



HSL
HRT



Proposal for the Draft HLJ 2015 to be circulated for comments

Approved by HSL General Meeting 21.10.2014

Plans are now circulated for comments

- The HLJ 2015 draft is prepared by acceptance of HSL General Meeting and Executive Board together with broad stakeholder participation
- Stakeholders and citizen can leave comments on Helsinki Regions (formed by 14 municipalities):
 - Land use plan (MASU)
 - Housing strategy
 - Transport system plan (HLJ 2015)
- Comments can be left before 31.12.2014

The planning Area



Background:

In 2050, the Helsinki region is home to



Every third Finn



2,000,000
inhabitants



Network-like
public transport



1,050,000
jobs



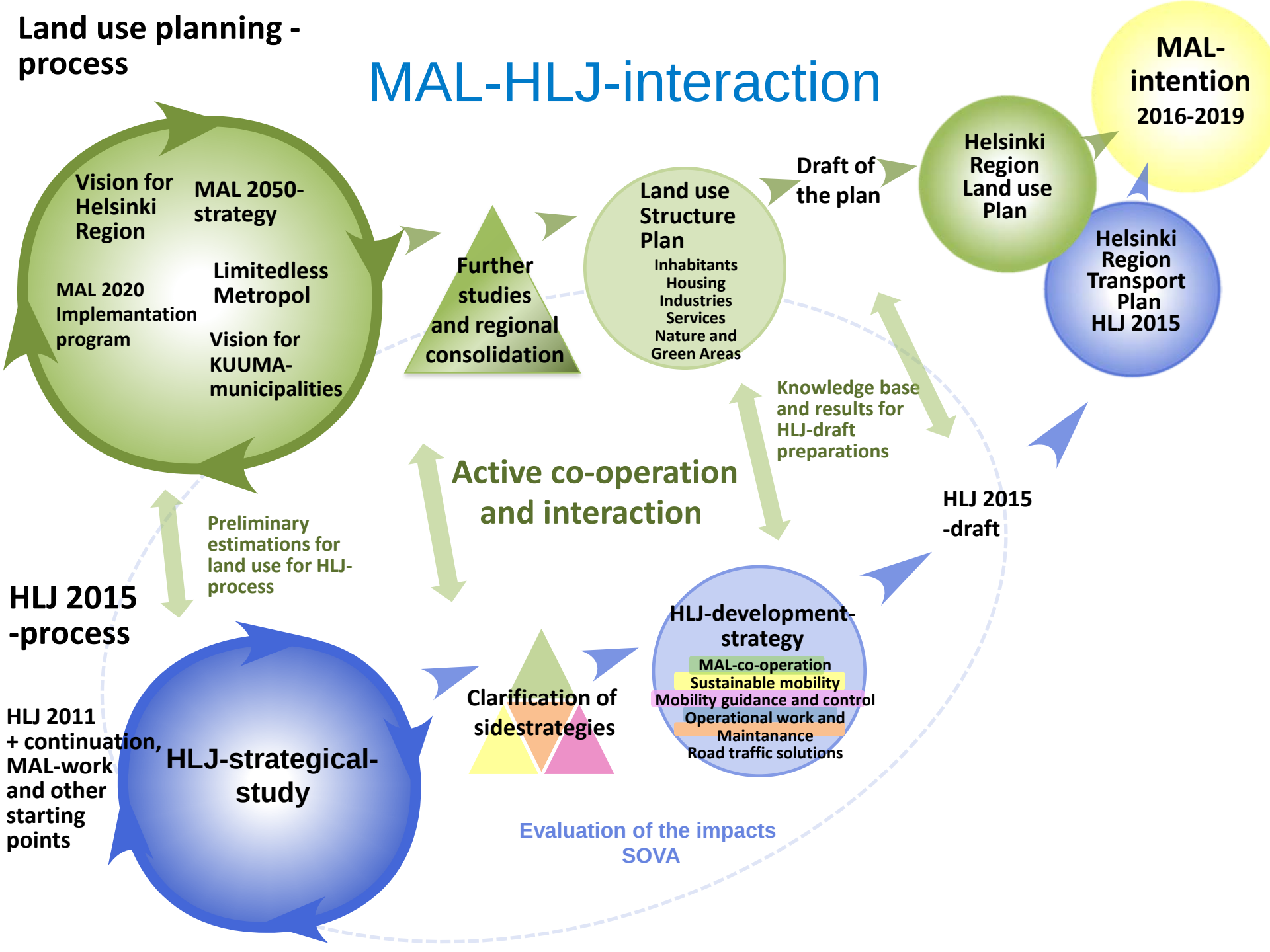
5.7
million
daily trips



A strong
metropolitan
area

**Land use planning -
process**

MAL-HLJ-interaction



Land use, housing and transport (MAL) Vision

(HSYK 26 Nov 2013, HLJ Committee 31 Jan 2014)

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 growing region offers a wide range of housing options.

The transport system based on sustainable modes of transport serves the accessibility of the region and the competitiveness of industry and commerce.

MAL GOALS

(HSYK 26 Nov 2013 , HLJ Committee 31 Jan 2014)

- We improve the socio-economic efficiency of the region.
- We ensure the competitiveness of and operating conditions for industry and commerce in the region.
- The diverse and well-functioning region attracts more investments.
- We make the region easily accessible by sustainable modes of transport. Need to travel is reduced and the energy-efficiency of the transport system improves.
- We ensure that new and existing residential areas are socially sustainable.
- We meet the housing needs of different population groups by providing conditions for reasonably-priced and diverse housing.
- We maintain the pleasantness and environmental qualities of residential areas as factors making the region attractive.
- We ensure that everything housing production requires in terms of town planning, transport and civil engineering is put in place.

Transport goals (HLJ Committee 18 March 2014)

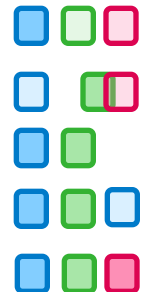
Accessibility – smoothness

- 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.



