Traffic, Circulation, Connectivity
Site Analysis

Group 8 I ARTS SUMMER SCHOOL 2023
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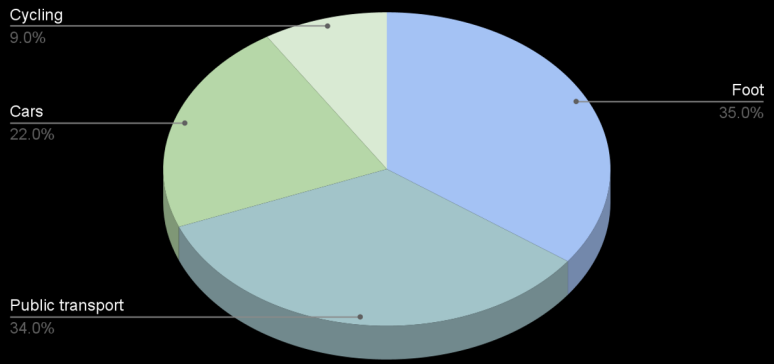
Royal College of Art

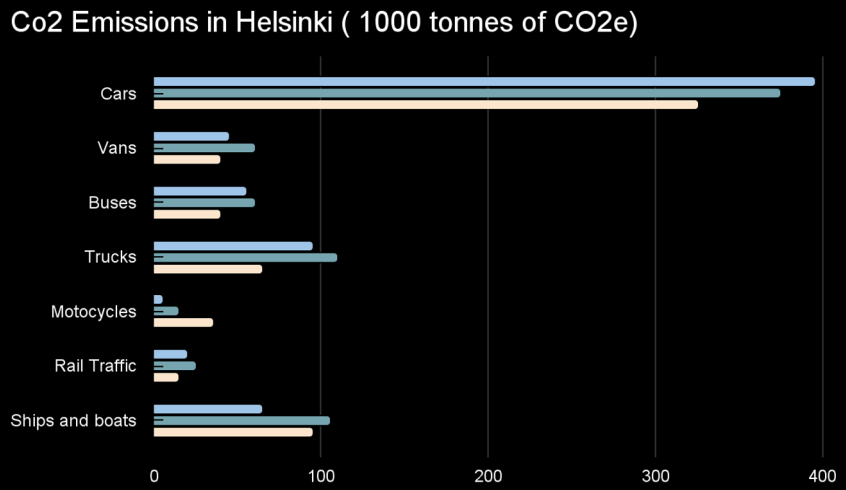
Transport Usage in Helsinki



In 2017, the most popular means of transport among Helsinki residents within Helsinki was walking, with **35% of journeys made by foot**. The second-most popular means of transport was **public transport (34%)**. The proportion of journeys made by **cars** was **22%**, whilst **9%** were made by **cycling.**

'Carbon Neutral Helsinki 2035: Action Plan', (Helsinki: City of Helsinki, 2018), p. 38.

Sustainability Targets for Transportation



Helsinki has embarked on an ambitious journey to reduce traffic emissions by **60%** by **2030**. The city aims to increase the **use of electric vehicles**, **improve heavy traffic technology**, and **promote cycling** through better infrastructure. This plan is complemented by initiatives to encourage **ride-sharing** and a more **compact urban layout**. The city's growing density and efficient public transport provide an excellent foundation for achieving these sustainability targets.

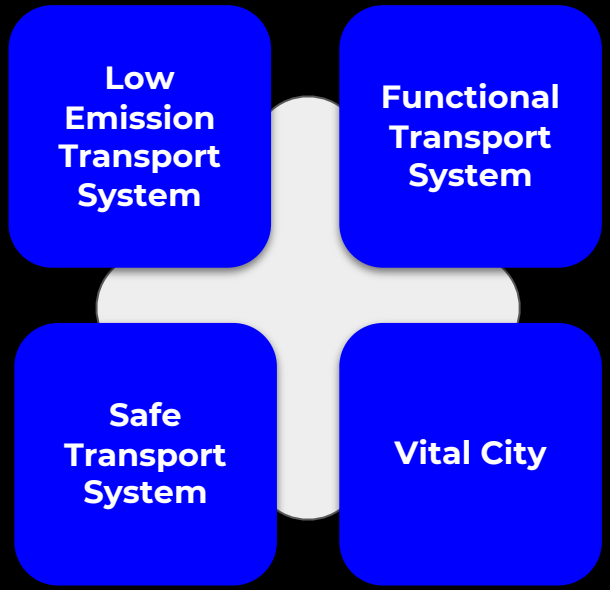
WSP Finland Ltd. 'The CO2 emissions from traffic in Helsinki' (2018), in City of Helsinki, p. 34.

