Road safety strategy: Lithuania

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CONTENTS

• Strategic background;

• Safety in roads: facts and figures;

• ITS for road safety:

• Case studies.
Long term priorities: road safety and ITS at the heart of transport policy

- Development of TEN-T Network and its connections;
- Promotion of multimodal and intermodal transport, development of public logistics centers’ infrastructure;
- Improvement of energy consumption efficiency in transport sector, promotion of sustainable (urban) mobility;
- Improvement of traffic safety and security;
- Deployment of intelligent transport systems (ITS) and services.
Strategic Hierarchy: Road traffic safety related institutions

**Susisiekimo ministerija**

*Ministry of Transport and Communications*

- **Valstybinė kelių transporto inspekcija prie SM**
  - State Road Transport Inspectorate under MoTC
  - Road Safety Unit: licencing, technical harmonisation and by-laws

- **Lietuvos automobilių kelių direkcija prie SM**
  - Lithuanian Road Administration under MoTC
  - Road Safety Unit: by-laws (technical), social campaigning, implementation of strategy. ITS unit: TMC and traffic info

- **Pasienio kontrolės punktų direkcija prie SM**
  - Border Crossing Directorate under MoTC
  - Safety at border crossing points

- **Valstybinė geležinkelio inspekcija prie SM**
  - State Railway Transport Inspectorate under MoTC
  - Legislation and enforcement: railway safety and level crossings

**Committee of Information Society Development**

*Informacinės visuomenės plėtros komitetas*

- 'e.safety and ITS measures, financing

**VĮ Kelių transporto tyrimų institutas**

*PI Road Transport Research Institute*

- Road Safety Unit: research, recommendation, safety audits, black spots monitoring

**AB "Lietuvos geležinkeliai"**

*JSC Lithuanian Railways*

- ‘Safety at railway crossings, social campaigning
Traffic loading: traffic intensity increases and threatens road safety

- Growing transit traffic intensity on Via Baltica (1+1/2 lanes, 1+2) road;
- Growing number of car use;
- Increase demand for mobility.
Factors influencing accident reduction: engineering measures in focus

- Coordinated activities of all institutions
- Intensive educational activities
- Consistent in-service training and amendments legislation
- New strategy since 2007
- Deployment of engineering measures
- ITS
- Stricter control of road users
Governmental Road Safety Commission: interinstitutional high level road safety policy tool

Prime Minister (Chairman of GRSC)

Traffic Safety Council (Chairman-Transport vice-minister)

Minister of Transport

Minister of Interior

Representatives of other line ministries and institutions
Road Safety Strategy Programme: **structure**

- **State Road Safety Programme 2011-2017**
- **Monitored by: MoTC**
  - **Strategic Priorities**
  - **Goals and benchmarks**
  - **Action plan (indicators)**

*In line with the White Paper benchmarks*
Road Safety Strategy Programme: priorities

1. Safe behaviour of users
2. Safe roads’ infrastructure
3. Safe vehicles
4. Effective first aid for road users after accidents
5. State-of-the-art ICT for road safety

Strategic goal: TOP – 10 in terms of EU safest countries for road users
Road Safety Strategy Programme: Action plan indicators for goals and tasks

• Institutions involved: MoTC, MoH, MoI, Police department under MoI, Lithuanian Road Administration under MoTC, State Road Inspectorate under MoTC, Association of Insurance companies; Road Research Institute;

• Each institution should allocate necessary budget for the Action Plan;

• Inability to deliver results is discussed or new measures are proposed at Governmental Road Safety Council or Road Safety Commission;

• Each institution should prepare and send report to programme’s coordinating body – MoTC; the latter prepares yearly report and new action plan for the Government to adopt.
CONTENTS

• General priorities in Lithuanian transport sector;

• Safety in roads: facts and figures;

• ITS for road safety:

• Case studies in road safety domain.
Safety PIN in 2011: since 2001 number of fatalities in Lithuania was reduced by 58 per cent in 2010 (achieved)
Verona declaration: since 2001 number of fatalities in Lithuania was reduced by 58 per cent in 2010 (achieved)
Road safety in figures: from 317 deaths/1mill.inh to 85 fatalities/mill.inh in Lithuania

WP 2011 goal: to halve by 2020
WP2001/Verona declaration: to halve by 2010
Factors influencing accident reduction: stricter legislation in place

Confiscation of vehicles, higher fines, administrative responsibility

Social campaigning „Stop the war on the roads!!!“

Better enforcement, ITS deployment

Cheap and quickly installed road safety measures (esp. traffic calming) – elimination of black spots, radars
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ITS: Lithuanian Multifunctional enforcement and traffic information system (2013-2017) (1)

Main functions:

- automated sectorial speed control.
- weigh-in-motion detection;
- license plate recognition (technical inspection data, insurance validity, vehicle registration);
- E-tolling.
Case study: Multifunctional enforcement and traffic information system (2013-2017) (2)

