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4. IMPROVING ROAD SAFETY FOR VULNERABLE ROAD USERS IN LATVIA
5. Report with Recommendations for Improving Road Safety for Vulnerable Road Users in Latvia
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Abbreviations

|  |  |
| --- | --- |
| ***Abbreviation*** | ***Definition*** |
| BAC | Blood alcohol content |
| CSDD | Road Traffic Safety Directorate |
| EEA | European Economic Area |
| EC | European Commission |
| EMS | Emergency medical services |
| EU | European Union |
| EY | Ernst & Young |
| KPI | Key performance indicator |
| MoH | Ministry of Health of Latvia |
| MoT | Ministry of Transport of Latvia |
| MoW | Ministry of Welfare |
| NGO | Non-governmental organization |
| PSKUS | Pauls Stradiņš Clinical University Hospital |
| RAKUS | Riga East Clinical University Hospital |
| R&D | Research and development |
| ToR | Terms of reference |
| UNECE | United Nations Economic Commission for Europe |
| VRU | Vulnerable road users |
| WHO | World Health Organization |

Introduction

* 1. Project context and goals

In recent years, Latvia has consistently ranked among the top 5 EU countries with the highest road fatality rates per million inhabitants, recording 60 fatalities in 2022.[[1]](#footnote-2) Despite ongoing efforts, there has been no decrease in traffic accident-related deaths and serious injuries. [[2]](#footnote-3) This trend is particularly concerning for vulnerable road users (VRUs), whose rates of severe injuries and fatalities remain notably high without any apparent improvement.

As the use of micro-mobility devices like bicycles and electric step scooters continues to grow, so does the incidence of accidents involving VRUs. The number of traffic accidents where cyclists have been injured has increased by 62.2% since 2012, reaching 670 in 2020. At the same time, the number of pedestrians injured has decreased by 30.8%, reaching 660 in 2020. Nevertheless, still more pedestrians were killed in road traffic accidents than cyclists – 43 and 19 respectively.[[3]](#footnote-4)

Additionally, the emergence of loosely regulated sharing systems for bicycles and electric step scooters presents a new challenge in Latvia and the EU, particularly in urban areas. While these micro-mobility options enhance overall mobility, especially in dense urban environments, they have led to an increase in traffic accidents. In Latvia, there has been a notable surge in traffic accidents involving electric step scooter users. In 2018, two such accidents were reported, whereas in 2020, the number rose significantly to 64, resulting in two fatalities. [[4]](#footnote-5) Currently, there is no clear EU initiative addressing this issue; however, the European Commission is facilitating the exchange of best practices among member states.[[5]](#footnote-6)

In the light of these statistics, Latvian authorities are committed to decreasing the number of injuries and fatalities among VRU. One of the pathways to achieve this goal is to substitute private cars with public transportation while improving infrastructure for pedestrians and cyclists. The Sustainable Development Strategy of Latvia until 2030 states that “to reduce the proportion of private vehicle use, primarily the quality and access to public transport should be improved, as well as the popularity of public transport with the society should be increased. Concurrently with improvements in the public transportation field and potential restrictions in the use of private transport environment, Latvian authorities aim to increase specific pedestrian and cyclist infrastructure”.[[6]](#footnote-7) Upon implementation of these measures, it is expected that the number of VRU will continue to increase.

The primary aim of this project is to support Latvia in implementing comprehensive institutional, administrative, and growth-oriented structural reforms. Specifically, the emphasis is on supporting national authorities in their efforts to decrease the incidence of traffic injuries and fatalities involving VRU. The project is structured around five key deliverables:

* Deliverable 1: Inception report.
* Deliverable 2: As is and gap analysis of road safety for VRU.
* Deliverable 3: Report with recommendations on road safety and their implementation.
* Deliverable 4: Report on awareness raising campaign.
* Deliverable 5: Final report.

The primary objective of Deliverable 1, the Inception Report, was to establish a solid foundation for project execution. EY focused on fostering a shared understanding with the main beneficiary, delineating anticipated outcomes, project utilization, and expected value and outputs.

Deliverable 2 offered a thorough evaluation of road safety conditions for VRU. Utilizing a best practice analysis, it examined five key dimensions: Safe roads, Safe speed, Safe vehicle, Safe road user, and Safe post-crash care. Assessment was conducted by reviewing previously mentioned dimensions across three European Union countries — Estonia, the Netherlands, and Sweden supplemented by other best practice examples from additional European countries were deemed beneficial. Among these five dimensions, the first four closely correspond to the responsibilities of the Ministry of Transport, whereas the fifth dimension (post-crash care) falls within the purview of Ministry of Health and Ministry of Welfare. Further, an analysis of Latvia's current situation examined casualty data, causes, the regulatory framework, institutional roles, and road safety statistics. This process continued with a gap analysis, identifying inefficiencies, data gaps, policy and regulatory shortcomings, issues related to VRUs' behavior, and resource constraints.

The aim of Deliverable 3, this report, is to develop recommendations for how Latvia can improve road safety for VRU. The report is developed using the results of Deliverable 2. It entails a detailed set of recommendations on how to fill in the gaps between the reference model and the as-is situation in Latvia. Deliverable 3 develops a clear path to implementation of these recommendations through proposing a road map for implementation.

* 1. Definitions and perspective

In the context of the Project, it is important to define what is meant by a VRU. The Directive 2010/40/EU of the European Parliament defines VRU as “non-motorized road users, such as pedestrians and cyclists as well as motorcyclists and people with disabilities or reduced mobility and orientation”.[[7]](#footnote-8) In the Latvian Road Traffic Law a VRU is defined as “a pedestrian, a driver of an electric scooter or a driver (or passenger) of a bicycle, moped, motorcycle, quadracycle, tricycle”.[[8]](#footnote-9) VRUs lack protective barriers in the event of a collision, which can lead to serious consequences, especially in case they collide with other types of transportation such as passenger cars, busses, trams, and trains (see Figure 1).

