



Walkability in Espoonlahti

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Structure of the presentation

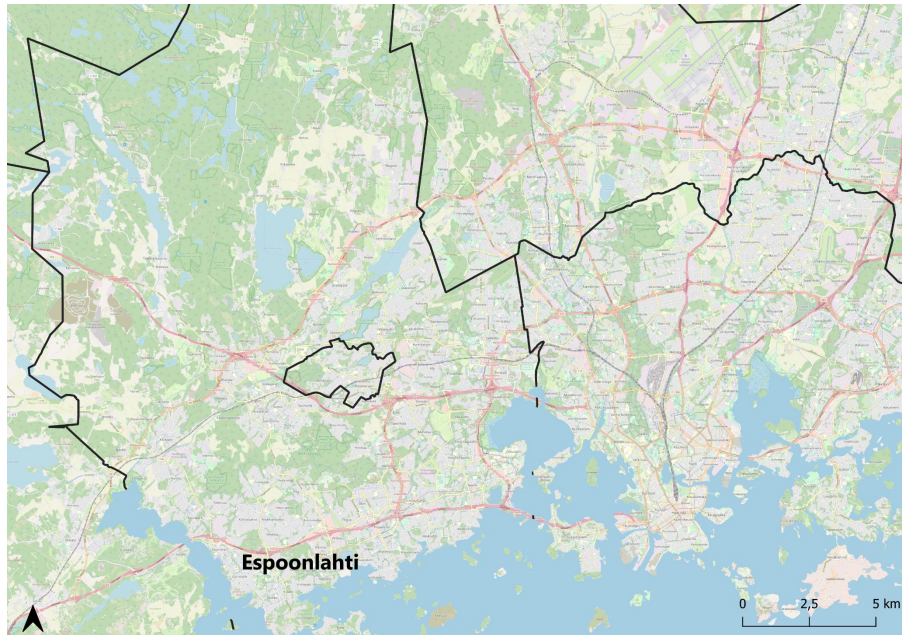
Espoonlahti

Theory - walkability

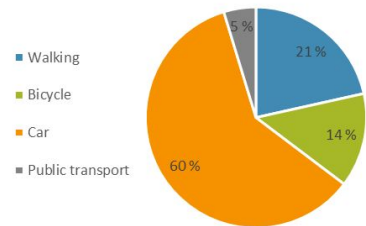
Field trip

Walking audit - results and analysis - suggestions

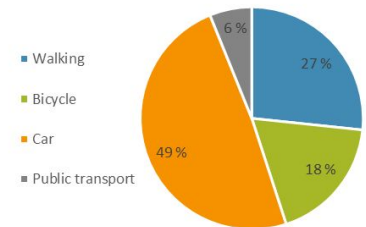
Espoonlahti



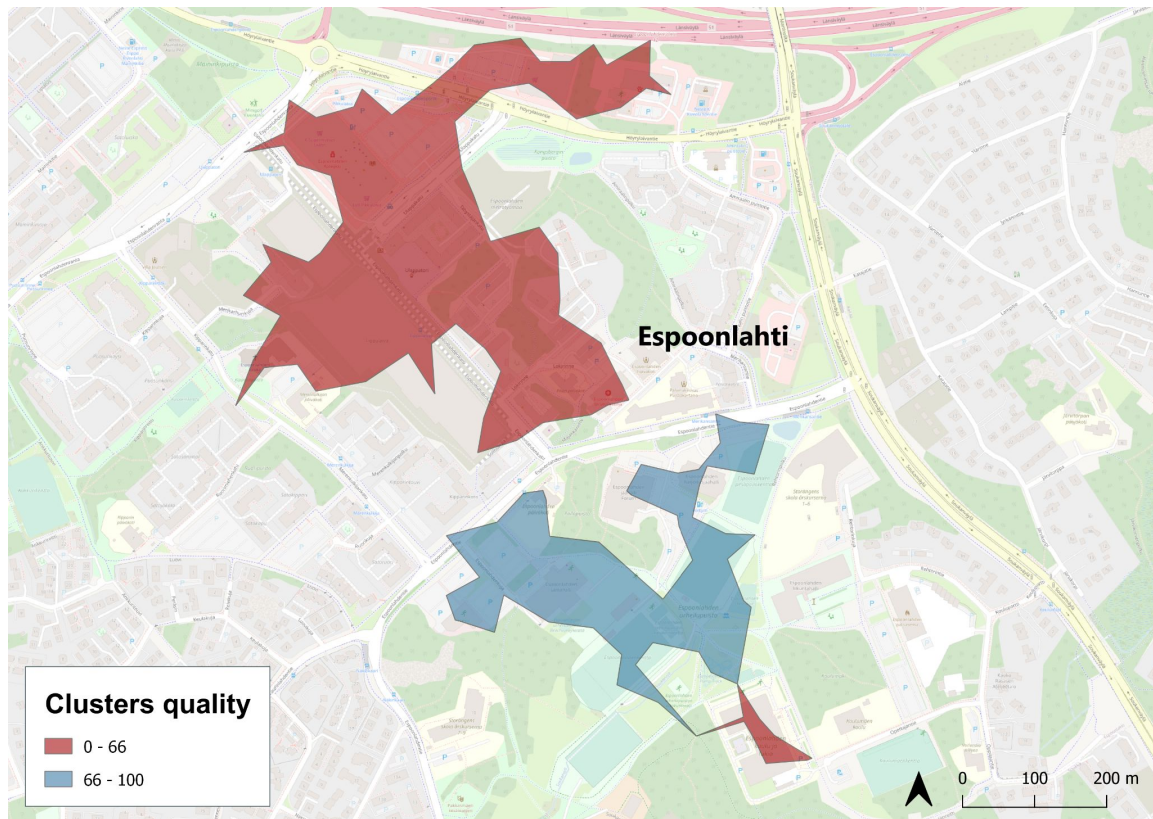
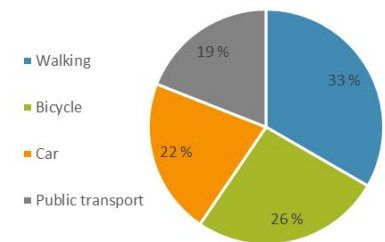
Espoonlahti center

