

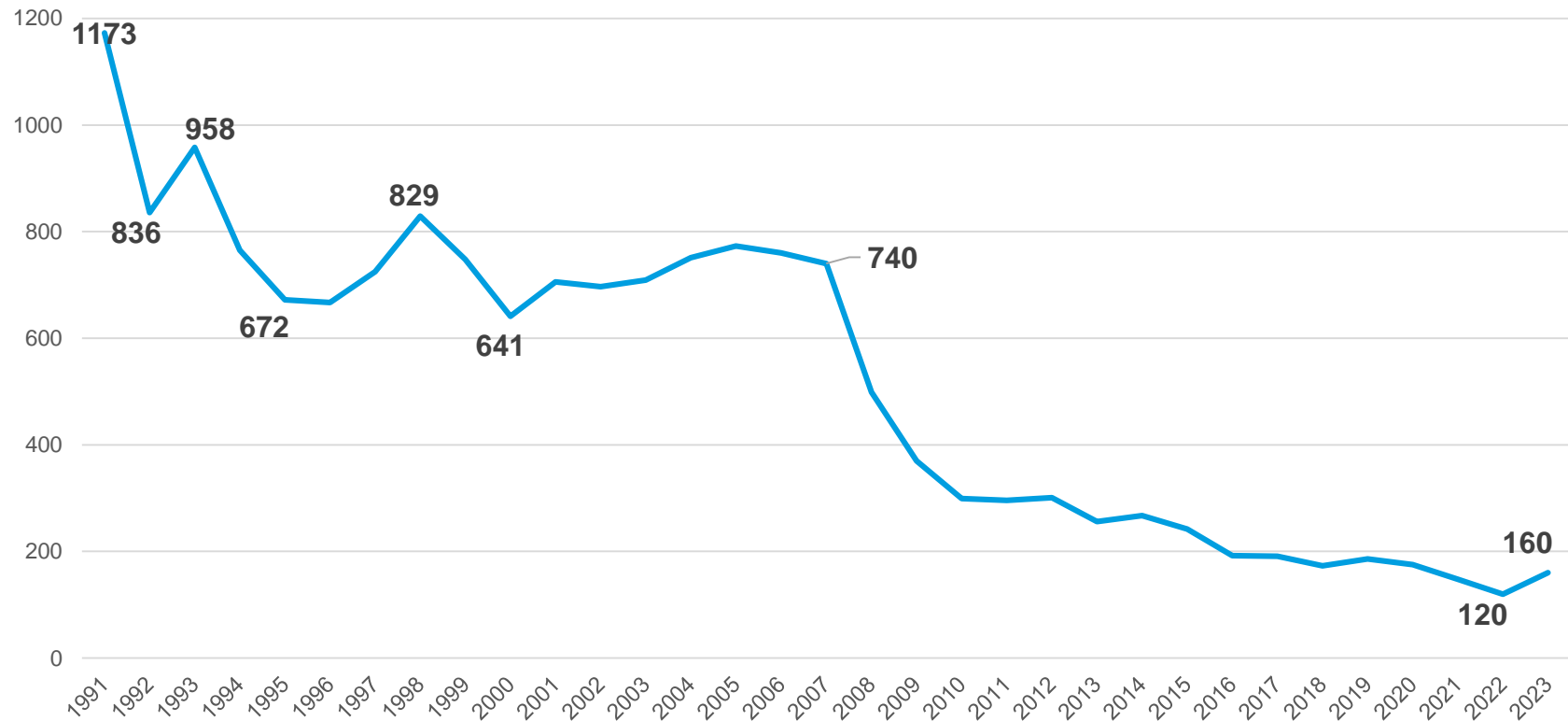
FREEDOM TO MOVE

Rolling out a Safety Camera Network in Lithuania

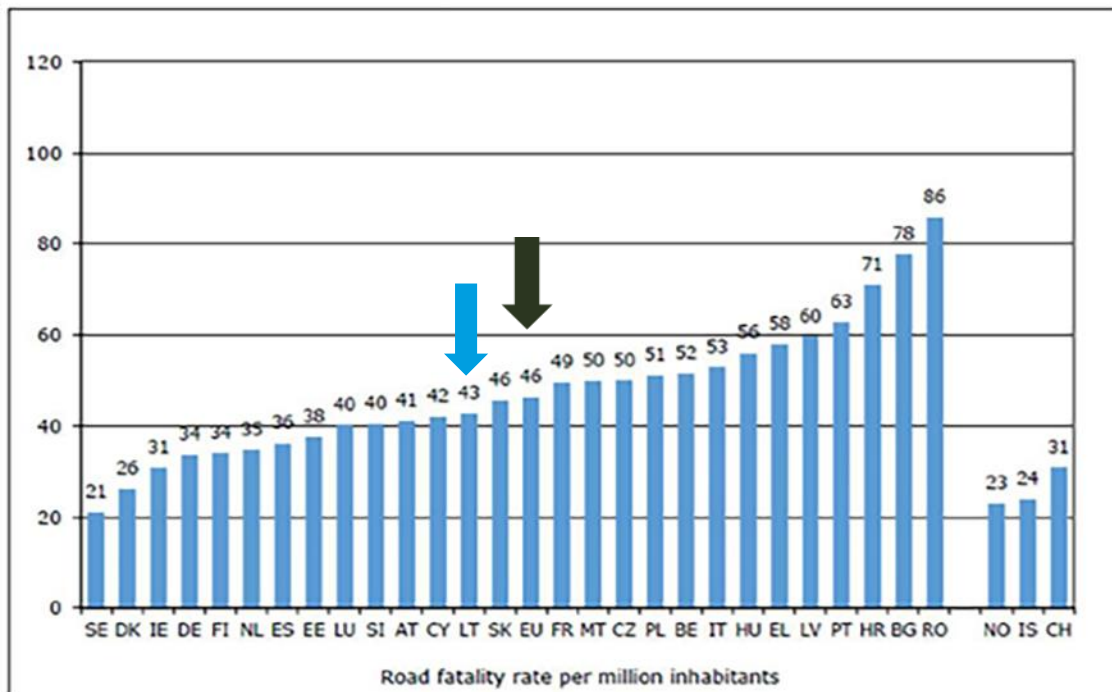
Nemunas Abukauskas
Ministry of Transport and Communications
2024-09-11



