Parking management in Active Mobility Area
City of Tallinn

Liivar Luts

Tallinn Transport Department

Objectives

- **PM integration with SUMP**
- **Extension of the paid parking area (up to 2000 parking places)**
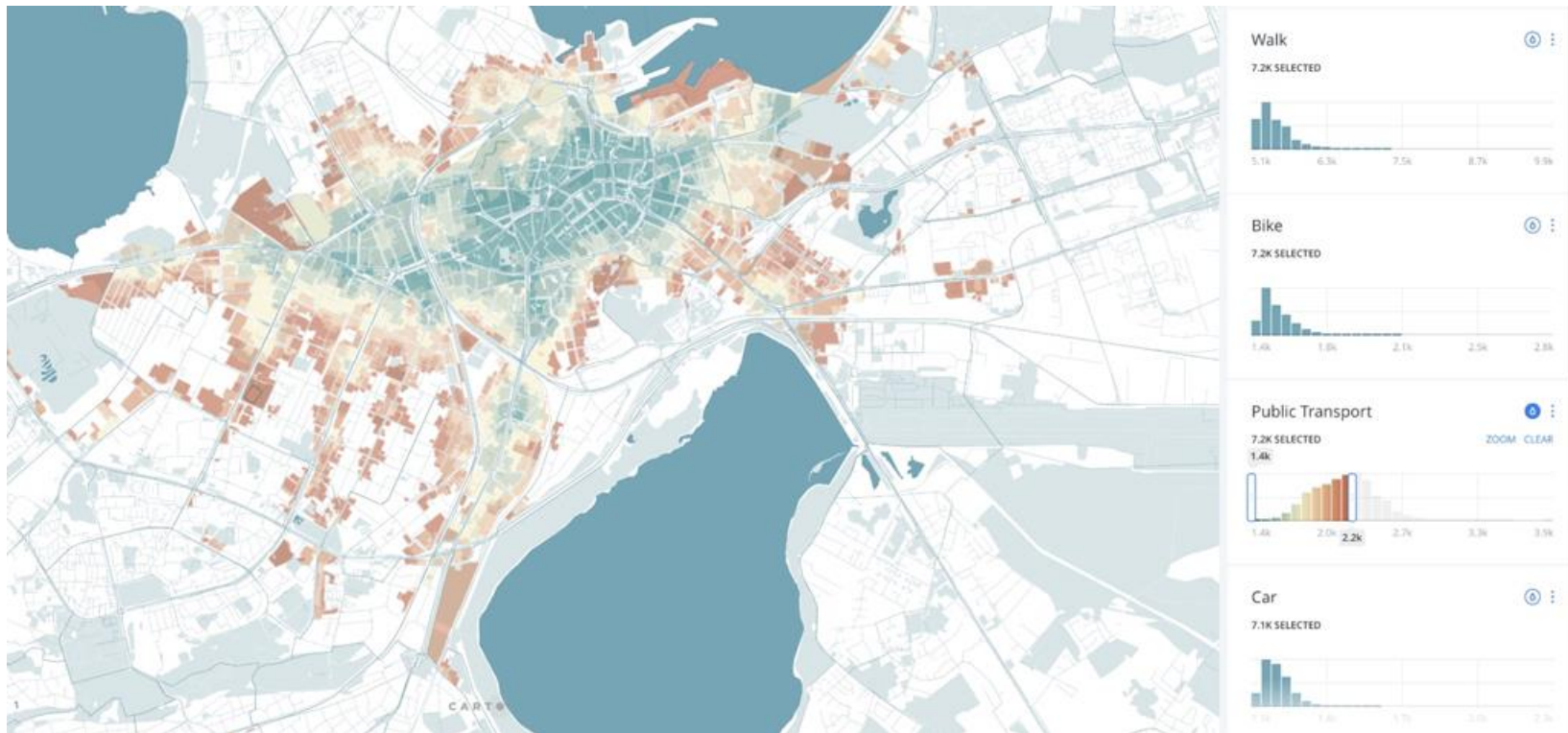- **Maximum parking standards to new areas**

