

2020 No. 107 (W. 18)

HIGHWAYS, WALES

**The Fishguard to Bangor Trunk
Road (A487) (New Dyfi Bridge and
De-Trunking, Machynlleth) Order
2020**

Gwnaed 31 January 2020

Yn dod i rym 12 February 2020

Welsh Ministers, in exercise of powers conferred by sections 10 and 12 of the Highways Act 1980(1), make this Order.

Title, Interpretation and Commencement

1. This Order comes into force on 12 February 2020 and its title is the Fishguard to Bangor Trunk Road (A487) (New Dyfi Bridge and De-Trunking, Machynlleth) Order 2020.

2. In this Order:—

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

- (i) “classified road” (*“ffordd ddosbarthiadol”*) as a classification for a highway, means that the highway is not a principal road for the purpose of enactments and instruments which refer to highways classified as principal roads and is also classified for the purpose of every other enactment and instrument which refers to highways classified by the Welsh Ministers and which does not

(1) 1980 c.66: Section 10(2) was amended by the New Roads and Street Works Act 1991(c.22), section 22(2)(a). By virtue of S.I.1999/672, article 2 and Schedule 1 and paragraph 30 of Schedule 11 to the Government of Wales Act 2006, these powers are now exercisable by the Welsh Ministers in relation to Wales.

refer specifically to their classification as principal roads;

- (ii) “the deposited plan” (“*y plan a adnewwyd*”) means the plan numbered HA10/2 WG13 and marked “The Fishguard to Bangor Trunk Road (A487) (New Dyfi Bridge and De-Trunking, Machynlleth) Order 2020”, signed on behalf of the Welsh Ministers and deposited (ref qA1244119) at the Welsh Government, Information and Records Management Unit, Cathays Park, Cardiff;
- (iii) “the trunk road” (“*y gefnffordd*”) means The Fishguard to Bangor Trunk Road (A487).

Highways to become trunk roads

3. The new highways, which the Welsh Ministers propose to construct along the routes described in Schedule 1 to this Order and which are shown on the deposited plan, shall become trunk roads as from the date when this Order comes into force.

4. The centre lines of the new trunk roads are indicated by a heavy black line on the deposited plan.

Lengths of trunk road ceasing to be trunk roads

5. The length of the trunk road described in Schedule 2 to this Order, and shown by broad striped hatching on the deposited plan shall cease to be trunk road, and shall become an unclassified road as indicated in the Schedule, from the date on which the Welsh Ministers notify Powys County Council that the new trunk roads are open for through traffic when they will become the highway authority for that length of road.

6. The length of the trunk road described in Schedule 3 to this Order, and shown by broad striped hatching on the deposited plan shall cease to be trunk road, and shall become a classified road as indicated in the Schedule, from the date on which the Welsh Ministers notify Gwynedd Council that the new trunk roads are open for through traffic when they will become the highway authority for that length of road.

Signed on behalf of the Welsh Ministers.

Dated: 31 January 2020

Richard Morgan

Head of Planning, Asset Management and Standards
Welsh Government

SCHEDULE 1

ROUTES OF THE NEW TRUNK ROADS

The routes of the new lengths of A487 trunk road are near Pont-ar-Ddyfi between Machynlleth and Dolgellau in the Counties of Powys and Gwynedd as follows:

A route approximately 988 metres in length commencing at a point on the existing A487 trunk road 41 metres north of the centreline of Machynlleth Railway Bridge, in the County of Powys (marked A on the deposited plan) and then extending in a northerly direction for 198 metres and then in a north easterly direction for 790 metres crossing over the County border to join the existing A487 trunk road at a point 254 metres south of its junction with the B4404 south of Y Fridd Farm in Machynlleth in the County of Gwynedd (marked B on the deposited plan), in the Counties of Powys and Gwynedd.

A route approximately 22.5 metres in length (to connect to the Eco Park Access Road) commencing at a point on the new trunk road 22.5 metres west of the eastern edge of the existing A487 trunk road at a point 127 metres north of the centreline of Machynlleth Railway Bridge in the County of Powys (marked C on the deposited plan) and then extending in an easterly direction for 22.5 metres to join the existing Dyfi Eco Park Access Road (marked D on the deposited plan), all in the County of Powys.

SCHEDULE 2

LENGTH OF TRUNK ROAD CEASING TO BE A TRUNK ROAD

The length of the existing A487 trunk road ceasing to be trunk road is at Pont-ar-Ddyfi, Machynlleth between Machynlleth and Dolgellau in the County of Powys as follows:

A length approximately 321 metres commencing at a point on the existing A487 trunk road 150 metres north of its junction with the Dyfi Eco Park Access Road (marked E on the deposited plan) and then extending in a northerly direction to a point at the southern end of Pont-ar-Ddyfi (marked F on the deposited plan) which shall become an unclassified road.

SCHEDULE 3

LENGTH OF TRUNK ROAD CEASING TO BE A TRUNK ROAD

The length of the existing A487 trunk road ceasing to be trunk road is at Pont-ar-Ddyfi, Machynlleth between Machynlleth and Dolgellau in the County of Gwynedd as follows:

A length approximately 463 metres, commencing at a point on the existing A487 trunk road at its junction with the A493 classified road, north of Pont-ar-Ddyfi (marked G on the deposited plan) and then extending in a westerly direction to a point 100 metres west of its junction with the private means of access road leading to Y Fridd Farm (marked H on deposited plan) which shall become a classified road.