



LIETUVOS RESPUBLIKOS
SUSISIEKIMO MINISTERIJA

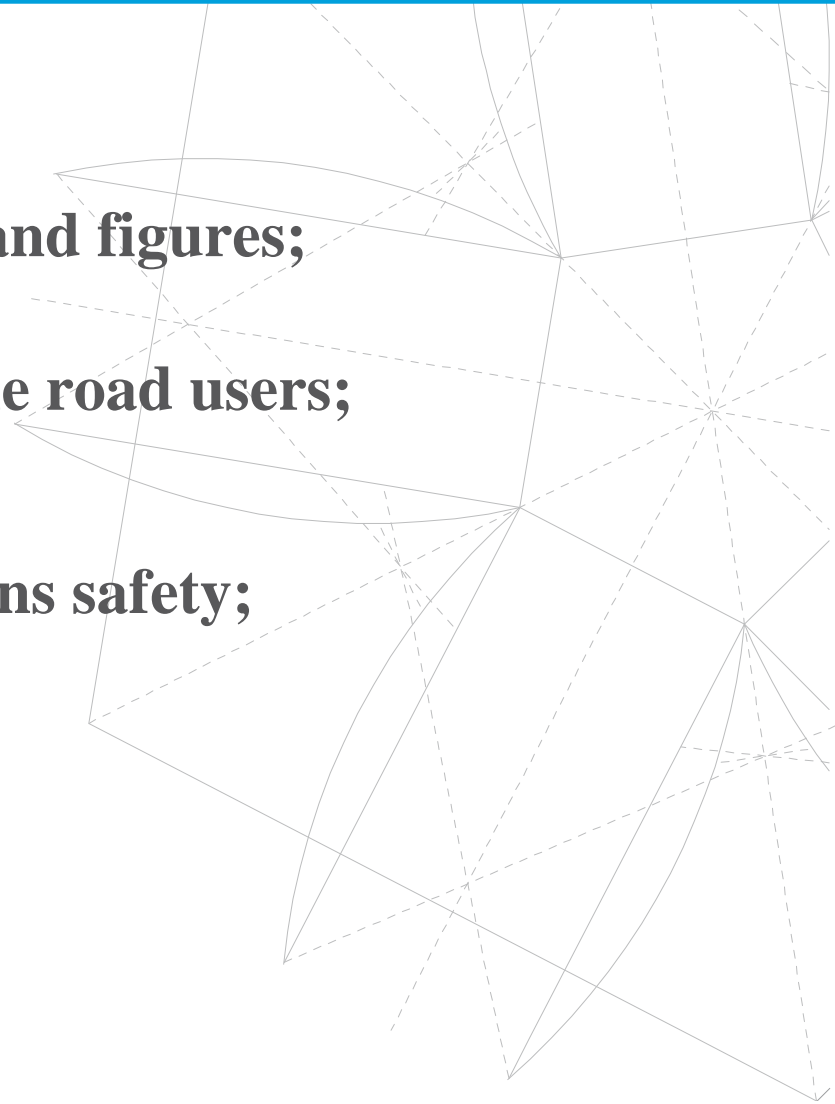
The experience of Lithuania in improving pedestrians safety,

Vidmantas Pumputis,
Head of Traffic Safety Division,
Ministry of Transport and Communications of the Republic of Lithuania

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Ryga, Lithuania

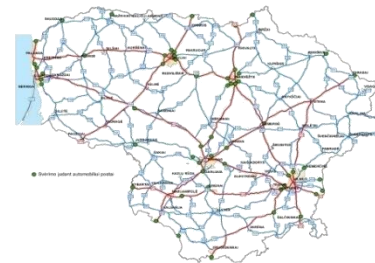
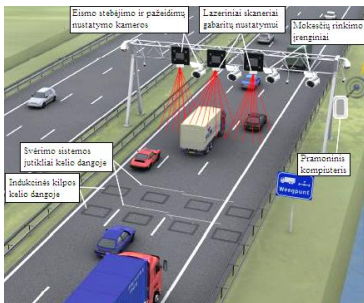
CONTENTS

- **Pedestrians safety in roads: facts and figures;**
- **Road safety strategy for vulnerable road users;**
- **Measures for improving pedestrians safety;**
- **Case studies.**

