



Item: 8

Development and Infrastructure Committee: 10 September 2024.

Proposed 20mph Speed Limits.

Report by Corporate Director for Neighbourhood Services and Infrastructure.

1. Overview

- 1.1. The Scottish Government is committed to implementing 20 mph speed limits where it is appropriate to do so by the end of 2025. The Road Safety Framework 2030 supports this commitment making streets feel safer and encouraging walking, wheeling and cycling and creating safer and pleasant streets and neighbourhoods.
- 1.2. The Council were asked by Transport Scotland to undertake an assessment of all urban roads to identify those 30 mph roads on the network which are appropriate for a speed limit of 20 mph. The assessment was submitted in March 2023, and a summary is attached as Appendices 1 and 2 to this report.
- 1.3. The Neighbourhood Services Consultative Group met on 7 June 2024, agreeing that officers should engage with the Community Councils in advance of a report to the next meeting of the Development and Infrastructure Committee.
- 1.4. As a result of the assessment, it is proposed to introduce 20 mph speed limits on all appropriate urban roads in Orkney. The roads that will be included will be determined by criteria provided by Transport Scotland to allow local roads authorities to assess their road networks.
- 1.5. Transport Scotland advised that a temporary traffic regulation order (TTRO) can be made under Section 14 of the Road Traffic Regulation Act 1984 for a trial period of 18 months.
- 1.6. During the TTRO period data would be monitored to determine the effectiveness of the orders and driver adherence to the restrictions. The outcome of the trials and the results from the data gathered will determine whether speed limits should remain at 20 mph or whether other speed reducing features are required on these sections of the network.

- 1.7. Transport Scotland confirmed that they would be able to fund staff resources, consultants, materials, and the cost of data gathering up to the end of 2025.
- 1.8. In the first instance officers have engaged with the local Community Councils and now propose to further engage with the public on the proposed 20 mph speed limits.

2. Recommendations

- 2.1. It is recommended that members of the Committee:
 - i. Note the proposals to introduce 20 mph speed limits on the sections of road listed in Appendix 1 to this report.
 - ii. Note that officers have engaged with the local Community Councils, the outcome of which is attached as Appendix 3 to this report.
 - iii. Authorise the Corporate Director for Neighbourhood Services and Infrastructure to procure an external consultant, funded by Transport Scotland, to carry out a public engagement exercise in respect of the proposal to progress with the introduction of 20mph speed limits on various roads across Orkney and prepare temporary traffic regulation orders.
 - iv. Request the Corporate Director for Neighbourhood Services and Infrastructure to report the outcome of the public engagement exercise to the Committee prior to the introduction of temporary traffic regulation orders.

3. Engagement

- 3.1. Officers have initially contacted the Community Councils to gauge opinion on the proposals in each area. The responses received to date are attached as Appendix 3 to this report.
- 3.2. It is intended to develop an online survey, which will also be made available in paper format, to gauge public opinion.
- 3.3. Events will be organised in all local areas to make the public aware of the proposals. Officers will be available to discuss the proposals as well as answer any pertinent questions.

4. Next Steps

- 4.1. Procure the services of an external consultant, funded by Transport Scotland, to develop an online public engagement and survey, prepare TTRO's, using Section 14

Road Traffic Regulation Act 1984 and associated location plans, analyse traffic data, volumes and speeds, from all locations, to help inform the process both before and after implementation of any TTRO.

- 4.2. Report back to a future meeting of the Development and Infrastructure Committee, the outcomes of the public engagement and surveys prior to the introduction of a temporary traffic regulation order.

For Further Information please contact:

Kenny Roy, Service Manager (Roads and Grounds), extension 2326, Email kenny.roy@orkney.gov.uk

Implications of Report

1. **Financial** – Transport Scotland have confirmed that they will fund all costs until the end of 2025.
2. **Legal** - a temporary order can be made under Section 14 of the Road Traffic Regulation Act 1984 for a trial period of 18 months. This does not require any formal consultation and can be extended for an 18-month period upon request to the Scottish Ministers, as the Council has the power to make temporary restrictions and prohibitions.
3. **Corporate Governance** – None.
4. **Human Resources** – None.
5. **Equalities** – None.
6. **Island Communities Impact** – Not required at this stage.
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.
9. **Environmental and Climate Risk** – None.
10. **Risk** – None.
11. **Procurement** – External resources will be required to progress the proposals.

- 12. Health and Safety** – None.
- 13. Property and Assets** – None.
- 14. Information Technology** – None.
- 15. Cost of Living** – None.

List of Background Papers

None.

Appendices

Appendix 1: 20 mph Speed Limit Extents Summary.

Appendix 2: Location Plans.

Appendix 3: Community Council Comments.

Orkney 20mph Extents Recommendation Summary

All roads shown in Green illustrate proposed new 20mph extents.

All roads shown in Blue illustrate existing 15 / 20mph speed limits.

All roads shown in Red illustrate existing 30mph road extents to remain 30mph.

Kirkwall –

- The existing 30mph speed limits at entrances to Kirkwall to be changed to 20mph.
- Hatston Industrial Estate to remain 30mph.

Stromness –

- The existing 30mph speed limits at entrances to Stromness to be changed to 20mph with exception of Outertown Road, Nethertown Road and Wardhill Road.
- The 20mph extent on Outertown Road to commence just east of the crossroads with Croval Road and Brownstown Road.
- The 20mph extent on Nethertown Road to commence just west of the coastguard station.
- The 20mph extent on Wardhill Road to commence just west of the property named Kyushu.

St Margaret's Hope –

- The existing 30mph speed limits at all entrances to the village to be changed to 20mph.

Burray –

- The existing 30mph speed limit on Westshore Road to be changed to 20mph.
- The existing 30mph speed limit extents on A961 to remain and 20mph speed limits to be introduced slightly northwest of the turn off into Burray village and slightly east of Ankersted to incorporate the built-up part of the village.

St Mary's –

- The existing 30mph speed limit at the west entrance to be changed to 20mph.
- The existing 30mph speed limit at the east entrance to remain and a 20mph speed limit to be introduced slightly east of the entrance to Breckan Brae to incorporate the built-up part of the St Mary's Village.

St Andrew's –

- The new 20mph speed limit extent to match the extents of the existing part time 20mph speed limit at the school.
- The existing 30mph extent on the A960 is to remain.

Finstown –

- The existing 30mph speed limit extents at all entrances to Finstown to remain in place.
- New 20mph speed limits to be introduced within the village.
- Finstown East entrance – 20mph to commence from just west of Atlantis Lodges.
- Old Finstown Road – 20mph to commence from outside of Avalon (where the old 30mph limit was).
- A966 – 20mph to commence from slightly north of the school.
- Finstown West entrance – 20mph to commence from slightly west of Baikies Stores car park.
- Heddle Road entrance – 20mph to commence from just before junction with Grimond Road.

Orphir –

- All existing 30mph speed limit extents to be changed to 20mph.

Dounby –

- A986 South entrance to Dounby, 30mph speed limit to be changed to 20mph.
- A986 North entrance to Dounby, 30mph speed limit to remain and new 20mph speed limit to be introduced just south of Nurse's Cottages.
- Swartland Road entrance to Dounby, 30mph speed limits to be changed to 20mph.
- Vetquoy Road entrance to Dounby, 30mph speed limit to be changed to 20mph.
- Hillside Road entrance to Dounby, 30mph speed limit to be changed to 20mph.

Stenness –

- Existing 30mph speed limits extents to be changed to 20mph.

The Palace, Birsay –

- The existing 30mph extent on A966 to remain.
- New 20mph speed limit extent to be introduced on the A966 in line with the east boundary line of the Palace and extended down to the bottom of Linkshouse Road.

Pierowall, Westray –

- Existing 30mph speed limits to be changed to 20mph.

Whitehall, Stronsay –

- Existing 30mph speed limits to be changed to 20mph.

Balfour, Shapinsay –

- Existing 30mph at the pier to be changed to 20mph and proceed through the village to the east part time 20mph speed limit.
- The remainder of the existing 30mph speed limit on B9059 to remain in place.
- Short section of 20mph speed limit to be introduced on Sandyhill Road commencing at the existing 30mph speed limit north of Millbank and stopping just south of Helliar View.

Kettletoft, Sanday –

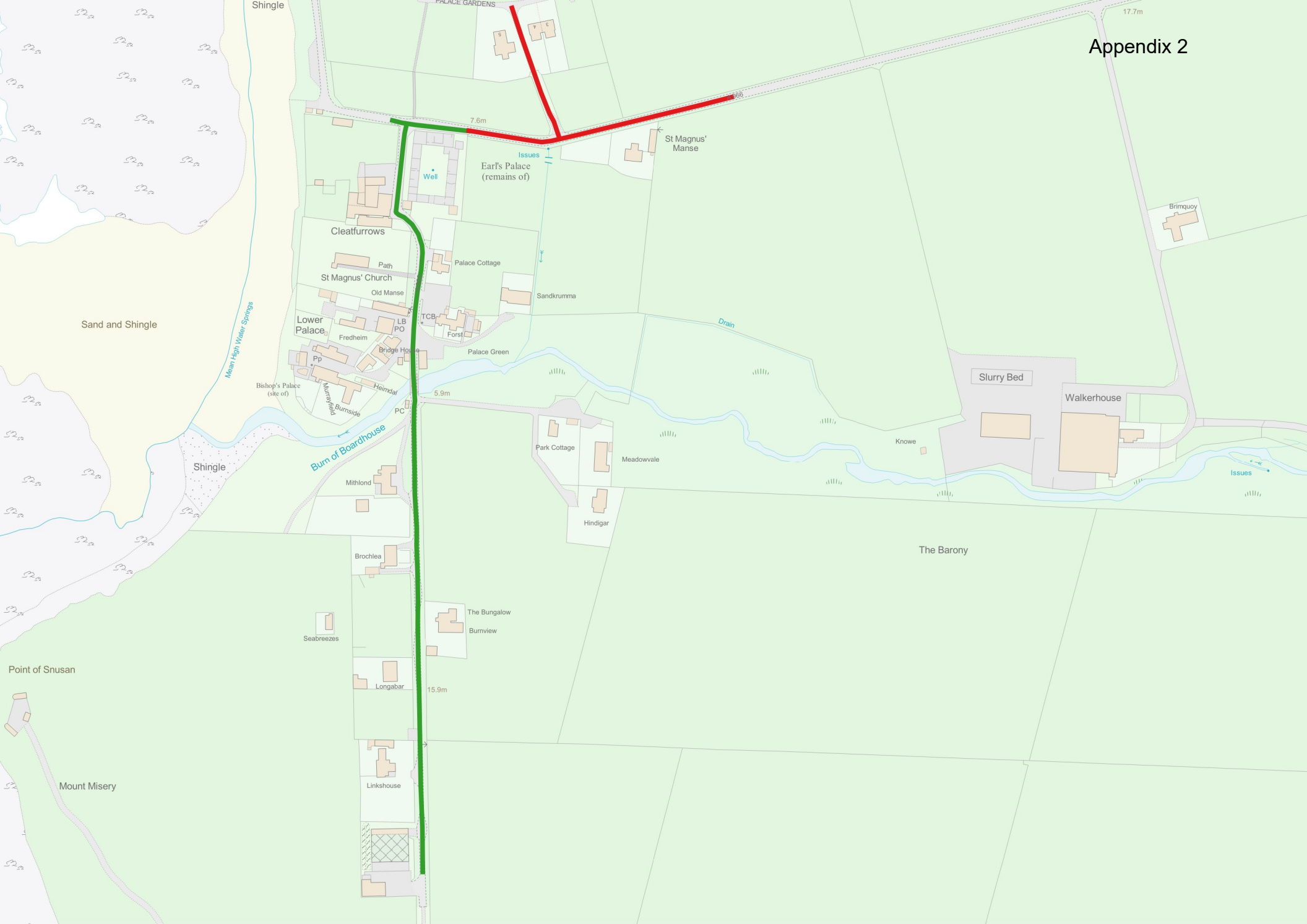
- The existing 30mph extent from the pier to the end of the housing area to be changed to 20mph.

