

## REPORT TO BUCHAN AREA COMMITTEE – 1 NOVEMBER 2022

### PETERHEAD TOWN CENTRE TRAFFIC MANAGEMENT – MEMBER/OFFICER WORKING GROUP

#### 1 Executive Summary/Recommendations

1.1 This report asks Buchan Area Committee to agree to the setting up of a new Member/ Officer Working Group to consider traffic management arrangements within Peterhead Town Centre including vehicular access, use of loading and disabled bays and active travel.

#### 1.2 The Committee is recommended to:

1.2.1 **Agree that a Member/Officer Working Group be set-up to undertake a review of traffic management within Peterhead Town Centre and include, but not be limited to, the following:**

1.2.1.1 **Appropriate mechanisms for delivery of the closure of Marischal Street to vehicular traffic;**

1.2.1.2 **Promotion of the use of loading and disabled parking bays in the Town Centre to alleviate parking problems on Chapel Street;**

1.2.1.3 **The re-introduction of the previous traffic order not allowing traffic on to Chapel Street;**

1.2.1.4 **The provision of active travel (cycling, wheeling, walking and public transport) on all routes within the Town Centre;**

1.2.1.5 **The provision of taxi ranks within the Town Centre; and**

1.2.1.6 **The potential for EV charging in the Town Centre.**

1.2.2 **Request an initial update from the Member / Officer Working Group no later than 30 April 2023**

#### 2 Decision Making Route

2.1 At its meeting on the 26 February 2019, the Buchan Area Committee approved the setting up of a MOWG to undertake a review of traffic management on Chapel Street, Peterhead. The MOWG would report its findings back to the Buchan Area Committee. It was also agreed that there would be three members of the Buchan Area Committee involved which would include the Chair, representation from Ward 5 and Ward 6 and also include 1 Councillor from the Partnership.

2.2 On the 7<sup>th</sup> of December 2021, Committee considered feedback from the MOWG and agreed to the closure to vehicular traffic of Marischal Street (Errol Street to Chapel Street) and Thistle Street, Peterhead and asked the Services (Roads) to report back to committee on the final proposals for the closure including engineering works required, as well as closure of Marischal Street and

Thistle Street. This would include the engineering measures required to close these roads off to vehicular traffic and increase pedestrian only areas within these streets, as well as proposals for the installation of two taxi ranks in Prince Street and Queen Street and the possibility of installing Bike Storage in the Town Centre.

- 2.3 This Report has not been considered by Buchan Area Committee previously.

### 3 Discussion

- 3.1 The previous Member/Officer Working Group (MOWG) met several times pre and post the pandemic and undertook engagement with businesses and the community and met with various stakeholders including Rediscover Peterhead, Stagecoach and the Community Council.
- 3.2 In response to the recommendations agreed by Committee in December 2021, it would be beneficial for a MOWG to be re-instated to take forward the discussion and to propose options and potential solutions to the Buchan Area Committee. It is not possible to reinstate the MOWG as was following the Local Government Elections in May 2022.
- 3.3 Committee may wish to consider membership of the 'new' MOWG on the same basis as agreed in 2019 – Chair of Buchan Area Committee, a Ward 5 Councillor and a Ward 6 Councillor, with one Councillor representing the Partnership.
- 3.4 It is also suggested the MOWG provide an initial update to Buchan Area Committee no later than April 2023.

### 4 Council Priorities, Implications and Risk

- 4.1 The council priorities which are relevant to the report are presented below:

Pillar	Priority
Our People	Health & Wellbeing
Our Environment	Infrastructure
Our Economy	Economy & Enterprise

- 4.2 The table below shows whether risks and implications apply if the recommendations are agreed.

