

Automatic Safety Camera System

Reduce speed- save lives

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History

- 2001-02** 14 test roads
- 2003** Evaluation
- 2004-05** Purchasing, development
- 2006** 700 spot camera locations established
- 2007** 170 spot camera locations established, mobile cameras
- 2008** 100 spot camera locations decided

Conclusions of the tests

- Reduces speed
- Reduces fatal and serious injuries
- Produces good effects on the society
- Reduced environmental impact
- High acceptance among road users
- Possible to develop

Swedish National Police Board – Swedish Road Administration

- Agreement to cooperate
- Active participation
- Mutual development
- Mutual goals

Goals

- Contribute to reduce the number of fatal and seriously injured road users
- In line with the objective of the Vision Zero
- Establish to minimize speeding

Swedish safety camera system

Mobile safety cameras

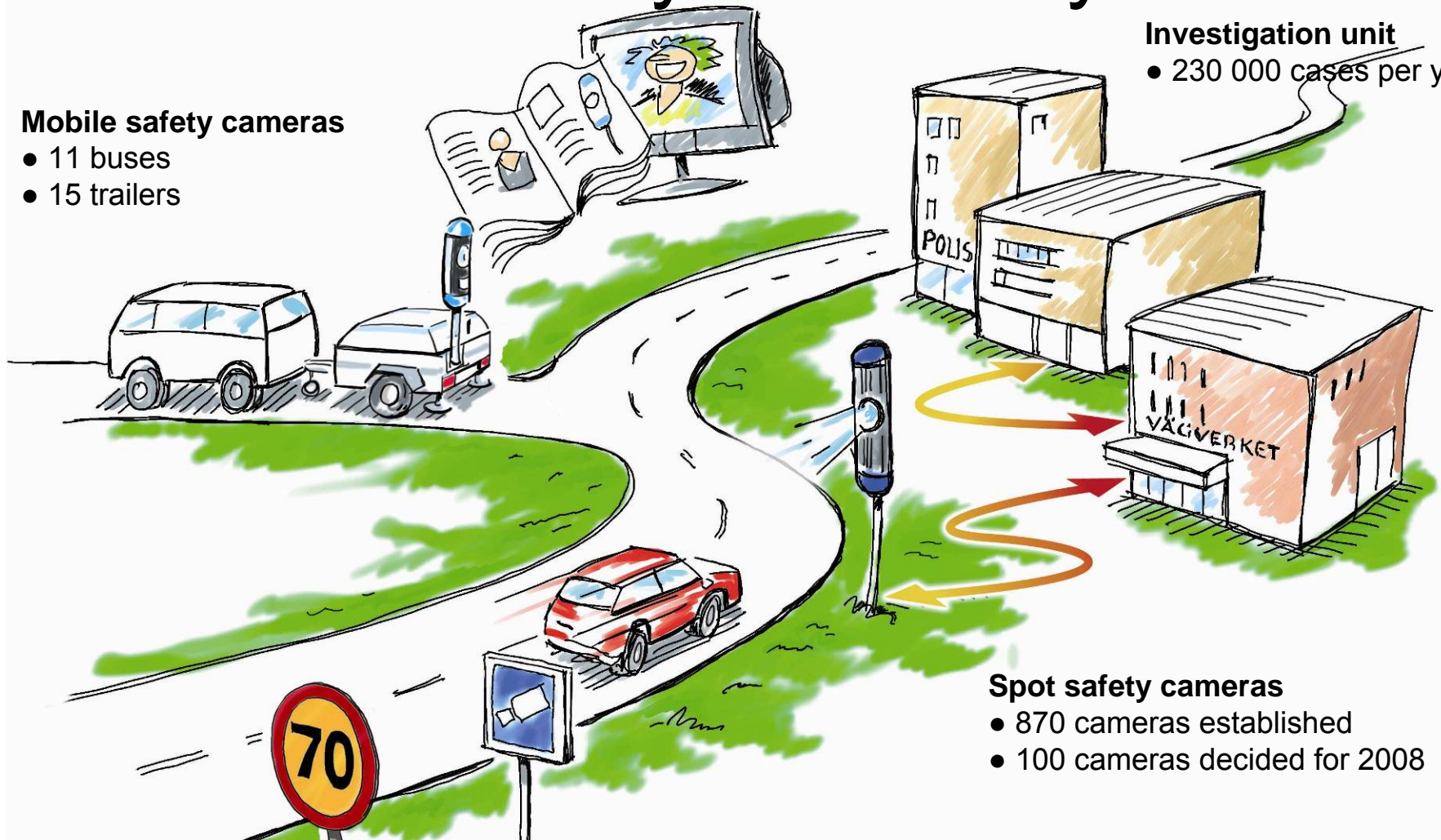
- 11 buses
- 15 trailers

Investigation unit

- 230 000 cases per year

Spot safety cameras

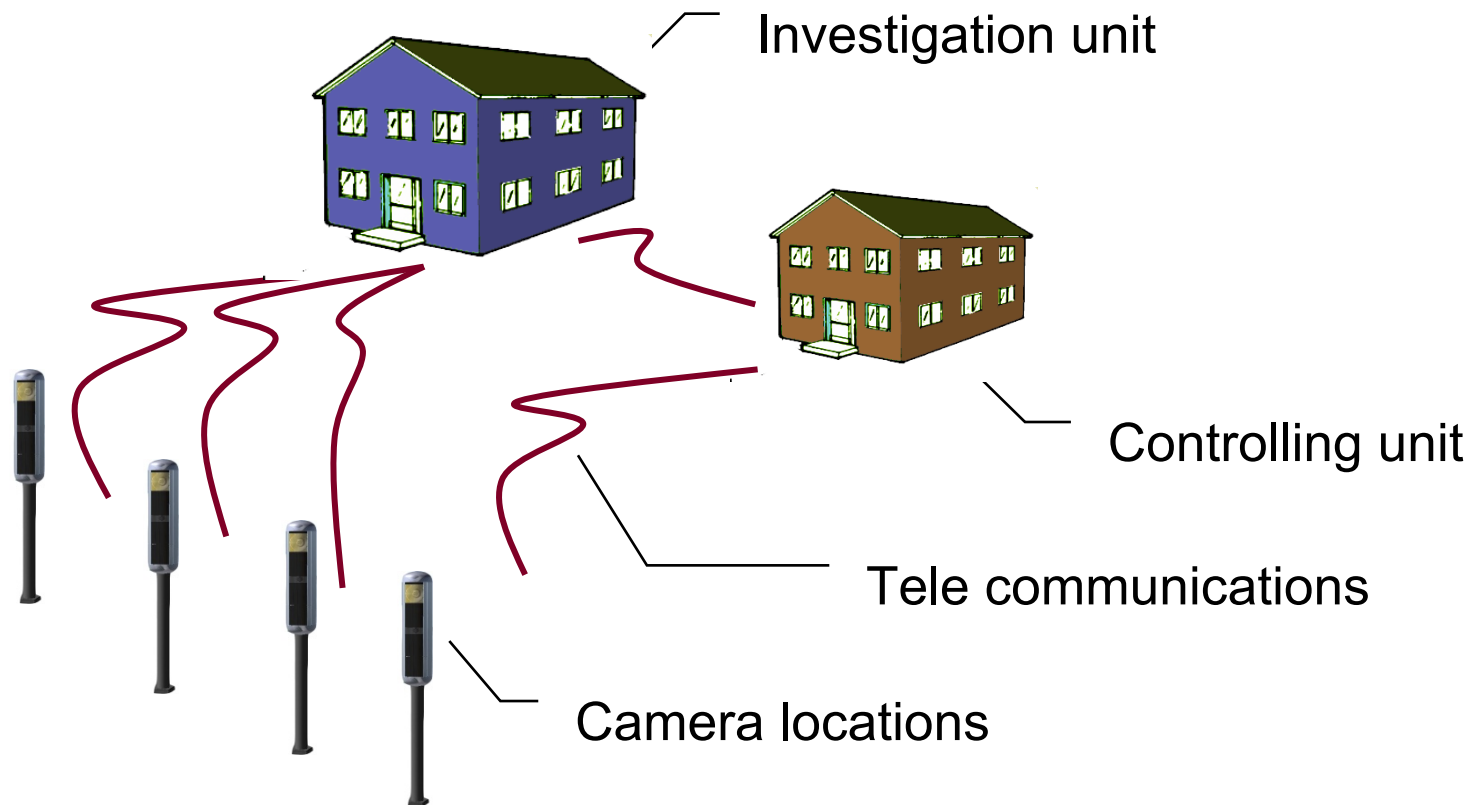
- 870 cameras established
- 100 cameras decided for 2008



