

Eight euros worth
of benefits with just
one euro — *p.10*

Number of cyclists
on the rise — *p.8*

Building the Baana
network — *p.20*

Helsinki Bicycle Account

2015

What do Helsinki
residents
think? — *p.6*



City of Helsinki



Introduction

A growing city needs cyclists

Helsinki grows by nearly 10,000 residents a year. As the population grows, so does the amount of traffic. There is limited space on the streets and roads of the city, which means that we need efficient transport methods that save space. The more often Helsinki residents choose to walk or use their bike or public transport, the more people can move in the city smoothly.

The starting point for the new city plan of Helsinki is that there will be 860,000 residents in the city by 2050 – a quarter of a million more than now. Promoting cycling facilitates the growth of the city. Our objective is to increase the share of trips taken by bike to 15 percent by 2020. Currently, 11 percent of trips are done by bike.

A cyclist enjoys the city and reaches destinations easily

Promoting cycling is part of constructing a pleasant and lively city. Bicycle traffic does not burden the environment with noise or emissions. Experiences from around the world show that cyclists are good customers for shops

and services – it is easy to hop off a bike and pop into a shop or a café. One parking space for a car can be transformed into a parking space for ten bikes, double the customers compared to a full car.

Cycling is a method of transport, but it is also an efficient form of exercise. The City of Helsinki has calculated that the health effects of increasing cycling can bring millions of euros of benefits annually. This calculation proves that one euro invested in cycle paths can bring nearly eight euros worth of benefits to society.

In the coming years, cycling connections especially in the inner city will be improved and the Baana network will be constructed. More efficient connections make cycling trips faster, which in turn encourages more citizens to hop on their bikes.

In addition to cycle lanes, encouragement and information about cycling services are needed. This bicycle account is one example and presents the development of cycling in Helsinki, the future cycle path projects and citizen's views on cycling.



Anni Sinnemäki

Deputy Mayor
City of Helsinki

Helsinki Bicycle Account 2015 is the first publication in Helsinki that presents the development of cycling, citizens’ opinions, cycle path projects and cycling services. In the future, the bicycle account will be published every two years.



Lauri Rotko



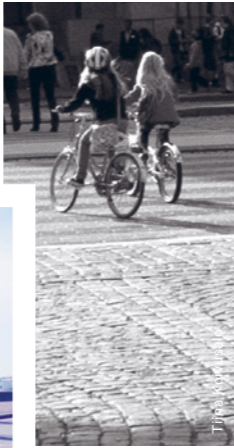
Krista Keltanen



Tiina Koivusalo



Martti Tulenheimo



Tiina Koivusalo

Helsinki Bicycle Account 2015
© Helsinki City Planning Department
Text: Risto Kujanpää and Helsinki City Planning Department
Graphic design and layout: Koponen+Hildén Oy and Tiina Koivusalo

Cover photos: Krista Keltanen, Martti Tulenheimo and Kirsi Ylimutka
Photos on inner pages: Krista Keltanen, Tiina Koivusalo, Lauri Rotko, Aleksi Salonen, Veikko Somerpuro, Martti Tulenheimo, Mikko Uro and Kirsi Ylimutka
Printing: Kirjapaino Uusimaa, 2015

Map: Regional map
© City Survey Division, Helsinki 2015
ISSN 0787-9024
ISBN 978-952-272-993-4 (vol.)
ISBN 978-952-272-994-1 (PDF)
www.hel.fi/pyoraily

Contents

3	Introduction
	Anni Sinnemäki
5	Contents
6	What do Helsinki residents think?
8	Number of cyclists on the rise
10	Eight euros worth of benefits with just one euro
12	Facts of Helsinki
14	Future bicycle traffic flows
16	Baanas now and in the future
	— Easy commuting
18	Parking
20	Building the Baana network
22	The main network goal of bicycle traffic
24	Cycling services
	The Bike Centre, journey planner & city bikes
26	By bike on the metro and trains



Tiina Koivusalo



Kirsi Ylimutka



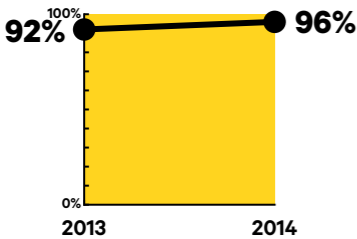
Veikko Somerpuro

What do Helsinki residents think?

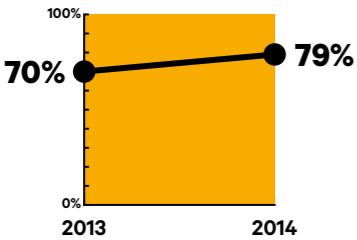
Citizens' satisfaction with cycling conditions was surveyed in summer 2014. The first cycling barometer showed that the residents of Helsinki offer strong support to the City of Helsinki's objectives of developing cycling.

WHAT DO HELSINKI RESIDENTS THINK?

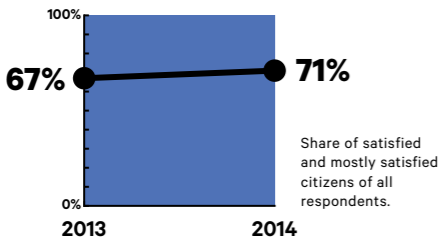
Of citizens have a positive attitude towards promoting cycling



Citizens' satisfaction concerning the efficiency of cycling



Citizens' satisfaction concerning the safety of cycling



Sources: Pyöräilybarometri 2013 and Liikennebarometri 2013 (Cycling barometer 2013 and Traffic barometer 2013)

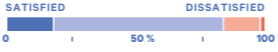
91%

of non-bicyclists have a positive attitude towards promoting cycling.



