GM SPATIAL FRAMEWORK

GREATER MANCHESTER SPATIAL FRAMEWORK

Strategic Options Background Paper 1
Areas of Assessment
November 2015

BOLTON | MANCHESTER | ROCHDALE | STOCKPORT | TRAFFORD
BURY | OLDHAM | SALFORD | TAMESIDE | WIGAN

Introduction and summary

Background

S.1 This report has two primary purposes:

- To identify the appropriate areas of assessment for determining the need/demand for housing and employment floorspace that should be planned for through the Greater Manchester Spatial Framework; and
- To consider the implications of those areas of assessment for translating the geography of need/demand into district requirements for housing and employment floorspace in the Greater Manchester Spatial Framework.

S.2 Paragraph 158 of the National Planning Policy Framework (NPPF) states that: "Local planning authorities should ensure that their assessment of and strategies for housing, employment and other uses are integrated, and that they take full account of relevant market and economic signals".

S.3 The Government's Planning Practice Guidance (PPG) explains that: "Needs should be assessed in relation to the relevant functional area, ie housing market area, functional economic area in relation to economic uses, or area of trade draw in relation to main town centre uses. … In some cases housing market areas and functional economic areas may well be the same" (paragraph 21-008-20140306).

S.4 Given this advice, and the fact that some of the evidence recommended for analysis is the same for both housing market areas and functional economic areas, such as the use of travel to work data, this report considers both types of area.

S.5 The report considers in turn the key factors identified in the PPG, with a particular focus on migration and commuting.

Migration and housing market areas

S.6 A wide range of factors influence decisions regarding migration and the precise location of where to live, including:

- Availability of suitable housing
- Price
- Location of family
- Location of friends
- Cultural communities
- Education of children
- Commuting times/routes to work
- Access to shops, facilities, etc
- Lifestyle
- Identity and familiarity

- Environmental quality
- Crime levels

S.7 The relative importance of these factors can vary significantly between different households, and some may generally be more important for particular household types and age groups than others.

S.8 The use of migration data in the identification of housing market areas tends to focus on determining when self-containment levels reach a particular threshold, such as 70% as referred to in the Planning Practice Guidance. Migration data for Greater Manchester from the 2011 Census suggests that previous definitions of housing market areas from the regional and sub-regional housing market assessments of 2008 represent a gross over-simplification of the way in which the housing market functions within Greater Manchester. The notion of largely self-contained housing markets may make sense in some parts of the country, but in a large, integrated conurbation such as Greater Manchester it does not appear to offer an appropriate or helpful description of reality. Data from the last two censuses indicates that self-containment levels are decreasing, suggesting housing markets are gradually becoming more and more integrated.

S.9 In practice, most migration is over a relatively short distance. This is likely to be due to the relative importance of some of the above factors relating to family, friends, and familiarity with an area. Generally, moves to and from individual places occur in all directions, irrespective of any identified housing market area boundaries. Each neighbourhood is effectively at the centre of its own housing market area, with such areas collectively forming a series of overlapping markets that cover the whole of Greater Manchester. Some areas may face more towards one direction than another, and this will often be a function of geographical factors such as the proximity to other neighbourhoods, the quality of transport connections, and the location of the nearest major employment, retail and/or leisure destination. The directions of the most important links may vary depending on whether the source or destination of migration is being considered, as different locations perform different functions within the wider market. For example, the city centre area draws in people from a very wide catchment, extending well beyond Greater Manchester, and then out-migration is to a less extensive though still significant area, with a moderate bias towards the south. In contrast, some of the areas with higher house prices attract people from surrounding areas, irrespective of prevailing house prices within them, but then see outward moves over a wider area with a greater emphasis on locations with similar characteristics. Although there are exceptions, generally, proximity appears to be far more important than price in terms of an influence on the level of migration between areas.

S.10 Overall, Greater Manchester as a whole has a very high level of self-containment, both in terms of the proportion of people moving from an address in Greater Manchester who remain within the sub-region, and the proportion of people moving to an address in Greater Manchester who already lived within the sub-region, exceeding 80% on both measures (as a proportion

of all their moves within England and Wales). The most important external migration flows for each district in Greater Manchester are generally with their immediately adjoining districts that also lie within Greater Manchester, and links to adjoining districts outside the sub-region are usually more limited. However, individual settlements outside Greater Manchester that are located very close to its border, particularly where they lie on a key transport connection such as a railway, can have quite strong links to adjoining districts within the sub-region. Some nearby parts of Cheshire East, High Peak and Rossendale may partly have a role as locations to which Greater Manchester residents move, but in all cases there are also quite significant though usually lesser flows in the opposite direction. Some parts of High Peak appear to have a wider catchment within Greater Manchester than might be expected from the general patterns described above, with modest flows from the city centre and south Manchester.

S.11 Data from the censuses and ONS indicates that Manchester and Salford have a quite distinctive role within Greater Manchester. The two cities effectively accounted for all of the net in-migration to Greater Manchester over the period 2002-2012 (over 4,650 people per annum, with the other eight districts collectively seeing net out-migration at over 650 people per annum), due to them seeing very high levels of net international in-migration, although Manchester does have considerable net out-migration to other parts of the country. The role of Manchester and Salford appears to have evolved between the last two censuses, with a major increase in net in-migration, particularly net migration to Manchester from outside Greater Manchester, whereas most other parts of the sub-region have seen a significant increase in net out-migration. Flows between the two cities have also become far more important, more than doubling between 2001 and 2011.

S.12 Manchester and Salford attract more migrants from outside Greater Manchester (but within England and Wales) than any of the other eight districts in the sub-region. Only around one-third of in-migrants to Manchester come from elsewhere in Greater Manchester, demonstrating its ability to attract people from a wide area. The top ten net inflows to Manchester are from other cities in the North and Midlands, reflecting its role and relative importance, and Salford shares some similarities in this regard. Manchester and Salford are the only Greater Manchester districts for which locations within England and Wales outside Greater Manchester make up a higher proportion of the sources of all migrants than they do the proportion of the destination of all migrants, again highlighting their role as entrance points to the sub-region from which there is then some redistribution to other parts of the conurbation.

S.13 The location of the city centre and Salford Quays within Manchester and Salford is likely to be a key factor in explaining this role of the two cities. The two wards covering those areas have a very broad reach, particularly in terms of the source of migrants, drawing people from a very wide catchment and then redistributing them across a broad area of Greater Manchester. The main sources and destinations for the City Centre ward in Manchester appear to have quite a strong southward bias, whereas this is less pronounced for the

Ordsall ward covering Salford Quays and the western part of the city centre. Manchester is by far the most important external migration source and destination for several districts within the sub-region, always with net outflows from Manchester, and is particularly significant in the case of Salford, Stockport and Trafford, again suggesting a southward focus to the city's relationships. The outflow rates from Manchester to Salford and Trafford, and the inflow rates from them, are very high relative to the size of the population of those two districts, and are the most significant in Greater Manchester.

S.14 There is other evidence of differences between the northern and southern parts of Greater Manchester, though Bury is often different to other parts of the north of the sub-region. For example, although the previous definitions of housing market areas within Greater Manchester are clearly problematic, it is notable that the two northern areas (North West and North East) have high levels of self-containment, whereas the two southern areas (Central and South) have lower self-containment below the 70% threshold. This picture is further reinforced by the significant flows between the Central and South HMAs, particularly in terms of those moving from the Central HMA to the South HMA. The more northern districts of Bolton, Oldham, Rochdale and Tameside all individually have high levels of self-containment, close to or exceeding 70%, though self-containment is much lower in Bury. The North West and North East HMAs also have a higher proportion of their moves contained within Greater Manchester than the Central and South HMAs. The analysis of ward-level data reinforces this picture, with the clusters of low self-containment generally focused in the south of the conurbation, particularly in terms of the source of migrants, which all indicates that locations in the centre and south quite often have a broader reach than places in the north. Manchester, Stockport and Trafford generally have lower levels of containment, but this should still be seen within the overall picture of most moves being over relatively short distances. The absolute flows to and from the northern part of Cheshire East are reasonably significant, particularly for Stockport, reflecting the proximity of neighbourhoods. South Trafford has a particularly low level of containment, which may partly be a function of the high house prices. Some of the areas of high self-containment in the north are due to particular concentrations of ethnic groups.

S.15 There is also some evidence of differences between the west and east of Greater Manchester. The four eastern districts of Oldham, Rochdale, Stockport and Tameside collectively saw net out-migration of more than 1,500 people per annum over the period 2002-2012, whereas the four western districts of Bolton, Salford, Trafford and Wigan had net in-migration of more than 2,200 people per annum. Oldham, Rochdale and Tameside have the highest proportion of their migrants coming from within Greater Manchester. Although there are some links with High Peak, the east of Greater Manchester generally has very limited migration connections to its east, particularly to Calderdale and Kirklees. Oldham and Rochdale stand out on some measures, having the highest net out-migration over the period 2002-2012, and the highest self-containment within Greater Manchester, both individually and together.

S.16 In considering housing markets within Greater Manchester, it would therefore seem advisable to avoid seeking to define distinct housing market areas, but instead to focus on the roles of different places and the interactions between them. Although there are some migration links to settlements just outside the sub-region, Greater Manchester generally appears to be an appropriate starting point for analysis, supplemented by assessment of individual districts. The generally short-distance nature of most migration moves will be an important consideration, as will be the apparent increasing integration of housing markets.

S.17 Overall, there appears to be little evidence that differences in house prices are a major determinant of migration patterns. Proximity appears to be the key issue, largely irrespective of whether areas have similar or different average house prices. The primary issue associated with house prices may be that households with lower incomes typically appear to move over shorter distances, which could suggest that their location choices are more limited than those who can afford higher house prices.

Commuting

S.18 Almost 88% of commuters who live in Greater Manchester also work in the sub-region, and more than 85% of commuters who work in Greater Manchester also live in the sub-region. These high levels of commuting self-containment are perhaps unsurprising given the size of the area involved, but suggest that Greater Manchester is reasonably self-sufficient both in terms of the provision of employment opportunities and the supply of labour. Overall, there is net in-commuting to Greater Manchester from the rest of England and Wales of 28,316, which could be considered very low given that more than 1,000,000 people commute to a location within the sub-region. Greater Manchester is a very important source of jobs for High Peak and Rossendale, accounting for more than 30% of their commuters, but the largest absolute commuting flows are with Cheshire East.

S.19 Manchester, Salford and Trafford all draw in a large number of workers from outside their districts, often from each other, and have net in-commuting and low worker self-containment. Manchester has a dominant role, with very high levels of net in-commuting exceeding 100,000, whereas the levels for Salford and Trafford are much more modest. The other seven Greater Manchester districts have quite significant net out-commuting. Bolton, Oldham and Rochdale appear to have quite localised commuting, with relatively high self-containment both in terms of workers and commuters. Bury, Stockport and Tameside have lower commuter self-containment rates. Wigan is quite distinctive, having the highest worker self-containment in Greater Manchester but low numbers of commuters coming from other parts of the sub-region, the lowest proportion by far of its residents working in Greater Manchester, the highest net out-commuting of any Greater Manchester district, and being the only district in the sub-region for which Manchester is not the most important external commuting destination (it is only the fifth).

S.20 Overall, similar to migration, the pattern of commuting flows is reasonably predictable based on the size and location of employment areas relative to the main areas of population. The primary sources of commuters are always the immediately surrounding areas, but the extent of an employment area's influence and the average length of commuting journeys will vary depending on its function within the sub-region. Although they are very important within the districts in which they are located, the eight major town centres in Greater Manchester have a relatively localised commuting catchment, with the main flows for each being from the district that they are located within, together with modest flows from adjoining districts, the size of which typically reflects the proximity of the main residential neighbourhoods, the quality of transport connections and the availability of other areas of major employment opportunities. Significant industrial areas such as Kingsway appear to have similarly localised catchments. Wigan Town Centre stands out as having a very high proportion of commuters from within the district (75%), and the proportions for Bolton and Rochdale Town Centre are also high (more than 65%). Stockport Town Centre appears to have a broader reach than most of the other major town centres in Greater Manchester, with significant flows from Manchester and Tameside in particular, though those from Cheshire East and Trafford are also quite considerable.

S.21 The major employment areas at the core of the conurbation (the city centre, Salford Quays and Trafford Park) have a significantly broader reach, drawing a lower proportion of workers from the immediate area, and having longer average travel to work distances (with median commuting distances of 14-16km compared to 7-9km for the town centres). Manchester, Salford and Trafford collectively still provide more than half of the workers for each of these employment areas, but there are also major flows from the other Greater Manchester districts to the city centre. The districts in the north of Greater Manchester generally provide fewer workers for the city centre than does the south of the sub-region and, equally, the city centre is less significant as a source of jobs for the districts in the north, in both cases with the exception of Bury. Oldham and Rochdale are relatively disconnected from Salford Quays and Trafford Park, and Bolton and Wigan send the fewest people to the city centre from within Greater Manchester. This southward bias of commuting appears to extend into adjoining districts, with the largest inward flows to the core employment areas generally being from Cheshire East, Warrington and High Peak. The flows from Rossendale show that the employment opportunities in the core are relatively important to that district, and it is notable that Rossendale lies immediate to the north of Bury, which is the part of the north of Greater Manchester that supplies the most commuters for the core areas despite having the smallest population.

S.22 In the same way that Greater Manchester has a series of overlapping housing market areas, the majority of employment areas in Greater Manchester appear to lie at the centre of modest sized commuting catchments, with those catchments overlapping each other rather than being distinct travel to work areas. There is some skewing of this, including due to geographical factors (for example with Rochdale having little influence to its east in West Yorkshire) or the proximity of the city centre (for example with Bury largely

drawing in people from the north but not the south, and Tameside from the east rather than the west).

S.23 However, overlaying these localised catchments are the broader catchments for the employment areas at the core of the conurbation, and the city centre in particular appears to have a distorting effect. Although it draws in very large numbers of commuters from nearby, the city centre's broad reach influences commuting patterns across Greater Manchester, and over 57,000 of its workers travel more than 10km. In the case of Salford, Stockport, Tameside and Trafford, Manchester as a whole provides employment for more than 20% of their commuters, and these four districts also had the highest proportions of their migration flows accounted for by Manchester.

S.24 As noted above, there is some evidence that the north-west (Bolton and Wigan) and north-east (Oldham and Rochdale) are less connected to some of the employment opportunities within the core than other parts of the conurbation, but there are still quite significant commuting flows from those districts, for example with Wigan being the fifth most important source of commuters for both Salford Quays and Trafford Park. Furthermore, the ONS definition of travel to work areas (TTWAs) identified separate Bolton and Rochdale & Oldham TTWAs in 2001, but these were subsumed into the Manchester TTWA in 2011, suggesting increasing functional integration of different parts of Greater Manchester. It is possible that new and improved transport infrastructure, such as the Metrolink line to Oldham and Rochdale, could lead to further changes in these patterns in the future.

S.25 Nevertheless, proximity is still a vital component, and it is not necessarily the size and role of Manchester that draws people in from outside Greater Manchester, for example with Wigan and Bolton being more important for Chorley commuters, Rochdale and Bury being more important for Rossendale commuters, and Stockport and Tameside being equally as important as Manchester for High Peak commuters.

Retail catchments

S.26 There is a significant overlap of the principal retail catchments of the city centre and eight main town centres, particularly on the eastern side of Greater Manchester. This reflects the integrated nature of the conurbation, but the individual town centres still retain strong identities and influence over their surrounding communities. The lack of a main town centre in Salford reduces the catchment overlap on the western side of Greater Manchester, although the Trafford Centre's influence will be stronger there, and the largely discrete nature of Wigan's principal catchment reinforces some of the patterns seen in relation to migration and commuting. There are similarities between the commuting patterns and retail catchments of the town centres, in terms of their size and geography.

Conclusions on the area of assessment

S.27 Greater Manchester has very high levels of self-containment, both in terms of migration and commuting. This reflects both its size and the fact that there are large areas of open land separating the conurbation from many of the nearest settlements. Greater Manchester is also an important administrative unit, for example having its own Combined Authority and Local Enterprise Partnership. It is also a recognised area of search for many businesses when looking for premises. On this basis, it provides an appropriate starting point for considering housing and employment floorspace requirements.

S.28 However, the evidence on both migration and commuting suggests that there are important connections with areas adjoining Greater Manchester that need to be taken into account. The nature of these connections varies depending on the proximity of settlements within and outside Greater Manchester, the location and relative strength of key employment areas, and the availability of direct transport connections. Many of the interactions are very localised, contained around the boundaries of the sub-region, but the strength of the city centre as an employment location is felt across a much broader area. Some migration and commuting flows are skewed in one particular direction, whereas others are more even with low net flows masking high absolute flows. In some cases the importance of the interactions may be more important to the districts adjoining Greater Manchester but of less significance to Greater Manchester and the districts within it, due to the differing size of the areas involved and the availability of alternative sources of employment and labour. The implications of emerging housing and employment floorspace requirements and proposals, both within and outside Greater Manchester, will therefore need to be carefully considered as work on the Greater Manchester Spatial Framework progresses, so as to ensure that there is an appropriate balance of housing and jobs across the wider area.

S.29 Most people migrate over relatively small distances, resulting in a series of overlapping markets rather than relatively discrete housing market areas. Migration patterns are generally quite predictable, based on issues such as proximity, transport connections, employment opportunities and local identity, rather than reflecting previously identified housing market areas. Similarly, most employment areas see people commuting to them primarily from quite nearby, again leading to overlapping catchments. However, the major concentration of employment opportunities at the core of the conurbation, focused around the city centre, has a distorting effect, drawing people in from longer distances and limiting the commuting catchment of some of the other employment areas within Greater Manchester.

S.30 There are also other broader patterns that are discernible, such as higher levels of migration self-containment in the north of Greater Manchester, a generally more fluid market in the south, typically lower self-containment for those moving from more prosperous areas, net in-migration in the west and net out-migration in the east, and a very extensive in-migration catchment for the core of the conurbation that is then redistributed to some extent to surrounding areas. Wigan tends to have weaker connections to the rest of

Greater Manchester than the other nine districts in the sub-region, both in terms of migration and commuting, as might be expected given its location. There is some evidence that migration is more contained within districts than if it were purely a function of distance and transport links. Familiarity with, and proximity to, particular town centres, as reflected in the geography of their core catchments, along with other aspects of local identity, could potentially explain this.

S.31 This complex functioning of housing and labour markets within Greater Manchester means that there is no simple way of subdividing the sub-region into identifiable housing market areas or functional economic areas. Any boundaries would essentially be arbitrary, and risk masking important relationships, as has been seen with the housing market areas that have previously been identified. Given these problems, together with the relatively small distances involved in most migration and commuting, the issues of district identity, and the availability of population and household projection data, it is considered that the most appropriate unit of analysis below the Greater Manchester level is the individual districts. This would be expected to enable a greater level of analysis, taking into account a better understanding of the relationships between different places, than would the combination of districts into larger sub-areas. However, even a district-based analysis could mask significant cross-boundary connections, and it will be important to have regard to the analysis in this report and supplementary data when interpreting assessments of demand and need for individual districts. For example, an ongoing 'Deep Dives' analysis of the economic issues and opportunities across Greater Manchester will provide a more thorough understanding of economic activity at a sub-district level.

Distribution of housing and employment floorspace requirements

S.32 Although the analysis of 2011 Census migration data suggests that most moves are over a relatively short distance, and many moves are likely to be constrained by links to family and friends, a comparison of past population projections with actual change indicates that the cumulative impact of migration can result in reasonably significant changes over time compared to those that have been forecast. Over a period of 20 years, this could easily lead to household growth being several thousand higher or lower than projected in any district, even if the Greater Manchester total is as forecast. Consequently, there would appear to be considerable scope for household growth to be redistributed around the sub-region if that were considered to be an appropriate strategy. For example, if a more sustainable pattern of household growth could be identified than that which is forecast, in terms of minimising the need to travel and the impact of residential development on the environment, then it would appear realistic to work towards it provided that appropriate measures could be put in place to ensure that locations identified for higher than forecast growth could attract any available migration.

S.33 The 1993-based population projections show that any additional population and household growth within the sub-region could realistically be focused on a

small number of districts, as the higher than forecast growth in the following 20 years was focused solely in Manchester, Salford and Trafford, but again this would only be likely to be achieved in practice if such locations were sufficiently attractive in terms of access to employment, lifestyle, housing quality, etc. The overall spatial strategy for accommodating household growth is therefore influenced by the forecast pattern of household change across Greater Manchester, but is not completely set by it, and there is significant potential to move at least part of that household growth to other locations.

S.34 Overall, the high migration inflows relative to population size for Manchester and Salford mean that these two cities are likely to have the greatest potential for their population levels to deviate from those forecast in the ONS 2012-based projections, either due to deliberate policy interventions or changing circumstances. Trafford, and to a lesser extent Bury, also have above average projected migration inflows relative to their population size, and so could also possibly see significant redistribution of growth both within and outside Greater Manchester. In contrast, the migration inflow rates are projected to be quite low for Wigan, Oldham, Rochdale and Tameside, with Oldham and Rochdale having relatively high natural change. Consequently, there may be more limited scope to move the projected population growth of these districts into surrounding areas, particularly given that three of the districts adjoin each other on the north-east side of Greater Manchester, and have seen relatively modest population growth over the last few decades compared to some other parts of the sub-region and also have relatively high migration self-containment rates.

S.35 The commuting analysis highlights a series of issues that will need to be taken into account when determining the desirable distribution of population growth relative to the distribution of employment opportunities, and vice versa. Patterns of development that are likely to result in longer average journey distances will probably only be appropriate if there is very considerable investment in transport networks, and a significant modal shift away from the private car. The fact that commuting flows to the major employment areas at the conurbation core are generally lower from the northern districts (with the exception of Bury) than from the south does not necessarily mean that such areas should provide less of the housing to accommodate an increase in workers in the core. The lower commuting levels may be due to a variety of issues, such as the type of dwellings and residential environments that are currently available in such locations, skill levels and health, as well as the quality of transport links. Similarly, regard will need to be had to the fact that Wigan is generally less integrated with the rest of Greater Manchester than the other nine districts, but actions to address this could potentially have significant economic and social benefits.

Housing market areas

1. National guidance

1.1 The National Planning Policy Framework states that "local planning authorities should use their evidence base to ensure that their Local Plan meets the full, objectively assessed needs for market and affordable housing in the housing market area, as far as is consistent with the policies set out in this Framework" (paragraph 12).

1.2 The Planning Practice Guidance (PPG) explains that:

"Need for housing in the context of the guidance refers to the scale and mix of housing and the range of tenures that is likely to be needed in the housing market area over the plan period – and should cater for the housing demand of the area and identify the scale of housing supply necessary to meet that demand." (paragraph 2a-004-20140306)

1.3 The PPG defines a housing market area as follows:

"A housing market area is a geographical area defined by household demand and preferences for all types of housing, reflecting the key functional linkages between places where people live and work. It might be the case that housing market areas overlap. The extent of the housing market areas identified will vary, and many will in practice cut across various local planning authority administrative boundaries. Local planning authorities should work with all the other constituent authorities under the duty to cooperate." (paragraph 2a-011-20140306)

1.4 The PPG states that:

"Housing market areas can be broadly defined by using three different sources of information as follows.

- **House prices and rates of change in house prices**
  Housing market areas can be identified by assessing patterns in the relationship between housing demand and supply across different locations. This analysis uses house prices to provide a 'market-based' reflection of housing market area boundaries. It enables the identification of areas which have clearly different price levels compared to surrounding areas. The findings provide information about differences across the area in terms of the price people pay for similar housing, market 'hotspots', low demand areas and volatility. …
- **Household migration and search patterns**
  Migration flows and housing search patterns reflect preferences and the trade-offs made when choosing housing with different characteristics. Analysis of migration flow patterns can help to identify these relationships and the extent to which people move house within an area. The findings can identify the areas within which a relatively high proportion of household moves (typically 70 per cent) are

contained. This excludes long distance moves (eg those due to a change of lifestyle or retirement), reflecting the fact that most people move relatively short distances due to connections to families, friends, jobs, and schools. …

- **Contextual data (for example travel to work area boundaries, retail and school catchment areas)**
  Travel to work areas can provide information about commuting flows and the spatial structure of the labour market, which will influence household price and location. They can also provide information about the areas within which people move without changing other aspects of their lives (eg work or service use)." (paragraph 2a-011-20140306)

1.5 In June 2014, the Planning Advisory Service (PAS) published guidance on objectively assessed housing need, which includes an extensive consideration of how to identify housing market areas, with a second edition published in July 2015. This guidance seeks to implement the approach outlined in the National Planning Policy Framework and the PPG.

2. Previous Greater Manchester strategic housing market assessments

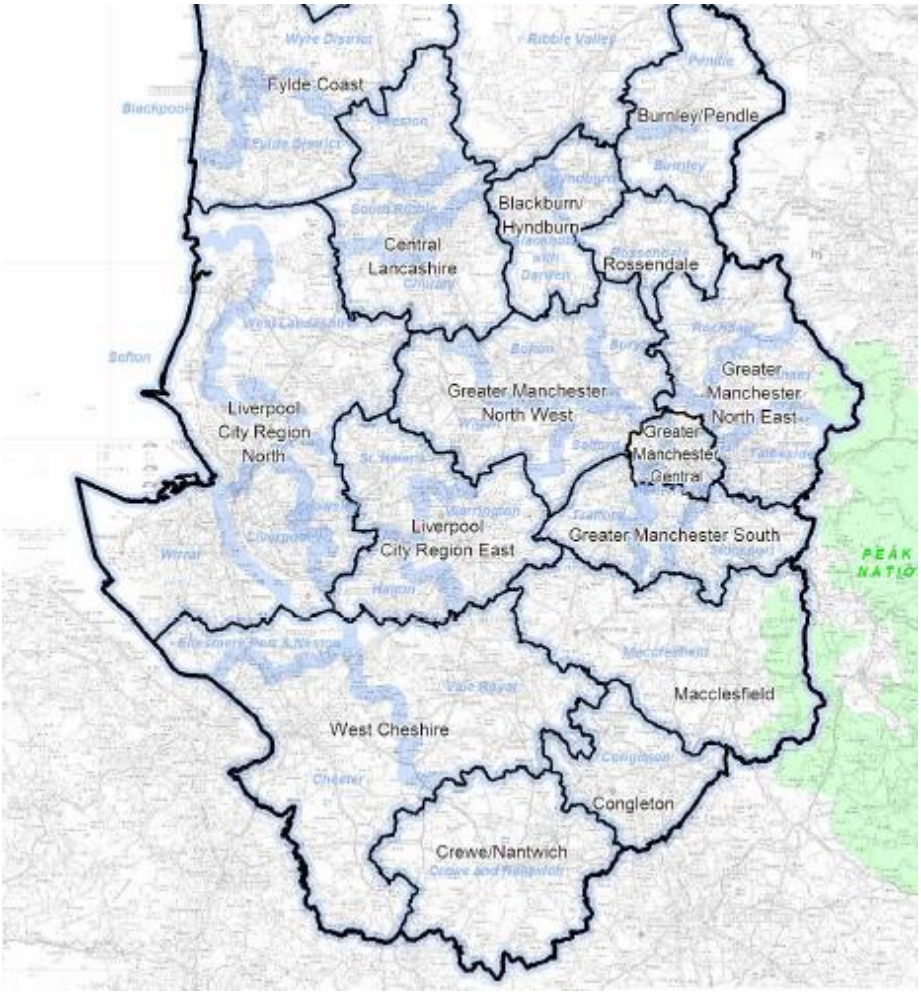
2.1 There are currently two strategic housing market assessments covering the whole of Greater Manchester, both published in 2008, namely the:

- North West Strategic Housing Market Assessment, commissioned by 4NW and prepared by a consortium of Nevin Leather Associates, Manchester Geomatics, the University of Sheffield and Inner City Solutions
- Greater Manchester Strategic Housing Market Assessment, commissioned by the Association of Greater Manchester Authorities and prepared by Deloitte MCS Ltd and GVA Grimley

2.2 Both of these assessments split Greater Manchester into four housing market areas, using the same boundaries:

- Greater Manchester Central, which consists of Central and East Manchester and Central Salford
- Greater Manchester North West, which consists of Bury, Bolton, Salford West and Wigan
- Greater Manchester North East, which consists of North Manchester, Oldham, Rochdale and Tameside
- Greater Manchester South, which consists of South Manchester, Stockport and Trafford

2.3 The map below is an extract from Map 2.1 of the North West Strategic Housing Market Assessment, and shows the four aforementioned housing market areas together with other housing market areas within the region which include districts that adjoin Greater Manchester.


Fylde Coast
Burnley/Pendle
Blackburn/
Hyndburn
Central
Lancashire
Rossendale
Greater
Manchester
North East
Greater Manchester
North West
Liverpool
City Region
North
Greater
Manchester
Central
Liverpool
City Region East
Greater Manchester South
Macclesfield
West Cheshire
Congleton
Crewe/Nantwich

3. Previous research on housing market areas

3.1 In November 2010, the Department for Communities and Local Government published detailed research on the geography of housing market areas in England that had been undertaken by Heriot-Watt University and the Universities of Manchester, Newcastle and Sheffield on behalf of the former National Housing and Planning Advice Unit (referred to hereafter as the NHPAU research). The stated purpose of the research was to "identify the optimal areas within which planning for housing should be carried out"[1].

3.2 The research used three variables to assess potential housing market areas at different geographic levels: commuting, migration and house prices. It concluded that "the system of local housing markets can be seen as series of tiers"[2]. It suggested that there are three potential tiers "to the structure of housing market areas.

- framework housing market area defined by long distance commuting flows
- local housing market areas defined by migration patterns
- submarkets defined in terms of neighbourhood and/or house type price premiums"[3].

3.3 In relation to this suggested tiered approach to housing market areas, the research concluded that it:

"is not only theoretically sound but also offers important policy advantages. A tiered approach to policy sees the framework housing market area as providing the long term horizon for strategic planning encompassing projected household changes, transport connectivities, housing land availability, housing market change, urban capacity study and addressing major initiatives like growth areas. The local housing market area can be seen as the short term perspective in which planning also has to operate. Building new houses within a framework housing market area may not necessarily address supply shortage in a particular local housing market area directly in the short term but it is possible that new building in the long term can lead to a redrawing of migration patterns. To achieve this will require a sensitive approach to the location of such new housing taking into account transport networks for example and demands a focus on local housing market areas embedded within their framework housing market area."[4]

3.4 Various combinations of different approaches to commuting and migration self-containment were tested by the research. It ultimately identified "an upper tier of framework housing market areas derived from 77.5 per cent commuting

[1] Department for Communities and Local Government (November 2010), *Geography of housing market areas: Executive summary*, p.4
[2] Department for Communities and Local Government (November 2010), *Geography of housing market areas: Final report*, p.7
[3] Ibid, p.10
[4] Ibid, p.34

closure analysis and a lower tier of local housing market areas based on 50 per cent migration closure … as the recommended geography after being considered on theoretical, technocratic and spatial planning considerations"[5]. This resulted in the definition of "a set of 75 framework housing market areas, with a tier of 280 local housing market areas nested wholly within them"[6]. The research focused on the upper two tiers, and did not attempt to identify the submarkets in the third tier.

3.5 The research also identified a single tier definition of housing market areas as an alternative, in case a simpler approach was considered to be more appropriate than the tiered approach. This used a similar methodology to that for the upper tier of the two tier approach described above, but instead applying a 75% threshold level for commuting closure rather 77.5%. This single tier approach resulted in similarly sized housing market areas to the upper tier of the two tier approach, but with slightly different boundaries.

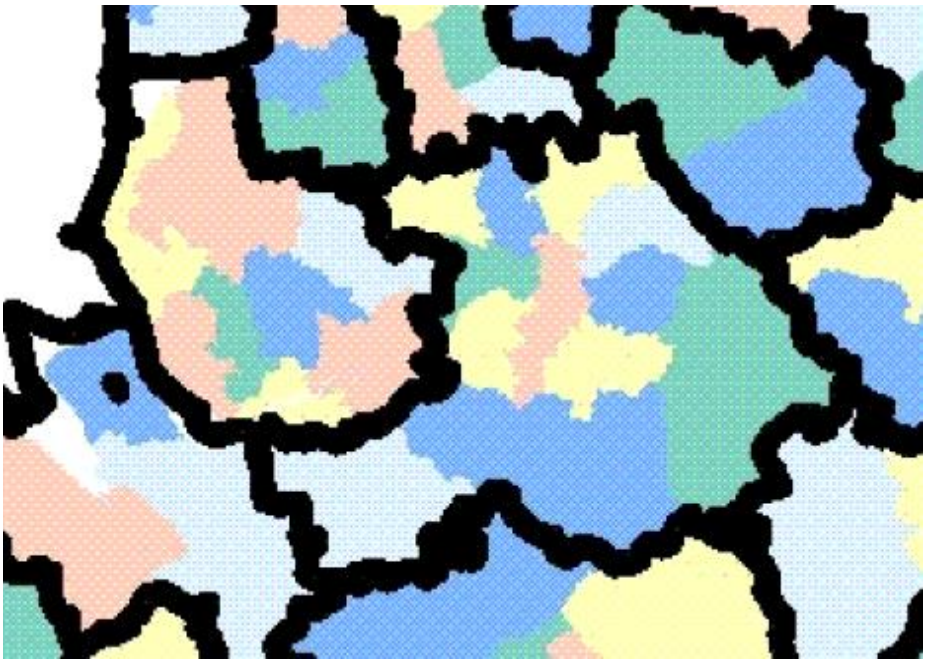
3.6 For both the two tier and single tier approaches, the research identified a gold standard set of housing market areas based on ward boundaries, and silver standard housing market areas providing a best fit to local authority boundaries.

3.7 The gold standard two-tier geography recommended in the research, based on wards, covering Greater Manchester is shown below (upper tier shown by the purple lines, and lower tier by the black lines)[7].

3.8 The gold standard single-tier geography, based on wards, is shown below[8]:

[5] Ibid, p.34-35
[6] Department for Communities and Local Government (November 2010), *Geography of housing market areas: Executive summary*, p.7
[7] http://www.ncl.ac.uk/curds/assets/documents/5.pdf

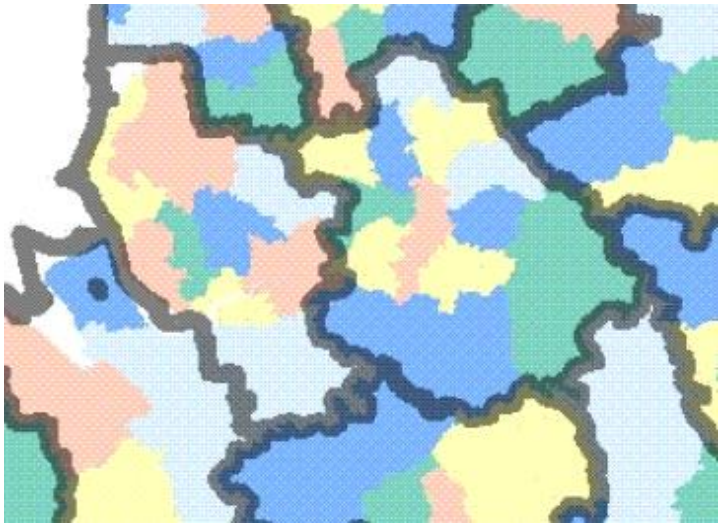
3.9 As noted above, the PAS guidance recommends using local authority boundaries rather than ward boundaries, because of the implications both for data collection and policy development. It specifically refers to the silver standard single-tier geography as the most useful for housing need studies[9]. An extract of this covering Greater Manchester is shown below[10].



[8] http://www.ncl.ac.uk/curds/assets/documents/6.pdf
[9] Planning Advisory Service (July 2015), *Objectively Assessed Need and Housing Targets: Technical advice note – Second edition*, paragraph 5.8
[10] http://www.ncl.ac.uk/curds/assets/documents/8.pdf

3.10 The nine Greater Manchester districts of Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Stockport, Tameside and Trafford can be seen to be in the same single-tier housing market area on this basis, together with High Peak and the former districts of Macclesfield (now part of Cheshire East) and Vale Royal (now part of Cheshire West and Chester). Wigan is identified as part of a separate housing market area, which also includes Halton, Knowsley, Liverpool, St Helens, Sefton, Warrington and West Lancashire.

3.11 It is worth noting that this silver standard single tier geography is slightly different to the equivalent silver standard upper tier geography based around local authority boundaries when considering the two tier approach. Under the silver standard upper tier definition, Vale Royal is in the same housing market area as Wigan and the Merseyside authorities, and Rossendale is included within the same area as the other nine Greater Manchester local authorities (together with High Peak and Macclesfield as in the silver standard single tier geography), as shown below[11].



[11] http://www.ncl.ac.uk/curds/assets/documents/7.pdf

4. Housing market areas adjoining Greater Manchester

4.1 Given that the above research conducted on behalf of the former National Housing and Planning Advice Unit concludes that Wigan may be in a separate housing market area to the other nine Greater Manchester local authorities, and that High Peak, Rossendale and parts of Cheshire East and Cheshire West and Chester may be within the same housing market area as Greater Manchester (excluding Wigan), it is useful to consider how neighbouring local authorities are addressing the issue of housing market area definition (together with Cheshire West and Chester since the former district of Vale Royal was identified as being in the same housing market area as most of Greater Manchester under some definitions in the NHPAU research). A review of their latest strategic housing market assessments indicates that such local authorities have generally reached the conclusion that they lie in separate housing market areas to Greater Manchester, whilst recognising the important linkages to locations within Greater Manchester.

4.2 The High Peak SHMA explains that its "assessment of the extent of the HMA for High Peak demonstrates that the situation is complex and does not necessarily allow for a straightforward demarcation of the [HMA] boundary, as there are considerable overlaps with the HMAs within the Manchester/Sheffield Strategic HMAs". It notes that "the situation in High Peak is clearly highly complex, with the 2010 CLG analysis [of housing market areas] suggesting that the Borough is split between three separate Local HMAs (Buxton, Hyde and Sheffield North & South), and at a more strategic scale, the wider HMAs of Manchester and Sheffield. However, none of the three Local HMAs appear to have a selfcontainment level any higher than that of High Peak Borough in isolation". Consequently, the "complex nature of the relationships of wards within High Peak and neighbouring authorities means that there are clear relationships with bounding authorities that need to be taken into account", and this has implications for the duty to cooperate[12].

4.3 The report states that: "It is the view of NLP that both Tameside and Stockport have significant housing market relationships with High Peak and therefore cannot be considered as entirely independent HMAs, but as Local Authorities with overlapping housing markets. The same could be said (albeit to a lesser extent) with Sheffield and Derbyshire Dales to the south and east, and Cheshire East to the west."[13] However, the SHMA is written for High Peak alone, and the emphasis is on recognising the links and overlapping nature of housing market areas, rather than defining parts of Greater Manchester as lying within the High Peak housing market area, or vice versa.

4.4 The Cheshire East SHMA concludes that "Cheshire East comprises several housing market areas based broadly on the former District boundaries" (i.e.

[12] Nathaniel Lichfield & Partners (April 2014), *Strategic Housing Market Assessment and Housing Needs Study: Final Report*, p.23
[13] Ibid, p.21-22

former Crewe and Nantwich, former Congleton, and former Macclesfield). It describes these three functional market areas derived from the data as follows[14]:

- Former Crewe and Nantwich:
  - Relatively self-contained area, with migration from elsewhere in Cheshire East and North Staffordshire;
  - Most self-contained area in terms of workplace and relatively limited interaction with areas outside Cheshire East.

- Former Congleton:
  - Influenced by migration from elsewhere in Cheshire East, Greater Manchester and North Staffordshire;
  - Travel to work area includes other areas of Cheshire East, elsewhere in Cheshire, Greater Manchester and North Staffordshire.

- Former Macclesfield:
  - Relatively strong influence of migration from Greater Manchester;
  - This is reinforced by strong commuter flows to Greater Manchester.

4.5 Significant links with Greater Manchester are identified, particularly for the functional area based around the former district of Macclesfield. However, it is concluded that areas outside Cheshire East, such as parts of Greater Manchester, do not need to be included within the defined functional areas.

4.6 No specific consideration of housing market area boundaries is set out in the Cheshire West and Chester strategic housing market assessment. In terms of migration, it explains that: "Over the period July 2008 to June 2011 (3 years) a total of 35,640 people have moved into Cheshire West and Chester, particularly from Cheshire East, Flintshire, Wirral, Liverpool and Manchester. 35,620 have moved out (most noticeably to the same localities of Cheshire East, Flintshire, Wirral, Liverpool and Manchester"[15]. It states that analysis of the results of a 2013 household survey "indicates that 64.7% [of economically active heads of household] worked within Cheshire West and Chester and 35.3% worked elsewhere, particularly Cheshire East, Greater Manchester, Wirral, Wrexham and Flintshire"[16]. Thus, some links to Greater Manchester are identified, but there is no suggestion that parts of Cheshire West and Chester lie within the same housing market area as parts of Greater Manchester, or vice versa.

4.7 The Mid Mersey SHMA covers the local authority area of Warrington, along with St Helens and Halton. It concludes that: "The Mid-Mersey sub-region comprises the three local authorities of Halton, St.Helens and Warrington and the data presented in this section strongly supports the sub-region as a

[14] Arc4 (September 2013), *Cheshire East Strategic Housing Market Assessment 2013 Update*, p.20
[15] Arc4 (July 2013), *Cheshire West and Chester 2013 Strategic Housing Market* Assessment, paragraph 3.6
[16] Ibid, paragraph 3.34

selfcontained HMA. The data about household and population moves suggests that Mid-Mersey has a relatively high level of self-containment although the evidence points to higher levels of in-migration into Warrington. Data for travel to work patterns is less clear cut reflecting the area's strong transport links and strategic accessibility which support longer-distance commuting patterns including to both the Liverpool and Manchester City Regions. There is also some evidence of an increase in commuting since 2001."[17]

4.8 One of the questions discussed in the inspector's report for Warrington's Core Strategy public examination was: "Has the Housing Market Area (HMA) for Warrington been identified properly, and is it the appropriate starting point for considering Warrington's housing requirement?" After two pages of analysis, the inspector concluded that "the Mid-Mersey HMA is an appropriate starting point which provides the strategic housing context for the Plan."[18]

4.9 The West Lancashire SHMA refers to two previous studies which both concluded that West Lancashire forms part of a Liverpool City Region North housing market area that also includes Halton, Knowsley, Liverpool, St Helens, Sefton and Wirral[19]. The assessment for West Lancashire is then set within this context.

4.10 The Central Lancashire SHMA covers the local authority area of Chorley, along with Preston and South Ribble. It appears to have accepted Central Lancashire as an appropriate housing market, and then conducted the assessment on that basis. However, it does identify that the area records a resident workforce retention rate of approximately 77%, and that 70% of household moves originate and reside within the boundary, with net in-migration mainly arising from Bolton, Wigan and West Lancashire[20]. Consequently, although some links to the north-western parts of Greater Manchester are identified, the Central Lancashire housing market area is seen to meet the generally used self-containment thresholds.

4.11 Blackburn with Darwen has undertaken a joint strategic housing market assessment with Hyndburn. The report explains that "BwD and Hyndburn have high levels of selfcontainment, in excess of 70%. Including long distance moves, selfcontainment is at least 72.2% and this increases to 75.3% when long distance moves are excluded"[21], and so the two boroughs are considered to be a single housing market area. The report's analysis of migration and

[17] GL Hearn and jg Consulting (October 2011), *Strategic Housing Market Assessment: Report for Halton, St.Helens and Warrington – Final Report (Amended)*, paragraphs 3.17-3.18
[18] The Planning Inspectorate (May 2014), *Report to Warrington Borough Council by Mike Fox*, paragraph 60
[19] Nevin Leather Associates (May 2009), *West Lancashire Housing Market Assessment*, paragraph 2.10
[20] Outside Consultants on behalf of Chorley Council, Preston City Council and South Ribble Borough Council (August 2009), *Strategic Housing Market Assessment 2009: Final Report*, paragraphs 3.5.1, 6.1.3 and 3.7.2
[21] Nathaniel Lichfield & Partners (July 2014), *Strategic Housing Market Assessment and Housing Needs Study: Final Report – Blackburn with Darwen and Hyndburn Councils*, paragraph 2.26

commuting shows that the main connections are with other parts of Lancashire rather than with anywhere in Greater Manchester.

4.12 The strategic housing market assessment for Rossendale includes a separate section on defining the housing market area, and considers migration and commuting data as well as qualitative evidence. It concludes that "Borough wide levels of self containment are relatively high and are close to the threshold of 70%. If long distance moves were excluded the self containment would likely exceed the threshold set of 70%."[22] Links to Greater Manchester are not seen to be significant, in contrast to the conclusions of the national research discussed above, although reference is made to the fact that Rossendale forms part of the same travel to work area as Blackburn, Hyndburn and Ribble Valley as defined by ONS.

4.13 Calderdale's strategic housing market assessment explains that "Calderdale's housing market is embedded within a wider functional housing market area, the Leeds City Region housing market area. … Recent sub-regional housing market research conducted on behalf of the Yorkshire and Humber Regional Assembly identified the Calderdale authority as operating as its own distinct housing market area"[23]. The report notes that the aforementioned research identifies less cross border interaction than other West Yorkshire authorities due to the physical divide of the Pennines[24], which is particularly relevant in terms of its relationship with Greater Manchester.

4.14 The research conducted by DTZ on behalf of the Yorkshire and Humber Regional Assembly also informed the Kirklees SHMA. It suggested that Kirklees was covered by two separate market areas, Huddersfield and Dewsbury-Batley, but further work by ECOTEC and Sheffield University "identified Kirklees as being its own housing market area, with the suggested geography of analysis coterminous with the local authority boundary". It also "highlighted a 'reference area' for Kirklees which included Calderdale, Wakefield and Barnsley" and noted the important linkage with Leeds as a major source of employment within the sub-region[25].

4.15 The strategic housing market assessments covering districts adjoining Greater Manchester generally recognise the need to consider cross-boundary linkages, and in many cases this includes the relationship with parts of Greater Manchester. However, none of those assessments specifically include parts of Greater Manchester, nor do they recommend that the district in question would be better assessed in combination with part or all of Greater Manchester.

[22] Fordham Research (February 2009), *Rossendale Strategic Housing Market Assessment 2008: Final Report*, p.28
[23] GVA et al (April 2011), *Shaping the Housing Future of Calderdale: Strategic Housing Market Assessment*, p.iii
[24] Ibid, paragraph 3.6
[25] GVA and Edge Analytics (May 2012), *Kirklees Strategic Housing Market Assessment: Final Report*, paragraphs 2.32-2.35

5. Migration data

Data availability

5.1 There are two main sources of data on migration within England and Wales:

- 2011 Census, providing migration flow data between areas during the 12 months prior to the census date. This is currently available for districts and wards.
- Office for National Statistics (ONS) estimates of movements between individual local authorities. The estimates are produced using a combination of data from the National Health Service Central Register (NHSCR), the Patient Register Data Service (PRDS) and the Higher Education Statistics Agency[26].

5.2 Data in this section is generally provided for each of the ten districts within Greater Manchester and the ten districts adjoining Greater Manchester, as well as for Cheshire West and Chester which does not adjoin Greater Manchester but which has been identified in previous housing market assessment work as having links to the sub-region. References to 'domestic' migration in relation to the Census data relate to moves within England and Wales.

Overall migration levels

5.3 An initial understanding of the roles of different districts within and around Greater Manchester can be gained by considering the migration figures from the ONS mid-year population estimates. The table below shows the overall net migration figures for the period 2002-2012, together with the internal (within the UK) and international elements.

	Average net migration per annum 2002-2012 (ONS mid-year population estimates)		
District	Total migration	Internal migration	International migration
Bolton	172	-540	712
Bury	26	-245	270
Manchester	3,258	-1,553	4,811
Oldham	-588	-1,112	524
Rochdale	-855	-1,083	227
Salford	1,405	-134	1,539
Stockport	-179	-299	120
Tameside	116	-32	149
Trafford	240	22	218
Wigan	407	111	295

[26] For details of the methodology see http://www.ons.gov.uk/ons/guide-method/method-quality/specific/population-and-migration/estimating-internal-migration-customer-guidance-notes.pdf

District	Average net migration per annum 2002-2012 (ONS mid-year population estimates)		
	Total migration	Internal migration	International migration
Greater Manchester	4,002	-4,862	8,864
Blackburn with Darwen	-584	-918	334
Calderdale	543	287	256
Cheshire East	1,463	1,214	249
Cheshire West and Chester	282	429	-147
Chorley	534	479	55
High Peak	250	286	-36
Kirklees	588	-425	1,014
Rossendale	124	138	-14
St Helens	107	79	28
Warrington	775	415	360
West Lancashire	327	152	175

5.4 Greater Manchester as a whole can be seen to have had net in-migration over this ten-year period. However, this was due to significant levels of net international in-migration, and there was actually net out-migration to other parts of the UK. This picture was largely reflected for each of the individual Greater Manchester districts, with each seeing net international migration, and all but Trafford and Wigan having net internal out-migration.

5.5 Nevertheless, within this general pattern there was very significant deviation, with Manchester accounting for more than half of all net international in-migration, and Salford also having a high figure relative to the remaining eight Greater Manchester districts. Indeed, Bolton and Oldham were the only other districts in Greater Manchester with net international migration exceeding an average of 300 per annum over this period, and Stockport and Tameside had the lowest levels.

5.6 Manchester, Oldham and Rochdale all had high levels of net internal out-migration, exceeding 1,000 per annum, with Bolton the only other district having a figure exceeding 300 per annum. Unlike the other districts with significant net international in-migration, Salford's net out-migration was very limited.

5.7 Although Greater Manchester as a whole saw net in-migration, this was largely due to Manchester and to a lesser extent Salford. If those two cities were excluded, then the other eight Greater Manchester districts actually collectively saw net out-migration. Individually, Rochdale and Oldham had quite significant net out-migration, with more modest levels from Stockport. With Tameside having only very modest net in-migration, and Wigan having the third highest net in-migration after Manchester and Salford, there appears to be something of an east-west split with the four Greater Manchester districts to the west of Manchester and Bury gaining population (2,225 per annum) and the four districts to the east of them losing population (1,506 per

annum). This is due both to the west having higher levels of net international in-migration, and the east having higher levels of net internal out-migration.

5.8 In terms of the surrounding districts, Cheshire East has a relatively high level of net in-migration, which is largely the result of movements from within the UK. Several other districts also have reasonably significant net in-migration, including Warrington, Kirklees, Calderdale and Chorley. Only Blackburn-with-Darwen saw net out-migration, which was due to large net outflows to other parts of the UK.

5.9 The rest of this section focuses on migration within the UK, as this is most relevant for the analysis of housing market areas. However, it will be important to consider international migration further when considering other issues such as the demand for different types of housing.

Role of Greater Manchester

5.10 The following table shows the proportion of moves for each district that are to or from Greater Manchester. In the case of districts lying within Greater Manchester, this is a measure of Greater Manchester containment, whereas for those surrounding the sub-region it provides an indication of the relative significance of Greater Manchester in their migration flows. The first two columns show the significance of Greater Manchester in relation to all migration flows. However, given the high levels of self-containment in many districts (i.e. the proportion of moves where the source and destination are within the same district), the last two columns show the relative significance of the rest of Greater Manchester (or the whole of Greater Manchester for districts lying outside the sub-region) as a proportion of all moves that are not contained within the district itself, enabling the relative importance of Greater Manchester to be more easily assessed.

	Proportion of migration contained within areas (2011 Census)			
District	To Greater Manchester as % of England and Wales	From Greater Manchester as % of England and Wales	To rest of Greater Manchester as % of rest of England and Wales	From rest of Greater Manchester as % of rest of England and Wales
Bolton	83.21	85.97	41.21	47.95
Bury	80.19	85.22	51.11	59.26
Manchester	80.83	73.28	45.08	32.83
Oldham	85.62	90.56	53.13	61.98
Rochdale	82.75	88.50	44.91	58.43
Salford	82.37	79.31	57.71	54.57
Stockport	75.73	83.34	42.20	55.05
Tameside	84.70	89.52	53.06	63.68

District	Proportion of migration contained within areas (2011 Census)			
	To Greater Manchester as % of England and Wales	From Greater Manchester as % of England and Wales	To rest of Greater Manchester as % of rest of England and Wales	From rest of Greater Manchester as % of rest of England and Wales
Trafford	75.19	82.39	46.42	59.75
Wigan	80.67	82.96	32.06	33.40
Greater Manchester	81.04	81.10	N/A	N/A
Blackburn with Darwen	5.92	4.63	18.16	17.74
Calderdale	2.80	3.01	9.97	11.14
Cheshire East	7.93	9.75	21.93	27.05
Cheshire West and Chester	3.55	3.40	9.50	9.74
Chorley	8.87	10.36	20.19	22.20
High Peak	11.21	12.87	29.19	34.95
Kirklees	2.19	2.18	8.27	8.10
Rossendale	14.85	19.18	35.66	49.17
St Helens	7.27	6.28	22.97	21.72
Warrington	8.52	9.31	24.03	27.34
West Lancashire	8.80	8.32	20.45	18.94

5.11 Greater Manchester has a very high level of self-containment as a whole, with more than 81% of all moves that start or finish in the sub-region being wholly contained within it. All of the Greater Manchester districts have more than 70% of their migration moves, both inwards and outwards, contained within Greater Manchester, and in the majority of cases the figures significantly exceed 80%. The lowest level of containment within Greater Manchester is the proportion of migrants to Manchester who are from a location in Greater Manchester at 73%, and Salford also has a figure below 80% on this measure. This highlights the particular role of the two cities as migration receptors, especially in and around the Regional Centre. The lowest levels of containment of out-migrants within Greater Manchester are for Trafford and Stockport. Oldham, Rochdale and Tameside, adjoining each other in the north-east of Greater Manchester have the highest levels of containment on this measure.

5.12 A slightly different picture emerges when looking at the importance of the rest of Greater Manchester compared to the rest of England and Wales as a source or destination of moves for each Greater Manchester district. The rest of Greater Manchester accounts for only around one-third of Wigan's migration that is not contained within the district. This is by far the lowest proportion except for the moves into Manchester from outside the district, where less than one-third are from the rest of Greater Manchester. Although Salford appeared similar to Manchester when moves within the district were

included, the rest of Greater Manchester is a much more important external source of migrants than it is for Manchester, providing more than half. In terms of the external destinations of migrants, Salford has the highest proportion moving to other parts of Greater Manchester. Bury, Oldham, Rochdale, Tameside and Trafford all have around 60% of their external migrants coming from locations within Greater Manchester.

5.13 In terms of the surrounding districts, Greater Manchester generally accounts for a relatively small proportion of all moves, which is unsurprising given the levels of self-containment within each district. However, when looking at the last two columns of the table, it can be seen that Greater Manchester is relatively important as an external source and/or destination for some of these districts. Almost half of the external migrants coming into Rossendale are from Greater Manchester, and the sub-region is also the destination for more than one-third of those leaving Rossendale. Greater Manchester also appears quite important for High Peak, and Cheshire East, Chorley, St. Helens and Warrington also exceed 20% on both measures.

5.14 Another way of looking at this data is to simply consider the proportion of all moves to and from each Greater Manchester district that are from/to the rest of Greater Manchester, as shown in the table below.

	Flows to and from the rest of Greater Manchester (2011 Census)			
	Destination of migrants		Source of migrants	
District	% moving to another part of Greater Manchester	% moving to England and Wales outside Greater Manchester	% moving from another part of Greater Manchester	% moving from England and Wales outside Greater Manchester
Bolton	11.77	16.79	12.93	14.03
Bury	20.71	19.81	21.50	14.78
Manchester	15.73	19.17	13.06	26.72
Oldham	16.30	14.38	15.38	9.44
Rochdale	14.06	17.25	16.16	11.50
Salford	24.06	17.63	24.85	20.69
Stockport	17.72	24.27	20.40	16.66
Tameside	17.29	15.30	18.39	10.48
Trafford	21.50	24.81	26.14	17.61
Wigan	9.12	19.33	8.54	17.04

5.15 Wigan can be seen to have a very small proportion of its migration flows going to or coming from one of the other nine Greater Manchester districts, with total flows from other parts of England and Wales being roughly double those levels. The rest of Greater Manchester also accounts for a relatively small proportion of Bolton's flows. Flows to and from other parts of Greater Manchester are most important for Salford and Trafford, and are also comparatively significant for Bury and to a lesser extent Stockport.

5.16 Stockport and Trafford send a relatively high proportion of their migrants to locations in England and Wales outside Greater Manchester, whereas it is the two cities of Manchester and Salford that have the highest proportion of their migrants coming from outside Greater Manchester. In contrast, Oldham and Tameside have the most limited relationships with locations outside Greater Manchester.

Migration patterns for individual districts

5.17 In this section, two tables are included for each district showing similar data. The first table uses the 2011 Census data covering the 12 months up to the census day to identify the main destinations and sources of migrants for each Greater Manchester district and the districts surrounding Greater Manchester, together with the highest net inflows and outflows from individual districts. The second table sets out the same categories of data, but covers the four-year period 2009-2013 and utilises ONS data based on a combination of data from the National Health Service Central Register (NHSCR), the Patient Register Data Service (PRDS) and the Higher Education Statistics Agency. The main difference between the data is that the first table identifies all migration, including that within the district, whereas the second table excludes migration within each district. Consequently, the percentage figures in the second table relate to the proportion of migration flows excluding those within the district, and so will typically be higher than those in the first table for the same districts.

Bolton

Key migration flows 2010-2011, including within the district (2011 Census)									
Main destinations of migrants			Main source of migrants			Highest net inflows		Highest net outflows	
District	Flow	% of total	District	Flow	% of total	District	Net flow	District	Net flow
Bolton	18,323	71.43	Bolton	18,323	73.04	Salford	102	Leeds	-111
Wigan	804	3.13	Wigan	845	3.37	Bury	82	Liverpool	-96
Salford	640	2.50	Salford	742	2.96	Blackburn with Darwen	69	Chorley	-95
Bury	619	2.41	Bury	701	2.79	Oldham	64	Manchester	-75
Manchester	495	1.93	Manchester	420	1.67	Rochdale	43	Preston	-67
Chorley	306	1.19	Blackburn with Darwen	283	1.13	Wigan	41	York	-54
Blackburn with Darwen	214	0.83	Chorley	211	0.84	Burnley	28	Lancaster	-38
Leeds	189	0.74	Rochdale	146	0.58	Peterborough	26	South Lakeland	-36
Liverpool	177	0.69	Oldham	125	0.50	Stoke-on-Trent	22	Sheffield	-35
Preston	171	0.67	Trafford	119	0.47	Blackpool	19	Trafford	-26
Rest of GM	3,020	11.77	Rest of GM	3,243	12.93				
Rest of E&W outside GM	4,308	16.79	Rest of E&W outside GM	3,520	14.03				

Key migration flows, excluding migration within the district 2009-2013 (ONS)									
Main destinations of migrants			Main source of migrants			Highest net inflows		Highest net outflows	
District	Flow	% of total	District	Flow	% of total	District	Net flow	District	Net flow
Wigan	3,360	10.08	Wigan	3,100	9.86	Salford	520	Chorley	-540
Bury	2,660	7.98	Bury	3,060	9.73	Bury	400	Wigan	-260
Salford	2,500	7.50	Salford	3,020	9.60	Rochdale	190	Leeds	-120
Manchester	2,160	6.48	Manchester	2,240	7.12	Oldham	110	South Lakeland	-110
Chorley	1,400	4.20	Blackburn with Darwen	1,320	4.20	Newham	90	Cheshire West and Chester	-100
Blackburn with Darwen	1,250	3.75	Chorley	860	2.73	Manchester	80	Fylde	-100
Liverpool	760	2.28	Preston	700	2.23	Blackburn with Darwen	70	Blackpool	-90
Preston	720	2.16	Rochdale	700	2.23	Hyndburn	70	Lancaster	-90
Leeds	690	2.07	Liverpool	680	2.16	Tameside	70	Birmingham	-90
Trafford	570	1.71	Leeds	570	1.81	Waltham Forest	50	Liverpool	-80
Rest of GM	12,770	38.33	Rest of GM	13,850	44.04				

5.18 The 2011 Census data indicates that Bolton has a high level of self-containment in terms of migration. The migration relationship with Wigan appears to be strongest, although the ONS data indicates that Bury and Salford provide similar numbers of migrants into Bolton. Wigan is more clearly the main destination for migrants from Bolton, again followed by Salford and Bury which have similar levels to each other. Manchester is the next most important source and destination of migrants, despite Bolton not sharing a boundary with it, significantly ahead of Blackburn with Darwen and Chorley which adjoin Bolton to the north.

5.19 Both data sets suggest that Bolton has the highest net inflows of migrants from Salford and Bury, and there is some net outflow to Chorley and Leeds. Although the 2011 Census suggested a net inflow from Wigan, the longer-term ONS data identifies a net outflow to that district.

5.20 This highlights that Bolton's most important migration relationships are with other parts of Greater Manchester, and particularly the three Greater Manchester districts that it adjoins. However, overall, significantly more of Bolton's out-migrants move outside Greater Manchester than to another district within it, and locations outside Greater Manchester are collectively a more important source of in-migrants to Bolton than is the rest of Greater Manchester.

Bury

Key migration flows 2010-2011, including within the district (2011 Census)									
Main destinations of migrants			Main source of migrants			Highest net inflows		Highest net outflows	
District	Flow	% of total	District	Flow	% of total	District	Net flow	District	Net flow
Bury	10,031	59.49	Bury	10,031	63.72	Manchester	143	Salford	-123
Manchester	888	5.27	Manchester	1,031	6.55	Rochdale	46	Leeds	-121
Salford	766	4.54	Salford	643	4.08	Newham	20	Rossendale	-116
Bolton	701	4.16	Bolton	619	3.93	Redbridge	19	Liverpool	-102
Rochdale	499	2.96	Rochdale	545	3.46	Gateshead	16	Bolton	-82

Key migration flows 2010-2011, including within the district (2011 Census)									
Main destinations of migrants			Main source of migrants			Highest net inflows		Highest net outflows	
District	Flow	% of total	District	Flow	% of total	District	Net flow	District	Net flow
Rossendale	388	2.30	Rossendale	272	1.73	Leicester	16	Sheffield	-51
Leeds	204	1.21	Oldham	160	1.02	Blackpool	14	Nottingham	-49
Oldham	194	1.15	Trafford	153	0.97	Stoke-on-Trent	14	Preston	-42
Trafford	174	1.03	Tameside	105	0.67	Bristol, City of	14	Barnet	-40
Liverpool	149	0.88	Leeds	83	0.53	Hyndburn	13	Oldham	-34
Rest of GM	3,492	20.71	Rest of GM	3,385	21.50				
Rest of E&W outside GM	3,340	19.81	Rest of E&W outside GM	2,327	14.78				

Key migration flows, excluding migration within the district 2009-2013 (ONS)									
Main destinations of migrants			Main source of migrants			Highest net inflows		Highest net outflows	
District	Flow	% of total	District	Flow	% of total	District	Net flow	District	Net flow
Manchester	3,250	12.01	Manchester	4,550	17.41	Manchester	1,300	Rossendale	-480
Bolton	3,060	11.30	Salford	3,050	11.67	Salford	510	Bolton	-400
Salford	2,540	9.38	Bolton	2,660	10.18	Rochdale	140	Cheshire East	-120
Rochdale	2,100	7.76	Rochdale	2,240	8.57	Oldham	130	Trafford	-120
Rossendale	1,490	5.50	Rossendale	1,010	3.87	Liverpool	70	Birmingham	-90
Leeds	750	2.77	Leeds	680	2.60	Bradford	50	Cornwall	-70
Trafford	670	2.48	Oldham	580	2.22	Hyndburn	40	Wyre	-70
Wigan	460	1.70	Trafford	550	2.10	Pendle	40	Leeds	-70
Oldham	450	1.66	Liverpool	520	1.99	Sefton	40	West Lancashire	-60
Tameside	450	1.66	Tameside	450	1.72	Hounslow	40	Denbighshire	-60
Rest of GM	13,420	49.58	Rest of GM	14,950	57.21				

5.21 Bury has a relatively low level of migration self-containment according to the 2011 Census. The strongest migration links are with Manchester, particular in terms of the source of Bury's external migrants, and overall there is a significant net inflow from Manchester to Bury. There are also quite strong connections with Bolton and Salford, with the ONS data suggesting that there is a significant net outflow to the former and a considerable net inflow from the latter. The links to Rochdale are also relatively important, followed then by Rossendale, the district to which Bury has the highest net outflow according to the ONS data.

5.22 Overall, Bury's most important migration relationships are with other parts of Greater Manchester, particularly Manchester but also the other three adjoining Greater Manchester districts of Salford, Bolton and Rochdale. There is a moderate relationship with the adjoining district of Rossendale to the north, but very few connections with Blackburn with Darwen which is the other district that borders Bury to the north. The rest of Greater Manchester can be seen to be a more important source for those coming into Bury when compared to locations outside Greater Manchester, whereas there is a more even balance for those leaving Bury.

Manchester

Key migration flows 2010-2011, including within the district (2011 Census)									
Main destinations of migrants			Main source of migrants			Highest net inflows		Highest net outflows	
District	Flow	% of total	District	Flow	% of total	District	Net flow	District	Net flow
Manchester	56,350	65.10	Manchester	56,350	60.22	Leeds	329	Trafford	-666
Trafford	3,249	3.75	Salford	2,748	2.94	Wigan	201	Salford	-288
Salford	3,036	3.51	Trafford	2,583	2.76	Bradford	179	Rochdale	-286
Stockport	2,457	2.84	Stockport	2,218	2.37	Cheshire West and Chester	174	Stockport	-239
Tameside	1,219	1.41	Tameside	1,067	1.14	Kirklees	171	Tameside	-152
Bury	1,031	1.19	Oldham	994	1.06	Sheffield	160	Bury	-143
Rochdale	992	1.15	Cheshire East	944	1.01	Sefton	156	Tower Hamlets	-123
Cheshire East	915	1.06	Bury	888	0.95	Wirral	155	Lambeth	-104
Oldham	896	1.04	Leeds	882	0.94	Liverpool	139	Hackney	-95
Liverpool	561	0.65	Rochdale	706	0.75	Shropshire	136	Southwark	-92
Rest of GM	13,619	15.73	Rest of GM	12,219	13.06				
Rest of E&W outside GM	16,593	19.17	Rest of E&W outside GM	24,998	26.72				

Key migration flows, excluding migration within the district 2009-2013 (ONS)									
Main destinations of migrants			Main source of migrants			Highest net inflows		Highest net outflows	
District	Flow	% of total	District	Flow	% of total	District	Net flow	District	Net flow
Trafford	13,170	8.89	Salford	9,780	7.07	Leeds	620	Stockport	-4,480
Stockport	11,500	7.76	Trafford	9,080	6.57	Sheffield	570	Trafford	-4,090
Salford	10,300	6.95	Stockport	7,020	5.08	Liverpool	500	Tameside	-2,350
Tameside	6,520	4.40	Tameside	4,170	3.02	Bradford	400	Bury	-1,300
Oldham	4,790	3.23	Oldham	3,900	2.82	Newcastle upon Tyne	320	Cheshire East	-1,080
Bury	4,550	3.07	Leeds	3,380	2.44	Lancaster	310	Oldham	-890
Rochdale	3,980	2.69	Bury	3,250	2.35	Nottingham	210	Rochdale	-890
Cheshire East	3,910	2.64	Rochdale	3,090	2.23	Preston	210	Lambeth	-600
Leeds	2,760	1.86	Cheshire East	2,830	2.05	Kingston upon Hull, City of	200	Salford	-520
Birmingham	2,350	1.59	Liverpool	2,730	1.97	Stoke-on-Trent	190	Tower Hamlets	-490
Rest of GM	58,650	39.59	Rest of GM	44,110	31.89				

5.23 Manchester has a reasonably average level of self-containment according to the 2011 Census, with it being lower in terms of the source of migrants. The main sources and destinations of migrants form a lower percentage of the total external migration connections than is seen for the other Greater Manchester districts, demonstrating that Manchester has a broader distribution of migration sources and destinations. This is particularly the case for sources of migrants, although Salford and Trafford are clearly the most important sources, followed by Stockport. Trafford is the most significant destination of migrants from Manchester, followed by Stockport and Salford. Tameside is the next most important source and destination of migrants, with Oldham, Rochdale, Bury, Cheshire East and Leeds also having reasonably

considerable flows to and from Manchester in absolute terms though they form a low percentage of the total flows for the city.

5.24 The ONS data suggests that all of the top ten net inflows to Manchester are from other cities in the North and Midlands, indicating the economic importance of Manchester and its role as a receptor for longer distance migrants. The highest net outflows are typically to other Greater Manchester districts, with these being in all directions (north, south, east and west), although there is also some outflow to parts of London, and according to the ONS data to Cheshire East.

5.25 The migration flows highlight the distinctive role and wide reach of Manchester. As noted above, the city has a high level of net in-migration from the rest of the country excluding Greater Manchester, but then there are net outflows to the rest of Greater Manchester. However, overall the 2011 Census identified net in-migration exceeding 7,000. The highest migration flows are to the four other districts in the Greater Manchester South NUTS3 area (Salford, Stockport, Tameside, and Trafford), which is perhaps unsurprising given that they are geographically closer to more of the city. Nevertheless, it can be seen that locations outside Greater Manchester collectively provide more than twice as many in-migrants to Greater Manchester than do the other nine Greater Manchester districts, reflecting the city's broad pull. Locations outside Greater Manchester also collectively accept more of Manchester's out-migrants than does the rest of Greater Manchester. According to the ONS data, Manchester is far more reliant on locations outside Greater Manchester as a source and destination of external migrants than it is on other parts of Greater Manchester, which is very different to other parts of the conurbation.

Oldham

Key migration flows 2010-2011, including within the district (2011 Census)									
Main destinations of migrants			Main source of migrants			Highest net inflows		Highest net outflows	
District	Flow	% of total	District	Flow	% of total	District	Net flow	District	Net flow
Oldham	13,966	69.31	Oldham	13,966	75.18	Bury	34	940	-174
Manchester	994	4.93	Manchester	896	4.82	Tameside	34	178	-107
Rochdale	940	4.67	Rochdale	766	4.12	Harrogate	20	994	-98
Tameside	605	3.00	Tameside	639	3.44	Walsall	15	216	-82
Salford	216	1.07	Bury	194	1.04	Winchester	13	153	-78
Leeds	178	0.88	Salford	134	0.72	Scarborough	12	125	-64
Bury	160	0.79	Kirklees	75	0.40	Middlesbrough	10	78	-54
Kirklees	153	0.76	Leeds	71	0.38	Hambleton	10	90	-52
Bolton	125	0.62	Stockport	62	0.33	Ribble Valley	9	90	-50
Liverpool	90	0.45	Bolton	61	0.33	Rotherham	9	85	-47
Rest of GM	3,285	16.30	Rest of GM	2,858	15.38				
Rest of E&W outside GM	2,898	14.38	Rest of E&W outside GM	1,753	9.44				

Key migration flows, excluding migration within the district 2009-2013 (ONS)									
Main destinations of migrants			Main source of migrants			Highest net inflows		Highest net outflows	
District	Flow	% of total	District	Flow	% of total	District	Net flow	District	Net flow
Manchester	3,900	14.87	Manchester	4,790	21.09	Manchester	890	Kirklees	-210
Rochdale	3,360	12.81	Rochdale	3,180	14.00	North East Lincolnshire	30	Trafford	-190
Tameside	2,770	10.56	Tameside	2,630	11.58	Hyndburn	30	Rochdale	-180
Salford	780	2.97	Salford	780	3.43	Blackburn with Darwen	20	Birmingham	-170
Leeds	690	2.63	Leeds	600	2.64	Slough	20	Cheshire East	-160
Kirklees	680	2.59	Kirklees	470	2.07	Wycombe	20	Wyre	-150
Bury	580	2.21	Bury	450	1.98	Copeland	20	Stockport	-150
Stockport	560	2.13	Stockport	410	1.81	New Forest	20	Tameside	-140
Trafford	500	1.91	Bradford	400	1.76	Norwich	20	Bury	-130
Bolton	460	1.75	Bolton	350	1.54	Nuneaton and Bedworth	20	Bolton	-110
Rest of GM	13,200	50.32	Rest of GM	13,120	57.77				

5.26 Oldham has a reasonably high self-containment rate, particularly in terms of the source of its migrants where over 75% come from within the district. The strongest migration links are with Manchester, followed by Rochdale and Tameside. The next highest flows are all low in comparison, and are reasonably diverse in geography including Salford, Leeds, Kirklees, Bury, Stockport and Bolton.

5.27 The longer term data from ONS suggests that the only significant net inflows to Oldham are from Manchester, with the other highest net inflows being almost negligible. The highest net outflows are much more evenly distributed, and are again quite varied in geography, with some of them being to districts on the opposite side of Greater Manchester, although the absolute numbers are low.

5.28 Overall, Oldham's strongest migration connections are to the three adjoining Greater Manchester districts of Manchester, Rochdale and Tameside. There are some flows to Kirklees, which borders Oldham to the east, but these are similar to those to Leeds and lower than to Bury and Salford which do not adjoin Oldham. Neither Calderdale nor High Peak appears in either the top ten sources or destinations, despite them sharing a boundary with Oldham. It can therefore be seen that Oldham is quite strongly facing towards the south and west. Relatively few people move to a location within Oldham from somewhere outside Greater Manchester but within England and Wales.

Rochdale

Key migration flows 2010-2011, including within the district (2011 Census)									
Main destinations of migrants			Main source of migrants			Highest net inflows		Highest net outflows	
District	Flow	% of total	District	Flow	% of total	District	Net flow	District	Net flow
Rochdale	14,058	68.69	Rochdale	14,058	72.34	Manchester	286	Rossendale	-138
Oldham	766	3.74	Manchester	992	5.10	Oldham	174	Calderdale	-80
Manchester	706	3.45	Oldham	940	4.84	Hackney	22	Leeds	-74
Bury	545	2.66	Bury	499	2.57	Stoke-on-	16	Salford	-73

Key migration flows 2010-2011, including within the district (2011 Census)									
Main destinations of migrants			Main source of migrants			Highest net inflows		Highest net outflows	
District	Flow	% of total	District	Flow	% of total	District	Net flow	District	Net flow
						Trent			
Rossendale	430	2.10	Rossendale	292	1.50	Sandwell	14	Sheffield	-69
Salford	307	1.50	Salford	234	1.20	Isle of Anglesey	14	Liverpool	-65
Calderdale	206	1.01	Tameside	132	0.68	Copeland	13	Fylde	-52
Leeds	195	0.95	Calderdale	126	0.65	Newham	13	Bury	-46
Bolton	146	0.71	Leeds	121	0.62	Redbridge	12	Bolton	-43
Tameside	132	0.64	Bolton	103	0.53	Lewes	8	Kirklees	-38
Rest of GM	2,878	14.06	Rest of GM	3,141	16.16				
Rest of E&W outside GM	3,531	17.25	Rest of E&W outside GM	2,235	11.50				

Key migration flows, excluding migration within the district 2009-2013 (ONS)									
Main destinations of migrants			Main source of migrants			Highest net inflows		Highest net outflows	
District	Flow	% of total	District	Flow	% of total	District	Net flow	District	Net flow
Oldham	3,180	11.45	Manchester	3,980	16.95	Manchester	890	Rossendale	-480
Manchester	3,090	11.13	Oldham	3,360	14.31	Oldham	180	Calderdale	-390
Bury	2,240	8.07	Bury	2,100	8.94	Newham	40	Bolton	-190
Rossendale	1,690	6.09	Rossendale	1,210	5.15	Kingston upon Hull, City of	30	Trafford	-190
Salford	900	3.24	Salford	910	3.88	Bassetlaw	30	Blackpool	-160
Calderdale	890	3.20	Tameside	650	2.77	Ealing	30	Stockport	-160
Leeds	770	2.77	Leeds	610	2.60	Sutton	30	Leeds	-160
Bolton	700	2.52	Bolton	510	2.17	Waltham Forest	30	Bury	-140
Tameside	670	2.41	Calderdale	500	2.13	Blackburn with Darwen	20	Cheshire East	-130
Trafford	570	2.05	Kirklees	480	2.04	Amber Valley	20	Wyre	-120
Rest of GM	12,150	43.75	Rest of GM	12,500	53.24				

5.29 Rochdale has above average self-containment rates, primarily in terms of the source of its migrants. The strongest links are with Manchester and Oldham, with the ONS data suggesting that the former is by far the most significant external source of migrants. More modest flows are seen to and from Bury, followed by Rossendale and Salford.

5.30 The highest net migration inflows are from Manchester and Oldham, with only very small inflows from any other districts. There are reasonably significant net outflows to Rossendale and Calderdale, which are the two districts that adjoin Rochdale to the north, although the absolute flows to and from Calderdale are relatively low and very similar to those for Leeds.

5.31 The migration patterns of Rochdale are reasonably similar to those for Oldham, for example in terms of the level of self-containment, the importance of links with Manchester, and the limited connections with West Yorkshire to the east. The highest migration flows are with the three adjoining Greater Manchester districts of Manchester, Oldham and Bury, but there are also reasonably significant links with Rossendale to the north-west. Relatively few

people move to a location within Rochdale from somewhere outside Greater Manchester but within England and Wales, whereas the destination of out-migrants appears broader.

Salford

Key migration flows 2010-2011, including within the district (2011 Census)									
Main destinations of migrants			Main source of migrants			Highest net inflows		Highest net outflows	
District	Flow	% of total	District	Flow	% of total	District	Net flow	District	Net flow
Salford	15,607	58.31	Salford	15,607	54.46	Manchester	288	Bolton	-102
Manchester	2,748	10.27	Manchester	3,036	10.59	Bury	123	Northumberland	-37
Trafford	801	2.99	Trafford	914	3.19	Tameside	123	Camden	-32
Bolton	742	2.77	Bury	766	2.67	Trafford	113	Brent	-27
Bury	643	2.40	Bolton	640	2.23	Oldham	82	Westminster, City of London	-21
Wigan	640	2.39	Wigan	630	2.20	Liverpool	81	Hounslow	-20
Stockport	304	1.14	Tameside	317	1.11	Cheshire West and Chester	79	Kingston upon Thames	-17
Warrington	270	1.01	Rochdale	307	1.07	Rochdale	73	Wandsworth	-15
Rochdale	234	0.87	Stockport	297	1.04	Leeds	53	Nottingham	-14
Cheshire East	195	0.73	Warrington	266	0.93	Wirral	47	Cheltenham	-14
Rest of GM	6,440	24.06	Rest of GM	7,123	24.85				
Rest of E&W outside GM	4,719	17.63	Rest of E&W outside GM	5,930	20.69				

Key migration flows, excluding migration within the district 2009-2013 (ONS)									
Main destinations of migrants			Main source of migrants			Highest net inflows		Highest net outflows	
District	Flow	% of total	District	Flow	% of total	District	Net flow	District	Net flow
Manchester	9,780	20.35	Manchester	10,300	21.87	Manchester	520	Wigan	-710
Trafford	3,220	6.70	Trafford	2,990	6.35	Liverpool	260	Bolton	-520
Bury	3,050	6.35	Bury	2,540	5.39	Leeds	160	Bury	-510
Bolton	3,020	6.28	Bolton	2,500	5.31	Preston	120	Stockport	-360
Wigan	2,810	5.85	Wigan	2,100	4.46	Sheffield	120	Cheshire East	-280
Stockport	1,290	2.68	Stockport	930	1.97	Kirklees	100	Warrington	-250
Warrington	1,140	2.37	Tameside	910	1.93	Lancaster	90	Trafford	-230
Cheshire East	910	1.89	Rochdale	900	1.91	Kingston upon Hull, City of	80	Chorley	-110
Rochdale	910	1.89	Warrington	890	1.89	Nottingham	60	St. Helens	-70
Tameside	880	1.83	Liverpool	850	1.80	Stoke-on-Trent	60	Westminster	-70
Rest of GM	25,740	53.56	Rest of GM	23,950	50.85				

5.32 Salford has a low self-containment rate according to the 2011 Census. The external migration links are dominated by Manchester, which accounts for almost 22% of all external migrants into Salford and is the destination for more than 20% of migrants who leave Salford. Although the flows are far lower than those to and from Manchester, there are also reasonably significant interactions with Trafford, Bury, Bolton and Wigan.

