



CBC 2014-2020
SOUTH-EAST FINLAND - RUSSIA

Funded by the European Union,
the Russian Federation and
the Republic of Finland.

A ROAD AND TRANSPORT SYSTEM THAT STIMULATES CYCLING - BEST PRACTICES OF CREATING BICYCLE INFRASTRUCTURE IN FINLAND.

Niko Palo, Project manager

Smart mobility, Ramboll Finland

NATIONAL PROGRAMME FOR THE PROMOTION OF WALKING AND CYCLING

- The target set for walking and cycling in 2030 in the promotion programme is a 30% increase in the amount of travel
- An increase of 30% in the amount of travel would mean 450 million new walks and journeys by bicycle in 2030
- From the perspective of the national economy, the target is what is known as a plus vision: a reduction in traffic emissions and road casualties, coupled with an improvement in public health, seeks to achieve savings for society in the billions of euros
- Key measures include the development of infrastructure and land use, **allocating funds for the promotion of walking and cycling**



YEARLY FUNDS FOR WALKING AND CYCLING ON A NATIONAL LEVEL

- Direct funds 2018
 - Governmental aid for mobility management: 0,9 M € (0,16 €/person/year)
 - Investment aid for cycling and walking: 3,5 M € (0,64 €/person/year)
- Indirect yearly funds (estimate)
 - Building new and maintaining the existing walking and cycling infrastructure. Mostly among the other improvements in the road network: 38 – 43 M € (~7€/person/year)
 - Traffic safety on the Finnish road network: 9,1 M € (1,65 €/person/year)

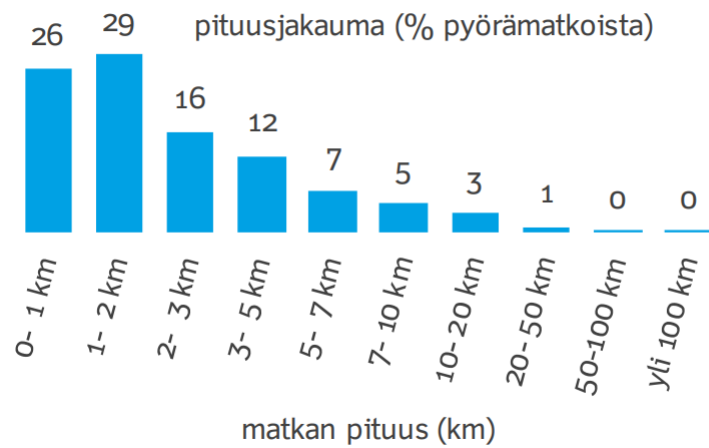
GOVERNMENT PROGRAMME 2019 - 2022

- Climate change
 - Landuse
 - Transportation
- Focusing where the investment matters the most
 - Funds for the projects that has got a lot of cycling potential

3.4.1 Liikenneverkon kehittäminen ja ylläpitäminen

Toimenpide	Milj. euroa 2020–2022 yht
Avustus yksityisteiden kunnossapitoon ja parantamiseen	41
Laajakaistaohjelma	30
Kävelyn ja pyöräilyn edistämishjelma ja hankkeet	41
Kemi (Laurila)-Haaparanta radan sähköistäminen	10
Vaarallisten tasoristeysten poistamista	22
Konversiotuki	6
Yhteensä	150

