

1989 No. 450

HIGHWAYS, ENGLAND AND WALES

**The M621 Motorway
(Ring Road, Beeston to Dewsbury Road Section)
and Connecting Roads Scheme 1989**

Made - - - - - *6th March 1989*

Coming into force *1st April 1989*

The Secretary of State for Transport makes this Scheme in exercise of powers conferred by sections 16 and 17 of the Highways Act 1980(a), and now vested in him(b), and of all other enabling powers:

1. The Secretary of State is authorised to provide for the use of traffic of Classes I and II of the classes of traffic set out in Schedule 4 to the Highways Act 1980—

- (a) a special road along the route described in Schedule 1 to this scheme (this special road being in this scheme referred to as “the Motorway”), and
- (b) special roads along the routes described in Schedule 2 to this Scheme for the purposes of connecting the Motorway with other highways at the places stated in that schedule (these special roads being in this Scheme referred to as “the connecting roads”).

2. The centre line of the Motorway and each of the connecting roads are indicated by heavy black lines on the deposited plan.

3. These special roads shall become trunk roads on the date on which this Scheme comes into force.

In this Scheme:—

- (1) all measurements of distance are measured along the route of the relevant highway;
- (2) “the deposited plan” means the plan numbered HA16/YHRO 2 marked “The M621 Motorway (Ring Road, Beeston to Dewsbury Road Section) and Connecting Roads Scheme 1989”, signed by authority of the Secretary of State and deposited at the Department of Transport, Romney House, 43 Marsham Street, London SW1P 3PY;

This Scheme shall come into force on 1st April 1989, and may be cited as the M621 Motorway (Ring Road, Beeston to Dewsbury Road, Section) and Connecting Roads Scheme 1989.

Signed by authority of the Secretary of State

J. F. Ballard
Regional Director
Yorkshire and Humberside Region
Department of Transport

6th March 1989

(a) 1980 c.66. (b) S.I. 1981/238.

SCHEDULE 1

ROUTE OF THE MOTORWAY

A route about 2·4 kilometres in length starting at the termination of the Special Road provided in pursuance of the Gildersome Street—Leeds Motorway Scheme 1962, (marked A on the deposited plan) and proceeding in a generally north-easterly direction to a point (marked B on the deposited plan) where the route bifurcates. One bifurcation proceeds north-eastwards for a distance of 470 metres to its junction with Dewsbury Road A653 (marked C on the deposited plan). The other bifurcation proceeds eastwards for a distance of 460 metres to connect with the westbound carriageway of the M1 Motorway (marked D on the deposited plan) all in the City of Leeds.

SCHEDULE 2

ROUTE OF THE CONNECTING ROADS

1. *Junction with the Motorway at Beeston Interchange*

Two routes to connect the north-eastbound and south-westbound carriageways of the Motorway with the Beeston Interchange Roundabout (the special roads along these routes being respectively given the reference numbers 1 and 2 on the deposited plan).

2. *Junction with the Motorway at Elland Road*

Four routes to connect the eastbound and westbound carriageways of the Motorway with the Elland Road Roundabout (the special roads along these routes being respectively given the reference numbers 3, 4, 5 and 6 on the deposited plan).

3. *Junction with the Motorway at Top Moor Side and Cemetery Road*

Two routes to connect the north-eastbound and south-westbound carriageways of the Motorway with Top Moor Side at Cemetery Road (the special roads along these routes being respectively given the reference numbers 7 and 8 on the deposited plan).

4. *Junction with the Motorway at Dewsbury Road Roundabout*

Two routes to connect the north-eastbound and south-westbound carriageways of the Motorway with Dewsbury Road Roundabout (A653) (the special roads along these routes being respectively given the reference numbers 9 and 10 on the deposited plan).

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