

Helsinki Region Transport System Plan HLJ 2015

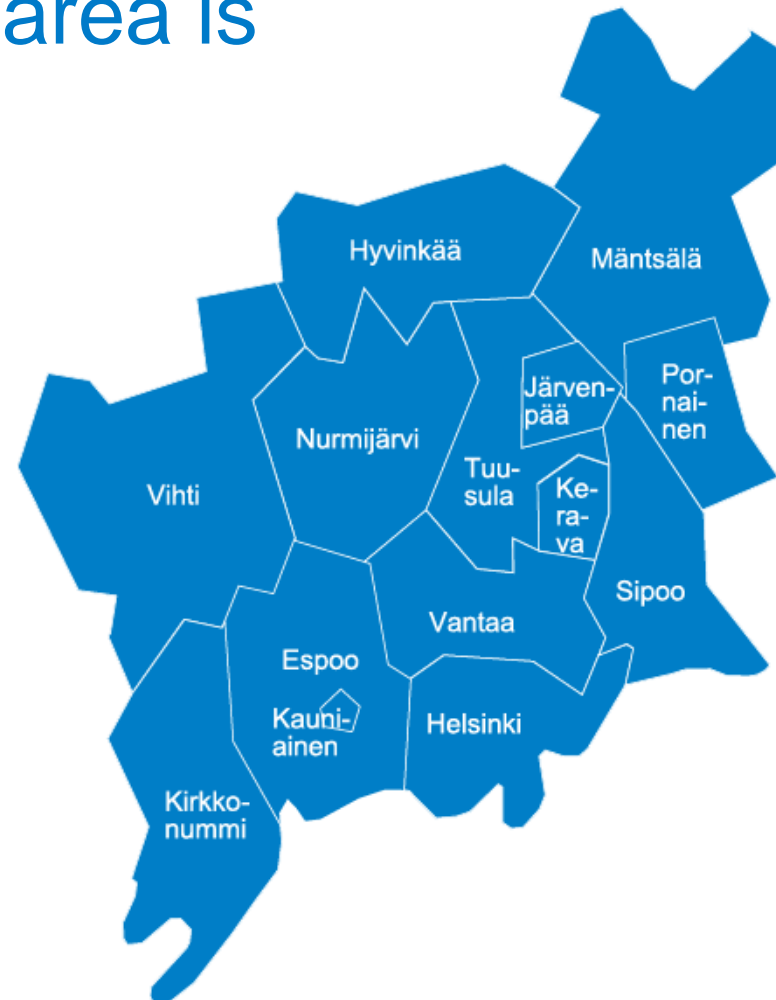
Approved by the Executive Board of HSL on 3 March 2015

Helsinki Region Transport System Plan

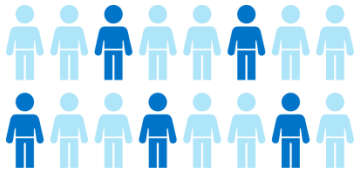
- Is based on the Regional Development Act and HSL's Charter.
- A long-term strategic plan.
- Aligns regional transport policy.
- Develops the transport system as a whole.
- A common view on the transport system development path and measures in the near future.
- Part of the land use, housing and transport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