CITIES ARE IN FOCUS

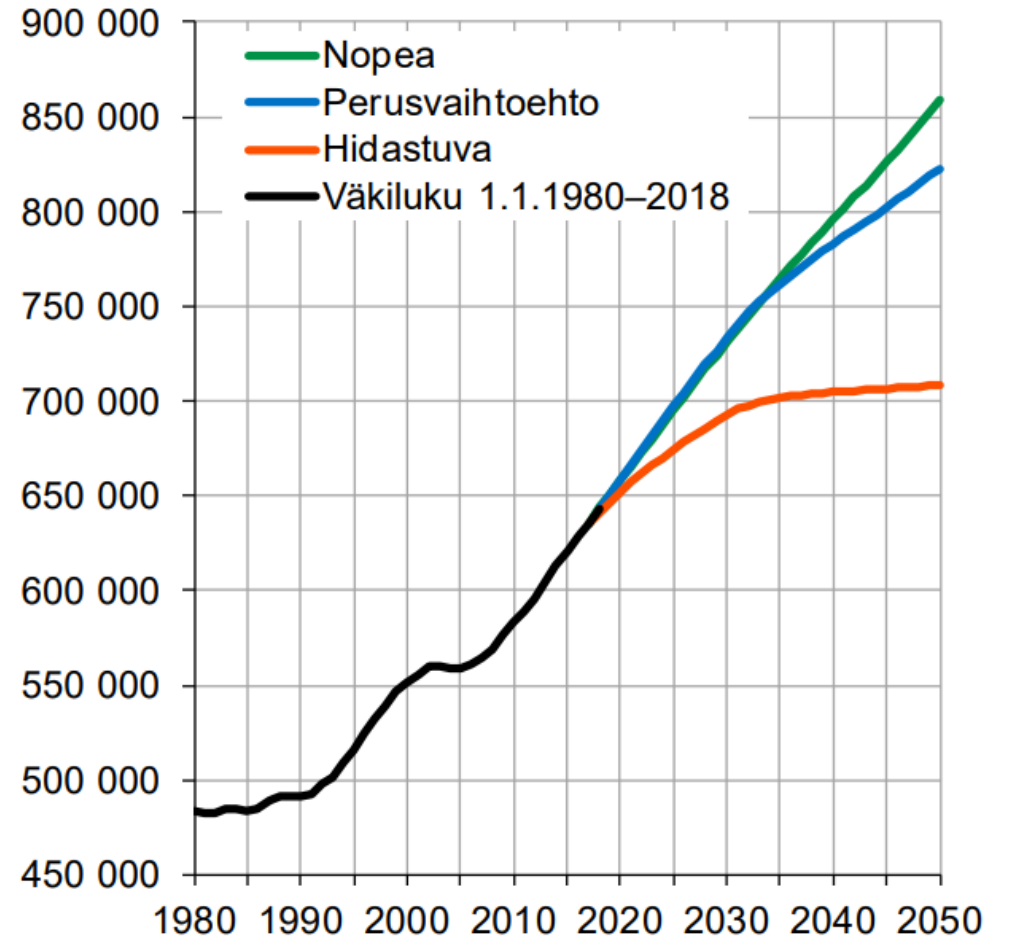


PROMOTING CYCLING IN HELSINKI

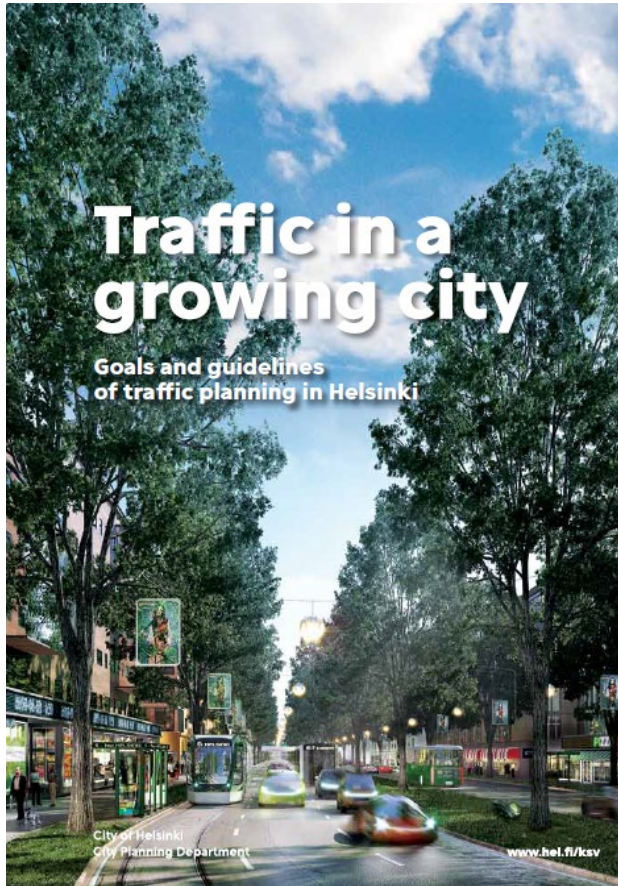
WHY DOES A CITY WANT MORE CYCLISTS?

- Cities are growing
- Streets are not widening for more car traffic
- Cities need to favor efficient traffic modes
 - Public transport
 - Cycling