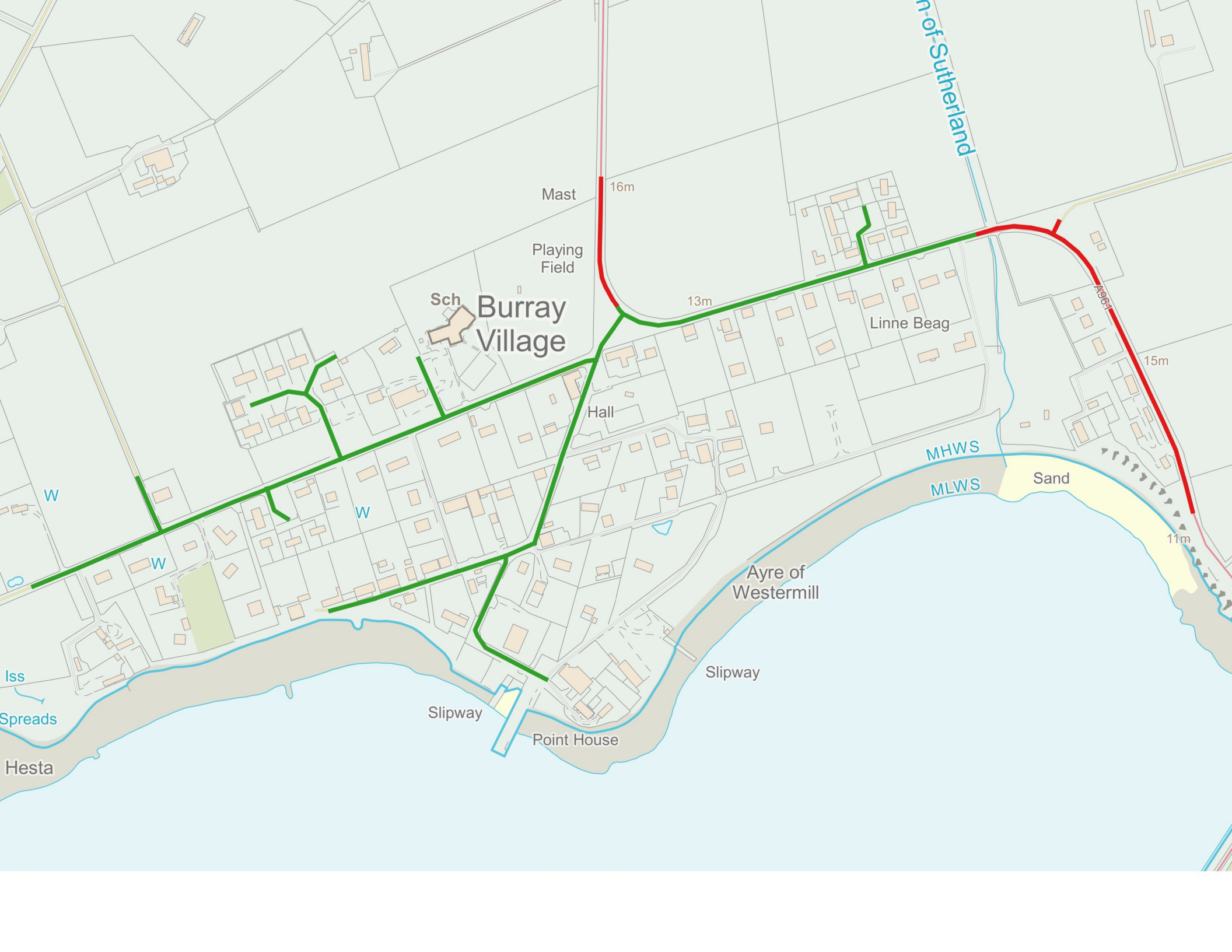
Rousay –

- The existing 30mph extent from the pier to the existing 30mph signs to be changed to 20mph.

Longhope –

- Existing 30mph speed limits to be changed to 20mph.





n-of-Sutherland

Mast 16m

Playing Field

Sch Burray Village

13m

Linne Beag

Hall

15m

MHWS

MLWS

Sand

11m

Ayre of Westermill

Slipway

Slipway

Point House

W

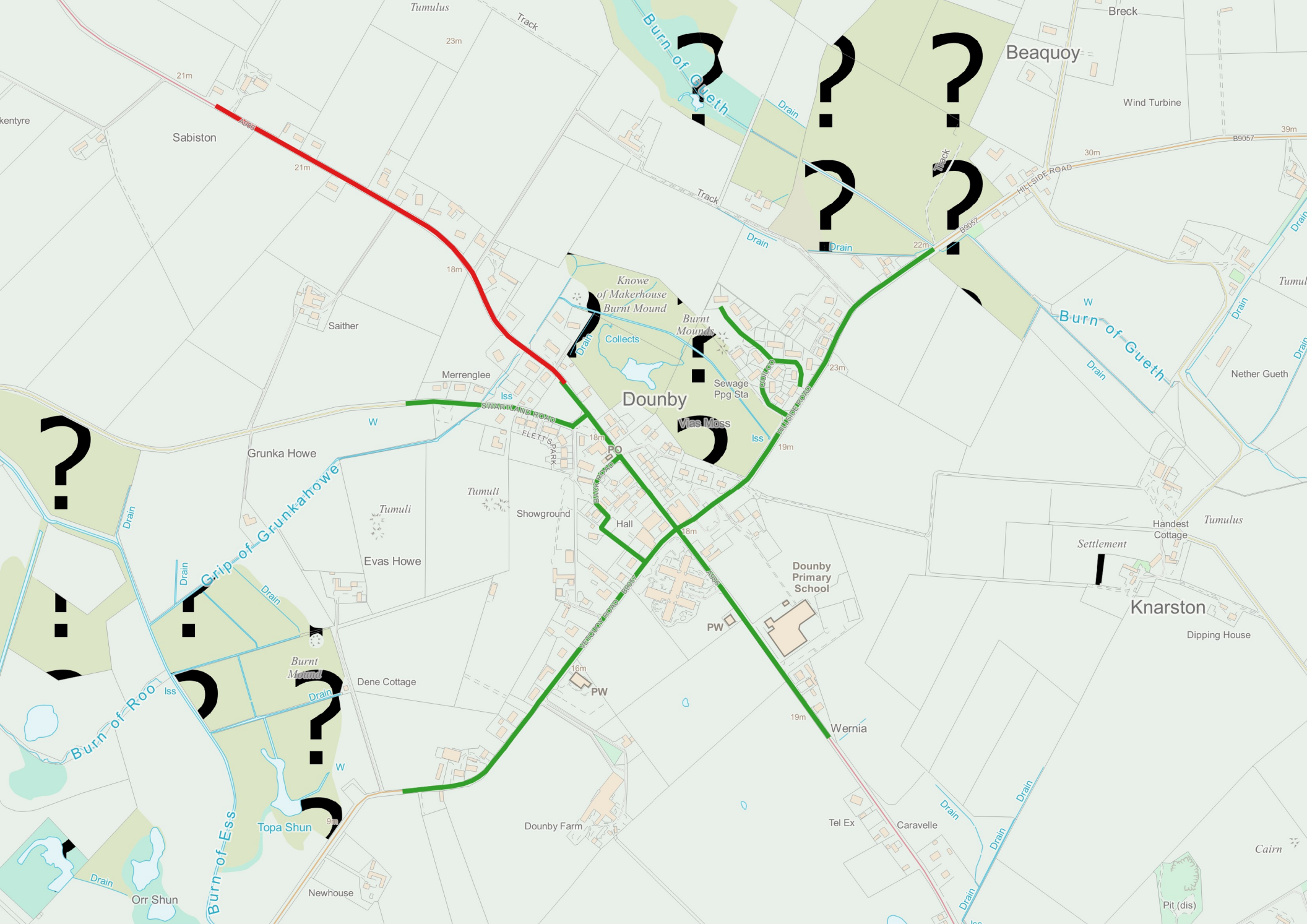
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Sabiston

Beaquoy

Dounby

Knarston

Knowe of Makerhouse
Burnt Mound

Burnt Mounds

Wias Moss

Dounby Primary School

Settlement

Topa Shun

Orr Shun

Newhouse

Dounby Farm

Tel Ex

Caravelle

Wernia

Dene Cottage

Evas Howe

Grunka Howe

Showground

Hall

Tumulti

Tumuli

Merrengelee

Saither

Wind Turbine

Nether Gueth

Tumulus Cottage

Handest Cottage

Dipping House

Cairn

Pit (dis)