83%

Satisfaction with Helsinki as a cycling city



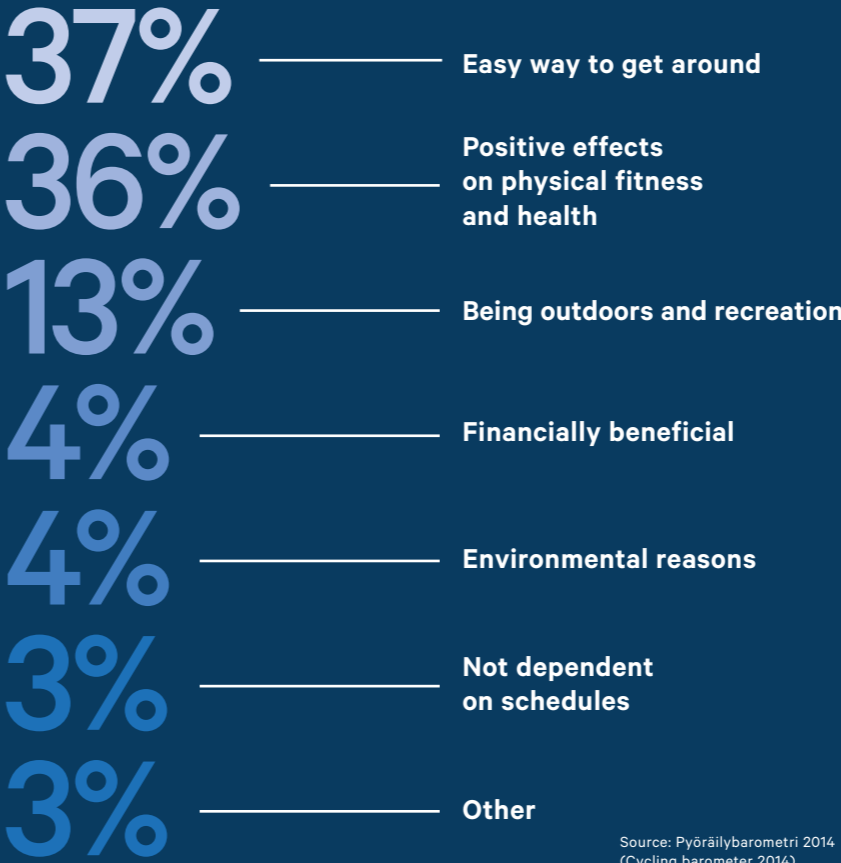
Share of satisfied and mostly satisfied citizens of all respondents.



Kirsi Ylimutka

○ Helsinki residents are for promoting cycling, regardless of whether they cycle or not.

Why do Helsinki residents cycle?



Source: Pyöräilybarometri 2014 (Cycling barometer 2014)

○ A third of the residents that cycle daily also use public transport daily.

The satisfaction of Helsinki residents with winter maintenance of cycle lanes

24%



The winter maintenance of cycle lanes is developed based on an experiment the city organised during the winter season 2014–2015. This experiment aimed to make winter maintenance more cohesive so that the quality would remain the same on a route that passes through areas maintained by different contractors. The development work will be continued during the future winters.

Source: Public Works Department

Top 3

The factors that Helsinki residents think would increase cycling:

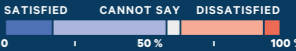
- 1 A more extensive and cohesive cycling network
- 2 Safer cycling
- 3 Improving the condition of cycle lanes

Source: Pyöräilybarometri 2014 (Cycling barometer 2014)



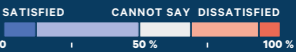
Satisfaction with cycling guides and signs

58%



Satisfaction with cycling information and notifications

50%



Share of satisfied and mostly satisfied citizens of all respondents.

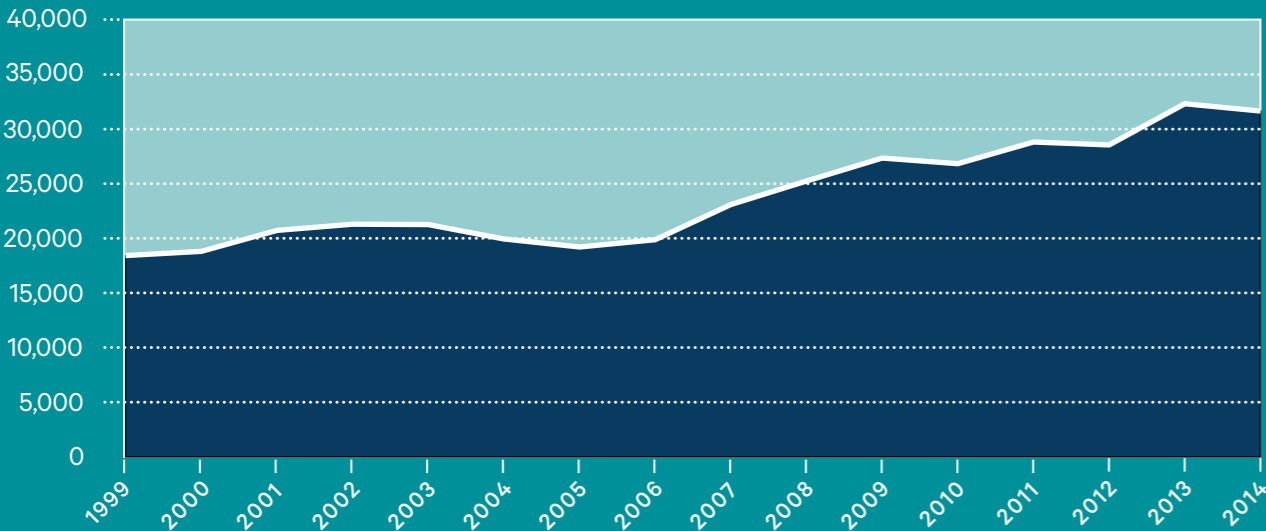
WHAT DO HELSINKI RESIDENTS THINK?

Number of cyclists on the rise

Traffic will increase as Helsinki grows rapidly. One of the city's goals is to increase the share of trips taken by bicycle to 15 percent by 2020, in order to decrease congestion. Currently, 11 percent of trips are taken by bike.

Number of cyclists at the border of the inner city between 1997 and 2014

THE COUNTS HAVE BEEN TAKEN ON A WEEKDAY IN JUNE (MOVING AVERAGE OF THREE YEARS)



Source: Polkupyörälaskennat Helsingissä 2014 (Cycling counts in Helsinki 2014)

Cyclists on Baana in 2014

743,100

Cyclists on Baana in 2013

665,900

On the busiest day of 2014

7,550

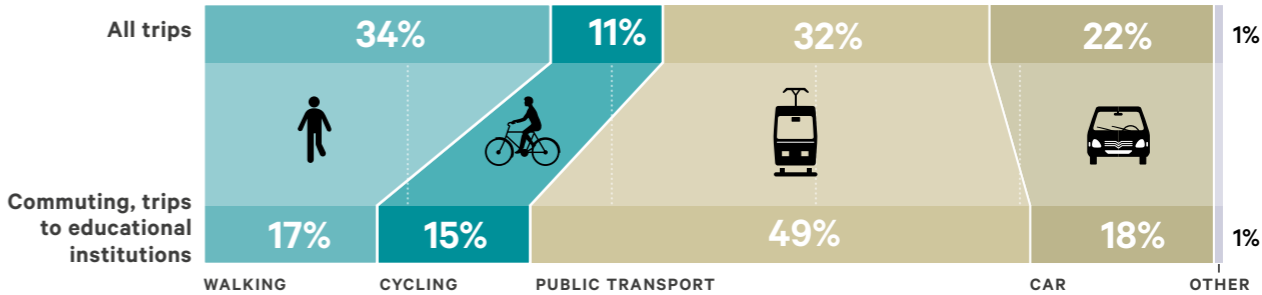
cyclists travelled over the Lauttasaari bridge

