

# An expert review of councils' plans to enforce yellow box junctions

By Sam Wright, chartered engineer, formally responsible for the design and approval of yellow boxes on the TfL Road Network, commissioned by the RAC

April 2023

## Background

In Spring 2022, just prior to councils in England outside of London being able to apply to the Department for Transport (DfT) for the powers to enforce moving traffic offences the RAC commissioned chartered engineer Sam Wright, who was formally responsible for the design and approval of yellow boxes on the Transport for London Road Network and runs the appeals website [Yellow Box Guru](#), to write a report on best practice for enforcing box junctions.

Since then, some councils have already been granted these powers and enforcement has commenced, while others are still in the pipeline. Due to the concerns highlighted in the 2022 report about a lack of knowledge and understanding of the topic in the industry and for the potential for unfair fines to be issued, the RAC asked Sam to review the proposals for enforcement put forward by 27 authorities to enforce 111 yellow boxes. Unfortunately, it seems many of the concerns highlighted a year ago have started to become a reality.

## Executive summary

Fining people can have real financial consequences for those on the receiving end and enforcing yellow boxes means that the driver of a vehicle overhanging a box by any amount for just a moment can get a ticket. Many drivers end up stopped or trapped in these junctions through no fault of their own. It is not only imperative, but a moral duty to ensure that fines are fair, justified and that the appeals' process is consistent across the country.

Two of the key issues are yellow box size and visibility. Firstly, drivers need clear visibility of the box and where it ends in order to comply with their duty to only enter it if their exit is clear. This point is covered by government guidance and was reiterated by the previous Chief Adjudicator of the Traffic Penalty Tribunal. If visibility is unclear, then fines are unfair. Unfortunately, consultations have shown that many of the boxes proposed to be enforced do not conform with this requirement.

Secondly, if a box, or part of a box, does not protect a cross movement, it serves no purpose and any fine issued there is unnecessary. In addition, the issue of box size was raised by the RAC a year ago as DfT guidance does not adequately address it.

This review has found, as of April 2023, there are issues with 90% of the 111 boxes proposed to be enforced<sup>1</sup> with more than half (61, or 55%) directly contravening the current government guidance, sometimes on multiple counts.

The junction breaches include:

- 40 that pose visibility issues for drivers
- 16 that cover the far side of a T-junction which the DfT states serves “no useful purpose”
- 18 that extend beyond junctions such that they may be considered non-complaint with the regulations
- 9 that are in non-permitted locations according to the regulations

Furthermore, there are concerns that 100 (90%) have other ‘problematic’ issues, most commonly due to being unnecessarily large.

This review has also shown that in some cases enforcement may end up actually increasing congestion and creating safety issues, the exact opposite of the justification for enforcement being undertaken.

Many of the boxes have been around for several years, perhaps decades. It appears that many authorities have simply assumed that the boxes already on the ground are suitable for enforcement without carrying out a fresh assessment as is recommended in [government guidance](#). There are many changes needed to improve yellow box law and enforcement. However, as a minimum it is not unreasonable to expect that authorities should undertake comprehensive audits of boxes prior to enforcement to assess all issues. Unfortunately, there is no evidence in any of the consultations that such audits have been carried out. This means action is needed by the Department for Transport to both review existing guidance and compel mandatory audits prior to enforcement. We believe this will help to ensure transparency and fairness in enforcement.

# 1 Introduction

Since Spring 2022 local authorities have been able to apply to the Department for Transport (DfT) for the powers to enforce moving traffic offences. The Government gave authorities these powers under Part 6 of the Traffic Management Act 2004 and was brought into effect with the laying of three statutory instruments in 2022<sup>1</sup>. Some of these have since been granted and enforcement has commenced while others are still in the pipeline, with many local authorities undertaking consultations.

While offences such as banned turns can be relatively straightforward to enforce, a year ago the RAC expressed particular concern with yellow box enforcement. The offence of stopping in a box junction is uniquely complex, involving both the dynamics of the movement of traffic and the physical box. Even adjudicators who assess appeals have frequently differed in their interpretation of the law as enforcement has been permitted for many years in Greater London.

Despite the RAC calling on the Government a year ago to improve design, maintenance and enforcement guidance for councils, enforcement is now underway.

## 27 councils looking to enforce 111 box junctions

In [this article I wrote last year](#) I explained the purpose of yellow boxes which is to prevent the blocking of 'cross' or 'through' traffic movements, the importance of good design to ensure they are no bigger than necessary and the lack of understanding of DfT guidance on this key issue. Tickets issued in the parts of boxes which do not cover cross movements serve no traffic purpose.

As of March 2023, I have reviewed the consultations for 27 English authorities proposing to enforce yellow boxes. Of the 111 yellow boxes in total, 100 (90%) are what I would class as 'problematic'<sup>1</sup>. The types of 'problematic' boxes fall into a number of categories:

- Unnecessarily large boxes
- Boxes that cover the far side of T-junctions
- Boxes that are too close to traffic signals
- Non-permitted locations
- Poor visibility to drivers

Of the 90 'problematic' boxes I believe 61 (55%) potentially go directly against the current government guidance. Below I go through some of the sites proposed for enforcement in more detail.

