

## **NOTICE OF MAKING**

### **THE FLINTSHIRE COUNTY COUNCIL (VARIOUS ROADS) (20MPH, 30MPH, 40MPH, 50MPH AND NATIONAL SPEED LIMITS. RESTRICTED AND DERESTRICTED ROADS) (GREEN LANE EAST, DEESIDE) (30MPH SPEED LIMIT) (AMENDMENT NO. 19) ORDER 2026**

Notice is hereby given that on the 12<sup>th</sup> May 2026, Flintshire County Council made an Order in exercise of its powers under Sections 82 (2) (a) and 84 of the Road Traffic Regulation Act 1984 and Part IV of Schedule 9 to the Act and of all other enabling powers, the effect of which will be to amend The Flintshire County Council (Various Roads) (20mph, 30mph, 40mph, 50mph and National Speed Limits. Restricted and Derestricted Roads) Order 2023, so as to impose :

a) A speed limit of 30mph on:-

**Green Lane East:** from its junction with the A548, for a distance of 515 metres in a south easterly direction.

In all other respects the present provisions of The Flintshire County Council (Various Roads) (20mph, 30mph, 40mph, 50mph and National Speed Limits. Restricted and Derestricted Roads) Order 2023 will remain in force.

Should you wish to view a copy of this Notice, the Order which will come into operation on the 18<sup>th</sup> June 2026, plans showing the roads affected and a statement of the Council's reasons for the making of the Order, they may be inspected during normal opening hours at Flintshire Connects, Church Street, Flint CH6 5BD or they may be viewed on our website at [www.Flintshire.gov.uk](http://www.Flintshire.gov.uk) > Resident > Roads, Streets and Travel > Traffic Regulation Orders or you can request a copy of the documents by emailing [transportstrategyconsultation@flintshire.gov.uk](mailto:transportstrategyconsultation@flintshire.gov.uk) or by calling 01352701234.

Dated this Friday 15<sup>th</sup> day of May 2026

Katie Wilby,  
Chief Officer (Streetscene & Transportation),  
Flintshire County Council  
Alltami Depot,  
Mold Road,  
Alltami,  
Mold.  
CH7 6LG.

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**THE FLINTSHIRE COUNTY COUNCIL**

**GREEN LANE EAST, DEESIDE**

**(VARIOUS ROADS) (20MPH, 30MPH, 40MPH, 50MPH AND  
NATIONAL SPEED LIMITS. RESTRICTED AND DERESTRICTED  
ROADS)**

**(30MPH SPEED LIMIT) (AMENDMENT NO. 19) ORDER 2026**

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**Katie Wilby,  
Flintshire County Council  
Chief Officer (Streetscene & Transportation),  
Alltami Depot,  
Mold Road,  
Alltami,  
Mold.  
CH7 6LG.**

**THE FLINTSHIRE COUNTY COUNCIL**

**GREEN LANE EAST, DEESIDE**

**(VARIOUS ROADS) (20MPH, 30MPH, 40MPH, 50MPH AND NATIONAL SPEED LIMITS.**

**RESTRICTED AND DERESTRICTED ROADS)**

**(30MPH SPEED LIMIT) (AMENDMENT NO. 19) ORDER 2026**

The Flintshire County Council (hereinafter referred to as “the Council”) in exercise of its powers under Sections 82 (2) (a) and 84 and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 (hereinafter referred to as the “Act of 1984”) and all other enabling powers and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the Act of 1984, hereby makes the following Order:

**SECTION 1 – PRELIMINARY**

**Citation and commencement**

1. This Order shall come into operation on the 18<sup>th</sup> June 2026 and may be cited as (THE FLINTSHIRE COUNTY COUNCIL, GREEN LANE EAST, DEESIDE. (VARIOUS ROADS) (20MPH, 30MPH, 40MPH, 50MPH AND NATIONAL SPEED LIMITS. RESTRICTED AND DERESTRICTED ROADS) (30MPH SPEED LIMIT) (AMENDMENT NO. 19) ORDER 2026.

