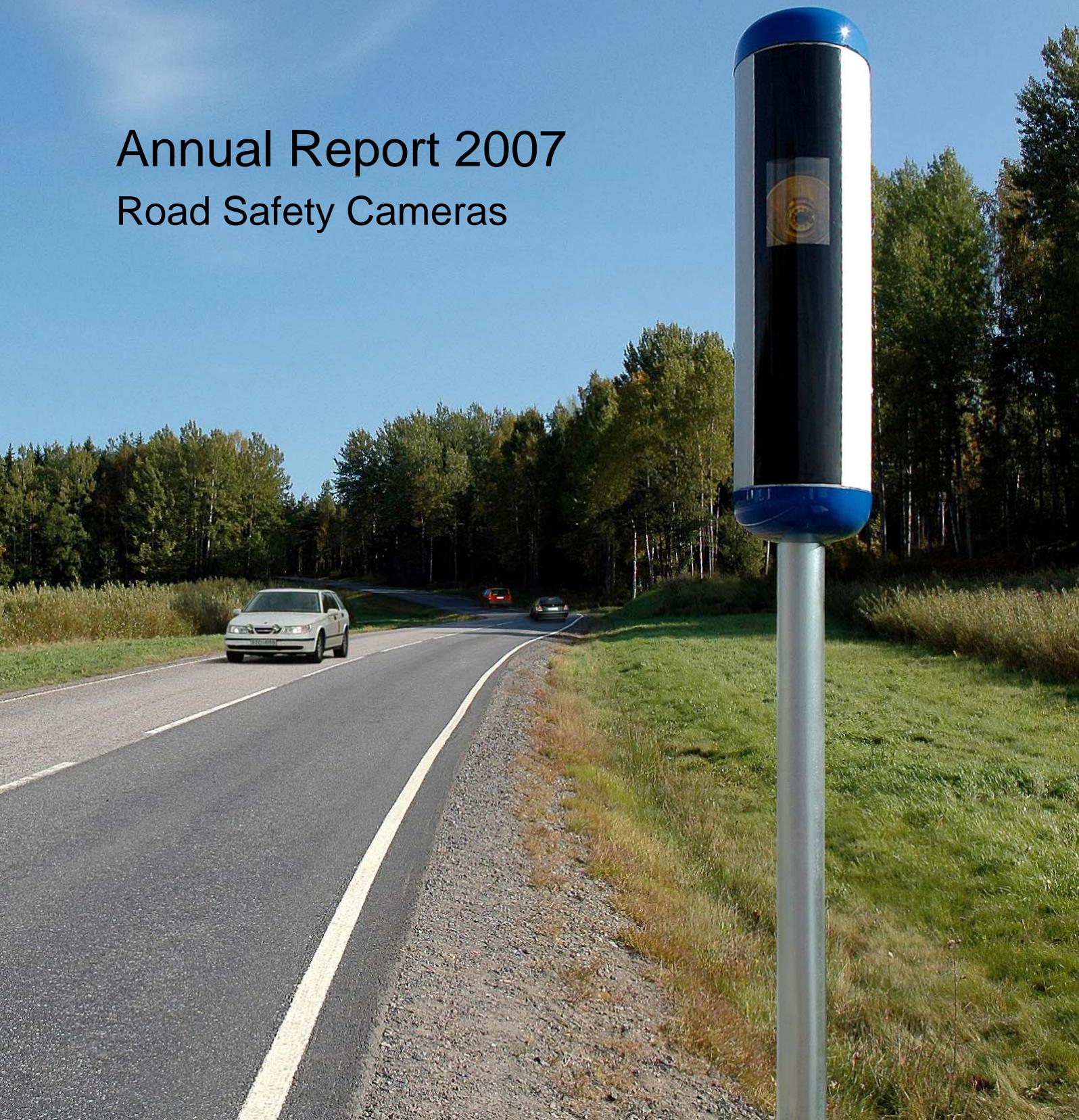


Annual Report 2007

Road Safety Cameras



Rikspolisstyrelsen



Vägverket



Document
RSC Annual Report 2007



Date:
2008-04
Publication number,
Swedish Road Administration
2008:75

Version

CONTENTS

1	INTRODUCTION	4
2	COMMENTS BY THE ATK COUNCIL CHAIRPERSON	5
3	PRESENTATION OF ESTABLISHED GOALS.....	6
4	MAJOR CHANGES IN 2007	9
	Mobile road safety cameras.....	9
	Other administrative questions	9
5	EXPANSION IN 2007	10
6	ATK FIGURES.....	11

1 Introduction

Automatic road safety control (ATK) is an automatic surveillance system for monitoring speed on sections of road that present a high accident risk and on which, prior to the implementation of road safety cameras, vehicles travelled at speed.

