



Item: 4

Development and Infrastructure Committee: 11 November 2025.

20mph Speed Limits.

Report by Director of Infrastructure and Organisational Development.

1. Overview

- 1.1. Following a request from Scottish Government regarding the assessment of the suitability of introducing 20mph limits on certain roads in Orkney, officers have undertaken an extensive piece of work around this subject. This has been done in line with the governance process associated with introducing such a traffic order, including consultation and Council decision making at appropriate junctures.
- 1.2. Following this work, on 4 February 2025, the Development and Infrastructure Committee recommended:
 - i. That the Corporate Director of Neighbourhood Services and Infrastructure should undertake the statutory consultation process in respect of the proposed introduction of 20mph speed limits on various sections of road throughout Orkney.
 - ii. That, regardless of whether any objection was received, the Corporate Director of Neighbourhood Services and Infrastructure should submit a report, to the Development and Infrastructure Committee, on the outcome of the statutory consultation
- 1.3. Formal statutory and public consultation was undertaken over the summer of 2025 with deadlines being 23 July 2025 and 12 September 2025, respectively.
- 1.4. During this process, it was realised that a section of Ness Road in Stromness which already has a 15mph speed limit in place, had been mistakenly included in the proposals. Therefore, the removal of this road from the Order is included as a revision in Option 2.

2. Recommendations

2.1. It is recommended that members of the Committee:

- i. Note the outcome of the statutory and public consultation in respect of introducing new 20 mph speed limits across Orkney, as detailed in section 5 of this report.
- ii. Note the proposed Orders, as detailed in Appendix 2 to this report, as follows:
 - The Orkney Islands Council (20mph speed limit) (Various Roads in Kirkwall, Orkney) Order 2025.
 - The Orkney Islands Council (20mph speed limit) (Various Roads in Stromness, Orkney) Order 2025, with modifications, namely the length of Ness Road, Stromness, covered by the Order being reduced to the existing Southern extent of the 15 mph, a point to the South of 8 Well Park, Stromness.
 - The Orkney Islands Council (20mph speed limit) (Various Roads on Orkney Mainland and Isles) Order 2025.
- iii. Make the Orders referred to above.

3. Background

- 3.1. The Scottish Government is committed to implementing 20mph speed limits where it is appropriate to do so by the end of March 2026.
- 3.2. The Road Safety Framework 2030 also supports this commitment to making streets feel safer and encouraging walking, wheeling, and cycling and creating safer and pleasant streets and neighbourhoods
- 3.3. The reasons for this reduction in speed limits in certain areas are to make Scotland's streets safer and to transform towns and cities to ensure people are prioritised over motor vehicles. Transport Scotland's Implementation Guide for 20mph speed limits in Scotland states "The speed of a vehicle directly influences the risk of a collision as well as the severity of the injuries sustained, and the likelihood of death resulting from that collision".
- 3.4. The proposed move to 20mph speed limits in urban areas is expected to contribute to a reduction in incidents and the severity of injury. It will also create a safer environment for walking, wheeling, and cycling subsequently having a positive impact on active travel.

- 3.5. A pedestrian struck at 30mph is seven times more likely to result in a fatality than a strike at 20mph. Statistics show that on urban roads and residential streets every 1 mph reduction in average speed results in an accident reduction of ~6%.
- 3.6. In order to implement this approach, the Scottish Government provided all Scottish Local Authorities with a framework against which all existing 30mph limits could be assessed, to identify which of these roads would be suitable to be included in the 20mph area.
- 3.7. This framework asked Local Authorities to assess all urban roads on the following criteria:
- i. Walking distances from educational, recreational, religious, and medical facilities, as well as other important public buildings likely to attract large visitor numbers.
 - ii. Roads which had over 20 residential and/or retail premises over a length of 400m – 600m.
 - iii. Roads which already had a composition which was likely to imply a lower speed limit of 20 mph.
 - iv. Would a 20 mph improve the surrounding environment and community e.g. quality of life, social cohesiveness, air quality etc.
- 3.8. The resulting assessment was submitted in March 2023 and included all urban roads within the network where a 30-mph limit was already in place.
- 3.9. Following various engagement and consultative events, as detailed later in this report, these areas have been narrowed down to more focused 20 mph areas within urban areas.
- 3.10. Subsequently, on 10 September 2024, the Development and Infrastructure Committee recommended that an external consultant, funded by Transport Scotland, carry out a public engagement exercise in respect of the proposal to progress with the introduction of 20 mph speed limits on various roads across Orkney and prepare temporary traffic regulation orders.
- 3.11. The Committee also recommended that a report be submitted to the Development and Infrastructure Committee detailing the outcome of the public engagement exercise referred to above and prior to the introduction of temporary traffic regulation orders.

- 3.12. At the time, the intention had been to use the powers that a Local Authority has to introduce temporary traffic regulation orders, however subsequently the decision was made that the introduction of permanent traffic orders was the appropriate process.

4. Development of the Traffic Order Process

- 4.1. Officers submitted an initial assessment of existing roads to the Scottish Government in March 2023, which focused on the key urban roads in Mainland Orkney, and, in line with the Scottish Government framework, ensured that roads past schools, hospitals and other public services and in built-up housing areas were all included in the proposed 20 mph areas.
- 4.2. These proposals were then discussed by the Development and Infrastructure Committee in September 2024, following input from the Neighbourhood Services Consultative Group, which had met on 7 June 2024, at which Members provided useful feedback and guidance with regards to the development of this work.
- 4.3. As noted above, the recommendation from the Development and Infrastructure Committee in September was that Officers should continue with the process of introducing 20 mph speed limits on certain roads and to develop the necessary traffic regulation orders.
- 4.4. Subsequently, Officers undertook widespread community engagement, and an external consultant was procured to develop the plans and documentation required for the traffic orders.
- 4.5. In person engagement meetings were held in Birsay, Dounby, Orphir, Stenness, Firth, Stromness, Kirkwall, St Andrews, St Mary's, Burray and St Margaret's Hope. An online survey ran from 18 November to 13 December 2024 with 1,162 responses. This was then reported to the Development and Infrastructure Committee in February 2025.
- 4.6. Responses were mixed but, as a result, the proposals were amended reflecting the fact that, whilst a widespread speed limit reduction was not supported, there was support for a reduced speed limit in certain areas.
- 4.7. The Development and Infrastructure Committee subsequently resolved to proceed and prepare the traffic orders, undertaking the statutory consultation specified in the process.

5. Statutory and Public Consultation Process

5.1. Statutory consultation ran from early July to 23 July 2025 and included the following organisations:

- Police Scotland.
- Road Haulage Association Limited.
- Freight Transport Association.
- Scottish Fire and Rescue Service.
- Disabled Drivers' Association.
- Orkney Disability Forum.
- Scottish Ambulance Service.
- NHS Orkney.
- HM Coastguard.
- Orkney Tourism Group.
- Kirkwall BID Limited.
- Stromness Community Business Forum.
- Local bus operators.
- Relevant Community Councils.

5.2. There were five statutory responses:

- Two of which were deemed as valid objections.
- One deemed to be an invalid objection.
- Two were unclear and showed no clear objection.

5.3. A public consultation process ran from mid-July to 12 September 2025. As part of this process notices were placed on streetlights in all proposed roads, a notice was provided in the Orcadian and regular reminders issued via social media.

5.4. 112 comments were received, with 59 of these deemed to be valid objections. Nine were deemed to be invalid objections and two were unclear and showed no clear objection.

5.5. A petition was received with 1,038 signatures. Under the formal consultation process this could only be considered as one objection as the signatories did not contact the Council to object directly. Insufficient context was provided with the petition; therefore, it did not possess substantive evidence to be included as a valid objection.

5.6. There were also 42 comments in support of the proposals.

- 5.7. Of the 59 valid objections:
- i. 35 cited lack of data behind the proposals.
 - ii. 29 cited some support for limited implementation in specific areas, for example outside schools, residential areas.
 - iii. 22 suggested alternative methods of reducing speed.
 - iv. 21 were concerned about the cost of implementing.
 - v. 20 were concerned about increased pollution.
 - vi. 17 cited concerns regarding enforcement of the new speed limits.
 - vii. 15 cited perceived failures of 20 mph schemes elsewhere in the UK.
 - viii. 12 cited concerns about not following results of prior engagement events.
 - ix. 11 cited concerns about longer journey times.
 - x. Five were concerned of increased maintenance costs to drivers.
 - xi. Four cited a lack of traffic volumes in Orkney.
 - xii. Three did not believe that Transport Guidance was being followed.
 - xiii. Three were concerned about increasing response times for the emergency services.
- 5.8. It is important to note that this stage of the consultation process is designed to draw out and identify potential impediments to the implementation of the traffic order or potential unforeseen issues that it could create. Whilst it is recognised that many of the comments received express dislike of the proposals this is not, on its own, sufficient to amend or stop the traffic regulation order.
- 5.9. Each objection was summarised into key points, with those key points categorised as valid, not valid, or unclear. Any objections which did not include any valid key points were deemed to be not valid objections.
- 5.10. Detailed responses to all key points, both valid and not valid, are listed in Appendix 3.

6. Results Elsewhere

London

- 6.1. Transport for London introduced permanent 20 mph limits across the Central London Congestion Charging zone in March 2020. Analysis of data collected between May 2020, and June 2022 has shown a 25% reduction in collisions and a 24% reduction in collisions resulting in death or serious injury.
- 6.2. Transport for London has also undertaken extensive research of 150 20 mph schemes implemented between 1989 and 2013. Although it is recognised that much has changed in that timeframe, when compared against the background

trend of neighbouring boroughs which remained at 30 mph, it is clear to see the positive effect of 20 mph limits.

- 6.3. Between 1989 and 2013, there was a 36% reduction in casualties on 20 mph borough roads, against a background trend of 12% on all borough roads.

<https://content.tfl.gov.uk/the-impact-20mph-limits-and-zones-in-london.pdf>

Wales

- 6.4. Wales introduced 20 mph on much of their urban network in September 2023. Following public feedback, they have since moved to a similar approach as is now being implemented across Scotland to provide a more targeted approach, rather than broadbrush.

- 6.5. In the first year of implementation the number of injuries on 20 mph and 30 mph roads reduced by 26.2% based on the same timeframe the previous year.

- 6.6. 85th percentile speeds reduced by 3.4 mph following introduction.

- 6.7. July – September 2024 was the lowest for the three-month period since records began in 1979.

<https://tfw.wales/national-monitoring-report-july-2025>

Edinburgh

- 6.8. In 2016 Edinburgh was the first city in Scotland to implement 20 mph zones on a citywide basis.

- 6.9. In the first full year following implementation casualty rates dropped 39%, collision rates dropped 40%, fatalities dropped 23% and serious injuries dropped 33%.

<https://www.gov.scot/publications/learning-25-years-preventative-interventions-scotland/documents/>

Highland Council

- 6.10. Following implementation the following speed reductions were realised:

- i. A9 through Brora – Average speeds dropped from 24 mph to 20 mph.
- ii. A9 through Golspie – Average speeds dropped from 27 mph to 23 mph.
- iii. A9 through Helmsdale – Average speeds dropped from 29 mph to 26 mph.
- iv. A9 through Scrabster – Average speeds dropped from 22 mph to 20 mph.
- v. A96 Inverness Road through Nairn – Average speeds dropped from 29 mph to 24 mph.

<https://customerdashboards.tracsisconduit.com/highlandcouncil/public/map-full-view>

7. Options Appraisal

- 7.1. Option 1 – Do nothing.
- 7.2. Option 2 – Make the following orders as per Appendix 2.
 - The Orkney Islands Council (20mph speed limit) (Various Roads in Kirkwall, Orkney) Order 2025.
 - The Orkney Islands Council (20mph speed limit) (Various Roads in Stromness, Orkney) Order 2025, with modifications, namely the length of Ness Road, Stromness covered by the Order, being reduced to the existing Southern extent of the 15mph, a point to the South of No.8 Well Park, Stromness.
 - The Orkney Islands Council (20mph speed limit) (Various Roads on Orkney Mainland and Isles) Order 2025.
- 7.3. If Option 1 is selected there will be no change to existing speed limits on Orkney roads.
- 7.4. Option 2 reflects the balance between Scottish Government and Orkney Road Safety Forum ambitions regarding reducing traffic speed and local considerations regarding the practical realities around implementing this approach. It also addresses the mistaken inclusion of sections of Ness Road, Stromness, in the proposed traffic regulation order.
- 7.5. It is recognised that a number of concerns have been raised as part of the latest round of consultation, however, as noted above, in order for these concerns to have weight within the Traffic Regulation Order process, they do need to be more substantive than simply disagreeing with the principle of introducing reduced speed limits. It should also be recognised that the actual number of representations received is a very small percentage of the full Orkney population and so caution should be exercised when considering whether they fully encapsulate the overall public mood on this subject.
- 7.6. Of the valid objections received, as detailed in Appendix 1, whilst valid, they do not offer scope or suggestions for appropriate amendments to the proposed traffic orders. Therefore, the considered outcome of the consultation process does not suggest the need to make any further amendments. As a result, the traffic orders are proposed with no additional changes.

8. Next Steps

- 8.1. If the Council chooses to introduce 20 mph speed limits on any sections of the road network it is proposed to make the relevant Traffic Regulation Orders, and install the appropriate signage funded by Transport Scotland. Funding is only available up until 31 March 2026.

For Further Information please contact:

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Implications of Report

1. **Financial** - Transport Scotland have confirmed that they will fund costs for the installation of signs, posts etc until the end of March 2026. Ongoing maintenance thereafter will be borne by the Roads Revenue budget.
2. **Legal** - If the Council wishes to introduce a new speed limit of 20 mph in any area, a traffic regulation order ("TRO") in terms of the Road Traffic Regulation Act 1984 must first be made. The statutory procedure which must be followed includes consultation and advertisement.
Following the conclusion of the statutory procedure and once the TRO is in force, the Council may erect signs and put in place road markings to indicate the effect of the TRO.
3. **Corporate Governance** – In terms of the Scheme of Delegation to Officers, following approval by Council of the principle of restrictions and/or prohibitions for the use of roads, powers are delegated to the Director of Infrastructure and Organisational Development to make new traffic orders, whether permanent or experimental, including statutory consultation procedures, where no objection has been raised. Should any objections be received, the matter is referred to the Development and Infrastructure Committee, which has delegated powers to make new traffic orders, whether permanent or experimental, where any objection has been raised through statutory consultation procedures.
4. **Human Resources** – None.
5. **Equalities** – An Equality Impact Assessment has been undertaken and is attached as Appendix 4.
6. **Island Communities Impact** – An Island Community Impact Assessment has been undertaken and is attached as Appendix 5.
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** – None. Studies show that the proposals have the potential to provide environmental benefits.

- 10. Risk** – If Transport Scotland funding is not available the project would not be able to proceed.

- 11. Procurement** – Where required external resources will be progressed through the procurement process.

- 12. Health and Safety** – Road Safety Scotland indicate that a pedestrian hit at 20 mph is seven times more likely to survive than at 30 mph. Evidence from other areas in the UK also show that collisions, casualties, and fatalities are reduced following implementation of 20 mph areas. Therefore, it can be reasonably assumed that pedestrian and cyclist safety will improve within the urban areas affected by the proposed changes.

- 13. Property and Assets** – None.

- 14. Information Technology** – None.

- 15. Cost of Living** – None.

List of Background Papers

None

Appendices

Appendix 1 – 20 mph Statutory Consultation Responses.

Appendix 2 – Proposed Traffic Regulation Orders.

Appendix 3 – Summary of Consultation Key Points.

Appendix 4 – Equality Impact Assessment.

Appendix 5 – Island Community Impact Assessment.

The Orkney Islands Council (20mph Speed Limit) (Various Roads in Kirkwall, Orkney Order 2025)

The Orkney Islands Council (20mph Speed Limit) (Various Roads in Stromness, Orkney Order 2025)

Orkney Islands Council (20 Mph Speed Limit) (Various Roads in Orkney Mainland and Isles) Order 2025

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Statutory Objections

Response Number.	Details of Response.
Statutory Objection 1.	Members of St Andrews and Deerness Community Council propose that the 20 mph limit suggested for St Andrews Primary School, Toab, in the new Traffic Regulation Order is only enforced during school hours (including drop-off and pick-up times) and should remain at 30 mph out of school hours and weekends. Members believe that a 24/7, 365, 20 mph limit is not required at this location as it's not a built-up area, and they are not aware of any past incidents at this location.
Statutory Objection 2.	I have had a quick look around the Dounby area, and again I am not in favour off the 20 mile speed limit and since looked at plan am more against it as they have put most off Dounby at 20 miles, and what has been left will just confuse people as when you come in to Dounby from Harray you slow down to 30 then when reach school down to 20, til swartland road them back to 30. Down vetquoy road you are at 20 then 30 past kirk and round corner before back to 60. Think again smiley faces would do far better because once again if not manned no point.

Public Objections

Response Number.	Details of Response.
Objection 1.	I am writing to you to vehemently object to the ridiculous 20mph proposal for Finstown. There is absolutely no justification for it. I have grown up, committed through and lived in the parish of Firth for all of the nearly 46 years I have been alive. Not once can I recall any incident in that time of an accident between a moving vehicle and a pedestrian on any of the roads marked for this proposal. [REDACTED] There is little to no evidence anywhere that reducing main road speed to 20mph from 30mph results in fewer accidents. It certainly won't reduce Orkneys average annual fatality rates of zero in built up areas, because you can't get less than that. The Welsh public have seen nothing but issues with 20mph zones, to the extent some have already been reversed. They are an absolute pain when driving from Caithness to Inverness, and add considerably to the time taken and driver stress as it is easy to go above such a slow limit without noticing. This will have an impact on emissions, causing vehicles to burn more fuel crawling along the road. I also believe it may increase the risk of an accident as drivers have to check for speed signs to see if they are still in the zone, etc. Driver frustration will increase, and that only results in increasing the risk of rash behaviour and speeding in other areas. I have no objection to 20mph limits around schools during pickup or drop off times, but for anything beyond the brig in Finstown is ludicrous, there is more than adequate pavement provision to keep pedestrians safe. What is needed in Finstown are rumble strips at each end of the village, such as used to be in Brora, to slow traffic entering and reduce traffic leaving from accelerating before the end of the 30mph zone. Better enforcement of the existing limit is the order of the day, not some hair brained 20mph limit. This objection will likely have little impact as, like most other council consultations, this will be little more than a tick box exercise and the outcome will already have been long since decided. Just because the Scottish government are willing to hand out grants for it, doesn't mean it has to be done, and this is not in the best interests of Orkney citizens living outwith the 20mph zones.
Objection 2.	I feel I have to object to most of the proposed new 20 MPH zones. It is totally unnecessary in any area other than around schools and areas of busy pedestrian traffic. From the maps provided there seems to be an almost blanket coverage of Kirkwall, why, is there any accident black spots that I haven't heard about. Modern cars have better stopping power than ever before, and at every turn the motorist are being urged to go slower, when every other mode of transport is striving to go faster,

Response Number.	Details of Response.
	If Orkney had a problem with accidents in its built up areas I would agree something should be done but we don't so why are we even thinking about this or is it a case of other areas have implemented so we must follow. I would say there is more need to sort out what causes traffic problems at the moment before there is more laws introduced. Such as the parking on yellow line across from the post office on Junction road. Or the cyclists off the cruise ships that frustrate the hell out of drivers trying to go about their daily business. I really hope the common sense will prevail and the 20MPH proposals will be introduce only where necessary.
Objection 3.	I wish to object to the proposed order for the following reasons. I believe there is already too much street furniture around and more signs and restrictions will make it confusing for drivers. Slowing traffic in certain areas will increase congestion providing less gaps for traffic to exit side roads. There are long stretches of road in the proposed areas where there is little or no pedestrians and therefore reducing the speed limit is pointless. Many of the roads included are narrow and doing more than 20mph is not possible therefor additional signs and restrictions are not needed. Many of the potential conflict between cars and pedestrians are caused by poor sighting of zebra crossings. Money should be spent on converting these to pedestrian crossings. The ban on pavement parking and parking on yellow lines should be enforced instead, this would reduce the number of blind spots for drivers and make walking safer. The upper half of Berstane Road should be included in the 20mph restrictions. The overall cost!
Objection 4.	This is a waste of our money, we pay our poll tax not to waste it on stupid ideas. More signs will be a blot on our beautiful landscape. Safety benefits in my opinion are unproven.
Objection 5.	I am writing to you to give my objection to the proposal to cut speeds in various places in Orkney to 20mph. This is being imposed under the theory that it will reduce deaths and serious injury to pedestrians, cyclists and other road users, yet you have not provided enough statistical analysis of how many deaths and injuries have occurred on roads in Kirkwall and Stromness in the areas where these further restrictions are being considered. There are also enough natural restrictions in and around Kirkwall and Stromness, as well as the other areas of concern where traffic flow, road design and restrictions of other nature (i.e. speed reducing cushions and humps) are enough to slow drivers. A possibility for future incentive for drivers to slow may be to replace current reflective signs with brighter LED illuminated signs in the areas around the schools and residential streets which would be quite effective in the dark winter months which could possibly be funded by this same Scottish government scheme. Kirkwall, Stromness and Orkney as a whole is not geographically large enough to support these island wide restrictions as the national limit on A& B classification roads of 60mph, then a reduction to 50mph in places or even the drop to 40mph, 30mph and then 20mph will cause confusion, poorer fuel economy and an overall reduction in travel times.

Response Number.	Details of Response.
	Most of the driving population adhere to the limits but there are a few individuals who will ignore these limits for thier own reasons but I feel that this is not enough to impose further speed limits which these drivers will continue to ignore.
Objection 6.	I strongly object to the proposed 20mph changes on the grounds, 1 its a horrific waste of public money 2 the public overwhelmingly reject the idea 3 the extra signs and road markings are not in keeping with Orkney and will negatively impact the beauty of our islands. 4 there is no real proof 20mph has any safety benefits 5 20mph has been proven to cause more emissions 6 20mph limits mean drivers spend more time looking at their speedo then watching for dangers 7 other areas are withdrawing 20mph areas as they have proven completely pointless 8 those who drive recklessly will continue to do so whether a sign is in place or not.
Objection 7.	I think 20 mph is not realistic people will spend more time looking at there speedometer than looking where they are going have you the elected members actually tried going say through finstown at 20 mph .has a risk assessment been done on the number of accidents in the past 20 years agents the number of vehicles going at 30 mph . They have tried this in wales and I believe it's now been scrapped this must tell you all something . You don't have to act on everything there is funding for . Let common sense prevail on this one and concentrate on a more realistic subject .
Objection 8.	I am writing to object to the proposal to reduce 30 to 20 in the supplied designated areas. The current 20mph limits already protect the areas needed without further expansion on the grounds of safety. Can the officer supply the number of accidents as the result of speeding. Not a lot. The cost of conversion of signs etc would far exceed the benefits. Modern vehicles are not designed for prolonged reduced speeds, in fact it is would increase costs for constituents in repairs. I currently live in a 20 mph zone which was implemented by back door council deceit and is hated by residents in general.
Objection 9.	I am writing to object to 30mph zones being reduced to 20mph zones. There is absolutely no need for this and would be a complete waste of money and resources (even if it is being covered by the government, it's still money that could be used somewhere else). There is no evidence of any 30mph zone causing any kind of injury that I am aware of. The temporary 20mph zones around schools I completely agree with but as far as a blanket 20mph zone...NO! Utter and complete nonsense.
Objection 10.	I would like to add my feedback to the proposed speed limit changes in Orkney. I am all for speed limit reductions in housing schemes and outside schools during foot traffic hours but the main commuter roads should not be affected outwith these times. Studies have shown slowing traffic has an adverse effect in town emissions and cars are not designed to travel that slowly. Add to this the effect of drivers paying less attention because they are driving slower than a bicycle its actually more dangerous than

Response Number.	Details of Response.
	a 30mph zone. To add more to this the police in Orkney are rarely seen and if roads are reduced for no reason (We have next to no real accidents anyway) then i suspect the public will ignore any area that has been changed to appease a national rhetoric.
Objection 11.	I would like to feedback on your consultation regarding 20 mph in Stromness in particular. In the distant past, I remember attending a public meeting regarding increased traffic in the town and speeding. The Stromness Doctor at the time, Dr, was there and reported that in his 30 years of being the local doctor he had attended little to no call outs due to accidents caused by speeding drivers through town. The design of the town with its narrow streets doesn't allow for speeding in general, with drivers generally understanding and appreciating this. Unfortunately there will always be occasional accidents with children or adults stepping out or walking in front of a vehicle but 30 mph to 20 mph would not prevent such accidents. I feel strongly that it is not necessary to reduce the limit but happy for the limit to remain reduced during school hours only. 20mph causes unnecessary frustration to drivers.
Objection 12.	20mph speed limits. I'm totally against the new speed limits proposed as I think what is in place is adequate. As I live in finstown the speed that people drive isn't going to slow down because of the 20mph signs the only way to do this is speed cameras where people are going to slow down. Finstown is like brandshatch after 5 o'clock in the afternoon even with 30mph signs so your 20mph is not going to make any difference
Objection 13.	I heard about all the new proposed 20mph speed limits being put forward by the OIC recently and I thought I would voice my objection to a permanent 20mph limit in the Toab Village on the A960 and B9052. I am aware of the St Andrews school being within this zone however I think a school time only limit would be much better suited to the area. Currently the B9052 has one of these in operation bringing the road from 30 to 20mph during school times. Apart from the school times, the village is virtually empty of pedestrians so I feel the current limit of 30mph is slow enough to keep the village safe and quiet and allow a timely passage through the A960 and B9052 for residents of the east mainland. I should point out that the A960 running through the Toab village was once a 60mph road! This was then 40mph until a few years ago when it was decreased to a sensible 30mph.
Objection 14.	Whilst driving through the Highlands last year I encountered 20 mph limits for the first time, heading south towards the Cairngorms. The limits were in force in the evening, and made the journey significantly more stressful. I can say from this experience, driving through empty streets at a speed that felt incredibly slow, that OIC need to carefully consider, if these limits are introduced, they should be time limited. I would add a couple more points: Looking at the Shapinsay map (where I live) it is not practical to expect drivers going to the ferry to slow down to 20mph outside of school hours in Balfour village and up towards the RSPB reserve. As it is, the 30mph limit is often exceeded by

Response Number.	Details of Response.
	motorists rushing to the ferry. You will be making criminals out of ordinary folk doing what they have done all of their lives. Finally, a general point about my own experience of 20 mph limits. I know that the research, which considers stopping speeds and injury to pedestrians, is in favour of 20 mph rather than 30 mph but... When I have driven in 20 mph zones, observing the speed limit, I am struggling to really concentrate on the road, as the speed seems very pedestrian. My attention is drawn to the pretty flowers, washing lines, and looking through lace curtains. At 30 mph I am very alert and focused, and the ephemera that fascinated me at 20 mph is no longer of interest. I would therefore suggest that 30 mph is safer for motorist who are used to driving in built-up areas at that speed.
Objection 15.	It's not clear to me why the council is consulting the public again on this matter when it's already been rejected by the public in the previous consultation just a few months ago. But anyways... Blanket lowering Orkney down to 20 seeks to solve a problem that isn't there. The vast majority of accidents in Orkney are out on the roads between settlements, not in town. Targeting the towns would be like applying a plaster to the skin next to a wound. The argument that 20 is safer than 30 is obviously true, but then so is the case that 10 is safer than 20... how far do you go? For decades the accepted sweet spot has been 30, and that figure was originally devised during a period where car design was less capable than it is now. Since cars are safer and can stop quicker nowadays, it makes little sense to lower the accepted sweet spot. A common response in Orkney against 20 is the notion that motorists disregard speed limits anyway. Whilst I think this is a flawed argument, it does reveal the perceived futility of lowering the limit, rather than simply enforcing it. For example, in Finstown you could force people to travel 30 by putting in speed bumps. People can ignore a flashing sign, but they generally can't ignore a physical obstacle. Finally, an appeal to managerese: the council values of People and Creativity would be ignored if this goes ahead. People: if we do "put our communities at the heart of everything we do", then why ignore the clear feedback from the public consultations? Creativity: if we do "embrace innovative solutions", then why are we considered ineffective ones that target the wrong areas?
Objection 16.	I can't understand why this is being considered. Many places have already reversed this. No one is going to police it, and it will only be adhered to by those who adhere to the limit at the moment. At busy times it will cause frustration which is equally as dangerous as speed. I feel the pollution will increase especially in built up areas and that's not good for anyone. Just because the Scottish Government think it's a good idea dose not mean we have to follow. Having been in Shetland recently I noticed they haven't put up the chevrons on any thing. We are all going to pay for this one way or another. I suggest you are use common sense and don't go through. with something that is not going to work.

Response Number.	Details of Response.
Objection 17.	I am completely opposed to the idea of the 20 mile speed limit. Yes around schools at school times. But not the rest of the time as people that does not abide by the 30 are not going to stay at 20 miles. If more was done about manning 30 miles would be a lot better as people would go slower. And if you install SMILEY FACES it would work a lot better. Because I feel it will just frustrate drivers more so they will go quicker on the open roads then. Also in some areas there is that many different speed limits drivers will not know what speed to go for example if implemented in Dounby. You would come past TWATT AT 40 THEN GO TO 60, BACK DOWN TO 30 THEN 20 BACK TO 60 DOWN TO 50, DOWN TO 40 THEN TO 60 AND you are still not through Harray yet. And if implemented and they don't work can they be changed back
Objection 18.	I am writing in regard to the proposed 20mph zoning change in built up areas across Orkney. I see that Statistics reflecting road incidents and deaths across Scotland are used, to give gravity to the topic. However, the only relevant statistics are those obtained from Orkney. Which are hard to find. How many deaths/serious injuries resulting from pedestrians being struck by vehicles in urban areas in Orkney. I imagine it is not as persuasive to quote these numbers. Implementing draconian speed reductions to address a non-issue in Orkney that is only relevant to the rest of Scotland seems counter productive and will only serve to; 1) Hinder Residents of Orkney going about their day to day where the standard of driving is already abysmal and hold ups on roads are already numerous (cruise related hold ups/slow tourist drivers/slower elderly drivers/cyclists using transport infrastructure unfit for both motorised and pedal transport) 2) Serve as a revenue raising exercise through speeding fines as a result of a frustrating and unnecessary speed reduction. I am currently working in Wales where 20mph zones have been implemented and when I first arrived I followed the speed limits, only to find I was causing a traffic jam for everyone else who still drives at 30mph. Until you have experienced driving 20mph over an extended distance, you don't realise how slow it actually is. Pollution is increased due to higher revving of engines and it is counter productive all round. I do not support this motion, however I'm sure it will be implemented anyway, given that as usual, the means of making the public voice heard is created to be as inaccessible as possible. Social Media is accessible for all, but not chosen to hear the voice of the public? I wonder why.
Objection 19.	I am strongly for the 20 mph to remain at schools, however, I am also strongly for retaining the present speed limits of today in all areas outwith school restrictions. I must point out that the 20 mph limits in Glasgow have been proven not to be of any help in making roads safer and have been described as a waste of time and money. Wales introduced the 20 mph restrictions country wide but after one year had to revert back to 'normal' limits due to a huge backlash from the residents of Wales. I do hope that the OIC officials and Councillors heed these facts. Thank you.
Objection 20.	I am writing to formally object to the following proposed Traffic Regulation Orders, as published in The Orcadian on 14th August 2025: 1. The Orkney Islands Council (20 mph Speed Limit) (Various Roads on Orkney Mainland and Isles, Orkney) Order 2025

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	2. The Orkney Islands Council (20 mph Speed Limit) (Various Roads in Kirkwall, Orkney) Order 2025 3. The Orkney Islands Council (20 mph Speed Limit) (Various Roads in Stromness, Orkney) Order 2025 My reasons for objecting are as follows: 1. Effectiveness and Enforcement Evidence from other council areas shows that where there is no physical traffic calming or regular enforcement, compliance with 20 mph limits is often low. Without consistent enforcement, there is unlikely to be a significant change in average speeds or accident rates. 2. Necessity and Evidence Several of the proposed roads are already naturally traffic calmed by layout, width, parked vehicles, or low volumes. Implementing blanket restrictions without road specific accident history or risk analysis is disproportionate. 3. Impact on Driving and Congestion Journey times, particularly for commuters, public transport, and delivery drivers, would increase. In many places, slower limits push traffic to use alternative, less suitable routes. 4. Increased Cost to Drivers Driving at 20 mph in lower gears typically increases fuel consumption for many petrol and diesel engines. Tests by the RAC Foundation and Department for Transport (DfT) indicate that vehicles are most fuel efficient at steady speeds between 40–50 mph; speeds far below this, especially with repeated acceleration and braking, tend to use more fuel per mile. In the current cost of living crisis, this additional fuel burden is significant for residents and businesses. 5. Environmental and Air Quality Concerns While some claims suggest lower speeds reduce emissions, real world studies show that at 20 mph, engines in lower gears and higher revs per mile can produce higher CO₂ output and increase NO_x and particulate matter emissions compared to driving smoothly at 30 mph. This may negatively affect local air quality in enclosed streets in Kirkwall, Stromness, and other affected areas. 6. Economic and Local Business Impact Reduced vehicle efficiency and longer journey times have economic costs – slower deliveries, reduced customer convenience, and knock on effects on productivity and trade. 7. Financial Costs and Priorities Implementation of these limits will require significant spending on signage, road markings, and publicity. Given budget constraints, funds could be better directed to targeted safety measures in proven high risk areas and to essential road maintenance. Council taxes have already increased greatly. 8. Over Regulation Many motorists already drive safely and considerately in residential areas. A blanket reduction risks penalising responsible

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	drivers unnecessarily and creating disproportionate legal consequences for minor infringements. 9. Challenges in Enforcing Existing Speed Limits It is important to acknowledge that the Council and Police Scotland already face significant difficulties in effectively identifying, catching and prosecuting (Boy Racers) drivers who dangerously exceed existing speed limits. Resources for enforcement, including speed cameras and patrols, are limited and the small community nature of Orkney means reliance often falls on community cooperation rather than widespread surveillance or enforcement technology. Introducing additional lower speed limits without addressing these enforcement challenges risk further diluting limited police resources and may result in even lower compliance. Without proper enforcement, the new 20mph limits risk becoming another poorly observed regulation, undermining both road safety objectives and public confidence in traffic management. It will be yet another Council waste of our Council Tax money. 10. Transparency and Public Consultation Results It is understood that the Council issued an online questionnaire last year via Facebook and other channels to gather public views regarding the introduction of 20mph speed limits. To date, the full results of this engagement exercise have not been published or clearly referenced in the Council's current proposals. For transparency and to assure residents that their feedback has been meaningfully considered, I request that the Council provide the complete findings of this consultation. Additionally, I ask for clear explanation of the evidence and rationale upon which the Council bases its decision to proceed with these changes, including how public responses from the survey and drop-in events have influenced the proposals. Without this transparency, it is difficult to have confidence that the Council's plans fully reflect community views and have sound justification. 11. Marginal Gains and Proportionality If the Council's intention is truly to save lives at any cost then surely the most effective solution would be a total ban on cars throughout Orkney – no speed limits required and absolute safety for all pedestrians. For complete peace of mind, the Council might also consider grounding all aircraft (just in case one should ever happen to fall unexpectedly from the sky onto a footpath). Of course these proposals (10) would be rightly considered disproportionate and impractical but the comparison makes clear the current proposed 20mph scheme entails a great deal of work, public expense and inconvenience for extremely marginal gains. There is little evidence of significant pedestrian risk on Orkney's 30mph roads, especially compared to other more urbanised centres. Rather than pursuing blanket changes with questionable benefit and merit, I urge the Council to focus on measures that reflect actual risk and local context. For these reasons – supported by the evidence in Appendix A – I request that the Council reconsider the scope of the proposed

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	20 mph zones, and instead adopt a targeted, evidence led approach for genuine problem areas, developed with local engagement.
Objection 21.	The stated rationale of the proposal leans heavily on alignment with Scottish Government frameworks and the vague ambition to make streets “feel safer.” This is not the same as making them be safer. Safety comes from effective design and credible enforcement, not the posting of numbers on signs. A 20 mph restriction without redesign or policing is governance by gesture: an appearance of care without any guarantee of improved outcomes. And when these rules are enforced? They will not be seen as safeguarding lives. They will be seen as revenue extraction. A slow siphon from the pockets of the public to the public purse, thinly disguised as care. That perception alone will do lasting damage to trust. The problem here is not just practical but conceptual. Good laws are respected and enforceable. Bad laws, those felt as excessive, redundant, or pointless, are ignored. And once people start ignoring laws, respect for the broader framework of traffic regulation erodes with it. That is the dangerous precedent being set. The choice of “urban” roads only sharpens the inanity. We are told that “urban” 30 mph roads were assessed and many identified as suitable for reduction. But the definition of “urban” here is elastic. For example: Routes such as St Mary’s and Orphir pass-throughs, the B-road connectors around Kirkwall, Dounby and Foubister (where a dynamic school-time limit already operates), and St Margaret’s Road do not lend themselves to artificial blanket restrictions without undermining their core function as through routes. Many of the other soon-to-be-modified roads are already too narrow, too constrained, for anyone to sensibly drive 30 mph. Few do. The principles of “self-explaining roads” apply in Scotland as they do in the rest of the world*. To reduce limits further is not safety, it is redundancy codified in signage at taxpayer expense. And expense is no small matter. Money and attention are finite, yet the Council proposes to spend both on tinkering with speed limit signs rather than addressing underlying causes. Real improvements in safety, and more importantly in quality of life, do not come from tinkering with numbers on road signs but from tackling underlying causes: whether in road design, targeted enforcement at genuine danger points, or, where appropriate, wider social and behavioural factors. These may lie outside the remit of traffic management altogether. But admitting that would be more honest than installing another layer of performative restriction. The proposal also promises benefits for walkers, cyclists, and “all road users.” Yet this is asserted rather than demonstrated. There is no clear causal analysis of the specific risks these particular roads present, nor of how signage would change behaviours in any meaningful way or whether (and whose) behaviour is the culprit of the supposed problem in the first place. It is also impossible to ignore that in the Council’s own survey, 70.05% of respondents opposed the scheme. When a policy is poorly explained, weakly justified, and directly rejected by the majority, to press ahead anyway is to actively corrode democratic trust. It is the making of “bad law”: resented, ignored, disrespected. The result? Not safer roads, but the opposite: hollow laws, wasted resources, and a diminished relationship between authority

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	and public. Additionally I assume all responsibility will be shifted to more central authorities, despite the Scottish Government only “asking to assess” not implement without due care and attention. If the Council were serious about safety, it would: Analyse Orkney’s collision record with proper attention to causality, not statistical noise. Target interventions, which should also qualify as infrastructural improvements, where risk demonstrably exists, such as improvement of sight-lines on corners and junctions and provisions for pedestrians/cyclists. Admit that some underlying causes may be social, behavioural, or cultural — and therefore outside the reach of local signage policy. That would be governance. The present proposal is not.
Objection 22.	Dear Sirs In your survey last year, an overwhelming majority of respondents opposed the proposal to introduce 20 mph speed limits. Why then is this still being discussed? 814 out of 1162 respondents (70%) opposed the proposal, whilst only 30% supported it. An online petition on change.org has, at the time of writing just short of 1 ,000 signatures (988 to be precise). Its true however that there is no counter petition to balance the numbers or at least see how many are now in favour. By ignoring the earlier survey results, and steaming ahead with the next phase, OIC risk exposing these surveys and correspondence as shams, with no cognition taken of them. The public then see them for what they are - "tick box exercises" to be able to say "we consulted", even if the results were not what we wanted to hear. Its clear that this is yet another SNP vanity project, designed to make Scotland as different from England as possible, as a prelude to another round of calls for independence referendums. Wales also thought this would further their cause, but have had the humiliation (and cost) of having to U turn and put back roads to 30 mph again from 20 - https://www.walesonline.co.uk/whats-on/travel/full-list-20mph-roads-your-32322159 OIC could do a lot worse than take note of that. In both the independence referendum of 2014 and all elections, Westminster or Hollywood, going as far back as I can remember, Orkney has rejected the SNP and their policies. OIC should not be going against the overall wishes of Orcadians, and sucking up to the SNP led government. Next, they will be mandating that road signs in Orkney are also in Gaelic, even though I suspect the vast majority of their central belt supporters have not a word of it in their vocabulary. But by having a "different" language, Scotland is obviously "different" and therefore should be independent. Some years ago, the campaign was to highlight how much safer 30 mph was than 40 mph, with X% less probability of death or injury. Now, it seems to be 20 mph is safer than 30 mph, with Y% less probability. By logical extension, 10mph will be safer than 20, 5 safer than 10 and having someone with a red flag walking in front will be safer than 5 mph. So why don't we go the whole hog?