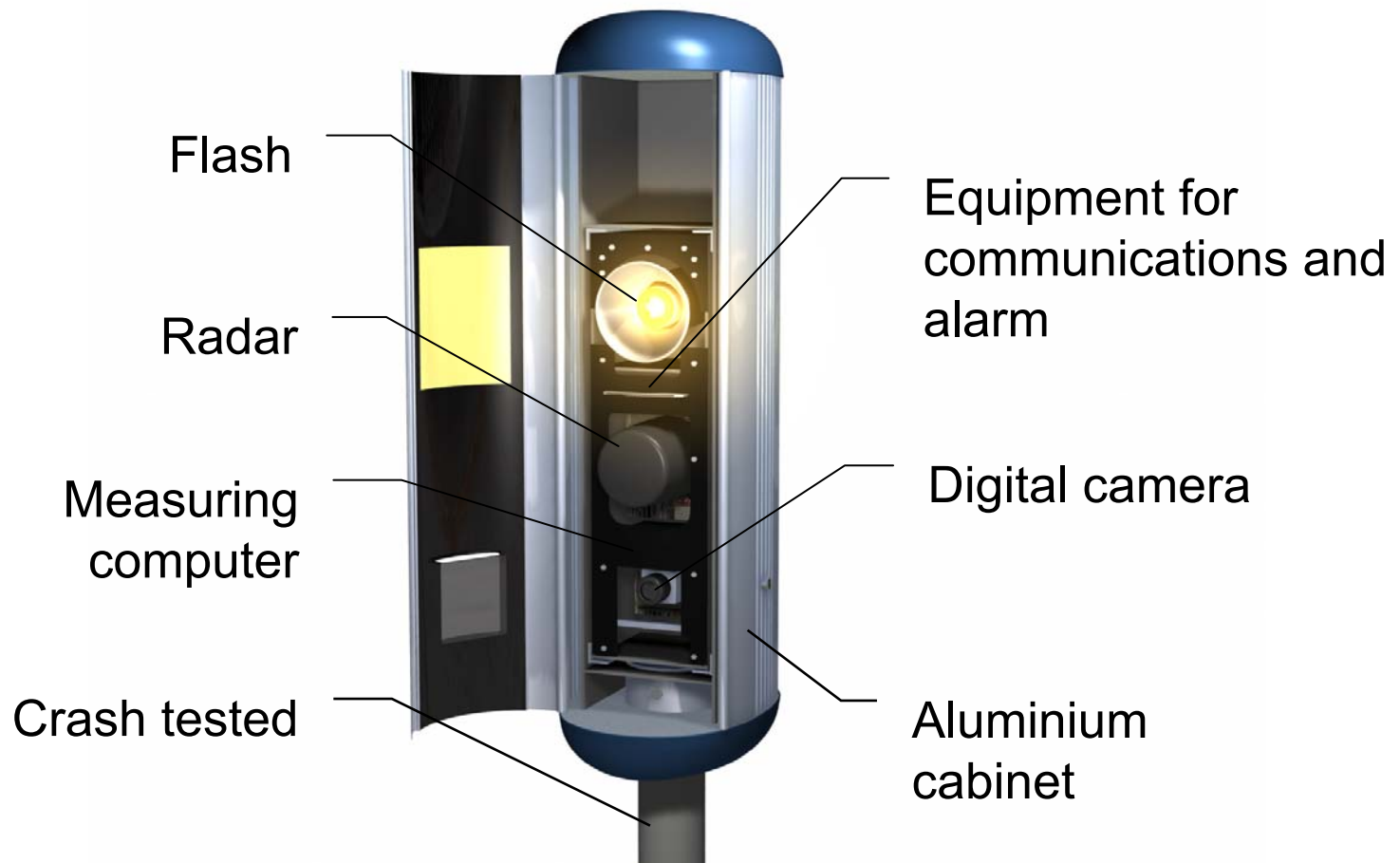
The driver is responsible



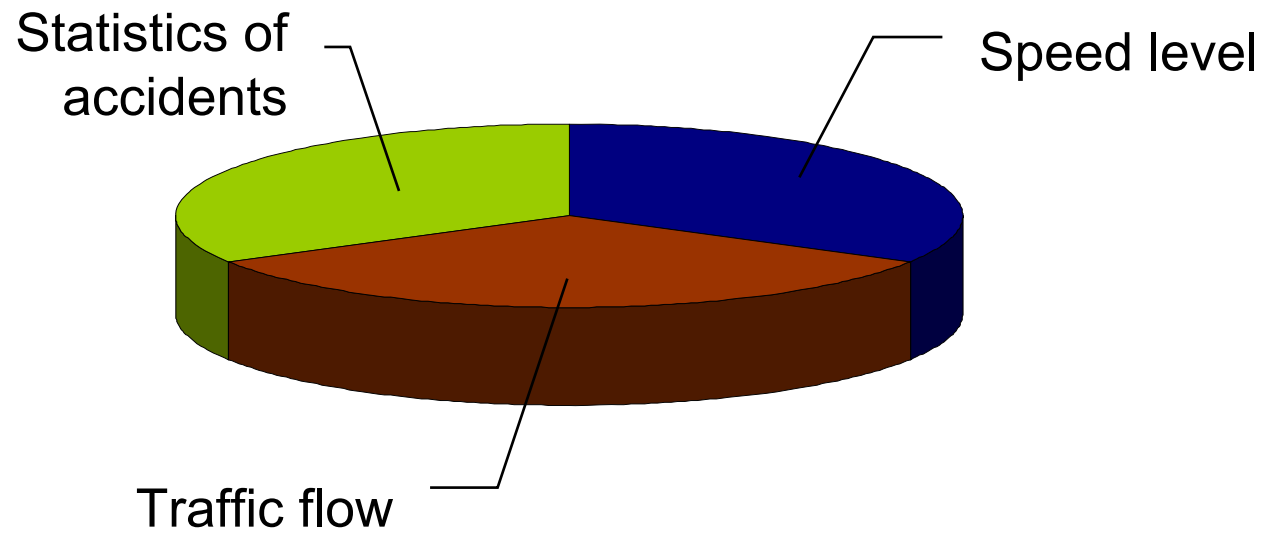
Functions



Camera



Criteria for establishment



Selecting roads and camera locations

- Recommend roads that fulfil the criterias
- Valuation of present camera locations
- National, regional and local consultation
- Responsible - Swedish National Road Administration

