ATK Annual Report 2022
Traffic safety cameras

A collaboration between the Swedish Transport Administration and the Swedish Police Authority
Automatic traffic safety control (ATK) is a system for speed monitoring with traffic safety cameras. The aim is to reduce the average speed on our most accident-prone roads and thus 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 cooperation body between the Swedish Transport Administration, the Swedish Police Authority and the Swedish Prosecution Authority for the system of traffic safety cameras – the ATK Council. The council’s function is to manage the ATK system in the most efficient way and to advise each authority.
Foreword by the ATK’s chairperson

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

An expansion of the ATK system was carried out during the year to further increase speed enforcement on the road network and help reduce the number of fatalities and serious injuries.

At year-end, the system consisted of approximately 2,390 fixed stations along the roads, corresponding to approximately 6,000 speed-monitored kilometres, and an investigation capacity of approximately 333,000 cases per year.

During the year, all or part of 8 stretches were dismantled in connection with improved road safety with other measures.

As a complement to the fixed system, there are also 15 mobile units managed by the Swedish Police Authority and distributed among all seven police regions.

The acceptance of the ATK system remains high and the speed on roads with ATK stations is in line with set targets.

The ATK system receives a high level of attention from both the public and the media, and our joint communication works well.
Important events during the year

Expansion of the ATK system
In 2022, a total of 95 ATK stations were set up and taken into operation on 14 stretches of road, corresponding to approximately 250 monitored kilometres.

Dialogues with grid owners
Owing to unreasonable conditions and long delivery times for grid connections, the Swedish Transport Administration also during 2022 held dialogues with the grid owners concerned. Some conditions have been submitted for review by the Administrative Court.

Project ATK 2.0
Work for the next generation ATK system is underway in a joint project between the Swedish Transport Administration and the Police Authority.

A procurement of ATK stations for the next generation ATK system has been completed in 2022.

Effects of road safety cameras
A study on the effects on speeds and road safety when establishing road safety cameras has been completed in 2022.

In conclusion, the results show that the ATK system still has effects in the same order of magnitude on speed compliance as shown in previous studies. The report “Traffic safety cameras in Sweden Effects on speed and traffic safety” has been published.

Thefts of ATK cameras
Between 150-160 traffic safety cameras have been damaged or stolen during August and October. The thefts took place north of Stockholm and near Uppsala, but also in nearby counties. Every damage and theft is reported to the police and damaged cameras are repaired and reassembled. The cost of restoration is estimated at approximately SEK 40 million.

Development of the investigation system
The Swedish Police has begun to develop the investigation system for increased automation of the investigation process and more efficient IT management.

Expansion of investigative resources
In order to increase the investigative capacity, the Swedish Police decided to recruit additional investigators to the ATK unit.

Risk analysis
The authorities have jointly carried out a risk analysis. The greatest risks for not being able to continue the expansion of the ATK system are considered to be the possibility of connecting the traffic safety cameras to the electricity grid with acceptable conditions and delivery times for connection.

Maria Lönegård
Chairperson of the ATK Council, 2020
Introduction

Automatic traffic safety control (ATK) is a system of automatic speed monitoring with cameras where speed is measured using radar technology.

Traffic safety cameras are used on road stretches and at places where there is a great risk of accidents and where, before the cameras were set up, average speed were high. The ATK system is administered by the Swedish Transport Administration and the Swedish Police Authority.

In Sweden, the driver of the vehicle is penalised in the event of a speed violation.

The overall goal of the ATK system is to lower average speeds on our most accident-prone roads 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 authority concerned.

Issues dealt with in the ATK Council are those relating to the ATK system in areas where it is appropriate for the authorities 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, 2022

<table>
<thead>
<tr>
<th>Name</th>
<th>Authority</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maria Lönégård, Chairperson</td>
<td>Swedish Police Authority</td>
</tr>
<tr>
<td>Pontus Fälldin</td>
<td>Swedish Police Authority</td>
</tr>
<tr>
<td>Marie Hagberg Backlund</td>
<td>Swedish Transport Administration</td>
</tr>
<tr>
<td>Ulrika Honauer</td>
<td>Swedish Transport Administration</td>
</tr>
<tr>
<td>Maria Krafft</td>
<td>Swedish Transport Administration</td>
</tr>
<tr>
<td>Anne Boijmarker</td>
<td>Swedish Prosecution Authority</td>
</tr>
</tbody>
</table>
ATK system goals and goal achievement in 2022

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

We here detail the goals the ATK Council has set for the ATK system in 2022 and to what extent they were achieved. Comments are given for each one.

