

RSEG Expert contribution to TA 2 Draft report

Key points for Greece

THEMATIC AREA 2 : PROVISION FOR VULNERABLE ROAD USERS (PEDESTRIANS AND CYCLISTS) AND ASSESSMENT OF THE POTENTIAL FOR DEDICATED INFRASTRUCTURE PROVISION AND POLICY ATTITUDES TOWARDS DEDICATED PROVISIONS FOR VRUs IN THE DANUBE REGION

EXPERT/PRESENTER: PROF. GEORGE YANNIS & ANASTASIOS DRAGOMANOVITS, NTU ATHENS

PRAGUE, SEPTEMBER 25TH, 2019



RADAR – Risk Assessment on Danube Area Roads
Your Road Safety is on our RADAR.

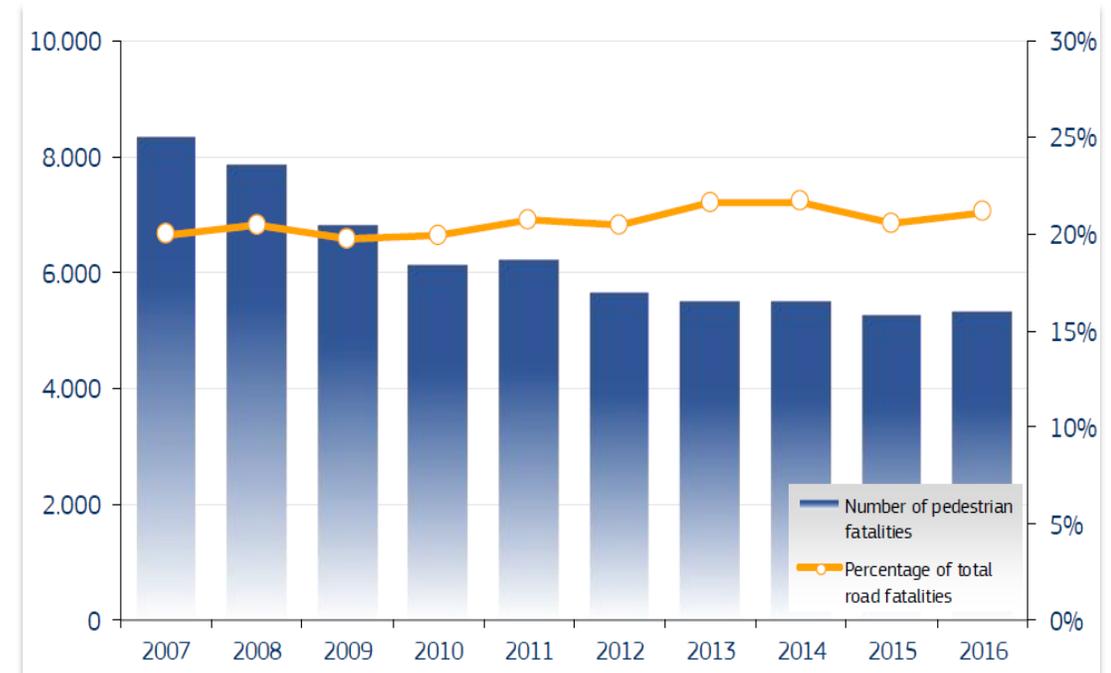


www.interreg-danube.eu/RADAR

Pedestrian safety: European Union

- The number of pedestrian fatalities in the EU **decreased** over the decade 2007-2016.
- The respective percentage of pedestrian fatalities against all road fatalities had a **slightly increasing trend**.

Number of pedestrian fatalities and percentage of all road fatalities, EU, 2007-2016



