



CoP Public Infrastructure and Social Services

Example of Good Practice

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Cooperation in land use, housing and transport (MAL¹)

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1. Introduction

MAL is a strategic plan that aims to support the cooperation of the surrounding municipalities of the city of Helsinki together with the city itself, municipal federations (HSY² and HSL³) and the state in land use, housing and transport. It is based on the shared regional land use plan, housing strategy and development plan concerning the transport system. The plan sets out concrete actions to achieve the goals. These include regionally defined primary land use development zones, municipal-specific housing construction forecasts and town plan goals, as well as transport projects and measures to be launched before 2030. MAL is based on an agreement signed by 14 municipalities in the Helsinki region and the state. Moreover, two municipal federations in the Helsinki region (with less municipalities involved) participate. The 14 municipalities comprise both rural and urban municipalities. The capital region is represented in MAL by all its four cities: Helsinki, Espoo, Vantaa and Kauniainen. Other MAL members are the cities of Hyvinkää, Järvenpää and Kerava and the municipalities of Nurmi-järvi, Tuusula, Vihti, Mäntsälä, Sipoo, Kirkkonummi and Pornainen. The municipalities in the municipal federations are: a) HSL: Helsinki, Espoo, Vantaa, Kauniainen, Kerava, Tuusula, Sipoo and Kirkkonummi. In addition, the municipality of Siuntio is a member of the HSL municipal federation, although not that of the MAL. And b) HSY: Helsinki, Espoo, Vantaa and Kauniainen.

¹ Maankäytön, Asumisen ja Liikenteen yhteistyö (fi) / Cooperation in land use, housing and transport (en)

² Helsingin Seudun Ympäristöpalvelut (fi) / Helsinki Region Environmental Services (en) is a consortium of municipalities that provides municipal water supply and waste management services.

³ Helsingin Seudun Liikenne (fi) / The Helsinki Regional Transport Authority (en) maintains the public transportation network of nine municipalities in the Helsinki Region.

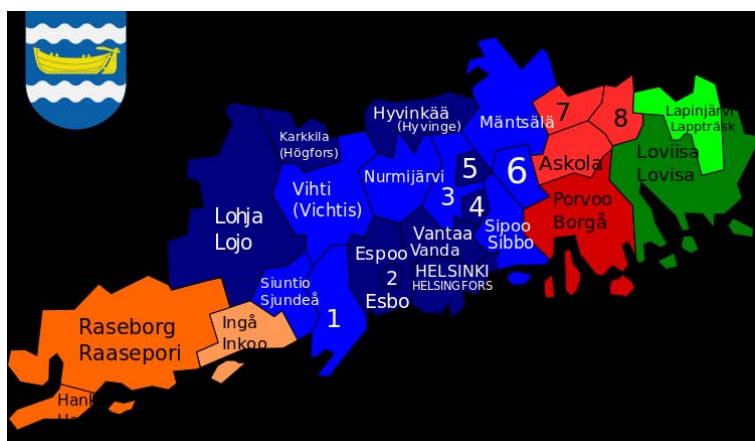


Table 1: Municipalities of MAL, HSL and HSY

Municipality	MAL	HSL	HSY	Capital City Region	Other Uusimaa Region
City of Helsinki	x	x	x	x	
City of Espoo	x	x	x	x	
City of Vantaa	x	x	x	x	
City of Kauniainen	x	x	x	x	
City of Hyvinkää	x				x
City of Järvenpää	x				x
City of Kerava	x	x			x
Municipality of Nurmijärvi	x				x
Municipality of Tuusula	x	x			x
Municipality of Vihti	x				x
Municipality of Mäntsälä	x				x
Municipality of Sipoo	x	x			x
Municipality of Kirkkonummi	x	x			x
Municipality of Pornainen	x				x
Municipality of Siuntio		x			x

The MAL project group brings rural and urban actors together and sets out concrete actions, such as transport projects. It promotes cooperation and helps to understand each other's perspectives and interests for the benefit of the whole region.

