

REPORT

Staithe Coastal Strategy Economic Assessment

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1 Introduction

1.1 Background

A coastal strategy is being developed for the Staithes and Cowbar area to assess the most appropriate long term coastal management options. Although previous coastal defence schemes have been carried at Staithes and Cowbar this will be the first coastal strategy prepared.

A Strategic Appraisal Report (StAR) is being prepared for submission to the Environment Agency for technical and financial approval. As part of the StAR, a series of options will be appraised against each other to determine the preferred management options for each Policy Unit within the Study Area.

The aim of this report is to describe the economic assessment that has been carried out in detail for the Staithes Coastal Strategy, to support the summary information included within the StAR document. The process and results will be presented and discussed to show how the preferred options have been derived.

1.2 Previous Economics

The economic assessment presented in this report builds upon the economic assessments carried out for the Shoreline Management Plan 2 (2007) and the previous breakwater and harbour wall schemes. The earlier economic assessments have been reviewed and checked for the following:

- Compliance with current guidance on economic assessments;
- Completeness of range of benefits identified;
- Accuracy of boundaries for benefit area; and
- Appropriateness of values taken in the damage assessment

1.3 Methodology

Damages have been calculated using the Multi Coloured Manual (MCM) and the Green Book (HM Treasury, 2003). These documents have been used in combination with the Defra FCERM-AG series and Supplementary Guidance Notes. Damages have been calculated for the 100 year appraisal period and discount rates starting at 3.5% and reducing to 2.5% have been applied. All damages accrue from Year 0.

The base date for the economics in the StAR is 2020 Q2. All damages have been updated to this price date using the Consumer Price Index.

The new mental health damages have been included in line with the recent Environment Agency guidelines released in April 2020.

2 Cliff Recession

2.1 Erosion Rates

The erosion rates have been reassessed as part of this Strategy (see other Technical Reports in appendices to the Strategy Appraisal Report (StAR)). This assessment has considered the monitoring of recession which has been carried out by Durham University since the SMP in 2007. The erosion lines can be found in Appendix D of the StAR.

At Staithes within the inner harbour (between the breakwaters) the erosion lines have not been reassessed as this area is fully defended with a variety of harbour walls and therefore there is no new recession rate data available. In this area the Shoreline Management Plan 2 erosion lines have been used as the basis:

- **Do Nothing Scenario:** assumes that with no maintenance the breakwater will suffer a major breach by year 20, which will widen over the subsequent 10 years.
- **Do Minimum Scenario:** assumes that regular maintenance ensures the breakwater continues to function until the end of its design life in 2052. At the end of its design life it is anticipated that any major storm will cause significant damage to the breakwater, and that within 10 years it will be rendered obsolete. The SMP erosion lines are therefore delayed by 32 years.
- **Do Something Scenario:** assumes that the breakwater is maintained until the end of its design life in 2052, at which point it is replaced with a new scheme therefore the SMP erosion lines will not apply until after the end of the Strategy appraisal period.

A 5m buffer has been applied to the erosion lines to account for when properties would be abandoned for safety reasons ahead of their physical loss to erosion throughout the Strategy area, except for Policy unit 19.1 Cowbar Cottages where a reduced buffer zone of 3m has been applied.

3 Recession Damages

3.1 Properties

Based on the erosion lines created, the properties at risk over the 100 year appraisal period have been identified using GIS-based property datasets supplied by Scarborough Borough Council (SBC) and Redcar and Cleveland Council (RCC). A buffer zone of 5m (3m at Cowbar Cottages) has been incorporated within the erosion lines to account for when properties would be abandoned and demolished ahead of actually being directly lost to erosion. This is the distance of the cliff edge from properties at which point the local authority would serve a 'dangerous building' notice on the property owner(s) under the Building Act 1984.

