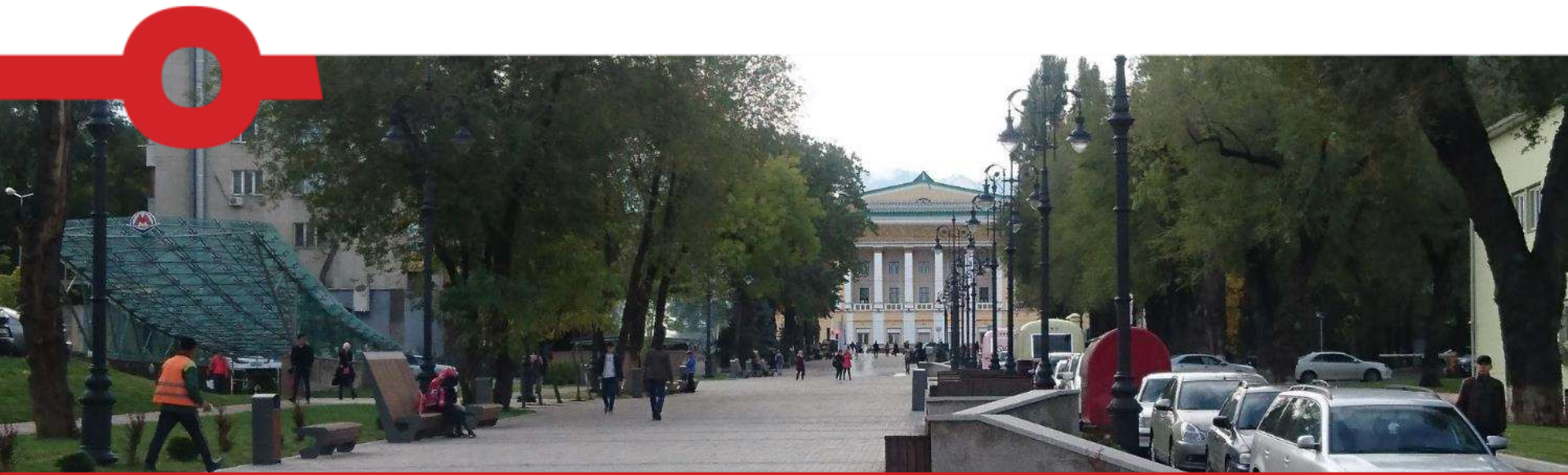


16th November 2017

Integrated Transport Management Scheme (ITMS) for Almaty


Lessons Learned



Empowered lives.
Resilient nations.

