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# **WORKSHOP ON SUSTAINABLE AND HEALTHY URBAN TRANSPORT AND PLANNING**

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**Implementing measures for sustainable and healthy urban  
transport and planning with emphasis on promoting  
public transport, walking and cycling**

**Integrated urban planning**

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## **STRUCTURE OF PRESENTATION**

- **Introduction**
- **Research Findings**
- **Discussion of Smart Growth Concept**
- **Case Study Presented**
- **New Vision for Urban Transportation and Urban Development**
- **Concluding Remarks**

# INTRODUCTION

- Over the last few years many planning efforts aimed to manage travel behavior through land use policy.
- Content of plans: compact development, land use mix and urban design improvements.
- Concepts of new urbanism and smart growth.

# REVIEW OF RESEARCH

- Key question: Can land use planning be used as an effective means for managing travel demand?
- Research leaves major gaps in the understanding of urban travel behavior and the potential role of land use planning.
- Two arguments: land use is an indirect policy tool and that travel behavior is influenced by many other factors

- However research findings suggest the following:
  - fewer VMT in neighborhoods with higher density and better access to transit
  - fewer VMT and more pedestrian and transit trips in neighborhoods that are more pedestrian friendly
  - fewer total trips and slightly higher levels of transit use and pedestrian activity in traditional neighborhoods versus standard suburban neighborhoods

- higher percentage of transit use for commuting in some transit neighborhoods relative to automobile neighborhoods
- two thirds more vehicle hours of travel per person for households in sprawling-type suburbs versus compatible households in a traditional city neighborhood
- more pedestrian activity in mixed-use centers with more complete site design such as street crossings and wide sidewalks

➤ Shortcomings include:

- inability to capture tradeoffs and interactions
- not fully accounting for ways in which urban form affects household travel behavior

# SMART GROWTH

- Represents reaction to adverse consequences of prevailing forms of urbanization
- Positive environmental, social, health and quality of life effects
- Definition concentrates on the promotion of land use-transport relationships that lower land use consumption and automobile use, while encouraging walking, cycling and public transit

# CASE STUDY

- Good example because issues raised twenty years ago are still relevant for today's discussion
- Proposal: a multi-nodal vision allocating most of the growth to suburbs
- 47 nodes were designated
- Public transit use targets
  - region 1, 20% by year 2011
  - region 2, 20% by year 2021
  - region 3, 33% by year 2021
  - Toronto, 50% by year 2021

➤ Actual modal split for 1996

- region 1, 3%
- region 2, 7%
- region 3, 6%
- Toronto, 29%

➤ Problems:

- over designation of nodes
- government priority shifts
- fiscal climate

# A NEW VISION

- The goal for planners, decision makers and the public should be to reverse the past trend and make cities truly more sustainable, and do so in ways that are fair, efficient and affordable for all
- Since transportation and land use planning pervade every aspect of modern urban life, they are part of the problem and must be part of the solution

- An urban area vision: common vision based on public consultation and having public support
- An urban transportation vision: create a local transportation vision which is compatible with, and supports, the larger urban area vision
- Turning vision into reality: most difficult due to:
  - a) lack of integration
  - b) competition between municipalities
  - c) social forces
  - d) market forces

but, opportunities for change exist:

- a) growing awareness of transport impacts on quality of life
- b) growing awareness of long term threat caused by gas emissions
- c) modern industries are cleaner, quieter and require less space

## ➤ Urban Development Model Proposed

- 1) Plan for increasing compact, mixed-use development with emphasis on community nodes and higher concentration along transit corridors
- 2) Maximize the use of existing municipal infrastructure
- 3) Integrate land use, transportation, environmental and financial planning at all levels of government, particularly at the local level

4) Coordinate planning across all municipalities in the urbanized area

5) Send development and transport pricing signals that support new urban area and urban transportation visions

6) Make smog and greenhouse gas reduction an element of public policy

7) Make consultation between municipal leaders, developers and citizens the norm, with benefits communicated to all

8) Make changes in manageable steps

# CONCLUDING REMARKS

- The focus should move from rhetoric to hard, relevant information
- Planners must promote the more holistic sustainability concept
- Task ahead is to narrow the gap between theory and practice