

Spatial and Transportation Development in a Reunified Cyprus

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LAND-USE AND TRANSPORT PLANNING

- Land-use and transport planning of national, regional, rural and urban spaces should be integrated in a unified spatial development plan.
- Up to recently, common practice has been for land-use/town planning and transport planning to be carried out by different disciplines and departments/authorities .
- Cyprus is no exception (DTPH and PWD) with negative effects on sustainable development.
- Spatial development a rather recent EU terminology incorporating integrated approach of territorial development with physical and socio-economic parameters.
- European Spatial Development Perspective (ESDP) for an **integrated** multi-sectoral spatial development in Europe.

ESDP PRINCIPLES

- Integrated approach-accounting for all sectors of development and recognising that they affect each other.
- Development of a polycentric and balanced urban system and strengthening the partnership between urban and rural areas.
- Promotion of integrated transport systems which support polycentric development of the EU territory leading towards parity of access to infrastructure.
- Prudent management of natural and cultural heritage to help conserve regional identities and cultural diversity.

The transport ESDP principle indicates the need of the development of national and regional transport plans and policies to promote spatial development policies.

A lot of EU countries are now preparing national Spatial Development Plans based on the ESDP guidelines and principles.

Planning in Cyprus

- *A divided island since 1974*
- *Two constituent parts with two independent planning and transport planning systems.*
- *Planners on both sides turned their backs to the division line and considered it as a barrier, not even as a border in terms of spatial planning .*
- *A mistake and a lack of vision due to the tragic events and animosities between the two parts*

