

Commuting (Inflows) to Major 'Centres of Employment' within Tyne & Wear

Explanatory Note

The following maps show the commuting patterns of workers to the thirteen largest centres of employment in Tyne & Wear. These centres are the Census LSOAs (Lower Super Output Areas) with over 5,000 people employed at the workplaces located in them.

There are three such LSOAs in Gateshead, five in Newcastle upon Tyne, one in South Tyneside and four in Sunderland. There were no LSOAs in North Tyneside which were among the largest centres of employment.

In total, 138,312 people work in these thirteen centres, around 29% of the total employed in Tyne & Wear in 2001.

All maps were produced using, and subsequently exported from, ONS' Commuter View software. Accompanying employment figures were taken from Census 2001 data. Commentary is made by TWRI. For all enquiries, please contact TWRI.

August 2008

Background:

The maps in this document were produced using by the Office for National Statistics' product *Commuter View*, which was released by ONS in April 2008. It shows, on simple maps, commuting flows at the 2001 Census and is intended to enable users to investigate local commuting patterns.

Commuter View covers persons aged 16-74 in employment¹ at the time of the Census and shows flows between residence and workplace.

Maps are largely available for:

- Middle Layer Super Output Areas for outward flows (from a single area of residence to each workplace). ['All Workers' outward flows are also available for Lower Layer Super Output Areas]
- Lower Layer Super Output Area for inward flows (from each residence to a single workplace)

This document includes maps from this second set of flows.

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¹ This includes self-employed people.

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LSOAs covered by Maps

The Lower Super Output Areas (LSOAs) included in these maps were selected on the basis of employment. The number of workers in each LSOA was calculated using Census 2001 workplace data, available at Output Area (OA), and aggregated to LSOA level.

LSOAs with more than 5,000 workers were selected, producing a total of thirteen LSOAs within Gateshead, Newcastle upon Tyne, South Tyneside and Sunderland. There were no LSOAs within North Tyneside with over 5,000 workers.

The maps in this section show the LSOAs chosen and their location within the District, including notes of any major centres of employment within the LSOA.

Gateshead: All Workers LSOA (Workplace)



Gateshead

LSOAs Covered & General Location:

E01008259

Team Valley
(including Industrial Estate and
Retail Park)

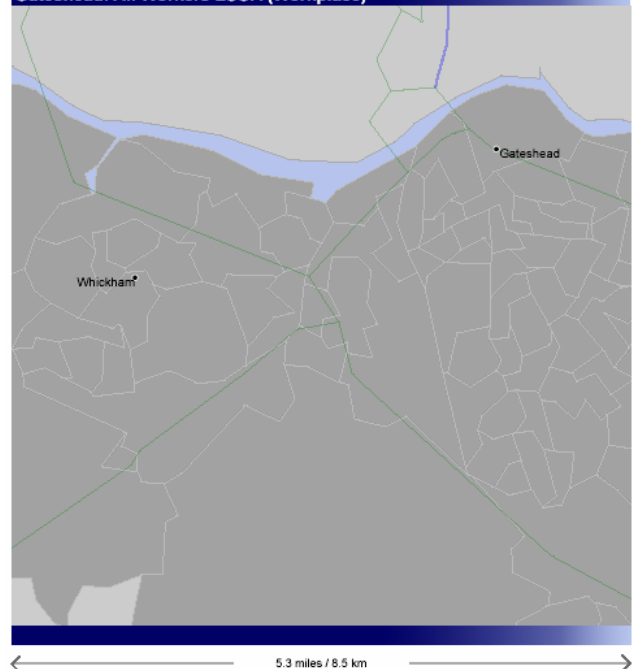
E01008262

Metro Centre
(including Shopping Centre and
Retail Park)

E01008166

Gateshead
(including Gateshead Quayside
and Saltmeadows)

Gateshead: All Workers LSOA (Workplace)



Newcastle upon Tyne: All Workers LSOA (Workplace)



Newcastle upon Tyne

LSOAs Covered & General Location:

E01008440

Southern part of Newcastle City Centre (including Newcastle Central Station and Newcastle Quayside)

E01008397

Eastern part of Newcastle City Centre

E01008321

South of Longbenton

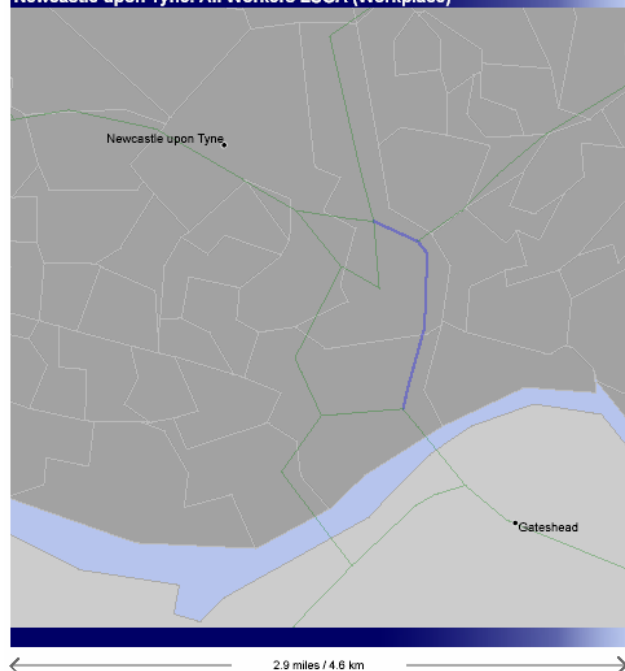
E01008395

Western part of Newcastle City Centre

E01008437

Elswick

Newcastle upon Tyne: All Workers LSOA (Workplace)





South Tyneside

LSOAs Covered & General Location:

E01008667

(includes some of Tyne Dock, particularly the Middle and West Docks)

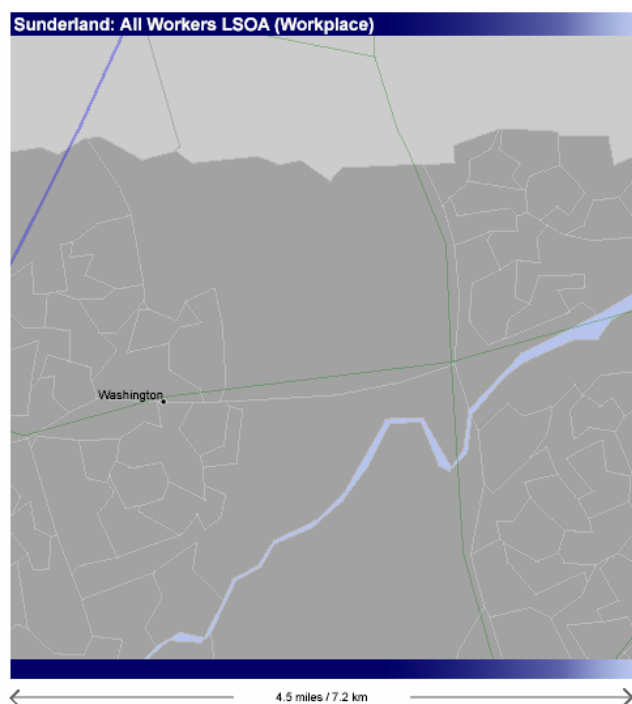
Sunderland: All Workers LSOA (Workplace)



Sunderland

LSOAs Covered & General Location:

- E01008703
Sunderland City Centre
- E01008855
North East of Washington
(including Nissan motor works)
- E01008775
Central
(including Doxford Park)
- E01008850
South East of Washington



Commuting (Inflows) to Major 'Centres of Employment' within Tyne & Wear

Key Findings

The maps of the thirteen largest 'centres of employment' (at LSOA-level) follow this page.

Key findings include:

- Gateshead largely attracts commuters from within Tyne & Wear, with some flows from south-east Northumberland, Chester-le-Street and Consett
- Newcastle has the widest geographical spread of commuters. In particular, it attracts more commuters from Tynedale than any other district in Tyne & Wear
- Commuters into South Tyneside are largely self-contained, with no commutes from Newcastle.
- Commutes into Sunderland are again largely self-contained, with the exception of the Nissan motor works. Very few commutes are made from north of the river Tyne.

In Gateshead

E01008259: The third-largest centre of employment in Tyne & Wear (over 13,000 workers), located on Team Valley, but less than half the number of workers at the largest centre (in Newcastle upon Tyne). Commutes are primarily concentrated in Tyne & Wear, with low flows from south-east Northumberland and surprisingly low flows from South Shields and Sunderland. However, there are still relatively strong flows from within the District, and from Newcastle upon Tyne, Chester-le-Street and Consett.

E01008262: Commutes [to Metro Centre & Retail Park] are largely made from within Tyne & Wear, although flows from North Tyneside and Sunderland are relatively low. Of those travelling from outside Tyne & Wear, commutes were largely made from south of Gateshead, particularly from the Consett/Stanley area, and from Chester-le-Street.

E01008166: Commutes [to Gateshead Town Centre] are again largely made from within Tyne & Wear, with slightly more flows from north of the Tyne, which is likely to be due to this LSOA's location on Gateshead Quayside. There were still few commutes from Sunderland. Of those travelling from outside Tyne & Wear, commutes were largely made from Chester-le-Street.

In Newcastle upon Tyne

E01008440: The largest centre of employment in Tyne & Wear (nearly 27,000 workers) in the Southern City Centre. Commutes into the area were made from a wide geographical spread, including notable commutes from south-east Northumberland, Chester-le-Street, parts of Tynedale and Consett.

E01008397: The second-largest centre of employment in Tyne & Wear (over 20,000 workers) in the Eastern City Centre. Similar general commuting patterns as those in the largest centre of employment (above) but slightly weaker commutes from Sunderland and South Tyneside.

E01008321: Very strong flows [to South of Longbenton] from outside Tyne & Wear, particularly within Blyth Valley and Wansbeck. Stronger flows from North Tyneside and from Newcastle. Flows from the south of the Tyne are relatively widely dispersed.

E01008395: Commutes [to the Western part of the City Centre] are made from across the Tyne & Wear City Region. Those commuting from within Newcastle appear to travel relatively short distances, as few commutes are made from outer LSOAs.

