

ATK Annual Report 2019

Traffic safety cameras



A collaboration between
the Swedish Transport Administration
and the Swedish Police Authority

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Contents

FOREWORD BY THE ATK'S CHAIRPERSON	3
INTRODUCTION	4
ATK SYSTEM GOALS AND GOAL ACHIEVEMENT IN 2019	5
GOALS FOR 2020	9
IMPORTANT EVENTS IN 2019	11
ATK IN FIGURES.....	11

Sweden's ATK is a system that uses traffic safety cameras to automatically monitor compliance with speed limits on roads. The overall goal of using traffic safety cameras is to lower average speeds on the roads reporting the most accidents and, thereby, reduce the number of deaths and serious injuries. The system is administered by the Swedish Transport Administration and the Swedish Police Authority.

Serving as an interface between the Swedish Transport Administration, the Swedish Police and the Swedish Prosecution Authority, there is a joint body for the traffic safety camera system. This is the ATK Council. The council's function is to administer the ATK system as efficiently as possible and to advise each regulatory body concerned.



Foreword by the ATK's chairperson

The ATK system is a successful collaboration between the Swedish Transport Administration and the Swedish Police Authority.

Currently, the system comprises some 2,000 roadside stations with an investigation capacity of around 315,000 cases a year. Acceptance of the ATK system remains high and speeds on roads with ATK stations is in line with set goals.

In 2019, the ATK system was expanded so that, ahead of 2020, speed-limit compliance on roads could be further increased and a greater contribution made to the goal of reducing the number of deaths and serious injuries. The ATK system has attracted great attention from public and media alike. Furthermore, joint communication by the regulatory bodies concerned is working well.

The speed of the state road network is continuously monitored with the help of the speed index . In 2018 and 2019, the speed index shows that the average speed on the state road network has decreased compared to 2017.

In 2018 and 2019, the proportion of traffic that keeps the speed limit increased by about 5 percent. The change is significant. The decrease in the average speed means about 4.3 lives / years saved

Important events during the year

Expansion of the ATK system

In 2019, the focus was on expanding the traffic safety camera system. Thus, a total of 203 control stations were set up and taken into operation on 47 new stretches of road.

Dialogues with grid owners

Owing to unreasonable conditions and long delivery times for grid connections, the Swedish Transport Administration also held dialogues with the grid owners concerned.

Setting up ATK on municipal roads

Working with the municipality of Nacka and the city of Stockholm, the Swedish Transport Administration set up traffic safety cameras on two stretches of road. ATK is now used on five stretches on municipal/city road network.

Exchanges with other countries

In 2019, there were several exchanges of findings with ATK organisations in the Nordic countries.

ATK 2.0

The Swedish Transport Administration and the Swedish Police Authority have started joint work on the next generation ATK system.

ATK in tunnels

In many ways, setting up ATK in tunnels has proved a major challenge. Development work on this continued throughout 2019.

*Maria Lönegård
Chairperson of the ATK Council, 2019*

Introduction

Automatic traffic safety control (ATK) is a system that uses cameras for automatic monitoring of speed limits. Traffic safety cameras are used on sections of road and at places where there is a great risk of accidents and where, before the cameras were set up, speeds were high. The ATK system is administered by the Swedish Transport Administration and the Swedish Police Authority.

In Sweden, it is the vehicle driver who is penalised for speed violations.

The overall goal is to lower average speeds on the roads reporting the most accidents and, thereby, reduce the number of deaths and serious injuries.

The Swedish Transport Administration, the Swedish Police Authority and the Swedish Prosecution Authority have a joint body for the traffic safety camera system. This is the ATK Council. The council's function is to administer the ATK system as efficiently as possible and to advise each regulatory body concerned.

Issues dealt with in the ATK Council include those relating to the ATK system in areas where it is appropriate for the regulatory bodies concerned to act jointly. Some examples:

- long-term planning for developing and using the ATK system,
- total system size, number of stations and number of cases,
- traffic-safety effects of the system,
- societal acceptance of the system,
- information.

Representatives in the ATK Council, 2019

Pontus Fälldin		Swedish Police Authority
Maria Lönegård	Chairperson	Swedish Police Authority
Marie Hagberg Backlund		Swedish Transport Administration
Ulrika Honauer		Swedish Transport Administration
Maria Krafft		Swedish Transport Administration
Katarina Eriksson		Swedish Prosecution Authority



ATK system goals and goal achievement in 2019

The overall goal of the ATK system is to lower average speeds on the roads reporting the most accidents and, thereby, reduce the number of deaths and serious injuries.