HLJ 2015 policies

Proposal for the Draft HLJ 2015 being circulated for comments

The service level of sustainable modes of transport is improved 

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

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 (KUHA)



Integrated public transport area



Resource-efficient operating models

HLJ is good for the region

Public transport is used more: its share of motorized trips increases by **16%.**

Accessibility of the region improves significantly



The per journey cost of public transport is lower



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



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



HLJ 2015 policies

Draft 24 Sep 2014

The service level of sustainable modes of transport is improved

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

Information and steering tools are effectively utilized

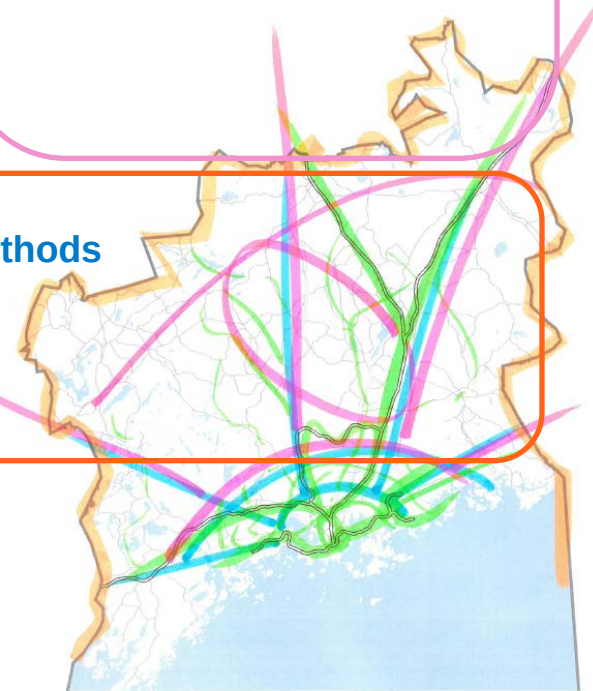
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The needs of logistics and flow of road traffic are catered to

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Results are achieved by effective methods

- Long-term KUHA funding
- Integrated public transport area
- Resource-efficient operating models

