
Implementation Dutch Strategic Plan Road Safety 2030

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Abstract

In the keynote presentation The Netherlands will present the results of the 55 finalized measures of the first action plan of the 'strategic traffic safety plan 2030', which was launched in 2019. Secondly, we will elaborate on the new national action plan for the coming three years. Thirdly, we will also give an insight into the new light electric vehicle scheme, which will control the admission of these vehicles to Dutch roads.

Keywords

Strategic road safety plan; action plan; Light Electric Vehicles

Dutch Strategic Action Plan 2030

The Netherlands established the strategic plan road safety 2030 in 2018 (SPV2030). This SPV2030 sets out our approach on ensuring safer roads, safer vehicles and safer behaviour based on the risk-driven approach: focusing on the highest risks in relation to traffic accidents and managing those risks in the most effective way possible. This SPV2030 was endorsed by all relevant stakeholders and partners who have a role in improving traffic safety. These stakeholders involve road owners such municipalities and provinces, organisations like 'Veilig Verkeer Nederland' – a 90 year old Dutch organisation focused on road safety, which consists of 170 departments distributed over the Netherlands; TeamAlert – an organization for and by young people who focus on awareness of the need of safe behaviour in traffic; the Royal Dutch Touring Club 'ANWB' with 4,4 million members, SWOV – Dutch national scientific Institute for Road Safety research, and many others.

Action Plan 2019-2021

The national government set out the SPV2030 in the first action plan covering 2019-2021. The 55 measures of this plan have now, in 2022, almost all been completed. A few examples:

- A risk-driven approach for national roads has been developed: the risk indicator which scores the whole national road network against the road side characteristics that are related to the most frequent accidents. Having a well-designed shoulder lane is an example of such an indicator.
- Traffic safety is included in the new national 'Environmental and Planning Act', which will be implemented from January 2023.
- Guidelines on medical diseases that might affect driving capabilities have been improved, due to close cooperation with CBR (Central Bureau of Driving Licenses) and the health council, in line with the European Regulation. One result is that an extra driving test for candidates with ADHD is no longer a standard requirement but instead risk-driven measure.
- Data on actual driven speed is available on all roads nation-wide. This allows road owners to better select relevant measures, especially when combined with other risk indicators.

- Development of the program CycleOn (Doortrappen in Dutch) to motivate elderly cyclists to live a healthy life and continue taking pleasure in cycling, whilst emphasising safety measures. The CycleOn program collaborates with representatives of local social networks. It connects interventions that promote safety to activities such as sports and social clubs. The local social networks are crucial to the success of CycleOn. Nationally, a digital platform has been developed which is accessible for the elderly and professionals. Interventions and communication tools with the look and feel of CycleOn can be uploaded and downloaded.

Financial support SPV2030

Besides the aforementioned strategic action plan, the Dutch government also made 500 million Euro's available to realise infrastructural measures to improve road safety and to develop new measures for this purpose. In the first instalment of this investment 165 Euro of national funds was given to other road owners, who had to additionally co-finance at least half of this amount in order to realise one of the evidence based road safety improvements. Among these are widening cycle paths, installing speed humps, installing "forgiving" angled curbs along roads and safe crossings for pedestrians.

Action Plan 2022-2025

In April of this year, the second action plan for the period 2022-2025 was initiated. It involves new measures, divided over the five most important themes in relation to road safety:

- Safe infrastructure
- Non-motorised traffic
- Safe vehicles and assisting systems
- Safe behaviour
- (no) driving under the influence.

Among the new measures are:

- Continuation of the program CycleOn. All provinces (12 in the Netherlands) already take part in we will continue to get new municipalities involved, counting 220 of the 344 in total already.
- Making all road safety related ambulance data available;
- Continuation of MONO (our campaign which stands for focusing solely on driving (doing one thing at a time) when taking part in traffic) for business, aiming to double the number of employers joining MONO for business, which means that they actively apply measures out of the MONO toolkit to facilitate their employees to drive MONO;
- The development of an integral approach to tackle driving under the influence, by focusing on:
 - Prevalence
 - Integral policy - working closely with the Ministry of Health, Welfare and Sport
 - Communication and briefing
 - Enforcement – working closely with the Ministry of Justice and Security.

One of the measures included in the first action plan which is continuing in the second action plan, is the development of a national policy framework for light electric vehicles.

An increasing variety of light vehicles use our roads and cycle paths. Bicycles are the most numerous (there are approximately 23 million bicycles in the Netherlands, including two million electric bicycles or "e-bikes"), followed by motor scooters and mopeds (of which there are 1.5 million).

Light Electric Vehicles – new national authorisation framework

More innovative Light Electric Vehicles (LEVs) are also being launched, including e-scooters and various types of cargo bikes. These new vehicles can potentially help society achieve some of its goals relating to, for instance, accessibility, recreation and sustainability, provided their technical safety and use on the road is properly guaranteed.

Unlike for bicycles, motor scooters, mopeds and speed pedelecs, there is no EU legislation laying down requirements for LEVs. These vehicles may be used on the road only if they comply with the Netherlands' Administrative Rules on the Designation of Special Mopeds. The Dutch Safety Board (OVV) observes the need for a more targeted framework for the various types of LEV, and therefore recommends investigating whether electric bicycles (e-bikes) and electric cargo bicycles should be covered by a new national authorisation framework.

The goal of the framework is to ensure that LEVs authorised for use are technically safe, and that they are used safely on the road. Consumers will know which LEVs they are allowed to use on the road, manufacturers will know what technical requirements vehicles must meet, and road management authorities will know what vehicles they can expect to see on the roads.

At this moment we are working on the implementation of this new framework into legislation. The ultimate aim is to arrive at an EU framework for LEVs in order to prevent a patchwork of different rules developing in different member states. As soon as an authorisation framework for LEVs is available at EU level, elements of this national framework (particularly the technical requirements) will cease to apply.

References (in Dutch)

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