

Abstract page

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<p>The Helsinki Region Transport System Plan (HLJ 2015) is a long-term strategic plan that represents the common will for transport policy and the development of the transport system in the region. The plan has been prepared in close cooperation with the regional land use plan (MASU) developed in accordance with the Letter of Intent on Land use, Housing and Transport (MAL) in Helsinki region. The goals of HLJ 2015 are based on MAL goals and they emphasize the accessibility of the region, flow of traffic as well as social, economic and ecological sustainability. The preparation of the plan has been coordinated by HLJ Committee. HLJ is a plan whose environmental impacts have to be assessed as stipulated in the Act on the Assessment of the Impacts of the Authorities' Plans and Programmes on the Environment (SEA Act 200/2005). Assessments have been conducted throughout the HLJ 2015 and MASU process as part of the planning.</p> <p>The following five policy statements summarize the contents of HLJ 2015:</p> <ul style="list-style-type: none">- The funding of the transport system is strengthened- The service level of sustainable modes of transport is improved- Information and steering tools are effectively utilized- The needs of logistics and flow of road traffic are catered to- Results are achieved by effective methods. <p>Measures derived from the policies effectively address challenges in different parts of the region within the limits of funding available. The key is to make the region more effective and competitive by utilizing the existing structure to the full and investing in the public transport trunk network and its service level. Measures are primarily targeted to support a more coherent urban structure. They improve the overall performance of the transport system and support land use development in which construction is primarily concentrated in the broad main center of the region and in the existing and emerging rail corridors. The use of the transport system is made a more responsible by making efficient use of traffic management tools and examining vehicular traffic pricing as a steering and financing tool.</p> <p>HLJ 2015 helps to direct the increase in travel resulting from population growth to sustainable modes of transport. Vehicular traffic pricing diverts journeys to sustainable modes of transport, producing additional funding for public transport services and road investments necessary for the competitiveness of the region. This enables an increase of about six percentage points in the share of public transport of motorized journeys. The overall cost of public transport management increases but as the system becomes more effective, the cost per journey decreases. Transverse public transport trunk routes strengthen the network structure of the region and create attractive nodes for employment and services. Trip and transportation chains become more efficient when public transport, Park & Ride, nodes and the ticketing system are planned as a whole utilizing information and incident management. Pricing increases the cost of driving slightly but reduces congestion. Without vehicular traffic pricing the road network becomes congested, impeding the flow of bus, goods and car traffic.</p> <p>HLJ and MASU together contribute to socio-economic efficiency, accessibility of the region and more coherent urban structure. Accessibility improves overall. Prior to 2025, the accessibility improves in particular along the existing rail corridors. By 2040 the improvement in accessibility is spread quite evenly across the whole region. However, new developments have been located in areas with no competitive public transport supply in both the metropolitan area and the surrounding municipalities. In future, more attention should be paid on utilizing areas with good accessibility in particular when planning beyond 2025.</p> <p>The preparation of and negotiations on the next MAL Letter of Intent are a vital part of the implementation of the transport system decision. The various parties must promote measures set out in the transport system decision and the Letter of Intent and make provisions for planning and implementation conformable with them in their own financial and operational planning. The joint planning of transport system and land use and decision-making need to be even more closely coordinated and tools for them developed together regardless of the future administrative model or organizational structure. We also need to consider developing transport system planning into a continuous process.</p>			
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