The property dataset has been filtered to remove property data-points which could overestimate the damages. The processing which has been carried out includes:

- Removal of all 'historic' entries to prevent double counting (historic entries enable changes to property details to be traced over time);
- Removal of duplicate property entries; where there is more than one data point which would be covered by the same property valuation;
- Checking of property types to ensure they are appropriate and make them more specific where possible i.e. where properties are listed as generic 'dwellings' they have been re-categorised where information is available into the more specific property types such as detached or flats;
- Removal of data entries in non-residential property categories which do not include actual buildings or cannot have their value easily quantified. This also prevents double counting with the assessment of damages to utilities and recreation. The categories which have been removed include features, land, and property shells; and
- Before 'property shell' entries have been removed a check has been carried out to see if buildings are actually present at those locations, and if they are already included elsewhere.

The number of properties at risk from cliff recession within the 100 year appraisal period is split into the different cliff recession bands. These numbers have been derived with some assumptions for specific areas:

***Cowbar:** the road (Cowbar Bank) is at imminent risk under the Do Nothing scenario and expected to be lost by year 10, which is before any properties. However, the road is the only access to Cowbar Cottages, and the properties on the north side of the harbour at Staithes along Cowbar Bank, Cowbar Lane, and North Side. The road provides access for residents and emergency services, and is likely to contain the services for the properties. Therefore, it has been assumed that when the road is lost the properties will have to be abandoned. The first section of road to be lost is at the eastern end of Cowbar Cottages and therefore all the properties on Cowbar Bank and Northside will have to be abandoned (10 residential and 12 non-residential). However, Cowbar Cottages (23 residential and 4 non-residential) themselves will remain accessible until the western section of road is lost by year 50. This will affect 33 residential and 16 non-residential properties in total. Disregarding the loss of access, the number of properties at direct risk of erosion in the Cowbar area is shown in*

- Table 3-1.

Table 3-1 Properties at direct risk of erosion at Cowbar Cottages

Erosion Line	Cowbar Cottages		Cowbar Bank & North Side		Total
	Residential	Non-Residential	Residential	Non-Residential	
25 Years	0	0	0	3	4
50 Years	1	0	7	3	11
100 Years	0	1	2	2	11
Total	1	1	9	8	26

- **Staithes:** within Staithes there are a substantial number of properties which are directly at risk of erosion. In addition there are also those which are indirectly at risk through loss of access; the loss of the road in the vicinity of the Cod and Lobster pub will result in all the properties along the harbour front to the east (Seaton Garth) and all those properties up Church Street will be cut off from the rest of the village. Where properties are both directly at risk of erosion and at risk of losing their access, the damages have been taken at the earliest event. Table 3-2 shows the number of properties at risk under the Do Nothing scenario.

Table 3-2 Properties at risk of erosion in Policy Unit 19.3 Staithes

Erosion Line	Residential				Non-Residential				Total
	Erosion	Access	Erosion & Access	Total	Erosion	Access	Erosion & Access	Total	
20 Years	2	0	0	2	1	0	0	1	3
50 Years	12	42	5	59	4	14	13	31	90
100 Years	42	25	1	68	23	13	2	38	106
Total	56	67	6	129	28	27	15	70	199

The damages have been derived by discounting the market value of the property at risk according to the year of loss. The market values used in the economic appraisal are based on average values for the type of property (detached, semi-detached, terraced, or flat). The average property prices provided by Land Registry for North Yorkshire as a whole, as well as for the Scarborough Borough Council and Redcar and Cleveland Council local authority areas, have been checked against more local values using property websites (www.zoopla.co.uk), as shown in

Table 3-3.

North Yorkshire is a big county and contains significantly more affluent areas than Staithes, the average values from Land Registry are therefore not felt to be appropriate. For Cowbar, due to the small number of properties involved, the market values from Zoopla (July 2020) for the exact postcodes for each property have been used. For Staithes there are a much larger number of properties affected and therefore an average of the market values from Zoopla (July 2020) for all the postcodes involved has been taken. A full table of market value data is included in Appendix A.