SYSTRA

Agenda

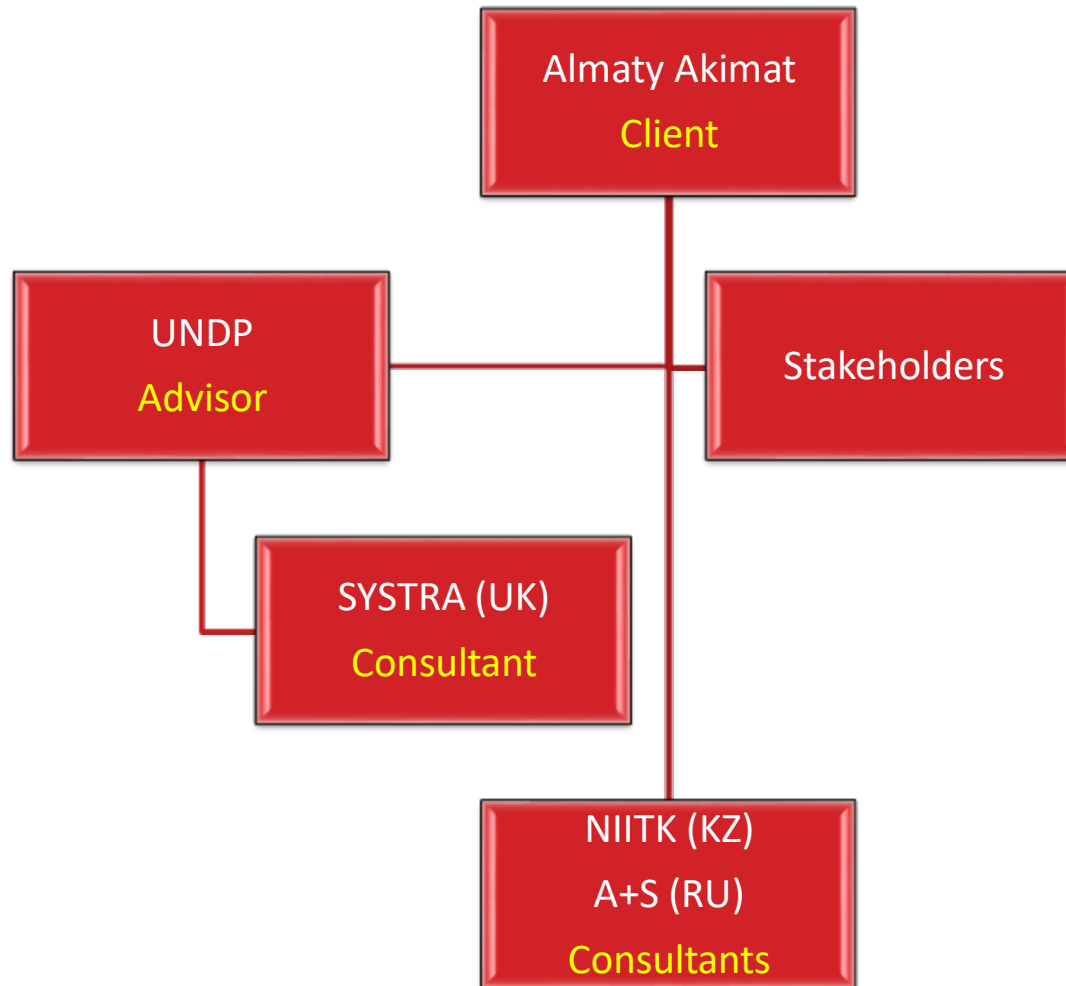
- 
1. Strategic Objectives of ITMS
 2. Roles
 3. ITMS Terms of Reference
 4. Overall Approach
 5. SYSTRA Assessment of Overall Approach
 6. The Solutions
 7. ITMS Components
 8. Possible Next Steps for Almaty
 9. Key Lessons from ITMS

Strategic Objectives of ITMS

- Reduce transport related emissions
- Increase use of sustainable modes
- Reduce traffic accidents
- Reduce delays for all modes
- Manage parking



