

Proposal 23

The traffic network has been presented in a relatively simplistic manner and various aspects have not been addressed at all. The linking of the competition area to the surrounding road network has been presented in accordance with the competition programme; however, the proposed location of the western connection is challenging in terms of traffic. The traffic network inside the area has been presented in relatively broad terms and takes account of car and pedestrian traffic, but not bicycle traffic, which will possibly take place on the road. The entry includes a street that runs through the area and to which properties locating along it are connected to. The entry does not specify how the blocks located further back and their maintenance and service traffic will be linked to this central street and how their bicycle parking will be accessed. The pedestrian network has been presented in relatively broad terms and several blocks have no pedestrian connections at all. Of the bicycle network, only the current cycling routes that border the area are presented; no cycling network has been proposed for the area and it is possible that the cyclists are meant to cycle on the road. The entry includes a proposal for the linking of pedestrian routes to the pedestrian routes on the northern side of the area. Vehicle parking is in the entry located in three centralised block-specific parking facilities, and the solution seems to be functional. As regards bicycle parking, centralised block-specific bicycle parking facilities have been proposed. Whilst the solution seems to be functional, no connections are proposed to some of these bicycle parking facilities. The tram stop is located in connection to the northern street connection. The linking of the competition area to the tram stop has been presented relatively well.

Development proposals:

- All modes of transport must be addressed in the plan (pedestrian, cycling, vehicle, and maintenance and service traffic).
- A tram stop must be located at the Hatanpäänkatu junction. The plan must present connections to the tram stop and describe the linking of the competition area structure to the stop.
- The planning area will have approx. 4,000 bicycle parking spaces and the bicycle parking solution required by them must be proposed in the plan.
- Vehicle parking must be proposed in accordance with the competition programme as a centralised and structural parking solution.
- The plan must propose the linking of the competition area to the surrounding traffic network for pedestrian, cycling, and vehicle traffic.
- The traffic environment must, within the planning area, be designed on the terms of pedestrian traffic, i.e. the weakest subjects.
- The scenic cycling route of Lake Pyhäjärvi that passes through the planning area is a significant recreational route.