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<sup>1</sup> <https://commonslibrary.parliament.uk/councils-in-england-to-get-new-powers-over-traffic-offences/>

## 2 Examples of sites proposed for enforcement

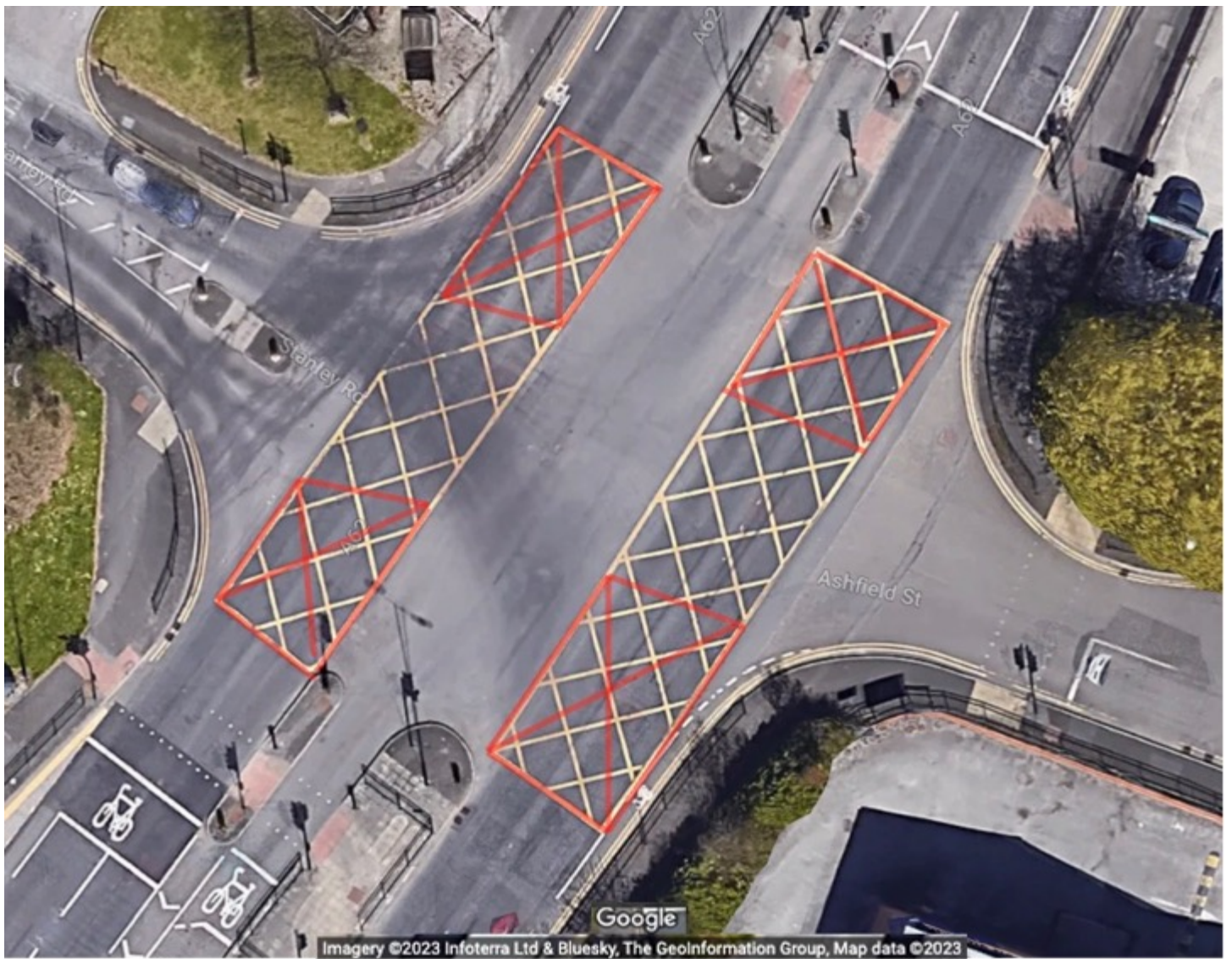
### Unnecessarily large boxes

Ninety (81%) boxes proposed for enforcement are unnecessarily large. This means part of the box does not cover a cross movement. In the examples below the red hatched areas show the part of the box which does not cover a cross movement and therefore serves no traffic purpose.

