



Ευρωπαϊκή Ένωση  
Ταμείο Συνοχής



Κυπριακή Δημοκρατία



Διαρθρωτικά Ταμεία  
της Ευρωπαϊκής Ένωσης στην Κύπρο



Τμήμα Δημοσίων Έργων

# The Limassol SUMP Planning for a better future

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Limassol, May 16, 2017

5<sup>th</sup> Cyprus Sustainable Mobility and ITS  
conference



# About Limassol





# About Limassol

- The second largest city in Cyprus – the far southern city of Europe
- The largest passenger/container/car terminal of Cyprus – one of the largest in SE Med
- Industrial center for Cyprus
- World class tourist destination
- 100K inhabitants / 170K for the wider urban area
- Area of the city 34 km<sup>2</sup>



# Since 1974

1

- Large and steep population growth

2

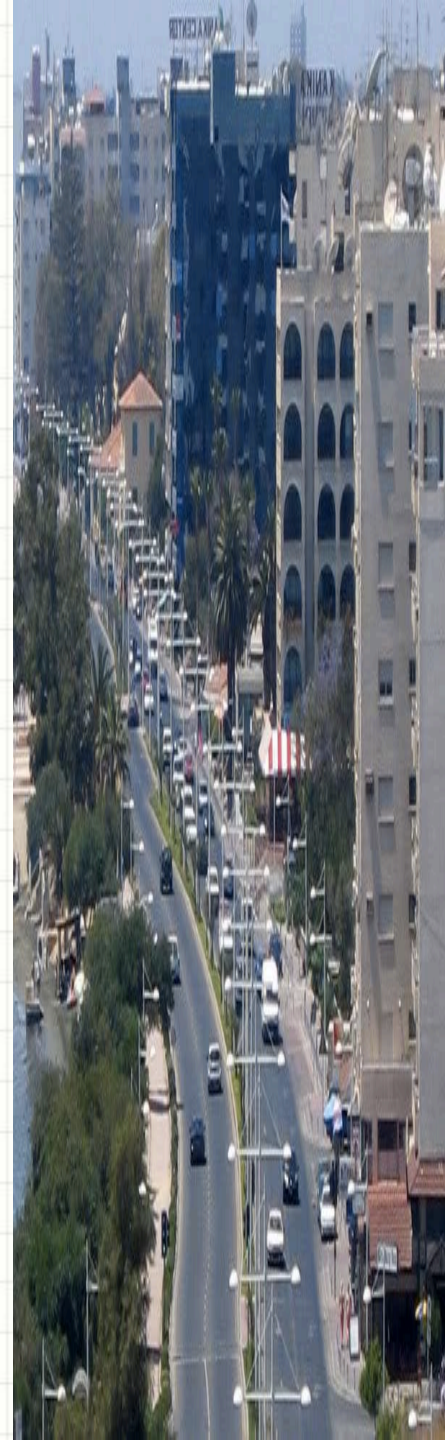
- Increase in urban activities and operations

