

## Some Facts and Figures about Greater Manchester

### ***Background***

Greater Manchester has certainly recovered from the IRA bomb that shattered much of Manchester City Centre in the summer of 1996. The opportunity was grasped to invest heavily and creatively to modernise the City for the millennium. Seven years later, a transformation is nearing completion that has seen the city's rebirth as a major shopping destination - a stream of new stores have arrived ranging from Armani to... Selfridges to Zara and a new Harvey Nichols for the autumn is awaited with eager anticipation). It is now a major regional Centre and a distinctive European City. Its very successful hosting of the 2002 Commonwealth Games has gained substantial socio-economic benefits in addition to a legacy of sporting facilities and events such as the £110m stadium in East Manchester and the annual Salford Triathlon.

Located at the heart of the North West region, 190 miles from London and 30 miles from the coast, the conurbation has excellent motorway and rail connections to the rest of the UK and Europe (via Hull). The West Coast main line is to be upgraded to take 150-mph trains at an estimated cost of £6bn as part of the national ten-year transport programme. Manchester International Airport (MIA) wholly owned by the ten district councils comprising the Association of Greater Manchester Authorities (AGMA), had a passenger throughput of nearly 20 million in 2001. A £172m second runway was opened in February 2001, which has increased airport capacity substantially.

Having decentralised into a polycentric conurbation in the 1970s, and with completion of the M60 ring road, in October 2000, traffic congestion is a relatively minor problem compared with the densely populated south. A computerised urban traffic control system ensures peak hour traffic is "waved" into and out of the city, as can emergency services. The initial phases of the light rail Metrolink system have been a great success and plans for "big bang" expansion were advanced in December 2002, when the Secretary of State for Transport announced a single contract deal worth £520m. In total, the project is the largest single investment in a local public transport system outside London and in what will become the largest light rail network in the UK.

## Population

Recent results from the 2001 Census confirm that the inner city district of Manchester is a multicultural centre with a significant ethnic minority comprising 19% (1991, 12.6%) of the district population. The largest group (5.9%) is Pakistani. Sizeable Pakistani populations are also to be found in the neighbouring districts of Oldham (6.3%) and Rochdale (7.7%). A large Indian population (6.1%) lives in neighbouring Bolton. Significantly, 10.6% of all Pakistanis and 7.3% of all Bangladeshis in England reside in Greater Manchester. The huge catchment population within Greater Manchester, in terms of human resources and purchasing power, is of great interest to both manufacturing inward investment and new service operations.

### *Catchment Population within Greater Manchester (000's)*

Area	2001	%
Bolton	261.3	10.5
Bury	180.7	7.3
Manchester	392.9	15.8
Oldham	217.5	8.7
Rochdale	205.2	8.3
Salford	215.9	8.7
Stockport	284.6	11.5
Tameside	213.1	8.6
Trafford	210.2	8.5
Wigan	301.5	12.1
Greater Manchester	2482.8	100.0

Source: ONS 2001 Mid-year estimate (Drive times are available from GMTU Tel: 0161 455 2051)

Mid-2001, Greater Manchester County had a resident population of 2,482,800. The long-term decline in Manchester City Centre's population has reversed. Its conventional role as a transit centre for in-migrants before decanting to the suburbs and beyond in the surrounding districts has been superseded by a new city centre lifestyle. More than 2,000 apartments were under construction in the city centre at the end of March 2002, with planning approval for a further 4,300 units. Average prices of around £150,000 for two-bedroomed apartments were expected. And asking prices for luxury city centre apartments have broken through the £2 million mark. Furthermore, with Europeanisation and globalisation, international immigration is having an increased influence on population trends. The age structure is relatively young with 38.7% of Manchester residents aged 24 and under compared with 31.1% for England.

## Economy

Manchester's economy expands well beyond its district boundary. Indeed, around 10% of the total working population in the county are employed in the central ward of Manchester. Relevant details from the 2001 Census are not yet available. However, commuting flows, from the 1991 Census, show that 158,270 persons travel into the district to work whilst just 34,530 commute out. The extent of these flows illustrates the interdependence of the districts within Greater Manchester.

Greater Manchester residents provide a diverse occupational base. Of the 1,077,347 people aged 16-74 in employment, the most common occupation types are clerical and secretarial occupations accounting for 13.6%. Managers and administrators account for 13.3%.

