

International Workshop - 7 July 2000

**DEVELOPMENT OF A STRATEGIC PLAN FOR
THE IMPROVEMENT OF ROAD SAFETY IN
GREECE**

*Research Project carried out for the Ministry of National Economy
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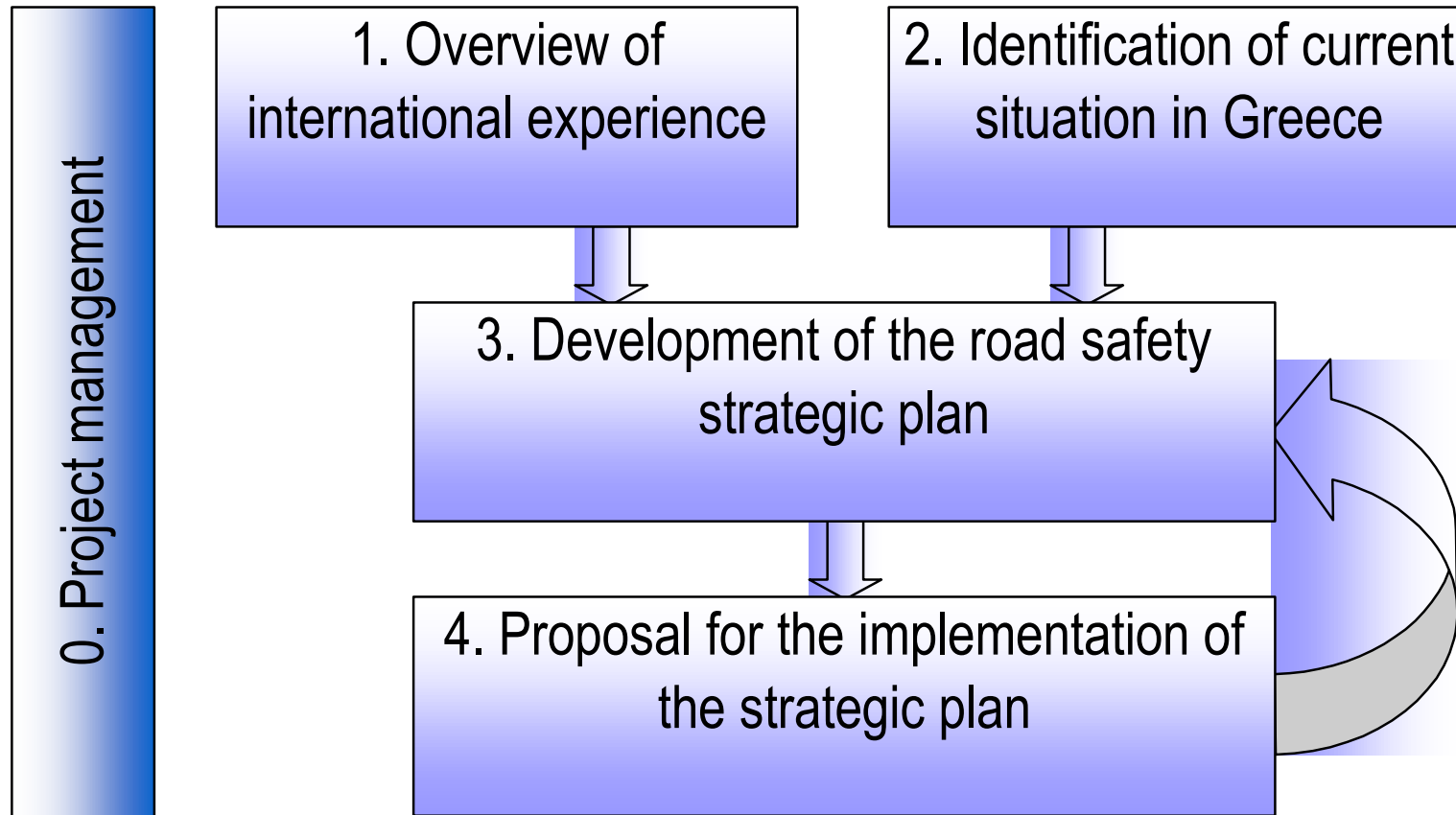


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National Technical University of Athens

Project Objectives

- to develop a strategic plan for the improvement of road safety in Greece,
the implementation of which could lead to a decrease in the number of persons killed in road accidents of:
 - **20% up to 2005 and**
 - **40% up to 2015.**
- to support the procedure, which incorporates specific road safety actions in the 3rd EU Community Cohesion Fund.