Table 3-3 Market Value of Residential Properties

House Type	North Yorkshire	Scarborough Borough Council	Redcar & Cleveland Council	Cowbar Cottages (TS13 5DA)	Staithes (Average of 141 properties in 14 postcodes)
	Land Registry – March 2020	Land Registry – March 2020	Land Registry – March 2020	Zoopla – July 2020	Zoopla – July 2020
All	£226,332	£174,165	£126,970	£164,665	£185,612
Detached	£338,820	£269,083	£203,203	£232,504	£211,531
Semi-detached	£216,712	£182,857	£126,252	£152,346	£221,267
Terrace	£179,857	£147,796	£94,007	£160,267	£177,507
Flat	£142,511	£118,696	£65,201	£88,250	£99,494

The market value of the non-residential properties have been calculated in line with the methodologies in the MCM; multiplying the rateable values from the Valuation Office Agency (VOA) by ten. Where individual non-residential properties are not listed on the VOA website a substitute value has been derived from other properties of the same type which do have VOA valuations. When calculating the average values extreme values have been excluded to ensure the substitute values are realistic.

The study area is covered by two lower super output areas (LSOA), which are used to map the indices of deprivation. The Cowbar section of the study area falls into the Redcar and Cleveland 016B LSOA, which is ranked 5,505 out of 32,844, placing it in the 20% most deprived areas of England. Staithes falls in the Scarborough 002C LSOA, which is ranked 10,283, placing it in the 20% to 40% most deprived areas of England. The boundary between the two LSOA follows the local authority boundary line, which falls along the river through Staithes. The indices of deprivation are used in the calculation of outcome measures in the Partnership Funding calculator. The proportion of residential properties falling into the two deprivation categories is shown in **Table 3-4**.

Table 3-4 Proportion of residential properties in the Strategy study area by Indices of Multiple Deprivation (2010)

Deprivation Class	Number of Residential Properties
20% most deprived	33
20-40% most deprived	129
60% least deprived	0
Total	162

3.2 RNLI Lifeboat Station

The current RNLI lifeboat station on the north side of the harbour in Staithes is an inshore station opened in 1978 and houses a B class inshore lifeboat. The lifeboat station is located on North Side and is at risk of erosion within 50 years under the Do Nothing scenario. It is also at risk of tidal flooding and has flooded historically. However, the main risk to the lifeboat station is the loss of access due to erosion of the road at Cowbar Cottages, as this is the only access road to the station. Although pedestrian access via the footbridge across the harbour would remain unaffected, without any vehicular access it is expected that the lifeboat station would no longer be able to operate from its current location.

The nearest alternative RNLI operated lifeboat stations are located at Whitby 9 miles to the south (inshore and all-weather capabilities) and Redcar 11 miles to the north (inshore capabilities only). There is an independently operated lifeboat located at Runswick Bay (2.5 miles to the south), the Runswick Bay Rescue Boat, which was established in 1982 following the relocation of the RNLI lifeboat station in 1978 from Runswick Bay to Staithes.

For the purposes of this economic assessment it has been assumed that following the loss of the only vehicular access to the lifeboat station in Staithes, the RNLI would relocate the inshore lifeboat back to the former station in Runswick Bay. This would have an associated cost for constructing a new station and other relocation costs. This cost has been taken as £1M.

3.3 Utilities

There is a Yorkshire Water pumping station located on North Side (on north side of harbour). Similar to the RNLI lifeboat station the major risk is loss of access due to erosion of the road at Cowbar Cottages. It is likely that the pumping station would need to be relocated if it loses access for operation and maintenance. An allowance of £275k has been included for relocation of the pumping station.

3.4 Tourism and Amenity

Tourism is one of the key sources of income for the Strategy study area. The coastal setting and traditional fishing village character of Staithes are the key attractions. Under the Do Nothing scenario the neglect of the breakwaters and harbour inner walls would result in a reduction in the appeal of Staithes to visitors. However, there are several other similar villages on the North Yorkshire coast which offer similar attractions and facilities as Staithes. It is therefore likely that any visitors who no longer wish to visit Staithes would transfer their visit to an alternative nearby destination. It is therefore not anticipated there would be any significant 'loss to the nation' from tourism.