The Swedish Road Administration (SRA) and the National Police Board administer the ATK system.

The common and overall goal of ATK in Sweden is to reduce the average speed on roads in the country on which accidents occur most often and, thereby, to decrease the number of fatalities and serious injuries.

On the 1 January 2007 the ATK Council was established, along with its affiliated drafting group. The council is a joint collaborative body for ATK issues. Its function is to administer the ATK system as efficiently as possible and to act in an advisory capacity to the respective authorities.

The ATK Council deals with issues concerning the ATK system when there is an urgent need for the authorities to act jointly.

Areas normally dealt with are:

- Follow-ups to/utilisation of road safety cameras and the accompanying system
- Joint technical administrative questions
- Expansion questions
- Development questions
- Information questions

The following representatives were included in the ATK Council in 2007.

Claes Tingvall	Chairperson	Swedish Road Administration
Anneli Bergholm Söder		National Police Board, up until 07-09
Mattias Andersson		National Police Board, as from 07-09
Torgil Thornqvist		National Police Board
Sven-Olov Hansson		National Police Board
Lars Eldebrant		National Police Board
Kenneth Wåhlberg		Swedish Road Administration
Håkan Gelin		Swedish Road Administration
Ulf Carlsson	Co-opted	External consultant
Anders Wiman	Co-opted	External consultant

In 2007 the council held five minuted meetings.

2 Comments by the ATK Council chairperson

In 2007, the road safety cameras established in 2006 came into operation and the administrative process began.

The work of the newly established ATK Council focused on contributing towards the best possible usage and enhancement of the speed surveillance system using road safety cameras. A crucial task for the council was to further develop the collaboration between the Swedish Police Service and the Swedish Road Administration (SRA) regarding the transition of the system into the operational and administrative phase.

During the year, joint issues for the Police Service and the SRA were discussed and prepared by the ATK Council. Mutual goals, joint measurements and follow-up routines for these were presented.

In addition, questions concerning expansion, development and administration were dealt with. The anticipated results of the system were achieved regarding a reduction in the average speed and a decrease in the number of speed violations. The accessing of functional measurement stations took somewhat longer than expected, but greater effort has been put into increasing these. The investigation capacity gradually increased throughout the year and by mid-year was in line with the planned capacity of 200 000 cases per year.

Road safety cameras received a great deal of media and press attention during the year. Considering the great public interest surrounding camera-enforced speed surveillance on Swedish roads, it is of great importance that questions regarding their use, effects, and information about them be handled in a uniform and efficient manner. In this respect, both the council and its drafting group had a crucial task to undertake during the year.

3 Presentation of established goals

In 2007, the ATK Council established common goals for the ATK system. These were approved at the ATK Council meeting held on 20 September 2007. For this reason, the presentation and following up of some of the goals appears only for the period 1 July to 31 December 2007.

A note is appended for the fulfilment of the respective goals if the source is given.

GOAL 1 – Reduction of average speed

There must be a decrease in the number of fatalities and serious injuries that occur on roads equipped with ATK compared with roads without ATK, by reducing the average speed by at least 5% on stretches of road that have ATK.

Goal fulfilment

Preliminary and follow-up studies on selected stretches of road indicate a 5-8% reduction in the average speed.

The goal is regarded as having been fulfilled. *Note 1.*

Objective 2 – The proportion of vehicles that exceed the reported speed limit

The proportion of vehicles that exceed the applicable reportable speed limit for excessive speed at ATK measurement stations should not overstep the given % levels at the following speeds:

- | | |
|--------------------------------------|-----|
| • Permitted speed 50 km/h | 5 % |
| • Permitted speed 70 km/h | 3 % |
| • Permitted speed 90 km/h and higher | 1 % |

Goal fulfilment

During the period July - December 2007 the proportion of vehicles that exceeded the applicable reportable speed limit (applicable speed + 5 km/h) was:

- | | |
|----------------------|-----|
| • Permitted speed 50 | 5 % |
| • Permitted speed 70 | 4 % |
| • Permitted speed 90 | 1 % |

The goal is regarded as having been partially fulfilled. *Note 2.*

Goal 3 – Public confidence in the ATK system

To uphold or increase public confidence in the ATK system through information and system trustworthiness.

Goal fulfilment

During 2006 and 2007 there was an increase in public confidence in road safety cameras from 68, 8% in favour in 2006 to 71, 6 % in favour in 2007.

The goal is regarded as having been fulfilled. *Note 3.*

Goal 4A – Accessibility of ATK activated stretches of road/objects

The accessibility of ATK activated stretches of road/objects in both directions must increase to at least 90 %.

