

Experience of Matinkylä and Niittykumpu

Cycling and walking

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of space

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Theoretical background

**Route
directness and
comfort**

CROW

**Walkable city/
Active & social
environment**

Gehl

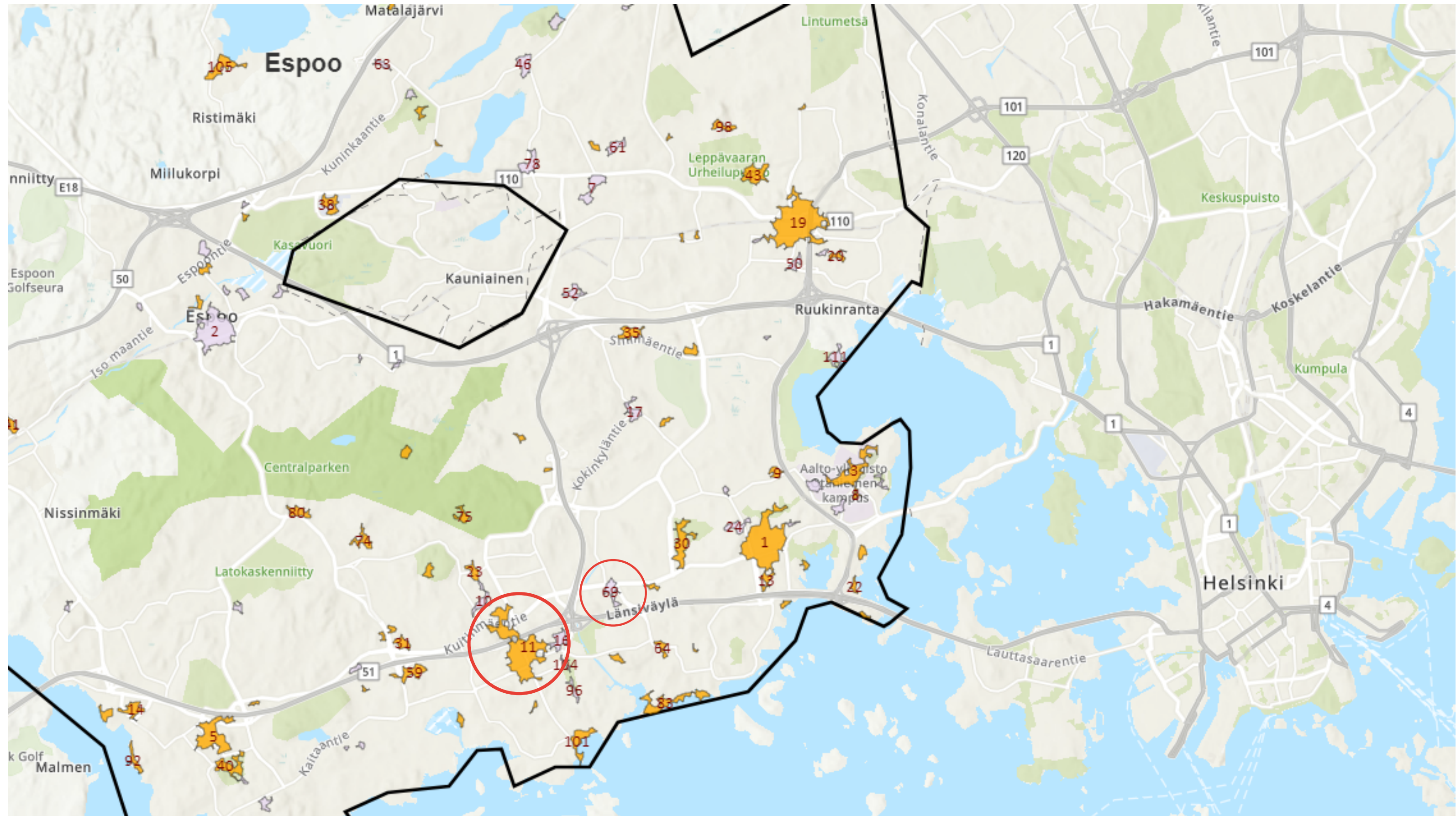
