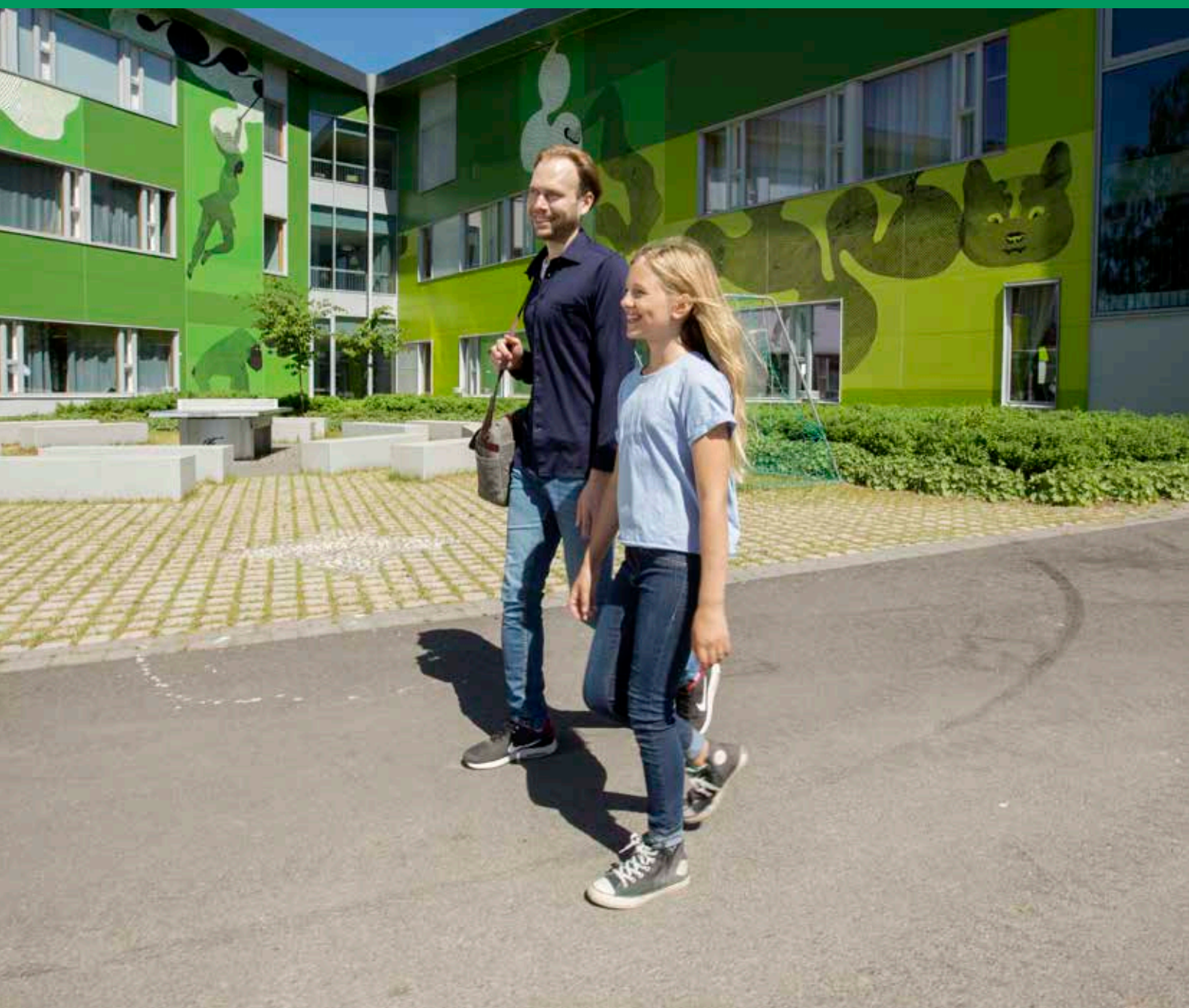


Land Use, Housing and Transport Plan 2019

Summary Report



Helsinki region is attracting new people and businesses. Both current and future residents need housing and services and businesses need premises to operate from. People want to travel smoothly from home to work and from school to leisure activities and to have easy access to services.

It is estimated that in 2050, the region will be home to 2 million people. In order for business and industry to thrive and for people to have a smooth day-to-day life, the 14 municipalities in the Helsinki region have decided to join their forces to take charge of the future.

Because land use, housing and transport are closely intertwined, the Helsinki region is developed through close cooperation. The recently completed Helsinki Region Land Use, Housing and Transport Plan, MAL 2019 is a result of this cooperation. The concrete measures set out in the plan are for a 2030 time frame.

MAL 2019 is a road map for an attractive, healthy, low-emission and vibrant future for the Helsinki region.

More information:

Land use:
Mari Siivola
mari.siivola@vantaa.fi

Transport:
Sini Puntanen
sini.puntanen@hsl.fi

Housing:
Mari Randell
mari.randell@hel.fi

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Liikennevirasto

Photographs:
HSL/Lauri Eriksson

Cover photo:
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Layout and graphic design:
Kokoro & Moi

MAL 2019 - a handbook for creating an excellent metropolis

What?

A strategic plan of the 14 municipalities in the Helsinki region, which outlines how the Helsinki region is developed from 2019 to 2050.

MAL 2019 presents the desired future for the Helsinki region. It sets out goals as well as concrete measures for achieving them. The plan is drawn up every four years.

MAL 2019 is a road map for

- reducing traffic emissions in the region,
- making residents' day-to-day lives easy,
- enabling people to find affordable housing along good transport connections,
- enabling accessibility to the labor force and effective transportation to meet the needs of business and industry.

The plan tells

- where housing will be built in the future,
- how transport and the transport system will be developed to best serve the needs of the entire Helsinki region,
- how sufficient housing is provided for people in different life situations, while at the same time ensuring the quality of both housing and the living environment.

Why?

The Helsinki region is growing. The region is now home to 1.5 million people; in 2050, the figure will be 2 million. People do not stop at municipal boundaries: everyday activities, work and hobbies spread across the Helsinki region.

- The objective is to make life in the region as smooth, sustainable, safe and healthy as possible.
- The growth in land use, housing and transport in the region must be planned in such a way as to enable both the current and future residents to live a good life also in the future.
- The region must be highly functional and meet the needs of residents as well as of business and industry.
- Greenhouse gas emissions must be effectively reduced in the growing region. Therefore, the plan was given a tight constraint: traffic emissions must be halved by 2030 compared to 2005.

How?

The development of the MAL 2019 plan involved extensive interaction between various parties in the region.