3

- Expansion of tourist industry

# Transport & mobility facts - 1

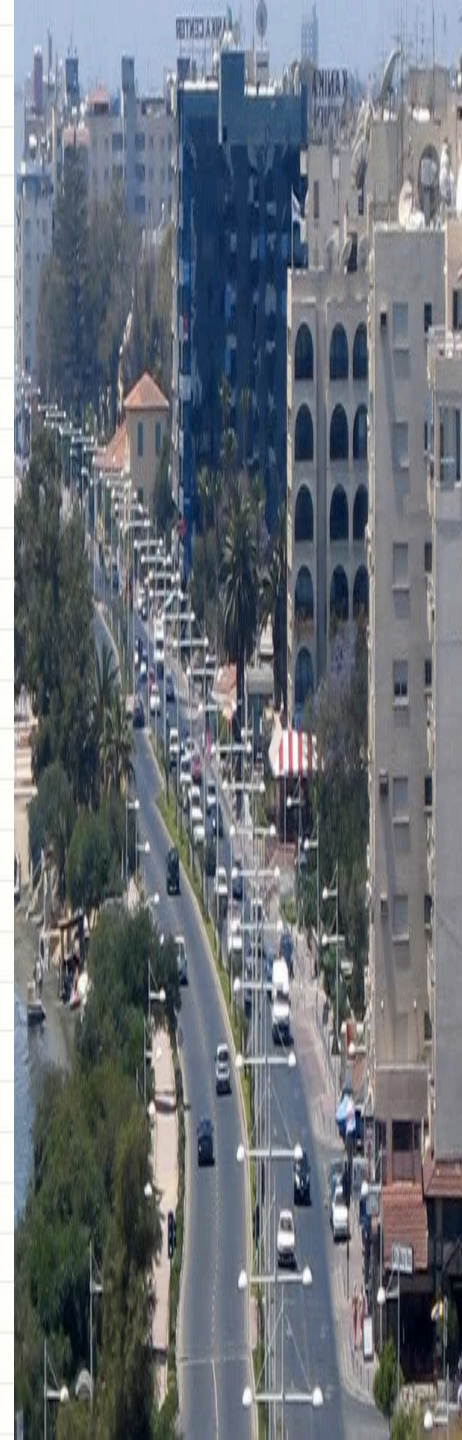
- **Interurban network** almost complete and well structured
- **Urban network** hard to cope with ever expanding traffic volumes (close to capacity levels in CBD areas and rush hours)
- **Demand:** 270.000 daily trips or 1,7 per inhabitant
- **Share:** 70% of all trips by car, 2% PT , 28% by bicycle and foot combined
- Aprox. 2/3 of the vehicle-trips towards the CBD area has its origins from surroundings (>3km), while 10% of those within the zone (<1.2km)
- **Safety** : Black spots, accidents involving pedestrians, speeding, red light violations etc.





# Transport & mobility facts - 2

- **Parking** : Balanced demand and supply
- **Bicycles / Pedestrians** : Low penetration of alternative transport means
- **Air Pollution**: Need for reduction of motorized transport to reduce NO2 and other pollutants
- **Noise Pollution**: High noise levels at main road arteries in CBD area – need for proactive safety measures to reduce motorized transport



# The way ahead

1

- What is SUMP all about?

2

- What should we expect ?

