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RIGSREVISIONEN



Extract from Rigsrevisionen's report on  
**inconvenience to road users  
in connection with road  
construction**

submitted to the Public Accounts Committee



1849  
147.281  
237  
1976  
114.6  
22.480  
908

# 1. Introduction and conclusion

## 1.1. PURPOSE AND CONCLUSION

1. This report concerns the Ministry of Transport and Building's efforts to minimise inconvenience to road users in connection with expansions of the motorways.

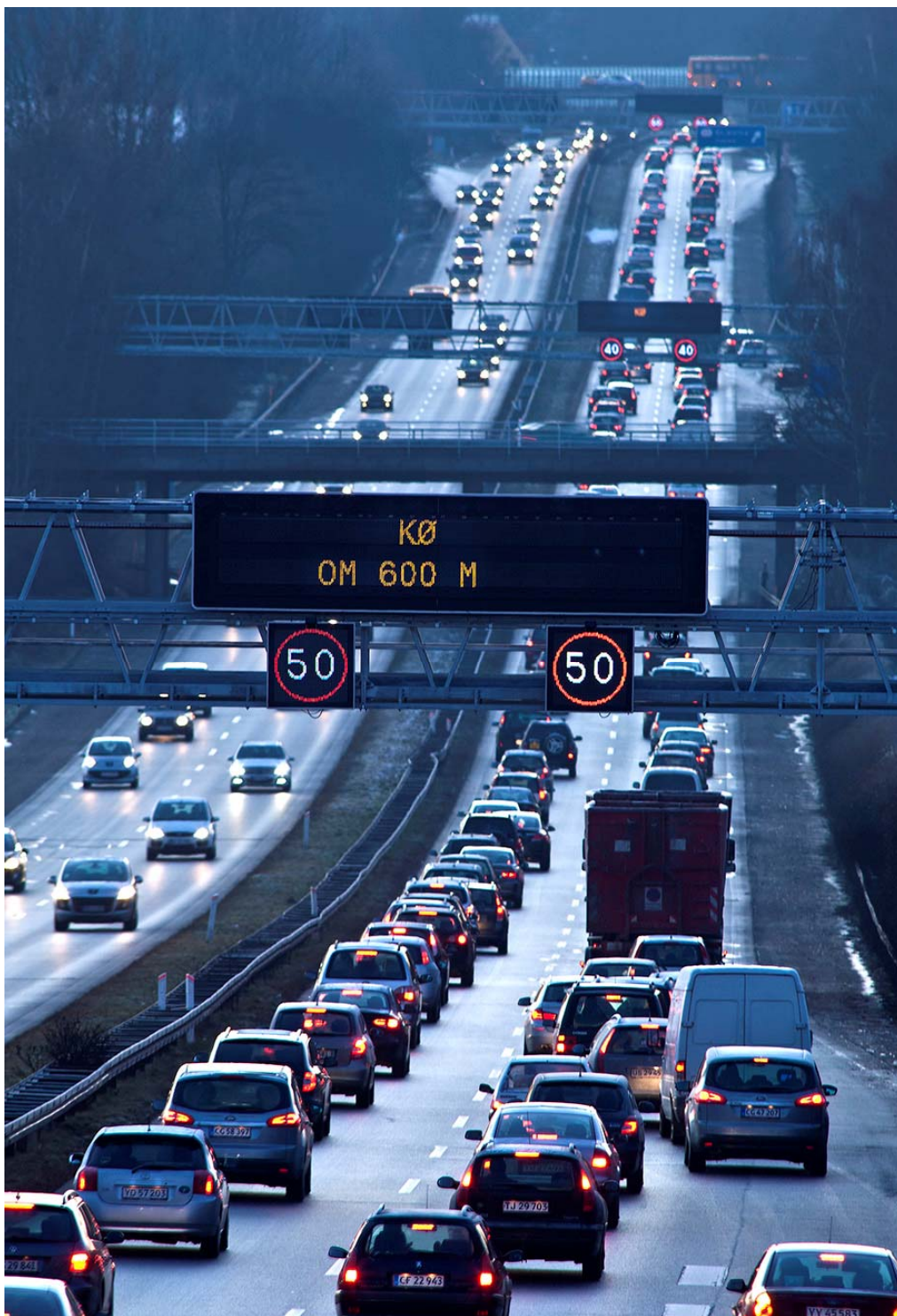
2. We initiated the study in November 2015, because many road users are inconvenienced by queuing, increased travelling time, unpredictable travel time and greater risk of traffic accidents when construction work is ongoing – particularly on heavily congested motorway sections like the ones that have been expanded in recent years. Queueing and increased travelling time impose costs, not only, on the individual road user, but also on society as such, and efforts should therefore be done to reduce congestion. The combination of construction work and a busy section of the motorway will invariably cause some inconvenience to the road users. The Ministry of Transport and Building, including the Danish Road Directorate, can however minimise inconvenience to road users through effective management of traffic and by ensuring that construction works are completed in the shortest possible time.

3. The purpose of the study is to determine whether the Ministry of Transport and Building, including the Danish Road Directorate, has made a focused effort to minimise inconvenience to road users in connection with expansions of the motorways. The report answers the following questions:

- Has the Danish Road Directorate made a focused effort to ensure effective management of traffic in connection with construction works to expand motorways?
- Has the Danish Road Directorate made a focused effort to reduce construction time?

In the period 2010 to 2013, the Danish parliament and Finance Committee appropriated approximately DKK 6.5 billion for four expansions of motorways in Jutland, on Funen and Sealand, respectively.

These four projects are the subject of the study.



Traffic congestion on the Helsingør motorway before construction work was started.

Photo: Scanpix

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## CONCLUSION

It is Rigsrevisionen's overall assessment that the Ministry of Transport and Building, including the Danish Road Directorate, has made a focused effort to minimise inconvenience caused to the road users in connection with the expansion of the four motorways. However, more can be done in the future to ensure effective management of traffic and shorter construction periods. Even small improvements in the traffic flow or reductions in construction time may have a major impact on the individual road user as well as on society in general.

The Danish Road Directorate has focused on planning the construction projects in a way that would ensure a stable flow of traffic. The directorate has also included provisions concerning traffic flow in its contracts with the building contractors, monitored compliance with the provisions, and it has the option to impose penalties on building contractors that fail to comply with the provisions. The directorate has taken action when road users – in the directorate's assessment – have been excessively inconvenienced. Rigsrevisionen finds that the directorate could have taken a more systematic approach in following up on the traffic flow. The directorate would be better positioned to take action every time road users are excessively inconvenienced, if it had more specific and clear performance indicators to manage by and measure progress against.

The Danish Road Directorate has met all schedules and completed four projects ahead of time. However, it is Rigsrevisionen's assessment that the directorate's schedules for the road construction works did not reflect realistic estimates of the duration of the construction works and would therefore have been achievable under any conceivable circumstances. In consequence hereof, the directorate has not had sufficient incentive to implement the time-saving measures that the directorate had otherwise found useful. More frequent implementation of time-saving measures could have reduced the duration of the road construction works even further and thus caused less inconvenience to the road users.

### TIME-SAVING MEASURES

Example of a time-saving measure: the Danish Road Directorate invites contractors to submit tenders for a project for which both a normal and accelerated schedule has been defined. This approach allows the directorate to establish whether the contract work can be completed faster than initially assumed at a competitive price.