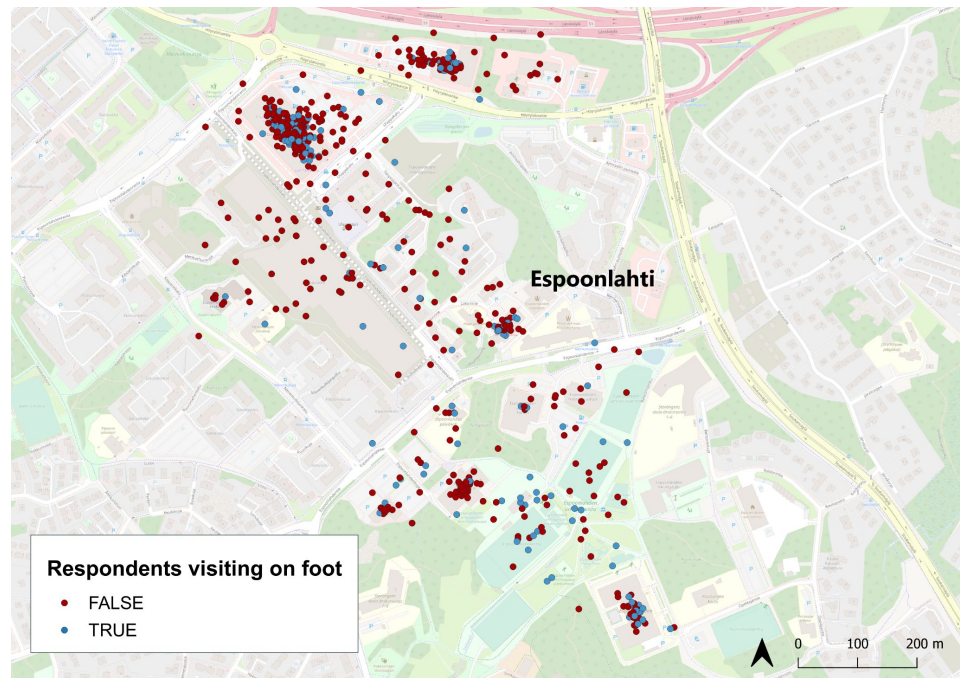
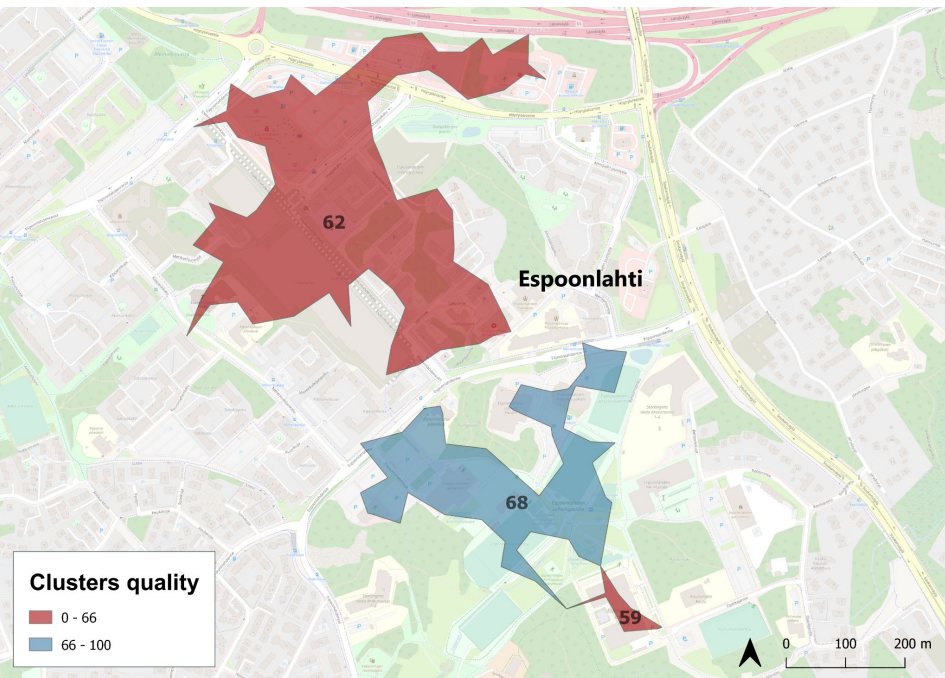