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	Red flag carriers will be a huge boost for local employment, not to mention, local flag éellers, who must have seen a big downturn in sales since the end of the Island Games. Seriously though, I am not aware of many, if any incidents where a pedestrian has been injured in a collision at 30 mph. In much of the areas proposed, 30 mph is not attainable anyway - Have you ever tried to drive at 30 mph on Broad Street when there are liners in, with passengers completely oblivious to the fact they are on a public road? In the last few years, I have had a couple of collisions with pedestrians. Both were on Broad Street. Both were cruise liner passengers, and in both cases, I was on my push bike, doing probably less than 15 mph, when completely gormless tourists step out off the pavement right into your path. Will a 20 mph limit on Broad Street stop such idiocy? No, I am afraid not. For my safety, a ban on cruise liner passengers would be a lot more effective. As would controlling parking on places like the Holm Road, between Warrenfield and the top of the Holm Branch. That is another area I have witnessed a near miss, with a child running out between parked cars, into the path of the car ahead of me. Fortunately, that car was able to execute an emergency stop and the child was unharmed. There are then, a lot more pressing road safety issues than pandering to the SNP in order to make Scotland as different as possible from England. I therefore object to this proposal. Yours faithfully
Objection 23.	With reference to the proposed reduction of 30 to 20 mph, I strongly object. On the basis of risk assessment, to get a risk factor, you have to take in to account likelihood x harm = risk. How many fatal accidents have happened on our roads in these limits in the past 20 years say? I guess 0, so likelihood = 0. Harm in a scale of 1 to 3 would be a 3 (risk of death). So $0 \times 3 = 0$, no further action needed. Stop trying to control the lives of the many for the reckless actions of a few. A 20 sign isn't going to stop the reckless speeder, put speed bumps in if necessary.
Objection 24.	I would like to provide feedback on the Finstown element of the proposed TRO which I believe will have an unexpected negative impact on my business. I stay on the main road and run a small business. One of the speed measuring machines is within 50m of our property My observation is the 20mph during school time has been largely adhered to and very few people exceed 32Mph (which is counted as 30 mph under 10% tolerance of speedometers allowed under law). However a 20mph limit is likely to cause a problem. The A965 has a much higher volume of traffic on the road than most residential roads or indeed I suspect most roads in Orkney. With 60 MPH either side of Finstown we already experience bunching of vehicles. Also by way of context there are parts of the road where pavements are non-existent, requiring more crossing of the road than may be normally expected. Experience of slower traffic speeds from School time limit When we have waves of cyclists – I assume from cruise ships During roadworks a few years ago

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	Has shown that when vehicles are travelling more slowly crossing the road has become very difficult. This is due to bunching of vehicles through the village. As noted there are not pavements on both sides of the road, so crossing is necessary to get to my business. I have waited 3-4 minutes to cross and I have noted customers giving up waiting for gaps in the traffic. The slower speed just means the gaps available for crossing are fewer. I suspect dodging traffic in this situation will actually increase the risk of injury, the opposite of what the proposal is seeking to achieve Whilst writing I would also like to query if there is a presumption this is going to happen as the flashing lights on the 20mph school time limit have been removed?
Objection 25.	I object to the 20 MPH speed limit proposal on the following grounds:- I do not think that the huge areas covered by these proposed restrictions are necessary and the proposed areas do not cover some areas which I think would benefit from some different changes. There is no history of great danger to pedestrians in most of the proposed new 20 MPH areas, I only immediately recall four times when pedestrians and vehicles came together, twice in Albert Street which is already covered by more stringent rules, once near the Old Balfour Hospital on a part of Junction Road which will remain 30 MPH and once outside Tesco which now has a Zebra crossing. There may be other instances but not enough to justify the huge changes which you are proposing. Similar huge changes in Wales are greatly unpopular to such an extent that some are now being reversed, I think that you have evidence that your proposed changes are similarly unpopular here from your own consultation. There appears to be a large body of opinion that speed limits are ignored by the general public of drivers so I do not see the logic of reducing the speed limits unless the new limits are enforced. If you now think that the new speed limits will be better enforced, why not just enforce the existing speed limits? I think that there are definite advantages to the present system of temporary speed limits around schools as the flashing lights at defined times are a reminder to the average driver to slow to 20 MPH and also Police Scotland are seen enforcing these temporary 20 MPH limits. In 1. above I mentioned areas which I think would benefit from different changes, they are:- A) The length of Deerness Road from Lynn Road to Watson Drive where there is no footpath and children going to school are encouraged to cross Deerness Road just at the place the 30 MPH limit starts and at the first street light. I got the biggest fright of my driving career there about 20 years ago when I was returning from the airport at about 0845am on a December morning in almost darkness when a four or five year old walking in front of his mother stepped right in front of my car, fortunately I avoided the child. At the time OIC had a 'road safety officer' so I went to him and advised him of my 'incident' but it is still exactly the same and will remain the same under your new proposal. B) Foreland Road - I find it absolutely amazing the there is no footpath from Old Scapa Road to the Hospital without crossing Foreland Road twice and walking along a not very obvious path through a park. Foreland Road is not in your proposed 20 MPH area. C) Crowness Crescent has a bus stop at The Orcadian so pedestrians must be expected to walk (and many do) along a busy Industrial Estate road without a footpath. Much of the rest of Hatston is the

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	same but it is outwith your 20 MPH area. I think that these three areas would benefit from footpaths rather than 20 MPH limits. You advise that there will be no cost to OIC as the Scottish Government is paying. For this to happen you must think that you can get the apparently unpopular proposal passed by the Local Politicians and installed by the end of 2025.
Objection 26.	I abhor that OIC continues to pursue this matter after the reported large majority of responders voting against it. I am however pleased that the latest Schedules show no further impediment on the A961 from South Ronaldsay to Kirkwall. The proposals for St Margaret's Hope seem unnecessary, save for School Road. The position of the limit on St Margaret's Road - just uphill from Doctor's Road, is illogical. What possible need is there to restrict Doctor's Road? As shown, there will be an increase in brake, tyre and road wear, plus more noise from unladen artics juddering downhill and loaded ones powering uphill, affecting the residents of Taftingus Place. There is an excellent footpath and adjacent vacant space at this point and traffic naturally slows as it approaches Cromarty Square. At the same time, the need for improved No Waiting enforcement outside the Post Office, leading to the X1 bus diverting up St Margaret's Road, is being neglected, along with my request, soon to followed up, for the 40mph limit on the A961 to be reduced and extended southwards. However a new 'Safer Route to School' project for Ferry Road in Stromness seems to be feasible despite your officer's statement to me on 21/11/24 that: "You will be aware from seeing the plans that there are a significant number of 30mph roads in Orkney which had to be assessed, taking up significant staff time. To add in 40mph roads to this when there are no staff resources or funding in place is not feasible at this time." It's only a year or two since a major exercise was carried out at Finstown leading to various improvements. Including this in 20 mph says that the earlier exercise was flawed. What confidence can we have that the current project is not flawed? It has been suggested that 30 mph was chosen in the knowledge that it could easily be reduced under the current scheme, which, if true, is disingenuous at the very least. It has also been suggested that after the end of 2025, the Scottish Government will legislate for a blanket 20 mph regime across all councils and those who do not implement now will be left to pick up the bill themselves. If this is a factor in the OIC decision, it should be made public immediately. In summary, I remain very much against the whole 20 mph proposal and deplore that OIC is deliberately antagonising its residents.
Objection 27.	Why do we keep having knee jerk reactions to events? Mostly all that is needed is the enforcement of existing traffic orders in Kirkwall. When drivers begin parking legally and keep to existing traffic orders then maybe we can see if further action needs to be taken. There is no need to reduce the limit on Thoms Street and The Meadows except at school times, then perhaps it could even be extended. Junction Road, Pickaquoy Road and Great Western Road do not need a reduced limit.

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	There needs to be a clampdown on dangerous and illegal parking. The streets in the vicinity of the Council Offices are clogged up with folk who insist on parking as near to their work as possible, making life difficult for residents. If some of these streets are made 20mph zones there could well be more accidents due to impatient drivers, especially between 6pm and 8am. We, the public, see all the consultations but they are not always easy for everyone to access. In many cases it seems like a box ticking exercise. The shared space on Broad Street and the bollard proliferation is a case in point. We are always being told we have to tighten our belts - how much will all this cost? We have had the stone order fiasco, the wheelie bin case, and the projected deep water harbour at Scapa. How long do folk have to wait for a solution to The Barrier problem? Please do not spend money needlessly on this project.
Objection 28.	I have seen these 20mph limits imposed in other areas, and can confirm they do destroy the towns they are inflicted upon why ? a 50% difference in speed means - longer drive times. so less can be done on the tacho, less drops less collections. pushes prices up 50% difference in speed means - higher fuel burn, as power units are running for longer. applies to EV's as much as ICE. less range means the lower speed limit pushes shop prices up. pushes taxi and bus prices up The result is less obedience. people will ignore the 20mph, meaning more crime. stolen number plates / cloning. all the above adds to cost of living, kills town centre shopping. and...accident rate goes UP. last week, a lady was killed not far from where I used to live. straight road. exact copy of the accident that reduced the speed limit to 30mph, and...while nothing can stop people walking into the traffic, a reduction in speed makes no difference. I have seen people hit by a car at 30mph, (just broken bones,) and lost a co-worker who fell into the path of a bus doing FIVE mph, he went under one wheel, and died instantly. yes, maths will "prove" more speed = higher impact energy, though how the accident happens is more important. under the wheels on the bus ? 1mph will kill. clipped by a wing mirror at 50mph ? hurts but that's it. clip a bikers handlebars ? they're down and under the bus but you're just bruised ? And I would strongly advise an education-lead approach. teach people how to be safe. Orkney has a high number of tourists. I almost run over a German visitor to my previous employer. how ? she got to the road, and looked the wrong way....and ran into the path of my car, (I was already aware + braking+driving around her) as the Europeans drive on the other side of the road. 20mph ? or 90mph the result is a collision and ruined holiday. just needs some paint on the road to say "LOOK RIGHT" or similar. not a draconian demonization of the road user. fix the problem first. education is the single best use of resources.

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	Orkney has a few mixed pedestrian+vehicle roads, which are slow, and LETHAL - why ? the walkers "forget" they are stepping out of a shop into a live road. andtoo late. the rise of the EV makes things WORSE as they are so silent.... silent killers. unless the pedestrian is fully alert, and with perfect hearing, the EV is a silent menace. even if the vehicle was a ICE, they get ignored on the mixed-use roads in Kirkwall + Stromness. so, to sum up.. while I can see how the Council get grants to follow the goverments policy... PLEASE do not do this to Orkney. It will make the cost of living rise, wont reduce accidents, (long term they will rise due to complacency and more silent EV's) and will add to the pressure come voting time. It's interesting to see the reaction in Wales and other places... 20mph zones=lose the ellection. From draconian anti-car policies, anti-farming policies, (list goes on) plant passports, red tape more red tape, there is a growing feeling of a slide toward unrest.... which does not need more fuel being thrown into the bonfire. Please...let Orkney become a Beacon of hope for the UK. ditch the 20mph nonsense. Show the UK government how a sensible Council can drive a brilliant economy, be that spark that puts Orkney above the rest.
Objection 29.	I would like to object to the 20mph limits where they apply to an A road My family live in Wales and the application of 20mph on through roads (except school restrictions) has been an absolute disaster, if anything increasing the road traffic risk. What has happened there is that people suddenly slow at start and heavily accelerate/start overtaking at the end increasing risk of road traffic collisions including those causing harm As you may have seen the authorities in Wales are now reversing the 20mph on these roads as it has been counterproductive. It would be sad if Orkney was unable to learn from the mistakes made in Wales and incur a second (local funded) cost to revert the 20mph limit to 30mph when the same problems replicate themselves here.
Objection 30.	I wish to object to the following traffic Regulation Order: ORKNEY ISLANDS COUNCIL (20 MPH SPEED LIMIT) (VARIOUS ROADS ON ORKNEY MAINLAND AND ISLES) ORDER 2025. For the following reasons 1) Disproportionate Response (A). Transport Scotland statement “Reducing vehicle speeds in areas where the road user mix includes a high volume of vulnerable road users, such as pedestrians and cyclists, and on non-divided rural roads, is especially important.” (Ref; https://www.transport.gov.scot/publication/the-implementation-guide-for-20-mph-speed-limits-in-scotland/setting-speed-limits-based-on-safe-system-principles/). I do not believe any assessment was carried out to determine the volume of pedestrians, cyclists and motor vehicles on the majority of proposed 20mph road. The only time there is a high volume of mix of road users is on special events and when cruise liners come to Kirkwall. However, the majority of locations identified for the 20mph speed limit are out with Kirkwall and not within tourist frequented area’s and have a very low mix of road users and so should not have been included. I would remove my objection on roads where the volume of traffic is greater

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	than 500 vehicles per day (Annual Average Daily Flow) – (Ref: https://roadtraffic.dft.gov.uk/). The traffic count in Birsay (A966) was 282 AADF (Ref: https://roadtraffic.dft.gov.uk/#15/59.3228/-2.9940/basemap-countpoints) in 2024, that less than 12 vehicles per hour. 2) Disproportionate Response (B). Again, a one shoe fits all approach is being taken to improve road safety. The 20mph TRO's are being driven by the Scottish government RSF2030 initiative. While reducing the speed in an urban area or busy village on the Scottish Mainland is commendable, if the aim is to reduce the number and severity of accidents on Orkney Roads then consider where the accidents are occurring. Between 1/1/2019 and 31/12/2023 there were 84 casualties on Orkneys roads. The majority of accidents (81%) occurred where the road speed was above 30mph. In fact, only 10 pedestrians/cyclists were recorded as casualties on roads less than 30mph, all within Kirkwall and 2 of those on a 20mph road (ref; MAVRIC). It is therefore disproportionate to implementing 20mph on roads that are already safe. I would remove this objection if the 20mph limit was only introduced on roads where more than one accident has been recorded, in the last 5 years, within a 1km section of road currently designated 30mph. 3) Failure to follow the Transport Scotland Guidance (A); Some of the roads identified for the 20mph TRO already have traffic calming measures in place. The reason to put up 20mph signage is that no other traffic calming measures are then required, as stated in the guidance. Will the traffic calming measures be removed prior to the signage being installed? Why was this factor ignored when deciding which roads to implement 20mph? I object to the 20mph TRO being implemented on roads that already have traffic calming measures unless these measures are removed. 4) Failure to follow the Transport Scotland Guidance (B); "The use of Temporary Traffic Road Orders (TTRO) to implement 20 mph speed limits, has allowed for progress to be made with implementation, gives the community time to experience the change and for the lower speed limit to be monitored and evaluated over a maximum period of 18 month." (Ref; https://www.transport.gov.scot/publication/the-implementation-guide-for-20-mph-speed-limits-in-scotland/national-20-mph-speed-limits-implementation/) No 20mph TTRO's have been implemented by Orkney Island Council. So, the communities have not been given the opportunity to assess the impact. Why was this not done? Western Isles, Highlands and other councils implementing this initiative and have used TTRO's to judge public opinion with some restored back to 30mph while others remain 20mph with support from the communities. Yet we see a rushed approach with no time for the community to consider if this is good or bad. I will consider removing my objection if TTRO's are carried out as recommended in the Transport Scotland Guidance. 5) Failure to follow public consultation results. OIC gave the public the opportunity to respond to the initial "blanket 20mph" consultation on-line and in person in 2024. 814 people (70%) disagreed with the proposal. Only four community councils (Holm, Orphir, Stronsay and Shapinsay) disagreed with the public opinion. Yet, the 20mph speed limit TRO are being applied to Orkney Mainland and Isles. 100% of the responses for Brinian, Rousay did not want 20mph, yet 20mph is to be implemented on the B9065. My Objection to the TRO's is that sufficient weight was not given to the previous public consultation.

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	6) Financially based not safety. The fact that the Scottish Government is paying for this has influenced the extent of the “20 mph implementation”. If OIC identified a risk to road users then road traffic calming measures, in the past, have been implemented. The fact that the Scottish government is pushing the RSF2030 initiative and paying for signs and posts has influenced where the 20mph is implemented. IF OIC were paying for these measures, would they go ahead? I object that this is being implemented for political and financial reasons, not road safety. I will remove this objection if data can be provided showing traffic flow, safety impact and local feedback for each road identified for the TRO 20mph. This should be easy to provide as you will have used it to make the decision in the first place. 7) Value for money. Has a cost review taken place regarding the 20mph implementation. Phase one - The initial assessment, producing plans, going to consultation, interpretation of the data, producing a report for councillors. Councillors assess and voting for a second consultation. Granted the actual guidance from Transport Scotland was not followed but still significant time and effort. Phase two- producing the TRO’s printing off new plans and reports, putting out signs for the TRO, dealing with objections going back to the councillors for approval. All paid for by OIC. Cost to Transport Scotland – zero. Finally identifying location and number of signs, producing plans, organising purchase of poles signs, excavating and installing using OIC staff, future maintenance = all costs – sign and pole cost. For roads that have never had an accident. The majority of accidents (81%) occurred where the road speed was above 30mph.
Objection 31.	I’m not sure what the problem is that all the alterations to the 30mph are needed sure I do understand outside schools and I support that but everywhere else is just ridiculous! You’re going to have cars running in second gear crawling along creating more pollution more noise and gaining absolutely nothing ! Yes I understand you want to make roads safer reducing the speed isn’t the way ! Try fixing the potholes and you’ll find people can have their attention on where they are going rather than trying to avoid the potholes and speed humps ! Can we have the actual statistics for the number of people that have been killed on Orkney roads where the motorist has been doing 30 ? Also the number of people injured because of a motorist doing 30 ? Then maybe it would also make sense to have the numbers for idiots who step off the pavements and try to take pictures from the roads instead of the pavements ! You can’t simply punish the motorist for the stupidity of the pedestrian! And why have the crossing at the top of castle street layed down with the stone cobbles and then replicate it in other places giving visitors the idea motorists have to stop and give way at all of them because they did at the top of castle street ! Makes you wonder what the councillors and the people passing these crazy ideas really actually think about ! Maybe instead of changing the speed limits you should instead spend the money on a common sense course and think before making ridiculous decisions that do nothing but cost the public money ! Just because someone thought it would look pretty doesn’t make it a good idea infact it makes it a dangerous one when it’s not carried out properly like the top of castle street !

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	Please think before you act the public of Orkney can only take so many of the council's ridiculous ideas where it costs the public money ! Be it boats barriers stone or roads just to name a few ! Yours a life long resident born and bred Orcadian !
Objection 32.	I would like to speak my part about the proposed 20mph zones. First thing is there a real need for the whole of Kirkwall to be restricted to 20mph? I believe lowering the speed will only cause driver frustration and encourage risk taking. Lowering of the speed is going to do no favours for the air quality in towns and villages with vehicles having to run in a lower gear. This will be an increase in vehicle engine RPM and resulting in higher pollution. As a HGV driver lorries will not be at optimal engine RPM and will make vehicle labouring an issue (when a vehicle is not being run at fast idle to keep carbon deposits from building in the engine). Petrol and Diesel cars fitted with EGR or DPF systems will clog up faster and will cause many drivers to have to allow vehicles to regenerate more often. Second is there really a call for higher pedestrian safety when RTA incidents including a pedestrian is very rare in Orkney? Would the money not be better spent in looking after the existing variable 20mph zones (keeping signs clean and in working condition). I do agree with residential and school areas having a lower speed limit. However adjusting the speed all over Kirkwall and many other areas seems very overkill. Third should lessons not be learned here. Many other areas have tried this method and found it made things worse. I am deeply unimpressed by the way this has been handled with so much public unrest. The push to continue with the majority of the public disagreeing with the plan. Seems to me like the council will never listen to the public but just carry on and ignore sensible reasoning or responses. I'm not wanting to sound nasty I just wanted to voice my concern before we make a mistake that cannot be changed back. I was always told in life - "if it's not broken don't fix it".
Objection 33.	I understand this may seem like a free lunch as the government are paying for infrastructure. This is exactly what it's not. I personally have driven down the A9 for years and have witnessed near head on collisions in the long straight in Brora and exiting Golspie. These very near misses were indeed caused by personal, one not adhering to 15ish mph of the vehicle in front and overtaking, into a car not looking properly exiting. Also to the many drive ways and exits which have never witnessed overtaking in those zones. The driver that the new speed limit targets; was being very cautious to remain under 20mph for a long period of time. The actions of the other drivers on multiple occasions nearly caused an accident at 30-40mph+ with the combined forces. The statistics of straight impacts are true and should not be used as cause for change as accident statistics are nominal. Would it be safer to a child to have kettles cut off at 70 degrees rather than boiling?

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	Or is it easier and safer to move the kettle far enough back the child can't pull it over the counter? I hope you take the public opinion seriously and I'm both vexed and disappointed that the survey results have not been made prominent.
Objection 34.	I see no justification for this proposed restriction of speed to pass into law. The only potential benefit is the reduction in severity of potential injury, but I have seen nothing to convince me that there is a historic or potential risk to injury in these areas. The only 'justification' listed appears to be that it will not cost OIC anything. however this does not make it free, and the taxpayer will still be funding another unnecessary operation. Similar to the hideous eyesore warning signs at the rural bridges this will be another window dressing exercise with change for change's sake. The cost of installing may well be covered by SG, but there is no mention of the cost of enforcing or maintaining these needless changes. People are already required to take care when driving, particularly in built up areas. Unfortunately the police seem unwilling or unable to enforce the current 30mph limits (particularly in Finstown) but this is no reason to lower the limit to 20mph to try and get people to slow down to 30mph. I would rather see more speed cameras and smiley faces to enforce the current sensible speed limits. Perhaps the SG could help funding with that? There are already 20mph restrictions at schools, and that is sensible; that has already been consulted on, discussed, actioned. Why go further? I get the impression that this is another central government directive that really has no place in Orkney. The risks are extremely low (maybe lower than busier cities), Pollution issues are negligible, and the justification for change just isn't there. As a parent of teenage children I spend half my life driving them to activities, quite often at the other side of Kirkwall or Finstown, so anything slowing me down unnecessarily will be extremely frustrating. I drive at 30 and slower where necessary through built up areas, and I think that is OK. I know balancing action and expenditure at OIC is extremely difficult, but this is one project that can be dropped and focus can be moved onto more worthwhile activities.
Objection 35.	I have been wanting to fill in the form I believed was available about the proposed 20mph restrictions, but have been unable to access it. Your website just says it is closed, even though it is given out as closing tomorrow at 5pm. It is a little difficult to guess what the questions may have been, but I fail to see any additional benefits from the proposed restrictions. The 20mph speed limit around schools seems to work well and any addition to these would add to journey times and also make for more pollution in built up areas. As our daughter is affected by asthma, it is something that concerns us. I hope that others haven't been put off by the unavailability of the survey, which would be rather troubling. I hope this isn't a ploy just to push this through. I trust this will be relevant to the questions that were supposed to be asked.
Objection 36.	I am not in favour of permanent 20 mph limits on the proposed roads for a number of reasons; the following list does not reflect any particular priority:

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	Firstly, while I could not dispute the claim that a vehicle at 20 mph causes less injury, in collision with a pedestrian, than one at 30, I would ask how many accidents of this type (or near misses) we actually have on our roads. In my experience, forcing drivers to fixate on their speedometer causes them to pay less attention to what is going on outside the car; exactly the opposite of what is desired. Sustained trundling in second gear makes for poorer fuel efficiency and higher emissions. The current system outside some schools (20mph when the lights flash) is effective, in part because drivers can see the point of it. A permanent, 24/7 limit would presumably place a duty on the Police to enforce it at all times, even when there isn't another soul in sight. I understand that Wales, which was an enthusiastic adopter, has now repealed at least some of the restrictions. It would be interesting to know why.
Objection 37.	As per proposals I understand there is funding available to cover the costs from Scottish Government. I agree with the current measures in place at schools around Orkney when the lights are flashing to have the speed limits at 20mph. As a member of emergency services over the past 7 years I am yet to attend a fatality of a cyclist being hit by a vehicle in Orkney. I am aware in the past that a car collided with a pedestrian which was due to them walking out on the road and not looking. Which again was not a driver error for travelling at 30mph. The majority of road traffic collisions and road traffic accidents occur due to driver error or low sun etc which is impossible to prevent from happening. A personal view from myself is that changing the speed limit from 30mph to 20mph is only going to aggravate drivers and cause frustration which will more than likely cause the accident rate to increase. If the speed is lower by 10mph this also has an effect on response times to incidents for all emergency services as per blue light driving can only go a certain percentage of the areas speed limit.
Objection 38.	In response to the 20mph consultation dated 19.8.2025 The current 20 mph around schools is acceptable The proposed 20 mph areas in Kirkwall , Stromness , Mainland and Isles is totally over the top and is NOT NEEDED It will create more clutter with more signs etc It will cause confusion and frustration for drivers and pedestrians It make no difference if it is externally funded. It is still a waste of time and money JUST TO BE CLEAR NO TO 20 MPH !!

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Objection 39.	If you look at where any injury's on our roads happen, thankfully they are very rare and not been one for quite a long time, they are NOT where you are planning your 20mph zones. They are all where you have so stupidly positioned your zebra crossings!!! For instance, when you have a line of traffic waiting to turn up the clay loan coming from wellington st direction then pedestrians try to cross between the cars and vans, how on earth do you expect drivers coming from the opposite direction to see them? They literally have zero time or distance to react to someone shooting out from behind a vehicle. If you wanted to do anything to help protect pedestrians in Orkney, you should move the zebra crossings farther away from the junctions or even better, make them signal controlled crossings. Yes, I agree with the proposed 20mph speed limits in housing estates but there is absolutely zero reason to lower the speed limit on any of the main roads... as stated in your own post, councils are to assess current 30mph areas and consider where 20mph speed limit might be appropriate, as a means of reducing injury on our roads. You can't reduce none... you know the problem areas already. You painted them black and white and put a wee flashing yellow light on top o them.
Objection 40.	The zones proposed around all schools is excellent. All zones outwith this are needless. I feel this will only lead to further frustrated road users on our already busy islands. So it's a no.
Objection 41.	I feel that the zones around schools in Orkney is essential. Outwith this, no I do not feel these zones are required. It will lead to frustrated road users. The money could be used in other ways - surely we don't want islands covered in road signs do we?
Objection 42.	I object to the 20mph speed limit in Finstown because there is simply not enough evidence it will save lives - on the contrary it it will simply obstruct traffic and be an enormous inconvenience. I could give many other reasons
Objection 43.	The proposed 20mph limits for the village. I wish to object Objections to the proposals, of the 20 mph on the specifying the grounds I do not feel it will add to safety. It will hinder transport through the village. It will result in people not obeying the speed limit more. The slower moving traffic will result in more pollution. I feel the money from this project should be better spent on other stuff. I wish to object to all 20 mph zone expansion in Orkney. Orkney is not a retirement village. This consultation was not successful advertised as i only got notice of it today. (Title of Email References Finstown)
Objection 44.	I must protest about the total waist of money about to be spent on all these useless new 20mph speed signs , we are all in agreement that our children need protection, but we have this covered already with 20mph signs ,lights and speed bumps , not forgetting the lolly pop people , I feel this is more than ample ,considering our track record of pedestrian accidents is very good

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	, zero to my knowledge, unlike the pot hole danger , the high grass verge danger , the extremely slippery untreated pavement danger , so please fix what requires fixing first , rather than fixing what's not broken.
Objection 45.	I like many others are completely against these 20mph zones around Orkney I live in Stromness so driving through the street you will be under 20mph anyway but I see no sense in why anyone thinks that the Ferry Road needs to be 20mph?! No houses and apart from the coop there is no shops until you get to the 15mph zone anyway! I look at things like a zebra crossing at the bottom of the clay loan and one right on the round about at Kiln Corner, rows of cyclists from cruise ships on the main road, these are the kinds of things that can cause an accident. I'm trying to think of the last injury that happened with someone getting hit by a car in either Kirkwall or Stromness that wasn't drink related and I'm struggling to think of one in recent memory. I'm sure this is being pushed by the Scottish government but imo there is nothing wrong with the speed limits around Orkney so they should be left alone.
Objection 46.	I am writing to register my objection to this proposal which, in my opinion, is unnecessary and undesirable. It has failed in other parts of the country and it will fail in Orkney where the traffic density is much lower. The present 20mph restrictions near schools during school hours are sensible and proportionate - at other times such a limit would merely cause frustration. I have been an active promoter of road safety measures for most of my adult life, being a member of the IAM [Institute of Advanced Motorists] since 1978.
Objection 47.	i would like to raise a concern regarding your proposal on the 20mph zones in Orkney. Being a on call fire fighter, I have driven from my house to the fire station at 30mph then at 20mph. Going at 20mph it took 63 seconds longer. I know why we need safer roads but this would make it a slower response for all on call firefighters in all areas of Orkney, this in turn can put people's life at risk due to taken longer to get to our stations, then a slower drive to an incident.as fire appliances must adhere to the policies set by the government. As on call firefighters we need to get there as qui k as possible but we are not above the law. I do believe Orkney roads are fairly safe and we do not have many pedestrians struck by cars being driven properly. So maybe more education to driver's would benefit us all.
Objection 48.	I am emailing to show my objection to the 20mph limit changes. I am aware that this will be funded by the Scottish Government however the this will mean more signage for the council to maintain in the future, which we don't have the money for. There is no evidence that this speed change is necessary. The council did not publicise any evidence of accident stats which would have proved this is needed. Older cars will struggle to travel at 20mph (for example my car cannot physically do 20mph in 3rd gear meaning I have to drop down to 2nd gear) resulting in more wear on the engine and more emissions emitted into the environment. Slower speeds will cause more congestion and frustration leading to drivers speeding up when frustrated.

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	This order should have been thrown out when 70% of the survey responses said NO. Its not a 50-50 split - it has been proven that this is not wanted. Have the people who agreed to this order actually driven at 20mph?? It is painful.
Objection 49.	There are several pertinent and indicative objections to the plans for the imposition of 20mph speed limits in various locations throughout Orkney. 1. Lack of democratic mandate. The proposal stems from horse trading during the Bute House agreement when the SNP failed to secure a majority and required an accommodation with another party. The Green party with its 39,000 first choice votes (in the whole of Scotland) agreed - with inclusion of 20mph limits as one of its conditions. No one voted for this. Your survey showed a two to one majority against the original proposal of replacing all 30 mph limits with 20mph limits - a result skewed by the obvious fanatical green support where every one of them would vote in favour. (evidence: the number in favour closely correlates with their results in Scottish elections in Orkney), while most ordinary people were unaware of the poll. No further official poll has been taken on the amended proposals and certainly needs to take place before any implementation. An unofficial online petition gathered 1033 votes against. 2. Safety No data exists to show 20mph limits makes roads safer Areas where the 20mph limit has been imposed previously are now rescinding them due to their ineffectiveness, their damage to the local economies, and mass non compliance. The Green Party's far left, anti capitalist credentials are well known and freely admitted and this is an obvious measure to further that agenda and has absolutely nothing to do with safety. 3. Economically Damaging Evidence shows areas where 20mph limits are imposed suffer reduced economic activity, shops see reduced footfall and hospitality (already struggling severely), fewer customers. Tourism to Wales - for instance - suffered a significant drop in numbers when the measure was imposed. 4. Social Cohesion I fear this will cause tension between the (tiny) minority who support this and those that recognise driving safely according to the prevailing conditions is the sensible way to continue. One car crawling along at a ridiculously slow speed (which 20mph most certainly is in almost every situation), holding up everyone else, does nothing to improve anything and will probably cause dangerous situations to arise due to frustration. 5. Far Too Slow As an elected member of SR&B community council, I tried out driving at twenty mph on the proposed roads in various vehicles

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	(a small car, large SUV and a large van) and concluded 20mph was ridiculously slow in every case apart from a few meters of road here and there, where lots of cars and pedestrians were (rarely) encountered. Crawling along, having to focus on the speedometer rather than possible hazards, was - in my opinion - downright dangerous. It also caused reduced focus and significant tension. Please reconsider this unsupportable, undemocratic, and politically motivated proposal.
Objection 50.	Hello, there is a lot of information to look at, and a lot to digest, not helped by the difficulty in locating it on the council website (I couldn't) and the discrepancy in the email addresses we were told to respond to (hence both above). I suspect the difficulty in accessing and assessing the information is a deliberate attempt to ensure minimal responses, so that work can go ahead with the proviso that very few people objected. However..... I can't begin to comment on all of the areas covered, so will focus on the area I drive along every day, namely Finstown. The current 30mph along the A965 should remain, I cannot see any reason at all for reducing it to 20mph. Hardly anyone walks along here, and as far as I know, there have been no accidents along this road related to cars travelling at 30mph? The 30mph that starts on the A966 before entering the Firth School area starts much too early, and is completely unnecessary as NO-ONE walks between here and the school. Reducing this to 20mph would be utterly pointless. It's fine to have 20mph around the school, but out in the country it just causes unnecessary delays. The 30mph also extends too far along the Old Finstown Road, again no-one ever walks along here. Reducing this to 20mph would be similarly pointless. We are all happy to keep kids safe, but focusing on reducing 30mph to 20mph in places where they don't walk ignores the real problem, which is people driving far too fast along main roads. Most of the fatalities have been idiots driving far too fast on the wrong side of the road. Until we have speed cameras that actually catch the people doing the worst of the speeding, all of this is just tinkering and ticking boxes. Surely the smiley/angry face can be linked to a camera that can fine people who are coming in too fast? Without a way of policing this, nothing will change, and all this effort will achieve nothing except to slow people down unnecessarily.
Objection 51.	I am not in favour of restricting speed limits to 20mph as suggested by your new proposal. The main mode of transport in Orkney, because of it's rural nature, is by car, One of the reasons suggested by the Scottish Government, is to give safe priority to pedestrians and wheelers, however, the ratio of pedestrians to commuters travelling by car in Orkney is very small and priority given to pedestrians, by this proposal, is disproportionate. I would be in favour of reducing speed limits in a proven danger area i.e. accident hot spots. However this is not the case in Orkney where there are no accident hot spots with the existing speed limits, therefore there is no need to change them to 20mph. The assessment undertaken by the council was not to address a perceived need but to respond to a set agenda being

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	promoted by the Scottish Government. No account is taken of the individual circumstances of each council area. This council should not be driving a central belt agenda.
Objection 52.	I am objecting to the proposed change of 30mph speed limits to 20mph. The Law As it stands the national speed limit in the UK is 60mph for a single carriageway. That is lowered to a 30mph speed limit on roads with street lighting (sometimes referred to as restricted roads). The 30mph limit was introduced to differentiate urban and non-urban areas and was set out in the Road Traffic Act 1934. The Highway Code states in rule 124: “A speed limit of 30 mph (48 km/h) generally applies to all roads with street lights (excluding motorways) unless signs show otherwise.” The proposal from the Council follows on from funding from the Scottish Government to apply a 20mph limit to all appropriate roads. The law has not changed 30mph is still the default urban limit in Scotland. The Scottish Government has updated the guidance [2] which gives great credence to setting a 20mph limit. However in the Scottish Governments zeal for 20mph it omits many of the factors that should relate to choosing appropriate limits for a road as set out by the Department of Transport. Below are some pertinent excerpts from the UK Governments Department for Transport Setting local speed limits Circular revised in March 2024 [1] . The Scottish Governments 20mph guidance is subordinate to this circular. “Traffic authorities should only consider 20mph limits: over time with consideration of the safety case; and with local support on: major streets where there are – or are likely to be – significant numbers of journeys on foot, and/or where pedal cycle movements are an important consideration, and this outweighs the disadvantage of longer journey times for motorised traffic residential streets in cities, towns and villages, particularly where the streets are being used by people on foot and on bicycles, there is community support and the characteristics of the street are suitable Where new speed limits are introduced, they should be in places where the majority of drivers will comply with them. General compliance needs to be achievable without an excessive reliance on enforcement.” “20mph speed limits and zones 82. 20mph zones and limits are now widespread. But that does not mean they should be introduced to every road. There should be careful consideration of the safety case and local support, to ensure their use is appropriate. 86. Benefits of 20mph may include encouragement of healthier modes of travel, such as walking and cycling, and with potential environmental benefits – although research here paints a mixed picture. Authorities should, however, take into

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	account the disadvantages that slower speeds can bring in terms of delays to drivers and bus users, congestion, potential impacts on air pollution and impacts on local businesses. 88. Schemes need to aim for compliance with the new speed limit. Where new limits are put in, they should be in places where most drivers are likely to comply. We know that compliance is better on smaller, narrower roads than on wider roads where the layout gives drivers a clear run. 20mph limits without traffic calming 100. Research into signed-only 20mph limits shows that they generally lead to only small reductions in traffic speeds – less than 1mph on average. Signed-only 20mph limits are, therefore, most appropriate for areas where vehicle speeds are already low. This may, for example, be on roads that are very narrow, through engineering or on-road car parking. If the mean speed is already at or below 24mph on a road, introducing a 20mph limit through signing alone is likely to lead to general compliance with the new speed limit. Villages 135. Fear of traffic can affect people’s quality of life in villages and it is self-evident that villages should have comparable speed limits to similar roads in urban areas. It is, therefore, government policy that a 30mph speed limit should be the norm through villages. 136. It may also be appropriate to consider 20mph limits or zones in built-up village streets that are primarily residential in nature, or where pedestrian and cyclist movements are high, where there is a safety case and local support. Such limits should not, however, be considered on roads with a strategic function or where the movement of motor vehicles is the primary function.” It is my opinion that the proposed changes do not comply with the above points. In particular point 136; Such limits should not, however, be considered on roads with a strategic function or where the movement of motor vehicles is the primary function. In particular Finstown, Dounby, Stromness and Orphir. These roads serve as through roads to other areas to Orkney. Once a road is changed it is very unlikely that it would ever be permitted to be changed back, therefore the threshold for lowering the limit must be high with supporting evidence of need. I have seen no evidence that the national limit of 30mph should be changed. Schools in the areas currently have temporary 20mph limits. These are proportionate to the level of risk and need for convenience. I have seen not evidence to the contrary. What evidence is there that someone driving through Dounby at 04:00 is a risk to others if they are driving at 30mph? Orkney Islands Council has just recently spent tens of thousands of pounds on a third party consultation and modification to the speed limits in Finstown. Since then the law has not changed. Why was 20mph not introduced then if it was needed?