E01008437: Smaller numbers of commutes [to Elswick] are made from a wide geographical area, particularly from the north. There are still relatively few commutes made from Sunderland, the majority of which are made from the Washington area.

In South Tyneside

E01008667: Commuters [to part of the Tyne Dock, West of South Shields] were *primarily residents of South Tyneside*. Of those who travelled from outside the District, the majority resided in areas located south of the Tyne (including some commutes from Chester-le-Street). There were no commutes made from Newcastle upon Tyne.

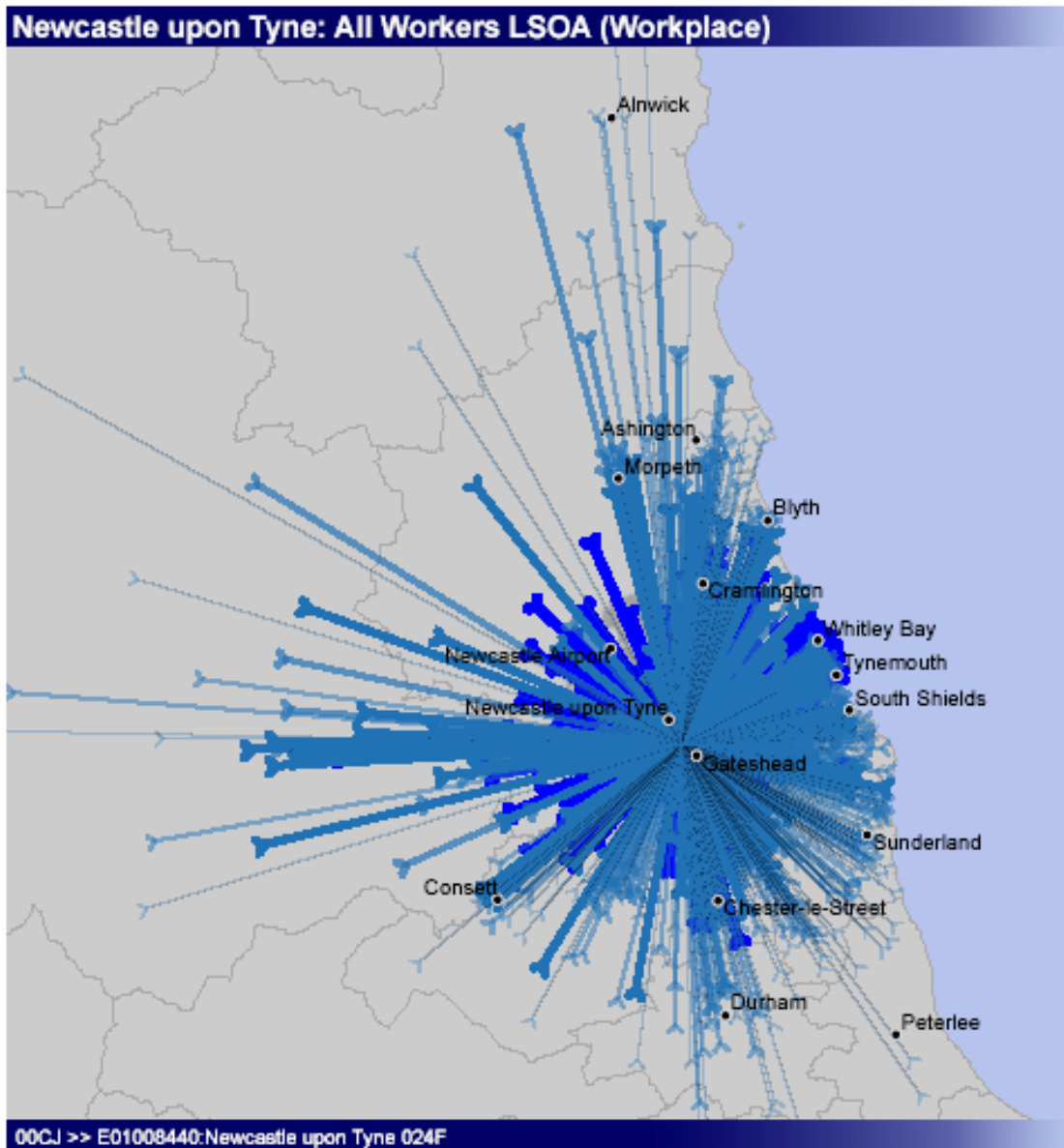
In Sunderland

E01008703: Commuting [to Sunderland City Centre, over 10,000] is largely contained within the District, with some small flows from southern and eastern parts of South Tyneside and northern parts of Easington. There were very few commutes from north of the Tyne, some from Newcastle but none from North Tyneside.

E01008855: Commutes into the area [North East of Washington] were made from a wide geographical area, particularly given the smaller number of total commuters. This is likely to be the result of the Nissan motor works. Commutes into the LSOA were made from as far as Castle Morpeth in the north and Bishop Auckland in the south.

E01008775: Commuting [to central Sunderland, including Doxford Park] is largely contained within the District. Those who do travel from outside the district come from a fairly wide geographical area relative to the size of the centre of employment, including Gateshead, South Tyneside, Chester-le-Street, Durham and Easington. There were no commutes from north of the Tyne and very few from Gateshead. This was thought to be attributable to the presence of Doxford Park in the LSOA, as there are alternative large retail centres in Gateshead, Newcastle and North Tyneside. The furthest commute came from Spennymoor.

E01008850: Commuting [to South East of Washington] was primarily from western parts of Sunderland, and especially from Washington, with smaller number of commutes from surrounding districts. There were still no commutes from North Tyneside or West Gateshead, and only very small numbers from Newcastle.



52.2 miles / 83.9 km

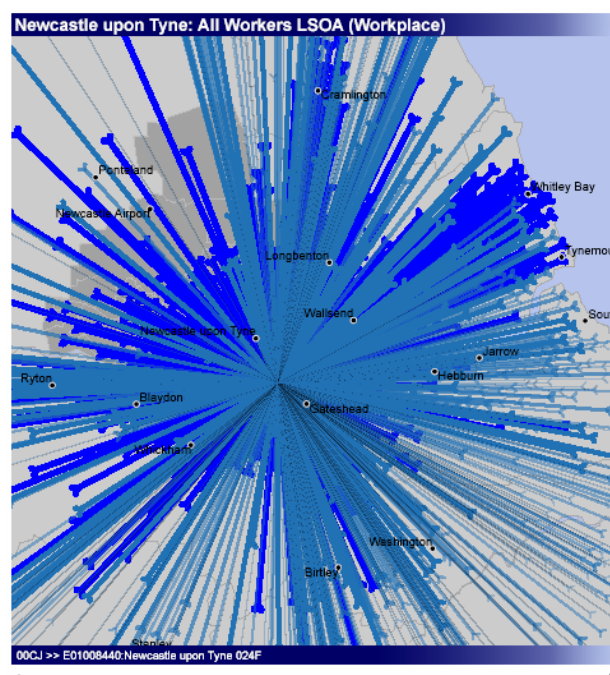
**Newcastle Upon Tyne
LSOA E 01008440
[Southern City Centre]**

Total Workers: 26,545

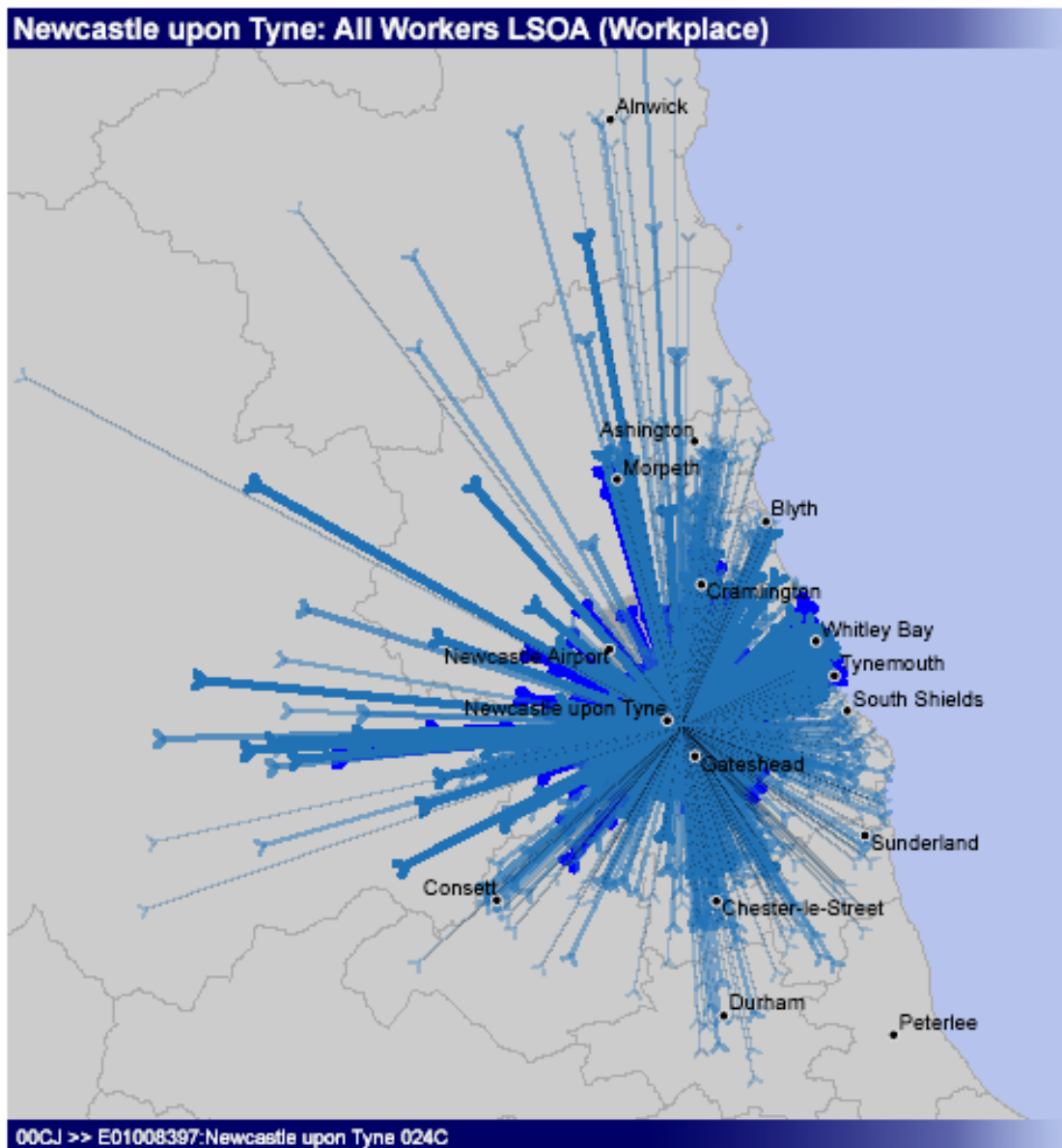
Distance Travelled to Work

Works mainly at/from home	75
Less than 2km	1,576
2km – less than 5km	7,028
5km – less than 10km	7,804
10km – less than 20km	7,615
20km – less than 30km	1,143
30km – less than 40km	417
40km – less than 60km	529
60km and over	358

