Road Safety for the New Attica Transportation Strategic Plan

Stella Roussou

Transportation Engineer, PhD Candidate

Together with:
Dimitrios Nikolaou, Anastasios Dragomanovits, Ourania Basta, George Yannis

Department of Transportation Planning and Engineering
National Technical University of Athens

Artificial Intelligence for Road Safety and Mobility Workshop

8th UN Global Road Safety Week

Athens, 15 May 2025

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Road Safety for the New Attica Transportation Strategic Plan

- **Athens Urban Transport Organisation**
  supported by NAMA Consulting Engineers and Planners S.A.

- **Duration of the project**:

  26 months
  (February 2024 – March 2026)

- **Framework Program**:

Co-funded by the European Union

ΕΣΠΑ 2021-2027
Βιώσιμη Ανάπτυξη για Όλους
Partnership Agreement 2021-2027

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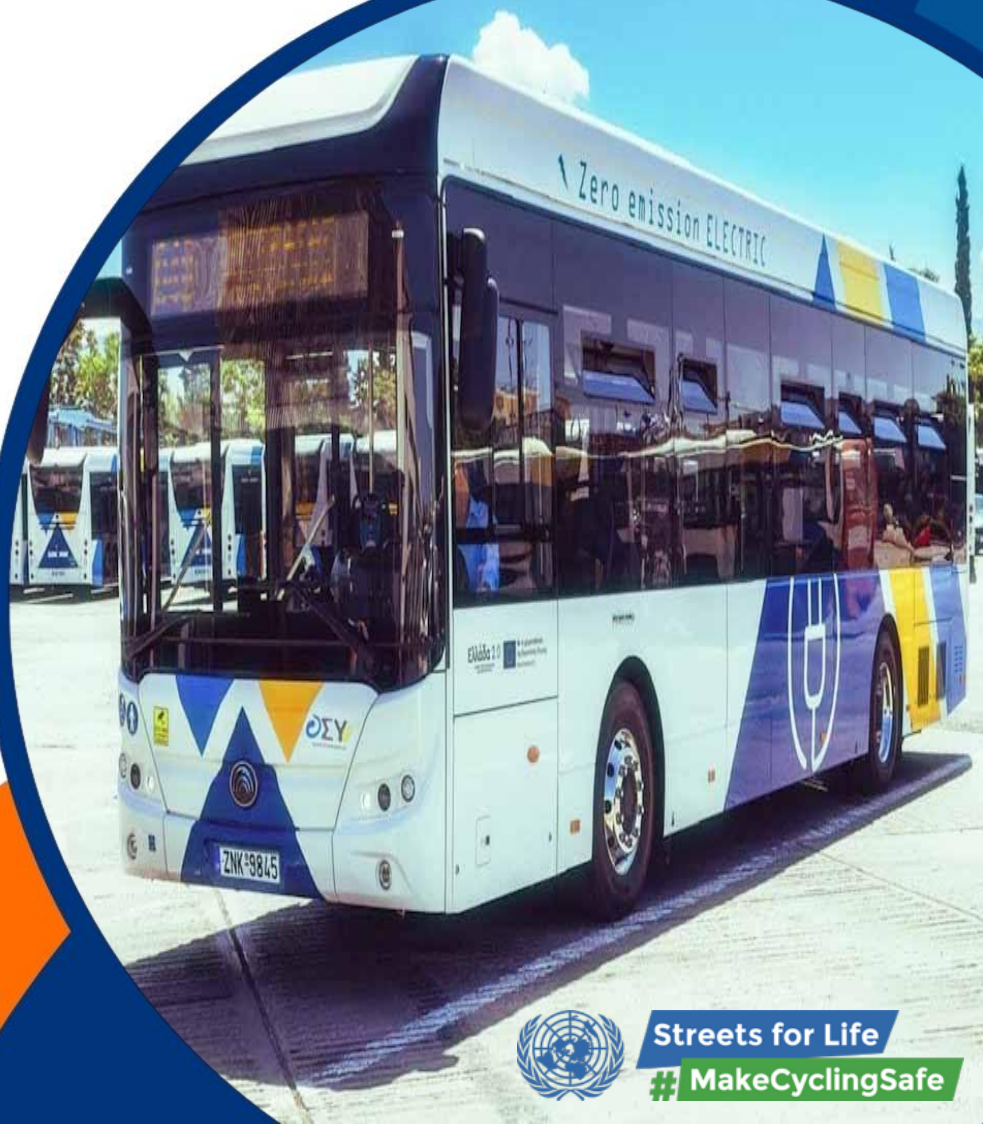
Objectives

