

**Helsinki**

Urban  
Environment  
brochures 2019:1



# **Bicycle Account 2019**



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Publication details



- **Bicycle Account 2019**
- is the third publication
- in Helsinki reviewing the
- development of bike travel,
- resident opinions, cycling
- projects and cycling services.
- The first Bicycle Account was
- published in 2015.





PAULA KUKKONEN

## Join the growing number of cyclists!

Cycling is becoming increasingly popular in Helsinki, and the City intends to expedite this growth even further. In order to facilitate a rise in bicycle traffic, we will build new cycling routes and bike parking facilities, and improve cycling services. The cycling strategy will also be updated during 2019–2020.

Helsinki's vision is to be the world's most functional city, and this will require functional cycling routes. New, modern cycling routes are being built in the inner city, along Mechelininkatu, Tukholmankatu and Paciuksenkatu. Work on the long-awaited upgrades on Hämeentie has also begun this year. Furthermore, new and safe bicycle racks have been installed in the city streets. This year, new bike racks will be installed in Kruununhaka and other areas in the city centre, bringing the total number of racks up to about 2,000. In addition, the city bike service has been expanded and the cycling route maintenance procedures have been improved. This Account contains more

detailed information about the City's plans regarding cycling.

Cycling is being promoted because it saves time, allows for a more efficient use of space, creates health benefits, is environmentally friendly and improves traffic safety. It has been estimated that every euro invested in cycling route construction generates benefits worth nearly eight euros.

The promotion of cycling is not an end in itself; rather, it is a means of creating a safer, more comfortable and more functional urban environment. The more people travel on foot, by bicycle or by public transport, rather than by car, the greater the number of people who can efficiently move about the city.

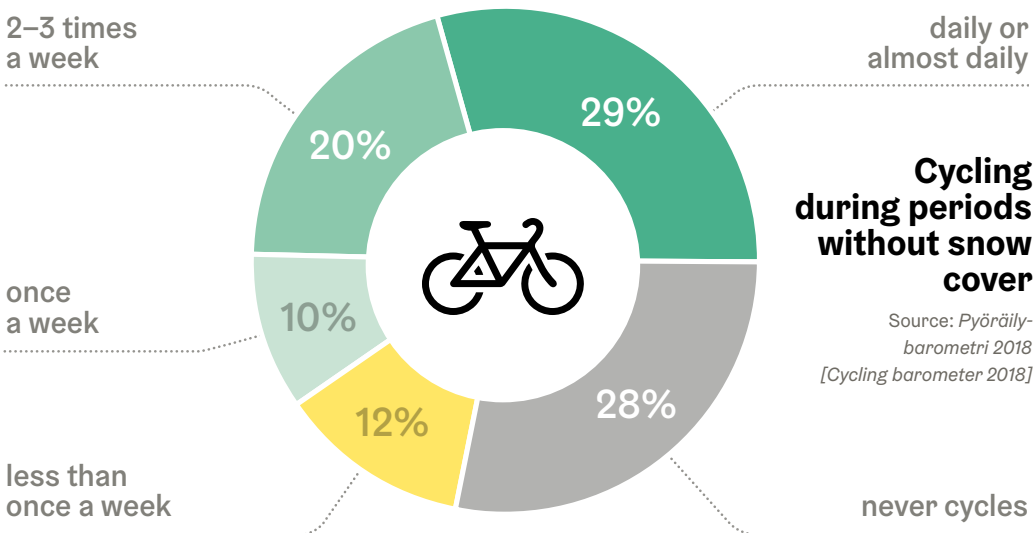
So join the growing number of cyclists – thank you for choosing the bicycle!

### **Reetta Keisanen**

Cycling coordinator  
The City of Helsinki

# Cycling is popular in Helsinki

More than half the City's residents cycle every week

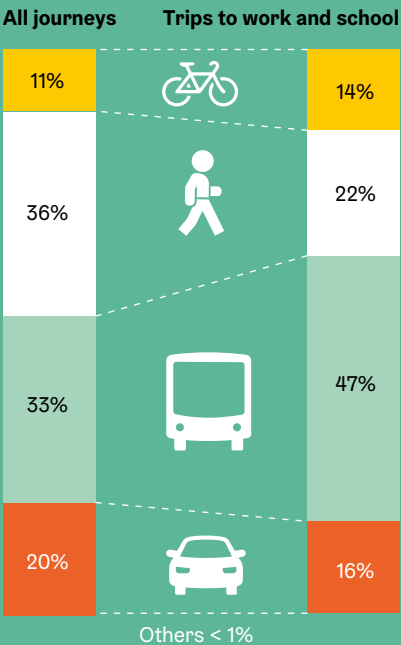


## The popularity of cycling is growing

59 per cent of the City's residents travel by bike at least once a week. The number of people travelling by bicycle has increased by 2.4 percentage points since 2016. In 2018, a total of 1.14 million cycling journeys were made across Lauttasaari Bridge, the most popular bike route in the country. Furthermore, the amount of bike travel in the inner city has been on the rise since 1997.