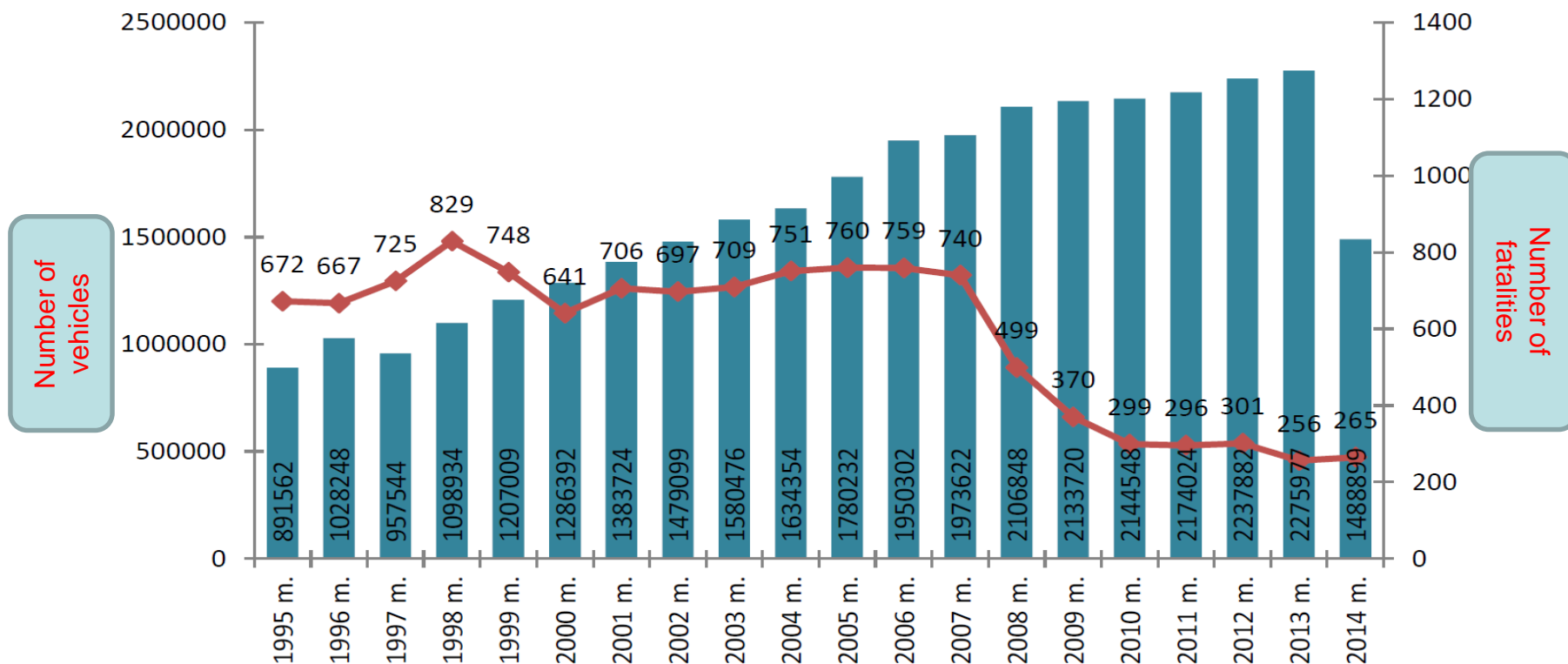


Top transport policy priorities: road safety and ITS

- 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.

