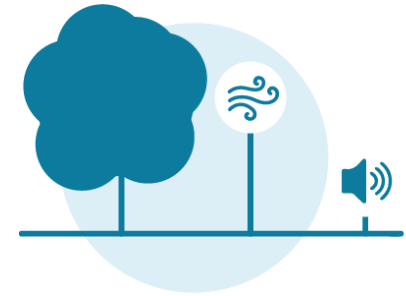
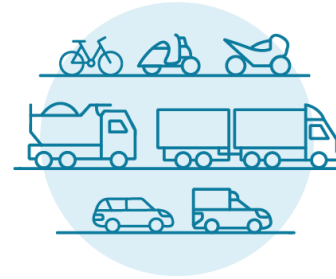
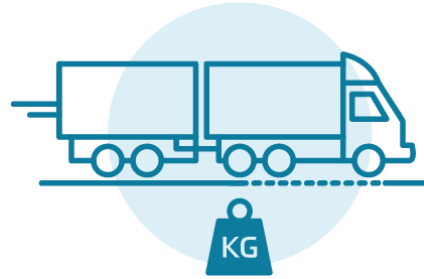


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# INTRODUCTION



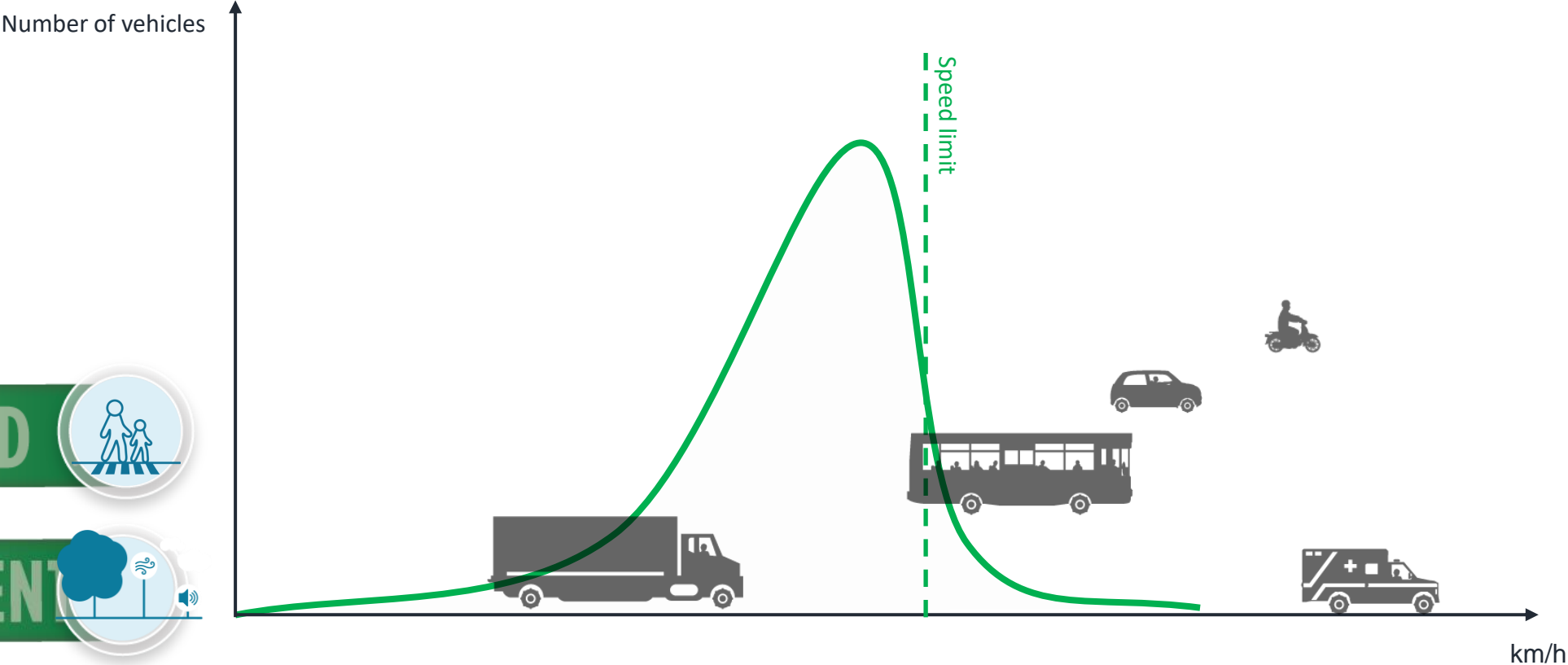
# actibump®

a friendly reminder  
to improve road safety



*edeva*

# IDEAL FLOW OF TRAFFIC



SAFE SPEED



ENVIRONMENT



# EDEVALIVE REMOTE MONITORING

Online!