Growth forecast for the city of Helsinki



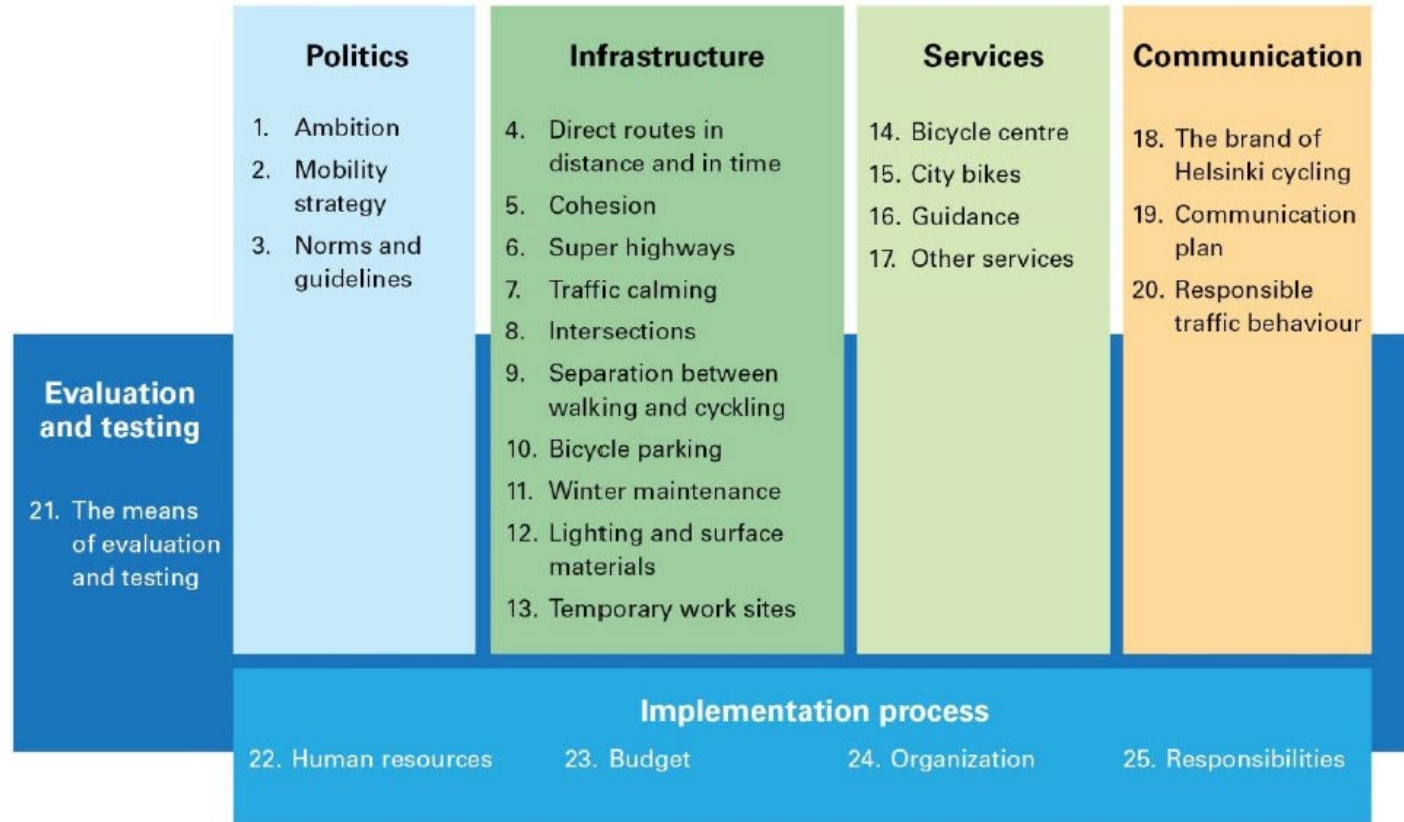
HELSINKI'S URBAN MOBILITY STRATEGY



1. Pedestrians
2. Bicycle traffic
3. Public transport
4. Goods transport
5. Cars

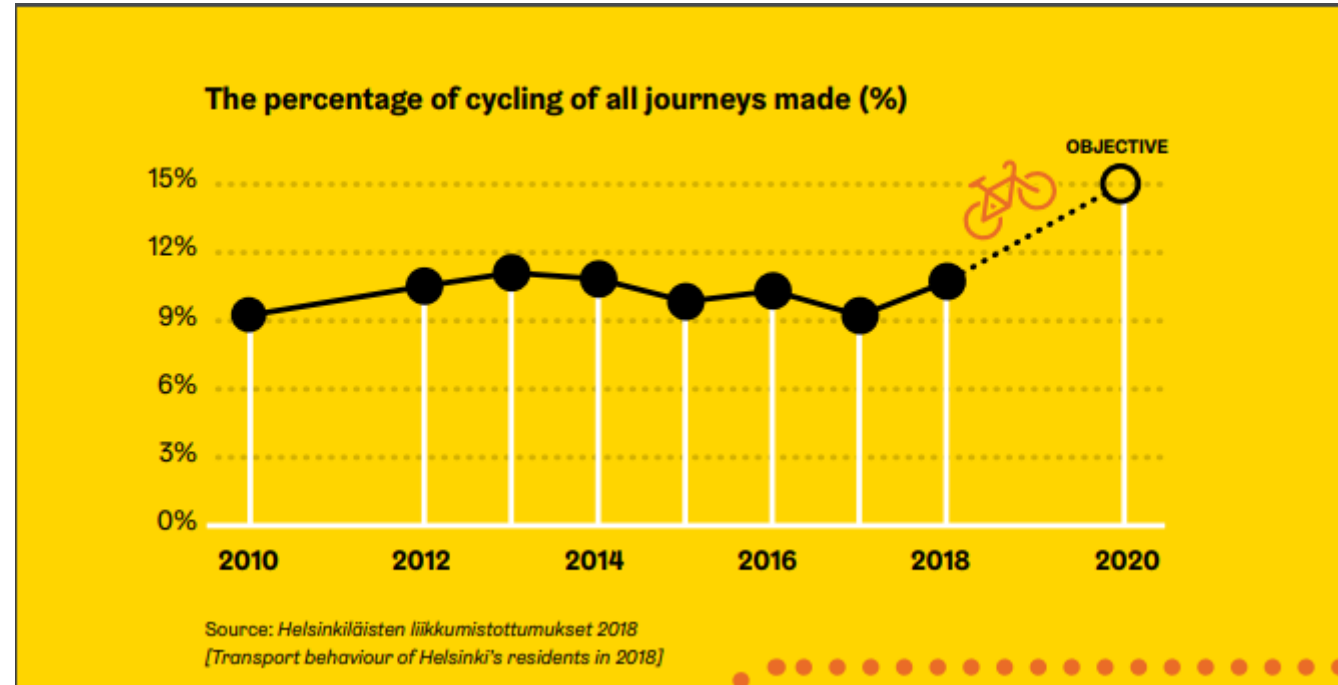
http://www.hel.fi/hel2/ksv/julkaisut/esitteet/esite_2016-1_en.pdf

BICYCLE TRAFFIC ACTION PLAN



Source: [Pyöräilyn edistämishjelma](#)

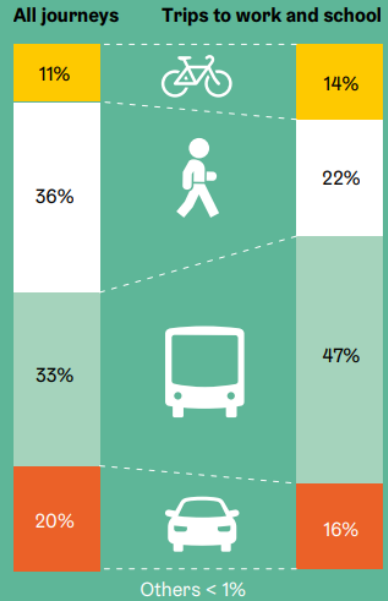
THE GOAL 2020



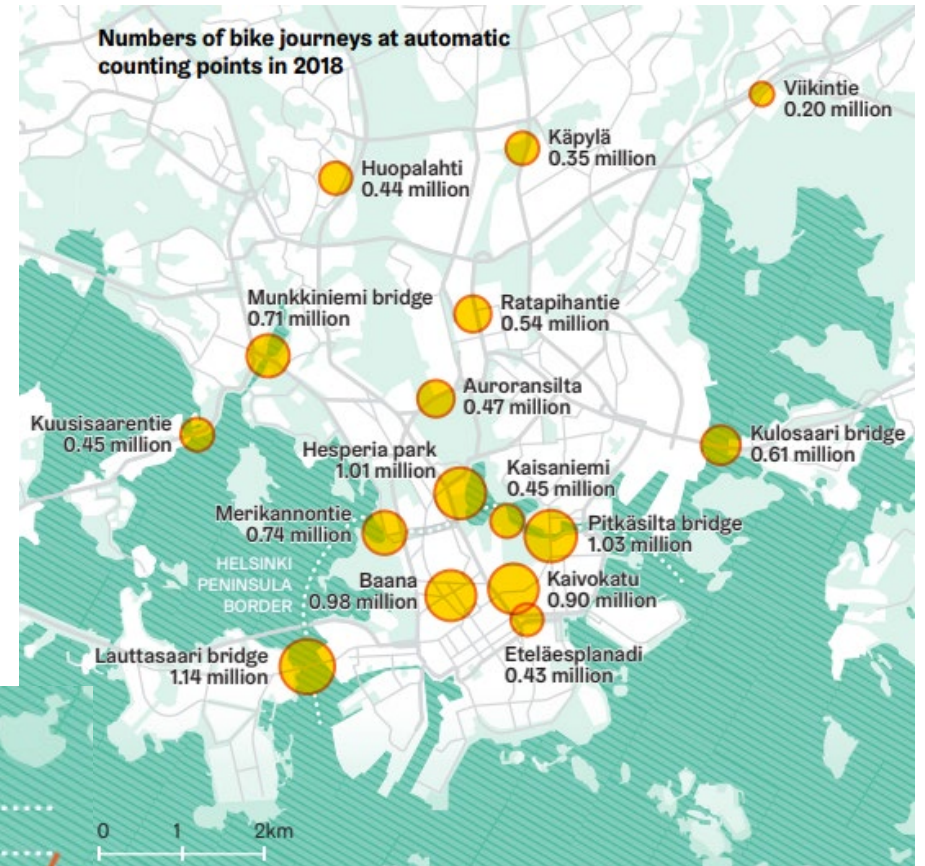
Increase the modal share of bicycle trips to 15 % by 2020

