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STATUTORY INSTRUMENTS

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1977 No. 169

**HIGHWAYS, ENGLAND AND WALES**

**The Newport-Shrewsbury Trunk Road (New Inn By-Pass,  
Pontypool) Order 1977**

*Made* - - - - - *2nd February 1977*  
*Coming into Operation*      *24th February 1977*

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 question 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 purpose 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 a trunk road as from the date on which the Secretary of State notifies the County Council of Gwent that the new trunk roads are open for through traffic.

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(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 HA 7/2—WO 128A marked “The Newport-Shrewsbury Trunk Road (New Inn By-Pass, Pontypool) Order 1977”, 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;

“the Trunk Road” means the Newport-Shrewsbury Trunk Road (A4042).

6. This Order shall come into operation on the 24th February 1977 and may be cited as the Newport-Shrewsbury Trunk Road (New Inn By-Pass, Pontypool) Order 1977.

*D. A. R. Hall,*

Signed by authority of the Secretary of State  
2nd February 1977.

Director of Transport and Highways  
Welsh Office.

## SCHEDULE 1

### ROUTES OF THE NEW TRUNK ROADS

The routes of the new trunk roads are:—

- (i) a route, about 390 metres in length, extending generally northwards from a point (marked 'A' on the deposited plan), on the Trunk Road, about 230 metres south of the access to Race Farm, to a point (marked 'B' on the deposited plan) on the Trunk Road, about 145 metres north of the access to Race Farm;
- (ii) a route, about 650 metres in length, extending generally north-westwards from a point (marked 'C' on the deposited plan) on the Trunk Road, about 100 metres south-west of the property known as Llwyncefin, to a point (marked 'D' on the deposited plan) about 200 metres east of the Panteg Sub-Station;
- (iii) a route, about 450 metres in length, centred about a point (marked 'E' on the deposited plan) about 200 metres east of the Panteg Reservoir;
- (iv) a route, about 1,385 metres in length, extending generally north-westwards from a point (marked 'F' on the deposited plan) about 130 metres east of Panteg Reservoir to a point (marked 'G' on the deposited plan) about 250 metres south-west of the northern boundary of the premises of Pilkington Brothers Limited;
- (v) a route, about 400 metres in length, centred about a point (marked 'H' on the deposited plan) about 200 metres south-west of the northern boundary of the premises of Pilkington Brothers Limited;
- (vi) a route, about 1,500 metres in length, extending generally north-eastwards from a point (marked 'I' on the deposited plan) about 170 metres south-west of the northern boundary of the premises of Pilkington Brothers Limited to a point (marked 'J' on the deposited plan) about 200 metres east of the Horse and Jockey Public House;
- (vii) a route, about 370 metres in length, centred about a point (marked 'K' on the deposited plan) about 200 metres east of the Horse and Jockey Public House; and
- (viii) a route, about 90 metres in length extending north-eastwards from a point (marked 'L' on the deposited plan) about 250 metres east of the Horse and Jockey Public House to a point (marked 'M' on the deposited plan) on the Trunk Road about 300 metres north-east of the Horse and Jockey Public House.

## SCHEDULE 2

### HIGHWAYS CEASING TO BE TRUNK ROADS

The lengths of highway ceasing to be trunk roads are those lengths of the Trunk Road situated between the points marked 'C' and 'M' on the deposited plan.

Unit of length—1 metre = 1.094 yards approx.