

2012 No. 2435

ROAD TRAFFIC

**The M621 Motorway (Junction 3 to Junction 4) (Temporary
Restriction and Prohibition of Traffic) Order 2012**

Made - - - - *13th September 2012*

Coming into force - - *23rd September 2012*

WHEREAS, the Secretary of State for Transport, being the traffic authority for the M621 Motorway and connecting roads, in the District of Leeds, in the County of West Yorkshire, is satisfied that traffic on that motorway and some of those connecting roads should be restricted and prohibited because carriageway repair, bridge and gantry repair, safety barrier renewal, concrete barrier and drainage 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 Motorway Traffic (England and Wales) Regulations 1982(b), makes the following Order, makes the following Order: -

1. This Order may be cited as the M621 Motorway (Junction 3 to Junction 4) (Temporary Restriction and Prohibition of Traffic) Order 2012 and shall come into force on 23rd September 2012.

2. In this Order; –

“the M621” means the M621 Motorway;

“the first length of carriageway” means the M621 clockwise carriageway from the centreline of the western underbridge at Junction 2 (Elland Road) eastwards for a distance of 2450 metres;

“the second length of carriageway” means the M621 anti-clockwise carriageway from the centreline of Balm Road underbridge at Junction 6 (Belle Isle) north westwards for a distance of 2626 metres;

“the clockwise carriageway” means the M621 clockwise carriageway from the nose of the clockwise exit slip road at Junction 4 (Hunslet) south eastwards for a distance of 850 metres;

“the anti-clockwise carriageway” means the M621 anti-clockwise carriageway from the nose of the anti-clockwise exit slip road at Junction 4 (Hunslet) to the nose of the anti-clockwise entry slip road at Junction 3 (Holbeck), a distance of 1100 metres;

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

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

(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 second slip road” means any of the following M621 slip roads:

- (i) clockwise entry slip road and the anti-clockwise exit slip road at Junction 3; and
- (ii) anti-clockwise entry slip road at Junction 4;

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

“the first works period” means the period starting at 00:01 hours on Monday 24th September 2012 and ending when the said works have been completed;

“the second works period” means a period of 10 hours starting at 20:00 hours on Monday 24th September 2012 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 6 no person shall, during the first works period, cause or permit any vehicle to be driven at a speed exceeding 40 miles per hour or 30 miles per hour in the first length of carriageway, the second length of carriageway or a first slip road.

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

5. Subject as mentioned in article 6 no person shall, during the first works period, cause or permit any vehicle with an overall width exceeding 6'6” to enter or proceed in the offsidemost lane of the clockwise carriageway or the anti-clockwise carriageway.

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 not 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 winter maintenance or traffic officer 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 a vehicle being used for the 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 clockwise carriageway or the anti-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

13th September 2012

R Wantling
A Team Leader
in the Highways Agency

(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.