Methodology



The Methodology Tools

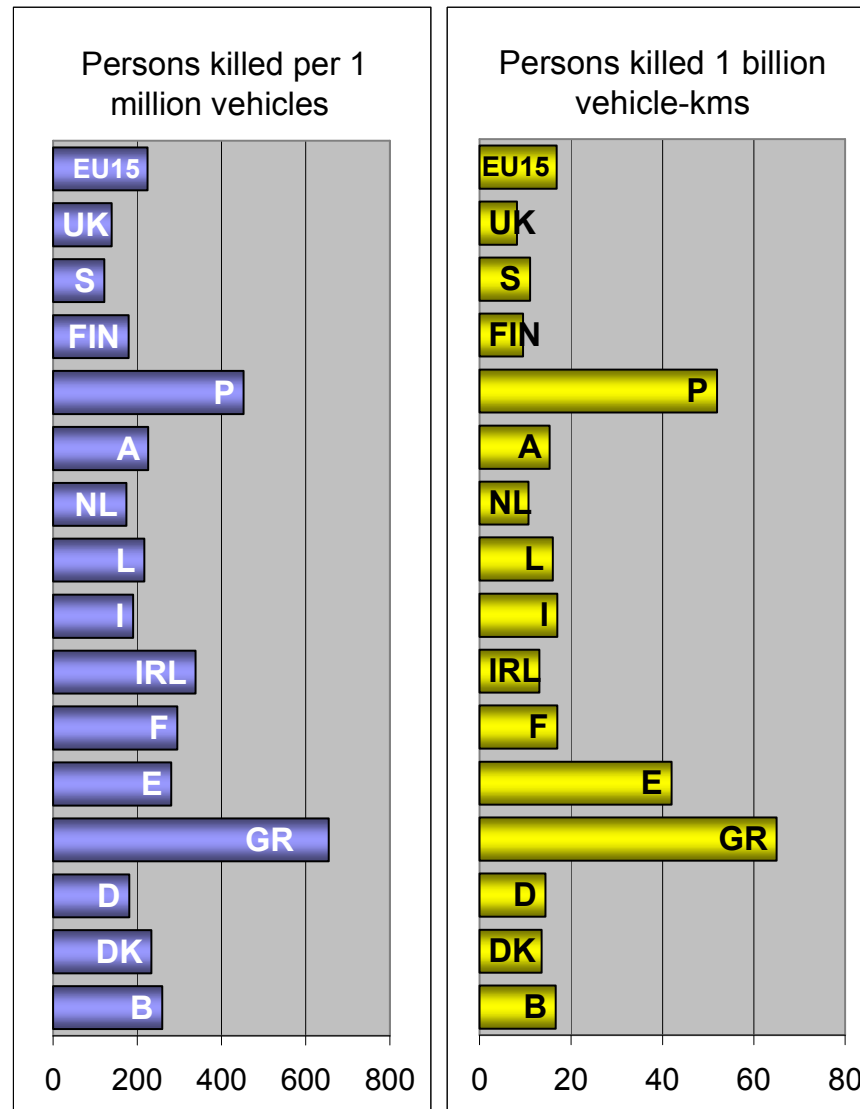
- Literature review - national & international studies
- Use of adequate data bases with accident and traffic data
- Use of existing national and international experience
- National and international workshops with experts
- Forums with all the parties concerned - feedback from the competent administrations
- A compact research team

Work Package 1.