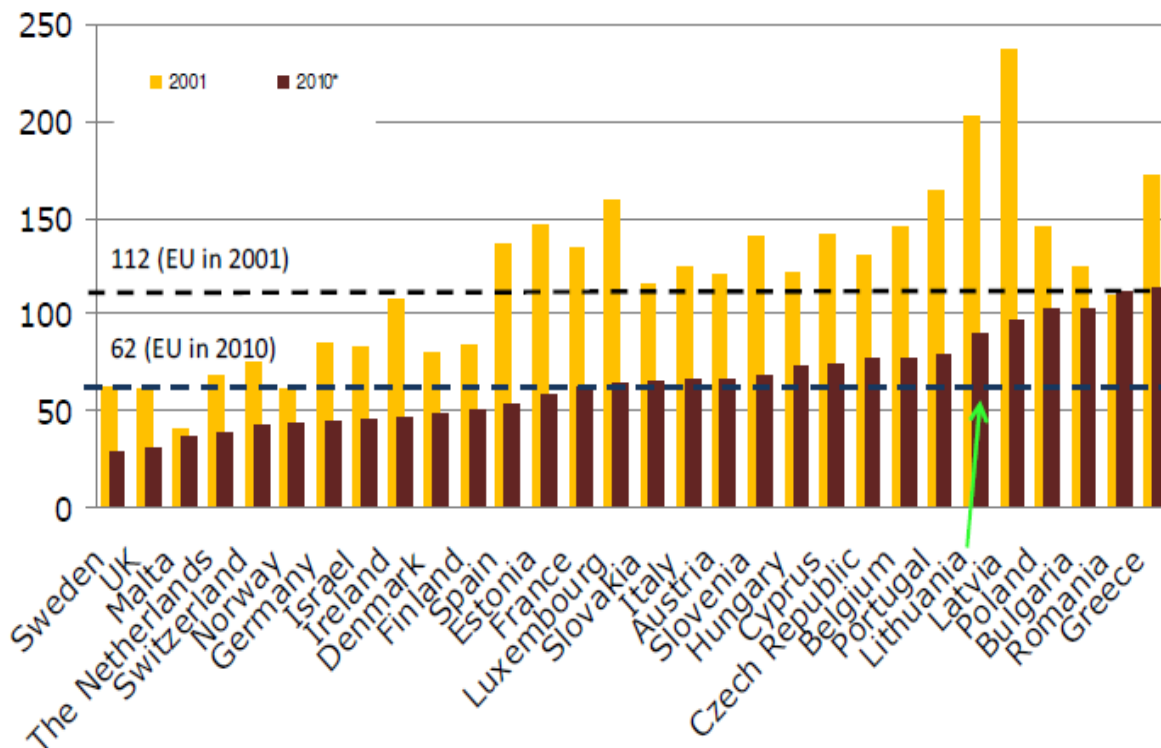


Long term trend: since 2001 number of fatalities in Lithuania was reduced by 58 % in 2010



Safety PIN in 2011: since 2001 number of fatalities in Lithuania was reduced by 58 per cent in 2010

58%



Main road safety problems in Lithuania in 2014

Pedestrians safety

- ~41 % of total number of fatalities in LT are pedestrians.
- ~72 % pedestrians road deaths suffered outside urban area.
- ~21% pedestrians were killed in zebra crossing areas.

Overspeeding

Cause of about 30% total number of fatalities

Young drivers (18-24 years old)

