Understanding Society: Waves 1-3, 2009-2012: Special Licence Access, Geographical Accessibility

The UKHLS-Accessibility Data File User Guide

prepared by Gundi Knies & Seetha Menon
Institute for Social and Economic Research
University of Essex
Colchester
Essex

Version 1.1, June 2014

Understanding Society
THE UK HOUSEHOLD LONGITUDINAL STUDY

E·S·R·C ECONOMIC & SOCIAL RESEARCH COUNCIL

Contents

1. Introduction

Linkage of geo-coded information to survey data is becoming increasingly popular but there are two paramount challenges in linking publically available geo-coded data to survey data. Firstly, due to the sensitive nature of address information in surveys, access to information about where the study members live is typically prohibited or possible only at rather high levels of spatial aggregation. Secondly, data tables released at the level of spatial aggregates are typically not published to maximize opportunities for analysts to match the information with survey data but rather to inform the public about spatial inequalities in population characteristics (e.g., access to services, environmental hazards etc.). This often times means that analysts need to spend a considerable amount of time converting published tables to linkable data files. In longitudinal studies these challenges are somewhat exacerbated by the fact that variable definitions and names and table formats change over time.

Understanding Society, the UK Household Longitudinal Study (UKHLS)[1], allows researchers access to a great deal of official geographical unit identifiers, but the task to prepare published macro-level data for linkage with the panel data lies with the researcher.

The UKHLS-Accessibility data file is the output of a research project[2] that linked information from the Department for Transport (DfT)'s Accessibility Statistics[3] with information from the first three waves of the UKHLS. It provides user-friendly access to information about the areas in which study members live, taken from more than 20 published tables describing small areas in England (N=32,484) in terms of more than 600 unique data items relating to access to eight domains of public service (i.e., Employment Centres, Primary Schools, Secondary Schools, Further Education, General Practitioners, Hospitals, Food Stores, and Town Centres).

In the following sections we provide a brief introduction to official geographical identifiers in the UKHLS (Section 2) and then describe the structure and content of the UKHLS-Accessibility data file, focusing first on content from the UKHLS study

[1] Please visit the study website www.understandingsociety.ac.uk for any information on the study that is not provided in this user guide.

[2] This work was supported by the "Life Transitions and Transport Behaviour" project of the Economic and Social Research Council's Secondary Data Analysis Initiative programme [grant number: ES/K00445X/1], a collaboration between the University of the West of England, the Department for Transport and the Institute for Social and Economic Research. Additional support was received from the Understanding Society project [grant number: ES/K005146/1].

[3] Please visit the study website https://www.gov.uk/government/publications/accessibility-statistics-2012 for any information on the study that is not provided in this user guide.

(Section 3) and then on content from the Accessibility Statistics (Section 4). Section 5 provides users with information on who to contact with more detailed questions about any the two studies than can be provided in this User Guide.

1.1 Geographical Identifiers in Understanding Society

The UKHLS includes a great deal of geographically referenced indicators and regional information. In addition to regular collections of information around the look and feel of the neighbourhood (reported by the interviewer), neighbourhood social cohesion and services provided in the local area (reported by the respondents), the UKHLS contains variables that indicate the area in which survey respondents live at the time of the (household) interview. The values of these variables refer to official geographical units used by administrative bodies such as the Office for National Statistic (ONS), local authorities and Royal Mail. Examples of geographical identifiers at higher level include country and Government Office Region; at medium level Local Authority Districts and Travel to Work Areas; at lower level Lower Layer Super Output Areas and Output Areas. On the basis of the UKHLS variables it is possible, in principle, to match UKHLS data with official, scientific or commercial macro-data at these levels. There are plenty of such published data tables available, see, for example, www.neighbourhood.statistics.gov.uk. Popular examples of macro-indicators used in the social sciences include census indicators of population characteristics, Indices of Multiple Deprivation, and Experian's MOSAIC classification[4] (see, e.g., Bécares *et al.*, 2009, Becares *et al.*, 2011, Clark and Drinkwater, 2002, Johnston *et al.*, 2000, Knies *et al.*, 2014, McCulloch, 2001, Pickett *et al.*, 2009).

The availability of official geographical units in the UKHLS depends on their spatial scale and on the location of the site of access (Rabe, 2011). Indicators at larger scales such as country or region of residence are distributed with the general release. Official geographical units at medium-level scale are available to UK and non-UK users applying for a Special Licence, whereas lower-level identifiers are only available to UK users holding a Special Licence. Finally, the grid reference of postcodes is available through Secure Data Access. For more information on the access conditions visit http://discover.ukdataservice.ac.uk/series/?sn=2000053 .

2. The UKHLS-Accessibility Data File

2.1 Access

The UKHLS-Accessibility data file has been deposited with the UK Data Service to allow greatest possible distribution. The data file used the UKHLS-look-up files between wave-specific household identifiers (_hidp) and official Lower Layer Super Output Area (LSOA) codes that were applicable to the survey members' addresses

[4] Full classification can be found at: http://www.experian.co.uk/marketing-services/products/mosaic-uk.html.

at the time of the 2001 UK Census[5]. Researchers can apply to obtain access to the UKHLS-Accessibility data file under study's Special Licence policy. If access is granted, the file is made available for download in the specified format from the researcher's user account with the UK Data Service.

The data may only be used for the research described in the Special Licence application. A breach of the licence means the Licence holder and their employer could face significant penalties such as no further access to research council funding for a specified number of years.

Important restrictions placed on Special Licence data include, but are not limited to, the following. Licence holders are not allowed to:

- link to macro-indicators or at spatial scales that have not been specified,
- share the look-up file or linked data with co-workers who are not mentioned, or have not been approved, in the Special Licence
- keep the linked data or the look-up file for future projects or beyond the specified project deadline
- store the data in an unprotected area; special data storage restrictions apply

Special Licence holders may, of course, keep the programmes used to prepare and analyse the linked data. This allows them to re-apply for the Special Licence, and to re-do the analysis if required beyond the original project deadline. The programmes must not include comments which allow unauthorised people access to Special Licence information.

2.2 Data structure and content in a nutshell

The UKHLS-Accessibility data file is in long format, i.e., for each person (identified by the unique person identifier in the UKHLS, ***pidp***) and year of the survey (identified by the variable ***wave***) there is one row of observation with substantive information relating to the observation stored in the columns. Individuals are identified by the personal identifier ***pidp*** which is consistent in all waves and can be used to link information about a person across different waves. Households are identified by ***hidp*** and ***wave***[6].

The scope of the UKHLS-Accessibility data file is England (Accessibility Statistics are only available for England). Information is provided for all individuals who are enumerated in a participating household in the respective wave of the study, and for whom a valid LSOA code in England is recorded in the survey database.

Missing values in the data set are indicated by the value -9 "missing". Data may be missing because a particular accessibility indicator has not been calculated for a

[5] The look-up files underlying this data file are available under Special Licence Study Number 6931. The LSOA codes are not included in the UKHLS-Accessibility data file. Users interested in accessing the LSOA codes have to specify this in their Special Licence application.

[6] Note that ***hidp*** cannot be used to link information across waves as household compositions change between waves. The UKHLS data does not have a longitudinal household identifier.

particular survey wave (nb. in this case the information will be missing for every person-year observation of that wave) or because the information was not provided for the specific LSOA in which an enumerated person lived in a specific wave of the study.

All substantive information in the data set relates to characteristics of the LSOA in which a UKHLS study member lived at the time of the annual interview. The fieldwork for the UKHLS takes place over a period of 24 calendar months, and the UKHLS-Accessibility data file contains information for the first three waves of the UKHLS, covering a period from 2009-2012 (i.e., Wave 1= 2009/10, Wave 2=2010/11, Wave 3= 2011/12). The local area statistics refer to the characteristics of the LSOA in 2009 (Wave 1), 2010 (Wave 2) and 2011 (Wave 3) as reported in the respective annual Accessibility Statistics data tables[7].

In addition to the unique UKHLS unit identifiers and the variables incorporated from the Accessibility Statistics (which are more fully described in Section 4 below), the data file contains the following additional variables which will be useful for longitudinal analyses that incorporate LSOA-level statistics:

- An indicator is included for whether or not a person is enumerated in the same LSOA as in the previous survey year (***chlsoa***).

  The official LSOA code identifying the specific official area is not supplied with the data file. The variable assumes a value of 1 if the person is not living in the same LSOA as in the previous wave or a value of 0 if they are living in the same LSOA. It is set to missing (-9) for persons who were not enumerated in the previous wave of the study. Note that this variable does not indicate whether or not a person has moved houses; LSOA areas are large enough for people to move around within them. Information on relocations is available in the main UKHLS data.

- An indicator for the metropolitan, urban or rural area a respondent lives in (***ntsarea***)

  The National Travel Survey (NTS) standardly reports results on travel behaviour for different area types. A look-up file between the NTS area classification and LSOA codes in England facilitated linkage of the classification with the UKHLS-LSOA look-up file. The NTS Area classification specifies urban areas based on the extent of urban development indicated on Ordnance Survey maps. An urban area is a tract of continuously built-up urban land extending 20 hectares or more.

[7]Users who are interested in linking Accessibility Statistics for the survey year rather than the survey wave will have to apply for the UKHLS-LSOA look-up files, prepare the relevant Accessibility Statistics and link the files themselves.

Urban areas thus defined but less than 200 metres apart are combined into a single urban area[8].
The NTS Area classification differentiates between the following areas: (1) Inner London and (2) Outer London built-up areas, six metropolitan built-up areas: (3) West Midlands, (4) Greater Manchester, (5) West Yorkshire, (7) Liverpool, (8) Tyneside, (9) South Yorkshire, and self-contained built-up (10) urban areas over 250k population, (11) urban areas over 100k but not over 250k population, (12) urban areas over 50k but not over 100k population, (13) urban areas over 25k but not over 50k population, (14) urban areas over 10k but not over 25k population, (15) urban areas over 3k but not over 10k population, and self-contained built-up (16) rural areas under 3k population.

Table 1 reports a schematic description of the UKHLS variables and the LSOA boundary change indicator contained in the data files. Overall, the UKHLS-Accessibility data file contains 178,446 person-year observations and 594 variables; variables from the Accessibility Statistics are more fully described and documented in the sections below.

Table 1: List of variables in the UKHLS-Accessibility data file (NB. Excludes variables from the Accessibility Statistics 2012)

Variable Name	Description
pidp	Cross-wave person identifier (public release)
hidp	Household identifier (public release)
wave	Survey wave ranging from 1 to 3.
lsoaindex	Index number of the LSOA. All persons/households with the same LSOA index number live in the same LSOA.
chlsoa	Whether respondent is enumerated in the same LSOA in previous and current wave
ntsarea	NTS Area classification assumes the following values: (1) Inner London, (2) Outer London built-up areas, (3) West Midlands, (4) Greater Manchester, (5) West Yorkshire, (7) Liverpool, (8) Tyneside, (9) South Yorkshire, (10) urban areas over 250k population, (11) urban areas over 100k but not over 250k population, (12) urban areas over 50k but not over 100k population, (13) urban areas over 25k but not over 50k population, (14) urban areas over 10k but not over 25k population, (15) urban areas over 3k but not over 10k population, (16) rural areas under 3k population.

[8]For further information, see https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/226817/nts2012-notes.pdf

3. Accessibility Statistics variables

Accessibility Statistics record the extent to which individuals and households can access day to day services and are published by the DfT at the national, regional, local authority and LSOA level for England. The statistics provide a local-level measure of the availability of transport to eight key services for the populations who use them. Within each domain, accessibility is measured using three different types of indicators: *Travel time indicators,* which look at the average shortest time taken by users to reach the nearest destination within a given area, *destination indicators,*[9] which look at the proportion of users that can access a service within a certain time and within a given area, and *origin indicators*, which look at the number of sites available to the resident population in a particular area within a given service.

The Accessibility Statistics are provided in Excel data tables reporting accessibility at the LSOA-level for the Employment Centres (table name in brackets: ACS0501-YEAR), Primary Schools (ACS0502-YEAR), Secondary Schools (ACS0503-YEAR), Further Education (ACS0504-YEAR), General Practitioners (ACS0505-YEAR), Hospitals (ACS0506-YEAR), Food Stores (ACS0507-YEAR), and Town Centres (ACS0508-YEAR) domains.

