

# Child Rights and Wellbeing Impact Assessment (CRWIA) for The North East Scotland Trunk Roads (Temporary Prohibitions of Traffic and Overtaking and Temporary Speed Restrictions) (No. 8) Order 2025

## Disclaimer

This document is a point in time assessment of the likely effects of, The North East Scotland Trunk Roads (Temporary Prohibitions of Traffic and Overtaking and Temporary Speed Restrictions) (No. 8) Order 2025, on the rights and wellbeing of children and young people. This impact assessment should be read in conjunction with other impact assessments prepared for this proposal.

Scottish Government acknowledge the importance of monitoring and evaluating the impact of strategic decisions and legislation on children's rights and wellbeing. Any information gathered during implementation of the legislation or strategic decision to which the impact assessment relates, will be used to inform future determinations of impact. Any new strategic decision or new legislation (including amending legislation) would be subject to a new CRWIA in line with the legislative requirements.

# Child Rights and Wellbeing Impact Assessment Template

## Introduction

1. Brief Summary (Guidance Section 3.2, page 20).

Type of proposal

(Please choose from either Bill, SSI or Decision of a strategic nature relating to the rights and wellbeing of children)

Applicable answer: SSI

Name the proposal, and describe its overall aims and intended purpose.

Key Term Definitions

Prohibition – to officially and legally not allow something.

Restriction – to officially and legally limit something.

Authorise – to give official permission for something to happen, or to give someone official permission to do something

The proposal is an order with the title “The North East Scotland Trunk Roads (Temporary Prohibitions of Traffic and Overtaking and Temporary Speed Restrictions) (No. 8) Order 2025”. This order allows temporary prohibitions on use and overtaking and speed restrictions to be applied to the lengths of trunk road specified in the schedule of the order for a period beginning on 1 September 2025 and ending on 1 December 2025. The order affects sections of the M90 // A90 / A92 / A85 / A95/ A96 / A972 and A956 AWPR roads throughout the North East Scotland, to varying lengths as set out in the order. The prohibitions and restrictions may come into effect where roadworks are required on the stretches of road detailed in the schedule, and where the relevant traffic signs specified in the order are displayed. This order will not prevent pedestrians or emergency vehicles or vehicles being used for carrying out the works from using those lengths of roads at any time. Roadworks which may be required include (but are not limited to) pothole repairs, carriageway resurfacing, bridge repairs and inspection works. These works are required to protect the public and prevent damage.

Start date of proposal’s development: 14/07/2025

Start date of CRWIA process: 01/07/2025

2. With reference given to the requirements of the UNCRC (Incorporation) (Scotland) Act 2024 which aspects of the proposal are relevant to children’s rights? (Guidance Section 3.2, pages 20-22).

During the development of this order, we have ensured that the operating company responsible for the roadworks has assessed whether the temporary prohibitions and/or restrictions allowed by this order have the potential to negatively impact on children and young people’s ability to access buildings such as schools and/ or

childcare facilities, higher or further education institutions, hospitals, places used for recreational activity, and places of worship. While planning for these works, operating companies will ensure any potential negative impact is kept to an absolute minimum and avoided where possible. Additionally, regard has been given to ensure reasonable diversion routes which do not add significant commuting time. Further information on mitigations can be found in question 9.

When completing our mapping exercise to determine which buildings and facilities could be potentially impacted by works in the order, buildings on or within a close distance to the trunk or A roads were considered relevant to the assessment of potential impact. These have been listed below. Those buildings and facilities further from the trunk road would not be impacted as any increased travel time due to a diversion would be negligible and would not restrict or limit access to the building/facility. The following properties are potentially impacted by this order:

#### M90

- Halbeath Retail park

#### A9

- Queen Victoria School, Dunblane
- Gleneagles Station
- McDiarmid Football Park, Perth

#### A90

- Glendoick Garden Centre
- Camperdown Park, Dundee
- Kingsway Campus, Dundee
- Stracathro Hospital
- A90 Arduathie Lodge/Kincardine Community Hospital
- A90 Aberdeen International Airport
- A90 Longhaven School
- A90 Peterhead ambulance station
- A90 Crimond care home
- A90 Fraserburgh Community Centre
- A90 Fraserburgh Bowling Club
- A90 Fraserburgh Leisure Centre

#### A92

- Fife Leisure Park
- Ladybank Golf Club
- Fernie Castle

#### A95

- Turner Memorial hospital, Keith
- Flemming Hospital and Aberlour Health Centre
- Keith Primary School
- St Thomas RC School

- Craigellachie Primary School
- Speyside High School
- Aberlour Primary School
- Knockando Primary School
- Grantown Primary School
- Grammer School
- Deshar Primary School

