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STATUTORY INSTRUMENTS

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**1994 No. 110**

**HIGHWAYS ENGLAND AND WALES**

**The A18 Trunk Road (Junction 5, M180  
Motorway) (Detrunking) Order 1994**

*Made - - - - 19th January 1994*

*Coming into force - - 24th February 1994*

The Secretary of State for Transport makes this Order in exercise of powers conferred by sections 10 and 12 of the Highways Act 1980<sup>(1)</sup>, and now vested in him<sup>(2)</sup>, and of all other enabling powers:

1. This Order may be cited as the A18 Trunk Road (Junction 5, M180 Motorway) (Detrunking) Order 1994 and shall come into force on 24th February 1994.

2. In this Order:

- (i) “the plan” means the plan numbered HA10/YHNMD 14 marked “The A18 Trunk Road (Junction 5, M180 Motorway) (Detrunking) Order 1994,” signed by authority of the Secretary of State for Transport and deposited at the Department of Transport, Romney House, 43 Marsham Street, London SW1P 3PY;
- (ii) “principal road” as a classification for a highway, means that the highway is a principal road for the purposes 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 Secretary of State;
- (iii) “the trunk road” means the Sheffield-Grimsby Trunk Road (A18). 3. The length of the trunk road described in the Schedule to this Order shall cease to be a trunk road and shall be classified as a principal road from the date on which this Order comes into force.

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(1) 1980 c. 66.  
(2) S.I.1981/238.

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**Status:** This is the original version (as it was originally made). This item of legislation is currently only available in its original format.

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Signed by authority of the Secretary of State for Transport

19th January 1994

*J. P. Henry*  
Regional Director Yorkshire and Humberside  
Region  
Department of Transport

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## THE SCHEDULE

### LENGTH OF THE TRUNK ROAD CEASING TO BE A TRUNK ROAD

The length of the trunk road ceasing to be a trunk road is between the roundabout at its junction with the M180 Motoway at Junction 5, known as Barnet by Interchange, and a point 270 metres south of that junction, and is shown in broad black dashes on the plan.