The Excel data tables were converted into Stata format using the import excel command. The data were renamed and re-labelled, some information was dropped (namely, all official geographical identifiers), and then linked to the UKHLS at the LSOA-level. Once linked, only the Accessibility data for those LSOA in which UKHLS households live in the respective calendar year is retained.

A full schematic description of all variables is reported in the supplementary Excel look-up file. It provides further information on variable naming conventions in the UKHLS – Accessibility data file and corresponding variable source names from the DfT. The next sub-section describes some general principles that have been applied in the renaming exercise which will help users identify the source of the information more easily should they have to contact the Accessibility Statistics team at DfT for further information about a specific variable.

3.1 Variable (re)naming conventions

Accessibility indicators from different years and domains have been renamed and labelled into a user-friendly format for longitudinal analyses.

In particular, systematic variable names have been assigned such that the first two digits of the variable name indicate the domain of the indicator.

Table 2 provides a brief description for each domain and reports the domain prefixes.

[9] Data sources used for the destination locations for each domain can be found at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/230789/accessibility-statistics-guidance.pdf

Table 2: Domain references

Domain	Prefix	Description
Employment Centres	***ec****	Travel time, destination and origin indicators to Employment Centres by mode of travel, Lower Super Output Area (LSOA), England. Accessibility Statistics 2012: Tables ACS0501-2009, ACS0501-2010 and ACS0501-2011.
Primary Schools	***ps****	Travel time, destination and origin indicators to Primary Schools by mode of travel, Lower Super Output Area (LSOA), England. Accessibility Statistics 2012: Tables ACS0502, 2009, 2010 and 2011.
Secondary Schools	***ss****	Travel time, destination and origin indicators to Secondary Schools by mode of travel, Lower Super Output Area (LSOA), England. Accessibility Statistics 2012: Tables ACS0503, 2009, 2010 and 2011.
Further Education institutions	***fe****	Travel time, destination and origin indicators to Further Education institutions by mode of travel, Lower Super Output Area (LSOA), England. Accessibility Statistics 2012: Tables ACS0504, 2009, 2010 and 2011.
General Practitioners	***gp****	Travel time, destination and origin indicators to General Practitioners by mode of travel, Lower Super Output Area (LSOA), England. Accessibility Statistics 2012: Tables ACS0505, 2009, 2010 and 2011.
Hospitals	***hs****	Travel time, destination and origin indicators to Hospitals by mode of travel, Lower Super Output Area (LSOA), England. Accessibility Statistics 2012: Tables ACS0506, 2009, 2010 and 2011.
Food Stores	***fs****	Travel time, destination and origin indicators to Food Stores by mode of travel, Lower Super Output Area (LSOA), England. Accessibility Statistics 2012: Tables ACS0507, 2009, 2010 and 2011
Town Centres	***tc****	Travel time, destination and origin indicators to Town Centres by mode of travel, Lower Super Output Area (LSOA), England. Accessibility Statistics 2012: Tables ACS0508 2009, 2010 and 2011

Across domains, variable names and labels have also been harmonized. For example, the origin indicator "population at risk" was called "Pop_JSA" in the employment centre domain and "car_households" in the general practitioner domain. The variables have been renamed to '***ecrisk***' and "***gprisk***", respectively, i.e., the reference to the population of users follows the domain prefix. This information is reported as head counts and also as proportion of users/at risk users. Where the information relates to proportions the terms '***all***' or '***risk***' are preceded by a '***p***'.

Table 3 provides an overview of the definition of the populations of users and users at risk per domain.

Table 3: Definition of population of users and users at risk

Domain(s)	Variable Reference	Description
Employment Centres	***(p)all**	Number (or: proportion) of 16-74 year olds in each LSOA
	***(p)risk**	Number (or: proportion) of people in jobseekers allowance in each LSOA
Primary School	***(p)all**	Number (or: proportion) of 5-10 year olds in schools in each output area
	***(p)risk**	Number (or: proportion) of 5-10 year olds known to be eligible for free school meals in each LSOA
Secondary School	***(p)all**	Number (or: proportion) of 11-15 year olds in schools in each LSOA
	***(p)risk**	Number (or: proportion) of 11-15 year olds known to be eligible for free school meals in each LSOA
Further Education	***(p)all**	Number (or: proportion) of 16-19 year olds in each LSOA
	***(p)risk**	No risk group has been defined
GPs, Hospitals, Food Stores, Town Centres	***(p)all**	Number (or: proportion) of households in each LSOA
	***(p)risk**	Number (or: proportion) of households without a car in each LSOA

Most travel time indicators are expressed for different time intervals and this is indicated by the number directly preceding the travel mode variable suffix (see Table 5 below). These are reported for both the population of all users and for the population of at risk users. Travel time intervals for each domain are outlined in Table 4. For example, in the employment centres domain indicators report accessibility within 20 (***20***) and 40 (***40***) minutes. In addition, the indicators report accessibility within reasonable time (***rt***). Reasonable travel time is a continuous

indicator which considers the time it takes to get to the nearest 5 or 10 services and a deterrence factor according to the service and mode[10].

Table 4: Travel time intervals reported for each domain

Domain	Intervals in minutes
Employment Centres	within 20 (***20***) and 40 (***40***) minutes
Primary School	within 20 (***20***) and 40 (***40***) minutes
Secondary School	within 30 (***30***) and 60 (***60***) minutes
Further Education	within 30 (***30***) and 60 (***60***) minutes
GP	within 15 (***15***) and 30 (***30***) minutes
Hospital	within 30 (***30***) and 60 (***60***) minutes
Food Stores	within 15 (***15***) and 30 (***30***) minutes
Town Centre	within 15 (***15***) and 30 (***30***) minutes

Within each domain of services (and for each group of users) the Accessibility Statistics are constructed for four modes of transport. Table 5 describes the travel mode references which have been standardised across the eight domains. Variable names end on the letters indicating the mode. For example, the travel time to the nearest General Practitioner by car (c) is "***gptimec***" whilst the travel time to the nearest General Practitioner by public transport (pt) is "***gptimept***". Variables relating to a specific domain or to a specific mode across domains can therefore easily be tagged (e.g., use "sum hs*" in Stata to summarise all information relating to accessibility of hospitals or "sum *c" to summarise all information relating to accessibility of services by car).

Table 6 provides a schematic overview of the structure of variable names in the UKHLS-Accessibility data file.

A full schematic description of these variables is reported in the Appendix, and furthermore in the supplementary Excel look-up file. It provides further information on variable naming conventions in the UKHLS – Accessibility data file and corresponding variable source names from the DfT.

[10] For information on the methodology of continuous travel time indicators, see https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/230791/accessibility-statistics-travel-time-calculation-methodology.pdf

Table 5: Mode of travel references in variable names

Variable Suffix	Travel Mode
***pt**	Walking and/or public transport
***b**	Cycling
***c**	Car
***cn**	Car; travel times are calculated using a new method adopted in 2010. The new method uses Trafficmaster congestion data to calculate travel times for the car mode, as opposed to using default speeds.[11]
***any**	A composite mode based on walking, public transport and cycling.

Table 6: UKHLS-Accessibility Data Naming Convention

Domain	Harmonised variable stem in variable name[1] (by indicator type)	Travel time interval	Mode
*ec**	*Origin*[2]*:	*15*	*pt
*ps**	*_*	*20*	*b
*ss**	*Travel time*[3,4]*:	*30*	*c
*fe**	*time*	*40*	*cn
*gp**	*Destination*[3]*:	*60*	*any
*hs**	*(p)all(*)	*rt*	
*fs**	*(p)risk(*)		
*tc**			

*Notes: [1] () indicates that the component may not apply; * indicates that variable name is preceded or followed by additional components.*
[2] In the employment centre domain, the number of available services is defined as employment centres with >100, >500, or >5000 available jobs. These are indicated by ec100_*, ec500_* and ec5000_*, respectively.
*[3] Additionally, in the PT/walking travel mode, a frequency score for the number of services providing access to the service in the time recorded in *timept is reported see *freqpt.*
[4] Travel time is also indicated by the travel time interval, which follows many origin and destination indicators and precedes the transport mode in the variable name.
[5] Destination indicators are expressed as head counts or proportions; the latter are tagged by 'p'.

[11] Trafficmaster data is generated from the movements of GPS-equipped 'probe' vehicles which are mapped to a representation of the road network in order to estimate average vehicle journey times across England.

4. Instructions for using the UKHLS-Accessibility data file

4.1 Merging the file with the UKHLS

The following is the Stata code for merging the UKHLS-Accessibility data file with the UKHLS Waves 1 – 3.

```
foreach x in a b c {
        use `x'_indall.dta, replace
renpfix `x'_
gen wave= strpos(abc,`x')
save `x'junk, replace
        }
foreach x in a b {
        append using `x'junk
}
merge 1:1 pidp wave using ukhls_accessibility.dta
```

Non-matching cases will live outside of England or not have a valid LSOA code reported in the survey data base.

4.2 Longitudinal analysis of "neighbourhood effects"

When using external macro-level information in a longitudinal analysis, users should always check whether there were changes over time in definitions. Unlike in the UKHLS, information that appears to be the same across years because it has the same variable name may not have been produced in the same way. For example, in the Accessibility Statistics series, the data sources for each service (other than town centres) have changed over time. In addition, LSOA are not necessarily longitudinal identifiers of a specific place over time.[12] This means that any change in travel time might be as a result of an increase /decrease of the number of destinations in the dataset; an actual increase /decrease in the number of destinations in England; a change in public transport timetables, road layout, congestion or cycle routes; a change in the underlying definition of the LSOA; or a combination of all of these[13,14]. Users can still go ahead using the data in their longitudinal analysis but should consider how these data limitations affect the interpretation of results. Whenever possible, users should include some robustness checks in their analysis to rule out some sources of "change". One such robustness check could be exclude individuals who live in LSOAs that experienced a boundary change (Knies *et al.*, 2014). A selection on individuals who continued living in the same LSOA would allow users to

[12] This is not a problem that applies to this data set: DfT Accessibility Statistics were calculated using the LSOA boundaries that applied at the time of the 2001 Census and the UKHLS respondents have been assigned the LSOA code of their address at the time of that Census.

[13] Further examination of these factors can be found at : https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/230789/accessibility-statistics-guidance.pdf

[14] A full discussion of the strengths and weaknesses of the Accessibility Statistics can be found at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/230790/accessibility-statistics-strengths-and-weaknesses.pdf

consider the effects of unobserved neighbourhood heterogeneity (see, e.g., Galster, 2008, Knies, 2012, Knies *et al.*, 2008, Luttmer, 2005).

5. Further Information and User Support

The UKHLS-Accessibility data file is the product of linking two different and extensive data sources and users are advised to seek any additional information regarding the construction and appropriate use of the data from the teams charged with the collection and sharing of the data. This User Guide aims to provide users with essential information needed so they can link the UKHLS-Accessibility data with standard end user licence data files from the UKHLS study. Both studies have their own specialized sources of information and these are outlined below.

Thus, any queries regarding variables in the UKHLS-Accessibility data file that are related to the UKHLS (see variables listed in Table 1) should be directed to the Understanding Society team, while queries regarding the construction and appropriate use of Accessibility Statistics should be directed to the Accessibility Statistics team at the Department for Transport. Note that the Accessibility Statistics team at DfT can only provide information on the official Accessibility Statistics rather than the UKHLS-Accessibility data file; please refer to the look-up tables between original variable names and the names the information goes by in this bespoke data file before contacting DfT.

5.1 User Support for Understanding Society

The UKHLS has a wealth of information online at:
https://www.understandingsociety.ac.uk/

It is a highly comprehensive online source of information regarding the variables derived from the UKHLS, methodology applied in the construct of these variables and survey design and implementation details. It is also an up to date source of training courses, data releases and other relevant news regarding longitudinal research.

Further Help and Support for the UKHLS can be found in the Online User forum at: https://www.understandingsociety.ac.uk/support/projects/support. After a short registration users can read past issues, FAQ's and experiences or report any issues or queries of their own.

