

City of Helsinki



Bicycle Account 2017

pyöräilymetropoli.fi



Introduction



City bikes roll into people's hearts

Last summer, Helsinki city centre gained a new transport service, which immediately found a place in the hearts of the city's residents. On a usual day, six journeys were made per city bike. This figure indicates that we are among the top cities at international level and shows the popularity of city bikes.

City bikes make everyday life easier for the city's residents. The bikes also serve recreational purposes well. For me, a typical journey by city bike last summer entailed running errands within the city centre – for example from the head office of Helsinki City Transport (HKL) in Hakaniemi to Helsinki City Hall at Senate Square. For this journey, as well as many other routes in the city centre, a city bike is the fastest and most comfortable way to travel.

In summer 2017, the city bike service expanded three-fold. The 500 bikes available in the city centre last summer increased to 1,400 bikes. New districts covered by the service include Lauttasaari, Munkkivuori and Käpylä, among others. Additionally, we gave a hundred bikes on loan to the Matinkylä district of Espoo for one summer.

The city bikes are mobility as a service. The development of the transport system is also moving in this direction on a broader scale. You do not have to own the mode of transport, but it is effortless to access, excellent to ride and easy to return. Neither do you have to worry about a bike that you are using as a service. The service makes sure that there are always bikes available and empty spaces open in the bicycle rack and that the bike you decide to use is in good condition and light to pedal. Getting around is effortless and comfortable!

A great deal of effort is going into promoting cycling in Helsinki. The city bike service and many renovated cycle lanes and paths serve as good examples of this. Bicycle parking facilities are also being developed and cycling is being marketed. According to studies, nearly all residents of Helsinki (96%) have a positive attitude towards the promotion of cycling. Helsinki is a great cycling city and becoming greater all the time!

Ville Lehmuskoski

Managing Director, HKL

Bicycle Account 2017 is the second publication in Helsinki that discusses the development of cycling, residents' opinions, bicycle traffic projects and cycling services. The first Bicycle Account was published in 2015.



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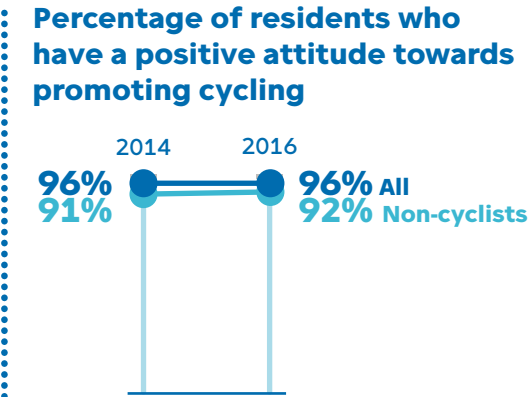
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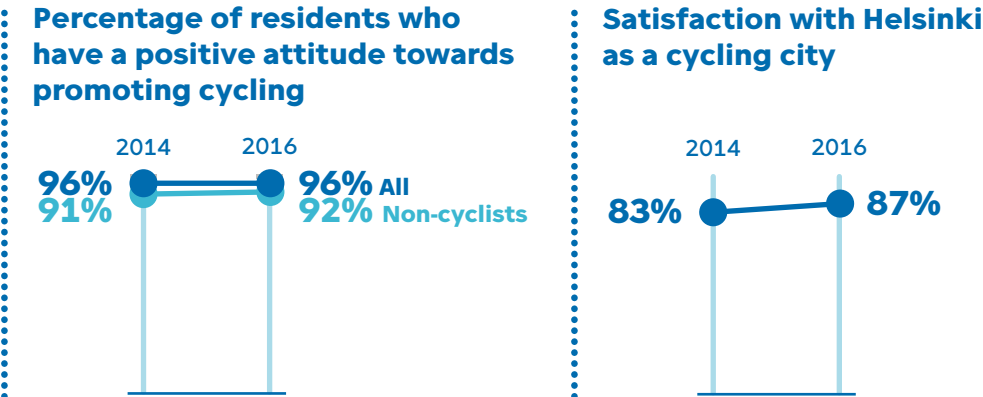
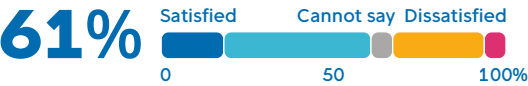


What do the residents of Helsinki think?



The opinions of the residents of Helsinki were surveyed for the second time in summer 2016. According to the Cycling Barometer, the residents of Helsinki still strongly support the city's goal of promoting cycling and improving cycling conditions.

Citizen's satisfaction concerning the cycling guides and signs



The residents support the promotion of cycling, regardless of whether they cycle themselves. Satisfaction with Helsinki as a cycling city has increased slightly compared to 2014. Residents' satisfaction concerning the efficiency and safety of cycling has also increased slightly.

Citizen's satisfaction concerning the cycling information and notifications



Source of the information on the spread: *Pyöräilybarometri 2014, 2016 (Cycling Barometer 2014 and 2016)*

Main reasons for cycling

Easy way to get around

40%

Positive effects on physical fitness and health

35%

Being outdoors and recreation

10%

Freedom from schedules

5%

Financially beneficial

3%

Environmental reasons

2%

Other reasons

5%

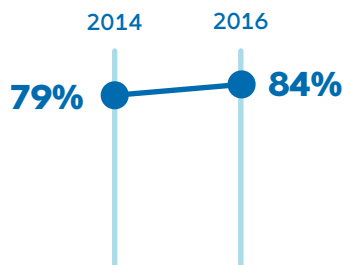
Top 5



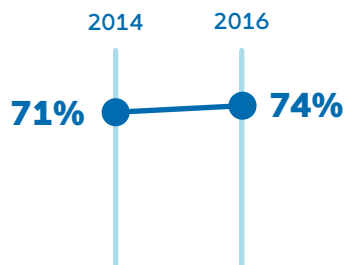
The residents of Helsinki would cycle more if...

- the parking facilities for bicycles were better protected from vandalism and theft
- the network of cycle paths were more extensive and better connected
- cycling was safer
- the cycle paths were kept in better condition
- the exceptional arrangements for cycle paths that result from construction were improved.

Citizen's satisfaction concerning the efficiency of cycling



Citizen's satisfaction concerning the safety of cycling



All graphs presenting the results of the Cycling Barometer represent the opinions of residents who cycle at least once a week during the snowless times of the year unless stated otherwise in the heading.

