

Säästva liikuvuse kavandamise printsiibid

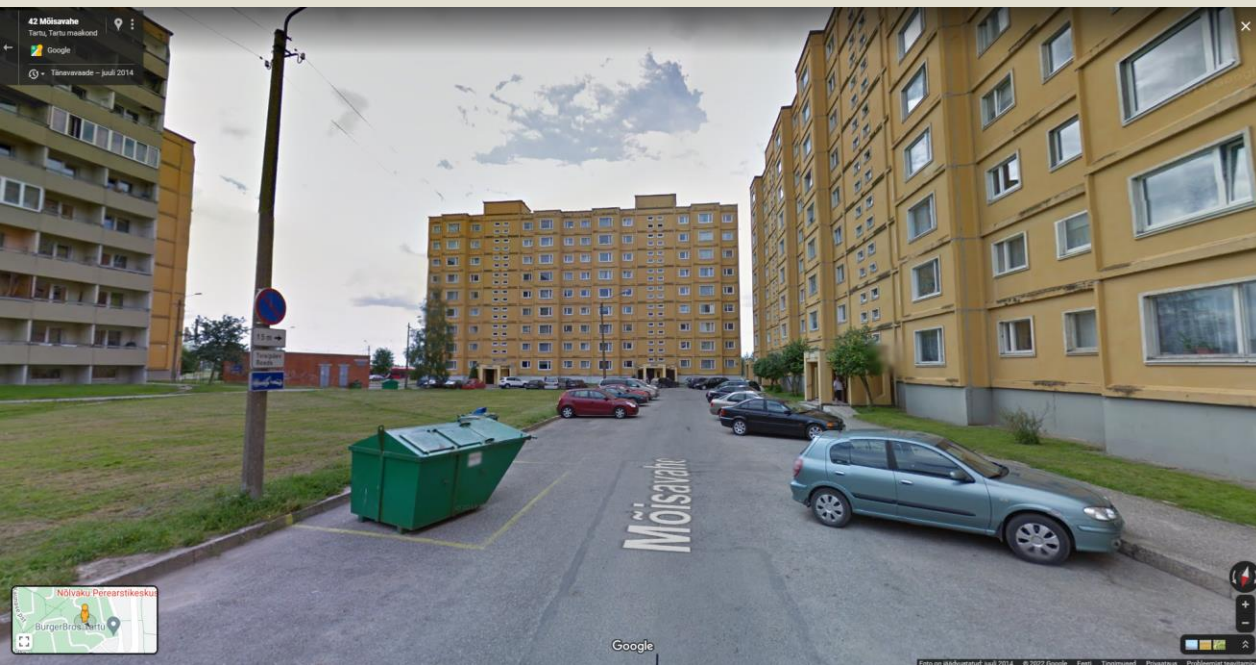


Rutt Piir,

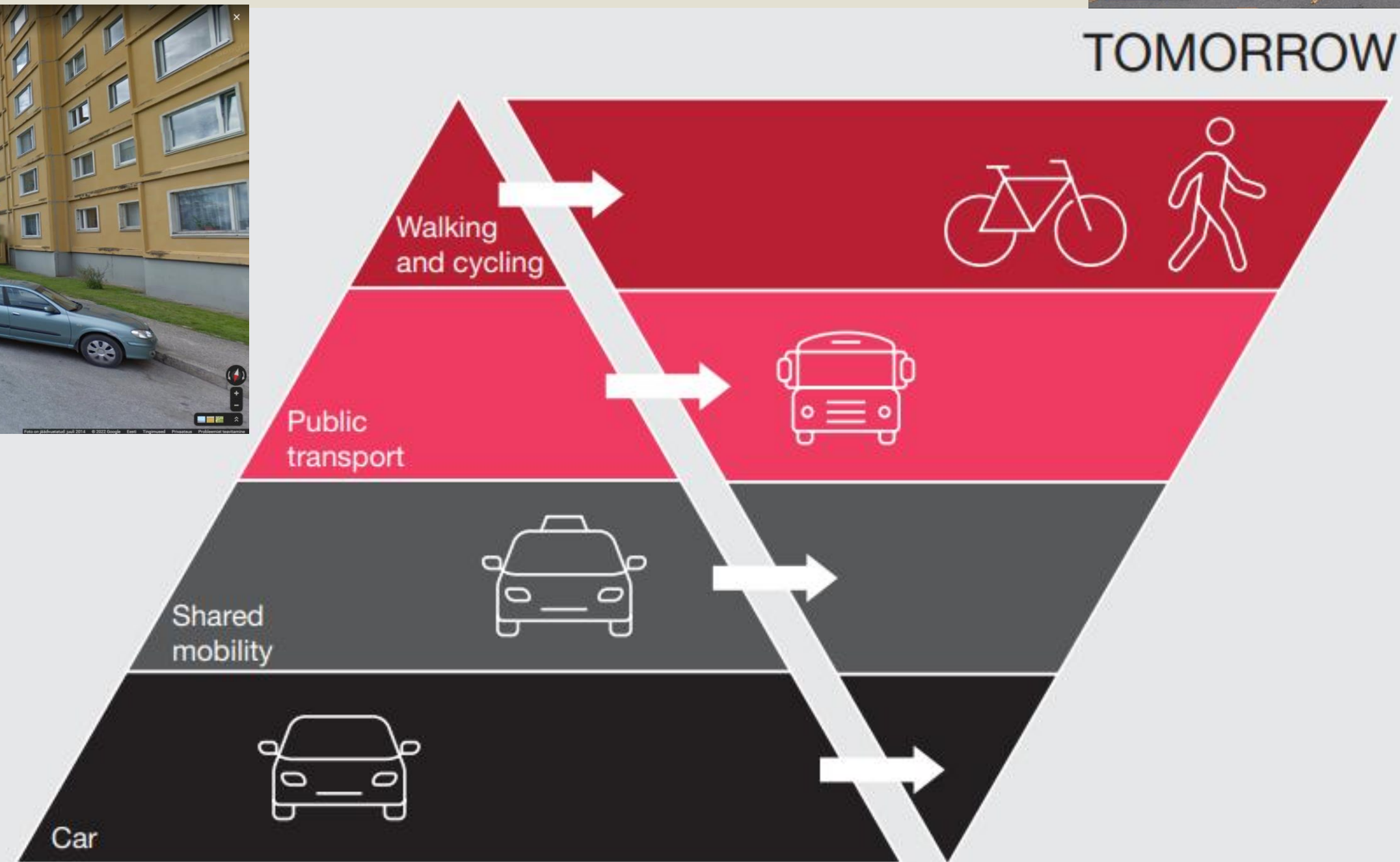
Volitatud maastikuarhitekt, tase 7

Roadplan OÜ

Liikuvuspüramiid



Annelinn, Tartu
Allikas: GoogleStreetView 2014



Allikas: Sustainable mobility (Strategy&)

Trälgränd, Stockholm, Rootsi
Allikas: GoogleStreetView 2020

Inimmõõtmeline keskkond

- / Vahemaad väikesed, jalgsi käidavad
- / Ruumid väikesed; suured ruumid jaotatud osadeks
- / Atraktiivne, huvitav ja loogiline
- / Silmakõrgusel ja jalakäija kiirusel hoomatav
- / Sensorne – erinevate meeltega tajutav
- / Paigal on iseloomulik atmosfäär
- / Kutsub kontakti teiste inimestega



Kergliiklejasõbralik keskkond

- / Turvaline ja sujuv liigelda
- / Ohutu ja tervislik viibida ning aega veeta
- / Vajadusel kiirelt läbitav, läbipõikevõimalustega
- / Meeldiv mikrokliima
- / Funktsionaalne
- / Ligipääsetav kõigile
- / Lihtne, loogiline, arusaadav



Linnaruumi elemendid

/ Elusobjektid

- › Taimed: **puud**, põõsad, lillepeenrad, murualad
- › Linnud, (pisi)loomad