ACTIVE

Speed Limit: 42Km/h

Trip Frequency: 100%

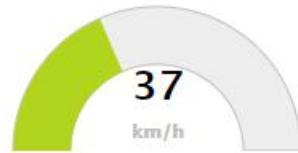
Helsingborg (16060023)

3

Speeders

19

Legal



Stop Video



#	Time	Speed	Hatch Position	Speed Status
22	2018-04-10 11:42:40	37	Hatch Level	Legal
21	2018-04-10 11:41:33	41	Hatch Level	Legal
20	2018-04-10 11:40:51	25	Hatch Level	Legal
19	2018-04-10 11:40:22	33	Hatch Level	Legal
18	2018-04-10 11:39:54	29	Hatch Level	Legal
17	2018-04-10 11:39:40	36	Hatch Level	Legal



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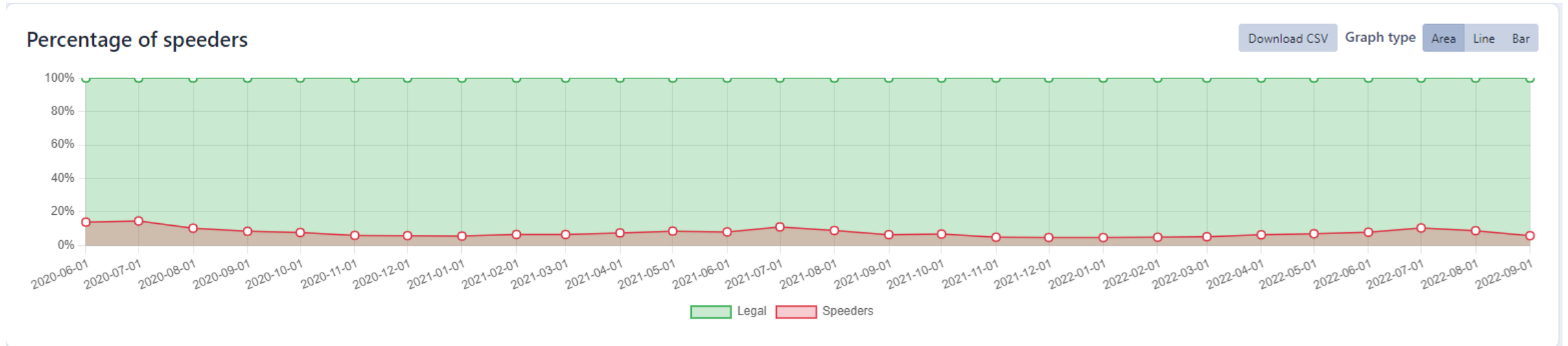
# CASE STUDY TORSLUNDA, SWEDEN



- Swedish Transport Administration (Trafikverket)
- Three sites as a test, now seven and framework agreement
- Near school
- Their own measurements showed speeding was at 75 % before installation
- Ca 1000/day during winter, 2000/day during summer
- Speed limit 40 km/h