**General Provisions**

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. In this Order, except where otherwise stated, any reference to a numbered Article or to the Schedule is a reference to the Article bearing that number and to the Schedule in this Order.
4. The length of roads specified in the Schedule to this Order, shall cease to be Restricted Road for the purposes of Section 81 of the Act of 1984
5. No person shall drive any motor vehicle at a speed exceeding 30 miles per hour on the road specified in the Schedule to this Order.
6. With effect from the date set out in Article 1 above, Map Schedule N18 Sheet Revision No: 2 which is incorporated in this Order, replaces Map Schedule N18, Sheet Revision 1 and Map Schedule O18 Sheet Revision No: 2 which is incorporated in this Order,

replaces Map Schedule O18, Sheet Revision 1 in The Flintshire County Council (Various Roads) (20mph, 30mph, 40mph, 50mph and National Speed Limits. Restricted and Derestricted Roads) Order 2023, in respect of the roads specified in the Schedule to this Order.

**SCHEDULE**  
**30MPH**  
**Green Lane East, Deeside**

Road Name	Map Schedule	Sheet Revision
Green Lane East	N18	2 (which revokes revision Sheet 1 from the 2023 Order)
	O18	2 (which revokes revision Sheet 1 from the 2023 Order)

THE COMMON SEAL of )  
FLINTSHIRE COUNTY COUNCIL )  
was hereunto affixed )  
this 12<sup>th</sup> day of May 2026 )  
in the presence of:- )



CHAIRMAN *M Buckley*

~~LEGAL SERVICES MANAGER~~

~~SENIOR SOLICITOR~~

CHIEF OFFICER GOVERNANCE



**THE FLINTSHIRE COUNTY COUNCIL (VARIOUS ROADS) (20MPH, 30MPH, 40MPH,  
50MPH AND NATIONAL SPEED LIMITS. RESTRICTED AND DERESTRICTED  
ROADS)  
(GREEN LANE EAST, DEESIDE)  
(30MPH SPEED LIMIT) (AMENDMENT NO. 16) ORDER 202-**

**STATEMENT OF REASONS FOR PROPOSING TO MAKE ORDER**

It is proposed to introduce a 30mph speed limit on sections of the Green Lane East, Deeside

In May 2024, following the appointment of new Transport Minister Ken Skates, the Welsh Government announced a listening program where they committed to work jointly with local authorities to prepare the ground for changes, revising the guidance on which local roads can be exempted from the default 20mph speed limit, which was introduced on restricted roads on the 17<sup>th</sup> September 2023.

Following Ken Skates' announcement, residents in Wales were urged to make representation to their local authorities for those roads they believed should return to 30mph. In excess of 1,000 individual requests were received to the Authority, following the launch of Welsh Government's Listening Program. Each application received has been assessed taking into account Welsh Government criteria contained in 'Setting 30mph speed limits on restricted roads: guidance for highway authorities'.

In determining whether the speed limit should be raised to a 30mph speed limit on the above roads, the Authority has had regard to its statutory duties, including its duty under section 16 of the Traffic Management Act 2004 to seek to secure the expeditious movement of traffic so far as practicable, and its duty under section 122 of the Road Traffic Regulation Act 1984 to seek to secure the expeditious, convenient and safe movement of vehicular and other traffic, including pedestrians, so far as practicable having regard to the matters specified in section 122(2). It has considered various criteria, including place, movement and road characteristics as set out in the Welsh Government guidance, together with any additional local conditions deemed relevant.

In particular, its assessment noted the following.

**Place criteria**

Criteria

30mph would not be appropriate on sections of roads which may have significant demand for walking, wheeling and cycling, such as:

- a. within a 100m walk of any educational setting (e.g. nurseries, primary, secondary, further education and higher education)
- b. within 100m walk of any community facility
- c. within 100m walk of any medical facility, e.g. hospitals, GP surgeries etc
- d. where the number of residential and/or retail premises immediately fronting a road exceeds 20 properties per km.

## Analysis

Whilst this section of road has some demand for walking, wheeling and cycling, it has previously operated as a 30mph limit without any concerns, demonstrating that it has functioned safely and effectively at this speed.

