
STATUTORY INSTRUMENTS

1995 No. 219

HIGHWAYS, ENGLAND AND WALES

**The Cardiff—Glan Conwy Trunk Road (A470)
(Cancoed to Minffordd Improvement) Order 1995**

Made - - - - - *23rd January 1995*

Coming into Force - - - - - *14th February 1995*

The Secretary of State for Wales makes this Order in exercise of powers conferred by section 10 of the Highways Act 1980(1) and of all other enabling powers:—

1. The new highways which the Secretary of State proposes to construct along the routes described in the Schedule to this Order shall become trunk roads as from the date when this Order comes into force.
2. The centre lines of the new trunk roads are indicated by heavy black lines on the deposited plan.
3. In this Order:—

All measurements of distance are measured along the route of the relevant highway:

i.	“the deposited plan”	means the plan numbered HA10/2 WO101 marked “The Cardiff—Glan new Conwy Trunk Road (A470) (Cancoed to Minffordd Improvement) Order 1995” signed by authority of the Secretary of State for Wales and deposited at the Welsh Office Repository, Curran Embankment, Cardiff;
ii.	“the new trunk roads”	means the highways mentioned in Article 1 of this Order;
iii.	“the trunk road”	means the Cardiff-Glan Conwy Trunk Road (A470).

Status: This is the original version (as it was originally made). This item of legislation is currently only available in its original format.

This Order shall come into operation on 14th February 1995 and may be cited as the Cardiff—Glan Conwy Trunk Road (A470) (Cancoed to Minffordd Improvement) Order 1995.

Signed by authority of the Secretary of State

Welsh Office
23rd January 1995

P. R. Marsden,
A Grade 6 Officer

SCHEDULE

ROUTES OF THE NEW TRUNK ROADS

The routes of the new trunk roads are routes in the County of Gwynedd as follows:

A route about 245 metres in length, starting at a point on the trunk road about 1910 metres south-west of the Roman Bridge Railway Bridge and terminating at a point on the trunk road about 1620 metres south-west of that Bridge (this route being given the reference numbers 1 and 2 on the deposited plan).

A route about 220 metres in length, starting at a point on the trunk road about 1520 metres south-west of the Roman Bridge Railway Bridge and terminating at a point on the trunk road about 1270 metres south-west of that Bridge (this route being given the reference numbers 3 and 4 on the deposited plan).

A route about 330 metres in length, starting at a point on the trunk road about 1025 metres south-west of the Roman Bridge Railway Bridge and terminating at a point on the trunk road about 585 metres south-west of that Bridge (this route being given the reference numbers 5 and 6 on the deposited plan).

A route about 160 metres in length, starting at a point on the trunk road about 240 metres south-west of the Roman Bridge Railway Bridge and terminating at a point on the trunk road about 80 metres south-west of that Bridge (this route being given the reference numbers 7 and 8 on the deposited plan).

A route about 110 metres in length, starting at a point on the trunk road about 25 metres south of the Roman Bridge Railway Bridge and terminating at a point on the trunk road about 110 metres north-east of that Bridge (this route being given the reference numbers 9 and 10 on the deposited plan).

A route about 350 metres in length, starting at a point on the trunk road about 285 metres north-east of the Roman Bridge Railway Bridge and terminating at a point on the trunk road about 670 metres north-east of that Bridge (this route being given the reference numbers 11 and 12 on the deposited plan).

Note

All distances of commencement and termination shown above are measured along the centreline of the existing trunk road.