

HELLENIC REPUBLIC INISTRY OF INFRASTRUCTURE AND TRANSPORT National Road Safety Strategic Plan Greece 2030

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### National Road Safety Strategy – Greece 2030

**Anastasios Dragomanovits** 

**Transportation Engineer** 

Together with: Yannis G., Laiou A., Nikolaou D., Folla K., Michelaraki E., Kallidoni M., Apostoleris K., Mavromatis S., Georgiopoulos S., Parissis M.

## A Modern Strategic Plan

- The Ministry of Infrastructure and Transport developed the National Road Safety Strategic Plan for the period 2021-2030, under the coordination of the Directorate of Road Traffic and Safety and with the scientific support of the Department of Transportation Planning and Engineering of the National Technical University of Athens.
- The National Strategic Plan concerns the definition, implementation and monitoring of the necessary actions to drastically reduce the number of persons killed and injured in road crashes.
- The development of the National Road Safety Strategic Plan was based on existing international experience, the detailed analysis of the Greek potential as well as on the systematic open consultation.



### **Strategic Plan Key Principles**

➢ Based on the principles of Vision Zero and Safe System Approach, a new holistic approach to road transport system's safety in Greece for the decade 2021-2030 has been adopted with the ultimate goal of achieving the ambitious vision zero fatalities by 2050.

#### Ambitious Vision

Vision zero road fatalities
Individual realistic targets
Safe mobility
(Public Transport, low speeds)

#### Shared Responsibility

- Safe System Approach
- Authorities
- accountability
- Changing habits

Digital management
Dynamic interconnectivity
Traffic automation

Innovative Technologies

- Funding
- Administration
- Monitoring

#### **Efficient Implementation**



#### Constant Road Safety Improvement in Greece

- During the last decade (2010-2020), Greece presented the most significant road safety improvement among the EU countries, with a 54% reduction in the number of fatalities in road crashes, achieving the target of road fatalities' reduction by 50%.
- Moreover, a 39% reduction in road crashes and a 72% reduction in serious injuries were recorded.





## Key Crash Causes

- The comparison of Greek and EU road crash statistics reveals the most significant road safety problems in Greece.
- One of them is the particularly high rate of powered two-wheeler (motorcycles and mopeds) riders' fatalities (36%), which is twice as high as the respective EU average (18%).
- Greece also presents one of the highest rates (54%) of road fatalities inside built-up areas (EU average: 39%), mainly due to motorcycle road crashes.
- 41% of total road fatalities concerned singlevehicle road crashes (EU average 31%), mainly due to inappropriate high vehicle speeds.

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	Greece			<b>EU27</b>	
	2019		2010-2019 (%)	2019 (%)	2019 (%)
Total fatalities	688		-45%	100%	100%
Drivers	470		-44%	68%	65%
Passengers	73		-70%	11%	15%
Pedestrians	145		-19%	21%	20%
Inside built-up areas	370		-38%	<b>54%</b>	39%
Outside built-up areas	318		-52%	<b>46%</b>	61%
On motorways	50		-43%	7%	9%
Passenger Cars	202		-63%	<b>29%</b>	44%
Motorcycles/Mopeds	247		-55%	<b>36%</b>	18%
Bicycles	22		-4%	3%	9%
Young drivers (18-24)	61		-54%	9%	8%
Older drivers (65+)	99		<b>-24%</b>	14%	15%
Children (0-14)	12		-60%	2%	2%
Male drivers	441		-43%	<b>64%</b>	55%
Female drivers	29		-52%	4%	8%
In crashes with Heavy Goods Vehicles	40		-61%	6%	13%
Drivers/Passengers in single- vehicle crash	280		-44%	41%	31%

Source: CARE, ELSTAT, Processing: D.T.P.E., / NTUA.