The 2001 Annual Business Inquiry shows the service sector is the largest source of employment, covering 79% of the employed population within Greater Manchester. The data show that Manchester has a significant financial sector.

A recent report for Marketing Manchester estimates that tourism in 2001 contributed £1.7 billion to the county, a growth of nearly 9% since 1999 and in contrast to a downturn nationally. This accounted for the equivalent of 33,000 full-time jobs as a result of more than 81 million tourist visitors. This demand, as well as a brighter future anticipated for the area signified by activities such as the 2002 Commonwealth Games, has generated a spate of new hotel developments. However, given the region's industrial heritage as the cradle of the industrial revolution, major manufacturing companies are based and flourish in and around the area. Many are based in neighbouring Trafford Park, the world's first purpose built industrial estate. A list of world-class manufacturers from Alstom UK, BAe Systems, Renold to T&N are based in Greater Manchester. According to production data, Greater Manchester companies had a total manufacturing output of £14.9 billion for 2000.

Consequently, continued improvements in the regional transport system are likely to have a significant impact on economic development. Many of the growth sectors depend on ease of access from overseas and nationally. Key developments are the West Coast rail upgrade, the expansion of Manchester Airport and its new Metrolink extension.

A recent report from the Work Foundation (2003) sets out the area's potential to develop as one of only two knowledge capitals in the UK (the other is London). Key qualities for an "ideopolis" includes: critical mass of higher education resources, major international airport, strong economic clusters, access to a large workforce, architectural heritage, vibrant city culture and ... bold municipal leadership.

Within Greater Manchester, the many ongoing developments have spearheaded the process of urban renewal in the region and helped to push growth in construction. Recent plans to revamp Piccadilly Gardens, the perceived centroid of the city into a new multi-storey office building and new retail floorspace are well underway. Work is also underway on a £100 million programme of refurbishment and improvement at Piccadilly Plaza. This flagship mixed scheme includes additional floorspace for offices and both retail and leisure uses. All in all some £2bn of residential, commercial, leisure and retail related investment is being made in and is reshaping the four square miles around Manchester City Centre. This in turn is stimulating considerable interest from investment institutions in the south of England and elsewhere. All this has contributed to a definite "buzz" in the area.

### ***Further Key Economic Facts and Trends***

- Manchester has the largest population of all the ten Greater Manchester districts and Bury has the smallest population.
- Between 1991 and 2001 Rochdale experienced the largest population increase with a net change of 1.5%.
- The population of Greater Manchester is projected to fall by 20,300 (-0.8%) people between 2005 and 2020.
- All Greater Manchester districts experienced a net loss in civilian migration and other changes, with the exception of Manchester, Rochdale and Wigan.

## Geo-Demographic Research

- Between 1998 – 2000 Greater Manchester experienced an overall increase of 4.3% in total employment.
- In Greater Manchester there was a reduction in female full time and female part time employment. At regional and national levels, female part time employment also contracted, but at a slower rate. However, nationally female full time employment experienced continued contraction.
- Male employment continued its expansion in Greater Manchester and this was reflected in growth in male part time employment. Similar patterns were evident at regional and national levels.
- Levels of economic activity are highest in Stockport and lowest in Manchester. Conversely, but not unexpectedly, levels of income support beneficiaries are highest in Manchester and lowest in Stockport.
- Workplace-based data shows Manchester has the highest gross average weekly earnings of £411.44. Oldham has the lowest gross average weekly earnings of £310.64. Only four Greater Manchester districts, namely Trafford, Manchester, Stockport and Salford have average gross earnings above the North West average of £358.14.
- At November 2002 Manchester has the highest rate of unemployment (7.5%) and Stockport has the lowest rate of unemployment (1.8%).
- Greater Manchester as a whole has lower average house prices than England and Wales for all house types. Trafford has the highest priced houses and Wigan has the lowest priced houses in Greater Manchester.
- Greater Manchester's manufacturing employment increased slightly, out-performing the North West and Great Britain. The greatest increases in employment in Greater Manchester were evident in Transport and Communication.
- Four of Manchester's inner city companies are ranked within the national top 20 index of inner city firms. Urban Splash has experienced a 1,588% growth in revenue in the period 1996 – 2000.

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