



## **Dutch Cycling Embassy Work Visit to Astana, Kazakhstan 14 – 16 May 2012**

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Dutch Cycling Embassy, Utrecht, 11 July 2012

## Preface

The Dutch Cycling Embassy has been commissioned by the Embassy of the Netherlands in Kazakhstan to execute a Think Bike workshop in the capital city of Kazakhstan, Astana. This workshop is a follow up of a visit by Roelof Wittink, director of the Dutch Cycling Embassy on invitation by the Dutch ambassador mr van Leeuwen early March. The Think Bike workshop in Astana had a focus on basic elements of cycling policies, an exchange on the Masterplan for the city and a presentation during a round table.

The Dutch Cycling Embassy is a public private partnership that makes decades of Dutch experience in the field of urban cycling worldwide available. The Embassy invited two Dutch experts, Jeroen Buis and Peter Jonquiere and an expert from Kazakhstan, Aygul Alzhanova, to deliver the expertise asked for.

- Jeroen Buis is a civil engineer and traffic planner. He works as an international consultant and is an expert in planning for cycling as a mode of urban transport. He has 14 years of international experience assisting cities in Africa, Asia and Latin-America with plans, policies and designs for cycling.
- Peter Jonquiere is an urban development and spatial planning consultant with a special interest in slow modes of transport (cycling, pedestrians) and road safety. He has over 40 years of experience as municipal planning director and consultant in The Netherlands, and as urban planning consultant in Canada and many countries in Europe, Asia, Africa and the Middle East.
- Aygul Alzhanova is a staff member at Witteveen & Bos in Kazakhstan.



## 1. Program of the work visit

### Monday 14th of May:

- > Lunch with the Dutch Ambassador Mr. Peter van Leeuwen and two employees of the Dutch Embassy in Kazakhstan Ms. Gulnara Zhakupova and Mr. Jaap Steenkamer.
- > Afternoon: Meeting with Mr. Erlan Zhakupbekov, head of the division and Sandugash Mussina, deputy head of the division of the “Scientific Research Design Institute of Astana Master Plan” of the “Municipal Office of Architecture and Urban Planning of Astana City”

### Tuesday 15th of May:

- > Morning: Cycle tour around the city of Astana with local ‘cycling activist’ Mr. Sergey Korneyev
- > 14.00: Meeting with Chief Architect Mr. Baktybay Taitaliyev, the responsible officer for the Astana Masterplan.
- > Late afternoon and evening: Preparation of the presentation for the round table of Wednesday.

### Wednesday 16th of May:

- > Morning: Round Table “Introducing bike culture in Astana”. Participation of representatives of the Akimat of Astana and of the Dutch Embassy, the Dutch Cycling Embassy Team and some interested local parties. Speakers: The vice-Mayor of Astana Mr. Yerlan Kozhagapanov, The Dutch Ambassador Mr. Peter van Leeuwen, Chief Architect Mr. Baktybay Taitaliyev and the Cycling Embassy team Ayyul Alzhanova (presenting in Russian), Jeroen Buis and Peter Jonquiere. Also, Mr. Sergey Korneyev. (local cycle activist) made some comments about cycling in Astana.



## 2. Background information Work Visit

- > As part of their Dutch Week, the Netherlands Embassy in Kazakhstan, located in the capital city of Astana, requested the Dutch Cycling Embassy to provide consultants to come to Astana to provide input and assistance on urban cycling to Astana and to help to put cycling as a mode of transport on the agenda of the city.
- > For the Dutch Cycling Embassy, Jeroen Buis, traffic planner and cycling expert, and Peter Jonquiere, urban planner, visited the city of Astana from Monday the 14<sup>th</sup> till Wednesday the 16<sup>th</sup> of May and the city of Almaty on Thursday the 17<sup>th</sup> of May. Ms. Aygul Alzhanova from Witteveen+Bos in Almaty supported the Dutch team in Astana.
- > The original proposal was to organise a workshop with municipal planners and architects during which ideas and solutions for the city would be created, which could then be presented and discussed at the Round Table on Wednesday. In practice, only the Chief Architect, was available on the day of the 'workshop' and hence the work visit ended up being a one and a half day fact finding mission to Astana (with meetings and an cycling tour) and a presentation of cycling-inclusive planning strategies and some ideas and proposals for Astana during the Round Table on the 16<sup>th</sup> of May.

