

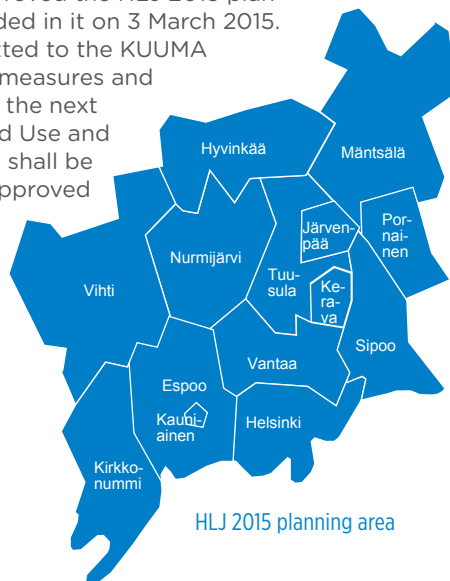
HLJ 2015 : Helsinki region Transport System Plan

HLJ 2015 is a strategic plan taking an overall view of the transport system. The plan helps to ensure the flow of traffic also in the future in the 14 Helsinki region municipalities. The high rate of population growth in the region poses challenges for transport and the urban structure. The goal is to enable sustainable growth. The preparation of HLJ 2015 has been closely linked to the preparation of the Helsinki Region Land Use Plan and the Housing Strategy included in it.

The plans provide a general outline of the future urban structure and transport system in the Helsinki metropolitan area. The planning is based on the premise that in 2050, the region is home to some 2 million people and over a million jobs. The plans together contribute to socio-economic efficiency, accessibility of the region and a more coherent urban structure.

The Executive Board of HSL approved the HLJ 2015 plan and the HLJ 2015 strategy included in it on 3 March 2015. Subsequently, the plan is submitted to the KUUMA municipalities for approval. The measures and resources to implement them of the next Letter of Intent on Housing, Land Use and Transport (MAL) for 2016 – 2019 shall be negotiated on the basis of the approved transport system plan, land use plan and housing strategy.

More information on HLJ 2015:
www.hsl.fi/hlj



HLJ 2015 planning area



Impacts

The impacts of the HLJ 2015 plan have been assessed as stipulated in the Act on the Assessment of the Impacts of the Authorities' Plans and Programmes on the Environment, or SEA Act 200/2005. The impact assessment covers also the land use plan and housing strategy.

HLJ and the land use plan together contribute to socio-economic efficiency, accessibility of the region and a more coherent urban structure. The increase in travel resulting from population growth is directed to public transport, walking and cycling. Radial and transverse public transport trunk routes strengthen the network structure of the region and create attractive nodes for employment and services. The efficiency of trip and transportation chains improves when public transport, Park & Ride, nodes and the ticketing system are planned as a whole utilizing information and incident management.

Potential vehicular traffic pricing would divert journeys to sustainable modes of transport and produce additional funding for public transport services and road investments necessary for the competitiveness of the region. Business and industry also benefit from reduced congestion and improved key logistics links.



The accessibility of the region improves significantly.

Public transport is used increasingly: its share of motorized journeys increases by 6 percentage points.



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



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

The metropolitan area climate target 2030 is achieved. The EU climate targets are not achieved without significant changes in technology.



Air quality may deteriorate locally.



New land use is located in noise zones.

In terms of environmental impacts, adverse impacts and potential threats need to be further reduced in the further planning.

HLJ 2015 policies

The funding of the transport system is strengthened



The strong efforts of the state and municipalities continue



Possible revenue from vehicular traffic pricing 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 are catered to and the flow of road traffic is ensured

- Logistics links and the 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 KUHA funding



Integrated public transport area



Resource-efficient operating models

Examples of measures

The service level of sustainable modes of transport is improved

The rail and bus trunk network is strengthened with radial and transverse links and well-working feeder services. Transfers are made smoother, level of service is improved and housing construction is intensified at trunk route nodes. Also pedestrian environments at nodes and other centers are made safer and more attractive. A safe, high-quality regional main cycling network is established.

Vehicular traffic pricing is studied

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.

Logistics links and the service level of national main routes are ensured.

The performance of the key logistical connections is ensured by improving connections of national importance as well as logistical 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. Transverse logistics links are developed in Central Uusimaa.

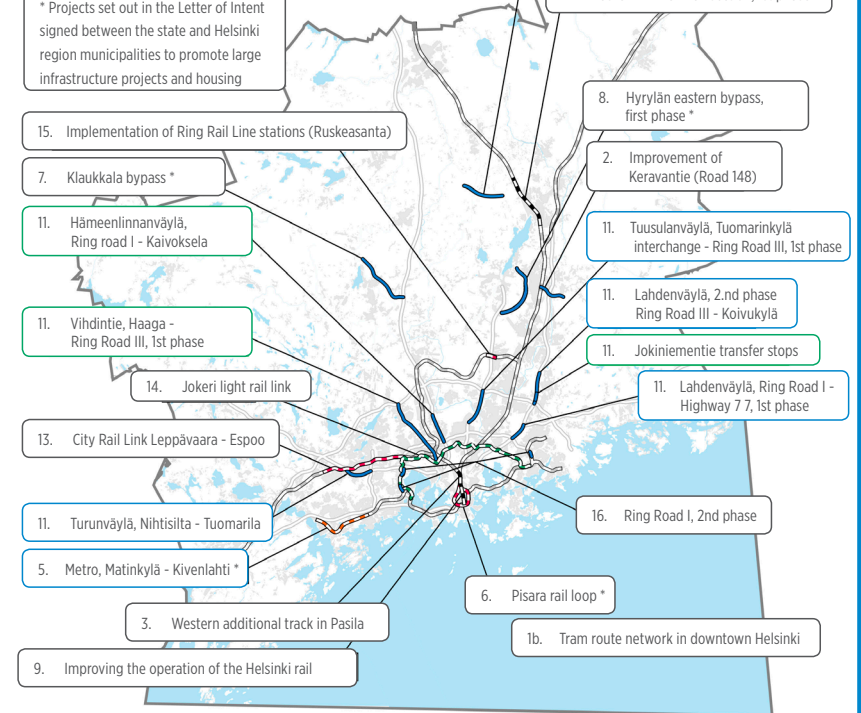
HLJ 2015 infrastructure development projects 2016-2025

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

Packages of mid-sized road projects (on map)

- Competitiveness of public transport on road network
- Control of vehicular traffic congestion

* Projects set out in the Letter of Intent signed between the state and Helsinki region municipalities to promote large infrastructure projects and housing



Delays in one project must not hinder the launching of the project next in line.

Division of responsibilities for Park & Ride is reorganized.

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 are implemented accordingly.

Small, cost-effective measures (KUHA)

The long-term funding for small, cost-effective projects (KUHA) is ensured and programmed to promote walking, cycling and public transport, logistics links and services as well as dense land use and noise abatement.