

# VISIBILITY SPLAYS

Drivers must be given sufficient reaction time to assess potential hazards and react accordingly.

Vehicles emerging from junctions and accesses must have unobstructed visibility in order that they can enter the public highway safely.

## STOPPING SIGHT DISTANCES

Unobstructed visibility should be provided for a distance dependent upon the approaching vehicle's speed, deceleration rate and the driver's perception and reaction time.

The table below indicates the suggested **MINIMUM** stopping distances for various approach speeds:

10mph	15mph	20mph	25mph	30mph	35mph	40mph	45mph	50mph	60mph
11m	17m	25m	33m	43m	53m	79m	95m	113m	151m

*(All distances provided in accordance with the recommendations of Manual For Streets 2.)*

Other factors influence driver behaviour and the speed of vehicles on the highway, such as carriageway width, gradient, street lighting, etc. These factors must all be considered once the initial stopping distance has been determined. **CONTEXT IS CRUCIAL.**

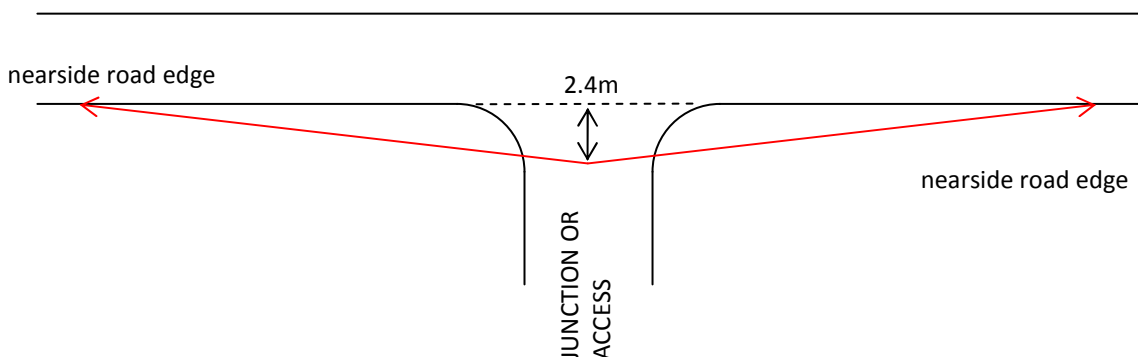
## OBSTRUCTIONS TO VISIBILITY

Within the identified visibility envelope nothing should be placed or retained that might cause an obstruction to the sight lines at the driver's eye level. The potential impact of obstacles, such as trees or street lighting columns, etc, should be fully assessed.

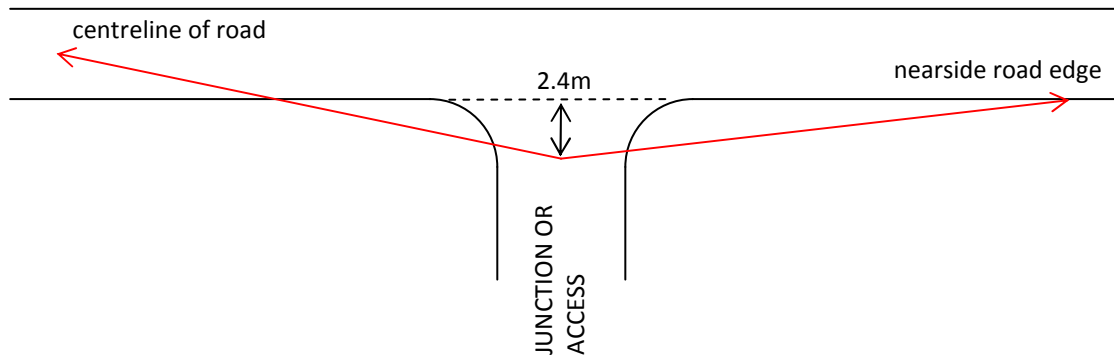
## VISIBILITY AT JUNCTIONS AND ACCESSES ONTO THE PUBLIC HIGHWAY

The driver position is measured from the nearside carriageway edge into the centreline of the minor arm of the junction or access.

