D2. Islands and tourism

SIMP
Year-round Sustainable Island Mobility Planning

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Executive Secretary
Coordinator
CIVINET CY-EL
The largest alliance for Sustainable Mobility to have ever existed in Greece and Cyprus!

120 Municipalities
80 will develop SUMP
5 Regions

3 Ministries
13 Organisations
9 Educational & Research Institutes
Why is Greece a good case for research and testing on islands?

- 6,000 islands and islets
- 117 inhabited
- 79 population $\geq 100$ inhabitants
- 65 island municipalities (except for Crete and Evia)
- 4 totally insular regions
What kind of islands are we talking about?

**Island Municipalities** with 150 - 120,000 inhabitants

**Not** Island Regions, Countries or Continents

- Crete
- UK
- Australia
Distinctive Island Characteristics

High population fluctuation:
- Summer: 3 to 15
- Winter

Low population density

Urban density = 3.5 to 56 x Island density

Land Cover varies importantly among settlements & rural areas.
Distinctive Island Characteristics

External Connections
- Road links (never)
- Rail connections (never)
- Port(s) (always)
- Airport(s) (possible)

Infrastructure

Local Transport
- traditional means
- bicycle ?
Distinctive Island Characteristics

Isolation or self-sufficiency?

Time, Value, Weather, other restrictions (strikes etc)

port

settlements

capital

settlements

Isolation or self-sufficiency?
Distinctive Island Characteristics

Hard Living

- Cost of Life
- Supply / variety of goods
- Education
- Medical Health
- Social Services

→ Ageing population
<table>
<thead>
<tr>
<th>Category</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population</td>
<td>150 – 120,000 inhabitants</td>
</tr>
<tr>
<td>Max distance</td>
<td>5 – 120 km</td>
</tr>
<tr>
<td>Total area</td>
<td>17 – 1,636 km²</td>
</tr>
<tr>
<td>Tourism</td>
<td>Eco or undeveloped</td>
</tr>
<tr>
<td>Development</td>
<td>Medium developed</td>
</tr>
<tr>
<td>Models</td>
<td>Mass</td>
</tr>
<tr>
<td>Unemployment</td>
<td>min: 7%  avg: 19%  max: 26%</td>
</tr>
</tbody>
</table>

High Diversity Among the Islands
<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Urbanization</td>
<td>- Sprawl</td>
</tr>
<tr>
<td>Patterns</td>
<td>- Moderate Expansion of Settlements &amp; Housing (out of settlements)</td>
</tr>
<tr>
<td></td>
<td>- Compact Settlements</td>
</tr>
<tr>
<td>Urban area existence</td>
<td>yes / no</td>
</tr>
<tr>
<td>Number of Ports</td>
<td>1 – 3</td>
</tr>
<tr>
<td>Number of Airports</td>
<td>0 – 1</td>
</tr>
</tbody>
</table>
Typology for mobility planning

Size: 
- < 100 km² (small)
- 100 – 500 km² (medium)
- > 500 km² (big)

Capital Population: 
- < 10,000 inhab. (non-urban)
- > 10,000 inhab. (urban)
## Typology for mobility planning

<table>
<thead>
<tr>
<th></th>
<th>Small non-urban</th>
<th>Medium non-urban</th>
<th>Big non-urban</th>
</tr>
</thead>
<tbody>
<tr>
<td>Santorini</td>
<td>Mykonos</td>
<td>Kefallonia</td>
<td></td>
</tr>
<tr>
<td>Small urban</td>
<td>Medium urban</td>
<td>Big urban</td>
<td></td>
</tr>
<tr>
<td>Syros</td>
<td>Kos</td>
<td>Rhodes</td>
<td></td>
</tr>
</tbody>
</table>
Main differences between SUMP and SIMP
Main differences between SUMP & SIMP

**Urban (SUMP)**
- Car-free city
- Urban – Suburban – Satellites
- Heavy with fixed use
  - Residents + Tourists
  - Numerous

**Island (SIMP)**
- Car-free tourism
- Whole island – more islands – Urban areas?
- Residents + **Tourists**
- Light and flexible
  - Limited

