



Item: 8

Enterprise and Infrastructure Committee: 8 September 2026.

Review of Speed Limits.

Report by Director of Infrastructure and Organisational Development.

1. Overview

- 1.1. This report sets out proposals to extend/introduce 30mph speed limits at various locations throughout Orkney.
- 1.2. A review of a number of locations has identified circumstances where the existing speed limit no longer adequately reflects the nature of the road environment.
- 1.3. The proposed amendments are intended to improve road safety for all road users by providing a more appropriate transition between rural and urban road environments and encouraging lower vehicle speeds in areas of increased pedestrian activity.
- 1.4. The proposals have been developed following requests from local communities, both informally, and as part of the consultation process for the recent 20mph project.
- 1.5. The proposed 30mph areas are:
 - i. B9069, Lady Village, Sanday.
 - ii. A961, St Margaret's Hope, South Ronaldsay.
 - iii. A965, Stenness Village, Stenness.
 - iv. A966, Evie School, Evie.
- 1.6. The Council has a duty under the Road Traffic Regulation Act 1984 to promote road safety and may make Traffic Regulation Orders where considered necessary for avoiding danger to persons or traffic, preventing the likelihood of such danger arising, or improving the amenity of an area.

2. Recommendations

- 2.1. It is recommended that members of the Committee:
- i. Delegate authority to the Director of Infrastructure and Organisational Development to draft a Traffic Regulation Order and commence statutory and public consultation on the introduction of 30mph speed limits at the locations attached to this report as Appendix 1.
 - ii. Delegate authority to the Director of Infrastructure and Organisational Development to make and implement the Order should no objections be received during the statutory consultation period.

3. Consultation

- 3.1. Statutory and public consultations will be undertaken prior to implementation of the new Traffic Regulation Order.

4. Next Steps

- 4.1. Following approval by the Committee, the Order will be drafted, advertised and issued for consultation.
- 4.2. Any representations received will be considered by Officers.
- 4.3. Should objections be received which cannot be resolved, a further report will be presented to the Committee for consideration prior to the Order being made.

For Further Information please contact:

Matthew Wylie, Service Manager (Roads and Grounds), extension 2318, Email matthew.wylie@orkney.gov.uk

Implications of Report

- 1. Financial** – As much of the infrastructure required to enforce this order is already in place for the existing speed limits, works are expected to be limited to under £5k. The Council has been allocated approximately £53k from Transport Scotland's Road Safety Improvement Fund for road safety improvement measures in 2026/27. It is anticipated that all costs incurred will be contained within this funding.
- 2. Legal** - The Road Traffic Regulation Act 1984 empowers the Council to manage vehicle speeds through use of Traffic Regulation Orders. Approving the recommendations in this report will enable the Council to commence the statutory procedure.

3. **Corporate Governance** – Item 2.9.17 in the Scheme of Delegation to Officers states that “Following approval by Council of the principle of restrictions and/or prohibitions for the use of roads, to make new traffic orders, whether permanent or experimental, including statutory consultation procedures, where no objection has been raised.”
4. **Human Resources** – No adverse impacts envisaged.
5. **Equalities** – An Equality Impact Assessment has been undertaken and is attached as Appendix 2 to this report.
6. **Island Communities Impact** – An Island Communities Impact Assessment has been undertaken and is attached as Appendix 3 to this report.
7. **Links to Council Plan** - The proposals in this report support and contribute to improved outcomes for communities as outlined in the following Council Plan strategic priorities:
 - ☐ Growing our economy.
 - ☒ Strengthening our Communities.
 - ☒ Developing our Infrastructure.
 - ☐ Transforming our Council.
8. **Links to Local Outcomes Improvement Plan** - The proposals in this report support and contribute to improved outcomes for communities as outlined in the following Local Outcomes Improvement Plan priorities:
 - ☐ Cost of Living.
 - ☒ Sustainable Development.
 - ☒ Local Equality.
 - ☒ Improving Population Health.
9. **Environmental and Climate Risk** – No adverse impacts envisaged.
10. **Risk** – Failure to progress the proposed Traffic Regulation Order may result in speed limits remaining inconsistent with current road environments and development patterns, potentially increasing road safety risks.
11. **Procurement** – No adverse impacts envisaged.
12. **Health and Safety** – The proposals seek to improve road safety for motorists, pedestrians and other road users.
13. **Property and Assets** – No adverse impacts envisaged.
14. **Information Technology**- No adverse impacts envisaged.
15. **Cost of Living** - No adverse impacts envisaged.

