Urban Active Environment (UActivE)
Trikala Action Plan
1. Introduction

This document presents the Action Plan of the city of Trikala, Greece, for developing an Active Urban Environment for cycling and walking. The document was developed in the context of the Erasmus+ project “Supporting Policy and Action for Active Environments (SPACE)” funded by the European Commission. The document was developed by a working group consisting of: Efrosini Braki and Vasilena Mitsiadi of the Municipality of Trikala and Pantoleon Skayannis and Marios Goudas of the University of Thessaly.

2. Background

The city of Trikala is located in central Greece. It is one of the oldest cities in Greece. Trikala lies at the very same location of the ancient city of Trikky or Trikkai, home of the legendary founder of the modern medical practice, Asclepius.

The city of Trikala is the capital of the Prefecture of Trikala, which is one of the four prefectures of the Region of Thessaly. The Municipality of Trikala consists of the city of Trikala and another 39 small settlements. It covers a total area of 608.48 square kilometres. The city of Trikala constitutes the urban centre of a predominantly agricultural and stock-breeding area. The main financial, cultural, leisure, sport and other activities of the Prefecture are concentrated here.

2.1 Target group profile

Table [1] presents the permanent population of the Prefecture of Trikala and of the city of Trikala, broke-down for age groups, according to the 2011 census.

<table>
<thead>
<tr>
<th>Age Group</th>
<th>1991</th>
<th>2001</th>
<th>2011</th>
</tr>
</thead>
<tbody>
<tr>
<td>Prefecture of Trikala</td>
<td>City of Trikala</td>
<td>Prefecture of Trikala</td>
<td>City of Trikala</td>
</tr>
<tr>
<td>0-14</td>
<td>27,753</td>
<td>10,800</td>
<td>20,472</td>
</tr>
<tr>
<td>15-65</td>
<td>90,210</td>
<td>32,427</td>
<td>84,742</td>
</tr>
<tr>
<td>65+</td>
<td>20,983</td>
<td>5,735</td>
<td>27,475</td>
</tr>
<tr>
<td>Total</td>
<td>138,946</td>
<td>48,962</td>
<td>132,689</td>
</tr>
</tbody>
</table>

Source: Hellenic Statistical Authority.
Note: 1991 data was only available for the ‘De facto’ population (not the Permanent).
The prefectural population corresponds to the 1.3% of the total population of the country and to the 18.5% of the total population of Thessaly. The population of the city of Trikala increased by (+1.22%/year) in the 2001-2011 period. Therefore, assuming the same growth rate, the population of the city of Trikala in 2016 would be 65,511. However, local authorities estimate the actual population to be near to 75,000.

There is an overall ageing trend of the prefecture’s population. The ageing index for the prefecture of Trikala increased from 1.34 in 2001 to 1.76 in 2009 [1] and to 1.81 in 2011. Although, the ageing index for the city of Trikala, in 2011 much lower (1.10), it is estimated that this would have also increased due to a general decrease in the number of births throughout Greece, due partly to the prolonged economic crisis. Active aging is currently an issue of paramount importance throughout Europe, given the protective health benefits of regular physical activity. Therefore, facilitating physical activity for adults and retired adults needs to be a priority of the Municipality’s policy.

Based on the above, the proposed Plan of Action broadly targets adults and retired adults. There are several reasons for not targeting more specific sub-groups of the population. First, the Action Plan focuses on infrastructure development which affects all segments of the population. Second, the population of the Municipality is rather homogeneous without any ethnic minority groups. Third, the high density of occupation prevents from selecting specific segments of the population as targets for a related intervention. Fourth, the aging trend mentioned above fosters that physical activity related policies should target both middle-aged adults aiming at prevention and older adults as part of active aging. Fifth, the concentration of most commercial, administrative and health-related provisions in the city centre, results into more frequent commuting to the city centre by most citizens, not only those who live in the city, but also those that live in the outer settlements and in the prefecture. Local authorities have estimated that approximately 85,000 people moving through the city on a daily basis. Overall, the main target audience of the Action Plan is adults and older adults. However, based on a current specific need, an infrastructure measure for children is also planned. Further, the proposed actions also take into account a seasonal high number of tourists. It has to be mentioned that the proposed plan is already under way and prior to its commencement consultation had taken place between the municipal authorities and various interested parties, such as the education department of the municipality the traffic department, traffic police, etc. Further on, before starting the implementation a final round of public consultation will take place (as described in Part 5).