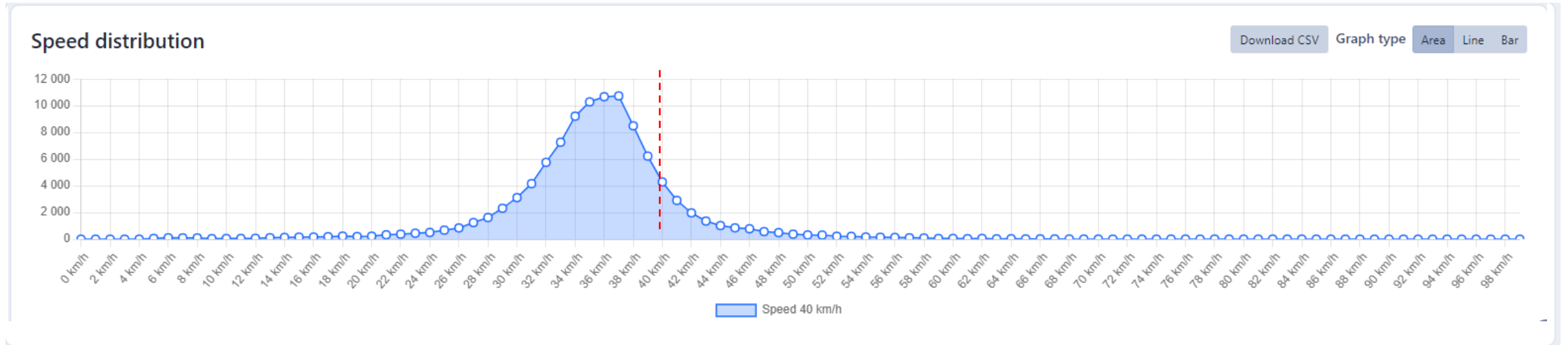
# TORSLUNDA, SWEDEN, SOUTHBOUND



Before: 75 % speeding



# TORSLUNDA, SWEDEN, SOUTHBOUND

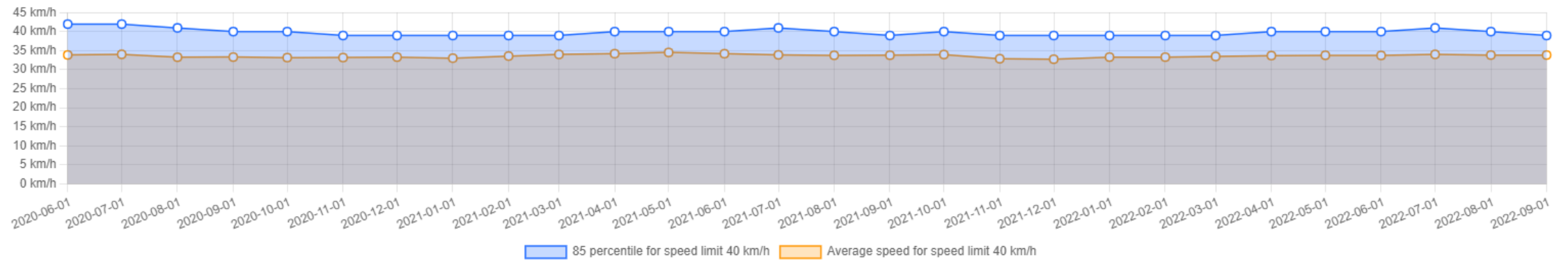




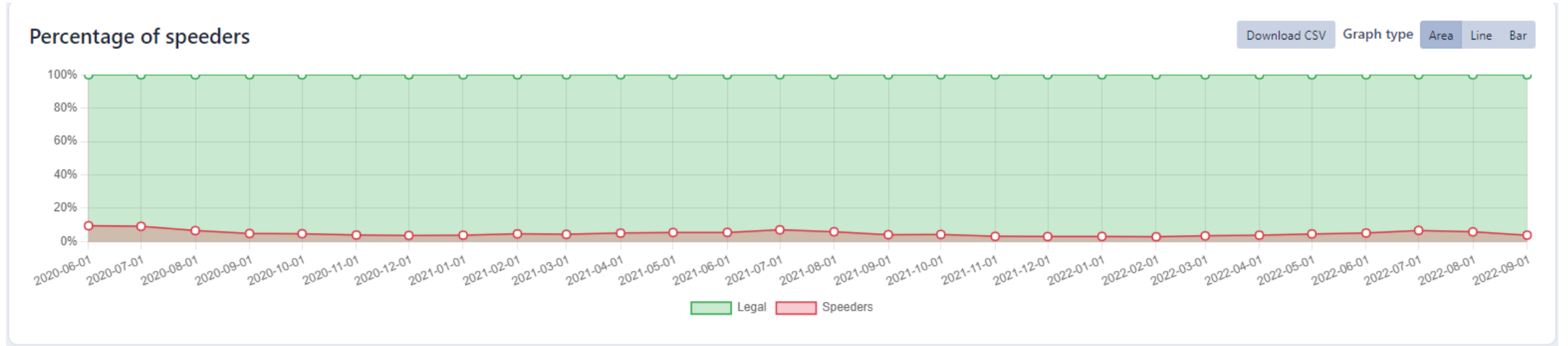
# TORSLUNDA, SWEDEN, SOUTHBOUND

85th percentile and average speed

[Download CSV](#) Graph type Area Line Bar



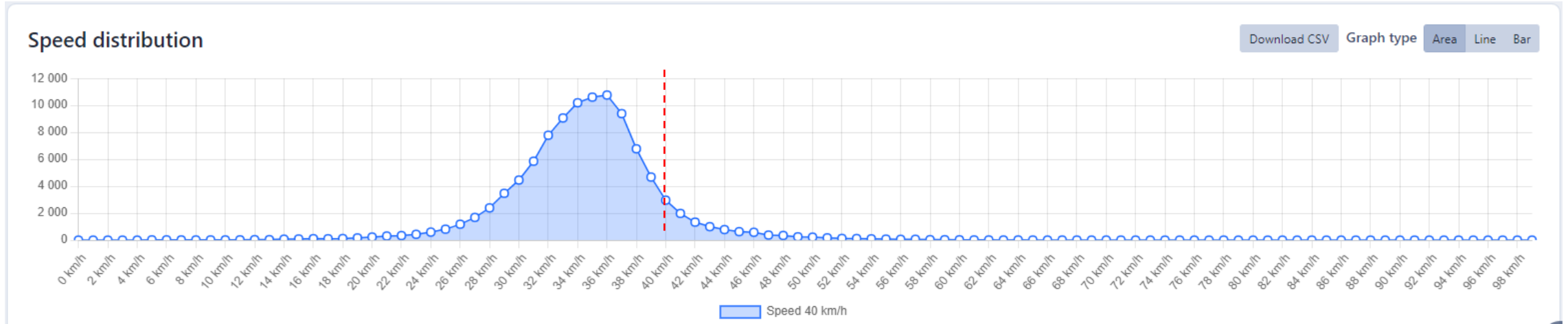
# TORSLUNDA, SWEDEN, NORHTBOUND



Before: 75 % speeding



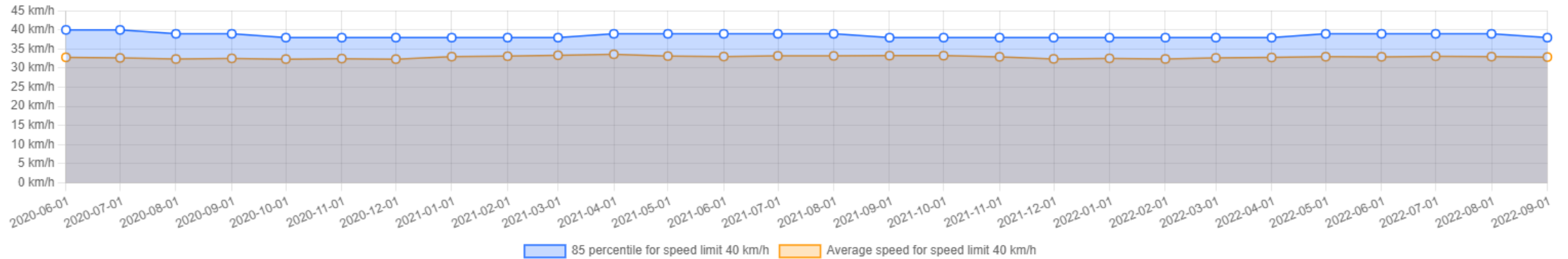
# TORSLUNDA, SWEDEN, NORHTBOUND



# TORSLUNDA, SWEDEN, NORHTBOUND

85th percentile and average speed