List of Background Papers

None.

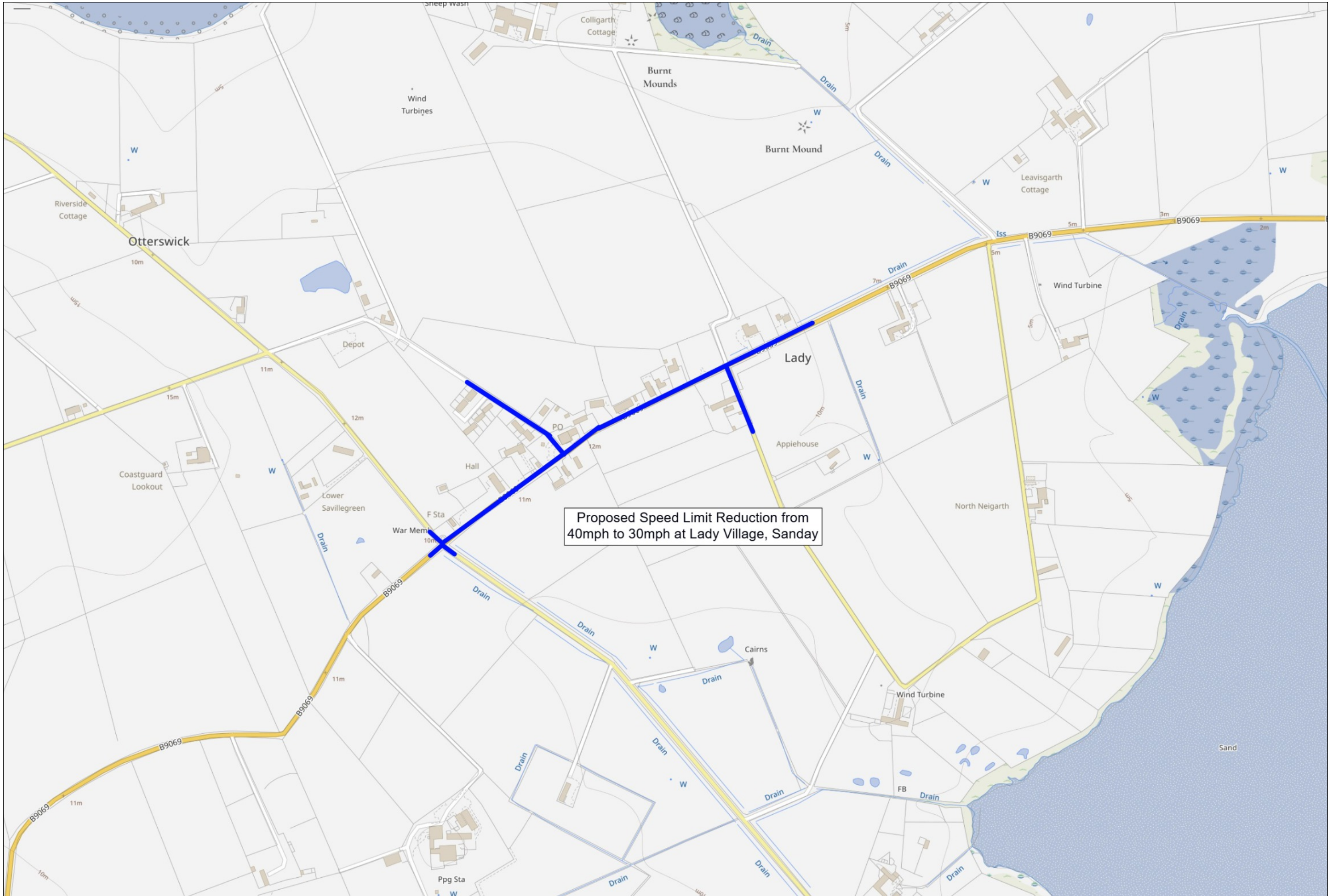
Appendices

Appendix 1 – Proposed 30mph areas.

