

SPEED PROJECT , CHINA

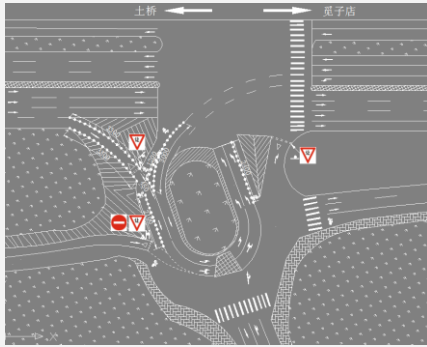


Date started: 2009 Date finished: Ongoing

Partners: Road Safety Research Center (RSRC) of Research Institute of Highway (RIOH), Ministry of Transport, GRSP and local authorities in Beijing province

Cost/time/resources: XX USD (GRSI)

Main result so far: Speed management measures prepared and being implemented



More than 15 percent of the people dying on the roads in China relate to speeding, and speeding is a direct cause in most crashes. In 2008/2009 GRSP carried out a speed base line survey to get a better understanding of speed-related issues on different types of roads in 2 different provinces in China. The collected speed data showed large differences between the set limit and average speed for certain sections. From a set of interviews it was learnt that nearly all pedestrians and bicycles thought it was necessary to control the speed, in particular through towns. The outcome was used in a new Chinese speed limit guideline and to prepare the implementation (phase II) of this speed management project in China.

Summary project sheet.

Objectives and scope

Following on from the base line survey, a pilot road section of the G103 national highway connecting Beijing with Tianjin has been selected. The pilot section chosen "Tongzhou" is about 25 km long starting at Tuqiao and ends at Mizidian

Activities

In preparing for the phase II of the speed management project a set of tasks has been identified:

- Scheme design
- Baseline data survey
- Intervention countermeasures
- Post evaluation

The G103 in Tongzhou has in general high average speed, complicated road environment with different functions and geometries, and only sometimes dividing traffic and vulnerable road users. The arterial highway has a number of intersections and crossings. The crash history is poor.

Following a site visit including an audit survey, it was decided to improve two intersections and two non signalised controlled cross walks. Crash pattern and the geometry was analysed at site in detail and countermeasures was chosen to target the crash risk factors.

Conclusion and main lessons learnt

The countermeasures decided for the two intersections is a mix of treatments to separate traffic, installing signs (speed, yield and no enter) and highlight and introduce new road markings. Cross walks and stop lines will be moved to improve both safety and the traffic flow.

For the two non signalized crossings, the main focus has been on slowing down the speed from the through going arterial road. This is suggested done by speed limit signs and pavement markings, rumble (or illusion) stripes and painting speed reducing chevron markings and finally install reflective pavement markers to increase presence at nighttime.

Next step of the speed management project is the implementation, and post data collection and evaluation.