#### A96

- Inverness Retail / Leisure Park, Inverness
- Raigmore Hospital, Inverness
- NHS Highland, Larch House, Inverness
- Inverness Airport
- Nairn Old Parish Church
- Nairn Community and Arts Centre
- Nairn Academy
- Rosebank Primary School, Nairn
- Millbank Primary School, Nairn
- Town and County Hospital, Nairn
- Auldearn Primary School
- Forres Swimming Pool and Fitness Centre
- Forres Health and Care Centre
- Forres Academy
- Applegrove Primary School, Forres
- Pilmuir Primary School, Forres
- Andersons Primary School, Forres
- Drumduan School, Forres
- Alves Primary School, Alves
- Dr Greys Hospital, Elgin
- Elgin Academy
- Elgin High School
- West End Primary, Elgin
- East End Primary, Elgin
- New Elgin Primary School, Elgin
- Linkwood Primary School, Elgin
- Moray Leisure Centre, Elgin
- The Church of Jesus Christ, Elgin
- Holy Trinity Church, Elgin
- St Giles Church of Scotland, Elgin
- Sports and Community Centre, Elgin
- Elgin Museum
- Primary School, Lhanbryde
- Community Centre, Lhanbryde
- Scout Hall, Mosstodloch
- Primary School, Mosstodloch
- Scout Group, Fochabers

- Milnes High School, Fochabers
- St Rufus Church, Keith
- North Church, Keith
- St Thomas Catholic Church, Keith
- Turner Memorial Hospital, Keith
- Fire and Rescue Service, Keith
- Grammar School, Keith
- Primary School, Keith
- St Thomas RC Primary School, Keith
- Cairnie Primary School, Cairnie
- Swimming Pool, Huntly
- Train Station, Huntly
- Family Centre, Huntly
- The Gordon Secondary School, Huntly
- Gordon Primary School, Huntly
- Kennethmont School, Huntly
- Old Rayne Primary School, Pitmachie
- Inch School, Inch
- Bennachie Leisure Centre, Inch
- Chapel of Garioch School, Pitcaple
- Pitcaple Castle
- Strathburn School, Inverurie
- Community Campus, Inverurie
- St Andrews Special School, Inverurie
- Inverurie Academy, Inverurie
- Kellands School, Inverurie
- Garioch Sports Centre, Inverurie
- Leisureland, Inverurie
- Garioch Community Education Centre, Inverurie
- Maternity Unit, Inverurie
- St Mary's Episcopal Church, Inverurie
- St Andrews Parish Church, Inverurie
- New Community Church, Inverurie
- The Acorn Centre, Inverurie
- Port Elphinstone School
- Scout Group, Kintore
- Primary School, Kintore
- Westdyke Leisure Centre, Kintore
- Primary School, Kinellar
- Aberdeen Airport

#### A972

- Kingsway East Fire Station, Dundee

#### AWPR

- Stonehaven Swimming Pool

- SRUC Aberdeen Campus
- Kippie Lodge, Aberdeen Sports & Country Club
- Albyn School Milltimber Playing Field
- Cormack Park
- Brimmond Church
- Caledonia Campus
- Plymouth Brethren Church, Balmedie
- Foveran Church
- Foveran Primary School
- Tipperty School

In all situations whereby closures of roads near to these facilities are required, a suitable diversion route is available that would not add significant travel time, and at no time would access to these facilities be compromised, this is further explained in questions 3 and 9. As is current practise during the temporary prohibitions and/ or restrictions on any length(s) of roads, we made significant effort to ensure that any impact on children and young people's ability to access school and/ or childcare facilities, higher or further education institutions, hospitals, places used for recreational activity, and places of worship is kept to an absolute minimum and avoided where possible.

These potential access restrictions have the potential to impact articles

Article 14 - Freedom of thought, belief and religion

Article 28 - Right to education

Article 24 – Right to health and health services

Article 31 - Leisure, play and culture

Any works utilising this order to close a road or prohibit overtaking or reduce its speed limit intends to positively impact the public, including children, as road repairs are being carried out with a view to improving the safety and serviceability of the road infrastructure. Therefore, it is considered there will be a positive impact to article 3 (the best interests of the child), and article 6 (right to life, survival and development).

3. Please provide a summary of the evidence gathered which will be used to inform your decision-making and the content of the proposal. (Guidance Section 3.2, pages 22-25).

