	3.69%	0	369
	TOTAL	3.27%	53	2.96%	48	7.97%	129	5.25%	85	3.27%	53	1.42%	23	81.66%	1322	3.09%	50	3.83%	62	1.42%	23	2.66%	43	0.56%	9	2.10%	34	1619
	LE and HMO, HPO & LM and PO	8.54%	24	8.19%	23	16.37%	46	12.10%	34	8.54%	24	3.56%	10	61.92%	174	4.63%	13	5.69%	19	1.07%	8	5.69%	16	1.07%	3	4.98%	14	281
	Intermediate Occupations	5.43%	12	3.17%	7	9.05%	20	4.07%	9	5.43%	12	2.26%	5	80.09%	177	1.81%	4	5.43%	12	0.90%	2	1.36%	3	1.36%	3	1.36%	3	221
	SE and OAW	0.92%	1	0.92%	1	0.92%	1	0.92%	1	0.92%	1	0.00%	0	97.25%	106	0.00%	0	0.92%	1	0.00%	0	0.00%	0	0.00%	0	0.92%	1	109
	LS and TO, S-RO & RO	1.59%	16	1.69%	17	6.15%	62	4.07%	41	1.59%	16	0.79%	8	85.81%	865	3.27%	33	2.98%	30	1.29%	13	2.38%	24	0.30%	3	1.59%	16	1008
015S02 SUMMERFORD	Full-time employment	5.97%	81	5.16%	70	11.20%	152	7.30%	99	5.90%	80	3.02%	41	73.91%	1003	3.17%	43	5.31%	72	1.69%	23	3.02%	41	1.03%	14	2.95%	40	1357
	Part-time employment	1.28%	5	1.02%	4	3.07%	12	2.05%	8	1.28%	5	0.51%	2	89.00%	348	0.77%	3	4.35%	17	1.02%	4	1.02%	4	1.02%	4	1.02%	4	391
	TOTAL	4.92%	86	4.23%	74	9.38%	164	6.12%	107	4.86%	85	2.46%	43	77.29%	1351	2.63%	46	5.09%	89	1.54%	27	2.57%	45	1.03%	18	2.52%	44	1748
	LE and HMO, HPO & LM and PO	9.89%	47	8.42%	40	17.80%	81	10.95%	52	9.89%	46	4.84%	23	62.11%	295	4.42%	21	6.51%	34	1.68%	8	3.58%	17	1.68%	8	5.47%	26	475
	Intermediate Occupations	6.03%	17	3.90%	11	7.80%	22	5.67%	16	6.03%	17	3.55%	10	75.53%	213	1.06%	3	8.51%	24	0.71%	2	1.42%	4	1.42%	4	1.77%	5	282
	SE and OAW	1.02%	1	1.02%	1	1.02%	1	1.02%	1	1.02%	1	1.02%	1	93.88%	92	0.00%	0	4.08%	4	0.00%	0	0.00%	0	0.00%	0	0.00%	0	98
	LS and TO, S-RO & RO	2.35%	21	2.46%	22	6.72%	60	4.26%	38	2.35%	21	1.01%	9	84.10%	751	2.46%	22	3.36%	30	1.90%	17	2.69%	24	0.67%	6	1.46%	13	893
015S03 WOODLANDS	Full-time employment	13.64%	238	11.29%	197	19.66%	343	13.30%	232	13.24%	231	8.77%	153	57.02%	995	4.53%	79	5.50%	96	1.43%	25	2.52%	44	1.60%	28	5.39%	94	1745
	Part-time employment	6.18%	27	3.66%	16	9.38%	41	3.89%	17	6.18%	27	2.06%	9	80.78%	353	2.29%	10	4.35%	19	0.69%	3	0.69%	3	1.37%	6	1.60%	7	437
	TOTAL	12.14%	265	9.76%	213	17.60%	384	11.41%	249	11.82%	258	7.42%	162	61.78%	1348	4.08%	89	5.27%	115	1.28%	28	2.15%	47	1.56%	34	4.63%	101	2182
	LE and HMO, HPO & LM and PO	16.64%	200	14.89%	179	22.63%	272	16.64%	200	16.31%	196	11.73%	141	49.58%	596	4.33%	52	5.91%	71	1.66%	20	2.41%	29	2.08%	25	5.99%	72	1202
	Intermediate Occupations	9.88%	32	5.56%	18	12.96%	42	6.79%	22	9.88%	32	3.70%	12	72.53%	235	2.78%	9	5.56%	18	0.31%	1	1.23%	4	0.93%	3	3.09%	10	324
	SE and OAW	2.82%	4	3.52%	5	6.34%	9	4.93%	7	2.11%	3	0.70%	1	81.69%	116	2.82%	4	4.23%	6	0.70%	1	2.82%	4	2.11%	3	2.82%	4	142
	LS and TO, S-RO & RO	5.64%	29	2.14%	11	11.87%	61	3.89%	20	5.25%	27	1.56%	8	78.02%	401	4.67%	24	3.89%	20	1.17%	6	1.95%	10	0.58%	3	2.92%	15	514
015S04 FALKIRK TOWN CENTRE	Full-time employment	11.80%	161	8.36%	114	17.74%	242	9.68%	132	11.80%	161	5.06%	69	63.71%	869	4.40%	60	4.99%	68	1.54%	21	2.35%	32	1.10%	15	5.06%	69	1364
	Part-time employment	4.55%	13	3.85%	11	9.09%	26	5.59%	16	4.55%	13	3.15%	9	77.97%	223	3.15%	9	4.20%	12	1.40%	4	2.45%	7	1.05%	3	2.10%	6	286
	TOTAL	10.55%	174	7.58%	125	16.24%	268	8.97%	148	10.55%	174	4.73%	78	66.18%	1092	4.18%	69	4.85%	80	1.52%	25	2.36%	39	1.09%	18	4.55%	75	1650
	LE and HMO, HPO & LM and PO	14.37%	118	11.08%	91	21.19%	174	12.79%	105	14.37%	118	7.80%	64	57.00%	468	4.63%	38	5.72%	47	2.19%	18	2.80%	23	1.10%	9	4.38%	36	821
	Intermediate Occupations	12.67%	28	4.07%	9	17.19%	38	4.98%	17	12.67%	28	1.36%	3	68.33%	151	3.62%	8	7.69%	17	0.90%	2	0.90%	2	0.90%	2	3.62%	8	221
	SE and OAW	2.61%	4	1.96%	3	5.88%	9	1.96%	3	2.61%	4	0.65%	1	85.62%	131	2.61%	4	4.31%	2	0.65%	1	1.31%	2	2.61%	4	2.61%	4	153
	LS and TO, S-RO & RO	5.27%	24	4.84%	22	10.33%	47	6.37%	29	5.27%	24	2.20%	10	75.16%	342	4.18%	19	3.08%	14	0.88%	4	2.64%	12	0.66%	3	5.93%	27	455
015S05 HALL GLEN	Full-time employment	5.71%	88	5.52%	85	13.69%	211	6.94%	107	5.58%	86	3.50%	54	73.52%	1133	6.10%	94	4.15%	64	1.82%	28	2.21%	34	0.65%	10	2.47%	38	1541
	Part-time employment	1.20%	5	0.48%	2	5.06%	21	1.20%	5	1.20%	5	0.00%	0	90.60%	376	3.13%	13	1.93%	8	0.72%	3	0.48%	2	0.96%	4	0.96%	4	415
	TOTAL	4.75%	93	4.45%	87	11.86%	232	5.73%	112	4.65%	91	2.76%	54	77.15%	1509	5.47%	107	3.68%	72	1.58%	31	1.84%	36	0.72%	14	2.15%	42	1956
	LE and HMO, HPO & LM and PO	8.14%	43	11.74%	62	15.15%	80	13.64%	72	8.14%	43	8.33%	44	64.39%	340	4.73%	25	4.73%	25	2.27%	12	1.14%	6	3.98%	21	5.2%	21	528
	Intermediate Occupations	6.94%	20	1.39%	4	16.32%	47	3.47%	10	6.94%	20	1.04%	3	74.65%	215	6.94%	20	4.86%	14	2.43%	7	2.08%	6	0.00%	0	1.04%	3	288
	SE and OAW	3.45%	4	3.45%	4	4.31%	5	3.45%	4	3.45%	4	0.00%	0	87.07%	101	0.86%	1	0.00%	0	0.86%	1	2.59%	3	5.17%	6	5.17%	6	116
	LS and TO, S-RO & RO	2.54%	26	1.66%	17	9.77%	100	2.54%	26	2.34%	24	0.68%	7	83.30%	853	5.96%	61	3.22%	33	1.17%	12	1.66%	17	0.49%	5	1.17%	12	1024
015S06 DAWSON	Full-time employment	6.87%	89	4.40%	57	11.27%	146	6.02%	78	6.48%	84	2.62%	34	76.08%	986	2.78%	36	4.32%	56	1.54%	20	2.31%	30	1.16%	15	2.70%	35	1296
	Part-time employment	2.16%	7	0.93%	3	4.63%	15	1.23%	4	1.85%	6	0.31%	1	92.28%	299	1.54%	5	0.93%	3	0.93%	3	0.62%	2	0.31%	1	1.23%	4	324
	TOTAL	5.93%	96	3.70%	60	9.94%	161	5.06%	82	5.56%	90	2.16%	35	79.32%	1285	2.53%	41	3.64%	59	1.42%	23	1.98%	32	0.99%	16	2.41%	39	1620
	LE and HMO, HPO & LM and PO	11.36%	45	8.33%	33	15.91%	63	9.60%	38	10.86%	43	5.56%	22	66.16%	262	2.78%	11	4.80%	19	1.52%	6	2.53%	10	2.02%	8	3.79%	15	396
	Intermediate Occupations	6.59%	17	4.65%	12	8.14%	21	5.43%	14	6.59%	17	3.10%	8	80.23%	207	1.16%	3	4.26%	11	0.39%	1	0.78%	2	1.16%	3	2.33%	6	258
	SE and OAW	1.45%	1	0.00%	0	1.45%	1	0.00%	0	1.45%	1	0.00%	0	97.10%	67	0.00%	0	1.45%	1	0.00%	0	0.00%	0	0.00%	0	0.00%	0	69
	LS and TO, S-RO & RO	3.68%	33	1.67%	15	8.47%	76	3.94%	30	3.23%	29	0.56%	5	83.50%	749	3.01%	27	3.12%	29	1.78%	16	2.23%	20	0.56%	5	2.01%	18	897



# APPENDIX TWENTY-EIGHT- Travel-To-Work Matrix for Falkirk Council Area (tv204).

	Category	EDIN CONURB.		GLA CONURB.		EAST		WEST		EDINBURGH		GLASGOW		FALKIRK		WEST LOTHIAN		STIRLING		FIFE		N. LANARKSHIRE		CLACKMANNAN		OTHER		TOTAL
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	
015S13 GRANGE AND BLACKNESS	Full-time employment	22.55%	345	3.46%	53	41.44%	634	4.12%	63	22.22%	340	2.29%	35	50.88%	780	15.95%	244	1.31%	20	2.55%	39	1.24%	19	0.59%	9	2.88%	44	1530
	Part-time employment	10.87%	40	0.54%	2	28.53%	105	0.54%	2	10.60%	39	0.27%	1	67.93%	250	15.76%	58	1.09%	4	1.90%	7	0.00%	0	0.27%	1	2.17%	8	368
	TOTAL	20.28%	385	2.90%	55	38.94%	739	3.42%	65	19.97%	379	1.90%	36	54.27%	1030	15.91%	302	1.26%	24	2.42%	46	1.00%	19	0.53%	10	2.74%	52	1898
	LE and HMO, HPO & LM and PO	30.21%	206	6.01%	41	49.27%	336	6.45%	44	29.47%	201	4.25%	29	39.44%	269	15.54%	106	1.91%	13	2.93%	20	1.32%	9	1.03%	7	4.11%	28	682
	Intermediate Occupations	34.73%	83	2.09%	5	53.56%	128	2.51%	6	34.73%	83	0.84%	2	41.00%	98	17.99%	43	1.26%	3	0.84%	2	0.42%	1	0.00%	0	2.93%	7	239
	SE and OAW	7.04%	10	0.70%	1	13.38%	19	1.41%	2	6.34%	9	0.00%	0	83.10%	118	5.63%	8	0.70%	1	0.70%	1	1.41%	2	0.00%	0	2.11%	3	142
	LS and TO, S-RO & RO	10.30%	86	0.96%	8	30.66%	256	1.56%	13	10.30%	86	0.60%	5	65.27%	545	17.37%	145	0.84%	7	2.75%	23	0.84%	7	0.36%	3	1.68%	14	835
015S14 DEAN	Full-time employment	17.66%	219	2.66%	33	35.81%	444	3.47%	43	17.50%	217	1.37%	17	56.05%	695	15.56%	193	2.26%	28	2.34%	29	1.29%	16	0.56%	7	3.06%	38	1240
	Part-time employment	8.28%	26	1.91%	6	25.80%	81	2.55%	8	7.64%	24	0.96%	3	70.06%	220	14.65%	46	0.96%	3	2.55%	8	0.64%	2	0.64%	2	1.91%	6	314
	TOTAL	15.77%	245	2.51%	39	33.78%	525	3.28%	51	15.51%	241	1.29%	20	58.88%	915	15.38%	239	1.99%	31	2.58%	37	1.16%	18	0.58%	9	2.83%	44	1554
	LE and HMO, HPO & LM and PO	22.35%	101	4.65%	21	43.36%	196	5.53%	25	21.46%	97	2.65%	12	45.58%	206	17.48%	79	2.88%	13	2.88%	13	1.89%	9	1.33%	6	3.76%	17	452
	Intermediate Occupations	25.64%	50	2.05%	4	43.59%	85	3.59%	7	25.64%	50	1.54%	3	48.72%	95	15.38%	30	2.68%	4	2.68%	4	1.54%	4	0.00%	0	2.56%	5	195
	SE and OAW	6.19%	6	0.00%	0	7.22%	7	0.00%	0	6.19%	6	0.00%	0	89.69%	87	1.03%	1	1.03%	1	0.00%	0	0.00%	0	0.00%	0	2.06%	2	97
	LS and TO, S-RO & RO	10.86%	88	1.73%	14	29.26%	237	2.35%	19	10.86%	88	0.62%	5	65.06%	527	15.93%	129	1.60%	13	2.35%	19	0.74%	6	0.37%	3	2.47%	20	810
015S15 BORROWSTOUN	Full-time employment	18.67%	305	2.14%	35	38.98%	637	2.94%	48	18.54%	303	1.29%	21	54.41%	889	17.14%	280	1.41%	23	3.06%	50	1.22%	20	0.86%	14	2.08%	34	1634
	Part-time employment	11.13%	54	0.41%	2	27.22%	132	0.41%	2	11.13%	54	0.21%	1	70.10%	340	14.85%	72	1.03%	5	1.24%	6	0.21%	1	0.41%	2	0.82%	4	485
	TOTAL	16.94%	359	1.75%	37	36.29%	769	2.36%	50	16.85%	357	1.04%	22	58.00%	1229	16.61%	352	1.32%	28	2.64%	56	0.99%	21	0.76%	16	1.79%	38	2119
	LE and HMO, HPO & LM and PO	23.31%	138	3.55%	21	40.88%	242	4.22%	25	22.97%	136	1.86%	11	50.17%	297	13.68%	81	1.69%	10	3.72%	22	1.52%	9	0.68%	4	3.72%	22	592
	Intermediate Occupations	33.81%	94	0.36%	1	55.40%	154	0.72%	2	33.81%	94	0.36%	1	40.65%	113	17.63%	49	1.06%	3	3.96%	11	0.36%	1	1.80%	5	0.36%	1	278
	SE and OAW	2.34%	3	0.00%	0	10.94%	14	0.00%	0	2.34%	3	0.00%	0	88.28%	113	7.03%	9	0.78%	1	0.78%	1	0.00%	0	0.00%	0	0.78%	1	128
	LS and TO, S-RO & RO	11.06%	124	1.34%	15	32.02%	359	2.05%	23	11.06%	124	0.89%	10	62.98%	706	19.00%	213	1.25%	14	1.96%	22	0.98%	11	0.62%	7	1.25%	14	1121
015S16 KINNEIL AND WHITECROSS	Full-time employment	14.55%	219	3.06%	46	33.62%	506	3.92%	59	14.42%	217	1.86%	28	57.67%	868	17.08%	257	2.06%	31	1.86%	28	1.33%	20	1.06%	16	2.66%	40	1505
	Part-time employment	9.30%	41	0.91%	4	30.16%	133	1.13%	5	9.30%	41	0.68%	3	66.89%	295	19.50%	86	1.59%	7	1.36%	6	0.23%	1	0.23%	1	0.23%	1	441
	TOTAL	13.36%	260	2.57%	50	32.84%	639	3.29%	64	13.26%	258	1.59%	31	59.76%	1163	17.63%	343	1.95%	38	1.75%	34	1.08%	21	0.87%	17	2.11%	41	1946
	LE and HMO, HPO & LM and PO	16.41%	105	6.09%	39	37.19%	238	7.19%	66	16.25%	104	3.75%	24	49.22%	315	18.13%	116	2.50%	16	2.34%	15	1.88%	12	1.25%	8	4.69%	30	640
	Intermediate Occupations	26.37%	72	1.47%	4	46.42%	124	1.83%	5	26.37%	72	1.10%	3	46.15%	126	17.58%	48	4.78%	13	1.47%	4	0.37%	1	1.10%	3	1.10%	3	273
	SE and OAW	3.05%	4	1.53%	2	4.58%	6	1.53%	2	3.05%	4	0.78%	1	92.37%	121	1.53%	2	0.00%	0	0.78%	1	0.78%	1	0.78%	1	0.78%	1	131
	LS and TO, S-RO & RO	8.76%	79	0.55%	5	30.04%	271	1.22%	11	8.65%	78	0.33%	3	66.63%	601	19.62%	177	1.00%	9	1.66%	15	0.78%	7	0.55%	5	0.78%	7	902
015S17 FORTHSIDE	Full-time employment	6.16%	111	4.66%	84	12.76%	230	6.49%	117	6.10%	110	2.72%	49	69.48%	1252	3.72%	67	7.82%	141	2.77%	50	2.50%	45	1.89%	34	3.00%	54	1802
	Part-time employment	1.39%	6	2.09%	9	3.94%	17	2.09%	9	1.16%	5	0.93%	4	84.89%	365	1.16%	5	7.19%	31	1.39%	6	0.23%	1	1.39%	6	1.86%	8	431
	TOTAL	5.24%	117	4.16%	93	11.06%	247	5.64%	126	5.15%	115	2.37%	53	72.41%	1617	3.22%	72	7.70%	172	2.51%	56	2.06%	46	1.79%	40	2.78%	62	2233
	LE and HMO, HPO & LM and PO	10.69%	73	7.76%	53	18.59%	127	9.66%	66	10.54%	72	4.25%	29	58.71%	401	4.10%	28	9.22%	63	3.51%	24	2.78%	19	1.76%	12	5.12%	35	683
	Intermediate Occupations	7.89%	24	3.95%	12	13.16%	40	4.93%	15	7.57%	23	3.29%	10	67.43%	205	3.29%	10	9.21%	28	1.97%	6	0.99%	3	3.29%	10	2.96%	9	304
	SE and OAW	1.23%	2	2.45%	4	3.07%	5	2.45%	4	1.23%	2	1.23%	2	89.57%	146	1.23%	2	3.68%	6	0.61%	1	0.00%	0	0.00%	0	2.45%	4	163
	LS and TO, S-RO & RO	1.66%	18	2.22%	24	6.93%	75	3.79%	41	1.66%	18	1.11%	12	79.87%	865	2.95%	32	6.93%	75	2.31%	25	2.22%	24	1.66%	18	1.29%	14	1083
015S18 KINNAIRD	Full-time employment	6.18%	137	7.76%	172	12.50%	277	9.97%	221	6.09%	135	4.51%	100	65.34%	1448	3.43%	76	7.85%	174	2.80%	62	3.20%	71	1.81%	40	4.96%	110	2216
	Part-time employment	2.47%	14	1.41%	8	3.88%	22	2.65%	15	2.47%	14	0.88%	5	85.89%	487	0.88%	5	5.82%	33	0.53%	3	1.76%	10	1.76%	10	0.00%	0	567
	TOTAL	5.43%	151	6.47%	180	10.74%	299	8.48%	236	5.35%	149	3.77%	105	69.53%	1935	2.91%	81	7.44%	207	2.34%	65	2.91%	81	1.80%	50	3.95%	110	2783
	LE and HMO, HPO & LM and PO	6.81%	86	10.06%	127	14.34%	181	12.60%	159	6.74%	85	5.94%	75	60.14%	759	4.12%	52	7.84%	99	3.25%	41	3.88%	49	2.30%	29	5.78%	73	1262
	Intermediate Occupations	8.71%	40	5.88%	27	11.33%	52	7.19%	33	8.50%	39	3.92%	18	66.23%	304	1.53%	7	11.98%	55	1.09%	5	1.96%	9	1.74%	8	3.05%	14	459
	SE and OAW	0.55%	1	2.21%	4	3.87%	7	2.21%	4	0.55%	1	1.10%	2	86.19%	156	1.66%	3	5.52%	10	1.66%	3	0.55%	1	1.66%	3	1.10%	2	181
	LS and TO, S-RO & RO	2.22%	24	2.50%	22	6.70%	59	4.64%	40	2.22%	24	1.14%	10	81.27%	716	2.16%	19	4.88%	43	1.82%	16	2.50%	22	1.14%	10	2.38%	21	884
015S19 CARRONGRANGE	Full-time employment	4.66%	67	3.48%	50	9.46%	136	5.56%	80																			



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	Category	EDIN CONURB.		GLA CONURB.		EAST		WEST		EDINBURGH		GLASGOW		FALKIRK		WEST LOTHIAN		STIRLING		FIFE		N. LANARKSHIRE		CLACKMANNAN		OTHER		TOTAL
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	
01SS24 DENNY SOUTH	TOTAL	3.63%	80	7.94%	175	7.58%	167	13.75%	303	3.58%	79	3.90%	86	61.39%	1353	2.59%	57	14.25%	314	1.27%	28	7.21%	159	1.36%	30	4.45%	98	2204
	LE and HMO, HPO & LM and PO	5.94%	42	13.72%	97	11.60%	82	18.81%	133	5.94%	42	7.64%	54	49.22%	348	3.25%	23	14.99%	106	2.26%	16	6.93%	49	2.12%	15	7.64%	54	707
	Intermediate Occupations	7.10%	24	6.80%	23	10.06%	34	11.83%	40	7.10%	24	3.25%	11	50.30%	170	2.37%	8	25.44%	86	0.59%	2	5.62%	19	1.78%	6	3.55%	12	338
	SE and OAW	0.00%	0	2.22%	3	1.48%	2	2.96%	4	0.00%	0	0.74%	1	92.59%	125	0.74%	1	1.48%	2	0.74%	1	1.48%	2	0.74%	1	1.48%	2	135
	LS and TO, S-RO & RO	1.37%	14	5.08%	52	4.79%	49	12.30%	126	1.27%	13	1.95%	20	69.34%	710	2.44%	25	11.72%	120	0.88%	9	8.69%	89	0.78%	8	2.93%	30	1024
01SS25 BONNYBRIDGE	Full-time employment	3.38%	50	7.77%	115	7.36%	109	14.86%	220	3.24%	48	4.53%	67	67.97%	1006	2.16%	32	6.82%	101	1.76%	26	8.51%	126	1.42%	21	3.58%	53	1480
	Part-time employment	1.60%	6	3.46%	13	2.13%	8	7.71%	29	1.60%	6	2.66%	10	81.91%	308	0.27%	1	6.91%	26	0.27%	1	4.52%	17	1.06%	4	0.80%	3	376
	TOTAL	3.02%	56	6.90%	128	6.30%	117	13.42%	249	2.91%	54	4.15%	77	70.80%	1314	1.78%	33	6.84%	127	1.45%	27	7.70%	143	1.35%	25	3.02%	56	1856
	LE and HMO, HPO & LM and PO	5.64%	30	15.79%	84	10.71%	57	22.56%	120	5.45%	29	10.34%	55	54.32%	289	2.07%	11	8.08%	43	2.82%	15	9.21%	49	2.07%	11	5.64%	30	532
	Intermediate Occupations	3.44%	10	5.15%	15	5.84%	17	13.75%	40	3.44%	10	3.44%	10	66.32%	193	2.06%	6	9.97%	29	0.34%	1	8.59%	25	2.06%	6	3.78%	11	291
01SS26 BANKNOCK	SE and OAW	0.00%	0	1.31%	2	1.98%	3	3.92%	6	0.00%	0	0.65%	1	93.46%	143	0.65%	1	0.00%	0	1.31%	2	2.61%	4	0.65%	1	0.65%	1	153
	LS and TO, S-RO & RO	1.82%	16	3.07%	27	4.55%	40	9.43%	83	1.70%	15	1.25%	11	78.30%	689	1.70%	15	6.25%	55	1.02%	9	7.39%	65	0.80%	7	1.59%	14	880
	Full-time employment	3.33%	52	17.91%	280	7.17%	112	33.33%	521	3.26%	51	10.62%	166	50.61%	791	2.88%	45	3.01%	94	0.83%	13	17.79%	278	1.15%	18	6.85%	107	1563
	Part-time employment	0.51%	2	8.65%	34	2.29%	9	21.37%	84	0.51%	2	5.34%	21	68.96%	271	0.76%	3	6.36%	25	1.02%	4	13.49%	53	0.51%	2	3.05%	12	393
	TOTAL	2.76%	54	16.05%	314	6.19%	121	30.93%	605	2.71%	53	9.56%	187	54.29%	1062	2.45%	48	6.08%	119	0.87%	17	16.92%	331	1.02%	20	6.08%	119	1956
01SS27 LAURIESTON	LE and HMO, HPO & LM and PO	5.07%	29	29.90%	171	10.49%	60	40.38%	231	5.07%	29	19.93%	114	37.06%	212	4.20%	24	8.04%	46	0.87%	5	13.46%	77	1.05%	6	10.31%	59	572
	Intermediate Occupations	4.40%	14	17.92%	57	6.29%	20	34.28%	109	4.40%	14	11.64%	37	50.00%	159	1.57%	5	7.86%	25	0.31%	1	17.30%	55	1.26%	4	5.66%	18	318
	SE and OAW	0.62%	1	9.26%	15	0.62%	1	14.81%	24	0.62%	1	6.17%	10	80.25%	130	0.00%	0	4.32%	7	0.00%	0	5.56%	9	0.00%	0	3.09%	5	162
	LS and TO, S-RO & RO	1.11%	10	7.85%	71	4.42%	40	26.66%	241	1.00%	9	2.88%	26	62.06%	561	2.10%	19	4.54%	41	1.22%	11	21.02%	190	1.11%	10	4.09%	37	904
	Full-time employment	9.14%	126	4.64%	64	17.92%	247	6.17%	85	8.93%	123	3.27%	45	68.80%	948	6.46%	89	3.77%	52	2.18%	30	2.03%	28	1.16%	16	3.41%	47	1378
01SS28 POLMONT	Part-time employment	2.90%	12	0.97%	4	7.49%	31	1.93%	8	2.90%	12	0.48%	2	88.16%	365	3.38%	14	2.17%	9	1.21%	5	0.97%	4	0.00%	0	0.72%	3	414
	TOTAL	7.70%	138	3.79%	68	15.51%	278	5.19%	93	7.53%	135	2.62%	47	73.27%	1313	5.75%	103	3.40%	61	1.95%	35	1.79%	32	0.89%	16	2.79%	50	1792
	LE and HMO, HPO & LM and PO	13.06%	73	9.12%	51	24.51%	137	10.20%	57	12.70%	71	6.80%	38	56.89%	318	8.05%	45	5.01%	28	3.04%	17	2.15%	12	0.89%	5	4.47%	25	559
	Intermediate Occupations	13.21%	37	1.79%	5	19.29%	54	3.57%	10	13.21%	37	1.07%	3	71.79%	201	4.29%	12	2.86%	8	1.79%	5	2.14%	6	1.43%	4	1.43%	4	280
	SE and OAW	1.55%	2	2.33%	3	3.10%	4	3.88%	5	1.55%	2	0.00%	0	87.60%	113	1.55%	2	3.10%	4	0.00%	0	2.33%	3	0.78%	1	3.10%	4	129
01SS29 REDDING AND WESTQUARTER	LS and TO, S-RO & RO	3.16%	26	1.09%	9	10.07%	83	2.55%	21	3.03%	25	0.73%	6	82.65%	681	5.34%	44	2.55%	21	1.58%	13	1.33%	11	0.73%	6	2.06%	17	824
	Full-time employment	14.15%	278	5.70%	112	24.89%	489	7.53%	148	13.89%	273	3.82%	75	58.88%	1157	8.65%	170	4.78%	94	2.08%	41	2.44%	48	1.17%	23	4.27%	84	1965
	Part-time employment	7.40%	31	2.86%	12	14.58%	61	3.34%	14	7.40%	31	2.63%	11	75.42%	316	5.97%	25	5.73%	24	1.19%	5	0.48%	2	0.48%	2	0.72%	3	419
	TOTAL	12.96%	309	5.20%	124	23.07%	550	6.80%	162	12.75%	304	3.61%	86	61.79%	1473	8.18%	195	4.95%	118	1.93%	46	2.10%	50	1.05%	25	3.65%	87	2384
	LE and HMO, HPO & LM and PO	16.34%	198	8.43%	90	27.39%	332	9.16%	111	16.01%	194	4.87%	59	53.38%	647	8.33%	100	5.86%	71	2.72%	33	2.39%	29	1.40%	17	5.03%	61	1212
01SS30 DARNRIG	Intermediate Occupations	17.34%	69	4.02%	16	25.38%	101	5.28%	21	17.09%	68	3.52%	14	60.80%	242	7.04%	28	6.53%	26	1.01%	4	1.76%	7	1.26%	5	1.01%	4	398
	SE and OAW	2.19%	3	1.46%	2	5.84%	8	1.46%	2	2.19%	3	1.46%	2	89.05%	122	2.92%	4	3.65%	5	0.73%	1	0.00%	0	0.00%	0	0.00%	0	137
	LS and TO, S-RO & RO	6.12%	39	2.51%	16	17.11%	109	4.40%	28	6.12%	39	1.73%	11	72.53%	462	9.73%	62	2.51%	16	1.26%	8	2.20%	14	0.47%	3	3.45%	22	637
	Full-time employment	10.20%	167	5.68%	93	18.66%	306	6.96%	114	9.95%	163	3.66%	60	67.09%	1099	7.33%	120	3.79%	62	1.10%	18	1.83%	30	1.53%	25	3.72%	61	1638
	Part-time employment	4.71%	20	2.12%	9	10.82%	46	2.35%	10	4.71%	20	0.71%	3	83.06%	353	3.76%	16	3.06%	13	2.35%	10	1.18%	5	0.47%	2	0.71%	3	425
01SS31 REDDINGMUIRHEAD, BRIGHTONS AND RUMFORD	TOTAL	9.06%	187	4.94%	102	17.06%	352	6.01%	124	8.87%	183	3.05%	63	70.38%	1452	6.59%	136	3.64%	75	1.36%	28	1.70%	35	1.31%	27	3.10%	64	2063
	LE and HMO, HPO & LM and PO	15.99%	115	10.01%	72	26.98%	194	11.54%	83	15.86%	114	6.40%	46	53.41%	384	9.18%	66	3.76%	27	1.67%	12	2.36%	17	1.67%	12	5.70%	41	719
	Intermediate Occupations	12.50%	35	2.86%	8	18.57%	52	3.57%	10	12.50%	35	2.50%	7	71.07%	199	3.93%	11	3.93%	11	2.14%	6	0.71%	2	1.43%	4	1.79%	5	280
	SE and OAW	0.68%	1	1.37%	2	4.79%	7	1.37%	2	0.68%	1	0.68%	1	92.47%	135	2.74%	4	0.00%	0	1.37%	2	0.68%	1	0.00%	0	1.37%	2	146
	LS and TO, S-RO & RO	3.92%	36	2.18%	20	10.78%	99	3.16%	29	3.59%	33	0.98%	9	79.96%	734	5.99%	55	4.03%	37	0.87%	8	1.63%	15	1.20%	11	1.74%	16	918
01SS32 AVON	Full-time employment	6.74%	131	9.05%	176	12.80%	249	15.17%	295	6.58%	128	4.68%	91	64.94%	1263	4.47%	87	4.37%	85	1.59%	31	7.56%	147	0.82%	16	4.99%	97	1945
	Part-time employment	2.81%	15	3.00%	16	5.44%	29	6.75%	36	2.81%	15	2.06%	11	83.11%	443	2.44%	13	3.94%	21	0.19%	1	4.32%	23	0.19%	1	0.94%	5	533
	TOTAL	5.89%	146	7.75%	192	11.22%	278	13.36%	331	5.77%	143	4.12%	102	68.85%	1706	4.04%	100	4.28%	106	1.25%	32	6.86%	170	0.89%	17	4.12%	102	2478
	LE and HMO, HPO & LM and PO	9.54%	81</																									



# APPENDIX TWENTY-NINE- Travel-To-Work Matrix for Falkirk Council Area (tv201).

	Category	EDIN CONURB.		GLA CONURB.		EAST		WEST		EDINBURGH		GLASGOW		FALKIRK		WEST LOTHIAN		STIRLING		FIFE		N. LANARKSHIRE		CLACKMANNAN		OTHER		TOTAL
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	
01SS01 CAMELON	All Males	3.56%	31	3.22%	28	10.34%	90	5.75%	50	3.56%	31	1.15%	10	77.24%	672	4.83%	42	4.60%	40	1.61%	14	3.10%	27	0.69%	6	3.22%	28	870
	All Females	2.94%	22	2.67%	20	5.21%	39	4.67%	35	2.94%	22	1.74%	13	86.78%	650	1.07%	8	2.94%	22	1.20%	9	2.14%	16	0.40%	3	0.80%	6	749
	Aged 16-24	4.65%	12	2.33%	6	8.14%	21	5.04%	13	4.65%	12	1.55%	4	81.78%	211	1.94%	5	4.26%	11	0.78%	2	1.94%	5	0.00%	0	3.10%	8	258
	Aged 25-34	4.10%	17	3.86%	16	10.36%	43	6.27%	26	4.10%	17	2.41%	10	79.28%	329	4.58%	19	2.65%	11	1.45%	6	2.65%	11	0.24%	1	2.65%	11	415
	Aged 35-59	2.66%	23	2.66%	23	6.82%	59	4.74%	41	2.66%	23	0.92%	8	82.77%	716	2.66%	23	4.16%	36	1.50%	13	2.77%	24	0.92%	8	1.62%	14	865
01SS02 SUMMERFORD	Aged 60-74	1.23%	1	3.70%	3	7.41%	6	6.17%	5	1.23%	1	1.23%	1	81.48%	66	3.70%	3	4.94%	4	2.47%	2	3.70%	3	0.00%	0	1.23%	1	81
	All Males	5.65%	52	4.35%	40	11.52%	106	6.96%	64	5.54%	51	1.85%	17	73.91%	680	4.02%	37	4.78%	44	1.63%	15	3.59%	33	1.09%	10	3.59%	33	920
	All Females	4.11%	34	4.11%	34	7.00%	58	5.19%	43	4.11%	34	3.14%	26	81.04%	671	1.09%	9	5.43%	45	1.45%	12	1.45%	12	0.97%	8	1.33%	11	828
	Aged 16-24	5.12%	11	2.79%	6	10.70%	23	4.65%	10	5.12%	11	2.79%	6	78.14%	168	2.33%	5	4.65%	10	2.79%	6	1.86%	4	0.00%	0	2.33%	5	215
	Aged 25-34	7.23%	36	5.62%	29	13.65%	68	7.43%	37	7.23%	36	3.61%	18	70.48%	351	3.82%	19	6.43%	32	1.81%	9	2.41%	12	1.00%	5	3.21%	16	498
01SS03 WOODLANDS	Aged 35-59	3.96%	37	3.96%	37	7.17%	67	6.00%	56	3.96%	37	1.96%	18	80.86%	748	2.03%	19	4.80%	43	1.18%	11	2.89%	27	1.18%	1	2.14%	20	934
	Aged 60-74	1.98%	2	1.98%	2	5.94%	6	3.96%	4	0.98%	1	0.98%	1	83.17%	84	2.97%	3	3.96%	4	0.98%	1	1.98%	2	1.98%	2	2.97%	3	101
	All Males	12.29%	142	11.43%	132	19.13%	221	13.51%	156	11.95%	138	8.74%	101	56.88%	657	4.94%	57	4.76%	55	1.73%	20	2.86%	33	1.65%	19	6.49%	75	1155
	All Females	11.98%	123	7.89%	81	15.87%	163	9.06%	93	11.68%	120	5.94%	61	67.28%	691	3.12%	32	5.64%	60	0.78%	8	1.36%	14	1.46%	15	2.53%	26	1027
	Aged 16-24	16.26%	33	6.40%	13	23.15%	47	8.87%	18	16.26%	33	4.93%	10	63.05%	128	5.91%	12	3.94%	8	0.49%	1	1.97%	4	0.49%	1	2.96%	6	203
01SS04 FALKIRK TOWN CENTRE	Aged 25-34	18.58%	105	13.63%	77	24.07%	136	14.87%	84	17.70%	100	11.15%	63	52.92%	299	4.07%	23	4.96%	28	1.42%	8	1.95%	11	1.77%	10	4.07%	23	565
	Aged 35-59	9.26%	123	9.19%	122	14.53%	193	10.69%	142	9.11%	121	6.63%	88	64.31%	854	3.92%	52	5.57%	74	1.36%	18	2.26%	30	1.73%	23	5.12%	68	1328
	Aged 60-74	4.65%	4	1.16%	1	9.30%	8	5.81%	5	4.65%	4	1.16%	1	77.91%	67	2.33%	2	5.81%	5	1.16%	1	2.33%	2	0.00%	0	4.65%	4	86
	All Males	10.35%	94	9.25%	84	17.16%	156	10.46%	95	10.35%	94	5.62%	51	62.89%	571	4.63%	42	4.07%	37	2.20%	20	2.75%	25	0.88%	8	6.61%	60	908
	All Females	10.78%	80	5.53%	41	15.06%	112	7.14%	53	10.78%	80	3.64%	27	70.22%	521	3.64%	27	5.80%	43	0.67%	5	1.89%	14	1.35%	10	2.02%	15	742
01SS05 HALL GLEN	Aged 16-24	12.80%	21	1.83%	3	18.90%	31	2.44%	4	12.80%	21	0.61%	1	68.90%	113	5.49%	9	4.88%	8	0.61%	1	0.61%	1	1.22%	2	4.88%	8	164
	Aged 25-34	13.36%	60	11.14%	50	19.60%	88	12.92%	58	13.36%	60	8.24%	37	59.24%	266	5.12%	23	6.01%	27	1.11%	5	2.67%	12	1.11%	5	3.12%	14	449
	Aged 35-59	9.04%	84	6.89%	64	14.75%	137	8.07%	75	9.04%	84	3.88%	36	68.25%	634	3.77%	35	4.41%	41	1.94%	18	2.26%	21	1.08%	10	5.38%	50	929
	Aged 60-74	8.33%	9	7.41%	8	11.11%	12	10.19%	11	8.33%	9	3.70%	4	73.15%	79	1.85%	2	3.70%	4	0.93%	1	4.63%	5	0.93%	1	2.78%	3	108
	All Males	5.14%	54	5.90%	62	13.52%	142	7.52%	79	4.95%	52	3.52%	37	72.95%	766	6.38%	67	3.90%	41	1.90%	20	2.57%	27	0.67%	7	3.14%	33	1050
01SS06 DAWSON	All Females	4.30%	39	2.76%	25	9.93%	90	3.64%	33	4.30%	39	1.88%	17	82.01%	743	4.42%	40	3.42%	31	1.21%	11	0.98%	9	0.77%	7	0.98%	9	906
	Aged 16-24	4.48%	15	4.48%	15	11.94%	40	4.48%	15	4.48%	15	3.28%	11	79.40%	266	5.97%	20	3.28%	11	1.49%	5	0.80%	2	0.00%	0	1.49%	5	335
	Aged 25-34	8.22%	41	5.81%	29	20.04%	100	7.62%	38	8.22%	41	3.61%	18	66.73%	333	9.82%	49	3.81%	19	2.00%	10	2.61%	13	0.80%	4	2.40%	12	499
	Aged 35-59	3.38%	35	3.96%	41	8.01%	83	5.31%	55	3.19%	33	2.41%	25	81.37%	843	3.28%	34	3.67%	38	1.25%	13	1.74%	18	0.87%	9	2.22%	23	1036
	Aged 60-74	2.33%	2	2.33%	2	10.47%	9	4.65%	4	2.33%	2	0.00%	0	77.91%	67	4.65%	4	4.65%	4	3.49%	3	3.49%	3	1.16%	1	2.33%	2	86
01SS07 GRAHAMSFORD	All Males	6.03%	51	4.37%	37	11.35%	96	6.50%	55	5.44%	46	2.60%	22	75.18%	636	3.07%	26	4.14%	35	2.13%	18	2.72%	23	1.30%	11	3.43%	29	846
	All Females	5.81%	45	2.97%	23	8.40%	65	3.49%	27	5.68%	44	1.68%	13	83.85%	649	1.94%	15	3.10%	24	0.65%	5	1.16%	9	0.65%	5	1.29%	10	774
	Aged 16-24	5.54%	15	1.85%	5	7.38%	20	2.21%	6	5.17%	14	0.74%	2	85.24%	231	1.48%	4	4.80%	13	0.37%	1	0.37%	1	0.00%	0	1.85%	5	271
	Aged 25-34	7.99%	41	4.87%	25	12.48%	64	6.24%	32	7.80%	40	3.12%	16	73.88%	379	3.12%	16	5.07%	26	1.17%	6	2.14%	11	1.17%	6	2.53%	13	513
	Aged 35-59	5.01%	38	3.96%	30	9.76%	74	5.67%	43	4.49%	34	2.24%	17	79.55%	603	2.64%	20	2.37%	18	2.11%	16	2.51%	19	1.32%	10	2.77%	21	758
01SS08 MIDDLEFIELD	Aged 60-74	2.56%	2	0.00%	0	3.85%	3	1.28%	1	2.56%	2	0.00%	0	92.31%	72	1.28%	1	2.56%	2	0.00%	0	1.28%	1	0.00%	0	0.00%	0	78
	All Males	9.84%	120	7.46%	91	17.62%	215	8.93%	109	9.59%	117	4.59%	56	62.79%	766	5.33%	65	5.08%	62	2.21%	27	2.46%	30	1.31%	16	6.64%	81	1220
	All Females	9.75%	104	4.22%	45	13.78%	147	5.44%	58	9.75%	104	3.28%	35	71.23%	760	2.53%	27	7.40%	79	1.41%	15	1.41%	15	1.12%	12	1.87%	20	1067
	Aged 16-24	11.36%	30	2.65%	7	15.91%	42	3.79%	10	11.36%	30	1.89%	5	69.70%	184	3.03%	8	6.82%	18	1.52%	4	1.14%	3	0.00%	0	4.55%	12	264
	Aged 25-34	15.60%	120	9.23%	71	24.84%	191	10.40%	80	15.60%	120	6.37%	49	55.53%	427	6.63%	51	6.37%	49	2.21%	17	2.08%	16	1.17%	9	4.03%	31	769
01SS09 ZETLAND	Aged 35-59	6.08%	72	4.89%	58	10.46%	124	6.50%	77	5.82%	69	3.12%	37	72.07%	854	2.62%	31	6.16%	73	1.69%	20	2.19%	26	1.60%	19	4.73%	56	1185
	Aged 60-74	2.90%	2	0.00%	0	7.25%	5	0.00%	0	2.90%	2	0.00%	0	88.41%	61	2.90%	2	1.45%	1	1.45%	1	0.00%	0	0.00%	0	2.90%	2	69
	All Males	4.89%	51	2.97%	31	11.30%	118	4.89%	51	4.79%	50	1.62%	19	79.07%	815	4.50%	47	2.39%	29	1.62%	19	2.20%	23	1.15%	12	3.20%	34	1044
	All Females	3.49%	31	2.42%	18	4.04%	64	3.49%	31	3.49%	31	1.48%	13	84.51%	723	2.42%	22	3.49%	25	1.02%	11	2.22%	5	0.00%	0	1.02%	10	891
	Aged 16-24	4.75%	15	1.58%	5	9.81%	31	5.38%	17	4.75%	15	1.58%	5	79.11%	250	4.11%	13	2.22%	7	0.95%	3	3.18%	10	0.32%	17	3.82%	31	312
01SS10 BEANCROSS	Aged 25-34	5.63%	29	4.08%	21	14.17%	73	5.63%	29	5.63%	29	2.72%	14	75.34%	388	6.60%	34	3.30%	17	1.94%	10	1.55%	8	0.58%	3	2.33%	12	515
	Aged 35-59	3.67%	37	2.18%	22	7.14%	72	3.67%	37	3.57%	36	1.29%	13	84.33%	850	1.79%	18	2.36%	24	1.59%	16	1.98%	20	1.19%	12	1.88%	19	1008
	Aged 60-74	1.04%	1	1.04%	1	6.25%	6	4.17%	4	1.04%	1	0.00%	0	83.33%	80	4.17%	4	5.21%	5	1.04%	1	3.13%	3	1.04%	1	1.04%	1	9



# APPENDIX TWENTY-NINE- Travel-To-Work Matrix for Falkirk Council Area (tv201).

	Category	EDIN CONURB.		GLA CONURB.		EAST		WEST		EDINBURGH		GLASGOW		FALKIRK		WEST LOTHIAN		STIRLING		FIFE		N. LANARKSHIRE		CLACKMANNAN		OTHER		TOTAL
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	
01SS15 BORROWSTOUN	All Males	13.20%	149	2.75%	31	31.89%	360	3.72%	42	13.11%	148	1.68%	19	60.23%	680	15.32%	173	1.24%	14	3.28%	37	1.59%	18	0.97%	11	2.57%	29	1129
	All Females	21.21%	210	0.61%	6	41.31%	409	0.81%	8	21.11%	209	0.30%	3	55.45%	549	18.06%	179	1.41%	14	1.92%	19	0.30%	3	0.51%	5	0.91%	9	990
	Aged 16-24	21.39%	74	0.58%	2	43.93%	152	1.16%	4	21.39%	74	0.29%	1	53.76%	186	21.68%	75	0.29%	1	0.87%	3	0.87%	3	0.29%	1	0.58%	2	346
	Aged 25-34	18.34%	82	2.01%	9	38.93%	174	2.91%	13	18.34%	82	1.57%	7	54.59%	244	17.67%	79	0.89%	4	2.66%	12	1.12%	5	0.89%	4	2.24%	10	447
	Aged 35-59	15.67%	194	2.02%	25	33.84%	419	2.50%	31	15.51%	192	1.13%	14	59.77%	740	14.94%	185	1.78%	22	3.15%	39	0.97%	12	0.81%	10	1.94%	24	1238
Aged 60-74	10.23%	9	1.14%	1	27.27%	24	2.27%	2	10.23%	9	0.00%	0	67.05%	59	14.77%	13	1.14%	1	2.27%	2	1.14%	1	1.14%	1	2.27%	2	88	
01SS16 KINNEIL WHITECROSS	All Males	11.94%	123	3.30%	34	29.51%	304	4.17%	43	11.84%	122	1.94%	20	61.55%	634	15.15%	156	1.46%	15	2.23%	23	1.36%	14	1.17%	12	3.30%	34	1030
	All Females	14.96%	137	1.75%	16	36.57%	335	2.29%	21	14.85%	136	1.20%	11	57.75%	529	20.41%	187	2.51%	23	1.20%	11	0.76%	7	0.55%	5	0.76%	7	916
	Aged 16-24	15.70%	38	0.83%	2	36.78%	89	2.07%	5	15.70%	38	0.41%	1	57.44%	139	19.42%	47	2.07%	5	1.65%	4	1.24%	3	0.83%	2	1.24%	3	242
	Aged 25-34	17.26%	73	3.55%	15	41.13%	174	4.26%	18	17.02%	72	2.60%	11	50.12%	212	12.99%	93	2.60%	11	1.42%	6	1.18%	5	0.71%	3	2.36%	10	423
	Aged 35-59	12.13%	145	2.59%	31	30.23%	362	3.26%	39	12.05%	144	1.51%	18	62.34%	745	16.23%	194	1.78%	21	1.92%	23	1.00%	12	0.92%	11	2.26%	27	1195
Aged 60-74	4.65%	4	2.33%	2	16.28%	14	2.33%	2	4.65%	4	1.16%	1	77.91%	67	10.47%	9	1.16%	1	1.16%	1	1.16%	1	1.16%	1	1.16%	1	86	
01SS17 FORTHSTIDE	All Males	5.55%	66	5.46%	65	12.02%	143	7.23%	86	5.46%	65	3.03%	36	69.92%	832	3.53%	42	6.97%	83	2.86%	34	2.77%	33	1.93%	23	3.53%	42	1190
	All Females	4.89%	51	2.68%	28	9.97%	104	3.84%	40	4.79%	50	1.63%	17	75.26%	785	2.88%	30	8.53%	89	2.11%	22	1.25%	13	1.63%	17	1.92%	20	1043
	Aged 16-24	5.04%	14	2.16%	6	10.79%	30	3.60%	10	5.04%	14	2.16%	6	78.42%	218	4.68%	13	5.76%	16	1.08%	3	1.08%	3	0.72%	2	0.72%	2	278
	Aged 25-34	7.57%	48	5.36%	34	14.98%	95	7.73%	49	7.57%	48	3.47%	22	65.14%	413	4.10%	26	8.20%	52	3.15%	20	3.15%	20	2.37%	15	2.84%	18	634
	Aged 35-59	4.43%	55	4.03%	50	9.75%	121	5.08%	63	4.27%	53	1.93%	24	74.21%	921	2.58%	32	7.90%	98	2.66%	33	1.77%	22	1.69%	21	2.98%	37	1241
Aged 60-74	0.00%	0	3.75%	3	1.25%	1	5.00%	4	0.00%	0	1.25%	1	81.25%	65	1.25%	1	7.50%	6	0.00%	0	1.25%	1	1.25%	1	6.25%	5	80	
01SS18 KINNAIRD	All Males	5.25%	78	8.21%	122	12.05%	179	10.36%	154	5.16%	77	4.51%	67	66.08%	982	3.84%	57	6.46%	96	2.83%	42	3.36%	50	1.62%	24	6.12%	91	1486
	All Females	5.63%	73	4.47%	58	9.25%	120	6.32%	82	5.55%	72	2.93%	38	73.48%	953	1.85%	24	8.56%	111	1.77%	23	2.39%	31	2.00%	26	1.46%	19	1297
	Aged 16-24	6.34%	18	9.51%	27	12.32%	35	12.32%	35	6.34%	18	5.63%	16	64.08%	182	4.23%	12	7.75%	22	1.76%	5	3.87%	11	0.70%	2	5.63%	16	284
	Aged 25-34	9.60%	67	6.59%	46	17.91%	125	9.31%	65	9.46%	66	4.01%	28	62.32%	435	5.16%	36	6.59%	46	3.15%	22	3.72%	26	2.58%	18	3.01%	21	698
	Aged 35-59	3.78%	65	6.16%	106	7.73%	133	7.84%	135	3.72%	64	3.54%	61	72.92%	1255	1.63%	28	7.79%	134	2.21%	38	2.56%	44	1.57%	27	4.07%	70	1721
Aged 60-74	1.25%	1	1.25%	1	7.50%	6	1.25%	1	1.25%	1	0.00%	0	78.75%	63	6.25%	5	6.25%	5	0.00%	0	0.00%	0	3.75%	3	3.75%	3	80	
01SS19 CARRONGRANGE	All Males	5.46%	53	3.51%	34	10.72%	104	5.67%	55	5.36%	52	1.65%	16	75.46%	636	3.30%	32	5.67%	55	1.55%	15	3.09%	30	1.03%	10	2.89%	28	970
	All Females	2.17%	19	2.17%	19	4.68%	47	3.19%	28	2.17%	19	1.03%	9	85.18%	747	1.48%	13	5.59%	49	1.03%	9	1.71%	15	0.91%	8	0.91%	8	877
	Aged 16-24	4.66%	13	1.08%	3	8.96%	25	2.87%	8	4.66%	13	0.72%	2	81.36%	227	3.23%	9	5.02%	14	1.08%	3	1.79%	5	0.00%	0	2.15%	5	279
	Aged 25-34	7.85%	31	4.56%	18	12.15%	48	6.33%	25	7.85%	31	1.52%	6	71.39%	282	3.04%	12	7.34%	29	1.27%	5	3.54%	14	1.77%	7	2.28%	9	395
	Aged 35-59	2.53%	28	2.71%	30	6.15%	68	4.34%	48	2.44%	27	1.45%	16	82.64%	914	1.90%	21	5.15%	57	1.36%	15	2.26%	25	0.90%	10	1.90%	21	1106
Aged 60-74	0.00%	0	2.99%	2	5.97%	4	2.99%	2	0.00%	0	1.49%	1	83.58%	56	4.48%	3	5.97%	4	1.49%	1	1.49%	1	1.49%	1	0.00%	0	67	
01SS20 TRYST	All Males	6.47%	81	8.87%	111	12.15%	152	10.87%	136	6.39%	80	5.92%	74	64.99%	813	3.12%	39	6.95%	87	2.48%	31	3.20%	40	2.00%	25	4.96%	62	1251
	All Females	6.55%	77	6.64%	78	10.21%	120	8.09%	95	6.55%	77	4.68%	55	70.98%	834	2.30%	27	9.11%	107	1.28%	15	2.47%	29	1.02%	12	1.62%	19	1175
	Aged 16-24	7.98%	19	4.62%	11	13.03%	31	5.88%	14	7.98%	19	3.36%	8	68.49%	163	4.62%	11	7.98%	19	0.42%	1	1.26%	3	1.68%	4	4.20%	10	238
	Aged 25-34	10.29%	72	10.43%	73	17.00%	119	12.57%	88	10.29%	72	6.86%	48	60.00%	420	3.71%	26	7.00%	49	2.86%	20	4.14%	29	1.43%	10	3.71%	26	700
	Aged 35-59	4.34%	61	7.33%	103	7.90%	111	9.04%	127	4.27%	60	5.12%	72	71.03%	998	1.78%	25	8.68%	122	1.71%	24	2.56%	36	1.64%	23	3.20%	45	1405
Aged 60-74	7.23%	6	2.41%	2	13.25%	11	2.41%	2	7.23%	6	1.20%	1	79.52%	66	4.82%	4	4.82%	4	1.20%	1	1.20%	1	0.00%	0	0.00%	0	83	
01SS21 LARBERT	All Males	6.65%	76	9.62%	110	13.04%	149	10.76%	123	6.56%	75	6.12%	70	63.34%	724	4.02%	46	7.96%	91	2.36%	27	2.54%	29	1.49%	17	5.60%	64	1143
	All Females	6.11%	62	5.71%	58	9.26%	94	8.37%	85	5.91%	60	4.43%	45	71.43%	725	1.77%	18	9.26%	94	1.38%	14	2.86%	29	1.18%	12	1.77%	18	1015
	Aged 16-24	3.88%	8	6.80%	14	9.22%	19	7.77%	16	3.88%	8	4.85%	10	72.82%	150	3.88%	8	8.74%	18	1.46%	3	2.43%	5	0.97%	2	0.97%	2	206
	Aged 25-34	10.10%	51	10.89%	55	16.24%	82	13.47%	68	9.90%	50	7.92%	40	55.84%	282	4.16%	21	11.29%	57	1.98%	10	3.76%	19	1.58%	8	3.56%	18	505
	Aged 35-59	5.44%	73	7.15%	96	9.75%	131	9.01%	121	5.29%	71	4.68%	63	69.77%	937	2.53%	34	7.67%	103	1.79%	24	2.53%	34	1.27%	17	4.47%	60	1343
Aged 60-74	5.77%	6	2.88%	3	10.58%	3	5.77%	6	1.92%	2	76.92%	80	0.96%	1	8.73%	7	3.85%	4	0.00%	0	1.92%	2	1.92%					



# APPENDIX TWENTY-NINE- Travel-To-Work Matrix for Falkirk Council Area (tv201).

	Category	EDIN CONURB.		GLA CONURB.		EAST		WEST		EDINBURGH		GLASGOW		FALKIRK		WEST LOTHIAN		STIRLING		FIFE		N. LANARKSHIRE		CLACKMANNAN		OTHER		TOTAL
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	
015S29 REDDING & WESTQUARTER	All Males	8.32%	92	5.70%	63	18.35%	203	6.87%	76	7.96%	88	3.53%	39	67.36%	745	8.59%	95	3.62%	40	1.45%	16	1.72%	19	1.54%	17	4.25%	47	1106
	All Females	9.93%	95	4.08%	39	15.57%	149	5.02%	48	9.93%	95	2.51%	24	73.88%	707	4.28%	41	3.66%	35	1.25%	12	1.67%	16	1.04%	10	1.78%	17	957
	Aged 16-24	6.42%	17	3.02%	8	17.74%	47	4.53%	12	6.04%	16	1.89%	5	67.17%	178	8.68%	23	4.91%	13	2.64%	7	0.75%	2	2.26%	6	5.66%	15	265
	Aged 25-34	15.10%	90	7.89%	47	24.83%	148	8.89%	53	14.77%	88	4.19%	25	58.56%	349	8.39%	50	4.70%	28	1.17%	7	2.68%	16	1.68%	10	3.86%	23	596
	Aged 35-59	6.77%	77	3.87%	44	13.28%	151	4.84%	55	6.68%	76	2.81%	32	76.87%	874	5.28%	60	2.64%	30	1.23%	14	1.41%	16	0.97%	11	2.11%	24	1137
	Aged 60-74	4.62%	3	4.62%	3	9.23%	6	6.15%	4	4.62%	3	1.54%	1	78.46%	51	4.62%	3	6.15%	4	0.00%	0	1.54%	1	0.00%	0	3.08%	2	65
015S30 DARNRIG	All Males	6.50%	85	8.79%	115	12.84%	168	13.99%	183	6.35%	83	4.36%	57	66.13%	865	4.51%	59	3.75%	49	1.83%	24	6.57%	86	0.84%	11	5.66%	74	1308
	All Females	5.21%	61	6.58%	77	9.40%	110	12.65%	148	5.13%	60	3.85%	45	71.88%	841	3.50%	41	4.87%	57	0.68%	8	7.18%	84	0.51%	6	2.39%	28	1170
	Aged 16-24	6.35%	20	6.98%	22	10.16%	32	12.06%	38	6.35%	20	4.13%	13	70.48%	222	3.17%	10	4.44%	14	0.63%	2	6.35%	20	0.63%	2	3.81%	12	315
	Aged 25-34	7.18%	44	8.32%	51	15.01%	92	14.03%	86	7.01%	43	5.38%	33	64.27%	394	6.36%	39	5.06%	31	1.47%	9	6.85%	42	0.65%	4	2.94%	18	613
	Aged 35-59	5.31%	77	7.44%	108	9.92%	144	13.30%	193	5.17%	75	3.45%	50	70.23%	1019	3.38%	49	4.07%	59	1.24%	18	7.17%	104	0.89%	10	4.62%	67	1451
	Aged 60-74	5.05%	5	11.11%	11	10.10%	10	14.14%	14	5.05%	5	6.06%	6	71.72%	71	2.02%	2	2.02%	2	3.03%	3	4.04%	4	1.01%	1	5.05%	5	99
015S31 REDDINGMUIRHEAD, BRIGHTONS & RUMFORD	All Males	10.88%	125	4.96%	57	21.32%	245	6.53%	75	10.44%	120	3.22%	37	65.36%	751	7.83%	90	2.61%	30	2.44%	28	2.44%	28	1.04%	12	4.61%	53	1149
	All Females	9.81%	99	3.27%	33	18.43%	186	4.36%	44	9.81%	97	1.68%	17	71.36%	720	6.94%	70	3.87%	39	1.39%	14	1.78%	18	1.49%	15	1.88%	19	1009
	Aged 16-24	9.82%	22	6.25%	14	23.21%	52	7.59%	17	9.82%	22	4.91%	11	62.95%	141	9.82%	22	3.13%	7	3.13%	7	1.34%	3	2.23%	5	2.68%	6	224
	Aged 25-34	14.94%	85	4.75%	27	27.07%	154	6.33%	36	13.88%	79	2.81%	16	60.81%	346	9.31%	53	3.69%	21	2.64%	15	2.46%	14	1.23%	7	3.16%	18	569
	Aged 35-59	9.04%	116	3.82%	49	17.07%	219	5.14%	66	8.96%	115	2.10%	27	71.16%	913	6.31%	81	2.88%	37	1.48%	19	2.26%	29	1.09%	14	3.74%	48	1283
	Aged 60-74	1.22%	1	0.00%	0	7.32%	6	0.00%	0	1.22%	1	0.00%	0	86.59%	71	4.88%	4	4.88%	4	1.22%	1	0.00%	0	1.22%	1	0.00%	0	82
015S32 AVON	All Males	7.37%	78	5.77%	61	18.43%	195	8.51%	90	7.18%	76	2.84%	30	67.11%	710	9.45%	100	1.98%	21	1.42%	15	4.35%	46	1.04%	11	4.63%	49	1058
	All Females	6.76%	61	3.99%	36	16.39%	148	6.09%	55	6.64%	60	2.33%	21	71.10%	642	8.31%	75	4.98%	45	1.11%	10	3.10%	28	0.55%	5	1.88%	17	903
	Aged 16-24	6.43%	16	4.42%	11	18.47%	46	8.03%	20	6.43%	16	2.41%	6	66.67%	166	10.44%	26	4.02%	10	1.20%	3	4.02%	10	0.40%	1	4.42%	11	249
	Aged 25-34	11.11%	41	4.34%	16	21.95%	81	6.23%	23	11.11%	41	1.63%	6	65.31%	241	8.94%	33	3.79%	14	1.63%	6	4.34%	16	1.08%	4	2.17%	8	369
	Aged 35-59	6.22%	77	5.17%	64	16.16%	200	7.67%	95	5.98%	74	2.75%	34	69.87%	865	8.64%	107	3.39%	42	1.13%	14	3.80%	47	0.89%	11	3.55%	44	1238
	Aged 60-74	4.76%	5	5.71%	6	15.24%	16	6.67%	7	4.76%	5	4.76%	5	76.19%	80	8.57%	9	0.00%	0	1.90%	2	0.95%	1	0.00%	0	2.86%	3	105
FALKIRK COUNCIL AREA	All Males	7.37%	2511	6.35%	2165	15.67%	5337	8.98%	3058	7.20%	2452	3.66%	1247	66.82%	22764	6.06%	2064	4.78%	1629	2.11%	720	3.66%	1247	1.19%	404	4.52%	1541	34068
	All Females	7.72%	2308	4.06%	1213	14.09%	4213	6.44%	1925	7.64%	2285	2.67%	799	71.42%	21348	4.99%	1491	8.46%	1931	1.31%	392	2.84%	949	1.02%	305	1.65%	492	29992
	Aged 16-24	8.19%	679	3.75%	311	16.38%	1358	6.36%	527	8.16%	677	2.51%	208	69.30%	5746	6.74%	559	5.62%	466	1.34%	111	2.93%	243	0.63%	52	2.77%	230	8292
	Aged 25-34	10.84%	1754	6.66%	1078	18.85%	3211	9.39%	1519	10.68%	1728	4.33%	701	61.80%	10015	6.87%	1112	6.24%	1009	1.98%	322	3.58%	579	1.24%	201	3.16%	512	16179
	Aged 35-59	6.24%	2287	5.15%	1890	12.84%	4710	7.59%	2785	6.09%	2234	2.96%	1084	71.27%	26136	4.80%	1759	5.35%	1961	1.73%	634	3.30%	1210	1.18%	432	3.33%	1223	36673
	Aged 60-74	3.52%	99	3.52%	99	9.62%	271	5.40%	152	3.48%	98	1.88%	53	78.66%	2215	4.44%	125	4.40%	124	1.60%	45	2.27%	64	0.85%	24	2.41%	68	2816



# APPENDIX THIRTY- Travel-To-Work Matrix for Fife Area (tv204).

	Category	EDIN CONURB.		DUNDEE CONURB.		LOTHIAN		TAYSIDE		EDINBURGH		DUNDEE		FIFE		PERTH & KINROSS		STIRLING		CLACKMANNAN		FALKIRK		OTHER		TOTAL
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	
016S01 Kincardine, Culross & Low Valley	Full-time employment	4.11%	45	0.27%	3	69	6.31%	11	1.01%	3.93%	43	0.27%	3	45.89%	502	0.73%	8	7.22%	79	8.59%	94	21.57%	236	11.79%	129	1094
	Part-time employment	2.56%	8	0.00%	0	9	2.88%	3	0.96%	2.56%	8	0.00%	0	63.14%	197	0.96%	3	6.09%	19	9.94%	31	13.14%	41	4.17%	13	312
	TOTAL	3.77%	53	0.21%	3	78	5.55%	14	1.00%	3.63%	51	0.21%	3	49.72%	699	0.78%	11	6.97%	98	8.89%	125	19.70%	277	10.10%	142	1406
	LE and HMO, HPO & LM and PO	6.33%	29	0.66%	3	44	9.61%	5	1.09%	6.11%	28	0.66%	3	36.90%	169	0.44%	2	9.39%	43	6.55%	30	23.14%	106	16.81%	77	458
	Intermediate Occupations	6.08%	9	0.00%	0	10	6.76%	0	0.00%	6.08%	9	0.00%	0	37.16%	55	0.00%	0	13.51%	20	12.84%	19	27.03%	40	3.38%	5	148
	SE and OAW	2.68%	3	0.00%	0	3	2.68%	5	4.46%	2.68%	3	0.00%	0	70.54%	79	4.46%	5	6.25%	7	1.79%	2	10.71%	12	3.57%	4	112
	LS and TO, S-RO & RO	1.74%	12	0.00%	0	21	3.05%	4	0.58%	1.60%	11	0.00%	0	57.56%	396	0.58%	4	4.07%	28	10.76%	74	17.30%	119	8.14%	56	688
016S02 Blairhall & High Valleyfield	Full-time employment	10.94%	196	0.50%	9	254	14.17%	26	1.45%	10.71%	192	0.45%	8	71.54%	1282	0.95%	17	1.95%	35	3.52%	63	8.93%	160	17.92%		
	Part-time employment	3.08%	15	0.21%	1	18	3.70%	2	0.41%	3.08%	15	0.21%	1	91.58%	446	0.21%	1	1.23%	6	0.21%	1	2.05%	10	1.44%	7	487
	TOTAL	9.26%	211	0.44%	10	272	11.94%	28	1.23%	9.08%	207	0.39%	9	75.82%	1728	0.79%	18	1.80%	41	3.63%	36	3.20%	73	7.33%	167	2279
	LE and HMO, HPO & LM and PO	17.19%	121	0.85%	6	151	21.45%	14	1.99%	16.76%	118	0.85%	6	60.51%	426	1.14%	8	3.69%	26	1.99%	14	3.98%	28	11.08%	78	704
	Intermediate Occupations	14.38%	42	0.68%	2	45	15.41%	4	1.37%	14.38%	42	0.68%	2	73.63%	215	0.68%	2	1.37%	4	2.40%	7	3.08%	9	3.77%	11	292
	SE and OAW	2.11%	4	0.00%	0	6	3.16%	1	0.53%	2.11%	4	0.00%	0	91.05%	173	0.53%	1	0.53%	1	1.05%	2	2.11%	4	2.63%	5	190
	LS and TO, S-RO & RO	4.03%	44	0.18%	2	70	6.40%	9	0.82%	3.93%	43	0.09%	1	83.62%	914	0.64%	7	0.91%	10	1.19%	13	2.93%	32	6.68%	73	1093
016S03 Oakley, Saline & Steelend	Full-time employment	9.86%	144	0.41%	6	178	12.18%	27	1.85%	9.79%	143	0.41%	6	76.04%	1111	1.44%	21	0.82%	12	2.94%	43	2.12%	31	6.43%	94	1461
	Part-time employment	2.28%	10	0.00%	0	13	2.96%	5	1.14%	2.28%	10	0.00%	0	91.57%	402	1.14%	5	1.14%	5	1.37%	6	0.68%	3	1.82%	8	439
	TOTAL	8.11%	154	0.32%	6	191	10.05%	32	1.68%	8.05%	153	0.32%	6	79.63%	1513	1.37%	26	0.89%	17	2.58%	49	1.79%	34	5.37%	102	1900
	LE and HMO, HPO & LM and PO	15.66%	91	0.86%	5	114	19.62%	14	2.41%	15.49%	90	0.86%	5	64.20%	373	1.55%	9	1.89%	11	3.61%	21	2.24%	13	10.15%	59	581
	Intermediate Occupations	7.43%	15	0.00%	0	17	8.42%	1	0.50%	7.43%	15	0.00%	0	83.17%	168	0.50%	1	1.49%	3	1.98%	4	1.98%	4	3.47%	7	202
	SE and OAW	2.23%	4	0.56%	1	4	2.23%	3	1.68%	2.23%	4	0.56%	1	91.06%	163	1.12%	2	0.00%	0	2.23%	4	2.23%	4	0.56%	1	179
	LS and TO, S-RO & RO	4.69%	44	0.00%	0	56	5.97%	14	1.49%	4.69%	44	0.00%	0	86.25%	809	1.49%	14	0.32%	3	2.13%	20	1.39%	13	3.73%	35	938
016S04 Cairneyhill, Carnock & Milesmark	Full-time employment	15.36%	282	0.44%	8	339	18.46%	23	1.25%	15.03%	276	0.38%	7	67.86%	1246	0.87%	16	0.71%	13	1.14%	21	3.05%	56	10.95%	201	1836
	Part-time employment	6.57%	31	0.00%	0	36	7.63%	4	0.85%	6.57%	31	0.00%	0	88.35%	417	0.85%	4	0.42%	2	0.42%	2	1.27%	6	2.12%	10	472
	TOTAL	13.56%	313	0.35%	8	375	16.25%	27	1.17%	13.30%	307	0.30%	7	72.05%	1663	0.87%	20	0.65%	15	1.00%	23	2.69%	62	9.14%	211	2308
	LE and HMO, HPO & LM and PO	18.01%	197	0.73%	8	237	21.66%	19	1.74%	17.73%	194	0.64%	7	61.97%	678	1.10%	12	0.73%	8	0.82%	9	3.75%	41	13.25%	145	1094
	Intermediate Occupations	19.51%	71	0.00%	0	79	21.70%	1	0.27%	18.96%	69	0.00%	0	73.35%	267	0.27%	1	0.27%	1	0.55%	2	1.65%	6	4.95%	18	364
	SE and OAW	2.92%	5	0.00%	0	8	4.68%	2	1.17%	2.92%	5	0.00%	0	91.23%	156	1.17%	2	0.58%	1	0.58%	1	1.17%	2	2.34%	4	171
	LS and TO, S-RO & RO	5.89%	40	0.00%	0	51	7.51%	5	0.74%	5.74%	39	0.00%	0	82.77%	562	0.74%	5	0.74%	5	1.62%	11	1.91%	13	6.48%	44	679
016S05 Crossford & Dunfermline Central	Full-time employment	19.62%	351	0.34%	6	413	23.09%	26	1.45%	19.28%	345	0.34%	6	66.96%	1198	1.12%	20	0.78%	14	1.01%	18	2.24%	40	8.27%	148	1789
	Part-time employment	6.45%	30	0.43%	2	36	7.74%	3	0.65%	6.45%	30	0.43%	2	89.03%	414	0.22%	0	0.43%	2	0.29%	6	2.15%	10	4.65%		465
	TOTAL	16.90%	381	0.35%	8	449	19.92%	29	1.29%	16.64%	375	0.35%	8	71.52%	1612	0.93%	21	0.71%	16	0.80%	18	2.04%	46	7.01%	158	2254
	LE and HMO, HPO & LM and PO	22.69%	258	0.44%	5	300	26.39%	21	1.85%	22.43%	255	0.44%	5	62.36%	709	1.41%	16	0.97%	11	1.32%	15	1.85%	21	9.23%	105	1137
	Intermediate Occupations	19.84%	75	0.79%	3	86	22.75%	3	0.79%	19.84%	75	0.79%	3	73.02%	276	0.00%	0	0.00%	0	0.26%	1	1.06%	4	5.03%	19	378
	SE and OAW	1.95%	3	0.00%	0	5	3.25%	1	0.65%	1.95%	3	0.00%	0	93.51%	144	0.65%	1	0.00%	0	0.00%	0	2.60%	4	1.30%	2	154
	LS and TO, S-RO & RO	7.69%	45	0.00%	0	58	9.91%	4	0.68%	7.18%	42	0.00%	0	82.56%	483	0.68%	4	0.85%	5	0.34%	2	2.91%	17	5.47%	32	585
016S06 Balridgeburn	Full-time employment	15.80%	275	0.68%	12	321	18.21%	36	2.04%	15.26%	269	0.68%	12	71.58%	1262	1.36%	24	1.02%	18	0.74%	13	1.53%	27	7.83%	138	1763
	Part-time employment	5.92%	26	0.23%	1	28	6.38%	6	1.37%	5.92%	26	0.23%	1	90.21%	396	1.14%	5	0.46%	2	0.68%	3	0.23%	1	1.14%	5	439
	TOTAL	13.67%	301	0.59%	13	349	15.85%	42	1.91%	13.40%	295	0.59%	13	75.30%	1658	1.32%	29	0.91%	20	0.73%	16	1.27%	28	6.49%	143	2202
	LE and HMO, HPO & LM and PO	20.67%	185	0.89%	8	213	23.80%	25	2.79%	20.11%	180	0.89%	8	62.01%	555	1.90%	17	1.68%	15	0.89%	8	1.56%	14	10.95%	98	895
	Intermediate Occupations	17.32%	62	0.28%	1	65	18.16%	5	1.40%	17.32%	62	0.28%	1	77.37%	277	1.12%	4	0.56%	2	0.84%	3	0.28%	1	2.23%	8	358
	SE and OAW	1.61%	2	0.00%	0	2	1.61%	4	3.23%	1.61%	2	0.00%	0	91.94%	114	3.23%	4	0.81%	1	0.81%	1	1.61%	2	0.00%	0	124
	LS and TO, S-RO & RO	6.30%	52	0.48%	4	69	8.36%	8	0.97%	6.18%	51	0.48%	4	86.30%	712	0.48%	4	0.24%	2	0.48%	4	1.33%	11	4.48%	37	625
016S07 Wellwood & Headwe	Full-time employment	15.05%	249	0.24%	4	291	17.59%	27	1.63%	15.05%	249	0.24%	4	73.70%	1219	1.39%	23	0.73%	12	0.60%	10	1.33%	22	6.95%	115	1654
	Part-time employment	6.12%	26	0.24%	1	26	6.12%	2	0.47%	6.12%	26	0.24%	1	91.76%	390	0.24%	1	0.00%	0	0.00%						



## APPENDIX THIRTY- Travel-To-Work Matrix for Fife Area (tv204).

	Category	EDIN CONURB.				DUNDEE CONURB.				LOTHIAN				TAYSIDE				EDINBURGH				DUNDEE				FIFE				PERTH & KINROSS				STIRLING				CLACKMANNAN				FALKIRK				OTHER				TOTAL																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
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in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk 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in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk 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## APPENDIX THIRTY- Travel-To-Work Matrix for Fife Area (tv204).

	Category	EDIN CONURB.		DUNDEE CONURB.		LOTHIAN		TAYSIDE		EDINBURGH		DUNDEE		FIFE		PERTH & KINROSS		STIRLING		CLACKMANNAN		FALKIRK		OTHER		TOTAL
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	
016S25 Kelty	Full-time employment	5.59%	78	0.72%	10	108	7.74%	121	8.67%	5.59%	78	0.72%	10	78.51%	1096	7.88%	110	1.00%	14	0.74%	8	0.64%	9	5.09%	71	1396
	Part-time employment	2.23%	9	0.74%	3	12	2.97%	19	4.70%	2.23%	9	0.74%	3	91.34%	369	3.96%	16	0.25%	1	0.25%	1	0.99%	4	404		
	TOTAL	4.83%	87	0.72%	13	120	6.67%	140	7.78%	4.83%	87	0.72%	13	81.39%	1465	7.00%	126	0.83%	15	0.50%	9	0.56%	10	4.17%	75	1800
	LE and HMO, HPO & LM and PO	8.08%	32	2.02%	8	46	11.62%	33	8.33%	8.08%	32	2.02%	8	72.98%	289	6.06%	24	1.52%	6	0.51%	2	1.01%	4	7.83%	31	396
	Intermediate Occupations	8.60%	19	0.45%	1	21	9.50%	14	6.33%	8.60%	19	0.45%	1	81.00%	179	5.88%	13	0.45%	1	0.00%	0	0.45%	1	3.17%	7	221
	SE and OAW	2.38%	3	0.00%	0	3	2.38%	3	2.38%	2.38%	3	0.00%	0	94.44%	119	2.38%	3	0.00%	0	0.00%	0	0.00%	0	0.79%	1	126
	LS and TO, S-RO & RO	3.12%	33	0.38%	4	50	4.73%	90	8.51%	3.12%	33	0.38%	4	83.07%	878	8.14%	86	0.76%	8	0.66%	7	0.47%	5	3.41%	36	1057
016S26 Ballingry & Lochore	Full-time employment	3.64%	44	0.74%	9	57	4.71%	72	5.95%	3.39%	41	0.58%	7	85.87%	1039	5.37%	65	0.33%	4	0.66%	8	0.50%	6	3.31%	40	1210
	Part-time employment	0.76%	3	0.25%	1	3	0.76%	22	5.58%	0.76%	3	0.00%	0	91.62%	361	5.58%	22	0.25%	1	0.51%	2	0.51%	2	0.76%	3	394
	TOTAL	2.93%	47	0.62%	10	60	3.74%	94	5.86%	2.74%	44	0.44%	7	87.28%	1400	5.42%	87	0.31%	5	0.62%	10	0.50%	8	2.68%	43	1604
	LE and HMO, HPO & LM and PO	7.38%	20	0.37%	1	29	10.70%	15	5.54%	7.38%	20	0.37%	1	77.49%	210	5.17%	14	0.37%	1	0.74%	2	0.37%	1	8.12%	22	271
	Intermediate Occupations	7.74%	13	0.00%	0	17	10.12%	4	2.38%	7.74%	13	0.00%	0	85.12%	143	2.38%	4	0.00%	0	1.19%	2	0.00%	0	3.57%	6	168
	SE and OAW	1.18%	1	1.18%	1	1	1.18%	1	1.18%	1.18%	1	1.18%	1	97.65%	83	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	85
	LS and TO, S-RO & RO	1.20%	13	0.74%	8	13	1.20%	74	6.85%	0.93%	10	0.46%	5	89.26%	964	6.39%	69	0.37%	4	0.56%	6	0.65%	7	1.39%	15	1080
016S27 Crosshill & Lochgelly North	Full-time employment	6.67%	92	0.51%	7	118	8.56%	37	2.68%	6.38%	88	0.44%	6	84.77%	1169	2.18%	30	0.36%	5	0.44%	6	0.73%	10	4.71%	65	1379
	Part-time employment	0.98%	4	0.24%	1	5	1.22%	6	1.46%	0.98%	4	0.24%	1	96.34%	395	1.22%	5	0.00%	0	0.00%	0	0.73%	3	0.49%	2	410
	TOTAL	5.37%	96	0.45%	8	123	6.88%	43	2.40%	5.14%	92	0.39%	7	87.42%	1564	1.96%	35	0.28%	5	0.34%	6	0.73%	13	3.75%	67	1789
	LE and HMO, HPO & LM and PO	9.93%	42	0.71%	3	58	13.71%	15	3.55%	9.46%	40	0.71%	3	76.60%	324	2.84%	12	0.00%	0	0.00%	0	0.71%	3	9.69%	41	423
	Intermediate Occupations	8.15%	22	0.00%	0	27	10.00%	4	1.48%	8.15%	22	0.00%	0	87.04%	235	1.48%	4	0.37%	1	0.00%	0	0.74%	2	2.22%	6	270
	SE and OAW	3.64%	4	0.00%	0	4	3.64%	0	0.00%	3.64%	4	0.00%	0	95.45%	105	0.00%	0	0.00%	0	0.91%	1	0.00%	0	0.00%	0	110
	LS and TO, S-RO & RO	2.84%	28	0.51%	5	34	3.45%	24	2.43%	2.64%	26	0.41%	4	91.28%	900	1.93%	19	0.41%	4	0.51%	5	0.81%	8	2.03%	20	986
016S28 Lumphinnans & Lochgelly South	Full-time employment	6.06%	76	0.32%	4	102	8.13%	46	3.67%	5.98%	75	0.24%	3	84.21%	1066	3.43%	43	0.32%	4	0.40%	5	1.12%	14	4.31%	54	1254
	Part-time employment	0.64%	2	0.00%	0	2	0.64%	5	1.61%	0.64%	2	0.00%	0	95.50%	297	1.61%	5	0.64%	2	0.32%	1	0.64%	2	0.64%	2	311
	TOTAL	4.98%	78	0.26%	4	104	6.65%	51	3.26%	4.92%	77	0.19%	3	86.45%	1353	3.07%	48	0.38%	6	1.02%	16	3.58%	56	1565		
	LE and HMO, HPO & LM and PO	8.65%	27	0.64%	2	35	11.22%	11	3.53%	8.33%	26	0.64%	2	77.88%	243	2.88%	9	0.32%	1	0.32%	1	2.24%	7	7.37%	23	312
	Intermediate Occupations	10.53%	20	0.00%	0	26	13.68%	1	0.53%	10.53%	20	0.00%	0	83.16%	158	0.53%	1	0.53%	1	0.00%	0	1.05%	2	4.21%	8	190
	SE and OAW	3.19%	3	0.00%	0	3	3.19%	0	0.00%	3.19%	3	0.00%	0	95.74%	90	0.00%	0	0.00%	0	0.00%	0	1.06%	1	0.00%	0	94
	LS and TO, S-RO & RO	2.89%	28	0.21%	2	40	4.13%	39	4.02%	2.89%	28	0.10%	1	88.96%	862	3.92%	38	0.41%	4	0.52%	5	0.62%	6	2.58%	25	969
016S29 Aberdour & Burntisland West	Full-time employment	20.22%	263	0.61%	8	290	22.29%	19	1.46%	19.83%	258	0.54%	7	70.79%	921	0.85%	11	0.46%	6	0.15%	2	1.69%	22	5.69%	74	1301
	Part-time employment	9.07%	32	0.85%	3	33	9.35%	4	1.13%	8.78%	31	0.85%	3	87.82%	310	0.28%	1	0.28%	1	0.57%	2	0.85%	3	353		
	TOTAL	17.84%	295	0.67%	11	323	19.53%	23	1.39%	17.47%	289	0.60%	10	74.43%	1231	0.73%	12	0.42%	7	0.24%	4	1.45%	24	4.66%	77	1654
	LE and HMO, HPO & LM and PO	27.84%	196	1.42%	10	217	30.82%	17	2.14%	27.27%	192	1.28%	9	61.51%	433	0.99%	7	0.28%	2	0.28%	2	1.14%	8	7.24%	51	704
	Intermediate Occupations	24.27%	50	0.49%	1	52	25.24%	2	0.97%	24.27%	50	0.49%	1	67.96%	140	0.49%	1	0.49%	1	0.00%	0	0.97%	2	5.34%	11	206
	SE and OAW	7.35%	10	0.00%	0	10	7.35%	2	1.47%	5.88%	8	0.00%	0	90.44%	123	1.47%	2	0.00%	0	0.00%	0	0.00%	0	2.21%	3	136
	LS and TO, S-RO & RO	6.41%	39	0.00%	0	44	7.24%	2	0.33%	6.41%	39	0.00%	0	87.99%	535	0.33%	2	0.66%	4	0.33%	2	2.30%	14	1.97%	12	608
016S30 Auchtermotley & Burntisland East	Full-time employment	13.47%	197	0.62%	9	221	15.11%	26	1.78%	13.33%	195	0.62%	9	76.56%	1120	1.09%	16	0.48%	7	0.34%	5	1.03%	15	6.56%	96	1463
	Part-time employment	3.77%	15	0.00%	0	16	4.02%	1	0.25%	3.77%	15	0.00%	0	94.97%	378	0.25%	1	0.00%	0	0.00%	0	0.25%	1	0.75%	3	398
	TOTAL	11.39%	212	0.48%	9	237	12.74%	27	1.45%	11.28%	210	0.48%	9	80.49%	1498	0.91%	17	0.38%	7	0.27%	5	0.86%	16	5.32%	99	1861
	LE and HMO, HPO & LM and PO	16.58%	122	0.54%	4	135	18.34%	17	2.31%	16.30%	120	0.54%	4	72.96%	537	1.63%	12	0.68%	5	0.41%	3	0.54%	4	6.93%	51	736
	Intermediate Occupations	17.90%	41	1.31%	3	44	19.21%	3	1.31%	17.90%	41	1.31%	3	76.86%	176	0.00%	0	0.00%	0	0.00%	0	0.87%	2	3.06%	7	229
	SE and OAW	4.35%	8	0.00%	0	9	4.89%	0	0.00%	4.35%	8	0.00%	0	92.39%	170	0.00%	0	0.00%	0	0.54%	1	0.54%	1	2.17%	4	184
	LS and TO, S-RO & RO	5.76%	41	0.28%	2	49	6.88%	7	0.98%	5.76%	41	0.28%	2	86.38%	615	0.70%	5	0.28%	2	0.14%	1	1.26%	9	5.20%	37	712
016S31 Kinghorn & Inveriel	Full-time employment	11.50%	169	0.61%	9	190	12.93%	20	1.36%	11.30%	166	0.61%	9	79.58%	1169	0.75%	11	0.34%	5	0.20%	3	1.23%	18	5.99%	88	1469
	Part-time employment	3.42%	15	0.23%	1	19	4.33%	3	0.68%	3.42%	15	0.23%	1	93.17%	409	0.46%	2	0.46%	2	0.37%	2	1.37%	6	439		
	TOTAL	9.64%	184	0.52%	10	209	10.95%	23	1.21%	9.49%	181	0.52%	10	82.70%	1578	0.68%	13	0.37%	7	0.26%	5	1.05%	20	4.93%	94	