Overall, the proposed intervention, as outlined in Part 4 of this document, aims to provide for active commuting access to and from the city centre.
2.2 Local environment promoting physical activity (infrastructure)

There are five leisure and recreation settings located radially to the city centre (Figure 1). These are: a) the hill of Prophetis Elias, b) the Municipal Athletic Centre, c) the Municipal Stadium d) the Athletic Park “St George”, and e) the Matsopoulos Mill. As detailed in the Action Plan (Part 4) the Municipality aims to connect these settings to the city centre with cycling and walking paths and at the same time to connect existing cycle and pedestrian paths.

- The Municipal Athletic Centre, consists of basketball and volleyball courts (indoors and outdoors), tennis courts and an indoor swimming pool.
- The Municipal stadium is currently being used by various sport clubs for a variety of sports training.
- The Athletic Park “St. George”, is located 2 klm from the city. It combines nature with athletic infrastructure. There is an outdoor swimming pool and a synthetic running track.
- The small hill called Prophetis Elias, is located near the municipal zoo park. There are some walking and cycling paths that cross the hill, whilst many people visit the place for their daily exercise. Children also enjoy off-road ride (Figure/Photo 2).
- The Matsopoulos Mill, is a renovated complex of an old mill. It houses a cinema and further education facilities while a small recreation park is currently being developed in the surrounding area. Most importantly, however, is that during the Christmas period, the Mill is transformed as the “Mill of Elfs” housing various Christmas related activities and festives. During a forty days period this attracts almost one million visitors from all over Greece. This flux of visitors poses significant traffic pressures. Connecting the Mill to the city centre with a cycling path, with the simultaneous provision of bicycles, and in relation with the new development of Beacons and the provision of city maps denoting walking and cycling routes (see sections 4 & 5 ) will ease traffic.
Figure 1: Athletic Parks and Recreation Facilities in Trikala

Figure 2: Trekking trails on Proph. Elias hill
2.3 Active everyday life (physical activity)

A survey\(^1\) regarding pedestrian needs in the city of Trikala [2] showed that pedestrians expressed several concerns regarding the use of pedestrian streets. For example, pedestrians on the pavements reported feeling safe (55%) while 45% of them felt unsafe during their trips on foot. The elderly found the walking environment less friendly and comfortable than the younger ones, with 83% of those \(\geq 65\) years old mentioning that the walking environment is not accessible. Further, 19% of the respondents demanded more green areas. Although some progress has been made since 2008, mainly in aesthetics and security, much more needs to be done both in extending pedestrian paths and in improving accessibility and attractiveness. Most importantly the connectivity of pedestrian streets needs improvement. Figure 3 presents existing pedestrian streets.

Cycling is rather common in Trikala. A national survey\(^2\) on bicycle use [3] indicated a 15% daily usage in the Region of Thessaly (compared to an overall 2.5% for Greece). Further, a recent (September 2016)\(^3\) survey in Trikala showed that more than 50% of cyclists report that they cycle daily. These data indicate that there is a positive social environment for the promotion of cycling for active commuting. However, the existing infrastructure is far from being adequate, especially regarding connections between cycling lanes. In the above mentioned 2016 survey, 32% of the participants consider that the cycling paths are incomplete and 19% consider these to be dangerous. Regarding group differences, the 2016 survey mentioned above, indicated that men cyclists reported more distance covered per day than women (1956m vs 1629m), while age groups reported similar distances covered per day with an exemption of the 16-24 age group who reported a lower distance. Based on this data, promotional activities for increasing cycling in women and in late adolescents and young adults should be realized.

