STATUTORY INSTRUMENTS

1976 No. 1521

HIGHWAYS, ENGLAND AND WALES

The Raglan-Llandovery Trunk Road (Skew Bridge, Abergavenny to Raglan Village Diversion) Order 1976

Made - - - - 6*th September* 1976

Coming into Operation - 14*th October* 1976

The Secretary of State for Wales makes this Order in exercise of powers conferred by sections 7 and 44 of the Highways Act 1959 (a), and now vested in him (b), section 27 of the Local Government Act 1966 (c), and section 68 of the Highways Act 1971 (d), and of all other enabling powers:—

1. The new highways which the Secretary of State proposes to construct along the routes described in Schedule 1 to this Order shall become trunk roads as from the date when this Order comes into operation.

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

3. The Secretary of State directs as respects any part of a highway which crosses the route of any of the new trunk roads that—

(a) where the highway is a highway maintainable at the public expense by a local highway authority, the part in qucstion shall be maintained by that authority, and

(b) where the highway is not a highway so maintainable and is not maintainable under a special enactment or by reason of tenure, enclosure or prescription, the Secretary of State shall be under no duty to maintain the part in question,

until, in either case, a date to be specified in a notice given by the Secretary of State to the highway authority for that highway. The date specified will not be later than the date on which the relevant route is opened for the purposes of through traffic.

4. The lengths of trunk road described in Schedule 2 to this Order and shown by broad striped hatching on the deposited plan shall cease to be trunk roads and shall be classified as indicated in the said Schedule as from the date on which the Secretary of State notifies the County Council of Gwent that the new trunk road is open for through traffic.

(a) 1959 c.25. (b) S.I. 1965/319 (1965 I, p.785). (c) 1966 c.42 (d) 1971 c.41.

5. In this Order:—

"the deposited plan" means the plan numbered H/A 7/2-WO.116A marked "The Raglan-Llandovery Trunk Road (Skew Bridge, Abergavenny to Raglan Village Diversion) Order 1976", signed by authority of the Secretary of State and deposited at the Welsh Office, Cathays Park, Cardiff, where it is open to inspection free of charge at all reasonable hours;

"the new trunk roads" means the highways mentioned in Article 1 of this Order, and

"a new trunk road" means one of those highways;

"principal road" as a classification for a highway, means that the highway is a principal road for the purpose of advances under section 235 of the Highways Act 1959 and is also classified for the purpose of every enactment or instrument which refers to highways classified by the Secretary of State;

"the Trunk Road" means the Raglan-Abergavenny-Brecon-Llandovery Trunk Road (A40).

6. This Order shall come into operation on the 14th October 1976 and may be cited as the Raglan-Llandovery Trunk Road (Skew Bridge, Abergavenny to Raglan Village Diversion) Order 1976.

Signed by authority of the Secretary of State

D. A. R. Hall

Director of Transport and Highways
Welsh Office

6th September, 1976

SCHEDULE 1

ROUTES OF THE NEW TRUNK ROADS

The routes of the new trunk roads are as follows:—

(a) A route starting at a point on the Trunk Road (marked A on the deposited plan) about 300 metres south-east of its junction with the Newport-Shrewsbury Trunk Road, and going in a south-easterly direction for about 3·25 kilometres to a point (marked B on the deposited plan) about 75 metres north of Penpergwm disused railway station;

(b) A route starting at a point (marked C on the deposited plan) about 120 metres north-east of Penpergwm disused railway station, and going in an easterly direction for about 1·57 kilometres to a point (marked D on the deposited plan) about 580 metres north-west of the "Herbert Arms" public house;

(c) A route starting at a point (marked E on the deposited plan) about 465 metres north-west of the "Herbert Arms" public house, and going in an easterly direction for about 5·83 kilometres to a point (marked F on the deposited plan) about 30 metres east of the "Cripple Creek Inn";

(d) A route starting at a point (marked G on the deposited plan) about 330 metres south-east of the "Cripple Creek Inn", and going in a south-easterly direction for about 0·8 kilometres to a point (marked H on the deposited plan) about 170 metres west of the centre of Raglan roundabout.

SCHEDULE 2

LENGTHS OF HIGHWAY CEASING TO BE TRUNK ROADS

	Classification
The lengths of the Raglan-Llandovery Trunk Road ceasing to be trunk roads are:—	
(a) A route starting at a point (marked I on the deposited plan) on the new roundabout provided in pursuance of "the Newport-Shrewsbury Trunk Road (Abergavenny By-Pass) Order 1972, and going in a south-easterly direction and then in an easterly direction for about 4·80 kilometres to a point (marked J on the deposited plan) about 190 metres east of the eastern entrance to Llangattock House;	PRINCIPAL
(b) A route starting at a point (marked K on the deposited plan) about 360 metres north-west of the "Herbert Arms" public house and going in a south-easterly direction for about 360 metres to a point (marked L on the deposited plan) at the junction of the Trunk Road and the A471 Principal road at the "Herbert Arms" public house;	PRINCIPAL
(c) A route starting at a point (marked L on the deposited plan) at the junction of the Trunk Road and the A471 Principal Road at the "Herbert Arms" public house and going in an easterly direction for about 6·04 kilometres to a point (marked M on the deposited plan) about 30 metres east of "Cripple Creek Inn".	
(d) A route starting at a point (marked N on the deposited plan) about 465 metres east of "Cripple Creek Inn", and going in a south-easterly direction for about 0·72 kilometres to a point (marked H on the deposited plan) about 170 metres west of the centre of Raglan roundabout.	

Unit of length: 1 metre=1·094 yards approx.

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