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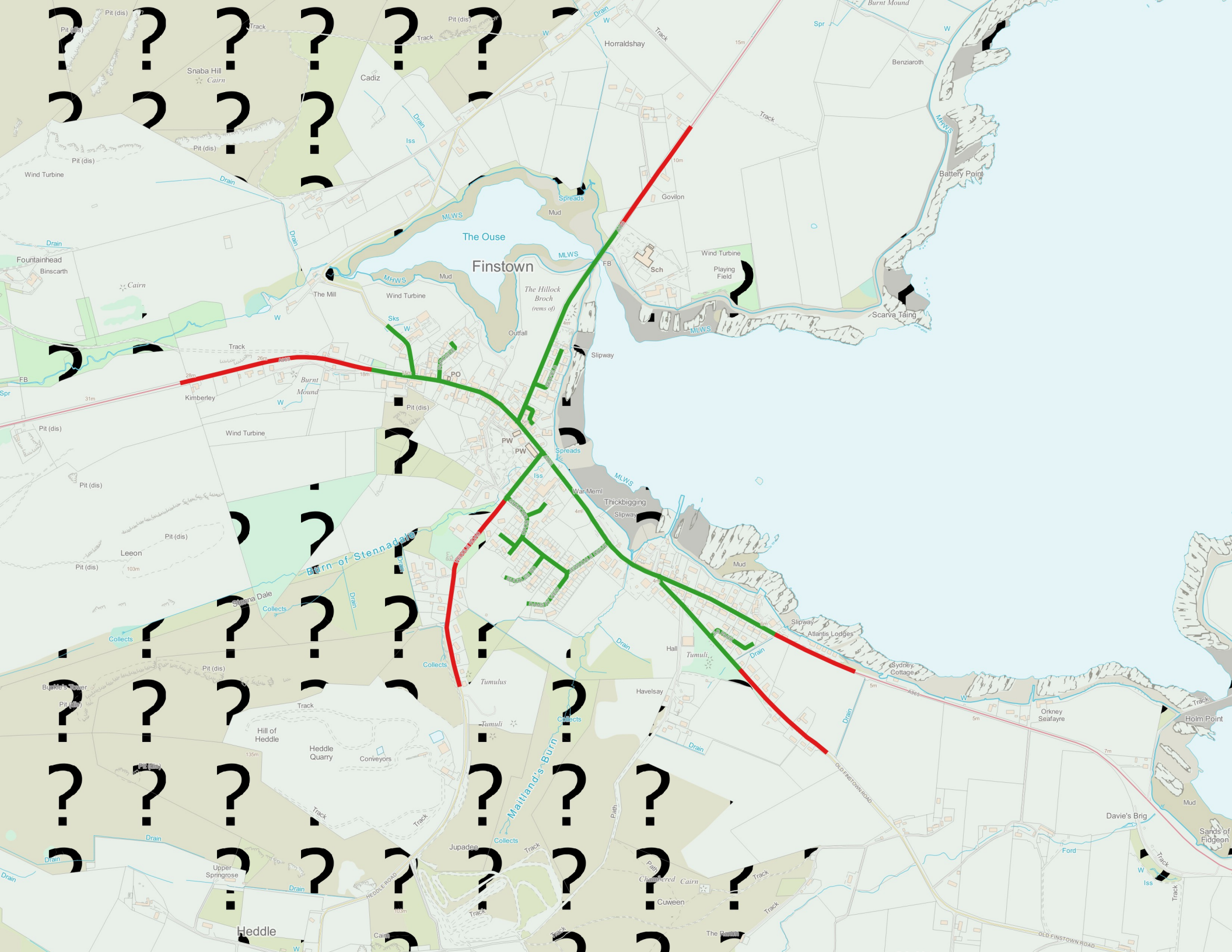
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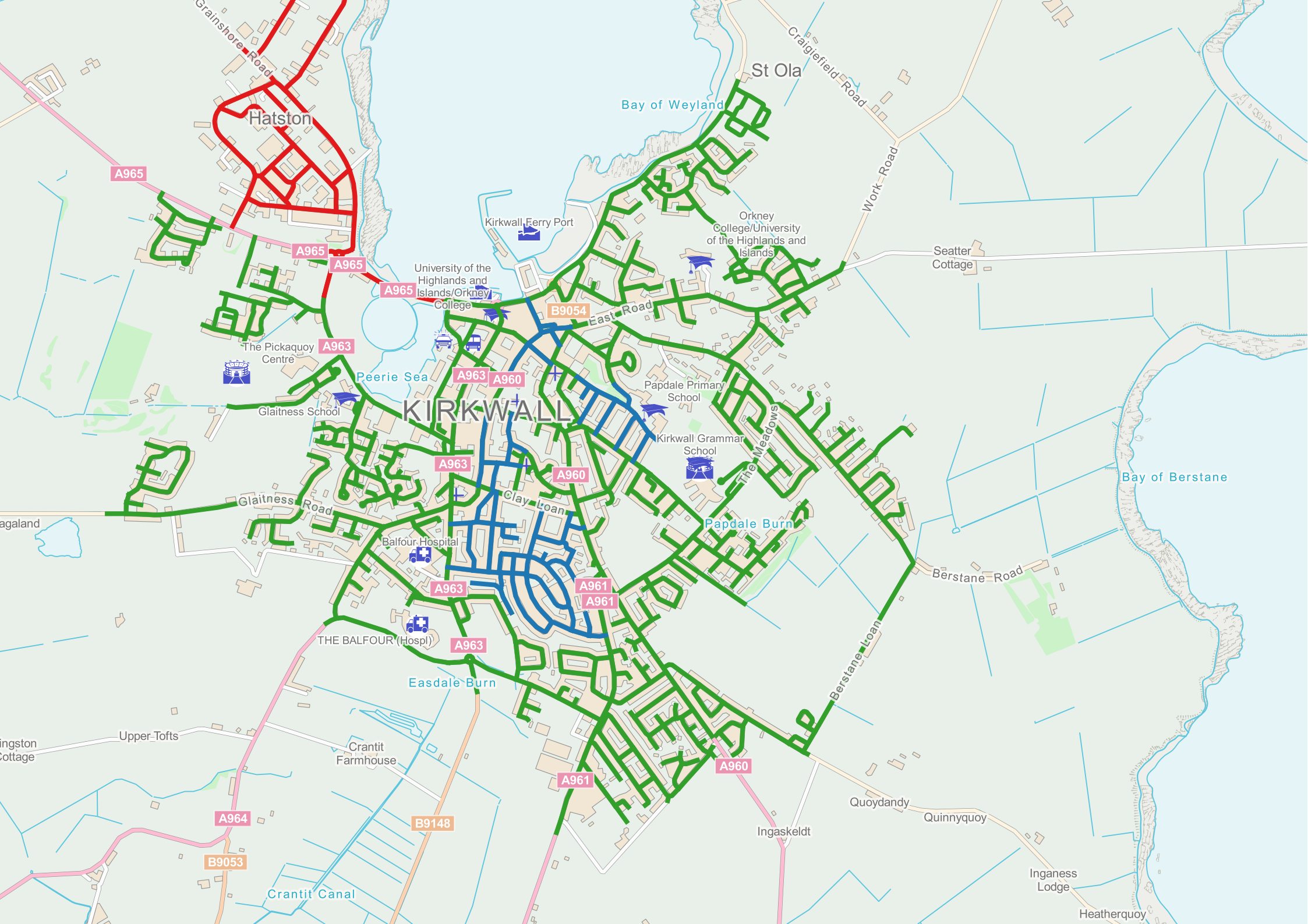
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Hatston

St Ola

Bay of Weyland

Kirkwall Ferry Port

Orkney College/University of the Highlands and Islands

University of the Highlands and Islands/Orkney College

Seatter Cottage

The Pickaquo Centre

Peerie Sea

Glaitness School

KIRKWALL

Papdale Primary School

Kirkwall Grammar School

Glaitness Road

Clay Loan

Papdale Burn

Bay of Berstane

Balfour Hospital

Berstane Road

THE BALFOUR (Hospl)

Easdale Burn

Berstane Loan

Kingston Cottage

Upper Tofts

Crantit Farmhouse

Ingaskeldt

Quoydandy

Quinnyquoy

Inganess Lodge

Heatherquoy

A964

B9053

Crantit Canal

B9148

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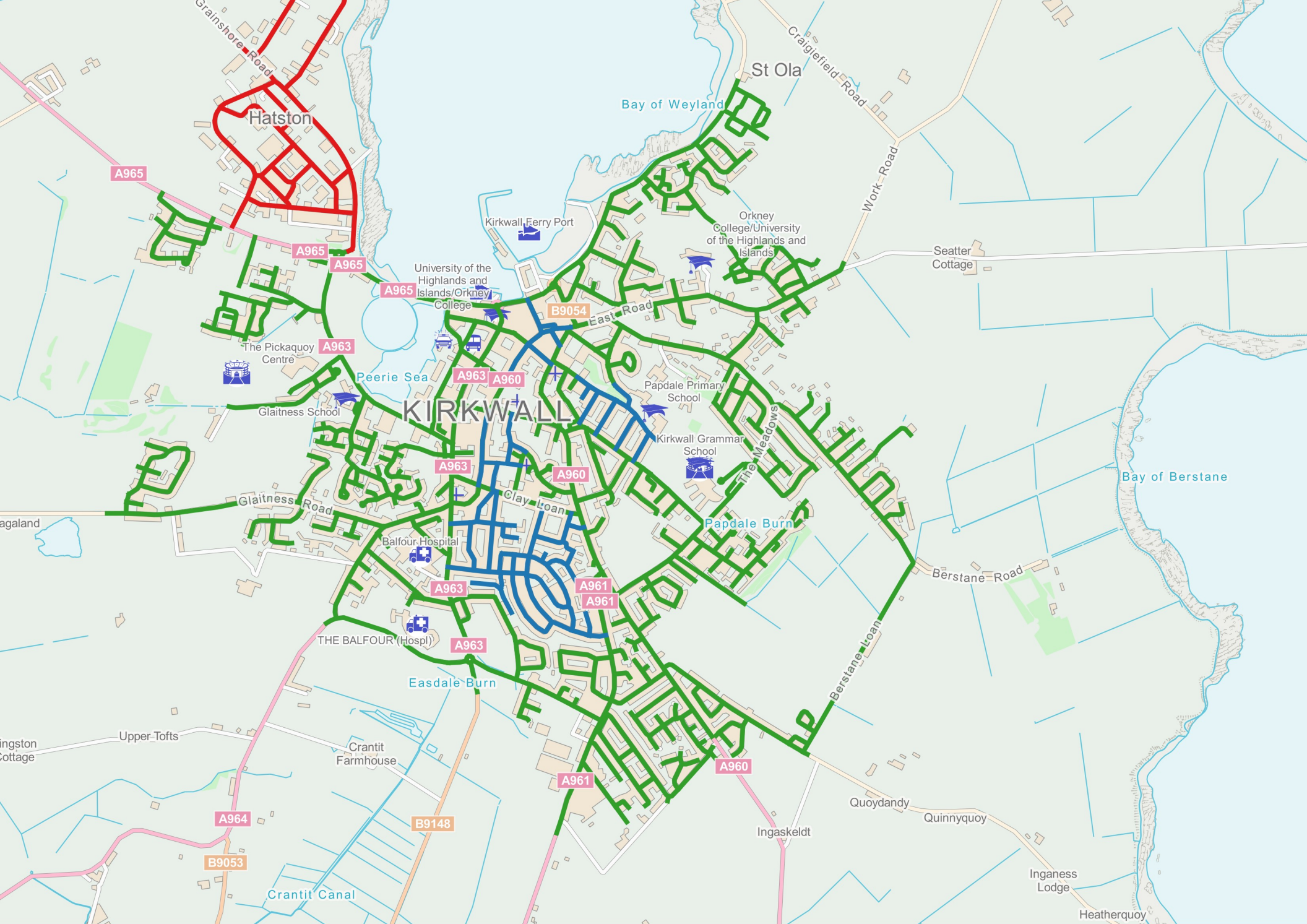
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Bay of Weyland

