

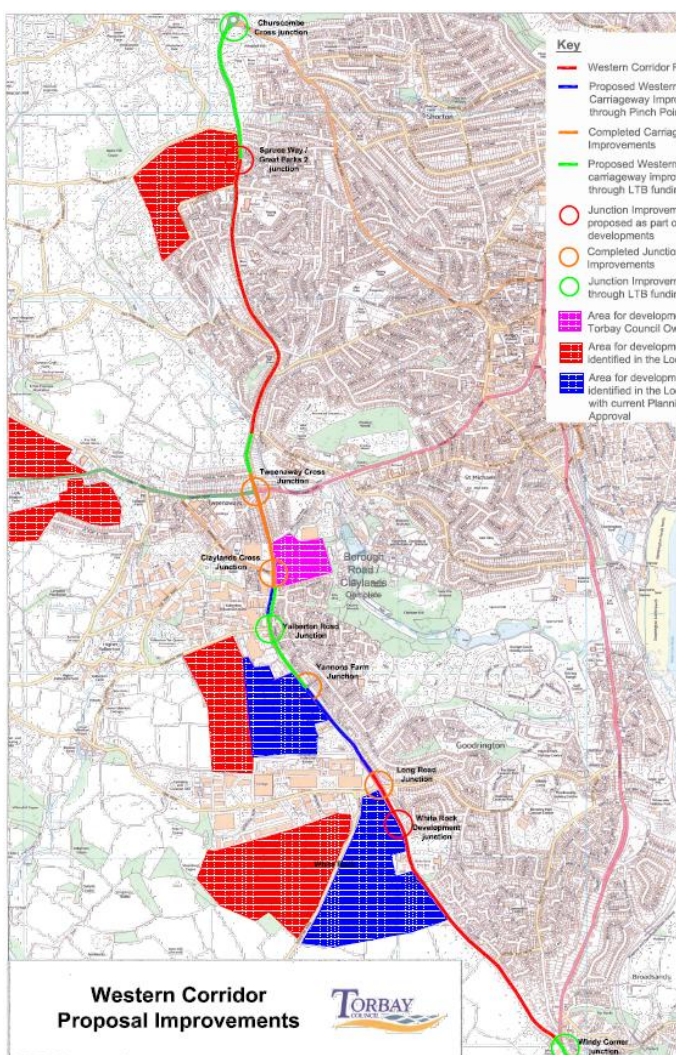
## Appendix 2

### Torbay Western Corridor Regeneration Scheme

#### What the problem is?

The Western Corridor (defined as the A380 and A3022) is one of the two Torbay principal routes connecting it to the M5, Exeter, Newton Abbot and wider Devon area in the north, to Paignton, and then Brixham via Torquay in the south, as well as westwards to Totnes and Plymouth via the A385.

It is a vital economic and social link important to sustaining Torbay which otherwise is isolated from national transport networks. The route is heavily congested at peak times and often difficult to use during inter peak times, and delays are rising, and perceived to be significant inward investment barriers. Without improvement, regeneration and revitalisation of much of Torbay but especially Paignton, outlined to receive significant growth in the emerging new Local Plan, cannot be sustained and opportunities brought about by the new South Devon Link Road (SDLR) will fail to be realised.



#### What the scheme is?

Road widening, junction capacity improvements, provision for off road cycling, enhanced pedestrian routing, and new landscaping are proposed. Specifically widening at

- the A3022 Brixham Road southbound between Claylands Cross and Yalberton Road to a two lane dual carriageway,
- the A380 Kings Ash Road from Tweenaway Cross to Waterleat Road,
- the A3022 from Yalberton Road to Roselands Drive,
- the A380 Kings Ash Hill between Churscombe Cross and Spruce Way to two lanes north bound and alterations to the existing Churscombe Cross junction,
- the A3022/A379 'Windy Corner' junction, and
- pedestrian and cycle enhancement between Tweenaway Cross and Windy Corner to complete a shared use path.

