

Copenhagen 2013-2020

# TRAFFIC SAFETY PLAN

ENGLISH VERSION

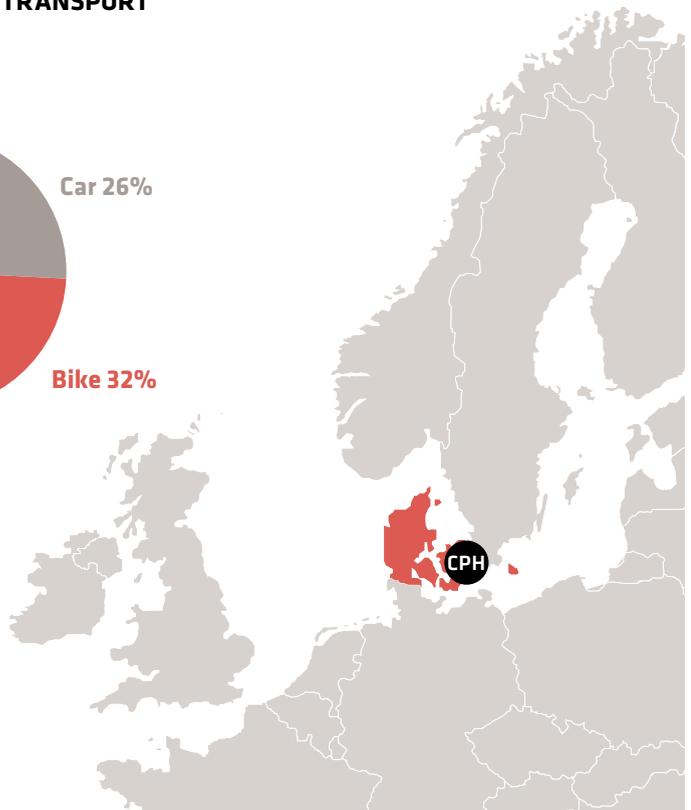
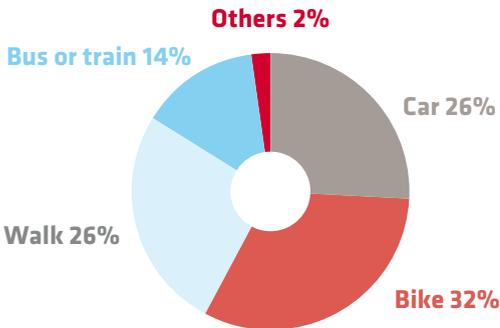


# COPENHAGEN IN NUMBERS

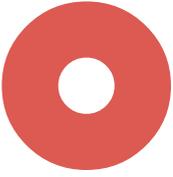
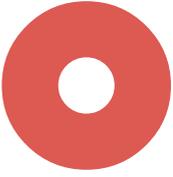
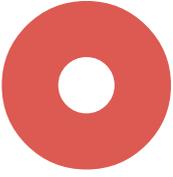
- 562,379 of Denmark's 5.6m inhabitants live in Copenhagen (2013).
- Denmark has an area of 43,000 sq km, of which Copenhagen covers 77.2 sq km.
- Copenhagen has a population density of 7,284 (number of residents per sq km) (2013).
- Every day, car traffic drives a total of 4.72 million km along the approximately 700 km of roads in Copenhagen (2012).
- There are 120,113 private cars in the City of Copenhagen (2012).
- Every day of the year, cyclists pedal 1.27 million km on the 359 km of cycle track, 24 km of cycle paths and 43 km of green cycle routes to be found in Copenhagen. This is equivalent to 31 times around the earth.
- Four out of five of Copenhageners have access to a bike.

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## COPENHAGENERS CHOICE OF TRANSPORT PER PERSON PER DAY







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## **COPENHAGEN'S VISION FOR TRAFFIC SAFETY**

WE WILL HELP ROAD USERS TO MAKE THE SAFEST CHOICES IN TRAFFIC, SO THEY RARELY BECOME INVOLVED IN A TRAFFIC ACCIDENT - AND THUS ENSURE THAT THE INJURY IS MINIMISED.

## **GOAL FOR THE TRAFFIC SAFETY PLAN**

THE NUMBER OF PEOPLE KILLED AND SERIOUSLY INJURED TO BE HALVED IN THE PERIOD 2013-2020.