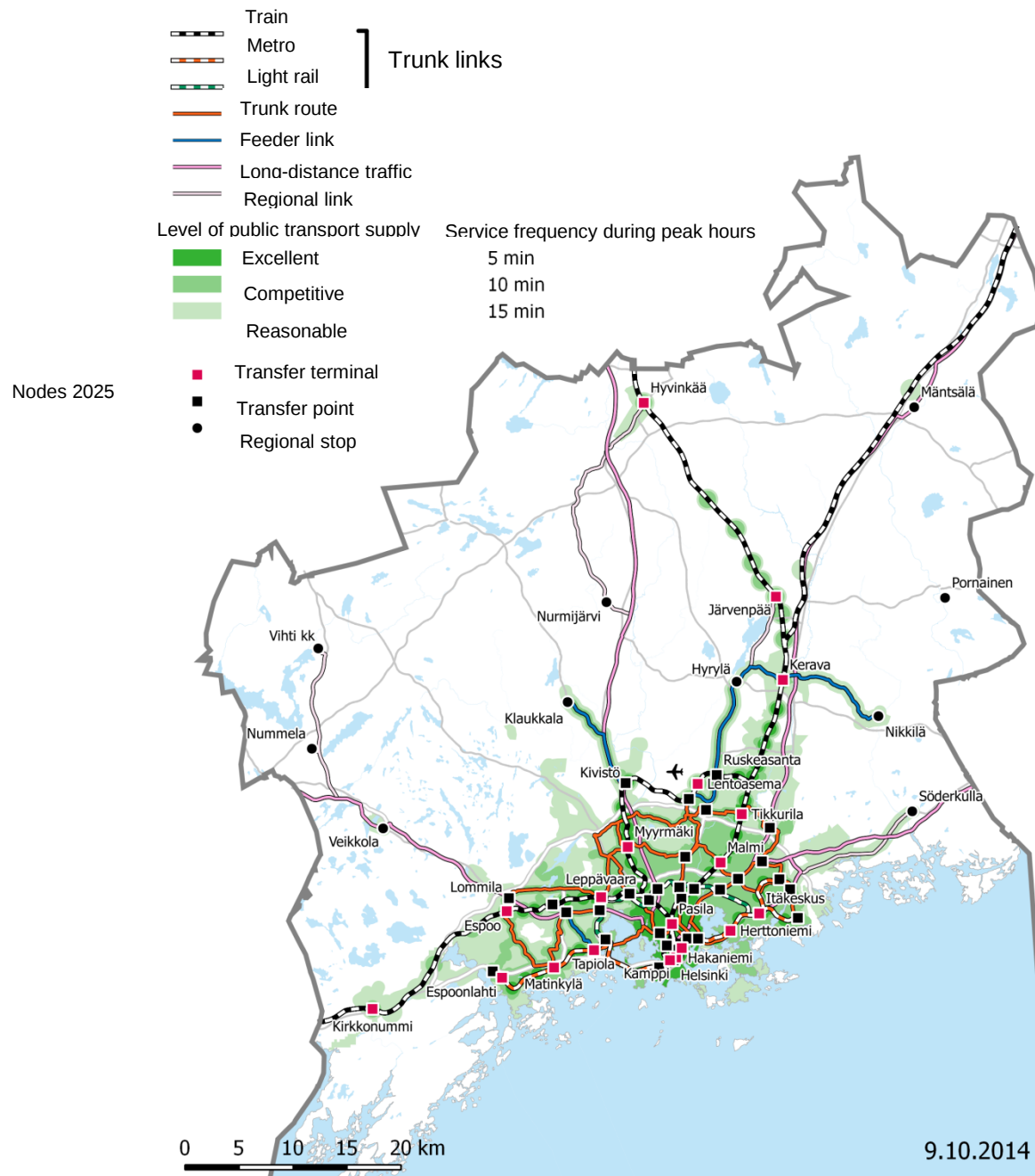


The service level of sustainable modes of transport is improved

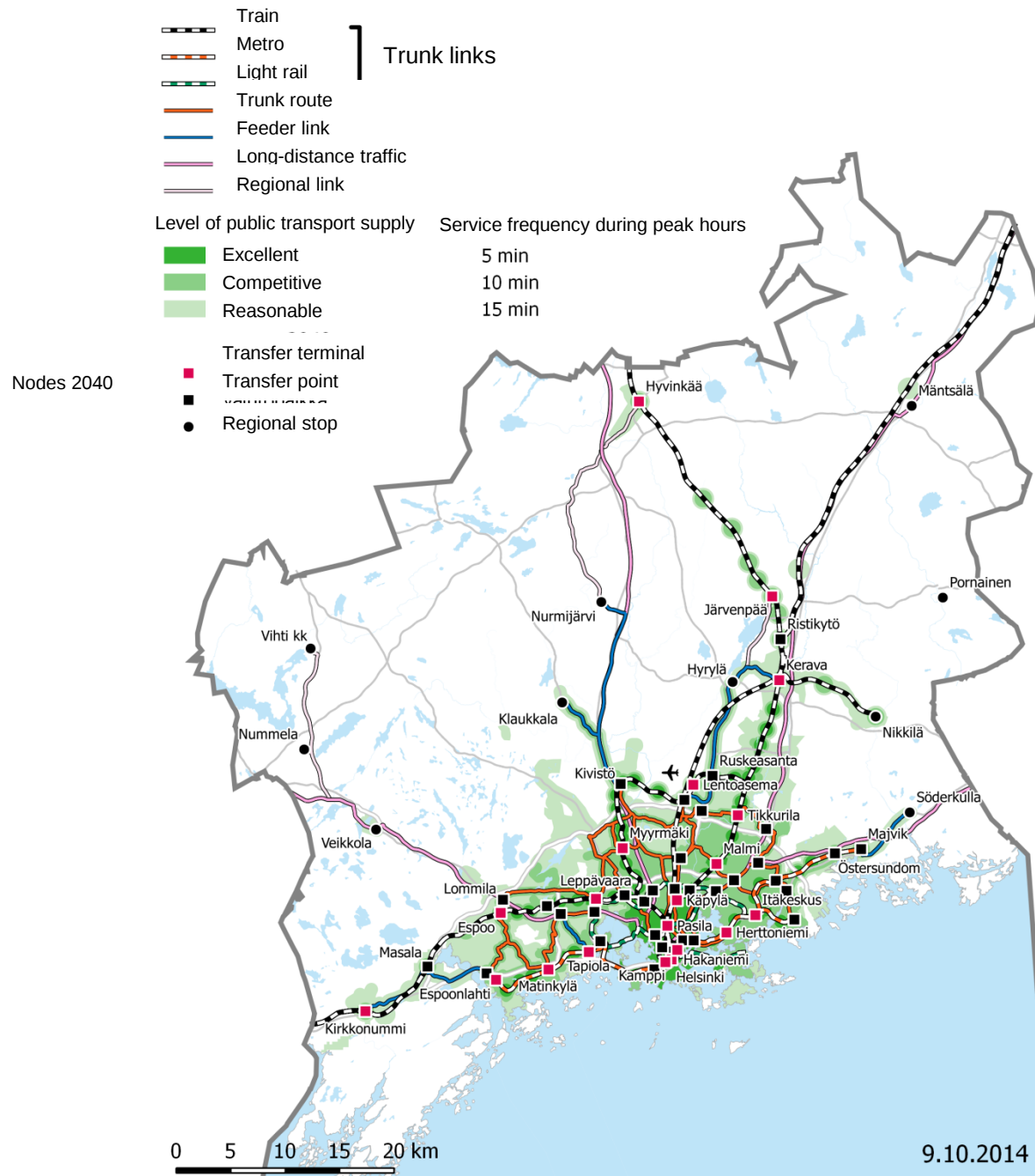
Themes	Measures
Rail and bus trunk route network, supplementary feeder services	• The predictability of journey times is improved and number of services increased. • The trunk route network is strengthened with radial and transverse links and well-working feeder services. • Rail services are developed as the basis of the transport system supplemented by trunk bus routes. • Rail service network is expanded in phases beginning from the core area.
Regional main cycling network	• A high-quality 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	• 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 Pasila-Riihimäki project is intended to pilot the division of responsibilities for the implementation and maintenance of Park & Ride
Nodes and pedestrian environments	•Trunk route nodes are improved •Transfers are made smoother by improving feeder links and the service level of nodes •Pedestrian environments in centers are made more attractive and safer. •Construction of housing is intensified around public transport nodes.



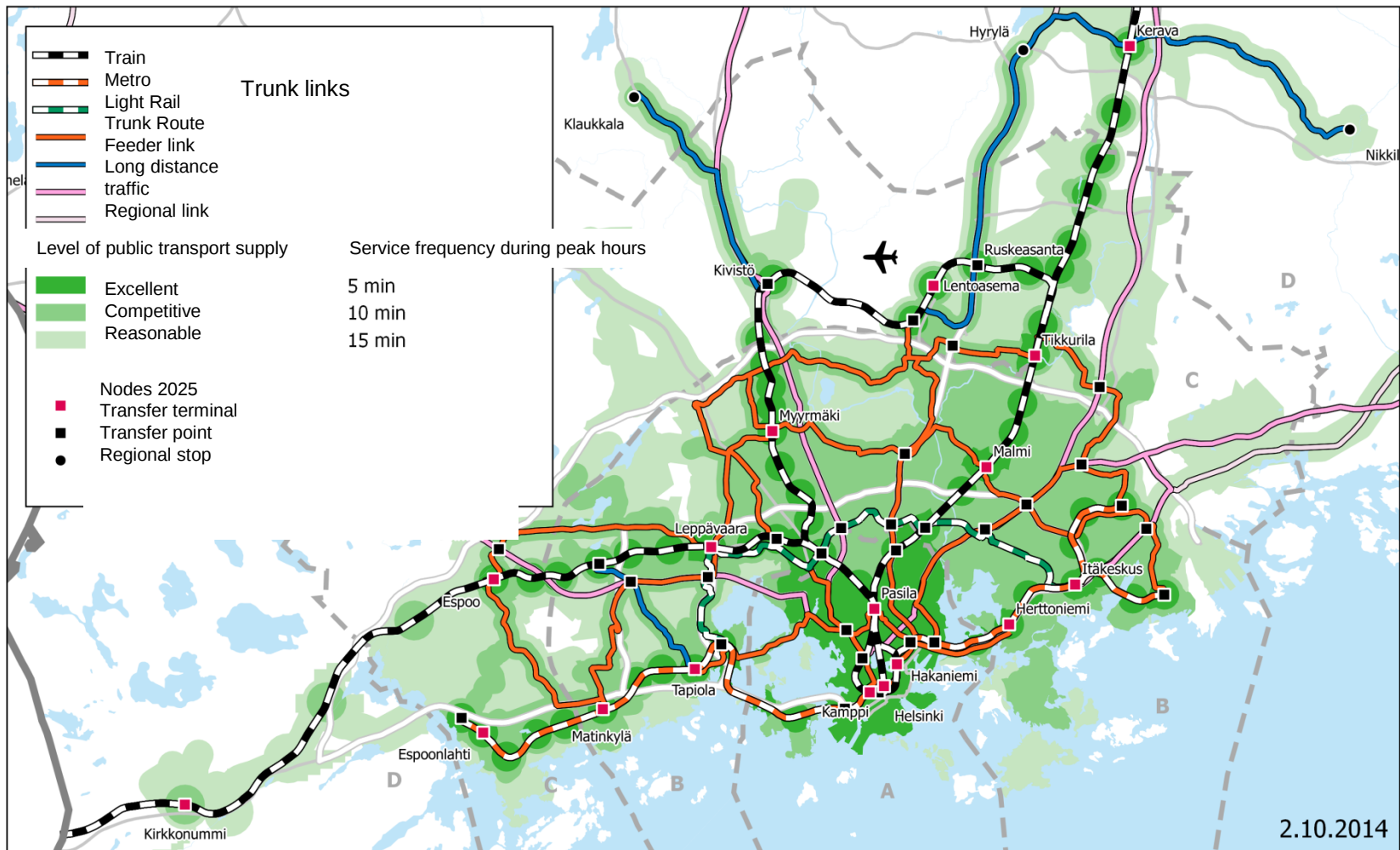
Public transport trunk route network and nodes 2025



