

UDC 327

**“Nothing compares to the simple pleasure of riding bike.”
Comparing of cycling infrastructure in Nur-Sultan and Amsterdam.**

Maratova Diana Abzalovna

maratovad@gmail.com

Student of

L.N. Gumilyov Eurasian National University,
Nur-Sultan, Kazakhstan

Supervisor – Nurbaev **Zhaslan Eseevich**

Walking and cycling are one of the main ways of modern human movement, which may be the most promising for the sustainable development of cities. In a world crowded with cars, using a bicycle and your own feet helps you gain medical and environmental benefits for yourself and others.

Bicycle infrastructure means changing the road environment in order to provide special conditions for cyclists. The bicycle infrastructure of the city includes all the elements that ensure the functioning of bicycle transport. It includes a system of bike paths or bike lanes, bike parking, signs, traffic lights, road signs for cyclists, recreation areas, rental points, and a system for supporting and developing cycling.

Majority of cyclists violate the rules of the road. There can be several reasons. People don't break the rules because they really want to. One of the reasons is the lack of infrastructure that would allow cyclists to move where they need to and without restrictions. In an interview on Radio Colorado, Wesley Marshall said: "Not all cyclists who break the law are malicious bullies. I believe that many people have to do this for practical reasons."

A bicycle path is either a part of a public road or an independent road designed exclusively for the movement of bicycles. It can be mentioned several advantages of building more cycle lanes for bike users: safety improvement for bikers, will encourage using bikes more often, bikers may interfere less with pedestrians, good for tourists who want to explore the city.

Although bike paths are necessary for drivers who do not want to stand in kilometer-long traffic jams and toffees in half-empty cars. Convenient bicycle infrastructure and proper design of intersections can relieve the road, reduce car traffic and make the road more comfortable for those who really need to go by car.

Moreover, bike lanes have plusses not only for cyclists, but also for pedestrian.

The development of bicycle infrastructure eliminates conflicts between car users and cyclists, reduces the possibility of accidents to a minimum. For example, a separate traffic light for cyclists at an intersection, with its green phase, which starts earlier and allows you to avoid being ahead of the traffic flow.

The main aim of this research is to see what kind of changes we can implement in Nur-Sultan.

If we compare the cycling culture of Nur-Sultan with cities in Europe, we can notice a big difference, not only in infrastructure but also in consciousness. Attempts to do as in Europe, of course, bore fruit, but in practice everything turned out to be a little different.

The main development of the bicycle infrastructure in Nur-Sultan began relatively recently. Approximately in 2015-2016. It was only then that the first official bike paths appeared, parks were built and reconstructed.

At the beginning of the 21st century, the first bicycle roads began to appear. But they were made inaccurately. It was separated by white paint on the pedestrian crossing. The traffic on it did not change at all, and few people noticed the markings. [1]

Moreover, some roads were made not in correct places. Because of that there were a few accidents. However, this is not one of the problems, the consciousness of citizens also can lead to fact that cycling culture is not so developed. As it was mentioned, majority of people walk on these roads, sometimes drivers often neglect the rules of parking, blocking pedestrian sidewalks. In addition to the obvious inconveniences, such parking can lead to serious injuries to cyclists. Here also can be mentioned with some accidents.

On the other hand, it can be mentioned some positive constructions as 23-kilometer bike path in Nur-Sultan which connects the villages of Ilinka and Kosshy through a forest belt; Botanical Garden where 11 km of bike paths; the automated Nur-Sultan Bike rental system was opened, with many stations throughout the city. If you pick up a bike at one station, you can leave it at another without worrying about its safety. [1]

Regarding to cycling culture in Nur-Sultan, for kazakh citizens cycling was only for kids, teenagers or for sport, but they did not accept it as transportation. Maybe it is due to the fact that everything locates far, and there are no special lanes by which people can ride safely. However, there is a special cycling teams that represent our country: "Pro Team Nur-Sultan", "Vino -Nur-Sultan Motors", "Track Team Nur-Sultan", "Nur-Sultan Women's Team". [2]

Sports will become popular when the concepts of a "successful" person and a person "engaged in sports" become synonymous in the everyday consciousness. Currently, cycling is the third most popular sport in Kazakhstan. The main "engine" of the popularity of cycling in Kazakhstan is the victory of the outstanding Kazakh cyclist Alexander Vinokurov at the prestigious ProTour races and, of course, his gold medal at the 2012 Olympics in London. [3]

Although, some bloggers of Kazakhstan want to influence on gaining of popularity in cycling. They wrote posts about how to ride a mountain bike over rough terrain, away from the hustle and bustle of the city, or even go on a guided bike tour.

