

**Integrated urban and mobility planning
in a continuous, interactive process**

Lahden suunta

Lahti direction

21.8.2018


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www.lahti.fi/lahdensuunta

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The population of Lahti is 120 000.

Over 80 % of population lives in urbanized areas.

Over 70% of residents live within 5 km of the urban core.

Nine out of ten have an urban green area within 300 m from home.

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Naturally urban.



1.

Why should we integrate the planning of the physical environment and mobility?

2.

How it is currently done in the city of Lahti

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1. Why?

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An aerial photograph of a city, likely Lahti, Finland, showing a mix of urban development and green spaces. The city is built on a peninsula or near a large body of water on the left. The landscape is characterized by dense green forests interspersed with residential apartment blocks, commercial buildings, and industrial zones. A major road or highway runs along the right side of the city. The overall scene depicts a well-planned urban environment with significant green infrastructure.

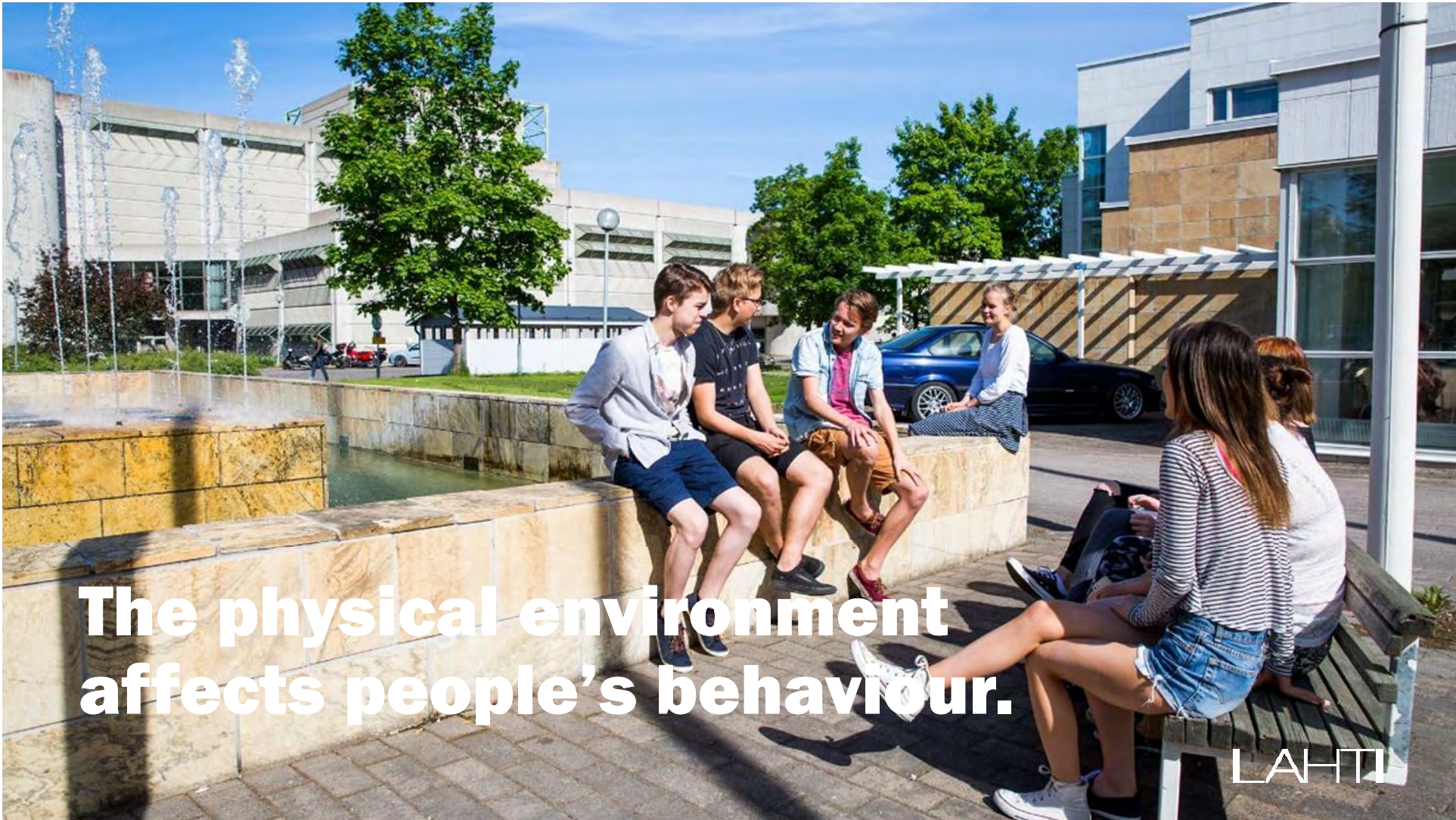
**The structure of the city effects
the productivity of the private sector,
the availability of public services,
the housing market, mobility
and people's health and well-being.**

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**Spatial and transport planning
cannot be separated.**

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The physical environment affects people's behaviour.

