

Road Safety Performance Index: Lithuania among the EU

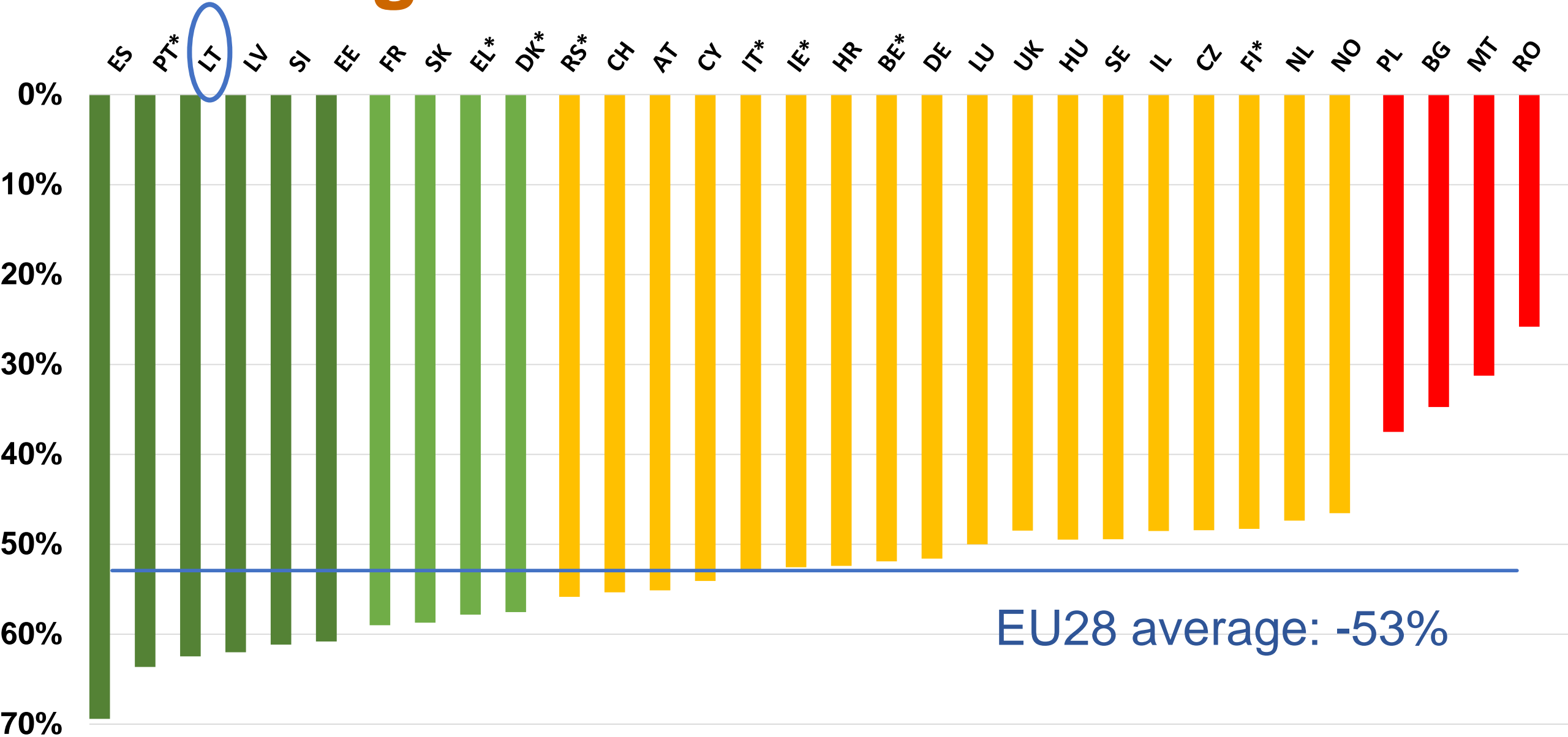
10 September 2015,
Vilnius

Dovile Adminaite, Project Officer

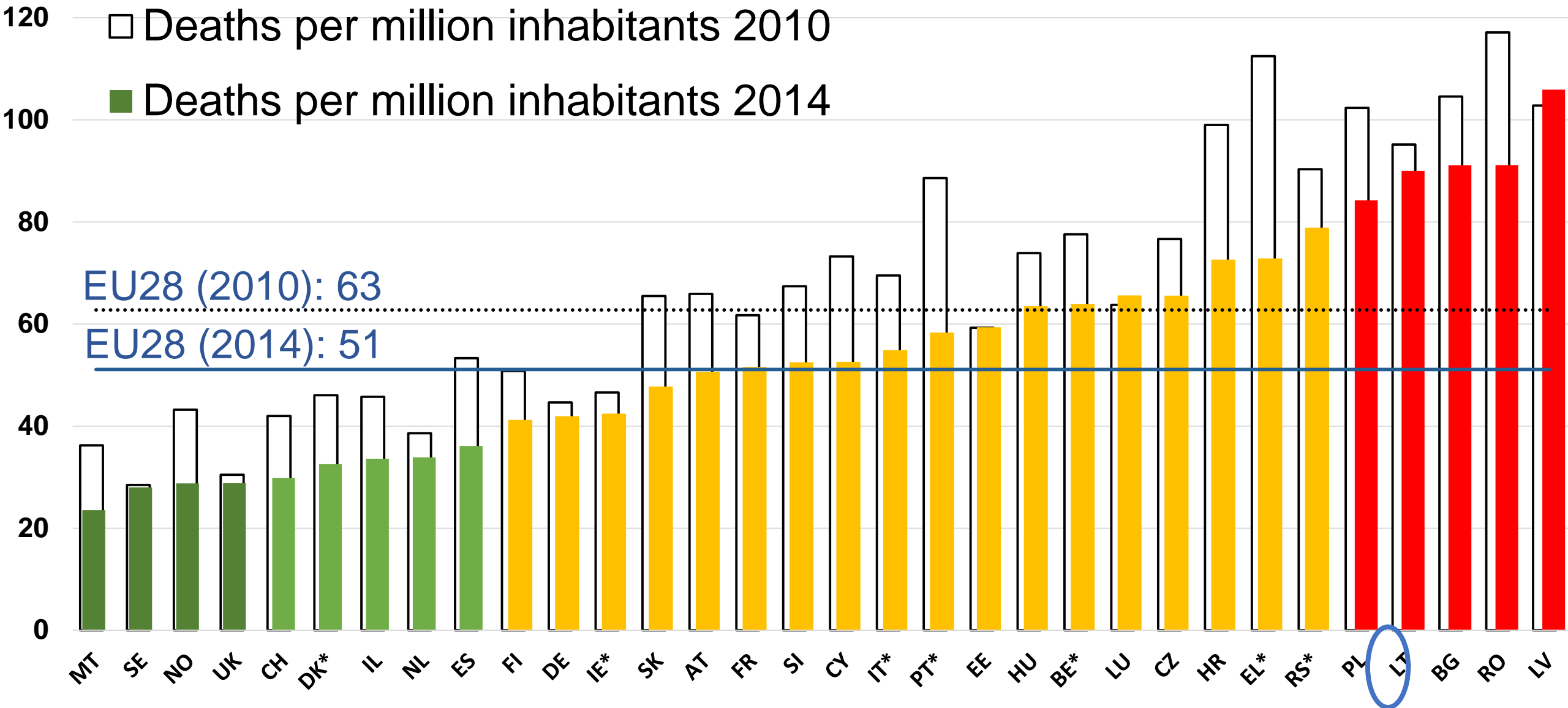


- ✓ Lithuanian road safety performance compared to other EU countries
- ✓ Tackling speed – France, Belgium
- ✓ Tackling drink driving – alcohol interlocks
- ✓ Demerit point system
- ✓ Lithuanian performance in pedestrian and cyclist safety compared to other EU countries
- ✓ 30km/h zones
- ✓ Serious injury reduction