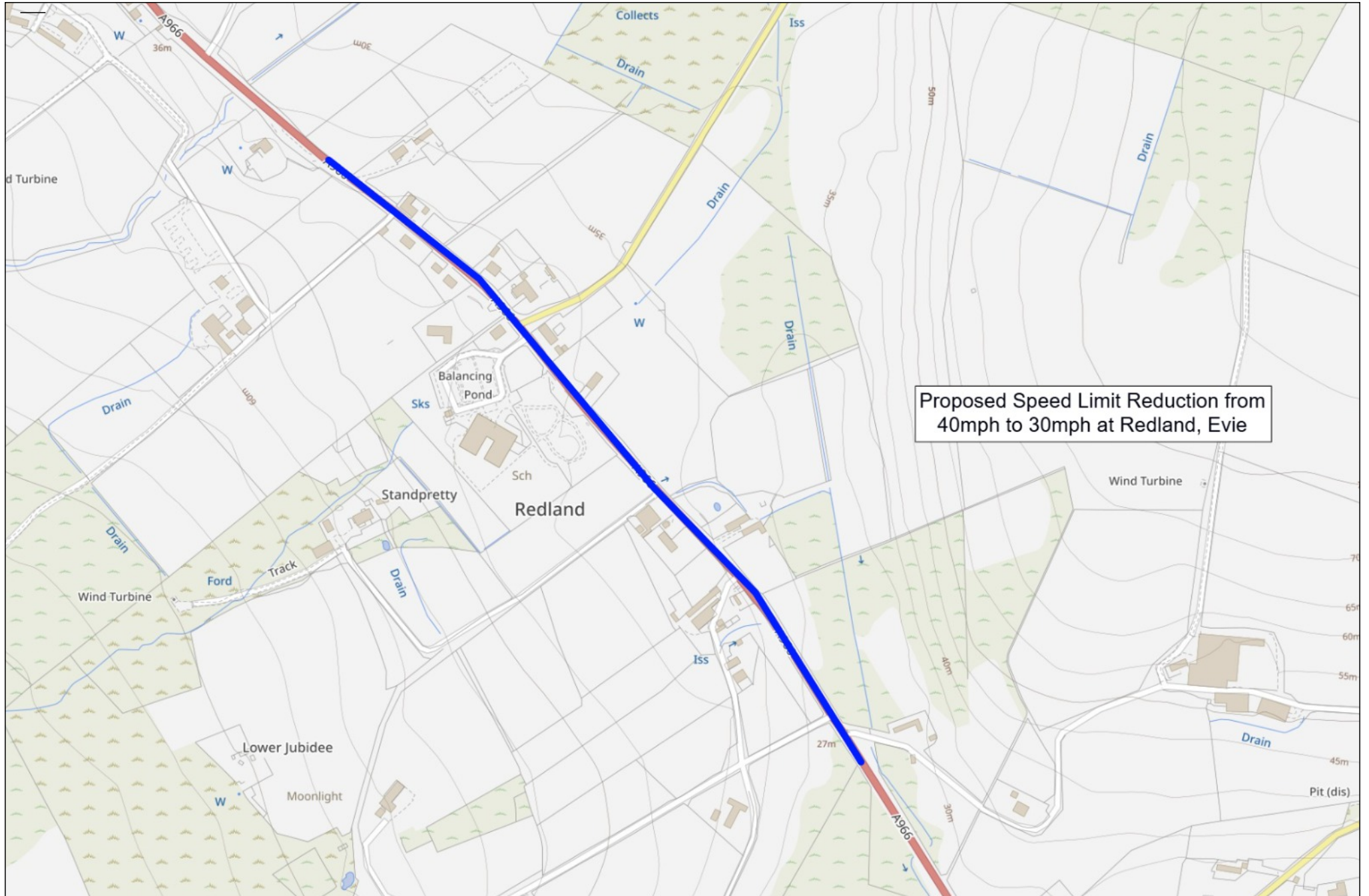
Appendix 2 – Equality Impact Assessment.

Appendix 3 – Island Communities Impact Assessment.