Road traffic fatalities in Lithuania since 1945



Road fatality statistics 2023, 2010 and 2001 (per 1 million



2001

2010

2023

202

90

43

Road fatality rate per 1 million inhabitants

We have implemented more than 1000 road safety measures / per year



Reconstructed unsafe pedestrian crossings



New roundabouts



Engineering upgrading of dangerous junctions



Infrastructure for vulnerable road users



Improvement of lighting conditions



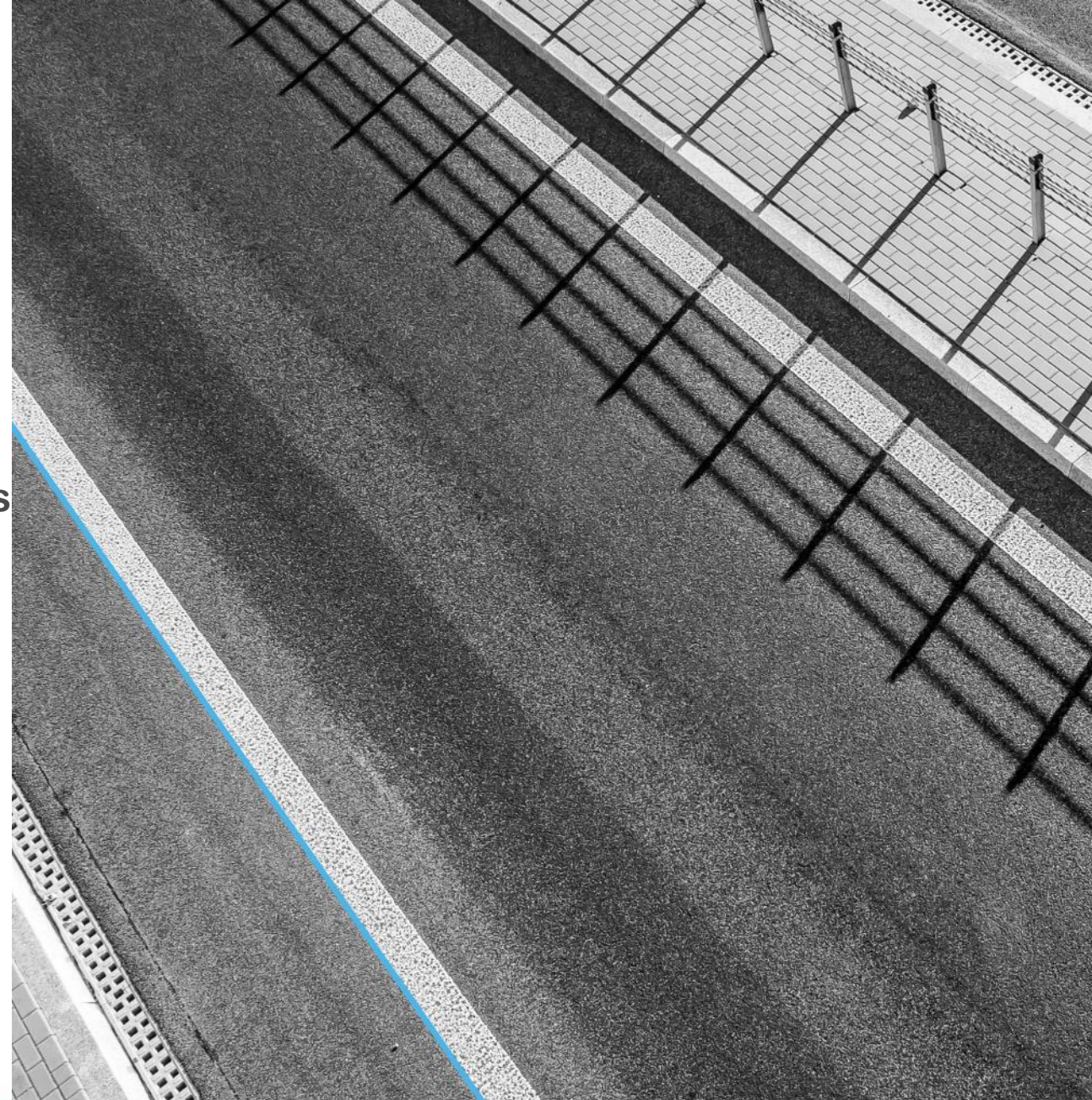
Safety islands, traffic calming, speed bumps



