

Polish-Nordic Road Forum/3rd



**LITHUANIAN ROAD
ADMINISTRATION**



LITHUANIAN STEPS IN IMPLEMENTING ZERO VISION

4-6/June/2018
SOPOT

Dovilė Krasauskaitė

Head of Traffic Safety and Environmental Protection Division
Lithuanian Road Administration under Ministry of Transport and Communications

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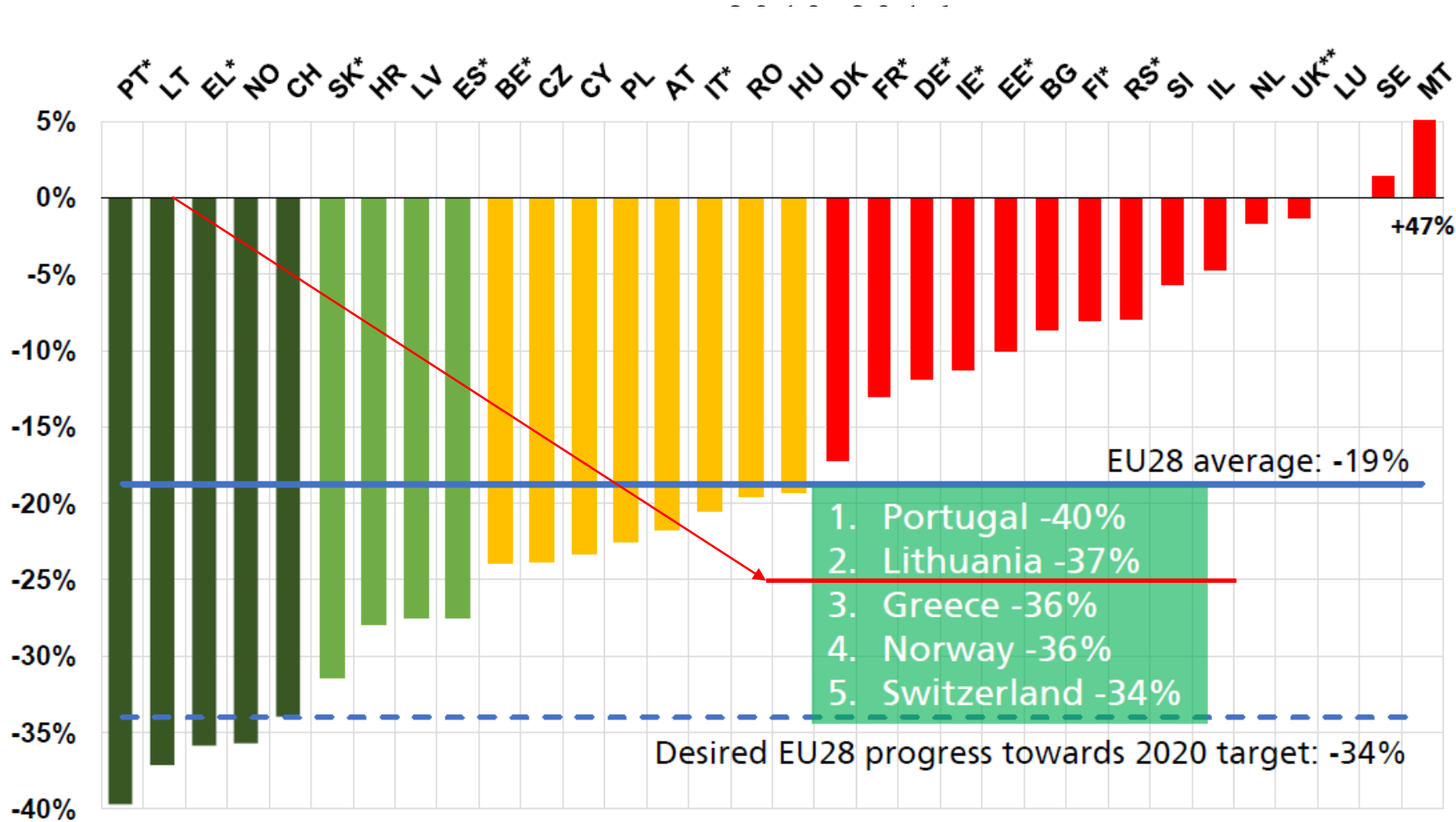
Present situation and achievement: facts and figures