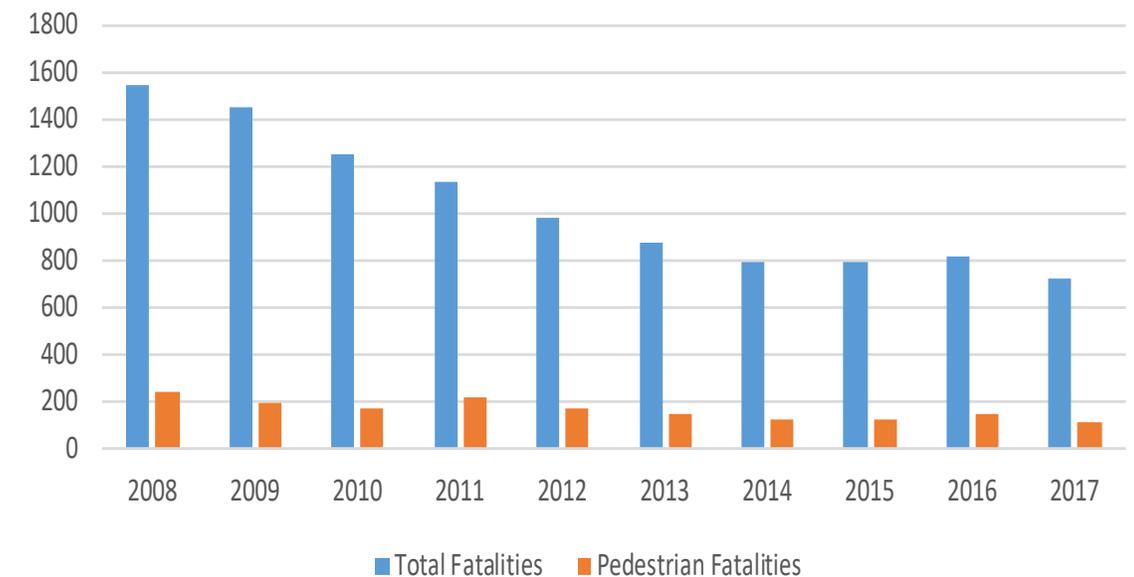
Source: CARE database, data available in May 2018

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Pedestrian safety: Greece

- A significant decrease in **total fatalities** in Greece over the decade 2008-2017 has been observed.
- The number of **pedestrian fatalities** has also decreased, from 248 in 2008 to 118 in 2017.

Total and Pedestrian Fatalities in Greece, 2008-2017



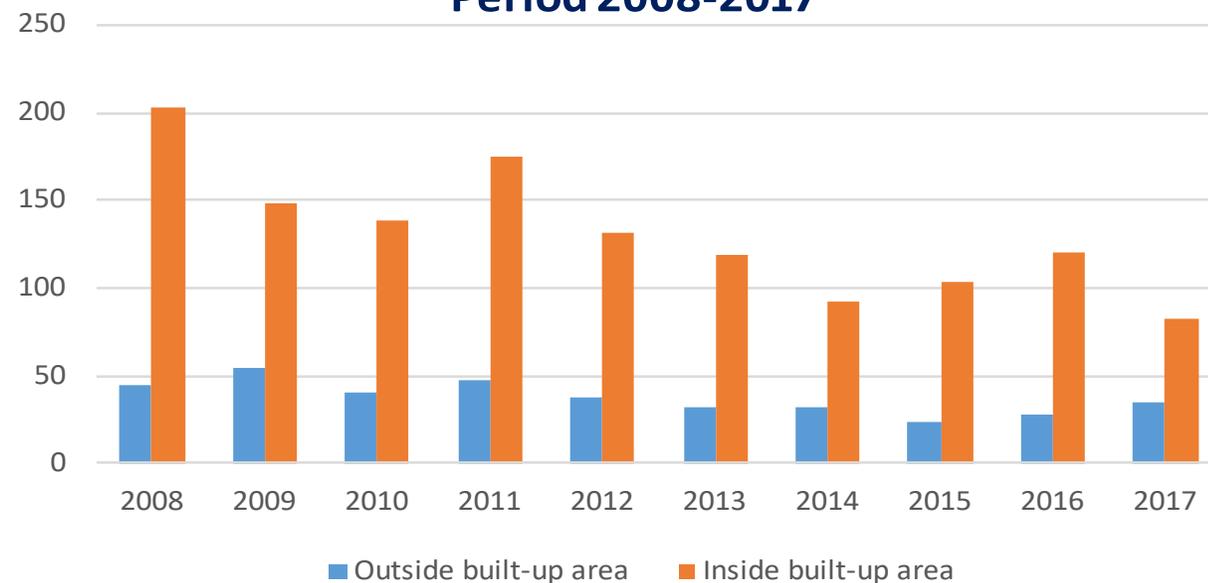
Source: ELSTAT

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Pedestrian safety: Greece

- Approximately 75% - 80% of pedestrian fatalities occurs **inside built-up areas**, where exposure is much greater.