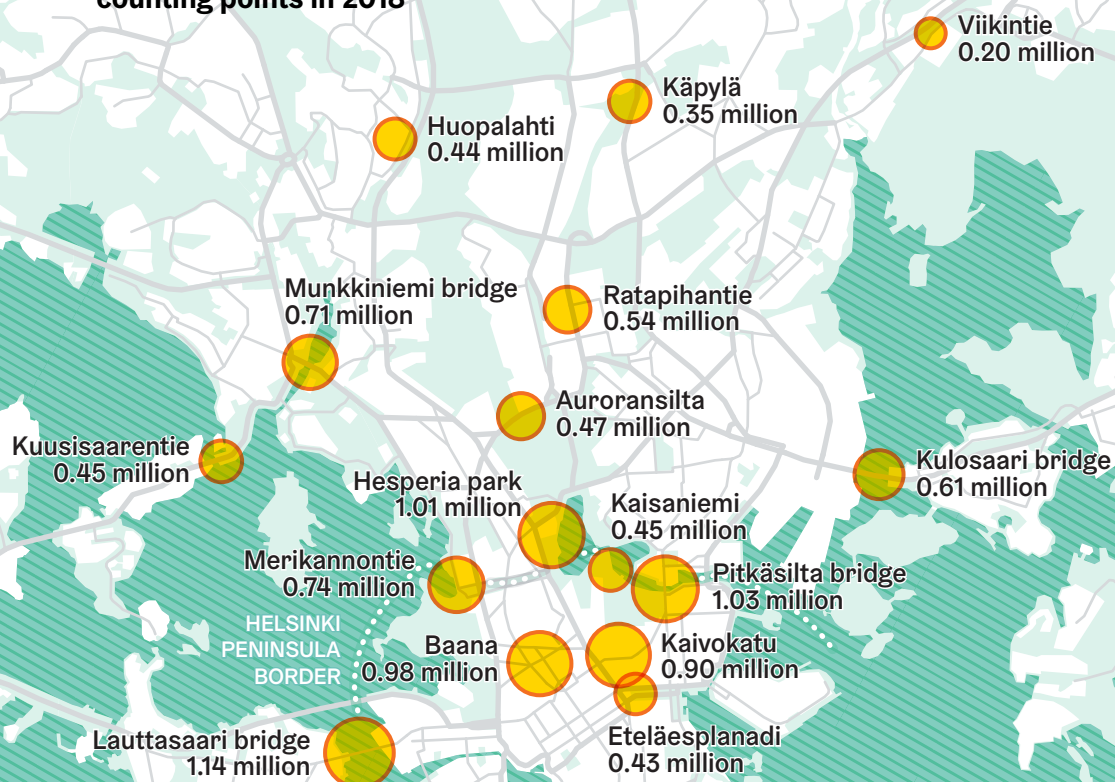
In 2018, cycling amounted to 11 per cent of all journeys. However, even though cycling has gained popularity, its proportion of all transport has not increased as planned. Helsinki's goal is to have 15 per cent of all journeys be made by bicycle.

## Proportions of different transport modes 2018



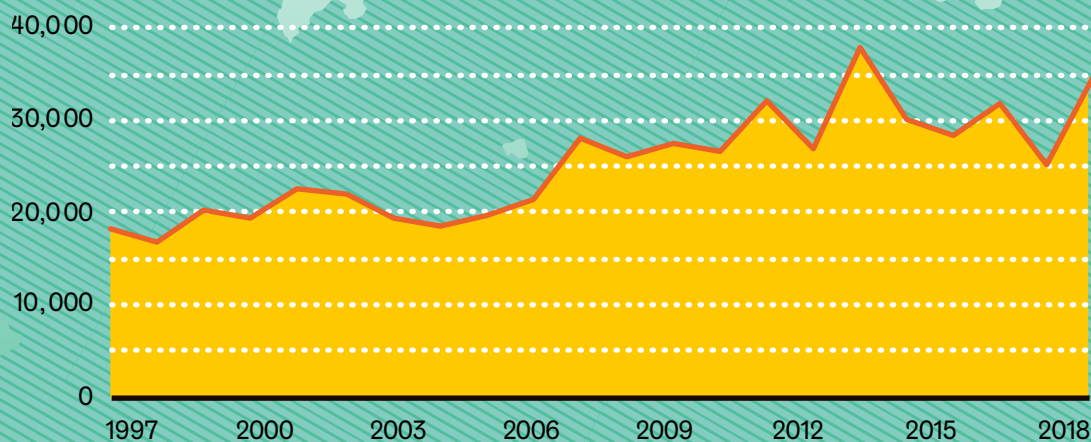
Source: Helsinkiläisten liikkumistottumukset 2018  
[Transport behaviour of Helsinki's residents in 2018]

## Numbers of bike journeys at automatic counting points in 2018



0 1 2km

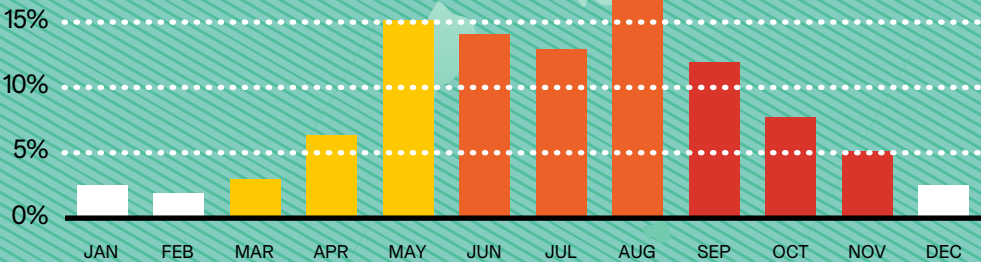
## Number of bike journeys at the border of the Helsinki peninsula during a single weekday in June 1997–2018

