

Part C1.4

Traffic Management

MATTERS CONCERNING TRAFFIC FOR THE NEW CYPRUS MUSEUM

Introduction

Based on the details outlined in the introduction, the existing Museum has received in 2009 a relatively limited number of visitors: approximately 45,000. Estimated on the number of days the Museum is open, it receives on average 146 visitors a day. Regarding traffic level, the generation of traffic from the Museum appears to be limited. Considering that 90% of the visitors are tourists, which means that visitors arrive largely in an organised way on tourist buses, the traffic footprint of the development plan in question is small.

In fact, the new Museum is expected to attract a greater number of visitors, but in any case this increase could not possibly change fundamentally the given situation. Nevertheless, the proposed similar uses taking place inside the new Museum could increase the generation of traffic towards the new development plan. Such uses are the cafeteria, the conference halls and the library. The use of these spaces for conferences and receptions, a practice followed by a number of Museums abroad, may increase or even multiply the generation of growth.

It should also be noted that, given the fact that the Museum and the offices of the Department of Antiquities are situated in an area adjacent to the proposed one, the road network of the area already receives the traffic resulting from the primary uses of the new development plan. There may be limited differentiation on a micro-scale level resulting from the distribution of traffic on the road network, caused by the entries to/exits from the New Museum. In addition, the relocation of services that make temporary use of the site where the new Museum will be erected (Accident and Emergency, Ministry of Health and Civil Registry and Migration Department, Ministry of Interior), is expected to shift a significant load of traffic from the area.

Parking

For the satisfying the needs for a parking area of the new development plan provisions will need to be made to meet the following requirements:

- Museum Staff and offices of the Department of Antiquities.
- Visitors to the offices of the Department of Antiquities.
- Visitors who will be arriving on hired buses (not of public services)
- Visitors who will be arriving on private vehicles.
- Visitors arriving on bicycles.
- Vehicles for supplies/ services.

The Building Programme makes provisions for the creation of a parking area for visitors to the basement of the new development plan accommodating 100 available spaces. For the needs of the staff provisions are made for the creation of 100 parking spaces, which may be underground, as stated above. In addition, provisions are also made for 10 spaces for buses.

It should be stressed that the wider area faces fundamental problems caused from the lack of parking spaces. The need results from the high level of public use of the area, as in the case of the House of Representatives, the Courts, Governmental Services, cultural actions etc. Today this need is partly met with the use of the vacant site where the new Museum is intended to be erected.

After the Department conducted a survey recording available parking area in the wider area where the new Museum is intended to be erected, pressing need for the following has become apparent:

- Site of the new Museum and road parking on Nechrou Street (by the Parliament): 320 vehicles.
- Area of the offices of the Civil Registry and Migration Department and road parking on Chelon (Cheilonos) Street: 139 vehicles.
- Road parking on Museum Street by the Municipal Theatre: 45 vehicles.

Despite the fact that certain services, as mentioned above, will be relocated from the area, the increased need for parking space will continue to exist.

Access to the Development Plan

Accesses to the development plan will need to be secure and functional and to serve the needs of all users, irrespective of the approach method to the development plan and the transportation means they will be using. Special emphasis will need to be paid to the merging of pedestrians or/and cyclists with the users who will be arriving at and leaving from the development plan on motor vehicles.

For pedestrians and cyclists it is recommended that provisions are made for the planning for access points on all sides of the development plan, including also the side of the riverbed of Pedaios River.

Regarding vehicle access on the basis of the public road network that encircles the development plan the following are suggested:

- Access points from Chelon (Cheilonos) Street to the parking areas for buses, the staff and supply services.
- Access point from Nechrou Street for the parking spaces for private vehicles of visitors and for serving the needs of the area.

In case the parking area is intended for serving the wider area, then it would be possible to examine the possibility for access to the new parking area also from Chelon (Cheilonos) Street, in addition to access from Nechrou Street. This proposal aims to avoid burdening Nechrou Street unnecessarily.

Finally, it will need to be assessed whether the above stated requirements will be met through independent access paths by street or whether they will be combined with the intention to limit the number of access points. This issue could be elucidated further with regards to the way these areas function etc.

Road Network

The road network of the area needs to meet the requirements of the development plan, without being loaded with the function of access points to the development plan.

Nechrou Street (one way) encircles the development plan on the north, Chelon (Cheilonos) Street (two-way) on the south and Stylianos Lena Square (two way) on the east. The riverbed of Pediaios River is situated to the west of the development plan.

For facilitating vehicle access to the development plan on Chelon (Cheilonos) Street, along which an increased volume of traffic moves, it is suggested that a special clockwise lane is created. Alternatively, clockwise turnings from Chelon (Cheilonos) street to the development plan will need to be prohibited, which will however create an unnecessary load on the secondary road network of the area. On these grounds, it may be considered essential for the important access points on Chelon (Cheilonos) street to merge.

In addition, the roundabout regulated with traffic lights at the junction of Stylianos Lena Square and Museum and Nechrou Streets need to be upgraded with the aim to improve its capacity and functionality.

The issues outlined in the Building Programme for pedestrianising Lord Byron Street and for redirecting the traffic from Gladstonos Street are not corroborated. Finally, the parking spaces for buses will need to be assessed in relation to the site of the proposed development plan.

It is noted also that there were thoughts in the past for a cycling lane to cross through the site of the new Museum, connecting the network of the moat of the Walled City and of Markou Drakou Street with the riverbed of Pediaios River. This issue will also need to be examined.

Based on the above, it is recommended that an additional street layout is granted from the plot of the proposed development plan for the purposes of upgrading the road network. A 5m street layout is recommended for Chelon (Cheilonos) Street, 5m for Nechrou Street and 7m for Stylianou Lena Square.

Regarding mentions in the Building Programme for merging the Nicosia Municipal Park and the site of the new Museum with elevation (or / and underground routing) of Nechrou Street, it becomes prima facie apparent geometrically that this is not possible due to the limited length of the street and to the requirements for serving the Parliament and the Museum through vehicle access routes.

Green Trafficking Plan

Every Green Trafficking Plan aims to reduce the essential transportation of employed staff and visitors on private vehicles, especially at peak times. Because of the distinct features of the development plan, concerning the museum area and office use of the public sector, the main target should be the employees and visitors. The successful application of such a plan can reduce the traffic load on the road network, the transportation cost of staff and visitors, but also the development cost of the Building complex, with a parallel reduction of essential parking areas, in addition to the improvement of environmental conditions of the area (noise, atmospheric pollution, visual pollution of outdoor parking areas, lesser amount of land waste etc.)

It is recommended that architects propose measures that will facilitate the movement of employees towards the development plan on foot, by cycling or/ and the use of public transport. Such measures on the level of preliminary planning may also ensure the existence of parking area for bicycles (staff and visitors), changing rooms and showers for the staff, appropriate positioning of stops for public transport buses etc.