3

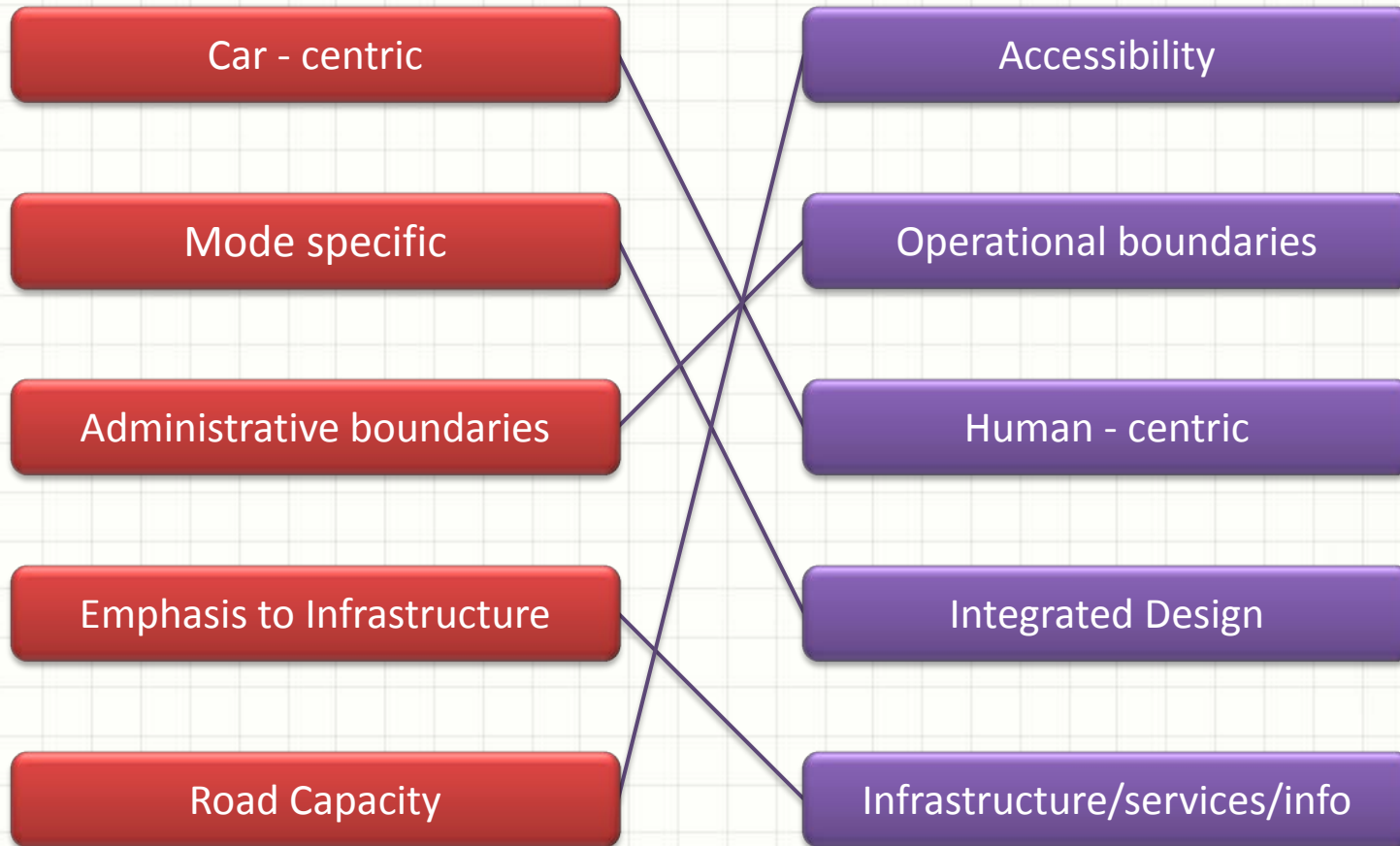
- Intermediate steps

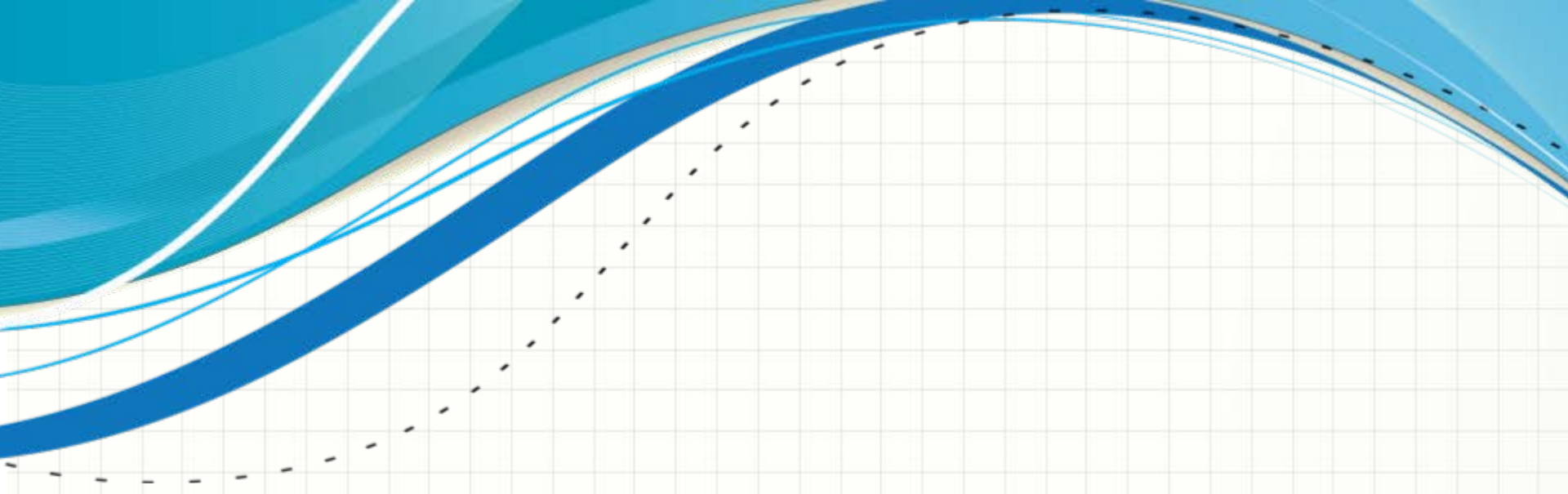
# What is SUMP all about?