Active Mobility Area (AMA) - methodology

- **GTFS data**
- **Based on public transport**
- **Origin-Destination (O-D) Matrix**
- **Tallinn demographic grid (~ 6000 squares)**
- **25 randomly generated, scattered points**
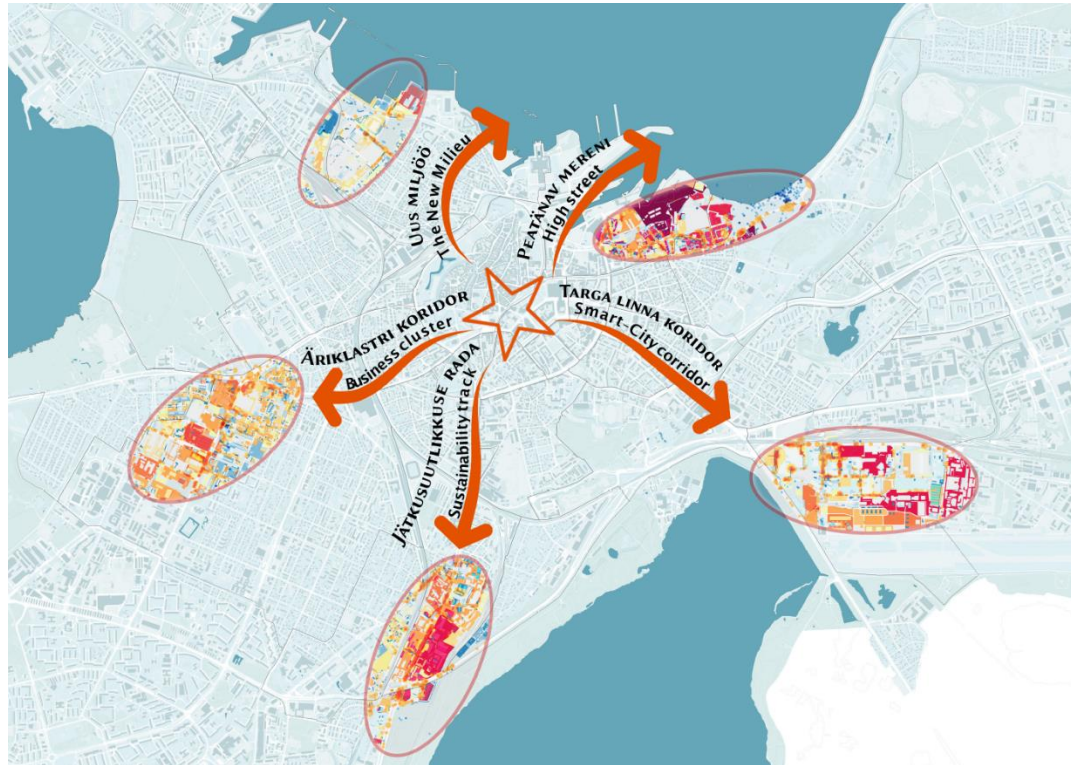- **Travel time is calculated**
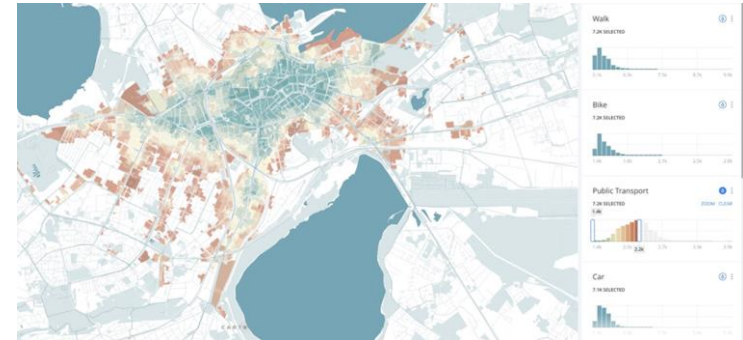
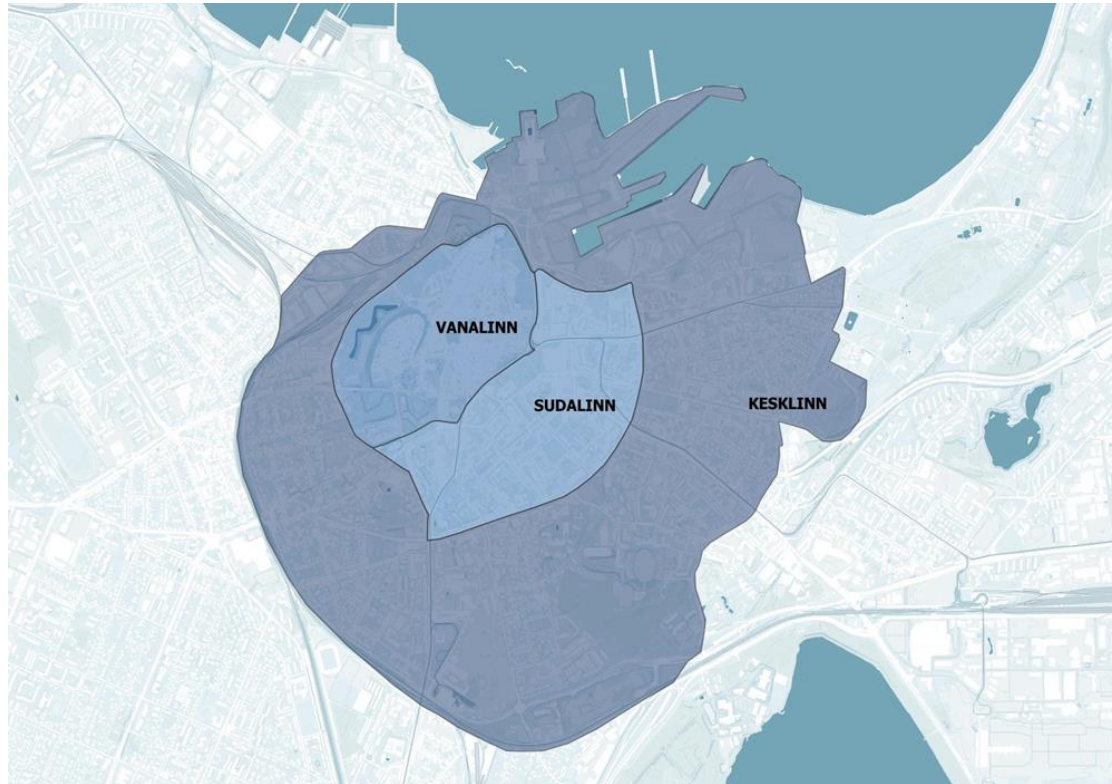**Work places, schools, services, shops can be added**
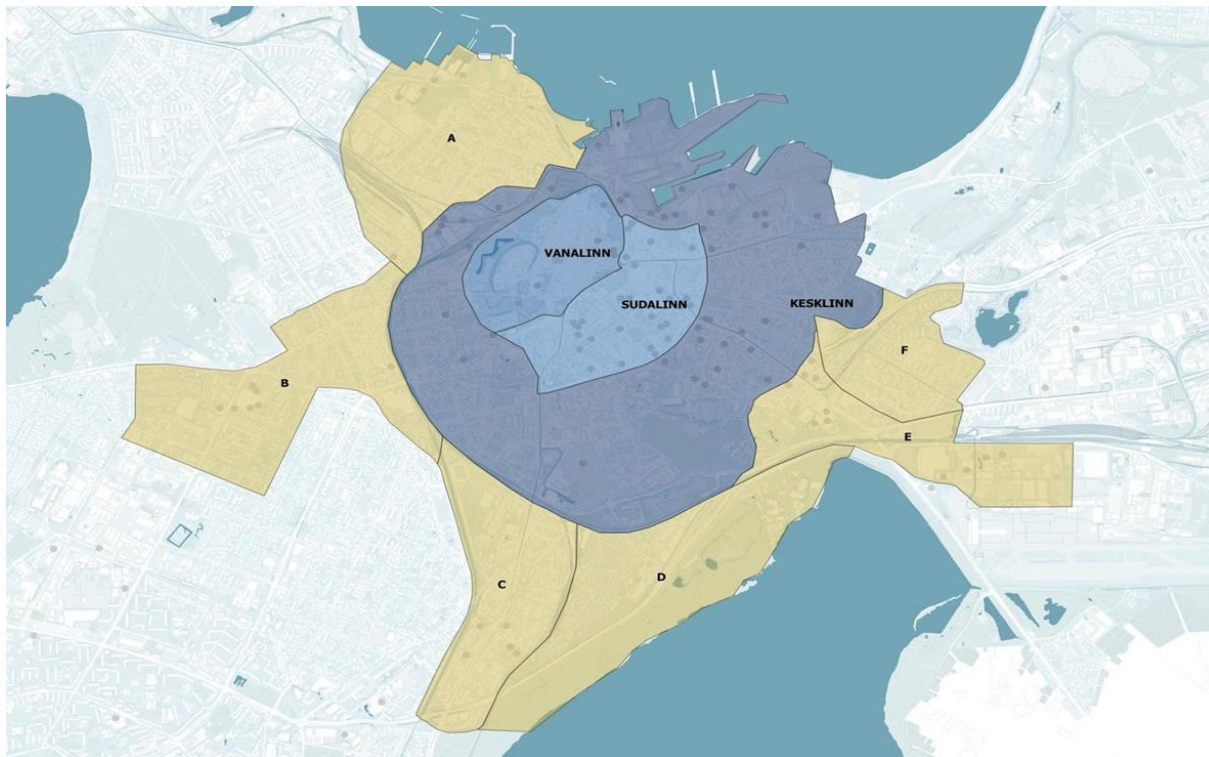
AMA definition and implementation

Emerging new hotspots

Current paid parking area

Proposed new paid area

Parking standards in AMA

- **From unit based calculation to bruto sqm**
- **Max parking standards**
- **Max one residential permit/unit**
- **No parking for offices**
- **Short term parking places**
- **Rental housing –> reduced parking**
- **Nearby parking house –> reduced parking**
- **Nearby mobilty hub –> reduced parking**

Barriers of the implementation

- **COVID - direct impact on implementing parking measures and AMA**
- **Political - decision makers are not ready**

Summary

- **Active Mobility Area is evolving over time**
- **Clear methodgy to justify actions**
- **Participatory budget**
- **Lower building costs**
- **Well accessible with all active modes**
- **More liveable and greener street network**
- **Urban densification**

Thank you

Follow us

- Twitter, Facebook, LinkedIn, YouTube, Flickr, Spotify

Subscribe to our newsletter

- civitas.eu/newsletters

Email

- secretariat@civitas.eu

civitas.eu

CIVITAS
Park4SUMP

THE CIVITAS INITIATIVE
IS CO-FUNDED BY
THE EUROPEAN UNION