

How Lithuania has used EU funds to improve cycling infrastructure

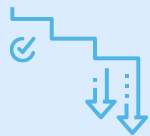
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2026-04-21



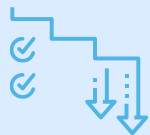
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1. Steps to ... **Vision zero**



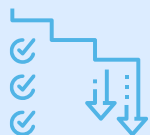
2010

299 (number of fatalities)



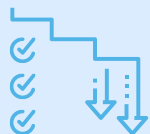
2020

175 (number of fatalities)



2030

50% less fatalities (than in 2020)

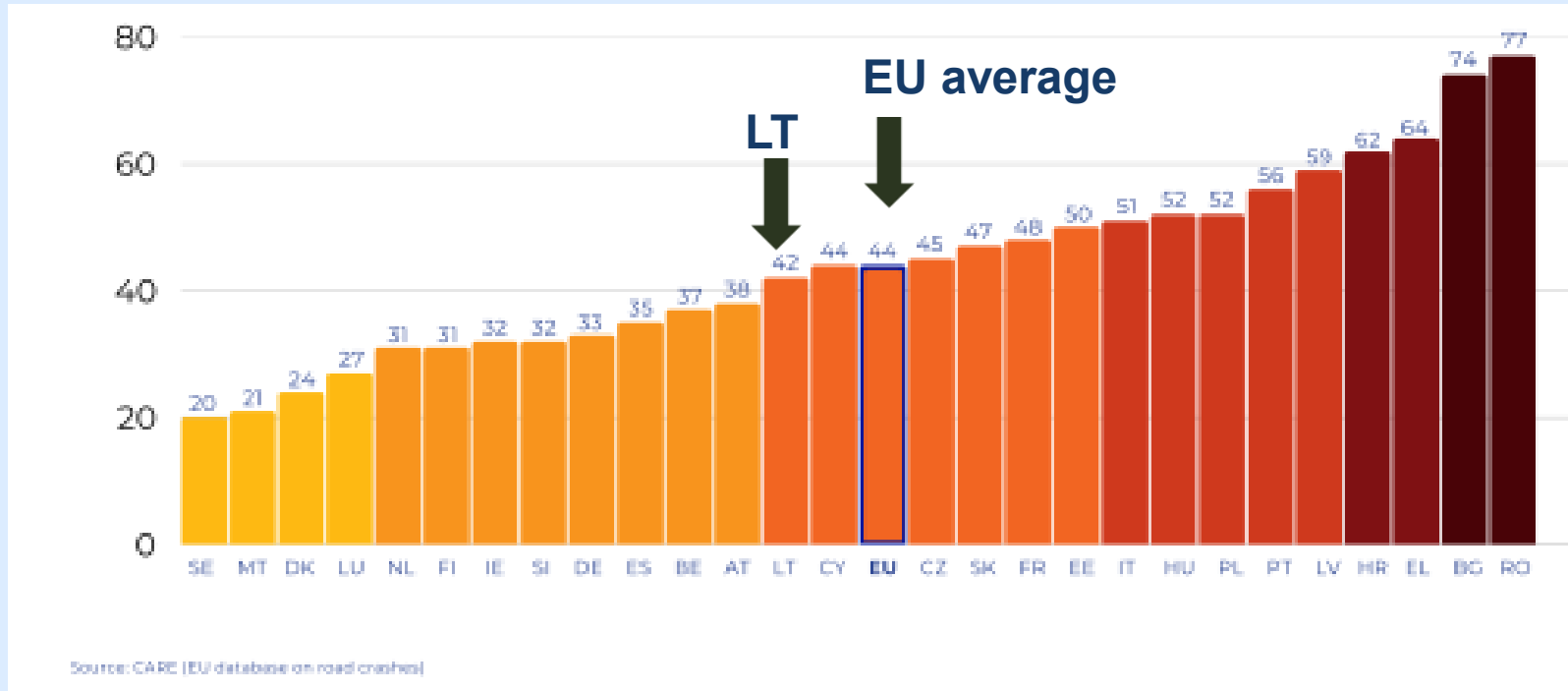


2050

Vision Zero



2. Road fatality statistics 2001, 2010 and 2024 (per 1 million inhabitants)



2001

2010

2024

202

90

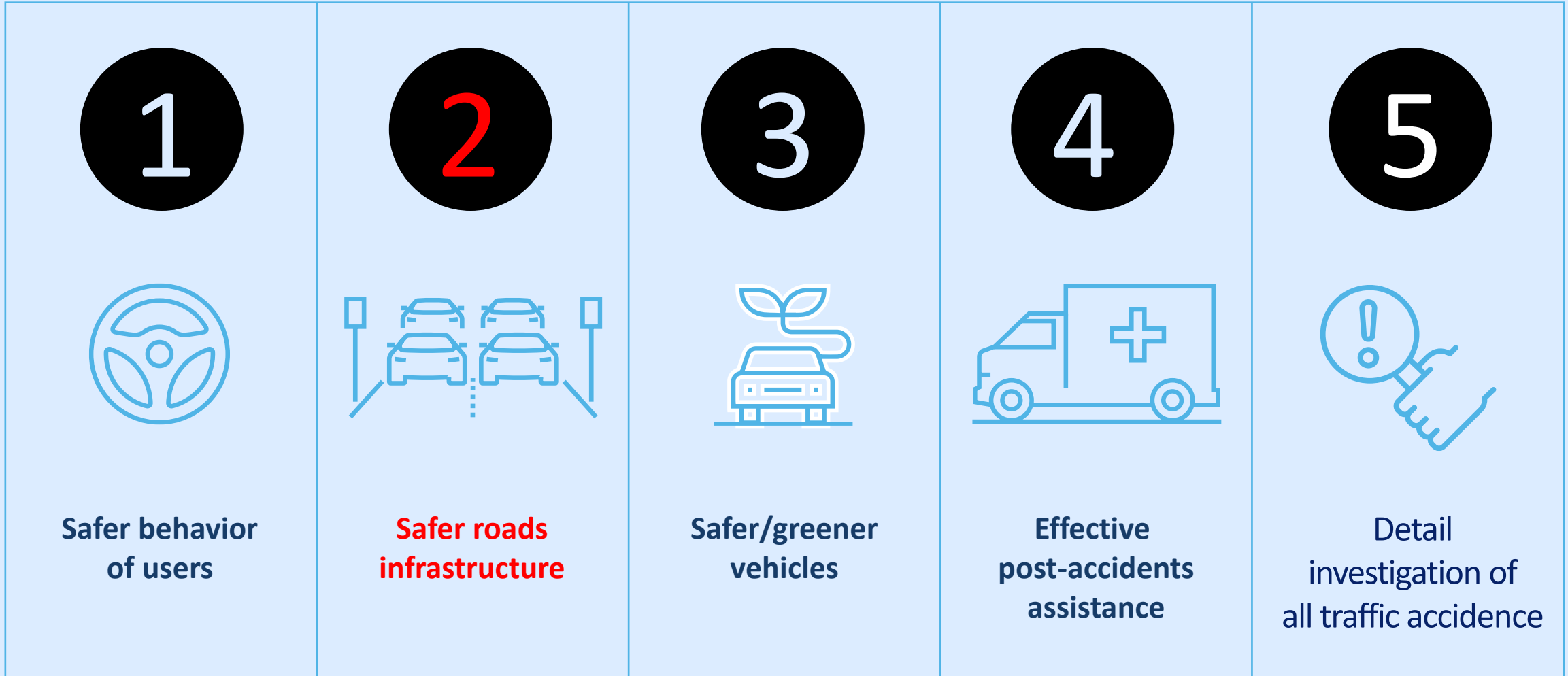
42

Road fatality rate per 1 million inhabitants



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3. Vision zero priorities



3. Road Safety: Cyclist & E-bike Statistics (2022–2025)

Road Safety: Cyclist & E-bike Statistics (2022–2025)

Period	Total Accidents	Fatalities	Serious Injuries	Slight Injuries
2022–2024 Avg.	378	9	38	290
2025	423	6	26	354
Change	+12%	-33%	-32%	+22%

Key Insights & Accident Dynamics (2025):

- ✓ **E-bike Involvement:** Significant increase in accidents involving e-bike users (drivers and passengers). 2025: 65 E-bikes (compared to 27 in 2022–2024 avg.)
- ✓ **Primary Collision Scenarios:**
 - ✓ 17% – Collisions while turning right.
 - ✓ 13% – Side-impact collisions (neither vehicle turning).
- ✓ **Vulnerable Groups:** 30% of all injured cyclists were minors.



