

Working group

Road safety



Road safety

The number of fatalities and injured persons in traffic has reduced significantly in all the Nordic countries during the past 40 years. Many road safety measures have already been implemented, and it therefore becomes increasingly difficult to reduce further the number of fatalities and injured persons in traffic. It is therefore important to exchange experience across the Nordic countries, particularly when it comes to improving safety for vulnerable road users who have not experienced the same progress as other road users. Accordingly, a working group will be established to share knowledge about effective road safety measures and to provide examples of best practices. The group should address the following themes:

a) Behaviour:

The use of road safety campaigns in the Nordic countries. Examples of successful campaigns from the Nordic countries, particularly aimed at vulnerable road users.

Lack of attention. How does the road user's usage of 'distractors' like mobile phones affect road safety? How is it ensured that traffic information apps do not become distractors as well, but indeed create good road user behaviour?

b) Road safety and road design:

Experience in using nudging in road design (e.g. MeBeSafe)

Best practice in improving road safety at roadworks (for both road users and road workers). The group should look at what works in the individual countries and where new solutions may need to be developed.

Design of safe road infrastructure. Examples of how the infrastructure of the future is designed to ensure safe road user behaviour with focus on vulnerable road users and new, small vehicles like electric scooters etc.

Exchange of experience across the Nordic countries on the link between the condition of the road and the number of road accidents.

c) Controls:

Police controls. What experience does the Nordic countries have on making police controls, and can the countries learn from each other? Automatic traffic control: Experience from the Nordic countries' use and organisation of automatic traffic control with focus on accident reduction.

d) Accident data:

Review of accident data: What is the reason for the differences in the Nordic countries' accident statistics? Why is it sometimes possible in one country to reduce the number of fatalities and injured persons, while the other Nordic countries are less successful? Can an indepth review of data, including the way in which we use and analyse accident data, help us understand these differences?

Period

July 2020-June 2024

Relevant competence profiles

Road engineers, traffic engineers, police, campaign experts, traffic psychologists, nudging experts, researchers, etc.

Knowledge sharing and communication of best practices

Webinars, seminars

Relevant sustainable development goals

Goal 3: Good health and well-being

Goal 11: Sustainable cities and communities

Follow-up on sustainable development goals

The group will make proposals for follow-up on the sustainable development goals in autumn 2020. In this connection, the group can also discuss whether the activities mentioned in the terms of reference align with other sustainable development goals which the group would like to follow-up on.