

New tools for linking transport and land use planning



Pekka Rätty

Finnish Road Administration






Contents

- Land use classification
- Some examples
- Conclusions


Land use classification (A)

- A1. The capital city of Helsinki 
- A2. The suburbs in Helsinki metropolitan area, some biggest towns in other parts of Finland 

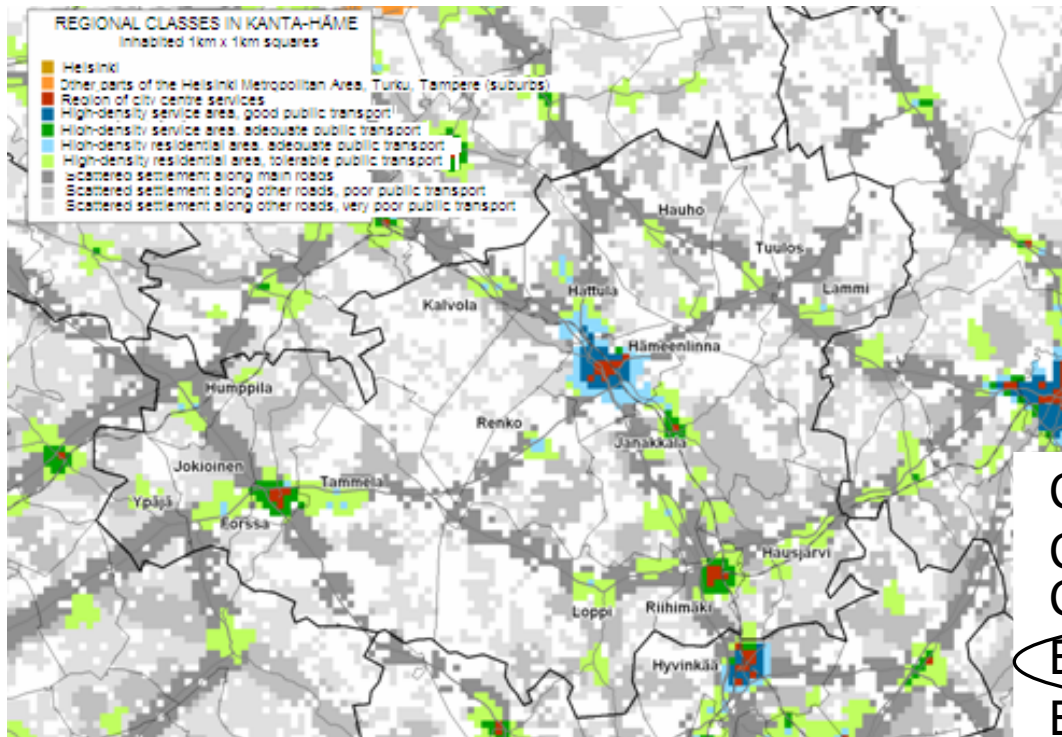
Land use classification (B)

- B1. Area of city centre services 
- B2. High density service area,
good public transport 
- B3. High density service area,
adequate public transport 
- B4. High density residential area,
adequate public transport 
- B5. High density residential area,
tolerable public transport 

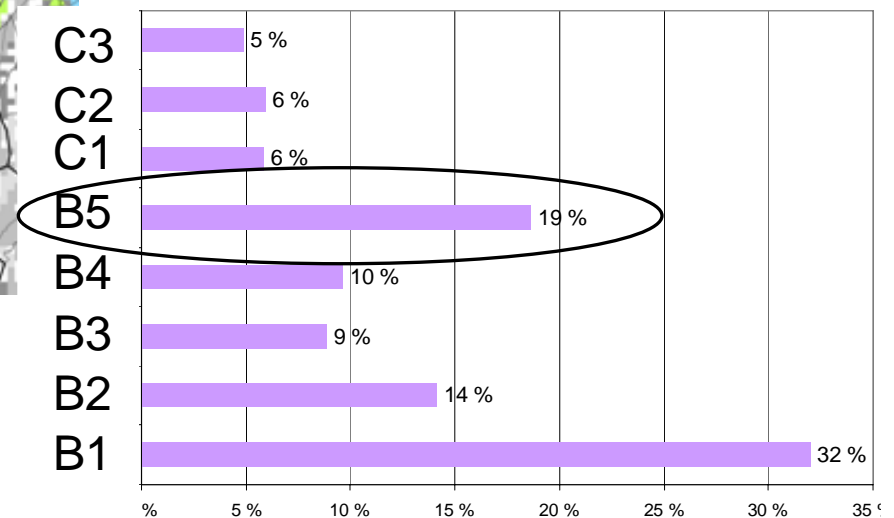
Land use classification (C)

