

HELSINGIN PYÖRÄILYPROJEKTI 2009-12

Tulevaisuus on pyöräilyn ja kävelyn
- The future belongs to cycling and walking

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Tausta: strategiaohjelma

” Liikennejärjestelmää kehitetään kestävien liikennemuotojen edistämiseksi

- Uusien alueiden suunnittelussa luodaan hyvät edellytykset kävelylle ja pyöräilylle
- Asetetaan **pyöräilyprojekti** ja sille toteutusohjelma pyöräilyn kaksinkertaistamisohjelman toteuttamiseksi
- Lisätään pyöräkaistoja
- Kävelyalueita lisätään ja pyörätieverkkoa tihennetään
- Toteutetaan uusi kaupunkipyöräjärjestelmä
- Pyöräilyn markkinointia lisätään ”

Targets

Since 1995 Helsinki has targeted to double the modal share of cycle trips + to halve the number of cycling accidents

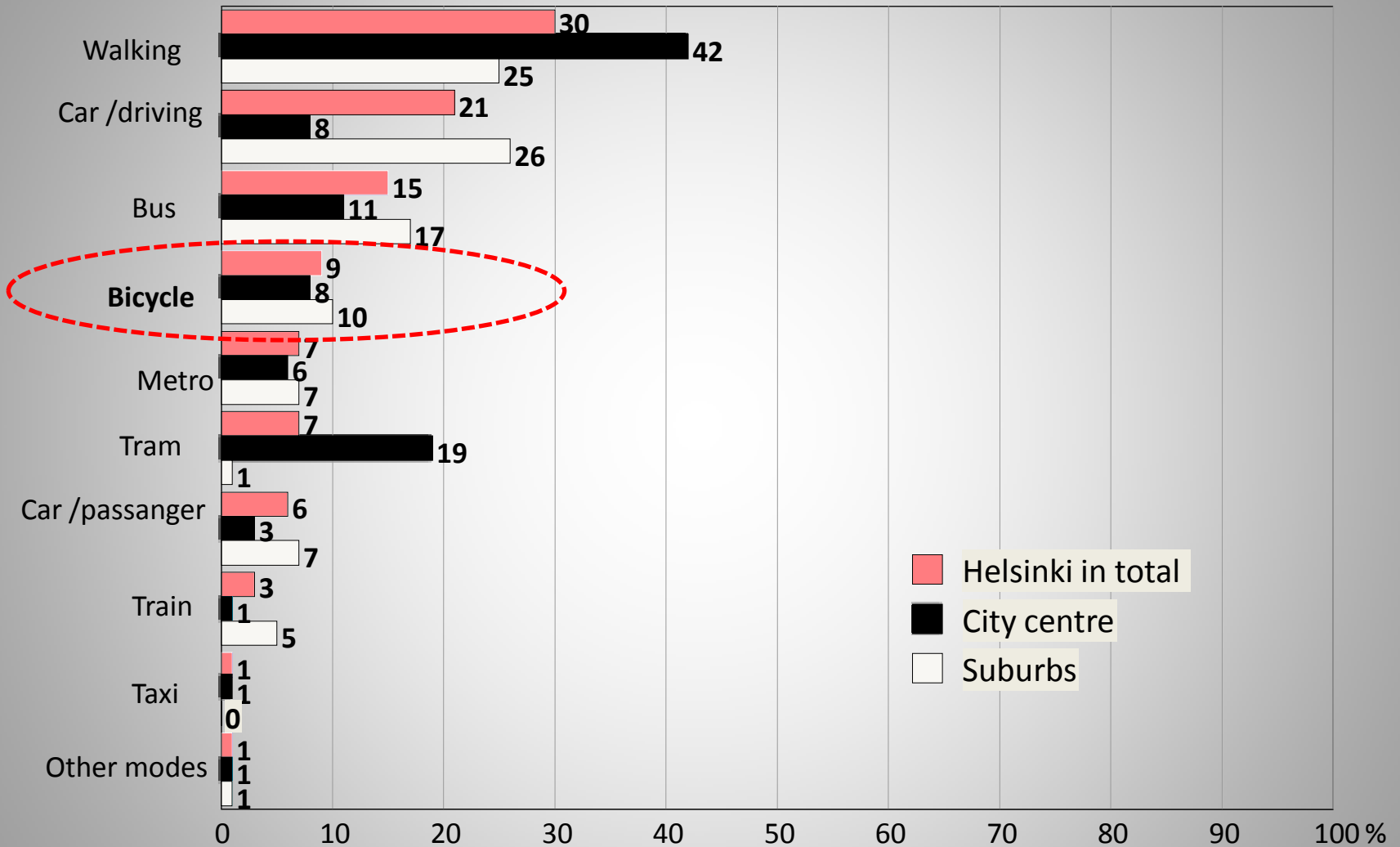
- Share **6 %** in 2000 => target 2015: **12 %**
- Share 2010 ~ **9 %**