Highlighted percentages Proportion of satisfied and mostly satisfied residents of all respondents.





Number of cyclists on the rise

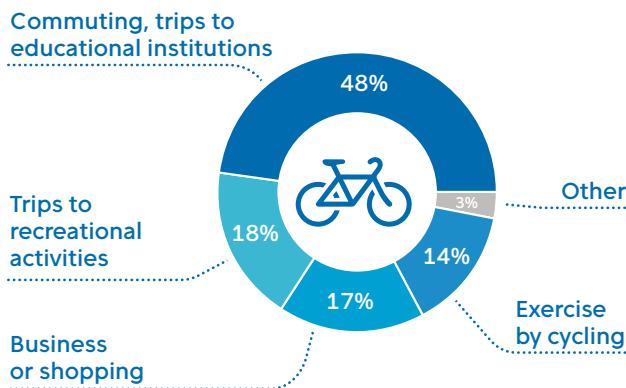
Currently, 70 per cent of adults in Helsinki cycle at least sometimes. More than half of the residents of Helsinki cycle at least once a week during the snowless times of the year.

The most common reasons for cycling are commuting to work or a place of study. The bicycle

is also used to complement other modes of travel: of those who cycle daily, one in four also use public transport daily.

Over the course of ten years, the number of cyclists travelling across the border of the Helsinki peninsula has increased by almost half. Cycling accounts for ten per cent of all journeys made in Helsinki.

The most common reason for a cycling trip



Source: Pyöräilybarometri 2016 (Cycling Barometer 2016)

On a weekday morning in autumn, almost as many people arrive in the city centre by bike as by tram.

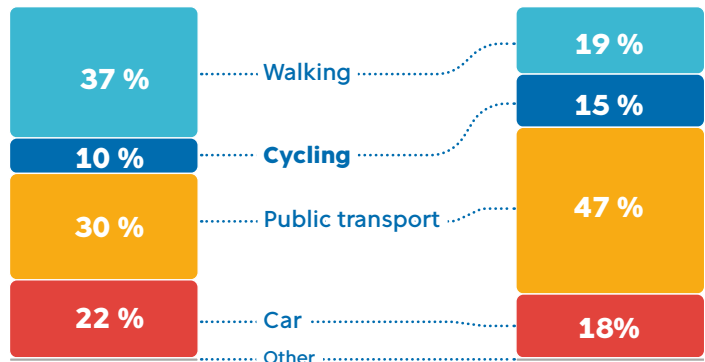
Source: Liikenteen kehitys 2016 (Traffic trends 2016)

The share of different transport modes of journeys carried out in Helsinki

On an autumn weekday within the city by main mode of transport

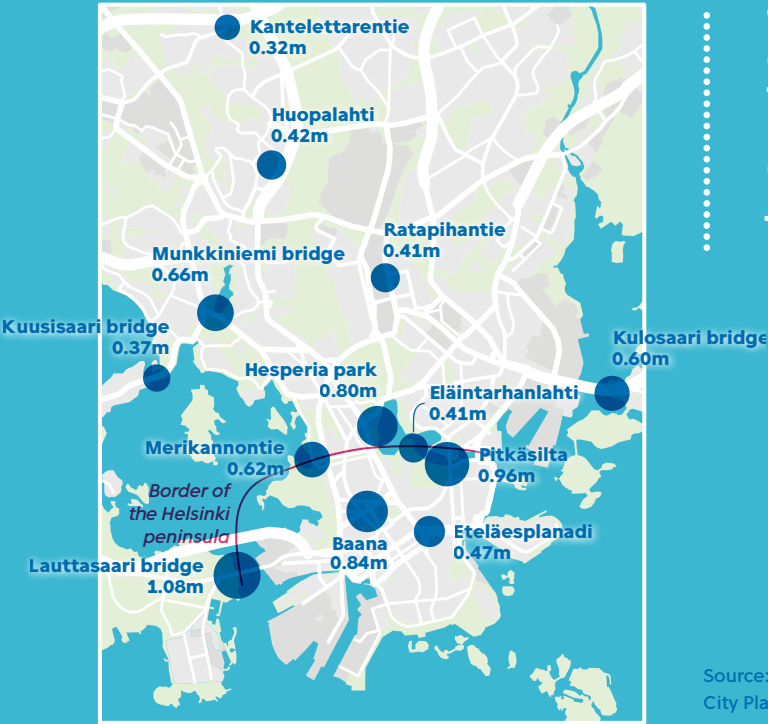
All journeys

Commuting and trips to places of study



Source: Helsingkiläisten liikkumistottumukset 2016 (Helsinki transport habits research 2016)

Numbers of cyclists at automatic counting points in 2016 (millions)

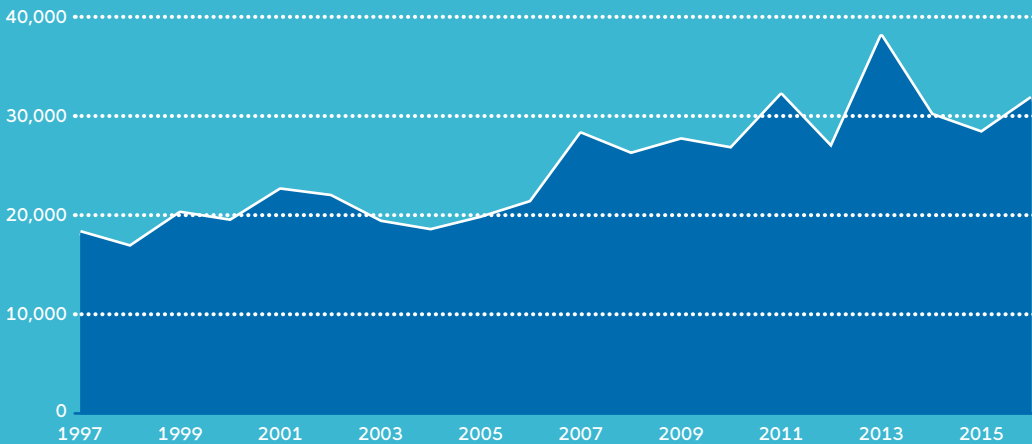


The busiest cycle path is the Lauttasaari Bridge, with over a million journeys made in 2016.

