





Public Transport and Road Safety

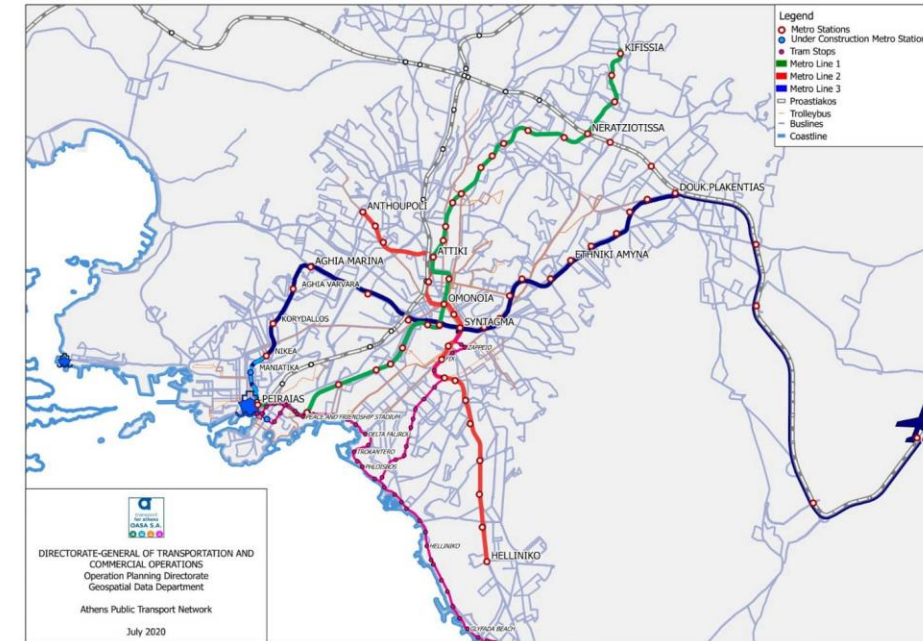
Ioannis Golias

Chairman of the Board of Directors
Athens Urban Transport Organization



Athens Urban Transport Organization

- **Athens Urban Transport Organization (OASA)** is the largest public transport body in Greece and one of the largest in Europe.
- OASA is responsible for the operation of the public transport in the **metropolitan area of Athens**.
- **2 Public Transport Operators**
 - **OSY Road Transport S.A.** 
About 1.500 buses and trolley buses on the roads daily, operating in about 270 different itineraries and executing about 19.000 trips daily
 - **STASY Urban Rail Transport S.A.** 
Metro: 3 lines, about 92km and about 70 stations
Tram: about 40 km and about 71 stops
- The superior administrative body of OASA is the **Board of Directors**.