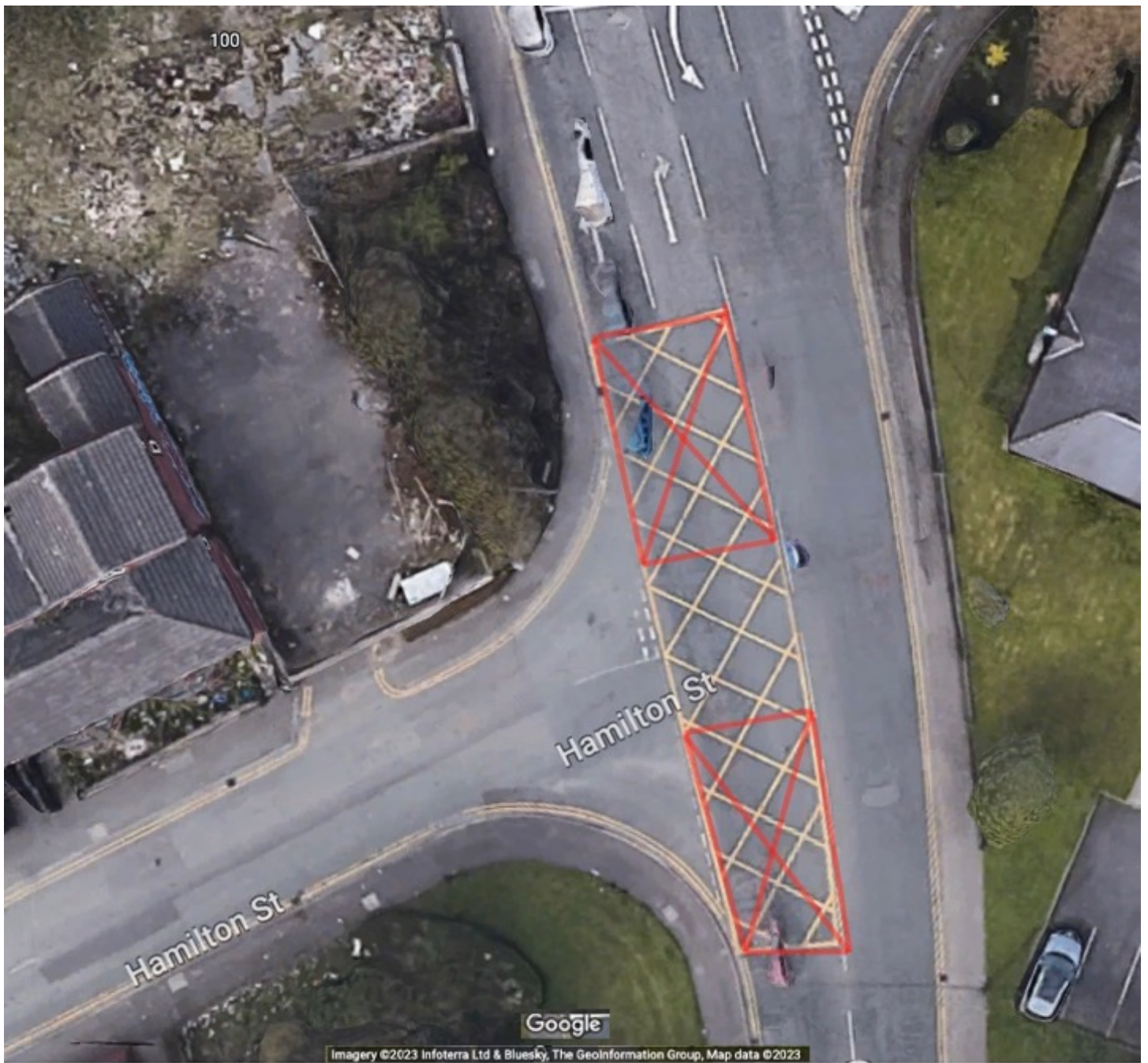


Unnecessarily large box – Chapel St/New Quay, Liverpool





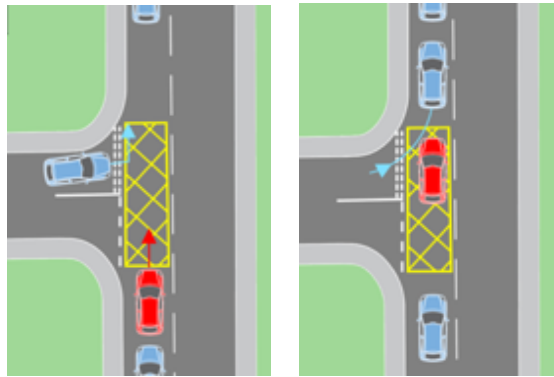
Unnecessarily large boxes – Manchester Rd/Stanley Rd/Ashfield St, Oldham



Unnecessarily large box – Hamilton St/Glodwick Rd, Oldham

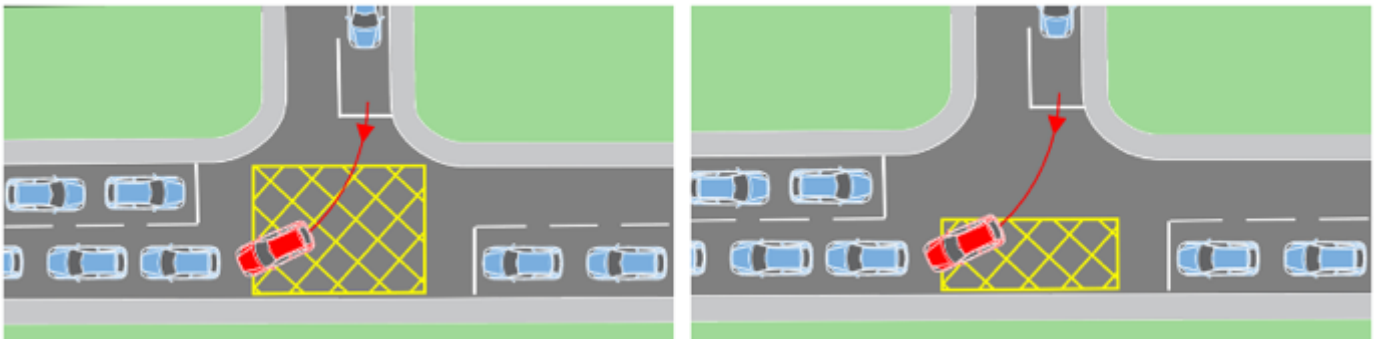
A particular problem caused by yellow boxes at give-way junctions like this is competition for space between vehicles. As shown in the diagrams below, a left turning vehicle cannot proceed until there is a space big enough to fit their vehicle. When the queue moves, often the straight-ahead and left-turning vehicle will go for the gap at the same time, leaving one to get stuck in the box and at risk of being fined. 'Keep Clear' markings solve this problem and should be used instead of yellow boxes at give-way junctions – something which the DfT itself advocates.





### Boxes that cover the far side of T-junctions

There is a particular category of unnecessarily large boxes that is often designed due to the popular misconception that vehicles are allowed to stop in a box if turning right. However, it is only permitted when stopped due to *“an oncoming vehicle or other vehicle which is stationary whilst waiting to complete a right turn<sup>2</sup>.”* This layout is for boxes that cover the side of the road opposite a T-junction. In the examples below, the person who designed the box may have thought the red car would be allowed to stop. The driver thinks it's allowed, but the enforcement officer knows it's in contravention and issues a ticket. Such boxes cover a merging area and should not be used or enforced.



This issue has an interesting and chequered history. Although the DfT does not provide guidance on designing boxes to cover cross movements, it does in relation to this issue, stating:

*“A half-box on the side of the road opposite a T-junction generally serves no useful purpose.<sup>3</sup>”*

Whether it's a full width box or a half box on the far side, both cover the same unnecessary area of the T-junction.