It does not have 20 or more properties immediately fronting the road, it has two. There are no educational, community, or medical facilities within 100 metres that would necessitate a lower speed limit. There is also adequate footway provision throughout. Therefore, based on these factors, a 30mph speed limit is appropriate for this section of road.

## Criteria

In terms of 'place' criteria, 30mph limits could be used on:

- a. main or strategic roads outside city/town/village centres or high streets
- b. roads outside other high-density areas and away from other places that attract frequent pedestrian and/or cyclist trips.
- c. roads with very low density of housing and/or very few houses altogether (fewer than 20 properties per km)
- d. roads with residential and retail premises only on one side and no need to cross the road to access services or facilities (or if safe crossings are available or made available, as per Active Travel Act Guidance).

## Analysis

The identified section of road, meets the place criteria for a 30mph speed limit. Green Lane East has industrial units and businesses. The higher speed limit is appropriate given the road's function and its impact on traffic flow. Additionally, the criteria indicates 30mph limits may be used on main roads outside high-density areas or locations with frequent pedestrian and cyclist activity.

Furthermore, this section previously operated as a 30mph limit without any concerns, demonstrating that it has functioned safely and effectively at this speed. Given these factors, reinstating a 30mph speed limit would support efficient transport while maintaining appropriate safety measures.

## **Movement**

### Criteria

In terms of 'movement' criteria, 30mph limits could be used on:

- a. strategic roads, such as those for freight or important bus corridors, where evidence exists that journey times have increased significantly since the speed limit was changed to 20mph

- b. minor roads in industrial areas with low demand for pedestrian or cyclist traffic, or areas surrounded by open land (excluding sports grounds, parks or playing fields that need to be accessed via said road).

## Analysis

Green Lane East is a road outside the town with few properties that front the carriageway and does not serve as a through route.

It is generally accepted that travelling at a lower speed can increase overall journey times, particularly for road users making multiple trips or relying on consistent travel efficiency. The extents of the proposal captures few residential properties and therefore there is limited footfall demand.

This section previously operated with a 30 mph limit without reported issues, demonstrating that it functioned safely and effectively at that speed. Considering these factors, reinstating a 30 mph speed limit would help maintain efficient transport while continuing to ensure user safety.

## **Road characteristics**

### Criteria

In terms of 'road characteristics', 30mph limits could be considered:

- a. where there are segregated facilities (of sufficient width, as per Active Travel Act Guidance) along the road and safe crossings for pedestrians and cyclists (and/or these could be made available, in which case changes to the speed could be considered once in place). It will be necessary to separately consider the degree and quality of protection along (the footway/cycle track) and across the road (this would require safe facilities to be provided for pedestrians and cyclists which meet the Active Travel Act Guidance).
- b. where there is low demand (or no potential demand e.g. planned future trip generators) for pedestrians and cyclists to cross the road (e.g. development is only on one side).
- c. where the road has been designed so that the highway geometry and features support a higher safe speed of 30mph.

## Analysis

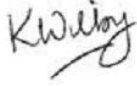
The identified section of roads, meet the movement criteria for a 30mph speed limit based on road characteristics. Cyclists have used the road safely in its current layout when it previously operated at 30mph without issue. This section previously operated with a 30 mph limit without reported issues, demonstrating that it functioned safely and effectively at that speed. Considering these factors, reinstating a 30 mph speed limit would help maintain efficient transport while continuing to ensure user safety.

The above road have been identified as meeting the requirements (via the assessment process above taking into account the revised guidance and the Authority's statutory