Additional road safety measures

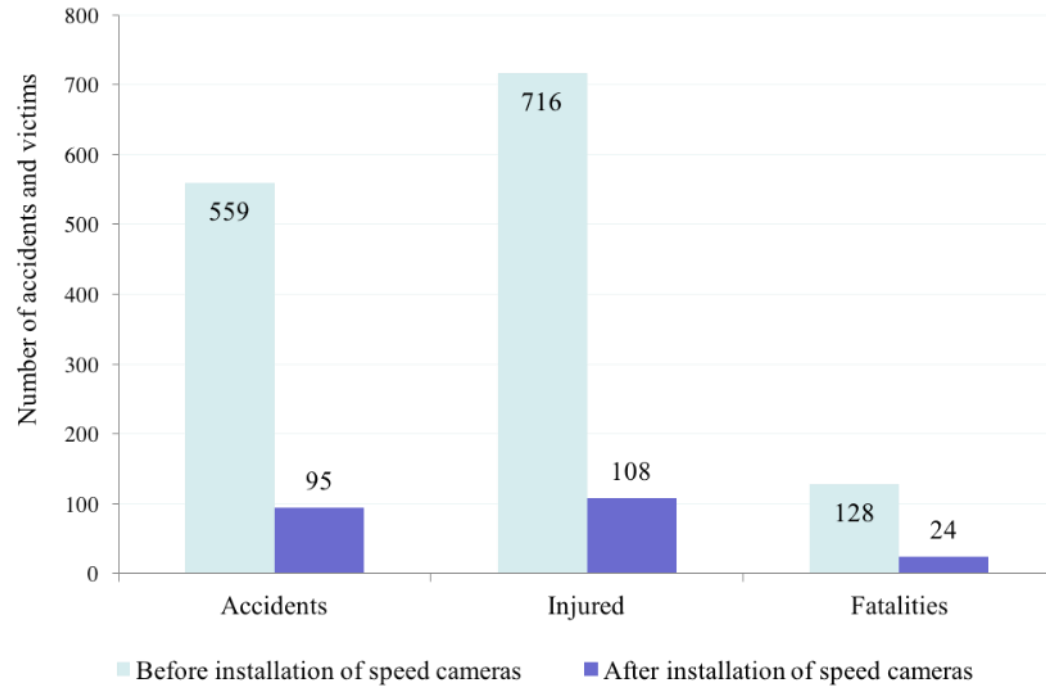


Improving safety of road sides

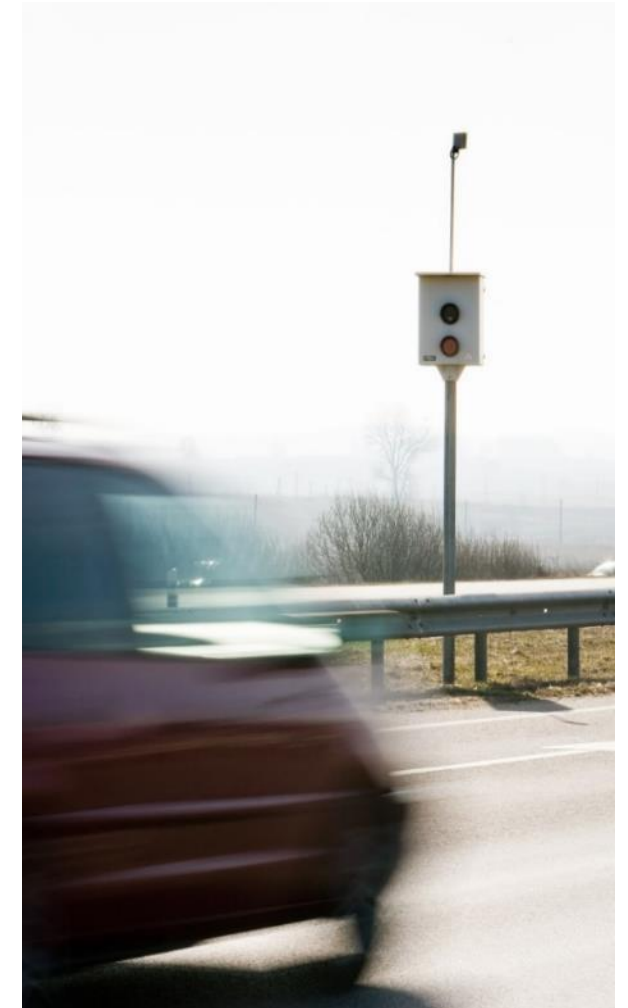


Speed Cameras

First study in 2009. The effectiveness of stationary speed cameras



Unit	Before	After	Change, %
Number of accidents	559	95	- 83,0
Injured	716	108	- 84,9
Killed	128	24	- 81,3



Black spots in Lithuanian roads (per 10 years)



Deploying of road safety measures helped to reduce number of black spots by **90%**



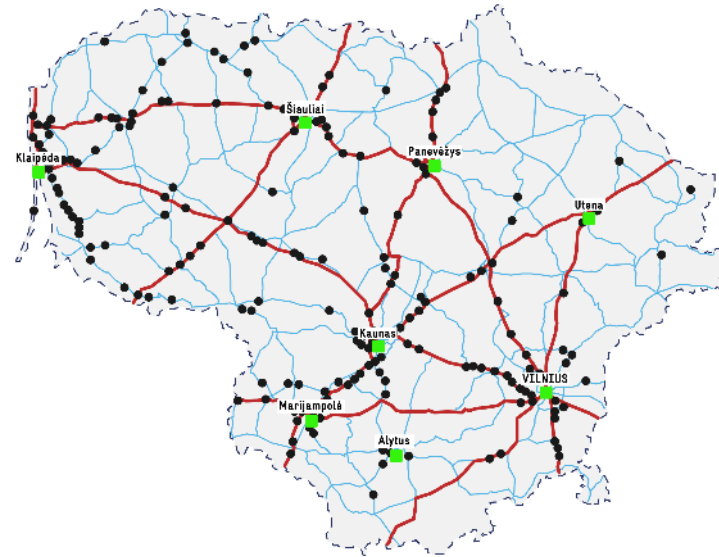
Black spot – is a location of road where in a section of **500 meters** during **4 years** at least **4 fatal or injury accidents** took place and the accident indicates (accident density and accident coefficient have reached or exceeded the limit values).