% change in road deaths 2001-2014

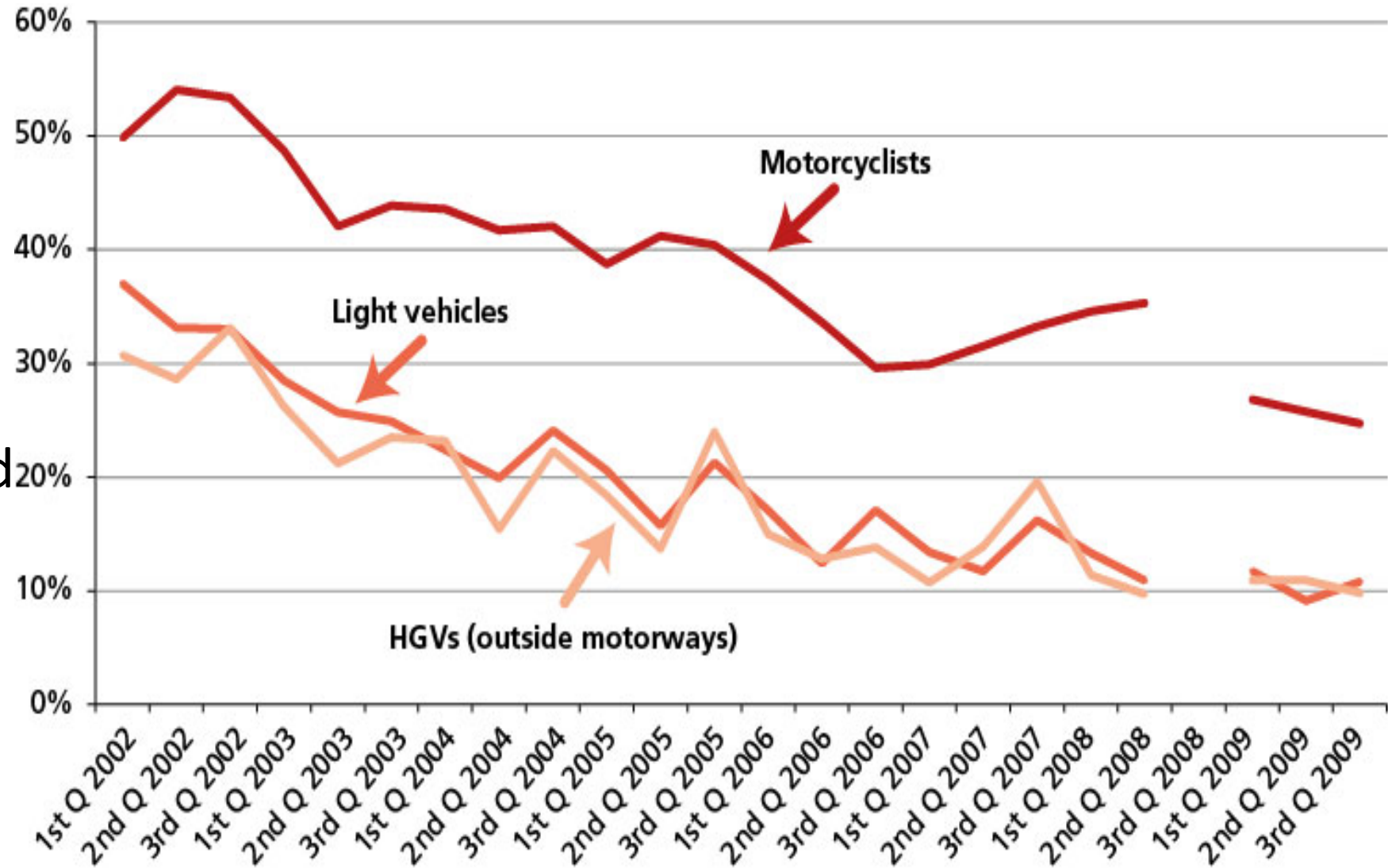


Road deaths per mln. inhabitants



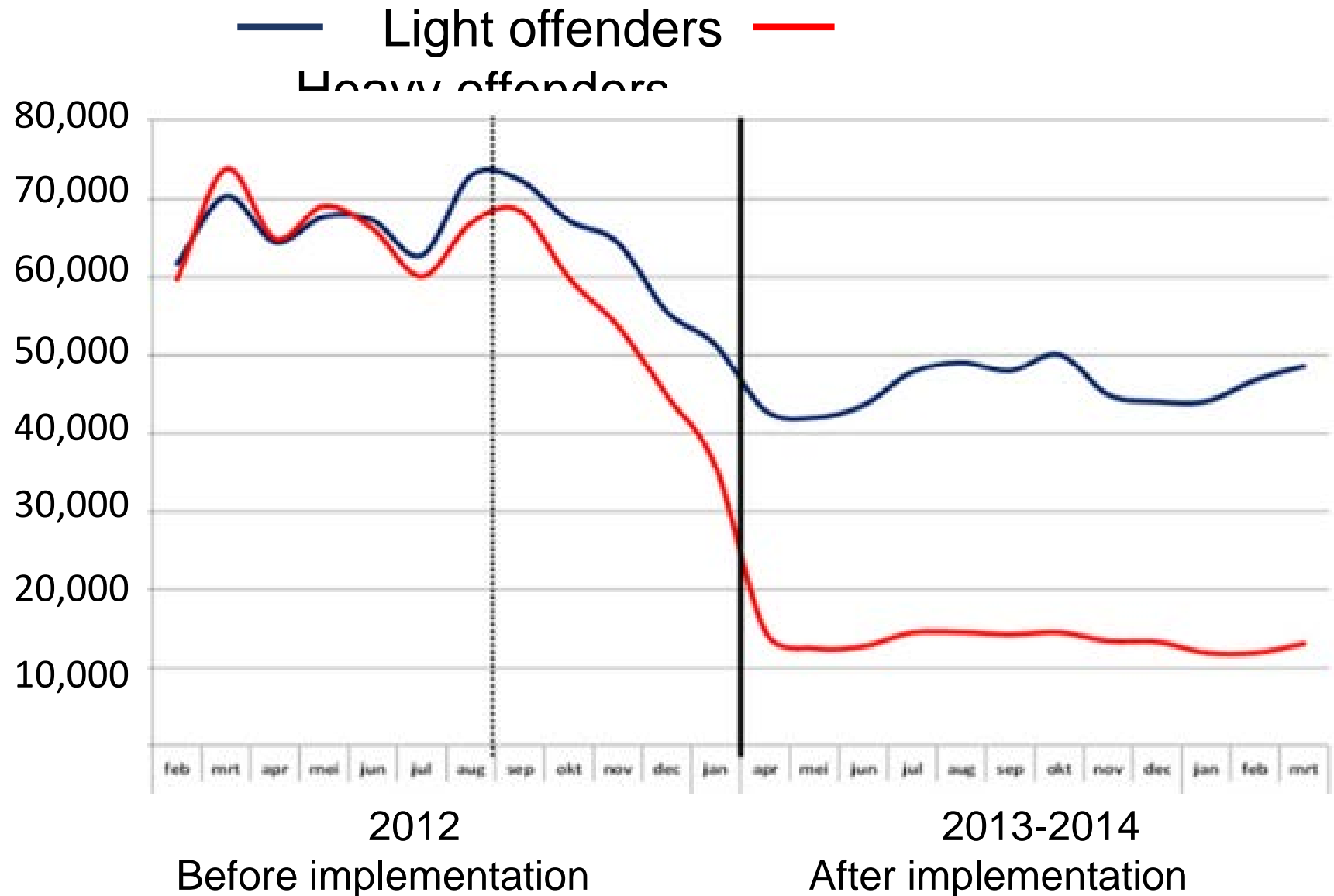
France: speed enforcement

- **75%** of drop in road deaths attributed to improved speed management between 2002-2005
- Vehicles travelling at 10 km/h and more above the legal limit decreased from **35% to 10%**
- 2 euros invested – 5.9 euros gained