Roles



ITMS Terms of Reference

1. Update strategic transport model

2. Surveys of current transport situation

3. Analysis of current situation

4. Development solutions

5. Develop programme of activities

6. Schematic design for road sections

7. Final integrated plan

Time horizon

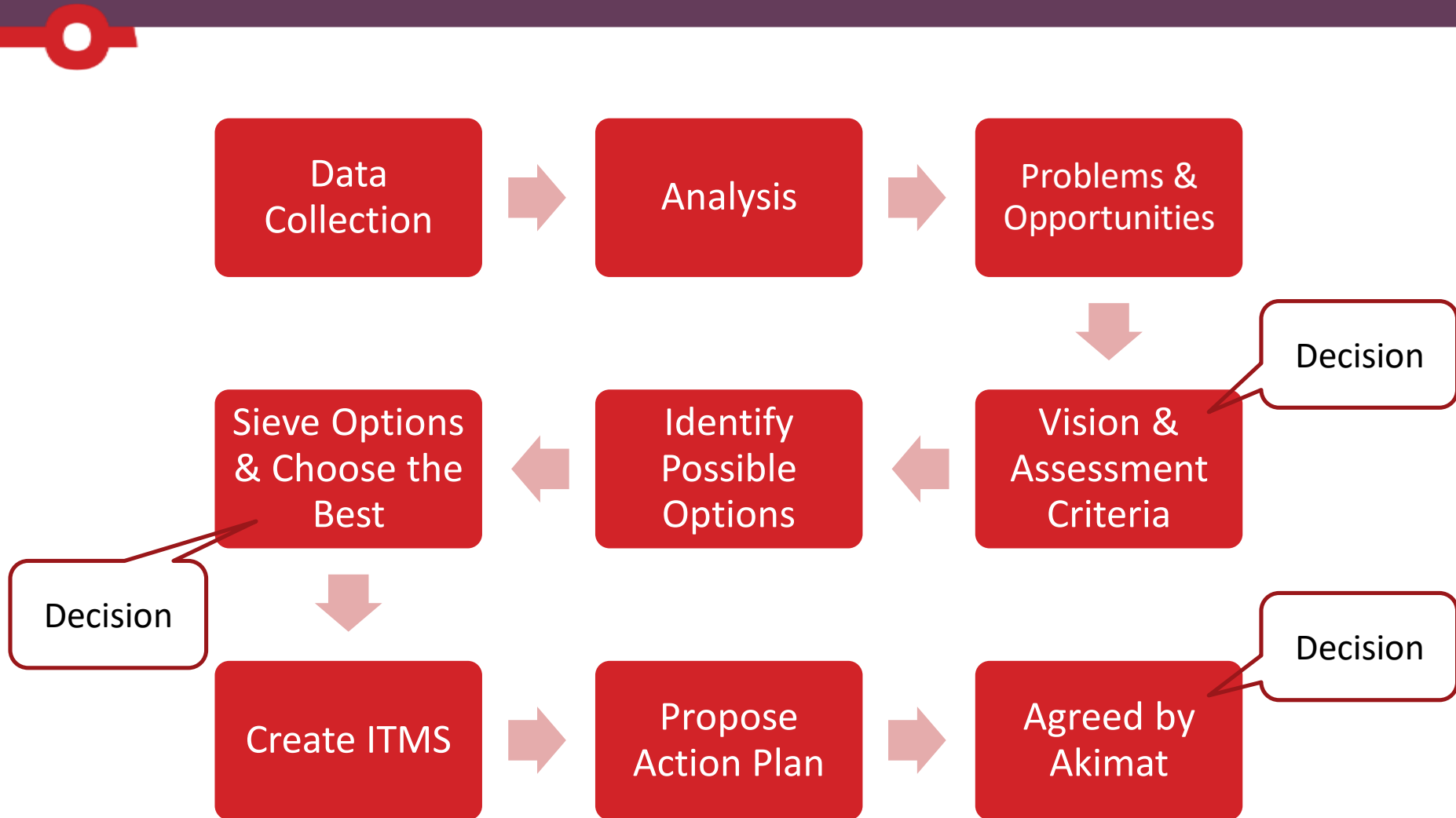
Plan for 2017 to 2023

Perspective to 2030

Geography

Within Small Ring Road

Overall Approach



SYSTRA Assessment of Overall Approach

Approach generally consistent with good international practice

Strategic Transport Model is fit-for-purpose

- Good basis for enhancement for other studies (fares, road pricing, parking, operational analysis, etc)

Structured application of transport model

- Basis for phasing measures
- Evidence of good economic case (benefit : cost ratio) for ITMS package as a whole

Focus short- to medium-term

- Allows for quick wins ... but
- Not linked to long term vision or strategy

Learning points

- Assessment of non-modelled impacts could have been strengthened
- Poorer performing measures were not rejected
- Model could have been used to refine measures