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People are picky over where they choose to walk.



Cycling infrastructure costs less, because bicycles take up considerably less space than automobiles.



A person wearing a dark jacket and a bag is riding a green bicycle on a paved path through a dense, sunlit forest. The path leads into the distance where other people can be seen walking. The scene is bright and green, suggesting a healthy, active environment.

If all residents of Lahti cycled just two trips more per week, it would create €4M health savings every year.

Walking and cycling paths are the most extensive recreation area in the city.

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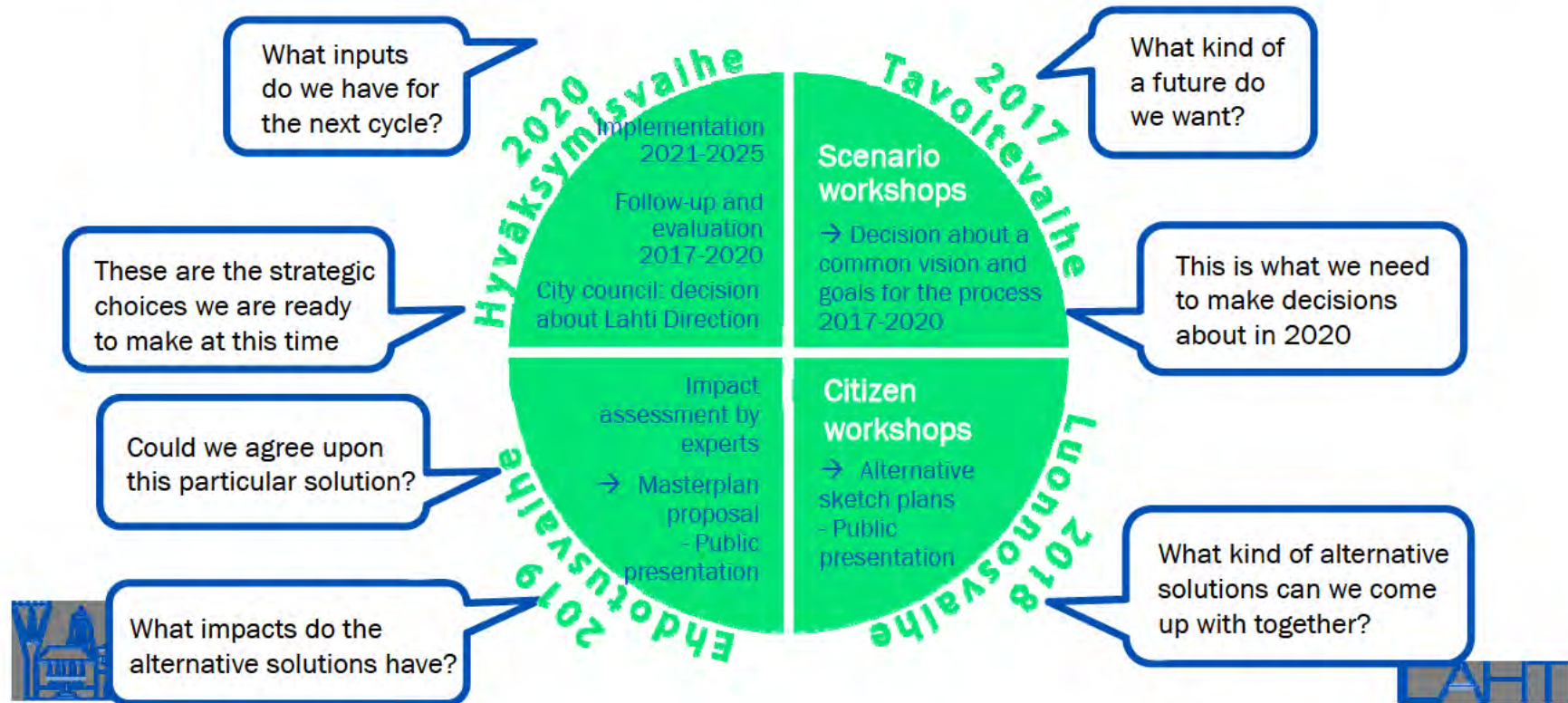
2. How?