[Download CSV](#) Graph type Area Line Bar

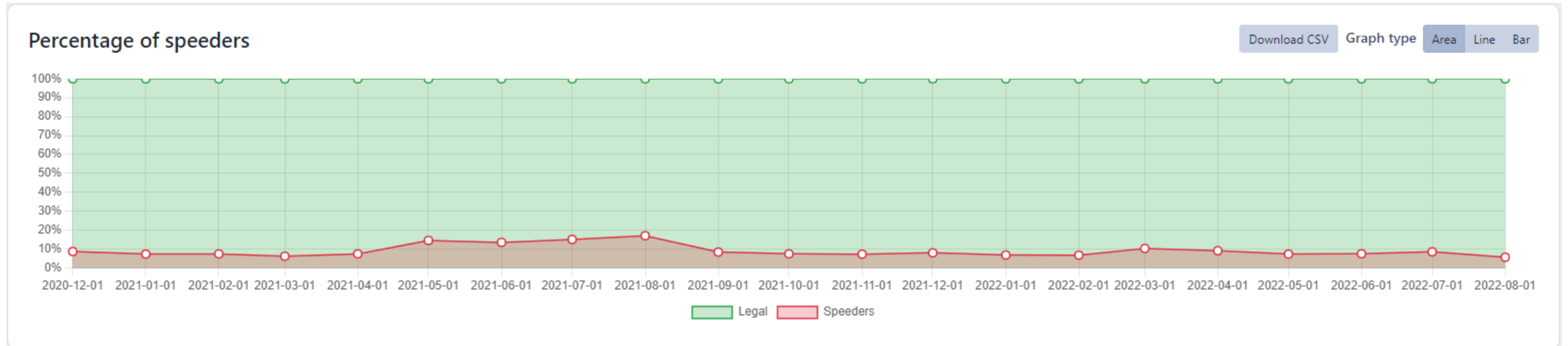


# CASE STUDY BERGEN, NORWAY

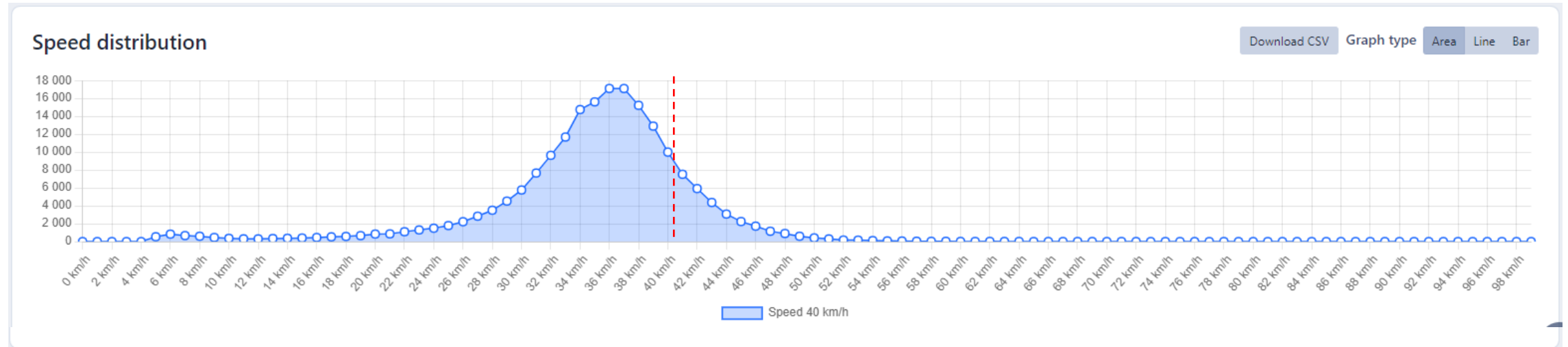


- Demo project as the first Actibumps in Norway, Vestland fylkeskommun
- Near housing for visually impaired people
- Traffic lights did not give the traffic safety effect they needed
- Their own evaluation showed there was also a decrease in speed in both directions 75 metres from the Actibump
- Ca 5 000 vehicles per day, per direction
- Ca 85 % cars
- Speed limit 40 km/h