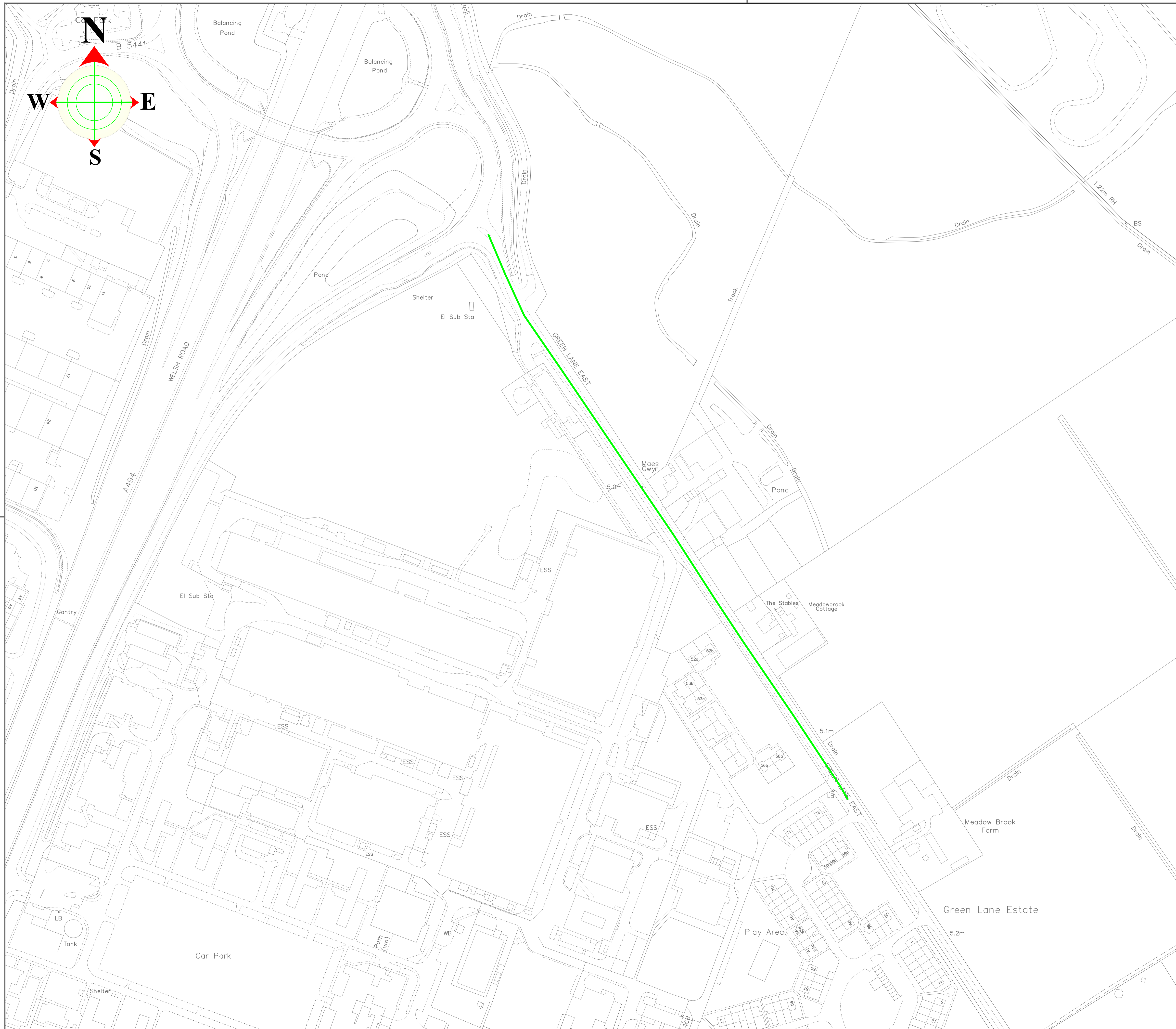
duties) to change back to a 30mph speed limit. The potential benefits outweigh the potential disbenefits of raising the speed limit.

The proposals are detailed in the Public Notice and are contained in the proposed Draft Order.

Dated this Friday 05<sup>th</sup> day of December 2025

A handwritten signature in black ink, appearing to read 'KWilby', with a stylized flourish at the end.

Katie Wilby, Flintshire County Council Chief Officer (Streetscene & Transportation),  
Alltami Depot, Mold Road, Alltami, Mold. CH7 6LG.