<b>Subject</b>	<b>Yes</b>	<b>No</b>	<b>N/A</b>
Financial	<b>X</b>		
Staffing		<b>X</b>	
Equalities and Fairer Duty Scotland	IIA attached as Appendix 1		
Children and Young People's Rights and Wellbeing		<b>X</b>	
Climate Change and Sustainability	IIA attached as Appendix 1		
Health and Wellbeing	IIA attached as Appendix 1		
Town Centre First	IIA attached as Appendix 1		

- 4.3 There are no staffing implications arising from this report however there may be financial implications. Any changes to existing signs and traffic orders will be met from the Roads Maintenance Programme. Any infrastructure projects would either be considered through the capital plan or external funding streams such as the Place Based Improvement Programme.
- 4.4 An integrated impact assessment has been carried out as part of the development of the proposals set out above. It is included as Appendix 1. Whilst some negative impacts have been identified depending on the recommendations of the MOWG, it is anticipated these could be mitigated.
- 4.5 The following Risks have been identified as relevant to this matter on a Corporate Level [\[Corporate Risk Register\]](#):
- ACORP001 Budget Pressures – Due to the over prescribed budget for Safety Initiatives in relation to roads improvements, the works to complete all the project outlined above might need to be delayed due to competing demands across Aberdeenshire Council.
  - ACORP005 Working with Other Organisations – We included several stakeholders within the MOWG and dependant on the final recommendations some might object to the proposals. Mitigation would be to listen to any concerns and try and resolve these during the statutory and public consultation.

No risks have been identified as relevant to this matter on a Strategic Level.

## **5 Scheme of Governance**

- 5.1 The Head of Finance and Monitoring Officer within Business Services have been consulted in the preparation of this report and their comments are incorporated within the report and are satisfied that the report complies with the Scheme of Governance and relevant legislation [\[Scheme of Governance\]](#).
- 5.2 The Committee is able to consider, comment on and take a decision on these recommendations in terms of Section B.10.1.1 of the List of Committee Powers

in Part 2A of the Scheme of Governance to approve the commencement of the required statutory consultation process for a traffic order. As this matter relates to specifically the Buchan Area this is a matter specific to the Buchan Area Committee.

**RITCHIE JOHNSON, BUSINESS SERVICES DIRECTOR**

Report prepared by Amanda Roe, Area Manager (Buchan)  
Date 17 October 2022

**List of Appendices –**  
Appendix 1 – Integrated Impact Assessment

# Aberdeenshire Council

## Integrated Impact Assessment

### Peterhead Town Centre Traffic Management Review – Member / Officer Working Group

Assessment ID	IIA-000946
Lead Author	Theresa Wood
Additional Authors	Eleanor Morris
Service Reviewers	Amanda Roe
Subject Matter Experts	Suzanne Rhind, Susan Forbes, Claudia Cowie, Kakuen Mo
Approved By	Mhairi Reid
Approved On	Tuesday October 25, 2022
Publication Date	Tuesday October 25, 2022

# 1. Overview

This document has been generated from information entered into the Integrated Impact Assessment system.

To consider traffic management within Peterhead Town Centre and following the Member / Officer Working Group (MOWG) agree recommendations for improving safety and attracting more people into the town centre.

During screening 4 of 10 questions indicated that detailed assessments were required, the screening questions and their answers are listed in the next section. This led to 4 out of 5 detailed impact assessments being completed. The assessments required are:

- Equalities and Fairer Scotland Duty
- Health Inequalities
- Sustainability and Climate Change
- Town Centres First

In total there are 27 positive impacts as part of this activity. There are 8 negative impacts, all impacts have been mitigated.

A detailed action plan with 1 points has been provided.

This assessment has been approved by [mhairi.reid@aberdeenshire.gov.uk](mailto:mhairi.reid@aberdeenshire.gov.uk).

The remainder of this document sets out the details of all completed impact assessments.

## 2. Screening

Could your activity / proposal / policy cause an impact in one (or more) of the identified town centres?	Yes
Would this activity / proposal / policy have consequences for the health and wellbeing of the population in the affected communities?	Yes
Does the activity / proposal / policy have the potential to affect greenhouse gas emissions (CO2e) in the Council or community and / or the procurement, use or disposal of physical resources?	Yes
Does the activity / proposal / policy have the potential to affect the resilience to extreme weather events and/or a changing climate of Aberdeenshire Council or community?	No
Does the activity / proposal / policy have the potential to affect the environment, wildlife or biodiversity?	No
Does the activity / proposal / policy have an impact on people and / or groups with protected characteristics?	Yes
Is this activity / proposal / policy of strategic importance for the council?	No
Does this activity / proposal / policy impact on inequality of outcome?	No
Does this activity / proposal / policy have an impact on children / young people's rights?	No
Does this activity / proposal / policy have an impact on children / young people's wellbeing?	No

