

ATK Annual report 2011

Traffic Safety Camera System



A collaboration between the Swedish Transport Administration and the National Police Board

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COMMENTS BY THE ATK COUNCIL CHAIRPERSON.....	5
INTRODUCTION.....	7
GOALS FOR THE ATK SYSTEM AND ACHIEVEMENT	
OF THE GOALS FOR 2011.....	8–11
Important events during 2011.....	13
Project Mobile ATK III.....	13
Project ARGUS III.....	13
Administration.....	14
EXPANSION IN 2011.....	14
ATK by the numbers.....	14

Automatic road safety control (ATK) is an automatic surveillance system for monitoring speed with road safety cameras. The aim of having road safety cameras is to reduce the average speed on our most dangerous roads and in this way decrease the number of fatalities and serious injuries. The Swedish Transport Administration and the National Police Board administer the ATK system.

A joint collaborative body comprised of the Swedish Transport Administration and National Police Board exists for the administration of the road safety camera system – the ATK Council. The council's function is to administer the ATK system as efficiently as possible and to act in an advisory capacity for the respective authorities.





Comments by the ATK Council Chairperson

According to a follow-up, the effects of the road safety camera system have been good. The average speed near the cameras is the same as the posted speed, and the proportion of road users who drive too fast is at the level set in our goal. The capacity that we have planned for is 230,000 cases per year. The National Police Board has received a total of 232,104 cases, and 64,000 of these have resulted in legal proceedings. The road safety cameras have received a great deal of attention in the media as well as among road users. Road users have great confidence in the road safety cameras, which the Swedish Transport Administration's annual traffic safety questionnaire has also demonstrated this year.

Special initiatives 2011

A trial involving moving road safety cameras between different measuring points according to a fixed schedule - Portable ATK - was concluded during the year. The trial encompassed five stretches of road, and the results demonstrated positive effects and high acceptance. The trial was a collaboration between the National Police Board and the Swedish Transport Administration.

Supporting information began to be produced during 2011, prior to the prospective procurement of a measuring system. The reason for this is that the current agreement ceased to be valid at the turn of 2011/2012. The work is being run as a joint project between the National Police Board and the Swedish Transport Administration.

Others have received information on our experiences, and we have conducted workshops with different interested parties and users. International comparisons show that the Swedish system maintains a high standard.

Claes Tingvall

ATK Council Chairperson 2011





Introduction

Automatic road safety control (ATK) is an automatic surveillance system for monitoring speed with cameras. The road safety cameras are placed on sections of road and at locations where the risk for accidents is great, and where speeds were high prior to the installation of cameras. The Swedish Transport Administration and the National Police Board administer the ATK system.

The overall goal of ATK is to reduce the average speed on our most dangerous roads and in this way decrease the number of fatalities and serious injuries. The Swedish Transport Administration and the National Police Board have a joint collaborative body for the road safety camera system - the ATK Council. The Council's function is to administer the ATK system as efficiently as possible and to act in an advisory capacity for the respective authorities.

The ATK Council deals with issues related to the ATK system in areas where there is an urgent need for the authorities to act jointly. Some examples:

- long-term planning for the development and use of the ATK system.
- the total size of the system, the number of stations and cases.
- road safety effects and the community's acceptance of the system.
- information

Representatives on the ATK Council in 2011

Mattias Andersson		National Police Board
Sven-Olov Hansson		National Police Board
Björn Lidö		National Police Board
Åsa Ersson		Swedish Transport Administration
Jan Pettersson/Helena Eriksson		Swedish Transport Administration
Claes Tingvall	Chair	Swedish Transport Administration
Anders Drugge	Co-opted member	National Police Board
Eva Lundberg	Co-opted member	Swedish Transport Administration
Thomas Forsberg		
/Bengt Svensson	Co-opted member	National Police Board
Erik Stigsmark	Co-opted member	Swedish Transport Administration
Ulf Carlsson	Co-opted member	External consultant

Goals for the ATK system and achievement of the goals for 2011

The overall goal of ATK is to reduce the average speed on our most dangerous roads and in this way decrease the number of fatalities and serious injuries.

We give an account here of the goals that the ATK Council set for the ATK system in 2011 as well as the fulfilment of each goal.

> GOAL 1 – Reduction of average speed

The average speed must be reduced by at least 5% on stretches of road that have road safety cameras in comparison with roads without road safety cameras.

Goal fulfilment

Speeds have been measured at and between ATK stations. The results were analysed by Statisticon AB on commission of the Swedish Transport Administration. Statisticon ascertains that "speeds have fallen in connection with the establishment of road safety cameras, and that they remained at the lower level thereafter".

The goal has been fulfilled.

> GOAL 2 – The proportion of vehicles that exceed the reportable speed limit

The proportion of vehicles that exceed the reportable speed limit (speed limit + 5km/h) should not exceed the given percentage levels at the following speeds.

Goal fulfilment

The proportion of vehicles that exceed the reportable speed limit (speed limit + 5km/h) during 2011 at different speed limits:

Speed limit	Goal	Result
Up to 50 km/h	5 %	2,0 %
50-70 km/h	3 %	2,9 %
80 km/h and above	1 %	0,9 %

The goal has been fulfilled.

> GOAL 3 – Public confidence in the ATK system

The public's confidence in the road safety cameras shall be maintained through information and credible application of the system.