## APPENDIX THIRTY- Travel-To-Work Matrix for Fife Area (tv204).

	Category	EDIN CONURB.		DUNDEE CONURB.		LOTHIAN		TAYSIDE		EDINBURGH		DUNDEE		FIFE		PERTH & KINROSS		STIRLING		CLACKMANNAN		FALKIRK		OTHER		TOTAL
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	
016S37 Cardenden, Cluny & Chapel	Full-time employment	5.69%	90	0.63%	10	102	6.44%	24	1.52%	5.50%	87	0.57%	9	88.38%	1399	0.88%	14	0.32%	5	0.13%	2	0.76%	12	3.47%	55	1583
	Part-time employment	1.37%	6	0.23%	1	6	1.37%	2	0.46%	1.37%	6	0.23%	1	98.17%	429	0.23%	1	0.00%	0	0.00%	0	0.00%	0	0.00%	0	437
	TOTAL	4.75%	96	0.54%	11	108	5.35%	26	1.29%	4.60%	93	0.50%	10	90.50%	1828	0.74%	15	0.25%	5	0.10%	2	0.59%	12	2.72%	55	2020
	LE and HMO, HPO & LM and PO	10.19%	53	1.35%	7	56	10.77%	11	2.12%	9.62%	50	1.15%	6	82.12%	427	0.96%	5	0.96%	5	0.00%	0	0.38%	2	4.81%	25	520
	Intermediate Occupations	7.57%	23	0.66%	2	24	7.89%	2	0.66%	7.57%	23	0.66%	2	90.79%	276	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.99%	3	304
	SE and OAW	1.61%	2	0.00%	0	2	1.61%	3	2.42%	1.61%	2	0.00%	0	95.97%	119	2.42%	3	0.00%	0	0.00%	0	0.00%	0	0.00%	0	124
	LS and TO, S-RO & RO	1.68%	18	0.19%	2	26	2.43%	10	0.93%	1.68%	18	0.19%	2	93.84%	1006	0.65%	7	0.00%	0	0.19%	2	0.93%	10	2.52%	27	1072
016S38 Kinglassie, Bowhill & Dundonald	Full-time employment	4.97%	75	0.66%	10	97	6.42%	32	2.12%	4.97%	75	0.46%	7	88.21%	1332	1.19%	18	0.07%	1	0.33%	5	0.66%	10	4.11%	62	1510
	Part-time employment	0.69%	3	0.46%	2	4	0.92%	6	1.39%	0.69%	3	0.23%	1	97.00%	420	1.15%	5	0.00%	0	0.00%	0	0.23%	1	0.69%	3	433
	TOTAL	4.01%	78	0.62%	12	101	5.20%	38	1.96%	4.01%	78	0.41%	8	90.17%	1752	1.18%	23	0.05%	1	0.26%	5	0.57%	11	3.35%	65	1943
	LE and HMO, HPO & LM and PO	9.41%	37	1.53%	6	49	12.47%	11	2.80%	9.41%	37	1.27%	5	79.90%	314	1.27%	5	0.00%	0	0.25%	1	0.51%	2	7.38%	29	393
	Intermediate Occupations	6.91%	15	0.00%	0	16	7.37%	8	3.69%	6.91%	15	0.00%	0	85.71%	186	1.84%	4	0.46%	1	0.00%	0	0.46%	1	4.61%	10	217
	SE and OAW	1.12%	2	0.00%	0	2	1.12%	0	0.00%	1.12%	2	0.00%	0	98.31%	175	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.56%	1	178
	LS and TO, S-RO & RO	2.08%	24	0.52%	6	34	2.94%	19	1.65%	2.08%	24	0.26%	3	93.25%	1077	1.21%	14	0.00%	0	0.35%	4	0.69%	8	2.16%	25	1155
016S39 Dunnikier	Full-time employment	6.97%	112	0.87%	14	147	9.15%	27	1.68%	6.85%	110	0.81%	13	84.38%	1356	0.87%	14	0.44%	7	0.12%	2	1.37%	22	5.16%	83	1607
	Part-time employment	0.97%	5	0.58%	3	5	0.97%	4	0.78%	0.97%	5	0.58%	3	97.48%	503	0.19%	1	0.00%	0	0.19%	1	0.39%	2	0.19%	1	516
	TOTAL	5.51%	117	0.80%	17	152	7.16%	31	1.46%	5.42%	115	0.75%	16	87.56%	1859	0.71%	15	0.33%	7	0.14%	3	1.13%	24	3.96%	84	2123
	LE and HMO, HPO & LM and PO	8.19%	74	1.22%	11	96	10.63%	22	2.44%	7.97%	72	1.22%	11	82.72%	747	1.22%	11	0.66%	6	0.11%	1	1.33%	12	4.76%	43	903
	Intermediate Occupations	7.38%	29	1.27%	5	32	8.14%	7	1.78%	7.38%	29	1.02%	4	88.55%	348	0.76%	3	0.00%	0	0.00%	0	0.25%	1	2.04%	8	393
	SE and OAW	0.76%	1	0.00%	0	1	0.76%	0	0.00%	0.76%	1	0.00%	0	96.18%	126	0.00%	0	0.00%	0	0.00%	0	0.00%	0	3.05%	4	131
	LS and TO, S-RO & RO	1.87%	13	0.14%	1	23	3.30%	2	0.29%	1.87%	13	0.14%	1	91.67%	638	0.14%	1	0.14%	1	0.29%	2	1.58%	11	4.17%	29	696
016S40 Hayfield & Balsunsey	Full-time employment	7.74%	109	0.92%	13	127	9.01%	19	1.35%	7.59%	107	0.92%	13	86.23%	1215	0.43%	6	0.43%	6	0.14%	2	0.57%	8	3.69%	52	1409
	Part-time employment	2.68%	9	0.30%	1	9	2.68%	2	0.60%	2.68%	9	0.30%	1	96.43%	324	0.30%	1	0.00%	0	0.30%	1	0.00%	0	0.00%	0	336
	TOTAL	6.76%	118	0.80%	14	136	7.79%	21	1.20%	6.65%	116	0.80%	14	88.19%	1539	0.40%	7	0.34%	6	0.17%	3	0.46%	8	2.98%	52	1745
	LE and HMO, HPO & LM and PO	10.63%	69	1.69%	11	80	12.33%	17	2.62%	10.32%	67	1.69%	11	80.12%	520	0.92%	6	0.62%	4	0.46%	3	0.77%	5	5.08%	33	649
	Intermediate Occupations	10.65%	28	0.38%	1	28	10.65%	2	0.76%	10.65%	28	0.38%	1	87.07%	229	0.38%	1	0.00%	0	0.00%	0	0.00%	0	1.52%	4	263
	SE and OAW	0.00%	0	1.09%	1	0	0.00%	1	1.09%	0.00%	0	1.09%	1	98.91%	91	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	92
	LS and TO, S-RO & RO	2.83%	21	0.13%	1	28	3.78%	1	0.13%	2.83%	21	0.13%	1	94.33%	699	0.00%	0	0.27%	2	0.00%	0	0.40%	3	2.02%	15	741
016S41 Smeaton & Overton	Full-time employment	3.63%	39	0.09%	1	48	4.47%	5	0.47%	3.54%	38	0.09%	1	92.18%	990	0.19%	2	0.09%	1	0.09%	1	0.65%	7	3.17%	34	1074
	Part-time employment	0.61%	2	0.31%	1	2	0.61%	1	0.31%	0.61%	2	0.31%	1	97.55%	319	0.00%	0	0.00%	0	0.31%	1	0.92%	3	0.31%	1	327
	TOTAL	2.93%	41	0.14%	2	50	3.57%	6	0.43%	2.86%	40	0.14%	2	93.43%	1309	0.14%	2	0.07%	1	0.14%	2	0.71%	10	2.50%	35	1401
	LE and HMO, HPO & LM and PO	6.55%	19	0.00%	0	26	8.97%	4	1.38%	6.55%	19	0.00%	0	85.86%	249	0.69%	2	0.00%	0	0.34%	1	1.72%	5	4.83%	14	290
	Intermediate Occupations	2.80%	4	0.70%	1	4	2.80%	1	0.70%	2.80%	4	0.70%	1	93.01%	133	0.00%	0	0.70%	1	0.00%	0	0.00%	0	2.80%	4	143
	SE and OAW	0.00%	0	0.00%	0	0	0.00%	0	0.00%	0.00%	0	0.00%	0	96.25%	77	0.00%	0	0.00%	0	0.00%	0	1.25%	1	2.50%	2	80
	LS and TO, S-RO & RO	2.03%	18	0.11%	1	20	2.25%	1	0.11%	1.91%	17	0.11%	1	95.72%	850	0.00%	0	0.00%	0	0.11%	1	0.45%	4	1.69%	15	888
016S42 Glebe Park, Pathhead & Sinclair	Full-time employment	8.72%	123	1.13%	16	139	9.86%	27	1.91%	8.51%	120	1.13%	16	83.90%	1183	0.78%	11	0.43%	6	0.14%	2	0.57%	8	4.54%	64	1410
	Part-time employment	3.78%	13	0.00%	0	13	3.78%	0	0.00%	3.78%	13	0.00%	0	93.90%	323	0.00%	0	0.00%	0	0.58%	2	0.29%	1	1.45%	5	344
	TOTAL	7.75%	136	0.91%	16	152	8.67%	27	1.54%	7.58%	133	0.91%	16	85.86%	1506	0.63%	11	0.34%	6	0.23%	4	0.51%	9	3.93%	69	1754
	LE and HMO, HPO & LM and PO	11.56%	85	1.50%	11	97	13.20%	16	2.18%	11.29%	83	1.50%	11	79.73%	586	0.68%	5	0.54%	4	0.27%	2	0.82%	6	5.17%	38	735
	Intermediate Occupations	13.68%	33	0.83%	2	34	14.11%	2	0.83%	13.28%	32	0.83%	2	83.82%	202	0.00%	0	0.00%	0	0.00%	0	0.00%	0	2.07%	5	241
	SE and OAW	1.68%	2	0.00%	0	2	1.68%	0	0.00%	1.68%	2	0.00%	0	96.64%	115	0.00%	0	0.00%	0	0.00%	0	0.00%	0	1.68%	2	119
	LS and TO, S-RO & RO	2.43%	16	0.46%	3	19	2.88%	9	1.37%	2.43%	16	0.46%	3	91.50%	603	0.91%	6	0.30%	2	0.30%	2	0.46%	3	3.64%	24	659
016S43 Dysart & Gallatown	Full-time employment	4.84%	66	0.66%	9	77	5.64%	19	1.39%	4.76%	65	0.66%	9	89.01%	1215	0.73%	10	0.37%	5	0.15%	2	0.59%	8	3.74%	51	1365
	Part-time employment	1.47%	6	0.24%	1	7	1.71%	2	0.49%	1.47%	6	0.24%	1	97.07%	397	0.24%	1	0.24%	1	0.00%	0	0.24%	1	0.49%	2	409
	TOTAL	4.06%	72	0.56%	10	84	4.74%	21	1.18%	4.00%	71	0.56%	10	90.87%	1612	0.62%	11	0.34%	6	0.11%	2	0.51%	9	2.99%	53	1774
	LE and HMO, HPO & LM and PO	7><																								



## APPENDIX THIRTY- Travel-To-Work Matrix for Fife Area (tv204).

	Category	EDIN CONURB.		DUNDEE CONURB.		LOTHIAN		TAYSIDE		EDINBURGH		DUNDEE		FIFE		PERTH & KINROSS		STIRLING		CLACKMANNAN		FALKIRK		OTHER		TOTAL
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	
016S49 even West & Kirkland	Full-time employment	2.01%	26	0.77%	10	32	2.47%	20	1.55%	2.01%	26	0.77%	10	93.27%	1206	0.70%	9	0.15%	2	0.15%	2	0.31%	4	2.63%	34	1293
	Part-time employment	0.63%	3	0.00%	0	3	0.63%	0	0.00%	0.63%	3	0.00%	0	98.31%	465	0.00%	0	0.21%	1	0.00%	0	0.00%	0	0.85%	4	473
	TOTAL	1.64%	29	0.57%	10	35	1.98%	20	1.13%	1.64%	29	0.57%	10	94.62%	1671	0.51%	9	0.17%	3	0.11%	2	0.23%	4	2.15%	38	1766
	LE and HMO, HPO & LM and PO	4.31%	14	1.54%	5	18	5.54%	9	2.77%	4.31%	14	1.54%	5	88.62%	288	0.92%	3	0.31%	1	0.31%	1	0.31%	1	3.69%	12	325
	Intermediate Occupations	2.87%	6	0.48%	1	6	2.87%	1	0.48%	2.87%	6	0.48%	1	93.78%	196	0.00%	0	0.00%	0	0.00%	0	0.00%	0	2.87%	6	209
	SE and OAW	0.93%	1	0.00%	0	1	0.93%	0	0.00%	0.93%	1	0.00%	0	98.13%	105	0.00%	0	0.00%	0	0.93%	1	0.00%	0	0.00%	0	107
	LS and TO, S-RO & RO	0.71%	8	0.36%	4	10	0.89%	10	0.89%	0.71%	8	0.36%	4	96.18%	1082	0.53%	6	0.18%	2	0.00%	0	0.27%	3	1.78%	20	1125
016S50 Kennoway	Full-time employment	2.00%	25	1.20%	15	33	2.64%	25	2.00%	1.92%	24	1.20%	15	91.45%	1145	0.72%	9	0.40%	5	0.32%	4	0.48%	6	3.51%	44	1252
	Part-time employment	0.53%	2	0.53%	2	2	0.53%	3	0.80%	0.53%	2	0.27%	1	97.06%	363	0.53%	2	0.27%	1	0.27%	1	0.27%	1	0.80%	3	374
	TOTAL	1.66%	27	1.05%	17	35	2.15%	28	1.72%	1.60%	26	0.98%	16	92.74%	1508	0.68%	11	0.37%	6	0.31%	5	0.43%	7	2.89%	47	1626
	LE and HMO, HPO & LM and PO	3.43%	11	2.49%	8	18	5.61%	11	3.43%	3.12%	10	2.49%	8	85.98%	276	0.93%	3	0.93%	3	0.62%	2	0.00%	0	5.92%	19	321
	Intermediate Occupations	6.13%	10	0.61%	1	10	6.13%	5	3.07%	6.13%	10	0.61%	1	88.34%	144	2.45%	4	0.00%	0	0.00%	0	0.00%	0	2.45%	4	163
	SE and OAW	0.81%	1	0.00%	0	1	0.81%	0	0.00%	0.81%	1	0.00%	0	95.12%	117	0.00%	0	0.81%	1	0.00%	0	1.63%	2	1.63%	2	123
	LS and TO, S-RO & RO	0.49%	5	0.79%	8	6	0.59%	12	1.18%	0.49%	5	0.69%	7	95.29%	971	0.39%	4	0.20%	2	0.29%	3	0.49%	5	2.16%	22	1019
016S51 Windygates, Star & Balgonie	Full-time employment	3.87%	62	1.50%	24	78	4.87%	46	2.87%	3.81%	61	1.43%	23	87.71%	1406	1.00%	16	0.56%	9	0.06%	1	0.44%	7	4.99%	80	1603
	Part-time employment	1.08%	5	0.43%	2	5	1.08%	3	0.65%	1.08%	5	0.43%	2	96.33%	446	0.22%	1	0.43%	2	0.00%	0	0.43%	2	1.08%	5	463
	TOTAL	3.24%	67	1.26%	26	83	4.02%	49	2.37%	3.19%	66	1.21%	25	89.64%	1852	0.82%	17	0.53%	11	0.05%	1	0.44%	9	4.11%	85	2066
	LE and HMO, HPO & LM and PO	6.41%	45	2.56%	18	58	8.26%	33	4.70%	6.41%	45	2.56%	18	81.62%	573	1.42%	10	0.85%	6	0.00%	0	0.43%	3	6.70%	47	702
	Intermediate Occupations	5.30%	14	0.00%	0	15	5.68%	2	0.76%	5.30%	14	0.00%	0	90.53%	239	0.76%	2	0.00%	0	0.00%	0	0.38%	1	3.03%	8	264
	SE and OAW	0.00%	0	0.50%	1	0	0.00%	4	1.98%	0.00%	0	0.00%	0	95.05%	192	0.99%	2	0.50%	1	0.00%	0	0.50%	1	2.97%	6	202
	LS and TO, S-RO & RO	0.89%	8	0.78%	7	10	1.11%	10	1.11%	0.78%	7	0.78%	7	94.34%	848	0.33%	3	0.45%	4	0.11%	1	0.45%	4	2.67%	24	898
016S52 Markinch & Woodside East	Full-time employment	4.04%	64	1.39%	22	79	4.98%	35	2.21%	4.04%	64	1.39%	22	89.97%	1426	0.57%	9	0.13%	2	0.06%	1	0.06%	1	3.79%	60	1585
	Part-time employment	1.06%	4	1.33%	5	4	1.06%	7	1.86%	1.06%	4	1.33%	5	95.74%	360	0.53%	2	0.53%	2	0.00%	0	0.00%	0	0.80%	3	376
	TOTAL	3.47%	68	1.38%	27	83	4.23%	42	2.14%	3.47%	68	1.38%	27	91.08%	1786	0.56%	11	0.20%	4	0.05%	1	0.05%	1	3.21%	63	1961
	LE and HMO, HPO & LM and PO	8.14%	46	3.01%	17	54	9.56%	20	3.54%	8.14%	46	3.01%	17	83.19%	470	0.35%	2	0.18%	1	0.00%	0	0.18%	1	4.96%	28	565
	Intermediate Occupations	4.23%	11	1.54%	4	13	5.00%	9	3.46%	4.23%	11	1.54%	4	89.62%	233	1.15%	3	1.15%	3	0.00%	0	0.00%	0	2.31%	6	260
	SE and OAW	0.00%	0	0.78%	1	0	0.00%	3	2.33%	0.00%	0	0.78%	1	97.67%	126	1.55%	2	0.00%	0	0.00%	0	0.00%	0	0.00%	0	129
	LS and TO, S-RO & RO	1.09%	11	0.50%	5	16	1.59%	10	0.99%	1.09%	11	0.50%	5	95.03%	957	0.40%	4	0.00%	0	0.10%	1	0.00%	0	2.88%	29	1007
016S53 Auchmuty & Woodside West	Full-time employment	2.63%	36	1.32%	18	45	3.29%	26	1.90%	2.63%	36	1.17%	16	91.51%	1251	0.73%	10	0.73%	10	0.22%	3	0.44%	6	2.56%	35	1367
	Part-time employment	2.09%	7	0.30%	2	8	2.39%	2	0.60%	2.09%	7	0.30%	1	96.72%	324	0.30%	1	0.00%	0	0.00%	0	0.00%	0	0.60%	2	335
	TOTAL	2.53%	43	1.12%	19	53	3.11%	28	1.65%	2.53%	43	1.00%	17	92.54%	1575	0.65%	11	0.59%	10	0.18%	3	0.35%	6	2.17%	37	1702
	LE and HMO, HPO & LM and PO	5.04%	19	1.86%	7	24	6.37%	11	2.92%	5.04%	19	1.59%	6	87.53%	330	1.33%	5	0.53%	2	0.27%	1	0.00%	0	3.71%	14	377
	Intermediate Occupations	4.48%	9	2.49%	5	9	4.48%	6	2.99%	4.48%	9	2.49%	5	91.04%	183	0.50%	1	0.50%	1	0.00%	0	0.00%	0	1.00%	2	201
	SE and OAW	0.92%	1	0.92%	1	1	0.92%	1	0.92%	0.92%	1	0.92%	1	96.33%	105	0.00%	0	1.83%	2	0.00%	0	0.00%	0	0.00%	0	109
	LS and TO, S-RO & RO	1.38%	14	0.59%	6	19	1.87%	10	0.99%	1.38%	14	0.49%	5	94.29%	957	0.49%	5	0.49%	5	0.20%	2	0.59%	6	2.07%	21	1015
016S54 Pitteuchar & Finglassie North	Full-time employment	2.82%	46	0.55%	9	73	4.47%	27	1.65%	2.69%	44	0.49%	8	91.30%	1491	0.92%	15	0.06%	1	0.06%	1	0.55%	9	3.92%	64	1633
	Part-time employment	0.72%	3	0.00%	0	3	0.72%	1	0.24%	0.72%	3	0.00%	0	98.56%	412	0.24%	1	0.24%	1	0.00%	0	0.00%	0	0.24%	1	418
	TOTAL	2.39%	49	0.44%	9	76	3.71%	28	1.37%	2.29%	47	0.39%	8	92.78%	1903	0.78%	16	0.10%	2	0.05%	1	0.44%	9	3.17%	65	2051
	LE and HMO, HPO & LM and PO	3.17%	19	1.34%	8	34	5.68%	20	3.34%	3.17%	19	1.17%	7	87.65%	525	1.84%	11	0.17%	1	0.00%	0	0.50%	3	5.51%	33	599
	Intermediate Occupations	4.53%	13	0.00%	0	14	4.88%	2	0.70%	4.53%	13	0.00%	0	93.03%	267	0.70%	2	0.00%	0	0.00%	0	0.70%	2	1.05%	3	287
	SE and OAW	0.95%	1	0.00%	0	2	1.90%	0	0.00%	0.95%	1	0.00%	0	95.24%	100	0.00%	0	0.00%	0	0.00%	0	0.00%	0	3.81%	4	105
	LS and TO, S-RO & RO	1.51%	16	0.09%	1	26	2.45%	6	0.57%	1.32%	14	0.09%	1	95.38%	1011	0.28%	3	0.09%	1	0.09%	1	0.38%	4	2.36%	25	1060
016S55 Thornton, Stenton & Finglassie South	Full-time employment	4.28%	80	1.28%	24	106	5.67%	43	2.30%	3.91%	73	1.28%	24	88.39%	1652	0.86%	16	0.21%	4	0.11%	2	0.48%	9	4.76%	89	1869
	Part-time employment	1.07%	5	0.43%	2	6	1.28%	2	0.43%	1.07%	5	0.43%	2	97.22%	454	0.00%	0	0.00%	0	0.21%	1	0.21%	1	0.86%	4	467
	TOTAL	3.64%	85	1.11%	26	112	4.79%	45	1.93%	3.34%	78	1.11%	26	90.15%	2106	0.68%	16	0.17%	4	0.13%	3	0.43%	10	3.98%	93	2336
	LE and HMO, HPO & LM and PO	7.25%	53	1.50%	11																					



## APPENDIX THIRTY- Travel-To-Work Matrix for Fife Area (tv204).

	Category	EDIN CONURB.		DUNDEE CONURB.		LOTHIAN		TAYSIDE		EDINBURGH		DUNDEE		FIFE		PERTH & KINROSS		STIRLING		CLACKMANNAN		FALKIRK		OTHER		TOTAL
		% wk in	No. wk in	% wk in	No. wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in		
016S61 Cadham, Pitcoudie & Balfarg	Full-time employment	3.73%	63	1.72%	29	86	5.10%	49	2.90%	3.68%	62	1.72%	29	88.28%	1489	1.01%	17	0.18%	3	0.12%	2	0.41%	7	4.62%	78	
	Part-time employment	0.94%	4	0.70%	3	7	1.64%	8	1.87%	0.94%	4	0.70%	3	95.08%	406	1.17%	5	0.23%	1	0.00%	0	0.23%	1	1.64%	7	
	TOTAL	3.17%	67	1.51%	32	93	4.40%	57	2.70%	3.12%	66	1.51%	32	89.64%	1895	1.04%	22	0.19%	4	0.09%	2	0.38%	8	4.02%	85	
	LE and HMO, HPO & LM and PO	5.94%	41	3.04%	21	51	7.39%	32	4.64%	5.94%	41	3.04%	21	82.90%	572	1.30%	9	0.29%	2	0.29%	2	0.43%	3	5.80%	40	
	Intermediate Occupations	3.96%	12	2.31%	7	14	4.62%	12	3.96%	3.63%	11	2.31%	7	89.77%	272	1.65%	5	0.00%	0	0.00%	0	0.00%	0	2.64%	8	
	SE and OAW	0.00%	0	0.00%	0	0	0.00%	0	0.00%	0.00%	0	0.00%	0	100.00%	141	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	
016S62 Falkland, Freuchie & Strathmiglo	Full-time employment	1.43%	14	0.41%	4	28	2.86%	13	1.33%	1.43%	14	0.41%	4	92.86%	910	0.82%	8	0.20%	2	0.00%	0	0.51%	5	3.78%	37	
	Part-time employment	5.41%	91	3.45%	58	105	6.24%	176	10.46%	5.29%	89	3.45%	58	79.92%	1345	6.71%	113	0.36%	6	0.53%	9	0.18%	3	3.57%	60	
	TOTAL	1.50%	7	1.93%	9	7	1.50%	26	6.01%	1.50%	7	1.93%	9	91.85%	428	3.86%	18	0.00%	0	0.00%	0	0.21%	1	0.64%	3	
	LE and HMO, HPO & LM and PO	4.56%	98	3.12%	67	112	5.21%	204	9.49%	4.47%	96	3.12%	67	82.50%	1773	6.10%	131	0.28%	6	0.42%	9	0.19%	4	2.93%	63	
	Intermediate Occupations	7.72%	69	5.59%	50	78	8.72%	106	11.86%	7.49%	67	5.59%	50	75.17%	672	5.82%	52	0.34%	3	0.56%	5	0.45%	4	4.59%	41	
	SE and OAW	4.37%	10	3.49%	8	12	5.24%	27	11.79%	4.37%	10	3.49%	8	79.91%	183	8.30%	19	0.44%	1	1.31%	3	0.00%	0	2.18%	5	
016S63 Auchtermuchty & Ladybank	Full-time employment	1.61%	4	0.00%	0	4	1.61%	5	2.02%	1.61%	4	0.00%	0	94.76%	235	2.02%	5	0.00%	0	0.00%	0	0.00%	0	1.61%	4	
	Part-time employment	1.93%	15	1.16%	9	18	2.31%	66	8.48%	1.93%	15	1.16%	9	87.79%	683	7.07%	55	0.26%	2	0.13%	1	0.00%	0	1.67%	13	
	TOTAL	3.08%	50	4.68%	76	68	4.18%	163	10.03%	2.83%	46	4.43%	72	82.28%	1337	5.17%	84	0.49%	8	0.18%	3	0.80%	13	3.82%	62	
	LE and HMO, HPO & LM and PO	0.86%	4	1.72%	8	4	0.86%	24	5.17%	0.86%	4	1.72%	8	92.46%	429	3.23%	15	0.00%	0	0.43%	2	0.00%	0	1.29%	6	
	Intermediate Occupations	2.58%	54	4.02%	84	72	3.45%	187	8.95%	2.39%	50	3.83%	80	84.54%	1766	4.74%	99	0.38%	8	0.24%	5	0.62%	13	3.26%	68	
	SE and OAW	5.68%	43	7.40%	56	56	7.40%	109	14.40%	5.28%	40	7.13%	54	73.18%	554	6.61%	50	0.66%	5	0.13%	1	1.06%	8	5.94%	45	
016S64 Kettle, Springfield & Ceres	Full-time employment	2.15%	5	4.72%	11	6	2.58%	23	9.87%	2.15%	5	4.72%	11	86.27%	201	5.15%	12	0.43%	1	0.00%	0	0.43%	1	0.86%	2	
	Part-time employment	0.77%	2	1.16%	3	2	0.77%	10	3.86%	0.39%	1	0.77%	2	94.98%	246	2.70%	7	0.39%	1	0.00%	0	0.00%	0	0.77%	2	
	TOTAL	0.48%	4	1.67%	14	8	0.95%	45	5.36%	0.48%	4	1.55%	13	91.07%	765	3.57%	30	0.12%	1	0.48%	4	0.48%	4	2.26%	19	
	LE and HMO, HPO & LM and PO	2.45%	40	5.15%	84	47	2.88%	136	8.33%	2.45%	40	4.96%	81	84.56%	1380	2.82%	46	0.55%	9	0.25%	4	0.49%	8	3.92%	64	
	Intermediate Occupations	1.65%	8	2.47%	12	8	1.65%	15	3.09%	1.65%	8	2.26%	11	94.44%	459	0.82%	4	0.21%	1	0.21%	1	0.21%	1	0.21%	1	
	SE and OAW	2.27%	48	4.53%	96	55	2.60%	151	7.13%	2.27%	48	4.34%	92	86.83%	1839	2.36%	50	0.47%	10	0.24%	5	0.42%	9	3.07%	65	
016S65 Cupar South	Full-time employment	4.00%	35	8.24%	72	41	4.69%	100	11.44%	4.00%	35	7.89%	69	78.38%	685	2.86%	25	0.57%	5	0.46%	4	0.57%	5	5.26%	46	
	Part-time employment	3.26%	7	3.72%	8	8	3.72%	15	6.98%	3.26%	7	3.72%	8	87.91%	189	3.26%	7	0.47%	1	0.00%	0	0.00%	0	1.40%	3	
	TOTAL	0.00%	0	0.00%	0	0	0.00%	2	0.77%	0.00%	0	0.00%	0	98.46%	256	0.77%	2	0.38%	1	0.00%	0	0.00%	0	0.38%	1	
	LE and HMO, HPO & LM and PO	0.78%	6	2.08%	16	6	0.78%	34	4.42%	0.78%	6	1.95%	15	92.20%	709	2.08%	16	0.39%	3	0.13%	1	0.52%	4	1.95%	15	
	Intermediate Occupations	3.79%	62	8.56%	140	71	4.34%	179	10.94%	3.73%	61	8.31%	136	80.99%	1325	2.14%	35	0.31%	5	0.18%	3	0.18%	3	4.16%	68	
	SE and OAW	1.71%	8	3.63%	17	8	1.71%	26	5.56%	1.71%	8	3.63%	17	92.74%	434	1.50%	7	0.00%	0	0.00%	0	0.00%	0	0.43%	2	
016S66 Cupar North	Full-time employment	3.33%	70	7.46%	157	79	3.75%	205	9.74%	3.28%	69	7.27%	153	83.60%	1759	2.00%	42	0.24%	5	0.14%	3	0.14%	3	3.33%	70	
	Part-time employment	5.12%	50	11.77%	115	56	5.73%	146	14.94%	5.12%	50	11.46%	112	76.25%	745	2.76%	27	0.20%	2	0.31%	3	0.10%	1	3.79%	37	
	TOTAL	2.96%	8	6.67%	18	10	3.70%	27	10.00%	2.96%	8	6.67%	18	84.44%	228	2.59%	7	0.74%	2	0.00%	0	0.37%	1	2.22%	6	
	LE and HMO, HPO & LM and PO	0.00%	0	1.37%	2	0	0.00%	2	1.37%	0.00%	0	1.37%	2	96.58%	141	0.00%	0	0.00%	0	0.00%	0	0.00%	0	2.05%	3	
	Intermediate Occupations	1.69%	12	3.09%	22	13	1.83%	30	4.22%	1.55%	11	2.95%	21	90.72%	645	1.13%	8	0.14%	1	0.00%	0	0.14%	1	3.38%	24	
	SE and OAW	2.83%	40	6.24%	88	47	3.33%	124	8.79%	2.83%	40	6.24%	88	84.98%	1199	2.41%	34	0.28%	4	0.00%	0	0.35%	5	2.91%	41	
016S67 Newburgh & Tay Coast	Full-time employment	0.46%	2	3.22%	14	2	0.46%	17	3.91%	0.46%	2	3.22%	14	94.25%	410	0.69%	3	0.00%	0	0.00%	0	0.69%	3	0.69%	3	
	Part-time employment	2.28%	42	5.53%	102	49	2.65%	141	7.64%	2.28%	42	5.53%	102	87.16%	1609	2.00%	37	0.22%	4	0.00%	0	0.43%	8	2.38%	44	
	TOTAL	4.61%	30	9.83%	64	37	5.68%	84	12.90%	4.61%	30	9.83%	64	77.57%	505	2.92%	19	0.46%	3	0.00%	0	0.00%	0	4.61%	30	
	LE and HMO, HPO & LM and PO	1.95%	5	5.86%	15	5	1.95%	20	7.81%	1.95%	5	5.86%	15	89.06%	228	1.95%	5	0.00%	0	0.00%	0	0.78%	2	0.39%	1	
	Intermediate Occupations	1.91%	3	1.27%	2	3	1.91%	2	1.27%	1.91%	3	1.27%	2	96.18%	151	0.00%	0	0.00%	0	0.00%	0	0.64%	1	0.00%	0	
	SE and OAW	0.51%	4	2.69%	21	4	0.51%	35	4.46%	0.51%	4	2.69%	21	92.71%	725	1.66%	13	0.13%	1	0.00%	0	0.64%	5	1.66%	13	
016S68 Newport-on-Tay & Wormit	Full-time employment	2.59%	45	13.03%	226	52	3.00%	529	30.49%	2.48%	43	12.62%	219	61.50%	1067	17.18%	298	0.35%	6	0.35%	6	0.63%	11	4.90%	85	
	Part-time employment	1.03%	5	11.96%	58	6	1.24%	132	27.22%	1.03%	5	11.34%	55	70.52%	342	14.64%	71	0.21%	1	0.41%	2	0.00%	0	1.86%	9	
	TOTAL	2.25%	50	12.79%	284	58	2.61%	661	29.77%	2.16%	48	12.34%	274	63.47%	1409	16.62%	369	0.32%	7	0.36%	8	0.50%	11	4.23%	94	
	LE and HMO, HPO & LM and PO	4.36%	38	21.01%	183	41	4.71%	324	37.20%	4.13%	36	20.44%	178	52.24%	455	15.27%	133	0.57%	5	0.57%	5	6.20%	54			
	Intermediate Occupations	1.69%	4	15.19%	36	4	1.69%	94	39.66%																	



# APPENDIX THIRTY- Travel-To-Work Matrix for Fife Area (tv204).

	Category	EDIN CONURB.		DUNDEE CONURB.		LOTHIAN		TAYSIDE		EDINBURGH		DUNDEE		FIFE		PERTH & KINROSS		STIRLING		CLACKMANNAN		FALKIRK		OTHER		TOTAL
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	
016S73 St Andrews South	Full-time employment	2.14%	24	9.88%	111	27	2.40%	131	11.65%	2.14%	24	9.79%	110	82.12%	923	1.33%	15	0.27%	3	0.09%	1	0.00%	0	4.27%	48	1124
	Part-time employment	0.49%	2	5.64%	23	2	0.49%	25	6.13%	0.49%	2	5.64%	23	92.16%	376	0.25%	1	0.25%	1	0.25%	1	0.25%	1	0.74%	3	408
	TOTAL	1.70%	26	8.75%	134	29	1.89%	156	10.18%	1.70%	26	8.68%	133	84.79%	1299	1.04%	16	0.26%	4	0.13%	2	0.07%	1	3.33%	51	1532
	LE and HMO, HPO & LM and PO	2.21%	16	12.98%	94	18	2.49%	112	15.47%	2.21%	16	12.98%	94	78.45%	568	1.80%	13	0.14%	1	0.00%	0	0.00%	0	4.42%	32	724
	Intermediate Occupations	4.07%	7	11.05%	19	7	4.07%	20	11.63%	4.07%	7	10.47%	18	81.98%	141	0.58%	1	0.00%	0	0.58%	1	0.00%	0	2.33%	4	172
	SE and OAW	0.00%	0	2.52%	3	0	0.00%	3	2.52%	0.00%	0	2.52%	3	95.80%	114	0.00%	0	0.84%	1	0.00%	0	0.00%	0	0.84%	1	119
	LS and TO, S-RO & RO	0.58%	3	3.48%	18	4	0.77%	21	4.06%	0.58%	3	3.48%	18	92.07%	476	0.39%	2	0.39%	2	0.19%	1	0.19%	1	2.71%	14	517
016S74 St Andrews South East	Full-time employment	0.54%	6	8.26%	91	7	0.64%	107	9.71%	0.54%	6	8.08%	89	87.30%	962	1.00%	11	0.09%	1	0.09%	1	0.64%	7	2.27%	25	1102
	Part-time employment	0.00%	0	2.65%	12	0	0.00%	13	2.88%	0.00%	0	2.65%	12	95.80%	433	0.22%	1	0.44%	2	0.00%	0	0.44%	2	0.44%	2	452
	TOTAL	0.39%	6	6.63%	103	7	0.45%	120	7.72%	0.39%	6	6.50%	101	89.77%	1395	0.77%	12	0.19%	3	0.06%	1	0.58%	9	1.74%	27	1554
	LE and HMO, HPO & LM and PO	1.07%	5	16.09%	75	6	1.29%	87	18.67%	1.07%	5	15.88%	74	78.33%	365	1.72%	8	0.00%	0	0.00%	0	0.43%	2	2.58%	12	466
	Intermediate Occupations	0.00%	0	8.03%	11	0	0.00%	11	8.03%	0.00%	0	8.03%	11	88.32%	121	0.00%	0	0.73%	1	0.00%	0	1.46%	2	1.46%	2	137
	SE and OAW	0.00%	0	1.68%	2	0	0.00%	3	2.52%	0.00%	0	1.68%	2	96.64%	115	0.00%	0	0.00%	0	0.00%	0	0.00%	0	1.68%	2	119
	LS and TO, S-RO & RO	0.12%	1	1.80%	15	1	0.12%	19	2.28%	0.12%	1	1.68%	14	95.43%	794	0.48%	4	0.24%	2	0.12%	1	0.60%	5	1.32%	11	832
016S75 Crail, Cameron & Kemback	Full-time employment	3.03%	51	7.60%	128	57	3.38%	147	8.73%	2.97%	50	7.54%	127	82.54%	1390	0.71%	12	0.18%	3	0.00%	0	0.36%	6	5.70%	96	1684
	Part-time employment	0.57%	3	3.63%	19	3	0.57%	20	3.82%	0.57%	3	3.05%	16	93.70%	491	0.76%	4	0.19%	1	0.00%	0	0.00%	0	1.72%	9	524
	TOTAL	2.45%	54	6.66%	147	60	2.72%	167	7.56%	2.40%	53	6.48%	143	85.19%	1881	0.72%	16	0.18%	4	0.00%	0	0.27%	6	4.76%	105	2208
	LE and HMO, HPO & LM and PO	4.13%	40	11.87%	115	45	4.64%	130	13.42%	4.02%	39	11.46%	111	75.75%	734	1.44%	14	0.31%	3	0.00%	0	0.21%	2	6.81%	66	969
	Intermediate Occupations	3.19%	6	5.85%	11	6	3.19%	13	6.91%	3.19%	6	5.85%	11	86.17%	162	0.53%	1	0.00%	0	0.00%	0	1.06%	2	3.19%	6	188
	SE and OAW	0.24%	1	1.20%	5	1	0.24%	6	1.44%	0.24%	1	1.20%	5	96.88%	404	0.00%	0	0.00%	0	0.00%	0	0.24%	1	1.44%	6	417
	LS and TO, S-RO & RO	1.10%	7	2.52%	16	8	1.26%	18	2.84%	1.10%	7	2.52%	16	91.64%	581	0.16%	1	0.16%	1	0.00%	0	0.16%	1	4.26%	27	634
016S76 Anstruther East Neuk Landward	Full-time employment	2.73%	39	4.48%	64	44	3.08%	74	5.18%	2.73%	39	4.41%	63	82.56%	1179	0.28%	4	0.07%	1	0.07%	1	0.56%	8	9.31%	133	1428
	Part-time employment	1.04%	5	2.07%	10	7	1.45%	11	2.28%	1.04%	5	2.07%	10	94.20%	455	0.00%	0	0.00%	0	0.00%	0	0.41%	2	2.28%	11	483
	TOTAL	2.30%	44	3.87%	74	51	2.67%	85	4.45%	2.30%	44	3.82%	73	85.50%	1634	0.21%	4	0.05%	1	0.05%	1	0.52%	10	7.54%	144	1911
	LE and HMO, HPO & LM and PO	3.58%	22	8.29%	51	29	4.72%	57	9.27%	3.58%	22	8.29%	51	77.72%	478	0.33%	2	0.16%	1	0.00%	0	0.65%	4	9.27%	57	615
	Intermediate Occupations	5.85%	10	1.75%	3	10	5.85%	3	1.75%	5.85%	10	1.75%	3	88.89%	152	0.00%	0	0.00%	0	0.58%	1	2.92%	5	171		
	SE and OAW	1.15%	4	0.86%	3	4	1.15%	5	1.44%	1.15%	4	0.57%	2	92.24%	321	0.00%	0	0.00%	0	0.29%	1	0.57%	2	5.17%	18	348
	LS and TO, S-RO & RO	1.03%	8	2.19%	17	8	1.03%	20	2.57%	1.03%	8	2.19%	17	87.90%	683	0.26%	2	0.00%	0	0.39%	3	8.24%	64	777		
016S77 Elie, St Monans & Pittenweem	Full-time employment	3.76%	48	3.05%	39	59	4.62%	48	3.76%	3.68%	47	3.05%	39	84.03%	1073	0.70%	9	0.23%	3	0.08%	1	0.55%	7	7.67%	98	1277
	Part-time employment	2.74%	13	0.42%	2	14	2.95%	2	0.42%	2.74%	13	0.42%	2	92.63%	440	0.00%	0	0.63%	3	0.21%	1	0.00%	0	3.37%	16	475
	TOTAL	3.48%	61	2.34%	41	73	4.17%	50	2.85%	3.42%	60	2.34%	41	86.36%	1513	0.51%	9	0.34%	6	0.11%	2	0.40%	7	6.51%	114	1752
	LE and HMO, HPO & LM and PO	7.14%	39	4.58%	25	44	8.06%	28	5.13%	7.14%	39	4.58%	25	79.67%	435	0.55%	3	0.18%	1	0.18%	1	1.10%	6	6.59%	36	546
	Intermediate Occupations	2.69%	5	3.76%	7	9	4.84%	11	5.91%	2.15%	4	3.76%	7	84.41%	157	2.15%	4	1.08%	2	0.00%	0	0.00%	0	6.45%	12	186
	SE and OAW	0.65%	2	0.33%	1	2	0.65%	1	0.33%	0.65%	2	0.33%	1	89.25%	274	0.00%	0	0.33%	1	0.33%	1	0.00%	0	9.12%	28	307
	LS and TO, S-RO & RO	2.10%	15	1.12%	8	18	2.52%	10	1.40%	2.10%	15	1.12%	8	90.74%	647	0.28%	2	0.28%	2	0.00%	0	0.14%	1	5.33%	38	713
016S78 Largo	Full-time employment	4.27%	58	3.31%	45	78	5.74%	66	4.86%	4.20%	57	3.31%	45	84.98%	1154	1.25%	17	0.37%	5	0.15%	2	0.44%	6	5.30%	72	1358
	Part-time employment	1.21%	5	0.97%	4	5	1.21%	5	1.21%	1.21%	5	0.97%	4	95.65%	396	0.24%	1	0.48%	2	0.00%	0	0.72%	3	0.72%	3	414
	TOTAL	3.56%	63	2.77%	49	83	4.68%	71	4.01%	3.50%	62	2.77%	49	87.47%	1550	1.02%	18	0.40%	7	0.11%	2	0.51%	9	4.23%	75	1772
	LE and HMO, HPO & LM and PO	5.89%	46	4.35%	34	57	7.30%	46	5.89%	5.89%	46	4.35%	34	82.33%	643	1.15%	9	0.64%	5	0.26%	2	0.77%	6	4.61%	36	781
	Intermediate Occupations	4.95%	9	3.85%	7	9	4.95%	9	4.95%	4.95%	9	3.85%	7	86.81%	158	1.10%	2	0.00%	0	0.00%	0	0.00%	0	3.30%	6	182
	SE and OAW	0.75%	2	0.38%	1	3	1.13%	3	1.13%	0.75%	2	0.38%	1	96.62%	257	0.75%	2	0.75%	2	0.00%	0	0.00%	0	0.75%	2	266
	LS and TO, S-RO & RO	1.10%	6	1.29%	7	14	2.58%	13	2.39%	0.92%	5	1.29%	7	90.61%	492	0.92%	5	0.00%	0	0.55%	3	5.71%	31	543		
Fife Council Area	Full-time employment	8.97%	10451	3.05%	3559	12399	10.64%	5623	4.82%	8.84%	10309	2.97%	3460	79.00%	92089	1.66%	1936	0.48%	561	0.44%	515	1.14%	1324	5.46%	6370	116564
	Part-time employment	3.15%	1033	2.01%	661	1147	3.49%	980	2.99%	3.12%	1024	1.96%	644	91.85%	30149	0.91%	299	0.27%	90	0.24%	80	0.47%	155	1.17%	383	32824
	TOTAL	7.69%	11484	2.82%	4220	13546	9.07%	6603	4.42%	7.59%	11333	2.75%	4104	81.83%	122238	1.50%	2235	0.44%	651	0.40%	595	0.99%	1479	4.52%	6753	149388
	LE and HMO, HPO & LM and PO	12.84%	6623	5.38%	2777	7843	15.20%	3863	7.49%	12.66%	6531	5.25%	2706	70.48%	36359	1.91%	986	0.67%	346	0.49%	254	1.24%	639	7.30%	3767	51588
	Intermediate Occupations	11.68%	2387	2.62%	536	2587	12.60%	3930	4.06%	11.65%	2381	2.56%	824	80.06%	16360	1.38%	281	0.40%	81	0.36%	73	0.72%	148	2.87%	587	20435
	SE and OAW	1.79%	200	0.95%	106	233	2.08%	188	1.68%	1.72%	193	0.91%	102	93.86%	10503	0.65%	73	0.32%	36	0.18%	20	0.46%	51	1.89%	212	11190
	LS and TO, S-RO & RO	3.44%	2274	1.21%	801	2883	4.36%	1722	2.60%	3.37%	2228	1.17%	772	89.18%	59016	1.35%	895	0.28%	188	0.37%	248	0.97%	641	3.30%	2187	66175



# APPENDIX THIRTY-ONE- Travel-To-Work Matrix for Fife Area (tv201).

	Category	EDIN CONURB.		DUNDEE CONURB.		LOTHIAN		TAYSIDE		PERTH LOCALITY		EDINBURGH		DUNDEE		FIFE		PERTH & KINROSS		STIRLING		CLACKMANNAN		FALKIRK		OTHER		TOTAL
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	
016S01 Kincardine, Culross & Low Valley	All Males	4.27%	32	0.27%	2	6.28%	47	1.34%	10	0.13%	1	4.01%	30	0.27%	2	48.46%	363	1.07%	8	4.81%	36	7.48%	66	21.09%	158	12.82%	96	649
	All Females	3.20%	21	0.15%	1	4.72%	31	0.61%	4	0.30%	2	3.20%	21	0.15%	1	51.14%	336	0.46%	3	9.44%	62	10.50%	69	18.11%	119	7.00%	46	757
	Aged 16-24	5.48%	8	0.00%	0	6.16%	9	0.00%	0	0.00%	0	5.48%	8	0.00%	0	50.00%	73	0.00%	0	7.53%	11	9.59%	14	20.55%	30	6.85%	10	146
	Aged 25-34	4.26%	13	0.33%	1	8.20%	25	1.97%	6	0.00%	0	3.61%	11	0.33%	1	46.56%	142	1.64%	5	5.90%	18	8.20%	25	21.97%	67	11.80%	36	305
	Aged 35-59	3.52%	31	0.23%	2	4.88%	43	0.91%	8	0.34%	3	3.52%	31	0.23%	2	49.15%	433	0.68%	6	7.04%	62	9.08%	80	19.64%	173	10.67%	94	881
	Aged 60-74	1.35%	1	0.00%	0	1.35%	1	0.00%	0	0.00%	0	1.35%	1	0.00%	0	68.92%	51	0.00%	0	9.46%	7	8.11%	6	9.46%	7	2.70%	2	74
016S02 Blairhall & High Valleyfield	All Males	10.29%	126	0.49%	6	13.40%	164	1.31%	16	0.33%	4	10.05%	123	0.41%	5	70.59%	864	0.82%	10	1.63%	20	2.21%	27	3.84%	47	10.46%	128	1224
	All Females	8.06%	85	0.38%	4	10.24%	108	1.14%	12	0.38%	4	7.96%	84	0.38%	4	81.90%	864	0.76%	8	1.99%	21	0.85%	9	2.46%	26	3.70%	39	1055
	Aged 16-24	8.51%	24	0.35%	1	10.99%	31	0.71%	2	0.35%	1	8.51%	24	0.00%	0	79.08%	223	0.71%	2	1.06%	3	0.00%	0	1.42%	4	9.22%	26	282
	Aged 25-34	12.47%	59	0.63%	3	16.28%	77	1.69%	8	0.25%	1	12.47%	59	0.63%	3	70.40%	333	0.85%	4	2.33%	11	1.06%	5	3.59%	17	8.67%	41	473
	Aged 35-59	8.46%	121	0.38%	5	10.98%	156	1.52%	16	0.35%	5	8.18%	117	0.35%	5	76.53%	1095	0.77%	11	1.88%	27	2.10%	30	3.35%	48	6.88%	98	1451
	Aged 60-74	7.53%	7	1.08%	1	8.60%	8	2.15%	2	1.08%	1	7.53%	7	1.08%	1	82.80%	77	1.08%	1	0.00%	0	1.08%	1	4.30%	4	2.15%	2	93
016S03 Oakley, Saline & Steelend	All Males	9.33%	96	0.29%	3	12.05%	124	1.94%	20	0.69%	7	9.23%	95	0.29%	3	74.83%	770	1.65%	17	0.78%	8	2.72%	28	2.53%	26	7.97%	82	1029
	All Females	6.66%	58	0.34%	3	7.69%	67	1.38%	12	0.34%	3	6.66%	58	0.34%	3	85.30%	743	1.03%	9	1.03%	9	2.41%	21	0.92%	8	2.30%	20	871
	Aged 16-24	9.05%	21	0.00%	0	11.64%	27	1.29%	3	0.43%	1	9.05%	21	0.00%	0	82.33%	191	1.29%	3	0.43%	1	0.86%	2	0.43%	1	5.60%	13	232
	Aged 25-34	7.80%	33	0.47%	2	10.17%	43	2.13%	9	0.71%	3	7.80%	33	0.47%	2	78.72%	333	1.65%	7	0.95%	4	1.89%	8	2.36%	10	6.15%	26	423
	Aged 35-59	7.85%	90	0.26%	3	9.51%	109	1.66%	19	0.52%	6	7.77%	89	0.26%	3	79.58%	912	1.40%	16	0.96%	11	3.14%	36	1.83%	21	5.06%	58	1146
	Aged 60-74	10.10%	10	1.01%	1	12.12%	12	1.01%	1	0.00%	0	10.10%	10	1.01%	1	77.78%	77	0.00%	0	1.01%	1	3.03%	3	2.02%	2	5.05%	5	99
016S04 Cairneyhill, Carnock & Milesmark	All Males	13.93%	172	0.57%	7	17.41%	215	1.46%	18	0.57%	7	13.52%	167	0.49%	6	65.43%	808	0.97%	12	0.89%	11	1.46%	18	3.08%	38	14.17%	175	1235
	All Females	13.14%	141	0.09%	1	14.91%	160	0.84%	9	0.28%	3	13.05%	140	0.09%	1	79.68%	855	0.75%	8	0.37%	4	0.47%	5	2.24%	24	3.36%	36	1073
	Aged 16-24	16.14%	36	0.00%	0	20.18%	45	0.45%	1	0.00%	0	15.70%	35	0.00%	0	69.96%	156	0.45%	1	0.45%	1	0.90%	2	2.24%	5	10.31%	23	223
	Aged 25-34	17.46%	81	0.22%	1	20.69%	96	1.08%	5	0.65%	3	17.24%	80	0.22%	1	67.03%	311	0.86%	4	0.22%	1	0.86%	4	2.80%	13	10.78%	50	464
	Aged 35-59	12.34%	189	0.46%	7	14.70%	225	1.24%	19	0.39%	6	12.08%	185	0.39%	6	73.61%	1127	0.85%	13	0.65%	10	1.11%	17	2.68%	41	8.62%	132	1531
	Aged 60-74	7.78%	7	0.00%	0	10.00%	9	2.22%	2	1.11%	1	7.78%	7	0.00%	0	76.67%	69	2.22%	2	3.33%	3	0.00%	0	3.33%	3	6.67%	6	90
016S05 Crossford & Dunfermline Centra	All Males	18.78%	227	0.33%	4	22.75%	275	1.32%	16	0.59%	7	18.36%	222	0.33%	4	65.84%	796	0.99%	12	0.66%	8	1.08%	13	2.48%	30	10.26%	124	1209
	All Females	14.74%	154	0.38%	4	16.65%	174	1.24%	13	0.38%	4	14.64%	153	0.38%	4	78.09%	816	0.86%	9	0.77%	8	0.48%	5	1.53%	16	3.25%	34	1045
	Aged 16-24	23.64%	61	0.38%	1	27.91%	72	0.78%	2	0.00%	0	23.64%	61	0.38%	1	67.44%	174	0.39%	1	0.78%	2	0.78%	2	6.20%	16	2.00%	16	258
	Aged 25-34	23.13%	111	0.21%	1	27.50%	132	1.88%	9	1.25%	6	22.92%	110	0.21%	1	64.79%	311	1.67%	8	0.42%	2	1.04%	5	1.46%	7	7.50%	36	480
	Aged 35-59	14.53%	206	0.42%	6	16.85%	239	1.27%	18	0.35%	5	14.17%	201	0.42%	6	73.48%	1042	0.85%	12	0.78%	11	0.78%	11	2.47%	35	7.05%	100	1418
	Aged 60-74	3.06%	3	0.00%	0	6.12%	6	0.00%	0	0.00%	0	3.06%	3	0.00%	0	86.73%	85	0.00%	0	2.04%	2	0.00%	0	2.04%	2	6.12%	6	98
016S06 Balridgeburn	All Males	15.02%	169	0.71%	8	18.58%	209	2.49%	28	1.16%	13	14.67%	165	0.71%	8	69.33%	780	1.78%	20	0.71%	8	0.98%	11	1.96%	22	9.87%	111	1125
	All Females	12.26%	132	0.46%	5	13.00%	140	1.30%	14	0.46%	5	12.07%	130	0.46%	5	81.52%	878	0.84%	9	1.11%	12	0.46%	5	0.56%	6	2.97%	32	1077
	Aged 16-24	12.46%	39	0.32%	1	15.02%	47	0.64%	2	0.00%	0	12.46%	39	0.32%	1	81.79%	256	0.32%	1	0.64%	2	0.00%	0	0.00%	0	4.47%	14	313
	Aged 25-34	18.99%	128	0.89%	6	21.36%	144	2.67%	18	0.89%	6	18.99%	128	0.89%	6	67.51%	455	1.78%	12	1.19%	8	0.74%	5	1.48%	10	7.42%	50	674
	Aged 35-59	11.40%	130	0.44%	5	13.33%	152	1.75%	20	0.96%	11	10.88%	124	0.44%	5	77.54%	884	1.32%	15	0.88%	10	0.70%	8	1.58%	18	6.67%	76	1140
	Aged 60-74	5.33%	4	1.33%	1	8.00%	6	2.67%	2	1.33%	1	5.33%	4	1.33%	1	84.00%	63	1.33%	1	0.00%	0	4.00%	3	0.00%	0	4.00%	3	75
016S07 Wellwood & Headwe	All Males	13.93%	153	0.18%	2	16.67%	183	1.28%	14	0.18%	2	13.93%	153	0.18%	2	72.77%	799	1.09%	12	0.73%	8	0.64%	7	1.73%	19	8.93%	98	1098
	All Females	12.44%	122	0.31%	3	13.66%	134	1.53%	15	0.41%	4	12.44%	122	0.31%	3	82.67%	810	1.22%	12	0.41%	4	0.31%	3	0.41%	4	2.34%	23	981
	Aged 16-24	15.61%	42	0.74%	2	17.10%	46	2.97%	8	0.37%	1	15.61%	42	0.74%	2	76.58%	206	2.23%	6	0.37%	1	0.37%	1	0.74%	2	3.35%	9	269
	Aged 25-34	19.79%	93	0.00%	0	22.55%	106	1.06%	5	0.64%	3	19.79%	93	0.00%	0	70.85%	333	1.06%	5	0.43%	2	0.64%	3	1.28%	6	5.96%	28	470
	Aged 35-59	11.01%	139	0.24%	3	13.00%	164	1.19%	15	0.16%	2	11.01%	139	0.24%	3	79.08%	998	0.95%	12	0.63%	8	0.48%	6	1.11%	14	6.50%	82	1262
	Aged 60-74	1.28%	1	0.00%	0	1.28%	1	1.28%	1	0.00%	0	1.28%	1	0.00%	0	92.31%	72	1.28%	1	1.28%	1	0.00%	0	1.28%	1</			



# APPENDIX THIRTY-ONE- Travel-To-Work Matrix for Fife Area (tv201).

	Category	EDIN CONURB.		DUNDEE CONURB.		LOTHIAN		TAYSIDE		PERTH LOCALITY		EDINBURGH		DUNDEE		FIFE		PERTH & KINROSS		STIRLING		CLACKMANNAN		FALKIRK		OTHER		TOTAL
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	
016S15 Limekilns & Pitreavie	All Males	22.87%	279	0.33%	4	26.97%	329	0.96%	12	0.41%	5	22.62%	276	0.33%	4	62.87%	767	0.66%	8	0.66%	8	0.33%	4	2.21%	27	10.33%	126	1220
	All Females	18.41%	190	0.00%	0	21.03%	217	0.97%	10	0.68%	7	18.41%	190	0.00%	0	74.90%	773	0.97%	10	0.58%	6	0.39%	4	1.26%	13	3.49%	36	1032
	Aged 16-24	16.67%	37	0.00%	0	20.27%	45	0.90%	2	0.45%	1	16.67%	37	0.00%	0	74.77%	166	0.90%	2	0.00%	0	0.00%	0	0.90%	2	6.76%	15	222
	Aged 25-34	30.02%	169	0.36%	2	33.21%	187	1.24%	7	0.53%	3	29.84%	168	0.36%	2	58.61%	330	0.89%	5	0.71%	4	0.36%	2	2.13%	12	7.10%	40	563
	Aged 35-59	18.26%	249	0.15%	2	21.77%	297	0.95%	13	0.59%	8	18.11%	247	0.15%	2	70.60%	963	0.81%	11	0.73%	10	0.37%	5	1.83%	25	7.40%	101	1364
	Aged 60-74	13.59%	14	0.00%	0	16.50%	17	0.00%	0	0.00%	0	13.59%	14	0.00%	0	78.64%	81	0.00%	0	0.00%	0	0.97%	1	0.97%	1	5.83%	6	103
016S16 Rosyth West	All Males	11.66%	120	0.29%	3	15.35%	158	1.26%	13	0.68%	7	11.47%	118	0.29%	3	76.77%	790	0.97%	10	0.29%	3	0.10%	1	1.55%	16	8.55%	88	1029
	All Females	13.85%	123	0.11%	1	14.75%	131	0.68%	6	0.34%	3	13.85%	123	0.11%	1	82.66%	734	0.56%	5	0.45%	4	0.34%	3	0.68%	6	1.35%	12	888
	Aged 16-24	14.23%	38	0.00%	0	14.98%	40	1.12%	3	0.75%	2	14.23%	38	0.00%	0	76.78%	205	1.12%	3	0.37%	1	0.00%	0	1.50%	4	5.99%	16	267
	Aged 25-34	17.96%	88	0.41%	2	20.82%	102	1.22%	6	0.61%	3	17.96%	88	0.41%	2	74.08%	363	0.82%	4	0.82%	4	0.22%	1	0.61%	3	5.10%	25	490
	Aged 35-59	10.20%	111	0.18%	2	12.98%	141	0.92%	10	0.46%	5	10.20%	109	0.18%	2	81.98%	892	0.74%	8	0.18%	2	0.28%	3	1.38%	15	5.24%	57	1088
	Aged 60-74	8.33%	6	0.00%	0	8.33%	6	0.00%	0	0.00%	0	8.33%	6	0.00%	0	88.89%	64	0.00%	0	0.00%	0	0.00%	0	0.00%	0	2.78%	2	72
016S17 Rosyth East	All Males	14.25%	167	0.00%	1	17.58%	206	1.02%	12	0.43%	5	14.16%	166	0.00%	0	76.11%	892	1.02%	12	0.51%	6	0.26%	3	1.02%	12	6.91%	81	1172
	All Females	13.11%	134	0.10%	1	14.68%	150	0.49%	5	0.20%	2	13.11%	134	0.10%	1	83.76%	856	0.39%	4	0.00%	0	0.10%	1	0.68%	7	1.86%	19	1022
	Aged 16-24	16.37%	55	0.00%	0	18.45%	62	1.49%	5	0.00%	0	16.37%	55	0.00%	0	77.38%	260	1.49%	5	0.00%	0	0.60%	2	0.30%	1	3.87%	13	336
	Aged 25-34	16.33%	82	0.00%	0	18.92%	95	1.00%	5	0.80%	4	16.14%	81	0.00%	0	75.90%	381	1.00%	5	0.40%	2	0.00%	0	0.80%	4	5.78%	29	502
	Aged 35-59	12.37%	158	0.16%	2	15.04%	192	0.55%	7	0.23%	3	12.37%	158	0.08%	1	81.36%	1039	0.47%	6	0.23%	3	0.16%	2	0.94%	12	4.39%	56	1277
	Aged 60-74	7.59%	6	0.00%	0	8.86%	7	0.00%	0	0.00%	0	7.59%	6	0.00%	0	86.08%	68	0.00%	0	1.27%	1	0.00%	0	2.53%	2	2.53%	2	79
016S18 Inverkeithing West & Rosyth South	All Males	19.38%	251	0.46%	6	22.63%	293	1.70%	22	0.39%	5	19.00%	246	0.46%	6	65.95%	854	1.24%	16	0.46%	6	0.15%	2	1.62%	21	11.12%	144	1295
	All Females	18.02%	206	0.44%	5	19.60%	224	0.79%	9	0.09%	1	17.94%	205	0.44%	5	76.99%	880	0.35%	4	0.35%	4	0.26%	3	0.87%	10	2.80%	32	1143
	Aged 16-24	18.32%	61	0.00%	0	20.12%	67	0.30%	1	0.00%	0	18.32%	61	0.00%	0	73.57%	245	0.30%	1	0.00%	0	0.00%	0	0.60%	2	7.21%	24	333
	Aged 25-34	24.24%	160	0.30%	2	27.12%	179	1.67%	11	0.15%	1	23.94%	158	0.30%	2	64.55%	426	1.36%	9	0.61%	4	0.00%	0	0.91%	6	8.33%	55	660
	Aged 35-59	16.18%	221	0.66%	9	18.67%	255	1.39%	19	0.37%	5	15.96%	218	0.66%	9	73.50%	1004	0.73%	10	0.37%	5	0.29%	4	1.61%	22	6.88%	94	1366
	Aged 60-74	18.99%	15	0.00%	0	20.25%	16	0.00%	0	0.00%	0	17.72%	14	0.00%	0	74.68%	59	0.00%	0	1.27%	1	1.27%	1	1.27%	1	3.80%	3	79
016S19 Inverkeithing East & North Queensferry	All Males	25.10%	242	0.73%	7	28.53%	275	1.04%	10	0.10%	1	24.38%	235	0.73%	7	63.07%	608	0.31%	3	0.31%	3	0.41%	4	1.14%	11	9.65%	93	964
	All Females	25.71%	216	0.12%	1	27.02%	227	0.71%	6	0.24%	2	25.48%	214	0.12%	1	70.83%	595	0.60%	5	0.12%	1	0.24%	2	0.71%	6	1.90%	16	840
	Aged 16-24	25.23%	54	0.00%	0	27.10%	58	0.93%	2	0.47%	1	25.23%	54	0.00%	0	68.16%	148	0.93%	2	0.00%	0	0.00%	0	0.47%	1	4.21%	9	214
	Aged 25-34	27.38%	115	0.71%	3	29.23%	123	1.19%	5	0.24%	1	27.14%	114	0.71%	3	65.48%	275	0.48%	2	0.00%	0	0.00%	0	1.90%	8	4.29%	18	420
	Aged 35-59	24.86%	267	0.47%	5	27.56%	296	0.84%	9	0.09%	1	24.21%	260	0.47%	5	66.20%	711	0.37%	4	0.28%	3	0.56%	6	0.74%	8	7.17%	77	1074
	Aged 60-74	22.92%	22	0.00%	0	26.04%	25	0.00%	0	0.00%	0	21.88%	21	0.00%	0	71.88%	69	0.00%	0	1.04%	1	0.00%	0	0.00%	0	5.21%	5	96
016S20 Dalgety Bay West & Hillend	All Males	34.34%	601	0.40%	7	39.37%	689	1.31%	23	0.57%	10	33.94%	594	0.40%	7	49.14%	860	0.86%	15	1.20%	21	0.29%	5	2.11%	37	12.06%	211	1750
	All Females	35.02%	499	0.28%	4	36.91%	526	1.26%	18	0.21%	3	34.88%	497	0.14%	2	59.58%	849	1.05%	15	0.14%	2	0.42%	6	0.98%	14	2.81%	40	1425
	Aged 16-24	34.91%	81	0.86%	2	37.07%	86	1.29%	3	0.00%	0	34.91%	81	0.86%	2	59.05%	137	0.43%	1	0.00%	0	0.00%	0	1.29%	3	3.45%	8	232
	Aged 25-34	44.05%	463	0.48%	5	48.24%	507	1.71%	18	0.48%	5	43.86%	461	0.38%	4	43.29%	455	1.33%	14	1.05%	11	0.76%	8	1.52%	16	7.80%	82	1051
	Aged 35-59	29.86%	539	0.22%	4	33.35%	602	1.11%	20	0.44%	8	29.47%	532	0.17%	3	58.78%	1061	0.83%	15	0.44%	8	0.17%	3	1.55%	28	8.59%	155	1805
	Aged 60-74	19.54%	17	0.00%	0	22.99%	20	0.00%	0	0.00%	0	19.54%	17	0.00%	0	64.37%	56	0.00%	0	4.60%	4	0.00%	0	4.60%	4	6.90%	6	87
016S21 Dalgety Bay East	All Males	27.20%	321	0.76%	9	32.97%	389	1.86%	22	0.34%	4	26.95%	318	0.76%	9	55.00%	649	0.93%	11	0.51%	6	0.59%	7	1.69%	20	13.56%	160	1180
	All Females	21.87%	211	0.41%	4	24.35%	235	1.35%	13	0.10%	1	21.55%	208	0.41%	4	71.81%	693	0.93%	9	0.41%	4	0.52%	5	0.83%	8	3.52%	34	965
	Aged 16-24	34.34%	57	0.00%	0	36.75%	61	0.00%	0	0.00%	0	33.73%	56	0.00%	0	54.82%	91	0.00%	0	1.20%	2	0.60%	1	2.41%	4	7.23%	12	166
	Aged 25-34	34.05%	126	1.62%	6	39.46%	146	2.97%	11	0.00%	0	34.05%	126	1.62%	6	54.32%	201	1.35%	5	0.27%	1	0.27%	1	0.54%	2	7.57%	28	370
	Aged 35-59	21.98%	331	0.46%	7	26.36%	397	1.53%	23	0.33%	5	21.78%	328	0.46%	7	64.74%	975	1.00%	15	0.46%	7	0.66%	10	1.33%	20	9.56%	144	1506
	Aged 60-74	17.48%	18	0.00%	0	19.42%	20	0.97%	1	0.00%	0	15.53%	16	0.00%	0	72.82%	75	0.00%	0	0.00%	0	0.00%	0					



# APPENDIX THIRTY-ONE- Travel-To-Work Matrix for Fife Area (tv201).

	Category	EDIN CONURB.		DUNDEE CONURB.		LOTHIAN		TAYSIDE		PERTH LOCALITY		EDINBURGH		DUNDEE		FIFE		PERTH & KINROSS		STIRLING		CLACKMANNAN		FALKIRK		OTHER		TOTAL
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	
016S29 Aberdour & Burntisland West	All Males	19.05%	169	0.79%	7	21.20%	188	1.58%	14	0.45%	4	18.49%	164	0.68%	6	70.24%	623	0.79%	7	0.34%	3	0.23%	2	2.03%	18	7.22%	64	887
	All Females	16.43%	126	0.52%	4	17.60%	135	1.17%	9	0.13%	1	16.30%	125	0.52%	4	79.27%	608	0.65%	5	0.52%	4	0.26%	2	0.78%	6	1.69%	13	767
	Aged 16-24	14.91%	24	1.24%	2	16.15%	26	1.86%	3	0.62%	1	14.91%	24	0.62%	1	78.88%	127	1.24%	2	0.62%	1	0.00%	0	1.86%	3	1.86%	3	161
	Aged 25-34	23.35%	78	0.00%	0	24.55%	82	0.00%	0	0.00%	0	23.35%	78	0.00%	0	69.76%	233	0.00%	0	0.60%	2	0.00%	0	1.80%	6	4.49%	15	334
	Aged 35-59	17.23%	185	0.84%	9	19.18%	206	1.77%	19	0.37%	4	16.85%	181	0.84%	9	74.58%	801	0.84%	9	0.37%	4	0.37%	4	1.30%	14	4.84%	52	1074
	Aged 60-74	9.41%	8	0.00%	0	10.59%	9	1.18%	1	0.00%	0	7.06%	6	0.00%	0	82.35%	70	1.18%	1	0.00%	0	0.00%	0	1.18%	1	8.24%	7	85
016S30 Auchtertool & Burntisland East	All Males	11.88%	119	0.70%	7	13.27%	133	2.00%	20	0.30%	3	11.68%	117	0.70%	7	76.25%	764	1.20%	12	0.20%	2	0.40%	4	1.40%	14	8.18%	82	1002
	All Females	10.83%	93	0.23%	2	12.11%	104	0.81%	7	0.23%	2	10.83%	93	0.23%	2	85.45%	734	0.58%	5	0.58%	5	0.12%	1	0.23%	2	1.98%	17	859
	Aged 16-24	11.88%	19	0.00%	0	12.50%	20	1.88%	3	1.25%	2	11.88%	19	0.00%	0	83.13%	133	1.88%	3	0.63%	1	0.00%	0	0.00%	0	2.50%	4	160
	Aged 25-34	13.26%	48	0.55%	2	15.75%	57	1.66%	6	0.00%	0	13.26%	48	0.55%	2	77.62%	281	1.10%	4	0.55%	2	0.28%	1	0.55%	2	6.08%	22	362
	Aged 35-59	11.14%	137	0.57%	7	12.38%	151	1.46%	18	0.24%	3	10.98%	135	0.57%	7	90.57%	989	0.81%	10	0.33%	4	0.33%	4	0.98%	12	5.50%	67	1230
	Aged 60-74	7.34%	8	0.00%	0	8.25%	9	0.00%	0	0.00%	0	7.34%	8	0.00%	0	85.32%	93	0.00%	0	0.00%	0	0.00%	0	1.83%	2	5.50%	6	109
016S31 Kinghorn & Inveriel	All Males	11.48%	117	0.98%	10	12.95%	132	1.47%	15	0.39%	4	11.29%	115	0.98%	10	78.17%	799	0.49%	5	0.20%	2	0.20%	2	1.37%	14	7.07%	72	1019
	All Females	7.54%	67	0.00%	0	8.66%	77	0.90%	8	0.34%	3	7.42%	66	0.00%	0	87.63%	779	0.90%	8	0.56%	5	0.34%	3	0.67%	6	2.47%	22	889
	Aged 16-24	11.39%	18	0.00%	0	13.29%	21	0.63%	1	0.00%	0	11.39%	18	0.00%	0	79.75%	126	0.63%	1	0.63%	1	0.00%	0	1.27%	2	6.33%	10	158
	Aged 25-34	12.97%	48	0.27%	1	15.14%	56	0.81%	3	0.27%	1	12.43%	46	0.27%	1	78.65%	291	0.54%	2	0.00%	0	0.00%	0	0.81%	3	7.30%	27	370
	Aged 35-59	9.01%	114	0.63%	8	10.12%	128	1.26%	16	0.47%	6	8.93%	113	0.63%	8	83.32%	1054	0.63%	8	0.47%	6	0.40%	5	1.19%	15	4.43%	56	1265
	Aged 60-74	3.48%	4	0.87%	1	3.48%	4	2.61%	3	0.00%	0	3.48%	4	0.87%	1	93.04%	107	1.74%	2	0.00%	0	0.00%	0	0.00%	0	0.87%	1	115
016S32 Linktown & Kirkcaldy Central	All Males	10.58%	98	0.86%	8	11.77%	109	1.30%	12	0.11%	1	10.37%	96	0.86%	8	81.32%	753	0.32%	3	0.65%	6	0.22%	2	0.43%	4	5.83%	54	926
	All Females	6.52%	51	0.77%	6	6.65%	52	1.41%	11	0.13%	1	6.52%	51	0.77%	6	90.28%	706	0.64%	5	0.13%	1	0.64%	5	0.26%	2	0.77%	6	782
	Aged 16-24	15.61%	27	0.00%	0	16.18%	28	0.58%	1	0.58%	1	15.61%	27	0.00%	0	79.77%	138	0.58%	1	0.00%	0	0.58%	1	0.58%	1	2.89%	5	173
	Aged 25-34	10.71%	45	1.90%	8	11.90%	50	2.62%	11	0.24%	1	10.48%	44	1.90%	8	82.62%	347	0.71%	3	0.71%	3	0.24%	1	0.48%	2	2.86%	12	420
	Aged 35-59	7.05%	73	0.48%	5	7.63%	79	0.97%	10	0.00%	0	6.95%	72	0.48%	5	86.97%	901	0.39%	4	0.39%	4	0.39%	4	0.29%	3	4.15%	43	1036
	Aged 60-74	5.06%	4	1.27%	1	5.06%	4	1.27%	1	0.00%	0	5.06%	4	1.27%	1	92.41%	73	0.00%	0	0.00%	0	0.00%	0	1.27%	1	0.00%	0	79
016S33 Raith & Longbraes	All Males	9.89%	111	1.07%	12	11.85%	133	1.60%	18	0.36%	4	9.89%	111	1.07%	12	80.30%	901	0.77%	6	0.36%	4	0.27%	3	0.71%	8	6.86%	77	1122
	All Females	5.67%	56	0.91%	9	6.28%	62	1.52%	15	0.20%	2	5.67%	56	0.91%	9	90.78%	896	0.61%	6	0.51%	5	0.10%	1	0.41%	4	1.01%	10	987
	Aged 16-24	11.80%	21	2.25%	4	12.92%	23	3.37%	6	0.00%	0	11.80%	21	2.25%	4	81.46%	145	1.12%	2	0.00%	0	0.00%	0	0.56%	1	2.81%	5	178
	Aged 25-34	11.01%	50	0.66%	3	12.11%	55	1.76%	8	0.66%	3	11.01%	50	0.66%	3	82.16%	373	1.10%	5	0.88%	4	0.22%	1	0.66%	3	3.30%	15	454
	Aged 35-59	6.53%	90	0.94%	13	7.90%	109	1.31%	18	0.22%	3	6.53%	90	0.94%	13	86.29%	1190	0.36%	5	0.36%	5	0.22%	3	0.58%	8	4.71%	65	1379
	Aged 60-74	6.12%	6	1.02%	1	6.16%	8	1.02%	1	0.00%	0	6.12%	6	1.02%	1	90.82%	89	0.00%	0	0.00%	0	0.00%	0	0.00%	0	2.04%	2	98
016S34 Bennochy & Valley	All Males	5.08%	43	0.35%	3	5.79%	49	0.83%	7	0.12%	1	5.08%	43	0.35%	3	89.37%	757	0.35%	3	0.12%	1	0.12%	1	0.71%	6	3.90%	33	847
	All Females	2.49%	20	0.00%	0	2.87%	23	0.25%	2	0.12%	1	2.37%	19	0.00%	0	95.39%	765	0.25%	2	0.37%	3	0.12%	1	0.62%	5	0.87%	7	802
	Aged 16-24	2.48%	5	0.00%	0	2.48%	5	0.50%	1	0.00%	0	2.48%	5	0.00%	0	95.05%	192	0.00%	0	0.00%	0	0.50%	1	0.00%	0	1.98%	4	202
	Aged 25-34	4.81%	18	0.00%	0	5.08%	19	0.00%	0	0.00%	0	4.81%	18	0.00%	0	91.71%	343	0.00%	0	0.00%	0	0.27%	1	1.07%	4	2.14%	8	374
	Aged 35-59	4.08%	40	0.31%	3	4.90%	48	0.61%	6	0.20%	2	3.98%	39	0.31%	3	91.53%	897	0.31%	3	0.31%	3	0.00%	0	0.71%	7	2.86%	28	980
	Aged 60-74	0.00%	0	0.00%	0	0.00%	0	2.15%	2	0.00%	0	0.00%	0	0.00%	0	96.77%	90	2.15%	2	1.08%	1	0.00%	0	0.00%	0	0.00%	0	93
016S35 Templehall East	All Males	4.48%	37	1.21%	10	5.57%	46	1.94%	16	0.24%	2	4.36%	36	1.09%	9	87.89%	726	0.48%	4	0.48%	4	0.36%	3	0.73%	6	4.60%	38	826
	All Females	2.46%	19	0.78%	6	2.98%	23	0.78%	6	0.00%	0	2.46%	19	0.78%	6	95.73%	740	0.00%	0	0.26%	2	0.13%	1	0.13%	1	0.52%	4	773
	Aged 16-24	2.29%	5	0.46%	1	2.75%	6	1.38%	3	0.46%	1	2.29%	5	0.46%	1	94.50%	206	0.92%	2	0.00%	0	0.46%	1	0.46%	1	0.92%	2	218
	Aged 25-34	3.68%	16	0.23%	1	5.29%	23	0.46%	2	0.00%	0	3.45%	15	0.23%	1	90.80%	395	0.00%	0	0.23%	1	0.23%	1	0.69%	3	4.37%	19	435
	Aged 35-59	3.65%	32	1.60%	14	4.22%	37	1.94%	17	0.11%	1	3.65%	32	1.48%	13	91.10%	798	0.23%	2	0.57%	5	0.23%	2	0.34%	3	2.40%	21	876
	Aged 60-74	4.23%	3	0.00%	0	4.29%	3	0.00%	0	0.00%	0	4.23%	3	0.00%	0	95.71%	67	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	70
016S36 Templehall West	All Males	4.56%	43	0.32%	3	5.63%	55	0.85%	8	0.32%	3	4.45%	42	0.32%	3	88.65%												



# APPENDIX THIRTY-ONE- Travel-To-Work Matrix for Fife Area (tv201).

	Category	EDIN CONURB.		DUNDEE CONURB.		LOTHIAN		TAYSIDE		PERTH LOCALITY		EDINBURGH		DUNDEE		FIFE		PERTH & KINROSS		STIRLING		CLACKMANNAN		FALKIRK		OTHER		TOTAL
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	
016S43 Dysart & Gallatoun	All Males	4.30%	40	0.65%	6	5.16%	48	1.61%	15	0.75%	7	4.19%	39	0.65%	6	88.06%	819	0.97%	9	0.43%	4	0.11%	1	0.65%	6	4.95%	46	930
	All Females	3.79%	32	0.47%	4	4.27%	36	0.71%	6	0.12%	1	3.79%	32	0.47%	4	93.96%	793	0.24%	2	0.24%	2	0.12%	1	0.36%	3	0.83%	7	844
	Aged 16-24	7.11%	14	0.00%	0	7.11%	14	0.51%	1	0.51%	1	7.11%	14	0.00%	0	89.85%	177	0.51%	1	0.00%	0	0.00%	0	0.51%	1	2.03%	4	197
	Aged 25-34	6.39%	28	0.68%	3	7.08%	31	1.14%	5	0.46%	2	6.16%	27	0.68%	3	89.27%	391	0.46%	2	0.23%	1	0.00%	0	0.68%	3	2.51%	11	438
	Aged 35-59	2.59%	27	0.38%	4	3.26%	34	1.15%	12	0.48%	5	2.59%	27	0.38%	4	92.05%	961	0.77%	8	0.38%	4	0.19%	2	0.38%	4	3.26%	34	1044
016S44 Wemyss & Muiredge	All Males	3.16%	3	3.16%	3	5.26%	5	3.16%	3	0.00%	0	3.16%	3	3.16%	3	87.37%	83	0.00%	0	1.05%	1	0.00%	0	1.05%	1	4.21%	4	95
	All Females	3.29%	31	0.53%	5	4.14%	39	1.49%	14	0.42%	4	3.29%	31	0.53%	5	89.60%	844	0.64%	6	0.11%	1	0.32%	3	1.06%	10	4.46%	42	942
	All Males	2.51%	21	0.48%	4	2.74%	23	0.95%	8	0.24%	2	2.39%	20	0.48%	4	95.11%	797	0.48%	4	0.12%	1	0.00%	0	0.12%	1	1.31%	11	838
	Aged 16-24	4.85%	10	1.46%	3	5.83%	12	3.40%	7	0.97%	2	4.37%	9	1.46%	3	89.32%	184	1.94%	4	0.00%	0	0.00%	0	0.00%	0	2.91%	6	206
	Aged 25-34	4.58%	19	0.48%	2	5.30%	22	0.48%	2	0.00%	0	4.58%	19	0.48%	2	90.12%	374	0.00%	0	0.00%	0	0.24%	1	1.20%	5	3.37%	14	415
016S45 Luchhaven & Denbeath	Aged 35-59	2.04%	22	0.37%	4	2.50%	27	1.20%	13	0.37%	4	2.04%	22	0.37%	4	93.14%	1005	0.56%	6	0.09%	1	0.19%	2	0.56%	6	3.06%	33	1079
	Aged 60-74	1.25%	1	0.00%	0	1.25%	1	0.00%	0	0.00%	0	1.25%	1	0.00%	0	97.50%	78	0.00%	0	1.25%	1	0.00%	0	0.00%	0	0.00%	0	80
	All Males	1.82%	15	0.61%	5	2.92%	24	1.46%	12	0.49%	4	1.70%	14	0.61%	5	88.93%	731	0.85%	7	0.24%	2	0.24%	2	1.95%	16	5.47%	45	822
	All Females	1.80%	13	0.28%	2	2.08%	15	0.83%	6	0.14%	1	1.80%	13	0.28%	2	95.84%	692	0.55%	4	0.14%	1	0.14%	1	0.42%	3	0.83%	6	722
	Aged 16-24	3.06%	7	0.87%	2	3.49%	8	2.18%	5	0.00%	0	3.06%	7	0.87%	2	91.27%	209	1.31%	3	0.00%	0	0.44%	1	0.00%	0	3.06%	7	229
016S46 Methilhill	Aged 25-34	3.87%	14	0.00%	0	4.14%	15	0.55%	2	0.55%	2	3.59%	13	0.00%	0	88.12%	319	0.55%	2	0.55%	2	0.28%	1	2.76%	10	4.14%	15	362
	Aged 35-59	0.79%	7	0.57%	5	1.82%	16	1.25%	11	0.34%	3	0.79%	7	0.57%	5	93.42%	823	0.68%	6	0.11%	1	0.11%	1	1.02%	9	3.29%	29	881
	Aged 60-74	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	100.00%	72	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	72
	All Males	2.24%	18	1.00%	8	3.74%	30	1.99%	16	0.37%	3	2.24%	18	1.00%	8	89.66%	720	1.00%	8	0.25%	2	0.25%	2	1.00%	8	4.61%	37	803
	All Females	1.33%	9	0.15%	1	1.33%	9	0.15%	1	0.00%	0	1.33%	9	0.15%	1	96.91%	658	0.00%	0	0.29%	2	0.15%	1	0.59%	4	0.59%	4	679
016S47 Methil	Aged 16-24	1.56%	3	0.52%	1	3.65%	7	1.04%	2	0.00%	0	1.56%	3	0.52%	1	93.23%	179	0.52%	1	0.00%	0	0.00%	0	0.52%	1	3.65%	7	192
	Aged 25-34	3.74%	13	0.57%	2	4.02%	14	0.86%	3	0.29%	1	3.74%	13	0.57%	2	92.24%	321	0.29%	1	0.29%	1	0.29%	1	0.29%	1	2.30%	8	348
	Aged 35-59	1.26%	11	0.57%	5	2.05%	18	1.26%	11	0.23%	2	1.26%	11	0.57%	5	93.26%	817	0.68%	6	0.23%	2	0.23%	2	1.03%	9	2.74%	24	876
	Aged 60-74	0.00%	0	1.52%	1	0.00%	0	1.52%	1	0.00%	0	0.00%	0	1.52%	1	92.42%	61	0.00%	0	1.52%	1	0.00%	0	1.52%	1	3.03%	2	66
	All Males	2.22%	19	1.29%	11	3.04%	26	1.75%	15	0.12%	1	2.22%	19	1.29%	11	88.89%	760	0.58%	5	0.23%	2	0.23%	2	0.94%	8	5.73%	49	855
016S48 Leven East	All Females	1.82%	14	0.39%	3	2.08%	16	0.52%	4	0.00%	0	1.82%	14	0.39%	3	95.85%	739	0.13%	1	0.26%	2	0.13%	1	0.52%	4	0.91%	7	771
	Aged 16-24	2.54%	6	0.00%	0	3.39%	8	0.42%	1	0.00%	0	2.54%	6	0.00%	0	94.92%	224	0.42%	1	0.00%	0	0.42%	1	0.00%	0	1.69%	4	236
	Aged 25-34	3.62%	15	1.69%	7	3.86%	16	1.93%	8	0.00%	0	3.62%	15	1.69%	7	91.30%	378	0.24%	1	0.24%	1	0.24%	1	0.48%	2	2.17%	9	414
	Aged 35-59	1.21%	11	0.77%	7	1.86%	17	1.10%	10	0.11%	1	1.21%	11	0.66%	6	91.67%	836	0.44%	4	0.33%	3	0.11%	1	1.10%	10	4.50%	41	912
	All Males	1.56%	1	0.00%	0	1.56%	1	0.00%	0	0.00%	0	1.56%	1	0.00%	0	95.31%	61	0.00%	0	0.00%	0	0.00%	0	0.00%	0	3.13%	2	64
016S49 even West & Kirkland	All Females	4.06%	33	1.72%	14	5.29%	43	2.71%	22	0.62%	5	4.06%	33	1.72%	14	85.85%	698	0.98%	8	0.12%	1	0.25%	2	0.86%	7	6.15%	50	813
	All Males	2.17%	16	1.22%	9	2.17%	16	2.03%	15	0.14%	1	2.17%	16	1.22%	9	94.86%	701	0.68%	5	0.14%	1	0.14%	1	0.14%	1	0.68%	5	739
	Aged 16-24	5.59%	9	1.24%	2	5.59%	9	1.86%	3	0.00%	0	5.59%	9	1.24%	2	89.44%	144	0.62%	1	0.00%	0	0.00%	0	0.62%	1	2.48%	4	161
	Aged 25-34	4.09%	14	2.92%	10	5.26%	18	4.39%	15	0.88%	3	4.09%	14	2.92%	10	87.72%	300	1.17%	4	0.00%	0	0.00%	0	0.29%	1	3.80%	13	342
	Aged 35-59	2.58%	25	1.13%	11	3.09%	30	1.96%	19	0.31%	3	2.58%	25	1.13%	11	90.52%	878	0.82%	8	0.21%	2	0.31%	3	0.62%	6	3.81%	37	970
016S50 Kennoway	Aged 60-74	1.27%	1	0.00%	0	2.53%	2	0.00%	0	0.00%	0	1.27%	1	0.00%	0	97.47%	77	0.00%	0	0.00%	0	0.00%	0	0.00%	0	1.27%	1	79
	All Males	2.03%	19	0.96%	9	2.57%	24	1.62%	17	0.21%	2	2.03%	19	0.96%	9	92.29%	882	0.75%	7	0.00%	0	0.11%	1	0.43%	4	3.43%	32	934
	All Females	1.20%	10	0.12%	1	1.32%	11	0.36%	3	0.24%	2	1.20%	10	0.12%	1	97.24%	809	0.24%	2	0.36%	3	0.12%	1	0.00%	0	0.72%	6	832
	Aged 16-24	1.10%	2	0.00%	0	1.65%	3	0.00%	0	0.00%	0	1.10%	2	0.00%	0	96.15%	175	0.00%	0	1.10%	2	0.00%	0	0.55%	1	1.10%	2	182
	Aged 25-34	3.07%	13	0.71%	3	4.01%	17	1.89%	8	0.47%	2	3.07%	13	0.71%	3	92.22%	391	0.94%	4	0.00%	0	0.00%	0	0.24%	1	2.83%	12	424
016S51 Windygates, Star & Balgonie	Aged 35-59	1.21%	13	0.65%	7	1.30%	14	1.12%	12	0.19%	2	1.21%	13	0.65%	7	95.07%	1022	0.47%	5	0.09%	1	0.19%	2	0.19%	2	2.14%	23	1075
	Aged 60-74	1.18%	1	0.00%	0	1.18%	1	0.00%	0	0.00%	0	1.18%	1	0.00%	0	87.65%	83	0.00%	0	0.00%	0	0.00%	0	0.00%	0	1.18%	1	85
	All Males	1.51%	13	1.27%	11	2.43%	21	2.09%	18	0.35%	3	1.51%	13	1.27%	11													



# APPENDIX THIRTY-ONE- Travel-To-Work Matrix for Fife Area (tv201).

	Category	EDIN CONURB.		DUNDEE CONURB.		LOTHIAN		TAYSIDE		PERTH LOCALITY		EDINBURGH		DUNDEE		FIFE		PERTH & KINROSS		STIRLING		CLACKMANNAN		FALKIRK		OTHER		TOTAL
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	
016557 Newcastle & Tanshal	All Males	2.45%	25	1.47%	15	3.93%	40	2.85%	29	0.49%	5	2.36%	24	1.47%	15	88.42%	901	1.08%	11	0.10%	1	0.20%	2	0.98%	10	5.40%	55	1019
	All Females	2.39%	22	0.87%	8	2.83%	26	1.74%	16	0.44%	4	2.39%	22	0.65%	6	95.10%	874	1.09%	10	0.11%	1	0.11%	1	0.11%	1	0.44%	4	919
	Aged 16-24	3.94%	11	1.08%	3	4.66%	13	1.79%	5	0.36%	1	3.94%	11	0.72%	2	91.40%	255	1.08%	3	0.72%	2	0.00%	0	0.00%	0	2.15%	6	279
	Aged 25-34	1.99%	10	1.00%	5	3.39%	17	1.59%	8	0.00%	0	1.99%	10	1.00%	5	92.83%	466	0.60%	3	0.00%	0	0.40%	2	0.40%	2	2.79%	14	502
	Aged 35-59	2.37%	25	1.04%	11	3.32%	35	2.37%	25	0.66%	7	2.28%	24	0.95%	10	91.18%	961	1.23%	13	0.00%	0	0.09%	1	0.66%	7	3.61%	38	1054
016558 South Parks & Macedonia	Aged 60-74	0.97%	1	3.88%	4	0.97%	1	6.80%	7	0.97%	1	0.97%	1	3.88%	4	90.29%	93	1.94%	2	0.00%	0	0.00%	0	1.94%	2	0.97%	1	103
	All Males	2.57%	27	0.95%	10	3.80%	40	2.47%	26	0.57%	6	2.57%	27	0.86%	9	89.73%	944	1.24%	13	0.10%	1	0.38%	4	0.57%	6	4.56%	48	1052
	All Females	2.07%	19	0.55%	5	2.73%	25	1.20%	11	0.11%	1	2.07%	19	0.55%	5	94.43%	865	0.55%	5	0.55%	5	0.11%	1	0.33%	3	1.42%	13	916
	Aged 16-24	5.65%	14	0.40%	1	6.85%	17	0.81%	2	0.00%	0	5.65%	14	0.40%	1	88.71%	220	0.00%	0	0.00%	0	0.81%	2	0.40%	1	4.03%	10	248
	Aged 25-34	2.60%	12	0.87%	4	3.25%	15	2.81%	13	0.65%	3	2.60%	12	0.87%	4	92.16%	425	1.74%	8	0.00%	0	0.00%	0	0.22%	1	2.39%	11	461
016559 Leslie & Whinnynknowe	Aged 35-59	1.67%	19	0.73%	9	2.81%	32	1.84%	21	0.35%	4	1.67%	19	0.73%	9	92.10%	1049	0.88%	10	0.44%	5	0.26%	3	0.61%	7	3.34%	38	1139
	Aged 60-74	0.83%	1	0.83%	1	0.83%	1	0.83%	1	0.00%	0	0.83%	1	0.83%	1	95.83%	115	0.00%	0	0.83%	1	0.00%	0	0.00%	0	1.67%	2	120
	All Males	3.96%	40	1.49%	15	5.55%	56	3.37%	34	0.99%	10	3.87%	39	1.49%	15	86.72%	875	1.49%	15	0.20%	2	0.20%	2	0.50%	5	5.55%	56	1005
	All Females	2.22%	19	0.47%	4	2.58%	22	1.29%	11	0.12%	1	2.22%	19	0.47%	4	94.85%	810	0.82%	7	0.12%	1	0.00%	0	0.35%	3	1.17%	10	854
	Aged 16-24	2.11%	4	2.11%	4	2.11%	4	3.68%	7	0.53%	1	2.11%	4	2.11%	4	91.58%	174	1.58%	3	0.53%	1	0.00%	0	0.00%	0	2.11%	4	190
016560 Balgeddie & Collydean	Aged 25-34	2.92%	10	1.17%	4	4.09%	14	2.05%	7	0.88%	3	2.92%	10	1.17%	4	91.23%	312	0.88%	3	0.00%	0	0.00%	0	0.29%	1	3.51%	12	342
	Aged 35-59	3.43%	42	0.73%	9	4.49%	55	2.20%	27	0.41%	5	3.43%	42	0.73%	9	90.21%	1106	1.14%	14	0.16%	2	0.16%	2	0.57%	7	3.59%	44	1226
	Aged 60-74	2.86%	3	1.90%	2	4.76%	5	3.81%	4	1.90%	2	1.90%	2	1.90%	2	88.57%	93	1.90%	2	0.00%	0	0.00%	0	0.00%	0	5.71%	6	105
	All Males	3.91%	54	2.03%	28	6.30%	87	3.55%	49	1.09%	15	3.91%	54	1.96%	27	82.39%	1137	1.52%	21	0.43%	6	0.36%	5	0.87%	12	8.55%	118	1380
	All Females	3.35%	42	1.04%	13	3.83%	48	2.15%	27	0.48%	6	3.35%	42	1.04%	13	92.74%	1163	1.12%	14	0.40%	5	0.00%	0	0.16%	2	1.20%	15	1254
016561 Cadham, Pitcoudie & Balfarg	Aged 16-24	4.25%	15	0.57%	2	4.82%	17	1.13%	4	0.28%	1	4.25%	15	0.57%	2	90.65%	320	0.57%	2	0.00%	0	0.00%	0	1.42%	5	2.55%	9	353
	Aged 25-34	5.15%	30	1.89%	11	6.86%	40	3.77%	22	1.03%	6	5.15%	30	1.89%	11	85.76%	500	1.89%	11	0.51%	3	0.17%	1	0.51%	3	4.12%	24	583
	Aged 35-59	3.13%	51	1.66%	27	4.79%	78	2.95%	48	0.86%	14	3.13%	51	1.60%	26	86.86%	1415	1.29%	21	0.49%	8	0.25%	4	0.37%	6	6.02%	98	1629
	Aged 60-74	0.00%	0	1.45%	1	0.00%	0	2.90%	2	0.00%	0	0.00%	0	1.45%	1	94.20%	65	1.45%	1	0.00%	0	0.00%	0	0.00%	0	2.90%	2	69
	All Males	4.50%	50	1.80%	20	6.22%	69	3.15%	35	0.90%	10	4.41%	49	1.80%	20	85.23%	946	1.26%	14	0.27%	3	0.18%	2	0.45%	5	6.40%	71	1110
016562 Falkland, Freuchie & Strathmiglo	All Females	1.69%	17	1.20%	12	2.39%	24	2.19%	22	0.50%	5	1.69%	17	1.20%	12	94.52%	949	0.80%	8	0.10%	1	0.00%	0	0.30%	3	1.39%	14	1004
	Aged 16-24	3.12%	10	1.87%	6	4.05%	13	2.80%	9	0.31%	1	3.12%	10	1.87%	6	89.10%	286	0.31%	1	0.31%	1	0.00%	0	0.62%	2	4.98%	16	321
	Aged 25-34	4.07%	17	1.44%	6	5.98%	25	3.11%	13	1.20%	5	4.07%	17	1.44%	6	87.80%	367	1.44%	6	0.24%	1	0.00%	0	0.72%	3	4.31%	18	418
	Aged 35-59	3.02%	40	1.43%	19	4.15%	55	2.42%	32	0.60%	8	3.02%	40	1.43%	19	90.26%	1196	0.98%	13	0.08%	1	0.15%	2	0.23%	3	3.85%	51	1325
	Aged 60-74	0.00%	0	2.00%	1	0.00%	0	6.00%	3	2.00%	1	0.00%	0	2.00%	1	92.00%	46	4.00%	2	2.00%	1	0.00%	0	0.00%	0	0.00%	0	50
016563 Auchtermuchty & Ladybank	All Males	5.13%	59	3.30%	38	6.17%	71	9.38%	108	2.87%	33	5.04%	58	3.30%	38	80.02%	921	5.65%	65	0.43%	5	0.52%	6	0.26%	3	4.78%	55	1151
	All Females	3.91%	39	2.91%	29	4.11%	41	9.62%	96	2.91%	29	3.81%	38	2.91%	29	85.37%	852	6.61%	66	0.10%	1	0.30%	3	0.10%	1	0.80%	8	998
	Aged 16-24	1.99%	3	2.65%	4	1.99%	3	11.92%	18	1.99%	3	1.99%	3	2.65%	4	83.44%	126	9.27%	14	0.00%	0	0.00%	0	0.00%	0	2.65%	4	151
	Aged 25-34	5.53%	23	3.85%	16	6.25%	26	12.02%	50	4.09%	17	5.53%	23	3.85%	16	78.13%	325	7.93%	33	0.48%	2	1.20%	5	0.24%	1	2.64%	11	416
	Aged 35-59	4.77%	70	3.13%	46	5.52%	81	8.65%	127	2.59%	38	4.63%	68	3.13%	46	83.11%	1220	5.18%	76	0.27%	4	0.27%	4	0.20%	3	3.20%	47	1468
016564 Kettle, Springfield & Ceres	Aged 60-74	1.75%	2	0.88%	1	1.75%	2	7.89%	9	3.51%	4	1.75%	2	0.88%	1	89.47%	102	7.02%	8	0.00%	0	0.00%	0	0.00%	0	0.88%	1	114
	All Males	3.35%	37	4.53%	50	4.81%	53	9.70%	107	2.45%	27	2.99%	33	4.35%	48	80.96%	893	4.71%	52	0.36%	4	0.27%	3	1.00%	11	5.35%	59	1103
	All Females	1.72%	17	3.35%	33	1.93%	19	8.11%	80	2.94%	29	1.72%	17	3.25%	32	88.54%	873	4.77%	47	0.41%	4	0.20%	2	0.20%	2	0.91%	9	986
	Aged 16-24	0.53%	1	1.60%	3	1.06%	2	10.11%	19	3.19%	6	0.53%	1	1.60%	3	85.11%	160	7.98%	15	1.60%	3	0.53%	1	0.00%	0	2.66%	5	188
	Aged 25-34	4.01%	17	5.90%	25	5.19%	22	10.14%	43	1.65%	7	4.01%	17	5.90%	25	82.55%	350	3.30%	14	0.24%	1	0.24%	1	0.71%	3	3.07%	13	424
016565 Cupar South	Aged 35-59	2.46%	33	3.36%	51	3.36%	45	8.81%	118	3.06%	41	2.32%	31	3.58%	48	84.32%	1129	5.00%	67	0.30%	4	0.22%	3	0.75%	10	3.51%	47	1339
	Aged 60-74	2.17%	3	2.90%	4	2.17%	3	5.07%	7	1.45%	2	0.72%	1	2.90%	4	92.03%	127	2.17%	3	0.00%	0	0.00%	0	0.00%	0	2.17%	3	138
	All Males	2.79%	31	4.58%	51	3.14%	35	7.55%	84	1.44%	16	2.79%	31	4.40%	49													