5.33 There are some differences between the 2011 Census and ONS data on the main net inflows to, and outflows from, Salford. Similar to Manchester, the ONS data suggests that the highest net inflows are from other major cities, although the figures are highest for Manchester and Liverpool. The ONS data also suggests quite significant net outflows to other districts surrounding Salford. The highest net outflows are to the adjoining districts of Wigan, Bolton and Bury, but there are also moderate outflows to the generally prosperous districts to the south of Stockport, Cheshire East, Warrington and Trafford.

5.34 The relationship with Manchester is clearly very significant for Salford. The next highest flows are to the other four Greater Manchester districts that adjoin Salford, but collectively they only just exceed the flows to Manchester and are below the flows from Manchester. Although Salford shares a boundary with Warrington, the links are less strong than with Stockport which does not adjoin it. A relatively high proportion of people moving from within England and Wales to a location within Salford come from outside Greater Manchester, suggesting that the city may share some characteristics with Manchester. However, the rest of Greater Manchester is a more important source and destination of migrants than is the rest of England and Wales. Salford is the only Greater Manchester district other than Manchester for which locations within England and Wales outside Greater Manchester make up a higher proportion of the sources of all migrants than they do the proportion of the destinations of all migrants.

Stockport

Key migration flows 2010-2011, including within the district (2011 Census)									
Main destinations of migrants			Main source of migrants			Highest net inflows		Highest net outflows	
District	Flow	% of total	District	Flow	% of total	District	Net flow	District	Net flow
Stockport	13,567	58.01	Stockport	13,567	62.94	Manchester	239	Cheshire East	-288
Manchester	2,218	9.48	Manchester	2,457	11.40	Trafford	34	Sheffield	-166
Cheshire East	1,070	4.58	Tameside	798	3.70	Bury	29	Leeds	-150
Tameside	885	3.78	Cheshire East	782	3.63	Oldham	24	Liverpool	-105
Trafford	367	1.57	Trafford	401	1.86	Blackburn with Darwen	23	Tameside	-87
Sheffield	322	1.38	Salford	304	1.41	Burnley	14	Nottingham	-74
High Peak	301	1.29	High Peak	250	1.16	Doncaster	14	Conwy	-55
Salford	297	1.27	Sheffield	156	0.72	Stevenage	12	Tower Hamlets	-53
Leeds	244	1.04	Cheshire West and Chester	122	0.57	Newham	12	Gwynedd	-52
Liverpool	166	0.71	Rochdale	107	0.50	Worcester	11	Camden	-51
Rest of GM	4,144	17.72	Rest of GM	4,397	20.40				
Rest of E&W outside GM	5,675	24.27	Rest of E&W outside GM	3,591	16.66				

Key migration flows, excluding migration within the district 2009-2013 (ONS)									
Main destinations of migrants			Main source of migrants			Highest net inflows		Highest net outflows	
District	Flow	% of total	District	Flow	% of total	District	Net flow	District	Net flow
Manchester	7,020	18.56	Manchester	11,500	30.33	Manchester	4,480	Cheshire East	-1,450
Cheshire East	4,470	11.82	Cheshire East	3,020	7.96	Salford	360	Tameside	-300
Tameside	3,270	8.65	Tameside	2,970	7.83	Rochdale	160	Leeds	-170
Trafford	1,650	4.36	Trafford	1,650	4.35	Oldham	150	Warrington	-160
High Peak	1,260	3.33	Salford	1,290	3.40	Blackburn with Darwen	60	Nottingham	-150
Leeds	1,050	2.78	High Peak	1,130	2.98	Kingston upon Hull, City of	40	High Peak	-130
Sheffield	1,030	2.72	Sheffield	1,000	2.64	North East Lincolnshire	30	Cornwall	-120
Salford	930	2.46	Leeds	880	2.32	Burnley	30	Cheshire West and Chester	-110
Liverpool	580	1.53	Oldham	560	1.48	Worcester	30	Conwy	-110
Cheshire West and Chester	540	1.43	Liverpool	560	1.48	Brent	30	Camden	-90
Rest of GM	14,720	38.92	Rest of GM	19,550	51.56				

5.35 The 2011 Census data suggests that Stockport has a relatively low level of self-containment in terms of the destination of its migrants, although it is reasonably average in terms of the sources. The ONS data indicates that Manchester is by far the most significant external source and destination of Stockport migrants, with it accounting for over 30% of all inflows of migrants to Stockport, and more than 18% of outflows to locations outside the district. The next highest flows are with Cheshire East and Tameside, but collectively these are considerably lower than those for Manchester. Lower flows are seen to and from Trafford, Salford, High Peak, Sheffield and Leeds.

5.36 The ONS data shows a very high net inflow of migrants from Manchester, with much lower levels from Salford, Rochdale and Oldham. The highest net outflow is to Cheshire East to the south, with some modest flows to the nearby major cities of Sheffield, Leeds and Liverpool.

5.37 Stockport clearly has a very significant migration relationship with Manchester, with a large net inflow overall. There are reasonable flows to Tameside to the north, and Cheshire East to the south which lies outside Greater Manchester. Flows with the other adjoining district of High Peak to the east are comparatively low, and are similar to those with Salford on the other side of Greater Manchester. Connections to the east are generally limited, but those that exist lead to a net outflow of migrants. Stockport is more reliant on the rest of Greater Manchester than other parts of England and Wales for in-migrants, but sends more people to locations outside Greater Manchester than it does to the other nine Greater Manchester districts. Amongst the ten Greater Manchester districts, Stockport has a relatively high proportion of people moving from a location within the district to a location outside Greater Manchester.

Tameside

Key migration flows 2010-2011, including within the district (2011 Census)									
Main destinations of migrants			Main source of migrants			Highest net inflows		Highest net outflows	
District	Flow	% of total	District	Flow	% of total	District	Net flow	District	Net flow
Tameside	12,998	67.41	Tameside	12,998	71.13	Manchester	152	Salford	-123
Manchester	1,067	5.53	Manchester	1,219	6.67	Stockport	87	Leeds	-77
Stockport	798	4.14	Stockport	885	4.84	Slough	12	Kirklees	-62
Oldham	639	3.31	Oldham	605	3.31	Cherwell	10	Sheffield	-59
High Peak	334	1.73	High Peak	276	1.51	Sefton	9	High Peak	-58
Salford	317	1.64	Salford	194	1.06	Harrogate	9	Preston	-52
Trafford	159	0.82	Rochdale	132	0.72	Herefordshire, County of	9	Trafford	-51
Cheshire East	137	0.71	Bury	109	0.60	Birmingham	9	Cheshire East	-42
Rochdale	132	0.68	Trafford	108	0.59	Colchester	9	Oldham	-34
Leeds	123	0.64	Cheshire East	95	0.52	Croydon	9	Conwy	-32
Rest of GM	3,334	17.29	Rest of GM	3,360	18.39				
Rest of E&W outside GM	2,950	15.30	Rest of E&W outside GM	1,916	10.48				

Key migration flows, excluding migration within the district 2009-2013 (ONS)									
Main destinations of migrants			Main source of migrants			Highest net inflows		Highest net outflows	
District	Flow	% of total	District	Flow	% of total	District	Net flow	District	Net flow
Manchester	4,170	15.81	Manchester	6,520	25.57	Manchester	2,350	Cheshire East	-310
Stockport	2,970	11.26	Stockport	3,270	12.82	Stockport	300	Kirklees	-150
Oldham	2,630	9.97	Oldham	2,770	10.86	Oldham	140	Leeds	-120
High Peak	1,440	5.46	High Peak	1,330	5.22	Ipswich	30	Blackpool	-110
Salford	910	3.45	Salford	880	3.45	St Albans	30	High Peak	-110
Cheshire East	710	2.69	Rochdale	670	2.63	Darlington	20	Trafford	-110
Rochdale	650	2.46	Trafford	540	2.12	Kingston upon Hull, City of	20	Wyre	-100
Trafford	650	2.46	Bury	450	1.76	North East Lincolnshire	20	Denbighshire	-100
Leeds	510	1.93	Cheshire East	400	1.57	Luton	20	Sheffield	-90
Kirklees	500	1.90	Leeds	390	1.53	Carlisle	20	Warrington	-80
Rest of GM	13,050	49.47	Rest of GM	15,610	61.22				

5.38 Tameside has a slightly above average level of self-containment, particularly in terms of the source of its migrants which exceeds 71% according to the 2011 Census. Its most significant external relationship by far is with Manchester, which accounts for more than 26% of migrants from outside the district. There are also significant links with Stockport and Oldham. The next highest flows are to High Peak, which borders Tameside to the east, but these are comparatively low.

5.39 There is a high overall net inflow of migrants from Manchester, with Stockport and Oldham providing lower levels of net in-migration. The geography of the

main net outflows is very varied, and there are significant differences between the 2011 Census and ONS data.

5.40 Overall, Tameside's external migration relationships are dominated by the three adjoining Greater Manchester districts of Manchester, Stockport and Oldham, with the former particularly significant and providing a high net inflow. Connections eastwards and to non-adjoining districts are much more limited. The proportion of people moving to a location in Tameside who come from England and Wales outside Greater Manchester is low, and is much less significant than the numbers coming from other parts of Greater Manchester.

Trafford

Key migration flows 2010-2011, including within the district (2011 Census)									
Main destinations of migrants			Main source of migrants			Highest net inflows		Highest net outflows	
District	Flow	% of total	District	Flow	% of total	District	Net flow	District	Net flow
Trafford	11,311	53.69	Trafford	11,311	56.25	Manchester	666	Cheshire East	-222
Manchester	2,583	12.26	Manchester	3,249	16.16	Tameside	51	Sheffield	-201
Salford	914	4.34	Salford	801	3.98	Wigan	48	Liverpool	-144
Cheshire East	554	2.63	Stockport	367	1.83	Rochdale	35	Salford	-113
Stockport	401	1.90	Cheshire East	332	1.65	Oldham	28	Leeds	-94
Sheffield	291	1.38	Warrington	204	1.01	Bolton	26	Cheshire West and Chester	-89
Liverpool	259	1.23	Bury	174	0.87	Bury	21	Gwynedd	-60
Warrington	244	1.16	Tameside	159	0.79	Blackburn with Darwen	18	Nottingham	-55
Leeds	232	1.10	Wigan	153	0.76	Pendle	17	Shropshire	-53
Cheshire West and Chester	222	1.05	Bolton	145	0.72	Darlington	15	Lambeth	-41
Rest of GM	4,529	21.50	Rest of GM	5,257	26.14				
Rest of E&W outside GM	5,228	24.81	Rest of E&W outside GM	3,541	17.61				

Key migration flows, excluding migration within the district 2009-2013 (ONS)									
Main destinations of migrants			Main source of migrants			Highest net inflows		Highest net outflows	
District	Flow	% of total	District	Flow	% of total	District	Net flow	District	Net flow
Manchester	9,080	24.36	Manchester	13,170	33.51	Manchester	4,090	Cheshire East	-680
Salford	2,990	8.02	Salford	3,220	8.19	Salford	230	Warrington	-490
Cheshire East	2,150	5.77	Stockport	1,650	4.20	Oldham	190	Cheshire West and Chester	-190
Stockport	1,650	4.43	Cheshire East	1,470	3.74	Rochdale	190	Sheffield	-140
Warrington	1,290	3.46	Leeds	1,010	2.57	Bury	120	Camden	-110
Leeds	960	2.58	Warrington	800	2.04	Tameside	110	Shropshire	-100
Cheshire West and Chester	870	2.33	Liverpool	740	1.88	Liverpool	80	Westminster	-100

Key migration flows, excluding migration within the district 2009-2013 (ONS)									
Main destinations of migrants			Main source of migrants			Highest net inflows		Highest net outflows	
District	Flow	% of total	District	Flow	% of total	District	Net flow	District	Net flow
Sheffield	870	2.33	Sheffield	730	1.86	Burnley	50	Conwy	-90
Liverpool	660	1.77	Cheshire West and Chester	680	1.73	Pendle	50	Birmingham	-80
Bury	550	1.48	Bury	670	1.70	Bolton	50	Tower Hamlets	-80
Rest of GM	16,560	44.43	Rest of GM	21,460	54.61				

5.41 The 2011 Census indicates that Trafford has a low self-containment rate. Its external migration links are dominated by Manchester, which accounts for more than one-third of external migrants and is the destination for almost one-quarter of migrants leaving Trafford. Flows to and from other districts are limited in comparison, with Salford being the next most important, followed by Stockport and Cheshire East. Links to the adjoining district of Warrington to the west are lower again.

5.42 Manchester provides a very high net inflow of migrants to Trafford, with much lower net inflows from several other Greater Manchester districts. There are quite significant net outflows to Cheshire East and Warrington, which adjoin Trafford to the south and west respectively.

5.43 Trafford's low self-containment rate is complemented by a very strong migration relationship with Manchester, which accounts for more than one in three of its in-migrants. The next most important relationship is with Salford to the north, but there are also interactions with other locations in and around the southern part of Greater Manchester, including the non-adjoining district of Stockport. Amongst the ten Greater Manchester districts, Trafford has the second highest proportion of people moving from a location within the district to a location outside Greater Manchester, after Stockport. However, given the low self-containment rate, Trafford is also reliant on the rest of Greater Manchester as both a source and destination of migrants, and it has the highest proportion of people moving to a location within the district from one of the other nine Greater Manchester districts according to the 2011 Census.

Wigan

Key migration flows 2010-2011, including within the district (2011 Census)									
Main destinations of migrants			Main source of migrants			Highest net inflows		Highest net outflows	
District	Flow	% of total	District	Flow	% of total	District	Net flow	District	Net flow
Wigan	19,082	71.54	Wigan	19,082	74.42	St. Helens	77	Manchester	-201
Bolton	845	3.17	Bolton	804	3.14	West Lancashire	42	Leeds	-117
Salford	630	2.36	Salford	640	2.50	Oldham	25	Liverpool	-101
St. Helens	543	2.04	St. Helens	620	2.42	Daventry	23	Preston	-91
Manchester	520	1.95	West Lancashire	467	1.82	Blackpool	22	Lancaster	-80
West Lancashire	425	1.59	Warrington	332	1.29	Knowsley	21	Cheshire East	-73
Warrington	360	1.35	Manchester	319	1.24	Halton	20	Chorley	-72
Liverpool	287	1.08	Chorley	210	0.82	South	13	Trafford	-48

Key migration flows 2010-2011, including within the district (2011 Census)									
Main destinations of migrants			Main source of migrants			Highest net inflows		Highest net outflows	
District	Flow	% of total	District	Flow	% of total	District	Net flow	District	Net flow
						Northamptonshire			
Chorley	282	1.06	Liverpool	186	0.73	Northampton	12	Sheffield	-47
Preston	200	0.75	Preston	109	0.43	Cherwell	12	Bolton	-41
Rest of GM	2,433	9.12	Rest of GM	2,191	8.54				
Rest of E&W outside GM	5,157	19.33	Rest of E&W outside GM	4,368	17.04				

Key migration flows, excluding migration within the district 2009-2013 (ONS)									
Main destinations of migrants			Main source of migrants			Highest net inflows		Highest net outflows	
District	Flow	% of total	District	Flow	% of total	District	Net flow	District	Net flow
Bolton	3,100	10.28	Bolton	3,360	11.44	Salford	710	Chorley	-340
St. Helens	2,220	7.36	Salford	2,810	9.57	Bolton	260	Warrington	-270
Salford	2,100	6.96	St. Helens	2,360	8.04	West Lancashire	140	Sheffield	-140
West Lancashire	1,820	6.03	West Lancashire	1,960	6.68	St. Helens	140	Cheshire West and Chester	-130
Manchester	1,660	5.50	Manchester	1,600	5.45	Liverpool	110	Leeds	-130
Warrington	1,490	4.94	Warrington	1,220	4.16	Knowsley	100	Cornwall	-90
Chorley	1,170	3.88	Liverpool	1,000	3.41	Halton	90	Cheshire East	-70
Liverpool	890	2.95	Chorley	830	2.83	Trafford	80	South Lakeland	-70
Leeds	640	2.12	Preston	670	2.28	Oldham	70	Rotherham	-60
Preston	620	2.06	Trafford	540	1.84	Sefton	60	Conwy	-60
Rest of GM	8,820	29.23	Rest of GM	9,980	33.99				

5.44 Wigan has a high self-containment rate according to the 2011 Census, and it has a relatively broad spread of external migration sources and destinations. Wigan's most significant migration links are with Bolton to the north-east, closely followed by Salford, St. Helens and West Lancashire. There are also moderate flows to and from Manchester and Warrington.

5.45 The ONS data suggests a reasonably high net inflow of migrants from Salford, with a more limited net inflow from Bolton. Chorley and Warrington account for the highest net outflows.

5.46 As with most other Greater Manchester districts, Wigan's most important external migration links are with the Greater Manchester districts that adjoin it. However, there are also quite significant flows to and from St. Helens and West Lancashire, and Manchester still exerts some influence despite being separated from Wigan by Salford. In terms of domestic migrants moving to and from outside the district, Wigan can be seen to be much more reliant on locations outside Greater Manchester than those within it.

Blackburn with Darwen

Key migration flows 2010-2011, including within the district (2011 Census)									
Main destinations of migrants			Main source of migrants			Highest net inflows		Highest net outflows	
District	Flow	% of total	District	Flow	% of total	District	Net flow	District	Net flow
Blackburn with Darwen	9,585	67.40	Blackburn with Darwen	9,585	73.88	Oldham	29	Ribble Valley	-121
Hyndburn	653	4.59	Hyndburn	639	4.93	Sefton	15	Manchester	-120
Ribble Valley	345	2.43	Ribble Valley	224	1.73	Herefordshire, County of	15	South Ribble	-80
Bolton	283	1.99	Bolton	214	1.65	Dudley	15	Bolton	-69
Manchester	227	1.60	Preston	161	1.24	Ealing	14	Leeds	-66
Preston	199	1.40	Burnley	139	1.07	Richmondshire	12	Pendle	-61
Chorley	163	1.15	Chorley	122	0.94	Lambeth	11	Liverpool	-54
Burnley	154	1.08	Manchester	107	0.82	Newham	11	Bradford	-45
Pendle	149	1.05	Pendle	88	0.68	Hackney	10	Chorley	-41
South Ribble	143	1.01	Bury	82	0.63	Tower Hamlets	10	Blackpool	-40
Greater Manchester	842	5.92	Greater Manchester	601	4.63				
Rest of E&W outside GM	3,795	26.68	Rest of E&W outside GM	2,787	21.48				

Key migration flows, excluding migration within the district 2009-2013 (ONS)									
Main destinations of migrants			Main source of migrants			Highest net inflows		Highest net outflows	
District	Flow	% of total	District	Flow	% of total	District	Net flow	District	Net flow
Hyndburn	3,170	14.83	Hyndburn	2,970	17.70	Reading	40	Ribble Valley	-910
Ribble Valley	1,890	8.84	Bolton	1,250	7.45	Stoke-on-Trent	30	Chorley	-290
Bolton	1,320	6.18	Ribble Valley	980	5.84	Peterborough	30	South Ribble	-290
Manchester	890	4.16	Manchester	800	4.77	Wycombe	30	Hyndburn	-200
Preston	830	3.88	Preston	700	4.17	Newham	30	Fylde	-190
Chorley	810	3.79	Burnley	530	3.16	Plymouth	20	Blackpool	-160
South Ribble	630	2.95	Chorley	520	3.10	Carlisle	20	Wyre	-150
Burnley	550	2.57	Pendle	460	2.74	Oxford	20	Rossendale	-140
Blackpool	520	2.43	Leeds	400	2.38	Knowsley	20	Preston	-130
Pendle	480	2.25	Blackpool	360	2.15	Coventry	20	Lancaster	-120
Greater Manchester	3,710	17.36	Greater Manchester	3,390	20.20				

5.47 Blackburn with Darwen's most significant external migration links are with Hyndburn. There are reasonable flows to and from Bolton, and to a lesser extent Manchester. However, overall, Greater Manchester does not appear to be a particularly dominant feature in Blackburn with Darwen's migration patterns, particularly compared to the rest of England and Wales.

Calderdale

Key migration flows 2010-2011, including within the district (2011 Census)									
Main destinations of migrants			Main source of migrants			Highest net inflows		Highest net outflows	
District	Flow	% of total	District	Flow	% of total	District	Net flow	District	Net flow
Calderdale	14,517	71.88	Calderdale	14,517	72.98	Bradford	385	Sheffield	-109
Kirklees	1,123	5.56	Bradford	1,117	5.62	Rochdale	80	Manchester	-61
Bradford	732	3.62	Kirklees	1,107	5.56	Wakefield	27	York	-54
Leeds	461	2.28	Leeds	468	2.35	Blackburn with Darwen	25	Newcastle upon Tyne	-39
Manchester	226	1.12	Rochdale	206	1.04	Kingston upon Hull, City of	20	Cheshire East	-34
Sheffield	144	0.71	Manchester	165	0.83	Luton	16	Northumberland	-31
Rochdale	126	0.62	Wakefield	105	0.53	Hillingdon	16	County Durham	-28
York	97	0.48	East Riding of Yorkshire	67	0.34	Oldham	15	Derby	-23
East Riding of Yorkshire	78	0.39	Rossendale	57	0.29	Barnsley	15	Scarborough	-22
Wakefield	78	0.39	Oldham	49	0.25	Sutton	12	Nottingham	-21
Greater Manchester	566	2.80	Greater Manchester	599	3.01				
Rest of E&W outside GM	5,112	25.31	Rest of E&W outside GM	4,777	24.01				

Key migration flows, excluding migration within the district 2009-2013 (ONS)									
Main destinations of migrants			Main source of migrants			Highest net inflows		Highest net outflows	
District	Flow	% of total	District	Flow	% of total	District	Net flow	District	Net flow
Kirklees	4,250	17.16	Bradford	4,850	19.25	Bradford	1,360	East Riding of Yorkshire	-160
Bradford	3,490	14.10	Kirklees	4,350	17.26	Rochdale	390	York	-90
Leeds	2,120	8.56	Leeds	2,250	8.93	Leeds	130	Newcastle upon Tyne	-90
Manchester	740	2.99	Rochdale	890	3.53	Kirklees	100	Blackpool	-70
Rochdale	500	2.02	Manchester	820	3.25	Kingston upon Hull, City of	90	Cornwall	-70
East Riding of Yorkshire	490	1.98	Wakefield	460	1.83	Manchester	80	Sheffield	-70
Wakefield	470	1.90	Sheffield	360	1.43	Oldham	80	Nottingham	-60
Sheffield	430	1.74	East Riding of Yorkshire	330	1.31	Tameside	50	County Durham	-50
York	400	1.62	York	310	1.23	Rotherham	40	Harrogate	-50
Newcastle upon Tyne	330	1.33	Burnley	270	1.07	Waltham Forest	40	Scarborough	-50
Greater Manchester	2,260	9.13	Greater Manchester	2,990	11.87				

5.48 Migration links between Calderdale and Greater Manchester appear very limited, with only some modest flows to and from Manchester and Rochdale appearing in the top sources and destinations.

Cheshire East

Key migration flows 2010-2011, including within the district (2011 Census)									
Main destinations of migrants			Main source of migrants			Highest net inflows		Highest net outflows	
District	Flow	% of total	District	Flow	% of total	District	Net flow	District	Net flow
Cheshire East	21,594	63.83	Cheshire East	21,594	63.94	Stockport	288	Sheffield	-233
Cheshire West and Chester	1,011	2.99	Cheshire West and Chester	1,115	3.30	Trafford	222	Liverpool	-119
Manchester	944	2.79	Stockport	1,070	3.17	Cheshire West and Chester	104	Gwynedd	-119
Stockport	782	2.31	Manchester	915	2.71	Newcastle-under-Lyme	100	Leeds	-110
Newcastle-under-Lyme	440	1.30	Trafford	554	1.64	Wigan	73	Nottingham	-98
Sheffield	398	1.18	Newcastle-under-Lyme	540	1.60	High Peak	70	Conwy	-76
Stoke-on-Trent	355	1.05	Stoke-on-Trent	374	1.11	Charnwood	63	Isle of Anglesey	-56
Trafford	332	0.98	Staffordshire Moorlands	315	0.93	Staffordshire Moorlands	60	Tower Hamlets	-55
Liverpool	328	0.97	Warrington	242	0.72	Tameside	42	Lancaster	-54
Leeds	293	0.87	Liverpool	209	0.62	Wirral	38	Westminster, City of London	-50
Greater Manchester	2,683	7.93	Greater Manchester	3,293	9.75				
Rest of E&W outside GM	9,552	28.24	Rest of E&W outside GM	8,883	26.30				

Key migration flows, excluding migration within the district 2009-2013 (ONS)									
Main destinations of migrants			Main source of migrants			Highest net inflows		Highest net outflows	
District	Flow	% of total	District	Flow	% of total	District	Net flow	District	Net flow
Cheshire West and Chester	4,630	9.19	Cheshire West and Chester	4,680	8.69	Stockport	1,450	Nottingham	-220
Stockport	3,020	5.99	Stockport	4,470	8.30	Manchester	1,080	Sheffield	-210
Manchester	2,830	5.62	Manchester	3,910	7.26	Trafford	680	Cornwall	-200
Newcastle-under-Lyme	1,850	3.67	Trafford	2,150	3.99	Tameside	310	Leeds	-160
Stoke-on-Trent	1,650	3.27	Newcastle-under-Lyme	2,030	3.77	Salford	280	York	-120
Trafford	1,470	2.92	Stoke-on-Trent	1,810	3.36	Charnwood	200	Shropshire	-120
Leeds	1,210	2.40	Staffordshire Moorlands	1,250	2.32	Newcastle-under-Lyme	180	Oxford	-120
Sheffield	1,190	2.36	Leeds	1,050	1.95	High Peak	170	Conwy	-120
Staffordshire Moorlands	1,180	2.34	Warrington	980	1.82	Stoke-on-Trent	160	Camden	-110
Shropshire	1,030	2.04	Liverpool	980	1.82	Oldham	160	Cardiff	-90
Greater Manchester	9,530	18.91	Greater Manchester	13,890	25.79				

5.49 The most significant migration flows are with Cheshire West and Chester, but there are also considerable flows to and from Manchester and Stockport.

Links to Trafford are much less significant. According to the ONS data, Greater Manchester districts account for the top five net inflows to Cheshire East, led by Stockport and then Manchester. This suggests that migration links with Greater Manchester are reasonably important, especially in terms of inflows, and given the size of the Cheshire East local authority area could be particularly significant for the north of the district. However, Cheshire East has a relatively wide reach, and the number and migrants to and from Greater Manchester is still quite low compared to the rest of England and Wales.

Cheshire West and Chester

Key migration flows 2010-2011, including within the district (2011 Census)									
Main destinations of migrants			Main source of migrants			Highest net inflows		Highest net outflows	
District	Flow	% of total	District	Flow	% of total	District	Net flow	District	Net flow
Cheshire West and Chester	20,052	62.65	Cheshire West and Chester	20,052	65.13	Wirral	142	Manchester	-174
Cheshire East	1,115	3.48	Cheshire East	1,011	3.28	Trafford	89	Flintshire	-170
Flintshire	1,045	3.27	Wirral	930	3.02	Halton	83	Sheffield	-133
Wirral	788	2.46	Flintshire	875	2.84	Sefton	58	Wrexham	-122
Liverpool	586	1.83	Liverpool	573	1.86	Denbighshire	55	Cheshire East	-104
Wrexham	502	1.57	Wrexham	380	1.23	Knowsley	48	Salford	-79
Manchester	497	1.55	Warrington	346	1.12	St. Helens	39	Leeds	-71
Warrington	372	1.16	Halton	341	1.11	West Lancashire	25	Hackney	-69
Halton	258	0.81	Manchester	323	1.05	Herefordshire, County of	25	Gwynedd	-68
Shropshire	258	0.81	Trafford	222	0.72	Wigan	22	Lancaster	-64
Greater Manchester	1,136	3.55	Greater Manchester	1,046	3.40				
Rest of E&W outside GM	10,818	33.80	Rest of E&W outside GM	9,689	31.47				

Key migration flows, excluding migration within the district 2009-2013 (ONS)									
Main destinations of migrants			Main source of migrants			Highest net inflows		Highest net outflows	
District	Flow	% of total	District	Flow	% of total	District	Net flow	District	Net flow
Cheshire East	4,680	9.74	Cheshire East	4,630	9.44	Liverpool	820	Flintshire	-300
Flintshire	3,660	7.61	Wirral	3,730	7.61	Halton	300	Wrexham	-170
Wirral	3,570	7.43	Flintshire	3,360	6.85	Trafford	190	Sheffield	-140
Liverpool	1,900	3.95	Liverpool	2,720	5.55	Wirral	160	Shropshire	-130
Manchester	1,690	3.52	Manchester	1,590	3.24	Knowsley	140	Cornwall	-110
Wrexham	1,670	3.47	Wrexham	1,500	3.06	Wigan	130	Nottingham	-100
Warrington	1,370	2.85	Warrington	1,490	3.04	Warrington	120	Manchester	-100
Halton	1,110	2.31	Halton	1,410	2.88	St. Helens	120	Leeds	-100
Shropshire	1,030	2.14	Shropshire	900	1.84	Stockport	110	Wandsworth	-100
Leeds	970	2.02	Trafford	870	1.77	Bolton	100	Wiltshire	-80
Greater Manchester	4,410	9.17	Greater Manchester	5,070	10.34				

5.50 Migration links between Greater Manchester and Cheshire West and Chester can be seen to be limited. The biggest flows are with Manchester, but these are less than those seen with Liverpool. Total flows with the whole of Greater Manchester are very similar to those with the single district of Cheshire East.

Chorley

Key migration flows 2010-2011, including within the district (2011 Census)									
Main destinations of migrants			Main source of migrants			Highest net inflows		Highest net outflows	
District	Flow	% of total	District	Flow	% of total	District	Net flow	District	Net flow
Chorley	5,313	56.09	Chorley	5,313	53.31	South Ribble	391	Fylde	-76
South Ribble	732	7.73	South Ribble	1,123	11.27	Preston	133	Leeds	-61
Preston	275	2.90	Preston	408	4.09	Bolton	95	Manchester	-35
Bolton	211	2.23	Bolton	306	3.07	Wigan	72	Liverpool	-31
Wigan	210	2.22	Wigan	282	2.83	Blackburn with Darwen	41	Stockton-on-Tees	-28
Manchester	196	2.07	West Lancashire	174	1.75	Hyndburn	27	Sheffield	-23
West Lancashire	162	1.71	Blackburn with Darwen	163	1.64	Wyre	27	Cheshire West and Chester	-16
Fylde	124	1.31	Manchester	161	1.62	Burnley	22	Nottingham	-15
Blackburn with Darwen	122	1.29	Lancaster	115	1.15	Tameside	19	Walsall	-12
Liverpool	117	1.24	Salford	93	0.93	Doncaster	19	Lambeth	-12
Greater Manchester	840	8.87	Greater Manchester	1,033	10.36				
Rest of E&W outside GM	3,320	35.05	Rest of E&W outside GM	3,621	36.33				

Key migration flows, excluding migration within the district 2009-2013 (ONS)									
Main destinations of migrants			Main source of migrants			Highest net inflows		Highest net outflows	
District	Flow	% of total	District	Flow	% of total	District	Net flow	District	Net flow
South Ribble	3,390	23.24	South Ribble	4,760	26.39	South Ribble	1,370	Lancaster	-70
Preston	930	6.37	Preston	1,570	8.70	Preston	640	Leeds	-50
Bolton	860	5.89	Bolton	1,400	7.76	Bolton	540	Blackpool	-40
Wigan	830	5.69	Wigan	1,170	6.49	Wigan	340	York	-40
Manchester	570	3.91	Blackburn with Darwen	810	4.49	Blackburn with Darwen	290	Sheffield	-40
West Lancashire	540	3.70	West Lancashire	680	3.77	West Lancashire	140	Wakefield	-40
Blackburn with Darwen	520	3.56	Manchester	590	3.27	Salford	110	Islington	-30
Lancaster	430	2.95	Lancaster	360	2.00	Rochdale	100	Lambeth	-30
Blackpool	330	2.26	Salford	360	2.00	Hyndburn	90	Flintshire	-30
Liverpool	330	2.26	Liverpool	300	1.66	Sefton	70	Cardiff	-30
Greater Manchester	2,990	20.49	Greater Manchester	4,260	23.61				

5.51 Chorley's external migration links are primarily with South Ribble. Preston is the next most important district, followed by Bolton and Wigan, from which there is an overall net outflow to Chorley. The total flows to and from the

whole of Greater Manchester are less than those between Chorley and South Ribble, suggesting that Greater Manchester links with Chorley are relatively modest.

High Peak

Key migration flows 2010-2011, including within the district (2011 Census)									
Main destinations of migrants			Main source of migrants			Highest net inflows		Highest net outflows	
District	Flow	% of total	District	Flow	% of total	District	Net flow	District	Net flow
High Peak	5,058	61.61	High Peak	5,058	63.16	Tameside	58	Cheshire East	-70
Tameside	276	3.36	Tameside	334	4.17	Stockport	51	Leeds	-55
Stockport	250	3.05	Stockport	301	3.76	Walsall	18	Sheffield	-54
Manchester	234	2.85	Manchester	205	2.56	Leicester	15	Kirklees	-42
Cheshire East	203	2.47	Cheshire East	133	1.66	Milton Keynes	14	Manchester	-29
Sheffield	179	2.18	Derbyshire Dales	132	1.65	Doncaster	13	Newcastle upon Tyne	-22
Derbyshire Dales	150	1.83	Sheffield	125	1.56	Trafford	10	South Derbyshire	-22
Leeds	94	1.14	Salford	50	0.62	North Tyneside	9	Nottingham	-19
Kirklees	62	0.76	Trafford	39	0.49	Rossendale	9	St. Helens	-18
Salford	53	0.65	Leeds	39	0.49	Wigan	9	Derbyshire Dales	-18
Greater Manchester	920	11.21	Greater Manchester	1,031	12.87				
Rest of E&W outside GM	2,232	27.19	Rest of E&W outside GM	1,919	23.96				

Key migration flows, excluding migration within the district 2009-2013 (ONS)									
Main destinations of migrants			Main source of migrants			Highest net inflows		Highest net outflows	
District	Flow	% of total	District	Flow	% of total	District	Net flow	District	Net flow
Tameside	1,330	10.96	Tameside	1,440	11.65	Manchester	340	Cheshire East	-170
Stockport	1,130	9.32	Stockport	1,260	10.19	Stockport	130	Chesterfield	-60
Cheshire East	860	7.09	Manchester	1,060	8.58	Tameside	110	Derbyshire Dales	-60
Manchester	720	5.94	Cheshire East	690	5.58	Oldham	60	Nottingham	-50
Derbyshire Dales	700	5.77	Derbyshire Dales	640	5.18	Halton	40	Leeds	-50
Sheffield	670	5.52	Sheffield	630	5.10	Salford	40	Derby	-40
Leeds	270	2.23	Salford	250	2.02	Aylesbury Vale	30	Staffordshire Moorlands	-40
Staffordshire Moorlands	210	1.73	Leeds	220	1.78	Fenland	30	Sheffield	-40
Salford	210	1.73	Trafford	210	1.70	Trafford	30	Flintshire	-40
Trafford	180	1.48	Staffordshire Moorlands	170	1.38	Sandwell	30	Conwy	-30
Greater Manchester	3,960	32.65	Greater Manchester	4,710	38.11				

5.52 High Peak has a moderate level of self-containment, but its most significant external migration links are with Tameside and Stockport. Manchester is also

a reasonably important source of migrants to High Peak, although the ONS and 2011 Census data differ in terms of whether it has a net inflow to, or outflow, from High Peak. However, no individual districts are particularly dominant in High Peak's migration flows.

Kirklees

Key migration flows 2010-2011, including within the district (2011 Census)									
Main destinations of migrants			Main source of migrants			Highest net inflows		Highest net outflows	
District	Flow	% of total	District	Flow	% of total	District	Net flow	District	Net flow
Kirklees	30,001	73.48	Kirklees	30,001	73.09	Bradford	322	Manchester	-171
Leeds	1,522	3.73	Leeds	1,825	4.45	Leeds	303	Isle of Wight	-107
Calderdale	1,107	2.71	Calderdale	1,123	2.74	Oldham	78	Newcastle upon Tyne	-99
Wakefield	838	2.05	Bradford	1,092	2.66	Tameside	62	Scarborough	-80
Bradford	770	1.89	Wakefield	826	2.01	High Peak	42	East Riding of Yorkshire	-72
Manchester	379	0.93	Barnsley	271	0.66	Rochdale	38	Barnsley	-60
Barnsley	331	0.81	Sheffield	231	0.56	North Lincolnshire	37	Nottingham	-44
Sheffield	229	0.56	Manchester	208	0.51	Rotherham	33	Liverpool	-40
East Riding of Yorkshire	215	0.53	Oldham	153	0.37	Doncaster	29	York	-40
York	176	0.43	East Riding of Yorkshire	143	0.35	Redbridge	27	Tower Hamlets	-34
Greater Manchester	895	2.19	Greater Manchester	894	2.18				
Rest of E&W outside GM	9,932	24.33	Rest of E&W outside GM	10,149	24.73				

Key migration flows, excluding migration within the district 2009-2013 (ONS)									
Main destinations of migrants			Main source of migrants			Highest net inflows		Highest net outflows	
District	Flow	% of total	District	Flow	% of total	District	Net flow	District	Net flow
Leeds	6,700	13.15	Leeds	7,330	14.89	Bradford	1,250	Wakefield	-630
Calderdale	4,350	8.54	Bradford	4,860	9.87	Leeds	630	East Riding of Yorkshire	-330
Wakefield	4,110	8.07	Calderdale	4,250	8.63	Oldham	210	Barnsley	-310
Bradford	3,610	7.08	Wakefield	3,480	7.07	Tameside	150	Newcastle upon Tyne	-210
Barnsley	1,500	2.94	Manchester	1,280	2.60	Kingston upon Hull, City of	120	Manchester	-180
Manchester	1,460	2.86	Barnsley	1,190	2.42	North East Lincolnshire	70	York	-150
East Riding of Yorkshire	1,140	2.24	Sheffield	1,110	2.25	Hyndburn	50	Harrogate	-130
Sheffield	1,100	2.16	East Riding of Yorkshire	810	1.65	Brighton and Hove	40	Cornwall	-120
Newcastle upon Tyne	770	1.51	Oldham	680	1.38	Burnley	40	Selby	-110
York	720	1.41	Birmingham	580	1.18	Rochdale	40	Calderdale	-100
Greater Manchester	4,240	8.32	Greater Manchester	4,470	9.08				

5.53 The migration relationship between Kirklees and Greater Manchester can be seen to be very limited. For example, Leeds alone has far higher flows to and from Kirklees than does the whole of Greater Manchester.

Rossendale

Key migration flows 2010-2011, including within the district (2011 Census)									
Main destinations of migrants			Main source of migrants			Highest net inflows		Highest net outflows	
District	Flow	% of total	District	Flow	% of total	District	Net flow	District	Net flow
Rossendale	3,754	58.36	Rossendale	3,754	60.98	Rochdale	138	Manchester	-65
Rochdale	292	4.54	Rochdale	430	6.99	Bury	116	Hyndburn	-50
Bury	272	4.23	Bury	388	6.30	Oldham	47	West Lancashire	-31
Hyndburn	243	3.78	Hyndburn	193	3.14	Blackburn with Darwen	29	Lancaster	-28
Burnley	163	2.53	Burnley	159	2.58	Bolton	15	Preston	-28
Manchester	153	2.38	Blackburn with Darwen	91	1.48	Blackpool	14	Newcastle upon Tyne	-26
Pendle	76	1.18	Manchester	88	1.43	Wrexham	12	Sheffield	-23
Blackburn with Darwen	62	0.96	Oldham	85	1.38	North Somerset	8	Leeds	-17
Salford	61	0.95	Pendle	79	1.28	Tameside	7	Salford	-16
Preston	58	0.90	Bolton	54	0.88	Bassetlaw	7	Wiltshire	-15
Greater Manchester	955	14.85	Greater Manchester	1,181	19.18				
Rest of E&W outside GM	1,723	26.79	Rest of E&W outside GM	1,221	19.83				

Key migration flows, excluding migration within the district 2009-2013 (ONS)									
Main destinations of migrants			Main source of migrants			Highest net inflows		Highest net outflows	
District	Flow	% of total	District	Flow	% of total	District	Net flow	District	Net flow
Rochdale	1,210	11.76	Rochdale	1,690	15.88	Bury	480	Ribble Valley	-80
Bury	1,010	9.82	Bury	1,490	14.00	Rochdale	480	West Lancashire	-70
Hyndburn	900	8.75	Hyndburn	880	8.27	Blackburn with Darwen	140	Fylde	-60
Burnley	770	7.48	Burnley	800	7.52	Manchester	100	Cornwall	-50
Manchester	510	4.96	Manchester	610	5.73	Oldham	80	South Lakeland	-50
Blackburn with Darwen	300	2.92	Blackburn with Darwen	440	4.14	Pendle	50	Wyre	-50
Pendle	270	2.62	Pendle	320	3.01	Tameside	40	Sheffield	-50
Calderdale	250	2.43	Salford	260	2.44	Burnley	30	Chorley	-40
Salford	240	2.33	Oldham	250	2.35	East Lindsey	30	Newcastle upon Tyne	-40
Leeds	240	2.33	Bolton	240	2.26	Stockport	30	Cardiff	-40
Greater Manchester	3,780	36.73	Greater Manchester	5,040	47.37				

5.54 Greater Manchester can be seen to be a very important source and destination of migrants for Rossendale, particularly the districts of Rochdale and Bury which provide the highest net inflows to Rossendale. There are almost as many migrants from Greater Manchester to Rossendale as from the

rest of England and Wales, and Greater Manchester is also an important destination for those migrating from Rossendale.

St. Helens

Key migration flows 2010-2011, including within the district (2011 Census)									
Main destinations of migrants			Main source of migrants			Highest net inflows		Highest net outflows	
District	Flow	% of total	District	Flow	% of total	District	Net flow	District	Net flow
St. Helens	9,325	68.37	St. Helens	9,325	71.09	Knowsley	164	Manchester	-88
Wigan	620	4.55	Wigan	543	4.14	West Lancashire	39	Wigan	-77
Liverpool	489	3.59	Knowsley	519	3.96	Warrington	21	Liverpool	-76
Warrington	409	3.00	Warrington	430	3.28	High Peak	18	Leeds	-55
Knowsley	355	2.60	Liverpool	413	3.15	Stockton-on-Tees	15	Sheffield	-50
Manchester	172	1.26	Halton	175	1.33	Stockport	15	Preston	-48
Halton	161	1.18	Sefton	161	1.23	Halton	14	Lancaster	-40
Sefton	160	1.17	West Lancashire	154	1.17	Lincoln	8	Cheshire West and Chester	-39
West Lancashire	115	0.84	Manchester	84	0.64	Nuneaton and Bedworth	8	Gwynedd	-35
Cheshire West and Chester	86	0.63	Salford	73	0.56	Bexley	8	Cornwall, Isles of Scilly	-26
Greater Manchester	991	7.27	Greater Manchester	824	6.28				
Rest of E&W outside GM	3,324	24.37	Rest of E&W outside GM	2,969	22.63				

Key migration flows, excluding migration within the district 2009-2013 (ONS)									
Main destinations of migrants			Main source of migrants			Highest net inflows		Highest net outflows	
District	Flow	% of total	District	Flow	% of total	District	Net flow	District	Net flow
Wigan	2,360	13.83	Knowsley	2,550	14.68	Knowsley	850	Warrington	-240
Warrington	1,760	10.32	Wigan	2,220	12.78	Liverpool	520	Wigan	-140
Knowsley	1,700	9.96	Liverpool	2,050	11.80	West Lancashire	160	Cheshire West and Chester	-120
Liverpool	1,530	8.97	Warrington	1,520	8.75	Halton	110	Leeds	-100
Halton	690	4.04	Halton	800	4.61	Salford	70	Preston	-60
Manchester	610	3.58	West Lancashire	680	3.91	Manchester	50	Wirral	-60
Sefton	570	3.34	Manchester	660	3.80	Barrow-in-Furness	40	Sheffield	-60
West Lancashire	520	3.05	Sefton	600	3.45	Calderdale	40	Cornwall	-40
Cheshire West and Chester	370	2.17	Salford	340	1.96	North Lincolnshire	30	Gwynedd	-40
Wirral	340	1.99	Wirral	280	1.61	Sefton	30	Conwy	-40
Greater Manchester	3,940	23.09	Greater Manchester	3,930	22.63				

5.55 Wigan is the most important external destination for St. Helens migrants, and either the first or second in terms of the external sources of migrants for St.

Helens depending on whether the 2011 Census or ONS data is used. However, overall, St. Helens' migration flows appear to be primarily with Merseyside and Lancashire districts, and the scale of migration to and from Greater Manchester is modest compared to that with the rest of England and Wales. Flows to and from the other four Merseyside districts are higher than those with the whole of Greater Manchester.

Warrington

Key migration flows 2010-2011, including within the district (2011 Census)									
Main destinations of migrants			Main source of migrants			Highest net inflows		Highest net outflows	
District	Flow	% of total	District	Flow	% of total	District	Net flow	District	Net flow
Warrington	11,781	64.53	Warrington	11,781	65.95	Halton	124	Leeds	-95
Manchester	484	2.65	Halton	501	2.80	Trafford	40	Preston	-67
St. Helens	430	2.36	Manchester	420	2.35	Wirral	34	Manchester	-64
Halton	377	2.06	St. Helens	409	2.29	Oldham	30	Conwy	-59
Liverpool	350	1.92	Cheshire West and Chester	372	2.08	Stockport	28	Sheffield	-53
Cheshire West and Chester	346	1.90	Wigan	360	2.02	Wigan	28	Liverpool	-52
Wigan	332	1.82	Liverpool	298	1.67	Sefton	27	Fylde	-46
Salford	266	1.46	Salford	270	1.51	Cheshire West and Chester	26	Birmingham	-39
Cheshire East	242	1.33	Cheshire East	264	1.48	Cheshire East	22	Newcastle upon Tyne	-30
Trafford	204	1.12	Trafford	244	1.37	South Staffordshire	21	Isle of Anglesey	-30
Greater Manchester	1,556	8.52	Greater Manchester	1,663	9.31				
Rest of E&W outside GM	4,920	26.95	Rest of E&W outside GM	4,420	24.74				

Key migration flows, excluding migration within the district 2009-2013 (ONS)									
Main destinations of migrants			Main source of migrants			Highest net inflows		Highest net outflows	
District	Flow	% of total	District	Flow	% of total	District	Net flow	District	Net flow
St. Helens	1,520	6.48	Halton	1,780	6.95	Trafford	490	Leeds	-150
Cheshire West and Chester	1,490	6.35	St. Helens	1,760	6.87	Halton	410	Cheshire West and Chester	-120
Halton	1,370	5.84	Wigan	1,490	5.82	Liverpool	360	Newcastle upon Tyne	-80
Wigan	1,220	5.20	Manchester	1,440	5.62	Wigan	270	South Lakeland	-70
Manchester	1,210	5.16	Liverpool	1,440	5.62	Salford	250	Nottingham	-60
Liverpool	1,080	4.61	Cheshire West and Chester	1,370	5.35	St. Helens	240	Flintshire	-50
Cheshire East	980	4.18	Trafford	1,290	5.04	Manchester	230	Sheffield	-40
Salford	890	3.80	Salford	1,140	4.45	Stockport	160	Conwy	-40
Trafford	800	3.41	Cheshire East	950	3.71	Knowsley	140	Denbighshire	-40
Leeds	700	2.99	Leeds	550	2.15	Oldham	90	Cardiff	-40

Key migration flows, excluding migration within the district 2009-2013 (ONS)									
Main destinations of migrants			Main source of migrants			Highest net inflows		Highest net outflows	
District	Flow	% of total	District	Flow	% of total	District	Net flow	District	Net flow
Greater Manchester	5,100	21.75	Greater Manchester	6,880	26.86				

5.56 Warrington's external migration flows are not dominated by any single district, and spread in all directions. The largest migration flows between Warrington and a Greater Manchester district are actually with Manchester according to the 2011 Census, despite it not adjoining Warrington, but Wigan according to the ONS data. The ONS data suggests five of the eight highest net inflows to Warrington are from Greater Manchester districts, led by Trafford, although the numbers involved are relatively low.

West Lancashire

Key migration flows 2010-2011, including within the district (2011 Census)									
Main destinations of migrants			Main source of migrants			Highest net inflows		Highest net outflows	
District	Flow	% of total	District	Flow	% of total	District	Net flow	District	Net flow
West Lancashire	5,414	56.97	West Lancashire	5,414	56.05	South Ribble	43	Manchester	-77
Sefton	722	7.60	Sefton	692	7.16	Knowsley	36	Wigan	-42
Wigan	467	4.91	Wigan	425	4.40	Rossendale	31	St. Helens	-39
Liverpool	305	3.21	Liverpool	276	2.86	Wirral	29	Leeds	-33
Chorley	174	1.83	South Ribble	165	1.71	Preston	28	Sefton	-30
St. Helens	154	1.62	Chorley	162	1.68	Rochdale	24	Liverpool	-29
Manchester	137	1.44	Preston	144	1.49	Blackburn with Darwen	23	Lancaster	-27
South Ribble	122	1.28	Knowsley	116	1.20	Pendle	23	Cheshire West and Chester	-25
Preston	116	1.22	St. Helens	115	1.19	Warrington	22	Gwynedd	-16
Knowsley	80	0.84	Wirral	84	0.87	Wyre	21	Cheshire East	-15
Greater Manchester	836	8.80	Greater Manchester	804	8.32				
Rest of E&W outside GM	3,253	34.23	Rest of E&W outside GM	3,442	35.63				

Key migration flows, excluding migration within the district 2009-2013 (ONS)									
Main destinations of migrants			Main source of migrants			Highest net inflows		Highest net outflows	
District	Flow	% of total	District	Flow	% of total	District	Net flow	District	Net flow
Sefton	3,260	18.19	Sefton	3,220	18.06	Knowsley	200	St. Helens	-160
Wigan	1,960	10.94	Wigan	1,820	10.21	Liverpool	170	Chorley	-140
Liverpool	1,220	6.81	Liverpool	1,390	7.80	Rossendale	70	Wigan	-140
Chorley	680	3.79	Knowsley	630	3.53	Bury	60	Manchester	-70
St. Helens	680	3.79	Chorley	540	3.03	Kirklees	60	Leeds	-70
South Ribble	530	2.96	South Ribble	540	3.03	Bolton	50	Wirral	-60
Manchester	480	2.68	St. Helens	520	2.92	Birmingham	50	Preston	-50
Knowsley	430	2.40	Manchester	410	2.30	Barrow-in-Furness	40	Denbighshire	-50

Key migration flows, excluding migration within the district 2009-2013 (ONS)									
Main destinations of migrants			Main source of migrants			Highest net inflows		Highest net outflows	
District	Flow	% of total	District	Flow	% of total	District	Net flow	District	Net flow
Preston	410	2.29	Preston	360	2.02	Hyndburn	40	Blackpool	-40
Leeds	350	1.95	Bolton	310	1.74	Tameside	40	Sefton	-40
Greater Manchester	3,670	20.48	Greater Manchester	3,680	20.64				

5.57 West Lancashire's largest external migration flows are with Sefton, and these are almost as high as with the whole of Greater Manchester. However, Wigan is the second most important external source and destination for West Lancashire migrants. Flows with Merseyside and Lancashire generally appear more significant than those with Greater Manchester.

Rates of flow per 1,000 population

5.58 The above analysis focuses on the absolute size of the flows, and the proportion of the flows into and out of each district. However, an alternative way of assessing the data is to consider the size of the flows relative to the population of the district that the migrants are moving to or from. This assists a greater appreciation of the importance of flows relative to the size of the source and destination districts, which may be partly masked if only the absolute flows are considered. However, the size of the district is still likely to have some influence on the rates, as the fact that most moves are over relatively short distances means that larger districts may appear to be less important using this measure because the absolute flows will be 'watered down' by the total population.

5.59 The relevant figures are set out in the next two tables, focusing on the ten Greater Manchester districts and the eleven districts surrounding Greater Manchester. In the first table, each column shows the flows of migrants into that district as a rate per 1,000 population using the population of the source district in each row. The second table shows the reverse; that is, each column shows the flows of migrants from that district as a rate per 1,000 population of the destination district in each row.

5.60 Overall, the relative importance of Manchester as a source and destination of migrants reduces significantly for many districts using this measure, reflecting the size of Manchester relative to some of the flows involved. Flows to and from some of the smaller districts adjoining Greater Manchester, such as Chorley, High Peak and Rossendale, appear relatively more important using this measure.

Rate of migration per 1,000 population of the destination district

Destination district	Source district (rate of migration from the source district to the destination district per 1,000 population of the destination district) (2011 Census)						
	Bolton	Bury	Manch-ester	Oldham	Rochdale	Salford	Stockport
Bolton	66.20	2.53	1.52	0.45	0.53	2.68	0.31
Bury	3.34	54.20	5.57	0.86	2.94	3.47	0.31
Manchester	0.98	1.76	112.00	1.98	1.40	5.46	4.41
Oldham	0.27	0.86	3.98	62.10	3.41	0.60	0.28
Rochdale	0.49	2.36	4.69	4.44	66.41	1.11	0.48
Salford	2.74	3.27	12.98	0.92	1.31	66.72	1.27
Stockport	0.33	0.30	8.67	0.30	0.38	1.07	47.89
Tameside	0.27	0.50	5.56	2.76	0.60	0.88	4.04
Trafford	0.64	0.77	14.34	0.39	0.53	3.54	1.62
Wigan	2.53	0.24	1.00	0.22	0.15	2.01	0.22
Blackburn with Darwen	1.45	0.56	0.73	0.26	0.16	0.33	0.10
Calderdale	0.06	0.15	0.81	0.24	1.01	0.21	0.05
Cheshire East	0.21	0.20	2.47	0.19	0.22	0.53	2.89
Cheshire West and Chester	0.18	0.11	0.98	0.13	0.07	0.24	0.37
Chorley	2.86	0.36	1.50	0.18	0.35	0.87	0.31
High Peak	0.15	0.25	2.26	0.42	0.14	0.55	3.31
Kirklees	0.13	0.13	0.49	0.36	0.28	0.13	0.12
Rossendale	0.79	5.71	1.29	1.25	6.33	0.66	0.29
St. Helens	0.21	0.09	0.48	0.05	0.04	0.42	0.14
Warrington	0.40	0.26	2.08	0.28	0.20	1.34	0.47
West Lancashire	0.55	0.36	0.54	0.29	0.31	0.66	0.21

Destination district	Source district (rate of migration from the source district to the destination district per 1,000 population of the destination district) (2011 Census)						
	Tameside	Trafford	Wigan	Blackburn with Darwen	Calderdale	Cheshire East	Cheshire West and Chester
Bolton	0.21	0.43	3.05	1.02	0.09	0.27	0.15
Bury	0.57	0.83	0.39	0.39	0.13	0.42	0.19
Manchester	2.12	5.13	1.03	0.45	0.45	1.88	0.99
Oldham	2.84	0.27	0.20	0.04	0.15	0.19	0.11
Rochdale	0.62	0.40	0.26	0.10	0.60	0.23	0.11
Salford	1.36	3.91	2.69	0.37	0.23	1.03	0.67
Stockport	2.82	1.42	0.23	0.13	0.06	2.76	0.43
Tameside	59.26	0.49	0.22	0.10	0.06	0.43	0.21
Trafford	0.70	49.92	0.68	0.13	0.13	1.47	0.59
Wigan	0.18	0.33	60.03	0.16	0.06	0.14	0.18
Blackburn with Darwen	0.10	0.08	0.30	64.99	0.01	0.08	0.20
Calderdale	0.10	0.17	0.14	0.13	71.22	0.09	0.09
Cheshire East	0.37	1.50	0.32	0.05	0.14	58.34	3.01
Cheshire West and Chester	0.18	0.67	0.24	0.10	0.10	3.07	60.84
Chorley	0.29	0.29	2.63	1.52	0.12	0.28	0.22
High Peak	3.67	0.43	0.15	0.01	0.06	1.46	0.26
Kirklees	0.26	0.12	0.09	0.07	2.66	0.13	0.16
Rossendale	0.43	0.41	0.21	1.34	0.75	0.26	0.10
St. Helens	0.07	0.12	3.10	0.02	0.03	0.20	0.27
Warrington	0.21	1.21	1.78	0.09	0.07	1.31	1.84
West Lancashire	0.28	0.23	3.84	0.43	0.11	0.24	0.38

Destination district	Source district (rate of migration from the source district to the destination district per 1,000 population of the destination district) (2011 Census)						
	Chorley	High Peak	Kirklees	Rossen-dale	St. Helens	Warrington	West Lancashire
Bolton	0.76	0.06	0.24	0.14	0.18	0.28	0.23
Bury	0.14	0.08	0.21	1.47	0.09	0.19	0.14
Manchester	0.39	0.47	0.75	0.30	0.34	0.96	0.27
Oldham	0.03	0.13	0.33	0.17	0.04	0.12	0.06
Rochdale	0.20	0.06	0.38	1.38	0.01	0.14	0.05
Salford	0.36	0.23	0.35	0.26	0.33	1.14	0.34
Stockport	0.10	0.88	0.17	0.09	0.03	0.24	0.04
Tameside	0.05	1.26	0.21	0.10	0.03	0.15	0.06
Trafford	0.11	0.13	0.19	0.16	0.13	0.90	0.06
Wigan	0.66	0.02	0.12	0.05	1.95	1.04	1.47
Blackburn with Darwen	0.83	0.06	0.15	0.42	0.03	0.13	0.17
Calderdale	0.03	0.07	5.43	0.28	0.03	0.07	0.04
Cheshire East	0.10	0.55	0.12	0.05	0.11	0.65	0.11
Cheshire West and Chester	0.12	0.10	0.15	0.06	0.26	1.05	0.20
Chorley	49.58	0.07	0.17	0.20	0.21	0.29	1.62
High Peak	0.14	55.65	0.22	0.11	0.02	0.13	0.06
Kirklees	0.04	0.15	71.02	0.05	0.04	0.11	0.06
Rossendale	0.18	0.01	0.16	55.22	0.12	0.07	0.10
St. Helens	0.11	0.11	0.10	0.03	53.19	2.45	0.88
Warrington	0.21	0.03	0.23	0.04	2.02	58.26	0.21
West Lancashire	1.46	0.12	0.24	0.34	1.04	0.59	48.91

5.61 In terms of the rate of migration from the source district to the destination district per 1,000 population of the destination district, for Bolton, the flows to Bury are now most significant proportionate to the size of Bury, followed by Chorley, Salford and Wigan, whereas the order of largest absolute outflows was Wigan, Salford and Bury.

5.62 For Bury, the flows to Rossendale are the largest relative to the population of the destination district, followed by Salford, Bolton and Rochdale. The largest absolute outflows were to Manchester, with Salford and Bolton close behind.

5.63 For Manchester, there are very significant outflows to Trafford and Salford, which are the only outflow rates in the whole table that exceed 10 per 1,000 population of the destination district, and the flow rate to Stockport is also substantial. These three districts also had the highest absolute flows. Compared to outflow rates between other districts, the flows to Bury, Tameside, Rochdale and Oldham are all quite high, and those to Cheshire East, High Peak and Warrington are also reasonably significant.

5.64 For Oldham, the highest outflow rate is to Rochdale, followed by Tameside, despite the outflow to Manchester being the highest in absolute terms. It is notable that the flow rate to Rossendale is fourth highest, despite the absolute flows not being in the top ten and the districts not adjoining.

5.65 For Rochdale, the flow rate to Rossendale is clearly the highest, followed by Oldham and Bury. The second highest absolute outflow from Rochdale was to Manchester, but the rate per 1,000 population of the destination district is relatively low.

5.66 For Salford, the highest flow rate is to Manchester, reflecting the fact that the outflow to Manchester was by far the highest of any individual district from Salford. The rates to Trafford, Bury and Bolton are also quite significant.

5.67 For Stockport, the highest flow rate is to Manchester, closely followed by Tameside. The outflow rates to Cheshire East and High Peak are also notable using this measure, whereas the absolute outflow to High Peak appeared quite small and was only the sixth highest overall.

5.68 For Tameside, the highest rate was to High Peak, which was only the fourth largest in terms of absolute flows and appeared quite small compared to Manchester. The outflow rates to Oldham, Stockport and Manchester were the next highest.

5.69 For Trafford, the flow rate to Manchester was greatest, with that to Salford also quite high. The rate did not exceed 2 per 1,000 population to any other district, suggesting that Trafford's outflows are relatively focused on those two adjoining cities, complemented by a more modest outflow to locations such as Cheshire East, Stockport and Warrington.

5.70 For Wigan, the two largest proportionate outflows were to locations outside Greater Manchester, namely West Lancashire, which only had the fifth highest absolute flow from Wigan, and St. Helens, which had the third highest absolute flow. Flow rates to Bolton and Salford were also quite high, and these districts had the highest absolute flows, as was that to Chorley.

5.71 In terms of the districts outside Greater Manchester, the flow rate from Cheshire East to Stockport was the only one to exceed 2 per 1,000 population of the destination district. There were more modest outflow rates from St. Helens and West Lancashire to Wigan, and from Rossendale to Bury and Rochdale.

Rate of migration per 1,000 population of the source district

	Destination district (rate of migration from the source district to the destination district per 1,000 population of the source district) (2011 Census)						
Source district	Bolton	Bury	Manch-ester	Oldham	Rochdale	Salford	Stockport
Bolton	66.20	2.24	1.79	0.22	0.37	2.31	0.34
Bury	3.79	54.20	4.80	1.05	2.70	4.14	0.46
Manchester	0.83	2.05	112.00	1.78	1.97	6.03	4.88
Oldham	0.56	0.71	4.42	62.10	4.18	0.96	0.38
Rochdale	0.69	2.57	3.33	3.62	66.41	1.45	0.51
Salford	3.17	2.75	11.75	0.57	1.00	66.72	1.30
Stockport	0.30	0.20	7.83	0.22	0.36	1.05	47.89
Tameside	0.27	0.48	4.86	2.91	0.60	1.45	3.64
Trafford	0.53	0.68	11.40	0.27	0.38	4.03	1.77
Wigan	2.66	0.23	1.64	0.14	0.17	1.98	0.20
Blackburn with Darwen	1.92	0.49	1.54	0.07	0.15	0.58	0.26
Calderdale	0.12	0.12	1.11	0.17	0.62	0.26	0.08

Source district	Destination district (rate of migration from the source district to the destination district per 1,000 population of the source district) (2011 Census)						
	Bolton	Bury	Manch-ester	Oldham	Rochdale	Salford	Stockport
Cheshire East	0.21	0.21	2.55	0.11	0.13	0.65	2.11
Cheshire West and Chester	0.12	0.11	1.51	0.07	0.07	0.48	0.37
Chorley	1.97	0.23	1.83	0.07	0.39	0.78	0.26
High Peak	0.18	0.17	2.57	0.33	0.13	0.58	2.75
Kirklees	0.16	0.09	0.90	0.18	0.19	0.19	0.11
Rossendale	0.57	4.00	2.25	0.56	4.30	0.90	0.37
St. Helens	0.28	0.09	0.98	0.06	0.01	0.44	0.05
Warrington	0.39	0.17	2.39	0.13	0.15	1.32	0.33
West Lancashire	0.58	0.23	1.24	0.13	0.09	0.71	0.11
Source district	Destination district (rate of migration from the source district to the destination district per 1,000 population of the source district) (2011 Census)						
	Tameside	Trafford	Wigan	Blackburn with Darwen	Calderdale	Cheshire East	Cheshire West and Chester
Bolton	0.22	0.52	2.90	0.77	0.04	0.28	0.21
Bury	0.59	0.94	0.41	0.44	0.17	0.41	0.19
Manchester	2.42	6.46	0.63	0.21	0.33	1.82	0.64
Oldham	2.69	0.40	0.31	0.17	0.22	0.31	0.19
Rochdale	0.62	0.57	0.23	0.11	0.97	0.38	0.11
Salford	0.83	3.42	2.74	0.21	0.18	0.83	0.33
Stockport	3.12	1.30	0.25	0.05	0.04	3.78	0.43
Tameside	59.26	0.72	0.26	0.07	0.10	0.62	0.27
Trafford	0.48	49.92	0.46	0.05	0.15	2.45	0.98
Wigan	0.15	0.48	60.03	0.14	0.09	0.37	0.25
Blackburn with Darwen	0.14	0.20	0.35	64.99	0.18	0.12	0.23
Calderdale	0.06	0.15	0.09	0.01	71.22	0.26	0.16
Cheshire East	0.26	0.90	0.12	0.03	0.05	58.34	2.73
Cheshire West and Chester	0.14	0.40	0.18	0.09	0.05	3.38	60.84
Chorley	0.11	0.23	1.96	1.14	0.07	0.35	0.37
High Peak	3.04	0.32	0.06	0.10	0.17	2.23	0.36
Kirklees	0.11	0.10	0.09	0.05	2.62	0.10	0.11
Rossendale	0.32	0.54	0.24	0.91	0.84	0.29	0.29
St. Helens	0.03	0.17	3.54	0.02	0.03	0.23	0.49
Warrington	0.16	1.01	1.64	0.09	0.07	1.20	1.71
West Lancashire	0.13	0.13	4.22	0.23	0.07	0.38	0.61
Source district	Destination district (rate of migration from the source district to the destination district per 1,000 population of the source district) (2011 Census)						
	Chorley	High Peak	Kirklees	Rossen-dale	St. Helens	Warrington	West Lancashire
Bolton	1.11	0.05	0.19	0.20	0.13	0.29	0.22
Bury	0.21	0.12	0.31	2.10	0.09	0.29	0.22
Manchester	0.32	0.41	0.41	0.17	0.17	0.83	0.12
Oldham	0.08	0.17	0.68	0.38	0.04	0.25	0.14
Rochdale	0.18	0.06	0.56	2.03	0.03	0.19	0.16
Salford	0.40	0.21	0.24	0.19	0.31	1.15	0.31
Stockport	0.12	1.06	0.18	0.07	0.08	0.34	0.08
Tameside	0.14	1.52	0.50	0.13	0.05	0.19	0.14
Trafford	0.14	0.17	0.23	0.12	0.09	1.08	0.11
Wigan	0.89	0.04	0.12	0.04	1.71	1.13	1.34
Blackburn with Darwen	1.11	0.01	0.20	0.62	0.03	0.12	0.33
Calderdale	0.06	0.02	5.51	0.25	0.03	0.07	0.06
Cheshire East	0.08	0.36	0.15	0.05	0.09	0.71	0.07

Source district	Destination district (rate of migration from the source district to the destination district per 1,000 population of the source district) (2011 Census)						
	Bolton	Bury	Manch-ester	Oldham	Rochdale	Salford	Stockport
Cheshire West and Chester	0.07	0.07	0.20	0.02	0.14	1.13	0.13
Chorley	49.58	0.12	0.14	0.11	0.19	0.39	1.51
High Peak	0.09	55.65	0.68	0.01	0.22	0.08	0.14
Kirklees	0.04	0.05	71.02	0.03	0.04	0.11	0.06
Rossendale	0.31	0.15	0.29	55.22	0.09	0.12	0.56
St. Helens	0.13	0.01	0.10	0.05	53.19	2.33	0.66
Warrington	0.15	0.06	0.23	0.02	2.13	58.26	0.32
West Lancashire	1.57	0.05	0.23	0.06	1.39	0.39	48.91

5.72 In terms of the rate of migration to the destination district from the source district per 1,000 population of the source district, for Bolton, the highest rates were from Bury, Salford and Wigan, followed by Chorley.

5.73 For Bury, the flow rate from Rossendale was highest, with Salford and Rochdale also quite significant. Manchester was fifth in terms of flow rates, despite its absolute flow being the highest.

5.74 For Manchester, there were very high flow rates from Salford and Trafford, and these are the only external rates above 10 per 1,000 population of the source district in the entire table. The flow rates from Stockport, Bury, Tameside and Oldham were also high, with those from Rochdale, High Peak, Cheshire East, Warrington and Rossendale also above 2 per 1,000 population of the source district. It is notable that the rates from Bolton and Wigan were lower.

5.75 For Oldham, the highest inflow rate relative to its population was from Rochdale, with Tameside next highest. None of the other rates exceeded 2 per 1,000 population, suggesting a relative narrow sphere of influence using this measure.

5.76 For Rochdale, the highest inflow rate was from Rossendale, closely followed by Oldham, with that from Bury also reasonably significant, whereas the absolute flow from Rossendale was quite small particularly compared to the flows from Manchester and Oldham.

5.77 For Salford, there was a substantial net inflow rate from Manchester, with Bury and Trafford also having high rates, and to a lesser extent Bolton and Wigan. These flow rate figures suggest that Salford has a reasonably broad reach.

5.78 For Stockport, the highest flow rates were from Manchester and Tameside, followed by High Peak and Cheshire East. The rate from Stockport itself appears quite low compared to the internal rates of some of the other districts.

5.79 For Tameside, the highest rates were from Stockport and High Peak, quite closely followed by Oldham and Manchester. All other rates were low, suggesting that Tameside's sphere of influence is quite limited.

5.80 For Trafford, there was a high flow rate from Manchester and a relatively high rate from Salford, but no other districts had rates above 2 per 1,000 population. This suggests that Trafford's in-migration is quite concentrated on just these two cities.

5.81 For Wigan, the highest inflow rates were from West Lancashire and St. Helens, both of which are outside Greater Manchester. Bolton and Salford also had reasonably significant flow rates to Wigan, and had the highest absolute flows to Wigan.

5.82 In terms of the districts adjoining Greater Manchester, there were more examples of flow rates from Greater Manchester districts to them that exceeded 2 per 1,000 population than there were for the opposite measure above. The rate from Stockport to Cheshire East was high, with that from Trafford also quite significant. The rates from Bury and Rochdale to Rossendale were also slightly above 2 per 1,000 population. However, given some of the other relationships, it is notable that none of the flow rates from Wigan to districts adjoining Greater Manchester exceeded 2 per 1,000 of its resident population, and none of the flows from Greater Manchester districts to Chorley or High Peak were above that figure despite the flows from those districts to some Greater Manchester districts appearing reasonably important in relation to the size of those districts. This shows that such flows are relatively more important to the destination districts outside Greater Manchester than they are to the source districts within Greater Manchester, due to the comparative size of the districts involved.

Changing migration patterns at the district level

5.83 It is useful to compare the results of the 2001 and 2011 Censuses to determine whether there have been any recent changes in migration patterns for each Greater Manchester district. The first table for each district compares the top ten destinations for migrants from that district for the two census years, together with the percentage of all migrants that each destination accounts for, and also compares the top ten sources of migrants to that district and the associated percentages. The second table compares the gross and net flows with the whole of Greater Manchester (including the district in question where it lies within Greater Manchester), with the whole of England and Wales (which effectively provides the level of net domestic migration), and with the rest of England and Wales excluding Greater Manchester.

Bolton

Main destinations of migrants from the district				Main sources of migrants to the district			
2000-2001 (2001 Census)		2010-2011 (2011 Census)		2000-2001 (2001 Census)		2010-2011 (2011 Census)	
District	% of total	District	% of total	District	% of total	District	% of total
Bolton	73.21	Bolton	71.43	Bolton	74.35	Bolton	73.04
Wigan	2.95	Wigan	3.13	Salford	3.04	Wigan	3.37
Bury	2.55	Salford	2.50	Bury	3.00	Salford	2.96
Salford	2.00	Bury	2.41	Wigan	2.83	Bury	2.79
Chorley	1.40	Manchester	1.93	Manchester	1.43	Manchester	1.67
Manchester	1.16	Chorley	1.19	Blackburn with Darwen	0.93	Blackburn with Darwen	1.13
Blackburn with Darwen	1.01	Blackburn with Darwen	0.83	Chorley	0.70	Chorley	0.84
Leeds	0.51	Leeds	0.74	Rochdale	0.60	Rochdale	0.58
Trafford	0.48	Liverpool	0.69	Trafford	0.53	Oldham	0.50
Lancaster	0.47	Preston	0.67	Liverpool	0.31	Trafford	0.47

	2000-2001 (2001 Census)			2010-2011 (2011 Census)		
Destination/source	From Bolton	To Bolton	Net	From Bolton	To Bolton	Net
Greater Manchester	20,798	21,249	451	21,343	21,566	223
England and Wales	24,945	24,564	-381	25,651	25,086	-565
Rest of E&W excluding GM	4,147	3,315	-832	4,308	3,520	-788

5.84 Wigan, Bury and Salford are consistently the three main sources and destinations outside Bolton, although the relative importance of Wigan has increased slightly and that of Bury has diminished slightly. The second table shows that the total numbers of domestic migrants were marginally higher in 2010-2011 than 2000-2001, with the net outflow of domestic migrants seeing a small increase, but these changes are limited given the total flows involved.

Bury

Main destinations of migrants from the district				Main sources of migrants to the district			
2000-2001 (2001 Census)		2010-2011 (2011 Census)		2000-2001 (2001 Census)		2010-2011 (2011 Census)	
District	% of total	District	% of total	District	% of total	District	% of total
Bury	63.85	Bury	59.49	Bury	66.46	Bury	63.72
Bolton	4.38	Manchester	5.27	Manchester	5.52	Manchester	6.55
Manchester	3.76	Salford	4.54	Salford	4.38	Salford	4.08
Salford	2.91	Bolton	4.16	Bolton	3.94	Bolton	3.93
Rossendale	2.78	Rochdale	2.96	Rochdale	2.86	Rochdale	3.46
Rochdale	2.61	Rossendale	2.30	Rossendale	1.43	Rossendale	1.73
Trafford	0.93	Leeds	1.21	Trafford	0.99	Oldham	1.02
Oldham	0.77	Oldham	1.15	Oldham	0.94	Trafford	0.97
Leeds	0.74	Trafford	1.03	Stockport	0.52	Tameside	0.67
Liverpool	0.60	Liverpool	0.88	Tameside	0.50	Leeds	0.53

	2000-2001 (2001 Census)			2010-2011 (2011 Census)		
Destination/source	From Bury	To Bury	Net	From Bury	To Bury	Net
Greater Manchester	13,563	13,970	407	13,523	13,416	-107

Destination/source	2000-2001 (2001 Census)			2010-2011 (2011 Census)		
	From Bury	To Bury	Net	From Bury	To Bury	Net
England and Wales	16,793	16,134	-659	16,863	15,743	-1,120
Rest of E&W excluding GM	3,230	2,164	-1,066	3,340	2,327	-1,013

5.85 The role of Manchester as both a source and destination of migrants for Bury can be seen to have increased. Salford has also become a more important destination for migrants leaving Bury, but is now a slightly less important source of migrants. Bolton's relative importance to Bury appears little changed. The overall migration levels to and from Bury were similar between the two censuses, but there was a reasonably significant increase in the total net domestic out-migration from the district. This was primarily the result of Bury changing from having a net inflow from Greater Manchester to having a small net outflow.

Manchester

Main destinations of migrants from the district				Main sources of migrants to the district			
2000-2001 (2001 Census)		2010-2011 (2011 Census)		2000-2001 (2001 Census)		2010-2011 (2011 Census)	
District	% of total	District	% of total	District	% of total	District	% of total
Manchester	63.06	Manchester	65.10	Manchester	61.88	Manchester	60.22
Stockport	4.20	Trafford	3.75	Trafford	3.03	Salford	2.94
Trafford	3.66	Salford	3.51	Stockport	2.55	Trafford	2.76
Tameside	2.42	Stockport	2.84	Salford	2.14	Stockport	2.37
Salford	2.09	Tameside	1.41	Tameside	1.26	Tameside	1.14
Bury	1.44	Bury	1.19	Cheshire East	1.07	Oldham	1.06
Oldham	1.34	Rochdale	1.15	Oldham	1.06	Cheshire East	1.01
Rochdale	1.05	Cheshire East	1.06	Bury	1.00	Bury	0.95
Cheshire East	1.04	Oldham	1.04	Rochdale	0.79	Leeds	0.94
Bolton	0.57	Liverpool	0.65	Leeds	0.69	Rochdale	0.75

Destination/source	2000-2001 (2001 Census)			2010-2011 (2011 Census)		
	From Manchester	To Manchester	Net	From Manchester	To Manchester	Net
Greater Manchester	49,688	47,095	-2,593	69,969	68,569	-1,400
England and Wales	61,942	63,123	1,181	86,562	93,567	7,005
Rest of E&W excluding GM	12,254	16,028	3,774	16,593	24,998	8,405

5.86 Salford has become a more importance source and destination for Manchester migrants, whereas the relative roles of Stockport and Tameside have diminished particularly as destinations (due to the higher total flows, the absolute flows from those two districts into Manchester actually increased, but the absolute flows to them did decrease). Unlike many other Greater Manchester districts, the total migration flows to and from Manchester were considerably higher in 2010-2011 than 2000-2001. Manchester saw a very large increase in its net migration inflows from the rest of England and Wales. This was primarily due to a substantial increase in the net inflows from outside

Greater Manchester, although there was also around a halving in the net outflows from Manchester to the rest of Greater Manchester.

Oldham

Main destinations of migrants from the district				Main sources of migrants to the district			
2000-2001 (2001 Census)		2010-2011 (2011 Census)		2000-2001 (2001 Census)		2010-2011 (2011 Census)	
District	% of total	District	% of total	District	% of total	District	% of total
Oldham	74.06	Oldham	69.31	Oldham	78.35	Oldham	75.18
Rochdale	4.70	Manchester	4.93	Manchester	4.20	Manchester	4.82
Manchester	3.20	Rochdale	4.67	Rochdale	3.68	Rochdale	4.12
Tameside	2.20	Tameside	3.00	Tameside	3.31	Tameside	3.44
Bury	0.72	Salford	1.07	Bury	0.65	Bury	1.04
Kirklees	0.65	Leeds	0.88	Salford	0.46	Salford	0.72
Leeds	0.53	Bury	0.79	Stockport	0.38	Kirklees	0.40
Salford	0.48	Kirklees	0.76	Kirklees	0.29	Leeds	0.38
Wyre	0.40	Bolton	0.62	Sheffield	0.28	Stockport	0.33
Stockport	0.39	Liverpool	0.45	Trafford	0.27	Bolton	0.33

Destination/source	2000-2001 (2001 Census)			2010-2011 (2011 Census)		
	From Oldham	To Oldham	Net	From Oldham	To Oldham	Net
Greater Manchester	18,088	18,092	4	17,251	16,824	-427
England and Wales	20,885	19,741	-1,144	20,149	18,577	-1,572
Rest of E&W excluding GM	2,797	1,649	-1,148	2,898	1,753	-1,145

5.87 Manchester, Tameside and Salford have all become more important destinations for Oldham migrants. Manchester is now also a more important source, along with Rochdale and Bury. Total migration flows were slightly lower in 2010-2011 than 2000-2001. There was a small increase in net domestic outflows from Oldham, and this was largely due to it changing from having virtually zero net migration with the rest of Greater Manchester to a modest net outflow.

