

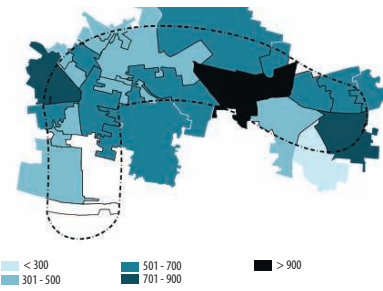
ANALYSIS // PLANNING FRAMEWORK

GROUP3 // Eghosa Aiyebomwan_Alessandra Feliciotti_Jak Ho_Maria Siti

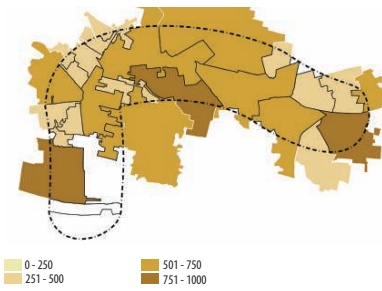
STATISTICAL INFORMATION // SOCIO - ECONOMIC DATA

from Glasgow City Council (GCC), Development & Regeneration Services

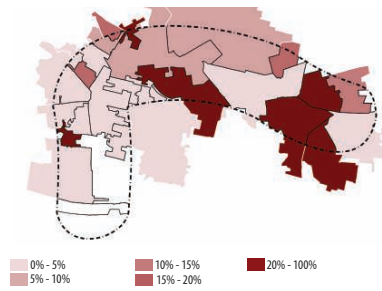
POPULATION BY DATA ZONE - 2010



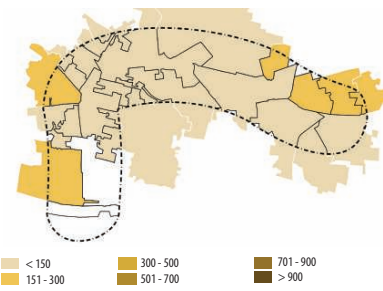
HOUSEHOLDS BY DATA ZONE - 2010



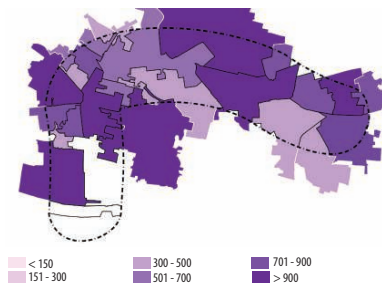
INCOME BY % OF ALL POPULATION IN THE STUDY AREA - 2009



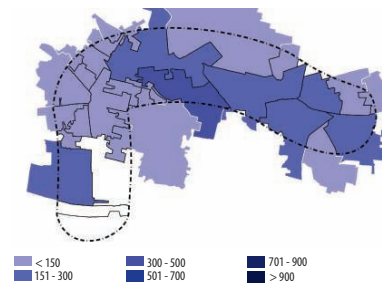
CHILDREN BY DATA ZONE - 2010



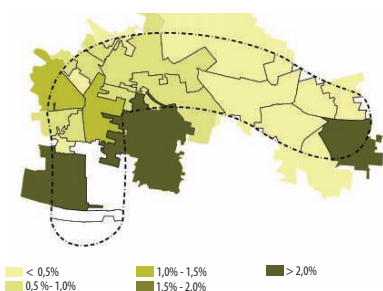
WORKING AGE BY DATA ZONE - 2010



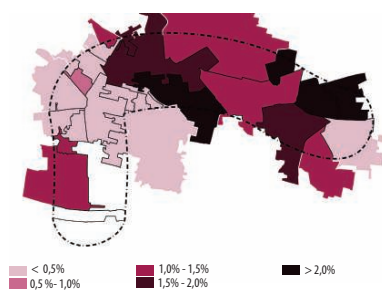
PENSIONERS BY DATA ZONE - 2010



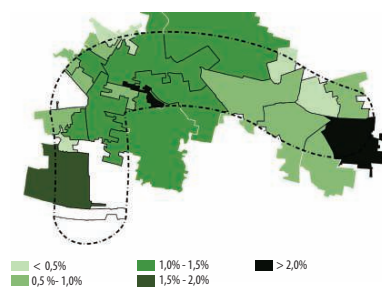
PRIVATE RENTED HOUSING BY % OF ALL DWELLING IN THE STUDY AREA - 2010



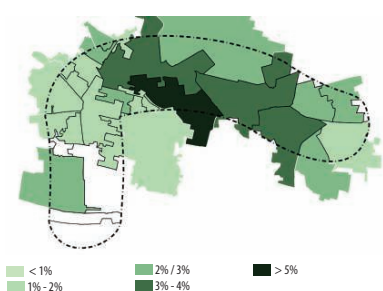
SOCIAL RENTED HOUSING BY % OF ALL DWELLING IN THE STUDY AREA - 2010



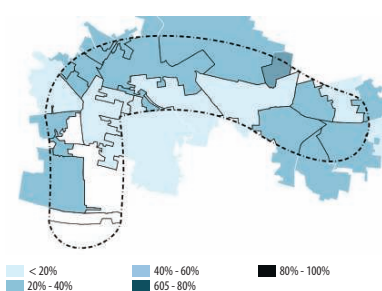
OWNED HOUSES BY % OF ALL DWELLING IN THE STUDY AREA - 2010



