

# Petition: P-05-690 Resurfacing of the A40 Raglan–Abergavenny Road

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Petitions Committee | 13 September 2016

## Research Briefing:

Petition number: P-05-690

Petition title: Resurfacing of the A40 Raglan–Abergavenny Road

Text of petition:

This petition calls on the Welsh Government to replace the old concrete surface on the A40 road from Raglan to Abergavenny with whispering tarmac.

The Noise Action Plan (2013–18) states that this road is a priority, after the consultation responses received and the measurements taken. Yet no progress has been made despite repeated calls from residents, the local County Councillor, Assembly Member and Member of Parliament.

We, the undersigned, state that this road should be given immediate priority, given the numerous concerns raised from both public and representatives and that it has been identified under the existing Welsh Government Noise Action Plan.

## Background

The Welsh Government is the highway authority for the Welsh trunk road and motorway network. It is responsible for maintenance and improvement of the network, including the A40.

While statutory responsibility rests with the Welsh Ministers (the Minister for Economy and Infrastructure), **two Welsh Trunk Road Agents are responsible for day to day operation, maintenance and minor improvement of the network:**

- the [North and Mid Wales Trunk Road Agent](#); and
- the [South Wales Trunk Road Agent](#).

The agents operate in partnership with local authorities. Their central planning function was moved into Welsh Government following in 2015 following a review. **Welsh Government**

**directly plans, manages and delivers major trunk road improvement and new road schemes.**

The “Environmental Noise Directive” ([2002/49/EC](#)) established a common approach to the assessment and management of environmental noise and was implemented through the [Environmental Noise \(Wales\) Regulations 2006](#) and the [Environmental Noise \(Wales\) \(Amendment\) Regulations 2009](#).

The Regulations required the Welsh Government to produce strategic noise maps for urban agglomerations (populations greater than 100,000 people), major roads and major railways by June 2012, and to draw up action plans for these by July 2013. The [Noise Action Plan for Wales 2013-2018](#) was published in December 2013.

The A40 between Raglan and Abergavenny, approximately 10 miles, is one of three stretches of concrete trunk road remaining in Wales. The others are the A465 between the Aberdulais interchange and Cwmgwrach roundabout and the A4232 between Culverhouse Cross and Junction 33 of the M4.

All three are identified in the Noise Action Plan which notes that “concrete is the noisiest surface to be found nowadays on the Welsh trunk road network”.

## **Welsh Government action**

The Noise Action Plan says:

In 2013 the South Wales Trunk Road Agent commissioned noise assessments for all three remaining stretches of concrete trunk road. **The measurements taken showed elevated noise levels along all three roads.** In addition, the 2012 noise mapping has flagged parts of the concrete A465 and A4232 as candidate priority areas, **and fourteen responses to the consultation on this plan concerned excessive noise from the concrete A40, including from residents of three different villages and the managing director of a residential home. All fourteen strongly advocated an improved road surface.**

In light of the consultation responses and the measurements taken, **all the residential properties situated along the three concrete stretches of trunk road will be listed as priority areas** under this action plan. **The timing of any resurfacing will be dependent on the budgets available to the Welsh Government for carrying out such work.**

The Welsh Government’s [National Transport Finance Plan](#) was published in 2015. The purpose of the plan is to provide timescale for financing and delivery of Welsh Government transport schemes, along with details of estimated expenditure required and likely sources of finance.

The letter to the Chair from the Cabinet Secretary for Economy and Infrastructure regarding this petition says:

The A40 at this location is not life expired and there are currently no plans to resurface this section.

The section, adjacent to Raglan Castle, has not been identified as an area requiring noise mitigation works at the present time. However, a section of the A40 to the west of the A40/Usk Road roundabout has been identified as a Priority 1 area. This section is approximately 650 metres long

from the roundabout to just past the over-bridge that carries the roadway leading to The Dell and Cefn Coch farm.

The letter says funding is allocated annually on a priority basis and work is budget dependent. The priority list will be reviewed following the next noise surveying exercise of the trunk road network scheduled for 2017.

### **National Assembly for Wales action**

This issue has not yet been considered by the Assembly.

Every effort is made to ensure that the information contained in this briefing is correct at the time of publication. Readers should be aware that these briefings are not necessarily updated or otherwise amended to reflect subsequent changes.