Deployment of infrastructure measures

Social campaigns

***Vision ZERO* strategy and future plans**

COMPARATIVE CHANGE (%) IN ROAD FATALITIES



WHAT HAVE WE REACHED SO FAR?

In 2016 (compared to 2015) Lithuania has achieved the best result among 32 countries participating in the Road Safety Performance Index (PIN) Programme.

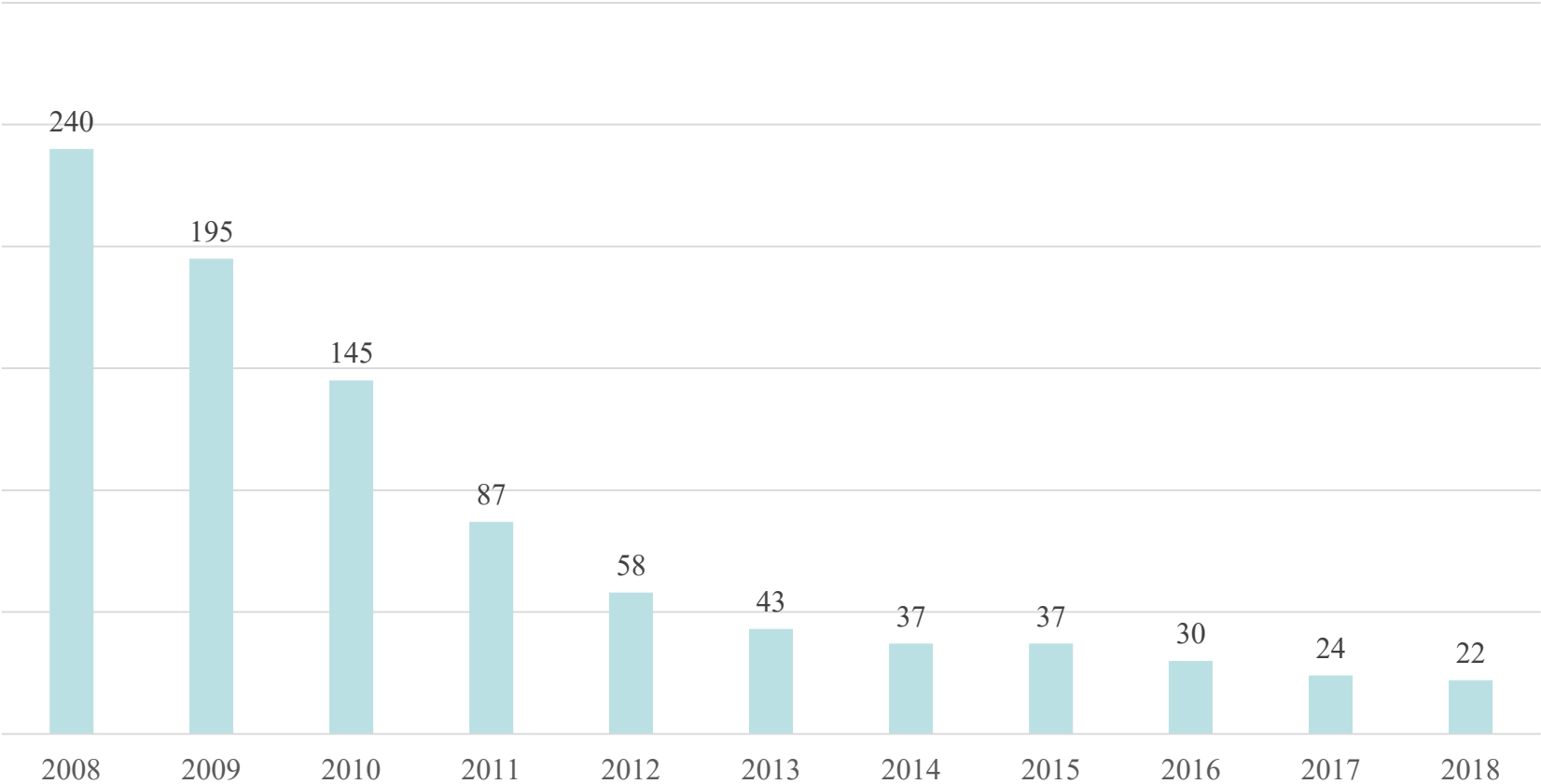
The number of road deaths was reduced by 22.3%



