



National Technical University of Athens
Road Safety Observatory

Online
workshop
in the framework of

6TH UN GLOBAL ROAD SAFETY WEEK

17 - 23 May 2021



Streets for Life

Love30



Thursday
20 May
2021

Innovation in Road Safety Research

Collection of Road Safety KPIs in Greece

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Together with:
Katerina Folla, George Yannis



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

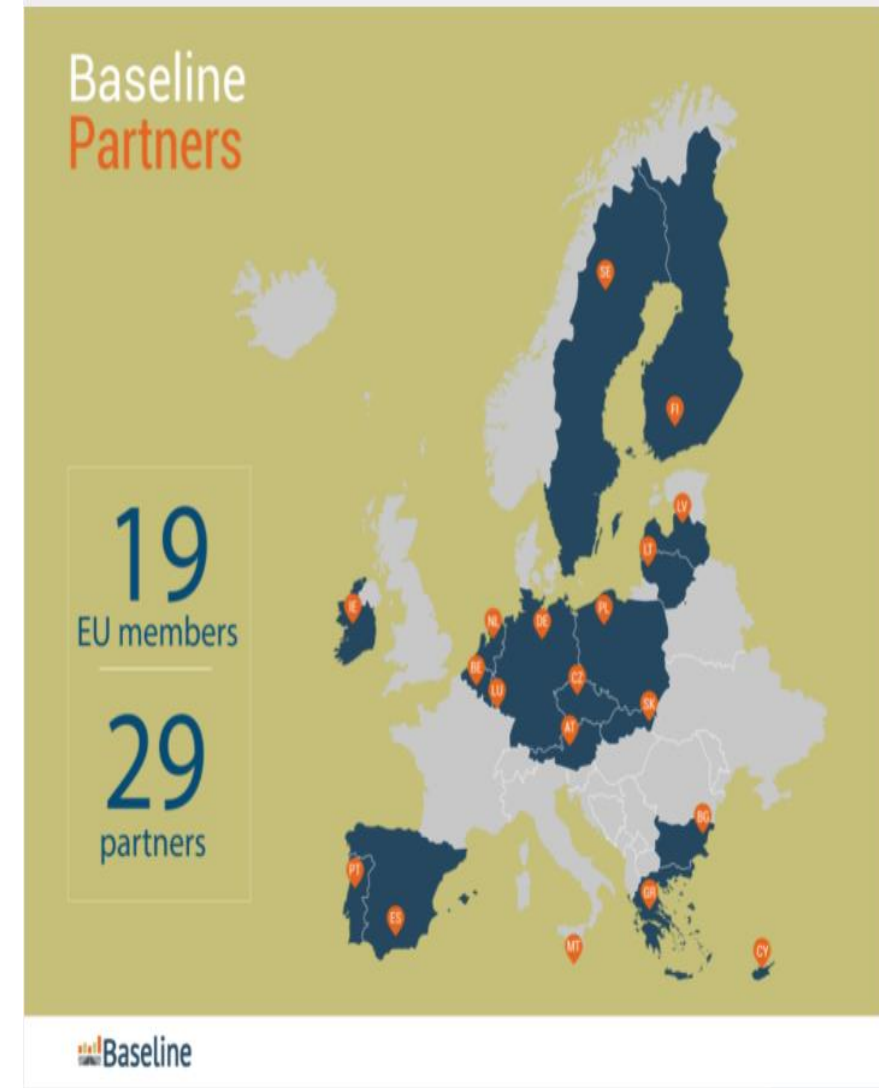


ΕΛΛΗΝΙΚΗ ΔΗΜΟΚΡΑΤΙΑ
ΥΠΟΥΡΓΕΙΟ ΥΠΟΔΟΜΩΝ ΚΑΙ ΜΕΤΑΦΟΡΩΝ



➤ 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**

Key →

Performance →

Indicator →

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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