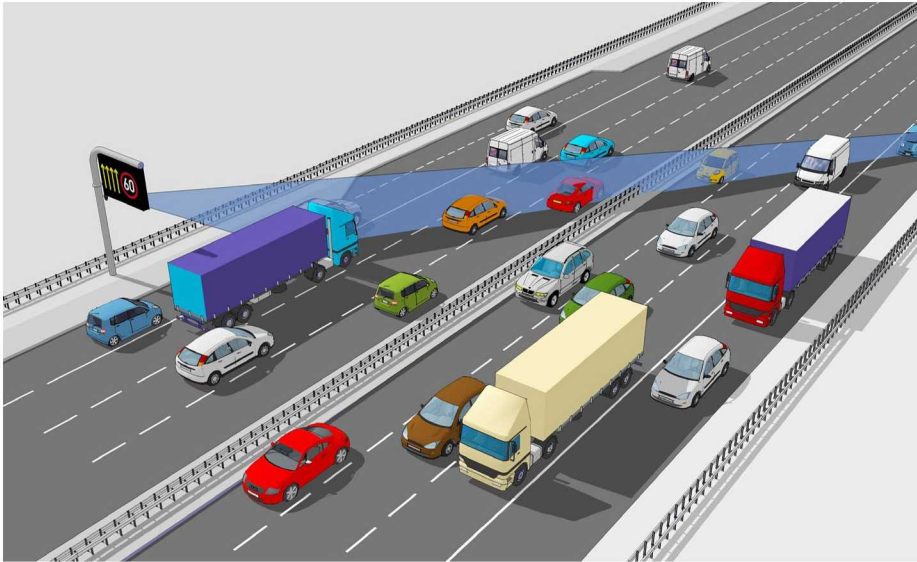


Product profile

The future of highways monitoring

When watching the traffic is a close call



The 343 Highways Monitoring Radar can be mounted close to the carriageway to provide information for up to ten lanes of traffic

Traffic engineers across the world are tackling universal questions: how densely occupied are their roads? How fast can the vehicles travel safely? If vehicles are queuing, how can they allow the traffic to flow better? Intelligent Traffic Systems (ITS) address these issues, providing data on congestion, lane occupancy, speed, and facilitating the variable speed limits used on smart motorways.

But with road authorities increasingly insisting on loop-free detection, above-ground traffic monitoring solutions must be capable of being deployed in a range of settings.

The layout of the highway influences the effectiveness of above-ground traffic monitoring solutions, as Ian Hind, commercial director for leading ITS solutions provider AGD Systems, explains. “Most radars must be mounted between 5m and 8m from the carriageway, and – particularly on roads where the edge of the highway is close to the built environment – there isn’t always that amount of space available.” It was this challenge, coupled with the knowledge that loop-based detection will soon be redundant, that influenced the development of AGD’s newest product, the 343 highways monitoring radar.

“AGD radars are deployed the world over for enforcement on smart motorways and other highways. It was a natural progression from there to develop a radar that monitors traffic flow. The 343 is a highly flexible solution that can be used almost anywhere for better-informed decision-making, safer, highly optimised traffic flows, and more efficient transport networks.

It combines well with our enforcement solutions to offer a full product suite for UK smart motorways and international highways.”

safer, greener, more efficient

Location, location

The 343 can be mounted as close as 2m from inner edge of the inside lane and will still provide information for the lane immediately below the radar, as well as the lane on the farthest point of the carriageway.

Continues Ian Hind: “We developed the 343 in response to feedback from the UK and around the world that there is a need to locate traffic monitoring radar close to the carriageway. In order to create the solution, we worked with a design partner to develop a bespoke antenna. The 343 is angled at 30o, but it can also monitor up to ten lanes of traffic, looking across both carriageways to detect vehicles travel in approaching and receding directions.”

Increasingly, road network operators are drawn to non-intrusive detection systems to gather information from the highway because they are easy to install and maintain without the need for lane closures or cutting into the road surface. This lack of disruption reduces operational costs and ensures the free running of busy highways.

Radar technology has been proven over many decades to be extremely reliable when compared to loop detection systems. Enforcement-grade radar technology has very high longevity of operation and performance, which means lower lifetime costs and near 100% up-time.

The 343’s sophisticated communications platform is easy to integrate with existing infrastructure, as well as easily adapting to valuable upgrades to data reporting and system infrastructure with minimal cost and risk.

“Our solutions are ultra-easy to set up, and their proven detection and measurement algorithms are widely deployed on international highways for speed enforcement. As well as being able to detect very near targets, the 343 can still monitor up to ten lanes at speeds up to 250kph. This large scope makes it suitable for nearly all deployment scenarios. We’ve already had significant worldwide interest in the 343 and have several trial units in operation,” concludes Ian Hind.



The AGD 343 Highways Monitoring Radar

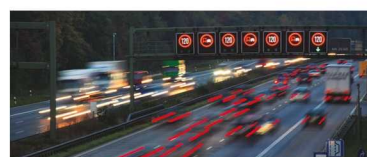
Traffic & Pedestrian Control



Highways



Enforcement



Tunnel & Track