## 3. Background information Astana

- > Astana is the new capital of Kazakhstan. It is a rapidly growing city that, only a decade ago, had only about 200,000 inhabitants. Currently the city has 800,000 inhabitants and is set to grow to 1.3 million in 2030. The city develops in a planned way according to a long-term plan (The Astana Masterplan 2030).
  - > Kazakhstan's economy is growing rapidly. Current GDP per capita is US\$ 10,694 (IMF 2011), up from US\$ 3,755 in 2005 (versus US\$ 50,355 in 2011 for the Netherlands). Rapid motorization has come with this growth. In Astana there is now 1 car for each 3 inhabitants, a car-ownership rate that is only a little lower than in large Dutch cities.
  - > Cycle use in Astana is very low (less than 1% of modal split) and most citizens consider cycling a leisure activity rather than an alternative mode of transport.
  - > The climate in Astana is more extreme than in The Netherlands. In December, January and February the average maximum temperature is around -6°C, while the average minimum temperature is around -28°C. This means that in these months it can be very cold in the early morning, while on the other hand during the day temperatures are often around or only a little below zero: Certainly on sunny days appropriate weather for cycling. From April to October temperatures are comfortable for cycling with average maximum temperatures in June, July and August between 24 and 28°C. Astana has much less rain than the Netherlands which of course is an advantage for cycling.
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## 4. The Astana Masterplan: Meeting with Astana Architects and Chief Architect

The Team, met with Ms. Sandugash Mussina( architect) and Mr. Erlan Zhakupbekov (traffic planner) of the Scientific Research Designing Institute of Astana Master Plan on Monday the 14<sup>th</sup> and, with the head of the same Institute on Tuesday the 15<sup>th</sup> of May. On the 15<sup>th</sup> of May also Ms. Gulnara Zhakupova of the Netherlands Embassy was present at the meeting.

### The Astana Masterplan 2030

The Masterplan (see fig 1) really seems to be the heart of urban planning practice in Astana. The positive part of this is that unlike many other cities in (rapidly) developing countries, the city's development is really planned, rather than happening uncontrolled. The flip side of the emphasis on this way of planning is that there is a lot of focus on the large scale and the long-term. The city gets planned "as if seen from an airplane" which easily leads to a lack of attention for the human scale.



Fig. 1 The Astana Masterplan 2030 (the outer ring-road has a diameter of around 20 km)

1. As was explained to the Team, for traffic and transport the Masterplan works as follows:  
The core of the city, with 400,000 inhabitants and measuring about 5 to 7 km, is surrounded by an inner ring road. This ring-road will have (or already has?) 2x3 lanes for motorized traffic and is supposed to be free flowing.
  2. There is also an outer ring road with a diameter of about 20 km. From this outer ring-road, eight main roads enter into (or leave) the core city. The built up areas of the city develop along these “fingers” leaving large green areas in between. This development pattern is comparable with the structure of cities like Copenhagen or (partly) Amsterdam .
  3. Within each “finger” there are three main transport axes. In the middle there is a 8-lane road with two lanes of general traffic (car) per direction and two lanes for BRT (Bus rapid transit).  
Parallel to the central axis are two main roads serving the neighbourhoods alongside the main axis, which are designed as one-way roads for general (car) traffic.
  4. In a number of “fingers”, including the one to the airport, a LRT (Light Rail Rapid Transit) -system is planned. This system also includes a kind of circular line in the core city.
  5. P+R stations are planned on the inner ring road from where people can continue their journey into the inner city by LRT (planned, not yet existing), bus or (as suggested) bicycle. The idea is that people can drive to these P+R stations and continue to their destination in the centre of Astana by public transport or by bicycle.
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## Cycling within the Masterplan: meeting with Scientific Research Design Institute Staff

A more detailed explanation for cycling within the Masterplan was given by Mr. Erlan Zhakupbekov and Ms. Sandugash Mussina. (meeting on Monday afternoon).

