



**HARDISTY JONES  
ASSOCIATES**

ON BEHALF OF SOUTH HAMS DISTRICT COUNCIL

# The Economic Impact of the Slapton Line

October 2023



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## Document control

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# Executive Summary



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- i. The Slapton Line is part of the A379 running between Torcross and Strete Gate in South Hams. It has been affected by bad weather events in the past and was temporarily closed in 2018 following damage caused by Storm Emma. Erosion is threatening the continued viability of the road. This report considers the economic impact of the complete closure of the road to motor vehicles.

## Area of impact

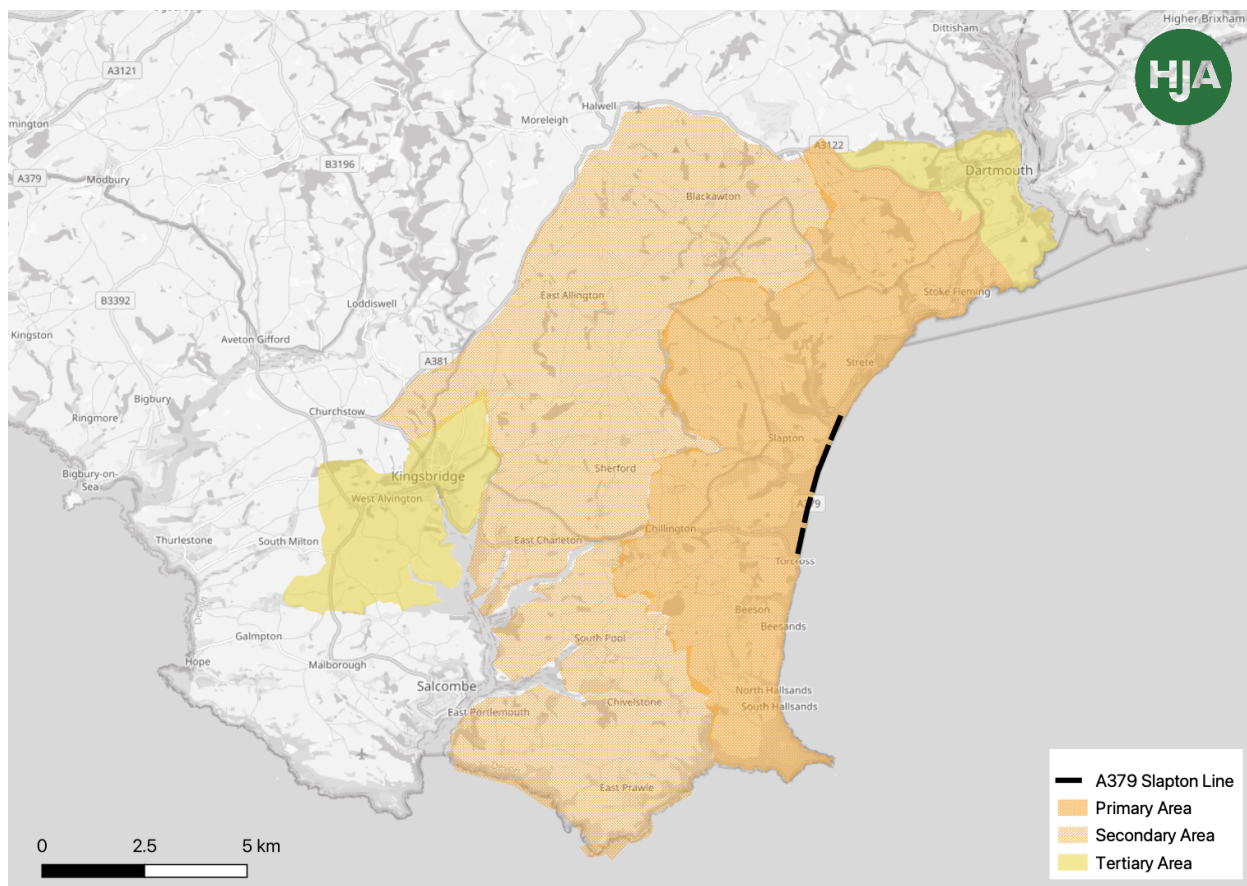
- ii. The loss of the Slapton Line means the loss of around 3.5 km of A road for motor vehicle use. This will have varying impacts on socio-economic activity in different areas. Three areas are considered in this analysis:
  - The **Primary Area** is the immediate geographical area around the Slapton Line - defined as two Lower Super Output Areas (LSOAs), to allow for the collection of socio-economic data.
  - The **Secondary Area** is the area likely to be affected by displaced local traffic. It comprises the villages and roads between the Primary Area, the A381, and the A3122 main roads.
  - The **Tertiary Area** includes the towns of Kingsbridge and Dartmouth which will experience indirect or knock-on effects from the loss of the Slapton Line.
- iii. In addition, overall impacts on South Hams are assessed. The three areas can be seen in Figure 1 below.

## Economic Baseline

- iv. The resident population of the Primary Area is 4,200 people. Whilst the population is growing, the Primary Area has fewer young people and more people aged 65 and over than Devon or England, and the population is getting older.
- v. There are 860 jobs located in the Primary Area, and 1,700 residents of the Primary Area are in employment, with more people commuting out to work than commuting in. The largest sector of the local economy is Accommodation & Food Services, which accounts for more than 40% of all jobs in the area.

- vi. There are few residents claiming unemployment benefits in the Primary Area, but more than 50% of people aged over 16 are not economically active, which is a higher proportion than in Devon and England.
- vii. The economy of the Primary Area generates Gross Value Added (GVA) of around £40 million per year.
- viii. As well as commuting out of the Primary Area for work, residents also travel out of the area for education, retail, health, and access to other services, largely to Kingsbridge and Dartmouth.

**Figure 1: The Primary, Secondary, and Tertiary Areas**



**Potential impacts**

- ix. Socio-economic impacts vary across the three area of impact. In the **Primary Area**, the socio-economic impacts of the loss of the Slapton Line will include:
  - Loss of visitors and therefore loss of employment in tourism and hospitality businesses; and the loss of some employment in supply-chain and other businesses, including agricultural businesses.
  - Increased travel time for some residents making some journeys; including increased travel time for some young people to access school and college.
  - Reduced public transport accessibility, with the likely loss of the main bus route through the Primary Area, from Kingsbridge to Dartmouth.
  - Impacts on access to health services, including longer journey times for carers coming into the Primary Area; and the possible loss of some local services, including some shops.

- x. In the **Secondary Area** the main impact will be traffic congestion and increased journey times caused by increased traffic using alternative routes, which are mainly small back lanes with limited passing places.
- xi. The **Tertiary Area** may experience mixed impacts including some loss of trade and employment in businesses that supply other businesses within the Primary Area. Residents' use of services, including retail, may be displaced from Kingsbridge to Dartmouth and vice versa, with little overall impact. Some of the visitors lost to the Primary Area may be displaced to the Tertiary Area and elsewhere in South Hams, reducing the overall economic impact of lost visitors.

### Initial direct impacts in the Primary Area

- xii. The initial direct impacts are those experienced in the Primary Area immediately after the loss of the Slapton Line. Some of these losses will be displaced elsewhere in South Hams, and these losses will be lower in subsequent years as behaviours change in response to the loss of the Line. Several scenarios for different levels of visitor loss have been considered.
- xiii. Tourism and hospitality businesses in the Primary Area could lose between 78 and 243 jobs, with a central scenario of 189 jobs lost. This will lead to the loss of between £1.1 million and £3.4 million of GVA in the first year. Subsequent years will see displacement of lost visitors and so less net loss to the South Hams economy.
- xiv. Other sectors and supply chains will experience the loss of between 20 and 100 jobs, and the loss of between £0.8 million and £4.1 million of GVA in the first year. Additional costs to out-commuters as a consequence of longer journey times could be £244,000 per year.
- xv. The Slapton Line Partnership Revised Strategy sets out some mitigation actions which could reduce the number of lost visitors and therefore reduce the economic impact to the Primary Area over time.

### Net additionality and residual impact

- xvi. When considering possible investment in maintaining the Slapton Line, the net additional local impact should be used rather than the gross direct impact (which is described above). The net additional impact takes account of additionality factors, of which displacement is the most significant. Displacement includes residents' trips to Kingsbridge being replaced with trips to Dartmouth and vice versa; and visitors who no longer go to the Slapton Line going to other locations in the Tertiary Area and rest of South Hams.
- xvii. After considering displacement, there will be residual economic impact to the economy of South Hams. In the first year, this will range between the loss of 49 and 172 jobs and £1 million and £3.8 million of GVA. After five years, this will fall to a loss of between 10 and 34 jobs and £0.2 million and £0.8 million of GVA.

### Discounted net additional local impact

- xviii. The present value of the economic impact of lost employment due to the loss of the Slapton Line over a 25 year period will be between £5.1 million and £20.1 million of lost GVA, with a central scenario of £13.7 million. In addition, the cost of additional travel time will be a present value of £4.1 million. This is the value that should be used in any cost-benefit analysis to support any application for Government intervention or funding.



# 1 Introduction

## Purpose of this report

- 1.1 South Hams District Council has instructed HJA to undertake an economic impact assessment of the Slapton Line, to understand its wider economic role and inform local discussions about the future of the road.

## Background

- 1.2 The Slapton Line is part of the A379, running between Torcross and Strete Gate in South Hams. The road runs along a bar of shingle between a freshwater lake and the sea. The road has been damaged by bad weather events in the past, and erosion is threatening the continued viability of the road.
- 1.3 A partnership has been established to manage the Slapton Line, which has developed a strategy for adaptation, limiting further work on maintaining the road. Under this strategy, it is accepted that eventually the road can no longer be used for vehicle traffic. However, some local stakeholders would like to maintain and protect the road, which will require ongoing funding that needs to be secured.
- 1.4 Several previous studies have been considered the economic impact of the Slapton Line and the impact of its loss, with the latest being published in 2017. These are summarised in Appendix 1.

## The Slapton Line Partnership and Strategy

- 1.5 The Slapton Line Partnership was formed in 2001, in response to road closures caused by flooding and erosion. The Partnership comprises Devon County Council, South Hams District Council, Slapton, Stokenham, and Strete Parish Councils, the Environment Agency, Natural England, South Devon AONB, Wild Planet Trust, and the Field Studies Council.
- 1.6 The purpose of the Partnership is to:
  - Promote a coordinated policy for managing coastal change.
  - Ensure that appropriate contingency plans and preparations are maintained.
  - Promote a range of adaptation activities in anticipation of future change.
  - Ensure expertise, research, and intelligence is available to inform decision-making.
  - Promote public awareness and community engagement.
- 1.7 Following significant damage to the A379 caused by Storm Emma in March 2018, the line was closed for six months whilst repair works were undertaken. The following year, the Slapton Line Partnership published its revised strategy in response to this breach, recommending:
  - Maintenance of the road, but no further retreat, which will eventually lead to the closure of parts or all of the Slapton Line.
  - Continued protection for Torcross.
  - Traffic planning and improvements on alternative routes.
  - Improved car parking at entry points.