15% of total number of fatalities

Alcohol

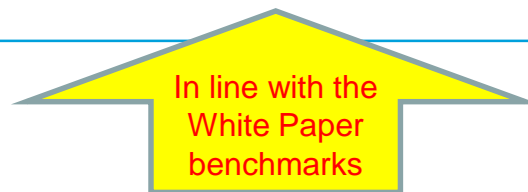
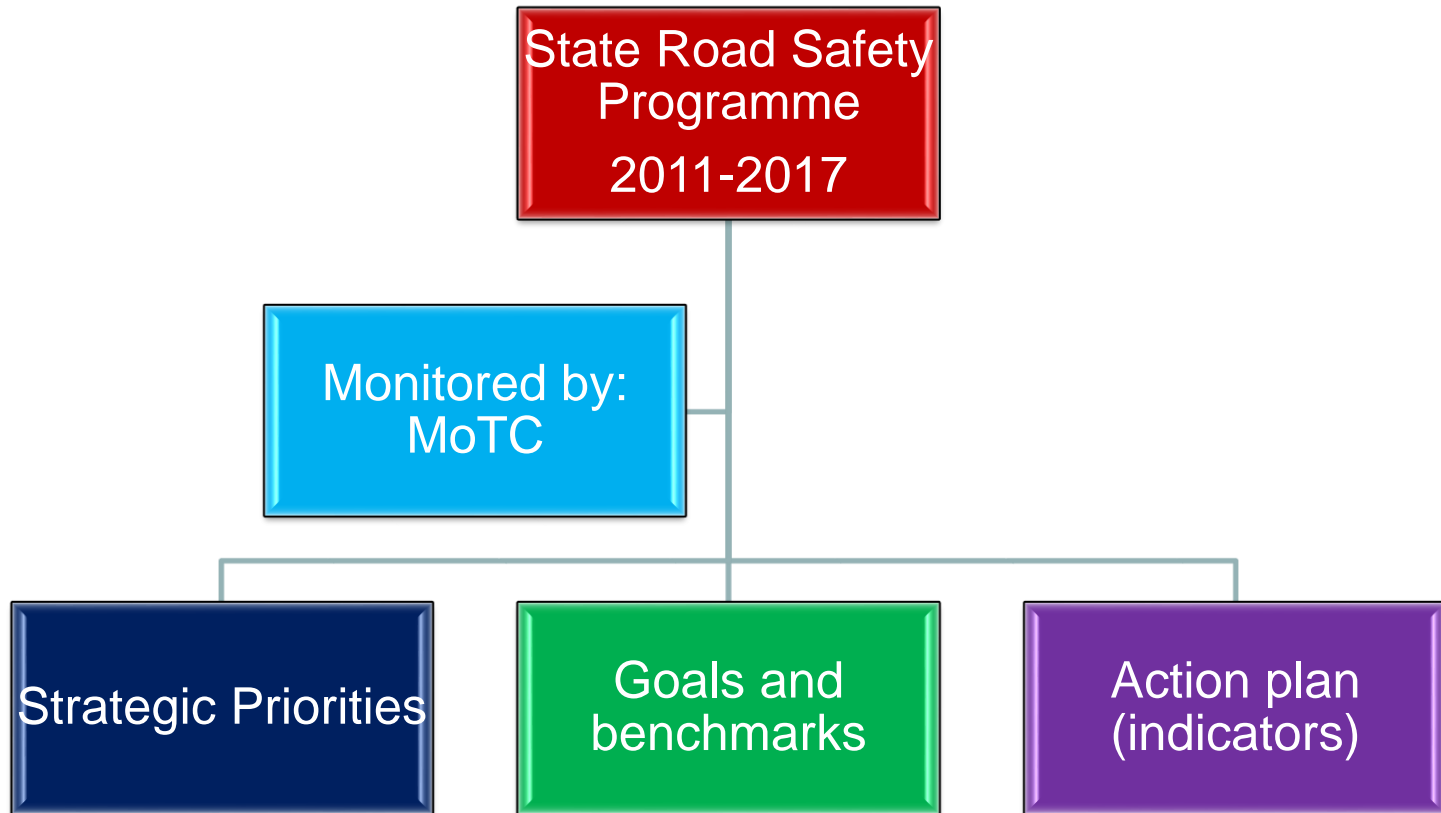
17% of total number of fatalities

Collisions

20 % of total number of fatalities



Road Safety Strategy Programme: **structure**



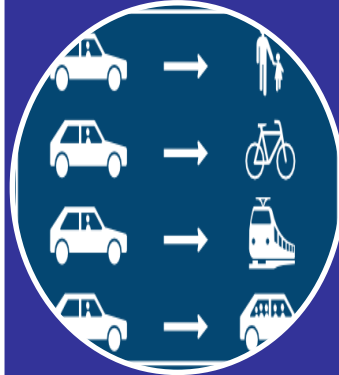
Road Safety Strategy Programme: **priorities**