Functioning transport system – competitive region

The HLJ planning area is
Helsinki region



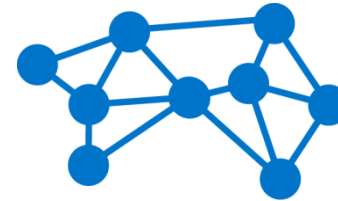
In 2050, the Helsinki region is home to



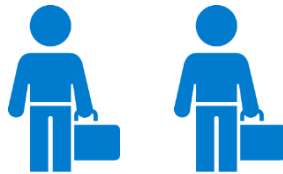
every third Finn



2,000,000
inhabitants



network-like public
transport



1,050,000
jobs

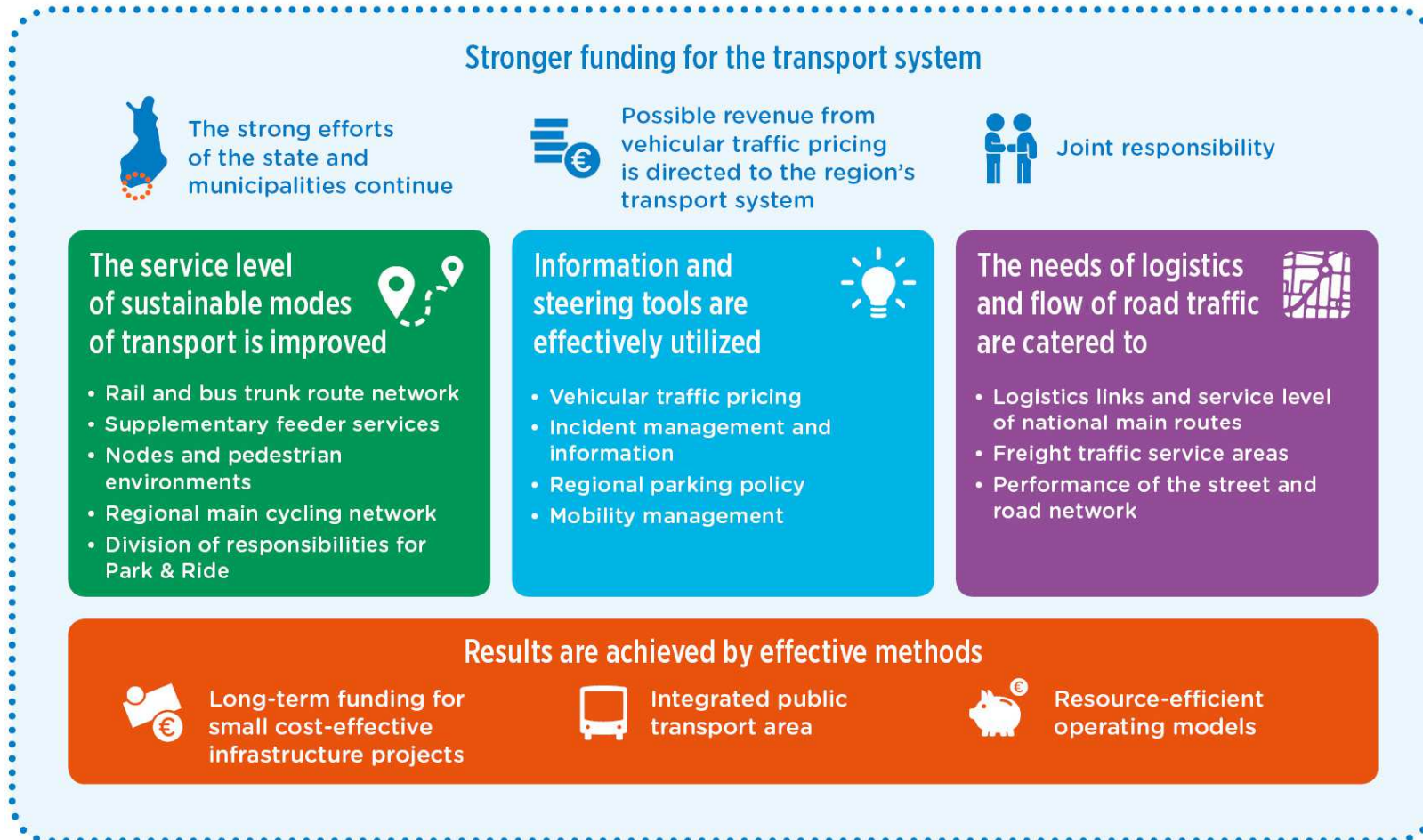


5.7 million
daily trips



a strong
metropolis

HLJ 2015 policies show the way



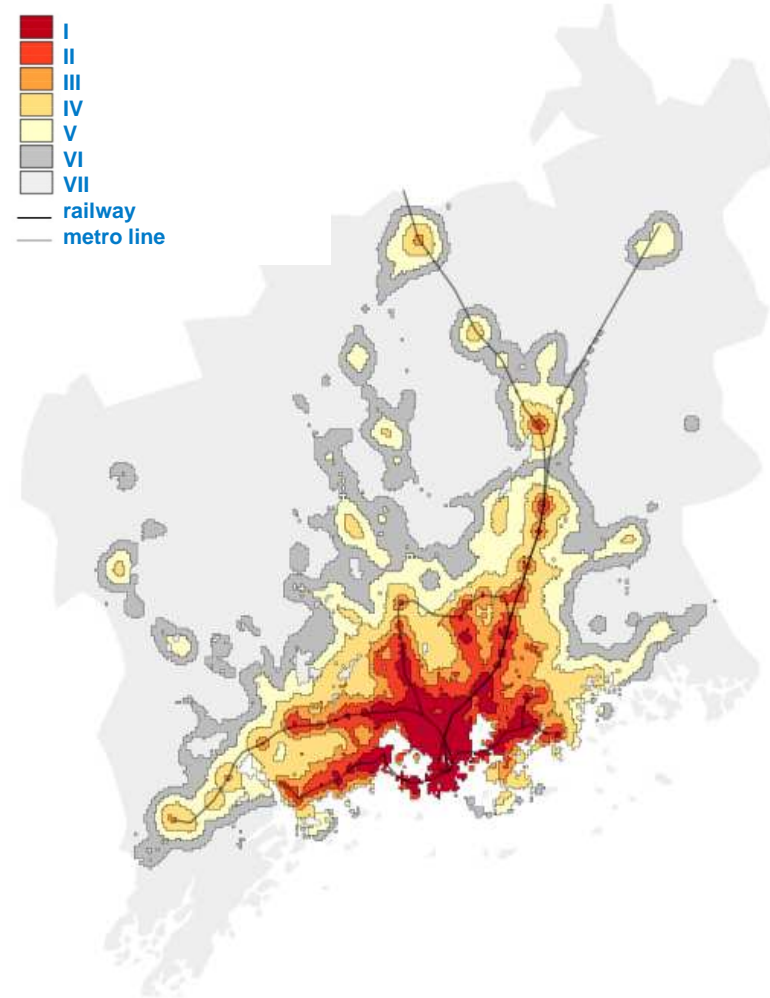
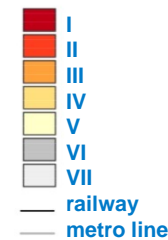
Transport and land use support each other

- The area of good accessibility expands.
- About 60% of new housing concentrations are located in the areas with competitive public transport services.
- Accessibility improves in particular in centers, areas around stations and along the existing and future rail corridors.

Regional accessibility 2025:

By public transport, walking or cycling

Zones



Strong public transport

- Ensuring a good level of service of public transport: rail and bus trunk route network, investments and supply
 - frequent trunk services and good transport links also for a wider area with feeder buses
- More Park&Ride sites by 2025:
for bicycles +80% and for cars +60%
- Funding from all those who benefit from the service
- Better predictability of journey times and incident management.

Vehicular traffic pricing

- An efficient means for reaching transport policy goals
 - Directs journeys to sustainable transport modes
 - Revenue to be used for the development of the region's transport system
 - Increases the cost of driving slightly but reduces congestion making they journey times more predictable