The Stopping Sight Distance is then provided as shown below:

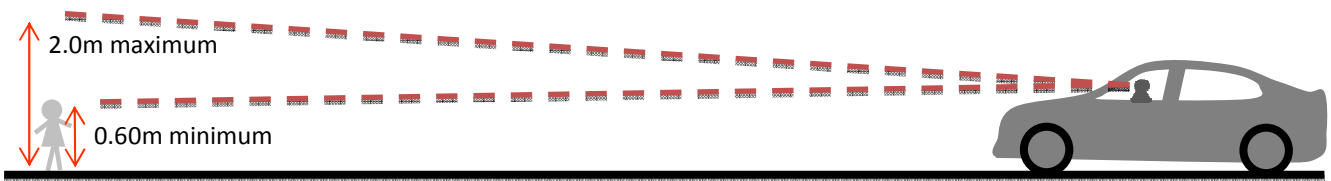


If approaching vehicles from the left are unlikely to be carrying out an overtaking manoeuvre, then the sight line in this direction can be adjusted:



## DRIVER'S EYE LEVEL

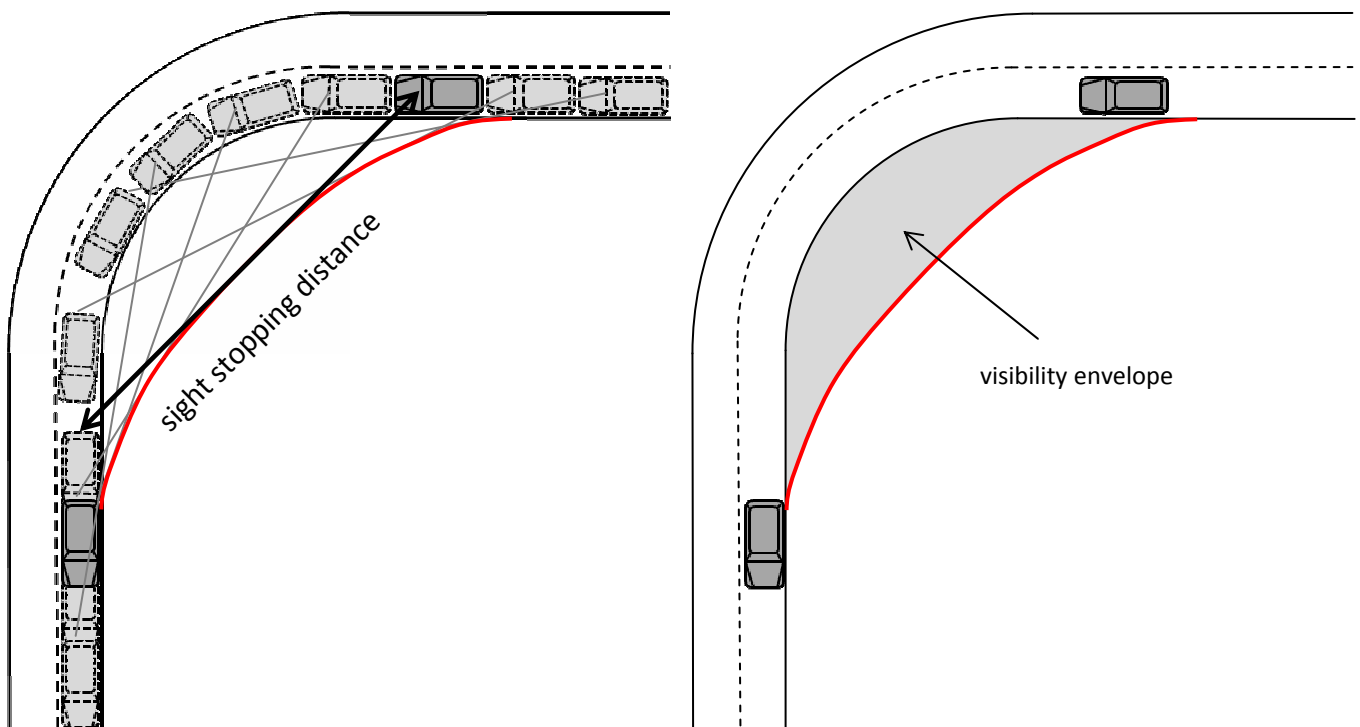
Drivers need to be able to see obstructions from 2.0m high down to a point 0.6m above the level of the carriageway:



## FORWARD VISIBILITY

On bends it is often necessary to ensure that forward visibility is provided to allow a driver to stop safely if there is an obstruction in the road ahead (although in some situations the opposite may be true in order to reduce vehicle speeds around the bend).

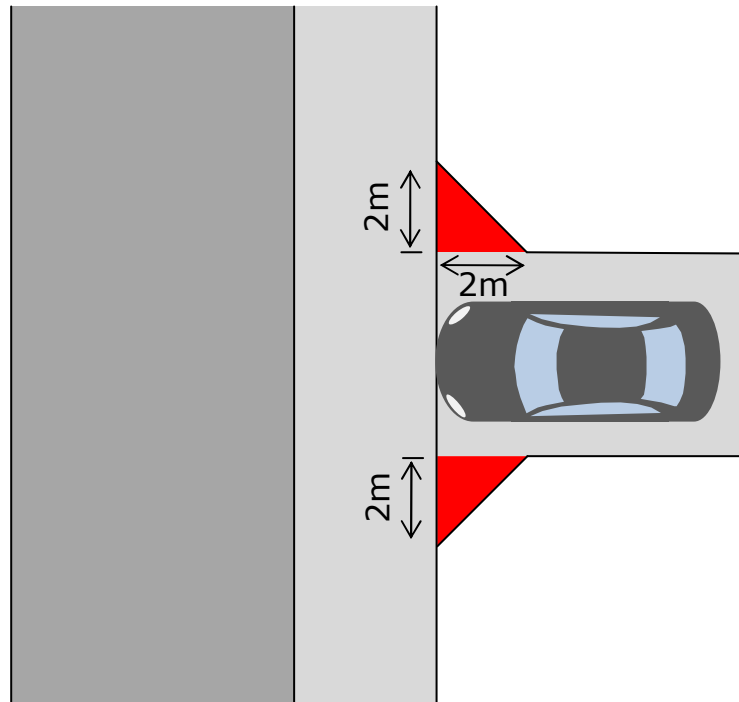
The minimum forward visibility required is equal to the identified Stopping Sight Distance. It is checked by measuring between points on a curve along the centreline of the inner traffic lane:



## FOOTWAY VISIBILITY SPLAYS

Drivers emerging from accesses onto the back edge of footways have to take into account pedestrians on the footway. Visibility splays are not generally needed as this will encourage drivers to emerge with caution.

However, in some circumstances it may be necessary to provide footway visibility splays. Narrow footways, the frequency of movement from the access and the amount of pedestrian activity must all be taken into account. In such circumstances, clear sight lines must be available at a level of 0.6m above the adjacent carriageway level, as shown below:



## MANUAL FOR STREETS AND MANUAL FOR STREETS 2

This information sheet has been produced using the guidance provided by both Manual for Streets (MfS) and Manual for Streets 2 (MfS2).

MfS may be downloaded and /or purchased from the following website:

<http://www.communities.gov.uk/publications/planningandbuilding/manualforstreets>

MfS2 may be purchased from the following website:

<http://www.ciht.org.uk/en/publications/index.cfm/manual-for-streets-2--wider-application-of-the-principles-2010>