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Lahti Direction process 2017–2020

Strategy → Masterplan – Sustainable Urban Mobility Plan – Environmental Program – Services Program



THE MASTERPLAN IS THE IMAGE OF THE STRATEGY

- City-wide general land-use and traffic network plan since 2009
- Shows where various functions are situated, such as services, livelihoods, dwelling and green areas
- Becomes legally binding with the decision by the city council

PHYSICAL ENVIRONMENT

THE SUSTAINABLE URBAN MOBILITY PLAN ILLUSTRATES THE DYNAMICS OF THE CITY

- Vision and goals for sustainable mobility in the urban area for the first time in 2017
- Encompasses all modes of transport
- Is based on the city strategy and requires the whole community's input

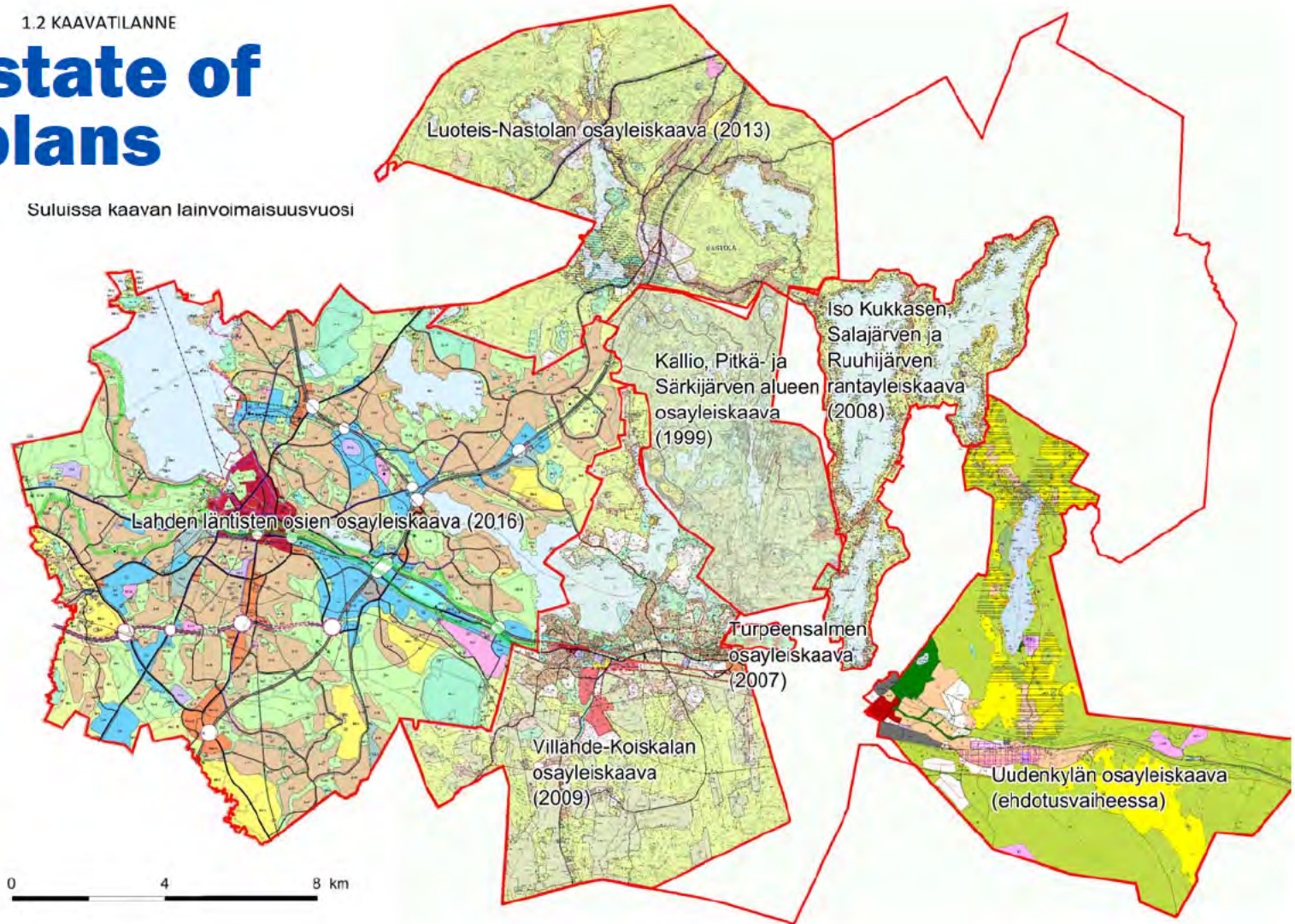
WISE EVERYDAY CHOICES



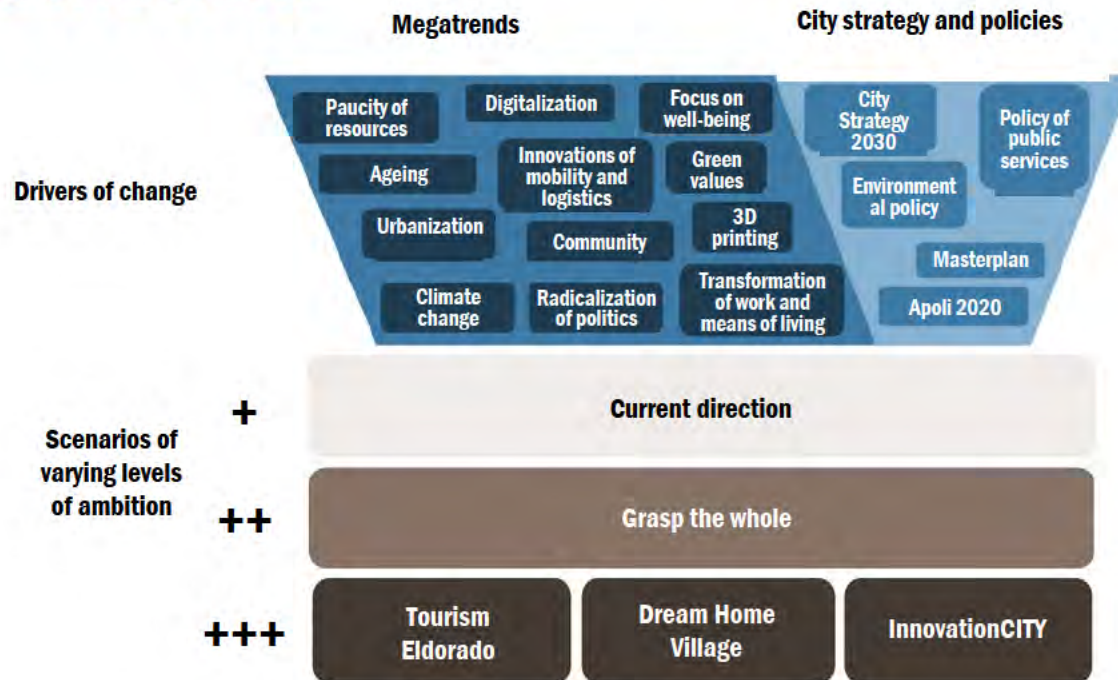
1.2 KAAVATILANNE

Current state of master plans

Suluissa kaavan lainvoimaisuusvuosi