- Develop, shape, and document the road safety dimension of the new Strategic Transport Plan for Attica for the next 20 years (up to at least 2044).
- Identify and assess key risk factors and crash-prone locations involving urban public transport vehicles, using detailed data analysis and field inspections.
- Design evidence-based measures, actions, and proposals aligned with sustainable and safe mobility, modern practices, technologies, and innovation.

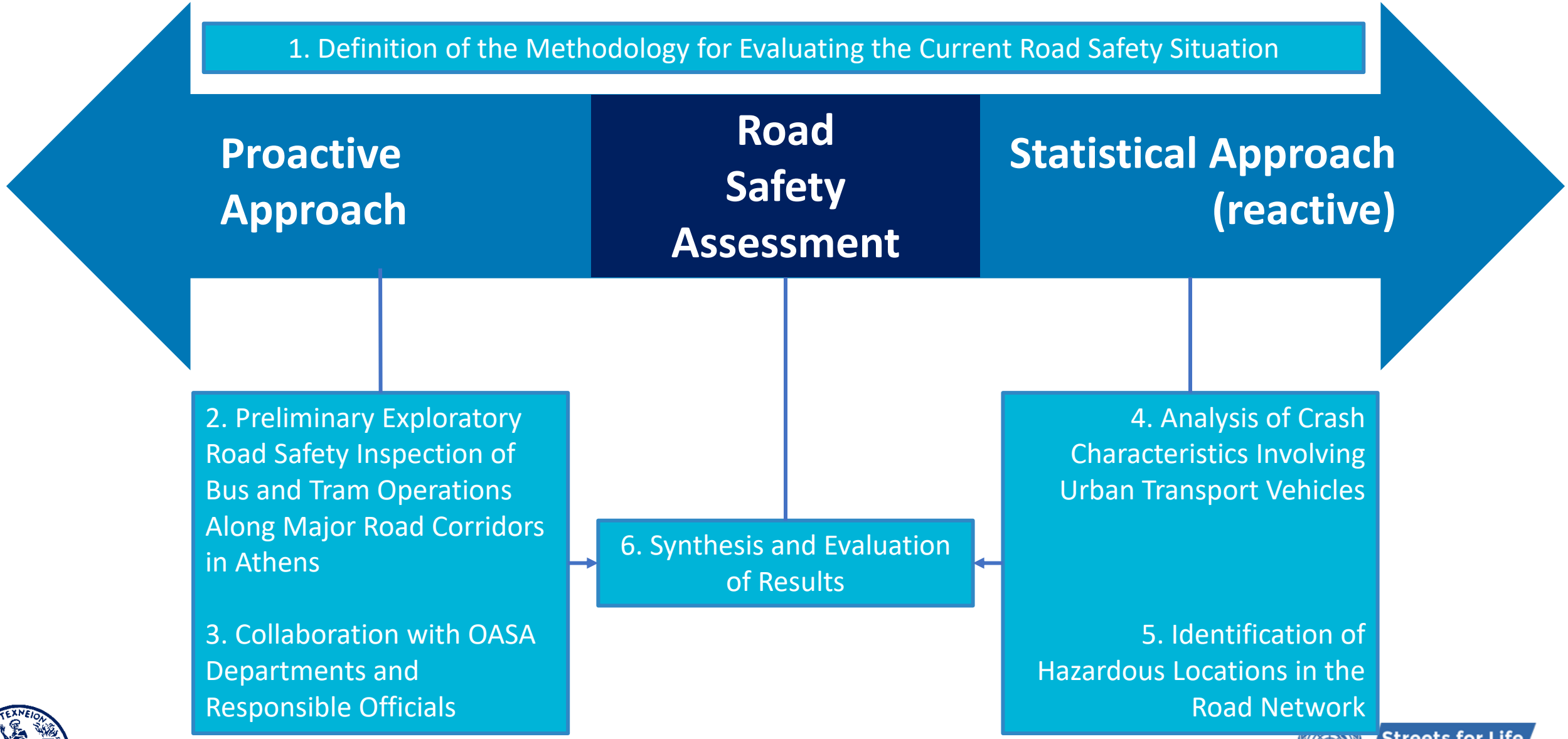


Phases

- Phase A (due 12/2024): Documentation and analysis of the current situation. (Deliverable A3. Current Road Safety Situation)