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	30mph is still the default limit. Introducing 20mph limits adds confusion and complication to the roads. As the UK Government circular states, 20mph roads should only be introduced where the average speed of the road is already close to that limit. This makes 20mph roads pointless in their nature. Productivity Reducing the speed limit from 30mph to 20mph reduces productivity by 50%. The same journey taken at 20mph will take 1.5 times as long. If you drive at 30mph you will drive 30 miles in an hour. If you drive at 20mph it will take you 1hr 30mins. It therefore has taken you 50% longer to do the same task. Therefore I do not believe this order complies with the assessment of points: 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. ☒ 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. ☐ 15. Cost of Living – None. from the Implications of Report. By the very nature of decreasing productivity by 50% it will have an economic impact on those drivers whose time has monetary value. Carers, delivery drivers, bus drivers, taxi driver etc. Emergency Services The emergency services (despite being exempt from speed limits) have guidelines to follow. Below is a table for an Ambulance service. Staff making their way to a facility in the event of a call out have to follow all rules. Combined together the reduction in response times will be very significant when every minute might be crucial. Democratic Mandate The Council published the result of a survey and found for a blanket reduction: Against - 814 For - 348 Partially For -135 Those completely against the idea, 814-135= 679, were nearly double those for the proposal 348.

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	Along with the local petition reaching over 1038 against the plan, which I estimate to be 1/6th of the people that hold a UK drivers licence in Orkney. Therefore the local opposition to the plan is extremely strong and does not meet in my opinion the criteria of the UK Government circular [1] . Compliance and Incidents The UK Government sets out in the circular [1] and through its study [4] that compliance is very low when a 20mph limit is set. In fact the speed reduction is less than 1mph. That is why it puts great emphasis on selecting 20mph carefully for road where compliance is possible. This plan will lead to a great number of complaints as the numbers complying with the new limits will be very low. This will waste Police resources given that with the current limits the number of incidents are very low. In London the threshold for receiving a fine has been reduced to 22mph. If that is copied in Scotland we therefore we could see someone loose their licence for driving at 23mph! Since Wales has introduced 20mph limits a staggering 112,699 [4] people have been caught breaking the new limits. Low compliance will also mean a large number of people breaking the new limit. This will mean the Council knowingly criminalising the public. The result is potentially fines and points on licences. This can lead to people loosing their licences, which in turn can mean loss of jobs and can have a large detrimental effect on someone's life. Cost The Scottish Government is fully funding the changes. This is no excuse to press ahead with changes that are neither wanted or needed. The UK is currently running a large deficit and all unnecessary spending should be avoided at all costs. We should say thank you but no thank you, we would prefer to improve the road infrastructure. Conclusion I object to the change of 30mph speed limits to 20mph. At no point has the Orkney Islands Council sought justification for the lowering of these limits through empirical evidence of need. These changes are entirely political in nature. At every turn it has been shown that only a small minority of people want the changes. There are real concerns that the Scottish Government is railroading through changes that are not in compliance with UK law as it is. Just because other councils are perusing the changes with zeal does not mean that we should. They are by their nature political, with many having SNP majorities and therefore unable to hold the Scottish Government to account. There will be real loss of revenue due to the changes and major reductions in response times from first responders.
Objection 53.	I feel This 20mph Rubbish should be scrapped in its entirety. It is not needed and is not even backed up by statistics. Acorrding to NHS data for unintentional injuries and the Department for transport "Stats19" road crash dataset the number of deaths and injuries on Orkneys 30mph roads is negligible compared to other causes. For example 1394 emergency hospital admissions due to falls were recoded for residents in the orkney health board area

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	between the years 2014/15 and 2023/24 https://www.opendata.nhs.scot/dataset/unintentional-injuries/resource/ae43295-2a13-48f6-bf05-92769ca7c6cf?filters=HBR%3AS08000025%7CInjuryType%3AFalls%7CInjuryLocation%3AAll%7CAgeGroup%3AAll%7Csex%3AAll and 49 deaths due to falls were recorded in the years 2013-2023 https://www.opendata.nhs.scot/dataset/unintentional-injuries/resource/89807e07-fc5f-4b5e-a077-e4cf59491139?filters=HBR%3AS08000025%7Csex%3AAll%7CAgeGroup%3AAll%7CInjuryType%3AFalls%7CInjuryLocation%3AAll Compared to this the data from here https://department-for-transport.shinyapps.io/collision_analysis_tool/ shows only 11 serious injuries and 35 slight injuries and 2 deaths on orkney's 30mph roads in the same period. My grandmother stays in grieveship walks around stromness a lot and cannot see any problem with the current speed on the roads. Her safety complaint is the weeds and algae on the paths being a tripping and slipping hazard at times. Most of the 30mph roads (for example the road through Orphir village etc) have good clear lines of sight and you can see and avoid any hazards in good time. In conclusion I don't see this doing any good and hope the council see common sense and scrap this before it is too late.
Objection 54.	I am writing in objection to the proposed plans to lower the speed limits in Finstown from 30mph to 20mph on the commuter roads: the A965, the Heddle road and the North road, and the Old Finstown road. I should say that I find the proposals to reduce the speed limits in Grimmond road, Jewadale drive, Parkside, and the road to the community centre are entirely reasonable. These are solely residential areas, often with unfenced properties where young children are likely to be outside playing. It is often difficult if not dangerous to achieve 30mph in these areas at any rate. Lowering the speed limit on the commuter roads however would cause an increase in journey times of 50% for a negligible improvement in safety. It has not been demonstrated to me in any way that the current commuter roads are dangerous, either using statistics or by anecdotal evidence. I have read a few articles which claim that 20mph is actually a quicker speed to travel at than 30mph, because of the reduced congestion and closer spacing of cars involved. But these studies are based on densely populated urban areas with multiple junctions, roundabouts, traffic lights etc.. I don't think this would apply to Finstown, being essentially one road, a mile long, with two or three junctions along the way. As you are of course aware, the A965 through Finstown is not just used by local residents, but by almost all commuters from the West Mainland who work in Kirkwall, as well as almost all work vehicles traveling between Kirkwall and the West Mainland on a daily basis. Put simply, I believe that the negative effects of the proposed changes are large enough to be measured, whereas the positive effects are not, and that therefore the proposed changes should be rejected. Advocates of the speed reduction may say: "surely a minor sacrifice is worth it to make roads safer?". Aside from the fact that I think the safety case is unproven, I have never believed that it is either moral or sensible to sacrifice any liberty or convenience in the effort of maximising public safety. We could for instance reduce the risk of a road accident to zero by banning cars altogether and going back to the horse and cart (although, the roads are so safe currently that even that might not make a

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	measurable difference). Although many advocates are well intended, I have to say that I find the many movements across to UK to reduce speed limits to 20mph to be driven by current political fashion: more concerned with looking good than actually doing any good, and quicker to base their judgments on emotional reasoning rather than statistical evidence. In many cases nationally, speed limits have been reverted in response to public backlash. I firmly believe that a blanket reduction to 20mph village-wide is unjustifiable. Surely however, there are some alternatives to a blanket speed-reduction which would be an acceptable compromise for the majority? I list a few below which come to mind: A 20mph zone around Flett & Sons corner which is in effect during school opening/closing times, such as exist outside many primary schools in Orkney currently. Pedestrian crossings or zebra crossings where appropriate to make crossing the road safer. A 20mph zone exclusive to the Maitland area between the old Finstown road junction and the Kirkwall-end of the village - I am aware that most of the complaints about road safety relate to the narrowness of the pavements in this area, particularly when using a pram. I would be grateful if you considered my opinions on the matter when coming to your conclusion, although I accept that you can't please everyone.
Objection 55.	I don't think a 20mph limit is needed or would be an advantage in Kirkwall, other places that have done it it has caused traffic problems and frustration, and I don't think that unless there is an accident black spot which is causing danger to people, I don't think it's necessary. I know there have been problems in some smaller places, where people don't slow down, but it seems like a sledgehammer to crack a nut to lower the speed limit everywhere. Quite often it's not the speed cars are going at, it's pedestrians and other road users not paying attention.
Objection 56.	I hereby object to the proposed 20mph speed limit for Finstown and offer an explanation of why and two proposals to make the village roads safer for pedestrians. The reason why I object to the blanket reduction of speed is because it unnecessarily slows down traffic on the main roads leading through finstown from Kirkwall, Stromness, and Rendall. 30mph is the standard speed of main roads through towns and villages and seems safe enough by the count that no data exists for Orkney that would suggest otherwise. Proposals 1. Reduce speed to 20mph on roads other than the main roads 2. Create safer conditions for pedestrians to cross the main roads by introducing zebra crossings. For instance, around the area of the buss stops.
Objection 57.	I am against the proposed imposition of 20mph speed limits for several reasons. There is no evidence for the need for such blanket restrictions. It is understandable that at times e.g. near schools at starting and finishing times, or during specific events – concerts in community halls, gala days etc there be such speed restrictions. I

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	agree with 20mph at these times. 1. Bullet point 1: The reason given for introducing this traffic order is to ‘make streets feel safer and encourage walking, wheeling and cycling’. In order to make streets not only feel safer but to actually be safer would be to address the inadequate and even lack of pavement area e.g. walking from the Finstown Gardens to Baikies – in places the pavement is barely wide enough to accommodate a buggy far less walking side by side with a child; there is no pavement from the Standing Stones Hotel into the village etc etc 2. Bullet point 2 The reason given is ‘the Council undertook an assessmentof all urban roads to identify those 30mph roads which are appropriate for a speed limit of 20mph’ Thus the justification for the assessment is therefore not a perceived need based on evidence but to address an agenda set by the Scottish Government which is very heavily central belt driven (safety for the notoriously dangerous A9 has been ignored). OIC should first and foremost be acting on behalf of the local population and its needs, which in a rural island population is very different from the needs of an urban population. 3. Bullet point 3 ii. States ‘... submit a reportprior to the introduction of temporary traffic regulation orders’. Does that mean that irrespective of the content of the report submitted, the traffic regulation orders will be introduced? I could understand the desire for such imposition if there were accident hot spots within the existing 30mph framework but there is not. It seems to be an ideologically driven agenda totally inappropriate for our islands. The issue is wider than merely a discussion about speed limits. It is about the voice and wishes of the local community and the role of unelected officials/bureaucrats in local government. Infact it is almost true to say that it is – the wishes of the local community versus the plans of unelected bureaucrats in local government. Not the first time has the voice of local people been ignored. The Orcadian (Thursday September 11 p1 & 6) highlighted yet another example of this attitude by officials. Despite a clear majority against the proposal, officers recommended approval of a driving ban! The role of the motor traffic is very different in rural communities from that of cities. Cars and vans are essential to life in the countryside. Without them the rural population would not have the ability to participate in social activities like taking part in choirs, attending concerts, participating in committees etc all outwith normal working hours and with a dearth of public transport – there is no need 20mph through empty rural village streets at these times. The fact that ‘funding for the change is available from Holyrood would fully cover the costs of implementing the changes’ The Orcadian (Thursday September 11 p5) is not justification for proceeding. Consider the visual vandalism and destruction of our natural rural beauty caused by unnecessary defacing of bridges in a manner suited to motorways – the justification, as I understand it, because there was money ringfenced for that! There were no accident hotspots, were there any accidents at all? There is and was no need for such unsightly signage. Were Orcadians consulted before this obscenity was approved? There have been many studies providing evidence that when bad laws are imposed, not only does the public begin to disregard that particular law but it brings a general disregard for other laws.

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	When people are trusted and respected they generally behave in a responsible, positive way. We see this in the way pedestrians, cars, vans and lorries manage to integrate so successfully through the streets of both Kirkwall and Stromness even on days when cruise ship tourists saunter along the roads or launch themselves, without looking, across the streets. Orkney is in general a safe place with people treating each other with courtesy and respect. Respect for Orcadians and the way of life and challenges of living in this rural island community and consideration for all that makes Orkney unique should be paramount in the decisions and actions of those who have the responsibility for local government and not a blind adherence to a one size fits all imposition of ideas more appropriate to a less rural more urban environment.
Objection 58.	I would like to put forward an objection to the proposal of implementing new 20mph zones around Orkney. My reasons for objecting are: 1-If you live and work in Kirkwall it might not seem too bad to have these zones. However, if like me, you live outwith Kirkwall, you could potentially have at least two 20mph zones to pass through before you even get to Kirkwall. Over the years I have noticed that the time it takes to get to Kirkwall has already greatly increased due to the implementation of longer or new 40 and 50mph zones as well as the increase in traffic. Adding to this time further will deter me from going to Kirkwall for shopping. 2-I worry that these 20mph zones will cause frustration to drivers and perhaps lead to dangerous overtaking after leaving these zones. 3-I also feel that people that do not obey the 20mph signs at schools, and other speed limits already, will not adhere to the changes. 4-I don't believe that there would be the manpower to enforce the new speed restrictions. 5-I understand that there is funding for these changes but wonder if there would be some additional use of council time and money?
Objection 59.	Having looked at the proposal to introduce further 20 mph traffic calming or speed restriction in and around Kirkwall I come to the impetus to implement the 20 mph Speed Limits Scotland Implementation Guide is not applicable in Orkney. Based on the pros and cons included in the document it is clear that the conditions have been written for larger inner cities and not rural locations The documents lists some aims; The wider ambitions of lowering speed limits Lowering speed limits to appropriate levels goes well beyond reducing collisions, saving lives, and preventing serious injuries for all types of road users; it also has a huge influence on many other objectives for societal well-being. This may be true where accident and injury data supports the statement. I would not hold up under scrutiny in the case of Orkney. The number of injuries can be predicted. The Heinrich's Safety Triangle: Understanding Workplace Risks [example

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	below gives an indication of the ratio of Near Misses to Major Injuries Safety Triangle As far as I am aware there are no local statistics supporting the claim that there are several near miss indicators or major injuries (RTA's) Environmental benefits Intense acceleration and deceleration are known to cause greater emissions, increased noise nuisance and increased passenger discomfort, particularly if it is associated with rapid acceleration and deceleration. Slower and calmer driving reduces emission rates for carbon monoxide, volatile organic compounds, and oxides of nitronear misses to gen, depending on the gear engaged and the level of driver acceleration/braking. Vehicle speed was found to be a strong contributing factor to the degree of heavy metal contamination, such as cadmium, lead, zinc, and nickel, in road dust. The largest source of noise in urban areas is traffic-induced noise, which accounts for 80% of all communal noise sources. The Beuhlmann and Egger, 2017 study in the UK, measured traffic noise, and found that 30 km/h (19 mph) road speeds reduced acoustic energy levels by about half. Environmental noise has been linked to sleep disorders, heart disease, stress and, among children, decreased school performance, including decreased learning, lower reading comprehension, and concentration deficits. Since Orkney does not have a large volume of commuter traffic (I do not include a 3-minute wait to exit Clay Loan onto Junction Road or Castle Street on to Junction Road at 5pm) the stop start acceleration/deceleration claim is also not supported. I could be argued that since $\text{Speed} = \text{Distance over time}$; lowering the speed at a constant 20mph will raise the volume of engine hydrocarbon effluent in hydrocarbon engines Once again, the analogy implied above may be true if applied to Kensington High Street in London but no on Orkneys rural and small-town locations. It is also common engineering practise when producing Risk Assessments [I am assuming that the Neighbourhood and Infrastructure Management have instigated a data based RA?. Not to account for Double Jeopardy .An example would be in the case of a pressurised vessel filled with volatile liquids which could heat up and expand resulting in the tank rupturing. An installed pressure relief valve would mitigate this condition. But what if the PRV failed ? that would be Double Jeopardy. When considering the speed limits of 30 and 20 mph already in place and the fixed road calming measures – there is no local data to suggest that the current limits are not working and as such is deemed to be ALARP (as low as reasonably practical) Adding further 20 mph zones and the cost if such does not lower the probability of injury which is classed as Chance At the moment the 20 mph zones rely on driver compliance. The Police don't have time to monitor compliance and an ANPR system (Automated Number Plate Recognition) would be cost prohibitive for minimal results in lowering the risk Health and Quality of Life Lowering speed limits can also result in broader health impacts. They can reduce the perception of road danger, which may

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	encourage active mobility, namely walking and cycling for transportation which significantly enhances physical activity levels, leading to better physical health. Using active mobility reduces the risk of more than 25 chronic diseases thus increasing longevity . Orkney already has road infrastructure installed around the town such as raised speed bumps (Pipersquoy Road), traffic calming chicane's (White Street etc) 20 mph fixed signage and flashing electronic signage in school zones and villages Social Cohesivity and Community Severance Lower speeds can improve accessibility and reduce the disconnection caused by roads that become urban barriers. Traffic levels and traffic speeds not only discourage walking and active mobility but limit social contact between residents on opposite sides of the road. In both urban and rural areas, such severance can prevent children from safely crossing from their homes to get to school or prevent safe travel between homes and nearby workplaces. Theres are no impediments to discourage walking or cycling. Orkneys A-class roads are sign posted 60 mph (Kirkwall – Finstown) for example but this is not a regularly used high traffic commuter route. Since we already have school crossing monitors and 20 mph zones there are no severance can prevent children from safely crossing from their homes to get to school or prevent safe travel between homes and nearby workplaces. As referenced above Travel benefits In many cases, lowering speed limits have been prevented because of fears that this measure will increase overall travel times and congestion. Research shows that any increases in travel times and congestion are negligible, and in some cases, they can even be improved through reduced speed limits. It is often not understood that in many urban areas, average speeds are already significantly lower than the speed limit due to congestion. The actual speeds in the top 25 most congested cities in the world are well below 30 km/h (19 mph). The above is a moot point. Travel is currently well managed and flow well without speed or stop start (See reference above to ALARP) In general should there be future discourse relating to lowering speeds the OIC would be better reviewing the precedent that was set during the Finstown pavement width discussion a £70K consultants document that determined that installing flashing speed control signage was a suitable resolution – that same process should be carried out by the OIC's Environment and Infrastructure Department and recorded to ensure compliance with the process In summary officials would be hard pressed to argue that there is a case for blanket installation of 20 mph zones as shown on the 3 draft drawings plan-20mph-kirkwall-order.pdf

Support

Response Number.	Details of Response.
Support 1.	As a resident of Stromness, I am writing to support the proposals for the 20mph speed limits in built up areas, particularly along Back Road and Ferry Road in Stromness.
Support 2.	I would like to place a formal objection to the current proposed speed limits for Finstown. Looking at the map, I agree with the majority of the proposed areas, however I feel the distance is not far enough on the Old Finstown Road and the Stromness side of the village. We are residents of Jib Park, Finstown and have serious concerns about the 20 mph limit finishing at The Community Centre. At present, it feels that cars are already traveling at an excess of 30mph as they leave the village on the Old Finstown Road. It is my concern that if the limit is 20mph until the hall, and then 30mph, and then 60mph at the end of the village that cars will travel faster than 30mph as they pass Jib Park and other residential properties on the Old Finstown Road. I have similar concerns with the Stromness side of the village. Looking at the map there is a very small area of Finstown that is not covered by the 20 mph proposal that has houses on the main road; the distance between the hall and the 60 sign, and from Baikies to Kimberley. However, at the other side of the village, the proposed area is until the last residential property; Strathyre. As a mother of 2 children who enjoy going on their bikes I feel the current proposed plans are going to have a detrimental impact on us. I feel it would be less confusing for motorists if the full length of the village was 20 mph and it would therefore be inevitably be safer for walkers and cyclists. I am happy to contact my local councillor to formally lodge my concerns with them also if required.
Support 3.	As a resident of Finstown, I am open-minded to the 20mph limit but would suggest some amendments to the current proposals. Based on my experience and knowledge, there would appear no need for a 20mph limit to be imposed on the road leading to Firth Community Centre. Most if not all cars travel around 10mph at present. Residing at Jib Park, I also hold concerns at the current 20mph limit on the Old Finstown Road and would prefer to see this extended to at least incorporate the majority of the village section of the Old Finstown Road, possibly even up to the current 30mph limits. At present, drivers would have a 20mph, 30mph and then 60mph limit, which could be hugely confusing. At present, a number of drivers regularly flout the law and drive way in excess of the current 30mph limit so my concern would be that once they pass the initial 20mph, this is exacerbated, posing a significant danger to pedestrians and other road users, including young children. I also have significant concerns surrounding the end of the 20mph zone at the west side of the village as proposed. To stop this limit at Baikie's could again confuse drivers and it would not only be cleaner but also safer for the 20mph to be extended to the last house on the west side, Kimberly.

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Support 4.	I am emailing to let you know, in writing, that i strongly agree with the proposal to introduce 20mph speed limits in built up areas in Orkney. Being a resident in Finstown and living right by the main road, i know only too well how bad the speed of traffic driving through these built up areas is. I can see the digital speed sign from my house and the amount of vehicles that drive through the village in excess of 30mph and even worse, in excess of 40mph, is absolutely ridiculous. The fact that a large number of these are HGV's gives me great concern for the young children and adults that walk through the village every day as i can feel the impact from them myself every time one drives past me and my young daughter whilst walking along the narrow pavements - she finds them so overwhelming she even stops in driveways when one goes past. The amount of HGV's driving through the village is only going to increase with the new substation being built. The measures already taken have not made any difference to a lot of the vehicles that drive through everyday and so i think it is absolutely in the best interest of the safety of local residents to go ahead with the 20mph speed limits.
Support 5.	These are the comments I've received direct from Burray residents in response to the proposed speed limit changes for Burray Village. Grateful if you will kindly pass them on; my immediate family and also my parents who live in Burray village would fully support the proposal for the 20mph speed limit in Burray and Hope village. We feel it would hugely benefit the safety of pedestrians and animals and help keep children safe..... Burray is a vibrant community where children are out playing on bikes frequently, out at the football field and park. Please help ensure kids can grow up in as safe a place as possible by reducing the speed limit in line with other areas in northern Scotland..... personally I'm in favour, as I think the majority of folk will stick to it and these residential areas will benefit as a result (less noise, more pleasant, safer). Accidents happen and I know I'd rather they happen at 20mph than 30mph - the difference that small reduction in speed makes for survival rates for pedestrians/kids on bikes etc are stark. So I support for the roads proposed..... fully support 20mph limits as proposed. If you try to drive at 30mph from, say, Burray Hall to the Sands Car Park, you will find you are going far too fast. The 60 mph limits on the single track back roads, like from the Fossil Centre up past the 's house, should all be 30 limited as well..... I would vote for 20mph in the actual village if that's the case. The main road I would vote 30mph.....
Support 6.	I am writing to commend the Council on its plan to introduce 20mph areas in Kirkwall and elsewhere, which I fully support. I have a child who has just finished nursery and is about to start at Papdale Primary School, and crossing St Catherines Place and East Road with him is a daily source of stress and worry. There is no safe way to do so. The Highway Code gives us priority in some circumstances, but very few motorists seem to recognise this. I walked to school unaccompanied myself from the age of 5, on the exact same route, usually with other children doing the

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	same. It grieves me greatly that it is no longer safe for children to do this - in fact it is hardly even safe to walk on the pavement as vehicles have grown so large they sometimes mount the kerb on St Catherines Place, and pass so close and at such speed. It is my belief that people, not motor vehicles, should be the priority, for the sake of everyone's health and well-being. The plans to limit speeds will make life in general safer and more pleasant (as would banning motor vehicles from the main streets in both Kirkwall and Stromness). I also think the Council should be doing everything possible to encourage active travel and the use of public transport in light of the deeply worrying climate change problems we face. My only concern about these plans will be lack of enforcement. As things stand there seems to be nothing stopping people from breaking the Highway Code, failing to recognise the hierarchy of road users, speeding, and driving on the pavement. The Transport (Scotland) Act 2019 bans pavement parking and gives local authorities the power to enforce this law, but OIC does not do so. Road traffic incidents, even fatal ones, are not taken seriously enough by the police or the courts either.
Support 7.	I wish to register my support for all plans for 20mph limits throughout Orkney. On travelling through the north of Scotland we often encounter 20mph zones. It is very understandable that residents of those areas will benefit from less dangerous roads and quieter living conditions. It would be very welcome here.
Support 8.	I'd like to express my full support for the proposed plans to introduce 20mph speed limits in built-up areas across Orkney. It's a positive step toward making our communities safer and more pedestrian-friendly, especially for children! I do, however, wish to raise one specific area for further consideration: the stretch of road leading from the end of Academy Road down to Stromness Primary School. This is one of the fastest pieces of road in Stromness, and despite the school's proximity, it currently encourages higher speeds due to its layout and visibility. I'm aware that a 20mph limit is already in place during certain time around the school itself, but in practice, drivers tend to slow down only once they're directly outside the school. Extending the reduced speed zone further back — starting from the Academy — would help ensure vehicles are already travelling at a safer speed by the time they reach the school. Over the past year, I've personally witnessed two separate incidents where children ran straight out of the school gates and bolted toward the road. Thankfully, no harm was done — but it was a stark reminder of how quickly things can go wrong in areas where speed limits don't reflect the risks. Given the direct access from the school and the volume of foot traffic during drop-off and pick-up times, I believe it would be appropriate to extend the 20mph limit to include this section as well. It would offer an added layer of protection and peace of mind for families and staff alike. Thank you for your time and for the thoughtful work going into this consultation. I hope this suggestion can be taken into account as plans are finalised.
Support 9.	Most of the plan for Stromness looks Ok to me however I would suggest it's extended in two places. The really narrow part of Downies Lane up to Eastra isn't included . Outertown Rd and Brownstown Rd as far as the Community Garden (which are well used by pedestrians) isn't included either.

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Support 10.	Having looked at the proposals for the 20mph speed limits, I would like to suggest the inclusion of an additional section of road. I believe that the current 30mph speed limit should be reduced to 20mph on the Outertown Road from the roundabout at St Peters House to the top of the hill at Oglaby. This is the road in front of the properties of Maya, Ultima Thule, Kameholm, Helyakliv and Sorpool. See map below. Points for consideration:- This road has become increasingly busy over the years and many drivers fail to observe the current 30mph limit. The traffic includes large tractors, and commercial vehicles associated with the current works at Warebeth. The road is used regularly by pedestrians and dog walkers and there is no footpath. Residents leaving their properties in their vehicles are driving into two way, often fast moving, traffic. The far quieter road at the rear of these properties is included in the proposed 20mph speed limit. Visibility at Sorpool, the Croval Road junction, is limited and needs to be negotiated with care.
Support 11.	I am writing in support of the 20mph proposals outlined in the revised plans on the OIC website. I think they are an important step to reduce speed and the risk of accidents in our urban areas. In particular, as a community councillor for Harray and Sandwick, I would like to express strong support for the revised 20mph proposals in Dounby. I think there will remain issues of enforcement but, even for those drivers not keeping to 20mph limits, they are more likely to drive at 30mph instead of at 40mph or more in existing 30mph limits. I am writing in a personal capacity and not on behalf of the community council or any other organisation.
Support 12.	Hi I fully support the change to 20mph in Birsay and Dounby, I would have supported 10 mph for Birsay Village . I also support the changes across Orkney.
Support 13.	You sent out a notice asking for feedback on the proposed 20mph limit through Finstown. I think this would be a very good idea, especially on the tight corner coming from Binscarth. The cars come around this blind corner far too fast, and I have to contend with being almost knocked down daily when trying to cross the road. This is also an area frequented by walkers heading to and from Binscarth woods, and people going to the Pomona Inn, Baikie's shop and Baikie's takeaway. If traffic calming measures could reduce the speed the cars come around the bend at, it would make it much safer for all pedestrian traffic.
Support 14.	I am in full support of the reduction to 20mph in the villages and residential areas- especially Burray as long as the main road stays 30 mph and then country areas 60mph. Not sure why anyone would drive any faster than that anyway in the village. Though the 30mph and 60mph already need to be better policed but I know that'd probably be for the Police and not the Council.

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Support 15.	I would like to register my support for a 20 ml limit on the Back Rd in Stromness I have had several near misses walking and driving out of Grieveship with cars quickly whizzing past causing me either to run across or go back You need good hearing to know when a car is coming round the blind corners while crossing as it's the only way to know you can cross is by listening for a car as you cross onto Springfield Cresc Same goes for when you drive out of Grieveship Road a car can come up behind you in seconds as it's a totally blind corner Especially bad of course in winter and ice
Support 16.	Living in Grieveship i would like to endorse the lowering of the speed limit on the back road to 20mph. It might stop near accidents on trying to get out of Grieveship Brae and Springfield Crescent Also make the crossing of the road safer for residents and children
Support 17.	I stay next door to the Dounby School and witness almost every day the crazy speeds vehicles go past the school and elsewhere within the speed restriction zone in the village. I fully support the proposal to make Dounby a permanent 20mph zone. At present the 20mph zone at the school is only in force at the start and end of the school day but there are children playing around the school outwith these times. I recently witnessed a child from the nursery getting out onto the road and it was only the swift actions of a passing motorists which stopped the traffic and took the child to safety. A few minutes after that a big lorry came thundering up from the village but luckily the incident had been cleared by that time. At present very few motorists pay any attention to the speed limits and some are doing twice the limit. Unless there is some form of traffic calming measures introduced this speeding will continue even if a lower speed limit is introduced. Various measures could be considered and I list a few:- - Speed bumps at the speed limit signs at the 4 roads leading to the crossroads - Smily face signs like the ones in Finstown - Increased speed checks As far as I am concerned the 20mph speed limits can't come soon enough.
Support 18.	Many thanks to Ms Green and team for prioritising the safety and wellbeing of every Orkney resident with the proposals for 20mph zones. Having 20mph zones only operating during school drop off and pick up times only protects school age children, and only for a very, very brief part of the day. This is inadequate, especially within Orkney and its rapidly increasing older population, who should also be afforded safety within their community. My only comment, beyond one of support, is that the 20mph zone should be extended on the Old Finstown Road. The 20mph zone on the A965 to the east of the village looks to be situated where the 30mph signs used to be. This would have been an excellent rule to apply to the Old Finstown Road 20mph start/finish too.

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	I understand that some people's basis of objection is that 20mph comes increase emissions. The quality of data to support that theory is very low, however even if it were true, that point would be null in a few years with the government's ZEV mandate.
Support 19.	Finstown is a thriving community with housing built on either side of the busy Kirkwall-Stromness road. Walking to the shop, school, post office, church, bus stop, community centre, home start hub etc necessitates a journey using the pavement along this road. There are many families out and about every day with peedie ones in buggies, dogs on leads, children walking or cycling to school, and neighbours just trying to get around safely. The pavements are very narrow, and in some places only on one side of the road, so people often have to cross over while traffic passes by. With the high volume of cars, buses, lorries (particularly from the Heddle quarry) and tractors coming through, the current 30mph limit feels far too fast. The new substation site has added to the heavy traffic in recent times too. Dropping it to 20mph would calm the roads, give drivers more time to react, and encourage members of the community to make active and eco friendly travel choices. It would help create a safer environment where residents feel more confident walking, cycling and letting their children travel independently.
Support 20.	We are writing to you regarding the proposed 20mph speed limit for Kirkwall, which we wholeheartedly welcome. We are both medical professionals who have worked in many accident and emergency departments during our careers, and have unfortunately witnessed and dealt with numerous road traffic accidents and pedestrian-versus-car incidents. We are therefore acutely aware of the devastating consequences when such events occur. Multiple medical studies have shown a clear correlation between reduced speed and the likelihood and severity of accidents and injuries. Looking at Kirkwall, we are disappointed that Cromwell Road has not been included in the 20mph limit. Cars frequently speed into and out of this road, possibly as it is only built up on one side—this includes heavy goods vehicles and farm vehicles. Walking with a young family or children cycling along this section can be very unnerving. We live on Cromwell Crescent, which is included in the 20mph proposal—a measure we fully support, even though cars are unlikely to exceed the limit on this small section of road. We would be grateful if this could be reviewed and Cromwell Road included in the 20mph zone. We fear that excluding it may encourage drivers to accelerate once they leave the restricted area. Alternatively, speed bumps along Cromwell Road could serve as an effective deterrent. I would also ask that you consider the section of Berstane road from annfield crescent towards the grammar school as this is an area that children cross and has some limited visibility areas to assess oncoming traffic and again I fear that folk would speed after leaving the restriction. We hope this helps reinforce the importance of reducing the speed limit in Kirkwall to 20mph.
Support 21.	With regard to the lowering of speed limits in Stromness to 20mph as indicated on the mapping provided on relevant OIC website, I believe that this would be a very sensible move, particularly on Back Road where, as a local resident, I have come close to colliding with vehicles crossing over the centre line on various corners due to too much speed, on a number of occasions.