1. Safe behaviour of users



2. Safe roads' infrastructure



3. Safe vehicles



4. Effective first aid for road users after accidents



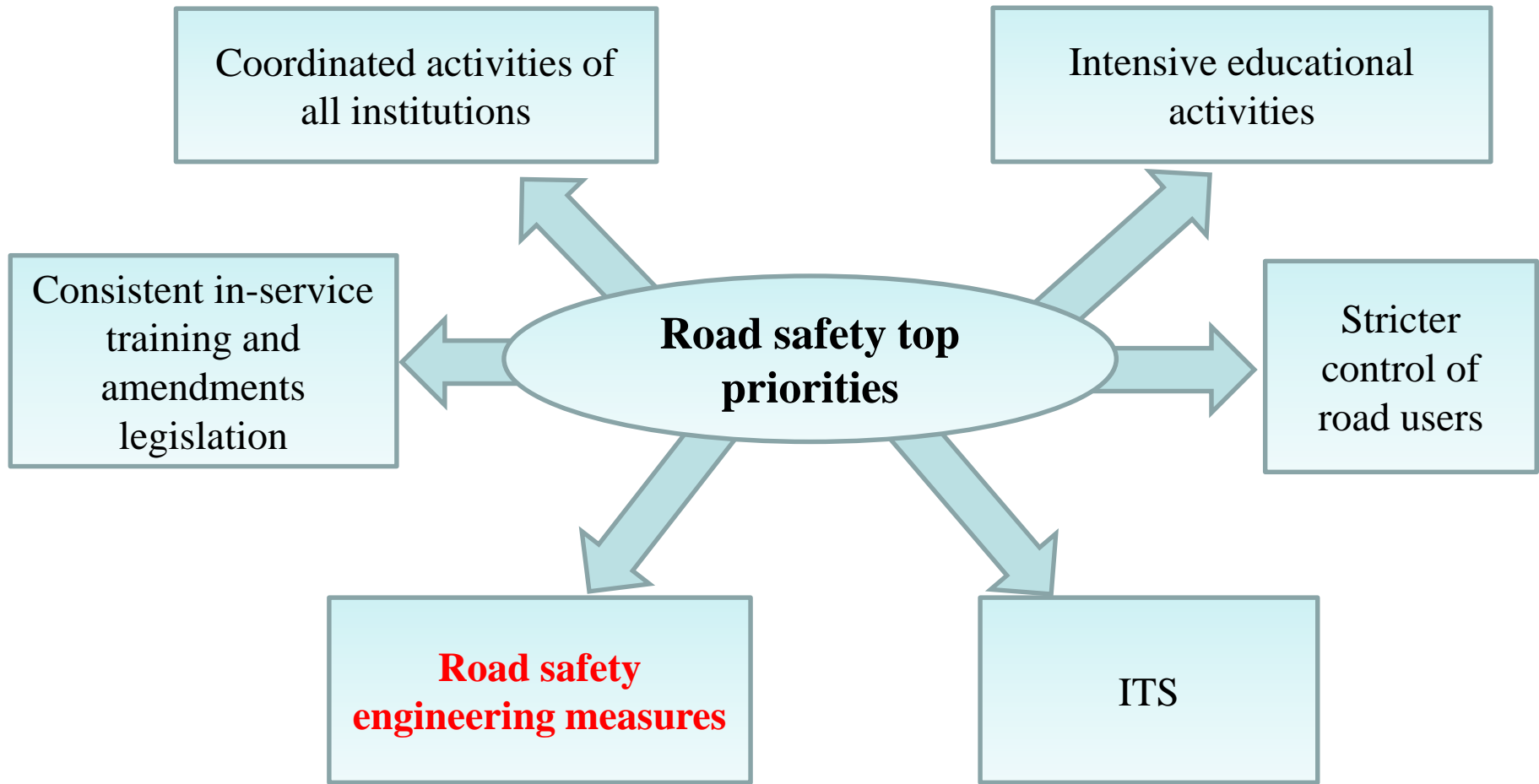
5. State-of-the-art ICT for road safety

Strategic goal: TOP – 10 in terms of EU safest countries for road users

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



Factors influencing accident reduction: **engineering measures in focus**