4 Tidal Flooding

Tidal Flooding in Staithes is currently not a major issue. Although the harbour master has reported that wave overtopping can affect the highways, no internal flooding of properties has been reported since completion of the 2002 Phase 3 breakwater improvements. The 2002 Phase 3 breakwater improvement scheme carried out physical modelling to determine the optimum scheme and impact on the flood risk. The physical modelling estimated that the threshold of flooding pre-Phase 3 scheme was approximately at the 1 in 1 year event. The Phase 3 scheme aimed to increase the threshold of flooding to the 1 in 50 year event. Over time the standard of protection provided by the breakwaters will diminish due to the impacts of climate change. There is no up to date modelling of the flood risk at Staithes available. Therefore, the assessment of the flood risk has been based on the information provided in the previous Phase 3 breakwater improvement works reports.

With no recent modelling the properties at risk of flooding for this Strategy have been taken as those located within the boundary for the area at flood risk in Staithes derived by the Phase 3 scheme. The physical modelling carried out for the Phase 3 scheme measured the rates of wave overtopping at various locations around the inner harbour walls for different return periods, both with and without scheme. There was however no determination of expected flood depths. The economic assessment for this Strategy has therefore used Weighted Average Annual Damages (WAAD) from the Multi-Coloured Manual (MCM) based on a current threshold of flooding of 1 in 50 years, and a post-breakwater failure threshold of flooding of 1 in 1 years, as shown in Table 4-1. As it is tidal flooding the WAAD values used assume there is greater than 8 hours warning of a flood event. An uplift of 10% has been applied for saltwater damage, and a 10.7% emergency services response allowance has been included.

Table 4-1 Weighted Annual Average Damages including saltwater and emergency response

Existing SoP	No warning (£)	<8 hour warning (£)	>8 hour warning (£)
No protection	£5,828	£5,620	£5,564
2 years	£5,828	£5,620	£5,564
5 years	£3,542	£3,415	£3,381
10 years	£1,822	£1,758	£1,740
25 years	£873	£842	£833
50 years	£372	£359	£355
100 years	£92	£89	£89
200 years	£47	£45	£45

The time based assumptions for building up the present value damages for the different options are set out below:

- **Do Nothing Scenario:** assumes that with no maintenance the breakwater will suffer a major breach by year 20, which will widen over the subsequent 10 years until it no longer provides any flood alleviation benefits;
 - Years 0-20 current threshold of flooding of 1 in 50 years
 - Years 21-30 linear progression

- Years 31-99 pre-Phase 3 breakwater improvements threshold of flooding of 1 in 1 years
- **Do Minimum Scenario:** assumes that regular maintenance ensures the breakwater provides the expected level of flood alleviation until the end of its design life in 2052. At the end of its design life it is anticipated that any major storm will cause significant damage to the breakwater, and that within 10 years it will be rendered obsolete;
 - Years 0-32 current threshold of flooding of 1 in 50 years
 - Years 33-42 linear progression
 - Years 43-99 pre-Phase 3 breakwater improvements threshold of flooding of 1 in 1 years
- **Do Something Scenario:** assumes that the breakwater is maintained until the end of its design life in 2052, at which point it is replaced with a new scheme that provides an increased level of flood alleviation;
 - Years 0-32 current threshold of flooding of 1 in 50 years
 - Years 33-99 assumed standard of protection of 1 in 100 years.

It is acknowledged that this economic assessment for flood risk is very high level and is heavily reliant on out of date assumptions. It is recommended that modelling of the flood risk is carried out to inform a more accurate assessment of the flood risk. Consideration of the impacts of climate change is needed; although the Phase 3 scheme did have limited consideration of climate change on wave overtopping this is based on out of date guidance and is not in a format that can be used to inform this Strategy.

The properties at risk of flooding, being located immediately behind the inner harbour walls, are also at risk erosion. Therefore, flood damages have only been applied up to the year they are predicted to be lost to erosion, to avoid double counting of damages. The combined flood (including emergency services allowance) and erosion damages for each individual property have been capped at the market value of the property (derivation of market values described in Section 3).

There are 29 properties assumed to be at risk of flooding as shown in Table 4-2, split by their cause of loss due to erosion (i.e. directly affected by erosion, indirectly affected by loss of access, or both).

Table 4-2 Properties at risk of flooding

Cause of Loss	Residential	Non-Residential	Total
Erosion	11	3	14
Access	2	1	3
Erosion & Access	2	10	12
Total	15	14	29

5 Summary of Do Nothing Economics

A summary of the Do Nothing scenario is presented in Table 5-1 for each of the Policy Units. The total Do Nothing damages for the Strategy over the 100 years appraisal period are **£8.7 million**, with 60% of the total damages located in Staithes and 40% located at Cowbar.

