

# ATK annual report 2017

## Traffic Safety Cameras



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*Automatic Traffic Safety Check (ATK) is a system for automatic speed surveillance with cameras. The goal of traffic safety cameras is to reduce the average speed on our most accident-prone roads, and, in this way, reduce the number of fatalities and serious injuries. The system is managed by the Swedish Transport Administration and the Swedish Police.*

*There is a joint organisation between the Swedish Transport Administration and the Swedish Police for the traffic safety camera system, the ATK board. The board's function is to administer the ATK system in the most efficient manner and to advise each respective authority.*



# The words of the ATK Board Chairperson

The ATK system is a successful joint effort between the Swedish Transport Administration and the Swedish Police.

Currently, the system consists of approximately 1,600 stations along the roads and an investigative capacity of approximately 280,000 cases per year. The acceptance of the ATK system continues to be high, and speeds on roads with ATK stations are at the level of established goals.

A massive expansion of the ATK system has been implemented during the year to further increase speed compliance along the road network and to contribute to the goal of reducing the number of fatalities and severe injuries up to the year 2020. 150 new traffic safety cameras has been put into operation during the year.

The ATK system receives a great deal of attention, both from the general public as well as from the media; our joint communication functions well.

## Important events during the year

### **Expansion of the ATK system**

During 2017 the focus has been on expansion of the system with traffic safety cameras. In 2017, 58 new road sections with a total of 150 measuring stations has been established and put into operation.

### **Securing speed in tunnels**

A technology development project to explore different possibilities of further development and adaptation of the ATK system for securing speed in tunnels has been completed in 2017. The Swedish Transport Administration has decided to prepare facilities in tunnels for establishment in Stockholm and Gothenburg during 2018.

### **Dialogue with electricity network operators**

Due to longer duration of time for connections to electricity networks, a deeper dialogue has been conducted between the Swedish Transport Administration and the relevant electricity network operators during the year. The delivery time for electricity connections has also been partly influenced by the Swedish Transport Administration's processing times for licensing.

### **Facilitate ATK on municipal roads**

The Swedish Transport Administration and Swedish Association of Local Authorities and Regions (SKL) during the year investigated possibilities for establishing traffic safety cameras on municipal roads. The work will continue in 2018.

*Maria Lönegård,  
Chairperson of the ATK Board 2017*

# Introduction

Automatic Traffic Safety Check (ATK) is an automatic system for speed surveillance with cameras. Traffic safety cameras are located on sections of road and places where the risk for accidents is high and where speeds were high before the cameras were set up. The ATK system is managed by the Swedish Transport Administration and the Swedish Police. In Sweden, the driver is responsible for the performance of the car and therefore, the driver is the one who get a fine for speed violation.

The overarching goal is to reduce the average speed on our most accident-prone roads, and in this way, reducing the number of deaths and severe injuries.

There is a joint organisation between the Swedish Transport Administration and the Swedish Police for the traffic safety camera system, the ATK board. The board's function is to administer the ATK system in the most efficient manner and to advise each respective authority.

The ATK board handles questions about the ATK system within the areas where it is important for the authorities to act jointly. Some examples are:

- Long-term planning for the development and use of the ATK system
- The total size of the system, the number of stations and the number of cases
- Traffic safety effects and societal acceptance of the system
- Information.

## Representatives of the ATK board during 2017

Pontus Fälldin		The Swedish Police
Maria Lönegård	Chairperson	The Swedish Police
Tommy Boström		The Swedish Police
Ulrika Honauer		The Swedish Transport Administration
Maria Krafft		The Swedish Transport Administration
Marie Hagberg		The Swedish Transport Administration
Anders Drugge	Additional	The Swedish Police
Tony Härdin	Additional	The Swedish Police
Rune Hammarberg	Additional	The Swedish Transport Administration
Eva Lundberg	Additional	The Swedish Transport Administration
Ulf Carlsson	Additional	Consultant



# Goals of the ATK system and goal achievement 2017

The overarching goal of the ATK system is to reduce the average speed, reducing the number of deaths and severe injuries.