NUMBER OF COMMUTES:



16.3 miles / 26.2 km



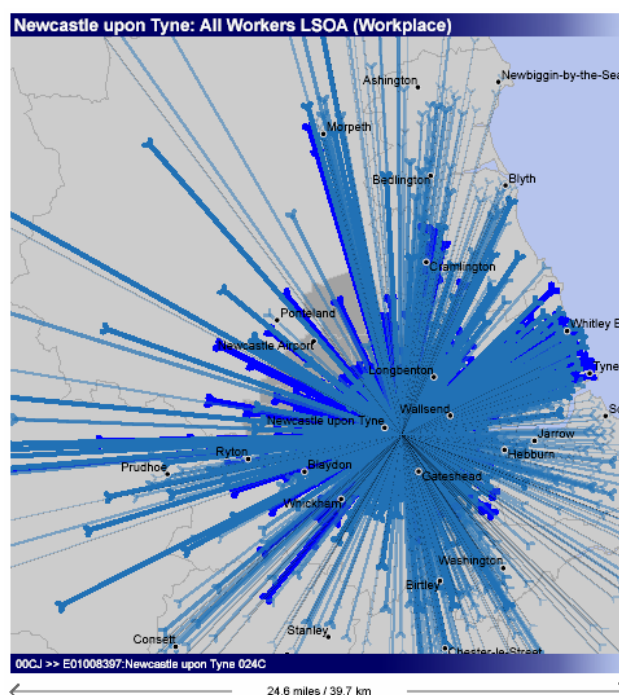
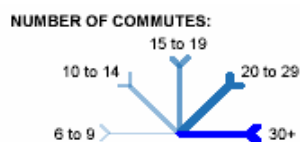
52.2 miles / 83.9 km

**Newcastle Upon Tyne
LSOA E01008397
[Eastern City Centre]**

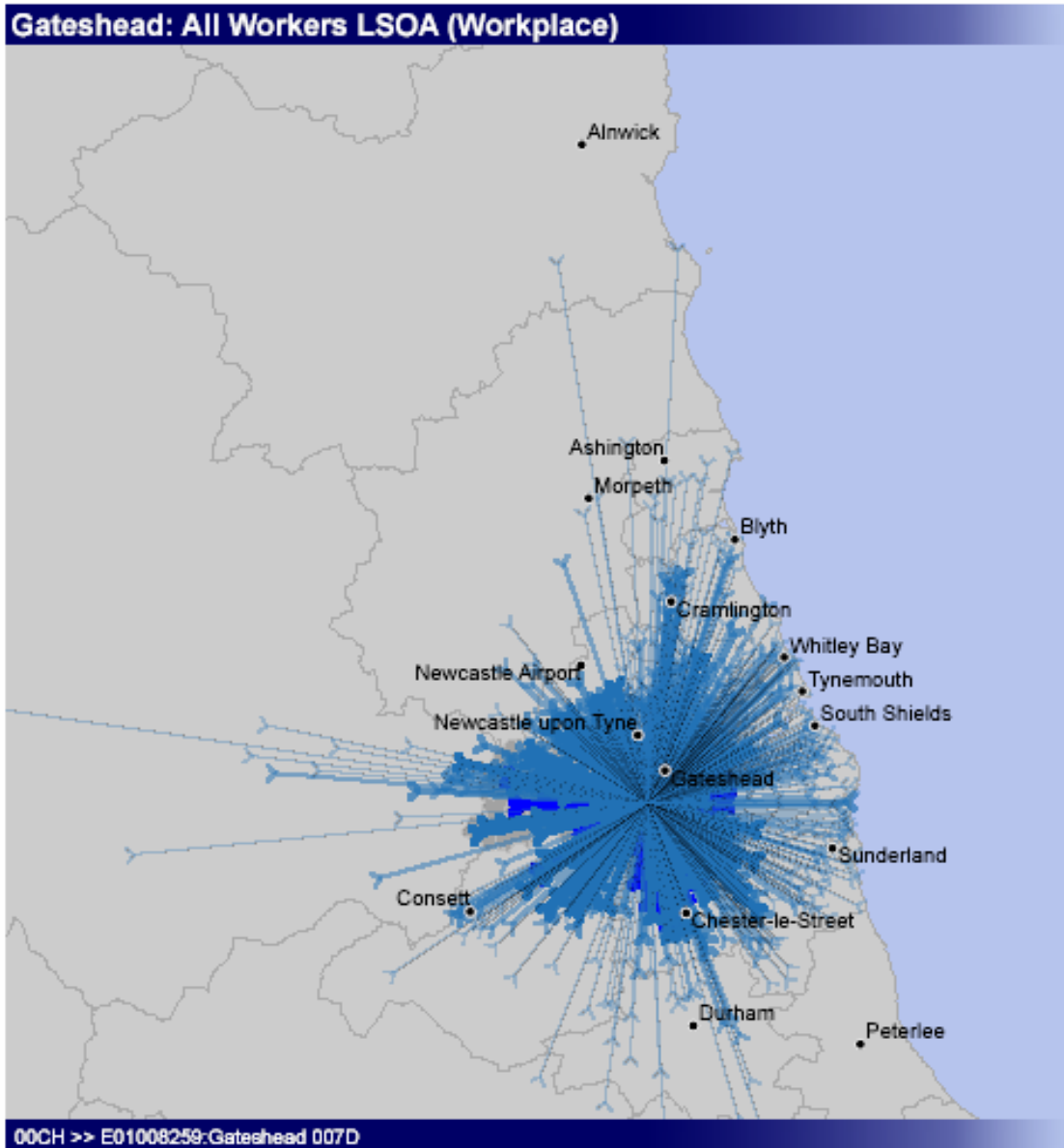
Total Workers: 20,488

Distance Travelled to Work

Works mainly at/from home	41
Less than 2km	1,637
2km – less than 5km	5,615
5km – less than 10km	5,887
10km – less than 20km	5,405
20km – less than 30km	938
30km – less than 40km	340
40km – less than 60km	321
60km and over	304



24.6 miles / 39.7 km



53.2 miles / 85.6 km

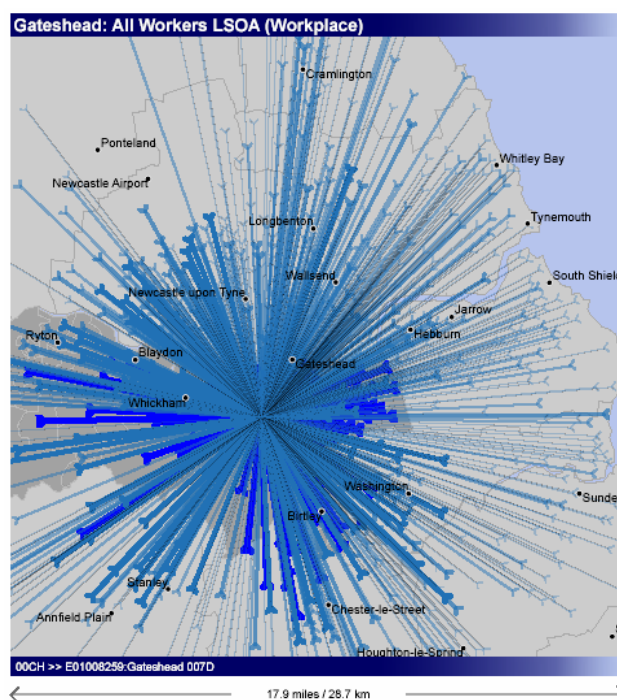
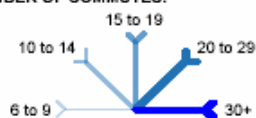
Gateshead
LSOA E01008259
[Team Valley]