# FOREWORD

Copenhagen is one of the world's best cities to live in – and this also relates to traffic safety, which has greatly improved in recent years. Copenhagen is in many ways a model for other cities, and road safety is one of the prerequisites for creating the good life in the city. We want to maintain this positive development so that everyone can get around safely and securely in Copenhagen traffic.

Every time someone is injured in traffic it not only has serious consequences for the victim, the family and friends but it also has high costs for society in the form of large health care expenses and time lost at work.

The aim of the Traffic Safety Plan is to halve the number of deaths and serious injuries between 2013-2020. In real terms, this means a reduction in people killed or seriously injured from 220 to 110 by 2020.

The plan is based on trends in accidents and other changes taking place in the city, and outlines which challenges and initiatives we will take up in order to make traffic in Copenhagen even safer. As a municipality, we are thus establishing the framework for traffic safety work, but the individual road user also has a responsibility to get around safely in the traffic of Copenhagen.



# STATUS, GOALS AND PLANS

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## INTRODUCTION

The EU has a target to halve the number of road deaths by the end of 2020. In Denmark, the Road Safety Commission adopted a new national action plan setting up a similar goal of halving the number of deaths, serious and minor injuries in the period 2013-2020. The challenges we face in Copenhagen are primarily the large proportion of deaths and injuries to pedestrians and cyclists. The initiatives in the Traffic Safety Plan are therefore mainly directed at accidents affecting vulnerable road users.

## THE STATUS FOR THE GOALS IN THE TRAFFIC SAFETY PLAN 2007-2012

The City of Copenhagen's first Traffic Safety Plan was a 12-year plan for the period 2000-2012. When the target was already reached in 2006, the plan was replaced by a new traffic safety plan for the period 2007-2012.

The goal of the Traffic Safety Plan 2007-2012 was to reduce the total number of deaths and serious injuries in Copenhagen by 40% by the end of 2012, based on the average for 2003-2005. We did not quite achieve our goal, as the number of deaths and serious injuries came down to 210 in 2012, which is a reduction of only 35%.

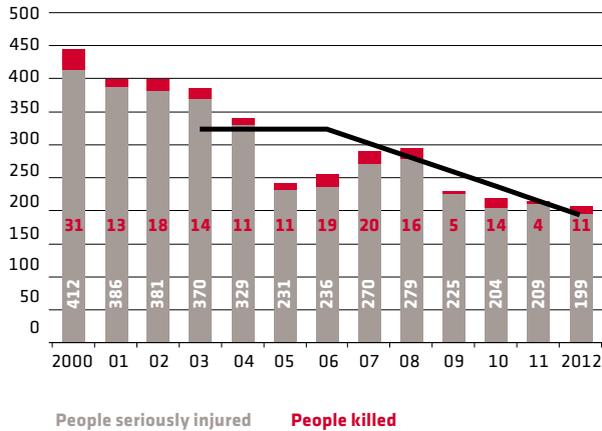
The City of Copenhagen has the goal of becoming the world's best city for cyclists, so the goals covering cyclists were improved in the 2007 plan. The goal was to reduce the number of cyclists killed and injured by 50% over the same period. We are on the right lines, but the reduction in 2012 was only 21%.

The development has been somewhat more positive with regard to the eco-metropolis's objective of halving seriously injured cyclists in the period 2005 - 2015. Since the start in 2003-2005 and up to 2012, there has been a decrease in the number of deaths and serious injuries for the individual road user groups.

The Traffic Safety Plan 2007 covered the following areas:

- cyclists
  - pedestrians
  - intersections
  - drivers willing to take risks
- cyclists 21%
  - scooter and moped drivers 51%
  - pedestrians 27%
  - car drivers 58%.

