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**Parhaat matkat  
tehdään yhdessä**

**Helsingin seudun liikenne**

# **Multimodal services now and in the future (Public transportation – Micromobility – Cycling – Innovative mobility services)**

**Riikka Aaltonen  
Helsinki Region Transport**

# HSL is responsible for



organising public transport in the Helsinki region

transport system planning as a part of regional land use, housing and transport plan

**Municipalities** take part in transport system planning and are responsible for land use and housing planning

**HSL** is responsible for the statutory transport system plan and its impact assessment

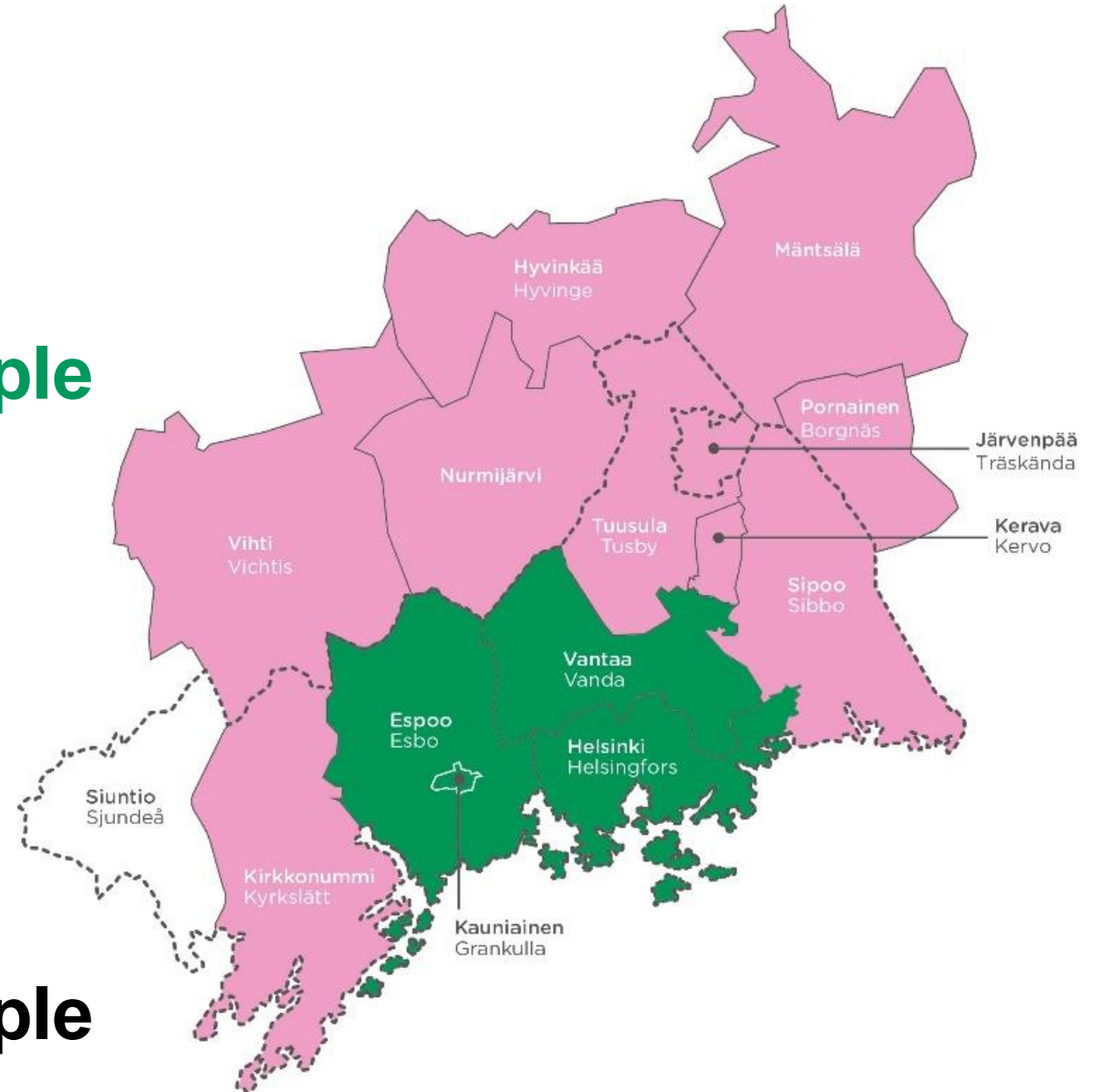
**The State** takes part in planning in the steering and project groups