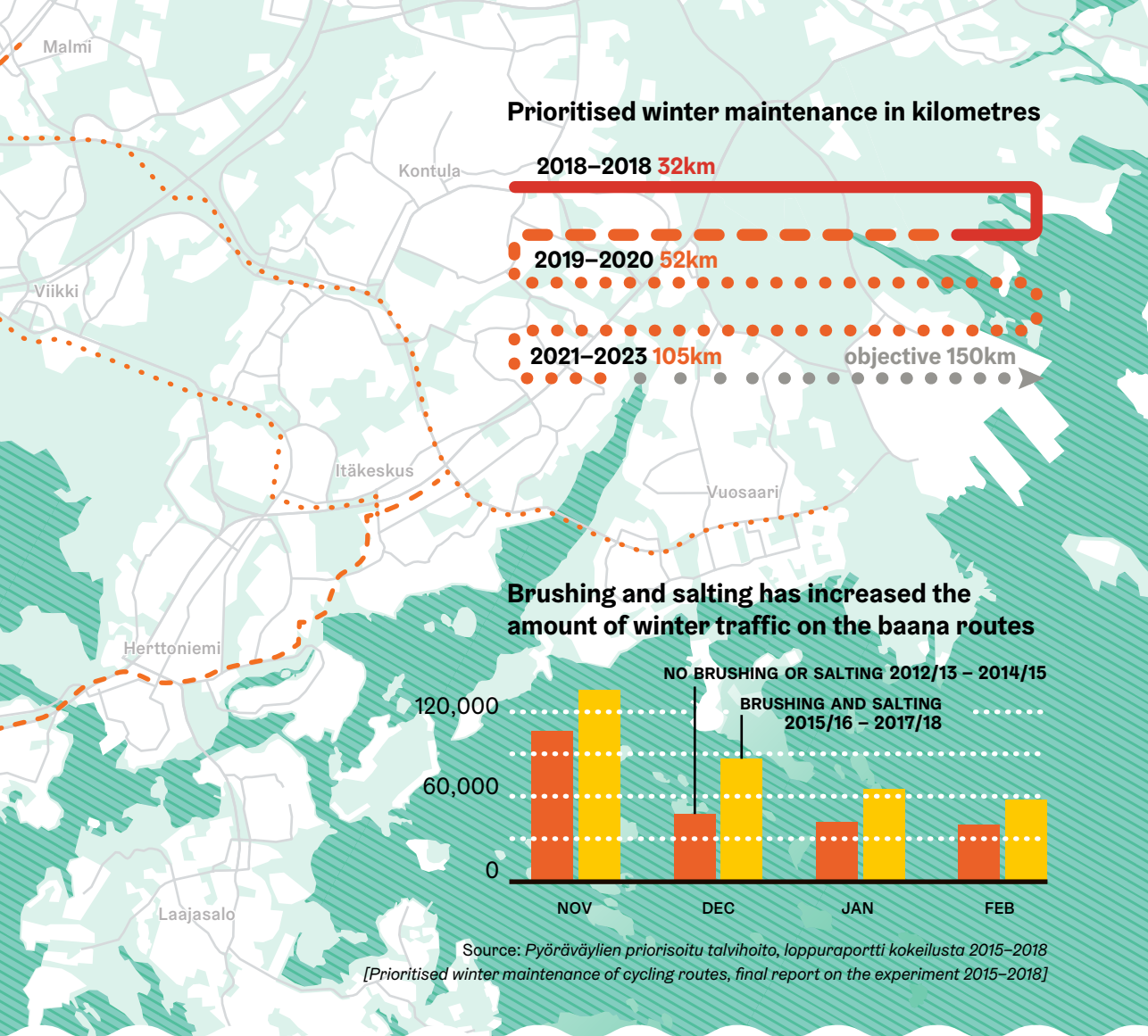


# More effective winter maintenance of cycling routes



## Distribution of cyclists by month, 2017–2018 average





## Year-round cycling

Helsinki is attempting to increase the popularity of cycling year-round. Currently, 12 per cent of the City's adult residents cycle all year round. In order for cycling to be safe and smooth in the winter, Helsinki has adopted more efficient winter maintenance procedures on roughly 35 kilometres of bike routes. These procedures will be gradually expanded to cover a 150-kilometre network.

The method of brushing and salting has been used as a means of intensified

winter maintenance, removing the snow by brushing and spreading salt to prevent slipperiness. Thanks to the salt, there is no need to use gravel, which could puncture tyres and put cyclists at risk of falling when the snow melts. Reducing the use of gravel also reduces the amount of street dust in the spring. The use of brushing and salting has increased the amount of winter-time bike traffic on the baana routes, in comparison to the other routes.

## 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 arrange-  
ments were better during  
roadworks
5. the cycling routes were  
kept in better condition

Source: *Pyöräilybarometri 2018*  
[Cycling barometer 2018]



LILLE SANTANEN



## An easy way to get around

People in Helsinki use bikes primarily because they are an easy way to get around. In addition to this, the positive impact on health and fitness, as well as the opportunity to exercise and enjoy the outdoors, encourage people to get on the saddle. The most common reason for cycling is to commute to work or a place of education. The bicycle is also used in conjunction with other modes of travel. Of those who cycle daily, nearly 30% also use public transport every day. People are increasingly satisfied

with the possibility of combining cycling and public transport during a single journey.