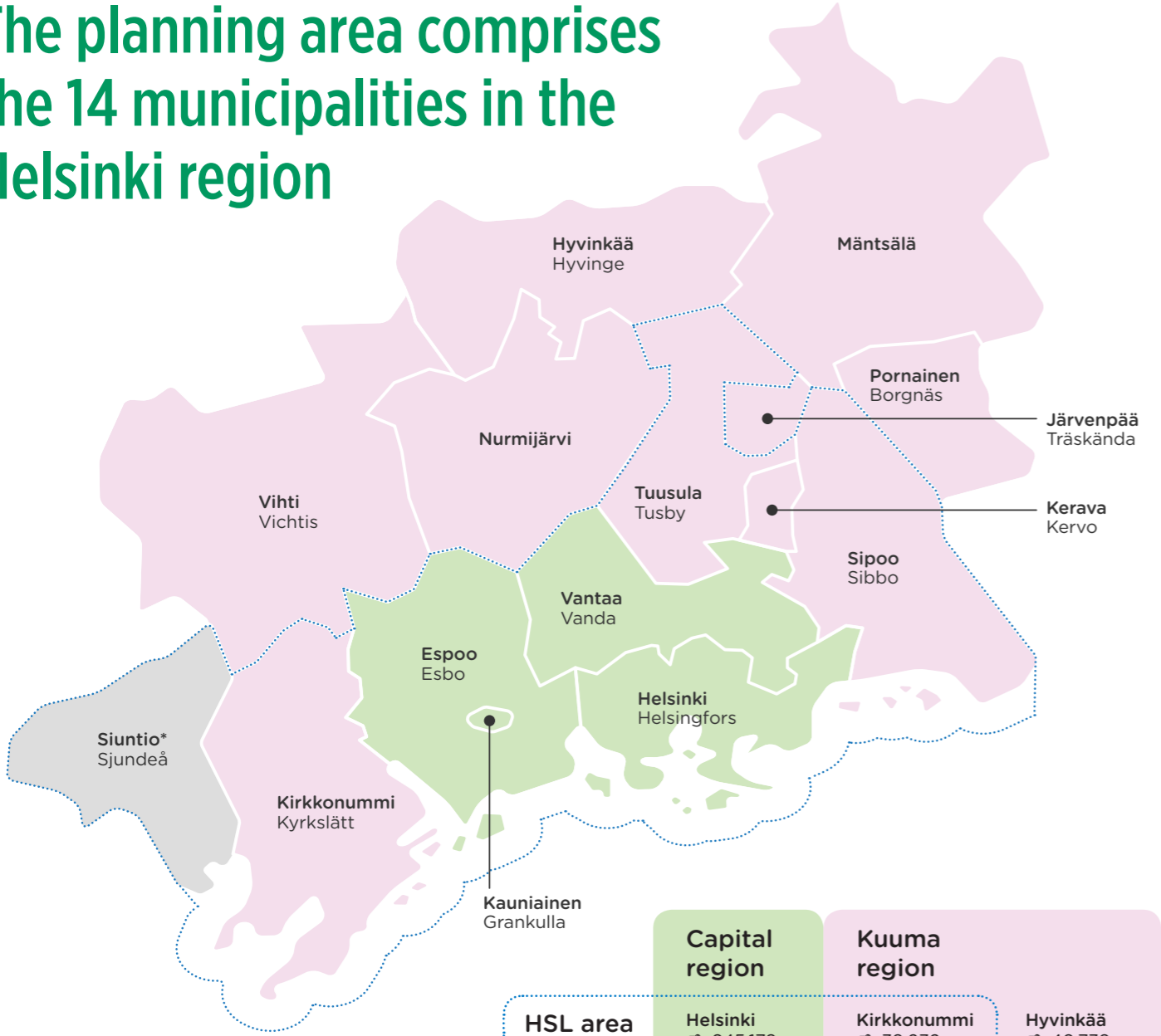
- In order for people to have a smooth day-to-day life now and in the coming decades, the 14 municipalities in the Helsinki region have decided to join their forces to take charge of the future.
- The parts of the plan concerning land use and housing were developed in cooperation groups formed by the region's municipalities, while Helsinki Region Transport HSL was responsible for transport system planning.
- During the course of the work, interaction sessions were held with state and regional experts, elected officials and representatives of various organizations.
- Surveys and research were conducted to understand Helsinki region residents' travel habits and needs.
- Impacts were assessed throughout the planning process. The measures were further refined following each impact assessment round. In this way, we were able to identify the measures to effectively achieve the goals set.

Background

Regional land use, housing and transport system planning goes back a long time. The planning has also provided the starting point for agreements between the region's municipalities, the state and HSL that set out the key measures relating to land use, housing and transport. In 2015, the Helsinki region land use plan, housing strategy and transport system plan were developed in close cooperation.

Now the cooperation has been further strengthened. The first MAL plan bringing together land use, housing and transport was completed in 2019.

