

**2013 No. 119**

**ROAD TRAFFIC**

**The M621 Motorway (Gildersome Interchange to Junction 1)  
(Temporary Restriction and Prohibition of Traffic) Order 2013**

*Made* - - - 15th January 2013

*Coming into force* - 19th January 2013

WHEREAS, the Secretary of State for Transport, being the traffic authority for the M621 Motorway, the M62 Motorway and connecting roads, in the District of Leeds, in the County of West Yorkshire, is satisfied that traffic on those motorways and some of those connecting roads should be restricted and prohibited because safety barrier replacement, bridge strengthening, street lighting and signing replacement works are proposed to be executed thereon:

NOW, THEREFORE, the Secretary of State, in exercise of the powers conferred by section 14(1)(a) of the Road Traffic Regulation Act 1984(a) and regulation 16(2) of the Motorways Traffic (England and Wales) Regulations 1982(b), makes the following Order: -

**1.** This Order may be cited as the M621 Motorway (Gildersome Interchange to Junction 1) (Temporary Restriction and Prohibition of Traffic) Order 2013 and shall come into force on 19th January 2013.

**2.** In this Order; -

“the M62” means the M62 Motorway;

“the M621” means the M621 Motorway;

“the first length of motorway” means the M621 clockwise and anti-clockwise carriageways from a point 220 metres north of the centreline of Asquith Avenue overbridge to a point 60 metres north of the centreline of the southern overbridge at Junction 1 (Beeston), a distance of 3020 metres;

“the second length of motorway” means the M621 clockwise and anti-clockwise carriageways from a point 150 metres south of the centreline of Rooms Lane overbridge to a point 100 metres north of the centreline of Lowfields Railway overbridge, a distance of approximately 2980 metres;

“the clockwise carriageway” means the M621 clockwise carriageway from its demerge with the M62 eastbound carriageway to the nose of the clockwise entry slip road at Junction 1, a distance of approximately 6000 metres;

“the anti-clockwise carriageway” means the M621 anti-clockwise carriageway from the nose of the anti-clockwise exit slip road at Junction 1 (Beeston) to the nose of the anti-clockwise entry slip road at Gildersome Interchange, a distance of approximately 6000 metres;

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(a) 1984 c.27; a new section 14 was substituted by the Road Traffic (Temporary Restrictions) Act 1991 (c.26), section 1(1) and Schedule 1.  
(b) S.I. 1982/1163, as amended by S.I. 1983/374, 1984/1479, 1992/1364, 1995/158, 1996/3053, 2004/3168, 2004/3258 and 2006/594.

“a slip road” means any of the following M621 slip roads:

- (i) the clockwise entry and the anti-clockwise exit slip roads at Gildersome Interchange; and
- (ii) the clockwise exit and the anti-clockwise entry slip roads at Junction 1;

“overall width” has the meaning given in regulation 3(2) of the Road Vehicles (Construction and Use) Regulations 1986(a);

“the works period” means the period starting at 00:01 hours on Sunday 20th January 2013 and ending when the said works have been completed;

and a reference to an article followed by a number is a reference to the article in this Order which bears that number.

**3.** Subject as mentioned in article 6 no person shall, during the works period, cause or permit any vehicle to be driven at a speed exceeding 50 miles per hour in the first length of motorway.

**4.** Subject as mentioned in article 6 no person shall, during the works period, cause or permit any vehicle to enter or proceed in the clockwise carriageway, the anti-clockwise carriageway or a slip road.

**5.** Subject as mentioned in article 6 no person shall, during the works period, cause or permit any vehicle with an overall width exceeding 6’6” to enter or proceed in any specified lanes of the second length of motorway as indicated by traffic signs.

**6.** The provisions of articles 3, 4 and 5 shall apply only during such times and to such extent as shall, from time to time, be indicated by traffic signs. Nothing in articles 4 and 5 shall apply to:

- (a) a vehicle being used for police, fire and rescue authority or ambulance purposes;
- (b) a vehicle being used for, or in connection with, the said works, or for traffic officer or winter maintenance purposes; or
- (c) anything done at the direction of, or with the permission of, a constable or traffic officer in uniform;

and nothing in article 3 shall apply to any vehicle being used for a purpose specified in paragraph (a) of this article.

**7.** No speed limit imposed by this Order applies to vehicles falling within regulation 3(4) of the Road Traffic Exemptions (Special Forces) (Variation and Amendment) Regulations 2011(b) when used in accordance with regulation 3(5) of those Regulations.

**8.** The provisions of regulations 5 and (in so far as it relates to a vehicle being driven) 9 of the Motorways Traffic (England and Wales) Regulations 1982(c) are suspended in relation to the hard shoulder adjacent to the second length of motorway as described in article 2 at such times and to such extent as may, from time to time, be indicated by traffic signs; and in this article “hard shoulder” has the meaning given in regulation 3(1)(e) of those Regulations.

Signed by authority of the Secretary of State

15th January 2013

*A Firth*  
A Team Leader  
in the Highways Agency

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(a) S.I. 1986/1078, to which there are amendments not relevant to this Order.  
(b) S.I. 2011/935.  
(c) S.I. 1982/1163; amended by S.I. 1983/374, 1984/1479, 1992/1364.