Table 5-1 Summary of Do Nothing Present Value Damages

Policy Unit	Erosion PV Damages (incl. mental health)		Flooding PV Damages		Combined and Capped PV Damages*		Total PV Damages
	Residential	Non-Residential	Residential	Non-Residential	Residential	Non-Residential	
18.1 Boulby	-	-	-	-	-	-	£0
19.1 Cowbar Cottages	£2,377,224	£ 1,127,867	£0	£0	£2,377,224	£ 1,127,867	£3,505,091
19.2 Cowbar Cliffs	-	-	-	-	-	-	£0
19.3 Staithes	£3,462,756	£372,940	£924,538	£698,178	£4,387,293	£827,290	£5,214,584
20.1 Old Nab	-	-	-	-	-	-	£0
Total	£5,839,980	£1,500,807	£924,538	£698,178	£6,764,517	£1,955,157	£8,719,674

*Note: the combined damages are less than the sum of the individual erosion and flooding damages due to the application of capping values

6 Economic Assessment of Options

6.1 Benefit Assessment

The residual damages have been assessed for the options based on the delay to the onset of the Do Nothing damages achieved by the options. Comparing the residual damages to the Do Nothing damages allows the potential benefits of the options to be estimated. Details of the site-specific assumptions are outlined in **Table 6-1**.

Table 6-1 Site-specific assumptions used for the economic assessment of options

Policy Unit		Option		Benefit Assumptions
19.1	Cowbar Cottages	C-1	Do Minimum	Erosion: Existing defences do not manage the risk to the mid-cliff and therefore the rate of cliff recession would be the same under Do Minimum as for Do Nothing.
		C-2c + C-3b + C4-b	Combined Cliff Works	Erosion: Do Nothing damages delayed by 60 years due to works to toe, mid-cliff, and cliff top. 60 years is determined by the design life of the shotcreting on the mid-cliff in a marine exposed environment.
		C-5a	Road Realignment	Erosion: Do Nothing damages delayed for 100 years. Purchase and demolition costs for properties to be demolished to accommodate road realignment are included within the cost build-ups. Properties to be demolished are removed from Option residual damage calculations.
		C-5b	Phased Road Realignment	
		C-5c	Alternative Ford Access	Erosion: <ul style="list-style-type: none"> Road closed due to erosion in Year 10, alternative ford access constructed Residents (Cowbar Bank & Northside) - remain occupied in short term, but due to reduced access for residents, emergency services, and services such as refuse collection, the properties are unlikely to be viable long term. Likely to be unsellable so would be abandoned when current owners move on. Assume occupied for 20 years after loss of road then abandoned (year 30) Holiday lets (Cowbar Bank & Northside) - no longer viable without reliable continuous access. Increased H&S risk to using ford as not familiar with the route/timing restrictions etc. Assume abandoned when road is lost in year 10 Lifeboat station - remains open as staff can access via footbridge in emergency Yorkshire Water pumping station - remains open as can plan access around tides RNLI shop - remains open as customers can access via footbridge Cowbar Cottages – car park and pedestrian access constructed when road access lost, so cottages remain viable
19.3	Staithes Village	S-1	Do Minimum	Erosion: Onset of SMP2 erosion lines delayed until 2052 (end of design life of breakwaters) Flooding: Breakwater breach in 2052 (end of design life), threshold of flooding reverts to 1 in 1 year return period storm within 10 years (2062)
		S-3a + S-4a	2052 Do Something	Erosion: Do Nothing damages delayed beyond end of appraisal period Flooding: Threshold of flooding improved to 1 in 100 year return period storm at 2052

6.2 Cost Build-Ups

For Policy Units where coastal defences or slope stabilisation works are considered as short listed options, outline cost estimates have been developed. These have either been derived from the extensive previous studies and increased based on reported annual rates of inflation in the UK. Where cost estimates have been built up for the Coastal Strategy they have generally been based on an assessment of unit cost rates, derived from recent scheme experience and Spon's Civil Engineering and Highway Works Price Book (2019).