# Helsinki region

**2020: 1.5 million people**

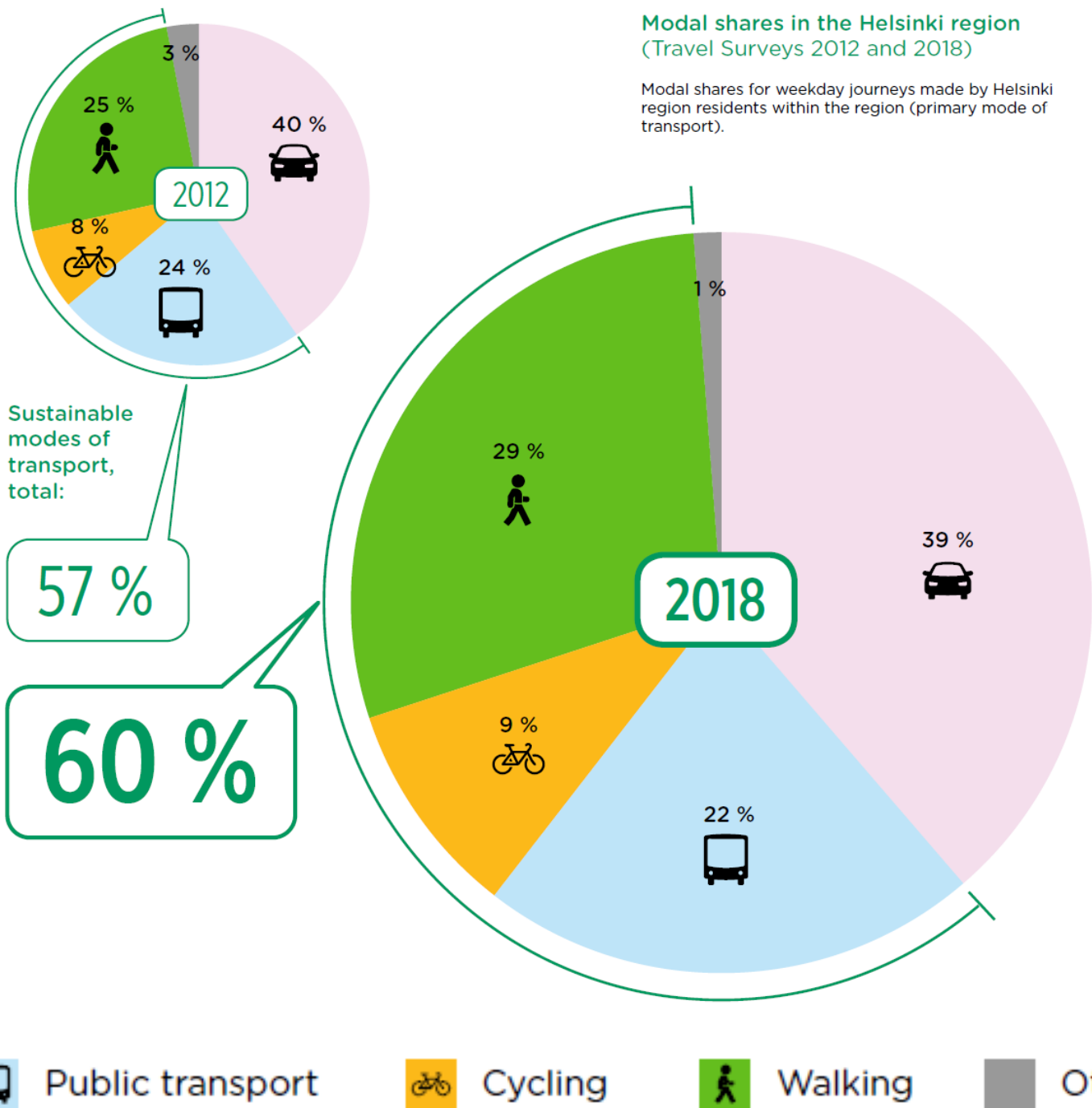


**2050: 2.0 million people**



# Modal shares prior to Covid-19

- Pandemic has changed the situation.
  - Especially public transport is in crisis.
- A new Travel Survey will be done in 2023.