The cycle routes, as proposed, seem to have a mainly recreational purpose as they were not the result of a demand study (origin-destination, short trips) and because directness, a key-requirement for utilitarian cycling (cycling for mobility) was not given much importance as the zigzagging-pattern of the cycle route through a park in Astana shows (see fig. 2). On the other hand, one of the routes does connect a university with the city-centre, but over not very direct routes. So the planning is still a bit hybrid and does not seem to be the result of a clear vision or strategy for cycling.



Fig. 2 Example: Proposed cycle routes through a park in Astana

Since the planning happens on the level of the masterplan it is clear that little thinking has gone into detailed design. The proposal shown to the Team for the design of a 3-lane cycle track (see fig. 3) underlines this. There is plenty of space available but the design shows very little understanding of the way cycling functions. This is not surprising since present cycle use is low and planning and designing for cycling clearly form a completely new and unknown discipline.

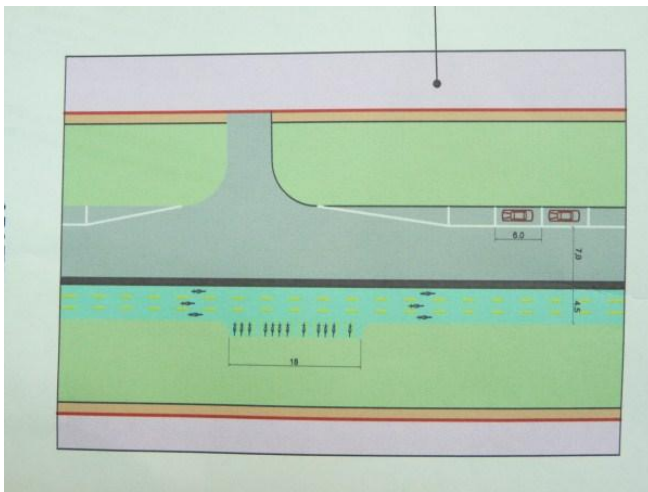


Fig. 3 Design proposal for a cycle track in Astana

## Meeting with the Chief Architect, Mr. Baktybay Taitaliyev

The meeting with Mr. Taitaliyev started with another explanation of the Masterplan, consistent with what the consultants were told the day before. Mr. Taitaliyev explained that his Institute works according to the guidelines and instructions of the Akimat of Astana. Changes in the present way of planning or the design principles of the Masterplan must thus come from the Akimat before they can be considered or included in the plan.

The Chief Architect went a bit more into detail about the way the “fingers” are meant to function:

- > Between the “fingers”, as in Copenhagen, are the green lungs of the city, reaching as far as possible into the urban fabric of the city.
- > The idea is that the “fingers” have such a width that people can reach a bus-stop on the central axis within a five minutes’ walk. (This would mean that the fingers are at most 800 m wide. Looking at the maps it seems that this is not always the case.)

The idea is that within the one-way ring in the fingers (closest to the central axis and public transport) there are high-rise buildings, whereas outside the one-way ring there will be low-rise buildings.

- > Along the (more than 100 meters wide) central axis there will be green zones with trees and cycle tracks, separating the road from the built-up areas.
- > The general idea is that a majority of the future inhabitants will live in the “fingers” and commute to the city.





When asked about the planning of the cycle routes, with their many detours and zig-zagging pattern, Mr. Taitaliyev said that the cycle paths are meant for recreation, not for transport.

- > When the consultants asked the architect whether he saw opportunities for cycling as a mode of transport in Astana his answers were:
- > We are a new city. So, for future plans we could integrate a plan for utilitarian cycling.
- > But we have no experience. If the Akimat wants us to make a plan for utilitarian cycling we will find you to support us.