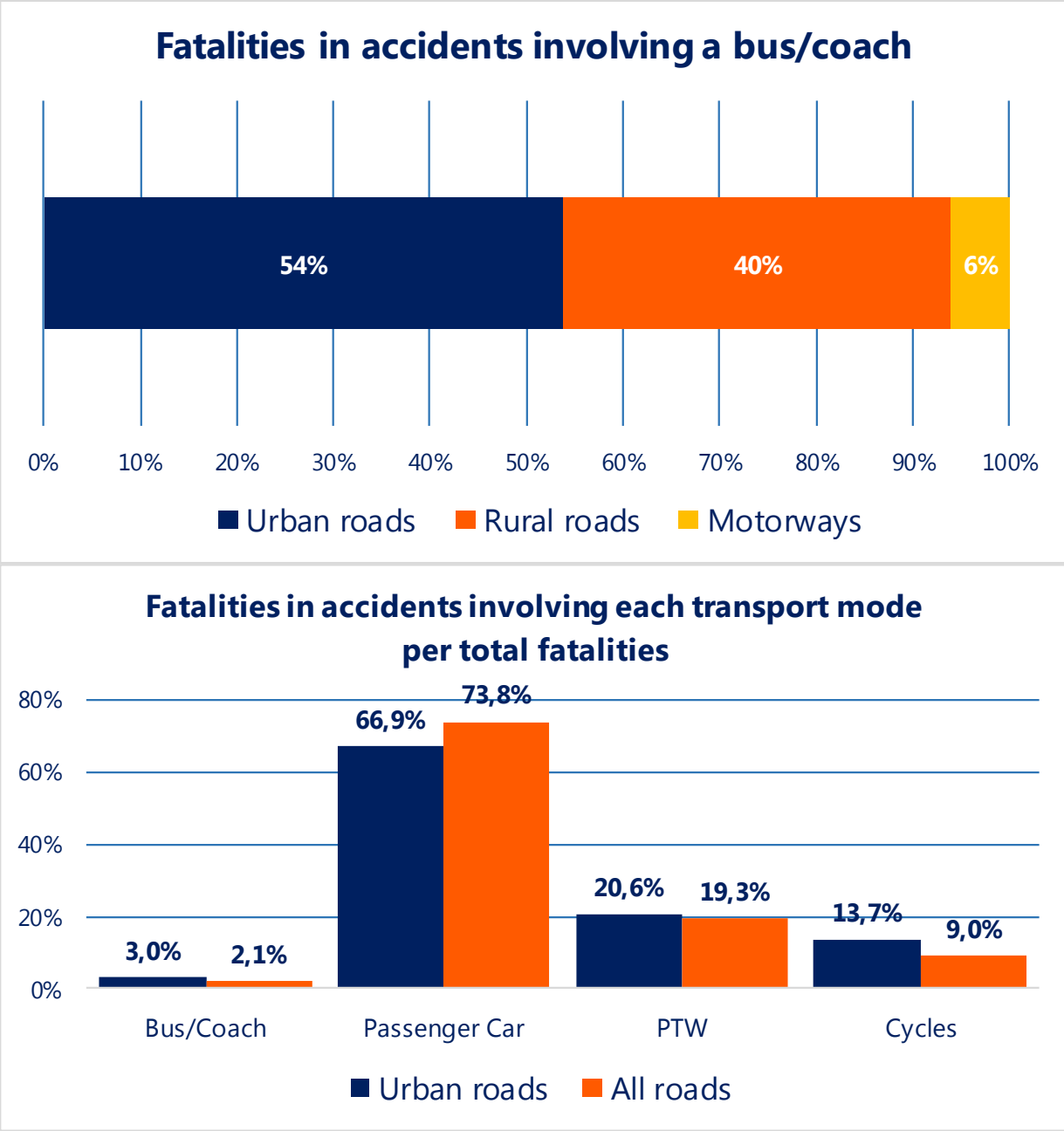
Introduction

- Public transport is the best way to **reduce traffic congestion** and **reclaim public space**, by discouraging the use of private cars, in favor of **more sustainable** transport modes.
- Also, it plays a critical role in the creation of a **safe, green and efficient urban transport system** for all.
- Public transport constitutes a main pillar of the recently launched **EU Sustainable and Smart Mobility Strategy**.



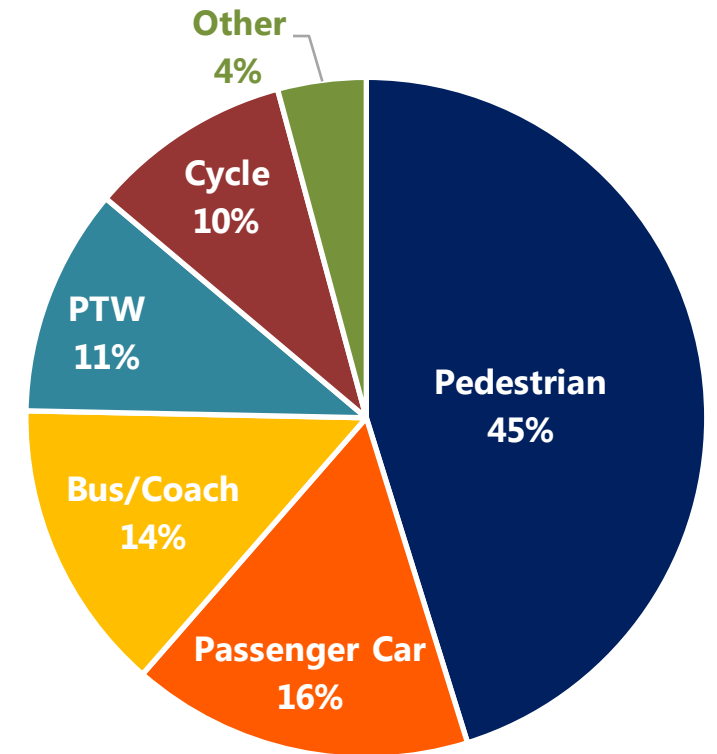
Public Transport fatalities in the EU

- In 2019, **484** fatalities in crashes involving bus or coach were recorded in the EU.
- Road fatalities involving buses represent only a **3%** of total urban road fatalities, being by far the safest road transport mode (active and passive safety).
- Most fatalities in crashes involving a bus/coach occur **inside urban areas** (54%).