Spot safety cameras



Spot safety cameras



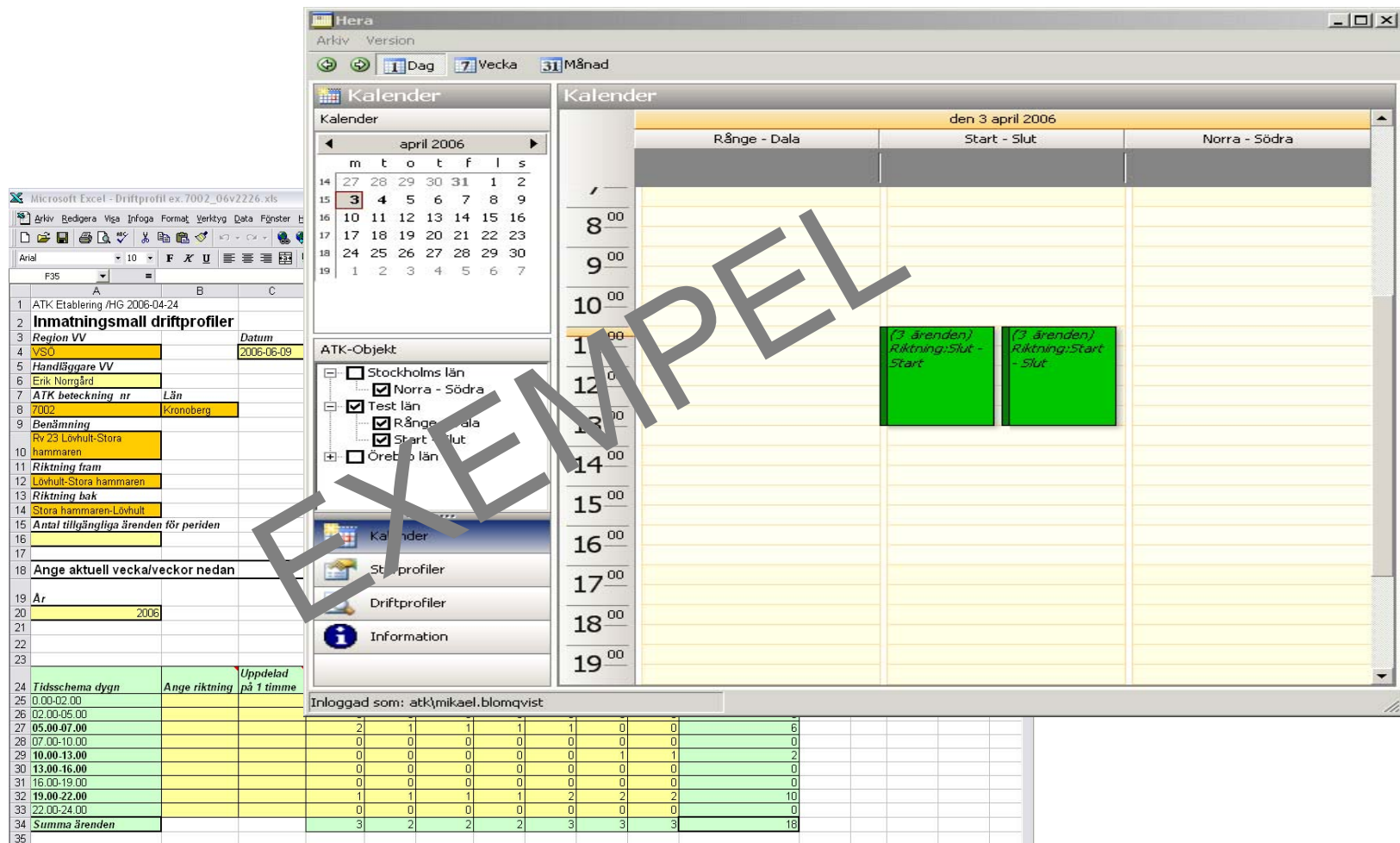
Mobile safety cameras



Controlling unit

- Operative controlling
- Capacity forecast
- Local adaption
- Responsible - Swedish National Police Board

Program for controlling



The screenshot displays a software interface with a calendar and a data table. The calendar shows the month of April 2006, with the 3rd of April highlighted. The data table below the calendar shows the number of incidents for different times of day and directions.

Time	Rånge - Dala	Start - Slut	Norra - Södra
8:00			
9:00			
10:00			
11:00			
12:00			
13:00			
14:00			
15:00			
16:00			
17:00			
18:00			
19:00			

Time	Ange riktning	Uppdelad på 1 timme
0.00-02.00		
02.00-05.00		
05.00-07.00		
07.00-10.00		
10.00-13.00		
13.00-16.00		
16.00-19.00		
19.00-22.00		
22.00-24.00		
Summa ärenden		