Rochdale

Main destinations of migrants from the district				Main sources of migrants to the district			
2000-2001 (2001 Census)		2010-2011 (2011 Census)		2000-2001 (2001 Census)		2010-2011 (2011 Census)	
District	% of total	District	% of total	District	% of total	District	% of total
Rochdale	73.46	Rochdale	68.69	Rochdale	75.32	Rochdale	72.34
Oldham	3.67	Oldham	3.74	Oldham	5.08	Manchester	5.10
Manchester	2.51	Manchester	3.45	Manchester	3.37	Oldham	4.84
Bury	2.33	Bury	2.66	Bury	2.27	Bury	2.57
Rossendale	1.72	Rossendale	2.10	Rossendale	1.62	Rossendale	1.50
Salford	0.79	Salford	1.50	Salford	0.84	Salford	1.20
Bolton	0.74	Calderdale	1.01	Calderdale	0.72	Tameside	0.68
Leeds	0.74	Leeds	0.95	Bolton	0.54	Calderdale	0.65
Calderdale	0.71	Bolton	0.71	Tameside	0.49	Leeds	0.62

Main destinations of migrants from the district				Main sources of migrants to the district			
2000-2001 (2001 Census)		2010-2011 (2011 Census)		2000-2001 (2001 Census)		2010-2011 (2011 Census)	
District	% of total	District	% of total	District	% of total	District	% of total
Trafford	0.53	Tameside	0.64	Trafford	0.36	Bolton	0.53

Destination/source	2000-2001 (2001 Census)			2010-2011 (2011 Census)		
	From Rochdale	To Rochdale	Net	From Rochdale	To Rochdale	Net
Greater Manchester	16,873	17,183	310	16,936	17,199	263
England and Wales	19,818	19,329	-489	20,467	19,434	-1,033
Rest of E&W excluding GM	2,945	2,146	-799	3,531	2,235	-1,296

5.88 Manchester, Bury and Salford have all become more important sources and destinations of migrants for Rochdale. Rossendale and Calderdale are also now more important destinations. Total migration flows were very similar between the two censuses, and the flows within Greater Manchester were almost identical. However, there has been an increase in the net outflow to the rest of England and Wales, due to higher flows to locations outside Greater Manchester.

Salford

Main destinations of migrants from the district				Main sources of migrants to the district			
2000-2001 (2001 Census)		2010-2011 (2011 Census)		2000-2001 (2001 Census)		2010-2011 (2011 Census)	
District	% of total	District	% of total	District	% of total	District	% of total
Salford	63.63	Salford	58.31	Salford	63.53	Salford	54.46
Manchester	5.74	Manchester	10.27	Manchester	5.48	Manchester	10.59
Bolton	3.18	Trafford	2.99	Trafford	3.18	Trafford	3.19
Bury	3.01	Bolton	2.77	Bolton	2.12	Bury	2.67
Trafford	2.87	Bury	2.40	Bury	2.08	Bolton	2.23
Wigan	2.62	Wigan	2.39	Wigan	1.86	Wigan	2.20
Warrington	1.06	Stockport	1.14	Stockport	0.78	Tameside	1.11
Stockport	0.85	Warrington	1.01	Warrington	0.73	Rochdale	1.07
Rochdale	0.69	Rochdale	0.87	Cheshire East	0.70	Stockport	1.04
Cheshire East	0.58	Cheshire East	0.73	Rochdale	0.66	Warrington	0.93

Destination/source	2000-2001 (2001 Census)			2010-2011 (2011 Census)		
	From Salford	To Salford	Net	From Salford	To Salford	Net
Greater Manchester	19,651	19,020	-631	22,047	22,730	683
England and Wales	23,524	23,561	37	26,766	28,660	1,894
Rest of E&W excluding GM	3,873	4,541	668	4,719	5,930	1,211

5.89 The relationship between Salford and Manchester has become much more important, and the total flows in each direction more than doubled between the two censuses. In proportionate terms, Bolton and Wigan now appear to be less important destinations, although the absolute flows are little changed.

Several of the other Greater Manchester districts now contribute a higher proportion of the flows into Salford. Total flows were higher in 2010-2011 than 2000-2001, and Salford changed from having virtually zero net migration to having a reasonably significant net inflow. This was the result both of an increase in the net inflows from locations outside Greater Manchester, as well as a switch from net outflows to net inflows from the rest of Greater Manchester.

Stockport

Main destinations of migrants from the district				Main sources of migrants to the district			
2000-2001 (2001 Census)		2010-2011 (2011 Census)		2000-2001 (2001 Census)		2010-2011 (2011 Census)	
District	% of total	District	% of total	District	% of total	District	% of total
Stockport	61.76	Stockport	58.01	Stockport	65.14	Stockport	62.94
Manchester	6.55	Manchester	9.48	Manchester	11.18	Manchester	11.40
Cheshire East	4.83	Cheshire East	4.58	Cheshire East	3.45	Tameside	3.70
Tameside	3.59	Tameside	3.78	Tameside	3.06	Cheshire East	3.63
High Peak	2.00	Trafford	1.57	Trafford	1.42	Trafford	1.86
Trafford	1.35	Sheffield	1.38	High Peak	1.16	Salford	1.41
Sheffield	0.75	High Peak	1.29	Salford	0.86	High Peak	1.16
Salford	0.75	Salford	1.27	Leeds	0.44	Sheffield	0.72
Cheshire West and Chester	0.71	Leeds	1.04	Sheffield	0.42	Cheshire West and Chester	0.57
Leeds	0.68	Liverpool	0.71	Bury	0.40	Rochdale	0.50

Destination/source	2000-2001 (2001 Census)			2010-2011 (2011 Census)		
	From Stockport	To Stockport	Net	From Stockport	To Stockport	Net
Greater Manchester	18,561	19,406	845	17,711	17,964	253
England and Wales	24,562	23,290	-1,272	23,386	21,555	-1,831
Rest of E&W excluding GM	6,001	3,884	-2,117	5,675	3,591	-2,084

5.90 Manchester has become an increasingly important destination for Stockport's migrants, as to a lesser extent have the cities of Sheffield, Salford and Leeds. The proportion of out-migrants moving to Cheshire East and High Peak has reduced. The main sources of migrants into Stockport have all increased their share slightly between the two censuses, but no individual districts have seen any substantial change in their role. The absolute migration flows were slightly lower in 2010-2011 than 2000-2001. The net out-migration from Stockport increased by around 50%, and this was largely due to a significant reduction in the net in-migration to Stockport from the rest of Greater Manchester.

Tameside

Main destinations of migrants from the district				Main sources of migrants to the district			
2000-2001 (2001 Census)		2010-2011 (2011 Census)		2000-2001 (2001 Census)		2010-2011 (2011 Census)	
District	% of total	District	% of total	District	% of total	District	% of total
Tameside	71.41	Tameside	67.41	Tameside	72.76	Tameside	71.13
Manchester	4.03	Manchester	5.53	Manchester	7.72	Manchester	6.67
Stockport	3.60	Stockport	4.14	Stockport	4.54	Stockport	4.84
Oldham	3.30	Oldham	3.31	Oldham	2.37	Oldham	3.31
High Peak	2.41	High Peak	1.73	High Peak	1.66	High Peak	1.51
Salford	0.73	Salford	1.64	Trafford	0.73	Salford	1.06
Cheshire East	0.66	Trafford	0.82	Salford	0.68	Rochdale	0.72
Trafford	0.59	Cheshire East	0.71	Rochdale	0.38	Bury	0.60
Leeds	0.48	Rochdale	0.68	Bury	0.35	Trafford	0.59
Rochdale	0.47	Leeds	0.64	Cheshire East	0.33	Cheshire East	0.52

Destination/source	2000-2001 (2001 Census)			2010-2011 (2011 Census)		
	From Tameside	To Tameside	Net	From Tameside	To Tameside	Net
Greater Manchester	16,856	17,464	608	16,332	16,358	26
England and Wales	19,807	19,439	-368	19,282	18,274	-1,008
Rest of E&W excluding GM	2,951	1,975	-976	2,950	1,916	-1,034

5.91 Manchester became a more important destination for Tameside's out-migrants, but a reduced source of in-migrants. Stockport and Salford became more significant as both sources and destinations of migrants for Tameside, whereas High Peak saw reduced absolute flows on both measures. Total migration flows were slightly lower in 2010-2011 than 2000-2001, and Tameside saw an increase in the levels of net out-migration. This was primarily a result of a significant decrease in net in-migration from the rest of Greater Manchester, reducing to virtually zero.

Trafford

Main destinations of migrants from the district				Main sources of migrants to the district			
2000-2001 (2001 Census)		2010-2011 (2011 Census)		2000-2001 (2001 Census)		2010-2011 (2011 Census)	
District	% of total	District	% of total	District	% of total	District	% of total
Trafford	55.52	Trafford	53.69	Trafford	58.25	Trafford	56.25
Manchester	10.03	Manchester	12.26	Manchester	12.47	Manchester	16.16
Salford	3.92	Salford	4.34	Salford	3.71	Salford	3.98
Cheshire East	2.77	Cheshire East	2.63	Cheshire East	2.03	Stockport	1.83
Stockport	1.73	Stockport	1.90	Stockport	1.82	Cheshire East	1.65
Warrington	1.61	Sheffield	1.38	Warrington	0.99	Warrington	1.01
Cheshire West and Chester	1.56	Liverpool	1.23	Bury	0.86	Bury	0.87
Bury	0.84	Warrington	1.16	Cheshire	0.73	Tameside	0.79

Main destinations of migrants from the district				Main sources of migrants to the district			
2000-2001 (2001 Census)		2010-2011 (2011 Census)		2000-2001 (2001 Census)		2010-2011 (2011 Census)	
District	% of total	District	% of total	District	% of total	District	% of total
				West and Chester			
Leeds	0.84	Leeds	1.10	Bolton	0.65	Wigan	0.76
Tameside	0.74	Cheshire West and Chester	1.05	Tameside	0.64	Bolton	0.72

Destination/source	2000-2001 (2001 Census)			2010-2011 (2011 Census)		
	From Trafford	To Trafford	Net	From Trafford	To Trafford	Net
Greater Manchester	14,295	14,563	268	15,840	16,568	728
England and Wales	19,098	18,202	-896	21,068	20,109	-959
Rest of E&W excluding GM	4,803	3,639	-1,164	5,228	3,541	-1,687

5.92 Manchester enhanced its role as the primary external source and destination of migrants for Trafford. There was relatively little change in the relative role of other locations, although flows to and from Cheshire East reduced slightly as did flows to Warrington. Flows to Sheffield increased considerably, which could possibly be the result of a business relocation. Absolute migration flows saw a small increase between the censuses. The level of total net out-migration from Trafford hardly changed, but this masked an increased net inflow from the rest of Greater Manchester and increased net outflow to locations outside Greater Manchester.

Wigan

Main destinations of migrants from the district				Main sources of migrants to the district			
2000-2001 (2001 Census)		2010-2011 (2011 Census)		2000-2001 (2001 Census)		2010-2011 (2011 Census)	
District	% of total	District	% of total	District	% of total	District	% of total
Wigan	75.57	Wigan	71.54	Wigan	75.59	Wigan	74.42
Bolton	2.69	Bolton	3.17	Bolton	2.85	Bolton	3.14
West Lancashire	1.93	Salford	2.36	Salford	2.38	Salford	2.50
St. Helens	1.82	St. Helens	2.04	St. Helens	2.33	St. Helens	2.42
Salford	1.69	Manchester	1.95	West Lancashire	1.64	West Lancashire	1.82
Warrington	1.40	West Lancashire	1.59	Warrington	1.50	Warrington	1.29
Manchester	1.07	Warrington	1.35	Manchester	0.94	Manchester	1.24
Chorley	0.90	Liverpool	1.08	Chorley	0.61	Chorley	0.82
Liverpool	0.56	Chorley	1.06	Trafford	0.55	Liverpool	0.73
Trafford	0.42	Preston	0.75	Liverpool	0.44	Preston	0.43

Destination/source	2000-2001 (2001 Census)			2010-2011 (2011 Census)		
	From Wigan	To Wigan	Net	From Wigan	To Wigan	Net
Greater Manchester	21,303	21,634	331	21,515	21,273	-242
England and Wales	25,864	25,855	-9	26,672	25,641	-1,031

Destination/source	2000-2001 (2001 Census)			2010-2011 (2011 Census)		
	From Wigan	To Wigan	Net	From Wigan	To Wigan	Net
Rest of E&W excluding GM	4,561	4,221	-340	5,157	4,368	-789

5.93 The importance of different locations as sources and destinations for Wigan migrants has seen relatively little change. Total migration flows were very similar in the two census years, but Wigan has seen a change from effectively zero net migration to a moderate net outflow. This was the result of both an increase in net out-migration to locations outside Greater Manchester, and a change from limited net inflows from the rest of Greater Manchester to a small net outflow.

Self-containment rates and housing market areas

5.94 The Planning Practice Guidance suggests that a self-containment rate of 70% (i.e. the proportion of household moves that are contained within a particular area), excluding long-distance moves, could be used to define housing market areas. There is no definition of 'long-distance', and what constitutes this could vary depending on the geography of individual areas and the way in which they function. Consequently, the data presented here generally relates to all moves within England and Wales, and so all self-containment rates would be likely to be several percentage points higher if long-distance moves were excluded.

5.95 The table below shows the migration self-containment rates for individual districts, using 2011 Census data. The middle column identifies the proportion of migrants from the district who remained in the district, and the right-hand column shows the proportion of migrants to the district who moved from within the district.

District	Self-containment rates 2010-2011 (2011 Census)	
	Proportion of migrants from the district who remained in the district	Proportion of migrants to the district who moved from within the district
Bolton	71.43	73.04
Bury	59.49	63.72
Manchester	65.10	60.22
Oldham	69.31	75.18
Rochdale	68.69	72.34
Salford	58.31	54.46
Stockport	58.01	62.94
Tameside	67.41	71.13
Trafford	53.69	56.25
Wigan	71.54	74.42
Greater Manchester	81.04	81.10
Blackburn with Darwen	67.40	73.88

District	Self-containment rates 2010-2011 (2011 Census)	
	Proportion of migrants from the district who remained in the district	Proportion of migrants to the district who moved from within the district
Calderdale	71.88	72.98
Cheshire East	63.83	63.94
Cheshire West and Chester	62.65	65.13
Chorley	56.09	53.31
High Peak	61.61	63.16
Kirklees	73.48	73.09
Rossendale	58.36	60.98
St. Helens	68.37	71.09
Warrington	64.53	65.95
West Lancashire	56.97	56.05

5.96 Both Bolton and Wigan can be seen to have self-containment rates exceeding 70% on both measures, as do Calderdale and Kirklees outside Greater Manchester. Using this Planning Practice Guidance threshold, they could therefore be considered as discrete housing market areas. Oldham has the highest self-containment rate in Greater Manchester in terms of the source of migrants, and is only marginally below 70% for the destination of migrants. Rochdale and Tameside also have self-containment rates above 70% using the source measure, and just below 70% for the destination measure, as do Blackburn with Darwen and St. Helens outside Greater Manchester. It is notable that the Greater Manchester districts with high levels of self-containment are in the north of the sub-region.

5.97 Trafford has the lowest self-containment rate in terms of the destination of its migrants, just above half, and the rates for Stockport, Salford and Bury are also below 60%. Salford has the lowest rate in terms of the source of migrants, closely followed by Trafford, and so overall these two districts clearly have the lowest levels of self-containment in Greater Manchester. Chorley and West Lancashire have similarly low self-containment rates amongst the districts adjoining Greater Manchester. Despite its wide-ranging migration relationships, Manchester's self-containment rate is reasonably average in terms of the destination of migration, although below average for the source, which could partly be due to its size. The Greater Manchester districts with the lower self-containment rates generally seem to have higher house prices (see section 6).

5.98 The next table compares the self-containment rates from the 2001 and 2011 Censuses.

District	Migration self-containment rates (%) (2001 and 2011 Censuses)			
	From		To	
	2001	2011	2001	2011
Bolton	73.21	71.43	74.35	73.04
Bury	63.85	59.49	66.46	63.72

District	Migration self-containment rates (%) (2001 and 2011 Censuses)			
	From		To	
	2001	2011	2001	2011
Manchester	63.06	65.10	61.88	60.22
Oldham	74.06	69.31	78.35	75.18
Rochdale	73.46	68.69	75.32	72.34
Salford	63.63	58.31	63.53	54.46
Stockport	61.76	58.01	65.14	62.94
Tameside	71.41	67.41	72.76	71.13
Trafford	55.52	53.69	58.25	56.25
Wigan	75.57	71.54	75.59	74.42
Greater Manchester	81.51	81.04	82.80	81.10
Blackburn with Darwen	73.39	67.40	77.59	73.88
Calderdale	73.76	71.88	75.50	72.98
Cheshire East	65.13	63.83	64.67	63.94
Cheshire West and Chester	61.85	62.65	62.10	65.13
Chorley	59.74	56.09	57.05	53.31
High Peak	63.13	61.61	62.31	63.16
Kirklees	74.99	73.48	73.59	73.09
Rossendale	64.18	58.36	67.17	60.98
St Helens	71.69	68.37	74.02	71.09
Warrington	65.30	64.53	65.48	65.95
West Lancashire	62.68	56.97	61.00	56.05

5.99 All districts within Greater Manchester saw a reduction in their self-containment rates between the two censuses, except for Manchester which had a modest increase in the proportion of people who remained within the district when moving from an address in Manchester. Greater Manchester as a whole also saw a reduction in its self-containment rates. A similar picture is seen for most of the districts that adjoin Greater Manchester.

5.100 The scale of the reduction varied between districts, with Bury, Oldham, Rochdale, Salford, Tameside and Wigan all seeing a reduction of four percentage points or more in the ‘from’ measure, whereas Bolton and Trafford had a reduction of less than two percentage points. The scale of reduction in the ‘to’ measure was typically lower for most districts than for the ‘from’ measure. However, Salford was a clear exception to this, with its self-containment rate reducing by more than nine percentage points, and Manchester seeing a small reduction compared to an increase for the ‘from’ measure. These figures suggest that each district is becoming more integrated with its surroundings, and this is particularly the case for Salford. This is important to take into account when considering how housing need could be met in the future, and demonstrates that housing markets continually evolve.

5.101 Unsurprisingly, as the geographical area under consideration becomes larger, levels of self-containment generally increase. The next table sets out the self-containment rates for selected combinations of districts. These combinations have been chosen on the basis of the main sources and destinations for individual districts, which are discussed below, and the housing market areas

that have previously been identified. A comparison of rates for 2001 and 2011 is also included.

Districts	Migration self-containment rates (%)			
	From		To	
	2001	2011	2001	2011
Combinations of two districts				
Including Bolton				
Bolton and Bury	72.73	69.80	74.59	72.68
Bolton and Salford	71.13	67.37	71.64	65.70
Bolton and Wigan	77.23	74.64	77.83	76.99
Bolton and Blackburn with Darwen	74.48	71.24	76.78	74.63
Bolton and Chorley	71.10	68.76	70.99	68.90
Including Bury				
Bury and Bolton	72.73	69.80	74.59	72.68
Bury and Manchester	65.16	66.04	64.73	62.48
Bury and Rochdale	71.51	67.33	73.83	71.45
Bury and Salford	66.69	61.99	67.73	60.91
Bury and Blackburn with Darwen	68.83	63.60	72.17	68.85
Bury and Rossendale	66.90	62.01	69.75	65.96
Including Manchester				
Manchester and Bury	65.16	66.04	64.73	62.48
Manchester and Oldham	67.64	67.67	67.61	64.39
Manchester and Rochdale	66.98	67.37	66.42	63.81
Manchester and Salford	66.31	68.60	65.37	63.60
Manchester and Stockport	67.56	67.84	67.63	64.79
Manchester and Tameside	67.89	67.68	67.22	64.05
Manchester and Trafford	66.44	68.28	66.21	64.65
Manchester and Cheshire East	65.16	66.29	64.21	62.67
Including Oldham				
Oldham and Manchester	67.64	67.67	67.61	64.39
Oldham and Rochdale	77.96	73.20	81.22	78.21
Oldham and Tameside	75.51	71.54	78.42	76.55
Oldham and Calderdale	74.11	70.81	77.16	74.26
Oldham and High Peak	71.25	67.32	74.99	71.81
Oldham and Kirklees	74.99	72.48	75.50	74.13
Including Rochdale				
Rochdale and Bury	71.51	67.33	73.83	71.45
Rochdale and Manchester	66.98	67.37	66.42	63.81
Rochdale and Oldham	77.96	73.20	81.22	78.21
Rochdale and Calderdale	74.32	71.09	76.14	73.50
Rochdale and Rossendale	73.53	68.90	75.79	72.43
Including Salford				
Salford and Bolton	71.13	67.37	71.64	65.70
Salford and Bury	66.69	61.99	67.73	60.91
Salford and Manchester	66.31	68.60	65.37	63.60
Salford and Trafford	63.34	59.86	64.64	58.71
Salford and Wigan	72.02	67.29	71.97	66.22
Salford and Warrington	65.37	62.02	65.38	60.02
Including Stockport				

Districts	Migration self-containment rates (%)			
	From		To	
	2001	2011	2001	2011
Stockport and Manchester	67.56	67.84	67.63	64.79
Stockport and Tameside	69.67	66.20	72.34	70.92
Stockport and Cheshire East	67.12	64.69	68.34	66.90
Stockport and High Peak	64.44	60.69	66.83	64.86
Including Tameside				
Tameside and Manchester	67.89	67.68	67.22	64.05
Tameside and Oldham	75.51	71.54	78.42	76.55
Tameside and Stockport	69.67	66.20	72.34	70.92
Tameside and High Peak	71.92	67.90	72.61	71.02
Including Trafford				
Trafford and Manchester	66.44	68.28	66.21	64.65
Trafford and Salford	63.34	59.86	64.64	58.71
Trafford and Cheshire East	63.35	61.55	64.15	62.72
Trafford and Warrington	61.46	59.86	63.12	61.99
Including Wigan				
Wigan and Bolton	77.23	74.64	77.83	76.99
Wigan and Salford	72.02	67.29	71.97	66.22
Wigan and Chorley	72.52	68.85	71.65	69.89
Wigan and St. Helens	76.84	73.35	77.74	76.29
Wigan and Warrington	73.28	70.23	73.37	72.53
Wigan and West Lancashire	74.52	70.18	73.96	71.92
Selected combinations of three or four districts				
Bolton, Bury, Wigan	76.19	73.07	77.39	76.05
Bolton, Bury, Salford, Wigan	76.79	73.18	77.65	73.81
Oldham, Rochdale, Tameside	77.94	73.85	80.60	78.59
Manchester, Oldham, Rochdale, Tameside	74.45	72.69	74.95	71.04
Manchester, Stockport, Trafford	69.97	70.60	70.63	68.40
Manchester, Salford, Trafford	69.70	71.88	69.49	67.87
Manchester, Stockport, Tameside	71.94	70.85	72.25	68.64
Bolton, Salford, Wigan	76.02	72.47	76.38	72.19
Bolton, Wigan, Chorley	76.06	73.43	76.00	74.76
Bolton, Wigan, St. Helens	77.79	75.23	78.81	77.73
Bury, Oldham, Rochdale	75.90	71.61	79.05	76.57
Oldham, Rochdale, Calderdale	77.21	73.44	79.98	77.13
Oldham, Rochdale, Kirklees	76.93	73.86	77.81	76.10
Oldham, Rochdale, Rossendale	77.56	72.97	80.85	77.73
Oldham, Calderdale, Kirklees	76.99	75.18	77.83	76.75
Stockport, Tameside, High Peak	71.65	67.74	73.82	72.05
Oldham, Tameside, High Peak	75.25	71.25	77.49	75.67
Wigan, St. Helens, Warrington	76.21	73.22	76.89	75.73
Wigan, St. Helens, West Lancashire	76.47	72.56	76.75	74.65
Manchester, Oldham, Stockport, Tameside	74.46	72.84	75.41	71.60
Manchester, Salford, Stockport, Trafford	72.26	73.65	72.80	70.91
Manchester, Salford, Trafford, Wigan	72.26	73.29	72.09	70.28
Manchester, Stockport, Tameside, Trafford	73.51	73.01	74.31	71.49
Bolton, Bury, Oldham, Rochdale	77.19	73.66	79.78	77.67
Bolton, Salford, Wigan, Warrington	75.45	72.40	75.79	72.47
Bury, Oldham, Rochdale, Tameside	76.60	72.80	79.33	77.58

Districts	Migration self-containment rates (%)			
	From		To	
	2001	2011	2001	2011
Bury, Oldham, Rochdale, Rossendale	76.90	72.63	80.14	77.48
Oldham, Rochdale, Stockport, Tameside	75.50	71.85	78.53	76.88
Oldham, Rochdale, Tameside, High Peak	77.51	73.41	79.71	77.76
Oldham, Rochdale, Tameside, Kirklees	77.24	74.28	78.23	76.87
Oldham, Rochdale, Calderdale, Kirklees	78.44	76.07	79.51	78.14

5.102 What is immediately apparent is that virtually all combinations of districts have seen a reduction in their self-containment rates between the two censuses. This reinforces the similar message that appeared when looking at individual districts.

5.103 These larger areas do not necessarily result in higher levels of self-containment than for the individual districts, where one of those districts already had a high level of self-containment. For example, Bolton has a self-containment rate for out-migration of 71.43%, but the rates in combination with adjoining districts are all lower except in the case of Wigan when the self-containment level increases to 74.64%. A similar picture is seen when looking at the combinations with adjoining districts involving Oldham, Rochdale, Tameside and Wigan.

5.104 The self-containment rates can increase by several percentage points when districts with low individual self-containment rates are combined with adjoining districts, as can be seen for Bury, Salford, Stockport and Trafford. However, in some cases they are actually reducing the self-containment rates for the district they are being combined with. For example, Bury has an out-migration self-containment rate of 59.49%, but when combined with Bolton the self-containment rate increases considerably to 69.80%, which is lower than Bolton's individual self-containment rate of 71.43%. This highlights the complexity of interrelationships between different districts and the challenges of identifying discrete housing market areas. It also shows that some districts effectively have more open borders than others.

5.105 The combinations of three or four districts all start to give similar levels of self-containment, in the low to mid 70s, with a few notable exceptions. Three of the four-district combinations involving Manchester have in-migration self-containment rates around 68%, and none are significantly above 70%, again highlighting that Manchester has a comparatively broad reach. The combination of Stockport, Tameside and High Peak appears to have a quite low level of out-migration self-containment given their geographical proximity. This does not mean that there are not significant flows between them, but that each district also has important relationships with other districts outside that combination.

5.106 The fact that the combinations of three or four districts generally give similar self-containment rates once again highlights the difficulties of defining housing market areas using this measure. The figures also show that artificial areas can be constructed in order to give high levels of self-containment. The

highest level of out-migration self-containment in the table, and the second highest level for in-migration, is for the four-district combination of Oldham, Rochdale, Calderdale and Kirklees. However, this results from the high levels of self-containment that each district has individually, and that Oldham and Rochdale have between them, rather than indicating any strong relationships between the two Greater Manchester districts and the two West Yorkshire districts.

Previously identified housing market areas

5.107 Ward-level migration data from the 2011 Census[27] can be used to calculate the self-containment rates of the housing market areas that have previously been identified in the North West and Greater Manchester Strategic Housing Market Assessments from 2008. Ward boundary changes mean that a precise replication of those housing market areas is impossible, particularly in terms of whether parts of north-east Trafford should be within the Greater Manchester Central or Greater Manchester South areas. The table below identifies the wards/districts that have been included within each housing market area for the purposes of this analysis.

	Previously identified housing market areas (GM SHMA and NW SHMA)			
District	North West	North East	South	Central
Bolton	- All wards			
Bury	- All wards			
Manchester		- Charlestown - Higher Blackley - Moston	- Baguley - Brooklands - Burnage - Chorlton - Chorlton Park - Didsbury East - Didsbury West - Fallowfield - Northenden - Old Moat - Sharston - Whalley Range - Withington - Woodhouse Park	- Ancoats and Clayton - Ardwick - Bradford - Cheetham - City Centre - Crumpsall - Gorton North - Gorton South - Harpurhey - Hulme - Levenshulme - Longsight - Miles Platting and Newton Heath - Moss Side - Rusholme
Oldham		- All wards		
Rochdale		- All wards		
Salford	- Barton - Boothstown and Ellenbrook - Cadishead - Eccles - Irlam - Little Hulton - Pendlebury			- Broughton - Claremont - Irwell Riverside - Kersal - Langworthy - Ordsall - Weaste and Seedley

[27] Office for National Statistics, *2011 Special Migration Statistics United Kingdom - Ward Level - Safeguarded* [computer file], ESRC/JISC Census Programme, Census Interaction Data Service, University of Leeds and University of St. Andrews

District	Previously identified housing market areas (GM SHMA and NW SHMA)			
	North West	North East	South	Central
	- Swinton North - Swinton South - Walkden North - Walkden South - Winton - Worsley			
Stockport			- All wards	
Tameside		- All wards		
Trafford			- All wards except Clifford	- Clifford
Wigan	- All wards			

5.108 The two tables below show the proportion of moves contained within the housing market areas and Greater Manchester. The first table relates to those moving from each housing market area, and the second involves those moving to each housing market area. The self-containment rates are shown in bold.

From housing market area	% of moves from each housing market area in left-hand column that are to each housing market area in the other columns (2011 Census)				
	North West	North East	South	Central	Greater Manchester
North West	**73.01**	1.99	2.35	4.41	81.75
North East	3.09	**73.12**	3.21	5.04	84.46
South	2.36	2.63	**61.05**	10.71	76.75
Central	6.00	5.63	17.29	**52.90**	81.82
Greater Manchester	23.62	18.79	21.53	17.10	**81.04**

To housing market area	% of moves to each housing market area in left-hand column that are from each housing market area in the other columns (2011 Census)				
	North West	North East	South	Central	Greater Manchester
North West	**75.48**	2.47	2.27	4.84	85.06
North East	2.72	**77.48**	3.35	6.02	89.57
South	2.51	2.66	**60.60**	14.44	80.20
Central	5.20	4.61	11.72	**48.74**	70.27
Greater Manchester	23.49	18.79	20.46	18.35	**81.10**

5.109 What is immediately apparent is the variation in the self-containment rates for the four housing market areas. The self-containment rates for the North West and North East areas are above the 70% threshold, whereas those for the South area are only just above 60%, and those for the Central area are around 50%. This could suggest that self-containment levels are higher in the northern parts of Greater Manchester, which the figures for individual districts discussed above would seem to confirm with the exception of Bury. The figures clearly show quite significant movements between the South and

Central areas, particularly in terms of those moving from the Central area to the South area, but the figures for the opposite direction are also noticeably higher than those between any of the other housing market areas.

5.110 The containment within Greater Manchester of moves to and from each housing market area also varies. Almost 90% of those moving to the North East area and more than 85% of those moving to the North West area come from within Greater Manchester. In contrast, only 70% of those moving to the Central area come from within the sub-region, highlighting the distinctive role of that part of Greater Manchester. There is less deviation between the four housing market areas in terms of the proportion of those moving from them who are retained within Greater Manchester. However, the South area has the lowest proportion at just under 77%.

5.111 The strong interaction between the South and Central areas suggests that the boundaries between the two may be quite fluid. For example, if the nine wards of Burnage, Chorlton, Chorlton Park, Didsbury East, Didsbury West, Fallowfield, Old Moat, Whalley Range and Withington are moved from the South to the Central housing market area, then the self-containment rates increase significantly as shown below.

From housing market area	% of moves from each housing market area in left-hand column to each housing market area in the other columns (2011 Census)				
	North West	North East	South reduced	Central expanded	Greater Manchester
North West	**73.01**	1.99	1.66	5.09	81.75
North East	3.09	**73.12**	2.43	5.82	84.46
South reduced	2.72	3.13	**60.46**	9.90	76.20
Central expanded	4.74	4.49	7.11	**64.30**	80.64
Greater Manchester	23.62	18.79	13.79	24.83	**81.04**

To housing market area	% of moves to each housing market area in left-hand column from each housing market area in the other columns (2011 Census)				
	North West	North East	South reduced	Central expanded	Greater Manchester
North West	**75.48**	2.47	1.70	5.40	85.06
North East	2.72	**77.48**	2.60	6.77	89.57
South reduced	2.88	3.27	**63.68**	13.61	83.45
Central expanded	4.22	3.73	4.97	**58.75**	71.68
Greater Manchester	23.49	18.79	13.28	25.54	**81.10**

5.112 The self-containment rates for the smaller South area are similar to the original South housing market area, with a reduction of less than 1 percentage point on the 'from' measure and an increase of 3 percentage points on the 'to' measure. In contrast, the expansion of the Central area results in much higher levels of self-containment, increasing by more than 11 percentage points on the 'from' measure and by 10 percentage points on the 'to' measure. The flows between the smaller South and larger Central areas are still higher than between other area combinations, particularly in terms of the relative importance of the Central area to the South area, but to a lesser degree than within the original such areas.

5.113 The self-containment rates for the four housing market areas are not especially high, and do not always compare that favourably with other geographies involving the same districts, as shown in the table below using figures discussed earlier. This remains the case if the expanded Central area and reduced South area are used.

Area	% of moves contained within the area	
	'From' self-containment	'To' self-containment
South housing market area	61.05	60.60
South housing market area reduced	60.46	63.68
Stockport and Manchester	67.84	64.79
Stockport and Tameside	66.20	70.92
Stockport and Cheshire East	64.69	66.90
Stockport and High Peak	60.69	64.86
North East housing market area	73.12	77.48
Oldham and Rochdale	73.20	78.21
Oldham, Rochdale and Tameside	73.85	78.59
North West housing market area	73.01	75.48
Bolton and Wigan	74.64	76.99
Bolton, Bury and Wigan	73.07	76.05
Central housing market area	52.90	48.74
Central housing market area expanded	64.30	58.75
Manchester	65.10	60.22
Salford	58.31	54.46
Trafford	53.69	56.25

5.114 The whole of Stockport is contained within the South housing market area, but it has higher self-containment rates when combined with Manchester, with Tameside, with Cheshire East, or, on one measure, with High Peak, suggesting that the use of the South area boundary is not particularly helpful. The combination of Oldham and Rochdale has a slightly higher self-containment rate than the North East area as a whole, as does the combination of Oldham, Rochdale and Tameside. The inclusion of Salford West within the North West area results in marginally lower self-containment

rates than when looking at just Bolton, Bury and Wigan, but the smaller combination of Bolton and Wigan has more noticeably higher self-containment. Each of the districts that has wards within the Central housing market area has a higher self-containment rate than the Central area does, and considerably so in the case of Manchester which provides most of the wards for that area. Indeed, Manchester's self-containment is higher on both measures even where the Central area has been expanded.

5.115 The above data suggests that a small modification which moves some of the Manchester wards from the South area to the Central area results in an improved definition of housing market areas. However, the comparative self-containment rates of a variety of other, often arbitrary, geographies indicates that there are many equally valid definitions of housing market areas. Indeed, the data for individual districts points towards a much more complex network of relationships than can be accommodated by a definition of discrete housing market areas, with in practice there instead being a series of overlapping market areas. This issue is discussed further below.

Boundaries of previously-identified housing market areas

5.116 The level to which housing market areas are discrete can be partly assessed by considering the relationships of the settlements on the boundaries of those areas. The settlements that have been chosen for analysis below are those that share part of a boundary between at least two of the previously-identified housing market areas, but are wholly located within a single housing market area (HMA), and that are reasonably well-defined geographically (often resulting in a relatively high self-containment rate for the settlement).

Eccles

5.117 The Eccles area is defined here as the three wards of Barton, Eccles and Winton, all of which are located within Salford (references hereafter to Eccles are to the three wards collectively rather than to the Eccles ward alone, unless otherwise stated). It is located in the North West HMA, with the eastern edge of Eccles bordering the Central HMA.

% of all moves from Eccles that end in each area (2011 Census)									
To Eccles	To GM	To NW HMA	To NW HMA exc Eccles	To NE HMA	To South HMA	To Central HMA	To Salford	To Trafford	To Manchester
39.98	83.79	58.96	18.98	2.13	9.20	13.49	63.09	6.23	5.74
% of all moves to Eccles from each area (2011 Census)									
From Eccles	From GM	From NW HMA	From NW HMA exc Eccles	From NE HMA	From South HMA	From Central HMA	From Salford	From Trafford	From Manchester
39.49	87.68	56.54	17.05	3.12	9.36	18.66	67.24	6.81	5.72

5.118 Although the boundaries of the Eccles area are predominantly with other parts of the North West HMA, the proportion of all moves to Eccles that are from the Central HMA is actually higher than the proportion that are from those parts of the North West HMA outside Eccles. The proportion of moves to and from Eccles that are contained within Salford is significantly higher than the proportion contained within the North West HMA, despite Salford being a far smaller area.

Swinton

5.119 The Swinton area is defined as the three wards of Pendlebury, Swinton North and Swinton South, all of which are located within Salford. As with Eccles, Swinton is located within the North West HMA, with its eastern edge bordering the Central HMA.

% of all moves from Swinton that end in each area (2011 Census)									
To Swinton	To GM	To NW HMA	To NW HMA exc Swinton	To NE HMA	To South HMA	To Central HMA	To Salford	To Bolton	To Manchester
32.23	82.22	56.56	24.33	4.70	4.35	16.61	60.46	4.86	6.00
% of all moves to Swinton from each area (2011 Census)									
From Swinton	From GM	From NW HMA	From NW HMA exc Swinton	From NE HMA	From South HMA	From Central HMA	From Salford	From Bolton	From Manchester
30.97	86.60	57.86	26.88	5.52	4.12	19.10	62.37	5.00	5.52

5.120 The relationship of Swinton with the North West HMA appears stronger than that of Eccles, and the area itself has a lower self-containment rate than was seen with Eccles. However, the proportion of moves to and from Swinton that are contained within Salford is still higher than the proportion contained within the North West HMA.

North Manchester

5.121 In this context, North Manchester is defined as the three wards of Charlestown, Higher Blackley and Moston, which are the only parts of Manchester that were included within the North East HMA. The area borders the Central HMA to the south.

% of all moves from North Manchester that end in each area (2011 Census)									
To North Manchester	To GM	To NW HMA	To NE HMA	To NE exc North Manch-ester	To South HMA	To Central HMA	To Bury	To Rochdale	To Manchester
34.73	86.37	6.67	51.07	16.34	5.72	22.91	4.01	8.38	58.88

% of all moves from North Manchester that end in each area (2011 Census)									
To North Manchester	To GM	To NW HMA	To NE HMA	To NE exc North Manch-ester	To South HMA	To Central HMA	To Bury	To Rochdale	To Manchester
% of all moves to North Manchester from each area (2011 Census)									
From North Manchester	From GM	From NW HMA	From NE HMA	From NE exc North Manch-ester	From South HMA	From Central HMA	From Bury	From Rochdale	From Manchester
34.50	90.37	4.55	45.21	10.71	6.52	34.09	2.47	3.60	70.54

5.122 The Central HMA is a more important destination for North Manchester migrants than the rest of the North East HMA, and accounts for more than three times the number of migrants from North Manchester than the other parts of the North East HMA. More than 70% of moves from North Manchester are contained within the city of Manchester, which is far more than are contained within the whole of the North East HMA, and Manchester also contains more of the sources of moves to North Manchester.

Droylesden

5.123 For this analysis, Droylesden consists of the two wards of Droylesden East and Droylesden West in Tameside. It is located within the North East HMA, with its western edge bordering the Central HMA.

% of all moves from Droylesden that end in each area (2011 Census)									
To Droylesden	To GM	To NW HMA	To NE HMA	To NE exc Droylesden	To South HMA	To Central HMA	To Tameside	To Manchester	To Stockport
34.31	86.13	3.48	64.71	30.40	4.30	13.65	60.85	14.41	1.36
% of all moves to Droylesden from each area (2011 Census)									
From Droylesden	From GM	From NW HMA	From NE HMA	From NE exc Droylesden	From South HMA	From Central HMA	From Tameside	From Manchester	From Stockport
37.78	91.80	2.16	66.05	28.26	6.17	17.43	62.81	19.94	3.23

5.124 Droylesden is located in the North East HMA, and this can be seen to be clearly the most important housing market area for Droylesden's migration relationships, even when Droylesden itself is excluded from it, although flows within Droylesden are higher than those with other parts of the HMA.

5.125 However, almost all of the migration relationships are with the district of Tameside, and less than 4% of flows in either direction are with other parts of the HMA outside Tameside. Indeed, the flows to and from Manchester are far greater than those with parts of the HMA outside Tameside. It is also notable that a very high proportion of migrants to Droylesden come from within Greater Manchester.

Heywood

5.126 Heywood is defined here as the two wards of North Heywood and West Heywood in Rochdale. It is located within the North East HMA, with its western edge bordering the North West HMA.

% of all moves from Heywood that end in each area (2011 Census)									
To Heywood	To GM	To NW HMA	To NE HMA	To NE exc Heywood	To South HMA	To Central HMA	To Rochdale	To Bury	To Manchester
44.16	88.27	8.07	76.87	32.71	1.36	1.97	73.72	6.05	2.77
% of all moves to Heywood from each area (2011 Census)									
From Heywood	From GM	From NW HMA	From NE HMA	From NE exc Heywood	From South HMA	From Central HMA	From Rochdale	From Bury	From Manchester
43.24	89.61	8.96	77.07	33.82	1.42	2.16	73.44	6.99	3.35

5.127 The picture in Heywood is similar to that for Droylesden. A very high proportion of moves are contained within the North East HMA, within which Heywood is located. However, the vast majority of those moves are within the district of Rochdale. Very few are with other parts of the North East HMA outside Rochdale, with the flows with Bury in the adjoining North West HMA being more important. Heywood has a relatively high self-containment rate compared with the other areas discussed here.

Gorton

5.128 Gorton consists of the two Manchester wards of Gorton North and Gorton South. It is located within the Central HMA, with its eastern edge bordering the North East HMA and its south-eastern edge bordering the South HMA.

% of all moves from Gorton that end in each area (2011 Census)									
To Gorton	To GM	To NW HMA	To NE HMA	To South HMA	To Central HMA	To Central exc Gorton	To Manchester	To Tameside	To Stockport
30.67	86.52	2.32	9.54	15.69	58.96	28.30	68.09	5.82	5.50
% of all moves to Gorton from each area (2011 Census)									
From Gorton	From GM	From NW HMA	From NE HMA	From South HMA	From Central HMA	From Central exc Gorton	From Manchester	From Tameside	From Stockport
30.40	86.23	2.64	7.31	14.60	61.68	31.28	69.04	3.93	5.16

5.129 Gorton's migration links are clearly strongest with the Central HMA within which it is located, but it also has important links with the two housing market areas that it borders, particularly the South HMA but also to a lesser extent the North East HMA. This reflects the location of Gorton on the boundary of

these three HMAs. This may partly explain why a higher proportion of its migration links are contained within the city of Manchester than within the South HMA.

Reddish

5.130 The two Stockport wards of Reddish North and Reddish South are defined as Reddish for these purposes. Reddish adjoins the Gorton area discussed above, and likewise is located on the boundary of three HMAs, but is within the South HMA rather than the Central HMA.

% of all moves from Reddish that end in each area (2011 Census)									
To Reddish	To GM	To NW HMA	To NE HMA	To South HMA	To South exc Reddish	To Central HMA	To Stockport	To Manchester	To Tameside
27.87	83.40	1.54	11.01	62.41	34.54	8.43	56.99	11.35	9.68
% of all moves to Reddish from each area (2011 Census)									
From Reddish	From GM	From NW HMA	From NE HMA	From South HMA	From South exc Reddish	From Central HMA	From Stockport	From Manchester	From Tameside
30.91	88.43	1.57	7.87	67.52	36.60	11.48	61.18	15.73	7.08

5.131 The majority of Reddish's moves are contained within the South HMA, but this is largely the result of a high level of containment of moves within the district of Stockport. Moves to the adjoining districts of Manchester and Tameside are higher individually than to the rest of the South HMA outside Stockport. This again highlights that migration relationships are generally dominated by moves to and from the immediate surroundings, and in this example there is virtually no relationship with the North West HMA on the other side of Greater Manchester.

The Heatons

5.132 The Heatons are defined here as the two Stockport wards of Heatons North and Heatons South. It is located within the South HMA, with its northern edge bordering the Central HMA. The Reddish area discussed above lies immediately to the east.

% of all moves from the Heatons that end in each area (2011 Census)									
To the Heatons	To GM	To NW HMA	To NE HMA	To South HMA	To South HMA exc the Heatons	To Central HMA	To Stockport	To Manchester	To Tameside
26.06	72.66	0.96	2.88	59.99	33.93	8.83	49.44	15.75	2.32

% of all moves the Heatons from each area (2011 Census)									
From the Heatons	From GM	From NW HMA	From NE HMA	From South HMA	From South HMA exc the Heatons	From Central HMA	From Stockport	From Manchester	From Tameside
28.62	83.54	2.81	3.25	67.78	39.16	9.70	52.41	21.82	1.58

5.133 Compared to the other areas discussed above, the self-containment rate for this area is quite low, at just above 25%. The proportion of its moves contained within Greater Manchester is also relatively low, with less than three-quarters of moves from an address within the Heatons remaining within Greater Manchester.

5.134 Most moves are contained within the South HMA, and this HMA remains significant even when the Heatons are excluded, accounting for more than one-third of all moves, which is significantly higher than for the other HMAs. Flows to, and particularly from, the adjoining city of Manchester are quite high compared to other areas and their neighbouring districts discussed above. This may partly reflect the urban form in this location, but could also reflect functionally more integrated neighbourhoods in this part of Greater Manchester.

Geographical reach of different areas

5.135 The ward-level migration data from the 2011 Census enables a greater consideration of the level of self-containment of different parts of Greater Manchester, and whether their migration relationships are generally over a broad or narrow area.

5.136 The table below shows the ten wards with the highest levels of self-containment, both in terms of the location to which people moved from an address within the ward (destination) and the location from which people moved to an address in the ward (source). As a comparison, the median self-containment rate by destination for wards in Greater Manchester is 20.70% and by source is 21.16%.

Wards with the highest level of self-containment (2011 Census)					
Destination (%)			Source (%)		
Ward	District	%	Ward	District	%
Cadishead	Salford	39.50	Coldhurst	Oldham	42.00
West Middleton	Rochdale	38.92	Cadishead	Salford	38.58
Bucklow-St Martins	Trafford	35.01	Werneth	Oldham	37.51
Little Lever and Darcy Lever	Bolton	34.42	West Middleton	Rochdale	35.50
Little Hulton	Salford	33.60	Little Lever and Darcy Lever	Bolton	35.24
Coldhurst	Oldham	33.40	Bucklow-St Martins	Trafford	34.48
Atherton	Wigan	33.23	West Heywood	Rochdale	34.19
Golborne and Lowton West	Wigan	32.89	Irlam	Salford	33.84
Hindley	Wigan	32.66	Rumworth	Bolton	33.76
Irlam	Salford	31.57	St Mary's	Oldham	33.58

5.137 Cadishead in Salford has the highest level of self-containment by destination, and the second highest by source, of any ward in Greater Manchester. The adjoining ward of Irlam, also in Salford, has the tenth and eighth highest levels of self-containment respectively on the two measures. It would seem likely that this is a function of the geographical location of the two wards, with Green Belt to the north, west and east, and the Manchester Ship Canal to the south (with no vehicular canal-crossings within the area). The combined self-containment of Cadishead and Irlam is 54.61% in terms of destinations and 55.60% in terms of sources, which is very high for an area consisting of just two wards (and is actually higher than the Central HMA discussed above). Bucklow-St Martins is located on the opposite side of the Manchester Ship Canal in Trafford, and could be considered even more isolated from the main urban area, having the third highest level of self-containment by destination and the sixth highest by source.

5.138 The highest level of self-containment by source is for Coldhurst in Oldham, and this ward also has the sixth highest level by destination. Coldhurst is very different in its location to Cadishead and Irlam, being in the heart of the urban area of Oldham and incorporating most of the town centre. The high self-containment is likely to be a result of the distinctive cultural role of the ward. It has by far the highest concentration in the country of people who identify themselves as Bangladeshi, accounting for more than 60% of the ward's population, whereas the next highest figure is 47% in part of London (with all of the other major concentrations being in the capital). The desire to remain within this established cultural community is therefore likely to account for the high level of self-containment, despite the heavily urbanised nature of the area which might normally be expected to promote more movement between nearby wards.

5.139 Werneth in Oldham has the third highest level of self-containment by source, and St Mary's in Oldham has the tenth highest, and both of these wards adjoin Coldhurst. Once again, the cultural communities in the area may be the cause of the high self-containment, with St Mary's having the eleventh highest concentration of any ward in the country of people identifying themselves as Pakistani, and Werneth the fifteenth highest such concentration. Milkstone and Deeplish in central Rochdale has the sixth largest proportion of its population identified as Pakistani, and also has a relatively high level of self-containment by source (32.44%). Rumworth in Bolton has the twenty-fourth highest concentration in the country of people identifying themselves as Indian, which may partly explain its high self-containment by source despite the relatively dense urban location.

5.140 West Middleton in Rochdale has the second highest level of self-containment by destination and the fourth highest by source. It forms part of the wider Middleton area, which also includes the wards of East Middleton, North Middleton and South Middleton (part of the Hopwood Hall ward also falls within Middleton, but a large part of it stretches to the north into Heywood). The other three wards in Middleton have significantly lower self-containment rates than West Middleton, which may reflect the fact that West Middleton has open land to the north, west and south. The Middleton area as a whole has a

reasonably high level of self-containment, at 47.98% by destination and 46.77% by source. Several of the other wards with high self-containment rates are also largely surrounded on most sides by open land, such as Little Lever and Darcy Lever (Bolton), Little Hulton (Salford), Atherton (Wigan), Golborne and Lowton West (Wigan), and Hindley (Wigan). However, there are other wards with broadly similar geographical characteristics which have lower self-containment rates.

5.141 It is notable that none of the wards in the above table are located within Bury, Manchester, Stockport or Tameside, and most are located in what might be considered the north of Greater Manchester. The average ward-level self-containment rate is similar for wards in Bolton, Oldham, Rochdale, Salford and Wigan, at around 24% by destination and 25% by source. Tameside has a slightly lower average, with Bury, Manchester and Stockport around 19% by destination and 20% by source. Trafford's average levels are the lowest at around 15% by destination and 16% by source, with the high rates for Bucklow-St Martins being very much an exception in that district. This pattern seems to reflect general levels of prosperity, with high levels resulting in lower self-containment, as well as a broad north-south pattern which may partly be a function of those prosperity levels but also the geography of places, particularly in terms of the level of physical integration between settlements.

5.142 The next table provides similar data to the last one, but this time lists the ten wards with the lowest levels of self-containment on each measure.

Wards with the lowest level of self-containment (2011 Census)					
Destination (%)			Source (%)		
Ward	District	%	Ward	District	%
Longford	Trafford	8.76	Fallowfield	Manchester	8.45
Fallowfield	Manchester	9.73	Longford	Trafford	9.88
Hale Barns	Trafford	9.79	Rusholme	Manchester	10.82
Rusholme	Manchester	9.86	Timperley	Trafford	10.84
Timperley	Trafford	10.32	Brooklands	Trafford	10.93
Brooklands	Trafford	10.33	Hale Barns	Trafford	11.18
Village	Trafford	11.41	Levenshulme	Manchester	11.31
Cheadle Hulme North	Stockport	11.54	Hulme	Manchester	11.56
Unsworth	Bury	11.89	Ardwick	Manchester	11.69
Holyrood	Bury	12.25	Cheadle Hulme North	Stockport	11.82

5.143 Most of the wards with the lowest levels of self-containment are located within Manchester and Trafford. A longer list of the wards with the lowest level of self-containment, particularly when measured by destination, includes most of the areas in Greater Manchester with high house prices, which are primarily in the south of the sub-region but also includes some locations in the north such as Bamford in Rochdale. However, many of the wards with low levels of self-containment are far less prosperous. Only eight of the fifty wards with the lowest self-containment by destination are located in Bolton, Oldham, Rochdale, Tameside or Wigan, and only five of the fifty lowest wards by source.

5.144 The two wards of Longford (Trafford) and Fallowfield (Manchester) have the lowest self-containment rates on both measures. Both are relatively high density neighbourhoods on main routes just to the south of Manchester City Centre. The low self-containment in Fallowfield is likely to be significantly influenced by the large student population, accounting for over 40% of residents. However, Rusholme, Levenshulme, Hulme and Ardwick, all of which are in Manchester and either adjoin or are very close to Fallowfield just to the south of Manchester City Centre, also appear in the table.

5.145 The two tables below provide a different form of analysis of the levels of self-containment at ward level. The proportion of moves from a ward that are contained within that ward has been calculated, and then each ward within Greater Manchester has been ranked on the resulting percentage. The first column in the first table shows the number of wards in each district that appear in the top 30 wards in Greater Manchester using this self-containment measure, and the first column in the second table shows how many are in the bottom 30 (i.e. with the lowest levels of self-containment). The second column in each table then provides similar data, but this time looking at the proportion of moves that are contained within an area of five wards including the source ward (using the five wards that give the highest percentage). This provides an indication of the proportion of moves for each ward that are contained within a relatively small area, which often consists of that ward itself and those that adjoin it. The third column does the same for an area of ten wards, the fourth for fifteen and the fifth for twenty, which is the size of a typical district. The second set of five columns in each table then provides exactly the same data, but this time looking at the source of migrants to each ward. The first table shows the distribution between the ten districts of the top 30 wards on each measure, and the second table relates to the bottom 30 wards on each measure.

	Number of wards by district with the highest levels of containment (in the top 30 in Greater Manchester)									
	Destinations					Sources				
	Ward	5 wards	10 wards	15 wards	20 wards	Ward	5 wards	10 wards	15 wards	20 wards
Bolton	5	3	7	8	8	5	2	1	3	3
Bury	0	0	1	1	1	0	0	0	0	0
Manchester	0	1	0	0	0	0	0	1	0	0
Oldham	3	3	3	4	4	5	7	7	10	10
Rochdale	5	7	6	6	6	6	6	7	7	7
Salford	3	3	2	2	2	3	2	1	0	0
Stockport	1	0	0	0	0	0	0	0	0	0
Tameside	3	2	1	0	0	2	3	4	1	2
Trafford	1	0	0	0	0	1	0	0	0	0
Wigan	9	11	10	9	9	8	10	9	9	8

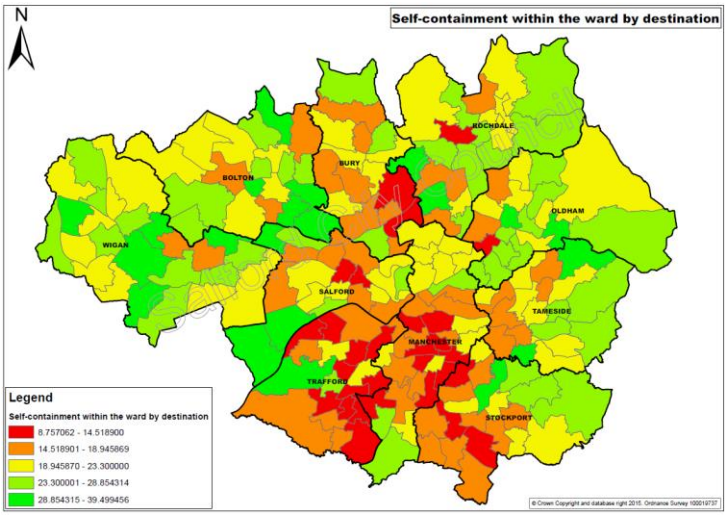
	Number of wards by district with the lowest levels of containment (in the bottom 30 in Greater Manchester)									
	Destinations					Sources				
	Ward	5 wards	10 wards	15 wards	20 wards	Ward	5 wards	10 wards	15 wards	20 wards
Bolton	0	0	0	0	0	0	0	0	0	0
Bury	2	2	2	2	2	1	1	1	1	1
Manchester	10	8	9	8	9	13	15	14	14	14
Oldham	1	0	0	0	0	1	1	0	0	0

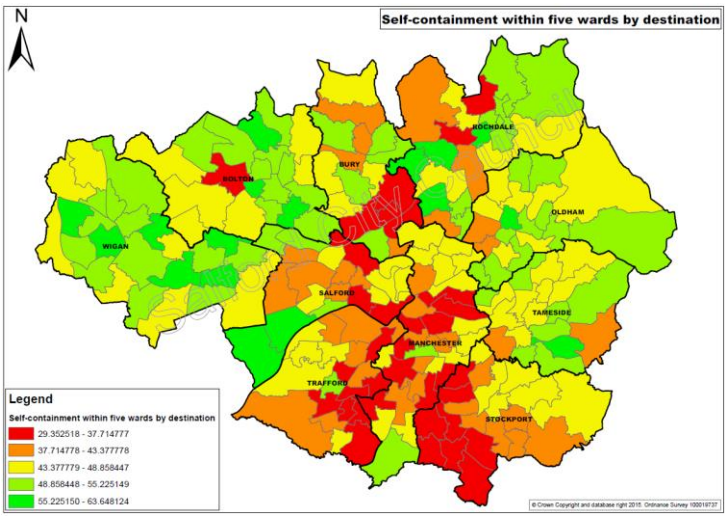
	Number of wards by district with the lowest levels of containment (in the bottom 30 in Greater Manchester)									
	Destinations					Sources				
	Ward	5 wards	10 wards	15 wards	20 wards	Ward	5 wards	10 wards	15 wards	20 wards
Rochdale	1	2	0	1	1	0	0	0	0	0
Salford	2	2	2	3	4	5	4	5	5	5
Stockport	3	7	8	8	8	2	4	5	5	5
Tameside	0	0	0	0	0	0	0	0	0	0
Trafford	11	9	9	8	6	8	5	5	5	5
Wigan	0	0	0	0	0	0	0	0	0	0

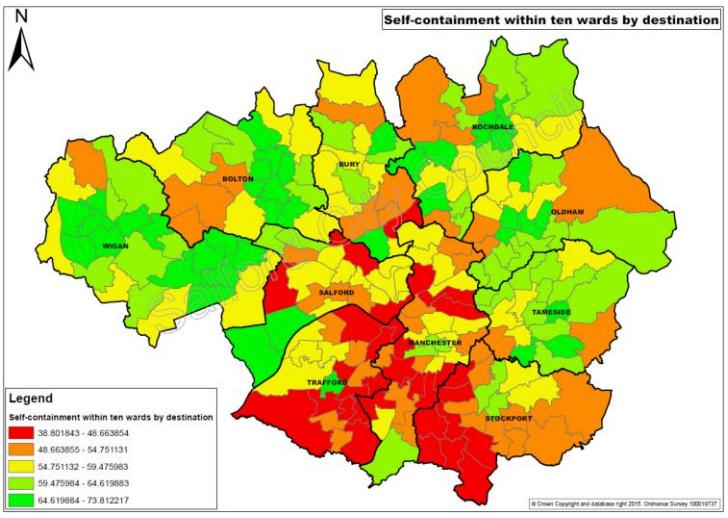
5.146 A clear pattern emerges. The highest levels of containment, whether this is drawn very narrowly in terms of self-containment within the ward itself, or more broadly in terms of containment within 10 or 20 wards, are generally seen in Wigan, Oldham, Rochdale and Bolton, whereas Manchester, Bury, Stockport and Trafford typically provide very few if any of the wards in the top 30.

5.147 In contrast, it is wards in Manchester, Trafford and Stockport that generally have the lowest levels of containment. Bolton and Wigan have no wards in the bottom 30 on any of these measures, and there are very few from Oldham or Rochdale. This suggests a very clear geographical split across the conurbation in terms of relative levels of containment, and the distance that migrants are prepared to move.

5.148 The next three maps show the level of containment in terms of the destination of migrants from each ward. Three different measures are used: self-containment within the ward; containment within the five primary destinations from that ward (including the ward itself); and containment within the ten primary destinations from that ward (including the ward itself). These different measures assist, for example, in identifying whether low self-containment within the ward masks high containment within a relatively small geographical area that extends just beyond the ward. However, it is important to note that the notion of containment when using the five and ten ward measures is different to self-containment in relation to housing market areas. The figures in the key of each map are the percentage of all migrants, and the Jenks natural breaks optimization categorisation has been used, which seeks to minimise the variance within each category and maximise the variance between categories.







5.149 Parts of the south of Greater Manchester, stretching through Trafford, south Manchester and Stockport have relatively low levels of containment on all three measures, and the pattern is similar to that for average house prices (see section 6 below). The city centre (both the City Centre and Ordsall

wards) also has relatively low containment levels, but this is likely to be for other reasons related to the central location.

5.150 The area immediately to the south of the city centre typically has low self-containment rates within each ward, but the relative level of containment increases for some wards when looking at larger areas consisting of five or ten wards. The starkest example of this is Fallowfield, which has the second lowest level in Greater Manchester of self-containment within the ward using the destination measure, but has quite high containment when looking at areas of five or ten wards, suggesting that most moves are over a relatively short distance. A similar picture emerges for the neighbouring Rusholme, but overall this part of Greater Manchester generally has low levels of containment, and this includes areas with low house prices as well as with high house prices, although there are still particular pockets of low house prices such as Wythenshawe that have high containment.

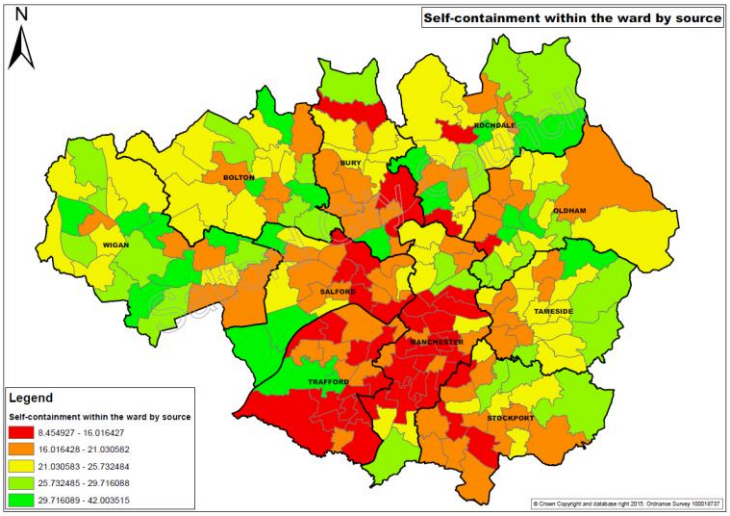
5.151 More generally, other locations with above average house prices, either for the area or Greater Manchester as a whole, often have relatively low containment rates such as Lostock in Bolton and Bamford in Rochdale. However, this is not always the case, as for example is seen with Worsley in Salford, where containment levels are generally average and higher than for the adjoining Boothstown and Ellenbrook.

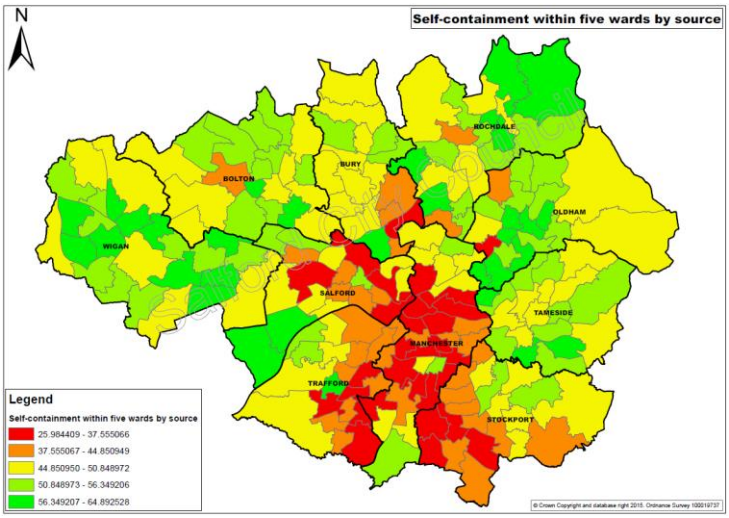
5.152 The southern part of Bury, consisting of the wards of Besses, Holyrood, Pilkington Park and Unsworth provides a smaller concentration of low containment than is seen in the south of Greater Manchester. The area has a mix of house prices, and so seems to have a different role to other locations that may share similar characteristics.

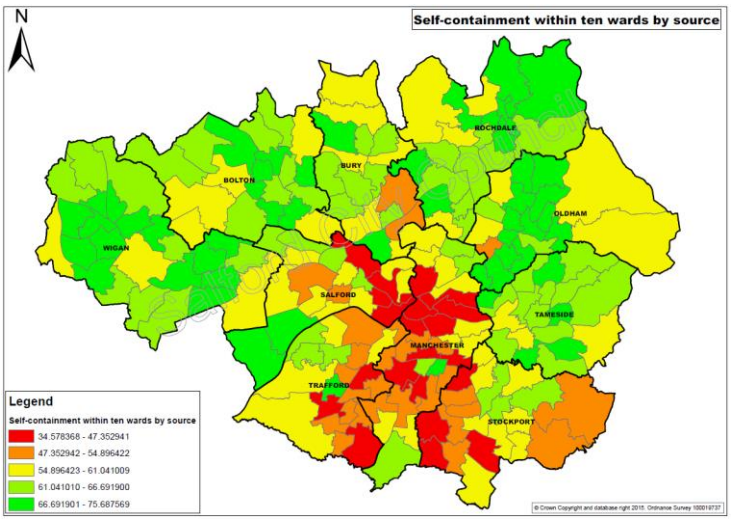
5.153 It is notable that some of the individual wards perform quite differently depending on which measure of containment is used. For example, Cheetham Hill has average self-containment within the ward itself, but very low relative containment when using the ten-ward measure.

5.154 Nevertheless, an overall pattern emerges, with low levels of containment in the city centre, in most of the surrounding areas (including north Manchester, south Bury and much of Salford), particularly immediately to the south of the city centre, and in large parts of the south of Greater Manchester including much of Trafford and Stockport. Levels of containment are typically much higher in the north of Greater Manchester, with the exception of Bury, including in Wigan, Bolton, Rochdale, Oldham and Tameside, although there are pockets within those locations with low containment. This pattern is clearest using the ten-ward measure, and for example west Tameside appears to have lower containment when looking at smaller areas.

5.155 The next three maps provide the same data as above, but this time for the source of migrants to each ward.







5.156 The patterns are generally similar overall to those for migration by destination. The central areas, including the city centre and adjoining wards in Manchester and Salford, stand out more clearly as having low containment in terms of the source of migrants. This reflects the pull that such areas have to migrants entering Greater Manchester. Once more, the area of low containment

extends furthest to the south of the city centre. The south of Greater Manchester as a whole again generally has low levels of containment, although the extent of this diminishes as the area of containment increases, particularly within Trafford.

5.157 The picture is quite mixed for self-containment by source, with the patterns less discernible, reflecting the fact that individual ward containment levels are heavily influenced by very local issues such as the proximity and accessibility of neighbourhoods in adjoining wards. However, the patterns are much clearer when using the ten-ward measure, and the higher levels of containment in the north of Greater Manchester, this time including Bury, stand out even more than when looking at migration destinations, with very few pockets of low self-containment.

5.158 The two sets of maps above highlight certain areas where clusters of individual wards appear to have high levels of self-containment, and/or where most moves are contained within a small number of surrounding wards. It is therefore useful to investigate the largest of these clusters to determine whether they have high levels of self-containment overall, all of which are located in the north of Greater Manchester.

5.159 The first cluster of such wards is focused around Wigan town centre, and consists of the seven wards of Douglas, Ince, Pemberton, Wigan Central, Wigan West, Winstanley and Worsley Mesnes. Although this is a relatively small area, it has a self-containment rate of 56.77% in terms of destinations, and 58.30% in terms of sources, exceeding the levels for the Central HMA. This cluster has a very strong focus within the district of Wigan itself, with 77.50% of destinations being within Wigan and 80.24% of sources. The maps show that the adjoining wards of Bryn and Hindley also have high containment rates using the ten ward measures, but expanding the cluster to include them very slightly reduces the self-containment levels, due to the connections those wards have with other surrounding locations.

5.160 The next cluster also consists of seven wards in the district of Wigan, and is focused around Leigh, incorporating the wards of Atherton, Atherleigh, Leigh East, Leigh South, Leigh West and Tyldesley. The self-containment rates are very similar to those for the Wigan town centre cluster, with 57.31% in terms of destinations, and 58.15% in terms of destinations. However, it has a slightly lower focus within the district of Wigan than does the Wigan town centre cluster, with 72.13% of moves being contained within the district in terms of destinations, and 74.92% in terms of sources. This is a result of the proximity to Bolton and Salford, and the generally short-distance nature of migration in this area is highlighted by the fact that 80.40% of moves from this cluster are contained within Wigan, Bolton and Salford, and 83.62% of moves to the cluster are from those three districts.

5.161 The final cluster is much larger and stretches through the centre of Oldham, consisting of the fifteen wards of Alexandra, Chadderton Central, Chadderton North, Chadderton South, Coldhurst, Crompton, Hollinwood, Medlock Vale,

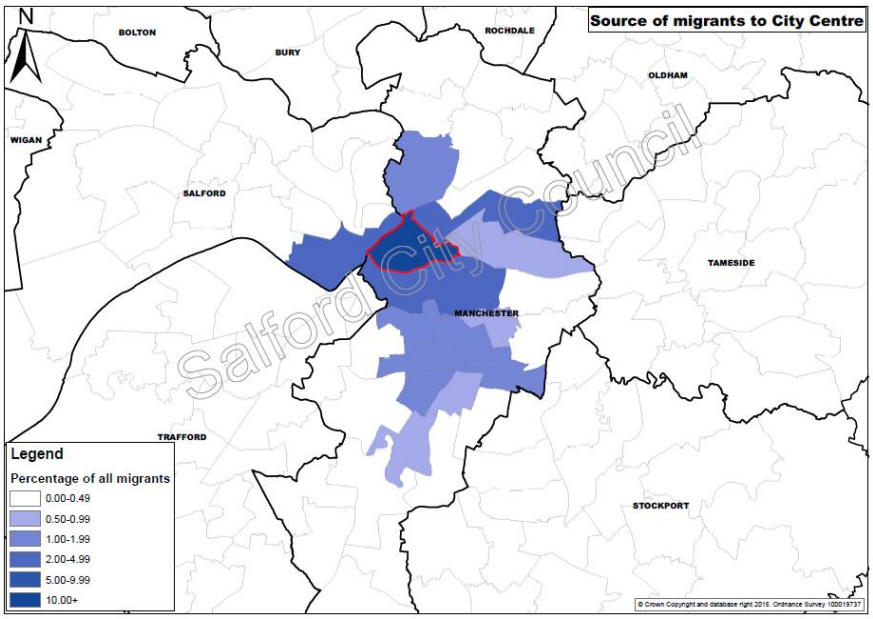
Royton North, Royton South, St James', St Mary's, Shaw, Waterhead and Werneth. The self-containment rates are similar to what might be expected for a defined housing market area, at 65.15% in terms of destinations, and 72.39% in terms of destinations (higher than the figures for both the Central HMA and the South HMA).

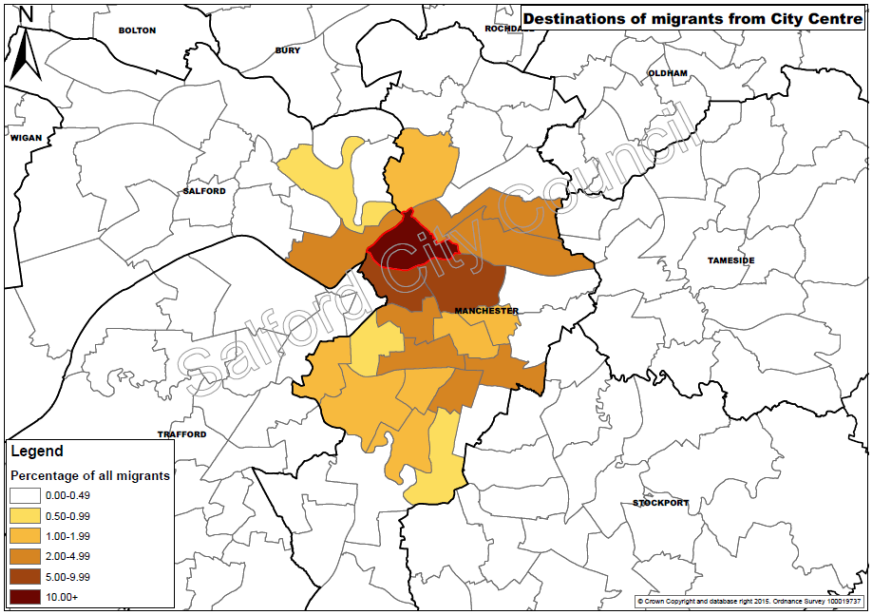
5.162 Similarly, the clusters of low self-containment can also be analysed, both of which are in the south of Greater Manchester. The first broad cluster consists of sixteen wards to the south of the city centre, nine of which are in the South HMA and seven in the Central HMA, namely Ardwick, Chorlton, Chorlton Park, Didsbury East, Didsbury West, Fallowfield, Hulme, Levenshulme, Longsight, Moss Side, Old Moat, Rusholme, Whalley Range, Withington (all in Manchester), Clifford and Longford (both in Trafford). Although it is larger than any of the clusters discussed immediately above, its self-containment rates are lower at 55.32% for destinations and 50.71% for sources. These are similar to the rates for the two wards of Cadishead and Irlam in Salford, but are higher than the rates for the Central HMA.

5.163 The second main cluster is around south Trafford, consisting of the twelve wards of Altrincham, Ashton upon Mersey, Bowdon, Broadheath, Brooklands, Hale Barns, Hale Centre, Priory, St Mary's, Sale Moor, Timperley and Village. This area is the largest concentration of high house prices in Greater Manchester, but has low levels of self-containment, at 47.33% for destinations and 49.33% for sources. These are similar to the rates for the four Middleton wards in Rochdale discussed earlier.

5.164 The next series of maps show the main sources and destinations of migrants for some individual wards within Greater Manchester. The wards have been selected on the basis of the above data, and are those that individually have high or low levels of self-containment, and/or are located in a larger cluster of high or low containment.

City Centre ward (Manchester)





5.165 The patterns of sources and destinations are similar. The flows are highest to the wards immediately adjoining the City Centre ward, but overall there is a clear southwards bias, particularly in terms of the destination of migrants. Although the maps show the most significant sources and destinations, the coloured areas only account for 41% of all sources, and 64% of all destinations, demonstrating the very broad reach of the City Centre ward, especially in relation to where its migrants come from.

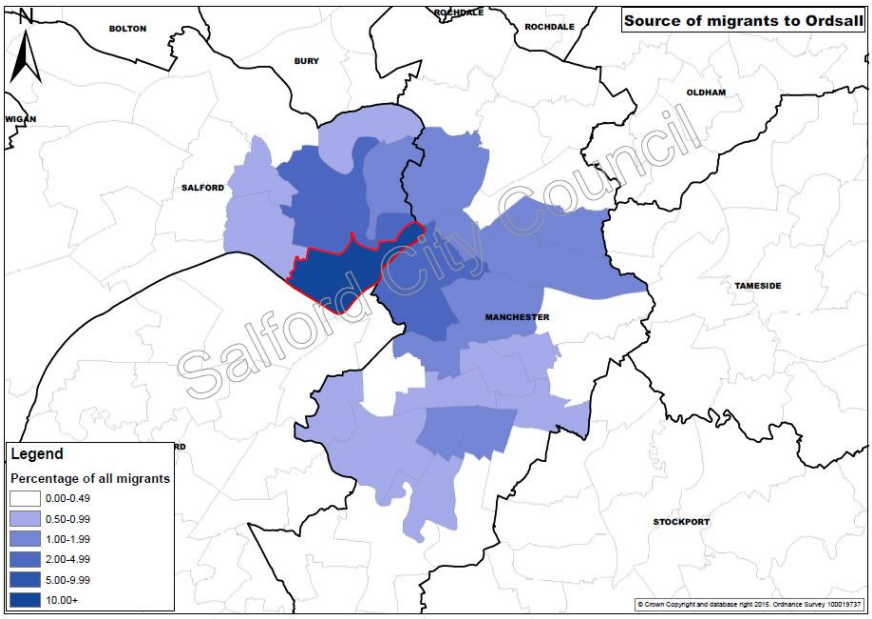
5.166 The table below shows the wards which accounted for at least 1% of all those migrating from an address in the City Centre ward, and those wards which supplied at least 1% of the people moving to an address in the City Centre ward.

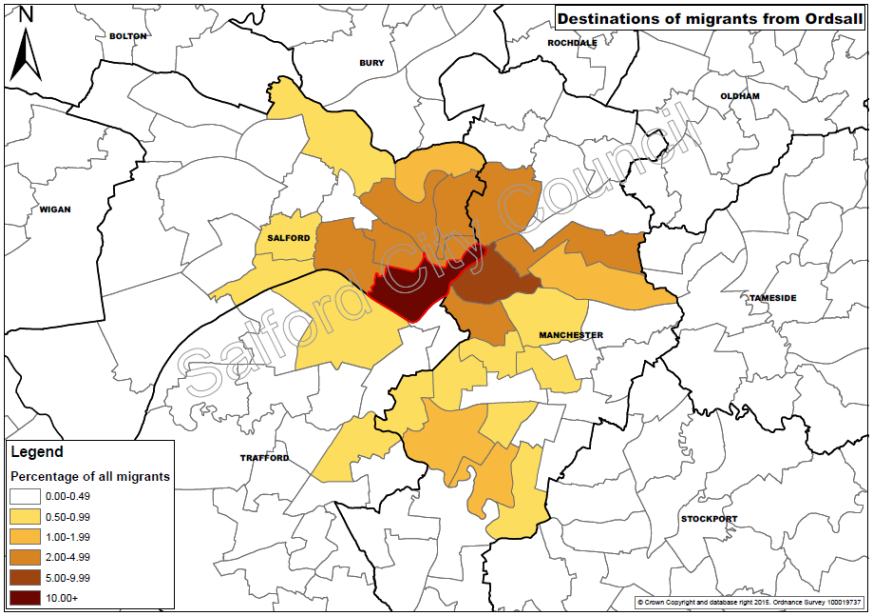
Migration from and to the City Centre ward in Manchester (Census 2011)					
Wards to which more than 1% of those migrating from a City Centre ward address moved to			Wards from which more than 1% of those moving to a City Centre ward migrated from		
Ward	District	%	Ward	District	%
City Centre	Manchester	18.77	City Centre	Manchester	15.11
Ardwick	Manchester	5.55	Ardwick	Manchester	4.60
Hulme	Manchester	5.46	Hulme	Manchester	4.34
Ancoats and Clayton	Manchester	4.22	Ordsall	Salford	2.30
Withington	Manchester	3.91	Ancoats and Clayton	Manchester	2.22
Ordsall	Salford	3.21	Rusholme	Manchester	1.94
Moss Side	Manchester	2.39	Moss Side	Manchester	1.81
Bradford	Manchester	2.34	Fallowfield	Manchester	1.41
Levenshulme	Manchester	2.21	Cheetham	Manchester	1.34
Fallowfield	Manchester	2.20	Old Moat	Manchester	1.17
Cheetham	Manchester	1.82	Levenshulme	Manchester	1.13
Old Moat	Manchester	1.79			
Longsight	Manchester	1.74			
Rusholme	Manchester	1.64			
Chorlton	Manchester	1.27			
Chorlton Park	Manchester	1.25			
Didsbury West	Manchester	1.22			

5.167 The larger number of wards on the left-hand side of the table reflects the fact that the City Centre ward has a very broad reach in terms of the source of people migrating to it. It is necessary to include the top 342 source wards before 70% of all migrants to the City Centre ward are accounted for, whereas the figure is 44 to reach 70% of the destinations for people migrating from a City Centre ward address. Although the spread of sources is far broader than that of destinations, the distribution of destinations is actually much wider than most other wards in Greater Manchester, and there are several wards in each of Bolton, Oldham, Rochdale, Tameside and Wigan where the top 15 destinations account for more than 70% of all migrants.