### TOTAL OF PEOPLE KILLED AND SERIOUSLY INJURED IN THE CITY OF COPENHAGEN

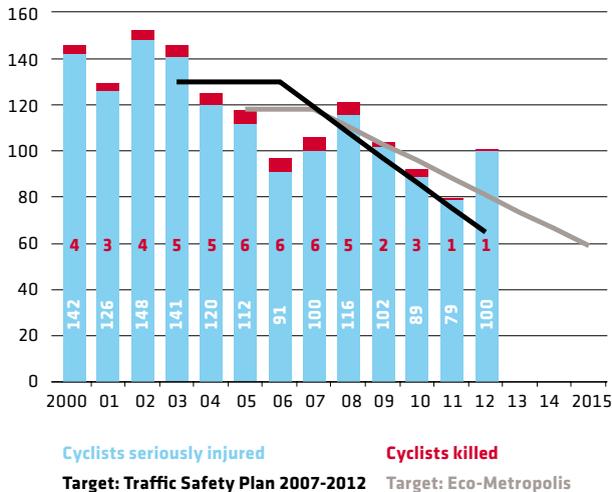


Since there are most injuries among cyclists and pedestrians, special action plans were drawn up for these two road user groups.

Despite the great efforts made for vulnerable road users, motorists got the greatest benefit with regard to safety. The significant decrease in drivers injured is partly due to the reduction in speed on a number of roads. At the same time, a number of extraneous measures have come into play, with which the municipality has nothing to do:

1. Cars have become safer and can today withstand some collisions at normal city driving speed without serious injuries to drivers. Technology in cars has developed, including collision zones, belts, airbags and braking and steering systems.
2. Regulatory remedies such as penalty points on your driving licence for repeated violations have restrained several motorists from drink driving and excessive speed.

### CYCLISTS KILLED AND SERIOUSLY INJURED IN THE CITY OF COPENHAGEN



# STATUS OF TRAFFIC SAFETY IN COPENHAGEN

## Vulnerable road users

Pedestrians, cyclists and moped and scooter riders account for almost 80% of all casualties. Cyclists are the biggest group with 42%, while pedestrians represent 26% and moped riders 11%.

## Scooter and moped riders

There are highly disproportionate numbers of scooter and moped riders injured in traffic accidents. It is approximately 26 times more dangerous to be a scooter or moped rider in Copenhagen than a cyclist. There are approximately 100 times more cyclists than moped riders in Copenhagen traffic.

## Motorists

Motorists are involved in three out of four accidents, but they are rarely injured.

## Lorries

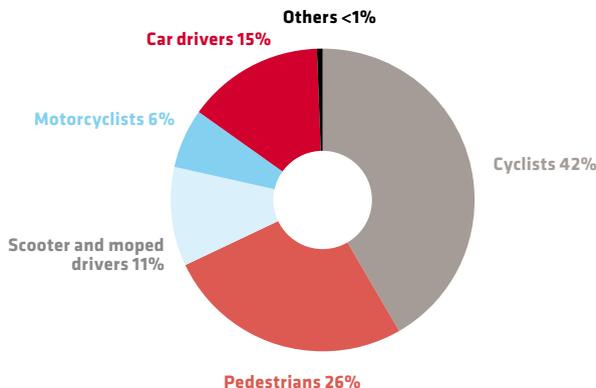
Lorries are generally not involved in as many accidents, but when they are involved, it is often fatal.

## Gender and age

All in all, equal numbers of women and men are injured in traffic. Young women cyclists and elderly women pedestrians are injured slightly more often than other women. Men have accidents more often as car drivers, motorcyclists and scooter

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## DISTRIBUTION OF KILLED AND SERIOUSLY INJURED PEOPLE IN COPENHAGEN TRAFFIC



or moped drivers. Men aged 18 to mid-40s are involved in three times as many accidents as women in the same age group.

### **Children**

Six to 16-year olds make up about 7% of all casualties. The older they are, the more they become injured. Generally, the 10 most dangerous years are from 15-25.

### **Intersections and road sections**

There are a few more accidents at intersections than on road sections. Right and left-turning motor vehicles are especially dangerous for cyclists. Passenger vehicles are most frequently involved, but the risk of fatal accidents is greatest when a lorry is involved.

### **Pedestrians**

Accidents occur to pedestrians mostly on road sections between the intersections. Here, the speed of the car is decisive for the consequences of the accident.

### **Alcohol**

Approximately 15% of injured road users are affected by alcohol.