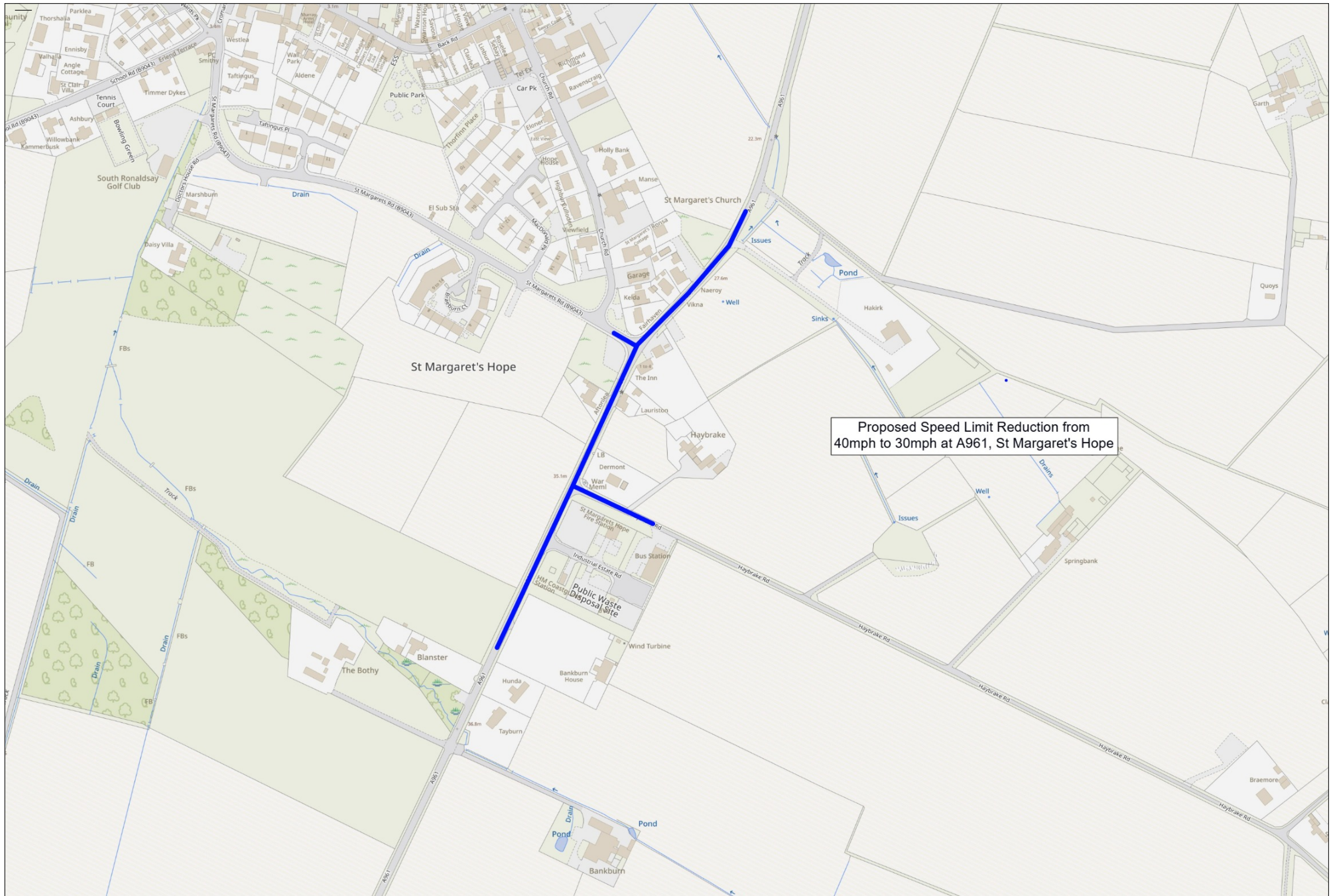
Lady Village, Sanday



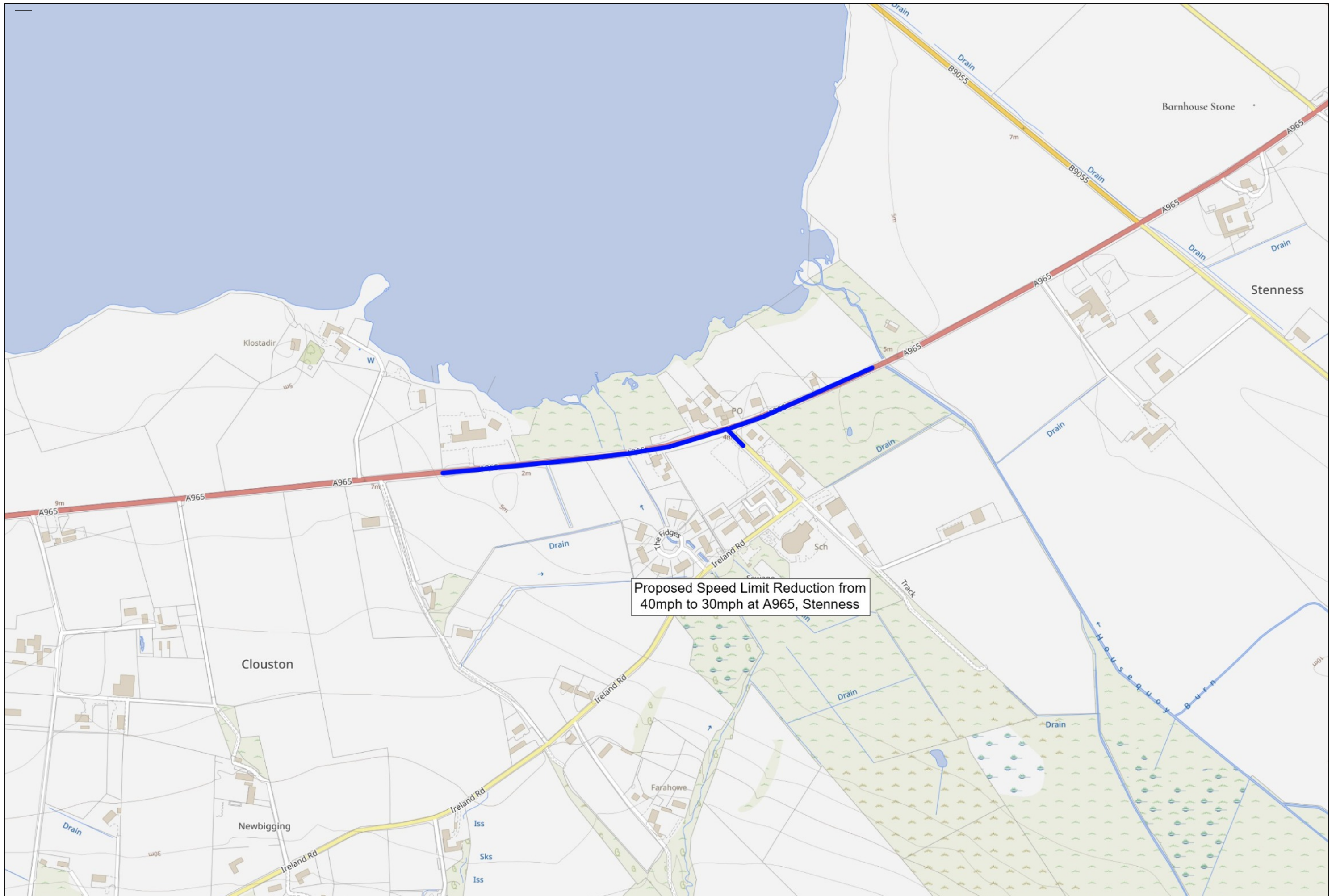
Redland, Evie



A961, St Margaret's Hope



Stenness Village





Equality Impact Assessment

The purpose of an Equality Impact Assessment (EqIA) is to improve the work of Orkney Islands Council by making sure it promotes equality and does not discriminate. This assessment records the likely impact of any changes to a proposal or changes by anticipating the consequences and making sure that any negative impacts are eliminated or minimised and positive impacts are maximised.

Should you have any questions or wish for your draft EqIA to be reviewed by our Equality, Diversity and Inclusion Adviser, please contact OD@orkney.gov.uk.