**KEY**

Terfyn Cyflymder  
30mya  
30mph Speed limit

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PRELIMINARY	APPROVAL	CONSTRUCTION
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PH/Rev.	Revision Details	Rev.by	Chk.by	Date



Katie Wilby  
Chief Officer (Streetscene and Transportation)  
Fflint Strydod (Gwasanaethau Stryd a Thrafnidiaeth)

Altamir Depot, Altamir, Mold, CH7 6LG  
Depo Altamir, Altamir, Yr Wyddgrug  
CH7 6LG

StreetScene

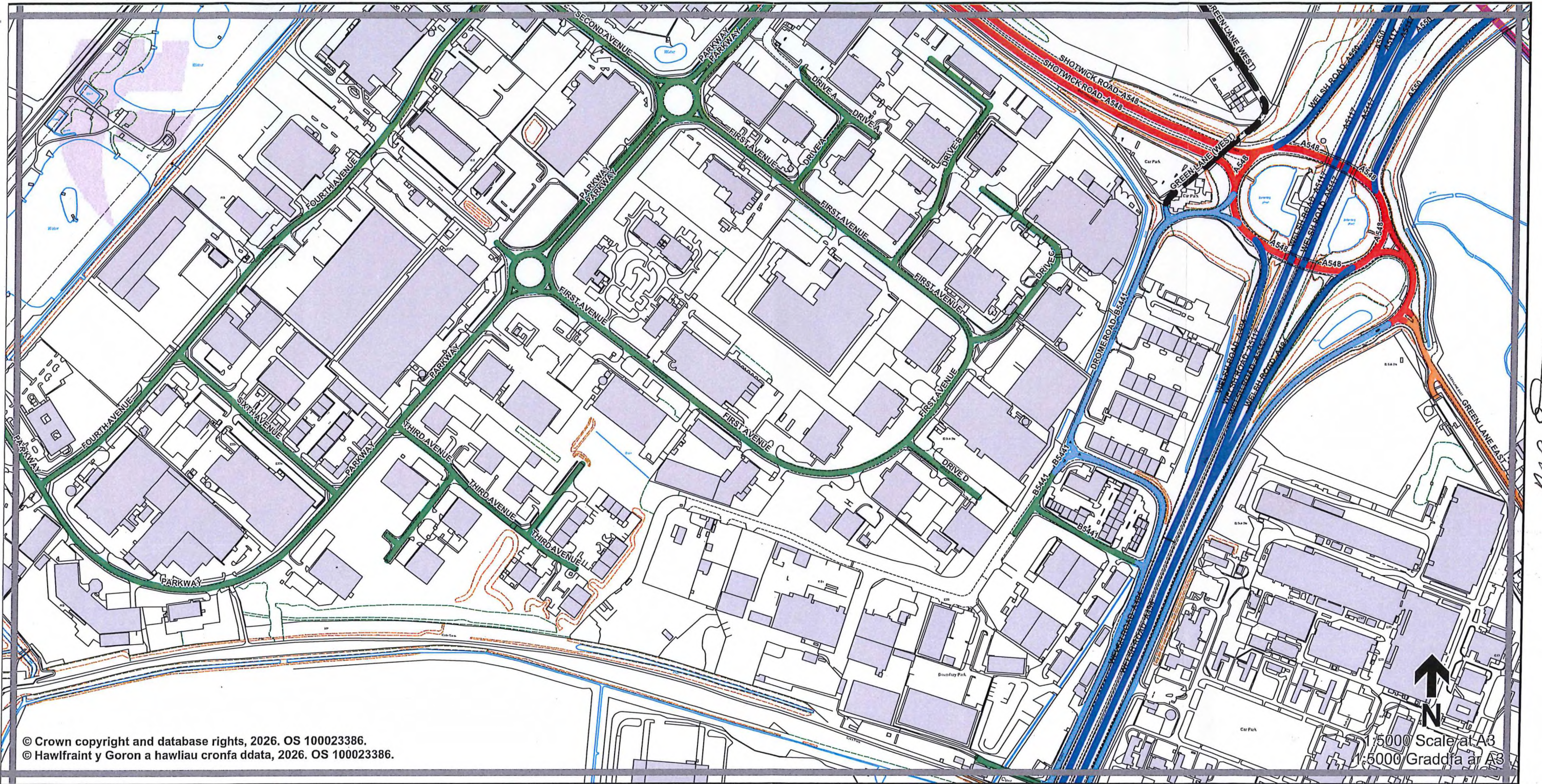
Project:

