

NOTICE OF MAKING

THE FLINTSHIRE COUNTY COUNCIL (VARIOUS ROADS) (20MPH, 30MPH, 40MPH, 50MPH AND NATIONAL SPEED LIMITS. RESTRICTED AND DERESTRICTED ROADS)

(A548 MOSTYN ROAD / BAGILLT ROAD & B5121 GREENFIELD ROAD, GREENFIELD) (30MPH SPEED LIMIT) (AMENDMENT NO. 05) ORDER 2025

Notice is hereby given that on the 24th September 2025, Flintshire County Council made an Order in exercise of its powers under Sections 82 (2) (a) 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 the:-

A548 Mostyn Road/Bagillt Road, Greenfield

From a point 27 metres north west of its junction with Providence Court, to a point 244 metres north west of its junction with the B5121 Greenfield Road.

And

B5121 Greenfield Road, Greenfield

From its junction with the A548 Mostyn Road, for a distance of 45 metres in a south westerly 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 27th October 2025, 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, 24 High Street, Holywell CH8 7LH. The documents will also be available to viewed on our website at 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 or by calling 01352701234.

Dated this Friday 26th day of September 2025



Katie Wilby,
Chief Officer (Streetscene and Transportation),
Alltami Depot, Mold Road, Alltami, Mold. CH7 6LG.

THE FLINTSHIRE COUNTY COUNCIL

A548 MOSTYN ROAD / BAGILLT ROAD AND THE B5121

GREENFIELD ROAD, GREENFIELD

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

(30MPH SPEED LIMIT) (AMENDMENT NO. 05) ORDER 2025

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

THE FLINTSHIRE COUNTY COUNCIL
A548 MOSTYN ROAD / BAGILLT ROAD AND THE B5121 GREENFIELD ROAD,
GREENFIELD.

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

RESTRICTED AND DERESTRICTED ROADS)

(30MPH SPEED LIMIT) (AMENDMENT NO. 05) ORDER 2025

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 27th October 2025 and may be cited as THE FLINTSHIRE COUNTY COUNCIL, A548 MOSTYN ROAD / BAGILLT ROAD AND THE B5121 GREENFIELD ROAD, GREENFIELD. (VARIOUS ROADS) (20MPH, 30MPH, 40MPH, 50MPH AND NATIONAL SPEED LIMITS. RESTRICTED AND DERESTRICTED ROADS). (30MPH SPEED LIMIT) (AMENDMENT NO. 05) ORDER 2025.

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 Roads 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 roads specified in the Schedule to this Order.

6. With effect from the date set out in Article 1 above, Map Schedule G25 Sheet Revision No: 2 which is incorporated in this Order, replaces Map Schedule G25 Sheet Revision 1, within 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

A548 Mostyn Road / Bagillt Road and the B5121 Greenfield Road, Greenfield.

| Road Name | Map Schedule | Sheet Revision |
|------------------------------------|-----------------|--|
| A548 MOSTYN ROAD / BAGILLT ROAD | G25 | 2 (which revokes revision Sheet 1 from the 2023 Order) |
| B5121 GREENFIELD ROAD | G25 | 2 (which revokes revision Sheet 1 from the 2023 Order) |

THE COMMON SEAL of)
FLINTSHIRE COUNTY COUNCIL)
was hereunto affixed)
this 24th day of September 2025)
in the presence of:-)



CHAIRMAN

A handwritten signature in black ink, appearing to read 'M. Buckley', written over the title 'CHAIRMAN'.

~~LEGAL SERVICES MANAGER~~

~~SENIOR SOLICITOR~~

CHIEF OFFICER GOVERNANCE

A handwritten signature in black ink, consisting of a stylized 'S' followed by a horizontal line, written over the title 'CHIEF OFFICER GOVERNANCE'.

**THE FLINTSHIRE COUNTY COUNCIL (VARIOUS ROADS) (20MPH, 30MPH, 40MPH,
50MPH AND NATIONAL SPEED LIMITS.
RESTRICTED AND DERESTRICTED ROADS)
(A548 MOSTYN ROAD / BAGILLT ROAD & B5121 GREENFIELD ROAD,
GREENFIELD)
(30MPH SPEED LIMIT) (AMENDMENT NO. 05) ORDER 202-**

STATEMENT OF REASONS FOR PROPOSING TO MAKE ORDER

It is proposed to introduce a 30mph speed limit on sections of the A548 Mostyn Road /Bagillt Road and the B5121 Greenfield Road, Greenfield.

