NTUA Road Safety Update - June 2012

National Technical University of Athens
Road Safety Update
June 2012

ETSC PIN Report - Challenging start of the new decade 2012

ETSC has launched the PIN Annual Report at the PIN Annual Conference, which took place in Brussels on Wednesday 20th of June 2012. In 2011, approximately 30,100 people were killed in the EU27 as a consequence of road collisions. It was a mixed year in terms of developments in road safety in Europe. While several countries continued the positive trends of 2010 and 2009, others, including Estonia, Cyprus, Malta and road safety role models like Sweden, Germany and Finland, saw increases in the number of road deaths. **Greece with a 30% decrease in road fatalities since 2008, managed to break the barrier of 100 road fatalities per million population (96 for 2011), best performance since 1964!** NTUA presentation at the session on road injuries concerned:

Time for a new European road injury data system

LINK

TEE Workshop - Road Safety and Crisis 2012

The Road Safety Observatory of the Technical Chamber of Greece organised a Workshop in Athens on June 6th, 2012, titled "**Road Safety initiatives in the period of crisis**". The aim of the Workshop was to present the activities of all road safety decision makers (Ministries, Regions, etc.) and stakeholders (Industry, Research, NGOs) in Greece, in order to promote the necessary momentum for the improvement of road safety in Greece. NTUA presentations concerned:

Evidence based decision making on road safety in Greece and Europe,

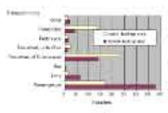
Manual for the safe driving of older drivers.

LINK

Road Safety of Motorcycles and Mopeds - EU facts & figures 2011

Road Safety of Motorcycles and Mopeds in the EU is highlighted at the Traffic Safety Basic Facts 2011 recently released at the European Road Safety Observatory of the European Commission as prepared by the DACOTA project. In 2009, **1.209 riders (drivers and passengers) of mopeds and 4.905 riders of motorcycles were killed** in road traffic accidents in the EU countries, repersenting 16% of the total road traffic fatalities. LINK

Road fatalities by transport mode, Greece 2010



According to ELSTAT data, **29% of road fatalities are motorcycle riders**, whereas half of road fatalities are passenger car occupants. Most car occupant fatalities occur outside built-up areas while most motorcycle and pedestrian fatalities occur inside built-up areas. Accident severity is higher outside built-up areas for all transport modes.

Overview of risk factors in Power-Two-Wheeler safety 2012

A paper titled 'Overview of critical risk factors in Power-Two-Wheeler safety' co-authored by E.Vlahogianni, G.Yannis and J.Golias is just published in the Accident Analysis and Prevention scientific journal. The paper focuses on the PTW accident risk factors and reviews existing literature with regard to the PTW drivers' interactions with the automobile drivers, as well as interactions with infrastructure elements and weather conditions. **Several critical risk factors are revealed with different levels of influence to PTW accident likelihood and severity**. A broad classification based on the magnitude and the need for further research for each risk factor is proposed. The paper concludes by discussing the importance of dealing with accident configurations, the data quality and availability, methods implemented to model risk and exposure and risk identification which are critical for a thorough understanding of the determinants of PTW safety. DOI>

Pedestrian behaviour characteristics in urban roads 2009

A Diploma Thesis titled 'Pedestrian behaviour characteristics in urban roads', was presented by Sofia Tourou in July 2009. This diploma thesis has been awarded with the Ecocity award 2010. An experimental process in real road conditions was carried out. A linear regression model was developed to investigate the impact of certain parameters in the walking speed. A binary logistic model was also developed to investigate the impact of the parameters in the pedestrians' decision on which section to cross and in the route choice. From the models application it appears that the age and the gender of the pedestrian, the low pedestrians' flow and the choice of the most pleasant route have statistically significant impact to the walking speed. The **pedestrians route choice is influenced by the possibility to walk often, the choice of the fastest route and the number of the direction's changes**.

This Road Safety Update aims to support frequently the Greek and the International Road Safety Community with current key road safety knowledge and data, which is gathered, analysed and organised within the research activities of the Department of Transportation Planning and Engineering of the National Technical University of Athens.

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About NRSO

The mission of the NTUA Road Safety Observatory (www.nrso.ntua.gr) is to support the Greek and the International Road Safety Community with current key road safety knowledge and data, which are gathered, analysed and organised within the research activities of the Department of Transportation Planning and Engineering of the School of Civil Engineering of the National Technical University of Athens, as well as within co-operations with various national and international road safety organisations.

The NTUA Road Safety Observatory has been developed within the framework of two European Union co-funded research projects, namely SAFETYNET - Development of the European Road Safety Observatory (2004-2009) and DACOTA - Road Safety Data Collection, Transfer and Analysis (2010-2012), with Scientific Responsible for NTUA, Professor George Yannis.