

# Danish Road Safety Commission



## 2021-2030 Action Plan

Summary

**Title**

2021-2030

Action Plan Summary

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# Introduction

With the action plan for the period 2021-2030, the Danish Road Safety Commission wishes to continue the work based on the objective of the previous action plan of a maximum of 120 fatalities and a maximum of 1,000 seriously and 1,000 slightly injured in road traffic in 2020. The action plan is based on the assumption that accidents can be prevented, and that the severity of injuries can be reduced through legislation and control, teaching and campaigns as well as road engineering and safety technology in the vehicles – firmly rooted in the latest updated research-based knowledge in the field.

The action plan consists of two documents: “Targets and Strategy” describes i.a. the objective and the focus areas as well as some of the preconditions of the plan, including the development in the previous planning period, while the many actual measures are described in the other document (“Recommended Actions”).

The action plan has been prepared in broad collaboration in which every actor, who is represented in the Danish Road Safety Commission, has had the opportunity to contribute.

The action plan is publicly available in Danish at the website of the Danish Road Safety Commission: [faerdselssikkerhedskommissionen.dk](https://faerdselssikkerhedskommissionen.dk)



## Objective

In order for the target of 2030 to be as simple and easy to communicate as possible, the Danish Road Safety Commission has chosen the following objective based on the police reported road accidents:



- In 2030 the number of fatalities in road traffic should be 90 or below
- In 2030 the number of seriously injured in road traffic should be 900 or below

Furthermore, the Danish Road Safety Commission has chosen to set an additional objective based on data from the Danish National Patient Registry:

- In 2030 no more than 10,000 persons should be slightly injured in road traffic.

According to the assessment of the Danish Road Safety Commission, it is realistic to meet the objective, if the necessary decisions are made and the necessary resources are provided. However, there should be no doubt that these are very ambitious goals, and that it is important that actors provide an extraordinary effort, if the objective is to be met.

## Focus areas

In order to identify possible focus areas, a closer look was taken at the number of police reported fatalities and seriously injured in the period of 2015-2019.

The largest number of fatalities has been registered among motorized road users in connection with single vehicle accidents and head-on collisions on roads in rural areas. However, many fatalities are also registered among vulnerable road users, especially in urban areas, and moreover many fatalities in intersections when all categories of road users are considered.

Single vehicle accidents are usually a result of a vehicle driving off the road – e.g. because the driver falls asleep, is distracted, inattentive, drives too fast and / or loses control – or by the vehicle hitting a refuge, a signal mast or similar object on the road. Single vehicle accidents become particularly serious if the speed is high, if trees or other fixed objects in the roadside are hit, or if the driver and any passengers do not use a seatbelt.

The most serious head-on collisions are typically registered on ordinary roads with one lane in each direction in rural areas. The accidents can happen in connection with overtaking, but happen (at least) just as often by the driver of one vehicle, for example, falling asleep, being distracted, inattentive and / or losing control. Often, at least one of the vehicles has driven faster than the speed limit.

Vulnerable road users in urban areas make up the vast majority of seriously injured – partly in accidents with cyclists and moped riders in intersections and partly in accidents with pedestrians. Over 70% of the injured at intersections in urban areas in the period 2015-2019 are vulnerable road users. Although most injury accidents involving vulnerable road users occur in urban areas, a large proportion of the vulnerable road users killed are killed on roads in rural areas where motor vehicles are driving at higher speeds.

Generally, accidents in intersections are a huge problem, causing many serious injuries. Accidents in intersections often involve road user errors such as inadequate orientation, inattention or speeding. Although the total number of killed and injured is clearly highest in urban areas, each individual accident is far more serious in rural areas than in urban areas.

Based on the above – as well as a wish to focus particularly on accidents with young car drivers – five focus areas have been designated: **single vehicle accidents, head-on collisions, accidents in intersections, vulnerable road users and young car drivers.**

With these five focus areas, the Danish Road Safety Commission wishes to prioritise efforts both against the multiple personal injuries among vulnerable road users and against accidents involving motor vehicles resulting in the majority of fatalities.

Subsequently, the members of the Commission have contributed with recommendations for actions directed towards one or more of the focus areas. In a working group consisting of members from the Danish Road Safety Commission and participants from member organisations the actions have been discussed and evaluated.

## Recommended actions

The action plan contains over 50 specific measures, which the actors, both at the national and the municipal level and in public as well as in private context, can initiate in order to obtain the objective.

The measures are based on the objective being met partly by way of preventing the accidents, partly by reducing the severity of the injuries when, nevertheless, an accident does happen.

The measures are divided into six main categories: teaching and communication, road design and traffic management, legislation, sanction and control, vehicles and safety equipment, data about accidents as well as research and cooperation.

In addition, in relation to each measure, it is stated in which focus area or in which focus areas the measure will support a reduction of accidents.

## Ongoing follow-up during the planning period

Throughout the planning period, the Danish Road Safety Commission will, on an ongoing basis, follow-up on the objective. Furthermore, the Commission will monitor the development in road safety on the Danish roads.