# Combining bikes and public transport

# City bikes

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# City bikes

## → Helsinki and Espoo:

- 4 600 bikes
- One network, one app
- Also in Route Planner

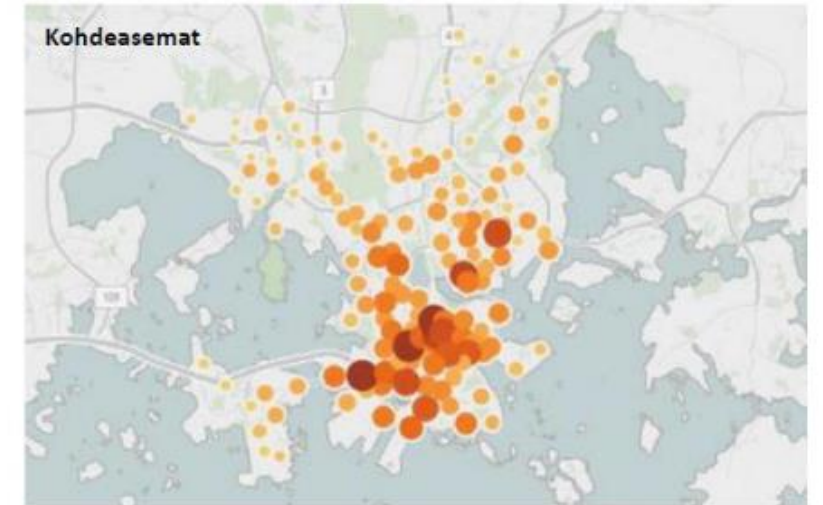
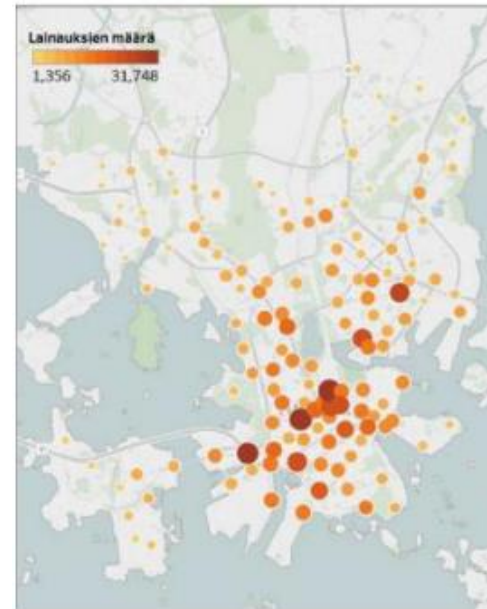
## → Vantaa:

- 1 000 bikes
- Own app

## → Several hundreds of stations

## → From April to October

## → The most popular city bike stations are situated close railway and metro stations -> makes easy access to public transport



\* Kaupunkipyörien käyttödata

trafix PALMU





# City bikes 2022



- More than 2,4 million trips
- Circa 48 000 all-season customers
- Little less than before COVID19 pandemic but still popular (reason can also be e-scooters)



# City bike users

- Users give good rates
  - Helsinki and Espoo 3,76 (/5)
  - Vantaa 3,03 (/5)
  - The most satisfied customers use bikes both in Espoo and Helsinki
- All age groups, both men and women
  - The most active group is around 30 years
- Nearly 70 % combines city bikes with public transport (at least now and then)
  - 40 % with metro
  - 24 % with train
  - 21 % with bus