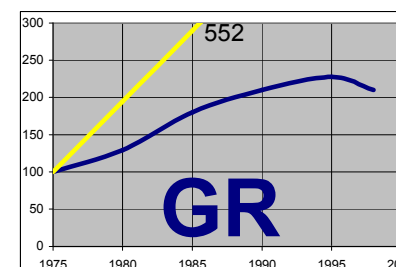
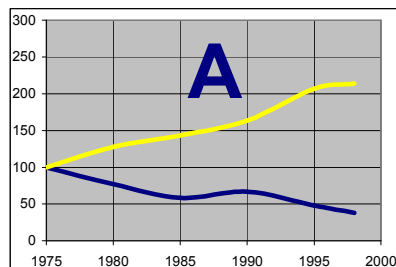
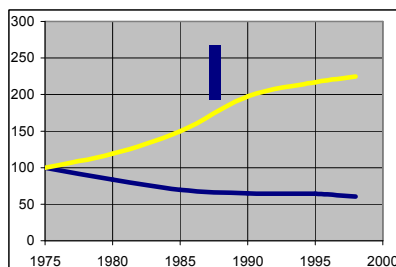
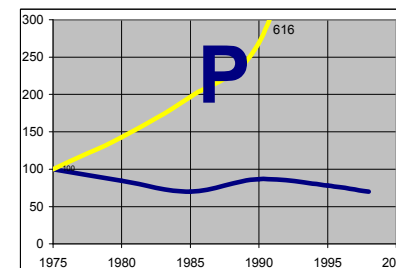
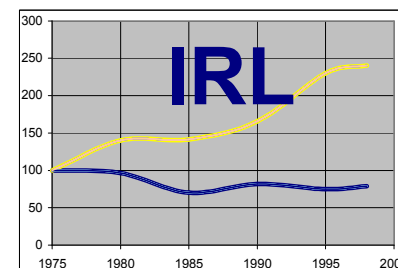
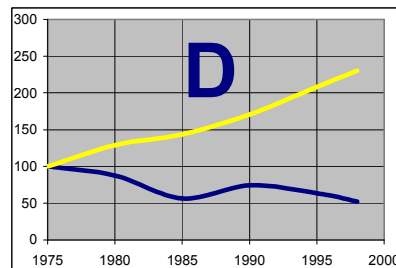
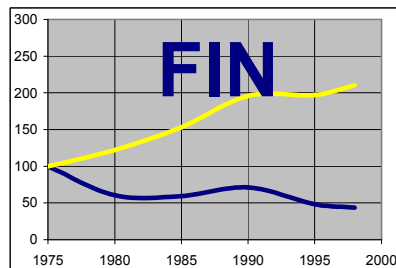
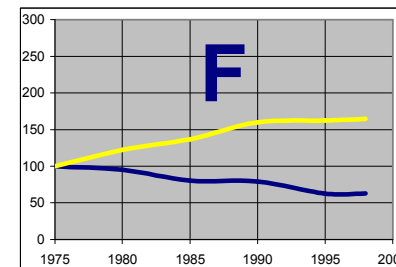
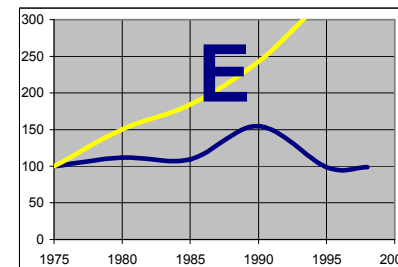
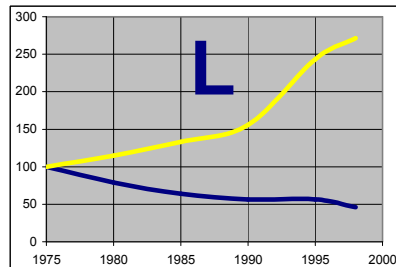
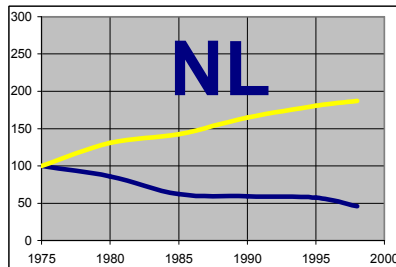
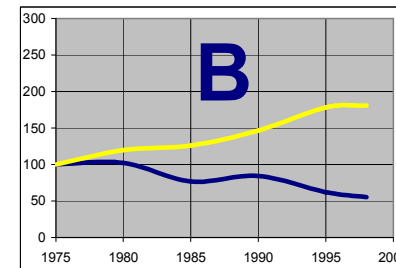
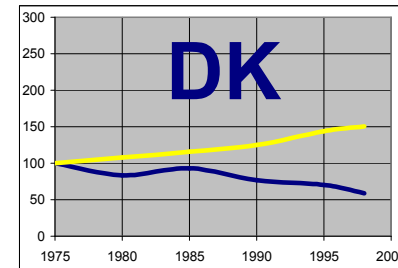
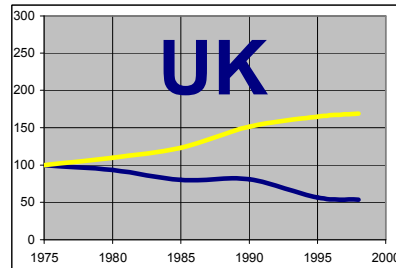
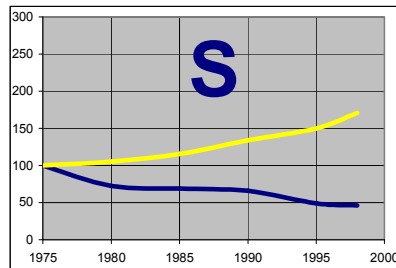
Overview of international experience