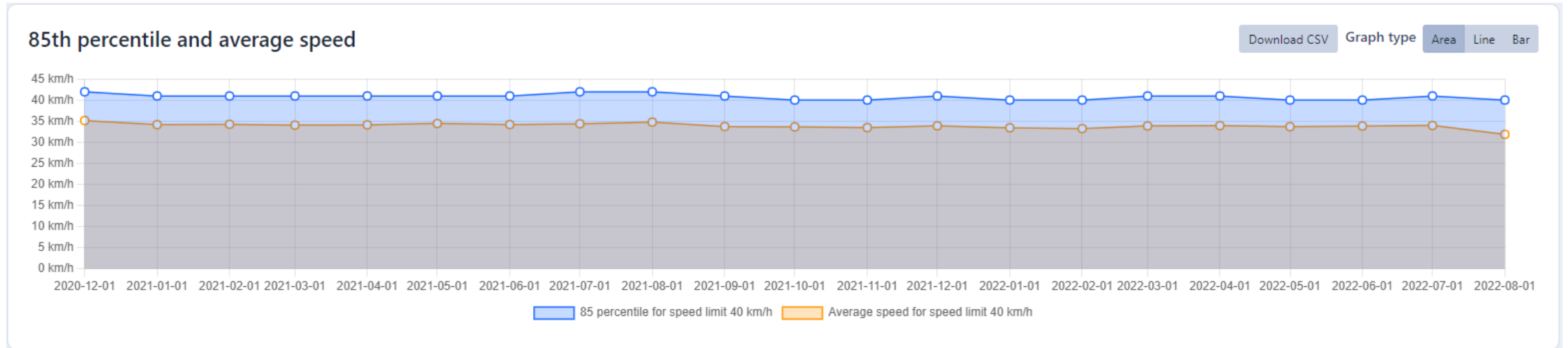
# BERGEN, NORWAY, SOUTHBOUND



# BERGEN, NORWAY, SOUTHBOUND



# BERGEN, NORWAY, SOUTHBOUND

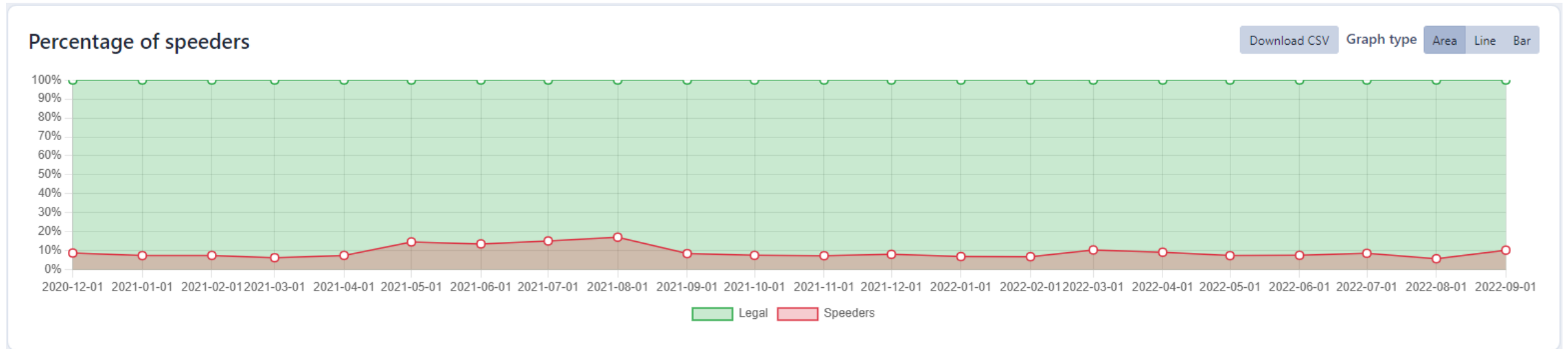


Before: 49-53 km/h 85th percentile speed

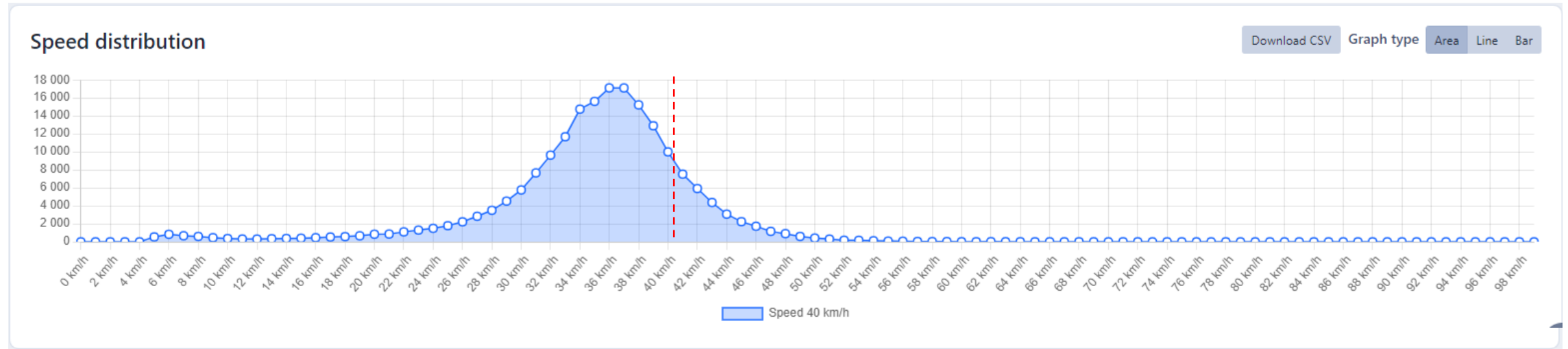




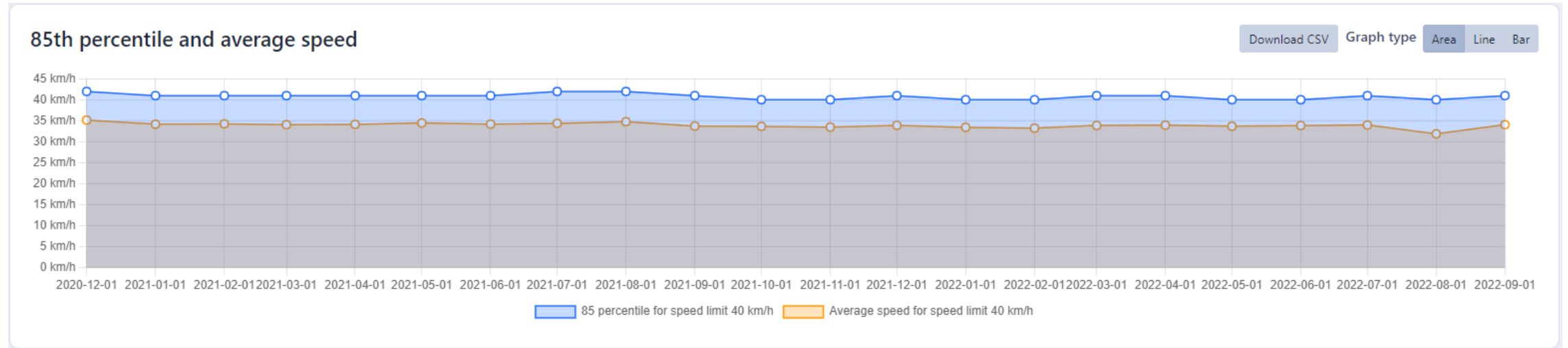
# BERGEN, NORWAY, NORTHBOUND



# BERGEN, NORWAY, NORTHBOUND



# BERGEN, NORWAY, NORTHBOUND



Before: 48-51 km/h 85th percentile speed