## Structure of this report

- **Chapter 2 Areas of impact:** sets out the geographical areas that are likely to be affected by the loss of the Slapton Line.
- **Chapter 3 Economic baseline:** sets out the existing economic conditions in the Primary Area of Impact.
- **Chapter 4 Potential impacts:** sets out the economic impacts that may occur within each of these areas.
- **Chapter 5 Initial direct impacts:** quantifies the immediate and short-term economic impacts of the loss of the Slapton Line (only including impacts which can be quantified).
- **Chapter 6 Net additionality and residual impacts:** sets out the level and scale of the displacement of economic activity over time and across the areas of impact and identifies the residual impacts in the medium to long-term.

## 2 Areas of Impact

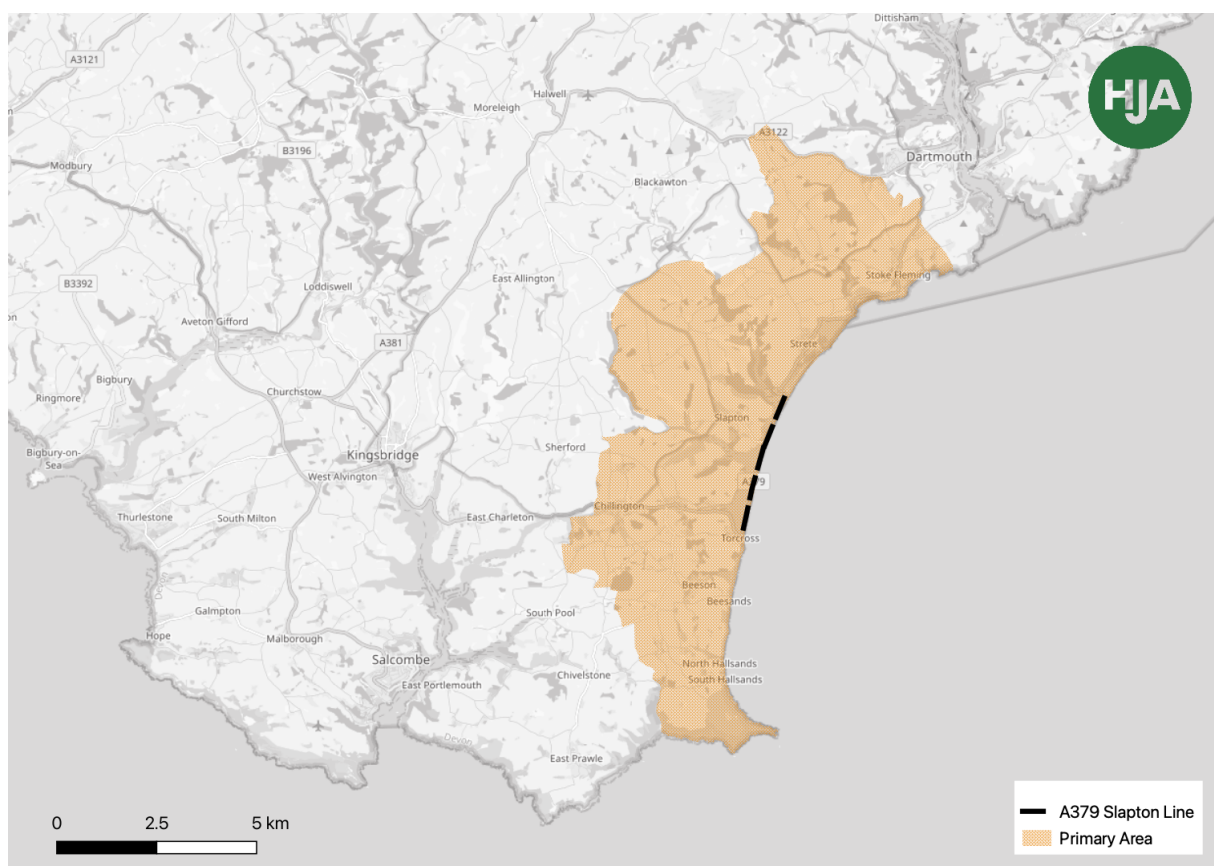
2.1 This chapter sets out the areas of impact adopted in the economic impact assessment of the potential loss of the Slapton Line, and explains the approach taken to identify these areas. The purposes for defining the area of impact are twofold:

- Enabling an understanding of the areas that will be affected by loss of the Slapton Line and the nature of the economic impact in each.
- Allowing collection of data to inform the construction of an economic baseline and subsequent calculation of impact.

### The Primary Area

2.2 The Primary Area is the immediate geographical area that the Slapton Line falls within. To enable the collection of socio-economic data to inform the baseline and assessment of impact, this area has been defined as two Lower Super Output Areas (LSOAs): E01020175: South Hams 011B and E01020178: South Hams 011C. This area contains Stokenham, Slapton and Strete Parishes, from which councillors are actively engaged in the Slapton Line Partnership. Other built-up areas (BUAs) included in the Primary Area are Frogmore, Stoke Fleming, and Chillington.

**Figure 2.1 Primary Area**



Source: HJA. Map data provided by OpenStreetMaps.

<sup>1</sup> A Lower Super Output Area (LSOA) is a geographical area defined by the Office for National Statistics (ONS). Census data and other socio-economic data is available for these areas, so they are the building blocks for data collection.



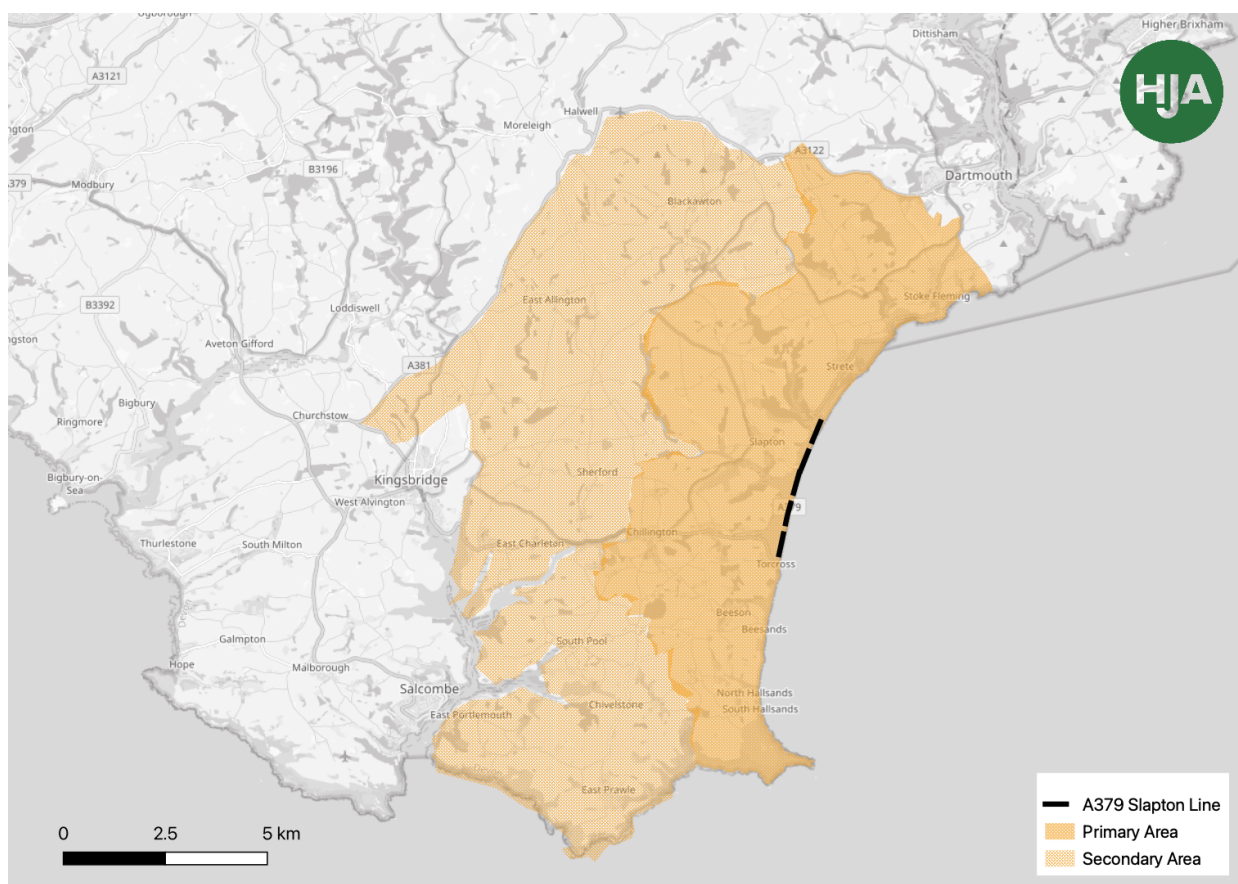


2.3 Residents of these villages are most dependant on the Slapton Line to access the local service centres of Kingsbridge and Dartmouth for work, education, health, retail and leisure purposes. Loss of the road will cause travel and transport difficulties and lead to congestion as displaced traffic travels on alternative back lanes.

### The Secondary Area

2.4 The Secondary Area covers the villages and inland routes that lie between the Primary Area and boundary A roads, the A381 and A3122. The impacts likely to be experienced here will largely be traffic related, due to congestion from displaced traffic, which could affect journey times and the wellbeing of residents. This area extends to the A381 and A3122 because drivers will likely filter onto these roads in any journey heading north or west from the Primary Area.