In Kazakhstan delivering of food or some products was not famous, but after Covid-19 it became. After some time when lock down became softer, the delivery apps: “Wolt”, “Glovo”, “Chocofood” etc. gained its popularity. All these apps as delivery used bikes. After that time, we can mention more bikes in the roads.

As we can mention, more people want to influence on young generations to use bikes, but only 80-150 of them participate on it. But it is encouraging only those, who want to participate on special competition. However, they do not use it in everyday life.

In this research also will be compared cycling infrastructure and cycling culture of Netherlands and Nur-Sultan. As all know the Netherlands is the most cycling country in Europe and the world, and these are not just words. Almost every person in the country has 1 bicycle. Cycling is the equivalent of walking in Netherlands, as helmets and other bicycle accessories are practically not used. All this was made possible thanks to specially equipped bike paths. But this culture became popular not from the beginning, there was a time, in the 1950s and 60s, when cyclists were under severe threat of being expelled from Dutch cities by the growing number of cars. At the end of 1972, a powerful campaign called "Stop Killing Children" was launched, which aimed to achieve radical changes in urban planning and changes in transport legislation. [4]

Bike paths in Netherlands are everywhere. From almost anywhere in the country, you can get to any other locations without getting off your bike.

The main difference between a city with a truly developed infrastructure:

1. Bike paths, if possible separated from pedestrians and cars.
2. Bicycle traffic lights at intersections
3. Bicycle parking in public places.
4. The ability to transport a bicycle by public transport, for example, by train.[5]

The main difference between Kazakhstan and Netherlands is that there is no bicycle infrastructure in Kazakhstan, while there is one in the Netherlands. But nowadays in Nur-Sultan it is implementing some changes.

In Nur-Sultan with the support of the Dutch Embassy, a "Dutch Week" was held. Through this annual event, the embassy introduces the residents of Nur-Sultan to the culture of the Netherlands, as well as tells about the projects for the development of Kazakhstan, implemented with the support of Amsterdam. For this purpose, special “ThinkBike” forums are held, during which Dutch experts advise architects, representatives of city planning committees, as well as local governments from other cities.[5] Maybe this opportunity will influence and help to develop cycling infrastructure.

Resources:

1. Развитие велосипедной культуры и инфраструктуры в Астане//<https://zen.yandex.ru/media/id/5a7147279d5cb37506f5e353/razvitie-velosipednoi-kultury-i-infrastruktury-v-astane-5dfc822c3639e600b23f5b06> (date of request 14.02.2021)
2. В. Н. Авсиевич, В. И. Акимов, П. А. Дельвер/Развитие велоспорта в Казахстане // Молодой ученый. — 2018. — № 15 (201). — С. 262-265. —//<https://moluch.ru/archive/201/49369/> (date of request: 18.02.2021).
3. Гульнар Иксанова// В Казахстане считают, что спорт станет массовым когда понятия «успешный» и «занимающийся спортом» человек, станут синонимами// KAZPRAVDA// <https://www.sports.kz/news/v-kazahstane-schitayut-cto-sport-stent-massovyim-kogda-ponyatiya-uspeshnyi-y-i-zanimayuschisya-sportom-chelovek-stanut-sinonimami> (date of request: 20.02.2021).
4. How Amsterdam became the bicycle capital of the world//<https://www.theguardian.com/cities/2015/may/05/amsterdam-bicycle-capital-world-transport-cycling-kindermoord> (date of request: 25.02.2021).

5. В Астане планируют развивать велосипедное движение при поддержке голландцев//<https://velomesto.com/magazine/v-mire/Nur-Sultan-velodvizhenie/>(date of request 12.03.2021).