

August 2015

## Introduction

This note provides a brief overview of the 2011 Travel to Work Areas (TTWA), published in 2015, covering the concept of TTWAs, stakeholder engagement, and an overview of change between these and the 2001 TTWAs, published in 2007.

## Background

In concept, a self-contained labour market area is one in which all commuting occurs within the boundary of that area. In practice, it is not possible to divide the UK into entirely separate labour market areas as commuting patterns are too diffuse. TTWAs have been developed as approximations to self-contained labour markets reflecting areas where most people both live and work. As such they are based on a statistical analysis rather than administrative boundaries, though consistency with existing local authority boundaries is one of a number of different considerations when defining the TTWAs.

The 2011 TTWAs have been produced by Newcastle University analysing commuting flows from the 2011 Census. The earliest TTWAs were defined in terms of Employment Office (Jobcentre) areas. For the 1981 and 1991 TTWAs, based on the 1981 and 1991 Censuses, the TTWA definitions were aggregations of wards. For the 2001 and 2011 TTWAs, statistical geographies have been used to define the TTWAs: lower layer super output areas (LSOA) for England and Wales, data zones (DZ) for Scotland, and super output areas (SOA) for Northern Ireland.

The current criteria for defining TTWAs are that at least 75% of the area's resident workforce work in the area and at least 75% of the people who work in the area also live in the area. The area must also have an economically active population of at least 3,500. However, for areas with a working population in excess of 25,000, self-containment rates as low as 66.7% are accepted as part of a limited 'trade-off' between workforce size and level of self-containment. TTWA boundaries must be non-overlapping and internally contiguous, covering the entire UK between them. TTWAs are permitted to cross national boundaries, although no account is taken of commuting between Northern Ireland and the Republic of Ireland. The criteria used for creating the 2011 TTWAs are the same as previously used for the 2001 TTWAs, and the methodology is unchanged.

Over time there has been a consistent pattern of a reduction in the number of TTWAs: more people tend to commute longer distances to work, leading to an increase in the average size of TTWAs in terms of geographical area and population, and a consequent decrease in the number of TTWAs. With the 1991 TTWAs there were 308 TTWAs covering the UK, with the 2001 TTWAs there were 243 TTWAs, and a reduction further to 228 with the 2011 TTWAs.

## Uses of TTWAs

Previous ONS consultation amongst stakeholders and users of TTWAs identified some of the following uses of TTWAs:

- informing inward investment
- helping build an understanding of the labour market
- framing local labour market analysis, particularly regarding the spatial mismatch between labour supply and demand
- providing the smallest area for which workforce-based employment and unemployment rates can be compared
- offering a statistically consistent geography for the whole country

It is recognised that for some users the TTWAs have some limitations, for example they don't highlight different commuting patterns for different segments of the working population, such as subgroups defined by occupation or by qualification. ONS is going to undertake some additional analysis to explore some of the facets of these different labour market subgroups.

Labour market statistics, covering Jobseeker's Allowance counts will be published for the 2011 TTWAs in due course on the [Nomis](#) website.

## Stakeholder engagement with the 2011 TTWAs

Following the creation of draft TTWAs there was a stakeholder engagement exercise aimed at government departments and the devolved administrations (Wales, Scotland and Northern Ireland). The purpose of this exercise was to invite stakeholders to identify any implausible boundaries in the draft TTWAs, or to identify potential improvements in order to ensure that the final TTWAs were fit for purpose. To help ensure UK national consistency with the creation of the TTWAs, stakeholder engagement was limited and so there was no wider formal consultation.

Whilst the creation of the TTWAs has been consistently done across the UK in order to produce comparable local labour markets, it is not appropriate to place great emphasis on the allocation of any individual LSOA, DZ or SOA to a particular TTWA when potentially different TTWA allocations could have been met whilst still keeping the integrity of the criteria of an area for a TTWA.

## Summary of change between the 2001 and 2011 TTWAs

Across the UK there are now a total of 228 TTWAs, 15 fewer than with the 2001 TTWAs (a 6.2% decrease). Of these 228 TTWAs, 22 are unchanged in area and name when compared with the 2001 TTWAs (Annex A), and 9 which are unchanged in area but changed in name (Annex B). There are also 105 TTWAs which have retained the same TTWA name but are changed in area (see Annex C), and 12 TTWAs which are coterminous with local authority boundaries (see Annex D). The 2011 TTWAs listed in Annexes A to C are mutually exclusive, whilst Annex D TTWAs can also be in the other Annexes.

Overall, the picture of change over the past decade is one of evolution with main centres of employment retaining or extending their position. We therefore find relatively small changes in TTWAs surrounding the core cities, and more extensive change as we move to more rural areas and for towns and cities which are extending their influence as centres of employment.

Typically what may be observed in some areas is the merging of 2 or more TTWAs to form a smaller number of 2011 TTWAs. The overall effect of the TTWA changes is that some 2011

TTWAs have increased in area (and population) which reflects the increasing dominance of some employment centres and/or a greater willingness to commute longer distances by the workforce.