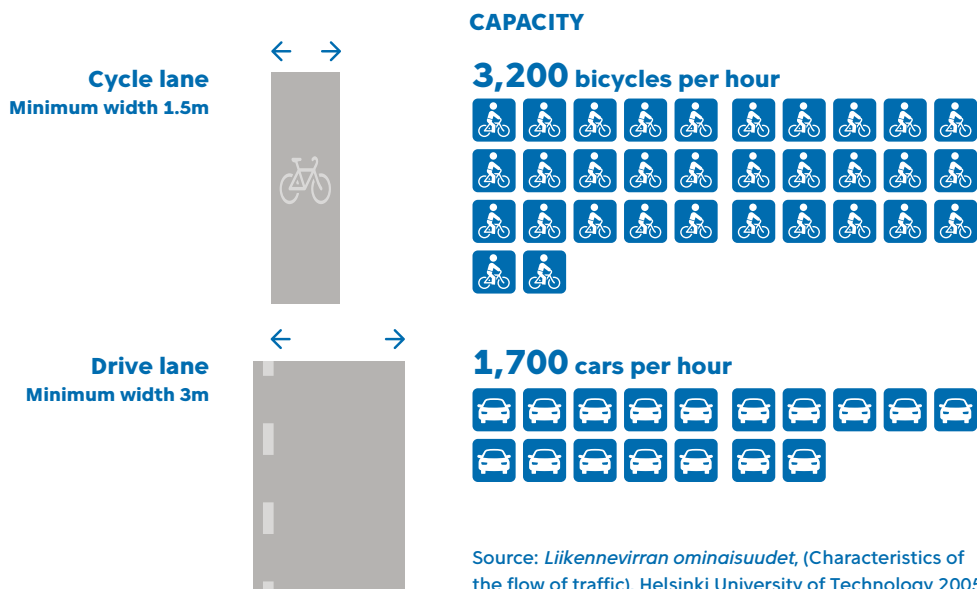
Source: Helsinki City Planning Department

Numbers of cyclists at the border of the Helsinki peninsula 1997–2016

The counts were taken on a weekday in June



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



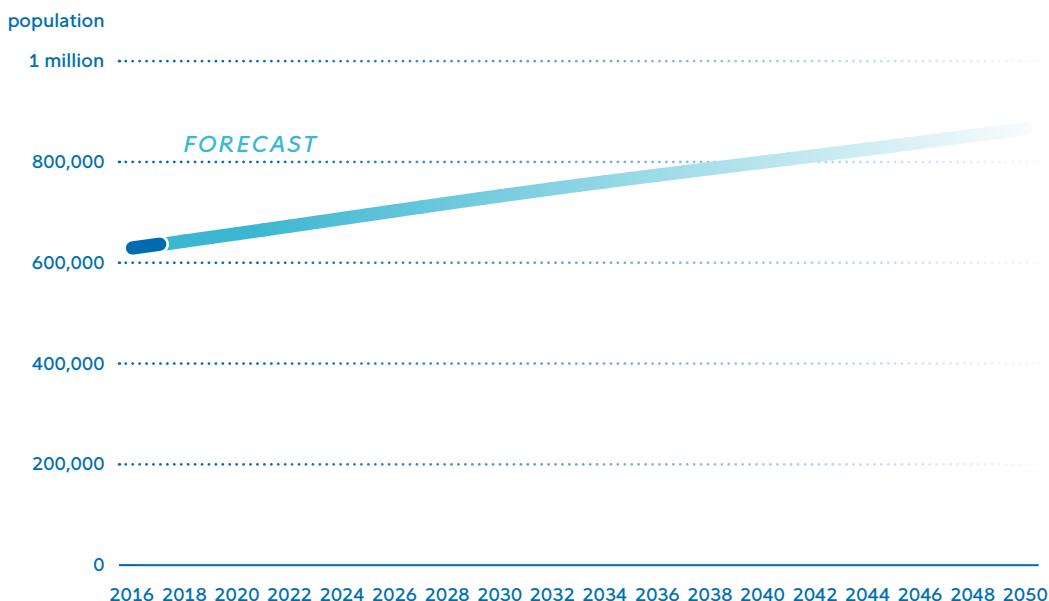
A growing city requires space-saving modes of transport

Helsinki aims to increase the proportion of journeys taken by bicycle to 15 per cent by 2020. At present, approximately 10 per cent of all journeys are taken by bicycle. The promotion of bicycle traffic is not an intrinsic value; rather, it is a means of creating a safer, more comfortable and more efficient urban environment.

As Helsinki grows and becomes ever denser, the number of residents and jobs will increase substantially, particularly in the inner city. The new residents and new jobs will create more traffic. However, the amount of space on the streets is limited, so efficient and space-saving modes of transport are needed. The more people travel on foot, by bicycle or by public transport, rather than by car, the greater the number of people who can effectively move about the city.

Helsinki has followed the example of the most successful cycling countries and cities and revised its planning principles for bicycle traffic. Today, bicycle traffic is increasingly seen as an important part of urban traffic.

The population of Helsinki increased by approximately 7,000 persons in 2016 and the rapid growth is expected to continue



Source: *Helsingin ja Helsingin seudun väestöennuste 2016–2050*
(Population projection of Helsinki and the Helsinki region for the period 2016–2050)

Cycling does not create noise, vibration, particulate emissions or greenhouse gas emissions.

In recent years, Helsinki has built new cycle paths to make cycling safer and more efficient than before, improved bicycle parking and developed the maintenance of the routes. The city has simultaneously implemented new services, such as city bikes and the Bicycle Centre. Cycling is marketed with a uniform look and messages together with neighbouring cities.

Investing in cycle paths pays off

An investment made in cycle paths in Helsinki has been calculated to generate €7.8 worth of benefits per each euro invested. One cycled kilometre in Helsinki generates around €0.3–1.3 in benefits, depending on how much the city invests in cycle paths. The greatest benefits are achieved in the form of health effects and time savings. International studies have reached similar results.

Source: *Pyöräilyn hyödyt ja kustannukset Helsingissä*
(Benefits and costs of cycling in Helsinki)



Travel farther with a city bike

Helsinki's city bike service has expanded three-fold for the 2017 season in comparison with the initial season in 2016. At present, the network of 140 bike stations covers the entire inner city, extending to Lauttasaari, Munkkiniemi, Käpylä and Kalasatama.