The planning area comprises the 14 municipalities in the Helsinki region

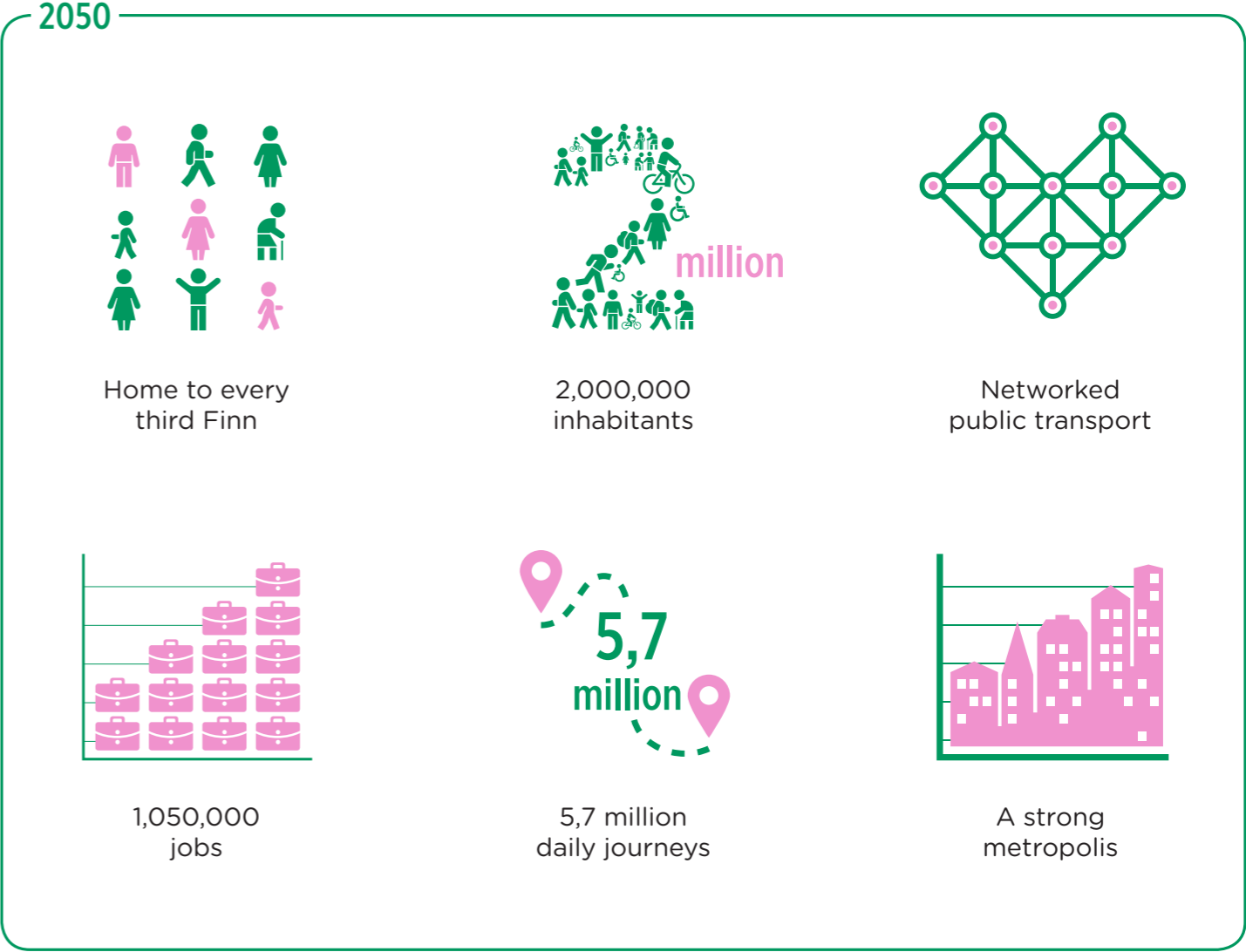
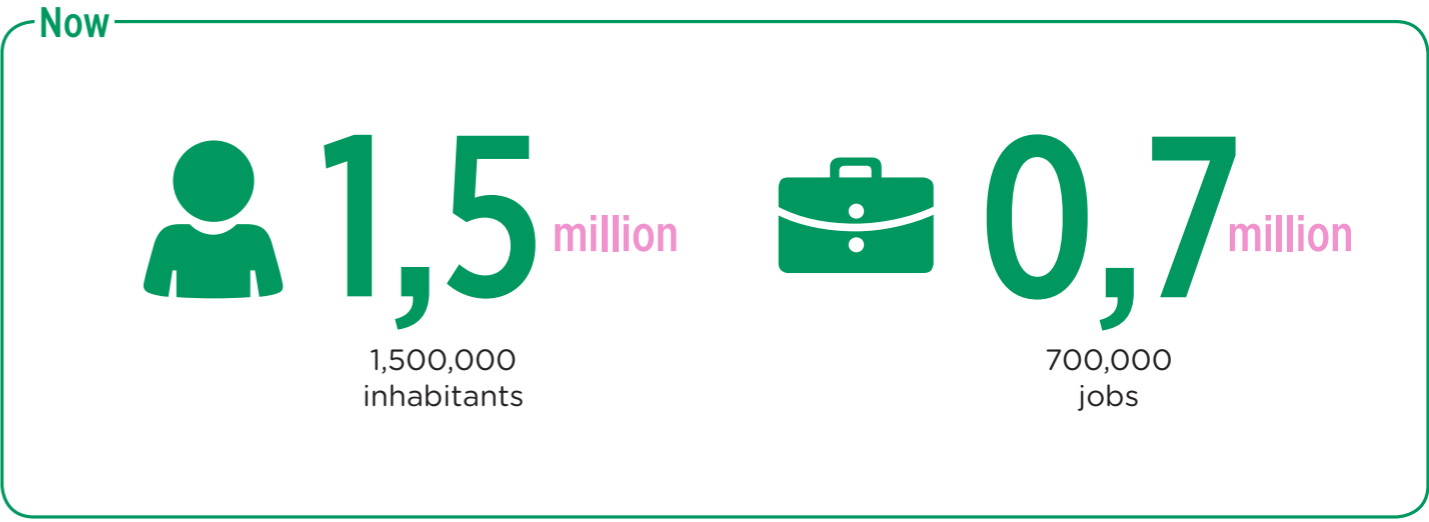


	Capital region	Kuuma region	
HSL area	Helsinki ☰ 645,179 ☰ 379,518	Kirkkonummi ☰ 39,232 ☰ 10,536	Hyvinkää ☰ 46,739 ☰ 19,179
	Espoo ☰ 279,529 ☰ 116,246	Kerava ☰ 35,635 ☰ 12,101	Mäntsälä ☰ 20,777 ☰ 6,055
	Vantaa ☰ 223,600 ☰ 109,779	Sipoo ☰ 20,299 ☰ 5,532	Järvenpää ☰ 42,656 ☰ 12,238
	Kauniainen ☰ 9,602 ☰ 2,371	Tuusula ☰ 38,650 ☰ 14,105	Pornainen ☰ 5,120 ☰ 1,048
	Siuntio* ☰ 6,149 ☰ 1,444	Vihti ☰ 29,094 ☰ 8,069	Nurmijärvi ☰ 42,211 ☰ 11,731

☰ Population ☰ Jobs

* Siuntio is included in the transport system planning of MAL 2019 because it is HSL's member municipality. Siuntio does not participate in the regional cooperation on land use and housing planning.

In the Helsinki region:



Helsinki region – how are we living and traveling now?

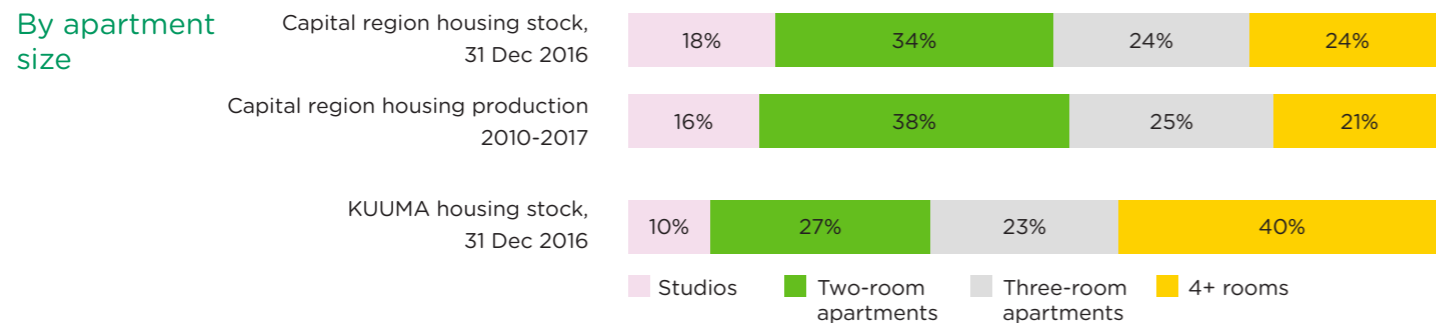
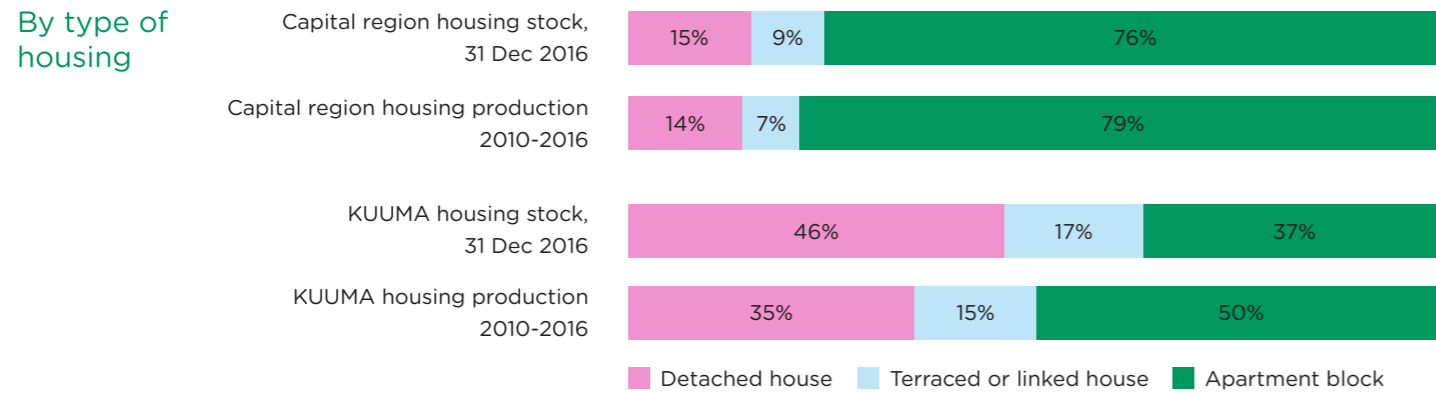
The urban structure in the Helsinki region is being made more compact. Housing has changed and is changing:

- Urbanization in the region continues.
- The number of small, non-subsidized apartments has increased.
- Segregation by area in the region is relatively low.

Some four million journeys are made in the region every day.

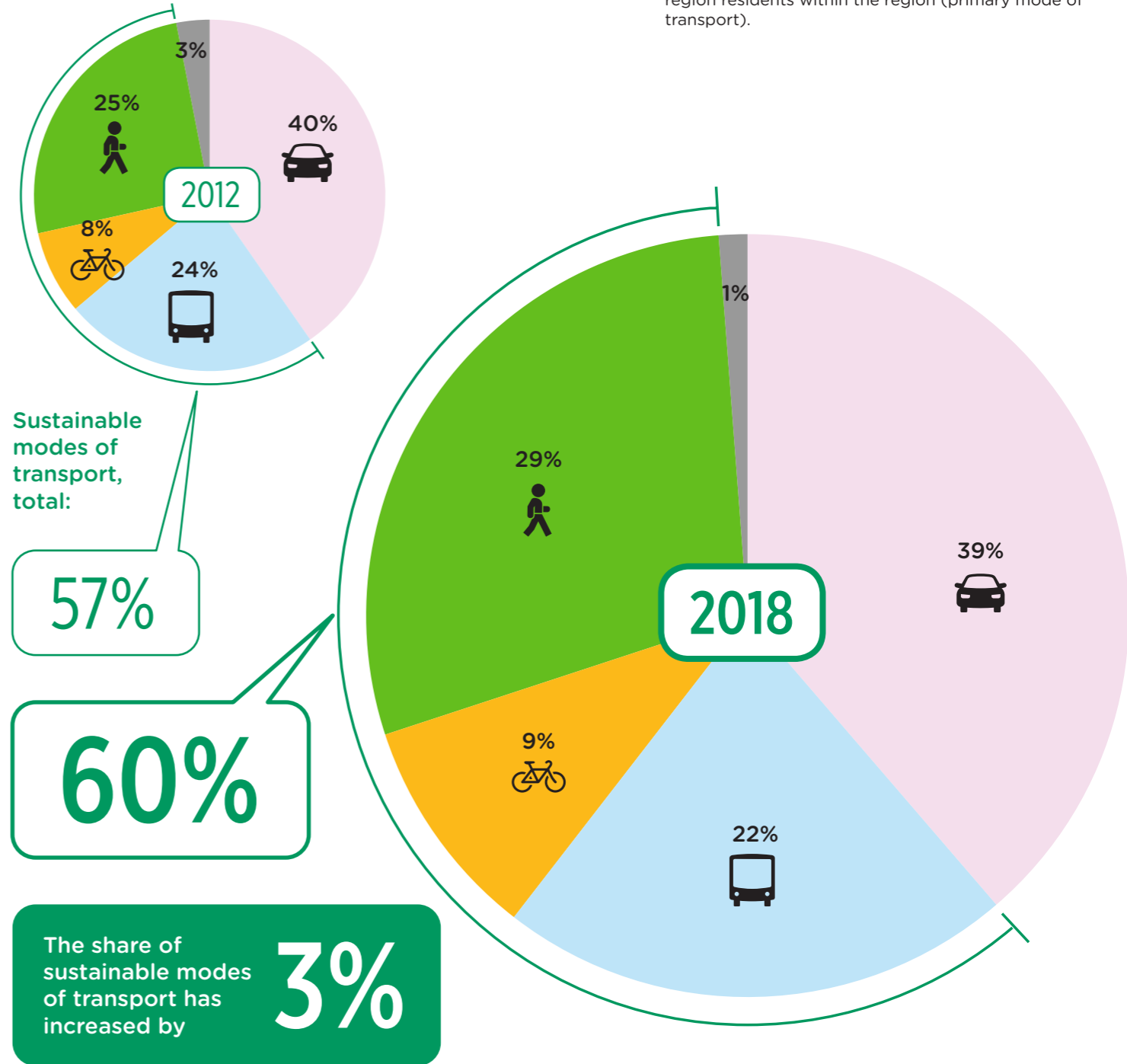
- Commutes often cross municipal boundaries.
- People look for services also in the neighboring municipalities.
- The accessibility of sustainable modes of transport has improved in particular following the completion of rail infrastructure projects such as the Ring Rail Line and the West Metro.
- Car use is prevalent in particular in areas with low public transport access.

Shares in the housing stock in the Helsinki region:



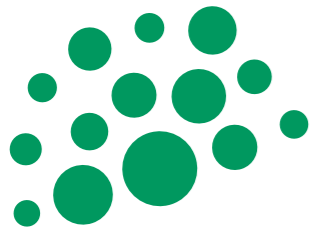
Modal shares in the Helsinki region (Travel Surveys 2012 and 2018)

Modal shares for weekday journeys made by Helsinki region residents within the region (primary mode of transport).



Vision

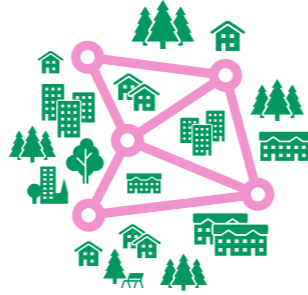
The vision of the MAL 2019 plan is an attractive Helsinki region offering versatile housing options with district centers each with their distinctive characteristics where people travel on foot, by bike and by public transport. The vision translates into four key goals: low-emission, attractive, vibrant and healthy.



The 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.

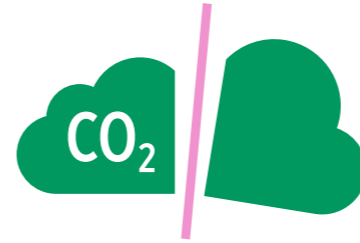


The growing region offers a wide range of housing options. The transport system based on sustainable modes of transport improves the accessibility of the region and the competitiveness of business and industry.



