

## Slapton Line Partnership meeting

**Date:** 03/11/2023

**Location:** Follaton House, Totnes & on Microsoft TEams

### **Attendees**

Anthony Mangnall MP (Chair)  
Dan Field (South Hams District Council)  
Chris Brook (South Hams District Council)  
Cllr Julian Brazil (Devon County Council)  
Cllr Laurel Lawford (South Hams District Council)  
Peter Chamberlain (Devon County Council)  
Meg Booth (Devon County Council)  
Michaela Barwell (Natural England)  
Martin Davies (Environment Agency)  
Roger English (South Devon AONB)  
Steve Nash (Wild Planet Trust)  
Stokenham Parish Council representatives  
Strete Parish Council representatives  
Slapton Parish Council representatives  
Stoke Fleming Parish Council representative

### **Apologies**

Field Studies Council

### **Discussion**

#### **Anthony Mangnall MP opened the meeting**

Gave a brief introduction and asked for feedback from all Slapton Line Partnership member organisations on the updated Revised Strategy document, which incorporate those comments submitted since the last meeting.

Some members hadn't seen the updated document.

#### **1) Slapton Line Partnership Revised Strategy document**

Anthony Mangnall: Asked for feedback from all Slapton Line Partnership members.

Roger English (South Devon AONB): Supportive of the direction of travel. The updated document removes words that were causing problems, although there is still confusion between the Slapton Line as a shingle ridge, and as the A379. Work still to be done there.

Michaela Barwell (Natural England): Broadly supportive of the approach. Some references within the document need to be updated as things have moved on. Also need to look at Natural England's statutory role. Now that they've started looking at this, there's more to be done. Looking for an emphasis on adaption mitigation.

Julian Brazil (South Hams District Council): Happy with the strategy, as long as Anthony is happy to take it to the Secretary of State. Want to do everything possible to allow Anthony to get the money required.

Steve Nash (Wild Planet Trust): Supportive last time and still supportive. Reiterated Julian Brazil's point regarding ensuring the document is appropriate for Anthony.

Martin Davies (Environment Agency): Supportive of principles, and happy to provide supporting statement. Detail to be thrashed out but supportive of theory.

Piers Spence (Stokenham Parish Council): Broadly supportive and welcomed amendments and clarifications of certain points. Nothing they have a problem with. Supports Slapton Parish Council's comments regarding the need for public engagement. Needs two pronged approach with emphasis on adaptation – should build resilience but adaptation should be the backup.

Peter Chamberlain (Devon County Council): Supportive of strategy. Needs to be taken forward with twin track approach – resilience of road and adaptation. Long term future relies on adaptation.

Michael Crowson (Slapton Parish Council): Broad agreement. More needs to be done to bring public engagement, and to let the public know what is being discussed. Most people assume that if the road is damaged again, it will quickly be reconstructed again as in 2018. Residents and businesses need to be aware of what is being discussed. The SLP website should be updated.

Kate Gill (Strete Parish Council): Supportive, very important that the Line remains open.

Anthony Mangnall: Asked for any further comments. Field Studies Council have already submitted feedback.

Dan Field: Thanks for all comments. Not all comments are on the sheet provided as they were submitted later, but they are broadly in agreement. SLP is currently not achieving anything so should now be able to move onto the next stage. The Strategy document is 4 years old so should amend further, for example to include information on communication. Comments are fundamental but some other changes should be made too.

Anthony Mangnall: Looking to approve the Slapton Line Partnership Revised Strategy document. Asked for objections. **NO OBJECTIONS RAISED SO REVISED STRATEGY DOCUMENT APPROVED.**

Michaela Barwell: Natural England are happy to accept with some caveats and ongoing changes.

Anthony Mangnall: Would be very helpful to have supporting statements from Environment Agency and Natural England.

## 2) Future steps

Martin Davies: Queries around vulnerability assessment, as it states that the road is 'resilient northwards of the Memorial car park', but believes this is still vulnerable section so would like to query with Plymouth University.