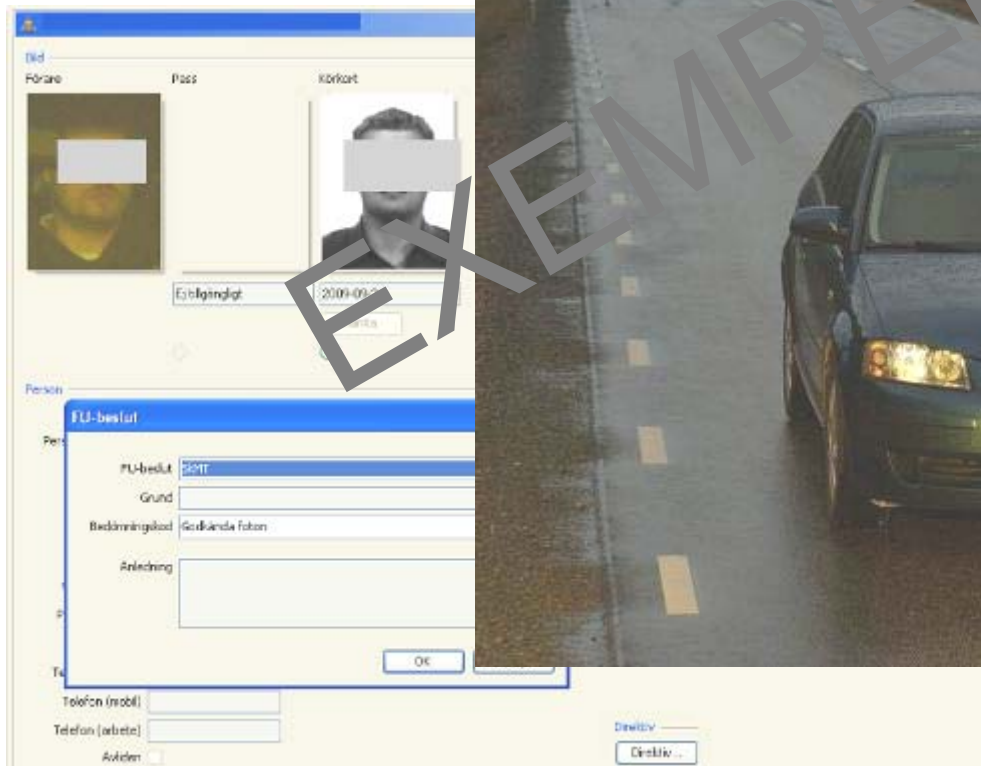
Investigation unit

- Investigate and handle violations identified by the system
- At least 230 000 cases per year
- Located in Kiruna
- Responsible - Swedish National Police Board

Investigation unit

- Personal from the Swedish police
- At least ten preliminary investigation officers
- Circulation for comments to local police authorities
- Circulation for comments from the other Nordic countries

Program for investigation



Bil

Förare Pass Körkort

Ej tillgängligt 2009-09-23

Person

FBI-bestät

Per: FBI-bestät: **201T**

Grund:

Bedömningsgrund: **Godkända foten**

Anledning:

OK

Telefon (mobil):

Telefon (arbete):

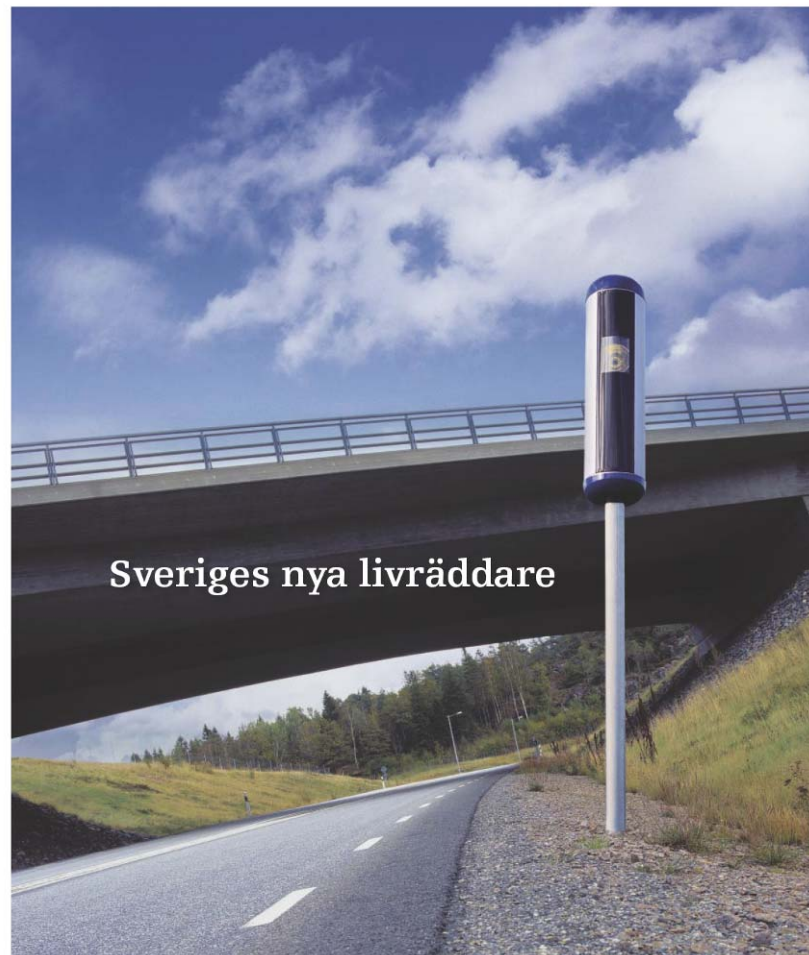
Avdelning:

Direktiv: **Direktiv...**



Information activities

- Local, regional and national information
- Different information channels



Sveriges nya livräddare

KALLA FAKTA

- Om genomsnittshastigheten ökar med 10 km/tim ökar antalet döda med 50 procent.
- Om alla höll hastighetsgränserna skulle drygt 100 liv sparas varje år.
- Hastigheten är den faktor som har störst betydelse för hur allvariga följer en trafikolycka för.
- En krock i 70 km/tim motsvarar ett fall från sjätte våningen i ett höghus.

Nu placerar vi ut nya trafiksäkerhetskameror på våra farligaste vägar. Det gör vi för att rädda liv!

