

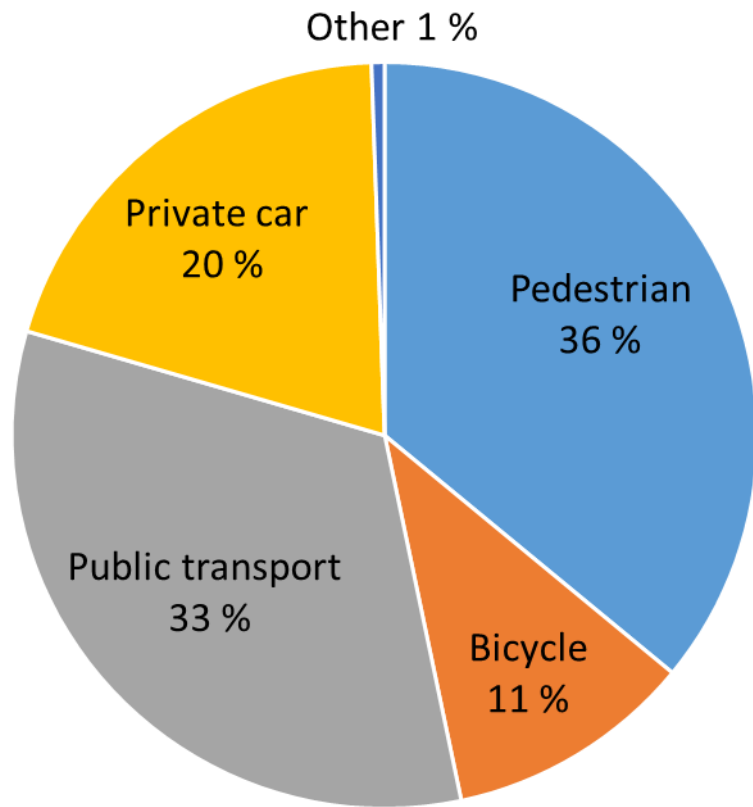
Travelling in Helsinki now and in the future



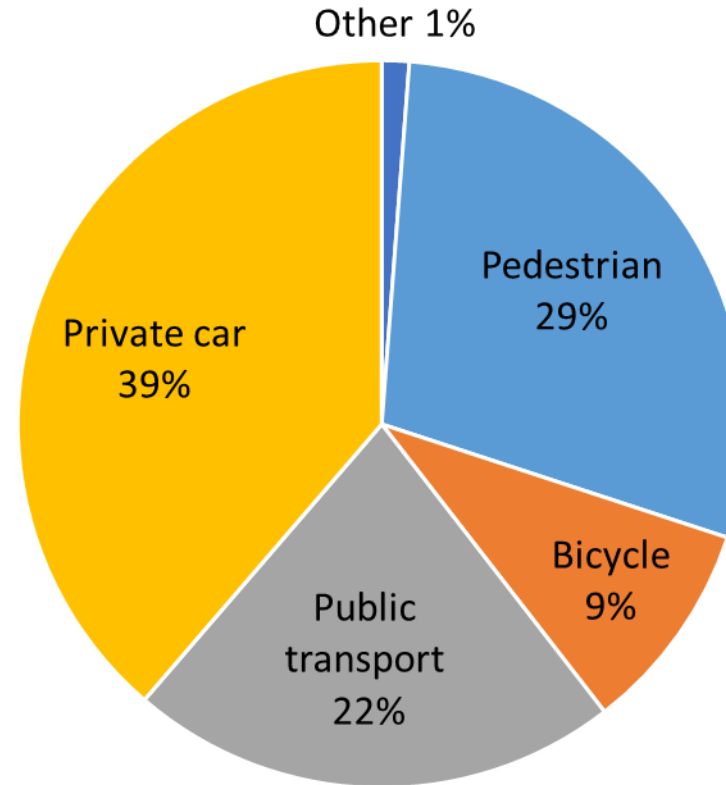
Modal split in Helsinki & in Region 2018