- 1.1. Road safety level at the European countries
- 1.2. European drivers' behaviour
- 1.3. Successful road safety measures world-wide
- 1.4. National Road Safety Policies world-wide
- 1.5. European Road Safety Policy

Road Fatality Indices in the EU countries - 1996



Trends of fatalities and vehicle fleet in the EU countries



Attitudes and behaviour of European Drivers

(SARTRE survey, 1997)

European Drivers are very sensible on road safety

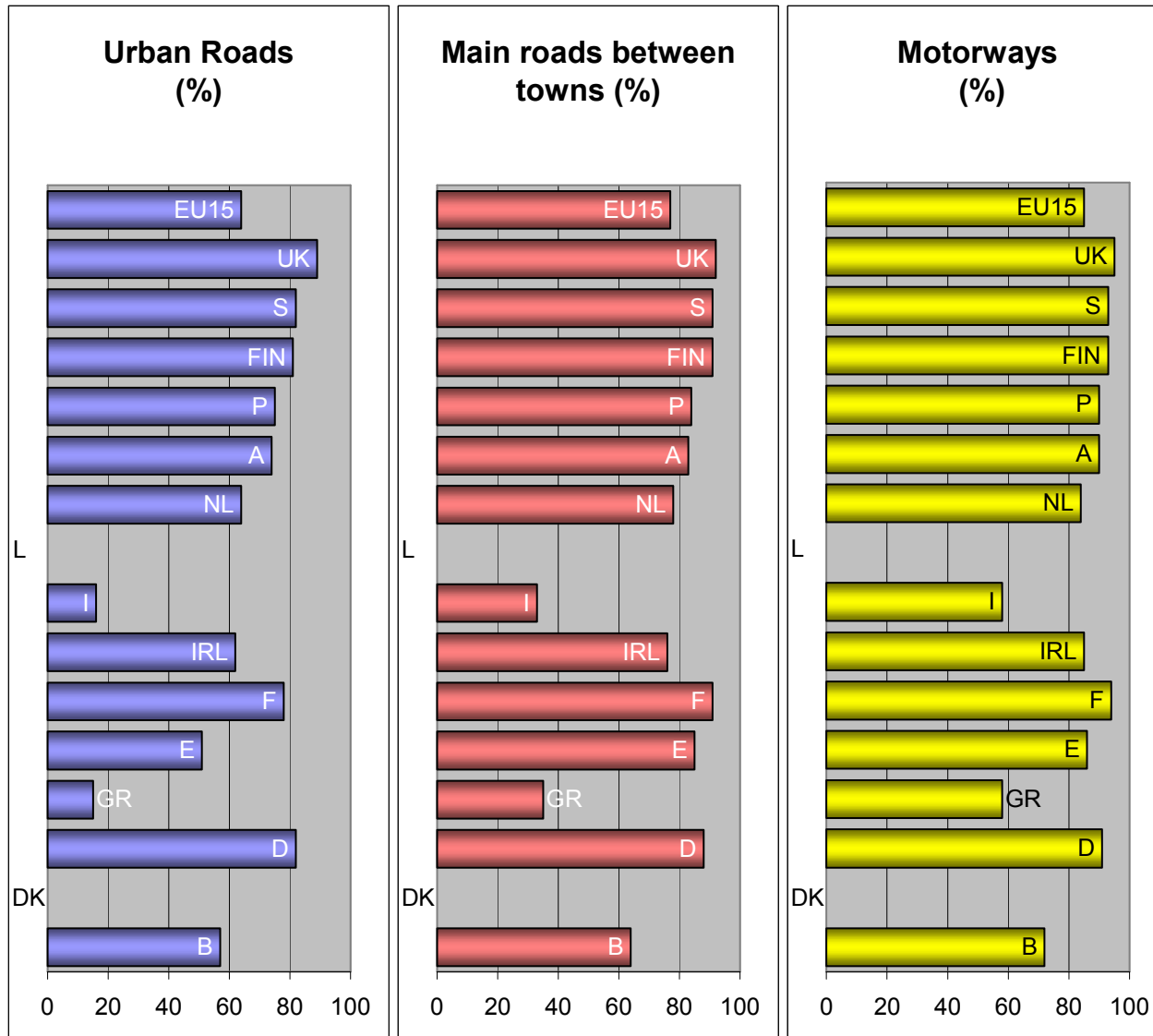
Most important topics of concern refer to:

- Speed excess
- Drinking and driving
- Seat belt use
- Enforcement

In several cases, the attitude of Greek drivers is less safer than the equivalent attitude of the Western Europeans.