Figure 1: Uusimaa municipalities. Map: Wikipedia



1. Kirkkonummi /Kyrkslätt 2. Kauniainen / Grankulla 3. Tuusula (Tusby) 4. Kerava (Kervo) 5. Järvenpää (Träskända) 6. Pornainen (Borgnäs) 7. Pukila (Buckila) 8. Myrskylä / Mörskom. Names are given in Finnish and Swedish in bilingual municipalities, in Finnish (and Swedish) in others, if applicable.

2. Project Intention / Background information

There have been attempts to plan land use, housing and transport on a regional level for a long time. The Helsinki region is now home to 1.5 million people. In 2050, it is estimated to have 2 million residents. People do not stop at municipal boundaries: everyday activities, work and hobbies spread across the Helsinki region. Therefore, it is important 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 to meet the needs of both current and future residents, business and industries. The Helsinki region land use plan, housing strategy and transport system were developed in close cooperation in 2015, and the previous MAL agreement was signed for the years 2016-2019. The aim of the MAL agreement was to encourage municipalities in the Helsinki region to cooperate in questions of land use, housing and transport. Consequently, it aimed to reduce competition between the participating municipalities. Now the MAL 2019 seeks to further strengthen the cooperation and outlines how the Helsinki region will be developed from 2019 onwards.

The MAL 2019 is open to municipalities in the Helsinki-Uusimaa region, and the agreement is intended to be equal between all partners. However, municipalities compete e.g. over taxpayers (including businesses) Furthermore, the president and the secretary of the MAL committee represent Helsinki. Helsinki has a dominant role due to its size (ca. 660 000 residents, compared to 290 000 in Espoo, 230 000 in Vantaa, and not more than 50 000 in other member cities and municipalities) and influence. Despite of challenges: competition between municipalities, top-down structure, disproportionate size of Helsinki compared to the others, MAL is a good practice. It shows that close cooperation between different parties, and the attempt to improve governance arrangements benefit the whole region in the long run. Important aspects are: joint developing, shared responsibilities, information exchange, capacity building and mutual platform. The cooperation was implemented top-down. However, it is composed of representatives of local authorities and the MAL agreement is negotiated between the members. Cooperation in the planning and realization of land use, housing and transport helps to develop the region in a socially, economically and ecologically sustainable way.

3. Main Description

The MAL is renewed every four years, and currently the experiences and feedback of the 2016-2019 period are used in the MAL 2019 plan (2020-2023). The MAL agreement is to be signed between the state, municipalities and HSL. MAL 2019 presents the desired future for the Helsinki region. It sets out goals as well as concrete measures for achieving them, i.e. for reducing traffic emissions in the region, making everyday life easy, enabling people to find affordable housing, having good transport connections, and meeting the needs of labor force, 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, and 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.

The vision of the MAL 2019 plan contains four key words: low-emission, attractive, vibrant and healthy. MAL 2019 aims at an attractive Helsinki region that offers versatile housing options. The housing options are based on district centers that have distinctive characteristics. Moreover, MAL 2019 tries to encourage people to travel on foot, by bike and by public transport: traffic emissions are planned to be halved by 2030 compared to 2005. The state participates in the financing and planning through transport system planning and the MAL project group. The municipalities participate in the transport system planning and are jointly responsible for land use and housing planning. Long-term land use solutions are also outlined in the Uusimaa regional land use plan. Municipal federations are responsible for housing, land use (HSY) and transport (HSL) data and reporting. 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 the measures requires close cooperation between a number of parties.

All members contribute financially. They commit money, time and expertise. The MAL agreement is a prerequisite for government funding. 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). Funding for the transport system mounted 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 MAL group (members) has an annual follow-up meeting prepared by MAL secretariat. The MAL 2019 has an indicator system for yearly housing production, zoning plans for residential units entered into force, transport infrastructure investments and transport services. The impact assessment of MAL 2019 aims to increase the transparency of the planning process, motivating the use of information in decision-making and open discussion, also including residents. This would enhance the participatory and democratic procedures of the planning in the future.

4. References

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