



National Developments – Response Form

Please use the table below to let us know about projects you think may be suitable for national development status. You can also tell us your views on the existing national developments in National Planning Framework 3, referencing their name and number, and providing reasons as to why they should maintain their status. Please use a separate table for each project or development.

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| Name of proposed national development | Dundee Northern Relief Road |
| Brief description of proposed national development | Development of a new northern relief road for the A90 trunk road. To separate strategic and local traffic in Dundee and improve connections between Aberdeen and the Central Belt. To introduce improvements to the existing A90 as it passes through Dundee for the benefit of walking, cycling and public transport |
| Location of proposed national development (information in a GIS format is welcome if available) | The relief road would serve the Tay Cities Region which comprises a broad mix of urban and rural settlements and areas. Located to the north and west of Dundee and on the existing A90 Kingsway through Dundee. The new route has not yet been planned but is likely to impact on three local authority areas: Dundee City Council, Perth & Kinross Council and Angus Council. |
| What part or parts of the development requires planning permission or other consent? | The whole route would require consents |
| When would the development be complete or operational? | |
| Is the development already formally recognised – for example identified in a development plan, has planning permission, in receipt of funding etc. | The project is identified in the transport Scotland's Strategic Transport Projects Review. A Case for Change submitted to Transport Scotland identifies an older than average population with reduced economic development and higher deprivation levels in Dundee. Many bus services are frequently delayed by traffic congestion and carbon emissions from transport in the region are higher than the Scottish average resulting in air quality management issues in Dundee and elsewhere. The region's transport network caters for both local and through trips, the latter because of the region's role in connecting the north and north- |

east of Scotland to the Central Belt and beyond. Traffic congestion is severe at peak times on the trunk road network around Perth and Dundee.

Contribution of proposed national development to the national development criteria (maximum 500 words):

The Northern Relief Road will contribute to all four national development criteria, specifically:

| Climate change | People | Inclusive Growth | Place |
|--|---|---|---|
| <p>Currently the route suffers from continuing congestion as it passes through the urban area of Dundee.</p> <p>The road network currently presents a barrier to the promotion of sustainable local and active travel networks</p> | <p>Improving road safety and reducing the number and severity of accidents is a critical issue for the route.</p> | <p>The promotion of improved reliable journey times will support economic growth in the area.</p> | <p>The road blights our communities due to the excessive noise and congestion on the route.</p> |

This 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. Both options could incorporate a package of bus priority lanes, cycle lanes and pedestrian measures. The bypass option would remove around 50 per cent of traffic from the Kingsway, bringing environmental benefits to adjacent properties while reducing the journey time between Aberdeen and the Central Belt.