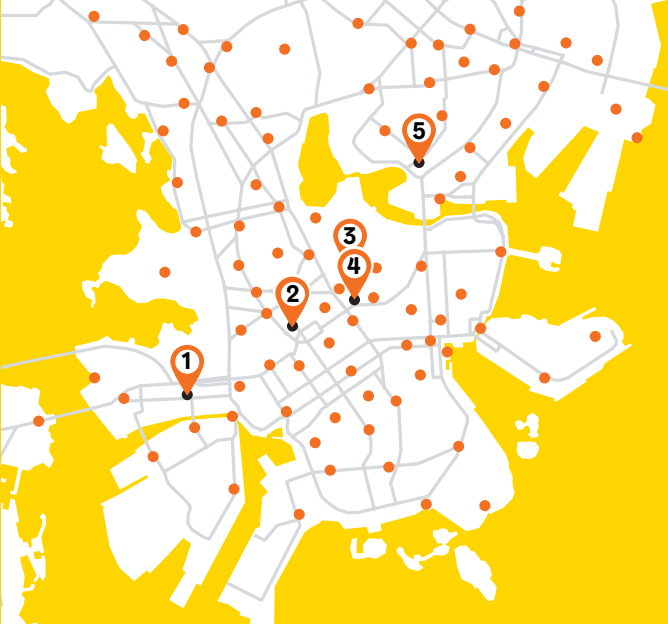
The City's residents say that they would cycle more if the bike parking facilities were safer and the cycling route network were more extensive and interconnected. Improved cycling safety, bike route maintenance and route arrangements during roadworks would also increase the popularity of cycling.



# City bikes became super popular

The city bikes in Helsinki and Espoo have become extremely popular. According to a report compiled in spring 2019, the city bike system is one of the most popular in the world. In 2018, the city bikes were pedalled for a total of 6.3 million kilometres, equalling 158 trips around the world. In 2019, new city bike stations will be erected in northern and eastern Helsinki.

- You can check the
- location of your nearest
- city bike station on HSL's
- website. While there, you
- can also register as a
- city bike user:
- [kaupunkipyorat.hsl.fi/en](https://kaupunkipyorat.hsl.fi/en)



## The most popular city bike stations

1. Itämerentori
2. Kamppi metro station
3. Töölönlahdenkatu
4. Central Railway Station/west
5. Ympyrätalo

**6,300,000  
cycled  
kilometres,  
i.e. 158 times  
around the  
planet**



**48,500 full-  
season cyclists  
– almost equal to  
the population of  
Porvoo**

# New cycling routes are being built, focusing on the inner city

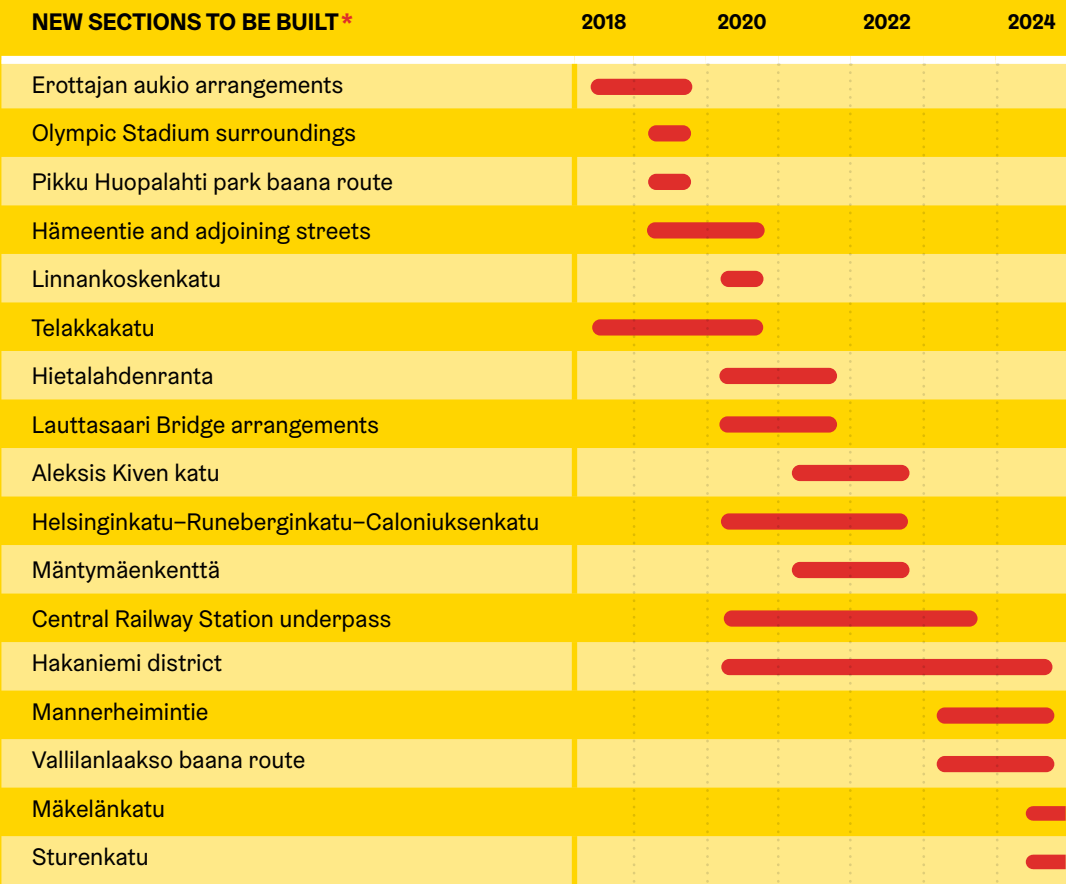
New cycling routes are being built in Helsinki to make cycling in the city safer and smoother. Most new routes are being constructed in the inner city, because the bike routes' connectivity issues are most notable there. The city centre also has the greatest number of people, and therefore these new routes will benefit the largest possible number of users.