The Solutions



One-way systems

Bicycle lanes

Parking bans

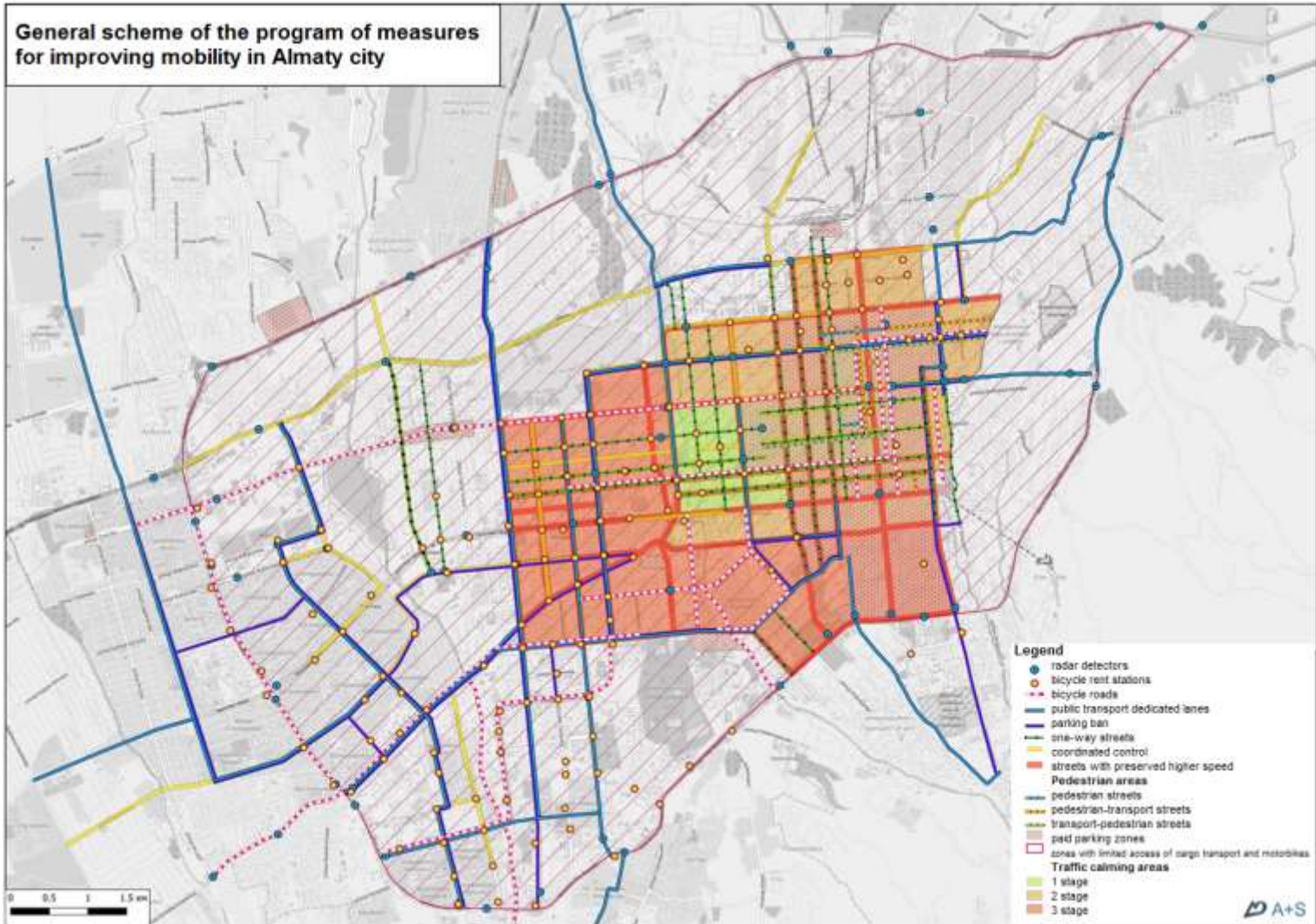
Bus only lanes

Coordinated traffic control

Traffic calming (reduced speeds)

The solutions

General scheme of the program of measures for improving mobility in Almaty city



ITMS Components

Street Design

Based on Russian & Kazakhstan design standards

Accommodate improved access for pedestrians, cyclists and public transport users

Further consideration could be given to:

- design of pedestrian crossings
- segregation and conflicts between cyclists and general traffic
- bus priority at signals
- bus needs on one way streets
- design of on-street parking
- goods delivery and passenger loading



ITMS Components

Public Transport

Positive Outcomes

- Improved traffic circulation
 - Better reliability
 - Faster journey times
 - Reduced pollution from buses
- Enhanced public realm
 - More attractive access to/from city centre Metro stations and bus stops
- Increased number of passengers using Public Transport
 - And less people using cars