5.168 However, it is the location of the destinations and sources that is being considered here. The main destinations can be seen to have a strong southerly bias, with 12 of the 16 external destination wards being broadly to the south of the City Centre ward, two to the east, one to the north, and one to the west. Despite the much broader spread of source wards, seven of the ten top external sources are to the south of the City Centre ward, with one each to the east, north and west.

Ordsall ward (Salford)





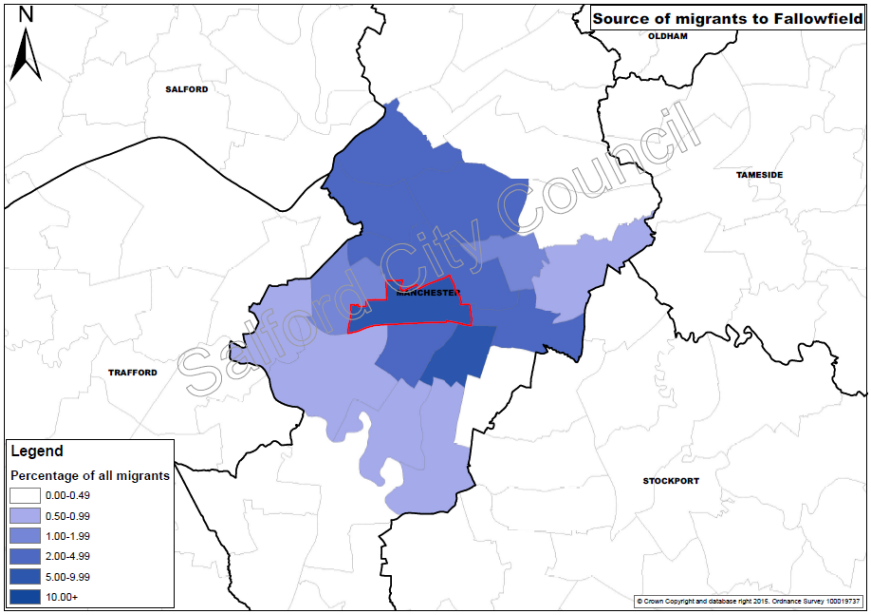
5.169 Ordsall in Salford is the other main ward, along with the City Centre ward in Manchester, which has developed a strong 'city centre' apartment market over recent years, and includes Salford Quays. There is a strong relationship with the City Centre ward, as well as with the adjoining wards to the north and west. There is little movement with wards in Trafford, despite their proximity, whereas there are quite significant flows to and from parts of south Manchester. As with the City Centre ward, Ordsall has a broad reach and the coloured areas on the map only account for 45% of sources and 56% of destinations.

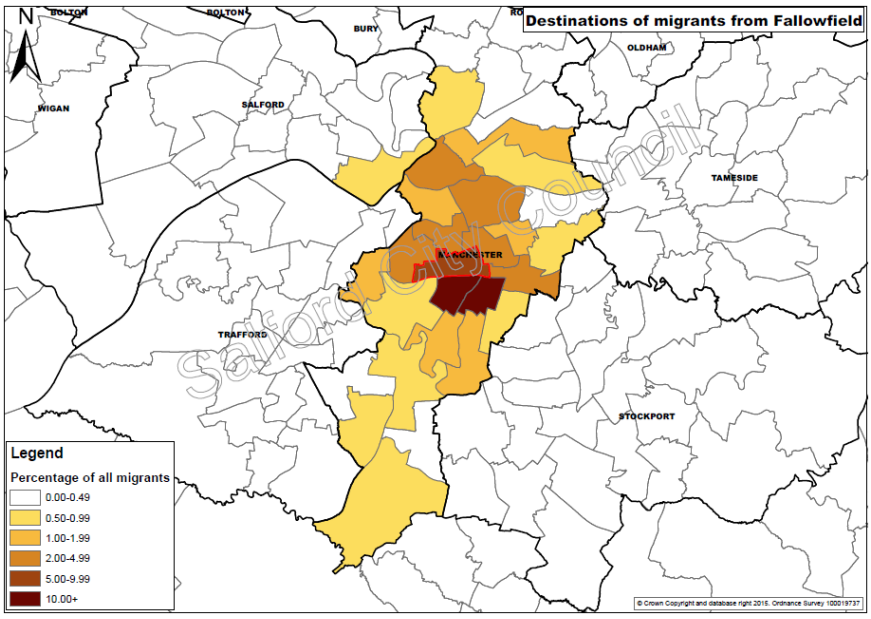
5.170 Similar figures to those for the City Centre ward in Manchester are set out in the table below.

Migration from and to the Ordsall ward in Salford (Census 2011)					
Wards to which more than 1% of those migrating from an Ordsall ward address moved to			Wards from which more than 1% of those moving to an Ordsall ward migrated from		
Ward	District	%	Ward	District	%
Ordsall	Salford	18.04	Ordsall	Salford	13.36
City Centre	Manchester	5.60	City Centre	Manchester	4.65
Weaste and Seedley	Salford	3.71	Irwell Riverside	Salford	4.10
Irwell Riverside	Salford	3.06	Hulme	Manchester	2.59
Ancoats and Clayton	Manchester	2.82	Langworthy	Salford	2.50
Langworthy	Salford	2.48	Ancoats and Clayton	Manchester	1.88
Hulme	Manchester	2.17	Cheetham	Manchester	1.65
Cheetham	Manchester	2.07	Ardwick	Manchester	1.37
Broughton	Salford	2.04	Broughton	Salford	1.26
Bradford	Manchester	1.24	Withington	Manchester	1.21
Chorlton Park	Manchester	1.18	Bradford	Manchester	1.19
Kersal	Salford	1.18	Moss Side	Manchester	1.15
Didsbury West	Manchester	1.05	Old Moat	Manchester	1.01

5.171 Many of the sources and destinations are similar to those for the City Centre ward, such as those to the south and east of that ward, but the surrounding wards within Salford are also important. This is particularly in terms of the destinations for people migrating from Ordsall, whereas the sources are broader and less Salford-focused. For example, Weaste and Seedley is the second most important external destination for Ordsall migrants, whereas it is only the 13th most important external source for those moving to an address in Ordsall. This once again highlights the complexity of housing markets, and the particular role of the city centre.

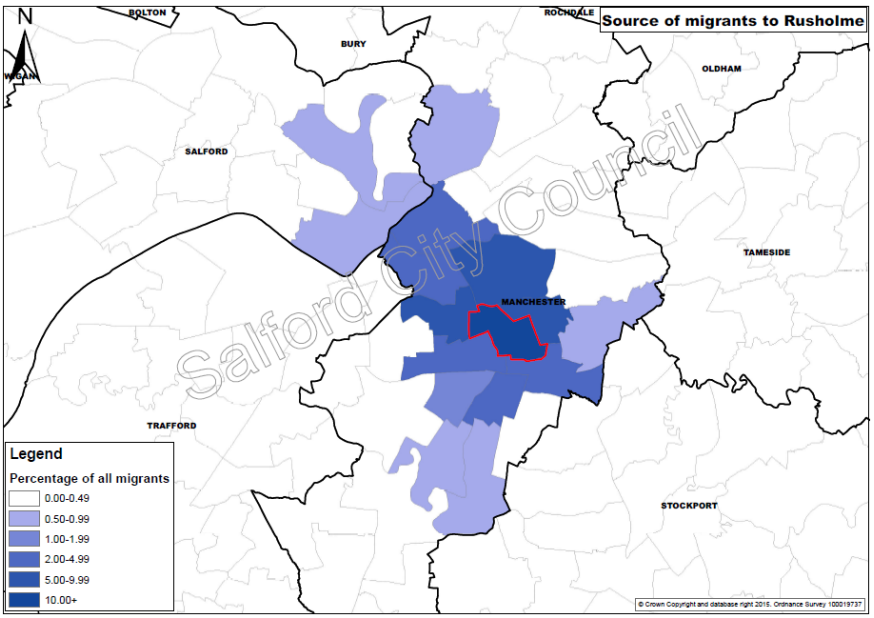
Fallowfield ward (Manchester)

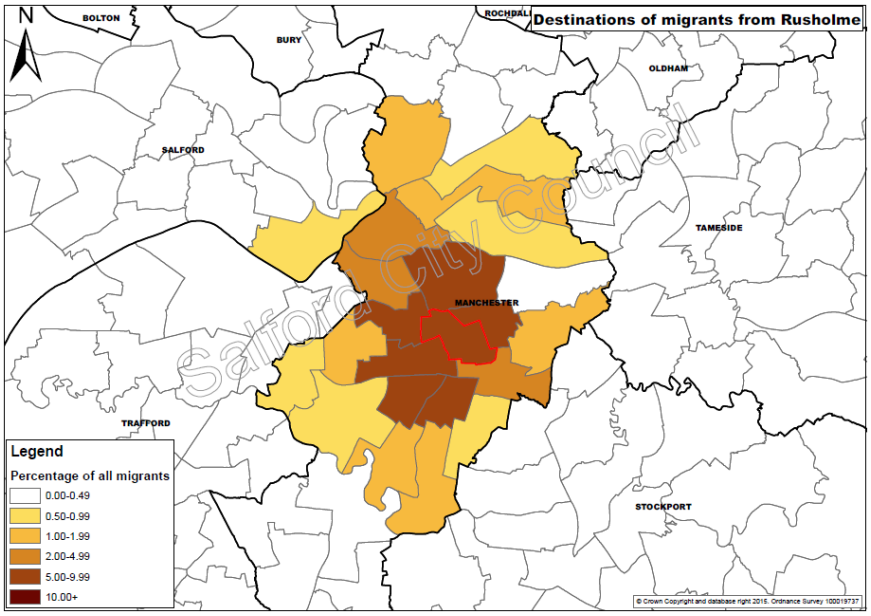




5.172 The two maps show a reasonably even distribution of migration flows with the surrounding wards, although there is a stronger north-south pattern overall in relation to the destination of migrants from Fallowfield, with almost all of the main locations being within the city of Manchester. The first map suggests that the most important sources are wards very close to Fallowfield, but the coloured areas only actually account for 45% of migrants and Fallowfield has a very broad reach, possibly because it has a large student population. Related to this, the destination map may provide an indication of the type of locations within Greater Manchester that are attractive to new graduates. In contrast to the first map, the coloured areas on the destination map account for 77% of migrants.

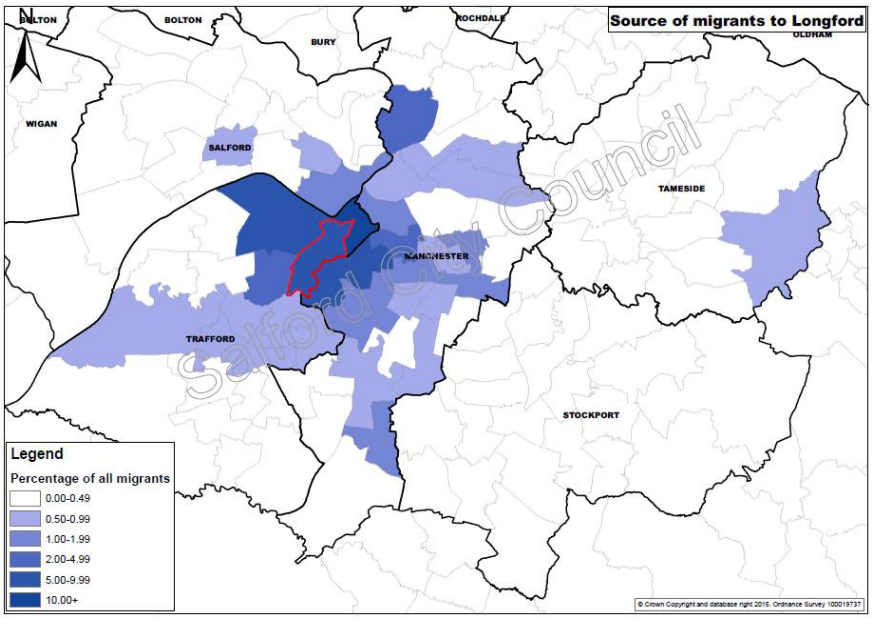
Rusholme ward (Manchester)

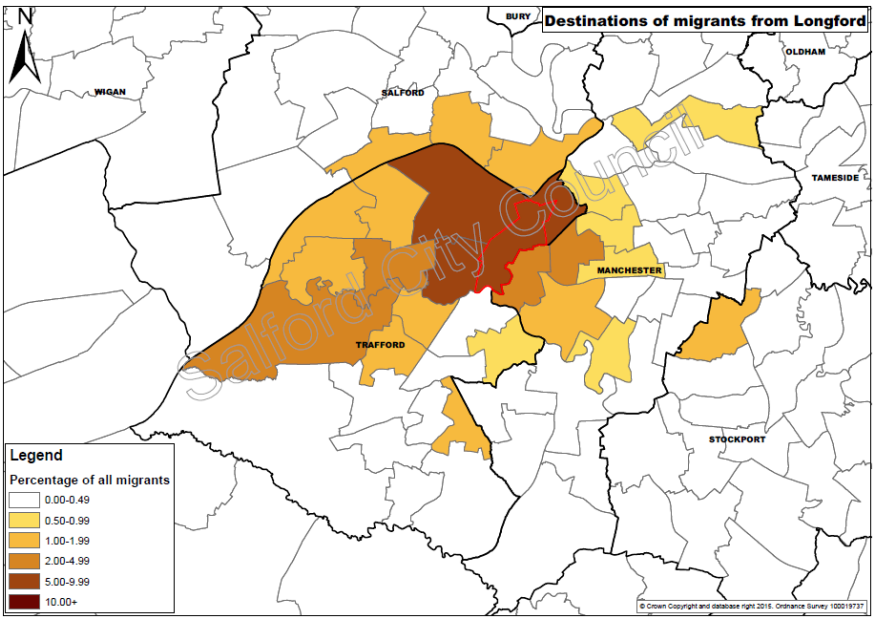




5.173 The main sources and destinations for Rusholme are reasonably evenly spread around the ward, and are largely contained within the city of Manchester. There is a slight north-south pattern overall in terms of destinations, but this is less pronounced than for Fallowfield. The proportion of moves accounted for by the coloured areas on the first map is relatively low at 57%, whereas 74% of moves are covered by such areas on the destination map.

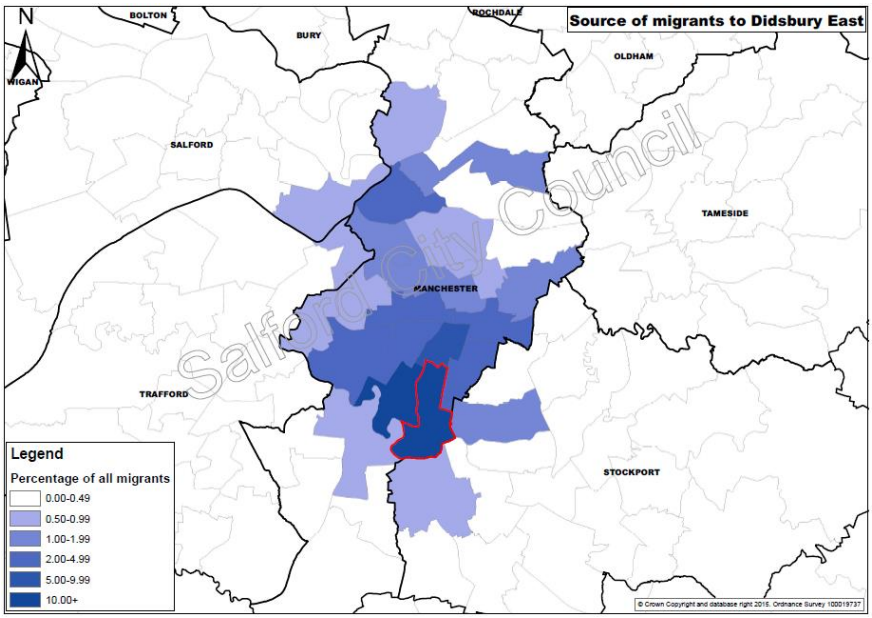
Longford ward (Trafford)

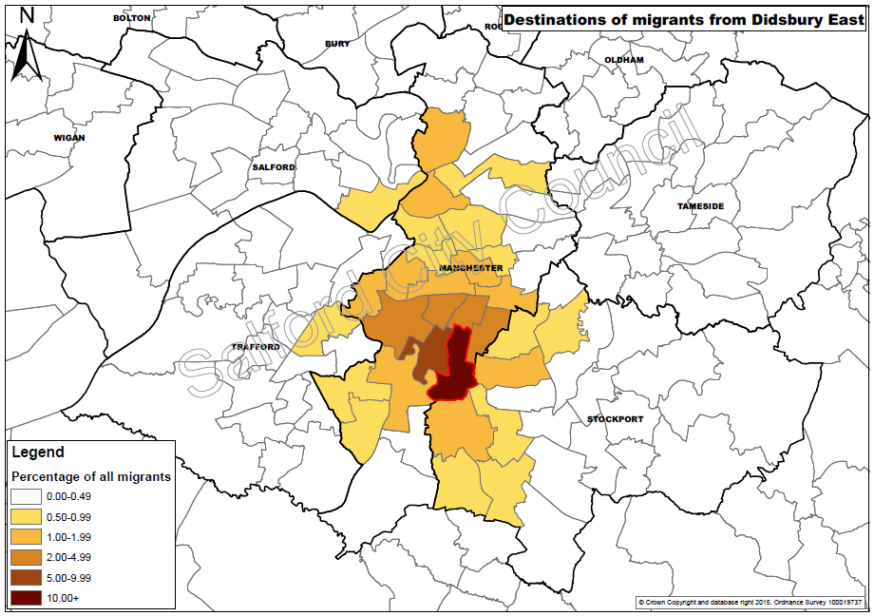




5.174 Although it is geographically quite close to the wards discussed immediately above, Longford does not appear on any of their maps as a significant source or destination of migrants for those wards. However, some of those wards do appear to be reasonably significant for Longford, particularly in terms of the sources of migrants. Most wards sit at the centre of their most significant sources and destinations, whereas Longford's patterns appear slightly more varied. 76% of moves are accounted for by the coloured wards on the first map, and 66% on the second, suggesting a broader spread of destinations than sources (unlike the wards discussed above).

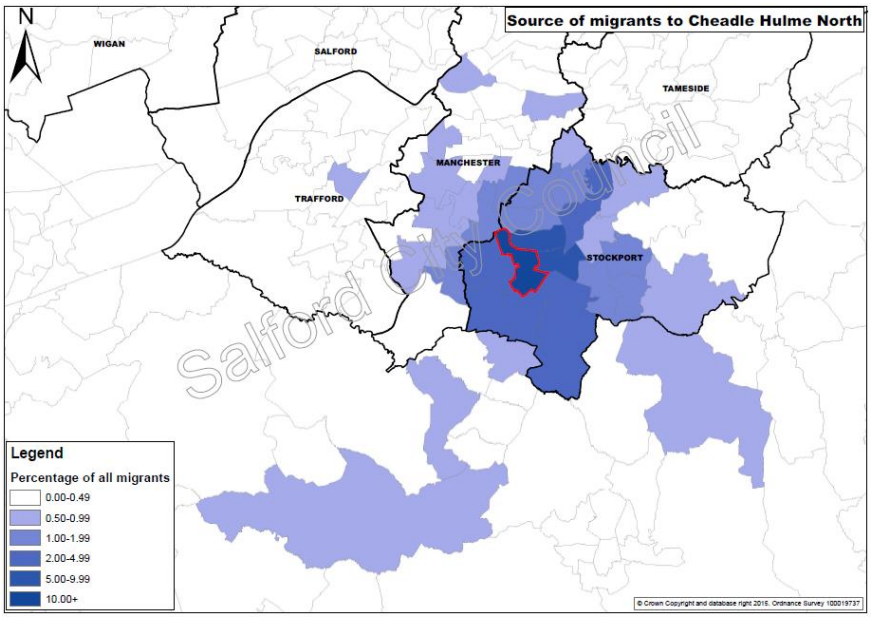
Didsbury East ward (Manchester)

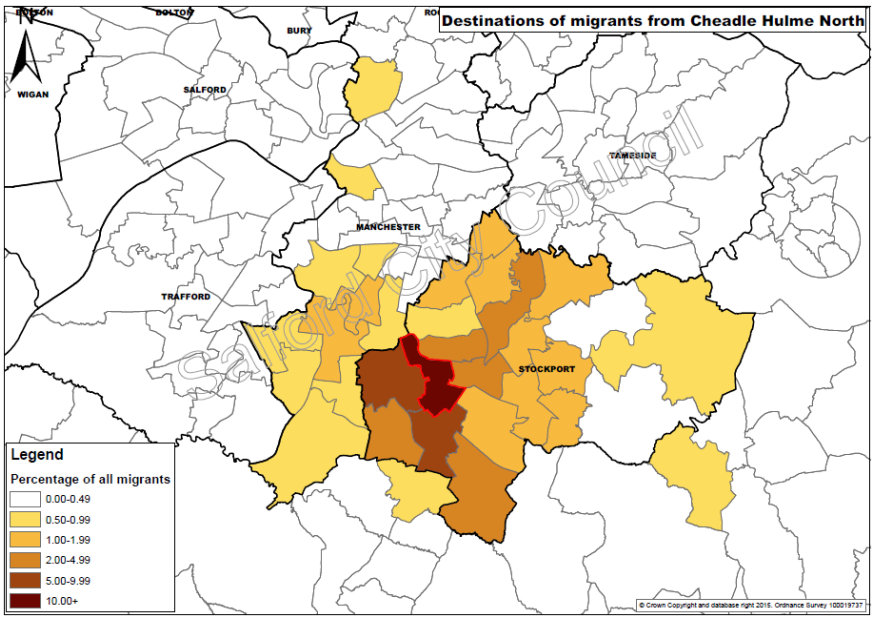




5.175 The main sources of migrants are largely located to the north of Didsbury East, and include the City Centre ward despite it being a reasonable distance away. The flows from Stockport are relatively limited despite the proximity, but there are stronger relationships with that district when looking at the destinations of migrants from Didsbury East. There is also a northward bias in the destinations of migrants, but this is less pronounced than for the sources. 63% of moves are accounted for by the coloured wards on the first map, and 62% on the second map.

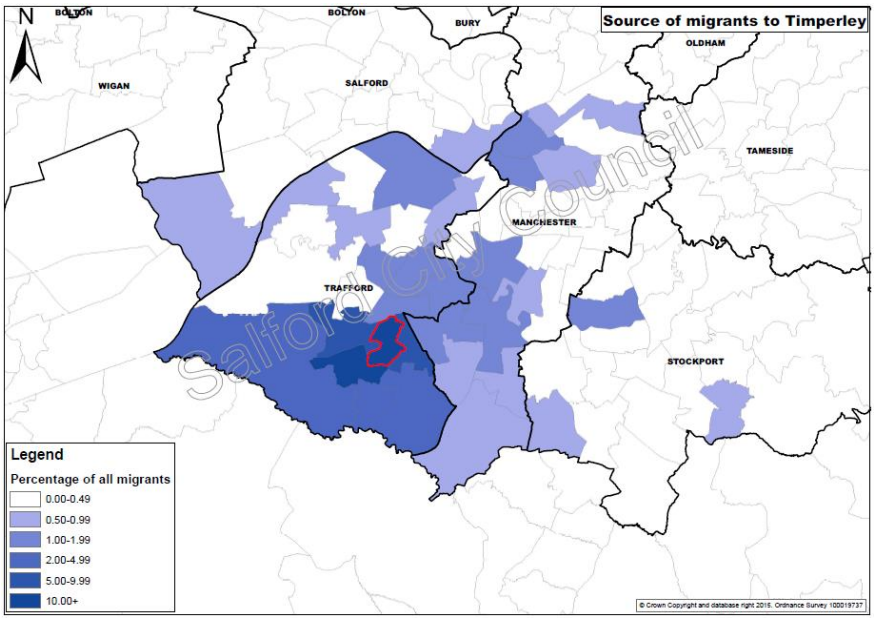
Cheadle Hulme North ward (Stockport)

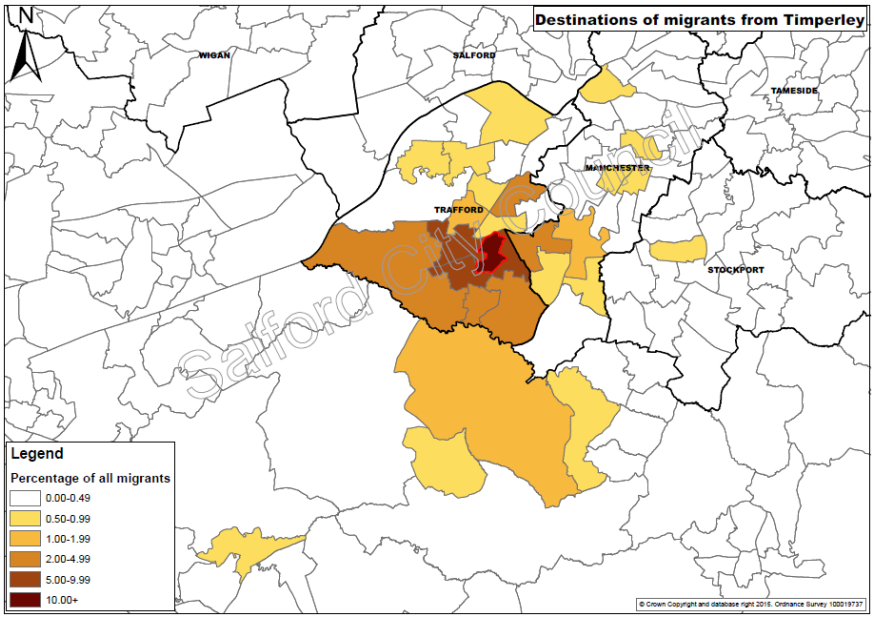




5.176 The Cheadle Hulme North ward is reasonably central to its main sources and destinations of migrants, although the flows appear slightly stronger to and from the east, and the district of Stockport seems to dominate slightly more than would be expected purely in terms of distance. As with the areas of south Manchester discussed above, the average house prices of the main sources and destinations are reasonably varied. The distance of some of these larger flows is greater than for some other wards, but the coloured areas on the maps account for a higher proportion of all moves (74% of sources and 70% of destinations), suggesting fewer smaller flows.

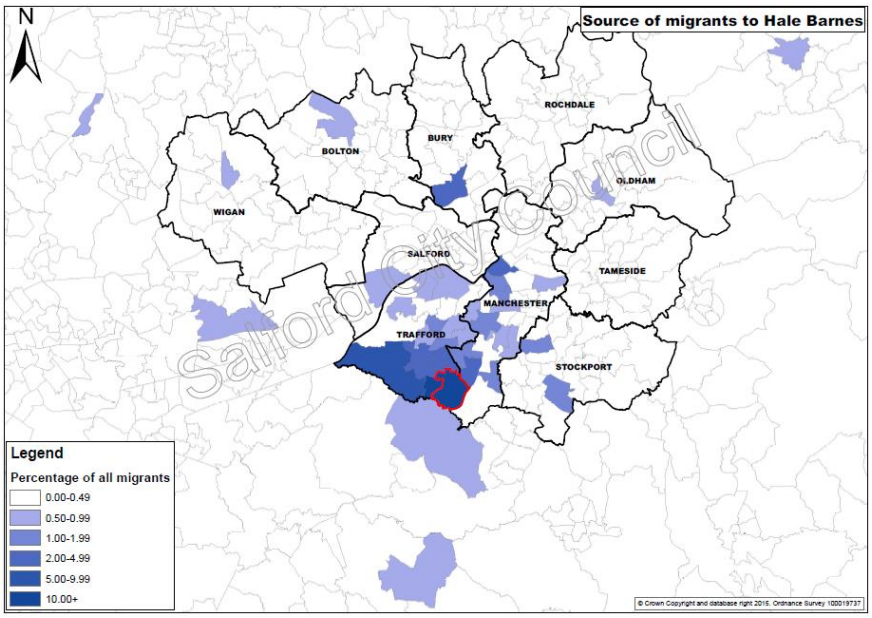
Timperley ward (Trafford)

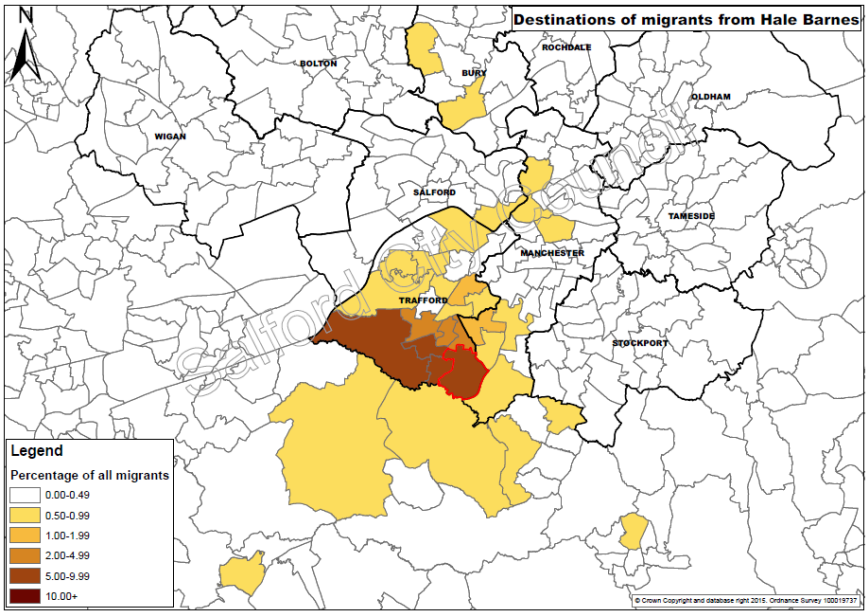




5.177 The main sources and destinations for Timperley are quite mixed, but both maps show the strongest flows being immediately to the west, south and east, with fewer flows with the immediate north. More generally, the flows to and from north of Timperley are quite dispersed, and although the largest sources are to the immediate south of Timperley there are no significant sources south of Trafford. The coloured areas on the first map account for 76% of all migrants, and those on the second map for 67%.

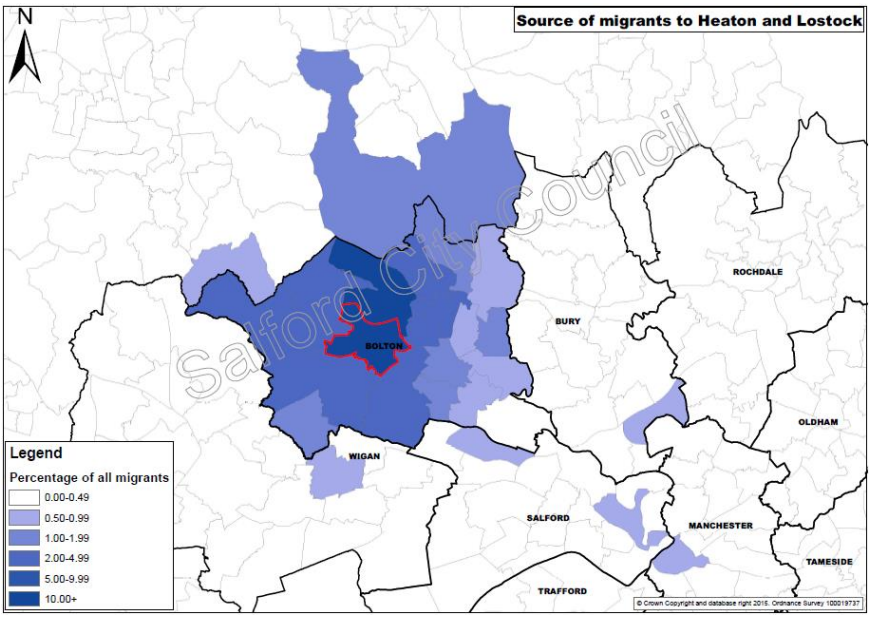
Hale Barns ward (Trafford)

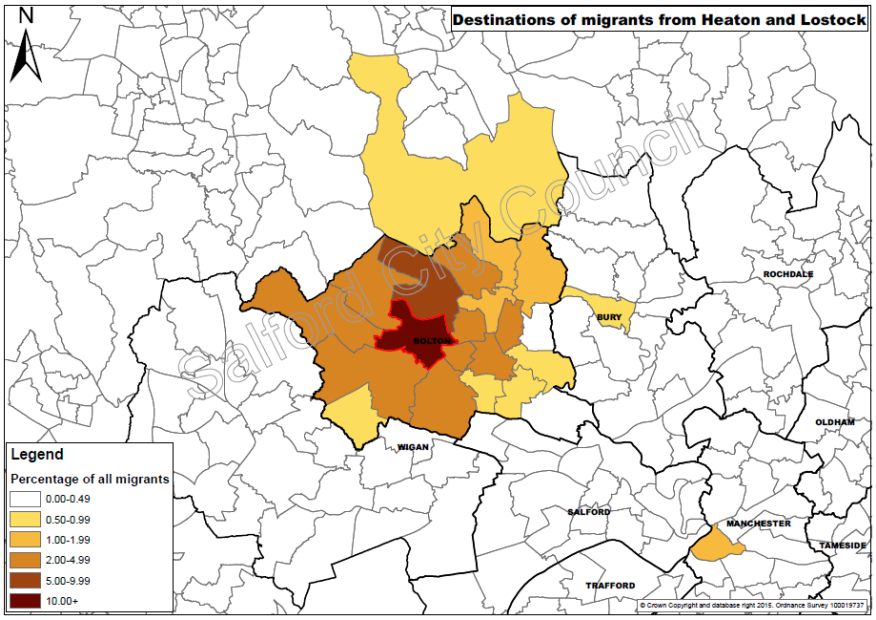




5.178 The geographical spread of the main sources and destinations for Hale Barns is wider than for the other wards discussed above. There is a strong focus on moves within south Trafford, but there are also flows in all directions in terms of destinations. However, flows are less pronounced towards the east, and the links with Stockport appear limited. 79% of all moves are included within the coloured wards on the first map, and 65% on the second.

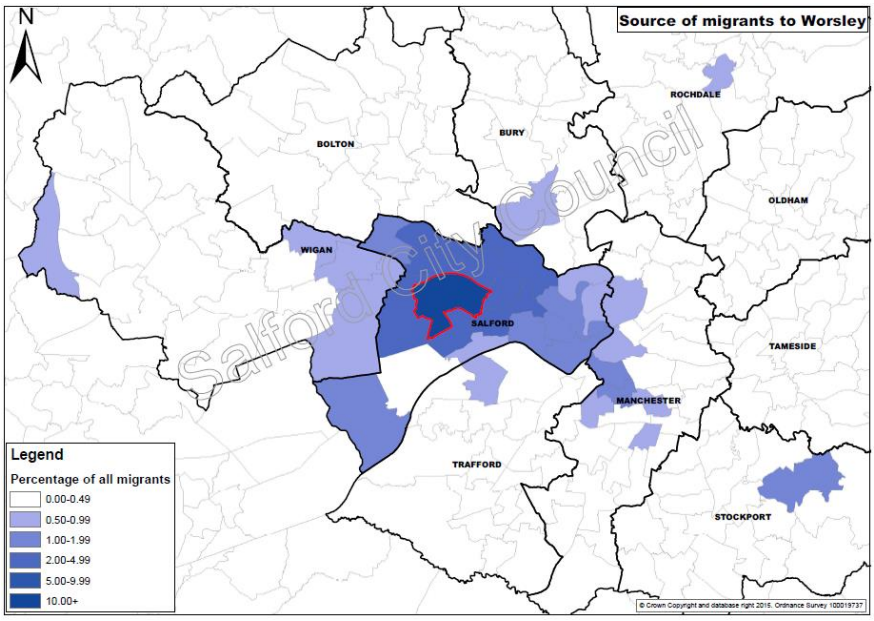
Heaton and Lostock ward (Bolton)

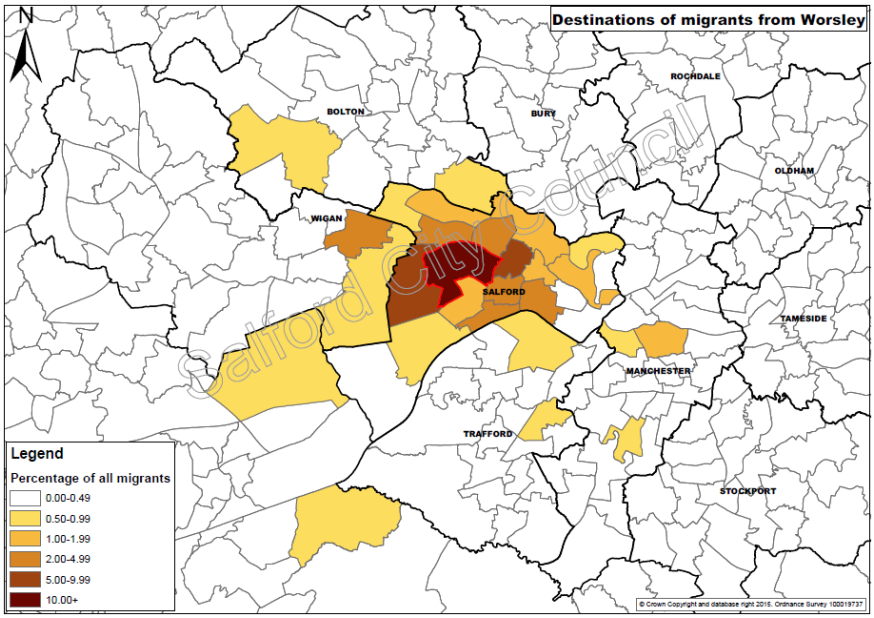




5.179 The main sources and destinations are quite evenly distributed around the Heaton and Lostock ward, and are primarily contained within the district of Bolton. This is despite Heaton and Lostock having higher house prices than the surrounding areas. The main flows to and from locations outside Greater Manchester are with the North Turton with Tockholes ward in the south of Blackburn with Darwen. It is also notable that the City Centre ward appears on both maps. The coloured areas account for 76% of moves on the first map and 64% on the second, suggesting a broader distribution of destinations than sources.

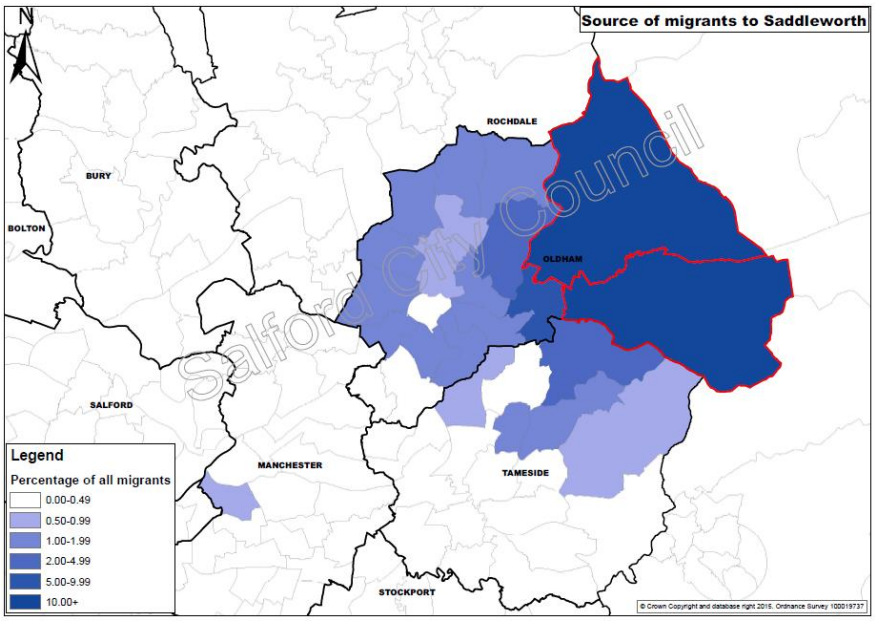
Worsley ward (Salford)

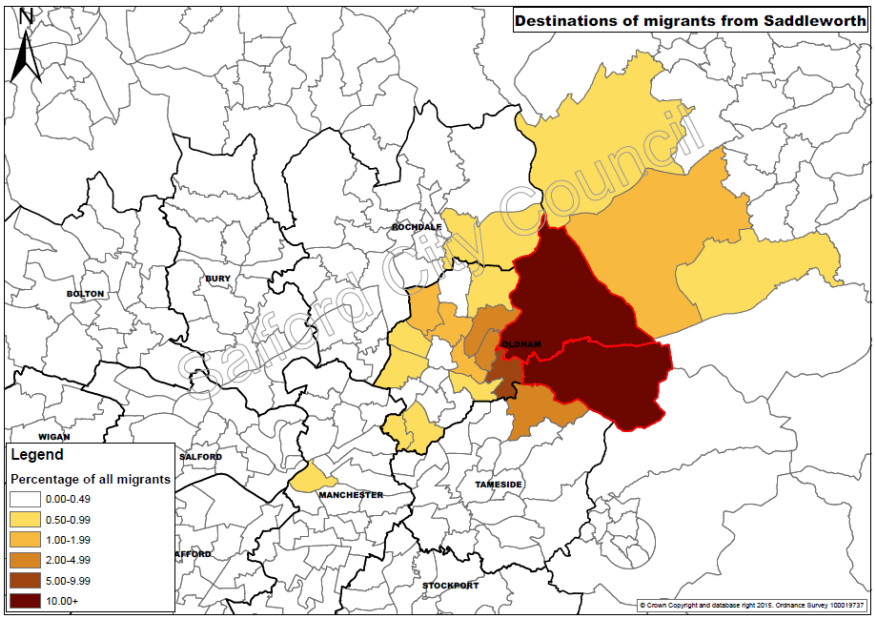




5.180 As with Heaton and Lostock, there is a reasonably even spread of sources and destinations around Worsley, covering areas with a range of house prices, albeit with a slight west-east emphasis. The central areas of the conurbation in and around the city centre, Salford Quays and adjoining wards, appear as quite significant sources of migrants for Worsley, but are less important as destinations, which are primarily suburban. Most of the moves are shown on the maps, with the coloured areas accounting for 73% of sources and 71% of destinations.

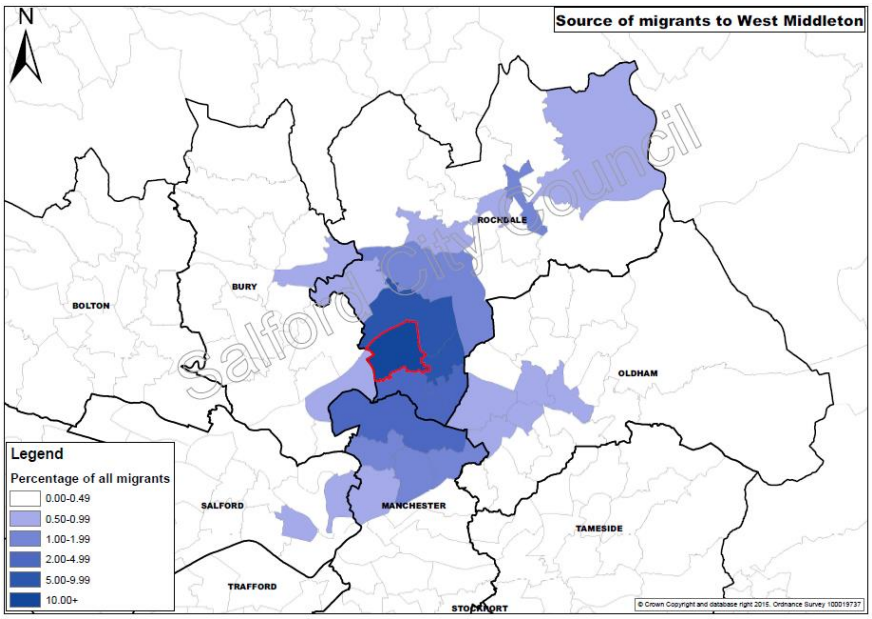
Saddleworth North ward and Saddleworth South ward (Oldham)

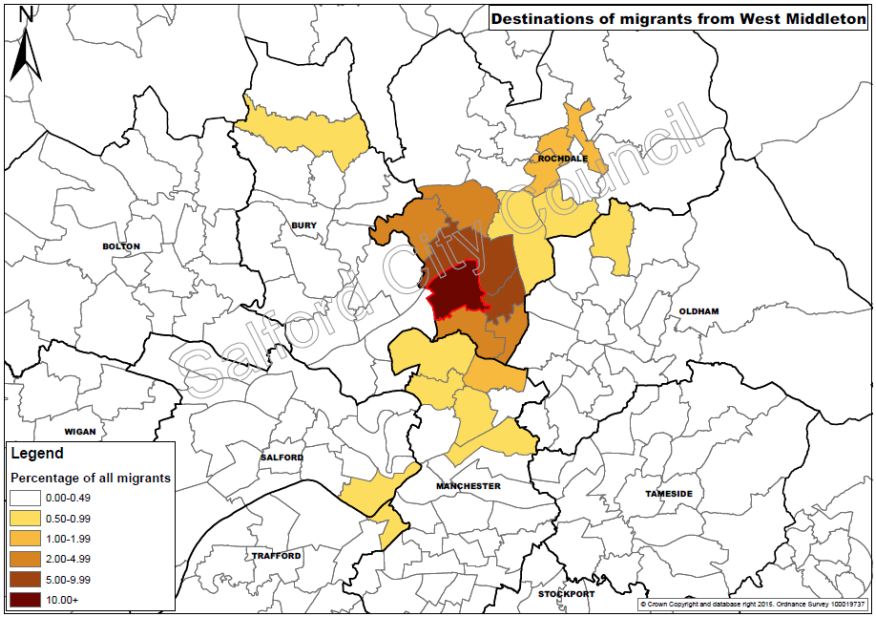




5.181 The two maps above differ from the others in this sub-section as they relate to the combined flows to and from the two wards of Saddleworth North and Saddleworth South, rather than just a single ward. There is a strong western bias to the sources of migrants, with no significant flows from the east outside Greater Manchester, which reflects the broader picture seen earlier when discussing migration between districts. There are also no notable flows from Rochdale, despite the proximity and the location within the same North East HMA. The destinations of migrants are broader, with some flows to the east and north, but fewer significant flows to Tameside in the south. This suggests that Saddleworth may be an area that people from Oldham and Tameside move out to, and then those migrating from Saddleworth generally remain quite close. The coloured areas account for 70% of moves on the first map and 63% on the second.

West Middleton ward (Rochdale)





5.182 It was seen earlier that the wider Middleton area has quite a high level of self-containment, and therefore it is to be expected that the main sources and destinations for the West Middleton ward are the immediately surrounding wards, but with few links to the west. The sources appear a little more concentrated than the destinations, and overall there is a slight north-west emphasis, with some dispersal within Rochdale. The coloured areas on these maps account for a higher proportion of moves than on any of the other maps above, 83% in terms of sources and 77% for destinations, suggesting that West Middleton's moves are largely contained within a relatively small area.

Overview

5.183 In general, the main sources and destinations for each ward are the ward itself and those wards immediately surrounding it. Some wards have a broader reach than others, with reasonably significant flows over longer distances, but inevitably the flows become more dispersed as the distance increases. The flows are skewed towards particular directions for some wards, and this can vary between the sources of migrants and the destinations for them. There is some evidence that sources and destinations may be more contained within individual districts than might otherwise be expected if the distribution of moves was purely a function of distance, and this could be influenced by the role that major employment, retail and leisure destinations such as town centres play in people's lives, with existing links and familiarity impacting on housing decisions. For a ward such as West Middleton, its location within a larger, reasonably self-contained settlement is clearly important, and barriers such as the Green Belt and major transport infrastructure may also impact on migration patterns. Average house prices generally appear to have little impact on the patterns of movement for most wards, with both the main sources and destinations cutting across varied values. However, house prices may be more of a factor in terms of the destinations of migrants from more prosperous wards such as Hale Barns. Nevertheless, flows to similar value areas relatively nearby, such as Stockport in the case of Hale Barns, may still be limited, reinforcing the message that certain wards tend to look in particular directions.

Migration to and from wards close to Greater Manchester

5.184 The migration patterns of the wards adjoining or very near to Greater Manchester vary considerably. Some such wards have close connections to parts of Greater Manchester, whereas the links with others are very limited. Some of the total migration flows for individual wards are quite small, particularly for those within High Peak, and so the figures could be skewed by a relatively small number of moves in the census year. Wards in each district adjoining Greater Manchester are discussed in turn below.

5.185 The only ward of Blackburn with Darwen which adjoins Greater Manchester is North Turton with Tockholes. It has very strong connections with Greater Manchester, despite the district as a whole only having very modest flows with the sub-region. Greater Manchester was the destination for 48% of migrants from the ward, the highest figure for any ward outside the sub-region, and the source of 47% of the migrants to the ward, the second highest for any such ward. The seven top external destinations and eight top external sources are all within Bolton and Bury. This is likely to be a result of the main settlements in the ward being closer to Bolton and Bury than other settlements in Blackburn with Darwen.

5.186 Three wards in Calderdale adjoin Greater Manchester, namely Calder, Ryburn and Todmorden. However, as with the district of Calderdale more generally, the migration flows to Greater Manchester are very limited, with small flows to the two adjoining wards in Rochdale (Littleborough Lakeside, and Wardle and West Littleborough). The same is true for the two wards in

Kirklees that adjoin Greater Manchester (Colne Valley, and Holme Valley North).

5.187 Cheshire East was identified earlier as having quite significant absolute migration flows to and from Greater Manchester. There are several settlements within the district that are close to Greater Manchester, which have quite varied levels of interaction with the sub-region. Greater Manchester is generally a more important source of migrants for these Cheshire East wards than a destination for migrants from them, although this is not always the case.

5.188 The strongest relationship between part of Cheshire East and Greater Manchester is with Disley, which has around 31% of its migrants going to Greater Manchester and around 35% coming from the sub-region. Disley adjoins the Marple South ward in Stockport. The main external migration sources and destinations of Disley are diverse, with locations in Stockport such as Marple and Hazel Grove being quite important, but also some in High Peak, such as New Mills and Whaley Bridge, as well as in Cheshire East.

5.189 The wards around Poynton, Handforth/Wilmslow and Mobberley/High Legh also have quite significant flows to and from Greater Manchester, typically in the range 20-30%. However, moves within each of these settlements are considerably more important than those to adjoining parts of Greater Manchester. Prestbury, Knutsford and Alderley Edge have proportions around 10-20%, with Greater Manchester being equally important as a source and destination for Prestbury. The role of Greater Manchester is much less significant for Macclesfield. These relationships can generally be explained by the close proximity of some of the settlements to the edge of Greater Manchester, with them often being on a rail line into Manchester City Centre as well as on key highways into the sub-region, with the strength of links diminishing with distance. Greater Manchester is generally more significant as a source of migrants to these locations than a destination for migration from them, and this is particularly the case for Wilmslow East, Wilmslow Lacey Green and High Legh, although generally there are reasonably considerable flows in both directions.

5.190 Four wards in Chorley adjoin Greater Manchester: Adlington and Anderton, Chisnall, Coppull, and Heath Charnock and Rivington. The first two of these have reasonably significant migration flows to and from Greater Manchester, with around 18% of their migrants moving to Greater Manchester and more than 20% coming from Greater Manchester. Locations in the district of Chorley are generally more important as both sources and destinations than are wards in Greater Manchester, although the largest external source of migrants into Adlington and Anderton is from the adjoining ward of Horwich and Blackrod in Bolton, which is located on the same rail line and major road.

5.191 There are several settlements in High Peak that are located close to the edge of Greater Manchester on rail or major roads into the sub-region, including Glossop, New Mills, Mottram, and Tintwistle. All of these locations have at

least moderate migration flows with Greater Manchester in each direction, whereas settlements slightly further away, such as Whaley Bridge, have more limited connections. The strongest connections with Greater Manchester are for Tintwistle which adjoins the Longdendale ward in Tameside (Greater Manchester is the source of 35% of its migrants, and the destination for 25%, with the main links being with wards along the same main road in Tameside), and St John's which is a large rural ward that wraps around Glossop (Greater Manchester is the source for 31% of its migrants, and the destination of 29%, with the main links again being with Tameside though there are also some flows from South Manchester wards). Flows to and from other High Peak locations such as New Mills, Hadfield, Padfield and Glossop are slightly lower, but Greater Manchester still accounts for more than 20% of migrants to some of the wards covering these settlements. As with St John's, some wards in and around the city centre and South Manchester appear in the top twenty sources for some of these wards in High Peak, as well as wards in Tameside and Stockport that are geographically close, suggesting that parts of High Peak may have quite a wide draw in terms of the lifestyle that they offer.

5.192 Eden in Rossendale has the highest proportion of its migrants coming from Greater Manchester, 51%, of any ward outside the sub-region. The proportion of its migrants moving to Greater Manchester is also high, at 39%. These high figures are likely to be the result of the unusual geography of the Greater Manchester boundary in this location, with part of Eden projecting between Bury and Rochdale, as well as the close proximity of the main housing areas within Eden being located very close to the Bury border on the motorway that extends into that district. The two most important external sources and destinations for Eden are Ramsbottom and North Manor, both of which are in Bury. Ramsbottom lies between Eden and North Manor, but on the same motorway. The number of people moving from Ramsbottom to Eden in the census year was actually significantly higher than the number moving within Eden (by more than 40%). The links to the wards adjoining Eden in Rossendale are generally quite modest, although Greater Manchester accounted for around 23% of Helmshore's migrants.

5.193 There are also strong links between Greater Manchester and Healey and Whitworth in Rossendale, with 44% of that ward's migrants coming from Greater Manchester, and 37% of its migrants moving to the sub-region. Again, this is likely to be a function of the distinctive geography of the district boundaries in this location, with Healey and Whitworth being surrounded on three sides by Rochdale, as well as the fact that the main Whitworth settlement is located on the major road that stretches north from the centre of Rochdale. The strongest links are with Healey in Rochdale, which lies immediately to the south of the Healey and Whitworth ward, but the connections with Facit and Shawforth, which lies to the north in Rossendale along the same main road, are still considerably greater. It is notable that the third most important external source of migrants into Healey and Whitworth is the Central Rochdale ward, which lies to the south of Healey. The flows between Facit and Shawforth and Greater Manchester are also substantial, with it being quite unusual for external wards with strong connections to the

sub-region, in that Greater Manchester accounts for a higher proportion of its migrant destinations (30%) than its migrant sources (28%).

5.194 Another example of where Greater Manchester is more important as a destination than a source is the ward of Billinge and Seneley Green in St Helens, where Greater Manchester is the destination for 32% of its migrants and the source of 29%. These are by far the largest flows between any St Helens ward and Greater Manchester, with the only other reasonably significant connection being that 18% of Haydock's migrants move to Greater Manchester, although all of Haydock's most significant sources and destinations are in St Helens. The Billinge and Seneley Green ward is quite rural, and its settlements surrounded by open land and located on main roads between St Helens and parts of Wigan. Orrell, to the north in Wigan, was the most important external destination for migrants from Billinge and Seneley Green, but only the eleventh most significant external source, whereas Bryn, to the east in Wigan, was the most important external source and the second most important external destination, and it is possible that differences in house prices in the various wards could partly explain these relationships.

5.195 Culceth, Glazebury and Croft is located in the north-east of Warrington, with Wigan to the north and Salford to the east. Around 28% of its migrants came from Greater Manchester, and 20% moved to the sub-region. Although these proportions are relatively high, the external sources and destinations are quite diverse, which may partly be a function of the ward's large size, but also possibly the rural lifestyle it can offer close to major highways (the ward is bounded on three sides by the M62, the M6 and the East Lancashire Road). 22% of Lymm's migrants come from Greater Manchester, and 15% move there, which may be for similar reasons, with the ward bordering Trafford to the east (with which the main connections are in Greater Manchester), and providing high house prices in a relatively rural location close to the M6 and M56. Greater Manchester accounts for 15% of the moves to and from Rixton and Woolston, which lies to the north of Lymm, which again shares similar characteristics. However, the two most import sources and destinations in Greater Manchester are Cadishead and Irlam which lie to the east in Salford along the A57, and so the nature of its relationships with Greater Manchester may be slightly different. Greater Manchester is much less important for the more urban areas along the M62, such as Birchwood.

5.196 The strength of the relationships between wards in West Lancashire and Greater Manchester is very clearly determined by proximity. Wrightington is a large rural ward stretching along the north-eastern edge of Wigan, containing no significant settlements, and 44% of its migrants move to Greater Manchester and 42% come from the sub-region. The ward of Up Holland, to the south of Wrightington, lies on a main road between Orrell in Wigan and Skelmersdale in West Lancashire, and this is reflected in its migration flows which are strong in both directions (overall, 27% of its migrants move to Greater Manchester and 22% come from there).

5.197 Overall, the strength of the migration relationships between Greater Manchester and the surrounding wards can generally be explained by the

proximity of different settlements within and outside Greater Manchester, and the quality of transport connections between them. As a result, the main links with Greater Manchester for wards just outside the sub-region are typically with the adjoining wards in Greater Manchester. However, there are some locations, such as the western part of High Peak, which appear to have a slightly broader role, and potentially attract people from a wider range of areas within Greater Manchester due to the lifestyle then can offer. These patterns are therefore similar to those seen within Greater Manchester.

Migration conclusion

5.198 A wide range of factors influence decisions regarding migration and the precise location of where to live, including:

- Availability of suitable housing
- Price
- Location of family
- Location of friends
- Cultural communities
- Education of children
- Commuting times/routes to work
- Access to shops, facilities, etc
- Lifestyle
- Identity and familiarity
- Environmental quality
- Crime levels

5.199 The relative importance of these factors can vary significantly between different households, and some may generally be more important for particular household types and age groups than others.

5.200 The use of migration data in the identification of housing market areas tends to focus on determining when self-containment levels reach a particular threshold, such as 70% as referred to in the Planning Practice Guidance. Migration data for Greater Manchester from the 2011 Census suggests that previous definitions of housing market areas from the regional and sub-regional housing market assessments of 2008 represent a gross over-simplification of the way in which the housing market functions within Greater Manchester. The notion of largely self-contained housing markets may make sense in some parts of the country, but in a large, integrated conurbation such as Greater Manchester it does not appear to offer an appropriate or helpful description of reality. Data from the last two censuses indicates that self-containment levels are decreasing, suggesting housing markets are gradually becoming more and more integrated.

5.201 In practice, most migration is over a relatively short distance. This is likely to be due to the relative importance of some of the above factors relating to family, friends, and familiarity with an area. Generally, moves to and from individual places occur in all directions, irrespective of any identified housing

market area boundaries. Each neighbourhood is effectively at the centre of its own housing market area, with such areas collectively forming a series of overlapping markets that cover the whole of Greater Manchester. Some areas may face more towards one direction than another, and this will often be a function of geographical factors such as the proximity to other neighbourhoods, the quality of transport connections, and the location of the nearest major employment, retail and/or leisure destination. The directions of the most important links may vary depending on whether the source or destination of migration is being considered, as different locations perform different functions within the wider market. For example, the city centre area draws in people from a very wide catchment, extending well beyond Greater Manchester, and then out-migration is to a less extensive though still significant area, with a moderate bias towards the south. In contrast, some of the areas with higher house prices, attract people from surrounding areas, irrespective of prevailing house prices within them, but then see outward moves over a wider area with a greater emphasis on locations with similar characteristics. Although there are exceptions, generally, proximity appears to be far more important than price in terms of an influence on the level of migration between areas.

5.202 Overall, Greater Manchester as a whole has a very high level of self-containment, both in terms of the proportion of people moving from an address in Greater Manchester who remain within the sub-region, and the proportion of people moving to an address in Greater Manchester who already lived within the sub-region, exceeding 80% on both measures (as a proportion of all their moves within England and Wales). The most important external migration flows for each district in Greater Manchester are generally with their immediately adjoining districts that also lie within Greater Manchester, and links to adjoining districts outside the sub-region are usually more limited. However, individual settlements outside Greater Manchester that are located very close to its border, particularly where they lie on a key transport link such as a railway, can have quite strong links to adjoining districts within the sub-region. Some nearby parts of Cheshire East, High Peak and Rossendale may partly have a role as locations to which Greater Manchester residents move, but in all cases there are also quite significant though usually lesser flows in the opposite direction. Some parts of High Peak appear to have a wider catchment within Greater Manchester than might be expected from the general patterns described above, with modest flows from the city centre and south Manchester.

5.203 Data from the censuses and ONS indicates that Manchester and Salford have a quite distinctive role within Greater Manchester. The two cities effectively accounted for all of the net in-migration to Greater Manchester over the period 2002-2012 (over 4,650 people per annum; the other eight districts collectively saw net out-migration of over 650 people per annum, with the net out-migration from Oldham, Rochdale and Stockport outweighing the net in-migration to the remaining five districts), due to them seeing very high levels of net international in-migration, although Manchester does have considerable net out-migration to other parts of the country. The role of Manchester and Salford does appear to have evolved between the last two censuses, with a

major increase in net in-migration, particularly net migration to Manchester from outside Greater Manchester, whereas most other parts of the sub-region have seen a significant increase in net out-migration. Flows between the two cities have also become far more important, more than doubling between 2001 and 2011.

5.204 Manchester and Salford attract more migrants from outside Greater Manchester (but within England and Wales) than any of the other eight districts in the sub-region. Only around one-third of in-migrants to Manchester come from elsewhere in Greater Manchester, demonstrating its ability to attract people from a wide area. The top ten net inflows to Manchester are from other cities in the North and Midlands, reflecting its role and relative importance, and Salford shares some similarities in this regard. Manchester and Salford are the only Greater Manchester districts for which locations within England and Wales outside Greater Manchester make up a higher proportion of the sources of all migrants than they do the proportion of the destination of all migrants, again highlighting their role as entrance points to the sub-region from which there is then some redistribution to other parts of the conurbation.

5.205 The location of the city centre and Salford Quays within Manchester and Salford is likely to be a key factor in explaining this role of the two cities. The two wards covering those areas have a very broad reach, particularly in terms of the source of migrants, drawing people from a very wide catchment and then redistributing them across a broad area of Greater Manchester. The main sources and destinations for the City Centre ward in Manchester appear to have quite a strong southward bias, whereas this is less pronounced for the Ordsall ward covering Salford Quays and the western part of the city centre. Manchester is by far the most important external migration source and destination for several districts within the sub-region, always with net outflows from Manchester, and is particularly significant in the case of Salford, Stockport and Trafford, again suggesting a southward focus to the city's relationships. The outflow rates from Manchester to Salford and Trafford, and the inflow rates from them, are very high relative to the size of the population of those two districts, and are the most significant in Greater Manchester.

5.206 There is other evidence of differences between the northern and southern parts of Greater Manchester, though Bury is often different to other parts of the north of the sub-region. For example, although the previous definitions of housing market areas within Greater Manchester are clearly problematic, it is notable that the two northern areas (North West and North East) have high levels of self-containment, whereas the two southern areas (Central and South) have lower self-containment below the 70% threshold. This picture is further reinforced by the significant flows between the Central and South HMAs, particularly in terms of those moving from the Central HMA to the South HMA. The more northern districts of Bolton, Oldham, Rochdale and Tameside all individually have high levels of self-containment, close to or exceeding 70%, though self-containment is much lower in Bury. The North West and North East HMAs also have a higher proportion of their moves contained within Greater Manchester than the Central and South HMAs. The

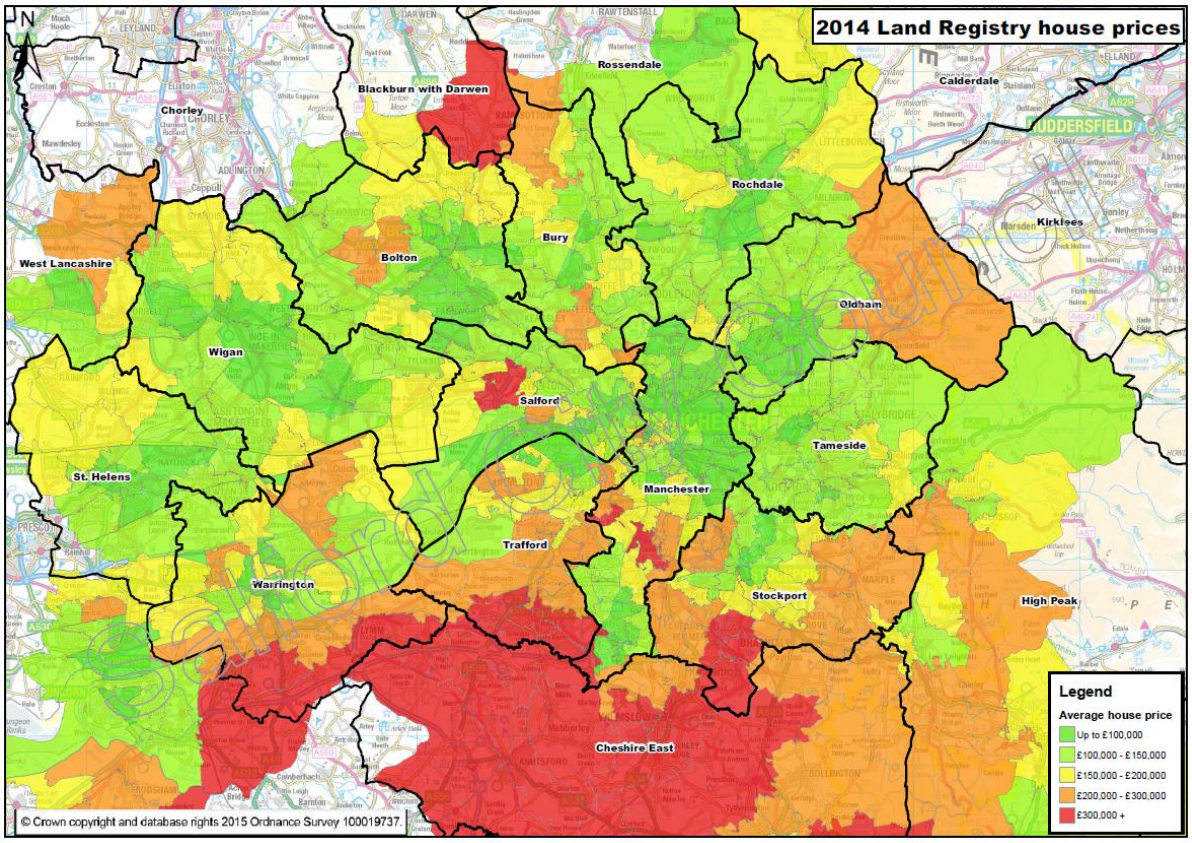
analysis of ward-level data reinforces this picture, with the clusters of low self-containment generally focused in the south of the conurbation, particularly in terms of the source of migrants, which all indicates that locations in the centre and south quite often have a broader reach than places in the north. Manchester, Stockport and Trafford generally have lower levels of containment, but this should still be seen within the overall picture of most moves being over relatively short distances. The absolute flows to and from the northern part of Cheshire East are reasonably significant, particularly for Stockport, reflecting the proximity of neighbourhoods. South Trafford has a particularly low level of containment, which may partly be a function of the high house prices. Some of the areas of high self-containment in the north are due to particular concentrations of ethnic groups.

5.207 There is also some evidence of differences between the west and east of Greater Manchester. The four eastern districts of Oldham, Rochdale, Stockport and Tameside collectively saw net out-migration of more than 1,500 people per annum over the period 2002-2012, whereas the four western districts of Bolton, Salford, Trafford and Wigan had net in-migration of more than 2,200 people per annum. Oldham, Rochdale and Tameside have the highest proportion of their migrants coming from within Greater Manchester. Although there are some links with High Peak, the east of Greater Manchester generally has very limited migration connections to its east, particularly to Calderdale and Kirklees. Oldham and Rochdale stand out on some measures, having the highest net out-migration over the period 2002-2012, and the highest self-containment within Greater Manchester, both individually and together.

5.208 In considering housing markets within Greater Manchester, it would therefore seem advisable to avoid seeking to define distinct housing market areas, but instead to focus on the roles of different places and the interactions between them. Although there are some migration links to settlements just outside the sub-region, Greater Manchester generally appears to be an appropriate starting point for analysis, supplemented by assessment of individual districts. The generally short-distance nature of most migration moves will be an important consideration, as will be the apparent increasing integration of housing markets.

6. House prices

6.1 The map below shows average house prices by four-digit postcode area in 2014, using Land Registry data. Care needs to be taken in interpreting the data, as the average prices in some areas may be skewed by a small number of transactions or by a single new development accounting for most sales, which may not necessarily be representative of prices overall within the area.



6.2 The higher house prices in the south of Greater Manchester, stretching into Cheshire East, south Warrington and High Peak, clearly stand out. The other areas of high house prices in Greater Manchester are much smaller, generally just one or two adjoining postcode areas, and are distributed in various parts of the sub-region, including within the city centre, around Worsley in Salford, Lostock in Bolton, north and south Bury, and Saddleworth in Oldham.

6.3 The area surrounding the city centre, and locations within and around the main town centres, are typically characterised by low house prices. However, this is not the case in Trafford, which generally has high house prices, and is much less pronounced around Stockport town centre. There is a much greater diversity of house prices in the south of Greater Manchester, whereas districts in the north are typically dominated by prices under £200,000 (and this pattern extends into St Helens). Tameside in particular appears to have a very limited range of average house prices when looking at the postcode level, although clearly this could mask diversity within individual areas.

6.4 As noted earlier, areas with higher house prices typically appear to have lower levels of migration containment in terms of the destination of their migrants, whereas the areas of high self-containment are generally overlap with the lower house prices, although inevitably there are exceptions to this. The area of south Trafford was identified as having particularly low migration containment, and is also the largest area of high house prices in Greater Manchester. The shared high house prices may explain some of the relationships between Stockport and Cheshire East, and between Trafford, Cheshire East and Warrington.

6.5 However, the analysis above also identified that most migration is over a short distance, and the maps for individual wards showed that house prices do not appear to be a significant determinant of the source and destination of moves for many locations. For example, Heaton and Lostock stands out on the map as being one of the few areas in the north-west of Greater Manchester that has above average house prices, but the maps of its main migration sources and destinations showed people moving to and from areas with a wide range of house prices. A similar picture is seen for Worsley in Salford. The migration for Hale Barns appears to be more focused on areas with similar house prices, but this may partly be a result of the central location within a large area of high house prices.

6.6 Overall, there appears to be little evidence that differences in house prices are a major determinant of migration patterns. Proximity appears to be the key issue, largely irrespective of whether areas have similar or different average house prices. The primary issue associated with house prices may be that households with lower incomes typically appear to move over shorter distances, which could suggest that their location choices are more limited than those who can afford higher house prices.

7. Travel to work areas

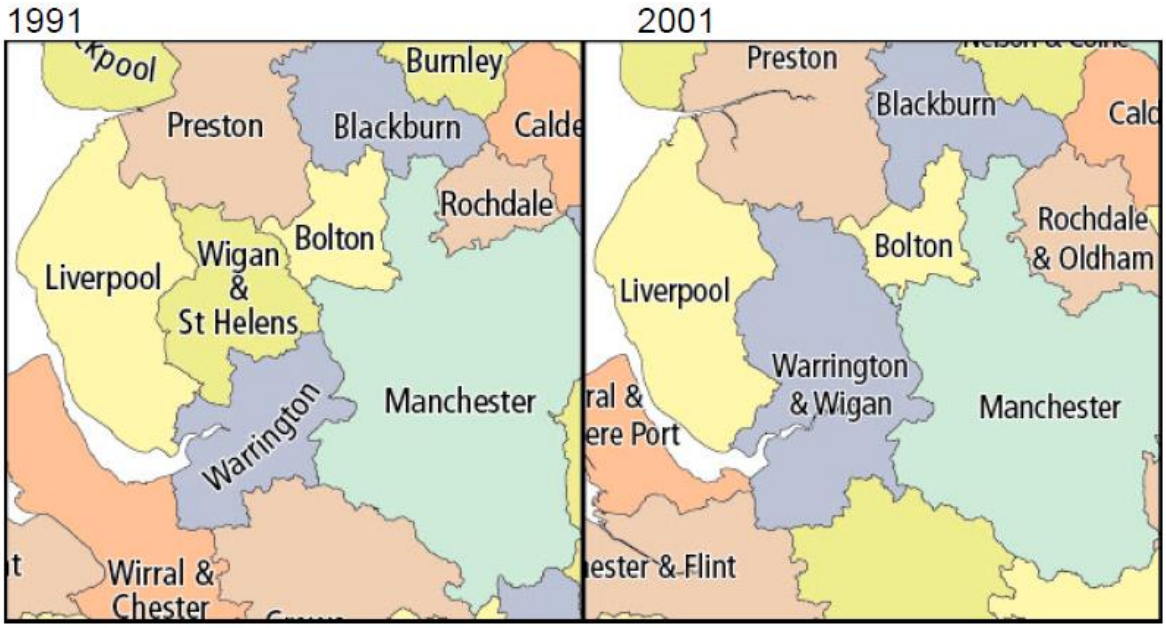
7.1 The ONS identifies travel to work areas (TTWAs) by analysing commuting flows from Census data. It explains that:

> "In practice, it is not possible to divide the UK into entirely separate labour market areas as commuting patterns are too diffuse. TTWAs have been developed as approximations to self-contained labour markets reflecting areas where most people both live and work. As such they are based on a statistical analysis rather than administrative boundaries, though consistency with existing local authority boundaries is one of a number of different considerations when defining the TTWAs. …The current criteria for defining TTWAs are that at least 75% of the area's resident workforce work in the area and at least 75% of the people who work in the area also live in the area. The area must also have an economically active population of at least 3,500. However, for areas with a working population in excess of 25,000, self-containment rates as low as 66.7% are accepted as part of a limited 'trade-off' between workforce size and level of self-containment. TTWA boundaries must be non-overlapping and internally contiguous, covering the entire UK between them."[28]

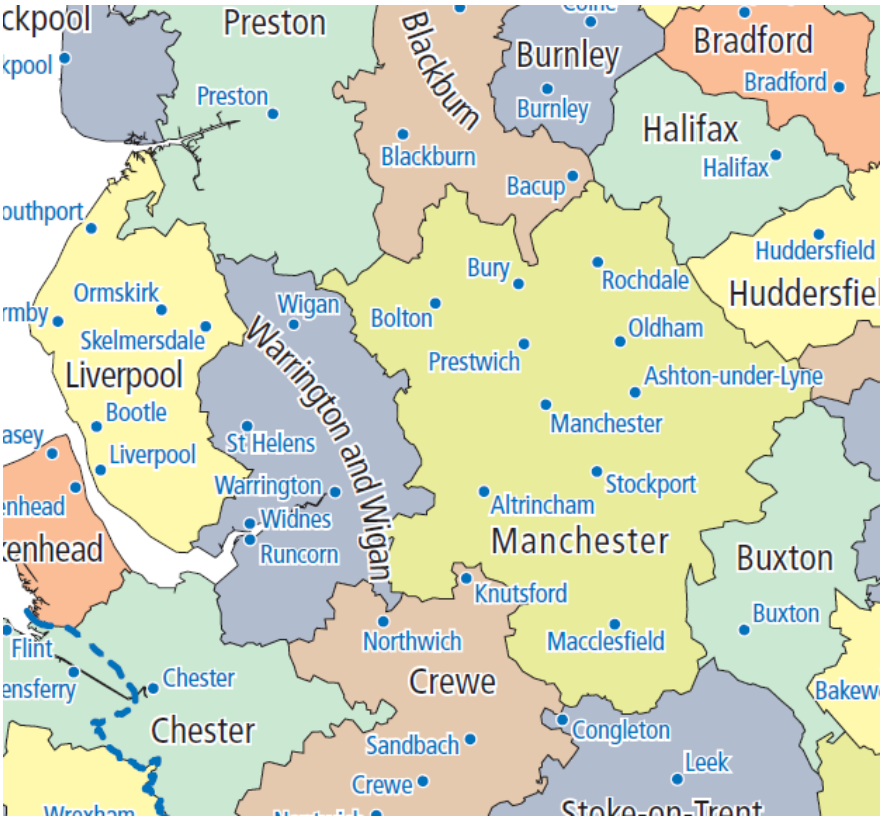
7.2 The number of identified TTWAs has reduced significantly over time, from 308 based on the 1991 Census, to 243 based on the 2001 Census and then 228 using the 2011 Census. This suggests that labour markets are generally becoming more integrated across the country.

7.3 The extent of the Manchester TTWA actually reduced slightly from 1991 to 2001, but still included quite significant areas outside Greater Manchester including the northern part of High Peak and the northern part of Cheshire East, along with a very small part of Rossendale. Bolton remained a separate TTWA, albeit slightly smaller than in 1991. The Rochdale TTWA from 1991 expanded to become a Rochdale & Oldham TTWA in 2001. The vast majority of Wigan was identified as being part of a large Warrington & Wigan TTWA in 2001, filling the whole of the gap between the Manchester and Liverpool TTWAs, whereas it had been part of a smaller Wigan & St Helens TTWA in 1991. These changes can be seen in the maps immediately below which taken from a 2007 ONS report[29].

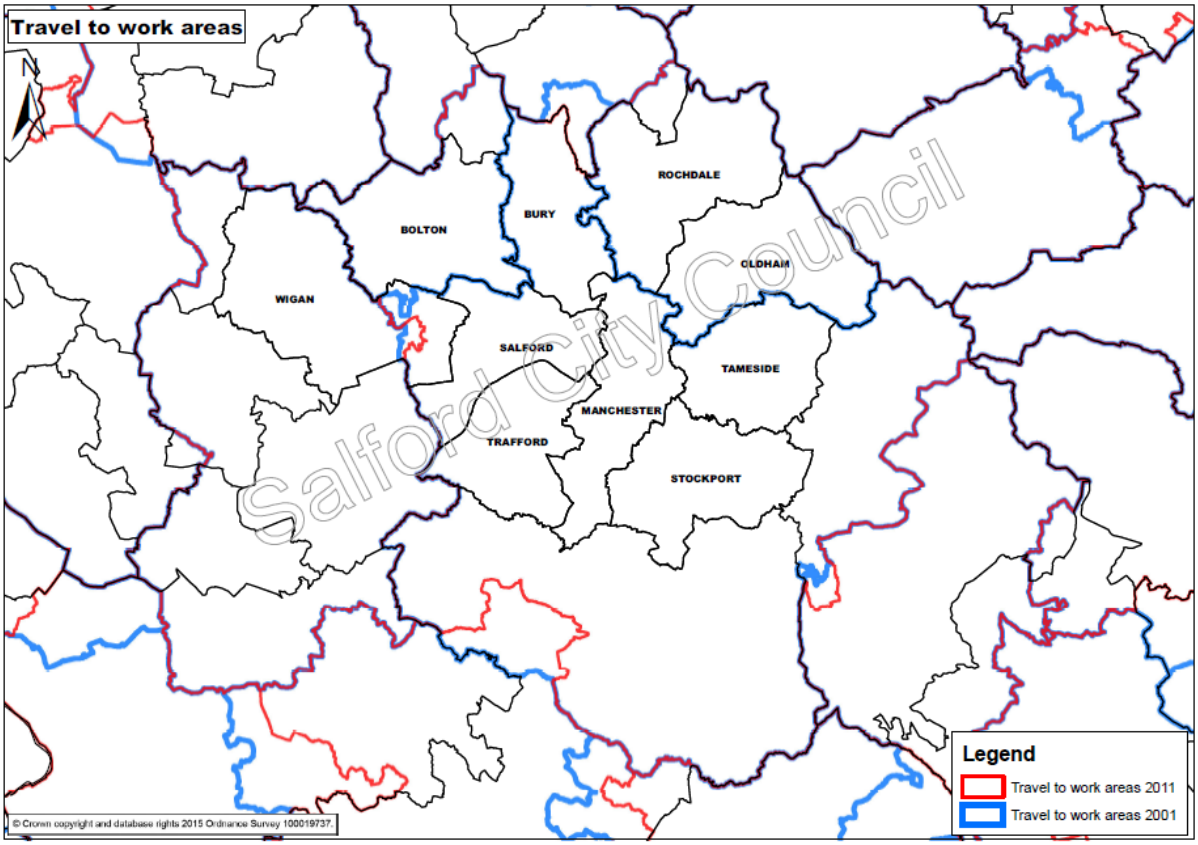
[28] Office for National Statistics, *Overview of 2011 Travel to Work Areas*, (August 2015), p.1
[29] Ibid, p.11



7.4 The first map below shows the recently published 2011 travel to work areas within and around Greater Manchester[30], and the second map enables a direct comparison with the 2001 areas.



