1987 No. 285

HIGHWAYS, ENGLAND AND WALES

The Swansea–Manchester Trunk Road (Newbridge, Ruabon and Johnstown By-pass and Slip Roads) Order 1982 (Variation) Order 1987

Made - - - -	*23rd February 1987*
Coming into force	*6th April 1987*

The Secretary of State for Wales makes this Order in exercise of powers conferred by sections 10 and 41 of the Highways Act 1980(**a**) and of all other enabling powers:—

1. The Principal Order is hereby varied by substituting for the lengths of the new road described in Schedule 1 to this Order (hereinafter referred to as "the superseded lengths") new lengths of highway along the routes described in Schedule 2 to this Order (hereinafter referred to as the "substituted lengths").

2. The effect of the variation to the Principal Order made by Article 1 of this Order is shown on the deposited plan, the superseded lengths being shown by thin black hatching on the said plan and the substituted lengths being shown by a solid black line on that plan.

3. In this Order:—

"the deposited plan" means the plan numbered HA10/2 WO51 marked the Swansea–Manchester Trunk Road (Newbridge, Ruabon and Johnstown By-pass and Slip Roads) Order 1982 (Variation) Order 1987 signed by authority of the Secretary of State for Wales and deposited at the Welsh Office Repository, Curran Embankment, Penarth Road, Cardiff where it may be inspected free of charge at all reasonable hours;

"the new road" means the new trunk road described in Schedule 1 to the Principal Order,

"the Principal Order" means the Swansea–Manchester Trunk Road (Newbridge, Ruabon and Johnstown By-pass and Slip Roads) Order 1982(**b**).

This Order shall come into force on the 6th April 1987 and may be cited as the Swansea–Manchester Trunk Road (Newbridge, Ruabon and Johnstown By-pass and Slip Roads) Order 1982 (Variation) Order 1987.

G. Mercer
Director of Highways
Welsh Office

Signed by authority of the Secretary of State
23rd February 1987

(**a**) 1980 c.66.
(**b**) S.I. 1982/941.

SCHEDULE 1

THE SUPERSEDED LENGTHS

The routes of the superseded lengths are as follows:

(i) A route about 368 metres in length starting at a point (marked 'A' on the deposited plan) about 257 metres north-east of the junction of Low Barracks Road and Black Park Road going in a generally southern direction to a point (marked 'C' on the deposited plan) about 313 metres south-east of the same junction.

(ii) A route about 614 metres in length starting at a point (marked 'C' on the deposited plan) about 313 metres south-east of the junction of Low Barracks Road and Black Park Road going in a generally north-westerly direction to a point (marked 'D' on the deposited plan) about 305 metres west of the same junction.

(iii) A route about 110 metres in length starting at a point (marked 'F' on the deposited plan) about 138 metres south-east of the junction of Low Barracks Road and Black Park Road going in a generally north-easterly direction to a point (marked 'B' on the deposited plan) about 202 metres east of the same junction.

SCHEDULE 2

ROUTES OF THE SUBSTITUTED LENGTHS

The routes of the substituted lengths are as follows:—

(i) A route about 128 metres in length starting at a point (marked 'A' on the deposited plan) about 257 metres north-east of the junction of Low Barracks Road and Black Park Road going in a generally southerly direction around the eastern half of the proposed new roundabout to a point (marked 'E' on the deposited plan) about 222 metres east of the same junction.

(ii) A route about 95 metres in length starting at a point (marked 'E' on the deposited plan) about 222 metres east of the junction of Low Barracks Road and Black Park Road going in a north-westerly direction around the south-western quarter of the proposed new roundabout to a point (marked 'G' on the deposited plan) about 182 metres north-east of the same junction.

(iii) A route about 547 metres in length starting at a point (marked 'A' on the deposited plan) about 257 metres north-east of the junction of Low Barracks Road and Black Park Road going in a westerly direction around the north-western quarter of the proposed new roundabout to a point (marked 'D' on the deposited plan) about 305 metres west of the same junction.

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