5.2 User Support for Accessibility Statistics

The full Excel tables of the Accessibility Statistics can be found at:

https://www.gov.uk/government/publications/accessibility-statistics-2012

Full technical documentation and FAQ's for the Accessibility Statistics can be found at:

https://www.gov.uk/government/publications/transport-connectivity-and-accessibility-of-key-services-statistics-guidance

A detailed discussion of the strengths and weaknesses of the Accessibility Statistics can be found at:
https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/230790/accessibility-statistics-strengths-and-weaknesses.pdf

Data queries can be sent to subnational.stats@dft.gsi.gov.uk

6. References

Bécares, L., Nazroo, J. and Stafford, M. (2009). The buffering effects of ethnic density on experienced racism and health, *Health & Place*, **15**, 670-678.

Becares, L., Stafford, M., Laurence, J. and Nazroo, J. (2011). Composition, concentration and deprivation: Exploring their association with social cohesion among different ethnic groups in the UK, *Urban Studies*, **48**.

Clark, K. and Drinkwater, S. (2002). Enclaves, neighbourhood effects and economic outcomes: Ethnic minorities in England and Wales, *Journal of Population Economics*, **15**, 5-29.

Galster, G. C. (2008). Quantifying the Effect of Neighbourhood on Individuals: Challenges, Alternative Approaches, and Promising Directions, *Schmollers Jahrbuch*, **128**, 1-42.

Johnston, R. J., Pattie, C. J., Dorling, D. F. L., MacAllister, I., Tunstall, H. and Rossiter, D. J. (2000). Local context, retrospective economic evaluations and voting: the 1997 general election in England and Wales, *Political Behavior*, **22**, 121-143.

Knies, G. (2012). Income comparisons among neighbours and satisfaction in East and West Germany, *Social Indicators Research*, **106**, 471-489.

Knies, G., Burgess, S. and Propper, C. (2008). Keeping up with the Schmidts: An empirical test of relative deprivation theory in the neighbourhood context, *Journal of Applied Social Sciences Studies*, **1**.

Knies, G., Nandi, A. and Platt, L. (2014). Life Satisfaction, Ethnicity and Neighbourhoods: Is There an Effect of Neighbourhood Ethnic Composition on Life Satisfaction?, *ISER Working Paper Series*, **2014-08**.

Luttmer, E. F. P. (2005). Neighbours as negatives: Relative earnings and well-being, *Quarterly Journal of Economics*, **120**, 963-1002.

McCulloch, A. (2001). Ward-level deprivation and individual social and economic outcomes in the British Household Panel Study, *Environment and Planning A*, **33**, 667-684.

Pickett, K. E., Shaw, R. J., Atkin, K., Kiernan, K. E. and Wilkinson, R. G. (2009). Ethnic density effects on maternal and infant health in the Millennium Cohort Study, *Social Science & Medicine*, **69**, 1476-1483.

Rabe, B. (2011). Geographical identifiers in Understanding Society *Understanding Society Working Paper Series*, **2011-1**.

7. Appendix: Variable listing and occurrence

Variable Name	Variable Description	Waves		
		1	2	3
pidp	Unique person identifier. Individuals are identified by the personal identifier pidp which is consistent in all waves and can be used to link information about a person across different waves	1	1	1
wave	Reference year of DfT Accessibility Statistics for 2009 (Wave 1): 2010 (Wave 2) & 2011 (Wave 3)	1	1	1
hidp	Wave-specific household identifier. Understanding Society W1-W3: 2009/10-2011/12	1	1	1
chlsoa	Whether respondent is enumerated in the same LSOA in current and previous wave of the study	1	1	1
nochange	Indicator that indicates whether the boundaries of an LSOA changed between 2001 and 2011. Recode of information contained in Lower Layer Super Output Areas (2001) to Lower Layer Super Output Areas (2011) to Local Authority Districts (2011) E+W Lookup, produced by ONS. Version: January 2013. Assumes a value of 1 if no change occurred and 0 otherwise. Downloaded from https://geoportal.statistics.gov.uk/.	1	1	1
lsoaindex	Index number of the LSOA. All persons/households with the same LSOA index number live in the same LSOA.	1	1	1
ntsarea	NTS Area classification assumes the following values: (1) Inner London: (2) Outer London built-up areas: (3) West Midlands: (4) Greater Manchester: (5) West Yorkshire: (7) Liverpool: (8) Tyneside: (9) South Yorkshire: (10) urban areas over 250k population: (11) urban areas over 100k but not over 250k population: (12) urban areas over 50k but not over 100k population: (13) urban areas over 25k but not over 50k population: (14) urban areas over 10k but not over 25k population: (15) urban areas over 3k but not over 10k population: (16) rural areas under 3k population.	1	1	1
ecall	Users in LA, see ACS0501: Empl_pop	1	1	1
ecrisk	At risk users in LA, see ACS0501: Pop_JSA	1	1	1
ectimept	Travel time to nearest employment centre by PT/walk, see ACS0501: emplPTtime	1	1	1
ecfreqpt	Frequency score reflecting the availability of bus services providing this travel time, see ACS0501: emplPTfrequency	1	1	1
ectimeb	Travel time to nearest employment centre by cycle, see ACS0501: emplcycletime	1	1	1

ectimec	Travel time to nearest employment centre by car, see ACS0501: emplcartime	1	1	0
ectimecn	Travel time to nearest employment centre by car (new method), see ACS0501: emplcarnewtime	0	1	1
ec100_20pt	Number of employment centres with at least 100 jobs available by PT/walk within 20 minutes, see ACS0501: 100emplPT20	1	1	1
ec500_20pt	Number of employment centres with at least 500 jobs available by PT/walk within 20 minutes, see ACS0501: 500emplPT20	1	1	1
ec5000_20pt	Number of employment centres with at least 5000 jobs available by PT/walk within 20 minutes, see ACS0501: 5000emplPT20	1	1	1
ec100_20b	Number of employment centres with at least 100 jobs available by cycle within 20 minutes, see ACS0501: 100emplcycle20	1	1	1
ec500_20b	Number of employment centres with at least 500 jobs available by cycle within 20 minutes, see ACS0501: 500emplcycle20	1	1	1
ec5000_20b	Number of employment centres with at least 5000 jobs available by cycle within 20 minutes, see ACS0501: 5000emplcycle20	1	1	1
ec100_20c	Number of employment centres with at least 100 jobs available by car within 20 minutes, see ACS0501: 100emplcar20	1	1	0
ec500_20c	Number of employment centres with at least 500 jobs available by car within 20 minutes, see ACS0501: 500emplcar20	1	1	0
ec5000_20c	Number of employment centres with at least 5000 jobs available by car within 20 minutes, see ACS0501: 5000emplcar20	1	1	0
ec100_20cn	Number of employment centres with at least 100 jobs available by car within 20 minutes (new method), see ACS0501: 100emplcarnew20	0	1	1
ec500_20cn	Number of employment centres with at least 500 jobs available by car within 20 minutes (new method), see ACS0501: 500emplcarnew20	0	1	1
ec5000_20cn	Number of employment centres with at least 5000 jobs available by car within 20 minutes (new method), see ACS0501: 5000emplcarnew20	0	1	1
ec100_40pt	Number of employment centres with at least 100 jobs available by PT/walk within 40 minutes, see ACS0501: 100emplPT40	1	1	1

ec500_40pt	Number of employment centres with at least 500 jobs available by PT/walk within 40 minutes, see ACS0501: 500emplPT40	1	1	1
ec5000_40pt	Number of employment centres with at least 5000 jobs available by PT/walk within 40 minutes, see ACS0501: 5000emplPT40	1	1	1
ec100_40b	Number of employment centres with at least 100 jobs available by cycle within 40 minutes, see ACS0501: 100emplcycle40	1	1	1
ec500_40b	Number of employment centres with at least 500 jobs available by cycle within 40 minutes, see ACS0501: 500emplcycle40	1	1	1
ec5000_40b	Number of employment centres with at least 5000 jobs available by cycle within 40 minutes, see ACS0501: 5000emplcycle40	1	1	1
ec100_40c	Number of employment centres with at least 100 jobs available by car within 40 minutes, see ACS0501: 100emplcar40	1	1	0
ec500_40c	Number of employment centres with at least 500 jobs available by car within 40 minutes, see ACS0501: 500emplcar40	1	1	0
ec5000_40c	Number of employment centres with at least 5000 jobs available by car within 40 minutes, see ACS0501: 5000emplcar40	1	1	0
ec100_40cn	Number of employment centres with at least 100 jobs available by car within 40 minutes (new method), see ACS0501: 100emplcarnew40	0	1	1
ec500_40cn	Number of employment centres with at least 500 jobs available by car within 40 minutes (new method), see ACS0501: 500emplcarnew40	0	1	1
ec5000_40cn	Number of employment centres with at least 5000 jobs available by car within 40 minutes (new method), see ACS0501: 5000emplcarnew40	0	1	1
ec100_rtpt	Number of employment centres with at least 100 jobs available by PT/walk within a reasonable time, see ACS0501: 100emplPTcont	1	1	1
ec500_rtpt	Number of employment centres with at least 500 jobs available by PT/walk within a reasonable time, see ACS0501: 500emplPTcont	1	1	1
ec5000_rtpt	Number of employment centres with at least 5000 jobs available by PT/walk within a reasonable time, see ACS0501: 5000emplPTcont	1	1	1

ec100_rtb	Number of employment centres with at least 100 jobs available by cycle within a reasonable time, see ACS0501: 100emplcyclecont	1	1	1
ec500_rtb	Number of employment centres with at least 500 jobs available by cycle within a reasonable time, see ACS0501: 500emplcyclecont	1	1	1
ec5000_rtb	Number of employment centres with at least 5000 jobs available by cycle within a reasonable time, see ACS0501: 5000emplcyclecont	1	1	1
ec100_rtc	Number of employment centres with at least 100 jobs available by car within a reasonable time, see ACS0501: 100emplcarcont	1	1	0
ec500_rtc	Number of employment centres with at least 500 jobs available by car within a reasonable time, see ACS0501: 500emplcarcont	1	1	0
ec5000_rtc	Number of employment centres with at least 5000 jobs available by car within a reasonable time, see ACS0501: 5000emplcarcont	1	1	0
ec100_rtcn	Number of employment centres with at least 100 jobs available by car within a reasonable time (new method), see ACS0501: 100emplcarnewcont	0	1	1
ec500_rtcn	Number of employment centres with at least 500 jobs available by car within a reasonable time (new method), see ACS0501: 500emplcarnewcont	0	1	1
ec5000_rtcn	Number of employment centres with at least 5000 jobs available by car within a reasonable time (new method), see ACS0501: 5000emplcarnewcont	0	1	1
ecall20pt	Users within 20 minutes by PT/walk, see ACS0501: All20_PT/walk	1	1	1
ecall20b	Users within 20 minutes by cycle, see ACS0501: All20_cycle	1	1	1
ecall20c	Users within 20 minutes by car, see ACS0501: All20_car	1	1	0
ecall20cn	Users within 20 minutes by car (new method), see ACS0501: All20_carnew	0	1	1
ecall20any	Users within 20 minutes by composite mode, see ACS0501: All20_composite	1	1	1
ecall40pt	Users within 40 minutes by PT/walk, see ACS0501: All40_PT/walk	1	1	1
ecall40b	Users within 40 minutes by cycle, see ACS0501: All40_cycle	1	1	1
ecall40c	Users within 40 minutes by car, see ACS0501: All40_car	1	1	0

ecall40cn	Users within 40 minutes by car (new method), see ACS0501: All40_carnew	0	1	1
ecall40any	Users within 40 minutes by composite mode, see ACS0501: All40_composite	1	1	1
ecallrtpt	Users with access to employment centres within a reasonable time by PT/walk, see ACS0501: Allcont_PT/walk	1	1	1
ecallrtb	Users with access to employment centres within a reasonable time by cycle, see ACS0501: Allcont_cycle	1	1	1
ecallrtc	Users with access to employment centres within a reasonable time by car, see ACS0501: Allcont_car	1	1	0
ecallrtcn	Users with access to employment centres within a reasonable time by car (new method), see ACS0501: Allcont_carnew	0	1	1
ecallrtany	Users with access to employment centres within a reasonable time by composite mode, see ACS0501: Allcont_composite	1	1	1
ecrisk20pt	At risk users within 20 minutes by PT/walk, see ACS0501: RISK20_PT/walk	1	1	1
ecrisk20b	At risk users within 20 minutes by cycle, see ACS0501: RISK20_cycle	1	1	1
ecrisk20c	At risk users within 20 minutes by car, see ACS0501: RISK20_car	1	1	0
ecrisk20cn	At risk users within 20 minutes by car (new method), see ACS0501: RISK20_carnew	0	1	1
ecrisk20any	At risk users within 20 minutes by composite mode, see ACS0501: RISK20_composite	1	1	1
ecrisk40pt	At risk users within 40 minutes by PT/walk, see ACS0501: RISK40_PT/walk	1	1	1
ecrisk40b	At risk users within 40 minutes by cycle, see ACS0501: RISK40_cycle	1	1	1
ecrisk40c	At risk users within 40 minutes by car, see ACS0501: RISK40_car	1	1	0
ecrisk40cn	At risk users within 40 minutes by car (new method), see ACS0501: RISK40_carnew	0	1	1
ecrisk40any	At risk users within 40 minutes by composite mode, see ACS0501: RISK40_composite	1	1	1
ecriskrtpt	At risk users with access to employment centres within a reasonable time by PT/walk, see ACS0501: RISKcont_PT/walk	1	1	1
ecriskrtb	At risk users with access to employment centres within a reasonable time by cycle, see ACS0501: RISKcont_cycle	1	1	1
ecriskrtc	At risk users with access to employment centres within a reasonable time by car, see ACS0501:	1	1	0