Trips made by different modes:

in city of Helsinki



In Helsinki Region

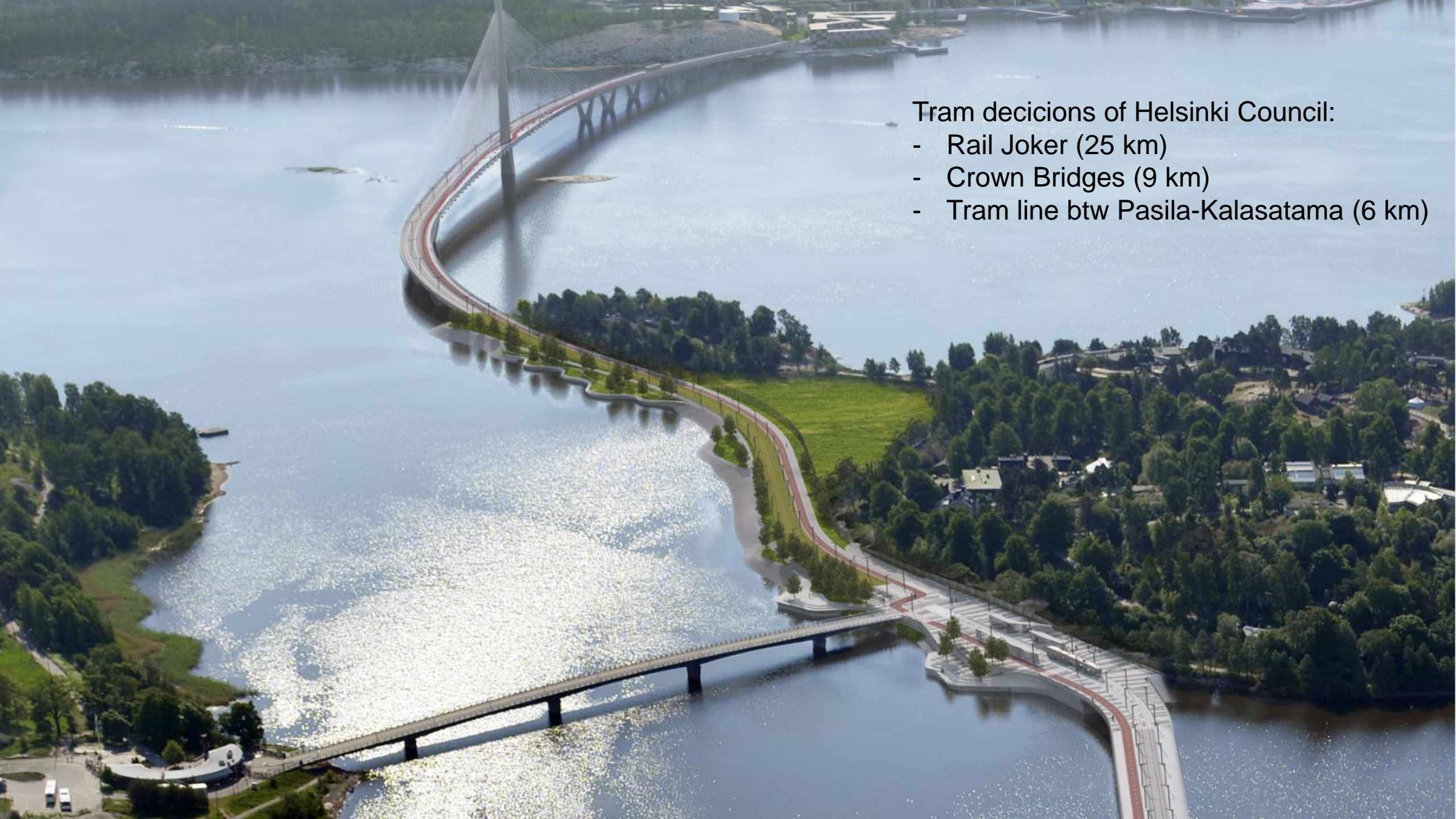


A photograph of a city street in Helsinki. In the foreground, three people are riding bicycles towards the camera. Behind them, a tram with the number 9 on its front is moving in the same direction. The street is lined with multi-story buildings and trees. The lighting suggests it might be late afternoon or early morning.

The rail network **enables growth**

The goal is to
decrease car-dependancy:
to offer more options in getting
around and promote sustainable
modes of transportation.

New buildings to be built where the
demand is the greatest:
urban areas.