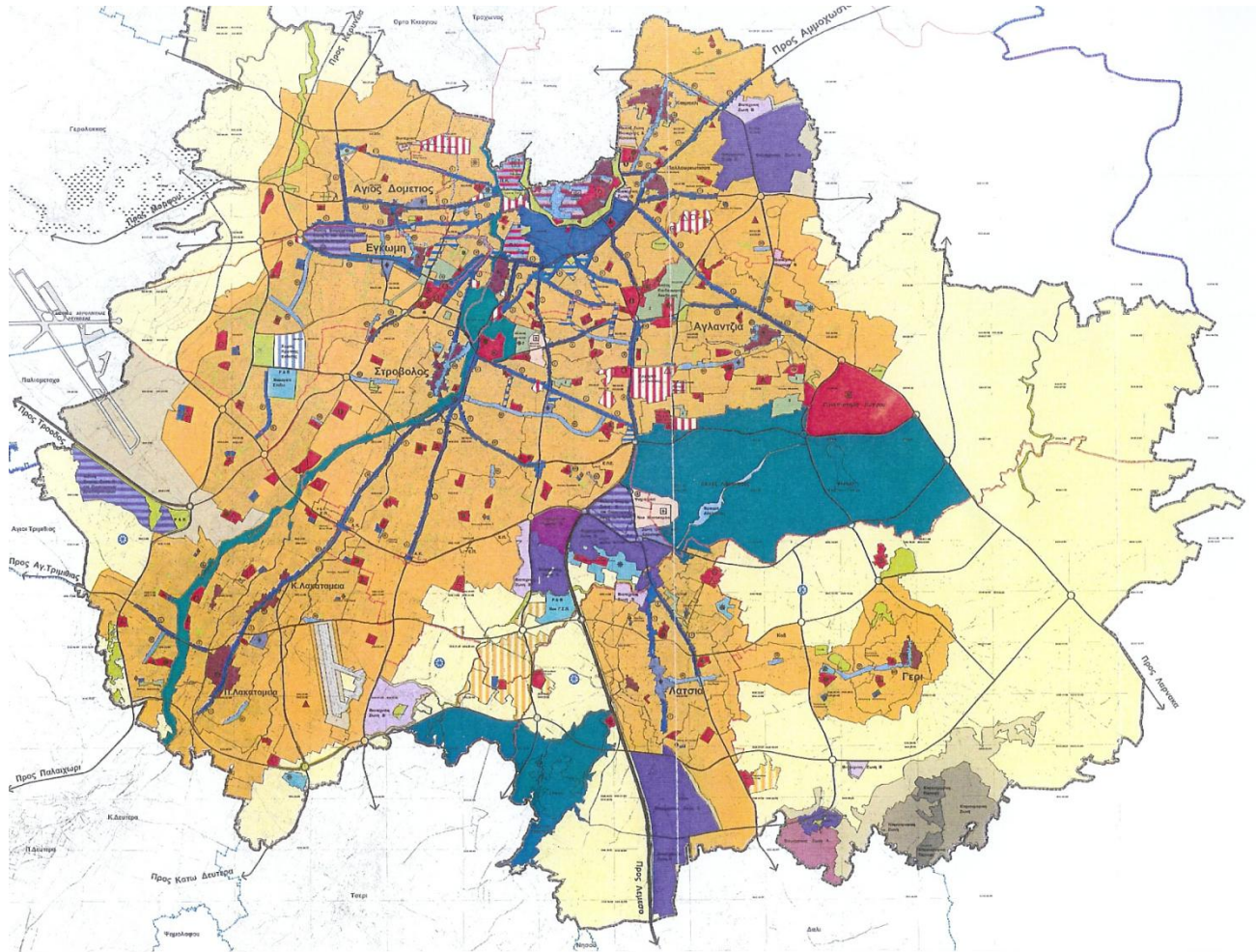


Spatial Planning and Transport, Road in the government controlled part

- No National or Regional Spatial planning.
- Local Plans and a general rural development plan.(DTPH)
- Local Plans have road plans and general transport policies
- Rural Plans have no road plans or transport policies
- Road and transport plans in urban areas (DTPH and PWD) –some coordination
- National and Regional Transport and Road Plans (PWD) not much coordination. Weakness of the system.



Nicosia without the Buffer Zone



Problem of division and lack of regional and national planning

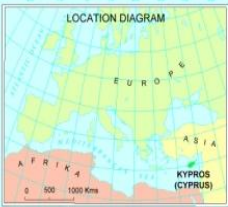
- Local Plans at 3 Urban Areas with buffer zones: Nicosia, Derinia and Athienou.
- Unified Plan only for Nicosia.
- The effect of the lack of regional and national spatial plans gets worse due to the division .
- The existence of national transport plans with no consideration of the division creates problems that could be irreversible. (Commitments on the ground e.g. Famagusta and Paphos regions





Some conclusions

- The national Road network in the two parts is being developed independently and with no coordination .
- National road planning cannot be coordinated with spatial planning since there is no national spatial plan.
- Development and especially road development creates almost irreversible commitments on the ground. Imperative to develop a unified spatial and road national plan