	RISKcont_car			
ecriskrtcn	At risk users with access to employment centres within a reasonable time by car (new method), see ACS0501: RISKcont_carnew	0	1	1
ecriskrtany	At risk users with access to employment centres within a reasonable time by composite mode, see ACS0501: RISKcont_composite	1	1	1
ecpall20pt	% users within 20 minutes by PT/walk, see ACS0501: %All20_PT/walk	1	1	1
ecpall20b	% users within 20 minutes by cycle, see ACS0501: %All20_cycle	1	1	1
ecpall20c	% users within 20 minutes by car, see ACS0501: %All20_car	1	1	0
ecpall20cn	% users within 20 minutes by car (new method), see ACS0501: %All20_carnew	0	1	1
ecpall20any	% users within 20 minutes by composite mode, see ACS0501: %All20_composite	1	1	1
ecpall40pt	% users within 40 minutes by PT/walk, see ACS0501: %All40_PT/walk	1	1	1
ecpall40b	% users within 40 minutes by cycle, see ACS0501: %All40_cycle	1	1	1
ecpall40c	% users within 40 minutes by car, see ACS0501: %All40_car	1	1	0
ecpall40cn	% users within 40 minutes by car (new method), see ACS0501: %All40_carnew	0	1	1
ecpall40any	% users within 40 minutes by composite mode, see ACS0501: %All40_composite	1	1	1
ecpallrtpt	% of users with access to employment centres by PT/walk, see ACS0501: %Allcont_PT/walk	1	1	1
ecpallrtb	% of users with access to employment centres by cycle, see ACS0501: %Allcont_cycle	1	1	1
ecpallrtc	% of users with access to employment centres by car, see ACS0501: %Allcont_car	1	1	0
ecpallrtcn	% of users with access to employment centres by car (new method), see ACS0501: %Allcont_carnew	0	1	1
ecpallrtany	% of users with access to employment centres by composite mode, see ACS0501: %Allcont_composite	1	1	1
ecprisk20pt	% of at risk users within 20 minutes by PT/walk, see ACS0501: %RISK20_PT/walk	1	1	1
ecprisk20b	% of at risk users within 20 minutes by cycle, see ACS0501: %RISK20_cycle	1	1	1
ecprisk20c	% of at risk users within 20 minutes by car, see ACS0501: %RISK20_car	1	1	0
ecprisk20cn	% of at risk users within 20 minutes by car (new method), see ACS0501: %RISK20_carnew	0	1	1

ecprisk20any	% of at risk users within 20 minutes by composite mode, see ACS0501: %RISK20_composite	1	1	1
ecprisk40pt	% of at risk users within 40 minutes by PT/walk, see ACS0501: %RISK40_PT/walk	1	1	1
ecprisk40b	% of at risk users within 40 minutes by cycle, see ACS0501: %RISK40_cycle	1	1	1
ecprisk40c	% of at risk users within 40 minutes by car, see ACS0501: %RISK40_car	1	1	0
ecprisk40cn	% of at risk users within 40 minutes by car (new method), see ACS0501: %RISK40_carnew	0	1	1
ecprisk40any	% of at risk users within 40 minutes by composite mode, see ACS0501: %RISK40_composite	1	1	1
ecpriskrtpt	% of at risk users with access to employment centres by PT/walk, see ACS0501: %RISKcont_PT/walk	1	1	1
ecpriskrtb	% of at risk users with access to employment centres by cycle, see ACS0501: %RISKcont_cycle	1	1	1
ecpriskrtc	% of at risk users with access to employment centres by car, see ACS0501: %RISKcont_car	1	1	0
ecpriskrtcn	% of at risk users with access to employment centres by car (new method), see ACS0501: %RISKcont_carnew	0	1	1
ecpriskrtany	% of at risk users with access to employment centres by composite mode, see ACS0501: %RISKcont_composite	1	1	1
psall	Users in LA, see ACS0502: Pop_age5to10	1	1	1
psrisk	At risk users in LA, see ACS0502: Pop_FSM5to10	1	1	1
pstimept	Travel time to nearest Primary School by PT/walk, see ACS0502: psPTtime	1	1	1
psfreqpt	Frequency score reflecting the availability of bus services providing this travel time, see ACS0502: psPTfrequency	1	1	1
pstimeb	Travel time to nearest Primary School by cycle, see ACS0502: pscycletime	1	1	1
pstimec	Travel time to nearest Primary School centre by car, see ACS0502: pscartime	1	1	0
pstimecn	Travel time to nearest Primary School centre by car (new method), see ACS0502: pscarnewtime	0	1	1
ps_15pt	Number of Primary Schools within 15 minutes by PT/walk, see ACS0502: psPT15	1	1	1
ps_15b	Number of Primary Schools within 15 minutes by cycle, see ACS0502: pscycle15	1	1	1
ps_15c	Number of Primary Schools within 15 minutes by car, see ACS0502: pscar15	1	1	0

ps_15cn	Number of Primary Schools within 15 minutes by car (new method), see ACS0502: pscarnew15	0	1	1
ps_30pt	Number of Primary Schools within 30 minutes by PT/walk, see ACS0502: psPT30	1	1	1
ps_30b	Number of Primary Schools within 30 minutes by cycle, see ACS0502: pscycle30	1	1	1
ps_30c	Number of Primary Schools within 30 minutes by car, see ACS0502: pscar30	1	1	0
ps_30cn	Number of Primary Schools within 30 minutes by car (new method), see ACS0502: pscarnew30	0	1	1
ps_rtpt	Number of Primary Schools accessible by PT/walk, see ACS0502: psPTcont	1	1	1
ps_rtb	Number of Primary Schools accessible by cycle, see ACS0502: pscyclecont	1	1	1
ps_rtc	Number of Primary Schools accessible by car, see ACS0502: pscarcont	1	1	0
ps_rtcn	Number of Primary Schools accessible by car (new method), see ACS0502: pscarnewcont	0	1	1
psall15pt	Users within 15 minutes by PT/walk, see ACS0502: All15_PT/walk	1	1	1
psall15b	Users within 15 minutes by cycle, see ACS0502: All15_cycle	1	1	1
psall15c	Users within 15 minutes by car, see ACS0502: All15_car	1	1	0
psall15cn	Users within 15 minutes by car (new method), see ACS0502: All15_carnew	0	1	1
psall30pt	Users within 30 minutes by PT/walk, see ACS0502: All30_PT/walk	1	1	1
psall30b	Users within 30 minutes by cycle, see ACS0502: All30_cycle	1	1	1
psall30c	Users within 30 minutes by car, see ACS0502: All30_car	1	1	0
psall30cn	Users within 30 minutes by car (new method), see ACS0502: All30_carnew	0	1	1
psallrtpt	Users with access to primary schools within a reasonable time by PT/walk, see ACS0502: Allcont_PT/walk	1	1	1
psallrtb	Users with access to primary schools within a reasonable time by cycle, see ACS0502: Allcont_cycle	1	1	1
psallrtc	Users with access to primary schools within a reasonable time by car, see ACS0502: Allcont_car	1	1	0
psallrtcn	Users with access to primary schools within a reasonable time by car (new method), see ACS0502: Allcont_carnew	0	1	1
psrisk15pt	At risk users within 15 minutes by PT/walk, see ACS0502: RISK15_PT/walk	1	1	1

psrisk15b	At risk users within 15 minutes by cycle, see ACS0502: RISK15_cycle	1	1	1
psrisk15c	At risk users within 15 minutes by car, see ACS0502: RISK15_car	1	1	0
psrisk15cn	At risk users within 15 minutes by car (new method), see ACS0502: RISK15_carnew	0	1	1
psrisk30pt	At risk users within 30 minutes by PT/walk, see ACS0502: RISK30_PT/walk	1	1	1
psrisk30b	At risk users within 30 minutes by cycle, see ACS0502: RISK30_cycle	1	1	1
psrisk30c	At risk users within 30 minutes by car, see ACS0502: RISK30_car	1	1	0
psrisk30cn	At risk users within 30 minutes by car (new method), see ACS0502: RISK30_carnew	0	1	1
psriskrtpt	At risk users with access to primary schools within a reasonable time by PT/walk, see ACS0502: RISKcont_PT/walk	1	1	1
psriskrtb	At risk users with access to primary schools within a reasonable time by cycle, see ACS0502: RISKcont_cycle	1	1	1
psriskrtc	At risk users with access to primary schools within a reasonable time by car, see ACS0502: RISKcont_car	1	1	0
psriskrtcn	At risk users with access to primary schools within a reasonable time by car (new method), see ACS0502: RISKcont_carnew	0	1	1
pspall15pt	% users within 15 minutes by PT/walk, see ACS0502: %All15_PT/walk	1	1	1
pspall15b	% users within 15 minutes by cycle, see ACS0502: %All15_cycle	1	1	1
pspall15c	% users within 15 minutes by car, see ACS0502: %All15_car	1	1	0
pspall15cn	% users within 15 minutes by car (new method), see ACS0502: %All15_carnew	0	1	1
pspall30pt	% users within 30 minutes by PT/walk, see ACS0502: %All30_PT/walk	1	1	1
pspall30b	% users within 30 minutes by cycle, see ACS0502: %All30_cycle	1	1	1
pspall30c	% users within 30 minutes by car, see ACS0502: %All30_car	1	1	0
pspall30cn	% users within 30 minutes by car (new method), see ACS0502: %All30_carnew	0	1	1
pspallrtpt	% of users with access to primary schools within a reasonable time by PT/walk, see ACS0502: %Allcont_PT/walk	1	1	1