New round 2017-2020: Setting land-use and transport objectives through scenario work



Integrated objectives for land-use and transport planning

-  1. Sustainably growing Lahti
-  2. Lahti centre
-  3. Living in Lahti
-  4. Livelihoods of Lahti
-  5. Services and commerce of Lahti
-  6. Natural Lahti



Example: Services and commercial areas in Lahti

In 2030...

In the urban zones every day services are accessible on foot or bike, other services are within reach by public transport. In rural areas services are accessed by public transport or by car.

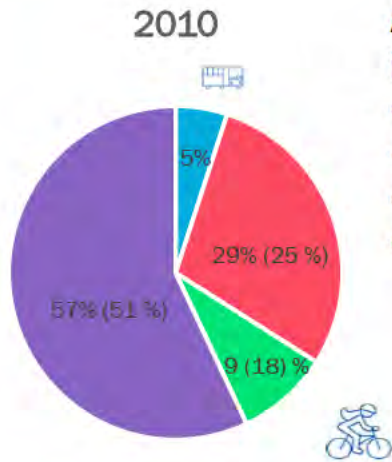
In the urban zones public transport is a competitive service. Public transit trunk lines provide fast connections. The number of people boarding public transport has doubled.

Good transit facilities have been provided in nodes of various modes of transport. Mobility services are an integral part of fluent travel chains.