Here, we present the goals that the ATK board has set up for the ATK system in 2017, as well as goal achievement with a comment for each goal.

## > GOAL 1 – Reduction of the average speed

*The average speed on roads that are equipped with traffic safety cameras shall be maintained or reduced as compared to speeds that were detected in measurements made in previous years.*

### Goal achievement

Speeds are measured every third year, at and between the ATK stations.

The last year was 2011 and the result was analysed by Statisticon AB, at the request of the Swedish Transport Administration. .

*The goal cannot be assessed.*

**Comments:** Follow-up has not been carried out during 2017. The Swedish Transport Administration has prioritised the project to reviewing and, if possible, updating the correlative effects used to evaluate the effects of ATK.

## > GOAL 2A – The proportion of vehicles that exceeds the reporting limits

*The share of vehicles at the national level that exceeds applicable reporting limits for speed infractions, on traffic safety cameras, shall not exceed specified percentages at the following speed limits below.*

### Goal achievement

The proportion of vehicles that exceeded the applicable reporting limit at various speed limits:

Speed Limits	Goal (%)	Outcome (%)
40 km/hr	2	2,0 (3,2)
50 km/hr	2	1,3 (1,6)
60 km/hr	2	1,0 (1,1)
70 km/hr	2	0,8 (0,9)
80 km/hr	1	0,5 (0,6)
90 km/hr	1	0,3 (0,4)
100 km/hr and higher	1	0,2 (0,1)

Last year's outcome within parenthesis.

*The goal is reached.*

**Comments:** The share of vehicles that exceeded the applicable reporting limits is still very low at the national level.

## > GOAL 2B – The proportion of vehicles that exceed the reporting limits

*The share of vehicles at the county level that exceeded the applicable reporting limits for speed infractions, on traffic safety cameras, shall not exceed specified percentages at the following speed limits below.*

### Goal achievement

The proportion of vehicles that exceeded the applicable reporting limit at various speed limits:

Speed limits	40 km/hr	50 km/hr	60 km/hr	70 km/hr	80 km/hr	90 km/hr	≥100 km/hr
County/goal	2 %	2 %	2 %	2 %	1 %	1 %	1 %
Jämtland		2,6 (3,6)					
Skåne	2,5 (-)						

Last year's outcome within parenthesis Only counties that do not achieve the goals for 2017 are presented.

*The goal is partly reached.*

**Comments:** The share of vehicles that exceeded the applicable reporting limits is still very low also at the county level. It is above all at low speed limits as the target is exceeded. Cooperation with local police continues.

## > GOAL 3 – The general public's confidence in the ATK system

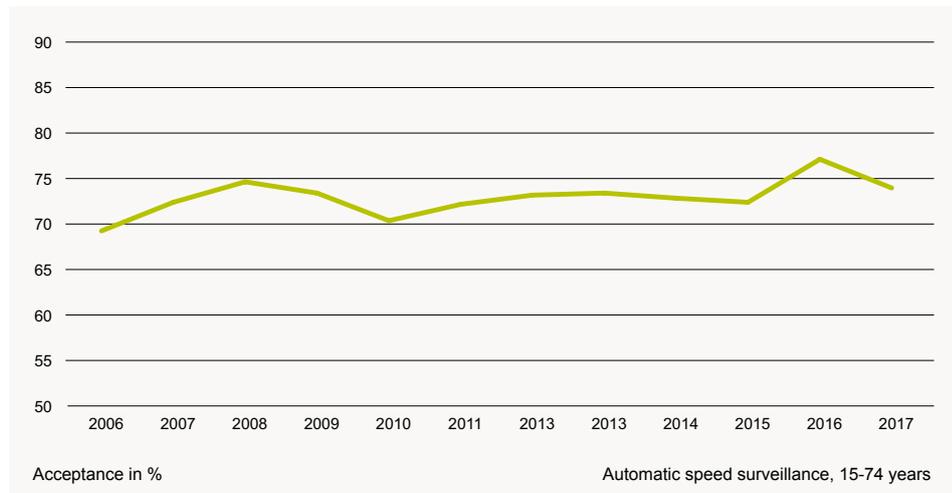
*To uphold the general public's confidence in traffic safety cameras through information and reliable application of the system.*

### Goal achievement

The goal is measured through a question in the Swedish Transport Administration's annual traffic safety survey, where the respondents can offer an opinion on this statement:

"Automatic speed surveillance (with traffic safety cameras) is a good way of monitoring speed infractions."