**Lively and open
space/ safety**

Jacobs

**Arrogance of
space**

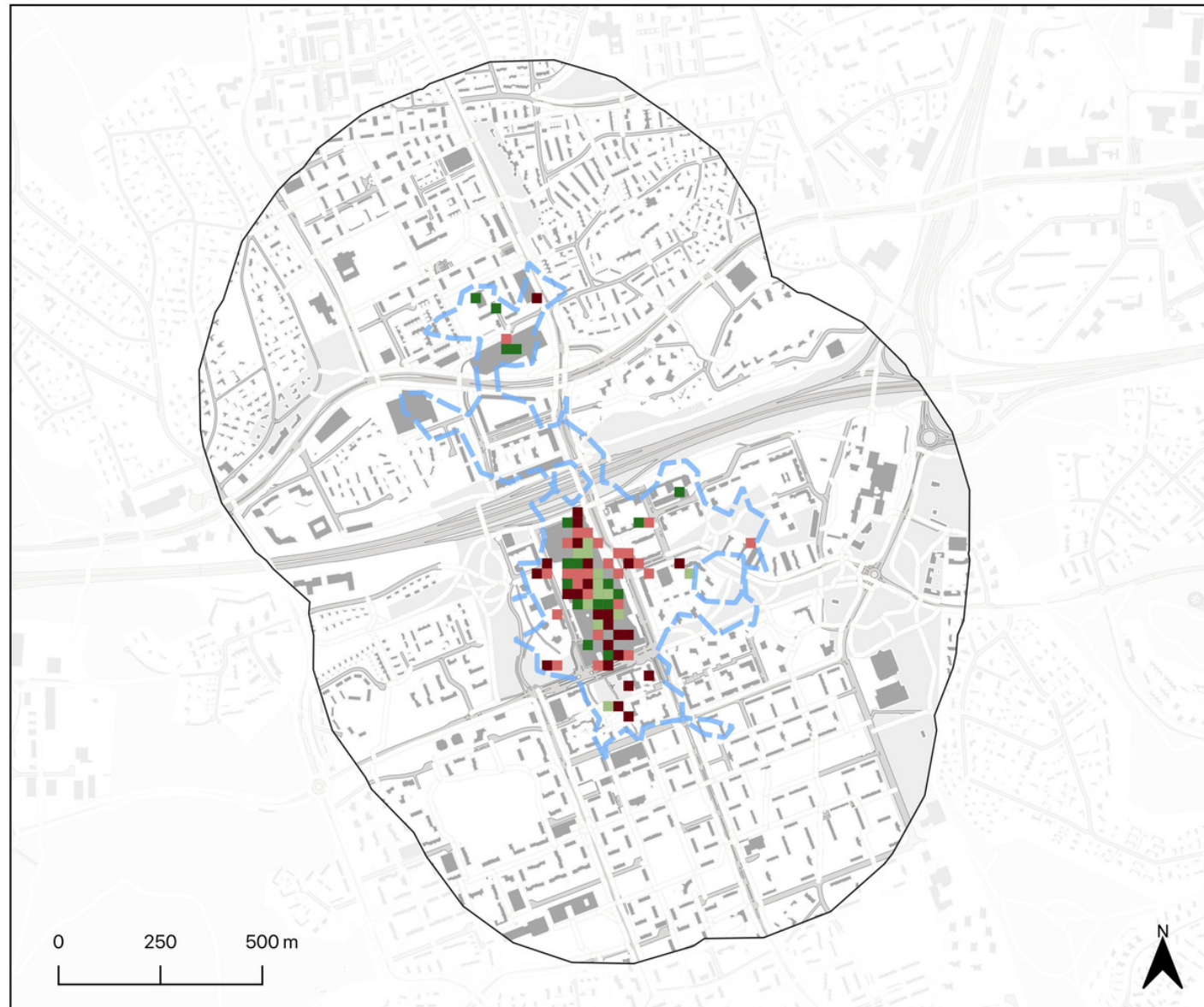
Colville-
Andersen

GIS Analysis



Overall perceived quality

MATINKYLÄ



NITTYKUMPU

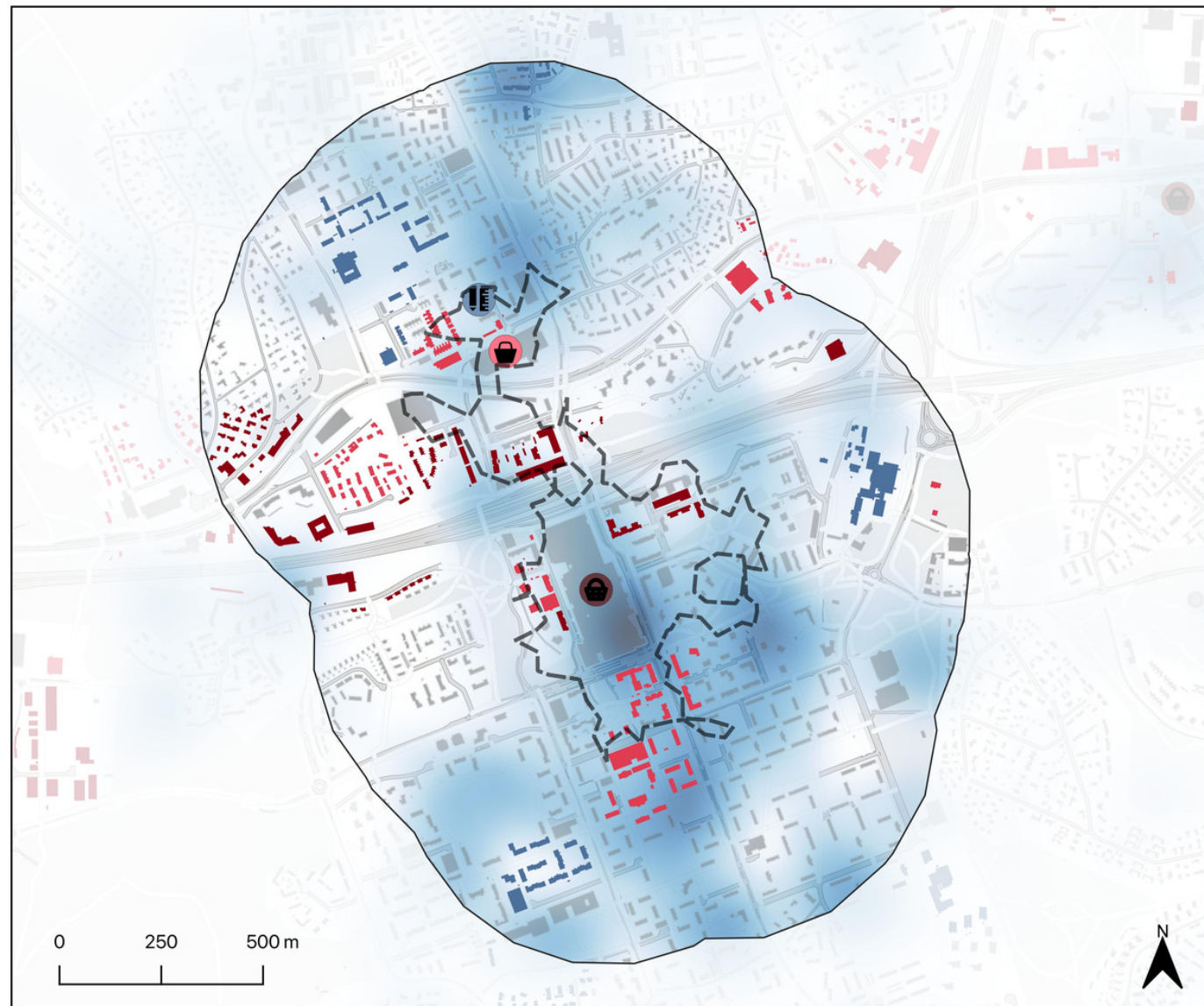


- Cluster
- bad perceived quality
- rather bad perceived quality
- rather good perceived quality
- good perceived quality

