Collection of Road Safety KPIs in Greece

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Together with:
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The Baseline project

- **Objectives**
  Collection of Key Performance Indicators (KPIs) for road safety in the European Union

- **Partners**
  29 partners from 19 EU Member States
  
  **Greek partners:**
  Ministry of Infrastructure and Transport
  National Technical University of Athens

- **Duration**
  24 months (July 2020 – July 2022)
Background

- On the way to Vision Zero, the European Commission recommends to implement the Safe System principles across the EU

- Road safety KPIs are an integral part of the ‘Safe System’ approach to road safety, that contribute to the understanding of the different issues affecting road safety performance

- However, there is a lack of national data regarding road safety performance in several Member States, including Greece

- The aim of this project is the data collection and calculation of road safety KPIs in Greece under a common EU framework
Methodology

- **7 KPIs** will be collected related to road user behavior, vehicle safety and post-crash care.
- Data collection and KPIs calculation based on a **common methodology** for EU MS, as defined in the Baseline project.

**Roadside surveys** at national level:
- KPI1: Speed
- KPI2: Safety belt
- KPI3: Protective equipment
- KPI4: Alcohol
- KPI5: Distraction

**Data collection from national data sources:**
- KPI6: Vehicle safety
- KPI7: Post-crash care
Scientific and Social Impact

- **Accident causalities** are revealed when crash data are correlated with road safety Performance Indicators.

- Identification of the **effectiveness of specific road safety activities** based on the comparison of road safety performance before and after their implementation.

- **Monitoring** of the implementation of the National Road Safety Strategy and the gradual road safety progress over the decade 2021-2030.

- Publication of KPIs and delivering feedback on specific risk factors to targeted audiences may **motivate population to adopt safer behaviour**.
Future Challenges

- KPI data collection should be an **ongoing project**

- **Time series data on KPIs** are useful for the better monitoring of road safety performance and evaluation of road safety progress

- **Exposure data** (km/time driven, traffic characteristics, etc.) should also be collected, which combined with accident and KPI data can highlight the real dimension of the problem

- KPI data in **higher detail** and at **regional/local level** would reveal further risk factors, leading to more targeted road safety policies and measures
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