4. **Strategic Response:** New Bicycle Path Planning Principles

Strategic Response:

- ✓ **New Bicycle Path Planning Principles**
- ✓ **To improve safety and infrastructure, Lithuania has approved new planning principles for bicycle paths, focusing on:**
- ✓ **Functional Zoning: Clear classification of paths based on their purpose (commuter, recreational, etc.).**
- ✓ **Separated Infrastructure: Prioritizing the physical separation of cyclists from motorized traffic in high-risk areas.**
- ✓ **Enhanced Safety Standards: Addressing the specific needs of both traditional and e-bike users.**



5. **New Rules** for Bicycle and Pedestrian Infrastructure Design

Context and Legal Framework

On November 26, 2024, the Minister of Transport and Communications of the Republic of Lithuania approved Order No. 3-415, establishing new mandatory [Rules for the Planning and Design of Bicycle and Pedestrian Infrastructure](#).

The Significance of the EURSE Project integration. The preparation of these rules was fundamentally driven by the outcomes of the **EURSE (European Road Safety Engineering)** project:



- ✓ **Evidence-Based Standards:** The rules are not merely administrative updates but are built upon the rigorous research, safety audits, and engineering data gathered during the EURSE project.
- ✓ **European Best Practices:** By utilizing EURSE results, Lithuania has harmonized its national requirements with top-tier European safety engineering standards, ensuring that new infrastructure meets international quality benchmarks.
- ✓ **Safe System Implementation:** The project's focus on the "Safe System Approach" is directly reflected in the new rules, emphasizing that infrastructure must be designed to forgive human error and minimize the impact of potential accidents.
- ✓ **Targeted Safety Audits:** The rules incorporate specific methodologies for identifying high-risk areas, a direct contribution from the EURSE project's expertise in road safety inspections.