- A. Conventional Transport Design
- B. Transport Design with emphasis on specific transport modes
- C. Comprehensive Design for a better quality of life
- D. Ordered Design by Authorities, executed by engineers
- E. Design with emphasis on infrastructure



# A new approach for mobility





# THE PROJECT

# Deployment steps

- STEP 1: Determining potential for a successful SUMP
- STEP 2: Define the development process and scope of plan
- **STEP 3: Analysis of Mobility situation and develop scenarios**
- **STEP 4: Develop a common vision**
- STEP 5: Set priorities and measurable targets
- STEP 6: Develop effective packages of measures
- STEP 7: Agree on clear responsibilities and budget allocation
- STEP 8: Monitoring and assessment scheme
- STEP 9: Adopt the SUMP
- STEP10: Ensure proper management and communication
- STEP11: Learn the lessons



# Primary Data Collection Activities

Surveys	Type of Item	Sample
		Typical season (summer)
Household Interviews	interviews	3250
Road Side Interviews	survey stations	15
Manual Classified Turning Counts	junctions	20
Manual Classified Link Counts	locations	80
Automatic Traffic Counters	sites	20 (10)
Bus Passenger Counts within the vehicle	bus routes	51 (2)
Bus Occupancy Surveys at bus stops	locations	11 (2)
Pedestrian Counts	locations	20 (20)
Speed Survey	routes	9 (4)
Parking demand on-street	segments	15 (5)
Parking demand off-street	parking areas	20 (5)
Parking Supply	CBD area	
Special reports (ITS / PSN / City logistics)		

