

Child Rights and Wellbeing Impact Assessment (CRWIA) for the South East Scotland Trunk Roads (Temporary Prohibitions of Traffic and Overtaking and Temporary Speed Restrictions) Order 2026

Disclaimer

This document is a point in time assessment of the likely effects of the above-named proposal 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

1. Brief Summary

Type of proposal (Please delete as necessary):

- Scottish Statutory Instrument

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

The proposal is an order with the title “The South East Scotland Trunk Roads (Temporary Prohibitions of Traffic and Overtaking and Temporary Speed Restrictions) Order 2026”. This order allows temporary prohibitions and restrictions to be placed on the use of the lengths of trunk road specified in the schedule of the order for a period beginning on 1st February 2026 and ending on 1st May 2026. The order affects sections of the: M8/A8/A8(M), M9/A9, M876/A876, M80, A1, A720, M90/A90, A9000, M73, A823(M), A985, A6091/A7, A702, A68 roads throughout the South-East of 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 blue light emergency vehicles from using those lengths of roads. Roadworks which may be required to 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: 15th December 2025

Start date of CRWIA process: 15th December 2025

2. With reference given to the requirements of the UNCRC (Incorporation) (Scotland) Act 2024, which aspects of the proposal are relevant to/impact upon children’s rights?

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 will 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. We intend to keep any such impacts to an absolute minimum and avoid them where possible. Additionally, regard has been given to ensure reasonable diversion routes which do not add significant commuting time.

The following properties which may be used by children and young people are potentially impacted by this order:

Carlops Parish Church

Carlops Village Hall

Lamington Primary School
Cranstoun Church
Pathhead and District Community Centre
Pathhead Medical Centre
Lilliardsedge Holiday Park
Ancrum Amateur Football Club
Laidlaw Memorial Pool
Jedburgh Old and Trinity Parish Church
Jed Thistle Rugby Club
Borders General Hospital
Selkirk Tennis Courts
Teviotdale Leisure Centre
Volunteer Park
Hawick Youth Rugby Clubs
Teviothead Village Hall
Ewes Parish Church
Langhom Primary School
Langholm Academy
Eskdale Leisure Centre
Eskdale Sports Centre
Tulliallan Primary School
Kings Road Primary 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 have 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

However, the purpose behind the order is to maintain the safety of the roads in South East Scotland and therefore, we consider these works to have a positive impact both directly and in-directly 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

Evidence 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.

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 likely to be 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. 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 reducing the chances of roads causing a risk to public safety, and identifying the need for roadworks early to reduce the chances of an unplanned road closure which may have more impact on the wider public.

Statistics (<https://www.transport.gov.scot/media/f3qh2hb4/reported-road-casualties-2022-key-findings.pdf>) 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 (https://www.unicef.org/media/130721/file/UNICEF_Child_and_Adolescent_Road_Safety_Technical_Guidance_2022.pdf) 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

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 Omnibus Order any learnings will be utilised and considered in future omnibus orders for this area of Scotland.

5. Analysis of Evidence

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 any facilities nearby.

6. What changes (if any) have been made to the proposal as a result of this assessment?

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. In this instance, there were no changes needing to be made to standard planning processes as buildings were identified and routine mitigations employed to reduce impact to a minimal level or remove it completely.

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?

Applicable answer(s): Positive Impact; Negative Impact.

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.

Current processes and area expertise allows for the early identification of required roadworks and allows for these works to be planned to minimise disruption but fix any roads that may otherwise cause 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 it below. Is there a risk this could potentially amount to an incompatibility?

While there could be the potential for negative impacts to be felt in relation to access to the buildings outlined in question 2 and therefore has the potential to impact articles 14, 24, 28 and 31, the mitigations as outlined below we believe reduces the impact to neutral.

Mitigation Record

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

Please summarise mitigation actions taken below

Issue or risk identified and relevant UNCRC requirement

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.

Suitable alternative routes provided which do not add significant additional time.

Date action to be taken or was taken

Prior to Order commencing & during planning of works.

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?

Safe:	Yes
Healthy:	Not Applicable
Achieving:	Not Applicable
Nurtured:	Not Applicable
Active:	Not Applicable
Respected:	Not Applicable
Responsible:	Not Applicable
Included:	Not Applicable

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?

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

Ongoing consideration will be given to whether proposed alternative routes remain accessible.

13. Sign off

Policy Lead/ Area Manager Signature & Date of Sign Off: **Richard Anderson – 09/01/2026**

Deputy Director Signature & Date of Sign Off: Andrew Blanch – 22 January 2026

Date CRWIA team first contacted: 15 January 2026