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 (excluding tunnels).

<table>
<thead>
<tr>
<th>Speed limit</th>
<th>Goal (%)</th>
<th>Result (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>40 km/h</td>
<td>1 %</td>
<td>1,2 % (1,8)</td>
</tr>
<tr>
<td>50 km/h</td>
<td>1 %</td>
<td>0,8 % (1,3)</td>
</tr>
<tr>
<td>60 km/h</td>
<td>1 %</td>
<td>0,7 % (0,7)</td>
</tr>
<tr>
<td>70 km/h</td>
<td>1 %</td>
<td>0,4 % (0,5)</td>
</tr>
<tr>
<td>80 km/h</td>
<td>1 %</td>
<td>0,3 % (0,3)</td>
</tr>
<tr>
<td>90 km/h</td>
<td>1 %</td>
<td>0,2 % (0,2)</td>
</tr>
<tr>
<td>100 km/h and higher</td>
<td>1 %</td>
<td>0,1 % (0,1)</td>
</tr>
</tbody>
</table>

The previous year’s results are given in brackets.

The goal was partly achieved.

Comments: The goal is achieved for all speed limits except for the speed limit of 40 km/h. The goal is supplemented by a separate report on speed compliance in tunnels where ATK is established.
**Goal achievement at county level**

Percentages of vehicles exceeding the applicable reporting limits at various speeds (excluding tunnels).

<table>
<thead>
<tr>
<th>Speed limit</th>
<th>40 km/h</th>
<th>50 km/h</th>
<th>60 km/h</th>
<th>70 km/h</th>
<th>80 km/h</th>
<th>90 km/h</th>
<th>≥100 km/h</th>
</tr>
</thead>
<tbody>
<tr>
<td>County/goal</td>
<td>1%</td>
<td>1%</td>
<td>1%</td>
<td>1%</td>
<td>1%</td>
<td>1%</td>
<td>1%</td>
</tr>
<tr>
<td>Dalarna</td>
<td>2,3%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gävleborg</td>
<td></td>
<td>1,3%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jämtland</td>
<td>1,1%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jönköping</td>
<td></td>
<td></td>
<td>1,6%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Skåne</td>
<td>2,1%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Stockholm</td>
<td></td>
<td></td>
<td></td>
<td>1,1%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Värmland</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,9%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Östergötland</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,2%</td>
<td></td>
</tr>
</tbody>
</table>

*The goal was partly achieved.*

**Comments:** The proportion of vehicles that have exceeded the applicable reporting limits at county level remains at a low level at speeds of 70, 80, 90 and 100 km/h. For these speeds, the target is met in all counties.

Speed enforcement is also good at speeds of 40, 50 and 60 km/h.

Only those counties and speed limits where the reporting limit has been exceeded are reported.

Cooperation with local police continues.

**Speed compliance in tunnels**

The proportion of vehicles in each tunnel that have exceeded the applicable reporting limit at different speed limits.

<table>
<thead>
<tr>
<th>Speed limit</th>
<th>50 km/h</th>
<th>70 km/h</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tunnel/goal</td>
<td>1%</td>
<td>1%</td>
</tr>
<tr>
<td>The Southern Link</td>
<td>-</td>
<td>15,2%</td>
</tr>
<tr>
<td>The Northern Link</td>
<td>43,7%</td>
<td>19,0%</td>
</tr>
<tr>
<td>The Lundby tunnel</td>
<td>-</td>
<td>3,4%</td>
</tr>
<tr>
<td>The Gnistäng tunnel</td>
<td>-</td>
<td>2,4%</td>
</tr>
</tbody>
</table>

*The goal was not achieved.*

**Comments:** Speed compliance on the ATK stretches in tunnels is low. The lowest speed compliance is in the tunnels in Stockholm County (the Southern and the Northern link). In the Lundby tunnel and the Gnistäng tunnel, speed compliance is significantly higher than in the Southern and Northern links.
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 percent agree that automatic speed monitoring is a good way of monitoring speed violations which is an increase of 3 percentage points since the last survey (2020).