Goal fulfilment

The goal is measured through a question in the Swedish Transport Administration's annual road safety questionnaire, where those questioned stated their opinions on the assertion:

"The automatic surveillance system for monitoring speed (using a road safety camera) is a good way to monitor speeding violations."

71 per cent of those questioned, more women than men, think that automatic surveillance systems are a good way of monitoring speeding violations. Among people who are aged 65 and above, more than 80 per cent agree. In the age group 20-54, however, 60 per cent had a positive attitude to road safety cameras.

The goal has been fulfilled.

> GOAL 4B –The availability of road safety cameras for activation

A minimum of 90 per cent of road safety cameras shall be available for activation.

Goal fulfilment

During 2011, the proportion of road safety cameras that have been available for activation has been on average 81.9 per cent. This availability has varied between 55 and 92 per cent during the year.

The goal has not been fulfilled.

> Goal 4C – The use of mobile units

The mobile units shall be used on average for at least 100 measurements per unit and year.

Goal fulfilment

The mobile units have been used on a total of 2,028 occasions during the year. Each unit was used on 81 occasions during 2011.

The goal has not been fulfilled.

The mobile units (trailers) shall be updated with new measuring systems. A clearer agreement regarding localisation, usage and monitoring will be reached between the National Police Board and police authorities prior to the updating. An overview of the distribution of trailers has also been made.

> Goal 5 – Investigative capacity – incoming cases

The investigative capacity for cases managed by the central investigation division of the National Police Board shall be at least 230,000 cases per year.

Goal fulfilment

During 2011, the ATK section reported 232,104 cases.

The goal has been fulfilled.

> Goal 7 – Proportion of investigated cases resulting in legal proceedings

50 per cent of all investigated cases shall lead to legal proceedings against the driver.

Goal fulfilment

During 2011, the National Police Board issued approximately 64,000 fines and penalties for speeding violations registered in the ATK system. This corresponds to approximately 28 per cent of investigated cases.

The results are lower than what was stated as the goal because it was not possible to determine the identity of the driver after an investigation of the violation and that photographs were not sufficiently complete to launch a preliminary investigation.

The goal has not been fulfilled.

In order for the National Police Board to receive more images that can be investigated, there has been work on the camera settings as well as cleaning of the stations. This work has been performed during 2010 and 2011.

> Goal 8 – The proportion of cases resulting in legal action when a preliminary investigation has been launched

The proportion of cases resulting in legal proceedings shall be at least 75 per cent of the cases in which a preliminary investigation has been launched.

Goal fulfilment

During 2011, the proportion of cases that led to legal proceedings was 71 of those where a preliminary investigation was launched. The results were lower than what was stated in the goal because drivers failed to communicate with the central investigation division.

The goal has not been fulfilled.

> Goal 9 – Time until notification

The time between the registration of a speed violation and the issuance of the notification document shall not exceed 14 calendar days.

Goal fulfilment

During 2011, the time from the registration of a case until the notification document was sent out was on average 10 calendar days.

The goal has been fulfilled.



Important events during 2011

Project Mobile ATK III

In 2010-2011, the National Police Board and Swedish Transport Administration carried out a joint project called Mobile ATK III. The purpose was to develop working methods, technology and quality in the ATK system, in order to enable efficient and more flexible usage of the ATK system. The goal is to

- significantly increase the proportion of the road network which is monitored by the ATK system
- increase the availability of flexible speed monitoring while sustaining the road users' acceptance of the ATK system
- improve support for road users to maintain the right speed.

During 2010-2011, a full scale trial was conducted involving the moving of road safety cameras between different measurement points according to a fixed schedule - Portable ATK. The trial encompassed 13 road safety cameras at 39 measurement sites on 5 stretches of road in the centre of Sweden, one of which was a municipal road network. The final report for the project was presented in 2011. The results demonstrate a high acceptance and positive effects. The ATK Council recommends that the Swedish Transport Administration introduce Portable ATK into the system.

Project ARGUS III

At the turn of 2011-2012, the current supplier agreement for the supply of new equipment ceases to be valid. The Swedish Transport Administration and National Police Board had earlier begun the ARGUS III project for the purpose of conducting needs and requirements analyses and for producing supporting information prior to the planned procurement of a measuring system. The supporting information is expected to be complete during 2012, and the procurement is planned for 2012-2013.

During 2011, the project has enabled others to benefit from the experiences, and workshops were held with interested parties and users. The project also included international comparisons consisting of literature and internet studies as well as visits to users and suppliers in Europe. The comparisons show that the current Swedish system maintains a high standard.

Administration

Swedish Transport Administration

The front surfaces of the measuring stations have been given a new finish which shall minimise damage in the event of vandalism. The IT systems in the measuring stations and the central administrative IT systems at the Swedish Transport Administration have been updated.

The road sign with the camera symbol (E24 Automated traffic surveillance) has been mounted at 9 out of 10 measuring stations.

National Police Board

The Police have updated their IT platform. This work has prevented the ATK administration's from developing and changing the systems for the management of ATK cases. The administration has therefore been at a low level.

Expansion in 2011

52 new road safety cameras began to be established during 2011. The establishment will be completed in 2012.

ATK by the numbers

		2011
Fixed road stretches/objects		198
Measurement sites		1 117
Mobile road safety cameras	Buses	10
	Vehicles	15



A collaboration between:



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