Response Number.	Details of Response.
	That said, I am concerned about the application of a 20mph speed limit to Ness Road and South End, as shown on the map, as that move will actually RAISE the speed limit on the road from the present speed limit of 15mph! Given the narrowness of this road, the pinch points, and blind turns, especially between the South End and the bottom of Hellihole Road, a move to raise the speed limit would be foolish and counter productive and send the wrong message to drivers. I therefore formally object to any move to raise the speed limit from 15mph to 20mph in the marked area on the map from Ness Road through South End and Alfred Street.
Support 22.	I regularly walk to and from Firth Primary School with my grandchildren and it can be terrifying. Vehicles speed through the village driving close to narrow pavements giving little room for young children, babies in buggies and little ones on scooters and bikes. At peak times there is a huge volume of traffic with service and tour buses, lorries and heavy agricultural vehicles careering through the village skimming past pedestrians. In my mind it is just a matter of time before there is a serious accident – something has to be done to calm the traffic so we can all be kept safe. Reducing the speed to 20mph would seem a simple solution and quite honestly I find it hard to find a valid argument against this. Anyone in opposition should experience the village on foot at busy times – I really don't think car users are fully aware how vulnerable you can feel on the pavement. Finstown is a thriving community with many people accessing local amenities such as the shop, post office and community centre and the safety of pedestrians, young and old, needs to be a priority. We are aware of the benefits of fresh air and exercise on our mental and physical health and walking should be encouraged. I was baffled to find the 20mph signs close to the Evie Road Junction, where there is a school crossing, had been removed during the school holidays and the speed limit at the beginning and end of the school day has actually increased to 30mph! Our lollipop lady does an amazing job at keeping our children safe but she also needs to be kept safe – vehicles approaching the crossing at 30mph is much too fast. What is going on?! Please reduce the speed limit in Finstown before it is too late.
Support 23.	I wish to confirm my agreement to the proposal to make the 20 mph speed limit in the suggested area's to be the same as the villages in Scotland.
Support 24.	A response to the proposed 20mph to the Back Rd Stromness from Grieveship Residents Association. For many years, GRA has raised concerns about the risks posed to our residents by the increase in the volume and speed of traffic along the Back Rd. In 2019 we undertook a survey of residents on the subject and we provided these findings to Orkney Islands Council roads department, to councillors and to the Stromness Community Council. 68% of respondents to our survey supported a lowering of the Back Rd speed limit and we were very disappointed that no changes were planned at that time. The Back Rd separates Grieveship from the rest of Stromness and therefore residents, young and old, all have to interact with it, either on foot or in a vehicle, in order to get to school, shops, work etc. The amount and type of traffic using the road has obviously changed considerably since Grieveship was built in the 1970s, whilst the road, with its blind bends and changes in direction and levels,

Response Number.	Details of Response.
	cannot be altered. The traffic on the road now includes many large works and agricultural vehicles as well as camper vans etc going to the camp site. The risks to Grieveship pedestrians : There is limited visibility in both directions for pedestrians crossing from Grieveship to Springfield Crescent (which is the major crossing point) and there is a need to rely on hearing to know when traffic is approaching, particularly from the roundabout direction This is obviously an issue for those who are hard of hearing, or on windy days. The speed at which traffic appears round the blind corners means that people, including those with small children/buggies and the elderly can be caught out. At 20mph a car would have a much greater chance of stopping and preventing a serious accident. The risks at this area are further exacerbated when cars are parked along the roadside. The risks to Grieveship drivers : There is limited visibility, in both directions, for drivers exiting Grieveship Road (ie all of Grieveship Brae drivers), as cars, particularly from the roundabout direction, often appear suddenly and at speed from the bend. It is common to find a fast approaching car on you tail as you pull out, however careful you have been. Again, at 20mph, the chance of a serious accident would be much reduced. (Drivers exiting Springfield Crescent onto the Back Rd will have similar problems). In conclusion, Grieveship Residents Association strongly support a reduction in the speed limit on the Back Rd to 20mph and believe that it is much needed for the safety of Grieveship residents and others living and working along the Back Rd.
Support 25.	I would like to particularly support a 20mph limit to the Back Rd in Stromness. As a resident of Grieveship, I am aware that some vehicles go too fast for the road conditions, even if they are adhering to the current speed limit. Personally, I already find it unsafe to drive at 30mph on this road with its changes of level, blind bends and limited visibility. I frequently have to cross this road on foot and need to rely on my hearing to know if vehicles are approaching from round the bends. I also have to drive out of Grieveship Rd onto the Back Rd and know how much care is needed at this point as there is limited visibility in both directions and approaching traffic can appear suddenly and too fast. At some times of the year the afternoon sun can also be blinding as you drive up the Back Rd and this adds to the need for a lower speed. I support the 20mph proposals in this and any areas of dense population, where visibility is challenging or where there are many distractions eg at joining side roads, where coaches/vehicles are unloading and particularly where school children may be walking to and from school.
Support 26.	I wanted to write and express support for the proposed 20mph speed limit in Shapinsay as indicated on this map https://www.orkney.gov.uk/media/czh13hk1/isles-20mph-12-plans.pdf It makes sense to have the whole area highlighted in red with the same speed limit (20mph) and at all times of day or night as proposed. This is easier for people to remember than changing some sections during school drop off pick up hours. This is an area where children frequently walk and cycle throughout the day, evening and weekends. Not just to get to and from school. But to go to the play park and ferry as well as to and from each other's houses and the shop. So a 20mph speed limit would be safer for all.

Response Number.	Details of Response.
Support 27.	A few thoughts are set out below. First of all, I'm very much in favour of reducing the 30mph speed limit in towns and built up areas. But, I would like to add a few caveats to this. 1. It would need to be perceived by motorists as being reasonable. If it isn't, it will simply be ignored. There are areas in Kirkwall, for example, where 30mph might still be acceptable. On the other hand, there are roads like the Pickaquoy Road where at , certain times of the day, even 20mph might be too fast. Clay Loan, while it may be an arterial road out of the town, should perhaps, also be restricted to 20mph as well on account of pedestrians trying to make their way between Victoria St. and High St. Was there, is there a Lollipop person operating at the top end of the road? 2. Who is going to enforce the new regulations? I don't think the Orkney public have much confidence in the Police carrying out this task, given the long standing situation on Bridge St. and Albert Street. A widespread disregard for the law could become commonplace, which would do us no favours. 3. Education. All motorists must realise that they have a responsibility to drive with due care and attention for the safety of other road users as well as their own. Cars, lorries, buses, tractors and trailers are all bigger, heavier and faster than they used to be, and passing pedestrians on pavements at speed can be unnerving, particularly for the elderly and infirm. What it must be like for young children I wouldn't know: it was a long time since I was one. The narrow pavements in Finstown come to mind. There have also been incidents in which young cyclists have been sucked underneath articulated lorries by their slipstream.
Support 28.	Can I just add our "vote" to the proposal that 30 mph limits are reduced to 20 mph - there are many parts of Stromness where 20 really is plenty for an area with pedestrians - especially young kids and elderly people ...
Support 29.	I'm wholly in favour of the 20mph limit being introduced. Ness Rd in particular in Stromness sometimes has cars travelling at great speed in spite of the speed bumps... I hope that a lower limit there changes some of that behaviour.
Support 30.	I currently reside in Stromness and as a road user and an avid walker/cyclist with my 2 children I would fully support the reduction in speed to aid in public safety. I would be grateful if consideration could be taken for the reduction to 20mph on the entirety of Hillside Road, Stromness. This is a busy road, narrowing to single track at times with bollards and a small well used path to one side. The road offers access to a well developed built up area of housing along both sides of Hillside Road and parking and access to the back of the swimming pool. It's great to see folk using Hillside Road for walking and cycling routes and I feel a reduction in speed for motor vehicles would make it safer for the public, including children walking and cycling to and from their schools.
Support 31.	I wanted to write over my concerns regarding the proposed 20mph area in Finstown. I am disappointed as it does not extend fully to the whole village and in particular to pavement areas. As a resident of Finstown who regularly walks in the village I am aware of the speed traffic goes. Having two different speeds in

Response Number.	Details of Response.
	the small village would encourage some car drivers to speed excessively when exiting the village or longer to slow to the correct legal speed when entering. There is already a big problem with cars not adhering to the speed limit. This can be seen when walking the village and looking at the speed monitors. In particular the 20mph are should cover the Old Finstown road to the point of the now 30mph. Cars will regularly speed up or only slow down at the community centre. And the 20mph should extent past the school as the school and football pitch is regularly accessed by children outwith school time and having 20mph would make it safer for walking. I hope my comments are taken into account. I would also welcome the committee to walk the village with children at different times of the day to realise how important this decision is.
Support 32.	I am writing to say I am in support of the proposed 20mph speed limit in Finstown The existing pavements are narrow, and in places they slope towards the road. This makes walking single file difficult, let alone pushing a pram or pushchair, holding hands with a young child or frail elderly adult, and anyone using a wheelchair etc. The danger is much increased with every passing vehicle, especially the many lorries which have to pass through the village everyday on the busiest road in Orkney. There is a noticeable 'suck of air' as they pass, causing me to pause and steady my balance. This suck is even enough to pull sideways a half-full bag of shopping. Also, reducing the speed limit to 20mph will allow more crossing time for pedestrians of all ages. For these reasons I am sure reducing the speed limit to 20mph in the village is essential for the safety of all pedestrians.
Support 33.	I would welcome the introduction of 20mph speed limits in built-up areas across Orkney. As a resident of Jib Park in Finstown, I am well aware of the issues with speeding traffic. I often see vehicles doing 40-50 mph past our house before braking to slow down for the junction at Essons garage. I am, therefore, disappointed to see that the proposed 20mph limit from the Old Finstown Road only starts west of the junction for Jib Park. I feel this will only make the situation worse for us as people will tend to ignore the current 30mph limit and only slow down when they reach the new proposed 20mph limit. I would prefer the 20mph limit to be extended west along the Old Finstown Road to be aligned with the current 30mph limit.
Support 34.	I totally support a 20mph speed limit on roads in Orkney - to increase safety of pedestrians and wheelchair users and cyclists. Most drivers seem to take care but there are some who drive just too fast or carelessly even in built-up areas with poor visability. I live in Stromness and would really like to see a 20 mph limit imposed.
Support 35.	I am writing to express my strong support for the proposed reduction of the speed limit in our village from 30mph to 20mph. This change is essential for enhancing the safety and well-being of all residents, particularly pedestrians, including children and the elderly, who may be at greater risk in areas where vehicles travel too fast.

Response Number.	Details of Response.
	As you are aware, several parts of our village have narrow pavements, making it increasingly dangerous for pedestrians to navigate alongside vehicles. The current speed limit is not only outdated but poses a serious threat to those who regularly walk through our community. Slower speeds will significantly reduce the likelihood of accidents and create a safer environment for everyone. However, I do have a concern regarding the proposal as it currently stands. It appears that the reduced speed limit will not apply to the entire village, which raises the issue of motorists accelerating back to 30mph and above as they leave the designated 20mph zones. This inconsistency could undermine the benefits of the speed limit reduction and create hazardous situations at the entry and exit points of our village. Therefore, I urge the council to consider extending the 20mph limit to encompass the entire village. A comprehensive approach would not only enhance safety but also promote a culture of cautious driving throughout our community. Thank you for considering this important matter. I look forward to seeing positive changes that will help protect our residents and improve our village's overall safety. (Finstown Mentioned in Address & Referred to in First Line of Response)
Support 36.	As the S C P O on The Meadows Road I witness every day motorists exceeding the already 20 mph speed limits outside the school. On Tuesday this week a police car was parked in the East Papdale car park and the speed of the cars on the road was reduced, as soon as the officer left the cars speeded up again. Most drivers do adhere to the reduced speed but about 10 percent don't, unless you enforce the rules there is no point in changing road signs. I even had a lady driver drive past me when I was standing in the middle of the road with a stop sign/children ,she gave me a wave as she drove past.
Support 37.	I wish to respond to the above proposal, as follows: I welcome any measures which will reduce traffic speed in our towns and rural areas, and I congratulate OIC for initiating this public consultation. If one life is saved, or one catastrophic injury avoided as a result of a reduction in vehicle speed on our roads, that is a good thing and should be supported by drivers (myself included). I have only one concern, and that is that the Quoybanks Estate in Kirkwall where I live, is not included. Whilst the Estate has traffic calming islands on the roads, these only work on small cars. Medium sized and large cars, SUVs, vans and lorries, are able to avoid these islands, because the islands are not wide enough, thereby allowing larger vehicles with enough space between tyres, to drive as normal, with no effect and no reduction in speed. My own street, Quoybanks Crescent, is used by many, many drivers as a short cut from the Holm Road to the Clay Loan, and most of the vehicles involved drive at 30mph or more, because they are not affected by the traffic calming islands. I must say that I find this very disappointing, and I would urge OIC to re-consider the areas to be included in the speed reduction restrictions. Quoybanks Crescent is a narrow road, as are other roads in the Estate, and a reduction of speed to 20mph throughout the Estate, would help greatly in maintaining the safety of residents.
Support 38.	I completely support the introduction of the proposed 20mph speed limit, down from the current 30 mph. There is irrefutable evidence that shows that where vehicles and pedestrians are in close proximity, both the chance of

Response Number.	Details of Response.
	accident between the two, and the severity of injury to pedestrians is significantly reduced by lowering the speed limit from 30 -20 mph, as any sensibly minded person might anticipate. In addition, the distances in Orkney that will experience the 20mph speed restriction are relatively short, and therefore the increased transit time at the slower speed will be minimal. What's more, because of the reduced braking distance necessary , the affected roads will have capacity to carry more vehicles at any one time, arguably offsetting the perceived increased transit time. In a civilised and caring community such as Orkney is, this proposal is a “ no brainer”, objected to by those who are mainly concerned by their perception of associated time loss, and their ignorance of the true cost of loss of life and limb when accidents between vehicles and pedestrians occur.
Support 39.	Whilst I appreciate that you are seeking notification of objections, I would like to voice my full support for the reduction of the speed limit to 20mph as per the plan shown below. As a resident of Finstown, the speed, often well in excess of 30mph, of vehicles passing through the village is a huge concern. I have two children, who we do not permit to walk through the village unsupervised, as the vehicle speed and narrow paths are an accident waiting to happen. The radar speed display signs that are already installed, highlight the chronic lack of concern shown by many drivers and is worsened due to the fact it if often large tractors or farm machinery and lorries which could easily knock someone off their feet or bike due to the air turbulence. The speed of drivers passing the school (including parents at drop off!) is disgraceful, and that's even when then the existing temp 20mph limit is in place at drop off and pick up times. Without permanent speed cameras or more regular speed traps operated by the police, I am dubious that there will ever be a realistic change in driving speeds in Finstown. However, at the moment there are individuals speeding a 35-45mph through a 30mph limit, at least there is some hope that at worst this would end up being 25-35mph through a 20mph. The current situation is unsustainable, and it is not an option for a serious accident to occur before action is taken. There is no realistic way of widening the pavement or bypassing the village, so I would fully support the option of reducing the speed to 20mph though the village. My only complaint about the proposal is that it should extend through the full village, otherwise I would fear that vehicles would end up just speeding excessively as they exit the 20mph zone but are still within the 30mph and passing several properties on the outskirts.
Support 40.	I am writing to express my support of the proposed 20mph limits in towns and villages. As a resident of Finstown with young children, over the years I have been put off walking with them, because of the speed of traffic and narrow pavements. 30mph may not seem that fast, but it can be scary when you are trying to help two young bairns negotiate the pavement and a bus or lorry passes as that speed. The curve of the village means often traffic does not have a clear view of pedestrians up ahead, and if someone were to fall and slip into the road the chance of an accident feels inevitable in time. I would fully support a change in the speed limit in urban areas across Orkney.

Response Number.	Details of Response.
Support 41.	I have looked at the plans for 20mph limits specified in the above 3 draft traffic orders, and I would like to say that I am strongly in favour of all the proposals. I note that some of the roads suggested for 20mph in the first consultation a few months ago have been left as 30 mph limits, which I think is broadly fair enough. There is a wealth of evidence that such schemes where implemented in other parts of the UK (and the 30kmph limits in other countries) are overwhelmingly popular or well-tolerated, after the initial wave of objections is passed. I hope that the strong feelings expressed about the recent Bridge St/Albert St/etc traffic restrictions do not influence the Council in their decision-making on this - the 2 schemes are very, very different. The Bridge St/Albert St/etc proposals might have had a significant impact on disabled badge holders and (arguably) people visiting Kirkwall from the isles; these 20mph proposals under the current consultation will (at worst) add a few seconds or a minute or 2 to journeys around the towns and settlements of Orkney. I am sure that within the various reports that will have gone to the Council will be reference to the huge reduction in road traffic injuries and deaths in Wales following the introduction of 20mph limits as a default there, as well as busting the myth that there are wholesale reversals there due to the public failing to tolerate the changes (this has not happened!!). Equally, I am sure that the Council will give full weight to the information about the worldwide moves to lower speed limits available at https://www.20splenty.org/ (led by Ron King, MBE, rod.k@20splenty.org , who - incidentally - has visited Orkney and was struck by our long-standing 15mph speed limits, and was also a passenger on MV Alfred when she ran aground on Swona!)) As well as submitting this response to the consultation, it is my intention to write to all my (Kirkwall East) councillors to urge them to vote in favour of the proposals when they come back before Committee. Thank you for the opportunity to submit this comment.
Support 42.	I would like to respond to the 20mph consultation. I agree with this idea in dangerous areas such as in front of the supermarkets and near schools. I would include the road next to the main entrance to the Bignold Park, which is much used for ad...

Not Valid Statutory Objections

Response Number.	Details of Response.
Statutory Objection 1.	Stromness Community Council oppose a full-on 20 mph speed limit as outlined in the document circulated. Members feel that it would be too restrictive to have a 20mph limit in place at all times. Stromness Community Council propose that a proper full public discussion/consultation should be undertaken prior to any decision being taken.

Not Valid Public Objections

Response Number.	Details of Response.
Objection 1.	Present limits are adequate, no further reduction is needed.
Objection 2.	I wish to express my comments in relation to lowering all 30mph limits currently in force to remain unaltered, with the exception of schools which already have a reduced speed limits during times where there is an increase of bairns present What would be my suggestion is enforcement of current speed limits as vehicles to adhere to 30mph limits, therefore logically the same can be assumed for the new proposed speed limits For clarity and for the avoidance of doubt, I am against your proposal
Objection 3.	I am sure you will agree with me that the purpose of a local council is to ensure the smooth provision of the services a community wants and needs. Popular appreciation or disapprobation of a council will depend on how well the populace for which it exists to work feels its council is accomplishing that task and performing its duties. In my life here, I have hardly ever heard a positive opinion voiced by anyone about Orkney Islands Council. Indeed, the abbreviation OIC is rarely voiced in a tone other than wry contempt. This is of course unfair. So many things that should work well or reasonably well in Orkney actually do: OIC delivers well on many things. The question therefore arises — why is OIC generally despised and disliked? This shows a failure by the Council to understand that it exists to serve the people of the county and not to boss them about. A council that addresses the wishes of the people it serves will be popular. Policing works well when it is by consent. Councillors a county will work well when that is by consent. Why, then, do you constantly set about ruining your public image by importing faddish and authoritarian ideas that are alien to the people of Orkney — making your PR and you yourselves a failure? As you should know if you have done the homework you are paid by us to do, the 20mph speed limits you propose to impose have already proved to be utter failures and deeply unpopular in every place they have been introduced, e.g. It seems to me that there is something strange about government, both national and local, in the UK these days strangely masochistic delight in getting yourself hated for authoritarian 'we-know-better-than-you-plebs-and-you-will do-as-you're-told' ways. Please listen to the people for whom you are supposed to be working, drop this disastrous proposal, and find something to do that will earn you the approval of the citizenry.
Objection 4.	I would like to register my objection to the reduction of speed limits in Orkney from 30mph to 20mph. While I understand the scientific rational of the "wound ballistics" being reduced by lower impact speeds, I think there are wider issues at stake, which relate to how we live our lives in a broader social context. There seems to be an inexorable move, over the decades, towards the creation a totalitarian, "Nanny State". This process appears to work on the basis of

Response Number.	Details of Response.
	Government and others in authority seeking to control us ever more tightly with rules and regulations, denying the fact that that the majority of the population are reasonable people, who are capable of making rational, common sense judgements. Instead, they try and remove risk, by working to the lowest common denominator, of the anti social few. I would suggest that, within the built up areas in question, reasonable people will already adjust their speed to suit the varying conditions and circumstances that they encounter, reducing their speed to two miles an hour, if necessary. Effectively, they are making fluid, risk assessments all the time they are driving. As regards the minority of irresponsible motorists who drive dangerously, it is unlikely that they will pay much attention to reduced speed limits anyway. With regards to my own village of Dounby, We already have the statutory 20mph speed limit outside the primary school and there does not appear to be a problem with speeding in the rest of the village.
Objection 5.	Hi I would like to refuse the 20 mph speed limits in Orkney
Objection 6.	Although I agree with 20 mile per hour speed limits imposed outside schools ,I am not sure about having too many of these 20mph speed limits in Orkney as above all they will be difficult to apply and will not be implemented .Similar to the traffic restrictions passed many years ago concerning when traffic would be allowed along Kirkwall main streets which have never to my knowledge been implemented .
Objection 7.	directly outside schools, "lollipop" zones and shopping areas- agree with 20mph. I think leave other areas as they are.
Objection 8.	Last minute I know but this must not be a "Blanket" imposition. Housing schemes and proximity to Schools at times pupils are goin in and out yes. Keep the Main Arterial routes at 30 as they have done in many places in England e.g. Junction Road, Holm Branch, Foreland Road and Hatston road from Macgregors to Ayre Mills roundabout. Likewise Stromness only have 20 on Ferry Road at School times. Back Road start 20 at Faravel or Coastguard Station keep N End road at 30.
Objection 9.	Petition against 20mphs

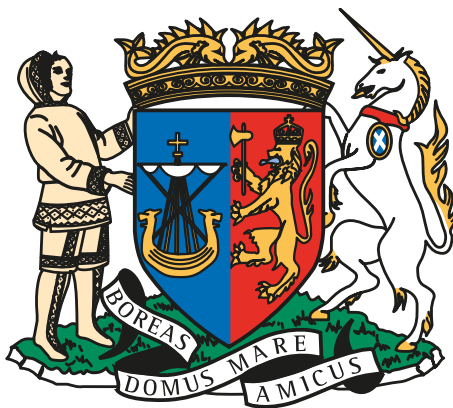
Unclear Statutory

Response Number.	Details of Response.
Unclear Statutory 1.	I quite agree with the palace, however, I think the 20 should apply to the inner extremities od dounby ie.. The post office, shop, pub and school. The rest should be left at 30. I agree with you I agree with that it should only apply to areas in dounby with high walking. I also think the 20mph should go right out to the point from the palace given the state of the road
Unclear Statutory 2.	Comment 1: A very speedy glance through they seem to have done exactly the opposite of what we asked for. It is my understanding that we asked for the back roads and side roads to be 20 but the through roads to remain at 30. It's also impossible in this reduced time frame to make a detailed study of every road that has been marked here with a poorly wielded red sharpie. Comment 2: Just a quick response to say that we should accept the document as it stands. There is no point in debating and pondering further - we have had plenty of opportunities to consider the proposals. I am aware that members have a number of views on the matter but it is now time to make a decision. Comment 3: I believe the introduction of some 20mph streets mixed with 30mph streets will lead to confusion. I also do not think imposing these restrictions will reduce the excessive speeding around town, as the people who do this, pay no attention to the 30mph restriction as it is. Responsible drivers will judge the road conditions and drive accordingly. The others will continue to make up their own rules and need to have the existing regulations policed, to enforce the rules.

Unclear Public

Response Number.	Details of Response.
Unclear Public 1.	We have a 30mph limit through the village of Orphir and the majority of drivers totally ignore it, until they get to the school and when I say they ignore it, I don't mean they travel a couple of mph over it, in fact there are a few that don't actually take any notice at all. Drivers appear to believe that they don't need to slow down until they are well passed the 30 and when leaving the village they seem to see the de-restricted sign as a challenge and accelerate at the sight of it. Several residents have complained to the police and have even sent them videos. Occasionally the police set up a speed trap at the school, hence why drivers slow down when they get near to that area of the village. My point is, if speed limits aren't policed then there is little point in changing them. Drivers coming into the Stromness end of Orphir village come up a hill and are completely blind to both vehicles coming the other way and pedestrians walking on the road, there is no pavement. Eventually there will be a perfect storm and the result will be a catastrophic accident and then maybe the Council and Police will take this problem seriously. It's not speed limits that needs changing it drives behaviour and the only way that will happen is by enforcing the current law. You'd be better off putting speed cameras up at the start and end of each village, not only would it change behaviour but you might make a few pennies from them.
Unclear Public 2.	We are particularly concerned about "knock on effects" of changing the speed limits down to 20mph in various areas of Orkney. Existing limits are not visibly enforced to a great degree. We live in Harray and observe a sizeable minority of drivers who speed on the 60mph limited roads to the north and south of Harray. Many ignore the 40mph limit through Harray and even more ignore the 50mph limit just north of Harray. One can speculate at the reasons for speeding in this area. Possibly significant reasons include a lack of forward planning by individuals, a lack of patience and a perception that limits are not enforced anyway. It is also possible that folks who choose to live out in the direction of Dounby and Birsay feel that as they have a fair distance to travel into Kirkwall they are justified in endangering other road users in order to save time, even if the shortage of time is due to their own lack of forward planning. A little mathematics reveals that a 17 mile journey driven at 60mph can save 3 minutes compared to 50mph, and one at 50mph can save a further 5 minutes compared to 40mph. If such minor savings in time are so important to many drivers one can only assume encountering areas of 20mph limit through Dounby, if perceived as enforced, will increase impatience of such drivers on the remainder of their journey and perhaps encourage even faster speeds through Harray and her environs. If the Dounby 20mph limit is to be introduced how about including those yellow average speed cameras on the stretch of road between Dounby and the Kirkwall-Stromness Road, and enforcing a 40mph limit the whole way. Other areas where dangerous driving is often witnessed is on the road between Finstown and Hatston. Last week a head on collision was avoided only by my braking hard and swerving into the verge, as a vehicle overtaking a camper van appeared out of a dip in the road right in front of us. There also appears to be an issue with youngsters taking corners at above the 60mph

Response Number.	Details of Response.
	limit on that road. One assumes there is a youth car-sub-culture that challenges a "fastest journey time" between Stromness and Kirkwall? Ultimately, the whole problem seems to come down to impatience coupled with no effective enforcement on Orkney roads.



ORKNEY

ISLANDS COUNCIL

THE ORKNEY ISLANDS COUNCIL
(20MPH SPEED LIMIT) (VARIOUS ROADS
IN KIRKWALL, ORKNEY ORDER 2025)

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Introduction

Orkney Islands Council in exercise of its powers under Section 84 of the Road Traffic Regulation Act 1984 (“the Act”), and of all other enabling powers, and after consultation with the chief officer of police in accordance with Part III of Schedule 9 to the Act, hereby makes the following Order: -

Citation and Commencement

1. This Order may be cited as The Orkney Islands Council (20 mph Speed Limit) (Various Roads in Kirkwall, Orkney) Order 2025 and shall come into operation on XXX.

Interpretation

2. The Interpretation Act 1978 shall apply for the interpretation of this Order as it applies for the interpretation of an Act of Parliament.

Speed Limit

3. No person shall drive or cause or permit to be driven any motor vehicle at a speed exceeding twenty miles per hour in any of the lengths of road specified in the Schedule of this Order.

Superseded Provisions

4. This Order, where its provisions conflict, supersedes: -
 - a. The Orkney Islands Council (30 mph Speed Limit) (Various Roads in Orkney Order 2021) which came into operation on the Seventh day of January Two Thousand and Twenty Two.
 - b. The Orkney Islands Council (Variable 20 mph Speed Limit) (Schools in Kirkwall and Stromness) Order 2005 which came into operation on the First day of October Two Thousand and Five.
 - c. The Orkney Islands Council (Variable 20mph Speed Limit) (Schools in Kirkwall and Stromness) (Amendment) Order 2019 which came into operation on the Eighteenth day of March Two Thousand and Nineteen.
 - d. The Orkney Islands Council (Restricted Roads) (Grainbank and Grainepark, St Ola) Order 1993 which came into operation on the First day of May Nineteen Hundred and Ninety Three.

Schedule 1

1. That part of the public road C19 Ayre Road Roundabout, Kirkwall leading from a point three metres or thereby north of its junction with the A Road Ayre Road, firstly in a southerly direction, thereafter in a southwesterly direction, thereafter in an westerly direction, thereafter in a northwesterly direction, thereafter in a northerly direction, thereafter in a northeasterly direction, thereafter in an easterly direction, thereafter in a southeasterly direction and finally again in a southerly direction to a point three metres or thereby north of its junction with the A Road Ayre Road, a total distance of fifty two metres or thereby.
2. That part of the public road C19 Broad Street, Kirkwall leading from a point five metres or thereby southwest of its junction with the A Road Castle Street, firstly in a southwesterly direction, to its junction with the Unclassified Tankerness Lane, a total distance of one hundred and forty two metres or thereby.
3. That part of the public road C19 Burgh Road, Kirkwall leading from its junction with the A Road Ayre Road Roundabout, firstly in a southerly direction, thereafter in a southeasterly direction and finally again in a southerly direction, to its junction with the Classified Unnumbered Great Western Road, a total distance of one hundred and seventy six metres or thereby.
4. That part of the public road C19 Burnett Brae, Kirkwall leading from its junction with the Unclassified Islands View Road, firstly in a southeasterly direction, thereafter in a southerly direction, thereafter in a southeasterly direction, thereafter in an easterly direction and finally again in a southeasterly direction to a point four metres or thereby northwest of its junction with the Unclassified Robertson Loan, a total distance of four hundred and fifty seven metres or thereby.
5. That part of the public road C19 Burnmouth Road, Kirkwall leading from its junction with the Unclassified Burgh Road, firstly in an easterly direction and finally again in a southeasterly direction, to its junction with the Unclassified Mounthoolie Place, a total distance of one hundred and ninety seven metres or thereby.
6. That part of the public road C19 Burrian, Kirkwall leading from a point five metres or thereby northwest of the property known as 5 Burrian, Kirkwall, KW15 1XB, firstly in a southwesterly direction and finally again in a northwesterly direction, to its junction with the Unclassified Mooney Drive, a total distance of twenty three metres or thereby.
7. That part of the public road C19 Busant Drive, Kirkwall leading from its junction with the Unclassified Pickaquoy Drive, firstly in a westerly direction, thereafter in a northwesterly direction and finally again in a westerly direction to a point three metres or thereby north of the property known as 30 Busant Drive, Kirkwall, KW15 1XW, a total distance of one hundred and sixty three metres or thereby.
8. That part of the public road C19 Buttquoy Crescent, Kirkwall leading from its junction with the Unclassified Buttquoy Place, firstly in a southeasterly direction, thereafter in a southerly direction, thereafter in a southeasterly direction and finally again in an

easterly direction to a point six metres or thereby north of the property known as Mansfield, 21 Dundas Crescent, Kirkwall, KW15 1JQ, a total distance of two hundred and forty seven metres or thereby.

9. That part of the public road C19 Buttquoy Place, Kirkwall leading from a point six metres or thereby southeast of the property known as 28 Clay Loan, Kirkwall, KW15 1EB, firstly in a northerly direction and finally again in a northeasterly direction to a point eight metres or thereby east of the property known as 2 Kirkwall, KW15 1XY, a total distance of one hundred and seventy eight metres or thereby.
10. That part of the public road C19 Castle Street, Kirkwall leading from its junction with the A Road Broad Street, firstly in a northwesterly direction, to its junction with the A Road Junction Road, a total distance of one hundred and eighteen metres or thereby.
11. That part of the public road C19 Clumly Avenue, Kirkwall leading from a point four metres or thereby northeast of the property known as Inchcruin, 11 Clumly Avenue, Kirkwall, KW15 1YU, firstly in a northwesterly direction, thereafter in an westerly direction and finally again in a northwesterly direction, to its junction with the Unclassified Islands View Road, a total distance of one hundred and forty nine metres or thereby.
12. That part of the public road C19 Cromwell Crescent, Kirkwall leading from a point four metres or thereby west of its junction with the Unclassified Cromwell Road, firstly in a southeasterly direction to a point two metres or thereby northeast of the property known as Lerona, Cromwell Crescent, Kirkwall, KW15 1LW, a total distance of ninety three metres or thereby.
13. That part of the public road C19 Cromwell Drive, Kirkwall leading from its junction with the Unclassified Cromwell Road, firstly in an easterly direction, thereafter in a southeasterly direction and finally again in an easterly direction, to its junction with the Unclassified Weyland Terrace, a total distance of one hundred and ninety nine metres or thereby.
14. That part of the public road C19 Cromwell Road, Kirkwall leading from a point four metres or thereby northwest of its junction with the Unclassified Shore Street, firstly in a southeasterly direction, thereafter in a southerly direction and finally again in a southwesterly direction, to its junction with the B Road St Catherine'S Place, a total distance of one hundred and sixty eight metres or thereby.
15. That part of the public road C19 Cusiter Close, Kirkwall leading from its junction with the Unclassified Moar Drive, firstly in a northeasterly direction, thereafter in a southeasterly direction and finally again in a northeasterly direction to a point three metres or thereby northwest of the property known as Berkana, 4 Cusiter Close, Kirkwall, KW15 1FA, a total distance of one hundred metres or thereby.
16. That part of the public road C19 Douglas Loan, Kirkwall leading from its junction with the Unclassified Burnett Brae, firstly in a northeasterly direction, thereafter in a northerly direction and finally again in a northeasterly direction, to its junction with the Unclassified Moar Drive, a total distance of one hundred and ten metres or thereby.

17. That part of the public road C19 Dundas Crescent, Kirkwall leading from a point six metres or thereby east of the property known as Vogablik, 5 Dundas Crescent, Kirkwall, KW15 1JQ, firstly in a northerly direction and finally again in a northwesterly direction, to its junction with the Not Classified Brandyquoy Park, a total distance of sixty nine metres or thereby.
18. That part of the public road C19 East Road, Kirkwall leading from a point four metres or thereby west of its junction with the B Road St Catherine'S Place, firstly in a westerly direction and finally again in a southwesterly direction, to its junction with the Unclassified Willowburn Road, a total distance of forty one metres or thereby.
19. That part of the public road C19 Eastquoy Road, Kirkwall leading from its junction with the Unclassified Weyland Terrace, firstly in a southeasterly direction to a point one metres or thereby northwest of the property known as Corston, Eastquoy Road, Kirkwall, KW15 1LT, a total distance of eighty nine metres or thereby.
20. That part of the public road C19 Flett Road, Kirkwall leading from a point five metres or thereby southwest of its junction with the A Road Bignold Park Road, firstly in a northeasterly direction to a point seven metres or thereby southeast of the property known as 2 Flett Park, Kirkwall, KW15 1FX, a total distance of ninety three metres or thereby.
21. That part of the public road C19 Great Western Road, Kirkwall leading from its junction with the Unclassified Burnmouth Road, firstly in a southwesterly direction, thereafter in a southerly direction, thereafter in a southwesterly direction and finally again in a southerly direction, to its junction with the A Road Pickaquoy Road, a total distance of four hundred and forty five metres or thereby.
22. That part of the public road C19 Harbour Street, Kirkwall leading from its junction with the A Road, firstly in a northeasterly direction and finally again in an easterly direction, to its junction with the A Road Bridge Street, a total distance of one hundred and ten metres or thereby.
23. That part of the public road C19 Helliard, Kirkwall leading from its junction with the Unclassified Marwick Drive, firstly in a southeasterly direction to a point six metres or thereby northeast of the property known as Helliard Garages, Helliard, Kirkwall, KW15 1XF, a total distance of twenty three metres or thereby.
24. That part of the public road C19 Hermaness, Kirkwall leading from a point one metres or thereby southwest of the property known as Hermaness Garages, Hermaness, Kirkwall, KW15 1XA, firstly in a southwesterly direction, to its junction with the Unclassified Marwick Drive, a total distance of forty two metres or thereby.
25. That part of the public road C19 Ingale, Kirkwall leading from its junction with the Unclassified Marwick Drive, firstly in a southwesterly direction to a point six metres or thereby northeast of the property known as 12 Ingale, Kirkwall, KW15 1UY, a total distance of sixty three metres or thereby.
26. That part of the public road C19 Isbister Road, Kirkwall leading from the edge of the property known as 7 Isbister Road, Kirkwall, KW15 1YN, firstly in an easterly direction

and finally again in a northerly direction, to its junction with the Unclassified Islands View Road, a total distance of sixty four metres or thereby.

27. That part of the public road C19 Junction Road, Kirkwall leading from its junction with the A Road Ayre Road, firstly in a southeasterly direction, thereafter in a southerly direction, thereafter in a southwesterly direction and finally again in a southerly direction to a point four metres or thereby south of its junction with the Unclassified Main Street, a total distance of seven hundred and sixty four metres or thereby.
28. That part of the public road C19 King Street, Kirkwall leading from its junction with the B Road Queen Street, firstly in a southwesterly direction and finally again in a southerly direction, to its junction with the B Road School Place, a total distance of one hundred and fifteen metres or thereby.
29. That part of the public road C19 Liberator Court, Kirkwall leading from its junction with the Unclassified Liberator Drive, firstly in an easterly direction to a point four metres or thereby north of the property known as 5 Liberator Court, Kirkwall, KW15 1DA, a total distance of fifty one metres or thereby.
30. That part of the public road C19 Lothar, Kirkwall leading from its junction with the Unclassified Muir Drive, firstly in a southeasterly direction to a point eight metres or thereby south of the property known as Lothar Garages, Lothar, Kirkwall, KW15 1XG, a total distance of thirty seven metres or thereby.
31. That part of the public road C19 Lynn Road, Kirkwall leading from a point four metres or thereby southeast of the property known as Glengrove, 25 Burnside, Kirkwall, KW15 1TF, firstly in a northerly direction, thereafter in an easterly direction and finally again in a northeasterly direction to a point three metres or thereby southeast of the property known as 1 Mackenzies Park, Kirkwall, KW15 1FD, a total distance of two hundred and seventy two metres or thereby.
32. That part of the public road C19 Mackenzies Drive, Kirkwall leading from its junction with the Unclassified Watson Drive, firstly in a southerly direction and finally again in a southeasterly direction, to its junction with the Unclassified Lynn Road, a total distance of one hundred and seventy one metres or thereby.
33. That part of the public road C19 Main Street, Kirkwall leading from a point four metres or thereby east of the property known as Flat 6, 3 Main Street, Kirkwall, KW15 1BU, firstly in a southerly direction, thereafter in a southwesterly direction and finally again in a westerly direction to a point four metres or thereby west of its junction with the A Road Junction Road, a total distance of one hundred and thirty six metres or thereby.
34. That part of the public road C19 Marwick Drive, Kirkwall leading from its junction with the Unclassified Helliars, firstly in a northwesterly direction, to its junction with the Unclassified The Meadows, a total distance of two hundred and thirty seven metres or thereby.
35. That part of the public road C19 Meadow Crescent, Kirkwall leading from its junction with the Unclassified Meadow Park, firstly in a northeasterly direction, thereafter in a southeasterly direction and finally again in a southwesterly direction to a point three

metres or thereby southeast of the property known as 14 Meadow Park, Kirkwall, KW15 1FN, a total distance of two hundred and eleven metres or thereby.