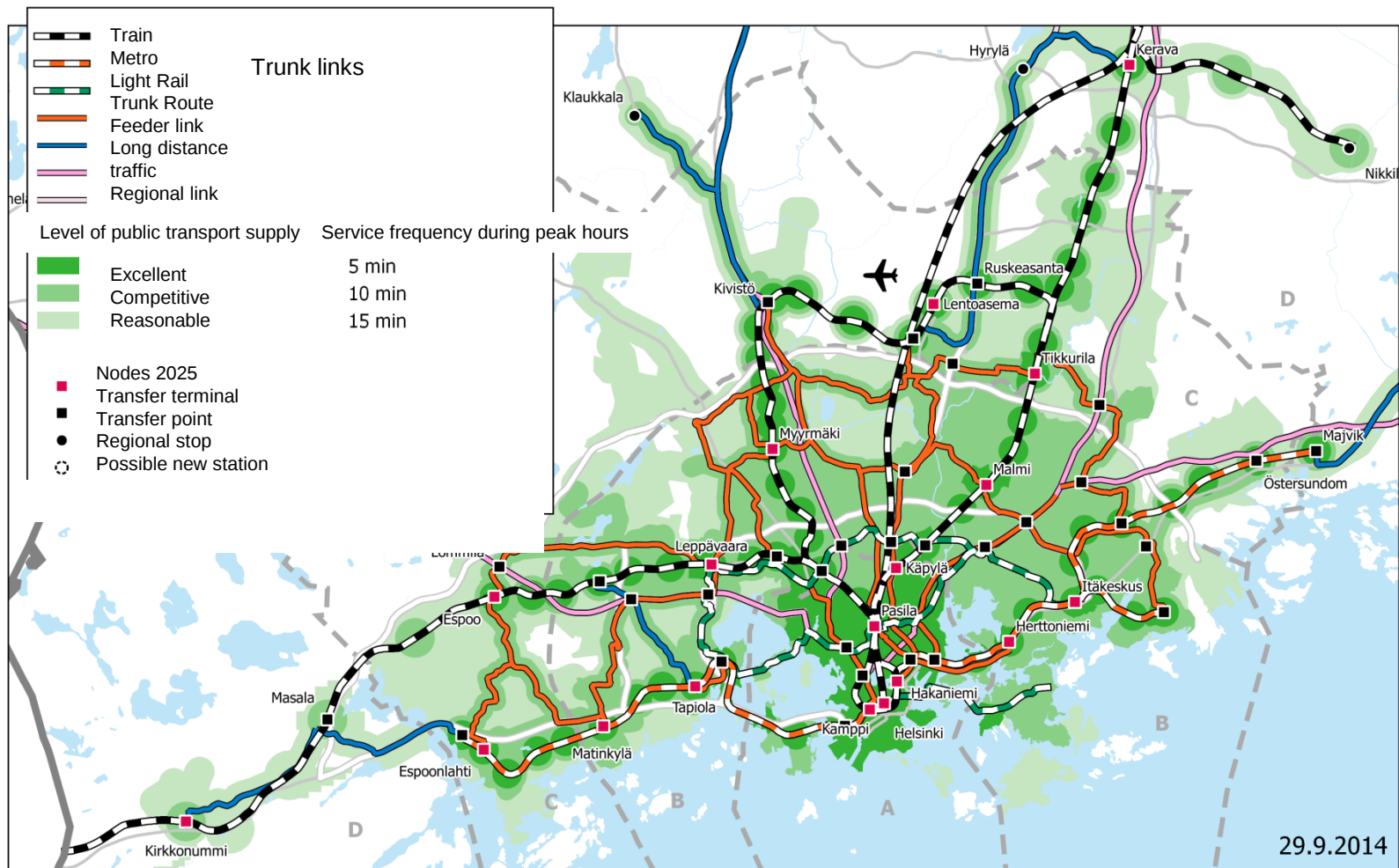
Public transport trunk route network and nodes 2040



Public transport trunk route network and nodes 2025



Public transport trunk route network and nodes 2040



Park and Ride target stage in the region 2025

-  Preference for bicycle parking
-  Public transport fare zone boundaries
-  Park & Ride bus link
-  Supplementary bus link

