

# Regeneration of the Makarios - Stasikratous - Evagorou Commercial Triangle



## Background

In the early 2010s, Nicosia's city centre commercial triangle, bounded by Makarios III Avenue, Stasikratous, and Evagorou streets, experienced economic decline, with many shops closing due to the development and opening of peripheral malls and the 2011–2012 economic crisis. The Nicosia Municipality initiated this project to restore vibrancy, improve accessibility, and attract investment. The project was co-funded by the European Union Cohesion Fund, the State Budget and the Municipality of Nicosia with the specific objective of enhancing mobility, mainly in the urban areas of Nicosia. The concept behind the Makarios-Stasikratous-Evagorou commercial triangle's innovative urban regeneration project is that, by improving sustainable mobility, a modern, improved, and high-quality urban space can draw in new life with a variety of activities and investments, free from noise, traffic, and air pollution associated with private vehicle travel.



## Key Activities

- The traffic layout was modified to facilitate the movement of public transport, cyclists, pedestrians, and persons with disabilities, as well as to enable the implementation of traffic-calming measures. The “Shared Space” traffic model, principles of urban bioclimatic design, and Smart City infrastructure were implemented for the first time in Cyprus.
- Outdoor spaces were redesigned, and new road equipment was installed to properly organise and widen pavements, create squares, rest areas, access ramps, and all necessary elements to ensure unimpeded access for all persons with disabilities. Private and public footpaths were aesthetically and functionally unified, with the consent of property owners. Full accessibility for pedestrians and persons with disabilities is ensured throughout the entire project area, including its connection to the wider urban centre.
- Bioclimatic urban design principles were applied, including extensive tree planting and the use of water features for natural cooling.
- Charging points for electric vehicles and bicycles were installed. A new rainwater drainage system, high-efficiency LED street lighting, and a WiFi network were also put in place.
- Provisions were made for the future installation of tram lines and underground recycling and waste bins.
- Public utility services were upgraded and placed underground.

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## Impact

**Enhanced urban accessibility and aesthetics:** Level pavements, benches, greenery, and water elements create an inviting public space that is sustainable and accessible. During the focus groups conducted in Cyprus, the participants mentioned this project as the only notable example of good practice implemented in Nicosia, with regard to sustainability and accessibility.

**Boosted economic & social activity:** Some new shops and restaurants were opened, revitalising the city centre as an open-air shopping and culinary destination.

**Environmental benefits:** With lower emissions, improved microclimate and sustainable cycles, the project is aligned with the 2030 Agenda for Sustainable Development and the framework of the new 'Vision 2035' Strategy, as it directly and indirectly contributes to achieving national targets for reducing carbon dioxide emissions and energy conservation.

**Recognition:** In 2023, the Scientific Evaluation Committee for the Green Cities & Green Communities Cyprus Awards awarded the City of Nicosia the "Green City of Cyprus" award for the urban regeneration project of the commercial triangle Makarios – Stasikratous – Evagorou in the "Sustainable Mobility and Transport" category. With this award, the Municipality of Nicosia automatically becomes a part of the Green Cities & Communities Network of Cyprus, under the Cyprus Centre for Environmental Research and Education.

## Challenges & Solutions

**Traffic adaptation:** Smart traffic management with buses-only lanes and shared space design were put in place to mitigate disruption. However, people were, and many still are, resistant to the restriction on private vehicles and cars. There is ongoing debate over lifting the ban.

**Phasing logistics:** The project was broken into two phases, phase A and phase B to minimise disruption as much as possible. Pedestrian access was maintained during the works.

**Sustainability compliance:** To ensure compliance with sustainability guidelines, bioclimatic design incorporating trees, shade, water features, and smart utilities was implemented, in line with EU emission targets. The project is also aligned with the Nicosia Municipality's Integrated Sustainable Urban Development Strategy (ISUDS), which forms part of a broader and comprehensive plan for the city's sustainable development.





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## Tips for Similar Projects

- To maintain the area's usefulness, start a large-scale regeneration phase.
- Implement shared-space design to ensure that pedestrians and micromobility are prioritised.
- Incorporate smart city infrastructure during construction.
- Use bioclimatic concepts to reduce emissions and improve user comfort.
- Engage stakeholders from the outset to help manage opposition to traffic changes.
- Monitor and showcase social and environmental benefits (e.g., awards).

## Identified Limitations/Weaknesses

- There is an ongoing debate about reopening the area to general vehicle traffic, which risks undermining the project's objectives.
- There is potential for traffic displacement to cause congestion in surrounding areas.
- Financial investment (€16.8 million in total) requires comprehensive monitoring to ensure ROI (Return on Investment).
- Long-term impact on retail diversity requires post-project evaluation.



## Image Source

Courtesy of Municipality of Nicosia – Makarios–Stasikratous–Evagorou Triangle Regeneration Project

## Resources

- [Green City Award](#)
- [Financial Mirror Article](#)

## Partners