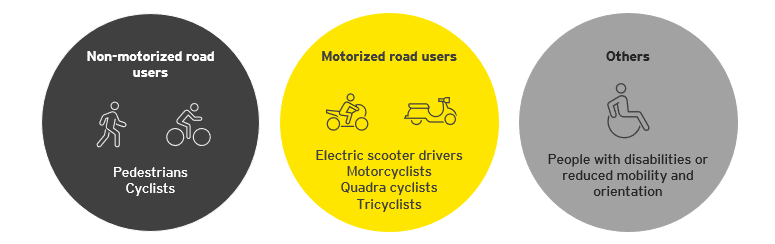


Figure 1 Definition of VRU[[9]](#footnote-10)

VRUs hold a crucial position in the "hierarchy of road users," a concept widely discussed and implemented in countries like the UK. This hierarchy places those at the greatest risk in a collision at the top. It emphasizes the importance of responsible behavior for everyone but aims to encourage those capable of causing the most harm to minimize the danger they pose. The goal is to change motorists' behavior, making them more conscious of the disparity in risk and potential injury between different road users during a collision.[[10]](#footnote-11)

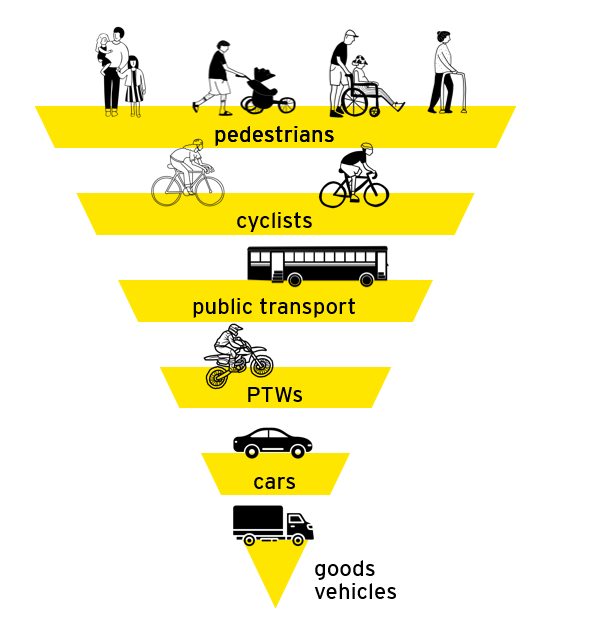


Figure 2 Modal priority based on the vulnerability of road users[[11]](#footnote-12)

Traffic psychology is another concept that needs recognition. It aims to align the design of the road traffic environment with road user competencies. The traffic system's design should match the general skills and expectations of all road users, especially senior ones. This ensures that information from the traffic system is perceivable, understandable ("self-explaining"), credible, relevant, and feasible. Road users should be able to perform their tasks and adjust their behavior to safely navigate traffic under current conditions. This applies to both drivers (who should be skilled and fit for driving) and non-motorized road users (who should be adept at dealing with traffic and fit to participate). Information about traffic conditions is conveyed through the road layout, environment, traffic signs, regulations, vehicles, and technology, with this information being both explicit and implicit.[[12]](#footnote-13)

Within the project's scope, it's crucial to grasp the severity and distribution of road interactions. These interactions can be classified based on their severity and frequency, forming a pyramid (see Figure 3). The largest category is undisturbed passages, followed by conflicts, ranging from potential to serious conflicts. The smallest subset includes actual accidents, further classified into damage-only accidents, slight injuries, severe injuries, and fatal accidents. This representation emphasizes the critical role of safety-focused road engineering, necessitating comprehensive measures to enhance safety in vehicle-pedestrian interactions.[[13]](#footnote-14)

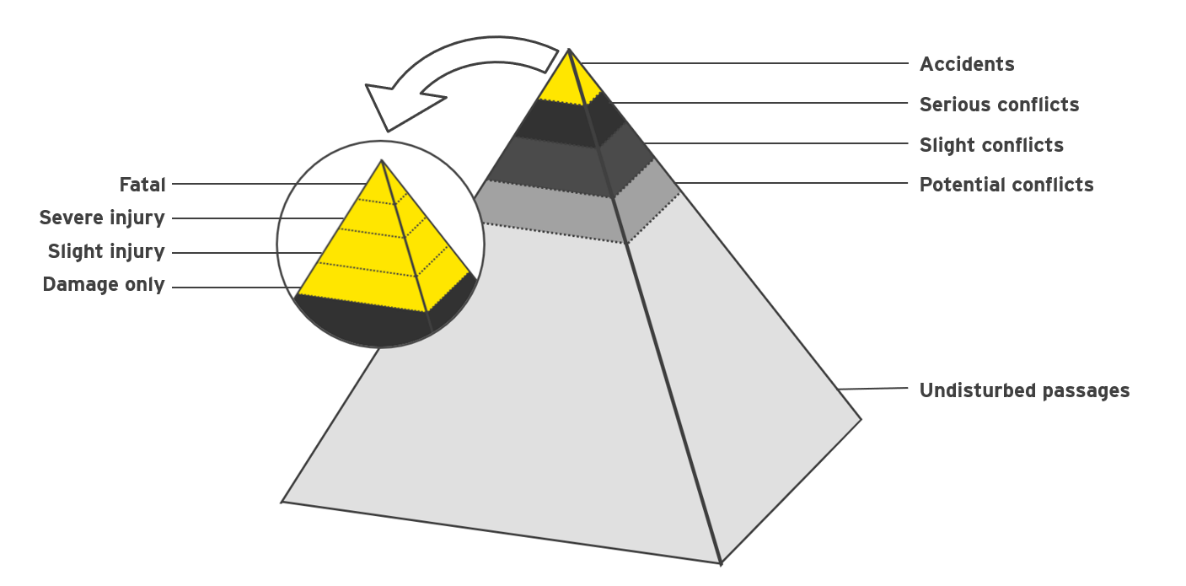


Figure 3 Pyramid of vehicle-pedestrian interactions[[14]](#footnote-15)

