

SLOUGH BOROUGH COUNCIL

REPORT TO: Neighbourhoods & Community Services Scrutiny Panel

DATE: 4th April 2017

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WARD(S): All

PART I **FOR INFORMATION**

YELLOW BOX JUNCTIONS

1. **Purpose of Report**

To provide information about the legislation regarding yellow box junctions, the respective powers of local authorities and the police and the options for enforcement of yellow box junctions.

2. **Recommendation(s)/Proposed Action**

The Panel is requested to note the report

3. **The Slough Joint Wellbeing Strategy, the JSNA and the Five Year Plan**

3a. **Slough Joint Wellbeing Strategy Priorities**

The road network of Slough and its improvement will create a better, healthier environment for local residents and improve their outcomes.

3b. **Five Year Plan Outcomes**

Outcome - Slough will be an attractive place where people choose to live, work and visit.

4. **Other Implications**

(a) **Financial**

There are no financial implications.

(b) **Risk Management**

There are no risks in relation to the recommendation

(c) Human Rights Act and Other Legal Implications

There are no Human Rights Act or other legal implications relating to the recommendations of this report.

(d) Equalities Impact Assessment

There is no identified need for the completion of an EIA in relation to this report

5. **Supporting Information**

5.1 The Neighbourhoods and Community Services Panel held their annual Crime and Disorder Reduction Panel on 2nd March 2017. As part of this meeting, the Panel raised concerns over yellow box junctions, the extent to which they were being ignored and the impact of this on traffic management. As a result, the Panel requested a report for information outlining the matters in Section 1.

5.2 The Panel also discussed the issue of yellow box junctions at its meeting on 23rd February 2016. The following minute was taken to summarise the discussion:

“Cameras could be used to enforce yellow box junctions; however, the funds they raised reduced as knowledge of their existence spread which limited their financial viability. Joint operations with Reading or the procurement of mobile cameras offered alternatives, whilst the Safer Road Partnership could provide local intelligence. Officer capability would remain limited whichever options were selected.”

5.3 Furthermore, other factors militate against the operation of cameras to enforce regulations relating to yellow box junctions. These are:

- a) Local authorities (except London Boroughs) do not have the powers to enforce box markings, given current legislation. Whilst moving traffic violations exist in London, they do not elsewhere; the Transport Select Committee has raised this matter with the Government, but this has been rejected by the Department for Transport.
- b) Cameras can only enforce offences concerning red traffic lights or speeding. Yellow box junctions are not included.
- c) Thames Valley Police could prioritise this matter. However, given public demand for other areas to be prioritised, the limits of technology making their use of our cameras of limited utility and the amount of staff time that would need to be dedicated to this, such a request is unlikely to be implemented.
- d) The cameras used to stop drivers ignoring red lights only take photographs, rather than videos. As a result, they cannot prove that a driver rested in a yellow box junction area for a significant period of time.

5.4 As a result of these limitations, the monitoring of yellow box junctions will remain as it currently stands.

6. **Comments of Other Committees**

This report has not been considered by any other Committee. The Panel's previous discussion on the matter (23rd February 2016) is outlined in Section 5.2.

7. **Conclusion**

The Panel is asked to note the information contained in this report.

8. **Background Papers**

None