30mph Speed Limit  
Terfyn Cyflymder 30mya

Green Lane East Deeside

Sheet 1 of 1

Flintshire County Council - Environment Directorate, County Hall 1, Mold CH7 6NF			
Contact Name:	Nick Williams	Telephone:	01352 704642
Drawn by:	Nick Williams	Fax No:	01352 70
Checked by:	Lee Shone	Date:	May 2025
Sheet	1 of 1	Phase/Rev:	P1
Scales at A1:	1: NTS	Drawing No:	HT/25/Green Lane East/201



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**Legend / Eglurhad**

- 20 mph by Order / 20 mya drwy Orchymyn
- Restricted Road (20 mph) / Ffordd Gyfyngedig (20 mya)
- 30 mph / mya
- 40 mph / mya
- 50 mph / mya
- National Speed Limit applies / Terfyn Cyflymder Cenedlaethol yn berthnasol
- - - Derestricted by Order (National Speed Limit applies) / Heb Gyfyngiad drwy Orchymyn (Terfyn Cyflymder Cenedlaethol yn berthnasol)
- Roads subject to separate Orders / Ffyrdd sy'n destun Gorchmynion ar wahân
- County Boundary / Ffin y Sir

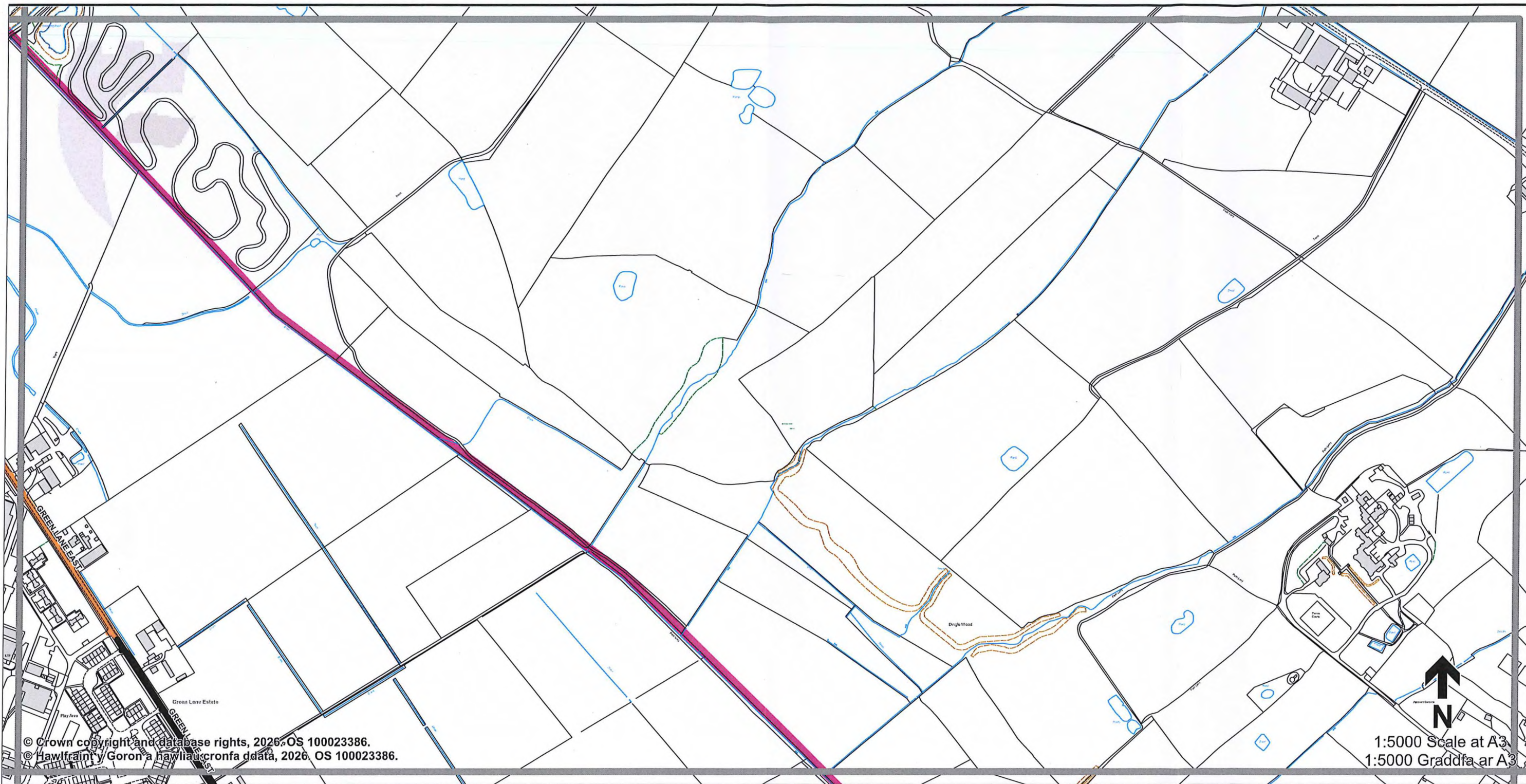


**THE FLINTSHIRE COUNTY COUNCIL (VARIOUS ROADS) (20MPH, 30MPH, 40MPH, 50MPH AND NATIONAL SPEED LIMITS, RESTRICTED AND DERESTRICTED ROADS) (30MPH SPEED LIMIT) (AMENDMENT NO. 19) ORDER 2026.**










**GORCHMYN (FFYRDD AMRYWIOL) (20MYA, 30MYA, 40MYA, 50MYA A'R TERFYNAU CYFLYMDER CENEDLAETHOL, FFYRDD CYFYNGEDIG A FFYRDD HEB GYFYNGIAD) (TERFYN CYFLYMDER 30MYA) (DIWYGIAD RHIF 19) CYNGOR SIR Y FFLINT 2026.**

**Sheet N18 Dalen**

Sheet Revision Number: Rhif Adolgiad Y Ddalen: **2**  