Goal fulfilment

In the second half of 2007, 90% of road stretches were accessible for ATK activation.

The goal is regarded as having been fulfilled. *Note 4.*

Goal 4B – Accessibility of ATK activated measurement stations

The accessibility of ATK activated measurement stations must to increase to at least 90%.

Goal fulfilment

In the second half of 2007 the proportion of ATK accessible measuring stations varied between 70-80%.

The goal is regarded as not having been fulfilled. *Note 5.*

Goal 5 – Investigation capacity

The investigation capacity for cases by the investigation division of the National Police Board must reach at least 200 000 cases per year.

Goal fulfilment

In 2007, the investigation capacity by investigation division of the National Police Board amounted to 200 000 cases per year. The capacity was reached in the second half of 2007.

The goal is regarded as having been fulfilled.

Goal 6 – Investigation time

The average investigation time for dealing with a single case should not exceed 20 minutes.

Goal fulfilment

The average investigation time for a single case was approximately 30 minutes.

The goal is regarded as not having been fulfilled.

Goal 7 The proportion of cases resulting in legal action

The proportion of cases investigated in which legal action occurs or where the case is referred to a prosecutor must increase by at least 50% of the total proportion of cases dealt with. This means that 50% of all recorded violations must result in the driver of the current vehicle receiving a fine.

Goal fulfilment

In 2007, the investigation division of the National Police Board issued approximately 39 000 registered fines for speeding violations. This corresponds to 30% of 130 000 registered speed violations.

The goal is regarded as not having been fulfilled.

GOAL A – Other important community goals

To contribute towards other important community goals within the framework of the overall target.

Goal fulfilment

As a result of reduced average speeds on ATK road networks compared with other road networks, the proportion of CO₂ emissions is lower on the former.

The 708 cameras established in 2006 are estimated to have reduced carbon dioxide emissions in 2007 by approximately 18 900 tonnes annually.

The 160 cameras established in 2007 are estimated to have reduced carbon dioxide emissions by approximately 4 200 tonnes annually.

The goal is regarded as having been fulfilled. *Note 6.*

4 Major changes in 2007

Mobile road safety cameras

The system and routines for mobile road safety cameras in buses and vehicle carriages have been adapted so that such cases can be handled with by the investigation division of the National Police Board in Kiruna.

A new mobile ATK vehicle carriage was developed and tested during the year.

In 2007 the procurement of mobile ATK vehicles of the new type began. A delivery of 15 items was planned for the first half of 2007.

Other administration questions

Routines and work methods for the National Police Service investigation division and the SRA administration were established and developed.

The system for the handling of cases was further developed and improvements were made to the functioning of the system.

The system for digital road marking control, carried out via the SRA, has been implemented.

5 Expansion in 2007

Expansion in the form of 42 objects/road stretches with 169 cameras was planned for 2007. Of these, 40 objects/ road stretches with 160 road safety cameras were established. The establishment of the remaining road safety cameras planned will be carried out at the beginning of 2008.

6 ATK figures

Proportion of road safety cameras and road stretches

	2007-01-01	2007-12-31
Fixed road stretches/objects <i>New type</i>	106	146
Fixed measurement places <i>New type</i>	708	868
Fixed road stretches/objects <i>Old type</i>	6	4
Fixed measurement places <i>Old type</i>	36	25
Mobile units <i>Buses</i>	11	11
Mobile units <i>Vehicles</i>	4	5

Case statistics

Incoming cases up until 31 December 2007	130 000 cases
Photographs not approved/Cases not investigated	66 000 cases
Approved photographs/Cases investigated	64 000 cases
Cases closed	25 000 cases
Regular fines issued	37 000 cases
Cases referred to prosecutors/Contested cases	2 000 cases
Cases under investigation/balance	41 000 cases
Average time for carrying out investigated cases	32 days per case
Influx capacity of cases at the investigation division	15 000 – 17 000 cases per month

Notes

<i>Note1</i>	<i>SRA reports on road safety cameras (16 road stretches)</i>	<i>Published at www.vv.se</i>
<i>Note2</i>	<i>Investigation retrieved from the SRA database for traffic data from ATC stations</i>	
<i>Note3</i>	<i>Results from the 2007 road safety questionnaire</i>	<i>VV publication 2007:95</i>
	<i>Results from the 2006 road safety questionnaire</i>	<i>VV publication 2006:106</i>
<i>Note 4</i>	<i>Accessibility was measured by regular communications control.</i>	
<i>Note5</i>	<i>Accessibility was measured by regular communications control.</i>	
<i>Note6</i>	<i>The SRA general model for calculating carbon dioxide emissions was used.</i>	



Rikspolisstyrelsen

National Police Board



Vägverket

Swedish Road Administration