In May 2024, following the appointment of new Transport Minister Ken Skates, the Welsh Government announced a listening programme 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 17th 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 Programme. 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

The identified section of roads, do not have significant demand for walking, wheeling and cycling. It does not have 20 or more properties immediately fronting the road. It has 15. Additionally, there are no educational, community, or medical facilities within 100 meters that would necessitate a lower speed limit. The presence of two push-button crossings further mitigates any risk to vulnerable road users, enabling safe access to the pub and businesses identified in this area. Furthermore, cyclists and pedestrians merging from Dock Road or Greenfield Valley can also utilise these crossing facilities to navigate the carriageway safely. 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 roads, meet the place criteria for a 30mph speed limit as they are A & B roads, frequently used by buses and freight vehicles, making them a strategic transport route. 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 without frequent pedestrian and cyclist activity. Existing facilities, such as safe crossing points and infrastructure, are already in place to support pedestrian and cyclist safety. 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

The identified section of roads, meet the movement criteria for a 30mph speed limit, as they are A & B classification roads frequently used by buses and freight vehicles, making them a key transport corridor. The reduction to 20mph has had a significant impact on journey times for some road users, particularly those reliant on efficient transport for freight and public transit.

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, as they have crossing facilities and adequate footway provision, ensuring safe movement for pedestrians. Cyclists have used the road safely in its current layout when it previously operated at 30mph without issue. Given these factors and the road's established history of safe operation at this speed, it is suitably equipped to support a higher speed limit while maintaining appropriate safety measures for all users.

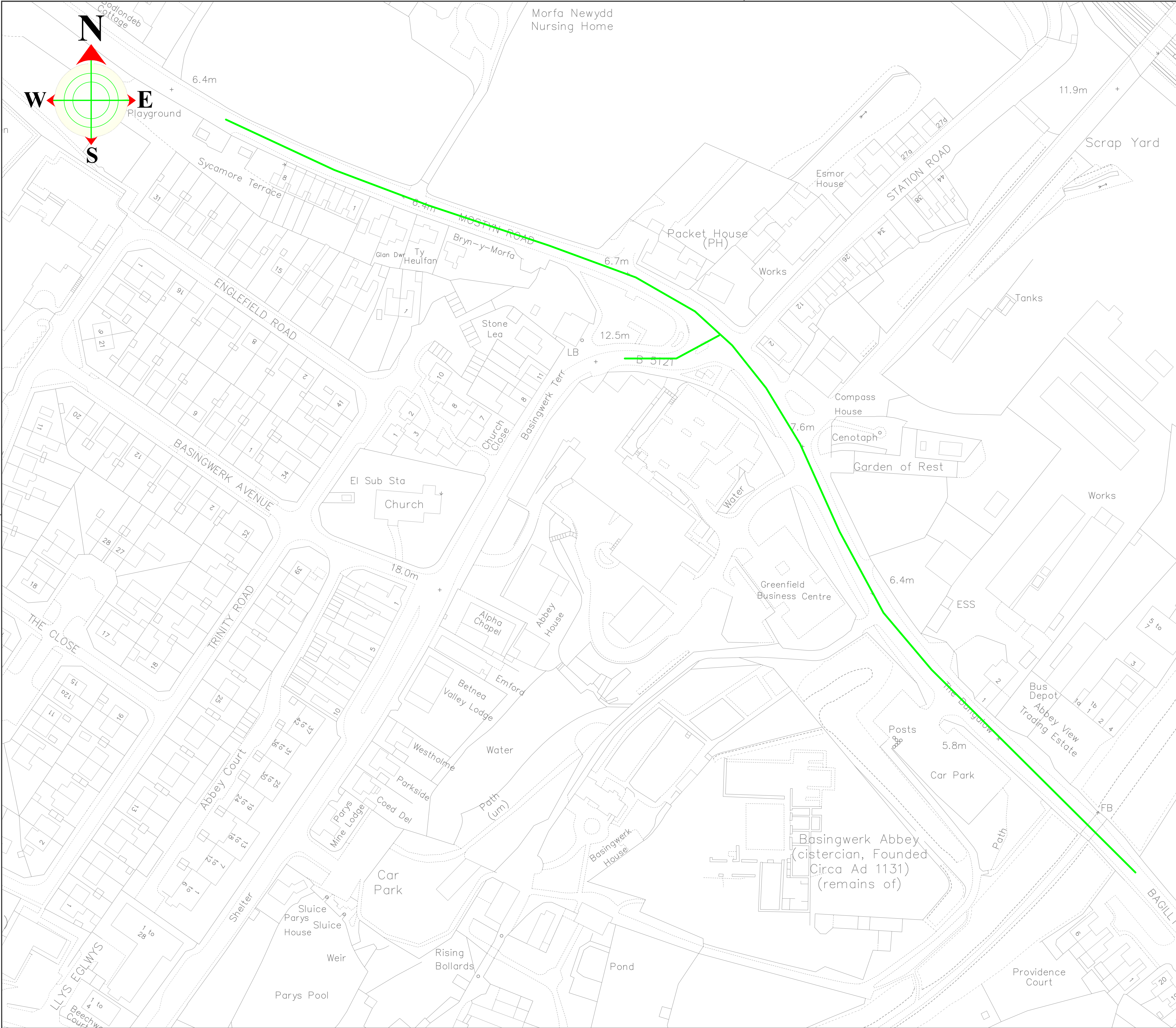
The above roads have been identified as meeting the requirements (via the assessment process above taking into account the revised guidance and the Authority's statutory duties) to change back to a 30mph speed limit. The potential benefits outweigh the potential disbenefits of raising the speed limit.