Graham Campbell (Strete Parish Council): After Storm Ciarán, the area worst affected isn't the area defined by Plymouth University as being most vulnerable which is worrying.

Dan Field: Methodology used in vulnerability assessment is based on certain parameters.

Julian Brazil: Storm Ciarán was westerly, storms to worry about are easterly. Shouldn't draw too many conclusions from what happens in a westerly storm.

Piers Spence: Requested that website is to be updated, and revised strategy is updated on website.

Anthony Mangnall: Slapton Line Partnership needs to be active and meet regularly. Rebecca Pow wanted to know that everything was up to date. An updated document can be taken to DEFRA to ask for money, but don't know how long it will take. He will put a strong case to Government.

Julian Brazil: Planning application needs to be submitted. What is the status of this?

Meg Booth (Devon County Council): Scoping work is being carried out at the moment. A fuller response will be given by December in terms of finances and what needs to be done to put in a planning application.

Anthony Mangnall: Is there any remaining funding from 2018?

Meg Booth: There is money to get to the scoping stage, but not beyond that. Part of the scoping work is to see how much funding is needed to get to the point of submitting planning permission – lots of surveys will need to be done.

Anthony Mangnall: How much is left of the money given in 2018?

Meg Booth: Will confirm after this meeting. Some money has been earmarked for work on back routes.

### **3) Alternative routes**

Meg Booth: DCC is looking at traffic modelling.

*Shared map of back route*

Wants to check that the work being carried out is as expected. they are looking at for improvements – looking at provision of passing places, both upgrading existing and providing new.

Does the SLP agree on this route?

Chris Brook: Are challenging junctions that were highlighted at previous meeting within this route?

Meg Booth: Unsure as needs additional information from Mr Tucker. *(Anthony Mangnall's office to follow up)*

Kate Gill: To widen Gara Mill bridge, would need to widen the whole road.

Meg Booth: Just one thing that is being looked at, not sure whether it will be pursued.

Gill Claydon (Stokenham Parish Council): This route is different to what has been seen before. Looks logical but would like to take the proposal back to Parish Councils.

Meg Booth: Hoping to do proper consultation but wanted to share rough details now. Happy to circulate before more detailed discussion.

Gill Claydon: Do landowners know about proposals? This was a barrier previously. Don't want to share then find that landowners haven't been approached. Parish Councils could speak to landowners.

Meg Booth: Haven't spoken to landowners as currently at feasibility stage.

Gill Claydon: Won't share too widely, will try to find out who landowners are.

Anthony Mangnall: Suggests that if this is distributed within the partnership, parish councils find landowners to engage with them at appropriate time. Meg to distribute slides.

Has consideration been taken regarding seasonal traffic? Huge difference between summer and winter.

Meg Booth: Trying to test ability for vehicles to use the back lane in two directions with passing places, testing where passing places should be partly based on vertical as well as horizontal alignment. Seeing how much improvement would be made on journey times by implementing something like this. Different approach to when looking at A road or B road.

*Shared slide related to count data*

Count data takes neutral months (September/October) but aware that August should also be looked at. Peak hourly flows, looking at interpeak period. Doesn't allow for movement of tractors between fields or pick up traffic flows within sections. What is the flow during the maximum period on the A379, and what could you therefore get on back lanes.

2021 count data wasn't taken during lockdowns – slightly lower than normal year but only by about 2-3% at that time. Patterns of travel had changed, so more interpeak movement than during the peak, reflecting more people working from home.

Kate Gill: Number of caravans might decrease over winter but there are more farming contractors on the road.

Meg Booth: Aware of farm traffic which may not be captured. Unsure of origin and destination of vehicles, and purpose of travel. Also unsure which traffic would travel if there was no A379.