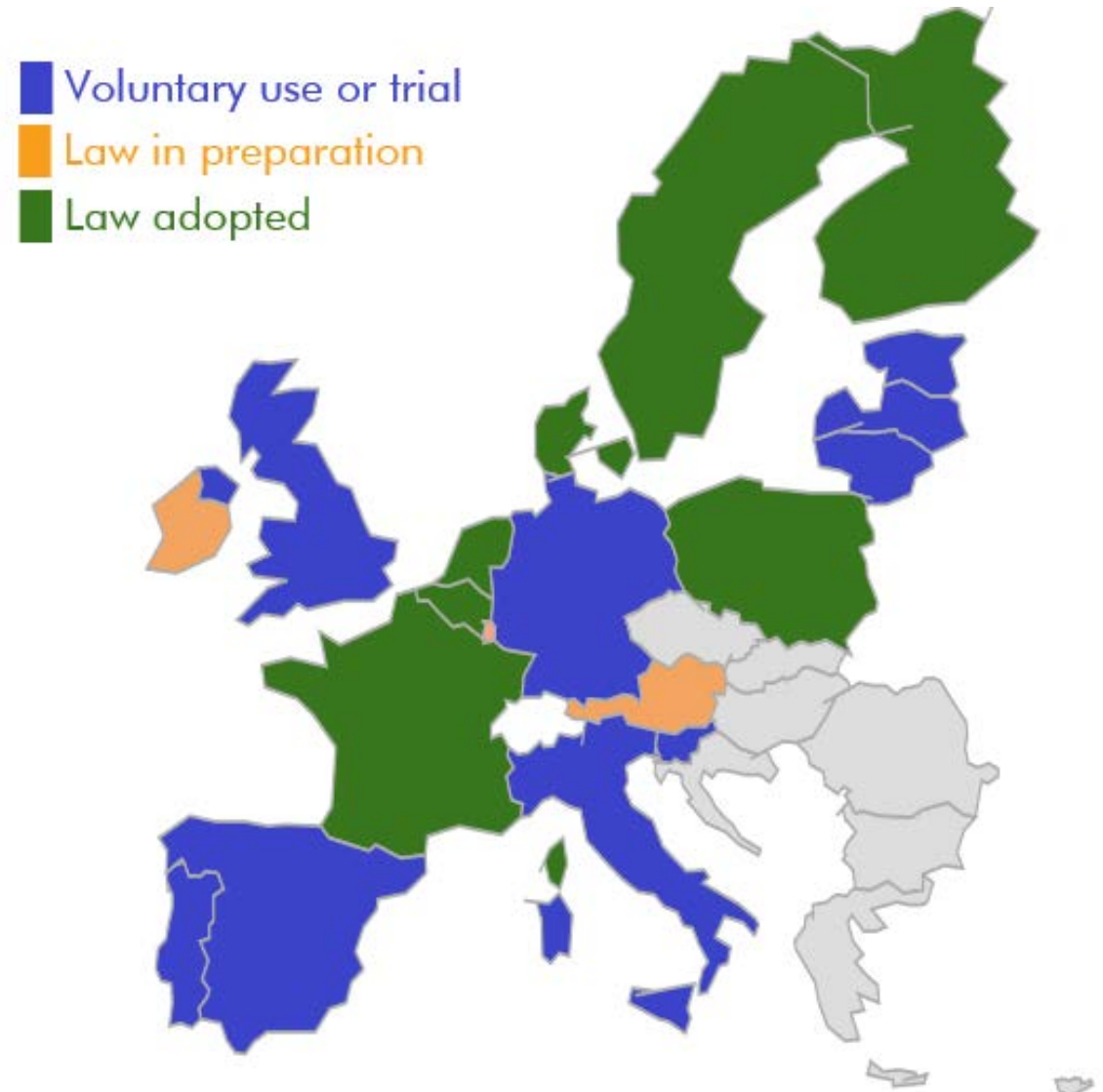
Belgium: section control camera

- Brussels – Ghent
- -25 to -30% in speed deviation = stable traffic stream
- **-15% collisions**
- **-29% in light offences and -78% in heavy offences**
- 1 euro invested brought 9.7 euros
- Strong public support



Alcohol interlock rehabilitation programmes

- Increasingly used across Europe for professional drivers and in rehabilitation programs for drink driving offenders
- Reoffending rates in Finland reduced from 30% to 6% with use of interlocks



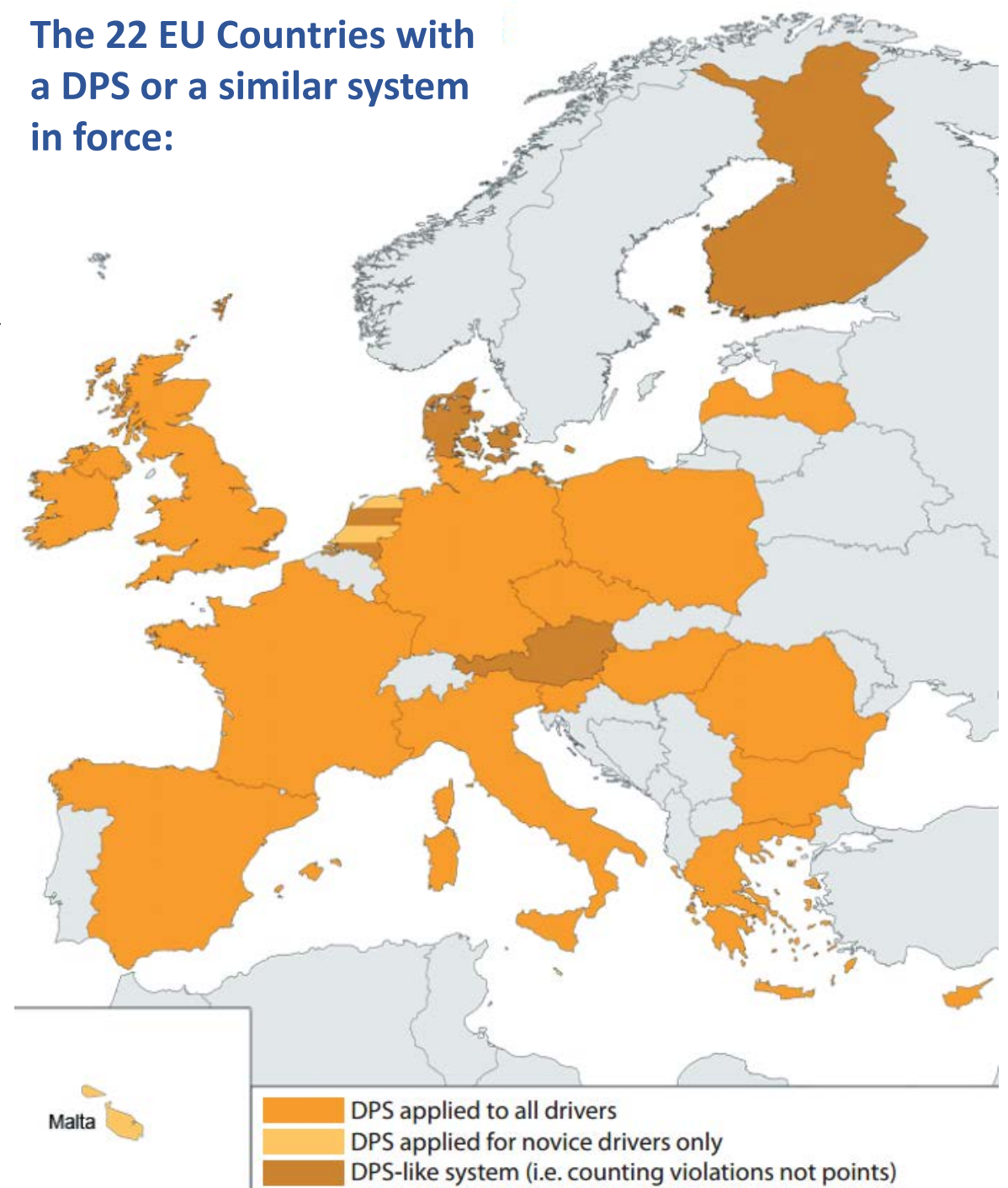
Roadside alcohol breath tests per 1000 population