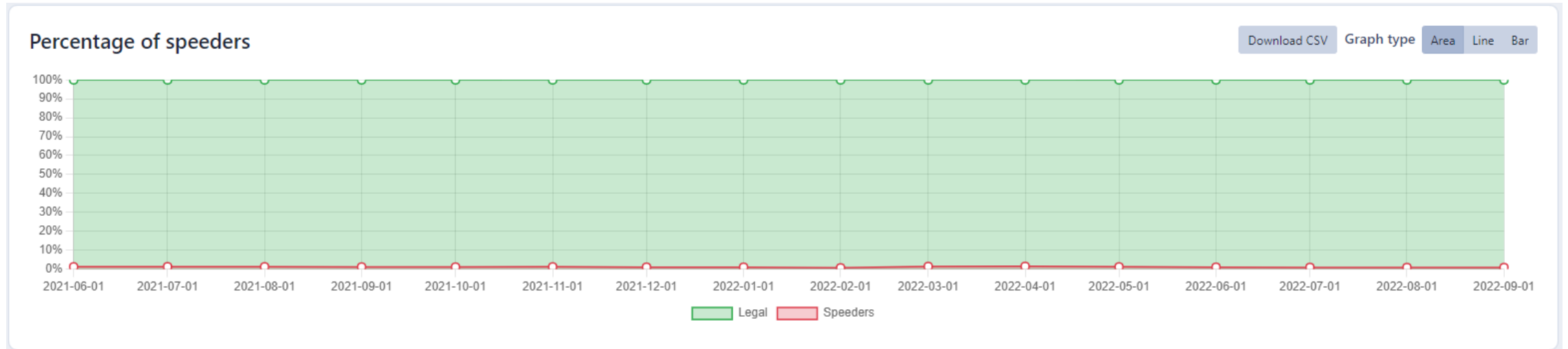


# CASE STUDY ÓLAFSVÍK, ICELAND

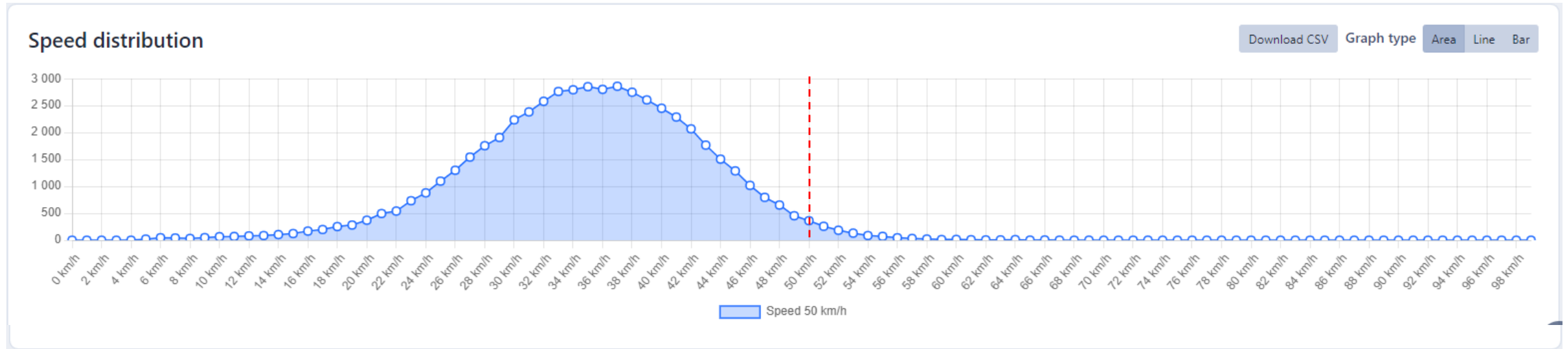


- Demo project as the first Actibumps in Iceland, Vegagerðin
- Started in summer 2021
- Tourist buses and other heavy traffic
- Near school, swimming pool and soccer field
- Ca 500 per direction, per day during winter
- Ca 1 000 per direction, per day during summer
- Ca 85-87 % cars
- Speed limit 50 km/h

