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Child Rights and Wellbeing Impact Assessment for Review of Primary Destinations for trunk road signing

Stage 1 - Screening

July 2024

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Disclaimer

This draft document is an initial assessment of the impact of Review of Primary Destinations for trunk road signing and Scottish Government will continue to review and update this document where required during the strategic decision making process. Any future iterations will reflect an increased understanding of these impacts as the amount of data and research available continues to grow.

This impact assessment should be read in conjunction with the Equality Impact Assessment and the Fairer Scotland Duty Assessment.

Brief Summary (Guidance Section 2.1)

Review of Primary Destinations for trunk road signing

The Primary Route Network (PRN) designates roads between places of traffic importance across the UK, with the aim of providing easily identifiable routes to access the whole of the country. The PRN is constructed from a series of locations (Primary Destinations), which are linked by roads (Primary Routes). The determination of the PRN in Scotland is the responsibility of Scottish Ministers, as defined by the Traffic Signs Regulations and General Directions (TSRGD).

In a letter issued in May 2019 to all Scottish local authorities, Transport Scotland confirmed that the PRN in Scotland should be aligned with the trunk road network.

Transport Scotland proposes to revise the list of Primary Destinations identified for consistently signing the trunk road network in Scotland.

The list of Primary Destinations is used to inform what is presented on PRN (trunk road) direction signs. It is emphasised that omission from the list of Primary Destinations does not prevent a location from being signed on or from the trunk road network. However it does prevent it from being identified as a “target destination” on the trunk road network, i.e. the forward destination identified at the top of a trunk road sign.

Figure 1 illustrates a typical PRN direction sign (green background), showing how the identification of a Primary Destination affects what is included on the sign. The target destination, displayed at the top, will be identified for each route or section of route, and will always be a destination that is listed as a Primary Destination. Intermediate forward destinations may or may not be listed as Primary Destinations,

but Primary Destinations will be prioritised. Side road destinations may or may not be from the list of Primary Destinations, though where the side road is a trunk road it would be normal for the target destination on that route to be displayed.

Note that what is displayed on a non-primary route direction sign (white background) is not defined by the list of Primary Destinations.

