

**ANGUS COUNCIL**

**INFRASTRUCTURE SERVICES COMMITTEE - 21 APRIL 2009**

**SUBJECT: STRATEGIC TRANSPORT PROJECTS REVIEW**

**REPORT BY DIRECTOR OF INFRASTRUCTURE SERVICES**

**Abstract: This report informs Members of the publication of the Strategic Transport Projects Review by the Scottish Government and highlights the specific projects relevant to Angus.**

**1 RECOMMENDATION**

It is recommended that the Committee –

1. notes the publication of the Strategic Transport Projects Review by the Scottish Government;
2. agrees that the Director of Infrastructure Services will bring forward reports in relation to the STPR at an appropriate time, which will update Members of progress in relation to specific projects.

**2 INTRODUCTION**

2.1 The Minister for Transport, Infrastructure and Climate Change announced the outcome of the Strategic Transport Projects Review (STPR) on 10 December 2008. The STPR sets out the Scottish Government's priorities for investing in the enhancement of Scotland's strategic transport network over the next 20 years. The STPR sets out a range of "potential" transport projects across the whole of Scotland which are expected to be delivered beyond 2012 and primarily between 2012 and 2022. The STPR identifies 29 major "packages" of work which the Scottish Government considers to be the key transport network enhancements in road, rail to support sustainable economic growth across Scotland over the next 20 years.

2.2 The documentation supporting the STPR is voluminous extending to over 1000 pages and includes a series of reports with appendices including:-

- (i) Report 1 : Review of Current and Future Network Performance
- (ii) Report 2 : Report on Gaps and Shortfalls
- (iii) Report 3 : Option Generation and Appraisal of Interventions
- (iv) Report 4 : Summary Report
- (v) STPR Summary Information Leaflet
- (vi) Strategic Environmental Assessment.

A copy of the summary information leaflet has been placed in the Members Lounge and the full documentation can be viewed or downloaded from the Transport Scotland website at <http://www.transportscotland.gov.uk/stpr>.

### 3 DISCUSSION

3.1 The 29 major packages of work are brigaded under a three tier structure of:-

- (i) maintain and safely operate existing assets;
- (ii) make better use of existing capacity
- (iii) targeted infrastructure improvements.

3.2 The 29 packages are set out in [Appendix 1](#) of this report. Of the 29 packages, 9 are defined as “National Improvement Projects” that apply across all or most of the national rail or trunk road network, viz. Projects 1, 2, 5, 6, 7, 8, 12, 22 and 10. The remaining packages are defined as “Strategic Transport Corridor Improvements”.

3.3 Of particular relevance to Angus Council are specific road and rail projects affecting the Tactran Region which range National Projects to those with a more specific geographical location. The list of projects are set out in Appendix 2 of this report together with the Government’s estimation of the cost of the project and the estimated delivery date of the projects. Members will note that the costs are very broad brush and the delivery periods (when actually given) are equally broad within the 2012-2022 time period.

3.4 At the March meeting of the Infrastructure Services Committee Members were concerned about the implications of the “Dundee Northern Relief Road” identified as Project 29 within Appendix 1 and described in paragraph 2.10 in [Appendix 2](#). Project 29 is described as the “Dundee Northern Relief Road” in the STPR summary document with further enhancement contained in the Strategic Environmental Assessment Report. The aim of the project is given as:-

“To separate strategic and local traffic in Dundee and improve connections between Aberdeen and the Central Belt”.

The project would see the provision of either a new northern peripheral bypass around Dundee from the A90 west of Invergowrie to the A90 north of Dundee or upgrades to the existing A90 Kingsway such as improved roundabouts and junctions. According to the STPR “the bypass option would remove around 50% of traffic from the Kingsway bringing environmental benefits to adjacent properties while reducing journey time between Aberdeen and the Central Belt”. Report No. 4 of the STPR documentation includes a schematic map illustrating the “interventions” in relation to the A90 Kingsway – a Northern Relief Road or upgrading the Kingsway. The schematic map and commentary is included as Appendix 3 of this report. It is of interest in Appendix 3 that the STPR considers that at A310 “the outer bypass would impact negatively on the environment to the north of Dundee which would require careful consideration at the design development stage”. However, the STPR concludes that the deliverability of this intervention is considered to be technically and operationally possible at an estimated cost range of between £100 – 250 million. The Strategic Environmental Assessment Report in relation to the STPR indicates that “the intervention could have a potential adverse effect on some environmental features in Dundee and its surrounding area; however there was a degree of uncertainty mainly due to the fact that the exact route of the bypass was not specified at that time..... Depending on the exact route there would be potential for minor to moderate effects to the local landscape and minor adverse effects to local biodiversity and water bodies”.

3.5 At this stage the idea of a Dundee Northern Relief Road is simply that. There is no Government commitment to the idea, no route identified (other than contained on a schematic plan), nor is a budget committed to the project. At present it is an option identified in the STPR as a potential solution, although not the only solution to dealing with problems of traffic on the A90 Kingsway. Members will recall that at the meeting of Angus Council on Thursday 26 March 2009 Councillor Whyte's motion which moved that any reference to a Dundee Northern Relief Road should be expunged from the STPR, was agreed. The Chief Executive has subsequently written to Transport Scotland and Tactran confirming the position of the Council.

3.6 Overall, the publication of the STPR and the identification of the Government's strategic priorities for the time period beyond 2012 is a positive step. The STPR provides a national framework for the strategic development of Scotland's road and rail network against which Angus Council working with the Regional Transport Authority and the Strategic Planning Authority can be better informed of the Government's strategic transport priorities and can work to influence these priorities.

#### **4 FINANCIAL IMPLICATIONS**

4.1 There are no financial implications arising directly from the recommendations contained in this report.

#### **5 HUMAN RIGHTS IMPLICATIONS**

5.1 There are no human rights implications arising from this report.

#### **6 EQUALITIES IMPLICATIONS**

6.1 The issues dealt with in this report have been the subject of consideration from an equalities perspective (as required by legislation). An equalities impact assessment is not required.

#### **7 SINGLE OUTCOME AGREEMENT**

7.1 This report contributes to the following local outcomes contained within the Single Outcome Agreement for Angus.

10. We live in well-designed, sustainable places where we are able to access the amenities and services we need

- Good quality housing is available throughout Angus.
- Crisis response for homeless households is provided.

12. We value and enjoy our built and natural environment and protect it and enhance it for future generations

- The importance and benefits to society of the environment is recognised.

15. Our public services are high quality, continually improving, efficient and responsive to local people's needs

- Population changes are identified and planned for.
- Resources are used effectively.
- Services are targeted at those in greatest need.
- There is greater community involvement in the planning and delivery of services.

## **8 CONSULTATION**

8.1 The Chief Executive, Director of Corporate Services, Head of Finance, and Head of Law & Administration were consulted in the preparation of this report.

## **9 CONCLUSION**

9.1 This report updates Members on the publication of the Government's Strategic Transport Projects Review published in December 2008. I will endeavour to keep Members informed of progress in relation to specific projects identified inasmuch as they relate to the interests of Angus Council.

ERIC S LOWSON  
DIRECTOR OF INFRASTRUCTURE SERVICES

## **NOTE**

No background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973, (other than any containing confidential or exempt information) were relied on to any material extent in preparing the above Report.

P&T/GWC/IAL  
27 March 2009