36. That part of the public road C19 Meadow Drive, Kirkwall leading from a point two metres or thereby northeast of the property known as 24 Meadow Drive, Kirkwall, KW15 1EY, firstly in a northwesterly direction, to its junction with the Minor Road The Meadows, a total distance of one hundred and twenty seven metres or thereby.
37. That part of the public road C19 Mill Street, Kirkwall leading from its junction with the B Road Queen Street, firstly in a southeasterly direction, to its junction with the Restricted Local Access Road, a total distance of one hundred and nine metres or thereby.
38. That part of the public road C19 Moar Drive, Kirkwall leading from its junction with the Unclassified Burnett Brae, firstly in a northeasterly direction and finally again in a southeasterly direction to a point four metres or thereby southeast of its junction with the Unclassified Work Road, a total distance of three hundred and sixty two metres or thereby.
39. That part of the public road C19 Mooney Drive, Kirkwall leading from its junction with the Unclassified Vasa, firstly in a southeasterly direction and finally again in a southwesterly direction, to its junction with the Unclassified Marwick Drive, a total distance of one hundred and forty three metres or thereby.
40. That part of the public road C19 Mount Drive, Kirkwall leading from a point four metres or thereby northwest of its junction with the Unclassified Cromwell Road, firstly in a southeasterly direction, to its junction with the Unclassified Weyland Terrace, a total distance of one hundred and forty seven metres or thereby.
41. That part of the public road C19 Mounthoolie Place, Kirkwall leading from its junction with the A Road Junction Road, firstly in an easterly direction, to its junction with the Unclassified Mounthoolie Lane, a total distance of fifty eight metres or thereby.
42. That part of the public road C19 Muir Drive, Kirkwall leading from its junction with the Unclassified Otterswick, firstly in a southwesterly direction, to its junction with the Unclassified Marwick Drive, a total distance of two hundred and forty six metres or thereby.
43. That part of the public road C19 Otterswick, Kirkwall leading from a point five metres or thereby southeast of the property known as 11 Otterswick, Kirkwall, KW15 1NT, firstly in a southwesterly direction and finally again in a northwesterly direction, to its junction with the Unclassified Muir Drive, a total distance of forty three metres or thereby.
44. That part of the public road C19 Palace Road, Kirkwall leading from its junction with the A Road Dundas Crescent, firstly in a northwesterly direction, thereafter in an westerly direction and finally again in a northwesterly direction, to its junction with the Minor Road Broad Street, a total distance of two hundred and fifty six metres or thereby.
45. That part of the public road C19 Papdale Court, Kirkwall leading from its junction with the Unclassified Papdale Close, firstly in a northeasterly direction to a point four metres or thereby northwest of the property known as 2 Papdale Court, Kirkwall, KW15 1XP, a total distance of thirty metres or thereby.

46. That part of the public road C19 Papdale Crescent, Kirkwall leading from its junction with the Unclassified Papdale Drive, firstly in a southeasterly direction, thereafter in a southerly direction and finally again in a southwesterly direction, to its junction with the Unclassified Papdale Place, a total distance of one hundred and seventy metres or thereby.
47. That part of the public road C19 Papdale Drive, Kirkwall leading from a point six metres or thereby southeast of the property known as 1 Papdale Drive, Kirkwall, KW15 1JX, firstly in a southwesterly direction, thereafter in a southerly direction and finally again in a southwesterly direction, to its junction with the Unclassified Papdale Road, a total distance of one hundred and sixty nine metres or thereby.
48. That part of the public road C19 Papdale Loan, Kirkwall leading from its junction with the Restricted Local Access Road, firstly in a northeasterly direction to a point four metres or thereby northwest of the property known as 4 Papdale Court, Kirkwall, KW15 1XP, a total distance of one hundred and fifty six metres or thereby.
49. That part of the public road C19 Papdale Place, Kirkwall leading from a point eight metres or thereby southwest of the property known as Te Anau, 6 Papdale Place, Kirkwall, KW15 1JU, firstly in a southeasterly direction, to its junction with the Unclassified The Meadows, a total distance of eighty nine metres or thereby.
50. That part of the public road C19 Papdale Road, Kirkwall leading from its junction with the Restricted Local Access Road, firstly in a southeasterly direction, to its junction with the Unclassified The Meadows, a total distance of two hundred and fifty one metres or thereby.
51. That part of the public road C19 Peerie Sea Loan, Kirkwall leading from a point three metres or thereby south of the property known as Grobust, 2 Peerie Sea Loan, Kirkwall, KW15 1UH, firstly in an easterly direction, thereafter in a southeasterly direction and finally again in an easterly direction, to its junction with the A Road Pickaquoy Road, a total distance of two hundred and eighty two metres or thereby.
52. That part of the public road C19 Phoenix Terrace, Kirkwall leading from its junction with the Unclassified The Crafty, firstly in a southerly direction to a point eleven metres or thereby west of the property known as 4, Phoenix Terrace, Junction Road, Kirkwall, KW15 1AX, a total distance of thirty two metres or thereby.
53. That part of the public road C19 Pickaquoy Drive, Kirkwall leading from its junction with the Unclassified Mcleod Drive, firstly in a southerly direction, thereafter in a southwesterly direction and finally again in a southerly direction to a point five metres or thereby southeast of the property known as 29b Pickaquoy Drive, Kirkwall, KW15 1ZJ, a total distance of one hundred and sixty six metres or thereby.
54. That part of the public road C19 Pickaquoy Road, Kirkwall leading from a point nineteen metres or thereby north of its junction with the Restricted Local Access Road, firstly in a southerly direction and finally again in a southeasterly direction, to its junction with the A Road Junction Road, a total distance of eight hundred and fifty seven metres or thereby.

55. That part of the public road C19 Queen Street, Kirkwall leading from its junction with the Unclassified Willowburn Road, firstly in a southwesterly direction, thereafter in a southerly direction and finally again in a southwesterly direction, to its junction with the B Road King Street, a total distance of one hundred and thirty eight metres or thereby.
56. That part of the public road C19 Rendall Road, Kirkwall leading from its junction with the Unclassified Moar Drive, firstly in a southwesterly direction and finally again in a southerly direction, to its junction with the Unclassified Burnett Brae, a total distance of one hundred and sixteen metres or thereby.
57. That part of the public road C19 Robertson Loan, Kirkwall leading from its junction with the Unclassified Moar Drive, firstly in a southwesterly direction, thereafter in an westerly direction and finally again in a southwesterly direction, to its junction with the Unclassified Burnett Brae, a total distance of ninety five metres or thereby.
58. That part of the public road C19 Rosebank, Kirkwall leading from its junction with the Restricted Local Access Road, firstly in a northwesterly direction to a point four metres or thereby west of its junction with the A Road Holm Road, a total distance of one hundred and ninety seven metres or thereby.
59. That part of the public road C19 School Place, Kirkwall leading from its junction with the B Road King Street, firstly in a southeasterly direction, to its junction with the A Road Dundas Crescent, a total distance of one hundred and forty seven metres or thereby.
60. That part of the public road C19 Skail Road, Kirkwall leading from its junction with the Unclassified Islands View Road, firstly in a southwesterly direction and finally again in a southeasterly direction to a point two metres or thereby northwest of the property known as 13 Skail Road, Kirkwall, KW15 1YS, a total distance of seventy seven metres or thereby.
61. That part of the public road C19 St Catherine'S Place, Kirkwall leading from its junction with the B Road Shore Street, firstly in a southeasterly direction, to its junction with the Unclassified East Road, a total distance of one hundred and sixty eight metres or thereby.
62. That part of the public road C19 St Rognvald Street, Kirkwall leading from its junction with the Unclassified Thoms Street, firstly in a southerly direction and finally again in a southeasterly direction, to its junction with the Unclassified George Street, a total distance of two hundred and forty six metres or thereby.
63. That part of the public road C19 Stromberry, Kirkwall leading from its junction with the Unclassified Marwick Drive, firstly in a southwesterly direction to a point seven metres or thereby northwest of the property known as Stromberry Garages, Stromberry, Kirkwall, KW15 1UX, a total distance of sixty seven metres or thereby.
64. That part of the public road C19 Sutherland Court, Kirkwall leading from its junction with the Unclassified Sutherland Park, firstly in a northwesterly direction and finally again in a westerly direction to a point five metres or thereby north of the property known as 3 Sutherland Park, Kirkwall, KW15 1DR, a total distance of forty seven metres or thereby.

65. That part of the public road C19 Tankerness Lane, Kirkwall leading from its junction with the Minor Road Broad Street, firstly in a westerly direction, to its junction with the Unclassified West Tankerness Lane, a total distance of one hundred and eighteen metres or thereby.
66. That part of the public road C19 The Crafty, Kirkwall leading from its junction with the A Road Junction Road, firstly in a westerly direction, thereafter in a northwesterly direction and finally again in a westerly direction to a point five metres or thereby north of its junction with the Unclassified Glaitness Park, a total distance of one hundred and twenty seven metres or thereby.
67. That part of the public road C19 The Meadows, Kirkwall leading from a point ten metres or thereby west of the property known as 2 Reid Crescent, Kirkwall, KW15 1UD, firstly in a southerly direction, thereafter in a southwesterly direction, thereafter in a southerly direction and finally again in a southwesterly direction to a point six metres or thereby southwest of its junction with the A Road Bignold Park Road, a total distance of eight hundred and ninety four metres or thereby.
68. That part of the public road C19 The Mound, Kirkwall leading from its junction with the Unclassified Mcleod Drive, firstly in a southerly direction, thereafter in a southwesterly direction, thereafter in a southerly direction and finally again in a westerly direction, to its junction with the Unclassified Pickaquoy Drive, a total distance of one hundred and sixty four metres or thereby.
69. That part of the public road C19 Thoms Street, Kirkwall leading from its junction with the Unclassified The Meadows, firstly in a northwesterly direction and finally again in a westerly direction, to its junction with the A Road Dundas Crescent, a total distance of six hundred and forty nine metres or thereby.
70. That part of the public road C19 Torness, Kirkwall leading from a point three metres or thereby southeast of the property known as 17 Torness, Kirkwall, KW15 1UU, firstly in a southeasterly direction, to its junction with the Unclassified Mooney Drive, a total distance of fifty nine metres or thereby.
71. That part of the public road C19 Union Street, Kirkwall leading from its junction with the A Road Junction Road, firstly in an easterly direction to a point five metres or thereby east of its junction with the Unclassified Victoria Street, a total distance of one hundred metres or thereby.
72. That part of the public road C19 Vasa, Kirkwall leading from a point fifteen metres or thereby southwest of the property known as 15 Vasa, Kirkwall, KW15 1UT, firstly in a southeasterly direction, to its junction with the Unclassified Mooney Drive, a total distance of thirty nine metres or thereby.
73. That part of the public road C19 Walliwall Place, Kirkwall leading from its junction with the Unclassified Liberator Drive, firstly in an easterly direction to a point three metres or thereby north of the property known as 5 Walliwall Place, Kirkwall, KW15 1LU, a total distance of fifty four metres or thereby.

74. That part of the public road C19 Walliwall Road, Kirkwall leading from a point five metres or thereby northwest of the property known as 5 Walliwall Road, Kirkwall, KW15 1LQ, firstly in an easterly direction, to its junction with the Unclassified Liberator Drive, a total distance of thirty three metres or thereby.
75. That part of the public road C19 Wasdale Crescent, Kirkwall leading from its junction with the Unclassified Islands View Road, firstly in a southeasterly direction, thereafter in a southwesterly direction and finally again in a westerly direction to a point twelve metres or thereby north of the property known as 15 Wasdale Crescent, Kirkwall, KW15 1YW, a total distance of one hundred and thirty four metres or thereby.
76. That part of the public road C19 Watson Drive, Kirkwall leading from a point five metres or thereby northeast of its junction with the A Road Deerness Road, firstly in a southwesterly direction, thereafter in an westerly direction and finally again in a southwesterly direction, to its junction with the Unclassified Rope Walk, a total distance of one hundred and eighty five metres or thereby.
77. That part of the public road C19 Watson Park, Kirkwall leading from its junction with the Unclassified Watson Drive, firstly in a northwesterly direction to a point two metres or thereby southeast of the property known as 4 Watson Park, Kirkwall, KW15 1WB, a total distance of forty one metres or thereby.
78. That part of the public road C19 West Castle Street, Kirkwall leading from its junction with the A Road Junction Road, firstly in a northwesterly direction, to its junction with the Classified Unnumbered Great Western Road, a total distance of eighty two metres or thereby.
79. That part of the public road C19 West Tankerness Lane, Kirkwall leading from its junction with the A Road Junction Road, firstly in a westerly direction, to its junction with the Classified Unnumbered Great Western Road, a total distance of eighty metres or thereby.
80. That part of the public road C19 Weyland Drive, Kirkwall leading from its junction with the Unclassified Weyland Terrace, firstly in an easterly direction to a point three metres or thereby west of the property known as Quaegro, 15 Weyland Drive, Kirkwall, KW15 1WW, a total distance of one hundred and fifty four metres or thereby.
81. That part of the public road C19 Weyland Terrace, Kirkwall leading from a point four metres or thereby southeast of the property known as Outer Magnolia, Weyland Terrace, Kirkwall, KW15 1LS, firstly in a southwesterly direction and finally again in a southerly direction to a point three metres or thereby east of the property known as Jarlshof, 28 East Road, Kirkwall, KW15 1HZ, a total distance of two hundred and sixty four metres or thereby.
82. That part of the public road C19 Willowburn Road, Kirkwall leading from its junction with the B Road Queen Street, firstly in a southeasterly direction, thereafter in a southerly direction and finally again in a southeasterly direction to a point six metres or thereby southwest of the property known as Kolbein, 20 Willowburn Road, Kirkwall, KW15 1NG, a total distance of two hundred and seventy eight metres or thereby.

83. That part of the public road C19 Zetland Road, Kirkwall leading from its junction with the Not Classified Gold Drive, firstly in a northerly direction, to its junction with the Unclassified Mcleod Drive, a total distance of fifty four metres or thereby.
84. That part of the public road C19 Buttquoy Drive, Kirkwall leading from a point seven metres or thereby east of the property known as 2 Buttquoy Drive, Kirkwall, KW15 1JJ, firstly in a southwesterly direction, for the entirety of the road's extents, a total distance of ninety five metres or thereby.
85. That part of the public road C19 George Street, Kirkwall leading from its junction with the Unclassified Thoms Street, firstly in a southwesterly direction and finally again in a westerly direction, for the entirety of the road's extents, a total distance of two hundred and sixty four metres or thereby.
86. That part of the public road C19 Liberator Drive, Kirkwall leading from a point four metres or thereby south of its junction with the Classified Unnumbered Old Finstown Road, firstly in a northerly direction, thereafter in a northeasterly direction, thereafter in an easterly direction, thereafter in a northeasterly direction, thereafter in a northerly direction, thereafter in an westerly direction, thereafter in a southwesterly direction, thereafter in an westerly direction, thereafter in a southwesterly direction, thereafter in a southerly direction, thereafter in a southwesterly direction and finally again in a southerly direction, for the entirety of the road's extents, a total distance of six hundred and sixty eight metres or thereby.
87. That part of the public road C19 Linklet, Kirkwall leading from its junction with the Unclassified Marwick Drive, firstly in a southeasterly direction and finally again in a southwesterly direction, for the entirety of the road's extents, a total distance of ninety two metres or thereby.
88. That part of the public road C19 Peerie Sea Court, Kirkwall leading from a point four metres or thereby northeast of its junction with the Local Road Peerie Sea Loan, firstly in a southwesterly direction, for the entirety of the road's extents, a total distance of fifty two metres or thereby.
89. That part of the public road C19 Sutherland Park, Kirkwall leading from a point eight metres or thereby southeast of the property known as 6 Sutherland Park, Kirkwall, KW15 1DR, firstly in a northeasterly direction, thereafter in an easterly direction, thereafter in a northeasterly direction, thereafter in an easterly direction and finally again in a northeasterly direction, for the entirety of the road's extents, a total distance of one hundred and forty three metres or thereby.
90. That part of the public road C19 The Quadrant, Kirkwall leading from a point five metres or thereby southeast of the property known as 2 The Quadrant, Kirkwall, KW15 1NF, firstly in a southeasterly direction, thereafter in a northeasterly direction, thereafter in a northerly direction, thereafter in a northwesterly direction, thereafter in an westerly direction, thereafter in a southwesterly direction, thereafter in a southerly direction and finally again in a westerly direction, for the entirety of the road's extents, a total distance of two hundred and nineteen metres or thereby.

91. That part of the public road C19 Carters Park Road, Kirkwall leading from its junction with the Unclassified Willowburn Road, firstly in a northeasterly direction, thereafter in an easterly direction, thereafter in a southerly direction and finally again in a southwesterly direction, for the entirety of the road's extents, a total distance of one hundred and ninety five metres or thereby.
92. That part of the public road C19 Cromwell Court, Kirkwall leading from a point three metres or thereby southwest of the property known as Invernairn, Cromwell Court, Kirkwall, KW15 1NP, firstly in a northerly direction, thereafter in a southeasterly direction and finally again in a northwesterly direction, for the entirety of the road's extents, a total distance of fifty six metres or thereby.
93. That part of the public road C19 Eastabist, Kirkwall leading from a point five metres or thereby north of the property known as 6 Eastabist, Kirkwall, KW15 1XH, firstly in a southwesterly direction, thereafter in a northwesterly direction and finally again in a southwesterly direction, for the entirety of the road's extents, a total distance of fifty six metres or thereby.
94. That part of the public road C19 Faraclett, Kirkwall leading from a point five metres or thereby east of the property known as Faraclett Garages, Faraclett, Kirkwall, KW15 1XE, firstly in a northwesterly direction, for the entirety of the road's extents, a total distance of forty seven metres or thereby.
95. That part of the public road C19 Flett Park, Kirkwall leading from a point three metres or thereby northeast of the property known as 10 Flett Park, Kirkwall, KW15 1FX, firstly in a northwesterly direction and finally again in a northeasterly direction, for the entirety of the road's extents, a total distance of one hundred metres or thereby.
96. That part of the public road C19 Glaitness Park, Kirkwall leading from its junction with the Unclassified The Crafty, firstly in a southerly direction, thereafter in a southwesterly direction, thereafter in a southerly direction, thereafter in a southeasterly direction, thereafter in an easterly direction, thereafter in a southeasterly direction, thereafter in a southerly direction and finally again in a westerly direction, for the entirety of the road's extents, a total distance of three hundred and five metres or thereby.
97. That part of the public road C19 Gold Drive, Kirkwall leading from a point four metres or thereby west of the property known as 3 Gold Drive, Kirkwall, KW15 1HH, firstly in a northerly direction, thereafter in an westerly direction, thereafter in a southerly direction and finally again in a westerly direction, for the entirety of the road's extents, a total distance of two hundred and fifty nine metres or thereby.
98. That part of the public road C19 Hordaland, Kirkwall leading from a point eleven metres or thereby west of the property known as 20 Hordaland, Kirkwall, KW15 1UN, firstly in a southwesterly direction, thereafter in a northwesterly direction and finally again in a southwesterly direction, for the entirety of the road's extents, a total distance of one hundred and eighteen metres or thereby.
99. That part of the public road C19 Islands View Road, Kirkwall leading from its junction with the Unclassified Weyland Bay, firstly in a southeasterly direction, thereafter in an

easterly direction, thereafter in a southwesterly direction, thereafter in a southerly direction, thereafter in a southwesterly direction, thereafter in an westerly direction and finally again in a northwesterly direction, for the entirety of the road's extents, a total distance of three hundred and seventy six metres or thereby.

100. That part of the public road C19 Jubilee Court, Kirkwall leading from a point three metres or thereby west of the property known as 4 Jubilee Court, Kirkwall, KW15 1XR, firstly in a northerly direction and finally again in a westerly direction, for the entirety of the road's extents, a total distance of one hundred and thirty one metres or thereby.
101. That part of the public road C19 Mackenzies Park, Kirkwall leading from its junction with the Unclassified Mackenzies Drive, firstly in a northeasterly direction and finally again in a southeasterly direction, for the entirety of the road's extents, a total distance of forty five metres or thereby.
102. That part of the public road C19 Mackenzies Place, Kirkwall leading from a point four metres or thereby southwest of the property known as 5 Mackenzies Place, Kirkwall, KW15 1FB, firstly in a southwesterly direction and finally again in a southeasterly direction, for the entirety of the road's extents, a total distance of forty five metres or thereby.
103. That part of the public road C19 Mcleod Drive, Kirkwall leading from a point four metres or thereby north of the property known as 31 Mcleod Drive, Kirkwall, KW15 1ZG, firstly in a southwesterly direction, thereafter in an westerly direction, thereafter in a southerly direction, thereafter in an westerly direction and finally again in a northerly direction, for the entirety of the road's extents, a total distance of three hundred and twenty five metres or thereby.
104. That part of the public road C19 Meadow Park, Kirkwall leading from its junction with the Unclassified Meadow Crescent, firstly in a southeasterly direction and finally again in a southwesterly direction, for the entirety of the road's extents, a total distance of one hundred and ninety one metres or thereby.
105. That part of the public road C19 Otterswick Crescent, Kirkwall leading from a point six metres or thereby north of the property known as 10 Otterswick Crescent, Kirkwall, KW15 1TL, firstly in a northerly direction, thereafter in a northwesterly direction, thereafter in a southwesterly direction, thereafter in a southerly direction, thereafter in a southwesterly direction and finally again in a northeasterly direction, for the entirety of the road's extents, a total distance of one hundred and forty two metres or thereby.
106. That part of the public road C19 Papdale Close, Kirkwall leading from a point five metres or thereby north of the property known as 5 Papdale Close, Kirkwall, KW15 1QP, firstly in a southwesterly direction, thereafter in a northwesterly direction and finally again in a southwesterly direction, for the entirety of the road's extents, a total distance of one hundred and sixty five metres or thereby.
107. That part of the public road C19 Ronaldsvoe, Kirkwall leading from a point five metres or thereby southeast of the property known as Ronaldsvoe Garages, Ronaldsvoe, Kirkwall, KW15 1XE, firstly in a northeasterly direction and finally again in a southeasterly

direction, for the entirety of the road's extents, a total distance of ninety two metres or thereby.

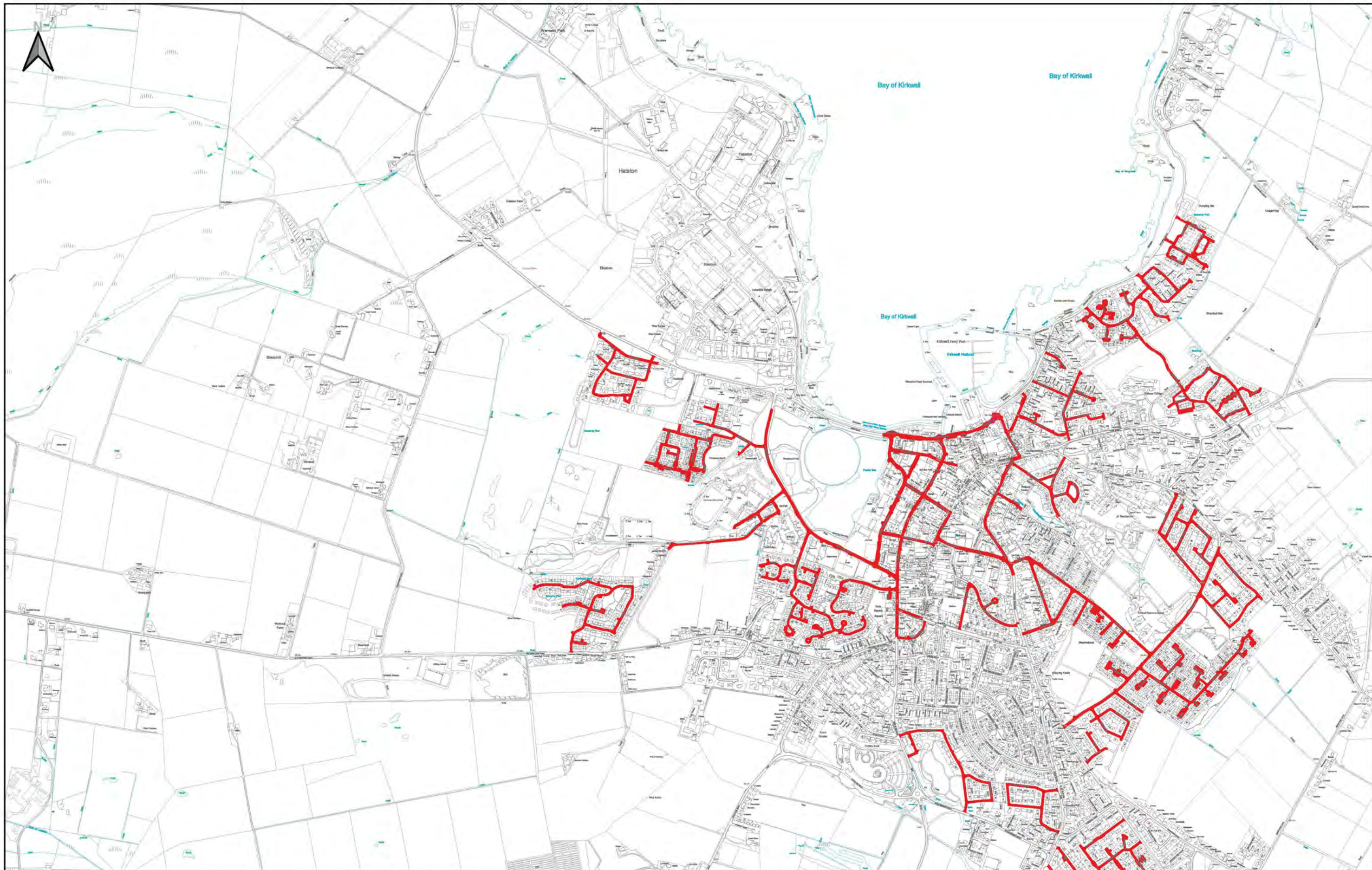
108. That part of the public road C19 Sabiston Crescent, Kirkwall leading from a point five metres or thereby north of the property known as Cilgerran, 1 Sabiston Crescent, Kirkwall, KW15 1YT, firstly in an easterly direction, thereafter in a southerly direction, thereafter in a southeasterly direction, thereafter in an easterly direction and finally again in a northeasterly direction, for the entirety of the road's extents, a total distance of eighty five metres or thereby.
109. That part of the public road C19 Shore Street, Kirkwall leading from its junction with the A Road Harbour Street, firstly in a northeasterly direction, thereafter in an easterly direction and finally again in a northeasterly direction, for the entirety of the road's extents, a total distance of one hundred and forty nine metres or thereby.
110. That part of the public road C19 Watersfield Crescent, Kirkwall leading from a point seven metres or thereby northwest of the property known as 5 Watersfield Crescent, Kirkwall, KW15 1ZR, firstly in a westerly direction, thereafter in a northerly direction, thereafter in a southwesterly direction, thereafter in an westerly direction and finally again in a southwesterly direction, for the entirety of the road's extents, a total distance of one hundred and sixty eight metres or thereby.
111. That part of the public road C19 Watson Close, Kirkwall leading from a point one metres or thereby northwest of the property known as 6a Watson Close, Kirkwall, KW15 1WD, firstly in a northwesterly direction and finally again in a southwesterly direction, for the entirety of the road's extents, a total distance of eighty two metres or thereby.
112. That part of the public road C19 Watson Place, Kirkwall leading from a point four metres or thereby southwest of the property known as Camari, 4 Watson Place, Kirkwall, KW15 1FH, firstly in a southerly direction and finally again in a southeasterly direction, for the entirety of the road's extents, a total distance of sixty eight metres or thereby.
113. That part of the public road C19 Liberator Close, Kirkwall leading from a point ten metres or thereby north of the property known as 15 Liberator Close, Kirkwall, KW15 1LZ, firstly in a northwesterly direction, thereafter in an westerly direction, thereafter in a southwesterly direction, thereafter in an westerly direction, thereafter in a northwesterly direction, thereafter in an westerly direction, thereafter in a northerly direction and finally again in a westerly direction, for the entirety of the road's extents, a total distance of two hundred and fifty nine metres or thereby.
114. That part of the public road C19 Royal Oak Road, Kirkwall leading from a point six metres or thereby northwest of the property known as 4 Royal Oak Road, Kirkwall, KW15 1RF, firstly in a northwesterly direction, thereafter in an westerly direction, thereafter in a southerly direction, thereafter in an easterly direction, thereafter in a southerly direction, thereafter in a southeasterly direction, thereafter in an easterly direction and finally again in a westerly direction, for the entirety of the road's extents, a total distance of five hundred and seventy one metres or thereby.

115. That part of the public road C19 Weyland Bay, Kirkwall leading from a point five metres or thereby northwest of its junction with the Unclassified Carness Road, firstly in a southeasterly direction, thereafter in an easterly direction, thereafter in a northeasterly direction, thereafter in an easterly direction, thereafter in a southeasterly direction, thereafter in a northeasterly direction and finally again in a southeasterly direction, for the entirety of the road's extents, a total distance of four hundred and fifty one metres or thereby.
116. That part of the public road C19 Bosquoy Road, Kirkwall leading from a point fourteen metres or thereby west of the property known as 21 Bosquoy Road, Kirkwall, KW15 1YR, firstly in a westerly direction, thereafter in a northerly direction, thereafter in a northeasterly direction, thereafter in an easterly direction, thereafter in a southerly direction and finally again in a northerly direction, for the entirety of the road's extents, a total distance of one hundred and forty seven metres or thereby.
117. That part of the public road C19 Burnside, Kirkwall leading from its junction with the Unclassified Lynn Park, firstly in a northwesterly direction, thereafter in a southwesterly direction, thereafter in a northwesterly direction and finally again in a southwesterly direction, for the entirety of the road's extents, a total distance of five hundred and sixteen metres or thereby.
118. That part of the public road C19 Muddisdale Road, Kirkwall leading from a point five metres or thereby east of the property known as Ayre View, Muddisdale Road, Kirkwall, KW15 1RS, firstly in a southwesterly direction, thereafter in a northeasterly direction, thereafter in a southeasterly direction, thereafter in a southwesterly direction, thereafter in a northeasterly direction, thereafter in an easterly direction, thereafter in a northeasterly direction, thereafter in a northerly direction and finally again in a northwesterly direction, for the entirety of the road's extents, a total distance of seven hundred and fifty four metres or thereby.
119. That part of the public road C19 Ayre Road, Kirkwall leading from a point six metres or thereby east of its junction with the A Road Ayre Road Roundabout, firstly in a westerly direction and finally again in an easterly direction, for the entirety of the road's extents, a total distance of two hundred and twenty nine metres or thereby.
120. That part of the public road C19 Pickaquoy Loan, Kirkwall leading from a point three metres or thereby east of the property known as 31 King Harald Kloss, Kirkwall, KW15 1FT, firstly in an easterly direction, thereafter in a southeasterly direction, thereafter in a southerly direction, thereafter in a southeasterly direction, thereafter in an easterly direction, thereafter in an westerly direction, thereafter in a northwesterly direction, thereafter in a northeasterly direction, thereafter in a northerly direction, thereafter in a southeasterly direction, thereafter in an easterly direction, thereafter in a northeasterly direction, thereafter in a northerly direction, thereafter in a northwesterly direction, thereafter in a northeasterly direction, thereafter in a northerly direction and finally again in a southerly direction, for the entirety of the road's extents, a total distance of seven hundred and eleven metres or thereby.

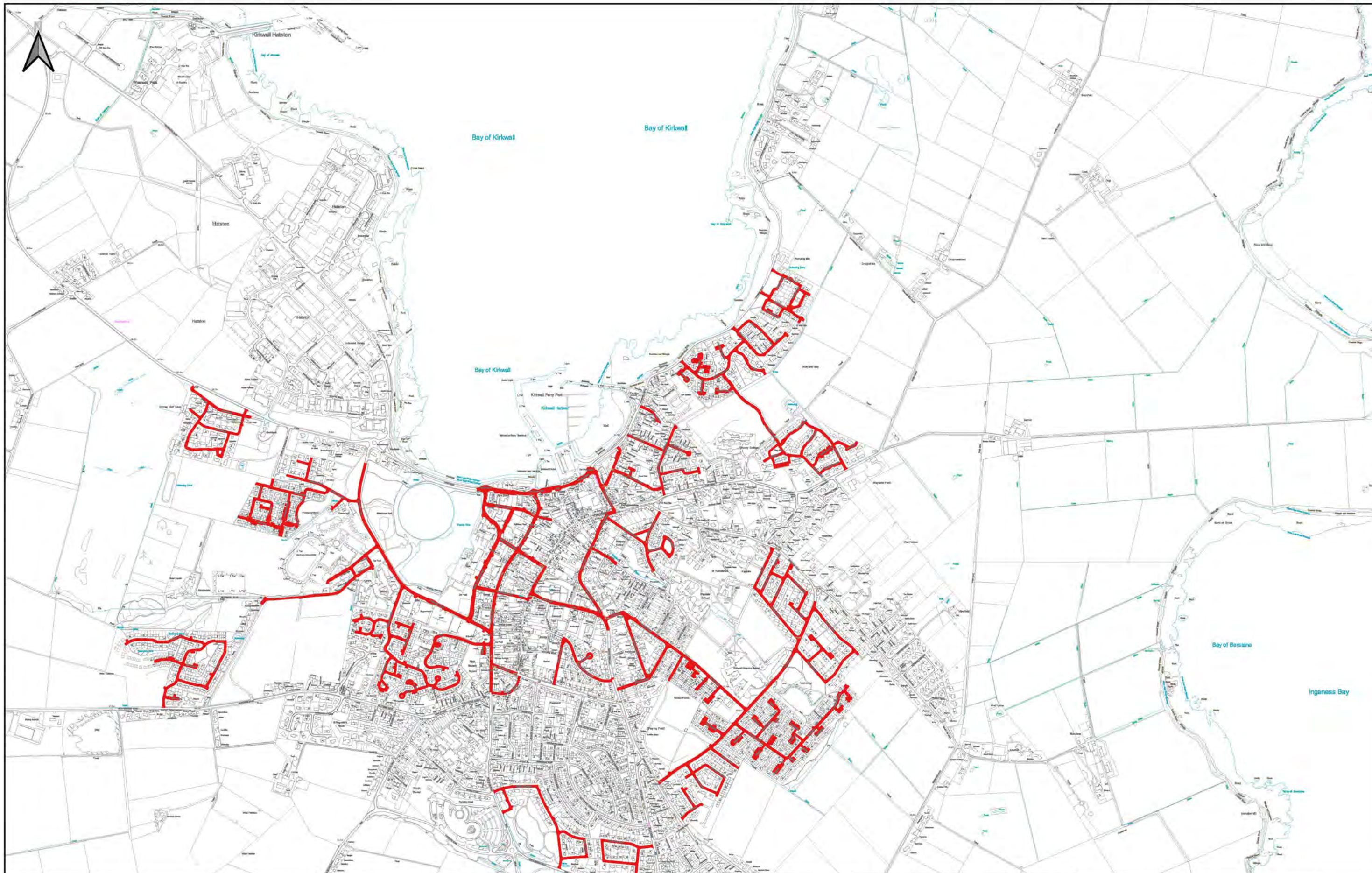
121. That part of the public road C19 Scapa Crescent, Kirkwall leading from a point five metres or thereby west of its junction with the A Road New Scapa Road, firstly in a southerly direction, thereafter in an easterly direction, thereafter in a southeasterly direction, thereafter in an easterly direction, thereafter in a southerly direction, thereafter in an westerly direction, thereafter in a southerly direction, thereafter in an easterly direction, thereafter in a southeasterly direction, thereafter in a southerly direction, thereafter in a southwesterly direction, thereafter in an easterly direction, thereafter in a southeasterly direction and finally again in a southerly direction, for the entirety of the road's extents, a total distance of eight hundred and forty three metres or thereby.
122. That part of the public road C19 King Harald Kloss, Kirkwall leading from a point four metres or thereby west of the property known as 1 King Harald Kloss, Kirkwall, KW15 1FT, firstly in a southerly direction, thereafter in an westerly direction, thereafter in a southerly direction, thereafter in an easterly direction and finally again in a southerly direction, for the entirety of the road's extents, a total distance of two hundred and sixty four metres or thereby.
123. That part of the public road C19 Lynn Park, Kirkwall leading from a point four metres or thereby northeast of the property known as Corbiere, 14 Lynn Park, Kirkwall, KW15 1SL, firstly in a southwesterly direction, thereafter in a northwesterly direction and finally again in a southwesterly direction, for the entirety of the road's extents, a total distance of four hundred and eighty two metres or thereby.
124. That part of the public road C19 Reid Crescent, Kirkwall leading from a point eight metres or thereby west of the property known as Edenmore, 29 Reid Crescent, Kirkwall, KW15 1UD, firstly in a southeasterly direction, thereafter in a northwesterly direction, thereafter in a southwesterly direction, thereafter in a northwesterly direction, thereafter in a southwesterly direction, thereafter in a northwesterly direction and finally again in a southeasterly direction, for the entirety of the road's extents, a total distance of seven hundred and forty one metres or thereby.
125. That part of the public road C19 Rope Walk, Kirkwall leading from a point one metres or thereby southeast of the property known as 15 Rope Walk, Kirkwall, KW15 1XJ, firstly in a northeasterly direction, thereafter in a southwesterly direction, thereafter in an easterly direction, thereafter in a southeasterly direction, thereafter in a southwesterly direction, thereafter in a southerly direction and finally again in a southeasterly direction, for the entirety of the road's extents, a total distance of four hundred and thirty eight metres or thereby.
126. That part of the public road C19 Eunson Kloss, Kirkwall leading from a point five metres or thereby west of the property known as 27a Eunson Kloss, Kirkwall, KW15 1BF, firstly in a northerly direction, thereafter in a northeasterly direction, thereafter in a northerly direction, thereafter in a northwesterly direction, thereafter in a northerly direction, thereafter in a northeasterly direction, thereafter in a southwesterly direction, thereafter in a southerly direction, thereafter in an easterly direction, thereafter in a northerly

direction, thereafter in a northwesterly direction, thereafter in an westerly direction and finally again in a northerly direction, for the entirety of the road's extents, a total distance of three hundred and eight metres or thereby.