- › Putukad, sh tolmendajad
- › Mikroorganismid
- › Vesi, sh vihmavesi

/ Eluta objektid

- › Hooned
- › Sillutised
- › Tehnorajatised
- › Väikevormid ja inventar



Linnapuud

/ Tähtsus

- › Pakuvad varju hoonetele ja tänava pindadele
- › Pakuvad kaitset tuule eest
- › Pakuvad varju sademete eest
- › Aitavad vähendada soojusaarte efekti (kliimataskud)
- › Toimivad visuaalse barjäärina
- › Lisavad privaatsust
- › Summutavad müra
- › Pakuvad meelelist kogemust helide, lõhnade ja liikumisega
- › Neelavad süsinikdioksiidi
- › Neutraliseerivad ebameeldivaid lõhnu
- › Toimivad õhufiltrina, püüdes kinni tolmu, lendprügi
- › On elupaigaks putukatele, lindudele, pisiloomadele



Västra Varvsgatan, Malmö, Rootsi
Allikas: GoogleStreetView 2021

/ Ohustavad olud

- › Ehitussurve
- › Valed elutingimused
- › Põhjaveetaseme langus
- › Teesoolad
- › Mehaanilised vigastused

Muudatuste elluviimine I

✓ Selleks, et vähendada autode ja suurendada kergliiklejate osakaalu liikluses, tuleb teha linnakeskkond **autoga sõitmiseks halvemaks** ja kergliiklejate jaoks paremaks!