Target areas of the intelligent transport development programme

Such goals were already specified in the Helsinki City Strategy 20172021, the Carbon-neutral Helsinki 2035 operational programme

Low-emission transport system
Reduction of CO2 emissions and health hazards

Safe transport system
No severe accidents, perceived safety



Functional transport system
Mobility in everyday life, accessibility of centres, street space, efficient transport

Vital city
Generation and utilisation of data, transport services, intelligent transport ecosystem

Target Areas of Intelligent Transport Development Programme', in Helsinki Intelligent Transport System Development Programme 2030, p.14.

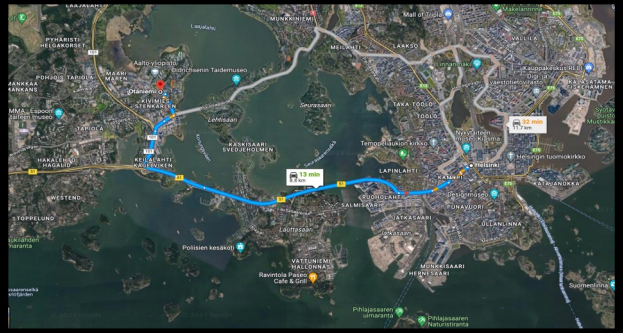
Carbon-neutral Helsinki 2035
Reduction of emissions by 80% (1990-2035)

Decision of the Council at 2017

'Figure 1: The Structure of the Carbon-neutral Helsinki 2035 Action Plan', in The Carbon-neutral Helsinki 2035 Action Plan, p.18.

