Enriching co-operation and promoting sustainable travel in the Helsinki Region: Helsinki Region Transport System Plan HLJ 2015

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Helsinki Region
Cooperation area and main responsibilities of HSL Helsinki Region Transport

- Land area 3700 km$^2$
- 14 municipalities
- Population 1.38 million
- HSL plans and organizes public transport in the region
- HSL is responsible for the preparation of the Helsinki Region Transport System Plan (HLJ).
Modal split in Helsinki region in 2008 and 2012

- Car: 42% (2008), 41% (2012)
- Public transport: 23% (2008), 24% (2012)
- Cycling: 8% (2008), 8% (2012)
- Walking: 25% (2008), 25% (2012)
- Other: 2% (2008), 2% (2012)

Nationally important public transport terminal
International airport
Port
Passenger traffic line
Freight traffic line
Metro line
Highway
National road
Regional road
Helsinki Region Transport System Plan

- A long-term strategic plan.
- Aligns regional transport policy.
- A common view on the transport system development path and measures in the near future.
- Part of the land use, housing and transport (MAL) co-operation in the Helsinki region and of the MAL Letter of Intent preparation and monitoring process.
- Is based on the Regional Development Act and HSL’s Charter.
**Helsinki – Gradual expansion of regional cooperation and planning**

**Smith and Polvinen 1968**
- A transport plan introducing a motorway-system in the centre of Helsinki led to a transport policy that favors public transport.

**Transport studies and plans in the 1970’s and 1980’s**
- Laid the groundwork for using transport studies in the planning and, for the regional co-operation and goal-oriented transport strategies.

**The beginning of the regional planning process in the 1990’s**
- The first regional transport plan PLJ 1994 gave the “shape” for the plan and for the planning process. PLJ 1998 continued the process.

**The expansion of the regional transport planning in the 2000’s**
- PLJ 2002 was a more comprehensive plan of the transport system. It led to a letter of intend (Transport) between the region and the state. PLJ 2007 introduced a more comprehensive (strategic environmental) assessment of the plan.
- HLJ 2011 expanded the planning area to cover all 14 municipalities in the Helsinki region (instead of 4 municipalities in the PLJ-plans). It led to a wider letter of intend (Transport, Land-use, Housing) between the region and the state.
The rise of sustainability and public transport investments

PLJ 1994, PLJ 1998
- Quality of living
- Different modes of transport
- Traffic safety
- Land use
- Environment

PLJ 2002
- Quality of living
- Service level and costs of transport
- Social sustainability
- Land use
- Environment

PLJ 2007
- Living environment
- Freight transport and competitiveness
- Functionality
- Land use
- Environment

HLJ 2011
- Eco-efficient means of mobility and transport
- Land use
- Climate change

HLJ 2015
- Sustainable modes of transport
- Sustainable land use and accessibility
- Social, economical and ecological sustainability

*investments on roads were executed before public transport projects
The development phase of Helsinki Region Transport System Plan HLJ 2015

HLJ 2015
• Planning was started on the basis of the MAL Letter of Intent, Strengthening the strategic capacity and effectiveness;
  1. Reducing mileage, and integrating transport and land use;
  2. Clarifying transport policy choices and the roles of different modes of transport.
• Developed jointly with the land use plan and housing strategy
• MAL negotiations are ongoing
Additionally:
Agreement between the government and Helsinki region municipalities to support infrastructure investments and housing 25.8.2014
The purpose and basis of the Letter of Intent

• The Letter of Intent is an agreement between the Helsinki region municipalities as well as between the municipalities and the Government.
• Representing the common will and intention of the contracting parties with regard to land use, housing and transport (MAL).

Basis:
• Sustainable structure
• Energy efficiency
• Joint responsibility for housing policy
The latest HLJ 2015—process: combining Land use, Housing and Transport planning
Helsinki region is developed as an attractive metropolitan area functioning as an integrated whole. The coherent urban structure of the metropolitan area combines multiple functions and is eco-efficient. The dense core area is surrounded by a network of district centers each with their own distinctive character and close-to-nature environment. The transport system based on sustainable modes of transport serves the accessibility of the region and the competitiveness of industry and commerce. The growing region offers a wide range of housing options.