# Primary Data Collection Time-Plan

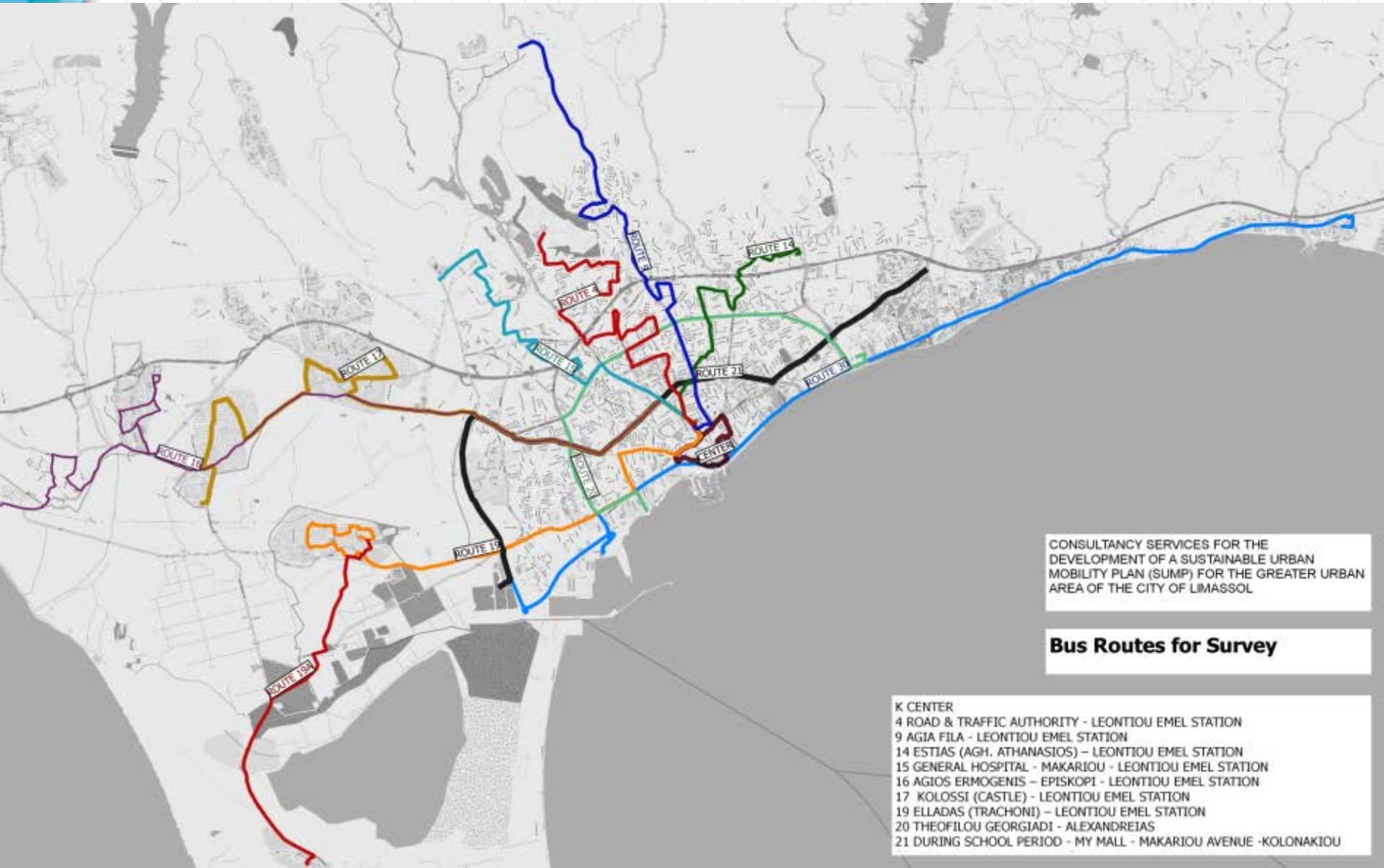
	W1	W2	W3	W4	W5	W6	W7	W8	W9	W10	
Surveys	27.03 - 02.04	03.04 - 09.04	10.04 - 16.04	17.04 - 23.04	24.04 - 30.04	01.05 - 07.05	08.05 - 14.05	15.05 - 21.05	22.05 - 28.05	29.05 - 04.06	
Household Interviews		X	EASTER HOLIDAYS		X	X	X	X	X	X	
Road Side Interviews					X	X	X				
Manual Classified Turning Counts	X	X			X	X	X	X	X	X	
Manual Classified Link Counts					X	X	X				
Automatic Traffic Counters	X	X			X	X	X	X	X	X	
Bus Passenger Counts within the vehicle	X	X			X						
Bus Occupancy Surveys at bus stops	X	X			X						
Pedestrian Counts							X	X	X		
Speed Survey									X		
Parking Supply								X	X	X	
Parking Demand on-street									X	X	X
Parking Demand off-street									X	X	X

