16. Forward Visibility

Standards

16.1 The requirements for forward visibility for each type of road classification are set out in Sections 14 and 15.

Measurement

16.2 To enable drivers to see a potential hazard in time to slow down or stop comfortably it is necessary to consider the driver's line of vision, in both the horizontal and vertical planes, and the stopping distance of the vehicle.

Driver's Eye Level

16.3 The eye level of a driver can vary from 1.05m above the carriageway in a standard car to approximately 2.0m in commercial vehicles. To enable drivers to see each other across summits, across bends and at junctions, unobstructed visibility will be required at least between these heights above the carriageway.

Target Height

16.4 For drivers to see and be seen by pedestrians, particularly children and wheelchair users, unobstructed visibility will be required to a point closer to the ground. As there is a high likelihood of children in residential areas this lower limit should be set at 260mm.

Obstructions to Visibility

16.5 The most obvious obstructions to visibility are summits, adjacent buildings, walls, dense trees, and parked cars. It is important that any planting regime is determined taking account of the impact of future growth on visibility. Generally the aim should be to ensure good visibility without the need for future maintenance.

Stopping Sight Distance

16.6 The horizontal distance over which unobstructed visibility should be maintained will depend on the stopping distance of the vehicles. This in turn will depend upon vehicle speeds, deceleration rates and drivers reaction times. The requirements for each type of road are given in Sections 14 and 15.

However as general guidance the table below outlines stopping distances for various traffic speeds:

Table 16.1 - Stopping Sight Distance

Speed	0	5	10	15	20	25	30	Mph
	0	8	16	24	32	40	48	Km/h
Stopping Distance	0	6	14	23	33	45	60	M