**Gates/External Connections**
- **/ \**
- Ship
- Airplane

**General Vision**
- Area
- Population
- Needs for Infrastructure
# Main differences between SUMP & SIMP

<table>
<thead>
<tr>
<th>Trips</th>
<th>focus</th>
<th>Island (SIMP)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Urban (SUMP)</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Home to work</td>
<td></td>
<td>Leisure</td>
</tr>
<tr>
<td>Massive use.</td>
<td></td>
<td>Need for flexible solutions (high VS low season)</td>
</tr>
<tr>
<td>Need for permanent solutions</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Need for heavy, massive and stable PT</td>
<td></td>
<td>Need for light, personalized (on demand) and flexible PT</td>
</tr>
<tr>
<td>Existing or possible</td>
<td></td>
<td>Not possible</td>
</tr>
<tr>
<td><strong>Maritime Transport</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Not very critical</td>
<td></td>
<td>Very important and always existing</td>
</tr>
<tr>
<td>Ports only in coastal cities</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Walking at non urban areas</td>
<td>Urban (SUMP)</td>
<td>Island (SIMP)</td>
</tr>
<tr>
<td>---------------------------</td>
<td>-------------</td>
<td>---------------</td>
</tr>
<tr>
<td>Leisure. Not critical</td>
<td>Very important touristic activity. Always existing</td>
<td></td>
</tr>
<tr>
<td>Mainly in the urban area</td>
<td>Mainly out of the urban area</td>
<td></td>
</tr>
<tr>
<td>Always integrated with the National Energy Network (On-Grid)</td>
<td>Not always integrated. Possible Off-Grid solutions</td>
<td></td>
</tr>
<tr>
<td>Mainly residents</td>
<td>Residents + Tourists</td>
<td></td>
</tr>
<tr>
<td>Difficult, slow and costly development of innovative ideas</td>
<td>Lighter, quicker, cheaper development of innovative ideas</td>
<td></td>
</tr>
</tbody>
</table>

**Cycling**

- **Urban (SUMP)**: Lighter, quicker, cheaper development of innovative ideas
- **Island (SIMP)**: Difficult, slow and costly development of innovative ideas

**Energy**

- **Urban (SUMP)**: Always integrated with the National Energy Network (On-Grid)
- **Island (SIMP)**: Not always integrated. Possible Off-Grid solutions

**Participation Engagement**

- **Urban (SUMP)**: Mainly residents
- **Island (SIMP)**: Residents + Tourists

**Innovation**

- **Urban (SUMP)**: Difficult, slow and costly development of innovative ideas
- **Island (SIMP)**: Lighter, quicker, cheaper development of innovative ideas
Is SIMP affecting the SUMP guidelines?

Key actors & stakeholders: different

2 seasons for: analyzing, visioning, monitoring

Involvement: Residents & Tourists (1-time/ regulars/ house owners)
→ use of different tools & strategies
→ different interests

Analysis:
→ focus on data of different nature
→ analyse for 2 “seasons”,
→ simplicity in traffic but complexity on geospatial characteristics

Planning complexity: vulnerable ecosystems, landscape

Vision, goals & measures need to be tailored & to focus on flexibility, shared-mobility

Different indicators than usual

Monitoring is challenging due to the lack of municipal human resources
Sifnos SIMP
The first SIMP in Europe
Naxos and small Cyclades SIMP
Case of island cluster
Naxos and small Cyclades SIMP

Case of island cluster
## Naxos and small Cyclades SIMP

<table>
<thead>
<tr>
<th>Naxos SIMP</th>
<th>Island (SIMP)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Whole municipality: 495.8 km²</td>
<td>Whole island – <strong>more islands</strong></td>
</tr>
<tr>
<td>With no urban area</td>
<td>– Urban areas?</td>
</tr>
<tr>
<td>Off peak: 19.074</td>
<td>Residents + <strong>Tourists</strong></td>
</tr>
<tr>
<td>On peak: 62.500</td>
<td>Light and flexible</td>
</tr>
<tr>
<td>Roads with rotating use between the day/evening time</td>
<td>limited</td>
</tr>
<tr>
<td>1 port and 1 airport</td>
<td></td>
</tr>
</tbody>
</table>

### Areas
- **Area**
- **Population**
- **Needs for Infrastructure**
- **Gates/External Connections**
<table>
<thead>
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<th>Naxos SIMP</th>
<th>Island (SIMP)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Increasing demand on car-rental, possibly car-sharing too</td>
<td>Need for flexible solutions (high VS low season)</td>
</tr>
<tr>
<td>Varying bus frequency among high &amp; low season</td>
<td>Need for light, personalized (on demand) and flexible PT</td>
</tr>
<tr>
<td>Every day local maritime transport (fixed on peak &amp; on demand off peak)</td>
<td>Very important and always existing</td>
</tr>
<tr>
<td>Top hiking destination in Greece. Small Cyclades: fully walkable</td>
<td>Very important touristic activity. Always existing</td>
</tr>
</tbody>
</table>
Naxos and small Cyclades SIMP

**Cycling**
- Medium developed.
- High interest for e-bikes

**Participation Engagement**
- Use of online crowdsourcing & participatory planning for all travelers (residents & tourists)

**Innovation**
- Ideal island for MaaS implementation including sea transport
- Single bike & car sharing system for all the islands of the cluster

**Naxos SIMP**

**Island (SIMP)**
- Mainly out of the urban area
- Residents + Tourists
- Lighter, quicker, cheaper development of innovative ideas
Naxos and small Cyclades SIMP

Ideal “test-bed” for implementation

- Sharing schemes
- MaaS
- On demand public transport (including sea transport)
- Electromobility (e-cars, e-bikes, e-buses, e-boats)
Thank you!

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