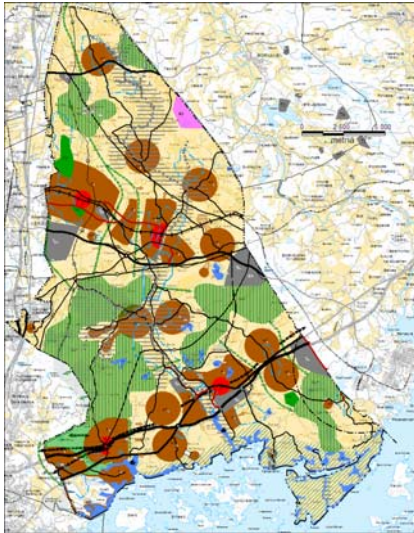
- C1. Scattered settlement along main roads 
- C2. Scattered settlement along other roads, poor public transport 
- C3. Scattered settlement along other roads, very poor public transport 

Recognizing land use classes

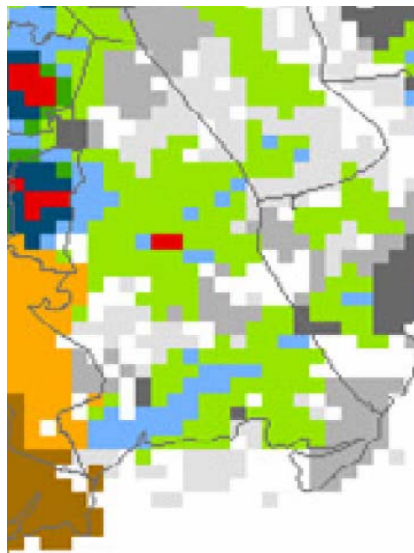
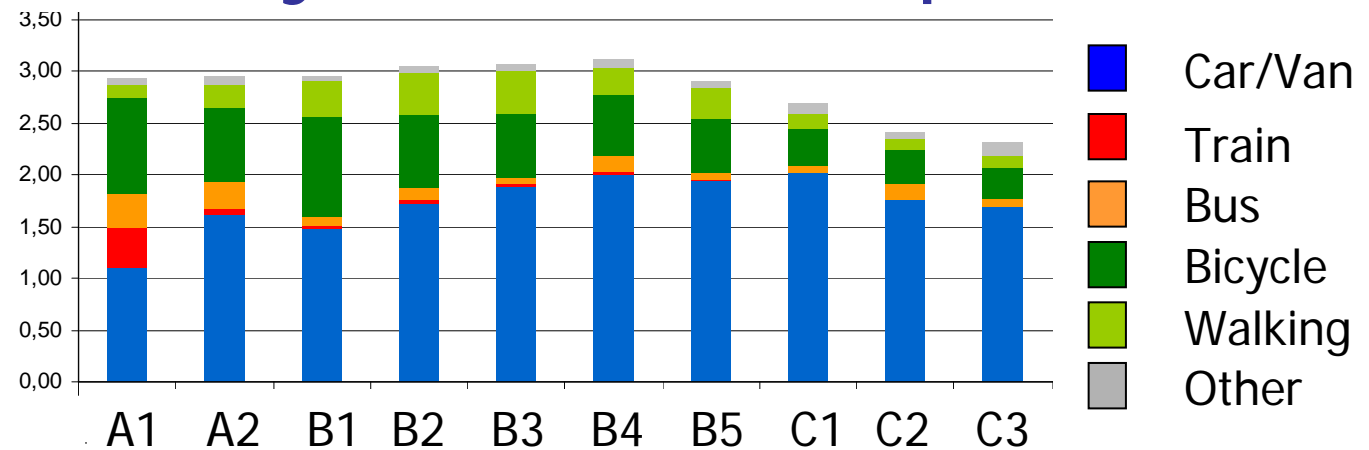