Park & Ride areas

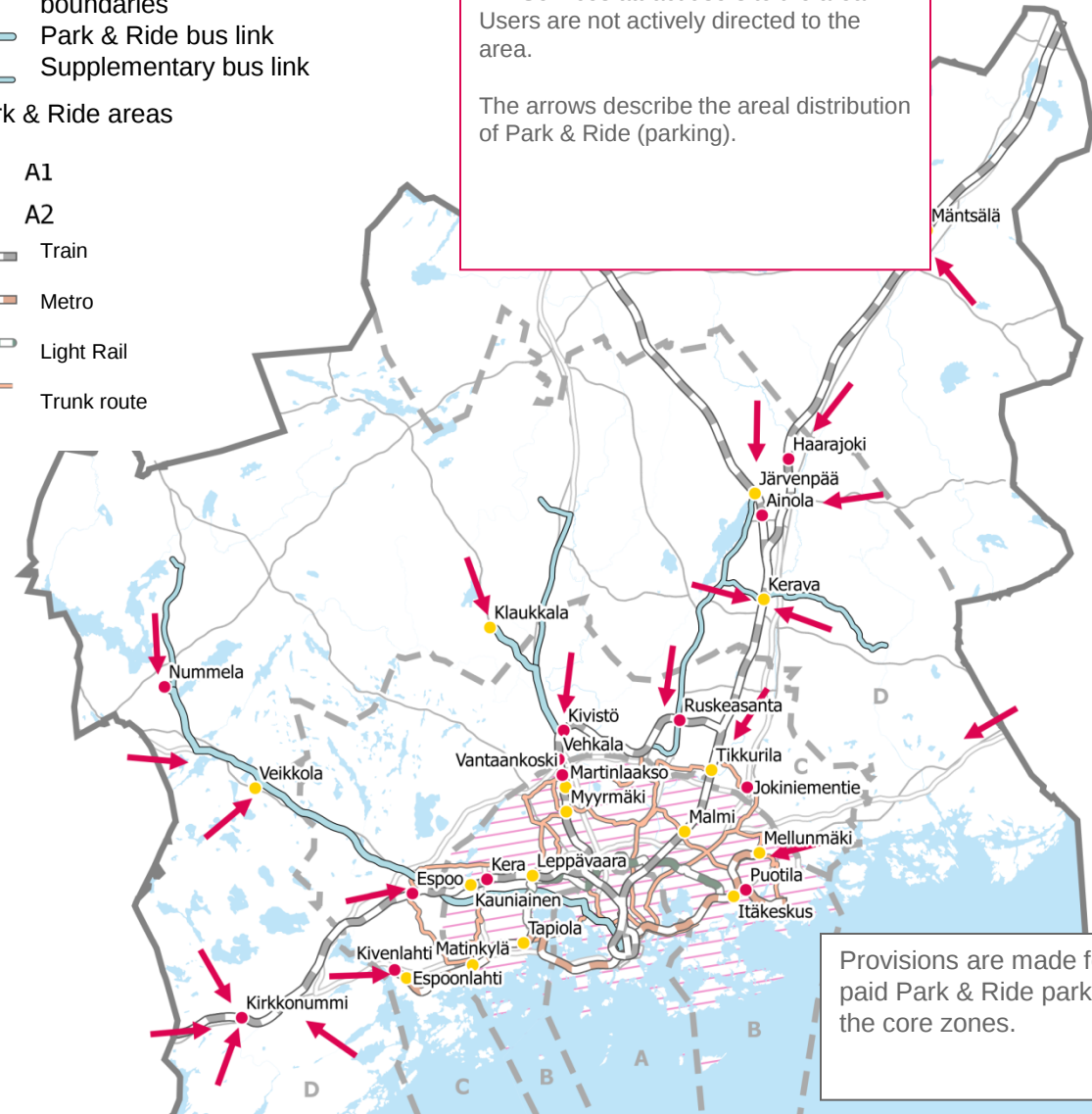
-  A1
-  A2
-  Train
-  Metro
-  Light Rail
-  Trunk route

Types of Park & Ride areas

A1: Users are directed to the area from main routes.

A2: Services attract users to the area. Users are not actively directed to the area.

The arrows describe the areal distribution of Park & Ride (parking).