## Targets for the Reduction of Road Crash Casualties

	Target			Target (% reduction)			Lives to be saved (annually)		
	Baseline year 2019	2025	2030	Baseline year 2019	2025	2030	2025	2030	
1. Fatalities	688	482	344	-	30%	50%	206	344	
2. Killed Motorcyclists	247	148	84	-	40%	<b>66%</b>	99	163	
3. Cities with zero fatalities*	9	40	49	-	-	-	85	105	
4. Killed on motorways	50	10	0	-	80%	100%	40	50	
5. Killed on Greek islands	124	74	50	-	40%	60%	50	74	
6. Killed in single-vehicle crashes	280	152	95	51%**	40%**	35%**	128	185	
7. Road safety performance (fatality/population rate below EU average)	688	482***	344***	21 <sup>st</sup> position	16 <sup>th</sup> position	13 <sup>th</sup> position	206***	344***	
8. Serious injuries	652	456	326	-	30%	50%	196****	326****	

\* Cities with population between 50,000 and 100,000 inhabitants

\*\* Percentage of killed persons in single vehicle crashes in total number of killed occupants (drivers and passengers)

\*\*\* The estimation of the figures is based on population projections for Greece from the World Bank and the assumption that the same declining trend of road fatalities per population with that of the decade 2021-2030 remains for all EU countries, while Greece achieves the target of halving road fatalities in 2030

\*\*\*\* Seriously Injured road users to be saved (annually)



## Targets for Improving Road Safety Performance Indicators

Key Performance Indicators	Baseline year 2022	Target 2025	Target 2030
1. Speeding	29%	<20%	<15%
2. Seat-belt use	71%	>90%	>95%
3. Helmet use	79%	>90%	>95%
4. Driving under the influence of alcohol	1,2%	0,8%	0,6%
5. Mobile phone use	7%	<5%	<2%
6. Percentage of new passenger cars with 5 Euro NCAP stars	89%	95%	>99%
7. Percentage of TEN-T network (≥3 stars i-RAP/EC)	50%*	65%	80%
8. Emergency response time (minutes)	49**	39	32

\* Estimation to be confirmed after the relevant Network-wide road safety assessment

\*\* Baseline year 2020



## Structure of Strategic Plan Implementation Authorities





## **Road Safety Actions and Measures**

	Pillars	Actions	Measures		
Μ	Road Safety Management	9	40		
В	Road User Behaviour	8	40		
I	Road Infrastructure & Traffic	13	61		
V	Vehicle	8	31		
Ρ	Post-crash Care	6	28		
	Total	44	200		



# **Key Priority Actions**

- ► New Road Safety Law
- Integrated System of Infringement Management
- Systematic Enforcement
- Rural Roads Improvements
- Interventions in Cities
- > 30 km/h Zones in cities
- ► National Road Safety Fund
- National Road Safety Observatory
- Ten-year Communication Policy



## Streets for Life

#### Systematic Road Safety Interventions in Cities

- The coexistence of all road user types in the urban road environment makes it imperative to develop and implement new Sustainable Urban Mobility Plans, carry out systematic road safety audits of the existing road network and systematic interventions such as:
- > 30 km/h zones in all central urban areas
- Construction of roundabouts
- Redesign of intersections
- Widening of sidewalks
- Upgrading of road pavements, markings, safety barriers, lighting, and vegetation maintenance
- Traffic Calming Measures
- > 20 km/h speed limit around schools
- Upgrading of pedestrian crossings
- Development of infrastructure for bicycle and micro-mobility traffic





# Scientific and Social Impact

- All road safety factors (road user, road environment, vehicles, enforcement, social, institutional and economic environment) have been addressed in the proposed Actions and Measures.
- The need for developing a shared responsibility has been be clearly established.
- For the first time all public and non-public road safety stakeholders actively participated in the development of the strategic plan through a wide and organized consultation.
- Multi-level digital applications will be exploited to make technology a great ally in the new road safety model.





# **Future Challenges**

- The key to achieve the ambitious vision of Strategic Plan is its effective implementation.
- > The successful implementation requires:
  - targeted and efficient funding
  - strong and knowledgeable administration
  - systematic monitoring of actions and performance (implementation of actions, road safety performance compared to targets set, effectiveness of measures)







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