The inner-city cycling routes on Mechelininkatu, Nordenskiöldinkatu, Tukholmankatu and Erottajan aukio will be completed

in 2019. The work on Hämeentie began in spring 2019, and the plan is to complete the construction in 2020.

The majority of the inner city's cycling routes will be unidirectional, because these are safer and fit the narrow streets in this area better.

- [Read more about the design principles at pyoraliikenne.fi/blogi \(in Finnish\)](#)



\* estimated construction years

## Estimated inner city 2025 target network completion

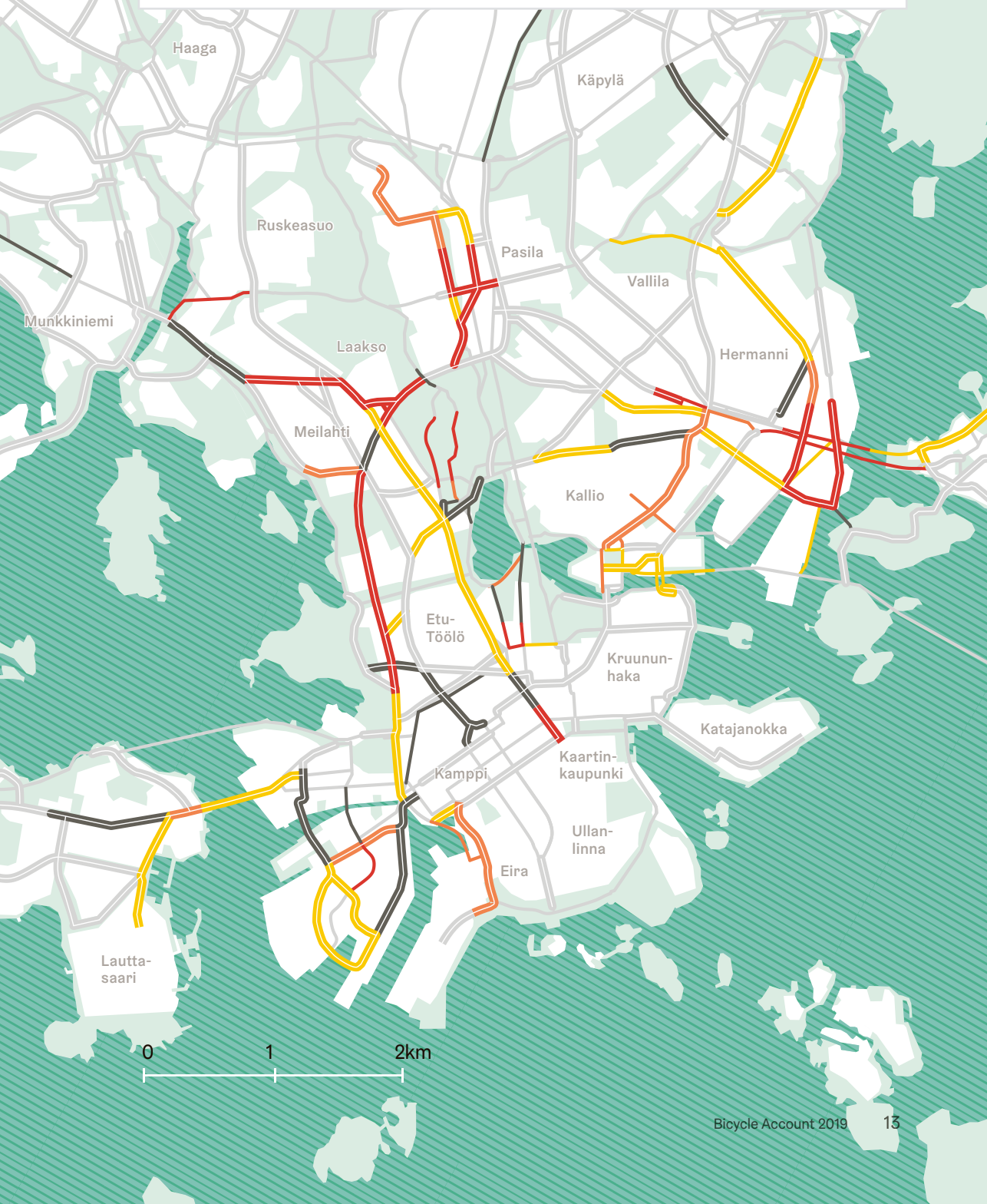
— Target network  
cycling routes

— Completed 2012-

— Completion in 2019

— in 2020

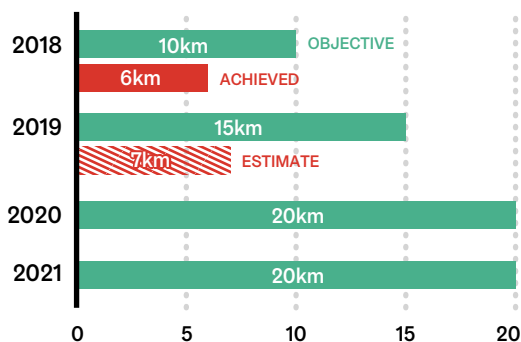
— in 2021–2024





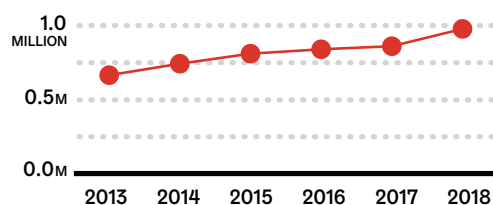