We here detail the goals the ATK Council set for the ATK system in 2019 and to what extent they were achieved. Comments are given for each one.

GOAL 1 – Reduction of average speeds

Compared to results from previous monitoring, average speeds on roads with traffic safety cameras shall be maintained or reduced.

Goal achievement

Speeds are measured every third year at and between ATK stations. Measurement was most recently in 2011. Commissioned by the Swedish Transport Administration, Statisticon AB analysed the results.

Goal results cannot be assessed

Comments: There was no monitoring in 2014 or in 2017. The ATK Council prioritised a project to review and, potentially, update the correlations used to evaluate the impact of ATK.

GOAL 2 – Percentage of vehicles exceeding the reporting limits

At national and county levels, the percentages of vehicles exceeding the limits that apply for reporting speed violations captured by traffic safety cameras shall not exceed the stated percentages for the speed limits below.

Goal achievement at national level

Percentages of vehicles exceeding the applicable reporting limits at various speeds (national level)

Speed limit	Goal (%)	Result (%)
40 kph	1%	1.5 % (1.7)
50 kph	1%	1.2 % (1.4)
60 kph	1%	1.1 % (1.0)
70 kph	1%	4.0 % (2.0)
80 kph	1%	0.4 % (0.4)
90 kph	1%	0.3 % (0.3)
100 kph and higher	1%	0.1 % (0.1)

The previous year's results are given in brackets.

The goal was partly achieved.

Comments: Excluding the 40, 50, 60 and 70 kph speed limits, the percentages of vehicles exceeding the applicable reporting limits remain very low at national level. Speed limit 70 kph has the highest deviation, largely due to high deviation in Stockholm county.

Goal achievement at county level

Percentages of vehicles exceeding the applicable reporting limits at various speeds (county level)

Speed-limit	40 kph	50 kph	60 kph	70 kph	80 kph	90 kph	≥100 kph
County/goal	1 %	1 %	1 %	1 %	1 %	1 %	1 %
Dalarna	2.6	1.4					
Gävleborg			1.1				
Jämtland		2.5					
Jönköping			1.4				
Kalmar	1.2						
Kronoberg		1.1					
Skåne	2.3						
Stockholm	1.5	2.0	1.9	10.0			
Uppsala		1.9					
Västra Götaland			1.2	2.0			

The goal was partly achieved.

Comments: At county level, the percentages of vehicles that exceeded the applicable reporting levels remain low at the 80, 90 and 100 kph speed limits. The goals for these speed limits were achieved in all counties.

With the exception of the 70 kph limit in Stockholm county, compliance with the 40, 50, 60 and 70 kph limits was also good. In Stockholm county too, compliance is good apart from at the stations in the tunnels Södra länken and Norra länken.

Collaboration with the local police force continues.

GOAL 3 – Public confidence in the ATK system

Through information and trustworthy use of the system, public confidence in traffic safety cameras shall be maintained.

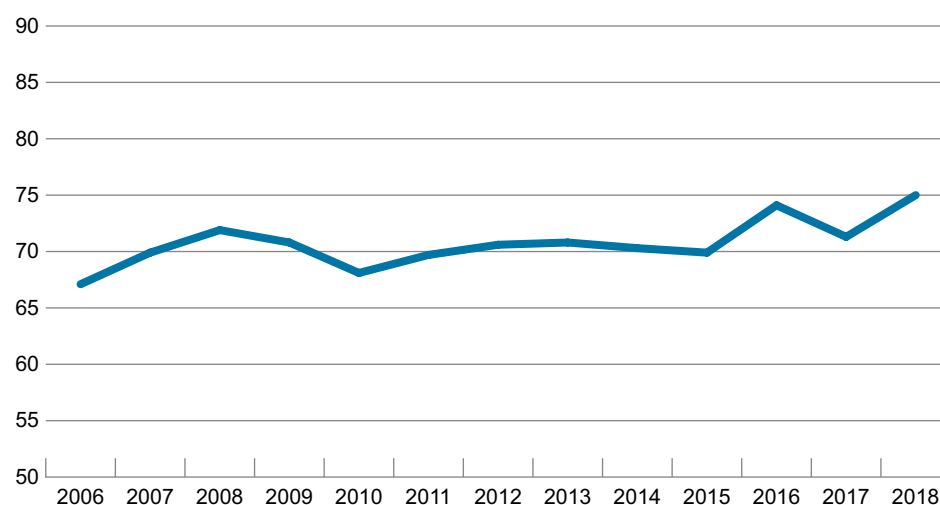
Goal achievement

This goal is monitored via a question in the Swedish Transport Administration's periodic traffic survey. Respondents are asked to take a position on the following statement:

“Automatic speed monitoring (using traffic safety cameras) is a good way of monitoring speed violations.”