- › Sõiduradade laiused ja pöörderaadiused väiksemaks
- › Piirkiirused väiksemaks
- › Eraldi jalgrattateed (mõlemas suunas)
- › Kergliiklejate liikluspinnad samatasandiliseks
- › Vähem parkimiskohti autodele, rohkem ratastele
- › Hoonete vahetu ümbrus inimestele
- › Tänavatele rohkem haljastust
- › Rohkem pinke ja peatumiskohti
- › Teede hoolduses prioriteet alustada kergliiklusteedest
- › Juhilube tehes kohustuslikud sõidutunnid ka jalgrattal



Muudatuste elluviimine II

✓ Selleks, et linna “pead” keerata soovitud suunas vaatama, peab ka “kael” õiges suunas liikuma!

Linnavalitsuse osakonnad peavad olema muudatuste elluviimiseks ühtsel meelel. Praegu on tegemist mitme peaga lohega, kes üksteise suunas tuld purskavad.

✓ Hea näide Vilniusest:



1. Key principles to reshaping streets

01

A TREE ALWAYS COMES FIRST
We start works of design or repairs with a tree: we protect the existing trees and find places for new ones, matching all other elements (furniture, lighting, networks or trails) to the trees.

02

TREES AND SHRUBS – BETWEEN CARS AND PEDESTRIANS
Trees and shrubs create a green street perimeter, protect pedestrians from cars and provide shade. The lawn along the carriageway must be replaced with shrubs without damaging the existing trees.

03

CARRIAGEWAYS WITHOUT ANY EXCESS WIDTH
Lane widths will be adapted to the street speed and modes of transport rather than to the street category. For cars: on 30 km/h streets – 2.75 m, on 50 km streets – 3.0 m. Lane widths for public transport – 3.25 m at least.
Space saved that way should be used in the following hierarchy: for pedestrians, greenery along the pedestrian pavements, cycle paths, parking and greenery in the dividing lane.

04

SAFE PEDESTRIAN CROSSINGS (UNINTERRUPTED PEDESTRIAN MOVEMENT)
Pedestrian crossings will be installed more densely, ensuring more convenient pedestrian movement. Pedestrian crossings must be signed to show the priority of pedestrians.
Pedestrians must cross the smallest possible area of carriageways.

05

LIGHTING – FOR PEDESTRIANS FIRST
Light ensures safety. First of all, luminaires need to illuminate pavements and pedestrian crossings, not just the street alone. Separate lighting for pedestrian and cycle paths must be installed, on separate poles or supplementing the existing street lighting.

06

ALL STREET ELEMENTS – BLACK
There are many different elements on the streets. By making them one colour, we will give the streets integrity, emphasising the rhythm and silhouette of the street. Newly designed elements will be black only, while the existing ones will be gradually repainted.
All street elements, including urban furniture, rubbish bins, information stands, lighting and signposts, except for bicycle stands, will be painted in uniform black RAL 9004 MATT colour.

07

PAVEMENT ESTABLISHES THE PRIORITY OF PEDESTRIANS
At the entries to courtyards or slow-speed, residential zones and pathways will not end at, or descend to street level – car drivers must feel like guests. A block-paved walkway will symbolise a priority to other traffic participants, so it is also welcome on quiet streets and elevated crossings.

08

CAR PARKING SPACES SET UP ON MOST STREETS, USUALLY PARALLEL
Parking spaces can be installed on all 30 km/h and 50 km/h streets. They will be divided into groups of 2–3 spaces, separated by a greenery island, which will be at least 3 metres long. These areas will normally be covered in paving slabs.

09

SURFACES THAT CREATE STREET CHARACTER
Different pavements create the character of streets and reflect the speed of movement. Pavements will be chosen depending on the context, the current and the planned situation, unique features of a neighbourhood and the desired speed of movement. They must be comfortable, aesthetic and high quality. Pedestrian trails will be designed using several types of paving stones: slabs of a different size may be used in the furniture zone and along facades. All pavement elements must be consistent.

10

VISUAL NEATNESS – NO EXCESS ELEMENTS
Less is better, so the necessity of the offered street elements will be double checked. Street elements will be multifunctional and will not duplicate another's purpose: shrubs will function as a protective fence, a 30-cm-wide kerbside strip will serve to keep materials such as road maintenance salt, while signs will be affixed to lighting poles.

11

A METRE OF A STREET – FOR OWNERS
Owners of buildings by the street will use, plant and look after the 0.5–3 metre-wide areas between the pavement and the facade (looking after a green lane and planting next to the street is also possible, with the agreement of the municipality). Residents can plant facades in creeping plants, shrubs or other low height greenery, set up pots with plants outside, on tables, chairs or benches, so they do not interfere with pedestrian traffic.

12

SMALLEST POSSIBLE INTERSECTIONS AND TURN RADIUS
For vehicles – to the extent required by minimum technical requirements only, giving away all the saved space to people, trees, shrubs and environmental quality.

Aitäh kuulamast!