[30] Office for National Statistics (August 2015) *United Kingdom: 2011 Travel to Work Areas*



7.5 These maps show a significantly expanded Manchester TTWA, subsuming all of the Bolton TTWA and Rochdale & Oldham TTWA from 2001, both of which have now disappeared. A small part of High Peak has moved from the Buxton TTWA to the Manchester TTWA. This expansion of the Manchester TTWA suggests an increasing level of integration between different parts of the conurbation.

7.6 However, some areas outside Greater Manchester that were in the Manchester TTWA in 2001 have now been removed from it. That part of Rossendale that was previously in the Manchester TTWA is now in the Blackburn TTWA. The Crewe & Nantwich TTWA has extended northwards to include Knutsford, which was in the Manchester TTWA in 2001.

7.7 The Warrington & Wigan TTWA is largely unchanged, with just a small expansion eastwards to include an additional part of Wigan that was previously in the Manchester TTWA.

7.8 There are some similarities between these travel to work areas based on the 2011 Census and the housing market areas identified in the NHPAU research discussed above. For example, the Manchester TTWA is similar to the housing market area identified covering Greater Manchester, which under the gold standard single tier geography extended into the northern parts of Cheshire East and High Peak, and also included small areas in the south of Rossendale. However, Buxton is seen as having its own travel to work area, covering more than half of High Peak, which suggests that district could be

seen as much as a self-contained area as part of an extended Greater Manchester area.

7.9 The following table shows the level of self-containment for the two TTWAs covering Greater Manchester, using the ONS analysis of the 2011 Census data. Supply-side self-containment is the number of people living and working in an area divided by the number of residents in the area, whereas demand side self-containment is the number of people living and working in an area divided by the number of jobs in the area.

TTWA name	Number of employed residents	Number of jobs at workplaces	% self-containment	
			Supply-side	Demand-side
Manchester	1,197,349	1,238,748	91.3	88.2
Warrington and Wigan	378,187	358,026	72.5	76.6

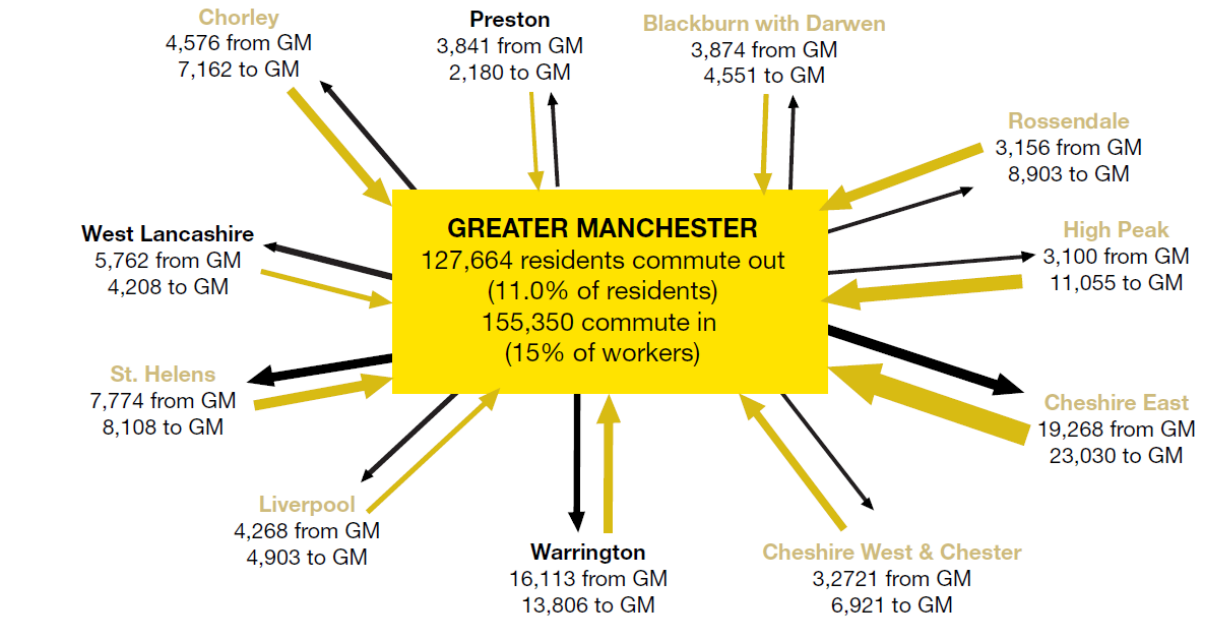
7.10 The self-containment rates for the Manchester TTWA can be seen to be very high. The supply-side rate is the third highest in England, after the Isle of Wight and London, and the demand-side rate is the sixth highest. In terms of the number of jobs, the Manchester TTWA is the second largest in the UK after London, and 60% bigger on this basis than the next largest TTWA, with Warrington & Wigan the eleventh largest in the UK.

7.11 The considerable changes in the definition of travel to work areas over a relatively short period of time highlight the problems in using them as a unit of analysis, as this reduces the potential for comparability between different years, and more stable boundaries would therefore be helpful.

8. Commuting

8.1 The 2011 Census provides detailed information on commuting between districts. The diagram below shows the largest travel to work flows into and out of Greater Manchester[31]. The figures in the diagram relate to all commuting flows within the United Kingdom, whereas all other data in this section relates to flows within England and Wales.

Largest travel to work flows into and out of Greater Manchester



Source: Census 2011

Self-containment rates

8.2 The table below shows the commuting self-containment rates for each district, and Greater Manchester as a whole, both in terms of the percentage of commuters who live in a district who also work in that district (commuter self-containment), and the percentage of commuters who work in a district who also live in that district (worker self-containment). It also identifies the net commuting to each district from Greater Manchester, from the rest of England and Wales, and from England and Wales excluding Greater Manchester. All percentages in this section relate to the proportion of commuters from and to the rest of England and Wales.

[31] New Economy (August 2014), *thinking: new economy – briefing 36: Travel to work patterns in Greater Manchester*, p.4

District	Commuting (2011 Census)						
	Self-containment rate (%)		GM commuting (%)		Net commuting to the district		
	Commuters remaining with the district	Workers commuting from within the district	Commute from district to a workplace within Greater Manchester	Commute to district from a home within Greater Manchester	From Greater Manchester	From the rest of England and Wales	From the rest of England and Wales excluding Greater Manchester
Bolton	59.78	64.76	87.95	88.15	-6,879	-8,033	-1,154
Bury	44.36	55.05	89.72	85.93	-15,210	-14,422	788
Manchester	60.02	37.71	90.17	83.60	77,692	107,152	29,460
Oldham	55.89	61.11	92.85	92.84	-6,499	-6,989	-490
Rochdale	52.44	61.56	90.96	87.99	-12,281	-11,368	913
Salford	43.13	39.95	90.43	85.45	1,647	7,244	5,597
Stockport	48.46	53.54	85.61	83.47	-11,485	-10,830	655
Tameside	47.48	63.68	92.05	89.99	-21,706	-22,131	-425
Trafford	45.11	37.26	88.12	83.34	11,809	19,471	7,662
Wigan	53.48	71.22	74.52	81.40	-17,088	-31,778	-14,690
Greater Manchester	87.74	85.40	87.74	85.40	0	28,316	28,316
Blackburn with Darwen	61.79	57.00	8.84	6.94	-677	4,322	4,999
Calderdale	64.53	65.85	4.34	2.43	-1,579	-1,615	-36
Cheshire East	64.49	63.83	15.80	13.08	-3,762	1,487	5,249
Cheshire West and Chester	60.73	61.22	5.23	2.49	-3,649	-1,060	2,589
Chorley	39.16	53.54	16.23	14.18	-2,586	-11,857	-9,271
High Peak	52.69	71.57	30.20	11.50	-7,955	-9,656	-1,701
Kirklees	63.21	74.75	2.35	1.48	-1,779	-24,989	-23,210
Rossendale	40.41	58.93	33.12	17.12	-5,747	-8,448	-2,701
St Helens	47.93	59.67	11.90	14.20	-334	-13,402	-13,068
Warrington	59.30	50.63	16.24	16.18	2,307	14,565	12,258
West Lancashire	48.71	51.03	9.93	14.25	1,554	-1,928	-3,482

District	Commuting (2011 Census)								
	Self-containment rate (%)		Greater Manchester commuting				Net commuting to the district		
	Commuters remaining with the district	Workers commuting from within the district	Commute from district to a workplace within Greater Manchester		Commute to district from a home within Greater Manchester		From Greater Manchester	From the rest of England and Wales	From the rest of England and Wales excluding Greater Manchester
			Number	%	Number	%			
Bolton	59.78	64.76	91,897	87.95	85,018	88.15	-6,879	-8,033	-1,154
Bury	44.36	55.05	66,622	89.72	51,412	85.93	-15,210	-14,422	788
Manchester	60.02	37.71	163,220	90.17	240,912	83.60	77,692	107,152	29,460
Oldham	55.89	61.11	76,000	92.85	69,501	92.84	-6,499	-6,989	-490
Rochdale	52.44	61.56	69,827	90.96	57,546	87.99	-12,281	-11,368	913
Salford	43.13	39.95	82,523	90.43	84,170	85.45	1,647	7,244	5,597
Stockport	48.46	53.54	97,661	85.61	86,176	83.47	-11,485	-10,830	655
Tameside	47.48	63.68	80,108	92.05	58,402	89.99	-21,706	-22,131	-425
Trafford	45.11	37.26	81,419	88.12	93,228	83.34	11,809	19,471	7,662
Wigan	53.48	71.22	95,084	74.52	77,996	81.40	-17,088	-31,778	-14,690
Greater Manchester	87.74	85.40	904,361	87.74	904,361	85.40	0	28,316	28,316
Blackburn with Darwen	61.79	57.00	4,551	8.84	3,874	6.94	-677	4,322	4,999
Calderdale	64.53	65.85	3,500	4.34	1,921	2.43	-1,579	-1,615	-36
Cheshire East	64.49	63.83	23,030	15.80	19,268	13.08	-3,762	1,487	5,249
Cheshire West and Chester	60.73	61.22	6,921	5.23	3,272	2.49	-3,649	-1,060	2,589
Chorley	39.16	53.54	7,162	16.23	4,576	14.18	-2,586	-11,857	-9,271
High Peak	52.69	71.57	11,055	30.20	3,100	11.50	-7,955	-9,656	-1,701
Kirklees	63.21	74.75	3,809	2.35	2,030	1.48	-1,779	-24,989	-23,210
Rossendale	40.41	58.93	8,903	33.12	3,156	17.12	-5,747	-8,448	-2,701
St Helens	47.93	59.67	8,108	11.90	7,774	14.20	-334	-13,402	-13,068
Warrington	59.30	50.63	13,806	16.24	16,113	16.18	2,307	14,565	12,258
West Lancashire	48.71	51.03	4,208	9.93	5,762	14.25	1,554	-1,928	-3,482

8.3 Unsurprisingly, given the size of the area under consideration, the total commuting self-containment rates for Greater Manchester are very high at more than 85%. However, they are slightly lower than the self-containment rates for the Manchester travel to work area identified by ONS from the 2011 Census discussed in section 7 (91% in terms of commuters, and 88% for workers) and this is likely to be the result of including the whole of Wigan, which has significant commuting links outside Greater Manchester. The level of Greater Manchester's commuter self-containment is slightly higher than for worker self-containment, reflecting the net in-commuting to Greater Manchester of 28,316 from the rest of England and Wales.

8.4 In terms of individual districts, the figures for Manchester stand out, with the city seeing total net in-commuting of more than 100,000. Almost three-quarters of the city's net in-commuting is from the rest of Greater Manchester, but Manchester also draws in significant numbers from outside Greater Manchester. Indeed, Manchester's net in-commuting from outside Greater Manchester actually exceeds the total net in-commuting to the whole of

Greater Manchester. Overall, Manchester has a low level of worker self-containment, reflecting its reliance on labour from other districts, but it has the highest level of commuter self-containment in Greater Manchester as a result of the number of employment opportunities located within the city that are easily accessible to its residents.

8.5 Salford and Trafford have similarly low levels of worker self-containment to Manchester, below 40%, reflecting their importance as employment locations. However, unlike Manchester, they also have quite low levels of commuter self-containment, below 50%. They are the only two districts in Greater Manchester other than Manchester that have net in-commuting overall, although the levels involved are far lower.

8.6 The other seven Greater Manchester districts all have quite high net out-commuting, with particularly large levels for Wigan and Tameside. However, Wigan is quite different to the other districts in several respects, with almost half of its net out-commuting being to locations outside Greater Manchester. Indeed, Wigan has the lowest proportion of its commuters working within Greater Manchester, at just under 75%, whereas all other Greater Manchester districts exceed 85% and five have more than 90% of their commuters remaining within the sub-region. Wigan also has the lowest proportion of its workers who live within Greater Manchester, although all ten districts exceed 80% on this measure. Although Manchester draws in significant numbers from outside Greater Manchester, it is still very much reliant on labour from within the sub-region.

8.7 Wigan also has the highest proportion of its workers who live within the district, at more than 70%, which given it has the lowest proportion of its workers from Greater Manchester suggests that it draws in few people from other parts of the sub-region. Bolton, Oldham, Rochdale and Tameside also have reasonably high self-containment on this measure, exceeding 60%, suggesting that their employment areas have a relatively limited labour catchment. With the exception of Tameside, those districts also have a relatively high proportion of their residents who commute to a workplace within the district, at more than 50%, despite the proximity of major employment destinations in Manchester, Salford and Trafford. Bury, Stockport and Tameside have lower commuter self-containment rates, potentially reflecting their relative importance as locations for housing compared to employment and/or greater integration with the rest of the conurbation, especially the city centre.

8.8 Warrington and West Lancashire are the only districts adjoining Greater Manchester that actually have net in-commuting from Greater Manchester. However, the net commuting to Warrington from Greater Manchester is relatively modest compared to the overall net in-commuting to that district, although the absolute flows are quite high. Uniquely, West Lancashire sees net in-commuting from Greater Manchester but then net out-commuting to the rest of England and Wales. The opposite is the case for Blackburn with Darwen, Cheshire East and Cheshire West and Chester, with them having net

out-commuting to Greater Manchester, but net in-commuting from the rest of England and Wales.

8.9 High Peak, Rossendale, Cheshire East, Cheshire West and Chester, and Chorley account for most of the net in-commuting to Greater Manchester. The largest absolute flows are to and from Cheshire East, with Greater Manchester accounting for a reasonably significant proportion of its commuting. High Peak and Rossendale both have high levels of net out-commuting, with most of this being to Greater Manchester, particularly in the case of High Peak. More than 30% of those commuting from each of those two districts work in Greater Manchester, and in the case of Rossendale the proportion of its employed residents who work in Greater Manchester is not far below the proportion who work in Rossendale (33% and 40% respectively). Chorley shares some characteristics with High Peak and Rossendale, but although it has a slightly higher overall level of net out-commuting, Greater Manchester accounts for a much lower proportion of it.

Key commuting destinations and sources

8.10 The table below shows the top five destinations for those commuting from each district, using the 2011 Census data.

Source of commuters	Top five destinations of commuters (2011 Census)				
Bolton	Bolton	Manchester	Salford	Bury	Wigan
% of commuters	59.78	6.72	6.18	4.86	4.28
Bury	Bury	Manchester	Salford	Bolton	Rochdale
% of commuters	44.36	16.34	7.66	6.45	5.51
Manchester	Manchester	Trafford	Stockport	Salford	Oldham
% of commuters	60.02	9.45	6.47	5.57	2.50
Oldham	Oldham	Manchester	Rochdale	Tameside	Salford
% of commuters	55.89	14.31	7.17	5.63	2.66
Rochdale	Rochdale	Manchester	Oldham	Bury	Salford
% of commuters	52.44	12.07	10.43	6.34	2.97
Salford	Salford	Manchester	Trafford	Bolton	Bury
% of commuters	43.13	20.73	13.66	3.97	2.36
Stockport	Stockport	Manchester	Cheshire East	Trafford	Tameside
% of commuters	48.46	22.40	7.50	5.07	3.85
Tameside	Tameside	Manchester	Stockport	Oldham	Trafford
% of commuters	47.48	20.09	9.79	5.60	3.44
Trafford	Trafford	Manchester	Salford	Stockport	Cheshire East
% of commuters	45.11	26.80	7.03	4.33	3.02
Wigan	Wigan	Bolton	Warrington	Salford	St. Helens
% of commuters	53.48	7.14	5.12	4.58	4.54
Blackburn with Darwen	Blackburn with Darwen	Hyndburn	Preston	Ribble Valley	Bolton
% of commuters	61.79	6.51	4.50	3.77	3.55
Calderdale	Calderdale	Bradford	Kirklees	Leeds	Rochdale
% of commuters	64.53	10.04	9.16	6.19	1.40
Cheshire East	Cheshire East	Manchester	Cheshire West and	Stockport	Stoke-on-Trent

Source of commuters	Top five destinations of commuters (2011 Census)				
			Chester		
% of commuters	64.49	6.48	5.48	4.67	2.78
Cheshire West and Chester	Cheshire West and Chester	Cheshire East	Flintshire	Wirral	Warrington
% of commuters	60.73	6.83	5.84	4.64	2.94
Chorley	Chorley	South Ribble	Preston	Bolton	Wigan
% of commuters	39.16	14.81	10.81	5.56	4.33
High Peak	High Peak	Stockport	Manchester	Tameside	Cheshire East
% of commuters	52.69	9.08	9.05	7.47	4.67
Kirklees	Kirklees	Leeds	Calderdale	Bradford	Wakefield
% of commuters	63.21	12.19	6.30	5.50	4.89
Rossendale	Rossendale	Rochdale	Bury	Burnley	Manchester
% of commuters	40.41	9.62	8.09	5.91	5.62
St. Helens	St. Helens	Warrington	Knowsley	Liverpool	Wigan
% of commuters	47.93	9.99	8.40	7.42	5.98
Warrington	Warrington	Halton	Manchester	Trafford	Liverpool
% of commuters	59.30	5.50	4.98	3.79	3.09
West Lancashire	West Lancashire	Sefton	Liverpool	Wigan	Preston
% of commuters	48.71	12.92	7.18	5.86	3.06

8.11 As would be expected, each district is its own primary destination for its commuters, although there are varying levels of self-containment as discussed above. Within Greater Manchester, Manchester is the most important destination after the source district itself in all cases except for Wigan, where it is actually only the sixth most important destination accounting for just 4.24% of Wigan's commuters. In the case of Salford, Stockport, Tameside and Trafford, Manchester provides employment for more than 20% of the districts' commuters (and over one-quarter in the case of Trafford). Manchester is similarly important as a destination and source of migrants for those four districts, as discussed in section 5.

8.12 In contrast, although Manchester is the second most important destination for Bolton's commuters, it accounts for a relatively modest 6.72%, only slightly above the proportion of Bolton's commuters who work in Salford. Bolton is the second most important destination for Wigan commuters, but again the proportion is relatively low at 7.14%.

8.13 Overall, Salford appears to be an important commuting destination for Greater Manchester, being the third most important destination for Bolton, Bury and Trafford, the fourth most important for Manchester and Wigan, the fifth most important for Oldham and Rochdale, and the sixth most important for Stockport and Tameside, but is not in the top seven for any of the districts adjoining Greater Manchester. Although its spread is reasonably broad within Greater Manchester, Salford does not account for more than 8% of the commuters of any other district, whereas Trafford accounts for 13.66% of Salford's commuters, Oldham for 10.43% of Rochdale's commuters, Stockport for 9.79% of Tameside's commuters, and Trafford for 9.45% of Manchester's commuters.

8.14 Two of Wigan's top five destinations lie outside Greater Manchester (Warrington and St. Helens), and Cheshire East is the third most important destination for Stockport and the fifth most important for Trafford. The most significant of these relationships both in proportionate terms and absolute flows is that of Cheshire East as a destination for Stockport commuters.

8.15 Manchester's significance as a source of employment opportunities is also seen in the figures for the districts adjoining Greater Manchester, with the city being the second most important destination for Cheshire East, third for High Peak and Warrington and fifth for Rossendale. Some of the other Greater Manchester districts are also important for particular adjoining districts, for example with Stockport and Tameside being the second and fourth most important destinations respectively for High Peak commuters (and so with Manchester, the three most important destinations outside High Peak are within Greater Manchester), and Rochdale and Bury the second and third most important destinations for Rossendale commuters (and so with Manchester, three of the four most important destinations outside Rossendale are within Greater Manchester). Wigan is in the top five destinations for Chorley, St. Helens and West Lancashire, and Bolton for Blackburn with Darwen and Chorley.

8.16 The next table provides similar information to the previous one, but this time showing the top five sources of workers for each district.

Destination of commuters	Top five sources of workers (2011 Census)				
Bolton	Bolton	Wigan	Bury	Salford	Chorley
% of workers	64.76	9.45	4.96	3.76	2.54
Bury	Bury	Bolton	Rochdale	Manchester	Rossendale
% of workers	55.05	8.49	8.14	4.16	3.64
Manchester	Manchester	Stockport	Trafford	Salford	Tameside
% of workers	37.71	8.87	8.59	6.57	6.07
Oldham	Oldham	Rochdale	Tameside	Manchester	Bury
% of workers	61.11	10.69	6.51	6.04	2.55
Rochdale	Rochdale	Oldham	Bury	Rossendale	Manchester
% of workers	61.56	8.97	6.26	3.96	3.66
Salford	Salford	Manchester	Trafford	Bolton	Wigan
% of workers	39.95	10.24	6.59	6.56	5.93
Stockport	Stockport	Manchester	Tameside	Cheshire East	Trafford
% of workers	53.54	11.35	8.25	6.59	3.87
Tameside	Tameside	Oldham	Stockport	Manchester	High Peak
% of workers	63.68	7.10	6.77	5.75	4.21
Trafford	Trafford	Manchester	Salford	Stockport	Wigan
% of workers	37.26	15.29	11.14	5.17	3.16
Wigan	Wigan	Bolton	St. Helens	West Lancashire	Warrington
% of workers	71.22	4.67	4.25	2.59	2.09
Blackburn with Darwen	Blackburn with Darwen	Hyndburn	Ribble Valley	Burnley	Bolton
% of workers	57.00	11.25	5.60	3.77	2.67

Destination of commuters	Top five sources of workers (2011 Census)				
Calderdale	Calderdale	Kirklees	Bradford	Leeds	Rochdale
% of workers	65.85	12.91	7.80	3.04	0.87
Cheshire East	Cheshire East	Cheshire West and Chester	Stockport	Newcastle-under-Lyme	Manchester
% of workers	63.83	6.14	5.81	3.09	2.83
Cheshire West and Chester	Cheshire West and Chester	Flintshire	Wirral	Cheshire East	Wrexham
% of workers	61.22	8.15	7.76	6.09	3.25
Chorley	Chorley	South Ribble	Wigan	Bolton	Preston
% of workers	53.54	12.61	6.35	4.55	4.26
High Peak	High Peak	Derbyshire Dales	Tameside	Stockport	Cheshire East
% of workers	71.57	4.79	4.78	3.93	3.18
Kirklees	Kirklees	Calderdale	Leeds	Wakefield	Bradford
% of workers	74.75	5.40	5.08	4.40	3.62
Rossendale	Rossendale	Hyndburn	Bury	Rochdale	Burnley
% of workers	58.93	7.25	6.95	4.84	4.48
St. Helens	St. Helens	Wigan	Knowsley	Warrington	Liverpool
% of workers	59.67	10.57	4.74	4.60	4.04
Warrington	Warrington	St. Helens	Wigan	Halton	Cheshire West and Chester
% of workers	50.63	6.83	6.57	5.81	3.91
West Lancashire	West Lancashire	Sefton	Wigan	St. Helens	Liverpool
% of workers	51.03	12.91	11.78	4.39	3.61

8.17 Once again, each district is the most important source of its own workers, with Manchester, Salford and Trafford being the only districts that supply less than half of their workers (indeed they supply less than 40%). In contrast to its dominance of the destination of commuters, and despite the size of the district, Manchester is the second most important source of workers for only three districts (Salford, Stockport and Trafford).

8.18 More districts from outside Greater Manchester appear in the top five sources of workers for Greater Manchester districts, than was the case for destinations of commuters. Three of Wigan's top five sources lie outside Greater Manchester (St. Helens, West Lancashire and Warrington), Rossendale is in the top five sources for Bury and Rochdale, Cheshire East for Stockport, and High Peak for Tameside. However, in all cases, the percentages involved are not particularly high. In terms of percentages, Manchester and Salford are both quite important sources of Trafford workers, Manchester for both Salford and Stockport workers, and Rochdale for Oldham workers.

8.19 Whereas Manchester was the most important destination for commuters from districts adjoining Greater Manchester, Wigan appears to be the most important source of workers for those districts, being the second most important source for St. Helens and the third most important for Chorley, Warrington and West Lancashire. Despite its size, Manchester is only the fifth

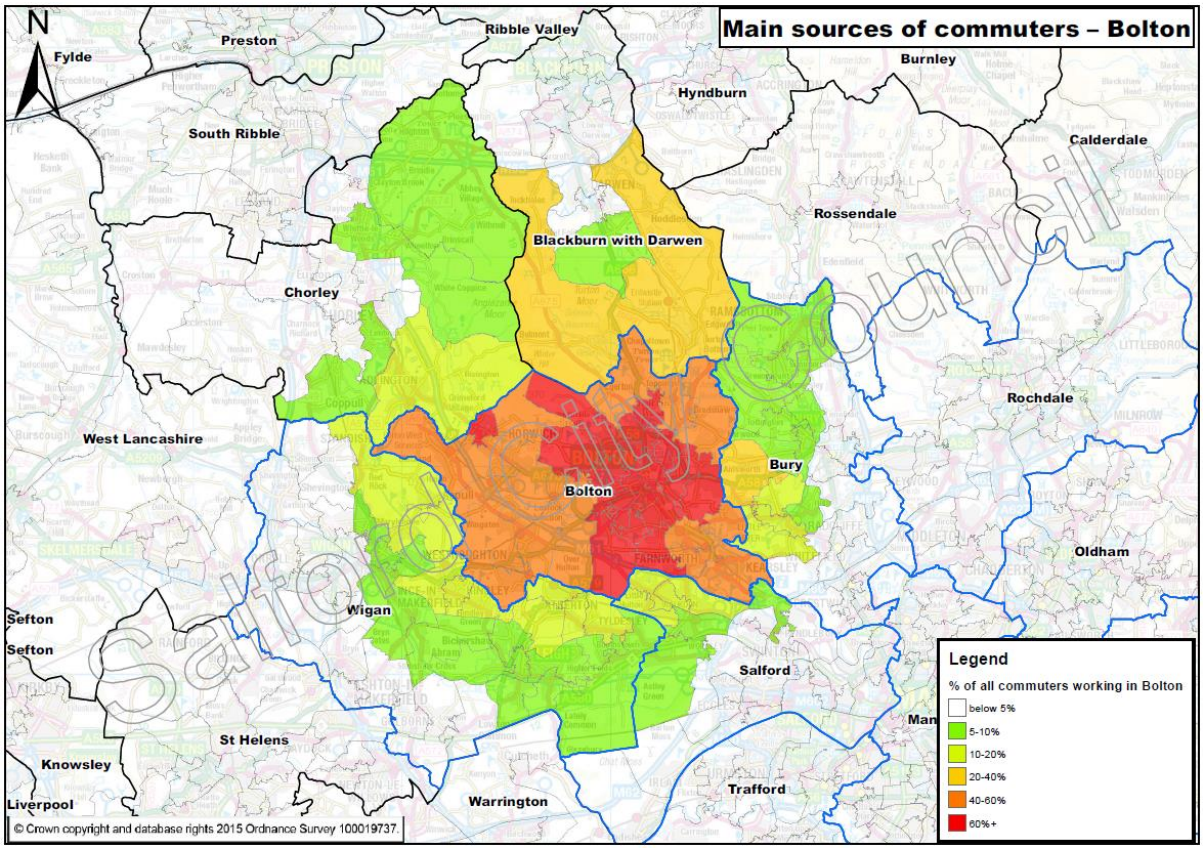
most important source of workers for Cheshire East, and does not appear in the top five sources for any of the other districts outside Greater Manchester.

District commuting patterns

8.20 In this section, for each district within and adjoining Greater Manchester, a table is provided that sets out detailed commuting information from the 2011 Census for each district, including the top ten destinations, sources, net inflows and net outflows, as well as the net flows with Greater Manchester and with England and Wales. Each table is accompanied by a map that shows the middle super output areas for which the district is reasonably important in terms of providing jobs. Middle super output areas that send at least 5% of their commuters to the district are shown coloured.

Bolton

Key commuting flows, including within the district (2011 Census)									
Main destinations of commuters			Main source of workers			Highest net inflows		Highest net outflows	
District	Flow	% of total	District	Flow	% of total	District	Net flow	District	Net flow
Bolton	62,464	59.78	Bolton	62,464	64.76	Wigan	4,634	Manchester	-5,438
Manchester	7,017	6.72	Wigan	9,110	9.45	Chorley	985	Salford	-2,832
Salford	6,459	6.18	Bury	4,786	4.96	Blackburn with Darwen	337	Trafford	-2,200
Bury	5,080	4.86	Salford	3,627	3.76	Rossendale	202	Warrington	-711
Wigan	4,476	4.28	Chorley	2,453	2.54	Wyre	75	Preston	-509
Trafford	3,097	2.96	Blackburn with Darwen	1,827	1.89	Hyndburn	66	Rochdale	-345
Blackburn with Darwen	1,490	1.43	Manchester	1,579	1.64	High Peak	57	Bury	-294
Chorley	1,468	1.41	Rochdale	925	0.96	Cheshire West and Chester	56	Bradford	-245
Rochdale	1,270	1.22	Trafford	897	0.93	Wirral	45	Stockport	-202
Warrington	1,236	1.18	South Ribble	633	0.66	Kirklees	35	Oldham	-196
Greater Manchester	91,897	87.95	Greater Manchester	85,018	88.15	Net flow with Greater Manchester			-6,879
England and Wales	104,482		England and Wales	96,449		Net flow with England and Wales			-8,033



8.21 Bolton has a relatively high level of commuting self-containment compared to the other Greater Manchester districts. Overall, it has a reasonably significant level of net out-commuting, with Greater Manchester accounting for most of this. The map shows that Bolton is an important source of employment for areas within the district, but its influence is limited outside the district.

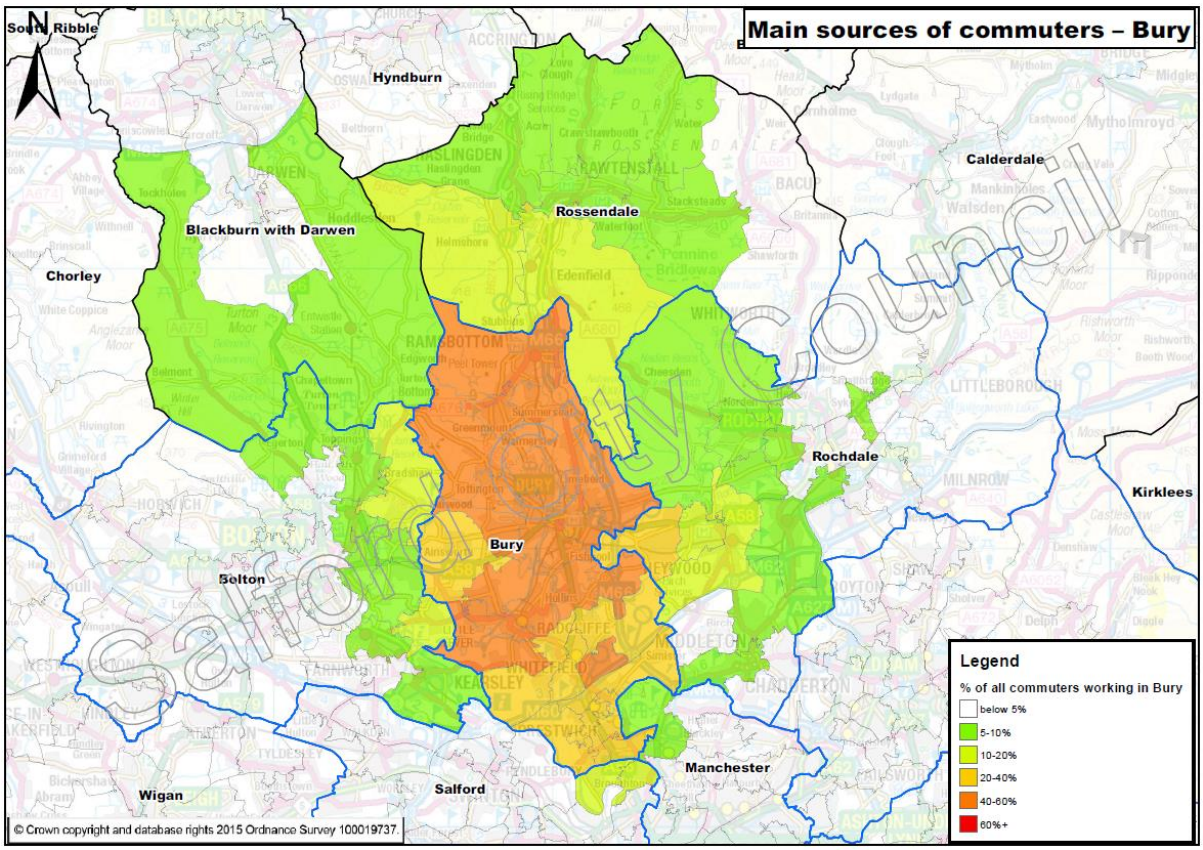
8.22 In terms of the external destination of commuters, there is a strong focus on other parts of Greater Manchester, although no district particularly dominates. However, Manchester is the most important external destination despite it not adjoining Bolton. No district outside Greater Manchester accounts for more than 1.5% of Bolton's commuters.

8.23 The three adjoining Greater Manchester districts of Bury, Salford and Wigan are the most important external source of Bolton's workers, with Wigan being by far the most important of these though still accounting for less than 10% of all those working in Bolton. Locations outside Greater Manchester are a little more important as sources of commuters than they are as destinations, but again do not provide large numbers. In contrast to its importance as a destination, Manchester supplies relatively few of Bolton's workers.

8.24 There is a very clear net outflow of workers in a south-east direction, with total net out-commuting to Manchester, Salford and Trafford exceeding 10,000. There is a significant net inflow of commuters from Wigan.

Bury

Key commuting flows, including within the district (2011 Census)									
Main destinations of commuters			Main source of workers			Highest net inflows		Highest net outflows	
District	Flow	% of total	District	Flow	% of total	District	Net flow	District	Net flow
Bury	32,936	44.36	Bury	32,936	55.05	Sheffield	1,152	Manchester	-9,640
Manchester	12,130	16.34	Bolton	5,080	8.49	Rossendale	895	Salford	-3,535
Salford	5,689	7.66	Rochdale	4,868	8.14	Rochdale	773	Trafford	-2,008
Bolton	4,786	6.45	Manchester	2,490	4.16	Bolton	294	Oldham	-691
Rochdale	4,095	5.51	Rossendale	2,176	3.64	Wigan	247	Stockport	-403
Trafford	2,652	3.57	Salford	2,154	3.60	Rotherham	129	Warrington	-352
Oldham	1,911	2.57	Oldham	1,220	2.04	Barnsley	69	Tameside	-247
Rossendale	1,281	1.73	Sheffield	1,193	1.99	Chorley	64	Preston	-148
Stockport	961	1.29	Wigan	894	1.49	Hyndburn	42	Liverpool	-91
Tameside	815	1.10	Trafford	644	1.08	High Peak	35	West Somerset	-82
Greater Manchester	66,622	89.72	Greater Manchester	51,412	85.93	Net flow with Greater Manchester			-15,210
England and Wales	74,253		England and Wales	59,831		Net flow with England and Wales			-14,422



8.25 Bury has a modest level of self-containment in terms of the source of its workers, and a low level for the destination of its commuters. It has a high net outflow of commuters as a result of its relationships with other parts of Greater Manchester, and it actually sees a slight net inflow from locations outside the sub-region. No area in Bury sends more than 60% of its commuters to locations within the district, showing the importance of external employment destinations, particularly for the south of the district where rates are typically

below 40%. Similarly, the district does not draw in large proportions from outside, and there are very limited movements from the south.

8.26 Manchester is the dominant external destination for Bury's commuters, although there are also significant flows to the other Greater Manchester districts that adjoin Bury (Bolton, Rochdale and Salford). Rossendale is the only district outside Greater Manchester in the top ten destinations for Bury commuters, and the figures involved are quite small.

8.27 Bolton and Rochdale are the most significant external sources of Bury's workers. There are also quite large flows from Manchester and Salford to the south, and from Rossendale outside Greater Manchester. The figures for Sheffield, both in terms of the source of workers and net flows, suggests that there was a particular issue affecting commuting flows in the Census year rather than this reflecting established travel to work patterns. This has been acknowledged by the ONS[32], which suggests that it is likely to be the result of errors in coding addresses, with the Bury/Sheffield figures being by far the largest potential error that they have identified in the country.

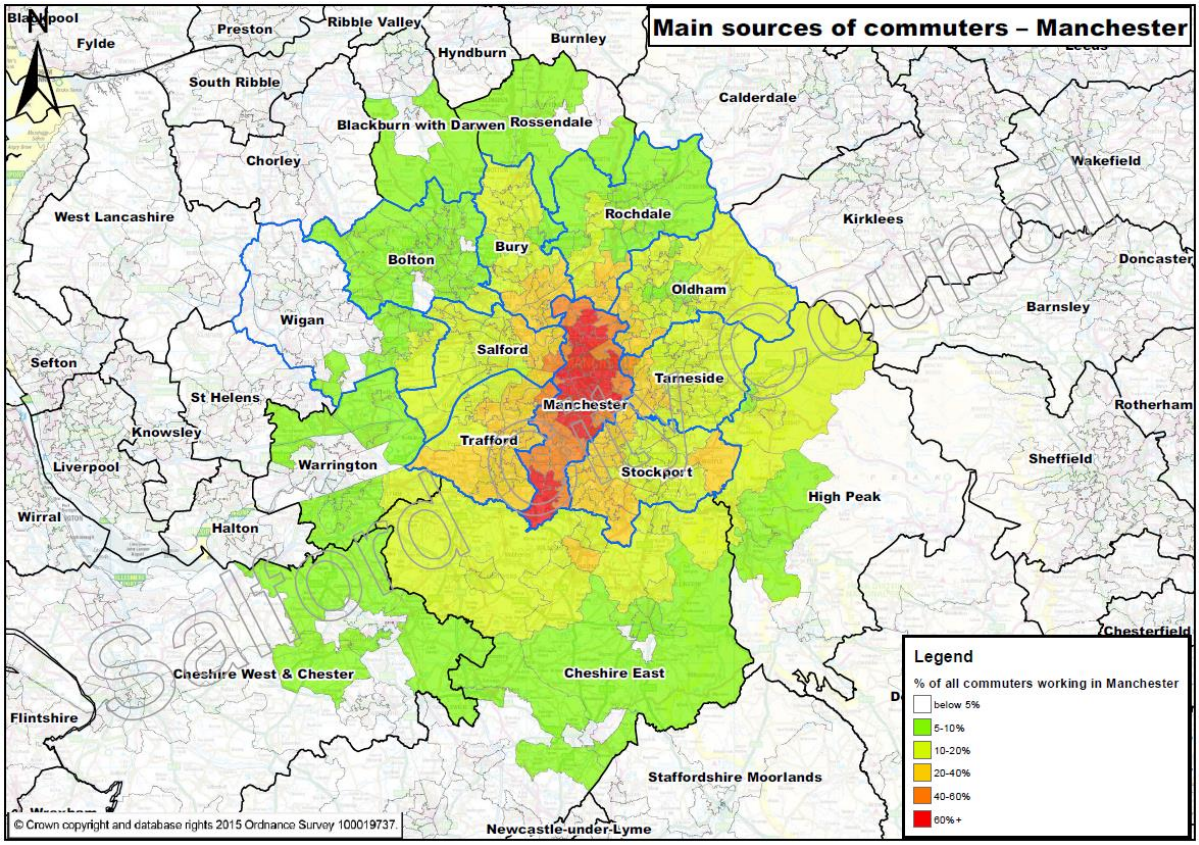
8.28 Bury has a very large net outflow of commuters to Manchester, but there are also major flows to Salford and Trafford, collectively forming a considerable southward net movement of commuters. The largest inflows (excluding Sheffield) are from Rossendale and Rochdale to the north and east.

Manchester

Key commuting flows, including within the district (2011 Census)									
Main destinations of commuters			Main source of workers			Highest net inflows		Highest net outflows	
District	Flow	% of total	District	Flow	% of total	District	Net flow	District	Net flow
Manchester	108,658	60.02	Manchester	108,658	37.71	Stockport	13,836	Westminster, City of London	-230
Trafford	17,100	9.45	Stockport	25,549	8.87	Tameside	13,754	Bath and North East Somerset	-144
Stockport	11,713	6.47	Trafford	24,760	8.59	Bury	9,640	Hillingdon	-104
Salford	10,090	5.57	Salford	18,919	6.57	Salford	8,829	Watford	-66
Oldham	4,525	2.50	Tameside	17,483	6.07	Trafford	7,660	Luton	-61
Cheshire East	4,162	2.30	Bury	12,130	4.21	Oldham	7,187	Camden	-42
Tameside	3,729	2.06	Oldham	11,712	4.06	Rochdale	6,875	Islington	-36
Bury	2,490	1.38	Cheshire East	9,445	3.28	Bolton	5,438	Milton Keynes	-29
Rochdale	2,394	1.32	Rochdale	9,269	3.22	Cheshire East	5,283	Southwark	-27
Warrington	1,804	1.00	Bolton	7,017	2.43	Wigan	4,473	Tewkesbury	-24
Greater Manchester	163,220	90.17	Greater Manchester	240,912	83.60	Net flow with Greater Manchester			77,692
England	181,023		England	288,175		Net flow with England			107,152

[32] Office for National Statistics (undated) *Incorrect flows within 2011 Census Origin and Destination statistics*

Key commuting flows, including within the district (2011 Census)									
Main destinations of commuters			Main source of workers			Highest net inflows		Highest net outflows	
District	Flow	% of total	District	Flow	% of total	District	Net flow	District	Net flow
and Wales			and Wales			and Wales			



8.29 Manchester is characterised by a huge net inflow of commuters. Although Greater Manchester accounts for almost three-quarters of this, there is also a net inflow of almost 30,000 from outside Greater Manchester signifying the relative economic strength of the city. Manchester's commuter self-containment rate is quite high at 60%, with the number of employment opportunities enabling many of the city's residents to work in Manchester as well, but the worker self-containment rate is low reflecting the amount of labour that enters the city from elsewhere.

8.30 The very wide influence of Manchester compared to other districts is seen in the map. Manchester is the dominant destination for all areas within the city, and is reasonably significant for large parts of Greater Manchester, with the degree of importance largely determined by proximity. Manchester can be seen to be generally of limited importance for most of Wigan, and appears more significant for some districts outside Greater Manchester such as Cheshire East and High Peak.

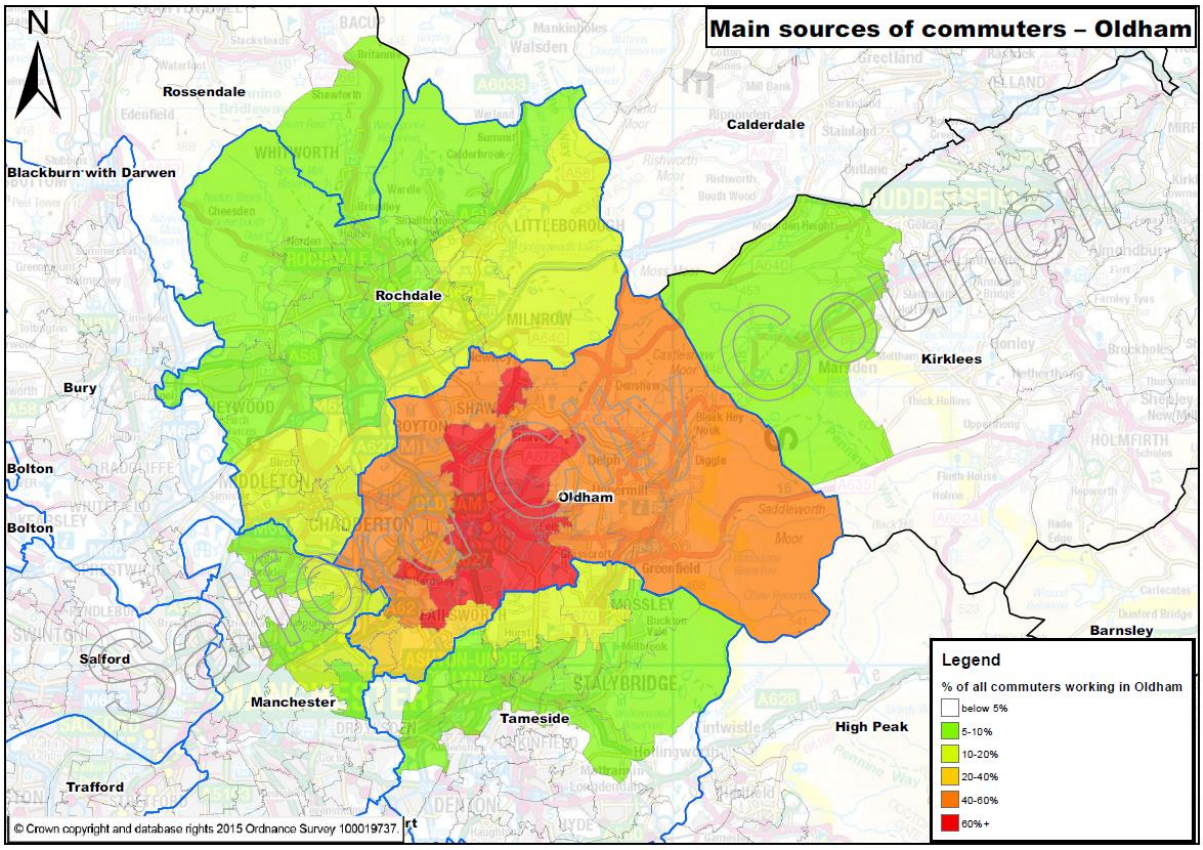
8.31 The largest sources and destinations of commuters are Stockport, Trafford and Salford, which may simply reflect the proximity and accessibility of residential neighbourhoods in those districts to the employment opportunities in Manchester. Although relatively small in percentage terms, the absolute

flows into Manchester are considerable from other locations, both from the other Greater Manchester districts and from outside the sub-region, for example with Cheshire East sending almost 9,500 commuters, Warrington over 4,000, and High Peak over 3,000.

8.32 There are large net inflows from many of the other Greater Manchester districts, including from the non-adjoining districts of Bolton and Wigan, as well as a considerable net inflow from Cheshire East. The net outflows from Manchester are very limited, and are all to distant locations primarily in and around London.

Oldham

Key commuting flows, including within the district (2011 Census)									
Main destinations of commuters			Main source of workers			Highest net inflows		Highest net outflows	
District	Flow	% of total	District	Flow	% of total	District	Net flow	District	Net flow
Oldham	45,747	55.89	Oldham	45,747	61.11	Rochdale	2,134	Manchester	-7,187
Manchester	11,712	14.31	Rochdale	8,003	10.69	Bury	691	Trafford	-1,259
Rochdale	5,869	7.17	Tameside	4,872	6.51	Rossendale	444	Salford	-1,185
Tameside	4,606	5.63	Manchester	4,525	6.04	Kirklees	288	Stockport	-284
Salford	2,178	2.66	Bury	1,911	2.55	Tameside	266	Warrington	-219
Trafford	2,005	2.45	Stockport	1,389	1.86	Bolton	196	Leeds	-142
Stockport	1,673	2.04	Salford	993	1.33	High Peak	156	Bradford	-130
Bury	1,220	1.49	Kirklees	831	1.11	Calderdale	133	Ribble Valley	-111
Bolton	610	0.75	Bolton	806	1.08	Wigan	129	St. Helens	-65
Kirklees	543	0.66	Trafford	746	1.00	Pendle	54	Westminster, City of London	-62
Greater Manchester	76,000	92.85	Greater Manchester	69,501	92.84	Net flow with Greater Manchester			-6,499
England and Wales	81,849		England and Wales	74,860		Net flow with England and Wales			-6,989



8.33 Oldham has a reasonably high level of self-containment. There is quite a considerable net outflow of commuters, with Greater Manchester accounting for virtually all of this. Six of the nine MSOAs in Greater Manchester that draw the highest proportions of their workforce from within the sub-region are located in Oldham. The map confirms that Oldham is an important source of employment for all parts of the district. There are modest flows from the whole of Rochdale, whereas Oldham's influence is more limited in other directions.

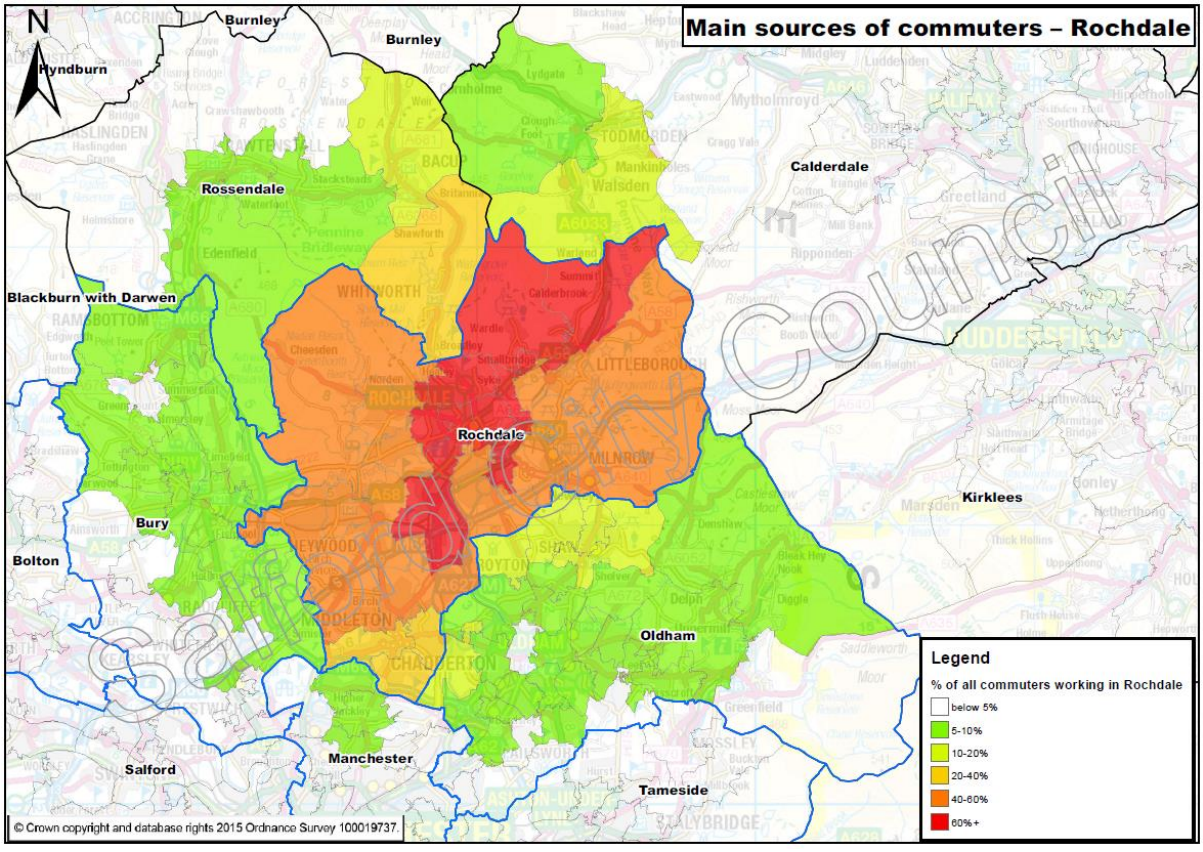
8.34 Manchester is the most significant destination for out-commuters from Oldham, with reasonably high flows to the other adjacent Greater Manchester districts of Rochdale and Tameside. There are moderate flows to Salford and Trafford, despite them being separated from Oldham by Manchester, but in contrast the flows to the three districts of Calderdale, High Peak and Kirklees that adjoin Oldham to the east collectively only just exceed 1,000.

8.35 Rochdale is the most important external source of workers for Oldham, although there are also quite significant flows inwards from Manchester and Tameside. Flows from elsewhere are much more limited.

8.36 There is a significant net outflow of commuters from Oldham to Manchester, whereas Oldham sees a small overall net inflow from the other parts of Greater Manchester. This is primarily the result of the net inflow from Rochdale, which helps to balance out the net outflows to locations such as Trafford and Salford. Overall, Oldham's flows are heavily skewed towards Greater Manchester, and those to locations outside the sub-region are quite limited.

Rochdale

Key commuting flows, including within the district (2011 Census)									
Main destinations of commuters			Main source of workers			Highest net inflows		Highest net outflows	
District	Flow	% of total	District	Flow	% of total	District	Net flow	District	Net flow
Rochdale	40,260	52.44	Rochdale	40,260	61.56	Rossendale	1,695	Manchester	-6,875
Manchester	9,269	12.07	Oldham	5,869	8.97	Calderdale	442	Oldham	-2,134
Oldham	8,003	10.43	Bury	4,095	6.26	Bolton	345	Trafford	-1,388
Bury	4,868	6.34	Rossendale	2,587	3.96	Wigan	146	Salford	-1,314
Salford	2,279	2.97	Manchester	2,394	3.66	Kirklees	97	Bury	-773
Trafford	1,928	2.51	Bolton	1,270	1.94	High Peak	77	Stockport	-272
Tameside	1,041	1.36	Calderdale	1,131	1.73	Hyndburn	62	Warrington	-211
Bolton	925	1.20	Tameside	1,025	1.57	Chorley	51	Leeds	-156
Stockport	894	1.16	Salford	965	1.48	Pendle	40	Bradford	-111
Rossendale	892	1.16	Stockport	622	0.95	Burnley	39	Halton	-84
Greater Manchester	69,827	90.96	Greater Manchester	57,546	87.99	Net flow with Greater Manchester			-12,281
England and Wales	76,767		England and Wales	65,399		Net flow with England and Wales			-11,368



8.37 Rochdale has a reasonably high level of worker self-containment, and a moderate rate of commuter self-containment. Overall, it sees a significant net outflow of commuters to the rest of Greater Manchester, with a very small net inflow from outside the sub-region. The map shows that Rochdale is reasonably important as an employment destination for the majority of areas

in the district. It provides some opportunities for areas to the north, west and south, but appears to have little influence to its east.

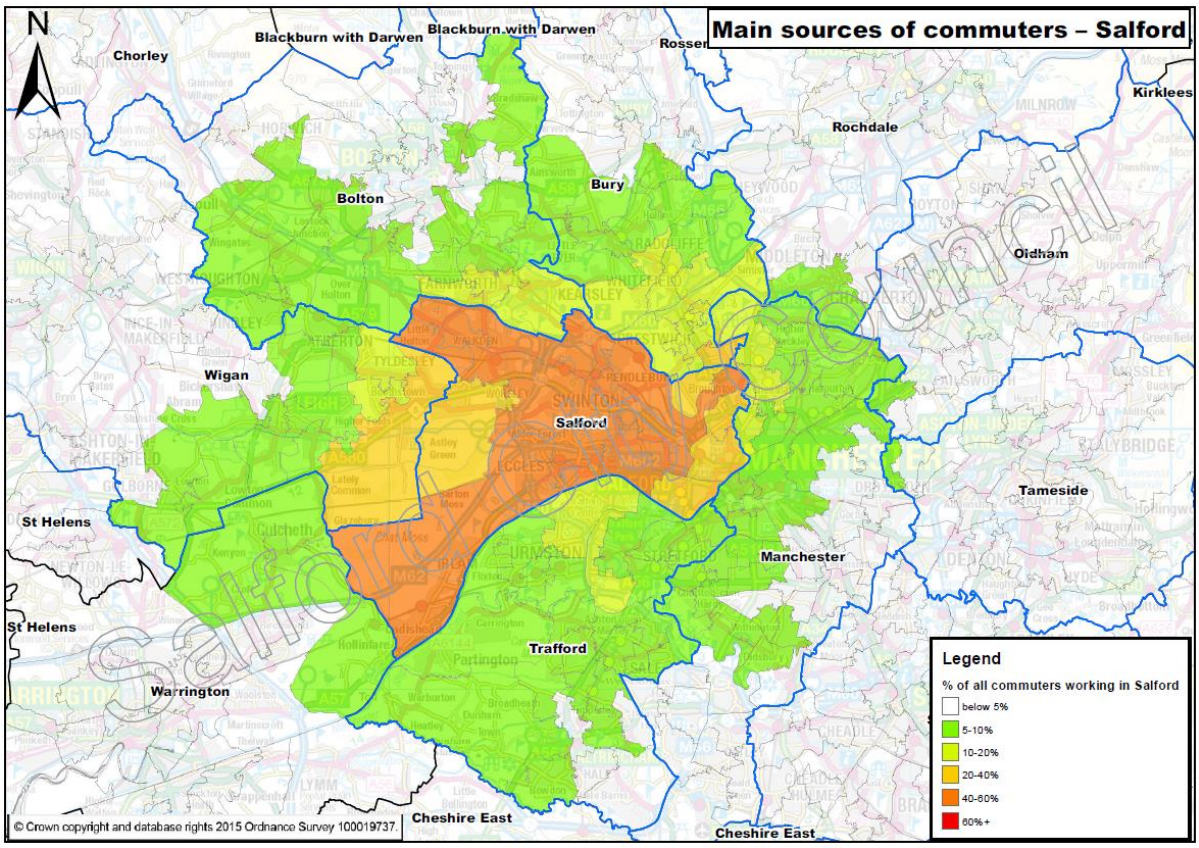
8.38 The flow of commuters is considerable to both Manchester and Oldham, with those to Bury also being quite significant. As with Oldham, Rochdale also has moderate external flows to Salford and Trafford despite being separated from them by Manchester, and flows to districts outside Greater Manchester are quite limited.

8.39 Oldham and Bury are the most significant external sources of workers, with moderate flows from Rossendale and Manchester. Flows from Calderdale are relatively small given the large boundary that Rochdale shares with that district.

8.40 The net outflows to Manchester are large, but there are also quite significant net flows to other locations in Greater Manchester such as Oldham, Trafford and Salford. The main net inflow is from Rossendale, with the next highest also being from outside Greater Manchester from Calderdale despite the relatively low absolute flows.

Salford

Key commuting flows, including within the district (2011 Census)									
Main destinations of commuters			Main source of workers			Highest net inflows		Highest net outflows	
District	Flow	% of total	District	Flow	% of total	District	Net flow	District	Net flow
Salford	39,355	43.13	Salford	39,355	39.95	Wigan	4,187	Manchester	-8,829
Manchester	18,919	20.73	Manchester	10,090	10.24	Bury	3,535	Trafford	-5,965
Trafford	12,461	13.66	Trafford	6,496	6.59	Bolton	2,832	Westminster, City of London	-101
Bolton	3,627	3.97	Bolton	6,459	6.56	Tameside	1,825	Shropshire	-42
Bury	2,154	2.36	Wigan	5,845	5.93	Stockport	1,563	Bath and North East Somerset	-40
Warrington	1,738	1.90	Bury	5,689	5.78	Rochdale	1,314	Preston	-36
Wigan	1,658	1.82	Stockport	3,203	3.25	Oldham	1,185	Milton Keynes	-35
Stockport	1,640	1.80	Tameside	2,576	2.62	Cheshire East	544	Leeds	-31
Oldham	993	1.09	Rochdale	2,279	2.31	Rossendale	480	Camden	-30
Rochdale	965	1.06	Oldham	2,178	2.21	St. Helens	420	Luton	-28
Greater Manchester	82,523	90.43	Greater Manchester	84,170	85.45	Net flow with Greater Manchester			1,647
England and Wales	91,255		England and Wales	98,499		Net flow with England and Wales			7,244



8.41 Salford has low levels of self-containment, both in terms of commuters and workers. It has a net inflow of commuters overall, although the cumulative net flows from Greater Manchester are quite small. The map confirms the low commuter self-containment, with Salford accounting for fewer than 60% of jobs for commuters from each part of the city. The extent of its influence on external areas is reasonably even in all directions, though it attracts slightly higher proportions of the commuters from areas immediately to the north and west.

8.42 There are very significant net outflows to Manchester and Trafford, which together account for more than one-third of all Salford's commuters. In contrast, flows to other locations are much more limited, with Bolton being the next most important location. There are moderate flows to the other adjoining districts of Bury, Warrington and Wigan, which are almost matched by those to Stockport despite that district being separated from Salford by Manchester.

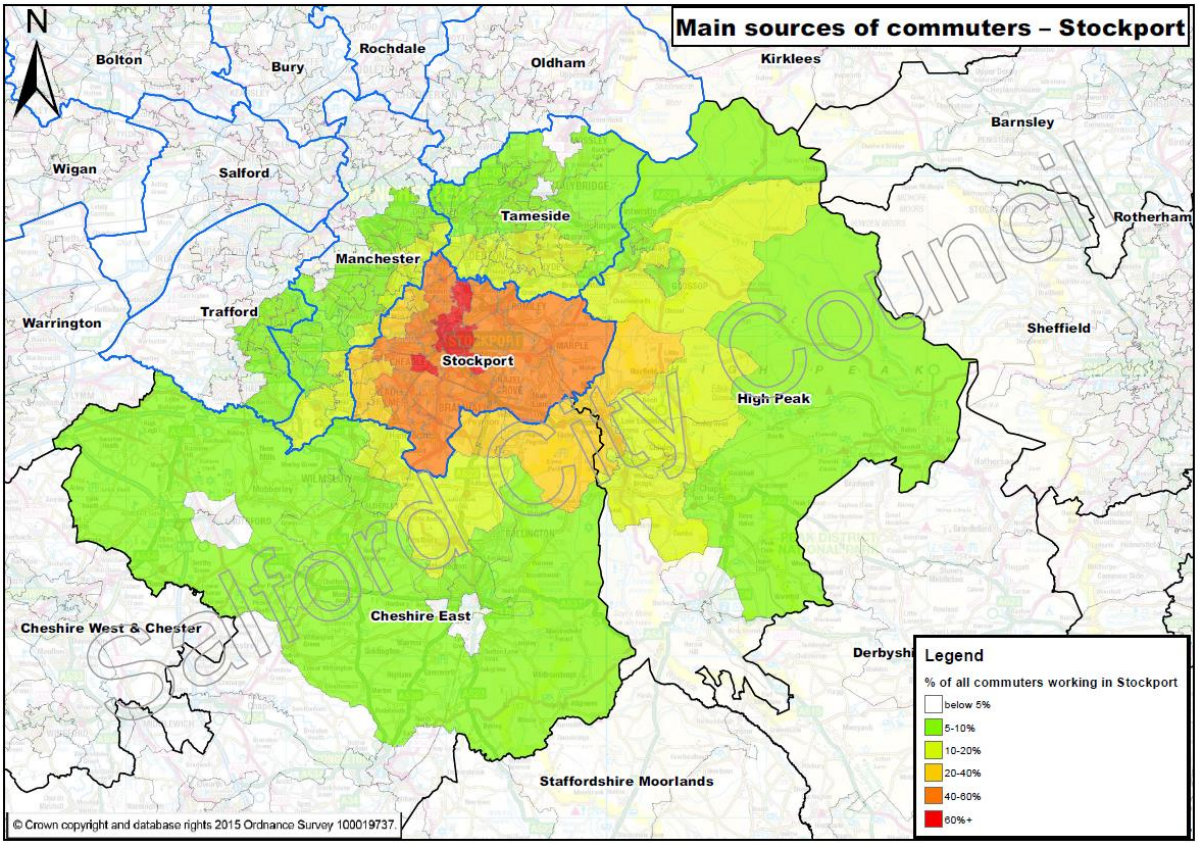
8.43 Manchester is also the most important external source of Salford's workers, though is much less dominant than it is as a destination for Salford's commuters. There are also quite large flows from Trafford, Bolton, Wigan and Bury, which are also reasonably similar in scale, reflecting a quite even sphere of influence. However, flows from Warrington, which is the other district that adjoins Salford, are more limited, although they still exceed 2,000.

8.44 Overall, there are considerable net outflows south-eastwards to Manchester and Trafford, with all other net outflows being very small. There are significant net inflows from the adjoining districts of Wigan, Bury and Bolton to the north,

and there are also not insubstantial net inflows from non-adjoining Greater Manchester districts such as Tameside, Stockport, Rochdale and Oldham.

Stockport

Key commuting flows, including within the district (2011 Census)									
Main destinations of commuters			Main source of workers			Highest net inflows		Highest net outflows	
District	Flow	% of total	District	Flow	% of total	District	Net flow	District	Net flow
Stockport	55,275	48.46	Stockport	55,275	53.54	Tameside	4,126	Manchester	-13,836
Manchester	25,549	22.40	Manchester	11,713	11.35	High Peak	2,264	Trafford	-1,782
Cheshire East	8,560	7.50	Tameside	8,518	8.25	Wigan	409	Cheshire East	-1,752
Trafford	5,780	5.07	Cheshire East	6,808	6.59	Bury	403	Salford	-1,563
Tameside	4,392	3.85	Trafford	3,998	3.87	Oldham	284	Warrington	-204
Salford	3,203	2.81	High Peak	3,324	3.22	Rochdale	272	Westminster, City of London	-174
Oldham	1,389	1.22	Oldham	1,673	1.62	Cheshire West and Chester	209	Halton	-123
High Peak	1,060	0.93	Salford	1,640	1.59	Bolton	202	Leeds	-92
Warrington	1,005	0.88	Bury	961	0.93	Staffordshire Moorlands	131	Bath and North East Somerset	-61
Rochdale	622	0.55	Rochdale	894	0.87	Leicester	116	Preston	-57
Greater Manchester	97,661	85.61	Greater Manchester	86,176	83.47	Net flow with Greater Manchester			-11,485
England and Wales	114,073		England and Wales	103,243		Net flow with England and Wales			-10,830



8.45 Stockport has a relatively low commuting self-containment rate. There are large net outflows to the rest of Greater Manchester, with a minor net inflow from other parts of England and Wales. Although the overall self-containment rate is modest, the map suggests that most parts of Stockport send a reasonably high proportion of their commuters to a workplace within the district, with higher levels around the town centre and lower levels on the western edge of the district. Stockport accounts for a modest proportion of commuters from a relatively wide area, with its sphere of influence covering quite large parts of Tameside, High Peak and Cheshire East, as well as drawing in more than 10% of commuters who live just outside the district in parts of Manchester.

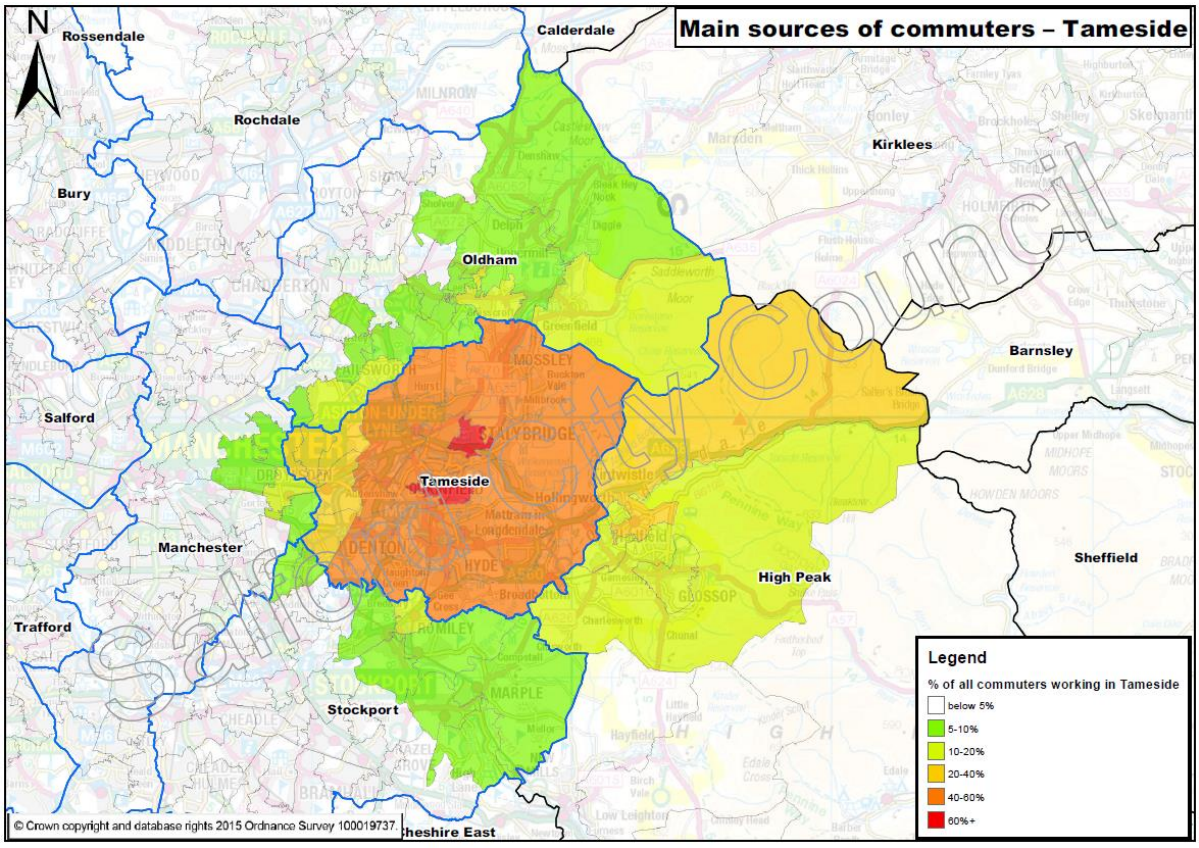
8.46 Manchester is by far the most popular location for out-commuters, accounting for more than one-fifth of all Stockport's commuters. There are also quite significant flows to Cheshire East, and also Trafford despite it being separated from Stockport by Manchester, whereas the flows to the adjoining Tameside to the north are lower. Outward flows eastwards to the adjacent High Peak are below 1%.

8.47 The main external sources of workers are more evenly distributed, and focused on adjoining districts. Manchester is also the most important external source of workers for Stockport, although it dominates to a much lesser extent than in terms of commuter destinations. Tameside is considerably more significant as a source of workers, and flows from Cheshire East are quite high.

8.48 There is a very large net outflow of commuters to Manchester, and there is actually a net inflow overall from the other eight Greater Manchester districts. There are more modest net outflows to Trafford, Cheshire East and Salford, suggesting that Stockport faces quite strongly to the west and south. There are quite large net inflows from Tameside to the north and High Peak to the east.

Tameside

Key commuting flows, including within the district (2011 Census)									
Main destinations of commuters			Main source of workers			Highest net inflows		Highest net outflows	
District	Flow	% of total	District	Flow	% of total	District	Net flow	District	Net flow
Tameside	41,324	47.48	Tameside	41,324	63.68	High Peak	1,448	Manchester	-13,754
Manchester	17,483	20.09	Oldham	4,606	7.10	Bury	247	Stockport	-4,126
Stockport	8,518	9.79	Stockport	4,392	6.77	Kirklees	116	Trafford	-2,011
Oldham	4,872	5.60	Manchester	3,729	5.75	Rossendale	92	Salford	-1,825
Trafford	2,996	3.44	High Peak	2,735	4.21	Lancaster	39	Cheshire East	-519
Salford	2,576	2.96	Rochdale	1,041	1.60	Rushcliffe	36	Warrington	-266
High Peak	1,287	1.48	Trafford	985	1.52	Nottingham	30	Oldham	-266
Cheshire East	1,130	1.30	Bury	815	1.26	Sefton	25	Leeds	-183
Rochdale	1,025	1.18	Salford	751	1.16	Broxtowe	25	Halton	-74
Bury	568	0.65	Cheshire East	611	0.94	North East Derbyshire	24	Westminster, City of London	-65
Greater Manchester	80,108	92.05	Greater Manchester	58,402	89.99	Net flow with Greater Manchester			-21,706
England and Wales	87,026		England and Wales	64,895		Net flow with England and Wales			-22,131



8.49 Tameside has quite a high level of worker self-containment, but a relatively low level of commuter self-containment, which could suggest that its local economy is insufficiently large to attract workers from a wide area or to accommodate many of the district's working-age residents. There is a very high level of net out-commuting, which is virtually all to Greater Manchester, and 92% of Tameside commuters work in the sub-region. The map shows that only a few parts of Tameside send more than 60% of their workers to a workplace within the district, and the areas in the western part have fewer than 40% of their commuters remaining within Tameside. Its main external influence is towards the east, in High Peak and south Oldham, and it accounts for more than 5% of workers from only a very limited area to the west.

8.50 Manchester is the dominant external destination for commuters, accounting for one-fifth of all Tameside commuters, and there are also large flows to Stockport to the south. The flows to Oldham are quite significant, with there also being reasonable flows to Trafford and Salford, reflecting the high overall outward flows from Tameside.

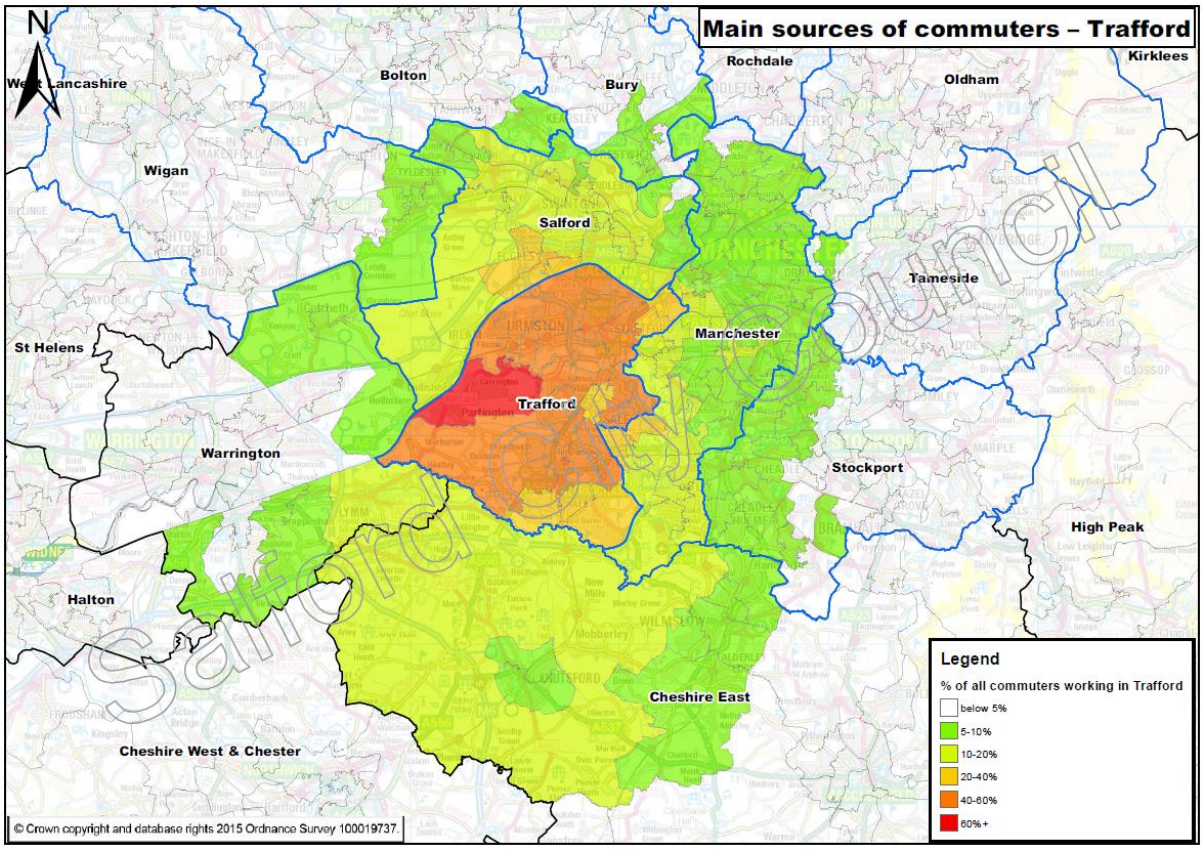
8.51 The main sources of workers are more evenly distributed and focused on the adjoining districts of Oldham, Stockport, Manchester and High Peak. Again, the self-containment within Greater Manchester is relatively high.

8.52 There is a very large net outflow of commuters to Manchester. Net outflows to Stockport are also quite high, with those to Trafford and Salford also being notable. Overall, there appear to be strong net flows to the west and south.

The main net inflow is from High Peak. The quite large flows to and from Oldham to the north are evenly balanced.

Trafford

Key commuting flows, including within the district (2011 Census)									
Main destinations of commuters			Main source of workers			Highest net inflows		Highest net outflows	
District	Flow	% of total	District	Flow	% of total	District	Net flow	District	Net flow
Trafford	41,677	45.11	Trafford	41,677	37.26	Salford	5,965	Manchester	-7,660
Manchester	24,760	26.80	Manchester	17,100	15.29	Wigan	2,856	Westminster, City of London	-145
Salford	6,496	7.03	Salford	12,461	11.14	Bolton	2,200	Bath and North East Somerset	-83
Stockport	3,998	4.33	Stockport	5,780	5.17	Tameside	2,011	Hillingdon	-41
Cheshire East	2,786	3.02	Wigan	3,532	3.16	Bury	2,008	Luton	-36
Warrington	1,876	2.03	Cheshire East	3,510	3.14	Stockport	1,782	Camden	-27
Tameside	985	1.07	Warrington	3,226	2.88	Rochdale	1,388	Tower Hamlets	-26
Bolton	897	0.97	Bolton	3,097	2.77	Warrington	1,350	Hounslow	-24
Oldham	746	0.81	Tameside	2,996	2.68	Oldham	1,259	Welwyn Hatfield	-21
Cheshire West and Chester	686	0.74	Bury	2,652	2.37	Cheshire West and Chester	984	Milton Keynes	-20
Greater Manchester	81,419	88.12	Greater Manchester	93,228	83.34	Net flow with Greater Manchester			11,809
England and Wales	92,394		England and Wales	111,865		Net flow with England and Wales			19,471



8.53 Trafford has relatively low levels of self-containment, particularly in terms of the source of workers. Overall, there is quite a high level of net in-commuting to Trafford, with Greater Manchester accounting for around 60% of this. The map shows that Trafford has a reasonably wide sphere of influence, attracting a modest proportion of commuters from a relatively wide area, including virtually the whole of Salford and Manchester and a large part of north Cheshire East. However, there are much more limited movements from the west.

8.54 Manchester is very dominant in terms of the external destinations for Trafford commuters. More than one-quarter of all Trafford commuters work in Manchester, with the number working within Trafford only around two-thirds higher. The outward flows to Salford are also quite high, and those to Stockport and Cheshire East are also notable.