Map of black spots

- Black spots
- Main and national roads
- Regional roads

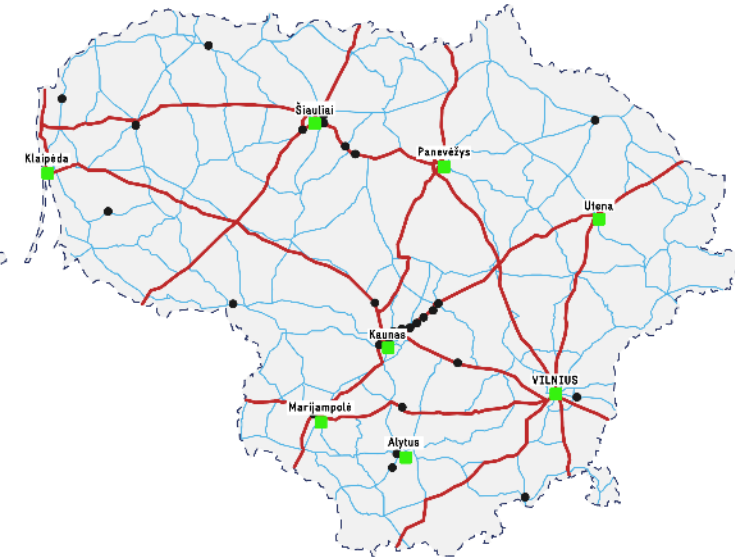
2006

Map of black spots



2016

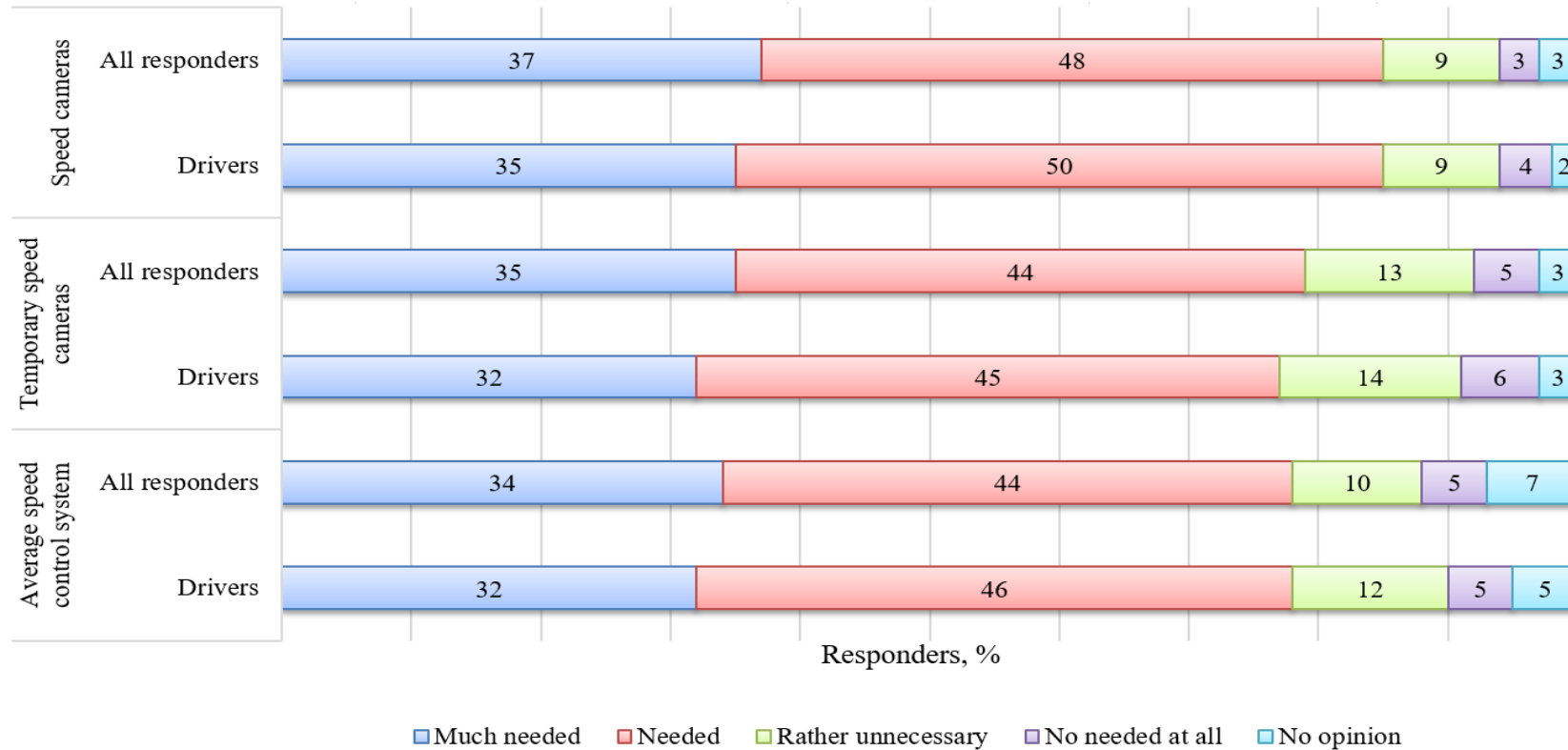
Map of black spots



Research II

Second study in 2016. Public opinion

Assesment of automatic speed control (public opinion)



Speed cameras in Lithuanian National road network 2023-2024

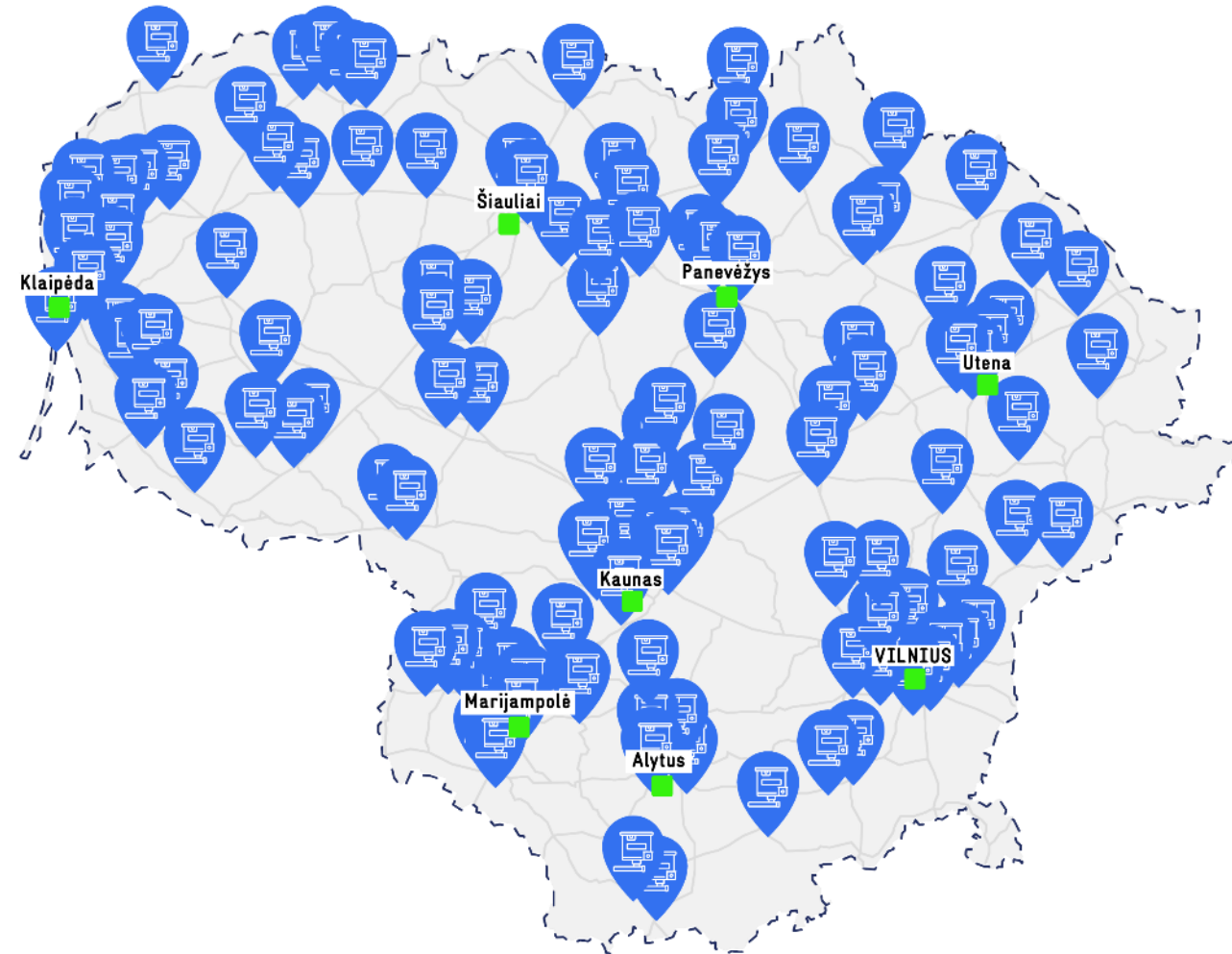


2023

135 section control road sections
78 speed cameras

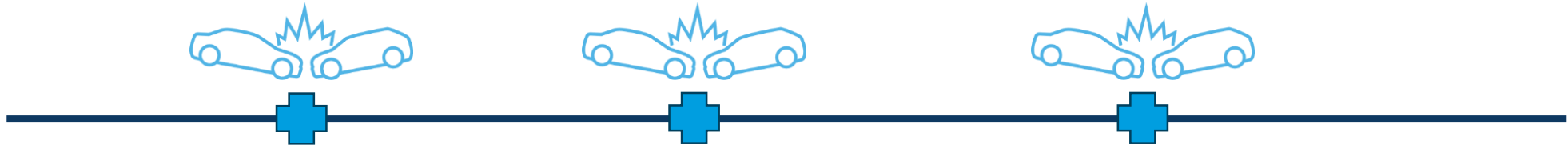
2024

+ 50 new section control road sections



Research III (upcomming)

- It is could be that in general speed cams is more effective than section speed control;
- Society more dislike section speed control than speed cams (in general society speed cams evaluate as positive measure);
- Section speed control needs additional measures to be implemented.



