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MULTIMODE PASSENGER TRAFFIC IN KAZAN

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ABSTRACT

The article refers to the problems of transport services in the city of Kazan, capital city of the Republic of Tatarstan. The author proposes variants of enhancement of transportation services relative to enlargement of rail infrastructure, organization of multimode passenger traffic, passenger traffic from city rail station to international airport.

ENGLISH SUMMARY

Background. Statistical analysis of dynamics of population of Tatarstan and of other social and economic indices for the period from 2000 through 2009 (fig. 1-4) proves the emergence of prerequisites for development of transport system of Kazan and its suburbs.

Methods. The author uses statistical analysis and content analysis of publications.

Objectives. The main objective of the study is to analyze factors influencing the growing demand for passenger services, to review the scheduled ways to improve quality of transportation services offered to the residents of the city of Kazan and to propose some suggestions concerning enhanced services to passengers.

Results. The share of the population of employable age in the Republic of Tatarstan is of 63% of total population and is higher than in Volga Federal Region and in Russian Federation by respectively 0,2 and 0,1%. Population under employable age represents 16,5% of population and this figure is also higher than in Volga Federal Region and in Russian Federation by respectively 0,7 and 0,6%. The age distribution of population is shown in fig. 2.

The share of gainfully occupied population in 2009 in Tatarstan attained 69,9% as compared to 67,8% in Volga federal region and to 67,8% in Russian Federation. The officially registered unemployed persons represented 7,3% as compared to 8,2% in both Volga Federal region and Russian Federation (fig. 3).

The population of the city of Kazan had grown during 2000–2009 by 2,7% (from 1101,0 thousand to 1130,7 thousand). Fig. 4 illustrates dynamics of Kazan population.

According to general plan of municipality of Kazan, adopted by Kazan city duma (city council) on the 28th of May 2007, the forecasted population of the city in 2020 will attain 1180 thousand persons and will be followed by employment, real income, and life quality growth. It will have a direct impact on growing mobility of population, and particularly on growing number of business and tourist travels in the country and abroad, thus increasing the demand for travelling between city rail station and international airport. Those processes will cause deficiency in street and road traffic capacity and will be a reason for emerging of demand for inter- or multimode commuter trains, including rapid trains to serve city – international airport itinerary.

The construction of a railway from city rail station towards Kazan airport was executed in Vahitovsky and Privolzhsky administrative districts of Tatarstan capital and Laishevsky district of republic.

The project included:

- ✓ reconstruction of rail infrastructure of Gorkovskaya railway at the section from Kazan rail station to enterprise Tatneftaviaservice;
- ✓ new construction from Tatneftaviaservice to airport;
- ✓ acquisition of rolling stock.

At the moment when the article was received by our edition the project was still under realization. The author described project features. The route was inaugurated in May, 2013. The fly-over platform was built so the trains could enter the station located immediately at the airport. In 2014 there were 9 trains departing daily from 8 a.m. to 0 a.m. to each destination with 2 hours interval. Time in transit is 20 min.

Conclusions and suggestions. The author put forward a suggestion inspired by Moscow practices. In order to attract more passengers it is practicable to issue universal tickets, giving right to use other modes of city transport. He also proposes to think about new transfer hubs that will permit to better organize interaction of different modes of transport.

Key words: urban transport system, multimode passenger traffic, rail infrastructure, transport transfer hubs.

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