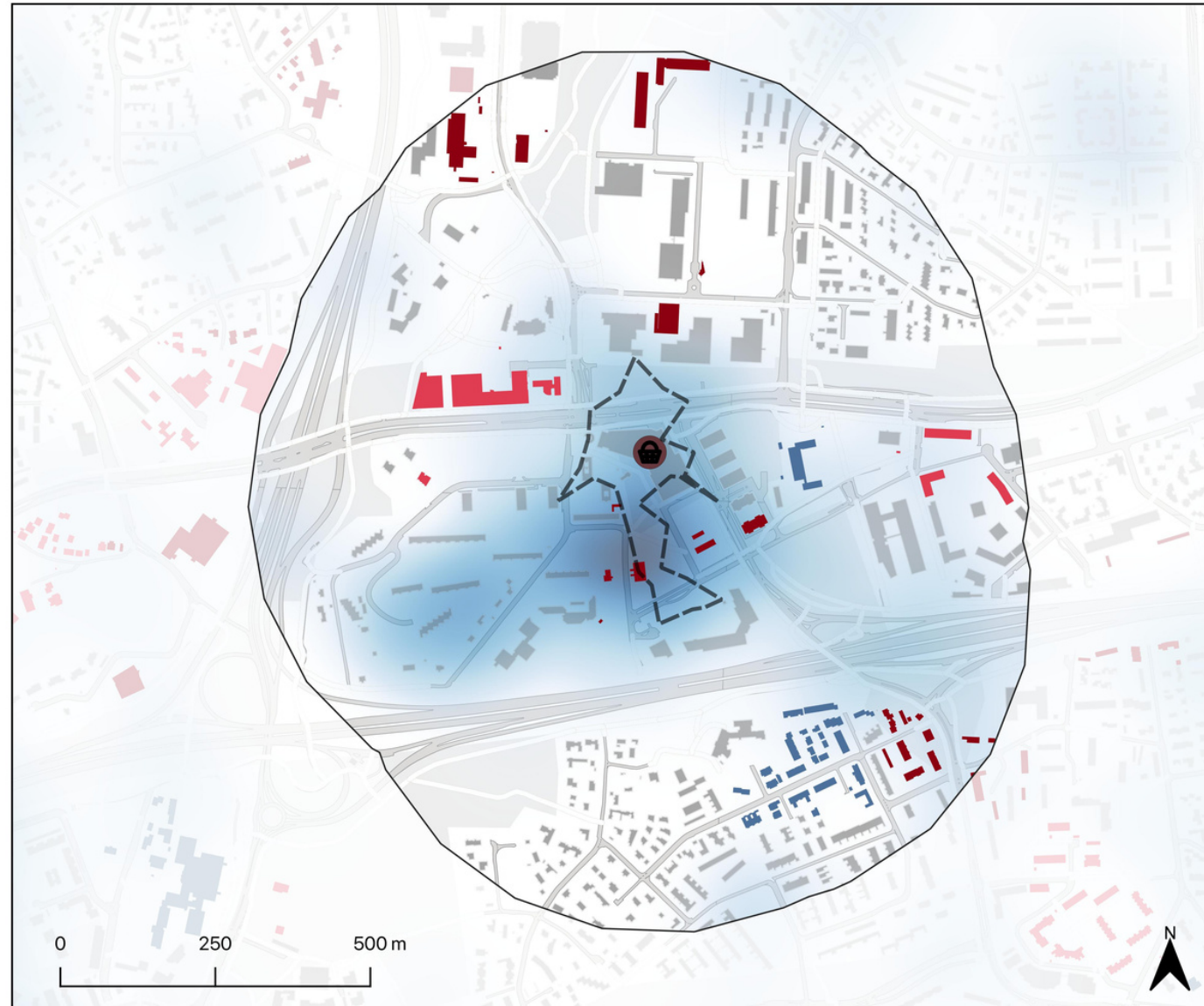
Low quality especially **around** (and in) Iso-Omena and Nittykumpu building

Main functions

MATINKYLÄ CLUSTER AND 500M AROUND



NITTYKUMPU CLUSTER AND 500M AROUND



- Most points are connected with the use of **shopping** and **personal services**
- Some clusters of **working places** and **commercial** in and around **Matinkylä** cluster
- **Not a lot of functions** in and around **Nittykumpu** cluster