## **WHAT HELPS AND WHAT HINDERS ROAD SAFETY**

Traffic safety in Copenhagen is high due to reconstructing the roads and behavioural campaigns as well as targeted interventions to combat accidents. A strong focus on traffic safety in the authority's work with road reconstruction, supervision of road works, maintenance of asphalt and work with road marking, signage, signaling equipment and winter road maintenance also has a

positive influence. Last but not least, the world around us has made a contribution in the form of new rules, police control, national campaigns and technological developments in the automotive industry. Conversely, there are also many challenges for road safety when different interests and plans need to be realised:

- Urban development in Copenhagen is moving toward more life in the public space. Land that was previously reserved for road users, must increasingly serve as places to hang out and relax in, often with lots of people at the same time. The changing pattern of urban life requires a special effort to secure the vulnerable road users.
- In recent years, Copenhagen has had many projects which are significant as regards traffic for example, City Circle Line, North Harbour and Noer-report station.
- Copenhagen wants more people to walk, cycle, use public transport or take a quiet electric car instead of taking the car. With regard to traffic safety, this could mean that there should be even greater focus on vulnerable road users.
- New technology can both help road safety as well as hinder it. Equipment is still being developed to improve driver safety and devices are being fitted in cars that reduce drivers' accidents and injury to pedestrians and cyclists. But at the same time, digital developments are being made which take road users' attention away from the traffic eg, mobile phones, music and gps.

# NEW GOALS

The Traffic Safety Plan for 2013-2020 has the following objectives:

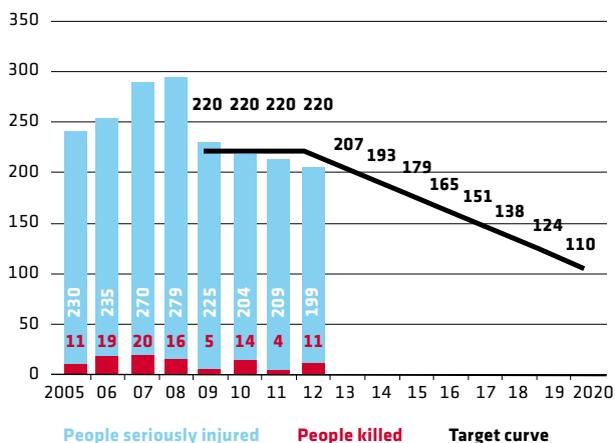
**The number of people killed or seriously injured to be halved in the period 2013-2020, based on an average of the total figures for the years 2009-2011.**

In real terms, this means a reduction from 220 to 110 of all seriously injured people (including deaths) by 2020.

For cyclists and pedestrians, the target is specifically that the number should be halved for every road user group.

If we reach our goal in 2020, 110 fewer deaths and serious injuries will result in a saving of DKK 415m. This figure is based on the Road Directorate's figures for the cost of accidents. We estimate that investment in achieving the goal should be around DKK 200m over the years 2013-2020.

## PEOPLE KILLED AND SERIOUSLY INJURED







# ACTION AREAS

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WE DESCRIBE BELOW A SERIES OF PLANNED INITIATIVES WHICH THE MUNICIPALITY WILL IMPLEMENT IN THE PLAN PERIOD FROM 2013-2020. THE INITIATIVES ARE GROUPED UNDER THE FOLLOWING HEADINGS:

1. SAFE STREETS
2. THE CITY'S COMPETENT ROAD USERS
3. COPENHAGEN INNOVATION
4. PROCURING SAFE TRANSPORT
5. COOPERATION AND COORDINATION
6. CONTRIBUTION FROM OTHER SOURCES

# 1. SAFE STREETS

As we improve road design, we can help the road user to avoid accidents and injury. We can do this for example, by:

- Reducing the number of potential conflicts between road users, which can lead to accidents for example, by specific regulation governing road users who are turning at junctions.
- Ensuring that road users become more aware of potential conflicts by the design of the road and its environs and by signage and marking.
- Ensuring that road users are travelling at an appropriate speed.
- Ensuring that drivers are not seriously injured if they collide with our street furniture.

The operation and maintenance of the roads is very important for road safety. Well-functioning street lighting and traffic signals as well as maintenance of street marking and signs help to ensure that road users see and understand the traffic, and thus move more safely.

## **SYSTEMATIC COMBATTING OF ACCIDENTS**

An evaluation of several reconstructions of intersections and stretches of road

where the most accidents occur show 70-90% fewer accidents. For this reason, we will:

- Continue to improve the locations where most accidents take place. There are still major accident reductions to be made, even though the number of accidents has decreased.
- Find out more about the places where there are virtually no accidents, even if they are some of the busiest intersection in the city, the so-called white spots. We will use the lessons learned there to improve the black spots.

