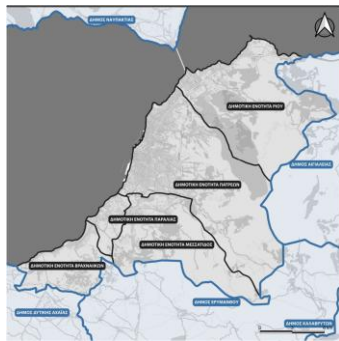


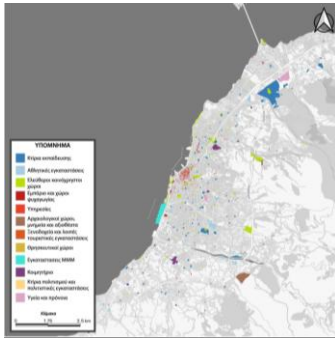


Transition to micro-micromobility: Evaluation of technical institutional interventions and policies for the case of Patras

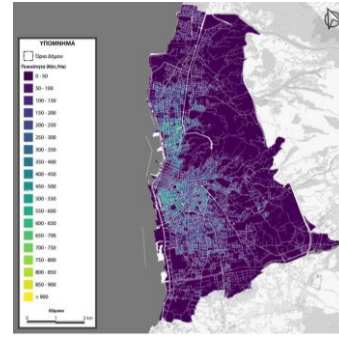
RECORDING OF THE CURRENT SITUATION



Boundaries of the Municipality of Patras



Places of interest



Population density of Patras per city block (ELSTAT Census 2011)

CONCLUSIONS

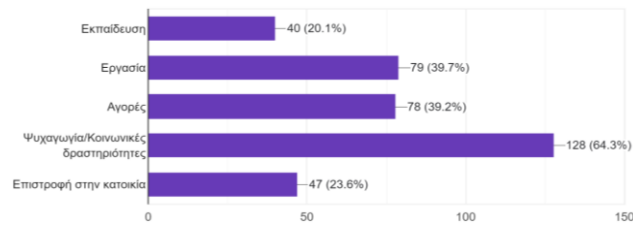
➤ Respondents' views on the use of micro-mobility means

- **Micro-mobility:** reduction of environmental pollution, decongestion of the center of Patras, reduction of travel time and parking search, while offering an economical transportation solution.
- **Micro-vehicles:** easy to use, exercise, physical and mental health benefits for users, but with a certain degree of risk.
- **Electrical bikes and scooters:** low cost, but unsafe transportation vehicles, exposing users to weather conditions.
- **Lack of appropriate infrastructure** and non-compliance with traffic rules → hinder widespread use.
- **Non suitable** for shopping trips or covering long distances.
- **Lack of charging stations** affects the spread of micro-mobility vehicles (limited battery autonomy).
- For the transition to micro-mobility, the essential prerequisite is **the creation of more bike lanes** and **charging stations**, along with designated **parking spaces**.
- **Improvement** of traffic conditions: better signage and safety.
- **Encouragement of micro-vehicle use:** reduction of usage costs, lowering parking fees for bicycles and electric scooters.
- **Education and awareness** by state authorities to inform citizens.

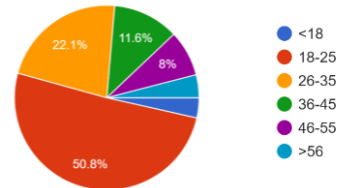
➤ Institutional and economic barriers as perceived by the respondents

- Existing legislative framework: **insufficient** to cover the different situations that arise on a daily basis.
- **Promotion** of micro-mobility: appropriate incentives, such as subsidies for the purchase of electric bicycles or scooters.
- **Planning of awareness campaigns** on micro-mobility and its benefits, aiming to raise public awareness and create the corresponding mindset that governs this alternative form of transportation.
- **Training** citizens on road safety and driving behavior.
- Funding, subsidies, and incentives for the purchase of micro-vehicles from the state are considered **minimal to nonexistent**.
- **Promotion of micro-mobility** in Patras: establishment of clearer regulations for the use of micro-vehicles by the state through its relevant authorities.
- There is a **division** of opinion on whether the purchase of an electric micro-mobility vehicle is advisable.
- Similar **division** exists regarding the **level of satisfaction** with the overall micro-mobility experience.

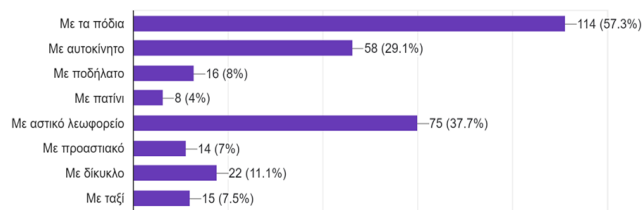
EMPIRICAL RESEARCH



Percentage chart of the purpose of respondents' movements



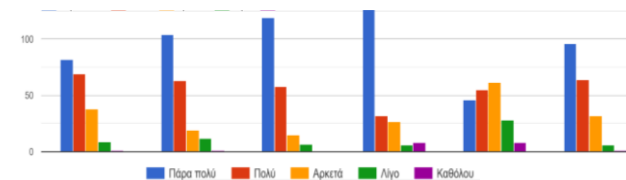
Percentage chart of the age group of respondents



Percentage chart of the mode of transportation to the center of Patras



Percentage chart of the frequency of public transportation use



Percentage charts of the level of agreement with certain views on micro-mobility in Patras