---

1 Questionnaire based survey in Trikala with 150 participants
2 National phone survey with 2008 participants focusing on “using bicycle on an everyday basis.
3 Survey in Trikala with electronic and print questionnaires with 558 participants 6 to 65+ years of age, in the context of SPACE and on the occasion of the launch of the new ring cycling path. Data from this survey, has been used for the HEAT Trikala case study for SPACE.
2.4 Situation analysis

Trikala’s urban road network of the city is of radial form and spreads from the city centre towards all geographical directions. The road network is bounded from the southwest by the railway line “Palaiofarsala-Kalambaka”. This causes problems in traffic due to the lack of sufficient junctions and interchanges along the railway sections with the road network and of adequate safe pedestrian crossings. Furthermore, a river flows through the city centre setting a physical barrier in the road network. In total 7 bridges cross the river inside the city’s boundaries.

In order to deal with the aforementioned issues, two ring-roads are under construction: one internal and one external. The internal is estimated to be completed by the end of 2017, restricting in a great rate the traffic of heavy vehicles inside the city centre and the adjacent residential areas. The external ring-road is partially constructed, while its western part is estimated to be completed by the end of 2017. After its operation, a large number of intercity traffic is expected to cease posing a burden on the urban network, while the city will be by-passed by transiting vehicles and drivers. These developments provide an opportunity for promoting walking and cycling in the centre of the city. The eased traffic
load in the main streets can facilitate the adoption of cycling, provided appropriate cycle lanes are in effect. Therefore, the Municipality of Trikala aims to take advantage of these developments by increasing the length of cycle lanes and pedestrian streets.

Regarding walking, a clear need was identified for an area in which there are 6 High-schools and 3 Elementary schools, serving almost 2000 students, one Higher Education Department as well as the Athletic Centre of Trikala (Figure 4). Currently, there is a problem with the transportation of students to the schools: If they need or prefer to walk, they have to walk on a highway that does not have a pavement on its side. Usually, their parents take them to school, or in some cases they use the local bus. Clearly, there is a strong need for the development of a safe walking path leading to the schools. This need was stressed in the context of the SPACE project and in particular by the identification of related good practices aiming at increasing children’s walking to school.

*Figure 6: Yellow Polygons: schools in this area, Blue Polygons: Athletic centre and Park, Orange line marks the walking path which is going to be constructed*

Finally, the Action Plan takes advantage of the City’s digital advancement by the introduction of Beacons. The city of Trikala has been officially declared as the first digital city in Greece since 2004. As such, it is considered a smart city, having invested in digital advances during the last decade. Regarding mobility, national projects have been already implemented in Trikala, among others for the measurement of traffic, monitoring of municipal fleet via GIS, automated controlled parking, remote information signs on bus stops, and an experimental application for a bus without driver.
3. Guiding public policies

3.1 National Policy

As in a number of cities, the connection of city planning with transport planning in Greece exhibits several problems since planning is carried out by separate scientific teams from varying disciplines, and historically is mandated and supervised by different ministries often not essentially co-operating between each other.

There has been little progress with Sustainable Urban Mobility which theoretically is achieved with *ad hoc* measures and/or planning that today is guided by the Sustainable Urban Mobility Plans (SUMP) in the context of sustainable development. These plans have been proposed by the European Union and have been consolidated in the “White Paper - Roadmap to a Single European Transport Area [4] They presuppose a long term vision, integrated policies and a continuous evaluation. They comprise 4 phases, 11 steps and 32 activities as these are shown in the ‘SUMP Cycle’ (see diagram below).