6. Previous situation



Previous situation



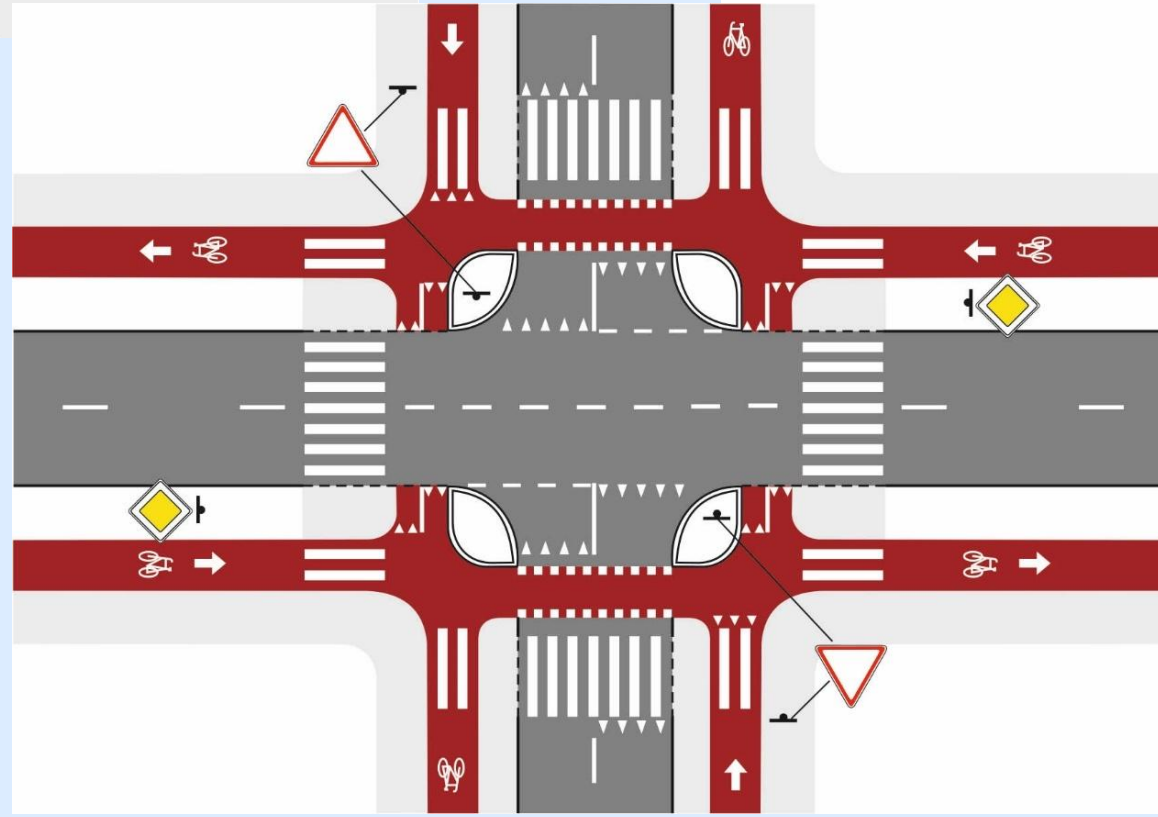
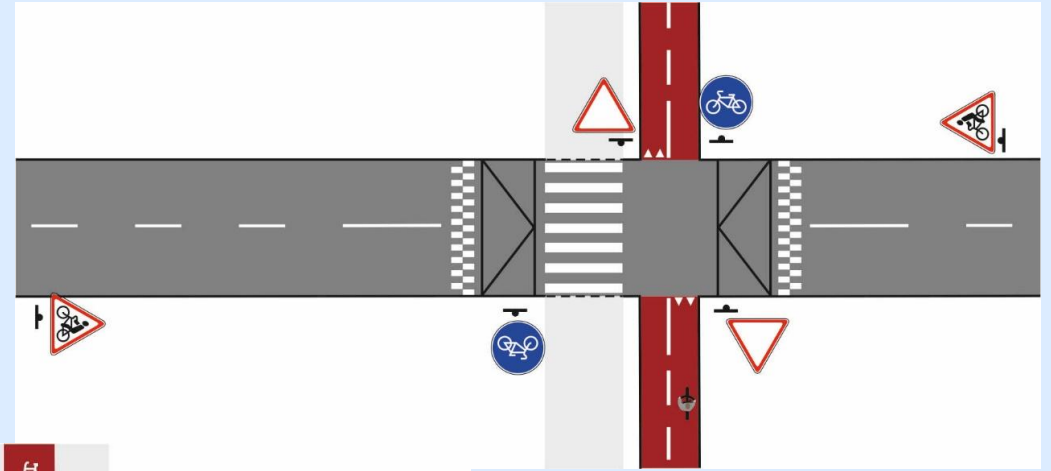
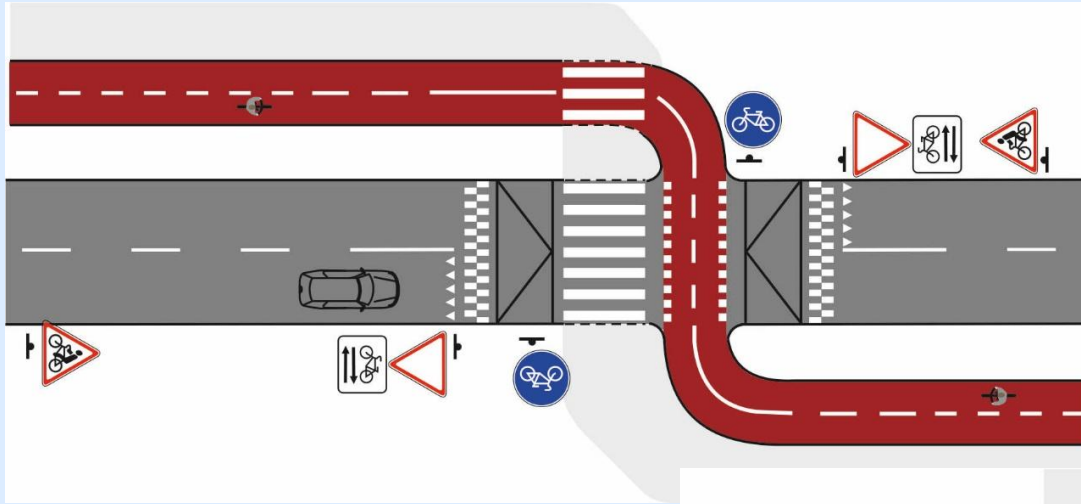