Helsinki - Otaniemi

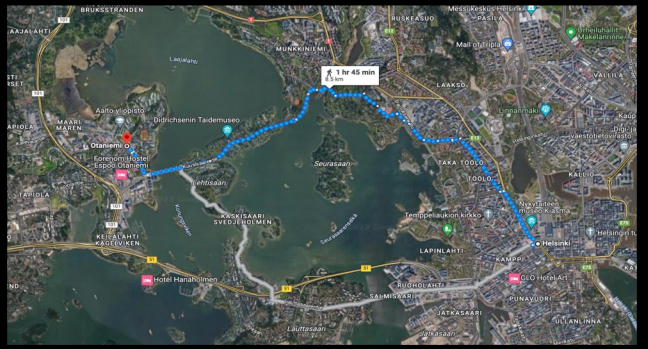
Car



Public Transport

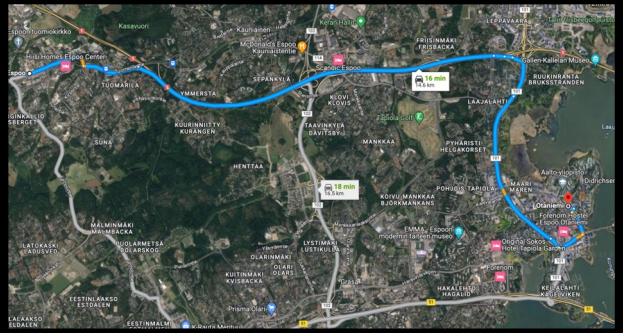
Cycle

Walk

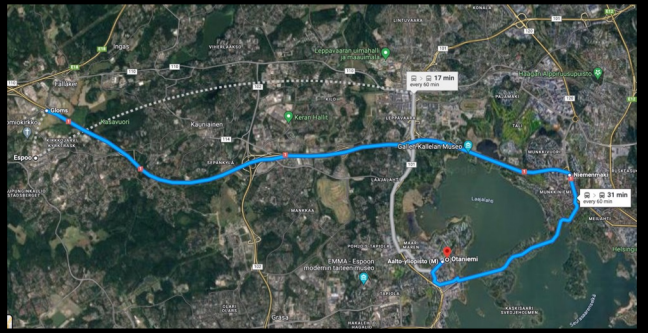


Espoo - Otaniemi

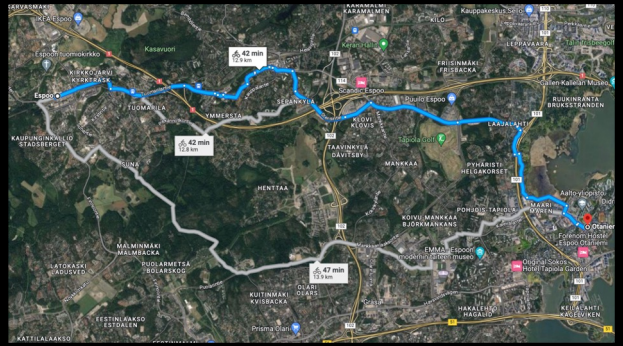
Car



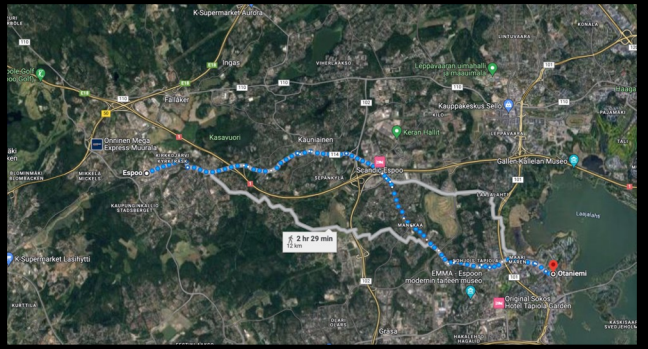
Public Transport



Cycle



Walk




Otaniemi
Helsinki
City Central
33 min
Bike
13 min
Car
Metro
23 min
Espoo
Kauniainen
Kasavuori
Gallen-Kallelan Museo
Keran Hallit
Kauppakeskus Sello
Haagan Alppiruusupuisto
Leppävaaran uimahalli ja maauimala
Ingas
Fallåker
Espoon tuomiokirkko
Aalto-yliopisto
Didrichsenin Taidemuseo
Aalto University metro station
Otaniemi
Forenom Hostel Espoo Otaniemi
Original Sokos Hotel Tapiola Garden
EMMA – Espoon modernin taiteen museo
Seurasaari
Helsingin Olympiastadion
Temppeliaukion kirkko
Nykytaiteen museo Kiasma
Rautatientori
Helsinki
Iso Omena
Gräsa
Matinkylä
Nöykkiö
Finnoo
Hannusjärvi
Hannusträsk
Nuottaniemi
Notudden
Miessaarenselkä
Karlöfjärden
Laurinlahti
Larsvik
Kaitamäki
Kaitbacken
Pihlajasaaren uimaranta
Munkkisaari
Vattuniemi
Hallonnäs
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Aalto University metro station

Route from Helsinki city centre to Otaniemi bike(a

Route from Helsinki city centre to Otaniemi car(above)