![SUMP Cycle Diagram](http://eltis.org/content/sump-process)

According to Tramba, in Greece, the city planning legislation does not consolidate transport planning, while it merely foresees the charting of transport and other infrastructure
networks (Laws 1337/83, 2508/97, 2742/99, 4269/2014) [5]. Yet, in the latest ‘Partnership Agreement’ with Greece on using EU Structural and Investment Funds for growth and jobs in 2014-2020’, especially in the Operational Programme on Transport Infrastructure, Environment and Sustainable Development Operational Programme (YMEPERAA), priority axis [1], the programme entitled Sustainable cities – Mathios Karlaftis attempts to integrate the SUMPs with city planning, especially for cities with more than 10,000 inhabitants [6].

According to the Greek SUMP Network [6], the national SUMPs originate from:

a) 2009: the action plan of the European Commission for urban mobility that proposed the acceleration of SUMPs.

b) 2010: The Council of the European Union which explicitly supported the development of SUMPs.

c) 2011: the “White Paper Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system” which states that cities above a number of inhabitants should be encouraged to develop SUMPs. This White Paper, suggests to investigate the possibility of institutionalising SUMPs as obligatory for cities with more than 100 th. inhabitants in accordance with national standards and on the basis of the guidelines of the European Union.

In 2014 the European Platform on Sustainable Urban Mobility Plans was published [7].

The first SUMP in Greece was conducted for Thessaloniki based on the European Union’s Guidelines and was awarded a special prize in March 2015 in Brussels by the European Commissioner for Transport Violeta Bulc. This effort began in 2011 and the resulting SUMP was unanimously approved by the Council for Urban Transport of Thessaloniki on February 14, 2014 (www.eltis.org/mobility-plans, p. 3). Now (2017) there are already 19 Greek cities which are members of the Greek National SUMP Network (see appendix 3), and there are several SUMTRs that have been carried out by Greek municipalities (yet there is no list available at the moment). As regards Trikala, the municipality is a member of the network and has already carried out an SUMP. The SUMP network is facilitating the exchange of experience between the cities that support sustainable mobility via the adoption of SUMPs and promotes this policy to the Greek cities.

It is worth mentioning that in Greece there have been considerable efforts for the support of sustainable transport with the promotion of cycling. In this respect, the Sustainable Mobility Unit at the National Technical University of Athens under the leadership of Th.Vlastos has played an important role. Besides the studies for several Greek cities, and a multitude of relevant publications, the bicycle lanes construction guidelines [8] published under the auspices of the Ministry of Planning and Environment has been an important step. In addition, a non-profit organisation called ‘Cities network for Sustainable Development and Cycling’ comprising 43 founding city-members was established [9].
3.2 Municipality Policy

The City of Trikala was one of the first cities in Greece to realize the challenges of sustainable mobility. Since 2013 when the Ministry of Environment & Energy started promoting the European Mobility Week, the City of Trikala became a leader city for sustainable mobility, especially with the pilot and innovative project “Citymobil2” and the autonomous driverless bus, which was used as a public mean of transport for a 6 month period. In 2015, the Mobility Week of Trikala was ranked among the 10 most successful in Europe.

The City of Trikala is one of the few cities that for years has been taking advantage of its natural characteristics (city size, plain terrain and Greek weather conditions) to “educate” citizens’ towards a sustainable mobility behaviour in a way that the whole city can benefit. The use of bicycles has always been a city tradition while the municipality has taken measures (reallocating of public space, pedestrian streets, ring roads, creation of a truck parking and a new bus station outside of the city), in order to reduce the traffic of big vehicles inside and through the city centre. Recent permanent measures introduced include:

- Construction of a new ring bicycle lane of 2.3 klm.
- Horizontal and vertical signage to the existing urban cycle lane of Kalambaka Street.
- Special traffic lights for bicycles to the new cycle lane in the junction of Kapodistriou and Asclepiou Street.
- Special traffic lights with acoustic placement of new bicycle stands in central points of the city.
- Signals for the blind at the junction of Kanouta and Korai Street.
- Construction of ramps for the disabled, women with strollers, cyclists in pavements and pedestrian streets around the city centre.
- Construction of a river port by the Litheos River, for boat rides that also helped rafting and canoe kayak activities.
- Beacon network.
- Reconstruction of the central pedestrian bridge with funds from the private sector, demonstrating the benefits of the cooperation between the private and public sector.