7. Planning principles are:

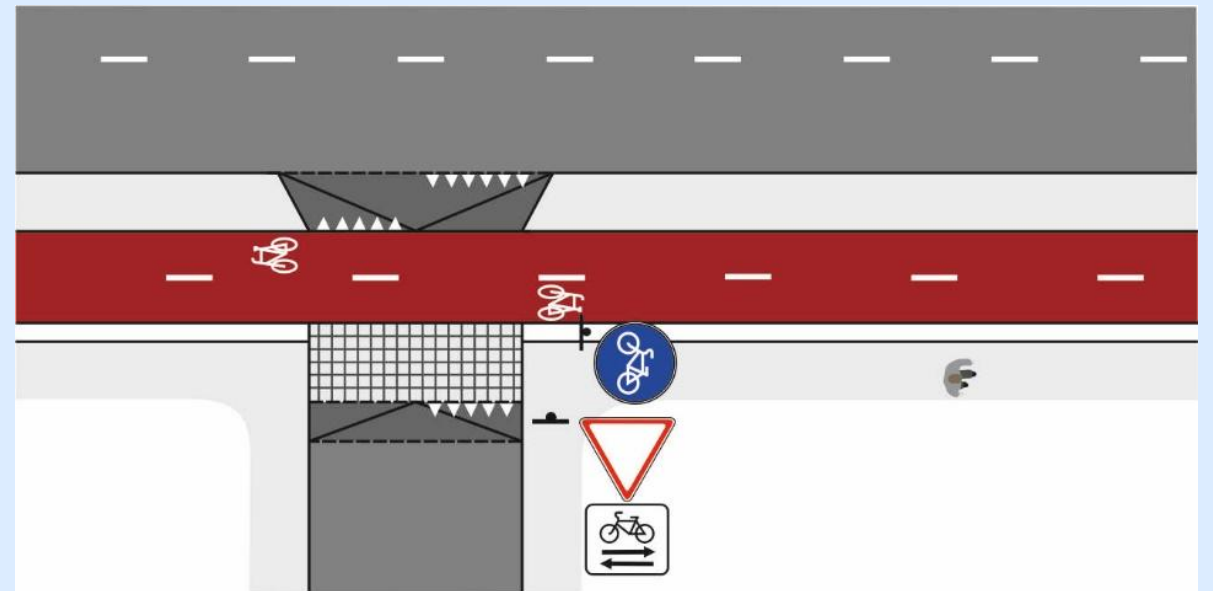
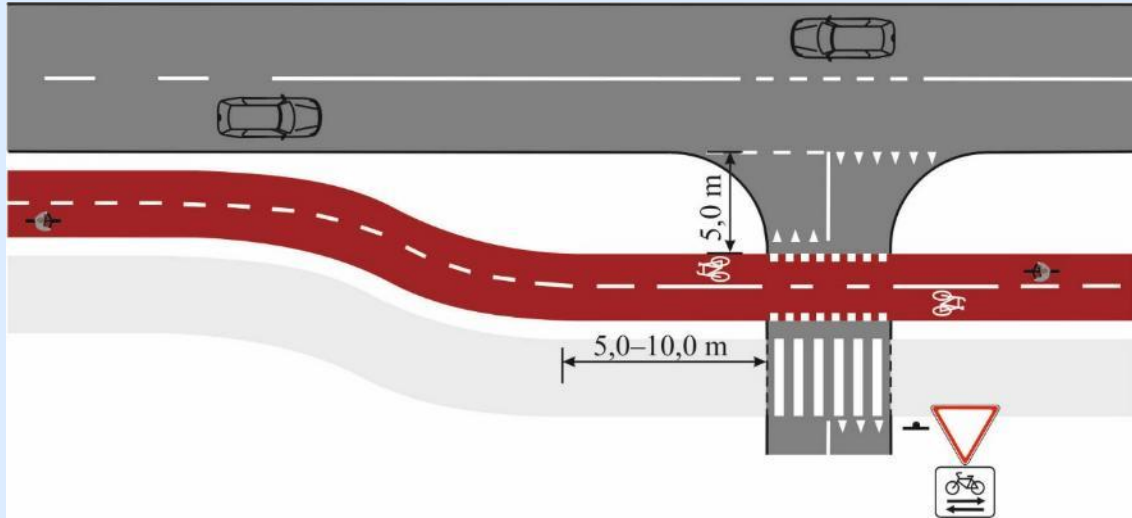