Kirkwall Ferry Port

Orkney College/University of the Highlands and Islands

University of the Highlands and Islands/Orkney College

Seatter Cottage

The Pickaquo Centre

Glatness School

KIRKWALL

Papdale Primary School

Kirkwall Grammar School

Glatness Road

Clay Loan

Papdale Burn

Bay of Berstane

Berstane Road

Balfour Hospital

THE BALFOUR (Hosp)

Easdale Burn

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Inganess Cottage

Upper Tofts

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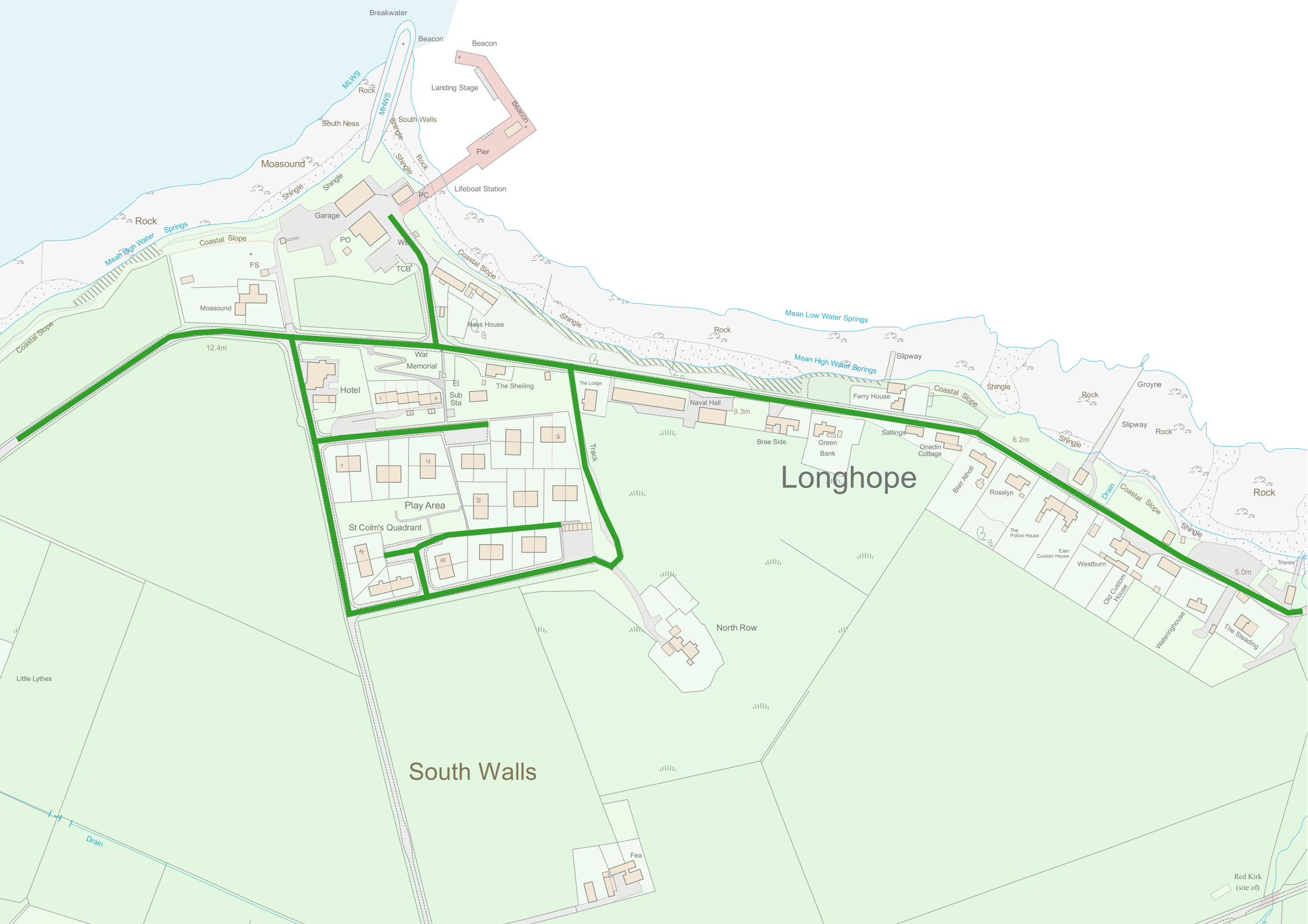
B9148

B9053

Crantit Canal

Inganess Lodge

Heatherquoy



Longhope

South Walls

12.4m

9.3m

6.2m

5.0m

St Colm's Quadrant

Play Area

North Row

Fea

Red Kirk
(site of)

Little Lythes

Drain

Old Custom House

Warminghouse

The Steading

East Custom House

The Police House

Rosslyn

Blair Adholt

Onedin Cottage

Green Bank

Brae Side

Naval Hall

The Lodge

The Shelling

Sub Sta

Hotel

War Memorial

TCB

FS

Moasound

Lifeboat Station

Pier

South Walls

South Ness

Beacon

Beacon

Landing Stage

MLWS

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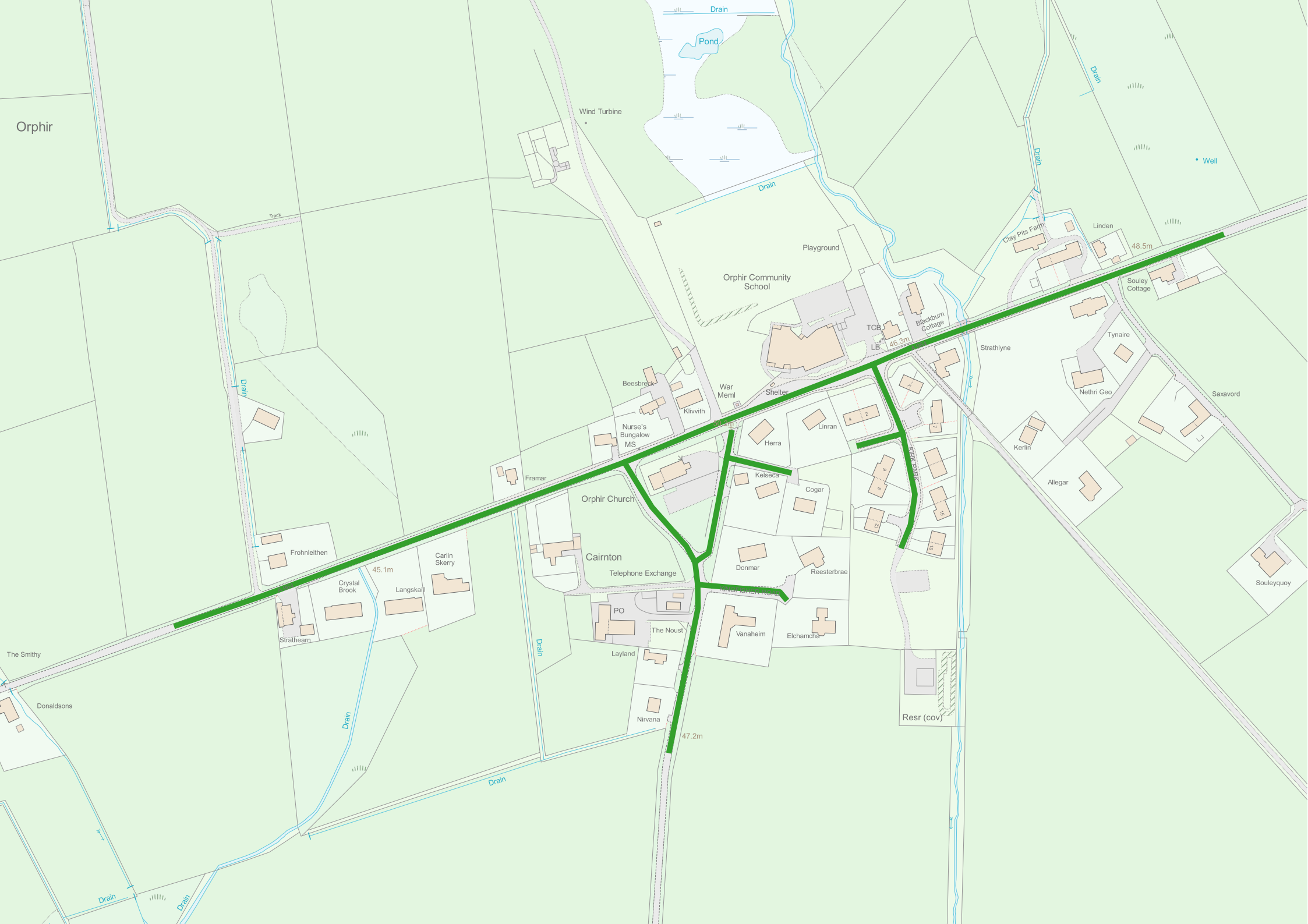
Beacon

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Orphir

Pond

Wind Turbine

Well

Orphir Community School

Playground

Clay Pits Farm

Linden

48.5m

Souley Cottage

Strathlyne

Tynaire

Saxavord

Beesbreck

War Meml

Shelter

Herra

Linran

Nurse's Bungalow
MS

Klivvith

4

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Orphir Church

Kelseca

Cogar

Kerlin

Allegar

Souleyquoy

Framar

Cairnton

Telephone Exchange

Donmar

Reesterbrae

Frohnleithen

45.1m

Carlin Skerry

Crystal Brook

Langskail

PO

The Noust

Vanaheim

Elchamcha

Strathear

Layland

Nirvana

47.2m

Resr (cov)

The Smythy

Donaldsons

Drain

Drain

Drain

Drain

Drain

Drain

Drain

Drain

Drain

Track

Brinian



Viera View

War Memorial

Ivy Cottage

Brinola

Drain

The Pier Workshop

Pier Houses

Craigie Cottage

Rose Cottage

LB

Pier Cottage

TCB

Brinian Play Park

Mean High Water Springs

Mean Low Water Springs

Rock

Ronveldshey

The Fish Factory

Rousay Ferry Terminal
(Vehicular Ferry Terminal)