 - without pricing, congestion will compromise the flow of bus, freight and car traffic
- To be studied next
 - Technical-functional solutions
 - Impacts in relation to the goals
 - Changes needed to legislation and questions related to administration and decision-making.

Focus of funding

Themes	Current situation	HLJ 2015 strategy	Alternative for comparison 0++ (current type of funding)
Total funding	€1,320m/year	€1,530m/year	€1,370m/year
Management of public transport	€500m/year	The service level of public transport is improved (management of public transport +60%, population +40%) Integrated public transport area (14 municipalities) Ticket revenue 50% / subvention 50%	The costs will increase by 2050 in line with population growth (+40%). Current public transport area (7 municipalities) Ticket revenue 50% / subvention 50%
Management and maintenance of transport routes	€390m/year	The costs increase in line with network expansion (+25%) by 2050.	The costs increase only a little (less than 10%); Sacrifices are made on the level of management and maintenance
Investments in main routes (rail lines, roads, main streets)	€300m/year	Increase by 25% by 2025 and remain at this level also in the long-term. State/municipality funding ratio remains unchanged. Investments €375m/year	Decrease by almost 10% by 2025 and remain at this level also in the long-term. State/municipality funding ratio remains unchanged. Investments €280m/year
Investments in local streets	€130m/year	Remain at the current level; conditions for housing production are ensured.	Remain at the current level; conditions for housing production are ensured.
Income from vehicular traffic pricing	-	€165m/year	-

