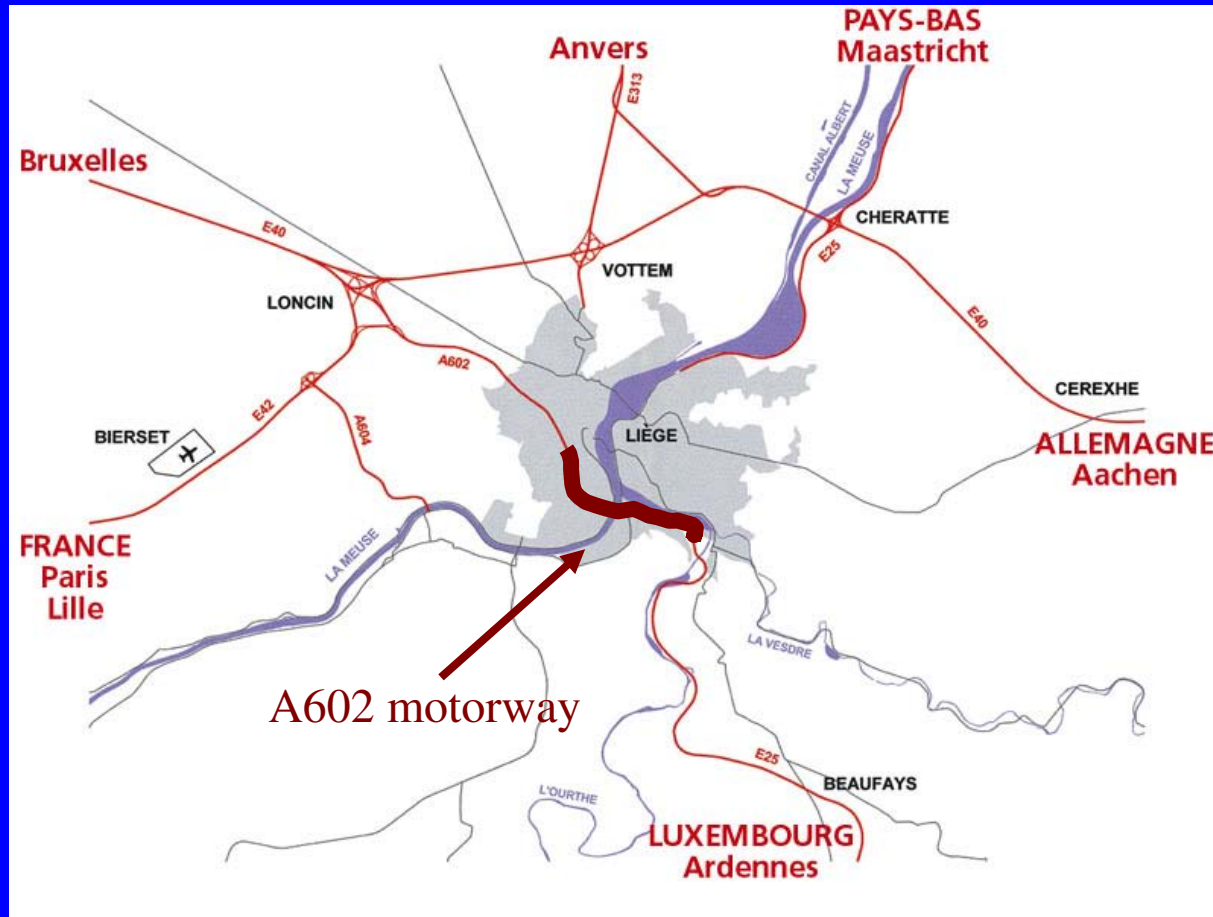


# **Average speed control on the A602 motorway in Liege**

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# A602 motorway (E25) in Liege



## A602 motorway (E25) in Liege



urban motorway with

-very dense traffic :  
70.000 vehicles / a day

-limited capacity :  
2 X 2 lanes – no emergency lane

- close interchanges

- tunnel of 1.600m and other  
works of art



# A602 motorway (E25) in Liege

- local control centre «Tilleuls »  
connected to PEREX, the Walloon traffic centre
- 200 cameras ; automatic incident detection
- variable message signs  
for information, lane regulation and diversions



# A602 motorway (E25) in Liege

## Speed limitation

80 km/h – 60 km/h for trucks (> 7,5 T)