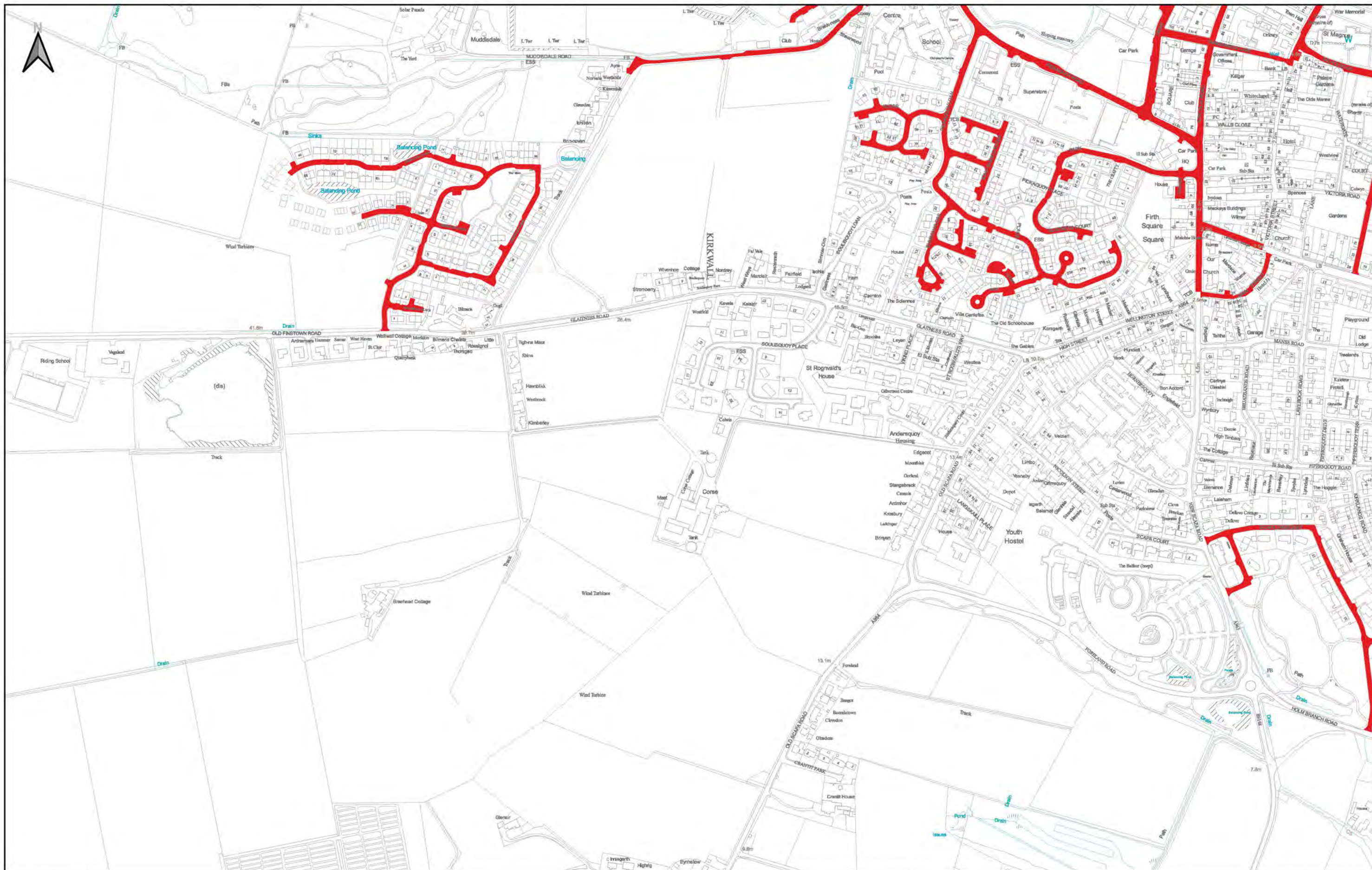
127. That part of the public road C19 Meadowbank, Kirkwall leading from a point four metres or thereby northwest of the property known as 84 Meadowbank, Kirkwall, KW15 1QL, firstly in a southwesterly direction, thereafter in a southeasterly direction and finally again in a southwesterly direction, for the entirety of the road's extents, a total distance of three hundred and thirty one metres or thereby.
128. That part of the public road C19 Lynn Crescent, Kirkwall leading from a point six metres or thereby west of the property known as 28 Lynn Crescent, Kirkwall, KW15 1FF, firstly in a northwesterly direction, thereafter in a northerly direction, thereafter in a northeasterly direction, thereafter in an easterly direction, thereafter in a northerly direction, thereafter in a northwesterly direction, thereafter in an westerly direction, thereafter in a southwesterly direction, thereafter in a northerly direction, thereafter in an easterly direction, thereafter in a southerly direction, thereafter in a northeasterly direction and finally again in a northwesterly direction, for the entirety of the road's extents, a total distance of three hundred and five metres or thereby.
129. That part of the public road C19 Queen Sonja Kloss, Kirkwall leading from a point thirteen metres or thereby north of the property known as 15 Queen Sonja Kloss, Kirkwall, KW15 1FJ, firstly in an easterly direction, thereafter in a southeasterly direction, thereafter in an easterly direction, thereafter in a northeasterly direction, thereafter in a northerly direction, thereafter in an westerly direction, thereafter in a northwesterly direction, thereafter in a southerly direction, thereafter in a northeasterly direction, thereafter in an easterly direction and finally again in a southerly direction, for the entirety of the road's extents, a total distance of three hundred and twenty one metres or thereby.



File Ref. Kirkwall 1		Drawing No. ORK_TRO_01_01_0		Plan 1 Kirkwall	Roads within 20mph TRO © Crown copyright and database rights 2025 OS 100021621	Roads Services	NEIGHBOURHOOD SERVICES and INFRASTRUCTURE Council Offices, Kirkwall Orkney, KW15 1NY tel (01856) 873535 fax (01856) 876094 Corporate Director:- Hayley Green MBA (Public Service)	 ORKNEY ISLANDS COUNCIL
Revision								
Date: 30/05/2025		Drawn: Teresa Higgins						
Scale: 1:25000		Checked: Caroline Broughton-Smith						



File Ref. Kirkwall 2		Drawing No. ORK_TRO_01_02_0		Plan 2 Kirkwall	Roads within 20mph TRO © Crown copyright and database rights 2025 OS 100021621	Roads Services	NEIGHBOURHOOD SERVICES and INFRASTRUCTURE Council Offices, Kirkwall Orkney, KW15 1NY tel (01856) 873535 fax (01856) 876094 Corporate Director:- Hayley Green MBA (Public Service)	
Revision								
Date: 30/05/2025								
Scale: 1:25000								
		Drawn: Teresa Higgins						
		Checked: Caroline Broughton-Smith						



File Ref. Kirkwall 3	Drawing No. ORK_TRO_01_03_0
Revision	
Date: 30/05/2025	Drawn: Teresa Higgins
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Plan 3 Kirkwall

 Roads within 20mph TRO

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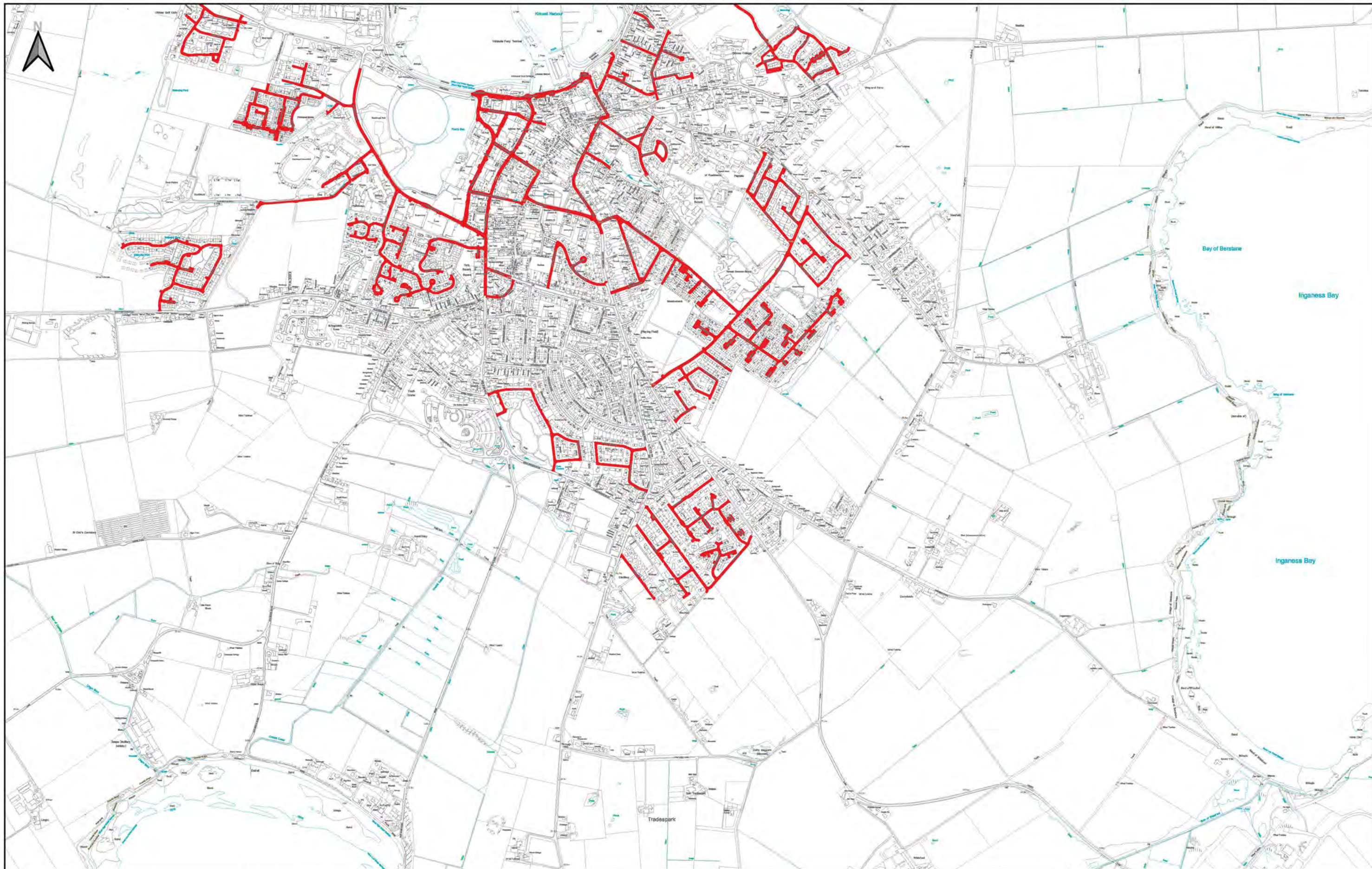
Roads Services

NEIGHBOURHOOD SERVICES and INFRASTRUCTURE
Council Offices, Kirkwall
Orkney, KW15 1NY
tel (01856) 873535
fax (01856) 876094

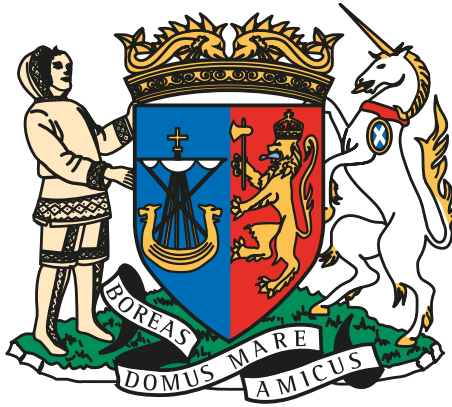
Corporate Director:-
Hayley Green
MBA (Public Service)


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File Ref. Kirkwall 4		Drawing No. ORK_TRO_01_04_0		Plan 4 Kirkwall	Roads within 20mph TRO © Crown copyright and database rights 2025 OS 100021621	Roads Services	NEIGHBOURHOOD SERVICES and INFRASTRUCTURE Council Offices, Kirkwall Orkney, KW15 1NY tel (01856) 873535 fax (01856) 876094 Corporate Director:- Hayley Green MBA (Public Service)	 ORKNEY ISLANDS COUNCIL
Revision								
Date: 30/05/2025		Drawn: Teresa Higgins						
Scale: 1:25000		Checked: Caroline Broughton-Smith						



ORKNEY

ISLANDS COUNCIL

THE ORKNEY ISLANDS COUNCIL
(20MPH SPEED LIMIT) (VARIOUS ROADS
IN STROMNESS, ORKNEY ORDER 2025)

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Introduction

Orkney Islands Council in exercise of its powers under Section 84 of the Road Traffic Regulation Act 1984 (“the Act”), and of all other enabling powers, and after consultation with the chief officer of police in accordance with Part III of Schedule 9 to the Act, hereby makes the following Order: -

Citation and Commencement

1. This Order may be cited as The Orkney Islands Council (20 mph Speed Limit) (Various Roads in Stromness, Orkney) Order 2025 and shall come into operation on XXX.

Interpretation

2. The Interpretation Act 1978 shall apply for the interpretation of this Order as it applies for the interpretation of an Act of Parliament.

Speed Limit

3. No person shall drive or cause or permit to be driven any motor vehicle at a speed exceeding twenty miles per hour in any of the lengths of road specified in the Schedule of this Order.

Superseded Provisions

4. This Order, where its provisions conflict, supersedes: -
 - a. The Orkney Islands Council (30 mph Speed Limit) (Various Roads in Orkney Order 2021) which came into operation on the Seventh day of January Two Thousand and Twenty Two.
 - b. The Orkney Islands Council (Variable 20mph Speed Limit) (Schools in Kirkwall and Stromness) Order 2005 which came into operation on the First Day of October Two Thousand and Five.
 - c. The Orkney Islands Council (Variable 20mph speed limit) (Schools in Kirkwall and Stromness) (Amendment) Order 2019 which came into operation on the Eighteenth day of March Two Thousand and Nineteen.
 - d. The Orkney Islands Council (Restricted Roads) (Ferry Road and North End Road, Stromness) Order 2001 which came into operation on the First day of November Two Thousand and One.
 - e. The Orkney Islands Council (Variable 20 mph Speed Limit) (Stromness Primary School) Order 2012 which came into operation on the First day of August Two Thousand and Twelve.

Schedule 1

1. That part of the public road C19 Back Road, Stromness leading from its junction with the Minor Road North End Road, firstly in a southwesterly direction, thereafter in an westerly direction, thereafter in a southwesterly direction, thereafter in a southerly direction, thereafter in a southwesterly direction, thereafter in a southerly direction, thereafter in a southwesterly direction, thereafter in a southeasterly direction, thereafter in a southerly direction, thereafter in a southwesterly direction, thereafter in a southerly direction, thereafter in a southeasterly direction and finally again in a northeasterly direction, to its junction with the Not Classified Ness, a total distance of one thousand eight hundred and twenty one metres or thereby.
2. That part of the public road C19 Coplands Road, Stromness leading from its junction with the Local Road, firstly in a southwesterly direction and finally again in a westerly direction, to its junction with the Unclassified Coplands Drive, a total distance of two hundred and seventy one metres or thereby.
3. That part of the public road C19 Downies Lane, Stromness leading from its junction with the Restricted Local Access Road, firstly in a westerly direction, thereafter in a southerly direction, thereafter in a southwesterly direction, thereafter in a southerly direction, thereafter in a southwesterly direction and finally again in a southerly direction, to its junction with the Restricted Local Access Road, a total distance of three hundred metres or thereby.
4. That part of the public road C19 Ferry Road, Stromness leading from a point seven metres or thereby southeast of the property known as 36 John Street, Stromness, KW16 3AD, firstly in a northeasterly direction, thereafter in a northerly direction, thereafter in a northeasterly direction and finally again in a northerly direction, to its junction with the A Road North End Roundabout, a total distance of three hundred and ninety metres or thereby.
5. That part of the public road C19 Franklin Road, Stromness leading from its junction with the Unclassified Hellihole Road, firstly in an easterly direction, to its junction with the Restricted Local Access Road, a total distance of nineteen metres or thereby.
6. That part of the public road C19 Garson Road, Stromness leading from its junction with the Classified Unnumbered Cairston Road, firstly in a southerly direction, to its junction with the Local Road, a total distance of five hundred and eighty two metres or thereby.
7. That part of the public road C19 Grieveship Road, Stromness leading from its junction with the Classified Unnumbered Back Road, firstly in a northwesterly direction and finally again in a westerly direction to a point three metres or thereby southeast of its junction with the Unclassified Grieveship Brae, a total distance of one hundred and nineteen metres or thereby.
8. That part of the public road C19 Hellihole Road, Stromness leading from a point four metres or thereby north of the property known as Wasps Stromness Studios, 2 Hellihole

Road, Stromness, KW16 3DE, firstly in a westerly direction and finally again in a northwesterly direction, to its junction with the Classified Unnumbered Back Road, a total distance of two hundred and forty nine metres or thereby.

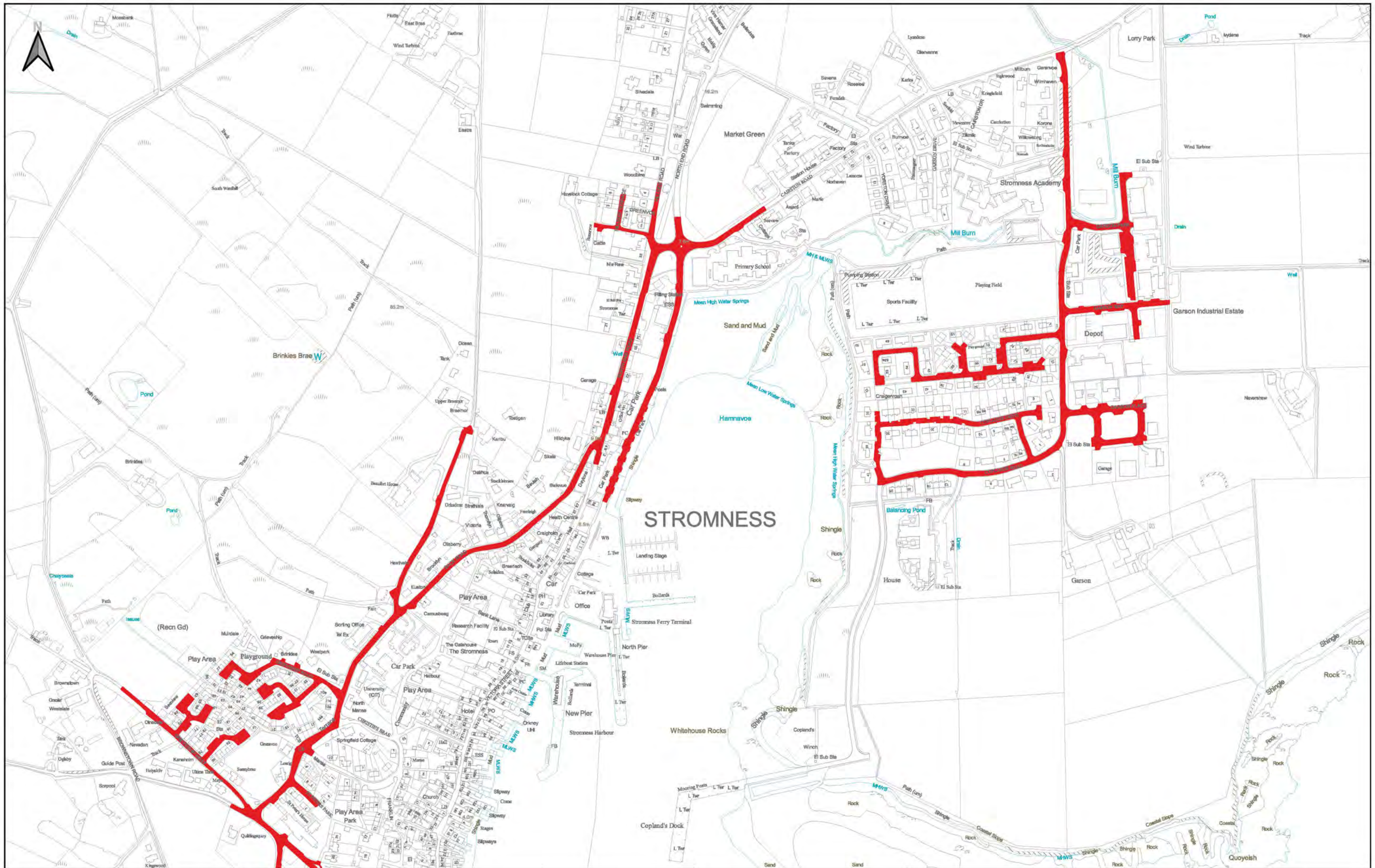
9. That part of the public road C19 Hillside Road, Stromness leading from a point twelve metres or thereby northeast of the property known as Manora, 4 Hillside Road, Stromness, KW16 3AH, firstly in a southerly direction, to its junction with the Minor Road North End Road, a total distance of one hundred and two metres or thereby.
10. That part of the public road C19 Hoymansquoy, Stromness leading from a point one metres or thereby northeast of the property known as 14 Hoymansquoy, Stromness, KW16 3DR, firstly in a northeasterly direction and finally again in an easterly direction, to its junction with the Classified Unnumbered Back Road, a total distance of one hundred and fifty one metres or thereby.
11. That part of the public road C19 John Street, Stromness leading from a point four metres or thereby east of the property known as Daytona, Back Road, Stromness, KW16 3AJ, firstly in a northerly direction, to its junction with the Minor Road North End Road, a total distance of thirty metres or thereby.
12. That part of the public road C19 Ness, Stromness leading from its junction with the Classified Unnumbered Back Road, firstly in a southeasterly direction to a point twenty one metres or thereby northwest of its junction with the Classified Unnumbered Back Road, a total distance of twenty one metres or thereby.
13. That part of the public road C19 Ness Road, Stromness leading from a point nine metres or thereby southeast of the property known as Brownsquoy, 5 Ness Road, Stromness, KW16 3DL, firstly in a southerly direction and finally again in a southeasterly direction, to its junction with the Classified Unnumbered Back Road, a total distance of two hundred and forty six metres or thereby.
14. That part of the public road C19 North End Roundabout, Stromness leading from a point two metres or thereby north of its junction with the Minor Road North End Road, firstly in a southerly direction, thereafter in a southeasterly direction, thereafter in an easterly direction, thereafter in a northeasterly direction, thereafter in a northwesterly direction, thereafter in a westerly direction, thereafter in a southwesterly direction and finally again in a southerly direction to a point two metres or thereby north of its junction with the Minor Road North End Road, a total distance of thirty three metres or thereby.
15. That part of the public road C19 Outertown Road, Stromness leading from a point three metres or thereby southwest of the property known as Maya Cottage, Back Road, Stromness, KW16 3DX, firstly in a southeasterly direction, to its junction with the Classified Unnumbered Back Road, a total distance of thirty seven metres or thereby.
16. That part of the public road C19 Springfield Crescent, Stromness leading from its junction with the Classified Unnumbered Back Road, firstly in a southeasterly direction to a point twelve metres or thereby north of the property known as 8 Manse Park, Stromness, KW16 3AU, a total distance of seventeen metres or thereby.

17. That part of the public road C19 St Peters Park, Stromness leading from a point seven metres or thereby southwest of the property known as 3 Manse Park, Stromness, KW16 3AU, firstly in a northwesterly direction, to its junction with the Classified Unnumbered Back Road, a total distance of fifty six metres or thereby.
18. That part of the public road C19 Whitehouse Lane, Stromness leading from a point four metres or thereby east of the property known as 9 Alfred Terrace, Stromness, KW16 3DQ, firstly in a northerly direction and finally again in a northwesterly direction, to its junction with the Unclassified Hellihole Road, a total distance of one hundred and forty six metres or thereby.
19. That part of the public road C19 Cairston Road, Stromness leading from a point six metres or thereby northwest of the property known as Seaview, Cairston Road, Stromness, KW16 3JS, firstly in a southwesterly direction and finally again in a westerly direction, for the entirety of the road's extents, a total distance of one hundred and thirty nine metres or thereby.
20. That part of the public road C19 Citadel Road, Stromness leading from a point three metres or thereby northwest of the property known as 4 Citadel Crescent, Stromness, KW16 3EL, firstly in a northeasterly direction, thereafter in a northerly direction, thereafter in a northeasterly direction, thereafter in a northerly direction and finally again in a northeasterly direction, for the entirety of the road's extents, a total distance of one hundred and twenty six metres or thereby.
21. That part of the public road C19 Garson Place, Stromness leading from a point fourteen metres or thereby southwest of the property known as Orkney Zerowaste, 2 Garson Place, Stromness, KW16 3EE, firstly in a southerly direction, thereafter in an easterly direction, thereafter in a northerly direction, thereafter in a northwesterly direction and finally again in a westerly direction, for the entirety of the road's extents, a total distance of two hundred and sixty six metres or thereby.
22. That part of the public road C19 North End Road, Stromness leading from its junction with the Classified Unnumbered Back Road, firstly in a northerly direction and finally again in an easterly direction, for the entirety of the road's extents, a total distance of three hundred and sixty eight metres or thereby.
23. That part of the public road C19 Citadel Crescent, Stromness leading from a point seven metres or thereby north of the property known as 7 Citadel Crescent, Stromness, KW16 3EL, firstly in a southeasterly direction, thereafter in a southerly direction and finally again in a southwesterly direction, for the entirety of the road's extents, a total distance of one hundred and five metres or thereby.
24. That part of the public road C19 Citadel Drive, Stromness leading from a point two metres or thereby south of the property known as 9 Citadel Drive, Stromness, KW16 3EJ, firstly in a southeasterly direction and finally again in a southwesterly direction, for the entirety of the road's extents, a total distance of eighty three metres or thereby.
25. That part of the public road C19 Faravel, Stromness leading from a point nine metres or thereby east of the property known as 12 Faravel, Stromness, KW16 3DT, firstly in a

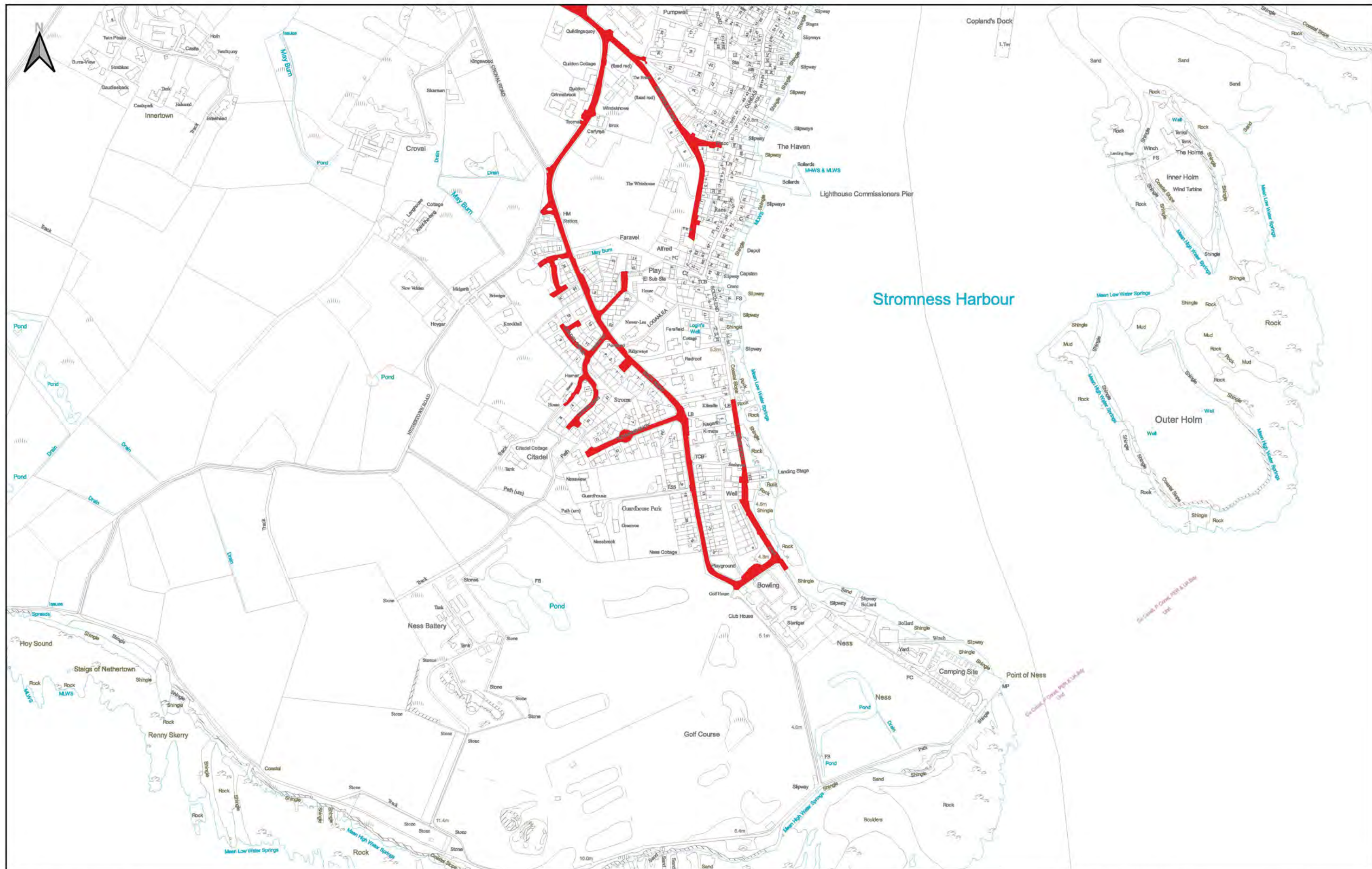
southerly direction and finally again in a southwesterly direction, for the entirety of the road's extents, a total distance of eighty six metres or thereby.

26. That part of the public road C19 Garson Park, Stromness leading from a point sixteen metres or thereby northeast of the property known as Orkney Crab Ltd Store, Garson Park, Stromness, KW16 3BL, firstly in a westerly direction and finally again in a southerly direction, for the entirety of the road's extents, a total distance of two hundred and seventy six metres or thereby.
27. That part of the public road C19 Garson Way, Stromness leading from its junction with the Unclassified Garson Road, firstly in an easterly direction, thereafter in a southerly direction and finally again in an easterly direction, for the entirety of the road's extents, a total distance of two hundred and five metres or thereby.
28. That part of the public road C19 Hillside Terrace, Stromness leading from a point three metres or thereby north of the property known as Bunervoe, Hillside Terrace, Stromness, KW16 3AQ, firstly in a northerly direction and finally again in an easterly direction, for the entirety of the road's extents, a total distance of one hundred and thirty four metres or thereby.
29. That part of the public road C19 Knockhall Drive, Stromness leading from a point eleven metres or thereby south of the property known as 3 Knockhall Drive, Stromness, KW16 3EQ, firstly in a southerly direction, thereafter in a southwesterly direction and finally again in a westerly direction, for the entirety of the road's extents, a total distance of one hundred and twelve metres or thereby.
30. That part of the public road C19 Nethertown Road, Stromness leading from a point four metres or thereby northwest of the property known as Coastguard Rescue Station, Nethertown Road, Stromness, KW16 3JR, firstly in a southwesterly direction and finally again in an easterly direction, for the entirety of the road's extents, a total distance of forty two metres or thereby.
31. That part of the public road C19 Coplands Drive, Stromness leading from a point five metres or thereby east of the property known as Glett, 37 Coplands Drive, Stromness, KW16 3BN, firstly in an easterly direction, thereafter in a westerly direction, thereafter in a northerly direction, thereafter in a southerly direction, thereafter in a northerly direction, thereafter in a northwesterly direction and finally again in a northerly direction, for the entirety of the road's extents, a total distance of four hundred and forty metres or thereby.
32. That part of the public road C19 Grieveship West, Stromness leading from a point forty two metres or thereby southwest of its junction with the Unclassified Brownstown Road, firstly in a southeasterly direction, thereafter in an easterly direction, thereafter in a northeasterly direction, thereafter in a southwesterly direction, thereafter in a westerly direction, thereafter in a southwesterly direction, thereafter in a southeasterly direction, thereafter in a northeasterly direction and finally again in a southeasterly direction, for the entirety of the road's extents, a total distance of four hundred and fifty four metres or thereby.

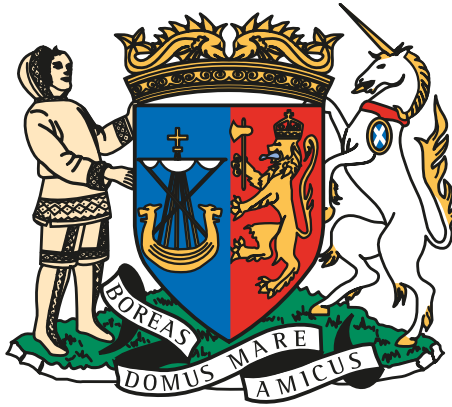
33. That part of the public road C19 Hamnavoe, Stromness leading from a point four metres or thereby north of the property known as 35 Hamnavoe, Stromness, KW16 3JQ, firstly in a westerly direction, thereafter in a northerly direction, thereafter in an westerly direction, thereafter in a southerly direction, thereafter in a southeasterly direction, thereafter in an westerly direction, thereafter in a southerly direction, thereafter in an westerly direction, thereafter in a southerly direction, thereafter in a northeasterly direction and finally again in a westerly direction, for the entirety of the road's extents, a total distance of five hundred and thirty metres or thereby.
34. That part of the public road C19 Grieveship Brae, Stromness leading from a point nine metres or thereby northwest of the property known as 53 Grieveship Brae, Stromness, KW16 3BG, firstly in a northwesterly direction, thereafter in a southwesterly direction, thereafter in a northeasterly direction, thereafter in a southeasterly direction and finally again in a northeasterly direction, for the entirety of the road's extents, a total distance of two hundred and forty eight metres or thereby.



File Ref. Stromness 1	Drawing No. ORK_TRO_02_01_0	Plan 1 Stromness	Roads within 20mph TRO © Crown copyright and database rights 2025 OS 100021621	Roads Services	NEIGHBOURHOOD SERVICES and INFRASTRUCTURE Council Offices, Kirkwall Orkney, KW15 1NY tel (01856) 873535 fax (01856) 876094 Corporate Director:- Hayley Green MBA (Public Service)
Revision					
Date: 30/05/2025	Drawn: Teresa Higgins				
Scale: 1:10000	Checked: Caroline Broughton-Smith				



File Ref. Stromness 2			Drawing No. ORK_TRO_02_02_0			Plan 2 Stromness	Roads within 20mph TRO © Crown copyright and database rights 2025 OS 100021621	Roads Services	NEIGHBOURHOOD SERVICES and INFRASTRUCTURE Council Offices, Kirkwall Orkney, KW15 1NY tel (01856) 873535 fax (01856) 876094 Corporate Director:- Hayley Green MBA (Public Service)	 ORKNEY ISLANDS COUNCIL
Revision										
Date: 30/05/2025			Drawn: Teresa Higgins							
Scale: 1:10000			Checked: Caroline Broughton-Smith							



ORKNEY

ISLANDS COUNCIL

THE ORKNEY ISLANDS COUNCIL
(20MPH SPEED LIMIT) (VARIOUS ROADS
ON ORKNEY MAINLAND AND ISLES
ORDER 2025)

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Introduction

Orkney Islands Council in exercise of its powers under Section 84 of the Road Traffic Regulation Act 1984 (“the Act”), and of all other enabling powers, and after consultation with the chief officer of police in accordance with Part III of Schedule 9 to the Act, hereby makes the following Order: -

Citation and Commencement

1. This Order may be cited as The Orkney Islands Council (20 mph Speed Limit) (Various Roads on Orkney Mainland and Isles) Order 2025 and shall come into operation on XXX.

Interpretation

2. The Interpretation Act 1978 shall apply for the interpretation of this Order as it applies for the interpretation of an Act of Parliament.

Speed Limit

3. No person shall drive or cause or permit to be driven any motor vehicle at a speed exceeding twenty miles per hour in any of the lengths of road specified in the Schedule of this Order.

Superseded Provisions

4. This Order, where its provisions conflict, supersedes: -
 - a. The Orkney Islands Council (30 mph Speed Limit) (Various Roads in Orkney Order 2021) which came into operation on the Seventh day of January Two Thousand and Twenty Two.
 - b. The Orkney Islands Council (Variable 20 mph Speed Limit and 30 mph speed limit extension) (Finstown) Order 2023 which came into operation on the Eighteenth day of March Two Thousand and Twenty Four.
 - c. The Orkney Islands Council (Variable 20 mph Speed Limit and) (Island Schools) Order 2023 which came into operation on the Ninth day of October Two Thousand and Twenty Three.
 - d. The Orkney Islands Council (Restricted Roads) (Balfour Village, Shapinsay) Order 1998 which came into operation on the First day of September Nineteen Hundred and Ninety Eight.
 - e. The Orkney Islands Council (Restricted Roads) (Birsay) Order 1999 which came into operation on the First day of December Nineteen Hundred and Ninety Nine.