From:

- existing research/reports/policy expertise
- consultation/feedback from stakeholders
- consultation/feedback directly from children and young people

The operating company responsible for the roadworks have past experience and knowledge to support our decision making process, however, engagement, consultation and communication are extremely important in our planning and delivery of works. As part of this process, maps are used to determine who will be impacted within a certain mile radius.

The company has mapped out the extents of this order and we are aware of the impact to the travelling public (particularly with this being the strategic trunk road network), and where road closures are required, have suitable diversions in place. Utilising maps, sites are identified, such as schools, which may be impacted by the roadworks. This assessment includes buildings next to the trunk road, which generally is not the case on this network, as well as buildings nearby which may be impacted by works on the trunk road, or facilities within a diversion route.

Utilising mapping tools, the operating company can identify buildings such as schools and hospitals which could possess a risk. Once impacted stakeholders are identified (schools, hospitals etc), contact is made to discuss the impact works will have on each individual stakeholder. The works go through stakeholder consultation in advance of them being carried out, including liaison with local authorities and Police Scotland, and feedback is obtained on any required adjustments to the traffic management or work proposals. There have been no comments received in relation to this Order.

Works, including diversion routes, are also noticed and plotted on the Scottish Roadworks Register, and where conflicts are identified, the operating company works with the other party to manage such issues. Where works are identified on a diversion route, a review of the route and timing of work is carried out, assessing whether both sets of work can run at the same time or if one needs to be changed and re-organised to minimise disruption. This ensures alternative access to all buildings being used by the public can be managed and maintained.

Where work may cause an impact, the operating company effectively uses tools such as Traffic Impact Assessments or general knowledge to plan works at the most effective time.

Where possible, works will be carried out overnight or at weekends. Where this is not possible, as previously stated alternative routes will be provided which do not add significant travel time, therefore schools are not impacted. Similarly, we ensure that blue light emergency vehicles have access along these stretches of road through case by case planning to ensure the safety of those being provided access and they are made aware of the alternative routes well in advance of works starting. These aspects are all considered as part of the processes for planning of these works. We always ensure that there is a standard incident diversion route in place.

Where sites may be impacted by works, the operating company consults with Police Scotland, the local authorities, Transport Scotland and other key stakeholders. Please note that local roads which are the responsibility of the local authority are more commonly likely to provide direct access to a number of facilities which may be utilised by children and young people such as schools, leisure centres, and GP offices, however this CRWIA has allowed us and the operating company to identify where potential impact to facilities may occur and mitigate against these.

The operating company's Liaison Officer has good knowledge of the surrounding area and has built up a relationship with stakeholders such as the local schools. Therefore they also undertake stakeholder engagement with affected stakeholders (such as shopping complexes, leisure facilities, schools, crematoriums), where work may impact them. This then allows the operating company to plan ahead to mitigate against potential accessibility issues. The mitigation process specific to this order is described in question 9.

While there is the potential for access to areas to be impacted or limited as a result of the order (until we add our planning measures prior to the order commencing), undertaking repairs provides a general positive impact to the public, including children, by improving road safety and amenity, and reduce the chances of an unplanned road closure which could affect the accessibility of facilities that are necessary to ensure the rights of the child are upheld. [Statistics](#) show a decrease in the number of road traffic incidents in recent years and while we know that this looks a much broader range of incidents than those cause what this order looks to impact alone, contributing to the reduction of road traffic incidents through this order and many like it will have a positive impact on children's right to life, survival and development.

With UNICEF reporting in their [child and adolescent road safety technical guidance](#) that 'road traffic injuries are the leading cause of death for children and adolescents aged 5–19 years' we look to reduce chances of this in Scotland by contributing to the improvement of road safety.

4. Further to the evidence described at '3' have you identified any 'gaps' in evidence which may prevent determination of impact? If yes, please provide an explanation of how they will be addressed (Guidance Section 3.2, page 26).

The assessment undertaken by the operating company has identified the potential intended impacts and analysed the evidence available at the point of planning the order. There is the potential for unintended situations occurring which cannot be planned for throughout the duration of this omnibus order, such as a pothole occurring which would require a road or lane closure to undertake a repair. However, as per current process, the availability of suitable alternative routes which do not limit access to spaces utilised by children and young people will be given due regard. Additionally, following the conclusion of this Order any learnings will be utilised and considered in future omnibus orders for this area of Scotland.

5. Analysis of Evidence (Guidance Section 3.2, page 26).

Utilising the mapping process allowed the operating company to identify buildings which may be impacted by the order in terms of accessibility. This was then further understood through engagement with Police Scotland, the local authorities, Transport Scotland and other key stakeholders to provide input on potential impacts and the best ways to mitigate against these. From the evidence described above, suitable diversion routes were put in place should they be required which took into account the potential impacts of accessing buildings as listed in question 2.