Espoonlahti sport park



Espoonlahden lukio (High school)





Theory - What makes environment walkable?

1. Separation from traffic lanes (Adkins et al, 2012)
2. "Feeling of a room" (Nasar, 1994)
3. The number of pedestrian crossing facilities (Park, Deakin & Lee, 2014)
4. Mixed land use (Tsiompras & Photis, 2017; Frank et al, 2005)



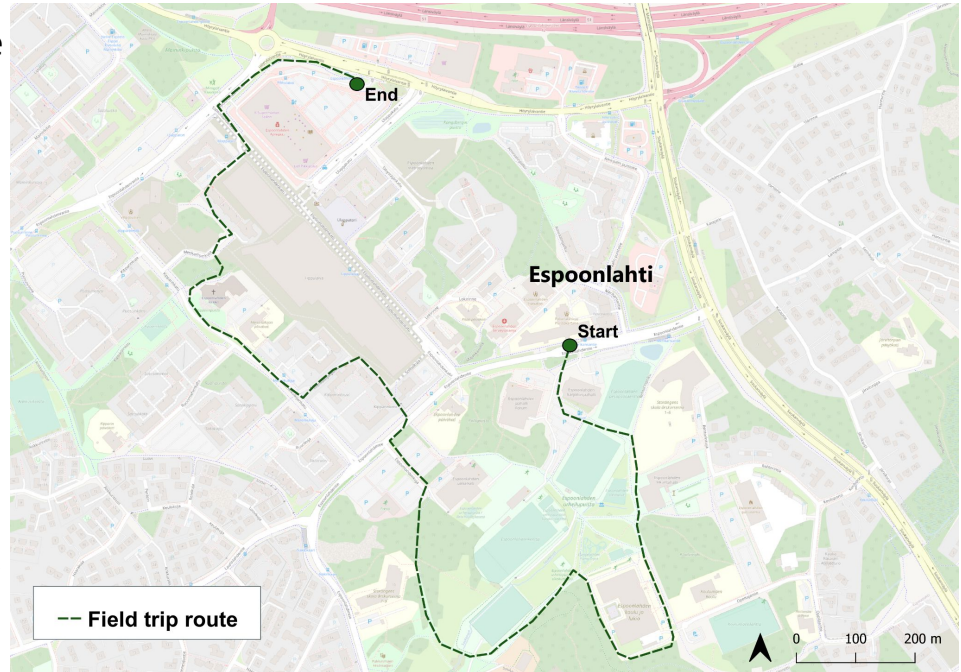
Field trip – introduction

We chose Espoonlahti as our research area as there were both negative and positive clusters nearby → possibility to compare situation in person

On-site, especially the sports & recreational area and high school surroundings had similar characteristics → not apparent that one of them would be a "negative place"

Survey Map visualization gives a more dramatic impression vs. actual difference in quality points

Focus on Walkability → Espoonlahti is developing fast and new Länsimetro station will create new city spaces and affect how people travel - ***What is the situation like at the moment?***



