Supporting Road Safety Policy in Greece with results from the ESRA3 Survey

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Outline

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2. Thorough Analysis of ESRA Survey results for Road Safety in Greece

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Road Safety success story in Greece and the support of ESRA Survey

Road Safety in Greece

- Road fatalities in Greece in 2025 presented a significant decrease (22.3%) compared to 2024, according to provisional ELSTAT and Traffic Police data

- This is the result of intensified enforcement of helmet wearing and drink-and-drive by the Police, together with the new Road Traffic Code (voted June, in force since September) which led to an astonishing improvement of driver behaviour

- These highly successful initiatives led to a record saving of 148 lives: 517 fatalities in 2025 vs 665 in 2024

- With 49.7 fatalities per million population, Greece is leaving the zone of lowest performance EU countries (63.8/million in 2024) and is approaching the EU average (43 fatalities per million population)

From ESRA evidence to Greece's National Road Safety Strategy

- ESRA 1 and ESRA2 identified key behavioural issues which were taken into account at the development of the National Road Safety Strategy 2021–2030 (published October 2022)
- Key crash causes identified in the NRSS: speeding and motorcycle low helmet compliance (ESRA2: 42.4% of PTW riders self-reported riding without a helmet; self-declared speeding 45% in built-up areas, 56.4% outside built-up, 61.3% on motorways)
- Implementation of the NRSS began in 2024, with enforcement focused on DUI of alcohol and helmet use
- Results: lowest number of road fatalities ever recorded and the highest annual reduction (-22%)

A New Road Safety Culture in Greece with the New Road Traffic Code

- rationalising and simplifying penalties, linking them to the seriousness & magnitude of offences
- punishing drivers instead of vehicles, especially recidivists
- deployment of 3000 cameras for key violations (speeding, helmet, seatbelt, mobile use)
- introduction of digital management of fines
- 30km/h speed limit in all urban streets in Greece, of one or two directions with one lane per direction – the second EU country after Spain (from 1 January 2026)
- introducing two-wheeler filtering & advance stopping zones

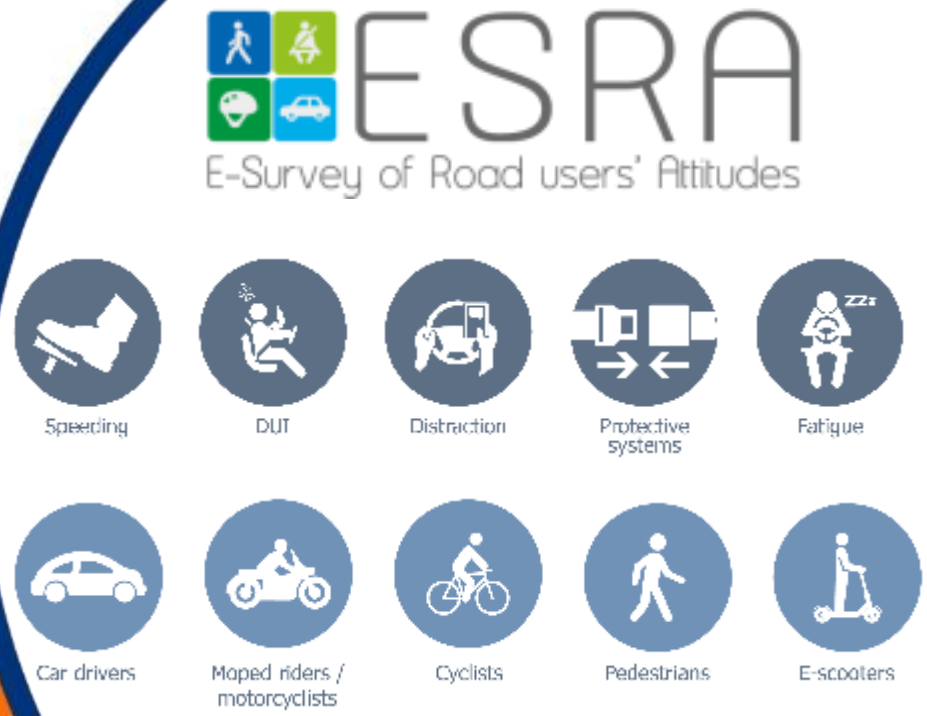
ESRA Data for Road Safety Strategies

- Internationally comparable data on attitudes, self-declared behaviour, enforcement support and acceptance of policy measures
- Used also by the European Commission in EU Country Profiles and the EU Road Safety Policy Framework 2021-2030 KPIs
- Enables evidence-based identification of priority risk areas and policy gaps at national level
- Cross-national benchmarking helps countries learn from high-performers and target interventions