De placeras fullt synliga, främst vid olycksdrabbade vägar. Ofta är det vägar med tät trafik och höga hastigheter. Det finns goda exempel på vägstäckor där olyckorna minskat med 60 procent, tack vare kamerorna.

Varje trafiksäkerhetskamera innehåller en kamera som fungerar dag och natt. Om du överträder hastighetsbegränsningen blir du fotograferad och får därefter en bot.

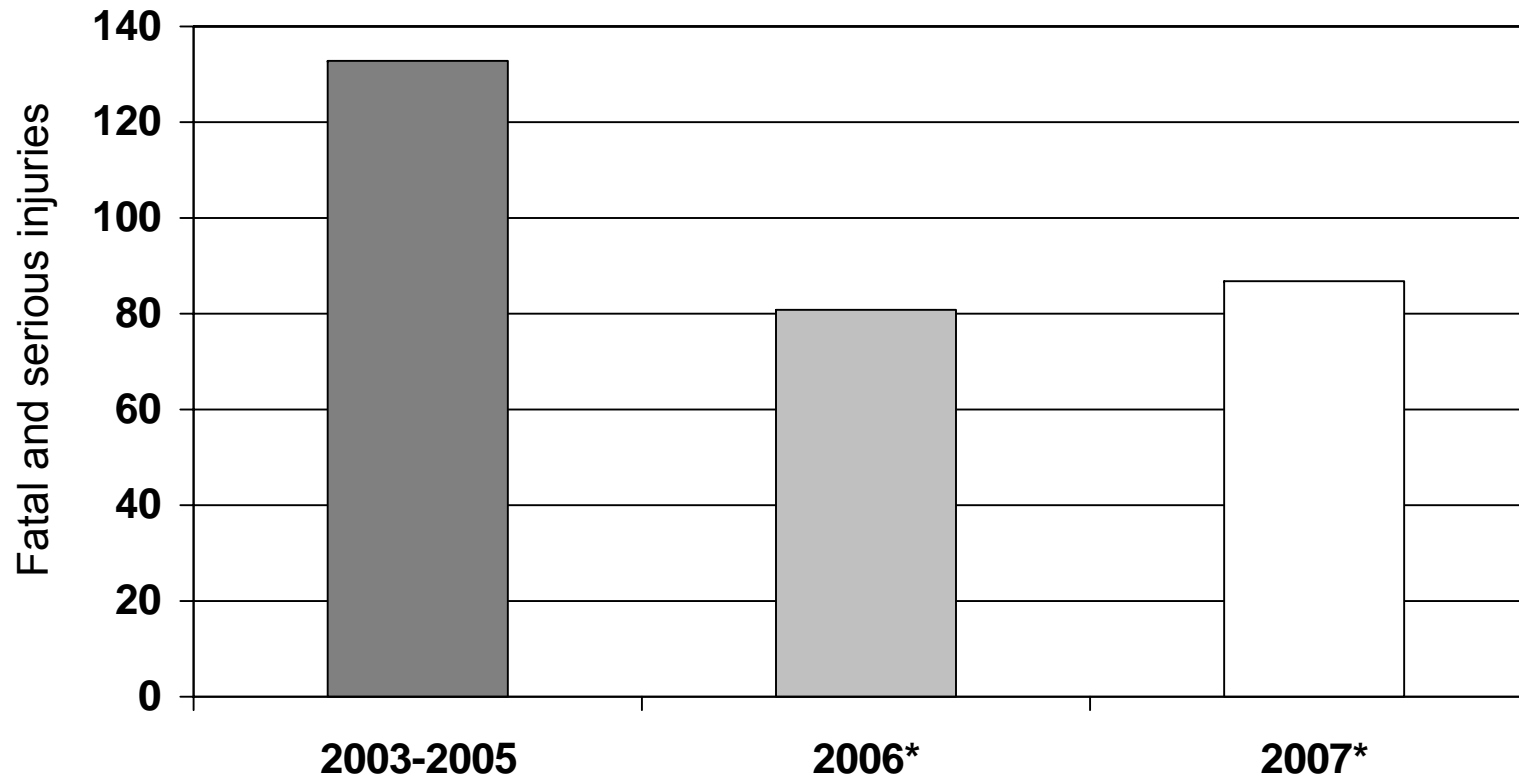
Helst önskar vi att ingen ska behöva åka fast för fortkörning. Se trafiksäkerhetskameran som ett hjälpmedel för att hålla rätt hastighet, på samma sätt som vägmärken och hastighetsmätaren i bilen.

På www.vv.se finns mer information och kartor över var trafiksäkerhetskamerorna placeras.