Figure 2.2 Secondary Area

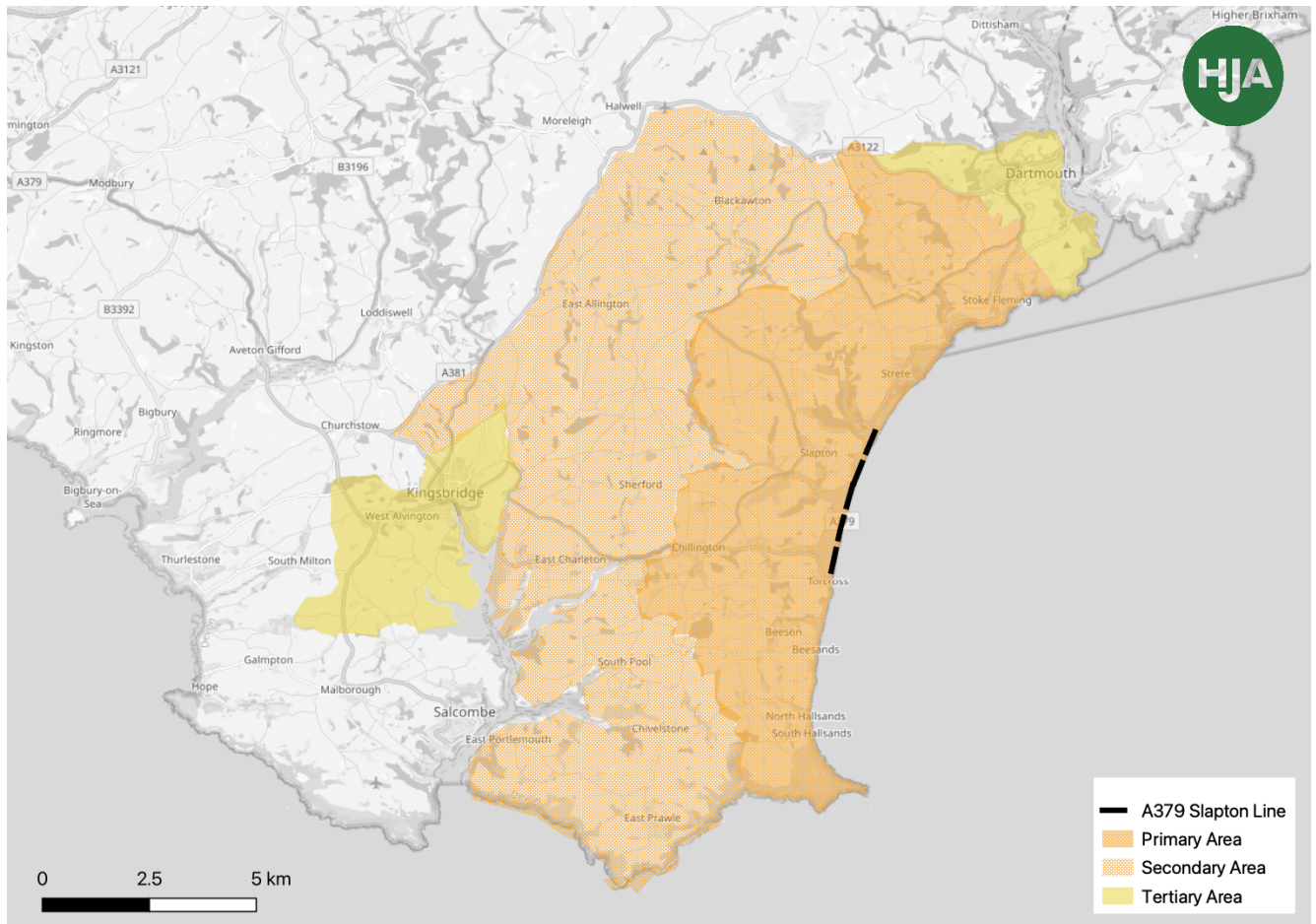


Source: HJA. Map data provided by OpenStreetMaps

### The Tertiary Area

2.5 The Tertiary Area covers the Primary Area, Secondary Area, the towns of Kingsbridge and Dartmouth. This area includes the local service centres of Kingsbridge and Dartmouth, which are the locations of many supply chain businesses to the hospitality sector in the Primary Area that may experience indirect or knock on effects from a loss of these businesses in the short-term. Economic activity lost in the Primary Area may well be displaced within the Tertiary Area, and the rest of South Hams.

Figure 2.3 Tertiary Area



Source: HJA. Map data provided by OpenStreetMaps.

2.6 A 2016 assessment by JBA adopted a Primary Study Area which comprised the Stokenham Ward. The Primary Area in this assessment includes the Stokenham Ward, as well as a wider geography to the north of the Slapton Line. The JBA assessment also considered a Wider Study Area, which is reflected in this assessment as the Tertiary Area. Other economic impact assessments drew on the same areas of impact as the JBA report. Appendix Two sets out a summary of previous economic impact assessments of the Slapton Line.

### 3 Economic Baseline

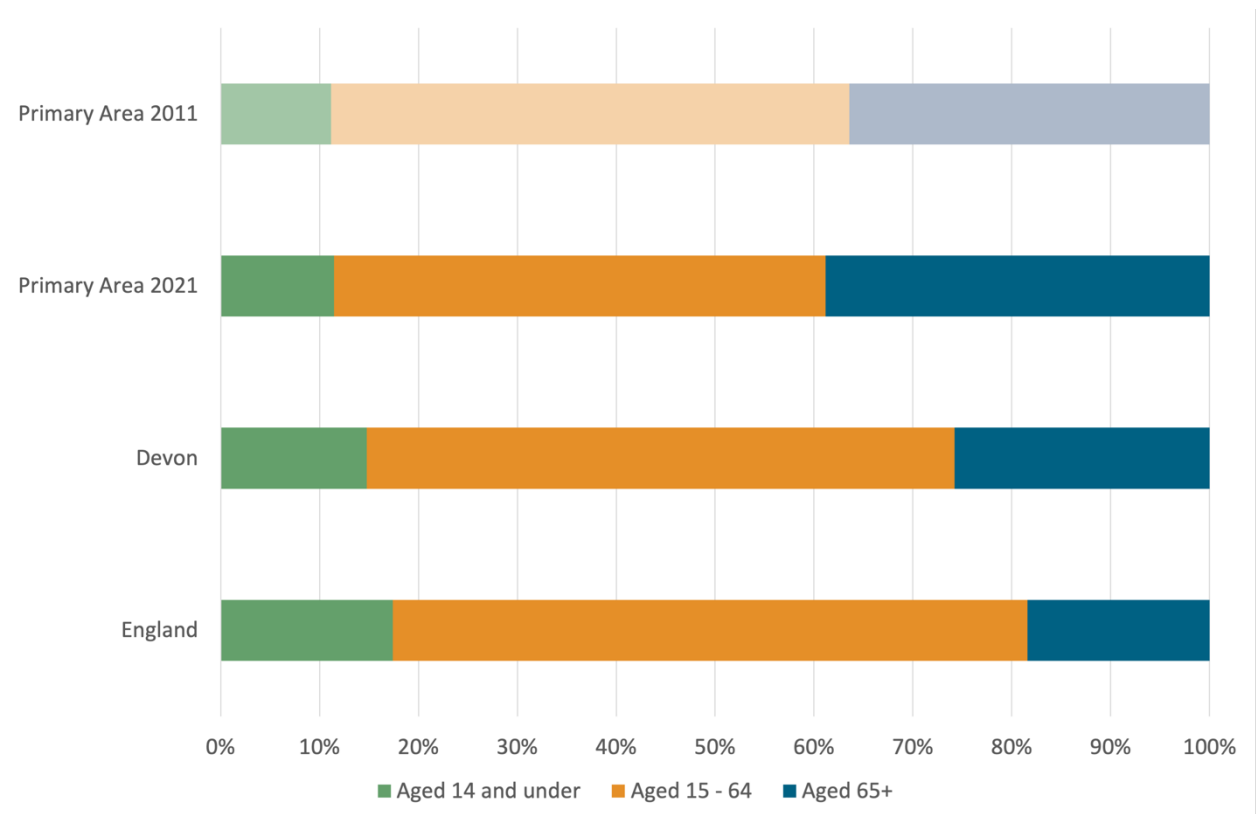
3.1 In this chapter, the existing economic conditions are set out for the local area to the Slapton Line i.e. the Primary Area. Socio-economic impacts of the loss of the Slapton Line can then be measured against this baseline.

#### Population

3.2 In 2021, the resident population of the Primary Area was 4,200<sup>2</sup>. The population is comprised of 500 people aged under 14, 2,100 people aged 15 to 64 and 1,600 people aged 65 and over. When compared with Devon and England as benchmarks, the Primary Area has a smaller proportion of working-aged people and a larger proportion of those aged 65 and over.

3.3 The total population has increased by 350 since 2011, equal to a 9% rise. The majority of this population growth was in those aged 65 and over, although the rate of population growth of those aged 65 and over is less than that seen in Devon and England. Population growth of those aged 15 to 64 is in line with that seen in Devon and England. The composition of the population of the Primary Area in 2011 and 2021 is shown in Figure 3.1.

**Figure 3.1: Composition of the population in the Primary Area and Devon, 2021**



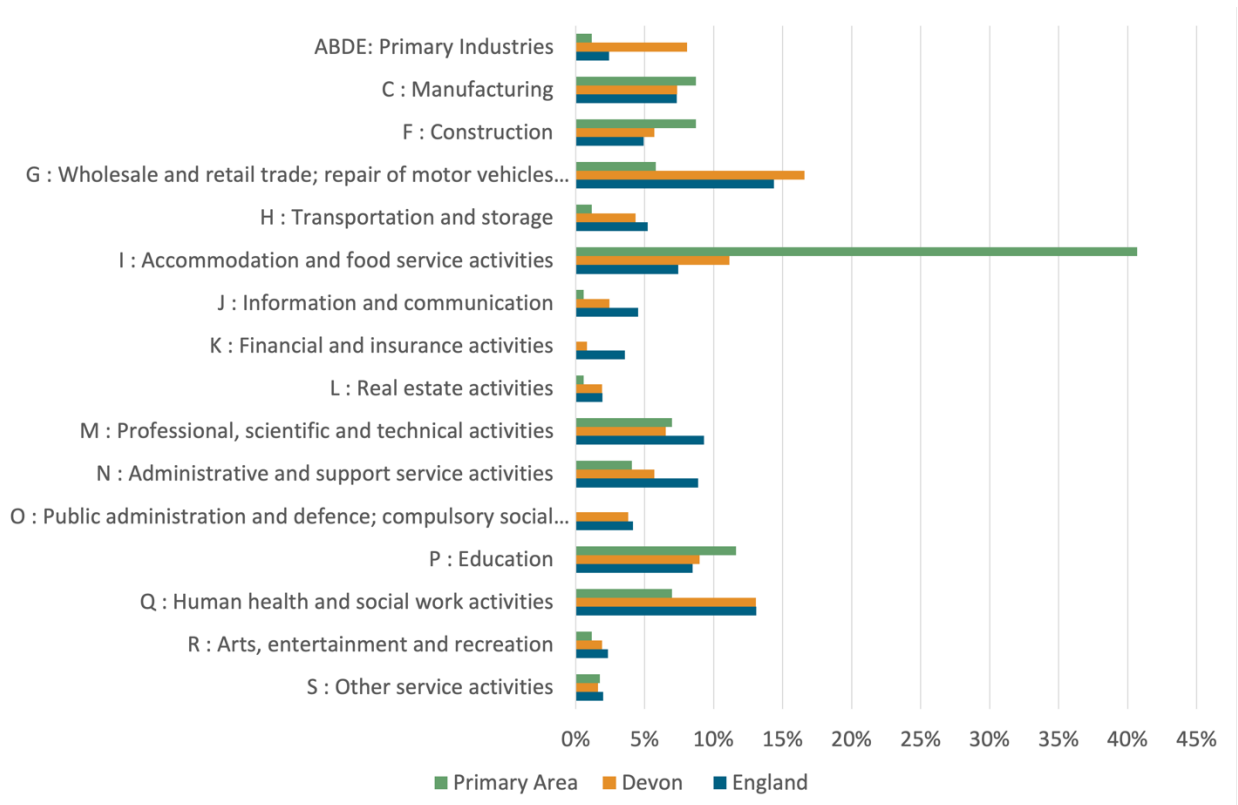
<sup>2</sup> Census (2021). TS007A - Age by five-year age bands.