# City bike trips 2021

Matkoja yhteensä

2 690 875

Keskimääräinen matkan kesto

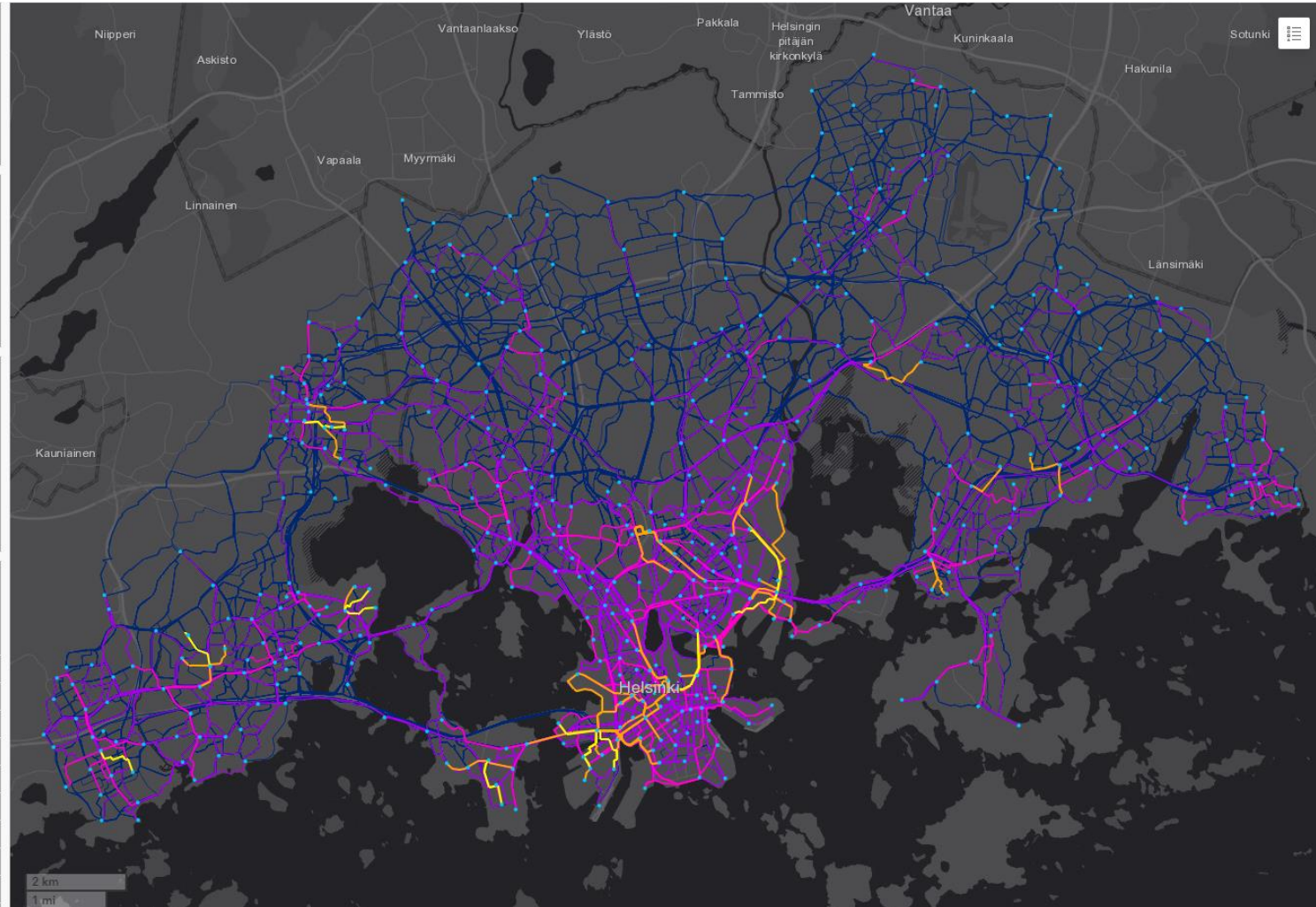
14 min 50 s

Keskimääräinen matkan pituus

2497 m

## Top 10 asemavälit tehtyjen matkojen mukaan

Matkoja	Asemat
18 870,00	Aalto-yliopisto (M), Korkeakouluaukio - Jämeräntaival
6 562,00	Tyynenmerenkatu - Itämerentori
5 774,00	Ratsutori - Kirjurinkuja
4 994,00	Kalasadama (M) - Haukilahdenkatu
4 560,00	Gyldenintie - Itälahdenkatu
4 548,00	Suomenlahdentie - Matinkartanontie
4 184,00	Salmisaarenranta - Itämerentori
4 147,00	Orionintie - Urheilupuisto (M)
3 818,00	Rautatienatori / itä - Ympyrätalo
3 767,00	Otaranta - Aalto-yliopisto (M), Korkeakouluaukio





# Bikes in public transport + bike parking at stations



# Bikes in public transport



- Allowed in trains and metros for free
- Also allowed in ferry (for 9 € fee)
- Not allowed in trams and buses