Velo-city charter 2009: **15 %** until 2020 (+ fatal accidents / 2)



- Share of trips by public transport, walking and cycling increases 3 % (= 1 % per year)
- Accidents decrease by 2 % per year

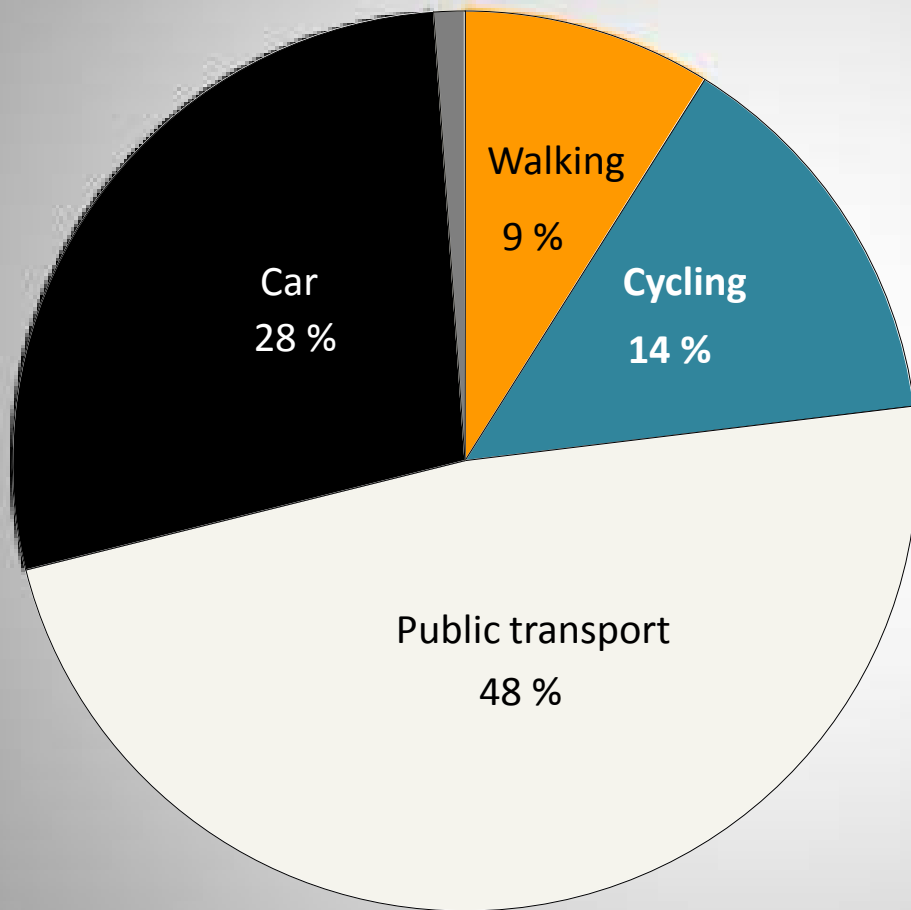
Modal share 2010



Lähde: *Helsinkiiläisten liikkumistottumukset 2010*.
Taloustutkimus Oy/Helsingin KSV-L, Tuija Hellman