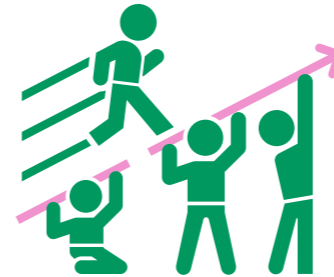
The dense core area is surrounded by a network of district centers each with their distinctive characteristics and close-to-nature environment.

Goals



Low-emission

The region grows sustainably and emissions are effectively reduced.



Vibrant

Economic efficiency ensures the development and functioning of the region.



Attractive

An internationally connected region attracts new businesses and residents.



Healthy

A safe and healthy living environment enables everyone to lead an active everyday life.

MAL 2019 core indicators and target levels

The achievement of the four key goals of the MAL 2019 plan is monitored through an extensive assessment framework and seven core indicators. Target levels for 2030 were set for the indicators. The impacts of the plan were extensively assessed using a traffic model, spatial data analysis and expert evaluations. The key goals can be achieved by deploying all of the measures set out in the plan. The region grows sustainably and emissions are effectively reduced.



Greenhouse gas emission from traffic decrease by 50% by 2030 against 2005 levels **(decisive target level)**

Target	-50%
MAL 2019	-50%



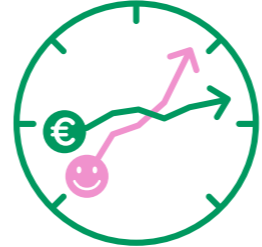
Labor force accessibility improves at least 10% from the current level

Target	+10%
MAL 2019	+16%



Differences between areas decrease and social segregation does not increase

The measures contribute to positive development



Socio-economic efficiency at the system level (benefits/costs) is over 1

Target	1,0
MAL 2019	1,5



At least 90% of new housing is located in the primary land-use development zones

Target	90%
MAL 2019	94%



The share of sustainable modes of transport is at least 70%

Target	70%
MAL 2019	65%



At least 85% of the population is located in sustainable mobility zones

Target	85%
MAL 2019	89%

Key measures of the MAL 2019 plan:

Directing growth

Growth in the region is directed to the existing structure and to areas that are competitive in terms of public transport.

- New land use is located in areas with good accessibility.
- Infill development of the existing structure is enabled.
- The quality of the living environment, including green connections, is ensured.
- Areas around stations are developed through cooperation: the areas are made significantly more compact and state land ownership is reorganized.

Housing construction

Enough new housing is built and the quality of the living environment is ensured.

- 16,500 apartments are built every year; the municipalities and state ensure
 - conditions for adequate housing production
 - the variety and quality of housing available by means of land policy, town planning, plot transfers, loans and grants.
- Segregation is mitigated by balancing the management and financing of housing.
 - Demolition and additional construction are enabled.
 - A positive discrimination program is created.
- The energy efficiency of buildings is improved through state-subsidized renovations and, in case of new construction, through legislation.



Development of transport

Major investments are made in rail transport and cycling, and road transport is developed with a focus on freight transport and public transport.

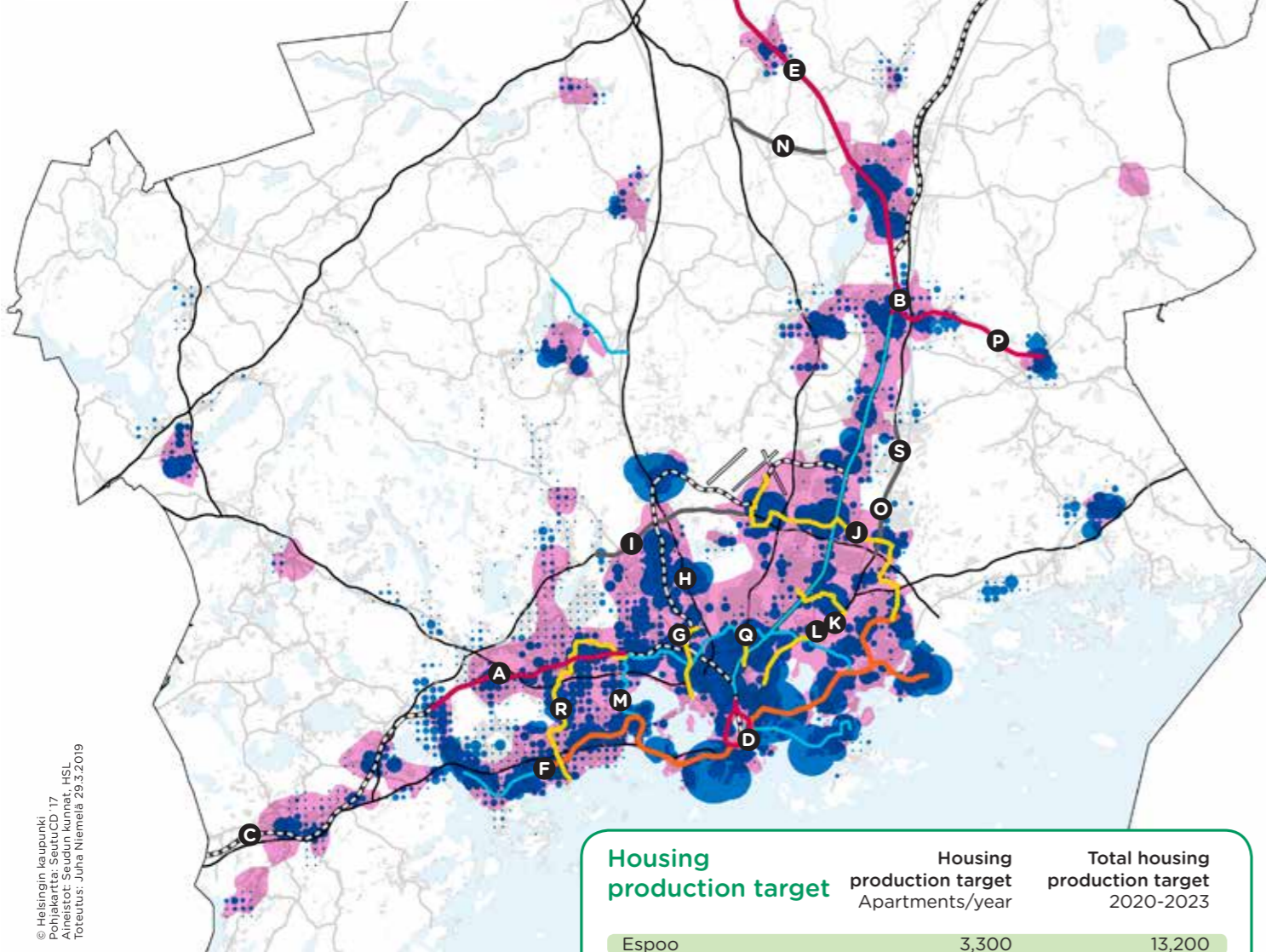
- Getting the most out of the current system
 - Small, cost-effective projects to improve transport infrastructure (KUHA) enable more effective use of the existing infrastructure, improvement of the conditions for walking and cycling, reducing exposure to traffic noise, improvement of the flow of heavy goods traffic and traffic safety.
 - The railway system is developed by implementing the Espoo city rail link to Kauklahti, commuter train depots for the main line and coastal line, the Pisara Rail Loop and the Pasila-Riihimäki 2nd phase.
- New networked transport links as enablers of sustainable growth
 - The light rail network in the region will be expanded by five new lines.
 - Kerava-Nikkilä rail line is opened to passenger services if the conditions are met.
 - Road and intersection arrangements necessary for land use are implemented, public transport nodes are improved, and Park & Ride facilities for cars and bicycles are increased.
- Share of cycling up through strong joint efforts
 - Main cycling route network is developed by implementing key connections. A four-year pilot program of quick walking and cycling experiments is implemented
 - The use of electric bikes and city bikes is promoted.
- Data is used to optimize the transport system
- New mobility services and technologies are deployed to support sustainable mobility.
- Road transport network is developed with a focus on public transport and national freight transport.
- Provisions are made for nationally important rail links. When planning these, it must be ensured that they are synchronized with the region's internal systems.