## 3. Impact Assessments

Children's Rights and Wellbeing	Not Required
Climate Change and Sustainability	No Negative Impacts Identified
Equalities and Fairer Scotland Duty	All Negative Impacts Can Be Mitigated
Health Inequalities	No Negative Impacts Identified
Town Centre's First	All Negative Impacts Can Be Mitigated

## 4. Equalities and Fairer Scotland Duty Impact Assessment

### 4.1. Protected Groups

Indicator	Positive	Neutral	Negative	Unknown
Age (Younger)	Yes		Yes	
Age (Older)	Yes		Yes	
Disability	Yes		Yes	
Race		Yes		
Religion or Belief		Yes		
Sex		Yes		
Pregnancy and Maternity		Yes		
Sexual Orientation		Yes		
Gender Reassignment		Yes		
Marriage or Civil Partnership		Yes		

### 4.2. Socio-economic Groups

Indicator	Positive	Neutral	Negative	Unknown
Low income		Yes		
Low wealth		Yes		
Material deprivation		Yes		
Area deprivation	Yes			
Socioeconomic background	Yes			

### 4.3. Positive Impacts

Impact Area	Impact
Age (Older)	Making town centre a safer place to attract more use and remove the need to come into conflict with traffic.
Age (Older)	Older people with mobility issues may find easier and safer to move around the town centre.
Age (Younger)	Making town centre a safer place to attract more use and remove the need to come into conflict with traffic.
Age (Younger)	Improved town centre traffic management could make it easier for very young children to be in the town centre (prams, buggies) and allow young people to wheel/walk safely.
Disability	Making the town centre a safer place to attract more use and remove the need to come into conflict with traffic. Increased Parking within Chapel Street will also mean less distance to travel to facilities.



Impact Area	Impact
Disability	Improving active travel in the town and ensuring appropriate pedestrian access may support those with mobility issues feel safer in the town
Area deprivation	Enhancing ability to actively travel (walk, wheel, public transport) in town centre will support access by those without cars
Area deprivation	Supporting active travel in Peterhead Town Centre and ensuring loading bays, disabled bays and access to taxis and buses will promote a safer environment to both shop and to socialise in Marischal Street and Thistle Street for all protected groups. It could also attract further business to the town centre to empty units but also giving a boost to the existing businesses and a busier town centre.
Area deprivation	Improving town centre access through active travel and the future opening of businesses and projects like the Cinema and the improvements to drummers' corner, this proposal could attract more events to the town centre outwith of big events like Scottish Week and the Seafood Festival.
Area deprivation	Improving active travel in the town will support those without access to cars. A reduction in air and noise pollution may encourage higher footfall into the town boosting economic outcomes.
Socioeconomic background	Possible increase in Employment if empty shop spaces are occupied or existing businesses are busier could require additional staff during peak times in the year.
Socioeconomic background	Car ownership in the town centre is low and improved active travel will support people travelling in and out of the town centre without a car safely.

#### 4.4. Negative Impacts and Mitigations

Impact Area	Details and Mitigation
Age (Older)	<p>If access to parking is challenging, older people with mobility issues may choose to drive to other retail areas.</p> <p>Can be mitigated Yes</p> <p>Mitigation Ensure appropriate loading and disabled bays and appropriate surfaces</p> <p>Timescale Dependent of funding and MOWG discussions</p>
Age (Younger)	<p>Families may feel it is more difficult to access the town centre by car and choose to go elsewhere.</p> <p>Can be mitigated Yes</p> <p>Mitigation Ensure appropriate loading and disabled bays and appropriate surfaces</p> <p>Timescale Dependent of funding and MOWG discussions</p>