Thorough Analysis of ESRA Survey results for Road Safety in Greece

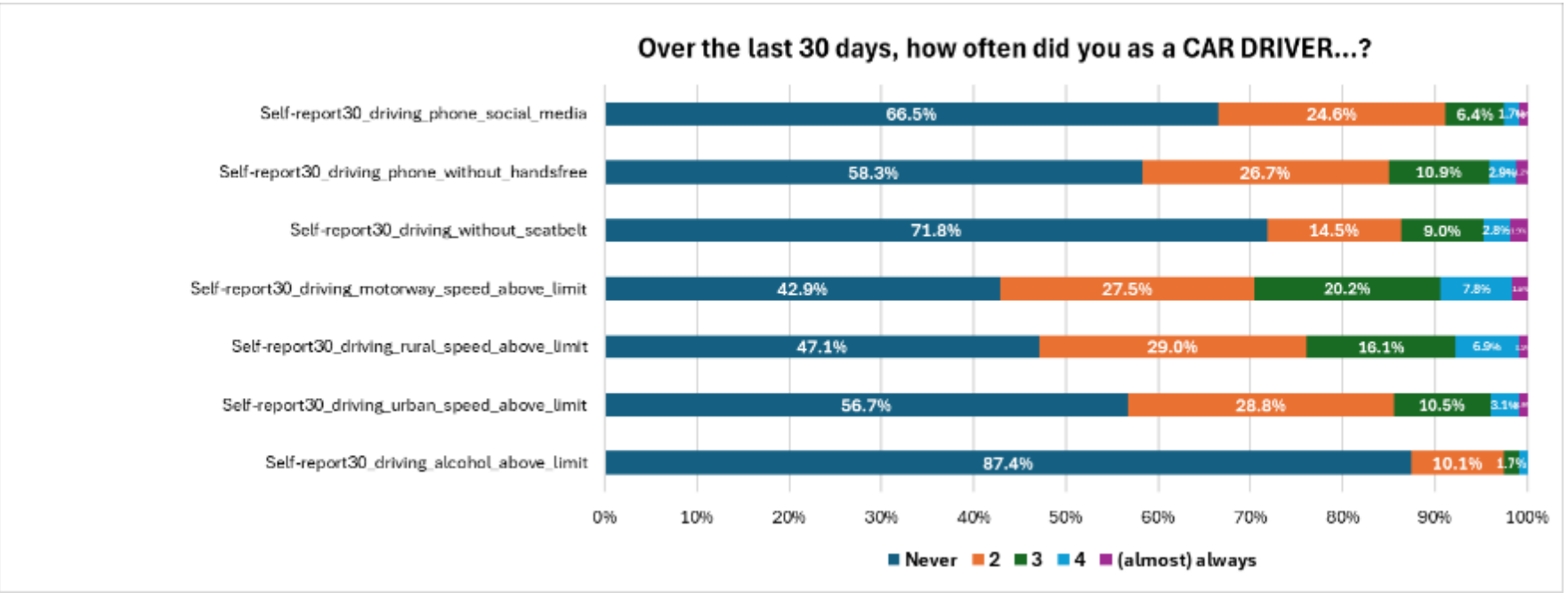
Methodology

- ESRA Survey Greek sample: 978 respondents, aged 18–74, covering car drivers, motorcyclists, cyclists, pedestrians & e-scooter riders
- Descriptive analyses: identifying prevalence of unsafe self-declared behaviours across all road user groups
- 6 Binary Logistic Regression models: examining associations between demographics, attitudes, risk perception & unsafe behaviours
- Results analysis and interpretation