# APPENDIX THIRTY-ONE- Travel-To-Work Matrix for Fife Area (tv201).

	Category	EDIN CONURB.		DUNDEE CONURB.		LOTHIAN		TAYSIDE		PERTH LOCALITY		EDINBURGH		DUNDEE		FIFE		PERTH & KINROSS		STIRLING		CLACKMANNAN		FALKIRK		OTHER		TOTAL
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	
016S71 Strathkinness & St Andrews West	All Males	2.18%	11	9.92%	50	2.58%	13	10.71%	54	0.40%	2	2.18%	11	9.92%	50	80.75%	407	0.40%	2	0.20%	1	0.20%	1	0.20%	1	6.15%	31	504
	All Females	1.51%	6	10.08%	40	1.51%	6	10.83%	43	0.25%	1	1.51%	6	9.57%	38	85.14%	338	1.01%	4	0.25%	1	0.25%	1	0.25%	1	2.02%	8	397
	Aged 16-24	0.00%	0	3.28%	2	0.00%	0	3.28%	2	0.00%	0	0.00%	0	3.28%	2	93.44%	57	0.00%	0	0.00%	0	0.00%	0	0.00%	0	3.28%	2	61
	Aged 25-34	2.52%	4	11.32%	18	3.14%	5	11.32%	18	0.00%	0	2.52%	4	10.69%	17	80.50%	128	0.63%	1	0.00%	0	0.00%	0	0.63%	1	5.03%	8	159
	Aged 35-59	1.84%	11	10.85%	65	2.00%	12	11.69%	70	0.33%	2	1.84%	11	10.68%	64	82.14%	492	0.67%	4	0.33%	2	0.33%	2	0.17%	1	3.84%	23	599
	Aged 60-74	2.44%	2	6.10%	5	2.44%	2	8.54%	7	1.22%	1	2.44%	2	6.10%	5	82.93%	68	1.22%	1	0.00%	0	0.00%	0	0.00%	0	7.32%	6	82
016S72 St Andrews Central	All Males	3.69%	13	5.97%	21	3.69%	13	6.53%	23	0.28%	1	3.69%	13	5.68%	20	83.81%	295	0.85%	3	0.57%	2	0.28%	1	0.00%	0	5.11%	18	352
	All Females	2.49%	7	8.90%	25	2.49%	7	8.90%	25	0.00%	0	2.49%	7	8.54%	24	85.77%	241	0.00%	0	0.36%	1	0.00%	0	0.36%	1	2.49%	7	281
	Aged 16-24	2.83%	3	4.72%	5	2.83%	3	4.72%	5	0.00%	0	2.83%	3	4.72%	5	87.74%	93	0.00%	0	0.94%	1	0.00%	0	0.94%	1	2.83%	3	106
	Aged 25-34	5.81%	9	7.10%	11	5.81%	9	8.39%	13	0.69%	1	5.81%	9	6.45%	10	83.87%	130	1.94%	3	0.00%	0	0.00%	0	0.00%	0	1.29%	2	155
	Aged 35-59	2.48%	8	8.36%	27	2.48%	8	8.36%	27	0.00%	0	2.48%	8	8.05%	26	83.59%	270	0.00%	0	0.31%	1	0.00%	0	0.00%	0	5.57%	18	323
	Aged 60-74	0.00%	0	6.12%	3	0.00%	0	6.12%	3	0.00%	0	0.00%	0	6.12%	3	87.76%	43	0.00%	0	2.04%	1	0.00%	0	0.00%	0	4.08%	2	49
016S73 St Andrews South	All Males	1.84%	15	8.81%	72	1.96%	16	10.53%	86	0.73%	6	1.84%	15	8.81%	72	83.11%	679	1.22%	10	0.37%	3	0.00%	0	0.12%	1	4.53%	37	817
	All Females	1.54%	11	8.67%	62	1.82%	13	9.79%	70	0.56%	4	1.54%	11	8.53%	61	86.71%	620	0.84%	6	0.14%	1	0.28%	2	0.00%	0	1.96%	14	715
	Aged 16-24	3.79%	5	2.27%	3	3.79%	5	2.27%	3	0.00%	0	3.79%	5	2.27%	3	88.64%	117	0.00%	0	0.76%	1	0.76%	1	0.76%	1	3.03%	4	132
	Aged 25-34	1.65%	4	10.74%	26	1.65%	4	12.81%	31	1.24%	3	1.65%	4	10.74%	26	82.64%	200	2.07%	5	0.83%	2	0.00%	0	0.00%	0	2.07%	5	242
	Aged 35-59	1.55%	16	9.67%	100	1.84%	19	11.12%	115	0.58%	6	1.55%	16	9.57%	99	83.75%	866	0.97%	10	0.10%	1	0.00%	1	0.00%	0	3.97%	41	1034
	Aged 60-74	0.81%	1	4.03%	5	0.81%	1	5.65%	7	0.81%	1	0.81%	1	4.03%	5	93.55%	116	0.81%	1	0.00%	0	0.00%	0	0.00%	0	0.81%	1	124
016S74 St Andrews South East	All Males	0.75%	6	7.14%	57	0.88%	7	9.15%	73	0.75%	6	0.75%	6	7.14%	57	86.72%	692	1.25%	10	0.25%	2	0.13%	1	0.75%	6	3.01%	24	798
	All Females	0.00%	0	6.08%	46	0.00%	0	6.22%	47	0.00%	0	0.00%	0	5.82%	44	92.99%	703	0.26%	2	0.13%	1	0.00%	0	0.40%	3	0.40%	3	756
	Aged 16-24	0.00%	0	3.68%	7	0.00%	0	4.21%	8	0.53%	1	0.00%	0	3.68%	7	93.68%	178	0.53%	1	1.05%	2	0.00%	0	0.53%	1	0.53%	1	190
	Aged 25-34	1.12%	4	7.00%	25	1.12%	4	7.56%	27	0.28%	1	1.12%	4	7.00%	25	90.48%	323	0.28%	1	0.00%	0	0.00%	0	0.28%	1	0.84%	3	357
	Aged 35-59	0.23%	2	7.09%	62	0.34%	3	8.35%	73	0.34%	3	0.23%	2	6.86%	60	88.56%	774	0.80%	7	0.11%	1	0.00%	0	0.69%	6	2.63%	23	874
	Aged 60-74	0.00%	0	6.77%	9	0.00%	0	9.02%	12	0.75%	1	0.00%	0	6.77%	9	90.23%	120	2.26%	3	0.00%	0	0.00%	0	0.75%	1	0.00%	0	133
016S75 Crail, Cameron & Kermack	All Males	2.88%	35	6.09%	74	3.37%	41	7.24%	88	0.25%	3	2.80%	34	6.09%	74	82.73%	1006	0.66%	8	0.25%	3	0.00%	0	0.41%	5	7.07%	86	1216
	All Females	1.92%	19	7.36%	73	1.92%	19	7.96%	79	0.20%	2	1.92%	19	6.96%	69	88.21%	875	0.81%	8	0.10%	1	0.00%	0	0.10%	1	1.92%	19	992
	Aged 16-24	3.30%	6	3.85%	7	3.30%	6	4.40%	8	0.55%	1	3.30%	6	3.30%	6	89.56%	163	1.10%	2	0.00%	0	0.00%	0	0.00%	0	2.75%	5	162
	Aged 25-34	3.79%	14	8.67%	32	4.07%	15	9.49%	35	0.00%	0	3.79%	14	8.67%	32	82.38%	304	0.54%	2	0.27%	1	0.00%	0	0.00%	0	4.34%	16	369
	Aged 35-59	2.24%	33	6.86%	101	2.58%	38	7.95%	117	0.27%	4	2.17%	32	6.66%	98	84.58%	1245	0.82%	12	0.14%	2	0.00%	0	0.41%	6	5.23%	77	1472
	Aged 60-74	0.54%	1	3.78%	7	0.54%	1	3.78%	7	0.00%	0	0.54%	1	3.78%	7	91.35%	169	0.00%	0	0.54%	1	0.00%	0	0.00%	0	3.78%	7	185
016S76 Anstruther & East Neuk Landwar	All Males	2.08%	22	4.34%	46	2.45%	26	5.19%	55	0.38%	4	2.08%	22	4.25%	45	80.19%	850	0.38%	4	0.09%	1	0.09%	1	0.57%	6	12.36%	131	1060
	All Females	2.59%	22	3.29%	28	2.94%	25	3.53%	30	0.00%	0	2.59%	22	3.29%	28	92.13%	784	0.00%	0	0.00%	0	0.00%	0	0.47%	4	1.53%	13	851
	Aged 16-24	4.84%	9	2.15%	4	5.38%	10	2.15%	4	0.00%	0	4.84%	9	2.15%	4	85.48%	159	0.00%	0	0.00%	0	0.00%	0	0.00%	0	7.53%	14	186
	Aged 25-34	2.07%	8	5.68%	22	2.07%	8	6.20%	24	0.26%	1	2.07%	8	5.43%	21	83.46%	323	0.26%	1	0.00%	0	0.26%	1	0.52%	2	8.01%	31	387
	Aged 35-59	2.11%	25	3.72%	44	2.62%	31	4.48%	53	0.25%	3	2.11%	25	3.72%	44	85.04%	1006	0.25%	3	0.08%	1	0.00%	0	0.68%	8	8.11%	96	1183
	Aged 60-74	1.29%	2	2.58%	4	1.29%	2	2.58%	4	0.00%	0	1.29%	2	2.58%	4	94.19%	146	0.00%	0	0.00%	0	0.00%	0	0.00%	0	1.94%	3	155
016S77 Elie, St Monans & Pittenweem	All Males	4.62%	45	2.46%	24	5.75%	56	3.18%	31	0.51%	5	4.62%	45	2.46%	24	81.31%	792	0.72%	7	0.31%	3	0.00%	0	0.51%	5	10.06%	98	974
	All Females	2.06%	16	2.19%	17	2.19%	17	2.44%	19	0.26%	2	1.93%	15	2.19%	17	92.67%	721	0.26%	2	0.39%	3	0.26%	2	0.26%	2	2.06%	16	778
	Aged 16-24	4.65%	8	1.74%	3	5.81%	10	2.91%	5	0.58%	1	4.07%	7	1.74%	3	86.05%	148	1.16%	2	0.00%	0	0.00%	0	0.00%	0	6.98%	12	172
	Aged 25-34	2.94%	9	3.27%	10	3.27%	10	3.27%	10	0.00%	0	2.94%	9	3.27%	10	87.58%	268	0.00%	0	0.00%	0	0.33%	1	0.00%	0	5.88%	18	306
	Aged 35-59	3.39%	39	2.17%	25	4.17%	48	2.78%	32	0.52%	6	3.39%	39	2.17%	25	85.75%	987	0.61%	7	0.52%	6	0.09%	1	0.35%	4	7.12%	82	1151
	Aged 60-74	4.07%	5	2.44%	3	4.07%	5	2.44%	3	0.00%	0	4.07%	5	2.44%	3	89.43%	110	0.00%	0	0.00%	0	0.00%	0	2.44%	3	1.63%	2	123
016S78 Largo	All Males	4.26%	40	2.77%	26	5.97%	56	4.80%	45	1.28%	12	4.16%	39	2.77%	26	83.48%	783	1.71%	16	0.43%	4	0.21%	2	0.64%	6	6.61%	62	938
	All Females	2.76%	23	2.76%	23	3.24%	27	3.12%	26	0.24%	2	2.76%	23	2.76%	23	91.97%	767	0.24%	2	0.36%	3	0.00%	0	0.36%	3	1.56%	13	834
	Aged 16-24	3.64%	4	2.73%	3	3.64%	4	3.64%	4	0.91%	1	3.64%	4	2.73%	3	89.09%	98	0.91%	1	0.91%	1	0.00%	0	0.00%	0	2.73%	3	110
	Aged 25-34	5.88%	18	2.94%	9	8.17%	25	4.90%	15	1.31%	4	5.88%	18	2.94%	9	83.33%	255	1.96%	6	0.65%	2	0.00%	0	0.33%	1	4.90%	15	306
	Aged 35-59	3.18%	39	2.85%	35	4.16%	51	3.99%	49	0.73%	9	3.10%	38	2.85%	35	87.86%	1078	0.										



## APPENDIX THIRTY-TWO- Travel-To-Work Matrix for Glasgow City Council Area (tv204).

		Category	GLASGOW CONURB.		EDINBURGH CONURB.		GLASGOW CITY		SLANKRASHIRE		NLANKRASHIRE		ENREPREWS		RENFREWS		W.DUNBARNTON		E.DUNBARNTON		INVERCLIDE		ARGYL/LABUTE		N.AYRSHERE		EAYRSHERE		S.AYRSHERE		STIRLING		FALKIRK		WLOTHAN		EDINBURGH CITY		OTHER			
			%w/k	No. w/k	%w/k	No. w/k	%w/k	No. w/k	%w/k	No. w/k	%w/k	No. w/k	%w/k	No. w/k	%w/k	No. w/k	%w/k	No. w/k	%w/k	No. w/k	%w/k	No. w/k	%w/k	No. w/k	%w/k	No. w/k	%w/k	No. w/k	%w/k	No. w/k	%w/k	No. w/k	%w/k	No. w/k	%w/k	No. w/k	%w/k	No. w/k	%w/k	No. w/k		
	017501	Drumry	Full-time employment	96.56%	1238	0.23%	3	76.77%	368	1.79%	23	1.09%	14	0.47%	6	3.27%	42	9.86%	128	3.12%	40	0.16%	2	0.94%	12	0.00%	0.00%	0.08%	1	0.47%	6	0.16%	2	0.56%	7	0.23%	3	0.94%	12			
		Part-time employment	99.07%	426	0.00%	0	83.26%	389	0.70%	3	0.70%	3	0.23%	1	0.23%	1	8.84%	38	5.61%	25	0.00%	4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%			
		TOTAL	96.44%	1662	0.18%	3	78.40%	1343	1.52%	26	0.99%	17	0.41%	7	2.51%	43	9.69%	166	3.79%	65	0.12%	2	0.70%	12	0.00%	0.00%	0.06%	1	0.41%	7	0.12%	2	0.41%	7	0.18%	3	0.70%	12				
		LE and HMO, HPO & LM and PO	92.06%	290	0.63%	2	78.10%	266	1.27%	4	0.63%	2	0.63%	2	0.63%	12	6.86%	22	2.86%	8	0.63%	2	0.63%	2	0.00%	0.00%	0.00%	1	0.63%	2	0.32%	1	1.90%	6	0.63%	2	0.63%	3				
		Intermediate Occupations	97.46%	271	0.36%	1	80.56%	224	1.06%	3	1.44%	4	0.36%	1	1.06%	3	1.15%	31	2.86%	8	0.00%	0	0.36%	1	0.00%	0.00%	0.00%	0	0.36%	1	0.00%	0	0.36%	1	0.36%	1	0.00%	0				
		SE and OAW	96.43%	54	0.00%	0	83.63%	47	0.00%	0	0.00%	0	0.00%	0	0.00%	1	7.14%	4	3.57%	2	0.00%	0	0.00%	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%			
		LS and TO, S-RO & RO	97.46%	1027	0.00%	0	77.63%	826	1.79%	19	1.03%	11	0.47%	5	2.54%	27	10.24%	109	4.32%	48	0.00%	0	0.85%	9	0.00%	0	0.00%	0.00%	0	0.36%	4	0.09%	2	0.00%	0	0.00%	0	0.85%	7			
		Full-time employment	96.64%	1178	0.41%	2	81.32%	991	1.72%	21	0.85%	12	0.25%	3	2.71%	33	6.07%	74	4.43%	54	0.00%	0	0.25%	3	0.00%	0	0.00%	0.00%	3	0.25%	3	0.41%	3	0.00%	0	0.00%	0	0.85%	12			
	017502	Summerhill	Part-time employment	99.20%	461	0.00%	0	78.17%	213	1.00%	4	1.00%	4	1.00%	4	1.00%	11	1.00%	4	1.00%	4	1.00%	4	1.00%	4	1.00%	4	1.00%	4	1.00%	4	1.00%	4	1.00%	4	1.00%	4	1.00%	4	1.00%	4	1.00%
		TOTAL	97.38%	1672	0.28%	3	79.97%	1372	1.51%	26	0.87%	19	0.23%	4	2.21%	38	7.63%	131	5.71%	98	0.00%	0	0.17%	3	0.96%	1	0.96%	1	0.96%	1	0.17%	3	0.29%	5	0.00%	0	0.29%	5	0.76%	13		
		LE and HMO, HPO & LM and PO	95.57%	302	0.85%	3	80.38%	254	0.95%	3	2.22%	7	0.32%	7	2.22%	7	5.70%	16	5.70%	16	0.00%	0	0.63%	2	0.32%	1	0.00%	0	0.00%	0	0.32%	1	0.00%	0	0.95%	3	0.32%	7	0.00%	0	0.95%	13
		Intermediate Occupations	97.51%	230	0.41%	1	79.67%	190	1.24%	3	1.06%	0	0.41%	1	4.56%	11	6.64%	16	5.61%	14	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.41%	1	0.41%	1	0.00%	0	0.41%	1	0.00%	0	0.41%	1		
		SE and OAW	98.72%	77	0.00%	0	93.59%	73	0.00%	0	0.00%	0	0.00%	0	0.00%	0	2.56%	2	5.61%	2	0.00%	0	1.28%	1	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0		
		LS and TO, S-RO & RO	97.78%	1068	0.09%	1	78.93%	854	1.80%	20	0.74%	6	0.18%	2	1.86%	20	8.76%	95	5.91%	64	0.00%	0	0.09%	1	0.09%	1	0.09%	1	0.18%	2	0.28%	2	0.09%	3	0.00%	0	0.09%	1	1.62%	11		
		Full-time employment	94.94%	1951	0.34%	7	79.42%	1632	2.58%	55	2.04%	42	0.19%	4	4.33%	89	4.57%	94	3.45%	71	0.49%	10	0.44%	8	0.15%	3	0.10%	2	0.05%	1	0.10%	2	0.10%	2	0.49%	10	0.34%	7	1.07%	22		
		Part-time employment	98.90%	541	0.00%	0	88.85%	498	0.19%	1	0.91%	5	0.18%	1	0.91%	5	4.75%	26	3.66%	20	0.00%	0	0.37%	2	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.18%	1		
	017503	Blairdare	TOTAL	95.77%	2492	0.27%	7	81.49%	2186	2.19%	56	1.81%	47	0.19%	5	3.61%	94	4.61%	128	3.50%	91	0.38%	18	0.42%	11	0.12%	3	0.08%	2	0.94%	1	0.08%	2	0.08%	2	0.38%	10	0.27%	7	0.88%	23	
		LE and HMO, HPO & LM and PO	92.22%	723	0.89%	7	75.89%	595	2.04%	16	2.82%	25	0.26%	2	4.72%	37	5.93%	47	3.19%	23	0.69%	7	0.64%	5	0.17%	1	0.26%	2	0.00%	0	0.89%	7	0.89%	7	0.89%	7	0.89%	7	0.89%	7	0.89%	10
		Intermediate Occupations	97.69%	460	0.00%	0	85.69%	417	1.00%	2	0.63%	2	0.63%	2	0.63%	2	6.44%	108	2.68%	43	0.42%	14	0.42%	2	0.42%	2	0.42%	2	0.00%	0	0.42%	2	0.00%	0	0.42%	2	0.00%	0	0.42%	2		
		SE and OAW	97.46%	153	0.00%	0	92.06%	123	0.00%	0	0.00%	0	0.00%	0	0.00%	0	5.13%	8	0.64%	1	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0		
		LS and TO, S-RO & RO	97.13%	1151	0.00%	0	82.28%	979	2.78%	33	1.94%	23	0.25%	3	3.29%	39	3.29%	39	4.30%	51	0.08%	1	0.25%	3	0.17%	2	0.00%	0	0.00%	0	0.17%	2	0.25%	3	0.00%	0	0.00%	0	0.95%	11		
		Full-time employment	93.81%	1637	0.63%	11	81.26%	1418	1.72%	30	3.15%	55	0.57%	10	2.87%	50	4.47%	78	2.46%	43	0.17%	0	0.46%	8	0.17%	3	0.17%	2	0.11%	2	0.23%	4	0.46%	7	0.06%	1	0.57%	10	1.15%	20		
		Part-time employment	96.75%	476	0.00%	0	86.95%	428	1.02%	5	0.41%	2	1.02%	4	1.52%	6	5.69%	28	2.64%	13	0.20%	0	0.41%	2	0.20%	1	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0		
		TOTAL	94.46%	2113	0.49%	11	82.43%	1844	1.50%	35	2.56%	57	0.67%	15	2.50%	56	4.74%	106	2.50%	56	0.18%	4	0.36%	8	0.22%	5	0.18%	4	0.09%	2	0.18%	4	0.49%	10	0.44%	10	0.88%	29				
	017504	Knightswood Park	LE and HMO, HPO & LM and PO	92.35%	628	1.47%	10	78.53%	534	1.91%	13	2.21%	15	0.44%	3	3.68%	25	4.71%	32	3.09%	21	0.44%	3	0.15%	1	0.15%	1	0.59%	4	0.15%	1	0.22%	2	0.76%	5	0.15%	1	1.32%	6	1.47%	10	
		Intermediate Occupations	97.18%	345	0.00%	0	83.94%	298	0.56%	2	1.41%	5	0.85%	3	2.82%	10	4.51%	16	3.66%	13	0.00%	0	1.13%	4	0.00%	0	0.00%	0	0.00%	0	0.56%	2	0.00%	0	0.00%	0	0.00%	0	0.56%	2		
		SE and OAW	91.30%	105	0.00%	0	86.96%	105	0.87%	1	0.87%	1	0.00%	0	0.87%	1	4.35%	8	0.00%	0	0.87%	1	0.87%	1	2.61%	3	0.00%	0	0.00%	0	0.00%	0	0.87%	1	0.87%	1	0.00%	0	0.00%	0	0.00%	0
		LS and TO, S-RO & RO	95.22%	1035	1.09%	1	83.62%	912	1.75%	15	3.31%	35	0.83%	9	1.84%	20	4.88%	53	2.02%	22	0.00%	0	0.16%	2	0.09%	1	0.09%	1	0.09%	1	0.09%	1	0.18%	2	0.00%	0	0.89%	1	0.74%	8		
		Full-time employment	93.85%	1574	0.46%	4	78.59%	1318	2.27%	38	1.79%	35	0.42%	7	3.42%	70	6.44%	108	2.68%	43	0.17%	0	0.46%	11	0.46%	11	0.46%	11	0.46%	11	0.46%	11	0.46%	11	0.46%	11	0.46%	11	0.46%	11		
		Part-time employment	98.69%	461	0.00%	0	88.69%	417	1.00%	2	0.63%	2	0.63%	2	0.63%	2	6.44%	108	2.68%	43	0.42%	14	0.42%	2	0.42%	2	0.42%	2	0.00%	0	0.42%	2	0.00%	0	0.42%	2	0.00%	0	0.42%	2		
		TOTAL	94.89%	2025	0.52%	11	80.74%	1735	1.79%	38	1.41%	36	0.37%	12	3.37%	72	5.92%	139	2.72%	58	0.52%	11	0.52%	11	0.52%	11	0.52%	11	0.52%	11	0.52%	11	0.52%	11	0.52%	11	0.52%	11	0.52%	11		
		LE and HMO, HPO & LM and PO	90.91%	620	0.88%	6	71.41%	467	2.49%	17	1.61%	11	0.73%	5	7.04%	48	7.92%	54	3.96%	27	0.73%	5	0.59%	4	0.15%	1	0.15%	1	0.29%	2	0.15%	1	0.00%	0	1.09%	7	0.88%	6	0.88%	6		
	017505	Knightswood South	Intermediate Occupations	98.01%	350	0.00%	0	85.61%	345	1.24%	5	1.49%	6	0.25%	1	1.74%	7	7.20%	29	1.74%	7	0.25%	1	0.25%	1	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.25%	1	
		SE and OAW	95.73%	112	0.85%	1	88.89%	104	0.85%	1	0.85%	1	0.00%	0	0.00%	0	3.42%	4	3.42%	4	0.00%	0	1.71%	2	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0		
		LS and TO, S-RO & RO	96.35%	898	0.43%	7	84.44%	787	1.61%	15	1.29%	12	0.21%	2	1.62%	17	5.58%	52	2.15%	20	0.54%	5	0.44%	4	0.00%	0	0.00%	0	0.00%	0	0.11%	1	0.11%	1	0.21%	2	0.43%	4	1.67%	10		
		Full-time employment	94.10%	2088	0.77%	17	78.14%	1734	1.89%	42	1.71%	38	0.77%	17	3.63%	85	7.26%	161	2.07%	46	0.50%	11	0.68%	15	0.18%	4	0.05%	1	0.00%	0	0.45%	15	0.41%	8	0.23%	5	0.72%	16	1.13%	25		
		Part-time employment	97.59%	528	0.00%	0	83.30%	448	0.58%	3	1.11%	6	0.58%	3	0.37%	2	10.96%	56	2.23%	12	0.56%	2	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.19%	1		
		TOTAL	94.78%	2614	0.62%	17	79.15%	2185	1.63%	45	1.40%	44	0.73%	20	3.15%	87	7.98%	228	2.21%	58																						



## APPENDIX THIRTY-TWO- Travel-To-Work Matrix for Glasgow City Council Area (tv204).

[illegible]



# APPENDIX THIRTY-TWO- Travel-To-Work Matrix for Glasgow City Council Area (tv204).

	Category	GLASGOW CONURB.		EDINBURGH CONURB.		GLASGOW CITY		S.LANARKSHIRE		N.LANARKSHIRE		E.RENFEWS		RENFEWS		W.DUNBARTONS		EDINBURGH		INVERCLYDE		RDYLABUTE		N. AYRSHIRE		EAYRSHIRE		S.AYRSHIRE		STIRLING		FALKIRK		W.LOTHIAN		EDINBURGH CITY		OTHER		TOTAL		
		%wk in	No. wk in	%wk in	No. wk in	%wk in	No. wk in	%wk in	No. wk in	%wk in	No. wk in	%wk in	No. wk in	%wk in	No. wk in	%wk in	No. wk in	%wk in	No. wk in	%wk in	No. wk in	%wk in	No. wk in	%wk in	No. wk in	%wk in	No. wk in	%wk in	No. wk in	%wk in	No. wk in	%wk in	No. wk in	%wk in	No. wk in	%wk in	No. wk in	%wk in	No. wk in	%wk in	No. wk in	
017525 Firhill	Full-time employment	90.39%	1862	1.89%	39	79.08%	1620	2.48%	51	2.57%	53	0.83%	17	2.86%	59	1.39%	41	1.94%	40	0.92%	19	0.15%	3	0.19%	4	0.78%	16	0.58%	12	0.73%	15	0.44%	8	1.02%	21	1.89%	38	1.55%	33	2060		
	Part-time employment	95.93%	401	0.72%	3	88.76%	371	1.44%	6	1.20%	5	0.72%	3	2.87%	12	1.20%	5	0.72%	3	0.48%	2	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.24%	2	0.24%	1	0.72%	3	0.96%	4	418		
	TOTAL	91.32%	2263	1.69%	42	88.71%	2090	2.30%	57	2.34%	58	0.81%	20	2.87%	71	1.86%	46	1.74%	43	0.85%	21	0.16%	4	0.16%	4	0.65%	16	0.48%	12	0.61%	15	0.44%	11	0.86%	22	1.69%	42	1.45%	38	2478		
	LE and HMO, HPO & LM and PO	87.19%	1116	2.58%	33	75.16%	960	3.20%	41	3.13%	40	0.86%	11	3.28%	42	1.72%	22	1.41%	13	0.16%	2	0.23%	3	1.17%	15	0.86%	11	1.02%	13	0.70%	9	1.33%	17	2.55%	33	1.48%	19	498				
	Intermediate Occupations	95.75%	341	1.12%	4	87.08%	310	1.12%	4	1.69%	6	0.56%	2	1.40%	5	3.65%	13	0.84%	3	0.56%	2	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.28%	1	0.28%	1	1.12%	4	1.40%	5	350				
	SE and OAW	96.24%	128	0.75%	1	89.47%	119	1.50%	2	0.75%	1	0.75%	1	1.50%	2	1.50%	2	0.00%	0	0.00%	0	0.00%	0	0.75%	1	0.75%	1	0.00%	0	0.75%	1	0.75%	1	0.00%	0	133						
	LS and TO, S-RO & RO	95.63%	678	0.56%	4	85.80%	608	1.41%	10	1.50%	11	0.80%	6	3.10%	22	1.27%	8	2.26%	16	0.41%	1	0.28%	2	0.14%	1	0.14%	1	0.00%	0	0.14%	1	0.14%	1	0.40%	3	0.56%	4	1.69%	27	709		
	Full-time employment	94.07%	1157	0.81%	10	83.58%	1028	2.52%	31	2.60%	32	0.81%	8	1.54%	19	1.06%	13	3.25%	40	0.08%	1	0.41%	3	0.34%	6	0.24%	3	0.14%	2	0.00%	1	0.73%	8	0.34%	4	1.79%	22	1208				
017526 Keeppochill	Part-time employment	99.28%	411	0.24%	1	93.72%	389	0.48%	2	0.72%	3	0.24%	1	1.45%	6	0.72%	3	1.93%	8	0.00%	0	0.00%	0	0.00%	0	0.24%	1	0.00%	0	0.00%	0	0.24%	1	0.24%	1	0.00%	0	0.00%	0	414		
	TOTAL	95.36%	1568	0.67%	11	86.13%	1418	2.01%	33	2.13%	35	0.93%	6	1.52%	25	0.97%	16	2.92%	48	0.08%	1	0.30%	3	0.30%	6	0.24%	4	0.12%	2	0.00%	1	0.59%	8	0.30%	5	0.61%	10	1.34%	22	1644		
	LE and HMO, HPO & LM and PO	88.07%	360	2.22%	9	75.08%	306	2.46%	10	4.19%	17	0.74%	3	2.96%	12	1.07%	8	2.46%	16	0.99%	4	0.00%	1	0.99%	4	0.99%	4	0.25%	1	0.25%	1	0.49%	2	0.25%	1	1.97%	8	2.46%	68	408		
	Intermediate Occupations	98.02%	198	0.50%	1	90.59%	193	0.40%	0	1.40%	3	0.00%	0	1.98%	4	0.50%	1	3.98%	8	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	1	0.50%	1	0.99%	0	298
	SE and OAW	100.00%	53	0.00%	0	88.68%	47	3.77%	2	1.89%	1	0.00%	0	1.89%	1	0.00%	0	3.77%	2	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	63		
	LS and TO, S-RO & RO	97.36%	957	0.10%	1	89.32%	878	2.14%	21	1.42%	14	0.31%	3	0.81%	8	0.71%	7	2.63%	28	0.00%	0	0.10%	1	0.00%	0	0.00%	0	0.10%	1	0.00%	0	0.71%	7	0.41%	4	0.10%	1	1.02%	10	883		
	Full-time employment	91.50%	1208	2.58%	34	82.17%	1085	2.35%	31	2.28%	30	0.76%	10	2.58%	34	1.59%	21	1.14%	15	0.46%	6	0.38%	5	0.30%	4	0.38%	5	0.30%	4	0.30%	4	0.15%	2	2.58%	34	1.97%	26	1318				
	Part-time employment	94.06%	206	0.46%	1	88.13%	193	1.83%	4	0.91%	2	0.91%	2	0.46%	1	1.83%	4	1.37%	3	0.00%	0	0.46%	1	0.00%	0	0.46%	1	0.46%	1	0.00%	0	0.46%	1	0.46%	1	0.46%	1	1.83%	4	219		
017527 Merchant City	TOTAL	91.87%	1414	2.28%	35	83.82%	1278	2.28%	35	2.28%	32	0.78%	12	2.28%	35	1.63%	25	1.17%	18	0.39%	6	0.39%	5	0.33%	5	0.33%	5	0.33%	5	0.33%	5	0.33%	3	2.28%	35	1.99%	30	1537				
	LE and HMO, HPO & LM and PO	89.09%	702	4.19%	33	80.08%	631	2.28%	18	1.30%	15	0.76%	6	2.41%	19	1.80%	15	1.14%	9	0.63%	5	0.51%	4	0.38%	3	0.25%	2	0.63%	5	0.38%	3	0.25%	2	0.25%	2	4.19%	33	2.03%	16	788		
	Intermediate Occupations	93.27%	194	0.46%	1	87.02%	181	0.95%	2	1.42%	4	0.00%	0	1.92%	4	0.92%	1	0.46%	1	0.46%	1	0.00%	0	0.46%	1	0.46%	1	0.00%	0	0.46%	1	0.46%	1	0.46%	1	0.46%	1	1.42%	3	208		
	SE and OAW	91.80%	56	0.00%	0	83.61%	51	1.64%	1	4.92%	3	3.28%	2	1.64%	1	0.00%	0	0.00%	0	0.00%	0	0.00%	0	1.64%	1	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	3.28%	2	61		
	LS and TO, S-RO & RO	95.63%	460	0.21%	1	86.04%	413	2.92%	14	2.08%	10	0.83%	4	2.29%	11	1.26%	8	0.00%	0	0.00%	0	0.00%	0	1.64%	1	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	44		
	Full-time employment	96.11%	1234	0.31%	4	86.44%	1097	2.10%	27	3.35%	43	0.55%	7	2.49%	32	1.25%	16	1.71%	22	0.18%	2	0.08%	1	0.23%	3	0.08%	1	0.23%	3	0.08%	4	0.23%	3	0.31%	4	0.23%	3	1.31%	4	1.17%	18	1284
	Part-time employment	97.45%	420	1.39%	6	91.65%	399	1.16%	3	1.39%	8	0.23%	1	1.86%	8	0.23%	0	2.09%	8	0.00%	0	0.00%	0	0.23%	3	0.00%	0	0.23%	3	0.00%	0	0.23%	3	0.00%	0	1.39%	8	0.00%	0	431		
	TOTAL	96.44%	1654	0.58%	10	87.00%	1492	1.87%	32	2.86%	48	0.47%	8	2.33%	46	0.93%	16	1.81%	31	0.12%	2	0.86%	1	0.17%	3	0.00%	4	0.23%	4	0.23%	4	0.23%	4	0.23%	3	0.58%	10	0.87%	19	1719		
017528 Ryton	Full-time employment	92.57%	374	2.23%	9	81.68%	360	0.74%	3	3.71%	15	0.74%	3	3.47%	14	2.46%	10	0.99%	4	0.99%	2	0.99%	0	0.99%	0	0.99%	2	0.99%	2	0.99%	2	0.99%	2	0.99%	2	2.23%	9	1.72%	7	404		
	Part-time employment	98.47%	257	0.38%	1	88.51%	251	1.53%	3	1.53%	3	0.00%	0	2.30%	4	2.30%	6	1.15%	3	0.30%	0	0.30%	0	0.30%	0	0.30%	0	0.30%	0	0.30%	0	0.30%	0	0.30%	0	0.30%	0	0.30%	0	258		
	TOTAL	95.08%	58	0.00%	0	85.29%	52	3.28%	2	1.64%	1	0.00%	0	1.64%	1	0.00%	0	4.92%	3	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	61		
	LS and TO, S-RO & RO	97.57%	965	0.00%	0	88.88%	878	2.33%	23	2.63%	28	0.20%	2	1.92%	19	0.00%	0	2.12%	21	0.20%	2	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	888		
	Full-time employment	93.92%	1948	1.01%	21	80.76%	1679	2.56%	53	3.52%	73	0.43%	8	2.31%	48	1.06%	22	5.26%	109	0.36%	8	0.10%	2	0.10%	2	0.00%	0	0.24%	5	0.49%	8	0.49%	10	0.63%	13	1.01%	21	0.72%	15	2074		
	Part-time employment	98.50%	477	0.00%	0	92.15%	446	0.83%	4	0.41%	2	0.21%	1	0.62%	3	0.62%	3	0.93%	19	0.00%	0	0.00%	0	0.00%	0	0.21%	1	0.00%	0	0.62%	3	0.00%	0	0.00%	0	0.41%	2	484				
	TOTAL	94.80%	2425	0.82%	21																																					



## APPENDIX THIRTY-TWO- Travel-To-Work Matrix for Glasgow City Council Area (tv204).

	Category	GLASGOW CONURB.		EDINBURGH CONURB.		GLASGOW CITY		S.LANARKSHIRE		N.LANARKSHIRE		E.RENFEWS		RENFEWS		W.DUNBARTON		EDINBURGH		INVERCLYDE		ARDYLABUTE		N. AYRSHIRE		E.AYRSHIRE		S.AYRSHIRE		STIRLING		FALKIRK		W.LOTHIAN		EDINBURGH CITY		OTHER		TOTAL
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in				
017537 Carnegie	Full-time employment	94.83%	1668	0.45%	8	84.14%	1488	3.13%	55	3.92%	69	0.40%	7	1.93%	34	1.02%	18	1.93%	34	0.34%	6	0.11%	2	0.06%	1	0.00%	0.28%	5	0.28%	5	0.57%	10	0.57%	10	0.45%	8	0.85%	15	1758	
	Part-time employment	99.18%	368	0.00%	0	94.29%	347	0.62%	3	0.62%	3	1.09%	4	1.09%	4	0.27%	1	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0.00%	0	0.27%	1	0.00%	0	0.00%	0	0.00%	0	0.27%	1	368	
	TOTAL	95.58%	2033	0.38%	8	85.90%	1827	2.73%	58	3.39%	72	0.52%	11	1.79%	38	0.89%	19	1.79%	38	0.28%	6	0.09%	2	0.05%	1	0.00%	0.28%	5	0.28%	6	0.47%	10	0.47%	10	0.38%	8	0.75%	16	2127	
	LE and HMO, HPO & LM and PO	93.31%	516	0.54%	3	79.75%	441	3.25%	18	5.40%	30	0.72%	1	0.81%	10	1.45%	8	2.71%	3	0.54%	3	0.18%	7	0.38%	3	0.12%	3	0.67%	3	1.27%	7	0.90%	3	0.54%	3	0.18%	1	0.55%		
	Intermediate Occupations	97.38%	371	0.26%	1	91.34%	348	1.31%	5	1.57%	6	0.00%	0	0.79%	3	0.79%	3	2.36%	9	0.52%	2	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.79%	3	0.26%	1	0.26%	1	381		
	SE and OAW	96.39%	80	1.00%	1	89.16%	74	0.00%	0	2.41%	2	2.41%	2	0.00%	1	0.00%	0	1.20%	1	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	1.20%	1	2.41%	2	0.00%	0	0.00%	2	83
	LS and TO, S-RO & RO	96.04%	1086	0.27%	3	86.85%	964	3.15%	38	3.06%	34	0.46%	5	2.16%	24	0.72%	8	1.17%	13	0.00%	1	0.00%	1	0.00%	0	0.18%	2	0.27%	3	0.27%	3	0.18%	2	0.27%	3	1.08%	12	1110		
017538 Robroyton	Full-time employment	91.46%	3085	1.07%	36	75.27%	2539	3.20%	108	5.63%	190	0.59%	20	2.56%	86	1.22%	41	5.46%	184	0.33%	11	0.27%	8	0.12%	4	0.18%	6	0.27%	8	0.62%	19	0.62%	21	1.04%	38	1.66%	64	3378		
	Part-time employment	96.72%	678	0.43%	3	85.59%	600	0.57%	4	3.00%	21	0.43%	3	1.85%	13	1.00%	7	5.42%	38	0.14%	1	0.00%	0	0.00%	0	0.14%	1	0.14%	1	0.29%	2	0.57%	4	0.43%	3	0.43%	3	701		
	TOTAL	92.37%	3763	0.96%	39	77.65%	3139	2.79%	112	5.18%	211	0.56%	23	2.43%	99	1.18%	48	5.45%	222	0.29%	12	0.22%	9	0.16%	4	0.15%	6	0.29%	10	0.49%	20	0.56%	23	0.96%	39	1.45%	68	4074		
	LE and HMO, HPO & LM and PO	93.31%	1423	2.07%	33	72.00%	1147	3.39%	54	6.34%	107	0.60%	11	2.82%	45	1.76%	28	4.63%	77	0.60%	6	0.21%	5	0.13%	2	0.37%	3	0.38%	8	0.68%	14	0.67%	13	1.57%	23	2.01%	32	1.26%	23	1593
	Intermediate Occupations	96.51%	688	0.32%	2	81.27%	512	1.80%	12	4.29%	27	0.79%	5	2.00%	13	0.89%	6	6.88%	44	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.32%	3	0.29%	1	0.29%	1	694		
	SE and OAW	95.11%	331	0.29%	1	81.03%	282	1.72%	4	5.46%	19	0.26%	1	2.30%	8	0.57%	2	6.03%	21	0.86%	3	0.00%	0	0.29%	1	0.00%	0	0.00%	0	0.29%	1	0.00%	0	0.00%	0	0.00%	0	0.57%	2	348
	LS and TO, S-RO & RO	93.21%	1401	0.20%	3	79.71%	1198	2.66%	40	4.26%	64	0.46%	6	2.20%	33	0.80%	12	5.32%	80	0.07%	1	0.27%	4	0.07%	1	0.27%	4	0.27%	4	0.60%	9	0.80%	12	0.20%	3	2.06%	31	1503		
017539 Gartnraig	Full-time employment	94.53%	1488	0.19%	3	82.07%	1294	4.63%	73	4.25%	67	0.51%	8	2.05%	33	0.53%	10	3.24%	38	0.06%	1	0.06%	1	0.06%	1	0.25%	4	0.00%	4	0.00%	0	0.19%	3	0.82%	13	0.63%	10	1.19%	13	1.57%
	Part-time employment	99.19%	488	0.00%	0	93.70%	461	2.44%	12	1.42%	7	0.41%	2	0.61%	3	0.81%	4	0.41%	2	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.20%	1	0.00%	0	0.00%	0	492
	TOTAL	95.94%	1986	0.14%	3	84.78%	1755	4.11%	85	3.57%	74	0.48%	10	1.74%	36	0.68%	14	1.93%	40	0.60%	1	0.60%	1	0.60%	1	0.19%	4	0.00%	4	0.14%	3	0.63%	13	0.53%	11	0.14%	3	0.92%	19	2070
	LE and HMO, HPO & LM and PO	93.58%	452	0.62%	3	79.30%	383	4.76%	23	3.11%	15	1.24%	6	2.07%	10	1.04%	5	3.11%	15	0.00%	0	0.00%	0	0.21%	1	0.41%	2	0.00%	0	0.00%	0	1.24%	6	1.45%	7	0.62%	3	1.45%	7	463
	Intermediate Occupations	96.30%	320	0.00%	0	89.60%	293	3.67%	12	2.46%	8	0.00%	0	0.92%	3	0.61%	2	1.53%	5	0.00%	0	0.00%	0	0.31%	1	0.00%	0	0.00%	0	0.31%	1	0.00%	0	0.00%	0	0.61%	2	327		
	SE and OAW	95.93%	116	0.00%	0	87.80%	108	3.25%	4	1.63%	2	0.00%	0	0.00%	0	1.63%	2	3.25%	4	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	1.63%	2	0.00%	0	0.00%	0	0.81%	1	123
	LS and TO, S-RO & RO	96.39%	1096	0.00%	0	85.40%	971	4.00%	46	4.31%	49	0.30%	4	2.02%	23	0.44%	5	1.41%	16	0.00%	1	0.00%	1	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.44%	3	0.26%	3	0.00%	0	0.79%	9	1137
017540 Queendie	Full-time employment	96.49%	991	0.39%	4	86.85%	882	2.52%	30	4.19%	43	0.39%	4	1.36%	14	0.68%	7	1.46%	15	0.19%	2	0.39%	0	0.00%	0	0.10%	1	0.29%	3	0.39%	4	0.10%	1	0.39%	4	0.58%	6	1027		
	Part-time employment	99.21%	378	0.00%	0	94.72%	359	1.85%	7	1.85%	7	0.26%	1	0.53%	2	0.53%	2	0.36%	1	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	379
	TOTAL	97.23%	1367	0.28%	4	88.98%	1251	2.63%	37	3.56%	50	0.36%	5	1.14%	16	0.64%	9	1.14%	16	0.14%	2	0.80%	0	0.80%	1	0.67%	1	0.67%	1	0.21%	3	0.28%	4	0.67%	4	0.43%	6	1406		
	LE and HMO, HPO & LM and PO	95.06%	231	0.62%	2	83.13%	202	3.29%	8	3.70%	9	0.82%	2	1.23%	3	0.82%	2	2.89%	7	0.41%	1	0.00%	0	0.00%	0	0.41%	1	0.41%	1	0.67%	2	0.41%	1	0.67%	2	0.41%	1	243		
	Intermediate Occupations	97.48%	192	0.10%	2	82.30%	162	2.00%	4	2.54%	5	0.00%	0	0.51%	1	0.51%	1	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.10%	1	0.00%	0	0.00%	0	197		
	SE and OAW	92.04%	71	0.00%	0	82.80%	66	0.00%	0	2.82%	2	0.00%	0	0.00%	3	0.00%	0	0.23%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	71		
	LS and TO, S-RO & RO	90.57%	873	0.00%	0	89.50%	801	2.75%	25	3.80%	34	0.34%	3	1.01%	8	0.67%	6	0.89%	8	0.11%	1	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.22%	2	0.11%	1	0.00%	0	0.56%	5	895
017541 Greenfield	Full-time employment	94.84%	2079	0.46%	10	82.02%	1720	4.61%	101	5.89%	129	0.60%	1	2.15%	47	0.87%	19	1.00%	22	0.18%	4	0.14%	3	0.28%	0	0.14%	3	0.00%	4	0.09%	2	0.46%	10	0.78%	17	0.46%	10	1.19%	26	2191
	Part-time employment	97.98%	484	0.20%	1	92.51%	453	1.60%	8	2.02%	10	0.61%	3	1.26%	6	0.20%	1	0.20%	1	0.20%	1	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.20%	1	0.00%	0	0.00%	0	0.20%	1	0.81%	4	494
	TOTAL	95.42%	2562	0.41%	11	83.95%	2254	4.06%	109	5.18%	139	0.15%	4	1.97%	53	0.74%	20	0.86%	23	0.19%	5																			



APPENDIX THIRTY-TWO- Travel-To-Work Matrix for Glasgow City Council Area (tv204).

	Category	GLASGOW COUNCIL		EDINBURGH COUNCIL		GLASGOW CITY		S.LANARKSHIRE		N.LANARKSHIRE		E.RENFEWS		RENFEWS		W.DUNBARTON		E.DUNBARTON		INVERCLYDE		ARDYLLABUTE		N. AYRSHIRE		EAYRSHIRE		S.AYRSHIRE		STIRLING		FALKIRK		W.LOTHIAN		EDINBURGH CITY		OTHER		TOTAL
		%wk in	No. wk in	%wk in	No. wk in	%wk in	No. wk in	%wk in	No. wk in	%wk in	No. wk in	%wk in	No. wk in	%wk in	No. wk in	%wk in	No. wk in	%wk in	No. wk in	%wk in	No. wk in	%wk in	No. wk in	%wk in	No. wk in	%wk in	No. wk in	%wk in	No. wk in	%wk in	No. wk in	%wk in	No. wk in	%wk in	No. wk in	%wk in	No. wk in			
017540 Garthamlock	Full-time employment	94.93%	1591	0.48%	8	82.52%	1383	3.28%	55	5.73%	96	0.36%	6	1.79%	30	0.89%	15	2.03%	34	0.96%	1	0.00%	0.00%	0.12%	2	0.12%	2	0.42%	7	0.72%	12	0.60%	10	0.48%	8	0.89%	15	1617		
	Part-time employment	98.87%	525	0.00%	0	98.03%	494	1.32%	7	1.88%	10	0.19%	1	0.94%	5	0.38%	2	1.51%	8	0.00%	0	0.00%	0.00%	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.38%	2	0.00%	0	0.38%	2	531		
	TOTAL	95.88%	2116	0.36%	8	85.05%	1877	2.81%	62	4.80%	106	0.32%	7	1.59%	35	0.77%	17	1.90%	42	0.95%	1	0.00%	0.00%	0.08%	2	0.08%	2	0.32%	7	0.54%	12	0.54%	12	0.63%	8	0.77%	17	2207		
	LE and HMO, HPO & LM and PO	91.03%	366	1.61%	7	74.48%	324	4.14%	18	7.13%	31	0.23%	1	3.68%	16	1.84%	8	0.23%	1	0.60%	3	0.00%	0	0.00%	1	0.00%	3	1.38%	0	0.23%	7	1.38%	0	1.61%	7	1.15%	5	435		
	Intermediate Occupations	97.35%	331	0.00%	0	88.24%	300	1.47%	5	4.12%	14	0.00%	0	0.29%	1	0.88%	3	3.53%	12	0.00%	0	0.00%	0.00%	0.00%	0	0.59%	2	0.29%	1	0.00%	0	0.29%	1	0.00%	0	0.29%	1	340		
017550 Easterhouse	SE and OAW	100.00%	111	0.00%	0	90.00%	100	6.31%	7	2.70%	3	0.00%	0	0.90%	1	0.00%	0	0.00%	0	0.00%	0	0.00%	0.00%	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	111		
	LS and TO, S-RO & RO	96.74%	1278	0.08%	1	87.28%	1153	2.42%	32	4.39%	58	0.45%	6	1.29%	17	0.45%	6	1.67%	22	0.00%	0	0.00%	0.00%	0.00%	1	0.00%	0	0.00%	0	0.68%	8	0.38%	5	0.08%	1	0.68%	11	1301		
	Full-time employment	95.35%	1393	0.48%	7	83.92%	1258	3.42%	50	2.33%	91	0.34%	9	1.10%	16	0.41%	6	1.30%	19	0.27%	4	0.07%	1	0.07%	1	0.07%	1	0.07%	2	0.14%	2	0.14%	2	0.07%	12	0.48%	7	1.23%	18	1481
	Part-time employment	98.25%	508	0.00%	0	93.98%	484	1.36%	7	0.78%	4	0.39%	2	1.17%	6	0.19%	1	1.17%	8	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.97%	3	518
	TOTAL	96.10%	1899	0.35%	7	86.54%	1718	2.88%	57	4.81%	95	0.35%	7	1.11%	22	0.39%	7	1.27%	25	0.26%	4	0.08%	1	0.08%	1	0.08%	1	0.08%	2	0.19%	2	0.19%	2	0.08%	12	0.35%	7	1.18%	23	1979
017551 Drumoyne	LE and HMO, HPO & LM and PO	91.94%	365	1.01%	4	82.12%	305	2.25%	10	6.25%	26	0.25%	1	1.01%	6	0.25%	1	1.51%	6	0.89%	2	0.00%	0	0.25%	1	0.00%	0	0.25%	1	0.25%	1	1.26%	3	1.26%	3	1.78%	4	387		
	Intermediate Occupations	97.26%	213	0.46%	1	89.58%	194	0.46%	1	5.48%	12	0.00%	0	1.37%	3	0.46%	1	1.83%	4	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.46%	1	0.46%	1	0.91%	2	218		
	SE and OAW	100.00%	95	0.00%	0	92.63%	88	1.05%	1	5.26%	1	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	95		
	LS and TO, S-RO & RO	96.92%	1226	0.16%	2	87.11%	1102	3.56%	45	4.11%	52	0.46%	5	1.11%	14	0.46%	5	1.19%	15	0.16%	2	0.08%	1	0.00%	0	0.00%	0	0.00%	0	0.08%	1	0.08%	1	0.47%	6	0.16%	2	1.11%	14	1265
	Full-time employment	95.49%	1756	0.44%	8	79.55%	1463	2.65%	48	1.75%	33	0.82%	15	0.93%	168	1.89%	31	1.14%	21	0.44%	8	0.00%	0	0.00%	0	0.11%	2	0.22%	4	0.16%	3	0.76%	14	0.33%	6	1.20%	22	1838		
017552 Govan	Part-time employment	97.14%	510	0.00%	0	88.76%	466	1.14%	6	0.95%	5	0.38%	2	6.10%	32	0.19%	1	0.38%	2	0.19%	1	0.00%	0	0.00%	0	0.00%	0	0.38%	2	0.00%	0	0.00%	0	0.00%	0	0.00%	0	1.33%	7	525
	TOTAL	95.85%	2266	0.34%	8	81.69%	1929	2.33%	55	1.61%	38	0.72%	17	8.38%	198	1.53%	32	0.97%	23	0.38%	9	0.04%	1	0.08%	2	0.08%	2	0.25%	6	0.13%	3	0.69%	14	0.33%	6	1.23%	29	2364		
	LE and HMO, HPO & LM and PO	93.02%	573	0.97%	6	77.65%	478	1.95%	12	2.27%	14	0.87%	6	7.79%	48	2.60%	16	1.62%	10	0.49%	3	0.00%	0	0.00%	0	0.16%	1	0.32%	2	0.81%	5	0.16%	1	1.47%	7	0.65%	4	1.46%	5	618
	Intermediate Occupations	96.19%	378	0.25%	1	83.50%	328	1.52%	6	1.27%	5	0.76%	3	8.12%	32	0.00%	0	0.51%	2	0.00%	0	0.00%	0	0.25%	1	0.00%	0	0.25%	1	0.25%	1	0.78%	1	0.78%	7	394				
	SE and OAW	95.56%	86	0.00%	0	85.56%	77	1.11%	1	2.22%	2	0.00%	0	5.56%	5	2.22%	2	0.00%	0	2.22%	2	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	80		
017553 Ibrox	LS and TO, S-RO & RO	97.15%	1228	0.08%	1	82.67%	1045	2.85%	36	1.34%	17	0.63%	8	8.94%	113	0.79%	10	0.67%	11	0.32%	4	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.16%	2	0.24%	3	0.08%	1	1.03%	13	1264
	Full-time employment	95.52%	1578	0.48%	8	81.88%	1351	2.67%	44	1.21%	20	1.15%	18	7.52%	124	0.79%	13	0.85%	14	0.55%	9	0.18%	3	0.55%	5	0.08%	1	0.24%	4	0.36%	6	0.30%	5	0.48%	8	0.91%	15	1653		
	Part-time employment	98.91%	454	0.00%	0	92.16%	422	0.87%	4	0.22%	1	1.53%	7	4.36%	20	0.00%	0	0.22%	1	0.44%	2	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.22%	1	0.00%	0	0.00%	0	458		
	TOTAL	96.25%	2032	0.38%	8	84.12%	1774	2.28%	48	1.00%	21	1.23%	26	6.83%	144	0.82%	13	0.71%	15	0.82%	11	0.14%	3	0.43%	6	0.24%	4	0.28%	4	0.28%	6	0.28%	6	0.33%	8	0.71%	19	2109		
	LE and HMO, HPO & LM and PO	92.63%	503	0.89%	5	77.94%	428	2.14%	12	1.25%	7	0.80%	6	1.25%	6	1.25%	6	1.25%	6	0.89%	3	0.00%	0	0.00%	0	0.53%	3	0.00%	0	0.71%	4	0.71%	2	0.69%	3	0.69%	3	562		
017554 Kingston	Intermediate Occupations	97.47%	345	0.08%	3	87.11%	304	1.71%	6	2.29%	8	0.88%	3	4.58%	16	0.29%	1	0.88%	5	0.57%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.29%	1	0.88%	1	0.88%	1	575%	3	348
	SE and OAW	100.00%	92	0.00%	0	98.91%	91	0.00%	0	0.00%	0	0.00%	0	1.09%	1	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	92		
	LS and TO, S-RO & RO	97.47%	1078	0.00%	0	85.08%	941	2.71%	30	0.54%	6	1.45%	16	6.96%	77	0.54%	6	0.48%	5	0.38%	4	0.00%	0	0.00%	0	0.27%	3	0.18%	2	0.09%	1	0.18%	2	0.18%	2	0.27%	3	0.00%	0	1105
	Full-time employment	95.10%	1591	0.54%	9	81.05%	1356	3.11%	52	2.39%	40	0.72%	12	6.46%	108	1.81%	27	1.02%	17	0.72%	12	0.00%	0	0.06%	1	0.30%	5	0.12%	2	0.06%	1	0.54%	6	0.42%	7	0.54%	6	0.90%	15	1672
	Part-time employment	99.25%	398	0.25%	1	91.73%	386	2.71%	11	0.26%	2	1.00%	4	2.26%	9	0.50%	2	0.75%	3	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.25%	1	0.00%	0	0.00%	0	399		
017555 Mosspark	TOTAL	95.90%	1987	0.48%	10	83.11%	1722	3.04%	63	2.03%	42	0.77%	16	5.65%	117	1.40%	29	0.97%	20	0.58%	12	0.00%	0	0.06%	1															



## APPENDIX THIRTY-TWO- Travel-To-Work Matrix for Glasgow City Council Area (tv204).

	Category	GLASGOW CONURB.		EDINBURGH CONURB.		GLASGOW CITY		S.LANARKSHIRE		N.LANARKSHIRE		E.RENFREWS		RENFREWS		W.DUNBARTONS		EDINBURGH		INVERCLYDE		ARDYLABUTE		N. AYRSHIRE		EAYRSHIRE		SAYRSHIRE		STIRLING		FALKIRK		W.LOTHIAN		EDINBURGH CITY		OTHER		TOTAL		
		%wk in	No. wk in	%wk in	No. wk in	%wk in	No. wk in	%wk in	No. wk in	%wk in	No. wk in	%wk in	No. wk in	%wk in	No. wk in	%wk in	No. wk in	%wk in	No. wk in	%wk in	No. wk in	%wk in	No. wk in	%wk in	No. wk in	%wk in	No. wk in	%wk in	No. wk in	%wk in	No. wk in	%wk in	No. wk in	%wk in	No. wk in	%wk in	No. wk in	%wk in	No. wk in	%wk in	No. wk in	
017561 Nithil	Full-time employment	95.72%	1838	0.47%	9	76.49%	1467	3.39%	69	1.51%	29	4.85%	93	9.02%	172	0.73%	14	0.42%	8	0.31%	6	0.26%	5	0.19%	2	0.21%	4	0.57%	11	0.10%	2	0.38%	7	0.10%	2	0.47%	8	1.09%	21	1918		
	Part-time employment	98.73%	546	0.00%	0	86.62%	479	0.36%	2	0.06%	2	7.05%	39	4.34%	24	0.18%	1	0.18%	1	0.00%	0	0.00%	0	0.18%	1	0.00%	0	0.00%	0	0.00%	0	0.18%	1	0.00%	0	0.00%	0	0.54%	3	553		
	TOTAL	96.40%	2382	0.36%	9	78.75%	1946	2.71%	67	1.25%	31	5.34%	132	7.97%	197	0.81%	15	0.36%	9	0.24%	6	0.20%	5	0.12%	3	0.16%	4	0.45%	11	0.08%	2	0.32%	8	0.08%	2	0.36%	9	0.97%	24	2471		
	LE and HMO, HPO & LM and PO	92.71%	572	0.65%	4	75.36%	465	3.08%	19	2.59%	16	3.24%	20	6.27%	42	0.36%	2	0.65%	4	0.26%	4	0.16%	1	0.49%	3	0.61%	5	0.16%	1	0.65%	4	0.32%	2	0.65%	4	0.32%	2	0.65%	4	1.61%	10	617
	Intermediate Occupations	97.01%	357	0.82%	3	84.51%	311	1.63%	6	0.54%	2	3.80%	14	5.88%	22	0.54%	2	0.82%	3	0.27%	1	0.00%	0	0.00%	0	0.27%	1	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.62%	3	368				
	SE and OAW	96.84%	90	1.05%	1	91.58%	87	1.05%	1	1.05%	1	2.11%	2	1.05%	1	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	1	1.05%	1	85		
	LS and TO, S-RO & RO	97.84%	1361	0.07%	1	77.88%	1083	2.85%	41	0.88%	12	6.80%	98	8.84%	137	0.50%	7	0.23%	4	0.07%	1	0.07%	1	0.07%	1	0.00%	0	0.43%	6	0.07%	1	0.29%	4	0.00%	0	0.07%	1	0.72%	10	1391		
017562 Darnley	Full-time employment	93.21%	2563	0.95%	26	74.55%	2042	5.11%	140	2.30%	63	5.59%	153	5.07%	139	1.10%	30	0.58%	16	0.58%	16	0.40%	11	0.47%	13	0.73%	20	0.58%	8	0.50%	15	0.58%	15	0.58%	16	0.95%	26	13	2738			
	Part-time employment	98.05%	704	0.00%	0	80.38%	577	1.39%	10	0.56%	4	13.09%	34	2.09%	15	0.97%	7	0.70%	3	0.00%	0	0.00%	0	0.00%	0	0.14%	1	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.56%	4	718		
	TOTAL	94.21%	3257	0.73%	26	75.76%	2619	4.34%	150	1.94%	67	7.14%	247	4.65%	154	1.07%	37	0.81%	19	0.58%	16	0.32%	11	0.38%	13	0.81%	21	0.52%	8	0.49%	15	0.49%	16	0.75%	26	1.07%	38	3457				
	LE and HMO, HPO & LM and PO	90.40%	951	1.71%	18	71.39%	571	6.08%	64	2.94%	30	4.94%	92	4.85%	51	2.00%	21	0.10%	1	0.95%	10	0.57%	6	0.57%	6	1.05%	11	0.67%	7	0.67%	9	0.67%	9	0.67%	18	1.09%	17	1093				
	Intermediate Occupations	95.05%	555	0.52%	3	84.52%	295	3.88%	12	1.38%	8	3.30%	19	3.12%	18	1.22%	7	1.04%	6	0.52%	3	0.17%	1	0.38%	3	0.38%	3	0.38%	3	0.38%	3	0.38%	3	0.38%	3	0.38%	3	0.38%	3	1.09%	6	536
	SE and OAW	96.44%	244	0.40%	1	81.42%	228	4.35%	11	2.18%	8	5.14%	13	3.16%	8	0.00%	0	0.00%	0	0.43%	1	0.00%	0	0.43%	1	0.29%	2	0.00%	0	0.00%	0	0.43%	1	0.40%	1	0.40%	1	0.40%	1	2.53		
	LS and TO, S-RO & RO	95.88%	1502	0.25%	4	74.57%	1176	3.95%	63	1.33%	21	10.34%	163	4.88%	77	0.57%	9	0.89%	14	0.13%	2	0.25%	4	0.25%	4	0.38%	6	0.06%	1	0.06%	1	0.44%	7	0.51%	8	0.25%	4	1.08%	17	1577		
017563 Carnwadic	Full-time employment	95.15%	1903	0.55%	11	77.55%	1551	3.75%	75	1.90%	38	6.65%	133	4.85%	97	0.80%	12	0.65%	13	0.15%	3	0.10%	2	0.55%	11	0.25%	5	0.30%	4	0.10%	2	0.80%	16	0.45%	8	0.55%	11	0.80%	16	2000		
	Part-time employment	98.93%	612	0.16%	1	81.83%	509	2.09%	13	0.96%	6	12.54%	78	0.90%	5	0.16%	1	0.64%	4	0.16%	1	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.16%	1	622		
	TOTAL	95.92%	2515	0.48%	12	78.57%	2060	3.86%	88	1.68%	44	8.05%	211	3.89%	102	0.59%	13	0.85%	17	0.15%	4	0.88%	2	0.42%	11	0.19%	5	0.23%	6	0.08%	2	0.61%	16	0.42%	9	0.48%	12	0.78%	28	2622		
	LE and HMO, HPO & LM and PO	91.68%	628	1.17%	8	75.77%	518	4.23%	29	2.19%	15	4.23%	29	4.23%	29	1.31%	9	1.17%	8	0.44%	3	0.15%	1	1.17%	8	0.44%	3	0.44%	3	0.00%	0	0.73%	5	0.73%	5	1.17%	8	1.61%	11	685		
	Intermediate Occupations	98.81%	416	0.88%	2	65.99%	362	2.38%	10	2.61%	11	4.51%	19	2.00%	10	0.48%	2	0.71%	3	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.48%	2	0.00%	0	0.48%	2	0.00%	0	451		
	SE and OAW	95.68%	156	0.62%	1	87.04%	141	1.23%	2	1.85%	3	4.32%	7	0.62%	1	0.00%	0	0.62%	1	0.00%	0	1.23%	2	0.00%	0	0.62%	1	0.62%	1	0.00%	0	0.00%	0	0.62%	1	1.23%	2	162				
	LS and TO, S-RO & RO	97.19%	1316	0.07%	1	76.68%	1038	3.47%	47	1.11%	15	11.52%	158	4.58%	82	0.15%	2	0.37%	5	0.07%	1	0.15%	2	0.15%	2	0.15%	2	0.07%	1	0.07%	1	0.66%	9	0.30%	4	0.07%	1	0.92%	7	1354		
017564 Maxwell Park	Full-time employment	88.79%	2207	1.75%	43	74.13%	1822	4.27%	105	2.97%	73	2.12%	52	5.53%	138	1.26%	31	1.38%	34	1.02%	25	0.98%	2	0.57%	14	0.73%	19	0.37%	8	0.57%	14	0.53%	13	0.65%	18	1.77%	42	2.07%	51	2458		
	Part-time employment	94.95%	546	1.22%	7	82.93%	479	3.36%	22	0.87%	5	1.92%	11	5.23%	30	0.35%	2	0.70%	4	0.17%	1	0.52%	3	0.17%	1	0.00%	0	0.38%	2	0.17%	1	0.17%	1	0.38%	2	1.71%	7	1.09%	4	524		
	TOTAL	90.77%	2753	1.65%	50	75.79%	2298	4.19%	127	2.57%	78	2.08%	63	5.47%	168	1.09%	33	1.25%	38	0.88%	26	0.16%	5	0.49%	15	0.63%	19	0.38%	11	0.49%	15	0.59%	14	0.59%	18	1.62%	49	1.88%	57	3032		
	LE and HMO, HPO & LM and PO	89.74%	1765	2.31%	47	73.72%	1467	4.31%	62	1.56%	31	5.43%	106	1.56%	23	1.31%	29	1.11%	22	0.55%	14	0.95%	13	0.35%	7	0.70%	14	0.35%	7	0.70%	14	0.35%	16	0.65%	17	2.20%	46	1.77%	47	1990		
	Intermediate Occupations	93.55%	261	0.38%	1	81.00%	228	3.88%	10	0.32%	2	2.51%	7	4.38%	15	0.38%	1	1.39%	5	0.38%	1	0.38%	1	0.38%	1	0.38%	3	0.38%	3	0.38%	3	0.38%	3	0.38%	3	0.38%	3	0.38%	3	1.09%	6	236
	SE and OAW	94.92%	355	0.00%	0	79.98%	295	4.55%	17	0.53%	2	3.48%	13	6.15%	23	1.87%	7	0.53%	2	0.80%	3	0.27%	1	0.53%	2	0.27%	1	0.53%	2	0.27%	1	0.53%	2	0.27%	1	0.53%	2	0.27%	1	0.53%	2	324
	LS and TO, S-RO & RO	95.12%	370	0.77%	3	78.92%	307	3.65%	14	3.08%	12	3.08%	12	5.91%	23	0.15%	2	1.29%	5	0.26%	1	0.00%	0	0.51%	2	0.00%	0	0.26%	1	0.26%	1	0.26%	1	0.26%	1	0.26%	1	0.26%	1	1.54%	6	389
017565 Pollokshields East	Full-time employment	91.68%	1828	1.40%	28	77.63%	1548	3.71%	74	3.86%	77	1.65%	33	4.31%	88	1.05%	21	1.45%	28	0.75%	15	0.10%	2	0.25%	5	0.35%	7	0.30%	8	0.49%	9	0.80%	12	0.80%	16	1.40%	28	1.30%	28	1994		
	Part-time employment	92.87%	468	0.20%	1	83.17%	420	3.95%	18	1.39%	7	1.98%	10	2.77%																												



# APPENDIX THIRTY-TWO- Travel-To-Work Matrix for Glasgow City Council Area (tv204).

	Category	GLASGOW CONURB.		EDINBURGH CONURB.		GLASGOW CITY		S.LANARKSHIRE		N.LANARKSHIRE		E.RENFREWS		R.RENFREWS		W.DUNBARTONS		EDINBURGH		INVERCLYDE		ARDYLLABUTE		N. AYRSHIRE		E.AYRSHIRE		S.AYRSHIRE		STIRLING		FALKIRK		W.LOTHIAN		EDINBURGH CITY		OTHER		TOTAL		
		%wk in	No. wk in	%wk in	No. wk in	%wk in	No. wk in	%wk in	No. wk in	%wk in	No. wk in	%wk in	No. wk in	%wk in	No. wk in	%wk in	No. wk in	%wk in	No. wk in	%wk in	No. wk in	%wk in	No. wk in	%wk in	No. wk in	%wk in	No. wk in	%wk in	No. wk in	%wk in	No. wk in	%wk in	No. wk in	%wk in	No. wk in	%wk in	No. wk in					
017573 Cathcart	Full-time employment	92.50%	2614	1.38%	39	76.11%	2151	6.37%	180	2.26%	64	2.76%	78	4.56%	129	0.81%	23	0.74%	21	0.64%	18	0.11%	3	0.50%	14	0.48%	13	0.32%	8	0.28%	8	0.48%	13	0.67%	18	1.34%	38	1.59%	45	2838		
	Part-time employment	96.71%	646	0.30%	2	83.68%	558	2.54%	17	1.05%	7	6.59%	44	2.40%	16	0.60%	4	0.15%	1	0.15%	1	0.00%	0	0.30%	2	0.48%	3	0.15%	1	0.00%	0	0.15%	1	0.00%	0	0.15%	2	0.90%	6	668		
	TOTAL	93.30%	3260	1.17%	41	77.56%	2710	5.64%	197	2.03%	71	3.49%	122	4.15%	145	0.77%	27	0.72%	25	0.54%	19	0.11%	4	0.40%	14	0.43%	15	0.34%	12	0.26%	9	0.37%	13	0.57%	20	1.14%	40	1.46%	51	3434		
	LE and HMO, HPO & LM and PO	90.42%	1566	1.86%	34	72.69%	1256	6.76%	117	3.23%	56	2.94%	51	4.56%	79	0.98%	17	0.75%	13	0.88%	9	0.52%	8	0.52%	10	0.64%	11	0.52%	8	0.46%	8	0.91%	8	0.91%	16	1.91%	33	1.33%	23	1732		
	Intermediate Occupations	98.63%	575	0.17%	1	86.11%	502	3.43%	20	0.34%	2	3.43%	20	4.46%	26	0.51%	3	0.69%	4	0.34%	2	0.00%	0	0.00%	0	0.17%	1	0.00%	0	0.00%	0	0.17%	1	0.17%	1	0.17%	1	0.17%	1	563		
	SE and OAW	95.50%	276	0.69%	2	87.89%	254	1.73%	5	0.00%	0	1.38%	4	3.46%	1	0.69%	2	0.00%	0	0.00%	0	0.00%	0	0.35%	1	0.69%	2	0.00%	0	0.00%	0	1.04%	3	0.00%	0	0.69%	2	1.38%	4	289		
	LS and TO, S-RO & RO	94.72%	843	0.46%	4	78.09%	695	6.18%	55	1.46%	13	5.28%	47	3.37%	30	0.56%	5	0.67%	6	0.00%	0	0.00%	0	0.46%	4	0.22%	2	0.11%	1	0.00%	0	0.22%	2	0.34%	3	0.45%	4	2.98%	23	890		
	TOTAL	93.61%	2403	0.58%	15	75.22%	1931	6.54%	168	3.39%	87	3.39%	87	4.09%	105	1.09%	28	1.01%	26	0.43%	11	0.23%	6	0.15%	5	0.39%	15	0.23%	16	0.62%	18	0.51%	13	0.58%	15	1.13%	24	1221				
017574 Mount Florida	Full-time employment	97.64%	497	0.00%	0	86.05%	438	3.54%	18	1.38%	7	2.75%	14	3.54%	18	0.59%	3	1.18%	8	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	2	504
	Part-time employment	97.64%	497	0.00%	0	86.05%	438	3.54%	18	1.38%	7	2.75%	14	3.54%	18	0.59%	3	1.18%	8	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	2	504
	TOTAL	94.28%	2900	0.49%	15	77.62%	2369	6.69%	196	3.06%	94	3.28%	101	4.00%	123	1.81%	31	1.04%	32	0.36%	11	0.36%	6	0.16%	5	0.49%	15	0.23%	18	0.62%	18	0.42%	13	0.49%	15	1.01%	31	3076				
	LE and HMO, HPO & LM and PO	91.54%	1385	0.66%	10	72.31%	1094	7.14%	108	4.30%	65	3.04%	46	4.23%	64	1.19%	19	1.06%	10	0.83%	9	0.30%	3	0.20%	3	0.39%	3	0.46%	7	0.62%	14	1.17%	17	0.66%	10	0.66%	10	1.26%	19	1513		
	Intermediate Occupations	97.18%	516	0.58%	3	85.57%	454	4.71%	25	1.51%	8	2.45%	13	2.64%	14	0.19%	1	0.84%	3	0.19%	1	0.84%	3	0.19%	1	0.84%	3	0.19%	1	0.84%	3	0.19%	1	0.84%	3	0.19%	3	0.39%	3	531		
	SE and OAW	97.62%	205	0.46%	1	85.19%	181	3.33%	7	1.43%	3	0.46%	1	4.75%	10	1.93%	4	0.46%	1	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.46%	1	0.00%	0	0.46%	1	0.46%	1	0.00%	0	210		
	LS and TO, S-RO & RO	96.59%	724	0.12%	1	77.66%	640	5.60%	46	2.15%	18	4.96%	41	4.26%	35	0.97%	8	1.46%	12	0.24%	2	0.12%	1	0.12%	1	0.00%	0	0.24%	2	0.24%	2	0.24%	2	0.12%	1	1.22%	10	822				
	TOTAL	96.07%	1173	0.41%	5	79.36%	959	9.60%	119	1.88%	23	1.23%	15	3.19%	38	0.66%	8	0.90%	11	0.49%	6	0.16%	2	0.08%	1	0.00%	0	0.25%	3	0.00%	0	0.16%	2	0.41%	5	0.41%	5	1.15%	14	1221		
017575 Toryglen	Full-time employment	99.06%	421	0.00%	0	85.18%	362	9.65%	41	0.94%	4	1.41%	6	1.18%	5	0.00%	0	0.94%	4	0.00%	0	0.00%	0	0.24%	1	0.00%	0	0.24%	1	0.00%	0	0.24%	1	0.00%	0	0.00%	0	0.00%	0	425		
	Part-time employment	99.06%	421	0.00%	0	85.18%	362	9.65%	41	0.94%	4	1.41%	6	1.18%	5	0.00%	0	0.94%	4	0.00%	0	0.00%	0	0.24%	1	0.00%	0	0.24%	1	0.00%	0	0.24%	1	0.00%	0	0.00%	0	0.00%	0	425		
	TOTAL	96.84%	1594	0.30%	5	80.86%	1331	9.66%	159	1.64%	27	1.28%	21	2.67%	44	0.49%	8	0.91%	15	0.36%	6	0.12%	2	0.06%	1	0.06%	1	0.06%	1	0.06%	1	0.06%	3	0.36%	5	0.89%	14	1646				
	LE and HMO, HPO & LM and PO	92.38%	315	0.59%	2	75.66%	258	9.68%	33	3.23%	11	0.88%	3	2.93%	10	0.88%	3	0.29%	1	1.47%	5	0.29%	1	0.29%	1	0.00%	0	0.88%	3	0.29%	1	0.59%	2	0.59%	2	0.59%	2	1.47%	5	341		
	Intermediate Occupations	98.11%	256	0.00%	0	65.38%	227	6.06%	16	0.38%	1	0.38%	1	2.65%	7	0.38%	1	2.27%	6	0.00%	0	0.38%	0	0.00%	0	0.00%	0	0.00%	0	0.38%	1	0.00%	0	0.38%	1	0.00%	0	1.14%	3	264		
	SE and OAW	96.63%	86	2.25%	2	89.89%	80	4.49%	4	1.12%	1	0.00%	0	1.12%	1	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	2.25%	2	0.00%	0	89				
	LS and TO, S-RO & RO	98.11%	934	0.11%	1	80.46%	766	11.13%	106	1.47%	14	1.79%	17	2.73%	26	0.42%	4	0.04%	8	0.00%	0	0.11%	1	0.00%	0	0.00%	0	0.00%	0	0.11%	1	0.00%	0	0.11%	2	0.11%	1	0.63%	6	952		
	TOTAL	94.91%	2813	0.94%	28	76.72%	2274	9.11%	270	3.17%	94	1.82%	54	3.41%	101	0.74%	22	1.01%	30	0.47%	14	0.17%	5	0.13%	4	0.13%	4	0.07%	2	0.44%	13	0.24%	7	0.27%	8	0.91%	27	1.18%	39	2964		
017576 King's Park	Full-time employment	98.92%	734	0.00%	0	87.47%	648	6.74%	50	0.54%	4	2.29%	17	0.94%	7	0.54%	4	0.81%	8	0.00%	0	0.13%	1	0.13%	1	0.00%	0	0.13%	1	0.00%	0	0.13%	0	0.00%	0	0.00%	0	0.00%	0	742		
	Part-time employment	98.92%	734	0.00%	0	87.47%	648	6.74%	50	0.54%	4	2.29%	17	0.94%	7	0.54%	4	0.81%	8	0.00%	0	0.13%	1	0.13%	1	0.00%	0	0.00%	0	0.13%	1	0.00%	0	0.13%	0	0.00%	0	0.00%	0	742		
	TOTAL	95.71%	3547	0.76%	28	78.87%	2922	8.63%	328	2.64%	98	1.92%	71	2.91%	108	0.70%	26	0.97%	38	0.38%	14	0.16%	6	0.13%	5	0.11%	4	0.69%	2	0.44%	13	0.19%	7	0.22%	8	0.73%	27	1.09%	37	3706		
	LE and HMO, HPO & LM and PO	93.46%	1382	1.51%	21	73.67%	1028	8.25%	115	4.23%	59	1.94%	27	4.45%	62	0.79%	11	1.15%	16	0.86%	12	0.07%	1	0.14%	2	0.07%	1	0.07%	1	0.86%	3	0.43%	6	0.43%	6	1.43%	20	1.43%	20	1394		
	Intermediate Occupations	98.44%	694	0.29%	2	88.51%	654	5.86%	42	0.43%	3	0.98%	7	0.98%	7	0.14%	1	0.28%	3	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.28%	2	0.28%	2	4.26%	3	742		
	SE and OAW	98.28%	229	0.43%	1	84.98%	198	8.15%	19	1.72%	4	0.88%	2	2.58%	6	0.43%	1	0.43%	1	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.43%	1	0.43%	1	0.43%	1	233		
	LS and TO, S-RO & RO	96.22%	1322	0.29%	4	78.24%	1075	10.48%	144	2.33%	32	2.55%	35	2.40%	33	0.58%	8	0.67%	12	0.07%	2	0.07%	3	0.15%	2	0.22%	3	0.07%	1	0.15%	2	0.22%	4	0.15%	2	0.22%	4	0.96%	15	1374		
	TOTAL	96.20%	1759	0.27%	5	78.56%	1465	9.38%	175	2.62%	49	2.03%	38	3.16%	58	0.43%	8	0.91%	17	0.21%	4	0.09%	1	0.16%	3	0.09%	3	0.49%	8	0.32%	6	0.37%	7	0.27%	5	0.91%	17	1810				
017577 Castlemilk	Full-time employment	99.41%	504	0.00%	0	85.21%	433	9.59%	30	0.59%	3	2.56%	13	0.59%	2	0.20%	1	0.79%	4	0.00%																						



# APPENDIX THIRTY-THREE- Travel-To-Work Matrix for Glasgow City Council Area (tv201).

	Category	GLASGOW CONURB		EDINBURGH CONURB		GLASGOW CITY S.		N. LANKSHIRE		E. RENFREWS		W. DUNBARTON		N. DUNBARTON		INVERCLYDE		GYLLABI		N. AYRSHIRE		E. AYRSHIRE		S. AYRSHIRE		STIRLING		FALKIRK		W. LOTHIAN		EDINBURGH CIT'		OTHER		TOTAL			
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in						
017S01 Drumry	All Males	94.24%	769	0.12%	1	74.63%	609	1.47%	12	1.35%	11	0.61%	5	4.17%	34	9.44%	77	3.43%	28	0.25%	2	1.35%	0.00%	0	0.12%	1	0.86%	7	0.12%	1	0.86%	7	0.12%	1	1.23%	22	816		
	All Females	98.44%	883	0.22%	2	81.83%	734	1.56%	14	0.67%	6	0.22%	2	1.00%	9	9.92%	89	4.12%	37	0.00%	0	0.11%	0.00%	0	0.00%	0	0.00%	0	0.11%	1	0.00%	0	0.22%	4	897				
	Aged 16-24	97.80%	356	0.27%	1	78.30%	285	1.92%	7	1.10%	4	0.55%	2	3.02%	11	10.71%	39	2.75%	10	0.00%	0	0.27%	0.00%	0	0.27%	1	0.27%	1	0.00%	0	0.27%	1	0.27%	1	0.27%	2	364		
	Aged 25-34	95.25%	441	0.43%	2	73.65%	341	1.30%	6	1.73%	8	0.43%	2	4.54%	21	10.80%	50	4.10%	19	0.43%	2	0.43%	0.00%	0	0.00%	0	0.43%	2	0.43%	2	0.65%	3	0.43%	2	0.65%	7	463		
	Aged 35-59	96.56%	815	0.00%	0	81.04%	684	1.42%	12	0.59%	5	0.24%	2	1.30%	11	8.65%	73	4.15%	35	0.00%	0	0.95%	0.00%	0	0.00%	0	0.47%	4	0.00%	0	0.36%	3	0.00%	0	0.83%	15	844		
	Aged 60-74	95.24%	40	0.00%	0	78.57%	33	2.38%	1	0.00%	0	2.38%	1	0.00%	0	9.52%	4	2.38%	1	0.00%	0	2.38%	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	2.38%	2	42		
017S02 Summerhill	All Males	95.47%	758	0.50%	4	79.09%	628	2.14%	17	1.13%	9	0.38%	3	2.77%	22	7.30%	58	3.78%	30	0.00%	0	0.38%	0.13%	1	0.13%	1	0.13%	1	0.25%	2	0.50%	4	0.00%	0.50%	4	1.39%	18	794	
	All Females	99.02%	914	0.11%	1	80.72%	745	0.98%	9	0.65%	6	0.11%	1	1.73%	16	7.37%	68	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.11%	1	0.11%	1	0.00%	0.11%	1	0.22%	3	923				
	Aged 16-24	96.21%	330	1.17%	4	76.68%	263	1.17%	4	1.17%	4	0.29%	1	3.21%	11	10.20%	35	4.08%	14	0.00%	0	0.00%	0	0.29%	1	0.29%	1	0.29%	1	0.00%	1.17%	4	1.17%	5	343				
	Aged 25-34	97.34%	439	0.00%	0	81.37%	367	2.00%	9	0.67%	3	0.22%	1	2.22%	10	6.65%	30	5.10%	23	0.00%	0	0.44%	0.00%	0	0.00%	0	0.22%	1	0.44%	2	0.00%	0.00%	0	0.67%	7	451			
	Aged 35-59	97.85%	863	0.11%	1	80.27%	708	1.47%	13	0.79%	7	0.23%	2	1.93%	17	7.37%	65	6.46%	57	0.00%	0	0.11%	0.11%	1	0.11%	1	0.00%	0	0.11%	1	0.23%	2	0.00%	0.11%	1	0.68%	9	882	
	Aged 60-74	97.56%	40	0.00%	0	85.37%	35	0.00%	0	2.44%	1	0.00%	0	0.00%	0	2.44%	1	9.76%	4	0.00%	0	0.00%	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	41		
017S03 Blairdardie	All Males	94.09%	1226	0.38%	5	78.36%	1021	3.22%	42	2.38%	31	0.23%	3	4.76%	62	3.45%	45	3.45%	45	0.61%	8	0.00%	0.23%	3	0.15%	2	0.08%	1	0.00%	0	0.15%	2	0.61%	8	0.38%	5	1.46%	27	1303
	All Females	97.38%	1265	0.15%	2	84.45%	1097	1.08%	14	1.23%	16	0.15%	2	2.46%	32	5.77%	75	3.54%	46	0.15%	2	0.38%	0.00%	0	0.00%	0	0.15%	2	0.00%	0	0.15%	2	0.15%	2	0.31%	9	1299		
	Aged 16-24	97.13%	271	0.36%	1	82.08%	229	2.51%	11	1.08%	3	0.94%	11	3.94%	11	0.72%	2	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.36%	1	0.00%	0	0.00%	0	0.36%	1	1.08%	3	279			
	Aged 25-34	94.99%	569	0.50%	3	79.13%	474	1.67%	10	2.84%	17	0.00%	0	3.51%	21	5.01%	30	5.01%	30	0.00%	0	0.67%	0.17%	1	0.00%	0	0.00%	0	0.17%	1	0.00%	0	0.50%	3	0.50%	3	0.83%	9	599
	Aged 35-59	95.58%	1512	0.19%	3	81.35%	1287	2.40%	38	1.58%	25	0.32%	5	3.73%	59	4.74%	75	2.91%	46	0.51%	8	0.44%	0.13%	2	0.13%	2	0.06%	1	0.00%	0	0.13%	2	0.44%	7	0.19%	3	0.95%	24	1582
	Aged 60-74	97.89%	139	0.00%	0	90.14%	128	0.70%	1	1.41%	2	0.00%	0	2.11%	3	2.82%	4	2.82%	4	0.00%	0	0.00%	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	142
017S04 Knightswood Park	All Males	93.61%	1054	0.62%	7	79.75%	898	2.04%	23	1.78%	20	0.36%	4	3.73%	42	5.15%	58	2.40%	27	0.27%	3	0.62%	0.44%	5	0.27%	3	0.18%	2	0.36%	4	0.62%	7	0.09%	1	0.53%	6	1.42%	30	1126
	All Females	95.32%	1059	0.36%	4	85.15%	946	1.08%	12	1.33%	37	0.99%	11	1.26%	14	4.32%	48	2.61%	29	0.09%	1	0.09%	0.00%	0	0.09%	1	0.00%	0	0.00%	0	0.27%	3	0.00%	0	0.36%	4	0.36%	8	1111
	Aged 16-24	95.73%	224	0.43%	1	81.20%	190	1.28%	3	1.28%	3	0.85%	2	1.28%	3	5.56%	13	5.56%	13	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.43%	1	0.00%	0	0.43%	1	0.00%	1	2.14%	6	234	
	Aged 25-34	90.36%	506	0.71%	4	77.68%	435	1.96%	11	6.61%	37	0.89%	5	2.50%	14	3.93%	22	2.50%	14	0.36%	2	0.89%	0.18%	1	0.18%	1	0.18%	1	0.54%	3	0.18%	1	0.18%	1	0.54%	3	0.71%	10	560
	Aged 35-59	95.91%	1243	0.46%	6	84.34%	1093	1.54%	20	1.16%	15	0.39%	5	2.70%	35	5.32%	69	1.93%	25	0.15%	2	0.15%	0.31%	4	0.23%	3	0.08%	1	0.00%	0	0.39%	5	0.00%	0	0.46%	6	0.85%	18	1296
	Aged 60-74	95.24%	140	0.00%	0	85.71%	126	0.68%	1	1.36%	2	2.04%	3	2.72%	4	1.36%	2	2.72%	4	0.00%	0	0.68%	0.00%	0	0.00%	0	0.68%	1	2.04%	3	0.00%	0	0.00%	0	0.00%	0	0.00%	4	147
017S05 Knightswood South	All Males	93.84%	1051	0.63%	7	79.64%	892	2.59%	29	1.96%	22	0.27%	3	4.46%	50	4.20%	47	2.32%	26	0.71%	8	0.71%	0.09%	1	0.09%	0	0.09%	1	0.18%	2	0.09%	1	0.71%	8	0.63%	7	1.34%	24	1120
	All Females	95.96%	973	0.39%	4	81.95%	831	0.89%	9	0.79%	8	0.49%	5	2.17%	22	9.07%	92	3.16%	32	0.30%	3	0.30%	0.00%	0	0.10%	1	0.10%	1	0.00%	0	0.10%	1	0.39%	4	0.20%	5	1014		
	Aged 16-24	92.56%	199	0.93%	2	80.00%	172	1.86%	4	1.40%	3	0.47%	1	1.86%	4	1.40%	3	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.93%	2	0.47%	4	215			
	Aged 25-34	93.16%	545	0.51%	3	75.56%	442	2.22%	13	1.54%	9	0.51%	3	5.47%	32	7.69%	45	2.91%	17	1.20%	7	0.85%	0.00%	0	0.17%	1	0.17%	1	0.00%	0	0.00%	0	0.85%	5	0.51%	3	0.34%	7	585
	Aged 35-59	95.86%	1157	0.41%	5	83.02%	1002	1.57%	19	1.16%	14	0.33%	4	2.82%	34	5.47%	66	2.82%	34	0.33%	4	0.25%	0.08%	1	0.00%	0	0.08%	1	0.17%	2	0.08%	1	0.25%	3	0.41%	5	1.16%	18	1207
	Aged 60-74	96.85%	123	0.79%	1	84.25%	107	1.57%	2	3.15%	4	0.00%	0	1.57%	2	4.72%	6	3.15%	4	0.00%	0	0.00%	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.79%	1	0.79%	1	0.00%	0	127
017S06 Yoker	All Males	92.82%	1292	0.79%	11	76.29%	1062	2.16%	30	2.23%	31	1.08%	15	4.02%	56	7.11%	99	1.87%	26	0.50%	7	0.79%	0.22%	3	0.00%	0	0.07%	1	0.65%	9	0.57%	8	0.36%	5	0.72%	10	1.36%	38	1392
	All Females	96.78%	1322	0.44%	6																																		



### APPENDIX THIRTY-THREE- Travel-To-Work Matrix for Glasgow City Council Area (tv201).

[illegible]



APPENDIX THIRTY-THREE- Travel-To-Work Matrix for Glasgow City Council Area (tv201).