A Visitor's Map of Cyprus

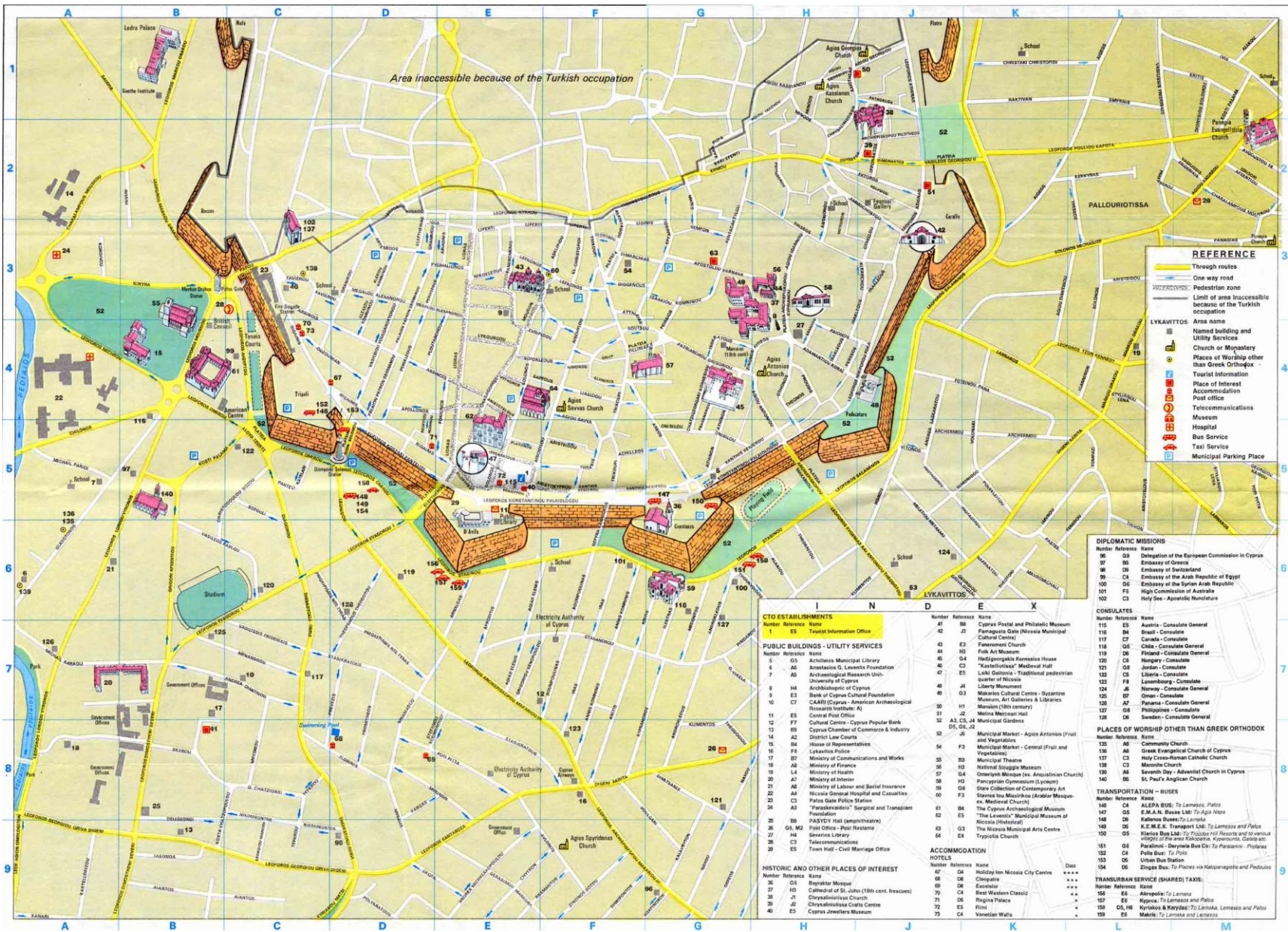
Scale 1:350000

Kilometres 10 5 0 10 20 30 Kilometres

A unified Cyprus Map with motorways shown only in the south



| REFERENCE | |
|---|--|
| Topographical features | Tourist interest features |
| Motorway | Camping site |
| Main road | Picnic area |
| Secondary road | CTO Public beach |
| Loose surface road | CTO Tourist pavilion |
| European long distance path E4 | Church |
| Nature trail (start of) | Monastery |
| Sovereign Base Area boundary | Castle, Fort |
| District boundary | Museum |
| Limit of area under Turkish occupation since 1974 | Antiquity |
| Place | Ancient site |
| Locality name | Place of interest |
| Settlement | Golf course |
| Dam | Fishing shelter |
| Sandy beach | Contour lines, Vertical interval in metres |
| Fishing shelter | National forest park |
| Golf course | Forest area |
| Tourist Information Office | |



Earlier maps with a blank for roads in the North

Duplication of infrastructure. A strain on sustainable development. Cyprus Ports and Airports-Legal and Illegal but a real fact