# Baana routes planned for the entire region

## Progress of cycling route planning in Helsinki



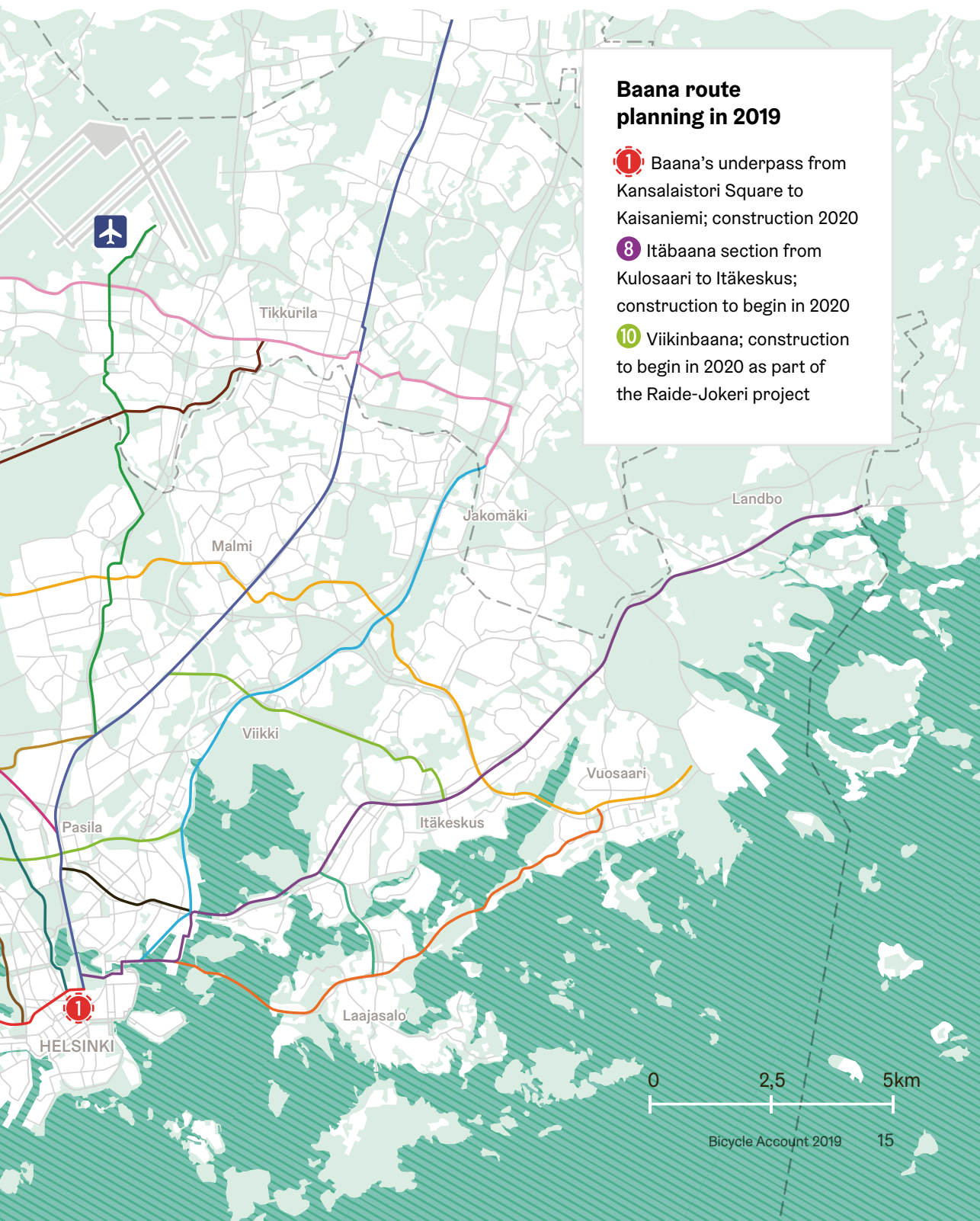
Source: Kaupungin talousarvion tehokkuustavoitteet  
[The efficiency objectives of the city budget]

## 1 Number of cycling journeys on the city centre's Baana route



Source: City of Helsinki 2019

- Helsinki is planning to build baana routes, cycling highways that also connect the city to its neighbours. Between 2012 and 2019, a total of six kilometres of baana routes have been constructed in Helsinki. Once finished, the network will be 130 kilometres long. In 2018, a uniform baana brand was created for the entire Helsinki Region, and Helsinki will begin using the newly designed information signs on the first baana route in 2019.