Accessed by bike

MATINKYLÄ



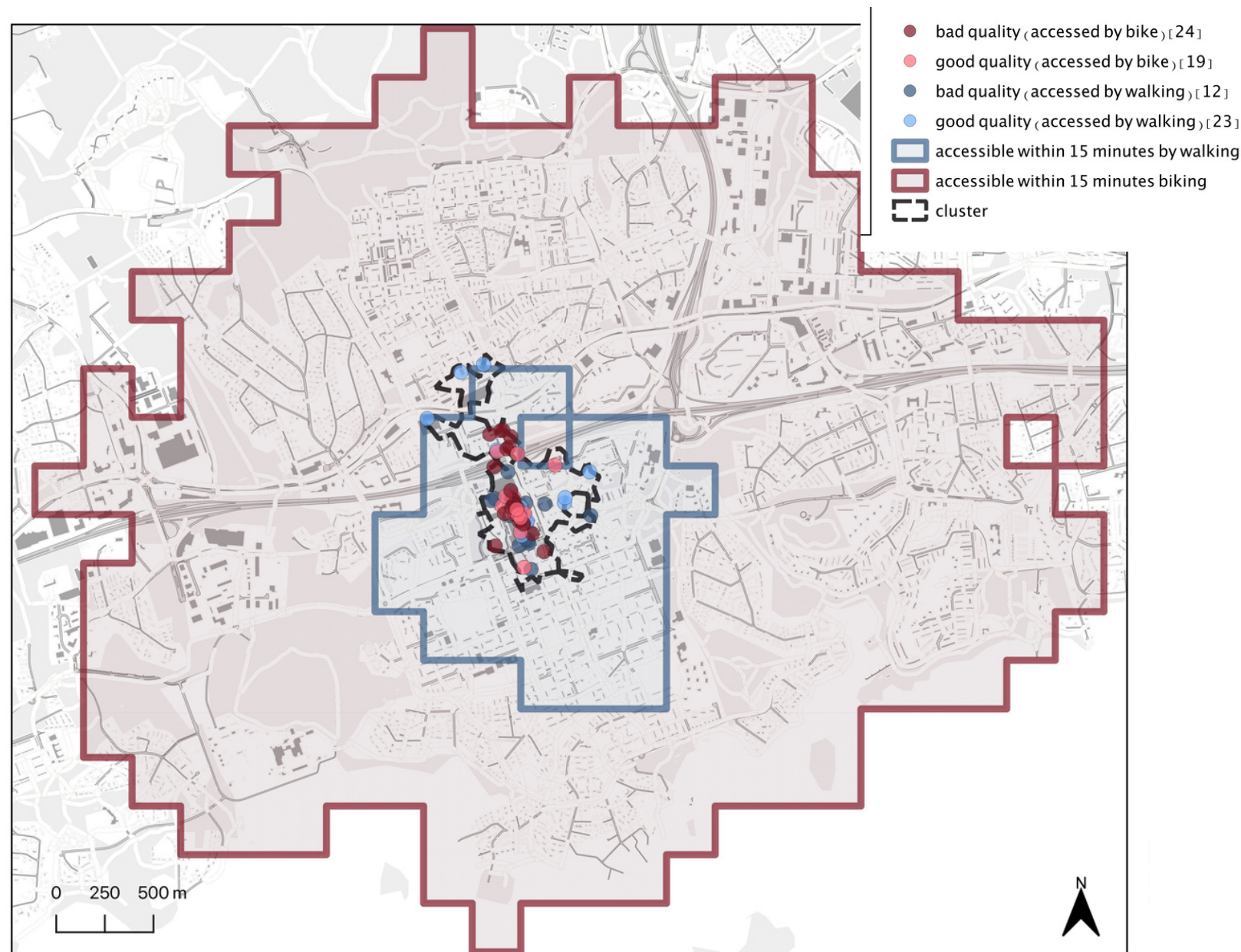
NITTYKUMPU



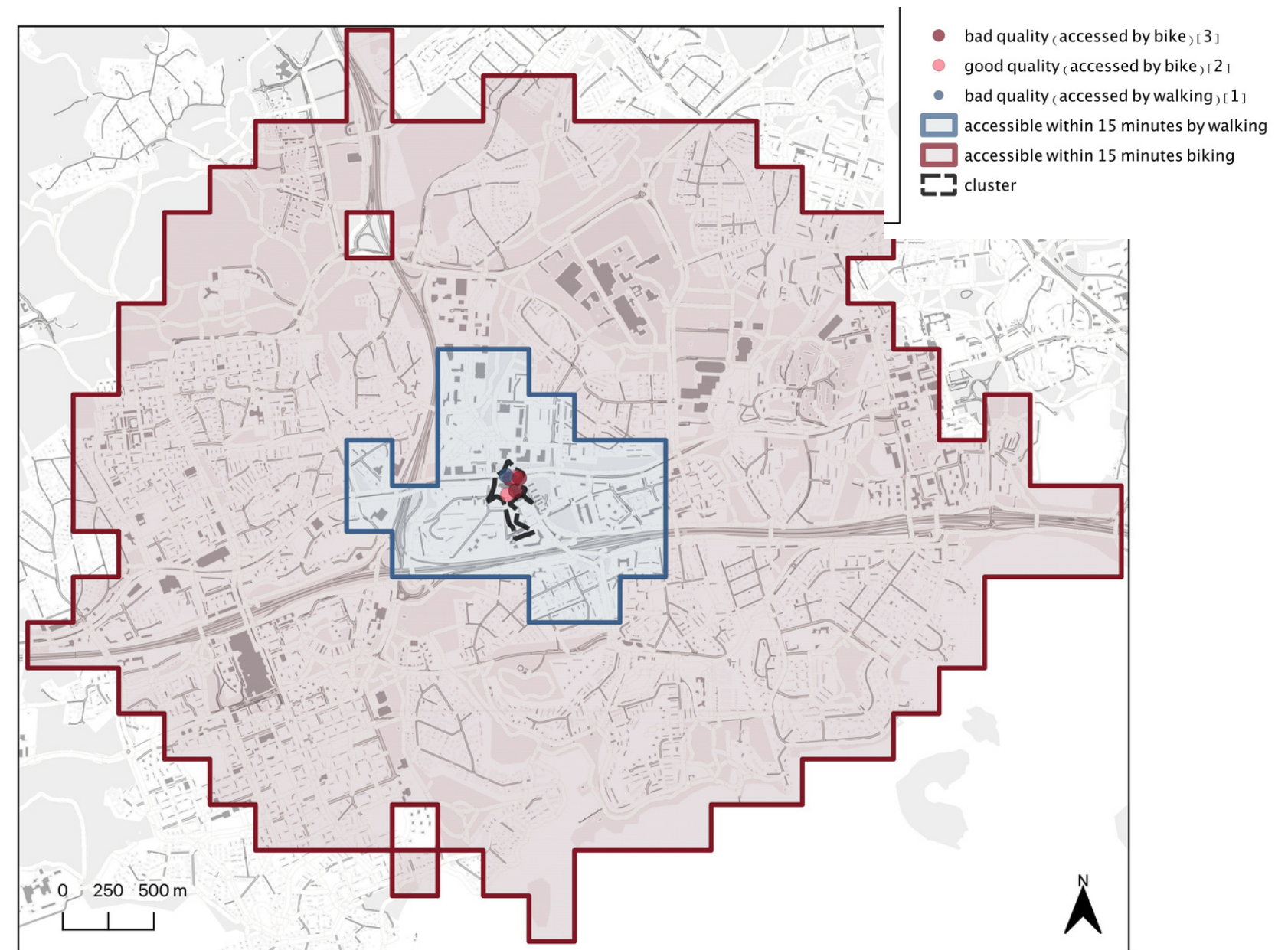
- Only 22% of quality points were accessed by bike in **Matinkylä**
- Only 24% of quality points were accessed by bike in **Nittykumpu**