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

Dated this Friday 26th day of September 2025

A handwritten signature in black ink, appearing to read 'KWilby'.

Katie Wilby,
Chief Officer (Streetscene and 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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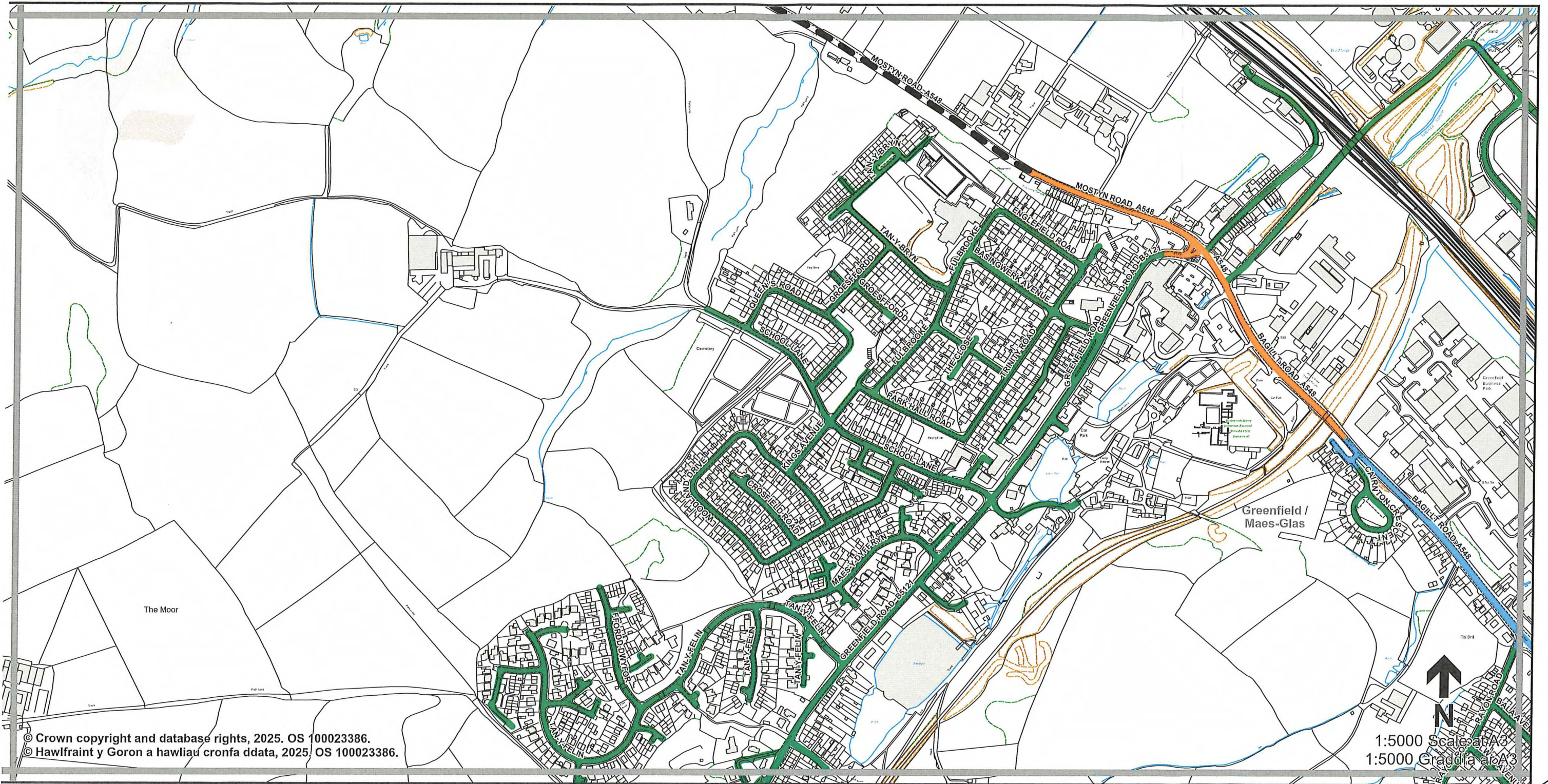
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| Ph/Rev. | Revision Details | Rev.by | Chk.by | Date |
|---------|------------------|--------|--------|------|