1. Development of recommendations
   * + - 1. The recommendations are derived from the analysis conducted in Deliverable 2. They aim to bridge the gaps between the reference model and the current situation in Latvia regarding road safety for VRUs. These recommendations are organized into the same dimensions as outlined in Deliverable 2, which include Safe roads, Safe speed, Safe vehicle, Safe user behavior and Safe post-crash care.
         2. Initially, specific areas for improvement were identified, leading to the development of an initial set of recommendations. To bolster these recommendations with practical insights, additional research was conducted on best practices in other countries. Workshops were organized to gather input from VRUs and NGOs, and insights and feedback were compiled. Subsequently, interviews and discussions were held with stakeholders to refine the list of recommendations. Discussions and interviews with stakeholders also provided additional insights to evaluate the relevance and priority of implementation for the recommendations. The final set of recommendations was then formulated. Finally, recommendations were prioritized based on their complexity of implementation and expected impact.
   1. Areas for Improvement and initial list of recommendations
      * + 1. Areas requiring improvement are pinpointed through the gap analysis conducted in Deliverable 2. They are subsequently refined, supplemented, and revised based on feedback from discussions and interviews. All recommendations are classified into safety dimensions such as Safe Road, Safe Speed, Safe Vehicle, Safe User Behavior, and Safe Post-Crash Care. Each recommendation is also categorized based on implementation complexity (low, medium, high) and anticipated impact (low, medium, high) based on a multi-faceted evaluation process. Each recommendation was assessed on criteria including feasibility, resource requirements, potential barriers, and stakeholder input, which included discussions with industry experts, local authorities, and community representatives. Complexity of implementation was determined by factors such as the scale of infrastructure changes needed, the level of coordination required among different entities, and the expected timeline for deployment. Expected impact was assessed by considering the potential reduction in accidents and fatalities, improvement in overall road safety, and alignment with best practices from successful international models. This thorough process ensures that each recommendation is not only practical but also highly effective in enhancing road safety.
          2. It is important to recognize that all recommendations account for the following aspects:

* Recommendations follow the medium and long-term goals set for infrastructure development and safety improvement as outlined in the Road Safety Plan and Cycling Concept. They are designed to be executed with long-term road safety goals in mind, rather than as isolated, disconnected actions.
* Recommendations prioritize the safety of VRUs, even if this causes short-term inconvenience or negative feedback from heavy vehicle users. The focus is on enhancing overall safety, recognizing that no solution will satisfy every road user group.
* Recommendations are framed with speed design and traffic psychology in mind, as these concepts are essential for the long-term success of improving road safety for all users and are integral to all recommendations.