		Category	GLASGOW CONURB		NURBURGH CONU		GLASGOW CITY		LANARKSHIRE		LANARKSHIRE		E. RENFREWS		RENFREWS		DUNBARTON		DUNBARTON		INVERCLYDE		GYLL&B		N. AYRSHIRE		E. AYRSHIRE		S. AYRSHIRE		STIRLING		FALKIRK		W. LOTHTIAN		DUNBURNH CITT		OTHER		TOTAL
			% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in		
017525 Firhill	All Males	89.70%	1149	2.42%	31	78.69%	1008	2.73%	35	2.81%	36	0.62%	8	2.73%	35	1.87%	24	1.95%	25	0.55%	7	0.08%	0.16%	2	0.47%	6	0.39%	5	0.55%	7	0.31%	4	1.41%	18	2.42%	31	2.26%	34	1281		
	All Females	93.07%	1114	0.92%	11	82.87%	992	1.84%	22	1.84%	22	1.00%	12	3.01%	36	1.84%	22	1.50%	18	1.17%	14	0.25%	0.17%	2	0.84%	10	0.58%	7	0.67%	8	0.58%	7	0.33%	4	0.92%	11	0.58%	17	1197		
	Aged 16-24	91.91%	352	1.83%	7	81.72%	313	0.78%	3	1.83%	7	1.04%	4	2.61%	10	2.35%	9	0.26%	9	0.26%	1	0.52%	0.00%	0	0.78%	3	0.78%	3	0.78%	3	0.26%	1	0.78%	3	1.83%	7	1.31%	8	383		
	Aged 25-34	87.81%	879	2.20%	22	76.92%	770	2.80%	28	3.50%	35	0.90%	9	2.50%	25	1.90%	19	1.40%	14	1.00%	10	0.10%	0.20%	2	0.80%	8	0.80%	8	0.90%	9	0.80%	8	1.50%	15	2.20%	22	1.80%	27	1001		
	Aged 35-59	93.92%	958	1.27%	13	83.53%	852	2.35%	24	1.57%	16	0.59%	6	3.24%	33	1.57%	16	1.86%	19	0.98%	10	0.10%	0.20%	2	0.49%	5	0.10%	1	0.29%	3	0.20%	2	0.39%	4	1.27%	13	1.27%	16	1020		
	Aged 60-74	100.00%	74	0.00%	0	87.84%	65	2.70%	2	0.00%	0	1.35%	1	4.05%	3	2.70%	2	1.35%	1	0.00%	0	0.00%	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	74
017526 Keeppochill	All Males	92.65%	718	0.77%	6	81.42%	631	2.97%	23	3.10%	24	0.65%	5	1.93%	8	1.16%	9	3.23%	25	0.00%	0	0.52%	0.65%	5	0.39%	3	0.26%	2	0.13%	1	1.03%	8	0.26%	2	0.65%	5	2.58%	32	775		
	All Females	97.81%	850	0.58%	5	90.33%	785	1.15%	10	1.27%	11	0.12%	1	1.06%	17	0.81%	7	2.65%	23	0.12%	1	0.12%	1	0.12%	1	0.00%	0	0.00%	0	0.12%	1	0.35%	3	0.58%	5	0.23%	4	869			
	Aged 16-24	95.44%	272	1.05%	3	85.26%	243	2.11%	6	2.46%	7	1.05%	3	0.35%	1	1.05%	3	3.51%	10	0.00%	0	0.00%	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.70%	2	0.35%	1	0.70%	2	2.46%	9	285		
	Aged 25-34	91.97%	458	1.20%	6	82.53%	411	3.01%	15	2.61%	13	0.40%	2	0.41%	12	2.00%	6	1.20%	6	0.20%	1	1.00%	1.00%	5	0.60%	3	0.00%	0	0.00%	0	0.60%	3	0.40%	2	1.20%	6	1.61%	16	948		
	Aged 35-59	97.13%	777	0.25%	2	88.38%	707	1.50%	12	1.63%	13	0.13%	1	1.13%	9	0.88%	7	3.88%	31	0.00%	0	0.00%	0.13%	1	0.13%	1	0.25%	2	0.13%	1	0.50%	4	0.25%	2	0.25%	2	0.88%	11	601		
	Aged 60-74	100.00%	61	0.00%	0	90.16%	55	0.00%	0	3.28%	2	0.00%	0	4.92%	3	0.00%	0	1.64%	1	0.00%	0	0.00%	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	61
017527 Merchant City	All Males	89.69%	757	2.61%	22	79.62%	672	3.08%	26	2.61%	22	0.71%	6	2.61%	22	2.25%	19	1.07%	9	0.47%	4	0.71%	0.36%	3	0.47%	4	0.24%	2	0.36%	3	0.47%	4	0.24%	2	2.61%	22	2.13%	28	844		
	All Females	94.52%	655	1.88%	13	87.16%	604	1.30%	9	1.44%	10	0.87%	6	1.88%	13	0.87%	6	1.30%	9	0.29%	2	0.00%	0.14%	1	0.29%	2	0.43%	3	0.29%	2	0.00%	0	0.14%	1	1.88%	13	1.73%	12	693		
	Aged 16-24	95.13%	215	0.88%	2	88.05%	199	2.21%	5	1.77%	4	0.44%	1	1.77%	4	0.44%	1	0.44%	1	0.44%	1	0.00%	0.00%	0	0.44%	1	0.00%	0	0.00%	0	0.88%	2	1.77%	5	226						
	Aged 25-34	90.42%	585	3.25%	21	80.68%	522	2.94%	19	2.01%	13	0.62%	4	2.94%	19	1.24%	8	0.93%	6	0.31%	2	0.77%	0.31%	2	0.62%	4	0.15%	1	0.46%	3	0.31%	2	0.15%	1	3.25%	21	2.32%	22	647		
	Aged 35-59	91.47%	536	2.05%	12	82.59%	484	1.71%	10	2.39%	14	0.85%	5	2.22%	13	1.88%	11	0.51%	3	0.17%	3	0.77%	0.34%	2	0.77%	1	0.68%	4	0.34%	2	0.17%	1	0.34%	2	2.05%	12	1.71%	12	586		
	Aged 60-74	97.44%	76	0.00%	0	91.03%	71	1.28%	1	1.28%	1	2.56%	2	0.00%	0	2.56%	2	0.00%	0	0.00%	0	0.00%	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	1.28%	1	76		
017528 Royston	All Males	95.41%	811	0.35%	3	84.24%	716	3.29%	28	3.29%	28	0.35%	3	2.59%	22	0.35%	3	2.24%	19	0.24%	2	0.12%	0.12%	1	0.12%	1	0.47%	4	0.35%	3	0.47%	4	0.12%	1	0.35%	3	1.29%	16	850		
	All Females	97.34%	842	0.81%	7	89.71%	776	0.46%	4	2.43%	21	0.58%	5	2.08%	18	0.58%	13	1.39%	12	0.00%	0	0.00%	0.23%	2	0.12%	1	0.00%	0	0.23%	2	0.81%	7	0.46%	4	865						
	Aged 16-24	98.13%	263	0.37%	1	91.42%	245	1.12%	3	1.87%	5	0.37%	1	2.24%	6	0.75%	2	0.75%	2	0.00%	0	0.00%	0.00%	0	0.00%	0	0.37%	1	0.00%	0	0.00%	0	0.37%	1	0.75%	2	268				
	Aged 25-34	94.86%	535	0.89%	5	82.98%	468	2.30%	13	3.37%	19	0.53%	3	3.01%	17	0.53%	11	1.77%	10	0.35%	2	0.18%	0.53%	3	0.18%	1	0.35%	2	0.35%	2	0.00%	0	0.35%	2	0.89%	5	0.89%	6	564		
	Aged 35-59	97.01%	812	0.48%	4	88.41%	740	1.91%	16	2.63%	22	0.48%	4	1.91%	16	0.36%	3	2.15%	18	0.00%	0	0.00%	0.00%	0	0.00%	0	0.12%	1	0.24%	2	0.36%	3	0.12%	1	0.48%	4	0.84%	10	837		
	Aged 60-74	93.48%	43	0.00%	0	84.78%	39	0.00%	0	6.52%	3	0.00%	0	2.17%	1	0.00%	0	2.17%	1	0.00%	0	0.00%	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	2.17%	2	46		
017529 Cowlairst	All Males	92.48%	1230	1.05%	14	79.17%	1053	3.31%	44	3.98%	53	0.45%	6	2.41%	32	0.90%	12	4.66%	62	0.53%	7	0.08%	0.00%	0	0.00%	0.38%	5	0.53%	7	0.68%	9	0.75%	10	1.05%	14	1.13%	25	1330			
	All Females	97.15%	1193	0.57%	7	86.97%	1068	1.06%	13	1.79%	22	0.33%	4	1.55%	19	1.06%	13	5.37%	66	0.08%	1	0.08%	0.16%	2	0.00%	0.00%	0	0.41%	5	0.08%	1	0.33%	4	0.57%	7	0.16%	4	1228			
	Aged 16-24	97.18%	344	0.00%	0	88.14%	312	1.13%	4	1.69%	6	0.00%	0	0.85%	3	0.50%	2	5.08%	18	0.28%	1	0.00%	0.00%	0	0.00%	0	1.13%	4	0.85%	3	0.00%	0	0.00%	0	0.28%	4	354				
	Aged 25-34	93.68%	874	1.50%	14	80.92%	755	3.00%	28	2.89%	27	0.64%	6	2.36%	22	1.07%	10	4.72%	44	0.32%	3	0.11%	0.11%	1	0.00%	0.00%	0	0.54%	5	0.43%	4	0.64%	6	1.50%	14	0.75%	12	933			
	Aged 35-59	94.84%	1140	0.50%	6	82.78%	995	2.08%	25	3.41%	41	0.33%	4	2.08%	25	1.00%	12	5.16%	62	0.33%	4	0.08%	0.08%	1	0.00%	0.33%	4	0.25%	3	0.25%	3	0.58%	7	0.50%	6	0.75%	13	1202			
	Aged 60-74	94.20%	65	1.45%	1	85.51%	59	0.00%	0	1.45%	1	0.00%	0	1.45%	1	1.45%	1	5.80%	4	0.00%	0	0.00%	0.00%	0	0.00%	1.45%	1	0.00%	0	0.00%	0	1.45%	1	1.45%	1	0.00%	0	69			
017530 Springburn	All Males	93.58%	919	0.41%	4	79.94%	785	3.46%	34	2.65%	26	0.20%	2	2.24%	22	1.43%	14	5.19%	51	0.20%	2	0.41%	0.00%	0	0.20%	2	0.51%	5	0.61%	6	0.71%	7	0.61%	6	0.41%	4	1.22%	23	982		
	All Females	97.61%	1022	0.29%	3	87.97%	921	1.53%	16	1.72%	18	0.38%	4	0.48%	5	0.73%	6	5.92%	62	0.10%	1	0.00%	0.00%	0	0.10%	1	0.29%	3	0.29%	3	0.19%	3	0.19%	3	0.19%	3	1047				
	Aged 16-24	93.95%	264	0.71%	2	82.56%	232	2.85%	8	2.49%	7	1.07%	3	1.75%	5	1.07%	3	4.27%	12	0.00%	0	0.71%	0.00%	0	0.00%	0	0.00%	0	0.71%	2	0.00%	0	0.71%	2	1.07%	5	281				
	Aged 25-34	95.52%	533	0.36%	2	82.62%	461	2.87%	16	2.69%	15	0.36%	2	1.25%	7	1.25%	7	5.56%	31	0.54%	3	0.36%	0.00%	0	0.00%	0	0.36%	2	0.36%	2	0.36%	2	0.54%	7	558						
	Aged 35-59	95.97%	1025	0.28%	3	84.46%	902	2.34%	25	1.59%	17	0.09%	1	1.40%	15	0.94%	10	6.27%	67	0.00%	0	0.00%	0.00%	0	0.19%	2	0.37%	4	0.47%	5	0.37%	4	0.28%	3	0.75%	13	1068				
	Aged 60-74	97.54%	119	0.00%	0	90.98%	111	0.82%	1	4.10%	5	0.00%	0	0.00%	0	0.00%	0	2.46%	3	0.00%	0	0.00%	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.82%	1	0.00%	0	0.00%	0	0.00%	1	122		
017531 Wallacewell	All Males	93.22%	1004	0.74%	8	81.71%	880	2.51%	27	3.34%	36	0.09%	1	2.79%	30	0.65%	7	4.09%	44	0.00%	0	0.09%	0.28%	3	0.09%	1	0.09%	1	0.37%	4	1.02%	11	0.28%	3	0.74%	8	1.86%	32	1077		
	All Females	98.52%	1067	0.09%	1	89.10%	965	1.02%	11	1.66%	18	0.09%	1	0.83%	9	0.55%	6	6.56%	71	0.00%	0	0.00%	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.09%	1	0.09%	1	0.00%	0	1083				
	Aged 16-24	95.82%	390	0.00%																																					



APPENDIX THIRTY-THREE- Travel-To-Work Matrix for Glasgow City Council Area (tv201).

		Category	GLASGOW CONURB		NURBURGH CONURB		GLASGOW CITY S.		LANARKSHIRE		LANARKSHIRE		E. RENFREWS		RENFREWS		DUNBARTON S.		DUNBARTONS		INVERCLYDE		GYLL&B		N. AYRSHIRE		E. AYRSHIRE		S. AYRSHIRE		STIRLING		FALKIRK		W. LOTHIAN		DUNBURNH CITT		OTHER		TOTAL
			% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in				
017537 Camtyne	All Males	92.99%	982	0.47%	5	81.53%	861	3.31%	35	4.26%	45	0.38%	4	2.65%	28	1.33%	14	1.42%	15	0.57%	6	0.19%	0.09%	1	0.00%	3	0.28%	3	0.28%	3	0.85%	9	0.95%	10	0.47%	5	1.42%	26	1056		
	All Females	97.95%	1049	0.28%	3	90.20%	966	2.15%	23	2.52%	27	0.65%	7	0.93%	10	0.47%	5	2.15%	23	0.00%	0	0.00%	0.00%	0	0.00%	0.19%	2	0.28%	3	0.09%	1	0.00%	0	0.28%	3	0.09%	2	1071			
	Aged 16-24	95.49%	275	0.35%	1	87.85%	253	1.74%	5	3.82%	11	0.35%	1	0.69%	2	0.35%	1	2.43%	7	0.00%	0	0.00%	0.00%	0	0.00%	0.00%	0	0.69%	2	1.04%	3	0.35%	1	0.35%	1	0.35%	4	288			
	Aged 25-34	94.98%	605	0.16%	1	84.93%	541	2.35%	15	3.77%	24	1.10%	7	2.04%	13	1.10%	7	1.73%	11	0.31%	2	0.00%	0.00%	0	0.00%	0.31%	2	0.16%	1	0.31%	2	0.94%	6	0.16%	1	0.78%	7	637			
	Aged 35-59	95.52%	1067	0.54%	6	85.77%	958	3.33%	36	3.13%	35	0.27%	3	1.70%	19	0.98%	11	1.61%	18	0.36%	4	0.18%	0.09%	1	0.00%	0.27%	3	0.27%	3	0.45%	5	0.27%	3	0.54%	6	0.90%	17	1117			
	Aged 60-74	98.82%	84	0.00%	0	88.24%	75	2.35%	2	2.35%	2	0.00%	0	4.71%	4	0.00%	0	0.35%	2	0.00%	0	0.00%	0.00%	0	0.00%	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	85	
017538 Robroyston	All Males	89.49%	1830	1.32%	27	72.76%	1488	3.13%	64	6.21%	127	0.68%	14	3.23%	66	1.22%	25	5.04%	103	0.39%	8	0.39%	0.10%	2	0.24%	5	0.44%	9	0.44%	9	0.64%	13	1.37%	28	1.32%	27	2.40%	70	2045		
	All Females	95.27%	1933	0.59%	12	81.37%	1651	2.37%	48	4.14%	84	0.44%	9	1.63%	33	1.13%	23	5.86%	119	0.20%	4	0.05%	0.10%	2	0.05%	1	0.05%	1	0.05%	11	0.49%	10	0.54%	11	0.54%	11	0.54%	11	0.49%	21	2029
	Aged 16-24	92.44%	367	1.76%	7	78.59%	312	2.02%	8	4.28%	17	0.50%	2	1.76%	7	0.00%	0	7.56%	30	0.50%	2	0.25%	0.25%	1	0.00%	0	0.00%	0	0.25%	1	0.76%	3	0.76%	3	1.76%	7	0.76%	7	397		
	Aged 25-34	90.56%	1276	1.28%	18	72.68%	1024	2.84%	40	6.17%	87	0.71%	10	2.98%	42	1.77%	25	6.17%	87	0.28%	4	0.35%	0.07%	1	0.14%	2	0.43%	6	0.92%	13	0.78%	11	1.21%	17	1.21%	17	1.21%	34	1409		
	Aged 35-59	93.39%	2035	0.64%	14	79.39%	1730	2.85%	62	4.73%	103	0.41%	9	2.20%	48	1.06%	23	4.64%	101	0.28%	6	0.14%	0.09%	2	0.18%	4	0.18%	4	0.28%	6	0.41%	9	0.83%	18	0.64%	14	1.70%	49	2179		
	Aged 60-74	95.51%	85	0.00%	0	82.02%	73	2.25%	2	2.49%	4	2.25%	2	2.25%	2	0.00%	0	4.49%	4	0.00%	0	0.00%	0.00%	0	0.00%	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0
017539 Gartcraig	All Males	93.97%	1013	0.19%	2	79.22%	854	5.66%	61	4.92%	53	0.74%	8	2.23%	24	0.65%	7	2.50%	27	0.99%	1	0.09%	0.00%	0	0.28%	3	0.00%	0.28%	3	0.00%	0.28%	3	0.65%	7	0.74%	8	0.19%	2	1.76%	27	1078
	All Females	97.88%	971	0.10%	1	90.83%	901	2.42%	24	2.12%	21	0.20%	2	1.21%	12	0.71%	7	1.31%	13	0.00%	0	0.00%	0.10%	1	0.10%	1	0.00%	0.00%	0	0.60%	6	0.30%	3	0.10%	1	0.00%	6	992			
	Aged 16-24	95.27%	302	0.10%	0	87.07%	276	0.10%	13	5.36%	17	0.00%	0	0.32%	1	0.00%	4	0.63%	2	0.00%	0	0.00%	0.00%	0	0.00%	0.00%	0	0.32%	1	0.00%	0	0.00%	0	0.95%	4	317					
	Aged 25-34	94.71%	448	0.21%	1	83.09%	393	5.29%	25	3.59%	17	0.63%	3	1.90%	9	0.42%	2	1.06%	5	0.21%	1	0.21%	0.00%	0	0.21%	1	0.00%	0.21%	1	1.48%	7	1.27%	6	0.21%	1	0.21%	9	473			
	Aged 35-59	96.33%	1128	0.17%	2	85.14%	997	3.50%	41	3.07%	36	0.51%	6	1.88%	22	0.60%	7	2.65%	31	0.00%	0	0.00%	0.09%	1	0.17%	2	0.00%	0.17%	2	0.43%	5	0.43%	5	0.17%	2	1.20%	19	1171			
	Aged 60-74	97.25%	106	0.00%	0	81.65%	89	5.50%	6	3.67%	4	0.92%	1	3.67%	4	0.92%	1	1.83%	2	0.00%	0	0.00%	0.00%	0	0.92%	1	0.00%	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.92%	1	109			
017540 Queenslie	All Males	95.36%	657	0.29%	2	83.74%	577	3.63%	25	5.52%	38	0.58%	4	1.45%	10	1.16%	8	1.16%	8	0.29%	2	0.00%	0.00%	0	0.15%	1	0.15%	1	0.44%	3	0.44%	3	0.15%	1	0.29%	2	0.87%	9	689		
	All Females	99.02%	710	0.28%	2	94.00%	674	1.67%	12	1.67%	12	0.14%	1	0.84%	6	0.14%	1	1.12%	8	0.00%	0	0.00%	0.00%	0	0.00%	0.00%	0	0.14%	1	0.00%	0	0.28%	2	0.00%	1	717					
	Aged 16-24	95.29%	243	1.18%	3	89.02%	227	3.53%	9	2.75%	7	0.39%	1	0.78%	2	0.39%	1	0.78%	2	0.00%	0	0.00%	0.00%	0	0.39%	1	0.00%	0	0.00%	0	0.00%	0	1.18%	3	0.78%	2	255				
	Aged 25-34	97.18%	310	0.00%	0	87.77%	280	2.19%	7	4.39%	14	0.63%	2	1.88%	6	0.94%	3	0.63%	2	0.31%	1	0.00%	0.00%	0	0.31%	1	0.00%	0	0.00%	0	0.63%	2	0.31%	1	0.00%	0	0.00%	0	239		
	Aged 35-59	97.79%	752	0.13%	1	89.47%	688	2.60%	20	3.25%	25	0.26%	2	1.04%	8	0.52%	4	1.56%	12	0.13%	1	0.00%	0.00%	0	0.00%	0	0.26%	2	0.26%	2	0.00%	0	0.13%	1	0.52%	6	769				
	Aged 60-74	98.41%	62	0.00%	0	88.89%	56	1.59%	1	6.35%	4	0.00%	0	5.99%	1	0.00%	0	1.00%	0	0.00%	0	0.00%	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	63		
017541 Greenfield	All Males	92.85%	1260	0.44%	6	79.07%	1073	5.08%	69	6.78%	92	0.00%	0	2.58%	35	1.03%	14	0.74%	10	0.29%	4	0.15%	0.00%	0.22%	3	0.00%	0	0.15%	2	0.74%	10	0.96%	13	0.44%	6	1.77%	36	1357			
	All Females	97.82%	1299	0.38%	5	88.93%	1181	3.01%	40	3.54%	47	0.30%	4	1.36%	18	0.45%	6	0.98%	13	0.08%	1	0.08%	0.00%	0.00%	0	0.08%	1	0.00%	0	0.00%	0	0.38%	5	0.38%	5	0.45%	7	1328			
	Aged 16-24	95.42%	333	0.33%	2	86.25%	301	2.87%	10	3.72%	13	0.00%	0	1.72%	3	0.86%	3	0.86%	3	0.00%	0	0.00%	0.00%	0	0.00%	0	0.00%	0	0.29%	1	0.86%	3	0.57%	2	1.72%	7	349				
	Aged 25-34	94.67%	711	0.40%	3	83.09%	624	4.79%	36	5.06%	38	0.13%	1	2.00%	15	0.93%	7	0.40%	3	0.40%	0.00%	0.00%	0.00%	0	0.13%	1	0.00%	0	0.40%	3	0.53%	4	0.40%	3	1.33%	16	751				
	Aged 35-59	95.39%	1408	0.14%	6	83.54%	1233	3.93%	58	5.69%	84	0.20%	3	1.96%	29	0.61%	9	1.15%	17	0.07%	1	0.00%	0.20%	3	0.00%	0	0.14%	2	0.41%	6	0.75%	11	0.41%	6	0.95%	20	1476				
	Aged 60-74	98.17%	107	0.00%	0	88.07%	96	4.59%	5	3.67%	4	0.00%	0	2.75%	3	0.92%	1	0.00%	0	0.00%	0	0.00%	0.00%	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	109	
017542 Barlanark	All Males	94.92%	803	0.47%	4	83.10%	703	3.43%	29	5.20%	44	0.24%	2	2.36%	20	1.30%	11	0.95%	8	0.24%	2	0.24%	0.00%	0.24%	2	0.12%	1	0.00%	0	0.47%	4	0.24%	2	0.47%	4	1.42%	18	846			
	All Females	97.99%	926	0.42%	4	92.80%	877	1.06%	10	1.90%	18	0.32%	3	0.74%	7	0.53%	5	1.38%	13	0.00%	0	0.00%	0.00%	0.00%	0	0.11%	1	0.11%	1	0.00%	0	0.21%	2	0.42%	4	0.42%	4	945			
	Aged 16-24	95.42%	354	0.54%	2	88.41%	328	2.43%	9	2.70%	10	0.27%	1	0.27%	1	1.08%	4	1.35%	5	0.00%	0	0.27%	0.00%	0.00%	0	0.27%	1	0.00%	0	0.00%	0	0.00%	0	0.54%	2	2.43%	10	371			
	Aged 25-34	95.35%	451	1.27%	6	87.10%	412	2.33%	11	4.02%	19	0.21%	1	1.69%	8	0.63%	3	0.63%	3	0.21%	1	0.21%	0.00%	0.42%	2	0.00%	0	0.21%	1	0.00%	0	0.63%	3	1.27%	6	0.42%	3	473			
	Aged 35-59	97.66%	875	0.00%	0	88.62%	794	2.12%	19	3.57%	32	0.33%	3	1.90%	17	0.89%	8	1.34%	12	0.11%	1	0.00%	0.00%	0.00%	0	0.11%	1	0.00%	0	0.45%	4	0.11%	1	0.00%	0	0.45%	8	896			
	Aged 60-74	96.08%	49	0.00%	0	90.20%	46	0.00%	0	1.96%	1	0.96%	1	1.96%	1	0.00%	0	1.96%	1	0.00%	0	0.00%	0.00%	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	1.96%	1	51			
017543 Shettleston	All Males	92.32%	1322	0.77%	11	78.14%	1119	5.31%	76	6.91%	99	0.70%	10	2.16%	31	1.12%	16	1.12%	16	0.28%	4	0.21%	0.07%	1	0.21%	3	0.14%	2	0.07%	1	0.77%	11	0.63%	9	0.77%	11	1.40%	34	1432		
	All Females	98.06%	1316	0.37%	5	88.75%	1191	3.87%	52	3.50%	47	0.45%	6	1.19%	16	0.30%	4	0.89%	12	0.15%	2	0.07%	0.00%	0	0.00%	0	0.00%	0	0.07%	1	0.07%	1	0.37%	5	0.30%	6	1342				



### APPENDIX THIRTY-THREE- Travel-To-Work Matrix for Glasgow City Council Area (tv201).

[illegible]



### APPENDIX THIRTY-THREE- Travel-To-Work Matrix for Glasgow City Council Area (tv201).

[illegible]



APPENDIX THIRTY-THREE- Travel-To-Work Matrix for Glasgow City Council Area (tv201).

[illegible]



# APPENDIX THIRTY-FOUR- Travel-To-Work Matrix for Highlands Council Area (tv204).

	Category	INVERNESS CITY		MORAY		ABERDEEN CITY		ABERDEENSHIRE		TOTAL		Category	INVERNESS CITY		MORAY		ABERDEEN CITY		ABERDEENSHIRE		TOTAL	
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in			% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in			
018S01 Caithness North West	Full-time employment	0.32%	3	0.00%		3.13%	29	0.00%		927	018S13 Sutherland Central	Full-time employment	3.87%	26	0.15%	1	2.98%	20	0.30%	2	672	
	Part-time employment	1.48%	4	0.00%		0.00%	0	0.00%		271		Part-time employment	2.21%	6	0.00%		0.00%	0	0.00%	0	271	
	TOTAL	0.58%	7	0.00%		2.42%	29	0.00%		1198		TOTAL	3.39%	32	0.11%	1	2.12%	20	0.21%	2	943	
	LE and HMO, HPO & LM and PO	0.29%	1	0.00%		1.43%	5	0.00%		350		LE and HMO, HPO & LM and PO	7.00%	17	0.00%	0	1.23%	3	0.00%	0	243	
	Intermediate Occupations	0.00%	0	0.00%		0.83%	1	0.00%		120		Intermediate Occupations	8.79%	8	0.00%	0	1.10%	1	0.00%	0	91	
	SE and OAW	0.00%	0	0.00%		0.00%	0	0.00%		225		SE and OAW	0.43%	1	0.43%	1	0.00%	0	0.00%	0	234	
	LS and TO, S-RO & RO	1.19%	6	0.00%		4.57%	23	0.00%		503		LS and TO, S-RO & RO	1.60%	6	0.00%	0	4.27%	16	0.53%	2	375	
	Full-time employment	0.55%	5	0.11%	1	3.40%	31	0.00%		911		Full-time employment	1.00%	5	0.00%		2.00%	10	0.20%	1	499	
018S02 Thurso West	Part-time employment	1.44%	4	0.00%	0	0.00%	0	0.00%		277	018S14 Golspie and Rogart (part)	Part-time employment	1.79%	3	0.00%		0.00%	0	0.00%	0	168	
	TOTAL	0.76%	9	0.08%	1	2.61%	31	0.00%		1188		TOTAL	1.20%	8	0.00%		1.50%	10	0.15%	1	667	
	LE and HMO, HPO & LM and PO	1.02%	5	0.20%	1	1.84%	9	0.00%		489		LE and HMO, HPO & LM and PO	1.01%	2	0.00%		1.01%	2	0.00%	0	198	
	Intermediate Occupations	0.62%	1	0.00%	0	0.62%	1	0.00%		162		Intermediate Occupations	1.69%	1	0.00%		0.00%	0	0.00%	0	59	
	SE and OAW	0.00%	0	0.00%	0	0.00%	0	0.00%		55		SE and OAW	0.93%	1	0.00%		0.93%	1	0.00%	0	107	
	LS and TO, S-RO & RO	0.62%	3	0.00%	0	4.36%	21	0.00%		482		LS and TO, S-RO & RO	1.32%	4	0.00%		2.31%	7	0.33%	1	303	
	Full-time employment	1.01%	9	0.00%	0	2.82%	25	0.11%	1	888		Full-time employment	2.64%	23	0.11%	1	2.99%	26	0.11%	1	871	
	Part-time employment	1.19%	3	0.00%	0	0.00%	0	0.00%		252		Part-time employment	1.19%	4	0.00%	0	0.59%	2	0.00%	0	337	
018S03 Thurso Central	TOTAL	1.05%	12	0.00%	0	2.19%	25	0.09%	1	1140	018S15 Brora; Tongue and Farr (part); Golspie and Rogart (part)	TOTAL	2.24%	27	0.08%	1	2.32%	28	0.08%	1	1208	
	LE and HMO, HPO & LM and PO	0.23%	1	0.00%	0	1.81%	8	0.00%	0	443		LE and HMO, HPO & LM and PO	3.91%	12	0.00%	0	1.63%	5	0.00%	0	307	
	Intermediate Occupations	1.36%	2	0.00%	0	0.00%	0	0.00%	0	147		Intermediate Occupations	2.11%	2	0.00%	0	1.05%	1	0.00%	0	95	
	SE and OAW	0.00%	0	0.00%	0	0.00%	0	0.00%	0	109		SE and OAW	1.22%	3	0.00%	0	0.41%	1	0.00%	0	245	
	LS and TO, S-RO & RO	2.04%	9	0.00%	0	3.85%	17	0.23%	1	441		LS and TO, S-RO & RO	1.78%	10	0.18%	1	3.74%	21	0.18%	1	561	
	Full-time employment	0.91%	8	0.00%		3.52%	31	0.00%		881		018S16 Dornoch Firth (part)	Full-time employment	3.67%	26	0.14%	1	1.98%	14	0.14%	1	708
	Part-time employment	1.19%	3	0.00%		0.40%	1	0.00%		253			Part-time employment	1.74%	4	0.00%	0	0.87%	2	0.00%	0	230
	TOTAL	0.97%	11	0.00%		2.82%	32	0.00%		1134			TOTAL	3.20%	30	0.11%	1	1.71%	16	0.11%	1	938
LE and HMO, HPO & LM and PO	0.93%	3	0.00%		2.79%	9	0.00%		323	LE and HMO, HPO & LM and PO	5.48%		16	0.00%	0	1.37%	4	0.00%	0	292		
Intermediate Occupations	1.43%	2	0.00%		1.43%	2	0.00%		140	Intermediate Occupations	1.19%		1	0.00%	0	2.38%	2	0.00%	0	84		
SE and OAW	0.00%	0	0.00%		0.00%	0	0.00%		78	SE and OAW	0.00%		0	0.00%	0	0.69%	1	0.00%	0	144		
LS and TO, S-RO & RO	1.01%	6	0.00%		3.54%	21	0.00%		593	LS and TO, S-RO & RO	3.11%		13	0.24%	1	2.15%	9	0.24%	1	418		
Full-time employment	1.06%	14	0.00%		1.37%	18	0.00%		1316	018S17 Lochbroom; Gairloch; Lochcarron	Full-time employment		2.96%	60	0.10%	2	1.72%	35	0.10%	2	2029	
Part-time employment	0.00%	0	0.00%		0.29%	1	0.00%		346		Part-time employment	1.77%	13	0.00%	0	0.27%	2	0.00%	0	733		
TOTAL	0.84%	14	0.00%		1.14%	19	0.00%		1662		TOTAL	2.64%	73	0.07%	2	1.34%	37	0.07%	2	2762		
LE and HMO, HPO & LM and PO	1.85%	10	0.00%		0.74%	4	0.00%		542		LE and HMO, HPO & LM and PO	5.33%	37	0.29%	2	1.87%	13	0.29%	2	694		
Intermediate Occupations	0.50%	1	0.00%		0.50%	1	0.00%		200		Intermediate Occupations	1.70%	3	0.00%	0	0.57%	1	0.00%	0	176		
SE and OAW	0.00%	0	0.00%		0.00%	0	0.00%		308		SE and OAW	0.56%	4	0.00%	0	0.42%	3	0.00%	0	720		
LS and TO, S-RO & RO	0.49%	3	0.00%		2.29%	14	0.00%		612		LS and TO, S-RO & RO	2.47%	29	0.00%	0	1.71%	20	0.00%	0	1172		
Full-time employment	0.96%	9	0.00%	0	4.06%	38	0.00%		935		018S18 Aines and Ardross	Full-time employment	10.49%	103	0.00%	0	4.18%	41	0.81%	8	982	
Part-time employment	1.50%	4	0.00%	0	0.00%	0	0.00%		266	Part-time employment		5.05%	15	0.34%	1	0.67%	2	0.00%	0	297		
TOTAL	1.08%	13	0.00%	0	3.16%	38	0.00%		1201	TOTAL		9.23%	118	0.08%	1	3.36%	43	0.63%	8	1279		
LE and HMO, HPO & LM and PO	1.61%	6	0.00%	0	3.22%	12	0.00%		373	LE and HMO, HPO & LM and PO		13.07%	46	0.00%	0	3.13%	11	0.85%	3	352		
Intermediate Occupations	1.52%	2	0.00%	0	0.76%	1	0.00%		132	Intermediate Occupations		13.60%	17	0.00%	0	1.60%	2	0.00%	0	125		
SE and OAW	0.41%	1	0.00%	0	1.22%	3	0.00%		245	SE and OAW		0.85%	1	0.00%	0	0.85%	1	1.71%	2	117		
LS and TO, S-RO & RO	0.89%	4	0.00%	0	4.88%	22	0.00%		451	LS and TO, S-RO & RO		7.88%	54	0.15%	1	4.23%	29	0.44%	3	685		
018S07 Wick	Full-time employment	1.18%	10	0.24%	2	3.41%	29	0.12%	1	850		018S19 Tain West; Dornoch Firth (part)	Full-time employment	9.27%	95	0.39%	4	3.90%	40	0.00%	0	1025
	Part-time employment	0.98%	3	0.00%	0	0.00%	0	0.00%	0	305	Part-time employment		2.91%	10	0.00%	0	0.29%	1	0.00%	0	344	
	TOTAL	1.13%	13	0.17%	2	2.51%	29	0.09%	1	1155	TOTAL		7.67%	105	0.29%	4	2.99%	41	0.00%	0	1369	
	LE and HMO, HPO & LM and PO	1.36%	4	0.34%	1	2.04%	6	0.00%	0	294	LE and HMO, HPO & LM and PO		12.33%	53	0.47%	2	3.02%	13	0.00%	0	430	
	Intermediate Occupations	1.39%	2	0.00%	0	1.39%	2	0.00%	0	144	Intermediate Occupations		7.10%	11	0.00%	0	1.94%	3	0.00%	0	155	
	SE and OAW	0.00%	0	1.27%	1	1.27%	1	0.00%	0	79	SE and OAW		1.16%	2	0.00%	0	2.31%	4	0.00%	0	173	
	LS and TO, S-RO & RO	1.10%	7	0.00%	0	3.13%	20	0.16%	1	638	LS and TO, S-RO & RO		6.38%	39	0.33%	2	3.44%	21	0.00%	0	611	
	Full-time employment	1.60%	12	0.00%	0	3.74%	28	0.00%		748	018S20 Tain East		Full-time employment	6.53%	52	0.00%		4.40%	35	0.13%	1	796
Part-time employment	1.61%	4	0.40%	1	0.00%	0	0.00%		249	Part-time employment		4.15%	12	0.00%		0.00%	0	0.00%	0	289		
TOTAL	1.60%	16	0.10%	1	2.81%	28	0.00%		997	TOTAL		5.90%	64	0.00%		3.23%	35	0.09%	1	1085		
LE and HMO, HPO & LM and PO	1.89%	6	0.00%	0	3.15%	10	0.00%		317	LE and HMO, HPO & LM and PO		10.24%	30	0.00%		3.07%	9	0.34%	1	293		
Intermediate Occupations	2.27%	3	0.76%	1	0.76%	1	0.00%		132	Intermediate Occupations		10.53%	12	0.00%		3.51%	4	0.00%	0	114		
SE and OAW	0.00%	0	0.00%	0	0.00%	0	0.00%		94	SE and OAW		0.61%	1	0.00%		0.61%	1	0.00%	0	164		
LS and TO, S-RO & RO	1.54%	7	0.00%	0	3.74%	17	0.00%		454	LS and TO, S-RO & RO		4.09%	21	0.00%		4.09%	21	0.00%	0	514		
018S09 Pulteneytown	Full-time employment	1.93%	15	0.26%	2	3.08%	24	0.00%	0	779		018S21 Seaboard	Full-time employment	8.32%	64	0.13%	1	3.25%	25	0.00%		769
	Part-time employment	0.38%	1	0.00%	0	0.76%	2	0.00%	0	263	Part-time employment		7.46%	17	0.00%	0	0.44%	1	0.00%		228	
	TOTAL	1.54%	16	0.19%	2	2.50%	26	0.00%	0	1042	TOTAL		8.12%	81	0.10%	1	2.61%	26	0.00%		997	
	LE and HMO, HPO & LM and PO	2.08%	5	0.00%	0	1.25%	3	0.00%	0	240	LE and HMO, HPO & LM and PO		10.49%	30	0.35%	1	1.75%	5	0.00%		286	
	Intermediate Occupations	0.00%	0	1.47%	2	0.74%	1	0.00%	0	136	Intermediate Occupations		11.61%	13	0.00%	0	0.89%	1	0.00%		112	
	SE and OAW	0.00%	0	0.00%	0	2.27%	2	0.00%	0	88	SE and OAW		3.55%	5	0.00%	0	0.00%	0	0.00%		141	
	LS and TO, S-RO & RO	1.90%	11	0.00%	0	3.46%	20	0.00%	0	578	LS and TO, S-RO & RO		7.21%	33	0.00%	0	4.37%	20	0.00%		458</	



# APPENDIX THIRTY-FOUR- Travel-To-Work Matrix for Highlands Council Area (tv204).

	Category	INVERNESS CITY		MORAY		ABERDEEN CITY		ABERDEENSHIRE		TOTAL		Category	INVERNESS CITY		MORAY		ABERDEEN CITY		ABERDEENSHIRE		TOTAL
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in			% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in		
018528 Dingwall South	Full-time employment	19.82%	158	0.38%	3	2.01%	16	0.25%	2	797	018549 Loch Ness West (part); Drumossie (part)	Full-time employment	26.21%	265	0.30%	3	0.89%	9	0.20%	2	1011
	Part-time employment	15.04%	37	0.00%	0	0.41%	1	0.00%	0	246		Part-time employment	27.09%	97	0.28%	1	0.28%	1	0.00%	0	358
	TOTAL	18.70%	195	0.29%	3	1.63%	17	0.19%	2	1043		TOTAL	26.44%	362	0.29%	4	0.73%	10	0.15%	2	1369
	LE and HMO, HPO & LM and PO	24.84%	80	0.62%	2	1.24%	4	0.00%	0	322		LE and HMO, HPO & LM and PO	38.43%	166	0.93%	4	0.93%	4	0.46%	2	432
	Intermediate Occupations	31.58%	36	0.00%	0	1.75%	2	0.00%	0	114		Intermediate Occupations	56.36%	62	0.00%	0	0.00%	0	0.00%	0	110
	SE and OAW	3.09%	3	0.00%	0	0.00%	0	0.00%	0	97		SE and OAW	3.42%	10	0.00%	0	0.34%	1	0.00%	0	292
	LS and TO, S-RO & RO	14.90%	76	0.20%	1	2.16%	11	0.39%	2	510		LS and TO, S-RO & RO	23.18%	124	0.00%	0	0.93%	5	0.00%	0	535
018529 Dingwall North; Strathpeffer and Strathconon (part)	Full-time employment	17.92%	318	0.51%	9	2.70%	48	0.11%	2	1775	018558 Loch Ness East	Full-time employment	61.40%	598	0.51%	5	2.16%	21	0.10%	1	974
	Part-time employment	11.74%	70	0.00%	0	0.50%	3	0.00%	0	596		Part-time employment	67.53%	208	0.00%	0	0.32%	1	0.00%	0	308
	TOTAL	16.36%	388	0.38%	9	2.15%	51	0.08%	2	2371		TOTAL	62.87%	806	0.39%	5	1.72%	22	0.08%	1	1282
	LE and HMO, HPO & LM and PO	20.95%	150	1.26%	9	3.77%	27	0.14%	1	716		LE and HMO, HPO & LM and PO	68.41%	340	0.80%	4	1.81%	9	0.00%	0	497
	Intermediate Occupations	25.99%	79	0.00%	0	0.00%	0	0.00%	0	304		Intermediate Occupations	75.47%	120	0.00%	0	1.89%	3	0.00%	0	159
	SE and OAW	2.70%	7	0.00%	0	0.39%	1	0.00%	0	259		SE and OAW	15.69%	24	0.00%	0	0.00%	0	0.00%	0	153
	LS and TO, S-RO & RO	13.92%	152	0.00%	0	2.11%	23	0.09%	1	1092		LS and TO, S-RO & RO	68.08%	322	0.21%	1	2.11%	10	0.21%	1	473
018530 Muir of Ord; Strathpeffer and Strathconon (part)	Full-time employment	28.81%	352	0.25%	3	1.55%	19	0.00%	0	1222	018561 Drumossie (part)	Full-time employment	59.39%	563	0.74%	7	1.69%	16	0.11%	1	948
	Part-time employment	22.44%	81	0.28%	1	0.00%	0	0.00%	0	361		Part-time employment	60.65%	205	0.00%	0	0.30%	1	0.00%	0	338
	TOTAL	27.35%	433	0.25%	4	1.20%	19	0.00%	0	1583		TOTAL	59.72%	768	0.54%	7	1.32%	17	0.08%	1	1286
	LE and HMO, HPO & LM and PO	34.95%	166	0.84%	4	1.26%	6	0.00%	0	475		LE and HMO, HPO & LM and PO	65.43%	335	0.78%	4	1.17%	6	0.00%	0	512
	Intermediate Occupations	42.33%	80	0.00%	0	0.53%	1	0.00%	0	189		Intermediate Occupations	73.55%	114	0.00%	0	0.65%	1	0.00%	0	155
	SE and OAW	5.91%	13	0.00%	0	0.00%	0	0.00%	0	228		SE and OAW	21.31%	38	0.55%	1	0.55%	1	0.00%	0	183
	LS and TO, S-RO & RO	24.89%	174	0.00%	0	1.72%	12	0.00%	0	699		LS and TO, S-RO & RO	64.22%	280	0.46%	2	2.06%	9	0.23%	1	436
018531 Conon and Maryburgh	Full-time employment	28.74%	296	0.19%	2	2.82%	29	0.39%	4	1030	018562 Westhill and Smithton	Full-time employment	68.55%	811	0.76%	9	1.78%	21	0.17%	2	1183
	Part-time employment	17.59%	57	0.00%	0	0.62%	2	0.00%	0	324		Part-time employment	64.80%	232	0.00%	0	0.00%	0	0.00%	0	358
	TOTAL	26.07%	353	0.15%	2	2.29%	31	0.30%	4	1354		TOTAL	67.68%	1043	0.58%	9	1.36%	21	0.13%	2	1541
	LE and HMO, HPO & LM and PO	34.47%	152	0.45%	2	1.13%	5	0.45%	2	441		LE and HMO, HPO & LM and PO	70.34%	408	1.03%	6	1.03%	6	0.17%	1	580
	Intermediate Occupations	32.54%	55	0.00%	0	0.59%	1	0.00%	0	169		Intermediate Occupations	76.39%	165	0.46%	1	0.46%	1	0.00%	0	216
	SE and OAW	3.79%	5	0.00%	0	0.76%	1	0.00%	0	132		SE and OAW	27.78%	25	0.00%	0	0.00%	0	0.00%	0	90
	LS and TO, S-RO & RO	23.04%	141	0.00%	0	3.92%	24	0.33%	2	612		LS and TO, S-RO & RO	67.94%	445	0.31%	2	2.14%	14	0.15%	1	655
018533 Black Isle North	Full-time employment	30.02%	299	0.60%	6	3.21%	32	0.00%	0	996	018563 Balloch	Full-time employment	61.99%	760	2.37%	29	2.53%	31	0.24%	3	1226
	Part-time employment	30.69%	93	0.33%	1	0.00%	0	0.00%	0	303		Part-time employment	67.55%	256	0.26%	1	0.00%	0	0.00%	0	379
	TOTAL	30.18%	392	0.54%	7	2.46%	32	0.00%	0	1299		TOTAL	63.30%	1016	1.87%	30	1.93%	31	0.19%	3	1605
	LE and HMO, HPO & LM and PO	39.31%	215	0.73%	4	2.01%	11	0.00%	0	547		LE and HMO, HPO & LM and PO	62.32%	473	2.64%	20	1.19%	9	0.26%	2	759
	Intermediate Occupations	45.69%	53	0.00%	0	1.72%	2	0.00%	0	116		Intermediate Occupations	73.76%	163	2.26%	5	1.81%	4	0.00%	0	221
	SE and OAW	2.56%	6	0.85%	2	1.28%	3	0.00%	0	234		SE and OAW	32.43%	36	0.90%	1	2.70%	3	0.00%	0	111
	LS and TO, S-RO & RO	29.35%	118	0.25%	1	3.98%	16	0.00%	0	402		LS and TO, S-RO & RO	66.93%	344	0.78%	4	2.92%	15	0.19%	1	514
018534 Avoch Fortrose	Full-time employment	36.15%	381	0.76%	8	2.28%	24	0.09%	1	1054	018564 Nairn Altian	Full-time employment	24.02%	202	8.44%	71	8.20%	69	0.00%	0	841
	Part-time employment	34.57%	121	0.00%	0	0.00%	0	0.00%	0	350		Part-time employment	16.04%	43	4.85%	13	0.37%	1	0.75%	2	268
	TOTAL	35.75%	502	0.57%	8	1.71%	24	0.07%	1	1404		TOTAL	22.09%	245	7.57%	84	6.31%	70	0.18%	2	1109
	LE and HMO, HPO & LM and PO	46.00%	253	1.09%	6	1.45%	8	0.18%	1	550		LE and HMO, HPO & LM and PO	25.28%	111	11.39%	50	7.06%	31	0.00%	0	439
	Intermediate Occupations	53.38%	71	0.75%	1	0.75%	1	0.00%	0	133		Intermediate Occupations	33.09%	45	12.50%	17	2.94%	4	0.00%	0	136
	SE and OAW	8.56%	19	0.45%	1	1.80%	4	0.00%	0	222		SE and OAW	6.09%	7	1.74%	2	4.35%	5	0.00%	0	115
	LS and TO, S-RO & RO	31.86%	159	0.00%	0	2.20%	11	0.00%	0	499		LS and TO, S-RO & RO	19.57%	82	3.58%	15	7.16%	30	0.48%	2	419
018535 Snizort and Trotternish	Full-time employment	1.00%	7	0.00%	0	2.87%	20	0.00%	0	698	018565 Nairn Ninian	Full-time employment	21.20%	195	8.70%	80	4.46%	41	0.33%	3	920
	Part-time employment	2.07%	5	0.00%	0	0.00%	0	0.00%	0	241		Part-time employment	13.40%	41	2.61%	8	0.33%	1	0.00%	0	306
	TOTAL	1.28%	12	0.00%	0	2.13%	20	0.00%	0	939		TOTAL	19.25%	236	7.18%	88	3.43%	42	0.24%	3	1226
	LE and HMO, HPO & LM and PO	2.75%	7	0.00%	0	3.92%	10	0.00%	0	258		LE and HMO, HPO & LM and PO	27.47%	100	15.38%	56	3.57%	13	0.00%	0	364
	Intermediate Occupations	2.41%	2	0.00%	0	0.00%	0	0.00%	0	83		Intermediate Occupations	20.28%	29	12.59%	18	1.40%	2	0.70%	1	143
	SE and OAW	0.00%	0	0.00%	0	0.53%	1	0.00%	0	189		SE and OAW	6.20%	8	0.00%	0	1.55%	2	0.00%	0	129
	LS and TO, S-RO & RO	0.73%	3	0.00%	0	2.18%	9	0.00%	0	412		LS and TO, S-RO & RO	16.78%	99	2.37%	14	4.24%	25	0.34%	2	590
018536 Skye West; Skye Central (part)	Full-time employment	1.36%	8	0.17%	1	0.85%	5	0.00%	0	590	018566 Nairn Cawdor	Full-time employment	24.37%	203	5.88%	49	2.52%	21	0.12%	1	833
	Part-time employment	1.47%	4	0.00%	0	0.00%	0	0.00%	0	273		Part-time employment	13.65%	40	1.71%	5	0.34%	1	0.00%	0	293
	TOTAL	1.39%	12	0.12%	1	0.58%	5	0.00%	0	863		TOTAL	21.58%	243	4.80%	54	1.95%	22	0.09%	1	1126
	LE and HMO, HPO & LM and PO	2.55%	6	0.00%	0	1.28%	3	0.00%	0	235		LE and HMO, HPO & LM and PO	33.01%	101	6.86%	21	2.61%	8	0.00%	0	306
	Intermediate Occupations	5.88%	4	1.47%	1	0.00%	0	0.00%	0	68		Intermediate Occupations	29.60%	37	15.20%	19	1.60%	2	0.00%	0	125
	SE and OAW	0.00%	0	0.00%	0	0.00%	0	0.00%	0	244		SE and OAW	2.91%	3	0.97%	1	0.00%	0	0.00%	0	103
	LS and TO, S-RO & RO	0.63%	2	0.00%	0	0.63%	2	0.00%	0	316		LS and TO, S-RO & RO	17.23%	102	2.20%	13	2.03%	12	0.17%	1	592
018537 Portree; Skye Central (part)	Full-time employment	1.39%	19	0.07%	1	2.20%	30	0.00%	0	1364											



# APPENDIX THIRTY-FOUR- Travel-To-Work Matrix for Highlands Council Area (tv204).

	Category	INVERNESS CITY		MORAY		ABERDEEN CITY		ABERDEENSHIRE		TOTAL		Category	INVERNESS CITY		MORAY		ABERDEEN CITY		ABERDEENSHIRE		TOTAL
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in			% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in		
018S71 Strathspy North East	Full-time employment	6.17%	57	2.81%	26	1.52%	14	0.32%	3	924	034S03 (Inverness City) 018S43 Scorguile	Full-time employment	84.83%	1102	0.77%	10	2.62%	34	0.08%	1	1299
	Part-time employment	6.04%	18	1.68%	5	0.00%	0	0.00%	0	298		Part-time employment	93.11%	284	0.33%	1	0.33%	1	0.00%	0	305
	TOTAL	6.14%	75	2.54%	31	1.15%	14	0.25%	3	1222		TOTAL	86.41%	1386	0.69%	11	2.18%	35	0.06%	1	1604
	LE and HMO, HPO & LM and PO	11.73%	38	3.40%	11	2.16%	7	0.31%	1	324		LE and HMO, HPO & LM and PO	85.37%	525	0.98%	6	1.46%	9	0.16%	1	615
	Intermediate Occupations	16.47%	14	4.71%	4	1.18%	1	0.00%	0	85		Intermediate Occupations	89.62%	233	0.38%	1	1.54%	4	0.00%	0	260
	SE and OAW	1.05%	3	0.00%	0	0.00%	0	0.35%	1	286		SE and OAW	92.17%	106	0.00%	0	1.74%	2	0.00%	0	115
	LS and TO, S-RO & RO	3.80%	20	3.04%	16	1.14%	6	0.19%	1	527		LS and TO, S-RO & RO	85.02%	522	0.65%	4	3.26%	20	0.00%	0	614
018S72 Grantown on Spey	Full-time employment	6.74%	50	3.10%	23	1.35%	10	0.27%	2	742	034S04 (Inverness City) 018S44 Muirtown	Full-time employment	86.17%	704	0.24%	2	2.45%	20	0.00%	0	817
	Part-time employment	2.60%	6	0.43%	1	0.43%	1	0.00%	0	231		Part-time employment	92.09%	233	0.40%	1	0.00%	0	0.00%	0	253
	TOTAL	5.76%	56	2.47%	24	1.13%	11	0.21%	2	973		TOTAL	87.57%	937	0.28%	3	1.87%	20	0.00%	0	1070
	LE and HMO, HPO & LM and PO	7.85%	19	4.96%	12	0.83%	2	0.83%	2	242		LE and HMO, HPO & LM and PO	84.46%	250	0.34%	1	2.03%	6	0.00%	0	296
	Intermediate Occupations	12.00%	9	2.67%	2	0.00%	0	0.00%	0	75		Intermediate Occupations	89.05%	122	1.46%	2	0.00%	0	0.00%	0	137
	SE and OAW	2.44%	4	0.00%	0	1.83%	3	0.00%	0	164		SE and OAW	91.45%	107	0.00%	0	1.71%	2	0.00%	0	117
	LS and TO, S-RO & RO	4.88%	24	2.03%	10	1.22%	6	0.00%	0	492		LS and TO, S-RO & RO	88.08%	458	0.00%	0	2.31%	12	0.00%	0	520
018S73 Mallaig and Small Isles	Full-time employment	0.46%	3	0.00%		1.85%	12	0.00%		650	034S05 (Inverness City) 018S45 Merkinch	Full-time employment	84.94%	547	0.31%	2	0.93%	6	0.31%	2	644
	Part-time employment	1.24%	3	0.00%		0.41%	1	0.00%		242		Part-time employment	93.10%	216	0.00%	0	0.43%	1	0.00%	0	232
	TOTAL	0.67%	6	0.00%		1.46%	13	0.00%		892		TOTAL	87.10%	763	0.23%	2	0.80%	7	0.23%	2	876
	LE and HMO, HPO & LM and PO	0.84%	2	0.00%		1.27%	3	0.00%		237		LE and HMO, HPO & LM and PO	84.25%	107	0.00%	0	0.79%	1	0.00%	0	127
	Intermediate Occupations	0.00%	0	0.00%		0.00%	0	0.00%		65		Intermediate Occupations	88.89%	72	2.47%	2	0.00%	0	0.00%	0	81
	SE and OAW	0.00%	0	0.00%		2.52%	6	0.00%		238		SE and OAW	96.97%	32	0.00%	0	0.00%	0	0.00%	0	33
	LS and TO, S-RO & RO	1.14%	4	0.00%		1.14%	4	0.00%		352		LS and TO, S-RO & RO	86.93%	552	0.00%	0	0.94%	6	0.31%	2	635
018S74 Kilmallie and Invergarry	Full-time employment	1.74%	13	0.00%		0.93%	7	0.13%	1	749	034S06 (Inverness City) 018S46 Inverness Central	Full-time employment	85.21%	916	0.65%	7	2.23%	24	0.00%	0	1075
	Part-time employment	1.20%	3	0.00%		0.00%	0	0.00%	0	249		Part-time employment	93.15%	231	0.40%	1	0.00%	0	0.00%	0	248
	TOTAL	1.60%	16	0.00%		0.70%	7	0.10%	1	998		TOTAL	86.70%	1147	0.60%	8	1.81%	24	0.00%	0	1323
	LE and HMO, HPO & LM and PO	1.55%	5	0.00%		1.24%	4	0.31%	1	322		LE and HMO, HPO & LM and PO	82.26%	436	0.94%	5	2.08%	11	0.00%	0	530
	Intermediate Occupations	0.00%	0	0.00%		0.00%	0	0.00%	0	75		Intermediate Occupations	92.59%	150	1.23%	2	0.00%	0	0.00%	0	162
	SE and OAW	0.00%	0	0.00%		0.00%	0	0.00%	0	131		SE and OAW	91.72%	133	0.00%	0	2.07%	3	0.00%	0	145
	LS and TO, S-RO & RO	2.35%	11	0.00%		0.64%	3	0.00%	0	463		LS and TO, S-RO & RO	88.07%	428	0.21%	1	2.06%	10	0.00%	0	486
018S75 Claggan and Glen Spean; Glencoe (part)	Full-time employment	1.90%	19	0.20%	2	0.90%	9	0.00%		1001	034S07 (Inverness City) 018S47 Culloden	Full-time employment	80.84%	1152	0.98%	14	1.33%	19	0.14%	2	1425
	Part-time employment	2.07%	7	0.00%	0	0.00%	0	0.00%		338		Part-time employment	81.37%	332	0.25%	1	0.00%	0	0.00%	0	408
	TOTAL	1.94%	26	0.15%	2	0.67%	9	0.00%		1339		TOTAL	80.96%	1484	0.82%	15	1.04%	19	0.11%	2	1833
	LE and HMO, HPO & LM and PO	2.84%	13	0.22%	1	0.88%	4	0.00%		457		LE and HMO, HPO & LM and PO	80.76%	424	1.71%	9	0.95%	5	0.19%	1	525
	Intermediate Occupations	3.37%	3	0.00%	0	1.12%	1	0.00%		89		Intermediate Occupations	83.40%	211	1.19%	3	0.40%	1	0.00%	0	253
	SE and OAW	0.86%	2	0.00%	0	0.00%	0	0.00%		233		SE and OAW	90.37%	122	0.00%	0	0.74%	1	0.00%	0	135
	LS and TO, S-RO & RO	1.43%	8	0.18%	1	0.71%	4	0.00%		560		LS and TO, S-RO & RO	79.02%	727	0.33%	3	1.30%	12	0.11%	1	920
018S76 Ardnamurchan and Morvern	Full-time employment	1.15%	8	0.00%		1.15%	8	0.00%		694	034S08 (Inverness City) 018S50 Inverness West	Full-time employment	85.74%	848	0.81%	8	2.43%	24	0.10%	1	989
	Part-time employment	1.24%	3	0.00%		0.00%	0	0.00%		241		Part-time employment	91.52%	302	0.00%	0	0.00%	0	0.00%	0	330
	TOTAL	1.18%	11	0.00%		0.86%	8	0.00%		935		TOTAL	87.19%	1150	0.61%	8	1.82%	24	0.08%	1	1319
	LE and HMO, HPO & LM and PO	0.68%	2	0.00%		1.36%	4	0.00%		239		LE and HMO, HPO & LM and PO	82.13%	262	0.94%	3	1.25%	4	0.00%	0	319
	Intermediate Occupations	5.00%	3	0.00%		0.00%	0	0.00%		60		Intermediate Occupations	90.61%	164	1.10%	2	0.55%	1	0.00%	0	181
	SE and OAW	0.00%	0	0.00%		0.87%	2	0.00%		229		SE and OAW	93.18%	82	0.00%	0	1.14%	1	0.00%	0	88
	LS and TO, S-RO & RO	1.70%	6	0.00%		0.57%	2	0.00%		352		LS and TO, S-RO & RO	87.82%	642	0.41%	3	2.46%	18	0.14%	1	731
018S77 Caol	Full-time employment	1.17%	12	0.00%		1.75%	18	0.10%	1	1029	034S09 (Inverness City) 018S51 Canal	Full-time employment	89.62%	734	0.49%	4	1.10%	9	0.00%	0	819
	Part-time employment	1.28%	5	0.00%		0.00%	0	0.26%	1	391		Part-time employment	95.64%	285	0.00%	0	0.00%	0	0.00%	0	298
	TOTAL	1.20%	17	0.00%		1.27%	18	0.14%	2	1420		TOTAL	91.23%	1019	0.36%	4	0.81%	9	0.00%	0	1117
	LE and HMO, HPO & LM and PO	1.21%	3	0.00%		1.21%	3	0.40%	1	247		LE and HMO, HPO & LM and PO	86.76%	177	0.00%	0	0.98%	2	0.00%	0	204
	Intermediate Occupations	0.79%	1	0.00%		0.00%	0	0.79%	1	126		Intermediate Occupations	93.33%	112	0.83%	1	0.83%	1	0.00%	0	120
	SE and OAW	0.00%	0	0.00%		0.00%	0	0.00%	0	94		SE and OAW	93.42%	71	0.00%	0	0.00%	0	0.00%	0	76
	LS and TO, S-RO & RO	1.36%	13	0.00%		1.57%	15	0.00%	0	953		LS and TO, S-RO & RO	91.91%	659	0.42%	3	0.84%	6	0.00%	0	717
018S78 Fort William North	Full-time employment	0.96%	8	0.12%	1	0.84%	7	0.00%		834	034S10 (Inverness City) 018S52 Ballifeary	Full-time employment	85.58%	730	0.12%	1	1.88%	16	0.00%	0	853
	Part-time employment	0.96%	3	0.00%	0	0.00%	0	0.00%		312		Part-time employment	92.95%	277	0.34%	1	0.00%	0	0.00%	0	298
	TOTAL	0.96%	11	0.09%	1	0.61%	7	0.00%		1146		TOTAL	87.49%	1007	0.17%	2	1.39%	16	0.00%	0	1151
	LE and HMO, HPO & LM and PO	0.71%	2	0.00%	0	0.35%	1	0.00%		282		LE and HMO, HPO & LM and PO	81.35%	266	0.31%	1	1.53%	5	0.00%	0	327
	Intermediate Occupations	3.23%	4	0.00%	0	0.00%	0	0.00%		124		Intermediate Occupations	92.36%	145	0.64%	1	0.00%	0	0.00%	0	157
	SE and OAW	0.89%	1	0.00%	0	1.79%	2	0.00%		112		SE and OAW	93.86%	107	0.00%	0	0.00%	0	0.00%	0	114
	LS and TO, S-RO & RO	0.64%	4	0.16%	1	0.64%	4	0.00%		628		LS and TO, S-RO & RO	88.43%	489	0.00%	0	1.99%	11	0.00%	0	553
018S79 Fort William South	Full-time employment	1.49%	13	0.11%	1	0.92%	8	0.00%		872	034S11 (Inverness City) 018S53 Lochardil	Full-time employment	86.54%	804	0.43%	4	1.72%	16	0.00%	0	929
	Part-time employment	0.70%	2	0.00%	0	0.00%	0	0.00%		286		Part-time employment	90.76%	275	0.33%	1	0.00%	0	0.00%	0	303
	TOTAL	1.30%	15	0.09																	



# APPENDIX THIRTY-FOUR- Travel-To-Work Matrix for Highlands Council Area (tv204).

	Category	INVERNESS CITY		MORAY		ABERDEEN CITY		ABERDEENSHIRE		TOTAL
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	
034S15 (Inverness City) 018S57 Raigmore	Full-time employment	74.97%	740	0.41%	4	1.22%	12	0.10%	1	987
	Part-time employment	92.67%	278	0.00%	0	0.33%	1	0.00%	0	300
	TOTAL	79.10%	1018	0.31%	4	1.01%	13	0.08%	1	1287
	LE and HMO, HPO & LM and PO	70.14%	343	0.41%	2	0.41%	2	0.00%	0	489
	Intermediate Occupations	72.87%	137	0.00%	0	0.53%	1	0.00%	0	188
	SE and OAW	95.08%	58	0.00%	0	1.64%	1	0.00%	0	61
	LS and TO, S-RO & RO	87.43%	480	0.36%	2	1.64%	9	0.18%	1	548
	Full-time employment	82.60%	1177	0.70%	10	1.82%	26	0.14%	2	1425
	Part-time employment	91.57%	304	0.00%	0	0.00%	0	0.00%	0	332
	TOTAL	84.29%	1481	0.57%	10	1.48%	26	0.11%	2	1757
034S16 (Inverness City) 018S59 Culduthel	LE and HMO, HPO & LM and PO	82.64%	671	0.86%	7	0.99%	8	0.12%	1	812
	Intermediate Occupations	86.48%	211	0.41%	1	0.82%	2	0.41%	1	244
	SE and OAW	87.80%	108	0.00%	0	1.63%	2	0.00%	0	123
	LS and TO, S-RO & RO	84.95%	491	0.35%	2	2.42%	14	0.00%	0	578
	Full-time employment	82.61%	950	1.04%	12	2.70%	31	0.00%		1150
	Part-time employment	89.35%	344	0.26%	1	0.26%	1	0.00%		385
	TOTAL	84.30%	1294	0.85%	13	2.08%	32	0.00%		1535
	LE and HMO, HPO & LM and PO	82.92%	505	1.48%	9	1.97%	12	0.00%		609
	Intermediate Occupations	85.97%	190	0.90%	2	0.90%	2	0.00%		221
	SE and OAW	96.67%	87	0.00%	0	0.00%	0	0.00%		90
034S17 (Inverness City) 018S60 Inshes	LS and TO, S-RO & RO	83.25%	512	0.33%	2	2.93%	18	0.00%		615
	Full-time employment	31.41%	22468	0.88%	626	2.39%	1710	0.12%	88	71522
	Part-time employment	30.57%	7083	0.33%	77	0.19%	43	0.03%	6	23171
	TOTAL	31.21%	29551	0.74%	703	1.85%	1753	0.10%	94	94693
	LE and HMO, HPO & LM and PO	35.94%	10819	1.34%	403	1.82%	548	0.12%	36	30100
	Intermediate Occupations	39.68%	4126	1.21%	126	0.73%	76	0.09%	9	10399
	SE and OAW	17.17%	2173	0.16%	20	0.71%	90	0.04%	5	12654
	LS and TO, S-RO & RO	29.93%	12433	0.37%	154	2.50%	1039	0.11%	44	41540



# APPENDIX THIRTY-FIVE- Travel-To-Work Matrix for Highlands Council Area (tv201).

	Category	INVERNESS CITY		MORAY		TOTAL		Category	INVERNESS CITY		MORAY		TOTAL
		% wk in	No. wk in	% wk in	No. wk in				% wk in	No. wk in	% wk in	No. wk in	
018S01 Caithness North West	All Males	0.43%	3	0.00%		695	018S15 Brora; Tongue and Farr (part); Golspie and Rogart (part)	All Males	2.80%	19	0.00%	0	678
	All Females	0.80%	4	0.00%		503		All Females	1.51%	8	0.19%	1	530
	Aged 16-24	1.34%	2	0.00%		149		Aged 16-24	5.75%	5	1.15%	1	87
	Aged 25-34	0.42%	1	0.00%		236		Aged 25-34	1.14%	2	0.00%	0	175
	Aged 35-59	0.42%	3	0.00%		713		Aged 35-59	2.34%	19	0.00%	0	812
	Aged 60-74	1.00%	1	0.00%		100		Aged 60-74	0.75%	1	0.00%	0	134
018S02 Thurso West	All Males	0.77%	5	0.15%	1	649	018S16 Dornoch Firth (part)	All Males	4.19%	21	0.20%	1	501
	All Females	0.74%	4	0.00%	0	539		All Females	2.06%	9	0.00%	0	437
	Aged 16-24	2.21%	3	0.74%	1	136		Aged 16-24	4.59%	5	0.00%	0	109
	Aged 25-34	0.42%	1	0.00%	0	239		Aged 25-34	4.14%	6	0.00%	0	145
	Aged 35-59	0.27%	2	0.00%	0	754		Aged 35-59	2.72%	16	0.00%	0	589
	Aged 60-74	5.08%	3	0.00%	0	59		Aged 60-74	3.16%	3	1.05%	1	95
018S03 Thurso Central	All Males	1.11%	7	0.00%	0	630	018S17 Lochbroom; Gairloch; Lochcarron	All Males	2.92%	45	0.13%	2	1540
	All Females	0.98%	5	0.00%	0	510		All Females	2.29%	28	0.00%	0	1222
	Aged 16-24	0.63%	1	0.00%	0	160		Aged 16-24	3.70%	9	0.00%	0	243
	Aged 25-34	1.72%	4	0.00%	0	232		Aged 25-34	2.55%	12	0.21%	1	471
	Aged 35-59	1.02%	7	0.00%	0	686		Aged 35-59	2.60%	47	0.06%	1	1808
	Aged 60-74	0.00%	0	0.00%	0	62		Aged 60-74	2.08%	5	0.00%	0	240
018S04 Thurso East	All Males	1.13%	7	0.00%		617	018S18 Ainess and Andross	All Males	8.14%	56	0.00%	0	688
	All Females	0.77%	4	0.00%		517		All Females	10.49%	62	0.17%	1	591
	Aged 16-24	2.91%	5	0.00%		172		Aged 16-24	12.12%	20	0.00%	0	165
	Aged 25-34	0.00%	0	0.00%		267		Aged 25-34	9.33%	28	0.33%	1	300
	Aged 35-59	0.96%	6	0.00%		622		Aged 35-59	8.93%	64	0.00%	0	717
	Aged 60-74	0.00%	0	0.00%		73		Aged 60-74	6.19%	6	0.00%	0	97
018S05 Caithness Central; Caithness South East (part)	All Males	1.06%	10	0.00%		947	018S19 Tain West; Dornoch Firth (part)	All Males	8.67%	65	0.40%	3	750
	All Females	0.56%	4	0.00%		715		All Females	6.46%	40	0.16%	1	619
	Aged 16-24	0.51%	1	0.00%		197		Aged 16-24	7.41%	12	1.85%	3	162
	Aged 25-34	1.22%	4	0.00%		328		Aged 25-34	13.56%	32	0.00%	0	236
	Aged 35-59	0.62%	6	0.00%		961		Aged 35-59	5.98%	52	0.12%	1	869
	Aged 60-74	1.70%	3	0.00%		176		Aged 60-74	8.82%	9	0.00%	0	102
018S06 Caithness North East	All Males	1.19%	8	0.00%	0	671	018S20 Tain East	All Males	5.70%	34	0.00%		596
	All Females	0.94%	5	0.00%	0	530		All Females	6.13%	30	0.00%		489
	Aged 16-24	3.25%	4	0.00%	0	123		Aged 16-24	5.93%	8	0.00%		135
	Aged 25-34	0.89%	2	0.00%	0	224		Aged 25-34	12.26%	26	0.00%		212
	Aged 35-59	0.81%	6	0.00%	0	741		Aged 35-59	3.87%	26	0.00%		672
	Aged 60-74	0.88%	1	0.00%	0	113		Aged 60-74	6.06%	4	0.00%		66
018S07 Wick	All Males	1.14%	7	0.33%	2	614	018S21 Seaboard	All Males	8.09%	45	0.18%	1	556
	All Females	1.11%	6	0.00%	0	541		All Females	8.16%	36	0.00%	0	441
	Aged 16-24	2.37%	4	0.59%	1	169		Aged 16-24	17.65%	21	0.00%	0	119
	Aged 25-34	1.08%	3	0.00%	0	279		Aged 25-34	8.99%	17	0.00%	0	189
	Aged 35-59	0.62%	4	0.15%	1	649		Aged 35-59	6.46%	41	0.16%	1	635
	Aged 60-74	3.45%	2	0.00%	0	58		Aged 60-74	3.70%	2	0.00%	0	54
018S08 Wick West	All Males	1.67%	9	0.00%	0	539	018S22 Invergordon	All Males	9.01%	52	0.17%	1	577
	All Females	1.53%	7	0.22%	1	458		All Females	8.92%	44	0.20%	1	493
	Aged 16-24	0.00%	0	0.00%	0	112		Aged 16-24	13.61%	20	0.00%	0	147
	Aged 25-34	2.88%	6	0.48%	1	208		Aged 25-34	7.66%	19	0.40%	1	248
	Aged 35-59	1.50%	9	0.00%	0	599		Aged 35-59	8.54%	52	0.16%	1	609
	Aged 60-74	1.28%	1	0.00%	0	78		Aged 60-74	7.58%	5	0.00%	0	66
018S09 Pulteneytown	All Males	1.76%	10	0.35%	2	567	018S23 Rosskeen and Saltburn	All Males	9.96%	74	0.13%	1	743
	All Females	1.26%	6	0.00%	0	475		All Females	9.15%	56	0.33%	2	612
	Aged 16-24	3.49%	6	1.16%	2	172		Aged 16-24	10.65%	18	0.00%	0	169
	Aged 25-34	1.76%	4	0.00%	0	227		Aged 25-34	13.43%	36	0.37%	1	268
	Aged 35-59	1.02%	6	0.00%	0	588		Aged 35-59	8.46%	71	0.24%	2	839
	Aged 60-74	0.00%	0	0.00%	0	55		Aged 60-74	6.33%	5	0.00%	0	79
018S10 Caithness South East (part)	All Males	0.78%	3	0.00%		385	018S26 Ferindonald	All Males	12.39%	97	0.00%	0	783
	All Females	0.36%	1	0.00%		277		All Females	18.33%	112	0.33%	2	611
	Aged 16-24	1.37%	1	0.00%		73		Aged 16-24	14.46%	24	0.00%	0	166
	Aged 25-34	0.86%	1	0.00%		116		Aged 25-34	19.34%	59	0.33%	1	305
	Aged 35-59	0.25%	1	0.00%		406		Aged 35-59	14.17%	122	0.12%	1	861
	Aged 60-74	1.49%	1	0.00%		67		Aged 60-74	6.45%	4	0.00%	0	62
018S11 Sutherland North West	All Males	1.26%	7	0.00%		554	018S28 Dingwall South	All Males	16.29%	94	0.52%	3	577
	All Females	1.44%	6	0.00%		417		All Females	21.67%	101	0.00%	0	466
	Aged 16-24	4.23%	3	0.00%		71		Aged 16-24	17.95%	28	0.00%	0	156
	Aged 25-34	2.26%	4	0.00%		177		Aged 25-34	23.28%	54	0.86%	2	232
	Aged 35-59	0.95%	6	0.00%		633		Aged 35-59	18.37%	108	0.17%	1	588
	Aged 60-74	0.00%	0	0.00%		90		Aged 60-74	7.46%	5	0.00%	0	67
018S12 Tongue and Farr (part)	All Males	0.53%	2	0.00%		380	018S29 Dingwall North; Strathpeffer and Strathconon (part)	All Males	16.69%	212	0.47%	6	1270
	All Females	1.35%	4	0.00%		297		All Females	15.99%	176	0.27%	3	1101
	Aged 16-24	0.00%	0	0.00%		58		Aged 16-24	20.63%	65	0.00%	0	315
	Aged 25-34	3.33%	3	0.00%		90		Aged 25-34	17.81%	78	0.23%	1	438
	Aged 35-59	0.44%	2	0.00%		457		Aged 35-59	15.66%	227	0.55%	8	1450
	Aged 60-74	1.39%	1	0.00%		72		Aged 60-74	10.71%	18	0.00%	0	168
018S13 Sutherland Central	All Males	2.67%	14	0.19%	1	524	018S30 Muir of Ord; Strathpeffer and Strathconon (part)	All Males	24.25%	210	0.35%	3	866
	All Females	4.30%	18	0.00%	0	419		All Females	31.10%	223	0.14%	1	717
	Aged 16-24	3.95%	3	0.00%	0	76		Aged 16-24	25.30%	42	0.00%	0	166
	Aged 25-34	4.76%	6	0.00%	0	126		Aged 25-34	27.02%	87	0.31%	1	322
	Aged 35-59	3.55%	23	0.15%	1	647		Aged 35-59	28.75%	282	0.20%	2	981
	Aged 60-74	0.00%	0	0.00%	0	94		Aged 60-74	19.30%	22	0.88%	1	114
018S14 Golspie and Rogart (part)	All Males	1.37%	5	0.00%		366	018S31 Conon and Maryburgh	All Males	26.32%	194	0.14%	1	737
	All Females	1.00%	3	0.00%		301		All Females	25.77%	159	0.16%	1	617
	Aged 16-24	1.52%	1	0.00%		66		Aged 16-24	19.53%	25	0.00%	0	128
	Aged 25-34	1.98%	2	0.00%		101		Aged 25-34	32.30%	83	0.39%	1	257
	Aged 35-59	0.66%	3	0.00%		455		Aged 35-59	25.53%	229	0.11%	1	897
	Aged 60-74	4.44%	2	0.00%		45		Aged 60-74	22.22%	16	0.00%	0	72




# APPENDIX THIRTY-FIVE- Travel-To-Work Matrix for Highlands Council Area (tv201).

	Category	INVERNESS CITY		MORAY		TOTAL		Category	INVERNESS CITY		MORAY		TOTAL
		% wk in	No. wk in	% wk in	No. wk in				% wk in	No. wk in	% wk in	No. wk in	
018S33 Black Isle North	All Males	26.15%	187	0.70%	5	715	018S65	All Males	18.73%	121	6.97%	45	646
	All Females	35.10%	205	0.34%	2	584	018S66 Nairn Cawdor	All Females	19.83%	115	7.41%	43	580
	Aged 16-24	40.59%	41	0.00%	0	101		Aged 16-24	24.03%	31	7.75%	10	129
	Aged 25-34	36.22%	67	1.08%	2	185		Aged 25-34	24.17%	73	13.25%	40	302
	Aged 35-59	28.77%	269	0.32%	3	935		Aged 35-59	16.48%	118	5.31%	38	716
	Aged 60-74	19.23%	15	2.56%	2	78		Aged 60-74	17.72%	14	0.00%	0	79
018S34 Avoch Fortrose	All Males	31.91%	239	0.93%	7	749	018S67 Nairn Auldearn	All Males	22.60%	141	5.61%	35	624
	All Females	40.15%	263	0.15%	1	655		All Females	20.32%	102	3.78%	19	502
	Aged 16-24	38.56%	59	1.31%	2	153		Aged 16-24	20.30%	27	8.27%	11	133
	Aged 25-34	41.59%	94	0.00%	0	226		Aged 25-34	29.32%	56	4.71%	9	191
	Aged 35-59	35.02%	326	0.64%	6	931		Aged 35-59	20.42%	146	4.62%	33	715
	Aged 60-74	24.47%	23	0.00%	0	94		Aged 60-74	16.09%	14	1.15%	1	87
018S35 Snizort and Trotternish	All Males	0.95%	5	0.00%		525	018S68 Badenoch West (part)	All Males	15.85%	113	13.04%	93	713
	All Females	1.69%	7	0.00%		414		All Females	18.10%	99	10.05%	55	547
	Aged 16-24	1.05%	1	0.00%		95		Aged 16-24	23.64%	26	9.09%	10	110
	Aged 25-34	1.04%	2	0.00%		192		Aged 25-34	19.22%	49	14.90%	38	255
	Aged 35-59	1.50%	9	0.00%		600		Aged 35-59	16.23%	129	12.20%	97	795
	Aged 60-74	0.00%	0	0.00%		52		Aged 60-74	8.00%	8	3.00%	3	100
018S36 Skye West; Skye Central (part)	All Males	1.34%	6	0.22%	1	447	018S69 Badenoch East; Badenoch West (part)	All Males	2.34%	11	0.21%	1	471
	All Females	1.44%	6	0.00%	0	416		All Females	4.08%	16	0.51%	2	392
	Aged 16-24	3.03%	2	0.00%	0	66		Aged 16-24	2.90%	2	0.00%	0	69
	Aged 25-34	3.23%	4	0.00%	0	124		Aged 25-34	0.79%	1	1.59%	2	126
	Aged 35-59	0.69%	4	0.17%	1	580		Aged 35-59	3.79%	22	0.17%	1	581
	Aged 60-74	2.15%	2	0.00%	0	93		Aged 60-74	2.30%	2	0.00%	0	83
018S37 Portree; Skye Central (part)	All Males	1.43%	14	0.20%	2	980	018S70 Strathspey South	All Males	5.81%	38	0.46%	3	654
	All Females	1.16%	10	0.00%	0	861		All Females	3.97%	23	0.34%	2	580
	Aged 16-24	2.21%	4	0.55%	1	181		Aged 16-24	2.78%	4	0.00%	0	144
	Aged 25-34	1.92%	7	0.00%	0	365		Aged 25-34	5.00%	12	0.42%	1	240
	Aged 35-59	1.11%	13	0.00%	0	1170		Aged 35-59	4.94%	37	0.40%	3	749
	Aged 60-74	0.00%	0	0.80%	1	125		Aged 60-74	7.92%	8	0.99%	1	101
018S39 Kyle and Sleat; Kinlochshiel	All Males	0.97%	9	0.11%	1	931	018S71 Strathspey North East	All Males	7.02%	51	0.83%	6	727
	All Females	1.49%	12	0.00%	0	804		All Females	8.46%	54	0.31%	2	638
	Aged 16-24	3.31%	5	0.00%	0	151		Aged 16-24	7.97%	11	1.45%	2	138
	Aged 25-34	0.62%	2	0.00%	0	324		Aged 25-34	11.05%	40	0.55%	2	362
	Aged 35-59	1.06%	12	0.09%	1	1128		Aged 35-59	6.74%	52	0.52%	4	772
	Aged 60-74	1.52%	2	0.00%	0	132		Aged 60-74	2.15%	2	0.00%	0	93
018S41 Beaully and Strathglass	All Males	29.57%	170	0.00%	0	575	018S72 Grantown on Spey	All Males	5.95%	39	3.20%	21	656
	All Females	42.03%	203	0.00%	0	483		All Females	6.36%	36	1.77%	10	566
	Aged 16-24	40.00%	40	0.00%	0	100		Aged 16-24	8.57%	9	3.81%	4	105
	Aged 25-34	45.16%	98	0.00%	0	217		Aged 25-34	8.37%	18	3.72%	8	215
	Aged 35-59	31.70%	214	0.00%	0	675		Aged 35-59	5.43%	43	2.02%	16	792
	Aged 60-74	31.82%	21	0.00%	0	66		Aged 60-74	4.55%	5	2.73%	3	110
018S48 Ardersier, Croy and Petty	All Males	30.01%	283	1.91%	18	943	018S73 Mallaig and Small Isles	All Males	5.84%	30	3.89%	20	514
	All Females	53.93%	350	1.69%	11	649		All Females	5.66%	26	0.87%	4	459
	Aged 16-24	28.19%	73	1.93%	5	259		Aged 16-24	11.01%	12	0.92%	1	109
	Aged 25-34	41.26%	144	2.01%	7	349		Aged 25-34	7.04%	14	3.02%	6	199
	Aged 35-59	44.51%	397	1.79%	16	892		Aged 35-59	4.59%	27	2.72%	16	588
	Aged 60-74	20.65%	19	1.09%	1	92		Aged 60-74	3.90%	3	1.30%	1	77
018S49 Loch Ness West (part); Drumossie (part)	All Males	23.01%	168	0.41%	3	730	018S74 Kilmallie and Invergarry	All Males	0.20%	1	0.00%		491
	All Females	30.36%	194	0.16%	1	639		All Females	1.25%	5	0.00%		401
	Aged 16-24	29.47%	28	0.00%	0	95		Aged 16-24	0.00%	0	0.00%		97
	Aged 25-34	27.98%	61	0.46%	1	218		Aged 25-34	0.50%	1	0.00%		199
	Aged 35-59	26.75%	252	0.32%	3	942		Aged 35-59	0.59%	3	0.00%		508
	Aged 60-74	18.42%	21	0.00%	0	114		Aged 60-74	2.27%	2	0.00%		88
018S58 Loch Ness East	All Males	53.03%	359	0.59%	4	677	018S75 Claggan and Glen Spean; Glencoe (part)	All Males	1.65%	9	0.00%		545
	All Females	73.88%	447	0.17%	1	605		All Females	1.55%	7	0.00%		453
	Aged 16-24	66.36%	73	0.00%	0	110		Aged 16-24	3.19%	3	0.00%		94
	Aged 25-34	61.57%	149	0.00%	0	242		Aged 25-34	0.00%	0	0.00%		179
	Aged 35-59	63.82%	554	0.58%	5	868		Aged 35-59	1.71%	11	0.00%		645
	Aged 60-74	48.39%	30	0.00%	0	62		Aged 60-74	2.50%	2	0.00%		80
018S61 Drumossie (part)	All Males	52.78%	361	0.58%	4	684	018S76 Ardnamurchan and Morvern	All Males	1.24%	9	0.28%	2	724
	All Females	67.61%	407	0.50%	3	602		All Females	2.76%	17	0.00%	0	615
	Aged 16-24	64.18%	86	0.00%	0	134		Aged 16-24	3.68%	5	0.74%	1	136
	Aged 25-34	66.67%	164	0.81%	2	246		Aged 25-34	1.68%	4	0.00%	0	238
	Aged 35-59	58.95%	484	0.61%	5	821		Aged 35-59	1.52%	13	0.12%	1	857
	Aged 60-74	40.00%	34	0.00%	0	85		Aged 60-74	3.70%	4	0.00%	0	108
018S62 Westhill and Smithton	All Males	60.03%	467	0.90%	7	778	018S77 Caol	All Males	1.52%	8	0.00%		528
	All Females	75.49%	576	0.26%	2	763		All Females	0.74%	3	0.00%		407
	Aged 16-24	72.17%	153	0.94%	2	212		Aged 16-24	3.13%	2	0.00%		64
	Aged 25-34	72.58%	323	1.12%	5	445		Aged 25-34	2.63%	4	0.00%		152
	Aged 35-59	65.15%	529	0.12%	1	812		Aged 35-59	0.81%	5	0.00%		617
	Aged 60-74	52.78%	38	1.39%	1	72		Aged 60-74	0.00%	0	0.00%		102
018S63 Balloch	All Males	55.25%	468	2.95%	25	847	018S78 Fort William North	All Males	1.33%	10	0.00%		750
	All Females	72.30%	548	0.66%	5	758		All Females	1.04%	7	0.00%		670
	Aged 16-24	75.89%	107	2.13%	3	141		Aged 16-24	2.56%	5	0.00%		195
	Aged 25-34	66.49%	252	3.17%	12	379		Aged 25-34	0.66%	2	0.00%		305
	Aged 35-59	61.00%	621	1.47%	15	1018		Aged 35-59	1.07%	9	0.00%		843
	Aged 60-74	53.73%	36	0.00%	0	67		Aged 60-74	1.30%	1	0.00%		77
018S64 Nairn Altan	All Males	21.10%	127	9.14%	55	602		All Males	1.00%	6	0.17%	1	600
	All Females	23.27%	118	5.72%	29	507		All Females	0.92%	5	0.00%	0	546
	Aged 16-24	33.33%	36	9.26%	10	108		Aged 16-24	0.76%	1	0.00%	0	132
	Aged 25-34	28.00%	42	7.33%	11	150		Aged 25-34	0.57%	2	0.00%	0	351
	Aged 35-59	20.18%	154	7.47%	57	763		Aged 35-59	0.98%	6	0.16%	1	613
	Aged 60-74	14.77%	13	6.82%	6	88		Aged 60-74	4.00%	2	0.00%	0	50