## **DOWN WITH SPEED-RECONSTRUCTIONS AND CHANGES**

Excessive speed is a dominant factor in accidents and injuries. In Copenhagen, reducing speed has resulted in great gains being made as far as reducing accidents goes. For this reason, we will:

- Review all roads with speed limits of above 50 kph, in order to assess whether the limit should be lowered.
- Continue our work to reduce the speed limit to 40 kph in all residential areas.
- Work to reduce the speed on those stretches of road where many vulner-

able road users are crossing the road such as, all school gates, all shopping streets and in those places where we want a better traffic environment for vulnerable road users.

### **BROAD MEASURES ON THE ROADS**

There is great potential in making small improvements to the road network that do not cost a great deal of money and so can be funded by operating funds. For this reason, we will:

- Ensure that broad measures are carried out on all those places in the municipality where it is possible for example, withdrawn stop lines for cars, dotted white or blue cycle crossings and compliance with the 10m parking rule at crossroads.
- To spread "best practice" by disseminating and embedding knowledge in the relevant departments within the municipality.

### **SECURE PEDESTRIAN CROSSINGS**

Pedestrians mostly get injured when crossing on open sections of road, but they also get injured at intersections. For this reason, we will:

- Improve the existing crossing points for pedestrians by examining the exposed zebra crossings with the police.
- Ensure lower speeds and better opportunities for crossing along those stretches where many pedestrians (and cyclists) are active.

### **URBAN DEVELOPMENT AND LARGE AND SMALL BUILDING PROJECTS**

In recent years, Copenhagen has seen several major and minor construction projects. By incorporating road safety in the planning of urban areas, we avoid creating new, black spots in traffic. For this reason, we will:

- Incorporate road safety audit in future urban development projects and local plans.
- Inspire local committees, district upgrade projects and area renewal projects to focus on road safety in those parts of town plans which cover traffic.
- Extend road safety audit to operational and minor construction projects.

## 2. THE CITY'S COMPETENT ROAD USERS

Activities under the theme "The City's Competent Road Users" are aimed at all road users in Copenhagen. This includes for example, the current programme "Safe Routes to Schools", targeting school children and their parents. It may also be relevant on the spot information for example, by signage.

There are many different road user groups in Copenhagen that are more or less familiar with the Copenhagen traffic situation. Newcomers to the city for example, would be numbered amongst the unfamiliar. The city also has many guests, such as:

- commuters
- tourists
- people who have special errands as a result of their tasks or deliverables

These different groups can become competent Copenhagen road users by us giving them the knowledge and opportunities to enhance their skills so that they can get around safely in Copenhagen traffic.

### **COMPETENT PUPILS AND PARENTS**

In the period 2009-2012, the municipal-ity set aside DKK 50m for Safe Roads to

School. The money was used for road improvements in school neighbourhoods, the development of transport policies at schools and skills development. For these reasons, we will:

- Continue the goal-oriented work and the excellent dialogue with schools and students.
- Develop new tools that schools can use to make children and parents more competent in traffic.
- Cooperate, coordinate and share knowledge with other administrations, with other municipalities, the Danish Road Safety Council and with the police.
- Analyse all accidents recorded by the police, in which pupils have been injured on the way to and from school.

### **YOUNG PEOPLE IN TRAFFIC**

The years between 15-24 are considered the most dangerous decade in traffic. So, we will work to ensure that young Copenhageners get a better understanding of the responsibility they have for themselves and other road users. In particular, it is important to get young people to understand the significance of speed in traffic accidents and injuries. So, we will:



- Engage in dialogue with people on youth educational programmes and driving schools.
- Work with the Youth Educational Institution in connection with scooter and moped teaching.

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### **BUSINESS-RELATED DRIVING**

Transportation of goods and services accounts for a large proportion of the traffic in Copenhagen. The transport is performed partly by professional drivers who have been trained, partly by people who only have a regular driver's license and, for example, deliver goods or services in a van or car. For this reason, we will:

- Use the municipality's business contacts as a basis for targeted information to those driving on work-related journeys. It could for example, be about opening a car door carefully when cyclists are approaching in order to reduce that kind of accident.
- Explore the possibility of linking requirements for safe driving with the issuing of parking licenses to commercial vehicles.