| **Nr.** | **Dimension** | **Area of improvement** | **Recommendation** | **Complexity of implementation**  **(LOW, MEDIUM, HIGH)** | **Expected impact**  **(LOW, MEDIUM, HIGH)** | **Feasible?** |
| --- | --- | --- | --- | --- | --- | --- |
| 1. | Safe Roads | Inefficient assessment and maintenance of existing road infrastructure | Utilize strategic road infrastructure audits to evaluate the condition and performance of current infrastructure, pinpointing areas that need enhancement. | **HIGH** | **LOW** | **No** |
| 2. | Safe Roads | Inadequate authority in overseeing road maintenance and infrastructure development projects | Strengthen the authority of CSDD audits by implementing a policy that clearly defines CSDD's functions and rights. | **LOW** | **LOW** | **No** |
| 3. | Safe Roads | Limited accessibility of audit reports to the public | Make all audits accessible to the public (existing infrastructure, infrastructure project and safety audits). | **MEDIUM** | **LOW** | **No** |
| 4. | Safe Roads | Insufficient auditor capacity  **AND**  Inconsistent implementation of periodic infrastructure audits | Subcontract infrastructure audits (assess the practicality and advantages of it). | **MEDIUM** | **LOW** | **No** |
| 5. | Safe Roads | Potential deficiencies in auditor competencies | Evaluate the skills encompassed in auditor certification. | **LOW** | **LOW** | **No** |
| 6. | Safe Roads | Insufficient legal infrastructure solutions tailored for VRUs | Emphasize the opportunity to pilot new infrastructure solutions within development projects. Starting with the introduction of shared spaces as viable infrastructure solutions that can and should be implemented under suitable conditions. | **MEDIUM** | **HIGH** | **Yes** |
| 7. | Safe Roads | Insufficient legal infrastructure solutions tailored for VRUs | Introduce bicycle streets as viable infrastructure solutions that can and should be implemented under suitable conditions (develop and implement criteria and principles for implementing these infrastructure solutions). | **HIGH** | **MEDIUM** | **No** |
| 8. | Safe Roads | Obsolete and inconsistent standards | Review existing road construction standards and regulations, assess potential improvements:   1. Incorporate proven international best practice. 2. Review and delete outdated elements. 3. Correct inaccuracies and eliminate inconsistencies. | **HIGH** | **MEDIUM** | **No** |
| 9. | Safe Roads | Lack of structured process for updating road construction standards and regulations | Implement a cyclical approach for road construction standards and regulations, involving the responsible entity:   1. Identify the necessity for alternative methods not addressed by current standards or guidelines. This should be substantiated by evidence, such as research outcomes or best practices, demonstrating the requirement for the proposed infrastructure solution. 2. Implement the proposed alternative approach in a practical setting (testing infrastructure solutions). 3. Evaluate the impact of the alternative solution on road safety and its alignment with long-term road safety goals. 4. If the alternative method proves effective, integrate the successful practice into existing standards. | **HIGH** | **MEDIUM** | **No** |
| 10. | Safe Roads | Insufficient innovation in infrastructure development | Emphasize the opportunity to pilot new infrastructure solutions within development projects. | **LOW** | **HIGH** | **No** |
| 11. | Safe Roads | Absence of urban environment standards | Create standards for the development of urban infrastructure, such as residential zones. | **HIGH** | **MEDIUM** | **No** |
| 12. | Safe Roads | Absence of urban environment standards | Develop overarching technical and user-friendly guidelines for the efficient and secure development of urban infrastructure (see elements below). | **MEDIUM** | **HIGH** | **Yes** |
| Broad, unsafe intersections | Require that intersections be designed with 90-degree angles. |
| Discontinuity of sidewalks  **AND**  Varying levels of sidewalks | Require pedestrian sidewalks to be designed and built as continuous, single-level pathways. |
| Safety at pedestrian crossings | Enhance the safety at pedestrian crossings by requiring alignment with specific visibility and safety standards, including proper lighting, reflectors, and raised crossings, based on the street type. |
| Standardization of infrastructure design | Require uniformity in the design of infrastructure solutions for VRUs (color, signage, etc.) |
| Insufficient dedicated parking spaces for micromobility vehicles  **AND**  Excessive obstacles (overcrowding) on pedestrian pathways | Implement dedicated parking spots for micromobility vehicles by repurposing one or more car or truck parking spaces within the existing infrastructure. |
| Unsafe environment for interactions between various road users | Broaden the establishment of 30 km/h zones. |
| Inadequate communication of new regulations | Ensure thorough user informing before implementing new regulations within the existing infrastructure (e.g. inform the public about the introduction of 30 km/h zones through road signs, information campaigns, and visible infrastructure changes like road markings ahead of the implementation). |
| 13. | Safe Roads | Inadequate road maintenance has led to the creation of hazardous conditions in the environment. | Implement maintenance protocols for infrastructure sustainability and safety. | **HIGH** | **HIGH** | **Yes** |
| 14. | Safe Vehicle | Presence of old and unsafe vehicles on the roads | Conduct routine roadside inspections for vehicle roadworthiness (extending beyond intermittent campaigns). | **LOW** | **MEDIUM** | **Yes** |
| 15. | Safe Vehicle | Presence of old and unsafe vehicles on the roads | Implement random roadworthiness tests as a standard practice. | **MEDIUM** | **MEDIUM** | **No** |
| 16. | Safe Vehicle | Presence of old and unsafe vehicles on the roads | Limit the importation of older car models into the country. | **MEDIUM** | **MEDIUM** | **No** |
| 17. | Safe Vehicle | Efficient regulation of micromobility service providers | Implement licensing for micromobility service providers. | **LOW** | **HIGH** | **No** |
| 18. | Safe User Behavior | Inadequate regulations regarding blood alcohol concentration levels for driving | Implement a strict zero-tolerance policy for driving under the influence of alcohol. | **HIGH** | **HIGH** | **Yes** |
| 19. | Safe User Behavior | Insufficient regulation that fosters non-compliance with traffic regulations. | Remove the current practice of allowing a “plus 10 km/h” tolerance above speed limits before penalties are applied. | **MEDIUM** | **HIGH** | **Yes** |
| 20. | Safe User Behavior | Absence of enforcement for individuals that are prone to drinking and driving | Introduce alcohol interlocks as a standard drink-driving monitoring measure. | **MEDIUM** | **MEDIUM** | **Yes** |
| 21. | Safe User Behavior | Lack of basic and specific regulations ensuring accountability for endangering VRUs | Incorporate a safe overtaking interval requirement for micro-mobility vehicles into road regulations. | **HIGH** | **MEDIUM** | **No** |
| 22. | Safe User Behavior | Insufficient enforcement capacity for addressing traffic violations | Evaluate the feasibility of implementing a system that allows citizens to submit videos and photos capturing traffic violations. | **HIGH** | **MEDIUM** | **Yes** |
| 23. | Safe User Behavior | Insufficient enforcement capacity for addressing traffic violations  **AND**  Insufficient automation in monitoring and enforcing traffic violations | Delegate issuing parking fines from the police to a municipal department (short term).  **AND**  Implement computer vision technology to automate parking fine issuance (long term). | **MEDIUM** | **MEDIUM** | **Yes** |
| 24. | Safe User Behavior | Insufficient enforcement capacity for addressing traffic violations  **AND**  Insufficient automation in monitoring and enforcing traffic violations | Install red light cameras at intersections. | **MEDIUM** | **HIGH** | **Yes** |
| 25. | Safe User Behavior | Lack of effective communication regarding the introduction of 30 km/h zones | Issue warning notices to individuals caught speeding 1-3 times in newly introduced 30 km/h zones to inform the public about their presence. | **HIGH** | **MEDIUM** | **No** |
| 26. | Safe User Behavior | Insufficient enforcement capacity for addressing traffic violations. | Explore the feasibility of equipping police vehicles with 360-degree cameras to monitor various aspects of road safety, including identifying illegal mobile phone usage. | **HIGH** | **MEDIUM** | **Yes** |
| 27. | Safe User Behavior | Traffic violation penalties lack effectiveness | Increase the penalties for traffic violations (e.g. drink-driving, speeding, dangerous overtaking of another vehicle, agressive driving, using a mobile phone while driving, etc.) for all vehicle users (e.g. cars, bikes, scooters, mopeds, etc.) | **HIGH** | **HIGH** | **Yes** |
| 28. | Safe User Behavior | The monetary fines imposed are insufficient to motivate compliance with traffic regulations | Implement a progressive penalty system. | **MEDIUM** | **HIGH** | **Yes** |
| 29. | Safe User Behavior | Alcohol-impaired operation of micromobility vehicles | Require micromobility service providers to implement reaction tests for all rentals on Friday and Saturday evenings and nights (23:00-06:00).  **OR**  Prohibit the rental of shared micromobility vehicles on Friday and Saturday evenings and nights (23:00-06:00). | **LOW** | **HIGH** | **Yes** |
| 30. | Safe User Behavior | Enforcement of regulations by micromobility service providers | Increase accountability of micromobility service providers for ensuring proper use of infrastructure and adherence to parking regulations. | **MEDIUM** | **HIGH** | **No** |
| 31. | Safe User Behavior | Insufficient traffic education for children and youth | Assess the necessity and alternatives for mandatory traffic education within national educational curricula.  AND  Promote the "Learn and get a bicycle license in your school" project, encouraging schools to participate. | **MEDIUM** | **MEDIUM** | **Yes** |
| 32. | Safe User Behavior | Lack of practical and periodically repeated road user training | Develop a strategic annual funding plan for practical road user training programs. | **LOW** | **HIGH** | **No** |
| 33. | Safe User Behavior | Driving while unfit (tired, lacking concentration) | Introduce pilot projects to assess and monitor driver fatigue. | **MEDIUM** | **MEDIUM** | **No** |
| 34. | Safe Post-Crash Care | Absence of compensation for moral damages suffered by victims and their families following traffic accidents | Mandate infrastructure owners to acquire civil liability insurance to ensure responsibility and coverage for any incidents or damages caused by infrastructure deficiencies. | **HIGH** | **LOW** | **No** |
| 35. | Safe Post-Crash Care | Absence of compensation for moral damages suffered by victims and their families following traffic accidents | Establish and enforce compensation standards for moral damages arising from infrastructure-related incidents, such as accidents, to ensure fairness and accurately reflect the impact on victims and their families (evaluate the use of support funds, insurance, and other means). | **MEDIUM** | **HIGH** | **Yes** |
| 36. | Other | Absence of a structured mechanism for accessing available support systems (medical assistance, financial aid, legal aid, etc.) for victims and their families. | Create a comprehensive guide for (1) traffic accident victims and (2) their families, outlining available support resources and mechanisms to utilize following traffic accidents. | **HIGH** | **HIGH** | **Yes** |
| 37. | Other | Incomplete and inadequate data collection system. | Enhance data collection mechanism and structure for improved accuracy and usability. | **HIGH** | **HIGH** | **Yes** |
| 38. | Other | Lack of efficient mechanism for effective collaboration among stakeholders. | Develop a unified mechanism for collaboration among stakeholders involved in road safety efforts, considering their competencies, representation, and alignment with long-term goals. | **HIGH** | **HIGH** | **Yes** |