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.**

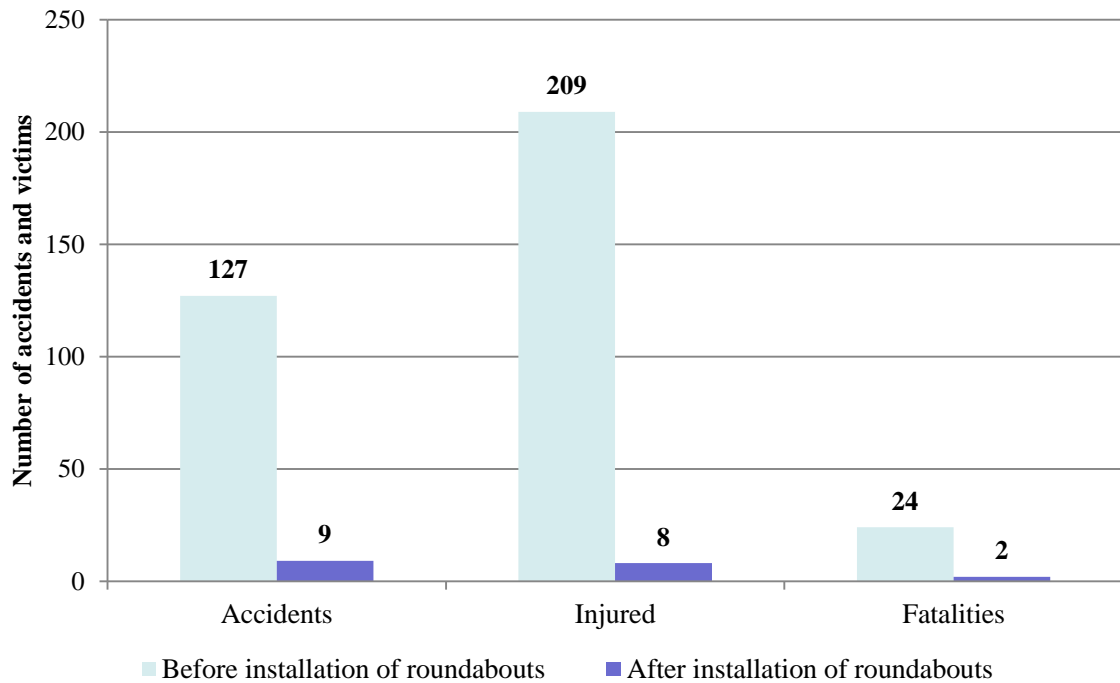


Impact of traffic safety measures: summing up

| Measure | Change, % | | |
|------------------------------|-----------|------------|---------|
| | Accidents | Fatalities | Injured |
| Lightning | -55,8 | -73,0 | -42,6 |
| Guardrails | -68,1 | -33,0 | -72,6 |
| Footpaths and cycling tracks | -81,0 | -93,8 | -87,2 |
| Road signs | -24,0 | -14,3 | -7,6 |