- **Flow function;**
- **Distributor function**
- **Access function.**

8. Clear definitions on cycling infrastructure parameters and appearance



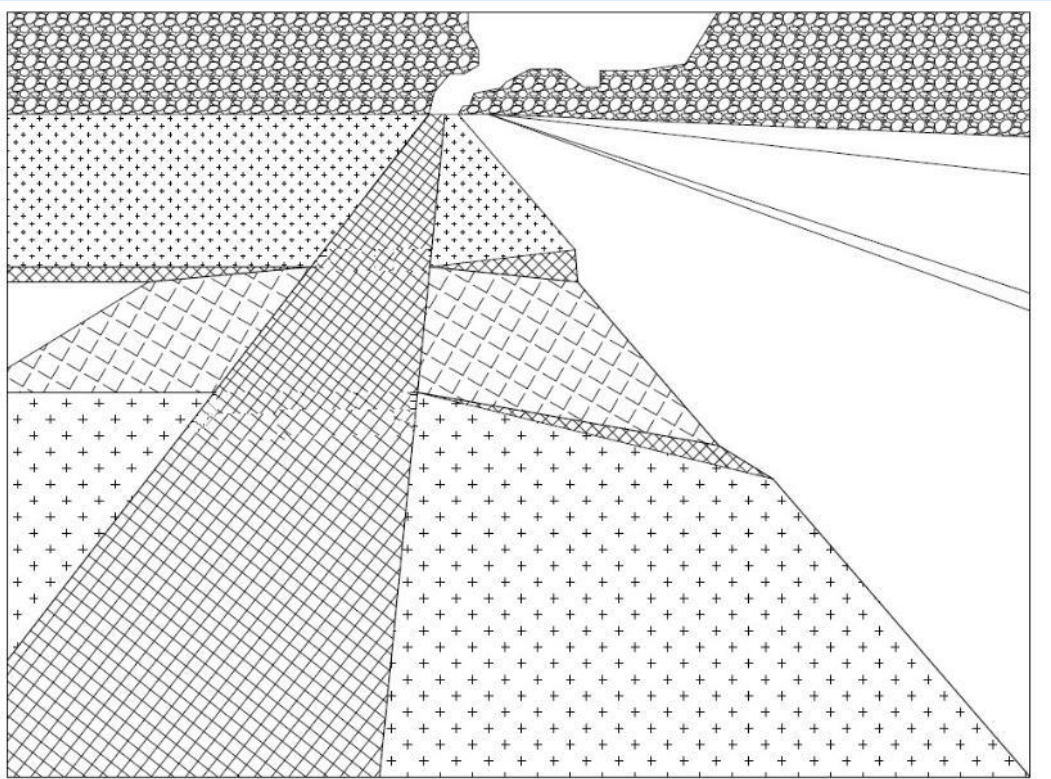
Clear definitions on cycling infrastructure parameters and appearance



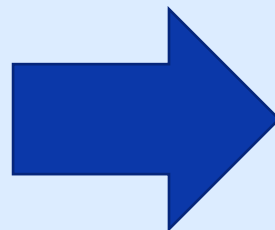
9. **Change:** convenient, clear and safe infrastructure



Change: convenient, clear and safe infrastructure



10. Streets transformation



11. **Investment** in Cycling Infrastructure (2021–2027)

1. Connecting Europe Facility (CEF)

- ✓ **Budget:** ~€100 Million
- ✓ **Timeline:** 2021–2027
- ✓ **Target Areas:** 18 largest cities and resort towns.
- ✓ **Main requirements:** Must have an active Sustainable Urban Mobility Plan (SUMP).

Goal: Construct **250+ km** of new cycling infrastructure.

2. Recovery and Resilience Facility (RRF)

- ✓ **Budget:** ~€70 Million
- ✓ **Timeline:** 2024–2026
- ✓ **Target Areas:** Municipalities without SUMPs and cycling paths along State significance roads.

Goal: Construct **175+ km** of new cycling infrastructure.



12. Main, obligatory **requirements** are:

- ✓ **Holistic planning and network hierarchy;**
- ✓ **Connectivity and continuity;**
- ✓ **Main geometrical parameters;**
- ✓ **Clarity of car-bicycle situations.**



Thank You.



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