The service level of sustainable modes of transport is improved

Themes	Measures
Rail and bus trunk route network and supplementary feeder services	<ul style="list-style-type: none">• The predictability of journey times is improved and number of services increased.• The trunk route network is strengthened with radial and transverse links and well-working feeder services.• Rail services are developed as the basis of the transport system supplemented by trunk bus routes.• Rail network is expanded in phases beginning from the core area.
Nodes and pedestrian environments	<ul style="list-style-type: none">• Pedestrian environments in centers are made more attractive and safer• Trunk route nodes are improved• Transfers are made smoother by improving feeder links and the service level of nodes• Housing construction is intensified around public transport nodes.
Regional main cycling network	<ul style="list-style-type: none">• A high-quality, safe regional main cycling network is implemented.• Parking, information and maintenance services for cycling are developed.• A method for monitoring cycling in the region is defined.
Division of responsibilities for Park & Ride	<ul style="list-style-type: none">• Park & Ride for cars and bicycles is developed as part of the public transport system.• The responsibilities for the costs of Park & Ride are reorganized and regional Park & Ride areas implemented accordingly.• Provisions are made for pricing of Park & Ride beginning from the core area.• The division of responsibilities for the implementation and maintenance of Park & Ride is piloted in the Pasila-Riihimäki project.

Information and steering tools are effectively utilized

Themes	Measures
Vehicular traffic pricing	<ul style="list-style-type: none"> • Feasible technical-functional options for vehicular traffic pricing are identified along with an analysis of how they promote the transport system goals. • Changes needed to legislation necessary to implement vehicular traffic pricing are studied together with questions relating to administration and decision-making. • Decision on the possible introduction of vehicular traffic pricing is made as part of the transport system financing.
Incident management and information	<ul style="list-style-type: none"> • The package of measures to improve the monitoring and control system of the main road network is implemented and the operation of the Helsinki rail yard is improved. • Authorities and service providers cooperate to develop information and incident management covering all modes of transport. • Operating principles for incident management on the Helsinki region transport network are established. • The operational activities of incident management and up-to-date information for all modes of transport are centralized at the traffic control center.
Regional parking policy	<ul style="list-style-type: none"> • The “beneficiary pays” principle is strengthened in the development of regional parking policy. • Regional principles for parking at business premises are set out. • Parking standards are reviewed and centralized parking solutions promoted.
Mobility management	<ul style="list-style-type: none"> • Mobility plans are created and implemented for places that generate significant numbers of journeys. • Mobility management tools are systematically utilized. • Communications and interaction related to the development and use of the transport system are made more efficient

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

Themes	Measures
Logistics links and service level of national main routes	<ul style="list-style-type: none">• The performance of the key logistics links is ensured by improving links of national importance as well as logistics quality routes.• It is ensured that the transport system, ports and Helsinki Airport together form a functioning network that supports the competitiveness of business and industry.• The transverse logistics links needed in Central Uusimaa are developed.
Freight traffic service areas	<ul style="list-style-type: none">• Division of responsibilities and an implementation model for freight traffic parking and rest areas are developed.• The missing parking and rest areas are implemented to enable the enforcement of the regulations on driving times and rest periods as well as the timeliness of transportation.
Performance of the street and road network	<ul style="list-style-type: none">• The service level of the street and road network is ensured through small and mid-sized infrastructure projects and information.• A study on the overall performance and service level of the street and road network is conducted in regional co-operation.

Results are achieved by effective methods

Themes	Measures
Long-term KUHA funding	<ul style="list-style-type: none">• The long-term funding for small and cost-effective KUHA projects is ensured and programmed to promote walking, cycling and public transport, logistics links and services as well as dense land use and noise abatement.• The programming of KUHA projects is continued and funding for the projects in the State and municipal budgets from 2016 on is ensured.• The programming of KUHA projects is coordinated together with the infrastructure subsidies of the Housing Finance and Development Centre of Finland (ARA) to promote more coherent urban structure.
Integrated public transport area	<ul style="list-style-type: none">• Public transport is planned and organized as an integrated whole across the region.• An integrated ticketing system is created for the Helsinki region.• Sufficient depot capacity is ensured in locations suitable for the operation of public transport.• A regional public transport management group is established as a cooperation forum.
Resource-efficient operating models	<ul style="list-style-type: none">• All-round cooperation and pilots are increased to develop mobility..• The mobility as a service concept is studied from the point of view trip chains and the promotion of sustainable modes of transport together with various actors.• The use of operating models, rolling stock and vehicles that reduce environmental load is promoted.

