WEALDEN LOCAL PLAN

NOTES ON EMPLOYMENT AND JOBS GROWTH AND DISTRIBUTION

In order to understand the interaction between employment and housing as part of transport modelling it is necessary to explain some fundamental matters:

TEMPRO

1) The starting point is that an assessment alone and in-combination is required. The Ashdown Forest Transport model does this and considers Wealden District and the region as a whole (using different scales but based upon census geographical outputs).

2) TEMPRO is the government modelling source for determining trip ends produced by and attracted to Census MSOAs for use in transport models. It is the specified method in WebTAG and is the industry standard with no other alternatives that preforms as well or better.

3) TEMPRO uses 2011 census data for households and jobs, and a range of integrated techniques of varying sophistication to predict changes over time in both.

4) TEMPRO is more refined in its household prediction routines than it is in its jobs prediction routines, which rely on assumptions that basically result in all jobs being distributed according to household growth predictions (except for education and leisure which are both small components of existing and future jobs numbers).

5) TEMPRO household projections are based on the latest available information from each local authority’s local plan or monitoring documents. If not suitable, average regional growth is assumed.

6) As a consequence, within Wealden, the TEMPRO forecast growth in households and jobs 2014-2028 in each census MSOA varies by MSOA but in no case by more than 1% of the average across all of Wealden district. The same no-consequence conclusion applies to all southeast region authorities.

7) In general, TEMPRO over the period 2014-2028 forecasts the same percentage level of growth in all Wealden MSOAs, and all MSOAs in the adjoining local authorities and any others that would exert a significant influence on existing home-work trip patterns.

8) TEMPRO is conventionally used to factor up base year observed trip origin / destination (O/D) matrices to the forecast year. Because the growths in households and jobs is effectively the same in all relevant areas, the forecast 2028 matrix would be simply the base year matrix factored up by the same factor value over all O/D matrix cells.

Ashdown Forest Transport Model

9) In the Ashdown Forest Traffic Model (AFTM), the TEMPRO household and jobs data is used directly, and any changes in the relationship between household numbers and household trip productions over time is explicitly allowed for in the AFTM model.

10) The ‘consistent home-work pattern’ assumed by TEMPRO can be disturbed by any major variations in a local plan planned distributions of housing and employment compared to the TEMPRO MSOA pro-rata distribution of households and jobs.
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11) The AFTM takes account of any such variations in Wealden District and adjoining authorities (data for which was supplied through the Ashdown Forest Working Group). The AFTM adjusts (rebalances) the base year pattern to include for any redistribution effects of those household and jobs variations.

12) Whilst the model is able to accommodate different household growth scenarios, the employment component is limited to that already identified by TEMPRO. The reason for this is that an overall change in employment within Wealden will mean that there will be a redistribution in other local authority areas. This would therefore not represent the planned growth.

Wealden Local Plan

13) As the WLP concentrates the delivery of new jobs towards the south of the district, this will reduce the number of new jobs in other parts of the district (to maintain the same TEMPRO control total). The WLP also concentrates new housing development towards the south of the district.

14) The overall effect is that new households (workers) are where new jobs are provided. The proportion of all workers that travel further from those areas will reduce as the area becomes more self-sufficient. That results in less traffic from those areas travelling longer distance including using roads on the Ashdown Forest. In the northern parts of the area, there would be the potential for both increases and decreases in trips using forest roads as a result of the overall changes in the home-work pattern. But these are managed best, and their consequence minimised, by providing for limited growth in both households and jobs in those areas, balanced in their provision across component MSOAs.

15) The end result of the testing of the WLP is that there would be an overall net reduction in the number of vehicle trips arising from the plan’s proposals to allocate more of the total housing and jobs (through a significant adjustment) towards the south of the district. Small incremental job provision will not have the capability of changing the O/D to a significant effect.

16) If more housing was introduced in northern MSOAs there would be more trips without a local job to go to, an effect that would be magnified if the new housing was to replace any new jobs provision. The net consequence would be more longer distance travel by workers from the north, unable to find local job opportunities. As those parts of the district (proportionately) would have a higher reliance on roads on the forest to reach their destinations, the end effect would be to increase traffic on those forest roads compared to the WLP distribution proposals.

17) If more housing was to be introduced in the south of the district than is currently proposed, without significant jobs increases in the same area, the net result would be the same – more longer distance traffic (arising from lack of jobs provision in the right places) compared to the WLP and more traffic on forest roads as a consequence (compared to the WLP).

18) Taking into account that it is necessary for Wealden District to stay within the TEMPRO growth forecasts, so as to not disturb overall job patterns across the region, significant job growth in the south – would create a reduction in jobs to the north with resulting consequences with trip redistribution. This would be similar in relation to significant job growth in the north (creating commuting trips from outside of the District into north of the District with resulting traffic movements).

19) In order to ensure that Wealden District does not change the overall job distribution the use of WLP 9 to allow jobs provision across the District is considered to be a reasonable approach.

WDC 31st May 2019