StreetScene

30 Speed Limit
Terfyn Cyflymder 30mya
A548 Mostyn Rd/ Bagillt Rd & B5121 Greenfield
Road, Greenfield










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|--|-------------------------------------|------------------|--------------|--------------|
| 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: | October 2024 | Sheet 1 of 1 |
| Scales at A1: 1: NTS | Drawing No: HT/24/A548 Green/201 | Phase/Rev: C1 | | |



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Legend / Eglurhad

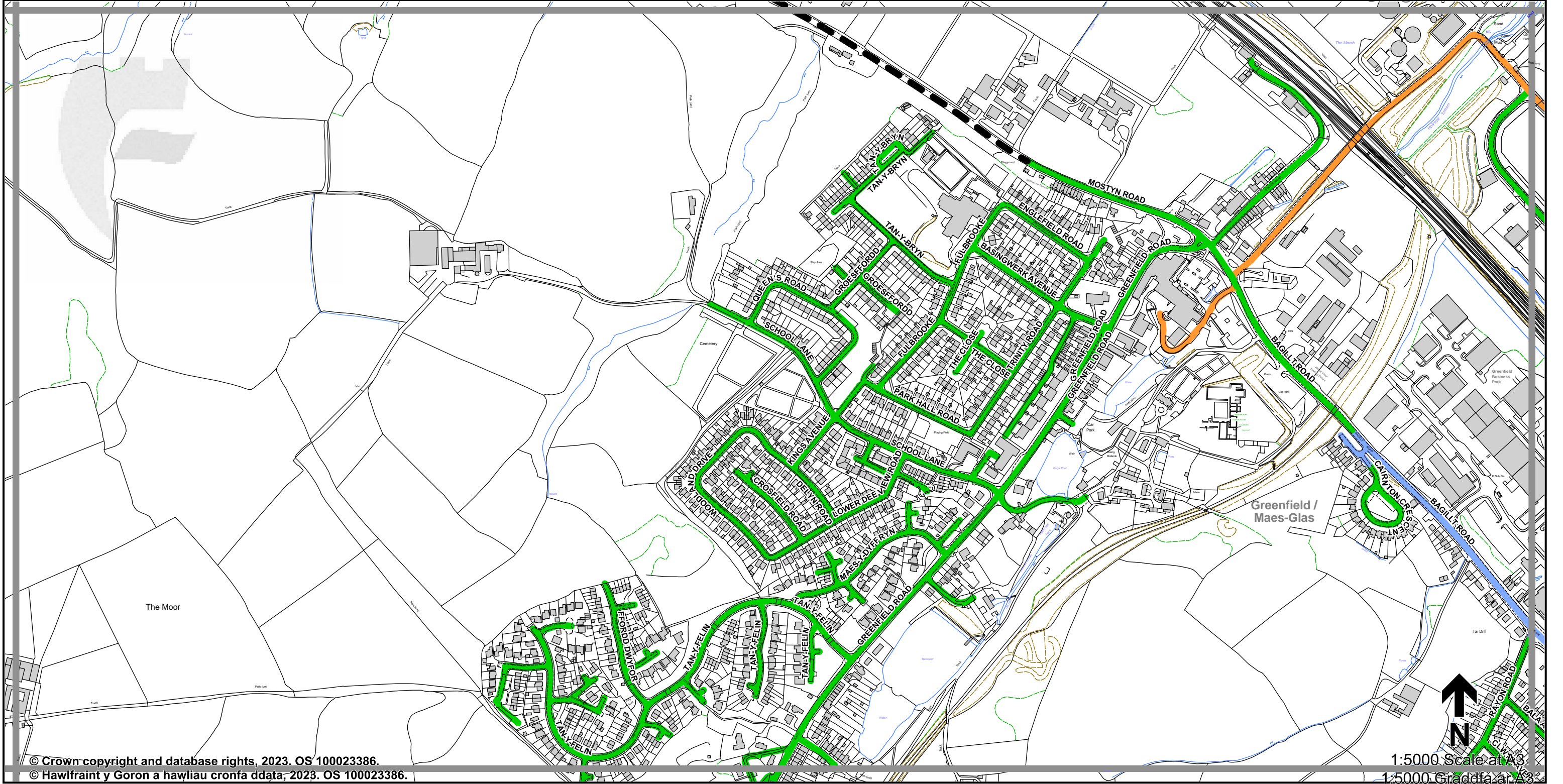
- | | |
|--|---|
|  20 mph by Order 20 mya drwy Orchymyn |  National Speed Limit applies Terfyn Cyflymder Cenedlaethol yn berthnasol |
|  Restricted Road (20 mph) Ffordd Gyfyngedig (20 mya) |  Derestricted by Order (National Speed Limit applies) Heb Gyfyngiad drwy Orchymyn (Terfyn Cyflymder Cenedlaethol yn berthnasol) |
|  30 mph / mya |  Roads subject to separate Orders 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) (AMENDMENT 5) ORDER 2025.
GORCHYMYN (FFYRDD AMRYWIOL) (20MYA, 30MYA, 40MYA, 50MYA A'R TERFYNAU CYFLYMDER CENEDLAETHOL, FFYRDD CYFYNGEDIG A FFYRDD HEB GYFYNGIAD) (GWELLIANT 5) CYNGOR SIR Y FFLINT 2025.

Sheet
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Sheet Revision Number:
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 Sheet Active from:
 Dalen yn weithredol o: **27/10/2025**



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Legend / Eglurhad

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|--|---|
|  20 mph by Order 20 mya drwy Orchymyn |  National Speed Limit applies Terfyn Cyflymder Cenedlaethol yn berthnasol |
|  Restricted Road (20 mph) Ffordd Gyfyngedig (20 mya) |  Derestricted by Order (National Speed Limit applies) Heb Gyfyngiad drwy Orchymyn (Terfyn Cyflymder Cenedlaethol yn berthnasol) |
|  30 mph / mya |  Roads subject to separate Orders 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) ORDER 2023.

GORCHYMYN (FFYRDD AMRYWIOL) (20MYA, 30MYA, 40MYA, 50MYA A'R TERFYNAU CYFLYMDER CENEDLAETHOL. FFYRDD CYFYNGEDIG A FFYRDD HEB GYFYNGIAD) CYNGOR SIR Y FFLINT 2023.

Sheet
G25
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Sheet Revision Number:
Rhif Adolgiad Y Ddalen: **1**

Sheet Active from:
Dalen yn weithredol o: **19/09/2023**