Directness and quality

MATINKYLÄ

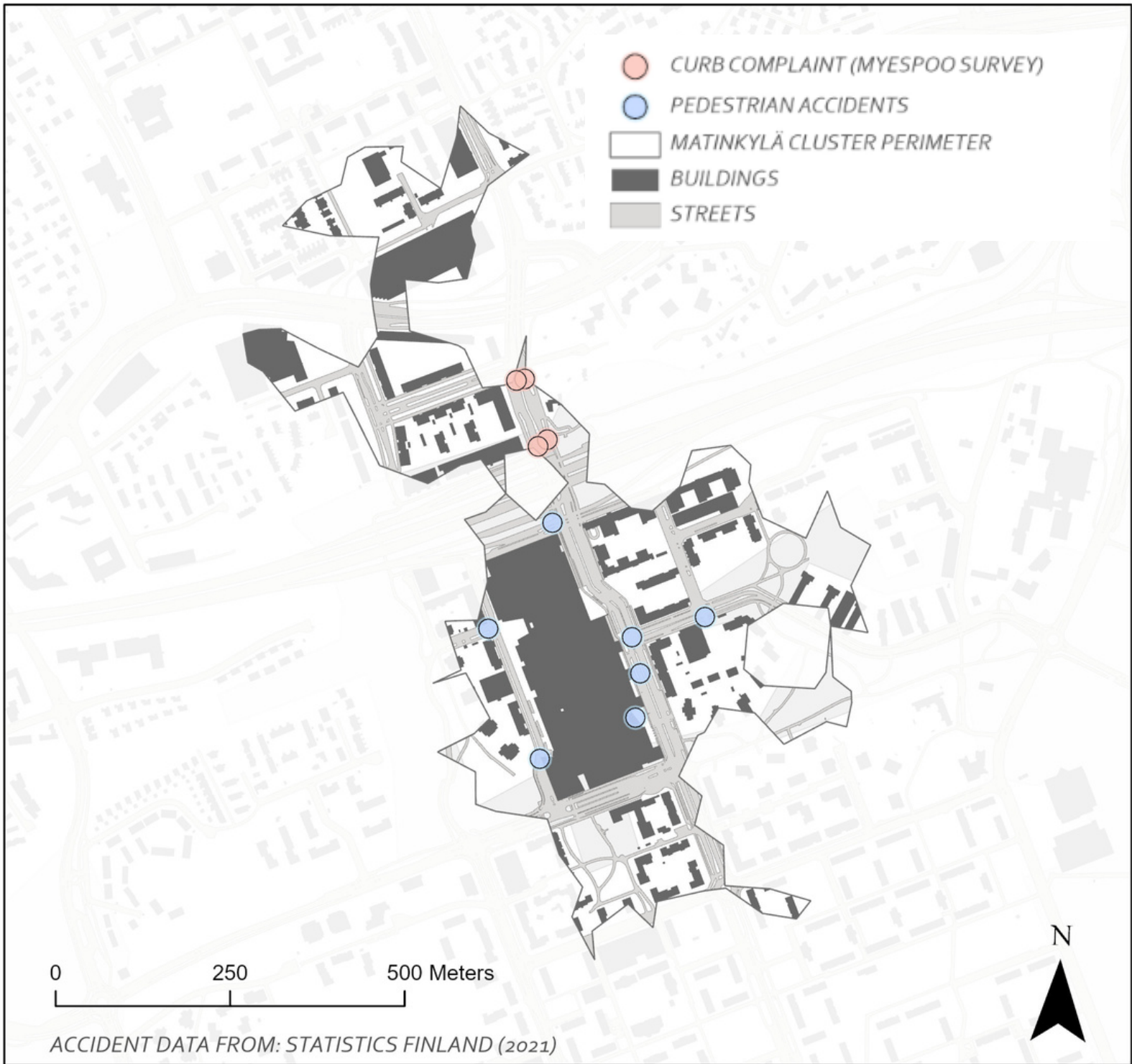


NITTYKUMPU

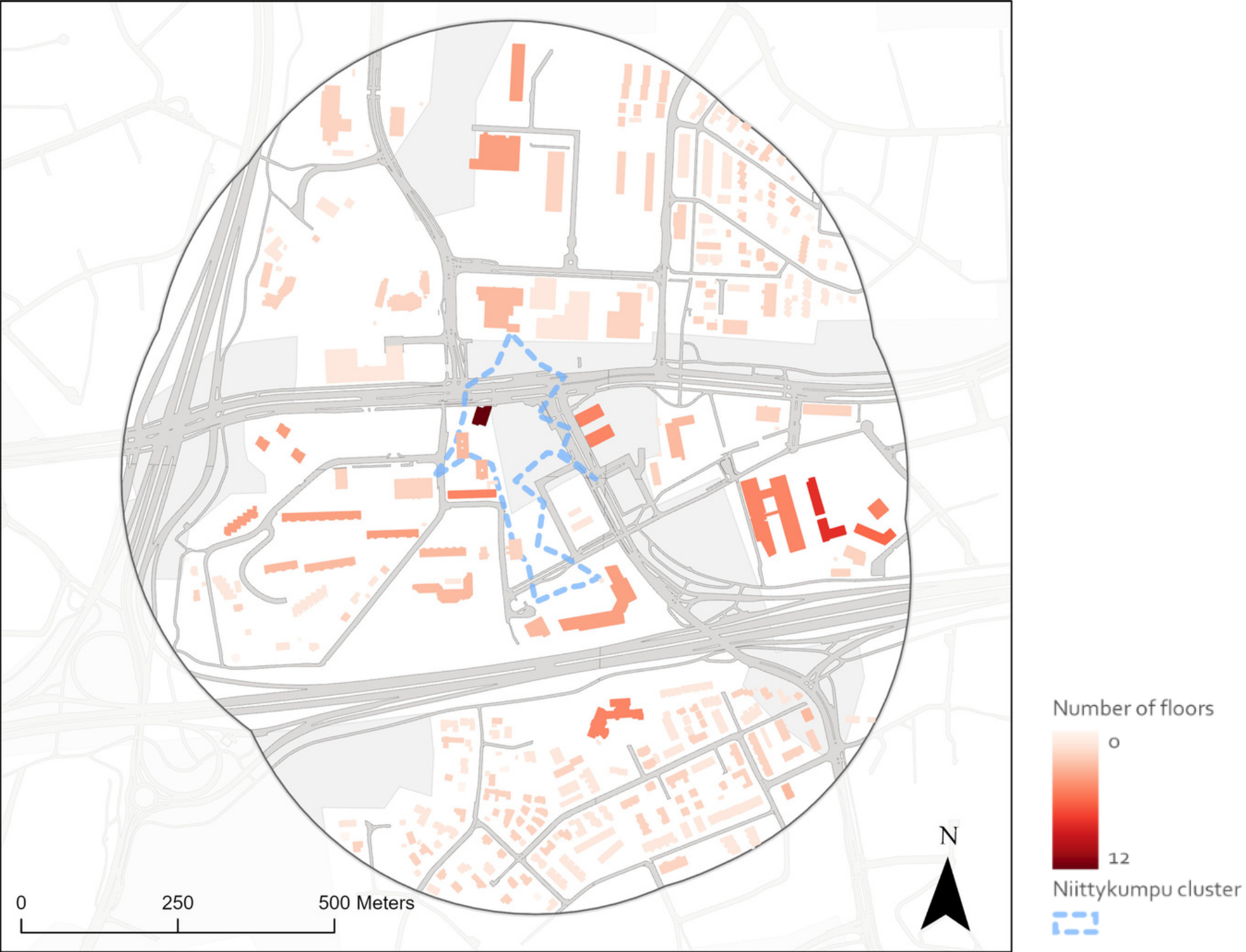


- **good biking network timewise**
- **walking limited** by Länsiväylä road
- More **bad** perceived **quality** when accessed by **bike** (56% in Matinkylä; 60% in Nittykumpu)
- More **good** perceived **quality** when accessed by **walking** (66% in Matinkylä)