Declared use of seat belt in the EU countries

(SARTRE survey, 1997)



Road Safety Measures in the EU countries

- Information campaigns - education
- Law provisions
- Enforcement intensification, alternative penalties
- Improvement of the infrastructure
- Measures for the vulnerable road users
- Development of strategy and program implementation
- Vehicle control and special measures for vehicles
- Monitoring of the road safety level
- Specific actions on seat belt use, speed excess, drink&drive

National Road Safety Strategic Plans

	Country	Title	Period	Target	Defining elements					
				Reduce the number of persons killed by at least:	(A) Road	(B1) Users	(B2) Vehicles	(C) Enforcement	(D) Post-crash treatment	(E) Organizing Financing
1.	UK	Next Steps	1987 - 2000	33% (of average 81-85) by 2000	√	√	√	√		√
		Tomorrow's Roads - Safer for everyone	2000 - 2010	40% (of average 94-98) by 2010	√	√	√	√		√
2.	Sweden	Action Programme	1995 - 2000	50% (of average 89-93) by 2010	√	√	√	√	√	√
		Vision Zero	1997 - 2007	25% (of average 96) by 2000 50% (of average 96) by 2007	√	√	√	√	√	√
		Special Plan	2000 - 2007	50% (of average 96) by 2007	√	√	√	√	√	√
3.	Ireland	The Road to Safety	1998 - 2002	20% (of 97 level) by 2002	√	√	√	√		√
4.	Austria *	Programme 2002	2002 - 2011	25% (of 86 level) by 2000 50% (of 86 level) by 2005	√	√	√	√		√
5.	Netherlands	Long-range programme for road safety	1996 - 2000	25% (of 86 level) by 2000 50% (of 86 level) by 2010	√	√	√	√		√
6.	Portugal	The 2000 Safety Plan	2000 - 2005	EU average by 2005						
7.	Finland	Road Safety Strategy	1997 - 2000	50% (of 89 level) by 2000 65% (of 89 level) by 2005	√	√	√	√		√
8.	EU(15)	5 Years Action Plan	1997 - 2001	16% (of 97 level) by 2000 40% (of 97 level) by 2010	√	√	√	√	√	√
9.	Norway	National Transport Plan	2002 - 2011	30% (of 99 level) by 2012	Is currently being prepared					
10.	USA	AASHTO Strategic Highway Safety Plan	1997 - 2004	15% (of 97 level) by 2004	√	√	√			
11.	Australia	National Road safety Strategy	1992 - 1996	60% (of 89 level) by 2001	√	√	√	√	√	√
		Draft Strategy 2000	2000 - 2010	50% (of 99 level) by 2010	√	√	√	√	√	√
12.	New Zealand	National Road safety Plan	1995 - 2000	40% (of 99 level) by 2001	√	√	√	√	√	√

Work Package 2.