FREEDOM TO MOVE

DEVELOPING A CYCLE PATH NETWORK IN LITHUANIA



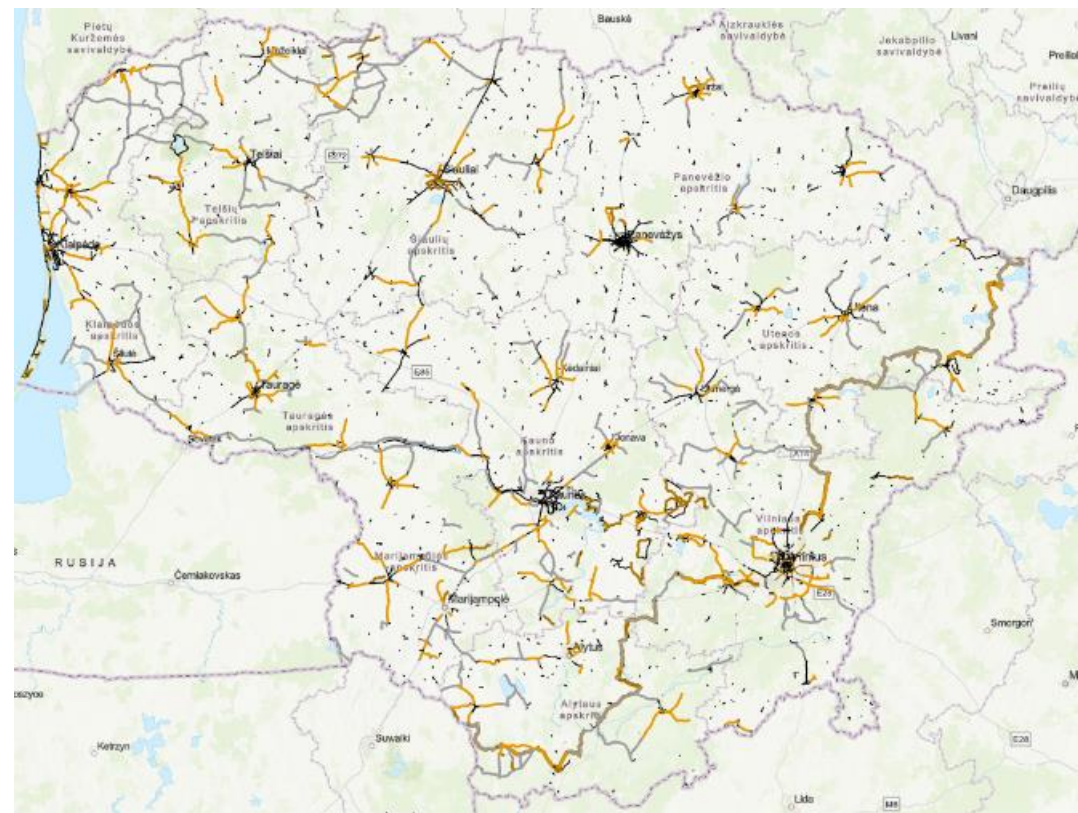
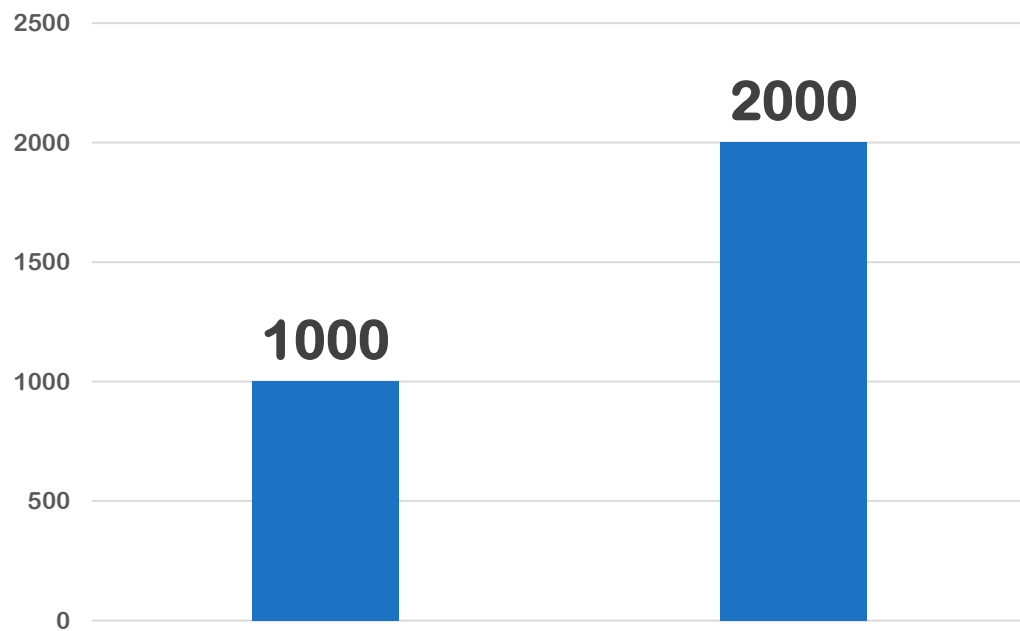
The situation in 2021:

- No data about cycling infrastructure (length, type, conditions, users etc.) (the owners of cycling infrastructure are 60 municipalities and Lithuanian Road Administration (LRA));
- It was identified that during the 30 years of independence, infrastructure for bicycles was built chaotically and episodically;
- It was identified that there are no clear definitions what is „cycling infrastructure“;
- It was identified that there are no criteria for infrastructure network planning;
- It was identified that society don't have clear opinion on cycling transport;
- On the other hand it was identified that infrastructure owners want to develop cycling infrastructure.

Infrastructure inventerisation

- All infrastructure was inventorised in 2021-2022;
- Preliminary infrastructure developing plan was made (for state significance roads).