Measuring the effects: roundabouts

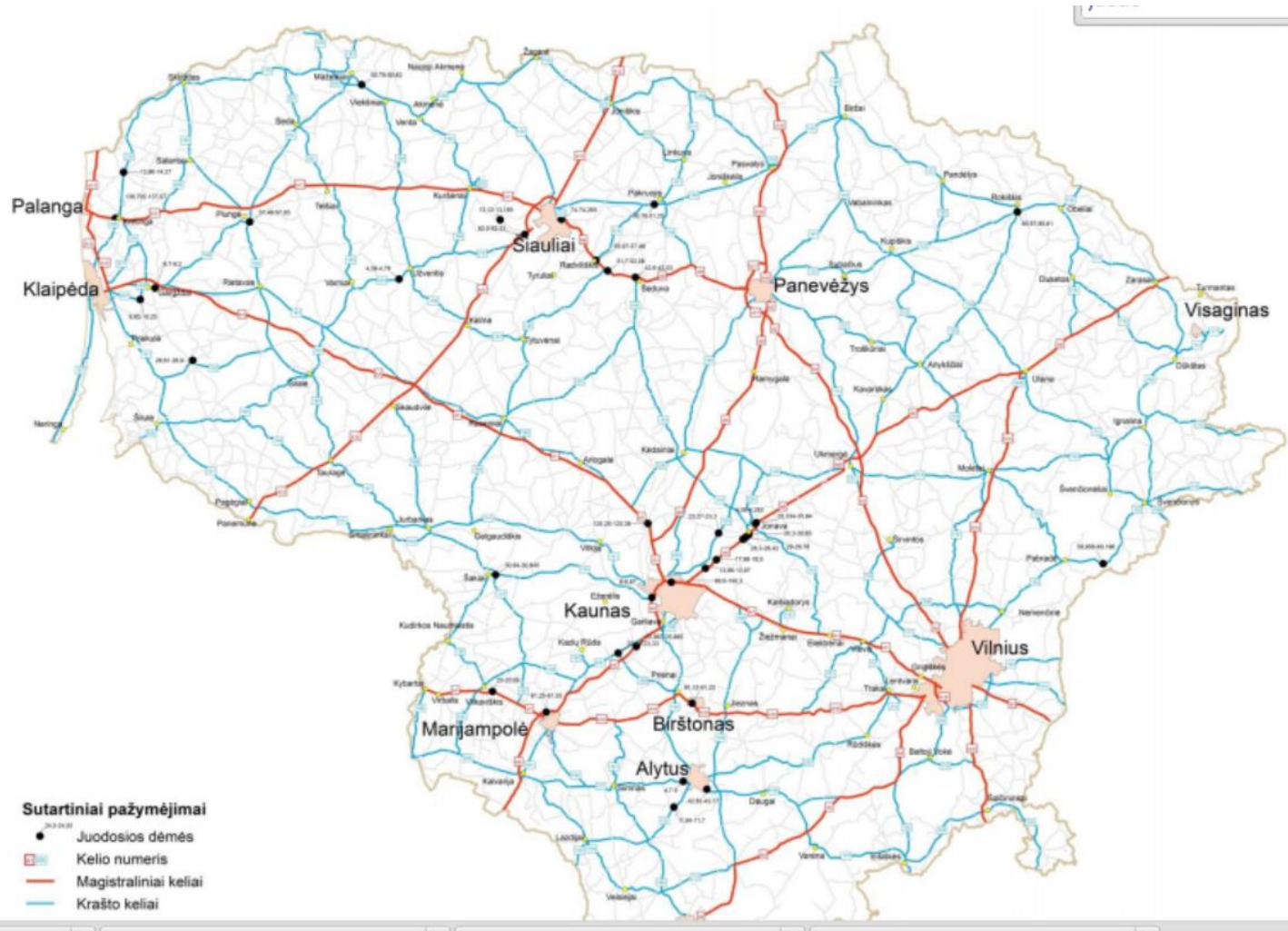


| | Change, % |
|------------------|-----------|
| Injury accidents | -92,91 |
| Injured | -91,67 |
| Fatalities | -96,17 |



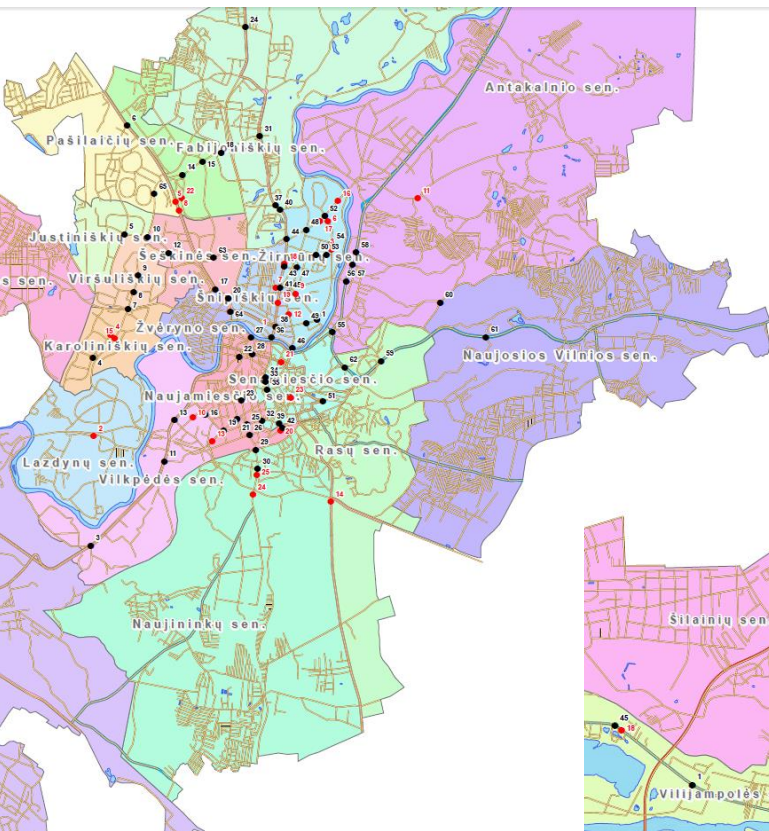
Black spots*:

investment into the most dangerous sections (reduction from 282 to 40 in 10 years)