### **THE ELDERLY IN TRAFFIC**

The elderly in traffic are experienced road users, but their ability to cope changes with age. We will work with other administrations in the municipality to support the local elderly in traffic with:

- Individual support
- Information from organisations or through municipal centres.

### **NEW COPENHAGENERS**

The Cycle Secretariat in the City of Copenhagen is focusing on getting new arrivals to choose the bicycle as their primary means of transport. We will work together in the municipality to inform newcomers about how to avoid accidents and injuries in traffic, for example by:

- Providing information on the use of reflectors and a helmet.
- Offering courses and organised cycling and walking tours with a focus on the city and its challenges.

### **GUESTS OF THE CITY AND TOURISTS**

Copenhagen is a popular tourist destination and the excellent traffic environment especially, with its many cyclists, is attractive to visitors. A number of tourists however, do get injured in the traffic. Municipal information for cycling tourists has been well received.

We will continue to develop information for the tourists and guests that can be distributed via hotels, car and bike rentals, tourist brochures and on websites about Copenhagen.



# 3. COPENHAGEN INNOVATION

The City of Copenhagen should take advantage of the innovative opportunities we have as a city that strongly emphasises traffic safety. We have a unique opportunity to prioritise and cultivate relationships with companies that are leaders in eg, new technology. We can offer to be ‘experimental laboratories’ for new initiatives to enhance road safety by for example, testing new solutions. The innovative measures could be within:

- ITS (Intelligent Transport Systems)
- Behaviour change
- Information campaigns
- Road design

## DYNAMIC SIGNS

Signage with dynamic message boards can be used in several ways for example, outside schools where they typically show a lower speed limit, supplemented by a school road sign at the times when children are arriving at or leaving school. The strength of the dynamic signs is that you can modify and customise the message. We will extend the use of dynamic signs by for example:

- Encouraging compliance with the speed limit on the approach roads in general.

- As a time limited low speed limit near schools and shopping streets.
- As traffic signs (eg, school boards) or a written message to motorists.

## PILOT PROJECTS AND RESEARCH

The City of Copenhagen has good prerequisites for participating in research or pilot projects in the traffic sector. For example, Frederikssundsvej was one of the first stretches of road to be rebuilt with a red central area. In this way it increased the safety of the pedestrians crossing the road on the basis of a pilot project.

- As a result of our participation in various committees on road rules, we will be carrying out several experiments and pilot projects, primarily in road design and traffic regulation.
- We will also be collaborating with Danish and international researchers and colleagues to find the solutions that are best for traffic safety.

## USE OF THE LATEST AND BEST TECHNOLOGY

A study by DTU Transport in 2012 showed that if all Danish vehicles were replaced by newer vehicles, it would prevent many deaths and injuries, since the vehicles are becoming safer every

year. The municipality is continually replacing its fleet of vehicles with more climate friendly vehicles. The municipality should go ahead with the purchase of safe cars in similar fashion. For this reason, we will:

- Insist on higher requirements for safety by, amongst other measures, including a traffic safety parameter for tendering and procurement in general.
- Follow closely the developments in vehicle safety and prioritise new technology which prevents accidents involving vulnerable road users.
- Appoint a security officer for each of the municipality's relevant units. The road safety officer will ensure that vehicles are always in tip-top condition with regard to safety.

### **DIGITAL SPEED MAP**

Copenhagen has had a digital speed map drawn which is being continually updated. This data base is a prerequisite for many initiatives aimed at getting drivers to comply with speed limits. We will therefore:

- Improve the digital speed map and spread awareness of the map among

private suppliers of maps as well as other companies and organisations.

- Coordinate work with the municipality's speed map with the digital speed map for Denmark.

We also expect that the digital speed map can be used in the future by eg, insurance companies that can offer lower premiums to drivers who comply with the speed limit.

# 4. PROCUREMENT OF SAFE TRANSPORT

## SAFE DRIVING WITH PROCUREMENT OF TRANSPORT SERVICES

The City of Copenhagen procures transport services, such as transport for the disabled, children and the elderly, as well as waste transport. A requirement for low cabs was included on the municipality's latest tender for waste collection in order to improve safety for cyclists. For these reasons, we will:

- Insist on traffic safety in connection with the procurement of various transport services.
- Ensure that all municipal administrations are aware of this opportunity to improve traffic safety and help them to incorporate relevant requirements covering for example, safer vehicles and safer drivers.