## Employment

### Employment by sector and occupation

- 3.4 Data on employment by sector is available for workplace-based employment i.e. jobs based in the Primary Area, regardless of where the workers live. There are 860 jobs based in the Primary Area, comprising employees and the self-employed. Data on occupations is only available for residents of the Primary Area, regardless of where they work. 1,700 residents of the Primary Area in employment.
- 3.5 The 1,700 residents of the Primary Area aged 16 and over in employment are 46% of all residents aged 16 and over. The Primary Area has a lower proportion of residents aged 16 and over who are in employment compared with Devon and England, which have employment rates of 53% and 56%, respectively.
- 3.6 The ONS Business Register and Employment Survey (BRES) provides data on workplace-based employment, which is the number of people employed at a workplace located in the Primary Area. In 2021, there were 860 people in employment in the Primary Area<sup>3</sup>. The number of people in employment has remained consistent around this figure over the period between 2015 and 2021. The largest sector, by a significant margin, is the Accommodation & Food Services sector which employs 350 people, or more than 40% of total employment. This is significantly more than in Devon or England, as shown in Figure 3.2, below.

**Figure 3.2: Composition of employment, Primary Area and comparators, 2021**



Source: BRES (2022)

<sup>3</sup> Business Register and Employment Survey (BRES) (2022).

3.7 Census 2021 data on the occupation of all usual residents aged 16 and over reveals that the largest occupational group of residents of the Primary Area are Managers, Directors and Senior Officials. There is also a significant proportion of residents with Skilled Trades occupations. The proportion of workers in these occupations is higher than that in Devon and England. There is a lower proportion of workers in occupations of caring, leisure and other services, sales and customer service occupations and process, plant and machine operatives. Figure 3.3 shows the occupational breakdown of residents of the Primary Area in employment.

**Figure 3.3: Occupations of employed residents of the Primary Area**

Occupational group	Number of employed residents in the Primary Area	Percentage of employed residents in the Primary Area	Percentage of employed residents in Devon	Percentage of employed residents in England
1. Managers, directors and senior officials	350	21%	13%	13%
2. Professional occupations	280	16%	18%	20%
3. Associate professional and technical occupations	200	12%	12%	13%
4. Administrative and secretarial occupations	140	8%	9%	9%
5. Skilled trades occupations	330	19%	14%	10%
6. Caring, leisure and other service occupations	120	7%	10%	9%
7. Sales and customer service occupations	80	5%	8%	8%
8. Process, plant and machine operatives	50	3%	6%	7%
9. Elementary occupations	160	9%	10%	11%

Source: Census 2021. TS063 – Occupation.

### Inward Commuting

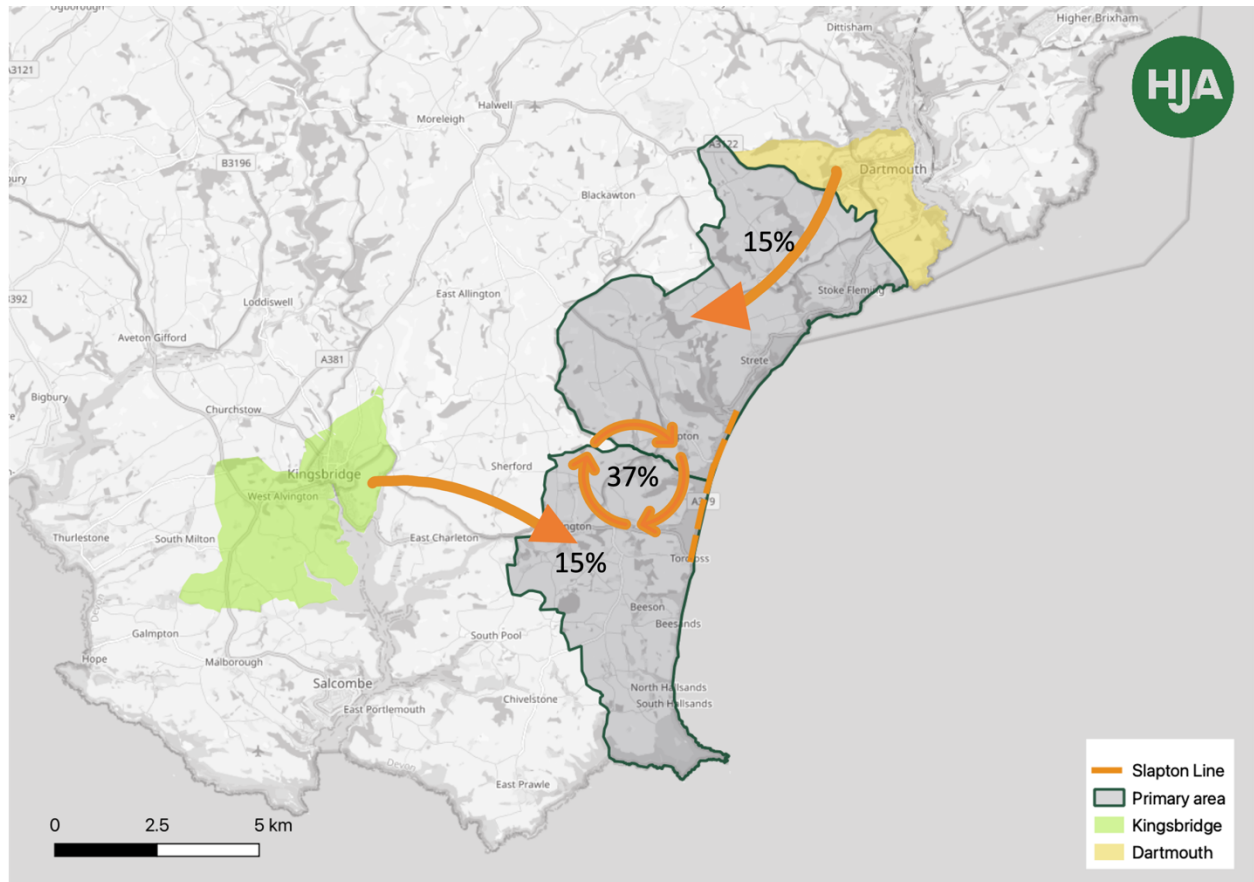
3.8 As 2021 Census commuting data has not yet been published, the most up-to-date data is from the 2011 Census<sup>4</sup>. This provides an insight to where those working in the Primary Area usually reside, and therefore the direction from which they commute. Based on 2011 Census data, 37% of all people employed in the Primary Area also reside in the Primary Area. The largest inward commuting flows are from Kingsbridge, where 63 people working in the Primary Area reside, and Dartmouth where 62 people working in the Primary Area reside. Together, these towns comprise 30% of where those who work in the Primary Area live. A significant proportion of those who commute from Dartmouth have a place of work in the northern LSOA of the

<sup>4</sup> The Office for National Statistics (ONS) has not yet published commuting data from the 2021 Census at this geographic level. Census 2011 data is therefore the most up to date and robust data available on commuting in the UK.

Primary Area and the majority of those who commute in from Kingsbridge have a place of work in the southern LSOA of the Primary Area. This would suggest that few commuters from these towns use the Slapton Line to access their place of work.

- 3.9 The vast majority of those employed in the Primary Area who don't live in the Primary Area, Kingsbridge or Dartmouth live in peripheral villages, hamlets or other parts of South Hams.

**Figure 3.4: Inward commuting to the Primary Area**



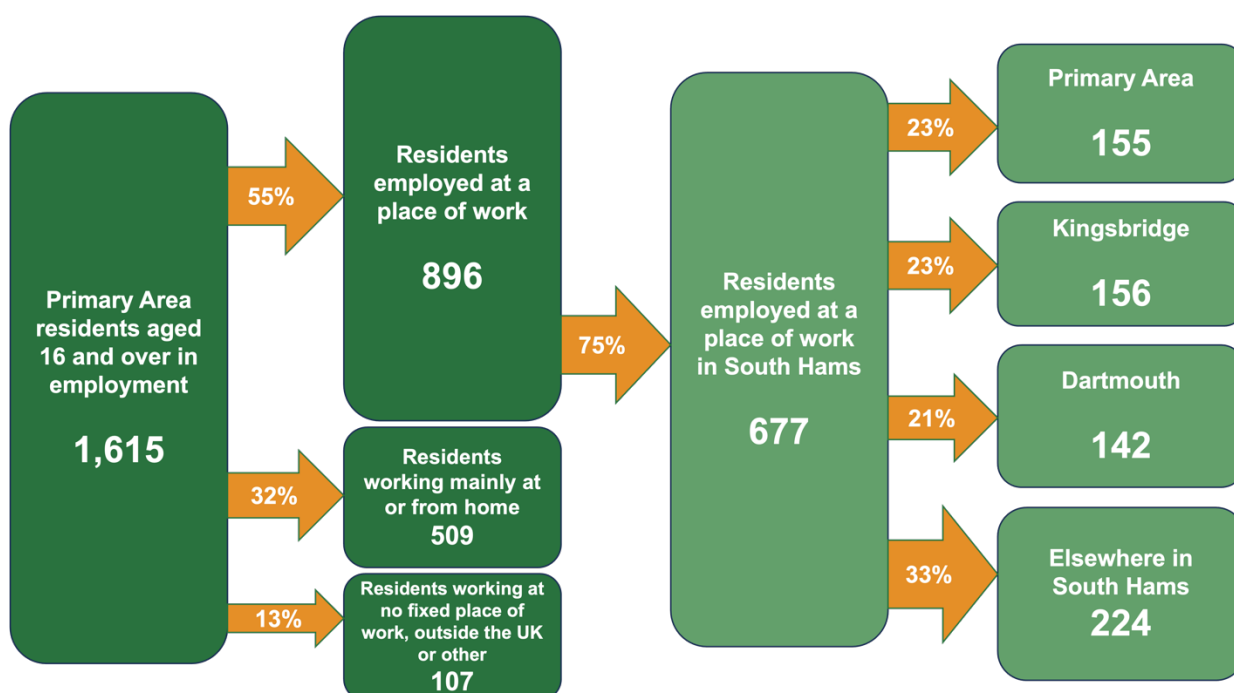
Source: Census 2011. WF01BEW - Location of usual residence and place of work (OA level). Map data from OpenStreetMap.