It is men who increase the most (four percentage points).

Acceptance of ATK, share that agrees with the statement (%), 16–74 yrs.

The goal was achieved.

Comments: Since monitoring via traffic safety cameras was initiated in 2006, acceptance has been stable at around 70 percent. with an increased trend in recent years.

The Swedish Transport Administration’s survey is carried out every other year since 2018. The next survey will be in 2024.
Goal 4B – Traffic safety camera accessibility for activation

*Accessibility for activating traffic safety cameras shall be 93 percent or higher.*

**Goal achievement**

In 2022, the percentage of traffic safety cameras accessible for activation was, on average, 93 percent (95 percent the preceding year).

![Accessibility (%) Roadside stations, 2022 jan-dec, Nationally](image)

**The goal was achieved.**

*Comments:* The goal has been achieved despite the fact that availability during the last four-month period of 2022 was negatively affected by thefts of cameras.

In order for a traffic safety camera to be used for speed measurement, it must be accessible. In order for the camera to be accessible, it must be technically operational and the legal and administrative data for it must be correct.

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 6,824 hours in 2022 (7,847 in 2021). On average, each unit was used for 455 hours in 2022 (523 in the previous year).

**The goal was achieved.**

*Comments:* The average-use goal was achieved. Across the country, use of individual units varies greatly from 196 to 768 hours.
Goal 5 – Investigative capacity
The capacity for investigating cases with the Police Authority must be at least 400,000 cases.

Goal achievement
In 2022, 333,456 cases were reported.

The goal was not achieved.

Comments: The outcome was affected by high staff turnover during the year.

Goal 7 – Percentage of ATK cases resulting in legal action
At least 35 percent of all investigable cases shall lead to legal action being taken against the driver of the vehicle in question.

Goal achievement
In 2022, the police issued approximately 98,000 fine-order orders and prosecutors approximately 2,000 criminal orders. A total of approximately 100,000 fines were issued (110,000 in the previous year). This corresponds to approximately 42 per cent of investigable cases (previous year 38 per cent). In addition, prosecutors brought about 1,500 indictments.

The goal was achieved.

Goal 9 – Time to notice of intended legal action
The average time from registration of a speed violation to issue of a notice of intended legal action shall not exceed 8 calendar days.

Goal achievement
In 2022, the average time from case registration to issue of a notice of intended legal action was 8 calendar days (7 days the previous year).

The goal was achieved.
Goals for 2023

The Swedish Transport Administration and the Swedish Police Authority have jointly reviewed the goals that are used to monitor ATK operations.

**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 km/h 1%
- Permitted speed 60 km/h 1%
- Permitted speed 70 km/h 1%
- Permitted speed 80 km/h 1%
- Permitted speed 90 km/h 1%
- Permitted speed ≥ 100 km/h 1%

*Comments:* The goal will remain unchanged from the previous year. The goal is complemented with separate report 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 will remain unchanged from the previous year.

Goal 4B – Accessibility
Accessibility for activation of ATK stations shall be ≥ 93 percent.
Comments: The goal will 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 will remain unchanged from the previous year.

Goal 5 – Investigation capacity
The Swedish Police Authority shall have the capacity to investigate at least 400,000 cases a year.
Comments: The goal will remain unchanged from the previous year.

Goal 7 – Legal action
At least 35 percent of all investigable cases shall lead to legal action being taken against the driver of the vehicle in question.
Comments: The goal will 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 8 calendar days.
Comments: The goal will remain unchanged from the previous year.
Important events in 2022

**Expansion of the ATK system**
In 2022, the focus has been on continues establishment of the traffic safety cameras. Thus, during the year 14 stretches with a total of 95 measuring stations were established. During the year, 8 stretches, on whole or in part, were dismantled owing to the implementation of other traffic safety measures.

At the turn of the year, there were approximately 2,390 traffic safety cameras along Swedish roads.