Country	2010		2009		2008		2007	
	Roadside police tests per 1,000 population	% above legal limit	Roadside police tests per 1,000 population	% above legal limit	Roadside police tests per 1,000 population	% above legal limit	Roadside police tests per 1,000 population	% above legal limit
FI*	429	0.9%	421	1.0%	385	1.7%	318	1.6%
NO*	367	0.2%	333	0.3%	336	0.3%	382	0.2%
SE	287	0.6%	293	0.7%	256	0.8%	283	0.7%
CY	217	5.3%	196	6.2%	182	5.9%	149	6.8%
SI	198	4.7%	212	4.7%	202	5.8%	191	7.2%
FR	173	3.4%	181	3.3%	189	3.3%	182	3.3%
EL	161	2.1%	147	2.8%	135	3.1%	143	2.9%
IE	126	1.9%	119	2.6%	128	3.2%	113	4.1%
AT	122	3.7%	102	4.8%	87	5.8%	77	7%
IL	122	1.0%	83	1.7%	67	2.2%	24	5.1%
HU	120	3.6%	127	3.3%	130	3.1%	143	3.2%
ES*	114	1.8%	128	1.8%	112	1.8%	96	2.2%
PT*	106	3.8%	81	4.3%	63	5.9%	57	5.6%
EE	105	0.7%	98	0.8%	95	11%	68	1.0%
PL	88	4.9%	60	7.5%	47	9.5%	n/a	
LT	39	2.7%	21	5.0%	40	1.7%	34	1.6%
IT*	27	2.5%	27	2.9%	23	3.4%	13	6%
DK		n/a			36	5.7%	n/a	n/a
GB*	n/a	n/a	15	11.6%	13	12.9%	11	16.3%

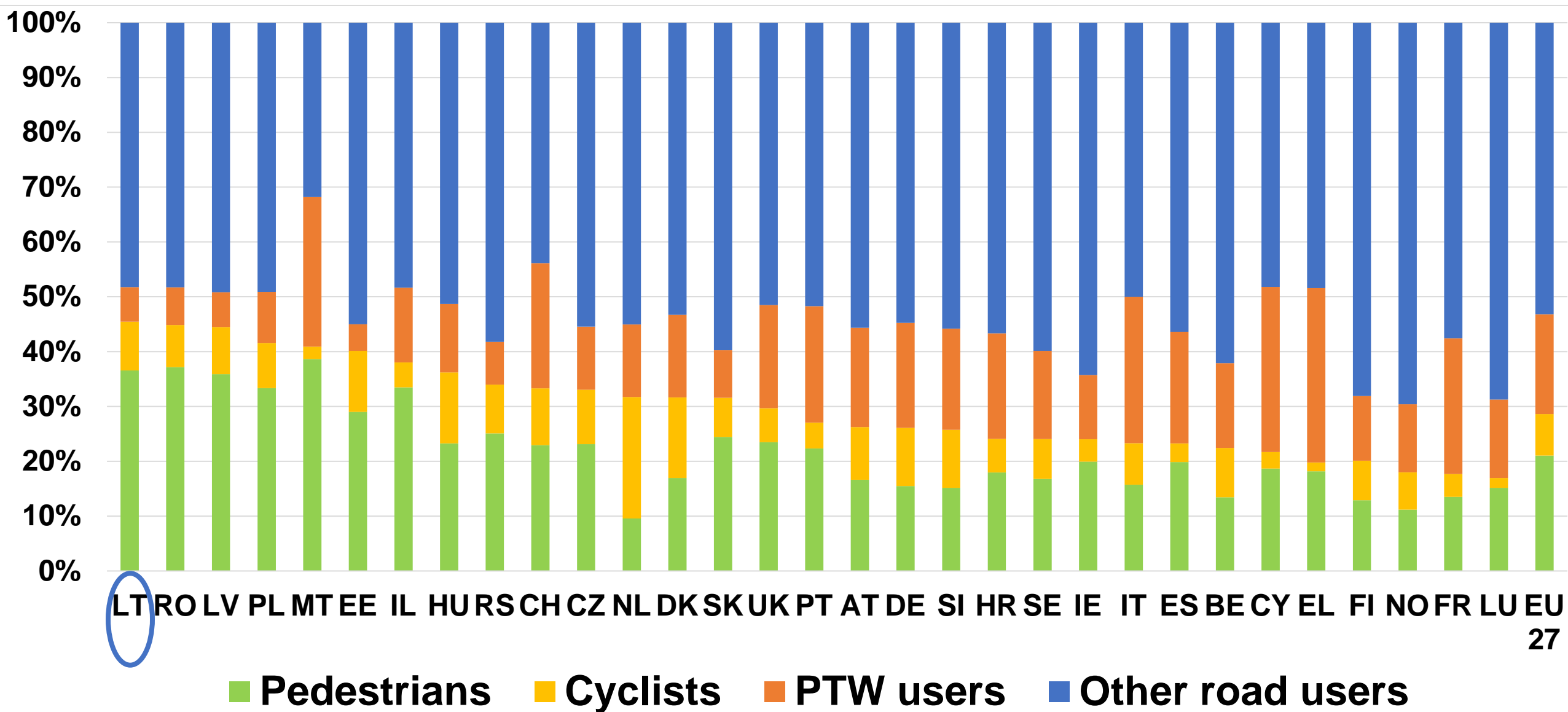
Demerit point system

- Communication and enforcement
- Collision reductions in the first year after the introduction of a DPS were:
 - 7% France (1992)
 - 1.4% in Ireland (2002)
 - 3.2% in Italy (2003)
 - 14% in Denmark (2005)
 - 7.6% in Spain (2006)