There are 1,400 city bikes in service. An additional 10 stations and 100 bikes are on loan in Espoo for the duration of summer 2017, and they will be returned to Helsinki in 2018.

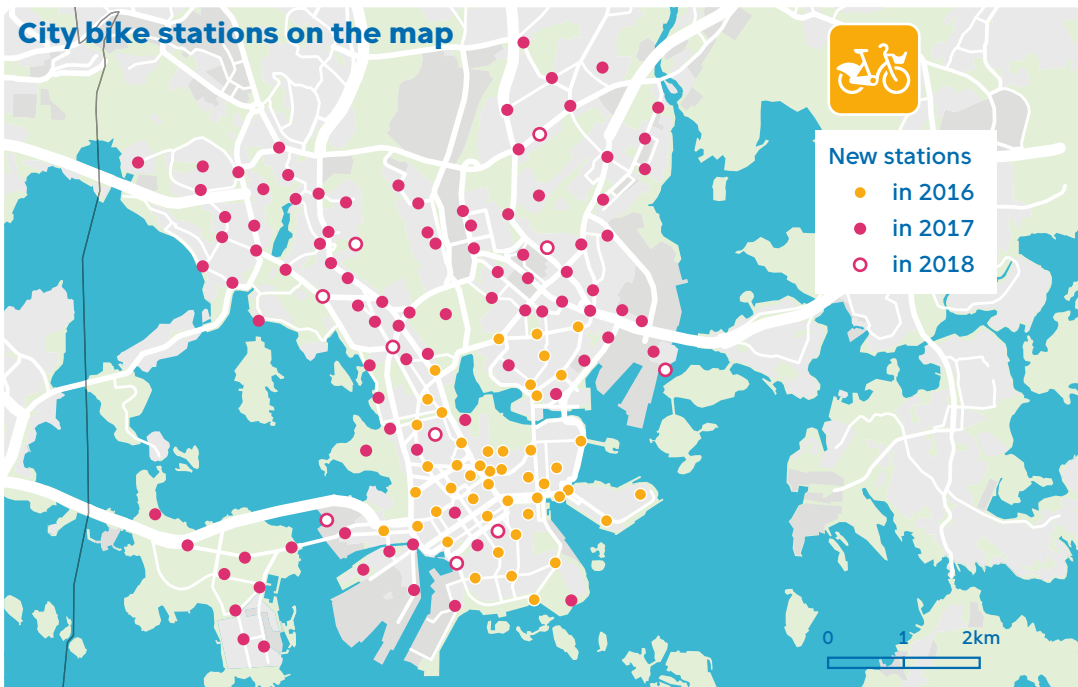
Expanding the city bike system has further improved the level of service in public transport, with more people being able to use city bikes as part of their journey. City bikes serve as part of the public transport travel chain and promote sustainable transport.

City bikes received an enthusiastic welcome

Adopted in 2016, Helsinki's city bikes enjoyed a great first season: the 500 bikes were used to make more than 400,000 journeys and ride more than 700,000 kilometres, i.e. almost 18 times around the globe. On average, a single journey was just under two kilometres in length and approximately 20 minutes in duration.

In the first year, more than 10,000 users signed up for the entire season. Over 2,000 people signed up for a week and a little over 11,000 for a day. The most popular stations were Itämerentori, Töölönlahdenkatu, Kamppi metro station, Ooppera and Baana.

The city bikes have received several awards. For example, Pyöräilykuntien



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The distance travelled with city bikes in 2016 equalled almost 18 trips around the globe.

Satisfaction of city bike users with Helsinki's city bike system



Source: *Pyöräilybarometri 2016* (Cycling Barometer 2016)

verkosto (Network of Cycling Municipalities) chose them as the Cycling Act of 2016.



City bikes are part of everyday transport

According to a customer survey conducted in summer 2016, most users use city bikes to cycle in their free time, but more than half also use them for commuting. Sixty per cent of all users regularly combine city bikes with other forms of public transport when travelling. In other words, city bikes are part of everyday transport, making it easier and faster to travel.

What is a city bike?

A city bike is a shared bike that everyone travelling in the inner city of Helsinki has the right to use for a fee. The right to use city bikes can be purchased for a day, a week or the entire season. The location of bike stations and the availability of bikes can be checked through the Journey Planner. City bikes can also be chosen as part of the journey suggestion.

For more information, please visit:
www.hsl.fi/en/citybikes

Better winter routes with new methods

To ensure comfort and safety when cycling in the winter, the City of Helsinki is developing the methods for maintaining cycle paths during winter. New maintenance methods have been tested on prioritised routes starting from the 2015–2016 winter season, and the experiment has been expanded based on the results and feedback obtained.

Over the first winter, the city experimented with sweeping cycle paths and the use of various anti-slip agents. In winter 2016–2017, the trial routes were maintained using two different methods: two of the routes were maintained by sweeping and salting, while enhanced winter maintenance in the form of ploughing was tried on another route. In total, the prioritised routes were just under 30 kilometres long.

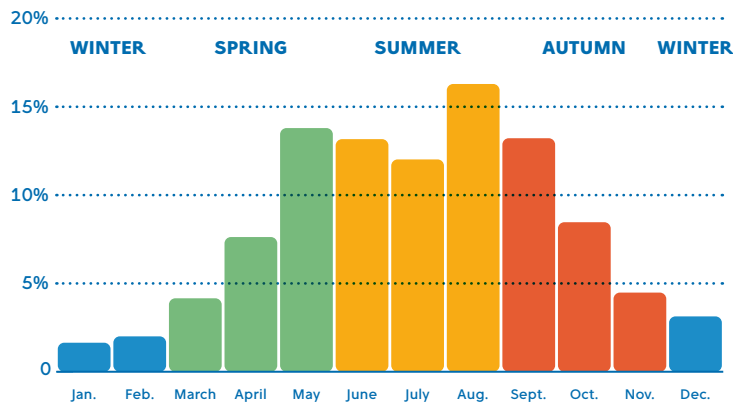
Sweeping and salting or enhanced ploughing

In sweeping and salting, the snow is first removed by sweeping, after which salt is applied to prevent slipping. Thanks to the salt, there was no need for macadam on the cycle paths, which, according to feedback, can puncture tyres and put cyclists at risk of falling once the snow has melted. Reducing the use of macadam also reduces the amount of street dust in the spring. The practice of sweeping and salting is a widely used method of winter maintenance in major cycling countries.

