Parking management in Active Mobility Area

City of Tallinn

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Tallinn Transport Department

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Objectives

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

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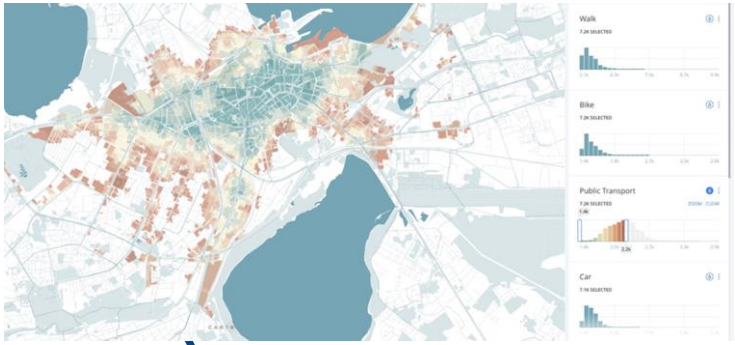
Active Mobility Area (AMA) - methodology



- 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

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AMA definition and implementation

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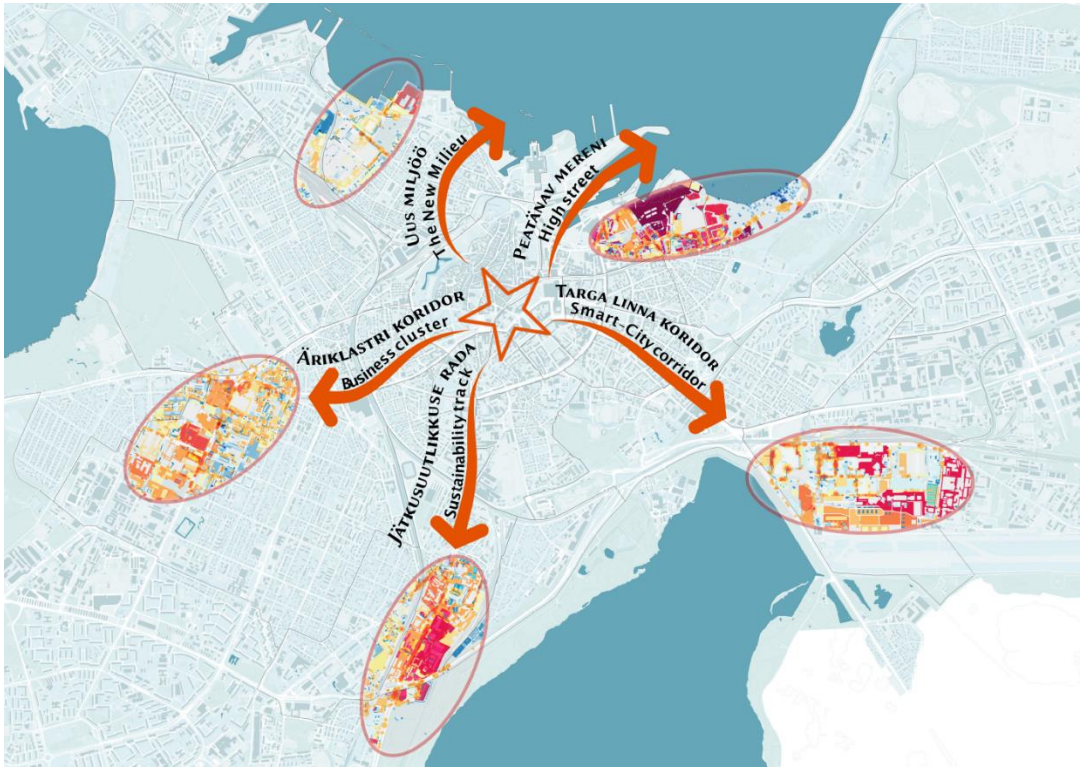
Emerging new hotspots