# APPENDIX THIRTY-FIVE- Travel-To-Work Matrix for Highlands Council Area (tv201).

	Category	INVERNESS CITY		MORAY		TOTAL
		% wk in	No. wk in	% wk in	No. wk in	
018S79 Fort William South	All Males	1.48%	9	0.16%	1	609
	All Females	1.09%	6	0.00%	0	549
	Aged 16-24	2.48%	4	0.00%	0	161
	Aged 25-34	0.80%	2	0.00%	0	250
	Aged 35-59	1.31%	9	0.15%	1	688
	Aged 60-74	0.00%	0	0.00%	0	59
018S80 Glencoe (part)	All Males	1.90%	10	0.00%		526
	All Females	0.86%	4	0.00%		465
	Aged 16-24	2.27%	3	0.00%		132
	Aged 25-34	1.79%	3	0.00%		168
	Aged 35-59	1.15%	7	0.00%		610
	Aged 60-74	1.23%	1	0.00%		81
034S01 (Inverness City) 018S32 Knockbain and Killearnan	All Males	75.31%	549	0.55%	4	729
	All Females	79.70%	471	0.51%	3	591
	Aged 16-24	80.95%	85	2.86%	3	105
	Aged 25-34	73.10%	144	0.00%	0	197
	Aged 35-59	77.45%	711	0.33%	3	918
	Aged 60-74	80.00%	80	1.00%	1	100
034S02 (Inverness City) 018S42 Kirkhill; Loch Ness West (part)	All Males	80.70%	761	0.32%	3	943
	All Females	83.36%	631	0.00%	0	757
	Aged 16-24	79.69%	102	0.78%	1	128
	Aged 25-34	80.00%	216	0.37%	1	270
	Aged 35-59	82.11%	973	0.08%	1	1185
	Aged 60-74	86.32%	101	0.00%	0	117
034S03 (Inverness City) 018S43 Scorguie	All Males	80.74%	675	0.96%	8	836
	All Females	92.58%	711	0.39%	3	768
	Aged 16-24	84.69%	166	1.02%	2	196
	Aged 25-34	87.22%	314	0.56%	2	360
	Aged 35-59	86.60%	866	0.50%	5	1000
	Aged 60-74	83.33%	40	4.17%	2	48
034S04 (Inverness City) 018S44 Muirtown	All Males	83.58%	453	0.37%	2	542
	All Females	91.67%	484	0.19%	1	528
	Aged 16-24	89.29%	125	0.00%	0	140
	Aged 25-34	86.87%	225	0.00%	0	259
	Aged 35-59	87.02%	516	0.51%	3	593
	Aged 60-74	91.03%	71	0.00%	0	78
034S05 (Inverness City) 018S45 Merkinch	All Males	83.19%	391	0.21%	1	470
	All Females	91.63%	372	0.25%	1	406
	Aged 16-24	88.31%	136	1.30%	2	154
	Aged 25-34	85.83%	212	0.00%	0	247
	Aged 35-59	86.71%	372	0.00%	0	429
	Aged 60-74	93.48%	43	0.00%	0	46
034S06 (Inverness City) 018S46 Inverness Central	All Males	83.52%	588	0.85%	6	704
	All Females	90.31%	559	0.32%	2	619
	Aged 16-24	88.05%	199	0.88%	2	226
	Aged 25-34	85.14%	315	0.81%	3	370
	Aged 35-59	86.09%	557	0.31%	2	647
	Aged 60-74	95.00%	76	1.25%	1	80
034S07 (Inverness City) 018S47 Culloden	All Males	80.36%	753	1.28%	12	937
	All Females	81.58%	731	0.33%	3	896
	Aged 16-24	84.75%	239	1.42%	4	282
	Aged 25-34	79.22%	385	1.03%	5	486
	Aged 35-59	80.78%	807	0.60%	6	999
	Aged 60-74	80.30%	53	0.00%	0	66
034S08 (Inverness City) 018S50 Inverness West	All Males	83.19%	579	0.86%	6	696
	All Females	91.65%	571	0.32%	2	623
	Aged 16-24	88.11%	200	1.76%	4	227
	Aged 25-34	86.89%	212	0.82%	2	244
	Aged 35-59	86.47%	671	0.26%	2	776
	Aged 60-74	93.06%	67	0.00%	0	72
034S09 (Inverness City) 018S51 Canal	All Males	88.38%	517	0.68%	4	585
	All Females	94.36%	502	0.00%	0	532
	Aged 16-24	93.42%	142	0.66%	1	152
	Aged 25-34	87.20%	218	0.80%	2	250
	Aged 35-59	91.82%	595	0.15%	1	648
	Aged 60-74	95.52%	64	0.00%	0	67
034S10 (Inverness City) 018S52 Ballifeary	All Males	84.26%	498	0.00%	0	591
	All Females	90.89%	509	0.36%	2	560
	Aged 16-24	87.86%	123	0.71%	1	140
	Aged 25-34	84.56%	230	0.37%	1	272
	Aged 35-59	88.15%	580	0.00%	0	658
	Aged 60-74	91.36%	74	0.00%	0	81
034S11 (Inverness City) 018S53 Lochardil	All Males	86.26%	590	0.58%	4	684
	All Females	89.23%	489	0.18%	1	548
	Aged 16-24	80.21%	77	1.04%	1	96
	Aged 25-34	89.13%	205	0.00%	0	230
	Aged 35-59	87.65%	724	0.48%	4	826
	Aged 60-74	91.25%	73	0.00%	0	80
034S12 (Inverness City) 018S54 Hilton	All Males	84.73%	516	0.16%	1	609
	All Females	93.84%	594	0.16%	1	633
	Aged 16-24	91.35%	169	0.00%	0	185
	Aged 25-34	86.67%	286	0.30%	1	330
	Aged 35-59	89.86%	585	0.15%	1	651
	Aged 60-74	92.11%	70	0.00%	0	76

	Category	INVERNESS CITY		MORAY		TOTAL
		% wk in	No. wk in	% wk in	No. wk in	
034S13 (Inverness City) 018S55 Milton	All Males	84.12%	588	0.43%	3	699
	All Females	92.82%	608	0.15%	1	655
	Aged 16-24	89.36%	168	0.53%	1	188
	Aged 25-34	89.30%	242	0.74%	2	271
	Aged 35-59	87.82%	728	0.12%	1	829
	Aged 60-74	87.88%	58	0.00%	0	66
034S14 (Inverness City) 018S56 Crown	All Males	82.47%	621	0.80%	6	753
	All Females	89.63%	631	0.28%	2	704
	Aged 16-24	90.85%	149	0.00%	0	164
	Aged 25-34	84.97%	277	0.61%	2	326
	Aged 35-59	84.90%	748	0.68%	6	881
	Aged 60-74	90.70%	78	0.00%	0	86
034S15 (Inverness City) 018S57 Raigmore	All Males	68.34%	462	0.44%	3	676
	All Females	91.00%	556	0.16%	1	611
	Aged 16-24	78.30%	166	0.47%	1	212
	Aged 25-34	72.34%	306	0.47%	2	423
	Aged 35-59	83.19%	500	0.17%	1	601
	Aged 60-74	90.20%	46	0.00%	0	51
034S16 (Inverness City) 018S59 Culduthel	All Males	80.24%	735	0.87%	8	916
	All Females	88.70%	746	0.24%	2	841
	Aged 16-24	85.49%	165	0.52%	1	193
	Aged 25-34	83.50%	501	0.67%	4	600
	Aged 35-59	84.95%	773	0.55%	5	910
	Aged 60-74	77.78%	42	0.00%	0	54
034S17 (Inverness City) 018S60 Inshes	All Males	80.93%	658	1.11%	9	813
	All Females	88.09%	636	0.55%	4	722
	Aged 16-24	84.39%	146	1.73%	3	173
	Aged 25-34	82.07%	270	0.91%	3	329
	Aged 35-59	84.96%	802	0.74%	7	944
	Aged 60-74	85.39%	76	0.00%	0	89
 HIGHLAND COUNCIL AREA	All Males	28.78%	14718	0.92%	468	51144
	All Females	34.06%	14833	0.54%	235	43549
	Aged 16-24	34.63%	3746	0.90%	97	10816
	Aged 25-34	35.00%	6828	0.96%	187	19506
	Aged 35-59	30.06%	17423	0.68%	393	57957
	Aged 60-74	24.23%	1554	0.41%	26	6414



# APPENDIX THIRTY-SIX- Travel-To-Work Matrix for Moray Council Area (tv204).

	Category	ABERDEEN CITY		ABERDEENSHIRE		MORAY		HIGHLAND		INVERNESS		OTHER		TOTAL		Category	ABERDEEN CITY		ABERDEENSHIRE		MORAY		HIGHLAND		INVERNESS		OTHER		TOTAL
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in			% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in		
021501 Elgin - Bishopmill West	Full-time employment	5.98%	76	1.89%	24	88.74%	1127	1.50%	19	1.26%	16	1.89%	24	1270	Lhanbryde and Birnie (part)	Full-time employment	5.03%	56	2.24%	25	88.69%	988	1.53%	17	0.81%	9	2.51%	28	1114
	Part-time employment	1.49%	6	0.74%	3	96.53%	390	0.99%	4	0.25%	1	0.25%	1	404		Part-time employment	2.51%	9	1.95%	7	94.71%	340	0.00%	0	0.84%	3	359		
	TOTAL	4.90%	82	1.61%	27	90.62%	1517	1.37%	23	1.02%	17	1.49%	25	1674		TOTAL	4.31%	65	2.17%	32	90.16%	1328	1.53%	17	0.61%	9	2.10%	31	1473
	LE and HMO, HPO & LM and PO	4.08%	31	1.98%	25	89.79%	686	2.49%	19	1.36%	16	1.70%	13	764		LE and HMO, HPO & LM and PO	5.25%	25	2.33%	11	86.85%	1328	1.91%	9	0.42%	2	3.81%	18	472
	Intermediate Occupations	4.19	10	0.00%	0	92.34%	199	0.48%	1	0.48%	1	0.28%	5	209		Intermediate Occupations	4.27%	13	0.00%	0	92.34%	173	0.56%	1	0.27%	1	2.70%	4	313
	SE and OAW	0.89%	1	2.68%	3	95.54%	107	0.00%	0	0.00%	0	0.89%	1	112		SE and OAW	0.52%	1	1.04%	2	96.89%	187	1.55%	3	1.55%	3	0.00%	0	193
	LS and TO, S-RO & RO	6.79%	40	1.53%	9	90.15%	531	0.51%	3	0.17%	1	1.02%	6	589		LS and TO, S-RO & RO	5.30%	35	2.27%	15	90.45%	597	0.61%	4	0.45%	3	1.36%	9	660
021502 Elgin - Bishopmill East	Full-time employment	6.31%	75	2.61%	31	87.38%	1039	1.93%	23	1.35%	16	1.77%	21	1189	021516 Innes	Full-time employment	5.07%	63	3.22%	40	86.96%	1080	1.85%	23	1.69%	21	2.90%	36	1242
	Part-time employment	0.94%	4	0.94%	4	97.65%	416	0.23%	1	0.00%	0	0.23%	1	426		Part-time employment	2.01%	6	1.51%	6	95.48%	380	2.55%	1	0.00%	0	0.73%	3	398
	TOTAL	4.89%	79	2.17%	35	90.09%	1455	1.49%	24	0.99%	16	1.36%	22	1615		TOTAL	4.33%	71	2.80%	46	89.02%	1460	1.46%	24	1.28%	21	2.38%	35	1640
	LE and HMO, HPO & LM and PO	6.58%	25	4.21%	16	82.11%	312	4.21%	16	2.89%	11	2.89%	11	380		LE and HMO, HPO & LM and PO	4.47%	28	3.04%	19	87.54%	548	1.92%	12	1.76%	11	3.04%	15	626
	Intermediate Occupations	5.29%	10	0.53%	2	89.42%	169	1.96%	2	0.00%	0	3.70%	7	199		Intermediate Occupations	4.77%	4	88.38%	173	0.56%	1	0.56%	1	4.04%	8	131		
	SE and OAW	2.13%	2	4.26%	4	93.62%	88	0.00%	0	0.00%	0	0.00%	0	94		SE and OAW	0.56%	1	2.23%	4	96.85%	173	0.56%	1	0.56%	1	0.00%	0	179
	LS and TO, S-RO & RO	4.41%	42	1.47%	14	93.07%	886	0.63%	6	0.53%	5	0.42%	4	952		LS and TO, S-RO & RO	5.97%	38	2.98%	19	88.54%	564	0.63%	4	0.63%	4	1.88%	12	637
021503 Elgin - Cathedral	Full-time employment	4.02%	50	2.41%	30	89.54%	1113	1.85%	23	1.21%	15	2.17%	27	1243	021517 Lennox	Full-time employment	9.32%	86	4.88%	45	82.88%	765	0.98%	9	0.76%	7	1.95%	18	923
	Part-time employment	1.73%	6	0.58%	2	96.25%	334	0.29%	1	0.29%	1	1.15%	4	347		Part-time employment	2.43%	7	2.43%	7	94.10%	271	0.69%	2	0.00%	0	0.35%	1	288
	TOTAL	3.52%	56	2.01%	32	91.01%	1447	1.51%	24	1.01%	16	1.95%	31	1590		TOTAL	7.68%	93	4.29%	52	85.55%	1036	0.91%	11	0.58%	7	1.57%	19	1211
	LE and HMO, HPO & LM and PO	4.49%	25	2.89%	15	87.97%	490	2.51%	14	1.80%	10	2.33%	13	557		LE and HMO, HPO & LM and PO	6.55%	26	5.79%	23	85.39%	338	1.01%	4	0.50%	2	1.26%	5	397
	Intermediate Occupations	4.18%	10	0.00%	0	92.34%	199	0.48%	1	0.48%	1	0.28%	5	209		Intermediate Occupations	4.77%	13	0.00%	0	92.34%	173	0.56%	1	0.27%	1	2.70%	4	313
	SE and OAW	0.00%	0	2.20%	2	96.70%	88	1.10%	1	1.10%	1	0.00%	0	91		SE and OAW	1.40%	2	0.00%	0	97.20%	139	0.00%	0	0.00%	0	1.40%	2	143
	LS and TO, S-RO & RO	2.99%	21	1.85%	13	94.17%	662	0.28%	2	0.14%	1	0.71%	5	703		LS and TO, S-RO & RO	10.55%	58	4.00%	22	83.45%	459	0.55%	3	0.18%	1	1.45%	8	550
021504 Elgin - Central West	Full-time employment	5.91%	68	1.74%	20	87.91%	1011	2.70%	31	2.09%	24	1.74%	20	1150	021518 Buckie West	Full-time employment	19.09%	194	6.50%	66	70.57%	717	0.89%	9	0.30%	3	2.95%	30	1160
	Part-time employment	1.52%	5	1.52%	5	96.05%	316	0.30%	1	0.00%	0	0.61%	2	329		Part-time employment	2.14%	6	3.22%	12	94.10%	351	2.77%	1	0.00%	0	0.27%	1	373
	TOTAL	4.94%	73	1.69%	25	89.72%	1327	2.16%	32	1.62%	24	1.49%	22	1479		TOTAL	14.54%	202	5.62%	78	76.89%	1068	2.72%	10	0.22%	3	2.23%	31	1399
	LE and HMO, HPO & LM and PO	4.14%	29	1.43%	10	89.14%	624	3.29%	23	2.43%	17	2.00%	14	703		LE and HMO, HPO & LM and PO	17.72%	51	4.73%	14	74.32%	220	1.35%	4	1.01%	3	2.36%	7	296
	Intermediate Occupations	5.29%	10	0.53%	2	89.42%	169	1.96%	2	0.00%	0	3.70%	7	199		Intermediate Occupations	6.77%	4	84.98%	173	0.56%	1	0.56%	1	1.50%	3	144		
	SE and OAW	0.00%	0	3.47%	4	95.83%	138	0.69%	1	0.69%	1	0.00%	0	144		SE and OAW	1.31%	2	1.11%	17	84.31%	129	0.65%	1	0.00%	0	0.261%	4	153
	LS and TO, S-RO & RO	7.54%	35	1.72%	8	88.36%	410	1.08%	5	0.86%	4	1.29%	6	464		LS and TO, S-RO & RO	17.60%	142	4.71%	38	75.09%	606	0.37%	3	0.00%	0	2.23%	18	807
021505 New Elgin West	Full-time employment	6.34%	74	1.89%	22	87.15%	1017	2.57%	30	0.86%	10	2.06%	24	1167	021519 Buckie Central	Full-time employment	21.44%	194	6.63%	60	67.51%	611	0.44%	4	0.22%	2	3.98%	36	905
	Part-time employment	1.99%	8	0.50%	2	97.27%	392	0.00%	0	0.00%	0	0.25%	1	403		Part-time employment	2.24%	6	4.20%	15	93.28%	333	0.00%	0	0.00%	0	0.28%	1	357
	TOTAL	5.22%	82	1.53%	24	89.75%	1409	1.91%	30	0.64%	10	1.59%	25	1570		TOTAL	16.01%	202	5.94%	75	74.80%	944	0.32%	4	0.16%	2	2.93%	37	1262
	LE and HMO, HPO & LM and PO	4.91%	19	1.29%	8	87.60%	339	3.62%	14	2.07%	8	2.58%	10	387		LE and HMO, HPO & LM and PO	18.87%	42	9.24%	23	69.89%	172	0.40%	1	0.40%	1	1.42%	11	249
	Intermediate Occupations	3.17%	6	0.53%	3	91.04%	173	1.08%	2	0.53%	1	1.37%	7	188		Intermediate Occupations	12.00%	12	2.00%	2	80.81%	120	0.51%	5	5.10%	5	0.00%	0	510
	SE and OAW	0.80%	1	4.00%	1	92.80%	116	0.80%	1	0.00%	0	1.60%	2	125		SE and OAW	1.23%	2	5.52%	9	87.73%	143	0.61%	1	0.00%	0	0.91%	8	163
	LS and TO, S-RO & RO	6.44%	56	1.50%	13	89.87%	781	1.50%	13	0.12%	1	0.69%	6	869		LS and TO, S-RO & RO	19.41%	146	5.45%	41	73.14%	550	0.27%	2	0.13%	1	1.73%	13	752
021506 New Elgin East	Full-time employment	7.33%	89	2.96%	36	85.60%	1040	2.06%	25	1.40%	17	2.06%	25	1215	021520 Buckie East and Findochy	Full-time employment	21.50%	195	8.05%	73	65.38%	593	1.87%	17	0.44%	4	3.20%	29	907
	Part-time employment	0.00%	0	1.75%	7	97.01%	380	0.75%	3	0.50%	2	0.50%	2	401		Part-time employment	2.56%	9	5.68%	20	90.91%	320	0.28%	1	0.00%	0	0.57%	2	352
	TOTAL	5.51%	89	2.66%	43	88.43%	1429	1.73%	28	1.18%	19	1.67%	27	1616		TOTAL	16.20%	204	7.39%	93	72.62%	913	1.43%	18	0.32%	4	2.46%	31	1259
	LE and HMO, HPO & LM and PO	5.85%	24	3.90%	16	84.15%	345	3.17%	13	2.44%	10	2.93%	12	410		LE and HMO, HPO & LM and PO	15.30%	43	10.69%	30	69.94%	194	1.07%	3	0.71%	2	2.91%	11	281
	Intermediate Occupations	2.50%	5	3.50%	7	89.00%	178	1.50%	3	1.50%	3	0.00%	0	200		Intermediate Occupations	17.00%	17	3.50%	30	69.94%	194	1.07%	3	0.71%	2	2.91%	11	281
	SE and OAW	0.93%	1	0.93%	1	96.26%	103	1.87%	2	0.93%	1	0.00%	0	107		SE and OAW	7.14%	10	10.00%	14	71.43%	100	1.74%	10	0.00%	0	4.29%	6	140
	LS and TO, S-RO & RO	6.56%	59	2.11%	19	89.32%	803	1.11%	10	0.56%	5	0.89%	8	899		LS and TO, S-RO & RO	19.83%	144	6.20%	45	71.63%	520	0.69%	5	0.28%	2			



## APPENDIX THIRTY-SEVEN- Travel-To-Work Matrix for Moray Council Area (tv201).

	Category	ABERDEEN CITY		ABERDEENSHIRE		MORAY		HIGHLAND		INVERNESS		OTHER		TOTAL
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	
021S01 Elgin - Bishopmill West	All Males	6.78%	67	1.82%	18	87.45%	864	1.72%	17	1.42%	14	2.23%	22	988
	All Females	2.19%	15	1.31%	9	95.19%	653	0.87%	6	0.44%	3	0.44%	3	686
	Aged 16-24	6.38%	9	0.71%	1	87.94%	124	0.71%	1	0.71%	1	4.26%	6	141
	Aged 25-34	5.06%	24	1.90%	9	91.56%	434	0.63%	3	0.63%	3	0.84%	4	474
	Aged 35-59	4.82%	47	1.44%	14	90.46%	882	1.74%	17	1.23%	12	1.54%	15	975
	Aged 60-74	2.38%	2	3.57%	3	91.67%	77	2.38%	2	1.19%	1	0.00%	0	84
021S02 Elgin - Bishopmill East	All Males	7.15%	63	3.52%	31	85.70%	755	1.70%	15	1.36%	12	1.54%	17	881
	All Females	2.18%	16	0.54%	4	95.37%	700	1.23%	9	0.54%	4	0.68%	5	734
	Aged 16-24	3.74%	8	0.93%	2	90.65%	194	1.40%	3	0.93%	2	3.27%	7	214
	Aged 25-34	6.01%	25	2.16%	9	87.74%	365	2.40%	10	1.68%	7	1.68%	7	416
	Aged 35-59	4.72%	42	2.25%	20	91.11%	810	1.01%	9	0.67%	6	0.90%	8	889
	Aged 60-74	4.17%	4	4.17%	4	89.58%	86	2.08%	2	1.04%	1	0.00%	0	96
021S03 Elgin - Cathedral	All Males	4.82%	45	2.79%	26	88.32%	824	1.39%	13	0.96%	9	2.68%	25	933
	All Females	1.67%	11	0.91%	6	94.82%	623	1.67%	11	1.07%	7	0.91%	6	657
	Aged 16-24	1.94%	4	2.43%	5	90.29%	186	0.97%	2	0.97%	2	4.37%	9	206
	Aged 25-34	2.72%	16	2.55%	15	89.81%	529	2.72%	16	1.70%	10	2.21%	13	589
	Aged 35-59	4.85%	35	1.39%	10	91.96%	663	0.83%	6	0.55%	4	0.97%	7	721
	Aged 60-74	1.35%	1	2.70%	2	93.24%	69	0.00%	0	0.00%	0	2.70%	2	74
021S04 Elgin - Central West	All Males	7.61%	62	1.84%	15	85.28%	695	2.94%	24	2.05%	17	2.33%	19	815
	All Females	1.66%	11	1.51%	10	95.18%	632	1.20%	8	1.05%	7	0.45%	3	664
	Aged 16-24	5.26%	8	1.97%	3	89.47%	136	1.32%	2	0.66%	1	1.97%	3	152
	Aged 25-34	5.74%	21	1.09%	4	90.71%	332	1.91%	7	1.91%	7	0.55%	2	366
	Aged 35-59	4.94%	43	1.95%	17	88.62%	771	2.64%	23	1.84%	16	1.84%	16	870
	Aged 60-74	1.10%	1	1.10%	1	96.70%	88	0.00%	0	0.00%	0	1.10%	1	91
021S05 New Elgin West	All Males	7.84%	67	1.87%	16	84.91%	726	2.69%	23	1.05%	9	2.69%	23	855
	All Females	2.10%	15	1.12%	8	95.52%	683	0.98%	7	0.14%	1	0.28%	2	715
	Aged 16-24	4.81%	10	1.92%	4	88.46%	184	0.48%	1	0.48%	1	4.33%	9	208
	Aged 25-34	7.27%	25	1.74%	6	86.34%	297	2.62%	9	1.16%	4	2.03%	7	344
	Aged 35-59	5.03%	47	1.50%	14	90.69%	847	1.93%	18	0.54%	5	0.86%	8	934
	Aged 60-74	0.00%	0	0.00%	0	96.43%	81	2.38%	2	0.00%	0	1.19%	1	84
021S06 New Elgin East	All Males	8.49%	76	3.35%	30	82.79%	741	2.68%	24	1.79%	16	2.68%	24	895
	All Females	1.80%	13	1.80%	13	95.42%	688	0.55%	4	0.42%	3	0.42%	3	721
	Aged 16-24	6.19%	13	1.90%	4	87.62%	184	0.95%	2	0.95%	2	3.33%	7	210
	Aged 25-34	5.04%	23	3.29%	15	88.16%	402	1.75%	8	1.10%	5	1.75%	8	456
	Aged 35-59	5.81%	51	2.73%	24	88.27%	775	1.94%	17	1.25%	11	1.25%	11	878
	Aged 60-74	2.78%	2	0.00%	0	94.44%	68	1.39%	1	1.39%	1	1.39%	1	72
021S07 Forres East	All Males	5.79%	48	2.29%	19	78.05%	647	7.96%	66	4.70%	39	5.91%	49	829
	All Females	1.18%	8	1.62%	11	87.76%	595	8.85%	60	3.10%	21	0.59%	4	678
	Aged 16-24	7.44%	9	0.83%	1	72.73%	88	13.22%	16	4.13%	5	5.79%	7	121
	Aged 25-34	2.44%	7	3.48%	10	82.23%	236	8.01%	23	3.83%	11	3.83%	11	287
	Aged 35-59	3.94%	39	1.61%	16	83.05%	823	7.97%	79	4.04%	40	3.43%	34	991
	Aged 60-74	0.93%	1	2.78%	3	87.96%	95	7.41%	8	3.70%	4	0.93%	1	108
021S08 Forres Central	All Males	5.48%	50	2.63%	24	78.73%	718	7.89%	72	2.41%	22	5.26%	48	912
	All Females	1.63%	11	1.04%	7	90.53%	612	6.07%	41	1.78%	12	0.74%	5	676
	Aged 16-24	4.94%	8	1.85%	3	77.78%	126	7.41%	12	1.85%	3	8.02%	13	162
	Aged 25-34	2.65%	11	2.41%	10	84.10%	349	8.92%	37	1.93%	8	1.93%	8	415
	Aged 35-59	4.12%	38	1.74%	16	84.60%	780	6.29%	58	2.28%	21	3.25%	30	922
	Aged 60-74	4.49%	4	4.25%	2	84.27%	75	6.74%	6	2.25%	2	2.25%	2	89
021S09 Findorne	All Males	2.77%	41	2.36%	35	88.18%	1306	2.63%	39	1.69%	25	4.05%	60	1481
	All Females	1.56%	13	2.04%	17	88.60%	738	6.12%	51	1.92%	16	1.68%	14	833
	Aged 16-24	1.15%	4	1.72%	6	86.21%	300	4.02%	14	1.44%	5	6.90%	24	348
	Aged 25-34	1.44%	12	3.01%	25	89.53%	744	3.49%	29	1.44%	12	2.53%	21	831
	Aged 35-59	3.18%	34	1.87%	20	88.41%	946	3.93%	42	2.06%	22	2.62%	28	1070
	Aged 60-74	6.15%	4	1.54%	1	83.08%	54	7.69%	5	3.08%	2	1.54%	1	65
021S10 Forres West and Altire	All Males	4.72%	43	2.74%	25	79.36%	723	9.11%	83	3.84%	35	4.06%	37	911
	All Females	1.53%	10	0.76%	5	89.31%	585	8.09%	53	3.36%	22	0.31%	2	655
	Aged 16-24	3.59%	6	1.80%	3	82.04%	137	8.98%	15	1.80%	3	3.59%	6	167
	Aged 25-34	2.81%	11	3.32%	13	80.56%	315	11.00%	43	4.35%	17	2.30%	9	391
	Aged 35-59	3.83%	35	1.31%	12	84.56%	772	8.00%	73	4.05%	37	2.30%	21	913
	Aged 60-74	1.05%	1	2.11%	2	86.42%	84	5.26%	5	0.00%	0	3.16%	3	95
021S11 Hesla; Heldon and Laich; Lhanbryde and Birnie	All Males	8.17%	147	2.61%	47	80.50%	1449	3.22%	58	1.28%	23	5.50%	99	1800
	All Females	1.77%	23	1.16%	15	93.60%	1214	2.93%	38	1.39%	18	0.54%	7	1297
	Aged 16-24	7.38%	20	1.11%	3	79.70%	216	1.11%	3	0.00%	0	10.70%	29	271
	Aged 25-34	7.04%	47	2.84%	19	84.13%	562	3.29%	22	2.25%	15	2.69%	18	668
	Aged 35-59	4.80%	96	1.85%	37	86.94%	1738	3.45%	69	1.25%	25	2.95%	59	1999
	Aged 60-74	4.40%	7	1.89%	3	92.45%	147	1.26%	2	0.63%	1	0.00%	0	159
021S13 Lossiemouth East	All Males	10.18%	91	3.02%	27	79.31%	709	1.57%	14	0.67%	6	5.93%	53	894
	All Females	2.11%	14	1.98%	13	94.43%	627	0.75%	5	0.30%	2	0.75%	5	664
	Aged 16-24	5.61%	11	3.06%	6	83.16%	163	1.02%	2	0.00%	0	7.14%	14	196
	Aged 25-34	8.86%	31	3.14%	11	82.86%	290	2.00%	7	1.14%	4	3.14%	11	350
	Aged 35-59	6.54%	60	2.18%	20	87.15%	800	0.87%	8	0.33%	3	3.27%	30	918
	Aged 60-74	3.19%	3	3.19%	3	88.30%	83	2.13%	2	1.06%	1	3.19%	3	94
021S14 Lossiemouth West	All Males	6.37%	97	3.35%	51	85.82%	1307	0.85%	13	0.39%	6	3.61%	55	1523
	All Females	3.18%	25	1.91%	15	92.99%	730	0.89%	7	0.38%	3	1.02%	8	788
	Aged 16-24	3.67%	18	1.84%	9	91.02%	446	0.20%	1	0.00%	0	3.27%	16	490
	Aged 25-34	4.61%	35	3.42%	26	89.74%	682	0.66%	5	0.39%	3	1.58%	12	780
	Aged 35-59	6.50%	64	2.95%	29	85.67%	841	1.82%	13	0.51%	5	3.56%	35	984
	Aged 60-74	6.76%	5	2.70%	2	89.19%	68	1.55%	1	1.35%	1	0.00%	0	74
021S15 Lhanbryde and Birnie (part)	All Males	5.84%	48	3.16%	26	86.62%	712	1.22%	10	0.73%	6	3.16%	26	822
	All Females	2.61%	17	0.92%	6	94.62%	616	1.08%	7	0.46%	3	0.77%	5	651
	Aged 16-24	1.89%	3	3.14%	5	88.05%	140	2.52%	4	1.89%	3	4.40%	7	159
	Aged 25-34	7.69%	23	2.68%	8	86.96%	260	0.67%	2	0.00%	0	2.01%	6	299
	Aged 35-59	4.11%	38	1.62%	15	91.35%	845	1.08%	10	0.65%	6	1.84%	17	925
	Aged 60-74	1.11%	1	4.44%	4	92.22%	83	1.11%	1	0.00%	0	1.11%		



# APPENDIX THIRTY-EIGHT- Travel-To-Work Matrix for North Ayrshire Council Area (tv204).

	Category	GLA CONURB.		GGCVSPA		GLASGOW		S.AYRSHIRE		N. AYRSHIRE		E. AYRSHIRE		RENFREWSHIRE		E.RENFREWSHIRE		INVERCLYDE		S.LANARKSHIRE		OTHER		TOTAL
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	
022S01 Irvine West	Full-time employment	12.49%	171	13.81%	189	6.94%	95	13.00%	178	61.58%	843	8.55%	117	3.94%	54	0.37%	5	0.66%	9	1.24%	17	3.73%	51	1369
	Part-time employment	3.96%	15	4.22%	16	2.37%	9	7.39%	28	78.89%	299	8.18%	31	0.79%	3	0.26%	1	0.26%	1	0.53%	2	1.32%	5	379
	TOTAL	10.64%	186	11.73%	205	5.95%	104	11.78%	206	65.33%	1142	8.47%	148	3.26%	57	0.34%	6	0.57%	10	1.09%	19	3.20%	56	1748
	LE and HMO, HPO & LM and PO	20.56%	118	22.13%	127	10.98%	63	14.46%	83	51.57%	296	8.89%	51	5.75%	33	1.05%	6	0.87%	5	2.44%	14	4.01%	23	574
	Intermediate Occupations	13.15%	28	14.08%	30	9.39%	20	12.21%	26	58.69%	125	10.33%	22	3.29%	7	0.00%	0	0.94%	2	0.47%	1	4.69%	10	213
	SE and OAW	1.45%	2	1.45%	2	0.72%	1	7.25%	10	86.96%	120	3.62%	5	0.00%	0	0.00%	0	0.00%	0	0.72%	1	0.72%	1	138
022S02 Irvine Townhead	LS and TO, S-RO & RO	4.62%	38	5.59%	46	2.43%	20	10.57%	87	73.03%	601	8.51%	70	2.07%	17	0.00%	0	0.36%	3	0.36%	3	2.67%	22	823
	Full-time employment	13.58%	220	14.01%	227	8.21%	133	13.02%	211	58.09%	941	11.36%	184	2.96%	48	0.56%	9	0.19%	3	1.30%	21	4.32%	70	1620
	Part-time employment	5.15%	23	5.59%	25	3.80%	17	8.05%	36	73.60%	329	11.41%	51	1.12%	5	0.22%	1	0.00%	0	0.00%	0	1.79%	8	447
	TOTAL	11.76%	243	12.19%	252	7.26%	150	11.95%	247	61.44%	1270	11.37%	235	2.56%	53	0.48%	10	0.15%	3	1.02%	21	3.77%	78	2067
	LE and HMO, HPO & LM and PO	18.90%	137	19.03%	138	11.31%	82	14.62%	106	48.55%	352	13.38%	97	4.55%	33	0.41%	3	0.00%	0	1.66%	12	5.52%	40	725
	Intermediate Occupations	16.56%	51	17.53%	54	13.31%	41	9.74%	30	58.77%	181	12.66%	39	2.60%	8	0.65%	2	0.32%	1	0.32%	1	1.62%	5	308
022S03 Irvine Vineburgh	SE and OAW	3.61%	7	4.12%	8	1.55%	3	4.64%	9	83.51%	162	6.19%	12	1.03%	2	0.52%	1	0.52%	1	0.00%	0	2.06%	4	194
	LS and TO, S-RO & RO	5.71%	48	6.19%	52	2.86%	24	12.14%	102	68.45%	575	10.36%	87	1.19%	10	0.48%	4	0.12%	1	0.95%	8	3.45%	29	840
	Full-time employment	8.27%	69	9.59%	80	4.92%	41	11.03%	92	70.26%	586	6.71%	56	1.80%	15	0.60%	5	0.72%	6	0.72%	6	3.24%	27	834
	Part-time employment	1.92%	5	1.92%	5	1.54%	4	8.46%	22	78.85%	205	8.46%	22	0.38%	1	0.00%	0	0.00%	0	0.00%	0	2.31%	6	260
	TOTAL	6.76%	74	7.77%	85	4.11%	45	10.42%	114	72.30%	791	7.13%	78	1.46%	16	0.46%	5	0.55%	6	0.55%	6	3.02%	33	1094
	LE and HMO, HPO & LM and PO	11.47%	25	15.14%	33	5.96%	13	16.97%	37	53.21%	116	11.01%	24	3.67%	8	0.46%	1	1.38%	3	2.29%	5	5.05%	11	218
022S04 Irvine North	Intermediate Occupations	13.76%	15	13.76%	15	12.84%	14	10.09%	11	63.30%	69	8.26%	9	0.92%	1	0.00%	0	0.00%	0	0.00%	0	4.59%	5	109
	SE and OAW	3.80%	3	3.80%	3	2.53%	2	6.33%	5	88.61%	70	1.27%	1	0.00%	0	0.00%	0	0.00%	0	0.00%	0	1.27%	1	79
	LS and TO, S-RO & RO	4.51%	31	4.94%	34	2.33%	16	8.87%	61	77.91%	536	6.40%	44	1.02%	7	0.58%	4	0.44%	3	0.15%	1	2.33%	16	688
	Full-time employment	11.49%	137	12.16%	145	5.70%	68	10.07%	120	68.04%	811	6.80%	81	3.78%	45	0.25%	3	0.34%	4	1.26%	15	3.78%	45	1192
	Part-time employment	1.75%	8	1.97%	9	0.88%	4	4.39%	20	83.99%	383	7.68%	35	0.88%	4	0.00%	0	0.22%	1	0.00%	0	1.97%	9	456
	TOTAL	8.80%	145	9.34%	154	4.37%	72	8.50%	140	72.45%	1194	7.04%	116	2.97%	49	0.18%	3	0.30%	5	0.91%	15	3.28%	54	1648
022S05 Eglinton & Lawthorn	LE and HMO, HPO & LM and PO	19.41%	53	21.25%	58	10.99%	30	12.09%	33	52.01%	142	10.62%	29	6.59%	18	0.37%	1	1.10%	3	1.47%	4	4.76%	13	273
	Intermediate Occupations	13.68%	26	14.21%	27	9.47%	18	5.26%	10	67.37%	128	9.47%	18	3.16%	6	0.00%	0	0.53%	1	0.53%	1	4.21%	8	190
	SE and OAW	5.05%	5	5.05%	5	1.01%	1	3.03%	3	88.89%	88	2.02%	2	4.04%	4	0.00%	0	0.00%	0	0.00%	0	1.01%	1	99
	LS and TO, S-RO & RO	5.62%	61	5.89%	64	2.12%	23	8.66%	94	76.98%	836	6.17%	67	1.93%	21	0.18%	2	0.09%	1	0.92%	10	2.95%	32	1086
	Full-time employment	14.47%	241	15.56%	259	8.53%	142	11.11%	185	61.56%	1025	8.59%	143	4.02%	67	0.12%	2	0.48%	8	1.32%	22	4.26%	71	1665
	Part-time employment	5.08%	23	5.52%	25	3.97%	18	5.96%	27	78.15%	354	9.93%	45	1.10%	5	0.00%	0	0.22%	1	0.00%	0	0.66%	3	453
022S06 Dreghorn	TOTAL	12.46%	264	13.41%	284	7.55%	160	10.01%	212	65.11%	1379	8.88%	188	3.40%	72	0.09%	2	0.42%	9	1.04%	22	3.49%	74	2118
	LE and HMO, HPO & LM and PO	22.21%	155	23.78%	166	13.04%	91	15.47%	108	46.28%	323	10.89%	76	6.02%	42	0.29%	2	0.57%	4	1.86%	13	5.59%	39	698
	Intermediate Occupations	15.02%	38	15.81%	40	11.86%	30	9.09%	23	58.50%	148	15.02%	38	1.58%	4	0.00%	0	0.00%	0	1.98%	5	5.98%	5	253
	SE and OAW	2.96%	5	2.96%	5	1.18%	2	1.78%	3	87.57%	148	6.51%	11	1.78%	3	0.00%	0	0.00%	0	0.00%	0	1.18%	2	169
	LS and TO, S-RO & RO	6.61%	66	7.31%	73	3.71%	37	7.82%	78	76.15%	760	6.31%	63	2.30%	23	0.00%	0	0.50%	5	0.40%	4	2.81%	28	998
	Full-time employment	10.65%	163	11.37%	174	5.42%	83	11.37%	174	60.55%	927	13.32%	204	2.87%	44	0.33%	5	0.39%	6	1.37%	21	4.38%	67	1531
022S07 Irvine Landward	Part-time employment	3.35%	15	3.35%	15	1.34%	6	5.13%	23	68.53%	307	22.77%	102	1.34%	6	0.00%	0	0.00%	0	0.67%	3	0.22%	1	448
	TOTAL	8.99%	178	9.55%	189	4.50%	89	9.95%	197	62.35%	1234	15.46%	306	2.53%	50	0.25%	5	0.30%	6	1.21%	24	3.44%	68	1979
	LE and HMO, HPO & LM and PO	13.42%	71	14.18%	75	7.75%	41	10.02%	53	52.74%	279	18.90%	100	3.21%	17	0.19%	1	0.19%	1	1.32%	7	5.67%	30	529
	Intermediate Occupations	12.68%	35	12.68%	35	9.06%	25	8.70%	24	57.97%	160	16.67%	46	2.17%	6	0.00%	0	0.00%	0	1.09%	3	4.35%	12	276
	SE and OAW	2.97%	3	2.97%	3	0.99%	1	4.95%	5	84.16%	85	6.93%	7	0.99%	1	0.00%	0	0.00%	0	0.00%	0	1.98%	2	101
	LS and TO, S-RO & RO	6.43%	69	7.08%	76	2.05%	22	10.72%	115	66.17%	710	14.26%	153	2.42%	26	0.37%	4	0.47%	5	1.30%	14	2.24%	24	1073
022S08 Bourtreeshill	Full-time employment	12.05%	220	13.21%	241	6.79%	124	9.92%	181	59.45%	1085	14.36%	262	2.68%	49	0.44%	8	0.49%	9	1.59%	29	4.27%	78	1825
	Part-time employment	4.24%	22	4.24%	22	2.31%	12	5.20%	27	70.71%	367	19.27%	100	1.54%	8	0.19%	1	0.00%	0	0.19%	1	0.58%	3	519
	TOTAL	10.32%	242	11.22%	263	5.80%	136	8.87%	208	61.95%	1452	15.44%	362	2.43%	57	0.38%	9	0.38%	9	1.28%	30	3.46%	81	2344
	LE and HMO, HPO & LM and PO	19.65%	134	20.82%	142	10.26%	70	11.29%	77	48.39%	330	16.13%	110	4.40%	30	0.88%	6	0.59%	4	2.79%	19	5.28%	36	682
	Intermediate Occupations	15.63%	45	17.71%	51	10.76%	37	8.68%	25	54.17%	156	17.36%	50	4.17%	12	0.00%	0	1.39%	4	0.69%	2	2.78%	8	288
	SE and OAW	2.55%	6	2.55%	6	1.76%	4	3.83%	9	82.98%	195	9.79%	23	0.43%	1	0.43%	1	0.00%	0	0.00%	0	0.85%	2	235
022S09 Woodlands North & Girdle Toll	LS and TO, S-RO & RO	5.00%	57	5.62%																				



# APPENDIX THIRTY-EIGHT- Travel-To-Work Matrix for North Ayrshire Council Area (tv204).

	Category	GLA CONURB.		GGCVSPA		GLASGOW		S.AYRSHIRE		N. AYRSHIRE		E. AYRSHIRE		RENFREWESHIRE		E.RENFREWESHIRE		INVERCLYDE		S.LANARKSHIRE		OTHER		TOTAL
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	
022S13 Stevenston	Full-time employment	11.48%	274	12.82%	306	6.37%	152	5.74%	137	70.20%	1675	6.83%	163	3.31%	79	0.46%	11	0.96%	23	0.88%	21	5.24%	125	
	Part-time employment	3.82%	27	3.96%	28	2.55%	18	2.26%	16	88.26%	624	4.81%	34	1.27%	9	0.00%	0	0.14%	1	0.00%	0	0.71%	5	
	TOTAL	9.73%	301	10.80%	334	5.50%	170	4.95%	153	74.33%	2299	6.37%	197	2.85%	88	0.36%	11	0.78%	24	0.68%	21	4.20%	130	
	LE and HMO, HPO & LM and PO	17.10%	138	18.71%	151	9.91%	80	6.07%	49	61.34%	495	8.80%	71	4.71%	38	0.74%	6	0.99%	8	1.36%	11	6.07%	49	
	Intermediate Occupations	15.12%	52	18.02%	62	12.21%	42	4.65%	16	69.48%	239	6.98%	24	1.74%	6	0.00%	0	2.91%	10	0.58%	2	1.45%	5	
	SE and OAW	4.15%	8	4.66%	9	1.55%	3	0.52%	1	91.71%	177	2.59%	5	0.52%	1	0.52%	1	0.52%	1	0.52%	1	1.55%	3	
	LS and TO, S-RO & RO	5.89%	103	6.40%	112	2.57%	45	4.97%	87	79.36%	1388	5.55%	97	2.46%	43	0.23%	4	0.29%	5	0.40%	7	4.17%	73	
022S15 Beith	Full-time employment	39.77%	560	43.18%	608	15.48%	218	1.92%	27	48.44%	682	3.27%	46	21.66%	305	1.99%	28	1.92%	27	0.78%	11	4.55%	64	
	Part-time employment	27.52%	101	29.43%	108	8.99%	33	0.27%	1	67.57%	248	1.91%	7	20.16%	74	0.00%	0	0.27%	1	0.00%	0	0.82%	3	
	TOTAL	37.24%	661	40.34%	716	14.14%	251	1.58%	28	52.39%	930	2.99%	53	21.35%	379	1.58%	28	1.58%	28	0.62%	11	3.77%	67	
	LE and HMO, HPO & LM and PO	49.46%	276	52.87%	295	21.33%	119	1.97%	11	37.46%	209	3.05%	17	24.55%	137	2.51%	14	1.43%	8	1.08%	6	6.63%	37	
	Intermediate Occupations	47.79%	119	51.81%	129	22.89%	57	0.40%	1	41.77%	104	3.61%	9	26.10%	65	0.40%	1	0.80%	2	0.40%	1	3.61%	9	
	SE and OAW	15.79%	21	18.05%	24	4.51%	6	0.00%	0	80.45%	107	0.00%	0	11.28%	15	0.00%	0	2.26%	3	0.00%	0	1.50%	2	
	LS and TO, S-RO & RO	29.34%	245	32.10%	268	8.26%	69	1.92%	16	61.08%	510	3.23%	27	19.40%	162	1.56%	13	1.80%	15	0.48%	4	2.28%	19	
022S16 Dalry	Full-time employment	17.82%	239	19.76%	265	8.95%	120	4.55%	61	70.77%	949	2.16%	29	7.23%	97	0.30%	4	1.12%	15	0.60%	8	4.33%	58	
	Part-time employment	9.89%	35	10.73%	38	6.50%	23	2.54%	9	83.05%	294	2.26%	8	3.11%	11	0.56%	2	0.56%	2	0.00%	0	1.41%	5	
	TOTAL	16.17%	274	17.88%	303	8.44%	143	4.13%	70	73.33%	1243	2.18%	37	6.37%	108	0.35%	6	1.00%	17	0.47%	8	3.72%	63	
	LE and HMO, HPO & LM and PO	25.91%	128	28.34%	140	14.37%	71	5.67%	28	58.30%	288	3.64%	18	8.30%	41	1.21%	6	1.42%	7	1.21%	6	5.87%	29	
	Intermediate Occupations	25.00%	51	28.43%	58	14.71%	30	2.45%	5	60.78%	124	3.43%	7	10.78%	22	0.00%	0	1.98%	4	0.49%	1	5.39%	17	
	SE and OAW	6.92%	11	6.92%	11	3.14%	5	3.77%	6	87.42%	139	1.89%	3	3.14%	5	0.00%	0	0.00%	0	0.00%	0	0.63%	1	
	LS and TO, S-RO & RO	10.02%	84	11.22%	94	4.42%	37	3.70%	31	82.58%	692	1.07%	9	4.77%	40	0.00%	0	0.72%	6	0.12%	1	2.63%	22	
022S17 Garnock East	Full-time employment	33.18%	595	35.69%	640	15.73%	282	3.23%	58	53.93%	967	3.40%	61	14.17%	254	1.28%	23	1.39%	25	1.28%	23	5.58%	100	
	Part-time employment	20.86%	87	22.54%	94	10.31%	43	2.88%	12	70.74%	295	2.64%	11	9.83%	41	0.72%	3	0.48%	2	0.72%	3	1.68%	7	
	TOTAL	30.86%	682	33.21%	734	14.71%	325	3.17%	70	57.10%	1262	3.26%	72	13.35%	295	1.18%	26	1.22%	27	1.18%	26	4.84%	107	
	LE and HMO, HPO & LM and PO	42.89%	338	46.45%	366	22.21%	175	3.93%	31	40.48%	319	3.81%	30	15.61%	123	1.78%	14	1.65%	13	1.90%	15	8.63%	68	
	Intermediate Occupations	44.22%	130	47.96%	141	25.85%	76	2.72%	8	41.16%	121	5.10%	15	16.67%	49	1.02%	3	3.06%	9	0.68%	2	3.74%	11	
	SE and OAW	7.14%	20	7.86%	22	3.57%	10	0.71%	2	88.93%	249	1.07%	3	3.57%	10	0.00%	0	0.00%	0	0.36%	1	1.79%	5	
	LS and TO, S-RO & RO	22.88%	194	24.17%	205	7.55%	64	3.42%	29	67.57%	573	2.83%	24	13.33%	113	1.06%	9	0.59%	5	0.94%	8	2.71%	23	
022S18 Kilbirnie South	Full-time employment	29.20%	358	30.75%	377	13.13%	161	2.45%	30	62.07%	761	1.79%	22	14.27%	175	0.65%	8	0.90%	11	0.57%	7	4.16%	51	
	Part-time employment	19.02%	58	21.31%	65	7.21%	22	0.98%	3	76.07%	232	0.98%	3	11.80%	36	0.66%	2	0.98%	3	0.33%	1	0.98%	3	
	TOTAL	27.17%	416	28.87%	442	11.95%	183	2.16%	33	64.86%	993	1.63%	25	13.78%	211	0.65%	10	0.91%	14	0.52%	8	3.53%	54	
	LE and HMO, HPO & LM and PO	43.94%	163	46.36%	172	22.10%	82	3.50%	13	41.51%	154	3.50%	13	19.68%	73	0.27%	1	1.35%	5	0.81%	3	7.28%	27	
	Intermediate Occupations	42.08%	77	44.26%	81	25.68%	47	2.73%	5	50.82%	93	1.09%	2	16.94%	31	1.09%	2	0.00%	0	0.55%	1	1.09%	2	
	SE and OAW	5.73%	9	6.37%	10	1.91%	3	0.00%	0	91.72%	144	0.00%	0	3.18%	5	0.00%	0	0.64%	1	0.00%	0	2.55%	4	
	LS and TO, S-RO & RO	20.37%	167	21.83%	179	6.22%	51	1.83%	15	73.41%	602	1.22%	10	12.44%	102	0.85%	7	0.98%	8	0.49%	4	2.56%	21	
022S19 Kilbirnie North	Full-time employment	31.17%	437	34.52%	484	12.48%	175	2.07%	29	58.99%	827	1.36%	19	16.12%	226	0.64%	9	2.14%	30	0.86%	12	5.35%	75	
	Part-time employment	17.29%	60	19.60%	68	7.78%	27	2.31%	8	75.50%	262	0.86%	3	9.80%	34	0.29%	1	1.44%	5	0.00%	0	2.02%	7	
	TOTAL	28.42%	497	31.56%	552	11.55%	202	2.12%	37	62.26%	1089	1.26%	22	14.87%	260	0.57%	10	2.00%	35	0.69%	12	4.69%	82	
	LE and HMO, HPO & LM and PO	40.26%	188	46.47%	217	17.99%	84	4.07%	19	42.18%	197	2.57%	12	19.49%	91	0.86%	4	4.71%	22	0.86%	4	7.28%	34	
	Intermediate Occupations	41.20%	96	47.64%	111	24.46%	57	1.72%	4	48.07%	112	0.43%	1	17.60%	41	0.86%	2	3.00%	7	0.00%	0	3.86%	9	
	SE and OAW	5.08%	6	5.93%	7	0.85%	1	0.85%	1	92.37%	109	0.85%	1	2.54%	3	0.00%	0	0.85%	1	0.00%	0	1.69%	2	
	LS and TO, S-RO & RO	22.23%	207	23.31%	217	6.44%	60	1.40%	13	72.07%	671	0.86%	8	13.43%	125	0.43%	4	0.54%	5	0.86%	8	3.97%	37	
022S20 Saltcoats East	Full-time employment	12.88%	122	14.36%	136	7.81%	74	5.17%	49	69.17%	655	5.28%	50	2.96%	28	0.11%	1	1.37%	13	0.74%	7	7.39%	70	
	Part-time employment	4.85%	15	5.18%	16	3.56%	11	2.91%	9	87.38%	270	3.88%	12	0.65%	2	0.00%	0	0.32%	1	0.00%	0	1.29%	4	
	TOTAL	10.91%	137	12.10%	152	6.77%	85	4.62%	58	73.65%	925	4.94%	62	2.39%	30	0.08%	1	1.11%	14	0.56%	7	5.89%	74	
	LE and HMO, HPO & LM and PO	20.33%	62	22.30%	68	12.13%	37	7.21%	22	57.70%	176	7.21%	22	3.28%	10	0.33%	1	1.97%	6	1.64%	5	8.52%	26	
	Intermediate Occupations	13.70%	20	16.44%	24	9.59%	14	7.53%	11	64.38%	94	8.90%	13	2.05%	3	0.00%	0	2.74%	4	0.68%	1	4.11%	6	
	SE and OAW	0.00%	0	0.00%	0	0.00%	0	1.14%	1	93.18%	82	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	5.68%	5	
	LS and TO, S-RO & RO	7.67%	55	8.37%	60	4.74%	34	3.35%	24	79.92%	573	3.77%	27	2.37%	17	0.00%	0	0.56%	4	0.14%	1	5.16%	37	
022S21 South Beach	Full-time employment	15.01%	203	17.53%	237	10.28%	139	6.73%	91	65.53%	886	4.88%	66	2.81%	38	0.37%	5	2.14%	29	0.96%	13	6.29%	85	
	Part-time employment	7.51%	29	8.29%	32	5.44%	21	3.63%	14	83.16%	321	4.15%	16	1.55%	6	0.26%	1	0.52%	2	0.26%	1	1.04%	4	
	TOTAL	13.35%	232																					



# APPENDIX THIRTY-EIGHT- Travel-To-Work Matrix for North Ayrshire Council Area (tv204).

	Category	GLA CONURB.		GGCVSPA		GLASGOW		S.AYRSHIRE		N. AYRSHIRE		E. AYRSHIRE		RENFREWSHIRE		E.RENFREWSHIRE		INVERCLYDE		S.LANARKSHIRE		OTHER		TOTAL
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	
022S25 West Kilbride	Full-time employment	18.09%	279	22.96%	354	12.13%	187	4.41%	68	64.20%	990	3.31%	51	3.83%	59	0.45%	7	4.47%	69	0.71%	11	6.49%	100	1542
	Part-time employment	8.06%	39	9.09%	44	4.75%	23	1.86%	9	85.74%	415	2.48%	12	2.07%	10	0.41%	2	0.83%	4	0.21%	1	1.65%	8	484
	<b>TOTAL</b>	<b>15.70%</b>	<b>318</b>	<b>19.64%</b>	<b>398</b>	<b>10.37%</b>	<b>210</b>	<b>3.80%</b>	<b>77</b>	<b>69.35%</b>	<b>1405</b>	<b>3.11%</b>	<b>63</b>	<b>3.41%</b>	<b>69</b>	<b>0.44%</b>	<b>9</b>	<b>3.60%</b>	<b>73</b>	<b>0.59%</b>	<b>12</b>	<b>5.33%</b>	<b>108</b>	2026
	LE and HMO, HPO & LM and PO	20.38%	195	24.87%	238	13.90%	133	4.70%	45	61.44%	588	4.08%	39	3.97%	38	0.21%	2	4.08%	39	0.94%	9	6.69%	64	957
	Intermediate Occupations	23.05%	59	30.86%	79	15.23%	39	3.52%	9	60.16%	154	2.73%	7	5.08%	13	1.17%	3	7.03%	18	0.39%	1	4.69%	12	256
	SE and OAW	5.65%	13	6.52%	15	3.91%	9	2.61%	6	89.57%	206	0.43%	1	1.74%	4	0.00%	0	0.87%	2	0.00%	0	0.87%	2	230
	LS and TO, S-RO & RO	8.75%	51	11.32%	66	4.97%	29	2.92%	17	78.39%	457	2.74%	16	2.40%	14	0.69%	4	2.40%	14	0.34%	2	5.15%	30	583
022S26 Largs South & Fairlie	Full-time employment	22.91%	238	40.62%	422	13.19%	137	2.12%	22	50.91%	529	1.54%	16	8.28%	86	0.38%	4	17.13%	178	0.87%	9	5.58%	58	1039
	Part-time employment	10.87%	35	20.19%	65	5.59%	18	1.55%	5	76.09%	245	0.62%	2	3.42%	11	0.62%	2	9.01%	29	1.24%	4	1.86%	6	322
	<b>TOTAL</b>	<b>20.06%</b>	<b>273</b>	<b>35.78%</b>	<b>487</b>	<b>11.39%</b>	<b>155</b>	<b>1.98%</b>	<b>27</b>	<b>56.87%</b>	<b>774</b>	<b>1.32%</b>	<b>18</b>	<b>7.13%</b>	<b>97</b>	<b>0.44%</b>	<b>6</b>	<b>15.21%</b>	<b>207</b>	<b>0.96%</b>	<b>13</b>	<b>4.70%</b>	<b>64</b>	1361
	LE and HMO, HPO & LM and PO	26.59%	180	45.20%	306	15.21%	103	2.66%	18	46.23%	313	1.33%	9	9.01%	61	0.44%	3	18.02%	122	1.62%	11	5.47%	37	677
	Intermediate Occupations	22.22%	38	48.54%	83	15.79%	27	0.58%	1	44.44%	76	1.17%	2	7.02%	12	0.00%	0	25.73%	44	0.00%	0	5.26%	9	171
	SE and OAW	7.19%	12	10.18%	17	3.59%	6	0.60%	1	88.62%	148	0.60%	1	2.99%	5	0.60%	1	2.99%	5	0.00%	0	0.00%	0	167
	LS and TO, S-RO & RO	12.43%	43	23.41%	81	5.49%	19	2.02%	7	68.50%	237	1.73%	6	5.49%	19	0.58%	2	10.40%	36	0.58%	2	5.20%	18	346
022S27 Largs West & Cumbrae	Full-time employment	15.56%	201	34.98%	452	8.13%	105	1.24%	16	59.52%	769	1.24%	16	4.95%	64	0.23%	3	19.27%	249	1.16%	15	4.26%	55	1292
	Part-time employment	5.51%	19	12.46%	43	2.90%	10	1.16%	4	83.19%	287	0.87%	3	1.74%	6	0.29%	1	6.67%	23	0.00%	0	3.19%	11	345
	<b>TOTAL</b>	<b>13.44%</b>	<b>220</b>	<b>30.24%</b>	<b>495</b>	<b>7.03%</b>	<b>115</b>	<b>1.22%</b>	<b>20</b>	<b>64.51%</b>	<b>1056</b>	<b>1.16%</b>	<b>19</b>	<b>4.28%</b>	<b>70</b>	<b>0.24%</b>	<b>4</b>	<b>16.62%</b>	<b>272</b>	<b>0.92%</b>	<b>15</b>	<b>4.03%</b>	<b>66</b>	1637
	LE and HMO, HPO & LM and PO	20.32%	127	41.76%	261	11.04%	69	2.24%	14	50.40%	315	1.76%	11	5.92%	37	0.32%	2	21.12%	132	1.28%	8	3.92%	37	625
	Intermediate Occupations	14.76%	31	50.95%	107	9.52%	20	0.95%	2	45.24%	95	0.95%	2	4.76%	10	0.48%	1	36.19%	76	0.00%	0	1.90%	4	210
	SE and OAW	4.39%	10	8.33%	19	1.32%	3	0.88%	2	89.91%	205	0.44%	1	0.88%	2	0.00%	0	3.51%	8	2.19%	5	0.88%	2	228
	LS and TO, S-RO & RO	9.06%	52	18.82%	108	4.01%	23	0.35%	2	76.83%	441	0.87%	5	3.66%	21	0.17%	1	9.76%	56	0.35%	2	4.01%	23	574
022S28 Largs East	Full-time employment	17.41%	233	42.08%	563	8.30%	111	1.94%	26	50.15%	671	1.57%	21	7.55%	101	0.37%	5	24.44%	327	0.52%	7	5.16%	69	1338
	Part-time employment	5.76%	26	14.19%	64	3.55%	16	1.33%	6	82.48%	372	0.44%	2	1.77%	8	0.44%	2	8.20%	37	0.22%	1	1.55%	7	451
	<b>TOTAL</b>	<b>14.48%</b>	<b>259</b>	<b>35.05%</b>	<b>627</b>	<b>7.10%</b>	<b>127</b>	<b>1.79%</b>	<b>32</b>	<b>58.30%</b>	<b>1043</b>	<b>1.29%</b>	<b>23</b>	<b>6.09%</b>	<b>109</b>	<b>0.39%</b>	<b>7</b>	<b>20.35%</b>	<b>364</b>	<b>0.45%</b>	<b>8</b>	<b>4.25%</b>	<b>76</b>	1789
	LE and HMO, HPO & LM and PO	21.23%	145	47.58%	325	10.10%	69	2.49%	17	43.19%	295	1.61%	11	9.08%	62	0.73%	5	25.92%	177	0.73%	5	6.15%	42	683
	Intermediate Occupations	15.95%	41	53.31%	137	8.95%	23	1.17%	3	42.80%	110	0.78%	2	6.23%	16	0.00%	0	37.35%	96	0.00%	0	2.72%	7	257
	SE and OAW	8.33%	9	10.19%	11	2.78%	3	0.93%	1	84.26%	91	1.85%	2	0.93%	1	1.85%	2	1.85%	2	1.85%	2	3.70%	4	108
	LS and TO, S-RO & RO	8.64%	64	20.78%	154	4.32%	32	1.48%	11	73.82%	547	1.08%	8	4.05%	30	0.00%	0	12.01%	89	0.13%	1	3.10%	23	741
022S29 Largs North & Skelmorlie	Full-time employment	21.59%	242	54.68%	613	12.40%	139	2.23%	25	36.66%	411	1.07%	12	7.14%	80	0.45%	5	32.11%	360	1.25%	14	6.69%	75	1121
	Part-time employment	11.38%	33	40.34%	117	4.48%	13	1.03%	3	56.55%	164	0.69%	2	5.86%	17	0.00%	0	28.97%	84	0.00%	0	2.41%	7	290
	<b>TOTAL</b>	<b>19.49%</b>	<b>275</b>	<b>51.74%</b>	<b>730</b>	<b>10.77%</b>	<b>152</b>	<b>1.98%</b>	<b>28</b>	<b>40.75%</b>	<b>575</b>	<b>0.99%</b>	<b>14</b>	<b>6.87%</b>	<b>97</b>	<b>0.35%</b>	<b>5</b>	<b>31.47%</b>	<b>444</b>	<b>0.99%</b>	<b>14</b>	<b>5.81%</b>	<b>82</b>	1411
	LE and HMO, HPO & LM and PO	25.03%	189	59.47%	449	14.44%	109	2.52%	19	31.39%	237	0.93%	7	8.61%	65	0.53%	4	33.25%	251	1.06%	8	7.28%	55	755
	Intermediate Occupations	17.37%	33	63.68%	121	11.58%	22	2.11%	4	30.53%	58	1.58%	3	4.74%	9	0.00%	0	45.79%	87	1.05%	2	2.63%	5	190
	SE and OAW	7.65%	14	18.58%	34	2.73%	5	0.55%	1	75.96%	139	1.64%	3	3.83%	7	0.00%	0	10.38%	19	0.55%	1	4.37%	8	183
	LS and TO, S-RO & RO	13.78%	39	44.52%	126	5.65%	16	1.41%	4	49.82%	141	0.35%	1	5.65%	16	0.35%	1	30.74%	87	1.06%	3	4.95%	14	283
022S30 Arran	Full-time employment	2.80%	45	3.24%	52	1.56%	25	1.31%	21	91.59%	1471	0.62%	10	0.75%	12	0.12%	2	0.44%	7	0.06%	1	3.55%	57	1606
	Part-time employment	1.23%	7	1.58%	9	1.05%	6	1.05%	6	95.26%	543	0.70%	4	0.00%	0	0.18%	1	0.18%	1	0.00%	0	1.58%	9	570
	<b>TOTAL</b>	<b>2.39%</b>	<b>52</b>	<b>2.80%</b>	<b>61</b>	<b>1.42%</b>	<b>31</b>	<b>1.24%</b>	<b>27</b>	<b>92.56%</b>	<b>2014</b>	<b>0.64%</b>	<b>14</b>	<b>0.55%</b>	<b>12</b>	<b>0.14%</b>	<b>3</b>	<b>0.37%</b>	<b>8</b>	<b>0.05%</b>	<b>1</b>	<b>3.03%</b>	<b>66</b>	2176
	LE and HMO, HPO & LM and PO	4.29%	25	4.80%	28	2.74%	16	1.89%	11	86.45%	504	1.54%	9	0.51%	3	0.17%	1	0.34%	2	0.17%	1	6.17%	36	583
	Intermediate Occupations	4.24%	7	4.85%	8	2.42%	4	1.82%	3	89.70%	148	0.61%	1	0.61%	1	1.21%	2	0.61%	1	0.00%	0	3.03%	5	165
	SE and OAW	0.00%	0	0.19%	1	0.00%	0	0.56%	3	98.69%	528	0.00%	0	0.00%	0	0.00%	0	0.19%	1	0.00%	0	0.56%	3	535
	LS and TO, S-RO & RO	2.24%	20	2.69%	24	1.23%	11	1.12%	10	93.39%	834	0.45%	4	0.90%	8	0.00%	0	0.45%	4	0.00%	0	2.46%	22	893
	Full-time employment	16.67%	6879	20.91%	8629	8.88%	3664	6.76%	2788	62.53%	25799	5.92%	2443	5.71%	2356	0.49%	204	3.71%	1531	0.99%	407	5.01%	2066	41258
	Part-time employment	5.86%	819	8.81%	1053	3.70%	442	3.43%	410	80.29%	9591	6.29%	751	2.82%	337	0.22%	26	1.72%	205	0.16%	19	1.38%	165	11946
	<b>TOTAL</b>	<b>14.47%</b>	<b>7698</b>	<b>18.20%</b>	<b>9682</b>	<b>7.72%</b>	<b>4106</b>	<b>6.01%</b>	<b>3198</b>	<b>66.52%</b>	<b>35390</b>	<b>6.00%</b>	<b>3194</b>	<b>5.06%</b>	<b>2693</b>	<b>0.43%</b>	<b>230</b>	<b>3.26%</b>	<b>1736</b>	<b>0.80%</b>	<b>426</b>	<b>4.19%</b>	<b>2231</b>	53204
	LE and HMO, HPO & LM and PO	22.79%	3815	28.72%	4809	12.67%	2121	7.25%	1214	52.32%	8760	7.22%	1209	7.05%	1180	0.67%	112	5.27%	883	1.43%	230	6.12%	1024	16742
	Intermediate Occupations	20.55%	1390	27.08%	1844	13.70%	939	5.62%	383	57.12%	3889	7.55%	514	5.82%	396	0.31%	21	5.99%	408	0.50%	34	3.30%	225	6809
	SE and OAW	4.40%	206	5.66%	265	1.90%	89	2.11%	99	88.58%	4151	2.30%	108	1.75%	82	0.17%	8	1.09%	51	0.34%	16	1.75%	82	4686
	LS and TO, S-RO & RO	9.12%	2278	11.07%	2764	3.83%	957	6.02%	1502	74.46%	18590	5.46%	1363	4.15%	1035	0.36%	89	1.58%	394	0.55%	137	3.60%	900	24967



# APPENDIX THIRTY-NINE- Travel-To-Work Matrix for North Ayrshire Council Area (tv201).

	Category	GLA CONURB.			GGCVSPA			GLASGOW			S.AYRSHIRE			N. AYRSHIRE			E. AYRSHIRE			RENFREWSHIRE			E.RENFREWSHIRE			INVERCLYDE			S.LANARKSHIRE			OTHER			TOTAL
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in				
022S01 Irvine West	All Males	12.11%	114	13.28%	125	6.16%	58	12.22%	115	63.23%	595	7.33%	69	3.51%	33	0.43%	4	0.74%	7	1.70%	16	4.68%	274	941											
	All Females	8.92%	72	9.91%	80	5.70%	46	11.28%	91	67.78%	547	9.79%	79	2.97%	24	0.25%	2	0.37%	3	0.37%	3	1.49%	194	807											
	Aged 16-24	10.73%	22	11.22%	23	6.34%	13	15.12%	31	58.54%	120	9.76%	20	2.93%	6	0.49%	1	0.98%	2	5.37%	73	205													
	Aged 25-34	13.92%	59	15.09%	64	8.49%	36	17.45%	74	56.13%	238	8.25%	35	4.25%	18	0.47%	2	1.18%	5	3.30%	162	424													
	Aged 35-59	9.56%	99	10.71%	111	5.12%	53	8.98%	93	70.17%	727	8.40%	87	2.99%	31	0.29%	3	0.58%	6	1.06%	11	2.41%	211	1036											
	Aged 60-74	7.23%	6	8.43%	7	2.41%	2	9.64%	8	68.67%	57	7.23%	6	2.41%	2	0.00%	0	1.20%	1	1.20%	1	7.23%	22	83											
022S02 Irvine Townhead	All Males	13.21%	144	13.67%	149	7.25%	79	12.94%	141	58.90%	642	10.00%	109	2.75%	30	0.64%	7	0.18%	2	1.65%	18	5.69%	344	1090											
	All Females	10.13%	99	10.54%	103	7.27%	71	10.85%	106	64.28%	628	12.90%	126	2.35%	23	0.31%	3	0.10%	1	0.31%	3	1.64%	228	977											
	Aged 16-24	12.09%	22	12.64%	23	9.34%	17	18.68%	34	53.30%	97	10.99%	20	1.65%	3	0.55%	1	0.00%	0	0.55%	1	4.95%	77	182											
	Aged 25-34	17.21%	85	17.61%	87	10.93%	54	12.55%	62	54.66%	270	12.15%	60	3.64%	18	0.40%	2	0.20%	1	1.62%	8	3.85%	143	494											
	Aged 35-59	9.95%	129	10.42%	135	5.79%	75	11.19%	145	64.12%	831	11.42%	148	2.31%	30	0.46%	6	0.15%	2	0.93%	12	3.63%	337	1296											
	Aged 60-74	7.37%	7	7.37%	7	4.21%	4	6.32%	6	75.79%	72	7.37%	7	2.11%	2	1.05%	1	0.00%	0	0.00%	0	3.16%	15	95											
022S03 Irvine Vineburgh	All Males	7.29%	43	8.81%	52	3.73%	22	11.19%	66	71.53%	422	5.59%	33	2.03%	12	0.85%	5	0.85%	5	0.51%	3	3.73%	154	590											
	All Females	6.15%	31	6.55%	33	4.56%	23	9.52%	48	73.21%	369	8.93%	45	0.79%	4	0.00%	0	0.20%	1	0.60%	3	2.18%	107	504											
	Aged 16-24	8.23%	13	8.86%	14	6.33%	10	10.13%	16	72.15%	114	7.59%	12	0.00%	0	0.00%	0	0.63%	1	0.63%	1	2.53%	36	158											
	Aged 25-34	7.46%	17	9.21%	21	5.26%	12	13.60%	31	64.04%	146	10.53%	24	1.75%	4	0.44%	1	1.32%	3	0.44%	1	2.63%	68	228											
	Aged 35-59	6.37%	43	6.37%	49	3.39%	22	9.55%	62	74.27%	482	6.01%	39	1.85%	12	0.62%	4	0.31%	2	0.62%	4	3.39%	146	649											
	Aged 60-74	1.69%	1	1.69%	1	1.69%	1	8.47%	5	83.05%	49	5.08%	3	0.00%	0	0.00%	0	0.00%	0	0.00%	0	1.69%	11	59											
022S04 Irvine North	All Males	12.15%	104	12.97%	111	5.26%	45	9.70%	83	66.94%	573	6.89%	59	4.32%	37	0.23%	2	0.47%	4	1.52%	13	4.67%	206	856											
	All Females	5.18%	41	5.43%	43	3.41%	27	7.20%	57	78.41%	621	7.20%	57	1.52%	12	0.13%	1	0.13%	1	0.25%	2	1.77%	128	792											
	Aged 16-24	8.26%	19	8.26%	19	4.78%	11	8.26%	19	67.83%	156	13.04%	30	2.61%	6	0.00%	0	0.00%	0	0.43%	1	3.04%	45	230											
	Aged 25-34	11.58%	47	12.81%	52	6.16%	25	11.08%	45	66.75%	271	6.16%	25	3.20%	13	0.00%	0	0.74%	3	1.72%	7	4.19%	107	406											
	Aged 35-59	7.91%	74	8.34%	78	3.64%	34	7.81%	73	75.40%	705	6.10%	57	2.89%	27	0.32%	3	0.21%	2	0.75%	7	2.89%	173	935											
	Aged 60-74	6.49%	5	6.49%	5	2.60%	2	3.90%	3	80.52%	62	5.19%	4	3.90%	3	0.00%	0	0.00%	0	0.00%	0	3.90%	9	77											
022S05 Eglington & Lawthorn	All Males	14.62%	164	15.95%	179	8.38%	94	11.05%	124	61.14%	666	7.40%	83	4.10%	46	0.18%	2	0.53%	6	1.43%	16	5.79%	313	1122											
	All Females	10.04%	100	10.54%	105	6.63%	66	8.84%	88	69.58%	693	10.54%	105	2.61%	26	0.00%	0	0.30%	3	0.60%	6	0.90%	185	996											
	Aged 16-24	11.11%	26	11.54%	27	8.12%	19	13.25%	31	63.25%	148	10.26%	24	2.56%	6	0.00%	0	0.00%	0	0.00%	0	2.56%	68	234											
	Aged 25-34	16.44%	86	17.59%	92	9.56%	50	13.58%	71	57.93%	303	8.60%	45	5.35%	28	0.00%	0	0.19%	1	1.53%	8	3.25%	159	523											
	Aged 35-59	11.44%	148	12.36%	160	6.96%	90	8.04%	104	68.32%	884	8.50%	110	2.78%	36	0.15%	2	0.54%	7	1.00%	13	3.71%	256	1294											
	Aged 60-74	5.97%	4	7.46%	5	1.49%	1	8.96%	6	65.67%	44	13.43%	9	2.99%	2	0.00%	0	1.49%	1	1.49%	1	4.48%	15	67											
022S06 Dreghorn	All Males	12.66%	132	13.33%	139	5.94%	62	12.08%	126	58.39%	609	12.08%	126	3.64%	38	0.38%	4	0.29%	3	1.92%	20	5.27%	307	1043											
	All Females	4.91%	46	5.34%	50	2.88%	27	7.59%	71	66.77%	625	19.23%	180	1.28%	12	0.11%	1	0.32%	3	0.43%	4	1.39%	155	936											
	Aged 16-24	8.90%	21	9.75%	23	3.39%	8	10.59%	25	64.83%	153	8.90%	21	2.97%	7	0.42%	1	0.42%	1	1.27%	3	7.20%	67	236											
	Aged 25-34	11.47%	53	12.55%	58	5.84%	27	10.17%	47	58.87%	272	16.02%	74	3.03%	14	0.43%	2	0.65%	3	1.30%	6	3.68%	111	462											
	Aged 35-59	8.30%	99	8.63%	103	4.36%	52	10.06%	120	62.87%	750	16.18%	193	2.35%	28	0.17%	2	0.17%	2	1.09%	13	2.77%	273	1193											
	Aged 60-74	5.68%	5	5.68%	5	2.27%	2	5.68%	5	67.05%	59	20.45%	18	1.14%	1	0.00%	0	0.00%	0	2.27%	2	1.14%	11	88											
022S07 Irvine Landward	All Males	12.09%	150	13.46%	167	6.40%	81	9.27%	115	61.40%	762	11.93%	148	2.42%	30	0.48%	6	0.48%	6	2.01%	25	5.48%	298	1241											
	All Females	8.34%	92	8.70%	96	4.99%	55	8.43%	93	62.56%	690	19.40%	214	2.45%	27	0.27%	3	0.27%	3	0.45%	5	1.18%	199	1103											
	Aged 16-24	9.54%	25	9.54%	25	6.49%	17	10.31%	27	64.50%	169	12.21%	32	2.29%	6	0.00%	0	0.00%	0	0.38%	1	3.82%	64	262											
	Aged 25-34	11.13%	65	11.82%	69	6.85%	40	10.10%	59	61.82%	361	14.73%	86	2.05%	12	0.68%	4	0.17%	1	1.54%	9	2.05%	130	584											
	Aged 35-59	10.25%	145	11.39%	161	5.30%	75	8.27%	117	61.39%	868	16.12%	228	2.62%	37	0.35%	5	0.50%	7	1.34%	19	4.10%	292	1414											
	Aged 60-74	8.33%	7	9.52%	8	4.76%	4	5.95%	5	64.29%	54	19.05%	16	2.38%	2	0.00%	0	1.19%	1	1.19%	1	1.19%	11	84											
022S08 Bourtreehill	All Males	11.52%	131	13.02%	148	4.93%	56	11.43%	130	62.53%	711	9.76%	111	3.34%	38	0.97%	11	0.62%	7	1.58%	18	4.84%	315	1137											
	All Females	8.45%	86	9.04%	92	5.11%	52	9.63%	98	67.78%	690	12.38%	126	2.65%	27	0.20%	2	0.59%	6	0.29%	3	1.38%	210	1018											
	Aged 16-24	12.25%	37	12.58%	38	6.95%	21	12.58%	38	63.25%	191	9.60%	29	3.31%	10	1.66%	5	0.33%	1	0.00%	0	2.32%	83	302											
	Aged 25-34	11.31%	62	13.69%	75	5.29%	29	12.23%	67	60.95%	334	10.77%	59	4.01%	22	0.00%	0	1.64%	9	1.09%	6	4.01%	156	548											
	Aged 35-59	8.90%	112	9.62%	121	4.45%	56	9.46%	119	67.25%	846	11.53%	145	2.38%	30	0.56%	7	0.24%	3	1.19%	15	2.94%	275	1258											
	Aged 60-74	12.77%	6	12.77%	6	4.26%	2	8.51%	4	63.83%	30	8.51%	4	6.38%	3	0.13%	1	0.00%	0	0.00%	0	6.38%	11	47											
022S09 Woodlands North & Girdle Toll	All Males	9.45%	101	1																															



# APPENDIX THIRTY-NINE- Travel-To-Work Matrix for North Ayrshire Council Area (tv201).

	Category	GLA CONURB.				GGCVSPA				GLASGOW				S.AYRSHIRE				N. AYRSHIRE				E. AYRSHIRE				RENFREWESHIRE				E.RENFREWESHIRE				INVERCLYDE				S.LANARKSHIRE				OTHER				TOTAL
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in											
022S16 Dalry	All Males	15.68%	141	17.24%	155	7.68%	69	4.12%	37	73.86%	664	1.22%	11	6.12%	55	0.11%	1	0.78%	7	0.78%	7	5.34%	122	899																						
	All Females	16.71%	133	18.59%	148	9.30%	74	4.15%	33	72.74%	579	3.27%	26	6.66%	53	0.63%	5	1.26%	10	0.13%	1	1.88%	81	796																						
	Aged 16-24	20.71%	41	21.21%	42	10.10%	20	4.55%	9	68.18%	135	2.02%	4	8.08%	16	0.51%	1	0.51%	1	1.01%	2	5.05%	28	198																						
	Aged 25-34	23.77%	87	26.23%	96	12.30%	45	5.19%	19	62.57%	229	3.83%	14	9.29%	34	1.09%	4	1.91%	7	0.27%	1	3.55%	51	366																						
	Aged 35-59	13.40%	141	15.21%	160	7.03%	74	3.90%	41	76.62%	806	1.81%	19	5.42%	57	0.10%	1	0.86%	9	0.48%	5	3.80%	122	1052																						
022S17 Garnock East	Aged 60-74	6.33%	5	6.33%	5	5.06%	4	1.27%	1	92.41%	73	0.00%	0	1.27%	1	0.00%	0	0.00%	0	0.00%	0	0.00%	2	79																						
	All Males	29.98%	360	32.14%	386	13.91%	167	3.91%	47	56.04%	673	2.50%	30	12.41%	149	1.08%	13	1.33%	16	1.67%	20	7.16%	180	1201																						
	All Females	31.91%	322	34.49%	348	15.66%	158	2.28%	23	58.37%	589	4.16%	42	14.47%	146	1.29%	13	1.09%	11	0.59%	6	2.08%	67	1009																						
	Aged 16-24	34.70%	76	36.53%	80	16.89%	37	3.65%	8	52.97%	116	4.11%	9	15.07%	33	0.91%	2	1.37%	3	0.91%	2	4.11%	25	219																						
	Aged 25-34	33.41%	145	35.48%	154	15.90%	69	3.46%	15	54.38%	236	2.53%	11	13.13%	57	1.38%	6	1.61%	7	2.76%	12	4.84%	51	434																						
022S18 Kilbirnie South	Aged 35-59	30.79%	439	33.52%	478	14.38%	205	3.02%	43	56.80%	810	3.44%	49	13.96%	199	1.26%	18	1.19%	17	0.77%	11	5.19%	160	1426																						
	Aged 60-74	16.79%	22	16.79%	22	10.69%	14	3.05%	4	76.34%	100	2.29%	3	4.58%	6	0.00%	0	0.00%	0	0.76%	1	2.29%	11	131																						
	All Males	25.32%	216	27.20%	232	9.96%	85	3.17%	27	64.71%	552	1.52%	13	13.13%	112	0.70%	6	1.06%	9	0.59%	5	5.16%	98	853																						
	All Females	29.50%	200	30.97%	210	14.45%	98	0.88%	6	65.04%	441	1.77%	12	14.60%	99	0.59%	4	0.74%	5	0.44%	3	1.47%	22	678																						
	Aged 16-24	30.77%	48	32.05%	50	12.82%	20	2.56%	4	61.54%	96	1.92%	3	16.67%	26	1.92%	3	0.64%	1	0.00%	0	1.92%	11	156																						
022S19 Kilbirnie North	Aged 25-34	32.20%	123	33.25%	127	14.92%	57	2.88%	11	60.21%	230	2.09%	8	14.66%	56	0.79%	3	0.52%	2	1.05%	4	2.88%	33	382																						
	Aged 35-59	25.91%	236	27.88%	254	11.20%	102	1.76%	16	65.97%	601	1.43%	13	13.61%	124	0.44%	4	0.99%	9	0.44%	4	4.17%	70	911																						
	Aged 60-74	10.98%	9	13.41%	11	4.88%	4	2.44%	2	80.49%	66	1.22%	1	6.10%	5	0.00%	0	2.44%	2	0.00%	0	2.44%	6	82																						
	All Males	27.60%	257	30.29%	282	10.31%	96	2.36%	22	62.09%	578	1.8%	11	13.86%	129	0.54%	5	1.93%	18	1.18%	11	6.55%	105	931																						
	All Females	29.34%	240	33.01%	270	12.96%	106	1.83%	15	62.47%	511	1.34%	11	16.01%	131	0.61%	5	2.08%	17	0.12%	1	2.57%	51	818																						
022S20 Saltcoats East	Aged 16-24	32.22%	77	35.15%	84	17.57%	42	2.51%	6	59.41%	142	0.84%	2	15.48%	37	0.00%	0	0.84%	2	0.42%	1	2.93%	19	239																						
	Aged 25-34	31.43%	121	35.84%	138	15.32%	59	1.56%	6	57.92%	223	1.30%	5	13.77%	53	0.78%	3	3.38%	13	0.78%	3	5.19%	32	385																						
	Aged 35-59	27.45%	283	30.36%	313	9.31%	96	2.33%	24	63.43%	654	1.26%	13	15.81%	163	0.68%	7	1.84%	19	0.78%	8	4.56%	95	1031																						
	Aged 60-74	17.02%	16	18.09%	17	5.32%	5	1.06%	1	74.47%	70	2.13%	2	7.45%	7	0.00%	0	1.06%	1	0.00%	0	8.51%	10	94																						
	All Males	10.67%	72	12.15%	82	6.22%	42	5.04%	34	70.52%	476	4.74%	32	2.07%	14	0.15%	1	1.33%	9	0.74%	5	9.19%	130	675																						
022S21 South Beach	All Females	11.19%	65	12.05%	70	7.40%	43	4.13%	24	77.28%	449	5.16%	30	2.75%	16	0.00%	0	0.86%	5	0.34%	2	2.07%	60	581																						
	Aged 16-24	8.72%	17	10.26%	20	5.64%	11	5.13%	10	76.41%	149	4.10%	8	1.54%	3	0.00%	0	1.54%	3	0.51%	1	5.13%	30	195																						
	Aged 25-34	14.05%	42	15.05%	45	10.03%	30	6.02%	18	67.89%	203	6.35%	19	2.68%	8	0.00%	0	1.00%	3	0.67%	2	5.35%	52	299																						
	Aged 35-59	10.44%	74	11.57%	82	5.92%	42	4.09%	29	74.89%	531	4.65%	33	2.54%	18	0.14%	1	1.13%	8	0.56%	4	6.06%	101	709																						
	Aged 60-74	7.55%	4	9.43%	5	3.77%	2	1.89%	1	79.25%	42	3.77%	2	1.89%	1	0.00%	0	0.00%	0	0.00%	0	9.43%	7	53																						
022S22 Saltcoats North	All Males	14.81%	137	17.41%	161	9.08%	84	8.11%	75	63.78%	590	3.57%	33	3.35%	31	0.43%	4	2.05%	19	1.19%	11	8.43%	228	925																						
	All Females	11.69%	95	13.26%	108	9.35%	76	3.69%	30	75.89%	617	6.03%	49	1.60%	13	0.25%	2	1.48%	12	0.37%	3	1.35%	71	813																						
	Aged 16-24	18.97%	37	21.54%	42	13.33%	26	6.15%	12	61.54%	120	6.15%	12	3.59%	7	1.03%	2	2.56%	5	0.51%	1	5.13%	34	195																						
	Aged 25-34	16.71%	62	21.02%	78	12.67%	47	6.20%	23	63.34%	235	6.20%	23	2.43%	9	0.27%	1	3.50%	13	1.08%	4	4.31%	62	371																						
	Aged 35-59	11.32%	123	12.79%	139	7.73%	84	5.89%	64	72.77%	791	3.96%	43	2.21%	24	0.09%	1	1.20%	13	0.74%	8	5.43%	187	1087																						
022S23 Ardrossan South	Aged 60-74	11.76%	10	11.76%	10	5.53%	3	7.06%	6	71.76%	61	4.71%	4	4.71%	4	2.35%	2	0.00%	0	1.18%	1	4.71%	16	85																						
	All Males	11.35%	83	13.13%	96	6.57%	48	6.02%	44	67.85%	496	4.51%	33	3.28%	24	0.27%	2	1.23%	9	0.41%	3	9.85%	160	731																						
	All Females	7.23%	50	7.95%	55	4.48%	31	4.05%	28	81.36%	563	4.91%	34	1.59%	11	0.14%	1	0.72%	5	0.29%	2	2.46%	73	692																						
	Aged 16-24	7.47%	13	8.62%	15	4.02%	7	5.75%	10	77.59%	135	3.45%	6	1.72%	3	0.00%	0	1.15%	2	0.00%	0	6.32%	31	174																						
	Aged 25-34	13.33%	52	15.13%	59	8.21%	32	6.15%	24	70.51%	275	4.87%	19	3.33%	13	0.51%	2	1.54%	6	0.51%	2	4.36%	65	390																						
022S24 Ardrossan North	Aged 35-59	7.96%	65	8.94%	73	4.65%	38	4.41%	36	75.89%	620	4.77%	39	2.08%	17	0.12%	1	0.73%	6	0.37%	3	6.98%	129	817																						
	Aged 60-74	7.14%	3	9.52%	4	4.76%	2	4.76%	2	69.05%	29	7.14%	3	4.76%	2	0.00%	0	0.00%	0	0.00%	0	9.52%	8	42																						
	All Males	14.56%	136	15.85%	148	9.96%	93	6.75%	63	66.06%	617	3.85%	36	2.25%	21	0.32%	3	1.07%	10	1.28%	12	8.46%	205	934																						
	All Females	8.24%	68	9.70%	80	5.58%	46	2.42%	20	80.48%	664	5.94%	49	2.30%	19	0.00%	0	1.45%	12	0.00%	0	1.82%	55	825																						
	Aged 16-24	10.58%	22	12.98%	27	9.13%	19	5.77%	12	73.56%	153	2.88%	6	0.48%	1	0.00%	0	2.40%	5	0.48%	1	5.29%	35	208																						
022S25 West Kilbride	Aged 25-34	16.71%	69	18.64%	77	10.41%	43	4.12%	17	67.31%	278	6.05%	25	3.63%	15	0.00%	0	1.69%	7	1.69%	7	5.08%	55	413																						
	Aged 35-59	9.92%	108	10.93%	119	8.80%	74	4.59%	50	74.84%	815	4.68%	51	2.11%	23	0.28%	3	0.92%	10	0.28%	3	5.51%	160	1089																						
	Aged 60-74	10.20%	5	10.20%	5	6.12%	3	8.16%	4	71.43%	35	6.12%	3	2.04%	1	0.00%	0	0.00%	0	2.																										