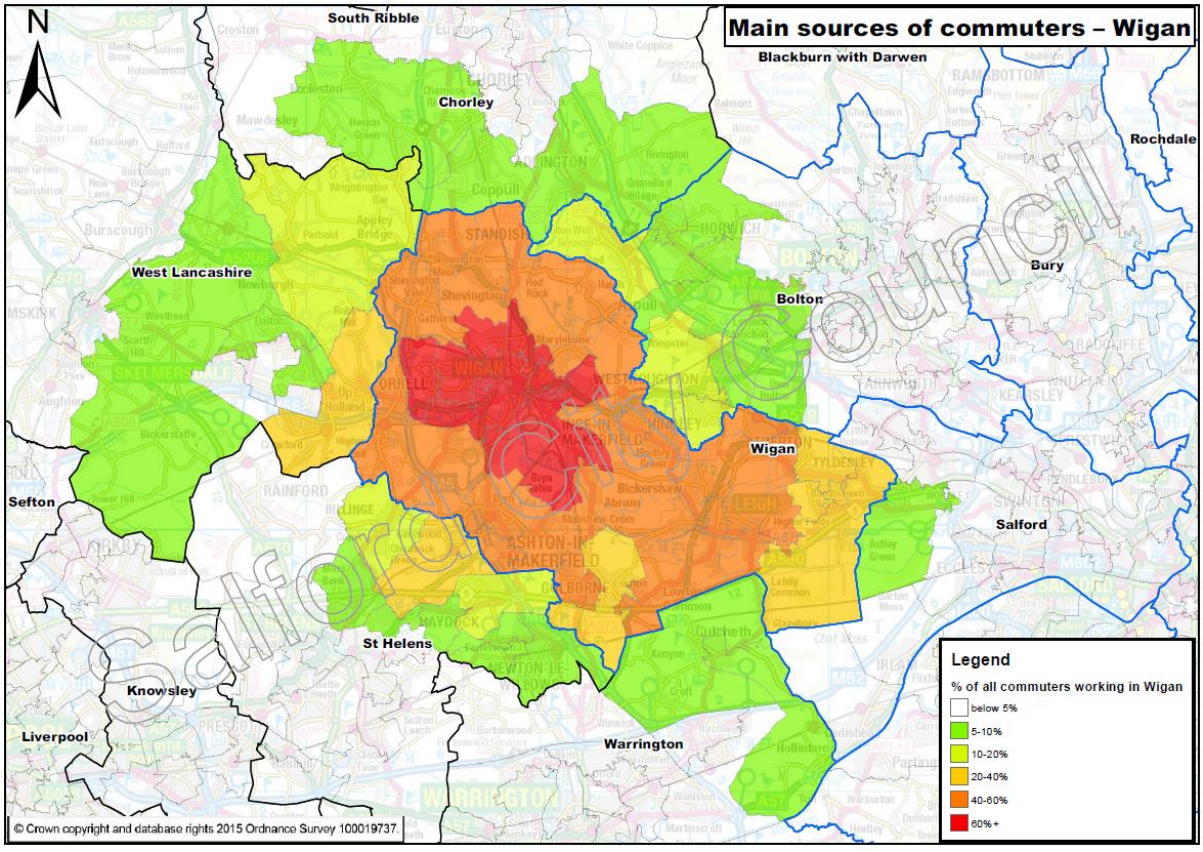
8.55 Manchester is also the most important external source of workers, with flows from Salford also being very high. Stockport is the next most important external source of workers, and then there are moderate flows from several other districts including Wigan, Cheshire East, Warrington, Bolton, Tameside and Bury, all of which exceed 2,500.

8.56 The net outflow of commuters to Manchester is high, but all other net outflows are negligible. There is a large net inflow from Salford, which masks the very significant flows in both directions. Trafford has a broad distribution of other net inflows exceeding 1,000, but these are primarily from other parts of

Greater Manchester, suggesting a reasonably wide reach that is largely focused within the sub-region.

Wigan

Key commuting flows, including within the district (2011 Census)									
Main destinations of commuters			Main source of workers			Highest net inflows		Highest net outflows	
District	Flow	% of total	District	Flow	% of total	District	Net flow	District	Net flow
Wigan	68,238	53.48	Wigan	68,238	71.22	Rossendale	49	Bolton	-4,634
Bolton	9,110	7.14	Bolton	4,476	4.67	Lancaster	35	Warrington	-4,539
Warrington	6,539	5.12	St. Helens	4,073	4.25	Sheffield	34	Manchester	-4,473
Salford	5,845	4.58	West Lancashire	2,483	2.59	Wirral	33	Salford	-4,187
St. Helens	5,787	4.54	Warrington	2,000	2.09	Kirklees	30	Trafford	-2,856
Manchester	5,415	4.24	Chorley	1,912	2.00	Stoke-on-Trent	26	West Lancashire	-2,280
West Lancashire	4,763	3.73	Salford	1,658	1.73	Doncaster	19	St. Helens	-1,714
Trafford	3,532	2.77	Manchester	942	0.98	South Lakeland	18	South Ribble	-869
Chorley	2,048	1.61	Sefton	772	0.81	Medway	16	Preston	-866
Liverpool	1,584	1.24	Liverpool	739	0.77	High Peak	14	Liverpool	-845
Greater Manchester	95,084	74.52	Greater Manchester	77,996	81.40	Net flow with Greater Manchester			-17,088
England and Wales	127,594		England and Wales	95,816		Net flow with England and Wales			-31,778



8.57 Wigan has the highest worker self-containment rate of any Greater Manchester district, the only one to exceed 70%, but a much more modest level of commuter self-containment. Overall, there are huge net commuting outflows from Wigan, by far the highest in Greater Manchester. More than half of the net outflow is to other parts of Greater Manchester, but there is also a net outflow of more than 14,000 to locations outside Greater Manchester. Wigan has the lowest proportion of commuters who work within Greater Manchester, at just under 75%, and the proportion of its workers who live within Greater Manchester is also relatively low within the sub-region. The map shows that the commuter self-containment varies across the district, with the highest levels around the town centre and some areas in the south-east below 40%. Wigan's external sphere of influence appears very limited, as might be expected from its high worker containment, and only a small number of areas outside the district send even a modest proportion of commuters into Wigan.

8.58 The largest outflow of commuters is to Bolton, but there are also large flows to several other locations both within and outside Greater Manchester, including Warrington, Salford, St. Helens, Manchester and West Lancashire.

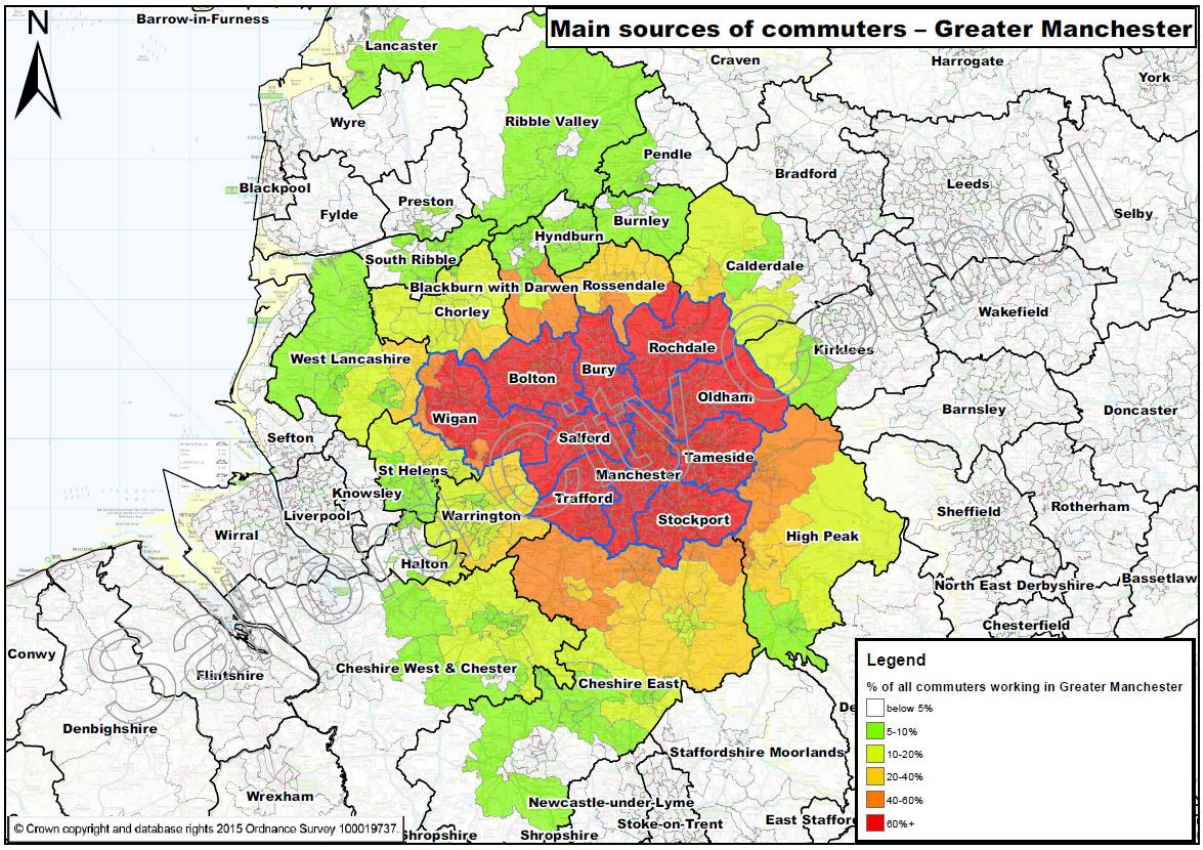
8.59 There are no particularly large inflows of commuters to Wigan, with the largest sources being Bolton and St. Helens. The next three largest flows are from West Lancashire, Warrington and Chorley, reflecting the fact that Wigan takes almost twice as many of its workers from locations outside Greater Manchester as it does from the other nine Greater Manchester districts.

8.60 Even the largest net inflows to Wigan are negligible. In contrast, there are several large net outflows which are quite broadly distributed, including to Bolton, Warrington, Manchester, Salford, Trafford, West Lancashire, and St. Helens. Those for Bolton and St. Helens involve quite large flows in both directions.

Greater Manchester

Key commuting flows, including within the district (2011 Census)									
Main destinations of commuters outside GM			Main source of workers from outside GM			Highest net inflows to GM		Highest net outflows from GM	
District	Flow	% of total	District	Flow	% of total	District	Net flow	District	Net flow
Cheshire East	19,268	1.87	Cheshire East	23,030	2.17	High Peak	7,955	Warrington	-2,307
Warrington	16,113	1.56	Warrington	13,806	1.30	Rossendale	5,747	Preston	-1,661
St. Helens	7,774	0.75	High Peak	11,055	1.04	Cheshire East	3,762	West Lancashire	-1,554
West Lancashire	5,762	0.56	Rossendale	8,903	0.84	Cheshire West and Chester	3,649	Westminster, City of London	-1,076
Chorley	4,576	0.44	St. Helens	8,108	0.77	Chorley	2,586	Leeds	-563
Liverpool	4,268	0.41	Chorley	7,162	0.68	Kirklees	1,779	South Ribble	-501
Blackburn with Darwen	3,874	0.38	Cheshire West and Chester	6,921	0.65	Sheffield	1,591	Fylde	-450
Preston	3,841	0.37	Liverpool	4,903	0.46	Calderdale	1,579	Bath and North	-386

Key commuting flows, including within the district (2011 Census)									
Main destinations of commuters outside GM			Main source of workers from outside GM			Highest net inflows to GM		Highest net outflows from GM	
District	Flow	% of total	District	Flow	% of total	District	Net flow	District	Net flow
								East Somerset	
Cheshire West and Chester	3,272	0.32	Blackburn with Darwen	4,551	0.43	Wirral	1,560	Hillingdon	-359
Rossendale	3,156	0.31	West Lancashire	4,208	0.40	Sefton	1,347	Halton	-314
England and Wales	1,030,716		England and Wales	1,059,032		Net flow with England and Wales		28,316	



8.61 Overall, there is a net inflow of more than 28,000 commuters to Greater Manchester from the rest of England and Wales. Cheshire East is by far the most important external source of commuters, and is also the most significant external destination, which may be partly a function of the size of the district as well as the proximity of key settlements. The next highest flows are with Warrington, which is quite similar to Cheshire East in terms of the number of Greater Manchester commuters working there, but there is a much larger gap in relation to the flows into Greater Manchester. High Peak is the third most important source of commuters into Greater Manchester, but does not feature in the top ten destinations for Greater Manchester commuters. Similarly, Rossendale is next highest in terms of a source of workers, but the outward flows from Greater Manchester to Rossendale are much smaller. Flows in both directions to St. Helens are also quite substantial, and to a lesser extent

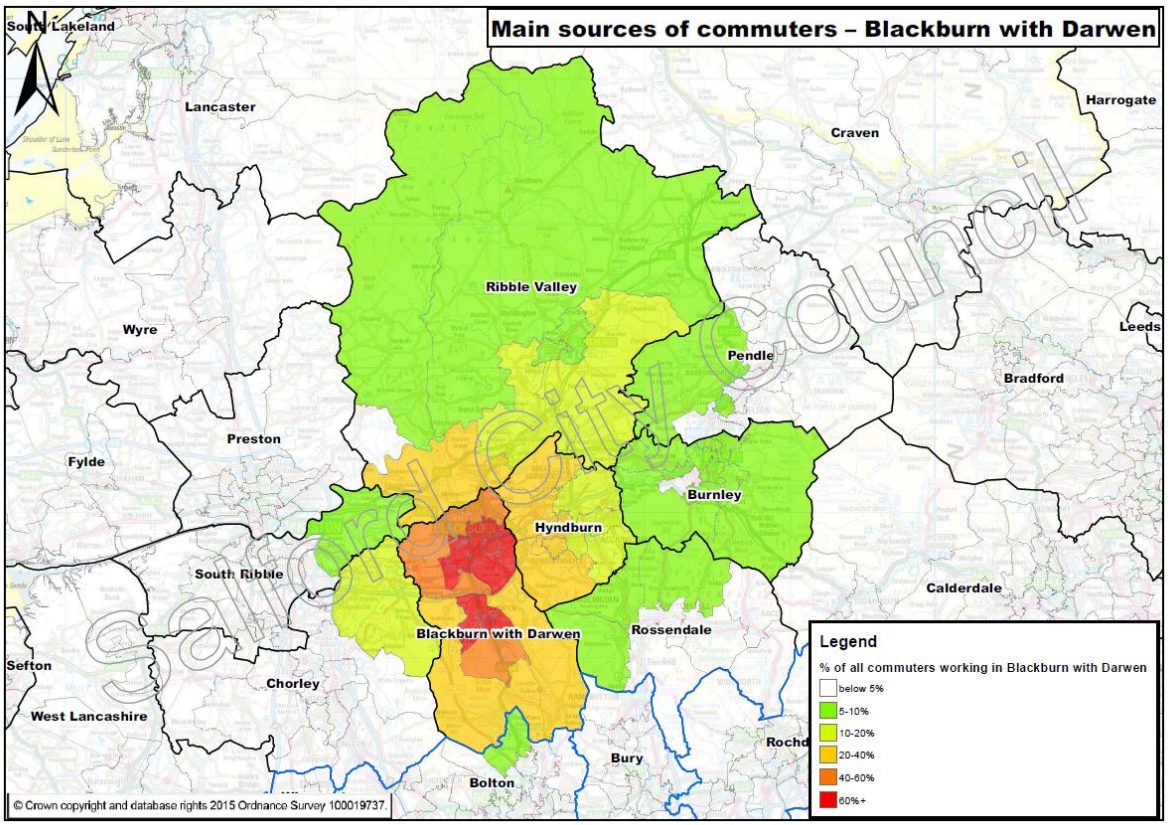
Chorley. It is notable that Liverpool is sixth in the list of destinations and eighth in terms of sources, despite its distance from Greater Manchester.

8.62 The map shows that almost every part of Greater Manchester sends more than 60% of its commuters to a workplace within the sub-region, with slightly lower proportions for the western side of Wigan. All parts of Rossendale can be seen to send at least 20% of their commuters to Greater Manchester, as do most areas in the northern part of Cheshire East and the western part of High Peak. The limited influence of Greater Manchester on West Yorkshire is also clear.

8.63 The highest net inflow to Greater Manchester is from High Peak, followed by Rossendale. There are also quite large net inflows from both of the Cheshire districts, although this masks some considerable differences in the gross flows involved which are far higher for Cheshire East, as well as from Chorley. The largest net outflow is to Warrington and Preston, which both lie to the west of Greater Manchester close to the M6 and West Coast Mainline. The net outflows to West Lancashire are only slightly lower than those to Preston. The scale of net commuting to Westminster is likely to be a function of that city's government role.

Blackburn with Darwen

Key commuting flows, including within the district (2011 Census)									
Main destinations of commuters			Main source of workers			Highest net inflows		Highest net outflows	
District	Flow	% of total	District	Flow	% of total	District	Net flow	District	Net flow
Blackburn with Darwen	31,801	61.79	Blackburn with Darwen	31,801	57.00	Hyndburn	2,927	Preston	-1,373
Hyndburn	3,351	6.51	Hyndburn	6,278	11.25	Ribble Valley	1,184	Manchester	-427
Preston	2,315	4.50	Ribble Valley	3,126	5.60	Burnley	772	Bolton	-337
Ribble Valley	1,942	3.77	Burnley	2,103	3.77	Pendle	613	Fylde	-149
Bolton	1,827	3.55	Bolton	1,490	2.67	Chorley	589	Trafford	-131
Burnley	1,331	2.59	Chorley	1,328	2.38	Rossendale	507	Salford	-114
South Ribble	1,278	2.48	South Ribble	1,276	2.29	Wigan	195	Sheffield	-108
Manchester	766	1.49	Pendle	1,249	2.24	Lancaster	111	Rotherham	-89
Chorley	739	1.44	Rossendale	1,155	2.07	Wyre	91	Warrington	-60
Rossendale	648	1.26	Preston	942	1.69	Sefton	71	Southampton	-42
Greater Manchester	4,551	8.84	Greater Manchester	3,874	6.94	Net flow with Greater Manchester			-677
England and Wales	51,467		England and Wales	55,789		Net flow with England and Wales			4,322

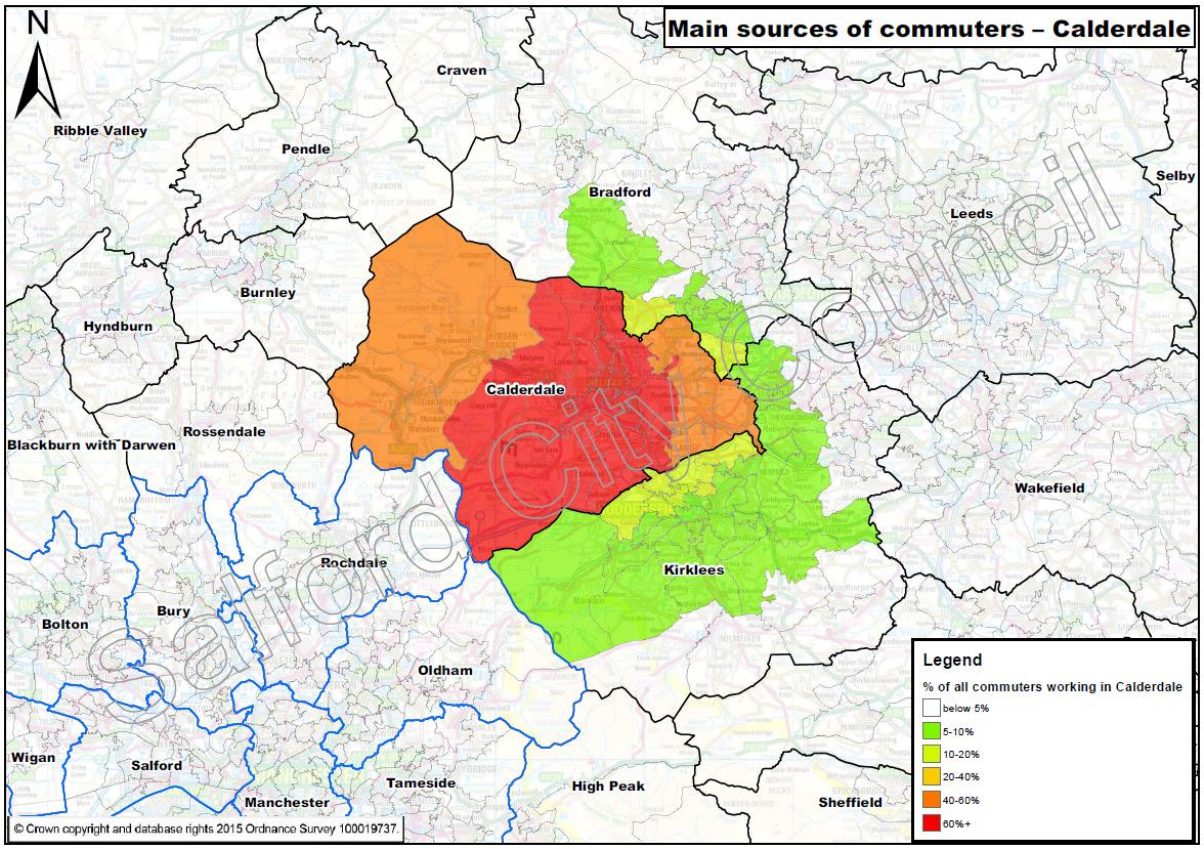


8.64 There is a modest net outflow of commuters from Blackburn with Darwen to Greater Manchester. However, overall, commuting flows to and from Greater Manchester are relatively limited, and Blackburn with Darwen generally looks more to the north. Only a very small part of Bolton sends more than 5% of its commuters to Blackburn with Darwen.

Calderdale

Key commuting flows, including within the district (2011 Census)									
Main destinations of commuters			Main source of workers			Highest net inflows		Highest net outflows	
District	Flow	% of total	District	Flow	% of total	District	Net flow	District	Net flow
Calderdale	52,014	64.53	Calderdale	52,014	65.85	Kirklees	2,809	Leeds	-2,587
Bradford	8,096	10.04	Kirklees	10,196	12.91	Cheshire West and Chester	406	Bradford	-1,932
Kirklees	7,387	9.16	Bradford	6,164	7.80	Bristol, City of	247	Manchester	-772
Leeds	4,988	6.19	Leeds	2,401	3.04	Flintshire	193	Rochdale	-442
Rochdale	1,131	1.40	Rochdale	689	0.87	North Somerset	146	Wakefield	-333
Wakefield	1,014	1.26	Wakefield	681	0.86	South Gloucestershire	127	Oldham	-133
Manchester	940	1.17	Cheshire West and Chester	427	0.54	Wolverhampton	107	Burnley	-130
Oldham	455	0.56	Oldham	322	0.41	Wirral	102	Trafford	-114
Burnley	419	0.52	Burnley	289	0.37	Barnsley	99	Salford	-113
Salford	219	0.27	Bristol, City of	262	0.33	North Lincolnshire	97	Westminster, City of London	-62
Greater	3,500	4.34	Greater	1,921	2.43	Net flow with Greater			-1,579

Key commuting flows, including within the district (2011 Census)									
Main destinations of commuters			Main source of workers			Highest net inflows		Highest net outflows	
District	Flow	% of total	District	Flow	% of total	District	Net flow	District	Net flow
Manchester			Manchester			Manchester			
England and Wales	80,607		England and Wales	78,992		Net flow with England and Wales			-1,615

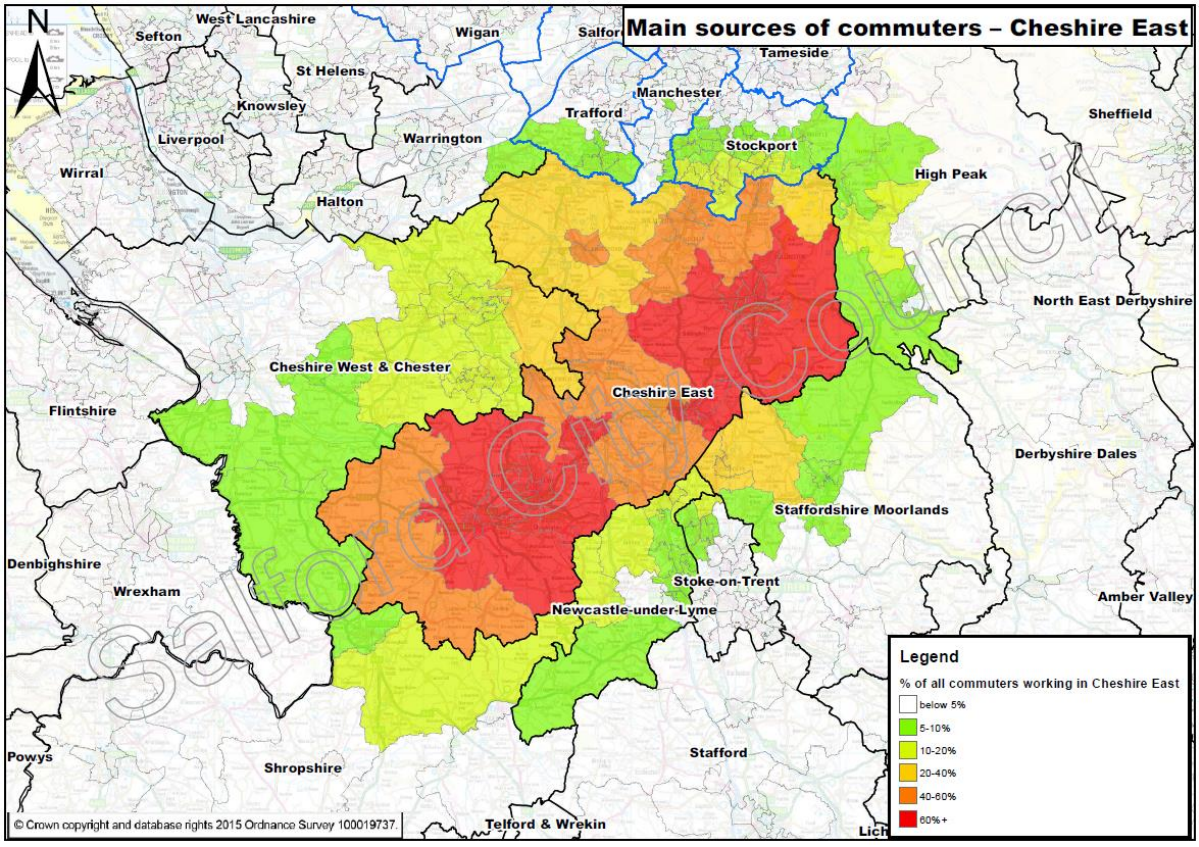


8.65 Although there is a moderate net outflow of commuters to Greater Manchester, Calderdale's links with the sub-region are very limited as demonstrated by the proportion of its commuters who work in Greater Manchester and the proportion of its workers who live there. Calderdale's commuting flows are clearly focused within West Yorkshire. No area in Greater Manchester sends even 5% of its commuters to Calderdale.

Cheshire East

Key commuting flows, including within the district (2011 Census)									
Main destinations of commuters			Main source of workers			Highest net inflows		Highest net outflows	
District	Flow	% of total	District	Flow	% of total	District	Net flow	District	Net flow
Cheshire East	94,009	64.49	Cheshire East	94,009	63.83	Staffordshire Moorlands	2,821	Manchester	-5,283
Manchester	9,445	6.48	Cheshire West and Chester	9,041	6.14	Newcastle-under-Lyme	1,913	Trafford	-724
Cheshire	7,996	5.48	Stockport	8,560	5.81	Stockport	1,752	Salford	-544

Key commuting flows, including within the district (2011 Census)									
Main destinations of commuters			Main source of workers			Highest net inflows		Highest net outflows	
District	Flow	% of total	District	Flow	% of total	District	Net flow	District	Net flow
West and Chester									
Stockport	6,808	4.67	Newcastle-under-Lyme	4,557	3.09	Cheshire West and Chester	1,045	Westminster, City of London	-336
Stoke-on-Trent	4,057	2.78	Manchester	4,162	2.83	High Peak	851	Stoke-on-Trent	-283
Trafford	3,510	2.41	Stoke-on-Trent	3,774	2.56	Tameside	519	Halton	-178
Newcastle-under-Lyme	2,644	1.81	Staffordshire Moorlands	3,668	2.49	Wigan	328	Birmingham	-169
Warrington	2,073	1.42	Trafford	2,786	1.89	Shropshire	244	Luton	-114
Salford	1,273	0.87	Warrington	2,005	1.36	Wirral	220	Stafford	-106
Shropshire	871	0.60	High Peak	1,709	1.16	Sheffield	148	Liverpool	-105
Greater Manchester	23,030	15.80	Greater Manchester	19,268	13.08	Net flow with Greater Manchester			-3,762
England and Wales	145,782		England and Wales	147,269		Net flow with England and Wales			1,487



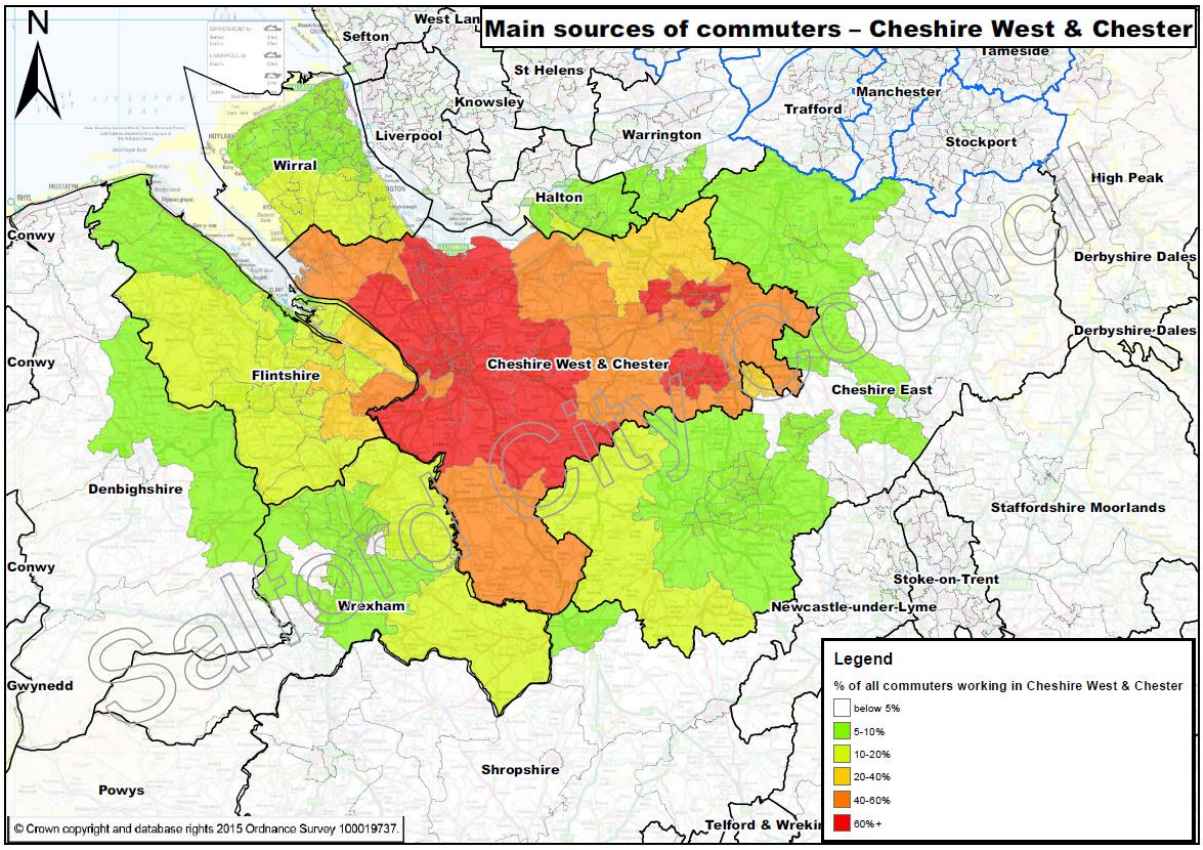
8.66 The size of Cheshire East results in it having a wide distribution of commuting flows. However, there are some quite significant flows to and from Greater Manchester, with an overall net outflow to the sub-region. The map suggests that the extent of Cheshire East's influence as a workplace on Greater

Manchester is quite limited geographically, and is mainly focused on Stockport.

8.67 Manchester is the most important external destination for Cheshire East commuters, slightly ahead of Cheshire West and Chester. Stockport is also quite an important destination, but is more significant as a source of workers for Cheshire East, where it is second only to Cheshire West and Chester. Commuting flows from Manchester also exceed 4,000. Overall, there is a large net commuting outflow from Cheshire East to Manchester, and much more limited flows to Trafford and Salford. The main net inflows to Cheshire East are primarily from locations outside Greater Manchester, although there is a moderate flow from Stockport.

Cheshire West and Chester

Key commuting flows, including within the district (2011 Census)									
Main destinations of commuters			Main source of workers			Highest net inflows		Highest net outflows	
District	Flow	% of total	District	Flow	% of total	District	Net flow	District	Net flow
Cheshire West and Chester	80,360	60.73	Cheshire West and Chester	80,360	61.22	Wirral	4,054	Manchester	-2,119
Cheshire East	9,041	6.83	Flintshire	10,693	8.15	Flintshire	2,964	Liverpool	-1,987
Flintshire	7,729	5.84	Wirral	10,189	7.76	Wrexham	1,966	Warrington	-1,432
Wirral	6,135	4.64	Cheshire East	7,996	6.09	Denbighshire	521	Cheshire East	-1,045
Warrington	3,894	2.94	Wrexham	4,263	3.25	Shropshire	433	Trafford	-984
Liverpool	3,754	2.84	Halton	2,680	2.04	Conwy	270	Halton	-983
Halton	3,663	2.77	Warrington	2,462	1.88	Newcastle-under-Lyme	161	Salford	-416
Manchester	2,886	2.18	Liverpool	1,767	1.35	St. Helens	156	Calderdale	-406
Wrexham	2,297	1.74	Shropshire	1,018	0.78	Wigan	122	Harrogate	-322
Trafford	1,670	1.26	Denbigh-shire	959	0.73	Staffordshire Moorlands	110	Westminster, City of London	-209
Greater Manchester	6,921	5.23	Greater Manchester	3,272	2.49	Net flow with Greater Manchester			-3,649
England and Wales	132,330		England and Wales	131,270		Net flow with England and Wales			-1,060

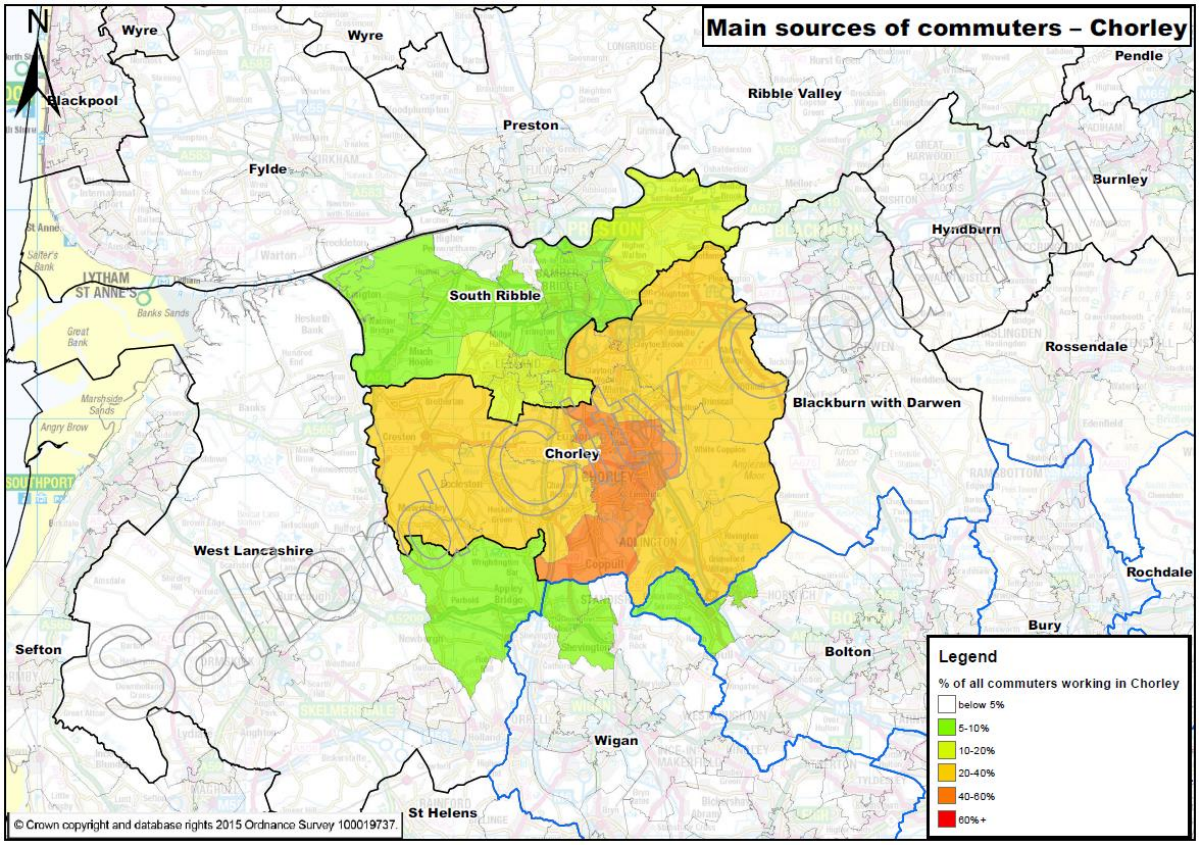


8.68 Cheshire West and Chester has a moderate level of net out-commuting to Greater Manchester, primarily to Manchester, but generally the flows to and from the sub-region are very limited. No Greater Manchester district appears in the top ten sources of workers, and the map shows that no part of Greater Manchester sends even 5% of its commuters to Cheshire West and Chester.

Chorley

Key commuting flows, including within the district (2011 Census)									
Main destinations of commuters			Main source of workers			Highest net inflows		Highest net outflows	
District	Flow	% of total	District	Flow	% of total	District	Net flow	District	Net flow
Chorley	17,280	39.16	Chorley	17,280	53.54	Wigan	136	Preston	-3,396
South Ribble	6,537	14.81	South Ribble	4,071	12.61	Sefton	40	South Ribble	-2,466
Preston	4,770	10.81	Wigan	2,048	6.35	Wirral	24	Bolton	-985
Bolton	2,453	5.56	Bolton	1,468	4.55	South Lakeland	12	Manchester	-881
Wigan	1,912	4.33	Preston	1,374	4.26	Gwynedd	9	Blackburn with Darwen	-589
Blackburn with Darwen	1,328	3.01	West Lancashire	942	2.92	High Peak	8	Fylde	-583
Manchester	1,099	2.49	Blackburn with Darwen	739	2.29	Staffordshire Moorlands	6	Ribble Valley	-388
West Lancashire	1,077	2.44	Sefton	400	1.24	Craven	5	Salford	-350
Fylde	818	1.85	Hyndburn	275	0.85	Kirklees	5	Warrington	-347
Ribble	637	1.44	Ribble	249	0.77	Newcastle-	5	Trafford	-317

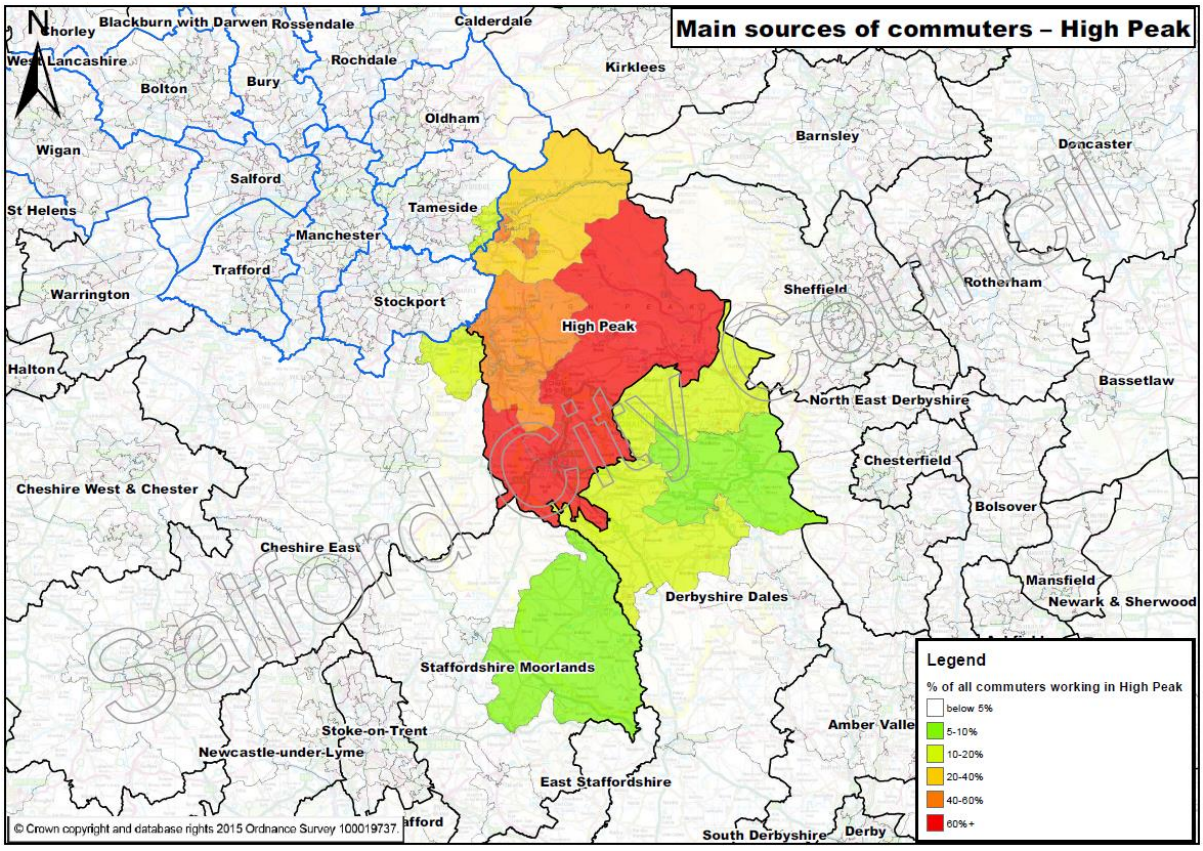
Key commuting flows, including within the district (2011 Census)									
Main destinations of commuters			Main source of workers			Highest net inflows		Highest net outflows	
District	Flow	% of total	District	Flow	% of total	District	Net flow	District	Net flow
Valley			Valley			under-Lyme			
Greater Manchester	7,162	16.23	Greater Manchester	4,576	14.18	Net flow with Greater Manchester		-2,586	
England and Wales	44,131		England and Wales	32,274		Net flow with England and Wales		-11,857	



8.69 Chorley has low levels of self-containment, particularly in terms of the workplace of its commuters. Overall, it has a large net outflow to the rest of England and Wales. Although Greater Manchester is quite an important source of and destination for Chorley commuters, it is only responsible for less than one-quarter of the net out-commuting from Chorley. The main flows with Greater Manchester are to and from Wigan and Bolton, with those relating to Wigan broadly balancing out and those for Bolton resulting in modest net out-commuting from Chorley. Manchester is the sixth most important external destination for Chorley commuters, but the numbers involved are relatively low compared to many other districts. The map shows that Chorley has a very limited influence as a workplace on Greater Manchester.

High Peak

Key commuting flows, including within the district (2011 Census)									
Main destinations of commuters			Main source of workers			Highest net inflows		Highest net outflows	
District	Flow	% of total	District	Flow	% of total	District	Net flow	District	Net flow
High Peak	19,288	52.69	High Peak	19,288	71.57	Derbyshire Dales	186	Manchester	-3,028
Stockport	3,324	9.08	Derbyshire Dales	1,291	4.79	Staffordshire Moorlands	174	Stockport	-2,264
Manchester	3,314	9.05	Tameside	1,287	4.78	North East Derbyshire	117	Tameside	-1,448
Tameside	2,735	7.47	Stockport	1,060	3.93	South Derbyshire	33	Cheshire East	-851
Cheshire East	1,709	4.67	Cheshire East	858	3.18	Stoke-on-Trent	25	Trafford	-499
Derbyshire Dales	1,105	3.02	Sheffield	510	1.89	Stafford	24	Salford	-377
Sheffield	719	1.96	Staffordshire Moorlands	345	1.28	Newcastle-under-Lyme	21	Sheffield	-209
Trafford	575	1.57	Manchester	286	1.06	Bolsover	8	Oldham	-156
Salford	445	1.22	North East Derbyshire	239	0.89	South Staffordshire	6	Warrington	-94
Oldham	328	0.90	Chesterfield	226	0.84	Birmingham	6	Derby	-81
Greater Manchester	11,055	30.20	Greater Manchester	3,100	11.50	Net flow with Greater Manchester			-7,955
England and Wales	36,607		England and Wales	26,951		Net flow with England and Wales			-9,656



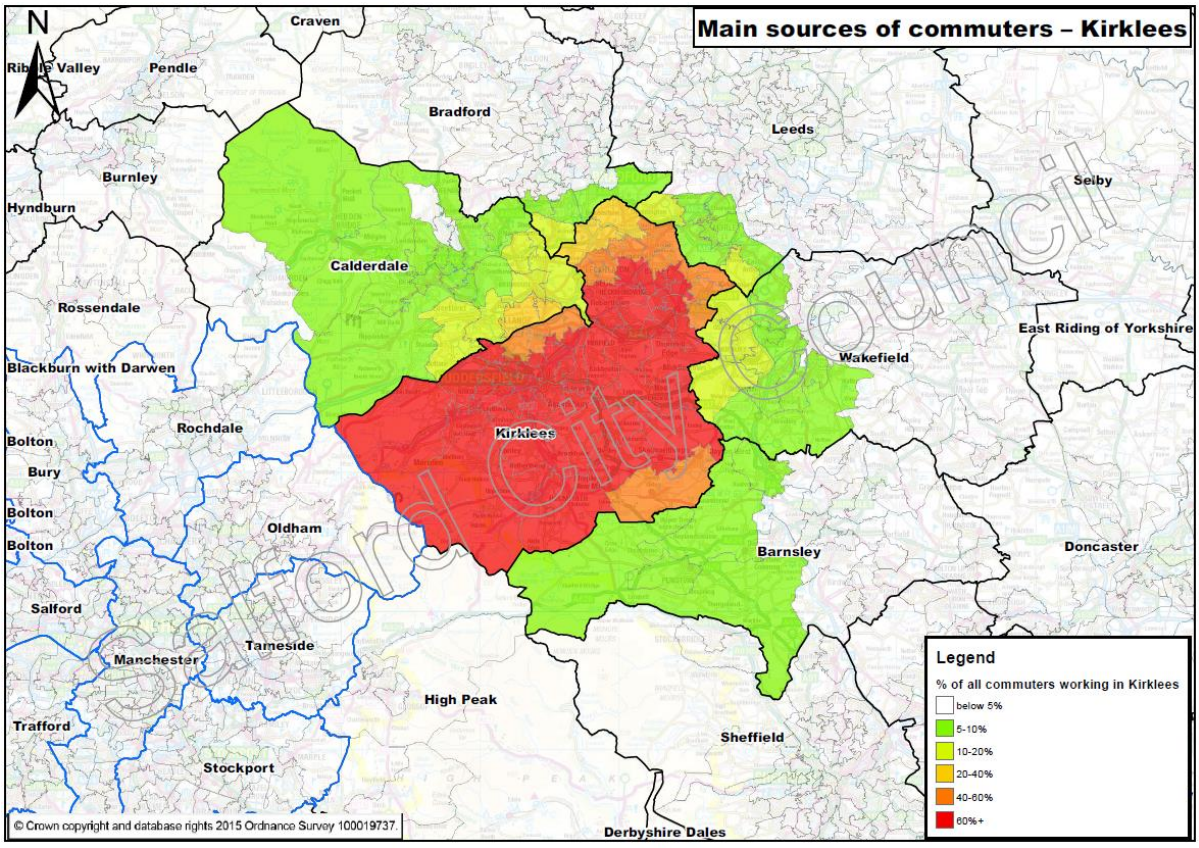
8.70 High Peak has a reasonably high level of net out-commuting, with Greater Manchester being primarily responsible for this. The sub-region is the destination for 30% of all Chorley commuters, and the top three external

destinations for High Peak commuters are all in Greater Manchester (Stockport, Manchester and Tameside), with flows to the adjoining district of Cheshire East significantly lower. High Peak has a much higher level of worker self-containment than commuter self-containment, and the distribution of external sources of workers is much more varied, with the Derbyshire Dales and Cheshire East having broadly the same importance as Tameside and Stockport. The map shows that the very eastern edge of Tameside sends more than 10% of its commuters to High Peak, but otherwise the district's influence on Greater Manchester is very limited.

8.71 The net inflows to High Peak are all very small, reflecting the district's role. The net outflows are dominated by Manchester, Stockport and Tameside, with five of the top six outflows being to districts in Greater Manchester.

Kirklees

Key commuting flows, including within the district (2011 Census)									
Main destinations of commuters			Main source of workers			Highest net inflows		Highest net outflows	
District	Flow	% of total	District	Flow	% of total	District	Net flow	District	Net flow
Kirklees	102,258	63.21	Kirklees	102,258	74.75	Barnsley	266	Leeds	-12,775
Leeds	19,725	12.19	Calderdale	7,387	5.40	East Riding of Yorkshire	70	Bradford	-3,948
Calderdale	10,196	6.30	Leeds	6,950	5.08	North East Lincolnshire	57	Calderdale	-2,809
Bradford	8,897	5.50	Wakefield	6,022	4.40	Selby	57	Wakefield	-1,894
Wakefield	7,916	4.89	Bradford	4,949	3.62	Rossendale	40	Manchester	-846
Barnsley	1,768	1.09	Barnsley	2,034	1.49	High Peak	35	Sheffield	-479
Sheffield	1,136	0.70	Sheffield	657	0.48	North Lincolnshire	27	Oldham	-288
Manchester	1,125	0.70	Oldham	543	0.40	Burnley	23	South Cambridge-shire	-193
Oldham	831	0.51	Rochdale	378	0.28	Lancaster	18	Trafford	-147
Rochdale	475	0.29	Rotherham	332	0.24	Scarborough	18	Westminster, City of London	-139
Greater Manchester	3,809	2.35	Greater Manchester	2,030	1.48	Net flow with Greater Manchester			-1,779
England and Wales	161,785		England and Wales	136,796		Net flow with England and Wales			-24,989

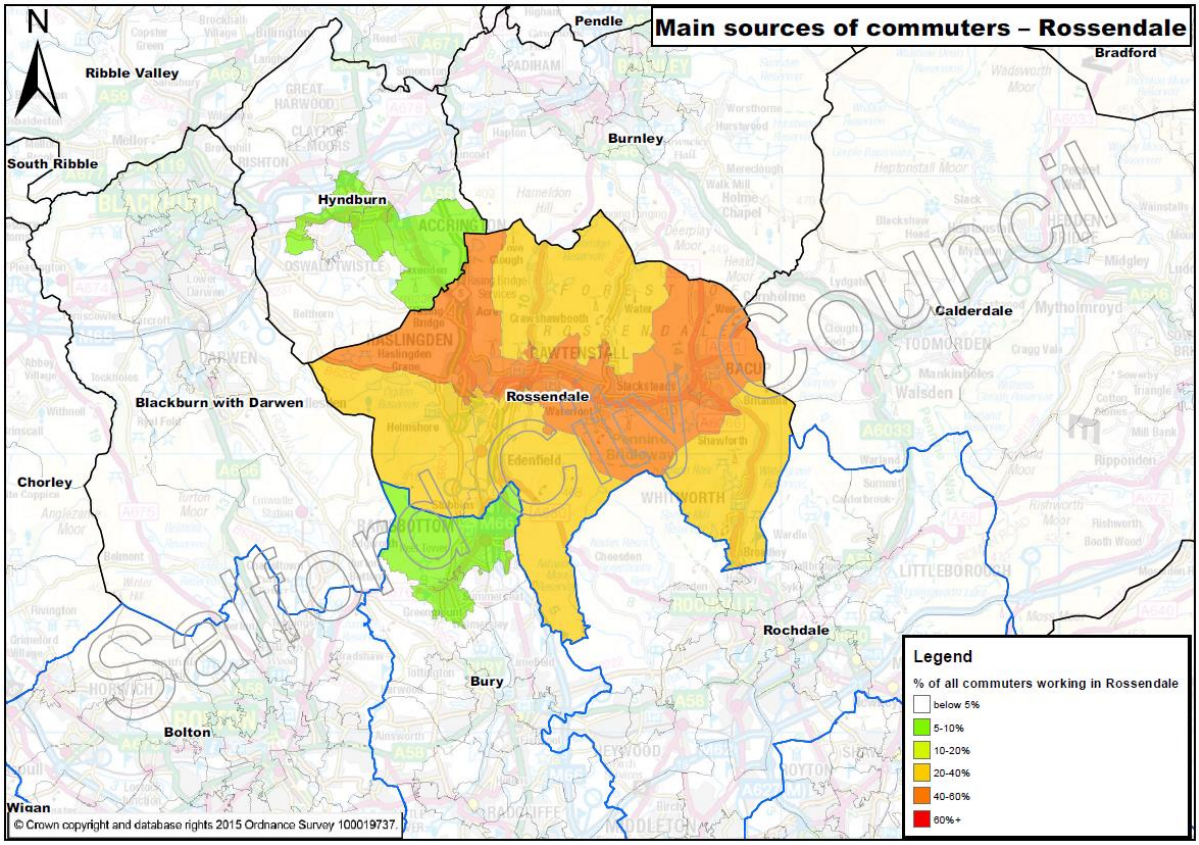


8.72 Kirklees has a substantial net outflow of commuters, but the flows to and from Greater Manchester are very limited despite the district's size and location. The primary flows, both gross and net, are with other parts of Yorkshire, particularly Leeds, Bradford, Calderdale and Wakefield. There are modest flows to Manchester, and to and from Oldham and Rochdale. Similar to Calderdale, no area in Greater Manchester sends even 5% of its commuters to Kirklees.

Rossendale

Key commuting flows, including within the district (2011 Census)									
Main destinations of commuters			Main source of workers			Highest net inflows		Highest net outflows	
District	Flow	% of total	District	Flow	% of total	District	Net flow	District	Net flow
Rossendale	10,863	40.41	Rossendale	10,863	58.93	Chorley	13	Rochdale	-1,695
Rochdale	2,587	9.62	Hyndburn	1,337	7.25	Hyndburn	7	Manchester	-1,381
Bury	2,176	8.09	Bury	1,281	6.95	Coventry	7	Bury	-895
Burnley	1,588	5.91	Rochdale	892	4.84	High Peak	5	Burnley	-763
Manchester	1,511	5.62	Burnley	825	4.48	Cornwall, Isles of Scilly	5	Blackburn with Darwen	-507
Hyndburn	1,330	4.95	Blackburn with Darwen	648	3.52	Hartlepool	4	Salford	-480
Blackburn with Darwen	1,155	4.30	Pendle	399	2.16	Derbyshire Dales	4	Oldham	-444
Pendle	701	2.61	Bolton	313	1.70	Wirral	3	Trafford	-396
Oldham	605	2.25	Ribble Valley	208	1.13	Brent	3	Pendle	-302
Salford	573	2.13	Calderdale	176	0.95	Shepway	3	Bolton	-202

Key commuting flows, including within the district (2011 Census)									
Main destinations of commuters			Main source of workers			Highest net inflows		Highest net outflows	
District	Flow	% of total	District	Flow	% of total	District	Net flow	District	Net flow
Greater Manchester	8,903	33.12	Greater Manchester	3,156	17.12	Net flow with Greater Manchester			-5,747
England and Wales	26,882		England and Wales	18,434		Net flow with England and Wales			-8,448



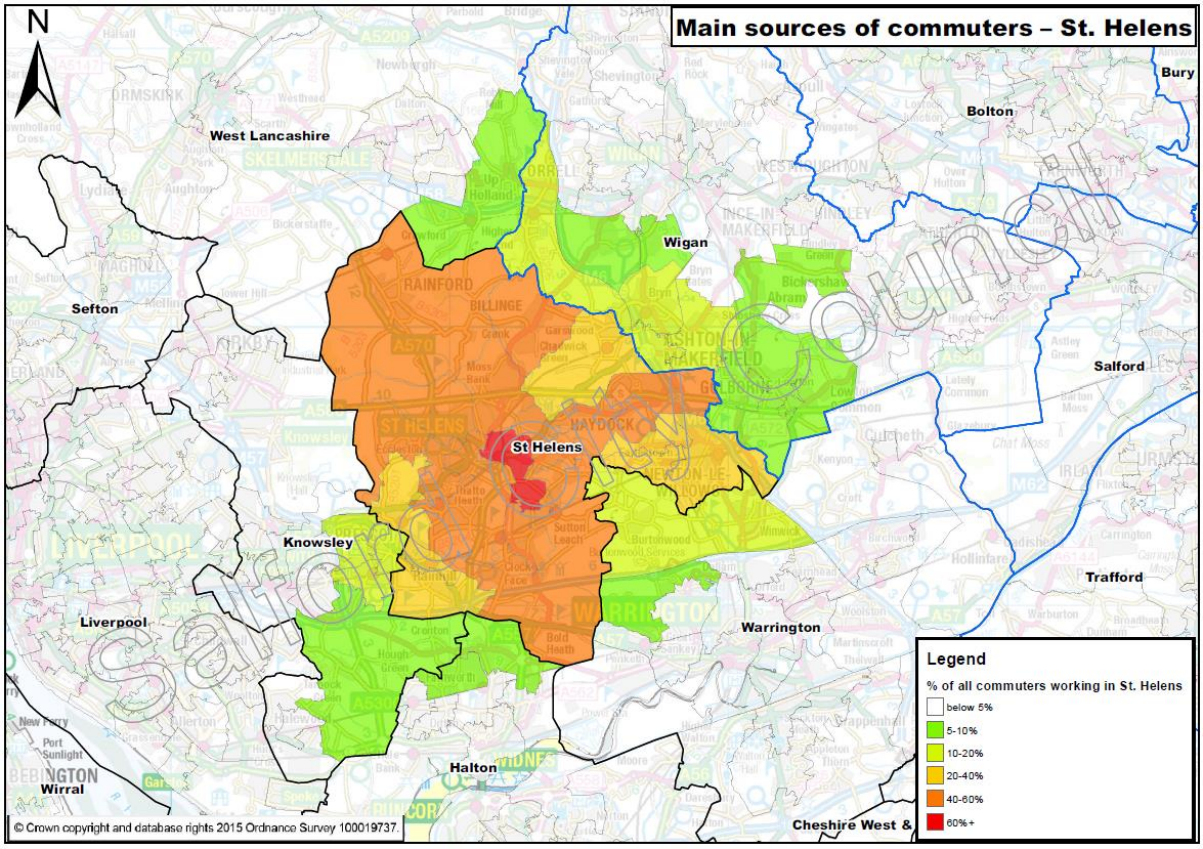
8.73 Rossendale has a low level of commuter self-containment, which results in a relatively large net outflow of commuters relative to the size of the district, and there is negligible net in-commuting from any districts. Greater Manchester accounts for more than two-thirds of the net out-commuting from Rossendale, and is the destination for almost one-third of all Rossendale commuters, but flows to and from other locations are also quite important. Greater Manchester is also a relatively important source of workers for Rossendale. However, only the very northern part of Bury sends even 5% of its commuters to Rossendale.

8.74 Rochdale and Bury are the most important external destinations for Rossendale commuters, and are also in the top three sources of workers for Rossendale. Manchester is also a reasonably important destination, along with locations outside Greater Manchester such as Burnley, Hyndburn and Blackburn with Darwen. The largest commuting flows into Rossendale are from Hyndburn, which are only slightly higher than Oldham's, and those from Burnley are only marginally below those from Rochdale.

8.75 Net inflows are generally dominated by Greater Manchester, with Rochdale, Manchester and Bury in the top three positions. The next highest flows are to Burnley and Blackburn with Darwen, reflecting the outward commuting nature of Rossendale.

St. Helens

Key commuting flows, including within the district (2011 Census)									
Main destinations of commuters			Main source of workers			Highest net inflows		Highest net outflows	
District	Flow	% of total	District	Flow	% of total	District	Net flow	District	Net flow
St. Helens	32,661	47.93	St. Helens	32,661	59.67	Wigan	1,714	Warrington	-4,288
Warrington	6,804	9.99	Wigan	5,787	10.57	Wirral	172	Knowsley	-3,132
Knowsley	5,725	8.40	Knowsley	2,593	4.74	Oldham	65	Liverpool	-2,840
Liverpool	5,053	7.42	Warrington	2,516	4.60	Chorley	47	Manchester	-1,086
Wigan	4,073	5.98	Liverpool	2,213	4.04	County Durham	38	Halton	-765
Halton	2,265	3.32	Halton	1,500	2.74	Denbighshire	38	West Lancashire	-598
West Lancashire	1,775	2.60	Sefton	1,324	2.42	Barking and Dagenham	21	Trafford	-515
Manchester	1,416	2.08	West Lancashire	1,177	2.15	Tameside	17	Salford	-420
Sefton	1,411	2.07	Wirral	431	0.79	Teignbridge	15	Swansea	-190
Trafford	768	1.13	Cheshire West and Chester	413	0.75	Rossendale	13	Cheshire West and Chester	-156
Greater Manchester	8,108	11.90	Greater Manchester	7,774	14.20	Net flow with Greater Manchester			-334
England and Wales	68,140		England and Wales	54,738		Net flow with England and Wales			-13,402

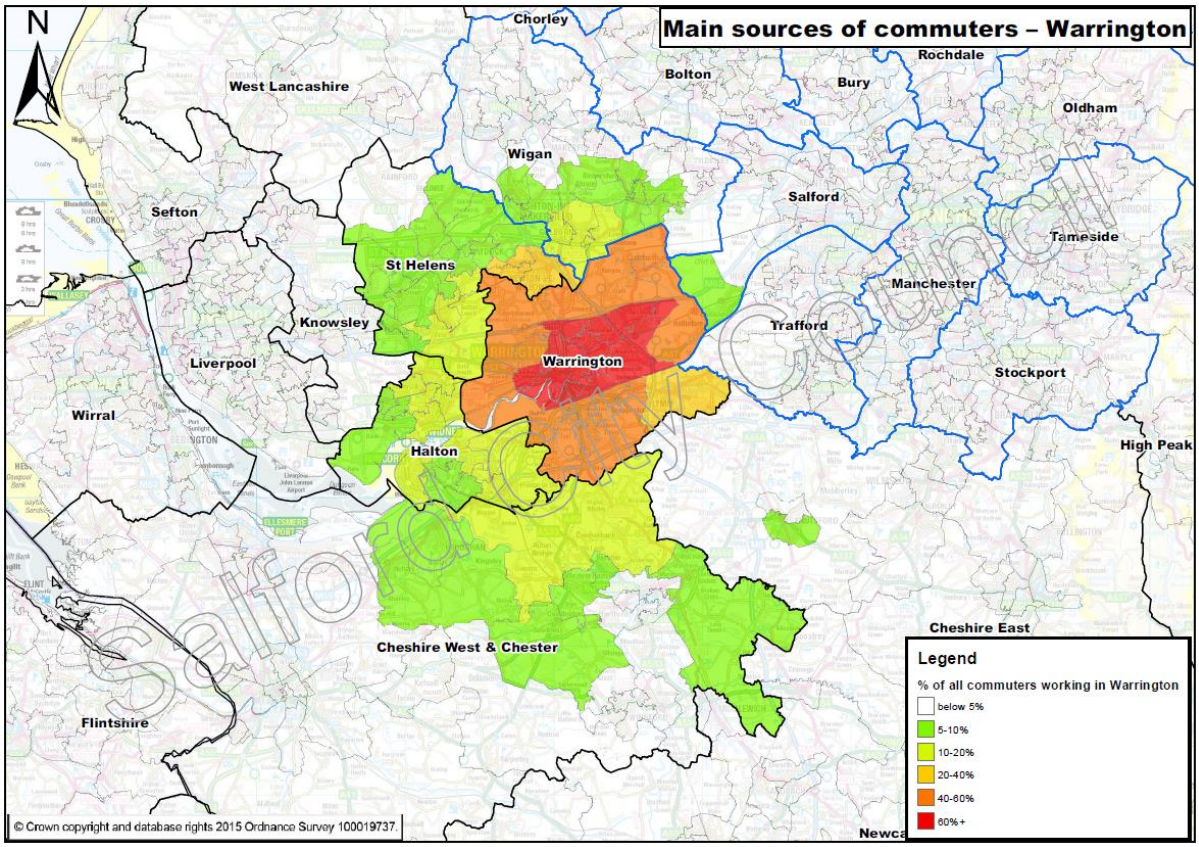


8.76 St. Helens level of worker self-containment is quite low, and it has a large level of net out-commuting. The flows to and from Greater Manchester are evenly balanced, but this masks some significant absolute flows. Wigan is by far the most important external source of workers for St. Helens. Wigan is also a significant destination for St Helens residents, along with Warrington, Knowsley and Liverpool, reflecting a more balanced distribution of commuting destinations than sources. Overall, this results in Wigan having the only significant net inflow to St. Helens. Manchester has the fourth highest net inflows from St. Helens, but the net flows to Warrington, Knowsley and Liverpool are much more significant. The map shows that St Helens is of modest importance as a workplace to areas in the south-west of Wigan.

Warrington

Key commuting flows, including within the district (2011 Census)									
Main destinations of commuters			Main source of workers			Highest net inflows		Highest net outflows	
District	Flow	% of total	District	Flow	% of total	District	Net flow	District	Net flow
Warrington	50,422	59.30	Warrington	50,422	50.63	Wigan	4,539	Manchester	-2,428
Halton	4,674	5.50	St. Helens	6,804	6.83	St. Helens	4,288	Trafford	-1,350
Manchester	4,232	4.98	Wigan	6,539	6.57	Cheshire West and Chester	1,432	Salford	-417
Trafford	3,226	3.79	Halton	5,786	5.81	Halton	1,112	Westminster, City of London	-91
Liverpool	2,628	3.09	Cheshire West and	3,894	3.91	Sefton	840	Leeds	-78

Key commuting flows, including within the district (2011 Census)									
Main destinations of commuters			Main source of workers			Highest net inflows		Highest net outflows	
District	Flow	% of total	District	Flow	% of total	District	Net flow	District	Net flow
			Chester						
St. Helens	2,516	2.96	Liverpool	3,191	3.20	Wirral	774	Milton Keynes	-61
Cheshire West and Chester	2,462	2.90	Cheshire East	2,073	2.08	Bolton	711	Luton	-45
Salford	2,155	2.53	Trafford	1,876	1.88	Liverpool	563	Northampton	-27
Cheshire East	2,005	2.36	Manchester	1,804	1.81	Bury	352	Warwick	-24
Wigan	2,000	2.35	Salford	1,738	1.75	Chorley	347	Hillingdon	-23
Greater Manchester	13,806	16.24	Greater Manchester	16,113	16.18	Net flow with Greater Manchester		2,307	
England and Wales	85,029		England and Wales	99,594		Net flow with England and Wales		14,565	



8.77 Warrington is one of only two districts adjoining Greater Manchester that has net in-commuting, and the level is quite large overall. The flows with Greater Manchester are more evenly balanced, although there is still a modest net outflow from the sub-region to Warrington. Overall, Greater Manchester is quite an important source and destination of commuters for Warrington, but this manifests in different ways in the different directions. Only the very south-west of Salford sends even 5% of its commuters to Warrington.

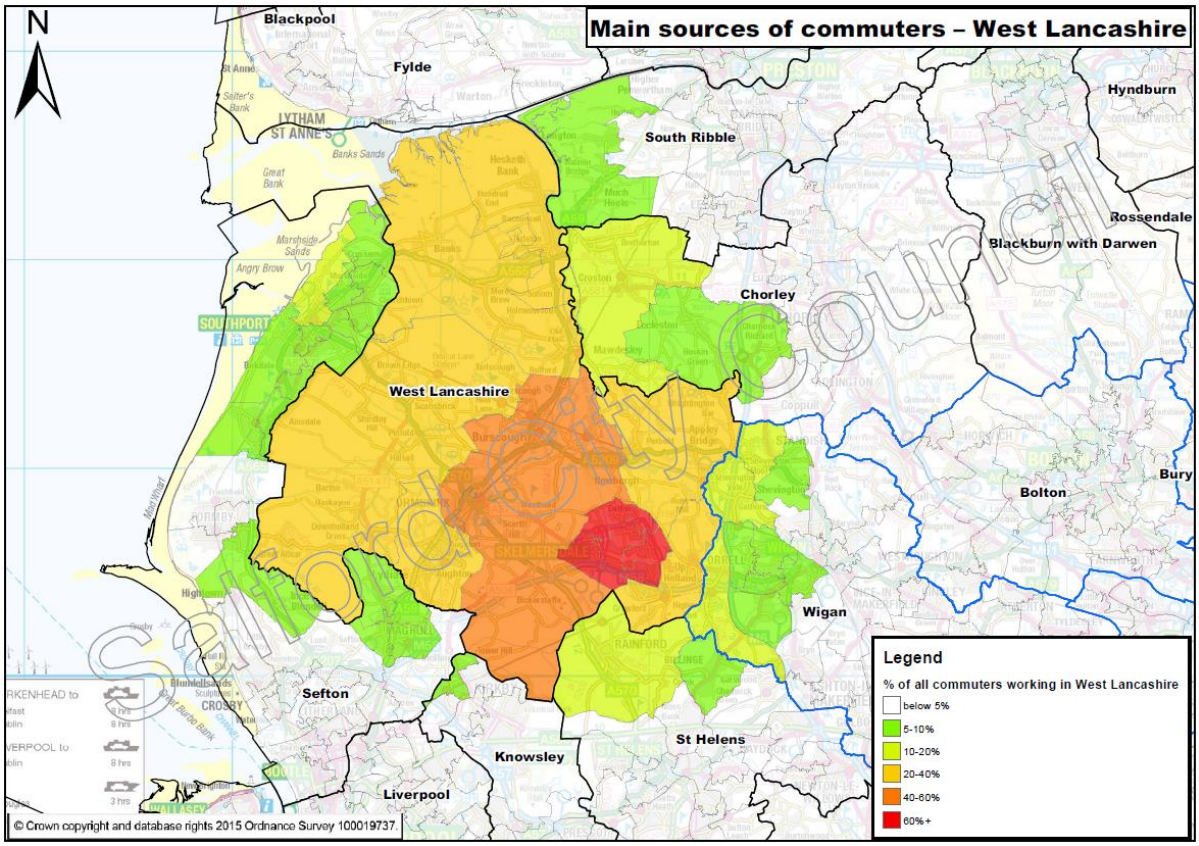
8.78 Manchester and Trafford are two of the three most important external destinations for Warrington commuters, behind Halton. There are several

other outward flows of 2,000 or more, including to Salford and to Wigan. Overall, the main flows are to the east and west, possibly reflecting the location next to the M62. The main sources of workers are to the north, south and west, including Wigan which is the second most important external source. Locations to the east and south-east, such as Cheshire East, Trafford, Manchester and Salford are relatively less significant.

8.79 Overall, the main net inflows to Warrington are from the north, from St. Helens and Wigan, with more moderate net inflows from the two adjoining districts of Halton and Cheshire West and Chester to the west and south-west. The primary net outflows are to the east into Greater Manchester, to Manchester, Trafford and to a much lesser extent Salford.

West Lancashire

Key commuting flows, including within the district (2011 Census)									
Main destinations of commuters			Main source of workers			Highest net inflows		Highest net outflows	
District	Flow	% of total	District	Flow	% of total	District	Net flow	District	Net flow
West Lancashire	20,637	48.71	West Lancashire	20,637	51.03	Wigan	2,280	Liverpool	-1,581
Sefton	5,476	12.92	Sefton	5,220	12.91	St. Helens	598	Preston	-945
Liverpool	3,042	7.18	Wigan	4,763	11.78	Chorley	135	Manchester	-465
Wigan	2,483	5.86	St. Helens	1,775	4.39	Wirral	111	South Ribble	-328
Preston	1,298	3.06	Liverpool	1,461	3.61	Cheshire West and Chester	68	Sefton	-256
South Ribble	1,177	2.78	Chorley	1,077	2.66	Lancaster	23	Fylde	-240
St. Helens	1,177	2.78	Knowsley	992	2.45	Rossendale	21	Warrington	-230
Knowsley	1,149	2.71	South Ribble	849	2.10	Doncaster	15	Knowsley	-157
Chorley	942	2.22	Warrington	396	0.98	Bury	14	Trafford	-136
Manchester	629	1.48	Preston	353	0.87	Newham	8	Salford	-132
Greater Manchester	4,208	9.93	Greater Manchester	5,762	14.25	Net flow with Greater Manchester			1,554
England and Wales	42,370		England and Wales	40,442		Net flow with England and Wales			-1,928



8.80 West Lancashire has modest net out-commuting overall, but actually has a small amount of net in-commuting from Greater Manchester, and Warrington is the only other district adjoining Greater Manchester that sees net in-commuting from the sub-region. The primary Greater Manchester relationship is with Wigan, from which it has a relatively high level of net in-commuting. West Lancashire's most important commuting relationships are with Sefton, although Wigan is close behind as a source of workers for West Lancashire. Wigan is also a reasonably important destination for West Lancashire commuters, although in this case significantly less so than Sefton and it is also behind Liverpool. There is a modest gross and net outflow of commuters to Manchester. The map shows that West Lancashire is of modest importance as a workplace to areas in the west of Wigan.

Travel to work data for key employment areas

8.81 This section analyses the travel to work data from the 2011 Census for a series of major employment areas across Greater Manchester. The employment areas have been selected on the basis of their strategic importance, and to provide a general comparison, and consist of the Manchester/Salford City Centre, Salford Quays, Trafford Park, the Manchester Airport Enterprise Zone, Kingsway employment area in Rochdale, and the eight major town centres (Bolton, Bury, Oldham, Rochdale, Stockport and Wigan).

8.82 The analysis of the sources of workers for each employment area is based on travel to work data for flows between middle super output areas (MSOAs), whereas that relating to the distance travelled to the employment areas uses the census workplace zones to define those areas. The boundaries of the various employment areas generally do not match the boundaries of the MSOAs particularly well, with the workplace zones generally being more accurate, and so they should only be viewed as providing a general indication of commuting patterns. The approach taken here has been to include all MSOAs or workplace zones required to provide coverage of the whole employment area, even if this means including reasonably substantial areas outside the employment area.

8.83 The table below identifies the proportion of commuting journeys of different lengths to each employment area. The census provides details of the number of journeys of 60km and over, but these have been excluded due to concerns that they could skew the data. For example, census workplace zone E33004381 in the city centre is identified as having 1,018 people commuting 60km or more to it, resulting in an average commuting distance of 269.5km.

	Proportion of all commuting journeys to the employment area of less than 60km (2011 Census)						
Employment area	Less than 2km	2km to less than 5km	5km to less than 10km	10km to less than 20km	20km to less than 30km	30km to less than 40km	40km to less than 60km
City Centre	11.00	18.91	29.60	25.56	6.48	3.90	4.54
Salford Quays	8.73	20.05	28.26	26.24	7.85	4.39	4.49
Trafford Park	6.14	23.60	30.25	27.16	6.79	2.86	3.21
Manchester Airport Enterprise Zone	5.32	16.20	21.24	25.68	16.22	5.84	9.50
Kingsway	23.46	24.56	22.08	15.92	8.37	3.04	2.58
Altrincham Town Centre	21.34	28.95	20.56	18.33	6.44	2.02	2.34
Ashton Town Centre	23.08	35.50	23.13	12.75	2.93	1.39	1.21
Bolton Town Centre	15.42	39.39	22.13	15.34	5.46	1.27	0.98
Bury Town Centre	19.80	32.93	25.63	15.55	4.03	1.12	0.96
Oldham Town Centre	17.23	40.79	21.63	13.74	4.22	1.30	1.10
Rochdale Town Centre	22.14	36.17	20.04	14.58	4.96	0.96	1.15
Stockport Town Centre	15.44	34.08	26.95	15.65	3.70	1.88	2.30
Wigan Town Centre	19.79	34.46	26.70	11.63	5.39	1.31	0.72

8.84 All of the town centres have a similar distribution of commuting lengths. They typically have at least 75% of commuting journeys shorter than 10km, with the exception of Altrincham where the figure is just over 70%, and the proportion exceeds 80% for Ashton and Wigan. All but one of the town centres has at least 50% of workers from within 5km, with Stockport only marginally below that figure. The picture is similar for Kingsway, which has the highest proportion of any of the areas of journeys shorter than 2km, and overall around 48% are less than 5km and 70% are less than 10km. This suggests that these employment areas fulfil a relatively local role, and most workers tend to live reasonably nearby.

8.85 The distribution of journey lengths is significantly different for the other four areas in the table, with them having noticeably higher proportions of longer

commutes. The city centre, Salford Quays and Trafford Park are similar in terms of having just under 30% of journeys less than 5km and under 60% less than 10km. In the case of Trafford Park, this may partly reflect the size of the area and its geographical relationship with surrounding neighbourhoods. Although the proportions are relatively low, in the case of the city centre more than 14,000 people travel less than 2km to work, and more than 39,000 less than 5km. The Manchester Airport Enterprise Zone is further skewed towards longer journeys, with less than 43% of journeys being shorter than 10km. This is likely to be a function of how the air industry works, and does not necessarily mean that other sectors located within the enterprise zone would see similar travel to work patterns.

8.86 The next table compares the average distance travelled to work for those employed in each employment area. It is not possible to exclude the longer journeys from these figures, and so the problems described above relating to the skewing of data need to be recognised. For example, if census workplace zone E33004381 was excluded from the city centre, then this would reduce the average journey distance by more than 2km. As above, the figure for the Manchester Airport Enterprise Zone is likely to be skewed by those working in the airline industry. Consequently, to provide a comparative check, the median of the average journey distances for the workplace zones that make up each employment area is also shown for each area. The table also includes details of the total distance travelled by all workers in each employment area, providing an indication of the resultant pressures on transport networks.

	Distance travelled by commuters (km) (2011 Census)		
Employment area	Average distance	Median of workplace zone average distances	Total distance
City Centre	17.3	14.4	2,347,259
Salford Quays	17.4	16.3	178,743
Trafford Park	15.2	14.2	503,051
Manchester Airport Enterprise Zone	34.1	19.9	648,370
Kingsway	11.9	13.5	13,242
Altrincham Town Centre	10.8	10.6	57,941
Ashton Town Centre	7.8	7.5	94,192
Bolton Town Centre	8.5	8.5	142,964
Bury Town Centre	8.3	8.0	101,171
Oldham Town Centre	7.8	7.3	115,353
Rochdale Town Centre	9.0	7.0	66,643
Stockport Town Centre	11.4	8.8	241,543
Wigan Town Centre	9.9	8.1	100,898

8.87 This data broadly reinforces the messages from the previous tale. The median figures for the town centres are generally around 7-9km, with the exception of Altrincham which is slightly higher. The city centre, Salford Quays and Trafford Park have broadly similar averages, though travel distances to Salford Quays are a little higher using the median measure. The figures for the Manchester Airport Enterprise Zone are higher again. The total distances involved show the very large impact of the city centre, which generates more commuting travel distance than all of the other listed areas combined.

8.88 Another way of assessing the reach of different areas is to consider the proportion of commuters who come from the district within which the employment area is located, and also the cumulative contribution of the five most significant source districts (including that within which the employment area lies), and the ten most significant. The relevant figures are set out in the following table.

