

**2014 No. 83**

**ROAD TRAFFIC**

**The M621 Motorway (Gildersome to Stourton) (Temporary Restriction  
and Prohibition of Traffic) Order 2014**

*Made* - - - 16th January 2014

*Coming into force* - 21st January 2014

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 resurfacing, road marking, barrier renewal and overhead gantry 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 to Stourton) (Temporary Restriction and Prohibition of Traffic) Order 2014 and shall come into force on 21st January 2014.

2. In this Order: –

“the M621” means the M621 Motorway;

“the M62” means the M62 Motorway;

“the first length of clockwise carriageway” means the M621 clockwise carriageway from its diverge with the M62 eastbound carriageway at Gildersome Interchange, to the nose of the clockwise entry slip road at Junction 1 (Beeston), a distance of approximately 7375 metres;

“the second length of clockwise carriageway” means the M621 clockwise carriageway from its diverge with the M62 eastbound carriageway at Gildersome Interchange to the nose of the clockwise entry slip road at Junction 7 (Stourton), a distance of approximately 13977 metres;

“the anti-clockwise carriageway” means the M621 anti-clockwise carriageway from the nose of the anti-clockwise exit slip road at Junction 7 to the nose of the anti-clockwise entry slip road at Gildersome Interchange, a distance of approximately 13898 metres;

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

- (i) clockwise and anti-clockwise exit or entry slip roads at Junction 1;
- (ii) clockwise and anti-clockwise exit or entry slip roads at Junction 2 (Elland Road);
- (iii) clockwise entry slip road or the anti-clockwise exit slip road at Junction 2A (Cemetery Road Bridge);
- (iv) clockwise and anti-clockwise exit or entry slip roads at Junction 3 (Holbeck);
- (v) clockwise and anti-clockwise exit or entry slip roads at Junction 4 (Hunslet);

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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.

- (vi) clockwise entry slip road or the anti-clockwise exit slip road at Junction 5 (Tunstall);
- (vii) clockwise exit slip road or the anti-clockwise entry slip road at Junction 6 (Belle Isle);
- (viii) clockwise and anticlockwise exit or entry slip roads at Junction 7 (Stourton); or
- (ix) eastbound entry slip road at the M62/ M621 Gildersome Interchange.
- (x) westbound exit slip road at the M62/ M621 Gildersome Interchange.

“the works period” means a period of 10 hours starting at 20:00 hours on Wednesday 22nd January 2014 or any subsequent night thereafter until 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 5 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 clockwise carriageway.

**4.** Subject as mentioned in article 5 no person shall, during the works period, cause or permit any vehicle to enter or proceed in the second length of clockwise carriageway, the anti-clockwise carriageway or a slip road.

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

- (i) a vehicle being used for police, fire and rescue authority or ambulance purposes;
- (ii) a vehicle being used for, or in connection with, the said works, or for traffic officer or winter maintenance purposes; or
- (iii) 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.

**6.** 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(a) when used in accordance with regulation 3(5) of those Regulations.

**7.** 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(b) are suspended in relation to the hard shoulder adjacent to the first length of clockwise carriageway 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

16th January 2014

S Spink  
A Team Leader  
in the Highways Agency

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(a) S.I. 2011/935.

(b) S.I. 1982/1163; amended by S.I. 1983/374, 1984/1479, 1992/1364.