

WORKSHOP THEMATIC AREA 3 - ITS AND OTHER SPEED MANAGEMENT STRATEGIES  
BUDAPEST, NOVEMBER 21ST, 2019.

# Speed Management in Greece



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**RADAR – Risk Assessment on Danube Area Roads**  
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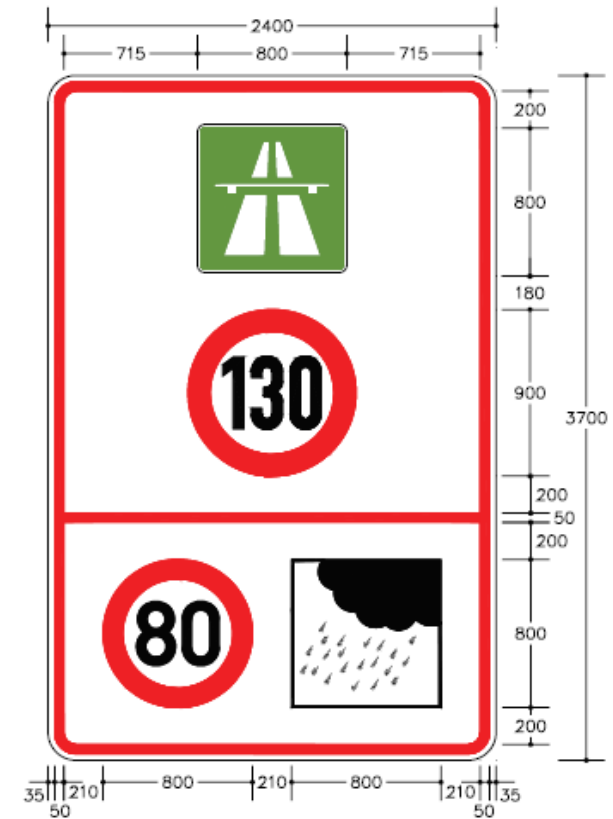
# Q1 - Review of speed limits

				 Built-up areas
				
				
				

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# Q1 - Review of speed limits

- Lower speed limits can be defined by relevant **signage**
- **No advisory speed limits** in Greece. Posted (or maximum) speed limit is the maximum legally allowed speed
- In some motorways, lower speed limit is defined for wet pavement, mainly for sight distance reasons



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# Q2 - Review of gathering speed data and methods for speed analysis

- **No central speed database**
- Speed data generally **not available**
- Traffic Police collects data on speeding, originating from the enforcement controls
  - Data not accessible
  - Data not analyzed
  - Privacy issues



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# Q3 - Review of methods for speed management

- National guidelines for setting speed limits since **2005**
- Speed limits are taken into account for road design
- Road designers often rely heavily on local reductions of the speed limit, to address poor geometric characteristics of roads



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# Q3 - Review of methods for speed management

## Traffic calming methods:

- Speed humps
- Zones of road surface reflector studs
- Transverse rumble strips
- Roundabouts

**No studies** in Greece analyzing the effect of traffic calming devices.



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# Q3 - Review of methods for speed management

- Fixed speed cameras installed mostly on **motorways** - no information available on their number
- Speed controls mostly performed using manually operated **mobile equipment**
- Approximately **210.000 violations per year** reported by the Traffic Police
- **Section control** not implemented



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# Q4 - Case studies

- In 2007, the maximum speed limit on motorways was increased from 120 to 130km/h
- Diploma Thesis by NTUA – E. Georgiadou examined the effect on road accidents.
- Data of road accidents (period 2005-2010) on motorway sections:
  - Athens – Thiva
  - Athens – Tripoli
  - Sections of the Egnatia Motorway



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# Q4 - Case studies

- **Method:** “before” and “after” statistical analysis of accidents with control group with  $\chi^2$  and odds ratio controls
- **Results:**
  1. Athens – Thiva: statistically significant increase in the number of deaths only for the first year – later not statistically significant
  2. Athens – Tripoli: reduction in accidents and victims, due to improvements in infrastructure.
  3. Egnatia Motorway: no statistically significant change



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## Q5 - EC Safe System implementation: speed KPI

- Greece is **not issuing KPIs** for speed
- Hellenic Ministry of Infrastructure and Transport has the **intention to develop and use** KPIs in compliance with the European definition



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## Q6 - Vehicle safety and automation

- **Micro-mobility** on city streets has brought in important safety implications mainly for the **vulnerable road users**
- New **ITS technologies** are expected to assist in more effective speed management
- Until **2022** new safety technologies will become **mandatory** in European vehicles



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## Q6 - Vehicle safety and automation

- Extensive usage of **telematics applications** is expected in the future for **speed management** practices
- **Fully autonomous vehicles** may eliminate the need for speed enforcement

In Greece, there is **no legislative framework** for autonomous vehicles yet.



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# Q7 - Ideas and recommendations for Greece

- **Speed limits setting:**  
revision of guidelines & systematic implementation
- **Speed limits consistency:**  
homogenous speed limits for similar road types must be defined, eliminating local speed limit reductions



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# Q7 - Ideas and recommendations for Greece

## ➤ **Speed enforcement:**

- implementation of section control
- minimization of the obstacles in violation processing procedures

## ➤ **Speed data collection:**

- systematic collection of speed data
- development of anonymized speed data base
- more detailed information by the Police, regarding speed violations



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