By 2025

+ 6,000 car spaces

+ 8,200 bike spaces

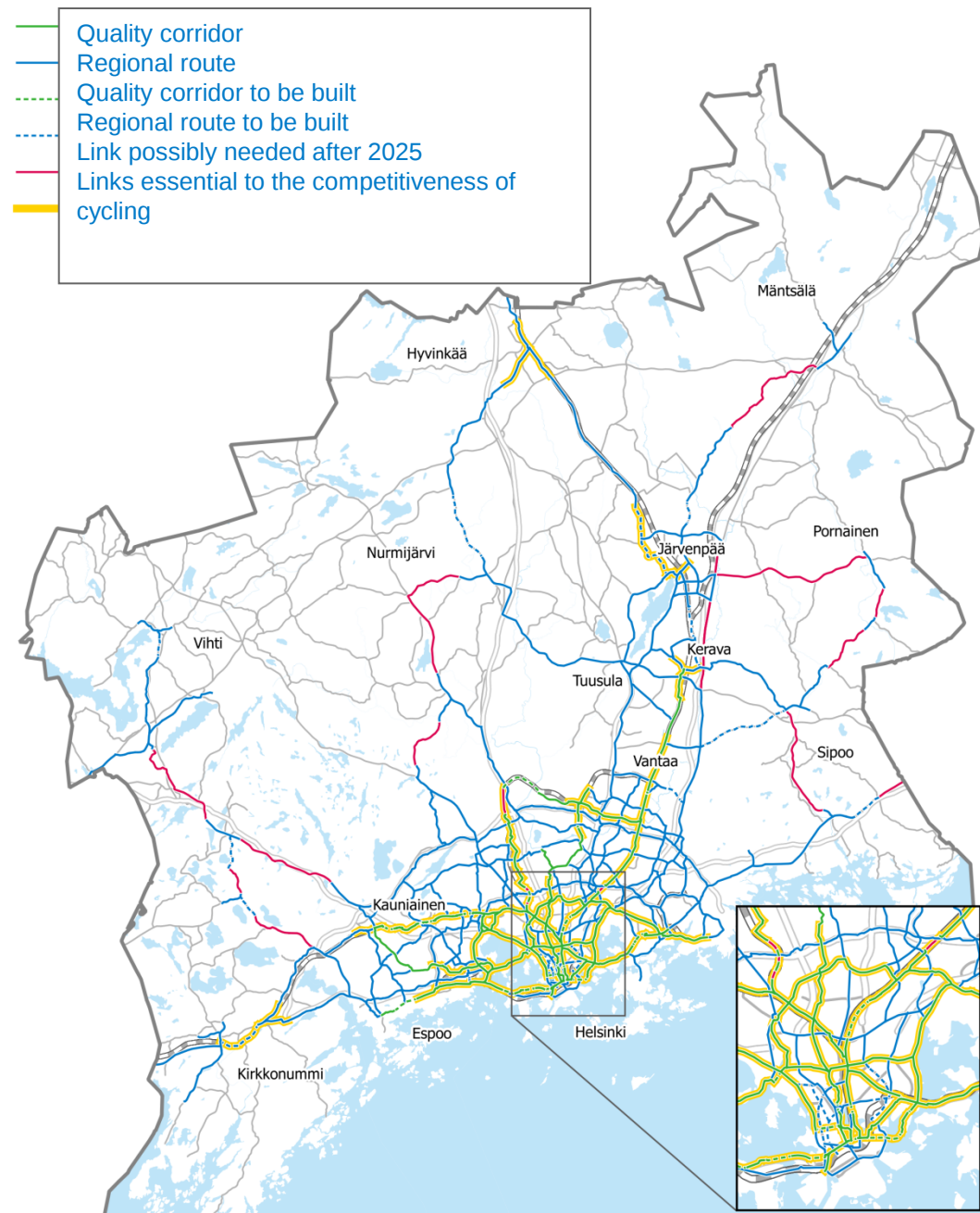


Provisions are made for paid Park & Ride parking in the core zones.

Division of costs and responsibilities for the investment and maintenance costs of Park & Ride sites

	Municipality of location	Target municipality	Home municipality	State
A1 and A2 Site of regional importance	30-50 %	10-20 %	10-20 %	30-50 %
B Site of local importance	60-70 %			30-50 %
C Park & Ride facilities around bus stops and bicycle parking only	0-100 %			0-100 %

Links essential to the competitiveness of cycling. The most efficient way to increase the modal share of cycling is to allocate investments to the key links. The need for investments and their phasing are considered in greater detail during further work.



Information and steering tools are effectively utilized

Themes	Measures
Vehicular traffic pricing	• A pricing model for vehicular traffic and the conditions for its implementation are defined. • A decision-making model is developed for revenue allocation in the region. • Legislative changes required to introduce vehicular traffic pricing are prepared. • Pricing of vehicular traffic is introduced; the revenue produced is directed to the development of the region's transport system.
Incident management and information	• 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	• 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	• 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 and flow of road traffic are catered to

Themes	Measures
Logistics links and service level of national main routes	• The performance of the key logistics links is ensured by improving links of national importance as well as logistics quality routes. • A road network study is conducted on transverse logistical connections needed in Central Uusimaa.
Freight traffic service areas	• Division of responsibilities and an implementation model for freight traffic service areas are developed. • The missing freight traffic service areas are created.
Performance of the street and road network	• The service level of the street and road network is ensured through small and mid-sized infrastructure projects and information.

Logistics links development needs

Transportation link of national importance

National and international transportation links (E18, Highways 3 and 4, links to Vuosaari Harbor and Helsinki-Vantaa Airport); service level goal: very good predictability of transportation and trafficability of roads

Logistics quality route

National logistics links (Highway 25, Road 148, links to Sköldvik Harbor); service level goal: good predictability of transportation and trafficability of roads

Other important logistics and delivery links

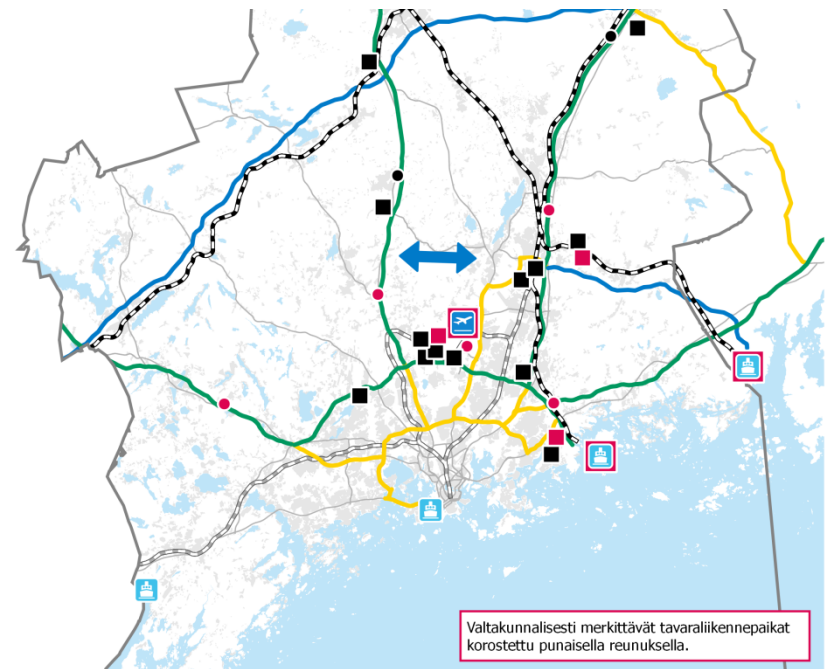
Links essential to transportation in the region (Ring Road I, main road links between Ring Road I and Ring Road III, links to West Harbor); service level goal: satisfactory predictability of transportation and trafficability of roads

Logistics link needed

A logistics quality route is missing between Highway 3 and Highway 4. The location and phasing of the link is examined in greater detail during further work.