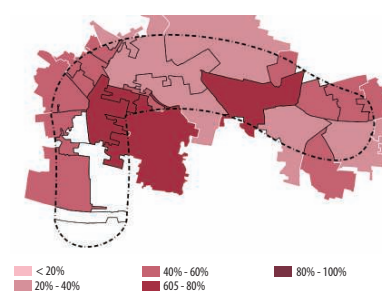
CAR AVAILABILITY BY % OF ALL HOUSEHOLDS WITH NO CAR OR VANS - 2001 CENSUS



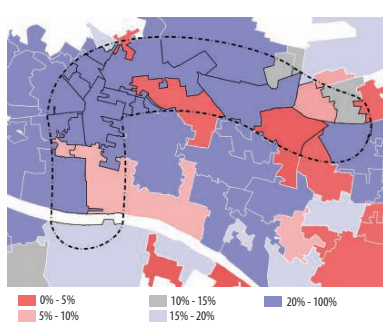
TRAVEL TO WORK BY PUBLIC TRANSPORT BY % OF ALL HOUSEHOLDS - 2001 CENSUS



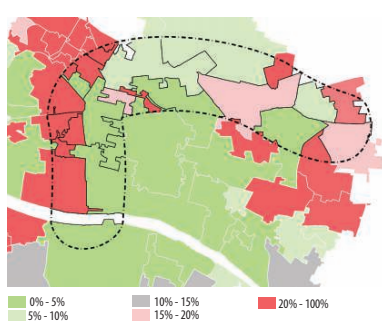
TRAVEL TO WORK ON FOOT OR BY BICYCLE BY % OF ALL HOUSEHOLDS - 2001 CENSUS



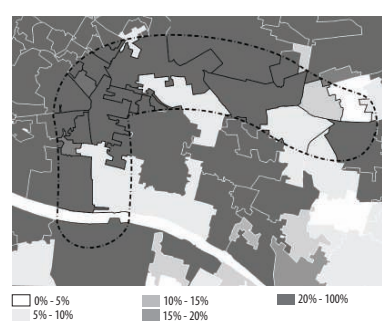
SIMD RANK BY % - 2009



CRIME BY % - 2009



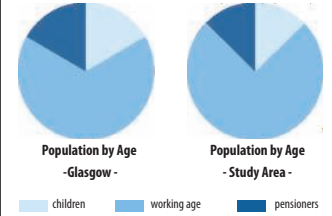
MOST DEPRIVED AREAS BY % FOR JOB AND EMPLOYMENT



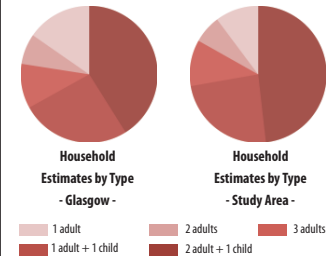
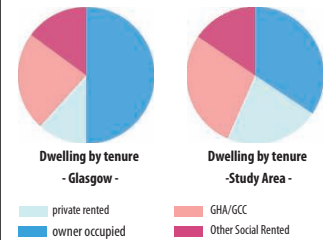
DATAZONES



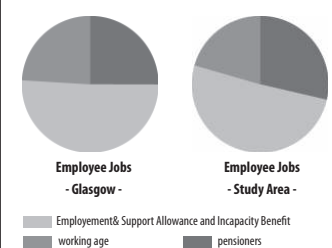
DEMOGRAPHICS



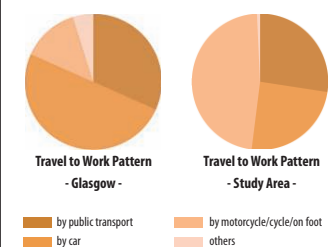
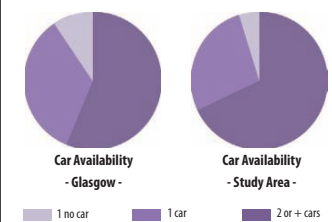
HOUSING



JOB AND ECONOMY



ACCESSIBILITY AND TRANSPORT



The outcomes of comparing the statistics for some of the territories comes out obviously as there are areas with high population and medium to high incomes which have a balance between different types of dwellings but are very dependent on car usage as well as having a normal distribution of different age groups. The above areas usually have a low level of criminal activity.

On the contrary, most deprived areas follow the norm of having lower incomes, more unemployment, completely uneven distribution of different age groups, high levels of crime etc.

An important fact for the mobility of the area is that the amount of people cycling or walking to work is very high regardless of the other socio-economical characteristics and the barriers. Lastly, the concentration of large families in the study area is high, especially in comparing it with the statistics of the whole Glasgow.