This overview provides a very broad picture of changes in the number of TTWAs at UK level. Further analysis will provide further commentary on the extent of changes across the UK, examining some of these by region and country, and will be reported on at a later stage, together with an analysis of notional TTWAs for some labour market subgroups, such as part-time and full-time workers, and workers by age, sex and qualifications.

## **Naming convention for the 2011 TTWAs**

After the definitions were complete, major settlements in terms of population size were identified from published sources, and for each TTWA the largest settlement identified. Checks were also made to see if there were any other settlements which had a population size of more than half that for the largest settlement. Where this did occur, the TTWA name generally reflects the largest and second largest settlements, for example Folkestone and Dover TTWA. Where there is a single 'dominant' settlement in the TTWA, the name will generally reflect this settlement name alone, for example Lincoln TTWA. Where the TTWA covers a discrete island such as the Isle of Wight, the name will typically reflect the island name rather than the main settlement(s).

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August 2015

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## Annex A

2001 and 2011 TTWAs – where 2011 TTWAs are unchanged in area and name

2001 TTWA Code	2001 TTWA Name	2011 TTWA Code	2011 TTWA Name
E30000004	Barnsley	E30000004	Barnsley
E30000018	Bradford	E30000018	Bradford
E30000046	Dorchester and Weymouth	E30000046	Dorchester and Weymouth
E30000054	Grantham	E30000054	Grantham
E30000061	Hastings	E30000061	Hastings
E30000070	Isle of Wight	E30000070	Isle of Wight
E30000076	Lancaster and Morecambe	E30000076	Lancaster and Morecambe
E30000093	Middlesbrough and Stockton	E30000093	Middlesbrough and Stockton
E30000095	Minehead	E30000095	Minehead
E30000108	Peterborough	E30000108	Peterborough
E30000110	Poole	E30000110	Poole
E30000135	Thetford and Mildenhall	E30000135	Thetford and Mildenhall
E30000147	Whitby	E30000147	Whitby
W22000003	Bridgend	W22000003	Bridgend
W22000011	Llandrindod Wells and Builth Wells	W22000011	Llandrindod Wells and Builth Wells
W22000015	Newtown and Welshpool	W22000015	Newtown and Welshpool
W22000016	Pembroke and Tenby	W22000016	Pembroke and Tenby
S22000005	Campbeltown	S22000005	Campbeltown
S22000032	Mull and Islay	S22000032	Mull and Islay
S22000035	Orkney Islands	S22000035	Orkney Islands
S22000039	Shetland Islands	S22000039	Shetland Islands
81	Enniskillen	N12000008	Enniskillen

## Annex B

2001 and 2011 TTWAs – where 2011 TTWAs are unchanged in area but changed in name

2001 TTWA Code	2001 TTWA Name	2011 TTWA Code	2011 TTWA Name
E30000051	Falmouth and Helston	E30000051	Falmouth
E30000029	Calderdale	E30000029	Halifax
E30000064	Hexham and Haltwhistle	E30000064	Hexham
E30000106	Penrith and Appleby	E30000106	Penrith
E30000039	Craven	E30000039	Skipton
E30000124	South Holland	E30000124	Spalding
K01000005	Monmouth and Cinderford	K01000005	Cinderford and Ross-on-Wye
S22000013	Eilean Siar	S22000013	Western Isles
W22000009	Haverfordwest and Fishguard	W22000009	Haverfordwest and Milford Haven

## Annex C

2001 and 2011 TTWAs – where 2011 TTWAs are changed in area but unchanged in name

2001 TTWA Code	2001 TTWA Name	2011 TTWA Code	2011 TTWA Name
E30000001	Andover	E30000159	Andover
E30000002	Ashford	E30000160	Ashford
E30000003	Banbury	E30000161	Banbury
E30000005	Barnstaple	E30000162	Barnstaple
E30000006	Barrow-in-Furness	E30000163	Barrow-in-Furness
E30000007	Basingstoke	E30000164	Basingstoke
E30000008	Bath	E30000165	Bath
E30000009	Bedford	E30000166	Bedford
E30000010	Bideford	E30000167	Bideford
E30000011	Birmingham	E30000169	Birmingham
E30000013	Blackburn	E30000170	Blackburn
E30000014	Blackpool	E30000171	Blackpool
E30000016	Boston	E30000174	Boston
E30000017	Bournemouth	E30000175	Bournemouth
E30000019	Bridgwater	E30000176	Bridgwater
E30000022	Brighton	E30000179	Brighton
E30000023	Bristol	E30000180	Bristol
E30000026	Burton upon Trent	E30000183	Burton upon Trent
E30000027	Bury St Edmunds	E30000184	Bury St Edmunds
E30000028	Buxton	E30000185	Buxton
E30000030	Cambridge	E30000186	Cambridge
E30000031	Canterbury	E30000187	Canterbury
E30000034	Chesterfield	E30000190	Chesterfield
E30000035	Chichester and Bognor Regis	E30000191	Chichester and Bognor Regis
E30000036	Clacton	E30000192	Clacton
E30000037	Colchester	E30000193	Colchester
E30000038	Coventry	E30000195	Coventry
E30000040	Crawley	E30000196	Crawley
E30000042	Cromer and Sheringham	E30000198	Cromer and Sheringham
E30000043	Darlington	E30000199	Darlington
E30000044	Derby	E30000200	Derby
E30000045	Doncaster	E30000201	Doncaster
E30000049	Eastbourne	E30000204	Eastbourne
E30000053	Gloucester	E30000209	Gloucester
E30000055	Great Yarmouth	E30000210	Great Yarmouth
E30000056	Grimsby	E30000211	Grimsby
E30000057	Guildford and Aldershot	E30000212	Guildford and Aldershot
E30000060	Hartlepool	E30000215	Hartlepool
E30000066	Huddersfield	E30000219	Huddersfield
E30000067	Hull	E30000220	Hull
E30000068	Huntingdon	E30000221	Huntingdon
E30000069	Ipswich	E30000222	Ipswich
E30000071	Kendal	E30000223	Kendal
E30000075	Kingsbridge and Dartmouth	E30000226	Kingsbridge and Dartmouth
E30000077	Launceston	E30000227	Launceston