***DEVON COUNTY COUNCIL TO DISTRIBUTE DOCUMENTS TO SLAPTON LINE PARTNERSHIP MEMBERS***

#### **4) Next steps**

Anthony Mangnall: Does Meg have a date of when the scoping document will be ready.

Meg Booth: No but will confirm.

Anthony Mangnall: Next meeting of SLP will be in December once this date has been confirmed.

Dan Field: New version of the Revised Strategy document incorporating changes will be prepared, as well as some of the other updates that have been requested.

Anthony Mangnall: Also need to provide clarity around use of 'Slapton Line' for A379 and shingle ridge.

Roger English: Will work with Dan as there is some language that needs tweaking.

Michaela Barwell: There is some tension for Natural England around their statutory role if using the strategy document for Government funding. There are some differing views on what should be done first. Is there flexibility on what funding could be used for, how will the partnership agree what to do first?

Anthony Mangnall: Any funding will be for specific proposals. The strategy document and scoping document will give an idea of the direction of travel.

Michael Crowson: What can be shared with others regarding the SLP and work that is taking place? Can he signpost to SLP website, is all information public?

Anthony Mangnall: Website must be updated with vulnerability study, revised strategy and economic case - who is in control of the website?

Roger English: South Hams District Council Communications team. Alan Denbeigh used to be the dedicated resource for this so easier to manage. Adaptation Manager also ceased, if this approach can be restarted then resource is available through District and County Council contributions.

Peter Chamberlain: SLP had previously supplied list of priorities for resources, as there are lots of actions that require funding.

Anthony Mangnall: Funding from government needs to be for specific work, so decisions need to be made.

Peter Chamberlain: Previously attempted to move towards developing a worked up adaptation plan, setting out justification of a series of decisions that could be taken and how they might be achieved. Scoping can identify the costs, so then need to look at the resource.

Anthony Mangnall: The point on adaptation is still in Chapter 8 of the strategy document.

Piers Spence: No adaptation manager, so no one driving this forward. Is there a plan to replace them? Meeting twice per year is not enough to make things happen.

Anthony Mangnall: Agreed that adaptation manager is very important. Need to discuss the scoping document and future direction of travel at December meeting. Meg to confirm when that meeting might be.

Dan Field: General amendments should also be undertaken once the agreed changes have been incorporated. This should include a rewrite of Section 6 which aligns with section considered to be most vulnerable.