### Some comments on the Masterplan and the way the city gets planned:

Based on the materials presented, the explanations received and the first impressions of the city, the consultants would like to mention the following points in particular in relation to traffic and transport planning:

1. It is very positive that there is a Masterplan and a long term overall vision. The strong, albeit centralized planning tradition inherited from the past will ensure good adherence of actual development to the plan. Also, there are clear ideas on main public transport corridors, geared to the urban development, which are important contributions towards a sustainable future urban development of Astana .
  2. What still seems sorely missing as part of this long term vision is a vision on private motorized traffic. Even the public transport central axes in the “fingers” also have 4 lanes for private motorized traffic. Nowhere in the Masterplan is there any sign of plans to reduce or discourage car-use or restrict the space given to the private car.
  3. Particularly worrying to the consultants is the plan to provide a ring of multi-lane one-way roads in each of the “fingers” as the only means of access by car towards the quarters in the “fingers”. All over the world such one-way roads have proven to increase the speeds of motorized traffic; they will form a barrier inside the residential areas. From the very beginning they will create a kind of infrastructure which cannot easily or cheaply be attuned to cycling in the future and will lead to higher accident rates. Also, people living outside this ring, will have to cross these roads to access public transport on foot. (JB: In the Netherlands all multi-lane one-way roads in cities were dismantled in the 1970’s when they proved to lead to more traffic accidents and unnecessary detours, causing undesired environmental effects as well).
  4. The weakness of the planning approach applied in Astana as explained to the consultants is that the planning and design of the urban fabric and infrastructure is almost solely done on the scale of the Masterplan. There is insufficient attention for good detailed design and for the human scale and a connection between these different levels of urban planning is missing. A good example illustrating this point is the design of the central axis, in the “fingers”. Intended to be the main axis for public transport, the road is flanked by two green zones and the total corridor is about a hundred metres wide. On top of this the road has 4 lanes for private motorized traffic. As a result of this lay-out the bus stops will not be immediately beside buildings and bus passengers will have to negotiate crossing car-traffic when getting to the bus stops.
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5. Another example where the human scale seems lost is shown in fig. 4 below.



Fig. 4 A proposal in the master plan where the human scale is lost. These wide free-flow designs create situations in which it is almost impossible to safely integrate cycling.

6. While there clearly is a strong form of masterplanning there is surprisingly enough no traffic planning. Consequently, there is also no link between urban planning and traffic planning. There seems not to be a clear strategy for mobility in Astana. Rather than planning mobility with goals and objectives related to actual or anticipated car-use, cycle-use and public transport use and road safety for instance, roads are designed and constructed without much concern for the necessary capacity. This is not very efficient nor does it do very much for the quality of the urban space in the city. Roads are by default wide with 4 lanes of traffic or more which allow for (very) high speeds. Residential areas and neighbourhoods with narrow roads, low speeds and priority for pedestrians and cyclists do not feature in the master plan. This lack of plans and policies for sustainable mobility, curbing the negative effects of car-mobility will lead to a continuous increase of car-traffic and worsening problems of deteriorating environmental quality, congestion, speeding and traffic accidents.

## 5. Road infrastructure and an excursion by bicycle in Astana

On Tuesday-morning the three consultants made a three hour cycling excursion through the city with Mr. Sergey Korneyev, an Astana cycling activist. Mr. Korneyev organizes cycle tours in the city and also does special cycle tours with children. He is active in promoting cycling in Astana.

This tour made the consultants well aware of the actual situation regarding the possibilities for cycling in Astana. In short the following can thus be said about the current situation for cycling in the city and about the potential to make Astana cycle-friendly :

- > The current road network with (extremely) wide road and (very) high speeds (official maximum speed is 60 km/h, but speeds of 100 km/h are no exception) is a very hostile environment for cycling.
- > Many roads are much wider than is appropriate for urban areas. This creates a dangerous situation for cycling, but also opportunities: by taking away one lane of traffic in each direction adequate space can be created for the construction of segregated cycle tracks.
- > Many roads with a flow-function have angular parking. This combination creates dangerous situations and reduces the capacity of the road.

Underneath a number of pictures of Astana, with commentary, are shown. Most photos were taken during the cycling excursion through Astana.