Total Workers: 13,289

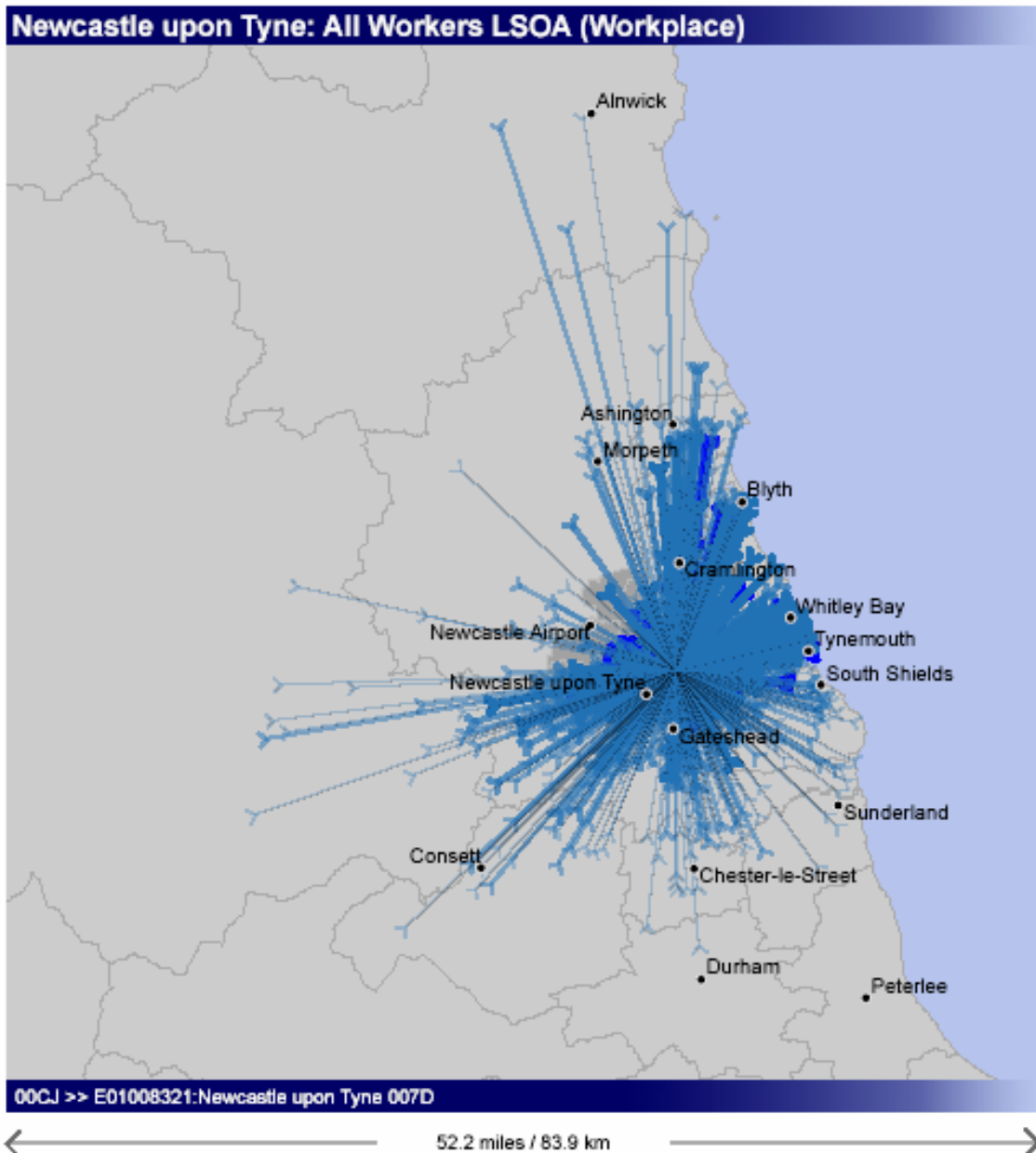
Distance Travelled to Work

Works mainly at/from home	50
Less than 2km	1,136
2km – less than 5km	2,703
5km – less than 10km	4,532
10km – less than 20km	3,637
20km – less than 30km	578
30km – less than 40km	198
40km – less than 60km	284
60km and over	171

NUMBER OF COMMUTES:



17.9 miles / 28.7 km

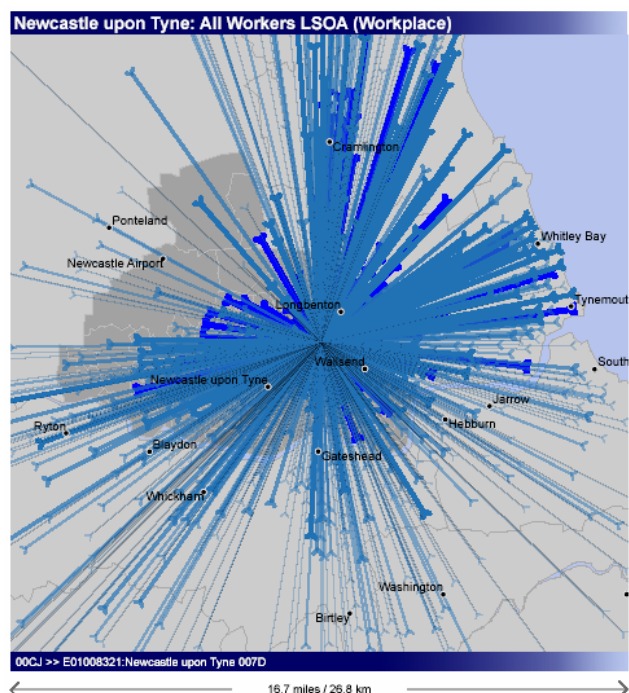


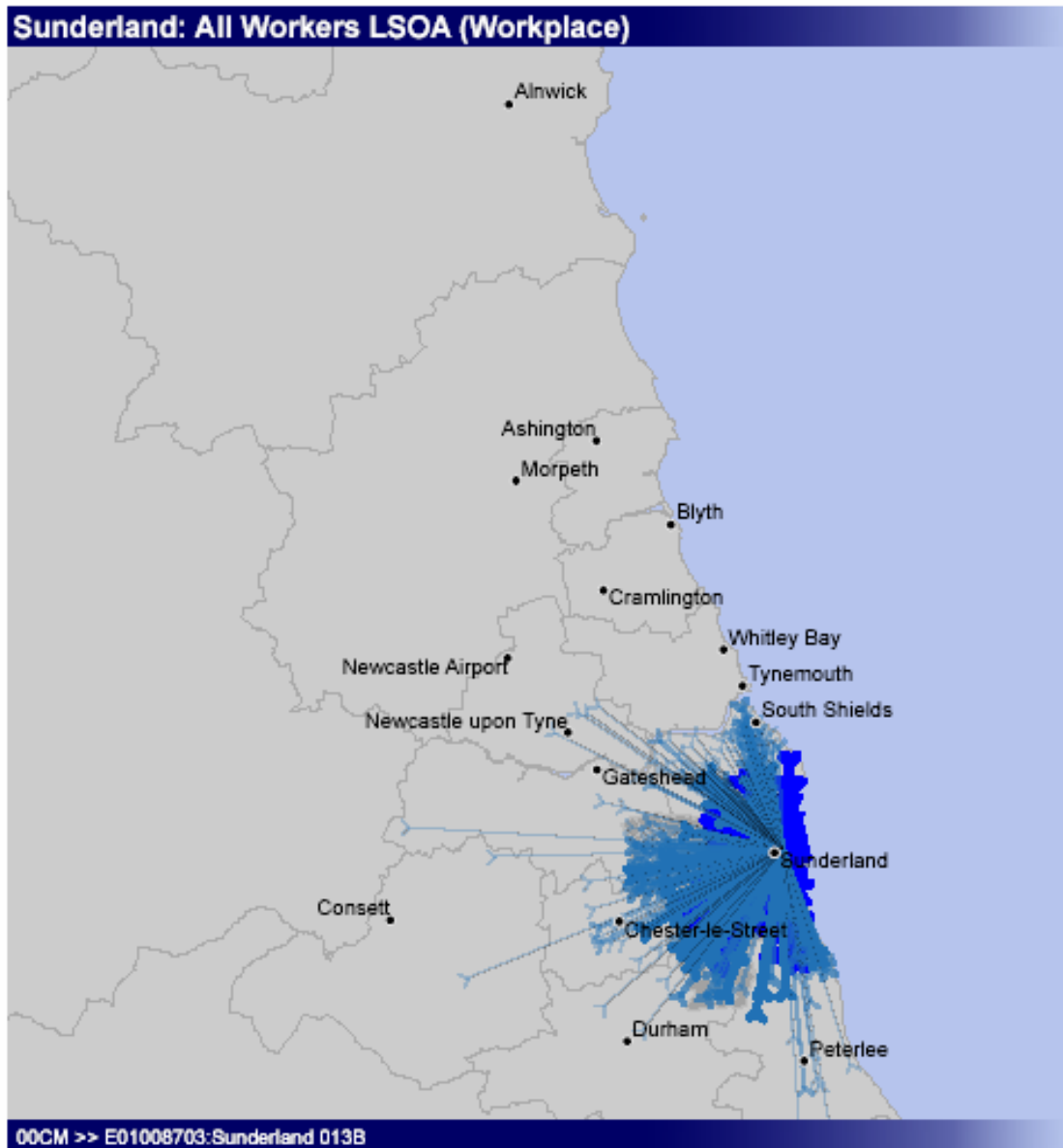
**Newcastle Upon Tyne
LSOA E01008321
[South of Longbenton]**

Total Workers: 12,184

Distance Travelled to Work

Works mainly at/from home	82
Less than 2km	1,209
2km – less than 5km	2,813
5km – less than 10km	4,127
10km – less than 20km	3,181
20km – less than 30km	393
30km – less than 40km	136
40km – less than 60km	120
60km and over	123





50 miles / 80.5 km

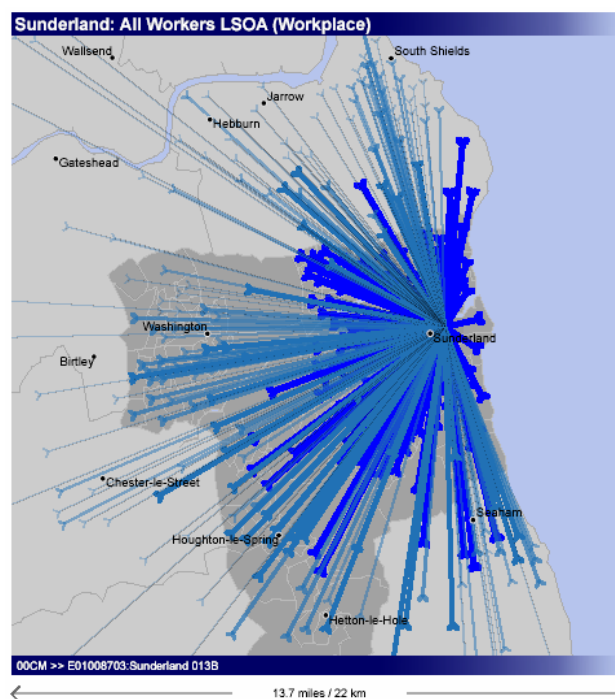
Sunderland **LSOA E01008703** **[City Centre]**