Determining
population
shares

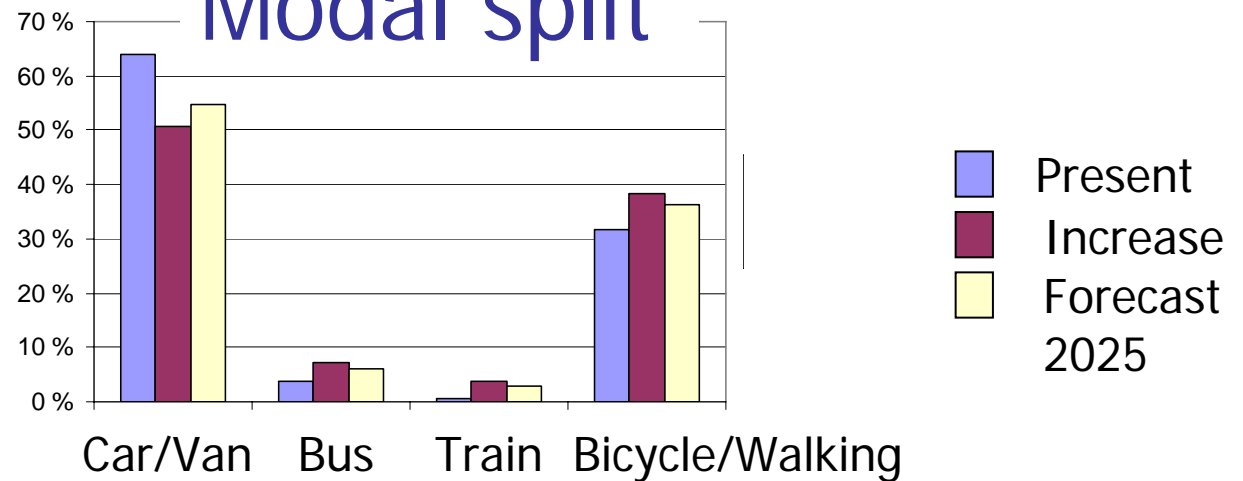




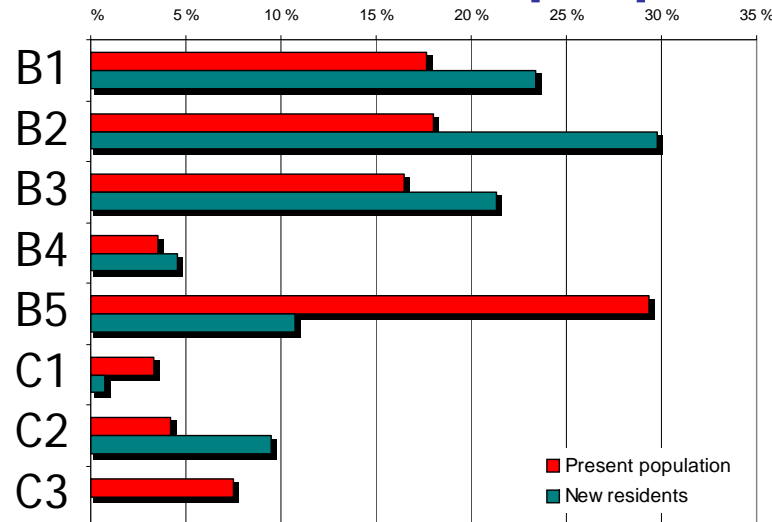
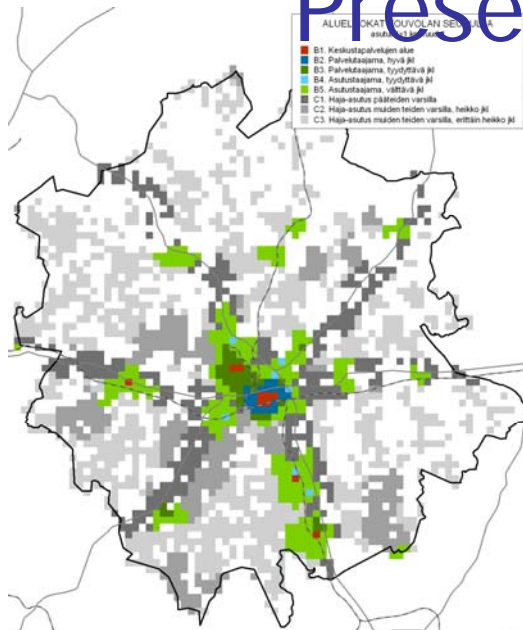
Daily number of trips



Modal split



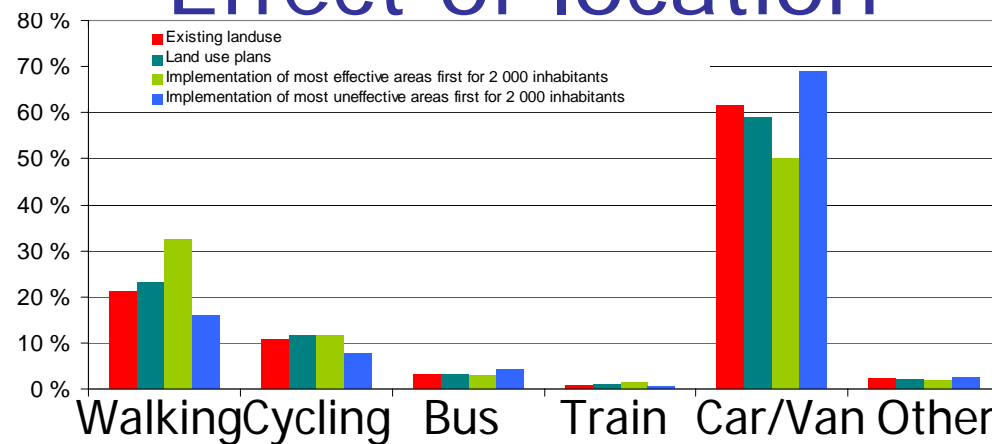
Present and future population



Present population

New residents

Effect of location



Existing land use

Planned land use

Most effective areas

Most ineffective areas

Conclusions

- Classification combines land use and traffic system.
- Gives simple estimates of trip generation and traffic performance by mode and trip purpose for every class.
- Can be combined with additional geographic information and land use plans.
- One can test how different land use strategies affect on traffic.
- Easy to use; can be used when more precise traffic data or models are not available.