Impact Area	Details and Mitigation
Disability	<p>If access to disabled bays and appropriate pedestrianised surfaces is compromised it could encourage more illegal parking at this location.</p> <p>Can be mitigated                      Yes</p> <p>Mitigation                      Ensure appropriate loading and disabled bays and appropriate surfaces</p> <p>Timescale                      Dependent of funding and MOWG discussions</p>

## 4.5. Evidence

Type	Source	It says?	It Means?
Internal Data	Member Officer Working Group	Through discussions at the MOWG, Aberdeenshire Council Public Transport Unit contributed data from passengers and bus movements within Peterhead Town Centre.	Figures brought by Stagecoach in relation to the Chapel Street Bus Stop meant that a decision made to remove the bus stop would have meant some passengers being made to walk 300m to the Peterhead Bus Interchange when some passengers took the bus at Chapel Street to the Interchange.
External Consultation	Member Officer Working Group	Through discussions at the MOWG, stakeholders were invited into the discussions and contributed to the meeting. These included Stagecoach, Peterhead Community Council, Peterhead Business Improvement District and Police Scotland.	Various degree of information gave the group discussions relating to Passenger Numbers on Buses, Police Enforcement Measures, Local Businesses commenting on parking issues and cost of parking.

## 4.6. Information Gaps

Following discussions held at the Member Officer Working Group interested parties will be involved so that information and data can help with final recommendations to the Buchan Area Committee

## 4.7. Measures to fill Information Gaps

Measure	Timescale
Not Applicable	N/A

## 4.8. Engagement with affected groups

Within the previous MOWG we have consulted with various groups including Aberdeenshire Public Transport Unit, Peterhead Business Improvement District, Police Scotland, Peterhead Community Council and Stagecoach. This will be repeated as necessary

#### **4.9. Ensuring engagement with protected groups**

The Community Council recently held an accessibility day and both the Area Manager and Principal Roads Engineer attended. Their comments will be incorporated

#### **4.10. Evidence of engagement**

With discussions with various groups throughout the MOWG process we gathered information from various sources. The recommendations to the committee if approved will then be subjected to both Statutory Consultation and Public Consultation which will give the opportunity for representations to be sent back to review and put back to the committee if this cant be resolved.

#### **4.11. Overall Outcome**

All Negative Impacts Can Be Mitigated.

Through the MOWG consideration will be given to ensuring adequate loading and disabled bays as well as appropriate surfaces to support those with mobility issues.

#### **4.12. Improving Relations**

The MOWG will work with stakeholders to ensure the voice of lived experience informs and influences discussions

#### **4.13. Opportunities of Equality**

The MOWG will be considering this.

## 5. Health Inequalities Impact Assessment

### 5.1. Health Behaviours

Indicator	Positive	Neutral	Negative	Unknown
Healthy eating		Yes		
Exercise and physical activity	Yes			
Substance use – tobacco		Yes		
Substance use – alcohol		Yes		
Substance use – drugs		Yes		
Mental health	Yes			

### 5.2. Positive Impacts

Impact Area	Impact
Exercise and physical activity	By considering how active travel can be enhanced in the town centre, ability to walk and wheel safely will be improved
Mental health	Being able to travel actively, for example by walking in a vehicular traffic free environment, can have a positive impact on mental health.

### 5.3. Evidence

Type	Source	It says?	It Means?
External Consultation	Sustaining Choices Action Plan	Surveys undertaken as part of the community led action planning confirmed that when asked if I can easily walk and cycle around using good-quality routes? and Does public transport meet my needs? the score was 4.3 on both (where 1= lots of room for improvement and 7 = no room for improvement)	Communities would be keen to see improvements to allow easier access to active travel.
Other Evidence	Nestrans - Regional Transport Strategy	Highlights the positives of active travel measured during the pandemic and confirms an active travel culture helps to reduce air and noise pollution, contributing to the wider health and social care agenda to increase levels of physical activity and improve health generally	By putting people first in urban environments there are benefits of the health and wellbeing of the population as well as the economic success of our city and town centres.

Type	Source	It says?	It Means?
External Data	Scottish Government Scottish Health Survey 2019	"Physical activity is recognised as a key contributor to the new National Performance Framework outcome that 'we are healthy and active'." Increasing rates of active travel is recognised as being a contributor to increasing physical activity and consequent positive impacts on health.	Enabling and supporting active travel has positive impacts on all aspects of health including mental health.