MONITORING

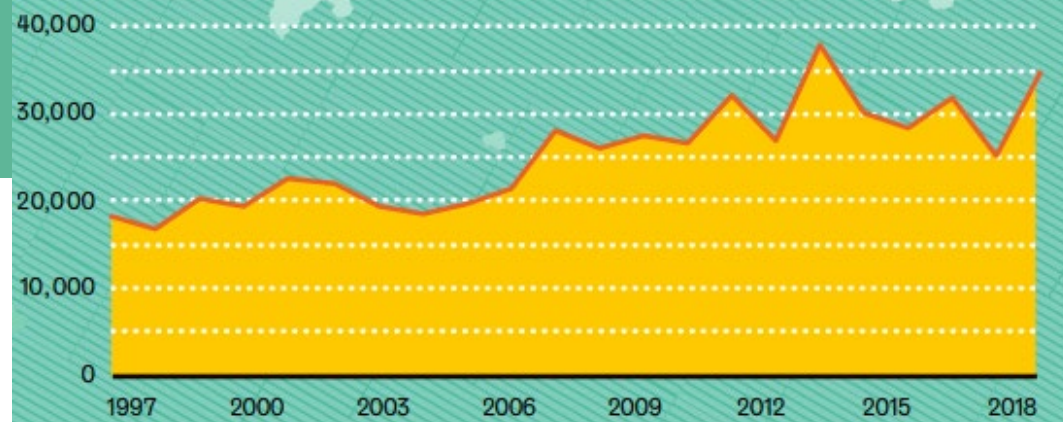
Proportions of different transport modes 2018



Source: Helsinkiläisten liikkumistottumukset 2018



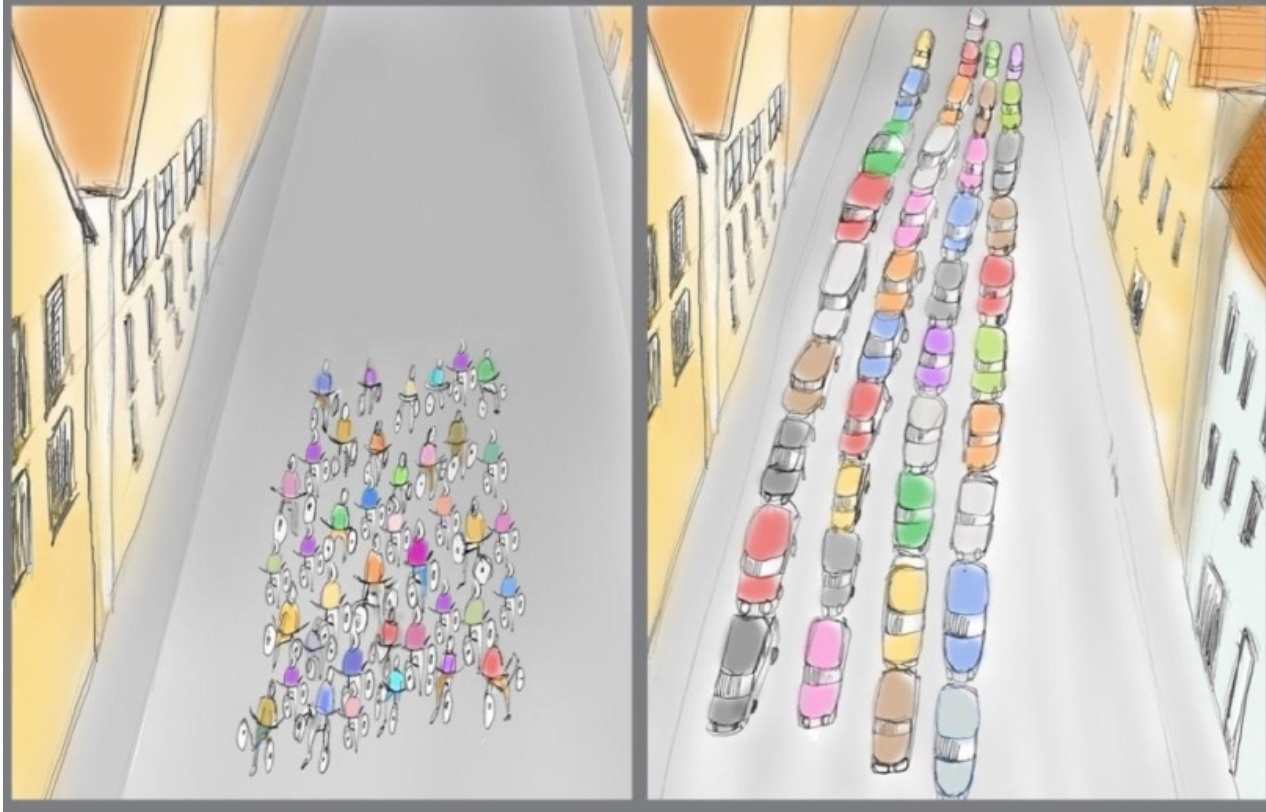
Number of bike journeys at the border of the Helsinki peninsula during a single weekday in June 1997–2018



Source: City of Helsinki 2019

Bicycle Account 2019 5





40 bicycles vs. 40 cars



10 bicycles vs. 1 car parked



Bicycle traffic offers almost double the efficiency with half of the lane width, compared to car traffic

Cycle lane
Minimum width 1.5m



CAPACITY

3,200 bicycles per hour



Drive lane
Minimum width 3m



1,700 cars per hour



Source: *Liikennevirran ominaisuudet*, (Characteristics of the flow of traffic), Helsinki University of Technology 2005



Main reasons for cycling:

Easy way to get around

42%

Positive effects on physical fitness and health

33%

Outdoor exercise and recreation

9%

Environmental reasons

4%

Journeys not dependent on timetables

4%

Financially beneficial transport mode

3%

Other reasons

5%



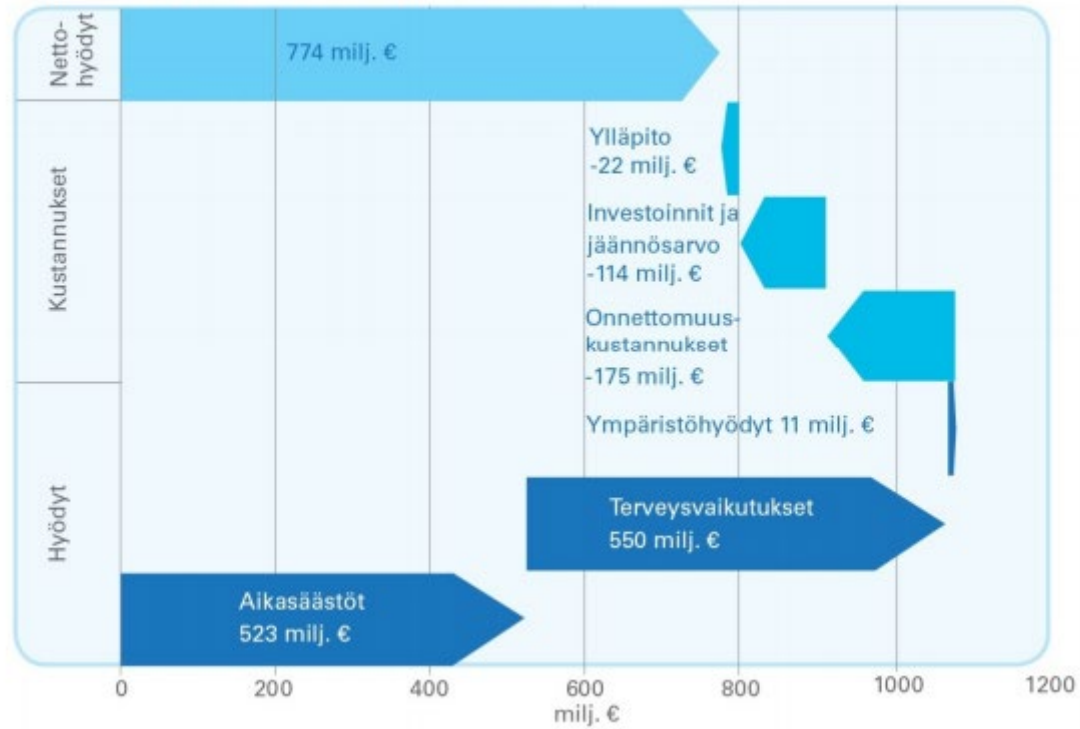
TOP 5 The residents of Helsinki would cycle more if...

1. the parking facilities for bicycles were better protected from vandalism and theft
2. the network of cycling routes were more extensive and better connected
3. cycling were safer
4. the cycling route arrangements were better during roadworks
5. the cycling routes were kept in better condition

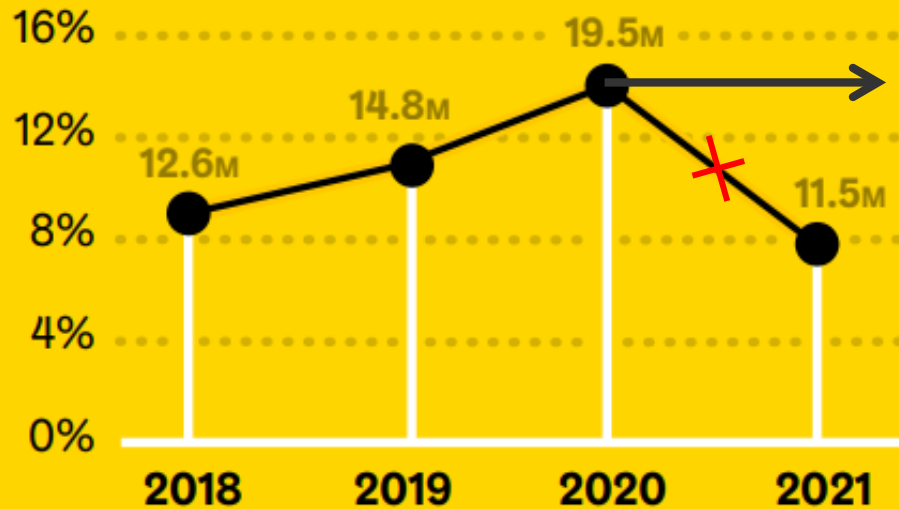
Source: *Pyöräilybarometri 2018*
[Cycling barometer 2018]