In total, 71 percent of feedbacks from the questionnaire agree that automatic speed surveillance is good to monitor speed infractions. 78 percent of women are positive and in favour with the automatic speed surveillance, as are 67 percent of men.



*The goal is reached.*

**Comments:** Acceptance of surveillance with traffic safety cameras has, since its establishment in 2006, remained stable at just above 70 percent.

### > GOAL 4B – Traffic safety cameras’ availability for activation

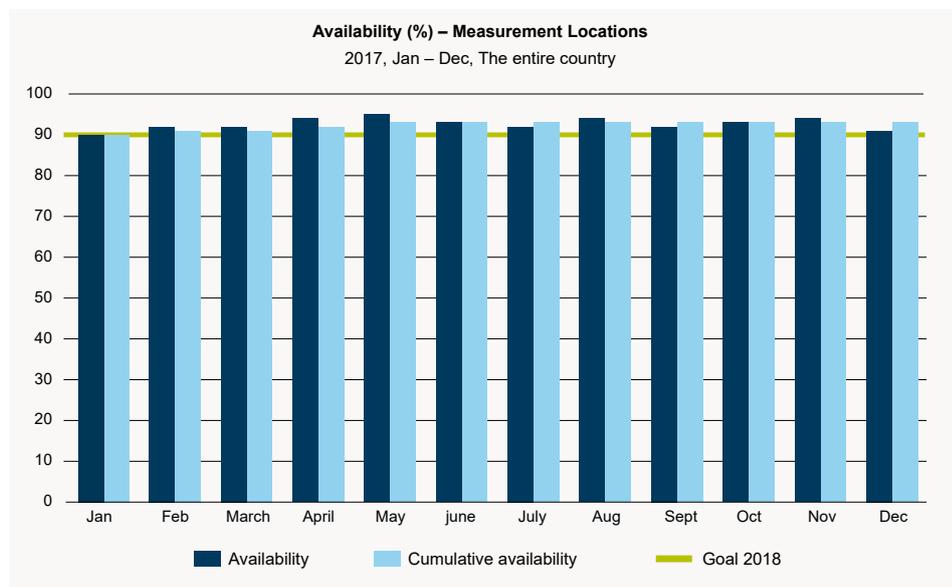
*The availability for activation of traffic safety cameras shall be 90 percent or higher.*

#### Goal achievement

During 2017, the share of traffic safety cameras available for activation has been on average of 93 percent (91 percent in previous year).

*The goal is reached.*

**Comments:** The goal has also been reached monthly during the year.





#### > GOAL 4C – Use of mobile units

*Every unit shall be placed along the road and activated for registration for at least 400 hours per year.*

##### **Goal achievement**

The mobile units (ATK wagons) have been used in total of 7,312 hours during the year (8,026 hours in previous year).

Each unit has been used, on average, 487 hours during the year (535 hours in previous year).

*The goal is reached.*

**Comments:** The use of the units varies across the country, from 140 to 774 hours per unit.

#### > GOAL 7 – Share of prosecution resulting from ATK cases that are open to investigation

*35 % of all cases open to investigation shall lead to the prosecution of the driver of the vehicle in question.*

##### **Goal achievement**

During 2017, the police and prosecutors issued approximately 75,000 fines and orders of summary punishment. (74,500 in previous year). This corresponds to approximately 34 percent (35 in previous year).

*The goal is reached.*

## > GOAL 9 – Timing of legal notice

*For 90 % of all cases, the time between registration of the speed infraction and the legal notice shall not exceed 10 calendar days.*

### Goal achievement

During 2017, the time from registration of the case to the sending of legal notice on average has been 8 calendar days (10 calendar days in previous year).