1. Identification of the Proposal or Change

Name of proposal or change being assessed.	30mph Amendment Order
Responsible Service and Directorate.	Infrastructure Services, Infrastructure and Organisational Development
Date of assessment.	3 August 2026
Is the proposal or change existing? (Please indicate if the service is to be deleted, reduced or changed significantly).	Reduction in speed limits.

2. Primary Information

What are the intended outcomes of the proposal or change?	To improve road safety.
Is the proposal or change strategically important?	No
State who is or may be affected by this proposal or change, and how?	All road users.

How have stakeholders been involved in the development of this proposal or change?	The proposed areas have been developed following community requests. Further statutory and public consultation will take place prior to implementation of the final Traffic Regulation Order.
Is there any existing data and / or research relating to equalities issues in this policy area? Please summarise. E.g. consultations, national surveys, performance data, complaints, service user feedback, academic / consultants' reports, benchmarking.	N/A
Is there any existing evidence relating to socio-economic disadvantage and inequalities of outcome in this policy area? Please summarise. E.g. For people living in poverty or for people of low income. See The Fairer Scotland Duty Guidance for Public Bodies for further information.	N/A
Could the proposal or change have a differential impact on any of the following equality areas?	Please provide any evidence – positive impacts / benefits, negative impacts and reasons:
1. Race: this includes ethnic or national groups, colour and nationality.	No differential impact.
2. Sex: a man or a woman.	No differential impact.
3. Sexual Orientation: whether a person's sexual attraction is towards their own sex, the opposite sex or to both sexes.	No differential impact.
4. Gender Reassignment: the process of transitioning from one gender to another.	No differential impact.

5. Pregnancy and maternity.	Positive - Reduced vehicle speeds may provide a positive benefit by improving safety and accessibility for pregnant people and those travelling with young children.
6. Age: people of different ages.	Positive - The proposed reduction in vehicle speeds is expected to improve road safety for people of all ages, particularly children, young people and older residents who may be more vulnerable when walking or crossing roads. This is particularly beneficial in locations where there are limited or no footway facilities.
7. Religion or beliefs or none (atheists).	No differential impact.
8. Disability: people with disabilities (whether registered or not).	Positive - Reduced vehicle speeds are expected to improve safety and accessibility for disabled people, including those with mobility, sensory or cognitive impairments. Lower traffic speeds may make roads easier and safer to navigate, particularly in areas where pedestrians share road space or where footways are limited.
9. Marriage and Civil Partnerships.	No differential impact.
10. Caring responsibilities	Positive - Improved road safety may benefit carers who regularly travel with children, older people or individuals with disabilities by creating a safer environment for journeys and access to local services.
11. Socio-economic disadvantage.	No differential impact.
12. Care experienced	No differential impact.

3. Impact Assessment

Does the analysis above identify any differential impacts which need to be addressed?	No.
Does the analysis above identify any potential negative impacts?	No.
Do you have enough information to make a judgement? If no, what information do you require?	Yes

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4. Equality Impact Assessment Action Plan

Please complete the following action plan where you have identified any differential impacts or potential negative impacts in Section 3 of the Equality Impact Assessment.

Impact Identified	Action to be taken	Owner	How will it be monitored	Date Action to be completed

5. Sign and Date

Signature:	
Name:	Matthew Wylie
Date:	3 August 2026

Island Communities Impact Assessment

30mph Amendment Order

Preliminary Considerations	Response
Please provide a brief description or summary of the policy, strategy or service under review for the purposes of this assessment.	Review of existing speed limits at various locations following receipt of community requests.
Step 1 – Develop a clear understanding of your objectives	Response
What are the objectives of the policy, strategy or service?	To improve road safety.
Do you need to consult?	Yes
How are islands identified for the purpose of the policy, strategy or service?	Islands are defined as any inhabited island within Orkney.
What are the intended impacts/outcomes and how do these potentially differ in the islands?	To improve road safety. Will apply to all locations equally.
Is the policy, strategy or service new?	New traffic orders
Step 2 – Gather your data and identify your stakeholders	Response
What data is available about the current situation in the islands?	Road safety concerns are not unique to the Islands and are routinely raised by residents across Orkney. The most recent counts undertaken are as follows: Lady Village in February 2020 indicated average speeds of approx. 26.5mph and an 85%ile of approx. 33mph. A960, St Margarets Hope in February 2025 indicated average speeds of approx. 38mph and an 85%ile of approx. 44mph. A965, Stenness in October 2024 indicated average speeds of approx. 42mph and an 85%ile of approx. 48mph. A966, Evie in August 2019 indicated average speeds of approx. 37mph and an 85%ile of approx. 44mph.