Positive effects



- Less fatal and serious injuries
- Reduced environmental impact
- Reduced vehicle costs

Fatal and serious injuries



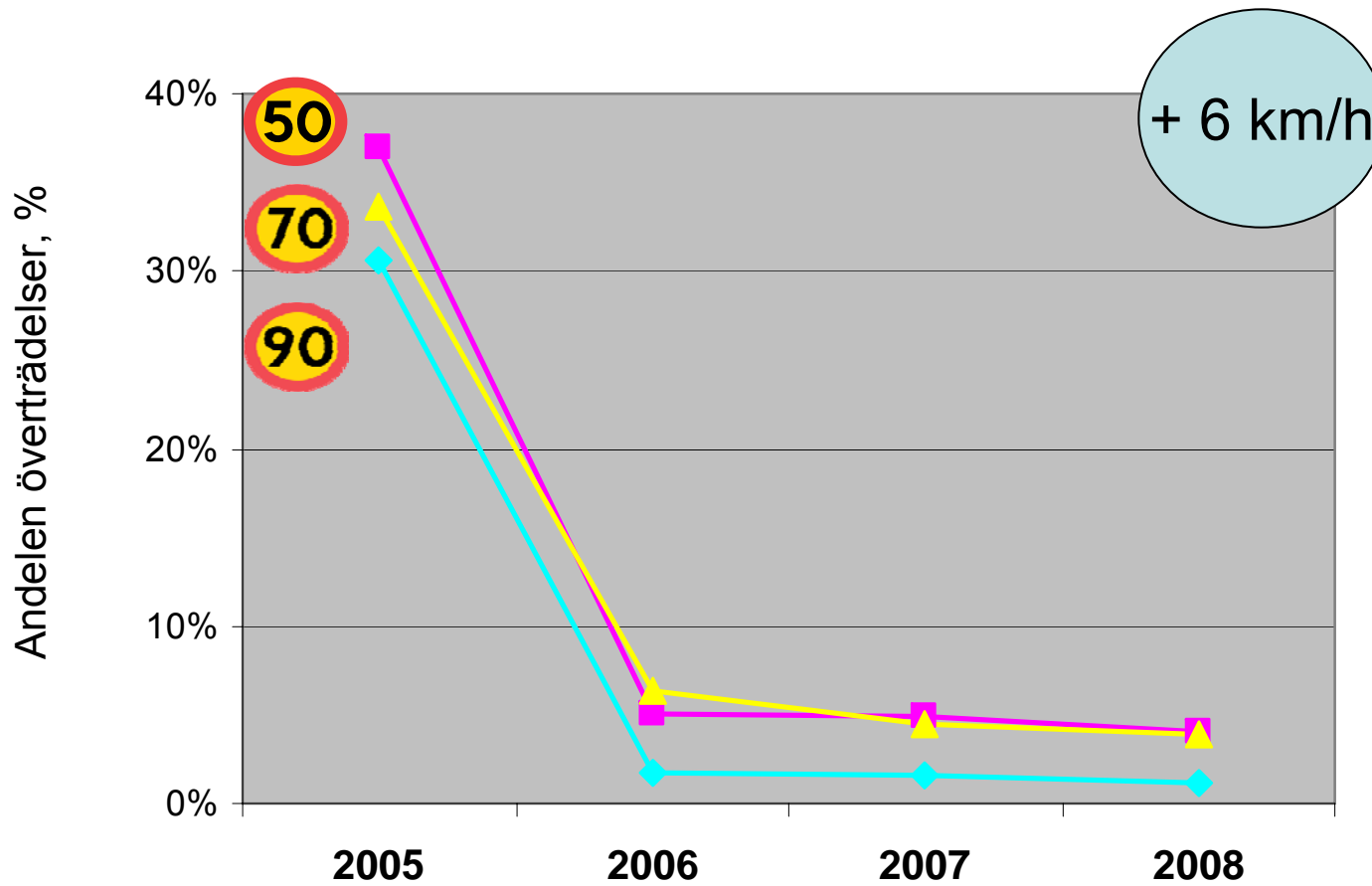
**Avser 51 sträckor etablerades under 2006*

Changes in average speed

Speed									
	Before	After	R.h.m	Before	After	R.h.m	Before	After	R.h.m
Cars	54,3	47,3	-12,9	72,5	62,8	-13,4	89,6	82,1	-8,3
Trucks	55,7	49,6	-10,9	73,0	65,5	-10,4	85,4	82,0	-4,0
Total	54,4	47,6	-12,6	72,5	63,1	-13,0	88,9	82,0	-7,8

