Lithuanian Experience in Road Infrastructure Safety Management

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General information:

- Population – 3.0 mln. people;
- Area – 65,200 Sq. km;
- Length of state significance roads network – 22,600 km;
- Length of motorways and highways – 452 km;
- Number of vehicles – 2,1 mln.
Some history:

Terms of Implementing the Directive

- Drafting of legal acts: by 19 December 2010.
- Auditors' training programme: by 19 December 2011.
Implementation of the Directive in Lithuania

Directive provisions transposed into 20 legal acts. Most significant:

- **Law on Road Traffic Safety of the Republic of Lithuania**;
- 5 orders of the Director of the Lithuanian Road Administration under the Ministry of Transport and Communications establishing the methods of performing 4 specific road infrastructure management procedures.
Road Safety Audits for Infrastructural Projects (RSA)

- All infrastructure projects are audited;
- Up to 200 projects every year;
- From 2006 to 2008: evaluation of road safety conditions (not legal audit). From 2008: legal audit;
- Order of the Director of the Lithuanian Road Administration On Approving the Specifications of Road Safety Audit and Requirements for Road Safety Audits.
- Order of the Director of the Lithuanian Road Administration On Approving the Auditors’ Training Programme.
Road Safety Inspections (RSI)

- About 1,700-2,000 km per year;
- All main and regional roads every 7 years;
- Order of the Director of the Lithuanian Road Administration *On Approving the Methodology of Road Safety Inspection.*
Road Safety Impact Assessment for Infrastructural Projects (RSIA)

• About 30-40 reports per year;
• All new road projects in feasibility stage;
• Order of the Director of the Lithuanian Road Administration On Approving the Specification of the Procedure for Road Safety Impact Assessment.
Safety Ranking and Management of the Road Network in Operation (SRM)

1. Black spot management;
2. Network safety ranking.
Black Spot Management

- Black spot setting (every year);
- Black spot analysis (every year);
- Engineering upgrading (every year);
- New methodology of black spot identification (needed).
Network Safety Ranking

- Establishing the safety levels of the road network every three years;
- Analysis of 10% of the highest-accident-rate sections;
- Order of the Director of the Lithuanian Road Administration On Approving the Methodology for Establishing Safety Levels of the Road Network.
Most Important Remarks on the 4 Implemented Procedures
RSA

- Audits have significantly improved the quality of projects;
- The quality of auditors’ work shall be ensured;
- A lot of efforts shall be put to have the audit procedure acknowledged;
- Municipalities were successfully involved in the performance of audit procedures.
RSI

• Purposeful inspection was started due to an abundance of information;
• To ensure procedure go properly, must have some kind of computer program;
• The procedure was implemented in municipalities as a simple and efficient means of solving traffic safety problems.
RSIA

• Small scope of procedure implementation (due to a small number of new infrastructural objects);
• RSIA procedure was used for smaller infrastructural objects or their parts (e.g., to identify the type of intersection).
Black spots methodology is out-of-date and requires updating;

In 2014 black spot identification methodology for cities was approved;

Network safety ranking performed, 36 road groups determined, 10% of the highest-accident-rate road sections analysed;

According to the network safety ranking, the number of road sections under reconstruction is small. Due to a small road financing budget, the priority is given to the reconstruction of road sections with the worst road pavement condition.
Traffic safety situation must be improved by other means

Causes of accident – not in all cases directly related to lack infrastructure safety:

- In 2014 year 70 pedestrians were killed at night time (26% all killed people) most of them – without reflectors. 14 of them was laying on the road!

- In 2014 year 45 people were killed in accidents caused by drunk road users (16,8% all killed people);

- 1345 injured or fatal accident caused by young drivers (about 1/3 all accident);

- About 9 fatalities per 100 accident. In other Western Europe countries – about 3 - 4 fatalities per 100 accident.
Thank you for your attention!

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