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 accessibility of the region improves significantly. Public transport is used increasingly: its share of motorized journeys increases by 6 percentage points.

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.

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

Impact assessment covers also the land use plan and housing strategy.

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.

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
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

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 main national 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.

Examples of measures

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.

Information and steering tools are effectively utilized

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

HLJ 2015 infrastructure development projects 2016-2025

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)

4. Pasila-Riihimäki rail section, 1st phase *

6. Pisara rail loop *

1. Western additional track in Pasila

2. Improvement of Kerava-Näkäla (Road 148)

3. Implementation of Ring Rail Line stations (Ruskeasanta)

6. Pisara rail loop *

7. Klaasköö bypass *

8. Hyrylän eastern bypass, first phase *

9. Implementation of Ring Road III, 1st phase *

10. Development of the main road network monitoring and control system (not on map)

11. Lahteenkatula, Ring Road III, 1st phase

12. Logistics link needed in Central Uusimaa, 1st phase

13. Implementation of Ring Rail Line stations (Ruskeasanta)

14. Jokiniemen transfer stops

15. Implementation of Ring Rail Line stations (Ruskeasanta)

16. City Rail Link Leppävaara - Espoo

17. Hämestinkoulu, Ring road I - Kaivokatu

18. Hämestinkoulu, Ring road I - Kaivokatu

19. Implementation of Ring Rail Line stations (Ruskeasanta)

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.