pspallrtb	% of users with access to primary schools within a reasonable time by cycle, see ACS0502: %Allcont_cycle	1	1	1
pspallrtc	% of users with access to primary schools within a reasonable time by car, see ACS0502: %Allcont_car	1	1	0
pspallrtcn	% of users with access to primary schools within a reasonable time by car (new method), see ACS0502: %Allcont_carnew	0	1	1
psprisk15pt	% of at risk users within 15 minutes by PT/walk, see ACS0502: %RISK15_PT/walk	1	1	1
psprisk15b	% of at risk users within 15 minutes by cycle, see ACS0502: %RISK15_cycle	1	1	1
psprisk15c	% of at risk users within 15 minutes by car, see ACS0502: %RISK15_car	1	1	0
psprisk15cn	% of at risk users within 15 minutes by car (new method), see ACS0502: %RISK15_carnew	0	1	1
psprisk30pt	% of at risk users within 30 minutes by PT/walk, see ACS0502: %RISK30_PT/walk	1	1	1
psprisk30b	% of at risk users within 30 minutes by cycle, see ACS0502: %RISK30_cycle	1	1	1
psprisk30c	% of at risk users within 30 minutes by car, see ACS0502: %RISK30_car	1	1	0
psprisk30cn	% of at risk users within 30 minutes by car (new method), see ACS0502: %RISK30_carnew	0	1	1
pspriskrtpt	% of at risk users with access to primary schools within a reasonable time by PT/walk, see ACS0502: %RISKcont_PT/walk	1	1	1
pspriskrtb	% of at risk users with access to primary schools within a reasonable time by cycle, see ACS0502: %RISKcont_cycle	1	1	1
pspriskrtc	% of at risk users with access to primary schools within a reasonable time by car, see ACS0502: %RISKcont_car	1	1	0
pspriskrtcn	% of at risk users with access to primary schools within a reasonable time by car (new method), see ACS0502: %RISKcont_carnew	0	1	1
ssall	Users in LA, see ACS0503: Pop_age11to5	1	1	1
ssrisk	At risk users in LA, see ACS0503: Pop_FSM11to15	1	1	1
sstimept	Travel time to nearest Secondary School by PT/walk, see ACS0503: ssPTtime	1	1	1
ssfreqpt	Frequency score reflecting the availability of bus services providing this travel time, see ACS0503: ssPTfrequency	1	1	1

sstimeb	Travel time to nearest Secondary School by cycle, see ACS0503: sscycletime	1	1	1
sstimec	Travel time to nearest Secondary School by car, see ACS0503: sscartime	1	1	0
sstimecn	Travel time to nearest Secondary School by car (new method), see ACS0503: sscarnewtime	0	1	1
ss_20pt	Number of Secondary Schools within 20 minutes by PT/walk, see ACS0503: ssPT20	1	1	1
ss_20b	Number of Secondary Schools within 20 minutes by cycle, see ACS0503: sscycle20	1	1	1
ss_20c	Number of Secondary Schools within 20 minutes by car, see ACS0503: sscar20	1	1	0
ss_20cn	Number of Secondary Schools within 20 minutes by car (new method), see ACS0503: sscarnew20	0	1	1
ss_40pt	Number of Secondary Schools within 40 minutes by PT/walk, see ACS0503: ssPT40	1	1	1
ss_40b	Number of Secondary Schools within 40 minutes by cycle, see ACS0503: sscycle40	1	1	1
ss_40c	Number of Secondary Schools within 40 minutes by car, see ACS0503: sscar40	1	1	0
ss_40cn	Number of Secondary Schools within 40 minutes by car (new method), see ACS0503: sscarnew40	0	1	1
ss_rtpt	Number of Secondary Schools accessible by PT/walk, see ACS0503: ssPTcont	1	1	1
ss_rtb	Number of Secondary Schools accessible by cycle, see ACS0503: sscyclecont	1	1	1
ss_rtc	Number of Secondary Schools accessible by car, see ACS0503: sscarcont	1	1	0
ss_rtcn	Number of Secondary Schools accessible by car (new method), see ACS0503: sscarnewcont	0	1	1
ssall20pt	Users within 20 minutes by PT/walk, see ACS0503: All20_PT/walk	1	1	1
ssall20b	Users within 20 minutes by cycle, see ACS0503: All20_cycle	1	1	1
ssall20c	Users within 20 minutes by car, see ACS0503: All20_car	1	1	0
ssall20cn	Users within 20 minutes by car (new method), see ACS0503: All20_carnew	0	1	1
ssall20any	Users within 20 minutes by composite mode, see ACS0503: All20_composite	1	1	1
ssall40pt	Users within 40 minutes by PT/walk, see ACS0503: All40_PT/walk	1	1	1
ssall40b	Users within 40 minutes by cycle, see ACS0503: All40_cycle	1	1	1
ssall40c	Users within 40 minutes by car, see ACS0503: All40_car	1	1	0

ssall40cn	Users within 40 minutes by car (new method), see ACS0503: All40_carnew	0	1	1
ssall40any	Users within 40 minutes by composite mode, see ACS0503: All40_composite	1	1	1
ssallrtpt	Users with access to secondary schools within a reasonable time by PT/walk, see ACS0503: Allcont_PT/walk	1	1	1
ssallrtb	Users with access to secondary schools within a reasonable time by cycle, see ACS0503: Allcont_cycle	1	1	1
ssallrtc	Users with access to secondary schools within a reasonable time by car, see ACS0503: Allcont_car	1	1	0
ssallrtcn	Users with access to secondary schools within a reasonable time by car (new method), see ACS0503: Allcont_carnew	0	1	1
ssallrtany	Users with access to secondary schools within a reasonable time by composite mode, see ACS0503: Allcont_composite	1	1	1
ssrisk20pt	At risk users within 20 minutes by PT/walk, see ACS0503: RISK20_PT/walk	1	1	1
ssrisk20b	At risk users within 20 minutes by cycle, see ACS0503: RISK20_cycle	1	1	1
ssrisk20c	At risk users within 20 minutes by car, see ACS0503: RISK20_car	1	1	0
ssrisk20cn	At risk users within 20 minutes by car (new method), see ACS0503: RISK20_carnew	0	1	1
ssrisk20any	At risk users within 20 minutes by composite mode, see ACS0503: RISK20_composite	1	1	1
ssrisk40pt	At risk users within 40 minutes by PT/walk, see ACS0503: RISK40_PT/walk	1	1	1
ssrisk40b	At risk users within 40 minutes by cycle, see ACS0503: RISK40_cycle	1	1	1
ssrisk40c	At risk users within 40 minutes by car, see ACS0503: RISK40_car	1	1	0
ssrisk40cn	At risk users within 40 minutes by car (new method), see ACS0503: RISK40_carnew	0	1	1
ssrisk40any	At risk users within 40 minutes by composite mode, see ACS0503: RISK40_composite	1	1	1
ssriskrtpt	At risk users with access to secondary schools within a reasonable time by PT/walk, see ACS0503: RISKcont_PT/walk	1	1	1
ssriskrtb	At risk users with access to secondary schools within a reasonable time by cycle, see ACS0503: RISKcont_cycle	1	1	1
ssriskrtc	At risk users with access to secondary schools within a reasonable time by car, see ACS0503:	1	1	0

	RISKcont_car			
ssriskrtcn	At risk users with access to secondary schools within a reasonable time by car (new method), see ACS0503: RISKcont_carnew	0	1	1
ssriskrtany	At risk users with access to secondary schools within a reasonable time by composite mode, see ACS0503: RISKcont_composite	1	1	1
sspall20pt	% users within 20 minutes by PT/walk, see ACS0503: %All20_PT/walk	1	1	1
sspall20b	% users within 20 minutes by cycle, see ACS0503: %All20_cycle	1	1	1
sspall20c	% users within 20 minutes by car, see ACS0503: %All20_car	1	1	0
sspall20cn	% users within 20 minutes by car (new method), see ACS0503: %All20_carnew	0	1	1
sspall20any	% users within 20 minutes by composite mode, see ACS0503: %All20_composite	1	1	1
sspall40pt	% users within 40 minutes by PT/walk, see ACS0503: %All40_PT/walk	1	1	1
sspall40b	% users within 40 minutes by cycle, see ACS0503: %All40_cycle	1	1	1
sspall40c	% users within 40 minutes by car, see ACS0503: %All40_car	1	1	0
sspall40cn	% users within 40 minutes by car (new method), see ACS0503: %All40_carnew	0	1	1
sspall40any	% users within 40 minutes by composite mode, see ACS0503: %All40_composite	1	1	1
sspallrtpt	% of users with access to secondary schools within a reasonable time by PT/walk, see ACS0503: %Allcont_PT/walk	1	1	1
sspallrtb	% of users with access to secondary schools within a reasonable time by cycle, see ACS0503: %Allcont_cycle	1	1	1
sspallrtc	% of users with access to secondary schools within a reasonable time by car, see ACS0503: %Allcont_car	1	1	0
sspallrtcn	% of users with access to secondary schools within a reasonable time by car (new method), see ACS0503: %Allcont_carnew	0	1	1
sspallrtany	% of users with access to secondary schools within a reasonable time by composite mode, see ACS0503: %Allcont_composite	1	1	1
ssprisk20pt	% of at risk users within 20 minutes by PT/walk, see ACS0503: %RISK20_PT/walk	1	1	1

ssprisk20b	% of at risk users within 20 minutes by cycle, see ACS0503: %RISK20_cycle	1	1	1
ssprisk20c	% of at risk users within 20 minutes by car, see ACS0503: %RISK20_car	1	1	0
ssprisk20cn	% of at risk users within 20 minutes by car (new method), see ACS0503: %RISK20_carnew	0	1	1
ssprisk20any	% of at risk users within 20 minutes by composite mode, see ACS0503: %RISK20_composite	1	1	1
ssprisk40pt	% of at risk users within 40 minutes by PT/walk, see ACS0503: %RISK40_PT/walk	1	1	1
ssprisk40b	% of at risk users within 40 minutes by cycle, see ACS0503: %RISK40_cycle	1	1	1
ssprisk40c	% of at risk users within 40 minutes by car, see ACS0503: %RISK40_car	1	1	0
ssprisk40cn	% of at risk users within 40 minutes by car (new method), see ACS0503: %RISK40_carnew	0	1	1
ssprisk40any	% of at risk users within 40 minutes by composite mode, see ACS0503: %RISK40_composite	1	1	1
sspriskrtpt	% of at risk users with access to secondary schools within a reasonable time by PT/walk, see ACS0503: %RISKcont_PT/walk	1	1	1
sspriskrtb	% of at risk users with access to secondary schools within a reasonable time by cycle, see ACS0503: %RISKcont_cycle	1	1	1
sspriskrtc	% of at risk users with access to secondary schools within a reasonable time by car, see ACS0503: %RISKcont_car	1	1	0
sspriskrtcn	% of at risk users with access to secondary schools within a reasonable time by car (new method), see ACS0503: %RISKcont_carnew	0	1	1
sspriskrtany	% of at risk users with access to secondary schools within a reasonable time by composite mode, see ACS0503: %RISKcont_composite	1	1	1
feall	Users in LA, see ACS0504: Pop_age16-19	1	1	1
fetimept	Travel time to nearest FE institution by PT/walk, see ACS0504: fePTtime	1	1	1
fefreqpt	Frequency score reflecting the availability of bus services providing this travel time, see ACS0504: fePTfrequency	1	1	1
fetimeb	Travel time to nearest FE institution by cycle, see ACS0504: fecycletime	1	1	1
fetimec	Travel time to nearest FE institution by car, see ACS0504: fecartime	1	1	0

fetimecn	Travel time to nearest FE institution by car (new method), see ACS0504: fecarnewtime	0	1	1
fe_30pt	Number of FE institutions within 30 minutes by PT/walk, see ACS0504: fePT30	1	1	1
fe_30b	Number of FE institutions within 30 minutes by cycle, see ACS0504: fecycle30	1	1	1
fe_30c	Number of FE institutions within 30 minutes by car, see ACS0504: fecar30	1	1	0
fe_30cn	Number of FE institutions within 30 minutes by car (new method), see ACS0504: fecarnew30	0	1	1
fe_60pt	Number of FE institutions within 60 minutes by PT/walk, see ACS0504: fePT60	1	1	1
fe_60b	Number of FE institutions within 60 minutes by cycle, see ACS0504: fecycle60	1	1	1
fe_60c	Number of FE institutions within 60 minutes by car, see ACS0504: fecar60	1	1	0
fe_60cn	Number of FE institutions within 60 minutes by car (new method), see ACS0504: fecarnew60	0	1	1
fe_rtpt	Number of FE institutions accessible by PT/walk, see ACS0504: fePTcont	1	1	1
fe_rtb	Number of FE institutions accessible by cycle, see ACS0504: fecyclecont	1	1	1
fe_rtc	Number of FE institutions accessible by car, see ACS0504: fecarcont	1	1	0
fe_rtcn	Number of FE institutions accessible by car (new method), see ACS0504: fecarnewcont	0	1	1
feall30pt	Users within 30 minutes by PT/walk, see ACS0504: All30_PT/walk	1	1	1
feall30b	Users within 30 minutes by cycle, see ACS0504: All30_cycle	1	1	1
feall30c	Users within 30 minutes by car, see ACS0504: All30_car	1	1	0
feall30cn	Users within 30 minutes by car (new method), see ACS0504: All30_carnew	0	1	1
feall30any	Users within 30 minutes by composite mode, see ACS0504: All30_composite	1	1	1
feall60pt	Users within 60 minutes by PT/walk, see ACS0504: All60_PT/walk	1	1	1
feall60b	Users within 60 minutes by cycle, see ACS0504: All60_cycle	1	1	1
feall60c	Users within 60 minutes by car, see ACS0504: All60_car	1	1	0
feall60cn	Users within 60 minutes by car (new method), see ACS0504: All60_carnew	0	1	1
feall60any	Users within 60 minutes by composite mode, see ACS0504: All60_composite	1	1	1