# APPENDIX THIRTY-NINE- Travel-To-Work Matrix for North Ayrshire Council Area (tv201).

	Category	GLA CONURB.		GGCVSPA		GLASGOW		S.AYRSHIRE		N. AYRSHIRE		E. AYRSHIRE		RENFREWSHIRE		E.RENFREWSHIRE		INVERCLYDE		S.LANARKSHIRE		OTHER		TOTAL
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	
022S30	All Males	2.84%	33	3.44%	40	1.46%	17	1.29%	15	90.81%	1057	0.52%	6	0.77%	9	0.17%	2	0.52%	6	0.09%	1	4.38%	81	1164
Arran	All Females	1.88%	19	2.08%	21	1.38%	14	1.19%	12	94.57%	957	0.79%	8	0.30%	3	0.10%	1	0.20%	2	0.00%	0	1.48%	39	1012
	Aged 16-24	3.11%	6	3.11%	6	2.59%	5	1.04%	2	91.19%	176	1.04%	2	0.52%	1	0.00%	0	0.00%	0	0.00%	0	3.63%	11	193
	Aged 25-34	0.56%	2	0.56%	2	0.00%	0	1.40%	5	95.51%	340	0.84%	3	0.56%	2	0.00%	0	0.00%	0	0.00%	0	1.69%	16	356
	Aged 35-59	2.59%	36	3.24%	45	1.51%	21	1.37%	19	92.02%	1280	0.43%	6	0.58%	8	0.14%	2	0.58%	8	0.07%	1	3.31%	84	1391
	Aged 60-74	3.39%	8	3.39%	8	2.12%	5	0.42%	1	92.37%	218	1.27%	3	0.42%	1	0.42%	1	0.00%	0	0.00%	0	2.97%	9	236
North Ayrshire	All Males	15.84%	4465	19.76%	5572	8.03%	2264	6.83%	1925	63.29%	17842	5.07%	1429	5.30%	1494	0.52%	146	3.35%	945	1.22%	345	6.39%	5652	28192
North Ayrshire	All Females	12.93%	3233	16.43%	4110	7.36%	1842	5.09%	1273	70.16%	17548	7.06%	1765	4.79%	1199	0.34%	84	3.16%	791	0.32%	81	1.72%	2975	25012
	Aged 16-24	15.60%	935	18.96%	1136	9.28%	556	7.16%	429	64.19%	3846	6.22%	373	5.02%	301	0.43%	26	3.09%	185	0.47%	28	4.14%	1106	5992
	Aged 25-34	17.17%	2103	21.45%	2628	9.56%	1171	7.25%	888	61.47%	7531	6.84%	838	5.58%	683	0.43%	53	3.80%	466	1.08%	132	3.99%	2265	12251
	Aged 35-59	13.59%	4408	17.29%	5607	6.95%	2255	5.52%	1789	68.15%	22103	5.71%	1851	4.99%	1617	0.43%	140	3.19%	1034	0.76%	248	4.31%	4975	32434
	Aged 60-74	9.97%	252	12.31%	311	4.91%	124	3.64%	92	75.58%	1910	5.22%	132	3.64%	92	0.44%	11	2.02%	51	0.71%	18	3.84%	281	2527



# APPENDIX FORTY- Travel-To-Work Matrix for Perth and Kinross Council Area (tv204).

	Category	PERTH		DUNDEE		CONURB.		EDIN CONURB		GLA CONURB.		PERTH&KINROSS		DUNDEE CITY		ANGUS		FIFE		STIRLING		EDINBURGH		GLASGOW		OTHER		TOTAL	
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in		
025S01 Rannoch & Atholl (part)	Full-time employment	4.67%	17	0.82%	3	1.37%	5	0.00%	0	0.00%	0	93.68%	341	0.82%	3	0.00%	0	0.27%	1	0.00%	0	1.10%	4	0.00%	4.12%	15	364		
	Part-time employment	6.67%	7	0.00%	0	0.00%	0	0.00%	0	0.00%	0	95.24%	100	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	4.76%	5	105		
	TOTAL	5.12%	24	0.64%	3	1.07%	5	0.00%	0	0.00%	0	94.03%	441	0.64%	3	0.00%	0	0.21%	1	0.00%	0	0.85%	4	0.00%	4.26%	20	469		
	LE and HMO, HPO & LM and PO	9.23%	12	1.54%	2	2.31%	3	0.00%	0	0.00%	0	90.00%	117	1.54%	2	0.00%	0	0.00%	0	0.00%	0	1.54%	2	0.00%	6.92%	9	130		
	Intermediate Occupations	7.69%	3	0.00%	0	0.00%	0	0.00%	0	0.00%	0	100.00%	39	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0.00%	0	39		
	SE and OAW	0.00%	0	0.00%	0	1.28%	1	0.00%	1	0.00%	0	96.15%	75	0.00%	0	0.00%	0	0.00%	0	0.00%	0	1.28%	1	0.00%	2.56%	2	78		
025S02 Pitlochry; Rannoch and Atholl (part)	LS and TO, S-RO & RO	4.05%	9	0.45%	1	0.45%	1	0.00%	1	0.00%	0	94.59%	210	0.45%	1	0.00%	0	0.45%	1	0.00%	0	0.45%	1	0.00%	4.05%	9	222		
	Full-time employment	5.27%	17	0.87%	12	0.72%	10	0.22%	3	0.22%	3	94.44%	1309	0.65%	9	0.36%	5	0.14%	2	0.00%	2	0.72%	10	0.22%	3.46%	46	1386		
	Part-time employment	3.86%	17	0.23%	1	0.00%	0	0.45%	2	0.45%	2	95.91%	422	0.23%	1	0.45%	2	0.23%	1	0.00%	0	0.00%	0	0.45%	2	2.73%	12	440	
	TOTAL	4.93%	90	0.71%	13	0.55%	10	0.27%	5	0.27%	5	94.80%	1731	0.55%	10	0.38%	7	0.16%	3	0.00%	2	0.55%	10	0.27%	5.32%	58	1826		
	LE and HMO, HPO & LM and PO	9.31%	51	1.09%	6	1.82%	10	0.55%	3	0.55%	3	90.88%	498	0.73%	4	0.36%	2	0.36%	2	0.00%	2	1.82%	10	0.55%	5.29%	27	548		
	Intermediate Occupations	8.87%	11	0.81%	1	0.00%	0	0.00%	0	0.00%	0	93.55%	116	0.00%	0	2.42%	3	0.00%	0	0.00%	0	0.00%	0	0.00%	0	4.03%	5	124	
025S03 Rattray & Glenshee; Alyth & Old Rattray	SE and OAW	1.84%	7	0.00%	0	0.00%	0	0.26%	1	0.26%	1	97.89%	372	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.26%	1	1.84%	7	380	
	LS and TO, S-RO & RO	2.71%	21	0.78%	6	0.00%	0	0.13%	1	0.13%	1	96.25%	745	0.78%	6	0.26%	2	0.13%	1	0.00%	0	0.00%	0	0.13%	1	2.45%	19	774	
	Full-time employment	8.45%	191	15.58%	352	0.58%	13	0.22%	5	0.22%	5	74.29%	1679	15.09%	341	5.09%	115	0.35%	8	0.18%	2	0.58%	13	0.13%	3	4.29%	99	2260	
	Part-time employment	6.12%	45	7.62%	56	0.54%	4	0.00%	0	0.00%	0	86.94%	639	7.62%	56	3.40%	25	0.27%	2	0.14%	0	0.54%	4	0.00%	0	1.09%	9	735	
	TOTAL	7.88%	236	13.62%	408	0.57%	17	0.17%	5	0.17%	5	77.40%	2318	13.26%	397	4.67%	140	0.33%	10	0.17%	2	0.57%	17	0.10%	3	3.51%	108	2995	
	LE and HMO, HPO & LM and PO	10.70%	96	24.19%	217	1.45%	13	0.33%	3	0.33%	3	62.54%	561	23.30%	209	7.13%	64	0.33%	3	0.22%	1	1.45%	13	0.22%	2	4.79%	44	897	
025S05 Coupar Angus & Meigle	Intermediate Occupations	18.24%	56	20.85%	64	0.00%	0	0.00%	0	0.00%	0	71.66%	220	20.52%	63	4.56%	14	0.65%	2	0.00%	0	0.00%	0	0.00%	0	2.61%	8	307	
	SE and OAW	1.37%	6	1.83%	8	0.46%	2	0.23%	1	0.23%	1	94.05%	411	1.83%	8	2.06%	9	0.00%	0	0.46%	0	0.46%	2	0.00%	0	1.14%	7	433	
	LS and TO, S-RO & RO	5.76%	78	8.79%	119	0.15%	2	0.07%	1	0.07%	1	93.16%	1126	8.64%	117	3.91%	53	0.37%	5	0.07%	1	0.15%	2	0.07%	1	3.62%	49	1354	
	Full-time employment	13.17%	159	17.73%	214	0.75%	9	0.17%	2	0.17%	2	72.99%	881	17.15%	207	5.88%	71	0.50%	6	0.00%	2	0.75%	9	0.08%	1	2.65%	30	1207	
	Part-time employment	8.36%	27	11.46%	37	0.31%	1	0.00%	0	0.00%	0	80.80%	261	11.15%	36	5.57%	18	0.31%	1	0.62%	0	0.31%	1	0.00%	0	1.24%	6	323	
	TOTAL	12.16%	186	16.41%	251	0.65%	10	0.13%	2	0.13%	2	74.64%	1142	15.88%	243	5.82%	89	0.46%	7	0.13%	2	0.65%	10	0.07%	1	2.35%	36	1530	
025S06 Rosemount	LE and HMO, HPO & LM and PO	15.97%	69	30.79%	133	1.39%	6	0.46%	2	0.46%	2	55.56%	240	29.17%	126	8.10%	35	0.69%	3	0.23%	1	1.39%	6	0.23%	1	4.63%	20	432	
	Intermediate Occupations	26.85%	40	17.45%	26	0.67%	1	0.00%	0	0.00%	0	72.48%	108	17.45%	26	7.38%	11	0.00%	0	0.00%	0	0.67%	1	0.00%	0	2.01%	3	149	
	SE and OAW	4.49%	8	1.69%	3	1.12%	2	0.00%	0	0.00%	0	92.13%	164	1.69%	3	3.37%	6	1.12%	2	0.00%	0	1.12%	2	0.00%	0	0.56%	1	178	
	LS and TO, S-RO & RO	8.95%	69	11.54%	89	0.13%	1	0.00%	0	0.00%	0	81.71%	630	11.41%	88	4.80%	37	0.26%	2	0.13%	1	0.13%	1	0.00%	0	1.56%	12	771	
	Full-time employment	12.86%	120	16.18%	151	0.86%	8	0.54%	5	0.54%	5	73.53%	686	15.22%	142	3.86%	36	0.75%	7	0.11%	5	0.86%	8	0.32%	3	5.36%	46	933	
	Part-time employment	8.50%	25	8.16%	24	0.00%	0	0.34%	1	0.34%	1	88.78%	261	7.82%	23	1.70%	5	0.34%	1	0.00%	0	0.00%	0	0.00%	0	1.36%	4	294	
035S07 Blairgowrie	TOTAL	11.82%	145	14.26%	175	0.65%	8	0.49%	6	0.49%	6	77.18%	947	13.45%	165	3.34%	41	0.65%	8	0.08%	5	0.65%	8	0.24%	3	4.40%	50	1227	
	LE and HMO, HPO & LM and PO	13.04%	73	20.54%	115	1.07%	6	0.89%	5	0.89%	5	68.57%	384	20.00%	112	3.57%	20	0.54%	3	0.18%	2	1.07%	6	0.54%	3	5.54%	30	560	
	Intermediate Occupations	21.71%	33	14.47%	22	0.66%	1	0.00%	0	0.00%	0	80.92%	123	13.16%	20	1.97%	3	1.32%	2	0.00%	0	0.66%	1	0.00%	0	1.97%	3	152	
	SE and OAW	4.02%	7	5.17%	8	0.00%	0	0.00%	0	0.00%	0	88.51%	154	5.17%	8	2.87%	5	1.72%	3	0.00%	2	0.00%	0	0.00%	0	1.72%	1	174	
	LS and TO, S-RO & RO	9.38%	32	8.50%	29	0.29%	1	0.29%	1	0.29%	1	83.87%	286	7.04%	24	3.81%	13	0.00%	0	0.00%	1	0.29%	1	0.00%	0	4.99%	16	341	
	Full-time employment	12.16%	99	12.90%	105	0.49%	4	0.49%	4	0.49%	4	78.50%	639	12.53%	102	3.56%	29	0.49%	4	0.37%	2	0.49%	4	0.00%	0	4.05%	34	814	
025S08 Kincleven and Clunie	Part-time employment	6.27%	19	4.29%	13	0.66%	2	0.33%	1	0.33%	1	90.76%	275	4.29%	13	1.65%	5	0.99%	3	0.00%	0	0.66%	2	0.33%	1	1.32%	4	303	
	TOTAL	10.56%	118	10.56%	118	0.54%	6	0.45%	5	0.45%	5	81.83%	914	10.30%	115	3.04%	34	0.63%	7	0.27%	2	0.54%	6	0.09%	1	3.31%	38	1117	
	LE and HMO, HPO & LM and PO	15.34%	48	21.09%	66	1.28%	4	0.64%	2	0.64%	2	66.45%	208	20.13%	63	4.79%	15	0.64%	2	0.96%	2	1.28%	4	0.00%	0	5.75%	19	313	
	Intermediate Occupations	20.33%	25	16.26%	20	0.00%	0	1.63%	2	1.63%	2	76.42%	94	16.26%	20	2.44%	3	1.63%	2	0.00%	0	0.00%	0	0.00%	0	3.25%	4	123	
	SE and OAW	1.59%	2	3.17%	4	0.79%	1	0.79%	1	0.79%	1	92.86%	117	3.17%	4	0.79%	1	0.00%	0	0.00%	0	0.79%	1	0.79%	1	1.59%	2	126	
	LS and TO, S-RO & RO	7.75%	43	5.05%	28	0.18%	1	0.00%	0	0.00%	0	89.19%	495	5.05%	28	2.70%	15	0.54%	3	0.00%	0	0.18%	1	0.00%	0	2.34%	13	555	
025S09 Strathay & Dunkeld (part)	Full-time employment	34.51%	400	4.31%	50	1.47%	17	0.52%	6	0.52%	6	88.27%	1023	3.88.8															



# APPENDIX FORTY- Travel-To-Work Matrix for Perth and Kinross Council Area (tv204).

	Category	PERTH		DUNDEE CONURB.		EDIN CONURB.		GLA CONURB.		PERTH&KINROSS		DUNDEE CITY		ANGUS		FIFE		STIRLING		EDINBURGH		GLASGOW		OTHER		TOTAL
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	
025S14 Strathord & Logiealmond; Strathgairny & Dunkeld (part)	Full-time employment	37.43%	575	3.65%	56	1.63%	25	0.98%	15	88.48%	1359	3.32%	51	0.65%	10	1.37%	21	0.78%	5	1.63%	25	0.65%	10	3.13%	55	1536
	Part-time employment	37.47%	154	1.70%	7	0.24%	1	0.00%	0	95.86%	394	1.46%	6	0.24%	1	0.49%	2	0.00%	0	0.24%	1	0.00%	0	1.70%	7	411
	TOTAL	37.44%	729	3.24%	63	1.34%	26	0.77%	15	90.04%	1753	2.93%	57	0.56%	11	1.18%	23	0.62%	5	1.34%	26	0.51%	10	2.82%	62	1947
	LE and HMO, HPO & LM and PO	39.47%	285	5.96%	43	2.63%	19	1.52%	11	81.72%	590	5.26%	38	1.25%	9	1.66%	12	1.11%	4	2.63%	19	1.25%	9	5.12%	41	722
	Intermediate Occupations	60.37%	131	3.69%	8	0.92%	2	0.00%	0	93.09%	202	3.23%	7	0.46%	1	0.00%	0	0.46%	1	0.92%	2	0.00%	0	1.84%	4	217
	SE and OAW	8.20%	25	0.33%	1	0.00%	0	0.00%	0	98.69%	301	0.33%	1	0.00%	0	0.66%	2	0.33%	0	0.00%	0	0.00%	0	0.00%	1	305
	LS and TO, S-RO & RO	40.97%	288	1.56%	11	0.71%	5	0.57%	4	93.88%	660	1.56%	11	0.14%	1	1.28%	9	0.28%	0	0.71%	5	0.14%	1	1.99%	16	703
	Full-time employment	47.41%	569	4.01%	48	2.00%	24	0.58%	7	96.14%	1032	3.92%	47	0.83%	10	1.09%	13	0.17%	3	2.00%	24	0.17%	2	4.67%	67	1198
	Part-time employment	51.70%	182	1.42%	5	0.28%	1	0.28%	1	96.31%	339	1.14%	4	0.00%	0	0.00%	0	0.57%	0	0.28%	1	0.28%	1	1.42%	7	352
	TOTAL	48.39%	750	3.42%	53	1.61%	25	0.52%	8	88.45%	1371	3.29%	51	0.65%	10	0.84%	13	1.03%	3	1.61%	25	0.19%	3	3.94%	74	1550
025S15 Strathalmond	Full-time employment	46.67%	273	5.98%	35	3.42%	20	1.03%	6	80.68%	472	5.81%	34	1.20%	7	1.37%	8	1.88%	1	3.42%	20	0.51%	3	5.13%	40	585
	Part-time employment	66.67%	126	4.76%	9	1.06%	2	0.53%	1	87.83%	166	4.23%	8	0.00%	0	0.53%	1	1.59%	1	1.06%	2	0.00%	0	4.76%	11	189
	Intermediate Occupations	16.32%	31	0.00%	0	0.53%	1	0.00%	0	97.89%	186	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.53%	1	0.00%	0	1.58%	3	190
	SE and OAW	54.61%	320	1.54%	9	0.34%	2	0.17%	1	93.34%	547	1.54%	9	0.51%	3	0.68%	4	0.34%	1	0.34%	2	0.00%	0	3.24%	20	586
	LS and TO, S-RO & RO	70.42%	676	7.60%	73	2.29%	22	0.73%	7	83.65%	803	6.67%	64	0.83%	8	1.67%	16	0.83%	3	2.29%	22	0.42%	4	3.65%	40	960
	Part-time employment	85.63%	292	1.17%	4	0.59%	2	0.29%	1	95.31%	325	1.17%	4	0.29%	1	0.88%	3	0.88%	0	0.59%	2	0.00%	0	0.88%	6	341
	TOTAL	74.40%	968	5.92%	77	1.84%	24	0.61%	8	86.70%	1128	5.23%	68	0.69%	9	1.46%	19	0.85%	3	1.84%	24	0.31%	4	2.92%	46	1301
	LE and HMO, HPO & LM and PO	67.33%	373	10.29%	57	3.43%	19	0.90%	5	79.06%	438	9.39%	52	0.90%	5	1.62%	9	0.72%	2	3.43%	19	0.54%	3	4.33%	26	554
	Intermediate Occupations	75.26%	146	4.64%	9	1.03%	2	0.00%	0	89.69%	174	3.61%	7	0.00%	0	2.06%	4	0.26%	0	1.03%	2	0.00%	0	1.55%	7	194
	SE and OAW	90.80%	106	0.00%	0	0.85%	0	0.85%	1	94.02%	110	0.00%	0	0.00%	0	2.56%	3	0.00%	0	0.85%	1	0.00%	0	2.56%	3	117
025S17 Dunsinann	Full-time employment	78.67%	343	2.52%	11	0.46%	2	0.46%	2	93.12%	406	2.06%	9	0.92%	4	0.69%	3	0.69%	1	0.46%	2	0.23%	1	1.83%	10	436
	Part-time employment	27.78%	340	8.25%	101	2.70%	33	0.65%	8	82.43%	1009	7.43%	91	1.55%	19	1.23%	15	0.33%	6	2.70%	33	0.33%	4	4.00%	47	1224
	Intermediate Occupations	35.01%	125	6.44%	23	1.12%	4	0.00%	0	89.08%	318	5.88%	21	2.24%	8	0.28%	1	0.56%	0	1.12%	4	0.00%	0	0.84%	5	357
	TOTAL	29.41%	465	7.84%	124	2.34%	37	0.51%	10	83.93%	1327	7.08%	112	1.71%	27	1.01%	16	0.38%	6	2.34%	37	0.25%	4	3.29%	52	1581
	LE and HMO, HPO & LM and PO	32.82%	193	12.93%	76	5.27%	31	1.02%	6	72.79%	428	11.73%	69	2.38%	14	1.87%	11	0.68%	3	5.27%	31	0.51%	3	4.76%	29	588
	Intermediate Occupations	52.69%	88	7.19%	12	0.60%	1	0.60%	1	88.02%	147	5.99%	10	1.80%	3	1.80%	3	0.60%	0	0.60%	1	0.00%	0	1.20%	3	167
	SE and OAW	10.88%	31	2.46%	7	0.00%	0	0.00%	0	95.79%	273	2.11%	6	0.35%	1	0.35%	1	0.35%	0	0.00%	0	0.00%	0	1.05%	4	285
	LS and TO, S-RO & RO	28.28%	153	5.36%	29	0.92%	5	0.18%	1	88.54%	479	4.99%	27	1.66%	9	0.18%	1	0.00%	3	0.92%	5	0.18%	1	3.51%	16	541
	Full-time employment	7.91%	130	77.36%	1271	1.03%	17	0.91%	15	39.07%	642	50.52%	830	3.35%	55	2.07%	34	0.24%	1	1.03%	17	0.73%	12	2.98%	52	1643
	Part-time employment	6.40%	27	81.75%	345	0.24%	1	0.00%	0	46.21%	195	46.92%	198	4.03%	17	0.95%	4	0.24%	0	0.24%	1	0.00%	0	1.42%	7	422
025S18 East Carse; Central Carse (part) Dundee Conurbation	TOTAL	7.60%	157	78.26%	1616	0.87%	18	0.73%	15	40.53%	837	49.78%	1028	3.49%	72	1.84%	38	0.24%	1	0.87%	18	0.58%	12	2.66%	59	2065
	LE and HMO, HPO & LM and PO	9.55%	96	75.52%	759	1.39%	14	1.19%	12	32.24%	324	55.62%	559	3.58%	36	2.29%	23	0.40%	1	1.39%	14	1.00%	10	3.48%	38	1005
	Intermediate Occupations	7.97%	20	83.27%	209	0.00%	0	0.80%	2	32.67%	82	61.35%	154	1.99%	5	1.26%	3	0.00%	0	0.00%	0	0.80%	2	1.99%	5	251
	SE and OAW	3.43%	7	88.73%	11	0.49%	1	0.00%	0	75.98%	155	19.61%	40	1.96%	4	0.00%	0	0.00%	0	0.49%	1	0.00%	0	1.96%	4	204
	LS and TO, S-RO & RO	5.62%	34	77.19%	467	0.50%	3	0.17%	1	45.62%	276	45.45%	275	4.46%	27	1.98%	12	0.17%	0	0.50%	3	0.00%	0	1.82%	12	605
	Full-time employment	36.77%	200	32.32%	276	2.92%	9	0.23%	2	65.22%	557	27.05%	231	1.87%	16	1.52%	13	0.47%	1	1.05%	9	0.12%	1	2.69%	27	854
	Part-time employment	43.17%	67	22.47%	51	1.17%	1	0.44%	1	76.21%	173	17.62%	40	1.76%	4	2.20%	5	0.00%	0	0.44%	1	0.00%	0	1.76%	4	227
	TOTAL	38.11%	267	30.25%	327	2.49%	10	0.28%	3	67.53%	730	25.07%	271	1.85%	20	1.67%	18	0.37%	1	0.93%	10	0.09%	1	2.50%	31	1081
	LE and HMO, HPO & LM and PO	25.44%	105	41.01%	187	3.75%	8	0.66%	3	53.73%	245	35.31%	161	3.29%	15	1.97%	9	0.66%	1	1.75%	8	0.22%	1	3.07%	17	456
	Intermediate Occupations	26.02%	42	37.40%	46	0.00%	0	0.00%	0	67.48%	83	29.27%	36	0.81%	1	0.00%	0	0.00%	0	0.00%	0	0.00%	0	2.44%	3	123
025S19 Central Carse (part)	SE and OAW	82.48%	10	8.76%	12	1.43%	0	0.00%	0	91.24%	125	7.30%	10	0.00%	0	0.73%	1	0.00%	0	0.00%	0	0.00%	0	0.73%	1	137
	LS and TO, S-RO & RO	41.37%	110	22.47%	82	1.52%	2	0.00%	0	75.89%	277	17.53%	64	1.10%	4	2.19%	8	0.27%	0	0.55%	2	0.00%	0	2.47%	10	365
	Full-time employment	64.33%	660	7.60%	112	3.67%	30	1.46%	15	76.51%	785	9.65%	99	1.07%	11	2.53%	26	1.36%	6	2.83%	29	1.27%	13	4.78%	57	1026
	Part-time employment	83.04%	284	1.17%	32	0.59%	4	0.00%	0	87.72%	300	8.77%	30	0.29%	1	1.17%	4	0.29%	0	0.17%	4	0.00%	0	0.58%	3	342
	TOTAL	69.01%	944	5.92%	144	2.93%	34	1.10%	15	79.31%	1085	9.43%	129	0.88%	12	2.19%	30	1.10%	6	2.41%	33	0.95%	13	3.73%	60	1368
	LE and HMO, HPO & LM and PO	59.65%	414	10.29%	103	6.08%	26	2.02%	14	69.60%	483	13.40%	93	1.15%	8	3.75%	26	1.59%	6	3.60%	25	1.				



# APPENDIX FORTY- Travel-To-Work Matrix for Perth and Kinross Council Area (tv204).

	Category	PERTH		DUNDEE CONURB.		EDIN CONURB		GLA CONURB.		PERTH&KINROSS		DUNDEE CITY		ANGUS		FIFE		STIRLING		EDINBURGH		GLASGOW		OTHER		TOTAL
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	
025S26 Ruthven Park	Full-time employment	68.67%	912	4.69%	94	0.49%	25	1.73%	23	81.25%	1079	6.33%	84	0.68%	9	2.48%	33	1.28%	4	1.88%	25	0.98%	13	5.12%	81	1328
	Part-time employment	85.55%	302	2.25%	8	0.26%	2	0.00%	0	93.77%	331	1.98%	7	1.13%	4	0.85%	3	0.28%	0	0.57%	2	0.00%	0	1.42%	6	353
	TOTAL	72.22%	1214	4.13%	102	0.43%	27	1.37%	23	83.88%	1410	5.41%	91	0.77%	13	2.14%	36	1.07%	4	1.61%	27	0.77%	13	4.34%	87	1681
	LE and HMO, HPO & LM and PO	63.60%	540	5.87%	80	0.71%	23	2.24%	19	76.09%	646	8.83%	75	0.59%	5	2.94%	25	1.77%	3	2.71%	23	1.30%	11	5.77%	61	849
	Intermediate Occupations	82.03%	242	8.72%	10	0.00%	2	0.68%	2	92.20%	272	2.03%	6	0.34%	1	1.69%	5	0.68%	0	0.68%	2	0.34%	1	2.03%	8	295
	SE and OAW	83.05%	98	0.00%	4	0.00%	0	0.00%	0	92.37%	109	3.39%	4	0.85%	1	0.85%	1	0.00%	0	0.00%	0	0.00%	0	2.54%	3	118
025S27 North Letham	LS and TO, S-RO & RO	79.71%	332	2.69%	8	0.48%	2	0.48%	2	91.41%	383	1.43%	6	1.43%	6	1.19%	5	0.24%	1	0.48%	2	0.24%	1	3.58%	15	419
	Full-time employment	78.69%	805	7.08%	28	1.17%	5	0.39%	4	92.57%	947	2.54%	26	0.39%	4	1.37%	14	0.29%	2	0.49%	5	0.10%	1	2.26%	24	1023
	Part-time employment	88.02%	338	2.27%	7	0.68%	1	0.00%	0	95.83%	368	1.82%	7	0.52%	2	0.52%	2	0.26%	0	0.26%	1	0.00%	0	0.78%	4	384
	TOTAL	81.24%	1143	6.07%	35	1.02%	6	0.28%	4	93.46%	1315	2.35%	33	0.43%	6	1.14%	16	0.28%	2	0.43%	6	0.07%	1	1.85%	28	1407
	LE and HMO, HPO & LM and PO	73.14%	207	9.42%	14	1.94%	2	0.35%	1	87.99%	249	4.95%	14	0.00%	0	3.18%	9	0.71%	1	0.71%	2	0.35%	1	2.12%	7	283
	Intermediate Occupations	84.24%	171	3.39%	4	1.23%	0	0.00%	0	96.06%	195	1.97%	4	0.00%	0	0.00%	0	0.49%	0	0.00%	0	0.00%	0	1.48%	4	203
025S28 South Letham	SE and OAW	88.30%	83	3.39%	1	0.98%	0	0.00%	0	97.87%	92	1.06%	1	0.00%	0	1.06%	1	0.00%	0	0.00%	0	0.00%	0	0.00%	0	94
	LS and TO, S-RO & RO	82.47%	682	1.91%	16	0.74%	4	0.36%	3	94.20%	779	1.69%	14	0.73%	6	0.73%	6	0.12%	1	0.48%	4	0.00%	0	2.06%	17	827
	Full-time employment	79.14%	812	2.74%	30	2.49%	12	0.68%	4	90.64%	930	2.83%	29	0.39%	4	0.88%	9	0.78%	5	1.17%	12	0.29%	3	3.02%	34	1026
	Part-time employment	90.09%	400	1.82%	9	0.31%	3	0.00%	0	95.50%	424	2.03%	9	0.23%	1	0.68%	3	0.23%	0	0.68%	3	0.00%	0	0.68%	4	444
	TOTAL	82.45%	1212	2.49%	39	2.00%	15	0.48%	7	92.11%	1354	2.59%	38	0.34%	5	0.82%	12	0.61%	5	1.02%	15	0.20%	3	2.31%	38	1470
	LE and HMO, HPO & LM and PO	71.32%	184	4.95%	17	3.93%	5	1.94%	5	84.11%	217	6.59%	17	0.39%	1	2.33%	6	0.00%	2	1.94%	5	1.16%	3	3.49%	7	258
025S29 Wellshill	Intermediate Occupations	84.05%	137	1.97%	1	0.95%	2	0.00%	0	93.25%	152	0.61%	1	0.00%	0	2.45%	4	0.61%	0	1.23%	2	0.00%	0	1.84%	4	163
	SE and OAW	90.20%	92	1.06%	1	1.55%	1	0.00%	0	97.06%	99	0.98%	0	0.00%	0	0.00%	0	0.00%	0	0.98%	1	0.00%	0	0.98%	1	102
	LS and TO, S-RO & RO	84.37%	799	1.93%	20	0.20%	7	0.21%	2	93.56%	886	2.01%	19	0.42%	4	0.21%	2	0.84%	3	0.74%	7	0.00%	0	2.22%	26	947
	Full-time employment	73.89%	832	2.92%	77	2.55%	28	0.89%	10	83.84%	944	6.31%	71	0.53%	6	2.40%	27	0.53%	4	2.49%	28	0.62%	7	3.29%	39	1126
	Part-time employment	87.77%	287	2.03%	6	0.26%	1	0.00%	0	96.02%	314	1.83%	6	0.00%	0	0.00%	0	0.00%	0	0.31%	1	0.00%	0	1.83%	6	327
	TOTAL	77.01%	1119	2.65%	83	1.97%	29	0.69%	10	86.58%	1258	5.30%	77	0.41%	6	1.86%	27	0.41%	4	2.00%	29	0.48%	7	2.96%	45	1453
025S30 Oakbank	LE and HMO, HPO & LM and PO	68.41%	418	6.59%	61	3.30%	24	1.31%	8	77.91%	476	9.17%	56	0.98%	6	2.29%	14	0.65%	4	3.93%	24	0.82%	5	4.26%	26	611
	Intermediate Occupations	80.00%	168	0.61%	10	0.00%	2	0.95%	2	90.48%	190	4.29%	9	0.00%	0	1.43%	3	0.95%	0	0.95%	2	0.95%	2	0.95%	4	210
	SE and OAW	92.25%	119	0.98%	1	0.90%	2	0.00%	0	97.67%	126	0.78%	1	0.00%	0	0.00%	0	0.00%	0	1.55%	2	0.00%	0	0.00%	0	129
	LS and TO, S-RO & RO	82.31%	414	2.11%	11	0.96%	1	0.00%	0	92.64%	466	2.19%	11	0.00%	0	1.99%	10	0.00%	0	0.20%	1	0.00%	0	2.98%	15	503
	Full-time employment	71.59%	814	6.84%	68	2.91%	29	1.50%	17	83.47%	949	5.54%	63	0.44%	5	2.55%	29	0.79%	5	2.55%	29	1.23%	14	3.43%	43	1137
	Part-time employment	85.64%	328	1.83%	7	0.64%	1	0.52%	2	94.52%	362	1.83%	7	0.26%	1	0.78%	3	0.26%	1	0.26%	1	0.52%	2	1.57%	6	383
025S31 Craigie	TOTAL	75.13%	1142	5.71%	75	2.51%	30	1.25%	19	86.25%	1311	4.61%	70	0.39%	6	2.11%	32	0.66%	6	1.97%	30	1.05%	16	2.96%	49	1520
	LE and HMO, HPO & LM and PO	67.24%	509	9.98%	62	2.96%	25	1.45%	11	78.73%	596	7.66%	58	0.53%	4	3.17%	24	1.19%	5	3.30%	25	1.32%	10	4.10%	35	757
	Intermediate Occupations	84.81%	201	4.76%	3	3.13%	0	1.27%	3	94.51%	224	0.84%	2	0.42%	1	0.84%	2	0.00%	1	0.00%	0	1.27%	3	2.11%	4	237
	SE and OAW	90.99%	101	0.78%	1	1.55%	1	0.00%	0	98.20%	109	0.90%	1	0.00%	0	0.00%	0	0.00%	0	0.90%	1	0.00%	0	0.00%	0	111
	LS and TO, S-RO & RO	79.76%	331	2.19%	9	1.63%	4	1.20%	5	92.05%	382	2.17%	9	0.24%	1	1.45%	6	0.24%	0	0.96%	4	0.72%	3	2.17%	10	415
	Full-time employment	70.09%	1010	5.98%	89	2.05%	42	1.67%	24	80.64%	1162	5.76%	83	0.83%	12	3.40%	49	1.11%	5	2.91%	42	1.11%	16	4.23%	72	1441
025S32 South Inch	Part-time employment	85.35%	268	1.83%	11	0.00%	2	0.64%	2	92.68%	291	3.50%	11	0.00%	0	0.32%	1	0.96%	0	0.64%	2	0.64%	2	1.07%	7	314
	TOTAL	72.82%	1278	4.93%	100	1.67%	44	1.48%	26	82.79%	1453	5.36%	94	0.68%	12	2.85%	50	1.08%	5	2.51%	44	1.03%	18	3.70%	79	1755
	LE and HMO, HPO & LM and PO	64.85%	570	8.19%	79	3.86%	26	2.50%	22	75.43%	663	8.30%	73	1.14%	10	4.21%	37	1.48%	4	2.96%	26	1.71%	15	4.78%	51	879
	Intermediate Occupations	79.69%	204	1.27%	9	0.42%	8	1.17%	3	86.33%	221	3.52%	9	0.00%	0	1.56%	4	1.56%	1	3.13%	8	0.78%	2	3.13%	11	256
	SE and OAW	86.82%	112	0.90%	2	1.50%	2	0.00%	0	93.80%	121	1.55%	2	0.00%	0	2.33%	3	0.00%	0	1.55%	2	0.00%	0	0.78%	1	129
	LS and TO, S-RO & RO	79.84%	392	2.17%	10	0.41%	8	0.20%	1	91.24%	448	2.04%	10	0.41%	2	1.22%	6	0.41%	0	1.63%	8	0.20%	1	2.85%	16	491
025S33 Moncreiffe & Friarton	Full-time employment	74.85%	1021	6.18%	80	3.26%	28	1.17%	16	85.04%	1160	5.65%	77	0.81%	11	2.64%	36	0.66%	1	2.05%	28	0.81%	11	2.35%	40	1364
	Part-time employment	87.82%	274	3.50%	9	0.92%	0	1.60%	5	94.23%	294	2.56%	8	0.32%	1	0.00%	0	0.00%	0	0.00%	0	1.60%	5	1.28%	4	312
	TOTAL	77.27%	1295	5.70%	89	2.70%	28	1.25%	21	86.75%	1454	5.07%	85	0.72%	12	2.15%	36	0.54%	1	1.67%	28	0.95%	16	2.15%	44	1676
	LE and HMO, HPO & LM and PO	63.33%	361	8.99%	60	5.75%	22	2.63%	15	74.04%	422	10.00%	57	1.23%	7	5.26%	30	0.88%	1	3.86%	22	2.11%	12	2.63%	19	



# APPENDIX FORTY- Travel-To-Work Matrix for Perth and Kinross Council Area (tv204).

	Category	PERTH		DUNDEE CONURB.		EDIN CONURB		GLA CONURB.		PERTH&KINROSS		DUNDEE CITY		ANGUS		FIFE		STIRLING		EDINBURGH		GLASGOW		OTHER		TOTAL	
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in		
Abernethy & Glenfar	025S38	Full-time employment	28.63%	357	3.77%	47	5.45%	68	1.76%	22	73.06%	911	3.53%	44	0.32%	4	9.78%	122	1.36%	13	5.45%	68	1.36%	17	5.13%	68	1247
	Part-time employment	30.06%	107	2.81%	10	1.12%	4	0.28%	1	87.08%	310	2.25%	8	0.00%	0	5.90%	21	0.28%	3	1.12%	4	0.28%	1	3.09%	9	356	
	TOTAL	28.95%	464	3.56%	57	4.49%	72	1.43%	23	76.17%	1221	3.24%	52	0.25%	4	8.92%	143	1.12%	16	4.49%	72	1.12%	18	4.68%	77	1603	
	LE and HMO, HPO & LM and PO	28.06%	211	5.45%	41	7.98%	60	2.79%	21	61.30%	461	5.05%	38	0.27%	2	13.43%	101	1.86%	11	7.98%	60	2.13%	16	7.98%	63	752	
	Intermediate Occupations	56.38%	84	2.01%	3	3.36%	5	0.67%	1	85.91%	128	2.01%	3	0.67%	1	6.04%	9	1.34%	0	3.36%	5	0.67%	1	0.00%	2	149	
	SE and OAW	7.39%	19	2.33%	6	0.00%	0	0.00%	0	94.16%	242	1.95%	5	0.39%	1	2.33%	6	0.39%	1	0.00%	0	0.00%	0	0.78%	2	257	
	LS and TO, S-RO & RO	33.71%	150	1.57%	7	1.57%	7	0.22%	1	87.64%	390	1.35%	6	0.00%	0	6.07%	27	0.22%	4	1.57%	7	0.22%	1	2.92%	10	445	
025S39 Milnarthort & North Kinross	Full-time employment	9.02%	122	2.14%	29	11.69%	158	1.78%	24	52.22%	706	2.14%	29	0.30%	4	21.67%	293	1.11%	32	11.61%	157	1.11%	15	9.84%	116	1352	
	Part-time employment	8.91%	35	1.27%	5	3.82%	15	0.51%	2	77.61%	305	1.27%	5	0.25%	1	12.98%	51	1.02%	1	3.56%	14	0.25%	1	3.05%	15	393	
	TOTAL	9.00%	157	1.95%	34	9.91%	173	1.49%	26	57.94%	1011	1.95%	34	0.29%	5	19.71%	344	1.09%	33	9.80%	171	0.92%	16	8.31%	131	1745	
	LE and HMO, HPO & LM and PO	8.29%	71	2.92%	25	15.07%	129	2.57%	22	40.42%	346	2.92%	25	0.12%	1	26.64%	228	1.87%	20	14.84%	127	1.87%	16	11.33%	93	856	
	Intermediate Occupations	16.46%	39	0.00%	0	11.39%	27	0.00%	0	64.56%	153	0.00%	0	0.00%	0	17.30%	41	0.42%	4	11.39%	27	0.00%	0	6.33%	12	237	
	SE and OAW	1.83%	3	0.00%	0	0.61%	1	1.22%	2	91.46%	150	0.00%	0	0.61%	1	5.49%	9	0.00%	0	0.61%	1	0.00%	0	1.83%	3	164	
	LS and TO, S-RO & RO	9.02%	44	1.84%	9	3.28%	16	0.41%	2	74.18%	362	1.84%	9	0.61%	3	13.52%	66	0.41%	9	3.28%	16	0.00%	0	6.15%	23	488	
025S40 Kinross Town	Full-time employment	8.51%	91	2.43%	26	9.73%	104	1.59%	17	54.72%	585	2.06%	22	0.47%	5	22.92%	245	0.94%	21	9.54%	102	0.94%	10	8.42%	79	1069	
	Part-time employment	7.08%	24	0.29%	1	2.95%	10	0.29%	1	77.58%	263	0.29%	1	0.59%	2	15.34%	52	0.00%	2	2.95%	10	0.29%	1	2.95%	8	339	
	TOTAL	8.17%	115	1.92%	27	8.10%	114	1.28%	18	60.23%	848	1.63%	23	0.50%	7	21.09%	297	0.71%	23	7.95%	112	0.78%	11	7.10%	87	1408	
	LE and HMO, HPO & LM and PO	9.63%	52	3.70%	20	13.15%	71	2.96%	16	40.19%	217	3.52%	19	0.74%	4	26.11%	141	1.30%	16	12.78%	69	1.85%	10	13.52%	64	540	
	Intermediate Occupations	9.55%	15	1.27%	2	14.01%	22	0.64%	1	54.14%	85	1.27%	2	0.00%	0	27.39%	43	0.00%	1	14.01%	22	0.64%	1	2.55%	3	157	
	SE and OAW	2.88%	4	0.72%	1	3.60%	5	0.00%	0	82.01%	114	0.00%	0	1.44%	2	9.35%	13	0.00%	1	3.60%	5	0.00%	0	3.60%	4	139	
	LS and TO, S-RO & RO	7.69%	44	0.70%	4	2.80%	16	0.17%	1	75.52%	432	0.35%	2	0.17%	1	17.48%	100	0.52%	5	2.80%	16	0.00%	0	3.15%	16	572	
025S41 Kinross-Shire	Full-time employment	6.18%	91	1.90%	28	12.83%	189	2.44%	36	45.15%	665	1.77%	26	0.54%	8	23.15%	341	1.97%	23	12.63%	186	1.43%	21	13.37%	203	1473	
	Part-time employment	8.05%	33	0.73%	3	6.34%	26	0.73%	3	65.85%	270	0.73%	3	0.00%	0	20.00%	82	1.71%	0	6.34%	26	0.00%	0	5.37%	29	410	
	TOTAL	6.59%	124	1.65%	31	11.42%	215	2.07%	39	49.65%	935	1.54%	29	0.42%	8	22.46%	423	1.91%	23	11.26%	212	1.12%	21	11.63%	232	1883	
	LE and HMO, HPO & LM and PO	6.55%	64	2.66%	26	17.91%	175	3.07%	30	34.08%	333	2.46%	24	0.72%	7	26.31%	257	1.94%	20	17.71%	173	1.54%	15	15.25%	148	977	
	Intermediate Occupations	12.43%	21	1.78%	3	7.69%	13	2.37%	4	47.34%	80	1.78%	3	0.00%	0	28.99%	49	2.96%	0	7.69%	13	1.78%	3	9.47%	21	169	
	SE and OAW	2.63%	8	0.00%	0	3.95%	12	0.33%	1	83.55%	254	0.00%	0	0.00%	0	9.54%	29	0.33%	0	3.95%	12	0.00%	0	2.63%	9	304	
	LS and TO, S-RO & RO	7.16%	31	0.46%	2	3.46%	15	0.92%	4	61.89%	268	0.46%	2	0.23%	1	20.32%	88	2.54%	3	3.23%	14	0.69%	3	10.62%	54	433	
PERTH & KINROSS COUNCIL AREA	Full-time employment	37.64%	17692	8.47%	3983	2.58%	1214	1.22%	572	78.76%	37025	7.12%	3347	1.16%	545	3.46%	1627	1.43%	211	2.55%	1201	0.80%	377	4.71%	2675	47008	
	Part-time employment	42.16%	5970	5.42%	767	0.84%	119	0.34%	48	89.37%	12655	4.17%	591	0.78%	110	1.92%	272	0.94%	13	0.83%	117	0.23%	32	1.77%	371	14161	
	TOTAL	38.68%	23662	7.77%	4750	2.18%	1333	1.01%	620	81.22%	49680	6.44%	3938	1.07%	655	3.10%	1899	1.32%	224	2.15%	1318	0.67%	409	4.03%	3046	61169	
	LE and HMO, HPO & LM and PO	36.04%	8283	11.94%	2744	4.32%	994	2.05%	472	68.73%	15798	10.48%	2409	1.42%	326	5.02%	1154	2.15%	158	4.29%	985	1.40%	321	6.52%	1834	22985	
	Intermediate Occupations	53.19%	3727	8.23%	577	1.74%	122	0.67%	47	83.15%	5826	6.94%	486	0.83%	58	2.87%	201	1.27%	12	1.74%	122	0.54%	38	2.67%	264	7007	
	SE and OAW	23.96%	1847	3.28%	253	0.71%	55	0.27%	21	94.18%	7260	1.39%	107	0.44%	34	1.15%	89	0.60%	5	0.69%	53	0.12%	9	1.44%	152	7709	
	LS and TO, S-RO & RO	41.78%	9805	5.01%	1176	0.69%	162	0.34%	80	88.61%	20796	3.99%	936	1.01%	237	1.94%	455	0.76%	49	0.67%	158	0.17%	41	2.84%	796	23468	



# APPENDIX FORTY-ONE- Travel-To-Work Matrix for Perth and Kinross Council Area (tv201).

	Category	PERTH		DUNDEE CONURB.		EDIN CONURB		GLA CONURB.		PERTH&KINROSS		DUNDEE CITY		ANGUS		FIFE		STIRLING		EDINBURGH		GLASGOW		OTHER		TOTAL
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	
025S01 Rannoch & Atholl (part)	All Males	4.37%	11	0.79%	2	1.98%	5	0.00%		92.06%	232	0.79%	2	0.00%	0	0.40%	1	0.00%		1.59%	4	0.00%		6.75%	17	252
	All Females	5.99%	13	0.46%	1	0.00%	0	0.00%		96.31%	209	0.46%	1	0.00%	0	0.00%	0	0.00%		0.00%	0	0.00%		3.23%	7	217
	Aged 16-24	4.55%	2	0.00%	0	0.00%	0	0.00%		88.64%	39	0.00%	0	0.00%	0	0.00%	0	0.00%		0.00%	0	0.00%		11.36%	5	44
	Aged 25-34	4.44%	4	0.00%	0	1.11%	1	0.00%		95.56%	86	0.00%	0	0.00%	0	1.11%	1	0.00%		1.11%	1	0.00%		3.33%	3	90
	Aged 35-59	5.65%	16	1.06%	3	1.41%	4	0.00%		94.35%	267	1.06%	3	0.00%	0	0.00%	0	0.00%		1.06%	3	0.00%		4.59%	13	283
025S02 Pitlochry; Rannoch and Atholl (part)	Aged 60-74	3.85%	2	0.00%	0	0.00%	0	0.00%		94.23%	49	0.00%	0	0.00%	0	0.00%	0	0.00%		0.00%	0	0.00%		5.77%	3	52
	All Males	4.95%	48	0.93%	9	0.52%	5	0.41%	4	92.99%	902	0.72%	7	0.52%	5	0.31%	3	0.00%		0.52%	5	0.41%	4	5.46%	53	970
	All Females	4.91%	42	0.47%	4	0.58%	5	0.12%	1	96.85%	829	0.35%	3	0.23%	2	0.00%	0	0.00%		0.58%	5	0.12%	1	2.57%	22	856
	Aged 16-24	1.64%	4	0.00%	0	0.82%	2	0.00%	0	93.03%	227	0.00%	0	0.82%	2	0.00%	0	0.00%		0.82%	2	0.00%	0	6.15%	15	244
	Aged 25-34	4.35%	13	1.00%	3	0.00%	0	0.67%	2	96.32%	288	0.67%	2	0.33%	1	0.33%	1	0.00%		0.00%	0	0.67%	2	2.34%	7	299
025S03 Rattray & Glenshee; Alyth & Old Rattray	Aged 35-59	6.16%	66	0.93%	10	0.75%	8	0.19%	2	94.50%	1013	0.75%	8	0.28%	3	0.09%	1	0.00%		0.75%	8	0.19%	2	4.38%	47	1072
	Aged 60-74	3.32%	7	0.00%	0	0.00%	0	0.47%	1	96.21%	203	0.00%	0	0.47%	1	0.47%	1	0.00%		0.00%	0	0.47%	1	2.84%	6	211
	All Males	6.96%	112	12.55%	202	0.62%	10	0.19%	3	76.20%	1226	12.18%	196	5.34%	86	0.44%	7	0.12%	2	0.62%	10	0.06%	1	5.72%	92	1609
	All Females	8.95%	124	14.86%	206	0.51%	7	0.14%	2	78.79%	1092	14.50%	201	3.90%	54	0.22%	3	0.22%	3	0.51%	7	0.14%	2	2.38%	33	1386
	Aged 16-24	9.18%	28	10.49%	32	0.00%	0	0.00%	0	81.64%	249	10.16%	31	3.93%	12	0.00%	0	0.00%	0	0.00%	0	0.00%	0	4.26%	13	305
025S05 Coupar Angus & Meigle	Aged 25-34	10.90%	62	13.53%	77	0.53%	3	0.18%	1	78.21%	445	13.36%	76	5.10%	29	0.18%	1	0.18%	1	0.53%	3	0.18%	1	2.99%	17	569
	Aged 35-59	7.35%	139	14.97%	283	0.74%	14	0.21%	4	75.30%	1424	14.49%	274	4.92%	93	0.42%	8	0.21%	4	0.74%	14	0.11%	2	4.65%	88	1891
	Aged 60-74	3.04%	7	6.96%	16	0.00%	0	0.00%	0	86.96%	200	6.96%	16	2.61%	6	0.43%	1	0.00%	0	0.00%	0	0.00%	0	3.04%	7	230
	All Males	10.85%	91	15.61%	131	0.95%	8	0.00%	0	73.66%	618	15.38%	129	6.32%	53	0.48%	4	0.12%	1	0.95%	8	0.00%	0	4.05%	34	839
	All Females	13.75%	95	17.37%	120	0.29%	2	0.29%	2	75.83%	524	16.50%	114	5.21%	36	0.43%	3	0.14%	1	0.29%	2	0.14%	1	1.88%	13	691
025S06 Rosemount	Aged 16-24	16.35%	26	11.95%	19	0.00%	0	0.00%	0	81.76%	130	11.95%	19	3.14%	5	0.63%	1	0.00%	0	0.00%	0	0.00%	0	2.52%	4	159
	Aged 25-34	11.23%	32	21.40%	61	1.05%	3	0.00%	0	68.42%	195	20.70%	59	6.67%	19	0.70%	2	0.00%	0	1.05%	3	0.00%	0	3.51%	10	285
	Aged 35-59	11.78%	115	16.80%	164	0.61%	6	0.20%	2	74.28%	725	16.19%	158	6.15%	60	0.31%	3	0.20%	2	0.61%	6	0.10%	1	2.87%	28	976
	Aged 60-74	11.82%	13	6.36%	7	0.91%	1	0.00%	0	83.64%	92	6.36%	7	4.55%	5	0.91%	1	0.00%	0	0.91%	1	0.00%	0	4.55%	5	110
	All Males	11.51%	77	15.55%	104	1.05%	7	0.75%	5	71.45%	478	14.50%	97	3.89%	26	1.20%	8	0.15%	1	1.05%	7	0.45%	3	8.82%	59	669
035S07 Blairgowrie	All Females	12.19%	68	12.72%	71	0.18%	1	0.18%	1	84.05%	469	12.19%	68	2.69%	15	0.00%	0	0.00%	0	0.18%	1	0.00%	0	1.08%	6	558
	Aged 16-24	20.48%	17	15.66%	13	0.00%	0	0.00%	0	75.90%	63	15.66%	13	2.41%	2	1.20%	1	0.00%	0	0.00%	0	0.00%	0	4.82%	4	83
	Aged 25-34	14.65%	23	12.10%	19	1.27%	2	0.00%	0	76.43%	120	10.83%	17	3.82%	6	0.00%	0	0.00%	0	1.27%	2	0.00%	0	8.92%	14	157
	Aged 35-59	11.05%	99	14.84%	133	0.67%	6	0.56%	5	76.90%	689	13.95%	125	3.35%	30	0.67%	6	0.11%	1	0.67%	6	0.22%	2	5.02%	45	896
	Aged 60-74	6.59%	6	10.99%	10	0.00%	0	1.10%	1	82.42%	75	10.99%	10	3.30%	3	1.10%	1	0.00%	0	0.00%	0	1.10%	1	2.20%	2	91
025S08 Kincleven and Clunie	All Males	10.12%	58	11.52%	66	0.70%	4	0.70%	4	77.31%	443	11.17%	64	4.19%	24	1.05%	6	0.35%	2	0.70%	4	0.17%	1	5.93%	34	573
	All Females	11.03%	60	9.56%	52	0.37%	2	0.18%	1	86.58%	471	9.38%	51	1.84%	10	0.18%	1	0.18%	1	0.37%	2	0.00%	0	1.84%	10	544
	Aged 16-24	15.18%	17	10.71%	12	0.00%	0	0.89%	1	83.93%	94	10.71%	12	2.68%	3	0.89%	1	0.00%	0	0.00%	0	0.00%	0	1.79%	2	112
	Aged 25-34	14.29%	31	10.14%	22	0.00%	0	0.46%	1	83.41%	181	9.68%	21	4.15%	9	0.00%	0	0.46%	1	0.00%	0	0.00%	0	2.30%	5	217
	Aged 35-59	9.29%	65	11.29%	79	0.86%	6	0.29%	2	80.00%	560	11.00%	77	2.86%	20	0.86%	6	0.29%	2	0.86%	6	0.00%	0	5.00%	35	700
025S09 Strathay & Dunkeld (part)	Aged 60-74	5.68%	5	5.68%	5	0.00%	0	1.14%	1	89.77%	79	5.68%	5	2.27%	2	0.00%	0	0.00%	0	0.00%	0	1.14%	1	2.27%	2	88
	All Males	27.74%	233	3.93%	33	1.43%	12	0.36%	3	88.33%	742	3.45%	29	1.43%	12	1.43%	12	0.36%	3	1.43%	12	0.12%	1	5.00%	42	840
	All Females	41.90%	287	3.94%	27	0.88%	6	0.73%	5	91.53%	627	3.65%	25	0.73%	5	0.73%	5	0.44%	3	0.88%	6	0.44%	3	2.92%	20	685
	Aged 16-24	41.84%	59	4.96%	7	0.71%	1	1.42%	2	87.94%	124	4.96%	7	1.42%	2	0.00%	0	0.00%	0	0.71%	1	0.71%	1	5.67%	8	141
	Aged 25-34	45.16%	154	2.93%	10	1.17%	4	0.88%	3	91.50%	312	2.93%	10	0.88%	4	0.59%	2	0.00%	0	1.17%	4	0.88%	3	4.11%	14	341
025S10 Breadalbane; Strathay & Dunkeld (part)	Aged 35-59	30.44%	281	4.12%	38	1.41%	13	0.33%	3	88.73%	819	3.58%	33	1.08%	10	1.63%	15	0.65%	6	1.41%	13	0.00%	0	4.33%	40	923
	Aged 60-74	21.67%	26	4.17%	5	0.00%	0	0.00%	0	95.00%	114	3.33%	4	1.67%	2	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	120
	All Males	10.81%	81	1.20%	9	1.20%	9	0.27%	2	90.52%	678	1.20%	9	0.53%	4	1.07%	8	0.27%	2	1.07%	8	0.27%	2	6.41%	48	749
	All Females	13.61%	84	1.62%	10	0.49%	3	0.81%	5	96.27%	594	1.46%	9	0.16%	1	0.00%	0	0.00%	0	0.00%	0	0.49%	3	2.11%	13	617
	Aged 16-24	12.68%	18	0.70%	1	0.70%	1	0.00%	0	93.66%	133	0.70%	1	0.00%	0	1.41%	2	0.00%	0	0.70%						



# APPENDIX FORTY-ONE- Travel-To-Work Matrix for Perth and Kinross Council Area (tv201).

	Category	PERTH		DUNDEE CONURB.		EDIN CONURB		GLA CONURB.		PERTH&KINROSS		DUNDEE CITY		ANGUS		FIFE		STIRLING		EDINBURGH		GLASGOW		OTHER		TOTAL
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	
025S16 Scone	All Males	70.16%	482	6.11%	42	2.77%	19	1.02%	7	82.82%	569	5.24%	36	1.02%	7	2.33%	16	0.87%	6	2.77%	19	0.58%	4	7.71%	53	687
	All Females	79.15%	486	5.70%	35	0.81%	5	0.16%	1	91.04%	559	5.21%	32	0.33%	2	0.49%	3	0.81%	5	0.81%	5	0.00%	0	2.12%	13	614
	Aged 16-24	81.36%	96	4.24%	5	0.00%	0	0.00%	0	91.53%	108	2.54%	3	0.85%	1	0.85%	1	0.85%	1	0.00%	0	0.00%	0	3.39%	4	118
	Aged 25-34	68.29%	140	5.85%	12	1.95%	4	0.49%	1	82.93%	170	5.37%	11	0.98%	2	1.95%	4	2.44%	5	1.95%	4	0.49%	1	6.34%	13	205
	Aged 35-59	73.94%	661	6.60%	59	2.24%	20	0.78%	7	86.02%	769	5.93%	53	0.56%	5	1.45%	13	0.56%	5	2.24%	20	0.34%	3	5.48%	49	894
	Aged 60-74	84.52%	71	1.19%	1	0.00%	0	0.00%	0	96.43%	81	1.19%	1	1.19%	1	1.19%	1	0.00%	0	0.00%	0	0.00%	0	0.00%	0	84
025S17 Dunsinnan	All Males	21.52%	190	7.25%	64	2.60%	23	0.91%	8	82.45%	728	6.68%	59	1.47%	13	1.25%	11	0.34%	3	2.60%	23	0.45%	4	7.81%	69	883
	All Females	39.40%	275	8.60%	60	2.01%	14	0.00%	0	85.82%	599	7.59%	53	2.01%	14	0.72%	5	0.43%	3	2.01%	14	0.00%	0	3.44%	24	698
	Aged 16-24	40.71%	46	5.31%	6	1.77%	2	0.00%	0	88.50%	100	4.42%	5	1.77%	2	1.77%	2	0.00%	0	1.77%	2	0.00%	0	3.54%	4	113
	Aged 25-34	29.66%	86	10.34%	30	2.76%	8	0.69%	2	79.31%	230	9.31%	27	2.07%	6	2.07%	6	0.69%	2	2.76%	8	0.34%	1	6.55%	19	290
	Aged 35-59	29.27%	305	7.39%	77	2.40%	25	0.48%	5	84.45%	880	6.62%	69	1.63%	17	0.67%	7	0.29%	3	2.40%	25	0.29%	3	6.33%	66	1042
	Aged 60-74	20.59%	28	8.09%	11	1.47%	2	0.74%	1	86.03%	117	8.09%	11	1.47%	2	0.74%	1	0.74%	1	1.47%	2	0.00%	0	2.94%	4	136
025S18 East Carse; Central Carse (part) Dundee Conurbation	All Males	7.75%	86	28.23%	166	0.85%	5	0.34%	2	42.79%	475	44.95%	499	3.87%	43	2.25%	25	0.27%	3	1.35%	15	0.54%	6	5.86%	65	1110
	All Females	7.43%	71	32.66%	161	1.01%	5	0.20%	1	37.91%	362	55.39%	529	3.04%	29	1.36%	13	0.21%	2	0.31%	3	0.63%	6	2.09%	20	955
	Aged 16-24	10.16%	13	32.00%	24	0.00%	0	0.00%	0	47.66%	61	43.75%	56	3.13%	4	0.78%	1	0.00%	0	1.56%	2	0.00%	0	4.69%	6	128
	Aged 25-34	8.75%	37	33.66%	68	1.49%	3	0.50%	1	38.77%	164	49.88%	211	4.02%	17	2.36%	10	0.24%	1	0.95%	4	0.47%	2	4.73%	20	423
	Aged 35-59	7.79%	106	30.35%	214	0.99%	7	0.28%	2	39.97%	544	50.33%	685	3.53%	48	1.76%	24	0.22%	3	0.81%	11	0.73%	10	4.19%	57	1361
	Aged 60-74	0.65%	1	21.21%	21	0.00%	0	0.00%	0	44.44%	68	49.67%	76	1.96%	3	1.96%	3	0.65%	1	0.65%	1	0.00%	0	1.31%	2	153
025S19 Central Carse (part)	All Males	20.41%	120	12.20%	92	3.58%	27	1.59%	12	69.39%	408	22.96%	135	1.70%	10	1.36%	8	0.51%	3	0.85%	5	0.17%	1	4.08%	24	588
	All Females	29.82%	147	8.47%	52	1.14%	7	0.49%	3	65.31%	322	27.59%	136	2.03%	10	2.03%	10	0.20%	1	1.01%	5	0.00%	0	2.84%	14	493
	Aged 16-24	37.33%	28	6.67%	5	2.67%	2	1.33%	1	64.00%	48	28.00%	21	1.33%	1	2.67%	2	0.00%	0	0.00%	0	0.00%	0	4.00%	3	75
	Aged 25-34	24.75%	50	15.00%	33	4.09%	9	1.36%	3	63.37%	128	28.22%	57	0.99%	2	0.99%	2	0.50%	1	1.49%	3	0.50%	1	5.94%	12	202
	Aged 35-59	23.83%	168	10.15%	96	2.43%	23	1.16%	11	67.52%	476	25.25%	178	2.27%	16	1.84%	13	0.28%	2	0.99%	7	0.00%	0	2.84%	20	705
	Aged 60-74	21.21%	21	7.87%	10	0.00%	0	0.00%	0	78.79%	78	15.15%	15	1.01%	1	1.01%	1	1.01%	1	0.00%	0	0.00%	0	3.03%	3	99
025S20 Barnhill & West Carse	All Males	64.85%	489	6.24%	46	4.21%	31	0.95%	7	74.14%	559	10.61%	80	1.06%	8	2.79%	21	1.33%	10	3.58%	27	1.46%	11	10.08%	76	754
	All Females	74.10%	455	6.94%	46	1.51%	10	0.90%	6	85.67%	526	7.98%	49	0.65%	4	1.47%	9	0.81%	5	0.98%	6	0.33%	2	3.42%	21	614
	Aged 16-24	73.33%	55	3.33%	4	2.50%	3	0.00%	0	86.67%	65	6.67%	5	0.00%	0	0.00%	0	0.00%	0	2.67%	2	1.33%	1	6.67%	5	75
	Aged 25-34	63.18%	139	7.21%	15	4.33%	9	0.96%	2	71.82%	158	14.55%	32	1.82%	4	2.27%	5	0.91%	2	3.64%	8	0.91%	2	8.64%	19	220
	Aged 35-59	69.24%	655	7.57%	73	2.90%	28	1.04%	10	78.96%	747	8.88%	84	0.74%	7	2.64%	25	1.37%	13	2.43%	23	1.06%	10	7.40%	70	946
	Aged 60-74	74.80%	95	0.00%	0	0.93%	1	0.93%	1	90.55%	115	6.30%	8	0.79%	1	0.00%	0	0.00%	0	0.00%	0	0.00%	0	2.36%	3	127
025S21 Pictstonhill	All Males	71.10%	524	4.55%	32	0.99%	7	0.85%	6	81.55%	601	5.83%	43	0.95%	7	1.49%	11	0.54%	4	4.21%	31	0.54%	4	9.63%	71	737
	All Females	79.64%	528	3.83%	22	1.04%	6	1.04%	6	87.63%	581	6.33%	42	0.30%	2	1.21%	8	0.60%	4	1.51%	10	0.75%	5	3.92%	26	663
	Aged 16-24	77.50%	93	2.95%	8	1.85%	5	0.00%	0	86.67%	104	3.33%	4	1.67%	2	0.83%	1	0.00%	0	2.50%	3	0.00%	0	7.50%	9	120
	Aged 25-34	66.83%	139	6.81%	31	1.10%	5	1.32%	6	79.81%	166	6.25%	13	0.00%	0	3.37%	7	0.96%	2	4.33%	9	0.96%	2	9.62%	20	208
	Aged 35-59	75.21%	725	2.99%	15	0.60%	3	1.20%	6	83.71%	807	7.05%	68	0.73%	7	1.14%	11	0.62%	6	2.90%	28	0.62%	6	6.74%	65	964
	Aged 60-74	87.96%	95	0.00%	0	0.00%	0	0.00%	0	97.22%	105	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.93%	1	0.93%	1	2.78%	3	108
025S22 North Inch	All Males	75.28%	530	4.26%	26	1.47%	9	0.49%	3	86.22%	607	4.26%	30	1.42%	10	1.99%	14	0.85%	6	0.99%	7	0.43%	3	5.26%	37	704
	All Females	82.26%	473	5.80%	33	0.70%	4	0.18%	1	90.09%	518	3.83%	22	0.52%	3	1.22%	7	0.70%	4	1.04%	6	1.04%	6	3.65%	21	575
	Aged 16-24	84.13%	228	5.17%	9	1.15%	2	0.00%	0	92.99%	252	2.95%	8	0.37%	1	0.74%	2	0.74%	2	1.85%	5	0.00%	0	2.21%	6	271
	Aged 25-34	72.31%	329	5.63%	20	1.41%	5	0.56%	2	82.20%	374	6.59%	30	1.54%	7	1.98%	9	1.32%	6	1.10%	5	1.10%	5	6.37%	29	455
	Aged 35-59	79.44%	398	4.73%	29	0.82%	5	0.33%	2	89.42%	448	2.79%	14	1.00%	5	1.80%	9	0.40%	2	0.60%	3	0.80%	4	4.59%	23	501
	Aged 60-74	92.31%	48	2.63%	1	2.63%	1	0.00%	0	98.08%	51	0.00%	0	0.00%	0	1.92%	1	0.00%	0	0.00%	0	0.00%	0	0.00%	0	52
025S23 Muirton	All Males	72.50%	443	4.47%	39	1.03%	9	0.92%	8	86.42%	528	4.09%	25	1.31%	8	1.47%	9	0.82%	5	1.47%	9	0.49%	3	5.89%	36	611
	All Females	82.60%	470	2.34%	19	0.12%	1	0.25%	2	89.46%	509	5.62%	32	0.53%	3	0.53%	3	0.88%	5	0.70%	4	0.18%	1	2.99%	17	569
	Aged 16-24	75.29%	131	3.38%	8	0.8																				



# APPENDIX FORTY-ONE- Travel-To-Work Matrix for Perth and Kinross Council Area (tv201).

	Category	PERTH		DUNDEE CONURB.		EDIN CONURB		GLA CONURB.		PERTH&KINROSS		DUNDEE CITY		ANGUS		FIFE		STIRLING		EDINBURGH		GLASGOW		OTHER		TOTAL
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	
025S30 Oakbank	All Males	67.73%	550	5.49%	49	3.58%	32	2.13%	19	80.54%	654	6.03%	49	0.62%	5	3.08%	25	0.86%	7	3.33%	27	1.23%	10	8.87%	72	812
	All Females	83.62%	592	5.92%	51	1.39%	12	0.81%	7	92.80%	657	2.97%	21	0.14%	1	0.99%	7	0.42%	3	0.42%	3	0.85%	6	2.68%	19	708
	Aged 16-24	75.91%	104	1.71%	3	2.86%	5	0.00%	0	91.97%	126	2.92%	4	0.00%	0	0.00%	0	0.00%	0	1.46%	2	2.19%	3	5.11%	7	137
	Aged 25-34	72.00%	180	6.74%	32	3.79%	18	2.95%	14	81.60%	204	7.60%	19	0.40%	1	2.40%	6	0.80%	2	3.60%	9	1.60%	4	7.20%	18	250
	Aged 35-59	75.26%	791	5.63%	58	2.04%	21	1.16%	12	86.20%	906	4.47%	47	0.29%	3	2.28%	24	0.76%	8	1.71%	18	0.76%	8	5.99%	63	1051
	Aged 60-74	81.71%	67	9.46%	7	0.00%	0	0.00%	0	91.46%	75	0.00%	0	2.44%	2	2.44%	2	0.00%	0	1.22%	1	1.22%	1	3.66%	3	82
025S31 Craigie	All Males	66.85%	597	4.58%	42	2.07%	19	1.20%	11	78.16%	698	4.93%	44	1.23%	11	3.70%	33	1.34%	12	3.58%	32	1.23%	11	10.64%	95	893
	All Females	79.00%	681	6.19%	47	1.19%	9	1.32%	10	87.59%	755	5.80%	50	0.12%	1	1.97%	17	0.81%	7	1.39%	12	0.81%	7	3.71%	32	862
	Aged 16-24	78.29%	137	1.95%	6	0.98%	3	0.00%	0	88.00%	154	1.71%	3	0.00%	0	1.14%	2	2.86%	5	2.86%	5	0.00%	0	6.29%	11	175
	Aged 25-34	66.32%	315	6.21%	36	2.07%	12	1.55%	9	77.26%	367	6.53%	31	1.05%	5	3.58%	17	1.05%	5	3.79%	18	2.11%	10	10.53%	50	475
	Aged 35-59	74.98%	773	6.39%	46	1.67%	12	1.67%	12	84.38%	870	5.14%	53	0.68%	7	2.72%	28	0.78%	8	2.04%	21	0.78%	8	6.30%	65	1031
	Aged 60-74	71.62%	53	1.45%	1	1.45%	1	0.00%	0	83.78%	62	9.46%	7	0.00%	0	4.05%	3	1.35%	1	0.00%	0	0.00%	0	1.35%	1	74
025S32 South Inch	All Males	75.25%	690	4.79%	35	3.97%	29	0.82%	6	85.39%	783	4.36%	40	0.87%	8	2.84%	26	0.55%	5	2.07%	19	0.98%	9	6.00%	55	917
	All Females	79.71%	605	4.23%	27	1.25%	8	0.16%	1	88.41%	671	5.93%	45	0.53%	4	1.32%	10	0.53%	4	1.19%	9	0.92%	7	3.29%	25	759
	Aged 16-24	85.02%	261	3.76%	5	3.01%	4	0.00%	0	94.46%	290	1.95%	6	0.65%	2	0.98%	3	0.00%	0	0.98%	3	0.00%	0	1.95%	6	307
	Aged 25-34	74.48%	432	5.70%	20	2.28%	8	0.28%	1	83.79%	486	5.86%	34	0.52%	3	2.59%	15	1.55%	9	2.07%	12	1.21%	7	5.69%	33	580
	Aged 35-59	75.69%	545	4.47%	37	2.90%	24	0.73%	6	85.00%	612	6.11%	44	0.83%	6	2.50%	18	0.00%	0	1.67%	12	1.25%	9	5.56%	40	720
	Aged 60-74	82.61%	57	0.00%	0	1.72%	1	0.00%	0	95.65%	66	1.45%	1	1.45%	1	0.00%	0	0.00%	0	1.45%	1	0.00%	0	1.45%	1	69
025S33 Moncreiffe & Friarton	All Males	72.91%	533	3.26%	27	2.41%	20	1.57%	13	84.13%	615	4.79%	35	0.68%	5	1.92%	14	0.68%	5	3.97%	29	0.82%	6	7.80%	57	731
	All Females	84.33%	538	5.10%	37	1.24%	9	0.14%	1	90.28%	576	4.08%	26	0.31%	2	1.72%	11	0.63%	4	1.25%	8	0.16%	1	2.98%	19	638
	Aged 16-24	76.69%	102	3.03%	4	3.79%	5	0.76%	1	89.47%	119	3.76%	5	0.00%	0	2.26%	3	0.00%	0	3.01%	4	0.00%	0	4.51%	6	133
	Aged 25-34	78.63%	276	5.28%	14	2.64%	7	1.13%	3	84.62%	297	5.41%	19	0.57%	2	2.85%	10	1.14%	4	2.28%	8	0.28%	1	5.41%	19	351
	Aged 35-59	77.99%	645	3.88%	41	1.61%	17	0.85%	9	87.06%	720	4.47%	37	0.60%	5	1.21%	10	0.60%	5	2.90%	24	0.73%	6	6.05%	50	827
	Aged 60-74	82.76%	48	4.95%	5	0.00%	0	0.99%	1	94.83%	55	0.00%	0	0.00%	0	3.45%	2	0.00%	0	1.72%	1	0.00%	0	1.72%	1	58
025S34 Earn	All Males	34.38%	285	2.43%	21	2.09%	18	2.67%	23	82.39%	683	2.90%	24	0.84%	7	3.86%	32	0.60%	5	2.29%	19	0.97%	8	9.41%	78	829
	All Females	53.10%	385	2.00%	13	1.69%	11	2.16%	14	88.83%	644	4.69%	34	0.69%	5	1.93%	14	1.24%	9	1.24%	9	0.14%	1	2.62%	19	725
	Aged 16-24	49.24%	65	0.00%	0	0.00%	0	1.82%	2	86.36%	114	3.03%	4	0.00%	0	3.79%	5	0.76%	1	3.79%	5	0.76%	1	6.06%	8	132
	Aged 25-34	42.64%	113	3.14%	9	2.09%	6	4.88%	14	81.13%	215	4.15%	11	1.89%	5	2.64%	7	1.13%	3	2.64%	7	0.75%	2	9.06%	24	265
	Aged 35-59	43.09%	455	2.26%	22	2.26%	22	2.16%	21	85.98%	908	3.60%	38	0.57%	6	3.03%	32	0.95%	10	1.52%	16	0.47%	5	5.87%	62	1056
	Aged 60-74	36.63%	37	2.10%	3	0.70%	1	0.00%	0	89.11%	90	4.95%	5	0.99%	1	1.98%	2	0.00%	0	0.00%	0	0.99%	1	2.97%	3	101
025S35 Auchterarder Mid Ear & Comrie (part)	All Males	13.09%	113	1.24%	14	1.86%	21	4.87%	55	81.23%	701	2.20%	19	0.23%	2	1.62%	14	3.94%	34	2.09%	18	1.74%	15	10.78%	93	863
	All Females	23.73%	154	1.32%	12	2.21%	20	2.54%	23	87.37%	567	1.85%	12	0.00%	0	0.77%	5	3.85%	25	1.69%	11	1.08%	7	6.16%	40	649
	Aged 16-24	26.36%	29	1.18%	2	0.59%	1	0.59%	1	93.64%	103	0.00%	0	0.00%	0	0.00%	0	1.82%	2	0.00%	0	1.82%	2	4.55%	5	110
	Aged 25-34	19.86%	57	3.00%	13	3.46%	15	2.76%	12	80.49%	231	2.79%	8	0.35%	1	2.44%	7	4.53%	13	2.09%	6	2.09%	6	9.41%	27	287
	Aged 35-59	16.46%	160	0.71%	9	1.97%	25	4.81%	61	82.92%	806	2.06%	20	0.00%	0	1.23%	12	4.12%	40	2.26%	22	1.44%	14	9.67%	94	972
	Aged 60-74	14.69%	21	1.22%	2	0.00%	0	2.44%	4	89.51%	128	2.10%	3	0.70%	1	0.00%	0	2.80%	4	0.70%	1	0.00%	0	4.90%	7	143
025S36 Strathallan & Glendevon; & Comrie (part)	All Males	6.82%	77	2.29%	20	2.40%	21	2.51%	22	71.21%	804	1.15%	13	0.18%	2	1.86%	21	10.27%	116	1.77%	20	2.92%	33	15.32%	173	1129
	All Females	10.49%	95	2.09%	16	0.78%	6	1.44%	11	70.31%	637	1.10%	10	0.00%	0	1.21%	11	16.34%	148	2.21%	20	1.88%	17	11.04%	100	906
	Aged 16-24	8.82%	15	0.00%	0	0.57%	1	0.57%	1	89.41%	152	0.59%	1	0.00%	0	0.59%	1	5.88%	10	0.59%	1	0.00%	0	3.53%	6	170
	Aged 25-34	12.21%	53	3.41%	11	1.55%	5	2.17%	7	89.82%	303	2.76%	12	0.00%	0	1.61%	7	14.52%	63	3.46%	15	1.84%	8	11.29%	49	434
	Aged 35-59	7.58%	96	2.25%	23	2.06%	21	2.35%	24	67.17%	851	0.63%	8	0.08%	1	1.58%	20	14.13%	179	1.89%	24	3.08%	39	16.42%	208	1267
	Aged 60-74	4.88%	8	1.65%	2	0.00%	0	0.83%	1	82.32%	135	1.22%	2	0.61%	1	2.44%	4	7.32%	12	0.00%	0	1.83%	3	6.10%	10	164
025S37 Auchterarder Craig Rossie	All Males	11.89%	104	2.68%	24	5.58%	50	2.12%	19	80.34%	703	2.17%	19	0.23%	2	1.37%	12	4.57%	40	2.40%	21	1.60%	14	11.31%	99	875
	All Females	19.61%	150	4.67%	33	3.11%	22	0.57%	4	89.93%	688	2.09%	16	0.26%	2	0.65%	5	2.35%	18	0.78%	6	1.18%	9	4.71%	36	765
	Aged 16-24	13.07%	23	1.71%	2	0.00%	0	0.85%	1	94.89%	167	0.00%	0	0.00%	0	0.57%	1	1.70%	3	0.57%	1	0.00%	0	2.84%	5	176
	Aged 25-34	17.03%	55	5.54%	16	5.88%	17	1.04%	3	83.59%	270	3.41%	11	0.00%	0											



## APPENDIX FORTY-TWO- Travel-To-Work Matrix for South Ayrshire Council Area (tv204).

	Category	GLA CONURB		GGCVSPA		GLASGOW		S.AYRSHIRE		N. AYRSHIRE		E. AYRSHIRE		RENFREWSHIRE		S.LANARKSHIRE		OTHER		TOTAL
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	
028S01 Troon North	Full-time employment	19.19%	266	20.35%	262	12.77%	177	47.47%	658	17.17%	238	10.61%	147	3.17%	44	1.80%	25	7.00%	97	1386
	Part-time employment	5.21%	22	5.45%	23	2.61%	11	72.04%	304	13.27%	56	7.58%	32	1.90%	8	0.71%	3	1.90%	8	422
	TOTAL	15.93%	288	16.87%	305	10.40%	188	53.21%	962	16.26%	294	9.90%	179	2.88%	52	1.55%	28	5.81%	105	1808
	LE and HMO, HPO & LM and PO	22.33%	199	23.79%	212	14.93%	133	41.75%	372	17.85%	159	12.12%	108	3.82%	34	2.02%	18	7.52%	67	891
	Intermediate Occupations	17.71%	48	18.06%	49	12.55%	34	48.34%	131	17.71%	48	14.02%	38	3.62%	10	1.11%	3	2.58%	7	271
	SE and OAW	2.52%	4	2.52%	4	2.52%	4	83.43%	132	9.45%	15	3.14%	5	0.00%	0	0.00%	0	1.89%	3	158
	LS and TO, S-RO & RO	7.60%	37	8.21%	40	3.40%	17	67.15%	327	14.78%	72	5.75%	28	1.64%	8	1.44%	7	5.75%	28	487
028S02 Troon West	Full-time employment	16.04%	208	16.50%	214	11.87%	154	59.14%	767	12.10%	157	8.10%	105	1.93%	25	1.08%	14	5.78%	75	1297
	Part-time employment	4.82%	16	4.82%	16	3.61%	12	80.42%	267	9.04%	30	4.52%	15	0.60%	2	0.34%	1	1.51%	5	333
	TOTAL	13.75%	224	14.12%	230	10.19%	166	63.47%	1034	11.48%	187	7.37%	120	1.66%	27	0.92%	15	4.91%	80	1629
	LE and HMO, HPO & LM and PO	21.16%	124	21.50%	126	17.06%	100	50.68%	297	13.65%	80	9.73%	57	2.05%	12	1.02%	6	5.80%	34	586
	Intermediate Occupations	20.00%	47	20.85%	49	15.49%	37	55.32%	130	15.74%	37	5.85%	14	2.13%	5	0.46%	2	4.26%	10	238
	SE and OAW	0.73%	1	0.73%	1	0.00%	0	91.97%	126	2.19%	4	0.38%	0	0.00%	3	0.00%	1	1.46%	2	137
	LS and TO, S-RO & RO	7.75%	52	8.05%	54	4.32%	29	7.99%	481	9.99%	67	6.41%	43	1.49%	10	1.04%	7	5.07%	34	671
028S03 Troon East	Full-time employment	15.66%	199	16.76%	213	10.78%	137	55.00%	699	14.87%	189	10.94%	139	2.36%	30	1.26%	16	4.80%	61	1271
	Part-time employment	2.39%	10	2.39%	10	2.15%	9	80.67%	338	21.14%	48	5.01%	21	0.00%	0	0.24%	0	0.48%	2	419
	TOTAL	12.37%	209	13.20%	223	8.64%	146	61.36%	1037	14.02%	237	9.47%	160	1.78%	30	1.01%	17	3.73%	63	1690
	LE and HMO, HPO & LM and PO	16.87%	127	17.93%	135	11.69%	88	50.20%	378	17.66%	133	12.48%	94	2.79%	21	1.06%	8	4.12%	31	723
	Intermediate Occupations	19.03%	43	19.91%	45	15.49%	35	51.33%	113	11.16%	41	9.29%	14	1.77%	4	0.88%	2	2.07%	7	256
	SE and OAW	4.29%	6	4.29%	6	2.14%	3	84.29%	118	2.86%	4	0.43%	9	1.43%	2	0.00%	0	2.86%	4	140
	LS and TO, S-RO & RO	5.78%	33	6.48%	37	3.50%	20	74.43%	425	10.33%	59	6.30%	36	0.53%	3	1.23%	7	3.68%	21	571
028S04 Troon South	Full-time employment	19.42%	208	20.35%	218	12.23%	131	53.69%	575	13.63%	146	7.94%	85	4.67%	50	1.87%	20	5.98%	64	1071
	Part-time employment	5.72%	17	5.72%	17	4.71%	14	73.74%	219	9.76%	29	10.10%	30	1.01%	3	0.00%	0	0.67%	2	297
	TOTAL	16.45%	225	17.18%	235	10.60%	145	58.04%	794	12.79%	175	8.41%	115	3.82%	53	1.46%	20	4.82%	66	1368
	LE and HMO, HPO & LM and PO	20.17%	171	20.99%	178	13.44%	114	48.58%	414	14.86%	126	10.85%	92	4.13%	35	1.89%	16	6.25%	53	848
	Intermediate Occupations	26.32%	30	27.19%	31	14.04%	30	57.02%	65	9.65%	11	6.14%	7	10.53%	12	1.75%	2	0.88%	1	114
	SE and OAW	3.11%	5	3.11%	5	1.86%	3	86.96%	140	6.83%	11	2.48%	4	0.00%	0	1.24%	2	0.62%	1	161
	LS and TO, S-RO & RO	7.76%	19	8.57%	21	4.90%	12	72.24%	177	11.02%	27	4.90%	12	2.45%	6	0.00%	0	4.49%	11	245
028S05 Prestwick St Ninian's	Full-time employment	15.18%	186	16.00%	196	10.20%	125	61.55%	754	10.61%	130	8.41%	103	2.61%	32	1.22%	15	5.39%	66	1225
	Part-time employment	2.97%	10	2.97%	10	1.78%	6	81.60%	275	8.31%	28	4.75%	16	0.89%	3	0.00%	0	2.67%	9	337
	TOTAL	12.55%	196	13.19%	206	8.39%	131	65.88%	1029	10.12%	158	7.62%	119	2.24%	35	0.96%	15	4.80%	75	1562
	LE and HMO, HPO & LM and PO	15.68%	132	16.51%	139	9.86%	83	58.31%	491	12.35%	104	9.50%	80	3.21%	27	1.19%	10	5.58%	47	842
	Intermediate Occupations	20.00%	37	20.00%	37	16.22%	30	63.24%	117	5.41%	10	7.57%	14	2.16%	4	1.08%	2	4.32%	8	185
	SE and OAW	0.72%	1	0.72%	1	0.72%	1	84.17%	117	8.63%	12	4.32%	6	0.00%	0	0.00%	0	2.16%	3	139
	LS and TO, S-RO & RO	6.57%	26	7.32%	29	4.29%	17	76.77%	304	8.08%	32	4.80%	19	1.01%	4	0.76%	3	4.29%	17	396
028S06 Prestwick St Cuthbert & Monkton	Full-time employment	12.29%	147	12.79%	153	7.19%	86	65.13%	779	10.12%	121	8.61%	103	2.68%	32	1.34%	16	4.93%	59	1196
	Part-time employment	3.38%	12	3.38%	12	2.25%	8	84.51%	300	5.07%	18	5.07%	18	0.85%	3	0.00%	0	2.25%	8	355
	TOTAL	10.25%	159	10.64%	165	6.06%	94	69.57%	1079	8.96%	139	7.80%	121	2.26%	35	1.03%	16	4.32%	67	1551
	LE and HMO, HPO & LM and PO	14.79%	101	15.67%	107	8.20%	56	59.30%	405	10.83%	74	9.37%	64	3.07%	21	2.05%	14	7.17%	49	683
	Intermediate Occupations	13.59%	28	13.59%	28	10.68%	22	70.39%	145	7.77%	16	8.25%	17	2.91%	6	0.00%	0	0.00%	0	206
	SE and OAW	1.82%	2	1.82%	2	0.91%	1	88.18%	97	7.73%	3	7.27%	8	0.00%	0	0.00%	0	0.91%	1	110
	LS and TO, S-RO & RO	5.07%	28	5.07%	28	2.72%	15	78.26%	432	8.33%	46	5.80%	32	1.45%	8	0.36%	2	3.08%	17	552
028S07 Prestwick St Nicholas	Full-time employment	8.33%	124	8.94%	133	4.84%	72	71.64%	1066	8.87%	132	7.93%	118	1.95%	29	1.08%	16	3.70%	55	1488
	Part-time employment	1.47%	6	1.47%	6	1.22%	5	88.75%	363	3.91%	16	4.89%	20	0.00%	0	0.00%	0	1.22%	5	409
	TOTAL	6.85%	130	7.33%	139	4.06%	77	75.33%	1429	7.80%	148	7.27%	138	1.53%	29	0.84%	16	3.16%	60	1897
	LE and HMO, HPO & LM and PO	11.17%	82	11.85%	87	6.27%	46	66.62%	489	9.67%	71	8.99%	66	2.32%	17	1.77%	13	4.36%	32	734
	Intermediate Occupations	8.65%	25	9.69%	28	5.88%	17	73.36%	212	7.27%	21	7.61%	22	2.08%	6	0.69%	2	3.11%	9	289
	SE and OAW	1.83%	2	1.83%	2	0.92%	1	89.91%	98	2.75%	3	5.50%	6	0.92%	1	0.00%	0	0.00%	0	109
	LS and TO, S-RO & RO	2.75%	21	2.88%	22	1.70%	13	82.35%	630	6.93%	53	5.75%	44	0.65%	5	0.13%	1	2.48%	19	765
028S08 Prestwick Kingcase	Full-time employment	9.55%	108	10.17%	115	5.48%	62	68.26%	772	9.55%	108	8.66%	98	2.30%	26	0.97%	11	4.77%	54	1131
	Part-time employment	2.08%	8	2.08%	8	1.30%	5	89.35%	344	3.12%	12	4.16%	16	0.52%	2	0.00%	0	1.56%	6	385
	TOTAL	7.65%	116	8.11%	123	4.42%	67	73.61%	1116	7.92%	120	7.52%	114	1.85%	28	0.73%	11	3.96%	60	1516
	LE and HMO, HPO & LM and PO	13.14%	85	13.91%	90	6.96%	45	61.98%	401	10.97%	71	9.89%	64	3.71%	24	1.24%	8	5.26%	34	647
	Intermediate Occupations	6.79%	15	6.79%	15	5.43%	12	79.19%	175	4.07%	8	8.14%	18	0.90%	2	0.45%	1	1.81%	4	221
	SE and OAW	1.59%	2	1.59%	2	0.79%	1	91.27%	115	3.17%	4	1.59%	2	0.00%	0	0.00%	0	3.17%	4	126
	LS and TO, S-RO & RO	2.68%	14	3.07%	16	1.72%	9	81.42%	425	6.90%	36	5.75%	30	0.38%	2	0.38%	2	3.45%	18	522
028S09 Prestwick Toll	Full-time employment	8.22%	91	8.58%	95	4.88%	54	75.16%	832	7.41%	82	6.78%	75	1.54%	17	1.08%	12	3.16%	35	1107
	Part-time employment	2.25%	7	2.25%	7	1.29%	4	90.68%	282	3.86%	12	2.57%	8	0.32%	1	0.00%	0	1.29%	4	311
	TOTAL	6.91%	98	7.19%	102	4.09%	58	78.56%	1114	6.63%	94	5.85%	83	1.27%	18	0.85%	12	2.75%	39	1418
	LE and HMO, HPO & LM and PO	12.81%	62	13.22%	64	7.85%	38	66.53%	322	9.09%	44	8.26%	40	2.48%	12	1.65%	8	4.13%	20	484
	Intermediate Occupations	10.20%	20	10.20%	20	6.63%	13	78.57%	154	3.06%	6	7.14%	14	1.53%	3	1.02%	2	2.04%	4	196
	SE and OAW	1.15%	1	1.15%	1	1.15%	1	91.95%	80	2.30%	2	2.30%	2	0.00%	0	0.00%	0	2.30%	2	87
	LS and TO, S-RO & RO	2.30%	15	2.61%	17	0.92%	6	85.71%	558	6.45%	42	4.15%	27	0.46%	3	0.31%	2	2.00%	13	651
028S10 Ayr Newton	Full-time employment	9.46%	134	9.88%	140	5.86%	83	74.31%	1053	6.77%	96	7.27%	103	1.69%	24	0.99%	14	3.11%	44	1417
	Part-time employment	1.33%	5	1.33%	5	1.06%	4	93.09%	350	1.33%	5	3.99%	15	0.27%	1	0.00%	0	0.27%	1	376
	TOTAL	7.75%	139	8.09%	145	4.85%	87	78.25%	1403	5.63%	101	6.58%	118	1.39%	25	0.78%	14	2.51%	45	1793
	LE and HMO, HPO & LM and PO	11.59%	70	12.09%	73	6.29%	38	69.37%	419	9.65%	42	9.27%	56	2.81%	17	1.99%	12	3.31%	20	604
	Intermediate Occupations	12.18%	33	12.18%	33	9.96%	27	76.01%	206	4.43%	12	5.90%	16	1.11%	3	0.00%	0	2.58%	7	271
	SE and OAW	2.05%	3	2.74%	4	2.05%	3	93.84%	137	0.00%	0	3.42%	5	0.00%	0	0.00%	0	0.68%	1	146
	LS and TO, S-RO & RO	4.27%	33	4.53%	35	2.46%	19	83.03%	641	6.09%	47	5.31%	41	0.65%	5	0.26%	2	2.20%	17	772
028S11 Ayr Lochside	Full-time employment	3.72%																		