The goal is reached.

### Goal Review

The Swedish Transport Administration and the Swedish Police have jointly reviewed and expanded the goals that are used to follow ATK operations. The ATK Board has confirmed the following goals for 2018:

#### Goal 1 – Average Speed

The average speed on roads equipped with traffic safety cameras shall be maintained or reduced compared with previous measured occasions.

**Comments:** The goal will be kept unchanged from the previous year.

#### Goal 2A – Speed Observance

The share of vehicles at the county or national level that exceeds the current applicable **reporting limits** for speed infractions by traffic safety cameras, shall not exceed the specified percentage levels for the speed limits below.

- Allowed speed  $\leq$  50 km/hr 2%
- Allowed speed 60 km/hr 2%
- Allowed speed 70 km/hr 2%
- Allowed speed 80 km/hr 1%
- Allowed speed 90 km/hr 1%
- Allowed speed  $\geq$  100 km/hr 1%

**Comments:** The goal will be kept unchanged from the previous year.

### Goal 2B – Speed Observance

The share of vehicles at the county or national level that exceeds the current speed limits for speed infraction by traffic safety cameras, shall not exceed the specified percentage levels for the following speed limits below.

- Allowed speed  $\leq$  50 km/hr 5 %
- Allowed speed 60 km/hr 5 %
- Allowed speed 70 km/hr 5 %
- Allowed speed 80 km/hr 2 %
- Allowed speed 90 km/hr 2 %
- Allowed speed  $\geq$  100 km/hr 2 %

**Comments:** The goal is new for year 2018.

### Goal 3 – Acceptance

To maintain the confidence of the general public in traffic safety cameras through information and reliable application of the system.

**Comments:** The goal will be kept unchanged from the previous year.

### Goal 4 B – Availability

The availability for activating ATK measurement stations shall be  $\geq$  90 %.

**Comments:** The goal will be kept unchanged from the previous year.

### Goal 4 C – Mobile (ATK) Units

Every unit shall be placed along the road and activated for registration for at least 400 hours per year.

**Comments:** The goal will be kept unchanged from the previous year.

### Goal 7 – Legal Prosecution

35 % of all cases open to investigation shall lead to the prosecution of the driver of the vehicle in question.

**Comments:** The goal will be kept unchanged from the previous year.

### Goal 9 – Investigation

The average time between registration of the speed infraction and the legal notice shall not exceed 8 calendar days.

**Comments:** The target has been tightened from the previous year, from 10 to 8 calendar days.

# Important events during 2017

## Expansion of the ATK system

During 2017, the focus has been on expansion of the system with traffic safety cameras. In 2017, 58 new road sections with a total of 150 measuring stations have been established and put into operation. In 2017, 150 measuring stations have also been taken down because other traffic safety measures have been implemented.

The expansion has taken place all over Sweden.

### Prior to 2018

The Swedish Transport Administration plans to establish approximately 175 additional traffic safety cameras during 2018.

## Securing speed safety in tunnels

A technology development project to explore different possibilities of further development and adaptation of the ATK system for securing speed in tunnels has been completed in 2017. The Swedish Transport Administration has decided to prepare facilities in tunnels for establishment in Stockholm and Gothenburg during 2018.

## Dialogue with electricity network operators

Due to longer duration of time for connections of the traffic safety cameras to the electricity networks, a deeper dialogue has been conducted between the Swedish Transport Administration and the relevant electricity network operators during the year. The delivery time for electricity connections has also been partly influenced by the Swedish Transport Administration's processing times for licensing.

## Facilitate ATK on municipal roads

The Swedish Transport Administration and Swedish Association of Local Authorities and Regions (SKL) during the year investigated possibilities for establishing traffic safety cameras on municipal roads. The work will continue in 2018.

# ATK in numbers

	2017
The number of km of road with ATK	Ca 3600 km
Measurement Locations	1 615
Mobile units	15

The state road network is just over 100,000 km.



A cooperation between:

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