Intertraffic innovations

Digital drive-by parking enforcement

The trophy of the Intertraffic Innovation Awards in the Parking Category went to the SCANaCAR ScanScooter system for enforcement of parking regulations by scooter.

The ScanScooter gives reliable scans of 600-1,200 cars an hour, regardless of how they are parked e.g. left or right of the ScanScooter. The solution is ideal for enforcement in inner cities as well as outer areas, and for immediate follow-up by parking staff who are visible and accessible to the public. Said Allard Blom, COO: "We have had a very successful fair with many visitors from all over the world. Besides the enormous amount of visitors, the Intertraffic awarded us with the Innovation Award." The jury of the Intertraffic Innovation Awards found the ScanScooter a worthy winner enabling greater efficiency in parking enforcement and enhanced safety for enforcement personnel, affording easier access and real-time connection with central databases, and reflecting current developments in enforcement regulation.

Interview with Allard Blom of SCANaCAR

Parking trend: Is digital enforcement the key to better parking services?

Allard Blom: The solution allows enhanced parking services for the customers and it allows more efficient work for the enforcement authorities. For example, visitors to the city can park their car without cash. They can use web services or their mobile phone to get digital permission and need no pay and display machines anymore.

So ticket vending machines become useless?

In most extreme examples this is correct. But parking regulation exists for a long time and people are used to pay and display machines or parking meters from former times. In eastern countries they just facilitate pay by phone solutions when they launch parking schemes. Alternatively, in the Netherlands we

Personal details

Allard Blom is COO at Abstract Computing International BV (ACI). The company was founded in 1991 and is specializes in digital image analysis. SCANaCAR is a product of ACI.

have machines where you just enter your license plate number. Another solution are web-based applications.

You offer three main products for digital parking enforcement: ScanAuto, ScanPDA and the newest one, ScanScooter. What are the specific advantages of these products?
It's a product line targeted at specific areas. The PDA is for agents walking in the street in busy city areas with a high number of short-term parkers. The scooter is the solution when walking becomes too much, e.g. typically in the city centre in the morning and in areas with high traffic density. The car is for bigger distances in outer urban areas or in the evening when traffic is not that dense.

How does the ScanScooter technically work?
There are only two buttons for telling the system on which side the car is parked. The rider uses a PDA as an interface to communicate with the server. There is no data at all on the scooter. If the car is checked the rider gets a visual and acoustic signal.

What kind of infrastructure is needed for this technology?
We rely on 3G in most countries but we are not married to it. We can also use a wireless mesh. Then we use GPS on a consumer line with 3 to 5 metres accuracy. The system knows more than just the location of the ScanAuto or ScanScooter.

Must everything be digitised?
A mixture with the old schemes of parking enforcement is possible but less efficient. In Amsterdam there are still different parking schemes but even 50 per cent of the visitors already use pay by phone.

Does your system also work in car parks or other environments?
We can connect different systems easily. At London Gatwick airport we integrated long- and short-term-parkers into our system. Customers can pay by phone or internet and the digital rights are checked by our system. Therefore we installed an interface with APCOA and SKIDATA devices and networks. Another example is a big project for a large hotel chain. There we use NPR cameras to supervise the cars. No barriers are needed. The hotel guests just pay by phone or internet.

What are the advantages for parking operators?
The main reason for digitised parking is to remove cash from the streets. Other important advantages are the decrease in fraud and the higher security of the employees. They can work better in a cheaper way and the payment rates are rising. There is also the fact that e.g. Amsterdam spent 32 Million Euros on enforcement annually. In the second year after introducing SCANaCAR solutions they already saved 25 per cent – and that's public money. For customers it's the ease of use. Especially young people are using their mobile phones for everything.

But some customers don't like the feeling to be supervised by a NPR camera?
People are being controlled anyway. There is no fundamental difference to the old way of parking enforcement with paper tickets. All data are deleted at short term intervals.

Animated film of digital parking enforcement:
▸ www.scanacar.com/solutions/on-street-parking ■

Innovations Award in the 'Infrastructure' category
E-mobility charging in roadside furniture

The 'Infrastructure' category award went to Langmatz GmbH with their Bluemove light pole. This e-mobility charging point is installed directly onto a street lighting system, the result being that no brickwork or additional housing is required. The system contains intelligence to connect to an outside charging pole management system and is able to manage the light on-off settings where needed. A power enhancement tool for increased electric power distribution via the lighting infrastructure is also available. For the jury, it addressed the challenge of developing sufficient EV charging infrastructure to meet the anticipated growth in EV production. Installation into existing roadside furniture is cost-effective, and avoids planning regulation issues and visual impacts on the urban environment.. ■

Intertraffic innovation award: (from left to right) Andries van Vugt, Director DTV Consultants; Marcus Braun, Product manager Kapsch; Jan Casteleijn, Managing director PeekTraffic/Imtech; Fred Wegman, Chairman of the Jury; Allard Blom, Owner SCANaCAR; Andreas Hunscher, Managing director Langmatz