



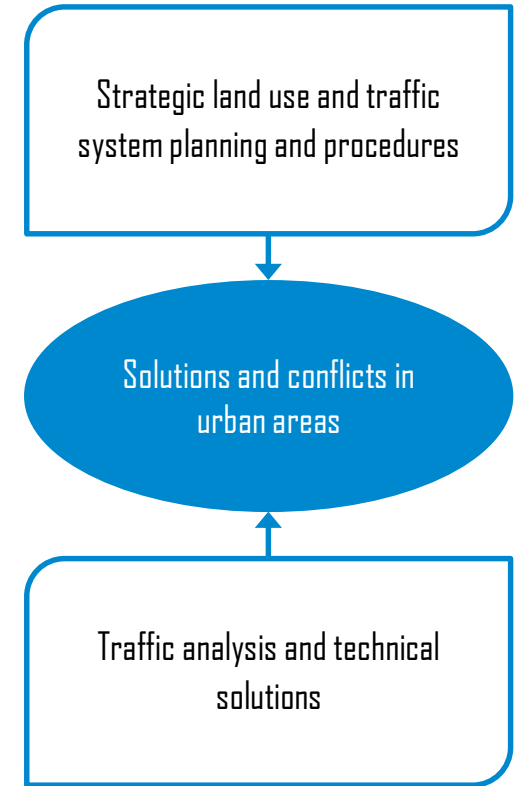
# The National Main Roads in the Growing Cities

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Traffic authorities and cities are facing conflicts of interest in some urban areas where national main roads go through developing urban areas.

The target of the study was to understand the sources of the conflicts and suggest alternative procedures to avoid them in the future.

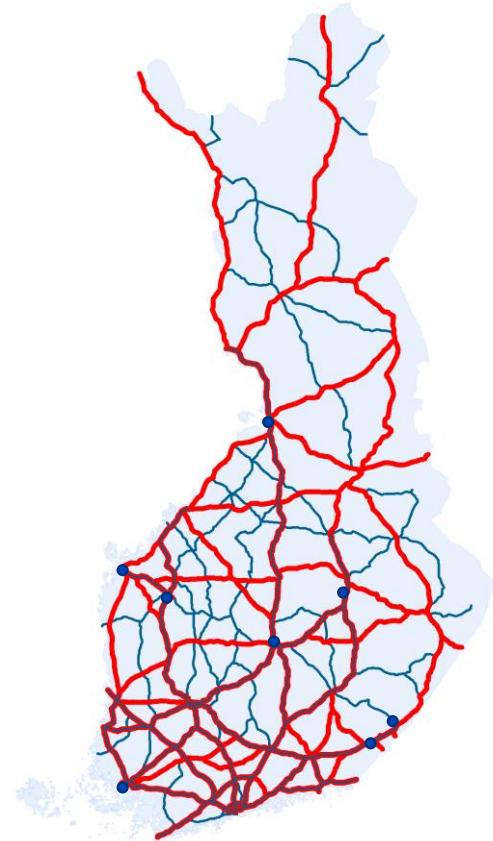




# Case studies

**A number of case cities were examined:**

- Oulu and Turku
- Jyväskylä and Kuopio
- Vaasa – Seinäjoki and Lappeenranta - Imatra





## Key findings

- The national transport network has a remarkable role in ensuring the competitiveness of the Finnish industry
- At the same time the cities must have sufficient prerequisites to grow and prosper
- Actions of the cities has a great importance in developing national connections
- The role of the national traffic authorities is not clear enough in coordinating the needs of long distance transports and the needs of local transports in urban areas
- There are deficiencies in common goal setting between cities and the state
- There is a lack of long distance perspective. Short term financing circumstances have significant effect to the decisions
- There is no spokesman for long distance transportation in the planning processes
- To create smooth trip and freight chains there is a need for co-operation of different parties.



## Situation in urban areas in general



# Planning process, interaction

- **There are differences in co-operation:** timing, possibilities to contribute, willingness to negotiate
- **Regions have different procedures in planning processes.** Who is in charge, who makes decisions and what are the financing possibilities.
- Municipalities have differences in co-operation: views to develop region, possibilities to co-operate and recourses.