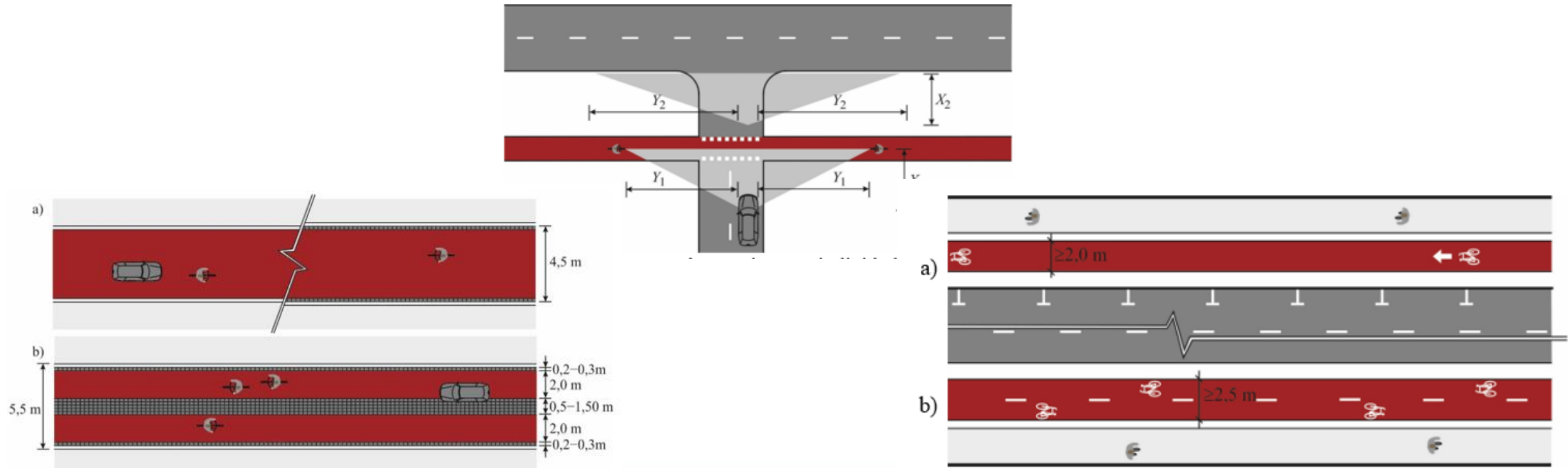
Existing cycling infrastructure length LT



Infrastructure planning and design regulation document has been prepared (Approving process)

Main Goals:

- To create general cycling infrastructure network planning process and main planning criteria;
- To adopt best practice from different countries experience;
- To set clear definitions for cycling infrastructure and main parameters of this infrastructure;
- To set sufficient visual infrastructure measures for clear situations between car drivers and cyclists.



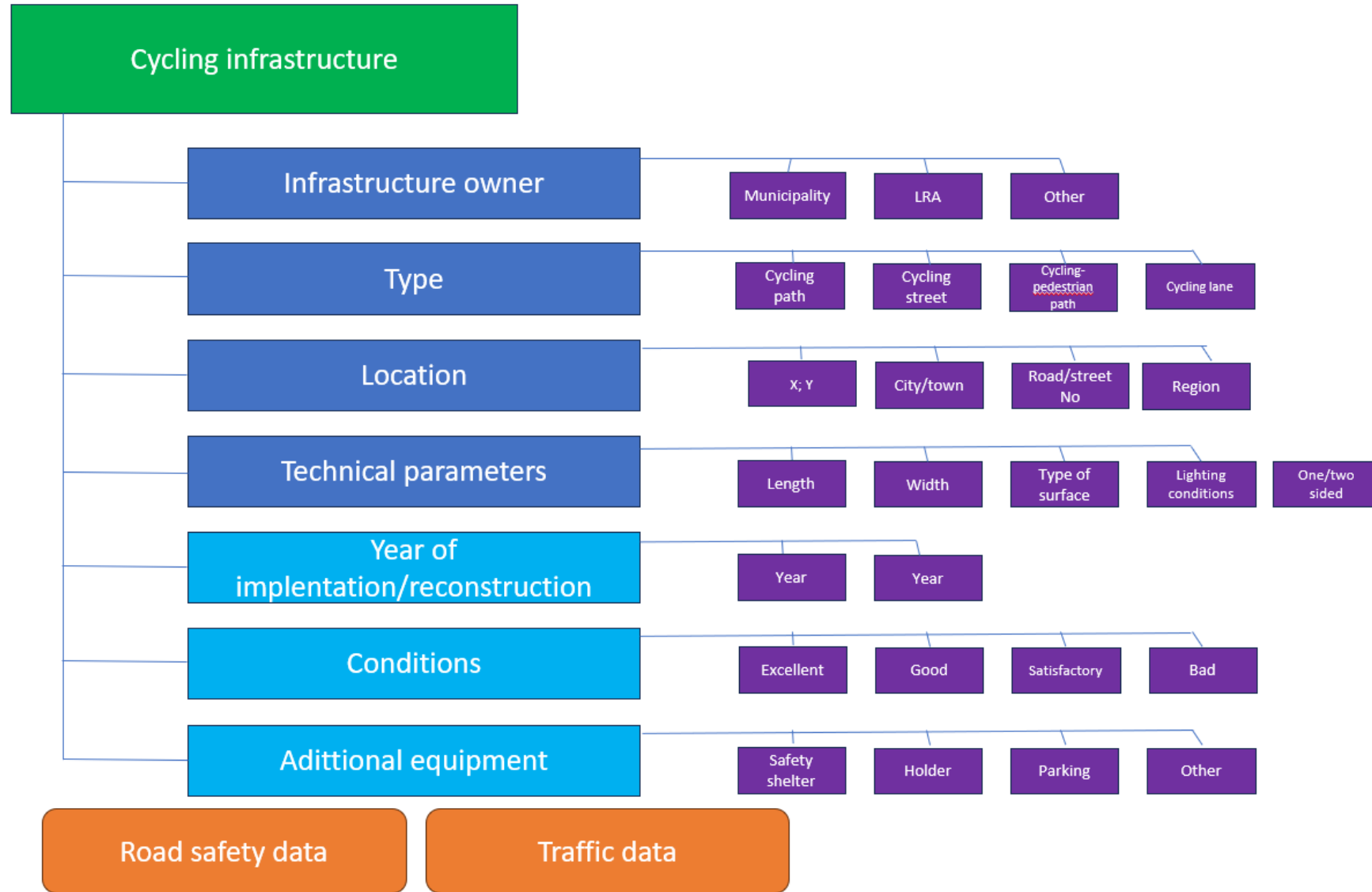
Clear definitions for types of Cycling infrastructure was missing



Change: clear definitions for types of Cycling infrastructure



Data platform:



Cycling infrastructure network planning process was missing



Change – transformation of residential streets into low speed streets



Financial perspectives



Supervision and monitoring of the use of EU funds:

2.7.1. Only for main, flow function routes to connect main destination points in the cities and towns (or suburbs) without gaps;

2.7.3. Possible infrastructure types:

2.7.3.1. Separated cycling paths (or separated cycling paths with pedestrian paths near by);

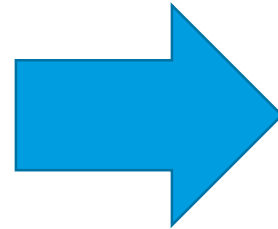
2.7.3.2. Cycling streets.