Remaining Challenges

- Proposed one-way system may not be optimised for buses
 - Confusion for passengers
 - Longer journey times
- New Pedestrian Areas
 - Buses displaced to less attractive locations
- Excess provision of bus services on certain roads and competition with Metro
- Make provision to accommodate future Public Transport schemes (BRT, LRT)

Opportunities

- Use enhanced ITS functionality to deliver further improvements to bus operations
 - Journey times and reliability

ITMS Components

Cycling

**Existing and planned
infrastructure identified**

**High level network connecting
main destinations**

**Re-allocating space from the car
to bicycles**

Investment plan up to year 2023

**Further sustained investment will
be required**



ITMS Components

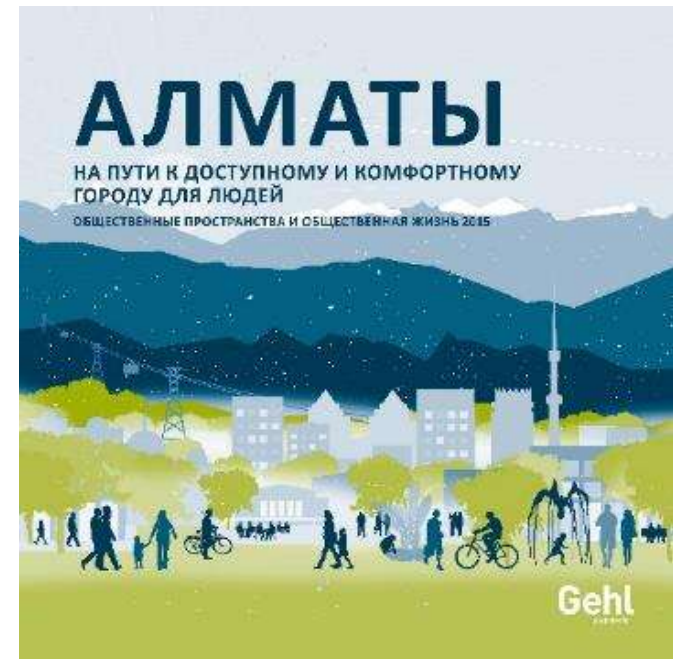
Walking

Reduced speed limits

Selected pedestrian only streets

Going forward - needs of pedestrians must be considered in *every* road scheme not just public realm

- crossing time and distance at junctions
- access to public transport
- wayfinding
- removing steps and obstacles
- direct, convenient, safe walking routes in developments



Possible Next Steps for Almaty

Single transport agency

Best practice street design manual

Audit of designs

- operations
- safety

Comprehensive cycling strategy

Integrated parking strategy

- analysis of parking demand and supply
- resident permits
- commercial delivery and servicing

Transport Assessment Guidelines for new developments

- manage and mitigate impacts
- all modes
- maximum parking standards

Intelligent Transport Systems Strategy

Monitoring and evaluation

Key Lessons from ITMS

Good international practice can be applied successfully

Short term solutions are important - best within strategic framework

Recognise limitations of transport models - qualitative assessments are important too

Allow for refinement of options - and rejection of some

Design standards should be kept under review – capture new ideas & best practice

Independent design reviews strongly recommended

Consider impact of traffic measures on buses

Consider needs of pedestrians in all projects



Рахмет! **Спасибо!**
Thank you!

Appendices



Developing cycling in Almaty beyond the ITMS

A comprehensive **cycling strategy** would guide short and longer term investment, providing:

- A **cycle network** linking destinations across the city along main roads, side streets, residential areas, parks ...
- **End-of-trip facilities:** cycle parking, showers, etc.
- **Integration with public transport:** bike sharing, cycle parking at metro stations, easy and clear cycle routes to PT interchanges, etc.
- **Design standards for good cycling infrastructure**, as part of street design guide
- Cycling requirements **included in new buildings and masterplan** (eg: minimum cycle parking spaces)
- A **communication plan** to inform people on the new facilities and promote cycling
- **Phased implementation**, building on the ITMS
- Regular **review of the infrastructure built**, note good practice and improve where needed
- A framework set up to **gather user feedback**