# Road Surveys Sites





# Bus Demand Surveyed Routes

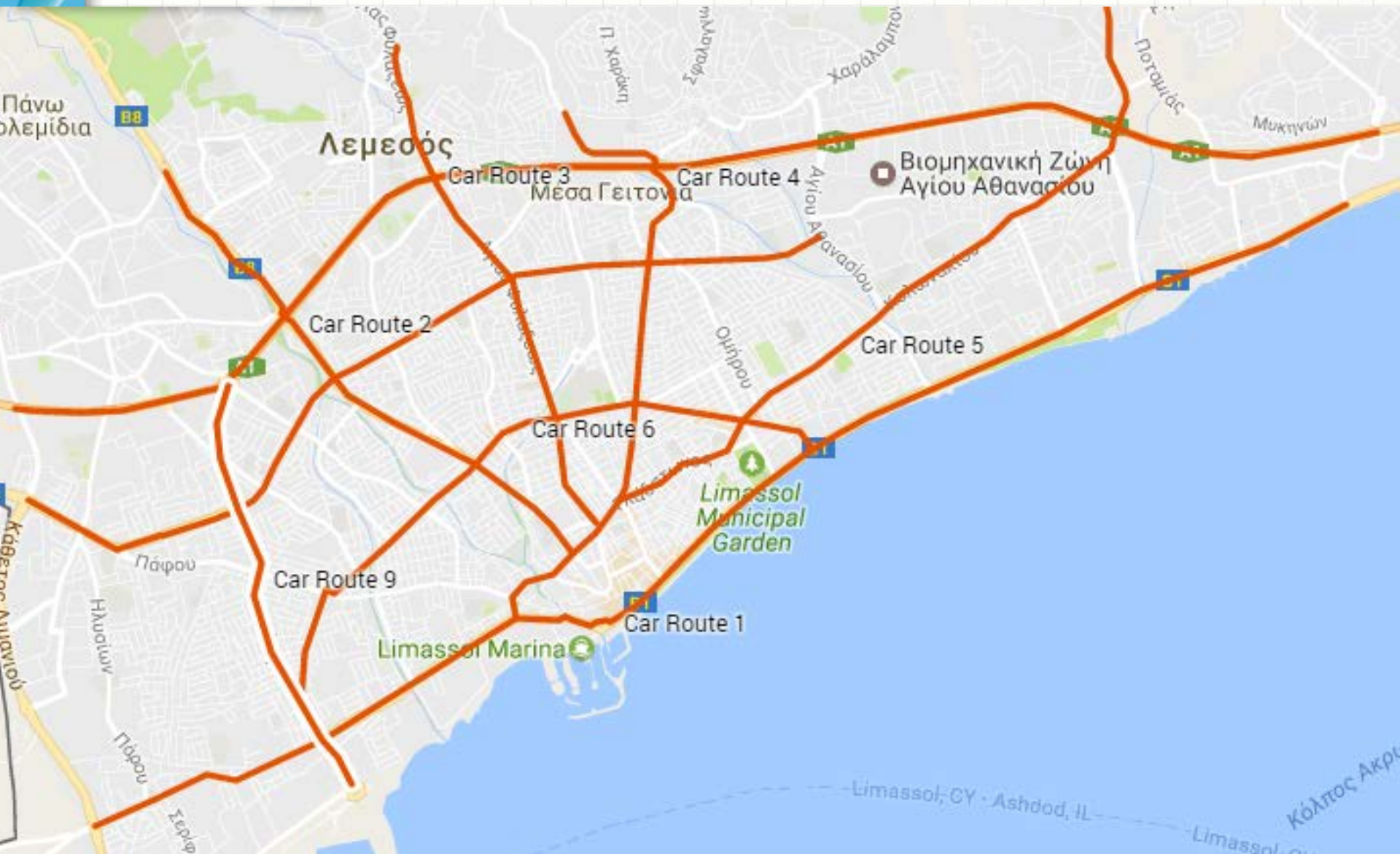


CONSULTANCY SERVICES FOR THE DEVELOPMENT OF A SUSTAINABLE URBAN MOBILITY PLAN (SUMP) FOR THE GREATER URBAN AREA OF THE CITY OF LIMASSOL

