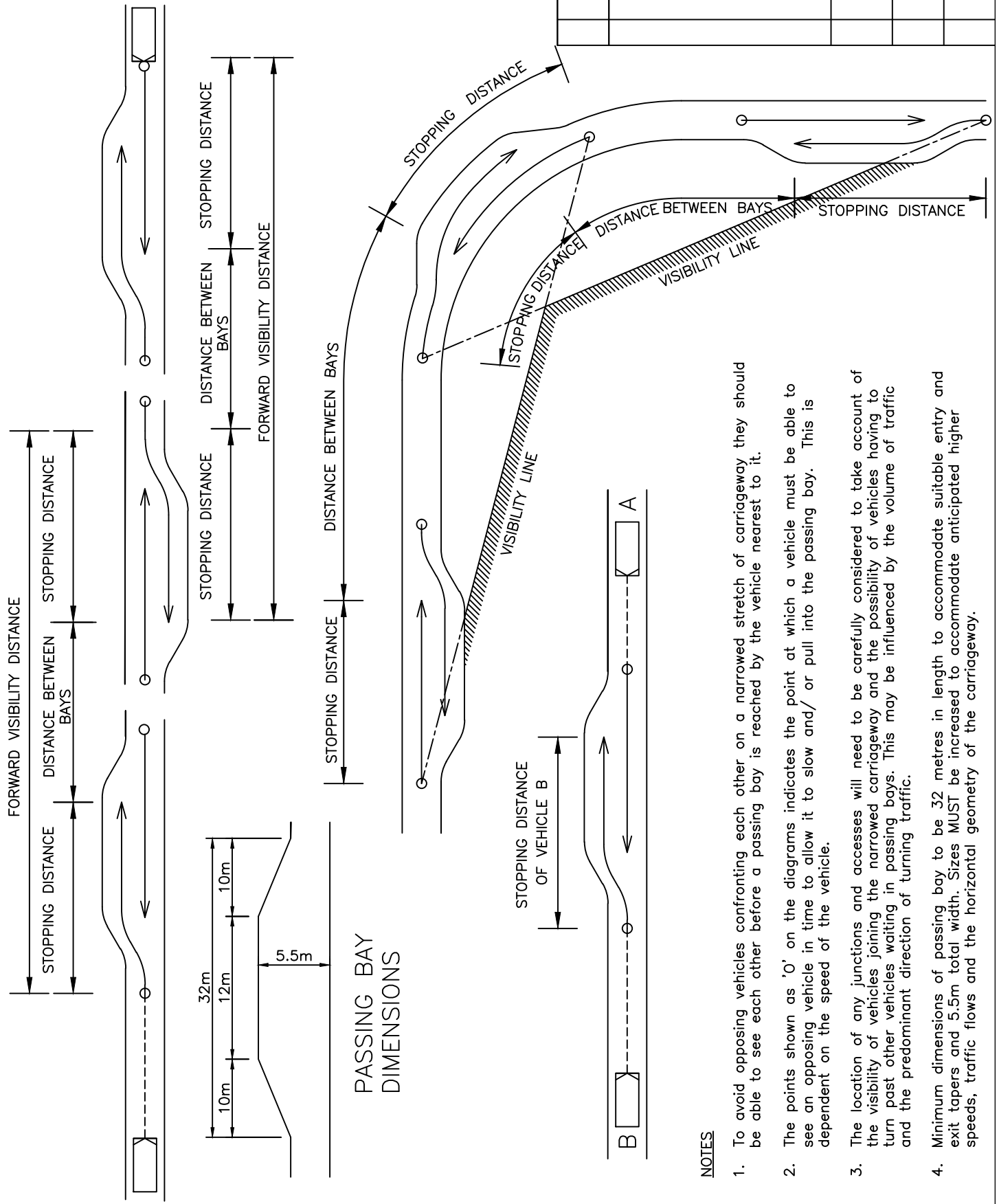


Rev.	Amendments	Date	Made By	Chk'd By



- NOTES**
1. To avoid opposing vehicles confronting each other on a narrowed stretch of carriageway they should be able to see each other before a passing bay is reached by the vehicle nearest to it.
 2. The points shown as 'O' on the diagrams indicates the point at which a vehicle must be able to see an opposing vehicle in time to allow it to slow and/or pull into the passing bay. This is dependent on the speed of the vehicle.
 3. The location of any junctions and accesses will need to be carefully considered to take account of the visibility of vehicles joining the narrowed carriageway and the possibility of vehicles having to turn past other vehicles waiting in passing bays. This may be influenced by the volume of traffic and the predominant direction of turning traffic.
 4. Minimum dimensions of passing bay to be 32 metres in length to accommodate suitable entry and exit tapers and 5.5m total width. Sizes MUST be increased to accommodate anticipated higher speeds, traffic flows and the horizontal geometry of the carriageway.

ARRANGEMENT OF PASSING BAYS ON ROADS AND LANES WITH CARRIAGEWAY WIDTH LESS THAN 5.5 METRES

COMMON STANDARDS FOR WALES HIGHWAY DESIGN GUIDE

Drawn	MT
Checked	SZ
Date	Feb '20
Scale	N.T.S.
Drg. No.	107
Rev.	