On the busiest day of 2014

7,350

cyclists travelled over the Pitkäsilta

The share of different transportation methods of journeys carried out in Helsinki ON AN AUTUMN WEEKEND WITHIN THE CITY

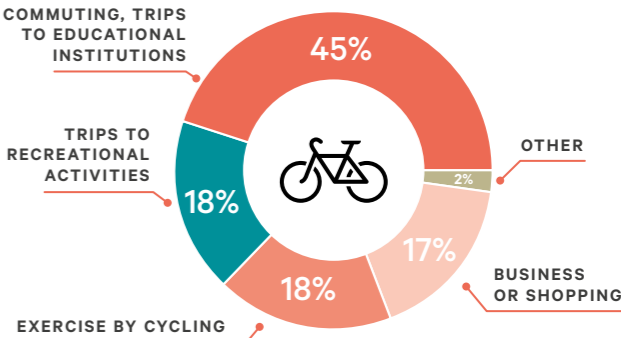


Source: Helsingiläisten liikkumistottumukset 2014 (Transport behaviour of Helsinki residents 2014)

Most often, bikes are used for travelling to work or school.

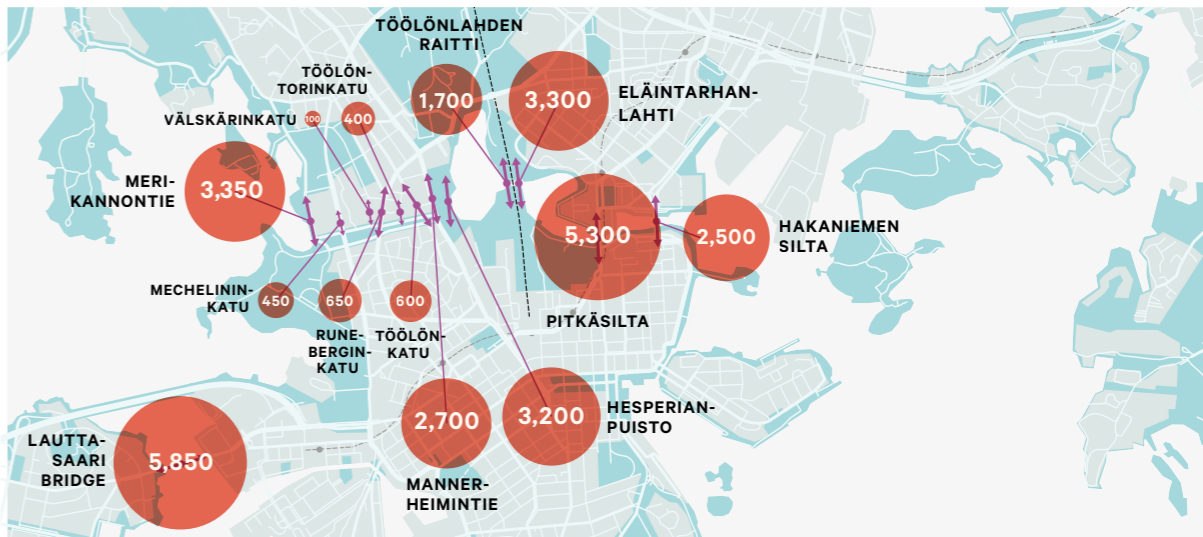
Source: Pyöräilybarometri 2014 (Cycling barometer 2014)

THE MOST COMMON REASON FOR A CYCLING TRIP



The busiest cycle lanes and their cyclist numbers

TRAFFIC ON A WEEKDAY IN JUNE 2014 IN 13 DIFFERENT COUNTING POINTS



Source: Polkupyörälaskennat Helsingissä 2014 (Cycling counts in Helsinki 2014)

Eight euros worth of benefits with just one euro

EIGHT EUROS WORTH OF BENEFITS WITH JUST ONE EURO

As the City of Helsinki grows ever denser, the amount of residents and jobs will increase substantially in the coming years, particularly in the inner city. The new residents and new jobs will create more traffic. The growing city needs to increase the share of space-saving transport modes, such as walking, cycling and public transport.

Cycling increases wellbeing

Cycling improves both mental and physical wellbeing. It has been shown that these advantageous effects are at their best, if cycling becomes a part of daily trips, such as commuting. In such cases, it has been observed that cycling also extends the life span and decreases the risk

of many illnesses such as depression, type 2 diabetes and heart diseases.

Every kilometre counts

One cycled kilometre in Helsinki generates around €0.30 to €1.30 in benefits, depending on how much the city invests

Benefits from health effects and time savings

Based on a study that reviewed the benefits and costs of cycling, an investment of one euro into the cycle paths of Helsinki will generate nearly 8 euros worth of benefits. In addition to the health effects, benefits are received as saved time, since the more efficient and safer cycle path network makes cycling faster. Compared to typical transport investments the benefits are several times higher.

○ An investment of one euro into cycle paths of Helsinki generates 7.80 euros in benefits.



Krista Keltanen

An annual cycling investment budget of 10 million between 2013 and 2024 would produce

310
million
euros in benefits
by 2054.

An annual cycling investment budget of 20 million would increase these benefits to

774
million.

in cycle lanes. Similar results have also been reached in studies carried out abroad. For example, Denmark has calculated that benefits generated by cycling are worth 1.22 Danish kroner per kilometre, whereas driving a car costs society 0.69 kroner per kilometre.

A more attractive Helsinki through cycling

Not only cyclists benefit from cycling. Traffic congestion decreases, when thousands of Helsinki residents choose to cycle to work and switch from standing in queues to a freer form of urban traffic. As cycling increases, the city will become even more pleasant and attractive. Noise decreases, air quality improves and more people decorate the city landscape instead of public transport vehicles and cars.



Veikko Somerpuro

The HEAT method, developed by the World Health Organisation WHO, was used to evaluate the health effects of cycling. This tool takes into account the benefits created by the decreasing mortality rate of working age people. In addition to this, decreasing illnesses generate benefits that are not taken into account in this method. Socio-economic effects were reviewed in accordance with the Finnish Transport Agency's guidelines by using the same criteria that are applied to evaluating the profitability of public transport and road projects. In addition to time savings and health effects, the review calculated the monetary value of road maintenance, accidents, environmental impacts and investments, for example.

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

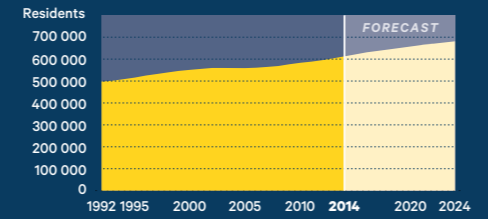
EIGHT EUROS WORTH OF BENEFITS WITH JUST ONE EURO

Facts from Helsinki

The city's population is growing at a record-breaking pace. During the next ten years, it is estimated that the population of Helsinki will grow by nearly 100,000 residents.