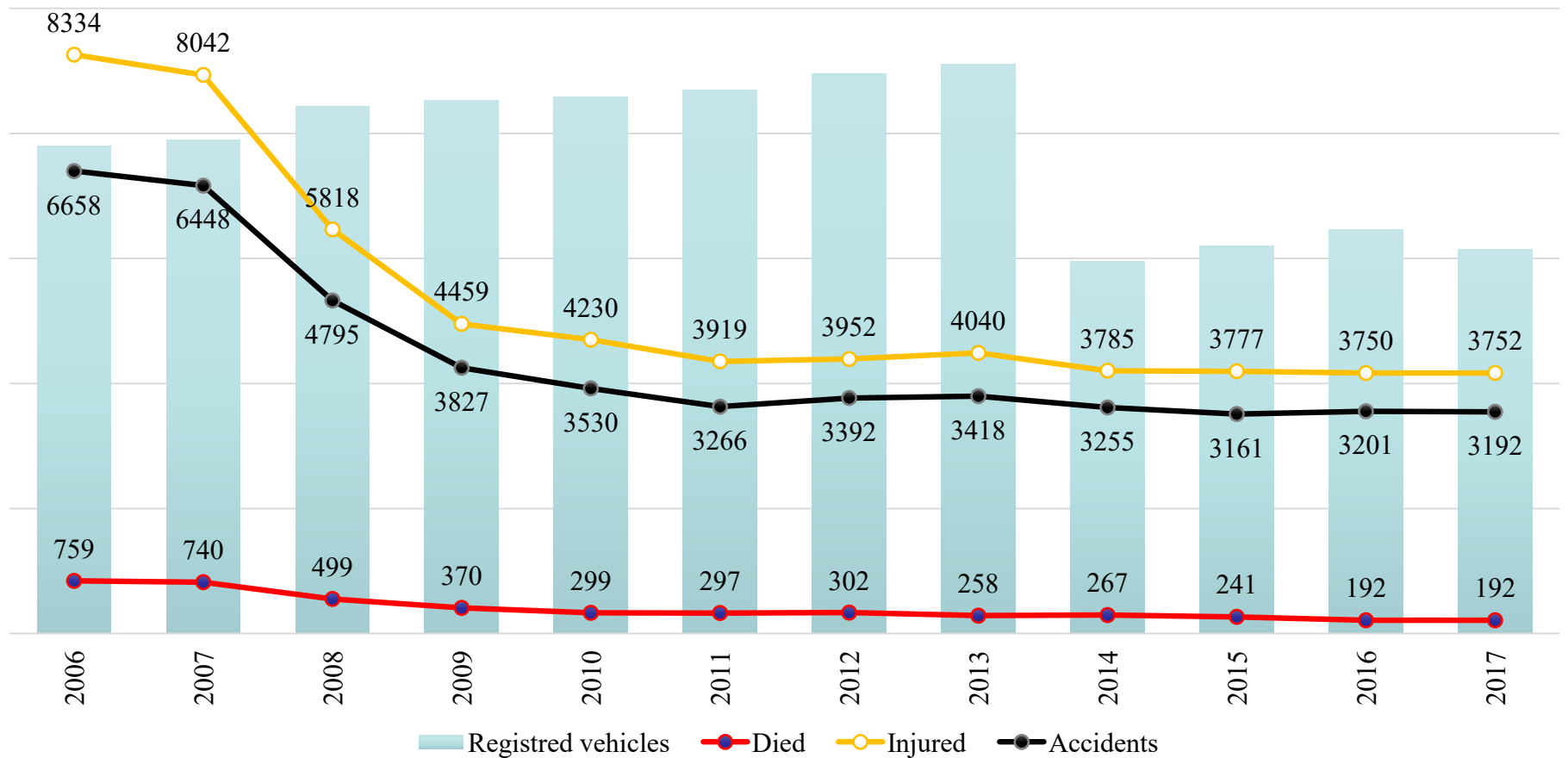
European Transport Safety Council

BLACK SPOTS ON MAIN AND NATIONAL ROADS

Change in the number of black spots, 2018-2017



HOW SITUATION HAS CHANGED IN 10 YEARS?



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MOST EFFECTIVE INFRASTRUCTURE MEASURES

Measures	Accidents	Injured	Fatalities
Roundabouts	-92.91 %	-91.67 %	-96.17 %
Safety islands	-89.2 %	-91.1 %	85.7 %
Speed cameras	-83.0 %	-84.9 %	-83.3 %

Measures	Collision	Collision with bicycle	Collision with pedestrian	Collision with obstacle	Overturning	Other accidents
Road lightening	-29 %	-91 %	-72 %	-45 %	66 %	-60 %
Guardrails	-60 %	-100 %	-68 %	-79 %	–	-100 %
Footpaths and cycling tracks	-100 %	-100 %	-84 %	-35 %	0 %	-100 %