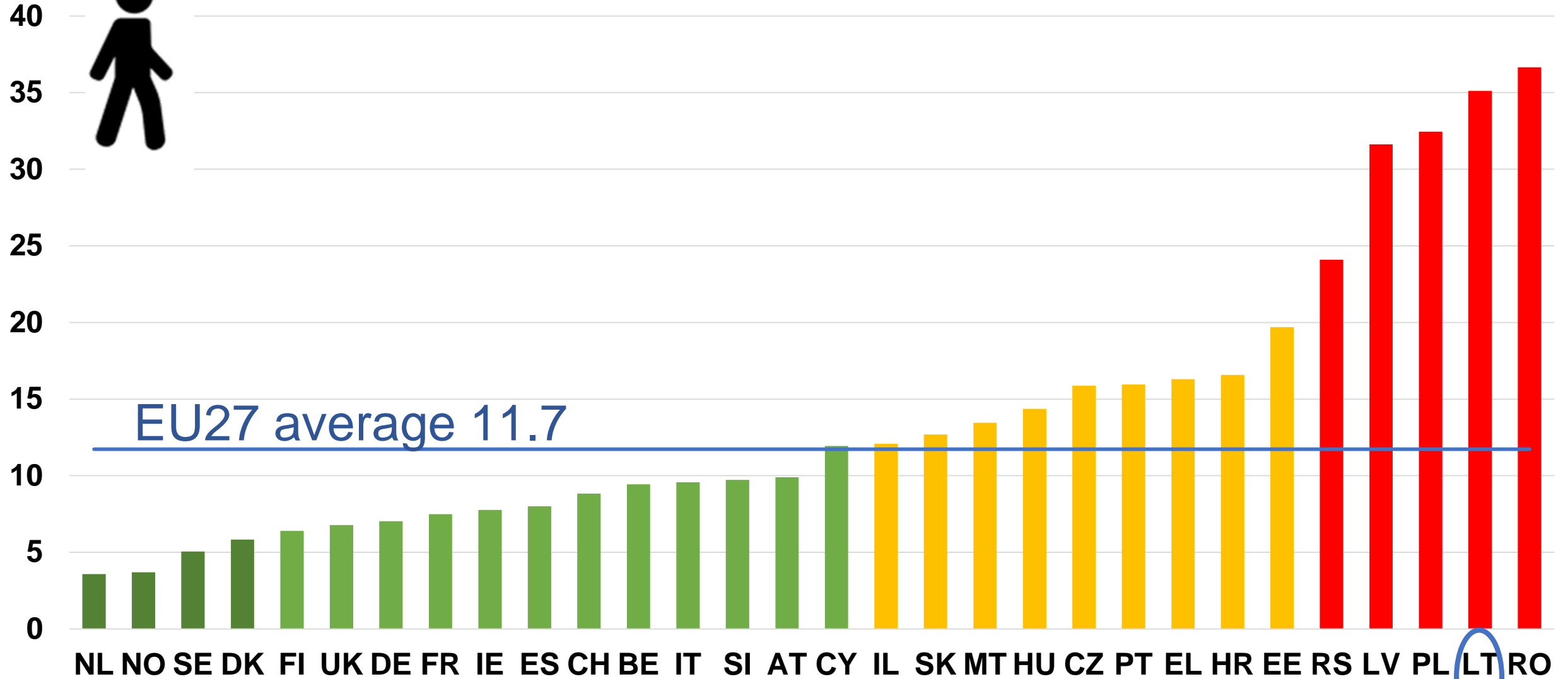
The 22 EU Countries with a DPS or a similar system in force:



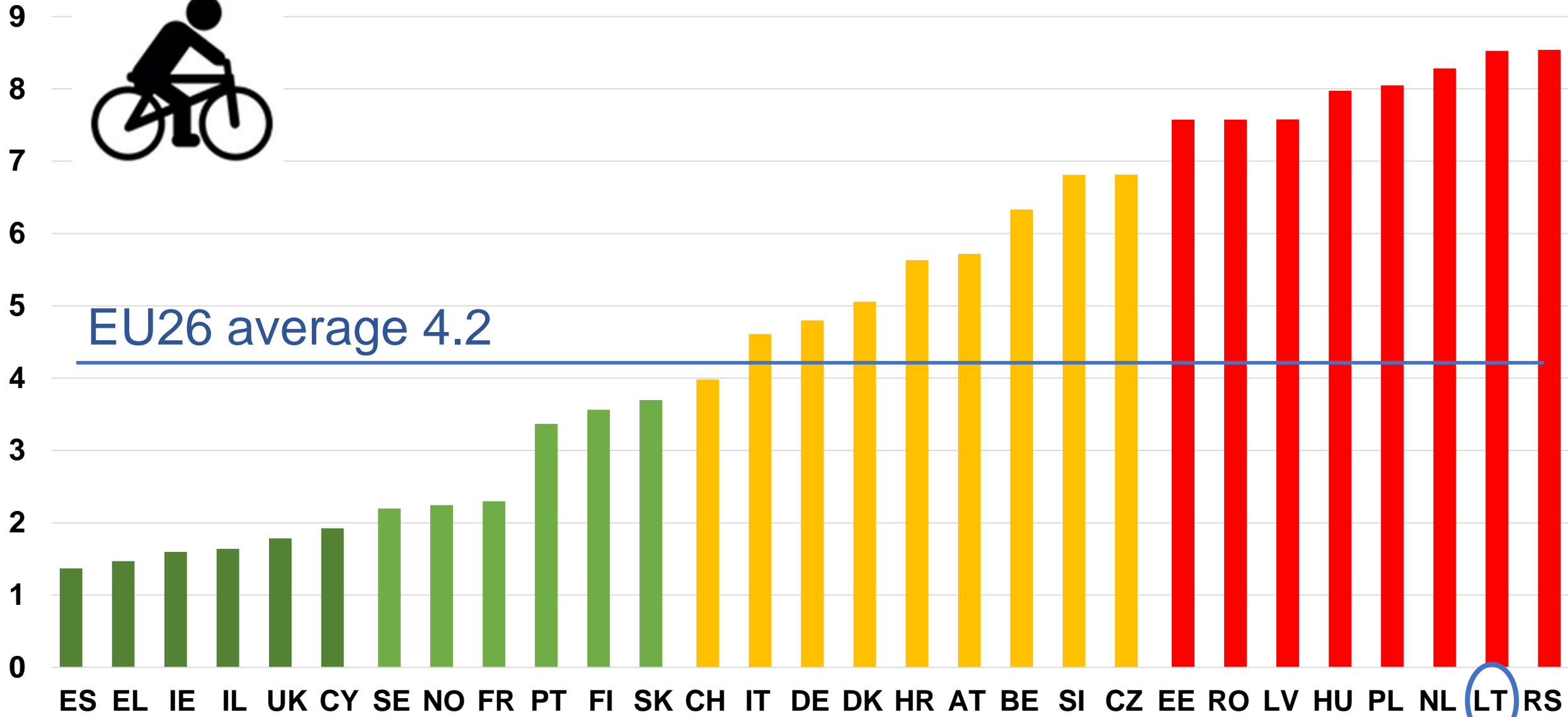
Road deaths by road user (2011-2013)