## 5.4. Overall Outcome

No Negative Impacts Identified.

Active travel in the town centre will encourage walking and wheeling and help reduce reliance on cars.

## 6. Sustainability and Climate Change Impact Assessment

### 6.1. Emissions and Resources

Indicator	Positive	Neutral	Negative	Unknown
Consumption of energy		Yes		
Energy efficiency		Yes		
Energy source		Yes		
Low carbon transition		Yes		
Consumption of physical resources	Yes			
Waste and circularity		Yes		
Circular economy transition		Yes		
Economic and social transition	Yes			

### 6.2. Biodiversity and Resilience

Indicator	Positive	Neutral	Negative	Unknown
Quality of environment	Yes			
Quantity of environment		Yes		
Wildlife and biodiversity		Yes		
Infrastructure resilience		Yes		
Council resilience		Yes		
Community resilience		Yes		
Adaptation		Yes		

### 6.3. Positive Impacts

Impact Area	Impact
Quality of environment	Reduction in emissions
Economic and social transition	Support active travel and access to EV charging will encourage increased use of carbon friendly movement around the town
Consumption of physical resources	By considering reduced vehicular access and improved active travel and support EV, there will be a reduction in carbon emissions

### 6.4. Evidence

Type	Source	It says?	It Means?
------	--------	----------	-----------

Type	Source	It says?	It Means?
Other Evidence	Nestrans Regional Transport Strategy	An active travel culture helps to reduce air and noise pollution, contributing to the wider health and social care agenda to increase levels of physical activity and improve health generally	Urban environments should not be dominated by traffic and by putting people before vehicles, invest in the public realm and reprioritise road space there are benefits for air and noise pollution well as the economic success of our city and town centres.

## 6.5. Overall Outcome

No Negative Impacts Identified.

Active travel in the town centre will help reduce air and noise pollution

## 7. Town Centre's First Impact Assessment

### 7.1. Local Factors

Indicator	Positive	Neutral	Negative	Unknown
Town centre assets		Yes		
Footfall	Yes		Yes	
Changes to road layouts	Yes			
Parking		Yes		
Infrastructure changes		Yes		
Aesthetics of the town centre		Yes		
Tourism		Yes		
Public safety	Yes		Yes	
Town centre business	Yes		Yes	
Cultural heritage and identity	Yes	Yes		
Social and cultural aspects		Yes		

### 7.2. Positive Impacts

Impact Area	Impact
Cultural heritage and identity	Allowing more space and opportunities for people to meet informally and also more formally through attending events, in a safer, traffic free environment.
Footfall	In the interests of Road Safety, the closure of Marischal Street will provide a safer place within the town centre, helping to promote more footfall, wellbeing and a better environment removing vehicles from the area.
Footfall	A reduction in air and noise pollution may increase footfall
Public safety	The closure of Marischal Street to vehicular traffic will remove the conflict between Pedestrians and vehicles. Currently the signage installed does not prevent vehicles from travelling and parking on Marischal Street. This will then create a space free of traffic opening opportunities for more visitors to the town centre and local businesses.
Public safety	Reduction of vehicles may improve public safety
Changes to road layouts	Removing vehicles from Marischal Street could change the dynamics of Peterhead Town Centre. The closure could attract businesses to empty units on Marischal Street and increase footfall within the town centre. The removal of cars will also reduce the emissions at this location from vehicles which might attract more outside businesses (Like Café's / Delis) to open up along with the improvement to Drummers Corner.
Changes to road layouts	Changes to road layouts to encourage active travel or reduce inappropriate parking could reduce congestion in the town



Impact Area	Impact
Town centre business	Existing and new businesses could be attracted into an environment where the removal of traffic could increase footfall resulting in more people visiting the town centre. Possible increase in Employment if empty shop spaces are occupied or existing businesses are busier could require additional staff during peak times in the year.
Town centre business	In the interests of Road Safety, the closure of Marischal Street will provide a safer place within the town centre, helping to promote more footfall, wellbeing and a better environment removing vehicles from the area. Possible increase in Employment if empty shop spaces are occupied or existing businesses are busier could require additional staff during peak times in the year.
Town centre business	Improved air/noise pollution and safety may encourage more residents and visitors to use local businesses.