Trumland Orientation Centre

B 90065

Shingle

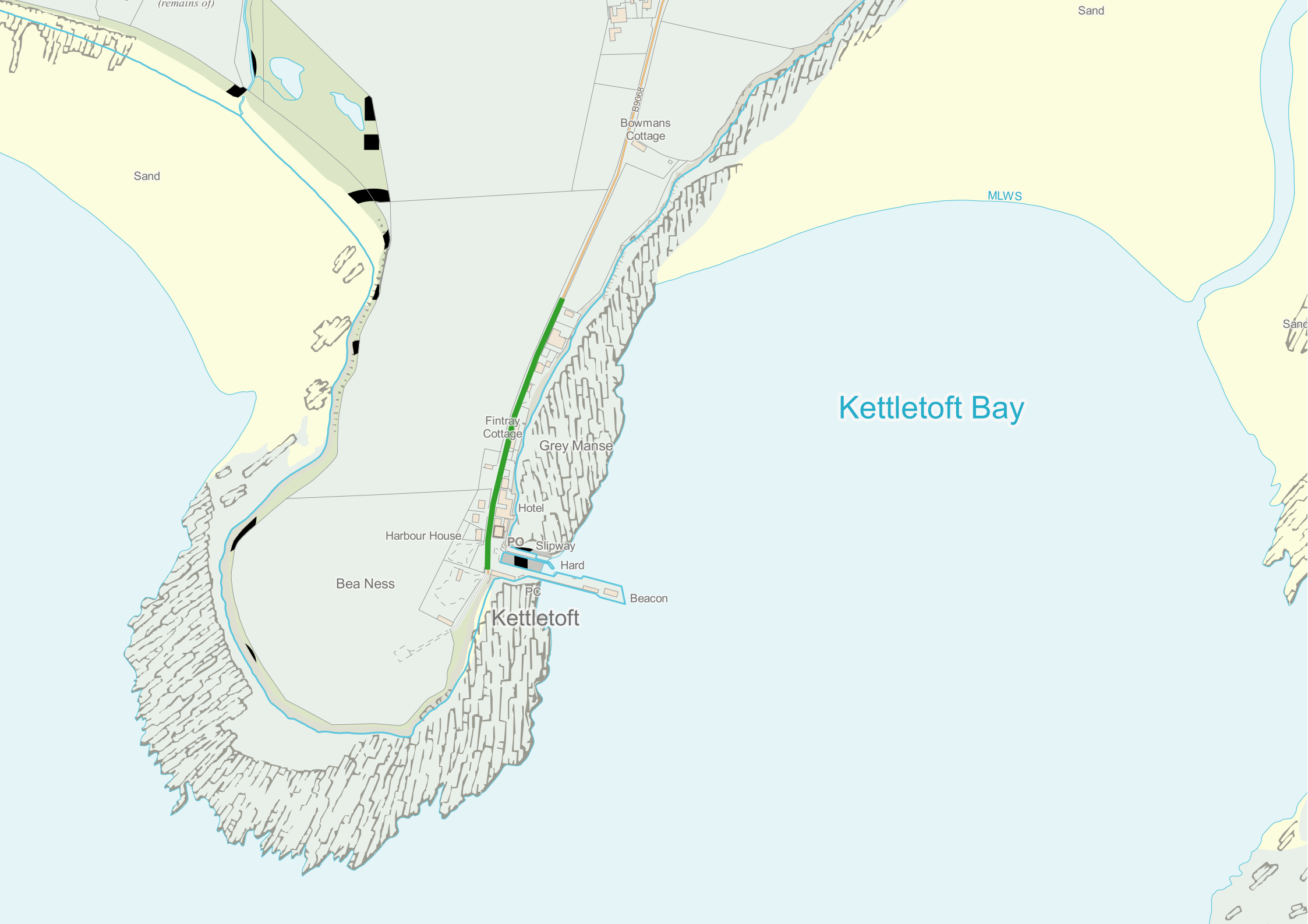
Slipway

Landing Stage

MLW

Rock and Shingle

Shingle



(remains of)