Total Workers: 10,322

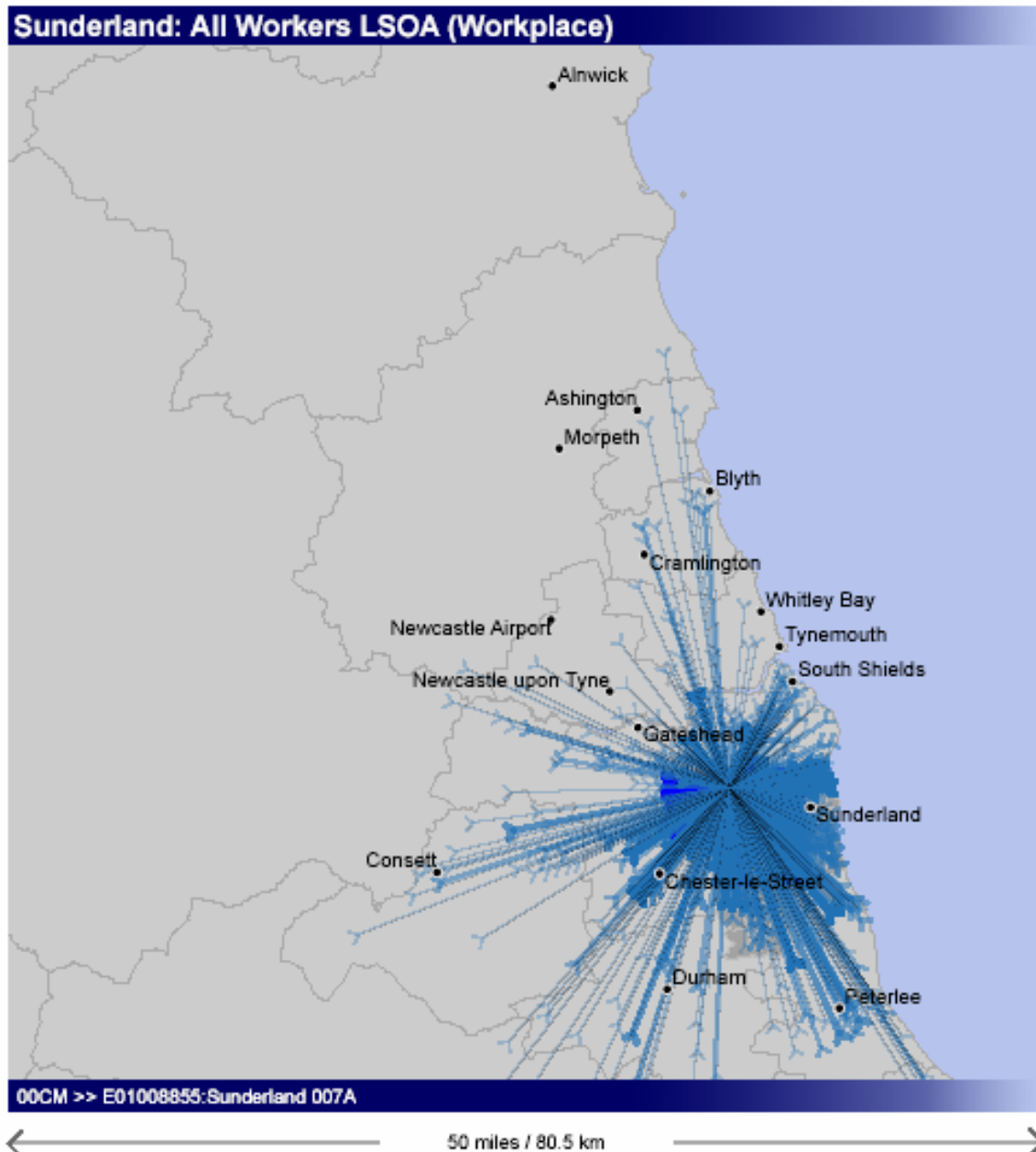
Distance Travelled to Work

Works mainly at/from home	19
Less than 2km	1,735
2km – less than 5km	3,763
5km – less than 10km	2,640
10km – less than 20km	1,521
20km – less than 30km	356
30km – less than 40km	107
40km – less than 60km	91
60km and over	90

NUMBER OF COMMUTES:



13.7 miles / 22 km

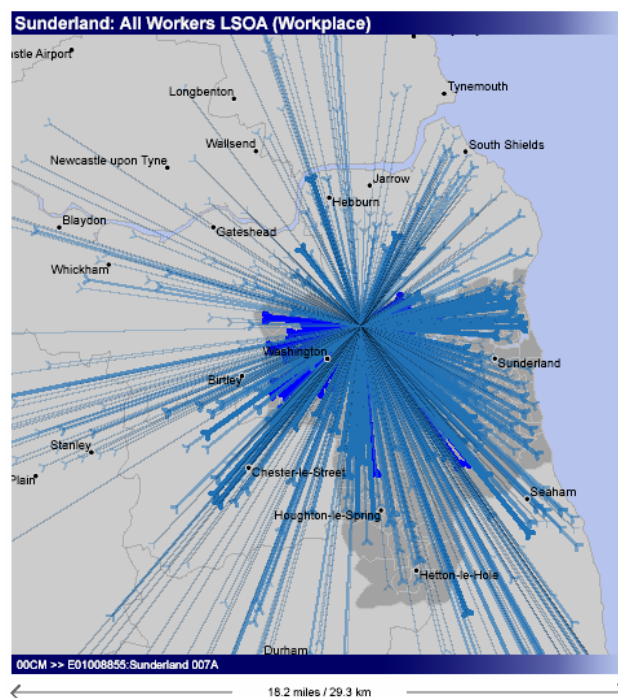


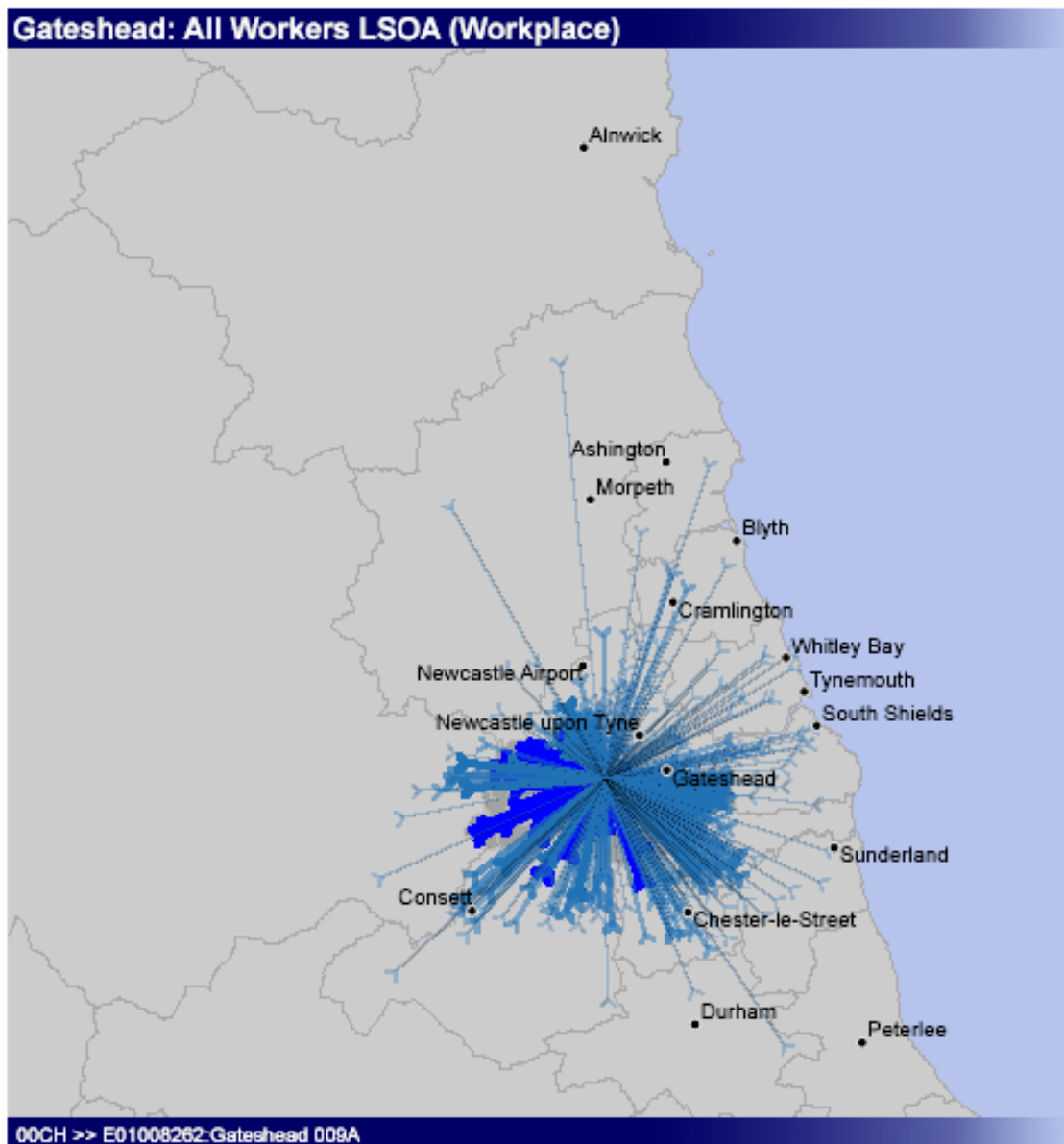
Sunderland
LSOA E01008855
[North-East of Washington]

Total Workers: 8,701

Distance Travelled to Work

Works mainly at/from home	60
Less than 2km	661
2km – less than 5km	1,846
5km – less than 10km	2,915
10km – less than 20km	1,828
20km – less than 30km	857
30km – less than 40km	266
40km – less than 60km	224
60km and over	44