The city's population grew by
8,051
people in 2014

Total population of Helsinki



Source: City of Helsinki Urban Facts

Helsinki's residents cycle a total of

406,000 km
a day

Source: HSL:n henkilöhaastattelutkimukset vuosina 2008 ja 2012 (The HSL Travel Survey interviews 2008 and 2012), traffic during a weekday in autumn

Length of old cycle paths

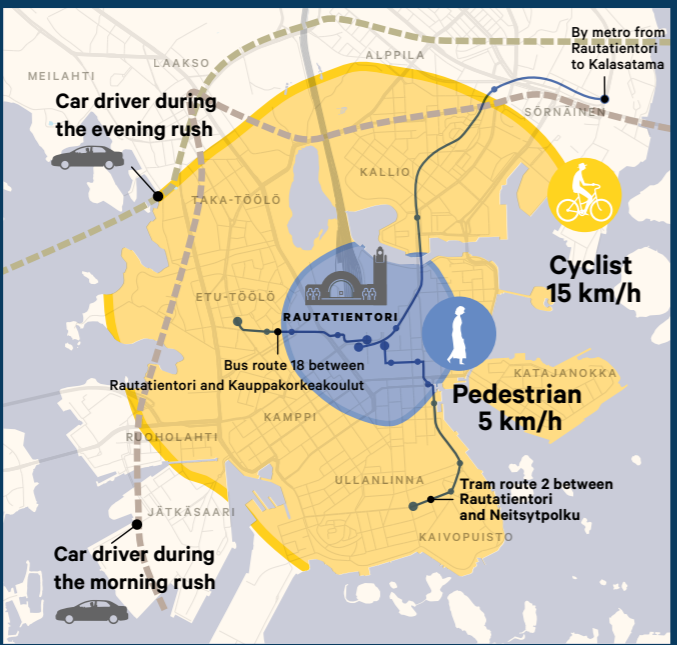
1,200 km*

Source: Helsinki City Planning Department

Travel and time map of cycling

HOW FAR CAN YOU REACH FROM THE RAILWAY STATION IN TEN MINUTES?

IN MANY PLACES, a 10-minute journey of a cycling citizen can take them farther during rush hours than those using a car or public transport. Cycling is often the fastest form of transport on short journeys of less than 5 or 6 kilometres. With regard to longer trips cycling in the city will become faster in the future thanks to the Baana network.



Length of cycle lanes

9 km

Length of one-way cycle paths

2 km

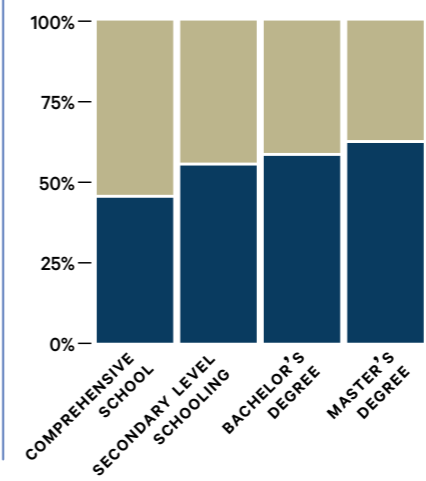
* HELSINKI has plenty of old routes that are shared by both pedestrians and cyclists. In the coming years, cycle paths and lanes will be built and improved especially in the inner city. Cycling will be made easier than before by, for example, building one-way cycle paths and lanes and improving inter-section arrangements.

Source: Helsinki City Planning Department

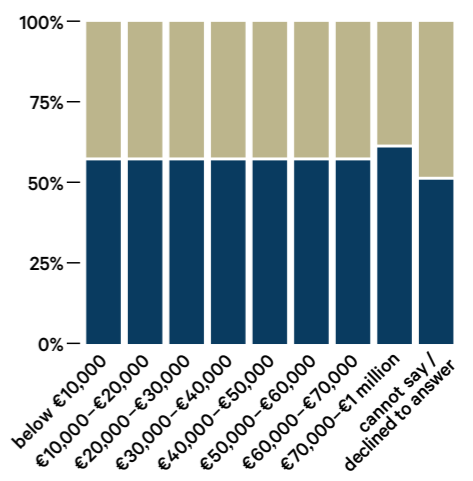
Demographic of cyclists

● CYCLISTS ● NON-CYCLISTS

Based on education



Based on annual household income



Source: Pyöräilybarometri 2014 (Cycling barometer 2014)



Aleksi Salonen



Tina Koivusalo

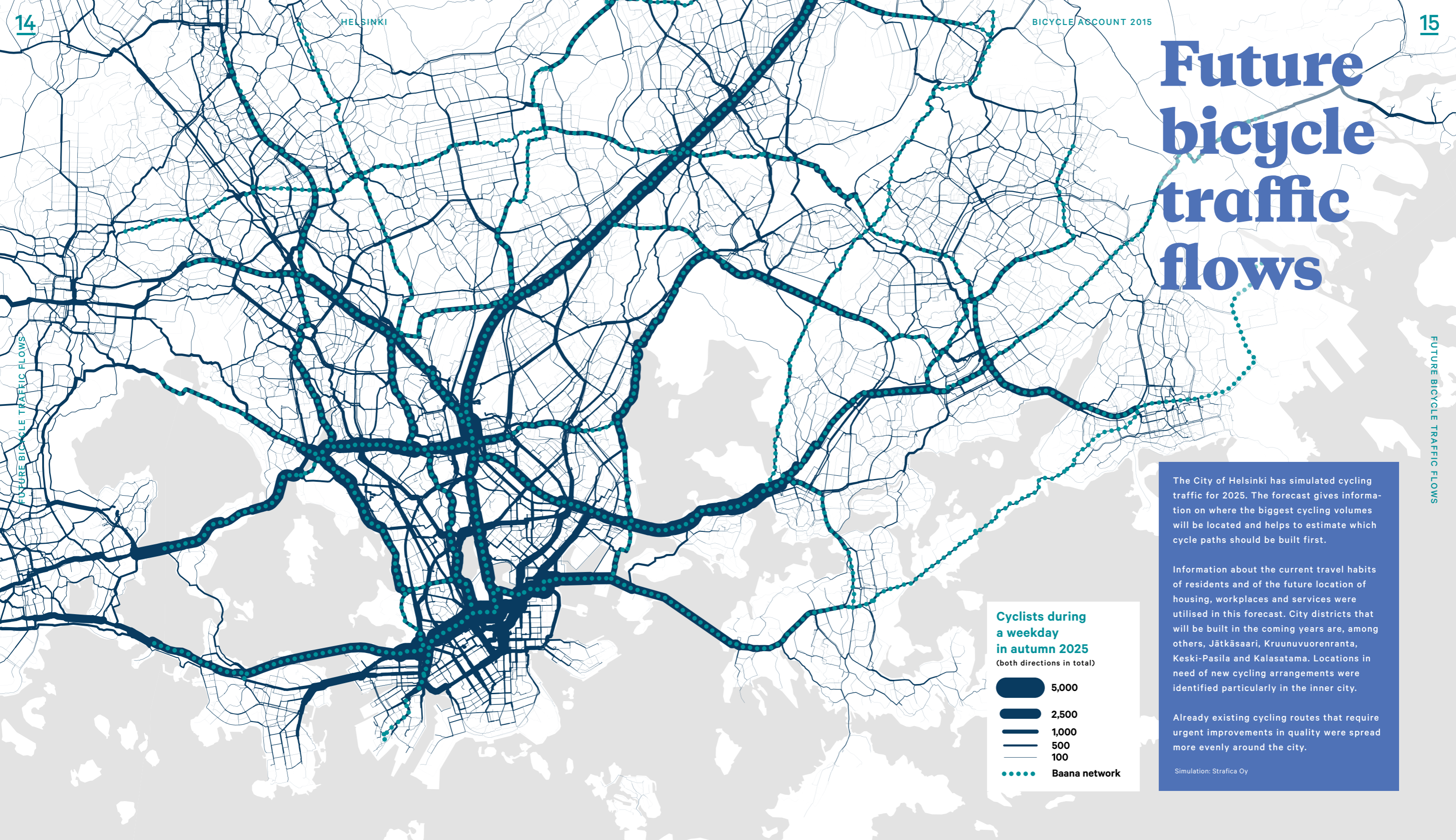
○ Helsinki's citizens cycle 25 times around the world between each cycling accident that leads to an injury.