COSTS AND BENEFITS - HELSINKI

20 MILJOONAN EURON INVESTOINTIOHJELMA



TRANSPORT BUDGET FOR HELSINKI



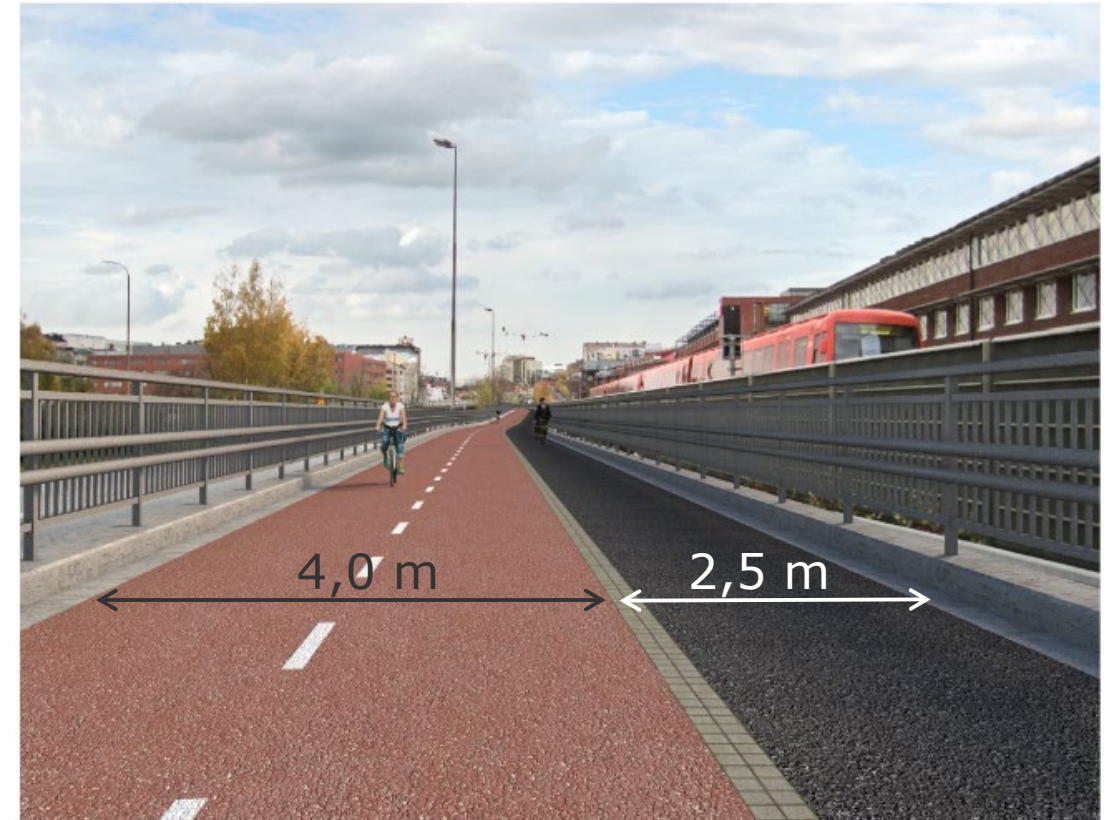
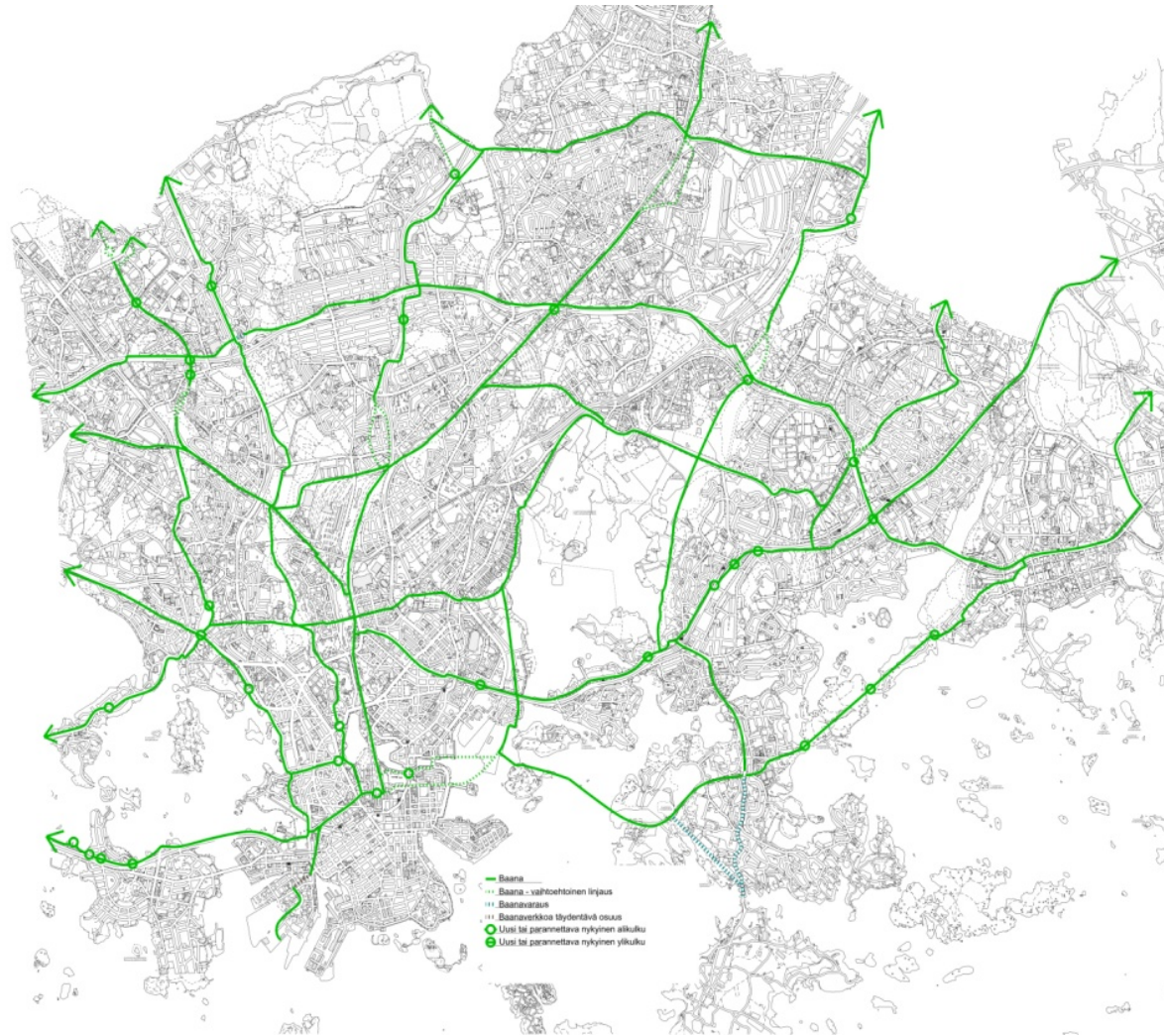
Source: City of Helsinki 2019

The percentage of bicycle travel of the total transport budget (%)

Helsinki is investing in cycling routes, both in the inner city and the baana route network. In 2019, 14.8 million euros will be invested in cycling routes, which is 11 per cent of the total transport budget. The UN recommends that 20 per cent of budgets be spent on the transport modes of walking and cycling.