 Sheet Active from: Dalen yn weithredol o: **18/06/2026**



**Legend / Eglurhad**

- |  |   |
|--|---|
|  20 mph by Order<br>20 mya drwy Orchymyn                |  National Speed Limit applies<br>Terfyn Cyflymder Cenedlaethol yn berthnasol   |
|  Restricted Road (20 mph)<br>Ffordd Gyfyngedig (20 mya) |  Derestricted by Order (National Speed Limit applies)<br>Heb Gyfyngiad drwy Orchymyn (Terfyn Cyflymder Cenedlaethol yn berthnasol) |
|  30 mph / mya   |  Roads subject to separate Orders<br>Ffyrdd sy'n destun Gorchmynion ar wahân   |
|  40 mph / mya   |  County Boundary / Ffin y Sir  |
|  50 mph / mya   |   |



**THE FLINTSHIRE COUNTY COUNCIL (VARIOUS ROADS) (20MPH, 30MPH, 40MPH, 50MPH AND NATIONAL SPEED LIMITS, RESTRICTED AND DERESTRICTED ROADS) (30MPH SPEED LIMIT) (AMENDMENT NO. 19) ORDER 2026.**

**GORCHMYN (FFYRDD AMRYWIOL) (20MYA, 30MYA, 40MYA, 50MYA A'R TERFYNAU CYFLYMDER CENEDLAETHOL, FFYRDD CYFYNGEDIG A FFYRDD HEB GYFYNGIAD) (TERFYN CYFLYMDER 30MYA) (DIWYGIAD RHIF 19) CYNGOR SIR Y FFLINT 2026.**

**Sheet  
O18  
Dalen**

**Sheet Revision Number:  
Rhif Adolgiad Y Ddalen: 2**

**Sheet Active from:  
Dalen yn weithredol o: 18/06/2026**