*Fig. 5 Very wide roads and high speeds are the circumstances cyclists face in Astana*



*Fig. 6 With such wide roads it is easy to create a cycle track by taking away one lane for motorized traffic.*



*Fig. 7 Weaving is one of the most dangerous maneuvers. Traffic systems that are designed for high speeds and an undisturbed flow of motorized traffic, such as here at this merging of roads in Astana, lead to very dangerous situations for cyclists (and also for other motorized traffic).*



*Fig. 8 Wide boulevards and parks currently offer the best cycling circumstances in Astana. These areas could easily be redesigned to include cycling, even more so when unnecessary steps are taken out.*



*Fig. 9 Even in parks car-accessibility and road infrastructure is dominating. But it won't be difficult to construct cycle tracks throughout green areas such as these.*



*Fig. 10 This wide bridge in Astana is a natural area for cyclists and pedestrians to share the space. Surprisingly the city has decided to ban cycling here.*



*Fig. 11 On some of the narrower roads in the older parts of Astana speeds are not as high and cycling conditions not as bad as elsewhere. With some additional traffic calming this road could be made into a pleasant cycle route.*



*Fig. 12 Roads like these do need separate cycling facilities to enable safe and comfortable cycling.*



*Fig. 13 Wide intersections are dangerous places for cyclists, even more so if, like here, road markings are missing.*



*Fig. 14 Traffic calming is a good idea, but without the proper design speeds will not go down. This road is clearly much too wide for to entice drivers to slow down.*



*Fig. 15 Even for the few present cyclists adequate parking facilities are completely missing at the destination points like shopping malls.*



## 6. Round Table meeting and presentation by the consultants

On Wednesday-morning the visit of the consultants ended with a Round Table. This was a formal meeting where high officials such as the vice-mayor of Astana, the Astana Head of Police, the Chief Architect, and a number of other Astana officials attended. See Annex 1 for a list of all participants.

The Round Table was opened by the Dutch Ambassador Mr. Peter van Leeuwen:

- > Astana is a modern city. Because it is flat it is very suitable for cycling, even though it is sometimes very cold.
- > Astana has the great advantage of a rapid new development, providing good opportunities to develop into a modern, sustainable capital city.
- > Biking in the Netherlands is not just for sports but also a normal means of transport for everyone, contributing towards a healthy way of living, a better environment, and safer and more liveable cities.
- > We welcome this cooperation between Astana and ourselves. You can learn from our experiences - and mistakes.
- > My recommendation for this initiative is to follow-up.
- > Royal Dutch Shell is the biggest sponsor of the Dutch Week and they do support the development of cycling. This says something about modernity, development and where the future is.
- > One of our employees, Mr. Harry Putker has been cycling to work in Astana throughout the winter. Even on days when it was 40 degrees below zero.

Next was shown the short film “Let’s bike it...”, showing the development of cycling in the Netherlands, which evoked the comment that biking is a healthy and active way of life and the Dutch experience can inspire the city of Astana.

After the opening words by the Dutch Ambassador, Mr Yerlan Khozhagapanov, the Vice mayor of Astana, held a short speech, emphasizing a number of important points:

- > We know Holland as a country with more bikes than people and we are happy to have this meeting as part of the Dutch week organized by the Dutch Embassy.
  - > Kazakhstan promotes a healthy way of living. President Nazarbayev wants to make mass sport available to everyone. A big sports complex for skying, rollerskating and biking has just been opened. There is an 8% increase in sports recently. Especially teenagers are encouraged to participate in active sports.
  - > We see the Dutch biking culture as an important part of a healthy way of life and hope to learn from your experience.
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After the Vice-Mayor the Chief Architect Mr. Baktybay Taitaliyev spoke, explaining the main principles of the Astana 2030 Masterplan to everyone present. His speech was along the lines of what he presented to the consultants in the meeting on Tuesday. Some main points:

- > The 2030 plan shows the general outline of the city in an integral way
- > The riverbanks form a great park, reaching into the heart of the city.
- > Inside the residential and industrial areas planned, walking is an important mode of transport
- > The transport problem has been analyzed carefully, based on experience from foreign countries. Public transport and biking are part of the solutions proposed in the plan.
- > In the transport nodes where car drivers will be able to park and transfer to public transport into the city, also public parking for bikes and bike rental points will be included. We aim for a modal split of 25% car, 25% bike, 25% public transport and 25% pedestrian.
- > Approximately 100 km of cycling routes are planned, with free crossings, separate bridges etc.
- > The climate, especially in winter is a problem indeed; but cycling paths can also be used for skiing.