Pedestrian deaths per million inhabitants

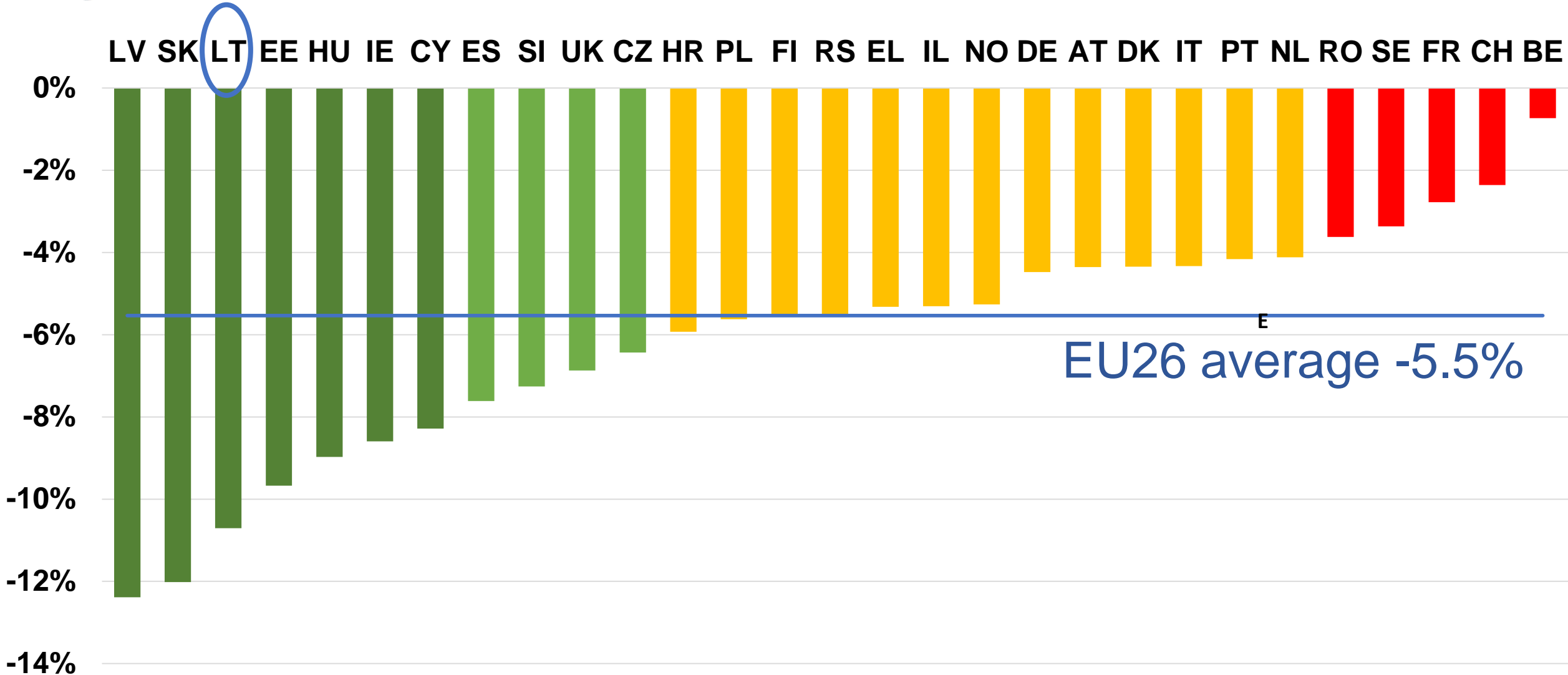


Cyclist deaths per million inhabitants

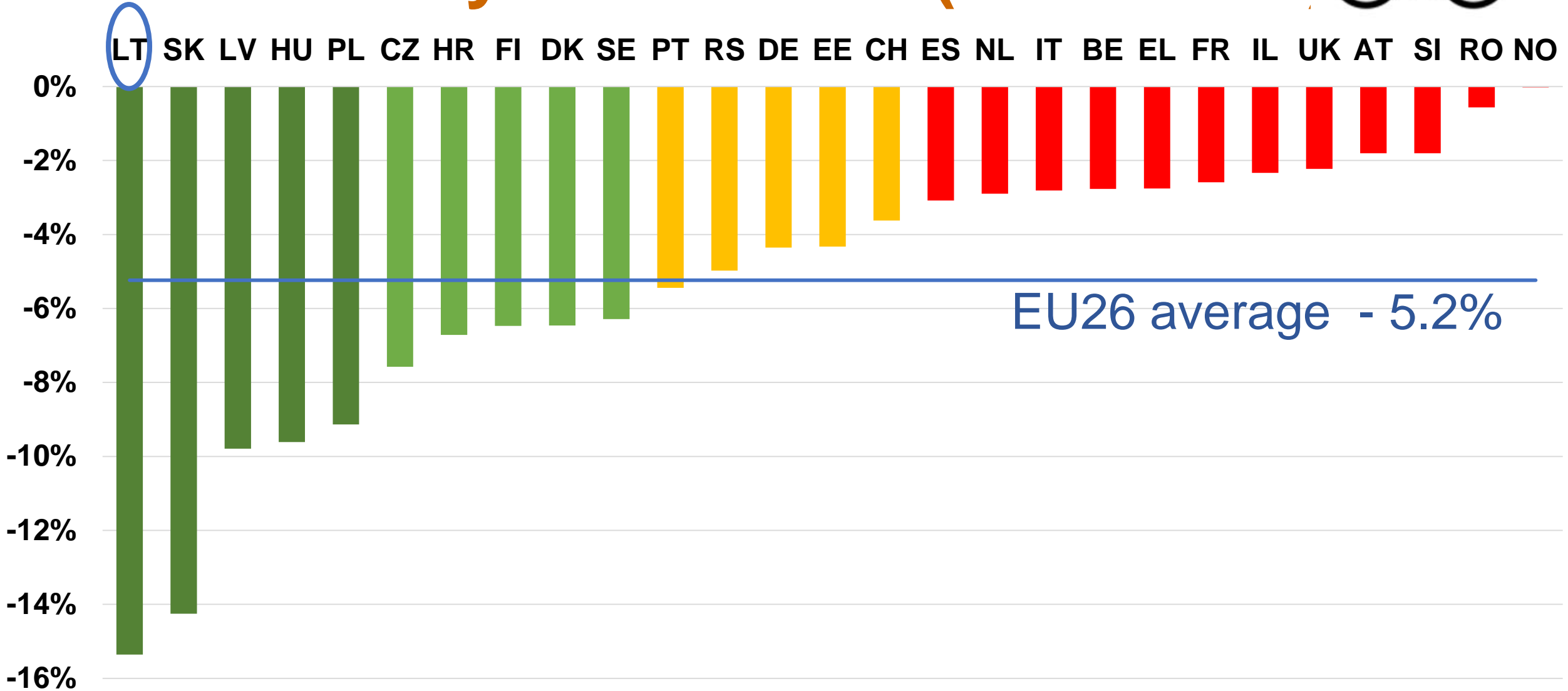




Average annual reduction in the number of pedestrian deaths (2003-2013)



Average annual reduction in the number of cyclist deaths (2003-2013)



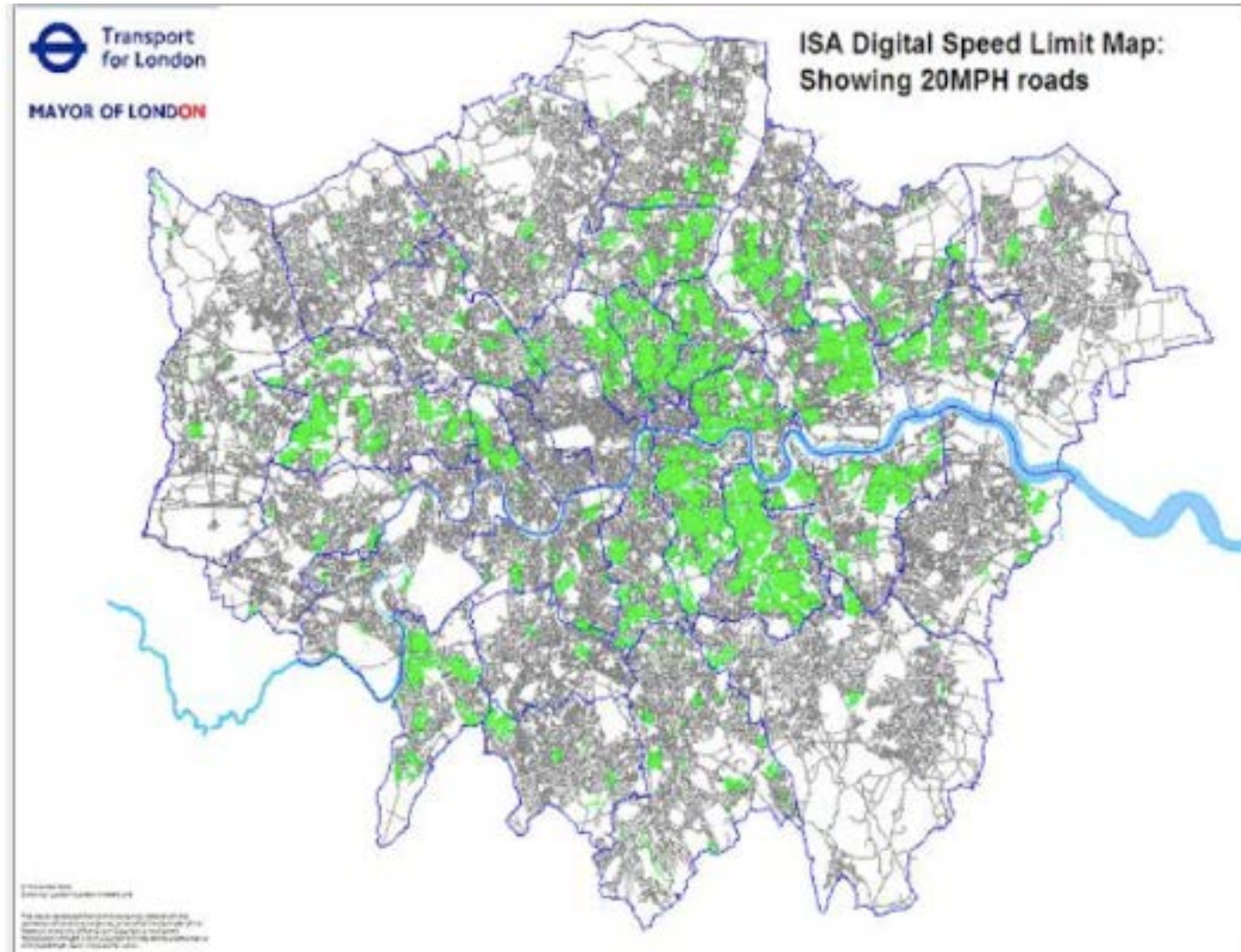
30 km/h zones in areas with lots of cyclists and pedestrians



