

Good Practice

1. General information	
Title of the practice	The Helsinki Region Transport System Plan, HLJ 2015 (Integrated planning process of land use plan, housing strategy and transport system plan)
Does this practice come from an Interreg Europe Project	No

In case 'yes' is selected, the following sections appear:

Please select the project acronym	SMART-MR
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Specific objective	Improving low-carbon economy policies	
Main institution involved	Helsinki Region Transport (HSL)	
Location of the practice	Country	Finland
	NUTS 1	Manner-Suomi
	NUTS 2	Helsinki-Uusimaa
	NUTS 3	Helsinki-Uusimaa

2. Detailed description	
Detailed information on the practice	<p>The high rate of population growth in the Helsinki region poses challenges for transport and the urban structure. Transport planning, housing strategy work and urban planning have traditionally been all separate processes.</p> <p>The Helsinki Region Transport System Plan, HLJ 2015, is a strategic plan taking an overall view of the transport system. It was carried out for the first time as an integrated planning process of the regional land use plan, housing strategy and transport system plan during 2012-2015. The goal of the plan is to provide the rapidly growing population with a sustainable transport system and urban structure. The land use, housing and transport system plans for the 14 municipalities of the region were prepared in close co-operation with said municipalities.</p> <p>Participation and co-operation has been established on many levels, both policy makers and officials were involved. The targets and vision of the plan were steered through a multi-tiered regional decision making system.</p> <p>The process included an extensive impact assessment process, as well as the presentations and hearing events for participants. Officials from every municipality and different sectors were consulted and their views and proposals were collected for the plan.</p> <p>The process and the plan combined the needs of different sectors and 14 municipalities. A good and comprehensive cooperation between municipalities was created.</p> <p><i>[1500 characters] Please provide information on the practice itself. In particular:</i></p> <ul style="list-style-type: none"> - <i>What is the problem addressed and the context which triggered the introduction of the practice?</i> - <i>How does the practice reach its objectives and how it is implemented?</i> - <i>Who are the main stakeholders and beneficiaries of the practice?</i>

<p>Resources needed</p>	<p>The participation process was implemented mainly by using internal human resources and it embraced several thousands man-hours. External consultants assisted the impact assessment process. The process was financed by HSL's budget, which consists of ticket revenue, municipal contributions, subsidies and other income.</p> <p><i>[300 characters] Please specify the amount of funding/financial resources used and/or the human resources required to set up and to run the practice.</i></p>
<p>Timescale (start/end date)</p>	<p>2012 - March 2015</p>
<p>Evidence of success (results achieved)</p>	<p>The HLJ 2015 process managed to combine the needs of different sectors and municipalities on a regional level. Regional compromises were successfully made in the process. Representatives of different sectors and levels, both elected officials and civil servants, were successfully committed to the planning and results. Good and comprehensive cooperation between municipalities was created. The events organised in the process had a very positive atmosphere.</p> <p><i>[500 characters] Why is this practice considered as good? Please provide factual evidence that demonstrates its success or failure (e.g. measurable outputs/results).</i></p>
<p>Difficulties encountered/ lessons learned</p>	<p>As the HLJ 2015 plan is a strategic level regional plan heading to year 2050, there was some difficulties to organize participation with general public.</p> <p><i>[300 characters] Please specify any difficulties encountered/lessons learned during the implementation of the practice.</i></p>
<p>Potential for learning or transfer</p>	<p>In many countries and metropolitan regions, the planning processes in land use, housing and transport sectors are separate. When creating a sustainable urban structure, it is important to combine these planning processes in order to avoid both urban sprawl and the creation of new urban areas with insufficient public transport connections. The systematic and determined joint planning process can secure the balanced and sustainable development of the region. The multi-tiered participation process with all municipalities of the region insures the commitment of the municipalities to major transport and land use projects, also financially.</p> <p><i>[1000 characters] Please explain why you consider this practice (or some aspects of this practice) as being potentially interesting for other regions to learn from. This can be done e.g. through information on key success factors for a transfer or on, factors that can hamper a transfer. Information on transfer(s) that already took place can also be provided (if possible, specify the country, the region – NUTS 2 – and organisation to which the practice was transferred)</i></p> <p><i>[Technical: A good practice be edited throughout a project life time (e.g. to add information on the transfers that have occurred)]</i></p>
<p>Further information</p>	<p>https://www.hsl.fi/en/hlj-helsinki-region-transport-system-plan/hlj-2015 https://www.hsl.fi/en/hlj-helsinki-region-transport-system-plan/hlj-materials</p>
<p>Contact details <i>[Technical: the contact details will be visible only to "Policy Learning Platforms registered members"]</i></p>	
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