**Pedestrian fatalities by area type in Greece
Period 2008-2017**



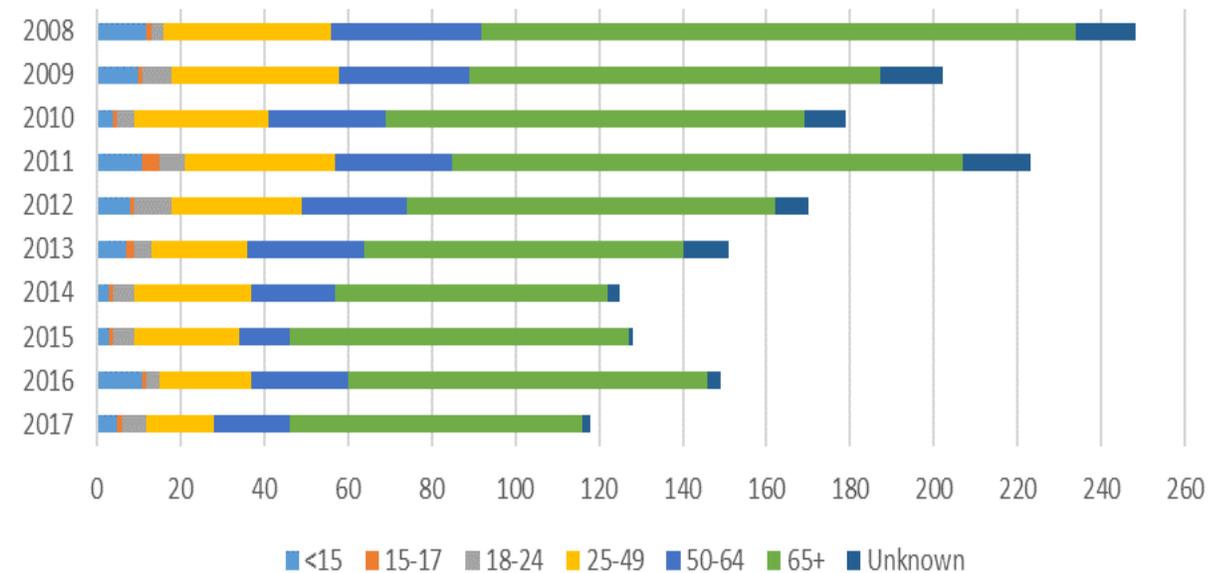
Source: ELSTAT

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Pedestrian safety: Greece

- Age group 65+ constitutes a large percentage of pedestrian fatalities (59% in 2017), indicating the increased vulnerability of **older pedestrians**.

Pedestrian fatalities by age group, Greece 2008-2017



Source: ELSTAT

Pedestrian safety provisions

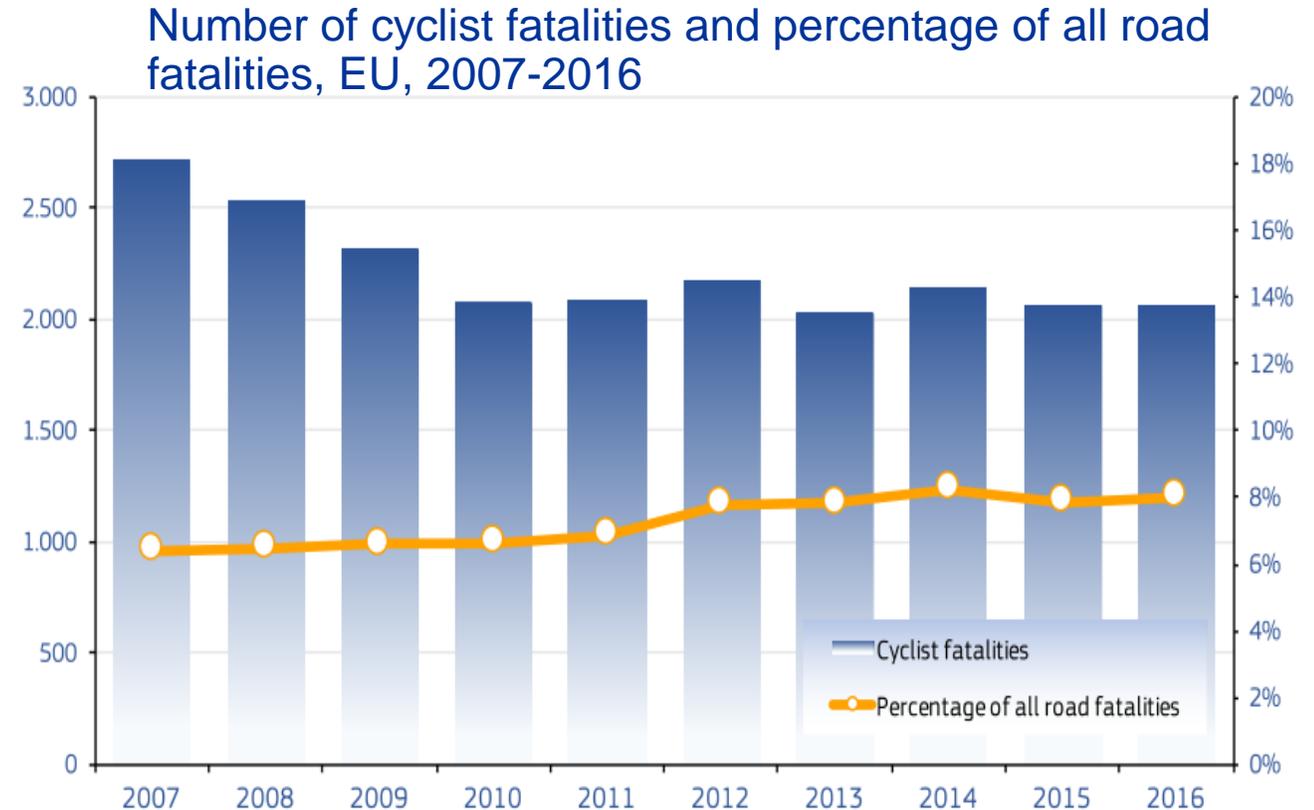
- **Speed management**, especially inside built-up areas.
- **Separation** of pedestrian flows from vehicles.
- Provision of safe **pedestrian crossings**.
- Emphasis on low-cost countermeasures near **schools and playgrounds**.
- Road safety **education**.