- f. The Orkney Islands Council (Restricted Roads) (Dounby) Order 1993 which came into operation on the First day of March Nineteen Hundred and Ninety Three.
- g. The Orkney Islands Council (Restricted Roads) (Ireland Road, Stenness) Order 1996 which came into operation on the First day of March Nineteen Hundred and Ninety Six.
- h. The Orkney Islands Council (Restricted Roads) (Orphir) Order 1996 which came into operation on the First day of November Nineteen Hundred and Ninety Six.
- i. The Orkney Islands Council (Restricted Roads) (Pier Road, St Margaret's Hope) Order 2001 which came into operation on the First day of April Two Thousand and One.
- j. The Orkney Islands Council (Restricted Roads) (Trumland, Rousay) Order 1998 which came into operation on the First day of February Nineteen Hundred and Ninety Nine.
- k. The Orkney Islands Council (Restricted Roads) (Whitehall, Stronsay) Order 1999 which came into operation on the First day of December Nineteen Hundred and Ninety Nine.
- l. The Orkney Islands Council (Variable 20 mph Speed Limit) (Ireland Road, Stenness) Order 2016 which came into operation on the Eleventh day of April Two Thousand and Sixteen.
- m. The Orkney Islands Council (Variable 20 mph Speed Limit) (B9052, Toab, St Andrews) Order 2015 which came into operation on the Seventeenth day of August Two Thousand and Fifteen.

Schedule 1

1. BIRSAY: That part of the public road C19 Linkshouse Road, Birsay leading from its junction with the A Road, The Palace, firstly in a southerly direction, for the entirety of the road's extents, a total distance of three hundred and fifty five metres or thereby.
2. BIRSAY: That part of the public road C19 Swartland Road, Birsay leading from its junction with the Local Access Road, Dounby, firstly in a northeasterly direction, to its junction with the A Road, Dounby, a total distance of thirty metres or thereby.
3. BURRAY: That part of the public road C19 Lairds Road, Burray leading from its junction with the Unclassified Upper Waston Road, Burray Village, firstly in a northerly direction and finally again in a northeasterly direction to a point four metres or thereby northwest of the property known as 5 Lairds Road, Burray Village, Burray, Orkney, KW17 2TX, a total distance of forty eight metres or thereby.
4. BURRAY: That part of the public road C19 Pier Road, Burray leading from its junction with the Restricted Local Access Road, Burray Village, firstly in a northwesterly direction and finally again in a northeasterly direction, to its junction with the Unclassified Village Road, Burray Village, a total distance of one hundred and sixty eight metres or thereby.
5. BURRAY: That part of the public road C19 Sunfield, Burray leading from its junction with the Unclassified Westshore Road, Burray Village, firstly in a southerly direction and finally again in a southeasterly direction to a point ten metres or thereby north of the property known as 3 Sunfield, Burray Village, Burray, Orkney, KW17 2TE, a total distance of thirty eight metres or thereby.
6. BURRAY: That part of the public road C19 Upper Waston Road, Burray leading from its junction with the Unclassified Westshore Road, Burray Village, firstly in a northerly direction, thereafter in an northwesterly direction and finally again in a westerly direction to a point three metres or thereby east of the property known as 6 Upper Waston Road, Burray Village, Burray, Orkney, KW17 2TT, a total distance of one hundred and twenty nine metres or thereby.
7. BURRAY: That part of the public road C19 Village Road, Burray leading from a point one metres or thereby south of the property known as Store Ivydene, Village Road, Burray Village, Burray, KW17 2SS, firstly in an easterly direction, thereafter in an northeasterly direction and finally again in a northerly direction to a point three metres or thereby northwest of the property known as Old Burray School, Village Road, Burray Village, Burray, Orkney, KW17 2SS, a total distance of four hundred and twenty two metres or thereby.
8. BURRAY: That part of the public road C19 Westshore Road, Burray leading from its junction with the Unclassified Village Road, Burray Village, firstly in a westerly direction and finally again in a southwesterly direction to a point three metres or thereby east of its junction with the Unclassified Sunfield, Burray Village, a total distance of three hundred and forty nine metres or thereby.

9. FIRTH: That part of the public road C19 Acre Lea, Firth leading from its junction with the Classified Unnumbered Old Finstown Road, Finstown, firstly in a southerly direction to a point five metres or thereby southwest of the property known as Firth Community Hall, Acre Lea, Finstown, Firth, KW17 2EJ, a total distance of one hundred and one metres or thereby.
10. FIRTH: That part of the public road C19 Buckles Road, Firth leading from a point twenty nine metres or thereby southwest of the property known as 8 Buckles Road, Finstown, Firth, Orkney, KW17 2UE, firstly in a southeasterly direction, thereafter in an easterly direction and finally again in a northeasterly direction, to its junction with the Unclassified Jewadale Drive, Finstown, a total distance of one hundred and sixteen metres or thereby.
11. FIRTH: That part of the public road C19 Damsay View, Firth leading from its junction with the Unclassified Jewadale Drive, Finstown, firstly in a southerly direction, thereafter in an southwesterly direction and finally again in a westerly direction to a point three metres or thereby north of the property known as 21 Damsay View, Finstown, Firth, Orkney, KW17 2UF, a total distance of one hundred and thirty three metres or thereby.
12. FIRTH: That part of the public road C19 Grandon Road, Firth leading from a point eight metres or thereby west of the property known as E Fraser Electrical (Orkney) Ltd, The Store, Grandon Road, Firth, Orkney, KW17 2EL, firstly in a southerly direction, to its junction with the A Road, Finstown, a total distance of eighteen metres or thereby.
13. FIRTH: That part of the public road C19 Grimond Place, Firth leading from a point two metres or thereby southeast of the property known as 9 Grimond Place, Finstown, Firth, Orkney, KW17 2UQ, firstly in a northeasterly direction and finally again in a southeasterly direction, for the entirety of the road's extents, a total distance of fifty four metres or thereby.
14. FIRTH: That part of the public road C19 Grimond Road, Firth leading from a point four metres or thereby southeast of the property known as 12 Grimond Place, Finstown, Firth, Orkney, KW17 2UQ, firstly in a northeasterly direction, thereafter in an northerly direction, thereafter in an northwesterly direction, thereafter in an southeasterly direction and finally again in a northeasterly direction, for the entirety of the road's extents, a total distance of two hundred and eleven metres or thereby.
15. FIRTH: That part of the public road C19 Grimond Square, Firth leading from a point two metres or thereby southwest of the property known as 5 Grimond Square, Finstown, Firth, Orkney, KW17 2UR, firstly in a southwesterly direction and finally again in a westerly direction, to its junction with the Unclassified Grimond Road, Finstown, a total distance of fifty three metres or thereby.
16. FIRTH: That part of the public road C19 Heddle Road, Firth leading from its junction with the A Road, Finstown, firstly in a southwesterly direction to a point six metres or thereby northwest of the property known as Stenbreck, Heddle Road, Finstown, Firth, Orkney, KW17 2JX, a total distance of one hundred and sixty six metres or thereby.

17. FIRTH: That part of the public road C19 Jewadale Drive, Firth leading from its junction with the Unclassified Grimond Road, Finstown, firstly in a southeasterly direction, thereafter in an easterly direction and finally again in a northeasterly direction, to its junction with the A Road, Finstown, a total distance of two hundred and thirteen metres or thereby.
18. FIRTH: That part of the public road C19 Old Finstown Road, Firth leading from its junction with the A Road, Finstown, firstly in a southerly direction and finally again in a southeasterly direction to a point five metres or thereby southwest of the property known as Damsay, Old Finstown Road, Finstown, Firth, Orkney, KW17 2EJ, a total distance of one hundred and thirty eight metres or thereby.
19. FIRTH: That part of the public road C19 Parkside, Firth leading from a point two metres or thereby southeast of the property known as 5 Parkside, Finstown, Firth, Orkney, KW17 2EN, firstly in a southeasterly direction, thereafter in a southwesterly direction and finally again in a southerly direction, to its junction with the A Road, Finstown, a total distance of one hundred and seven metres or thereby.
20. FIRTH: That part of the public road C19 Seafield, Firth leading from its junction with the A Road, Finstown, firstly in an easterly direction, thereafter in an northeasterly direction and finally again in a northerly direction to a point three metres or thereby southwest of the property known as 6 Seafield, Finstown, Firth, Orkney, KW17 2EW, a total distance of one hundred and twenty three metres or thereby.
21. HARRAY: That part of the public road C19 Hillside Road, Harray leading from its junction with the Restricted Local Access Road, Dounby, firstly in a southwesterly direction, to its junction with the A Road, Dounby, a total distance of four hundred and fifty seven metres or thereby.
22. HARRAY: That part of the public road C19 Quilco, Harray leading from a point four metres or thereby southwest of the property known as 23 Quilco, Dounby, Harray, Orkney, KW17 2HW, firstly in a southeasterly direction, thereafter in a southwesterly direction, thereafter in a southerly direction, thereafter in a southeasterly direction, thereafter in an easterly direction, thereafter in a southeasterly direction, thereafter in a southerly direction, thereafter in a southeasterly direction, thereafter in a southerly direction, thereafter in an easterly direction and finally again in a southeasterly direction, for the entirety of the road's extents, a total distance of three hundred and forty four metres or thereby.
23. HOLM: That part of the public road C19 Breckan Brae, Holm leading from a point three metres or thereby south of the property known as 19 Breckan Brae, St Marys, Holm, KW17 2RR, firstly in a westerly direction, thereafter in a northwesterly direction, thereafter in a northerly direction, thereafter in a northeasterly direction, thereafter in an easterly direction, thereafter in a southerly direction and finally again in a northerly direction, for the entirety of the road's extents, a total distance of four hundred and fifty three metres or thereby.

24. HOLM: That part of the public road C19 Graeme Park, Holm leading from a point three metres or thereby south of the property known as 6 Graeme Park, St Marys, Holm, Orkney, KW17 2RG, firstly in a southerly direction and finally again in a westerly direction, for the entirety of the road's extents, a total distance of one hundred and nineteen metres or thereby.
25. HOLM: That part of the public road C19 Loch-House Road, Holm leading from a point four metres or thereby south of the property known as Crompton, Loch-House Road, St Marys, Holm, Orkney, KW17 2RT, firstly in a westerly direction to a point two metres or thereby west of its junction with the Local Road, St Marys, a total distance of one hundred and fifty seven metres or thereby.
26. HOLM: That part of the public road C19 Park Of Ayre, Holm leading from a point five metres or thereby northwest of the property known as Adelaide, Park Of Ayre, St Marys, Holm, KW17 2RT, firstly in a westerly direction, thereafter in an easterly direction, thereafter in an northeasterly direction and finally again in a southeasterly direction, for the entirety of the road's extents, a total distance of one hundred and ninety metres or thereby.
27. HOLM: That part of the public road C19 St Mary'S Road, Holm leading from a point one metres or thereby west of the property known as Temperance Hall, St Mary'S Road, St Marys, Holm, KW17 2RT, firstly in a westerly direction and finally again in a southerly direction to a point three metres or thereby south of its junction with the A Road, St Marys, a total distance of one hundred and eighty three metres or thereby.
28. HOLM: That part of the public road C19 Station Square, Holm leading from a point six metres or thereby southeast of the property known as 8 Station Square, St Marys, Holm, Orkney, KW17 2SE, firstly in a westerly direction, thereafter in an northwesterly direction, thereafter in an northerly direction and finally again in a southerly direction, for the entirety of the road's extents, a total distance of two hundred and thirty one metres or thereby.
29. HOLM: That part of the public road C19 Storehouse Place, Holm leading from its junction with the Unclassified Breckan Brae, St Marys, firstly in a westerly direction, thereafter in an southwesterly direction and finally again in a southerly direction to a point five metres or thereby west of the property known as 8 Storehouse Place, St Marys, Holm, Orkney, KW17 2TF, a total distance of one hundred and seven metres or thereby.
30. HOLM: That part of the public road C19 Sutherland Drive, Holm leading from a point nine metres or thereby southeast of the property known as 4 Sutherland Drive, St Marys, Holm, Orkney, KW17 2SG, firstly in a westerly direction, thereafter in an northerly direction and finally again in a westerly direction, for the entirety of the road's extents, a total distance of sixty seven metres or thereby.
31. HOLM: That part of the public road C19 West Greaves Road, Holm leading from a point four metres or thereby west of the property known as Karona, West Greaves Road, St Marys, Holm, Orkney, KW17 2RU, firstly in a southerly direction, thereafter in an

southwesterly direction and finally again in a southerly direction to a point six metres or thereby south of its junction with the A Road, St Marys, a total distance of two hundred and eighty seven metres or thereby.

32. ORPHIR: That part of the public road C19 Gyre Road, Orphir leading from its junction with the A Road, Orphir Village, firstly in a northerly direction and finally again in a southeasterly direction, for the entirety of the road's extents, a total distance of two hundred and thirteen metres or thereby.
33. ORPHIR: That part of the public road C19 Gyre Road, Orphir leading from a point fifteen metres or thereby south of the property known as Nirvana, Gyre Road, Orphir Village, Orphir, Orkney, KW17 2RB, firstly in a northerly direction to a point four metres or thereby west of the property known as Vanaheim, Kingfisher Road, Orphir Village, Orphir, Orkney, KW17 2RB, a total distance of one hundred metres or thereby.
34. ORPHIR: That part of the public road C19 Kirk Park, Orphir leading from a point four metres or thereby west of the property known as 7 Kirk Park, Orphir Village, Orphir, Orkney, KW17 2RQ, firstly in a northwesterly direction, thereafter in a southwesterly direction, thereafter in a westerly direction, thereafter in a northerly direction and finally again in a southerly direction, for the entirety of the road's extents, a total distance of one hundred and seventy four metres or thereby.
35. ROUSAY: That part of the public road C19 Johnston'S Road, Rousay leading from a point four metres or thereby southwest of the property known as 6 Johnston'S Road, Rousay, Orkney, KW17 2PZ, firstly in a southeasterly direction, thereafter in an easterly direction and finally again in a northeasterly direction, for the entirety of the road's extents, a total distance of one hundred and thirty seven metres or thereby.
36. SANDWICK: That part of the public road C19 Back Road, Sandwick leading from its junction with the Unclassified, Dounby, firstly in a southwesterly direction, thereafter in an southerly direction, thereafter in an southeasterly direction, thereafter in an southwesterly direction and finally again in a southeasterly direction, to its junction with the B Road Vetquoy Road, Dounby, a total distance of two hundred and thirty one metres or thereby.
37. SANDWICK: That part of the public road C19 Swartland Road, Sandwick leading from its junction with the Local Access Road, Dounby, firstly in a westerly direction, to its junction with the Not Classified Fletts Park, Dounby, a total distance of forty nine metres or thereby.
38. SANDWICK: That part of the public road C19 Vetquoy Road, Sandwick leading from its junction with the A Road, Dounby, firstly in a southwesterly direction, to its junction with the Restricted Local Access Road, Dounby, a total distance of one hundred and eighty two metres or thereby.
39. SHAPINSAY: That part of the public road C19 Millbank, Shapinsay leading from a point two metres or thereby west of the property known as 7 Millbank, Shapinsay, Orkney, KW17 2DU, firstly in a westerly direction, to its junction with the Unclassified Sandyhill Road, a total distance of fifty metres or thereby.

40. SHAPINSAY: That part of the public road C19 Sands Road, Shapinsay leading from its junction with the Restricted Local Access Road, firstly in a northerly direction, thereafter in an northeasterly direction, thereafter in an northerly direction, thereafter in an northeasterly direction and finally again in an easterly direction, to its junction with the Unclassified Sandyhill Road, a total distance of six hundred and ninety seven metres or thereby.
41. SHAPINSAY: That part of the public road C19 Sandyhill Road, Shapinsay leading from a point twenty eight metres or thereby northeast of the property known as Balfour Cottage, Sandyhill Road, Shapinsay, Orkney, KW17 2DY, firstly in a southerly direction, to its junction with the B Road Sands Road, a total distance of two hundred and ninety metres or thereby.
42. SOUTH RONALDSAY: That part of the public road C19 Back Road, South Ronaldsay leading from its junction with the Unclassified Marengo Road, St Margarets Hope, firstly in a southwesterly direction, thereafter in an westerly direction, thereafter in an northwesterly direction and finally again in a westerly direction, to its junction with the Unclassified Ontoft Road, St Margarets Hope, a total distance of two hundred and seventy nine metres or thereby.
43. SOUTH RONALDSAY: That part of the public road C19 Church Road, South Ronaldsay leading from a point six metres or thereby southwest of its junction with the B Road St Margarets Road, St Margarets Hope, firstly in a northeasterly direction, thereafter in an northerly direction and finally again in a northwesterly direction to a point five metres or thereby southeast of its junction with the Unclassified Marengo Road, St Margarets Hope, a total distance of three hundred and five metres or thereby.
44. SOUTH RONALDSAY: That part of the public road C19 Cromarty Square, South Ronaldsay leading from its junction with the B Road School Road, St Margarets Hope, firstly in a westerly direction, thereafter in an southwesterly direction and finally again in a northerly direction, for the entirety of the road's extents, a total distance of seventy one metres or thereby.
45. SOUTH RONALDSAY: That part of the public road C19 Doctors House Road, South Ronaldsay leading from a point twenty one metres or thereby southwest of the property known as Marshburn, Doctors House Road, St Margarets Hope, South Ronaldsay, Orkney, KW17 2SN, firstly in a northerly direction and finally again in a northeasterly direction, to its junction with the B Road St Margarets Road, St Margarets Hope, a total distance of ninety one metres or thereby.
46. SOUTH RONALDSAY: That part of the public road C19 Front Road, South Ronaldsay leading from a point one metres or thereby northwest of the property known as The Crop, Front Road, St Margarets Hope, South Ronaldsay, Orkney, KW17 2SL, firstly in a southwesterly direction, thereafter in an westerly direction and finally again in a southerly direction, to its junction with the Local Road Back Road, St Margarets Hope, a total distance of two hundred and eighty six metres or thereby.

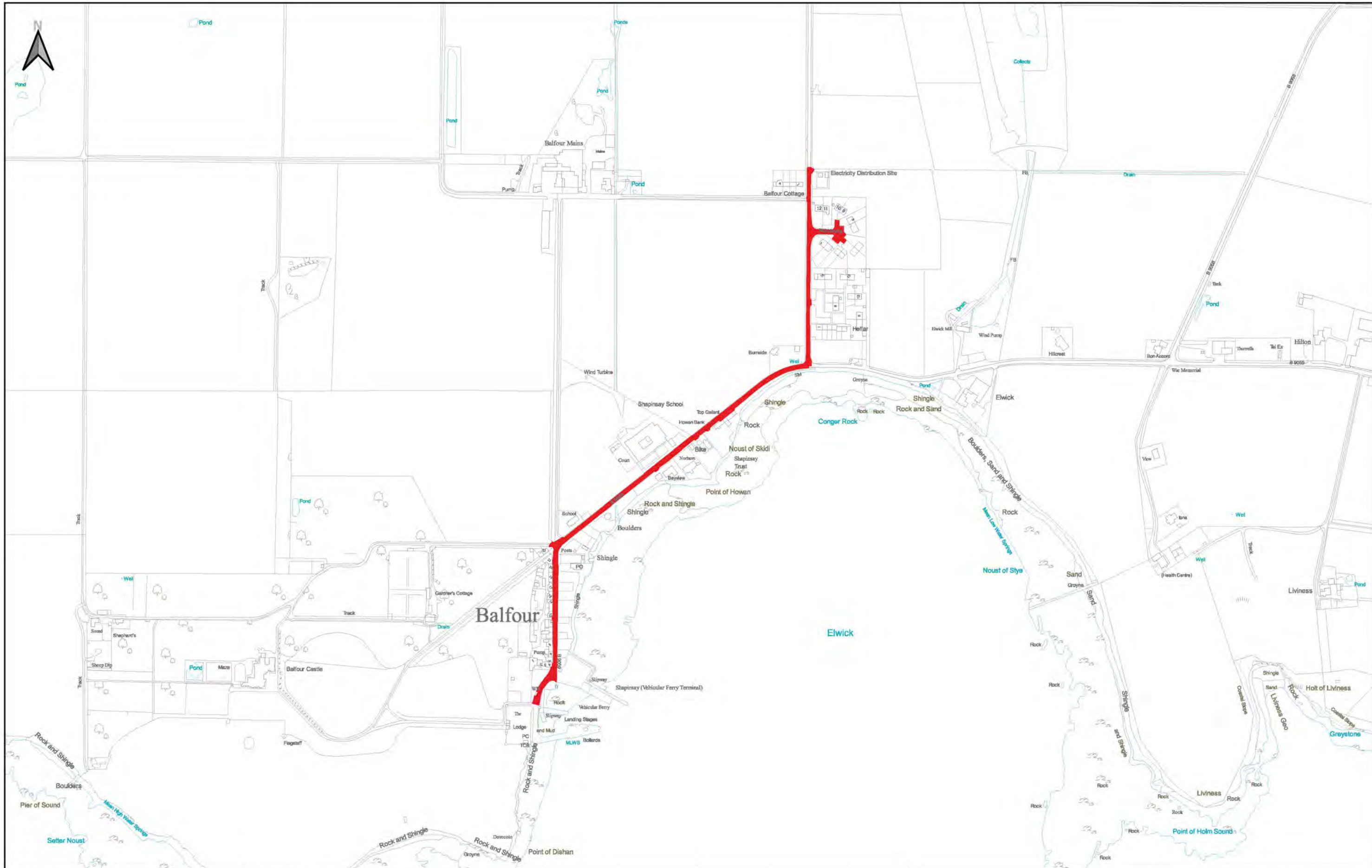
47. SOUTH RONALDSAY: That part of the public road C19 Link Road, South Ronaldsay leading from its junction with the Local Road Back Road, St Margarets Hope, firstly in a northerly direction, to its junction with the Unclassified Front Road, St Margarets Hope, a total distance of thirty five metres or thereby.
48. SOUTH RONALDSAY: That part of the public road C19 Marengo Road, South Ronaldsay leading from a point ten metres or thereby southwest of the property known as 5 Marengo Road, St Margarets Hope, South Ronaldsay, Orkney, KW17 2TD, firstly in an easterly direction, thereafter in an southeasterly direction and finally again in a southwesterly direction, for the entirety of the road's extents, a total distance of one hundred and fifty two metres or thereby.
49. SOUTH RONALDSAY: That part of the public road C19 Ontoft Road, South Ronaldsay leading from its junction with the Minor Road Cromarty Square, St Margarets Hope, firstly in a northwesterly direction and finally again in a westerly direction to a point thirteen metres or thereby west of the property known as Bellevue, Ontoft Road, St Margarets Hope, South Ronaldsay, Orkney, KW17 2TL, a total distance of four hundred and twenty seven metres or thereby.
50. SOUTH RONALDSAY: That part of the public road C19 Pier Road, South Ronaldsay leading from its junction with the Local Road, St Margarets Hope, firstly in a northerly direction, thereafter in an northwesterly direction and finally again in a northerly direction, to its junction with the Restricted Local Access Road, St Margarets Hope, a total distance of six hundred metres or thereby.
51. SOUTH RONALDSAY: That part of the public road C19 School Road, South Ronaldsay leading from its junction with the B Road St Margarets Road, St Margarets Hope, firstly in a southwesterly direction, to its junction with the Restricted Local Access Road, St Margarets Hope, a total distance of three hundred and sixty seven metres or thereby.
52. SOUTH RONALDSAY: That part of the public road C19 St Margarets Road, South Ronaldsay leading from its junction with the Minor Road Cromarty Square, St Margarets Hope, firstly in a southerly direction and finally again in a southeasterly direction to a point twelve metres or thereby south of the property known as 1 Taftingus Place, St Margarets Hope, South Ronaldsay, Orkney, KW17 2UD, a total distance of one hundred and thirty seven metres or thereby.
53. SOUTH RONALDSAY: That part of the public road C19 Thorfinn Place, South Ronaldsay leading from its junction with the Local Road Church Road, St Margarets Hope, firstly in a southwesterly direction and finally again in a northwesterly direction to a point six metres or thereby west of the property known as Thorfinn Place Garages, Thorfinn Place, St Margarets Hope, South Ronaldsay, KW17 2SR, a total distance of sixty metres or thereby.
54. SOUTH RONALDSAY: That part of the public road C19 Wards Park, South Ronaldsay leading from its junction with the B Road School Road, St Margarets Hope, firstly in a northwesterly direction and finally again in a westerly direction to a point eight metres or

thereby northeast of the property known as 9 Wards Park, St Margarets Hope, South Ronaldsay, Orkney, KW17 2TS, a total distance of fifty three metres or thereby.

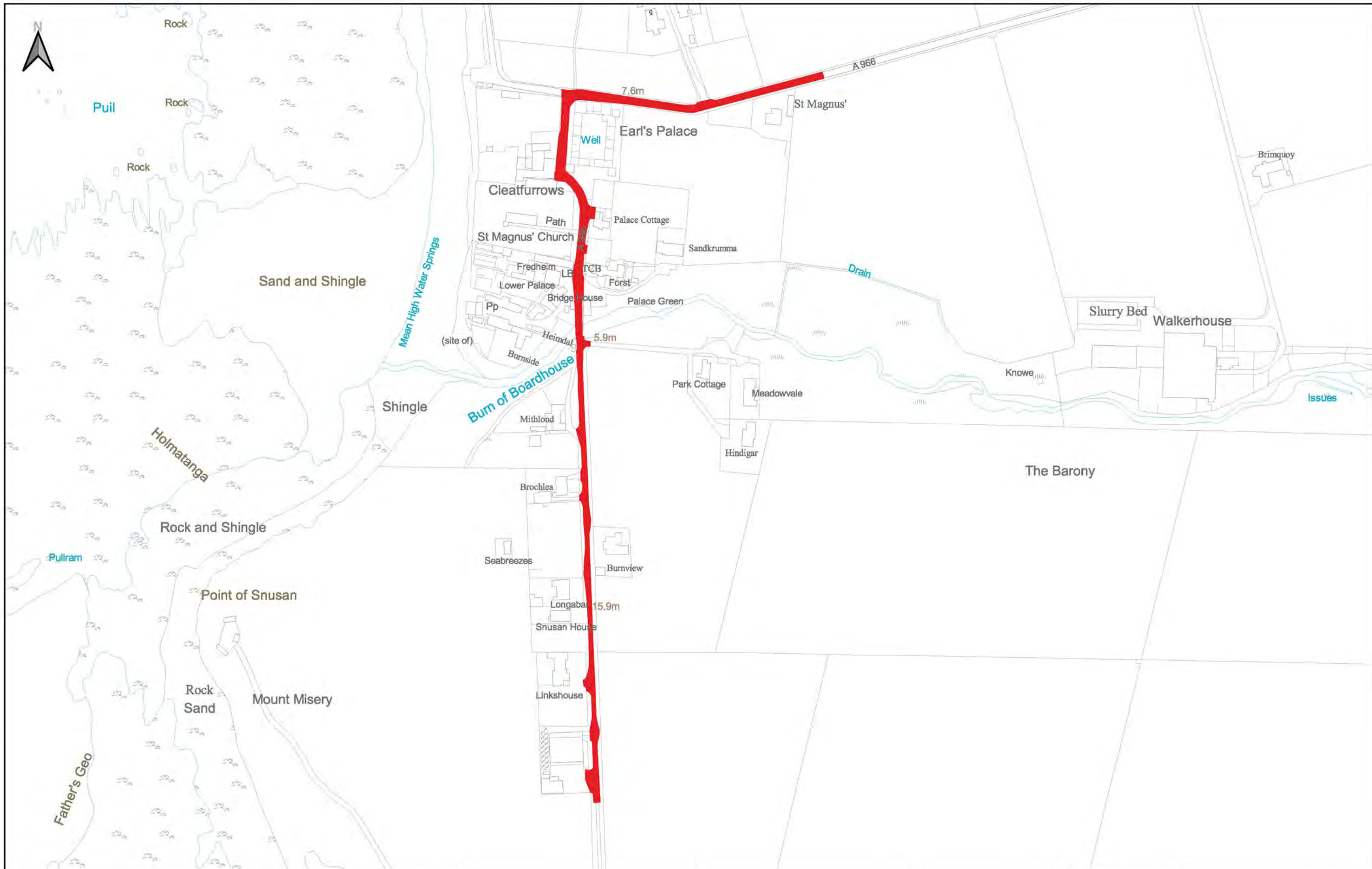
55. ST ANDREWS: That part of the public road C19 Greenfield, St Andrews leading from a point four metres or thereby southeast of the property known as 4 Greenfield, St Andrews, Orkney, KW17 2QN, firstly in a southwesterly direction, thereafter in an southeasterly direction, thereafter in an southwesterly direction, thereafter in an southeasterly direction and finally again in a southwesterly direction, for the entirety of the road's extents, a total distance of one hundred and eight metres or thereby.
56. ST OLA: That part of the public road C19 Boray Drive, St Ola leading from a point four metres or thereby northwest of its junction with the Unclassified Carness Road, firstly in a southeasterly direction to a point twenty two metres or thereby east of the property known as 15 Boray Drive, St Ola, Kirkwall, KW15 1YZ, a total distance of one hundred and ninety four metres or thereby.
57. ST OLA: That part of the public road C19 Enzie Road, St Ola leading from a point three metres or thereby northeast of the property known as 11 Hossack Park, St Ola, Kirkwall, KW15 1LF, firstly in a northwesterly direction to a point five metres or thereby west of its junction with the Unclassified Carness Road, a total distance of one hundred and seventy six metres or thereby.
58. ST OLA: That part of the public road C19 Gairsay View, St Ola leading from its junction with the Not Classified Boray Drive, firstly in a northeasterly direction, thereafter in an easterly direction and finally again in a northeasterly direction, to its junction with the Not Classified Enzie Road, a total distance of ninety four metres or thereby.
59. ST OLA: That part of the public road C19 Grainbank Road, St Ola leading from a point five metres or thereby northeast of the property known as The Lodge, Grainbank Road, St Ola, Kirkwall, KW15 1UA, firstly in a westerly direction and finally again in a northwesterly direction to a point twelve metres or thereby northeast of its junction with the A Road Hatston Brae, a total distance of two hundred and fifty one metres or thereby.
60. ST OLA: That part of the public road C19 Grainepark, St Ola leading from a point one metres or thereby southeast of the property known as Moorview, Grainepark, St Ola, Kirkwall, KW15 1UL, firstly in a northerly direction, thereafter in an northeasterly direction, thereafter in an northerly direction, thereafter in an westerly direction, thereafter in an northwesterly direction, thereafter in an southerly direction, thereafter in an southwesterly direction, thereafter in an southerly direction, thereafter in an westerly direction, thereafter in an northerly direction, thereafter in an northeasterly direction and finally again in a southeasterly direction, for the entirety of the road's extents, a total distance of seven hundred and ten metres or thereby.
61. ST OLA: That part of the public road C19 Hossack Park, St Ola leading from its junction with the Not Classified Boray Drive, firstly in a northeasterly direction, thereafter in an southwesterly direction, thereafter in an westerly direction and finally again in a

northeasterly direction, for the entirety of the road's extents, a total distance of one hundred and seventy nine metres or thereby.

62. ST OLA: That part of the public road C19 Peace Crescent, St Ola leading from its junction with the Not Classified Boray Drive, firstly in a southwesterly direction, thereafter in an northwesterly direction, thereafter in an northerly direction and finally again in a northeasterly direction, to its junction with the Not Classified Boray Drive, a total distance of one hundred and forty three metres or thereby.
63. STENNESS: That part of the public road C19 Clouston Corner, Stenness leading from a point four metres or thereby southwest of the property known as 7 Clouston Corner, Stenness Village, Stenness, Stromness, KW16 3LB, firstly in a southeasterly direction, thereafter in an northeasterly direction and finally again in a southeasterly direction, for the entirety of the road's extents, a total distance of eighty one metres or thereby.
64. STENNESS: That part of the public road C19 Ireland Road, Stenness leading from a point twenty metres or thereby south of the property known as 2 The Fidges, Stenness Village, Stenness, Stromness, KW16 3LF, firstly in a northeasterly direction and finally again in a northwesterly direction to a point six metres or thereby north of its junction with the A Road, Stenness Village, a total distance of three hundred and thirty seven metres or thereby.
65. STENNESS: That part of the public road C19 Ireland Road, Stenness leading from its junction with the Not Classified The Fidges, Stenness Village, firstly in a southwesterly direction to a point twenty metres or thereby south of the property known as 2 The Fidges, Stenness Village, Stenness, Stromness, KW16 3LF, a total distance of forty two metres or thereby.
66. STRONSAY: That part of the public road C19 Lower Whitehall Road, Stronsay leading from a point twenty four metres or thereby northwest of its junction with the Restricted Secondary Access Road, firstly in a northwesterly direction, thereafter in an westerly direction and finally again in a northwesterly direction, to its junction with the Restricted Local Access Road, a total distance of one hundred and seventy three metres or thereby.