Pedestrian Safety and Access of Matinkylä



Pedestrian Safety and Access of Niittykumpu



Perceived social and active environment

SOCIAL ENVIRONMENT

ACTIVITY ENVIRONMENT

MATINKYLÄ



- Cluster
- perceived negative social environment (27)
- perceived positive social environment (69)
- perceived neutral social environment (40)

NITTYKUMPU



- Cluster
- Perceived negative social environment (8)
- Perceived positive activity environment (4)
- Perceived neutral activity environment (5)



- Cluster
- Perceived negative activity environment (33)
- Perceived positive activity environment (47)
- Perceived neutral activity environment (53)



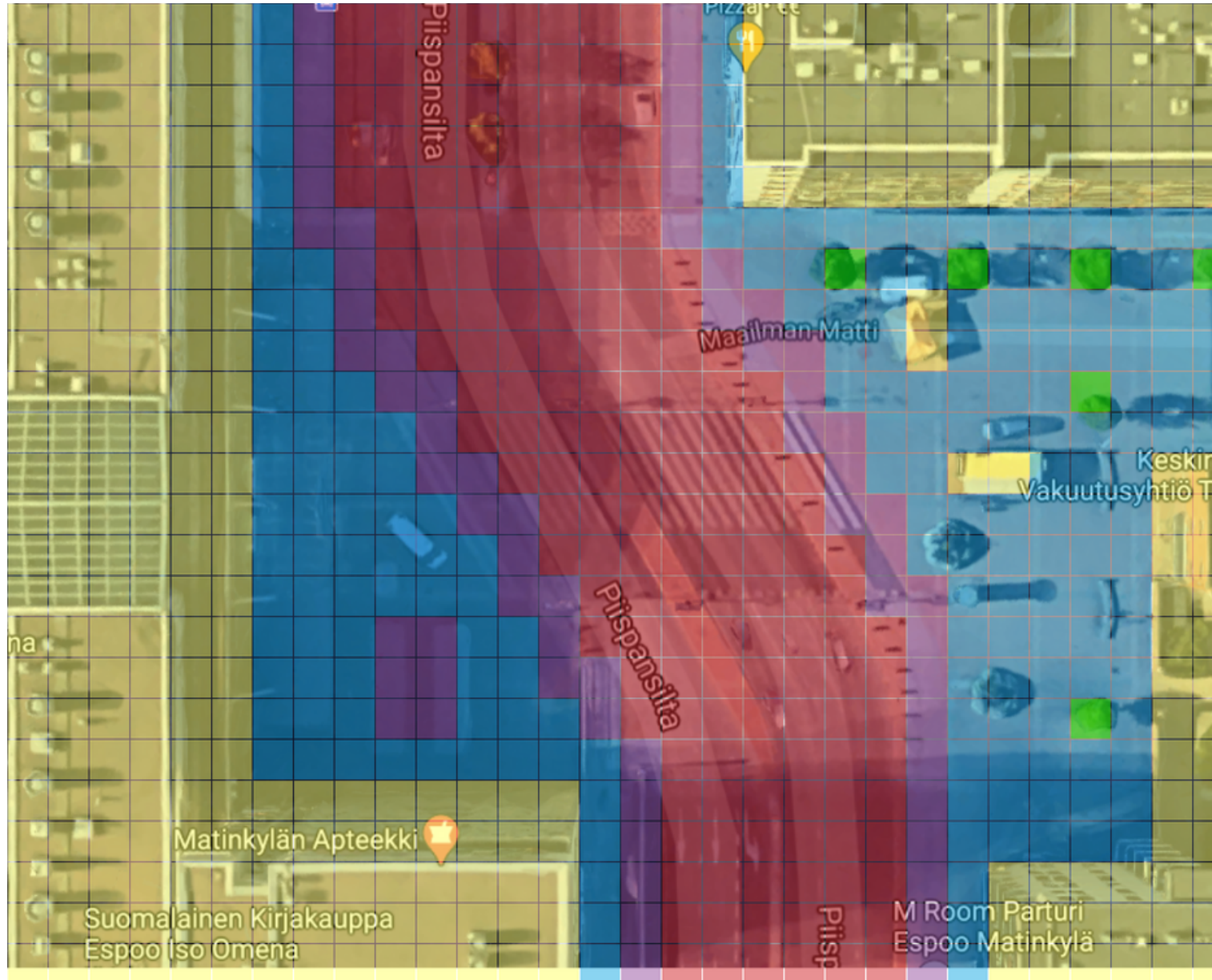
- Cluster
- Perceived negative activity environment (10)
- Perceived positive activity environment (4)
- Perceived neutral activity environment (4)

- **better** social and activity environment at **Matinkylä**
- **bad** social and activity environment **outside of Iso Omena**
- better **activity** than **social** environment at both places

Safety

Arrogance of space analysis

Matinkylä

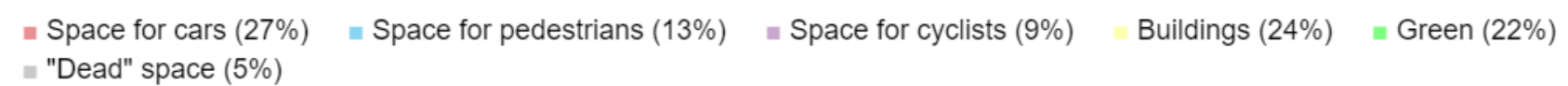


■ Space for cars (24%) ■ Space for pedestrians (26%) ■ Space for cyclists (9%) ■ Buildings (40%) ■ Green (1%)



The Arrogance of Space Mapping Tool

Niittykumpu



Behavioral mapping

Observation done in two corresponding spots in
Matinkylä and Niittykumpu Friday the 19th 8.00-9.00



Matinkylä

253 people in total
Only 2% children

16 cyclists, 8 used
bike parking

People standing staying
close to walls and gazing
towards the open area

Backing the Prospect-
Refuge -theory?

Most of the people going
either to Iso Omena or
towards an area with a lot of
business

Many coming from the
direction of metro, a lot less
people going towards metro

Matinkylä rather final
destination than pass
through place?