SAFER ROAD INFRASTRUCTURE

KEY TARGETS



Road network
compliance with
requirements

Safer infrastructure
for pedestrians and
cyclists

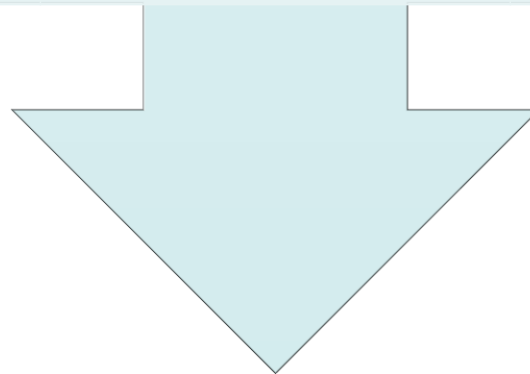
STRATEGY OF DEPLOYING INFRASTRUCTURE MEASURES

Demand

Regular inspections

Safety ranking and management of the road network in operation

Other sources and plans

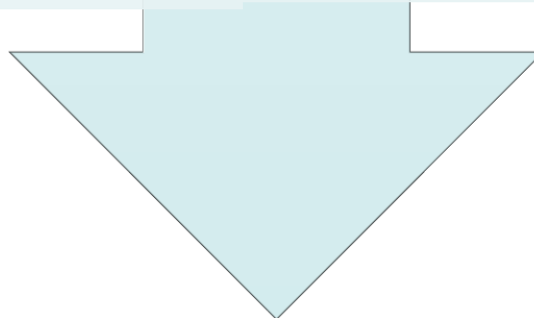


STRATEGY OF DEPLOYING INFRASTRUCTURE MEASURES

Priorities of Implementation

According to methodologies for:

- building of footpaths and cyclepaths
- deploying of speed cameras
- reconstruction of pedestrian crossings
- reconstruction of junctions
- deployment of guardrails
- deployment of road lightening
- deployment of safety islands and other safety measures