30 € / resident / year

"BAANA" BICYCLE HIGHWAYS 2025



SAFETY PROBLEM: GREAT DIFFERENCE IN SPEED AND IN MASS BETWEEN CYCLISTS AND CARS



MIX IF YOU CAN, SEPARATE IF YOU MUST

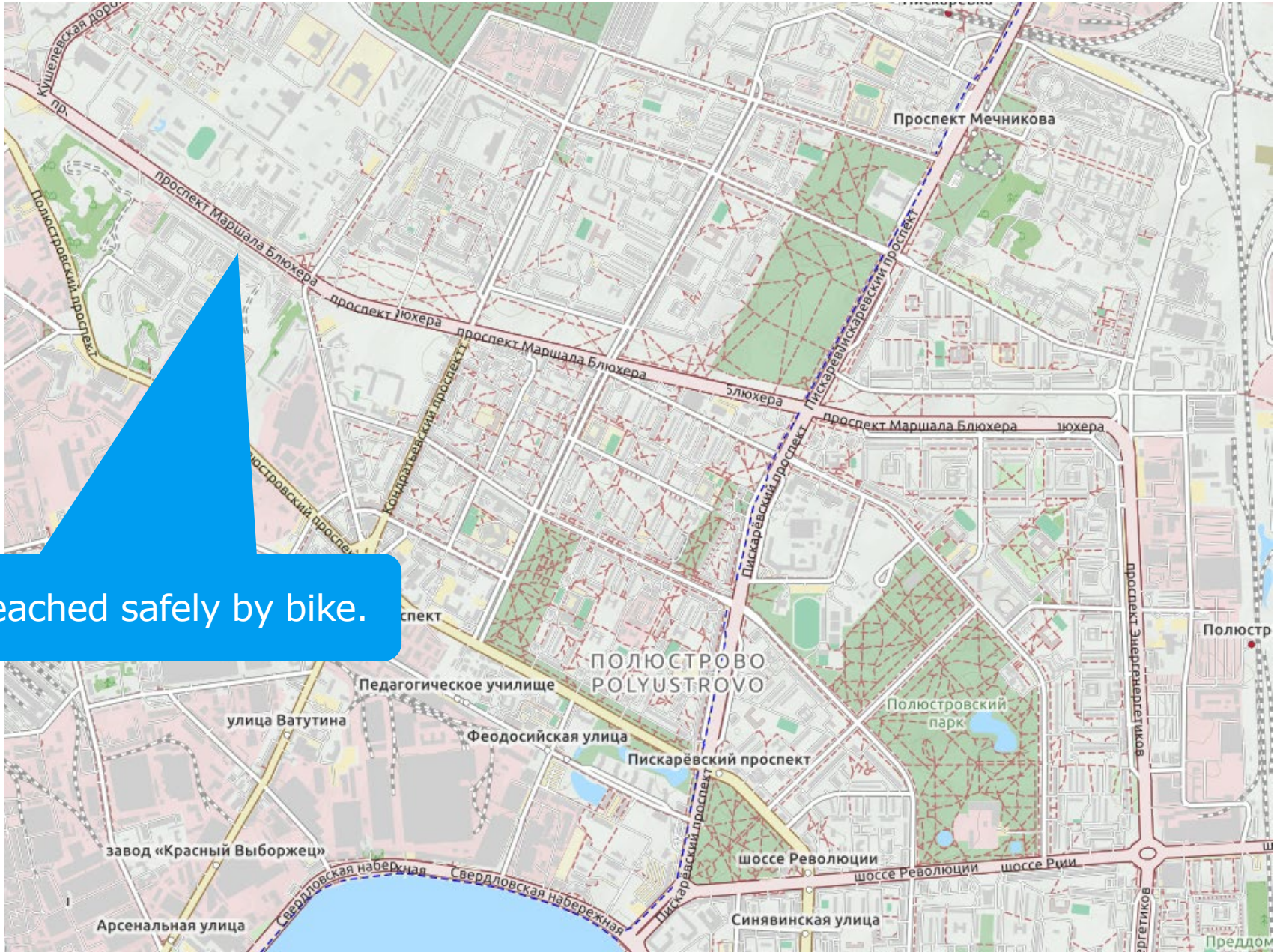


Moottoriajoneuvo- liikenteen nopeus	Moottoriajoneuvo- liikenteen määrä	Pyöräliikenneverkon kategoria		
		Pääreitti	Muu reitti	Perusverkko
max 30 km/h	< 2000	Seka tai pyöräkaista/-tie	Sekaliikenne	Sekaliikenne
	2000-4000	Pyöräkaista/-tie	Seka tai pyöräkaista/-tie	Seka tai pyöräkaista/-tie
	4000-7000		Pyöräkaista/-tie	Pyöräkaista/-tie
	7000-			
40 km/h	< 2000	Pyöräkaista/-tie	Seka tai pyöräkaista/-tie	Sekaliikenne
	2000-4000		Pyöräkaista/-tie	Seka tai pyöräkaista/-tie
	4000-7000			Pyöräkaista/-tie
7000-				
50 km/h	< 2000	Pyöräkaista/-tie	Pyöräkaista/-tie	Seka tai pyöräkaista/-tie
	2000-4000			Seka tai pyöräkaista/-tie
	4000-7000		Pyöräkaista/-tie	
7000-				
60 km/h	Ei merkitystä	Pyörätie		