1. Development of implementation roadmap
   1. Structure of the roadmap

After finalizing the list of recommendations outlined in Chapter 2.1, we proceeded to create a roadmap detailing the implementation steps, expected outcomes, and responsible parties. This involved expanding on the actions required to realize each recommendation, assigning responsibility to relevant stakeholders, and establishing a timeframe for implementation spanning from 2024 to 2029, divided into quarterly periods.

* 1. Implementation roadmap development

The roadmap development process involved collaborative engagement with key stakeholders, including the Ministry of Transport (MoT), Road Traffic Safety Directorate (CSDD), and Latvian State Roads (LVC) and others. Through discussions, each recommendation was assessed for feasibility and potential enhancements in formulation. Feasible and value-added recommendations were incorporated into the roadmap, with actionable steps introduced incrementally. Subsequent discussions focused on refining the detailed steps, assigning responsibilities, and determining a potential timeframe. The collaborative effort culminated in the finalization of the roadmap, serving as a strategic framework essential for achieving the outlined safety goals. This process also embraced a co-design approach that fostered participation from all stakeholders.

**Abbreviations used in the Table 1:**

|  |  |
| --- | --- |
| **Abbreviation** | **Description** |
| VARAM | Ministry of Environmental Protection and Regional Development |
| SM | Ministry of Transportation |
| CSDD | Road Traffic Safety Directorate |
| LVC | Latvian state roads |
| LVS | Latvian standard |
| NVOs | Non-governmental organizations |
| VP | State police |
| TM | Ministry of Justice |
| IeM | Ministry of Interior |
| IZM | Ministry of Education and Science |
| LM | Ministry of Welfare |

Table 1 Implementation roadmap (Reference to Annex 1 in MS Excel)