# Problems in processes

- Transport system planning has no official status
  - Purpose of it can be challenged
- Land use planning concerns limited geographical area
- There is no well-defined point for common goal setting between different parties
- Consolidation of road and rail traffic is sometimes wanting
- Goals in planning processes are usually rather general and thereby they don't give a good guidance for detailed planning and implementation
  - Therefore goals hasn't been effective when concerning choice of actions. Problems has been solved case by case and there hasn't been consolidation of land use and transport planning.
- In goal setting and choice of actions there is sometimes lack of realism concerning financing possibilities
- Political financing decisions has sometimes led to choice of actions against goals set before
- Co-operation and good preparation hasn't ensured the implementation of actions because planning and financing processes are not connected and therefore there exist lack of commitment



# Characteristics of good processes

- Long tradition for co-operation and interaction between different parties and it's on going
  - Interaction is based on good balance of understanding each others point of views, not on authority positions
- Planning process in early stages begins with common studies and collection of common data that gives for all parties a picture of planning situation, future development, problems and useable actions.
- Different parties are involved in the process in early stages and in this point goals are set so that they are commonly accepted and their guidance for planning solutions are solid and realistic.
- Common purpose is to find functional ensemble of measures and same time taking into account recourses
- Parties don't be deadlocked in their own solutions instead there is capability to bend if necessary to get commonly acceptable solution.
- National, regional and local needs are all taken into account.