In total, 75 per cent agree that automatic speed monitoring is a good way of monitoring speed violations.

Eighty-four per cent of females are positive about automatic speed monitoring. The figure for men is 69 per cent.



The goal was achieved.

Comments: Since monitoring via traffic safety cameras was initiated in 2006, acceptance has been stable at around 70 per cent.

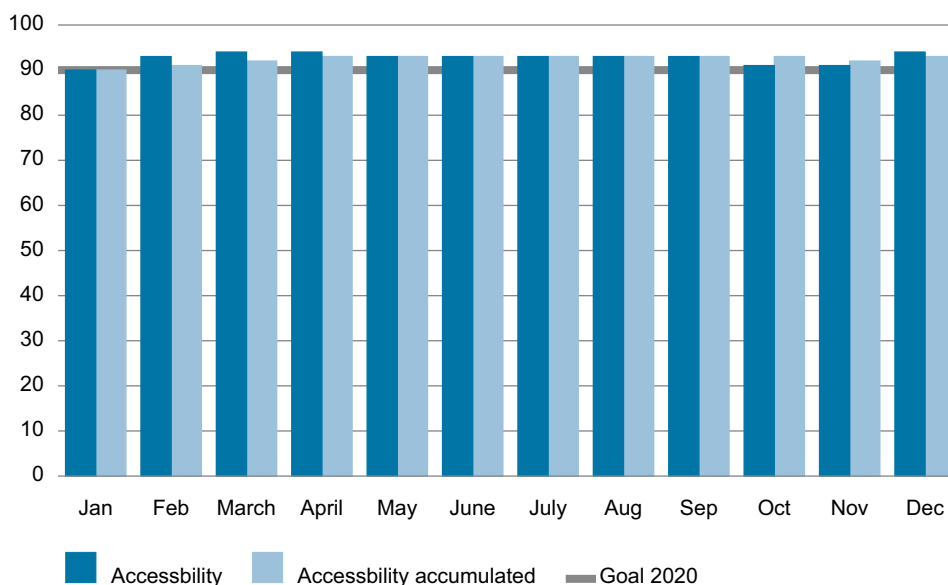
The Swedish Transport Administration's survey is carried out every other year. The next survey will be in 2020.

Goal 4B – Traffic safety camera accessibility for activation

Accessibility for activating traffic safety cameras shall be 90 per cent or higher.

Goal achievement

In 2019, the percentage of traffic safety cameras accessible for activation was, on average, 93 per cent (the same as the preceding year).



The goal was achieved.

Comments: The goal was achieved in all months of the year.

Goal 4C – Use of mobile units

Each unit shall have a roadside location and actively record speeds for at least 400 hours a year.

Goal achievement

The mobile units (ATK vehicles) were used for a total of 6,984 hours in 2019 (7,779 in 2018). On average, each unit was used for 499 hours in 2019 (519 in the previous year).

The goal was achieved.

Comments: The average-use goal was achieved. Across the country, use of individual units varies markedly from 106 to 958 hours.

Goal 7 – Percentage of ATK cases resulting in legal action

At least 35% of all investigable cases shall lead to legal action being taken against the driver of the vehicle in question.

Goal achievement

In 2019, police and public prosecutors issued around 88,000 penalty notices, i.e. breach-of-regulations fines and summary fines (83,000 in the previous year). This equates to approximately 39 per cent of the investigable cases (38 per cent in 2018).

The goal was achieved.



Goal 9 – Time to notice of intended legal action

Average time from case registration to issue of a notice of intended legal action shall not exceed 8 calendar days.

Goal achievement

In 2019, the average time from case registration to issue of a notice of intended legal action was 10 calendar days (the same as the previous year).

The goal was not achieved.

Comments: The goal has not been reached due to high staff turnover. The recruitment of new investigators for 2020 has been decided and is ongoing.