Sand

Sand

Bowmans
Cottage

MLWS

Sand

Kettletoft Bay

Fintray
Cottage

Grey Manse

Hotel

Harbour House

PO

Slipway

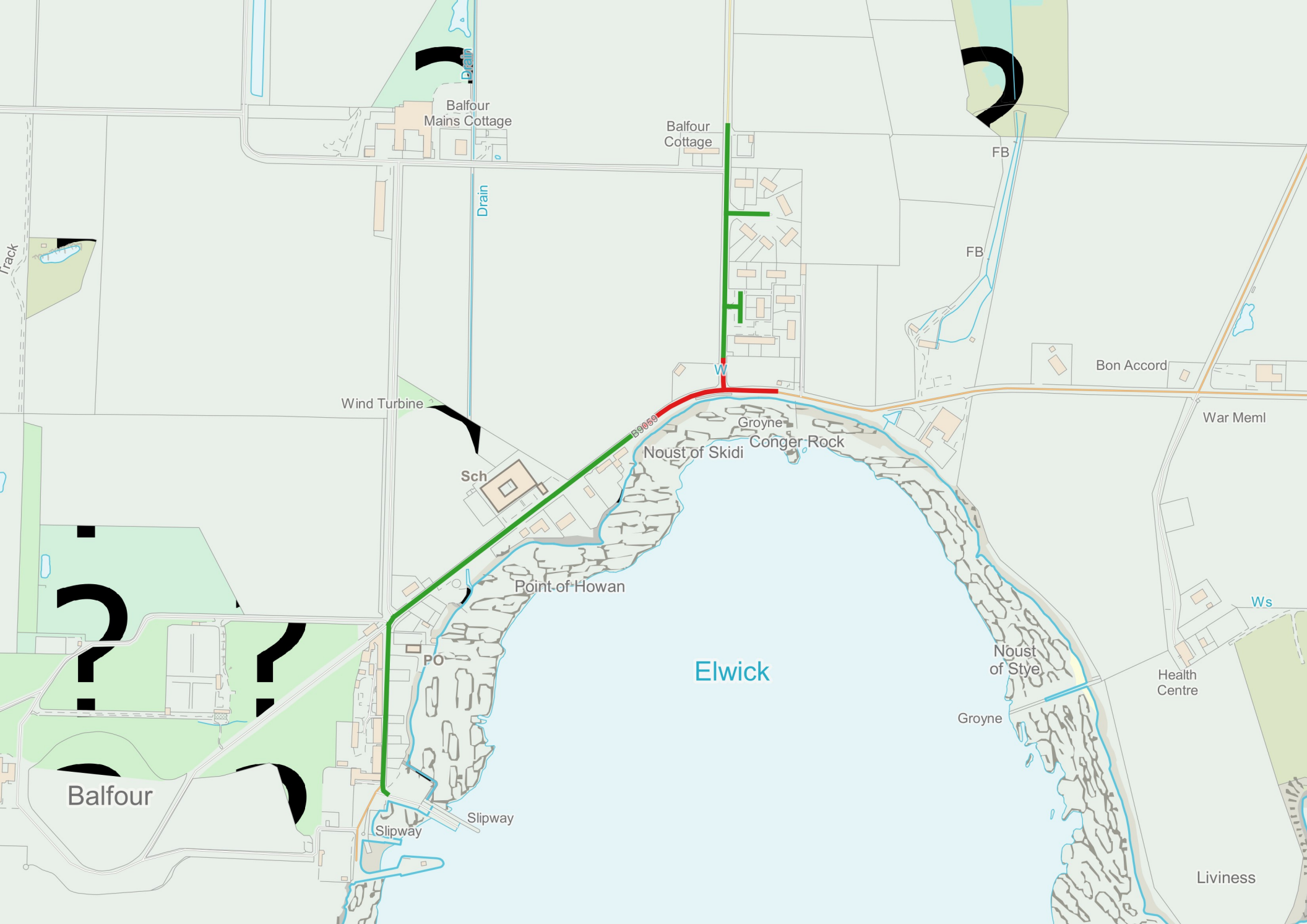
Hard

Bea Ness

PC

Beacon

Kettletoft



Balfour Mains Cottage

Balfour Cottage

FB

FB

Bon Accord

War Meml

Wind Turbine

Sch

Noust of Skidi

Groyne

Conger Rock

Point-of-Howan

PO

Elwick

Noust of Sty

Health Centre

Groyne

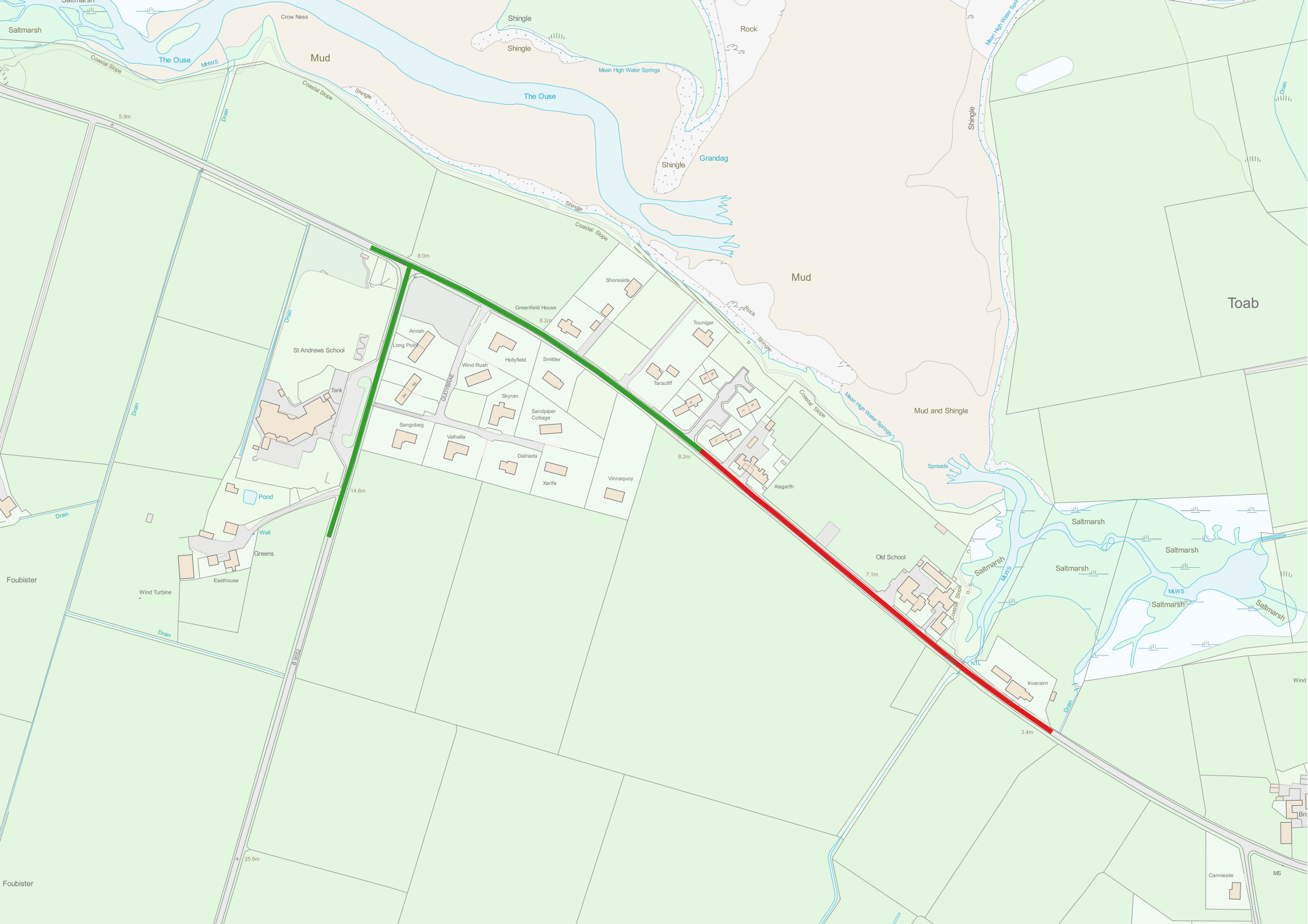
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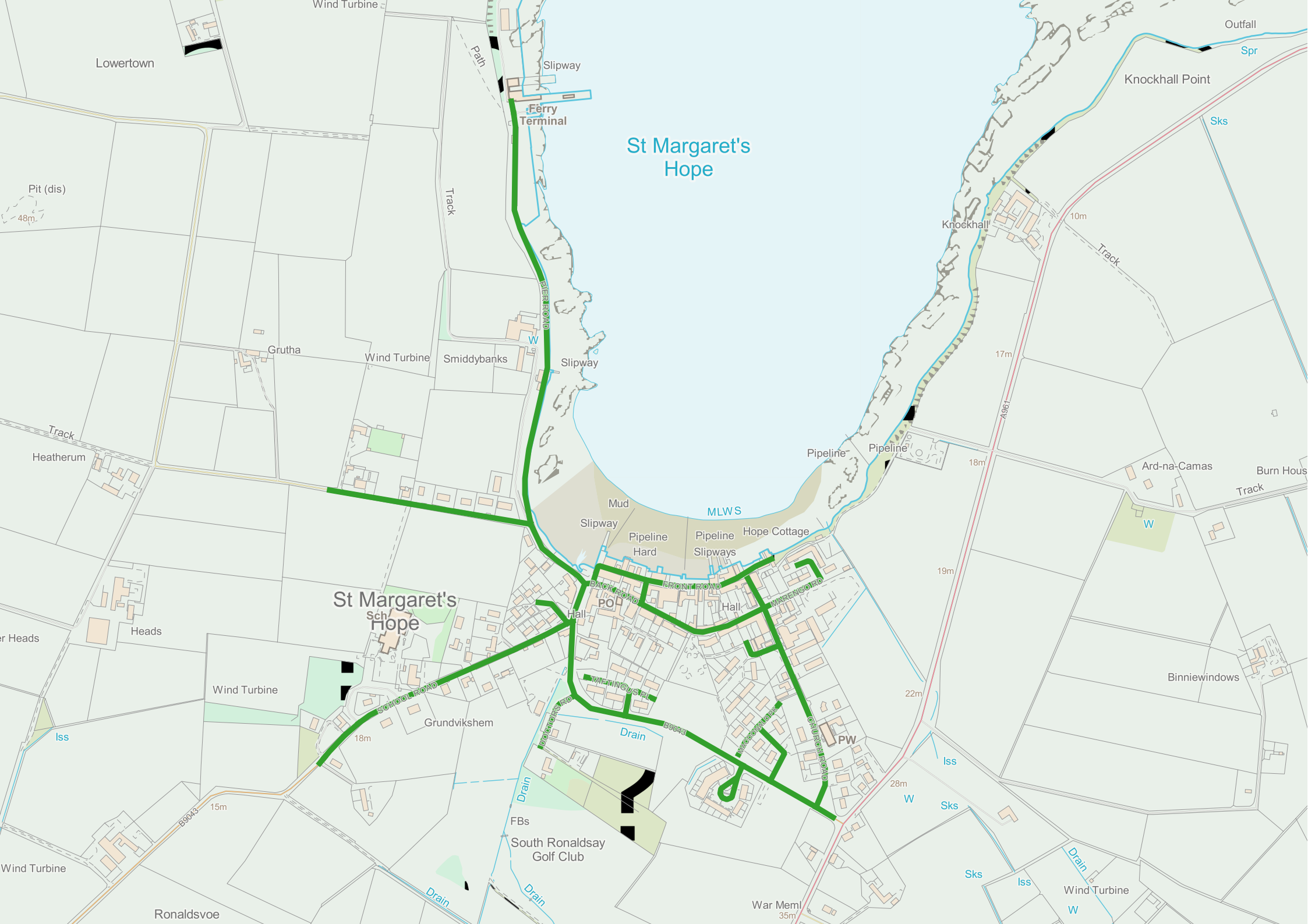
Slipway

Slipway

Liviness

Ws





St Margaret's Hope

St Margaret's sch Hope

South Ronaldsay Golf Club

Knockhall

Knockhall Point

Lowertown

Pit (dis)

Heatherum

Grutha

Wind Turbine

Smiddybanks

Slipway

Mud

Slipway

Pipeline

Pipeline

Hope Cottage

MLWS

BACK ROAD

FRONT ROAD

WAREHOUSES PL

Wind Turbine

Grundvikshem

18m

15m

Drain

Drain

DRUMS RD

WATERHOUSES PL

WATERHOUSES PL

WATERHOUSES PL

WATERHOUSES PL

PW

22m

28m

ISS

W

Sks

Sks

ISS

W

Wind Turbine

Drain

W

Binniewindows

Ard-na-Camas

Burn House

Track

Track

10m

17m

18m

19m

22m

28m

War Mem
35m

Ronaldsvoe

Wind Turbine

ISS

er Heads

Heads

Track

Track

Path

Slipway

Ferry Terminal

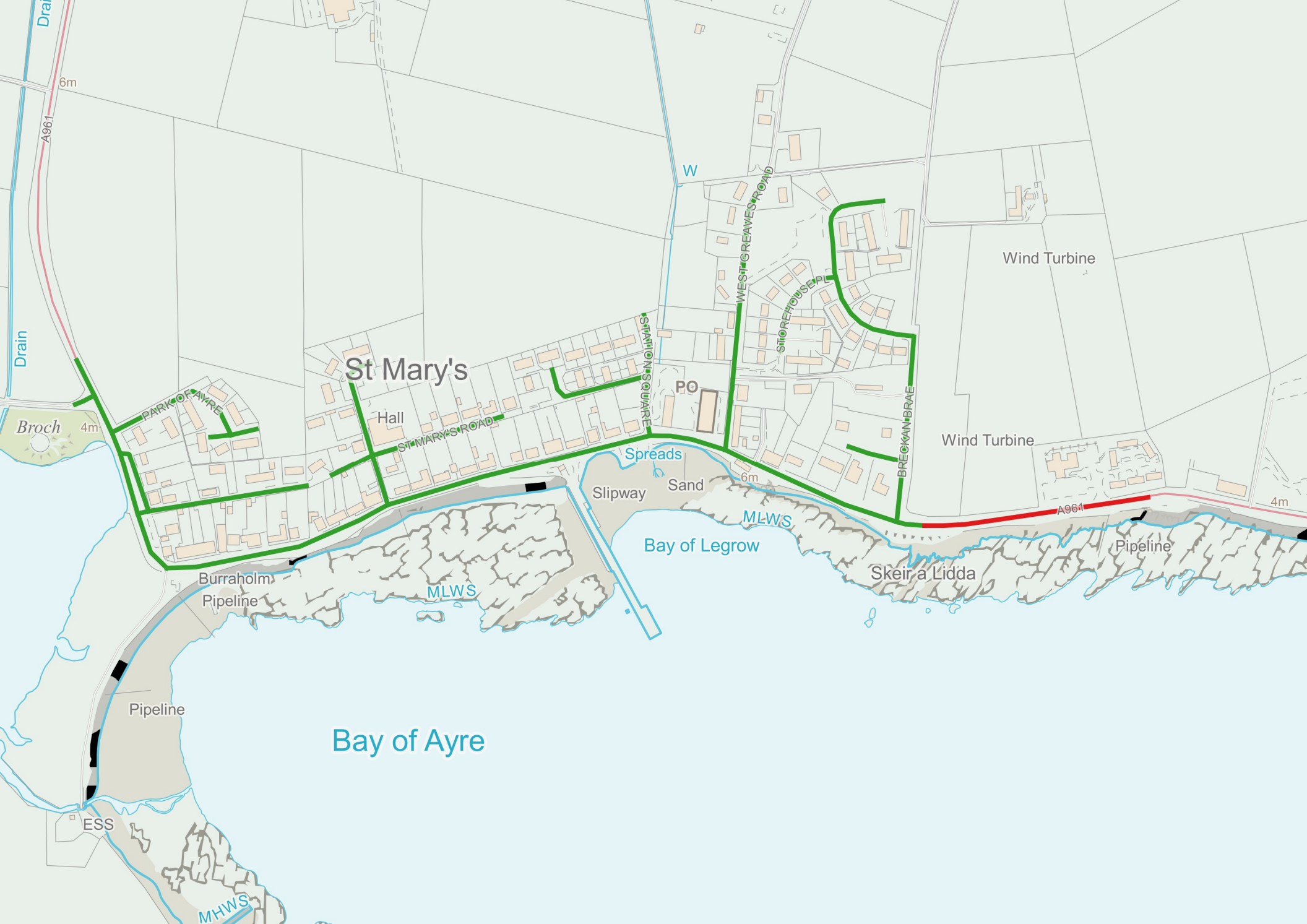
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Outfall

