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**Specification for the installation of urban road traffic
information monitoring and display equipment**

城市道路交通信息监测和显示设备设置规范

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Table of Contents

2	Normative references
4	Classification
5	Setting General Rules
6	Installation of Road Traffic Information Monitoring Equipment
6.1	Traffic monitoring equipment
6.1.1	Expressway
6.1.2	General Roads
6.1.3	Special points and segments
6.2	Traffic Flow Information Collection Equipment
6.2.1	Expressway
6.2.2	General Roads
6.3	Meteorological and Environmental Monitoring Equipment
6.4	Traffic Incident Detection Equipment
6.4.1	Expressway
6.4.2	Special Points and Segments
6.5	Vehicle monitoring equipment
6.5.1	Expressway
6.5.2	Special Points and Segments
7	Installation of Road Traffic Information Display Equipment
7.1	Traffic Condition Display Equipment
7.2	Access guidance display device
7.3	Parking guidance display equipment
8	Setup Method
8.2	Survey
8.3	Site Survey

Foreword

This document complies with the provisions of GB/T 1.1-2020 "Standardization Work Guidelines Part

1. Structure and Drafting Rules of Standardization Documents". Drafting. Please note that some content in this document may involve patents. The issuing organization of this

document assumes no responsibility for identifying patents. This document was proposed by the Ministry of Public Security of the People's Republic of China. This document is under the jurisdiction of the National Technical Committee on Standardization of Road Traffic Management (SAC/TC576). This document was drafted by: Road Traffic Safety Research Center of the Ministry of Public Security, Wuxi Huatong Intelligent Transportation Technology Development Co., Ltd., and China Urban... Planning and Design Institute, China Municipal Engineering North China Design and Research Institute Co., Ltd., China Merchants Chongqing Transportation Research and Design Institute Co., Ltd. Tongji University Architectural Design & Research Institute (Group) Co., Ltd., Hainan Provincial Public Security Department, Fujian Provincial Public Security Department Traffic Management Corps, Hefei Municipal Public Security Bureau. The main drafters of this document are. Qiu Hongtong, Feng Chunfang, Zhu Zibo, Dong Kaifan, Zhang Keng, Wang Ming, Han Long, Zhao Yangyang, Wang Xiaodong, and Meng Zhaohui. Wu Sufeng, Zhou Jian, Zhou Xiansheng, Yin Chengsheng, Shi Jun. Urban road traffic information monitoring and display equipment Setting Specifications

1.Scope This document classifies urban road traffic information monitoring and display equipment, specifies general rules, requirements, and methods for its installation, and describes its features. The verification method is described. This document applies to the planning, design, and construction of urban road traffic information monitoring and display equipment.

Note. Road traffic information monitoring and display equipment is a general term for both road traffic information monitoring equipment and road traffic information display equipment.

2 Normative references

This document has no normative references.

4 Classification

4.1 Road traffic information monitoring equipment Road traffic information monitoring equipment is classified according to function into traffic surveillance equipment, traffic flow information collection equipment, meteorological environment monitoring equipment, and traffic... Five categories. event detection equipment, vehicle monitoring equipment, etc.

- a) Traffic monitoring equipment refers to devices that automatically monitor and record road traffic conditions, such as video surveillance cameras;
- b) Traffic flow information collection equipment refers to equipment that automatically monitors and records traffic flow parameters such as vehicle volume, average vehicle speed, and occupancy rate, such as ring road systems. Loop vehicle detectors, geomagnetic traffic flow detectors, microwave traffic flow detectors, video traffic flow

detectors, etc.;

c) Meteorological and environmental monitoring equipment, referring to equipment that automatically monitors and records visibility, wind direction, wind speed, temperature, relative humidity, precipitation, and road conditions on roads. Equipment for monitoring environmental parameters such as surface conditions, including visibility monitoring equipment, road icing monitoring equipment, and water accumulation monitoring equipment;

d) Traffic incident detection equipment refers to equipment that automatically monitors and records traffic incidents such as congestion, accidents, and spillage on roads. Equipment, such as video traffic incident detectors;

e) Vehicle monitoring equipment refers to devices that automatically monitor and record information about vehicles passing through monitoring points, such as intelligent road vehicle monitoring and recording systems. equipment.

4.2 Road traffic information display equipment Road traffic information display equipment is categorized by its displayed content into traffic condition display equipment, traffic prompt display equipment, and parking guidance display equipment. Class 3.

a) Traffic condition display equipment, mainly displaying information such as road conditions and traffic incidents;

b) Traffic information display equipment, which mainly displays current traffic rules and warning information for road sections;

c) Parking guidance display equipment, which mainly displays information such as the parking lot name, location, and number of remaining parking spaces.

5 Setting General Rules

5.1 The installation of road traffic information monitoring and display equipment shall adhere to the principles of legality, science, rationality, standardization, and environmental protection.

5.2 Applicable equipment should be selected reasonably based on the road function type, road conditions, traffic conditions, etc.

5.3 New, renovated, or expanded road facilities should be designed and constructed in a coordinated manner with the main project.

5.4 The location should be selected where there is sufficient power and network operation guarantee, and a certain degree of redundancy should be provided.

5.5 Areas with high fills, excavations, and concentrated pipelines should be avoided.

5.6 Efforts should be made to avoid affecting road traffic safety, residents' daily lives and

travel, or damaging public facilities.

5.7 It should be coordinated with traffic signal control equipment, traffic signs, traffic markings, etc.

5.8 When multiple types of equipment are installed in the same location, they should be installed in a compact manner using a shared pole method.

5.9 Road traffic information display equipment should be installed in a location that is unobstructed, has a good field of vision, and is easy to read.

5.10 Equipment of the same type and location set up by other departments such as transportation and urban management should be fully shared to avoid duplication.

5.11 When collecting multiple types of traffic information at the same location, it is advisable to use multifunctional equipment.

5.12 Under safe, reliable, mature and stable conditions, new technologies and equipment should be adopted.

6.1.1 Expressway

6.1.1.1 One monitoring station should be set up at each entrance/exit ramp where vehicles enter or exit the main line, with the monitoring range covering the entire acceleration and deceleration lanes and adjacent lanes. Lane.

6.1.1.2 One monitoring station should be set up at each merging and diverging point of the main line at the interchange, with the monitoring range covering the entire acceleration and deceleration lanes and adjacent lanes. Lane.

6.1.1.3 At appropriate locations before and after entering (exiting) the tunnel entrance, a monitoring station should be set up to cover the road area before and after the tunnel entrance.

6.1.1.4 The spacing between road sections inside the tunnel should not exceed 150m, and should be able to continuously monitor the vehicle operation inside the tunnel throughout the entire process.

6.1.1.5 One monitoring station should be set up for bridges, and one station should be set up at each end for extra-large bridges. The monitoring range should be continuously covered for the bridge deck and road sections.

6.1.1.6 It is advisable to set up one monitoring station every 1000m to 2000m along the main line section, which should be able to continuously monitor the vehicle operation status of the main line section throughout the entire process.

6.1.2 General Roads