**Outward commuting**

- 3.10 As 2021 Census commuting data has not yet been published, we have used the most up to date data available which is from the 2011 Census. In 2011, there were 1,615 residents of the Primary Area aged over 16 in employment, which is not significantly different from employment in 2021. The proportion of home workers has increased only slightly between 2011 and 2021, from 32% to 36%, and this is most likely caused by Covid-19 lockdowns at the time of the 2021 Census.

- 3.11 Figure 3.5 shows a flow diagram of where residents of the Primary Area work.

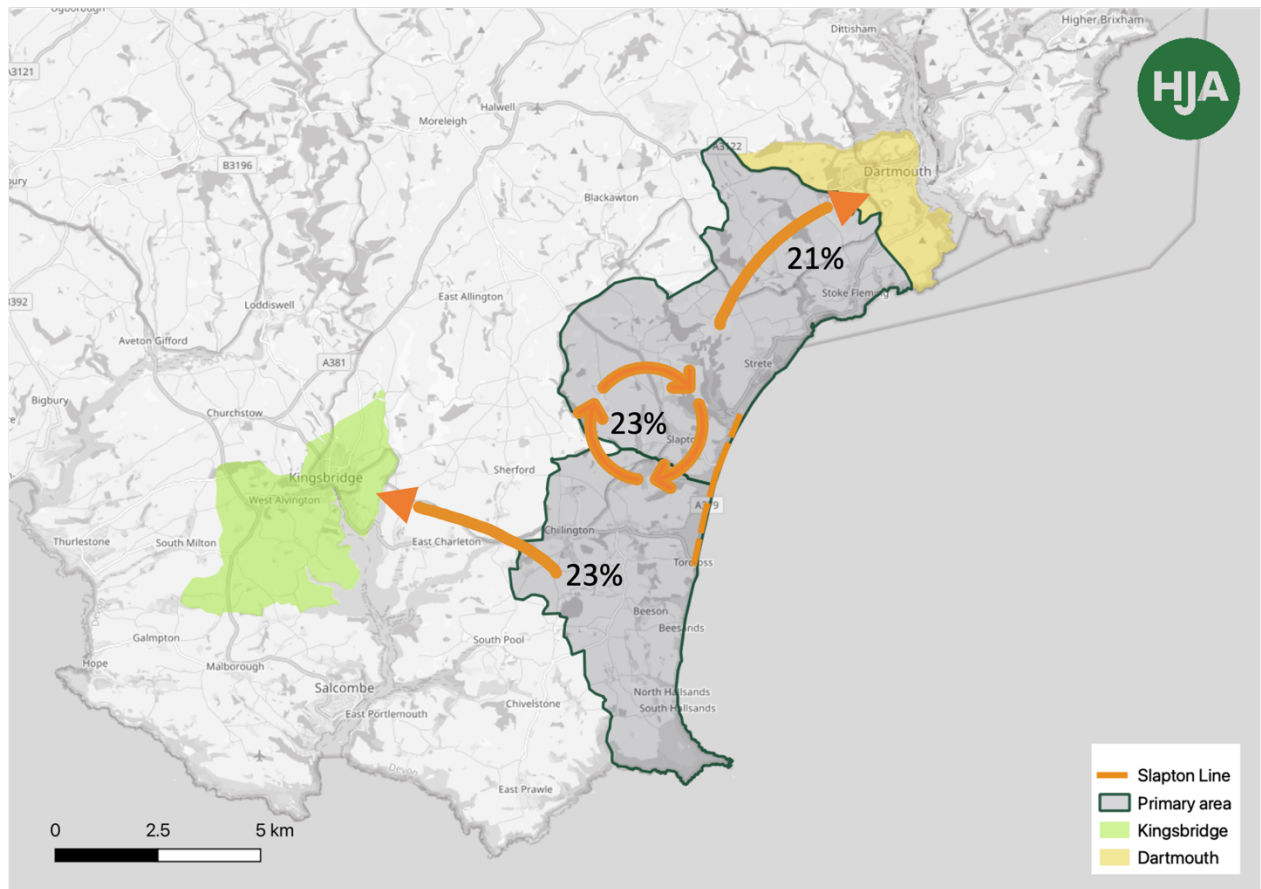
Figure 3.5: Where residents of the Primary Area work (2011)



Source: Census 2011

- 3.12 Census 2011 data shows that 75% of residents of the Primary Area who are employed at a place of work have a place of work within South Hams. Other places of work include Plymouth, Torbay, Teignbridge and Exeter, although numbers employed in these places are much smaller.
- 3.13 Considering only those commuting within South Hams, 21% of employed residents of the Primary Area have a place of work in Dartmouth, and 23% have a place of work in Kingsbridge. Of the 142 residents who work in Dartmouth, 111 reside in the northern LSOA of the Primary Area, and of the 156 residents who work in Kingsbridge, 112 live in the southern LSOA of the Primary Area. This suggests that few residents commuting to Kingsbridge or Dartmouth use the Slapton Line in their journey to work.
- 3.14 23% (155) of employed residents of the Primary Area have a place of work in the Primary Area. Of these 155 residents, 130 live in the same LSOA as their place of work, therefore only 25 cross the Slapton Line in their journey to work. This suggests that use of the Slapton Line by this group is minimal.
- 3.15 Other places of work within South Hams include Salcombe, Totnes, and surrounding villages of the Primary Area. There are only small out-commuting flows to these areas.

**Figure 3.6: Outward commuting of residents of the Primary Area**



Source: Census 2011 - WF01BEW - Location of usual residence and place of work (OA level). Map data from OpenStreetMap.

### Gross Value Added

3.16 Gross Value Added (GVA) is the measure of value added by any unit engaged in the production of goods and services. When the GVA of all units in an area are added together, it gives a measure of the GVA for the whole area.

3.17 In 2021, ONS data shows that GVA for South Hams was £2.1 billion<sup>5</sup>. Data which can be broken down to LSOA level is only available for 2020. In the two LSOAs that comprise the Primary Area (E01020175: South Hams 011B and E01020178: South Hams 011C), ONS data showed GVA of £40 million, or 2% of South Hams’ total GVA.

### Unemployment and economic inactivity

3.18 In March 2021, there were 25 people living in the Primary Area who were claiming benefits principally for the reason of being unemployed. Unemployment refers to the number of people who are not in employment and actively seeking work.

<sup>5</sup> ONS (2023). Regional gross value added (balanced) by industry: local authorities by ITL1 region: TLK South West.



- 3.19 The economic inactivity rate measures the proportion of the resident population aged 16 and over who are neither in employment or unemployed, so are not in paid work and are not seeking work.
- 3.20 Of the 3,650 residents aged 16 and over in the Primary Area, 1,900 were economically inactive in 2021, which is a rate of 52%<sup>6</sup>. This is considerably higher than in Devon and England, which had economic inactivity rates of 44% and 39%, respectively.
- 3.21 Of the 1,900 economically inactive individuals in 2021, 1,500 were retired. This means that approximately 42% of the resident population of the Primary Area aged 16 and over are retired. This is a very high proportion compared with Devon and England, which has retirement rates of 29% and 22%, respectively.

## Local services

### Education

- 3.22 The number of children residing in the Primary Area is shown in Figure 4.7 below. The majority are of mandatory school age and are likely to attend local primary and secondary schools. A proportion of those aged four and under will require early years childcare provision and many of those aged over 16 will attend further education.

**Figure 3.7: Number of children residing in the Primary Area, 2021**

Age group	Number of residents of the Primary Area
Aged 4 and under	130
Age 5 to 9 years	170
Aged 10 to 14 years	180
Aged 15 to 19 years	180
<b>Total</b>	<b>660</b>

Source: Census, 2021. TS007A - Age by five-year age bands.

- 3.23 Devon County Council publishes school catchment areas for South Hams District<sup>7</sup>. Figure 3.8 shows the secondary school catchment boundaries in the area surrounding the Slapton Line. The area highlighted in yellow shows the designated catchment area for Kingsbridge Community College (marked with a green star) and the area highlighted in pink shows the designated catchment area for Dartmouth Academy (marked with an orange star).
- 3.24 The secondary school catchment area boundaries are laid out in a manner that results in minimal required use of the Slapton Line. Those residing north of Slapton village fall within the catchment area of Dartmouth Academy and few are likely to require use of the Slapton Line in their route to school. Those living in Slapton are likely to use the Slapton Line in their route to Kingsbridge Community College.

<sup>6</sup> Census (2021). TS066 - Economic activity status

<sup>7</sup> Devon County Council (2023). Primary and secondary school designated areas for 2022/23.

- 3.25 However, it is noted that catchment areas are not compulsory and there are some students who attend a secondary school outside of their catchment area, usually due to preference for an alternative school. These students may use the Slapton Line in their journey to school.
- 3.26 In addition, the nearest further education facility to the Primary Area is Kingsbridge Sixth Form College. There is no further education facility in Dartmouth so those living north of Torcross who attend Kingsbridge Sixth Form College are likely to use the Slapton Line in their journey to school.
- 3.27 There are two primary schools in the Primary Area: Stokenham Area Primary School and Stoke Fleming Community Primary School. In January 2022, there were 136 pupils on roll at Stoke Fleming Community Primary School and 211 pupils on roll at Stokenham Area Primary School.

**Figure 3.8: Secondary school catchment areas**



Source: Devon County Council

### Health

- 3.28 The main health facilities in the area are South Hams Hospital in Kingsbridge, which has a minor injury unit, and the Dartmouth Health and Wellbeing Centre in Dartmouth. The closest A&E departments are in Torquay and Plymouth. There is also a local doctor’s surgery in Chillington.
- 3.29 As set out in paragraph 3.2, the East Primary Area has a population which is heavily weighted towards those aged 65 and over. Consultations with local stakeholders highlighted that many of these residents rely on support from regular carer and nurse visits.

3.30 A first responder is based in Torcross and serves many residents of the Primary Area. The Primary Area is also attended by air ambulance services.

### Food retail

3.31 There is a range of food retail options in Dartmouth and Kingsbridge:

- Sainsbury's (Dartmouth)
- Lidl (Dartmouth)
- M&S (Dartmouth)
- Tesco Extra (Kingsbridge)
- Morrisons (Kingsbridge)
- Co-op (Kingsbridge)

3.32 There are also a number of small convenience shops along A379 towards Kingsbridge, including farm shops, a delicatessen, butcher, a post office, and convenience shops.