feallrtpt	Users with access to Further Education within a reasonable time by PT/walk, see ACS0504: Allcont_PT/walk	1	1	1
feallrtb	Users with access to Further Education within a reasonable time by cycle, see ACS0504: Allcont_cycle	1	1	1
feallrtc	Users with access to Further Education within a reasonable time by car, see ACS0504: Allcont_car	1	1	0
feallrtcn	Users with access to Further Education within a reasonable time by car (new method), see ACS0504: Allcont_carnew	0	1	1
feallrtany	Users with access to Further Education within a reasonable time by composite mode, see ACS0504: Allcont_composite	1	1	1
fepall30pt	% users within 30 minutes by PT/walk, see ACS0504: %All30_PT/walk	1	1	1
fepall30b	% users within 30 minutes by cycle, see ACS0504: %All30_cycle	1	1	1
fepall30c	% users within 30 minutes by car, see ACS0504: %All30_car	1	1	0
fepall30cn	% users within 30 minutes by car (new method), see ACS0504: %All30_carnew	0	1	1
fepall30any	% users within 30 minutes by composite mode, see ACS0504: %All30_composite	1	1	1
fepall60pt	% users within 60 minutes by PT/walk, see ACS0504: %All60_PT/walk	1	1	1
fepall60b	% users within 60 minutes by cycle, see ACS0504: %All60_cycle	1	1	1
fepall60c	% users within 60 minutes by car, see ACS0504: %All60_car	1	1	0
fepall60cn	% users within 60 minutes by car (new method), see ACS0504: %All60_carnew	0	1	1
fepall60any	% users within 60 minutes by composite mode, see ACS0504: %All60_composite	1	1	1
fepallrtpt	% of users with access to Further Education within a reasonable time by PT/walk, see ACS0504: %Allcont_PT/walk	1	1	1
fepallrtb	% of users with access to Further Education within a reasonable time by cycle, see ACS0504: %Allcont_cycle	1	1	1
fepallrtc	% of users with access to Further Education within a reasonable time by car, see ACS0504: %Allcont_car	0	1	0
fepallrtcn	% of users with access to Further Education within a reasonable time by car (new method), see ACS0504: %Allcont_carnew	0	1	1

fepallrtany	% of users with access to Further Education within a reasonable time by composite mode, see ACS0504: %Allcont_composite	1	1	1
gpall	Users in LA, see ACS0505: All_households	1	1	1
gprisk	At risk users in LA, see ACS0505: 0car_households	1	1	1
gptimept	Travel time to nearest GP by PT/walk, see ACS0505: gpPTtime	1	1	1
gpfreqpt	Frequency score reflecting the availability of bus services providing this travel time, see ACS0505: gpPTfrequency	1	1	1
gptimeb	Travel time to nearest GP by cycle, see ACS0505: gpcycletime	1	1	1
gptimec	Travel time to nearest GP centre by car, see ACS0505: gpcartime	1	1	1
gptimecn	Travel time to nearest GP centre by car (new method), see ACS0505: gpcarnewtime	0	1	1
gp_15pt	Number of GPs within 15 minutes by PT/walk, see ACS0505: gpPT15	1	1	1
gp_15b	Number of GPs within 15 minutes by cycle, see ACS0505: gpcycle15	1	1	1
gp_15c	Number of GPs within 15 minutes by car, see ACS0505: gpcar15	1	1	1
gp_15cn	Number of GPs within 15 minutes by car (new method), see ACS0505: gpcarnew15	0	1	1
gp_30pt	Number of GPs within 30 minutes by PT/walk, see ACS0505: gpPT30	1	1	1
gp_30b	Number of GPs within 30 minutes by cycle, see ACS0505: gpcycle30	1	1	1
gp_30c	Number of GPs within 30 minutes by car, see ACS0505: gpcar30	1	1	1
gp_30cn	Number of GPs within 30 minutes by car (new method), see ACS0505: gpcarnew30	0	1	1
gp_rtpt	Number of GPs accessible by PT/walk, see ACS0505: gpPTcont	1	1	1
gp_rtb	Number of GPs accessible by cycle, see ACS0505: gpcyclecont	1	1	1
gp_rtc	Number of GPs accessible by car, see ACS0505: gpcarcont	1	1	1
gp_rtcn	Number of GPs accessible by car (new method), see ACS0505: gpcarnewcont	0	1	1
gpall15pt	Users within 15 minutes by PT/walk, see ACS0505: All15_PT/walk	1	1	1
gpall15b	Users within 15 minutes by cycle, see ACS0505: All15_cycle	1	1	1

gpall15c	Users within 15 minutes by car, see ACS0505: All15_car	1	1	1
gpall15cn	Users within 15 minutes by car (new method), see ACS0505: All15_carnew	0	1	1
gpall30pt	Users within 30 minutes by PT/walk, see ACS0505: All30_PT/walk	1	1	1
gpall30b	Users within 30 minutes by cycle, see ACS0505: All30_cycle	1	1	1
gpall30c	Users within 30 minutes by car, see ACS0505: All30_car	1	1	1
gpall30cn	Users within 30 minutes by car (new method), see ACS0505: All30_carnew	0	1	1
gpallrtpt	Users with access to GPs within a reasonable time by PT/walk, see ACS0505: Allcont_PT/walk	1	1	1
gpallrtb	Users with access to GPs within a reasonable time by cycle, see ACS0505: Allcont_cycle	1	1	1
gpallrtc	Users with access to GPs within a reasonable time by car, see ACS0505: Allcont_car	1	1	1
gpallrtcn	Users with access to GPs within a reasonable time by car (new method), see ACS0505: Allcont_carnew	0	1	1
gprisk15pt	At risk users within 15 minutes by PT/walk, see ACS0505: RISK15_PT/walk	1	1	1
gprisk15b	At risk users within 15 minutes by cycle, see ACS0505: RISK15_cycle	1	1	1
gprisk15c	At risk users within 15 minutes by car, see ACS0505: RISK15_car	1	1	1
gprisk15cn	At risk users within 15 minutes by car (new method), see ACS0505: RISK15_carnew	0	1	1
gprisk30pt	At risk users within 30 minutes by PT/walk, see ACS0505: RISK30_PT/walk	1	1	1
gprisk30b	At risk users within 30 minutes by cycle, see ACS0505: RISK30_cycle	1	1	1
gprisk30c	At risk users within 30 minutes by car, see ACS0505: RISK30_car	1	1	1
gprisk30cn	At risk users within 30 minutes by car (new method), see ACS0505: RISK30_carnew	0	1	1
gpriskrtpt	At risk users with access to GPs within a reasonable time by PT/walk, see ACS0505: RISKcont_PT/walk	1	1	1
gpriskrtb	At risk users with access to GPs within a reasonable time by cycle, see ACS0505: RISKcont_cycle	1	1	1
gpriskrtc	At risk users with access to GPs within a reasonable time by car, see ACS0505: RISKcont_car	1	1	1
gpriskrtcn	At risk users with access to GPs within a reasonable time by car (new method), see ACS0505: RISKcont_carnew	0	1	1
gppall15pt	% users within 15 minutes by PT/walk, see ACS0505: %All15_PT/walk	1	1	1

gppall15b	% users within 15 minutes by cycle, see ACS0505: %All15_cycle	1	1	1
gppall15c	% users within 15 minutes by car, see ACS0505: %All15_car	1	1	1
gppall15cn	% users within 15 minutes by car (new method), see ACS0505: %All15_carnew	0	1	1
gppall30pt	% users within 30 minutes by PT/walk, see ACS0505: %All30_PT/walk	1	1	1
gppall30b	% users within 30 minutes by cycle, see ACS0505: %All30_cycle	1	1	1
gppall30c	% users within 30 minutes by car, see ACS0505: %All30_car	1	1	1
gppall30cn	% users within 30 minutes by car (new method), see ACS0505: %All30_carnew	0	1	1
gppallrtpt	% of users with access to GPs within a reasonable time by PT/walk, see ACS0505: %Allcont_PT/walk	1	1	0
gppallrtb	% of users with access to GPs within a reasonable time by cycle, see ACS0505: %Allcont_cycle	1	1	0
gppallrtc	% of users with access to GPs within a reasonable time by car, see ACS0505: %Allcont_car	1	1	0
gppallrtcn	% of users with access to GPs within a reasonable time by car (new method), see ACS0505: %Allcont_carnew	0	1	0
gpprisk15pt	% of at risk users within 15 minutes by PT/walk, see ACS0505: %RISK15_PT/walk	1	1	0
gpprisk15b	% of at risk users within 15 minutes by cycle, see ACS0505: %RISK15_cycle	1	1	0
gpprisk15c	% of at risk users within 15 minutes by car, see ACS0505: %RISK15_car	1	1	0
gpprisk15cn	% of at risk users within 15 minutes by car (new method), see ACS0505: %RISK15_carnew	0	1	0
gpprisk30pt	% of at risk users within 30 minutes by PT/walk, see ACS0505: %RISK30_PT/walk	1	1	0
gpprisk30b	% of at risk users within 30 minutes by cycle, see ACS0505: %RISK30_cycle	1	1	0
gpprisk30c	% of at risk users within 30 minutes by car, see ACS0505: %RISK30_car	1	1	0
gpprisk30cn	% of at risk users within 30 minutes by car (new method), see ACS0505: %RISK30_carnew	0	1	0
gppriskrtpt	% of at risk users with access to GPs within a reasonable time by PT/walk, see ACS0505: %RISKcont_PT/walk	1	1	0
gppriskrtb	% of at risk users with access to GPs within a reasonable time by cycle, see ACS0505: %RISKcont_cycle	1	1	0
gppriskrtc	% of at risk users with access to GPs within a reasonable time by car, see ACS0505: %RISKcont_car	1	1	0

gppriskrtcn	% of at risk users with access to GPs within a reasonable time by car (new method), see ACS0505: %RISKcont_carnew	0	1	0
hsall	Users in LA, see ACS0506: All_households	1	1	1
hsrisk	At risk users in LA, see ACS0506: 0car_households	1	1	1
hstimept	Travel time to nearest Hospital by PT/walk, see ACS0506: hospPTtime	1	1	1
hsfreqpt	Frequency score reflecting the availability of bus services providing this travel time, see ACS0506: hospPTfrequency	1	1	1
hstimeb	Travel time to nearest Hospital by cycle, see ACS0506: hospcycletime	1	1	1
hstimec	Travel time to nearest Hospital by car, see ACS0506: hospcartime	1	1	0
hstimecn	Travel time to nearest Hospital by car (new method), see ACS0506: hospcarnewtime	0	1	1
hs_30pt	Number of Hospitals within 30 minutes by PT/walk, see ACS0506: hospPT30	1	1	1
hs_30b	Number of Hospitals within 30 minutes by cycle, see ACS0506: hospcycle30	1	1	1
hs_30c	Number of Hospitals within 30 minutes by car, see ACS0506: hospcar30	1	1	0
hs_30cn	Number of Hospitals within 30 minutes by car (new method), see ACS0506: hospcarnew30	0	1	1
hs_60pt	Number of Hospitals within 60 minutes by PT/walk, see ACS0506: hospPT60	1	1	1
hs_60b	Number of Hospitals within 60 minutes by cycle, see ACS0506: hospcycle60	1	1	1
hs_60c	Number of Hospitals within 60 minutes by car, see ACS0506: hospcar60	1	1	0
hs_60cn	Number of Hospitals within 60 minutes by car (new method), see ACS0506: hospcarnew60	0	1	1
hs_rtpt	Number of Hospitals accessible by PT/walk, see ACS0506: hospPTcont	1	1	1
hs_rtb	Number of Hospitals accessible by cycle, see ACS0506: hospcyclecont	1	1	1
hs_rtc	Number of Hospitals accessible by car, see ACS0506: hospcarcont	1	1	0
hs_rtcn	Number of Hospitals accessible by car (new method), see ACS0506: hospcarnewcont	0	1	1
hsall30pt	Users within 30 minutes by PT/walk, see ACS0506: All30_PT/walk	1	1	1
hsall30b	Users within 30 minutes by cycle, see ACS0506: All30_cycle	1	1	1