# More inner-city bike parking spaces

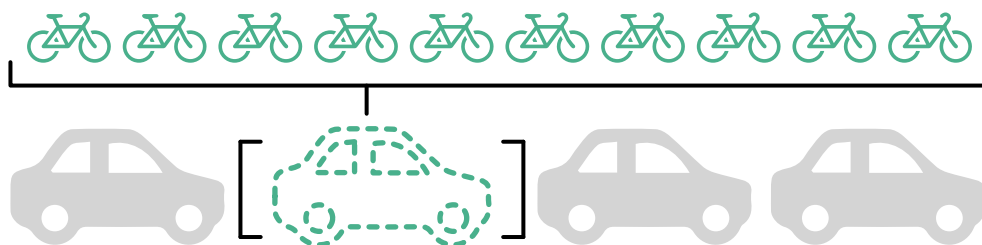
- The aim is to have
- roughly 3,900 new bike
- racks by 2021

Bike racks are one of the key elements of cycling infrastructure, as every cycling trip begins and ends at a parking spot. By the end of 2019, approximately 2,000 bike racks will have been installed in the street areas. In 2019, bike racks will be built in Kruununhaka and the city centre. After this, the

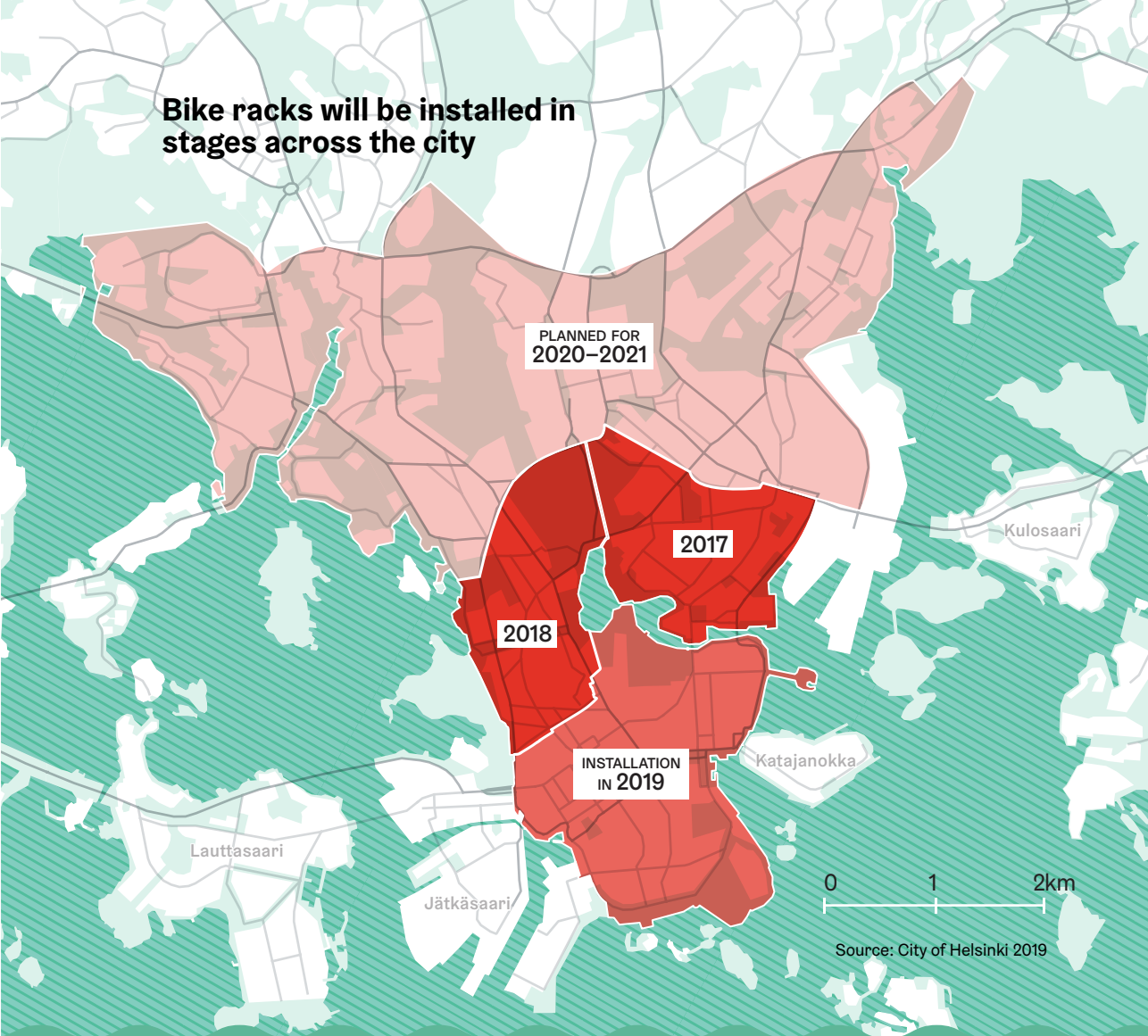
planning will continue in the northern parts of the inner city area.