3.3 Problems associated with lack of policy

Due to the way urban planning was carried out in previous decades and the priorities given to the city plans in Greece historically, especially after the post WWII reconstruction period, whereby a euphoria regarding the privet car was prevalent, plans of city streets did not
foresee the extensive use of bicycles, which were then considered an old-fashioned transport mode. As a result, the existing structure of the city of Trikala, especially of the city centre, is very difficult to accommodate cycle lanes. There are extreme difficulties on reforming the built environment to promote physical activity. Planning has resulted in unduly narrow streets, where cars and bicycles are rather difficult to coexist. In fact, although mixed land uses and resulting activity in the centre is for all modern cities desirable, as is the concept of compact city (that directly point to sustainable mobility), many Greek cities have been planned too physically compact to allow for this desired coexistence. The question of policy comes here to underline the lack of will on behalf of local administrations to change the situation in the Greek cities. This is “politically” difficult because the drastic changes needed would require a different mind-set regarding transport in the cities and would discomfort a lot of citizens. For instance, this would probably require total elimination of car use in the centres, extended pedestrianisation, major construction of bicycle lanes, appropriate parking lots for private cars, and significant increase of public transport, to mention just the basic elements required. The ongoing or completed SUMP s in several Greek cities (among which Trikala) take some steps, though no radical ones, towards this direction and make up for existing policy gaps.

3.4 Missing link between sustainable mobility and physical activity

The health-enhancing dimension of physical activity can be effectively utilized to promote the concept of sustainable mobility and a particular non-motorized transport. The undisputable positive effects of physical exercise can be a strong argument for the promotion of relevant policies. A reciprocal positive effect can be envisaged when promoting exercise as a means to improve health and sustainable non-motorized transport. Individuals gradually understand the benefits of physical exercise and try to encompass physical activity and exercise bouts on the daily program. For example, the recent Eurobarometer on physical activity [10] showed that, in Greece, 13% less individuals reported that they never play sport or exercise than in the 2009 Eurobarometer. It is likely that those individuals would demand respective infrastructure developments such as bicycle and walking paths from policy makers. Conversely, when policies provide for non-motorized transport, this would facilitate individuals’ taking up regular physical activity with subsequent health-related benefits. It is worth noting here, that although the several ministries (environment, health, etc.) issue various directives related to public health, there is not any cohesive policy in comprehensive documents that could be of practical use for ordinary citizens. This is also reflected in common practice of the municipalities.
4. Vision, aims and specific goals

A long-term vision of the Municipality is to eliminate all car-use from the extended city centre converting all current roads to pedestrian and introducing cycling lanes. However, as explained above, this would require large-scale restructuring and would demand massive funding which is currently impossible given the current large economic crisis in Greece. Therefore, the Municipality has adopted a step-by-step approach for developing the built and social environments. Inevitably, the related intermediate aims and goals presented below, are mediocre for the same reasons. This step by step approach utilized both the existing plans of the municipality and the insights of the SPACE project. In particular, the conversion of the ‘bus without a driver’ lane was a previous decision and was reinforced by the space project; the construction of the school path is entirely a product of the SPACE project. The proposed plans to extend the footpaths and the cycle lanes are also developed in the context of SPACE.

The immediate plan involves the following general objectives:

a) connecting the leisure and recreation settings to the city centre by cycle lanes and pedestrian roads
b) improving the connectivity of pedestrian routes and cycle lanes and
c) promoting walking and cycling.

To this effect a number of actions have already been implemented in the context of the SPACE project. These are detailed in the next section.

The next steps are presented in Figure 5 (showing planned cycling lanes) and in Figure 6 (showing planned pedestrian roads). These are further outlined in Part 5, which details necessary steps for the realization of the plan.

