



**HIGHWAYS
ADVISORY
COMMITTEE**

REPORT

14 June 2011

Subject Heading:

**PROPOSED YELLOW BOX JUNCTION
UPPER RAINHAM ROAD/
ELM PARK AVENUE**

Report Author and contact details:

Outcome of Consultation with Police

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The subject matter of this report deals with the following Council Objectives

Clean, safe and green borough	<input checked="" type="checkbox"/>
Excellence in education and learning	<input type="checkbox"/>
Opportunities for all through economic, social and cultural activity	<input type="checkbox"/>
Value and enhance the life of every individual	<input checked="" type="checkbox"/>
High customer satisfaction and a stable council tax	<input type="checkbox"/>

SUMMARY

Following consultation with the Metropolitan Police, this report recommends the implementation of a yellow box junction on the southbound half of Upper Rainham Road, at its junction with Elm Park Avenue.

The scheme is within **Elm Park** ward.

RECOMMENDATIONS

1. That the Committee having considered the representations made recommends to the Cabinet Member for Community Empowerment that the yellow box at the junction of Upper Rainham Road and Elm Park Avenue detailed in this report and shown on Drawing QJ050/101A be implemented.
2. That it be noted that the estimated cost of £1,500 will be met from the Council's 2011/12 revenue budget for Minor Schemes budget.

REPORT DETAIL

1.0 Background

- 1.1 The Traffic & Engineering Section received a request from a councillor for a yellow box to be considered at the junction of A125 Upper Rainham Road and Elm Park Avenue following complaints from residents that south-bound traffic queues are preventing right turns from Elm Park Avenue at peak times.
- 1.2 The Highways Advisory Committee agreed that the Head of StreetCare should proceed with the design and consultation of suitable measures (HAC July 2010, Request No.8).
- 1.3 The use of yellow box markings does not require any traffic orders, but are subject to rules of use. A yellow box may be placed across the side arm of a traffic signal-controlled junction, such as Upper Rainham Road and Elm Park Avenue. Such a junction would become known as a "yellow box junction".
- 1.4 Staff have visited the site at different times and agree that at peak times, some drivers are blocking the Elm Park Avenue arm of the junction and that a yellow box would assist with traffic flow. Drawing QJ050/101A shows a suitable layout.
- 1.5 A yellow box junction means:

"no person shall cause a vehicle to enter the box junction so that it has to stop within it due to the presence of stationary vehicles. A vehicle waiting to turn right (other than at a roundabout) may stop within the box junction for so long as it is prevented from completing the right turn by oncoming vehicles or other vehicles which are stationary whilst waiting to complete a right turn"

- 1.6 Those not complying with the marking would commit an offence under Section 36 of the Road Traffic Act 1988 as amended (Drivers to comply with traffic signs).
- 1.7 Before a highway authority makes a decision on the implementation of a yellow box junction, they are required to consult with the police because the contravention of the marking is an offence. In London, there are civil enforcement powers available for Councils to enforce such “moving traffic” offences, but Havering has not taken these on. Therefore, the enforcement of yellow box junctions remains with the Metropolitan Police.
- 1.8 The Metropolitan Police have been consulted on the proposal and have made the following comments:

“[We] would support the use of the above proposed plan. The original complaint mentioned southbound traffic so this proposal would suit.

[We] would remind you that this road marking is one of the decriminalised signs and we do not normally enforce those signs now covered as a civil offence.

[We] acknowledge, for the time being Havering Police are still enforcing the civil signs until such time that Havering undertake that responsibility.

Having said that, any offence will not routinely be enforced by the local police. If a pattern of offending does occur any enforcement will be undertaken after balancing the needs of the local community with other policing responsibilities.”

2.0 Staff Comments

- 2.1 The Committee will note that although the Metropolitan Police supports the yellow box junction, they have reminded the Council that enforcement of the marking would only take place within a pattern of offending, effectively where priorities and resources allow.
- 2.2 Staff take the view that the junction does become busy at peak times in the south-bound direction and the implementation of a yellow box junction would help traffic turning right from Elm Park Avenue.

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of £1,500 can be met from the Council's 2010/11 revenue budget for Minor Schemes budget.

Legal implications and risks:

The implementation of yellow box junctions requires consultation with the police before a decision can be taken on their introduction. In Havering, enforcement of yellow box markings is vested with the Metropolitan Police.

Contravention of yellow box junctions is an offence under Section 36 of the Road Traffic Regulation Act 1988 as amended.

Human Resources implications and risks:

None.

Equalities Implications and Risks:

The use of yellow box markings at signal-controlled junctions can assist with smoothing traffic flow for the side road arm where vehicles are turning right. This can reduce driver frustration which in some cases can lead to poor judgement and collisions.

BACKGROUND PAPERS

Project file: QJ 050 Upper Rainham Road Yellow Box.