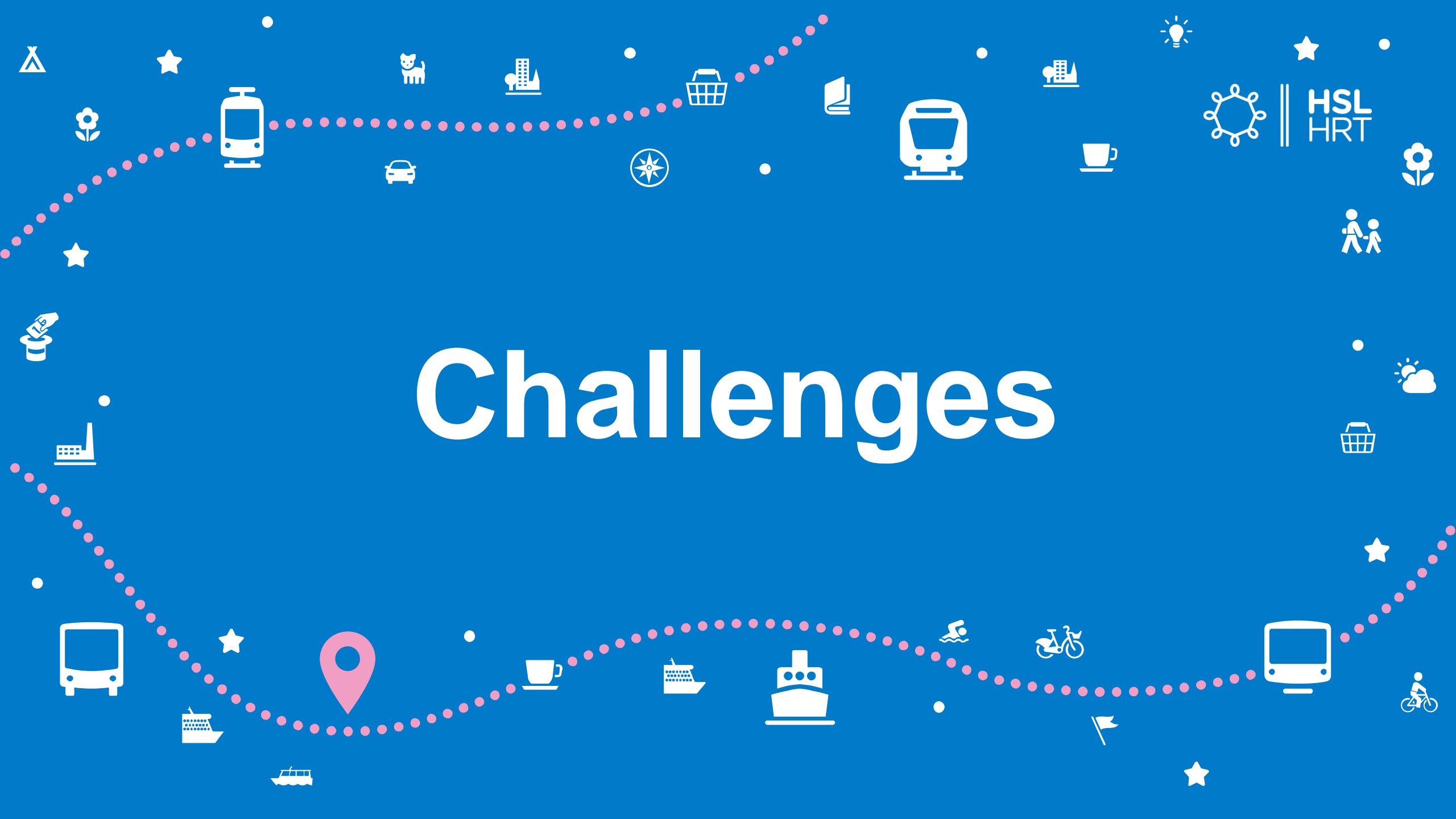
# Bike parking at stations

- Quantity ok -> more quality (safety and security) needed
- Coming: More places and information
- Some bike parking facilities for use with your HSL-card/ app



