




NR.	SECTION	DESCRIPTION
0	Photographs	  
1.	Title of the practice	CYCLO: Shared Bicycle Utilities in Epirus Region (P4)
2.	Precise theme/issue tackled by the practice	Innovative shared bicycle facilities as a means of local transport.
3.	Objectives of the practice	<p>The objective of the practice are:</p> <ul style="list-style-type: none"> • To address the transport issues in a healthy and environmental friendly way. • To provide rural populations with the necessary facilities for the use of public bicycles as a means of transport in order to cover their needs for local transportation.
4.	Location	<ul style="list-style-type: none"> - Greece. - Region of Epirus – Regional Unit of Ioannina.
5.	Detailed description of the practice	<p><u>Origin:</u></p> <p>RU of Ioannina (as the rest of the Region) is characterized by low population density, mountainous morphology and wide dispersion of settlements (isolation conditions).</p> <p>Territorial mobility is principally consisted of local buses & KTEL long distance service buses (private).</p> <p>Villages & settlements are not served or sparsely served by public transport (KTEL). In some occasions, the closest bus line is dozens of km away. A large share of the population, mainly elderly, practically remains unserved. The weak demand of these areas makes the transport service unfeasible.</p> <p>Municipality of Ioannina and Region of Epirus participated in the project CYCLO, under the MED programme 2007-2013.</p> <p>In the context of the project, all involved territories worked on how to promote cycling as an alternative means of transportation. In certain areas (weak demand) and certain hours (no pick hours) the local public transportation fails to provide its services in a satisfactory level and people turn out to use their private vehicles in order to cover their needs. Lack of sufficient demand in certain areas and hours makes bus lines unfeasible to be operated.</p> <p>To this end, the above mentioned entities tried to promote cycling as a response to this issue.</p>

Timescale:

The new innovative share bicycle facilities were given to public on September 2012.

Bodies involved/implementation:

- Municipality of Ioannina.
- Region of Epirus.

Process and detailed content of the practice:

Municipality of Ioannina established innovative bicycle facilities:

- Phase 1: Design modern bikepath.
- Phase 2: Pilot establishment of Automated Bike Sharing Stations in Igoumenitsa.

This phase foresees the installation of two smart Automated Bike Sharing stations as well as 70 parking slots within the Municipality. Each automated station will have 10 bicycles. Each user will have to make a registration in specific points and will acquire a smart card for the use of the public bicycles. The system will be manageable online.

Currently no cost is imposed for the service (limit for 4 hours maximum use).

A feasibility study showed that with a fee of 0.50€ per 30' the system can be sustainable and feasible.

- Phase 3: Extended information campaign for the promotion of cycling in general and of the new facilities in specific.

Leaflets, maps, tips, events and information material were produced in order to promote cycling as a means for local transportation.

Legal framework:

No specific framework is required.

Financial framework:

The cost for the establishment of the system is 40.000€. Regarding operational costs, a feasibility study showed that a fee of about 1€ per hour can cover the expenses and any depreciations/damage.

There are plans for the expansion of the service in the broader area of the Municipality, since the demand for the service is really encouraging.

Use degree (%): users/total population:

From September 2012 to February 2013, the pilot system counts 300 registered users. This is a fact that gives enough ground for further expansion of the service in the broader area.

6.	Evaluation	<p><u>Possible demonstrated results (through indicators):</u></p> <ul style="list-style-type: none"> • Increase of the population using bicycle as a means of transport with profound environmental and health benefits.
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		<ul style="list-style-type: none"> • Increase of the mobility of people in a green way. • Awareness rising against private cars. • Alternative options for mobility when public transport fails. • Wide acceptance by the public (large number of registered users). <p><u>Possible success factors:</u></p> <ul style="list-style-type: none"> • Extended information campaign so as to spread the idea that cycling can be a safe and effective way of transport. • Innovative system with online features and smart card use. • Easy to use and handle. <p><u>Difficulties encountered:</u></p> <ul style="list-style-type: none"> • Safety and security issues. • Ground morphology does not make cycling utilities ideal for every territory. • The fact that the service is provided with no cost for users may lead to fault results. We remain for the end of the pilot implementation so as to evaluate the service under a minimum fee applied.
7.	Lessons learnt from the practice	<p>Mobility and transport issues can be addressed effectively by combining innovation and technology with traditional and green modes of transport.</p> <p>The popularity of the service encourages us that such initiatives can improve the mobility situation in an environmental friendly and economically feasible way.</p>
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