50 km/h for all  
in case of accident, congested traffic

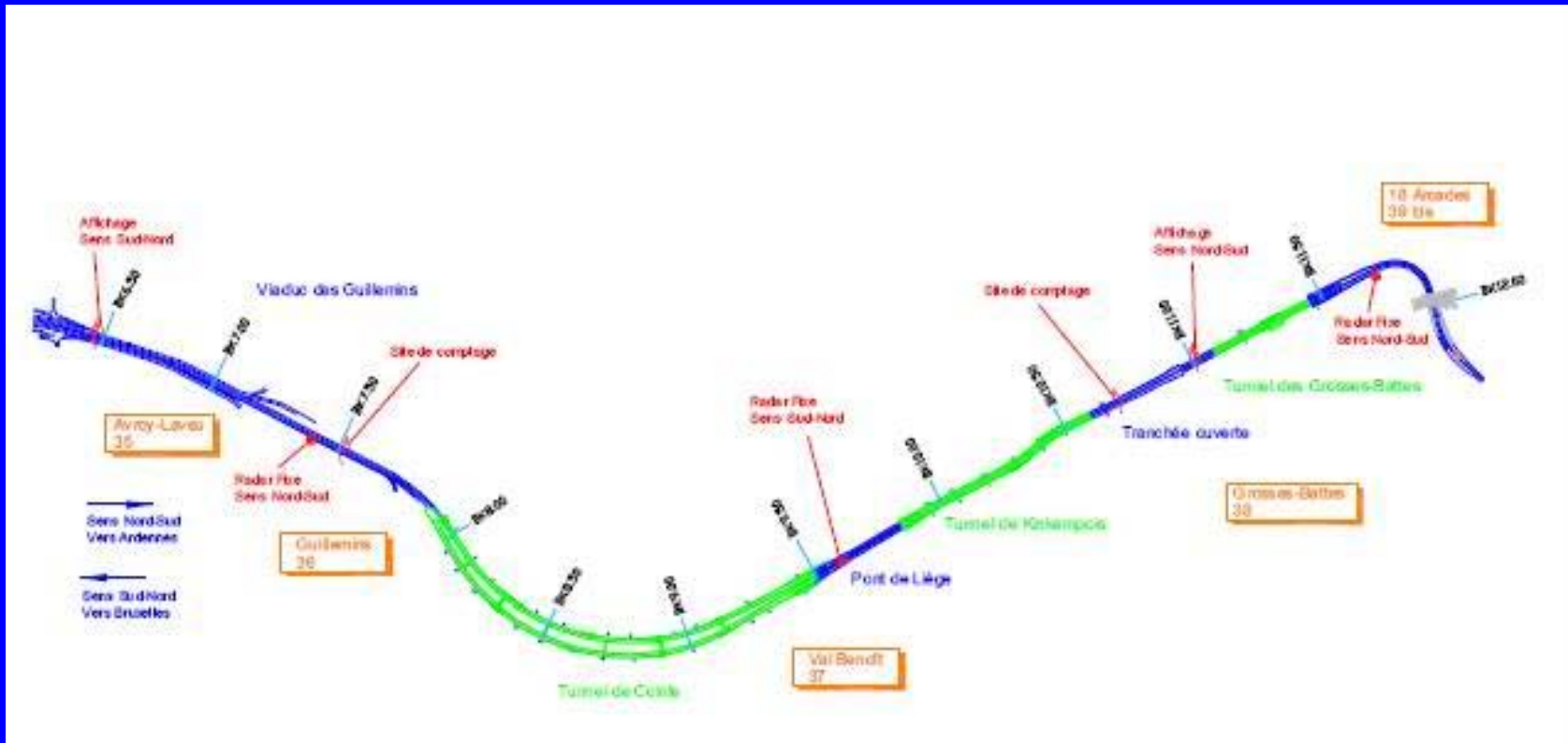


Goal :

- to avoid accidents
- to harmonize the traffic flow



# A602 motorway (E25) in Liege



- Works of art
- Fixed radars
- Counting sites

# Average speed control : why ?

Problems :

- increase of average speed over the months
- registration of very high speeds during the night or the week-end
- drivers know the points of control and tend to accelerate after having passed by



ITS application for

- better and continuous obedience of speed limits
- elimination of excessive speeds



# Average speed control : how ?

2 counting sites in each direction

equipped with :

- loops
- cameras
- flashes
- laser beam (->type of vehicle)

3 km distant



EasyWay



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## Average speed control : how ?

- Picture of each vehicle (back and front)
  - Comparison between the 2 sites (coordination of the measures)
  - Calculation of the time needed to cover the distance
  - Identification of the type of vehicle (laser beam)
- => Determination of the average speed for every plate

# Average speed control : how ?

Display of the number plate  
of drivers above the speed limit  
on a dedicated VMS  
300m after the 2nd counting site



# Average speed control : first results



Percentage of drivers trespassing the speed limit

# Average speed control : first results

Positive effect :  
marked decrease of average speed

Limited investment :  
use of existing equipment

Need to consolidate :  
prevention to repression