STRATEGY OF DEPLOYING INFRASTRUCTURE MEASURES

Implementation

**According to the allocated
budget**

**According to the lists of
priorities**

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PROBLEMATIC AREAS AND TARGET GROUPS

Problematic areas:	Target groups:
safety belts	Men, 18-35 y., all country
behaviour	Men, 17-50 y., cities population >30 th.
overspeeding	Households with children till 18 y.; young drivers with 1–2 y. of driving experience; middle age drivers (around 40–50 y.)
driving under influence of alcohol	Men and women, younger than 60 y., all country
use of reflectors	Population of Lithuania; risk group – 55 y. and older

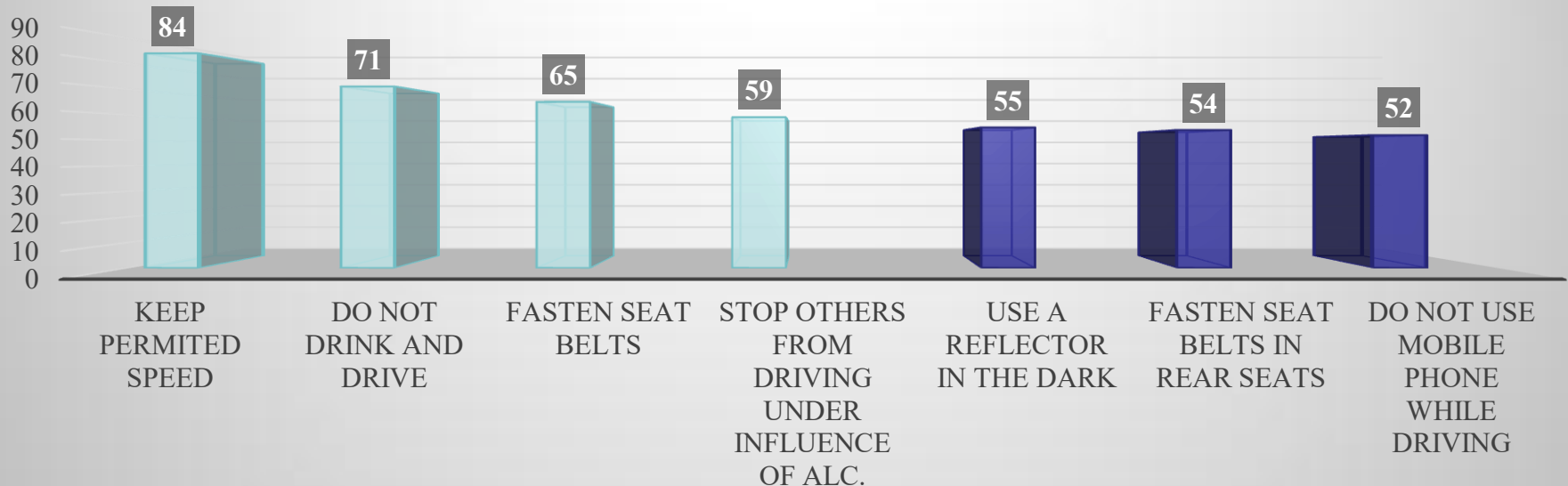
TRAFFIC SAFETY SOCIAL ADVERTISEMENT

Source	Figures
Radio	15 radio stations, 2000 programmes per month
TV	9 TV channels, 800 social campaigns per month, stories on traffic safety integrated into TV serials, shown on the most popular TV channels (hidden advertisement (40 stories per year)
Public transport	380 monitors + audio clips
Cinema	30 screens in 3 cities
Shopping malls	207 shopping malls, 7 cities
Internet news portals, YouTube	

EFFICIENCY OF ROAD USERS' EDUCATIONAL CAMPAIGNS: PUBLIC SURVEY

Video clips on TV, audio clips on the radio, pages in newspapers and other traffic safety campaigns were observed by **89.4 %** of all respondents.

Impact on personal behaviour of social campaigns and advertising?