- Regarding the enhancement of cycle paths, the specific goal is to increase total length from 5.2km today to 9.3km by 2021. (Figure 5)

A central action towards the aim of connectivity has been the introduction of a 2.3km ring cycle – lane in the city centre replacing the driverless bus’s lane. As can be seen in Figure 4, this ring cycle lane connects both current and planned cycle-lanes. The issue of connectivity has been identified as critical, in the context of SPACE actions examining factors associated with the promotion of walking and cycling. The introduction of the new cycle path was coupled with promotional videos described below in Part 5.

- Regarding the enhancement of the pedestrian streets network, the goal is to increase total length from 2.5 km today to 3.3 km by 2021. (Figure 6)
As can be seen in Figures 5 and 6, the planned pedestrian and cycle paths and lanes are in accordance with aims a) (connecting with leisure settings) and b) (improve connectivity) aims.

*Figure 5:* Plan for the cycling lane network. Orange lines denote existing cycling lanes. Green line denotes the recently introduced circle cycle lane. Red lines denote the planned cycle lanes.
Figure 6: Plan for the pedestrian street network. Pink colour denotes the current pedestrian roads. Dark red colour denotes the planned pedestrian roads.
5. Action Plan

In Greece, the responsibility of the planning and construction of city interventions lies with the public sector, be it municipal, regional or state. Normally, interventions, to be materialised have to be part of an approved plan. Plans are made by the administration or by private consultants chosen after a competition.

In this respect, the overall sustainable urban mobility plan/Interventions that the Trikala municipality is willing to materialise, part of which has been inspired by the SPACE project would have to follow the following steps:

1. Make a detailed plan of the infrastructure interventions proposed by the current document. To achieve this, a technical study must be undertaken by a consultancy office which will follow the terms of reference given by the municipality. This office according to the Law will be chosen after a public competition including a tendering process.

   This study can be financed under the Green Fund which is related to the Ministry of the Environment.

   When the study is approved by the appropriate authority (municipality/ministry) the implementation will have to start. For the approval of the study open public consultation takes place including all stakeholders and interested parties often leading to a review/improvement of the study.

2. In order to implement the study, construction (of bicycle lanes, etc.) will have to take place, therefore a contractor is required. This contractor will again be the one who will win the corresponding competition through a tendering procedure.

The construction (of the whole project or of parts of it) will be funded by the public budget through funds provided by the Greek state and the European Union in the context of the Strategic Agreement (previously Community Support Framework) 2014-2020, allocated to the municipality via the regional authorities. Funds from sponsors will also be attempted, though in Greece this is not very common.

The following two Tables, summarise the steps to be taken for the realization of the specific goals set for prolonging and connecting cycling lanes and pedestrian roads as well as actions already taken in the context of SPACE including promotional actions and surveys.
## Goal: Improvement and extension of the current cycling paths network