Walking audit – results

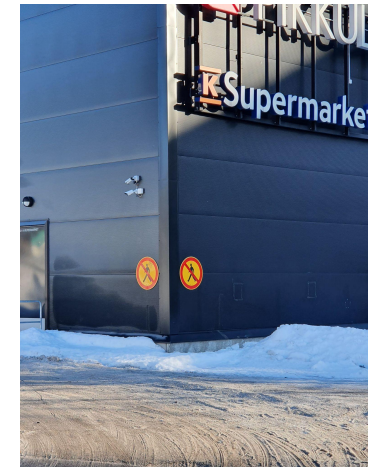
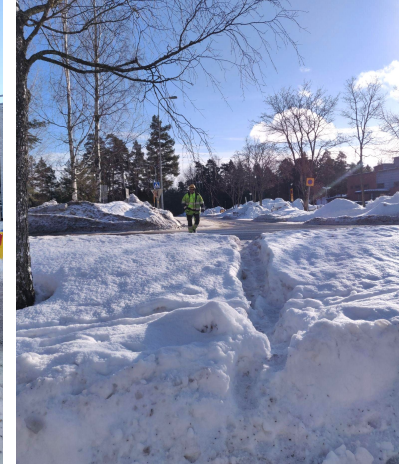
Footpaths and crossings

- Sports centre and the high school surroundings prioritized walking more than Espoonlahti centre
- On going construction affected the paths
- There were desire paths along the Espoonlahdentie even though these locations had underpasses close by → they were probably illogically and impractically situated
- Unclear boundaries between public and private space

Facilities and aesthetics

- Little to no street furniture (benches etc.)
- Confusing temporary paths and street signs for pedestrians
- Construction of the new shopping centre and metro entrance is ongoing, facilities may get better
- The green areas were nice and had versatile uses, Espoonlahti center was a bit more outdated in places

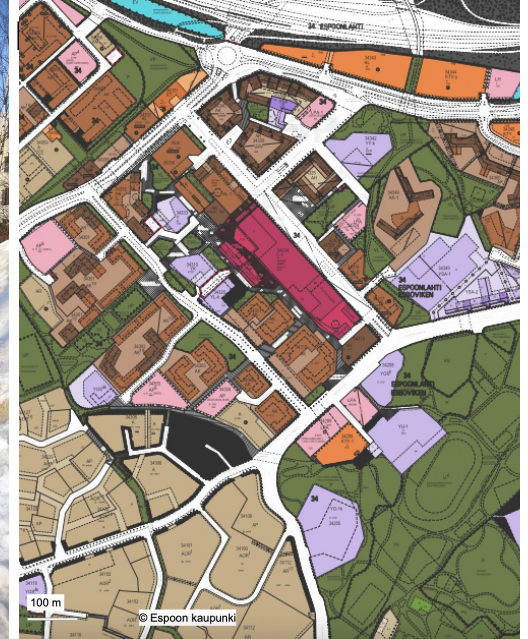
We used the guidelines of Victoria Walks as the basis of our walkability audit in Espoonlahti (www.victoriawalks.org.au/How_to_assess_walkability)



Walking audit – results

Traffic and safety

- Most paths were shared by pedestrians and cyclists
- Barriers separating pedestrians and cyclists from motorized traffic
- Lack of convenient crossings on Espoonlahdentie is potentially unsafe, speed limit 50km/h
- **Eyes on the street?** Commercial and public amenities concentrated in one place → most streets around the centre lack street activity



Suggestions based on our analysis

Pedestrian friendliness should be improved in parts of the Espoonlahti area

Adding crossings on Espoonlahdentie next to the schools and sports center would improve walkability and add safety

On the busiest paths, separate lanes for pedestrians and cyclists are needed to clarify the flow of people and encourage to walk or cycle

Activity on streets

- Spreading retail, cafes and other amenities around the area could increase street activity
- Also street furniture, such as benches, little playgrounds etc. would bring more activity to streets, especially on the planned pedestrian areas in Espoonlahti center

These elements aim to improve walkability and the overall pleasantness of the Espoonlahti area

References

- Adkins, A., Dill, J., Luhr, G., & Neal, M. (2012). Unpacking walkability: Testing the influence of urban design features on perceptions of walking environment attractiveness. *Journal of urban design*, 17(4), 499-510.
- Frank, L. D., Schmid, T. L., Sallis, J. F., Chapman, J., & Saelens, B. E. (2005). Linking objectively measured physical activity with objectively measured urban form: findings from SMARTRAQ. *American journal of preventive medicine*, 28(2), 117-125.
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- Park, S., Deakin, E., & Lee, J. S. (2014). Perception-based walkability index to test impact of microlevel walkability on sustainable mode choice decisions. *Transportation Research Record*, 2464(1), 126-134.
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