### Public and private transport

3.33 Figure 3.9 shows the public bus service routes in South Hams. There is an hourly service between Dartmouth and Kingsbridge, which runs along the Slapton Line, stopping at a number of bus stops along the road and in Slapton, Strete, Torcross and Stokenham.

3.34 Local stakeholders indicate that the 93 bus route (referred to as route 3 in the map below) is highly utilised by local school children for their journeys to Dartmouth Academy, Kingsbridge Community College, and Kingsbridge Sixth Form College. It was also noted that the elderly are also more likely to use this bus service to access local services in either Dartmouth or Kingsbridge.

3.35 In addition, the Coleridge Bus runs four days a week connecting a number of the parishes to Kingsbridge. The Coleridge bus runs on an ad hoc basis, offering a door-to-door service for the most vulnerable in the community. The Slapton Line is frequently used by this bus.

Figure 3.9: South Hams public transport route map



Source: Devon County Council

3.36 Figure 3.10 shows the percentage of households that own cars or vans<sup>8</sup>. There is a lower proportion of households in the Primary Area with no car or van than in Devon and England. This reflects the rurality of the Primary Area and the need for a car to access local services.

Figure 3.10: Percentage of households that own cars or vans

	Primary Area	Devon	England
No cars or vans in household	10%	16%	24%
1 car or van in household	39%	42%	41%
2 cars or vans in household	36%	30%	26%
3 or more cars or vans in household	16%	12%	9%

Source: Census 2021. TS045 - Car or van availability

3.37 There are no dedicated cycle routes in the Primary Area.

<sup>8</sup> Census (2021). TS045 - Car or van availability



## Conclusion

- 3.38 The Primary Area has a relatively older, and aging population, with a high proportion of retirees. It has a low employment rate amongst its residents, and employment within the Primary Area is highly concentrated in Accommodation & Food Service activities, which is a reflection of the level of tourism the area attracts.
- 3.39 There is a trend of net outward commuting from the Primary Area, with a larger number of residents commuting outwards for work than the number of people commuting to a place of work within the area. The largest proportion of those employed in the Primary Area also reside within the area (37%), and 30% commute inwards from either Dartmouth or Kingsbridge. The majority of commuters from these towns are employed at a place of work located in the LSOA closer to their respective starting point. Residents of the Primary Area who commute outwards generally head towards either Kingsbridge or Dartmouth. There is also a small proportion of residents employed in Totnes, Salcombe, and other villages in South Hams.
- 3.40 Dartmouth and Kingsbridge are the nearest service centres to the Primary Area, providing schooling, healthcare, and food retail. School catchment areas are currently set out in a manner which reduces the need for residents to use the Slapton Line.
- 3.41 A high proportion of the resident population of the Primary Area own at least one car, and there are no dedicated cycle routes in the area. This is a reflection of the rurality of the area and the reliance of the local population on roads. A regular bus service between Dartmouth and Kingsbridge runs along the Slapton Line and serves a number of villages in the Primary Area.

## 4 Potential Impacts

4.1 This chapter sets out the potential socio-economic impacts of the loss of the Slapton Line on the three areas. These impacts are set out qualitatively at this stage. Impacts were discussed with local stakeholders and members of the Slapton Line Partnership, which included:

- Slapton Parish Council
- Stokenham Parish Council
- Stoke Fleming Parish Council
- Frogmore and Sherford Parish Council
- Strete Parish Council
- Wild Planet Trust
- Field Studies Council
- South Devon AONB
- Devon County Council Highways Authority
- Anthony Mangnall MP
- Julian Brazil, Leader of South Hams District Council

### Impacts on the Primary Area

#### Employment in the tourism and hospitality sector

- 4.2 Tourism is a significant contributor to the local economy and there is a high concentration of employment in Accommodation & Food Service activities (discussed in paragraph 3.6). Consultations with local stakeholders have confirmed the sector's importance, emphasising that local hospitality businesses, such as pubs, hotels, holiday lets, campsites and cafes are heavily reliant on seasonal visitor trade to support operations throughout the year. It was also noted that many businesses which benefit from visitor trade are 'pop-up' in nature (such as cafes and food trucks) and so may not be reflected in national statistics. In the main, stakeholders believed there would be a significant reduction in visitor numbers to the Primary Area in the event of the loss of the Slapton Line, although some did suggest there may be neutral or even positive impacts. A loss of visitor numbers will have direct impacts on employment in the local hospitality sector. Over time, this initial impact may reduce as visitors return to the local area, or visit other places in South Hams (i.e. are *displaced* within the district).
- 4.3 In 2018, damage caused by Storm Emma led to the closure of the Slapton Line for six months. Data on car park usage, based on ticket sales, collected by South Hams District Council (see Appendix 1), helps to identify the change in visitor numbers over this period. This shows that the number of tickets sold in 2018 was 54% lower than the average for the period from 2019 to 2022. This can be used as a proxy for the reduction in the number of visitors to the Slapton Line in the short-term. This is supported by reports from hospitality and tourism businesses located very close to the Slapton Line of a reduction in turnover of 40% to 50% during the temporary closure, and fears that they could lose 70% to 75% of their trade in the event of the permanent closure of the Line.
- 4.4 Other scenarios for the loss of visitor numbers could include:
- A *higher loss* scenario comprising the 54% reduction mentioned above, plus the loss of the Slapton Memorial car park, giving a combined loss of 70% of visitors in the short-term.



- A *lower loss* scenario, which takes account of potential mitigations set out in the Slapton Line Partnership Strategy in which the visitor number decline is not as high, due to some mitigation activity – so a decline of 22% has been considered.

4.5 A simple translation of the loss of visitor numbers to the loss of visitor spend to the loss of employment in the Accommodation & Food Services sector has been used to quantify this impact, so short-term losses of between 22% and 70% of employment in this sector are considered in Chapter 5.

### Other business impacts

4.6 In some instances, the loss of the Slapton Line could result in a loss of access to places within the Primary Area altogether. This may happen in instances where access is required to an area which can no longer accommodate large vehicles, but it is not feasible to use a smaller vehicle. For example, the back lane routes to some farms in Slapton Parish cannot accommodate large agricultural vehicles which are required for the delivery and pick up of animals. It is believed that smaller vehicles cannot be used as an alternative, and therefore revenue is anticipated to be lost at some farms in the Primary Area.

4.7 Other businesses which may be impacted include construction companies, delivery companies, supply chain businesses to the local hospitality sector and caravan/campervan sites. These businesses are typically reliant on larger vehicles and in the case of caravan and campervan parks, the business is reliant on access for larger vehicles. This could impact residents employed in these sectors commuting out for work, as well as businesses travelling into the Primary Area to their clients. Where it is not feasible for these companies to use smaller vehicles there may be a loss of revenue, or in some instances a loss of trade altogether.

4.8 A high-level assessment of employment in the likely supply chain sectors to tourism and hospitality activities suggests that the Construction, Wholesale & Retail Trade, and Administrative & Support Services could be affected. There are 2,000 people employed in these sectors in the Secondary and Tertiary Areas. Impacts on these sectors are considered in Chapter 5.

### Residents' travel time

4.9 An issue raised in consultations with local stakeholders is the likely increase in journey times for local residents in the event of the loss of the Slapton Line. As the Slapton Line is the main route for many residents to access either Dartmouth or Kingsbridge, the nearest centres for employment, education, health and retail, the loss of the line would result in greater use of alternative inland routes by residents and other users. These alternative routes are predominantly narrow, single-track lanes with few passing places and many with width restrictions for larger vehicles. Even outside the peak tourist season, it is said that back lane routes are unsuitable for the volume of traffic to and from these villages. In addition to residents, frequent users of these lanes also include delivery vans (food and parcel), tradespeople, agricultural vehicles, and suppliers to local shops and businesses. Other users of these roads, albeit less frequently, include heating oil delivery trucks, gardeners, and emergency services vehicles. These users typically drive large vehicles and are likely to cause congestion when meeting vehicles from the other direction, which could be worsened by a general lack of passing places. Inland journeys are also said to be unpredictable, with some being traffic free and others facing significant congestion.

- 4.10 For some residents, increased travel times may make journeys to Kingsbridge or Dartmouth unviable and could result in these residents no longer visiting that centre. Instead, residents will likely visit their closest town for retail, leisure, and other services.
- 4.11 For commuters out of the Primary Area and potentially the Secondary Area, the additional journey time will result in costs to them.
- 4.12 Overall, consultations with local stakeholders determined that the Primary Area would experience the largest impacts in terms of increased journey times as a result of the loss of the Slapton Line. This is largely because this area is most reliant on the Line to access service centres of Kingsbridge and Dartmouth and would therefore be heavily reliant on inland routes in its absence.
- 4.13 Chapter 3 discusses commuting patterns out of and into the Primary Area. It is possible to put a value on the increased time taken by commuters, and this is discussed in Chapter 5. Other travel time changes have not been quantified within the scope of this study.

### Education

- 4.14 Secondary school catchment areas are already set out in a way which reduces the need for school children to use the Slapton Line, as set out in paragraphs 3.22 to 3.27. Nevertheless, catchment areas are not compulsory and some children do attend a school which requires a journey via the Line. For these children, the loss of the Slapton Line may result in having to move secondary schools, particularly if their route was dependant on the 93 bus service which may cease once the line is lost. Many sixth form students may also be impacted by the loss of the Line and subsequent removal of the 93 bus service, as Kingsbridge Community College is the nearest further educational facility to the Primary Area. The loss of public transport access to the college may act as a barrier to over-16s attending further education.
- 4.15 The loss of the Slapton Line may increase travel time, particularly for sixth-form students, but the socio-economic impact is not expected to be significant over the medium to long-term and has not been quantified.

### Public transport

- 4.16 Public transport in the Primary Area is limited to the 93 bus service connecting Dartmouth to Kingsbridge, and on to Plymouth. The service is said to be relatively well utilised, although not to full capacity. Frequent users of the service are predominantly secondary school students and the elderly. Consultees have suggested that the bus is not well used by tourists. It is generally thought that this service will not be able to continue following the loss of the Slapton Line, as alternative inland routes cannot accommodate large buses. Naturally, public transport users in rural locations tend to comprise of those who cannot drive or who do not have access to a car, so the loss of this service is likely to disproportionately impact those with few alternative transport options. This may have negative social impacts such as a loss of access to employment, services, wellbeing and quality of life.
- 4.17 The Coleridge community bus which offers a service connecting vulnerable residents to Kingsbridge is expected to continue to operate following the loss of the Slapton Line, as many of its current routes use inland roads to pick up passengers.





- 4.18 Whilst the loss of the Slapton Line may increase inconvenience, the socio-economic impact of this is not expected to be significant over the medium to long-term and has not been quantified.