In enhanced winter maintenance, the route is maintained more thoroughly than in normal maintenance. During the daytime on weekdays, the route is ploughed immediately after the start of snowfall, and the aim is to keep the path as clear of snow as possible. On normal routes, ploughing starts when there are five centimetres of snow on the ground. Slippery conditions are controlled with salt when necessary before snowfall

The bicycle is used all year round

Distribution of the numbers of cyclists by month, 2015–2016 average



Source: Helsinki City Planning Department



and with macadam after snowfall. The macadam spread during winter is removed as early as possible in the spring.

New winter maintenance methods receive praise

According to feedback provided by cyclists, sweeping and salting results in considerably better route conditions than with traditional methods. For this reason, the plan is to increase sweeping even though it is more costly than ploughing. More environmentally friendly materials than salt have also been tested for controlling slippery conditions, but salt is being used for the time being due to lower cost.

Cyclists have also contributed to the development of winter maintenance. Helsingin Polkupyöräilijät ry (Helsinki Cyclists) also participated in planning the maintenance experiment and organising cyclist-driven quality control of paths. Additionally, feedback has been gathered from all cyclists with an online survey.

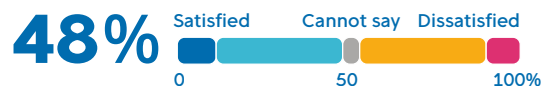
For more information, please visit: hel.fi/talvipyorailay

One in ten residents also cycle in the winter

Eleven per cent of the residents of Helsinki cycle all year round. Almost half of them cycle daily, even with snow and ice on the ground.

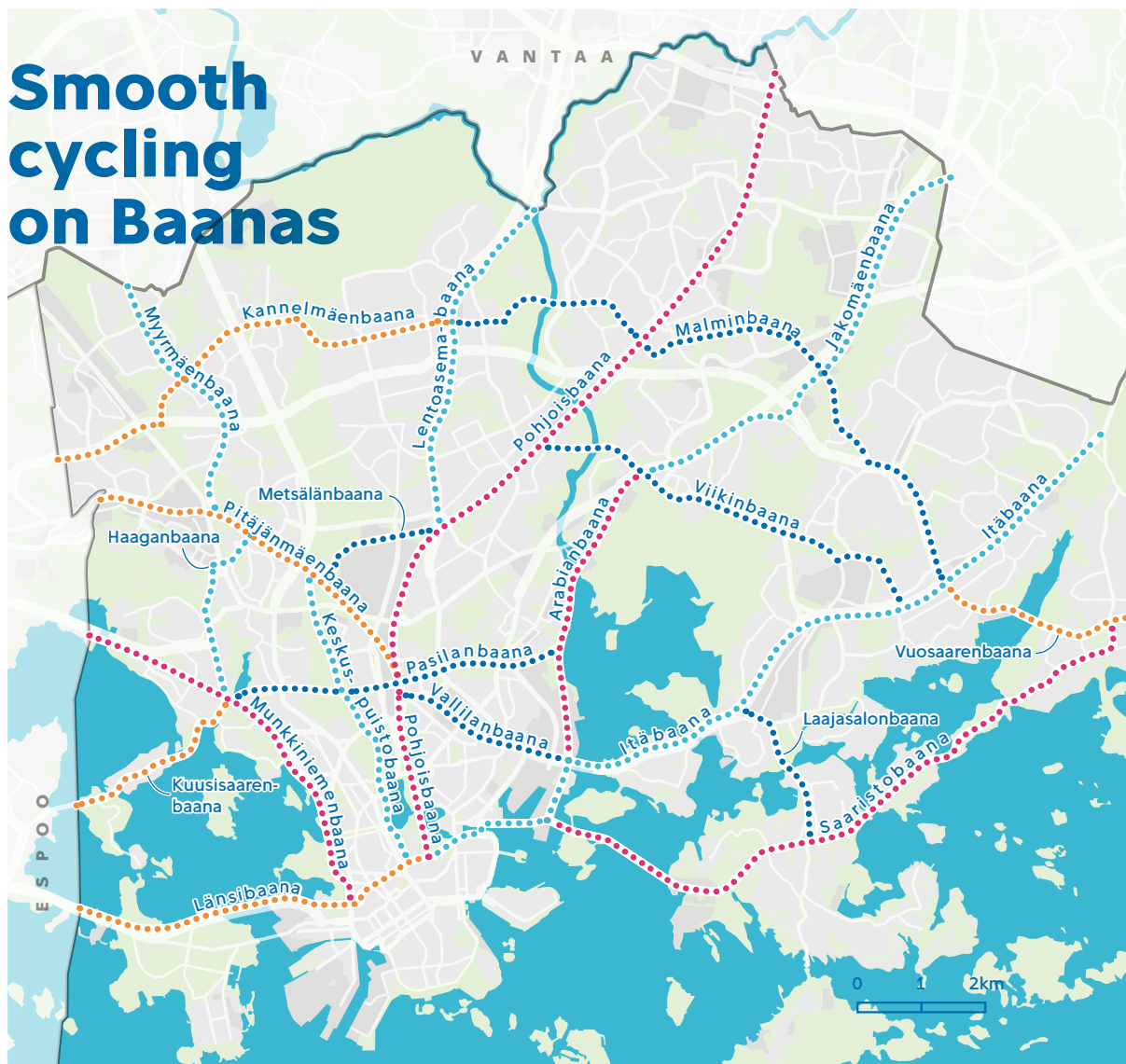
The popularity of winter cycling can be influenced with good winter maintenance: more than half of the residents who cycle would cycle more often if the cycle paths were maintained better during winter. A little less than half of the residents who cycle all year round are satisfied with the winter maintenance, while the percentage of dissatisfied cyclists is almost as high.

Satisfaction with winter maintenance of cycle paths amongst citizens who cycle during winter



Source: *Pyöräilybarometri 2016* (Cycling Barometer 2016)

Smooth cycling on Baanas



A network of core cycle routes – also known as Baana quality cycling routes – is being built in Helsinki. Once the Baana network is complete, Helsinki will have 160 kilometres of fast cycle highways that connect the major residential areas and work-place districts.