hsall30c	Users within 30 minutes by car, see ACS0506: All30_car	1	1	0
hsall30cn	Users within 30 minutes by car (new method), see ACS0506: All30_carnew	0	1	1
hsall60pt	Users within 60 minutes by PT/walk, see ACS0506: All60_PT/walk	1	1	1
hsall60b	Users within 60 minutes by cycle, see ACS0506: All60_cycle	1	1	1
hsall60c	Users within 60 minutes by car, see ACS0506: All60_car	1	1	0
hsall60cn	Users within 60 minutes by car (new method), see ACS0506: All60_carnew	0	1	1
hsallrtpt	Users with access to hospitals within a reasonable time by PT/walk, see ACS0506: Allcont_PT/walk	1	1	1
hsallrtb	Users with access to hospitals within a reasonable time by cycle, see ACS0506: Allcont_cycle	1	1	1
hsallrtc	Users with access to hospitals within a reasonable time by car, see ACS0506: Allcont_car	1	1	0
hsallrtcn	Users with access to hospitals within a reasonable time by car (new method), see ACS0506: Allcont_carnew	0	1	1
hsrisk30pt	At risk users within 30 minutes by PT/walk, see ACS0506: RISK30_PT/walk	1	1	1
hsrisk30b	At risk users within 30 minutes by cycle, see ACS0506: RISK30_cycle	1	1	1
hsrisk30c	At risk users within 30 minutes by car, see ACS0506: RISK30_car	1	1	0
hsrisk30cn	At risk users within 30 minutes by car (new method), see ACS0506: RISK30_carnew	0	1	1
hsrisk60pt	At risk users within 60 minutes by PT/walk, see ACS0506: RISK60_PT/walk	1	1	1
hsrisk60b	At risk users within 60 minutes by cycle, see ACS0506: RISK60_cycle	1	1	1
hsrisk60c	At risk users within 60 minutes by car, see ACS0506: RISK60_car	1	1	0
hsrisk60cn	At risk users within 60 minutes by car (new method), see ACS0506: RISK60_carnew	0	1	1
hsriskrtpt	At risk users with access to hospitals within a reasonable time by PT/walk, see ACS0506: RISKcont_PT/walk	1	1	1
hsriskrtb	At risk users with access to hospitals within a reasonable time by cycle, see ACS0506: RISKcont_cycle	1	1	1
hsriskrtc	At risk users with access to hospitals within a reasonable time by car, see ACS0506: RISKcont_car	1	1	0
hsriskrtcn	At risk users with access to hospitals within a reasonable time by car (new method), see ACS0506:	0	1	1

	RISKcont_carnew			
hspall30pt	% users within 30 minutes by PT/walk, see ACS0506: %All30_PT/walk	1	1	1
hspall30b	% users within 30 minutes by cycle, see ACS0506: %All30_cycle	1	1	1
hspall30c	% users within 30 minutes by car, see ACS0506: %All30_car	1	1	0
hspall30cn	% users within 30 minutes by car (new method), see ACS0506: %All30_carnew	0	1	1
hspall60pt	% users within 60 minutes by PT/walk, see ACS0506: %All60_PT/walk	1	1	1
hspall60b	% users within 60 minutes by cycle, see ACS0506: %All60_cycle	1	1	1
hspall60c	% users within 60 minutes by car, see ACS0506: %All60_car	1	1	0
hspall60cn	% users within 60 minutes by car (new method), see ACS0506: %All60_carnew	0	1	1
hspallrtpt	% of users with access to hospitals within a reasonable time by PT/walk, see ACS0506: %Allcont_PT/walk	1	1	1
hspallrtb	% of users with access to hospitals within a reasonable time by cycle, see ACS0506: %Allcont_cycle	1	1	1
hspallrtc	% of users with access to hospitals within a reasonable time by car, see ACS0506: %Allcont_car	1	1	0
hspallrtcn	% of users with access to hospitals within a reasonable time by car (new method), see ACS0506: %Allcont_carnew	0	1	1
hsprisk30pt	% of at risk users within 30 minutes by PT/walk, see ACS0506: %RISK30_PT/walk	1	1	1
hsprisk30b	% of at risk users within 30 minutes by cycle, see ACS0506: %RISK30_cycle	1	1	1
hsprisk30c	% of at risk users within 30 minutes by car, see ACS0506: %RISK30_car	1	1	0
hsprisk30cn	% of at risk users within 30 minutes by car (new method), see ACS0506: %RISK30_carnew	0	1	1
hsprisk60pt	% of at risk users within 60 minutes by PT/walk, see ACS0506: %RISK60_PT/walk	1	1	1
hsprisk60b	% of at risk users within 60 minutes by cycle, see ACS0506: %RISK60_cycle	1	1	1
hsprisk60c	% of at risk users within 60 minutes by car, see ACS0506: %RISK60_car	1	1	0
hsprisk60cn	% of at risk users within 60 minutes by car (new method), see ACS0506: %RISK60_carnew	0	1	1
hspriskrtpt	% of at risk users with access to hospitals within a reasonable time by PT/walk, see ACS0506: %RISKcont_PT/walk	1	1	1

hspriskrtb	% of at risk users with access to hospitals within a reasonable time by cycle, see ACS0506: %RISKcont_cycle	1	1	1
hspriskrtc	% of at risk users with access to hospitals within a reasonable time by car, see ACS0506: %RISKcont_car	1	1	0
hspriskrtcn	% of at risk users with access to hospitals within a reasonable time by car (new method), see ACS0506: %RISKcont_carnew	0	1	1
fsall	Users in LA, see ACS0507: All_households	1	1	1
fsrisk	At risk users in LA, see ACS0507: 0car_households	1	1	1
fstimept	Travel time to nearest foodstore by PT/walk, see ACS0507: supPTtime	1	1	1
fsfreqpt	Frequency score reflecting the availability of bus services providing this travel time, see ACS0507: supPTfrequency	1	1	1
fstimeb	Travel time to nearest foodstore by cycle, see ACS0507: supcycletime	1	1	1
fstimec	Travel time to nearest foodstore by car, see ACS0507: supcartime	1	1	0
fstimecn	Travel time to nearest foodstore by car (new method), see ACS0507: supcarnewtime	0	1	1
fs_15pt	Number of foodstore within 15 minutes by PT/walk, see ACS0507: supPT15	1	1	1
fs_15b	Number of foodstore within 15 minutes by cycle, see ACS0507: supcycle15	1	1	1
fs_15c	Number of foodstore within 15 minutes by car, see ACS0507: supcar15	1	1	0
fs_15cn	Number of foodstore within 15 minutes by car (new method), see ACS0507: supcarnew15	0	1	1
fs_30pt	Number of foodstore within 30 minutes by PT/walk, see ACS0507: supPT30	1	1	1
fs_30b	Number of foodstore within 30 minutes by cycle, see ACS0507: supcycle30	1	1	1
fs_30c	Number of foodstore within 30 minutes by car, see ACS0507: supcar30	1	1	0
fs_30cn	Number of foodstore within 30 minutes by car (new method), see ACS0507: supcarnew30	0	1	1
fs_rtpt	Number of foodstore accessible by PT/walk, see ACS0507: supPTcont	1	1	1
fs_rtb	Number of foodstore accessible by cycle, see ACS0507: supcyclecont	1	1	1
fs_rtc	Number of foodstore accessible by car, see ACS0507: supcarcont	1	1	0

fs_rtcn	Number of foodstore accessible by car (new method), see ACS0507: supcarnewcont	0	1	1
fsall15pt	Users within 15 minutes by PT/walk, see ACS0507: All15_PT/walk	1	1	1
fsall15b	Users within 15 minutes by cycle, see ACS0507: All15_cycle	1	1	1
fsall15c	Users within 15 minutes by car, see ACS0507: All15_car	1	1	0
fsall15cn	Users within 15 minutes by car (new method), see ACS0507: All15_carnew	0	1	1
fsall15any	Users within 15 minutes by composite mode, see ACS0507: All15_composite	1	1	1
fsall30pt	Users within 30 minutes by PT/walk, see ACS0507: All30_PT/walk	1	1	1
fsall30b	Users within 30 minutes by cycle, see ACS0507: All30_cycle	1	1	1
fsall30c	Users within 30 minutes by car, see ACS0507: All30_car	1	1	0
fsall30cn	Users within 30 minutes by car (new method), see ACS0507: All30_carnew	0	1	1
fsall30any	Users within 30 minutes by composite mode, see ACS0507: All30_composite	1	1	1
fsallrtpt	Users with access to foodstores within a reasonable time by PT/walk, see ACS0507: Allcont_PT/walk	1	1	1
fsallrtb	Users with access to foodstores within a reasonable time by cycle, see ACS0507: Allcont_cycle	1	1	1
fsallrtc	Users with access to foodstores within a reasonable time by car, see ACS0507: Allcont_car	1	1	0
fsallrtcn	Users with access to foodstores within a reasonable time by car (new method), see ACS0507: Allcont_carnew	0	1	1
fsallrtany	Users with access to foodstores within a reasonable time by composite mode, see ACS0507: Allcont_composite	1	1	1
fsrisk15pt	At risk users within 15 minutes by PT/walk, see ACS0507: RISK15_PT/walk	1	1	1
fsrisk15b	At risk users within 15 minutes by cycle, see ACS0507: RISK15_cycle	1	1	1
fsrisk15c	At risk users within 15 minutes by car, see ACS0507: RISK15_car	1	1	0
fsrisk15cn	At risk users within 15 minutes by car (new method), see ACS0507: RISK15_carnew	0	1	1
fsrisk15any	At risk users within 15 minutes by composite mode, see ACS0507: RISK15_composite	1	1	1
fsrisk30pt	At risk users within 30 minutes by PT/walk, see ACS0507: RISK30_PT/walk	1	1	1

fsrisk30b	At risk users within 30 minutes by cycle, see ACS0507: RISK30_cycle	1	1	1
fsrisk30c	At risk users within 30 minutes by car, see ACS0507: RISK30_car	1	1	0
fsrisk30cn	At risk users within 30 minutes by car (new method), see ACS0507: RISK30_carnew	0	1	1
fsrisk30any	At risk users within 30 minutes by composite mode, see ACS0507: RISK30_composite	1	1	1
fsriskrtpt	At risk users with access to foodstores within a reasonable time by PT/walk, see ACS0507: RISKcont_PT/walk	1	1	1
fsriskrtb	At risk users with access to foodstores within a reasonable time by cycle, see ACS0507: RISKcont_cycle	1	1	1
fsriskrtc	At risk users with access to foodstores within a reasonable time by car, see ACS0507: RISKcont_car	1	1	0
fsriskrtcn	At risk users with access to foodstores within a reasonable time by car (new method), see ACS0507: RISKcont_carnew	0	1	1
fsriskrtany	At risk users with access to foodstores within a reasonable time by composite mode, see ACS0507: RISKcont_composite	1	1	1
fspall15pt	% users within 15 minutes by PT/walk, see ACS0507: %All15_by PT/walk	1	1	1
fspall15b	% users within 15 minutes by cycle, see ACS0507: %All15_by cycle	1	1	1
fspall15c	% users within 15 minutes by car, see ACS0507: %All15_by car	1	1	0
fspall15cn	% users within 15 minutes by car (new method), see ACS0507: %All15_by carnew	0	1	1
fspall15any	% users within 15 minutes by composite mode, see ACS0507: %All15_composite	1	1	1
fspall30pt	% users within 30 minutes by PT/walk, see ACS0507: %All30_by PT/walk	1	1	1
fspall30b	% users within 30 minutes by cycle, see ACS0507: %All30_by cycle	1	1	1
fspall30c	% users within 30 minutes by car, see ACS0507: %All30_by car	1	1	0
fspall30cn	% users within 30 minutes by car (new method), see ACS0507: %All30_by carnew	0	1	1
fspall30any	% users within 30 minutes by composite mode, see ACS0507: %All30_composite	1	1	1
fspallrtpt	% of users with access to foodstores within a reasonable time by PT/walk, see ACS0507: %Allcont_by PT/walk	1	1	1
fspallrtb	% of users with access to foodstores within a reasonable time by cycle, see ACS0507: %Allcont_by cycle	1	1	1