+



London - 20 mph zones 1987-2006



- **42%** drop in road deaths and injuries in **20 mph** zones
compared to
- **29%** decrease of overall road deaths and injuries

Serious injury reduction

- Target setting
- Data collection
- Importance of linking police and hospital data MAIS3+
- Injury prevention
- Access to rehabilitation services

Country	Serious injury target level	Target period
Austria	40%	2010-2020
Bulgaria	20%	2010-2020
Cyprus	50%	2010-2020
Czech Republic	40%	2010-2020
Denmark	50%	2013-2020
Finland	Reduction of 25% of all road traffic injuries	2010-2020
Ireland	30%	2014-2023
Latvia	50%	2010-2020
The Netherlands	25%	2007-2020
Poland	40%	2010-2020
Slovenia	50%	2013-2022
Spain	35%	2009-2020
Sweden	25%	2007-2020

Useful links

- ETSC PIN reports on road safety:

www.etsc.eu/PIN

- Demerit points:

<http://www.bestpoint-project.eu/>

- Advancing Sustainable Safety:

http://www.swov.nl/rapport/dmdv/Advancing_sustainable_safety.pdf

- The impact of Trajectory Speed Control:

<http://www.tmleuven.be/project/trajectcontroleE40/home.htm>

- Technical Development and Deployment of Alcohol Interlocks in Road Safety Policy

[http://www.europarl.europa.eu/RegData/etudes/etudes/join/2014/513993/IPOL-TRAN_ET\(2014\)513993_EN.pdf](http://www.europarl.europa.eu/RegData/etudes/etudes/join/2014/513993/IPOL-TRAN_ET(2014)513993_EN.pdf)

Thank you for your attention!

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THE THREE MAIN KILLERS ON ROADS

☠ Speeding

More than **1,300** road deaths could be prevented each year if average speeds dropped by 'only' **1km/h** on all roads across the EU.



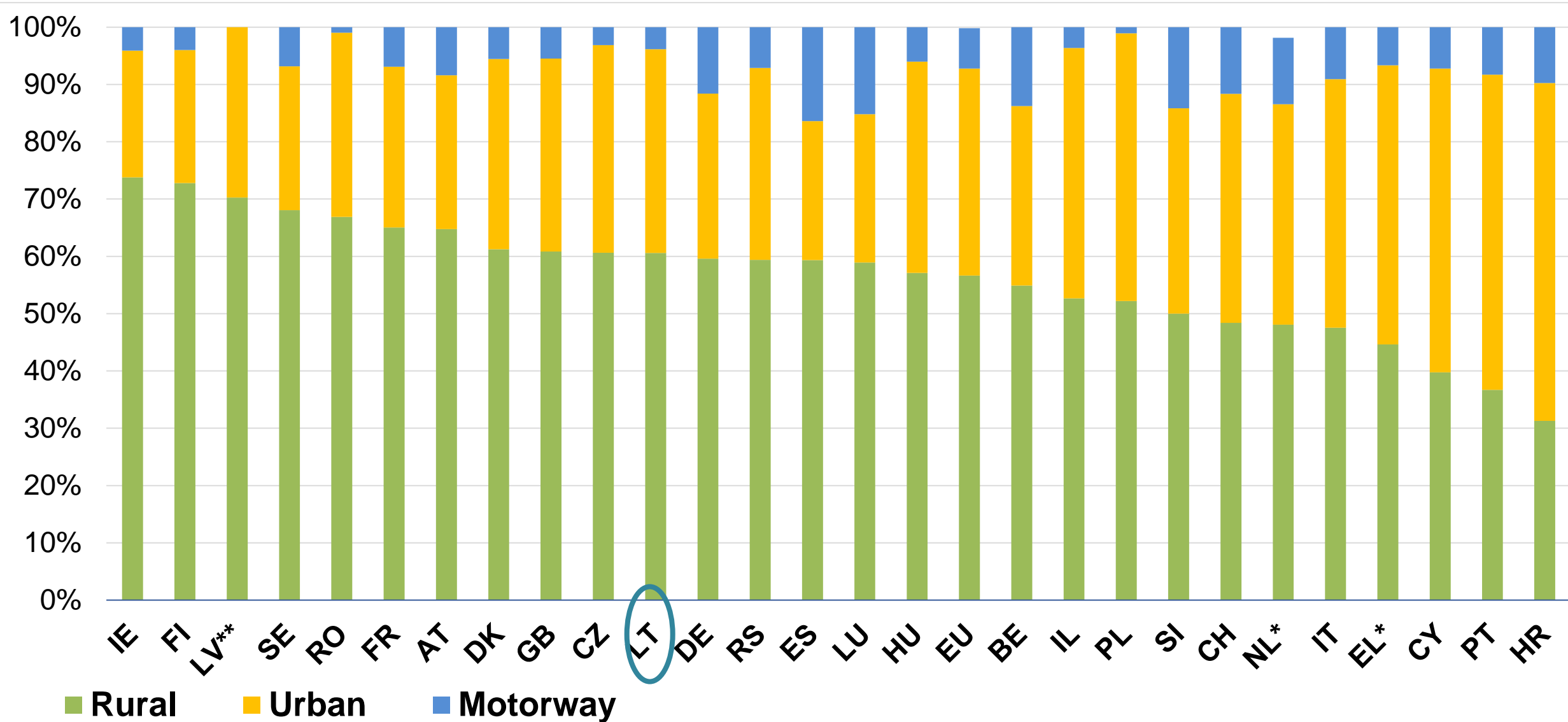
☠ Drink driving

At least **5,600** deaths could have been prevented if all drivers involved in accidents and reported to be driving over the limit had been sober.