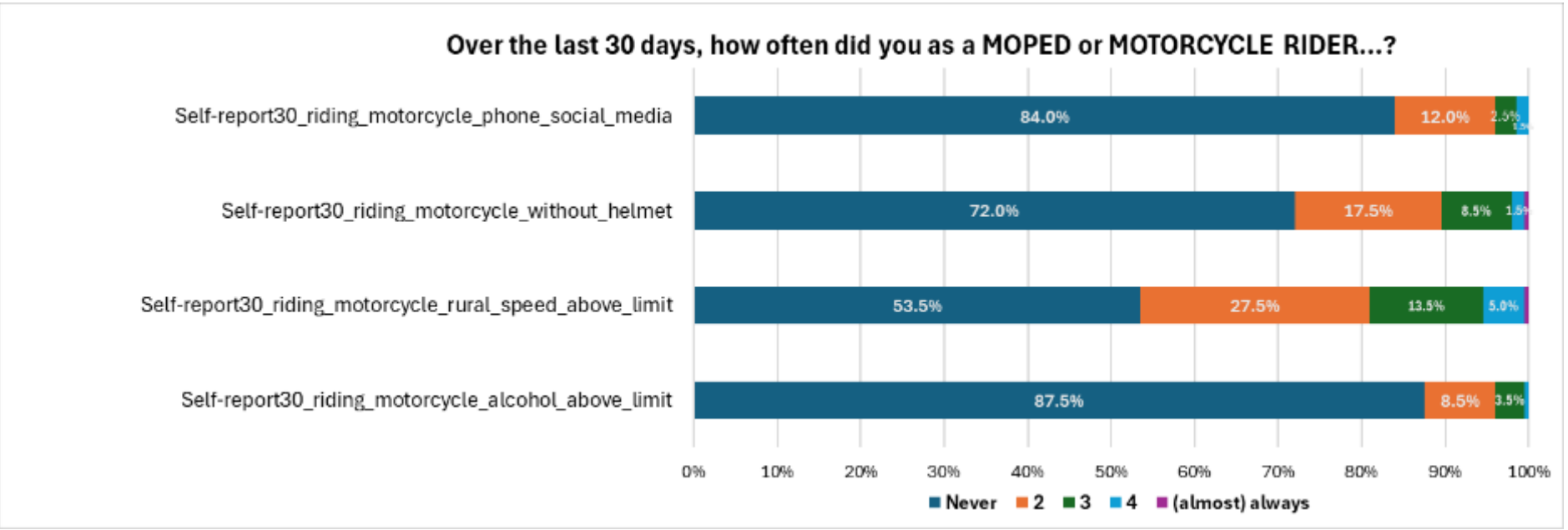
Unsafe Behaviours: Car Drivers

- 57% exceeded motorway speed limits at least once; 53% exceeded rural speed limits and 43% urban speed limits in the last 30 days
- 42% used a handheld phone at least once while driving; 34% used phone for social media
- 28% drove without a seatbelt at least once
- 13% drove when they may have been over the legal limit for drinking and driving at least once



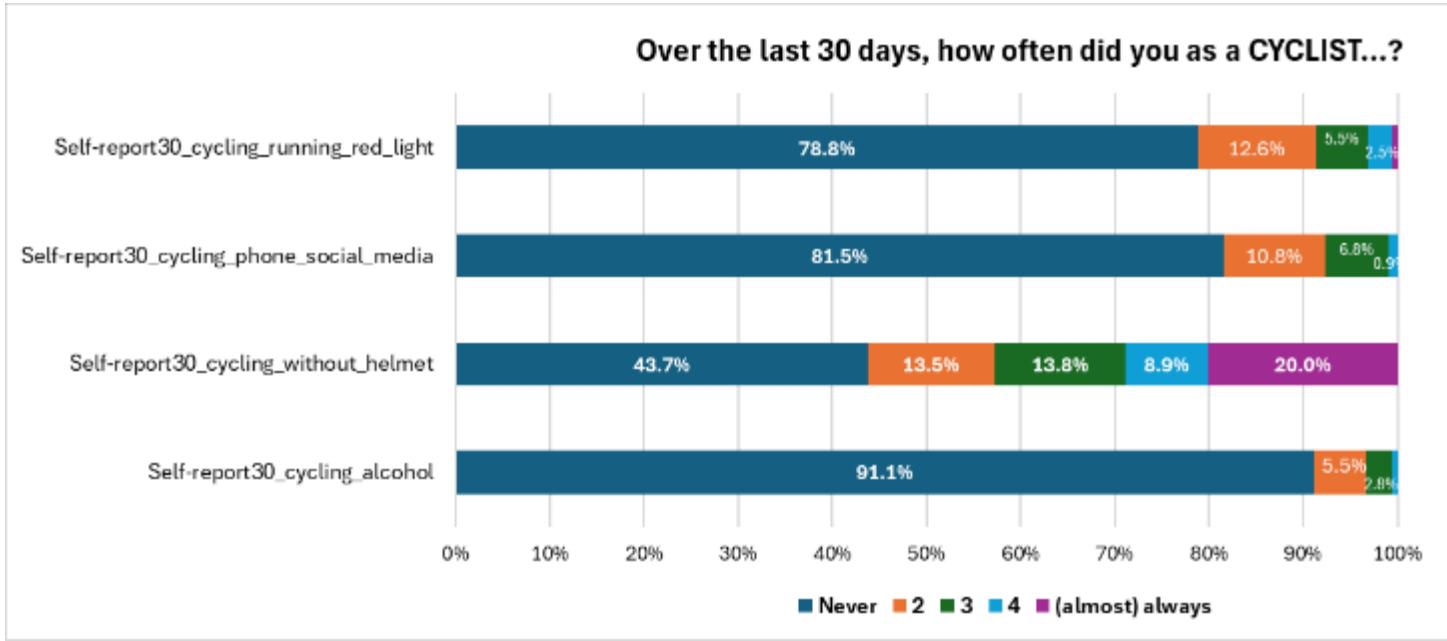
Unsafe Behaviours: Moped/Motorcycle Riders