Logistics nodes and links

- Logistics center
- New logistics center
- Service area
- Service area needed
- Harbor
- Airport
- Key freight traffic routes
- Transportation link of national importance
- Logistics quality route
- Other important logistics and delivery links
- Important freight traffic line
- ← Logistics link needed



The development of vehicular traffic network is based on categorization of roads on the basis of their importance

Vehicular traffic network categories

TEN-T core network

The most important international transport and logistics links; service level goal: very good trafficability in motorway-like conditions

National main routes

The most important national transport and logistics links; service level goal: very good trafficability

Regional main routes

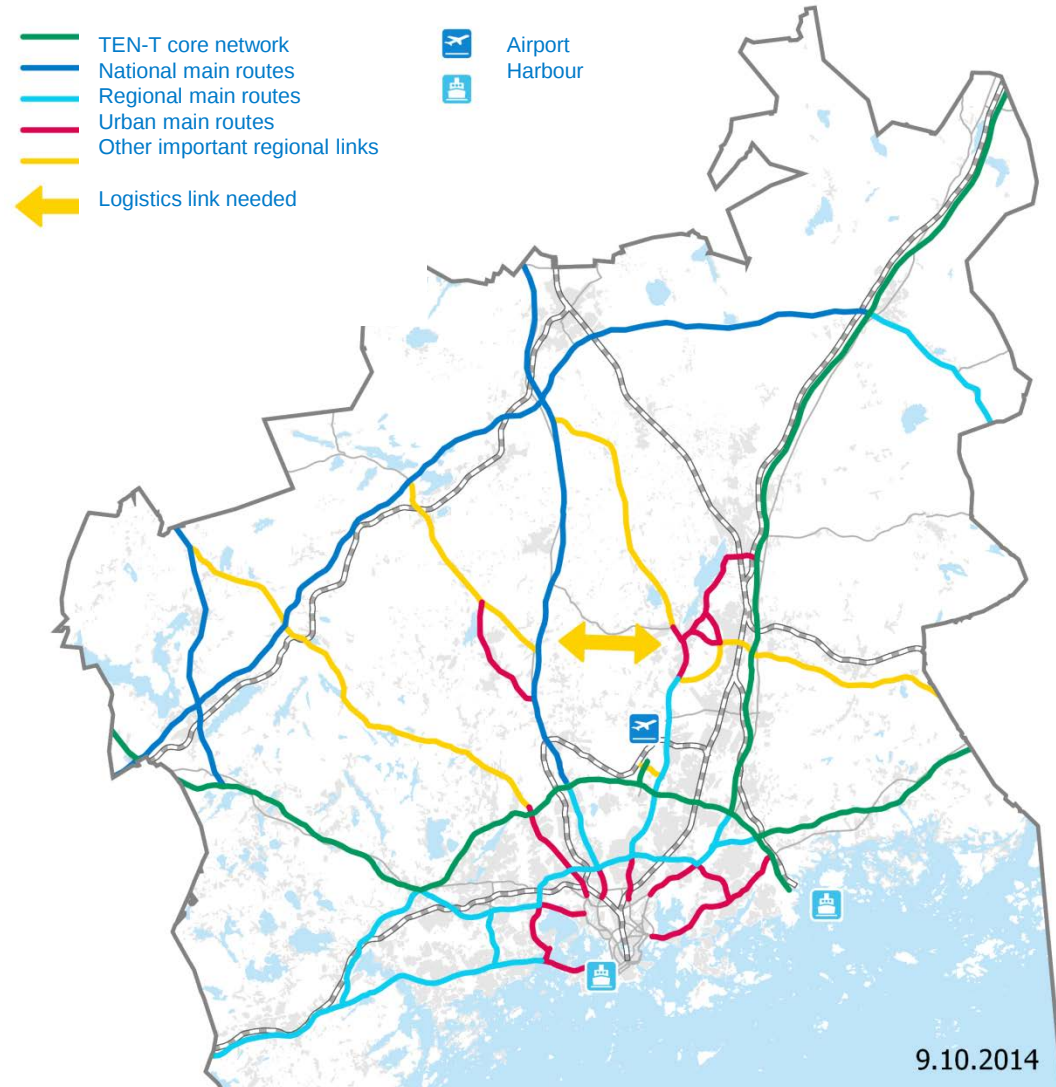
National main routes and the key regional commuting routes; service level goal: satisfactory trafficability also in peak times

Urban main routes

Important regional commuting and logistics links within a coherent urban structure, the service and speed levels are adjusted to support dense land use; service level goal: good predictability of journey times

Other important regional links

Significant logistics and regional commuting links that supplement the main route network; service level goal: good flow in the main direction



Results are achieved by effective methods

Themes	Measures
Long-term KUHA funding	• The long-term funding for small and mid-sized 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).
Integrated public transport area	• 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	• All-round cooperation and mobility development pilots are increased. • The transport as 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.

Changes in the focus of funding

	Current situation	HLJ 2015 draft	Alternative for comparison 0++ (current type of funding)
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%); compromised 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	-

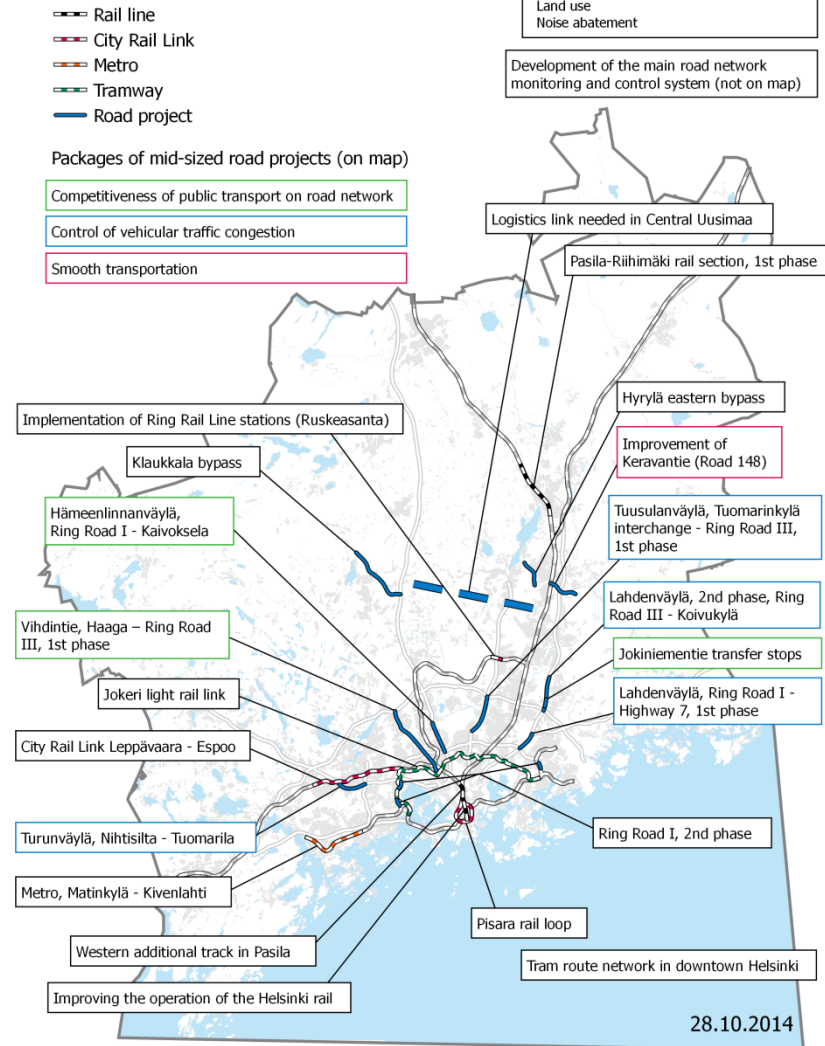
HLJ 2015 INVESTEMENT PROJECTS, TO BE LAUNCHED IN 2015-2025

