

Uttlesford Stansted Scenarios

1.1 Introduction

This short paper accompanies the spreadsheet *Uttlesford EEFM Stansted Scenarios.xls*. The spreadsheet sets out adjusted East of England Forecasting Model (EEFM) scenarios taking account of expansion plans at Stansted Airport. These scenarios align to work undertaken by Hardisty Jones Associates for the Cooperation for Sustainable Development Board set out in the report *Economic Evidence to Support the Development of the OAHN for West Essex and East Herts (July 2015)*.

1.2 EEFM

The EEFM is an econometric model developed by Oxford Economics providing consistent forecasting information for the whole of the East of England region and its constituent areas. The EEFM 2014 model has been used to provide a baseline view of the economy as well as to test alternative scenarios¹. The EEFM is managed by Cambridgeshire Insight².

1.3 Stansted Scenario Development

Analysis of the EEFM was undertaken at the sub-regional level to ensure alignment with the SHMA³. As part of this analysis an adjusted EEFM scenario, taking account of Stansted growth, was developed by HJA⁴. This scenario, based on 1,895 jobs per annum (jpa) across the strategic housing market area, has been adopted as the basis for the analysis in this report. This is an increase from the EEFM baseline of 1,590 jpa. The details are set out in Table 1.

Table 1: HMA-wide Workplace Based Jobs Scenarios

	EEFM 2014 Baseline				Stansted Growth Scenario			
	2011	2033	2011-33	JPA	2011	2033	2011-33	JPA
East Herts DC	66,785	76,750	9,960	455	66,785	76,360	9,570	435
Uttlesford DC	43,390	50,465	7,080	320	43,390	58,205	14,815	675
Harlow DC	42,230	49,815	7,585	345	42,230	49,560	7,330	335
Epping Forest DC	57,545	67,880	10,335	470	57,545	67,545	10,000	455
HMA	209,955	244,915	34,965	1,590	209,955	251,665	41,715	1,895

Figures may not sum due to rounding

The sub-regional total was apportioned to each constituent authority area, with Uttlesford allocated⁵ a figure of 665 - 675 jpa across the 2011-33 plan period based on two possible distribution scenarios. This compares to the original EEFM 2014 Baseline of 322 jpa. This upward revision

¹ The EEFM 2014 runs to 2031. The forecasts have been extended to 2033 by extrapolating the long term trends from the period 2028-31.

² <http://www.cambridgeshireinsight.org.uk/EEFM> for more details.

³ Hardisty Jones Associates (July 2015) Economic Evidence to Support the Development of the OAHN for West Essex and East Herts

⁴ The sub-regional report should be read for full details of scenario development and assumptions made. The baseline EEFM did not incorporate the scale of growth planned at Stansted. A Stansted scenario was developed taking account of evidence prepared by Manchester Airports Group.

⁵ The sub-regional report should be read for full details. The apportionment was based on (1) the EEFM forecast distribution of future employment growth and (2) the historic distribution of employment across the SHMA.

reflects the growth ambitions at Stansted Airport, located within Uttlesford District over and beyond those already included within the EEFM Baseline.

1.4 Developing Uttlesford District Sectoral Employment Projections

EEFM Baseline sectoral employment projections for Uttlesford District have been remodelled to take account of the headline employment projections emerging from the sub-regional work. The following adjustments from the baseline have been made:

- Annual uplift apportioned across sectors in line with commentary within technical evidence underpinning the Stansted Sustainable Development Plan 2015⁶. Approximately⁷:
 - 40% Air Transport
 - 20% Business, Professional and Public Services
 - 15% Land and Other Transport
 - 15% Wholesale, Retail, Food and Accommodation Services
 - 5% Construction, Manufacturing and Utilities
- Minor adjustments to sectoral growth rates were made to align to the total employment levels projected within the high and low variant distributions.
- Detailed assumptions and adjustments are set out within the accompanying spreadsheet for each scenario (cells S46 – S76 on the relevant worksheets)

⁶ Economic Impact of Stansted Scenarios, Oxford Economics, 2013, for London Stansted Corridor Consortium

⁷ The Oxford Economics report sectoral adjustments only sum to 95% of uplift. HJA has therefore adjusted these in proportion to increase to 100% and made further minor adjustments to constrain the total employment projections for the high and low variant.