Source: Helsinki City Planning Department, one accident that leads to an injury for around one million cycled kilometres



Kristiina Keltanen

Future bicycle traffic flows



Cyclists during a weekday in autumn 2025
(both directions in total)

	5,000
	2,500
	1,000
	500
	100
	Baana network

The City of Helsinki has simulated cycling traffic for 2025. The forecast gives information on where the biggest cycling volumes will be located and helps to estimate which cycle paths should be built first.

Information about the current travel habits of residents and of the future location of housing, workplaces and services were utilised in this forecast. City districts that will be built in the coming years are, among others, Jätkäsaari, Kruunuvuorenranta, Keski-Pasila and Kalasatama. Locations in need of new cycling arrangements were identified particularly in the inner city.

Already existing cycling routes that require urgent improvements in quality were spread more evenly around the city.

Simulation: Strafica Oy

Baanas now and in the future — Easy commuting

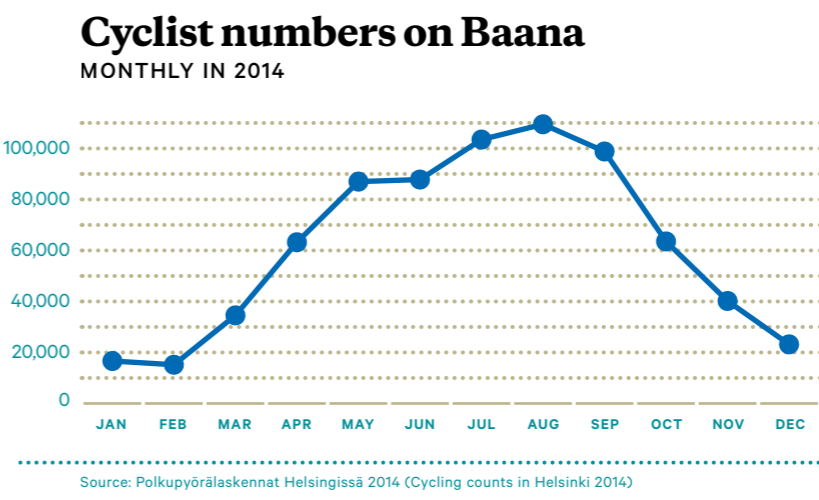
In summer 2012, the first Baana connection, a high quality primary cycle path, was opened. It runs in an old railway cutting from Kiasma to Ruoholahti. In addition to setting the standards for high-quality cycle paths in the city, the 1.3 kilometre long Baana was also the first step towards building a Baana network that covers the whole city.

The Baana network comprises new sections as well as current cycle paths, which will be improved. The goal of the city is to make cycling a more attractive option for longer commutes and trips to school by providing high-quality cycle paths.

rush hours. The Baana routes will connect the largest residential areas of the region with the city centre and other hubs of employment with fast and direct cycle paths, where cycle traffic moves at an even speed. The total length of the planned network is 130 kilometres.

130 kilometres of Baana
As the population of Helsinki grows, the popularity of cycling, walking and public transport must be increased further in order to keep the city's traffic flowing. According to the highest estimates, the inner city alone will grow by 94,000 residents and 109,000 jobs, if the city's plans for Jätkäsaari, Hernesaari, Kalasatama, Koivusaari, Pasila and the inner city are implemented as planned. Thanks to the high-quality Baana cycling routes, smooth transport around the city is possible also during the morning and afternoon

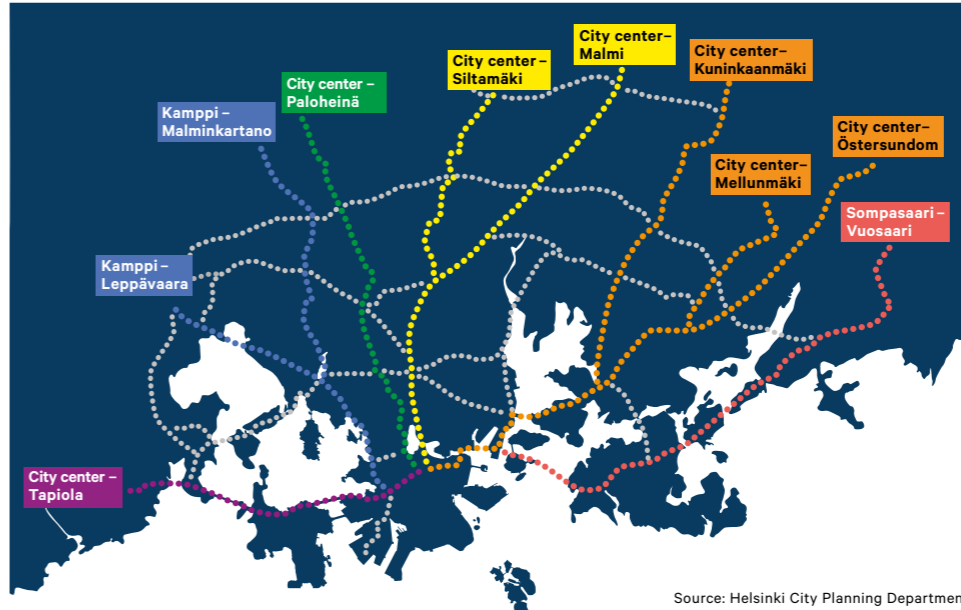
Baana from Kiasma to Ruoholahti
1.3km
Total length of the Baana network goal
130km



Efficiency and comfort are key
In order to make the Baana routes as direct and efficient as possible, the plans utilise routes alongside railways and park corridors. Special attention has been paid to the separation of cycling and pedestrian traffic. Minimising of stops, high-quality intersection arrangements and functional underpasses and bridges are used to facilitate speed and safety. In planning, special attention is also paid to the width

of the paths, so that citizens travelling at different speeds can pass each other without compromising their cycling comfort. The goal is to provide smooth routes also for occasional cyclists.

