Tempro Summary 1st Sept 2022 – Mike Axon

1. MA Rebuttal Appendix 1 p13 explains the Tempro situation.

2. Tempro is a flexible tool, and subject to a great deal of discretion in its use. However, at a high level there are two ways of looking at 'growth' in the context of Tempro.

3. Way 1 is to simply apply a Tempro factor to the network. That's it. A straight application of current Tempro (ie, v7.2, not the v8.0 which has just been announced) for 2018 to 2035 (the LCC period) is about 10%.

4. There is a box to tick or not to include an uncertainty factor. It can only apply in certain circumstances, and it is labelled a 'very approximate approach'. LCC has ticked this box. It adjusts the LCC Tempro factor from about 10% to about 15%.

5. Therefore, Way 1, and using LCC's inputs, is to apply a blanket growth factor of 15% to the whole network in lieu of all development, including committed devs, our allocation and an allowance for growth beyond these that has not yet been defined.

6. Way 2 is to look first at growth from known developments, for instance committed and allocated development. It is then to compare this resulting growth with the simple Tempro growth across the network. If the 'known growth' is higher than the Tempro figure, it is often the case, as indeed has happened with the A582 Application assessment work, that the overall growth is capped to the Tempro growth. However, it doesn't have to be.

7. The logic behind Tempro is that the movement growth is a function of population and economic forecasts. The general approach, as is taken by the A582 Assessment, is to cap growth in an area to those forecasts.

8. What LCC has done is derived growth through a direct assessment of committed development and our application, and rather than comparing this against the simple Tempro figure, it has added a Tempro figure on top. It is the adding on, as opposed to comparing, that we say is inappropriate. If this is to happen, the results need to be considered cognisant of this approach (ie, loading traffic onto the network).

9. Tables 4 and 5 of MA Reb Appendix 1 at p14 show the resulting 'growth' figures.

10. For example, on the bit of the network that NS is most concerned about, the east-west A582, the growth applied by this method is 35% between Croston Road and Stanifield Lane (jcts at Tables 14 and 15 of NS proof) in the PM peak vs the simple LCC Tempro figure of about 15%.

11. When it comes to our modelling approach, Tempro applies differently due to the nature of the modelling (area modelling as opposed to stand alone modelling).

12. The nature of our microsim model means that the uncertainty box should not be ticked. Our starting point is three years later than LCC's. Therefore, our basic Tempro figure to 2035 across the network is about 8% (still on v7.2, not v8.0).

13. We explain how we have looked first at committed development on the network. Our assumptions for this alone cause 'growth' on our network to be higher than the Tempro figure, at between 8% and 11% depending on time of day. If we had adopted the A582 modelling approach we would have capped this growth to Tempro at about 8%. We did not.

14. However, in addition, we added development traffic. This brought growth to between 10% and 13% on the network as a whole.

15. Specifically on the A582 between Croston Road and Stanifield Ln our 'growth' figure is 27%, compared with Tempro of about 8%.

16. Therefore, putting the LCC models to one side, in absolute terms we have applied a higher growth figure than if we had capped to Tempro.

1. On 8th August, DfT announced the forthcoming change in NTEM figures effective from November 2022. Note – this is not a consultation, it is an announcement

2. The core rates are lower. In addition Behavioural Change is included for the first time ever. The effect of the v8.0 figures is a much lower Tempro forecast for growth to reflect latest economic and fiscal forecasts. The reference is MA Rebuttal paras 1.60 onwards.