Tram decisions of Helsinki Council:

- Rail Joker (25 km)
- Crown Bridges (9 km)
- Tram line btw Pasila-Kalasatama (6 km)

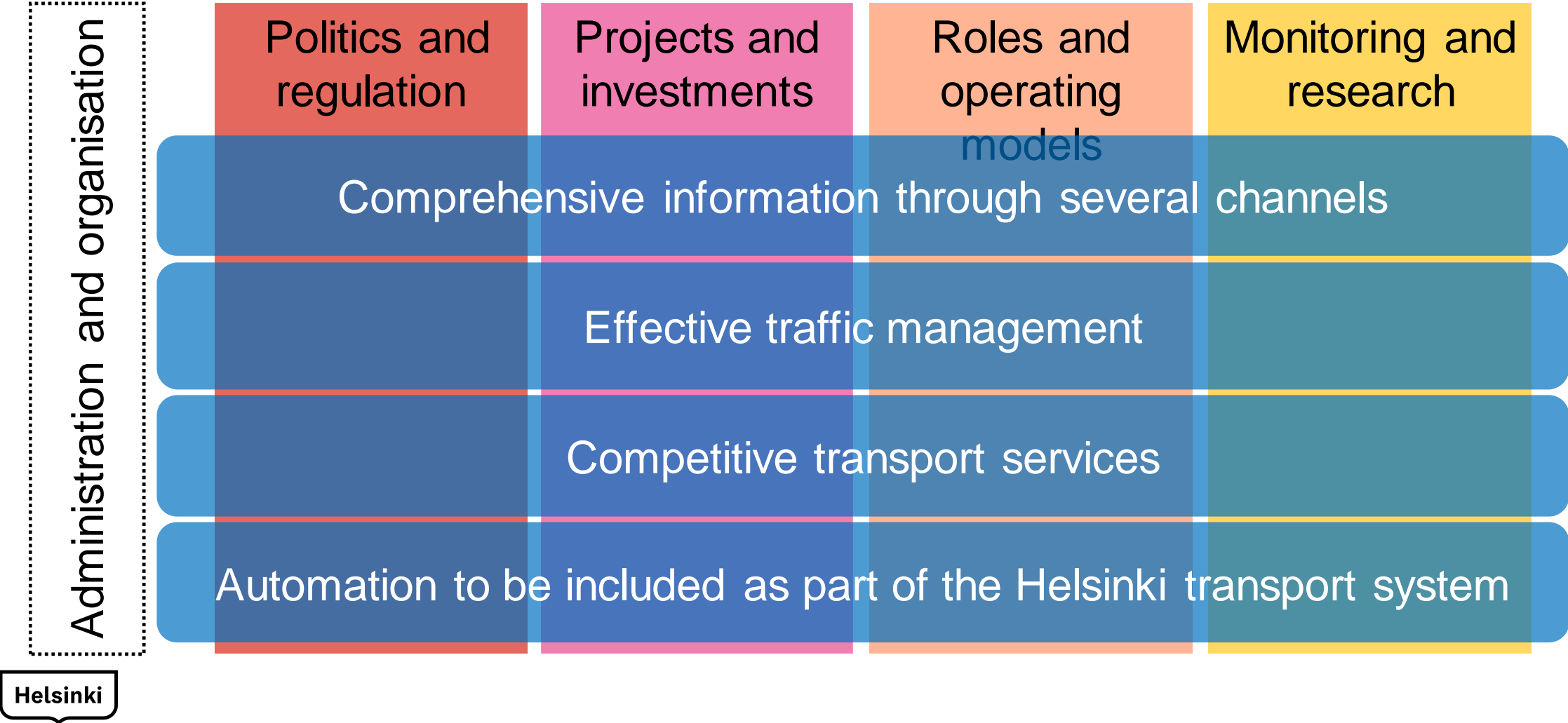
Helsinki Intelligent Transportation System Development Programme