Investments::



Read more about the MAL 2019 transport investment program on page 17.

MAL 2019 - Primary land use zones, housing production forecast and transport investments to be launched before 2030



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Pohjakaartta: SeutuCD 17
Aineisto: Seudun kunnat, HSL
Toteutus: Juhna Niemelä 29.5.2019

- Housing production forecast 2018-2029 (the size of the circle corresponds to 3,500 apartments)
- Primary land use development zone
- Projects approved/underway
- Rail transport projects
- Light rail line projects
- Road projects
- Railway
- Metro line
- Highways and main roads
- Other road network
- A-S** See page 17

Housing production target	Housing production target Apartments/year	Total housing production target 2020-2023
Espoo	3,300	13,200
Helsinki	6,600	26,400
Kauniainen	80	320
Vantaa	2,640	10,560
Capital region	12,620	50,480
Hyvinkää	396	1,584
Järvenpää	566	2,264
Kerava	514	2,056
Kirkkonummi	434	1,736
Mäntsälä	212	848
Nurmijärvi	434	1,736
Pornainen	80	320
Sipoo	434	1,736
Tuusula	462	1,848
Vihti	344	1,376
KUUMA municipalities	3,876	15,504
Region, total	16,496	65,984

MAL 2019 Transport investment program €340m/year
Transport investments to be launched before 2030

If a project does not progress as planned, it must not prevent the implementation of the projects next in line.

	2020-2023	2024-2027	2028-2031
A Espoo City Rail Link to Kauklahti			P Kerava-Nikkilä rail line opened for passenger services (if land use has developed as proposed and an agreement has been reached on the operating costs)
B Commuter train depot for the main line			• Continuous train control system, at least ERTMS level 2
C Commuter train depot for the coastal line			• Metro automation
D Pisara Rail Loop			
E Pasila-Riihimäki 2 nd phase			
F Turnaround track in Matinkylä			
G Vihdintie light rail line		J Light rail line Mellunmäki-Tikkurila-Aviapolis-Airport	Q Tuusulanväylä light rail line
H Kuninkaantammi intersection, and upgrading of Hämeenlinnanväylä		K Light rail line Viikki-Malmi	R Matinkylä-Suurpelto-Kera-Leppävaara light rail line
I Ring Road III between Askisto and Pakkala		L Transport links for new land use in Malmi and improvement of Lahdenväylä	
• Heavy freight transport service areas (two)		M Ring Road I, Maarinsolmu and Hagalund tunnel	
		N Crosstown logistics connection: Järvenpää main road 45	S National road 4, additional lanes Koivukylänväylä-Kulomäentie
		O National road 4, additional lanes Ring Road III Koivukylänväylä	

Ongoing theme packages **€70 m/year** Main cycling network KUHA Program Tram service development program for Helsinki Program of measures for Park & Ride Package of measures to improve noise abatement Traffic control on main roads in the Helsinki region

Need for funding in the 2020s **€340m/year**

Major planning sites	2020-2023	2024-2027	2028-2031
A	<ul style="list-style-type: none"> Pisara Rail Loop operations and track planning Planning of the implementation of depots Updating the ERTMS plan Rolling stock solutions (Ministry of Transport and Communications zone traffic, KeNi) Pre-planning and overall planning of fast rail lines 	<ul style="list-style-type: none"> Kerava-Nikkilä track plan Overall planning of fast rail lines Overall planning of East Metro 	<ul style="list-style-type: none"> Overall planning of fast rail lines
M	<ul style="list-style-type: none"> Planning of metro automation 		
G	<ul style="list-style-type: none"> Project planning of the Mellunmäki-Tikkurila-Aviapolis-Airport light rail line Project planning of the Viikki-Malmi light rail line Overall planning of other light rail lines 	<ul style="list-style-type: none"> Project planning of the Tuusulanväylä light rail line Project planning of the Matinkylä-Suurpelto-Kera-Leppävaara light rail line 	
N	<ul style="list-style-type: none"> Crosstown logistics connection: Overall and road planning of Järvenpää main road 45 Ring Road IV land reservation planning 	<ul style="list-style-type: none"> Ring Road IV overall planning 	<ul style="list-style-type: none"> Ring Road IV road planning

Planning capacity must be ensured for all projects. In addition to the road projects necessary for land use included in the program, it is possible to use other funding, e.g. for the Koivusaari interchange on Länsiväylä, the Myllypuro interchange on Ring Road I, and for the intersection of Ring Road I and Itäväylä. The track planning of the Kerava-Nikkilä line can also be carried out with other funding.

Reduction of traffic emissions

Emissions are reduced by renewing the vehicle fleet and by implementing road pricing that reduces vehicle mileage