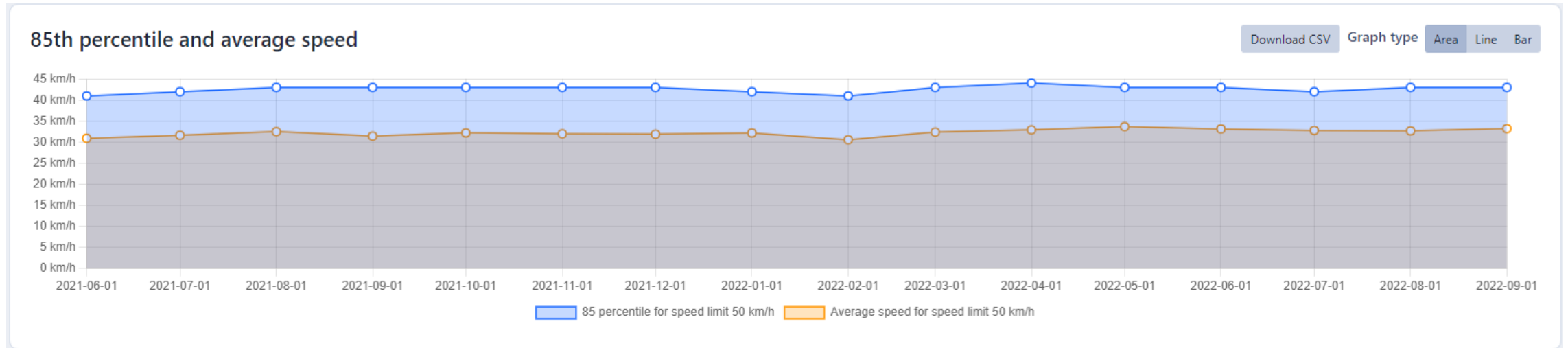
# OLAFSVÍK, ICELAND, WESTBOUND



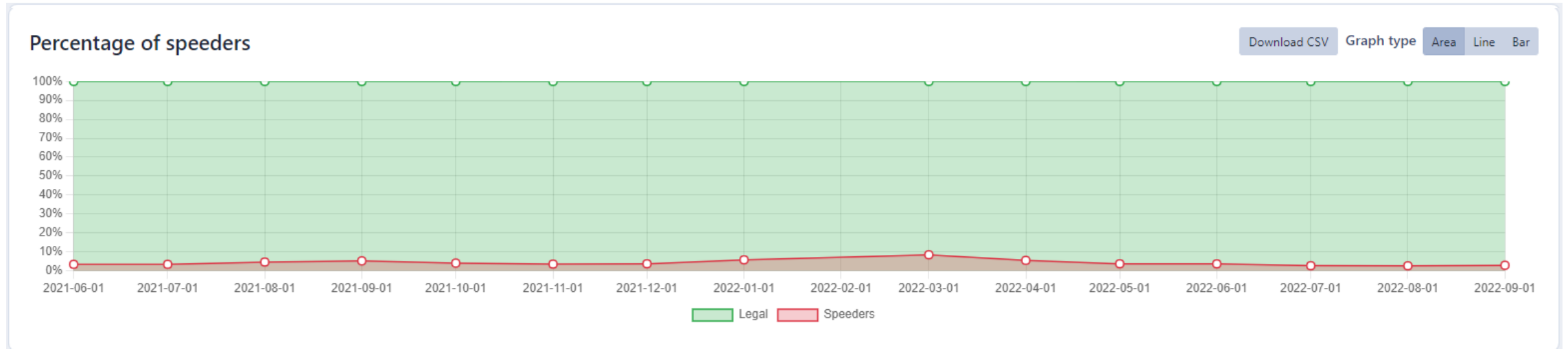
# OLAFSVÍK, ICELAND, WESTBOUND



# OLAFSVÍK, ICELAND, WESTBOUND

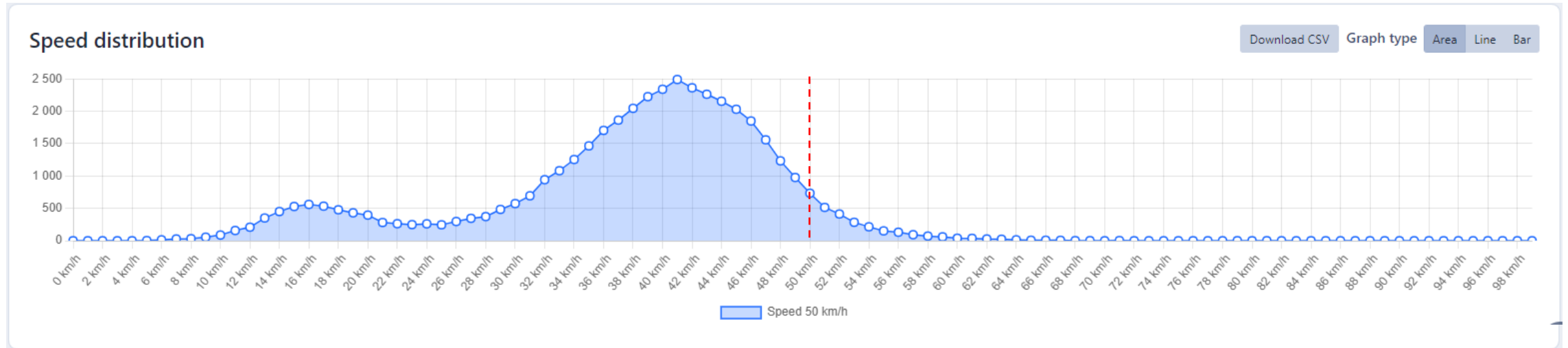


# OLAFSVÍK, ICELAND, EASTBOUND, DOWNHILL

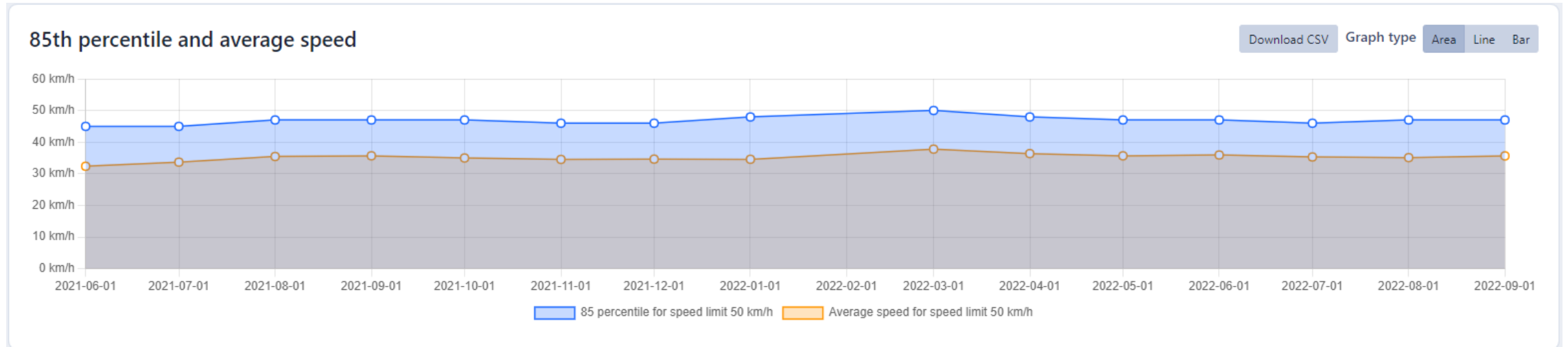




# OLAFSVÍK, ICELAND, EASTBOUND, DOWNHILL



# OLAFSVÍK, ICELAND, EASTBOUND, DOWNHILL



# CONCLUSIONS

- Different speed limits but the 85th percentile speed is now at the speed limit.
- Speeding is 10 % or less on all sites
- Speeding is lower on higher speed limit
- Speed distribution varies with amount of traffic: lower amount of traffic = wider spread



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