E30000078	Leeds	E30000229	Leeds
E30000079	Leicester	E30000230	Leicester
E30000080	Lincoln	E30000231	Lincoln
E30000081	Liverpool	E30000233	Liverpool
E30000082	London	E30000234	London
E30000085	Ludlow	E30000236	Ludlow
E30000089	Manchester	E30000239	Manchester
E30000090	Mansfield	E30000240	Mansfield
E30000097	Newbury	E30000244	Newbury
E30000101	Norwich	E30000248	Norwich
E30000102	Nottingham	E30000249	Nottingham
E30000104	Oxford	E30000250	Oxford
E30000109	Plymouth	E30000253	Plymouth
E30000111	Portsmouth	E30000254	Portsmouth
E30000112	Preston	E30000255	Preston
E30000117	Salisbury	E30000258	Salisbury
E30000118	Scarborough	E30000259	Scarborough
E30000119	Scunthorpe	E30000260	Scunthorpe
E30000122	Shrewsbury	E30000262	Shrewsbury
E30000125	Southampton	E30000267	Southampton
E30000130	Stoke-on-Trent	E30000273	Stoke-on-Trent
E30000131	Sunderland	E30000275	Sunderland
E30000132	Swindon	E30000276	Swindon
E30000133	Taunton	E30000277	Taunton
E30000140	Tunbridge Wells	E30000281	Tunbridge Wells
E30000141	Wadebridge	E30000282	Wadebridge
E30000142	Wakefield and Castleford	E30000283	Wakefield and Castleford
E30000144	Warrington and Wigan	E30000284	Warrington and Wigan
E30000148	Whitehaven	E30000286	Whitehaven
E30000150	Wisbech	E30000287	Wisbech
E30000154	Worksop and Retford	E30000291	Worksop and Retford
E30000155	Worthing	E30000292	Worthing
E30000158	York	E30000294	York
K01000001	Berwick	K01000009	Berwick
K01000003	Carlisle	K01000010	Carlisle
K01000007	Oswestry	K01000014	Oswestry
K01000002	Brecon	W22000023	Brecon
W22000004	Cardiff	W22000024	Cardiff
W22000005	Cardigan	W22000025	Cardigan
S22000001	Aberdeen	S22000047	Aberdeen
S22000009	Dundee	S22000056	Dundee
S22000012	Edinburgh	S22000059	Edinburgh
S22000016	Fraserburgh	S22000084	Fraserburgh
S22000017	Galashiels and Peebles	S22000063	Galashiels and Peebles
S22000019	Greenock	S22000085	Greenock
S22000018	Glasgow	S22000065	Glasgow
S22000030	Lochgilphead	S22000086	Lochgilphead
S22000034	Oban	S22000073	Oban
S22000037	Peterhead	S22000075	Peterhead
S22000041	St Andrews and	S22000078	St Andrews and

	Cupar		Cupar
S22000043	Stranraer	S22000079	Stranraer
S22000044	Thurso	S22000080	Thurso
S22000046	Wick	S22000083	Wick
7	Ballymena	N12000001	Ballymena
17	Belfast	N12000002	Belfast
55	Coleraine	N12000003	Coleraine
57	Craigavon	N12000005	Craigavon
64	Derry	N12000006	Derry
75	Dungannon	N12000007	Dungannon

## Annex D

2011 TTWAs coterminous with local authority boundaries

2011 TTWA Code	2011 TTWA Name	2011 LA Code	2011 LA Name
E30000160	Ashford	E07000105	Ashford
E30000162	Barnstaple	E07000043	North Devon
E30000201	Doncaster	E08000017	Doncaster
E30000213	Halifax	E08000033	Calderdale
E30000070	Isle of Wight	E06000046	Isle of Wight
E30000076	Lancaster and Morecambe	E07000121	Lancaster
E30000265	Skipton	E07000163	Craven
E30000269	Spalding	E07000140	South Holland
E30000286	Whitehaven	E07000029	Copeland
S22000013	Western Isles	S12000013	Na h-Eileanan Siar
S22000035	Orkney Islands	S12000023	Orkney Islands
S22000039	Shetland Islands	S12000027	Shetland Islands