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Cyclist safety: European Union

- Between 2007 and 2016 there was a **24% decrease** in the number of cyclist fatalities in the EU.
- Yet, the percentage of cyclist fatalities against all road fatalities **increased** from 6% in 2007 to 8% in 2016.



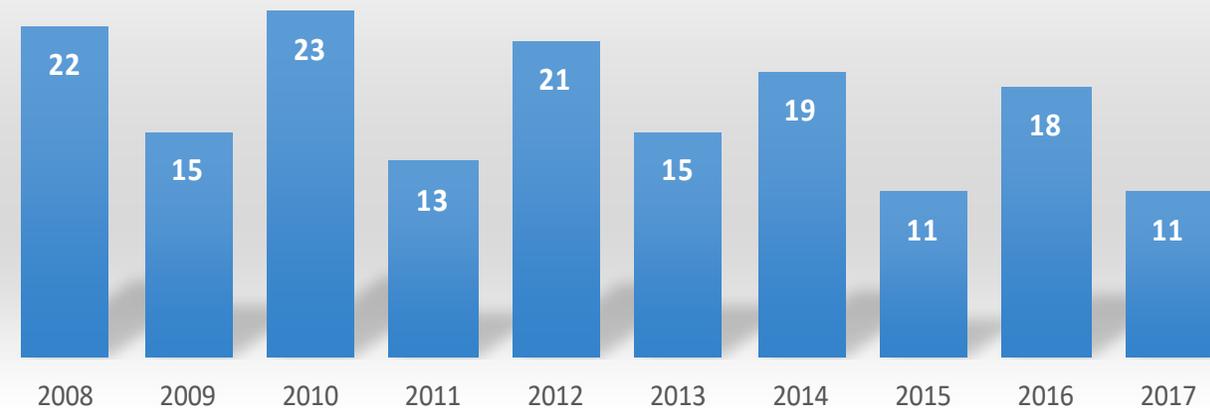
Source: CARE database, data available in May 2018

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Cyclist safety: Greece

- A **decreasing trend** in cyclist fatalities from 2008 to 2017 is evident.
- The small number of cyclists in Greece results in **low percentage** of cyclist fatalities against total fatalities: 1,5% to 2,4% in recent years.