Employment area	% of commuters to the employment area coming from the identified districts (2011 Census)		
	Host district	Five most significant districts	Ten most significant districts
City Centre	32.39	64.00	83.03
Salford Quays	25.83	61.02	80.07
Trafford Park	24.71	69.68	84.67
Manchester Airport Enterprise Zone	25.10	59.79	74.28
Kingsway	61.28	83.99	92.34
Altrincham Town Centre	49.84	79.79	90.65
Ashton Town Centre	62.25	87.07	94.39
Bolton Town Centre	65.62	86.77	92.74
Bury Town Centre	53.36	80.33	88.98
Oldham Town Centre	61.16	88.22	94.41
Rochdale Town Centre	66.38	87.14	93.71
Stockport Town Centre	51.89	82.04	90.39
Wigan Town Centre	75.45	89.00	93.46

8.89 Once again, the commuting pattern for the town centres is significantly different to that for the city centre, Salford Quays, Trafford Park and Manchester Airport. The town centres generally source the vast majority of their workers from their host district and the immediately adjoining districts. In the case of Wigan town centre, more than three quarters of its workers live in the district of Wigan. Altrincham, Bury and Stockport town centres only secure about half of their workers from their host districts, but around 80% are from just five districts. The figures for Kingsway are similar to the average for the town centres.

8.90 The data suggests that the city centre, Salford Quays, Trafford Park and Manchester Airport have a much broader reach in terms of sourcing their workers. Only around one-quarter of the workers for Salford Quays, Trafford Park and Manchester Airport come from their host districts. Although the city centre extends into Salford, most of it lies within Manchester, and so it is Manchester which is counted as the host district in the above table. Almost one-third of the city centre workers live in Manchester, which may partly reflect the size of that city and the availability of housing within it that is very close to, or easily accessible to, the city centre. As with the previous measures, Manchester Airport Enterprise Zone appears to have the most dispersed labour force. However, Salford Quays also draws in a lower

proportion of its workers from the five and ten most significant district sources than do the city centre and Trafford Park.

8.91 The next series of tables show the top fourteen district sources for each of the employment areas, giving details of the number of commuters from each source and the proportion of all commuters to the employment area that they provide. The final column for each area shows the proportion of all commuters from each of the source districts that work in the employment area, which provides an indication of how important the employment area is as a source of jobs for the districts.

Main district commuting sources by employment area (number of commuters and proportion of total commuters) (2011 Census)							
Manchester City Centre				Salford Quays			
	Commuters to area				Commuters to area		
Source	Number	% of all commuters to area	% of all of source's commuters	Source	Number	% of all commuters to area	% of all of source's commuters
Manchester	48,090	32.39	26.57	Salford	4,838	25.83	5.30
Salford	14,930	10.06	16.36	Manchester	2,918	15.58	1.61
Trafford	12,188	8.21	13.19	Trafford	1,888	10.08	2.04
Stockport	10,961	7.38	9.61	Bury	929	4.96	1.25
Tameside	8,853	5.96	10.17	Wigan	856	4.57	0.67
Bury	7,503	5.05	10.10	Stockport	840	4.48	0.74
Oldham	6,243	4.20	7.63	Bolton	826	4.41	0.79
Rochdale	5,200	3.50	6.77	Tameside	816	4.36	0.94
Bolton	4,866	3.28	4.66	Oldham	590	3.15	0.72
Cheshire East	4,443	2.99	3.05	Rochdale	496	2.65	0.65
Wigan	3,542	2.39	2.78	Warrington	401	2.14	0.47
Warrington	2,245	1.51	2.64	Cheshire East	369	1.97	0.25
High Peak	2,077	1.40	5.67	Cheshire West and Chester	186	0.99	0.14
Cheshire West and Chester	1,333	0.90	1.01	St. Helens	175	0.93	0.26

8.92 The core area of Manchester, Salford and Trafford provides just over half of all commuters for the city centre, and the city centre is a very important source of jobs for commuters from those districts, particularly for Manchester where it provides more than a quarter of all jobs for that city's commuters. The districts in the north of Greater Manchester generally provide fewer workers for the city centre than does the south of the sub-region and, equally, the city centre is less significant as a source of jobs for the districts in the north, in both cases with the exception of Bury. This is particularly the case for Bolton and Wigan, with the latter having a smaller proportion of its commuters working in the city centre than do High Peak, Cheshire East and Rossendale (the latter does not appear in the table as it is not in the top fourteen sources for the city centre, but 3.47% of its commuters work in the city centre). Very similar proportions of commuters from Tameside, Bury and Stockport work in the city centre, at around 10%. The main flows from outside Greater

Manchester are broadly from the south, replicating the general pattern within Greater Manchester.

8.93 The number of commuters to Salford Quays is far less than for the city centre (just under 19,000 compared to more than 148,000), and so it is inevitably less important to individual districts as a source of jobs. This is even the case for the city of Salford in which it is located, providing less than one third of the jobs that the city centre does for Salford's commuters. Salford provides around one-quarter of the commuters to Salford Quays, with Manchester and Trafford being the next most important sources (the three districts collectively providing more than half of all commuters to Salford Quays), and so the top three sources are the same as for the city centre though in a different order of importance. The numbers commuting from Bury, Wigan, Stockport, Bolton and Tameside are all very similar, with lower numbers from the north-east of Greater Manchester (Oldham and Rochdale). Flows from outside Greater Manchester are quite limited.

Main district commuting sources by employment area (number of commuters and proportion of total commuters) (2011 Census)							
Trafford Park				Manchester Airport Enterprise Zone			
	Commuters to area				Commuters to area		
Source	Number	% of all commuters to area	% of all of source's commuters	Source	Number	% of all commuters to area	% of all of source's commuters
Trafford	11,326	24.71	12.26	Manchester	5,586	25.10	3.09
Salford	8,681	18.94	9.51	Stockport	2,978	13.38	2.61
Manchester	7,512	16.39	4.15	Trafford	2,032	9.13	2.20
Stockport	2,415	5.27	2.12	Cheshire East	1,881	8.45	1.29
Wigan	2,005	4.37	1.57	Tameside	830	3.73	0.95
Bolton	1,730	3.77	1.66	Cheshire West and Chester	757	3.40	0.57
Tameside	1,544	3.37	1.77	Salford	724	3.25	0.79
Bury	1,399	3.05	1.88	Warrington	703	3.16	0.83
Warrington	1,161	2.53	1.37	Wigan	608	2.73	0.48
Rochdale	1,041	2.27	1.36	Bolton	433	1.95	0.41
Oldham	986	2.15	1.20	Oldham	377	1.69	0.46
Cheshire East	940	2.05	0.64	Bury	365	1.64	0.49
Cheshire West and Chester	469	1.02	0.35	Bristol, City of	354	1.59	0.20
St. Helens	395	0.86	0.58	South Gloucester-shire	345	1.55	0.31

8.94 Trafford, Salford and Manchester collectively provide 60% of commuters to Trafford Park, with the former being the source of around one-quarter. Trafford Park is particularly important as a destination for commuters for both Trafford and Salford, and for the former is almost as significant as the city centre. There are reasonable flows from all of the other Greater Manchester districts, with the lowest being from the north-east (Rochdale and Oldham),

which is similar to the pattern for Salford Quays. The most significant external commuting flows are from Warrington, which adjoins Trafford to the west.

8.95 Manchester provides around one-quarter of all commuters to the Manchester Airport Enterprise Zone. The other main flows are from the three districts of Stockport, Trafford and Cheshire East which immediately adjoin Manchester around the airport. Although more than 22,000 people commute to the area, the airport is not particularly significant as a destination for any single district.

Main district commuting sources by employment area (number of commuters and proportion of total commuters) (2011 Census)							
Kingsway, Rochdale				Altrincham Town Centre			
	Commuters to area				Commuters to area		
Source	Number	% of all commuters to area	% of all of source's commuters	Source	Number	% of all commuters to area	% of all of source's commuters
Rochdale	1,784	61.28	2.32	Trafford	6,732	49.84	7.29
Oldham	419	14.39	0.51	Manchester	1,976	14.63	1.09
Bury	95	3.26	0.13	Cheshire East	753	5.57	0.52
Rossendale	90	3.09	0.33	Stockport	669	4.95	0.59
Manchester	57	1.96	0.03	Warrington	647	4.79	0.76
Bolton	55	1.89	0.05	Salford	509	3.77	0.56
Calderdale	52	1.79	0.06	Cheshire West and Chester	438	3.24	0.33
Tameside	51	1.75	0.06	Tameside	194	1.44	0.22
Kirklees	43	1.48	0.03	Wigan	180	1.33	0.14
Salford	42	1.44	0.05	Bury	146	1.08	0.20
Stockport	29	1.00	0.03	Bolton	127	0.94	0.12
Trafford	29	1.00	0.03	Oldham	96	0.71	0.12
Wigan	23	0.79	0.02	Liverpool	78	0.58	0.05
Bradford	21	0.72	0.01	Wirral	71	0.53	0.06

8.96 The number of commuters to Kingsway is by far the smallest of any of the employment areas discussed here, at less than 3,000 (Rochdale town centre is the next smallest at just under 12,500), and so it is of limited importance as an employment location overall. The sources of commuters are very localised, with Rochdale and Oldham providing more than three-quarters, and flows from other districts are very small.

8.97 Altrincham town centre is a reasonably important source of jobs for Trafford commuters, and Trafford provides almost half of all people commuting to the centre. The other main source is Manchester, with the other significant flows being from nearby districts.

Main district commuting sources by employment area (number of commuters and proportion of total commuters) (2011 Census)							
Ashton Town Centre				Bolton Town Centre			
	Commuters to area				Commuters to area		
Source	Number	% of all commuters to area	% of all of source's commuters	Source	Number	% of all commuters to area	% of all of source's commuters
Tameside	10,069	62.25	11.57	Bolton	18,340	65.62	17.55

Main district commuting sources by employment area (number of commuters and proportion of total commuters) (2011 Census)							
Ashton Town Centre				Bolton Town Centre			
	Commuters to area				Commuters to area		
Source	Number	% of all commuters to area	% of all of source's commuters	Source	Number	% of all commuters to area	% of all of source's commuters
Oldham	1,569	9.70	1.92	Wigan	2,297	8.22	1.80
Manchester	991	6.13	0.55	Bury	1,727	6.18	2.33
Stockport	878	5.43	0.77	Salford	1,147	4.10	1.26
High Peak	575	3.56	1.57	Blackburn with Darwen	739	2.64	1.44
Rochdale	358	2.21	0.47	Chorley	538	1.93	1.22
Bury	283	1.75	0.38	Manchester	402	1.44	0.22
Trafford	244	1.51	0.26	Rochdale	297	1.06	0.39
Salford	175	1.08	0.19	Trafford	251	0.90	0.27
Cheshire East	124	0.77	0.09	Oldham	182	0.65	0.22
Bolton	121	0.75	0.12	Rossendale	172	0.62	0.64
Wigan	99	0.61	0.08	Stockport	166	0.59	0.15
Kirklees	73	0.45	0.05	Warrington	154	0.55	0.18
Rossendale	68	0.42	0.25	South Ribble	142	0.51	0.30

8.98 The picture for Ashton and Bolton town centres is quite similar, with the host district providing more than 60% of all commuters to each town centre, and then more modest flows from adjoining districts. Bolton town centre can be seen to be particularly important to the district as a source of jobs, accounting for more than one-sixth of all Bolton commuters. Ashton town centre is reasonably close to the boundary of Tameside and Oldham, so it is perhaps unsurprising that the latter is the most important external source of commuters.

Main district commuting sources by employment area (number of commuters and proportion of total commuters) (2011 Census)							
Bury Town Centre				Oldham Town Centre			
	Commuters to area				Commuters to area		
Source	Number	% of all commuters to area	% of all of source's commuters	Source	Number	% of all commuters to area	% of all of source's commuters
Bury	9,847	53.36	13.26	Oldham	12,927	61.16	15.79
Rochdale	1,641	8.89	2.14	Rochdale	2,577	12.19	3.36
Bolton	1,453	7.87	1.39	Tameside	1,433	6.78	1.65
Sheffield	1,169	6.34	0.57	Manchester	1,150	5.44	0.64
Rossendale	714	3.87	2.66	Bury	559	2.64	0.75
Manchester	520	2.82	0.29	Stockport	371	1.76	0.33
Oldham	367	1.99	0.45	Kirklees	260	1.23	0.16
Salford	334	1.81	0.37	Salford	250	1.18	0.27
Wigan	204	1.11	0.16	Rossendale	214	1.01	0.80
Trafford	171	0.93	0.19	Bolton	213	1.01	0.20
Tameside	168	0.91	0.19	Trafford	182	0.86	0.20
Blackburn with Darwen	138	0.75	0.27	Calderdale	143	0.68	0.18
Rotherham	127	0.69	0.13	Wigan	119	0.56	0.09

Main district commuting sources by employment area (number of commuters and proportion of total commuters) (2011 Census)							
Bury Town Centre				Oldham Town Centre			
	Commuters to area				Commuters to area		
Source	Number	% of all commuters to area	% of all of source's commuters	Source	Number	% of all commuters to area	% of all of source's commuters
Stockport	126	0.68	0.11	High Peak	94	0.44	0.26

8.99 More than half of Bury town centre's commuters come from within the district, and the town centre is a significant source of jobs for Bury commuters. There are also reasonably significant flows to the town centre from Rochdale and Bolton. As noted earlier, the high figure for Sheffield is likely to be the result of the miscoding of address data in the 2011 Census results. Although the absolute flows are lower, Bury town centre is moderately important as a source of jobs for Rossendale commuters.

8.100 More than 60% of commuters to Oldham town centre reside within Oldham. Flows from the neighbouring districts of Rochdale, Tameside and Manchester are also quite high, and the four districts collectively account for more than 85% of all commuters to Oldham town centre. The town centre is reasonably important as a destination for Rochdale commuters.

Main district commuting sources by employment area (number of commuters and proportion of total commuters) (2011 Census)							
Rochdale Town Centre				Stockport Town Centre			
	Commuters to area				Commuters to area		
Source	Number	% of all commuters to area	% of all of source's commuters	Source	Number	% of all commuters to area	% of all of source's commuters
Rochdale	8,286	66.38	10.79	Stockport	15,308	51.89	13.42
Oldham	1,069	8.56	1.31	Manchester	3,404	11.54	1.88
Rossendale	724	5.80	2.69	Tameside	2,939	9.96	3.38
Bury	525	4.21	0.71	Cheshire East	1,501	5.09	1.03
Manchester	274	2.19	0.15	Trafford	1,051	3.56	1.14
Calderdale	251	2.01	0.31	High Peak	863	2.93	2.36
Bolton	203	1.63	0.19	Oldham	547	1.85	0.67
Tameside	164	1.31	0.19	Salford	473	1.60	0.52
Salford	120	0.96	0.13	Bury	291	0.99	0.39
Stockport	82	0.66	0.07	Rochdale	287	0.97	0.37
Kirklees	81	0.65	0.05	Bolton	252	0.85	0.24
Trafford	75	0.60	0.08	Wigan	229	0.78	0.18
Wigan	53	0.42	0.04	Warrington	197	0.67	0.23
Burnley	51	0.41	0.16	Cheshire West and Chester	167	0.57	0.13

8.101 Around two-thirds of commuters to Rochdale town centre come from within the district, with Oldham and Rossendale also being reasonably important sources. The town centre is an important source of jobs for Rochdale commuters, and is also of moderate significance for Rossendale.

8.102 Just over half of all commuters to Stockport town centre reside within Stockport. The town centre appears to have a broader reach than most of the other major town centres in Greater Manchester, with significant flows from Manchester and Tameside in particular, though those from Cheshire East and Trafford also exceed 1,000. Stockport town centre is moderately important for both Tameside and High Peak, as well as being significant to Stockport itself.

Main district commuting sources by employment area (number of commuters and proportion of total commuters) (2011 Census)							
Wigan Town Centre				Regional Centre, Trafford Park and former enterprise zone			
	Commuters to area				Commuters to area		
Source	Number	% of all commuters to area	% of all of source's commuters	Source	Number	% of all commuters to area	% of all of source's commuters
Wigan	11,880	75.45	9.31	Manchester	76,315	27.51	42.16
Bolton	636	4.04	0.61	Salford	37,928	13.67	41.56
St. Helens	601	3.82	0.88	Trafford	31,392	11.32	33.98
West Lancashire	511	3.25	1.21	Stockport	18,200	6.56	15.95
Chorley	385	2.45	0.87	Tameside	15,672	5.65	18.01
Warrington	197	1.25	0.23	Bury	13,236	4.77	17.83
Manchester	139	0.88	0.08	Oldham	11,167	4.03	13.64
Salford	136	0.86	0.15	Bolton	9,654	3.48	9.24
Sefton	123	0.78	0.12	Rochdale	8,981	3.24	11.70
South Ribble	107	0.68	0.22	Wigan	8,460	3.05	6.63
Liverpool	107	0.68	0.06	Cheshire East	7,074	2.55	4.85
Trafford	96	0.61	0.10	Warrington	4,811	1.73	5.66
Preston	77	0.49	0.14	High Peak	3,036	1.09	8.29
Bury	70	0.44	0.09	Cheshire West and Chester	2,390	0.86	1.81

8.103 The proportion of commuters to Wigan town centre who reside within the district is very high at more than three-quarters, although Wigan is slightly less important as a source of jobs for the district commuters, at less than 10%, than is the case for the other town centres and their districts. The commuting flows to the town centre are relatively limited from outside the district, and the main ones are from adjoining districts.

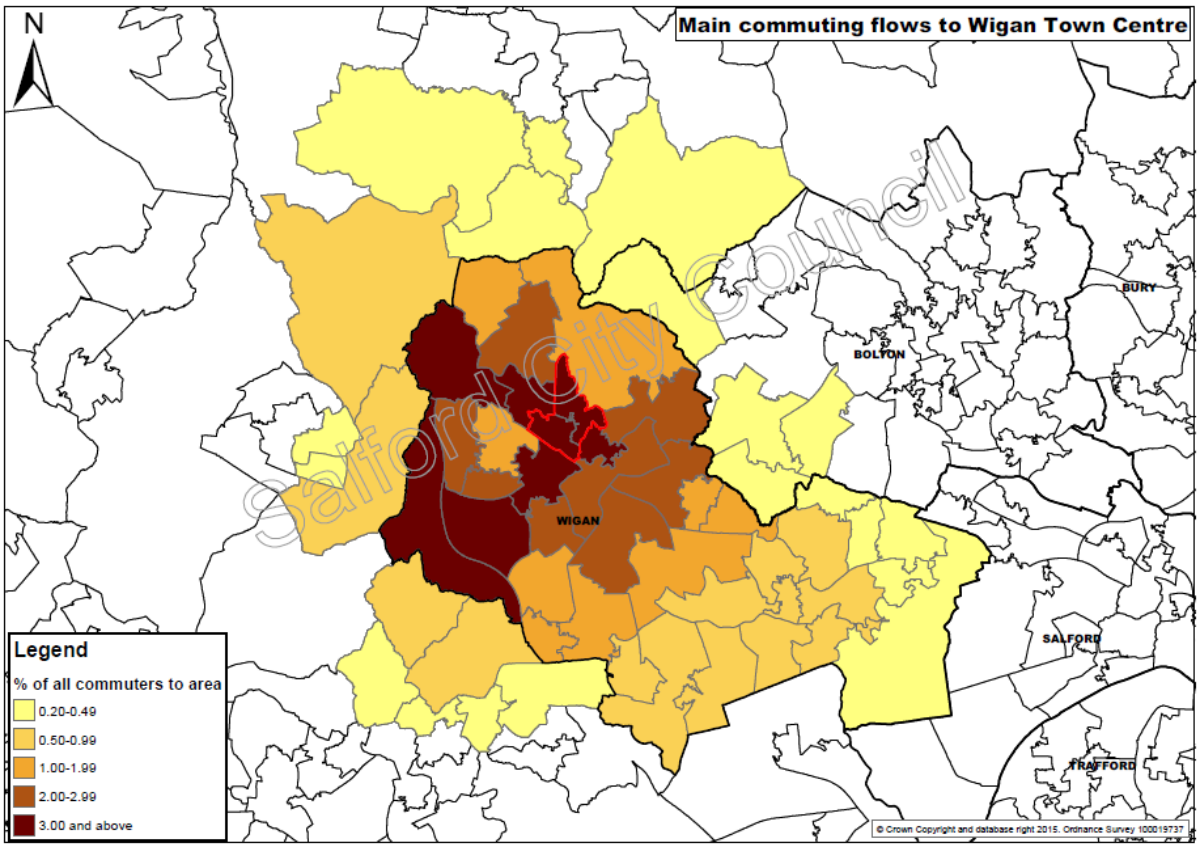
8.104 The final set of figures in the above table relates to the very large concentration of jobs at the core of the conurbation, which includes the city centre, Salford Quays and Trafford Park as discussed above, but also adjoining areas of employment such as around Central Park in east Manchester, Strangeways in Manchester, the former enterprise zone to the north and west of Salford Quays, and the area in Trafford between the city centre and Trafford Park.

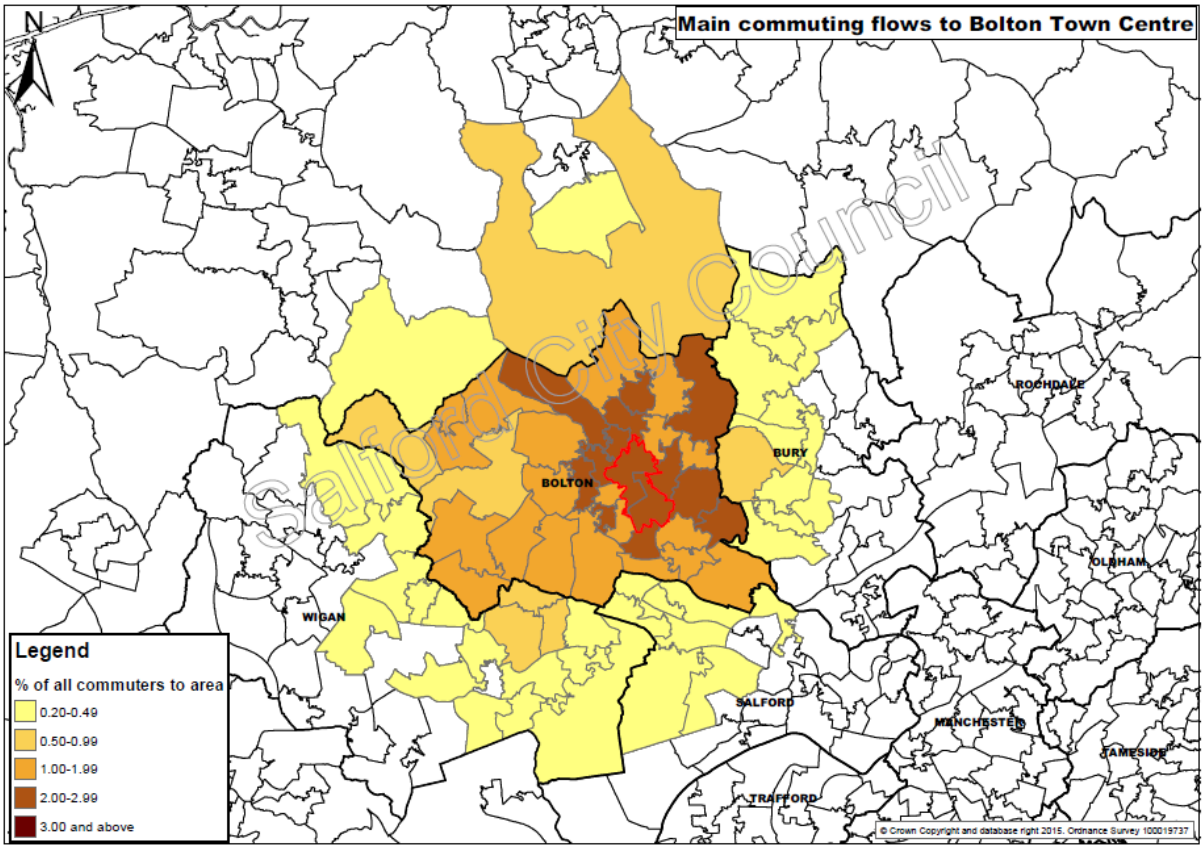
8.105 Overall, more than 277,000 people commute to a workplace within this area. More than one quarter come from Manchester, with Salford and Trafford collectively providing a further quarter of commuters. This large employment area is hugely important to these three districts within which it is located,

accounting for more than 40% of commuters who reside in Manchester and Salford, and more than one third of those from Trafford. The next three largest flows are from Stockport, Tameside and Bury, and the area provides more than 15% of the jobs for those districts. The other four Greater Manchester districts complete the top ten sources of commuters for this area. As with the city centre, the flows are lower from the northern districts, except for Bury, and the relative importance of this central employment area is lowest for Wigan and Bolton.

8.106 The largest external commuting flows are from Cheshire East, which are not far behind those from Wigan. Although the absolute flows are considerably lower from High Peak, this major employment area is relatively more important to High Peak than it is to Wigan, accounting for more than 8% of that district's commuters. Again, as with the city centre, the main commuting sources from outside Greater Manchester adjoin the southern half of the conurbation rather than the northern half.

8.107 The next set of maps show the main sources of commuters into each employment area, with middle super output areas (MSOAs) that provide more than 0.5% of the employment area's commuters being coloured, and deeper colours representing higher proportions. The first eight maps represent the eight major town centres. They are in a clockwise order starting with Wigan so as to aid comparison between nearby centres. Care needs to be taken in interpreting the maps, as the differing sizes of the MSOAs can make some areas appear more important than they are.




Main commuting flows to Bolton Town Centre
N
ROCHDALE
BURY
BOLTON
OLDHAM
WIGAN
SALFORD
MANCHESTER
TAMESIDE
TRAFFORD
Legend
% of all commuters to area
0.20-0.49
0.50-0.99
1.00-1.99
2.00-2.99
3.00 and above
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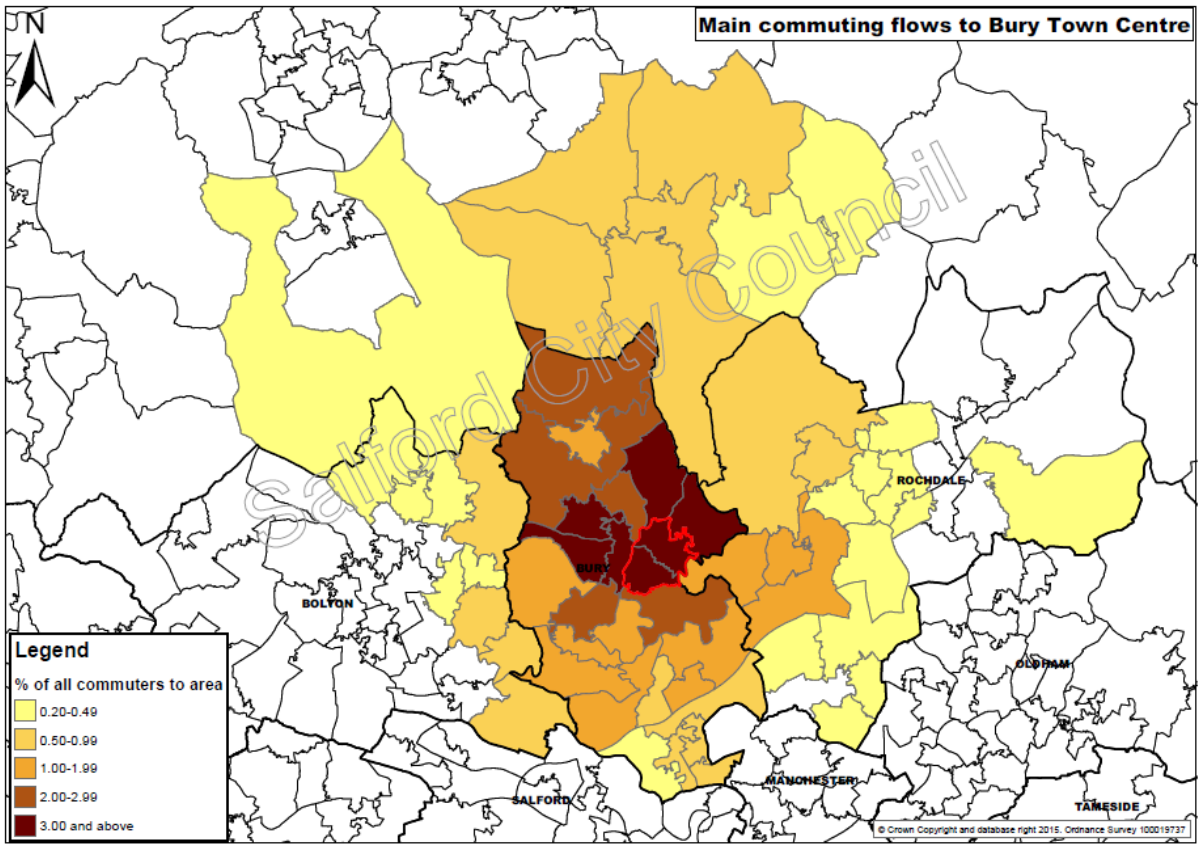
Salford City Council


Main commuting flows to Bury Town Centre
N
ROCHDALE
BURY
BOLTON
OLDHAM
SALFORD
MANCHESTER
TAMESIDE
Legend
% of all commuters to area
0.20-0.49
0.50-0.99
1.00-1.99
2.00-2.99
3.00 and above
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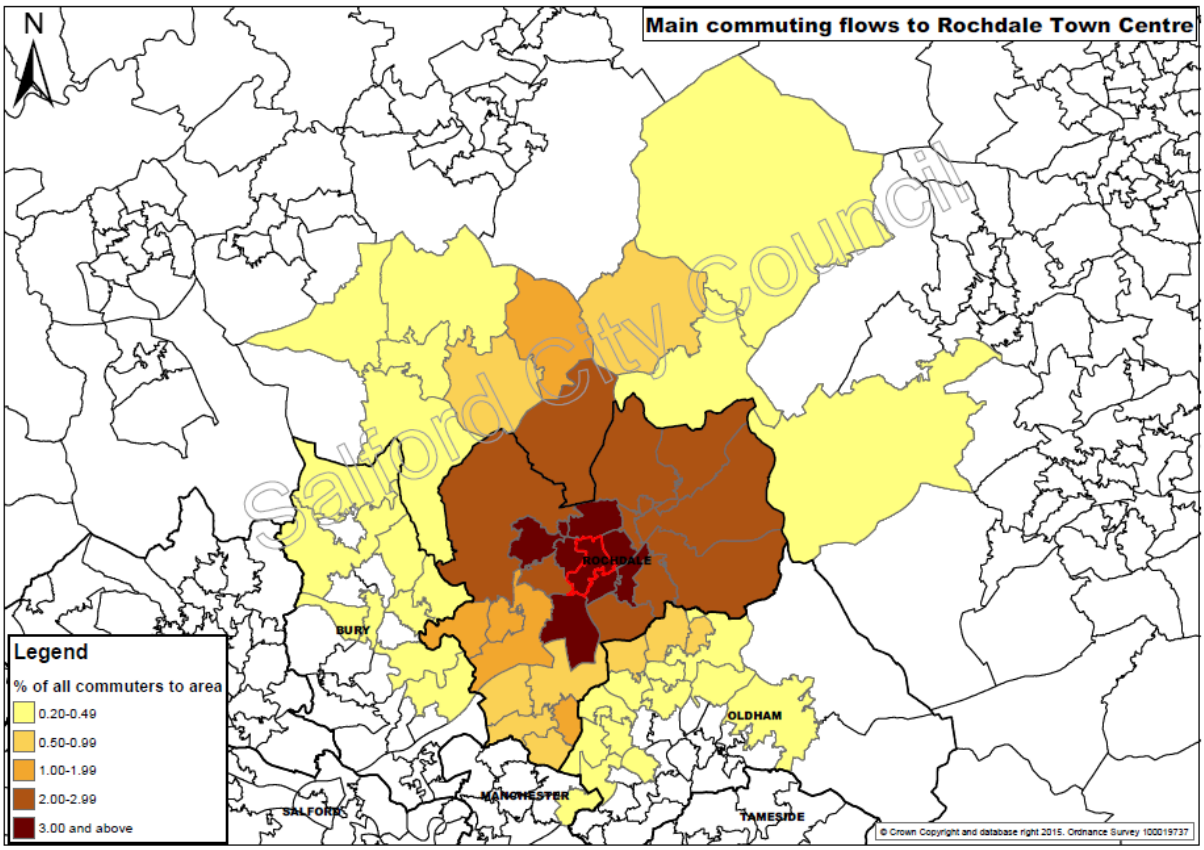
Salford City Council


N
Main commuting flows to Rochdale Town Centre
Legend
% of all commuters to area
0.20-0.49
0.50-0.99
1.00-1.99
2.00-2.99
3.00 and above
ROCHDALE
BURY
OLDHAM
MANCHESTER
SALFORD
TAMESIDE
Salford City Council
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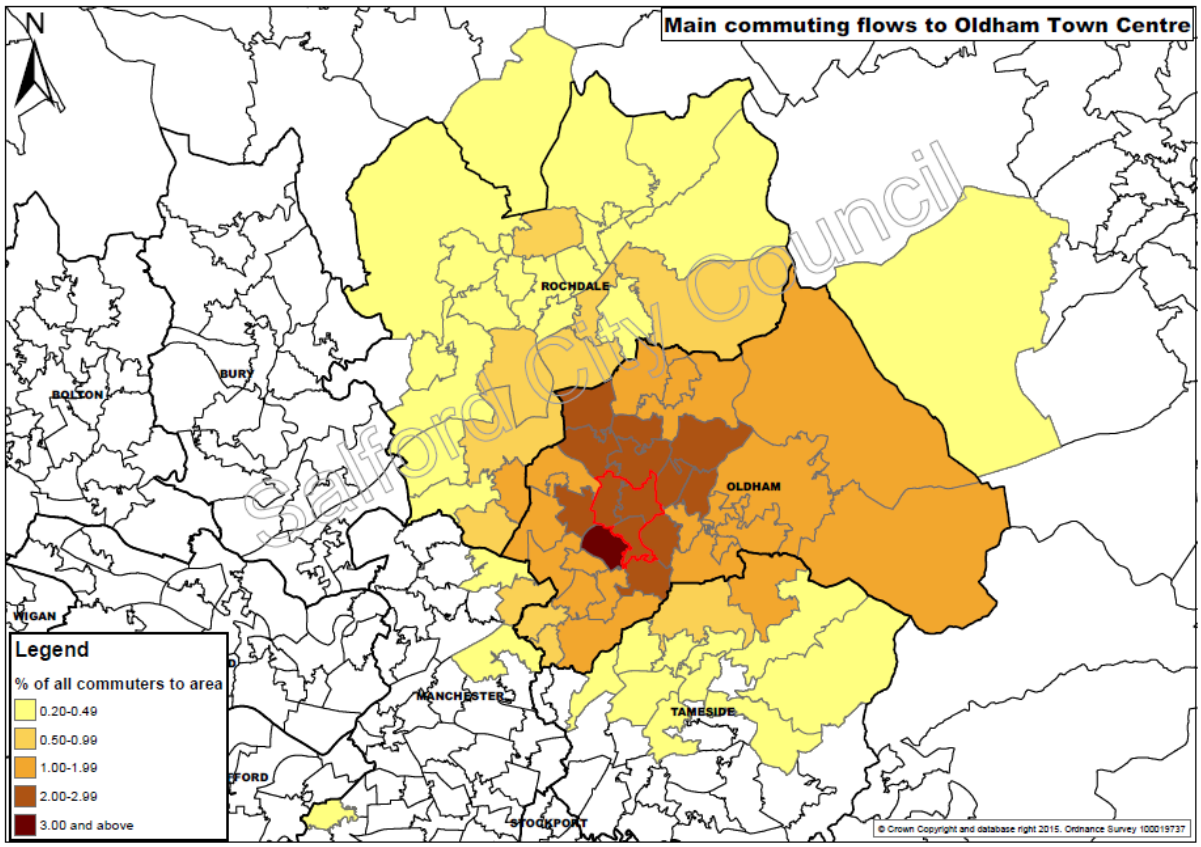
N
Main commuting flows to Oldham Town Centre
Legend
% of all commuters to area
0.20-0.49
0.50-0.99
1.00-1.99
2.00-2.99
3.00 and above
ROCHDALE
BURY
BOLTON
OLDHAM
WIGAN
MANCHESTER
TAMESIDE
STOCKPORT
Salford City Council
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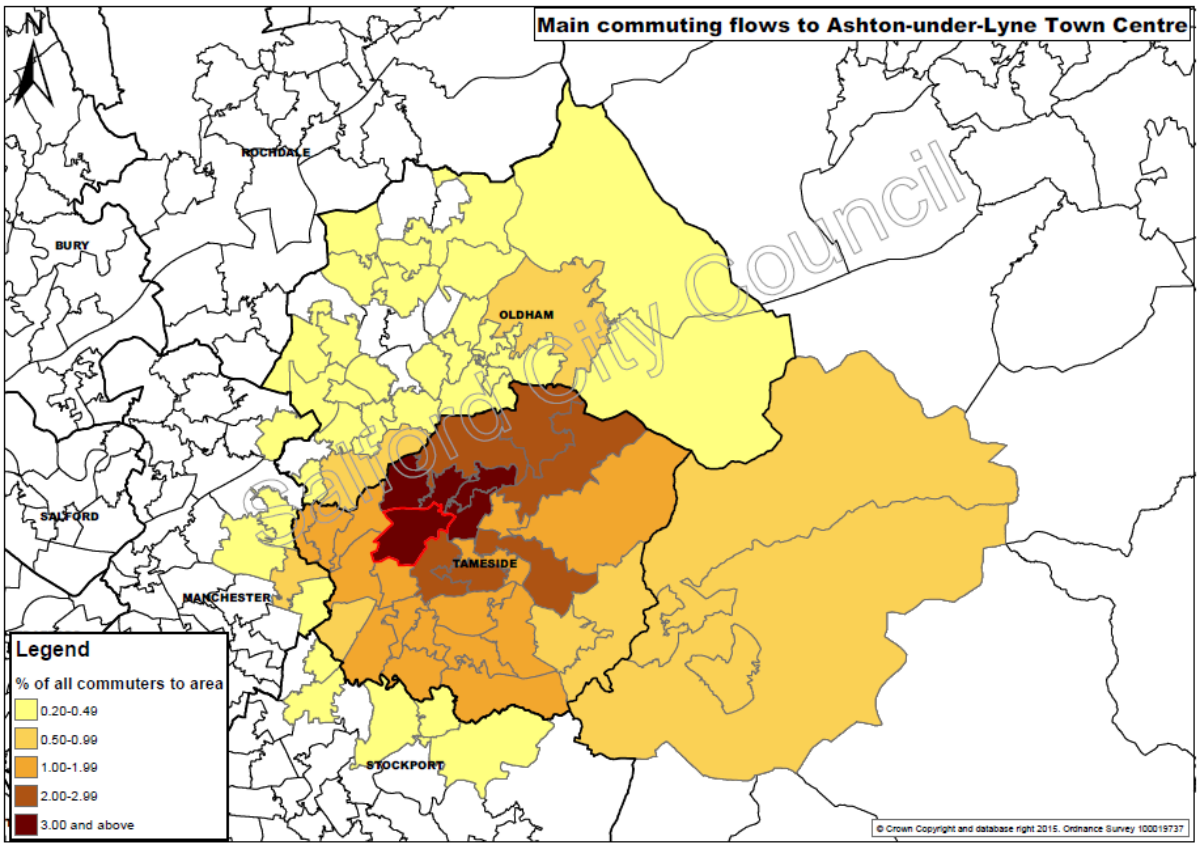
Main commuting flows to Ashton-under-Lyne Town Centre
ROCHDALE
BURY
OLDHAM
SALFORD
TAMESIDE
MANCHESTER
STOCKPORT
Legend
% of all commuters to area
0.20-0.49
0.50-0.99
1.00-1.99
2.00-2.99
3.00 and above
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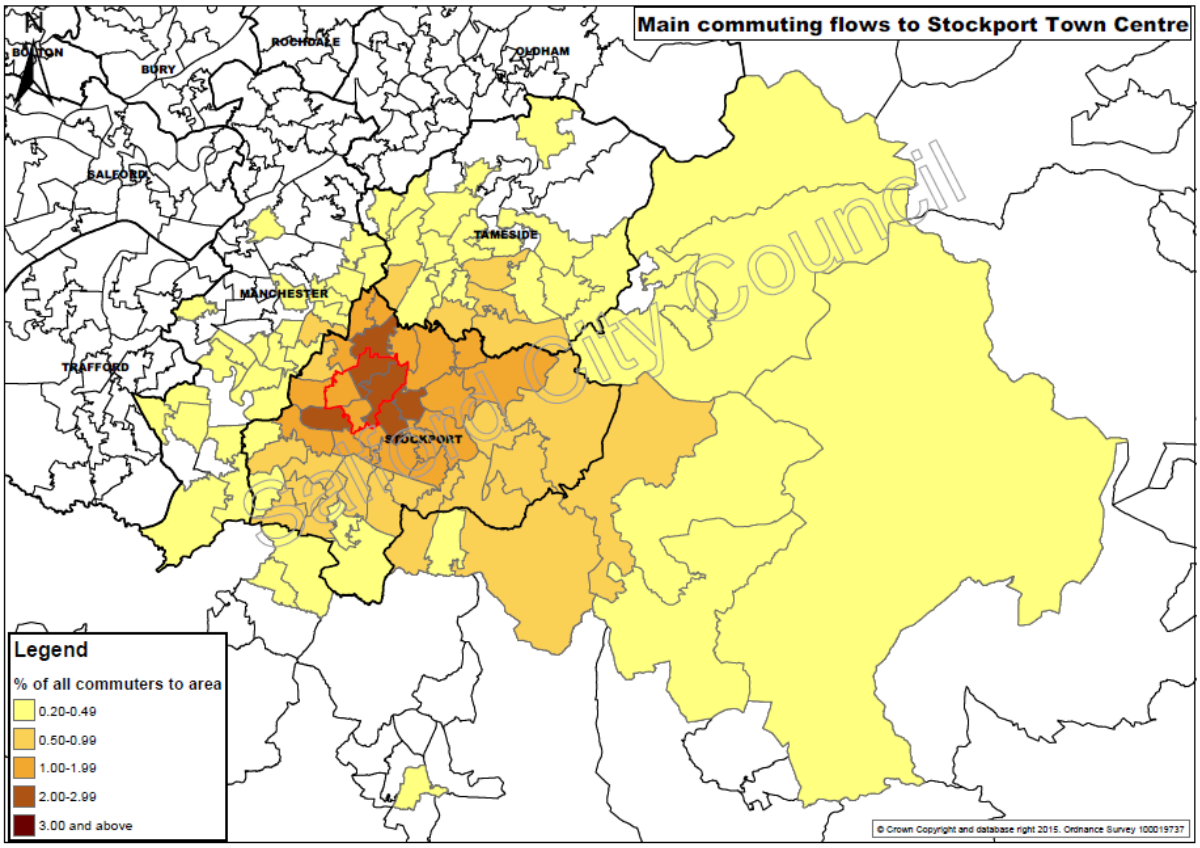
Main commuting flows to Stockport Town Centre
BOLTON
ROCHDALE
BURY
OLDHAM
SALFORD
TAMESIDE
MANCHESTER
TRAFFORD
STOCKPORT
Legend
% of all commuters to area
0.20-0.49
0.50-0.99
1.00-1.99
2.00-2.99
3.00 and above
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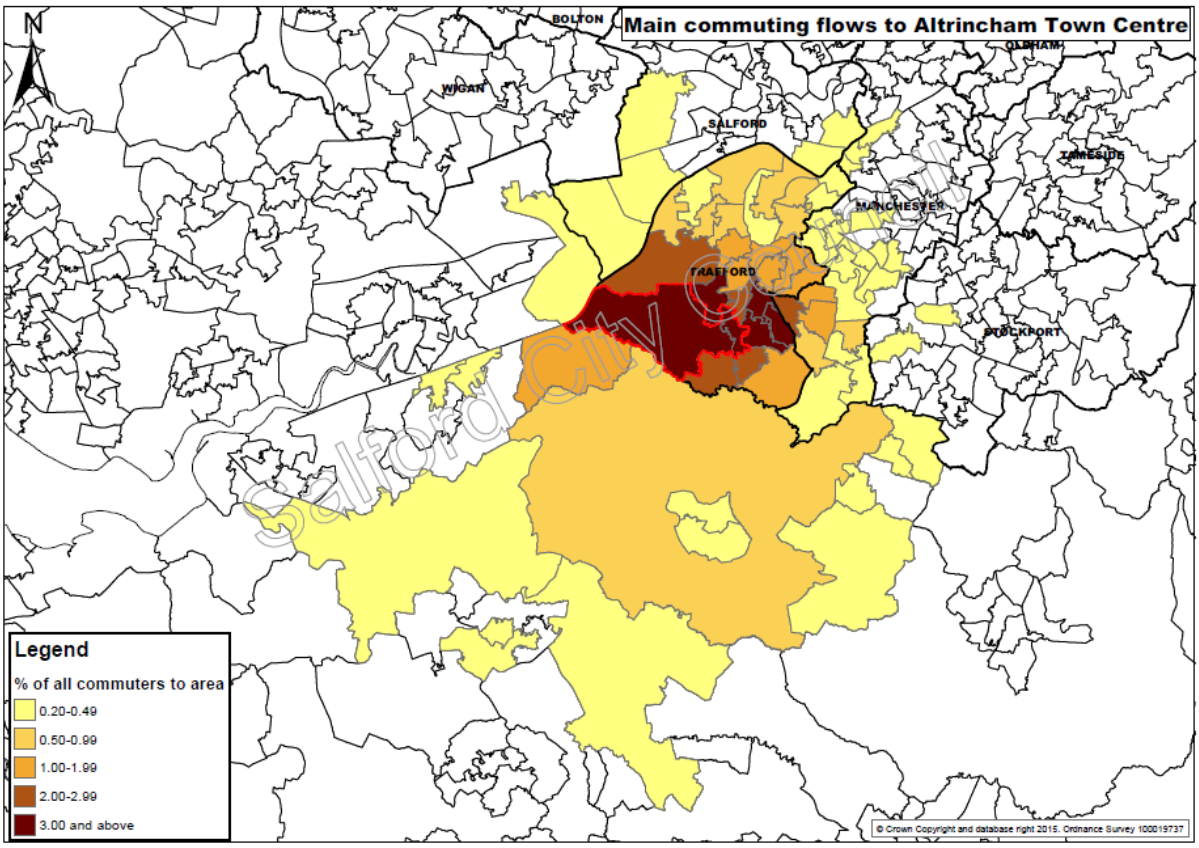
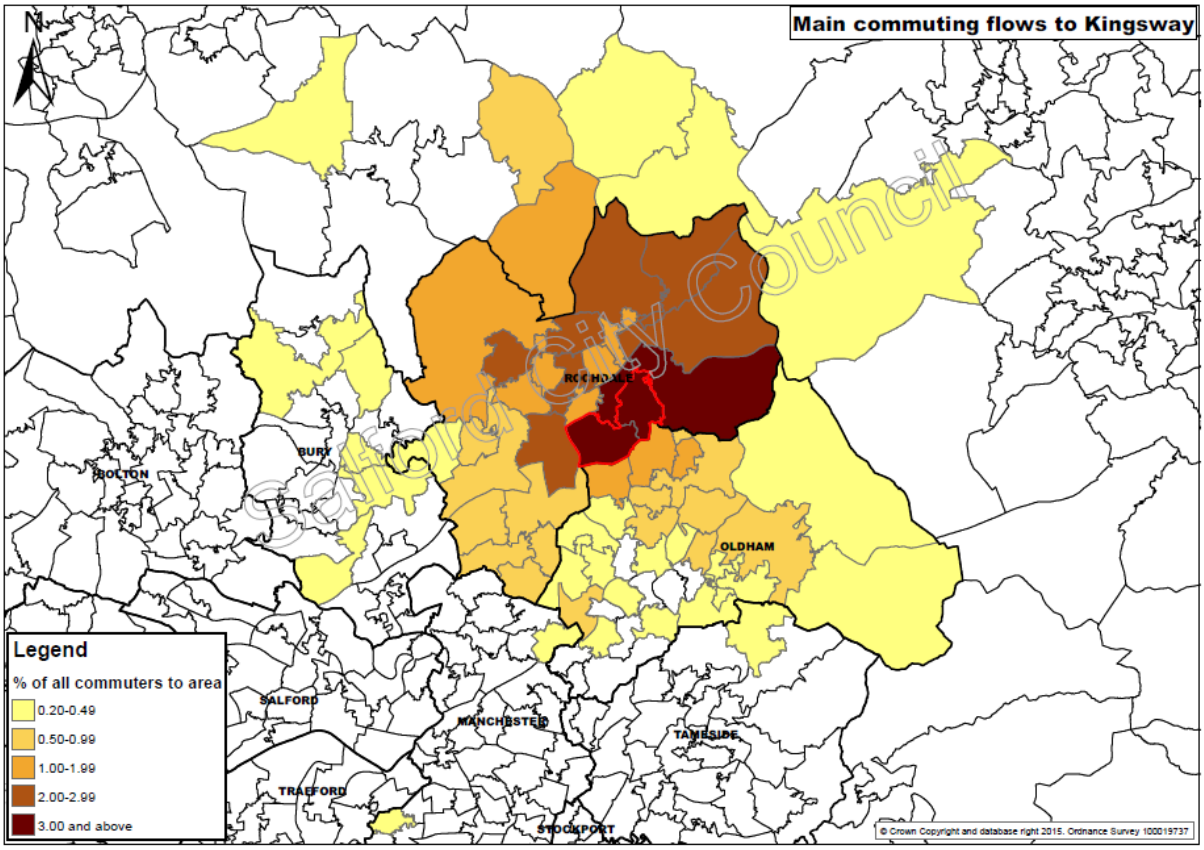


8.108 Each town centre largely draws its commuters from within the host district. The flows from surrounding districts are generally more limited, although this varies between town centres. There are some reasonably significant flows from Rossendale to both Bury and Rochdale Town Centres. There are also reasonably significant flows to Ashton Town Centre from High Peak, despite the town centre being in the western part of Tameside.

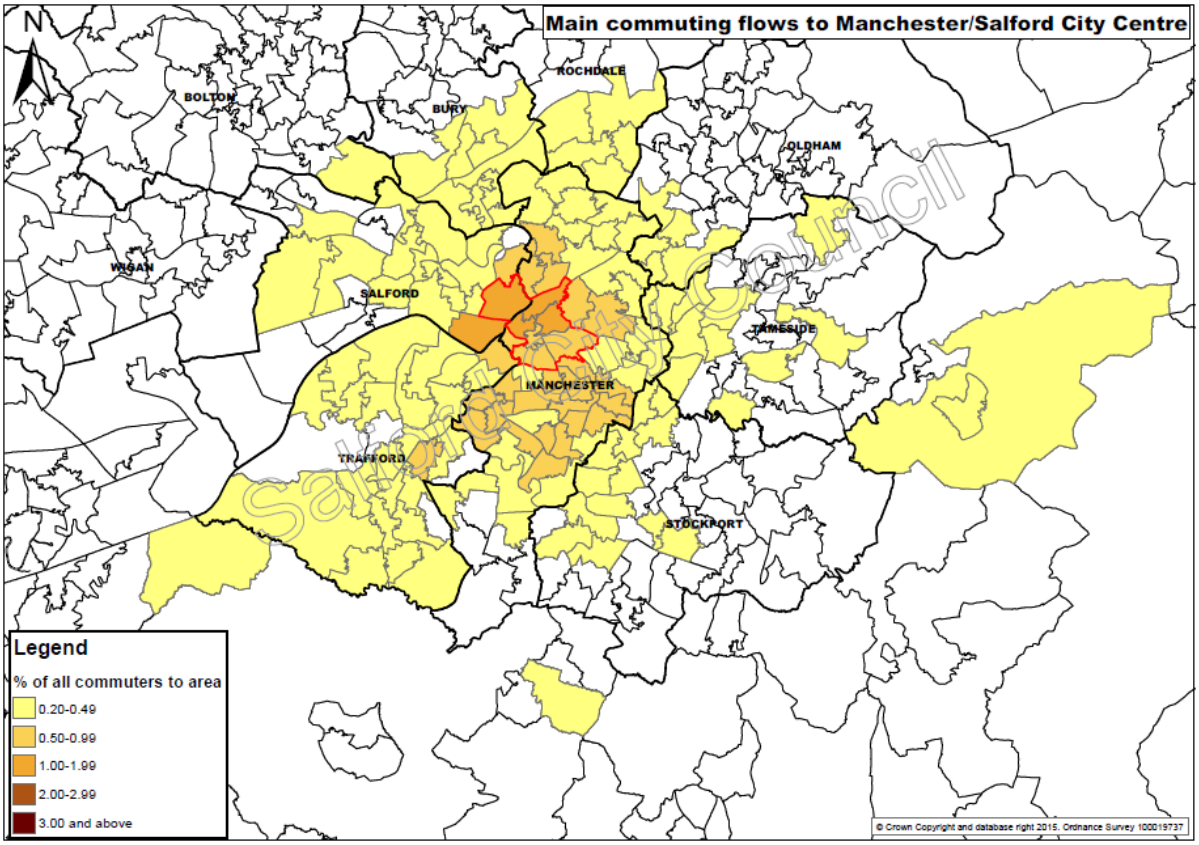
8.109 There is some overlap of catchments of the town centres, which is sometimes seen more in one direction than the other. Although flows to Rochdale Town Centre from Oldham are quite limited, there are quite extensive flows from Rochdale to Oldham Town Centre. There are also some notable flows from west Rochdale into Bury Town Centre, whereas flows from Bury to Rochdale Town Centre are much more modest. Stockport Town Centre's influence over Tameside is considerably greater than that of Ashton Town Centre in relation to Stockport, which could reflect the larger concentration of jobs in Stockport Town Centre.

8.110 The coloured areas on the maps represent around 80% of all commuters in the case of Bolton, Oldham, Rochdale and Wigan town centres, and 77% for Ashton, showing that their commuting catchments tend to be quite concentrated. The figures are lower for Altrincham and Bury town centres at around 70%. Although significantly more MSOAs are coloured in the Stockport Town Centre map, this accounts for 73% of all commuters, and so the three town centres in the more prosperous locations of Greater Manchester appear to draw workers in from a wider area.

8.111 The next map shows the same data but for Kingsway in Rochdale. As might be expected from the other data discussed above, this map is similar to those for the town centres. The location close to the boundary with Oldham results in the main external flows being from that district. However, broadly, Kingsway sits at the centre of a catchment of similar size to a typical town centre. As with the nearby town centres of Rochdale and Oldham, the coloured areas on the map account for around 80% of all commuters.



8.112 The next three maps show the same data for the areas discussed above that typically have longer average commuting distances.


Main commuting flows to Manchester/Salford City Centre
N
ROCHDALE
BOLTON
BURY
OLDHAM
WIGAN
SALFORD
TAMESIDE
MANCHESTER
TRAFFORD
STOCKPORT
Legend
% of all commuters to area
0.20-0.49
0.50-0.99
1.00-1.99
2.00-2.99
3.00 and above
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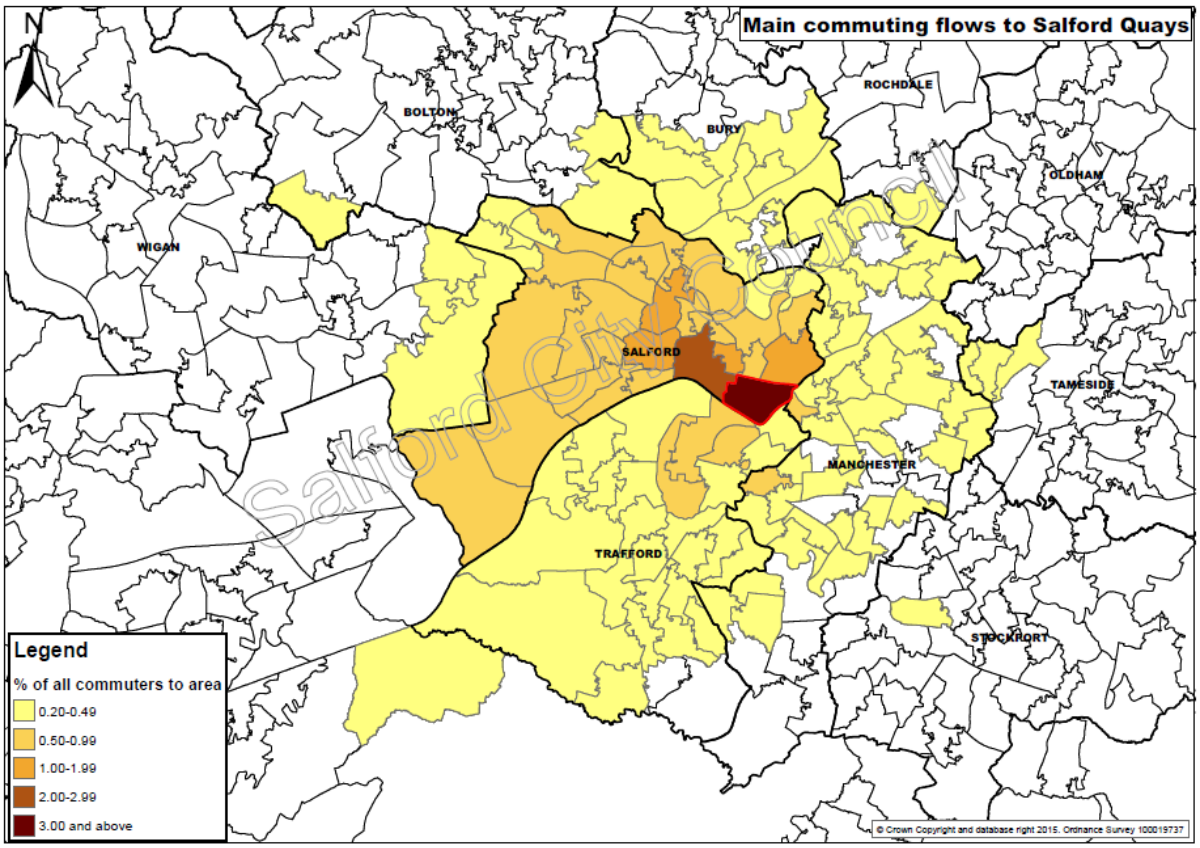
Main commuting flows to Salford Quays
N
ROCHDALE
BOLTON
BURY
OLDHAM
WIGAN
SALFORD
TAMESIDE
MANCHESTER
TRAFFORD
STOCKPORT
Legend
% of all commuters to area
0.20-0.49
0.50-0.99
1.00-1.99
2.00-2.99
3.00 and above
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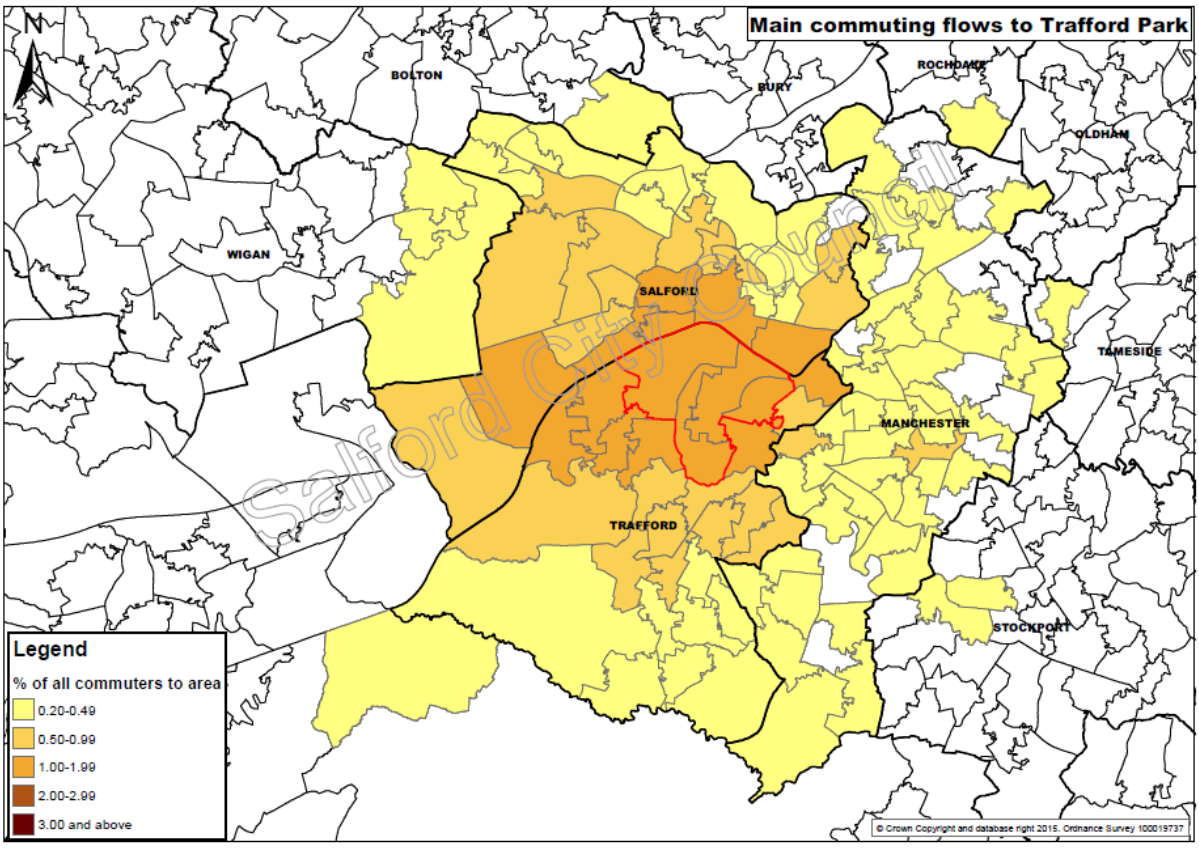
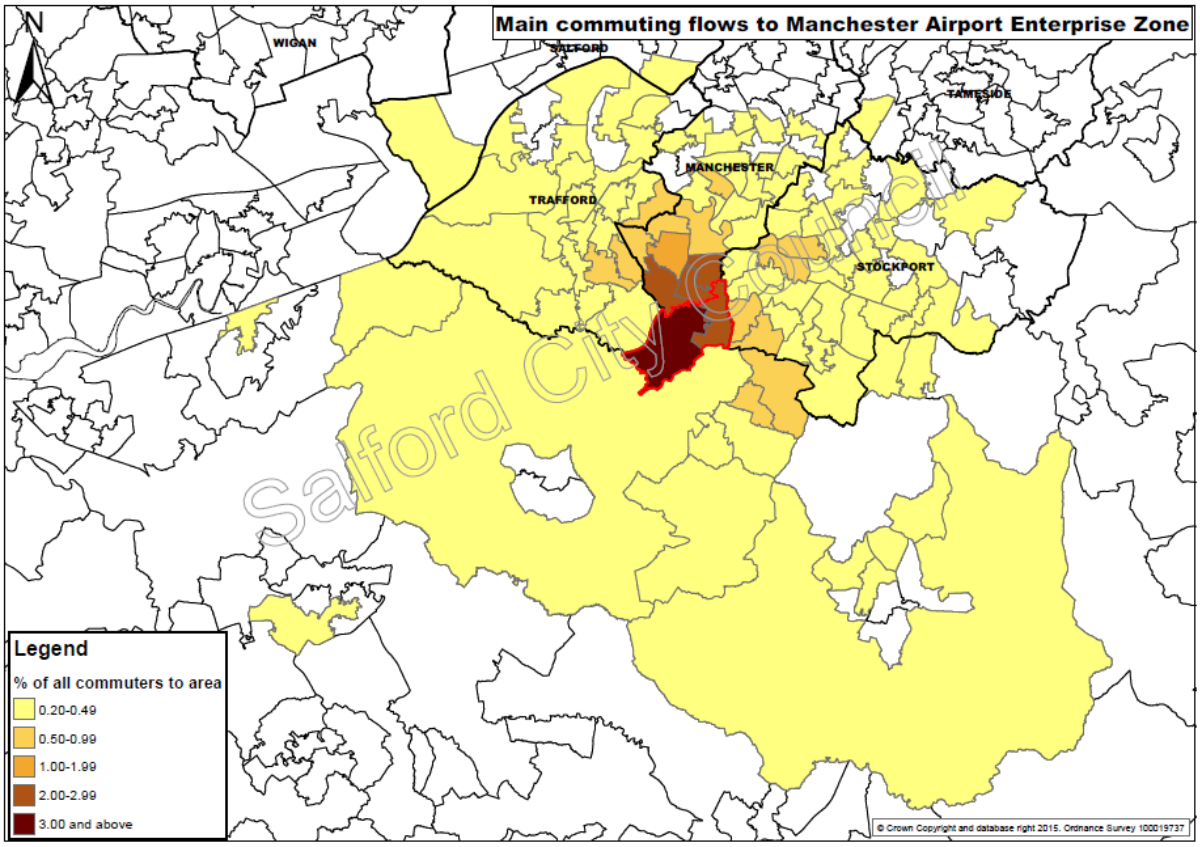


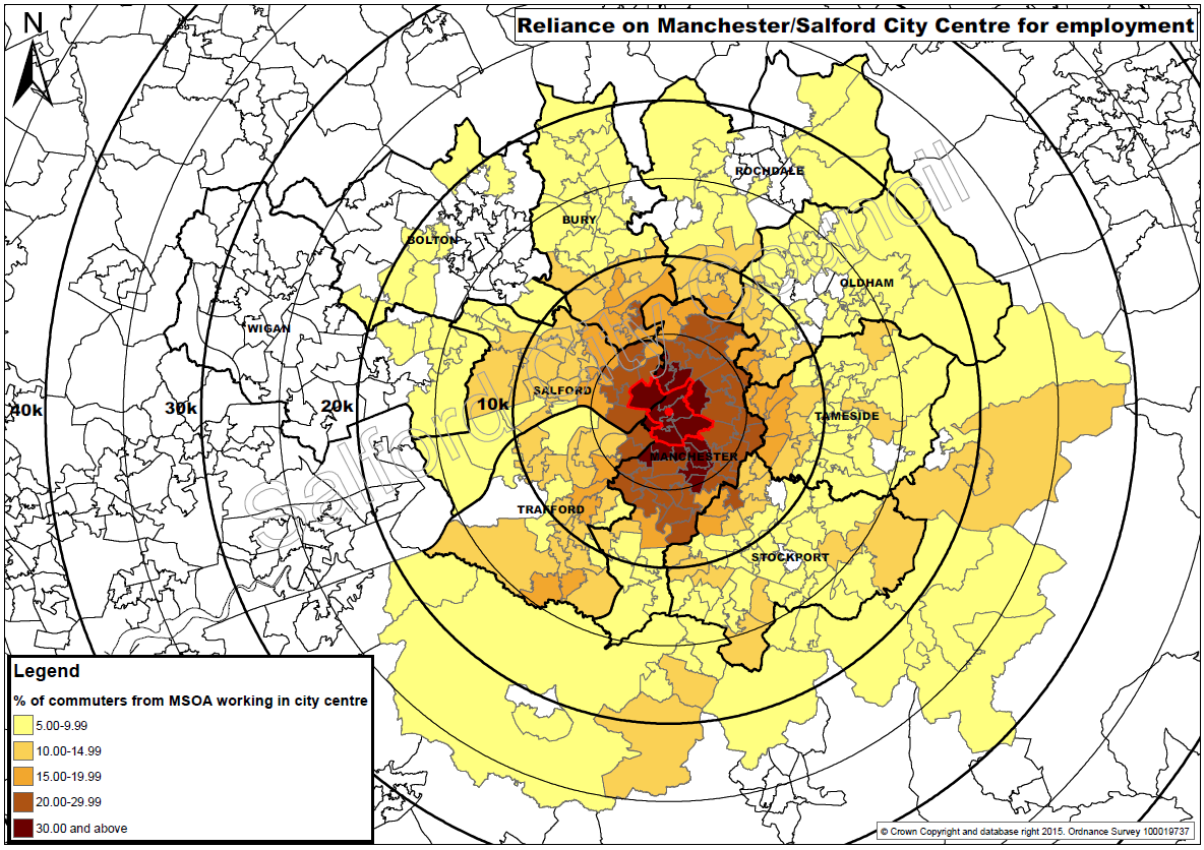
8.113 Manchester/Salford City Centre has fewer dark colours than the previous maps, showing that it is less reliant on individual MSOAs for its commuters. The largest flows are generally from within the area, and the adjoining Ordsall area in Salford. There is some skewing towards the south in terms of the orange colour on the map, and overall there appear to be slightly fewer coloured areas to the east than other directions. There are several outlying areas that are coloured, reflecting the significant pull of the city centre, including two in High Peak. This map has more than double the number of MSOAs coloured in than the typical town centre map, but those coloured areas only account for just over 60% of all commuters to the city centre, highlighting the extensive influence of this employment location.

8.114 The largest flows for Salford Quays are from within the area and the immediately adjoining areas. The moderate flows are mainly from within Salford, with those from the east much more limited, which is probably a function of the proximity of the city centre. The main flows to Trafford Park are largely contained within Trafford and Salford, with more modest flows from Manchester and then much more limited commuting from other districts. The coloured areas on the Salford Quays map only account for 55% of all commuters to Salford Quays, despite there being around double the number of coloured MSOAs on than the typical town centre map, indicating that the area has a similarly wide reach to the city centre. There are slightly fewer coloured areas on the Trafford Park map, and they account for 62% of all commuters to Trafford Park, suggesting that the area has a broader influence than the town centres but not quite to the same degree as the city centre and Salford Quays.

8.115 The final map shows the main commuting flows to the Manchester Airport Enterprise Zone. This has a high concentration of flows from the immediate area, but the coloured areas account for less than half of all commuters reflecting the unique commuting patterns associated with the airline industry.



8.116 The next map shows the reliance of individual middle super output areas on the Manchester/Salford City Centre as a source of employment. The city centre is shown edged in red, and the proportion of all commuters from each MSOA who work in the city centre is depicted in different colours. Distances from the geographical centre point of the city centre are also shown, in 5km increments.



8.117 As might be expected, the level of reliance that an area has on the city centre as a source of employment appears to be primarily a function of distance, although there are some nuances to this. Large parts of Manchester and the eastern side of Salford can be seen to send a high proportion of their commuters into the city centre. Most areas in Salford and Trafford send at least 10% of their commuters to the city centre, whereas it is largely the areas closest to Manchester that exceed that threshold within Bury, Rochdale, Oldham, Tameside and Stockport, again largely reflecting their proximity to the city centre.

8.118 All areas of Manchester and Salford send at least 5% of their commuters to the city centre, and only one or two areas are below this threshold in Trafford, Bury, Tameside and Stockport. Commuting links from Oldham and Rochdale to the city centre are slightly more limited. However, it is Bolton and Wigan that stand out, with only a small number of areas sending more than 5% of their commuters to the city centre, and none exceeding 10%.

8.119 No areas to the north and west of Greater Manchester are coloured in on the map, whereas there is quite a considerable extent of MSOAs to the south and east (wholly within the districts of Cheshire East and High Peak) that send at least 5% of their commuters to the city centre. Four of those MSOAs have more than 10% of their commuters travelling to the city centre, and these areas include the rail stations at Wilmslow, Alderley Edge and Chelford, and Glossop.

8.120 The distance rings show that, overall, the reach of the city centre appears to be less extensive to the north and west. Focusing on the 20km circle, there are significant areas within the north and west that send fewer than 5% of their commuters to the city centre, especially within Bolton. In contrast, almost every MSOA within 20km of the city centre in the south and east sends more than 5% of its commuters there, as do several areas beyond that distance.

8.121 The final table provides an overview of the strength of links to Manchester/Salford City Centre for the districts adjoining Greater Manchester, both in terms of the proportion of all commuters it accounts for and the proportion of commuters into Greater Manchester from those districts.

	Commuting from districts around Greater Manchester (2011 Census)					
	Total commuters from district to England and Wales	Commuters from district to Greater Manchester		Commuters from district to Manchester/Salford City Centre		
District		Total	As % of district's total commuters	Total	As % of district's total commuters	As % of district's total commuters to GM
Blackburn with Darwen	51,467	4,551	8.84	510	0.99	11.21
Calderdale	80,607	3,500	4.34	669	0.83	19.11
Cheshire East	145,782	23,030	15.80	4,443	3.05	19.29
Cheshire West and Chester	132,330	6,921	5.23	1,333	1.01	19.26
Chorley	44,131	7,162	16.23	827	1.87	11.55
High Peak	36,607	11,055	30.20	2,077	5.67	18.79
Kirklees	161,785	3,809	2.35	750	0.46	19.69
Rossendale	26,882	8,903	33.12	934	3.47	10.49
St Helens	68,140	8,108	11.90	843	1.24	10.40
Warrington	85,029	13,806	16.24	2,245	2.64	16.26
West Lancashire	42,370	4,208	9.93	425	1.00	10.10

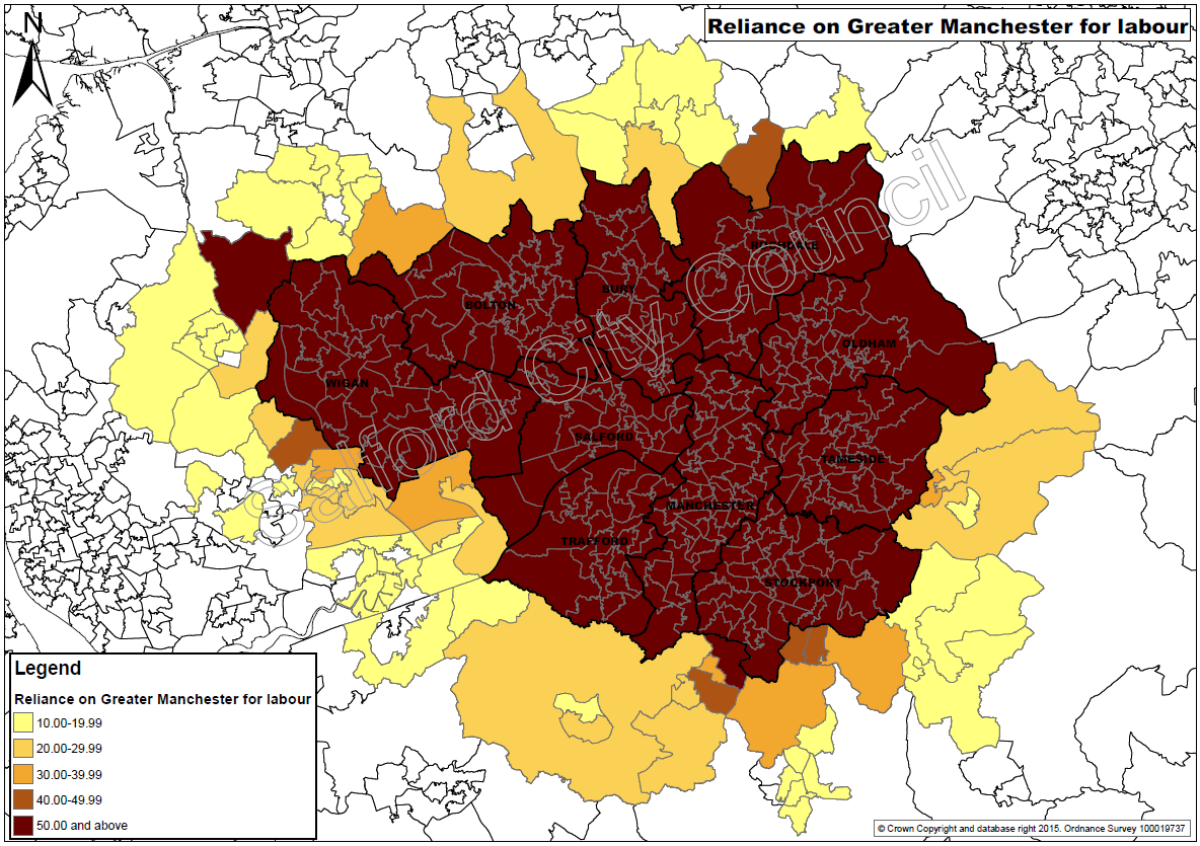
8.122 The city centre is clearly a very important employment destination within Greater Manchester, but it does not account for more than 20% of any district's commuters into the sub-region. Indeed, for Rossendale, which sends the highest proportion of its commuters to Greater Manchester of any of the adjoining districts, the city centre only accounts for just over 10% of those Greater Manchester commuters. The city centre generally accounts for a significantly lower proportion of all commuters into Greater Manchester for districts adjoining the sub-region to the west and north (St Helens, West Lancashire, Chorley, Blackburn with Darwen, and Rossendale all fall within the range 10.1-11.5%, whereas those to the south and east are 18.8-19.7%), reinforcing the picture seen in the previous map.

Main commuting flows from adjoining districts into Greater Manchester

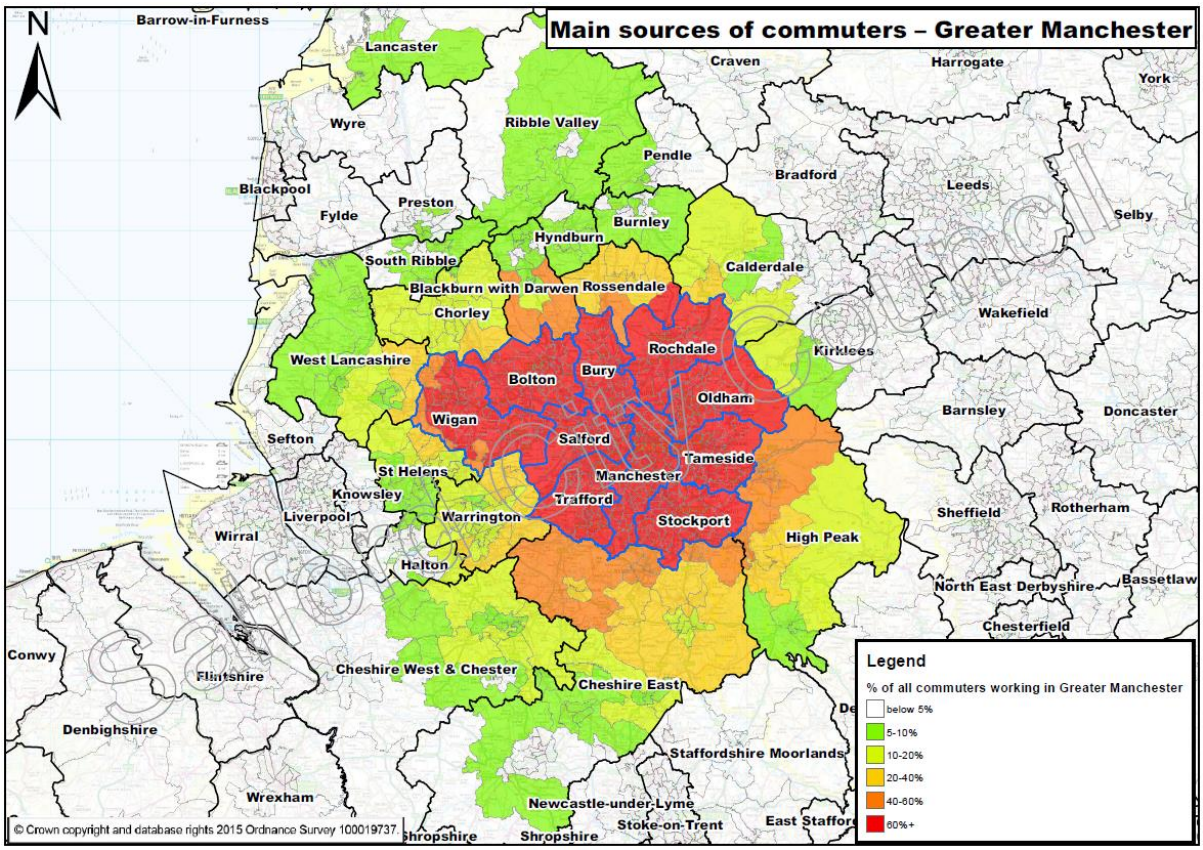
8.123 This section considers in more detail some of the key commuting flows between adjoining districts and Greater Manchester, in order to understand whether they are focused on particular parts of those districts. The analysis is

based around middle super output areas (MSOAs), as these are the smallest geography for which this data is available from the 2011 Census. All percentages of commuters use those commuting within England and Wales as the total.

