The Limassol SUMP
Planning for a better future

Apostolos Bizakis
Limassol, May 16, 2017
5th 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 km²
Since 1974

1. Large and steep population growth

2. Increase in urban activities and operations

3. Expansion of tourist industry
• **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

- Car-centric
- Mode specific
- Administrative boundaries
- Emphasis to Infrastructure
- Road Capacity
- Accessibility
- Operational boundaries
- Human-centric
- Integrated Design
- Infrastructure/services/info
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
• STEP 10: Ensure proper management and communication
• STEP 11: Learn the lessons
# Primary Data Collection Activities

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<th>Surveys</th>
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**Special reports (ITS / PSN / City logistics)**
## Primary Data Collection Time-Plan

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**EASTER HOLIDAYS**

- 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
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 ERMGENIS - EPISKOPI - LEONTIOU EMEL STATION
17 KOLOSSI (CASTLE) - LEONTIOU EMEL STATION
19 ELLADAS (TRACHONI) - LEONTIOU EMEL STATION
20 THEOFILOU GEORGIADI - ALEXANDREIAS
21 DURING SCHOOL PERIOD - MY MALL - MAKARIOU AVENUE - KOLONAKIOUT
Speed Survey Routes
1st 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

Phase 1  M12
Phase 2  M12
Phase 3  M17
Phase 4  M22
THANKS FOR YOUR ATTENTION