Whole life cost estimates over the 100 year appraisal period of the Strategy incorporate:

- Surveys, studies and investigations
- Design
- Environmental studies
- Capital scheme costs for any coastal defence or slope stabilisation works
- Construction supervision
- Inspection and monitoring
- General maintenance
- Preventative and damage repairs
- Costs for subsequent structural modifications and adaptations (where necessary under a Managed Adaptive Approach)

After discounting the above elements to Present Value costs (PVC) an optimism bias of 60% has been applied, as is common for economic appraisal at the Strategy level (see Defra's Flood and Coastal Defence Project Appraisal Guidance Supplementary note to Operating Authorities dated March 2003 entitled Revisions to economic appraisal procedures arising from the new HM Treasury "Green Book").

There are some general principles which have been applied across the Strategy study area when building-up the whole life costs are listed below. Details of the site-specific assumptions are outlined Error! Reference source not found.

- The costs for the Cell1 Regional Coastal Monitoring Programme have been approved for 2016-2021 through a separate business case, and therefore are not included within this economic appraisal to avoid double counting. It is assumed that future years of the programme will also be funded from a separate business case.
- Do Minimum:
 - Where cliffs are currently undefended the costs are associated with awareness raising and reactive debris clearance for public health and safety. As these costs are all relatively nominal and some fall under the responsible authorities' duty of care then they have not been quantified.
 - Realignment of coastal clifftop public footpaths would be relatively low cost i.e. new signage, and would be carried out by the landowner. They have therefore not been quantified.
 - Early warning and contingency planning are likely to have nominal costs and be part of the day-to-day duties of the responsible authorities, they have therefore not been quantified.

- North Yorkshire County Council and Emergency Services costs for responding to failure event are part of their statutory duty of care and therefore not included.

Table 6-2 Site-specific assumptions used for the build-up of whole life costs for options

Policy Unit		Option		Cost Assumptions
19.1	Cowbar Cottages	C-1	Do Minimum	<ul style="list-style-type: none"> No costs. Inspection and monitoring costs covered by the Cell 1 Monitoring Programme
		C-2c + C-3b + C-4b	Combined Cliff Works	<ul style="list-style-type: none"> cost is based on 150m length of rock revetment, 75m length of sprayed concrete and 50m length of soil nailing / regrading of glacial till, realignment of road along a 75m length at the western end of the scheme design life of the scheme will be 60 years, based on typical design life for soil nails and sprayed concrete works in a coastal environment
		C-5a	Road Realignment	<ul style="list-style-type: none"> Includes compulsory purchase and demolition of 4 properties. Compulsory purchase cost based on market value +10% for purchase value, plus 10% legal fees & 10% council costs Includes relocation of services
		C-5b	Phased Road Realignment	<ul style="list-style-type: none"> Includes compulsory purchase and demolition of 4 properties. Compulsory purchase cost based on market value +10% for purchase value, plus 10% legal fees & 10% council costs Includes relocation of services
		C-5c	Alternative Ford Access	<ul style="list-style-type: none"> Formalising/construction of 75m long ford with associated accommodation works prelim percentage increased to account for high temporary works costs associated with working in Beck due to access, environmental issues, cofferdams, over-pumping and working in tidal watercourse Includes relocation of services Includes creation of car park and pedestrian access for Cowbar Cottages Includes compulsory purchase and demolition of 1 property
19.3	Staithe Village	S-1a	Do Minimum	<ul style="list-style-type: none"> No costs. Inspection and monitoring costs covered by the Cell 1 Monitoring Programme
		S-3a + S-4a	2052 Do Something	<ul style="list-style-type: none"> Raising and refurbishment of the breakwater crest levels through the construction of raised concrete sections on top of the existing structures. Refurbishment of existing harbour walls and new low-level set-back stub walls to raise the level of protection around the harbour frontage. Flood gates or wave barriers would also be required at the top of the existing slipways and access steps.

6.3 Results of Economic Assessment

A summary of the options assessed for each of the Policy Units is shown in **Table 6-3**.

