EFFECTS AND ACCEPTANCE OF ENFORCEMENT.

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Objective: adaptation to existing speed limits.
Based on major level of violations.
Methodology: enforcement and communication.
Evaluation was crucial.
Reduce traffic casualties by 25% overall in 2010.
SPEED DEVELOPMENTS.

- Monitoring of average speed.
- A clear decrease of average speed and V85 (lorries).
- Better traffic flow.
- Less congestion (ca 40% reduction).
EFFECTS ON SAFETY.

- No data available.
- Global comparison of total numbers of accidents considered.
- Compared to the three previous years indication of decrease during CASE.
OVERALL RESULT.

- Reduction of speed violations.
- Decrease of average speed under normal conditions
- Increase of average speed during congestion hours.
- Decrease of congestion.
- Positive impact on environment.
SECOND STEP, CONTINUATION AND EXPANSION OF CASE.

- Overall policy was set, based on three corner stones:
  - Traffic safety.
  - Environment.
  - Energy.
- Objective: in 2000 max 10% violators.
EFFECTS

- Accidents: decrease 10%.
- Speed violations ca 10%.
- Impacts on environment.
IMPACT ON THE ENVIRONMENT (DUTCH PILOT)

Decrease in Kilogrammes

- Carbon monoxide: 6400000
- Nitrogen oxide: 220000
- Carbon dioxide: 820000
- Hydrocarbon: 4000
- Sulphur dioxide: 2200000
- Particles: 820000
THIRD STEP, THE A-2 TRAJECTORY CONTROL SYSTEM

- Basic features:
  - trajectory in stead of points.
  - Fully automated image processing.
  - Fully automated fine processing.
OBJECTIVES OF THE A-2 SYSTEM.

- Improve road safety.
- Improve traffic flow.
- Automate the enforcement process.
DIFFERENCES WITH EXISTING SYSTEMS.

- Fully automated.
- Measuring average speed.
- Vehicle classification
- Short throughput time
- Commercialised image technology.
- Fully unmanned.
FIRST FINDINGS AND CONCLUSIONS:

- Object recognition: 99.7%
- License plate: < 70%
- Max percentage violations dropped from 6% (CASE) < 1%.
- Average speed from 72 mph to 66 mph.
- >80% processed automatically.
- Deviation speed accuracy < 1%
- Throughput time reduced to 7 - 10 days.
- Workload operators reduced drastically.
Questionnaires to motorists.

High acceptance rate because:
- clear communication.
- Structured approach = comfort.
- Trajectory control = fair mechanism.

Appreciation of traffic calming effect.

Privacy issues:
- not regarded as a problem by 70 %.
THE FUTURE.

- Expansion CASE (already 100 km)
- Implementing Randstad 100.
- Implementing trajectory control.
- VERA/DImES to standardise digital imaging enforcement and European harmonisation on legal aspects and cross border enforcement.