### 7.3. Negative Impacts and Mitigations

Impact Area	Details and Mitigation
Footfall	<p>A focus on off street parling, loading and disabled bays may result in some drivers choosing to shop elsewhere.</p> <p>Can be mitigated                      Yes</p> <p>Mitigation                      Ensure disabled bays are well signed and communicated</p> <p>Timescale                      Ongoing</p>
Public safety	<p>Continued use of Marischal Street by vehicles is currently a safety issue due to drivers ignoring the signage. Pedestrians exiting the pends from both Maiden and Threadneedle Street Car Parks come into conflict with vehicles between 11am and 4pm where there is a prohibition of driving in place.</p> <p>Can be mitigated                      Yes</p> <p>Mitigation                      Completion of the pedestrianisation of Marischal Street will improve the public safety in the town centre.</p> <p>Timescale                      The road is currently closed and an extension to the temporary closure is hoped to cover the completion of the consultation of to the full closure</p>
Public safety	<p>Vehicles may continue to park inappropriately. Users of bikes/scooters may concern pedestrians in a shared space</p> <p>Can be mitigated                      Yes</p> <p>Mitigation                      Encourage Police Scotland to enforce where possible. Community Wardens to highlight safe sharing of spaces where necessary</p> <p>Timescale                      Ongoing</p>

Impact Area	Details and Mitigation
Town centre business	<p>Issues to local businesses which don't have rear access behind Marischal Street, however mitigation measures could be the introduction of a loading bay within Maiden Street Car Park and additional bays on Errol Street. There is an existing loading bay next to Santander Bank.</p> <p>Can be mitigated Yes</p> <p>Mitigation Providing an additional loading bays within Maiden Street Car Park and Errol Street to accommodate issues with businesses with no rear access.</p> <p>Timescale Following full implementation of the closure, the spaces will be marked in relation to a loading bays. This can be implemented when the full closure is confirmed.</p>
Town centre business	<p>Changes to road layouts to encourage active travel or reduce inappropriate parking could result in businesses feeling they are unable to load/unload and that potential shoppers are being put off because of distances to appropriate parking</p> <p>Can be mitigated Yes</p> <p>Mitigation Ensure walking times from car parks communicated, encourage enforcement as necessary</p> <p>Timescale Ongoing</p>

## 7.4. Evidence

Type	Source	It says?	It Means?
Internal Data	Previous Member Officer Working Group	Through discussions at the MOWG, Aberdeenshire Council Public Transport Unit contributed data from passengers and bus movements within Peterhead Town Centre.	The Chapel Street bus stop is well used
External Consultation	Previous Member Officer Working Group	Through discussions at the MOWG, stakeholders were invited into the discussions and contributed to the meeting. These included Stagecoach, Peterhead Community Council, Peterhead Business Improvement District and Police Scotland.	Various degree of information gave the group discussions relating to Passenger Numbers on Buses, Police Enforcement Measures, Local Businesses commenting on parking issues and cost of parking.

## 7.5. Overall Outcome

All Negative Impacts Can Be Mitigated.

The MOWG can consider negative impacts and determine mitigations

## 8. Action Plan

Planned Action	Details
Implementation of the Pedestrianisation of Marischal Street	<p><b>Lead Officer</b> Stewart Ingram</p> <p><b>Repeating Activity</b> No</p> <p><b>Planned Start</b> Wednesday December 01, 2021</p> <p><b>Planned Finish</b> Friday July 01, 2022</p> <p><b>Expected Outcome</b> Depending of the outcome of the Buchan Area Committee, statutory and public consultation, the closure to vehicular traffic will hopefully turn the negative impacts of public safety away being a safer environment on Marischal Street and Thistle Street.</p> <p><b>Resource Implications</b> Buchan Roads will be continuing the process through the stages of the consultation. On completion of this implementation of any restrictions will be discussed with Emergency Services.</p>