<sup>2</sup> <https://www.legislation.gov.uk/ukxi/2016/362/schedule/9/part/7/paragraph/11/made?view=plain>

<sup>3</sup> [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/773421/traffic-signs-manual-chapter-05.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/773421/traffic-signs-manual-chapter-05.pdf) (Traffic Signs Manual Chapter 5)

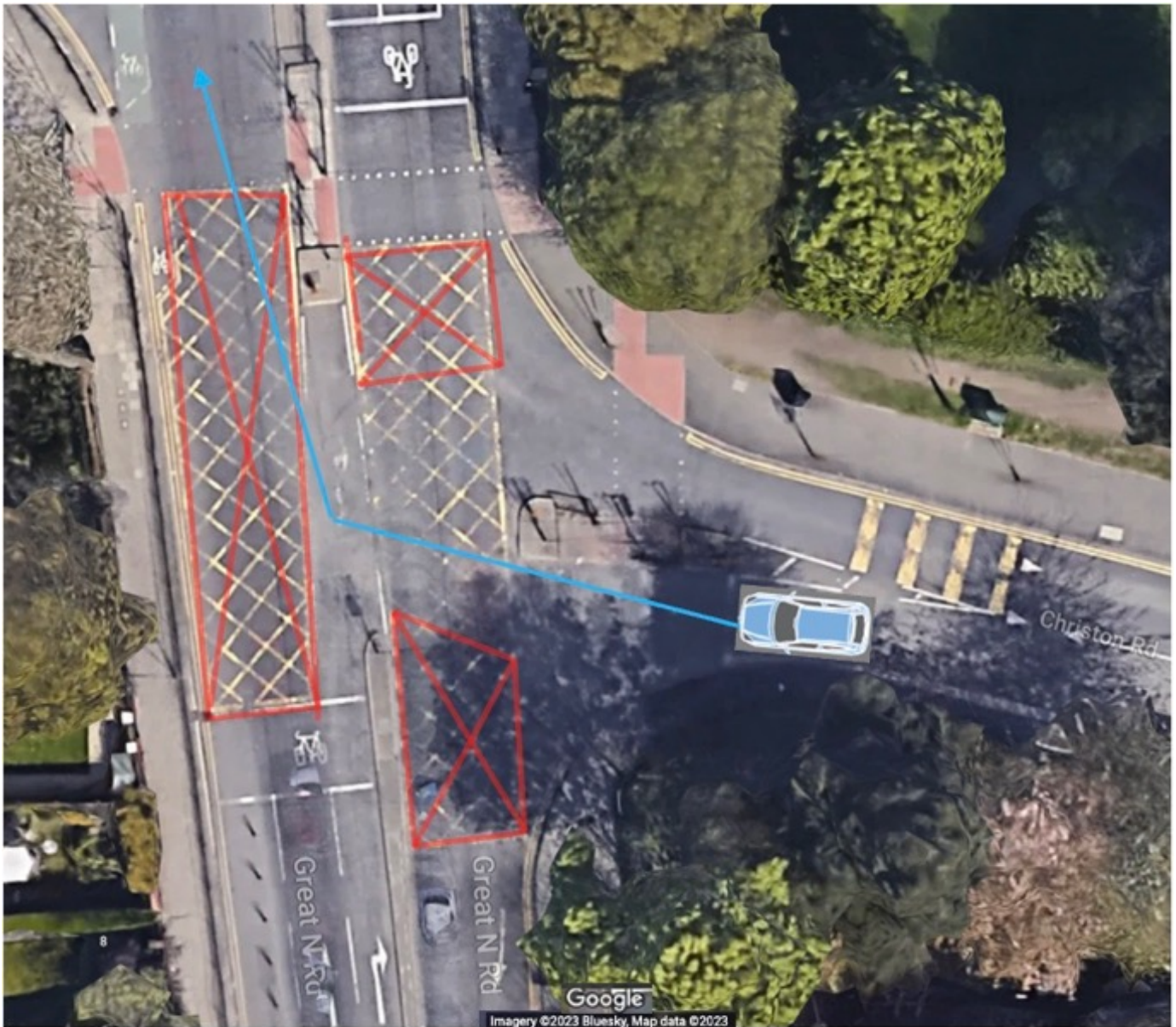
Under the previous regulations, boxes that covered the far side of a T-junction were not permitted and required DfT approval. [FOI requests](#) reveal in 2007 they stopped authorising these kinds of boxes stating:

*“We were no longer prepared to authorise full box junctions at a “T” junction when Transport for London reviewed their box junctions in 2007. Our reasoning was that we saw no traffic management benefit in the use of full box junctions at this type of junction.”*

Despite the fact that the DfT recommended against their use, things changed in 2016 when they relaxed the regulations to allow authorities to implement them. This chaotic situation has been to the detriment of drivers. The top two ticketed boxes in Cardiff<sup>3</sup> cover the far side of a T-junction. This is no coincidence because a high number of tickets being consistently issued generally means there is a problem with the layout. In the consultations for English authorities, there are at least 16 boxes that cover the far side of T-junctions in line for enforcement. Rather than lessons being learnt, history is repeating itself. Here are some examples:

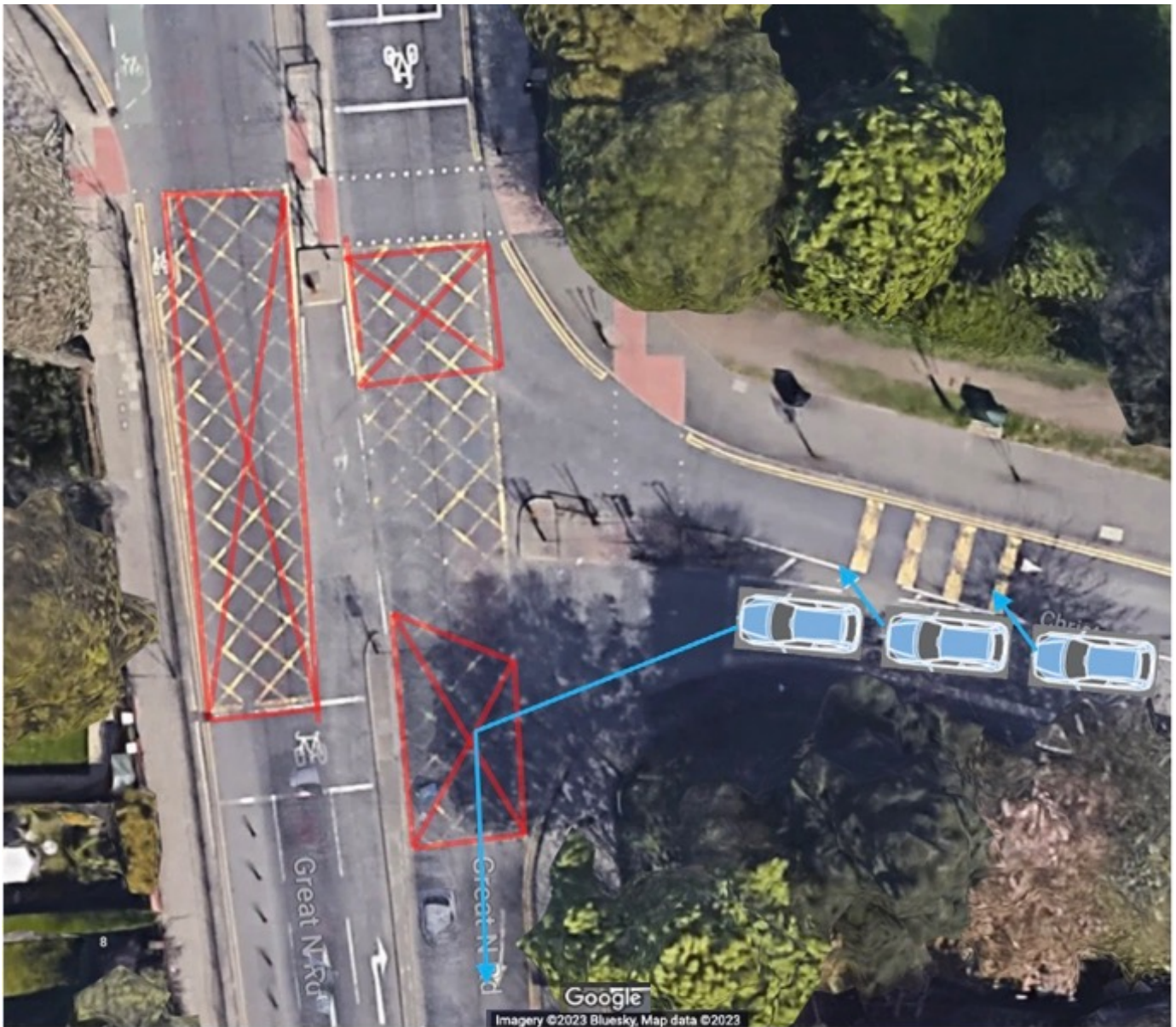
Newcastle City Council – justifying their proposal to enforce boxes at the following T-junction – describe difficulties for drivers turning right out of the side road. However, the box itself also prevents those vehicles from pulling out onto the far side of the T-junction. A car such as shown below will have to wait for a space around 45m away before proceeding. ‘Keep Clear’ markings should be used here as advised by the Department for Transport.





Box on the far side of a T-junction causing issues for right-turners – Great North Rd/Christon Rd, Newcastle

A second issue here is that due to the box extending unnecessarily far to the south, left-turning vehicles have to wait for a gap big enough to completely fit their vehicle before turning, holding up right-turners behind (as shown in the image below).



Long box causing problems for left and right-turners – Great North Rd/Christon Rd, Newcastle

This situation affects all T-junctions with a single lane exit. Although the left-turners are not causing any blocking of cross movements, there's no exemption in law for them and they are rigorously enforced in London as shown in [this video](#). The Government could solve this issue by simply exempting left-turners in the regulations. However, in the absence of this, designs need to take account of them. This [Google Street View](#) image shows a third issue, namely that visibility to the end of the box for right-turners is obscured by the traffic island. I understand there are unique layouts and difficult situations in congested conditions that authorities seek to address, however yellow box enforcement is not always the answer as it creates its own problems. [Government guidance](#) states that:



*“Enforcement action should not commence at any location where contraventions could be avoided by reasonable improvements to the highway or to traffic signs, and not until such improvements are made and appropriate monitoring has been carried out.”<sup>4</sup>*

[North Northamptonshire Council](#) is proposing to enforce two sites that cover the far side of T-junctions because they:

*“get repeatedly blocked which then prevents traffic from entering the main road even when they are on a green light”<sup>5</sup>*

Again, the council apparently appears to be unaware that these poorly designed boxes themselves can prevent traffic from entering the main road.

In Reading, of the [17 boxes set to be enforced](#), nine extend to the far side of a T-junction. In this example, the first of the Reading boxes to be enforced, two-thirds of the box is unnecessary. I am not sure why the DfT is granting powers to authorities to enforce boxes that breach their own guidance.



Unnecessarily large box – Eldon Rd/Kings Rd, Reading

At the following junction in [Hertfordshire](#), we see a similar layout at a T-junction. As with the one above in Reading, it has been recently refreshed as it was very faded. It's disappointing that the opportunity was not taken to reduce its size and it was simply replaced like for like.

<sup>4</sup> <https://www.gov.uk/government/publications/bus-lane-and-moving-traffic-enforcement-outside-london/traffic-management-act-2004-statutory-guidance-for-local-authorities-outside-london-on-civil-enforcement-of-bus-lane-and-moving-traffic-contravention>

<sup>5</sup> <https://northnorthyants.citizenspace.com/highways/moving-traffic-offences/>



Unnecessarily large box – Adderley Rd/The Causeway, Bishops Stortford, Hertfordshire

### Boxes that are too close to traffic signals

In London there are many boxes that are close to traffic signals and this causes problems for drivers getting stuck in them when traffic suddenly comes to a halt. There are five proposed to be enforced as part of these consultations that are particularly close to signals. Here are two examples from Oldham and Leeds:



Box too close to signals – Holt St/Huddersfield Rd, Oldham





**Box too close to signals – St Peters Street/ Duke Street/ York Street, Leeds**

At these boxes, the gap to the traffic signal 'stop line' will not fit a vehicle larger than a car.