fspallrtc	% of users with access to foodstores within a reasonable time by car, see ACS0507: %Allcont_by car	1	1	0
fspallrtcn	% of users with access to foodstores within a reasonable time by car (new method), see ACS0507: %Allcont_by carnew	0	1	1
fspallrtany	% of users with access to foodstores within a reasonable time by composite mode, see ACS0507: %Allcont_composite	1	1	1
fsprisk15pt	% of at risk users within 15 minutes by PT/walk, see ACS0507: %RISK15_by PT/walk	1	1	1
fsprisk15b	% of at risk users within 15 minutes by cycle, see ACS0507: %RISK15_by cycle	1	1	1
fsprisk15c	% of at risk users within 15 minutes by car, see ACS0507: %RISK15_by car	1	1	0
fsprisk15cn	% of at risk users within 15 minutes by car (new method), see ACS0507: %RISK15_by carnew	0	1	1
fsprisk15any	% of at risk users within 15 minutes by composite mode, see ACS0507: %RISK15_composite	1	1	1
fsprisk30pt	% of at risk users within 30 minutes by PT/walk, see ACS0507: %RISK30_by PT/walk	1	1	1
fsprisk30b	% of at risk users within 30 minutes by cycle, see ACS0507: %RISK30_by cycle	1	1	1
fsprisk30c	% of at risk users within 30 minutes by car, see ACS0507: %RISK30_by car	1	1	0
fsprisk30cn	% of at risk users within 30 minutes by car (new method), see ACS0507: %RISK30_by carnew	0	1	1
fsprisk30any	% of at risk users within 30 minutes by composite mode, see ACS0507: %RISK30_composite	1	1	1
fspriskrtpt	% of at risk users with access to foodstores within a reasonable time by PT/walk, see ACS0507: %RISKcont_by PT/walk	1	1	1
fspriskrtb	% of at risk users with access to foodstores within a reasonable time by cycle, see ACS0507: %RISKcont_by cycle	1	1	1
fspriskrtc	% of at risk users with access to foodstores within a reasonable time by car, see ACS0507: %RISKcont_by car	1	1	0
fspriskrtcn	% of at risk users with access to foodstores within a reasonable time by car (new method), see ACS0507: %RISKcont_by carnew	0	1	1
fspriskrtany	% of at risk users with access to foodstores within a reasonable time by composite mode, see ACS0507: %RISKcont_composite	1	1	1
tcall	Users in LA, see ACS0508: All_households	1	1	1

tcrisk	At risk users in LA, see ACS0508: 0car_households	1	1	1
tctimept	Travel time to nearest Town centre by PT/walk, see ACS0508: townPTtime	1	1	1
tcfreqpt	Frequency score reflecting the availability of bus services providing this travel time, see ACS0508: townPTfrequency	1	1	1
tctimeb	Travel time to nearest Town centre by cycle, see ACS0508: towncycletime	1	1	1
tctimec	Travel time to nearest Town centre centre by car, see ACS0508: towncartime	1	1	0
tctimecn	Travel time to nearest Town centre centre by car (new method), see ACS0508: towncarnewtime	0	1	1
tc_15pt	Number of Town centres within 15 minutes by PT/walk, see ACS0508: townPT15	1	1	1
tc_15b	Number of Town centres within 15 minutes by cycle, see ACS0508: towncycle15	1	1	1
tc_15c	Number of Town centres within 15 minutes by car, see ACS0508: towncar15	1	1	0
tc_15cn	Number of Town centres within 15 minutes by car (new method), see ACS0508: towncarnew15	0	1	1
tc_30pt	Number of Town centres within 30 minutes by PT/walk, see ACS0508: townPT30	1	1	1
tc_30b	Number of Town centres within 30 minutes by cycle, see ACS0508: towncycle30	1	1	1
tc_30c	Number of Town centres within 30 minutes by car, see ACS0508: towncar30	1	1	0
tc_30cn	Number of Town centres within 30 minutes by car (new method), see ACS0508: towncarnew30	0	1	1
tc_rtpt	Number of Town centres accessible by PT/walk, see ACS0508: townPTcont	1	1	1
tc_rtb	Number of Town centres accessible by cycle, see ACS0508: towncyclecont	1	1	1
tc_rtc	Number of Town centres accessible by car, see ACS0508: towncarcont	1	1	0
tc_rtcn	Number of Town centres accessible by car (new method), see ACS0508: towncarnewcont	0	1	1
tcall15pt	Users within 15 minutes by PT/walk, see ACS0508: All15_PT/walk	1	1	1
tcall15b	Users within 15 minutes by cycle, see ACS0508: All15_cycle	1	1	1
tcall15c	Users within 15 minutes by car, see ACS0508: All15_car	1	1	0
tcall15cn	Users within 15 minutes by car (new method), see ACS0508: All15_carnew	0	1	1
tcall15any	Users within 15 minutes by composite mode, see ACS0508: All15_composite	1	1	1

tcall30pt	Users within 30 minutes by PT/walk, see ACS0508: All30_PT/walk	1	1	1
tcall30b	Users within 30 minutes by cycle, see ACS0508: All30_cycle	1	1	1
tcall30c	Users within 30 minutes by car, see ACS0508: All30_car	1	1	0
tcall30cn	Users within 30 minutes by car (new method), see ACS0508: All30_carnew	0	1	1
tcall30any	Users within 30 minutes by composite mode, see ACS0508: All30_composite	1	1	1
tcallrtpt	Users with access to Town centres within a reasonable time by PT/walk, see ACS0508: Allcont_PT/walk	1	1	1
tcallrtb	Users with access to Town centres within a reasonable time by cycle, see ACS0508: Allcont_cycle	1	1	1
tcallrtc	Users with access to Town centres within a reasonable time by car, see ACS0508: Allcont_car	1	1	0
tcallrtcn	Users with access to Town centres within a reasonable time by car (new method), see ACS0508: Allcont_carnew	0	1	1
tcallrtany	Users with access to Town centres within a reasonable time by composite mode, see ACS0508: Allcont_composite	1	1	1
tcrisk15pt	At risk users within 15 minutes by PT/walk, see ACS0508: RISK15_PT/walk	1	1	1
tcrisk15b	At risk users within 15 minutes by cycle, see ACS0508: RISK15_cycle	1	1	1
tcrisk15c	At risk users within 15 minutes by car, see ACS0508: RISK15_car	1	1	0
tcrisk15cn	At risk users within 15 minutes by car (new method), see ACS0508: RISK15_carnew	0	1	1
tcrisk15any	At risk users within 15 minutes by composite mode, see ACS0508: Risk15_composite	1	1	1
tcrisk30pt	At risk users within 30 minutes by PT/walk, see ACS0508: RISK30_PT/walk	1	1	1
tcrisk30b	At risk users within 30 minutes by cycle, see ACS0508: RISK30_cycle	1	1	1
tcrisk30c	At risk users within 30 minutes by car, see ACS0508: RISK30_car	1	1	0
tcrisk30cn	At risk users within 30 minutes by car (new method), see ACS0508: RISK30_carnew	0	1	1
tcrisk30any	At risk users within 30 minutes by composite mode, see ACS0508: Risk30_composite	1	1	1
tcriskrtpt	At risk users with access to Town centres within a reasonable time by PT/walk, see ACS0508: RISKcont_PT/walk	1	1	1

tcriskrtb	At risk users with access to Town centres within a reasonable time by cycle, see ACS0508: RISKcont_cycle	1	1	1
tcriskrtc	At risk users with access to Town centres within a reasonable time by car, see ACS0508: RISKcont_car	1	1	0
tcriskrtcn	At risk users with access to Town centres within a reasonable time by car (new method), see ACS0508: RISKcont_carnew	0	1	1
tcriskrtany	At risk users with access to Town centres within a reasonable time by composite mode, see ACS0508: Riskcont_composite	1	1	1
tcpall15pt	% users within 15 minutes by PT/walk, see ACS0508: %All15_PT/walk	1	1	1
tcpall15b	% users within 15 minutes by cycle, see ACS0508: %All15_cycle	1	1	1
tcpall15c	% users within 15 minutes by car, see ACS0508: %All15_car	1	1	0
tcpall15cn	% users within 15 minutes by car (new method), see ACS0508: %All15_carnew	0	1	1
tcpall15any	% users within 15 minutes by composite mode, see ACS0508: %All15_composite	1	1	1
tcpall30pt	% users within 30 minutes by PT/walk, see ACS0508: %All30_PT/walk	1	1	1
tcpall30b	% users within 30 minutes by cycle, see ACS0508: %All30_cycle	1	1	1
tcpall30c	% users within 30 minutes by car, see ACS0508: %All30_car	1	1	0
tcpall30cn	% users within 30 minutes by car (new method), see ACS0508: %All30_carnew	0	1	1
tcpall30any	% users within 30 minutes by composite mode, see ACS0508: %All30_composite	1	1	1
tcpallrtpt	% of users with access to Town centres within a reasonable time by PT/walk, see ACS0508: %Allcont_PT/walk	1	1	1
tcpallrtb	% of users with access to Town centres within a reasonable time by cycle, see ACS0508: %Allcont_cycle	1	1	1
tcpallrtc	% of users with access to Town centres within a reasonable time by car, see ACS0508: %Allcont_car	1	1	0
tcpallrtcn	% of users with access to Town centres within a reasonable time by car (new method), see ACS0508: %Allcont_carnew	0	1	1
tcpallrtany	% of users with access to Town centres within a reasonable time by composite mode, see ACS0508: %Allcont_composite	1	1	1

tcprisk15pt	% of at risk users within 15 minutes by PT/walk, see ACS0508: %RISK15_PT/walk	1	1	1
tcprisk15b	% of at risk users within 15 minutes by cycle, see ACS0508: %RISK15_cycle	1	1	1
tcprisk15c	% of at risk users within 15 minutes by car, see ACS0508: %RISK15_car	1	1	0
tcprisk15cn	% of at risk users within 15 minutes by car (new method), see ACS0508: %RISK15_carnew	0	1	1
tcprisk15any	% of at risk users within 15 minutes by composite mode, see ACS0508: %RISK15_composite	1	1	1
tcprisk30pt	% of at risk users within 30 minutes by PT/walk, see ACS0508: %RISK30_PT/walk	1	1	1
tcprisk30b	% of at risk users within 30 minutes by cycle, see ACS0508: %RISK30_cycle	1	1	1
tcprisk30c	% of at risk users within 30 minutes by car, see ACS0508: %RISK30_car	1	1	0
tcprisk30cn	% of at risk users within 30 minutes by car (new method), see ACS0508: %RISK30_carnew	0	1	1
tcprisk30any	% of at risk users within 30 minutes by composite mode, see ACS0508: %RISK30_composite	1	1	1
tcpriskrtpt	% of at risk users with access to Town centres within a reasonable time by PT/walk, see ACS0508: %RISKcont_PT/walk	1	1	1
tcpriskrtb	% of at risk users with access to Town centres within a reasonable time by cycle, see ACS0508: %RISKcont_cycle	1	1	1
tcpriskrtc	% of at risk users with access to Town centres within a reasonable time by car, see ACS0508: %RISKcont_car	1	1	0
tcpriskrtcn	% of at risk users with access to Town centres within a reasonable time by car (new method), see ACS0508: %RISKcont_carnew	0	1	1
tcpriskrtany	% of at risk users with access to Town centres within a reasonable time by composite mode, see ACS0508: %RISKcont_composite	1	1	1

8.