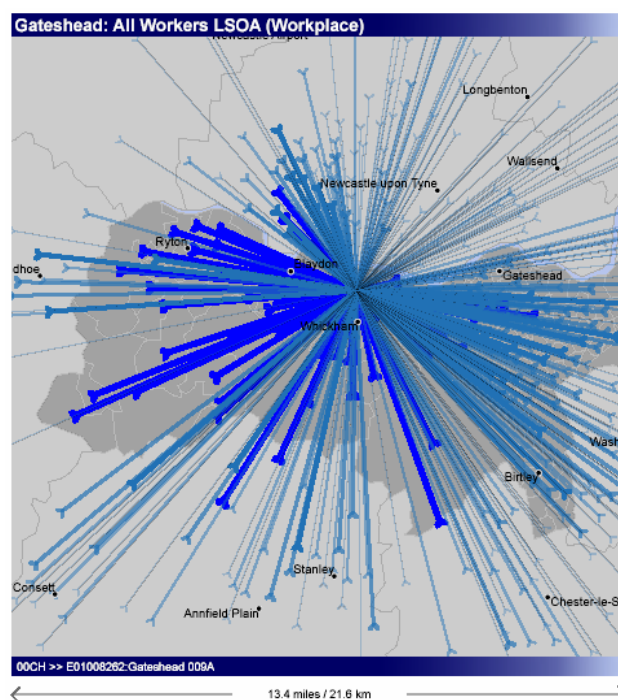
53.2 miles / 85.6 km

Gateshead
LSOA E01008262
[Metro Centre & Retail Park]

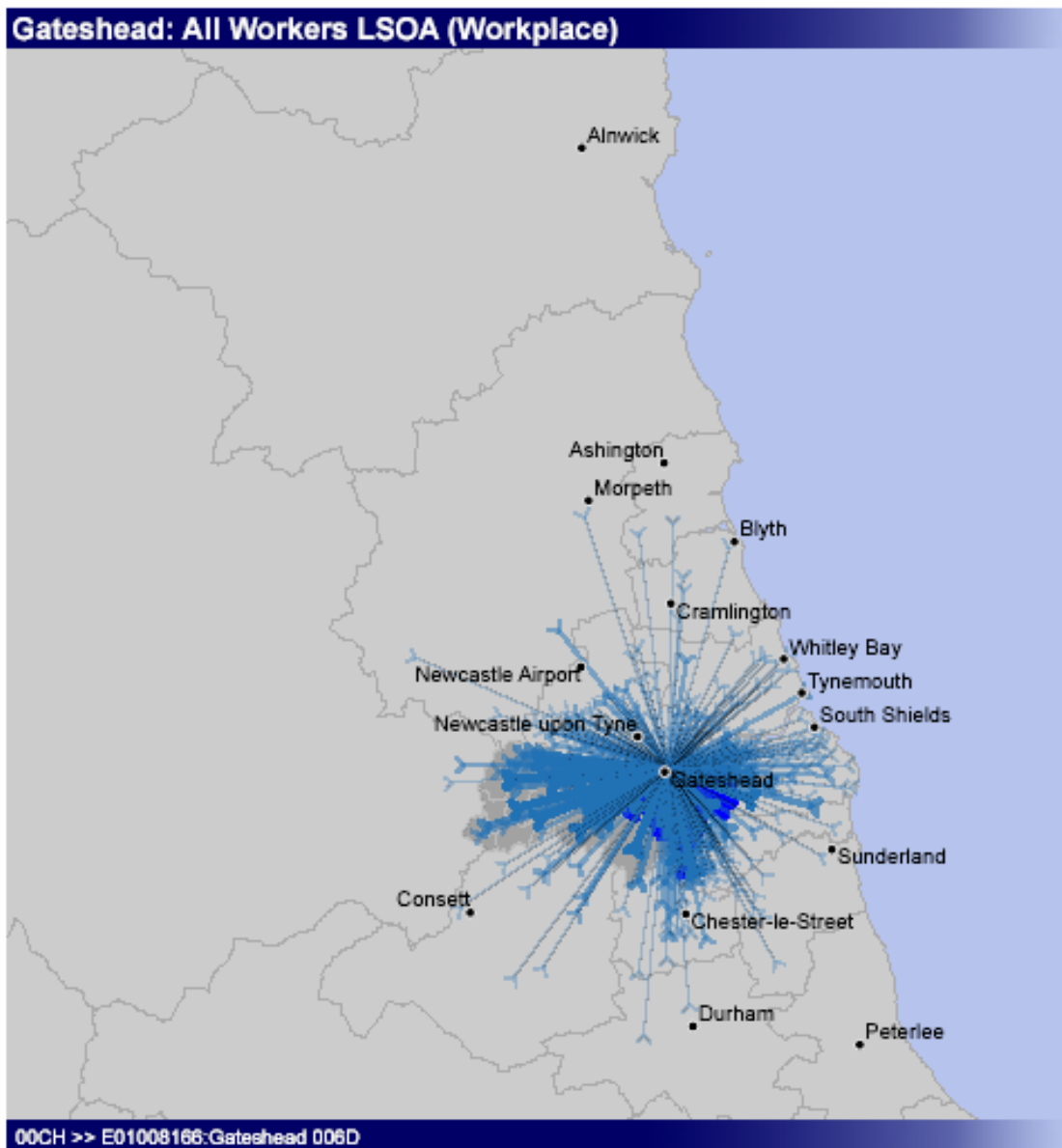
Total Workers: 8,368

Distance Travelled to Work

Works mainly at/from home	62
Less than 2km	666
2km – less than 5km	2,294
5km – less than 10km	2,717
10km – less than 20km	2,139
20km – less than 30km	285
30km – less than 40km	72
40km – less than 60km	69
60km and over	64



13.4 miles / 21.6 km



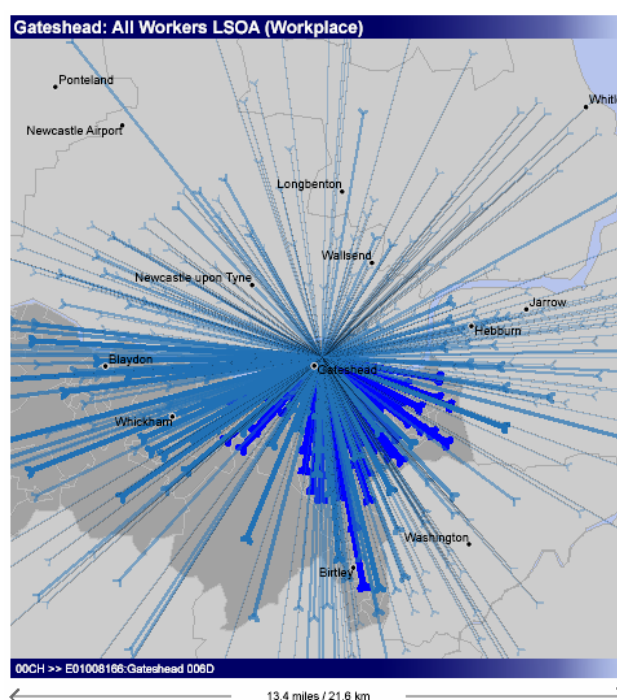
53.2 miles / 85.6 km

Gateshead
LSOA E01008166
[Gateshead Town Centre]

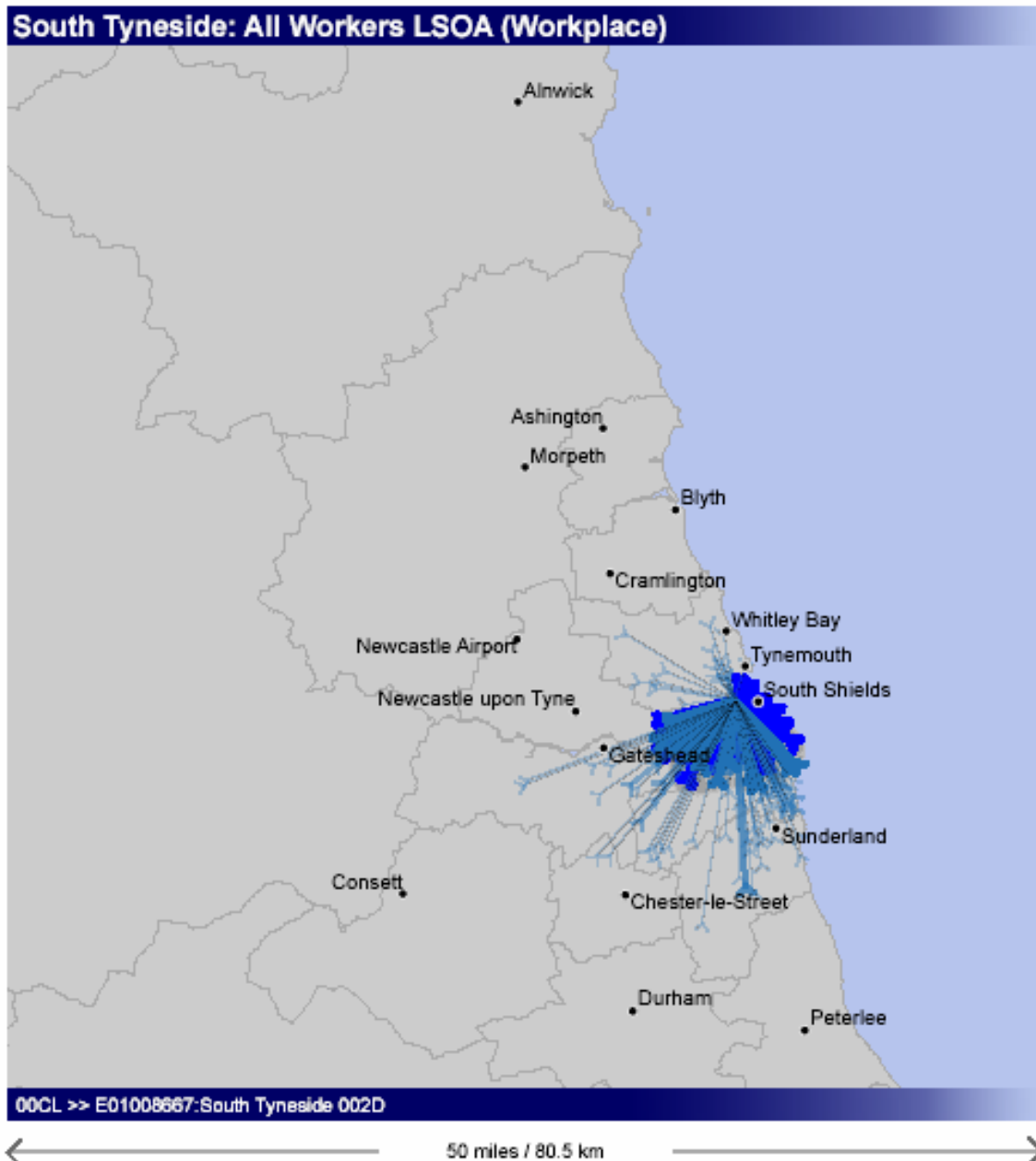
Total Workers: 7,516

Distance Travelled to Work

Works mainly at/from home	27
Less than 2km	694
2km – less than 5km	2,321
5km – less than 10km	2,097
10km – less than 20km	1,852
20km – less than 30km	253
30km – less than 40km	81
40km – less than 60km	112
60km and over	79