[Oldham Council claims](#) one of the main objectives of enforcement is to “improve road safety”. The leader describes drivers who stop in boxes as “thoughtless”. However, if the lights change after they enter the box, a van or bus driver will be faced with a dangerous split-second decision of stopping on the box and risking a fine or going through a red light. Far from making us safer, this is a safety concern. While it is not actually an offence to stop in a box for a red light, very few drivers know this because the Highway Code doesn't say what the law is. Tickets have also been issued for stopping on a box when stopping for a red light in London. The DfT does not provide guidance on box placement in relation to traffic signals.

## Non-permitted locations

The [Traffic Signs Regulations and General Directions \(2016\)](#) stipulates the permitted locations for yellow boxes. In total nine boxes have been proposed for enforcement that are in non-permitted locations. For example, Hertfordshire initially proposed to enforce this junction outside a private car park:



A yellow box in the wrong location at Bishops Stortford, Hertfordshire

The council proposed to enforce two boxes, this and the one shown previously covering the far side of a T-junction. They [described](#) their choice of boxes as 'simple and non-controversial'. Since the consultation the council has dropped the proposal to enforce this box outside a car park. I have previously highlighted similar examples in London with box junctions outside private bus stations which were subsequently removed and replaced with 'Keep Clear' markings.

In other areas, for example [Bradford](#), [Medway](#), [Bedford](#), [North Northamptonshire](#), and [South Gloucestershire](#), councils propose to enforce boxes at roundabouts and gyratories without traffic lights – locations that are also not permitted under the regulations.





A non-permitted box at Filton Roundabout, South Gloucestershire

In [Buckinghamshire](#) this box extends unnecessarily beyond the junction. While the junction itself is a permitted location, layouts that extend beyond a junction have been ruled as non-compliant by adjudicators in London.



The section (in red) of this box in Packhorse Rd/Station Rd, Buckinghamshire is not permitted

There are 18 such boxes proposed for enforcement. While they definitely serve no purpose, whether or not they are a breach of the regulations is not clear because the DfT does not specify where junctions start and end. It's a particular problem with large kerb radii. Often the legal status is only ruled on by an adjudicator when someone appeals on this point. However, this can be many years and thousands of tickets later.

Incredibly, there is no mechanism within the civil enforcement system to stop an authority from enforcing a non-compliant box. Such boxes have been enforced in London for many years with no consequences for the authorities. Even when an adjudicator rules against the authority, it can keep the previous fine revenue and can simply carry on enforcing if they like. This is why the RAC is calling for an urgent update of regulations to show what is and isn't enforceable and where adjudications are made against an authority, they should issue refunds to all affected and should be required to correct the box junction where necessary.

### Poor visibility to drivers

DfT guidance says the following:

*"When designing the marking, authorities should take in account that drivers must be able to comply with the requirements of seeing that their exit is clear before entering the box. This will obviously impose limits on the dimensions of the box depending on individual site conditions"*<sup>6</sup>

In addition [government guidance](#) on the roll-out of enforcement powers, referring to issues for motorists, specifically mentions a: *"yellow box junction where the exit cannot be seen before entering it."*

It's a point also echoed by the previous Chief Adjudicator of the Traffic Penalty tribunal who in 2021 said:

*"It will be critically important for authorities to think about what the driver – not the camera – can see when reviewing the footage before issuing a box junction penalty."*

As part of this review I have found 40 boxes (36%) with visibility issues. In some cases, drivers can't even see there is a box present let alone where it ends. Visibility issues are connected to the road layout, topography, buildings, box length, street furniture, trees, or a combination of these. Maintenance of the lines is most notably a key factor affecting visibility, however for the purpose of the review I have assumed the lines will be refreshed prior to enforcement. I have also assumed good weather, daylight and no obstruction of view by vehicles. This is not an exact science and it may contain an element of subjectivity. However, it's vital that it's considered and yet I have not seen a single proposal that reviews the visibility of the box from a driver's point of view.

Ideally drivers should be able to see how far the box extends from the stop line. Where visibility from the stop line is poor, the only way is to slowly edge forward into the junction and hesitantly try to look for the end of the box. The problem is drivers can then end up blocking pedestrian

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<sup>6</sup> <https://www.gov.uk/government/publications/bus-lane-and-moving-traffic-enforcement-outside-london/traffic-management-act-2004-statutory-guidance-for-local-authorities-outside-london-on-civil-enforcement-of-bus-lane-and-moving-traffic-contravention>



crossings and get stuck in 'no man's land' when the signals turn red. The photos below show examples of poor visibility of boxes at three junctions proposed for enforcement, with views at the stop line and then further into the junction.

In this first example in Chatham in Medway, the box on the far side of this T-junction is rendered invisible by the topography of the road. While drivers shouldn't block a junction regardless of the presence or not of a yellow box, the point is they would not be expecting to find one on the far side as it serves no purpose. If they can't see it, then how is the driver supposed to know it exists as they pull out of the junction?



Poor visibility to yellow boxes at Rock Ave/Chatham Hill, Chatham, London





Poor visibility to a box at Wokingham Rd/London Rd, Reading



Poor visibility due to topography and street furniture at Adderley Rd/The Causeway, Bishops Stortford

In 2016 when the DfT updated yellow box regulations, they removed the maximum legal length. In [South Gloucestershire](#) it was proposed to enforce long boxes on roundabouts. Motorists would be expected to make judgements over distances of up to 72m from the stop lines to the exit of the boxes. Thankfully this appears to be under review following a consultation and feedback from the RAC questioning whether the council has suitably audited the sites from the driver's view.





Poor visibility to see where a long box ends in South Gloucestershire

In [Oxfordshire](#) there are similar proposals to enforce long boxes at major roundabouts. In some cases motorists will be expected to see around corners to check if their exit is clear.

Without a hint of irony, one of the proposed enforcement locations in Manchester is the same junction warned about in the [RAC article](#) a year ago where drivers have limited visibility round the corner to check if their exit is clear. There's no reason why this and other boxes couldn't be reduced in size.

