

## Introduction

The delay in the integration of cycling in the Greek transport system is very long, comparing with other European countries. This is mainly due a) to the poor geometric characteristics of most Greek streets, b) to the insufficient concern for active mobility, c) to the lack of private and public parking lots, resulting in congestion, which combined with unpredictable and dangerous driving behaviour degrades further the urban environment. At the same time, the inclination of roads in many Greek cities makes motorcycles more attractive compared to bicycles. As it concerns e-bikes, due to the ongoing financial crisis, they have not yet managed to become a viable alternative.

However, the interest in cycling has increased over the past years. This is highly related to the fact that, since 2018, over 180 Greek cities are implementing Sustainable Urban Mobility Plans (SUMP). Considering that SUMP have been designed to tackle transport-related problems in urban areas more efficiently, an important target concerns the promotion of cycling as a key component within the transportation system.

## National Policy Recommendations

**Infrastructure is the backbone of cycling. To promote cycling it is important to realize low cost projects** in order to ensure nationwide coverage. **Low speed and mixed traffic roads where cycles coexist with all the other vehicles** is a good solution to be implemented in a high proportion of urban roads, avoiding the need of costly projects. These kinds of measures do not require approval from governmental authorities so it is simple to be realized.

The creation of **traffic calmed streets** (30km/h), is also a very positive measure also for pedestrians and disabled people. The administrative procedure to get the approval from the governmental authorities is very complicated.

**Awareness raising campaigns to increase popularity of mixed use streets are necessary and need to be addressed as priority measures.** The starting point is to set innovative and advanced standards.

**School campaigns is important to follow in order to inform and educate students in a systematic and continuous way, in order to change their mobility culture for adopting more sustainable transport modes.**

**Walking needs to be addressed as an important transport mode.**

**Coordinating urban and transport planning it is expected to reduce urban sprawl and to obtain higher urban cohesion and mix of activities.**

### Intermodality

**Measures must be taken to facilitate the combined use of all transport modes, in particular of walking, cycling and public transport with car. Companies and organisations with a significant number of staff is important to be obliged to apply mobility management measures as incentives to enhance sustainable mobility transport decisions from their employees.**

**New means of transport such as scooters and dockless bikes have to be introduced in Greek cities by new regulations.**



**Table No. 1:** National Policy Recommendations (Greece)

Priority Topic	No.	Recommendation	Status Quo Description	Proposed Policy Change Description	Date for Implementation	Affected Stakeholder (s)	Final Recipient (s)
<b>Infrastructure</b>	1	Low cost interventions in order to ensure nationwide coverage, e.g., signs indicating roads, shared by bikes and cars	In Greece, few cities have cycling infrastructure; horizontal markings are missing on many urban roads. Excluding main urban arteries, the cyclist is free to use every other road.	By adding horizontal markings and traffic signs, networks of roads shared by bikes and cars need to be planned in all Greek cities. In addition, existing rural roads will be utilized, in order to connect cities and consequently the planned networks.	To start after 6 months	Ministry of Environment and Energy  Ministry of Infrastructure and Transport  'Decentralized Government' Regional Authority  Municipalities	Cyclists  Citizens in general
	2	Creation of traffic calmed streets (30km/h)	The speed limit in the majority of urban roads is equal to 50 km/h. Yet, the average traffic speed in many of them is lower than 50 km/h, due to small widths and the existence of illegal on-street parking. Road with speed limit 30 km/h are created only around schools in some Greek cities. Traffic calming zones are observed in very few cities	By narrowing the traffic lanes, adding bulb-outs and pitch-points, cutting off some parking lanes and reducing the speed limit to 30 km/h, the urban road environment will not be attractive for car-driving. People will start walking and cycling, since they will feel safer		Ministry of Environment and Energy  Ministry of Infrastructure and Transport  'Decentralized Government' Regional Authority  Municipalities	Parents and students  Elderly people  People with disabilities  Citizens in general
	3	Corrective actions regarding e.g., enlarging sidewalks which are currently too narrow according to the Greek guidelines	The mean width of the sidewalks in Greek cities is approx. 1.5 m. Only around the 20% of the sidewalks have width higher than 2.1 m, which is the minimum according to the new guidelines. Obstacles and the overall conditions in many of them discourage walking.	One possible solution is to narrow the traffic lanes and give more space to pedestrians or to restrict on street parking. Other measures to improve conditions in the sidewalks are: construction of curb-ramps and removal of the existing obstacles.		'Decentralized Government' Regional Authority  Regions  Municipalities	Parents and students  Elderly people  People with disabilities  Citizens in general