- 47% exceeded speed limits in rural areas at least once in the last 30 days. Speeding is the most prevalent unsafe behaviour among PTW riders
- 28% rode without a helmet at least once
- 16% used a phone for social media while riding at least once
- 13% rode when they may have been over the legal limit for drinking and driving at least once



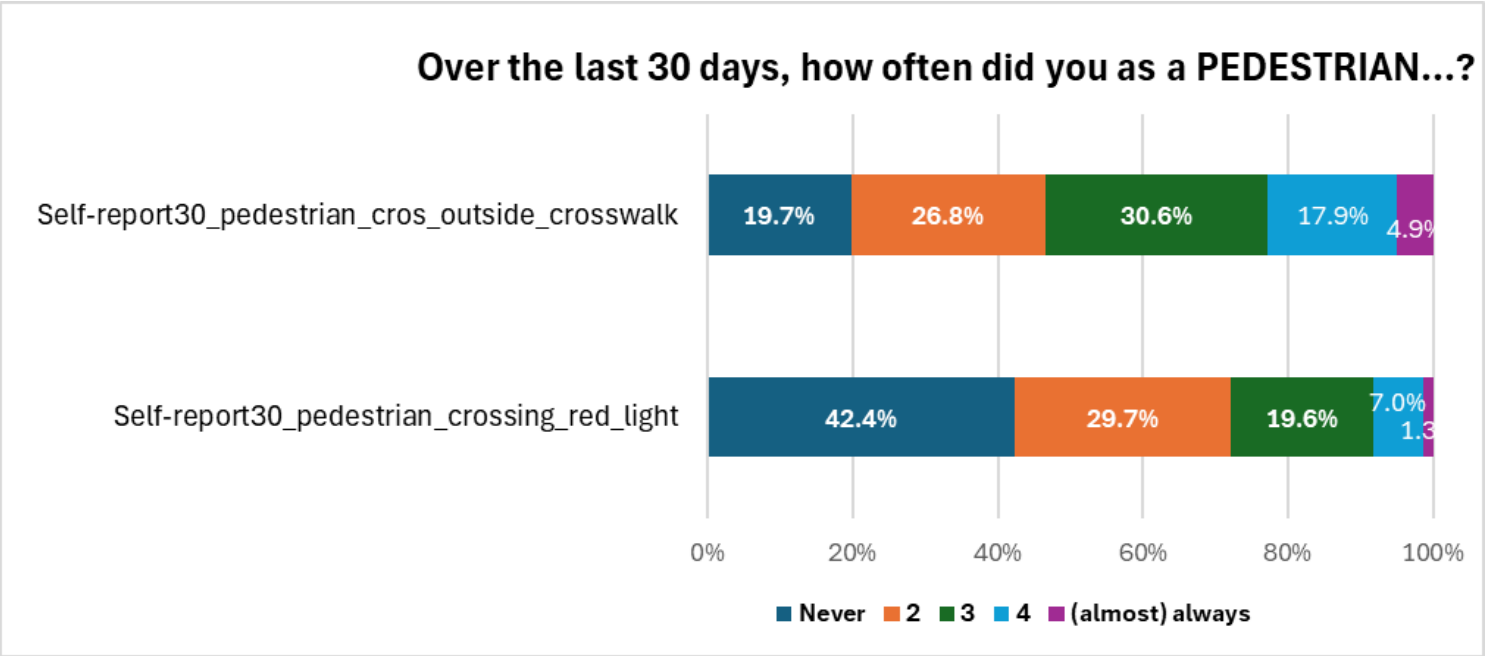
Unsafe Behaviours: Cyclists

- 56% rode without a helmet at least once; 20% reported (almost) always cycling without helmet
- 21% ran a red light at least once in the last 30 days (a risky behaviour exposing cyclists to serious intersection crashes)
- 19% used a phone for social media while cycling at least once
- 9% cycled when they may have been over the legal limit for drinking and driving at least once