- *Phase B: Mobility study and data collection (no road safety-related deliverables)*
- Phase C (due 9/2025): Strategic Transport Plan development. (Deliverable C3. Road Safety)
- *Phase D: Detailing and refinement of selected measures (no road safety-related deliverables)*

Road Safety – Methodology (Phase A)

supported by NTUA



Road Safety – Key Results (Phase A)

supported by NTUA

Urban public transport in Attica is the safest mode of travel

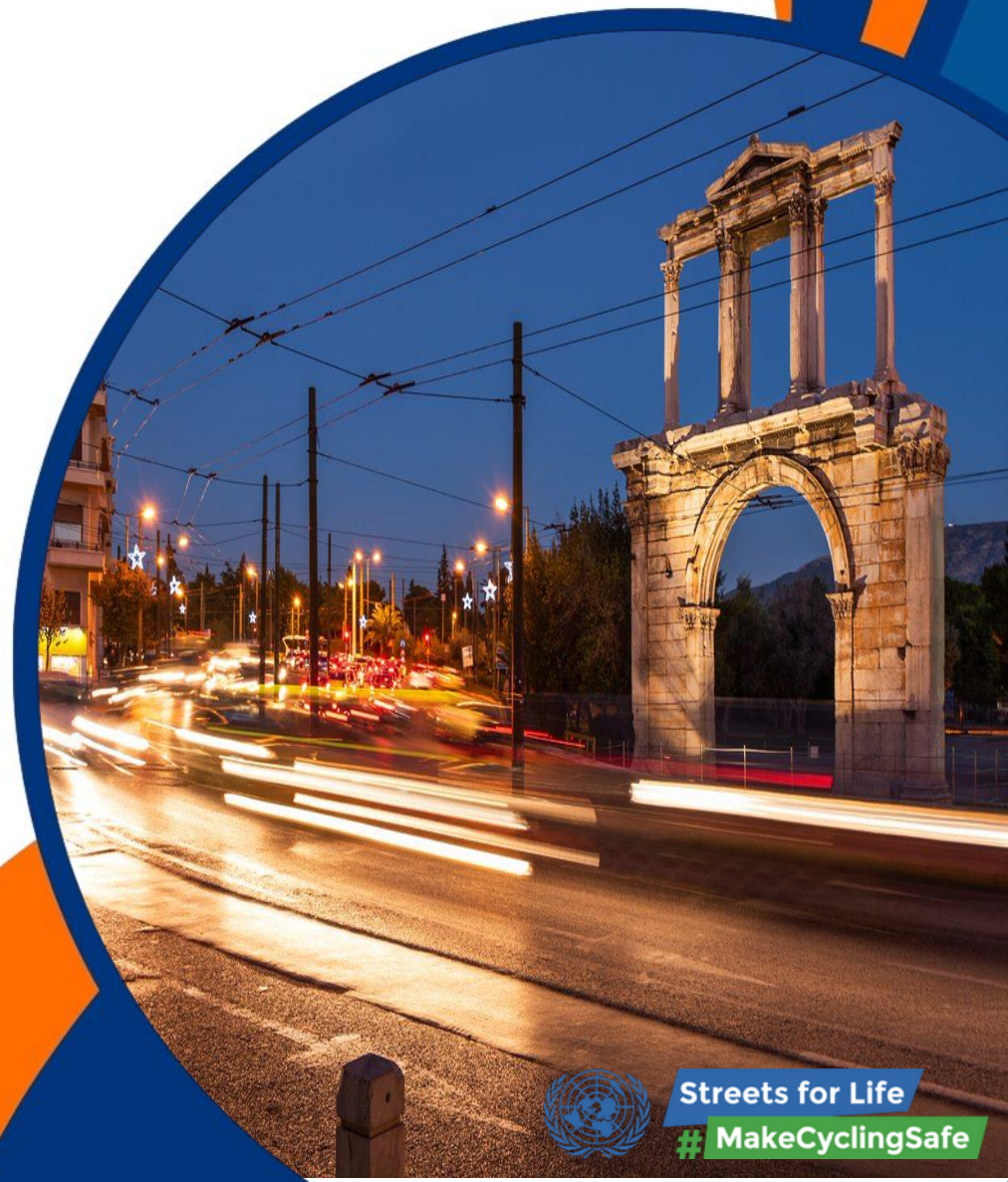
- Only 1.75% of total crashes (580/32,995) during 2017-2022 involved public transport vehicles
- Just 1.61% of all fatalities (16/995) occurred in these crashes