6. What changes (if any) have been made to the proposal as a result of this assessment? (Guidance Section 3.2, page 26)

Through their mapping exercise operating company assessed if the closure and/ or restrictions provided in this order had a potential to restrict access to such an extent that it would require additional measures to be put in place.

Where impacts were identified this would lead to consultation with key stakeholders impacted by the order. Following this process we could disregard options which would cause the greatest potential for disruption and if some options still had the potential to cause impact, mitigations could be applied to the remaining options considered. Similarly for emergency and cyclic works, due to the nature of these works, a different consultation process is followed. Where possible, works are carried out under minor traffic management set ups during the day or works take place overnight. Access for emergency service vehicles will be maintained throughout works, and they will be aware of the alternative routes well in advance of works commencing. All overnight cyclical closures have manned access and emergency services are escorted through closures.

## Conclusion

7. As a result of the evidence gathered and analysed against all UNCRC requirements, what is the potential overall impact of this proposal on children's rights? (Guidance Section 3.2, pages 26-27):

(Please choose from positive, negative, neutral or no impact - Please note you can have both a positive and negative impact on children's rights.)

Children's Rights

Applicable answer(s): Positive and Negative

8. If you have identified a positive impact on children's rights, please describe below how the proposal will protect, respect, and fulfil children's rights in Scotland. (Guidance Section 3.2, pages 27-28).

Current processes and area expertise allows for the early identification of necessary repair works to the road and allows for these works to be planned to minimise disruption but fix any roads causing a risk to public safety. The positive impact will relate to the best interests of the child (article 3) and children's right to life, survival and development (article 6) by allowing road closures and speed restrictions in accordance with this order necessary to repair the road, protecting public safety.

9. If a negative impact has been identified, please describe below. Is there a risk this could potentially amount to an incompatibility? (Guidance Section 3.2, pages 28-29).

While there was the potential for negative impacts to be felt in relation to access to school and/ or childcare facilities, higher or further education institutions, hospitals, places used for recreational activity, and places of worship, which had the potential to impact children's right to education (article 28), and children's right to leisure, play and culture (article 31), suitable alternative routes were identified which did not add

significant journey time. Also, if there were any potential issues impacting these buildings, the works would be carried out at night which would eliminate the potential impact. Therefore, following the mitigations as outlined below, we do not anticipate a potential negative impact to children and young people's rights as set out in the UNCRC Act.

### **Mitigation Record**

What options have been considered to modify the proposal in order to mitigate negative impact or potential incompatibility issues?

Please summarise mitigation actions taken below

### **Issue or risk Identified per article/ Optional Protocol**

Access to those buildings specified in 2 of this CRWIA

### **Action Taken/ To Be Taken**

Consideration of the timing of roadworks to limit the impact to the public, including children.

Provision of suitable diversion routes, limiting the impact of closures to the public.

### **Date action to be taken or was taken**

Planning for these mitigations – 01/07/2025. The actions will be taken throughout the duration of the order when specific works commence.

10. As a result of the evidence gathered and analysed against all wellbeing indicators, will the proposal contribute to the wellbeing of children and young people in Scotland? (Guidance Section 3.2, pages 29-30).

(Please choose from yes, no or not applicable)

Applicable answer: Yes

If yes, please provide an explanation below:

Safety of the public, including children and young people, is essential, and will be positively impacted by undertaking roadworks to maintain the roads in accordance with this order.

11. How will you communicate to children and young people the impact that the proposal will have on their rights? (Guidance Section 3.2, page 31)

Providing information to children and young people on how their rights are being or will be impacted helps to ensure that policy-development is transparent. Are you publishing a child-friendly or accessible CRWIA?

The CRWIA will be published and has been written in accessible language so as to allow for children and young people to understand its content and the potential impact (or no impact) on their rights.

## Post Assessment Review and sign-off

12. Planning for the review of impact on children's rights and wellbeing (Guidance Section 3.2, pages 31).

As part of the decision-making process, plans for reviewing the impact on children's rights and wellbeing need to be developed.

- How will the impact of the proposal on children's rights and wellbeing be monitored?
- When will you review and update the CRWIA if required?

Ongoing consideration will be given to whether proposed alternative routes remain accessible and if they have the potential to impact children and young people.

Sign off (Guidance Section 3.2, pages 31-32).

Policy Lead/ Area Manager Signature & Date of Sign Off: **Paul Anderson – 08/08/2025**

Deputy Director Signature & Date of Sign Off: **Stuart C. Wilson – 25/08/2025**

Date CRWIA team first contacted: Not Applicable