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STATUTORY INSTRUMENTS

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1979 No. 1046

**HIGHWAYS, ENGLAND AND WALES**

**The Sheffield-Grimsby Trunk Road (Brigg By-Pass to Grimsby  
Section and Slip Roads) Order 1979**

Made - - - - 14th August 1979

Coming into Operation 3rd September 1979

The Minister of Transport makes this Order in exercise of powers conferred by sections 7 and 44 of the Highways Act 1959(a), section 68 of the Highways Act 1971(b) and now vested in him(c), and of all other enabling powers:—

1. The new highways which the Minister proposes to construct—

- (a) along the route described in Schedule 1 to this Order (the highway along this route being in this Order referred to as “the main new trunk road”); and
- (b) along the routes described in Schedule 2 to this Order which connect the main new trunk road with other highways at the places stated in that Schedule (the highways along these routes being in this Order referred to as “the slip roads”),

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 maps numbered 1 and 2 in the deposited plan.

3. The Minister 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 Minister 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 Minister 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.

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(a) 1959 c. 25.

(b) 1971 c. 41.

(c) S.I. 1970/1681 and 1979/571.

4. In this Order:—

“the deposited plan”

means the plan folio numbered HA7/CNE 54, marked “The Sheffield–Grimsby Trunk Road (Brigg By-Pass to Grimsby Section and Slip Roads) Order 1979”, containing two maps bound together and numbered 1 and 2, signed by authority of the Minister and deposited at the Department of Transport, St. Christopher House, Southwark Street, London SE1 0TE, where it may be inspected free of charge at all reasonable hours;

“the main new trunk road”  
and “the slip roads”

have the meanings given in Article 1 of this Order;

“the new trunk roads”

means the highways mentioned in Article 1 of this Order and “a new trunk road” means one of those highways;

“the Trunk Road”

means the Sheffield–Grimsby Trunk Road (A18).

5. This Order shall come into operation on 3rd September 1979 and may be cited as the Sheffield–Grimsby Trunk Road (Brigg By-Pass to Grimsby Section and Slip Roads) Order 1979.

Signed by authority of  
the Minister of Transport  
14th August 1979.

*S. J. Heritage,*  
Regional Director,  
Yorkshire & Humberside Region  
Department of Transport.

## SCHEDULE 1

### ROUTE OF THE MAIN NEW TRUNK ROAD

A route approximately 22 kilometres (13.75 miles) in length measured along the route, starting at a point (marked 'A' on the deposited plan No. 1), being the termination of the Brigg By-Pass Section of the M180 South Humberside Motorway in the Borough of Glanford, then going in a generally easterly direction to terminate at a roundabout (marked 'B' on the deposited plan No. 2), about 4.5 metres (5 yards) from Estate Road No. 2 at Pyewipe in the Borough of Grimsby in the County of Humberside.

## SCHEDULE 2

### ROUTES OF THE SLIP ROADS

The routes of the slip roads are the following:—

(1) *Junction with the Barnetby Interchange*

Two routes to connect the eastbound and westbound carriageways of the main new trunk road with the interchange at Barnetby at the eastern termination of the M180 South Humberside Motorway (the new trunk roads along these routes being respectively given the reference numbers 1 and 2 on the deposited plan No. 1);

(2) *Junction with the proposed future road network at Stallingborough*

Four routes to connect the eastbound and westbound carriageways of the main new trunk road with a roundabout to be constructed as part of a proposed future link to Immingham (the new trunk roads along these routes being respectively given the reference numbers 3, 4, 5 and 6 on the deposited plan No. 2).