8.124 First of all, the map below shows the proportion of workers in each MSOA who live in Greater Manchester, reflecting the importance of Greater Manchester as a source of labour.



8.125 The next map is repeated from earlier in this section, and shows the middle super output areas for which Greater Manchester is reasonably important in terms of providing jobs.



Blackburn with Darwen

8.126 MSOA Blackburn with Darwen 018 (which is broadly a combination of the two wards of North Turton with Tockholes and East Rural), which immediately adjoins Bolton and Bury to the south sends 44% of its commuters to Greater Manchester. This MSOA accounts for more than one-quarter of all of Blackburn with Darwen's commuters into Greater Manchester. Around half of the commuters from this MSOA into Greater Manchester work in Bolton. This MSOA is also quite reliant on Greater Manchester for labour, drawing 26% of its workers from the sub-region.

Calderdale

8.127 Greater Manchester is the destination for around 23% of the commuters from MSOA Calderdale 022 (which is the area immediately to the north of Littleborough in Rochdale), with more than half of those travelling to Rochdale. This is the only MSOA in Calderdale that draws more than 10% of its labour from Greater Manchester.

8.128 MSOA Calderdale 013, which lies immediately to the north of 022 (including Todmorden and the areas immediately to the west and north), actually accounts for a slightly higher proportion of Calderdale's commuters into Greater Manchester at 20% despite not immediately adjoining the sub-region. Around 20% of that MSOA's commuters work in Greater Manchester, with

more than two-fifths of those commuting to Rochdale and almost one-quarter to Manchester.

Cheshire East

8.129 There are fifteen MSOAs in Cheshire East that send at least 20% of their commuters to Greater Manchester, showing the importance of the sub-region for that district. This is essentially all of the MSOAs in the north of Cheshire East, with the exception of six of the seven that cover the town of Macclesfield. Eleven of those MSOAs, focused around the northern edge of the district, also draw more than 20% of their workers from Greater Manchester, and so there are significant commuting interactions in this location.

8.130 MSOAs Cheshire East 001-008 all send more than 40% of their commuters to Greater Manchester, and these are located around Handforth, Wilmslow, Poynton, Disley and the rural north-west of Cheshire East. MSOA Cheshire East 012 (around Alderley Edge) and MSOA Cheshire East 011 (around Prestbury and Adlington) are just below 40%. All of these MSOAs draw more than 20% of their workers from Greater Manchester, with the MSOA at Handforth exceeding 50%.

8.131 More than half of the commuters into Greater Manchester from the three MSOAs covering Poynton and Disley travel to Stockport, which they adjoin, and over one-quarter travel to Manchester. The four MSOAs covering Stockport Town Centre are not particularly dominant in terms of those travelling to the district of Stockport, accounting for around one-quarter of those from west Poynton and Disley, and less than 17% for east Poynton.

8.132 Manchester is the most important destination for the other Cheshire East MSOAs referred to above, although it never accounts for more than half of their commuters into Greater Manchester. Trafford is reasonably important for several of the MSOAs, particularly the very large rural MSOA Cheshire East 007 that surrounds but does not include Knutsford, where it accounts for just under one-third of the commuters into Greater Manchester.

8.133 Collectively, the six MSOAs covering Manchester's part of the city centre are generally the most important destination within Manchester, accounting for more than half of the commuters into Manchester from the Cheshire East MSOAs around Disley, south Knutsford, and Alderley Edge/Chelford, which may reflect the location of rail stations in those MSOAs with direct services to the city centre. However, the three Manchester MSOAs around the airport are more important for the Cheshire East MSOA around Handforth than is the city centre, and they also account for more than 30% of commuters into Manchester from the two MSOAs covering north Wilmslow and Tytherington in Macclesfield.

8.134 37 of Stockport's 42 MSOAs send more than 100 commuters to Cheshire East, and the 12 that form the southern part of Stockport each send more than 10% of their commuters to the district. Handforth (Cheshire East 004) is the most popular destination, accounting for 19% of the commuters from Stockport to Cheshire East, followed by Wilmslow Town Centre (Cheshire East 006; 15%). The next highest flows are to areas in and around Macclesfield, Poynton and Alderley Edge.

8.135 There are a number of moderate flows from Manchester to Cheshire East, with 17 of Manchester's 60 MSOAs sending 100 or more commuters to Cheshire East. These MSOAs largely cover the southern third of Manchester, with two on the eastern side of the city centre around Manchester Piccadilly station, but the two largest absolute flows are from the two MSOAs covering Didsbury.

8.136 More than half of all commuters from Manchester to Cheshire East travel to just four of that district's 51 MSOAs, which are those covering Wilmslow Town Centre (20% of Manchester's commuters to Cheshire East), Handforth (13%), the large rural area surrounding Knutsford, which includes High Legh, Mere and Mobberley (12%), and Alderley Edge and Chelford (10%).

8.137 The five MSOAs around Altrincham that form the southern band of Trafford (Trafford 024-028) all send more than 5% of their commuters to Cheshire East, and there are eight other MSOAs in Trafford that send more than 100 commuters to Cheshire East. Around 60% of Trafford's commuters to Cheshire East travel to just four MSOAs, located in and around Wilmslow and Knutsford.

Chorley

8.138 The southernmost MSOA in Chorley (Chorley 014), which includes the rail station at Adlington, sends around 35% of its commuters to Greater Manchester and secures 32% of its labour from Greater Manchester. More than half of those commuting from Chorley 014 into Greater Manchester head to Bolton, with three of the four most popular destination MSOAs being around Horwich, which are collectively far more important than Bolton Town Centre, suggesting an emphasis on short-distance commuting in this area. All but one of the other MSOAs in Chorley send 10-20% of their commuters to Greater Manchester, and in all cases Bolton is the most significant destination.

8.139 The three MSOAs around Blackrod and Horwich in Bolton that are closest to Chorley (Bolton 004, 007 and 009) send modest flows of 4.5-6.3% of their commuters to Chorley. There are similar flows from the northern part of Wigan, around Standish and Shevington (Wigan 001-004), where 3.9-7.4% of commuters travel to Chorley.

High Peak

8.140 The two large rural MSOAs to the north and south of Glossop (High Peak 001 and 004) send more than half of their commuters to Greater Manchester. The two more urban MSOAs that they surround (High Peak 002 and 003), together with the large MSOA extending down to New Mills (High Peak 005), have more than 40% of their commuters travelling into Greater Manchester, and the two MSOAs to the east (High Peak 006 and 008) covering the eastern edge of New Mills, Hayfield and Whaley Bridge exceed 25%.

8.141 Typically, Manchester accounts for around 30% of commuters travelling into Greater Manchester from the aforementioned areas. Tameside accounts for a similar or higher proportion from the four MSOAs around Glossop and Hadfield (High Peak 001-004), whereas Stockport is generally more significant than all other Greater Manchester districts for the other seven MSOAs in High Peak, accounting for more than half of those travelling into Greater Manchester from the two MSOAs covering New Mills.

8.142 For those areas in High Peak sending high proportions to Tameside, it is the MSOA covering Ashton Town Centre (Tameside 013) that is most important, although this is typically around 21% of all of those areas' commuters into Tameside and so does not dominate. A higher proportion of commuters into Stockport travel to Stockport Town Centre, typically around 25-30%, but this is likely to be a result of it being a larger town centre than Ashton. In contrast, the six MSOAs covering the city centre are by far the most significant destination for High Peak commuters travelling into Manchester, in several cases accounting for more than 60% of those commuting to Manchester. Consequently, High Peak's relationship with Greater Manchester is quite complex, with it providing both relatively short distance commuting to adjoining districts as well as longer distance commuting to the city centre.

8.143 High Peak 001 and 002 draw around 30% of their workers from Greater Manchester, and the nearby High Peak 004 exceeds 20%. The flows from Tameside MSOAs to locations outside Greater Manchester are generally very modest, except for Tameside 023 which sends 12% of its commuters to High Peak. The primary destinations are Glossop and the area to the west around Brookfield (High Peak 002 and 003).

Rossendale

8.144 All MSOAs in Rossendale send at least 23% of their commuters to Greater Manchester. More than 60% of commuters from Rossendale 009 (which is centred around Whitworth) work in Greater Manchester, with the majority of those travelling to Rochdale which adjoins it on three sides. Around 46% of commuters from Rossendale 008, which extends between Bury and Rochdale, travel into Greater Manchester, with Bury being the primary destination. All of Rossendale's MSOAs send at least 23% of their commuters to Greater Manchester, with Bury or Rochdale being the primary destination.

The highest absolute flow into Manchester is actually from the northernmost MSOA (Rossendale 001), where Manchester accounts for just under one-quarter of all commuters into Greater Manchester.

8.145 Commuting flows between Rossendale 009 and Greater Manchester are significant in both directions, with that MSOA drawing over 40% of its workers from the sub-region. Around 27% of the workers in Rossendale 008 come from Greater Manchester, and all but one of the Rossendale MSOAs secure more than 10% of their labour from Greater Manchester.

8.146 Just under 8% of commuters from Bury 001 (includes Ramsbottom) work in Rossendale, which is unsurprising given that the MSOA immediately adjoins Rossendale. The MSOA immediately to the south (Bury 002, which includes Summerseat), sends around 5.5% of its commuters to Rossendale.

St Helens

8.147 St Helens 003, which lies just to the west of Ashton in Makerfield, sends 32% of its commuters to Greater Manchester, and more than three-quarters of these work in Wigan. St Helens 002, just to the north-west including Billinge, sends 23% of its commuters to Greater Manchester, with Wigan again the predominant destination. Indeed, Wigan is the primary Greater Manchester destination for all but one of St Helens' 23 MSOAs. Around 20% of commuters from the MSOA that includes Newton-le-Willows (St Helens 015) travel into Greater Manchester, and this provides the highest flow from St Helens into Manchester, with around two-thirds of those going to the city centre.

8.148 An even higher proportion of workers in St Helens 003 are drawn from Greater Manchester, at 43%, and the other MSOA that adjoins Ashton in Makerfield, St Helens 005, secures 35% of its workers from Greater Manchester. Four other MSOAs on the eastern side of St Helens attract more than 20% of their workers from Greater Manchester.

8.149 St Helens is the destination for more than 16% of commuters from Wigan 036 (western Ashton in Makerfield), around 14% from the two MSOAs to the north and east (Wigan 032 and 035), and more than 10% from the long MSOA to the north-west (Wigan 018). There are six other MSOAs in the surrounding area that send more than 5% of their commuters to St Helens. More than one-third of Wigan commuters into St Helens work in the MSOA covering east Haydock (St Helens 003), which lies on the southern edge of Ashton in Makerfield. The links between St Helens and Wigan therefore appear localised.

Warrington

8.150 39% of the commuters from Warrington 021, which includes Lymm, travel to Greater Manchester, with Manchester and Trafford each accounting for more

than one-third of them. The two MSOAs in the north-east of Warrington (Warrington 001 and 002) both send more than 30% of their commuters to Greater Manchester, with a broader spread of flows, primarily to Manchester, Salford, Trafford and Wigan.

8.151 Several other MSOAs send 18-20% of their commuters to Greater Manchester, including the four to the south of the Manchester Ship Canal on the west side of the M6 (Warrington 022-025), where Manchester is the most important destination in the sub-region followed by Trafford, and three to the north-west and south-east of the Croft Interchange (the junction of the M6 and M62), for which there are significant flows to Manchester, Salford, Trafford and Wigan. Most areas send more than 10% of their commuters to Greater Manchester.

8.152 Warrington 001, in the north-east of the district, draws 40% of its workers from Greater Manchester, and three adjoining MSOAs in the north and east of the district (Warrington 002-004) secure more than 20% of their workers from the sub-region. A further 12 MSOAs in Warrington obtain more than 10% of their labour from Greater Manchester.

8.153 Wigan 039, which is the southernmost MSOA in the district around Lowton, sends 17% of its commuters to Warrington, and the figure is 13-14% for the two adjoining MSOAs covering the rest of Lowton and Golborne (Wigan 038 and 040). The ten MSOAs immediately to the north in Wigan all have more than 5% of their commuters travelling to Warrington. The two MSOAs in the north-east corner of Warrington, closest to Wigan, account for just under one-third of the commuters from Wigan to Warrington, but other locations within and around the town centre and the motorways also attract commuters from Wigan.

8.154 Almost 8% of commuters who live in the MSOA covering Cadishead (Salford 030) travel to Warrington, and just under 5% from the adjoining Irlam area (Salford 029).

West Lancashire

8.155 Around 30% of commuters from West Lancashire 015, which includes Upholland, travel to Greater Manchester, with the vast majority of these going to the adjoining Wigan. West Lancashire 005, to the immediate north, sends around 28% of its commuters to Greater Manchester, with Wigan again by far the most important destination. In each of these cases, Wigan Town Centre accounts for less than one-quarter of those commuting into Wigan.

8.156 More than half of those working in West Lancashire 005 live in Greater Manchester. West Lancashire 015 draws just under one-quarter of its workers from Greater Manchester, and five other MSOAs take more than 10% of their labour from the sub-region.

8.157 The three MSOAs down the north-western edge of Wigan (Wigan 001, 003 and 018) all send more than 10% of their commuters to West Lancashire, and six other MSOAs in the north-west of Wigan have more than 5% of their commuters travelling to that district. Around half of those commuting from Wigan to West Lancashire travel to the two MSOAs that adjoin Wigan, with the nearby Skelmersdale accounting for almost one-third. The commuting links between Wigan and West Lancashire therefore generally reflect the close proximity of particular settlements within the two districts.

Commuting conclusion

8.158 Almost 88% of commuters who live in Greater Manchester also work in the sub-region, and more than 85% of commuters who work in Greater Manchester also live in the sub-region. These high levels of commuting self-containment are perhaps unsurprising given the size of the area involved, but suggest that Greater Manchester is reasonably self-sufficient both in terms of the provision of employment opportunities and the supply of labour. Overall, there is net in-commuting to Greater Manchester from the rest of England and Wales of 28,316, which could be considered very low given that more than 1,000,000 people commute to a location within the sub-region. Greater Manchester is a very important source of jobs for High Peak and Rossendale, accounting for more than 30% of their commuters, but the largest absolute commuting flows are with Cheshire East.

8.159 Manchester, Salford and Trafford all draw in a large number of workers from outside their districts, often from each other, and have low worker self-containment and net in-commuting. Manchester has a dominant role, with very high levels of net in-commuting exceeding 100,000, whereas the levels for Salford and Trafford are much more modest. The other seven Greater Manchester districts have quite significant net out-commuting. Bolton, Oldham and Rochdale appear to have quite localised commuting, with relatively high self-containment both in terms of workers and commuters. Bury, Stockport and Tameside have lower commuter self-containment rates. Wigan is quite distinctive, having the highest worker self-containment in Greater Manchester but low numbers of commuters coming from other parts of the sub-region, the lowest proportion by far of its residents working in Greater Manchester, the highest net out-commuting of any Greater Manchester district, and being the only district in the sub-region for which Manchester is not the most important external commuting destination (it is only the fifth).

8.160 Overall, as was seen earlier in relation to migration, the pattern of commuting flows is reasonably predictable based on the size and location of employment areas relative to the main areas of population. The primary sources of commuters are always the immediately surrounding areas, but the extent of an employment area's influence and the average length of commuting journeys will vary depending on its function within the sub-region. Although they are very important within the districts in which they are located, the eight major town centres in Greater Manchester have a relatively localised commuting catchment, with the main flows for each being from the district that

they are located within, together with modest flows from adjoining districts, the size of which typically reflects the proximity of the main residential neighbourhoods, the quality of transport connections and the availability of other areas of major employment opportunities. Significant industrial areas such as Kingsway appear to have similarly localised catchments. Wigan Town Centre stands out as having a very high proportion of commuters from within the district (75%), and the proportions for Bolton and Rochdale Town Centre are also high (more than 65%). Stockport Town Centre appears to have a broader reach than most of the other major town centres in Greater Manchester, with significant flows from Manchester and Tameside in particular, though those from Cheshire East and Trafford also exceed 1,000.

8.161 The major employment areas at the core of the conurbation (the city centre, Salford Quays and Trafford Park) have a significantly broader reach, drawing a lower proportion of workers from the immediate area, and having longer average travel to work distances (with median commuting distances of 14-16km compared to 7-9km for the town centres). Manchester, Salford and Trafford collectively still provide more than half of the workers for each of these employment areas, but there are also major flows from the other Greater Manchester districts to the city centre. The districts in the north of Greater Manchester generally provide fewer workers for the city centre than does the south of the sub-region and, equally, the city centre is less significant as a source of jobs for the districts in the north, in both cases with the exception of Bury. Oldham and Rochdale are relatively disconnected from Salford Quays and Trafford Park, and Bolton and Wigan send the fewest people to the city centre from within Greater Manchester. This southward bias of commuting appears to extend into adjoining districts, with the largest inward flows to the core employment areas generally being from Cheshire East, Warrington and High Peak. The flows from Rossendale show that the employment opportunities in the core are relatively important to that district, and it is notable that Rossendale lies immediate to the north of Bury, which is the part of the north of Greater Manchester that supplies the most commuters for the core areas despite having the smallest population.

8.162 In the same way that Greater Manchester has a series of overlapping housing market areas, the majority of employment areas in Greater Manchester appear to lie at the centre of modest sized commuting catchments, with those catchments overlapping each other rather than being distinct travel to work areas. There is some skewing of this, including due to geographical factors (for example with Rochdale having little influence to its east in West Yorkshire) or the proximity of the city centre (for example with Bury largely drawing in people from the north but not the south, and Tameside from the east rather than the west).

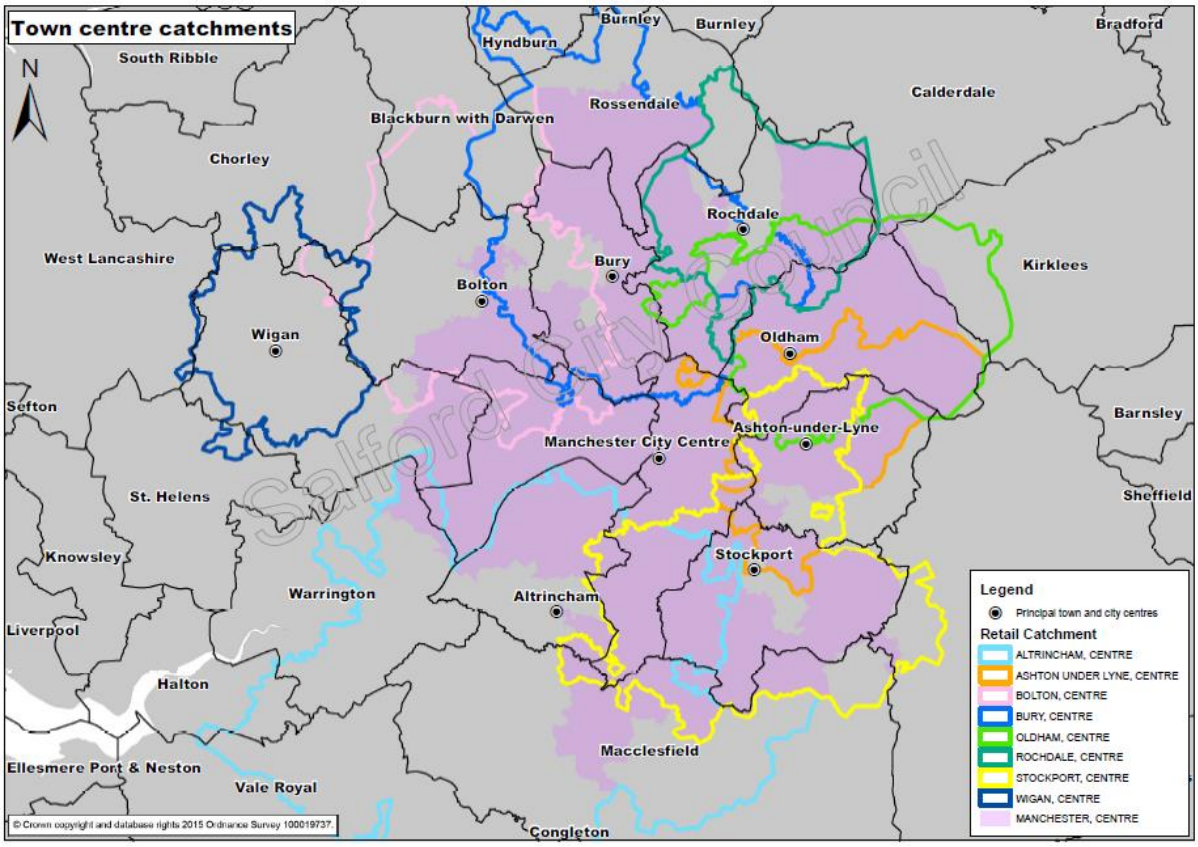
8.163 However, overlaying these localised catchments are the broader catchments for the employment areas at the core of the conurbation, and the city centre in particular appears to have a distorting effect. Although it draws in very large numbers of commuters from nearby, the city centre's broad reach influences commuting patterns across Greater Manchester, and over 57,000 of its workers travel more than 10km. In the case of Salford, Stockport, Tameside

and Trafford, Manchester as a whole provides employment for more than 20% of their commuters, and these four districts also had the highest proportions of their migration flows accounted for by Manchester. As noted above, there is some evidence that the north-west (Bolton and Wigan) and north-east (Oldham and Rochdale) are less connected to some of the employment opportunities within the core than other parts of the conurbation, but there are still quite significant commuting flows from those districts, for example with Wigan being the fifth most important source of commuters for both Salford Quays and Trafford Park. Furthermore, the ONS definition of travel to work areas (TTWAs) identified separate Bolton and Rochdale & Oldham TTWAs in 2001, but these were subsumed into the Manchester TTWA in 2011, suggesting increasing functional integration of different parts of Greater Manchester. It is possible that new and improved transport infrastructure, such as the Metrolink line to Oldham and Rochdale, could lead to further changes in these patterns in the future.

8.164 Nevertheless, proximity is still a vital component, and it is not necessarily the size and role of Manchester that draws people in from outside Greater Manchester, for example with Wigan and Bolton being more important for Chorley commuters, Rochdale and Bury being more important for Rossendale commuters, and Stockport and Tameside being equally as important as Manchester for High Peak commuters.

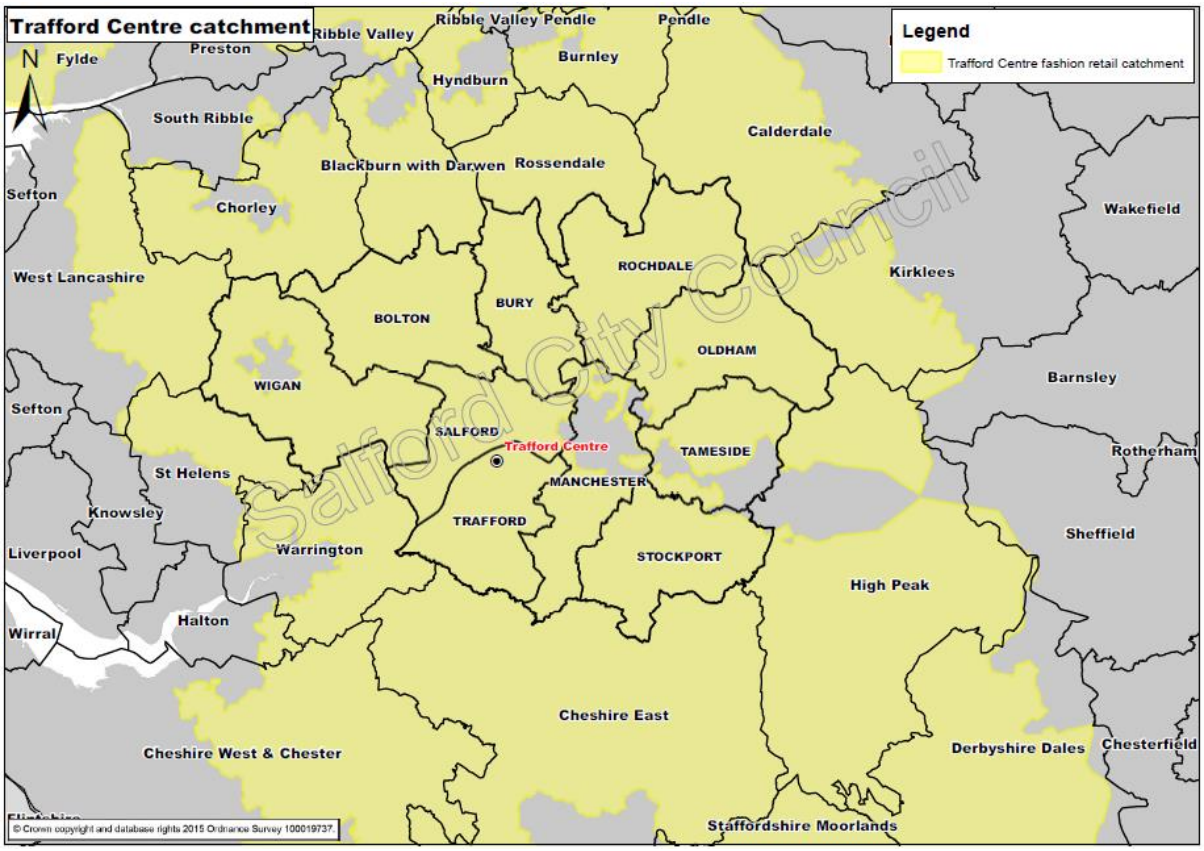
9. Retail catchments

9.1 In May 2015, the Javelin Group provided data for AGMA on retail centres and their catchments. The map below shows the principal catchments that they identified for the city centre and the eight main town centres in Greater Manchester. For these purposes, the principal catchment is defined as the area that accounts for 75% of all clothing expenditure in that centre.



9.2 The broad influence of Manchester City Centre can be clearly seen, expanding across most of Greater Manchester, other than the north-west of the sub-region, and also into a small number of surrounding areas. Some of the areas immediately around each of the main town centres are excluded from this definition of the city centre catchment, except in the case of Ashton-under-Lyne and Oldham. Most of Wigan and the western half of Bolton also lie outside that catchment.

9.3 Using the same definition, the catchment of the Trafford Centre (shown on the map below) is even wider, extending across almost all of Greater Manchester (excluding around the city centre, Wigan town centre, and parts of Tameside) and well beyond.



9.4 The size of the catchments of the town centres varies quite significantly. Although it is the smallest of the centres, Altrincham actually has the largest catchment, which may partly reflect the nature of the surroundings and the level of competition from the city centre and Trafford Centre. Wigan stands out as having a very discrete catchment, largely mirroring the district boundaries and with almost no overlap with the catchments of the other main town centres in Greater Manchester.

9.5 There is a reasonably significant overlap of the Bolton and Bury catchments, and the Altrincham and Stockport catchments, but the main town centres lie just outside the catchment of the adjoining centre in each case. Bury's catchment extends a considerable distance northwards outside Greater Manchester, reflecting the size of competing centres to its north.

9.6 The main town centre catchments appear to become more congested on the eastern side of Greater Manchester. The catchment of Ashton-under-Lyne is wholly overlain by the city centre, Stockport and/or Oldham. Indeed the town centre itself lies within the catchment of both the city centre and Stockport, and right on the boundary of Oldham's. Stockport's catchment is particularly expansive, extending almost as far as Oldham town centre. The south-western part of Rochdale's catchment sees significant overlap with the catchments of the city centre, Bury and Oldham, whereas Rochdale's catchment extends far less into those adjoining areas. The eastern part of Tameside does not lie within any of the catchments, and more than half of Salford lies solely within the city centre catchment.

9.7 Thus, overall there is a significant overlap of the principal catchments of the city centre and eight main town centres, particularly on the eastern side of Greater Manchester. This reflects the integrated nature of the conurbation, but the individual town centres still retain strong identities and influence over their surrounding communities. The lack of a main town centre in Salford reduces the catchment overlap on the western side of Greater Manchester, although the Trafford Centre's influence will be stronger there, and the largely discrete nature of Wigan's principal catchment reinforces some of the patterns seen in relation to migration and commuting. There are similarities between the commuting patterns and retail catchments of the town centres, in terms of their size and geography.

10. Functional economic market areas

10.1 The national Planning Practice Guidance (PPG) states that:

> "The geography of commercial property markets should be thought of in terms of the requirements of the market in terms of the location of premises, and the spatial factors used in analysing demand and supply – often referred to as the functional economic market area. Since patterns of economic activity vary from place to place, there is no standard approach to defining a functional economic market area, however, it is possible to define them taking account of factors including:
> - extent of any Local Enterprise Partnership within the area;
> - travel to work areas;
> - housing market area;
> - flow of goods, services and information within the local economy;
> - service market for consumers;
> - administrative area;
> - Catchment areas of facilities providing cultural and social well-being;
> - transport network." (paragraph 2a-012-20140306)

10.2 The Planning Advisory Service (PAS) advice note on objectively assessed need explains that "economic market areas may be defined as labour market areas, which are areas of commuting closure – meaning that a high proportion of all journeys to work occur within the area. They may also be seen as areas of search for business location."[33]

10.3 The PAS guidance notes that: "One would expect HMAs and economic market areas to be geographically similar, because in broad terms both are largely determined by the reach of a daily return trip. Just as households' location decisions are largely driven by access to jobs and services, business location decisions are largely driven by access to the workers that fill those jobs and the customers who consume those services."[34] The PPG lists the housing market area as an important factor in defining the functional economic area, as well as travel to work areas which it also identifies as a key determinant of housing market areas.

10.4 Housing market areas and travel to work areas are discussed above. This section considers the other factors identified in the Planning Practice Guidance, but first considers previous definitions of functional economic areas.

Previous identification of functional economic market areas

[33] Planning Advisory Service (July 2015), *Objectively Assessed Need and Housing Targets: Technical advice note – Second edition*, paragraph 5.33
[34] Ibid, paragraph 5.34

10.5 The concept of a Manchester City Region, based around an analysis of functional economic areas, was introduced by the Northern Way initiative in 2004. The extent of the Manchester City Region, along with seven other city regions in the north of England, was based on analysis of travel-to-work data at 95% self-containment levels to major employment nodes including the Manchester Salford regional centre. This methodology was adopted as the best indicator available for an economically based definition, i.e. the flow of labour. The Northern Way stressed, however, that the city region boundaries were to be viewed as "fuzzy". Analysis of different "flows", for example travel-to-shop, travel-to leisure or housing markets, gave rise to different geographies, but an economically based approach was considered most suited to a strategy aimed at enhancing economic performance. Consequently, the Manchester City Region was defined as Greater Manchester together with High Peak, Warrington, Congleton and Macclesfield (both now part of Cheshire East, along with the former district of Crewe and Nantwich), and Vale Royal (now part of Cheshire West and Chester, along with Chester, and Ellesmere Port and Neston). This boundary has some similarities to the silver standard single tier geography from the NHPAU research, but with the addition of Congleton and exclusion of Rossendale.

10.6 The term 'Manchester City Region' was also used in the Manchester Independent Economic Review (MIER), which was a major economic study published in 2009. Its definition of the Manchester City Region was based around the concept of a 'core area' of the city region that contains the densest concentration of jobs, defined as the whole of the three local authority areas of Manchester, Salford and Trafford[35]. A background report to the MIER explains that: "There is a strong case for treating the Manchester, Salford and Trafford LADs [local authority districts] together as the core employment area for the Manchester City Region. With close to 500,000 people employed in these locations, and 72,000 in higher level employment, these are the local authority districts that house the substantial majority of the City Region's higher skilled jobs in office based sectors (Manchester City Centre and Salford Quays) along with large numbers of jobs in manufacturing and distribution on Trafford Park"[36].

10.7 The table below shows the proportion of higher managerial and professional people commuting to that core area, using 2001 Census data[37].

[35] Manchester Independent Economic Review (March 2009), *Understanding Labour Markets, Skills and Talent*, p.40
[36] Regeneris Consulting (January 2009), *Dense labour markets in the Manchester City Region: a working paper*, paragraph 8.3
[37] Ibid, p.8

Table 2-3: Absolute numbers of Higher Managerial and Professional people commuting to Manchester, Salford and Trafford, 2001			
Local authority district	No. of HMP residents in work	No. commuting to Manchester, Salford or Trafford	%
Stockport	19,026	7,381	38.8%
Bury	9,085	3,299	36.3%
Tameside	7,443	2,391	32.1%
Macclesfield	14,251	3,946	27.7%
Oldham	7,822	2,052	26.2%
High Peak	5,280	1,325	25.1%
Bolton	11,095	2,646	23.8%
Rochdale	7,516	1,777	23.6%
Rossendale	2,925	524	17.9%
Wigan	10,798	1,880	17.4%
Warrington	12,199	2,115	17.3%
Vale Royal	7,875	1,118	14.2%
Congleton	6,965	849	12.2%
Chorley	5,767	647	11.2%
St. Helens	6,000	517	8.6%
Chester	8,919	473	5.3%
Source: Census 2001			

10.8 Another MIER report states that a 15% threshold of higher managerial residents of a district working in the core area has been used to define the city region[38]. However, it then qualifies this, explaining that: "In consultation with MIER we made a minor adjustment to the boundary of MCR (specifically dropping Rossendale and adding Congleton) to reflect strategic definitions"[39]. This essentially resulted in the MIER using the same definition of the Manchester City Region as The Northern Way. If it had based its definition purely on the data analysis then its definition would have been Greater Manchester plus Macclesfield, High Peak and Rossendale. This is similar to the single tier silver standard housing market area identified in the NHPAU research, but excludes Vale Royal which was slightly below the 15% threshold.

10.9 The 2013 Integrated Greater Manchester Assessment refers to Greater Manchester as "the largest functional economic area outside London"[40]. It explains that "Greater Manchester's ten districts represent a coherent economic geography and, increasingly, we think and act as a one economic entity with a single labour market, high levels of connectivity and interdependent towns and cities. As with any large metropolitan area, different parts of Greater Manchester contribute to this functional geography in different ways"[41]. This definition of the functional economic area therefore

[38] Manchester Independent Economic Review (April 2009), *The Case for Agglomeration Economies*, p.43
[39] Ibid, p.44
[40] New Economy (May 2014), *Integrated GM Assessment – Economic evidence base*, p.8
[41] New Economy (April 2013), *Integrated GM Assessment – Public health evidence base: Final draft*, paragraph 2.15

excludes the districts outside Greater Manchester which had previously been included in the definitions of the Manchester City Region.

Extent of any Local Enterprise Partnership within the area

10.10 The Greater Manchester Local Enterprise Partnership covers the area of the ten Greater Manchester districts. This area also has its own combined authority, devolution agreement, City Deal, Growth and Reform Plan, and integrated transport authority. There are also other important organisations established at this level to support the local economy, such as the Greater Manchester Chamber of Commerce and the Greater Manchester Business Leadership Council.

10.11 In terms of adjoining districts, St Helens is part of the Liverpool City Region Local Enterprise Partnership, along with Halton, Knowsley, Liverpool, Sefton and Wirral, and these six districts also have their own combined authority (called the Halton, Knowsley, Liverpool, St Helens, Sefton and Wirral Combined Authority). High Peak is part of the Derby Derbyshire Nottingham Nottinghamshire (D2N2) Local Enterprise Partnership. Warrington, Cheshire East and Cheshire West and Chester together form the Warrington and Cheshire Enterprise Partnership. Blackburn with Darwen, Chorley, Rossendale and West Lancashire are within the Lancashire Local Enterprise Partnership area. Calderdale and Kirklees are part of the Leeds City Region Enterprise Partnership, as well as the West Yorkshire Combined Authority. All of these local enterprise partnerships have agreed City Deals with government. Consequently, every district adjoining Greater Manchester is part of an established structure, supported by Government funding, that places it in a different functional geography to Greater Manchester.

Other factors influencing the definition of functional economic market areas

10.12 The flows of goods, services and information within the local economy, and the service market for consumers, vary considerably depending on the economic sectors that are being considered. The difficulties of using such information to define functional economic areas are highlighted by the Manchester Independent Economic Review, which observed that “large numbers of firms in MCR [the Manchester City Region] identify themselves as having no trading links with other firms in MCR (particularly in engineering and textiles, and the creative/ digital/new media and ICT sectors). They are well-connected to firms outside the region, and these external links will be highly beneficial in increasing access to innovative ideas. These firms are an important conduit for innovations from elsewhere, but the flow to neighbouring firms within MCR is blocked. Their strong connections to firms outside MCR means that creative businesses have good access to innovative ideas. However their lack of internal networks means the spread of these innovations within MCR is limited”[42]. Consequently, an analysis of the flow of

[42] Manchester Independent Economic Review (April 2009), *Reviewers’ report*, p.45-46

goods, services and information could lead to the identification of a very large functional economic area, given this external focus of many of Greater Manchester's connections.

10.13 The service market for consumers also varies enormously depending on the products and sectors that are being considered. The market for some services will be very local, whereas others may extend beyond the sub-region. Manchester City Centre and the main town centres are an important focus for many service markets, enabling consumers to meet most needs within Greater Manchester. Similar issues affect the catchment areas of facilities providing cultural and social well-being.

10.14 The integrated nature of transport networks means that it is often very difficult to identify functional economic market areas on that basis. More successful economic areas often have strong external connections, which reduces the ability to separate them into discrete areas. The M60 provides an orbital motorway covering large parts of Greater Manchester, and is often cited as an area of search for businesses. However, businesses also identify the M62 corridor as an area of search, as this links three major conurbations (Greater Manchester, Merseyside and Leeds), highlighting the difficulties of using transport networks to identify functional economic areas. In administrative terms, many transport functions are the responsibility of the Greater Manchester Combined Authority, and are delivered through Transport for Greater Manchester.

10.15 However, there are increasing efforts to undertake transport planning and decision-making at a pan-regional level, covering several functional economic areas, as demonstrated by the concept of the Northern Powerhouse and the associated Northern Transport Strategy[43]. This states that: "A world class transport system must better link up the individual cities and towns in the North, to allow them to function as a single economy and be stronger than the sum of their parts"[44]. It explains that: "Transport for the North will now develop a clear plan for the pan-Northern connections that will help to forge a single Northern economic area. … The yardstick by which our plans must be measured is simple. They must help create the single market for people, goods and ideas that will empower the North to compete with the rest of the world"[45]. Any strategy for Greater Manchester therefore needs to consider this wider economic area, as well as the more localised functional economic connections.

[43] HM Government and Transport for the North (March 2015) *The Northern Powerhouse: One Agenda, One Economy, One North – A report on the Northern Transport Strategy*
[44] Ibid, p.2
[45] Ibid, p.3

11. Conclusions on the areas of assessment

11.1 Greater Manchester has very high levels of self-containment, both in terms of migration and commuting. This reflects both its size and the fact that there are large areas of open land separating the conurbation from many of the nearest settlements. Greater Manchester is also an important administrative unit, for example having its own Combined Authority and Local Enterprise Partnership. It is also a recognised area of search for many businesses when looking for premises. On this basis, it provides an appropriate starting point for considering housing and employment floorspace requirements.

11.2 However, the evidence on both migration and commuting suggests that there are important connections with areas adjoining Greater Manchester that need to be taken into account. The nature of these connections varies depending on the proximity of settlements within and outside Greater Manchester, the location and relative strength of key employment areas, and the availability of direct transport connections. Many of the interactions are very localised, contained around the boundaries of the sub-region, but the strength of the city centre as an employment location is felt across a much broader area. Some migration and commuting flows are skewed in one particular direction, whereas others are more even with low net flows masking high absolute flows. In some cases the importance of the interactions may be more important to the districts adjoining Greater Manchester but of less significance to Greater Manchester and the districts within it, due to the differing size of the areas involved and the availability of alternative sources of employment and labour. The implications of emerging housing and employment floorspace requirements and proposals, both within and outside Greater Manchester, will therefore need to be carefully considered as work on the Greater Manchester Spatial Framework progresses, so as to ensure that there is an appropriate balance of housing and jobs across the wider area.

11.3 Most people migrate over relatively small distances, resulting in a series of overlapping markets rather than relatively discrete housing market areas. Migration patterns are generally quite predictable, based on issues such as proximity, transport connections, employment opportunities and local identity, rather than reflecting previously identified housing market areas. Similarly, most employment areas see people commuting to them primarily from quite nearby, again leading to overlapping catchments. However, the major concentration of employment opportunities at the core of the conurbation, focused around the city centre, has a distorting effect, drawing people in from longer distances and limiting the commuting catchment of some of the other employment areas within Greater Manchester.

11.4 There are also other broader patterns that are discernible, such as higher levels of migration self-containment in the north of Greater Manchester, a generally more fluid market in the south, typically lower self-containment for those moving from more prosperous areas, net in-migration in the west and net out-migration in the east, and a very extensive in-migration catchment for

the core of the conurbation that is then redistributed to some extent to surrounding areas. Wigan tends to have weaker connections to the rest of Greater Manchester than the other nine districts in the sub-region, both in terms of migration and commuting, as might be expected given its location. There is some evidence that migration is more contained within districts than if it were purely a function of distance and transport links. Familiarity with, and proximity to, particular town centres, as reflected in the geography of their core catchments, along with other aspects of local identity, could potentially explain this.

11.5 This complex functioning of housing and labour markets within Greater Manchester means that there is no simple way of subdividing the sub-region into identifiable housing market areas or functional economic areas. Any boundaries would essentially be arbitrary, and risk masking important relationships, as has been seen with the housing market areas that have previously been identified. Given these problems, together with the relatively small distances involved in most migration and commuting, the issues of district identity, and the availability of population and household projection data, it is considered that the most appropriate unit of analysis below the Greater Manchester level is the individual districts. This would be expected to enable a greater level of analysis, taking into account a better understanding of the relationships between different places, than would the combination of districts into larger sub-areas. However, even a district-based analysis could mask important cross-boundary connections, and it will be important to have regard to the above analysis and supplementary data when interpreting assessments of demand and need for individual districts. For example, an ongoing ‘Deep Dives’ analysis of the economic issues and opportunities across Greater Manchester will provide a more thorough understanding of economic activity at a sub-district level.

12. Redistribution of need

Evolution of housing areas

12.1 The migration data discussed earlier suggests that a large proportion of moves are over short distances, and most people generally seek to remain within the same neighbourhood or town. It is therefore tempting to conclude that housing need and demand is generally quite fixed, and there is limited scope for significant changes in the pattern of population and household growth.

12.2 However, the growth of neighbourhoods and towns has been uneven, suggesting that the number of people who are prepared to move over longer distances is sufficient to result in very different levels of population growth between areas. This can be seen at both the national and local levels.

12.3 The table below uses census data to identify the percentage change in population over three periods: 1951-2011, 1981-2011, and 2001-2011. The data for 1951-2001 is taken from the Vision of Britain website, and the 2011 data from the ONS website. The exception to this is Manchester's population figure for 2001, where 26,200 has been added to the census figure to reflect the estimated undercount for the city as assessed by the ONS.

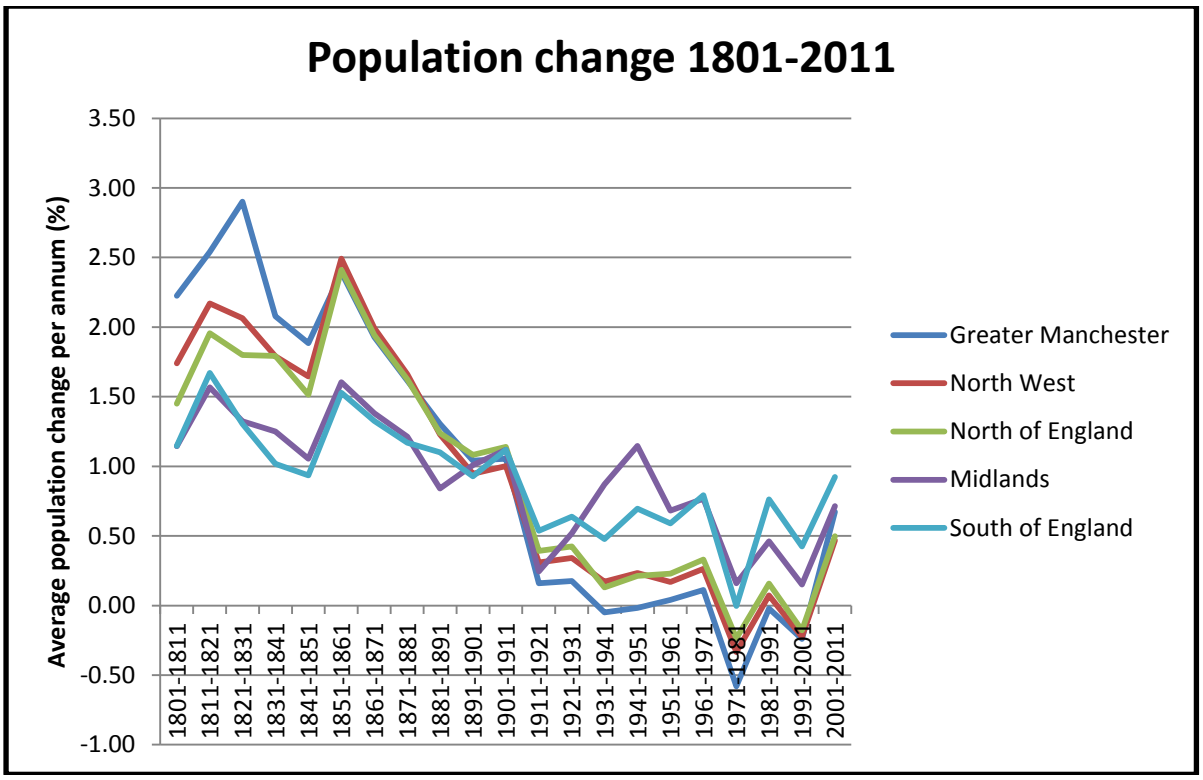
	% change in population (censuses)		
	1951-2011	1981-2011	2001-2011
Bolton	10.10	6.36	6.03
Bury	30.49	5.47	2.46
Manchester	-27.30	14.96	20.07
Oldham	0.41	2.48	3.45
Rochdale	21.78	2.59	3.15
Salford	-22.58	-3.15	8.24
Stockport	25.66	-1.97	-0.45
Tameside	5.88	1.05	2.95
Trafford	10.90	2.52	7.82
Wigan	19.12	3.29	5.45
Greater Manchester	-0.24	4.16	6.94
North West	4.19	3.18	4.79
North East	5.74	0.05	3.24
Yorkshire and the Humber	26.68	9.87	6.35
West Midlands	44.27	19.86	8.65
East Midlands	15.69	9.84	6.42
East of England	87.78	22.77	8.52
South West	51.74	24.45	7.31
South East	73.52	22.90	7.93
London	0.12	23.69	13.97

	% change in population (censuses)		
	1951-2011	1981-2011	2001-2011
North of England	8.28	4.86	5.09
Midlands	33.99	14.12	7.37
South of England	41.56	23.40	9.63
England	28.80	15.83	7.88

12.4 At the pan-regional level, the North of England (defined as the North West, North East, and Yorkshire and the Humber) has had significantly lower population growth over each of the three time periods than other parts of the country. Population growth has been strongest in the South of England (defined as the East of England, South West, South East, and London), although there has also been considerable growth in the Midlands (defined as the West Midlands, and East Midlands). The North West's population growth was lower than the North of England as a whole for each time period, although only slightly for 2001-2011, and it is Yorkshire and the Humber that has driven much of the population increase in the North. London's pattern of population change has been unusual, in that its population in 2011 was very similar to in 1951, but this masked a significant decline, with a subsequent rate of increase since 1981 that has matched other parts of the South of England.

12.5 Greater Manchester's population has actually decreased over the period 1951-2011, but this masks a more considerable decline up to 2001, with a significant increase over the subsequent decade that was not far behind the level of growth seen nationally. Within Greater Manchester there have been considerable differences in population change. Both Manchester and Salford have lost around one-quarter of their population since 1951, but in both cases this masks an even greater decline up to 2001 (39% for Manchester, and 28% for Salford), which has since been partially offset by strong growth over the last decade. Bury, Rochdale and Stockport have all seen quite significant growth since 1951, not dissimilar to levels seen nationally, but relatively low population increases over the period 2001-2011. Oldham and Tameside have both seen little growth over any of the time periods.

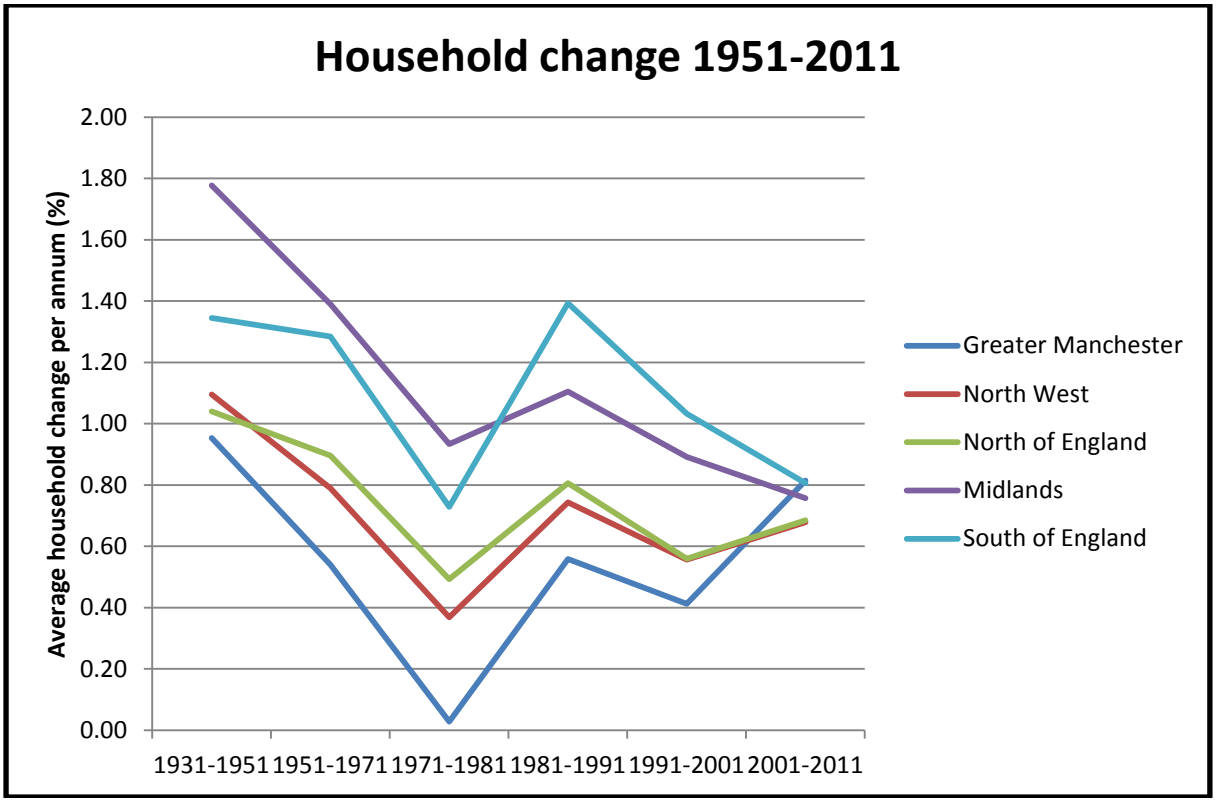
12.6 The graph below compares population change over the much longer period of two centuries from 1811 to 2011, using data from the Vision of Britain website for 1811-2001.



12.7 This shows that Greater Manchester, the North West and the North of England as a whole, all actually had much higher growth than the Midlands and the South of England during the nineteenth century, which is likely to be the result of economic factors. However, this situation switched round in the twentieth century.

12.8 This diverse pattern of population change highlights the fact that, even with a general tendency for people to move over short distances, the cumulative impact of many internal moves, together with international migration, can still result in considerable differences in how places evolve. There are sufficient numbers of people migrating over longer distances for population patterns to change quite significantly, even over a relatively short period of 30 years and a large area such as England. Over the thirty-year period 1981-2011, Greater Manchester grew at only just over one-quarter of the rate of England as a whole, and less than one-fifth the rate of the South of England. Consequently, although demographic projections may identify levels of housing need being generated in certain locations, there is clearly significant scope for that need to be satisfied elsewhere, for example because of the availability of housing or due to other locations offering better economic opportunities or lifestyles. This is likely to be particularly important in terms of the propensity of different places to attract migrants. This needs to be considered when determining the level of housing that should be provided in different locations within Greater Manchester.

12.9 Similar evidence can be analysed in relation to the number of households, although data is only available from the Vision of Britain website from 1931. The graph below displays the average household change per annum for the period 1931-2011, using the same spatial units as the previous graph.



12.10 All areas basically followed the same pattern of household growth over the period 1951-2001, with the rate of growth being highest in the Midlands and South of England. Household growth in Greater Manchester was even lower than the North West average, and well below the levels seen in the South and Midlands. However, over the period 2001-2011 the rates of the various areas have been very similar.

12.11 The next table compares the proportion of Greater Manchester's population that was expected to be in each district in 2013 in the 1993-based sub-national population projections, with the proportion of Greater Manchester's population that was identified as being in each district in the ONS 2013 mid-year estimates. This provides an indication of the margin of error that is possible in the ONS population projections. The 1993-based projections only provided figures for 2011 and 2016, and so the 2013 figures have been calculated from those years on a pro rata basis. The 1993-based projections have been used as they enable an analysis over a 20-year period, similar to the proposed period for the Greater Manchester Spatial Framework.

	Population in 2013		% of Greater Manchester population in 2013	
	As forecast in the 1993-based projections	2013 mid-year estimate	As forecast in the 1993-based projections	2013 mid-year estimate
Bolton	283,840	280,057	10.66	10.32
Bury	198,800	186,527	7.47	6.87

	Population in 2013		% of Greater Manchester population in 2013	
	As forecast in the 1993-based projections	2013 mid-year estimate	As forecast in the 1993-based projections	2013 mid-year estimate
Manchester	435,920	514,417	16.38	18.95
Oldham	228,860	227,312	8.60	8.37
Rochdale	220,260	212,120	8.28	7.81
Salford	218,740	239,013	8.22	8.80
Stockport	292,180	285,032	10.98	10.50
Tameside	236,940	220,597	8.90	8.13
Trafford	218,500	230,179	8.21	8.48
Wigan	327,680	319,690	12.31	11.78

12.12 The actual population growth in Greater Manchester over the period 1993-2013, as identified in the mid-year estimates, was almost exactly double that which had been forecast by the 1993-based sub-national population projections (163,944 compared to 82,820[46]). Virtually all of this difference can be accounted for by the much higher than forecast population growth in Manchester, but there are also some significant differences from the projections for the other districts. For example, Salford's population was more than 20,000 higher than expected, and Trafford's more than 11,500 higher. In contrast, Tameside's population was more than 16,000 lower, Bury's more than 12,000 lower, and Rochdale's and Wigan's each around 8,000 lower. The actual populations of Bolton and Oldham were relatively close to the projected figures.

12.13 There is a clear spatial element to the deviation from the projections, with the three adjoining districts of Manchester, Salford and Trafford having higher than forecast population growth, and the other seven districts that do not share part of the urban core having lower than forecast growth. The 1993-based population projections are only available for counties and metropolitan boroughs, but they were reasonably accurate for areas adjoining Greater Manchester given the size of the areas involved. St Helens' population was just over 4,000 lower than forecast, as was Lancashire's. Cheshire's was around 2,500 lower, whereas Derbyshire's was about 4,000 higher than forecast.

12.14 There are likely to be several different factors that resulted in these deviations from the projections. For example, the largest increases above the projections were in Manchester and Salford, where there has been a huge growth in the 'city centre' apartment market, complemented by major investment in regeneration activity in the surrounding inner areas, which have dramatically

[46] The total difference for Greater Manchester in the table is 53,224, which is the difference between the calculated 2013 figures from the 1993-based projections and the 2013 mid-year estimate. The figures referred to in the text relate to the population growth calculated using the 1993 and 2013 figures from the projections, and the 1993 and 2013 mid-year estimates. The variance is due to the 1993 mid-year estimates not being the same as the 1993 figures from the 1993-based projections.

increased the attractiveness of the urban core to potential residents. Elsewhere, a combination of proximity to economic opportunities, the availability and cost of housing, and perceptions of relative levels of quality of life are likely to have impacted on the pattern of population growth.

12.15 In addition to the absolute differences, the distribution of population in 2013 varied from that which had been forecast in 1993. Although the differences appear relatively small, the deviation of Trafford from the projected proportion was the smallest at 0.27 percentage points. Deviation of around 0.5 percentage points appears typical, with Manchester being more than 2.5 percentage points higher than expected.

12.16 The table below shows what the household growth figure for each Greater Manchester district would be over the period 2012-2035 if the share of all households for each district in 2035 was 0.27 percentage points higher or 0.27 percentage points lower than forecast in the DCLG 2012-based household projections. Given that this is the smallest percentage point deviation seen from the 1993-based population projections after 20 years, it shows a level of variation that could easily be witnessed. The second column from the right shows what the percentage difference in the scale of household growth would be compared to the DCLG 2012-based household projections if the district's share of the total households in Greater Manchester deviated by plus or minus 0.27 percentage points, and is calculated from the three columns to its left. The final column shows a similar percentage but instead for a deviation of 0.50 percentage points from the projected district share of the total households in Greater Manchester, given that this is the more typical deviation seen in the 1993-based population projections.

	Change in number of households 2012-2035			Percentage deviation from forecast change if share of GM is 0.27 percentage points different	Percentage deviation from forecast change if share of GM is 0.50 percentage points different
District	DCLG 2012-based household projections	If district's share of GM households in 2035 is 0.27 percentage points higher than forecast	If district's share of GM households in 2035 is 0.27 percentage points lower than forecast		
Bolton	20,755	24,405	17,105	± 17.58	± 32.56
Bury	12,034	15,684	8,384	± 30.33	± 56.16
Manchester	49,193	52,843	45,543	± 7.42	± 13.74
Oldham	14,955	18,605	11,305	± 24.40	± 45.19
Rochdale	9,755	13,405	6,105	± 37.41	± 69.28
Salford	28,108	31,758	24,458	± 12.98	± 24.04
Stockport	19,308	22,958	15,658	± 18.90	± 35.00
Tameside	17,831	21,481	14,181	± 20.47	± 37.90
Trafford	20,242	23,892	16,592	± 18.03	± 33.39
Wigan	21,199	24,849	17,549	± 17.22	± 31.88

12.17 The table shows that even these relatively small changes in the proportion of Greater Manchester's households that are in each district can have a considerable impact on the scale of household growth that would be seen in any single district. Inevitably, the proportionate difference in that growth is greater for those districts that are forecast to have the lowest levels of household growth. Typically, a deviation of 0.27 percentage points from the projected share of Greater Manchester's total number of households results in household growth in any district being around 15-20% higher or lower than forecast, and a deviation of 0.50 percentage points in the share of Greater Manchester households generally results in household growth being about one-third different to the projection.

12.18 This highlights the fact that, although the analysis of 2011 Census migration data suggests that most moves are over a relatively short distance, and many moves are likely to be constrained by links to family and friends, the cumulative impact of migration can result in reasonably significant changes over time compared to those that have been forecast. Over a period of 20 years, this could easily lead to household growth being several thousand higher or lower than projected in any district, even if the Greater Manchester total is as forecast. Consequently, there would appear to be considerable scope for household growth to be redistributed around the sub-region if that were considered to be an appropriate strategy. For example, if a more sustainable pattern of household growth could be identified than that which is forecast, in terms of minimising the need to travel and the impact of residential development on the environment, then it would appear realistic to work towards it provided that appropriate measures could be put in place to ensure that locations identified for higher than forecast growth could attract any available migration.

12.19 The 1993-based population projections show that any additional population and household growth within the sub-region could realistically be focused on a small number of districts, as the higher than forecast growth in the following 20 years was focused solely in Manchester, Salford and Trafford, but again this would only be likely to be achieved in practice if such locations were sufficiently attractive in terms of access to employment, lifestyle, housing quality, etc. The overall spatial strategy for accommodating household growth is therefore influenced by the forecast pattern of household change across Greater Manchester, but is not completely set by it, and there is significant potential to move at least part of that household growth to other locations.

Location of jobs in Greater Manchester

12.20 A general picture of how the location of jobs over the period 1981-2011 has changed can be derived from census data. The first table below identifies the proportion of jobs in Greater Manchester that were in each district over that period, using the workplace population measure. Figures from the 2014 GMFM are included for comparison. The second table identifies the proportion of jobs in each district that were in just three wards, five wards and ten wards,

to provide an indication of the degree of concentration of employment opportunities (the first column of the table identifies the total number of wards in each district in 2011). However, there are some problems with comparing data between censuses in this way, due to changes in the ward boundaries, and in some cases in the number of wards in each district. The data from the 1981 and 1991 censuses is based on a 10% sample. All figures include those working at home.

	% of Greater Manchester jobs in each district						
	1981-2011 censuses				GMFM 2014		
District	1981	1991	2001	2011	1991	2001	2011
Bolton	9.38	9.59	9.60	9.25	9.35	9.52	8.98
Bury	5.15	5.85	5.65	5.91	5.80	5.42	5.69
Manchester	26.93	24.24	24.05	25.72	25.93	25.09	26.14
Oldham	8.09	7.72	7.46	7.16	7.12	7.03	6.60
Rochdale	6.33	7.01	6.90	6.37	6.38	6.64	6.15
Salford	9.34	8.60	9.20	9.15	8.73	9.39	9.91
Stockport	9.14	10.56	10.68	10.13	10.39	10.40	10.77
Tameside	7.07	7.19	6.74	6.40	7.52	6.23	5.92
Trafford	9.43	9.57	10.16	10.45	9.78	11.28	11.17
Wigan	9.13	9.66	9.56	9.47	8.97	8.96	8.66

12.21 There is no clear trend over the period 1981-2011 from the census data, with most districts having both increases and decreases between censuses. There appears to have been a decline in the dominance of Manchester over the period 1981-2001, but then with an increase in the concentration of jobs in that city by 2011 though not to 1981 levels. Trafford has seen a consistent increase between each census in its share of Greater Manchester employment. Stockport also saw a consistent increase over the period 1981-2001, but then fell back slightly in 2011. Oldham has seen a consistent decrease, and both Rochdale and Tameside have decreased over the periods 1991-2001 and 2001-2011.

12.22 The 2014 GMFM provides a reasonably similar picture overall for the period 1991-2011, but with Stockport seeing an increase share to 2011, and Salford also accounting for a greater proportion over time.

	Concentration of jobs 1981-2011 (using census data)				
District	Measure	1981	1991	2001	2011
Bolton (20 wards)	Top three wards as % of district	44.70	38.60	39.73	33.52
	Top five wards as % of district	59.67	53.45	52.95	49.86
	Top ten wards as % of district	80.24	74.88	74.19	75.67
Bury (17 wards)	Top three wards as % of district	39.65	34.77	36.07	39.10
	Top five wards as % of district	55.96	49.99	51.12	53.11
	Top ten wards as % of district	82.57	79.22	80.88	76.85
Manchester (32 wards)	Top three wards as % of district	54.79	49.62	54.75	46.42
	Top five wards as % of district	61.47	57.62	61.13	56.01
	Top ten wards as % of district	75.03	70.89	73.45	70.47
Oldham	Top three wards as % of district	35.49	33.20	33.20	29.66

District	Concentration of jobs 1981-2011 (using census data)				
	Measure	1981	1991	2001	2011
(20 wards)	Top five wards as % of district	51.09	47.34	48.34	44.10
	Top ten wards as % of district	75.42	69.89	70.38	67.61
Rochdale (20 wards)	Top three wards as % of district	34.79	33.09	33.66	32.03
	Top five wards as % of district	47.46	45.85	47.66	47.63
	Top ten wards as % of district	71.84	70.63	70.64	70.54
Salford (20 wards)	Top three wards as % of district	33.77	34.85	39.72	41.90
	Top five wards as % of district	50.11	50.29	52.73	53.23
	Top ten wards as % of district	73.89	76.22	77.42	75.81
Stockport (21 wards)	Top three wards as % of district	30.86	26.67	25.73	30.22
	Top five wards as % of district	43.50	38.72	37.90	42.20
	Top ten wards as % of district	68.73	64.81	63.15	66.30
Tameside (19 wards)	Top three wards as % of district	36.04	37.40	38.36	39.45
	Top five wards as % of district	50.73	50.34	51.55	51.73
	Top ten wards as % of district	80.59	77.32	77.66	75.43
Trafford (21 wards)	Top three wards as % of district	45.02	37.23	40.68	44.41
	Top five wards as % of district	60.76	54.80	58.51	59.25
	Top ten wards as % of district	84.40	77.58	79.14	78.02
Wigan (25 wards)	Top three wards as % of district	33.53	28.12	30.27	28.59
	Top five wards as % of district	45.16	38.66	41.53	39.11
	Top ten wards as % of district	67.82	60.45	62.66	59.62

12.23 Overall, most districts have seen a reduction in the concentration of jobs on each measure between the 1981 and 2011 censuses, suggesting that employment opportunities are being spread across a wider area, which has implications both in terms of there being accessible job opportunities and the challenges of providing public transport access to them. In some cases this has been a reasonably consistent reduction, whereas in others there was a larger reduction to 1991/2001 and then a partial recovery to 2011. In contrast, Salford has seen an increasing concentration of employment opportunities in a small number of wards, as has Tameside to a lesser degree.

Changes in location of jobs relative to population

12.24 The 2014 GMFM provides employment estimates back to 1991, and mid-year population estimates are available up to 2013. The table below compares the geography of change in these variables within Greater Manchester over the period 1991-2013. Figures are provided for the percentage change within each district, but also the contribution of each district to the overall change across Greater Manchester.

District	Change in employment and population 1991-2013					
	Change in population (Mid-year estimates)			Change in employment (2014 GMFM)		
	Absolute change	% change	% of GM change	Absolute change	% change	% of GM change
Bolton	18,800	7.19	11.65	3,314	2.87	3.56
Bury	8,200	4.60	5.08	2,039	2.85	2.19
Manchester	81,700	18.88	50.62	43,226	13.49	46.39
Oldham	8,800	4.03	5.45	-1,450	-1.65	-1.56
Rochdale	8,200	4.02	5.08	477	0.61	0.51
Salford	8,200	3.55	5.08	22,933	21.25	24.61
Stockport	-3,600	-1.25	-2.23	7,991	6.22	8.58
Tameside	2,600	1.19	1.61	-16,601	-17.87	-17.82
Trafford	14,400	6.67	8.92	29,104	24.08	31.24
Wigan	14,100	4.61	8.74	2,138	1.93	2.29
Greater Manchester	161,300	6.32	100.00	92,847	7.51	100.00

12.25 All of the net increase in jobs in Greater Manchester was effectively accounted for by Manchester, Salford and Trafford, each of which saw double-digit employment growth over the period 1991-2013. Stockport saw a more modest increase, and Tameside a very significant decrease, with change in the other districts being limited. It is notable that the three adjoining districts of Rochdale, Oldham and Tameside on the north-east side of Greater Manchester collectively saw a 7% reduction in jobs.

12.26 Half of Greater Manchester's population growth over the period 1991-2013 was in Manchester. Bolton made the next highest contribution to sub-regional population growth, at less than 12%, followed by Trafford and Wigan at just under 9%. Bury, Oldham, Rochdale and Salford all had very similar levels of population growth, at around 5% of the Greater Manchester total. Tameside saw much lower growth, and the adjoining Stockport had a modest decrease in population, and overall the population growth in the four western districts of Bolton, Wigan, Salford and Trafford was more than double that in the five east/north-east districts of Bury, Rochdale, Oldham, Tameside and Stockport.

12.27 Manchester clearly dominated both employment and population growth over the period 1991-2013. However, the geography of change in the other districts was more mixed, for example with Salford contributing around one-quarter of the growth in jobs but only one-twentieth of the growth in population, and Stockport having the fourth highest growth in jobs but a decline in population. Overall, growth has been much stronger in the west than the east/north-east, but this has been more pronounced in terms of employment than population.

12.28 Consequently, although there are important connections between the location of job opportunities and population growth, the two variables do not necessarily change together at the same rate, and there is scope for population growth in areas of lower employment growth, and vice versa, even

where this is not necessarily desirable in policy terms, for example in reducing the need to travel.

Importance of migration flows for individual districts

12.29 The analysis of population and household change at the start of this chapter suggests that there is significant scope for people to move around within the sub-region, and for there to be considerable redistribution of population relative to projected levels. The capacity for such changes to occur will in part depend on the scale of migration flows that are seen, and it might be expected that there would be greater scope for some redistribution for those districts that see the highest migration flows relative to their population size, as there would be more people whose moves could be influenced, whereas those where natural change is more important to population growth may have more limited scope for redistribution.

12.30 The table below shows the scale of migration flows relative to the size of the district's population for the 2011 Census year. Separate figures are given for flows to and from the rest of Greater Manchester (columns 1 and 2 respectively), to and from the rest of England and Wales (columns 3 and 4 respectively), to and from England and Wales as a whole including the district in question (columns 5 and 6 respectively), and from outside the UK (column 7).

	Migration flows in previous year as percentage of district's 2011 population (2011 Census)						
	To rest of Greater Manchester (1)	From rest of Greater Manchester (2)	To rest of England and Wales (3)	From rest England and Wales (4)	To England and Wales (5)	From England and Wales (6)	From outside UK (7)
Bolton	1.09	1.17	2.65	2.44	9.27	9.06	0.57
Bury	1.89	1.83	3.69	3.09	9.11	8.51	0.46
Manchester	2.71	2.43	6.00	7.40	17.20	18.60	2.67
Oldham	1.46	1.27	2.75	2.05	8.96	8.26	0.53
Rochdale	1.36	1.48	3.03	2.54	9.67	9.18	0.42
Salford	2.75	3.04	4.77	5.58	11.44	12.25	1.44
Stockport	1.46	1.55	3.47	2.82	8.26	7.61	0.43
Tameside	1.52	1.53	2.87	2.41	8.79	8.33	0.30
Trafford	2.00	2.32	4.31	3.88	9.30	8.88	0.75
Wigan	0.77	0.69	2.39	2.06	8.39	8.07	0.32
Greater Manchester			2.03	2.02	10.69	10.69	0.97
Blackburn with Darwen	0.57	0.41	3.14	2.30	9.64	8.80	0.53
Calderdale	0.28	0.29	2.79	2.64	9.91	9.76	0.54
Cheshire East	0.72	0.89	3.31	3.29	9.14	9.12	0.60
Cheshire West and Chester	0.34	0.32	3.63	3.26	9.71	9.34	0.53
Chorley	0.78	0.96	3.88	4.34	8.84	9.30	0.39

	Migration flows in previous year as percentage of district's 2011 population (2011 Census)						
	To rest of Greater Manchester (1)	From rest of Greater Manchester (2)	To rest of England and Wales (3)	From rest England and Wales (4)	To England and Wales (5)	From England and Wales (6)	From outside UK (7)
High Peak	1.01	1.13	3.47	3.25	9.03	8.81	0.38
Kirklees	0.21	0.21	2.56	2.61	9.66	9.72	0.69
Rossendale	1.40	1.74	3.94	3.53	9.46	9.06	0.32
St Helens	0.57	0.47	2.46	2.16	7.78	7.48	0.26
Warrington	0.77	0.82	3.20	3.01	9.03	8.83	0.57
West Lancashire	0.76	0.73	3.69	3.84	8.59	8.73	0.51

12.31 The migration flows in the 2011 Census year from a district to the whole of England and Wales (including that district) as a proportion of the district's population (column 5 in the table below), and the flows to a district from England and Wales (column 6), can be seen to generally lie within the range 8-10%. The figures for Manchester were around double those typical rates, with those for Salford also above average, highlighting the greater transience of the population in these two cities. St. Helens had below average migration rates, and Stockport's were the lowest in Greater Manchester.

12.32 The picture is slightly more varied if we look at the flows to and from the rest of England and Wales excluding the district in question (columns 3 and 4), which is useful to consider as there is a risk that the total figures might be skewed by moves within the district. Manchester and Salford again had higher rates than the other districts, but Trafford's flows were also relatively high. The rates for St. Helens were again quite low, but Bolton, Oldham, Tameside and Wigan also appear relatively low when compared to typical rates in the districts adjoining Greater Manchester.

12.33 Manchester and Salford also had by far the highest rates of in-migration from outside the UK (column 7). Trafford was again the highest of the other districts on this measure, but significantly lower than the two cities.

12.34 The migration flow rates to and from the rest of Greater Manchester (columns 1 and 2) were also highest for Manchester and Salford, but this time were greatest for Salford. Trafford and Bury had the next highest rates. In terms of the districts adjoining Greater Manchester, Rossendale had by far the highest flow rates into and out of Greater Manchester, followed by High Peak. The flows between Wigan and the rest of Greater Manchester appear low in comparison.

12.35 Overall, this suggests relatively high levels of migration amongst the populations of Manchester and Salford, with the two cities being by far the most popular locations for migrants from outside the UK.

12.36 The ONS 2012-based population projections provide details of the estimated components of change, including projected migration flows into and out of

each district, and natural change, covering the period 2012-2037. The table below provides a summary and analysis of these components of change. It identifies the contributions that net migration and natural change make to the total population change projected for each district, and also calculates the natural change as a percentage of the total population change. The total projected migration flows into each district for the period 2012-2037 are also identified, and the scale of those flows relative to the size of the population in 2012 is calculated. The scale of natural growth and total growth proportionate to the size of the 2012 population is identified in the final two columns of the table.

	ONS 2012-based sub-national population projections (2012-2037)							
District	Net migration	Natural change	Total population change	Natural change as % of total population change	Total migration inflows	Total migration inflows as % of 2012 population	Natural change as % of 2012 population	Total change as % of 2012 population
Bolton	3,500	31,700	35,300	89.80	252,400	90.47	11.36	12.65
Bury	4,200	16,300	20,900	77.99	203,400	109.24	8.75	11.22
Manchester	-38,600	120,100	80,800	148.64	1,182,200	231.44	23.51	15.82
Oldham	-9,200	28,400	19,600	144.90	172,800	76.49	12.57	8.68
Rochdale	-12,500	23,500	11,000	213.64	181,000	85.38	11.08	5.19
Salford	11,200	41,000	52,300	78.39	376,500	158.79	17.29	22.06
Stockport	12,800	16,500	29,500	55.93	279,800	98.56	5.81	10.39
Tameside	11,400	17,300	28,800	60.07	190,800	86.65	7.86	13.08
Trafford	10,400	24,600	34,700	70.89	293,200	128.32	10.77	15.19
Wigan	18,200	18,800	37,400	50.27	228,800	71.79	5.90	11.74
Greater Manchester	11,500	338,900	350,200	96.77	2,136,500	79.07	12.54	12.96

12.37 The projected population growth in Greater Manchester can be seen to be almost wholly due to natural growth, with only limited net in-migration being projected. This overall figure masks diverse situations for the districts, with the natural change being substantially higher than the total population change in Manchester, Oldham and Rochdale, so that part of the natural growth would effectively be migrated out of those districts, particularly from Rochdale in proportionate terms. This results in the adjoining districts of Oldham and Rochdale having the lowest projected proportionate increases in population compared to their 2012 populations, with Rochdale's being well below half of the Greater Manchester average. Oldham and Rochdale are also towards the lower end of projected total migration inflows as a proportion of their 2012 population.

12.38 Manchester is expected to have by far the highest levels of migration inflows, both in absolute terms and relative to its population in 2012. Despite this, it is projected to have significant net out-migration over the period 2012-2037. Manchester is also projected to have a proportionate level of natural change considerably higher than any of the other Greater Manchester districts, and this offsets the high net out-migration resulting in Manchester having the second highest proportionate population growth projection in the sub-region.

12.39 Salford has the second highest proportionate natural growth and migration inflows relative to its 2012 population. However, it is also projected to have a

moderate level of net in-migration, and the combination of these factors results it in having by far the highest proportionate population growth projection at just over 22% for the 25-year period. Trafford has the third highest projected population growth relative to its 2012 population, only slightly behind Manchester, and also the third highest rate of migration inflows. Its level of natural change is below the Greater Manchester average, but a reasonable scale of net in-migration results in relatively high growth overall.

12.40 Natural change is projected to make up less than two-thirds of total population growth in Wigan, Stockport and Tameside, with these districts relying quite significantly on net in-migration, and Wigan has the highest net in-migration of the Greater Manchester districts. However, it can also be seen that the level of natural growth relative to the total population in 2012 is lowest in these three districts, and is only slightly above half of the total Greater Manchester figure for Stockport and Wigan. Even with the projected net in-migration, the total proportionate population growth in Stockport and Wigan remains below the Greater Manchester average, whereas that of Tameside would be slightly above it. Wigan and Tameside can be seen to have relatively low levels of projected migration inflows compared to their 2012 populations. Bury also has a rate of natural growth significantly below the Greater Manchester average, and a low level of net in-migration results in a total growth rate midway between that of Stockport and Wigan. Bolton is reasonably typical of the Greater Manchester average, with modest net in-migration complementing moderate natural change to give an overall growth rate marginally below that of Greater Manchester as a whole.

12.41 The geography of net-migration rates is interesting. Not only are Oldham and Rochdale both projected to have net out-migration over the period 2012-2037, the two other northernmost districts in Greater Manchester, Bolton and Bury, are projected to have only low levels of net in-migration. Collectively, these four adjacent districts in the north of the sub-region are projected to have net out-migration of 14,000 over the 25-year period. In contrast, the three adjoining districts of Salford, Trafford and Wigan in the south-west and west of the sub-region are projected to collectively have net in-migration of 39,800, and the two adjacent districts of Stockport and Tameside in the south-east of the sub-region are projected to have net in-migration of 24,200.

12.42 The pattern of total population change is also informative. The three highest growth rates are in the adjoining districts of Salford, Manchester and Trafford. Four of the five lowest growth rates are in the arc of districts in the north and east of the sub-region, stretching from Bury through Rochdale, Oldham and Tameside to Stockport.

12.43 Overall, the high migration inflows relative to population size for Manchester and Salford mean that these two cities are likely to have the greatest potential for their population levels to deviate from those forecast in the ONS 2012-based projections, either due to deliberate policy interventions or changing circumstances. Trafford, and to a lesser extent Bury, also have above average projected migration inflows relative to their population size, and so

could also possibly see significant redistribution of growth both within and outside Greater Manchester. In contrast, the migration inflow rates are projected to be quite low for Wigan, Oldham, Rochdale and Tameside, with Oldham and Rochdale having relatively high natural change. Consequently, there may be more limited scope to move the projected population growth of these districts into surrounding areas, particularly given that three of the districts adjoin each other on the north-east side of Greater Manchester, and have seen relatively modest population growth over the last few decades compared to some other parts of the sub-region and also have relatively high migration self-containment rates.

12.44 The earlier commuting analysis highlights a series of issues that will need to be taken into account when determining the desirable distribution of population growth relative to the distribution of employment opportunities, and vice versa. Patterns of development that are likely to result in longer average journey distances will probably only be appropriate if there is very considerable investment in transport networks, and a significant modal shift away from the private car. The fact that commuting flows to the major employment areas at the conurbation core are generally lower from the northern districts (with the exception of Bury) than from the south does not necessarily mean that such areas should provide less of the housing to accommodate an increase in workers in the core. The lower commuting levels may be due to a variety of issues, such as the type of dwellings and residential environments that are currently available in such locations, skill levels and health, as well as the quality of transport links. Similarly, regard will need to be had to the fact that Wigan is generally less integrated with the rest of Greater Manchester than the other nine districts, but actions to address this could potentially have significant economic and social benefits.