| **Nr.** | **Objective/activity** | **Indicator/result** | **Responsible party** | **Co-responsible party** | **2024** | | | | **2025** | | | | **2026** | | | | **2027** | | | | **2028** | | | | **2029** | | | |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **quarters** | | | | **quarters** | | | | **quarters** | | | | **quarters** | | | | **quarters** | | | | **quarters** | | | |
| **1** | **2** | **3** | **4** | **1** | **2** | **3** | **4** | **1** | **2** | **3** | **4** | **1** | **2** | **3** | **4** | **1** | **2** | **3** | **4** | **1** | **2** | **3** | **4** |
|  | **SAFE ROADS** |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | **Task 1: Develop overarching technical and user-friendly guidelines for the efficient and secure development of urban infrastructure.** | | SM | CSDD, urban planners, municipalities |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1.1. | Form a group consisting of stakeholders, urban planners, experts in the field, and NGOs. Define the concept, scope, format of the urban infrastructure guidelines. | Comprehensive framework that promotes urban infrastructure projects are developed in a manner that is both effective and secure, taking into account the best-practice and innovative solutions. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1.2. | Assess best practices and decide on content, including: |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 1.Structure the guidelines into technical and design principles |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 2. Require that intersections be designed as close to 90-degree angles as possible. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 3. Require pedestrian sidewalks to be designed and built as continuous, single-level pathways. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 4. Enhance the safety at pedestrian crossings by requiring alignment with specific visibility and safety standards, including proper lighting, reflectors, and raised crossings, based on the street type. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 5. Require uniformity in the design of infrastructure solutions for VRUs (color, signage, etc.) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 6. Implement dedicated parking spots for micromobility vehicles by repurposing one or more car or truck parking spaces within the existing infrastructure. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 7. Include other relevant best practices - shared spaces\*, living areas (*dzīvojamā zona*) etc. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 8. Broaden the establishment of 30 km/h zones. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 9. Ensure thorough user informing before implementing new regulations within the existing infrastructure (e.g. inform the public about the introduction of 30 km/h zones through road signs, information campaigns, and visible infrastructure changes like road markings ahead of the implementation) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1.3. | Create guidelines in an interactive online format to incorporate best practices, examples, and projects, ensuring an interactive and evolving resource. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | **Task 2: Emphasize the opportunity to pilot new infrastructure solutions within development projects. Starting with the introduction of shared spaces as viable infrastructure solutions that can and should be implemented under suitable conditions.** | | VARAM, municipalities | SM, CSDD, LVC |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 2.1. | Create criteria and principles for the design and construction of shared spaces based on European Union guidelines and national guidelines, tailored to Latvia's long-term goals and specific circumstances. | Create safer, more accessible, and cooperative urban environments by successfully integrating shared spaces into infrastructure planning and development, thereby strengthening community ties and social cohesion. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 2.2. | Require independent audits/reviews of shared space infrastructure quality and safety by incorporating this regulation into the Cabinet of Ministers' Regulation No. 972 regarding road safety audits. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 2.3. | Assess the impact on current legislation and standards to determine if amendments are necessary elsewhere. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 2.4. | Organize active community engagement and information sessions to involve the public in the development and implementation of shared spaces solutions. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 2.5. | Create key performance indicators (KPIs) to monitor the geographic diversity of shared spaces, ensuring widespread adoption across different regions or cities. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | **Task 3: Implement maintenance protocols for infrastructure sustainability and safety.** | | SM, LVC | CSDD |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 3.1. | Identify and engage key stakeholders through workshops and meetings to gather input on specific maintenance needs and concerns. | Improved road maintenance and safer roads for vulnerable road users. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 3.2. | Analyze accident data and road usage patterns to identify high-risk and high-usage areas for prioritized maintenance. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 3.3. | Allocate and prioritize budget for daily and seasonal maintenance activities, ensuring sufficient resources for critical needs. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | **SAFE VEHICLE** |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | **Task 4: Conduct routine roadside inspections for vehicle roadworthiness (extending beyond intermittent campaigns).** | | CSDD | IeM, SM, VP |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 4.1. | Make interim evaluation of the Road Traffic Safety Plan for 2021-2027 and specific measure "4.2.2. Expand the technical control of vehicles on the road." | Strategic and continuous roadside inspections - minimized probability that vehicle does not meet the requirements of technical inspection. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 4.2. | Define the required number of technical controls and the achievable results during the planning period. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 4.4. | Within the stakeholders, discuss the results of increased frequency of the roadside inspections, their added value and strategic plans to next periods and develop amendments to the Road Traffic Safety Plan for 2021-2027. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | **SAFE USER BEHAVIOR** |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | **Task 5: Implement a strict zero-tolerance policy for driving under the influence of alcohol.** |  | IeM (VP) | SM, LVC, CSDD, |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 5.1. | Conduct thorough accident investigations *(in process)*, gathering comprehensive data from alcohol-related incidents, including the intoxication levels of the individuals involved. Draw conclusions from the findings and assess their implications, determining appropriate follow-up actions. | Gradually reduce the legal BAC limit from its current level to lower thresholds over successive years, aligning with international best practices, with the ultimate aim of implementing a stringent zero-tolerance policy for driving under the influence of alcohol. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 5.2. | Establish a clear timeline for transitioning to a zero-tolerance policy (or BAC leveled deemed appropriate from actions made in point 4.1.), with incremental decreases in allowable BAC levels over the coming years. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 5.3. | Pass legislation to enforce the phased reduction of BAC limits, ensuring clarity and consistency in the legal framework. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 5.4. | Provide law enforcement agencies with the resources and training needed to effectively enforce the evolving BAC limits and crack down on drunk driving. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 5.5. | Conduct awareness-raising and informational campaigns to educate the public about the upcoming changes and their significance. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 5.6. | Regularly assess the impact of the phased approach, gathering data on alcohol-related accidents and violations to inform future policy adjustments. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | **Task 6: Remove the current practice of allowing a “plus 10 km/h” tolerance above speed limits before penalties are applied.** |  | IeM (VP) | SM, LVC, CSDD, |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 6.1. | Establish a timeline for gradually reducing the speed tolerance, outlining specific actions, milestones, and deadlines, ensuring alignment with national road safety goals. | Increased compliance with posted speed limits, leading to reduced average vehicle speeds, lower accident rates, decreased severity of collisions, and an improved culture of responsible road use. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 6.2. | Engage with stakeholders, including law enforcement, policymakers, and road user groups, to discuss the proposed changes and gather feedback and support for the initiative. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 6.3. | Pass legislation to enforce the phased reduction of speed tolerance limits, ensuring clarity and consistency in the legal framework. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 6.4. | Conduct awareness-raising and informational campaigns to educate the public about the upcoming changes and their significance. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 6.5. | Implement a zero-tolerance policy in urban areas with high pedestrian and cyclist traffic, ensuring clear signage, effective enforcement, and ongoing public communication. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 6.6. | Extend the zero-tolerance policy to suburban and rural areas, conduct regular evaluations of the policy's impact, and make necessary adjustments based on results and feedback to ensure the policy's effectiveness and public acceptance. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | **Task 7: Introduce alcohol interlocks as a standard drink-driving monitoring measure.** | | SM | CSDD, VP, TM, NVOs |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 7.1. | Make interim evaluation of the Road Traffic Safety Plan for 2021-2027 and specific measure "4.2.5. Carry out an evaluation of solutions for equipping vehicles used for the provision of shared services with breathalyzers." Conduct thorough research on alcohol interlocks' effectiveness and analyze existing implementations for insights and challenges. | Evaluate the feasibility of implementing alcohol interlocks as a standard measure for monitoring drink-driving, and if found successful, to develop a strategic plan for their widespread adoption. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 7.2. | Assess the alternative target groups: companies whose employees use vehicles for their direct work duties (e.g., cab drivers, bus drivers, truck drivers, certain construction workers, etc.), repeat drunk driving offenders, daily commuters, etc. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 7.3. | Engage with relevant stakeholders to understand needs and concerns, including companies, law enforcement, and rehabilitation programs. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 7.4. | Initiate small-scale trials to assess practicality and gather data on user experiences, compliance, and cost-effectiveness. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 7.5. | Create clear guidelines and regulations for mandatory interlock installation in vehicles of identified target group(-s). |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 7.6. | Establish ongoing evaluation and feedback mechanisms to monitor program performance and address challenges. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | **Task 8: Evaluate the feasibility of implementing a system that allows citizens to submit videos and photos capturing traffic violations.** | | VP | SM, IeM |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 8.1. | Evaluate legal implications and privacy concerns surrounding citizen-submitted videos, ensuring compliance with data protection laws. | Evaluation of the viability of a mechanism for submitting videos/photos of traffic infractions, followed by its practical implementation. Improved surveillance of road users, enabling the reporting of violations by fellow road users. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 8.2. | Assess available technology platforms for receiving, storing, and processing citizen-submitted evidence, prioritizing scalability, and security. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 8.3. | Develop clear guidelines for citizens to submit evidence, defining acceptable content and verification processes. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 8.4. | Establish protocols for managing and analyzing submitted data, ensuring efficient storage, retrieval, and review. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 8.5. | Conduct a pilot of the system in select areas to test functionality, user experience, and impact on enforcement outcomes. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | **Task 9: Delegate issuing parking fines from the police to a municipal department (short term).** | | VP | SM, IeM |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 9.1. | Update local laws to transfer the authority for issuing parking fines from the police to a municipal department. | Freed up state police resources to strengthen road safety enforcement in urban areas. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 9.2. | Create or designate a municipal department specifically responsible for parking enforcement. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 9.3. | Train municipal employees on parking regulations, enforcement procedures, and relevant technologies. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | **Task 10: Implement computer vision technology to automate parking fine issuance (long term).** | | VP | SM, IeM |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 10.1. | Evaluate the technical, financial, and operational aspects of implementing computer vision technology for parking enforcement. | Freed up state police resources to strengthen road safety enforcement in urban areas. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 10.2. | Test the technology in select areas to assess its effectiveness and reliability in detecting parking violations. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 10.3. | Choose suitable computer vision systems and integrate them with existing municipal infrastructure for seamless operation. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | **Task 11: Install red light cameras at intersections.** | | VP, | SM, IeM |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 11.1. | Identify intersections with high red light violation rates or accident histories for camera installation. | Enhanced monitoring of road users, ensuring that punishments for violations are unavoidable. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 11.2. | Choose suitable camera systems and install them at designated intersections, ensuring proper positioning. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 11.3. | Test and calibrate cameras to accurately detect red light violations while minimizing false positives. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 11.4. | Inform the public about red light camera installation through signage and awareness campaigns to encourage compliance with traffic laws. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | **Task 12: Explore the feasibility of equipping police vehicles with 360-degree cameras to monitor various aspects of road safety, including identifying illegal mobile phone usage.** | | SM, IeM (VP) | CSDD |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 12.1. | Evaluate current road safety enforcement to identify areas where 360-degree cameras could further improve monitoring efforts. | Enhanced monitoring of road users, ensuring that punishments for violations are unavoidable. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 12.2. | Research available 360-degree camera systems to assess compatibility with police vehicles and effectiveness in detecting violations. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 12.3. | Conduct a cost-benefit analysis to weigh the financial investment of equipping police vehicles with 360-degree cameras against potential safety benefits. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | **Task 13: Increase the penalties for traffic violations (e.g. drink-driving, speeding, dangerous overtaking of another vehicle, aggressive driving, etc.) for all vehicle users (e.g. cars, bikes, scooters, etc.)** | | TM, IeM | SM |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 13.1. | Make interim evaluation of the Road Traffic Safety Plan for 2021-2027 and specific measure "4.2.10. Develop an application for road traffic control and monitoring, which would detect various traffic violations and give the opportunity for road users to promptly inform the VP about detected violations." | Increase penalties for traffic violations (e.g., drink-driving, speeding, dangerous overtaking, aggressive driving) across all vehicle types (e.g., cars, bikes, scooters) to a level that deters such behaviors and promotes adherence to traffic laws. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 13.2. | Create a comprehensive plan outlining the increased penalties for all types of violations, including specific changes and timelines for implementation. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 13.3. | Inform the public about the upcoming penalty changes and their importance through targeted awareness campaigns. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 13.4. | Establish monitoring mechanisms to evaluate the impact of increased penalties on driving behavior and road safety. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | **Task 14: Implement a progressive penalty system.