

**SHETLAND ISLANDS COUNCIL
(LERWICK NORTH) (20 MILES PER HOUR ZONE)
TRAFFIC REGULATION ORDER P21/2024**

SHETLAND ISLANDS COUNCIL in exercise of their powers under Section 84(1) of the Road Traffic Regulation Act 1984, and all other enabling powers, and after consultation with the Chief Officer of Police in accordance with Section 124(1)(c) of, and Paragraph 20 of Schedule 9 to, the said Act hereby make the following Traffic Regulation Order:-

1. This Order may be cited as the “Shetland Islands Council (Lerwick North) (20 Miles per Hour Zone) Traffic Regulation Order P21/2024” and shall come into operation on 1 April 2025.
2. The Interpretation Act 1978 shall apply for the interpretation of this Order as it applies for the interpretation of an Act of Parliament.
3. The effect of the Order is that no person shall drive, cause or permit to be driven any motor vehicle at a speed exceeding TWENTY MILES PER HOUR on the lengths of road specified or described in the Schedule and shown COLOURED RED on the plan P21/2024-01, both annexed and executed as relative to this Order.
4. The following Traffic Regulation Orders are hereby revoked:-
 - a. Shetland Islands Council (North Road) (30mph Speed Limit) Order 1980 in respect of the road sections specified at Paragraphs 1 and 3 of the Schedule annexed and executed as relative to this Order.
 - b. Shetland Islands Council (Norstane, Burnside, Soldian Court and Voderview, Lerwick) (20mph Zone) Order 2007 in its entirety.
 - c. Shetland Islands Council (North Loch Drive, Lerwick) (20mph Speed Limit) Traffic Regulation Order 2017 in respect of the section of road at Staneyhill Hill Road specified at Paragraph 2 of the Schedule to that Order.

Made and enacted by the Shetland Islands Council at Lerwick on the FIRST DAY of MARCH TWO THOUSAND AND TWENTY FIVE.

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John R Smith
Director of Infrastructure Services
Proper Officer for the Shetland Islands Council
Gremista
Lerwick
ZE1 0PX

SCHEDULE

This is the schedule referred to in the foregoing “Shetland Islands Council (Lerwick North) (20 Miles per Hour Zone) Traffic Regulation Order P21/2024”.

1. NORTH ROAD from its junction with A970 North Road/ A970 Holmsgarth Road in a generally Northerly then Westerly direction to its junction with Ladies Drive/ Holmsgarth Brae, a distance of 810 metres or thereby.
2. Spur of former Gremista Road South of Lerwick Power Station off A970 Holmsgarth Road in its entirety.
3. LADIES DRIVE from its junction with North Road/ Gremista Brae in a generally Westerly direction for a distance of 35 metres or thereby.
4. GROSTANE in its entirety.
5. SOLDIAN COURT in its entirety.
6. BURNSIDE in its entirety, including the two spurs serving no.s 14 & 17 and no.s 23 to 27.
7. GREMISTA BRAE in its entirety.
8. HOLMSGARTH BRAE in its entirety.
9. GREMMASGAET in its entirety.
10. STOCKETGAET in its entirety.
11. NORGAET in its entirety.
12. UNICORN VIEW in its entirety.
13. The unnamed road running in a generally Easterly direction from Burnbank past Unicorn Court, Pegasus Place, Cunningham Way, Corinth Place, Staneyhill Hill Road and Wista, a distance of 294 metres or thereby.
14. UNICORN COURT in its entirety.
15. STANEYHILL, upper and lower roads in their entirety, including the link down to North Road and the spurs at no.s 39 to 42, to the West of no. 13, and to the South of no. 43.
16. VODER VIEW in its entirety.
17. NORSTANE in its entirety.
18. SOUTH GREMISTA INDUSTRIAL ESTATE in its entirety.
19. HOOFIELDS in its entirety.
20. STANEGARTH in its entirety.
21. PEGASUS PLACE in its entirety.
22. WISTA in its entirety.
23. BURNBANK in its entirety.
24. CORINTH PLACE in its entirety.
25. CRUESTER VIEW in its entirety.
26. HILL GRIND in its entirety, including the spur serving odd no.s 13 to 23.
27. STANEYHILL HILL ROAD
28. The unnamed road link between Burnbank and Hill Grind.

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John R Smith
Director of Infrastructure Services
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STATEMENT OF REASONS

Nationally, in 2022, serious road casualties mostly occurred on 30 mph and 60 mph roads. Just over half (51.1%) of road traffic fatalities in cities and towns were pedestrians or pedal cyclists. The majority (54.4%) of serious injuries were also pedestrians and pedal cyclists, whereas just over a third (34.6%) suffered slight injuries.

The Safe System approach to Road Safety recognises that people are fragile and make mistakes that can lead to collisions, but it should not lead to death or serious injury. Lowering the speed limit to 20 mph is a great example of the Safe system in action as it reduces the risk of collisions occurring and, should a collision occur when a driver is driving at 20 mph, it reduces the severity of the collision. Evidence shows that if you hit a pedestrian at 30 mph, they are seven times more likely to die than at 20 mph.

The Scottish Government has committed to work with Local Authorities to reduce the speed limits in our towns, cities and villages to 20 mph, where appropriate, in order to make these roads safer for all road users.

The Shetland Islands Council is therefore promoting this Traffic Regulation Order to reduce the speed limit to 20mph on appropriate roads in the interests of road safety.