#### How the intervention addresses the Problem?

By reducing delays and improving journey times, the largest barrier to inward investment into the Bay is removed. The "Future Growth Areas" south and north of Tweenaway, already identified for new development, are more likely to occur, stimulating further investment west of Torbay, not inhibiting it. Torbay's tourism industry will be encouraged, especially the growing short term breaks sector. There will be opportunities for economic diversification beyond the seasonal, low paid tourist industry towards B1 and B2 related occupations, directly due to the improved accessibility to / from regional and national markets, and capitalising upon South Devon College Energy Centre and the Torbay Development Agency's proposed Innovation Centre that can flourish successfully.

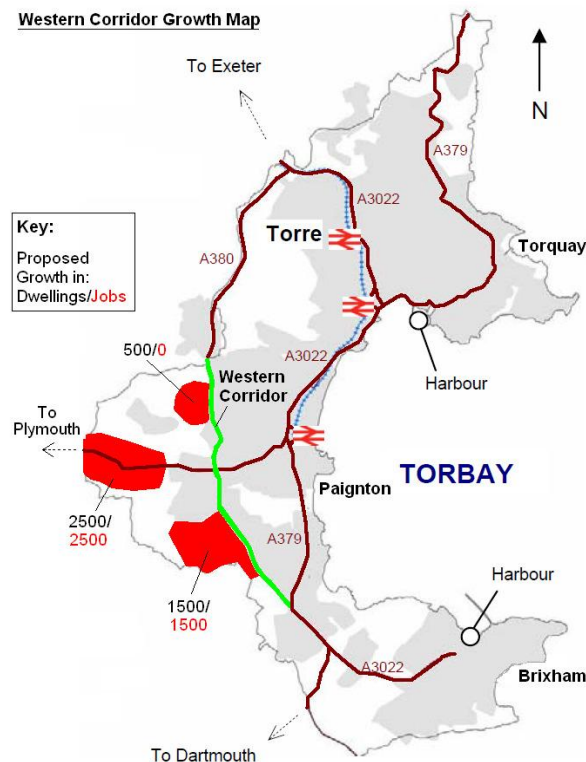
The Scheme should also provide increased resilience as the only alternative route via the coastal A3022 is itself congested and susceptible to climate change and flooding – in the last 5 years it has been closed on 14 occasions and with rising sea levels this is expected to increase.

**What options have been considered?**

Alternative options including improving other modes, promoting smarter choices, new road building, or improving existing, have been assessed. Only the outlined scheme satisfies fully all scheme objectives, and it alone can unlock the barriers to growth in the west of Torbay unlocking Paignton and then onwards to Brixham.

**What growth it unlocks?**

Future growth across Torbay is mainly identified to the west and the north with 9000 new homes, commercial development, and the expansion of South Devon College. From the map to the right, the developments shown in red include 4,500 new homes, which have specific relevance to the Western Corridor which is key to the accessibility of Paignton and Brixham and their economic regeneration.



**What it will cost?**

£8.5 million (with 50% risk and contingency included as per WeBTAG)

**What funding it is looking for from the growth deal?**

£ 7.3 million

**The financial profile:**

Expenditure Source	2014/15	2015/16	2016/17	2017/18	2018/19
Local Contribution	£500,000	£200,000	£200,000	£400,000	-
Local Growth Deal	-	£2,600,000	£3,100,000	£1,600,000	-
Total	£500,000	£2,800,000	£3,300,000	£2,000,000	-

**Statement on its value for money:**

BCR will be above 4

**Indication of scalability**

Sections are distinct and each deliver an enhancement of the 4 mile route, reducing congestion and critically improving journey times. Only once all improvements are made will the full scheme benefits be realised.

**What will happen if the scheme is not funded?**

With the SDLR open by late 2015 unblocking a real obstacle to growth, it is imperative that the Western Corridor does not obstruct growth in the Bay. With the business prospects and new confidence the SDLR brings, it is now more necessary to ensure that the wider network is fit for purpose in terms of network performance, reliability and resilience.