Cyclists fatalities in Greece,
Period 2008-2017

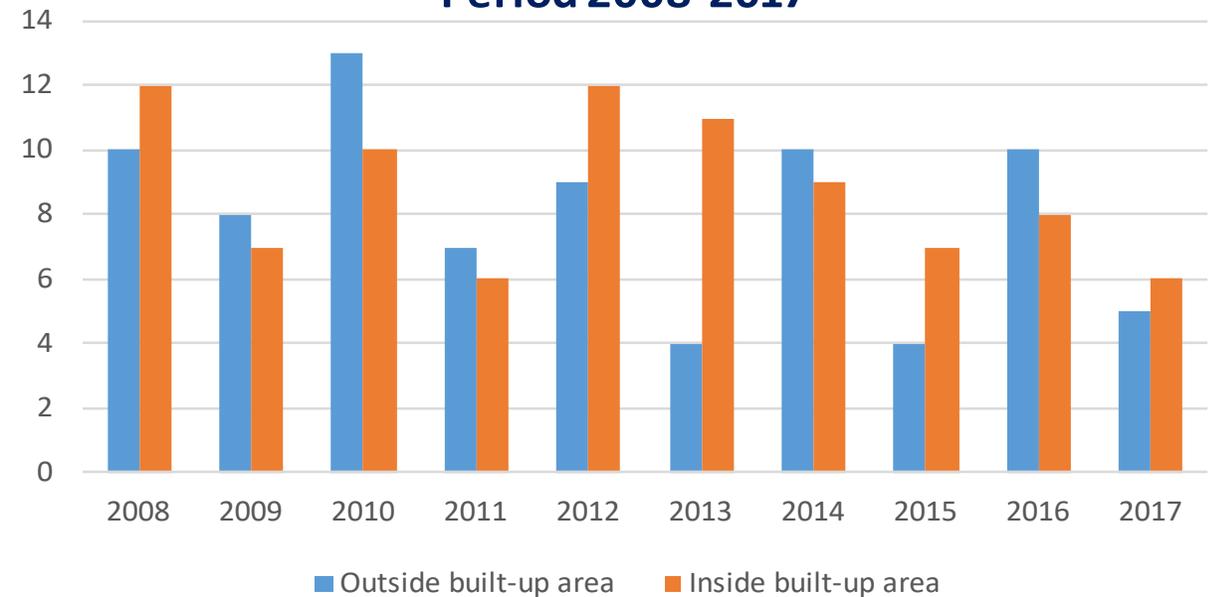


Source: ELSTAT

Cyclist safety: Greece

- Although there are more cyclists inside built-up areas, cyclist fatalities outside built-up areas are **particularly high**.

**Cyclist fatalities by area type in Greece
Period 2008-2017**



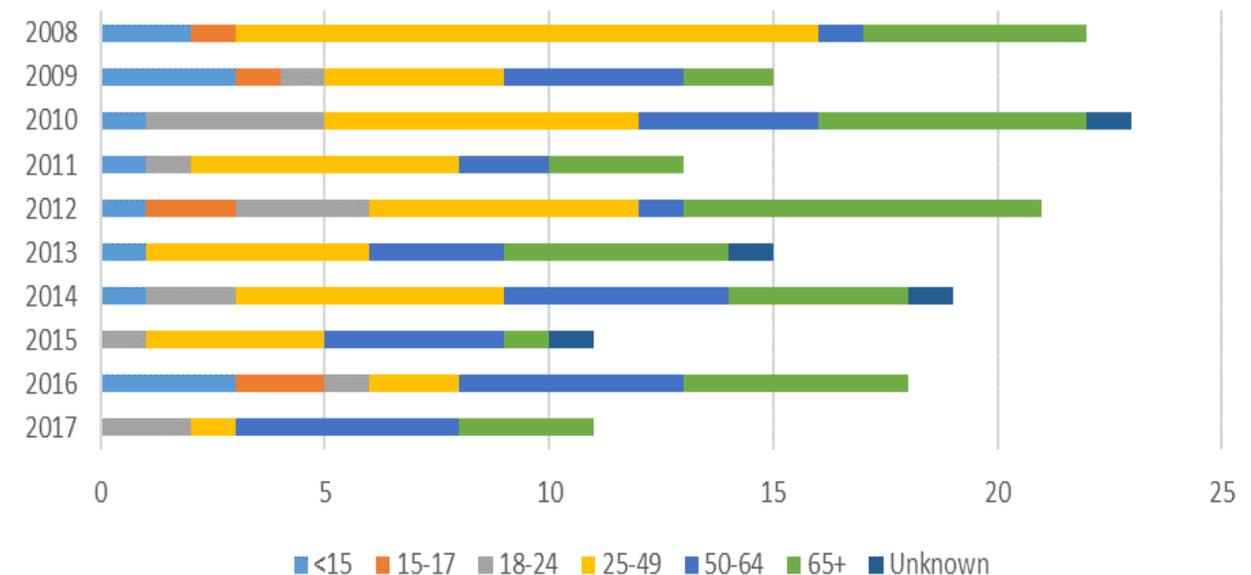
Source: ELSTAT

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Cyclist safety: Greece

- The representation of age group **25-49** in cyclist fatalities is decreasing (59% in 2008, 9% in 2017).
- The representation of age group **50-64** in cyclist fatalities is increasing (5% in 2008, 45% in 2017).