- 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)
(Decreasing the vulnerability to disturbances)
10. Development of the main road network monitoring and control system
11. Mid-sized road packages (Public transport, congestion management, smooth transportation)
12. Logistics link needed in Central Uusimaa (to be launched, smooth transportation)
13. Espoo City Rail Link (efficient operation of the Pisara Rail Loop)
14. Jokeri Light Rail
15. Ruskeasanta station (utilizing the existing structure, feeder links)
16. Ring Road I, 2nd phase (congestion management)

€375m/year

*Projects named as an outcome of negotiations between the State and Helsinki region municipalities (25 Aug 2014)

Draft HLJ 2015 road and rail investments 2016-2025



28.10.2014

HLJ 2015 INVESTMENT PROJECTS, TO BE LAUNCHED IN 2026-2040

- Small cost-effective measures KUHA (continuous)
- Helsinki downtown tram network (continuous)
- Laajasalo rail link
- Pasila-Riihimäki rail section, 2nd phase
- Ring Rail Line stations (Lapinkylä, Petas, Viinikkala)
- Science Tram (possibly bus in the first phase)
- Metro, Mellunmäki –Majvik
- Kerava-Nikkilä rail line
- Airport Rail Link (to be launched)
- Logistics link needed in Central Uusimaa (underway)
- Kuninkaantammi interchange + extension of Ring Road II
- Länsiväylä, Koivusaari interchange
- Ring Road I, Itäkeskus interchange
- Lahdenväylä, Highway 7 – Ring Road III, 3rd phase
- Ring Road III, 3rd phase
- Turunväylä, Ring Road III - Hista
- Improvement of Highway 25 between Mustio and Mäntsälä (to be planned and phased)
- Highway 3 Hämeenlinnanväylä, Kaivoksela-Ring Road III
- Highway 3 Hämeenlinnanväylä, Ring Road III – Luhtaanmäki
- Tuusulanväylä, Valkoisenlähteentie - Kulomäentie, 2nd phase
- Sörnäinen tunnel
- Östersundom street and road links
- Turning Tuusulanväylä to Veturitie
- Itäväylä, Itäkeskus-Ring Road III
- Ring Road I, 3rd phase
- Ring Road III, Mankki-Muurla
- Vihdintie, Haaga-Rind Road III, 2nd phase
- Ring Road I, Keilaniemi
- Ring Road I, Keilaniemi

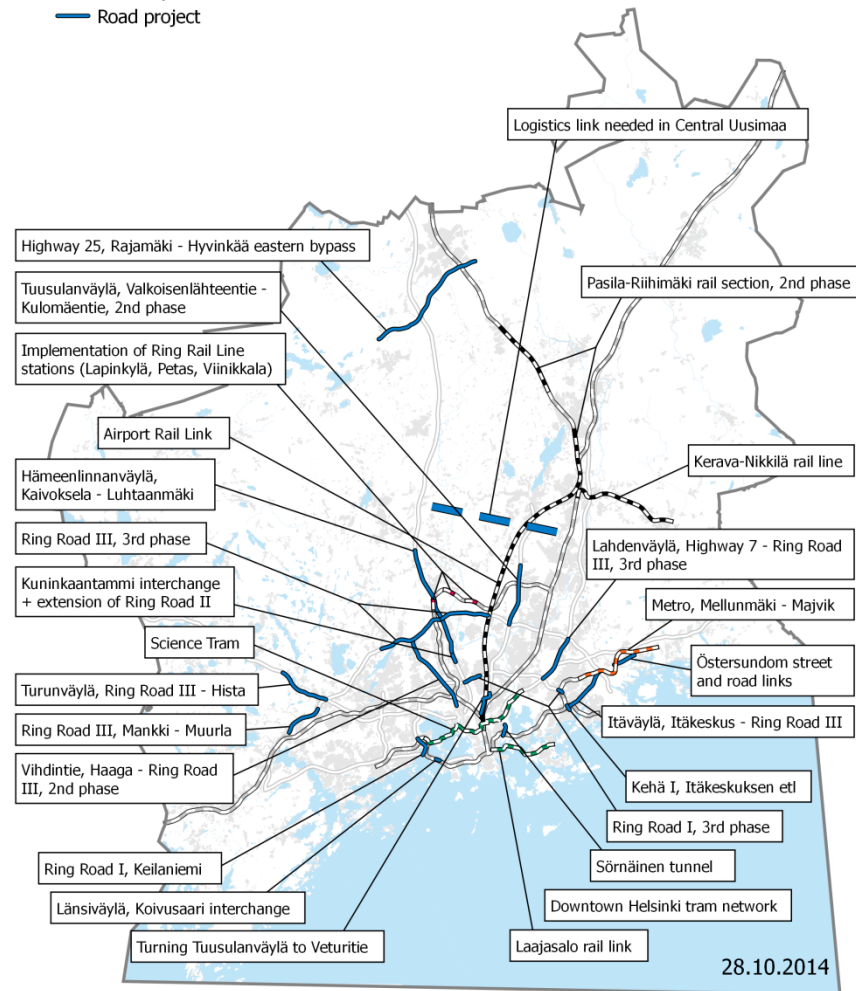
€275m/year

Draft HLJ 2015 road and rail investments 2026-2040

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

Small cost-effective measures (KUHA)
(not on map)

- Walking and cycling
- Public transport and Park & Ride
- Logistics center
- Land use
- Noise abatement



28.10.2014



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Helsingin seudun liikenne -kuntayhtymä