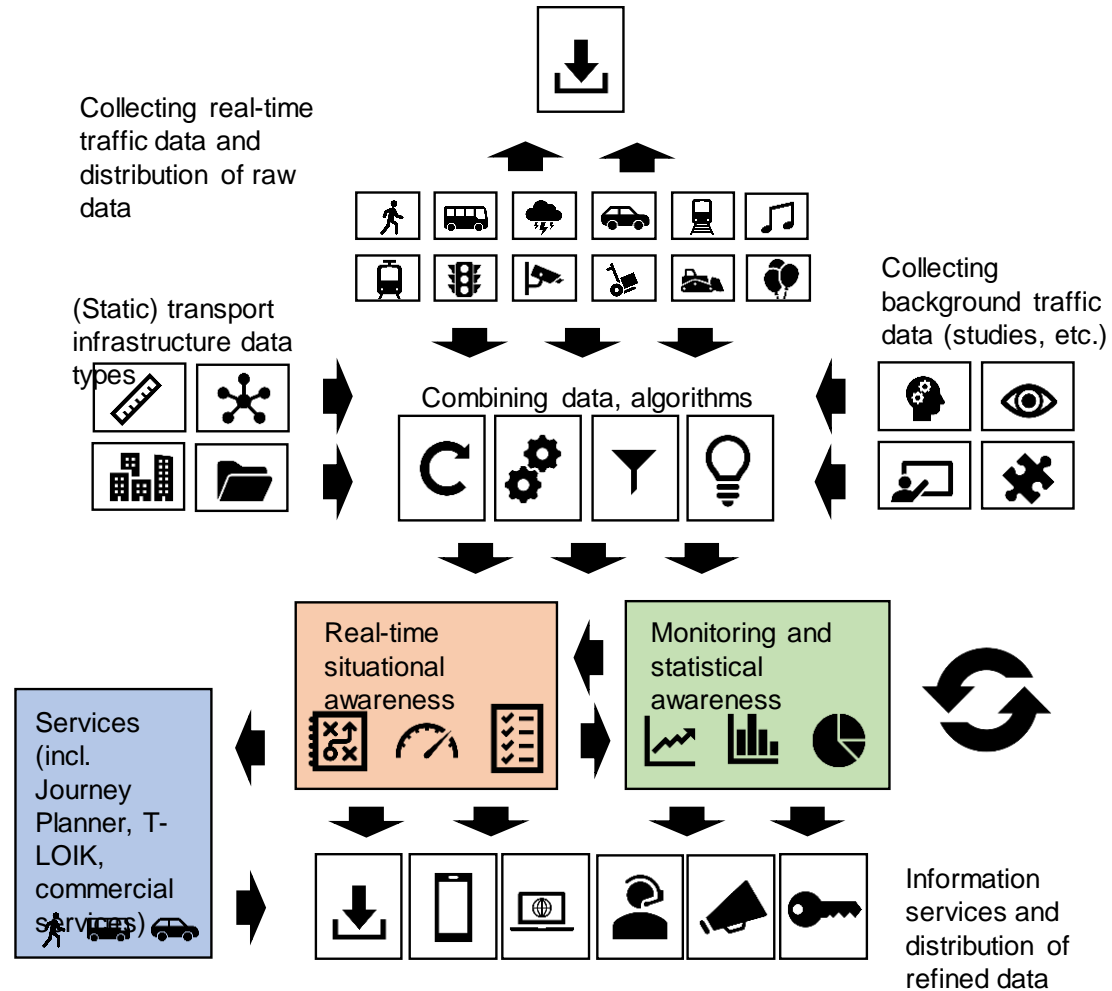
Changes of the context

- Intelligent transport must support the city's growth and development into a rail transport network city
- The development of IoT will increase the amount of data collected from users of the transport service and vehicle sensors, and data can be purchased directly from the market for the city to use
- The focus of traffic management will transfer from roadside equipment to communication with vehicle devices in cooperation with commercial actors and authorities
- Traffic will be servitised, and the city will enable this positive development and act as an experimentation platform
- E-commerce will grow and fragment product flows that will also be handled using new, automated distribution services
- A variety of high-level automated traffic applications will enter the market in the early 2020s but will only slowly become common due to the slow renewal rate of the vehicle stock

Structure of the development programme



Comprehensive information through several channels



Data to be collected:

- Intersection-specific traffic volume and reservation status data generated by traffic light systems
- Status data on inner city resident kerbside parking that supplements data collected from the parking system based on one-time payments (parking hub information service)
- Street winter maintenance data from the perspective of pedestrian traffic, cycling and kerbside parking
- Data describing the fluency of public transport and retention to schedule
- Construction site data, including the impact of construction sites
- Data on major public events

Other potential data:

- Real-time public transport passenger volume data (quantitative) by means of image interpretation, for example
- Dynamic point-of-interest data describing how lively the city's public areas are

Thank you!

Contact

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Helsinki