Niittykumpu

207 people in total
~60% women
~30% children

20 cyclists, 2 used
bike parking

Kids going to school

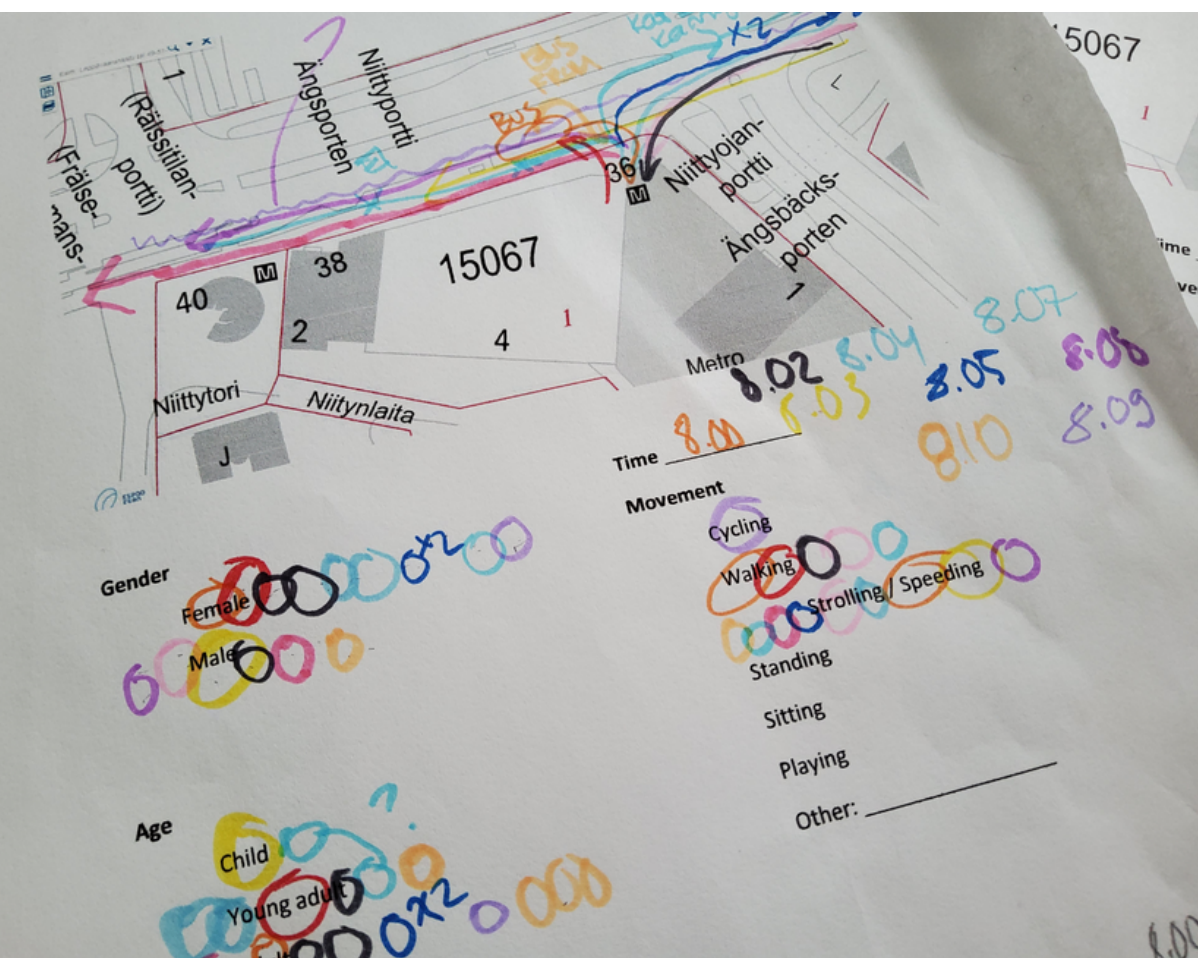
Place for passing through

People going to and from metro
Roughly half of the people from
transit busses

Tunnel for crossing the road not used



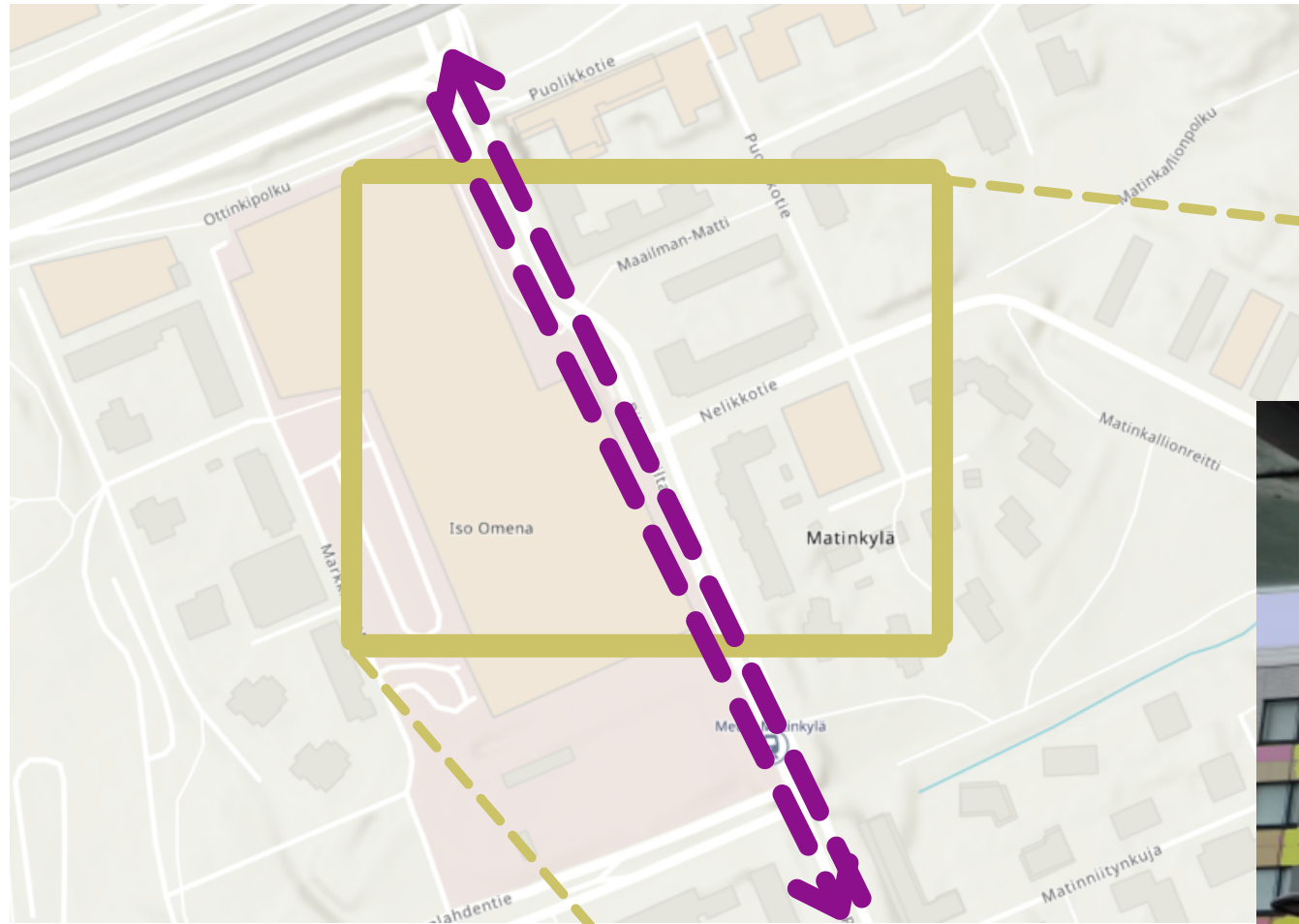
Bike parking not much used



Suggestions

Matinkylä

Inviting space promoting social interaction and human-scale mobility



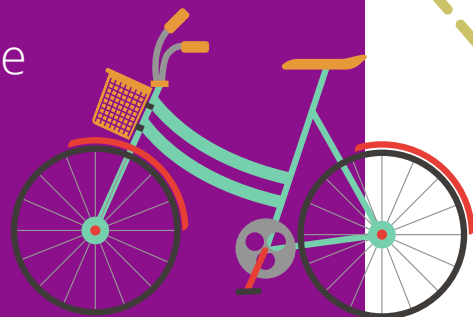