Do you need to consult?	Yes
How does any existing data differ between islands?	N/A
Are there any existing design features or mitigations in place?	Various speed limits already exist on the islands but road safety concerns persist.
Step 3 – Consultation	Response
Who do you need to consult with?	Statutory and public consultations must be undertaken for Traffic Regulation Orders.
How will you carry out your consultation and in what timescales?	Will be advertised in local media, on site, and through Council's social media channels.
What questions will you ask when considering how to address island realities?	N/A
What information has already been gathered through consultations and what concerns have been raised previously by island communities?	Requests have been raised during previous consultations on 20mph speed limits for some sections of 40mph to be lowered to 30mph.
Is your consultation robust and meaningful and sufficient to comply with the Section 7 duty?	Yes
Step 4 – Assessment	Response
Does your assessment identify any unique impacts on island communities?	The proposal applies to all of Orkney equally. Therefore, Isles are not anticipated to be disproportionately affected.
Does your assessment identify any potential barriers or wider impacts?	No
How will you address these?	N/A
You must now determine whether in your opinion your policy, strategy or service is likely to have an effect on an island community, which is significantly different from its effect on other communities (including other island communities).	

If your answer is **No** to the above question, a full ICIA will NOT be required and **you can proceed to Step 6.**

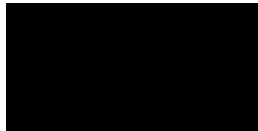
If the answer is **Yes**, an ICIA must be prepared and **you should proceed to Step 5.**

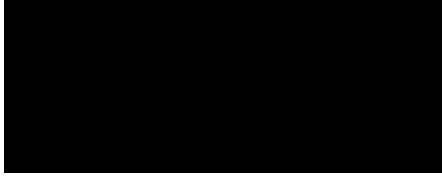
To form your opinion, the following questions should be considered:

- Does the evidence show different circumstances or different expectations or needs, or different experiences or outcomes (such as different levels of satisfaction, or different rates of participation)?
- Are these different effects likely?
- Are these effects significantly different?
- Could the effect amount to a disadvantage for an island community compared to the Scottish mainland or between island groups?

Step 5 – Preparing your ICIA	Response
In Step 5, you should describe the likely significantly different effect of the policy, strategy or service:	
Assess the extent to which you consider that the policy, strategy or service can be developed or delivered in such a manner as to improve or mitigate, for island communities, the outcomes resulting from it.	
Consider alternative delivery mechanisms and whether further consultation is required.	
Describe how these alternative delivery mechanisms will improve or mitigate outcomes for island communities.	
Identify resources required to improve or mitigate outcomes for island communities.	
Stage 6 – Making adjustments to your work	Response
Should delivery mechanisms/mitigations vary in different communities?	No.

Do you need to consult with island communities in respect of mechanisms or mitigations?	No.
Have island circumstances been factored into the evaluation process?	No.
Have any island-specific indicators/targets been identified that require monitoring?	No.
How will outcomes be measured on the islands?	N/A
How has the policy, strategy or service affected island communities?	N/A
How will lessons learned in this ICIA inform future policy making and service delivery?	No change.
Step 7 – Publishing your ICIA	Response
Have you presented your ICIA in an Easy Read format?	Yes
Does it need to be presented in Gaelic or any other language?	No
Where will you publish your ICIA and will relevant stakeholders be able to easily access it?	Published on Council's website as part of the Committee report agenda.
Who will signoff your final ICIA and why?	Lorna Richardson, Director of Infrastructure and Organisational Development, in accordance with Council policy.

ICIA completed by:	Matthew Wylie
Position:	Service Manager (Roads and Grounds)
Signature:	
Date complete:	3 August 2026

ICIA approved by:	Lorna Richardson
Position:	Director of Infrastructure and Organisational Development.
Signature:	
Date complete:	5 August 2026