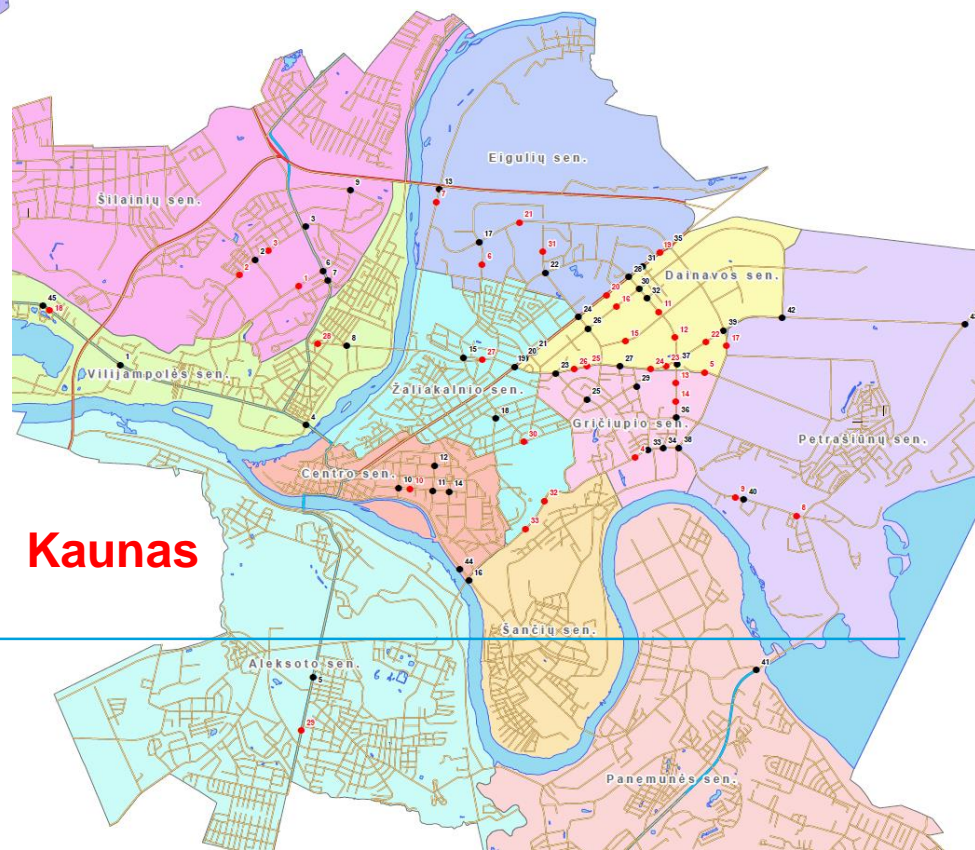


Urban black spots: *new concept in towns and cities*

| | | |
|----|--------|---------|
| 48 | 181243 | 0043303 |
| 49 | 181243 | 0043373 |
| 50 | 181243 | 0043443 |
| 51 | 181243 | 0043513 |
| 52 | 181243 | 0043583 |
| 53 | 181243 | 0043653 |
| 54 | 181243 | 0043723 |
| 55 | 181243 | 0043793 |
| 56 | 181243 | 0043863 |
| 57 | 181243 | 0043933 |
| 58 | 181243 | 0044003 |
| 59 | 181243 | 0044073 |
| 60 | 181243 | 0044143 |
| 61 | 181243 | 0044213 |
| 62 | 181243 | 0044283 |
| 63 | 181243 | 0044353 |
| 64 | 181243 | 0044423 |
| 65 | 181243 | 0044493 |



Vilnius



Kaunas



Social campaigns: media, events, continuous campaigns



STOP the war in roads!



**Do come to reason-don't drink and drive!
Do come to reason-don't drink and drive!**



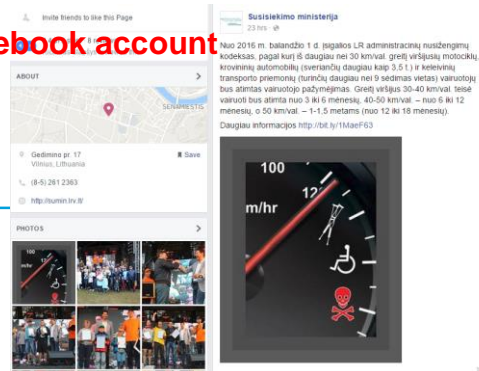
Simulators



Do not be a moose- wear a reflector!

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Facebook account



Engineering solutions: **improving safety for vulnerable road users**



- Improvement of lighting conditions;
- Safety islands, traffic calming, speed bumps;
- New paths for pedestrians/cyclists;
- Additional road safety measures;
- Improving safety in roadside;
- Roundabouts;
- Engineering upgrading of dangerous junctions;



Engineering solutions: improving safety for vulnerable road users (practical examples 1)



Engineering solutions: **improving safety for vulnerable road users** (practical examples 2)



Engineering solutions: **improving safety for vulnerable road users** (practical examples 3)



Concluding remarks – **improving safety for vulnerable road users**

- Improving infrastructure for **vulnerable road users (traffic calming measures + 30 km/h zones, new bicycle tracks)**;
- 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 points**' system;
- **Speeding enforcement** (sectoral control; multifunctional systems, mobile radars, radar deployment in regional roads).



Thank You,

*Vidmantas Pumputis,
Head of Traffic Safety Division,
Ministry of Transport and Communications of the Republic of Lithuania
vidmantas.pumputis@sumin.lt*