The Baanas serve as straight and fast routes on which traffic moves at an even speed, and they make cycling a more attractive option for

longer journeys. Cycling along a Baana route is pleasant for slower cyclists, as the wide Baanas make it easy to overtake other cyclists. The aim for the Baana routes is to have four metres of space for cyclists.

The Baana routes are primarily two-way cycle paths that are distinctly separated from other vehicle traffic. A Baana route may also run for a short distance on a low-traffic street, cycle lane or one-way cycle path. Pedestrian traffic is always separated from bicycle traffic on Baana routes.

New Baana routes named

The Nomenclature Committee of Helsinki named the future Baana routes in late 2016. The names are for the most part based on the districts through which the routes travel or to which they lead. Three of the Baana routes were named after a cardinal direction. The names are shown on the map on the left.



The Baanas travel through urban environments as well as green areas. In addition to playing a functional role in traffic arrangements, the Baanas are also planned to be a pleasant urban space that features greenery, lighting and art.

Straight and even – in other words, smoothly

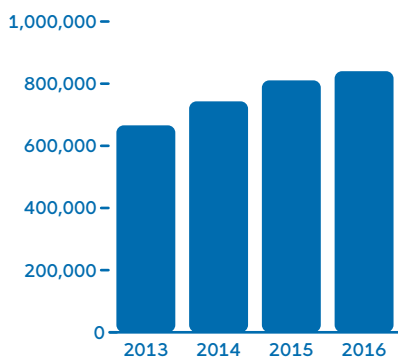
In order to make cycling efficient, the Baanas are designed to be as straight and even as possible. The spaces next to train tracks and major roads as well as park corridors are being utilised in the route alignments. The efficiency of the routes is being promoted by minimising the number of stops and ensuring

high-quality underpasses and bridges as well as functional intersection arrangements.

The Baana routes are usually paved with asphalt. In park areas, bound stone paving may also be considered. Special attention is being paid to the lighting and winter maintenance of the Baanas. The uniform level of quality makes Baana routes easy to recognise, which helps cyclists stay on route. Arriving at the intended destination is also made easier by consistent signs.

The Baana network will comprise new sections as well as improved existing cycle paths. Baana routes are also being planned in neighbouring cities. The aim is to build Baanas that continue seamlessly over city borders while maintaining their quality.

Numbers of cyclists on the Baana



Source: Helsinki City Planning Department

Bicycle Account 2017

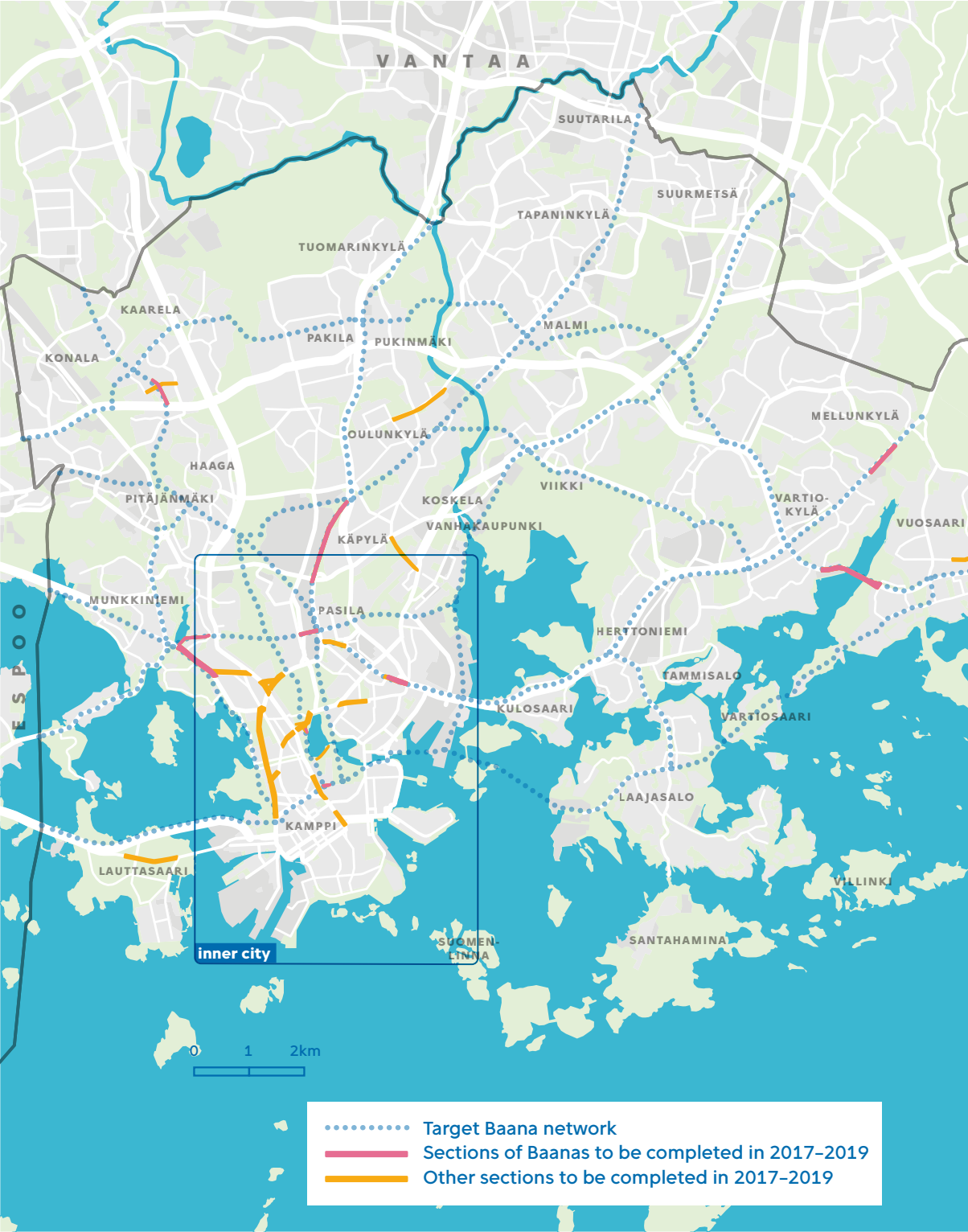
Quality factors of Baanas

- straightness
- evenness
- width
- continuity
- efficiency
- recognisability
- functional signs
- even surface materials
- good lighting
- reliability of winter maintenance