## Bus Routes for Survey

- K CENTER
- 4 ROAD & TRAFFIC AUTHORITY - LEONTIOU EMEL STATION
- 9 AGIA FILA - LEONTIOU EMEL STATION
- 14 ESTIAS (AGH. ATHANASIOS) - LEONTIOU EMEL STATION
- 15 GENERAL HOSPITAL - MAKARIOU - LEONTIOU EMEL STATION
- 16 AGIOS ERMOGENIS - EPISKOPI - LEONTIOU EMEL STATION
- 17 KOLOSST (CASTLE) - LEONTIOU EMEL STATION
- 19 ELLADAS (TRACHONI) - LEONTIOU EMEL STATION
- 20 THEOFILOU GEORGIADI - ALEXANDREIAS
- 21 DURING SCHOOL PERIOD - MY MALL - MAKARIOU AVENUE - KOLONAKIOU

# Speed Survey Routes





# 1<sup>st</sup> Public Consultation event



April, 26 2017



# SWOT analysis

## Strengths

- Political commitment at the highest possible level for successful completion of the SUMP
- Commitment for implementing the results of the SUMP
- Strong willingness for Public Transport development & identified priority domains of action (ex. schools transportation)
- Sustainable choices made in the past (i.e. ring road example) guide the paradigm shift at the decision making level

## Weaknesses

- Absence of cycling infrastructure
- Lack of design specs for cycling infrastructure
- Absence of actions & measures for citizens behavior change (ex. non sustainable solutions for students).
- Transport infrastructure development not in full conjunction with land use development

# SWOT analysis

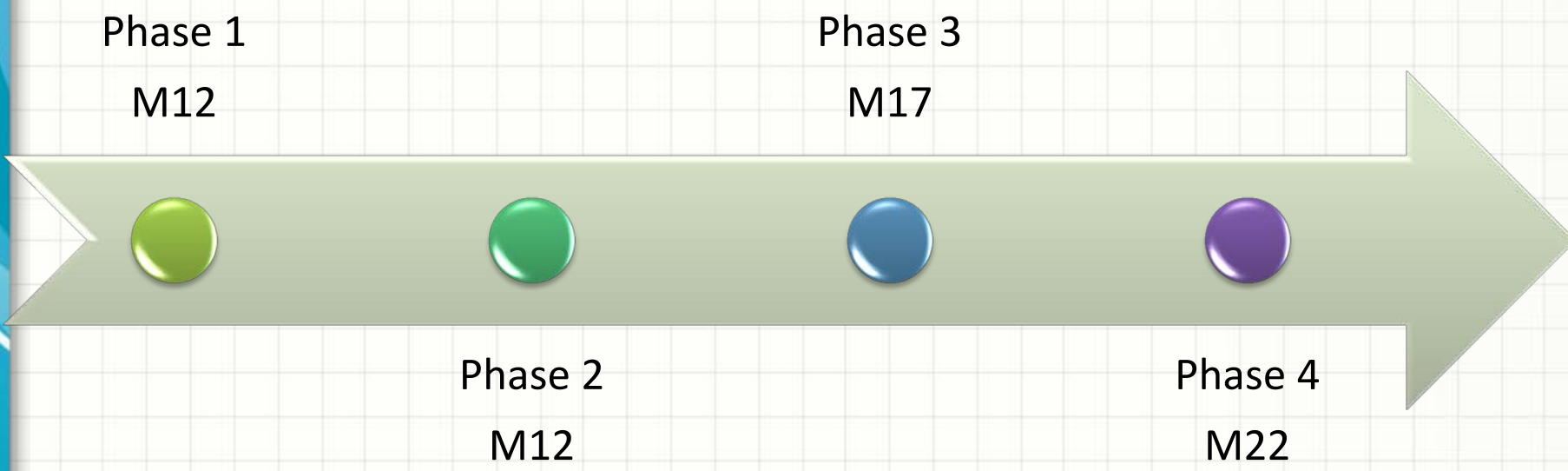
## Opportunities

- Influence urban infusion through rational sustainable transport solutions definition for the city & the agglomeration.
- SUMP development schedule in line with local plan development, therefore their integration is possible
- Integrated & holistic planning approach of SUMP allow for achieving positive results
- Chance to re-consider high impact interventions in the context of the SUMP (i.e. Aktaia Odos)
- Increase of touristic attraction for parts of the city, due to improved accessibility