Modal split now and in the future

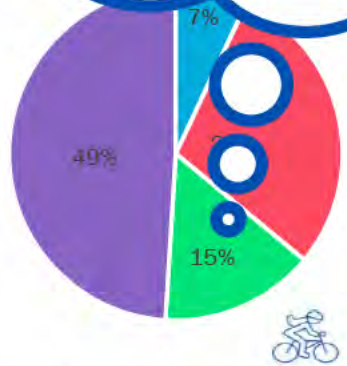
Objective: In 2030, more than half of trips are made on foot or by bike.



About 360 000 daily trips in Lahti, of which

- 205 000 by car
- 18 000 by bus
- 32 400 by bike
- 104 400 on foot

■ Linja-auto ■ Kävely ■ Polkupyörä ■ Henkilöauto



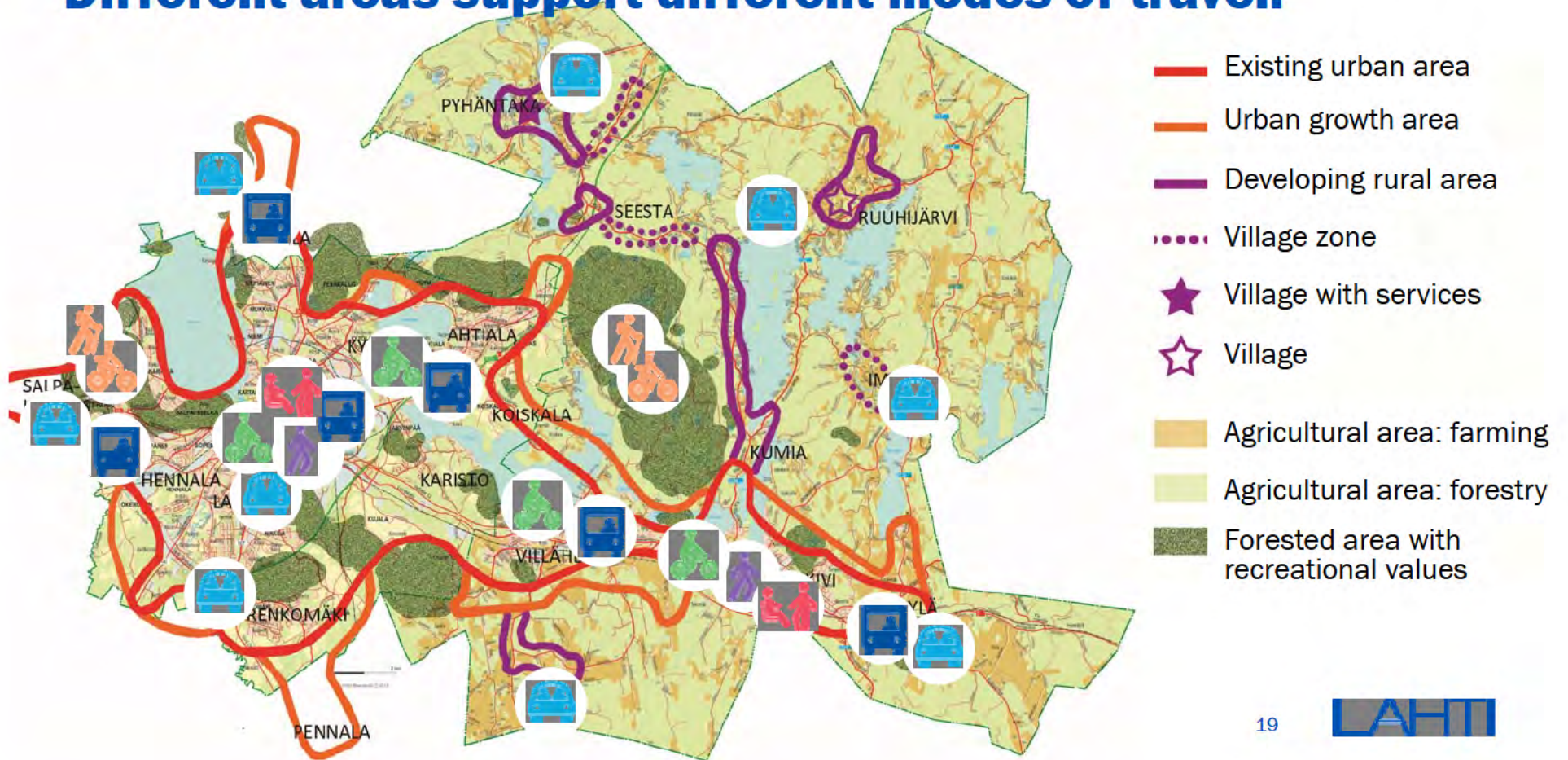
■ Linja-auto ■ Kävely ■ Polkupyörä ■ Henkilöauto



Sources: National mobility survey 2010, Lahti regional traffic survey, Lahti mobility survey 2016.