Spr

Wind Turbine

Wind Turbine



St Mary's

Hall

PO

Wind Turbine

Wind Turbine

Bay of Ayre

Bay of Legrow

Skeir a Lidda

MHWS

MLWS

MLWS

Spreads

Sand

Slipway

Burrahalm

Pipeline

Pipeline

Pipeline

ESS

Drain

Broch

A961

6m

4m

6m

4m

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WEST GREAVES ROAD

STORREHOUSE PL

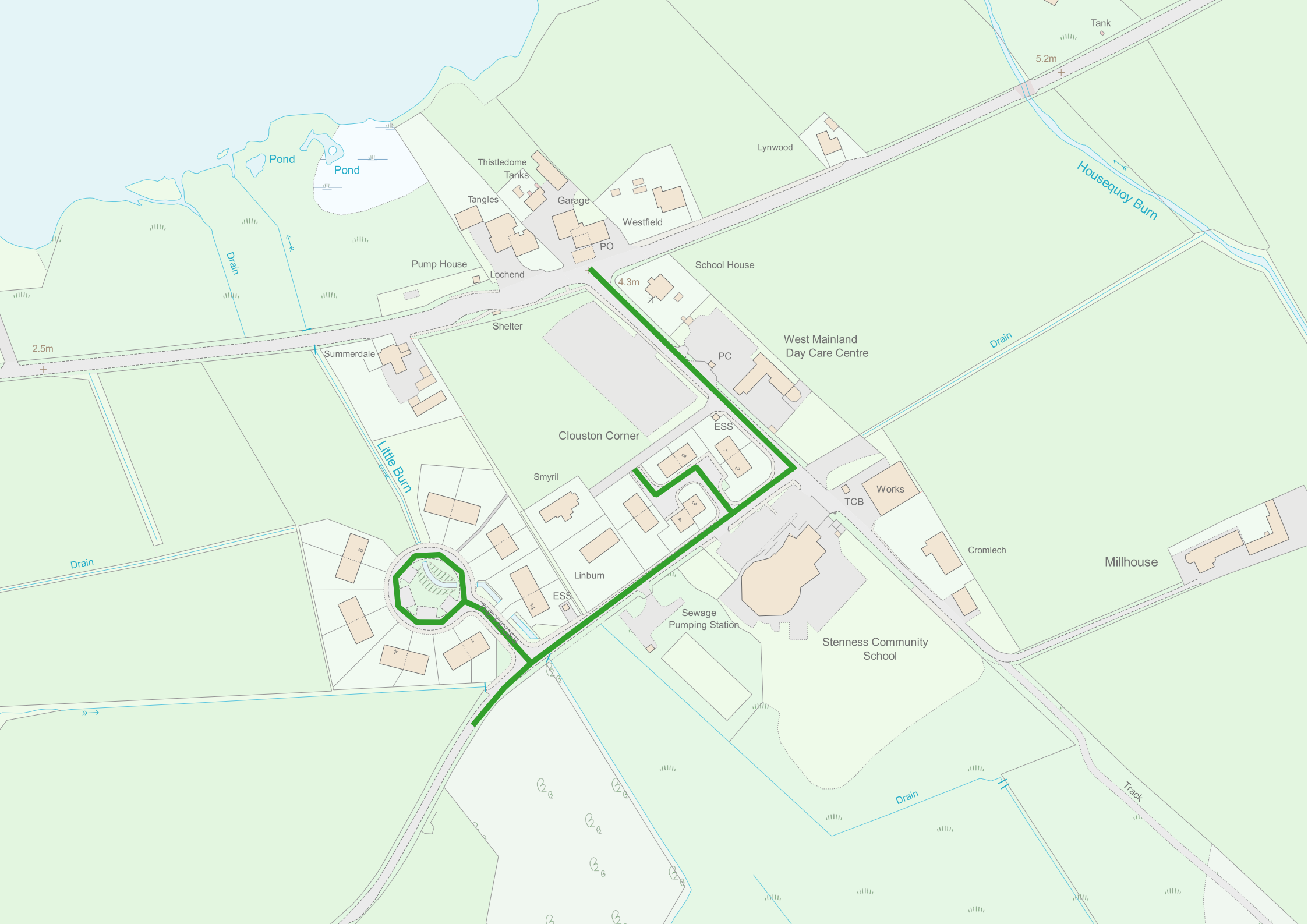
STATION SQUARE

ST MARY'S ROAD

PARK OF AYRE

BRECKAN BRAE

A961



Pond Pond

Thistledome Tanks

Tangles Garage

Westfield

Lynwood

5.2m

Housequoy Burn

Drain

Pump House

Lochend

PO

School House

4.3m

2.5m

Summerdale

Shelter

PC

West Mainland Day Care Centre

Drain

Little Burn

Clouston Corner

ESS

Smyril

TCB

Works

Cromlech

Millhouse

Drain

1 2 3 4 5 6 7 8

Linburn

ESS

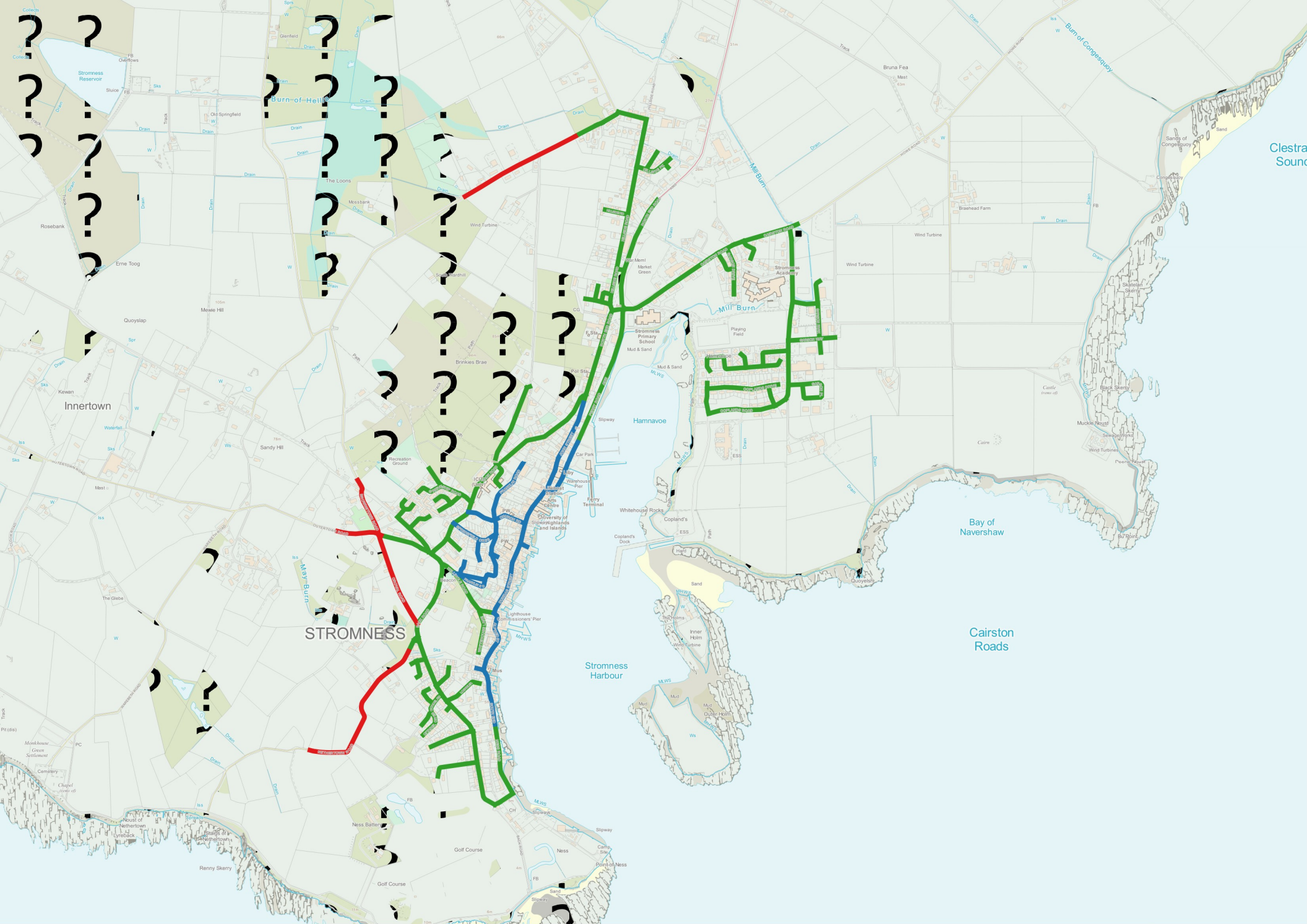
Sewage Pumping Station

Stenness Community School

Drain

Drain

Track



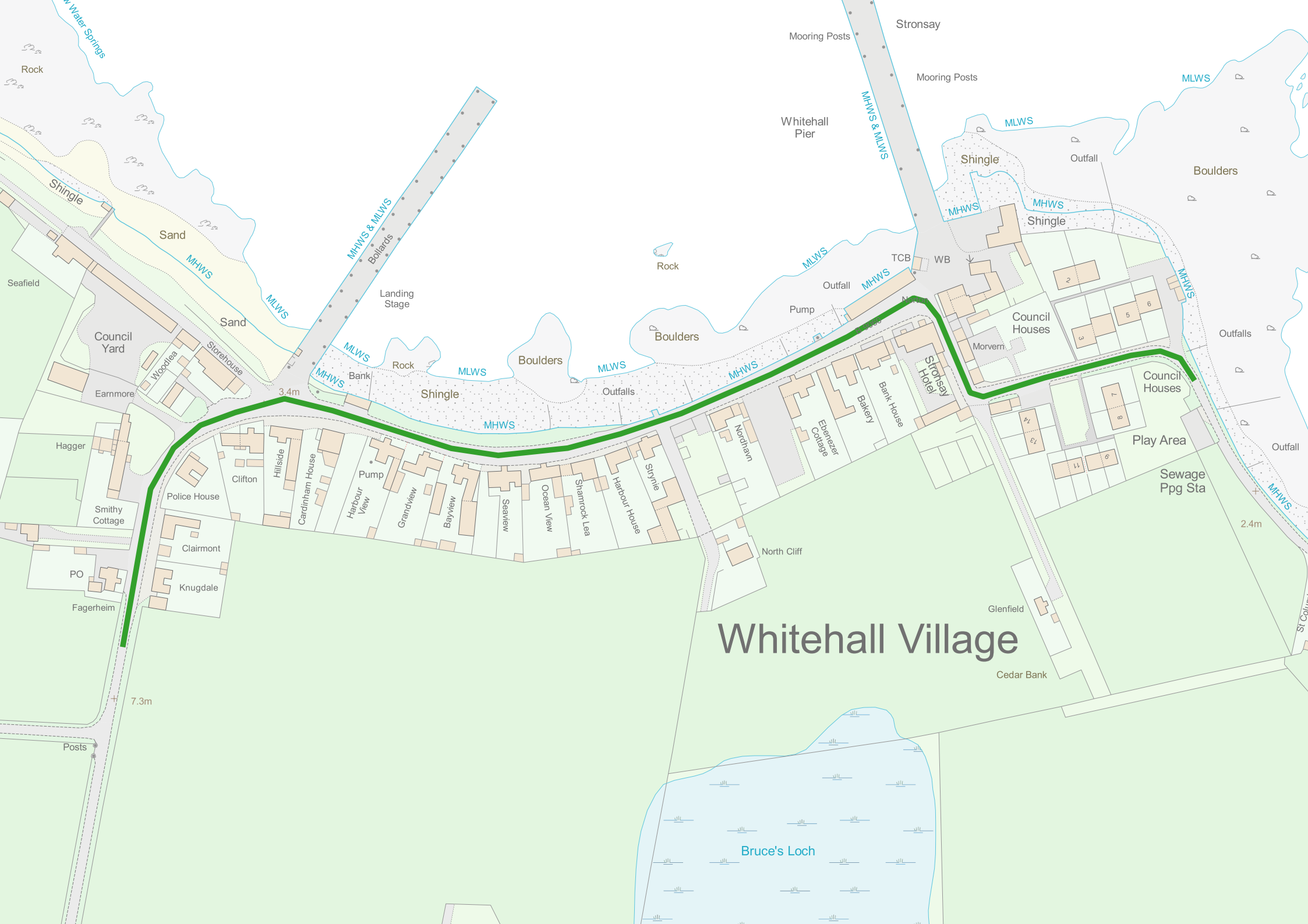
STROMNESS

Stromness Harbour

Bay of Navershaw

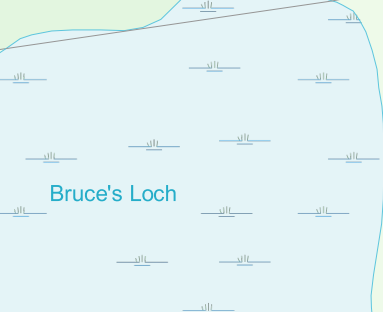
Cairston Roads

Clestra Sound



Whitehall Village

Bruce's Loch



Map labels and features include:
- Water features: Bruce's Loch, Loch, Shingle, Sand, Boulders, Outfalls, Pump, Mooring Posts, Whitehall Pier, Strossay, St. Collina, Cedar Bank, Glenfield, North Cliff, Seafield, Water Springs.
- Buildings: Council Yard, Council Houses, Police House, Strossay Hotel, Bakery, Bank House, Ebentzer Cottage, Nordmann, Harbour House, Shamrock Lea, Ocean View, Seaview, Bayview, Grandview, Harbour View, Cardinham House, Hillside, Clifton, Knugdale, Claimont, Fagerheim, Smithy Cottage, Hagger, Earnmore, Woodlea, Storehouse, Morvern, TCB, WB, Outfall, Pump, Landing Stage, Boulders, Bank, Rock, Seafield, Rock, Boulders, Outfalls, Play Area, Sewage Ppg Sta, 11 numbered houses, 7, 8, 9, 10, 11 numbered houses, 2, 3, 5, 6 numbered houses.
- Infrastructure: 7.3m crossing, 3.4m crossing, 2.4m crossing, Posts, MHWS & MLWS, MLWS, MHWS.
- Other: 3.4m, 2.4m, 7.3m, 11, 7, 8, 9, 10, 11, 2, 3, 5, 6.



Community Council	Response Summary	Roads Comments
Harray and Sandwick Member 1	I would like to record that I personally disagree with the proposed 20mph limits and would welcome more consultation on the matter through Harray and Sandwick community council and the community as a whole. I feel that reducing all of the village to 20mph is a step too far and will only cause frustration and needs to be discussed publicly. I personally would like to see the smiley face speed limit signs installed permanently, along with extending the 20 limits to somewhere more appropriate (certainly not the whole 30mph areas). I trust there will be a proper conversation/consultation on the matter in the near future.	There will be engagement with the public before proposals are finalised. The majority of the village was included as it meets the assessment criteria. The extents could be reduced if the engagement consensus feel this is excessive. Alternatively the extent as shown could be implemented and then reduced in future if speed data shows this is not working. The smiley face speed signs are not part of this engagement.
Harray and Sandwick Member 2	The whole of Dounby is too much for a 20 mile an hour because I personally don't think people will stick to it think we should still push for smiley face first or is this the council trying to push a 20 mile on us if so I think it would need to go out to the public for their vote not just us	Comments as above regarding extents through Dounby and smiley face speed signs.
Harray and Sandwick Member 3	I am all for reducing speed and will welcome the new suggested 20mph limits. However I feel this may cause frustration from motorists travelling from Birsay as this is quite a distance at reduced speed and may encourage them to speed up once they exit the speed limit after the Dounby School	Comments as above regarding extents through Dounby.
Holm	Members were generally in agreement with the proposal to reduce speed limits to 20mph, particularly within the residential areas of the village, but with the exception of the main road through the village. Experience from other towns where this has already been implemented had shown this led to driver frustration and that other methods of slowing the traffic down, such as the smiley faces in Finstown, should be considered, for the long, straight stretch.	The 20mph section on A961 could be removed. Including A961 would reduce the total number of signs required at each of the side roads and provide a consistent 20mph speed limit through the village. Smiley face signs are not part of this engagement.
Kirkwall and St Ola	There was general agreement with the principles but there were some concerns over enforcement. Members also considered that driver attitude has to change. Also, given the increased volume of traffic now using roads in Kirkwall, public safety was paramount, particularly when attempting to cross the busy roads. Some specific comments on the proposals: •Berstane Loan should remain at 30mph •Work Road and Craigiefield Road should be reduced to 30mph (appears to remain at 60mph) and join up to the proposed 20mph at the pumping station on Weyland Road. •Are visual aids proposed, like in Finstown, as some people find these more useful in certain places, rather than trying to remember what the speed limit is?	Berstane Loan has no designated footway to segregate pedestrians and vehicles, it also links 2 built up areas at each end and the guidance advises against too many changes in speed limits over a short area. Only 30mph roads are considered as part of this work. The flashing Speed Indication Devices are not included within this project.
Orphir	Orphir CC advised that they would rather see a proper crossing at Orphir Community School rather than a blanket 20mph limit, but supported anything that would encourage folk to slow down.	A 20mph speed limit through the village should help to encourage lower speeds in Orphir.
Firth and Stenness	Mixed opinions but generally were in favour of the proposals, especially through the village in Finstown around Gillocks to past Baikies. They felt that the main road through Stenness (where the limit is currently 40) should also have been considered for a reduction, especially given that the Standing Stones Hotel is now open again.	Only existing 30mph roads are considered as part of this work.
Rousay Member 1	I'm happy enough with the move to a 20mph zone. After just driving down the A9 to Inverness and passing through Brora, Helmsdale and Golspie which have all moved to 20mph it's definitely a more comfortable speed with so many pedestrians milling about at the pier.	Agrees with the proposal