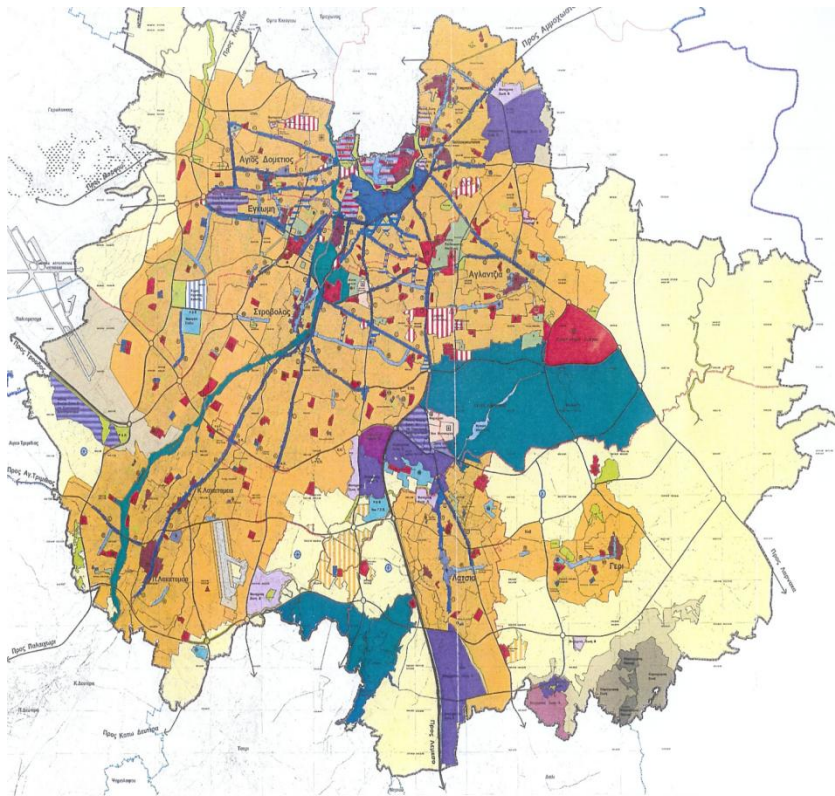


THE WAY FORWARD

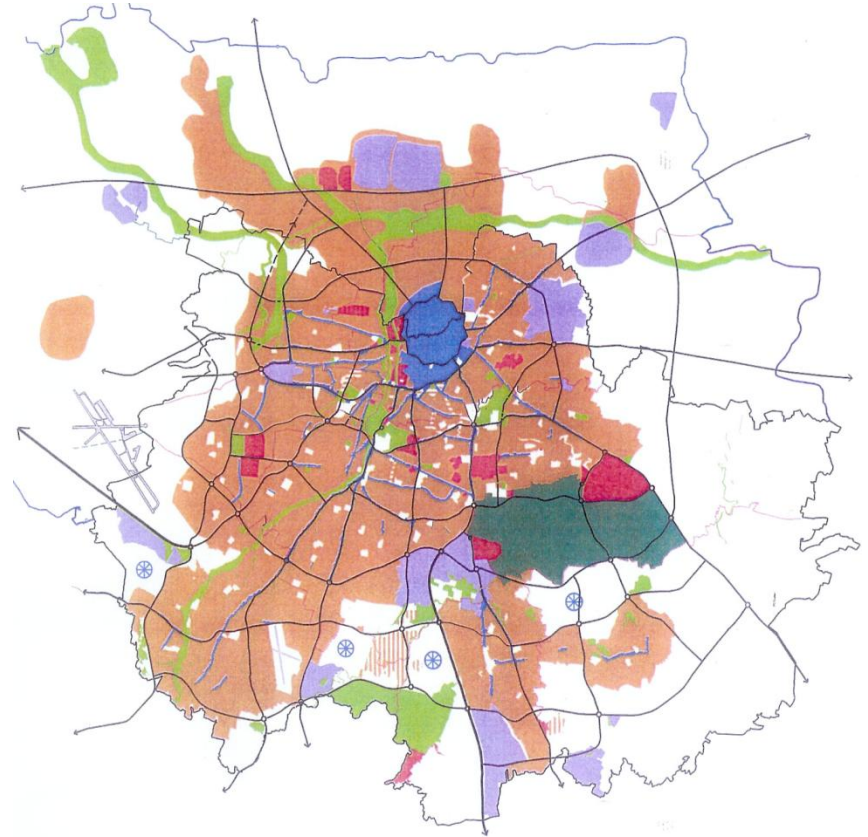
- **Cyprus is now part of the EU and although efforts to reunify the country have not yet succeeded, planners have to plan for a unified country with the aim to increase growth and prosperity in an EU framework.**
- **The example of the Nicosia Master Plan (NMP) has to be amplified to a national scale.**
- **The existence of the NMP was crucial for the recent opening of the Ledras street road block.**
- **Lmnitis has suffered because of the lack of a regional and national unified transport plan.**
- **The following figures indicate the crucial vitality of the road network planning and the creation of conditions for “gluing” the network together when reunification is a fact.**