Deployment plan:

- 2013-2014: Pilot phase (3 locations): metrology, tests, preventive use;

- 2015 - 2017: Complete network of Weigh-in-Motion system (over 50 locations);

- 2015 – 2017: Complete network of multifunctional enforcement and traffic information system (appr. 200 stations);

- since 2017: e-tolling (user pays-polluter pays principle) on the main roads.
Case study: National Traffic control and information center

- Real time traffic information 24/7;
- Meteorological condition, surface temperature, video/photo snapshotting, intensity on real time, traffic limitation;
- App for mobile devices’ users/ open traffic data for TomTom, Google, etc.
- Dynamic speed management via variable message signs.
Case study: Vilnius Traffic control and information center

- Real time traffic information 24/7;
- SIEMENS intelligent traffic lights system and control;
- Traffic light principle – **red** means slow traffic, **yellow** – slower, **green** - smooth.
- Traffic information in the streets via variable message signs.
Case study: Variable message signs and screens

- Real time traffic information 24/7;
- Meteorological conditions, surface temperature, video/photo snapshotting, intensity on real time, traffic limitation;
- App for mobile devices’ users.
- Dynamic speed management via variable message signs.
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Engineering Solutions: set selected of measures

- Roundabouts;
- Engineering upgrading of dangerous junctions;
- Infrastructure for vulnerable road users;
- Improvement of lighting conditions;
- Safety islands, traffic calming, speed bumps;
- Speed management;
- Additional road safety measures;
- Improving safety in roadside.
Measuring the effects: roundabouts

### Number of accidents and victims

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<tr>
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<th>Before installation of roundabouts</th>
<th>After installation of roundabouts</th>
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<tbody>
<tr>
<td>Accidents</td>
<td>127</td>
<td>209</td>
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<tr>
<td>Injured</td>
<td>9</td>
<td>8</td>
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<tr>
<td>Fatalities</td>
<td>24</td>
<td>2</td>
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### Change, %

<table>
<thead>
<tr>
<th>Type</th>
<th>Change, %</th>
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<tbody>
<tr>
<td>Injury accidents</td>
<td>-92.91</td>
</tr>
<tr>
<td>Injured</td>
<td>-91.67</td>
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<tr>
<td>Fatalities</td>
<td>-96.17</td>
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### Impact of traffic safety measures: summing up

<table>
<thead>
<tr>
<th>Measure</th>
<th>Change, %</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>Accidents</td>
</tr>
<tr>
<td>Lightning</td>
<td>-55,8</td>
</tr>
<tr>
<td>Guardrails</td>
<td>-68,1</td>
</tr>
<tr>
<td>Footpaths and cycling tracks</td>
<td>-81,0</td>
</tr>
<tr>
<td>Road signs</td>
<td>-24,0</td>
</tr>
</tbody>
</table>
Black spots*: focused investment into the most dangerous sections (reduction from 282 to 40 in 10 years)

Black spot* - 4 accidents per 4 year in 500 m section
Urban black spots: new concept to map and eliminate dangerous sections in towns and cities

Vilnius

Kaunas
**Social campaigns:** media, events, continuous campaigns

- **STOP the war in roads!**
- **Do not be a moose - wear a reflector!**
- **Do come to reason - don't drink and drive!**
- **Simulators**

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**Facebook account**
Sustainable urban mobility plans: Traffic safety - part of SUMP

1. Public transport
2. Cycling promotion
3. Modal split
4. Traffic safety and security
5. Traffic management and mobility demand management
6. City logistics
7. Universal design and transport infrastructure for all
8. Reduction of pollution
9. ITS deployment in urban areas.

SUMP thematic areas
Concluding remarks – points to watch

• Prevention policy of seriously injured (safe infrastructure-safer vehicles+more efficient first aid);
• Drunk-driving and aggressive driving prevention (awareness raising+alkoblocks/rehabilitation programmes+ sanctions );
• Reintroduction of penalty/demerit points’ system;
• Improving infrastructure for vulnerable road users (traffic calming measures + 30 km/h zones, bicycle tracks);
• Speeding enforcement (sectoral control; multifunctional systems, mobile radars, radar deployment in regional roads).
Thank you for your attention!

More information at: www.sumin.lt, grazvydas.jakubauskas@sumin.lt
Mirtinų eismo įvykių pasiskirstymas pagal eismo įvykių rūšis

- Užvažiavimas ant pėsčiojo: 36%
- Susidūrimas su dviračiu: 12%
- Kiti eismo įvykiai: 12%
- Susidūrimas su motociklu: 10%
- Susidūrimas su stovinčia TP: 6%
- Užvažiavimas ant klūties: 1%
- Apvirtimas: 1%
- Susidūrimas su bėgine TP: 1%
- Susidūrimas su mopedu: 1%