Rousay Member 2	On looking at this paper I would be in favour of the 20mph speed limit. Last week was a good example of traffic coming off the ferry and cars coming down fast with tourist and others milling around and it is an accident waiting to happen. With our attractions (Heritage Centre, etc) at the pier more people will be wandering around the area and issues are going to arise.	Agrees with the proposal
Rousay Member 3	Is this necessary? I can not manage to do 20mph on this road especially at ferry times. Inappropriate parking, idiotic tourists and the narrowness of the road make speeding impossible. Could we not use the money sign changing is using for a better cause.	The pier area at Rousay meets the criteria. The funding can only be claimed against costs relating to the equipment and resources required to implement the 20mph speed limits.
Sanday	Sanday Community Council has identified specific areas where implementing 20mph speed limits would be highly beneficial. Our feedback is as follows: 1. Variable Speed Limit Times Around Sanday School: We recommend making this a permanent 20mph zone. This adjustment is essential as the surrounding community facilities, including the community centre, Heilsa Fjold, Gym, and swimming pool, are extensively used outside school hours. Ensuring a permanent 20mph speed limit will enhance safety for all users, including children and community members engaging in activities. 2. Cross Kirk Area: Cross Kirk, now owned by Friends of Sanday Kirk, has become a popular community gathering space. To ensure the safety of those visiting and participating in events at Cross Kirk, a 20mph speed limit should be implemented around this area. 3. Villages of Lady and Kettletoft: Both Lady and Kettletoft would benefit significantly from reduced speed limits. Lady has a 40mph limit, and Kettletoft has a 30mph limit. We propose that both villages be designated as 20mph zones to enhance pedestrian safety and improve the overall living environment for residents and visitors. 4. School Road: We suggest a consistent speed limit of 40mph for the entire length of the School Road. Currently, the national speed limit of 60mph applies with 40mph around the school (20mph at school times). This uniform speed limit will facilitate safer travel for those commuting to and from the school and other community facilities, ensuring a safer environment for everyone.	1. This road is 40mph and outwith the scope of the assessment. 2. As above. 3. Kettletoft is included. Lady is 40mph and outwith the scope of the assessment. 4. This is not part of the assessment.

Community Council	Response Summary	Roads Comments
Shapinsay Member 1	<p>Personally I would be very happy to see the village become a 20mph zone, as this is something we have already spoken about. It is a busy place and anything which encourages safer driving would be good.</p> <p>It does seem the flashing 20mph signs may have been a waste of time if they are now thinking to make this permanent. I think as this is already in place and not such a busy bit outwith term time then the flashing signs may be adequate, however I do think they should be flashing over lunchtime.</p> <p>As for by the Council houses I actually do feel the area does fit the criteria for a 20mph zone. The new development at Balfour Cottages and the proposed development above the sub station could see this area a lot busier in the future. Plus there are families with young children in both sets of houses. Extending the boundary up as far as the passing place, which is where it looks like it is on the map, would also get folk slowing down a bit sooner than they currently are. I think the speed in that area is an issue, folk might not like the change, but that doesn't mean it is a bad thing.</p>	<p>The flashing aspect of the signs will still be useful as a reminder to drivers even if the whole village is 20mph. Lunchtime flashing of the signs can be added to the timetable if the school contacts the education department to request this.</p>
Shapinsay Member 2	<p>I agree with 'Member 1' about the 20mph being from the pier and past school then up to Helliar View and Mill Bank. It's a popular walking and cycling route and coming straight from the pier it's a narrow road. When cars and The Smithy chalkboard block the pavement kids on bikes, prams, pedestrians have to go into the road. I know other families are concerned about the speed of vehicles at that section.</p> <p>But I think the 20mph should be all times not just school start, end and lunch time. Kids and other pedestrians are going back and forth at other times to the play park, houses, shop, Smithy etc (all of which are in the criteria for 20mph) and especially in the holidays. It's more consistent if permanent rather than certain hours.</p> <p>Also I think it doesn't make sense to go from 20 to 30 by a junction and back to 20. Surely drivers need to slow or even stop when turning right out of that junction so why not just keep it 20mph on that section from the houses down to the corner and all the way from there to the pier.</p>	<p>This would be a permanent 20mph speed limit. The flashing signs can remain in operation if required, as an additional warning to alert drivers at school opening and closing times.</p>
Stronsay	<ul style="list-style-type: none"> •Stronsay does not fit all the assessment criteria and the information given is a "bit out of date" as on Stronsay the introduction of a 20mph limit has already been started. •As noted and forwarded previously, the new 20mph speed restriction at the school should be extended further south, from the Community Hall, as it, and the adjoining play park are relevant areas in the assessment criteria. •The most obvious place on Stronsay for a reduction to 20mph would be the stretch of road on the B9060 from the bend just before the school, past the play park and ending just after the Community Hall. However, the safety issues in this area already seem to have been addressed, with the recent installation of 20mph speed restriction signs. •Looking at the criteria, the only other area that might benefit from a 20mph restriction is on the B9060 in Whitehall Village from above the Post Office, round the tight bends at the gable end of the Stronsay Hotel and ending after the council houses. 	<p>The existing 20mph works in Stronsay are the part time speed limits at the school. No works have commenced on permanent 20mph speed limits yet. The proposed area includes all of the existing 30mph limit through Whitehall and does include this section of tight bends between the council houses and the Stronsay Hotel.</p>