File Ref. Balfour		Drawing No. ORK_TRO_03_01_0				Balfour - Sands Road, Sandyhill Road, Millbank	Roads within 20mph TRO © Crown copyright and database rights 2025 OS 100021621	Roads Services	NEIGHBOURHOOD SERVICES and INFRASTRUCTURE Council Offices, Kirkwall Orkney, KW15 1NY tel (01856) 873535 fax (01856) 876094 Corporate Director:- Hayley Green MBA (Public Service)	 ORKNEY ISLANDS COUNCIL
Revision										
Date: 30/05/2025		Drawn: Teresa Higgins								
Scale: 1:10000		Checked: Caroline Broughton-Smith								



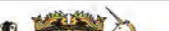
File Ref. Birsay		Drawing No. ORK_TRO_03_02_0				Birsay - Linkshouse Road, Palace Gardens, Brough Road	Roads within 20mph TRO © Crown copyright and database rights 2025 OS 100021621	Roads Services	NEIGHBOURHOOD SERVICES and INFRASTRUCTURE Council Offices, Kirkwall Orkney, KW15 1NY tel (01856) 873535 fax (01856) 876094 Corporate Director:- Hayley Green MBA (Public Service)	 ORKNEY ISLANDS COUNCIL
Revision										
Date: 30/05/2025		Drawn: Teresa Higgins								
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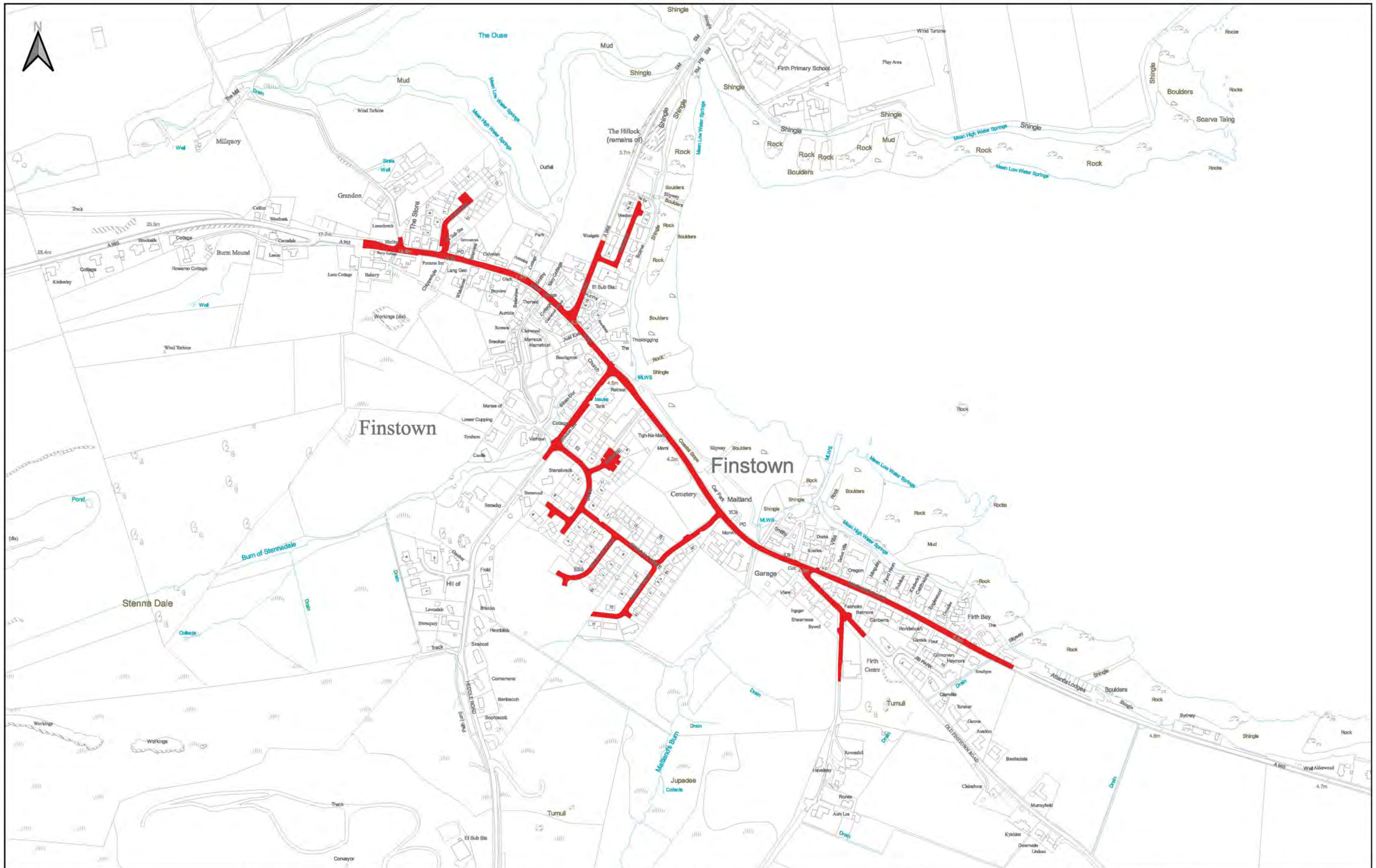




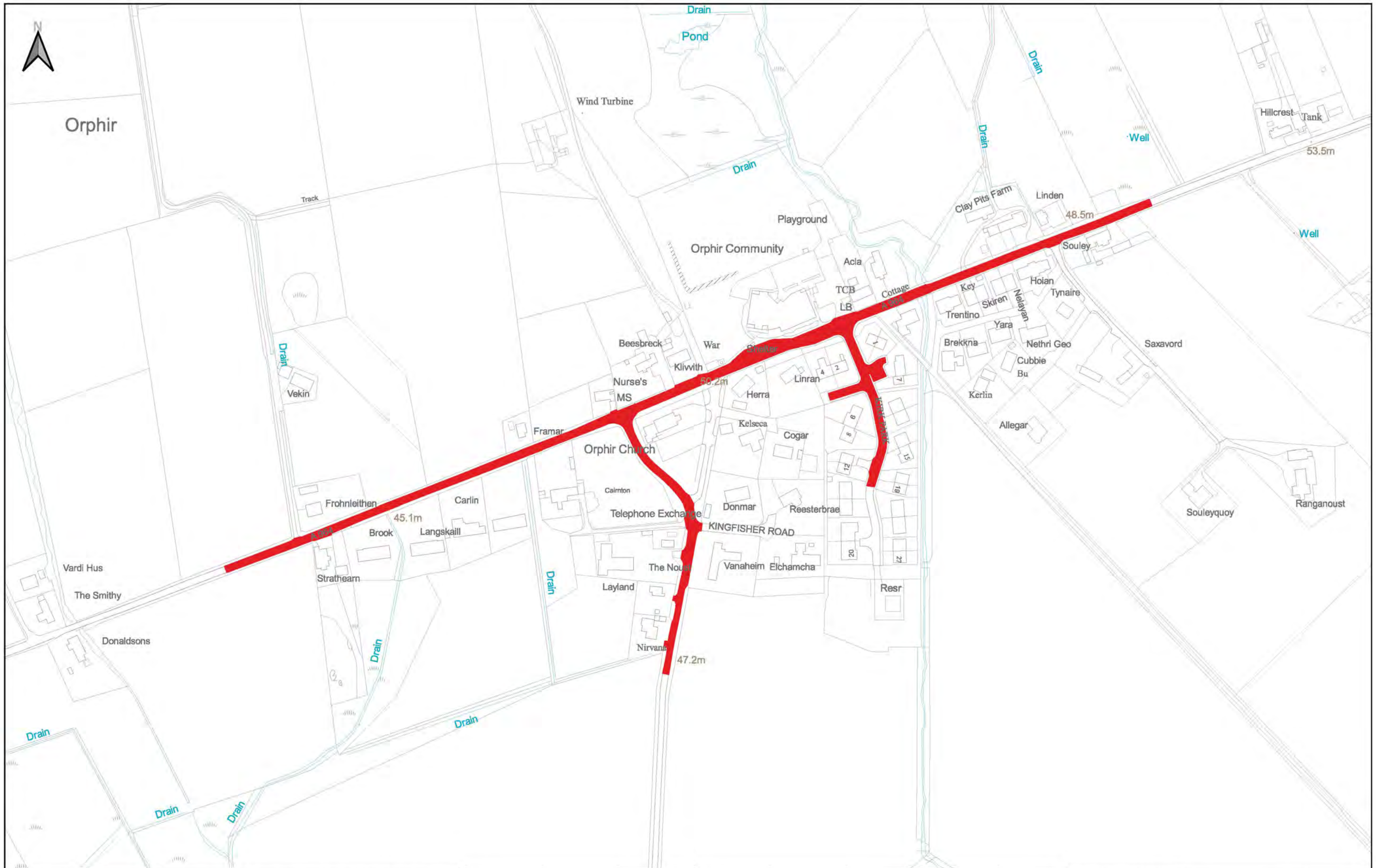
File Ref. Burray				Drawing No. ORK_TRO_03_04_0				Burray - Westshore Road, Upper Waston Road, Sunfield, Village Road, Lairds Road, Pier Road	Roads within 20mph TRO © Crown copyright and database rights 2025 OS 100021621	Roads Services	NEIGHBOURHOOD SERVICES and INFRASTRUCTURE Council Offices, Kirkwall Orkney, KW15 1NY tel (01856) 873535 fax (01856) 876094 Corporate Director:- Hayley Green MBA (Public Service)	 ORKNEY ISLANDS COUNCIL
Revision												
Date: 30/05/2025				Drawn: Teresa Higgins								
Scale: 1:5000				Checked: Caroline Broughton-Smith								



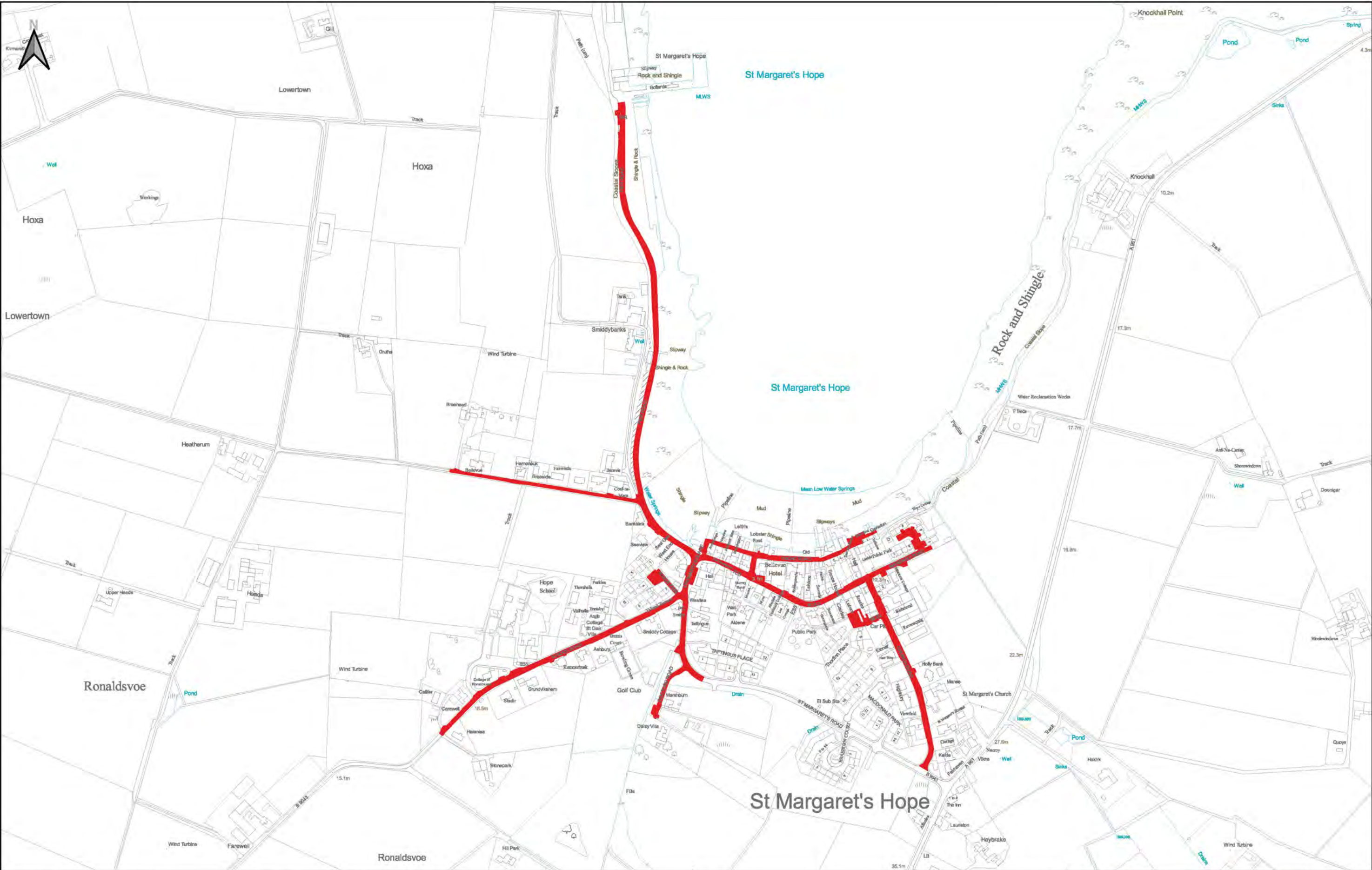
File Ref. Dounby		Drawing No. ORK_TRO_03_05_0				Dounby - Hillside Road, Vetquoy Road, Quilco, Swartland Road, Back Road, Swartland Road Car Park, Fletts Park, Market Green	Roads within 20mph TRO © Crown copyright and database rights 2025 OS 100021621	Roads Services	NEIGHBOURHOOD SERVICES and INFRASTRUCTURE Council Offices, Kirkwall Orkney, KW15 1NY tel (01856) 873535 fax (01856) 876094 Corporate Director:- Hayley Green MBA (Public Service)	 ORKNEY ISLANDS COUNCIL
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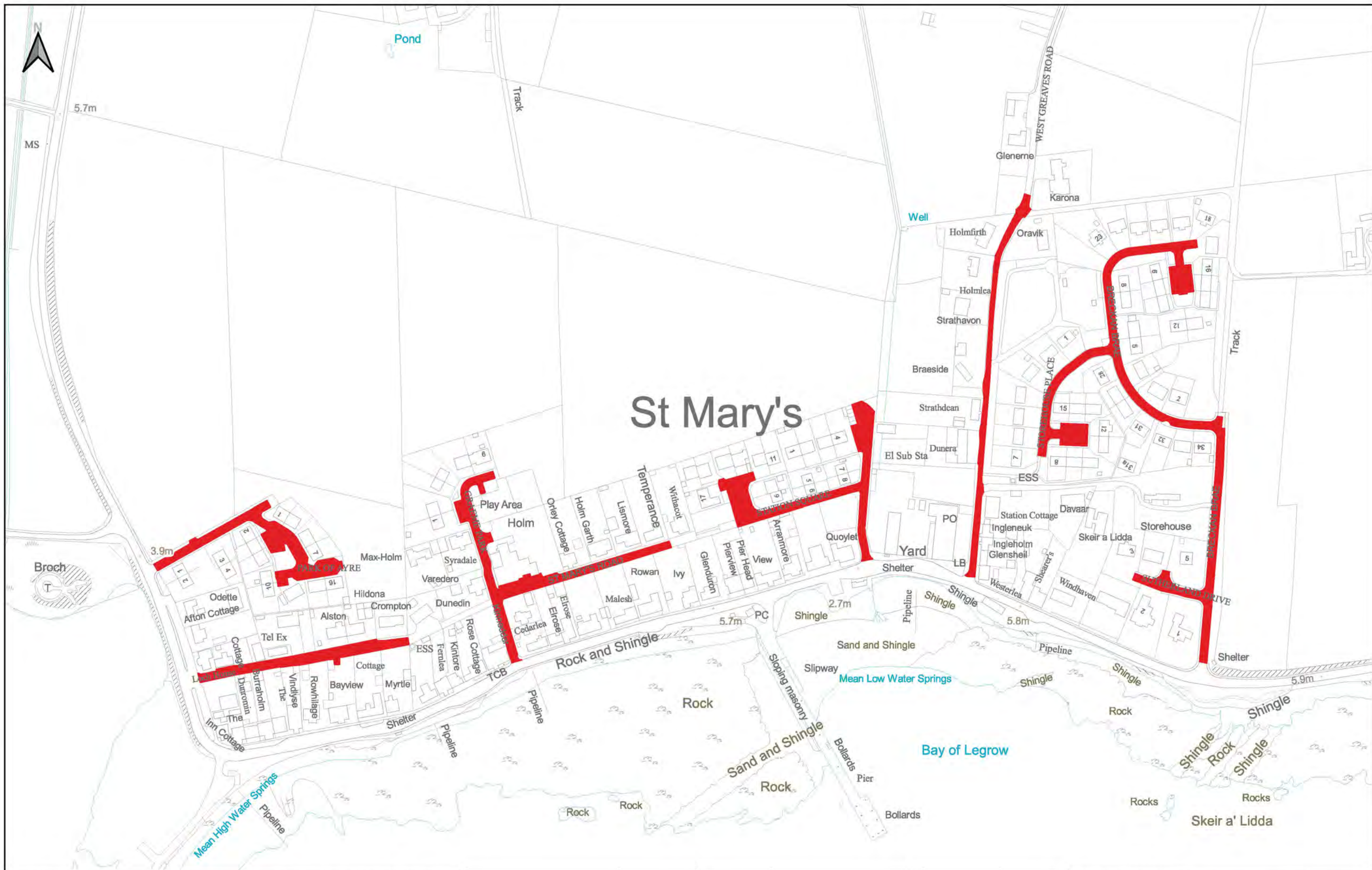
File Ref. Finstown			Drawing No. ORK_TRO_03_06_0				Finstown - Heddle Road, Grandon Road, Old Finstown Road, Jewadale Drive, Grimond Square, Grimond Road, Grimond Place, Acre Lea, Buckles Road, Parkside, Seafield, Damsay View, Fletts Corner	Roads within 20mph TRO © Crown copyright and database rights 2025 OS 100021621	Roads Services	NEIGHBOURHOOD SERVICES and INFRASTRUCTURE Council Offices, Kirkwall Orkney, KW15 1NY tel (01856) 873535 fax (01856) 876094 Corporate Director:- Hayley Green MBA (Public Service)  ORKNEY ISLANDS COUNCIL
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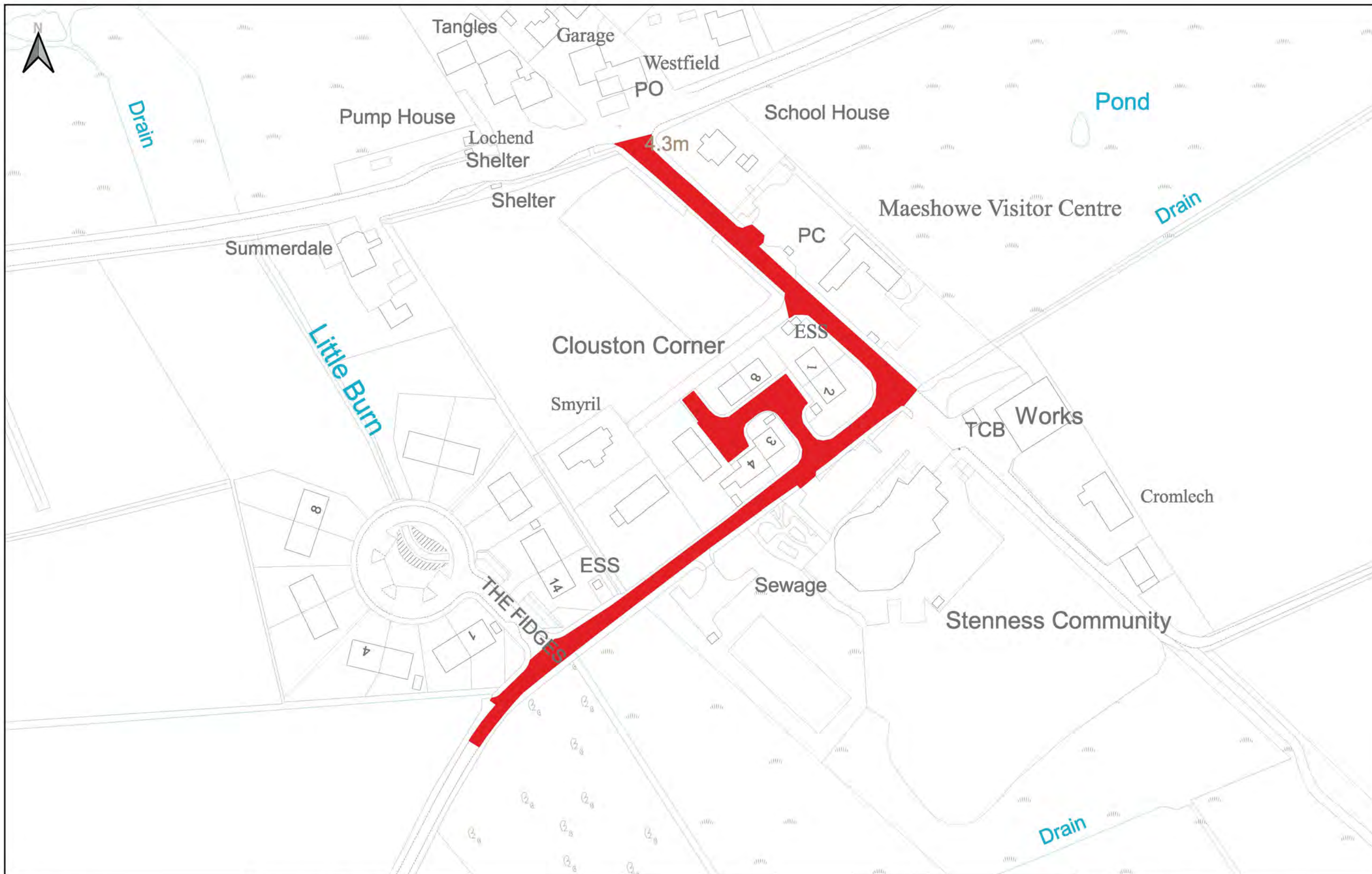
File Ref. Orphir		Drawing No. ORK_TRO_03_07_0				Orphir - Gyre Road, Kirk Park, Kingfisher Road	Roads within 20mph TRO © Crown copyright and database rights 2025 OS 100021621	Roads Services	NEIGHBOURHOOD SERVICES and INFRASTRUCTURE Council Offices, Kirkwall Orkney, KW15 1NY tel (01856) 873535 fax (01856) 876094 Corporate Director:- Hayley Green MBA (Public Service)	 ORKNEY ISLANDS COUNCIL
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Date: 30/05/2025		Drawn: Teresa Higgins								
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File Ref. St Margaret's Hope				Drawing No. ORK_TRO_03_08_0				St Margaret's Hope - St Margarets Road, Marengo Road, School Road, Ontoft Road, Pier Road, Church Road, Cromarty Square, Back Road, Doctors House Road, Thorfinn Place, Front Road, Wards Park, School Access, Link Road	Roads within 20mph TRO © Crown copyright and database rights 2025 OS 100021621	Roads Services	NEIGHBOURHOOD SERVICES and INFRASTRUCTURE Council Offices, Kirkwall Orkney, KW15 1NY tel (01856) 873535 fax (01856) 876094 Corporate Director:- Hayley Green MBA (Public Service)	 ORKNEY ISLANDS COUNCIL
Revision												
Date: 30/05/2025				Drawn: Teresa Higgins								
Scale: 1:10000				Checked: Caroline Broughton-Smith								



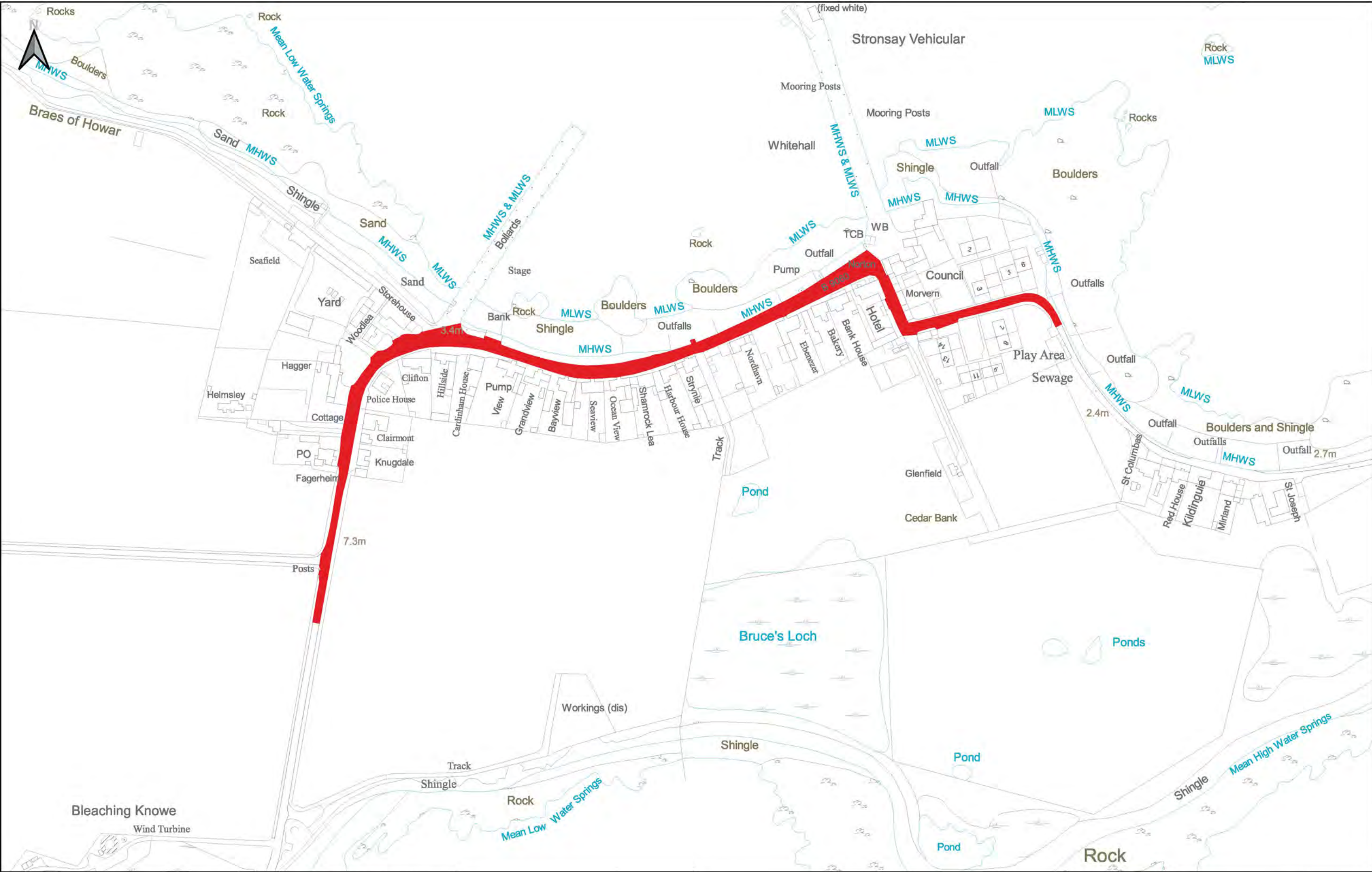
File Ref. St Mary's				Drawing No. ORK_TRO_03_09_0				St Mary's - Station Square, Breckan Brae, West Greaves Road, Storehouse Place, Graeme Park, Park of Ayre, St Mary's Road, Loch-House Road, Sutherland Drive	Roads within 20mph TRO © Crown copyright and database rights 2025 OS 100021621	Roads Services	NEIGHBOURHOOD SERVICES and INFRASTRUCTURE Council Offices, Kirkwall Orkney, KW15 1NY tel (01856) 873535 fax (01856) 876094 Corporate Director:- Hayley Green MBA (Public Service)	 ORKNEY ISLANDS COUNCIL
Revision												
Date: 30/05/2025				Drawn: Teresa Higgins								
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File Ref. Stenness		Drawing No. ORK_TRO_03_010_0				Stenness - Clouston Corner, Ireland Road, The Fidges	Roads within 20mph TRO © Crown copyright and database rights 2025 OS 100021621	Roads Services	NEIGHBOURHOOD SERVICES and INFRASTRUCTURE Council Offices, Kirkwall Orkney, KW15 1NY tel (01856) 873535 fax (01856) 876094 Corporate Director:- Hayley Green MBA (Public Service)	 ORKNEY ISLANDS COUNCIL
Revision										
Date: 30/05/2025		Drawn: Teresa Higgins								
Scale: 1:2500		Checked: Caroline Broughton-Smith								



File Ref. Toab		Drawing No. ORK_TRO_03_011_0				Toab - Greenfield, Quoybrae	Roads within 20mph TRO © Crown copyright and database rights 2025 OS 100021621	Roads Services	NEIGHBOURHOOD SERVICES and INFRASTRUCTURE Council Offices, Kirkwall Orkney, KW15 1NY tel (01856) 873535 fax (01856) 876094 Corporate Director:- Hayley Green MBA (Public Service)	 ORKNEY ISLANDS COUNCIL	
Revision											
Date: 30/05/2025		Drawn: Teresa Higgins									
Scale: 1:2500		Checked: Caroline Broughton-Smith									



File Ref. Whitehall		Drawing No. ORK_TRO_03_012_0		Whitehall - Lower Whitehall Road, Whitehall Road, Old Cemetary Road	Roads within 20mph TRO	Roads Services	NEIGHBOURHOOD SERVICES and INFRASTRUCTURE Council Offices, Kirkwall Orkney, KW15 1NY tel (01856) 873535 fax (01856) 876094 Corporate Director:- Hayley Green MBA (Public Service)	 ORKNEY ISLANDS COUNCIL
Revision								
Date: 30/05/2025		Drawn: Teresa Higgins						
Scale: 1:5000		Checked: Caroline Broughton-Smith						

Summary of consultation key points.

Key points deemed Not Valid

Lack of adherence by drivers, or enforcement.

This relates to a Police Scotland responsibility so is irrelevant to this process.

On-street parking causes more hazards

This relates to a Police Scotland responsibility so is irrelevant to this process. However, it is not clear how this would be construed as being negatively affected by the proposals. Slower speeds would reduce the hazards presented by on-street parking.

Didn't work in other areas.

This simply is not true. Evidence has shown a clear reduction in many areas across the UK. For example:

1. Edinburgh – Casualty rates dropped 39%, collision rates dropped 40%, fatalities dropped 23% and serious injuries dropped 33%. ¹
2. Highland - Average speeds dropped on the A9 through Brora by 4mph, through Golspie by 4mph, Helmsdale by 3mph and Scrabster by 2mph. ²
3. Wales – Injuries on 20mph and 30mph roads reduced by 26.2%. 85th percentile speeds reduced by 3.4mph. ³
4. London – 25% reduction in collisions, and 24% reduction in collisions resulting in death or serious injury. ⁴

Concerns of tension between opposing groups for/against

Irrelevant. Too much of a generalisation to be meaningful and no evidence to support this.

Suggestions that it would make it more dangerous and harder to cross roads

Irrelevant. No evidence provided to support this.

Too Restrictive

Irrelevant. This is far too much of a generalisation to be meaningful.

Suggests driver education

Irrelevant. This is too much of a generalisation to be meaningful. No evidence provided to support this.

Will cause increase in speeding outside 20mphs

Irrelevant. No evidence provided to support this.

Pedestrian behaviour is at fault

Irrelevant. Too much of a generalisation to be meaningful and no evidence provided to support this.

Concerns about changing back if they don't work

Irrelevant. Not a reason to halt progress.

Could lead to dangerous driving

Irrelevant. This is too much of a generalisation to be meaningful. No evidence provided to support this.

People will ignore unreasonable laws

Irrelevant. This relates to societal issues beyond our control and is too much of a generalisation to be meaningful. No evidence provided to support this.

Speeding caused by wider issues

Irrelevant. This is too much of a generalisation to be meaningful. No evidence provided to support this.

Driver: pedestrian ratio is small

Irrelevant to the process. Pedestrians have as much right to feel safe on the public road network as anyone else, irrespective of traffic volumes.

You can't go over 20mph on many of these roads

Irrelevant. No evidence provided to support this. This would suggest that these roads are ideal locations for implementation of 20mph limits.

Guidance not applicable to Orkney

The areas selected meet the guidance provided by Transport Scotland. In fact, it does not fully implement the areas recommended by the Transport Scotland guidance. This toned-down approach reflects the input of the Elected Members, Community Councils and wider community in prior engagement events.

Key points deemed valid

Increased Congestion

Studies show that the most efficient speed of travel within urban areas is around 20mph. ⁵ As a result, areas with these speed limits tend to experience less congestion and better traffic flows.

Increased Air/Noise Pollution

Research indicates that rapid acceleration and braking contribute to increased vehicle emissions, namely carbon monoxide and other volatile compounds such as Cadmium, Lead, Zinc and nickel. ⁶ Whilst there cannot be direct control of driver behaviour, given that all 20mph areas will be within existing 30mph zones, it is not expected that drivers will be required to execute rapid speed changes.

Traffic-induced noise accounts for 80% of all communal noise sources. Studies have shown that traffic noise at 19mph reduced acoustic energy levels by about half. ⁷

Visual Pollution/ additional signage

There will be a requirement for additional signs at some locations however this will be limited wherever possible, by utilising existing street infrastructure.

Poorer Fuel Economy

No evidence provided to support this statement. Whereas there is publicly available research to show that fuel efficiency increases at 20mph compared to 30mph at short distances. For example, a 2016 Ford Focus EcoBoost has a simulated fuel efficiency of approx. 42mpg at 20mph, whereas this reduces to 28mpg at 30mph.

30mph would only be more efficient for the same vehicle if all deceleration or acceleration events took place at intervals no less than 0.91km. This is the equivalent of driving the full length of Pickaquoy Road (0.92km) and never stopping for any reason. ⁸

Didn't listen to survey results

Various consultative and engagement events have been undertaken over the past 12 months which have led to many adaptations being made to the initial proposals. The proposals being recommended aim to address the concerns raised by objectors, whilst also recognising the genuine safety concerns held by many in our community.

It is not possible to give everyone exactly what they would like. It's important therefore to provide balanced proposals which consider the needs of residents and remain compliant with the scope and guidance of Transport Scotland.

Waste of public money/Money could be better spent elsewhere, Ongoing Maintenance cost

Initial implementation costs will be fully funded by Transport Scotland. Maintenance of signs will be covered by the Roads revenue budget. Any additional revenue cost is anticipated to be negligible in the short term.

It can be argued that the costs are fully justified as a preventative measure, both to save lives and lifelong injuries, and to save public spend. Following a survey of Police forces in England, Scotland and Wales in 2011 it was estimated that each incident involving a slight injury costs the Police on average £24,960. Fatalities cost £2,120,669 on average.⁹

Higher economic costs/ lower productivity/ impact on businesses

No evidence provided to support this statement.

Research by Edinburgh Napier University estimated that the 20mph introduction in Wales could provide around £92million in casualty prevention savings.¹⁰

Concerns around application/suitability of TS guidance

The areas selected meet the guidance provided by Transport Scotland. In fact, it does not fully implement the areas recommended by the Transport Scotland guidance. This toned-down approach reflects the input of the Elected Members, Community Councils and wider community in prior engagement events.

Impact on emergency response times

The Emergency services did not raise any objections during the statutory consultation. Orkney Islands Council, Police Scotland, Scottish Ambulance Service, Scottish Fire and Rescue Service and NHS Orkney are all integral partners of Orkney's Road Safety Strategy to 2030 which has casualty reduction at the heart of its core aims.

Driver Confusion with Clustered Limits

No evidence has been provided to support this statement. This is too much of a generalisation to be meaningful.

More Vehicle Wear

No evidence has been provided to support this statement. On the contrary, vehicles are found to be more efficient, and reduce wear on tyres and brakes at 20mph, compared to 30mph.^{6, 8}

Some cars Can't Travel at 20mph

Evidence has not been provided to support this statement. Cars currently manage through the part-time 20mph school zones and 15mph areas across Orkney. Vehicles are found to be more efficient, and reduce wear on tyres and brakes at 20mph, compared to 30mph. ^{6, 8}

Inconvenience to drivers/longer journey times

At present, assuming unhindered travel, and adhering to all speed limits it is possible to travel from the Warehouse Buildings, Stromness to School Place, Kirkwall in 18 minutes 8 seconds. Under the proposals the same journey would take 19 minutes 38 seconds, a difference of 1 minute 30 seconds. It is likely that other factors such as roadworks, weather and congestion would have far greater impacts on travel time.

It is inevitable that reduced speeds will result in increased journey times, perhaps a justifiable sacrifice for the advancement of road safety.

Driver Focus/Frustration/Stress

Evidence has not been provided to support this statement.

Nature of accident more important than speeds

Evidence shows that the nature and severity of accidents dramatically reduce at 20mph rather than 30mph. ¹³

According to the Highway Code, in the distance a 20mph car can stop, a 30mph car will still be doing 24mph. ¹¹

According to the World Health Organisation, the most effective way of improving pedestrian safety is by lowering speeds. ¹²

Doesn't believe it will improve safety/reduce accidents.

No evidence has been provided in the objection to support this.

Whereas there is a wealth of evidence that 20mphs are safer than 30mphs. ^{13, 15}

Traffic volumes too low to work

One car is enough to cause a fatality/serious injury.

Lack of pedestrian traffic in Finstown to justify

Pedestrians may be put off from walking through areas like Finstown at present if they deem these areas to be unsafe. Looking at Finstown in particular, the narrow

footway is often cited as a reason to feel unsafe, particularly as larger vehicles drive past at higher speeds. It could be reasonably assumed that, should 20mph speed limits be introduced, and pedestrians feel safer in that environment, then pedestrian traffic would increase.

Orkney has a rural population more than urban, suggests guidance more applicable to urban.

This is only being applied within built up settlements in accordance with Transport Scotland guidance.

Lack of pavement is more important

Depending on the location, this would be seen as further justification for implementing lower speed limits.

Environmental benefits limited due to low traffic

This is not being proposed for the environmental benefits. It's primarily a road safety measure. However, evidence does show that cars driving at 20mph have wide ranging environmental benefits. ^{6, 7, 8, 14}

Placement of zebra crossings are the issue

No evidence provided to support this statement. It would be reasonable to assume that 20mphs would increase safety at any zebra crossing given a child is seven times more likely to survive a collision at 20mph rather than 30mph. ¹³

Lack of Data

The guidance was not based on accident stats.

Suggests Alternative Measures

Other measures are considered where applicable, however most of these share the same goal in reducing vehicle speeds. The proposals present an opportunity to effect widespread community safety benefits whilst addressing specific road safety concerns in many areas.

Trying to solve issue that isn't there

No evidence has been provided to support this argument. Whereas there have been widespread success stories elsewhere in the UK evidencing the fact that reduced speed limits reduce casualty rates.

Central Gov Idea

Irrelevant. This is too much of a generalisation to be meaningful.

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17. Road Safety Scotland Available at <https://roadsafety.scot/campaigns/20mph-campaign/> (Accessed 03 October 2025)
18. Transport Scotland (2024 "20mph Speed Limits in Scotland: Implementation Guide"" Available at <https://www.transport.gov.scot/media/3yxfd5tp/the-implementation-guide-for-20-mph-speed-limits-in-scotland.pdf> (Accessed 03 October 2025)
19. Welsh Government (2025) "Safest summer on Welsh roads, new statistics show" Available at <https://www.gov.wales/safest-summer-welsh-roads-new-statistics-show> (Accessed 03 October 2025)



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.	Traffic Orders – 20mph
Responsible Service and Directorate.	Infrastructure Services Infrastructure and Organisational Development
Date of assessment.	22/10/25
Is the proposal or change existing? (Please indicate if the service is to be deleted, reduced or changed significantly).	New 20mph speed limits to be introduced across Orkney.

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 Orkney residents. Strong evidence from other areas in the UK that this will improve road safety for all road users. There may be slight increases in journey times.
How have stakeholders been involved in the development of this proposal or change?	Various informal and formal consultative and engagement events have been undertaken.

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.	No.
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.	No.
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.
2. Sex: a man or a woman.	No.
3. Sexual Orientation: whether a person's sexual attraction is towards their own sex, the opposite sex or to both sexes.	No.
4. Gender Reassignment: the process of transitioning from one gender to another.	No.
5. Pregnancy and maternity.	No.
6. Age: people of different ages.	No.
7. Religion or beliefs or none (atheists).	No.

8. Disability: people with disabilities (whether registered or not).	No.
9. Marriage and Civil Partnerships.	No.
10. Caring responsibilities	No.
11. Socio-economic disadvantage.	No.
12. Care experienced.	No.

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

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:	22/10/25

Island Communities Impact Assessment

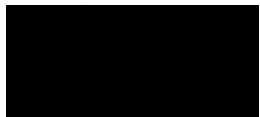
Traffic Order – 20mph

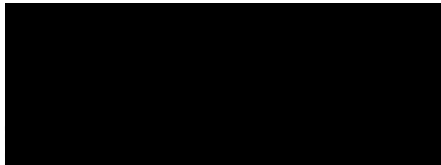
Preliminary Considerations	Response
Please provide a brief description or summary of the policy, strategy or service under review for the purposes of this assessment.	Traffic Orders – 20mph
Step 1 – Develop a clear understanding of your objectives	Response
What are the objectives of the policy, strategy or service?	To improve road safety.
Do you need to consult?	Various informal and formal consultative and engagement events have been undertaken.
How are islands identified for the purpose of the policy, strategy or service?	N/A
What are the intended impacts/outcomes and how do these potentially differ in the islands?	To improve road safety. Applies to all Islands 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.
Do you need to consult?	Yes
How does any existing data differ between islands?	No difference.
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?	N/A

How will you carry out your consultation and in what timescales?	N/A
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?	N/A
Is your consultation robust and meaningful and sufficient to comply with the Section 7 duty?	N/A
Step 4 – Assessment	Response
Does your assessment identify any unique impacts on island communities?	The plan 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?	OIC Website.
Who will signoff your final ICIA and why?	Lorna Richardson, Head of Infrastructure Services

ICIA completed by:	Matthew Wylie
Position:	Team Manager Roads Support
Signature:	
Date complete:	22/10/25

ICIA approved by:	Lorna Richardson
Position:	Head of Infrastructure Services
Signature:	

Date complete:	22/10/25
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