Table 6-3 Summary of Staithes Coastal Strategy Economic Assessment

Policy Unit		Option	PV Damages	PV Benefits	PV Costs	BCR	Unquantified Benefits	
19.1	Cowbar Cottages	C-0	Do Nothing	£3,505k	-	-	-	
		C-1	Do Minimum	£3,505k	£0k	£0k	-	Risk to Life reduced compared to Do Nothing
		C-2c + C-3b + C4b	Combined Cliff Works	£409k	£3,096k	£9,220k	0.34	
		C-5a	Road Realignment	£403k	£3,102k	£1,541k	2.01	
		C-5b	Phased Road Realignment	£204k	£3,301k	£1,183k	2.79	
		C-5c	Alternative Ford Access	£996k	£2,509k	£1,515k	1.66	
19.3	Staithes Village	S-0	Do Nothing	£5,215k	-	-	-	
		S-1a	Do Minimum	£4,268k	£947k	£378k	2.50	Risk to life reduced compared to Do Nothing
		S-3a + S-4a	2052 Do Something	£469k	£4,745k	£3,519k	1.35	

Appendix A

Market Value Information

Land Registry Market Values (March 2020)

	Yorkshire & Humber	North Yorkshire	Scarborough Borough Council	Redcar & Cleveland
All	£ 159,208	£ 226,332	£ 174,165	£ 126,970
Detached	£ 260,021	£ 338,820	£ 269,083	£ 203,203
Semi-Detached	£ 157,877	£ 216,712	£ 182,857	£ 126,252
Terrace	£ 125,616	£ 179,857	£ 147,796	£ 94,007
Flat	£ 112,105	£ 142,511	£ 118,696	£ 65,201

Zoopla Market Values for Cowbar (July 2020)

	Cowbar Cottages (TS13 5DA)	Cowbar Bank (TS13 5BZ)	Beckside (TS13 5BU)	Northside (TS13 5BY)
All	£ 164,665	£ 212,333	£ 146,251	£ 178,602
Detached	£ 232,504	£ 232,504	£ 157,046	£ 232,504
Semi-Detached	£ 152,346	£ 229,302	£ 173,753	£ 195,129
Terraced	£ 160,267	£ 95,028	£ 137,912	£ 163,128
Flats	£ 88,250	£ 88,250	£ 88,250	£ 88,250

Zoopla Market Values for Staithes (July 2020)

Postcode	TS13 5BH	TS13 5BN	TS13 5BP	TS13 5BQ	TS13 5BS	TS13 5BT	TS13 5BU	TS13 5BW	TS13 5BX	TS13 5DB	TS13 5DD	TS13 5DF	TS13 5DH	TS13 5DL	Average
No. Properties	35	5	3	16	3	2	14	2	3	31	9	2	15	1	141
All	£ 185,257	£ 214,978	£ 223,932	£ 184,714	£ 150,864	£ 229,888	£ 146,251	£ 132,523	£ 199,243	£ 191,096	£ 203,089	£ 138,568	£ 200,046	£ 132,982	£ 185,612
Detached	£ 232,504	£ 232,504	£ 232,504	£ 232,504	£ 232,504	£ 232,504	£ 157,046	£ 232,504	£ 232,504	£ 225,918	£ 232,504	£ 232,504	£ 119,397	£ 232,504	£ 211,531
Semi-Detached	£ 258,781	£ 138,793	£ 138,793	£ 205,566	£ 152,891	£ 138,793	£ 173,753	£ 136,561	£ 138,793	£ 263,276	£ 138,793	£ 101,034	£ 275,474	£ 138,793	£ 221,267
Terrace	£ 173,778	£ 185,006	£ 212,037	£ 186,576	£ 159,402	£ 229,888	£ 137,912	£ 95,028	£ 147,578	£ 189,324	£ 195,245	£ 157,910	£ 187,049	£ 150,568	£ 177,507
Flat	£ 130,758	£ 88,250	£ 88,250	£ 88,250	£ 120,777	£ 88,250	£ 88,250	£ 88,250	£ 88,250	£ 88,250	£ 88,250	£ 88,250	£ 88,250	£ 88,250	£ 99,494