### **Health and wellbeing impacts**

- 4.19 The loss of the Slapton Line may lead to impacts on the wellbeing and quality of life for some residents, particularly for those who rely on public transport to access local services and social groups. There are negative socio-economic impacts associated with a loss of wellbeing.
- 4.20 Consultations with local stakeholders highlighted that a number of local residents are supported by carers who travel from Kingsbridge and Dartmouth to provide assistance. It is thought that the loss of the line would increase journey costs, and result in an increased cost of care to those requiring it. Some believe this may lead to a loss of access to carers altogether. This would have significant health and wellbeing impacts on those individuals who require care.
- 4.21 A loss of visitors to the area may also impact on businesses which are dependent on the trade of visitors as well as local residents. For example, Slapton Village Community Shop provides essential items to local residents who would otherwise have to travel elsewhere. Whilst these shops serve local communities, it is thought that much of their trade comes from visitors to the area during the summer months. Seasonal tourism therefore supports operations year-round and ensures businesses can remain open for local residents. A loss of community shops is likely to impact the wellbeing of local residents, and will disproportionately impact those without access to a private car or alternative methods of travel to Kingsbridge or Dartmouth.
- 4.22 Wellbeing for some residents will decrease, but the socio-economic impact is not expected to be significant over the medium to long-term and has not been quantified.

### **Emergency services**

- 4.23 Consultations with local stakeholders revealed that there is a first responder based in Torcross who acts as the initial contact in emergencies. The first responder is said to use the Slapton Line in journeys heading northwards within the Primary Area. In event of the loss of the Slapton Line, the first responder may have to use alternative back lane routes for these journeys, which could increase response times. This is likely to have negative impacts on health and wellbeing in the area, should no additional first responders be provided in the event of the loss of the Line.

## **Secondary Area**

### **Traffic impacts**

- 4.24 Consultations have highlighted that the area between the Primary Area and the A381 and A3122 may be impacted by increased traffic on the back lanes in the event of the loss of the Slapton Line. Consultations with stakeholders in these areas have not been undertaken at this stage, but the potential impacts of increased traffic congestion in these areas are qualitatively considered within this assessment.
- 4.25 With a higher volume of traffic passing through inland routes, it is likely that congestion will affect back lanes and villages within the Secondary Area. This could result in an increase in

travel time for journeys made by residents and those coming into these villages, but the Highways Authority do not believe this to be a significant effect.

- 4.26 An increase in traffic congestion may also cause a reduction in wellbeing of local residents in the Secondary Area.
- 4.27 Potential impacts within the Secondary Area have not been quantified within the scope of this study.

## Tertiary Area

### Tourism and hospitality sector supply chains

- 4.28 As there are many tourism and hospitality businesses within the Primary Area catering to visitors, there are supply chains of businesses which support the operations of the hospitality sector. The supply chains include construction workers, cleaners, laundry workers and local food and drink suppliers, amongst others. It has been suggested that many of these businesses are based in Dartmouth and Kingsbridge. A reduction in visitor numbers to the Primary Area would result in a loss of turnover for local hospitality businesses and could have knock on effects for the supply chain in the Tertiary Area. This is discussed above in paragraph 4.8 and considered in Chapter 5.

### Tourism and hospitality sector displacement effects

- 4.29 In the event of the loss of the Slapton Line there is likely to be an immediate reduction in the number of visitors to the Primary Area, and many of these visitors will instead choose an alternative nearby location to visit. For example, beachgoers may instead visit Blackpool Sands or an alternative beach within the Tertiary Area. The visitors spend and economic activity is therefore not entirely lost to South Hams, rather displaced to another cafe, pub or accommodation nearby. There is likely to be a transitional period where other nearby hospitality businesses cannot accommodate all displaced activity, and so some activity will be lost altogether. However, over time most of the economic activity lost from the Primary Area is likely to be accommodated within the wider Tertiary Area. The medium to long-term impact is considered in Chapter 5.

### Other displacement effects

- 4.30 In the event of the loss of the Slapton Line, increased travel times for residents of the Primary Area will influence which town becomes their local centre for services such as health, education, retail and leisure. As some residents choose to no longer rely on a particular town for local services, other residents may find that that town becomes their nearest service centre. Therefore, there is unlikely to be a net loss of economic activity within the Tertiary Area.

## 5 Initial Direct Impacts

- 5.1 This chapter sets out the immediate local impacts of the potential loss of the Slapton Line, focusing on the potential loss of jobs and GVA in the Primary Area i.e. the gross direct impact. However, Government guidance on economic impact states that the net additional local impact should be considered. Lost economic activity will gradually be displaced elsewhere, mostly within South Hams, so the net loss will decrease over time. This is dealt with in Chapter 6.

### Tourism and hospitality sector impacts

#### Employment

- 5.2 Paragraph 3.6 shows that there are 350 people employed in the Accommodation & Food Services sector in the Primary Area. This is the sector expected to experience the largest impact.
- 5.3 To estimate the potential loss of visitor numbers and subsequent impact on employment and GVA, we have used car park ticket sales data provided by South Hams District Council for the period during and after the temporary closure of the Slapton Line as a result of Storm Emma in 2018. Paragraph 4.3 identifies that Storm Emma led to a 54% reduction in parking in the Primary Area, which can be used as a proxy for the short-term reduction in visitor numbers and visitor spend. Other possible scenarios discussed in paragraph 4.4 are losses of between 22% and 70% of visitor numbers and spend.
- 5.4 It is assumed that visitor numbers and spend are directly proportional to employment in local businesses, so the central scenario will lead to a short-term loss of 189 jobs in the Accommodation & Food Services sector, with the higher loss and lower loss scenarios showing a short-term loss of between 78 and 243 jobs. The central scenario accounts for the short-term loss of 22% of employment in the Primary Area.

#### Gross Value Added

- 5.5 The gross direct GVA loss in the Primary Area caused by the loss of jobs in the central scenario will be £2.7 million in the first year. For the higher loss and lower loss scenarios, there will be a loss of between £1.1 million and £3.4 million of gross direct GVA in the first year. The central scenario accounts for the short-term loss of 7% of GVA in the Primary Area.

### Other sectors and supply chain

#### Employment

- 5.6 The loss of jobs and economic activity in the Primary Area will lead to the loss of supply-chain jobs throughout the Primary, Secondary, and Tertiary Areas. Likely sectors affected are discussed in paragraph 4.8. Of the 2,000 jobs in the supply chain, between 1% and 5% (with a central scenario of 3%), or between 20 and 100 jobs could be lost in the short-term (60 in the central scenario).



## Gross Value Added

- 5.7 The gross direct GVA loss associated with the loss of these jobs will be between £0.8 million and £4.1 million in the first year.

## Commuter impacts

- 5.8 The economic impacts of increased journey times for residents of the Primary Area have been estimated using data from the Department for Transport (DfT) Transport Appraisal Guidance (TAG).
- 5.9 The economic cost of increased travel times for inward commuters has not been considered within this assessment. This is because those who deem the additional cost of travel to be greater than the benefit of commuting into the Primary Area will find employment elsewhere where the benefits of work outweigh the costs. Those that continue to commute in despite increased journey times are in effect willing to pay. This is therefore not an economic cost, but a preference of the individual. Outward commuters are considered, as there is less choice surrounding access to employment for residents of the Primary Area.
- 5.10 DfT provides Transport Appraisal Guidance (TAG)<sup>9</sup> to support the assessment of benefits gained by users of new transport infrastructure. This allows for the calculation of benefits to commuters in terms of travel time savings from investment in transport infrastructure. As this assessment of the Slapton Line considers the potential loss of transport infrastructure, what would typically be considered benefits to users in terms of travel time savings is accounted for as a cost.
- 5.11 A high-level estimate of the travel time increases that may be experienced by residents of the Primary Area who commute outwards to Dartmouth and Kingsbridge has been calculated. Travel time increases have been converted into costs to residents.
- 5.12 The number of residents of the Primary Area who travel further afield to places other than Dartmouth and Kingsbridge is insufficient to generate substantial costs from increased travel time. Only a small proportion of these journeys currently use the Slapton Line and would therefore incur increased travel times in its absence. The same approach is applied for those living and working in the Primary Area (see paragraph 3.14). For these reasons, only commuter journeys to Dartmouth and Kingsbridge have been considered in the assessment of travel time costs.
- 5.13 The estimate of time travel costs is based on the number of journeys made from each LSOA in the Primary Area to Kingsbridge and Dartmouth. This means there are four routes considered, as shown below.

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<sup>9</sup> Department for Transport (2022). TAG Unit A1.3 User and Provider Impacts.  
<https://www.gov.uk/government/publications/webtag-tag-unit-a1-3-user-and-provider-impacts-march-2017>

**Table 5:1 Impacted commuter routes**

Origin	Destination	Daily trips (A)	Proportion of trips that currently use the Slapton Line (B)	Daily trips impacted (A*B)
South Hams LSOA 11B (northern LSOA)	Dartmouth	222	33%	73
South Hams LSOA 11C (southern LSOA)	Dartmouth	62	100%	62
South Hams LSOA 11B	Kingsbridge	88	100%	88
South Hams LSOA 11C	Kingsbridge	224	0%	0
<b>Total trips impacted</b>				<b>223</b>

- 5.14 The number of daily return trips is based on Census 2011 data, as set out in paragraph 3.13. Judgement has been made on the proportion of journeys which currently use the Slapton Line and would therefore be impacted by its loss. For example, it is assumed that 100% of journeys made from South Hams LSOA 11C (the southern LSOA) to Dartmouth currently use the Slapton Line, whilst only 33% of journeys made by residents of South Hams LSOA 11B (the northern LSOA) use the Slapton Line as the majority of residents living in this LSOA reside north of where the line ends.
- 5.15 Average journey times for these routes at peak commuting hours have been obtained from Google Maps, as the most reliable source for travel time data. The difference between the fastest current route (via the Slapton Line) and fastest alternative inland routes are taken as additional travel time incurred. To account for impacts of higher levels of congestion on inland routes, these additional travel times have been doubled.
- 5.16 TAG provides monetary figures for the average value that commuters are willing to pay to save an hour of travel time. Multiplying this value by the total additional travel time across all four routes suggests a travel time cost of £244,000 would be incurred by commuters to Dartmouth and Kingsbridge each year.
- 5.17 It should be noted that TAG travel time savings values are recommended for use in an appraisal of the full costs and benefits of transport interventions. The values have been used in this economic impact assessment to provide an indicative estimate of the magnitude of costs incurred by commuters, but a full assessment of all user benefits and costs has not been undertaken at this stage.

## Initial direct impacts

- 5.18 The gross direct impact of the loss of the Slapton Line on the Primary Area in the first year comprises:

- The loss of between 78 and 243 jobs in tourism and hospitality sectors; and the loss of between £1.1 million and £3.4 million of GVA.
- The loss of between 20 and 100 jobs in other sectors and supply chain businesses; and the loss of between £0.8 million and £4.1 million of GVA.
- The loss of time valued at £244,000 to residents of the Primary Area who commute out of the Primary Area.