In addition to this, the city will improve its bicycle parking facilities and services provided at the metro stations. In 2018, every metro station received a bike maintenance area, where users can inflate their tyres and do maintenance on their bikes. Furthermore, a bike centre will serve cyclists in Kansalaistori Square during 2019.

## A single car parking spot can accommodate racks for 10 bikes



## Bike racks will be installed in stages across the city



## Bike racks in 2017–2020

**2017 Kallio**  
432 racks



**2018 Töölö**  
320 racks



**2019 city centre**  
approx. 900 racks



**2020–2021 northern inner city**  
approximately 1,500 racks



= 50 racks



# Promotion of cycling supported by residents

The residents of Helsinki continue to show strong support to the City's objective of promoting cycling and improving cycling conditions. 94 per cent of adult residents feel positive about the promotion of cycling.

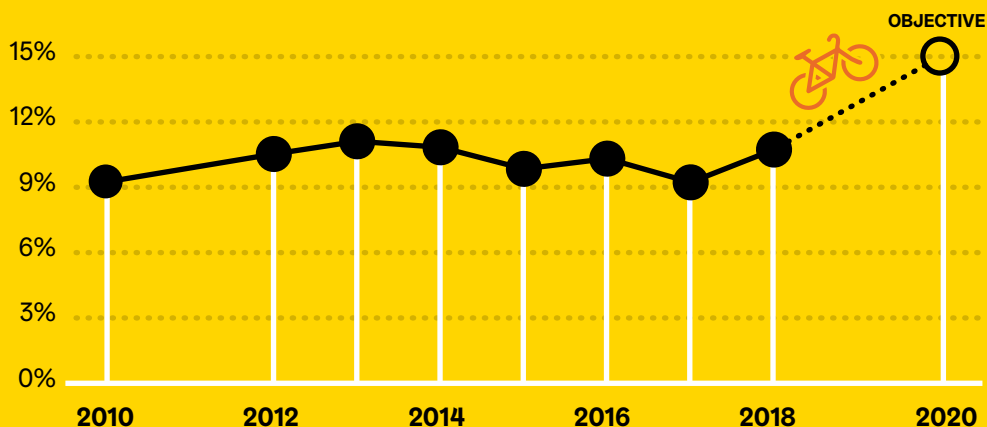
Residents who cycle think that Helsinki is a fairly good city for cycling, and their satisfaction has been increasing in recent years. Furthermore, residents are slightly more satisfied with the safety and smoothness of cycling, even though room for improvements exist as one in four cyclists still feel unsafe when travelling by bicycle. When it comes to factors that affect the cycling experience, exceptional cycling route arrangements during roadworks cause the most dissatisfaction.

Satisfaction with the opportunities of combining cycling with public transport increased the most, and this result was probably affected by the city bikes and the improved opportunities of transporting bikes aboard trains and metros.

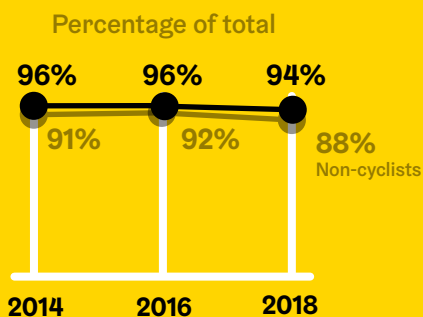
The City aims to further enhance its residents' satisfaction with the cycling conditions by constructing new cycling routes and bike parking facilities, and by improving cycling services and the winter maintenance of cycling routes.

- **Feedback and development**
- **ideas regarding the cycling**
- **conditions in Helsinki can be**
- **sent via [hel.fi/feedback](https://hel.fi/feedback)**

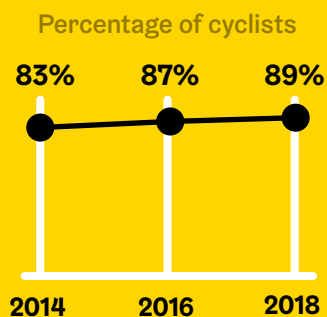
## The percentage of cycling of all journeys made (%)



Source: *Helsingkiläisten liikkumistottumukset 2018*  
[Transport behaviour of Helsinki's residents in 2018]

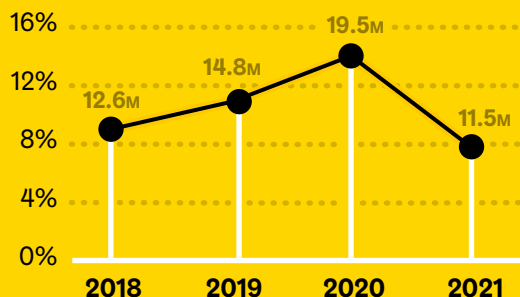


Percentage of those  
favouring the promotion  
of cycling



Satisfaction with Helsinki  
as a cycling city

Source: *Pyöräilybarometri 2018*  
[Cycling barometer 2018]



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.

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For more information, please see

[www.hel.fi/helsinki/en/maps-and-transport/  
cycling/cycling/](http://www.hel.fi/helsinki/en/maps-and-transport/cycling/cycling/)

Give feedback at [www.hel.fi/feedback](http://www.hel.fi/feedback)

For urban environment planners:

[www.pyöräliikenne.fi](http://www.pyöräliikenne.fi) (in Finnish)



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