**Dialogues with grid owners**
Due to the Swedish Transport Administration’s assessment that conditions for electricity grid connection are still unreasonable and that there are long delivery times for electricity grid connections, the Swedish Transport Administration has also held dialogues with grid owners concerned in 2022.

The Swedish Transport Administration regularly examines matters with the Swedish Energy Markets Inspectorate regarding the electricity network owners’ pricing and conditions for connecting traffic safety cameras.

The Swedish Energy Markets Inspectorate has decided that the terms are reasonable. The cases in which the Swedish Transport Administration has continued to judge that the conditions are unreasonable have been submitted to the Administrative Court for review.

The electricity network owners’ terms and conditions and the delivery time for electricity grid connections have negatively affected the Swedish Transport Administration’s ability to establish traffic safety cameras also in 2022.

**Project ATK 2.0**
Work for the next generation ATK system is underway in a joint project between the Swedish Transport Administration and the Police Authority.

A procurement of measuring stations for the next generation ATK system has been completed in 2022.

A contract has been signed with Sensys Gatso Sweden AB in Jönköping. The contract period is 6 years with the possibility of extension. The contract covers the development, delivery and installation of measuring stations for placement on and over the road as well as maintenance of all ATK measuring stations.

**Effects of road safety cameras**
A study on the effects on speed and road safety of the establishment of traffic safety cameras has been completed in 2022.

In conclusion, the results show that the ATK system still has effects on speed compliance in the same order of magnitude as shown in previous studies and that the Swedish Transport Administration’s goal of maintaining or lowering the average speed on roads with traffic safety cameras has been achieved for the studied time period, 2006–2016.

In terms of road safety effects, the results show a 39 percent reduction in the number of fatalities and a 15 percent reduction in the number of seriously injured.

The report “Speed Cameras in Sweden: Effects on Speed and Traffic Safety” has been published.
Thefts of ATK cameras
Between 150-160 traffic safety cameras have been damaged or stolen during August and October. The thefts took place mainly north of Stockholm and near Uppsala, but also in nearby counties. Every damage and theft is reported to the police and damaged cameras are repaired and reassembled. The Swedish Transport Administration cooperates with the supplier of traffic safety cameras on solutions that can prevent and make theft more difficult in the future.

Restoring a site with cabinets, cameras and other equipment costs about SEK 250,000, which means a total cost of about SEK 40 million. The work takes time because the number of places is large. The thefts have affected the availability of the ATK system during parts of 2022.

Development of the investigation system
The Swedish Police Authority has begun to develop the investigation system to create a more efficient management of ATK cases. This is done, among other things, through improved user support as well as increased digitization and automation of the investigation process. The development work also aims to improve and simplify the administration of the system. This part of the work is done in accordance with the police’s decided IT plan. Development work to exchange information digitally with the National Prosecution Authority began during the year.

Expansion of investigative resources
In order to expand the investigative capacity, the Swedish Police Authority decided to recruit additional investigators to the ATK unit in 2022 with the goal that the unit will have 74 employees by the end of 2022. Due to high staff turnover, the target was not achieved in 2022. The Swedish Police Authority has decided that recruitment will continue with the same goal in 2023.

Risk analysis
The authorities have jointly carried out a risk analysis. Risks have been identified in the areas of competence, investigation/prosecution and establishment (expansion of the system). The main risks for not being able to continue the expansion of the ATK system as planned are the possibility of connecting the traffic safety cameras to the grid with acceptable conditions and delivery times for connection to the grid.

The Swedish Transport Administration has taken measures to try to minimize the risk, see section Dialogues with grid owners above.

In competence and investigation/prosecution, the risks are above all a lack of resources. Both the Swedish Transport Administration and the Swedish Police Authority are aware of this.

Ahead of 2023
The Swedish Transport Administration plans to establish an additional 150 traffic safety cameras in 2023.

ATK in figuers

<table>
<thead>
<tr>
<th></th>
<th>2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kilometres of road with ATK</td>
<td>Around 6,000 km</td>
</tr>
<tr>
<td>Control stations</td>
<td>About 2,390</td>
</tr>
<tr>
<td>Mobile units</td>
<td>15</td>
</tr>
</tbody>
</table>

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