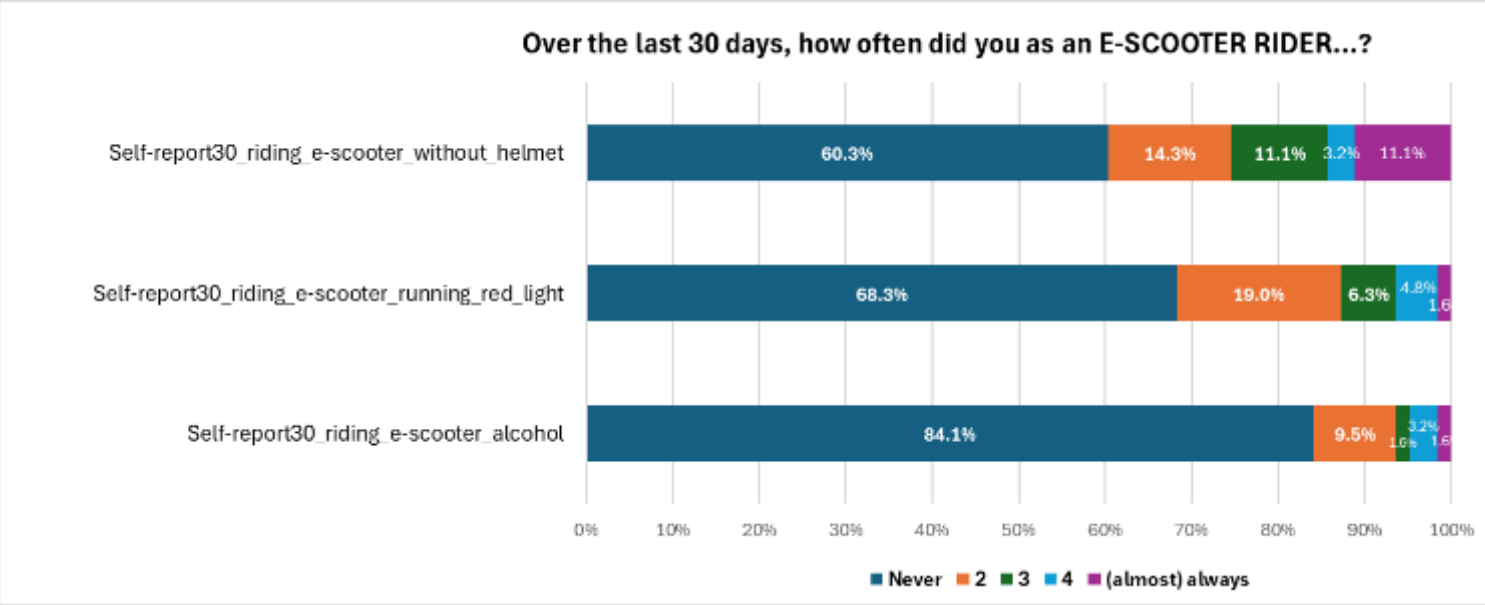
Unsafe Behaviours: Pedestrians

- 80% crossed where not allowed at least once in the last 30 days
- 58% crossed on a red pedestrian signal at least once



Unsafe Behaviours: E-Scooter Riders

- 40% rode without a helmet at least once; 11% reported (almost) always riding without one
- 32% ran a red light at least once in the last 30 days — a significantly higher rate than cyclists (21%), suggesting weaker rule awareness among e-scooter users
- 16% rode when they may have been over the legal limit for drinking and driving at least once
- E-scooter riders show higher violation rates than motorcyclists on helmet use and red-light running indicating that the emerging micromobility mode requires dedicated enforcement and education