# APPENDIX FORTY-TWO- Travel-To-Work Matrix for South Ayrshire Council Area (tv204).

	Category	GLA CONURB.		GGCVSPA		GLASGOW		S.AYRSHIRE		N. AYRSHIRE		E. AYRSHIRE		RENFREWSHIRE		S.LANARKSHIRE		OTHER		TOTAL
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	
028S13 Ayr Craigie	Full-time employment	5.84%	56	5.94%	57	3.86%	37	76.02%	729	5.84%	56	8.86%	85	1.15%	11	0.21%	2	4.07%	39	959
	Part-time employment	1.79%	6	1.79%	6	1.19%	4	92.54%	310	2.69%	9	2.69%	9	0.60%	2	0.00%	0	0.30%	1	335
	TOTAL	4.79%	62	4.87%	63	3.17%	41	80.29%	1039	5.02%	65	7.26%	94	1.00%	13	0.15%	2	3.09%	40	1294
	LE and HMO, HPO & LM and PO	10.89%	39	11.17%	40	7.82%	28	65.64%	235	7.54%	27	12.01%	43	2.23%	8	0.00%	0	4.75%	17	358
	Intermediate Occupations	7.95%	14	7.95%	14	4.55%	8	77.27%	136	5.11%	9	7.39%	13	2.27%	4	0.57%	1	2.84%	5	176
	SE and OAW	2.06%	2	2.06%	2	1.03%	1	94.85%	92	1.03%	1	2.06%	2	0.00%	0	1.03%	1	0.00%	0	97
	LS and TO, S-RO & RO	1.06%	7	1.06%	7	0.60%	4	86.88%	576	4.22%	28	5.43%	36	0.15%	1	0.00%	0	2.71%	18	663
028S14 Ayr Central	Full-time employment	8.64%	82	8.96%	85	4.43%	42	75.66%	718	6.64%	63	6.01%	57	2.32%	22	1.37%	13	3.58%	34	949
	Part-time employment	3.73%	9	3.73%	9	3.32%	8	90.87%	219	2.07%	5	3.32%	8	0.00%	0	0.00%	0	0.41%	1	241
	TOTAL	7.65%	91	7.90%	94	4.20%	50	78.74%	937	5.71%	68	5.46%	65	1.85%	22	1.09%	13	2.94%	35	1190
	LE and HMO, HPO & LM and PO	12.20%	61	12.80%	64	6.20%	31	72.40%	362	5.40%	27	7.00%	35	3.20%	16	2.40%	12	3.40%	17	500
	Intermediate Occupations	8.28%	12	8.28%	12	6.21%	9	73.10%	106	8.97%	13	8.28%	12	2.07%	3	0.00%	0	1.38%	2	145
	SE and OAW	2.63%	2	2.63%	2	0.00%	0	90.79%	69	3.95%	3	2.63%	2	1.32%	1	0.00%	0	1.32%	1	76
	LS and TO, S-RO & RO	3.41%	16	3.41%	16	2.13%	10	85.29%	400	5.33%	25	3.41%	16	0.43%	2	0.21%	1	3.20%	15	469
028S15 Ayr Fort	Full-time employment	12.15%	108	12.71%	113	7.65%	68	68.73%	611	6.19%	55	9.11%	81	2.14%	19	0.90%	8	5.29%	47	889
	Part-time employment	3.70%	9	3.70%	9	3.29%	8	84.77%	206	4.12%	10	5.35%	13	0.41%	1	0.00%	0	2.06%	5	243
	TOTAL	10.34%	117	10.78%	122	6.71%	76	72.17%	817	5.74%	65	8.30%	94	1.77%	20	0.71%	8	4.59%	52	1132
	LE and HMO, HPO & LM and PO	14.20%	92	14.66%	95	8.64%	56	65.12%	422	6.79%	44	9.57%	62	2.93%	19	0.93%	6	6.02%	39	648
	Intermediate Occupations	10.57%	13	10.57%	13	8.13%	10	70.73%	87	7.32%	9	8.13%	10	0.81%	1	0.00%	0	4.88%	6	123
	SE and OAW	1.79%	3	2.38%	4	1.79%	3	88.69%	149	0.00%	0	8.33%	14	0.00%	0	0.00%	0	1.19%	2	168
	LS and TO, S-RO & RO	4.66%	9	5.18%	10	3.63%	7	82.38%	159	6.22%	12	4.15%	8	0.00%	0	1.04%	2	2.59%	5	193
028S16 Ayr Old Belmont	Full-time employment	9.89%	113	10.86%	124	6.65%	76	70.32%	803	6.13%	70	8.93%	102	1.66%	19	0.88%	10	5.43%	62	1142
	Part-time employment	2.17%	8	2.17%	8	1.08%	4	88.35%	326	1.90%	7	6.23%	23	0.54%	2	0.27%	1	1.63%	6	369
	TOTAL	8.01%	121	8.74%	132	5.29%	80	74.72%	1129	5.10%	77	8.27%	125	1.39%	21	0.73%	11	4.50%	68	1511
	LE and HMO, HPO & LM and PO	11.71%	87	12.65%	94	7.40%	55	64.20%	477	6.86%	51	12.25%	91	2.02%	15	1.35%	10	5.92%	44	743
	Intermediate Occupations	7.61%	14	8.15%	15	6.52%	12	79.89%	147	2.72%	5	5.43%	10	0.54%	1	0.00%	0	4.89%	9	184
	SE and OAW	1.99%	3	1.99%	3	0.66%	1	91.39%	138	0.66%	1	5.96%	9	0.66%	1	0.00%	0	0.66%	1	151
	LS and TO, S-RO & RO	3.93%	17	4.62%	20	2.77%	12	84.76%	367	4.62%	20	3.46%	15	0.92%	4	0.23%	1	3.23%	14	433
028S17 Ayr Forehill	Full-time employment	6.97%	67	7.60%	73	4.16%	40	74.51%	716	6.45%	62	8.74%	84	0.94%	9	1.25%	12	3.95%	38	961
	Part-time employment	2.00%	7	2.00%	7	1.14%	4	93.14%	326	2.00%	7	2.57%	9	0.29%	1	0.29%	1	0.57%	2	350
	TOTAL	5.64%	74	6.10%	80	3.36%	44	79.48%	1042	5.26%	69	7.09%	93	0.76%	10	0.99%	13	3.05%	40	1311
	LE and HMO, HPO & LM and PO	10.64%	43	11.39%	46	6.93%	28	69.31%	280	4.95%	20	11.14%	45	1.49%	6	0.99%	4	5.20%	21	404
	Intermediate Occupations	3.61%	6	4.82%	8	2.41%	4	76.51%	127	7.23%	12	10.24%	17	1.20%	2	0.60%	1	1.81%	3	166
	SE and OAW	1.20%	1	2.41%	2	0.00%	0	89.16%	74	2.41%	2	2.41%	2	0.00%	0	2.41%	2	3.61%	3	83
	LS and TO, S-RO & RO	3.65%	24	3.65%	24	1.82%	12	85.26%	561	5.32%	35	4.41%	29	0.30%	2	0.91%	6	1.98%	13	658
028S18 Ayr Masonhill	Full-time employment	10.89%	162	11.43%	170	6.86%	102	67.05%	997	7.13%	106	10.22%	152	2.35%	35	1.14%	17	5.25%	78	1487
	Part-time employment	2.29%	10	2.52%	11	1.38%	6	87.16%	380	2.29%	10	6.42%	28	0.92%	4	0.00%	0	1.83%	8	436
	TOTAL	8.94%	172	9.41%	181	5.62%	108	71.61%	1377	6.03%	116	9.36%	180	2.03%	39	0.88%	17	4.47%	86	1923
	LE and HMO, HPO & LM and PO	12.00%	116	12.72%	123	7.86%	76	63.81%	617	7.24%	70	12.41%	120	2.28%	22	1.24%	12	5.17%	50	967
	Intermediate Occupations	7.83%	22	8.19%	23	6.05%	17	79.00%	222	4.98%	14	4.98%	14	1.78%	5	0.00%	0	3.20%	9	281
	SE and OAW	3.79%	5	3.79%	5	1.52%	2	84.09%	111	0.00%	0	9.85%	13	1.52%	2	0.76%	1	2.27%	3	132
	LS and TO, S-RO & RO	5.34%	29	5.52%	30	2.39%	13	78.64%	427	5.89%	32	6.08%	33	1.84%	10	0.74%	4	4.42%	24	543
028S19 Ayr Belmont	Full-time employment	5.05%	60	5.47%	65	3.37%	40	81.65%	970	4.97%	59	5.81%	69	0.93%	11	0.76%	9	2.53%	30	1188
	Part-time employment	0.45%	2	0.89%	4	0.45%	2	94.42%	423	1.34%	6	3.13%	14	0.00%	0	0.00%	0	0.67%	3	448
	TOTAL	3.79%	62	4.22%	69	2.57%	42	85.15%	1393	3.97%	65	5.07%	83	0.67%	11	0.55%	9	2.02%	33	1636
	LE and HMO, HPO & LM and PO	6.87%	27	7.63%	30	4.83%	19	74.81%	294	6.62%	26	7.38%	29	1.02%	4	1.27%	5	4.07%	16	393
	Intermediate Occupations	6.86%	14	7.35%	15	5.39%	11	80.39%	164	3.43%	7	7.84%	16	0.98%	2	0.49%	1	1.47%	3	204
	SE and OAW	0.00%	0	0.00%	0	0.00%	0	96.05%	73	1.32%	1	2.63%	2	0.00%	0	0.00%	0	0.00%	0	76
	LS and TO, S-RO & RO	2.18%	21	2.49%	24	1.25%	12	89.51%	862	3.22%	31	3.74%	36	0.52%	5	0.31%	3	1.45%	14	963
028S20 Ayr Doonfoot & Seafield	Full-time employment	13.79%	150	14.25%	155	8.92%	97	64.34%	700	7.54%	82	9.01%	98	2.39%	26	1.47%	16	6.34%	69	1088
	Part-time employment	4.93%	17	4.93%	17	3.48%	12	85.22%	294	2.90%	10	6.38%	22	0.29%	1	0.29%	1	1.45%	5	345
	TOTAL	11.65%	167	12.00%	172	7.61%	109	69.36%	994	6.42%	92	8.37%	120	1.88%	27	1.19%	17	5.16%	74	1433
	LE and HMO, HPO & LM and PO	15.40%	136	15.86%	140	9.63%	85	62.74%	554	7.13%	63	10.19%	90	2.72%	24	1.81%	16	5.78%	51	883
	Intermediate Occupations	7.59%	12	8.23%	13	6.96%	11	77.85%	123	5.70%	9	7.59%	12	0.63%	1	0.00%	0	1.27%	2	158
	SE and OAW	3.85%	6	3.85%	6	2.56%	4	87.82%	137	2.56%	4	4.49%	7	0.64%	1	0.00%	0	1.92%	3	156
	LS and TO, S-RO & RO	5.51%	13	5.51%	13	3.81%	9	76.27%	180	6.78%	16	4.66%	11	0.42%	1	0.42%	1	7.63%	18	236
028S21 Ayr Rozeile	Full-time employment	12.08%	140	12.68%	147	8.20%	95	65.57%	760	8.28%	96	8.97%	104	1.90%	22	1.12%	13	5.95%	69	1159
	Part-time employment	3.88%	14	3.88%	14	2.22%	8	85.04%	307	4.16%	15	6.37%	23	1.11%	4	0.55%	2</			



# APPENDIX FORTY-TWO- Travel-To-Work Matrix for South Ayrshire Council Area (tv204).

	Category	GLA CONURB.		GGCVSPA		GLASGOW		S.AYRSHIRE		N. AYRSHIRE		E. AYRSHIRE		RENFREWSHIRE		S.LANARKSHIRE		OTHER		TOTAL
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	
028S25 Coylton & Minishant	Full-time employment	7.38%	99	7.75%	104	4.32%	58	73.40%	985	5.89%	79	9.91%	133	1.34%	18	0.97%	13	4.17%	56	1342
	Part-time employment	2.86%	11	3.13%	12	1.30%	5	87.24%	335	2.34%	9	6.25%	24	1.30%	5	0.00%	0	1.56%	6	384
	<b>TOTAL</b>	<b>6.37%</b>	<b>110</b>	<b>6.72%</b>	<b>116</b>	<b>3.65%</b>	<b>63</b>	<b>76.48%</b>	<b>1320</b>	<b>5.10%</b>	<b>88</b>	<b>9.10%</b>	<b>157</b>	<b>1.33%</b>	<b>23</b>	<b>0.75%</b>	<b>13</b>	<b>3.59%</b>	<b>62</b>	<b>1726</b>
	LE and HMO, HPO & LM and PO	11.55%	76	12.16%	80	6.69%	44	67.02%	441	7.14%	47	9.73%	64	1.98%	13	1.22%	8	6.23%	41	658
	Intermediate Occupations	7.04%	15	7.51%	16	5.63%	12	77.00%	164	4.23%	9	9.86%	21	0.94%	2	0.47%	1	1.88%	4	213
	SE and OAW	0.89%	2	1.34%	3	0.45%	1	89.29%	200	2.23%	5	6.25%	14	0.00%	0	0.89%	2	0.89%	2	224
	LS and TO, S-RO & RO	2.69%	17	2.69%	17	0.95%	6	81.62%	515	4.28%	27	9.19%	58	1.27%	8	0.32%	2	2.38%	15	631
028S26 North Carrick & Maybole West	Full-time employment	4.82%	66	5.19%	71	2.99%	41	84.37%	1155	3.14%	43	3.65%	50	1.10%	15	0.58%	8	4.16%	57	1369
	Part-time employment	1.06%	4	1.06%	4	1.06%	4	90.77%	344	3.96%	15	2.64%	10	0.00%	0	0.00%	0	1.58%	6	379
	<b>TOTAL</b>	<b>4.00%</b>	<b>70</b>	<b>4.29%</b>	<b>75</b>	<b>2.57%</b>	<b>45</b>	<b>85.76%</b>	<b>1499</b>	<b>3.32%</b>	<b>58</b>	<b>3.43%</b>	<b>60</b>	<b>0.86%</b>	<b>15</b>	<b>0.46%</b>	<b>8</b>	<b>3.60%</b>	<b>63</b>	<b>1748</b>
	LE and HMO, HPO & LM and PO	6.82%	42	6.98%	43	4.06%	25	76.46%	471	5.03%	31	5.36%	33	1.79%	11	0.49%	3	6.82%	42	616
	Intermediate Occupations	8.97%	14	9.62%	15	7.05%	11	81.41%	127	5.77%	9	2.56%	4	1.92%	3	0.00%	0	1.28%	2	156
	SE and OAW	0.39%	1	0.39%	1	0.00%	0	95.35%	246	0.78%	2	2.71%	7	0.00%	0	0.39%	1	0.78%	2	258
	LS and TO, S-RO & RO	1.81%	13	2.23%	16	1.25%	9	91.23%	655	2.23%	16	2.23%	16	0.14%	1	0.56%	4	2.37%	17	718
028S27 North Carrick & Maybole East	Full-time employment	5.01%	64	5.24%	67	3.76%	48	81.85%	1046	3.83%	49	5.71%	73	0.63%	8	0.16%	2	4.07%	52	1278
	Part-time employment	1.64%	5	1.64%	5	1.32%	4	92.43%	281	1.32%	4	2.30%	7	0.33%	1	0.00%	0	2.30%	7	304
	<b>TOTAL</b>	<b>4.36%</b>	<b>69</b>	<b>4.55%</b>	<b>72</b>	<b>3.29%</b>	<b>52</b>	<b>83.88%</b>	<b>1327</b>	<b>3.35%</b>	<b>53</b>	<b>5.06%</b>	<b>80</b>	<b>0.57%</b>	<b>9</b>	<b>0.13%</b>	<b>2</b>	<b>3.73%</b>	<b>59</b>	<b>1582</b>
	LE and HMO, HPO & LM and PO	8.17%	38	8.60%	40	6.45%	30	72.69%	338	5.81%	27	7.53%	35	0.86%	4	0.00%	0	6.67%	31	465
	Intermediate Occupations	8.19%	14	8.19%	14	6.43%	11	82.46%	141	2.92%	5	5.26%	9	1.17%	2	0.58%	1	1.17%	2	171
	SE and OAW	0.49%	1	0.97%	2	0.49%	1	96.12%	198	1.46%	3	0.97%	2	0.00%	0	0.00%	0	0.97%	2	206
	LS and TO, S-RO & RO	2.16%	16	2.16%	16	1.35%	10	87.84%	650	2.43%	18	4.59%	34	0.41%	3	0.14%	1	3.24%	24	740
028S28 South Carrick	Full-time employment	2.11%	28	2.41%	32	1.43%	19	85.84%	1140	2.11%	28	2.94%	39	0.23%	3	0.00%	0	7.45%	99	1328
	Part-time employment	0.94%	4	0.94%	4	0.94%	4	90.61%	386	1.17%	5	0.70%	3	0.00%	0	0.00%	0	6.57%	28	426
	<b>TOTAL</b>	<b>1.82%</b>	<b>32</b>	<b>2.05%</b>	<b>36</b>	<b>1.31%</b>	<b>23</b>	<b>87.00%</b>	<b>1526</b>	<b>1.88%</b>	<b>33</b>	<b>2.39%</b>	<b>42</b>	<b>0.17%</b>	<b>3</b>	<b>0.00%</b>	<b>0</b>	<b>7.24%</b>	<b>127</b>	<b>1754</b>
	LE and HMO, HPO & LM and PO	5.38%	21	6.15%	24	4.36%	17	71.79%	280	4.62%	18	3.59%	14	0.00%	0	0.00%	0	15.64%	61	390
	Intermediate Occupations	2.14%	3	2.86%	4	1.43%	2	82.14%	115	1.43%	2	4.29%	6	0.71%	1	0.00%	0	10.00%	14	140
	SE and OAW	0.26%	1	0.26%	1	0.00%	0	97.67%	378	0.00%	0	0.26%	1	0.00%	0	0.00%	0	2.07%	8	387
	LS and TO, S-RO & RO	0.84%	7	0.84%	7	0.48%	4	89.96%	753	1.55%	13	2.51%	21	0.24%	2	0.00%	0	5.26%	44	837
028S29 Girvan Ailsa	Full-time employment	3.04%	32	3.14%	33	1.43%	15	88.21%	928	2.00%	21	2.09%	22	1.14%	12	0.19%	2	4.94%	52	1052
	Part-time employment	1.32%	4	1.66%	5	0.66%	2	95.36%	288	0.33%	1	1.32%	4	0.66%	2	0.00%	0	1.66%	5	302
	<b>TOTAL</b>	<b>2.66%</b>	<b>36</b>	<b>2.81%</b>	<b>38</b>	<b>1.26%</b>	<b>17</b>	<b>89.81%</b>	<b>1216</b>	<b>1.62%</b>	<b>22</b>	<b>1.92%</b>	<b>26</b>	<b>1.03%</b>	<b>14</b>	<b>0.15%</b>	<b>2</b>	<b>4.21%</b>	<b>57</b>	<b>1354</b>
	LE and HMO, HPO & LM and PO	5.75%	21	6.03%	22	2.19%	8	81.92%	299	1.92%	7	3.29%	12	2.47%	9	0.55%	2	7.67%	28	365
	Intermediate Occupations	3.14%	5	3.14%	5	3.14%	5	89.31%	142	2.52%	4	1.26%	2	0.00%	0	0.00%	0	3.77%	6	159
	SE and OAW	0.54%	1	1.08%	2	0.54%	1	97.84%	181	0.00%	0	0.54%	1	0.00%	0	0.00%	0	1.08%	2	185
	LS and TO, S-RO & RO	1.40%	9	1.40%	9	0.47%	3	92.09%	594	1.71%	11	1.71%	11	0.78%	5	0.00%	0	3.26%	21	645
028S30 Girvan Glendoune	Full-time employment	1.35%	13	1.56%	15	0.94%	9	90.83%	872	1.88%	18	1.25%	12	0.31%	3	0.31%	3	4.48%	43	960
	Part-time employment	0.00%	0	0.00%	0	0.00%	0	96.82%	365	1.06%	4	0.53%	2	0.00%	0	0.00%	0	1.59%	6	377
	<b>TOTAL</b>	<b>0.97%</b>	<b>13</b>	<b>1.12%</b>	<b>15</b>	<b>0.67%</b>	<b>9</b>	<b>92.52%</b>	<b>1237</b>	<b>1.65%</b>	<b>22</b>	<b>1.05%</b>	<b>14</b>	<b>0.22%</b>	<b>3</b>	<b>0.22%</b>	<b>3</b>	<b>3.66%</b>	<b>49</b>	<b>1337</b>
	LE and HMO, HPO & LM and PO	1.84%	4	1.84%	4	0.92%	2	86.18%	187	4.61%	10	1.84%	4	0.92%	2	0.00%	0	5.53%	12	217
	Intermediate Occupations	0.83%	1	0.83%	1	0.83%	1	93.39%	113	1.65%	2	0.83%	1	0.00%	0	0.00%	0	3.31%	4	121
	SE and OAW	0.00%	0	2.11%	2	0.00%	0	96.84%	92	0.00%	0	0.00%	0	0.00%	0	2.11%	2	1.05%	1	95
	LS and TO, S-RO & RO	0.88%	8	0.88%	8	0.66%	6	93.47%	845	1.11%	10	1.00%	9	0.11%	1	0.11%	1	3.54%	32	904
028S31 Girvan South Girvan	Full-time employment	9.52%	3345	10.03%	3522	6.01%	2111	70.55%	24783	7.93%	2785	8.04%	2823	1.76%	620	0.99%	347	4.72%	1659	35128
	Part-time employment	2.49%	270	2.55%	276	1.66%	180	87.09%	9438	4.03%	437	5.02%	544	0.49%	53	0.17%	18	1.54%	167	10837
	<b>TOTAL</b>	<b>7.86%</b>	<b>3615</b>	<b>8.26%</b>	<b>3798</b>	<b>4.98%</b>	<b>2291</b>	<b>74.45%</b>	<b>34221</b>	<b>7.01%</b>	<b>3222</b>	<b>7.33%</b>	<b>3367</b>	<b>1.46%</b>	<b>673</b>	<b>0.79%</b>	<b>365</b>	<b>3.97%</b>	<b>1826</b>	<b>45965</b>
	LE and HMO, HPO & LM and PO	13.36%	2365	14.01%	2480	8.43%	1492	62.35%	11035	9.48%	1677	10.09%	1785	2.47%	437	1.40%	247	5.80%	1026	17699
	Intermediate Occupations	10.13%	567	10.50%	588	7.63%	427	72.67%	4068	6.84%	383	7.86%	440	1.75%	98	0.45%	25	2.80%	157	5598
	SE and OAW	1.81%	80	2.01%	89	1.06%	47	90.83%	4020	2.37%	105	3.80%	168	0.23%	10	0.36%	16	1.36%	60	4426
	LS and TO, S-RO & RO	3.31%	603	3.51%	641	1.78%	325	82.77%	15098	5.79%	1057	5.34%	974	0.70%	128	0.42%	77	3.20%	583	18242



# APPENDIX FORTY-THREE- Travel-To-Work Matrix for South Ayrshire Council Area (tv201).

	Category	GLA CONURB.		GGCVSPA		GLASGOW		S.AYRSHIRE		N. AYRSHIRE		E. AYRSHIRE		RENFREWSHIRE		S.LANARKSHIRE		OTHER		TOTAL
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	
028S01 Troon North	All Males	19.65%	190	21.10%	204	12.10%	117	49.84%	482	14.68%	142	8.69%	84	3.41%	33	2.28%	22	9.00%	87	967
	All Females	11.65%	98	12.01%	101	8.44%	71	57.07%	480	18.07%	152	11.30%	95	2.26%	19	0.71%	6	2.14%	18	841
	Aged 16-24	16.79%	23	16.79%	23	13.14%	18	62.04%	85	10.22%	14	6.57%	9	2.92%	4	0.73%	1	4.38%	6	137
	Aged 25-34	16.34%	58	17.75%	63	10.70%	38	51.83%	184	16.62%	59	9.30%	33	3.10%	11	1.41%	5	7.04%	25	355
	Aged 35-59	15.69%	198	16.64%	210	9.98%	126	52.06%	657	17.19%	217	10.62%	134	2.77%	35	1.74%	22	5.63%	71	1262
028S02 Troon West	Aged 60-74	16.67%	9	16.67%	9	11.11%	6	66.67%	36	7.41%	4	5.56%	3	3.70%	2	0.00%	0	5.56%	3	54
	All Males	14.40%	124	14.98%	129	9.64%	83	58.77%	506	12.78%	110	8.13%	70	2.32%	20	1.16%	10	7.20%	62	861
	All Females	13.02%	100	13.15%	101	10.81%	83	68.75%	528	10.03%	77	6.51%	50	0.91%	7	0.65%	5	2.34%	18	768
	Aged 16-24	13.19%	24	13.19%	24	12.09%	22	68.13%	124	10.99%	20	3.85%	7	0.55%	1	0.00%	0	4.40%	8	182
	Aged 25-34	20.22%	92	20.22%	92	14.73%	67	60.22%	274	9.01%	41	7.25%	33	3.08%	14	1.32%	6	4.40%	20	455
028S03 Troon East	Aged 35-59	11.31%	105	11.96%	111	8.19%	76	63.36%	588	12.82%	119	8.51%	79	1.19%	11	0.97%	9	4.96%	46	928
	Aged 60-74	4.69%	3	4.69%	3	1.56%	1	75.00%	48	10.94%	7	1.56%	1	1.56%	1	0.00%	0	9.38%	6	64
	All Males	16.07%	143	17.53%	156	10.45%	93	54.83%	488	14.27%	127	9.66%	86	2.70%	24	1.69%	15	6.40%	57	890
	All Females	8.25%	66	8.38%	67	6.63%	53	68.63%	549	13.75%	110	9.25%	74	0.75%	6	0.25%	2	0.75%	6	800
	Aged 16-24	21.71%	38	22.86%	40	18.29%	32	64.00%	112	6.29%	11	4.00%	7	1.14%	2	1.14%	2	5.14%	9	175
028S04 Troon South	Aged 25-34	14.89%	46	15.53%	48	9.71%	30	54.37%	168	15.21%	47	12.62%	39	2.59%	8	1.29%	4	4.21%	13	309
	Aged 35-59	10.50%	118	11.39%	128	7.12%	80	62.28%	700	14.95%	168	9.61%	108	1.51%	17	0.98%	11	3.56%	40	1124
	Aged 60-74	8.54%	7	8.54%	7	4.88%	4	69.51%	57	13.41%	11	7.32%	6	3.66%	3	0.00%	0	1.22%	1	82
	All Males	20.57%	152	21.52%	159	12.18%	90	53.32%	394	12.72%	94	7.58%	56	5.14%	38	2.44%	18	6.63%	49	739
	All Females	11.61%	73	12.08%	76	8.74%	55	63.59%	400	12.88%	81	9.38%	59	2.38%	15	0.32%	2	2.70%	17	629
028S05 Prestwick St Ninian's	Aged 16-24	22.58%	21	22.58%	21	17.20%	16	60.22%	56	7.53%	7	7.53%	7	4.30%	4	1.08%	1	2.15%	2	93
	Aged 25-34	19.92%	49	20.33%	50	13.01%	32	54.47%	134	15.04%	37	5.28%	13	5.28%	13	1.22%	3	5.69%	14	246
	Aged 35-59	15.73%	146	16.59%	154	9.81%	91	57.65%	535	13.25%	123	9.27%	86	3.77%	35	1.72%	16	4.53%	42	928
	Aged 60-74	8.91%	9	9.90%	10	5.94%	6	68.32%	69	7.92%	8	8.91%	9	0.99%	1	0.00%	0	7.92%	8	101
	All Males	15.75%	132	16.47%	138	10.86%	91	62.89%	527	9.90%	83	6.32%	53	2.39%	20	1.31%	11	6.32%	53	838
028S06 Prestwick St Cuthbert & Monkton	All Females	8.84%	64	9.39%	68	5.52%	40	69.34%	502	10.36%	75	9.12%	66	2.07%	15	0.55%	4	3.04%	22	724
	Aged 16-24	16.94%	21	17.74%	22	13.71%	17	67.74%	84	6.45%	8	6.45%	8	2.42%	3	0.00%	0	3.23%	4	124
	Aged 25-34	17.71%	51	19.10%	55	13.54%	39	62.50%	180	9.03%	26	7.64%	22	2.08%	6	1.39%	4	3.82%	11	288
	Aged 35-59	10.62%	114	11.09%	119	6.24%	67	66.36%	712	10.90%	117	7.92%	85	2.33%	25	1.03%	11	5.22%	56	1073
	Aged 60-74	12.99%	10	12.99%	10	10.39%	8	68.83%	53	9.09%	7	5.19%	4	1.30%	1	0.00%	0	5.19%	4	77
028S07 Prestwick St Nicholas	All Males	12.96%	105	13.46%	109	6.54%	53	62.96%	510	10.62%	86	8.52%	69	2.96%	24	1.48%	12	6.91%	56	810
	All Females	7.29%	54	7.56%	56	5.53%	41	76.79%	569	7.15%	53	7.02%	52	1.48%	11	0.54%	4	1.48%	11	741
	Aged 16-24	5.04%	6	5.04%	6	3.36%	4	72.27%	86	7.56%	9	10.08%	12	1.68%	2	0.00%	0	5.04%	6	119
	Aged 25-34	14.11%	45	14.73%	47	9.09%	29	63.32%	202	10.03%	32	9.09%	29	3.13%	10	0.31%	1	5.02%	16	319
	Aged 35-59	10.05%	103	10.44%	107	5.56%	57	70.34%	721	9.07%	93	7.22%	74	2.24%	23	1.37%	14	4.20%	43	1025
028S08 Prestwick Kingcase	Aged 60-74	5.68%	5	5.68%	5	4.55%	4	79.55%	70	5.68%	5	6.82%	6	0.00%	0	1.14%	1	2.27%	2	88
	All Males	7.79%	77	8.49%	84	4.25%	42	71.08%	703	9.30%	92	7.68%	76	1.92%	19	1.11%	11	4.65%	46	989
	All Females	5.84%	53	6.06%	55	3.85%	35	79.96%	726	6.17%	56	6.83%	62	1.10%	10	0.55%	5	1.54%	14	908
	Aged 16-24	4.74%	9	4.74%	9	3.68%	7	75.26%	143	8.95%	17	5.79%	11	1.05%	2	0.00%	0	5.26%	10	190
	Aged 25-34	7.52%	44	8.21%	48	4.96%	29	71.45%	418	9.06%	53	8.55%	50	1.71%	10	0.51%	3	3.76%	22	585
028S09 Prestwick Toll	Aged 35-59	7.21%	77	7.68%	82	3.84%	41	76.78%	820	7.12%	76	6.84%	73	1.59%	17	1.22%	13	2.62%	28	1068
	Aged 60-74	0.00%	0	0.00%	0	0.00%	0	88.89%	48	3.70%	2	7.41%	4	0.00%	0	0.00%	0	0.00%	0	54
	All Males	9.28%	72	10.18%	79	4.90%	38	66.49%	516	10.57%	82	8.51%	66	2.45%	19	1.03%	8	6.06%	47	776
	All Females	5.95%	44	5.95%	44	3.92%	29	81.08%	600	5.14%	38	6.49%	48	1.22%	9	0.41%	3	1.76%	13	740
	Aged 16-24	5.22%	7	5.22%	7	5.22%	7	80.60%	108	5.22%	7	5.97%	8	0.00%	0	0.00%	0	2.99%	4	134
028S10 Ayr Newton	Aged 25-34	9.63%	29	10.30%	31	5.65%	17	66.45%	200	9.63%	29	10.30%	31	1.66%	5	1.99%	6	4.32%	13	301
	Aged 35-59	7.81%	79	8.30%	84	4.15%	42	74.31%	752	7.41%	75	7.11%	72	2.27%	23	0.49%	5	4.25%	43	1012
	Aged 60-74	1.45%	1	1.45%	1	1.45%	1	81.16%	56	13.04%	9	4.35%	3	0.00%	0	0.00%	0	0.00%	0	69
	All Males	8.67%	64	8.94%	66	5.01%	37	74.12%	547	8.67%	64	5.96%	44	2.03%	15	0.95%	7	3.25%	24	738
	All Females	5.00%	34	5.29%	36	3.09%	21	83.38%	567	4.41%	30	5.74%	39	0.44%	3	0.74%	5	2.21%	15	680
028S11 Ayr Lochside	Aged 16-24	3.25%	5	3.25%	5	2.60%	4	85.06%	131	5.84%	9	4.55%	7	0.00%	0	0.65%	1	1.30%	2	154
	Aged 25-34	8.64%	33	9.42%	36	5.76%	22	73.56%	281	7.59%	29	6.54%	25	1.05%	4	1.05%	4	4.45%	17	382
	Aged 35-59	6.68%	55	6.80%	56	3.52%	29	79.71%	656	6.56%	54	5.47%	45	1.58%	13	0.73%	6	2.43%	20	823
	Aged 60-74	8.47%	5	8.47%	5	5.08%	3	77.97%	46	3.39%	2	10.17%	6	1.69%	1	1.69%	1	0.00%	0	59
	All Males	10.14%	95	10.67%	100	6.40%	60	72.79%	682	7.15%	67	7.26%	68	1.60%	15	1.07%	10	3.74%	35	937
028S12 Ayr Whitlatts	All Females	5.14%	44	5.26%	45	3.15%	27	84.23%	721	3.97%	34	5.84%	50	1.17%	10	0.47%	4	1.17%	10	856
	Aged 16-24	3.38%	7	3.86%	8	2.90%	6	85.51%	177	3.38%	7	7.25%	15	0.48%	1	0.00%	0	0.48%	1	207
	Aged 25-34	12.07%																		



# APPENDIX FORTY-THREE- Travel-To-Work Matrix for South Ayrshire Council Area (tv201).

Category		GLA CONURB		GGCVSPA		GLASGOW		S. AYRSHIRE		N. AYRSHIRE		E. AYRSHIRE		RENFREWSHIRE		S. LANARKSHIRE		OTHER		TOTAL
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	
028S15 Ayr Fort	All Males	11.89%	73	12.54%	77	6.68%	41	67.92%	417	7.17%	44	7.98%	49	2.12%	13	1.14%	7	7.00%	43	614
	All Females	8.49%	44	8.69%	45	6.76%	35	77.22%	400	4.05%	21	8.69%	45	1.35%	7	0.19%	1	1.74%	9	518
	Aged 16-24	8.24%	7	8.24%	7	5.88%	5	76.47%	65	3.53%	3	8.24%	7	1.18%	1	1.18%	1	3.53%	3	85
	Aged 25-34	15.21%	33	16.13%	35	11.98%	26	64.06%	139	8.29%	18	9.22%	20	0.92%	2	1.38%	3	4.15%	9	217
	Aged 35-59	9.80%	74	10.20%	77	5.70%	43	72.98%	551	5.43%	41	8.08%	61	2.25%	17	0.53%	4	5.03%	38	755
028S16 Ayr Old Belmont	Aged 60-74	4.00%	3	4.00%	3	2.67%	2	82.67%	62	4.00%	3	8.00%	6	0.00%	0	0.00%	0	2.67%	2	75
	All Males	10.03%	79	11.17%	88	6.47%	51	69.16%	545	6.09%	48	8.88%	70	1.52%	12	1.27%	10	6.60%	52	788
	All Females	5.81%	42	6.09%	44	4.01%	29	80.77%	584	4.01%	29	7.61%	55	1.24%	9	0.14%	1	2.21%	16	723
	Aged 16-24	10.53%	12	11.40%	13	7.89%	9	73.68%	84	5.26%	6	5.26%	6	0.88%	1	0.88%	1	6.14%	7	114
	Aged 25-34	10.31%	23	11.66%	26	7.17%	16	75.34%	168	4.93%	11	4.93%	11	1.79%	4	0.45%	1	5.38%	12	223
028S17 Ayr Forehill	Aged 35-59	7.70%	83	8.35%	90	5.01%	54	73.93%	797	5.10%	55	9.46%	102	1.39%	15	0.74%	8	4.36%	47	1078
	Aged 60-74	3.13%	3	3.13%	3	1.04%	1	83.33%	80	5.21%	5	6.25%	6	1.04%	1	1.04%	1	2.08%	2	96
	All Males	8.28%	56	8.89%	59	4.22%	28	73.49%	488	7.08%	47	7.23%	48	1.05%	7	1.96%	13	4.97%	33	664
	All Females	2.94%	19	3.25%	21	2.47%	16	85.63%	554	3.40%	22	6.96%	45	0.46%	3	0.00%	0	1.08%	7	647
	Aged 16-24	7.52%	10	8.27%	11	5.26%	7	76.69%	102	4.51%	6	7.52%	10	1.50%	2	0.00%	0	4.51%	6	133
028S18 Ayr Masonhill	Aged 25-34	7.36%	22	8.03%	24	4.35%	13	75.92%	227	6.02%	18	7.69%	23	0.67%	2	1.67%	5	3.68%	11	299
	Aged 35-59	4.65%	38	5.02%	41	2.69%	22	80.78%	660	5.26%	43	6.98%	57	0.61%	5	0.86%	7	2.82%	23	817
	Aged 60-74	6.45%	4	6.45%	4	3.23%	2	85.48%	53	3.23%	2	4.84%	3	1.61%	1	1.61%	1	0.00%	0	62
	All Males	12.74%	132	13.51%	140	7.72%	80	64.48%	668	6.76%	70	10.14%	105	2.99%	31	1.35%	14	6.56%	68	1036
	All Females	4.51%	40	4.62%	41	3.16%	28	79.93%	709	5.19%	46	8.46%	75	0.90%	8	0.34%	3	2.03%	18	887
028S19 Ayr Belmont	Aged 16-24	8.57%	12	9.29%	13	7.14%	10	71.43%	100	8.57%	12	6.43%	9	0.71%	1	0.00%	0	5.71%	8	140
	Aged 25-34	11.30%	39	11.88%	41	6.96%	24	68.41%	236	7.25%	25	9.28%	32	2.32%	8	1.45%	5	4.35%	15	345
	Aged 35-59	8.35%	114	8.71%	119	5.05%	69	72.33%	988	5.56%	76	9.81%	134	2.20%	30	0.66%	9	4.39%	60	1366
	Aged 60-74	9.72%	7	11.11%	8	6.94%	5	73.61%	53	4.17%	3	6.94%	5	0.00%	0	4.17%	3	4.17%	3	72
	All Males	5.15%	42	5.51%	45	3.31%	27	80.02%	653	5.64%	46	6.25%	51	0.86%	7	0.86%	7	3.06%	25	816
028S20 Ayr Doonfoot & Seafield	All Females	2.44%	20	2.93%	24	1.83%	15	90.24%	740	2.32%	19	3.90%	32	0.49%	4	0.24%	2	0.98%	8	820
	Aged 16-24	2.97%	7	2.97%	7	2.97%	7	87.71%	207	1.69%	4	5.08%	12	0.00%	0	0.00%	0	2.54%	6	236
	Aged 25-34	5.35%	23	5.58%	24	3.49%	15	81.63%	351	3.95%	17	7.67%	33	1.16%	5	0.70%	3	1.40%	6	430
	Aged 35-59	3.46%	31	4.02%	36	2.12%	19	85.92%	769	4.47%	40	3.91%	35	0.67%	6	0.67%	6	2.23%	20	895
	Aged 60-74	1.33%	1	2.67%	2	1.33%	1	88.00%	66	5.33%	4	4.00%	3	0.00%	0	0.00%	0	1.33%	1	75
028S21 Ayr Rozelle	All Males	15.57%	121	15.96%	124	9.52%	74	62.68%	487	8.75%	68	7.34%	57	2.70%	21	1.80%	14	7.21%	56	777
	All Females	7.01%	46	7.32%	48	5.34%	35	77.29%	507	3.66%	24	9.60%	63	0.91%	6	0.46%	3	2.74%	18	656
	Aged 16-24	15.85%	13	15.85%	13	13.41%	11	60.98%	50	8.54%	7	7.32%	6	1.22%	1	0.00%	0	8.54%	7	82
	Aged 25-34	16.57%	28	17.16%	29	13.02%	22	68.05%	115	4.73%	8	7.10%	12	1.18%	2	0.59%	1	5.33%	9	169
	Aged 35-59	10.19%	109	10.56%	113	6.07%	65	70.37%	753	6.64%	71	8.69%	93	1.96%	21	1.40%	15	4.86%	52	1070
028S22 Dundonald & Loans	Aged 60-74	15.18%	17	15.18%	17	9.82%	11	67.86%	76	5.36%	6	8.04%	9	2.68%	3	0.89%	1	5.36%	6	112
	All Males	13.53%	113	14.37%	120	9.46%	79	63.47%	530	8.38%	70	8.50%	71	2.04%	17	1.20%	10	6.95%	58	835
	All Females	5.99%	41	5.99%	41	3.50%	24	78.39%	537	5.99%	41	8.18%	56	1.31%	9	0.73%	5	1.90%	13	685
	Aged 16-24	16.25%	13	16.25%	13	13.75%	11	61.25%	49	8.75%	7	7.50%	6	1.25%	1	0.00%	0	7.50%	6	80
	Aged 25-34	12.79%	22	12.79%	22	8.72%	15	65.70%	113	11.05%	19	6.40%	11	2.91%	5	0.58%	1	4.65%	8	172
028S23 Tarbolton, Symington & Craigie	Aged 35-59	9.47%	109	10.08%	116	6.26%	72	71.16%	819	6.69%	77	8.69%	100	1.56%	18	1.22%	14	4.43%	51	1151
	Aged 60-74	8.55%	10	8.55%	10	4.27%	5	73.50%	86	6.84%	8	8.55%	10	1.71%	2	0.00%	0	5.13%	6	117
	All Males	13.94%	111	14.45%	115	7.04%	56	47.36%	377	19.97%	159	13.69%	109	3.27%	26	1.76%	14	6.91%	55	796
	All Females	9.10%	60	9.26%	61	5.61%	37	51.75%	341	17.75%	117	19.88%	131	1.21%	8	1.06%	7	2.73%	18	659
	Aged 16-24	13.33%	16	13.33%	16	8.33%	10	40.83%	49	19.17%	23	20.00%	24	1.67%	2	1.67%	2	8.33%	10	120
028S24 Annbank, Mossblown & St Quivox	Aged 25-34	17.39%	48	18.84%	52	9.78%	27	44.20%	122	18.12%	50	18.12%	50	3.26%	9	1.09%	3	5.43%	15	276
	Aged 35-59	10.36%	101	10.46%	102	5.54%	54	50.87%	496	19.28%	188	15.79%	154	2.36%	23	1.44%	14	4.72%	46	975
	Aged 60-74	7.14%	6	7.14%	6	2.38%	2	60.71%	51	17.86%	15	14.28%	12	0.00%	0	2.38%	2	2.38%	2	84
	All Males	10.77%	113	11.15%	117	5.34%	56	67.21%	705	6.39%	67	11.82%	124	1.72%	18	2.38%	25	5.15%	54	1049
	All Females	6.11%	48	6.50%	51	3.18%	25	68.54%	538	5.48%	43	18.34%	144	1.15%	9	0.89%	7	2.42%	19	785
028S25 Coylton & Minishant	Aged 16-24	5.66%	12	5.66%	12	3.30%	7	73.11%	155	2.83%	6	16.04%	34	0.94%	2	1.42%	3	2.36%	5	212
	Aged 25-34	8.46%	34	9.45%	38	4.48%	18	66.42%	267	6.72%	27	13.68%	55	1.74%	7	1.24%	5	5.72%	23	402
	Aged 35-59	9.75%	109	10.02%	112	4.74%	53	66.55%	744	6.62%	74	15.03%	168	1.52%	17	2.15%	24	3.40%	38	1118
	Aged 60-74	5.88%	6	5.88%	6	2.94%	3	75.49%	77	2.94%	3	10.78%	11	0.98%	1	0.00%	0	6.86%	7	102
	All Males	4.58%	40	4.69%	41	2.97%	26	80.43%	703	5.49%	48	6.64%	58	0.80%	7	0.23%	2	3.43%	30	874
028S26 North Carrick & Maybole West	All Females	2.94%	22	2.94%	22	2.41%	18	86.36%	646	3.74%	28	6.15%	46	0.27%	2	0.13%	1	0.94%	7	748
	Aged 16-24	2.56%	5	2.56%	5	2.05%	4	85.13%	166	5.64%	11	4.10%	8	0.51%	1	0.00%	0	2.56%</		



# APPENDIX FORTY-THREE- Travel-To-Work Matrix for South Ayrshire Council Area (tv201).

	Category	GLA CONURB.		GGCVSPA		GLASGOW		S.AYRSHIRE		N. AYRSHIRE		E. AYRSHIRE		RENFREWSHIRE		S.LANARKSHIRE		OTHER		TOTAL
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	
028S29 Girvan Ailsa	All Males	2.76%	20	2.90%	21	1.24%	9	86.90%	630	2.48%	18	1.93%	14	0.97%	7	0.28%	2	6.21%	45	725
	All Females	2.54%	16	2.70%	17	1.27%	8	93.16%	586	0.64%	4	1.91%	12	1.11%	7	0.00%	0	1.91%	12	629
	Aged 16-24	5.26%	7	5.26%	7	3.76%	5	85.71%	114	0.75%	1	0.75%	1	0.75%	1	0.00%	0	8.27%	11	133
	Aged 25-34	3.11%	9	3.46%	10	2.08%	6	88.58%	256	2.42%	7	2.42%	7	0.69%	2	0.00%	0	3.81%	11	289
	Aged 35-59	2.04%	17	2.04%	17	0.48%	4	90.52%	754	1.68%	14	2.04%	17	1.20%	10	0.24%	2	3.84%	32	833
028S30 Girvan Glendoune	Aged 60-74	3.03%	3	4.04%	4	2.02%	2	92.93%	92	0.00%	0	1.01%	1	1.01%	1	0.00%	0	3.03%	3	99
	All Males	1.58%	11	1.72%	12	1.15%	8	89.81%	626	2.15%	15	1.15%	8	0.29%	2	0.29%	2	5.16%	36	697
	All Females	0.31%	2	0.47%	3	0.16%	1	95.47%	611	1.09%	7	0.94%	6	0.16%	1	0.16%	1	2.03%	13	640
	Aged 16-24	1.62%	3	1.62%	3	1.62%	3	88.65%	164	2.70%	5	1.62%	3	0.00%	0	0.00%	0	5.41%	10	185
	Aged 25-34	1.92%	6	1.92%	6	0.96%	3	93.61%	293	1.28%	4	0.96%	3	0.96%	3	0.00%	0	2.24%	7	313
028S31 South Ayrshire Council Area	Aged 35-59	0.52%	4	0.78%	6	0.39%	3	92.72%	713	1.43%	11	0.91%	7	0.00%	0	0.39%	3	4.16%	32	769
	Aged 60-74	0.00%	0	0.00%	0	0.00%	0	95.71%	67	2.86%	2	1.43%	1	0.00%	0	0.00%	0	0.00%	0	70
	All Males	9.85%	2416	10.42%	2555	5.90%	1447	70.09%	17189	7.93%	1944	7.38%	1811	1.89%	463	1.15%	283	5.66%	1387	24524
	All Females	5.59%	1199	5.80%	1243	3.94%	844	79.44%	17032	5.96%	1278	7.26%	1556	0.98%	210	0.38%	82	2.05%	439	21441
	Aged 16-24	7.45%	346	7.67%	356	5.77%	268	77.62%	3604	5.30%	246	5.92%	275	0.93%	43	0.41%	19	4.05%	188	4643
028S32 South Ayrshire Council Area	Aged 25-34	9.66%	946	10.20%	999	6.43%	630	71.73%	7023	7.41%	726	7.73%	757	1.69%	165	0.85%	83	4.16%	407	9791
	Aged 35-59	7.52%	2188	7.92%	2302	4.50%	1308	74.32%	21614	7.30%	2123	7.51%	2185	1.53%	444	0.86%	250	3.98%	1158	29082
	Aged 60-74	5.51%	135	5.76%	141	3.47%	85	80.85%	1980	5.19%	127	6.12%	150	0.86%	21	0.53%	13	2.98%	73	2449



## APPENDIX FORTY-FOUR- Travel-To-Work Matrix for Stirling Council Area (tv204).

	Category	EDIN CONURB.		GLA CONURB.		EAST		WEST		EDINBURGH		GLASGOW		STIRLING		FALKIRK		CLACKMANNAN		W. LOTHIAN		FIFE		N.LANARKSHIRE		PERTH & KINROSS		OTHER		TOTAL
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	
030S01 Bridge of Allan	Full-time employment	6.98%	87	10.83%	135	10.67%	133	12.99%	163	6.82%	85	7.06%	88	60.38%	753	8.02%	100	4.17%	52	2.09%	26	1.44%	18	3.61%	45	1.12%	14	5.29%	66	1247
	Part-time employment	3.15%	12	3.15%	12	7.09%	27	4.20%	16	3.15%	12	1.57%	6	77.43%	295	4.46%	17	3.41%	13	1.05%	4	2.89%	11	1.84%	7	1.84%	7	2.36%	9	381
	TOTAL	6.08%	99	9.03%	147	9.83%	160	10.93%	179	5.96%	97	5.77%	94	64.37%	1048	7.19%	117	3.99%	65	1.84%	30	1.78%	29	3.19%	52	1.29%	21	4.61%	75	1628
	LE and HMO, HPO & LM and PO	8.19%	79	12.95%	125	12.44%	120	15.44%	150	7.98%	77	7.77%	75	53.89%	520	9.53%	92	4.38%	43	2.38%	23	1.87%	18	4.35%	42	1.45%	14	6.32%	67	965
	Intermediate Occupations	6.29%	10	3.14%	5	8.18%	13	3.77%	6	6.29%	10	2.52%	4	73.59%	117	6.29%	10	3.77%	6	1.26%	2	0.63%	1	1.26%	2	1.26%	2	3.14%	5	159
	SE and OAW	1.26%	3	2.36%	4	2.36%	7	2.36%	4	1.26%	3	2.36%	4	89.41%	152	1.18%	2	1.18%	2	0.00%	0	2.36%	4	0.00%	0	1.76%	3	1.76%	3	174
030S02 Logie	Full-time employment	6.79%	29	6.32%	27	10.77%	46	7.26%	33	6.79%	29	4.22%	18	61.83%	264	10.30%	44	5.62%	24	2.34%	10	1.64%	7	2.34%	10	2.11%	9	2.81%	12	427
	Part-time employment	0.86%	1	2.59%	3	1.72%	2	2.59%	3	0.86%	1	1.72%	2	83.62%	97	6.03%	7	5.17%	6	0.00%	0	0.86%	1	0.86%	1	0.86%	1	0.00%	0	116
	TOTAL	5.52%	30	5.52%	30	8.84%	48	6.26%	36	5.52%	30	3.68%	20	66.48%	361	9.39%	51	5.52%	30	1.84%	10	1.47%	8	2.03%	11	1.84%	10	2.21%	12	543
	LE and HMO, HPO & LM and PO	7.61%	22	7.61%	22	11.76%	34	8.30%	26	7.61%	22	4.15%	12	57.79%	167	10.38%	30	6.92%	20	3.11%	9	1.04%	3	3.11%	9	3.11%	9	2.77%	8	289
	Intermediate Occupations	11.29%	7	8.06%	5	14.52%	9	8.06%	5	11.29%	7	8.06%	5	64.52%	40	8.06%	5	1.61%	1	1.61%	1	1.61%	1	0.00%	0	1.61%	1	1.61%	1	62
	SE and OAW	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	90.77%	59	3.08%	2	3.08%	2	0.00%	0	0.00%	0	0.00%	0	0.00%	0	3.08%	2	65
030S03 Wallace	Full-time employment	0.79%	1	2.36%	4	2.36%	5	3.94%	5	0.79%	1	2.36%	3	74.80%	91	11.02%	14	5.51%	7	0.00%	0	3.15%	2	1.57%	2	0.00%	0	0.79%	1	127
	Part-time employment	3.76%	50	6.02%	80	6.77%	90	8.05%	107	3.76%	50	4.06%	54	68.77%	914	7.52%	100	5.72%	76	1.35%	18	1.58%	21	2.33%	31	1.13%	15	3.76%	50	1329
	TOTAL	3.28%	57	5.00%	87	5.69%	99	6.56%	114	3.28%	57	3.51%	61	72.97%	1269	6.90%	120	5.29%	92	1.04%	18	1.32%	23	1.78%	31	0.92%	16	2.99%	52	1739
	LE and HMO, HPO & LM and PO	5.77%	37	9.36%	60	9.20%	59	11.70%	74	5.77%	37	5.93%	38	59.75%	383	9.36%	60	7.16%	46	1.40%	9	2.03%	13	2.96%	19	1.09%	7	4.52%	29	641
	Intermediate Occupations	3.50%	9	4.67%	12	5.84%	15	6.61%	17	3.50%	9	4.28%	11	73.54%	189	8.17%	21	4.28%	11	1.56%	4	0.78%	2	1.56%	4	0.39%	1	1.95%	5	257
	SE and OAW	0.00%	0	0.00%	0	0.93%	1	0.00%	0	0.00%	0	0.00%	0	93.46%	100	1.87%	2	2.80%	3	0.00%	0	0.93%	1	0.00%	0	0.93%	1	0.93%	1	107
030S04 Raplloch	Full-time employment	1.50%	11	2.04%	15	3.27%	24	3.00%	23	1.50%	11	1.63%	12	81.34%	597	5.04%	37	4.36%	32	0.68%	5	0.95%	7	1.09%	8	1.08%	8	2.32%	17	734
	Part-time employment	3.60%	27	5.06%	38	6.66%	50	6.52%	49	3.60%	27	2.03%	19	69.77%	524	9.19%	69	4.66%	35	0.93%	7	2.13%	16	2.13%	16	0.40%	3	4.66%	35	751
	TOTAL	2.73%	28	4.00%	41	5.07%	52	5.07%	52	2.73%	28	2.15%	22	75.51%	774	7.61%	78	4.10%	42	0.68%	7	1.68%	17	1.56%	16	0.49%	5	3.51%	36	1025
	LE and HMO, HPO & LM and PO	7.76%	18	11.21%	26	12.93%	30	11.64%	27	7.76%	18	6.03%	14	54.74%	127	12.07%	28	4.74%	11	2.16%	5	3.02%	7	2.59%	6	0.00%	0	6.90%	16	232
	Intermediate Occupations	2.30%	2	4.60%	4	2.30%	2	4.60%	4	2.30%	2	2.30%	2	77.01%	67	9.20%	8	4.60%	4	0.00%	0	0.00%	0	0.00%	0	1.15%	1	3.45%	3	87
	SE and OAW	1.43%	1	1.43%	1	1.43%	1	5.71%	4	1.43%	1	1.43%	1	82.86%	58	5.71%	4	2.86%	2	0.00%	0	0.00%	0	4.29%	3	0.00%	0	1.43%	1	70
030S05 Town Centre	Full-time employment	1.10%	7	1.57%	10	2.99%	19	2.67%	17	1.10%	7	0.79%	5	82.06%	522	5.97%	38	3.93%	25	0.31%	2	1.57%	10	1.10%	7	0.63%	4	2.52%	16	636
	Part-time employment	6.74%	77	6.12%	70	10.24%	117	7.00%	80	6.74%	77	4.90%	56	67.45%	771	6.91%	79	5.42%	62	1.49%	17	2.01%	23	1.14%	13	1.05%	12	2.89%	33	1143
	TOTAL	0.51%	1	1.01%	2	1.01%	2	1.52%	3	0.51%	1	0.51%	1	87.88%	174	2.53%	5	0.04%	8	0.00%	0	0.51%	1	0.51%	1	1.01%	2	2.53%	5	198
	LE and HMO, HPO & LM and PO	10.16%	68	7.34%	49	14.32%	97	8.61%	54	10.16%	68	5.99%	40	99.43%	397	7.93%	53	6.29%	42	1.65%	11	2.69%	18	1.20%	8	1.50%	10	3.14%	21	688
	Intermediate Occupations	3.26%	6	7.07%	13	4.35%	8	7.61%	14	3.26%	6	5.43%	10	76.09%	140	3.80%	7	6.52%	12	1.09%	2	0.00%	0	1.09%	2	0.54%	1	2.17%	4	189
	SE and OAW	0.00%	0	0.00%	0	1.25%	1	1.25%	1	0.00%	0	0.00%	0	86.25%	69	2.50%	2	5.00%	4	0.00%	0	1.25%	1	0.00%	0	2.50%	2	2.50%	2	80
030S06 Argyll	Full-time employment	0.96%	4	2.44%	10	3.18%	13	3.42%	14	0.96%	4	1.71%	7	82.89%	339	5.36%	22	2.93%	12	0.96%	4	1.22%	5	0.96%	4	0.24%	1	2.69%	11	409
	Part-time employment	5.15%	75	8.66%	126	8.25%	120	10.58%	152	5.09%	74	5.84%	85	65.29%	950	8.32%	121	5.02%	73	1.58%	23	1.44%	21	3.09%	45	0.76%	11	3.57%	52	1455
	TOTAL	0.26%	1	2.33%	9	1.55%	6	3.10%	12	0.26%	1	2.07%	8	88.63%	343	2.84%	11	3.10%	12	0.52%	2	0.78%	3	0.52%	2	0.78%	3	0.52%	2	80
	LE and HMO, HPO & LM and PO	7.80%	60	12.61%	97	11.83%	91	14.69%	112	7.67%	59	8.84%	68	56.70%	436	7.28%	56	5.85%	45	2.60%	20	1.43%	11	3.64%	28	1.43%	11	4.55%	35	769
	Intermediate Occupations	2.58%	7	5.90%	16	4.06%	11	7.75%	21	2.58%	7	4.80%	13	74.54%	202	10.33%	28	3.32%	9	0.37%	1	1.11%	3	2.95%	8	0.00%	0	0.00%	0	271
	SE and OAW	0.69%	1	3.45%	5	2.07%	3	5.83%	8	0.69%	1	3.45%	2	87.59%	127	2.76%	4	2.07%	3	0.00%	0	1.38%	2	2.07%	3	0.00%	0	2.07%	3	145
030S07 Kings Park & Cambusbarro	Full-time employment	1.22%	8	2.59%	17	3.20%	21	3.65%	23	1.22%	8	1.52%	10	80.37%	528	6.70%	44	4.26%	28	0.61%	4	1.22%	8	1.22%	8	0.46%	3	2.44%	16	657
	Part-time employment	6.58%	87	10.36%	137	10.59%	140	12.33%	163	6.58%	87	7.34%	97	59.23%	783	10.29%	136	2.95%	39	1.97%	26	1.89%	25	3.10%	41	1.59%	21	5.07%	67	1322
	TOTAL	1.61%	6	1.34%	5	1.88%	7	2.42%	9	1.61%	6	0.81%	3	83.87%	312	6.45%	24	2.96%	11	0.00%	0	0.27%	1	1.08%	4	1.88%	7	1.08%	4	374
	LE and HMO, HPO & LM and PO	5.49%	93	8.38%	142	8.68%	147	10.15%	172	5.49%	93	5.90%	100	64.64%	1095	9.45%	160	2.95%	50	1.53%	26	1.53%	26	2.66%	45	1.65%	28	4.19%	71	1694
	Intermediate Occupations	8.41%	77	12.77%	117	12.99%	119																							



## APPENDIX FORTY-FOUR- Travel-To-Work Matrix for Stirling Council Area (tv204).

	Category	EDIN CONURB.		GLA CONURB.		EAST		WEST		EDINBURGH		GLASGOW		STIRLING		FALKIRK		CLACKMANNAN		W. LOTHIAN		FIFE		N.LANARKSHIRE		PERTH & KINROSS		OTHER		TOTAL
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	
030S13 Polmaise	Full-time employment	4.69%	76	5.61%	91	8.45%	137	7.95%	128	4.62%	75	3.95%	64	64.36%	1044	10.11%	164	6.17%	100	1.60%	26	1.97%	32	2.90%	47	0.68%	11	3.64%	59	1622
	Part-time employment	0.40%	2	2.17%	11	1.38%	7	2.37%	12	0.40%	2	1.98%	10	86.96%	440	4.74%	24	3.95%	20	0.20%	1	0.79%	4	0.20%	1	0.20%	1	0.59%	3	506
	TOTAL	3.67%	78	4.79%	102	6.77%	144	6.63%	140	3.62%	77	3.48%	74	69.74%	1484	8.83%	188	5.64%	120	1.27%	27	1.69%	36	2.26%	48	0.56%	12	2.91%	62	2128
	LE and HMO, HPO & LM and PO	8.54%	54	10.92%	69	12.97%	82	13.61%	86	8.39%	53	8.07%	51	53.32%	337	10.28%	65	5.54%	35	2.37%	15	2.06%	13	3.64%	23	1.27%	8	5.06%	32	632
	Intermediate Occupations	4.00%	11	2.56%	7	6.55%	18	4.36%	12	4.00%	11	1.82%	5	61.82%	170	12.36%	34	10.91%	30	1.09%	3	0.73%	2	2.55%	7	0.73%	2	4.00%	1	275
	SE and OAW	1.32%	2	2.65%	4	1.99%	3	3.31%	5	1.32%	2	1.99%	3	90.73%	137	1.95%	3	1.99%	3	0.66%	1	0.00%	0	0.66%	1	0.00%	0	0.66%	1	151
	LS and TO, S-RO & RO	1.03%	11	2.06%	22	3.83%	34	3.55%	37	1.03%	11	1.40%	15	78.50%	840	8.04%	86	4.86%	52	0.75%	8	1.96%	21	1.59%	17	0.19%	2	1.66%	18	1070
030S14 Sauchenford	Full-time employment	2.23%	30	4.09%	55	5.35%	72	5.58%	75	2.23%	30	2.16%	29	69.22%	931	14.57%	196	2.97%	40	1.56%	21	1.49%	20	2.30%	31	0.30%	4	3.20%	43	1345
	Part-time employment	0.43%	2	0.43%	2	1.72%	8	0.43%	2	0.43%	2	0.22%	1	89.44%	415	6.68%	31	1.29%	6	0.65%	3	0.65%	3	0.22%	1	0.22%	1	0.22%	1	464
	TOTAL	1.77%	32	3.15%	57	4.42%	80	4.26%	77	1.77%	32	1.66%	30	74.41%	1346	12.55%	227	2.54%	46	1.33%	24	1.27%	23	1.77%	32	0.28%	5	2.43%	44	1809
	LE and HMO, HPO & LM and PO	5.71%	21	7.88%	29	11.14%	41	9.51%	35	5.71%	21	3.53%	13	56.79%	209	14.67%	54	4.06%	15	2.45%	9	2.72%	10	4.62%	17	0.27%	1	5.16%	19	368
	Intermediate Occupations	3.78%	7	3.78%	7	5.41%	10	4.32%	8	3.78%	7	3.24%	6	70.81%	131	17.30%	32	2.16%	4	1.08%	2	0.54%	1	0.54%	1	0.00%	0	0.54%	1	185
	SE and OAW	0.71%	1	2.86%	4	1.43%	2	3.57%	5	0.71%	1	0.71%	1	86.43%	121	5.71%	8	2.14%	3	0.71%	1	0.00%	0	0.71%	1	0.00%	0	2.86%	4	140
	LS and TO, S-RO & RO	0.27%	3	1.52%	17	2.42%	27	2.60%	29	0.27%	3	0.90%	10	79.30%	686	11.92%	133	2.15%	24	1.08%	12	1.08%	12	1.16%	13	0.36%	4	1.79%	20	1116
030S15 Dunblane West	Full-time employment	6.15%	107	11.67%	203	9.54%	166	13.39%	233	5.98%	104	8.91%	155	59.77%	1040	7.07%	123	3.62%	63	1.72%	30	1.49%	26	2.76%	48	3.51%	61	5.17%	90	1740
	Part-time employment	1.82%	9	4.04%	20	3.43%	17	4.85%	24	1.82%	9	2.83%	14	82.63%	409	5.05%	25	2.02%	10	0.00%	0	1.62%	8	1.21%	6	1.82%	9	1.01%	5	495
	TOTAL	5.19%	116	9.98%	223	8.19%	183	11.50%	257	5.06%	113	7.56%	169	64.83%	1449	6.62%	148	3.27%	73	1.34%	30	1.52%	34	2.42%	54	3.13%	70	4.25%	95	2235
	LE and HMO, HPO & LM and PO	7.46%	90	15.34%	185	11.61%	140	17.25%	208	7.38%	89	11.86%	143	52.90%	638	7.71%	93	3.46%	42	2.40%	29	1.58%	19	3.23%	39	3.90%	47	5.56%	67	1206
	Intermediate Occupations	7.51%	19	5.93%	15	11.07%	28	7.51%	19	7.51%	19	4.35%	11	64.82%	164	9.88%	25	3.56%	9	0.40%	1	3.16%	8	1.96%	5	0.79%	2	3.56%	9	253
	SE and OAW	0.00%	0	2.50%	5	0.50%	1	4.00%	8	0.00%	0	1.50%	3	90.50%	181	1.00%	2	1.00%	2	0.00%	0	0.50%	1	1.50%	3	2.00%	4	2.00%	4	200
	LS and TO, S-RO & RO	1.22%	7	3.13%	18	2.43%	14	3.82%	22	0.87%	5	2.08%	12	80.90%	466	4.86%	28	3.47%	20	0.00%	0	1.04%	6	1.22%	7	2.95%	17	2.60%	15	576
030S16 Dunblane East	Full-time employment	7.96%	106	13.21%	176	11.64%	155	14.86%	199	7.98%	105	9.23%	123	54.43%	725	8.86%	118	3.98%	53	1.73%	23	1.95%	26	3.00%	40	3.90%	52	5.03%	67	1332
	Part-time employment	3.42%	13	5.79%	22	5.00%	19	6.84%	26	3.42%	13	5.00%	19	73.68%	280	7.63%	29	1.84%	7	0.00%	0	1.58%	6	1.05%	4	3.42%	13	2.37%	9	388
	TOTAL	6.95%	119	11.57%	198	10.16%	174	13.08%	225	6.89%	118	8.29%	142	58.70%	1005	8.59%	147	3.50%	60	1.34%	23	1.87%	32	2.57%	44	3.90%	65	4.44%	76	1712
	LE and HMO, HPO & LM and PO	9.22%	100	15.48%	168	13.00%	171	17.79%	194	9.12%	99	11.06%	120	49.22%	535	11.15%	121	3.13%	34	2.03%	22	1.75%	19	3.78%	41	3.23%	35	5.53%	60	1085
	Intermediate Occupations	3.03%	5	6.06%	10	5.45%	9	6.06%	10	3.03%	5	5.45%	9	73.94%	122	6.67%	11	4.24%	7	0.61%	1	1.82%	3	0.00%	0	1.21%	2	3.03%	5	165
	SE and OAW	0.76%	1	1.52%	2	1.52%	2	1.52%	2	0.76%	1	1.52%	2	86.36%	114	3.03%	4	4.55%	6	0.00%	0	0.76%	1	0.00%	0	3.03%	4	0.00%	0	132
	LS and TO, S-RO & RO	3.94%	13	5.45%	18	6.67%	22	5.76%	19	3.94%	13	3.33%	11	71.21%	235	3.33%	11	3.94%	13	0.00%	0	2.73%	9	0.91%	3	7.27%	24	3.33%	11	330
030S17 Highland	Full-time employment	2.17%	28	4.87%	63	4.18%	54	5.88%	75	2.17%	28	2.63%	34	80.67%	1043	2.01%	26	1.62%	21	0.46%	6	1.55%	20	1.93%	25	2.47%	32	4.49%	58	1293
	Part-time employment	0.23%	1	1.41%	6	0.94%	4	2.35%	10	0.23%	1	1.17%	5	92.49%	394	0.23%	1	0.70%	3	0.23%	1	0.47%	2	0.47%	2	1.75%	10	1.64%	7	426
	TOTAL	1.69%	29	4.01%	69	3.37%	58	5.00%	85	1.69%	29	2.27%	39	83.60%	1437	1.57%	27	1.46%	24	0.41%	7	1.28%	22	1.57%	27	2.44%	42	3.78%	65	1719
	LE and HMO, HPO & LM and PO	4.09%	22	8.92%	48	6.88%	37	11.15%	59	4.09%	22	5.76%	31	69.89%	376	3.35%	18	2.97%	16	1.12%	6	1.67%	9	2.23%	12	1.67%	9	7.25%	39	538
	Intermediate Occupations	2.68%	3	4.46%	5	5.36%	6	6.69%	7	2.68%	3	0.88%	1	79.46%	89	0.00%	0	0.89%	1	0.89%	1	1.79%	2	3.57%	4	0.89%	1	8.92%	10	112
	SE and OAW	0.26%	2	0.69%	3	0.92%	4	0.69%	3	0.46%	2	0.23%	1	94.46%	409	0.69%	3	0.00%	0	0.00%	0	0.46%	2	2.54%	11	0.69%	3	4.33%	3	433
	LS and TO, S-RO & RO	0.31%	2	2.04%	13	1.73%	11	2.52%	16	0.31%	2	0.94%	6	88.52%	563	0.94%	6	1.10%	7	0.00%	0	1.42%	9	1.42%	9	3.30%	21	2.04%	13	636
030S18 Teith	Full-time employment	4.80%	59	7.82%	96	7.49%	92	9.53%	116	4.80%	59	5.21%	64	70.68%	868	5.13%	63	3.26%	40	0.90%	11	1.71%	21	2.52%	31	1.22%	15	4.56%	56	1228
	Part-time employment	0.84%	3	3.93%	14	2.53%	9	4.21%	15	0.84%	3	3.09%	11	89.04%	317	1.12%	4	2.25%	8	0.56%	2	1.12%	4	0.28%	1	0.28%	1	1.40%	5	356
	TOTAL	3.91%	62	6.94%	110	6.38%	101	8.33%	131	3.91%	62	4.73%	75	74.81%	1185	4.23%	67	3.03%	48	0.82%	13	1.58%	25	2.02%	32	1.01%	16	3.85%	61	1584
	LE and HMO, HPO & LM and PO	6.56%	47	12.15%	87	9.92%	71	14.11%	100	6.56%	47	8.66%	62	62.99%	451	5.73%	41	3.21%	23	1.68%	12	1.68%	12	2.65%	19	1.26%	9	5.59%	40	716
	Intermediate Occupations	4.44%	6	2.96%	4	5.19%	7	3.70%	5	4.44%	6	2.22%	3	77.04%	104	2.96%	4	4.74%	10	0.00%	0	0.00%	0	0.74%	1	2.22%	3	2.96%	4	135
	SE and OAW	0.34%	1	3.38%	10	1.01%	3	4.39%	13	0.34%	1	1.69%	5	91.22%	270	1.35%	4	0.68%	2	0.00%	0	0.68%	2	2.36%	7	0.00%	0	1.69%	5	296
	LS and TO, S-RO & RO	1.83%	8	2.06%	9	4.58%	20	2.97%	13	1.83%	8	1.14%	5	82.38%																



# APPENDIX FORTY-FIVE- Travel-To-Work Matrix for Stirling Council Area (tv201).

	Category	EDIN CONURB.		GLA CONURB.		EAST		WEST		EDINBURGH		GLASGOW		STIRLING		FALKIRK		CLACKMANNAN		W. LOTHIAN		FIFE		N.LANARKSHIRE		PERTH & KINROSS		OTHER		TOTAL
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	
030S01 Bridge of Allan	All Males	7.15%	63	11.24%	99	11.80%	104	13.73%	121	7.04%	62	6.81%	60	58.68%	517	8.17%	72	3.29%	29	2.27%	20	2.16%	19	4.09%	36	1.14%	10	6.36%	56	881
	All Females	4.82%	36	6.43%	48	7.50%	56	7.63%	57	4.69%	35	5.45%	34	71.06%	531	6.02%	45	4.82%	36	1.34%	10	1.34%	10	2.14%	16	1.47%	11	2.54%	19	747
	Aged 16-24	4.88%	6	4.88%	6	5.69%	7	5.69%	7	4.88%	6	4.07%	5	78.05%	96	4.07%	5	0.81%	1	0.00%	0	0.00%	0	0.00%	0	0.00%	0	8.13%	10	123
	Aged 25-34	10.89%	33	10.23%	31	16.83%	51	12.54%	38	10.56%	32	6.27%	19	58.75%	178	5.28%	16	2.64%	8	2.64%	8	3.30%	10	3.96%	12	1.98%	6	4.62%	14	303
	Aged 35-59	5.32%	57	9.43%	101	8.78%	94	11.39%	122	5.23%	56	5.79%	62	63.40%	679	7.94%	85	4.95%	53	1.87%	20	1.49%	16	3.45%	37	1.31%	14	4.58%	49	1071
	Aged 60-74	2.29%	3	6.37%	9	6.11%	8	8.81%	11	2.29%	3	8.11%	8	72.62%	96	8.40%	11	2.29%	3	1.53%	2	0.76%	3	2.29%	3	0.76%	1	1.53%	2	131
030S02 Logie	All Males	6.31%	19	5.98%	18	10.30%	31	7.31%	22	6.31%	19	3.99%	12	60.47%	182	10.96%	33	6.98%	21	1.66%	5	2.33%	7	2.66%	8	1.33%	4	3.32%	10	301
	All Females	4.55%	11	4.96%	12	7.02%	17	4.96%	12	4.55%	11	3.31%	8	73.97%	179	7.44%	18	3.72%	9	2.07%	5	0.41%	1	1.24%	3	2.48%	6	0.83%	2	242
	Aged 16-24	14.75%	9	0.00%	0	16.39%	10	0.00%	0	14.75%	9	0.00%	0	70.49%	43	6.56%	4	1.64%	1	1.64%	1	0.00%	0	0.00%	0	3.28%	2	1.64%	1	61
	Aged 25-34	8.25%	8	10.31%	10	12.37%	12	14.43%	14	8.25%	8	7.22%	7	54.64%	53	8.25%	8	6.19%	6	2.06%	2	2.06%	2	7.22%	7	3.09%	3	1.03%	1	97
	Aged 35-59	3.68%	13	5.38%	19	7.08%	25	5.38%	19	3.68%	13	3.68%	13	67.14%	237	11.05%	39	6.23%	22	1.70%	6	1.70%	6	0.85%	3	1.13%	4	2.83%	10	353
	Aged 60-74	0.00%	0	3.13%	1	3.13%	1	3.13%	1	0.00%	0	0.00%	0	87.50%	28	0.00%	0	3.13%	1	3.13%	1	0.00%	0	3.13%	1	3.13%	1	0.00%	0	32
030S03 Wallace	All Males	4.09%	37	7.30%	66	7.63%	69	9.62%	87	4.09%	37	4.98%	45	64.93%	587	8.52%	77	5.53%	50	1.55%	14	1.88%	17	2.88%	26	1.11%	10	4.54%	41	904
	All Females	2.40%	20	2.51%	21	3.99%	30	3.23%	27	2.40%	20	1.92%	16	81.68%	682	5.15%	43	5.03%	42	0.48%	4	0.72%	6	0.60%	5	0.72%	6	1.32%	17	835
	Aged 16-24	3.14%	7	2.24%	5	4.93%	11	3.14%	7	3.14%	7	1.79%	4	82.06%	193	5.38%	12	3.58%	8	1.35%	7	0.45%	1	0.90%	2	0.00%	0	1.35%	3	223
	Aged 25-34	5.84%	22	6.83%	25	8.23%	31	8.49%	32	5.84%	22	4.24%	16	71.62%	270	5.31%	20	3.18%	12	1.59%	6	0.80%	3	2.12%	8	1.33%	5	3.98%	15	377
	Aged 35-59	2.29%	24	4.96%	52	4.96%	52	6.58%	69	2.29%	24	3.53%	37	71.47%	749	7.82%	82	6.39%	67	0.86%	9	1.72%	18	1.81%	19	0.95%	10	3.15%	33	1048
	Aged 60-74	4.40%	4	5.49%	5	5.49%	5	6.59%	6	4.40%	4	4.40%	4	73.63%	67	6.59%	6	5.49%	5	0.00%	0	1.10%	1	2.20%	2	1.10%	1	1.10%	1	91
030S04 Raploch	All Males	4.14%	23	4.32%	24	7.57%	42	6.13%	34	4.14%	23	1.98%	11	68.47%	380	9.73%	54	4.14%	23	1.08%	6	2.34%	13	2.34%	13	0.36%	2	5.41%	30	555
	All Females	1.06%	5	3.62%	17	2.13%	10	3.83%	18	1.06%	5	2.34%	11	83.83%	394	5.11%	24	4.04%	19	0.21%	1	0.85%	4	0.64%	3	0.64%	3	1.28%	6	470
	Aged 16-24	0.00%	0	3.21%	5	0.00%	0	4.49%	7	0.00%	0	1.28%	2	84.62%	132	3.85%	6	5.77%	9	0.00%	0	0.00%	0	1.28%	2	0.64%	1	2.56%	4	156
	Aged 25-34	5.02%	12	3.77%	9	7.11%	17	4.60%	11	5.02%	12	2.51%	6	78.24%	187	5.86%	14	3.77%	9	0.84%	2	1.26%	3	1.26%	3	0.00%	0	1.26%	3	239
	Aged 35-59	2.73%	16	4.10%	24	5.89%	34	5.29%	31	2.73%	16	2.05%	12	71.67%	420	3.58%	24	0.84%	5	2.32%	13	1.71%	10	0.68%	4	4.95%	28	4.95%	28	586
	Aged 60-74	0.00%	0	6.82%	3	2.27%	1	6.82%	3	0.00%	0	6.82%	3	79.55%	35	4.55%	2	6.82%	3	0.00%	0	2.27%	1	2.27%	1	0.00%	0	0.00%	0	44
030S05 Town Centre	All Males	7.50%	53	6.65%	47	10.33%	73	7.64%	54	7.50%	53	5.23%	37	67.19%	475	6.22%	44	5.09%	36	1.13%	8	1.70%	12	1.41%	10	1.13%	8	3.39%	24	707
	All Females	3.94%	25	3.94%	25	7.26%	46	4.57%	29	3.94%	25	3.15%	20	74.13%	470	6.31%	40	5.36%	34	1.42%	9	1.89%	12	0.63%	4	0.95%	6	2.21%	14	634
	Aged 16-24	5.69%	17	6.02%	18	8.36%	25	7.36%	22	5.69%	17	4.68%	14	75.59%	226	5.35%	16	1.67%	5	1.34%	4	1.34%	4	1.34%	4	1.00%	3	2.01%	6	299
	Aged 25-34	6.79%	39	4.70%	27	10.10%	58	5.57%	32	6.79%	39	3.66%	21	68.12%	391	6.27%	36	6.79%	39	1.57%	9	1.74%	10	1.22%	7	1.39%	8	2.44%	14	574
	Aged 35-59	4.82%	22	5.82%	26	8.05%	36	6.26%	28	4.82%	22	4.70%	21	69.35%	310	6.94%	31	5.82%	26	0.89%	4	2.24%	10	0.67%	3	3.80%	17	44	44	
	Aged 60-74	0.00%	0	4.76%	1	0.00%	0	4.76%	1	0.00%	0	4.76%	1	85.71%	18	4.76%	1	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	4.76%	1	21
030S06 Argyll	All Males	4.36%	42	9.02%	87	7.78%	75	11.41%	110	4.25%	41	5.91%	57	64.63%	623	8.92%	86	4.46%	43	1.76%	17	1.56%	15	3.53%	34	0.73%	7	4.25%	41	964
	All Females	3.87%	34	5.47%	48	6.87%	51	6.38%	56	3.87%	34	4.10%	36	76.31%	670	5.24%	46	4.75%	42	0.91%	8	1.03%	9	1.48%	13	0.48%	7	1.48%	13	878
	Aged 16-24	3.24%	7	4.63%	10	6.02%	13	5.56%	12	3.24%	7	3.24%	7	68.52%	148	12.50%	27	4.17%	9	1.39%	3	1.39%	3	1.39%	3	2.31%	5	1.85%	4	216
	Aged 25-34	7.05%	38	9.65%	52	10.58%	57	11.68%	63	6.86%	37	6.86%	37	62.52%	337	6.86%	36	6.12%	33	2.23%	12	1.30%	7	3.71%	20	0.93%	5	2.78%	15	539
	Aged 35-59	2.96%	29	6.73%	66	5.30%	52	8.15%	80	2.96%	29	4.69%	46	74.21%	728	6.52%	64	3.98%	39	0.92%	9	1.33%	13	2.04%	20	0.41%	4	2.96%	29	981
	Aged 60-74	1.89%	2	6.80%	7	3.77%	4	10.38%	11	1.89%	2	2.83%	3	75.47%	80	4.72%	5	3.77%	4	0.94%	1	3.77%	4	0.00%	0	0.00%	0	5.66%	6	106
030S07 Kings Park & Cambusbarro	All Males	5.57%	51	10.15%	93	10.26%	94	11.90%	109	5.57%	51	6.55%	60	58.41%	535	11.14%	102	3.17%	29	2.29%	21	2.18%	20	3.17%	29	1.53%	14	6.00%	55	916
	All Females	5.40%	42	6.30%	49	6.81%	53	8.10%	63	5.40%	42	5.14%	40	71.96%	560	7.46%	58	2.70%	21	0.64%	5	0.77%	6	2.06%	16	1.80%	14	2.06%	16	778
	Aged 16-24	5.66%	9	5.66%	9	8.81%	14	6.29%	10	5.66%	9	5.03%	8	68.55%	109	8.81%	14	1.89%	3	0.63%	1	1.89%	3	0.63%	1	3.14%	5	3.77%	6	159
	Aged 25-34	8.86%	31	12.00%	42	15.14%	53	13.43%	47	8.86%	31	10.00%	35	54.57%	191	8.29%	29	3.71%	13	3.71%	13	2.57%	9	2.57%	9	2.29%	8	3.43%	12	350
	Aged 35-59	4.90%	53	8.13%	88	7.30%	79	10.26%	111	4.90%	53																			



# APPENDIX FORTY-FIVE- Travel-To-Work Matrix for Stirling Council Area (tv201).

	Category	EDIN CONURB.		GLA CONURB.		EAST		WEST		EDINBURGH		GLASGOW		STIRLING		FALKIRK		CLACKMANNAN		W. LOTHIAN		FIFE		N.LANARKSHIRE		PERTH & KINROSS		OTHER		TOTAL
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	
030S15 Dunblane West	All Males	5.79%	69	12.51%	149	9.99%	119	14.61%	174	5.63%	67	9.07%	108	58.10%	692	6.72%	80	3.36%	40	2.02%	24	1.93%	23	3.27%	39	3.27%	39	6.63%	79	1191
	All Females	4.50%	47	7.09%	74	6.13%	64	7.95%	83	4.41%	46	5.84%	61	72.51%	757	6.51%	68	3.16%	33	0.57%	6	1.05%	11	1.44%	15	2.97%	31	1.53%	16	1044
	Aged 16-24	6.57%	13	4.55%	9	7.58%	15	4.55%	9	6.57%	13	4.55%	9	78.79%	156	4.04%	8	1.01%	2	0.51%	1	0.51%	1	0.00%	0	3.54%	7	0.51%	1	198
	Aged 25-34	8.71%	37	12.00%	51	12.47%	53	13.41%	57	8.24%	35	9.65%	41	57.18%	243	5.65%	24	4.00%	17	1.88%	8	1.41%	6	2.35%	10	4.94%	21	4.71%	20	425
	Aged 35-59	4.15%	62	10.31%	154	7.23%	108	12.12%	181	4.09%	61	7.57%	113	64.03%	956	7.57%	113	3.42%	51	1.41%	21	1.61%	24	2.81%	42	2.75%	41	4.76%	71	1493
030S16 Dunblane East	All Males	3.36%	4	7.56%	9	5.88%	7	8.40%	10	3.36%	4	5.04%	6	78.99%	94	2.52%	3	2.52%	3	0.00%	0	2.52%	3	1.68%	2	0.84%	1	2.52%	3	119
	All Females	9.14%	14	12.44%	194	10.37%	126	16.37%	154	6.27%	24	19.14%	62	49.7%	469	19.1%	34	3.61%	18	2.34%	21	3.51%	37	6.49%	37	6.49%	37	6.49%	15	771
	All Females	4.15%	32	8.30%	64	6.23%	48	9.08%	70	4.15%	32	6.49%	50	69.52%	536	7.26%	56	3.50%	27	0.65%	5	1.43%	11	1.43%	11	3.63%	28	1.95%	15	771
	Aged 16-24	9.76%	12	8.13%	10	10.57%	13	8.13%	10	9.76%	12	6.50%	8	66.67%	82	1.63%	2	3.25%	4	0.00%	0	0.81%	1	0.81%	10	2.44%	3	123	13	
	Aged 25-34	9.06%	30	13.29%	44	12.99%	43	14.20%	47	9.06%	30	10.27%	34	53.47%	177	7.85%	26	3.63%	12	0.30%	1	3.63%	12	1.21%	4	4.83%	16	5.74%	19	331
030S17 Highland	Aged 35-59	6.34%	74	11.13%	130	9.85%	115	12.93%	151	6.25%	73	7.62%	89	58.65%	685	9.85%	115	3.68%	43	1.88%	22	1.63%	19	3.00%	35	3.08%	36	4.37%	51	1168
	Aged 70-74	3.33%	3	15.56%	14	3.33%	3	17.78%	16	3.33%	3	12.22%	11	67.78%	61	4.44%	4	1.11%	1	0.00%	0	0.00%	0	4.44%	4	3.33%	3	3.33%	3	90
	All Males	2.09%	19	5.05%	46	4.29%	39	6.75%	56	2.09%	19	2.64%	24	80.66%	734	1.32%	12	0.88%	8	0.66%	6	1.54%	14	2.09%	19	2.86%	26	5.27%	48	910
	All Females	1.24%	10	2.94%	23	2.35%	19	3.71%	30	1.24%	10	1.85%	15	86.90%	703	1.85%	15	1.98%	16	0.12%	1	0.99%	8	0.99%	8	1.98%	16	2.10%	17	809
	Aged 16-24	1.24%	3	5.00%	9	4.44%	8	5.00%	9	1.24%	3	1.67%	6	81.67%	147	0.00%	0	2.22%	4	0.56%	1	2.22%	4	0.56%	1	2.78%	5	5.00%	9	180
030S18 Teith	Aged 25-34	3.21%	9	2.86%	8	4.29%	12	4.29%	12	3.21%	9	2.14%	6	81.79%	229	2.86%	8	2.14%	2	0.71%	2	0.36%	1	1.43%	4	2.50%	7	4.29%	12	280
	Aged 35-59	1.46%	16	4.29%	47	3.28%	36	5.47%	60	1.46%	16	2.37%	26	83.30%	913	1.73%	19	1.55%	17	0.36%	4	1.46%	16	1.82%	20	2.19%	24	3.74%	41	1096
	Aged 70-74	0.61%	1	3.07%	5	1.23%	2	3.07%	5	0.61%	1	0.61%	1	90.80%	148	0.00%	0	0.61%	1	0.00%	0	0.61%	1	1.23%	2	3.68%	6	1.84%	3	163
	All Males	3.96%	35	8.82%	78	7.47%	66	10.75%	95	3.96%	35	5.88%	52	70.36%	622	4.52%	40	2.71%	24	1.02%	9	2.38%	21	2.71%	24	0.90%	8	5.54%	49	884
	All Females	3.86%	27	4.57%	32	5.00%	35	5.29%	37	3.86%	27	3.29%	23	80.43%	563	3.86%	27	3.43%	24	0.57%	4	0.57%	4	1.14%	8	1.14%	8	1.71%	12	700
030S19 Trossachs	Aged 16-24	3.60%	4	3.60%	4	5.41%	6	3.60%	4	3.60%	4	2.70%	3	83.78%	93	4.50%	5	0.00%	0	0.00%	0	1.80%	2	0.00%	0	0.90%	1	2.70%	3	111
	Aged 25-34	5.34%	14	8.40%	22	9.16%	24	9.16%	24	5.34%	14	4.20%	11	69.85%	183	3.05%	8	3.82%	10	0.76%	2	3.05%	8	1.91%	5	2.59%	6	5.73%	15	262
	Aged 35-59	7.54%	44	13.33%	68	9.03%	68	9.03%	97	10.7%	44	14.4%	59	73.65%	791	4.66%	50	3.35%	36	0.93%	10	1.21%	13	2.23%	24	0.74%	8	3.63%	39	1074
	Aged 70-74	0.00%	0	2.19%	3	2.19%	3	5.11%	7	0.00%	0	1.46%	2	86.13%	118	2.92%	4	1.46%	2	0.73%	1	1.46%	2	2.19%	3	0.73%	1	2.92%	4	137
	All Males	2.75%	28	12.94%	132	4.02%	41	13.82%	141	2.65%	27	9.61%	98	74.90%	764	2.35%	24	1.27%	13	0.78%	8	0.39%	4	1.18%	12	0.98%	10	5.88%	60	1020
030S20 Campsies	All Females	1.71%	15	7.54%	66	2.74%	24	8.91%	78	1.71%	15	4.91%	43	83.43%	730	2.29%	20	1.14%	10	0.69%	6	0.34%	3	0.80%	7	0.23%	2	4.46%	39	875
	Aged 16-24	0.90%	2	2.71%	6	1.36%	3	3.62%	8	0.90%	2	2.26%	5	90.50%	200	2.26%	5	0.00%	0	0.00%	0	0.45%	1	0.90%	2	2.26%	5	2.26%	5	221
	Aged 25-34	2.56%	9	10.80%	38	4.26%	15	12.22%	43	2.27%	8	7.10%	25	75.85%	267	3.41%	12	1.99%	7	1.42%	5	0.28%	1	1.70%	6	0.57%	2	5.40%	19	352
	Aged 35-59	2.36%	28	12.67%	150	3.55%	42	13.85%	164	2.36%	28	9.21%	109	76.27%	903	2.03%	24	1.27%	15	0.68%	8	0.42%	5	1.01%	12	0.68%	8	6.08%	72	1184
	Aged 70-74	2.90%	4	2.90%	4	3.62%	5	2.90%	4	2.90%	4	1.45%	2	89.86%	124	2.17%	3	0.72%	1	0.72%	1	0.00%	0	0.00%	0	0.00%	0	2.17%	3	138
030S21 Strathendrick & Blane Valley	All Males	4.14%	42	17.54%	174	7.06%	70	20.67%	205	4.23%	42	12.10%	120	60.08%	596	5.34%	53	2.52%	25	1.51%	15	1.21%	12	2.72%	27	0.91%	9	9.38%	93	992
	All Females	3.14%	26	10.39%	86	4.23%	35	11.96%	99	3.14%	26	6.76%	56	75.24%	623	5.43%	45	1.93%	16	0.60%	5	0.48%	4	1.21%	10	0.60%	5	4.59%	38	828
	Aged 16-24	3.08%	4	11.54%	15	3.08%	4	13.08%	17	3.08%	4	8.46%	11	73.08%	95	6.92%	9	1.54%	2	0.00%	0	0.00%	0	2.31%	3	0.77%	1	3.85%	5	130
	Aged 25-34	6.43%	18	16.07%	45	8.21%	23	17.86%	50	6.43%	18	11.07%	31	65.00%	182	4.29%	12	1.79%	5	1.07%	3	0.71%	2	1.43%	4	1.43%	4	6.79%	19	280
	Aged 35-59	3.44%	43	14.71%	184	5.60%	70	17.43%	218	3.44%	43	9.67%	121	65.39%	818	5.92%	74	2.56%	32	1.36%	17	0.80%	10	2.32%	29	0.64%	8	7.91%	99	1251
030S21 Strathendrick & Blane Valley	Aged 70-74	1.89%	3	10.06%	16	5.03%	8	11.95%	19	1.89%	3	8.18%	13	77.99%	124	1.89%	3	1.26%	2	0.00%	0	2.52%	4	0.63%	1	0.63%	1	5.03%	8	159
	All Males	2.17%	45	42.80%	888	4.05%	84	46.55%	966	2.07%	43	29.93%	621	42.99%	892	1.88%	39	0.43%	9	0.67%	14	1.06%	22	2.36%	49	0.19%	4	16.41%	382	2075
	All Females	0.86%	15	42.09%	732	1.32%	23	45.66%	794	0.86%	15	28.06%	488	49.68%	864	1.32%	23	0.17%	3	0.17%	3	0.29%	5	1.21%	21	0.17%	3	18.06%	314	1739
	Aged 16-24	1.28%	7	32.84%	88	2.99%	8	34.70%	93	1.28%	7	14.27%	57	55.97%	150	1.12%	3	0.37%	1	1.12%	3	0.37%	1	1.12%	3	0.37%	1	16.79%	45	268
	Aged 25-34	1.28%	7	40.80%	224	2.10%	17	43.53%	239	1.28%	7	27.69%	152	47.72%	262	2.37%	13	0.00%	0	0.91%	5	0.91%	5	0.91%	5	0.36%	2	17.85%	98	549
STIRLING COUNCIL AREA	Aged 35-59	1.67%	45	44.92%	1212	2.59%	70	48.89%	1319	1.63%	44	31.21%	842	43.44%	1172	1.56%	42	0.41%	11	0.30%	8	0.56%	15	2.22%	60	0.15%	4	18.53%	500	2698
	Aged 70-74	1.34%	4	32.11%	96	4.01%	12	36.45%	109	1.00%	3	19.40%	58	57.53%	172	1.34%	4	0.00%	0	0.33%	1	2.01%	6	0.67%	2	0.00%	0	17.73%	53	299
	All Males	4.45%	872	12.56%	2461	7.81%	1529	14.71%	2882	4.40%	861	8.36%	1637	61.80%	12106	8.07%	1580	3.33%	652	1.52%	297	1.73%	338	2.84%	556	1.27%	248	6.71%	1315	19590
	All Females	3.15%	542	8.73%	1501	4.63%	796	9.92%	1705	3.13%	538	6.11%	1050	74.56%	12819	5.69%	979	3.23%	555	0.63%	108	0.83%	143							