Identification of current situation in Greece

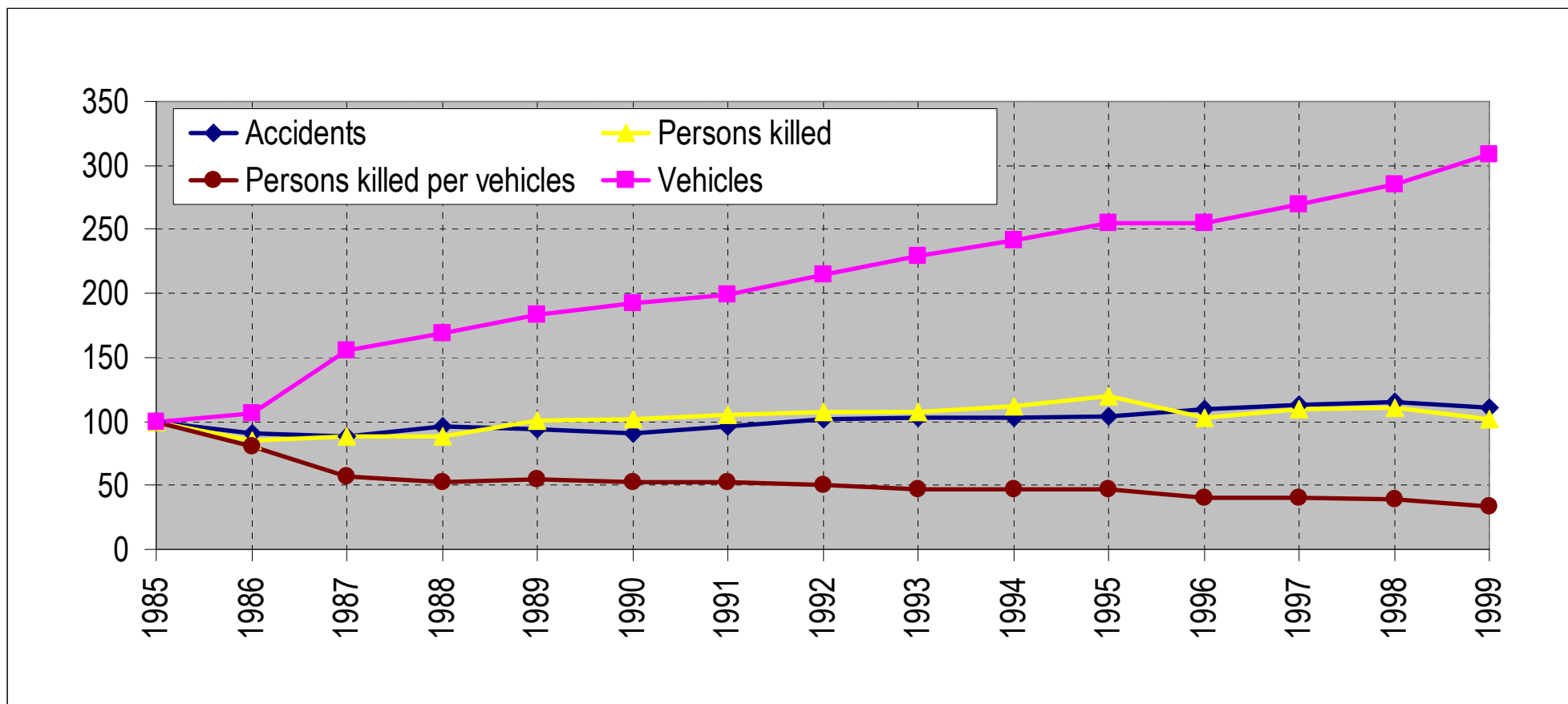
2.1. Analysis of accident factors in Greece