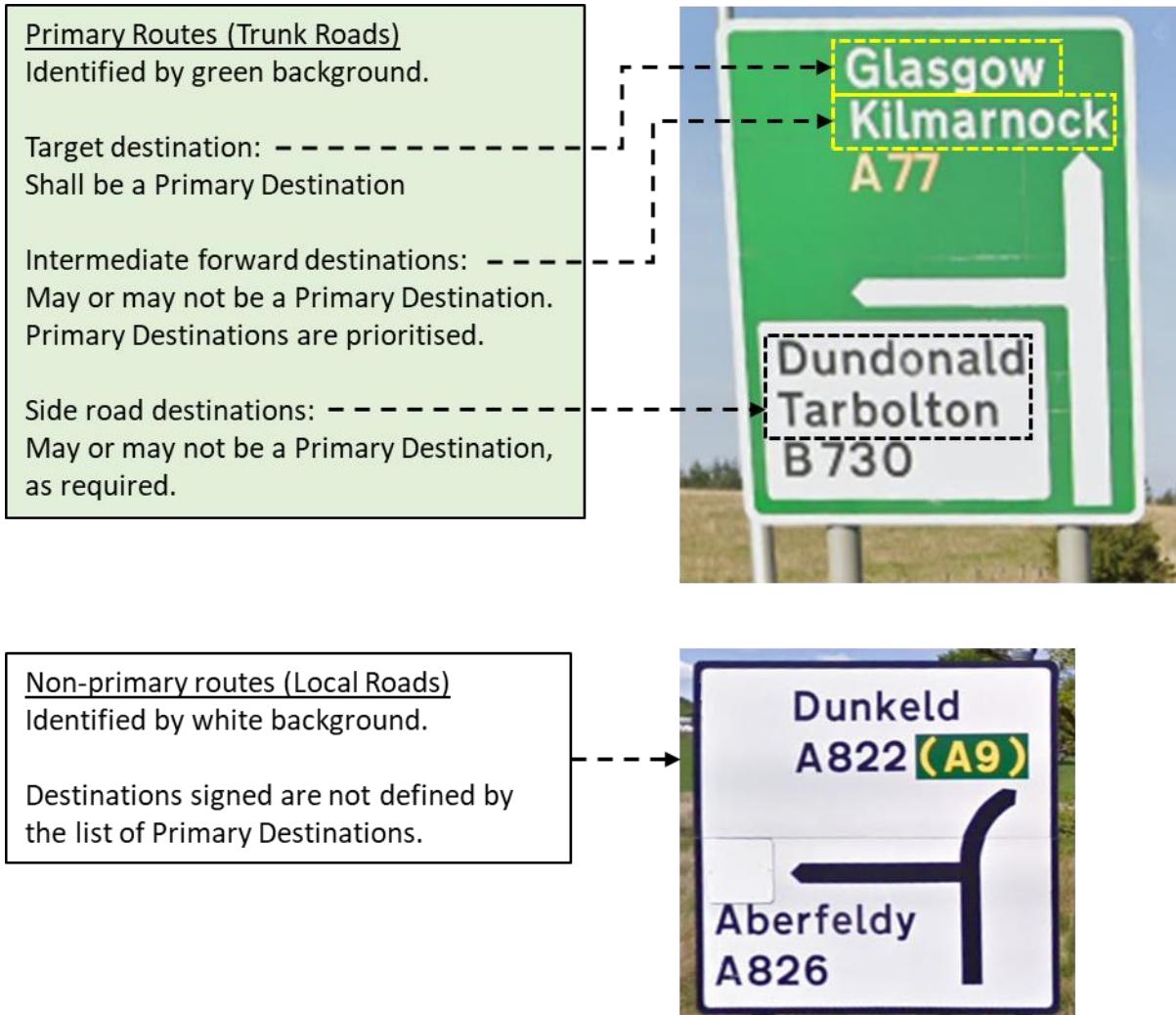


Figure 1: Photos of directions signs showing how Primary Destinations relate to these

The purpose of this review is to align the list of Primary Destinations with the Primary Route network on which they are located, and to ensure that changes to the network and how it is defined, occurring over a period of approximately 30 years, are addressed. It is not intended that all trunk road direction signs will be updated immediately to align with the list, but a relevant and current list will allow new and replacement signs to be provided in a consistent way.

The review will result in an updated list being published. It is intended that this will be included in Department for Transport's Traffic Signs Manual (Chapter 2) and on Transport Scotland's website.

Start date of relevant proposal: June 2023

Start date of Children's Rights and Wellbeing Impact Assessment process:
December 2023

Which aspects of the relevant proposal currently affects or will affect children and young people up to the age of 18? (Guidance Section 2.1)

Nothing in the proposals is identified as specifically affecting children and young people. The proposed changes to the list of Primary Destinations are likely to have negligible impacts on communities, as these changes are limited and only proposed where necessary for consistency and clarity. Where destinations are removed from the list they can still be adequately signed at appropriate locations, for example at relevant junctions and (where applicable) on the local roads that serve them. As the impact to overall populations is minimal, as a subset, all children and young people in Scotland will be impacted even less so and more indirectly.

Which groups of children and young people are currently or will be affected by the relevant proposal? (Guidance Section 2.1)

Nothing in the proposals is identified as specifically affecting children and young people.

Declaration: Is a Stage 2 Children's Rights and Wellbeing Impact

Assessment required? (Guidance Section 2.1)

A Children's Rights and Wellbeing Impact Assessment is not required.

Please explain why below and contact the children's rights unit to discuss this decision: crwia@gov.scot.

Explanation why Children's Rights and Wellbeing Impact Assessment is not required:

The proposal is to update the list of Primary Destinations around Scotland which are prioritised for signing on the trunk road network. The proposal will remove destinations which are no longer deemed appropriate, typically because these destinations are not located on the trunk road network, or because the network has been developed in the period since the existing list was established (e.g. construction of new bridges).

Changes have been limited to only those necessary for consistency. Any impacts on communities are likely to be negligible. It is emphasised that removal from the list does not compromise the ability to sign a destination appropriately. As the impact to overall populations are minimal, as a subset, all children and young people in Scotland will be impacted even less so and more indirectly.

Local authorities, operating companies, strategic transport partnerships, public transport and road haulage representatives, National Parks, Visit Scotland and Historic Environment Scotland, have been consulted and have not raised any objections to the proposals. However it is intended to initiate an Island Communities Impact Assessment. Further focussed communications to ensure that any potential Business and Regulatory impacts are considered have also been undertaken.

There is nothing within the proposals which is considered to be specifically relevant to impacts on children and young people, and therefore no CRWIA is required beyond this initial screening.

Sign and Date

Policy Lead Signature and Date of Sign Off: Karen Russell, 25 March 2024

Children's Rights and Wellbeing Impact Assessment author, Signature and Date of
Sign Off: Alan Oliver, 25 March 2024

Director Signature and Date of Sign Off: Hugh Gillies, 9 July 2024

Date SGLD contacted: 4 January 2024

Once signed off, please send to crwia@gov.scot and publish
on gov.scot or relevant Executive Agency website.

Preparation Phase if undertaking a CRWIA (Guidance Section 2.1)

If Children's Rights and Wellbeing Impact Assessment is required, please engage in
the preparation phase as early as possible. This phase consists of a research and
consultation plan.

**Evidence: Please list any research you are currently aware of
that is relevant to this relevant proposal?**

Not applicable.

**Stakeholder engagement: Please describe your initial plans for
stakeholder engagement, including which organisations you
would like to engage directly with.**

Not applicable.

**Involvement of children and young people: Please describe
your initial plans for involving children and young people in
the development of this relevant proposal, including any
specific groups of children you would like to engage directly
with.**

Not applicable.



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