Walking

Pedestrianization

- Connecting the space
- Creating lively space where people want to spend time and socialize

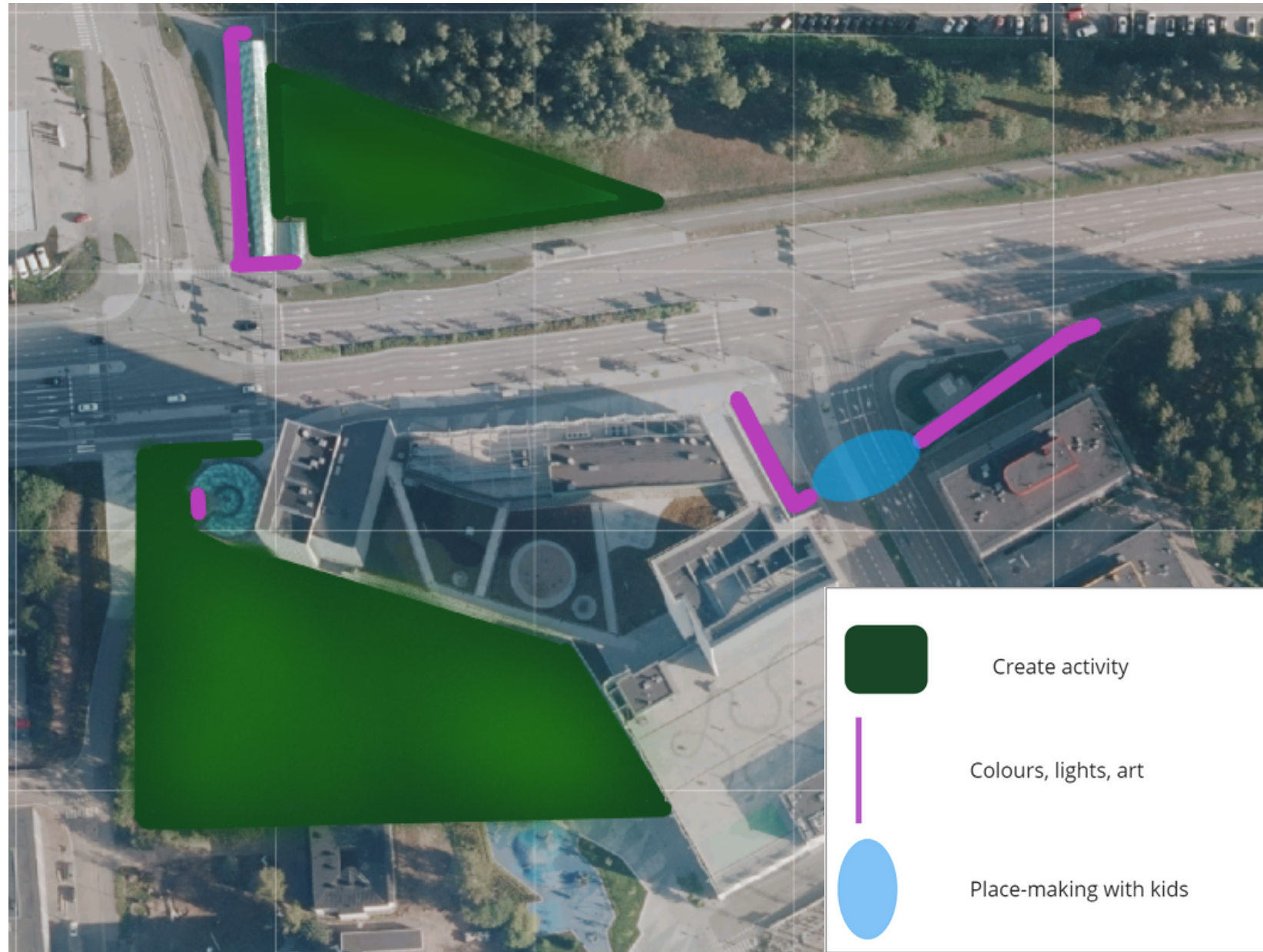
Cycling

- Dedicated and safe bike lanes enabled by pedestrianization



Niittykumpu

Making place perceived more safe and appealing for pedestrians and cyclists



Place-making with kids



Suggestions

Cycling

- Routes and parking more visible, coherent and clear
- Accessibility to parking facilities improved
- Covered parking



Thank you!