2.2. Drivers' opinion and behaviour in Greece

2.3. Road safety measures in Greece

2.4. Institutional framework

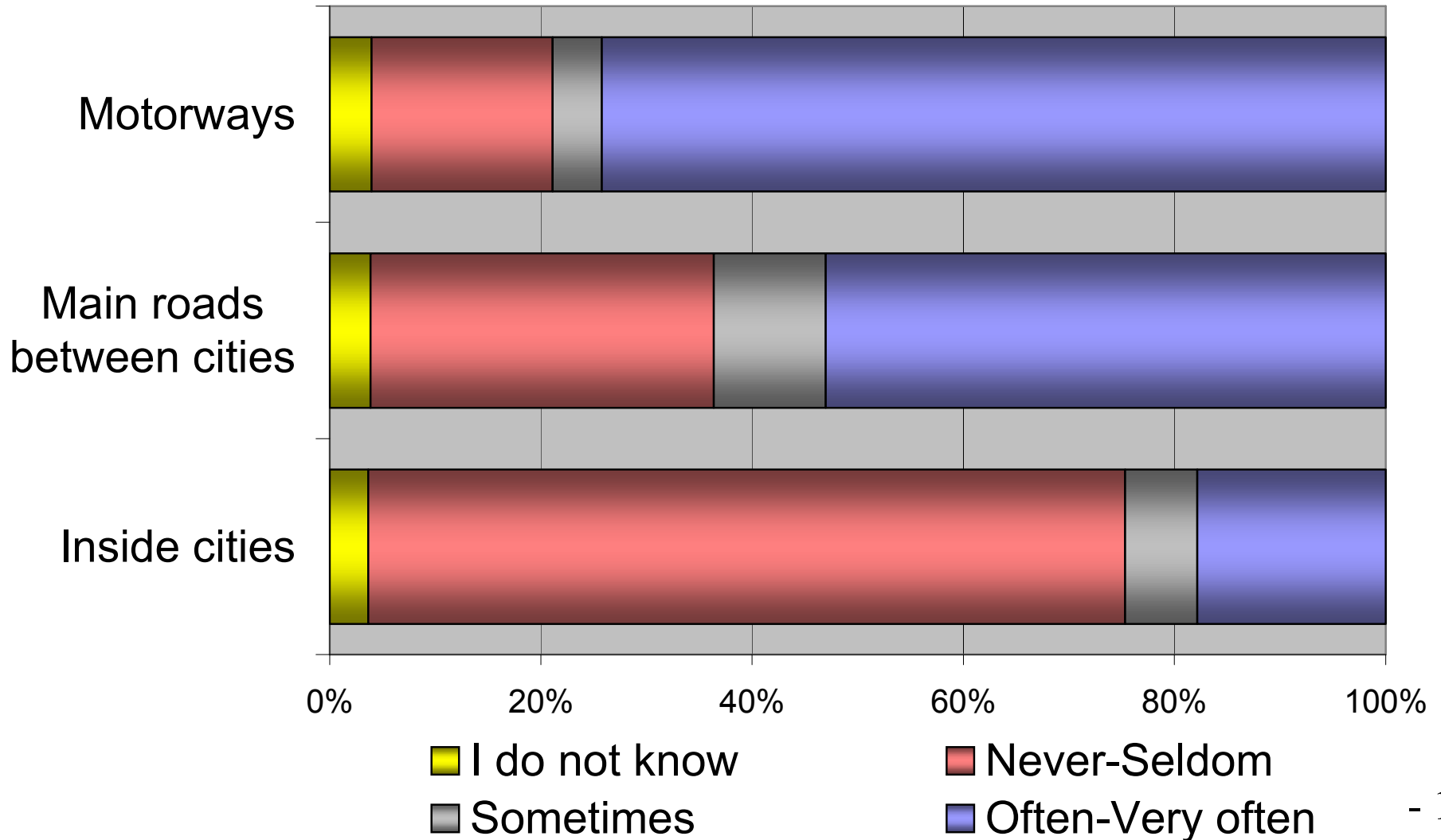
Trends of basic figures in Greece



Accident severity by road type in Greece (1985-1993)

Road Type	Inside built-up areas	Outside built-up areas	<i>Total</i>
National	10	14	<i>13</i>
Rural	7	9	<i>9</i>
Local	4	12	<i>4</i>
<i>Total</i>	<i>4</i>	<i>11</i>	<i>6</i>

How often do you use the seat belt? (SARTRE survey 1997, Greece)



Road safety policy in Greece

- Identification and interventions in Black Spots (1985)
- Compulsory use of helmets (1986)
- Compulsory installation and use of seat belts (1987)
- Compulsory vehicle technical control (1990)
- Building up motorways (1991)
- Update of the Road Code (1993, 1999)
- Introduction of alcotest (1994)
- Information campaigns
- Coordinated enforcement (1999)
- New training - examination system for drivers (1999)

Drawbacks of Road Safety Policy in Greece

- Lack of systematic and continuous implementation of the measures, resulting in short lifetime of these measures and insufficient coordination between competent bodies, limiting thus the efficiency of the measures.
- Lack of systematic monitoring of road safety level and corresponding evaluation of the effectiveness of the measures.
- Lack of systematic and continuous enforcement of road safety measures followed by quantified monitoring of their effectiveness.
- Drawbacks in road network and insufficient maintenance.
- Lack of an effective road safety training and education system as well as a reliable vehicles technical control system.

Work Package 3.

Development of the road safety strategic plan

- 3.1. Elaboration of an actions' framework
- 3.2. Targets of the strategic plan
- 3.3. Integrated road safety policy
- 3.4. Specific road safety measures

The four main directions / programmes of the Greek Road Safety Strategic Plan

The safe road environment

- Black Spot treatment
- Improvement of signing
- Improvement of artificial lighting
- Use of skid-resistant surface treatment
- Implementation of road safety audits
- Elaboration and adoption of standards
- Establishment of the coordination and monitoring structure

Safety of the user and the safe vehicle

- Support to the driver training and examination system
- Modernisation of the vehicle technical inspection centres
- Programmes of the traffic education - mainly at schools
- Targeted information campaigns
- Research for the analysis of accident causes
- Incentives for the improvement of passive safety equipment
- Establishment of the coordination and monitoring structure

Efficient enforcement for road safety

- Advanced and conventional equipment for traffic control
- Infringement recording equipment
- Integrated enforcement programme
- Improvement of the immediate intervention system
- Improvement of accident data recording system

Efficient post crash treatment

- Appropriate equipment of the emergency services
- Development of emergency plans and local coordination centers
- Improvement of injuries emergency treatment at the hospitals

Implementation of the Strategic Plan

by the four main State, road safety related, Authorities (Ministries),
each of them exclusively responsible
for each main direction / programme.

Overall planning and implementation coordination

of the road safety Strategic Plan belongs to
an Authority with a coordination profile.