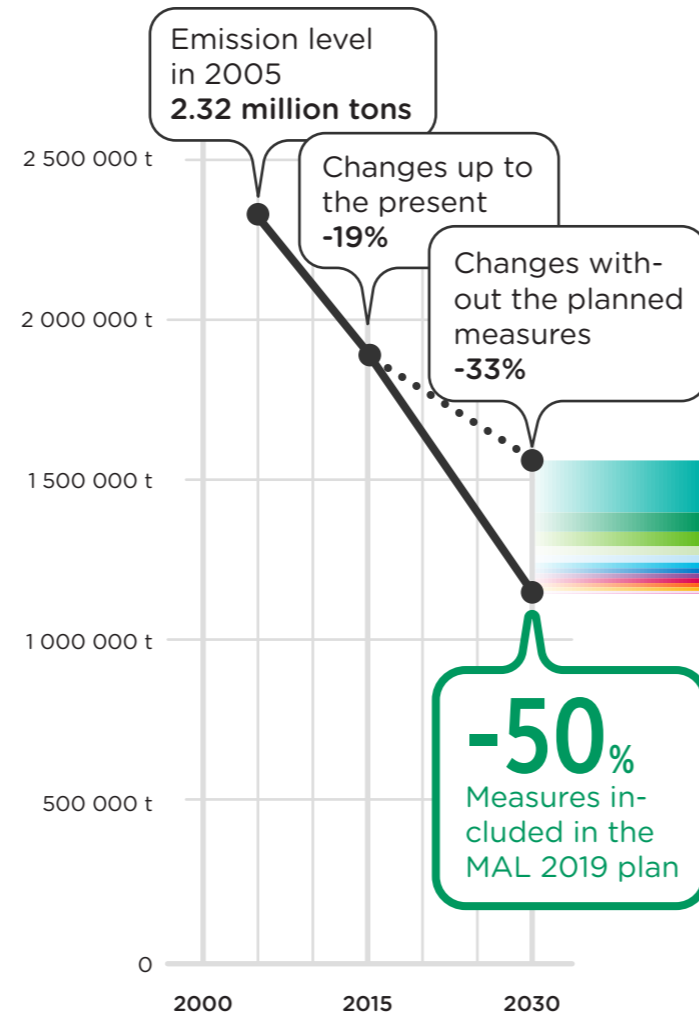
- The region and state will together develop and assess a viable road pricing system to create readiness to introduce road pricing in the region. Surveys on optimal models, impact assessments and necessary legislation will be prepared first, before making any decisions.
- Parking policy steers people towards sustainable mobility.
- The share of electric cars and low-emission cars is increased, for example, by means of taxation and by ensuring that the charging infrastructure is in place.
- Bus services in the Helsinki region are rendered emission-neutral, and emissions from heavy goods traffic are reduced.

Measures to reduce greenhouse gas emissions from traffic in the Helsinki region by 2030

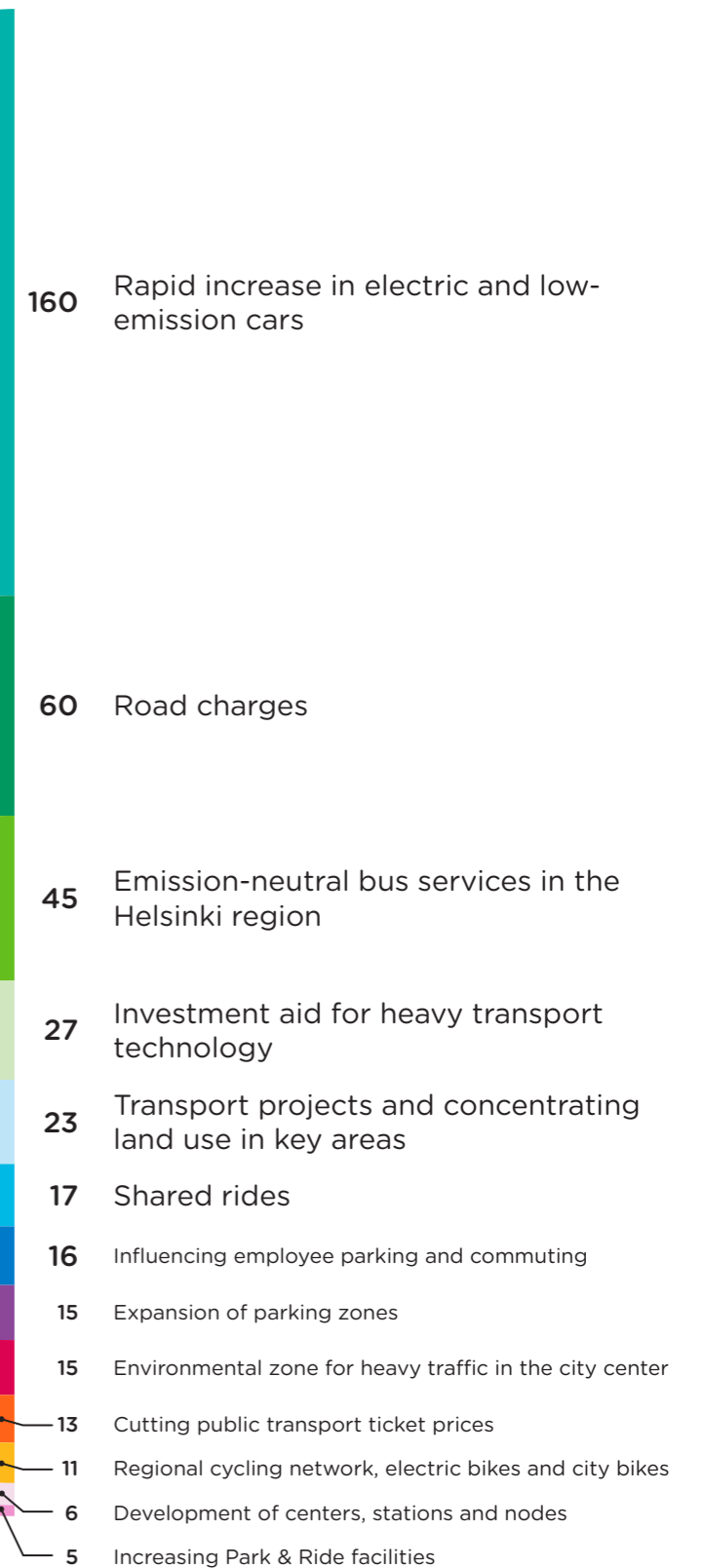


The plan reduces greenhouse gas emissions from traffic by **50%**

Changes in CO₂ emissions from traffic up to 2030



Emission reduction potential of individual measures in 2030 (1,000 tons)



After 2030, high quality, sufficient housing production is maintained and low carbon development is continued

The target year of the MAL 2019 plan is 2050. The key strengthening phenomena also affecting the Helsinki region include climate change, urbanization, ageing population, immigration, digitalization, automatization and robotization.

Four different future scenarios were developed to support long-term planning. They were used to identify measures that are recommended to be implemented regardless of the future scenario.

- Greenhouse gas emissions are further reduced from the 2030 levels.
- Land use is located sustainably in the primary development zones.
- Zones linked to a new public transport investment can be used if a binding decision has been made on the public transport investment required.
- Availability and quality of housing are ensured
- The transport system is developed to be increasingly based on sustainable modes of transport by creating a regional rail vision and its implementation path, as well as by integrating public transport with land use development.