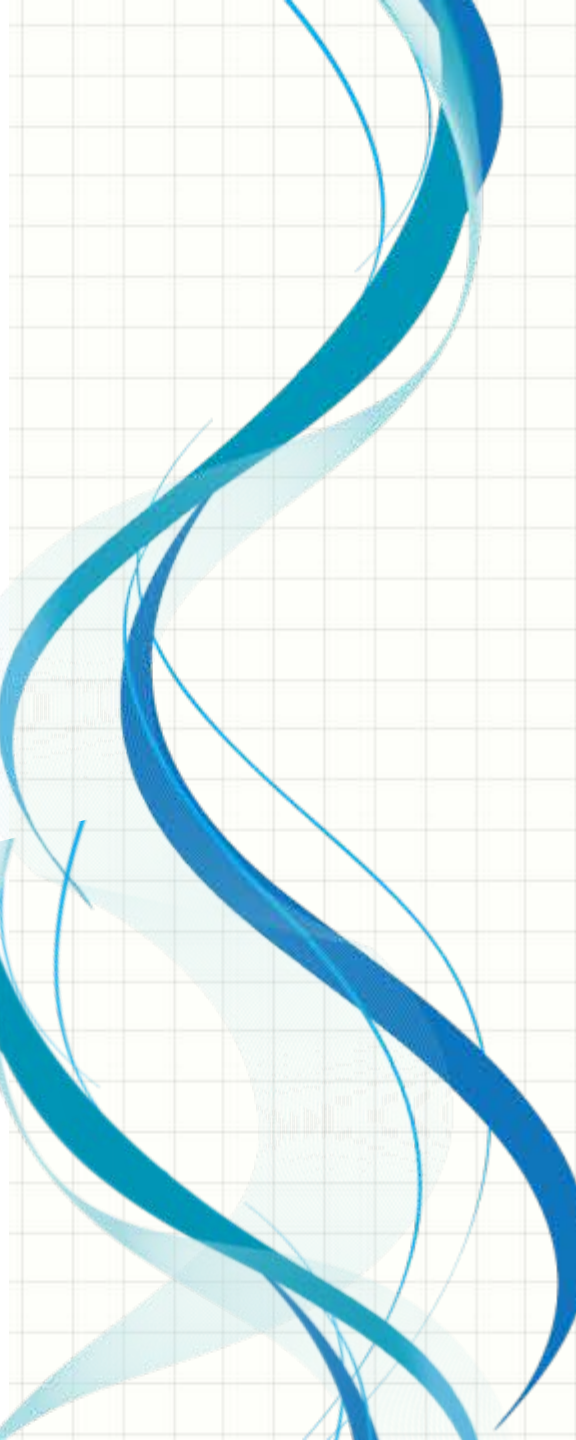
## Threats

- Studies for roads design continue to be performed .. We still plan for the motorized transport mode.
- Predominant position/attitude of engineers and decision makers in favor to road transport.
- Legal framework causing delays in infrastructure development may negatively influence the implementation of SUMP measures
- Economic viability of Public Transport services due to lack of critical masses
- What city model are we looking for?

# Time plan







[traffic4cyprus.org](http://traffic4cyprus.org)

[its4cyprus.org](http://its4cyprus.org)



# sump4cyprus.org





**THANKS FOR YOUR  
ATTENTION**



the mind of movement