Different areas support different modes of travel.



From nature to city - Urban transect



After Duany, A. et al. (2010). The Smart Growth Manual.



**My Lahti
service
promise**

**My everyday places and routes
Workshops and questionnaire
April 2018**

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Alternative scenarios

- Option 1: Population 150 000 in 2030, 2% annual growth
- Option 2: Population 135 000 in 2030, 1% annual growth
- Option 3: Population 125 000 in 2030, 0,2...0,4% annual growth

- Not linear paths of development
- There will be time to revise the master plan two times over to react to development
- Options will be described in relation to goals
- Results of My Everyday Places and Routes will be integrated into the options.



**Natural Mobility –
Lead strategic project 2019**

The logo for CitiCAP, featuring the words "CITI" and "CAP" stacked vertically in a bold, sans-serif font.

The city of Lahti's CitiCAP project has been granted 4.7 million euros of project funding from the EU's [Urban Innovative Actions](#) initiative. The project will develop new transport services for citizens while creating incentives for sustainable mobility.

The goals of the CitiCAP (citizens' cap and trade co-created) project are to reduce emissions from transport, collect and make available digital data on mobility, and develop new transport services for citizens. The CitiCAP project will experiment with a personal carbon trading scheme for mobility as part of the Lahti region's transport policy and build a main cycle route based on smart solutions (Lahti city centre – Apilakatu street).



CitiCap aims to reduce emissions from transport, collect and make available digital data on mobility and develop new transport services for citizens. The CitiCAP project will experiment with a personal carbon trading scheme for mobility as part of the Lahti region's transport policy and build a main cycle route based on smart solutions.

3 main challenges to tackle in CitiCAP:

- How to change the mobility attitude and behaviour of citizens to promote the shift from private car to sustainable mobility?
- How medium-size cities may develop their mobility environment: increase the use of sustainable mobility modes, enhance the multimodality and decrease the CO2 emissions, while they cannot use all mass transit options that are available for larger cities?
- How ITS approach can be integrated into the sustainable urban mobility planning?

nuorisotyöntekijät, kulttuuriympäristö-, ympäristö- ja arkkitehtuurikasvatuksen toimijat ja kaupunkisuunnittelijat.

Yhteinen kaupunki



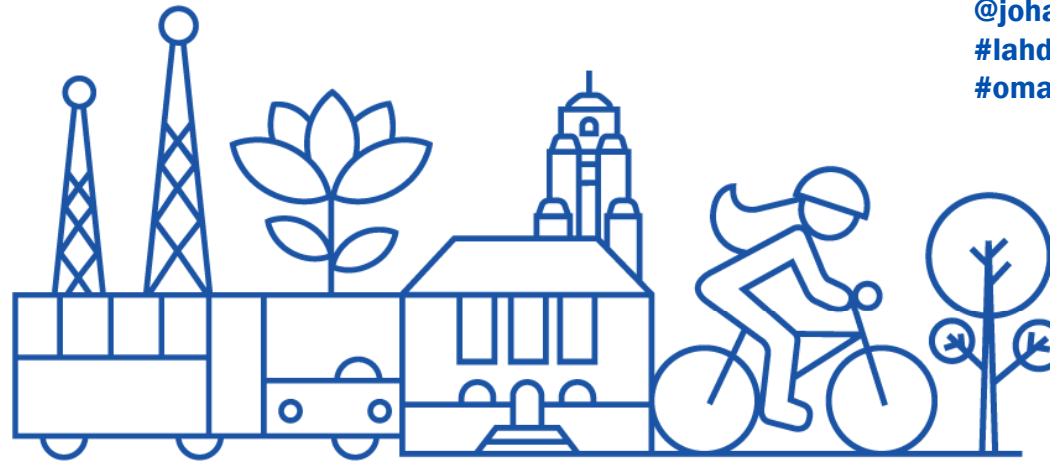
Mobiiliversion videosta löydät [täältä](#).

Pohdintakysymyksiä:



<http://www.kaupunkipeli.fi/videot/>

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