R.h.m = Relativ hastighetsminskning, %

Violations (%) at stations

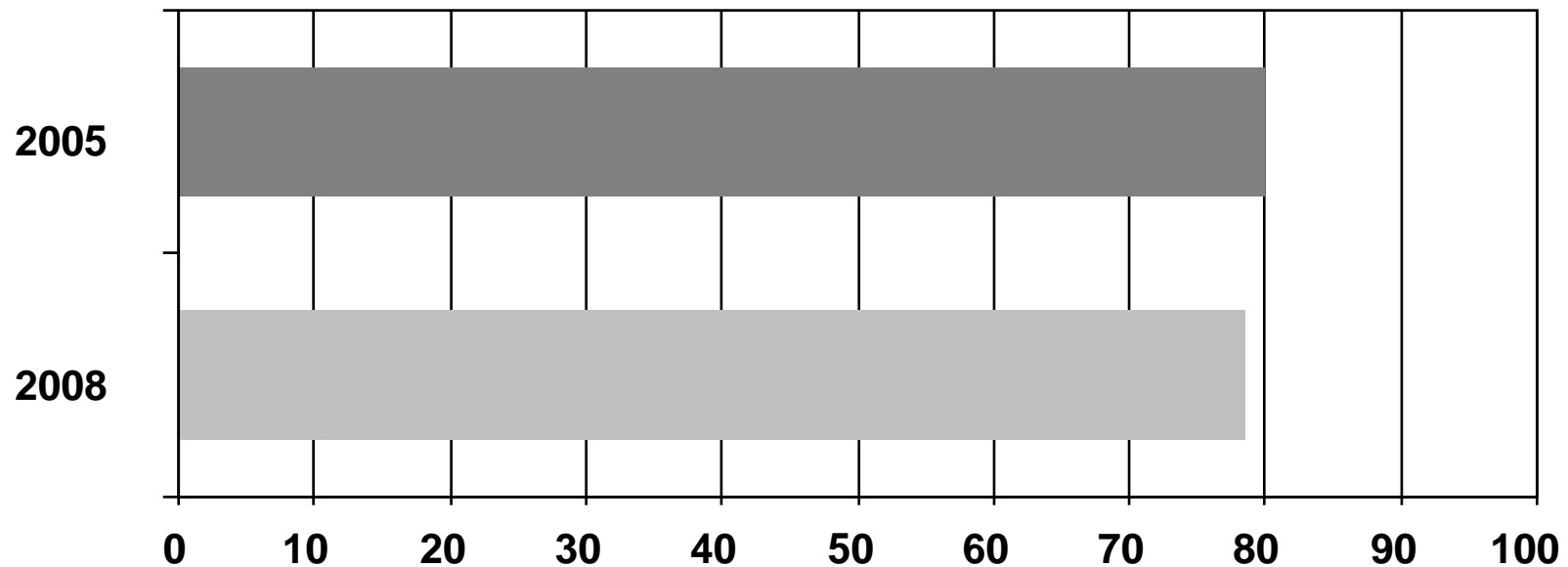


Violations (%) at stations



Road users acceptans

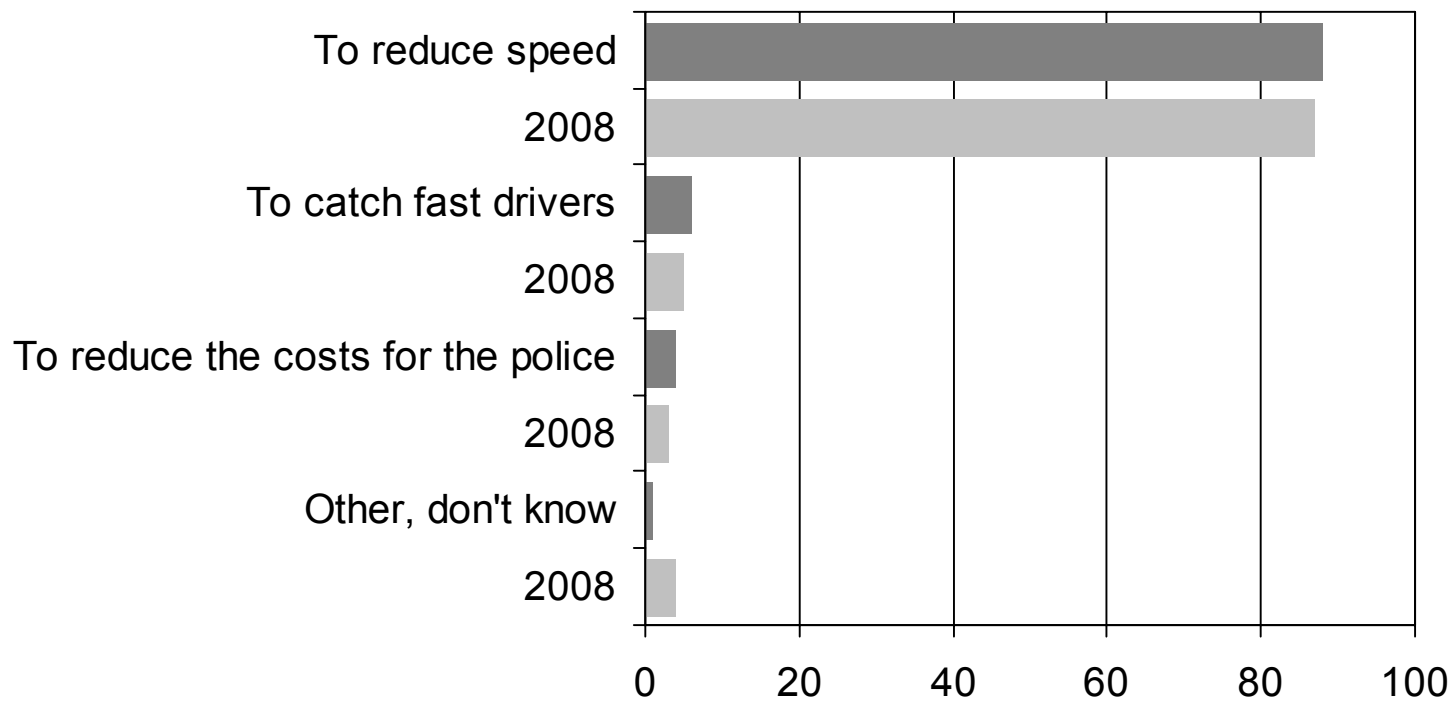
>> What effect do you think the cameras have for traffic safety?



Very positive to quite positive effect

Road users acceptans

>> What do you think the main purpose is with traffic safety cameras?



More about ATK

- www.vv.se
- www.polisen.se

In Swedish only

Questions?