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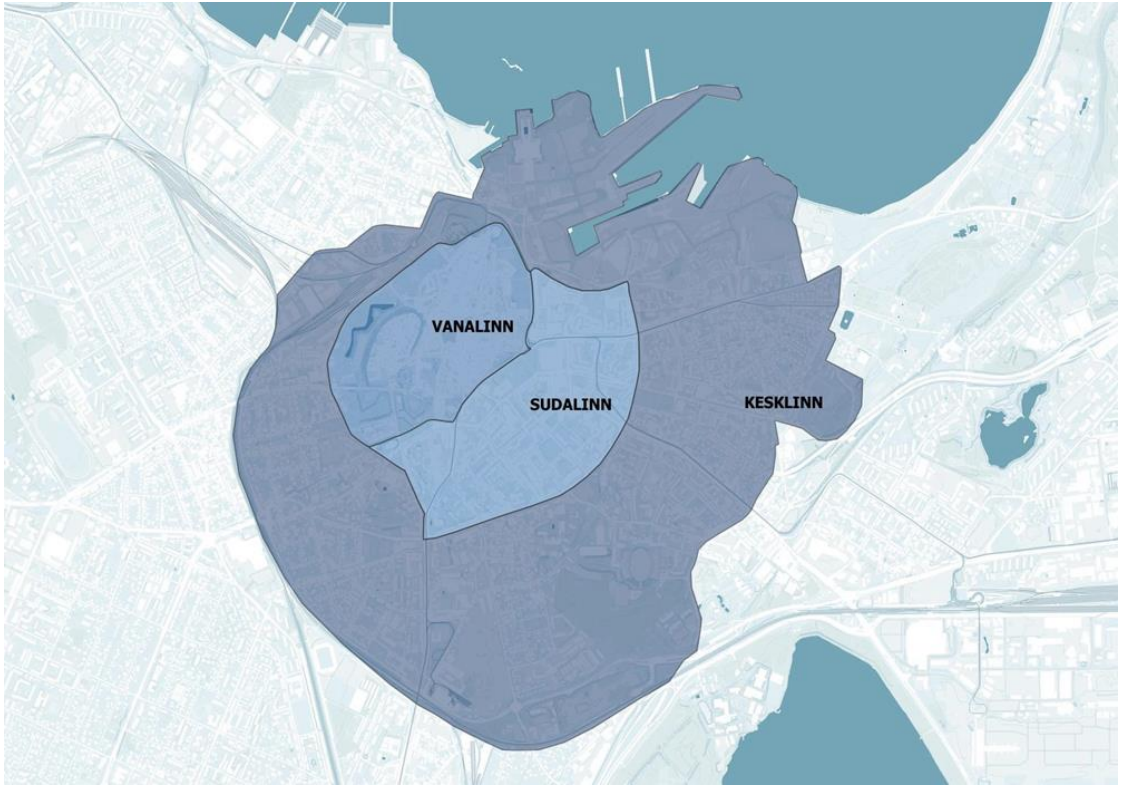
Current paid parking area



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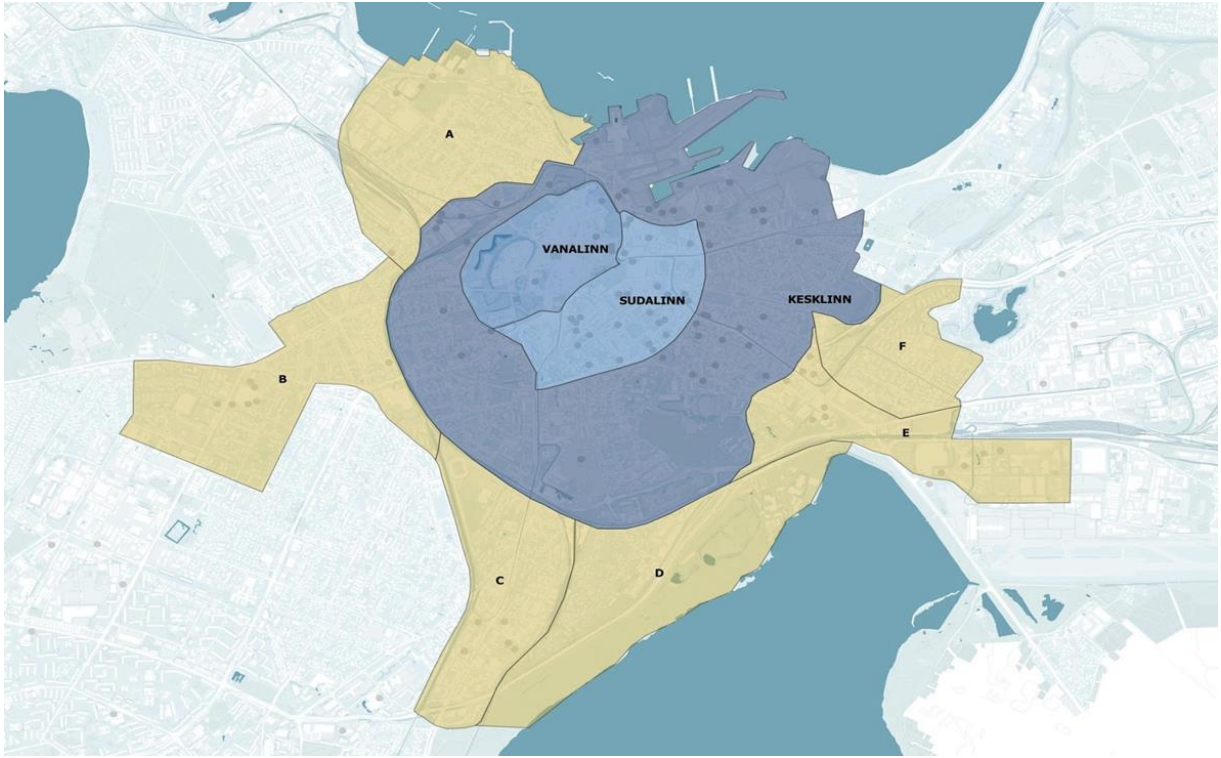
Proposed new paid area



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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

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Barriers of the implementation

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

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Summary

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

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This presentation has been produced by CIVITAS ELEVATE, a CIVITAS Coordination & Support Action. The CIVITAS ELEVATE project has received funding from the European Union's Horizon 2020 research and innovation programme under grant agreement No. 824228.

CIVITAS 2030

Park4SUMP

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