Good guidance and winter maintenance
The ease of use of Baana routes will be improved through route



Source: Helsinki City Planning Department

Top 3

Company representatives feel that the factors that would best promote cycling to work are:

- 1 More extensive cycling network
- 2 Showering and clothes storing opportunities at work
- 3 Better condition of cycle lanepaths

Source: Liikennebarometri 2013 (Traffic barometer 2013)

guidance. The principle is that the guidance for Baana routes will be the frame for all cycling guidance in Helsinki. Special attention will also be paid to the lighting of the routes. Year round cycling possibilities will be improved by upgrading Baana routes to the highest possible winter maintenance class.

Getting fit by commuting

CYCLING is often the fastest method of transport on short trips of less than 5 or 6 kilometres, and as the city grows, the competitiveness of cycling journey times will be improved even further thanks to the Baana routes. A cyclist does not need to hit the gym after getting home either. The work day of a cycling citizen will begin with more energy and cycling home after work will help the workers to leave their job behind.

Parking

There are too few bicycle parking spaces compared to the demand especially at stations. The City of Helsinki's goal is to increase parking spaces for bikes and improve their quality by providing more spaces with a shelter and more spaces that are suitable for locking the bike by its frame.

Parking spaces for bikes at the railway and metro stations of Helsinki

3,535

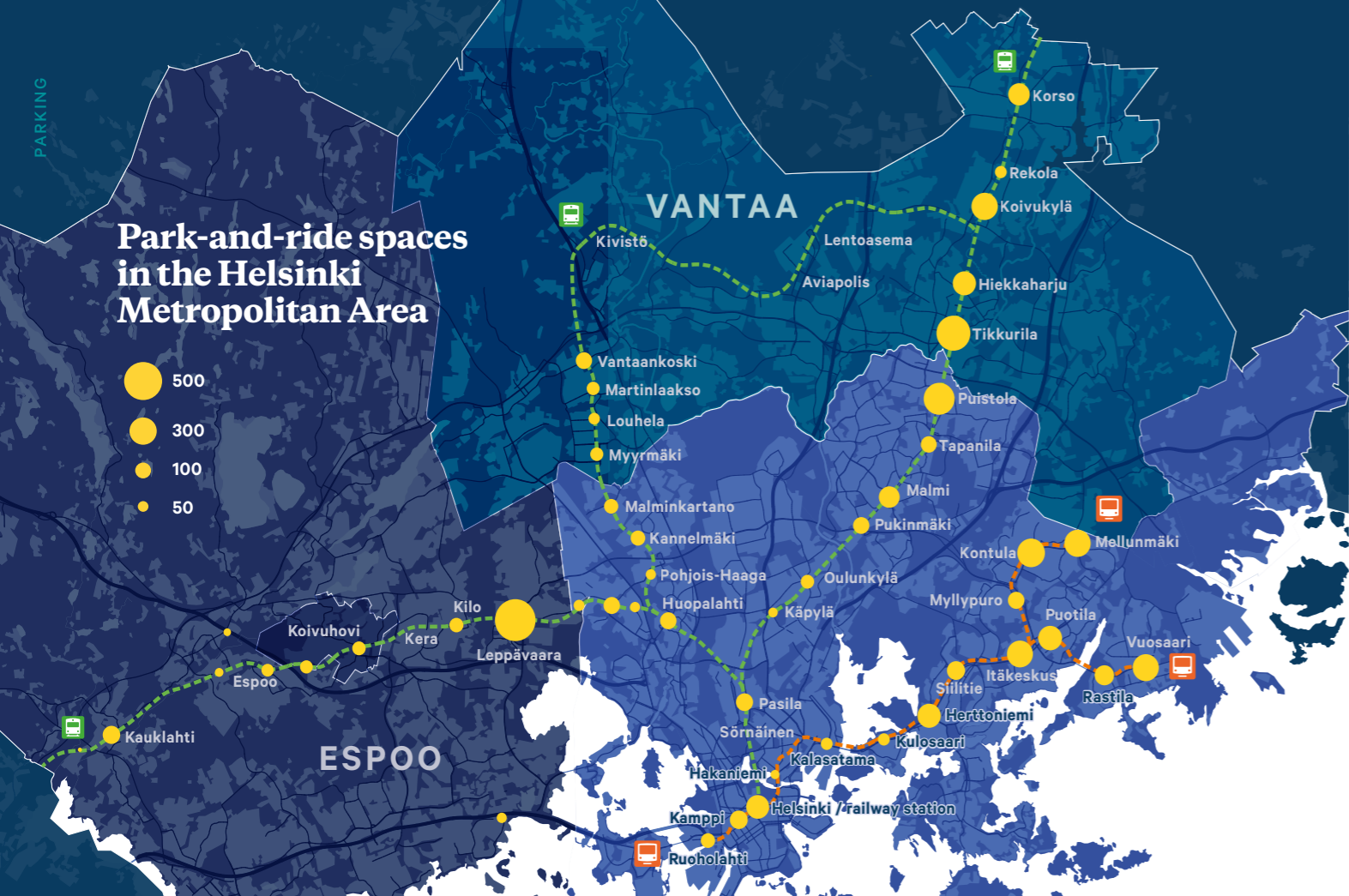
ONE CAR PARKING SPACE - TEN BIKES



Source: Helsingin kautila - ohjeita ja esimerkkejä (Helsinki street space - guidelines and examples)

Park-and-ride spaces in the Helsinki Metropolitan Area

- 500
- 300
- 100
- 50

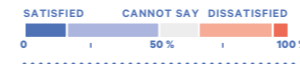


Thina Koivusaari

* Share of satisfied and mostly satisfied citizens of all participants in total.