<table>
<thead>
<tr>
<th>Action Step</th>
<th>What needs to be done?</th>
<th>Responsibility</th>
<th>Support</th>
<th>Time Frame</th>
<th>Necessary Resources</th>
<th>Media and communication</th>
<th>Evaluation</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Survey on cyclists to include HEAT related data</td>
<td>Municipality Staff related to SPACE</td>
<td>UTH</td>
<td>Done Sept. 2016</td>
<td>3 staff of the municipality &amp; UTH</td>
<td>Press release of study results</td>
<td>No of answers (520 achieved)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Launch of the ring cycle lane in the city center</td>
<td>Municipality Staff related to SPACE</td>
<td>Traffic police</td>
<td>Done Sept. 2016</td>
<td>No extra resources needed</td>
<td>Press release</td>
<td>Evaluation of use of current cycle lanes (no of cyclists/per week), Sept. 2017</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Recording on use of current cycle lanes (no of cyclists/per week)</td>
<td>Municipality Staff</td>
<td>UTH</td>
<td>Done Sept. 2016</td>
<td>No extra resources needed</td>
<td>Press release of study results</td>
<td>na</td>
</tr>
<tr>
<td>3</td>
<td>Promo Video clip on safe cycling <a href="https://www.youtube.com/watch?v=VXEjtjwh71g&amp;t=10s">https://www.youtube.com/watch?v=VXEjtjwh71g&amp;t=10s</a></td>
<td>Municipality Staff</td>
<td>No support was needed</td>
<td>Launched Sept. 2016</td>
<td>No extra resources needed</td>
<td>The video was shown in all schools of the municipality, is uploaded in u-tube and is continuously disseminated.</td>
<td>No evaluation planned</td>
</tr>
<tr>
<td></td>
<td>Production and distribution of a City Map marking Cycling and Walking Paths (Appendix 1)</td>
<td>Municipality Staff</td>
<td>No support was needed</td>
<td>Launched Sept. 2016</td>
<td>No extra resources needed</td>
<td>The map is available for distribution in the municipal tourist office in various city kiosks</td>
<td>Evaluation /Survey on use of current cycle lanes (no of cyclists/per week), Sept. 2017</td>
</tr>
<tr>
<td>---</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>---</td>
</tr>
<tr>
<td>5</td>
<td>Digital Application for Cycling and Walking (Beacons, Appendix 2)</td>
<td>Municipality Staff</td>
<td>No support was needed</td>
<td>Launched Sept. 2016</td>
<td>No extra resources needed</td>
<td>Available on city map, press releases and social media</td>
<td>Evaluation /Survey on use of current cycle lanes (no of cyclists/per week), Sept. 2017</td>
</tr>
<tr>
<td>6</td>
<td>Promotional Campaign for cycling targeting women</td>
<td>Municipality Staff related to SPACE</td>
<td>Cyclists’ group of Trikala</td>
<td>June 2017</td>
<td>Agreement with local Mass media; Volunteers</td>
<td>Allocation to a Media Company, Breast Cancer Bike Campaign</td>
<td>Evaluation /Survey on use of current cycle lanes (no of cyclists/per week), Sept. 2017</td>
</tr>
<tr>
<td>7</td>
<td>Study on cyclists’ perceptions and recording a cycling lanes use</td>
<td>Municipality Staff related to SPACE</td>
<td>UTH</td>
<td>Sept. 2017 (Retest and enhancement of the Sept. 2016 HEAT case study)</td>
<td>Public employees and Volunteers</td>
<td>Press releases</td>
<td>Number of answers</td>
</tr>
<tr>
<td>8</td>
<td>Launch event of the Action Plan &amp; Results of 2 HEAT studies in the context of SPACE</td>
<td>Municipality Staff related to SPACE</td>
<td>UTH Staff related to SPACE</td>
<td>Oct. 2017</td>
<td>No extra resources needed</td>
<td>Press Conference</td>
<td>Number of related news coverage in print and electronic</td>
</tr>
<tr>
<td>Step</td>
<td>Description</td>
<td>Responsible Party</td>
<td>Date</td>
<td>Resources Needed</td>
<td>Media</td>
<td>Approval By</td>
<td></td>
</tr>
<tr>
<td>------</td>
<td>-----------------------------------------------------------------------------</td>
<td>----------------------------------------</td>
<td>-----------</td>
<td>-------------------------</td>
<td>----------------------------------------------------------------------</td>
<td>------------------------------</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>Technical Study for the improvement and extension of current cycling lanes based on current SPACE document</td>
<td>The Traffic Department of the Municipality</td>
<td>Dec. 2017</td>
<td>No extra resources needed</td>
<td>Press releases</td>
<td>Approval by the City Council</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Public consultation and review of the technical study</td>
<td>Municipality Staff related to SPACE</td>
<td>Spring 2018</td>
<td>No extra resources needed</td>
<td>Dissemination via local media, municipality webpage, social networks</td>
<td>Number of contributions to the consultancy</td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>Implementation: the improvement and extension of current cycling lanes</td>
<td>Contractor under the supervision of the traffic department of the municipality</td>
<td>Late 2018</td>
<td>European community funds, Municipality funds. Sponsors during the construction</td>
<td>Public inauguration of the new development communicated via all local media.</td>
<td>Acceptance of the measure to be evaluated with a further in-house study</td>
<td></td>
</tr>
</tbody>
</table>
**Goal:** Improvement and extension of the current pedestrian streets network