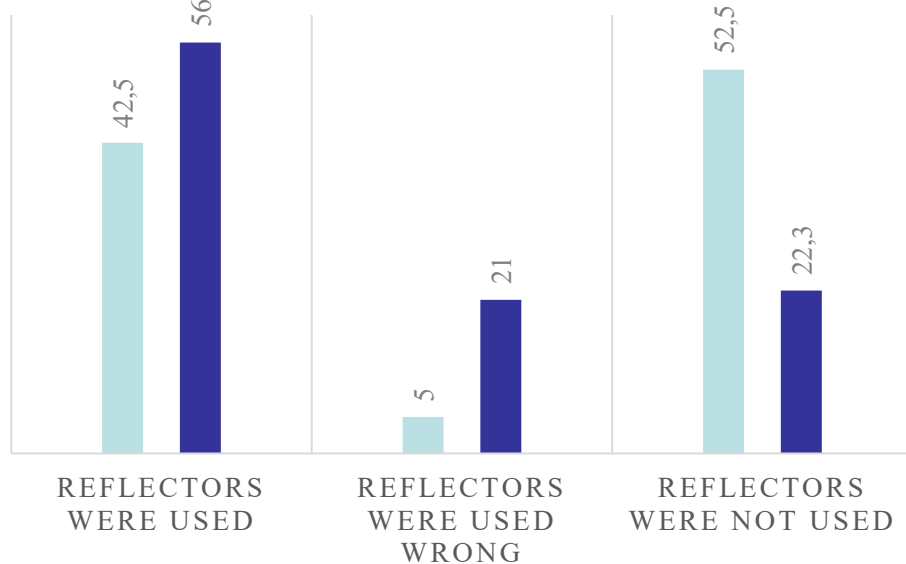


EFFICIENCY OF ROAD USERS' EDUCATIONAL CAMPAIGNS: INVESTIGATION

Findings of investigations in 2014 and 2016:

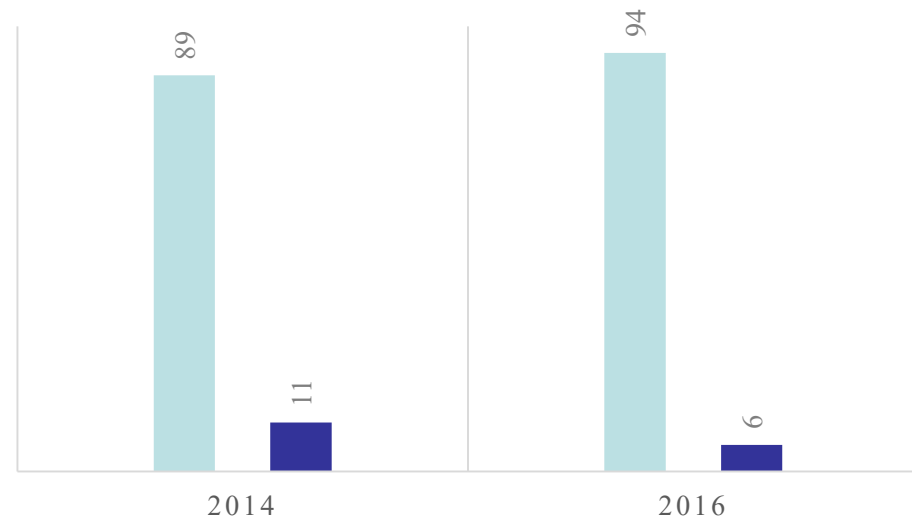
USE OF REFLECTORS COMPARISON BETWEEN 2014 AND 2016