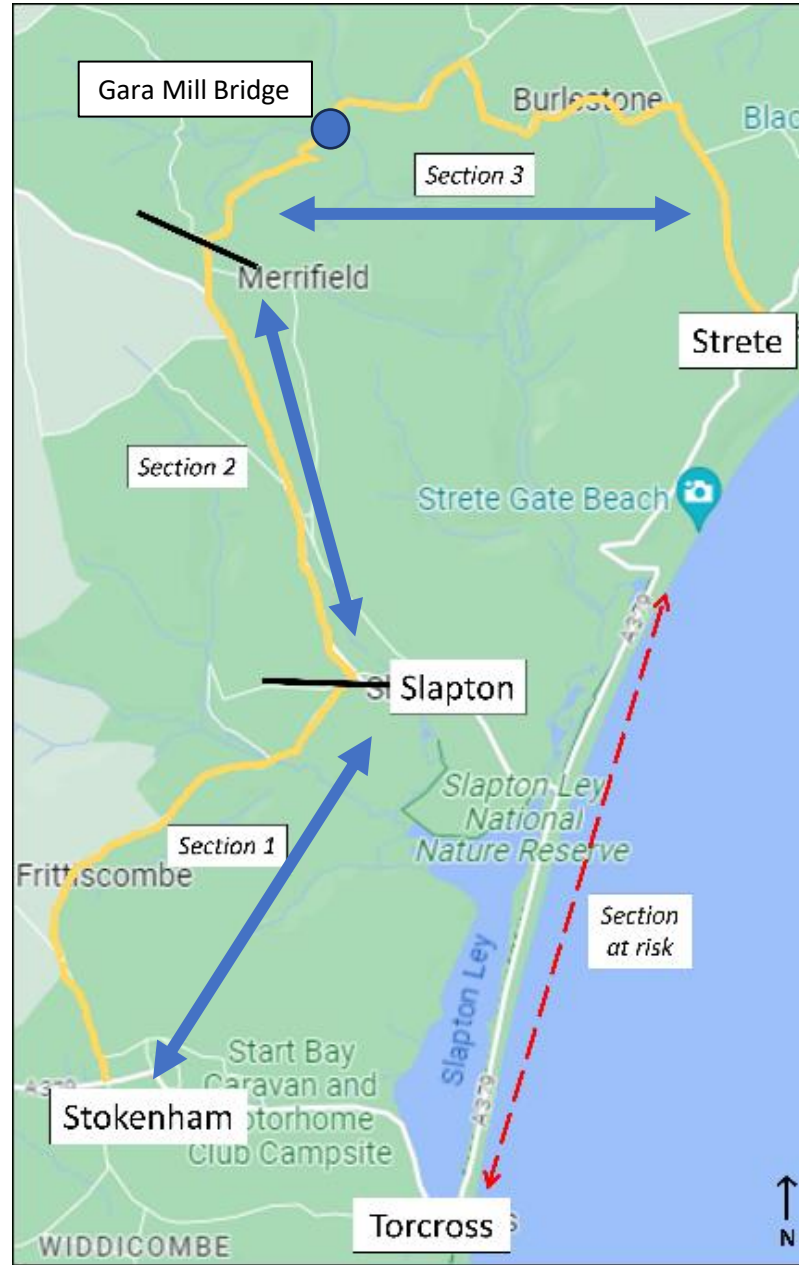


# Slapton Line Minor Road Network Improvements

| Section 2                 | Existing | Proposed |
|---------------------------|----------|----------|
| Number Passing Places     | 27       | 32 (+5)  |
| Average Distance (metres) | 81       | 68 (-13) |
| Maximum Distance (metres) | 130      | 70 (-60) |

## Proposals

- Provide new passing places
- Upgrade existing passing places
- Widen Gara Mill bridge



| Section 3                 | Existing | Proposed  |
|---------------------------|----------|-----------|
| Number Passing Places     | 67       | 86 (+19)  |
| Average Distance (metres) | 69       | 53 (-16)  |
| Maximum Distance (metres) | 210      | 95 (-115) |

| Section 1                 | Existing | Proposed  |
|---------------------------|----------|-----------|
| Number Passing Places     | 26       | 46 (+20)  |
| Average Distance (metres) | 96       | 54 (-42)  |
| Maximum Distance (metres) | 265      | 90 (-175) |