Transport modes involved in Public Transport crashes

- Only 14% of fatalities in crashes involving buses or coaches are bus or coach occupants
- A high proportion of **vulnerable road users** (pedestrians, cycles, PTWs) is recorded among the fatalities in crashes involving a bus or coach
- In 2019, pedestrians accounted for **45%** of fatalities in bus or coach crashes in urban areas



Fatalities in crashes involving a bus/coach per transport mode in urban areas, EU, 2019

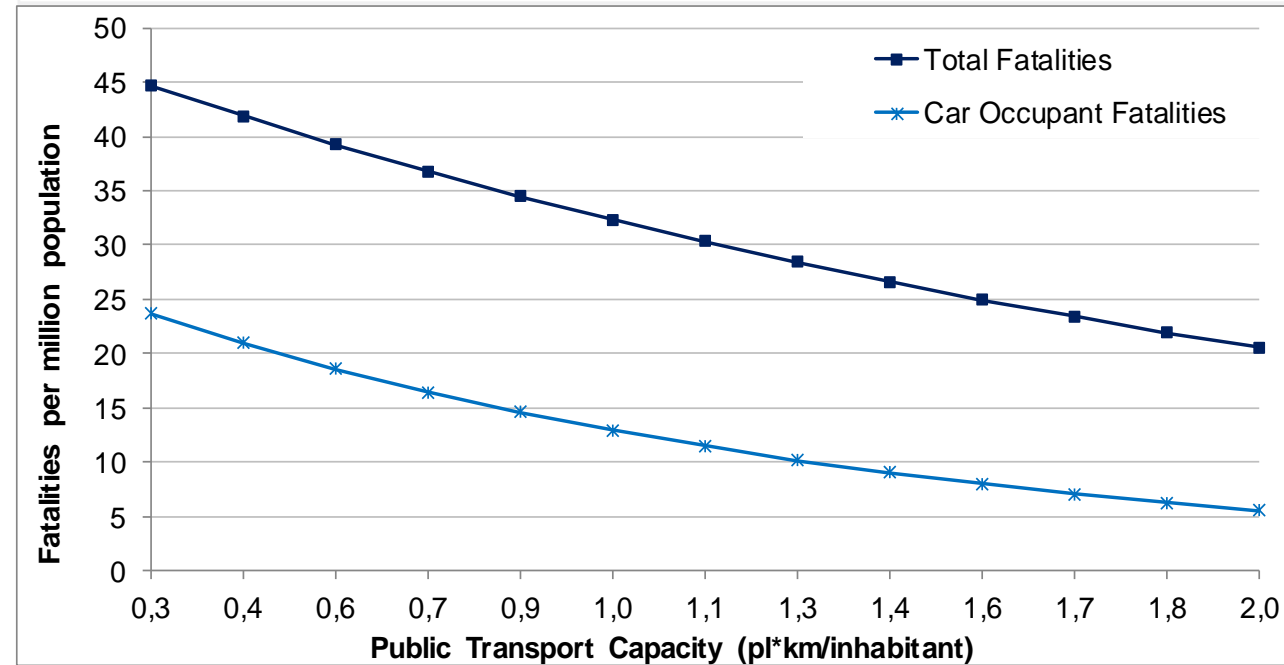
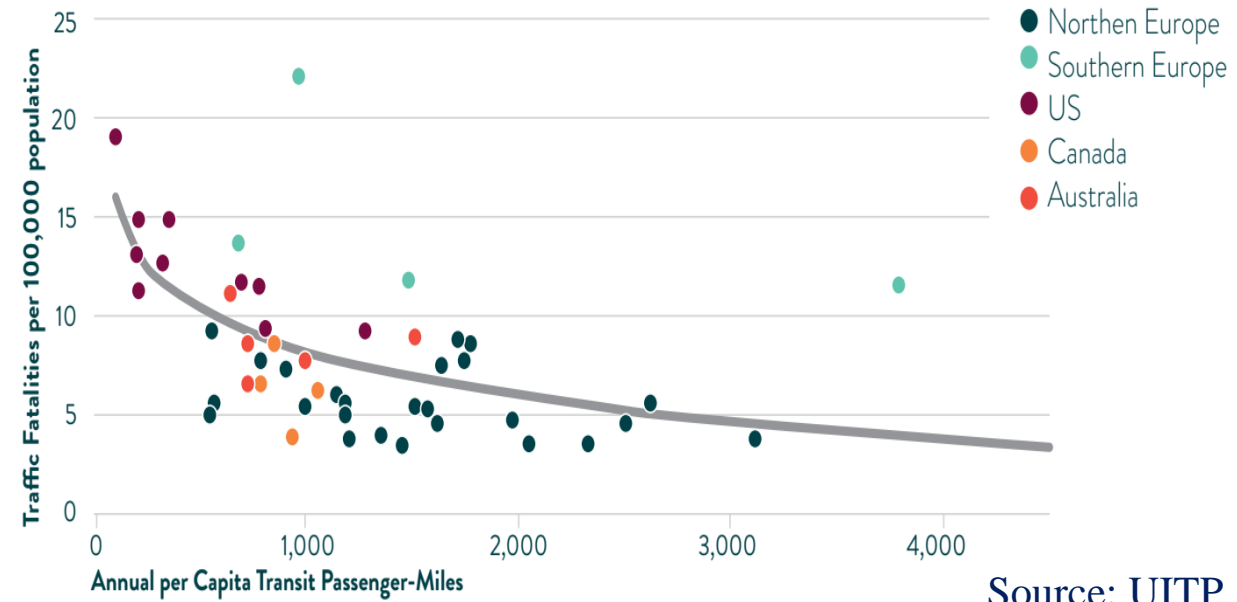
Safety issues at bus stops