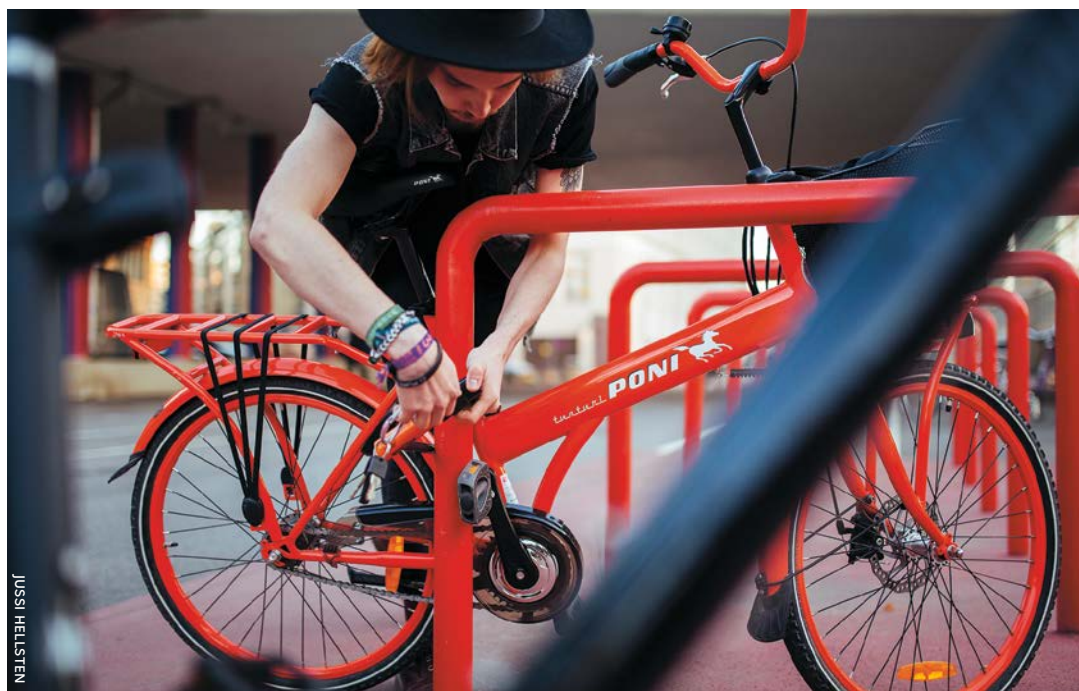


Building of cycle paths



Towards the target network in the inner city





JUSSI HELSTEN

More high-quality parking

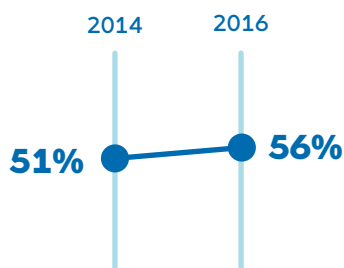
As the amount of bicycle traffic increases, so does the need for high-quality bicycle parking. Well-organised bicycle parking prevents bicycles from being stolen and supports the growth of bicycle traffic. In the 2016 Cycling Barometer, 70 per cent of all respondents stated that safer bicycle parking would get them to cycle more.

Helsinki is constantly developing its bicycle parking facilities. Racks that let cyclists lock

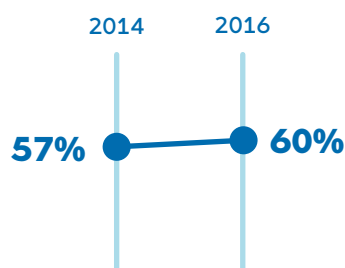
their bicycle by its frame have already been installed in the city centre, among other places, and the installation of more racks is being systematically planned throughout the city. More bicycle racks are needed particularly for park-and-ride facilities at public transport stations.

The residents' satisfaction with parking facilities has increased since 2014.

Citizen's satisfaction concerning bicycle parking facilities at stations

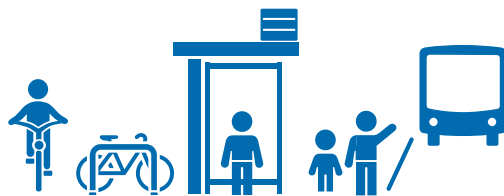


Citizen's satisfaction concerning bicycle parking facilities in other public places



Source: *Pyöräilybarometri 2014, 2016* (Cycling Barometer 2014 and 2016)

Bicycle + public transport

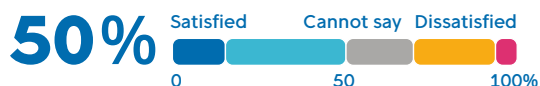


Combining cycling with public transport is a convenient way to travel longer distances. Helsinki is promoting the combination of cycling and public transport by improving park-and-ride facilities, among other things.

City bikes are also an excellent addition to the public transport service network, making it easier to use both a bicycle and public transport on the same journey.

With certain restrictions, you can also bring a bicycle aboard public transport.

Satisfaction with the opportunities to combine cycling and public transport during the same journey



Source: *Pyöräilybarometri 2016* (Cycling Barometer 2016)

Can you take the bike along?

Helsinki regional transport



METRO



For free – if space permits

SUOMEN-LINNA FERRY



For an additional fee

TRAM



No

BUS



No

Commuter trains

HSL FARE ZONE

Helsinki, Espoo, Vantaa, Kauniainen



For free – if space permits*

VR COMMUTER SERVICES



For free – if space permits*

*For a trial period from 19.6.2017 onwards also during rush hours.

How to transport your bike

On the metro, bicycles may be transported in all carriages as long as there is enough room for them. Please take other passengers into account: walk your bicycle inside the stations, use the lift instead of escalators and keep an eye on your bicycle on the train.

A folding bicycle can be transported in a bag on board all modes of transport.

Health and well-being through cycling

Health effects

Cycling improves physical and mental well-being, and these effects are known to be at their greatest when cycling is practised daily. Daily cycling has been found to decrease the risk of contracting many illnesses, such as depression and heart diseases.