	4	Promote measures to facilitate combined use of bikes and busses or bikes and trains by providing spaces in these transport vehicles.	Actually, the share of intermodal trips including cycling is lower than 1% of the total daily trips in Greek cities. The bikes can enter only in the last wagon of the train.	The local authorities have to cooperate with the transport operators in order to develop more holistic approaches as it concerns the transport system of the future.		Ministry of Environment and Energy  Ministry of Infrastructure and Transport  'Decentralized Government' Regional Authority  Regions  Municipalities  Transport operators	Daily commuters  Citizens in general
<b>Legislative Changes</b>	1	Set the standards to promote shared use of streets by cars and bicycles. Move to new, innovative and advanced standards where streets are shared by pedestrians, bicycles and cars	There is no legislation about shared space roads in Greece. Sharing the road is the only solution as the necessary space for cycling infrastructure according to the Greek guidelines, is too big to let sufficient space also for the car.	The new national cycling policy will attempt to open a new dialogue regarding the guidelines that are implemented today. Many of the standards have to be reviewed by taking into account the technological changes and the insufficient space of Greek urban roads		Ministry of Environment and Energy  Ministry of Infrastructure and Transport	
	2	Mobility management: it includes measures to encourage sustainable mobility, i.e., the obligation of companies to ensure that their employees will use sustainable mobility modes to access their jobs. Also, to cultivate among employees the use of bicycle for going to work and for	There are a few companies in Greece that give benefits to their employees for cycling to work. The government and municipalities do not offer financial incentives to cycling friendly companies.	The new national cycling policy will foresee a set of economic benefits that is feasible to be given to the cycling-friendly companies by the government		Ministry of Environment and Energy  Ministry of Development and Investments  Companies	Employers  Employees

		a new lifestyle in general.					
	3	Provisions for new means of transport such as scooters, that are increasing in numbers, which have the right to share the streets equally.	Traffic rules regarding the trips with e-scooters and other new means of transport on urban streets have not been established yet. The current legislation considers the e-scooters as toys	According to the new national policy, e-scooters, bicycle and other new sustainable means of transport will share the same space with the motorized traffic. Yet, the rider of the e-scooter or bicycle should be obliged to know well the traffic rules in order to share the streets with the other vehicles		Ministry of Infrastructure and Transport  Companies with dockless e-scooters and bikes	Driver Trainers  Citizens in general
<b>Capacity Building</b>	1	Education of dedicated staff of municipalities and regions	Until now, cycling is not considered as part of the solution of traffic congestion problems. Few people in the Municipal Authorities' staff have understood the negative effects of car use in the environment, the economy and health.	The positive effects of cycling need to be explained to many municipalities/regions of Greece through the organization of workshops and seminars. Good practices from other European countries is necessary to be presented to them		Regions  Municipalities	Dedicated staff
	2	Creation or development of responsible bureaus within municipalities or regions and dedication of technical staff	Few people in the Greek municipalities/regions and politicians are fully aware of the climate change challenges that have to be faced urgently	The main goal is to create a bureau in each municipality and region of Greece. These bureaus will deal with measures reversing the negative effects of climate change. They will also track the implementation progress of sustainable mobility policies		Regions  Municipalities	Dedicated staff  Politicians
	3	Allocation of funding for enhancement of cycling and other sustainable mobility modes	Regions/municipalities invest more money for measures/interventions increasing the capacity of the road network and the number of parking lots than for measures related with sustainable mobility	The new national cycling policy and the new SUMP is important to force municipalities to spend more in measures/interventions that aim to enhance cycling and sustainable mobility		Regions  Municipalities	
<b>Education and Raising</b>	1	School campaigns to inform and educate students, in a systematic and continuous way, in order to cultivate a	In Greek schools, there is no specialized course about sustainability and the sustainable way of life. Few Greek students cycle in order to go to their schools;	A new course for schools is important to be created by people with scientific knowledge about sustainability and sustainable mobility particularly. So, students will be encouraged to cycle more,		Universities  Schools  Municipalities	Students

<b>Awareness</b>		more sustainable way of transport and lifestyle in general.	it is not safe and parents do not allow them.	using the new cycling infrastructure that is going to be constructed in Greek cities.			
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**Source:**

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