### ***Worn-out yellow box markings***

Reading Borough Council's lead councillor for Strategic Environment, Planning and Transport, justified the need for enforcement saying:

*"In Reading we have a particular issue with people blocking key yellow box junctions at strategic locations, which can have a massive knock-on effect for other road users. This includes adding to poor air quality and putting cyclists and pedestrians in danger, as well as the obvious inconvenience of delays for all road users. The council is considering these powers as an additional tool to help reduce poor air quality from transport-related emissions, as we work towards our new zero carbon target in 2030."*<sup>7</sup>

Let's have a look at photos of two of the yellow boxes referred to on the list for enforcement:

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<sup>7</sup> <https://media.reading.gov.uk/news/consultation-on-new-moving-traffic-offence-powers-in-reading>





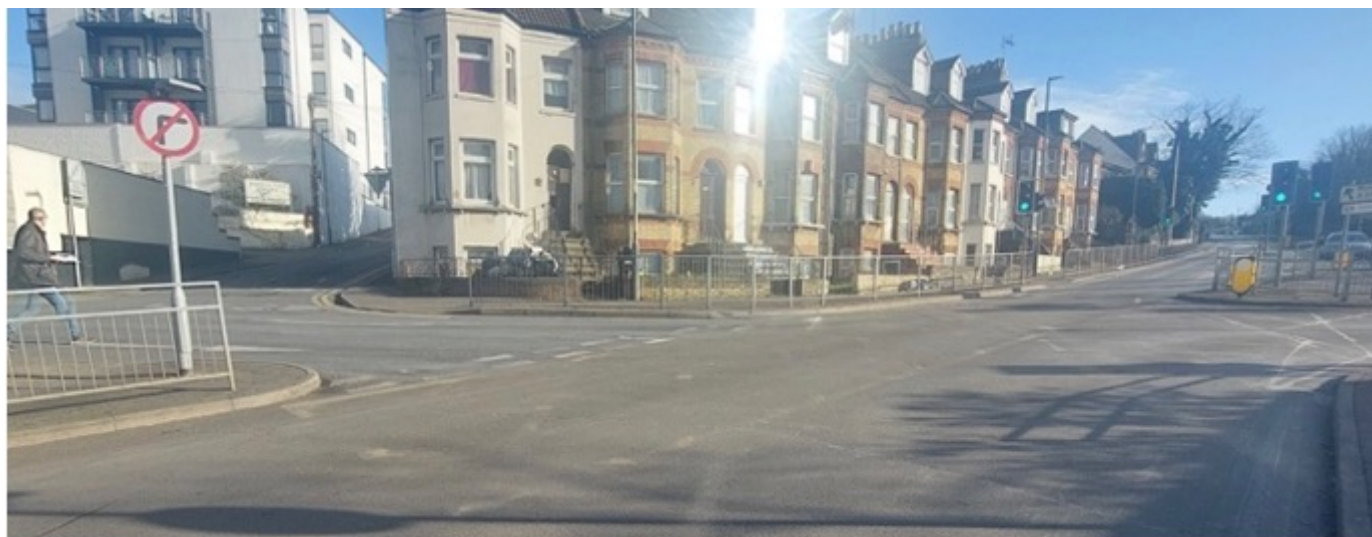
Faded box – Berkeley Ave/Bath Rd, Reading



Faded box – London Rd/Wokingham Rd, Reading

Without getting into the realms of physics, I question whether these boxes actually exist. According to [Google Street View](#) the first one has been worn for at least six years! They are no doubt getting a refresh prior to enforcement, however it seems strange that the authority has not re-painted these if they are as crucial as they say they are. I would politely suggest that the reason people might be stopping on them is because they can't see them. This could result in misleading 'before and after claims' about how enforcement has improved traffic flow, which is not a fair comparison given how faded the lines are currently.

In Bishops Stortford [Google Street View](#) shows that the box mentioned previously was worn for many years before a recent refresh. The box below in the [Medway](#) town of Chatham earmarked for enforcement is also practically invisible. It brings into question how important they really are.



A faded box – Gibraltar Hill/Maidstone Rd, Chatham, London

The maintenance of lines is obviously vital for drivers to be able to see them. However, there is no legal standard to which yellow boxes need to be maintained in order to be enforced. In London this is a big problem with many adjudicator decisions finding in favour of drivers due to worn lines.

### ***Yellow boxes in the dark***

The photos above were all taken in good weather during daytime. It is a legal requirement that many key road markings, for example stop lines need to be “reflectorised”. This allows them to be seen better at night. However, this requirement does *not* apply to the yellow paint used in yellow boxes so visibility at night can be very poor. Add in some traffic and rain or other bad weather and many boxes can be virtually invisible. Consider [this video](#) taken at night for example.

The RAC is calling on the Government to ensure that authorities have a legal duty to maintain yellow boxes to an agreed standard when enforcement is being carried out so they are clearly visible during the day and night. Each box should have a maintenance plan with time periods for assessments.

A common response from local authorities to poor visibility is that drivers can appeal. While poor visibility is grounds for appeal, in practice gathering the evidence can be difficult to do. Unless the driver has a dashcam and still has the footage from the incident or returns to the site at the same time of day, runs into the road to take a photo, or gets a passenger to do so while driving, it is difficult to prove. The view from the camera high in the air is not what is seen by the driver. Authorities should be getting this right from the beginning and not expecting drivers to do their work for them.

## ***Driver hesitancy***

The Highway Code states that drivers should not enter a yellow box until their exit road or lane is clear. This means each vehicle is supposed to stop and wait for the one in front to clear the box before they proceed. The reason for this is to prevent people getting stuck in boxes if the vehicle in front unexpectedly stops. In reality, very few people drive like this. However, as shown in this [video simulation](#), driving in accordance with the Highway Code significantly reduces traffic flow which in turn risks *increasing* congestion due to increased driver hesitancy. This is the exact opposite of the primary reason given for enforcement of yellow boxes i.e. to *reduce* congestion. I have not seen any evidence that the impact of driver hesitancy has been taken into account in decisions to enforce yellow boxes.