■ 2014 ■ 2016



USE OF SEAT BELTS COMPARISON BETWEEN 2014 AND 2016

■ Seat belts were used ■ Seat belts were not used



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FURTHER STEPS

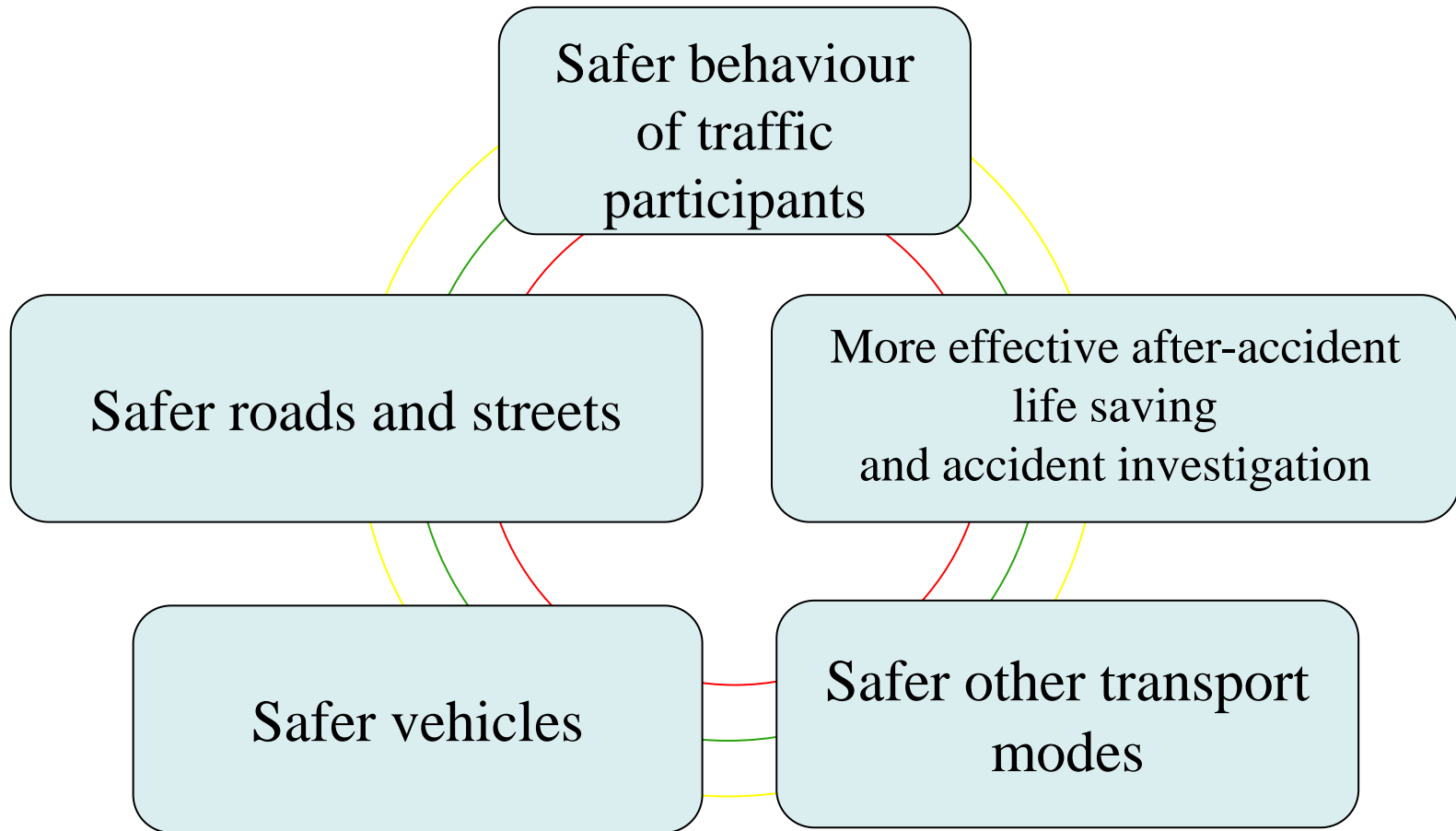
Target set by the EU transport ministers:

**to halve the number of serious injuries on roads in EU by 2030
(from 2020)**

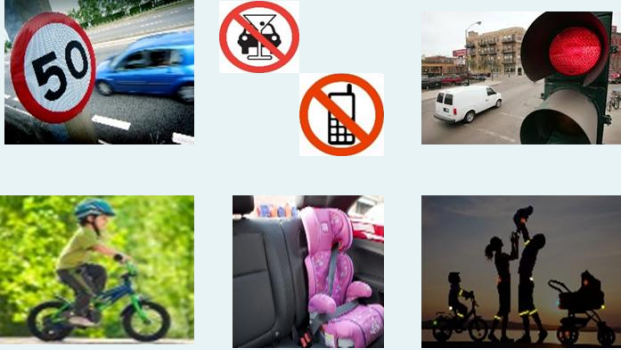
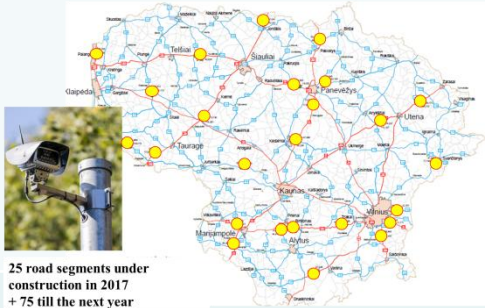
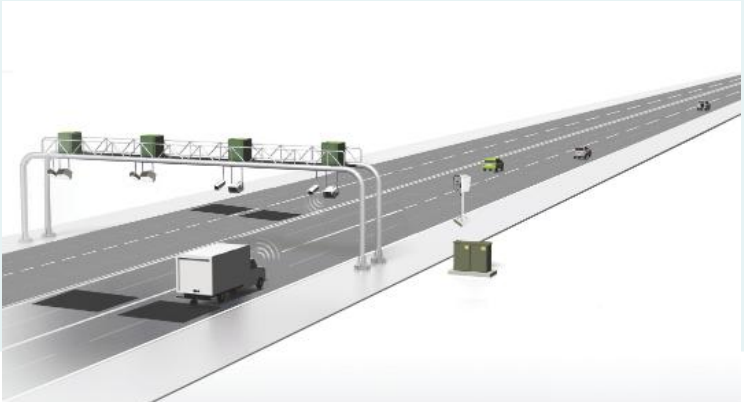
***Vision ZERO* in Lithuania 2018-2030**






PRIORITIES OF *VISION ZERO* 2018-2030:



WHAT ARE WE GOING TO DO?

Objectives	Goals	Measures
<p>Promote road safety culture</p>	<p>Enhance cooperation among Member States, including relevant authorities, municipalities and civil society, research institutes and private sector</p>	
<p>Revise and adopt legal base</p>	<p>Legislation must be adopted to implement new traffic safety measures. Bureaucracy should be reduced to make more efficient enforcement</p>	<p>AVERAGE SPEED CONTROL SYSTEM</p>  <p>25 road segments under construction in 2017 + 75 till the next year</p>
<p>More effective enforcement of traffic rules</p>	<ul style="list-style-type: none"> • Develop average speed control system; • Improve speed cameras system; • Develop multifunctional enforcement system. 	

WHAT ARE WE GOING TO DO?

Objectives	Goals	Measures
<p>Improve safety and mobility</p>	<p>Improve safety of road users by developing safer road infrastructure</p>	
<p>Improve of vehicle safety</p>	<p>Support the deployment of compatible and interoperable connected and automated vehicles with proven safety benefits</p>	
<p>Reduce rescue time and developing measures to ensure post-collision care</p>	<ul style="list-style-type: none"> • Better cooperation between rescue teams (performance of common training); • Improving of qualification of rescue teams; • Improving of interoperability between relevant IS. 	

Vision ZERO

We have to combine our forces, knowledge, professionalism to create safer future!



Thank you!

Together we create safer roads



POLISH - NORDIC
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