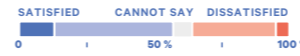
The satisfaction* of Helsinki residents with the bicycle parking options at the stations

51%



and elsewhere in the city

57%



Helsinki's Central Railway Station has

187



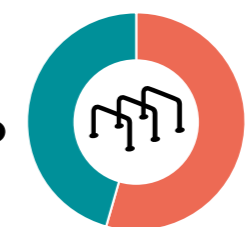
parking spaces for bikes

Park-and-ride spaces in the Helsinki region

WITH THE OPTION TO LOCK THE BIKE BY ITS FRAME



46% (5,212)



WITHOUT THE OPTION TO LOCK THE BIKE BY ITS FRAME



54% (6,227)

32% (1,966)

○ Compared to the available parking spaces, double the number of bikes are parked at the Railway Station.



HSL

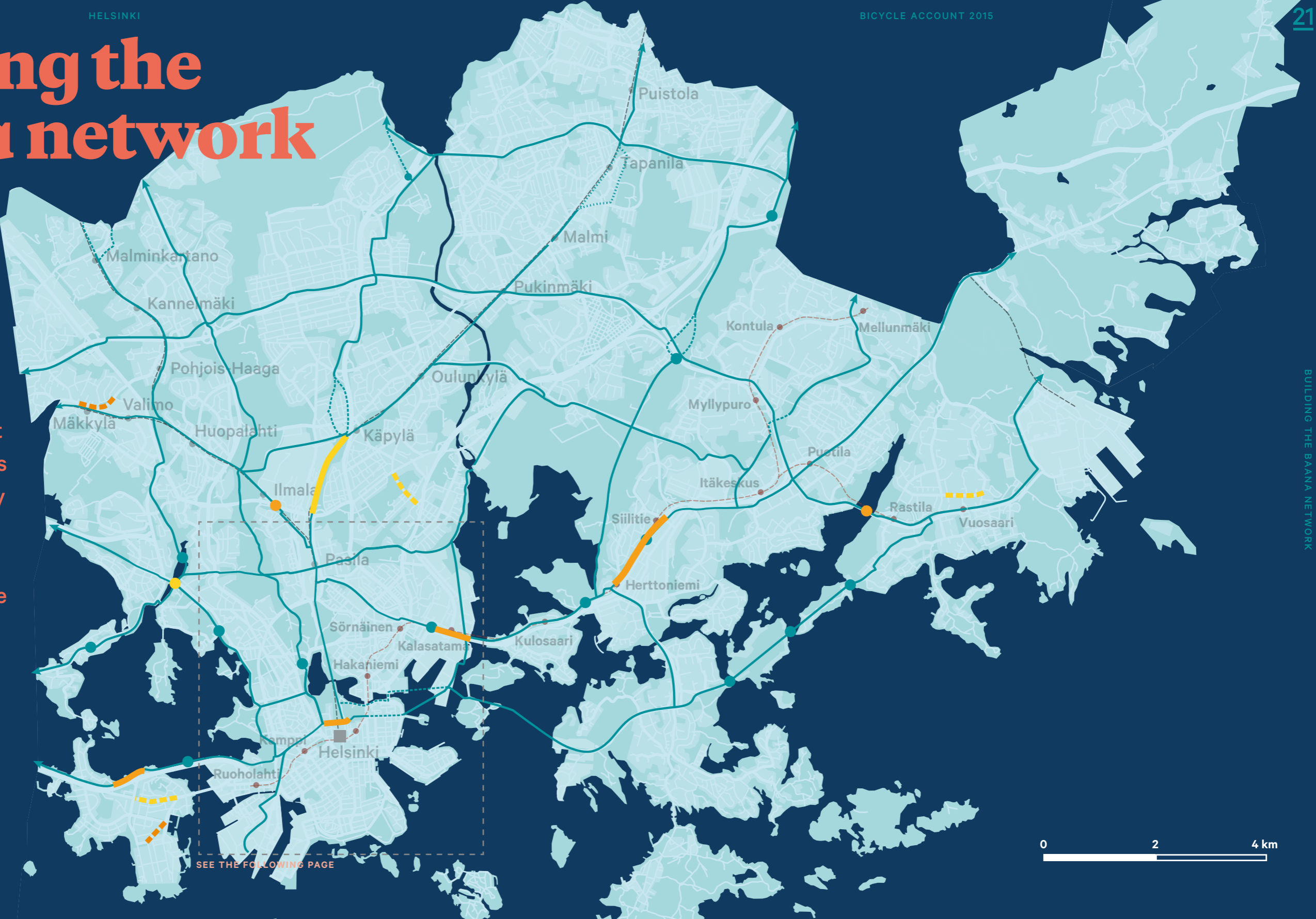
Building the Baana network

The goal of the City of Helsinki is to provide its citizens with 130 kilometres of Baana quality cycling routes in the future. The Baana network will be mainly built based on existing routes by improving the quality of current paths. New sections that have not yet been built will also be included in the routes.

BUILDING THE BAANA NETWORK

BUILDING THE BAANA NETWORK

- Baana network goal
- Alternative routing
- Sections to be built between 2015 and 2017
- Sections to be built between 2018 and 2020
- Other cycle path projects between 2015 and 2017
- Other cycle path projects between 2018 and 2020
- Planned underpasses or bridges

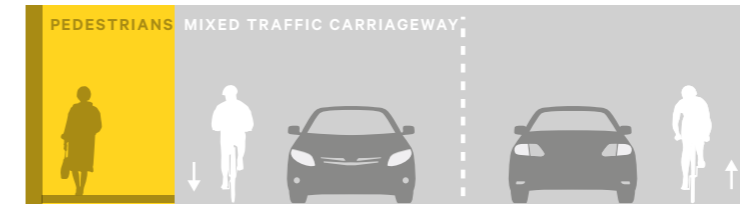


The target main network for bicycle traffic

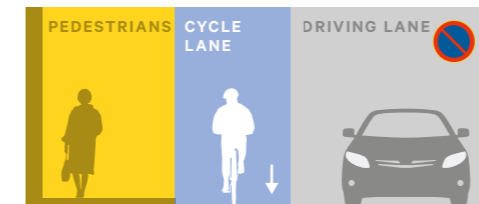


Cycling route types in Helsinki

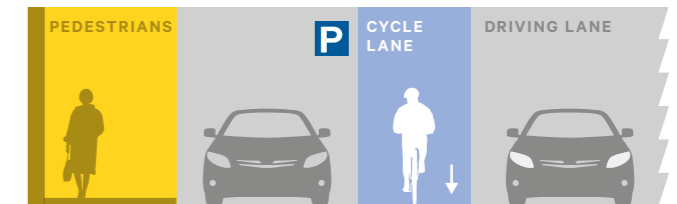
○ Cyclists and pedestrians will be separated from each other more effectively than before.