## **3 Yellow box junction audits**

As this article has shown, there are a myriad of complex issues and unintended side effects resulting from yellow box enforcement. [Government guidance](#) on the roll-out of powers states:

*“Scheme design should be reviewed to look afresh at the measures to be enforced to ensure that there is no location where a motorist would have to contravene the provisions to avoid a road safety or congestion problem”.*

Before starting to issue fines, authorities should prove they have reviewed the locations and the only way to do this is to undertake comprehensive audits of individual boxes. I would expect such an audit to include:

- Details of traffic management options considered prior to enforcement
- The objective in relation to specific traffic movements and how enforcement will achieve this
- Review of the box size
- Review of driver visibility in day, night and bad weather for all approaches
- Capacity implications
- Safety implications
- A review of box legality
- Impact on pedestrians
- Maintenance plan
- Monitoring plan

There's no evidence that any authorities have done this. In absence of it being done voluntarily, the RAC is calling on the DfT to mandate it. Government guidance also states:

*“The Secretary of State strongly recommends that the public should have easy access to a local authority's enforcement policies and priorities. This makes a local authority more accountable to its residents and should also help counter accusations that enforcement is being carried out in an arbitrary or unfair way.”*

To meet this recommendation these audits should be made public to give confidence that the boxes and their enforcement is justified and fair.



## 4 Conclusion

As predicted a year ago, a can of worms has been opened by granting powers to English authorities to enforce yellow boxes without clearer guidance to councils being provided by the Department for Transport. Consultations have proven that some authorities are unaware of the purpose of and regulations around the design and maintenance of yellow boxes. As a result, they are pursuing enforcement of problematic yellow boxes that risks unfair fines and may even increase congestion. The public will ask questions about motivation where authorities are pursuing enforcement of certain box junctions when even DfT guidance suggests this would serve no purpose. While the standard response is often that drivers can appeal, gathering evidence is time-consuming, difficult and potentially dangerous. If a box is too big but still legal, this is *not* grounds for appeal, so drivers will inevitably be left to fork out for what they, and many others, consider to be unfair fines. In any case it is the responsibility of authorities to ensure boxes are fit for purpose before commencing enforcement.

As it's still early days, the RAC recommends the Government pause the roll-out of these powers and work with stakeholders, including myself, who are well qualified on interpreting the regulations to review the legislation and introduce safeguards. For example, it could be a legal requirement that boxes be subject to thorough independent audits to ensure every inch is justified and clearly visible from the driver's eye rather than, as is the current practice, simply enforcing the box that is currently on the ground. I don't believe there is any justification for the Government to be empowering authorities to issue unfair yellow box fines under a banner of complex and misunderstood legislation then washing their hands of the consequences.

### RAC calls to action

In summary:

- The roll-out of enforcement powers on box junctions should be paused until the DfT current guidance is reviewed
- The following guidance/regulations needs to be introduced:
  - o Box junctions must be clearly visible from the driver's seat – i.e. around obstructions/buildings etc
  - o Road markings must be properly painted i.e. not faded/worn-out
  - o If adjudicators find councils have wrongly enforced junctions, they must be obliged to refund any fines issued and correct the junctions in question
  - o Audits should be carried out at all boxes proposed for enforcement

## Appendix

### Consultations to enforce yellow boxes, as of April 2023

Authority	No. of sites	No. of boxes
<a href="#">Medway Council</a>	4	4
<a href="#">Hertfordshire County Council</a>	2	2
<a href="#">Newcastle City Council</a>	1	2
<a href="#">Bradford City Council</a>	2	2
<a href="#">South Gloucestershire Council</a>	3	12
<a href="#">Gloucestershire County Council</a>	2	2
<a href="#">Devon County Council<sup>2</sup></a>	2	4
<a href="#">Bath and North East Somerset Council</a>	1	1
<a href="#">Oldham Council</a>	6	7
<a href="#">Manchester City Council</a>	5	5
<a href="#">Liverpool City Council</a>	3	4
<a href="#">Buckinghamshire Council</a>	2	2
<a href="#">Central Bedfordshire Council</a>	1	1
<a href="#">Hampshire County Council</a>	2	2
<a href="#">Kent County Council</a>	1	2
<a href="#">Oxfordshire County Council</a>	2	5
<a href="#">Reading Borough Council</a>	15	17
<a href="#">Surrey County Council</a>	1	2
<a href="#">Trafford Council<sup>2</sup></a>	2	7
<a href="#">Leeds City Council</a>	2	2
<a href="#">Wokingham Borough Council</a>	1	1
<a href="#">Walsall Council</a>	2	3
<a href="#">Salford City Council</a>	4	4
<a href="#">Herefordshire Council</a>	8	8
<a href="#">Sheffield City Council</a>	3	3
<a href="#">North Northamptonshire Council</a>	4	4
<a href="#">Leicester City Council</a>	3	3
<b>Total: 27</b>	<b>84</b>	<b>111</b>

<sup>1</sup> Assessments are approximate, predominately based on Google satellite and Street View images and may not be accurate if recent changes have been made.

Boxes that are unnecessarily large do not include boxes in non-permitted locations

"Do not comply with DfT guidance" includes in regards to driver visibility to the box and/or end of the box, non-permitted locations or they cover the far side of a T-junction.

'Problematic' boxes include those where part of the box does not cover a cross movement, close proximity to traffic signals and/or visibility issues for drivers. Although boxes with faded lines are also problematic, this figure does not include those that only have this issue as it is assumed they will be refreshed in due course.

<sup>2</sup> Unclear number of boxes from consultation, figure is an estimation.

<sup>3</sup> <https://foi.cardiff.gov.uk/ENG/FOI/Forms/Display.aspx?RootFolder=%2fENG%2fFOI%2fFOI17584&FolderCTID=0x012000CB97373DFC1B224489AB0DE0A5C4B461>