Infrastructure development projects

Proposal for projects to be launched in 2015-2025

- 1a. Small cost-effective measures KUHA (continuous) *
- 1b. Helsinki downtown tram network (continuous)
2. Improvement of Keravantie (Road 148) (supp budget 2014)
3. Western additional track in Pasila (budget 2015)
4. Pasila–Riihimäki rail section, 1st phase (budget 2015) *
5. Metro Matinkylä – Kivenlahti + street and road arrangements *
6. Pisara Rail Loop (more detailed cost estimate on 15 Oct 2014) *
7. Klaukkala bypass, Road 132*
8. Hyrylä eastern bypass*
9. Improving the operation of the Helsinki rail yard (HELRA)
10. Development of the main road network monitoring and control system
11. Mid-sized road packages (competitiveness of public transport, vehicular traffic congestion control)
12. Logistics link needed in Central Uusimaa, 1st phase
13. Espoo City Rail Link (Leppävaara-Espoon keskus)
14. Jokeri Light Rail
15. Ruskeasanta station
16. Ring Road I, 2nd phase






*Projects named in the agreement signed between the State and Helsinki region municipalities to promote large infrastructure projects and housing

€375m/year

Infrastructure development projects on a map

Proposal for projects to be launched in 2015–2025

HLJ 2015 road and rail investments 2016-2025

-  Rail line
-  City Rail Link
-  Metro
-  Tramway
-  Road project

Packages of mid-sized road projects (on map)

Competitiveness of public transport on road network

Control of vehicular traffic congestion

- 1a. Small cost-effective measures (KUHA) (not on map)
Walking and cycling
Public transport and Park & Ride
Logistics center
Land use
Noise abatement
10. Development of the main road network monitoring and control system (not on map)
15. Implementation of Ring Rail Line stations (Ruskeasanta)
7. Klaukkala bypass
11. Hämeenlinnanväylä, Ring Road I - Kaivoksela
11. Vihtintie, Haaga - Ring Road III, 1st phase
14. Jokeri light rail link
13. City Rail Link Leppävaara - Espoo
11. Turunväylä, Nihtisilta - Tuomarila
5. Metro, Matinkylä - Kivenlahti
3. Western additional track in Pasila
9. Improving the operation of the Helsinki rail
12. Logistics link needed in Central Uusimaa, 1st phase
4. Pasila-Riihimäki rail section, 1st phase
8. Hyrylä eastern bypass, 1st phase
2. Improvement of Keravantie (Road 148)
11. Tuusulanväylä, Tuomarinkylä interchange - Ring Road III, 1st phase
11. Lahdenväylä, 2nd phase, Ring Road III - Koivukylä
11. Jokiniementie transfer stops
11. Lahdenväylä, Ring Road I - Highway 7, 1st phase
16. Ring Road I, 2nd phase
6. Pisara rail loop
- 1b. Tram route network in downtown Helsinki

HLJ 2015 is good for the region

Public transport is used more: its share of motorized trips increases by 6 percentage points.

Accessibility of the region improves significantly.

The per journey cost of public transport decreases.

The capacity of main roads is used almost to the full but hardly ever exceeded.

An increasing number of people choose public transport, cycling and walking.

Significant environmental impacts

The climate target 2030 for the metropolitan area is achieved.



The EU climate targets are not achieved without significant changes.

New land use is located in noise zones.



Air quality may deteriorate locally.



Quiet areas are not at risk.



Increase in vehicular traffic increases accidents but relative to population, accidents decrease.

Conditions for a car-free lifestyle are created but car dependency continues to be a challenge.



Summary



In future, population grows significantly in the region.

The flow of traffic is ensured by:

- intensifying land use and integrating it with the transport system.
- examining vehicular traffic pricing as a steering and funding tool.
- improving the service level of public transport across the region.