Goals for 2020

The Swedish Transport Administration and the Swedish Police Authority have jointly reviewed the goals that are used to monitor ATK operations. For 2020, the ATK Council has established the following goals:

Goal 1 – Average speeds

Compared to results from previous monitoring, average speeds on roads with traffic safety cameras shall be maintained or reduced.

Comments: No figures for this goal will be reported in 2020.

Goal 2 – Compliance with speed limits

At national and county levels, the percentages of vehicles exceeding the limits that apply for reporting speed violations captured by traffic safety cameras shall not exceed the stated percentages for the speed limits below.

- Permitted speed ≤ 50 kph 1%
- Permitted speed 60 kph 1%
- Permitted speed 70 kph 1%
- Permitted speed 80 kph 1%
- Permitted speed 90 kph 1%
- Permitted speed ≥ 100 kph 1%

Comments: The goal is to remain unchanged from the previous year. Results are to be complemented with separate details of speed-limit compliance where ATK is used in tunnels.

Goal 3 – Acceptance

Through information and trustworthy use of the system, public confidence in traffic safety cameras shall be maintained.

Comments: The goal is to remain unchanged from the previous year.

Goal 4B – Accessibility

Accessibility for activation of ATK stations shall be $\geq 90\%$.

Comments: The goal is to remain unchanged from the previous year.

Goal 4C – Mobile units

Each unit shall have a roadside location and actively record speeds for at least 400 hours a year.

Comments: The goal is to remain unchanged from the previous year.



Goal 5 – Investigation capacity

The Swedish Police Authority shall have the capacity to investigate at least 315,000 cases a year.

Comments: This goal is to be reintroduced.

Goal 7 – Legal action

At least 35% of all investigable cases shall lead to legal action being taken against the driver of the vehicle in question.

Comments: The goal is to remain unchanged from the previous year.

Goal 9 – Investigation

The average time from registration of a speed violation to issue of a notice of intended legal action shall not exceed 10 calendar days.

Comments: This goal is to be changed. The average time from registration of a speed violation to issue of a notice of intended legal action is to be extended from no more than 8 calendar days to no more than 10 calendar days.



Important events in 2019

Expansion of the ATK system

In 2019, the focus was on expanding the traffic safety camera system. Thus, a total of 203 control stations were set up and taken into operation on 47 new stretches of road.

Six control stations were dismantled owing to the implementation of other traffic safety measures.

There are currently some 2,000 traffic safety cameras along Sweden's roads.

The ATK system is run and administered by an unchanged workforce in both regulatory bodies.

More important events

Dialogues with grid owners

Owing to unreasonable conditions and long delivery times for grid connections, the Swedish Transport Administration also continued to hold dialogues with the grid owners concerned.

Additionally, the Swedish Transport Administration requested that the Energy Markets Inspectorate and the Administrative Court should review the grid owners' conditions for connecting traffic safety cameras. The grid owners' conditions and delivery times for grid connections negatively affected the Swedish Transport Administration's opportunities for setting up traffic safety cameras in 2019.

Setting up ATK on municipal roads

Working with the municipality of Nacka and the city of Stockholm, the Swedish Transport Administration set up traffic safety cameras on two stretches of road. In total, there are now five municipal/city stretches in Sweden.

Exchanges with other countries

In 2019, there were several exchanges of findings with ATK organisations in the Nordic countries.

For example, representatives from the Swedish Transport Administration and the Swedish Police Authority took part in a Nordic ATK exchange in Finland. In December 2019, Norway's ATK organisation visited the Swedish Police Authority's investigation unit in Kiruna.

ATK 2.0

The Swedish Transport Administration and the Swedish Police Authority have started joint work on the next generation ATK.

ATK in tunnels

In many ways, setting up ATK in tunnels has proved a major challenge. Development work on this continued throughout 2019.

Ahead of 2020

The Swedish Transport Administration plans to set up around 200 more traffic safety cameras in 2020.

The Swedish Police Authority has decided to increase the investigation capacity of the ATK section in Kiruna. A further investigation group is to be established in 2020.

ATK in figures

	2019
Kilometres of road with ATK	Around 5,000 km
Control stations	2,003
Mobile units	15

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

A cooperation between:



Swedish Transport Administration,
781 89 Borlänge. Street address: Röda vägen 1.
Telephone: +46-771-921 921. Text telephone: +46-10-123 50 00.

www.trafikverket.se



Swedish Police,
Box 12256, 102 26 Stockholm.
Telephone: +46-8-40 190 00.

www.polisen.se