

AUTHORISATION OF YELLOW BOX JUNCTIONS

There is a difference between new or replacement markings (Category 1) where the geometry makes it impracticable to conform to TSRGD, and Category 2, where an existing marking is non-compliant, for good or not so good reasons, but the traffic authority wants to retain it and enforce it.

Category 1 markings will be expected to be designed as far as practicable in accordance with the Regulations and with Chapter 5 of the Traffic Signs Manual. Grid sizes will be either 2000 or 2500mm, grid lines will intersect at right-angles and each principal diagonal will intersect at least one corner of the box. Where the geometry of the junction requires more than four sides, this will normally be authorised. The maximum obliqueness of the box (specified in the Regulations as 60 - 120 degrees) should normally be respected, although we would consider designs outside these limits if it seemed genuinely unavoidable. There's no point in setting some arbitrary limit on what we would be prepared to consider (the existing limit is already arbitrary); each case would have to be assessed on its merits.

We won't normally be prepared to authorise boxes whose length exceeds the maxima set out in diagrams 1043 and 1044. Boxes should not intrude into side roads, and should be no bigger than is strictly necessary to protect the junction; their purpose is to prevent obstruction of the junction space, not parts of the approaches or exits.

Cut-outs won't normally exceed the 10% prescribed, but where the geometry makes this unavoidable the gap (which is left open in the prescribed version) should be closed, making an extra, usually curved, "side" to the box. Note that this can cause difficulties if double yellow lines are used around the junction; either the boundary will be marked over the lines, or it will need to be placed outside them, resulting in a very wide band of yellow paint adjacent to the kerbs. If you find that the closed arrangement is impracticable at corners where double yellow lines are used, we would be willing to consider the possibility of leaving the gap open.

Category 2 markings; we have to be pragmatic with these, if only because of the practical difficulties in removing existing markings, and the traffic disruption likely to be caused by the work.

Note: authorising substandard designs creates a dilemma when the road is eventually resurfaced; if it's not possible then to replace the old authorised marking with a prescribed version, do you simply replace with the old unsatisfactory version or re-apply for a new authorisation?

We will usually authorise existing markings that exhibit the above Category 1 sorts of departures, and in addition the following:

Principal diagonals not intersecting corners;

Grid sizes varying from the standard dimensions by not more than the tolerances permitted in regulation 12 (Table 2);

Grid lines intersecting at angles not at 90 degrees, but not exceeding 75 degrees (otherwise they look like the level crossing marking, which is based on a 60 degree intersection angle);

Boundary line included angles; the Regulations stipulate a 60 degree min, 120 degree max; as for new designs (above) we would have to look at these on their merits. If extreme angles are a direct and unavoidable consequence of the road geometry we're much more likely to authorise them.

Boxes that extend a short distance into an approach road; it is not possible to give a precise dimension, but we would be reluctant to sanction anything more than a couple of metres; they're not preventing blocking of the junction and drivers should not be penalised for stopping in this area.

TRAFFIC MANAGEMENT DIVISION

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