Modal share in commuting



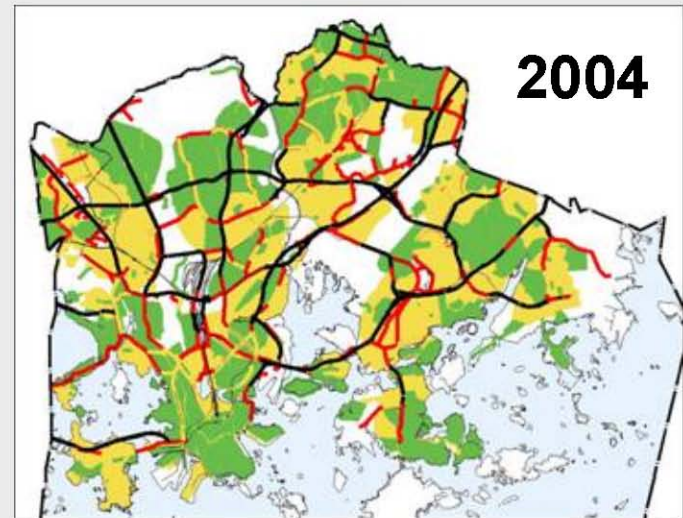
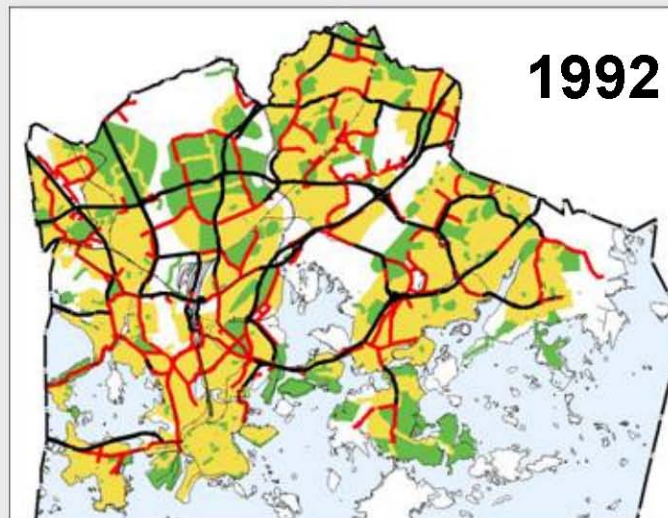
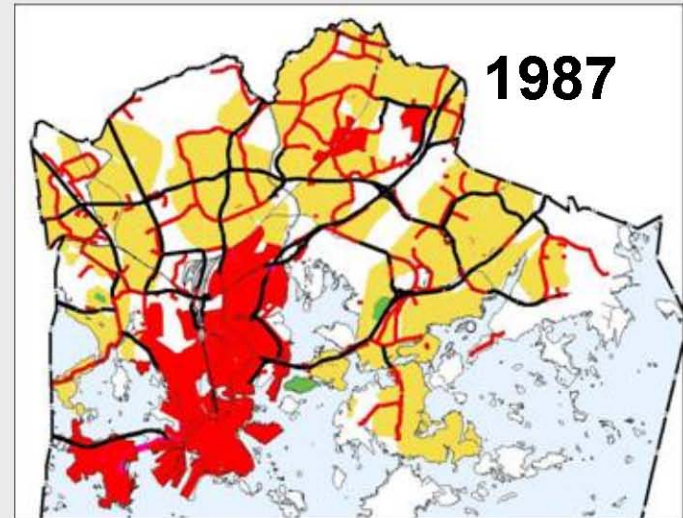
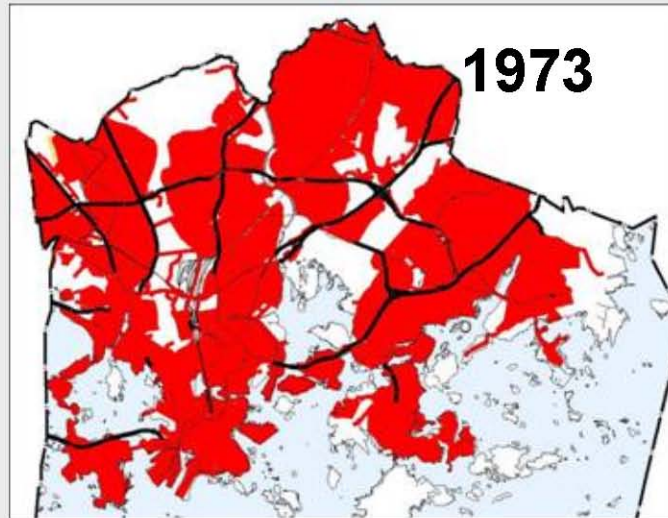
Lähde: ***Helsingkiläisten liikkumistottumukset 2010.***
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Good starting points

- 1180 km cycle paths
 - asphalt surface on 730 km
 - 90 km sea shore routes
- Bicycle friendly political atmosphere
- Many active partners: NGO's, enterprises, universities, ministries; PYKÄLÄ project
- Online journey planner for bicyclists
- Various feedback systems for bicyclists
- "Safety first" -attitudes:
 - 61 % of women and 57 % of men use cycle helmets
 - No fatal cycling accidents since 2006 - *injuries slightly increased (9 per cent 2000 – 2009)*
 - lowered speed limits

Speed limits in Helsinki 1973 -



Challenges

Existing bicycle infrastructure
= mostly combined two-way
walking&cycling paths only
on one side of the street

Problems in the city centre

- Only few cycle routes
- No continuity
- Lack of space
- Difficult to orientate
- Cycling on sidewalks = illegal, disturbing and dangerous



Main tasks

1. New guidelines for planning
2. Construction and maintenance of cycling infrastructure
3. Bicycle parking
4. Bicycle centre
5. Marketing

+ programme for further steps 2013 -

Needed now

- More systemacy: *learning from more developed urban cultures – e.g. PYKÄLÄ*
- Treating walking and cycling as two different modes
~~(kevyen liikenteen väylät)~~
- Making streets safer for cyclists; encouraging people to cycle on the streets
- Safer crossings: more bicycle boxes
- Better continuity of cycle route network; also in Winter
- More routes for cycling: cycle lanes, allowing two-way cycling on one-way streets *Legislation!*
- Better facilities for bicycle parking
- Bicycle centre = *piloting as one of the World Design Capital WDC Helsinki 2012 projects?*



*Kiitos!
Tack!
Thank you!*