Bike

Car

Metro

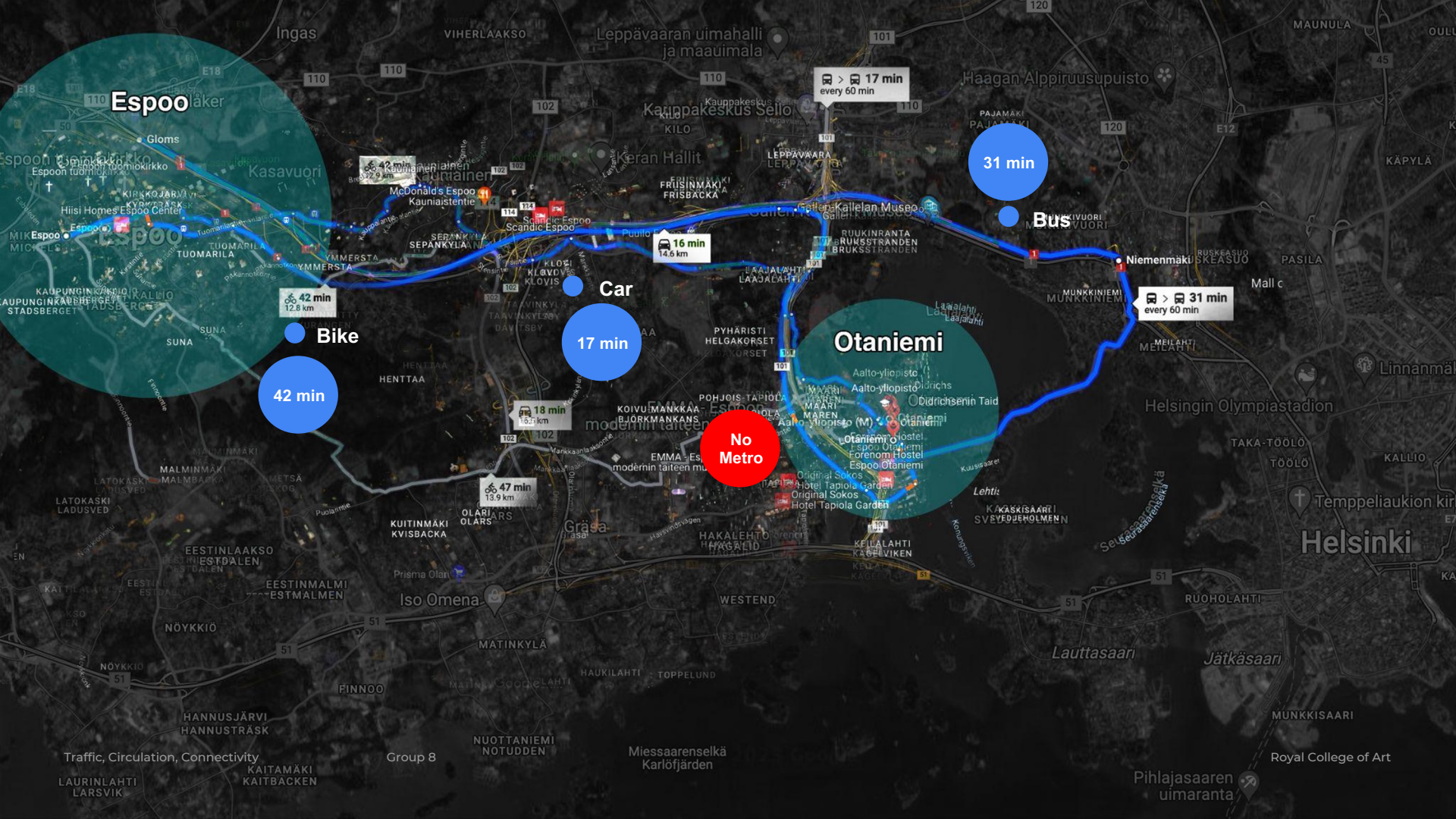
Otaniemi

Helsinki
City Central

13 min
8.8 km

39 min
9.6 km

29 min
9.8 km


Espoo
Bike
42 min
Car
17 min
Bus
31 min
No Metro
Otaniemi
Helsinki
Traffic, Circulation, Connectivity
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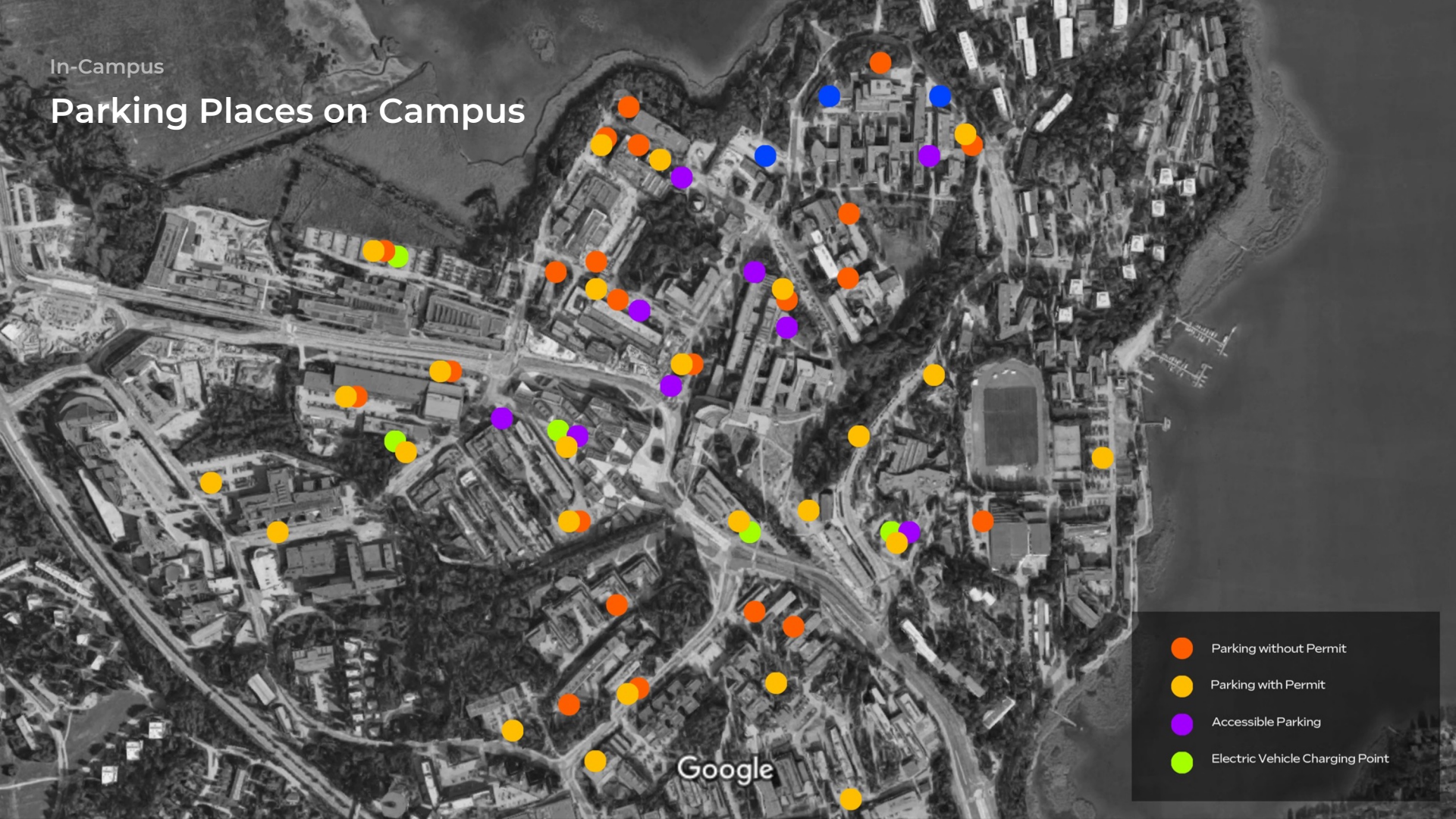
In-Campus

