



penelope bacchus

Promoting Energy efficiency to Local Organisations
through dissemination Partnerships in Europe

Best Actions for Collaboration in Countries
for a High efficient Use of energy in Structural funds

[- Print](#) - [Close](#) -

Double the use of bicycles by 2005 - Helsinki - Finland

The Municipality aims to reduce automobile circulation and give priority to public transport and non-motorized transport (cycling, walking). Helsinki has set its main objective to double the use of bicycles by 2005 and reduce the number of cycling accidents by one third.

Target Groups	Sector	Field
<ul style="list-style-type: none"> - Local authority - Decision makers 	<ul style="list-style-type: none"> - Transport 	<ul style="list-style-type: none"> - Equipment / appliances - Information

ANALYSIS

CONTEXT

Helsinki, capital of Finland, is situated on the Gulf of Finland peninsula and has 550 000 inhabitants.

The cycling tradition almost disappeared during the 1950s and 1960s because of the growing use of cars. It was only during the 1970s that cycling became more popular.

Helsinki town council has set its main objective in the intention to double the use of bicycles by 2005. In 2000, cycling accounted for 6% of all circulation. Another objective is to reduce the number of cycling accidents by one third between 1995 and 2005.

The town planning department is responsible for planning the cycling network and generally promoting cycling. The work is performed by the public works department and financed by the Municipality.

The main strategy, therefore, is to concentrate their efforts in the centre where there are problems in both decision making and execution. Indeed, in the middle of a political upheaval and a building boom, there is a permanent risk of cycling not being sufficiently taken into consideration.

DEVELOPMENTS

Generally speaking, the Municipality tries to give priority to:

- a compact urban structure which encourages the use of bicycles;
- locating services within the urban structure so that they are accessible to all modes of transport;
- the introduction of measures to reduce traffic and create car-free zones in the town centre;
- increase the cost of using cars: environmental tax, parking costs;
- call for positive attitudes towards cycling, through the media;
- the emergence of behaviour which promotes sustainable development.

Concerning the cycling network, the Municipality is setting up a hierarchical structure, with a main network, a local network and a recreational network.



STRUCTURE DEVELOPED FOR CYCLISTS



CYCLE TRACKS

COST AND BENEFITS

It has been estimated that doubling the use of bicycles in Helsinki should lead to a saving of 10 to 20 million euros every year. These savings are due to the reduction in automobile traffic and hence the number of accidents, the reduced number of parking spaces and infrastructures necessary for a motorized network, and the costs engendered by noise, traffic jams and pollution.

Cycling also helps reduce health-linked costs because, through regular physical activity, cyclists are usually fitter which also leads to less absenteeism from work. Note that the aspects relative to well-being and a better quality of environment were not taken into account in this assessment.

The budget needed to implement a policy to encourage cycling rose from 1 681 879 euros in 1996 to 2 438 724 euros in 1999.

PARTNERSHIP

COMMUNICATION / INFORMATION

Various operations have been organized for the public, notably:

- printing 340 000 copies (instead of 200 000) of the latest edition of the cycle network map;
- providing information for all age sectors in the population, especially the young, through their schools;
- expanding the use of bicycles: bicycles for elected representatives and town hall employees (600 bicycles available), for mail delivery personnel, people delivering food, police on bicycles, tricycles for the elderly, bicycle trailers or tourist bicycles;
- cooperation with private companies to launch new styles of cycling clothes and equipment.

RECOMMENDATIONS

SERVICES

Helsinki town hall offers many cycling-related services. These include:

- parking in public places;
- parking in housing estates;
- carrying bicycles in public transport (in the metro);
- producing a map of cycle tracks;
- road signs specific to bicycles;
- the provision of 250 City-Bikes in the town centre from spring 2000.

PROSPECTS

The objective of doubling the use of bicycles by 2005 has remained constant. Municipal authorities are aware that it is an objective which is difficult to meet, particularly since the public transport network is highly efficient and in winter, residents tend to use public transport more often than their bikes. As well as extending the cycling network and improving safety, particularly in the town centre, the idea is now to associate cycling with public transport to reduce the number of trips made by car. As for communication and information operations, the production of new educational tools for schools is in progress. These cover road safety and how to travel in a sustainable way. Cycling will have a predominant position. Finally, in spring 2000, a new strategy was introduced to develop cycling within the metropolitan area, and redefinition of the 1993 national policy to promote cycling is in progress, these two extra assets being certain to help reach the above-mentioned objective.

TO KNOW MORE

Name organisation [City of Helsingin](#)

:

Phone number : [+358 9 169 34 56](tel:+35891693456)

E-mail : olli-pekka.poutanen@hel.fi

Website : <http://>

Name organisation [City of Helsingin](#)

:

Phone number : [+358 9 169 35 15](tel:+35891693515)

E-mail : antero.naskila@hel.fi

Website : <http://>

USEFUL INFORMATION

List of Publications

[THE RISKS OF CYCLING /](#) [Dr Eero PASANEN /](#) [Helsinki City](#) [english /](#) [1999](#)
[Planning Department](#)
[- Traffic Planning](#)
[Division /](#)

List of Internet sites

[finnish - english / http://www.helsinki.fi](#)

[Helsinki's City Bike Program - english / finnish / http://members.aol.com/humorme81/helsinki.htm](#)

THIS CASE HAS BEEN REALISED BY

Organisation : [Energie-
Cités](#)

E-
mail : [cmaurer@energie-
cites.org](mailto:cmaurer@energie-cites.org)

Internet : [http://www.energie-
cites.org](http://www.energie-cites.org)

Published : [31/7/2002](#)

[back to top](#) ▲

Penelope Project Good Practice Database

© Energie-Cités 2001 - 2002 / [Webmaster](#)