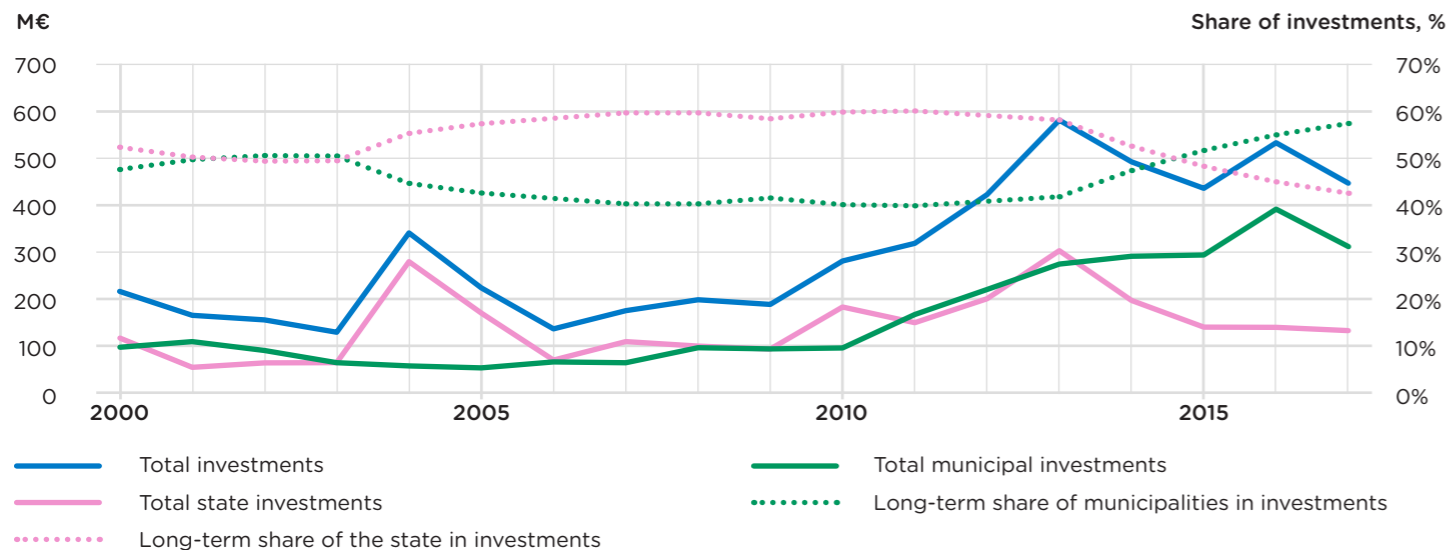
Post-2030 transport projects identified include:

- New stations along the Ring Rail Line and Main Line
- Complementing the light rail line network
- East Metro
- Airport Rail Link
- West Rail Line.

In terms of the street and road network, the focus will be on the flow of public transport and freight transport as well as on service-level targets.

Regional transport investments of the state and municipalities 2000-2017

Municipalities' share in the funding of regional transport investments has increased during the past years.



Municipalities and the state finance investments

Municipalities make major investments in the transport infrastructure, suitability of plots for construction and services, as well as subsidize regulated housing.

In 2017, municipalities and the state invested:

- €550m in housing infrastructure and housing production as well as maintenance of housing infrastructure (municipalities about €475m and the state about €75m).
- The investments enabled housing production of about €4.5 billion in the region.
- The state subsidized housing in the Helsinki region:
 - by about €785m through housing allowances (mainly rental housing)
 - by about €1,100m through tax benefits (mainly owner-occupied housing).
- Municipalities subsidize housing and housing production by €40m through plot rents and sales.
- The plan proposes energy and demolition allowances for housing companies and financing a positive discrimination program as new forms of state aid.

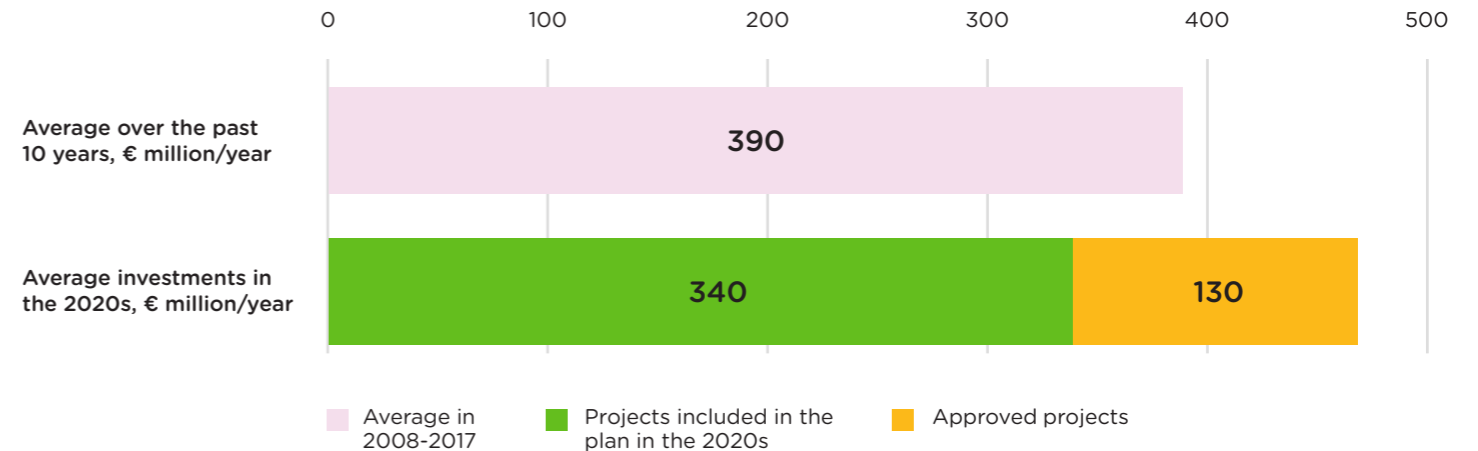
- Funding for the transport system amounted to 1.69 billion euros, of which 20% went into road maintenance, 36% into investments and 44% into public transport services. Out of the total, municipalities paid 61% and the state 18%. Ticket revenue covered 21% of the funding.

The state's participation in the cost-effective development of the transport system ensures the implementation of the projects. The revenue from the road charges proposed in the plan will be allocated to infrastructure investments and public transport.

In addition, municipalities maintain and manage the lower level road network. Municipalities' investments in local streets have amounted to an average of some 200 million euros a year in 2008-2017.

The proposed transport investments, scheduled for the 2020s as well transport investments already approved, amount to an average of about €470m a year. During the past 10 years, the average has been €390m a year.

Annual investments in main roads



MAL agreement to be signed between the state, municipalities and HSL

The measures included in the MAL 2019 plan are due to be launched by 2030. An MAL agreement 2020-2023, based on the plan, will be concluded between the state, municipalities in the region and HSL in 2019. The MAL plan and agreement will be integrated with the development of a national 12-year transport system plan.

Decisions on land use and housing are made by the municipalities. Changes to land use over the next ten years have been set out in municipal master plans, and local detailed plans to implement these are currently being drafted. Long-term land use solutions are outlined in the Uusimaa regional land use plan currently being drafted as well as in municipal master plans also under preparation.

Municipalities, the state and HSL are responsible for the implementation and promotion of measures related to transport, each in their own area of responsibility. The implementation of nearly all of the measures requires close co-operation between a number of parties.

In addition, important follow-up work to promote the objectives of the regional land use, housing and transport planning will be launched:

- Land use: Regional study on infill development
- Housing: Positive discrimination program
- Transport: Plan iterating the road charge system and its impact assessment

An annual meeting of the parties to the MAL agreement and the MAL Secretariat responsible for its preparation will monitor the implementation of the plan. The identified environmental impacts will be taken into account in the monitoring of the plan.

The monitoring of the environmental impacts is based on monitoring that is already being conducted in the region.