## Mitigation

5.19 The gross direct impact of the loss of the Slapton Line due to reduced visitor numbers, set out above, could be partly mitigated through actions which could include:

- Attraction of visitors who are interested in seeing the defunct Slapton Line, similar to those who visit the now defunct A625 Mam Tor Road in the Peak District<sup>10</sup> which is presented as a destination by the Peak District National Park<sup>11</sup>.
- Improving and extending other car parking facilities in the Primary Area, enabling visitors to park and visit the Slapton Line on foot, which may replace some of the lost visitors.
- Maintenance of the Slapton Line as a footpath and cyclepath, which may attract visitors to the Primary Area, replacing some of the lost visitors.
- Attraction of visitors to Slapton Ley and the beach because of the removal of motor vehicle traffic.
- Attraction of more walkers using a stretch of the South West coastal path that is unique and interesting.

5.20 Such mitigation actions could lead to the impacts being at the lower end of the ranges of impact set out above, and there may still be an overall loss of visitor numbers to the Primary Area.

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<sup>10</sup> <https://www.roads.org.uk/blog/road-slid-away>

<sup>11</sup> <https://www.peakdistrict.gov.uk/visiting/miles-without-stiles/mam-tor-landslip>

## 6 Net Additionality and Residual Impacts

6.1 The initial direct impact set out in Chapter 5 is not appropriate to inform investment and funding decisions. The calculation of the socio-economic impact to inform investment decisions for economic development projects in the UK is based on a series of guidance documents, including:

- The HM Treasury Green Book<sup>12</sup>
- Cost-benefit guidance set out by Government departments including DLUHC (formerly DCLG)<sup>13</sup>
- Government guidance on additionality factors<sup>14</sup>

6.2 To inform any cost-benefit calculation, the disbenefits of the loss of the Slapton Line need to be calculated as the *present value* of the *net additional economic impact*. These two concepts – discounting (to calculate the *present value*) and the *net additional local impact* – are considered below.

### Net Additional Local Impact

6.3 The overall area of impact of the loss of the Slapton Line should be considered at the appropriate functional geography, which in this case is the whole of South Hams District.

6.4 The calculation of net additional local impact in South Hams should consider:

- **Deadweight** i.e. what would happen in the absence of the road closure. For the purpose of this analysis, there would be no change in economic performance if the Line is not closed.
- **Leakage** i.e. how much of the economic impact is outside of the area of impact. For the purpose of this analysis, only the impact within South Hams is considered.
- **Displacement** i.e. how much of the impact is displaced elsewhere within South Hams. This is discussed further below.
- **Multiplier effects** i.e. how much additional impact will there be due to the impacts on supply chains and other indirect factors. This is already considered in paragraphs 5.6 and 5.7.

### Displacement

6.5 Some of the economic impact lost in the Primary Area is likely to be displaced within South Hams due to:

- More trips by residents of the north of the Primary Area to Dartmouth for retail and key services rather than Kingsbridge; and more visits by residents of the south of the Primary area to Kingsbridge for retail and key services rather than Dartmouth.
- Displacement of visitors to other places in South Hams, including Totnes, over time.

6.6 Displacement within South Hams has been estimated as:

- 50% of the economic impact lost to the Primary Area in the first year.

<sup>12</sup> HM Treasury (2022). The Green Book.

<sup>13</sup> Department for Communities and Local Government (2016). The DCLG Appraisal Guide, and recent guidance on the Levelling Up Fund.

<sup>14</sup> Homes & Communities Agency (2014) Additionality Guide.

- 60% in the second year; 70% in the third year; and 80% in the fourth year.
- 90% of the economic impact lost to the Primary Area in the fifth year and every year thereafter.

## Residual Impact

- 6.7 The residual impact is the ongoing impact on the South Hams economy after displacement, discussed above, has been allowed for.
- 6.8 The residual impact comprises:
- The loss of some employment in the Primary Area that has not been displaced elsewhere in South Hams (estimated as 10% of the gross direct impact), including lost employment in tourism and hospitality, supply chain sectors, and other sectors (potentially agriculture)
  - Greater journey times for residents of the Primary and Secondary Areas, which has impacts on work, social activity, and education. This remains constant in future years.
  - Loss of some services to residents of the Primary Area, such as local shops. This has not been quantified.
- 6.9 The residual impacts of the loss of the Slapton Line for the central scenario are set out in Figure 6.1, below.

**Figure 6.1: Residual impacts of the loss of the Slapton Line (central scenario)**

	Gross Direct Impact in Primary Area	Residual impact in South Hams Year 1	Residual impact in South Hams Year 2	Residual impact in South Hams Year 3	Residual impact in South Hams Year 4	Residual impact in South Hams Year 5+
Jobs lost in tourism and hospitality	189	95	76	57	38	19
GVA lost in tourism and hospitality	£2.7 million	£1.3 million	£1.1 million	£0.8 million	£0.5 million	£0.3 million
Jobs lost in other sectors	60	30	24	18	12	6
GVA lost in other sectors	£2.5 million	£1.2 million	£1.0 million	£0.7 million	£0.5 million	£0.2 million
Cost of additional commuting journey time	£244,000	£244,000	£244,000	£244,000	£244,000	£244,000

- 6.10 In the higher loss scenario there is estimated to be a gross direct loss of 243 tourism and hospitality jobs in the Primary Area, with a residual impact in South Hams from year 5 onwards of 24 jobs. In terms of GVA there is estimated to be a gross direct loss of £3.5 million to the tourism and hospitality sector in the Primary Area, with a residual impact in South Hams from year 5 onwards of £0.3 million. In other sectors, there is estimated to be a gross direct loss of



100 jobs and £4.1 million. From year 5 onwards, the residual impacts are estimated at 10 jobs and £0.4 million of loss in other sectors.

6.11 In the lower loss scenario there is estimated to be a gross direct loss of 78 tourism and hospitality jobs in the Primary Area, with a residual impact in South Hams from year 5 onwards of 8 jobs. In terms of GVA there is estimated to be a gross direct loss of £1.1 million to the tourism and hospitality sector in the Primary Area, with a residual impact in South Hams from year 5 onwards of £0.1 million. In other sectors, there is estimated to be a gross direct loss of 20 jobs and £0.8 million. From year 5 onwards, the residual impacts are estimated at 2 jobs and £0.08 million of loss in other sectors.

## Discounting

6.12 The impact of the loss of the Slapton Line should be calculated over a reasonable period. For the purposes of this analysis a reference period of 25 years has been used.

6.13 The future economic impacts of the loss of the Slapton Line should be discounted at 3.5% per year, in line with HM Treasury guidance to give a present value. Similarly, any costs included in a cost-benefit analysis should also be discounted at 3.5% per year to give a present value.

**Figure 6.2: Present value of the economic impact of the loss of the Slapton Line to South Hams over 25 years (central scenario)**

GVA lost in tourism, hospitality, and other sectors	£13,700,000
Cost of additional commuting journey time	£4,116,000

6.14 In the higher loss scenario, the present value of the GVA lost in tourism, hospitality and other sectors to South Hams over 25 years is £20.1 million.

6.15 In the lower loss scenario, the present value of the GVA lost in tourism, hospitality and other sectors to South Hams over 25 years is £5.1 million.

## Appendix 1. Previous Economic Impact Studies

A1.1 A number of reports are available on the Slapton Line Partnership website, setting out assessments of its economic role in 2016, 2017, and 2018. Economic studies were carried out before these, but have not been considered in detail.

### 2016 technical note

A1.2 A technical note written in 2016 by JBA considers the impact of the Slapton Line and its possible loss on the local communities and the visitor economy. It defined a primary area of impact (Stokenham Ward) and a wider area of impact (including Kingsbridge and Dartmouth). It presents data on the population, employment of local residents, occupations, unemployment, workplace employment, and travel-to-work in these areas. Traffic count data was also considered, and used to inform an assessment of the value of visitors that use the Slapton Line.

A1.3 Impacts considered as part of this assessment included the potential disruption to local traffic in terms of additional journey times and travel costs, the potential loss to the local visitor economy if day visits to the area were reduced and increased flood damages to properties in Torcross as a result of tidal flooding.

A1.4 The impact of local traffic disruption is estimated at £7.47 million over a 25 year period. This estimate accounts for both commuter and non-commuter journeys as it is based on traffic count data which does not differentiate the reasons for journeys.

A1.5 Assumptions were made about the impact of the closure of the road to the visitor economy, both temporarily and permanently. The permanent closure of the road was estimated to lead to a loss of between £20 million and £41 million of GVA (present value) over 25 years. This does not include any assessment of or allowance for displacement.

### 2017 economics baseline report

A1.6 In 2017 *ch2m* prepared a baseline economics report to support a beach management plan. This reviewed several economic impact reports since 2005. This study uplifted the economic impact values set out in the 2016 JBA note to determine the impact of the loss of the road.

A1.7 The assessment considers the impacts of flooding and erosion damages to an area stretching from Blackpool Sands to Beesands. It considers the impact of flooding on homes, impacts on local and tourist traffic and impact of tourist revenue.

A1.8 The assessment estimates the impact of flooding and erosion of the area of impact on local and tourist traffic of £3.0 million over a 20 year period.

A1.9 The impacts of flooding and erosion on the tourism sector are estimated at £27.5 million over a 20 year period. Again, this does not include any assessment of or allowance for displacement.

### 2018 beach management plan

A1.10 In 2018 Jacobs (previously *ch2m*) produced a non-technical summary of the beach management plan. This draws on the 2017 baseline report and does not provide updated figures.

## Appendix 2. Car Park Usage

A2.1 South Hams District Council collects data on ticket sales for car parks on the Slapton Line. This data underpins the assessment of potential economic impacts.

**Table 6:1 Car park ticket sales 2018 - 2022**

Year	Strete Gate	Slapton Memorial	Torcross Tank	Torcross Layby	Total
2018	16,129	13,494	10,553	7,570	40,176
2019	15,786	17,938	29,245	12,844	75,813
2020	14,048	18,081	29,195	11,212	63,022
2021	25,260	26,816	37,234	17,785	107,095
2022	25,906	24,467	38,841	15,239	104,453

Source: South Hams District Council



**HARDISTY JONES  
ASSOCIATES**



## Contact

### BRISTOL OFFICE

3rd Floor, The Sion, Crown Glass  
Place, Nailsea, Bristol, BS48 1RB

0117 2355 075

[contact@hardistyjones.com](mailto:contact@hardistyjones.com)

### CARDIFF OFFICE

10th Floor, Brunel House  
2 Fitzalan Rd, Cardiff, CF24 0EB

02921 508 950

[hardistyjones.com](http://hardistyjones.com)