BICYCLE NETWORK FOR CITY CENTER 2025

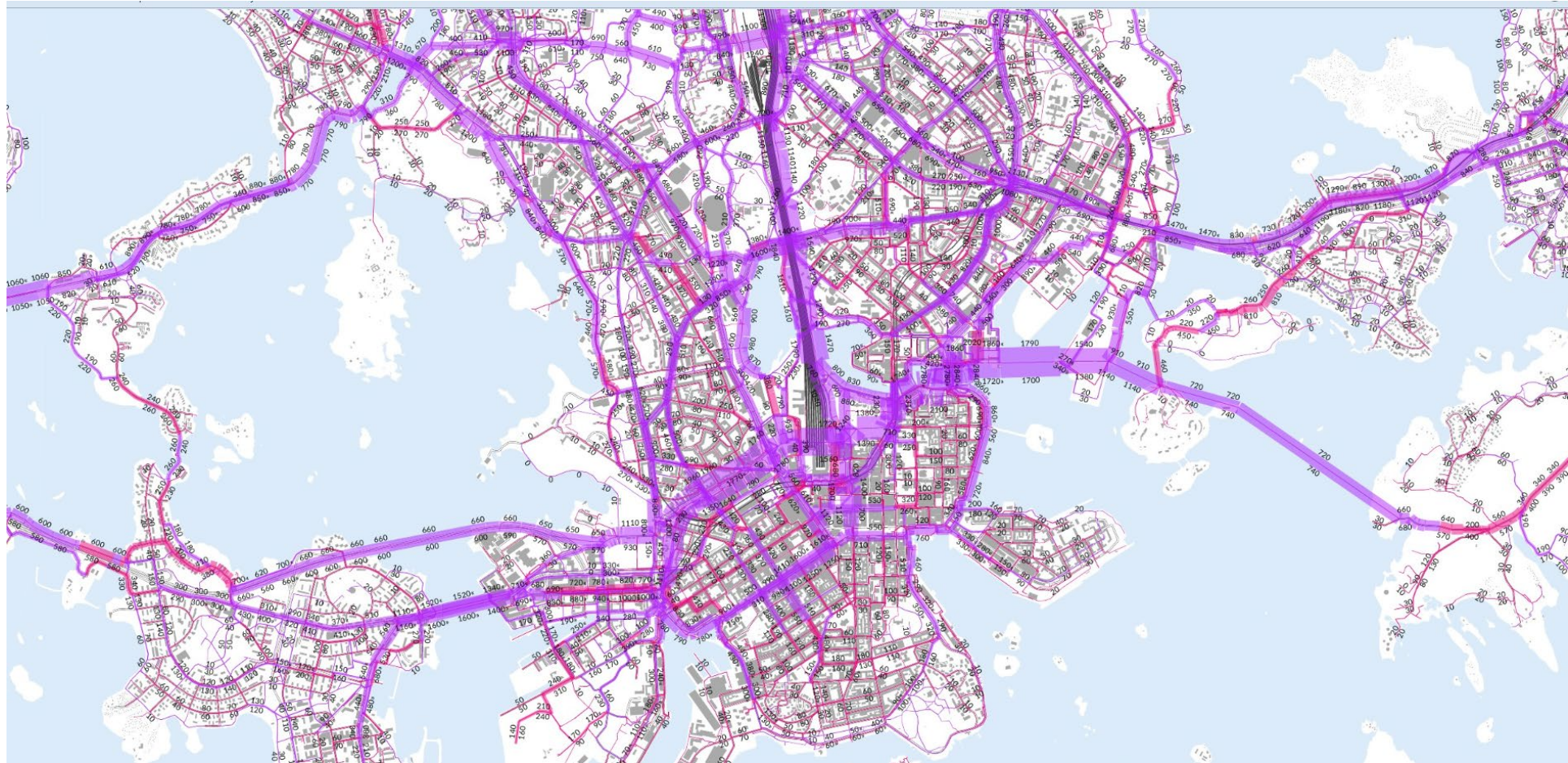


Every address must be reached safely by bike.



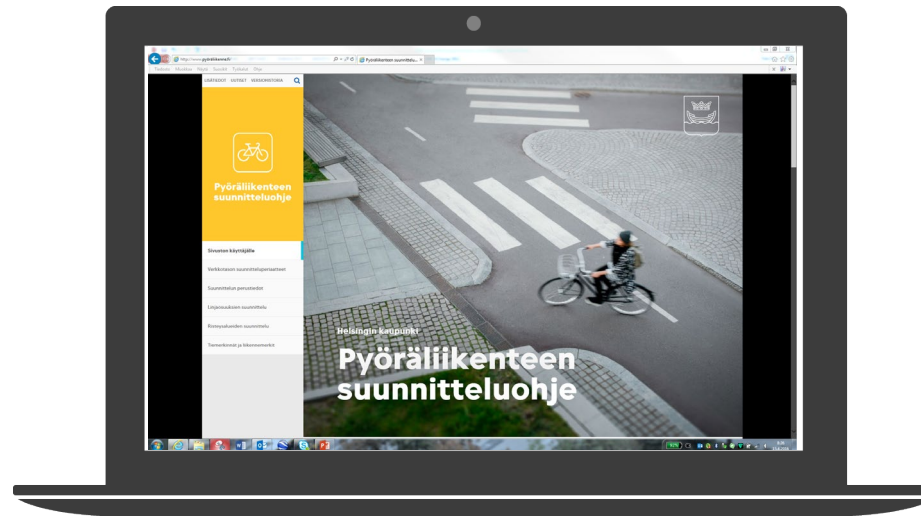
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WHERE DO WE NEED BICYCLE PATHS?



Bicycle simulation tool Brutus by Ramboll Finland

www.pyoraliikenne.fi –planning guidelines by the city of Helsinki, open for everyone



WHAT ELSE DO YOU NEED?

BICYCLE PARKING



SIGNPOSTING (WAYFINDING)



WINTER MAINTENANCE FOR THE BICYCLE WAYS



SERVICES FOR BICYCLE TRAFFIC

WWW.HSL.FI/EN/CITYBIKES



Picture HSL, Lauri Eriksson

6.8 trips
a day per city bike



Helsinki and Espoo City bikes 2018

6 300 000
kilometers pedaled

That's 158
times around
the globe



Helsinki and Espoo City bikes 2018

Kaupunkipyöristä vastaa



Asiakasviestintä ja markkinointi



Järjestelmän toteutus



Pääsponsori



RAMBOLL

MARKETING AND COMMUNICATION

- <https://www.hel.fi/static/liitteet/kaupunkiymparisto/julkaisut/esitteet/esite-01-19-en.pdf>
- <https://issuu.com/helsinkikymp/docs/bicycle-account-2019>

Helsinki

Urban
Environment
brochures 2019:1



**Bicycle
Account
2019**

CYCLING CITY IS A SAFE CITY



OUT SIDE THE BUILT AREAS



Uusi Pääntie



Kungsleden

HINDAR
HINDAR





BICYCLE TOURISM

BICYCLE TOURISM

Traficom (Finnish Transport and Communications Agency) made a survey on the bicycle tourism in Finland

Informations and marketing:

- Over all there is assumed to be a lot of growth potential
- Centralized information platform is needed
- So far the marketing has been focusing on the national markets



BICYCLE TOURISM

Routes and infrastructure:

- Safer routes
 - Wider shoulders on the road sections
 - Separated bike paths
 - Lower speeds for vehicle traffic
- Route finding
 - Signposting on the roads
 - Maps (paper and digital)
- Route type information
 - Asphalt vs. gravel
 - Level of quality



BICYCLE TOURISM

Services:

- Services are very local, need for centralized platform to share information
- Need for bike rental
- Need for better possibilities on transporting a bike on public transport



THANK YOU!

AIM HIGH AND LEARN FROM THE BEST!



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