Cyclist fatalities by age group, Greece 2008-2017



Source: ELSTAT

Cyclist safety provisions

- **Speed management**, especially inside built-up areas.
- **Separation** of cyclist flows from vehicles – construction of bikeways.
- Introduction of legislation for **helmets** and **reflective clothing** at night (no such laws exist in Greece).
- Road safety **education**.



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Future Challenges for Greece & Danube countries (1/2)

- The safety of pedestrians and cyclists is an **emerging problem**, as active travel is becoming more common.
- New types of VRUs are appearing: **Personal Transportation Devices.**
- Higher speeds, increased range and mix with vehicular traffic are expected to result in **higher crash rates.**



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Future Challenges for Greece & Danube countries (2/2)

- **Electro-mobility** (also in bicycles) and **shared mobility** are expected to increase VRUs on the roads.
- There is an urgent need for **regulations** regarding the use of PTDs.
- Need to design for VRUs safety today, also considering future challenges.



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Urban mobility and road safety choices

The high complexity of the urban environment makes road safety choices a **very difficult task**, attempting to balance conflicting social needs and economical restraints.

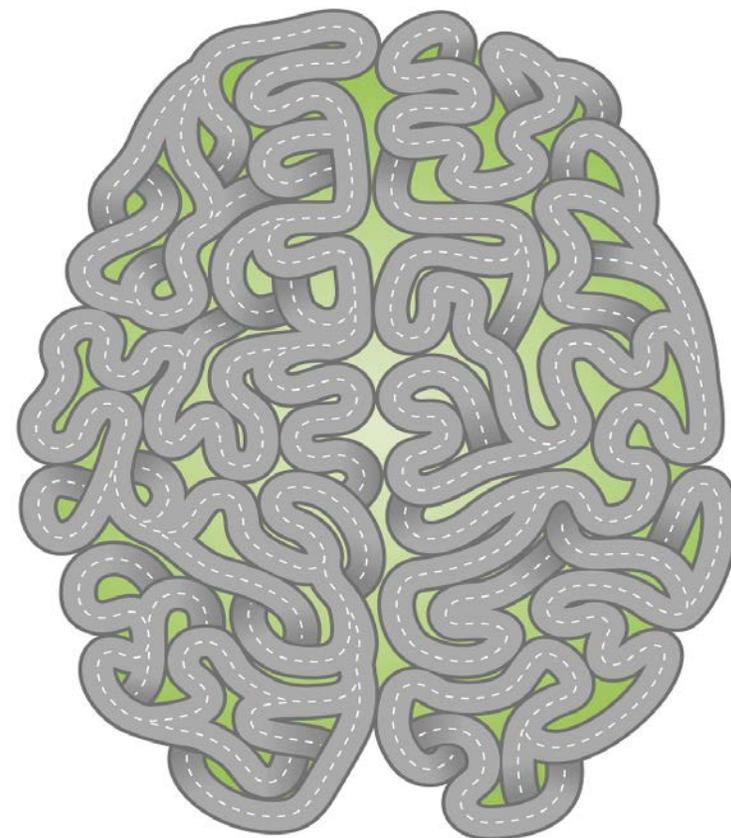
- Traffic Efficiency (Speed) Versus Traffic Safety
- Vehicles Versus Vulnerable Road Users
- Expensive but safe Versus Cheap but unsafe (vehicle, infrastructure, management)
- Priorities in policies, measures, research, etc.



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Urban road safety choices

- Priority to **safety** than speed and traffic efficiency.
- Emphasis on policies for **public transport**, then cycling and walking and last car traffic.
- Vulnerable users must be taken into account as **fundamental design requirements**.
- Maximum **separation** of vehicle traffic from pedestrian and cycling traffic (pedestrian paths, bicycle routes, bus lanes etc.).



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