

**SHETLAND ISLANDS COUNCIL
(LERWICK SOUTH) (20 MILES PER HOUR ZONE)
TRAFFIC REGULATION ORDER P20/2024**

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 South) (20 Miles per Hour Zone) Traffic Regulation Order P20/2024” 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 P20/2024-01, both annexed and executed as relative to this Order.
4. The following Traffic Regulation Orders are hereby revoked:-
 - a. Shetland Islands Council (Kanterstead Road Nedersund Road etc Sound Lerwick) (20mph Speed Limit) Order 2003 in its entirety.
 - b. Shetland Islands Council (Oversund Road etc Sound Lerwick) (20mph Zone) Order 2007 in its entirety.
 - c. Shetland Islands Council (A970 South Road, Lerwick to Gulberwick) (Reduced Speed Limits) Traffic Regulation Order P04/2023 in respect of the road section specified at Paragraph 2 of Schedule 1 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 South) (20 Miles per Hour Zone) Traffic Regulation Order P20/2024”.

1. That length of SEA ROAD commencing 81 metres south of the A970 South Lochside Roundabout (just south of the Tesco’s carpark access) and proceeding in a generally southerly direction to its junction with Seafield Road, a distance of 304 meters or thereby.
2. NEDERSUND ROAD in its entirety.
3. SEAFIELD ROAD in its entirety.
4. WESTERLOCH DRIVE in its entirety.
5. WESTERLOCH BRAE in its entirety.
6. WESTERLOCH TERRACE in its entirety.
7. HELENDALE DRIVE in its entirety.
8. HELENDALE TERRACE in its entirety.
9. BAILA in its entirety.
10. UPPER BAILA in its entirety.
11. KANTERSTED COURT in its entirety.
12. HILLCREST in its entirety.
13. WEST HILLCREST in its entirety.
14. BAILA CROFT in its entirety.
15. OVERSUND ROAD in its entirety, including the mini-roundabout at the south vehicular access to Sound Primary School.
16. LONGLAND in its entirety.
17. RUDDA COURT in its entirety.
18. BAKLAND in its entirety.
19. FOGRALEA in its entirety, including the spurs serving even no.s 12 to 32, odd no.s 15 to 19, odd no.s 29 to 41, even no.s 40 to 44, and even no.s 50 to 58.
20. KANTERSTED ROAD in its entirety, including the spur serving odd no.s 15 to 33.
21. NEDERDALE, comprising two cul-de-sacs serving no.s 1 to 52 and no.s 53 to 106 respectively.
22. SANDVEIEN, comprising eight cul-de-sacs serving no.s 1 to 19, no.s 20 to 51, no’s 52 to 71, no.s 72 to 87, no.s 88 to 103, no.s 104 to 131, no.s 135 to 165, and no.s 166 to 193.
23. ANDREWSTON BRAE in its entirety.
24. WESTERLOCH CRESCENT in its entirety.
25. MURRAYSTON in its entirety.
26. SANDYLOCH DRIVE in its entirety.
27. WEST BAILA in its entirety, including the spur serving no. 22 to 30.
28. PUNDS in its entirety.
29. ACKRIGARTH in its entirety, including the link road sections to the A970 South Road, Oversund Road and Quoys Road.
30. TARLAND in its entirety.
31. KIRKLAND in its entirety.
32. SANDWALL in its entirety.
33. TASKA in its entirety.
34. BRAEFIELD in its entirety, including the spurs serving no.s 11 to 14 and no.s 21 to 26, the link road back to Oversund Road, and the spur that serves “Rudda House.
35. SWARTHOUILL in its entirety.
36. FJALLBERG in its entirety.
37. LOWER SOUND in its entirety.

38. UPPER SOUND in its entirety. This comprises two spurs, one south of the A970 South Road to the "Old Water Works", the other to the north of the A970 South Road leading to the Sandy Loch Reservoir and water treatment works.
39. SUNDHAMAR in its entirety.
40. QUOYS ROAD in its entirety.
41. ARHEIM in its entirety.
42. RUDDA PARK in its entirety.
43. SANDS OF SOUND.
44. GRODIANS in its entirety.
45. ANDREWSTOWN TERRACE in its entirety.
46. NORDAVTN in its entirety.
47. OBSERVATORY in its entirety.

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

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.