Travelling quickly

A bicycle is often the fastest mode of transport, particularly on journeys of less than five kilometres.

Environmentally friendly

Reduce your carbon footprint by cycling.

Fresh outdoor air

The day is often more enjoyable when you start it by enjoying fresh outdoor air.

New experiences while travelling

When cycling, it is easy to stop and take a detour to various interesting places and experience new things along the way.

Freedom from timetables

Cycling means not having to follow timetables and always having your bicycle ready to go when you want.

Affordability

Travelling by bicycle is relatively affordable when compared to other modes of transport.



Traffic is collaboration and bicycle traffic is part of it

Cycling is fast, easy and fun. As a cyclist, you are the driver of a vehicle and therefore part of traffic. Look after yourself and your bicycle and take pleasure in riding on the city's streets.

A few useful tips for cycling in the city:

- Cycle on a cycle path if there is one
- Cycle along the right-hand side of the path
- On a one-way cycle path, only cycle in one direction
- Give a sign when you intend to make a turn

- When there is no cycle path, you have the right and the obligation to cycle on the streets
- Cycle on the street as if you are driving a car
- You can walk your bicycle on a pavement
- Learn the traffic rules and follow them
- Take others into consideration in traffic
- Use a light when it is dark



.....
A bicycle maintenance point is planned for each metro station in Helsinki.
.....

..... **The Bicycle Centre serves the city's residents**

The Bicycle Centre, located at the edge of Narinkka Square in Kamppi, advises and helps residents from spring to late autumn. The services of the Bicycle Centre include quick bicycle repairs, cycling-related advice, the opportunity for bicycle owners to carry out independent maintenance with professional guidance, and a monitored bicycle parking area next to the Bicycle Centre.

The quick service offers help with flat tires or squeaky chains, for example. A pumping

station where you can fill your tires for free is also available. In addition to this, Kampin suutari, located at the edge of Narinkka Square next to the Bicycle Centre, offers bicycle servicing for a fee. Bicycle rental services are also available in the same premises. The tools of the Bicycle Centre can be borrowed for independent bicycle maintenance during the opening hours of Kampin suutari.

HLK is considering a possible new location and new services for the Bicycle Centre.

Cycling services

Pyöräilymetropoli.fi – cycling information online

The revamped pyöräilymetropoli.fi website encourages people to cycle. The website provides a comprehensive source of information: the best bicycle routes in the region as well as assistance with choosing the right bicycle and advice on cycling. The news highlights provide current information on cycling. You can also find stories about different types of cyclists on the website. Check your knowledge of traffic rules with a test.

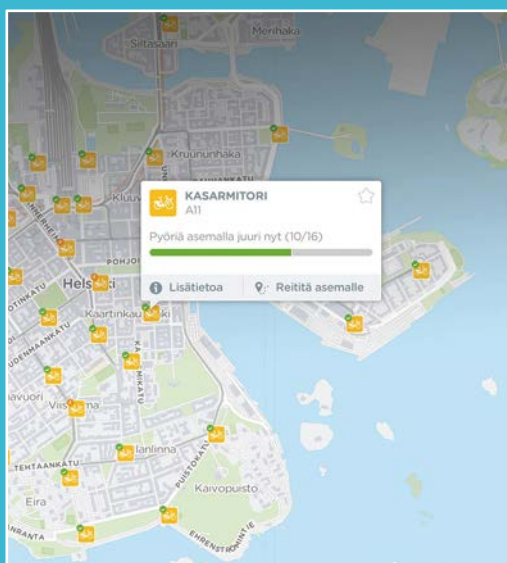
[Pyöräilymetropoli.fi](https://pyorailymetropoli.fi)

Check the status of city bikes through the Journey Planner

The HSL Journey Planner has been renewed, and it now serves mobile users better than before. During the city bike season, the Journey Planner also shows the bike stations. The Journey Planner tells you in real time how many bikes are available at each station and includes the bikes in the suggested routes.

The bicycle routes are conveniently available in the Journey Planner for cycling and walking. Users can make the Journey Planner search for a route that is as direct as possible or a route that favours cycle paths or asphalt-paved paths, for example. The service lets users check for any delays along the route, such as steep hills, construction sites and traffic lights. The service also includes sports facilities, park-and-ride facilities and scenic routes, among other things.

[Reittiopas.fi](https://reittiopas.fi), pk.reittiopas.fi/en



Bring a printed Cycling Map with you

A printed Cycling Map shows all the bicycle routes in Helsinki and the entire Helsinki Metropolitan Area. Printed maps are available at the Sports Department's facilities and the Bicycle Centre. The map has also been published as an online service.

[Ulkoilukartta.fi](https://ulkoilukartta.fi)



Information for cyclists

Hel.fi/helsinki/en/maps-and-transport/cycling

The website provides information on the planning, construction and maintenance of cycle paths in Helsinki as well as the city's bicycle services. The website also includes studies related to bicycle traffic and links to information on bicycle counters.

Pyöräliikenne.fi

The planning guidelines for bicycle traffic in Helsinki have been published on the Pyöräliikenne.fi website. In addition, the website also includes useful links for those interested in bicycle traffic and particularly its planning.

Liikenneturva.fi/en/road-safety/cyclists

The Liikenneturva (Finnish Road Safety Council) website provides tips and advice for everyday cycling.

Poljin.fi

The Pyöräilykuntien verkosto (Network of Cycling Municipalities) website provides information and cycling tips for everyday cyclists of all ages, among other things.

Pyöräiliitto.fi

The Pyöräiliitto (Finnish Cyclists' Federation) website provides information on the operations of the federation in the form of news and a blog.

HePo.fi

The Helsingin Polkupyöräilijät (Helsinki Cyclists) website provides information on cycling trips arranged by the association and advice for road users, among other things.

Kilometrikisa.fi

Participating in Kilometrikisa (lit. the Kilometre Contest) is a good way to motivate yourself and your friends to cycle more.



Hel.fi/feedback

Visit the address provided above to give feedback concerning cycling and this publication.

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**For more information
on the themes in the
Bicycle Account, visit
the City of Helsinki
website at
[hel.fi/helsinki/en/maps-
and-transport/cycling](https://hel.fi/helsinki/en/maps-and-transport/cycling)**



CITY OF HELSINKI MEDIA BANK / LAURI ROTKO