13.4 miles / 21.6 km

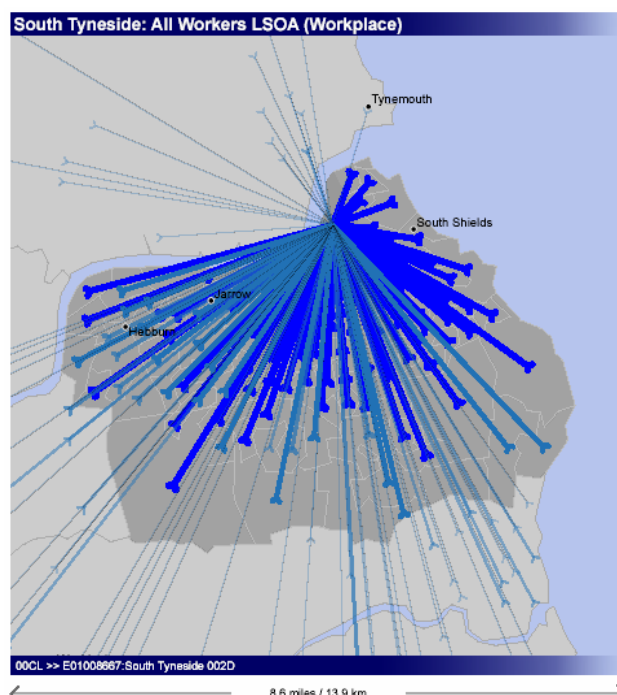


South Tyneside
LSOA E01008667
[West of South Shields, includes
parts of Tyne Dock]

Total Workers: 7,283

Distance Travelled to Work

Works mainly at/from home	56
Less than 2km	1,451
2km – less than 5km	2,964
5km – less than 10km	1,311
10km – less than 20km	1,053
20km – less than 30km	167
30km – less than 40km	84
40km – less than 60km	127
60km and over	70



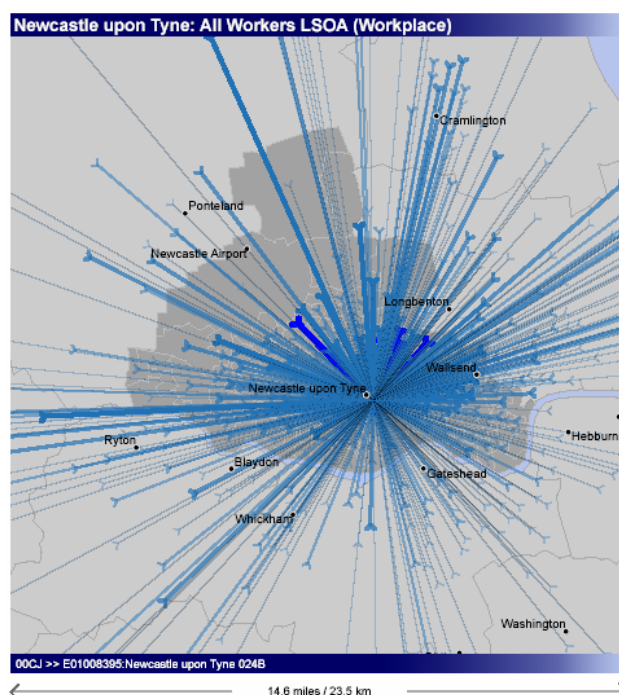
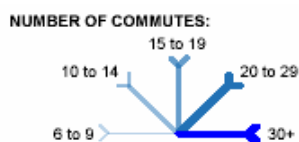


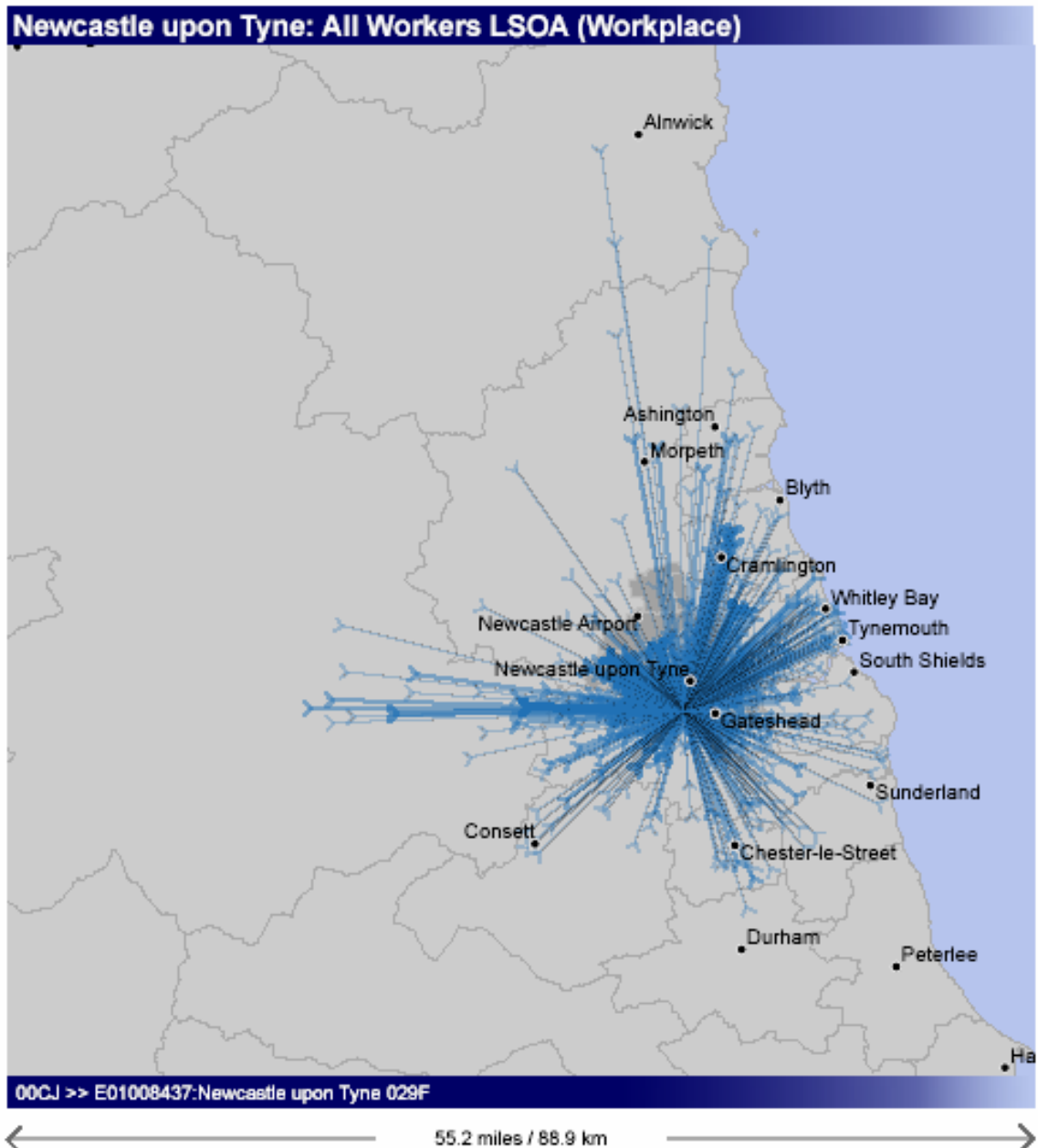
**Newcastle Upon Tyne
LSOA E01008395
[Western Part of City Centre]**

Total Workers: 6,346

Distance Travelled to Work

Works mainly at/from home	39
Less than 2km	496
2km – less than 5km	1,888
5km – less than 10km	1,630
10km – less than 20km	1,699
20km – less than 30km	318
30km – less than 40km	122
40km – less than 60km	105
60km and over	49