- Despite the low percentage of crashes involving buses, focus on **specific road user types and actions** should be given.
- **Passenger unloading** and **pedestrians crossing near bus stops** are the most risky actions with respect to vulnerable users (Cafiso et al., 2013).
- **Driver assistance systems** for passenger and pedestrian safety can be very effective in improving bus safety.
- **Safer conditions of stops**, stations and their surrounding areas should be ensured for the safe access of all road users.



Public Transport effects on road safety

- In places where **public transport ridership** is high, traffic fatalities are low.
- Increase in the **offered public transport capacity** leads to decrease in road fatalities per population.
- Car occupant fatalities present higher rates of decrease compared to the total number of fatalities with the increase of the offered public transport capacity.



Public Transport Promotion in Greece

- The Ministry of Infrastructure and Transport supports the promotion of public transport, with 4 related measures being included in the **Road Safety Strategic Plan for 2021-2030**:
 - **Metropolitan Transport Body for the region of Attica:**
The establishment of the Body aims to improve road safety level and public transport services in the region of Attica by coordinating all related transport bodies
 - **Integration of road safety in SUMPs:**
Road safety assessment and recommendations for its improvement to be included in the new SUMPs
 - **Upgrade and staff public transport:**
Upgrade the public transport fleet with newer and more modern vehicles, their proper staffing, as well as the rearrangement of itineraries
 - **Ensuring priority in public transport:**
Redistribution of road space for the construction of public transport infrastructure and to ensure the provision of a reliable and high-frequency public transport system



Key Conclusions

- Buses or coaches are by far the **safest modes of road transport inside urban areas**, recording significantly fewer fatal accidents.
- The **offered public transport capacity** plays a significant role in the improvement of road safety of a city
- Increase in the offered public transport capacity by a city leads to **greater use of public transport** and therefore, to a lower likelihood of being involved in a road accident
- Thus, in order to improve city safety, there is a need not only to create a safer road environment, but also to provide incentives to the citizens for the **use of alternative means of transport**



Key Challenges

- Imbalance between **urban mobility and safety policies**
- **Speed** being a conflicting choice between mobility and safety
- Being fast and safe in urban areas is closely related to the use of **efficient Public Transport**
- Mobility and safety policies can **both benefit greatly** from the promotion of public transport and active travelling
- Continuous **training of PT drivers** on road safety issues
- Public transport being **up to ten times safer** than passenger car traffic





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