Bike Lanes and Their Relation to Roads

In-Campus

Parking Places on Campus



Conclusion

Recommendations for Future Transport Planning in Helsinki

Based on the current state of transportation use and future planning in Helsinki, the following recommendations can be made:

Sustainable Transport Options

The city should continue to promote sustainable transport options such as walking, cycling, and public transport. This can be achieved through campaigns and communication, as well as the introduction of new mobility services.

Environmental Zones

The city should consider the introduction of environmental zones to limit the ownership or use of specific vehicles within a specific zone. This can help to reduce emissions and improve air quality in the city.

Electric Vehicles

The city should consider increasing the proportion of electric vehicles in the city to achieve its objective of a carbon-neutral Helsinki by 2035. This can be achieved through incentives and subsidies for electric vehicle purchase and use.

intelligent Transport System

The city should continue to invest in intelligent transport systems to manage the increasing traffic and ensure efficient and safe transportation. This includes the use of advanced traffic management systems, real-time traffic information, and automated vehicles.

Infrastructure Development

As the city's population is expected to increase rapidly, there is a need for significant infrastructure development to accommodate the growing population. This includes expanding the existing transport infrastructure and developing new ones.

Bibliography

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2. 'Helsinki Intelligent Transport System Development Programme 2030'. Available at: [chrome-extension://efaidnbmnnnibpcajpcglclefindmkaj/https://www.hel.fi/static/liitteet/kaupunkiymparisto/julkaisut/julkaisut/julkaisu-16-19-en.pdf].

3. 'Madaster: Online Register and Material Passport', Circular Economy. Available at: https://circulareconomy.europa.eu/platform/en/dialogue/existing-eu-platforms/madaster-online-register-and-material-passport.

4. 'The Carbon-neutral Helsinki 2035 Action Plan'. Available at: [chrome-extension://efaidnbmnnnibpcajpcglclefindmkaj/http://carbonneutralcities.org/wp-content/uploads/2019/06/Carbon_neutral_Helsinki_Action_Plan_1503019_EN.pdf].

5. 'The CO2 emissions from traffic in Helsinki', WSP Finland Ltd 2018. Available at: [chrome-extension://efaidnbmnnnibpcajpcglclefindmkaj/https://www.hel.fi/static/liitteet/kaupunkiymparisto/julkaisut/julkaisut/julkaisu-16-19-en.pdf].