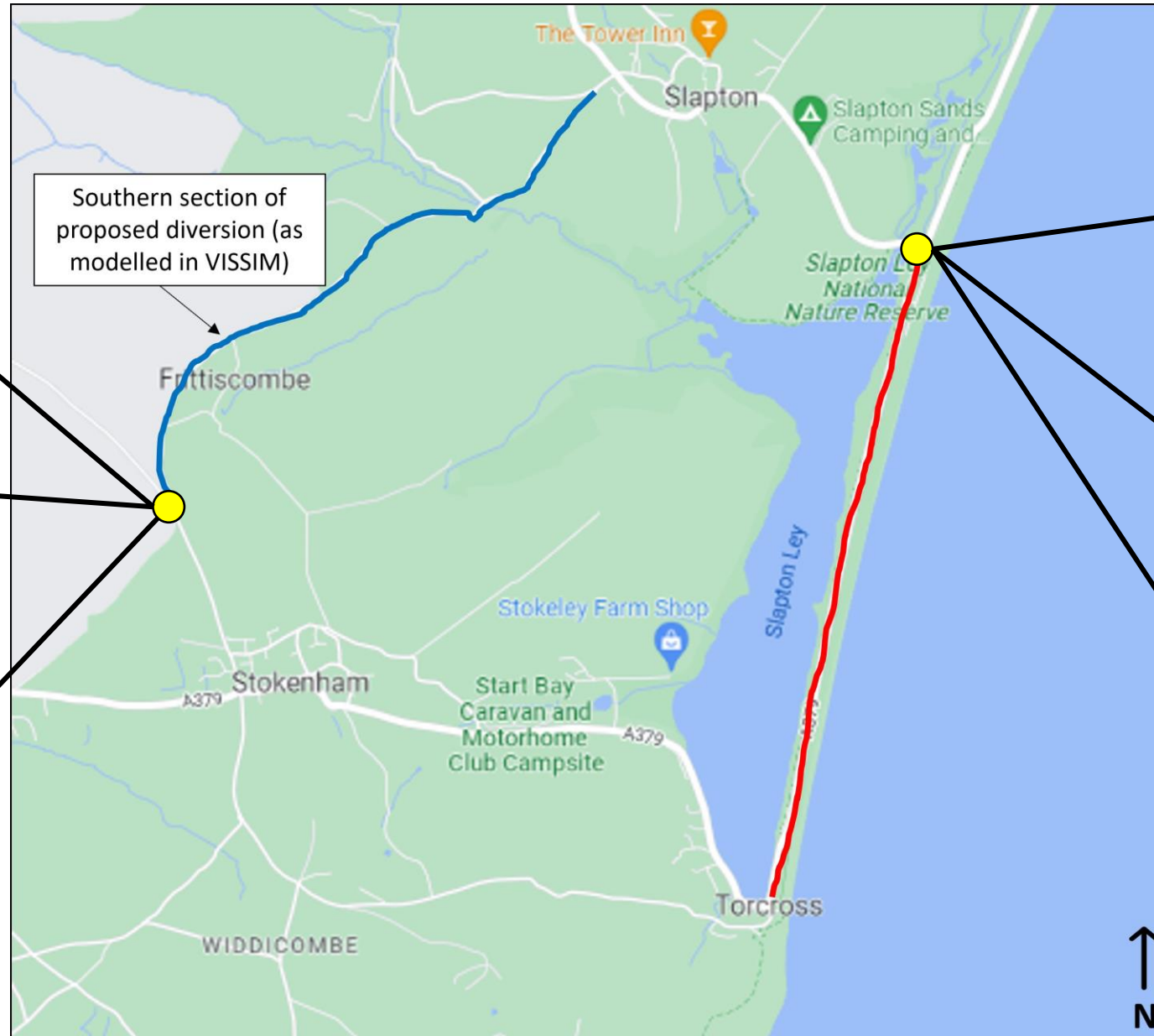
# VISSIM Modelling – 2021 Count Data

## Minor Road Network

| Aug Thurs | North | South |
|-----------|-------|-------|
| AM        | 4     | 4     |
| IP        | 7     | 10    |
| PM        | 9     | 7     |

| Oct Thurs | North | South |
|-----------|-------|-------|
| AM        | 3     | 10    |
| IP        | 6     | 8     |
| PM        | 9     | 9     |

| Oct Sat | North | South |
|---------|-------|-------|
| AM      | 5     | 6     |
| IP      | 6     | 7     |
| PM      | 6     | 5     |



## A379

| Sep Thurs | North | South |
|-----------|-------|-------|
| AM        | 60    | 44    |
| IP        | 123   | 126   |
| PM        | 118   | 112   |

| Oct Thurs | North | South |
|-----------|-------|-------|
| AM        | 62    | 54    |
| IP        | 98    | 101   |
| PM        | 103   | 96    |

| Aug Thurs | North | South |
|-----------|-------|-------|
| AM        | 29    | 25    |
| IP        | 111   | 113   |
| PM        | 88    | 98    |