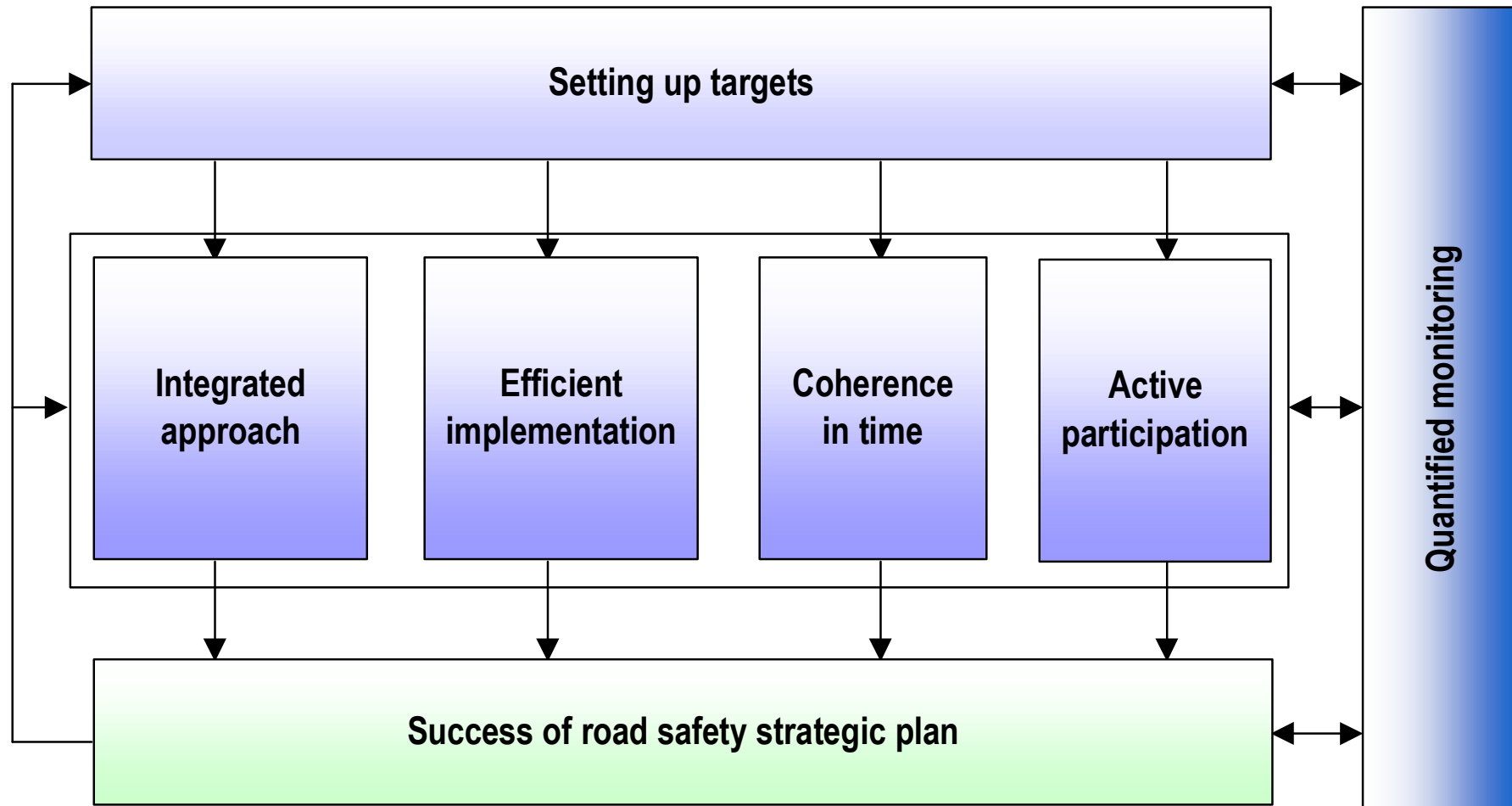
Annual process of implementation monitoring
and budget allocation.

Work Package 4.

Proposal for the implementation of the strategic plan

- 4.1. Institutional, organisational and operational framework.
- 4.2. Promoting the strategic plan.
- 4.3. Step-by-step implementation and priorities.
- 4.4. Quantitative monitoring.

Main principles for successful implementation



The necessary implementations actions (in collaboration with the Interministry Committee)

- Establishment of the National Authority for the Coordination of the Strategic Plan at Inter-Ministry level, endowed with the necessary competences and budget
- Establishment of a decentralised system for the execution of the National Road Safety Strategic Plan
- Establishment of an advanced information system for the monitoring and evaluation of the road safety level and the progress of the strategic plan

Implementation time schedule