The beauty of unified planning

Nicosia without the Buffer Zone



Nicosia with Buffer Zone

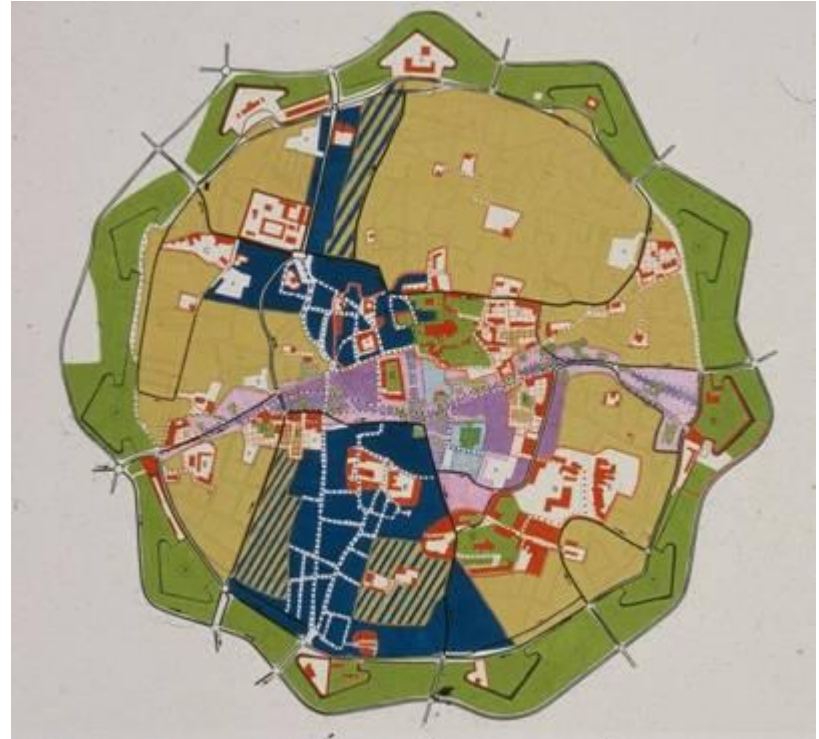


Nicosia City Centre

The city centre plan with the buffer



The city centre plan without the buffer zone

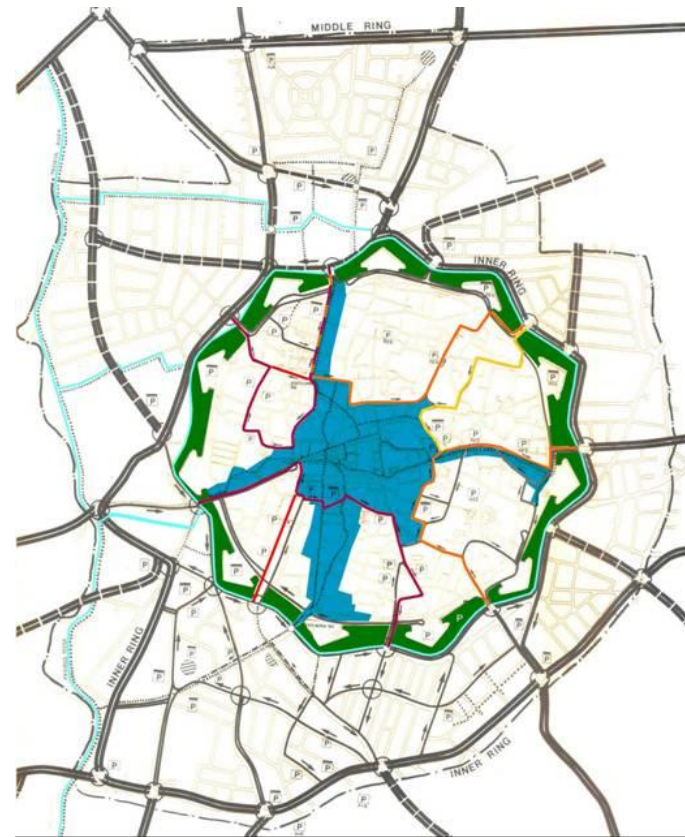


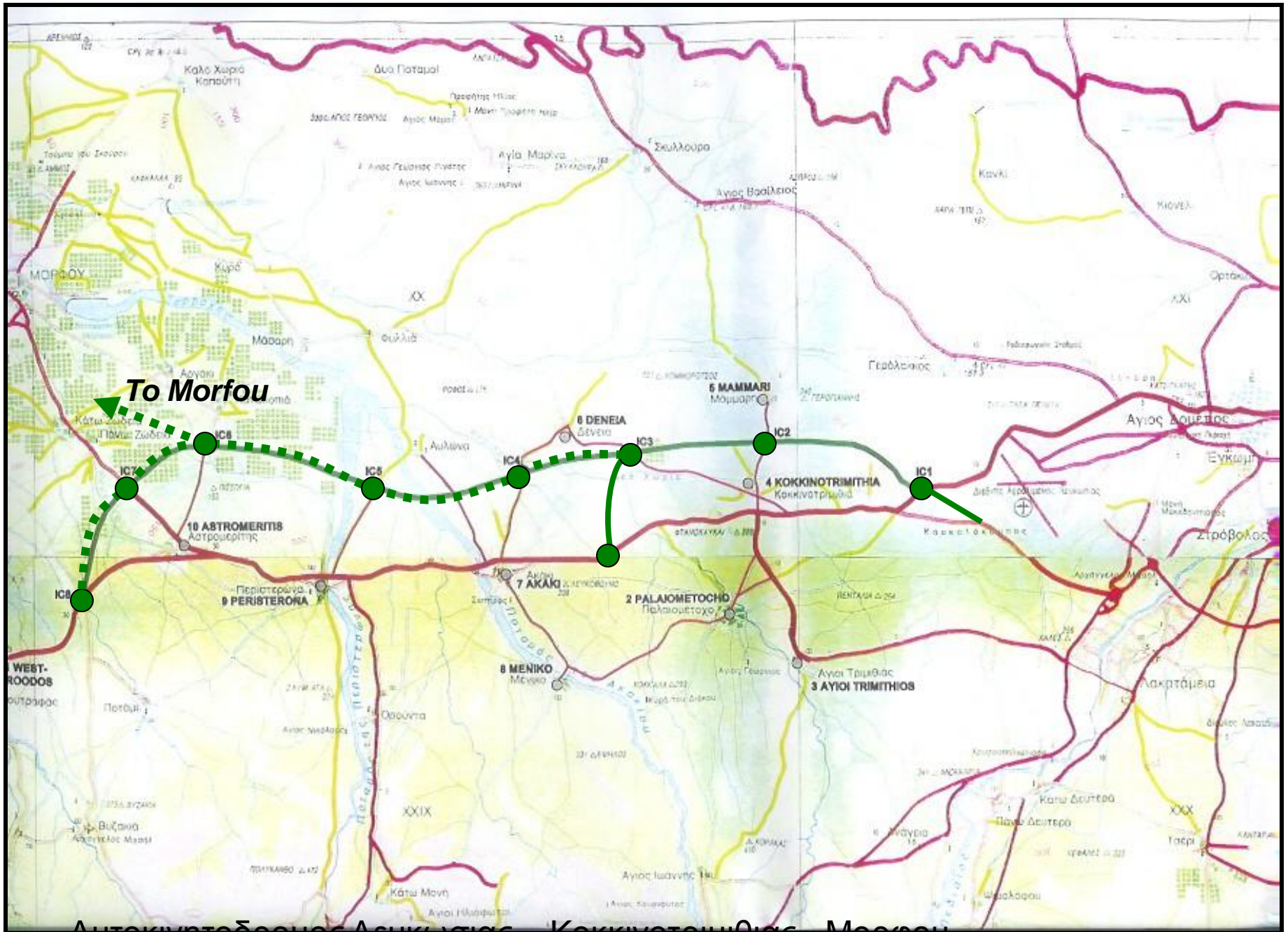
Nicosia City centre circulation plan

With the buffer zone



Without the buffer zone





Αυτοκινητοδρόμος Λευκωσίας – Κοκκινότριμιθίας - Μορφού

Challenges and actions for the future of a unified Cyprus

- Preparation of a unified Cyprus Spatial Development Plan(CSDP) which will follow the guidelines of ESDP.
- The CSDP must produce national and regional land-use and transport policies and plans.
- The CSDP could also produce an Action Plan with “gluing” projects along the buffer zone.
- With such actions the buffer zone in a unified Cyprus will just be a reminder of the country’s history and not a scar through the heart of the country and its people.