

Speed camera, the Nordic approach Summary (Arild Ragnøy 15/5 2012)

Automatic Section Speed Control (ASSC) or section speed enforcement cameras is the use of two linked speed cameras to measure average driving speed between two cameras, based on driving time used divided by the distance. ASSC has been tested on three stretches in Norway in 2009-2011.

ASSC appears to be an effective and powerful means of achieving a significant reduction in driving speeds on sections of road where the speed is initially higher than the speed limit. The size of the reduction is dependent on the driving speed before the implementation of ASSC.

Compared with conventional ASC consisting of two camera boxes at a distance of around 10 km from each other, calculations show that average speed cameras are significantly more effective, with a reduction of the driving speed and an associated reduction in injury costs that is up to three times as great.

At Bakkevann on the E18 the average hourly speed is reduced by 2.7 km/h, from 76.7 km before ASSC to 74.0 km/h ten weeks after ASSC was established. This reduction remains stable 25 weeks after the installation.

At Dovreskogen on the E6 the average speeds reduced from 89.4 km/h before ASSC to 80.6 km/h after the installation. This is a reduction of 8.8 km/h. The percentage of motorists who drive faster than the speed limit of 80 km/h declined from 90.5% to 52.7%. The corresponding percentages that drive faster than 90 km/h are 42.3% and 9.4%, respectively.

At Langodden on Rv3, where the speed was 88.5 km/h in before ASSC, the average speed was reduced by 10.2 km/h. The reduction at points A and B is greater than for the section as a whole. At point A there is a reduction of 14.1 km/h, from 89.0 km/h to 74.9 km/h. The greatest reduction of 18.0 km/h is at point B, from 90 km/h to 72.0 km/h.