*New pedestrian street network*

<table>
<thead>
<tr>
<th>Action Step</th>
<th>Responsibility</th>
<th>Support</th>
<th>Time Frame</th>
<th>Necessary Resources</th>
<th>Media and communication</th>
<th>Evaluation</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Technical study for the development of a school footpath for students’ walking</td>
<td>The Traffic Department of the Municipality</td>
<td>UTH</td>
<td>Done June 2016</td>
<td>Funding secured in Dec. 2016</td>
<td>Press Release upon completion</td>
</tr>
<tr>
<td>2</td>
<td>Promo video clip to reinforce drivers’ stopping at crosswalks</td>
<td>Municipality staff</td>
<td>No support was needed</td>
<td>Launched June 2016</td>
<td>No extra resources needed</td>
<td>The video was shown in all schools of the municipality, is uploaded in u-tube and is continuously disseminated.</td>
</tr>
</tbody>
</table>
3. Technical Study for the improvement and extension of current pedestrian streets based on current SPACE document

- The Traffic Department of the Municipality and Inclusion in the study plan for sustainable urban mobility.
- No extra support needed
- Dec. 2017
- • UTH
- Press release
- Approval from city council

Public consultation and review of the technical study

- Municipality Staff related to SPACE
- The commercial association, the public transport departments, the Traffic Police, the Fire Department, the ambulance services, UTH
- Spring 2018
- • No extra resources needed
- • Dissemination via local media, municipality webpage, social networks
- Number of contributions to the consultancy

Projects implementation

- Contractor under the supervision of the traffic department of the municipality
- No support needed
- Sept. 2021
- • European community funds,
  • Municipality funds,
  • Sponsors during the construction
- Dissemination via local media, municipality webpage, social networks, flyers, banners etc.
- Acceptance of the measure to be evaluated with a further in-house study
REFERENCES


http://eltis.org/content/sump-process (accessed 30/10/2016).
Appendix 1: Production and Distribution of a City Map marking cycle and walking paths

A map of the city, marking clearly city’s feature that facilitate cycling and walking has been produced, posted and is currently distributed in various spots in the city. This marks walking and cycling paths, beacons, shared- used bikes, charge points for disability vehicles etc.
Appendix 2: Application for promoting walking and cycling

In 2016, Trikala became the first city in Greece and one of the few European cities that developed a beacon network for the city tourism and main tourist attractions aiming at promoting walking in the city. Specifically, in five tourist points of interest (central bridge, Trikki Ancient Asclepieion, Osman Sach’s Mosque, Tsitsani Museum & Ottoman baths and Medieval Castle) the new beacon technology offers to the city visitors a unique interactive experience of self-guided tours. With the use of a smart phone or tablet, the visitor can find the points of interest and/or receive maps and info when walking in the city.
Appendix 3: Cities participating in the Greek National SUMP Network

- Municipality of Thessaloniki
- Municipality of Patras
- Municipality of Larissa
- Municipality of Peristeri
- Municipality of Nikea – Aghios Ioannis Rentis
- Municipality of Kordelio – Evosmos
- Municipality of Ilion
- Municipality of Trikala
- Municipality of Serres
- Municipality of Aghios Simitrios
- Municipality of Kavala
- Municipality of Veria
- Municipality of Xanthi
- Municipality of Karditsa
- Municipality of Pallini
- Municipality of Thermi
- Municipality of Ampelokipi – Menemeni
- Municipality of Helliniko – Argyroupoli
- Municipality of Thermaikos

Source: [http://sumpnet.gr/?page_id=97&lang=en](http://sumpnet.gr/?page_id=97&lang=en) (accessed 22/01/2017)