Binary Logistic Regression Models

M1 — Car drivers

Speeding in a residential area

Predicts whether a car driver has exceeded the speed limit in a built-up/residential area

M2 — Car drivers

Driving a car without wearing a seatbelt

Predicts whether a car driver has driven without wearing a seatbelt

M3 — PTW riders

Riding a moped/motorcycle without a helmet

Predicts whether a PTW rider has ridden a moped or motorcycle without helmet

M4 — Cyclists

Cycling through a red traffic light

Predicts whether a cyclist has crossed an intersection when the traffic signal was red

M5 — Pedestrians

Crossing the road at a red pedestrian signal

Predicts whether a pedestrian has crossed the road while the pedestrian signal was red

M6 — E-scooter riders

Crossing a red signal as an e-scooter rider

Predicts whether a Greek e-scooter rider has crossed an intersection at a red signal

Variables	Model 1 Estimate	Model 2 Estimate	Model 3 Estimate	Model 4 Estimate	Model 5 Estimate	Model 6 Estimate
Gender	-0.476	—	—	-0.746	—	—
3_Age_group (35-54)	-0.368	—	—	—	-0.754	—
3_Age_group (55-74)	-0.744	—	—	-0.967	-1.078	—
6_Age_group (45-54)	—	0.784	—	—	—	—
6_Age_group (55-64)	—	0.921	—	—	—	—
Urbanisation	—	—	—	—	0.890	—
Income (coping on present income)	—	—	—	—	—	-2.891
Income (finding it very difficult on present income)	—	—	—	—	—	-3.736
Majority opinion: driving above speed limit outside built-up areas is acceptable	0.462	—	—	—	—	—
Agreement: for short trips, one can risk DUI of alcohol	0.820	—	—	1.381	0.901	—
Agreement: respecting speed limits is boring or dull	0.922	—	—	—	0.932	—
Majority opinion: driving without seatbelt is acceptable	—	0.652	—	—	—	—
Agreement: use mobile phone while driving to save time	—	1.091	—	2.157	—	—
Support: legal obligation requiring all cyclists to wear a helmet	—	-0.685	—	-0.739	—	—
Agreement: use mobile phone while driving because always want to be available	—	—	1.852	—	—	—
Support: legal obligation forbidding all drivers zero alcohol tolerance	—	—	-0.852	—	—	—
Self-reported: cross road at places other than pedestrian crossing within 30m	—	—	1.193	2.423	—	—
Personal opinion: crossing road at red pedestrian light is acceptable	—	—	—	—	0.982	—
Agreement: I often drive after drinking alcohol	—	—	—	—	—	1.938
Personal opinion: motorcyclist riding without helmet is acceptable	—	—	—	—	—	3.644
Intercept	0.173	-1.250	-1.636	-2.677	0.044	0.822
AIC	999.775	874.640	163.769	246.265	920.345	70.161
Nagelkerke R^2	0.077	0.072	0.150	0.238	0.111	0.399

Regression Analysis Key Results

- Younger males (18-34) consistently showed higher odds of unsafe behaviour across all models
- Low risk perception was a strong predictor of unsafe behaviour in all six models
- Weak support for enforcement measures significantly associated with speeding, phone use, and non-use of helmet
- Accepting risky road behaviour (social norms) increased the probability of violations in every road user category
- Older drivers (35+) better comply with urban speed limits, but showed lower seatbelt compliance than younger drivers

Conclusions

Conclusions (1/2)

- ESRA results were largely exploited as input for Greece's NRSS 2021-2030 because their wealth of data on attitudes, self-declared behaviour, enforcement support and policy acceptance
- This evidence identified speeding and low helmet compliance as priority risks for Greece
- Efficient implementation through intensified enforcement (helmet, DUI) and the new Road Traffic Code
- Record 2025 results: -22.3% fatalities vs 2024 (517 vs 664), 147 lives saved – Greece approaches the EU average (49.7 vs 43 per million)

Conclusions (2/2)

- Unsafe self-declared behaviours are widespread across all road user groups in Greece, with speeding among car drivers and pedestrian non-compliance being most prevalent
- Younger males and road users with low-risk perception are consistently at higher risk of unsafe behaviour
- Weak support for enforcement and acceptance of dangerous behaviour are key determinants of violations across all user groups
- Enhanced targeted enforcement, behavioural change campaigns, and education are needed particularly for VRUs

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