An important comment of the Vice Mayor was: "I believe we should have the bike as the first and best mode of urban transportation"

After that, the Team from the Dutch Cycling Embassy presented its findings and recommendations. The presentation was delivered by Ms. Aygul Alzhanova in Russian. A summary of the main points is given below. The presentation was called: Cycling for a modern and sustainable Astana:

- > The presentation showed how in cities in The Netherlands (and also in other countries) in the 1960's and 1970's planning was geared towards accommodating car-traffic. Only after serious problems with congestion, pollution, quality of life and road safety did policies change, starting in the late 1970's. This led to the end of the decline of cycle use and in most cities an increase of cycle use that has continued until today. The effect was better mobility, less pollution and much less traffic accidents.
- > Wide roads attract traffic and lead to higher speeds. Therefore in Dutch cities roads were narrowed, city-centres made car-free and in many cities round the world, urban highways were demolished.
- > Ms. Alzhanova emphasized the many advantages of urban cycling as an alternative mode of transport and showed photos of the high-quality cycling-infrastructure in The Netherlands.

The presentation ended with a number of recommendations by the Team from the Dutch Cycling Embassy for Astana. These are mentioned under '7: Conclusions and Recommendations'.

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When asked for additional comments, Jeroen Buis then once more emphasized the advantages of cycling as a normal means of urban transport, adding that Astana with its flat geography and active development policies offers excellent opportunities for just that and that the fact that a few months in winter may not be best suitable for outdoor cycling for everyone should not prevent people from cycling during the rest of the year.

Peter Jonquiere pointed out that cities are about people and that the quality of the urban environment on the scale of daily life and movement is what basically determines the quality of a city for its inhabitants. He stressed the importance of good urban design on the level of the neighbourhood and the daily environment, including the design of urban infrastructure, requiring a good linking of planning on the scale of the masterplan with the planning on the scale of the pedestrian. After that Mr. Sergei Korneyev mentioned that since he came to Astana, cycle use has increased in the city. He then raised the following points:

- > The need for adequate (safe!) cycle parking facilities, both at home as well as at the destination points.
- > Some paths in a park in Astana have recently been banned for cyclists. This has made it almost impossible to implement the cycling tours with children, started in 2009. These paths, so he argued, are most of the time hardly used by pedestrians and should stay open for cyclists on those quiet hours.
- > National traffic regulations should be amended with the aim of improving road safety for cyclists, as part of a cycling promotion policy.
- > Road safety: Drivers need to see that cyclists also use the road.

The Vice Mayor commented on the different questions and points raised in detail, mentioning that he would ask his staff to look into the concrete questions raised by Mr. Sergei Korneyev, and to look into the possibilities to include the cycle friendly measures recommended into the city's policies and plans.

Some important statements by the Vice Mayor were::

- > I will discuss these issues with Akimat.
- > I will inform the City-engineer to include cycling in the Masterplan.
- > I will tell the Police Department to introduce road safety policies.
- > I will make sure that something will be done for cycle parking.
- > As for the cycle bans in the park: It should be possible to cycle on these paths at quiet hours.

His words also showed that he understood the message of the Dutch Team and expressed the will to move forward with cycling in Astana:

- > "We are now moving backwards. Instead we should make roads narrower and reduce car-traffic.
  - > We should have stricter environmental regulations.
  - > We should make Astana the cycling capital of Kazakhstan. "
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  - > As he said "we will have a lot of questions to the experts later". He also mentioned that he would be glad to inform the Mayor and through him, the Prime Minister and the President about this Round Table and its outcome.
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Ambassador van Leeuwen then thanked all present for their participation and the Vice Mayor and his staff for their interest. The Dutch experience will be available to Astana at any time!



## 7. Conclusions and recommendations

### There are opportunities for cycling in Astana:

- > There is a demand for cycling (bicycle sales go up)
- > Astana is a flat city
- > Astana has a young population
- > Astana has an appropriate size for cycling (it is comparable to Amsterdam, a cycling city)
- > Astana has lots of space and very wide roads allowing for the creation of very good cycling infrastructure)
- > Astana has a strong government with implementing capacity and funding
- > Astana is making new plans (cycling can easily be included from the start)
- > Promoting cycling fits into the health policies of the government
- > Most of the year the weather is more than good for cycling
- > Car-drivers in Astana do respect pedestrians crossing at zebra crossings very well. This is a good basis for appropriate behavior towards cyclists.