Twice during the planning period, a more thorough status review will be carried out with regard to meeting the objective and implementing the suggested actions. In the short term, this shall contribute to maintain the focus on goal achievement and ensure the necessary initiatives and priorities as well as the operators' commitment.

The Danish Road Safety Commission has chosen to use a range of KPIs, which may shed light on the development within some areas that have well-established impact on road safety.

Moreover, the selected KPIs are based on the EU's stated KPIs in the road safety area and are supplemented with national KPIs concerning teaching and municipal road safety action plans.

## The Danish Road Safety Commission has selected the following eight KPIs:

- 1. Speed** Percentage of car drivers observing the speed limit on roads with different speed limits.
- 2. Helmet use** Percentage of cyclists (including e-bikes and speed pedelecs), drivers of small mopeds and electric scooters, respectively, using bicycle helmets or helmet air-bags in urban traffic.
- 3. Affected by alcohol, drugs and medicine** The ratio between the number of seriously injured and fatalities in accidents, in which one or more of the involved persons are affected by alcohol, drugs or medicine, and the total number of seriously injured and fatalities.
- 4. Distraction/inattention** Behavioural development for the following distractors at speeds above 40km/h: Use of hand-held and hands-free mobile phones for speaking, reading and texting on telephone, operating GPS and other clear distractions (getting things out or putting things aside).
- 5. Conditions of the car fleet** Percentage of the car fleet older than 10 years.
- 6. Use of seatbelt** Percentage of drivers of passenger cars using seatbelts.
- 7. Road safety education in primary school** Prevalence of road safety education in the primary school subject to the Ministry of Children and Education's professional Common Goals for Road Safety Education: Proportion of schools that, as a minimum, uses walking tests, cycling tests and Road Safety LIVE/360 Degrees as well as proportion of schools that has a road safety teacher.
- 8. Municipal road safety action plans** The proportion of Danish municipalities that has adopted a road safety action plan.

# List of recommended actions from second part of plan

## **Main category 1**

### **Teaching and communication**

- 1.1. Strengthening traffic education in primary schools
- 1.2. Traffic education in secondary schools
- 1.3. Accidents with children and young people in their leisure time
- 1.4. Measures to support the qualified involvement of parents / caregivers – parents as role models
- 1.5. New driving training
- 1.6. Inattention campaign
- 1.7. Speed campaign
- 1.8. Young drivers – Campaign
- 1.9. Older road users – Campaign
- 1.10. School start campaign
- 1.11. Drunk driving campaign
- 1.12. Increased helmet use – Bicycle, moped and small powered vehicles
- 1.13. Traffic Culture – Campaign
- 1.14. Taillights – Campaign
- 1.15. Youngsters in traffic – Campaign for teenagers
- 1.16. Lacking/Insufficient orientation – Campaign
- 1.17. Traffic policy in schools
- 1.18. Traffic policies in private and public companies. Requirements for procurement
- 1.19. Traffic policies in clubs and associations

## **Main category 2**

### **Road design and traffic management**

- 2.2. Greater prevalence of road safety audits
- 2.3. Road safety inspection (operation and maintenance)
- 2.3. Increased use of differentiated speed limits
- 2.4. Road safety measures on roads outside urban areas
- 2.5. Road safety measures on roads in urban areas
- 2.6. Funds for improving traffic safety in municipalities
- 2.7. Operation and maintenance with increased focus on road safety
- 2.8. Targeted safety improvements on the state road network

## **Main category 3**

### **Legislation, sanction and control**

- 3.1. Police actions against speeding
- 3.2. The municipalities' power to set local speed limits in urban areas
- 3.3. Increased speed control with Automatic Traffic Control (ATC)
- 3.4. Demerit point at 20% speeding (speed limits above 70 km/h)
- 3.5. Police actions against drunk driving
- 3.6. Treatment options for alcoholics
- 3.7. Demerit point for not using seat belt
- 3.8. Tightening of the current rules on confiscation of small mopeds
- 3.9. Police actions against inattention/distraction
- 3.10. Red light running control

## **Main category 4**

### **Vehicles and safety equipment**

- 4.1. Measures to ensure vehicle maintenance
- 4.2. Direct vision in heavy goods vehicles
- 4.3. Targeted tax reductions on in-car safety technology

## **Main category 5**

### **Accident data**

- 5.1. Traffic accidents in one single accident register/database
- 5.2. Systematized and updated registration of traffic accidents in the National Patient Registry
- 5.3. Systematized and updated traffic accident registration with the police
- 5.4. Black spot identification 2.0 – based on a broader data base than police data

## **Main category 6**

### **Research and cooperation**

- 6.1. Knowledge of behavior and interaction between vulnerable road users and infrastructure
- 6.2. Acquisition of new road safety knowledge, use of it and ensuring that it is continuously improved
- 6.3. Improved light on bicycles
- 6.4. Study on anti-slipperiness and cleaning
- 6.5. Evaluation of the abolition of the mandatory medical check for drivers at 75 years
- 6.6. Strengthening regional road safety work (police districts)
- 6.7. Digital speed limit map
- 6.8. Handbook: Municipal traffic safety plans

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