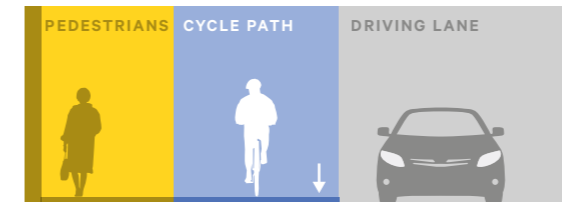
Mixed traffic route, cycling on a road



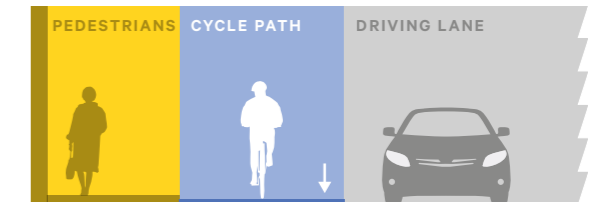
Cycle lane, no parking



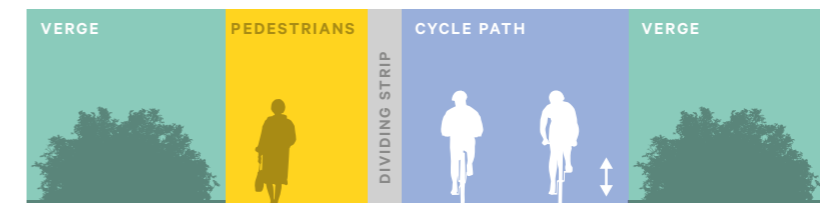
Cycle lane, parking



One-way cycle path



One-way cycle path, three level solution



Separate cycle path

THE STREET ENVIRONMENT in Helsinki will be developed so that cycling is efficient, safe and pleasant, whether the route is a cycle path or on street. On quiet streets with a low speed limit cyclists can mix with cars. On busy streets and streets with higher speed limits, cyclists need their own lane. Alternatively, the street's speed limit can be lowered in order to calm down the traffic and improve the cycling conditions.

Cycling services



Mikko Uro

The Bike Centre serves the citizens

THE BIKE CENTRE, on the side of Narinkka square in Kamppi, advises and helps the cycling citizens from spring to late autumn. The services of the Bike Centre include:

- Quick bike service
- Cycling related advice
- Personal bike maintenance with professional advice
- A supervised bike parking area next to the bike centre

The quick service offers help with flat tires or squeaky chains, for example. A pumping station where people can fill their tires for free is also available. Bicycle parking is useful to, for example, those citizens who arrive to the city centre by public transport and continue to their workplaces by bike. The Bike Centre also offers access the premises for free to different organisations and societies for various cycling-related events.

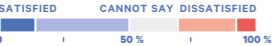
In addition to this, Kampin suutari, on the side of Narinkka square next to the Bike Centre, offers bicycle service for a fee. Bike rental services are also available on the same premises. The tools of the Bike Centre can be borrowed for personal bike maintenance during the opening hours of Kampin suutari.



Tiina Koivusalo

The satisfaction of residents with the opportunity to combine cycling and public transport during the same journey.

51%



→ The Journey Planner for cycling and walking is available at pk.reittipais.fi/en

→ The Bike Centre: www.pyorakeskus.info

- First phase: 50 bike stations and 500 bikes
- Second phase: 150 bike stations and 1,500 bikes.

City bike - a new, urban form of transport

THE CITY BIKE is a planned new cycling service for Helsinki, which enables smooth transport in the city, such as cycling to the railway and metro stations. The service will complement the public transport system, encourage the citizens to take up cycling and make sustainable transport methods an even more competitive alternative to cars.

A user who has registered for the service will be able to use a city bike by releasing it from the bike station using a card. The location of available bikes can be checked with a mobile application. This system will, first and foremost, be aimed at local citizens, like in many other cities in the Nordic Countries and Europe.

The city bikes will be introduced in summer 2016, in the first phase as a system consisting of 50 bike stations and 500 bikes. The city's goal is that during the second phase, at the latest in 2018, the system will comprise 150 stations and 1,500 bikes. At this stage, the system will cover the inner city, Munkkiniemi, Pasila and Kumpula. It is estimated that the city bike system will have 10,000–20,000 registered users by 2018.

Journey Planner takes you there

THE JOURNEY PLANNER for cyclists and pedestrians helps to find your way to the correct destination quickly and easily. The quickest way to search is to first mark your starting point on the map and then select the destination. The service shows a route that follows cycle paths where they are available. You can separately search for the most direct route possible or a route that follows asphalt paths. If you wish, you can add interesting intermediate stops to your route.









The service can also be useful in shaking up daily routines. You can find a more pleasant, alternative route to your familiar path by, for example, comparing the number of

upward slopes or showing steep hills on the map. The shortest route may not always be the most efficient; showing traffic lights on the map gives you an indication of possible delays on your journey.

You can also search for a route in the traditional way, familiar from the public transport journey planner, by entering the addresses or location names into the search fields. If your journey continues by train or metro, you can choose to see park-and-ride services on the map. If your journey is longer, you can also see cafes along the route on the map; they act as personal service stations for all cyclists.

By bike on the metro and trains

Transporting your bike on public transport

		 STANDARD BICYCLE	 FOLDING BICYCLE
Local transport in Helsinki	METRO 	For free if space permits	Free of charge as hand luggage
	SUOMEN-LINNA FERRY 	Additional fee	Free of charge as hand luggage
	TRAM 	Prohibited	Free of charge as hand luggage
	BUS 	Prohibited	Free of charge as hand luggage
Local trains	HSL AREA Helsinki, Espoo, Vantaa, Kaunialainen, Kerava and Kirkkonummi 	For free, if there is space in the carriage – excluding rush hours Mon-Fri 7–9 am and 3–6 pm	Free of charge as hand luggage or in the entry areas
	VR ZONE TICKET AREA 	Additional fee – excluding rush hours Mon-Fri 7–9 am and 3–6 pm	Free of charge as hand luggage or in the entry areas

A separate space is reserved for transporting bikes in the new low-floor trains.

Folding bicycle refers to a bike that can be folded so that it fits into a bag or a case and can be placed in one during transport.

How to transport your bike

On the METRO, bikes can be transported in all carriages as long as there is enough room. Please take other passengers into account: walk your bike inside the stations, use the lift instead of escalators and keep an eye on your bike on the trains, too.

On LOCAL TRAINS, you can transport your bike outside the rush hours, if there is enough space in the train. Bikes are not allowed on trains from Mondays to Fridays between 7 am and 9 am and 3 pm and 6 pm.

➡ For more information on cycling in Helsinki, please visit: www.hel.fi/pyoraily

➡ Feedback concerning cycling and this publication can be sent at: www.hel.fi/feedback

➡ fb.com/helsinkisuunnittelee
twitter.com/ksvhelsinki