# APPENDIX FORTY-SIX- Travel-To-Work Matrix for West Lothian Council Area (tv204).

	Category	GLASGOW CONURB.		EDINBURGH CONURB.		GLASGOW CITY		EDINBURGH CITY		WEST LOTHIAN		SOUTH LANARKS		NORTH LANARKS		FALKIRK		FIFE		STIRLING		MIDLOTHIAN		EAST LOTHIAN		OTHER		TOTAL
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	
031S01 St Michael's	Full-time employment	5.96%	106	32.96%	586	3.77%	67	32.56%	579	40.21%	715	0.28%	5	2.25%	40	13.61%	242	1.91%	34	0.84%	15	0.79%	14	0.22%	4	3.54%	63	1778
	Part-time employment	1.97%	9	21.44%	98	1.31%	6	21.44%	98	62.36%	285	0.22%	1	0.22%	1	9.41%	43	0.88%	4	1.97%	9	0.22%	1	0.44%	2	1.53%	7	457
	TOTAL	5.15%	115	30.60%	684	3.27%	73	30.29%	677	44.74%	1000	0.27%	6	1.83%	41	12.75%	285	1.70%	38	1.07%	24	0.67%	15	0.27%	6	3.13%	70	2235
	LE and HMO, HPO & LM and PO	8.25%	97	35.97%	423	5.44%	64	35.54%	418	33.33%	392	0.34%	4	2.55%	30	12.59%	148	2.64%	31	1.53%	18	0.85%	10	0.34%	4	4.85%	57	1176
	Intermediate Occupations	2.95%	9	41.64%	127	1.64%	5	41.31%	126	36.72%	112	0.00%	0	1.97%	6	14.75%	45	0.98%	3	0.33%	1	0.33%	1	0.66%	2	1.31%	4	305
	SE and OAW	0.73%	1	3.65%	5	0.00%	0	3.65%	5	82.48%	113	0.00%	0	2.19%	3	9.49%	13	1.46%	2	0.00%	0	0.73%	1	0.00%	0	0.00%	0	137
	LS and TO, S-RO & RO	1.30%	8	20.91%	129	0.65%	4	20.75%	128	62.07%	383	0.32%	2	0.32%	2	12.80%	79	0.32%	2	0.81%	5	0.49%	3	0.00%	0	1.46%	9	617
031S02 Kingsfield	Full-time employment	6.23%	147	37.31%	881	4.32%	102	36.59%	864	38.75%	915	0.64%	15	1.57%	37	10.50%	248	2.20%	52	1.27%	30	0.76%	18	0.30%	7	3.09%	73	2361
	Part-time employment	2.19%	13	27.82%	165	1.69%	10	27.49%	163	57.34%	340	0.17%	1	0.34%	2	9.95%	59	0.84%	5	0.84%	5	0.34%	2	0.17%	1	0.84%	5	593
	TOTAL	5.42%	160	35.41%	1046	3.79%	112	34.77%	1027	42.48%	1255	0.54%	16	1.32%	39	10.39%	307	1.93%	57	1.18%	35	0.68%	20	0.27%	8	2.64%	78	2954
	LE and HMO, HPO & LM and PO	7.98%	138	38.52%	666	5.84%	101	37.88%	655	35.69%	617	0.69%	12	1.68%	29	10.18%	176	2.26%	39	1.62%	28	0.64%	11	0.29%	5	3.24%	56	1729
	Intermediate Occupations	1.99%	8	48.88%	197	1.49%	6	48.64%	196	34.24%	138	0.25%	1	0.50%	2	11.41%	46	0.74%	3	0.50%	2	0.25%	1	0.25%	1	1.74%	7	403
	SE and OAW	1.52%	3	9.60%	19	0.51%	1	8.59%	17	79.29%	157	0.51%	1	0.51%	1	6.06%	12	1.52%	3	0.51%	1	1.01%	2	0.00%	0	1.52%	3	198
	LS and TO, S-RO & RO	1.76%	11	26.28%	164	0.64%	4	25.48%	159	54.97%	343	0.32%	2	1.12%	7	11.70%	73	1.92%	12	0.64%	4	0.96%	6	0.32%	2	1.92%	12	624
031S03 Preston	Full-time employment	6.66%	154	27.19%	629	3.98%	92	26.81%	620	48.98%	1133	0.91%	21	1.86%	43	10.25%	237	1.60%	37	1.56%	36	0.65%	15	0.13%	3	3.29%	76	2313
	Part-time employment	1.27%	8	16.48%	104	0.48%	3	16.01%	101	59.26%	437	0.32%	2	0.79%	5	9.35%	59	0.79%	5	1.27%	8	0.48%	3	0.00%	0	1.27%	8	631
	TOTAL	5.50%	162	24.90%	733	3.23%	95	24.49%	721	53.33%	1570	0.78%	23	1.63%	48	10.05%	296	1.43%	42	1.49%	44	0.61%	18	0.10%	3	2.85%	84	2944
	LE and HMO, HPO & LM and PO	9.00%	139	30.51%	471	5.44%	84	29.86%	461	42.49%	656	1.04%	16	2.20%	34	9.78%	151	2.14%	33	1.88%	29	0.84%	13	0.13%	2	4.21%	65	1544
	Intermediate Occupations	2.06%	8	36.34%	141	1.29%	5	36.34%	141	47.16%	183	0.26%	1	0.77%	3	10.05%	39	1.03%	4	2.32%	9	0.00%	0	0.00%	0	0.77%	3	388
	SE and OAW	1.94%	4	2.91%	6	0.97%	2	2.91%	6	88.35%	182	0.49%	1	1.46%	3	3.40%	7	0.49%	1	0.00%	0	0.49%	1	0.00%	0	1.46%	3	206
	LS and TO, S-RO & RO	1.36%	11	14.27%	115	0.50%	4	14.02%	113	68.11%	549	0.62%	5	0.99%	8	12.28%	99	0.50%	4	0.74%	6	0.59%	4	0.12%	1	1.61%	13	806
031S04 Boghall	Full-time employment	2.88%	41	17.11%	244	1.19%	17	16.76%	239	74.33%	1060	0.56%	8	1.54%	22	2.24%	32	0.77%	11	0.21%	3	0.42%	6	0.07%	1	1.89%	27	1426
	Part-time employment	0.29%	1	8.57%	30	0.00%	0	8.57%	30	89.71%	314	0.29%	1	0.29%	1	0.86%	3	0.00%	0	0.00%	0	0.29%	1	0.00%	0	0.00%	0	350
	TOTAL	2.36%	42	15.43%	274	0.96%	17	15.15%	269	77.36%	1374	0.51%	9	1.30%	23	1.97%	35	0.62%	11	0.17%	3	0.39%	7	0.06%	1	1.52%	27	1776
	LE and HMO, HPO & LM and PO	4.76%	24	23.21%	117	2.58%	13	22.82%	115	64.48%	325	0.99%	5	1.39%	7	2.98%	15	0.99%	5	0.40%	2	0.79%	4	0.20%	1	2.38%	12	504
	Intermediate Occupations	0.39%	1	24.80%	63	0.00%	0	24.80%	63	70.87%	180	0.79%	2	0.79%	2	1.18%	3	0.79%	2	0.00%	0	0.00%	0	0.00%	0	0.79%	2	254
	SE and OAW	0.00%	0	4.65%	4	0.00%	0	4.65%	4	91.86%	79	0.00%	0	2.33%	2	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	1.16%	1	86
	LS and TO, S-RO & RO	1.82%	17	9.66%	90	0.43%	4	9.33%	87	84.76%	790	0.21%	2	1.29%	12	1.82%	17	0.43%	4	0.11%	1	0.32%	3	0.00%	0	1.29%	12	932
031S05 Oatridge	Full-time employment	1.98%	36	37.47%	682	1.15%	21	36.37%	662	53.46%	973	0.38%	7	0.99%	18	3.13%	57	1.21%	22	0.55%	10	1.21%	22	0.49%	9	1.04%	19	1820
	Part-time employment	0.73%	3	28.29%	116	0.24%	1	27.32%	112	66.83%	274	0.00%	0	0.24%	1	2.20%	9	0.49%	2	0.24%	1	0.24%	1	0.98%	4	1.22%	5	410
	TOTAL	1.75%	39	35.78%	798	0.99%	22	34.71%	774	55.92%	1247	0.31%	7	0.85%	19	2.96%	66	1.08%	24	0.49%	11	1.03%	23	0.58%	13	1.08%	24	2230
	LE and HMO, HPO & LM and PO	4.70%	31	38.03%	251	3.03%	20	35.61%	235	46.97%	310	0.76%	5	1.36%	9	4.39%	29	1.82%	12	1.06%	7	2.27%	15	0.91%	6	1.82%	12	660
	Intermediate Occupations	0.36%	1	53.05%	148	0.36%	1	51.25%	143	43.37%	121	0.00%	0	0.36%	1	2.15%	6	0.36%	1	0.00%	0	1.79%	5	0.00%	0	0.36%	1	279
	SE and OAW	1.74%	3	12.79%	22	0.00%	0	12.21%	21	82.56%	142	0.00%	0	1.16%	2	0.58%	1	0.00%	0	0.00%	0	0.58%	1	1.74%	3	1.16%	2	172
	LS and TO, S-RO & RO	0.36%	4	33.69%	377	0.09%	1	33.51%	375	60.23%	674	0.18%	2	0.63%	7	2.68%	30	0.98%	11	0.36%	4	0.18%	2	0.36%	4	0.80%	9	1119
031S06 Armadale West	Full-time employment	6.31%	120	13.51%	257	1.74%	33	13.41%	255	72.45%	1378	1.21%	23	5.36%	102	2.37%	45	0.84%	16	0.37%	7	0.42%	8	0.05%	1	1.79%	34	1902
	Part-time employment	1.47%	6	7.60%	31	0.25%	1	7.60%	31	89.22%	364	0.74%	3	1.47%	6	0.25%	1	0.25%	1	0.00%	0	0.00%	0	0.00%	0	0.25%	1	408
	TOTAL	5.45%	126	12.47%	288	1.47%	34	12.47%	286	75.41%	1742	1.13%	26	4.68%	108	1.99%	46	0.74%	17	0.30%	7	0.35%	8	0.04%	1	1.52%	35	2310
	LE and HMO, HPO & LM and PO	9.79%	60	21.21%	130	2.94%	18	21.04%	129	58.40%	358	1.96%	12	5.37%	36	3.92%	24	1.96%	12	0.49%	3	0.65%	4	0.16%	1	2.61%	16	613
	Intermediate Occupations	6.56%	24	19.95%	73	2.46%	9	19.95%	73	70.49%	258	1.37%	5	4.37%	16	0.27%	1	0.27%	1	0.00%	0	0.27%	1	0.00%	0	0.55%	2	366
	SE and OAW	3.59%	6	0.60%	1	0.60%	1	0.60%	1	93.41%	156	0.60%	1	3.59%	6	0.60%	1	0.00%	0	0.60%	1	0.00%	0	0.00%	0	0.00%	0	167
	LS and TO, S-RO & RO	3.09%	36	7.22%	84	0.52%	6	7.13%	83	83.33%	970	0.69%	8	4.30%	50	1.72%	20	0.34%	4	0.26%	3	0.26%	3	0.00%	0	1.46%	17	1164
031S07																												



# APPENDIX FORTY-SIX- Travel-To-Work Matrix for West Lothian Council Area (tv204).

	Category	GLASGOW CONURB.		EDINBURGH CONURB.		GLASGOW CITY		EDINBURGH CITY		WEST LOTHIAN		SOUTH LANARKS		NORTH LANARKS		FALKIRK		FIFE		STIRLING		MIDLOTHIAN		EAST LOTHIAN		OTHER		TOTAL
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	
031S13 Ladywell	Full-time employment	1.87%	29	21.56%	334	0.77%	12	21.05%	326	72.50%	1123	0.71%	11	0.97%	15	0.90%	14	0.58%	9	0.19%	3	0.58%	9	0.45%	7	1.29%	20	1549
	Part-time employment	0.23%	1	8.35%	36	0.23%	1	7.89%	34	90.95%	392	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.46%	2	0.23%	1	0.23%	1	431
	TOTAL	1.52%	30	18.69%	370	0.66%	13	18.18%	360	76.52%	1515	0.56%	11	0.76%	15	0.71%	14	0.45%	9	0.15%	3	0.56%	11	0.40%	8	1.06%	21	1980
	LE and HMO, HPO & LM and PO	4.20%	19	28.10%	127	2.21%	10	27.65%	125	60.84%	275	1.33%	6	1.99%	9	0.66%	3	0.88%	4	0.44%	2	1.11%	5	0.66%	3	2.21%	10	452
	Intermediate Occupations	0.32%	1	25.00%	79	0.00%	0	24.68%	78	72.78%	230	0.32%	1	0.00%	0	0.95%	3	0.00%	0	0.32%	1	0.00%	0	0.32%	1	0.63%	2	316
	SE and OAW	0.00%	0	3.90%	3	0.00%	0	3.90%	3	93.51%	72	0.00%	0	0.00%	0	1.30%	1	0.00%	0	0.00%	0	0.00%	0	0.00%	0	1.30%	1	77
	LS and TO, S-RO & RO	0.88%	10	14.19%	161	0.26%	3	13.57%	154	82.64%	938	0.35%	4	0.53%	6	0.62%	7	0.44%	5	0.00%	0	0.53%	6	0.35%	4	0.70%	8	1135
031S14 Kirkton	Full-time employment	4.35%	109	34.74%	870	1.64%	41	33.99%	851	54.59%	1367	1.20%	30	1.92%	48	1.28%	32	1.64%	41	0.64%	16	0.84%	21	0.32%	8	1.96%	49	2504
	Part-time employment	2.01%	9	24.16%	108	0.89%	4	23.49%	105	72.26%	323	0.45%	2	0.67%	3	0.22%	1	0.67%	3	0.22%	1	0.45%	2	0.22%	1	0.45%	2	447
	TOTAL	4.00%	118	33.14%	978	1.52%	45	32.40%	956	57.27%	1690	1.08%	32	1.73%	51	1.12%	33	1.49%	44	0.58%	17	0.78%	23	0.30%	9	1.73%	51	2951
	LE and HMO, HPO & LM and PO	5.93%	95	38.35%	614	2.25%	36	37.35%	598	48.28%	773	1.62%	26	2.31%	37	1.44%	23	1.87%	30	0.87%	14	1.00%	16	0.50%	8	2.50%	40	1601
	Intermediate Occupations	2.06%	11	37.15%	198	0.75%	4	36.77%	196	58.16%	310	0.56%	3	1.13%	6	0.38%	2	0.56%	3	0.38%	2	0.19%	1	0.19%	1	0.94%	5	533
	SE and OAW	1.47%	2	11.03%	15	0.74%	1	11.03%	15	85.29%	116	0.00%	0	0.74%	1	1.47%	2	0.74%	1	0.00%	0	0.00%	0	0.00%	0	0.00%	0	136
	LS and TO, S-RO & RO	1.47%	10	22.17%	151	0.59%	4	21.59%	147	72.10%	491	0.44%	3	1.03%	7	0.88%	6	1.47%	10	0.15%	1	0.88%	6	0.00%	0	0.88%	6	681
031S15 Carnondean	Full-time employment	3.65%	86	28.88%	681	2.16%	51	28.29%	667	62.09%	1464	0.72%	17	1.10%	26	1.10%	26	1.02%	24	0.34%	8	0.85%	20	0.17%	4	2.16%	51	2358
	Part-time employment	0.62%	3	16.22%	79	0.21%	1	16.02%	78	82.34%	401	0.41%	2	0.00%	0	0.21%	1	0.00%	0	0.41%	2	0.00%	0	0.21%	1	0.21%	1	487
	TOTAL	3.13%	89	26.71%	760	1.83%	52	26.19%	745	65.55%	1865	0.67%	19	0.91%	26	0.95%	27	0.84%	24	0.35%	10	0.70%	20	0.18%	5	1.83%	52	2845
	LE and HMO, HPO & LM and PO	6.48%	70	34.14%	369	4.16%	45	33.30%	360	51.71%	559	1.02%	11	1.48%	16	1.48%	16	1.57%	17	0.56%	6	1.02%	11	0.28%	3	3.42%	37	1081
	Intermediate Occupations	1.04%	5	37.27%	180	0.41%	2	37.27%	180	59.83%	289	0.21%	1	0.41%	2	0.83%	4	0.00%	0	0.00%	0	0.21%	1	0.00%	0	0.83%	4	483
	SE and OAW	2.40%	3	8.00%	10	0.80%	1	6.40%	8	88.00%	110	1.60%	2	0.80%	1	0.00%	0	0.80%	1	0.00%	0	1.60%	2	0.00%	0	0.00%	0	125
	LS and TO, S-RO & RO	0.95%	11	17.39%	201	0.35%	4	17.04%	197	78.46%	907	0.43%	5	0.61%	7	0.61%	7	0.52%	6	0.35%	4	0.52%	6	0.17%	2	0.95%	11	1156
031S16 Howden	Full-time employment	2.06%	44	21.75%	465	1.03%	22	21.38%	457	71.56%	1530	0.56%	12	0.80%	17	1.08%	23	1.22%	26	0.37%	8	0.42%	9	0.19%	4	1.40%	30	2138
	Part-time employment	0.38%	2	11.88%	62	0.19%	1	11.69%	61	86.59%	452	0.19%	1	0.19%	1	0.38%	2	0.00%	0	0.00%	0	0.38%	2	0.00%	0	0.38%	2	522
	TOTAL	1.73%	46	19.81%	527	0.86%	23	19.47%	518	74.51%	1982	0.49%	13	0.68%	18	0.94%	25	0.98%	26	0.30%	8	0.41%	11	0.15%	4	1.20%	32	2660
	LE and HMO, HPO & LM and PO	3.48%	27	27.45%	213	1.93%	15	26.80%	208	61.73%	479	1.03%	8	1.03%	10	1.32%	10	1.32%	11	0.39%	3	0.78%	7	0.25%	7	0.78%	19	776
	Intermediate Occupations	1.65%	7	28.47%	121	1.18%	5	28.47%	121	67.53%	287	0.47%	2	0.71%	3	0.24%	1	0.47%	2	0.00%	0	0.00%	0	0.00%	0	0.94%	4	425
	SE and OAW	0.92%	1	7.34%	8	0.92%	1	7.34%	8	90.83%	99	0.00%	0	0.00%	0	0.92%	1	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	109
	LS and TO, S-RO & RO	0.81%	11	13.70%	185	0.15%	2	13.41%	181	82.74%	1117	0.22%	3	0.52%	7	0.96%	13	0.67%	9	0.15%	2	0.44%	6	0.07%	1	0.67%	9	1350
031S17 Craigshill	Full-time employment	1.25%	20	25.14%	401	0.56%	9	24.58%	392	69.40%	1107	0.50%	8	0.63%	10	0.50%	8	0.94%	15	0.31%	5	0.94%	15	0.44%	7	1.19%	19	1595
	Part-time employment	0.00%	0	17.23%	86	0.00%	0	16.45%	83	80.68%	309	0.00%	0	0.00%	0	0.26%	1	0.04%	4	0.26%	1	0.52%	2	0.26%	1	0.52%	2	383
	TOTAL	1.01%	20	23.61%	467	0.46%	9	23.00%	455	71.59%	1416	0.40%	8	0.51%	10	0.46%	9	0.96%	19	0.30%	6	0.86%	17	0.40%	8	1.06%	21	1978
	LE and HMO, HPO & LM and PO	1.92%	9	34.62%	162	1.28%	6	33.12%	155	57.48%	269	0.64%	3	0.64%	3	0.64%	3	2.14%	10	0.21%	1	1.71%	8	1.07%	5	1.07%	5	468
	Intermediate Occupations	0.32%	1	32.81%	104	0.00%	0	32.49%	103	62.46%	198	0.00%	0	0.32%	1	0.95%	3	0.63%	2	0.95%	3	0.32%	1	0.32%	1	1.58%	5	317
	SE and OAW	1.12%	1	5.62%	5	1.12%	1	4.49%	4	93.26%	83	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	1.12%	1	1.00%	0	89
	LS and TO, S-RO & RO	0.82%	9	17.75%	196	0.18%	2	17.48%	193	78.44%	866	0.45%	5	0.54%	6	0.27%	3	0.63%	7	0.18%	2	0.72%	8	0.09%	1	1.00%	11	1104
031S18 Dedridge	Full-time employment	2.47%	48	24.69%	480	0.77%	15	24.02%	467	68.47%	1331	1.08%	21	1.08%	21	1.39%	27	0.77%	15	0.05%	1	0.93%	18	0.15%	3	1.29%	25	1944
	Part-time employment	0.20%	1	12.30%	61	0.00%	0	12.30%	61	87.30%	433	0.00%	0	0.40%	2	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	496
	TOTAL	2.01%	49	22.17%	541	0.61%	15	21.64%	528	72.30%	1764	0.86%	21	0.94%	23	1.11%	27	0.61%	15	0.04%	1	0.74%	18	0.12%	3	1.02%	25	2440
	LE and HMO, HPO & LM and PO	5.05%	30	28.11%	167	2.19%	13	27.10%	161	59.93%	356	2.19%	13	2.36%	14	1.52%	9	1.18%	7	0.17%	1	1.18%	7	0.17%	1	2.02%	12	594
	Intermediate Occupations	0.77%	3	34.53%	135	0.26%	1	34.53%	135	62.15%	243	0.51%	2	0.00%	0	0.77%	3	0.51%	2	0.00%	0	0.26%	1	0.00%	0	1.02%	4	391
	SE and OAW	0.84%	1	5.88%	7	0.00%	0	4.20%	5	89.92%	107	0.84%	1	0.00%	0	1.68%	2	0.84%	1	0.00%	0	2.52%	3	0.00%	0	0.00%	0	119
	LS and TO, S-RO & RO	1.12%	15	17.37%	232	0.07%	1	16.99%	227	79.19%	1058	0.37%	5	0.67%	9	0.97%	13	0.37%	5	0.00%	0	0.52%	7	0.15%	2	0.67%	9	1336
031S19 Murleston	Full-time employment	5.09%	117	36.90%	848	3.09%	711																					



APPENDIX FORTY-SIX- Travel-To-Work Matrix for West Lothian Council Area (tv204).

	Category	GLASGOW CONURB.		EDINBURGH CONURB.		GLASGOW CITY		EDINBURGH CITY		WEST LOTHIAN		SOUTH LANARKS		NORTH LANARKS		FALKIRK		FIFE		STIRLING		MIDLOTHIAN		EAST LOTHIAN		OTHER		TOTAL
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	
031S25 Calderwood	Full-time employment	3.80%	86	36.01%	816	1.72%	39	35.70%	809	55.52%	1258	1.32%	30	1.32%	30	1.15%	26	1.10%	25	0.13%	3	0.62%	14	0.18%	4	1.24%	28	2266
	Part-time employment	1.07%	5	26.87%	126	0.43%	2	26.01%	122	69.51%	326	0.00%	0	0.43%	2	0.21%	1	0.64%	0	1.28%	6	0.21%	1	1.28%	6	469		
	TOTAL	3.33%	91	34.44%	942	1.50%	41	34.04%	931	57.92%	1584	1.10%	30	1.17%	32	0.99%	27	1.02%	28	0.11%	3	0.73%	20	0.18%	5	1.24%	34	2735
	LE and HMO, HPO & LM and PO	5.61%	63	40.43%	454	2.94%	33	39.80%	447	48.09%	540	1.78%	20	1.78%	20	1.16%	13	1.96%	22	0.18%	2	0.89%	10	0.36%	4	1.07%	12	1123
	Intermediate Occupations	2.25%	11	42.01%	205	0.61%	3	41.60%	203	53.69%	262	0.61%	3	0.82%	4	0.41%	2	0.20%	1	0.20%	1	0.41%	2	0.20%	1	1.23%	6	488
	SE and OAW	1.34%	2	9.40%	14	0.67%	1	9.40%	14	85.91%	128	0.00%	0	0.00%	0	0.00%	0	0.00%	0	1.34%	2	0.00%	0	2.68%	4	149		
	LS and TO, S-RO & RO	1.54%	15	27.59%	269	0.41%	4	27.38%	267	67.08%	654	0.72%	7	0.82%	8	1.23%	12	0.51%	5	0.00%	0	0.62%	6	0.00%	0	1.23%	12	975
	Full-time employment	2.18%	39	39.65%	709	1.12%	20	39.04%	698	51.90%	928	0.39%	7	0.95%	17	1.01%	18	2.18%	39	0.22%	4	1.17%	21	0.34%	6	1.68%	30	1788
031S26 Middleton	Part-time employment	0.72%	3	29.43%	123	0.48%	2	28.95%	121	66.27%	277	0.00%	0	0.24%	1	0.24%	1	0.96%	4	0.48%	2	0.96%	4	0.24%	1	1.20%	5	418
	TOTAL	1.90%	42	37.72%	832	1.00%	22	37.13%	819	54.62%	1205	0.32%	7	0.82%	18	0.86%	19	1.95%	43	0.27%	6	1.13%	25	0.32%	7	1.59%	35	2206
	LE and HMO, HPO & LM and PO	4.02%	30	45.84%	342	2.14%	16	44.64%	333	41.15%	307	0.94%	8	1.07%	8	1.07%	8	2.95%	22	0.67%	5	1.88%	14	0.80%	6	2.68%	20	746
	Intermediate Occupations	1.03%	4	54.64%	212	0.26%	1	54.64%	212	40.98%	159	0.00%	0	1.29%	5	0.52%	2	1.03%	4	0.00%	0	0.00%	0	0.00%	0	1.29%	5	388
	SE and OAW	0.00%	0	12.23%	17	0.00%	0	11.51%	16	84.89%	118	0.00%	0	0.00%	0	0.00%	0	2.16%	3	0.00%	0	1.44%	2	0.00%	0	0.00%	0	139
	LS and TO, S-RO & RO	0.86%	8	27.97%	261	0.54%	5	27.65%	258	66.56%	621	0.00%	0	0.54%	5	0.96%	9	1.50%	14	0.11%	1	0.96%	9	0.11%	1	1.07%	10	933
	Full-time employment	2.50%	45	38.12%	687	1.44%	26	37.74%	680	53.55%	965	0.39%	7	0.67%	12	1.39%	25	1.83%	33	0.33%	6	0.72%	13	0.17%	3	1.78%	32	1802
	Part-time employment	0.97%	4	31.48%	130	0.73%	3	30.99%	128	66.10%	273	0.00%	0	0.73%	3	0.00%	0	0.00%	0	0.24%	1	0.24%	1	0.97%	4	413		
031S27 Strathbrock	TOTAL	2.21%	49	36.88%	817	1.31%	29	36.48%	808	55.89%	1238	0.32%	7	0.54%	12	1.26%	28	1.49%	33	0.27%	6	0.63%	14	0.18%	4	1.63%	36	2215
	LE and HMO, HPO & LM and PO	5.07%	36	41.83%	297	3.10%	22	40.99%	291	45.07%	320	0.70%	5	0.99%	7	2.39%	17	2.54%	18	0.56%	4	1.13%	8	0.14%	1	2.39%	17	710
	Intermediate Occupations	0.78%	3	53.37%	206	0.26%	1	53.37%	206	42.75%	165	0.00%	0	0.52%	2	0.78%	3	0.78%	3	0.00%	0	0.26%	1	0.26%	1	1.04%	4	386
	SE and OAW	1.53%	2	12.21%	16	1.53%	2	12.21%	16	83.97%	110	0.00%	0	0.00%	0	0.76%	1	0.76%	1	0.00%	0	0.00%	0	0.00%	0	0.76%	1	131
	LS and TO, S-RO & RO	0.81%	8	30.16%	298	0.40%	4	29.86%	295	65.08%	643	0.20%	2	0.30%	3	0.71%	7	1.11%	11	0.20%	2	0.51%	5	0.20%	2	1.42%	14	988
	Full-time employment	6.21%	102	11.81%	194	1.77%	29	11.63%	191	75.40%	1238	1.04%	17	5.72%	94	1.34%	22	0.67%	11	0.30%	5	0.24%	4	0.06%	1	1.83%	30	1642
	Part-time employment	1.90%	7	9.76%	36	1.08%	4	9.49%	35	84.82%	313	0.00%	0	2.71%	10	0.54%	2	0.27%	1	0.00%	0	0.27%	1	0.27%	1	0.54%	2	369
	TOTAL	5.42%	109	11.44%	230	1.64%	33	11.24%	226	77.13%	1551	0.85%	17	5.17%	104	1.19%	24	0.60%	12	0.25%	5	0.25%	5	0.10%	2	1.59%	32	2011
031S28 Faldhouse (part)	LE and HMO, HPO & LM and PO	11.23%	52	16.41%	76	4.32%	20	16.41%	76	62.20%	288	1.94%	9	7.99%	37	1.73%	8	1.30%	6	0.43%	2	0.22%	1	0.22%	1	3.24%	15	463
	Intermediate Occupations	4.40%	11	12.80%	32	0.80%	2	12.80%	32	78.80%	197	0.00%	0	5.60%	14	0.40%	1	0.40%	1	0.00%	0	0.00%	0	0.00%	0	1.20%	3	250
	SE and OAW	1.48%	2	4.44%	6	0.74%	1	4.44%	6	90.37%	122	0.00%	0	1.48%	2	2.22%	3	0.00%	0	0.74%	1	0.00%	0	0.00%	0	0.00%	0	135
	LS and TO, S-RO & RO	3.78%	44	9.97%	116	0.86%	10	9.63%	112	81.17%	944	0.69%	8	4.39%	51	1.03%	12	0.43%	5	0.17%	2	0.34%	4	0.09%	1	1.20%	14	1163
	Full-time employment	4.19%	84	16.76%	336	1.60%	32	16.41%	329	73.97%	1483	1.35%	27	2.14%	43	1.40%	28	0.85%	17	0.35%	7	0.30%	6	0.10%	2	1.55%	31	2005
	Part-time employment	1.27%	6	8.92%	42	0.00%	0	8.92%	42	86.41%	407	1.06%	5	1.27%	6	1.49%	7	0.21%	1	0.21%	1	0.21%	1	0.00%	0	0.21%	1	471
	TOTAL	3.63%	90	15.27%	378	1.29%	32	14.98%	371	76.33%	1890	1.29%	32	1.98%	49	1.41%	35	0.73%	18	0.32%	8	0.28%	7	0.08%	2	1.29%	32	2476
	LE and HMO, HPO & LM and PO	8.04%	53	22.15%	148	3.48%	23	21.55%	142	62.37%	412	2.43%	16	3.19%	21	2.12%	14	1.67%	11	0.30%	2	0.30%	2	0.30%	2	2.28%	15	659
031S29 Briech Valley; Faldhouse (part)	Intermediate Occupations	1.47%	5	25.60%	87	0.29%	1	25.60%	87	69.03%	234	0.59%	2	1.47%	5	0.29%	1	0.29%	1	0.59%	2	0.00%	0	0.00%	0	1.77%	6	339
	SE and OAW	1.75%	4	3.51%	8	0.88%	2	3.51%	8	91.23%	208	0.44%	1	0.88%	2	0.88%	2	0.00%	0	0.44%	1	0.44%	1	0.00%	0	1.32%	3	228
	LS and TO, S-RO & RO	2.24%	28	10.96%	137	0.48%	6	10.72%	134	82.96%	1037	1.04%	13	1.68%	21	1.44%	18	0.48%	6	0.24%	3	0.32%	4	0.00%	0	0.64%	8	1250
	Full-time employment	3.10%	53	21.01%	359	1.23%	21	20.42%	349	72.26%	1235	0.88%	15	1.17%	20	0.99%	17	0.64%	11	0.06%	1	0.53%	9	0.18%	3	1.64%	28	1709
	Part-time employment	0.00%	0	12.73%	55	0.00%	0	12.50%	54	86.11%	372	0.00%	0	0.00%	0	0.69%	3	0.23%	1	0.00%	0	0.23%	1	0.00%	0	0.23%	1	432
	TOTAL	2.48%	53	19.34%	414	0.98%	21	18.82%	403	75.06%	1607	0.70%	15	0.93%	20	0.93%	20	0.56%	12	0.05%	1	0.47%	10	0.14%	3	1.35%	29	2141
	LE and HMO, HPO & LM and PO	5.37%	34	29.38%	186	2.05%	13	28.28%	179	59.56%	377	1.74%	11	2.21%	14	2.05%	13	1.11%	7	0.16%	1	0.95%	6	0.16%	1	1.74%	11	633
	Intermediate Occupations	2.49%	8	23.99%	77	1.56%	5	23.99%	77	71.96%	231	0.31%	1	0.62%	2	0.93%	3	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.62%	2	321
031S30 Limefield	SE and OAW	0.69%	1	9.03%	13	0.00%	0	8.33%	12	89.58%	129	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.69%	1	1.39%	2	144
	LS and TO, S-RO & RO	0.96%	10	13.23%	138	0.29%	3	12.94%	135	83.41%	870	0.29%	3	0.38%	4	0.38%	4	0.48%	5	0.00%	0	0.38%	4	0.10%	1	1.34%	14	1043
	Full-time employment	2.50%	51	48.06%	981	1.32%	27	47.23%	964	45.37%	926	0.34%	7	1.22%	25	0.83%	17	1.22%	25	0.00%	0	0.98%	20	0.34%	7	1.13%	23	2041
	Part-time employment	0.20%	1	40.04%	205	0.00%	0	39.84%	204	58.01%	297	0.20%	1	0.00%	0	0.20%	1	0.78%	4	0.00%	0	0.39%	2	0.00%	0	0.59%	3	512
	TOTAL	2.04%	52	46.46%	1186	1.06%	27	45.75%	1168	47.90%	1223	0.31%	8	0.98%	25	0.71%	18	1.14%	29	0.00%	0	0.86%	22	0.27%	7	1.02%	26	2553
	LE and HMO, HPO & LM and PO																											



## APPENDIX FORTY-SEVEN- Travel-To-Work Matrix for West Lothian Council Area (tv201).

	Category	GLASGOW CONURB.		EDINBURGH CONURB.		GLASGOW CITY		EDINBURGH CITY		WEST LOTHIAN		SOUTH LANARKS		NORTH LANARKS		FALKIRK		FIFE		STIRLING		MIDLOTHIAN		EAST LOTHIAN		OTHER		TOTAL
		% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	
031S01 St Michael's	All Males	6.45%	78	30.25%	366	3.88%	47	29.92%	362	40.99%	496	0.33%	4	2.48%	30	14.05%	170	2.07%	25	0.91%	11	0.91%	11	0.25%	3	4.21%	51	1210
	All Females	3.61%	37	31.02%	318	2.54%	46	30.73%	315	49.17%	504	0.20%	2	1.07%	11	11.22%	115	1.27%	13	1.27%	13	0.39%	4	0.29%	3	1.85%	19	1025
	Aged 16-24	1.05%	2	35.60%	68	1.05%	2	35.60%	68	46.60%	89	0.00%	0	0.00%	0	13.09%	25	1.05%	2	0.52%	1	0.52%	1	0.00%	0	1.57%	3	191
	Aged 25-34	5.58%	15	44.98%	121	4.75%	28	39.15%	231	36.95%	218	0.17%	1	2.03%	12	8.47%	50	2.20%	13	1.53%	9	1.02%	6	0.34%	2	3.39%	20	590
	Aged 35-59	5.09%	70	26.98%	371	3.05%	42	26.62%	366	46.69%	642	0.36%	5	2.04%	28	14.62%	201	1.67%	23	1.02%	14	0.51%	7	0.29%	4	3.13%	43	1375
	Aged 60-74	2.53%	2	15.19%	12	1.27%	1	15.19%	12	64.56%	51	0.00%	0	1.27%	1	11.39%	9	0.00%	0	0.00%	0	1.27%	1	0.00%	0	5.06%	4	79
031S02 Kingsfield	All Males	7.66%	121	34.14%	539	5.32%	84	33.50%	529	39.46%	623	0.76%	12	1.77%	28	10.83%	171	2.47%	39	1.33%	21	0.76%	12	0.19%	3	3.61%	57	1579
	All Females	2.84%	39	36.87%	507	2.04%	28	36.22%	498	45.96%	632	0.29%	4	0.80%	11	9.89%	136	1.31%	18	1.02%	14	0.58%	8	0.36%	5	1.53%	21	1375
	Aged 16-24	2.36%	5	43.87%	93	0.94%	2	43.40%	92	35.85%	76	0.00%	0	1.89%	4	13.21%	28	1.42%	3	0.47%	1	0.94%	2	0.00%	0	1.89%	4	212
	Aged 25-34	3.46%	11	50.31%	160	5.73%	36	40.92%	257	32.96%	207	0.32%	2	1.43%	9	9.87%	62	2.71%	17	1.43%	9	0.64%	4	0.96%	6	3.03%	19	628
	Aged 35-59	5.11%	103	33.12%	667	3.48%	70	32.52%	655	45.28%	912	0.70%	14	1.24%	25	10.33%	208	1.84%	37	1.24%	25	0.70%	14	0.10%	2	2.58%	52	2014
	Aged 60-74	4.00%	4	23.00%	23	4.00%	4	23.00%	23	60.00%	60	0.00%	0	1.00%	1	9.00%	9	0.00%	0	0.00%	0	0.00%	0	0.00%	0	3.00%	3	100
031S03 Preston	All Males	7.66%	120	25.73%	403	4.60%	72	25.42%	398	48.40%	758	1.09%	17	2.11%	33	10.41%	163	1.60%	25	1.28%	20	0.77%	12	0.06%	1	4.28%	67	1566
	All Females	3.05%	42	23.95%	330	1.67%	23	23.44%	323	58.93%	812	0.44%	6	1.09%	15	9.65%	133	1.23%	17	1.74%	24	0.44%	6	0.15%	2	1.23%	17	1378
	Aged 16-24	4.71%	13	23.55%	65	2.54%	7	23.55%	65	57.97%	160	0.36%	1	1.81%	5	6.88%	19	0.72%	2	2.17%	6	0.36%	1	0.00%	0	3.62%	10	276
	Aged 25-34	2.45%	6	39.18%	96	3.16%	16	33.99%	172	46.05%	230	0.99%	5	1.38%	7	9.09%	46	1.58%	8	0.99%	5	0.40%	2	0.20%	1	2.17%	11	506
	Aged 35-59	5.70%	117	23.34%	479	3.51%	72	22.86%	469	53.70%	1102	0.83%	17	1.61%	33	10.82%	222	1.41%	29	1.56%	32	0.73%	15	0.10%	2	2.88%	59	2052
	Aged 60-74	2.73%	3	13.64%	15	0.00%	0	13.64%	15	68.18%	75	0.00%	0	2.73%	3	8.18%	9	2.73%	3	0.91%	1	0.00%	0	0.00%	0	3.64%	4	110
031S04 Boghall	All Males	4.04%	37	14.86%	136	1.75%	16	14.43%	132	73.66%	674	0.87%	8	1.97%	18	2.84%	26	0.87%	8	0.33%	3	0.66%	6	0.00%	0	2.62%	24	915
	All Females	0.58%	5	16.03%	138	0.12%	1	15.91%	137	81.30%	700	0.12%	1	0.58%	5	1.05%	9	0.35%	3	0.00%	0	0.12%	1	0.12%	1	0.35%	3	861
	Aged 16-24	1.32%	3	12.33%	28	0.44%	1	12.33%	28	81.94%	186	0.00%	0	0.00%	0	1.76%	4	0.44%	1	0.44%	1	0.00%	0	0.00%	0	2.64%	6	227
	Aged 25-34	0.00%	0	21.72%	48	1.58%	7	17.87%	79	75.57%	334	0.45%	2	0.45%	2	2.04%	9	0.45%	2	0.23%	1	0.45%	2	0.00%	0	0.90%	4	442
	Aged 35-59	2.93%	29	15.54%	154	0.81%	8	15.14%	150	76.08%	754	0.71%	7	2.02%	20	2.02%	20	0.81%	8	0.10%	1	0.50%	5	0.10%	1	1.72%	17	991
	Aged 60-74	0.86%	1	10.34%	12	0.86%	1	10.34%	12	86.21%	100	0.00%	0	0.86%	1	1.72%	2	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	116
031S05 Oatridge	All Males	2.24%	27	31.73%	382	1.08%	13	30.90%	372	57.48%	692	0.58%	7	1.33%	16	3.90%	47	1.50%	18	0.33%	4	1.08%	13	0.50%	6	1.33%	16	1204
	All Females	1.17%	12	40.55%	416	0.88%	9	39.18%	402	54.09%	555	0.00%	0	0.29%	3	1.85%	19	0.58%	6	0.68%	7	0.97%	10	0.68%	7	0.78%	8	1026
	Aged 16-24	0.65%	2	42.72%	132	0.00%	0	42.39%	131	53.07%	164	0.00%	0	0.97%	3	2.27%	7	0.32%	1	0.65%	2	0.32%	1	0.00%	0	0.00%	0	309
	Aged 25-34	1.35%	3	47.98%	107	1.44%	7	38.35%	186	51.13%	248	0.82%	4	0.62%	3	2.27%	11	2.06%	10	0.62%	3	1.03%	5	0.21%	1	1.44%	7	485
	Aged 35-59	1.67%	22	34.12%	449	1.14%	15	32.60%	429	57.14%	752	0.15%	2	0.68%	9	3.50%	46	0.99%	13	0.46%	6	1.22%	16	0.84%	11	1.29%	17	1316
	Aged 60-74	3.33%	4	24.17%	29	0.00%	0	23.33%	28	69.17%	83	0.83%	1	3.33%	4	1.67%	2	0.00%	0	0.00%	0	0.83%	1	0.83%	1	0.00%	0	120
031S06 Armadale West	All Males	6.65%	83	12.66%	158	1.52%	19	12.50%	156	70.91%	885	1.52%	19	6.33%	79	2.96%	37	1.04%	13	0.48%	6	0.56%	7	0.08%	1	2.08%	26	1248
	All Females	4.05%	43	12.24%	130	1.41%	15	12.24%	130	80.70%	857	0.66%	7	2.73%	29	0.85%	9	0.38%	4	0.09%	1	0.09%	1	0.00%	0	0.85%	9	1062
	Aged 16-24	2.21%	7	13.88%	44	0.32%	1	13.88%	44	78.55%	249	0.32%	1	2.21%	7	1.58%	5	0.63%	2	0.00%	0	0.95%	3	0.00%	0	1.58%	5	317
	Aged 25-34	5.46%	16	15.02%	44	1.00%	6	15.12%	91	74.09%	446	1.16%	7	4.49%	27	1.00%	6	0.66%	4	0.50%	3	0.33%	2	0.00%	0	1.66%	10	802
	Aged 35-59	6.06%	77	10.86%	138	1.97%	25	10.78%	137	75.85%	964	1.26%	16	5.35%	68	2.28%	29	0.55%	3	0.24%	3	0.24%	3	0.08%	1	1.42%	18	1271
	Aged 60-74	7.50%	9	11.67%	14	1.67%	2	11.67%	14	69.17%	83	1.67%	2	5.00%	6	5.00%	6	3.33%	4	0.83%	1	0.00%	0	0.00%	0	1.67%	2	120
031S07 Armadale Central	All Males	4.12%	41	14.59%	145	1.01%	10	14.19%	141	74.45%	740	1.11%	11	3.32%	33	2.92%	29	0.70%	7	0.40%	4	0.50%	5	0.30%	3	1.1%	11	994
	All Females	1.48%	13	13.36%	117	0.57%	5	13.36%	117	82.99%	727	0.68%	6	0.57%	5	1.14%	10	0.11%	1	0.00%	0	0.34%	3	0.00%	0	0.23%	2	876
	Aged 16-24	0.74%	2	15.87%	43	0.37%	1	15.50%	42	78.23%	212	0.37%	1	0.37%	1	2.21%	6	0.74%	2	0.00%	0	0.37%	1	0.00%	0	1.85%	5	271
	Aged 25-34	1.34%	3	18.75%	42	0.83%	4	17.63%	85	74.69%	360	0.83%	4	1.45%	7	2.49%	12	0.41%	2	0.41%	2	0.62%	3	0.41%	2	0.21%	1	482
	Aged 35-59	3.77%	38	12.20%	123	0.99%	10	12.00%	121	79.56%	802	0.99%	10	2.68%	27	2.08%	21	0.40%	4	0.20%	2	0.40%	4	0.10%	1	0.60%	6	1008
	Aged 60-74	1.83%	2	9.17%	10	0.00%	0	9.17%	10	85.32%	93	1.83%	2	2.75%	3	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.92%	1	109
031S08 Easton	All Males	5.56%	66	15.67%	18																							




## APPENDIX FORTY-SEVEN- Travel-To-Work Matrix for West Lothian Council Area (tv201).

	Category	GLASGOW CONURB.		EDINBURGH CONURB.		GLASGOW CITY		EDINBURGH CITY		WEST LOTHIAN		SOUTH LANARKS		NORTH LANARKS		FALKIRK		FIFE		STIRLING		MIDLOTHIAN		EAST LOTHIAN		OTHER		TOTAL
		%wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	
031S15 Carmondean	All Males	4.25%	64	26.98%	406	2.19%	33	26.25%	395	62.46%	940	0.93%	14	1.33%	20	1.13%	17	1.13%	17	0.40%	6	1.06%	16	0.27%	4	2.86%	43	1505
	All Females	1.87%	25	26.42%	354	1.42%	19	26.12%	350	69.03%	925	0.37%	5	0.45%	6	0.75%	10	0.52%	7	0.30%	4	0.30%	4	0.07%	1	0.67%	9	1340
	Aged 16-24	2.13%	8	27.13%	102	1.60%	6	26.86%	101	67.29%	253	0.53%	2	0.27%	1	0.53%	2	0.00%	0	0.80%	3	0.27%	1	0.00%	0	1.86%	7	376
	Aged 25-34	2.70%	11	31.62%	129	2.36%	21	28.88%	257	61.91%	551	0.90%	8	1.01%	9	1.01%	9	1.12%	10	0.22%	2	0.67%	6	0.11%	1	1.80%	16	890
	Aged 35-59	3.09%	46	25.47%	379	1.61%	24	24.66%	367	66.87%	995	0.60%	9	1.08%	16	1.01%	15	0.87%	13	0.34%	5	0.87%	13	0.27%	4	1.81%	27	1488
	Aged 60-74	1.10%	1	21.98%	20	1.10%	1	21.98%	20	72.53%	66	0.00%	0	0.00%	0	1.10%	1	1.10%	1	0.00%	0	0.00%	0	0.00%	0	2.20%	2	91
031S16 Howden	All Males	2.75%	38	21.45%	296	1.38%	19	20.87%	288	70.07%	967	0.58%	8	1.09%	15	1.30%	18	1.59%	22	0.51%	7	0.58%	8	0.29%	4	1.74%	24	1380
	All Females	0.63%	8	18.05%	231	0.31%	4	17.97%	230	79.30%	1015	0.39%	5	0.23%	3	0.55%	7	0.31%	4	0.08%	1	0.23%	3	0.00%	0	0.62%	8	1280
	Aged 16-24	0.00%	0	19.49%	69	0.00%	0	19.49%	69	77.40%	274	0.28%	1	0.00%	0	1.69%	6	0.56%	2	0.00%	0	0.28%	1	0.00%	0	0.28%	1	354
	Aged 25-34	0.76%	3	20.51%	81	0.84%	7	21.03%	175	72.36%	602	0.60%	5	0.72%	6	0.72%	6	0.84%	7	0.36%	3	0.36%	3	0.12%	3	1.56%	13	832
	Aged 35-59	2.12%	29	19.43%	266	1.17%	16	18.99%	260	74.43%	1019	0.51%	7	0.88%	12	0.88%	12	1.17%	16	0.07%	1	0.51%	7	0.22%	3	1.17%	16	1369
	Aged 60-74	0.00%	0	13.33%	14	0.00%	0	13.33%	14	82.86%	87	0.00%	0	0.00%	0	0.95%	1	0.95%	1	0.00%	0	0.00%	0	0.00%	0	1.90%	2	105
031S17 Craigshill	All Males	1.45%	15	24.56%	254	0.48%	5	23.89%	247	69.44%	718	0.68%	7	0.87%	9	0.39%	4	1.06%	11	0.29%	3	0.77%	8	0.48%	5	1.64%	17	1034
	All Females	0.53%	5	22.56%	213	0.42%	4	22.03%	208	73.94%	698	0.11%	1	0.11%	1	0.53%	5	0.85%	8	0.32%	3	0.95%	9	0.32%	3	0.42%	4	944
	Aged 16-24	0.00%	0	20.06%	65	0.00%	0	20.06%	65	76.85%	249	0.31%	1	0.00%	0	0.31%	1	0.93%	3	0.00%	0	0.31%	1	0.00%	0	1.23%	4	324
	Aged 25-34	1.71%	5	30.03%	98	0.99%	6	27.42%	167	66.17%	403	0.82%	5	0.82%	5	0.00%	0	1.15%	7	0.49%	3	0.66%	4	0.33%	2	1.15%	7	605
	Aged 35-59	0.84%	8	22.92%	218	0.32%	3	21.98%	209	72.24%	687	0.21%	2	0.53%	5	0.84%	8	0.84%	8	0.32%	3	1.16%	11	0.63%	6	0.95%	9	951
	Aged 60-74	0.00%	0	15.96%	15	0.00%	0	14.89%	14	81.91%	77	0.00%	0	0.00%	0	0.00%	0	1.06%	1	0.00%	0	1.06%	1	0.00%	0	1.06%	1	94
031S18 Dedridge	All Males	3.02%	37	23.63%	290	0.65%	8	22.90%	281	67.89%	833	1.39%	17	1.55%	19	1.71%	21	0.98%	12	0.00%	0	1.06%	13	0.16%	2	1.71%	21	1227
	All Females	0.99%	12	20.69%	251	0.58%	7	20.36%	247	76.75%	931	0.33%	4	0.33%	4	0.49%	6	0.25%	3	0.08%	1	0.41%	5	0.08%	1	0.33%	4	1213
	Aged 16-24	0.95%	4	26.25%	110	0.24%	1	26.25%	110	71.12%	298	0.72%	3	0.24%	1	0.24%	1	0.24%	1	0.00%	0	0.24%	1	0.00%	0	0.72%	3	419
	Aged 25-34	1.27%	4	24.44%	77	0.46%	3	21.60%	140	72.84%	472	0.62%	4	1.08%	7	0.93%	6	0.62%	4	0.15%	1	0.77%	5	0.15%	1	0.77%	5	648
	Aged 35-59	2.41%	31	20.92%	269	0.86%	11	20.37%	262	72.24%	929	1.09%	14	1.09%	14	1.48%	19	0.70%	9	0.00%	0	0.70%	9	0.16%	2	1.32%	17	1286
	Aged 60-74	1.15%	1	19.54%	17	0.00%	0	18.39%	16	74.71%	65	0.00%	0	1.15%	1	1.15%	1	1.15%	1	0.00%	0	1.15%	1	0.00%	0	0.00%	0	87
031S19 Murleston	All Males	5.58%	86	35.99%	555	3.44%	53	34.89%	538	51.23%	790	0.84%	13	2.01%	31	1.88%	29	1.23%	19	0.32%	5	1.56%	24	0.13%	2	2.46%	38	1542
	All Females	2.83%	38	33.93%	455	1.49%	20	33.48%	449	60.03%	805	0.67%	9	0.89%	12	0.60%	8	0.82%	11	0.07%	1	0.60%	8	0.22%	3	1.12%	15	1341
	Aged 16-24	2.31%	5	38.89%	84	1.39%	3	38.43%	83	55.56%	120	0.93%	2	0.00%	0	0.00%	0	0.46%	1	0.46%	1	0.46%	1	0.00%	0	2.31%	5	216
	Aged 25-34	4.62%	16	47.40%	164	3.11%	21	41.57%	281	48.37%	327	0.44%	3	1.33%	9	0.59%	4	1.18%	8	0.00%	0	1.48%	10	0.00%	0	1.92%	13	676
	Aged 35-59	4.50%	86	32.37%	618	2.57%	49	31.48%	601	57.41%	1096	0.79%	15	1.78%	34	1.57%	30	1.10%	21	0.26%	5	1.05%	20	0.26%	5	1.73%	33	1909
	Aged 60-74	2.44%	2	28.05%	23	0.00%	0	26.83%	22	63.41%	52	2.44%	2	0.00%	0	3.66%	3	0.00%	0	0.00%	0	1.22%	1	0.00%	0	2.44%	2	82
031S20 Polkemmet	All Males	4.12%	42	10.69%	109	1.08%	11	10.69%	109	76.08%	776	1.86%	19	6.18%	63	1.86%	19	0.39%	4	0.20%	2	0.10%	1	0.00%	1	1.57%	16	1020
	All Females	3.81%	33	13.97%	121	1.73%	15	13.86%	120	77.94%	675	0.69%	6	4.39%	38	0.23%	2	0.35%	3	0.23%	2	0.23%	2	0.00%	0	0.35%	3	866
	Aged 16-24	2.08%	6	12.11%	35	0.69%	2	12.11%	35	80.97%	234	1.38%	4	2.77%	8	0.69%	2	0.00%	0	0.00%	0	0.00%	0	0.00%	0	1.38%	4	289
	Aged 25-34	6.05%	13	15.81%	34	1.68%	8	14.26%	68	74.84%	357	1.05%	5	5.03%	24	1.47%	7	0.42%	2	0.84%	4	0.21%	1	0.00%	0	0.21%	1	477
	Aged 35-59	4.31%	44	11.75%	120	1.37%	14	11.66%	119	76.69%	783	1.27%	13	6.07%	62	0.98%	10	0.49%	5	0.00%	0	0.20%	2	0.00%	0	1.27%	13	1021
	Aged 60-74	8.08%	8	7.07%	7	0.02%	2	7.07%	7	77.78%	77	3.03%	3	7.07%	7	2.02%	2	0.00%	0	0.00%	0	0.00%	0	0.00%	0	1.01%	1	99
031S21 Croftmalloch	All Males	5.48%	66	15.45%	186	2.16%	26	15.37%	185	70.93%	854	1.16%	14	3.99%	48	2.57%	31	1.33%	16	0.17%	2	0.66%	8	0.17%	2	1.50%	18	1204
	All Females	3.25%	33	14.88%	151	1.38%	14	14.68%	149	79.90%	811	0.49%	5	2.07%	21	0.20%	2	0.20%	2	0.00%	0	0.49%	5	0.00%	0	0.59%	6	1015
	Aged 16-24	1.09%	3	17.52%	48	0.73%	2	17.52%	48	78.83%	216	0.36%	1	0.36%	1	0.36%	1	0.73%	2	0.00%	0	1.09%	3	0.00%	0	0.00%	0	274
	Aged 25-34	5.36%	14	23.37%	61	2.33%	13	20.65%	115	69.12%	385	1.08%	6	2.33%	13	1.62%	9	1.62%	9	0.00%	0	0.54%	3	0.18%	1	0.54%	3	557
	Aged 35-59	4.98%	63	12.95%	164	1.82%	23	12.80%	162	76.15%	964	0.87%	11	3.95%	50	1.58%	20	0.39%	5	0.16%	2	0.55%	7	0.08%	1	1.66%	21	1266
	Aged 60-74	4.92%	6	7.38%	9	1.64%	2	7.38%	9	81.97%	100	0.82%	1	4.10%	5	2.46%	3	1.64%	2	0.00%	0	0.00%	0	0.00%	0	0.00%	0	122
031S22 Almond	All Males	6.24%	68	15.32%	167	3.12%	34	14.																				



# APPENDIX FORTY-SEVEN- Travel-To-Work Matrix for West Lothian Council Area (tv201).

	Category	GLASGOW CONURB.		EDINBURGH CONURB.		GLASGOW CITY		EDINBURGH CITY		WEST LOTHIAN		SOUTH LANARKS		NORTH LANARKS		FALKIRK		FIFE		STIRLING		MIDLOTHIAN		EAST LOTHIAN		OTHER		TOTAL
		% wk in	No. wk in	% wk in	% wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	% wk in	No. wk in	
031S29 Briech Valley; Faldhouse (part)	All Males	4.71%	63	14.80%	198	1.49%	20	14.42%	193	74.29%	994	1.49%	20	2.54%	34	1.94%	26	1.12%	15	0.52%	7	0.45%	6	0.00%	0	1.72%	23	1338
	All Females	2.37%	27	15.82%	180	1.05%	12	15.64%	178	78.73%	896	1.05%	12	1.32%	15	0.79%	9	0.28%	3	0.09%	1	0.09%	1	0.18%	2	0.79%	9	1138
	Aged 16-24	3.04%	11	15.47%	56	0.55%	2	15.47%	56	78.73%	285	0.55%	2	2.21%	8	0.83%	3	0.55%	2	0.28%	1	0.00%	0	0.00%	0	0.83%	3	362
	Aged 25-34	2.61%	7	21.27%	57	1.23%	7	17.72%	101	71.75%	409	2.11%	12	1.93%	11	2.28%	13	0.88%	5	0.35%	2	0.35%	2	0.18%	1	1.23%	7	570
	Aged 35-59	3.74%	53	14.53%	206	1.62%	23	14.25%	202	76.73%	1088	1.20%	17	1.90%	27	1.27%	18	0.78%	11	0.35%	5	0.35%	5	0.07%	1	1.48%	21	1418
	Aged 60-74	2.38%	3	9.52%	12	0.00%	0	9.52%	12	85.71%	108	0.79%	1	2.38%	3	0.79%	1	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.79%	1	126
031S30 Limefield	All Males	3.51%	41	21.32%	249	1.37%	16	20.89%	244	70.89%	828	0.77%	9	1.46%	17	1.20%	14	0.94%	11	0.00%	0	0.34%	4	0.17%	2	1.97%	23	1168
	All Females	1.23%	12	16.96%	165	0.51%	5	16.34%	159	80.06%	779	0.62%	6	0.31%	3	0.62%	6	0.10%	1	0.10%	1	0.62%	6	0.10%	1	0.62%	6	973
	Aged 16-24	2.76%	8	21.03%	61	0.00%	0	20.69%	60	73.10%	212	1.03%	3	1.72%	5	1.03%	3	0.34%	1	0.00%	0	0.34%	1	0.00%	0	1.72%	5	290
	Aged 25-34	2.67%	6	19.11%	43	1.40%	7	21.24%	106	72.34%	361	0.60%	3	1.00%	5	1.40%	7	0.20%	1	0.20%	1	0.40%	2	0.20%	1	1.00%	5	499
	Aged 35-59	2.38%	30	18.56%	234	1.11%	14	18.00%	227	75.65%	954	0.71%	9	0.79%	10	0.79%	10	0.79%	10	0.00%	0	0.56%	7	0.16%	2	1.43%	18	1261
	Aged 60-74	1.10%	1	10.99%	10	0.00%	0	10.99%	10	87.91%	80	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	1.10%	1	91
031S31 East Calder	All Males	3.29%	44	43.90%	587	1.72%	23	42.86%	573	48.02%	642	0.45%	6	1.57%	21	1.05%	14	1.57%	21	0.00%		1.05%	14	0.37%	5	1.35%	18	1337
	All Females	0.66%	8	49.26%	599	0.33%	4	48.93%	595	47.78%	581	0.16%	2	0.33%	4	0.33%	4	0.66%	8	0.00%		0.66%	8	0.16%	2	0.66%	8	1216
	Aged 16-24	0.78%	2	49.61%	127	0.78%	2	49.22%	126	46.88%	120	0.00%	0	0.00%	0	0.39%	1	0.78%	2	0.00%		1.17%	3	0.39%	1	0.39%	1	255
	Aged 25-34	0.69%	2	55.36%	160	0.68%	4	51.37%	300	42.98%	251	0.00%	0	1.03%	6	0.51%	3	0.86%	5	0.00%		0.86%	5	0.51%	3	1.20%	7	584
	Aged 35-59	2.36%	38	44.75%	720	1.24%	20	44.00%	708	49.10%	790	0.44%	7	1.12%	18	0.68%	11	1.24%	20	0.00%		0.87%	14	0.19%	3	1.12%	18	1609
	Aged 60-74	2.88%	3	32.69%	34	0.96%	1	32.69%	34	59.62%	62	0.96%	1	0.96%	1	2.88%	3	1.92%	2	0.00%		0.00%	0	0.00%	0	0.00%	0	104
031S32 Linthouse	All Males	5.24%	72	40.79%	560	2.26%	31	39.77%	546	47.78%	656	1.02%	14	2.18%	30	0.87%	12	1.02%	14	0.22%	3	1.24%	17	0.66%	9	2.99%	41	1373
	All Females	1.21%	15	42.56%	526	0.57%	7	41.59%	514	53.32%	659	0.73%	9	0.24%	3	0.57%	7	0.81%	10	0.16%	2	1.13%	14	0.24%	3	0.65%	8	1236
	Aged 16-24	1.01%	3	39.73%	118	0.67%	2	39.39%	117	55.56%	165	0.34%	1	0.34%	1	0.00%	0	0.67%	2	0.34%	1	0.00%	0	0.00%	0	2.36%	7	297
	Aged 25-34	1.71%	6	47.58%	167	2.25%	16	46.84%	333	43.32%	308	0.84%	6	0.98%	7	0.70%	5	1.41%	10	0.28%	2	1.41%	10	0.28%	2	1.69%	12	711
	Aged 35-59	3.57%	54	39.31%	594	1.32%	20	38.05%	575	52.55%	794	0.93%	14	1.52%	23	0.93%	14	0.79%	12	0.13%	2	1.32%	20	0.53%	8	1.92%	29	1511
	Aged 60-74	2.22%	2	38.89%	35	0.00%	0	38.89%	35	53.33%	48	2.22%	2	2.22%	2	0.00%	0	0.00%	0	0.00%	0	0.00%	0	2.22%	2	1.11%	1	90
	All Males	4.65%	1851	24.72%	9840	2.07%	823	24.15%	9611	62.30%	24796	0.98%	391	2.40%	956	2.94%	1170	1.42%	566	0.40%	161	0.82%	326	0.24%	95	2.27%	904	39799
	All Females	1.96%	697	25.27%	8981	1.02%	362	24.90%	8847	68.75%	24430	0.43%	152	0.92%	328	1.72%	611	0.59%	210	0.30%	105	0.45%	161	0.19%	67	0.74%	263	35536
	Aged 16-24	1.63%	150	24.94%	2293	0.75%	69	24.73%	2273	69.04%	6347	0.38%	35	0.79%	73	1.58%	145	0.57%	52	0.26%	24	0.44%	40	0.04%	4	1.42%	131	9193
	Aged 25-34	2.83%	265	31.78%	2975	1.92%	373	28.81%	5595	60.93%	11834	0.83%	162	1.64%	319	1.91%	370	1.20%	234	0.42%	82	0.64%	124	0.23%	44	1.47%	285	19422
	Aged 35-59	3.61%	1572	23.65%	10296	1.65%	718	23.09%	10050	65.87%	28675	0.75%	326	1.89%	824	2.75%	1197	1.06%	461	0.36%	155	0.69%	300	0.25%	108	1.64%	716	43530
	Aged 60-74	2.73%	87	17.40%	555	0.78%	25	16.93%	540	74.29%	2370	0.63%	20	2.13%	68	2.16%	69	0.91%	29	0.16%	5	0.72%	23	0.19%	6	1.10%	35	3190



# APPENDIX FORTY-EIGHT- Travel-To-Work Matrix for North and South Lanarkshire Council Areas/ Selected wards (tv204).

	Category	GLASGOW CONURB.	CONURB.	EDINBURGH CONURB.	CONURB.
		% wk in	No. wk in	% wk in	No. wk in
023515 Garrioch	Full-time employment	61.83%	975	1.59%	25
	Part-time employment	63.17%	235	0.27%	1
	TOTAL	62.08%	1210	1.33%	26
	LE and HMO, HPO & LM and PO	59.20%	431	1.92%	14
	Intermediate Occupations	76.70%	237	1.62%	5
	SE and OAW	35.81%	53	2.70%	4
	LS and TO, S-RO & RO	64.01%	489	0.39%	3
023516 Newmains	Full-time employment	53.30%	783	2.38%	35
	Part-time employment	45.51%	157	0.00%	0
	TOTAL	51.82%	940	1.93%	35
	LE and HMO, HPO & LM and PO	54.74%	283	3.87%	20
	Intermediate Occupations	64.86%	168	1.54%	4
	SE and OAW	23.00%	23	2.00%	2
	LS and TO, S-RO & RO	49.88%	466	0.96%	9
023517 Stane	Full-time employment	31.89%	464	3.51%	51
	Part-time employment	23.73%	75	0.32%	1
	TOTAL	30.43%	539	2.94%	52
	LE and HMO, HPO & LM and PO	40.41%	198	3.88%	19
	Intermediate Occupations	38.46%	95	2.83%	7
	SE and OAW	13.66%	22	0.62%	1
	LS and TO, S-RO & RO	25.66%	224	2.86%	25
023518 Dykehead	Full-time employment	30.15%	404	3.36%	45
	Part-time employment	15.07%	55	1.37%	5
	TOTAL	26.92%	459	2.93%	50
	LE and HMO, HPO & LM and PO	39.69%	152	4.96%	19
	Intermediate Occupations	35.74%	84	2.13%	5
	SE and OAW	7	0	0.00%	0
	LS and TO, S-RO & RO	21.75%	216	2.62%	26
023519 Cleland	Full-time employment	58.49%	823	1.99%	28
	Part-time employment	49.27%	169	0.29%	1
	TOTAL	56.69%	992	1.68%	29
	LE and HMO, HPO & LM and PO	58.96%	316	3.54%	19
	Intermediate Occupations	66.43%	186	0.71%	2
	SE and OAW	23.02%	32	0.00%	0
	LS and TO, S-RO & RO	57.81%	458	1.01%	8
023520 Benhar	Full-time employment	22.19%	359	6.74%	109
	Part-time employment	14.48%	43	2.02%	6
	TOTAL	20.99%	402	6.01%	115
	LE and HMO, HPO & LM and PO	31.29%	153	6.13%	30
	Intermediate Occupations	30.40%	76	3.40%	21
	SE and OAW	7	1	1.37%	3
	LS and TO, S-RO & RO	16.12%	166	6.02%	62
023552 Salsburgh	Full-time employment	59.57%	1145	3.54%	68
	Part-time employment	63.74%	232	1.37%	5
	TOTAL	60.24%	1377	3.19%	73
	LE and HMO, HPO & LM and PO	63.03%	566	5.35%	48
	Intermediate Occupations	71.06%	221	2.25%	7
	SE and OAW	20.53%	39	1.05%	2
	LS and TO, S-RO & RO	62.12%	551	1.89%	16
023553 Kildrum and Park	Full-time employment	40.15%	638	0.88%	14
	Part-time employment	31.47%	107	0.29%	1
	TOTAL	38.62%	745	0.78%	15
	LE and HMO, HPO & LM and PO	49.13%	311	1.90%	12
	Intermediate Occupations	49.10%	164	0.60%	2
	SE and OAW	12.22%	11	0.00%	0
	LS and TO, S-RO & RO	29.70%	259	0.11%	1
023554 Seafar & The Village	Full-time employment	37.53%	514	0.94%	13
	Part-time employment	23.78%	73	0.98%	3
	TOTAL	34.86%	587	0.95%	16
	LE and HMO, HPO & LM and PO	49.78%	227	2.41%	11
	Intermediate Occupations	37.42%	113	0.66%	2
	SE and OAW	12.50%	13	0.00%	0
	LS and TO, S-RO & RO	28.47%	234	0.36%	3
023555 Balloch East & Ravenswood	Full-time employment	45.06%	880	1.95%	38
	Part-time employment	34.26%	148	0.23%	1
	TOTAL	43.10%	1028	1.64%	39
	LE and HMO, HPO & LM and PO	48.84%	524	2.70%	29
	Intermediate Occupations	52.39%	219	0.72%	3
	SE and OAW	17.48%	25	0.70%	1
	LS and TO, S-RO & RO	34.62%	260	0.80%	6
023556 Balloch West; Blackwood East & Craigmichael	Full-time employment	49.89%	1103	2.31%	51
	Part-time employment	35.11%	145	0.73%	3
	TOTAL	47.56%	1248	2.06%	54
	LE and HMO, HPO & LM and PO	55.59%	656	3.81%	45
	Intermediate Occupations	64.80%	241	0.23%	1
	SE and OAW	25.00%	39	1.28%	2
	LS and TO, S-RO & RO	36.75%	312	0.71%	6
023557 Westerwood; Carrickstone & Dullatur	Full-time employment	47.88%	1120	3.68%	86
	Part-time employment	41.28%	104	0.95%	1
	TOTAL	46.78%	1314	3.20%	90
	LE and HMO, HPO & LM and PO	50.54%	798	4.88%	77
	Intermediate Occupations	52.23%	234	0.67%	3
	SE and OAW	28.05%	62	0.90%	2
	LS and TO, S-RO & RO	39.22%	220	1.43%	8
023558 Abrohill South	Full-time employment	37.76%	617	0.43%	7
	Part-time employment	23.26%	87	0.00%	0
	TOTAL	35.06%	704	0.35%	7
	LE and HMO, HPO & LM and PO	43.98%	234	0.94%	5
	Intermediate Occupations	43.75%	154	0.28%	1
	SE and OAW	15.79%	18	0.00%	0
	LS and TO, S-RO & RO	29.50%	298	0.10%	1
023559 Abrohill Central & North	Full-time employment	37.51%	752	1.40%	28
	Part-time employment	24.37%	107	0.00%	0
	TOTAL	35.15%	859	1.15%	28
	LE and HMO, HPO & LM and PO	44.46%	345	2.06%	16
	Intermediate Occupations	41.87%	188	0.67%	3
	SE and OAW	17.02%	24	1.42%	2
	LS and TO, S-RO & RO	28.01%	302	0.65%	7
023560 Carbrian East	Full-time employment	37.73%	544	0.90%	13
	Part-time employment	23.92%	89	0.27%	1
	TOTAL	34.90%	633	0.77%	14
	LE and HMO, HPO & LM and PO	47.47%	206	0.73%	9
	Intermediate Occupations	47.46%	140	0.66%	2
	SE and OAW	16.35%	17	0.00%	0
	LS and TO, S-RO & RO	27.52%	270	0.31%	3
023561 Carbrian West & Greenfaulds	Full-time employment	41.59%	668	1.18%	19
	Part-time employment	29.49%	115	0.00%	0
	TOTAL	39.23%	783	0.95%	19
	LE and HMO, HPO & LM and PO	49.92%	318	2.20%	14
	Intermediate Occupations	46.11%	154	0.30%	1
	SE and OAW	18.18%	24	0.76%	1
	LS and TO, S-RO & RO	32.14%	287	0.34%	3
023562 Condorrat Central	Full-time employment	44.87%	815	1.43%	26
	Part-time employment	32.22%	135	0.00%	0
	TOTAL	42.51%	953	1.16%	26
	LE and HMO, HPO & LM and PO	50.32%	397	2.53%	20
	Intermediate Occupations	50.13%	193	0.26%	1
	SE and OAW	13.60%	17	0.80%	1
	LS and TO, S-RO & RO	36.69%	346	0.42%	4
023563 Condorrat North & Westfields	Full-time employment	45.66%	888	1.08%	21
	Part-time employment	31.87%	116	0.27%	1
	TOTAL	43.48%	1004	0.95%	22
	LE and HMO, HPO & LM and PO	53.69%	415	1.55%	12
	Intermediate Occupations	54.31%	233	0.70%	3
	SE and OAW	18.88%	27	0.00%	0
	LS and TO, S-RO & RO	34.13%	329	0.73%	7
023564 Croy; Kilsyth South & Smithstone	Full-time employment	36.18%	390	1.30%	14
	Part-time employment	24.60%	61	0.00%	0
	TOTAL	34.01%	451	1.06%	14
	LE and HMO, HPO & LM and PO	44.98%	139	3.24%	10
	Intermediate Occupations	53.97%	102	0.00%	0
	SE and OAW	4.96%	6	0.00%	0
	LS and TO, S-RO & RO	28.85%	294	0.57%	4
023565 Queensieburn & Kilsyth West	Full-time employment	41.03%	668	0.80%	13
	Part-time employment	31.89%	133	0.48%	2
	TOTAL	39.17%	801	0.73%	15
	LE and HMO, HPO & LM and PO	48.14%	129	1.29%	6
	Intermediate Occupations	56.19%	177	0.95%	3
	SE and OAW	10.49%	17	0.00%	0
	LS and TO, S-RO & RO	30.31%	303	0.47%	4
023566 Banton & Kilsyth East	Full-time employment	36.93%	503	1.47%	20
	Part-time employment	27.42%	85	0.32%	1
	TOTAL	35.17%	588	1.26%	21
	LE and HMO, HPO & LM and PO	48.81%	242	2.96%	16
	Intermediate Occupations	50.31%	121	1.71%	6
	SE and OAW	14.55%	12	0.00%	0
	LS and TO, S-RO & RO	27.14%	193	0.28%	2
023501 Lanark North	Full-time employment	26.11%	419	2.55%	41
	Part-time employment	15.37%	39	1.70%	8
	TOTAL	23.76%	458	2.39%	49
	LE and HMO, HPO & LM and PO	34.10%	267	3.83%	30
	Intermediate Occupations	29.68%	87	2.39%	7
	SE and OAW	5.90%	6	0.00%	0
	LS and TO, S-RO & RO	15.53%	128	1.46%	12
023502 Lanark South	Full-time employment	28.20%	375	1.65%	22
	Part-time employment	13.16%	55	0.72%	3
	TOTAL	24.60%	430	1.43%	25
	LE and HMO, HPO & LM and PO	34.46%	244	2.12%	15
	Intermediate Occupations	30.74%	71	0.87%	2
	SE and OAW	9.29%	13	0.71%	1
	LS and TO, S-RO & RO	15.25%	102	1.05%	7
023503 Lochmahago	Full-time employment	39.95%	600	0.80%	12
	Part-time employment	24.04%	94	0.00%	0
	TOTAL	36.66%	694	0.63%	12
	LE and HMO, HPO & LM and PO	49.72%	267	1.49%	8
	Intermediate Occupations	53.59%	127	0.84%	2
	SE and OAW	9.47%	23	0.41%	1
	LS and TO, S-RO & RO	31.62%	277	0.11%	1
023504 Blackwood East	Full-time employment	52.97%	802	0.99%	15
	Part-time employment	36.96%	119	0.00%	0
	TOTAL	40.16%	921	0.82%	16
	LE and HMO, HPO & LM and PO	57.45%	405	1.84%	13
	Intermediate Occupations	64.89%	170	0.00%	0
	SE and OAW	12.02%	22	0.00%	0
	LS and TO, S-RO & RO	47.23%	323	0.29%	3
023505 Clyde Valley	Full-time employment	41.01%	611	1.81%	27
	Part-time employment	24.02%	98	0.25%	1
	TOTAL	37.36%	709	1.48%	28
	LE and HMO, HPO & LM and PO	49.44%	394	2.63%	21
	Intermediate Occupations	45.24%	93	0.00%	0
	SE and OAW	17.09%	40	1.71%	4
	LS and TO, S-RO & RO	27.40%	180	0.46%	3
023506 Biggar; Stonehouse & Black Mount	Full-time employment	11.93%	179	12.87%	193
	Part-time employment	6.96%	24	0.93%	34
	TOTAL	10.67%	203	12.03%	229
	LE and HMO, HPO & LM and PO	17.23%	138	19.10%	153
	Intermediate Occupations	10.81%	20	26.49%	48
	SE and OAW	6.36%	9	3.96%	19
	LS and TO, S-RO & RO	6.43%	40	5.99%	14
023507 Duneaton/Carmichael	Full-time employment	18.45%	268	4.31%	69
	Part-time employment	7.73%	29	2.93%	11
	TOTAL	16.25%	297	4.02%	71
	LE and HMO, HPO & LM and PO	26.47%	167	8.40%	53
	Intermediate Occupations	21.08%	75	7.23%	12
	SE and OAW	4.44%	15	0.00%	0
	LS and TO, S-RO & RO	11.09%	70	0.95%	6
023508 Carstairs/Carnwath	Full-time employment	19.28%	274	4.79%	68
	Part-time employment	7.28%	26	2.52%	26
	TOTAL	16.87%	300	4.33%	77
	LE and HMO, HPO & LM and PO	25.96%	148	7.19%	41
	Intermediate Occupations	19.82%	45	4.85%	11
	SE and OAW	3.17%	6	1.59%	3
	LS and TO, S-RO & RO	11.73%	101	0.78%	22
023509 Douglas	Full-time employment	23.32%	309	0.30%	4
	Part-time employment	15.14%	53	0.00%	0
	TOTAL	21.61%	362	0.24%	4
	LE and HMO, HPO & LM and PO	31.44%	111	0.57%	5
	Intermediate Occupations	30.05%	58	0.52%	1
	SE and OAW	4.93%	7	0.00%	0
	LS and TO, S-RO & RO	18.84%	186	0.10%	1
023510 Carluke/Whitehill	Full-time employment	41.89%	710	2.54%	43
	Part-time employment				



# APPENDIX FORTY-NINE- Travel-To-Work Matrix for North and South Lanarkshire Council Areas/ Selected wards (tv201).

	Category	GLASGOW CONURB.		EDINBURGH CONURB.	
		% wk in	No. wk in	% wk in	% wk in
023S15 Garrión	All Males	58.40%	612	1.81%	19
	All Females	66.37%	598	0.78%	7
	Aged 16-24	66.67%	132	2.53%	5
	Aged 25-34	62.39%	297	1.68%	8
	Aged 35-59	62.30%	727	1.11%	13
	Aged 60-74	50.00%	54	0.00%	0
023S16 Newmains	All Males	49.44%	484	2.45%	24
	All Females	54.61%	456	1.32%	11
	Aged 16-24	58.61%	143	0.82%	2
	Aged 25-34	54.60%	291	3.00%	16
	Aged 35-59	48.72%	477	1.63%	16
	Aged 60-74	50.00%	29	1.72%	1
023S17 Stane	All Males	30.53%	298	3.59%	35
	All Females	30.31%	241	2.14%	17
	Aged 16-24	35.02%	90	2.33%	6
	Aged 25-34	30.91%	119	3.90%	15
	Aged 35-59	29.40%	311	2.93%	31
	Aged 60-74	26.76%	19	0.00%	0
023S18 Dykehead	All Males	27.22%	258	2.43%	23
	All Females	26.55%	201	3.57%	27
	Aged 16-24	28.62%	77	2.23%	6
	Aged 25-34	28.17%	131	4.09%	19
	Aged 35-59	26.09%	239	2.73%	25
	Aged 60-74	21.82%	12	0.00%	0
023S19 Cleland	All Males	53.69%	495	1.52%	14
	All Females	60.02%	497	1.81%	15
	Aged 16-24	64.89%	170	2.67%	7
	Aged 25-34	60.28%	255	1.89%	8
	Aged 35-59	53.84%	540	1.40%	14
	Aged 60-74	43.55%	27	0.00%	0
023S20 Benhar	All Males	21.90%	230	6.38%	67
	All Females	19.88%	172	5.55%	48
	Aged 16-24	23.47%	65	8.30%	23
	Aged 25-34	22.50%	115	4.50%	23
	Aged 35-59	19.57%	207	6.33%	67
	Aged 60-74	21.74%	15	2.90%	2
023S52 Salsburgh	All Males	53.05%	669	3.57%	45
	All Females	69.07%	708	2.73%	28
	Aged 16-24	61.69%	161	3.83%	10
	Aged 25-34	62.38%	499	3.75%	30
	Aged 35-59	59.74%	684	2.62%	30
	Aged 60-74	41.25%	33	3.75%	3
023S53 Kildrum and Park	All Males	38.52%	384	1.30%	13
	All Females	38.73%	361	0.21%	2
	Aged 16-24	38.83%	106	1.83%	5
	Aged 25-34	41.19%	215	0.96%	5
	Aged 35-59	37.36%	393	0.48%	5
	Aged 60-74	37.80%	31	0.00%	0
023S54 Seafar & The Village	All Males	35.95%	311	1.27%	11
	All Females	33.70%	276	0.61%	5
	Aged 16-24	42.16%	86	0.00%	0
	Aged 25-34	36.66%	169	1.08%	5
	Aged 35-59	33.05%	308	0.97%	9
	Aged 60-74	27.59%	24	2.30%	2

CXCIII

	Category	GLASGOW CONURB.		EDINBURGH CONURB.	
		% wk in	No. wk in	% wk in	% wk in
023S55 Balloch West & Ravenswood	All Males	44.20%	564	2.27%	29
	All Females	41.84%	464	0.90%	10
	Aged 16-24	48.10%	139	1.04%	3
	Aged 25-34	41.00%	221	2.23%	12
	Aged 35-59	42.96%	632	1.50%	22
	Aged 60-74	41.86%	36	2.33%	2
023S56 Balloch West, Blackwood East & Craigmarloch	All Males	47.20%	650	2.61%	36
	All Females	47.96%	598	1.44%	18
	Aged 16-24	44.90%	154	1.75%	6
	Aged 25-34	52.51%	408	3.35%	26
	Aged 35-59	45.99%	671	1.44%	21
	Aged 60-74	33.33%	15	2.22%	1
023S57 Westerwood, Carrickstone & Dullatur	All Males	46.51%	694	4.42%	66
	All Females	47.08%	620	1.82%	24
	Aged 16-24	38.29%	67	2.29%	4
	Aged 25-34	50.94%	434	5.16%	44
	Aged 35-59	45.87%	789	2.33%	40
	Aged 60-74	38.71%	24	3.23%	2
023S58 Abrohill South	All Males	37.71%	399	0.66%	7
	All Females	32.11%	305	0.00%	0
	Aged 16-24	40.49%	115	0.00%	0
	Aged 25-34	34.91%	199	0.70%	4
	Aged 35-59	34.57%	373	0.28%	3
	Aged 60-74	22.67%	17	0.00%	0
023S59 Abrohill Central & North	All Males	36.28%	468	1.55%	20
	All Females	33.88%	391	0.69%	8
	Aged 16-24	35.93%	129	1.39%	5
	Aged 25-34	38.35%	232	1.32%	8
	Aged 35-59	33.19%	469	1.06%	15
	Aged 60-74	43.28%	29	0.00%	0
023S60 Carbrain East	All Males	34.86%	334	0.73%	7
	All Females	34.93%	299	0.82%	7
	Aged 16-24	31.25%	85	1.10%	3
	Aged 25-34	37.48%	193	1.17%	6
	Aged 35-59	35.49%	335	0.53%	5
	Aged 60-74	24.10%	20	0.00%	0
023S61 Carbrian West & Greenfaulds	All Males	41.74%	442	1.61%	17
	All Females	36.39%	341	0.21%	2
	Aged 16-24	40.42%	116	0.35%	1
	Aged 25-34	42.44%	188	0.68%	3
	Aged 35-59	38.46%	450	1.28%	15
	Aged 60-74	30.21%	29	0.00%	0
023S62 Condorrat Central	All Males	43.28%	515	1.60%	19
	All Females	41.63%	438	0.67%	7
	Aged 16-24	43.97%	135	0.98%	3
	Aged 25-34	45.76%	216	2.54%	12
	Aged 35-59	41.49%	573	0.72%	10
	Aged 60-74	35.37%	29	1.22%	1
023S63 Condorrat North & Westfields	All Males	42.37%	530	1.52%	19
	All Females	44.80%	474	0.28%	3
	Aged 16-24	46.46%	164	1.42%	5
	Aged 25-34	47.70%	239	2.00%	10
	Aged 35-59	40.65%	554	0.51%	7
	Aged 60-74	51.09%	47	0.00%	0
023S64 Croy, Kilsyth South & Smithstone	All Males	30.01%	214	1.40%	10
	All Females	38.66%	237	0.65%	4
	Aged 16-24	36.60%	71	1.03%	2
	Aged 25-34	33.91%	137	0.74%	3
	Aged 35-59	34.32%	233	1.33%	9
	Aged 60-74	20.41%	10	0.00%	0
023S65 Queenzieburn & Kilsyth West	All Males	34.86%	380	0.55%	6
	All Females	44.08%	421	0.94%	9
	Aged 16-24	42.70%	120	1.42%	4
	Aged 25-34	44.88%	184	0.98%	4
	Aged 35-59	36.39%	457	0.56%	7
	Aged 60-74	40.82%	40	0.00%	0
023S66 Banton & Kilsyth East	All Males	32.84%	290	1.36%	12
	All Females	37.77%	298	1.14%	9
	Aged 16-24	39.84%	100	0.40%	1
	Aged 25-34	32.33%	129	2.26%	9
	Aged 35-59	35.35%	333	1.17%	11
	Aged 60-74	32.50%	26	0.00%	0
029S01 Lanark North	All Males	25.58%	276	3.06%	33
	All Females	21.74%	212	1.64%	16
	Aged 16-24	22.08%	51	1.73%	4
	Aged 25-34	26.09%	108	4.35%	18
	Aged 35-59	23.76%	307	2.01%	26
	Aged 60-74	18.80%	22	0.85%	1
029S02 Lanark South	All Males	27.78%	250	1.67%	15
	All Females	21.23%	180	1.18%	10
	Aged 16-24	27.00%	54	0.50%	1
	Aged 25-34	26.53%	104	1.28%	5
	Aged 35-59	24.41%	258	1.61%	17
	Aged 60-74	14.14%	14	2.02%	2

	Category	GLASGOW CONURB.		EDINBURGH CONURB.	
		% wk in	No. wk in	% wk in	% wk in
029S03 Lesmahago	All Males	37.57%	387	0.78%	8
	All Females	35.57%	307	0.46%	4
	Aged 16-24	42.52%	108	0.00%	0
	Aged 25-34	40.18%	180	1.12%	5
	Aged 35-59	35.13%	379	0.65%	7
029S04 Blackwood East	Aged 60-74	24.11%	27	0.00%	0
	All Males	51.05%	511	0.80%	8
	All Females	49.10%	410	0.84%	7
	Aged 16-24	55.14%	118	0.00%	0
	Aged 25-34	53.85%	224	1.68%	7
029S05 Clyde Valley	Aged 35-59	49.69%	555	0.72%	8
	Aged 60-74	26.97%	24	0.00%	0
	All Males	37.96%	391	2.14%	22
	All Females	36.64%	318	0.69%	6
	Aged 16-24	36.98%	71	0.52%	1
029S06 Bigger/Symington & Black Mount	Aged 25-34	40.00%	152	1.05%	4
	Aged 35-59	37.78%	453	1.67%	20
	Aged 60-74	25.98%	33	2.36%	3
	All Males	11.26%	115	10.48%	107
	All Females	9.98%	88	13.83%	122
029S07 Duneaton/Carmichael	Aged 16-24	13.45%	23	9.94%	17
	Aged 25-34	10.92%	38	13.79%	48
	Aged 35-59	10.61%	132	12.06%	150
	Aged 60-74	7.14%	10	10.00%	14
	All Males	17.52%	171	3.18%	31
029S08 Carstairs/Carnwath	All Females	14.68%	116	5.06%	40
	Aged 16-24	11.19%	16	2.80%	4
	Aged 25-34	15.98%	58	5.51%	20
	Aged 35-59	17.76%	203	4.11%	47
	Aged 60-74	8.55%	10	0.00%	0
029S09 Douglas	All Males	18.84%	189	4.89%	49
	All Females	14.32%	111	3.61%	28
	Aged 16-24	18.54%	38	4.39%	9
	Aged 25-34	16.95%	70	4.60%	19
	Aged 35-59	16.99%	184	4.16%	45
029S10 Carlisle/Whitehill	Aged 60-74	10.39%	8	5.19%	4
	All Males	22.65%	219	0.10%	1
	All Females	20.20%	143	0.42%	3
	Aged 16-24	20.53%	54	0.38%	1
	Aged 25-34	26.02%	102	0.51%	2
029S11 Carlisle/Crawforddyke	Aged 35-59	20.47%	192	0.11%	1
	Aged 60-74	17.07%	14	0.00%	0
	All Males	42.32%	493	2.40%	28
	All Females	31.68%	312	1.83%	18
	Aged 16-24	34.71%	101	2.06%	6
029S12 Forth	Aged 25-34	41.77%	203	3.29%	16
	Aged 35-59	37.57%	485	1.78%	23
	Aged 60-74	19.51%	16	1.22%	1
	All Males	40.21%	468	2.58%	30
	All Females	36.32%	365	1.39%	14
029S13 Law/Carlisle	Aged 16-24	39.53%	102	2.71%	7
	Aged 25-34	39.52%	213	3.15%	17
	Aged 35-59	37.97%	500	1.52%	20
	Aged 60-74	32.73%	18	0.00%	0
	All Males	20.17%	202	5.46%	65
029S31 Avondale North	All Females	17.99%	174	5.38%	52
	Aged 16-24	15.81%	34	3.72%	8
	Aged 25-34	19.77%	85	6.05%	26
	Aged 35-59	19.80%	273	5.80%	80
	Aged 60-74	16.54%	22	2.26%	3
029S32 Avondale South	All Males	48.00%	625	2.61%	34
	All Females	44.88%	500	1.62%	18
	Aged 16-24	55.44%	158	1.75%	5
	Aged 25-34	46.65%	259	3.62%	20
	Aged 35-59	45.47%	687	1.72%	26
029S33 Avondale South	Aged 60-74	32.84%	22	1.49%	1
	All Males	56.00%	723	1.32%	17
	All Females	59.53%	665	0.54%	6
	Aged 16-24	64.53%	151	0.43%	1
	Aged 25-34	61.87%	344	1.44%	8
029S34 Dalswinton	Aged 35-59	56.17%	842	0.93%	14
	Aged 60-74	42.86%	51	0.00%	0
	All Males	49.74%	584	2.21%	26
	All Females	52.18%	515	0.71%	7
	Aged 16-24	47.32%	97	0.88%	2
029S35 Dalswinton	Aged 25-34	55.92%	255	1.75%	8
	Aged 35-59	51.62%	703	1.47%	20
	Aged 60-74	31.88%	44	2.17%	3
	All Males	58.10%	710	1.15%	14
	All Females	72.55%	764	0.47%	5
029S36 Dalswinton	Aged 16-24	74.49%	184	0.81%	2
	Aged 25-34	65.64%	403	0.65%	4
	Aged 35-59	63.76%	841	0.99%	13
	Aged 60-74	48.02%	46	0.00%	0
	All Males	56.07%	610	1.47%	16
029S37 Stonehouse	All Females	66.35%	619	0.32%	3
	Aged 16-24	64.89%	151	1.33%	3
	Aged 25-34	63.42%	326	0.78%	4
	Aged 35-59	59.51%	726	0.98%	12
	Aged 60-74	50.00%	31	0.00%	0



APPENDIX FORTY-NINE- Travel-To-Work Matrix for North and South Lanarkshire Council Areas/ Selected wards (tv201).