# Challenges

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# City bike challenges

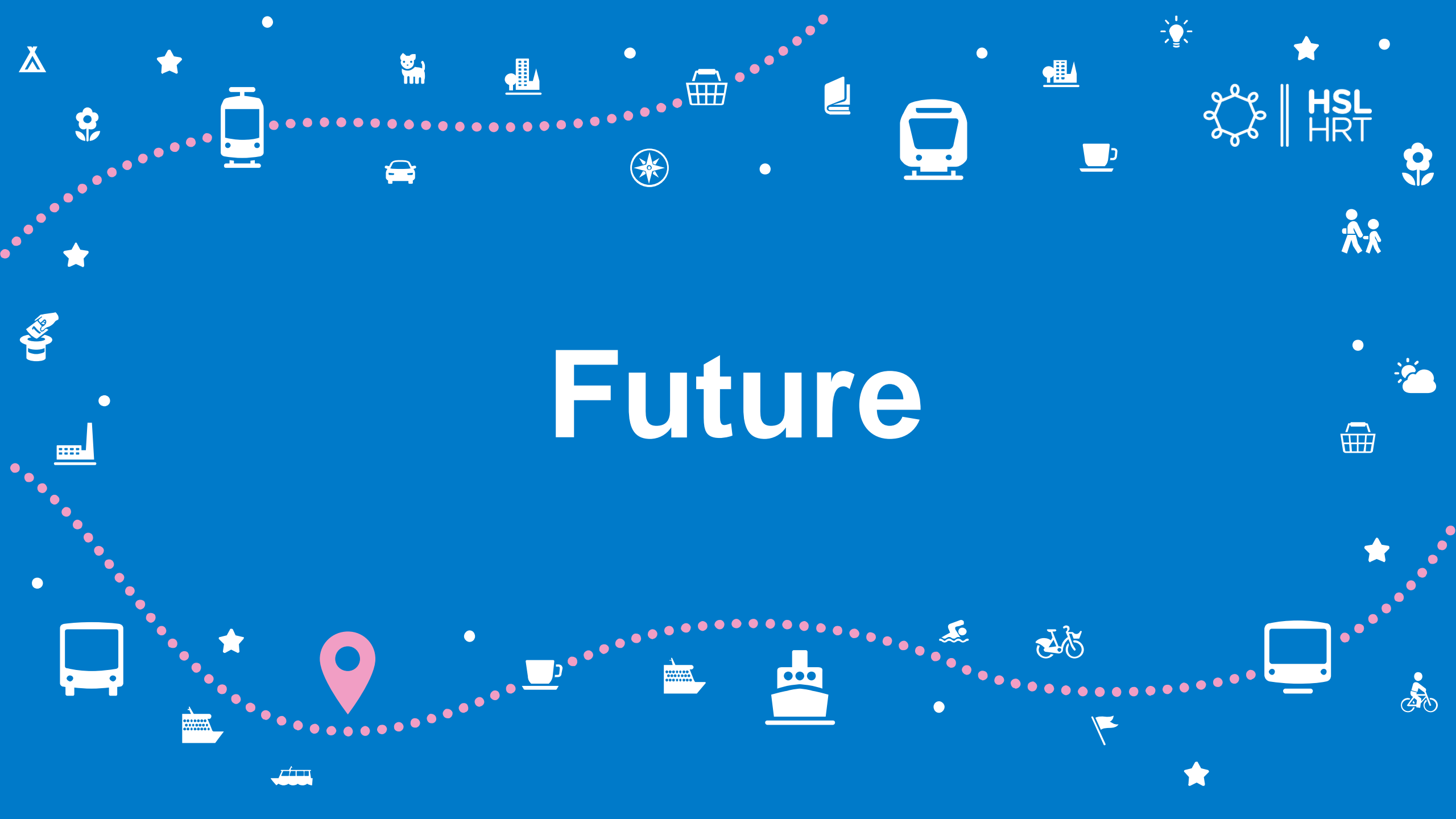


- Area should be larger
- Season could be longer
- Two different systems cannot be combined
- No e-bikes
- Not enough flexibility



# Future

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# Extending city bike services – 2026 onwards

- Planning is going on
  - Contracts (Helsinki + Espoo and Vantaa) until end of 2025
- Goals
  - Network for the whole area
  - Good connections to public transport
  - Flexibility



# Bikes in buses and trams

## – not yet needed?



- Piloting in Tuusula buses summer 2021
  - During the pilot only 0,3 % of the passengers had the bike with them
- The first light rail starts operating in fall 2023
  - Longer route and bigger wagon than in city trams
  - How about taking your bicycle with you?



# E-scooters

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# How about e-scooters?

- Summer 2022: about 15 operators in Helsinki
- Widely used as a part of public transport trips
- City was co-working successfully with operators
  - Geo-fencing
  - Speed-limitations
  - No use during night time
- > Less injuries!
- Going from no regulation to low regulation?



# Challenges with e-scooters

- Parking takes much space
- Traffic safety (Injuries)
  - Speed
  - alcohol
- Competition to public transport?



# Also Micromobility Industry wants some regulation



## Micromobility Industry Best Practice

December 2022

### Introduction

Shared micromobility services have spread rapidly, providing safe, affordable, and low emissions mobility at low cost to cities. As cities move from pilot programmes to permanent regulations, the leading micromobility companies have come together to provide insights from our services around the world. Our recommendations are designed **to ensure cities receive safe and well-managed mobility services that can be sustainably delivered in the long term.** The sections in this stance should be read collectively as together they create good conditions for the industry.

**dott**



**Lime**



Superpedestrian

**TIER**

**voi.**

**Kiitos!  
Äitäh!**

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