# Recommendations

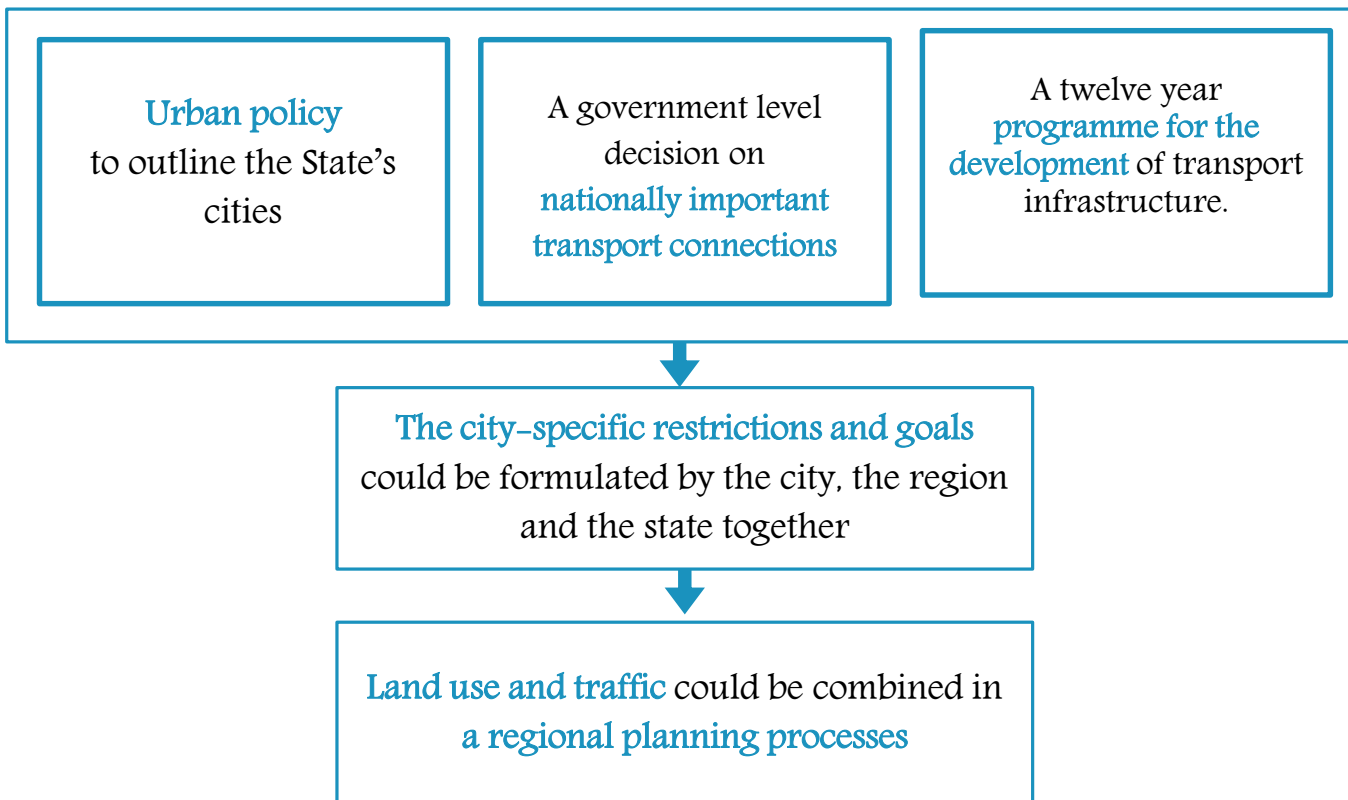


## Actions that would promote consolidation

- **Important passenger and freight connections (inc. nodes) by international and national point of view should be defined.**
- **Level of service of nationally important main roads should be defined.** This should be done in co-operation with different parties. Customers point of view is important here as well as needs of growing urban areas.
- **Recognize critical factors of level of service.** This would be guideline for short term solutions and for long term planning.
- **Level of service of national transportation is taken care of** in important connections and nodes not forgetting consolidation to local approach.
- **Development of nationally important connections and nodes are reviewed with different parties taking into account financing possibilities.**
- **Co-operation between different planning stages and different parties** works so that national and local perspective as well as service providers needs are taking into account.
- **There is a need for guidelines, policies etc.** that supports finding common purpose.
- **Strengthen commitment to what has commonly agreed** by regular follow-up arrangements.



# There is a Need for National Policy





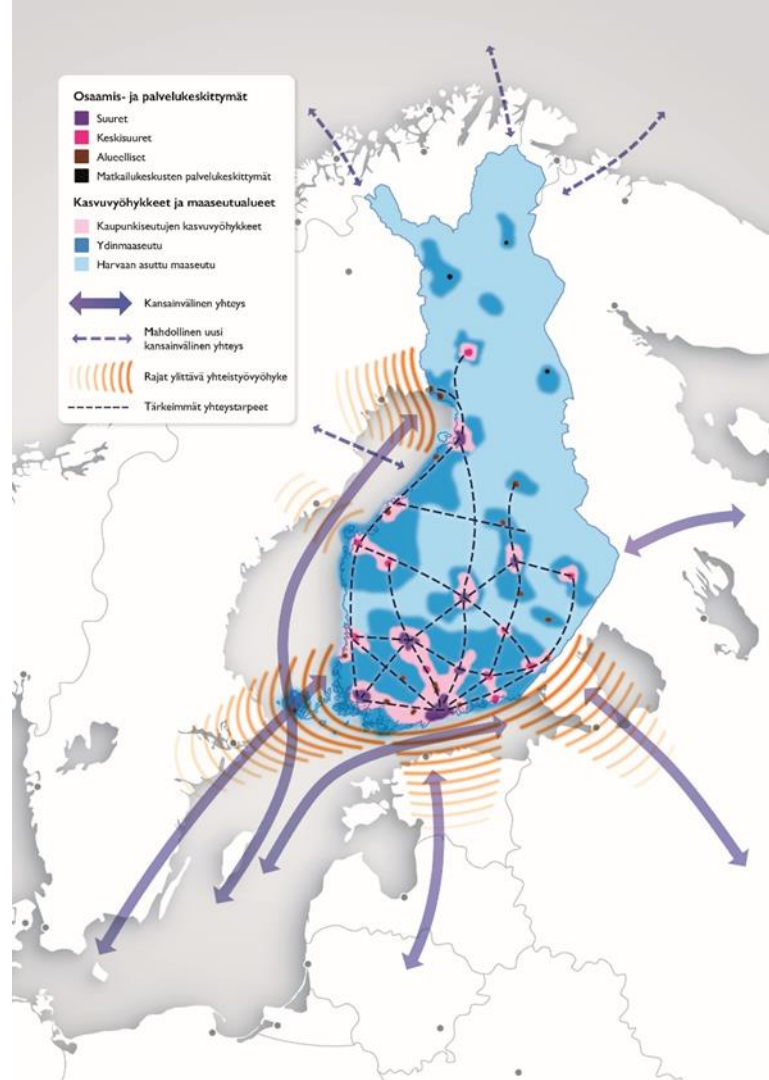
# Commitment should be strengthened

- Commitment could be promoted by negotiations between regional councils and State's authorities about common purposes, realistic investment levels and responsibilities
- Negotiation result could be confirmed in politically accepted strategy papers.
- Regional transport system planning and land use planning and also wider strategic planning should be outlined and **co-operation should be conducted.**





# Co-operation, Strategic Choices and Commitment!





Thank You!

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