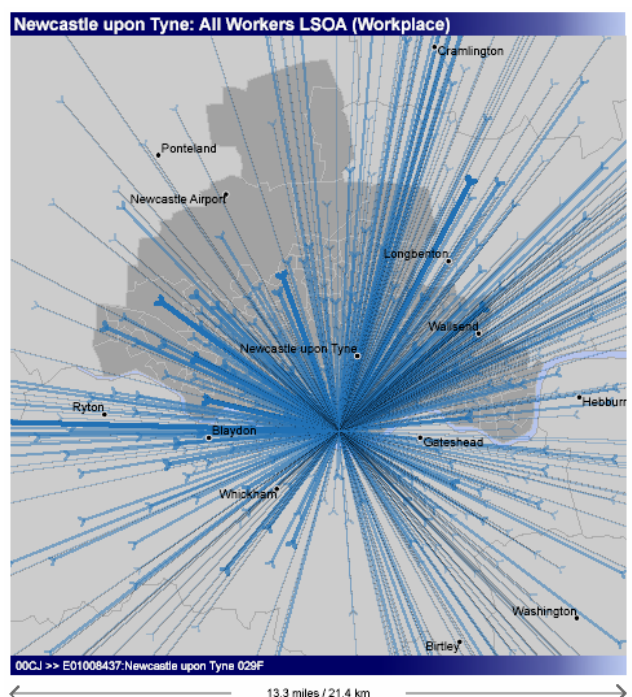


**Newcastle Upon Tyne
LSOA E01008437
[Elswick]**

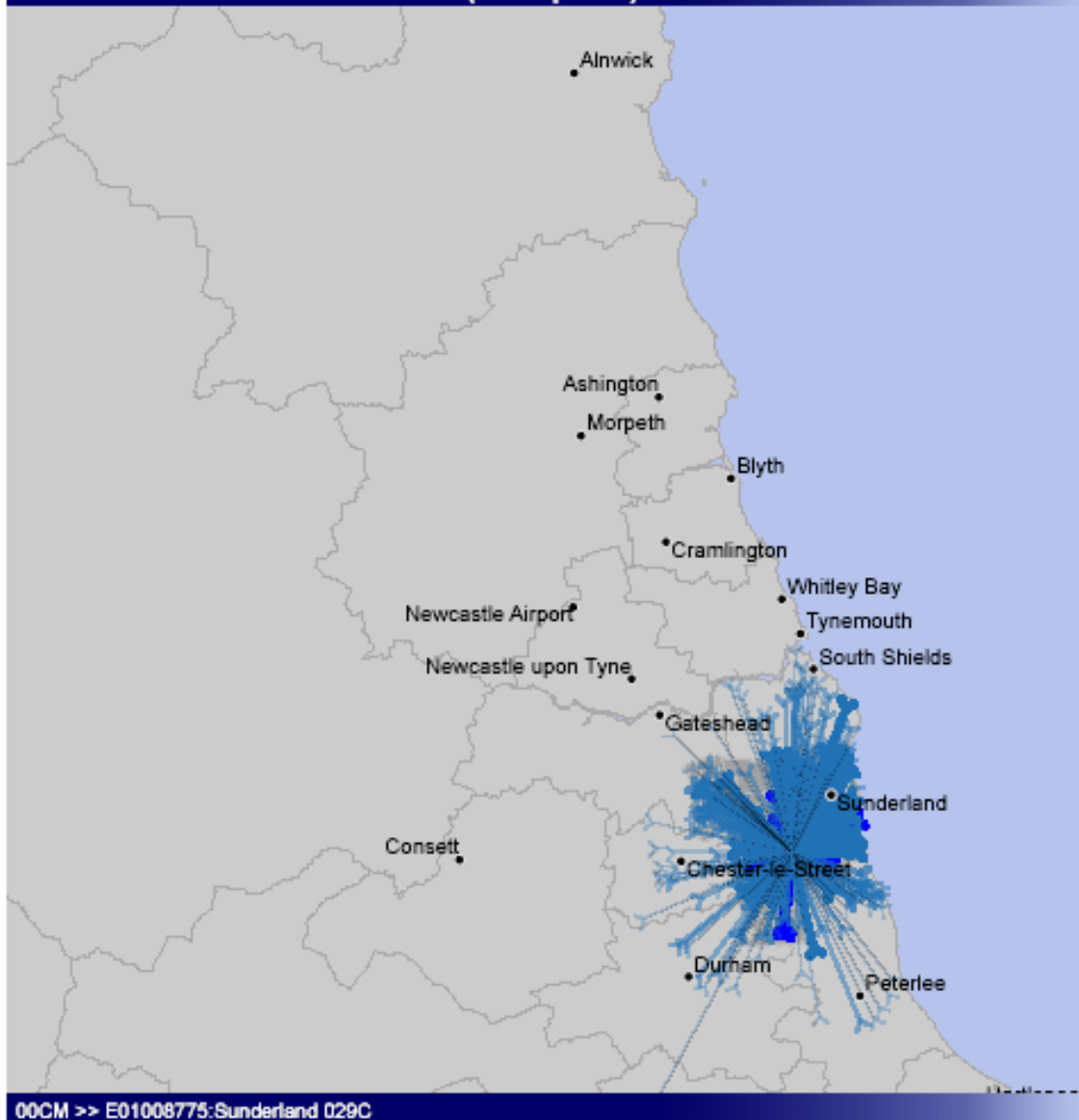
Total Workers: 6,173

Distance Travelled to Work

Works mainly at/from home	53
Less than 2km	256
2km – less than 5km	1,140
5km – less than 10km	1,878
10km – less than 20km	2,069
20km – less than 30km	396
30km – less than 40km	130
40km – less than 60km	167
60km and over	84



Sunderland: All Workers LSOA (Workplace)



52.5 miles / 84.5 km

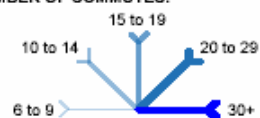
Sunderland LSOA E01008775 [Central Sunderland, including Doxford Park]

Total Workers: 6,095

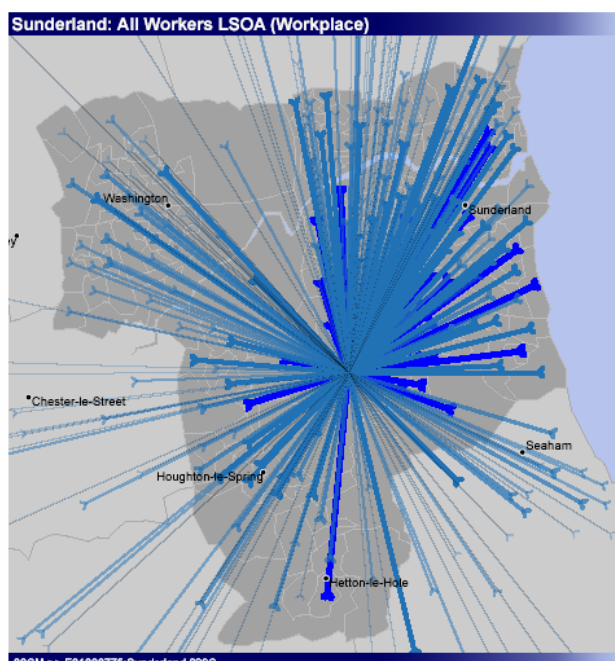
Distance Travelled to Work

Works mainly at/from home	80
Less than 2km	544
2km – less than 5km	1,846
5km – less than 10km	1,987
10km – less than 20km	1,144
20km – less than 30km	306
30km – less than 40km	103
40km – less than 60km	28
60km and over	57

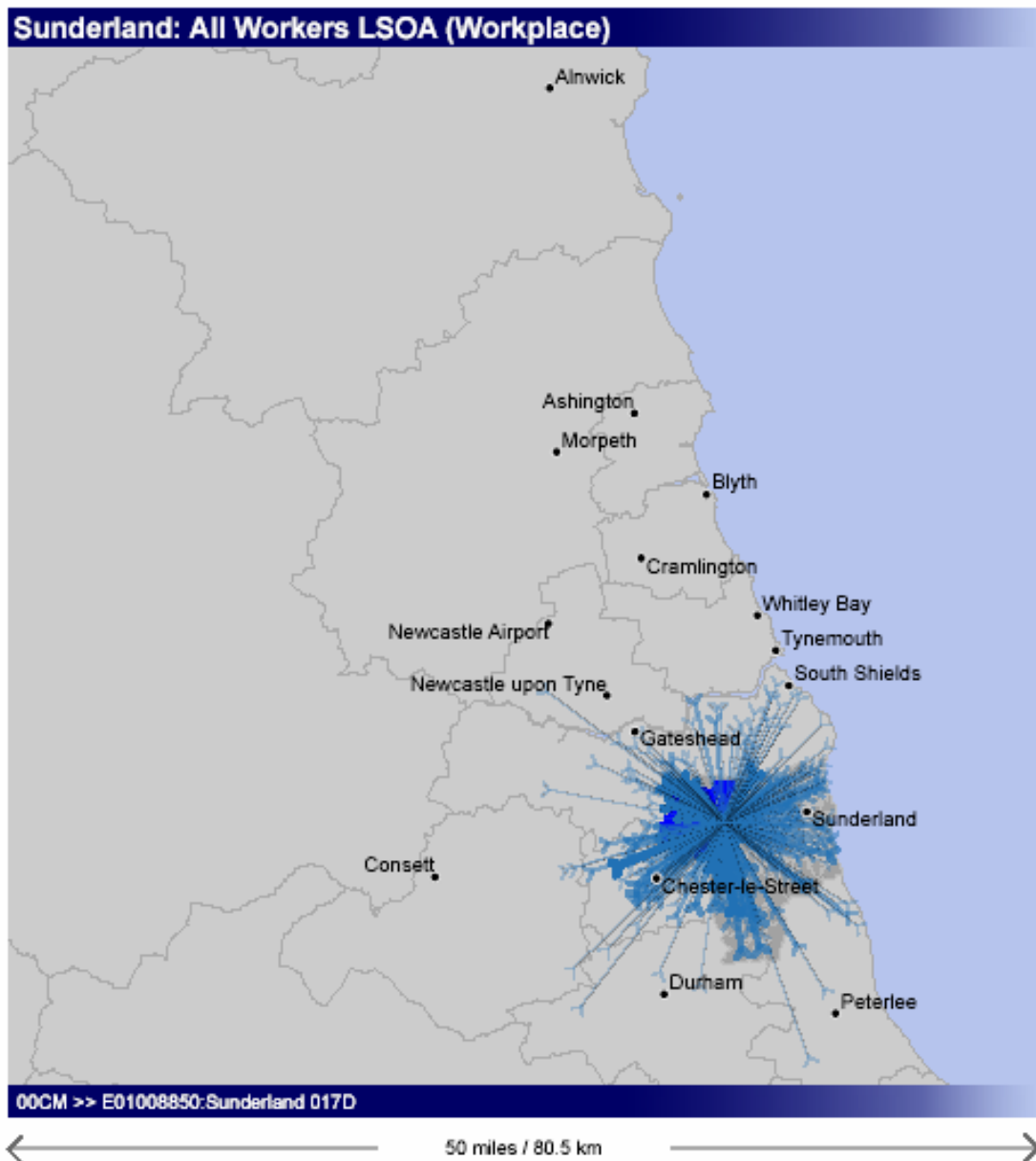
NUMBER OF COMMUTES:



20



10.3 miles / 16.6 km



**Sunderland
LSOA E01008850
[South East of Washington]**

Total Workers: 5,002

Distance Travelled to Work

Works mainly at/from home	94
Less than 2km	397
2km – less than 5km	1,417
5km – less than 10km	1,779
10km – less than 20km	977
20km – less than 30km	201
30km – less than 40km	63
40km – less than 60km	59
60km and over	15