## REQUIREMENTS COVERING PROCUREMENT OF GOODS AND SERVICES

The municipality also buys goods and services involving transportation. It may be the delivery of cleaning supplies, or office supplies. This is where we now require that goods must meet high environmental standards. We may also

impose requirements on road safety in connection with this transport. For this reason, we will:

- Investigate the possibility of imposing requirements on road safety when goods are delivered to the municipality.
- Work to reduce the municipality's total transport load and thereby reduce the risk of accidents.

## REQUIREMENT FOR ISO CERTIFICATION

A new ISO certification has been developed, which covers road safety. So, we are in a position to require certification of the larger companies the municipality trades with. The advantage of the ISO system is that the certification must be renewed regularly, which ensures that certified companies always lead the field in terms of road safety. So, we will:

- Follow developments in the use of the ISO certification for traffic safety.
- Insist on ISO certification with larger tenders whenever possible.



# 5. COOPERATION AND COORDINATION

## STRENGTHEN TRAFFIC SAFETY IN THE MUNICIPALITY

Key personnel are to be found in the city's various institutions who are connected to the employees' or the citizens' driving. They may be responsible for the municipality's own cars, employees who drive a car or other vehicles in the course of their duties or staff who drive citizens or plan citizens' transportation. In addition to the above, there are buyers for whom transport forms an important part of the service. So we will:

- Identify key people in the municipality having to do with transport and support them in taking account of road safety in their work, for example by collecting the most important advice for safe driving.
- Create strong networks and facilitate contacts across the municipality in connection with traffic safety.

## COOPERATION IN NATIONAL AND REGIONAL CAMPAIGNS

In Copenhagen, we have participated in those campaigns and other road safety activities which the Danish Road Directorate, Street Centre - Capital were responsible for. Local Government Denmark and others are working to continue this work. The Traffic Safety Council is responsible for the nationwide campaigns on traffic safety and has great

expertise in this field. This benefits the City of Copenhagen by, amongst other things, associating us with campaigns that affect relevant traffic safety problems. Therefore, we will:

- Support the broad, nationwide campaigns dealing with for example, safety for cyclists and pedestrians.
- Play a prominent role in the regional work on campaigns.
- Strengthen cooperation with other large urban municipalities in road safety campaigns, since we have the same challenges.

## COOPERATION WITH THE COPENHAGEN POLICE

Copenhagen Police has many points of contact with the municipality on traffic safety. The traffic safety group discusses solutions to accident black spots, the Traffic Department approves road construction and verifies the observation of traffic laws, while the Crime Prevention Department teaches in schools and maintains contact with young people. Experience from the UK suggests that there are many more opportunities to expand cooperation between the police and the local authority, for example with speed checks. So, we will:

- Cooperate with police to coordinate information and control for example, can

dynamic "Your Speed" signs be used in conjunction with police speed checks. When the police carry out cycle safety checks, can this be coordinated with the distribution of bicycle lights.

- Cooperate with the Crime Prevention Department to strengthen efforts with regard to young people in matters of schooling and youth education.

### **COOPERATION AND COORDINATION WITH OTHER ACTORS**

When buses are involved in accidents with vulnerable road users, there are often fatal injuries. Both buses and taxis are driven by specially trained drivers, but there is still a need for cooperation with regard to the category of accident, where there is a disproportionately large number of these road user groups involved. Experience from other countries shows that those who are taking their driving licence, are open to information about safe driving. For this reason, we will:

- Continue our partnership with Movia and their bus companies.
- Make contact with taxi operators and work together to reduce the number of accidents where taxis are involved.
- Engage in dialogue with driving schools about how we can improve young people's understanding of risks in traffic.

### **USE OF DATA FROM HOSPITALS AND CITIZENS**

The municipality prioritises efforts in the area of traffic safety from police information about the accident but many

accidents are reported only to emergency rooms in hospitals. The municipality's work on road safety can be improved if we have information about the accidents recorded in hospital emergency waiting rooms. We expect that these "dark figures" include many personal injuries involving accidents with vulnerable road users. So, we will:

- Cooperate with the Capital Region to obtain more information about the accidents which are registered in emergency rooms.
- Develop tools so that we can analyse and use information contained in our future traffic safety work and follow developments in this field at national level.
- Improve the facilities available, so that road users themselves can report accidents or near misses to the municipality via the internet.