Crash trends and severity

- Significant drop in 2020 due to COVID-19 restrictions
- Rise post-pandemic, peaking at 111 crashes in 2021
- Fatalities and serious injuries remain consistently low

Temporal patterns

- Most crashes occur on weekdays and during peak hours
- Highest crash frequencies: September & October
- Lowest in August & April due to holiday periods



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Road Safety – Key Results (Phase A)

supported by NTUA

Crash types and causes

- Common types: side/front-side collisions, with pedestrians
- Key causes: failure to yield, traffic violations

High-risk areas

- Municipalities: Agia Varvara, Piraeus
- Major roads: Kifisias, Vouliagmenis, Syngrou avenues

Key infrastructure issues (field inspections & agency input)

- Poor road maintenance
- Illegal parking
- Obstacles near stops on high-speed corridors threaten passenger safety
- Garbage bins placed too close to the road (on narrow sidewalk areas)
- Visibility issues for pedestrians crossing tram tracks

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- Public transport is already the safest mode of urban travel in Attica, accounting for just 1.75% of crashes and 1.61% of fatalities between 2017-2022.

- Strengthening the role of public transport in the urban environment directly contributes to safer streets for all by reducing private car use and minimizing traffic risk exposure.

- Ensuring safer streets for life requires a systemic approach that connects infrastructure improvements, effective traffic management, and user education, enhancing protection for all road users, including passengers, pedestrians, cyclists, and professional drivers.

Scientific and Social Impact

- The Plan enables evidence-based prioritization of safety measures -focusing investments where risk, need, and impact align, including high-risk corridors and vulnerable user groups.

- Collaborative processes (including input from OASA, OSY, STASY, and inspections) ensure scientific rigor is combined with practical knowledge and frontline experience.

Future Challenges

- Despite the high safety levels of public transport, persistent issues like poor road maintenance, illegal parking, etc., pose ongoing risks that must be systematically addressed.

- The next phases will define and justify safety interventions, translating current findings into targeted, costed, and scheduled actions for safer public transport mobility.

- Adapting to climate resilience, evolving mobility patterns, and increasing demand for safe, sustainable transport will require flexible, long-term planning.

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