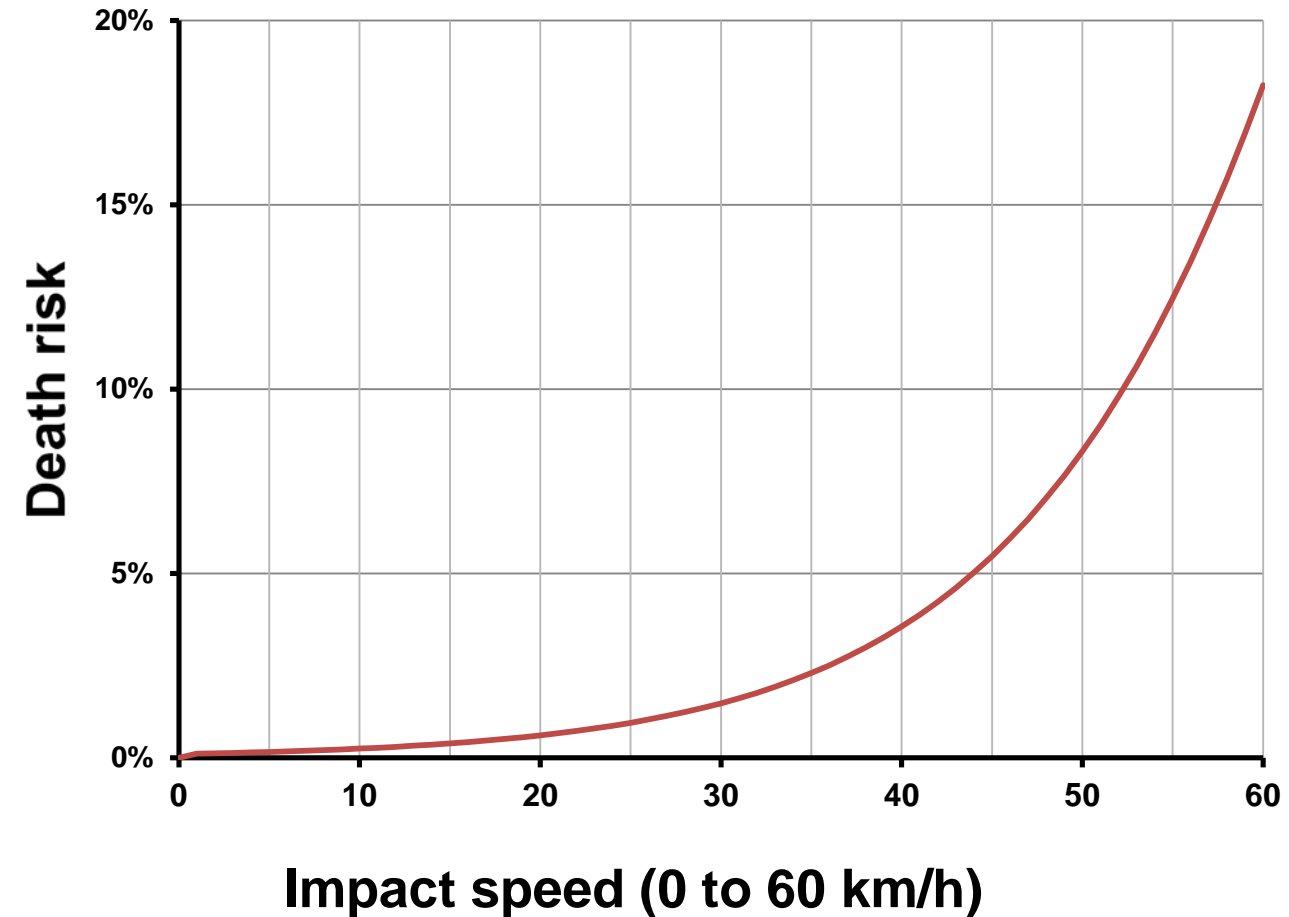
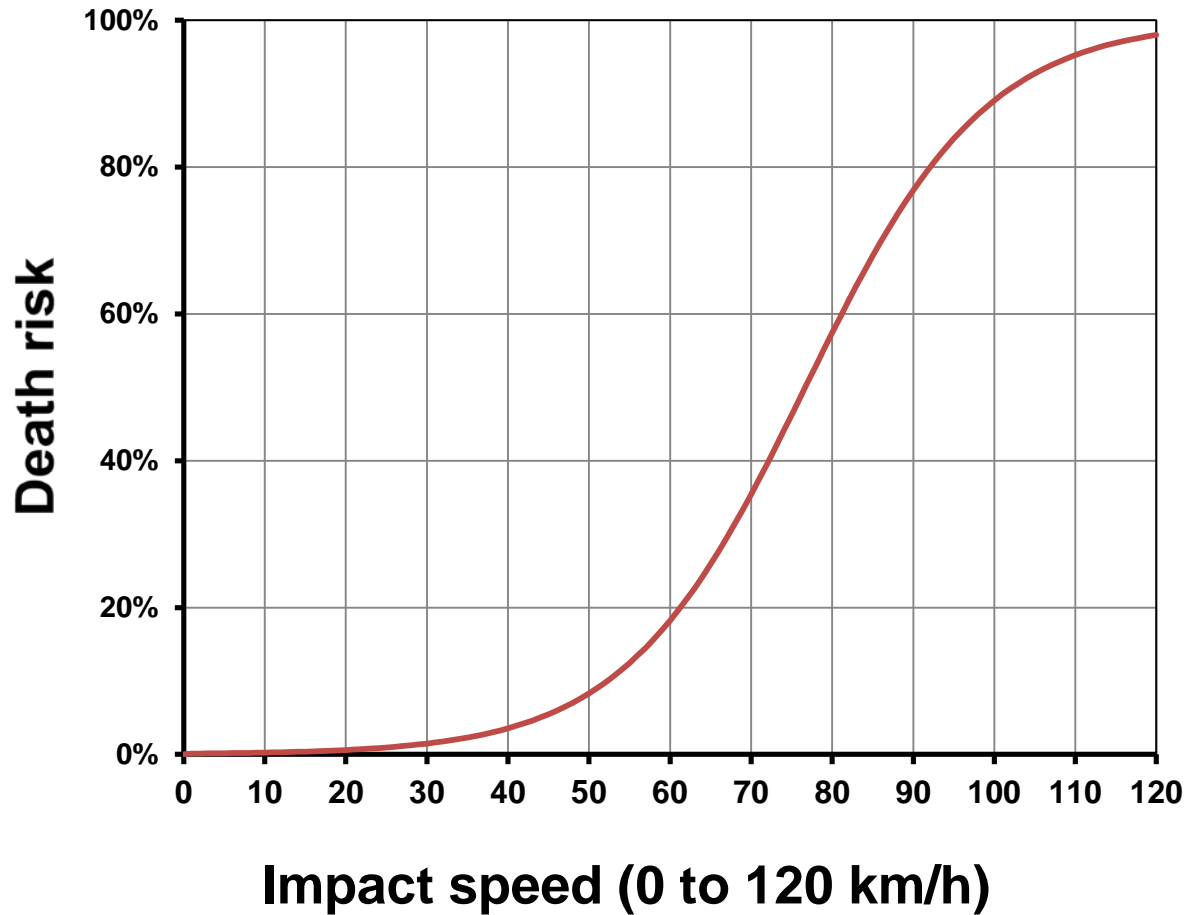
☠ Non use of **seat belts**

Around **8,600** car occupants survived serious crashes in 2012 because they wore a seat belt.

Road deaths by road type (2011-2013)



Risk of pedestrian fatality for different impact speeds



What is a safe travelling speed?

Road types combined with allowed road users	Safe speed (km/h)
Roads with possible conflicts between cars and unprotected road users	30
Intersections with possible transverse conflicts between cars	50
Roads with possible frontal conflicts between cars	70
Roads with no possible frontal or transverse conflicts between road users	≥100

Safe travelling speeds according to possible conflicts between road users travelling on the roads. Source: SWOV, Advancing Sustainable Safety p.14