MAL-VISION

(HSYK 26.11.2013, HLJ Committee 31.1.2014)
Transport goals (HLJ Committee 18 March 2014)

Accessibility – smoothness
- Trip and transportation chains are seamless and reliable near and far.
- The competitiveness of public transport improves.
- Cycling is attractive and smooth.
- Vehicular traffic journey times are predictable and congestion is in control.
- Walking routes and environments are pedestrian-friendly.

Social, economic and ecological sustainability – responsibility
- Travel is safe on all modes of transport.
- There are alternatives for daily journeys meeting diverse user needs.
- It is easy for people to choose healthy and responsible modes of transport.
- Adverse environmental impacts and the environmental load of transport are reduced.
- The transport system is developed cost-effectively
MAL-MLJ-interaction
- two processes hand in hand

Impact assessment

Preparation of the Land Use Plan MASU and the Housing Strategy

Preparation of the Helsinki Region Transport System Plan HLJ 2015

Impact assesment

MASU-draft

HLJ 2015 - draft

HLJ 2015

MASU

MAL-Intention 2016-2019

M = Land use
A = Housing
L = Transport

Decision-making - too difficult structure!

Land use plan Housing strategy → Helsinki Region Cooperation Assembly (HSYK) → KUUUMA Board (10 municipalities of central Uusimaa)

HLJ 2015 → HSL Executive Board (7 member municipalities) → KUUUMA Board

KUUUMA municipalities:
Hyvinkää, Järvenpää, Kerava, Kirkkonummi, Mäntsälä, Nurmijärvi, Pornainen, Sipoo, Tuusula, Vihti
HLJ 2015 policies show the way

Stronger funding for the transport system

- The strong efforts of the state and municipalities continue
- Possible revenue from vehicular traffic pricing is directed to the region's transport system
- Joint responsibility

The service level of sustainable modes of transport is improved

- Rail and bus trunk route network
- Supplementary feeder services
- Nodes and pedestrian environments
- Regional main cycling network
- Division of responsibilities for Park & Ride

Information and steering tools are effectively utilized

- Vehicular traffic pricing
- Incident management and information
- Regional parking policy
- Mobility management

The needs of logistics and flow of road traffic are catered to

- Logistics links and service level of national main routes
- Freight traffic service areas
- Performance of the street and road network

Results are achieved by effective methods

- Long-term funding for small cost-effective infrastructure projects
- Integrated public transport area
- Resource-efficient operating models
Land Use Zones

Other areas of development for the municipalities 2016–2050

The development of areas outside the regional zones which have a strategic importance in the current plans of the municipalities

Areal development may not cause significant regional investment needs or hinder the development of the regional scale at a later time

The primary development areas of the region 2016–2050

The goal is to direct at least 80 % of new housing construction into these areas

The complemental areas of the primary development areas in the region 2025–2050

These areas become primary development areas as the transport network is complemented in accordance with the HLJ 2015

Possible areas of expansion after 2040

Areas connected to large transport investments and whose development in a grand scale is in conjunction with the implementation of the possible transport investments

Regional industrial, logistical and warehouse centres

Areas outside the designated zones

Areal development may not cause significant regional investment needs or hinder the development of the regional scale at a later time
In the primary development zones in the region…

- …76 % of the town plan reserve
- …81 % of existing floor area
- …2016-2025 77 % of predicted housing production
- …80 % of new dwellings, goal
Where are we now?

- Negotiations on the land use, housing and transport agreement are ongoing
  - Balance between housing goals and transport infrastructure investments has been poor
  - Disruption in transport politics of the state
  - Road pricing – no common will

- The region sees the importance of the HLJ-process and land use cooperation
  - New for-year planning period is about to begin
Thank you!

More information:
Website in English
Animation
https://www.youtube.com/watch?v=BfjYDGCoEVo&feature=youtu.be