** |  | TM, IeM | SM |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 14.1. | Collaborate with experts and stakeholders to design a penalty system that considers individuals' financial situations and determines penalty amounts accordingly. | Create a fair and equitable approach to penalties, ensuring that individuals' financial situations are taken into account to prevent unequal treatment and promote social justice. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 14.2. | Propose necessary changes to laws and regulations to incorporate the progressive penalty system, ensuring alignment with legal frameworks. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 14.3. | Create a detailed plan outlining the steps for implementing the progressive penalty system, including timelines and resource allocation. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 14.4. | Establish mechanisms for monitoring its implementation and evaluating its effectiveness in promoting fairness. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | **Task 15: Require micromobility service providers to implement reaction tests for all rentals on Friday and Saturday evenings and nights (23:00-06:00). OR Prohibit the rental of shared micromobility vehicles on Friday and Saturday evenings and nights (23:00-06:00).** | | VARAM, Micromobility service providers | SM, VP |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 15.1. | Gather input from micromobility providers, authorities, law enforcement, and communities on both options. | Decrease the number of accidents arising from drinking and driving with shared mobility devices. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 15.2. | Analyze implementation costs, impact on user experience, and potential reduction in incidents for each option. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 15.3. | Based on stakeholder input, risk assessment and cost-benefit analysis decide on the preferred solution. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 15.4. | Develop a detailed plan for implementing the chosen option, including steps, timeline, responsibilities, and resources required. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | **Task 16: Assess the necessity and alternatives for mandatory traffic education within national educational curricula.** | | IZM, VISC | SM, CSDD |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 16.1. | Gather input from education sector representatives, parents, students, and experts to understand perspectives on integrating traffic education into the curriculum. | Implemented a traffic education program integrated into the national education system. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 16.2. | Evaluate the financial implications and potential benefits of mandatory traffic education. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 16.3. | Develop a detailed plan for integrating traffic education into the curriculum, including curriculum development, teacher training, and evaluation mechanisms. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 16.4. | Submit the proposal to the Road Safety Council, outlining a framework aimed at educating schoolchildren about road safety awareness. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | **Task 17: Promote the "Learn and get a bicycle license in your school" project, encouraging schools to participate.** |  | CSDD | IZM, SM |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 17.1. | Create promotional materials highlighting project benefits and distribute them to schools. | Foster participation among schools to enhance road safety for youth. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 17.2. | Engage parents and communities to build support and involvement. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 17.3. | Communicate directly with schools to encourage participation and provide project details. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 17.4. | Collaborate with organizations and authorities to garner support and expand project reach. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 17.5. | Expand the project to additional schools and regions based on success and lessons learned. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | **SAFE POST CRASH CARE** |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | **Task 18: Establish and enforce compensation standards for moral damages arising from infrastructure-related incidents, such as accidents, to ensure fairness and accurately reflect the impact on victims and their families (evaluate the use of support funds, insurance, and other means).** | | LM | SM, TM |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 18.1. | Gather input from victims, families, experts, and authorities on compensation standards. | The goal is to establish an appropriate mechanism to account for moral damages for traffic accident victims and their families, ensuring fair compensation and acknowledgment of the impact on those affected. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 18.2. | Create clear guidelines for calculating and awarding compensation, considering injury severity financial and moral impact. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 18.3. | Establish robust enforcement mechanisms, utilize support funds and insurance, and continuously evaluate and adjust standards for fairness and accuracy. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | **Task 19: Create a comprehensive guide for (1) traffic accident victims and (2) their families, outlining available support resources and mechanisms to utilize following traffic accidents.** | | LM | SM |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 19.1. | Gather information on available support resources and mechanisms for traffic accident victims and their families. | Provide much-needed assistance and guidance following a traffic incident, addressing the current lack of accessible support services, despite their availability. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 19.2. | Organize the gathered information into a comprehensive guide format, covering legal rights, medical assistance, counseling services, and financial aid. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 19.3. | Develop a distribution plan to disseminate the guide widely through hospitals, legal offices, community centers, and online platforms, supported by effective promotion strategies. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 19.4. | Establish a feedback mechanism to collect user input and continuously update the guide based on stakeholder feedback for ongoing relevance and usefulness. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | **Other recommendations** |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | **Task 20: Enhance data collection mechanism and structure for improved accuracy and usability.** |  | CSDD, VP |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 20.1. | Make interim evaluation of the Road Traffic Safety Plan for 2021-2027 and specific measure "4.1.5. Implement statistical data processing and analysis of RTAs according to road safety performance indicators (KPI)". Evaluate existing data collection methods to identify strengths, weaknesses, and areas for improvement. Determine the essential data points required for comprehensive analysis and decision-making in road safety initiatives. | The data collection mechanism and structure have been enhanced to ensure greater accuracy, completeness, and usability in capturing road safety-related information. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 20.2. | Develop or update data collection tools, such as forms, surveys, and databases, to capture relevant information more effectively. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 20.3. | Explore and integrate technological solutions, such as data management software or mobile applications, to streamline data collection processes. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 20.4. | Engage relevant stakeholders, including government agencies, law enforcement, and community organizations, to enhance collaboration and data sharing efforts. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | **Task 21: Develop a unified mechanism for collaboration among stakeholders involved in road safety efforts, considering their competencies, representation, and alignment with long-term goals.** | | SM, LM, TM |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 21.1. | Identify all relevant stakeholders involved in road safety efforts, including government agencies, NGOs, educational institutions, and private sector entities. Map out the roles, competencies, and interests of each stakeholder to understand their contributions and potential areas of collaboration. | An effective and cohesive collaboration mechanism have been developed. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 21.2. | Form working groups or task forces comprising representatives from diverse stakeholder groups to develop the collaboration mechanism. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 21.3. | Collaboratively draft a framework proposal for the collaboration mechanism, outlining its objectives, structure, governance, and operational procedures. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 21.4. | Launch the collaboration mechanism and begin implementing joint initiatives and activities to advance road safety goals. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

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