### **FINANCING OF TRAFFIC CALMING ON MUNICIPAL ROADS BY LOCAL RESIDENTS**

Residents living on municipal roads also have the possibility to carry out traffic calming measures in the same way as is possible on private roads administered in common. This offer however, is not very well known among the residents.

We will formulate guidelines for residents on municipal roads, who want to finance bumps or similar measures on their street. This will give residents more say in their local traffic environment so that in this way, they will take greater responsibility for local traffic.

## 6. IMPROVEMENTS FROM THE OUTSIDE WORLD

This section describes the initiatives coming from the outside that we believe will make a positive contribution to traffic safety in Copenhagen.

- In the spring of 2013, the Road Safety Commission produced a plan for traffic safety in Denmark for the period 2013-2020.
- The municipality will ensure that the responsible ministers, agencies and institutions focus on the key issues that are important for road safety, especially for vulnerable road users.

### **RELEVANT LEGISLATION AND REGULATION AFFECTING TRAFFIC** **Expected initiatives**

- The Road Safety Commission proposes an improvement in driver training and the possibility of differentiating licenses, so there will be restrictions on the driving of young motorists.
- The Commission also proposes to change the tax system in order to promote cars with safer technology and construction.
- Other proposals are lowering the alcohol limit, targeted police checks, additional offenses that can give penalty points on your license and increased use of automatic traffic control.

### **Copenhagen wish list**

In Copenhagen we support the Road

Safety Commission's recommendations to municipalities, and expect other actors to take their share of the responsibility. For this reason, we will contact those responsible if we want to see more progress. We are focusing on:

- A general speed limit of 40 kph in towns. This requires a change in the law that Copenhagen will promote in cooperation with other municipalities.
- Use of fixed speed cameras on public municipal roads as well.
- Registration of emergency room data. Although the City of Copenhagen will work to gather information about accidents from emergency rooms, we expect that this will be done in a national register.

### **NEW TECHNOLOGY**

Car manufacturers are developing new technology that improves safety for motorists and other road users. This has led to major accident savings in recent years. The new cars on the market will become safer and safer with regard to for example, the development of external airbags. This will mean fewer injured cyclists and pedestrians, especially fewer head injuries. Several car manufacturers are equipping their cars with automatic braking systems which can detect pedestrians and cyclists and then brake before a collision.

## OVERVIEW OF INITIATIVES

### Existing initiatives

- accident analysis and identification of dangerous locations (black spots)
- ongoing operation and maintenance of roads, footpaths and street furniture
- cooperation with the Copenhagen Police about the coordination of information and control
- traffic safety audit of both concrete road projects as well as on the planning level
- targeted dialogue with schools aimed at turning children into competent road users

### Activities that should be developed

- targeted dialogue with people in Youth Educational Institutions, on youth educational programmes and in driving schools to develop competent road users
- information to newcomers and tourists, about how to get around safely
- developing a digital speed map in coordination with private providers and setting standards that require that service vehicles are among the safest on the market
- setting standards regarding traffic safety when procuring road transport services and supplies (including ISO certification)

- increased cooperation on nationwide and regional campaigns
- increased cooperation with the bus company Movia, taxi drivers and other commercial drivers

### Initiatives requiring a higher level of investment

- reconstruction of the most dangerous intersections and stretches of road (black spots)
- reduction of speed on individual roads and in speed zones
- broad measures (minor standard physical solutions)
- improving crossing points for pedestrians
- extensive use of dynamic signs to ensure compliance with speed limits
- implementation of pilot projects with consequent influence on the design of future roads

### Initiatives that the City of Copenhagen will try to influence

- 40 kph as a general speed limit in Copenhagen
- use of fixed speed cameras on the streets of Copenhagen
- registration of emergency room data





ENGLISH VERSION

# TRAFFIC SAFETY PLAN 2013-2020

THE CITY OF COPENHAGEN

Technical and Environmental Administration

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**COPENHAGEN  
TOGETHER**

**CITY OF COPENHAGEN**  
The Technical and  
Environmental Administration