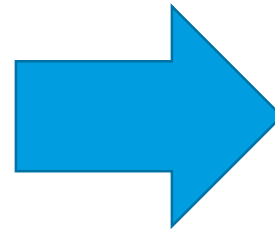
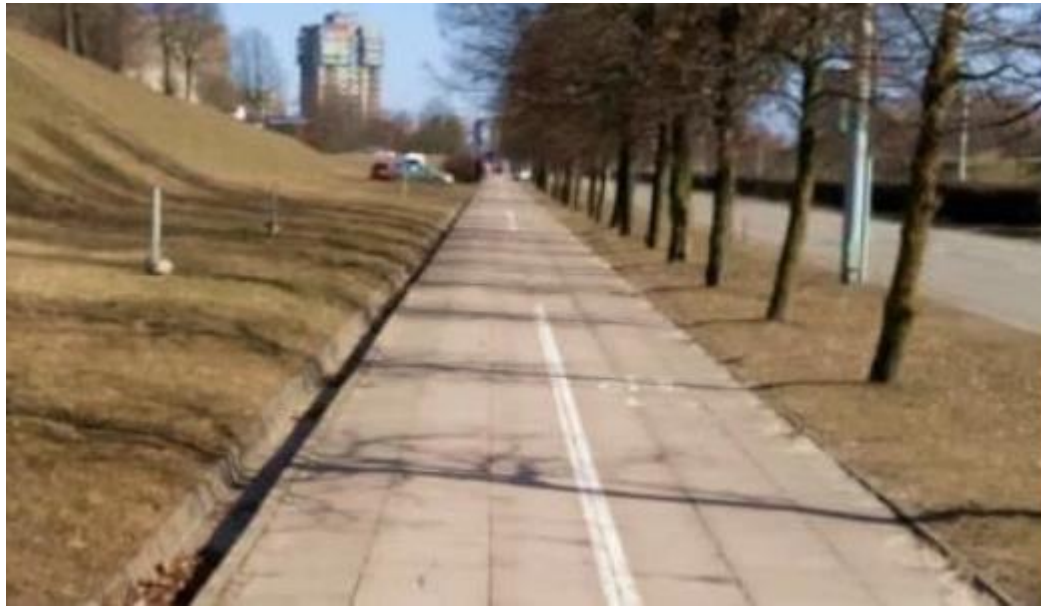
Supervision and monitoring of the use of EU funds:



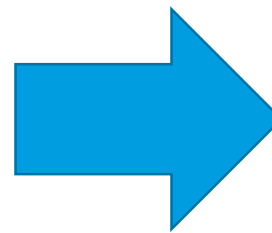
Changes:



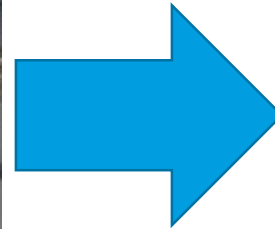
Changes:



Changes:

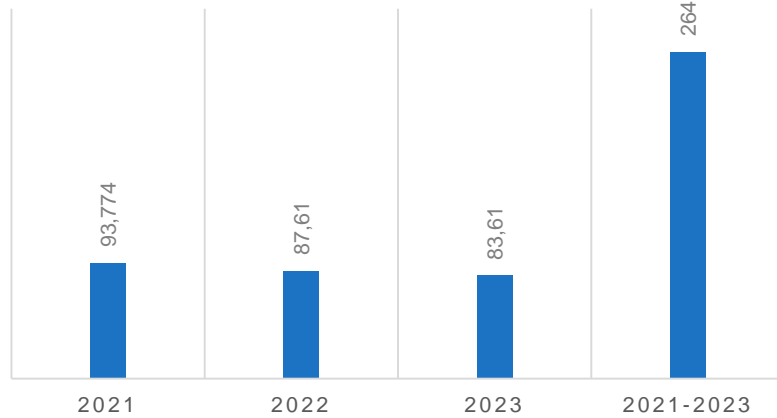


Changes:

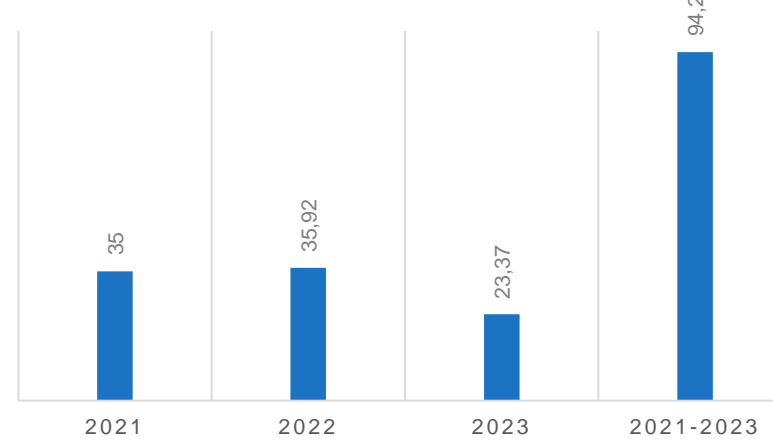


Infrastructure development 2021-2023:

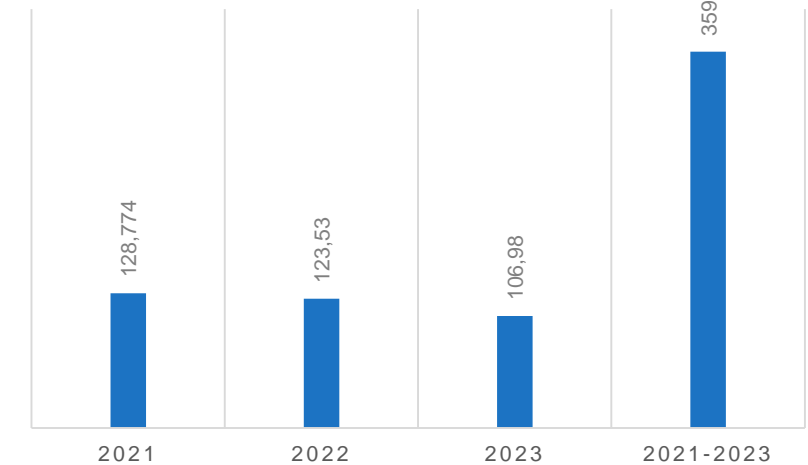
TOTAL IN MUNICIPALITIES, KM



TOTAL IN STATE SIGNIFICANCE ROADS, KM

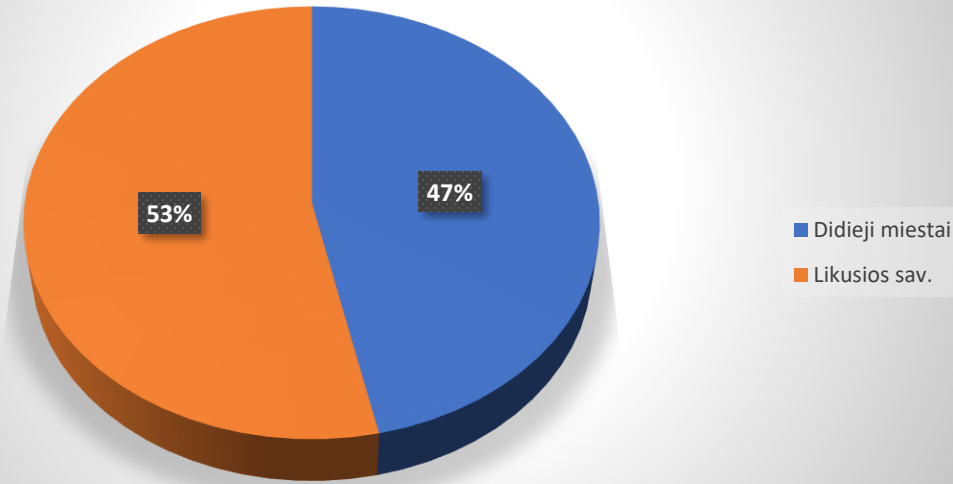


TOTAL IN LITHUANIA, KM

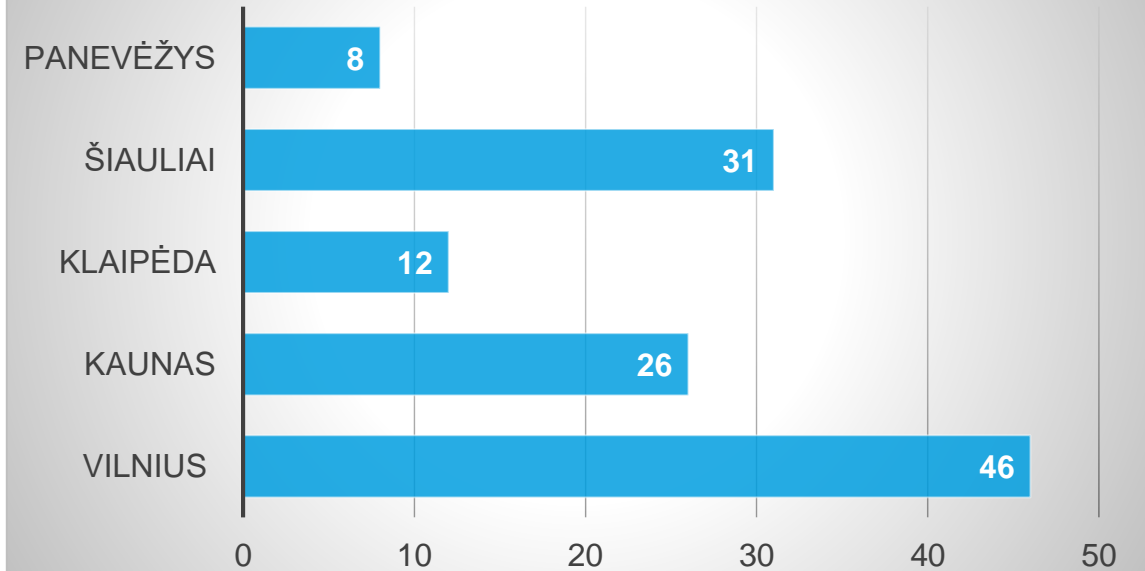


Infrastructure development 2021-2023:

Distribution: comparing 5 biggest cities and other towns (55 municipality centers)



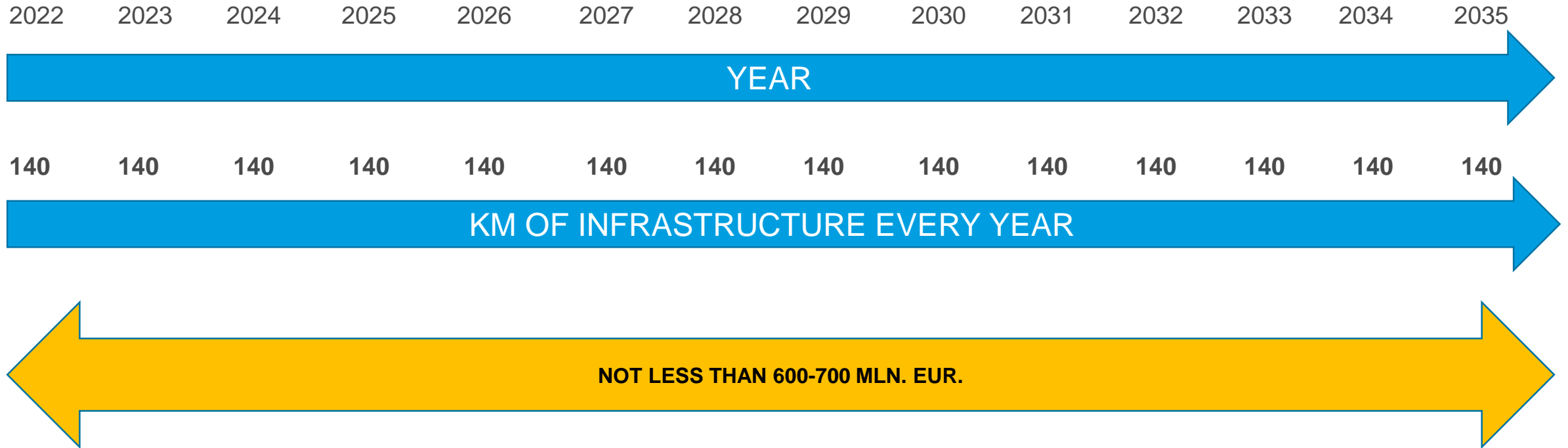
5 biggest cities



There are 12 municipalities with 0 km cycling infrastructure in period 2021-2023

Infrastructure development plan for period 2021-2035 (optimistic):

To implement not less than 2000 km of new bicycle infrastructure to 2035





**Damn those
bike paths and
bus lanes
taking all the
space!**

21

**Thank you
for your
attention!**

Line n° 21



MINISTRY OF TRANSPORT
AND COMMUNICATIONS
OF THE REPUBLIC OF LITHUANIA