### Currently the main challenges for cycling as a means of urban transport in Astana are:

- > The city of Astana is mainly planned on Masterplan level. In practice this means (very) wide roads and little attention for the human scale. For instance the plan to make wide one-way road in new finger-formed urban districts creates road infrastructure that is inherently hostile to walking and cycling.
  - > The very wide roads in Astana lead to excessive speeding. But there also seems to be very little enforcement of speed limits. The often extremely high speeds and aggressive driving behavior of many motorists makes that cycling on the road is a dangerous activity only undertaken by experienced cyclists.
  - > Wide roads that are made for traffic flows also often have (angular) on-street parking. This is a very dangerous situation, particularly for vulnerable road users such as cyclists when they have to cycle past these areas.
  - > Cycling is still mainly seen as a leisure activity.
  - > Planners and architects in the city presently have very little understanding about the role cycling could play as a mode of urban transport and how to promote and accommodate that.
  - > It is necessary to overcome the un-rational feeling that the relatively short period of very low temperatures in winter prevent comfortable cycling during the rest of the year
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The following could be done to promote cycling in Astana:

1. Integrate cycling in the Masterplan (make and include a cycle masterplan with more attention for the human scale and including a cycle network)
2. Make new neighbourhoods cycle-friendly right from the start
3. Create ( a connected network of) pilot route(s) for cycling
4. Use the annual spring repainting of road markings to include the marking of cycling infrastructure
5. Implement a public bicycle system. For instance in the governmental zone, a university campus or the river park and/or the city-centre
6. Develop 30 km/h zones in the city (e.g. in residential areas)
7. Develop projects for promotion and education
  - > Cycling and traffic education in school
  - > A car-free circuit for cycling on a weekend day (as is done in Bogotá and many other cities in Latin-America)
8. Create cycle tracks along the river in the park
9. Initiate a project for the development of cycling traffic rules and regulations for cycling

## The Dutch Cycling Embassy

The Dutch Cycling Embassy is available to assist the city of Astana with further cycling-inclusive traffic and transport planning as well as urban development planning. This could include:

- > Think-bike workshops and training courses for capacity building
  - > Excursions to the Netherlands
  - > Technical assistance to create a cycle policy and cycle masterplan for the city of Astana
  - > Technical assistance with the design of cycle-friendly infrastructure.
  - > Technical assistance with the integration of traffic and especially cycle planning into the overall framework of urban planning on all scales.
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## Annex 1 List of attendees at Round table meeting of Wednesday the 16<sup>th</sup> of May

### Astana officials:

Mr. Yerlan Khozhagapanov	Vice-mayor of Astana
Mr. Takhir Abdurakhmanov	Astana Head of Police,
Mr. Baktybay Taitaliyev	Chief Architect,
Ms. Kuralai Mukusheva	The Head of Education and Schools Department
Mr. Zhanat sarsembekov	The Head of Health Department
Mr. Symbat Myrzagulov	The Head of Roads Department
Mr. Aytalap Kurganbayev	The Head of Sports and Tourism Department
Ms. Marina Koshkina	UNDP
Mr. Vasiliy Korenchuk	Bike shop representative
Mr. Andy Offenbacher	Representative of the OSCE

### Embassy of the Netherlands in Astana:

Mr. Peter van Leeuwen	Ambassador for the Netherlands in Kazakhstan
Mr Harry Putker	Deputy Head of Mission
Mrs. Gulnara Zhakupova	Press and cultural affairs officer
Mr. Jaap Steenbergen	Assistant

### Team of the Dutch Cycling Embassy:

Mr. Jeroen Buis	Consultant for Dutch Cycling Embassy
Mr. Peter Jonquiere	Consultant for Dutch Cycling Embassy
Ms. Aygul Alzhanova	Consultant at Witteveen+Bos in Almaty

