

# SPEED PROJECT , CHINA

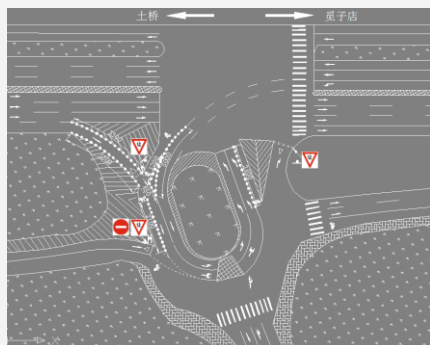


**Date started: 2008 Date finished: Ongoing**

**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:** 230,000 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. Together with the RSRC, GRSP carried out speed base line survey during 2008 on different types of roads in China. Six road sections were selected for the survey: four in Beijing and two in Guangxi. 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 Class I highway has been selected for improvement. The G103 is located in Tongzhou district connecting Beijing with Tianjin. The pilot section chosen 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 including: design, pre-intervention survey, constructions, post intervention survey and an outcome 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.

### **Interventions**

Crash pattern and the geometry was analysed at site in detail and countermeasures was chosen to target the crash risk factors, which include:

- The speed limit (80km/hour) will be posted on the ground at the pilot road section;
- Speed zones will be made more informative and visible with colour pavement at the entries; speed limit (60km/hour) will be posted both at roadside and on the ground and visual markings and speed strips along the road.

It was furthermore decided to improve two high risk intersections and two non signalised controlled cross walks. 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 night time.

Next step of the speed management project is to conduct the constructions, and carry out additional surveys before and after the construction for the outcome evaluation.