

2. Local transport

2A. Present Situation

Please complete the following table providing the most recent data that is available:

Indicator	Data		Units	Year of data provided
Proportion of population living within 300 metres of an hourly (or more frequent) public transport service	88		%	2015 (based on the analysis of register and map data)
For all journeys under 5 km, proportion of these journeys undertaken by: i) car, ii) public transport, iii) bicycle, iv) by foot and v) other	Car	25	%	2015
	Public Transport	52		
	Cycling	3		
	Foot	18		
	Other	2		
Proportion of buses operating in the city that are low emission (at least Euro V)	25		%	2015

In relation to the above, please state:

- For the “Proportion of population living within 300 metres of an hourly (or more frequent) public transport service”: The data and calculation method of the figure.
- For public transport, please include journeys by any type of public transport present in the city (e.g. buses, trams, trolleybuses, light rail, and other rail services) even if these are privately-operated.
- For ‘other’ in the table above please state what is included by any figure presented for as ‘other’

The remainder of the text in this section should describe the present situation for both local passenger transport and urban freight transport. This should include qualitative and quantitative information on:

- **Transport infrastructure**, i.e. that in place for public transport (e.g. rail, trams, trolley buses, buses and any water-based transport), cyclists (e.g. cycle lanes, bicycle parks, etc) and pedestrians (i.e. the extent of pedestrianisation).
- **Vehicle numbers**, i.e. for different public transport types.
- **Mobility flows**, both within the city and to and from the surrounding region.
- **Infrastructure management tools**, including, for example, the use of ITS to optimise infrastructure use and to prioritise public transport, cycling and walking.
- **Existing model shares** in the city for both local passenger and urban freight transport.
- **Alternative mobility schemes**, including public bicycle sharing schemes, car clubs, car pooling.
- **Use of alternatively-fuelled vehicles**, both in the city generally, and by the city authorities (including public transport operators) in particular. Information on the number of vehicles and the relevant infrastructure should be provided for gas (particularly biogas), biofuels, electricity and hydrogen, including the extent to which these fuels are renewable and sustainable.
- **Any relevant disadvantages or constraints of relevance to transport**, including those resulting from historical, geographical and/or socio-economic factors.
- **Governance arrangements and responsibilities**, including how the city works with any private (bus and freight) transport operators.
- **Improved spatial planning** including how it has led to the development of more environmentally-friendly transport models.
- **Sustainable Urban Mobility Plans (SUMP)** – Confirm if there is one in place for the city, (provide references where possible) and provide relevant details.

(max 600 words & 5 graphics, images or tables)

Breakthrough developments took place in Tallinn after Estonia regained its independence in 1991. The sudden increase in the number of cars, the construction of high-rise buildings in the city centre and urban sprawl are the factors that caused a shortage of parking spaces in the centre, increased the mobility needs of citizens, led to long queues in traffic at rush hour on the main roads of the city and decreased the number of public transport users. Cars were permitted to use the tram line corridors on roads to increase traffic capacity and the shortage of parking spaces was resolved on the account of space for walking. Although the bus, trolleybus and tram network was working well by the time, the increase in traffic frequency had a significant negative impact on the convenience of using public transport.

At present, Tallinn dominates in Estonia for its commuting volumes. 79,000 people travel to Tallinn and 41,000 leave the city every day for work, studies or other regular activities (Figure 1). The geographic location of Tallinn between the Gulf of Finland and Lake Ülemiste, and the fact that the city is shaped like a bow tie, causes the kind of transport problems for Tallinn and its nearly 440,000 residents that usually characterise cities with a million people.

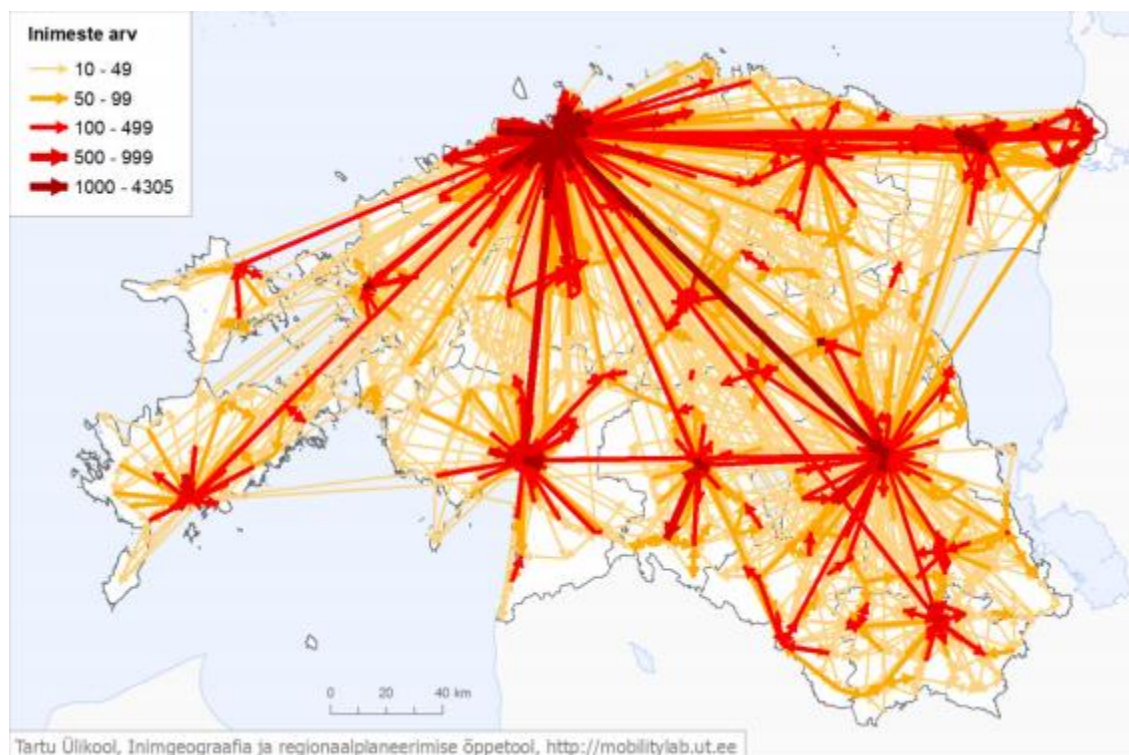


Figure 1. Number of people moving between home and working time anchor point during working period (Follow-up Study of Commuting, 2013, by R. Ahas)

Four types of public transport are represented in Tallinn. The city organises bus traffic (67 routes), trolleybus traffic (7 routes) and tram traffic (4 routes) whilst passenger train traffic is organised by the state with electric and diesel trains. 88 of residents live within a radius of at least 300 metres from a public transport service which has an operating frequency of at least once an hour (Figure 2). Electric transport (except for trains) covers a quarter of the total mileage of public transport.

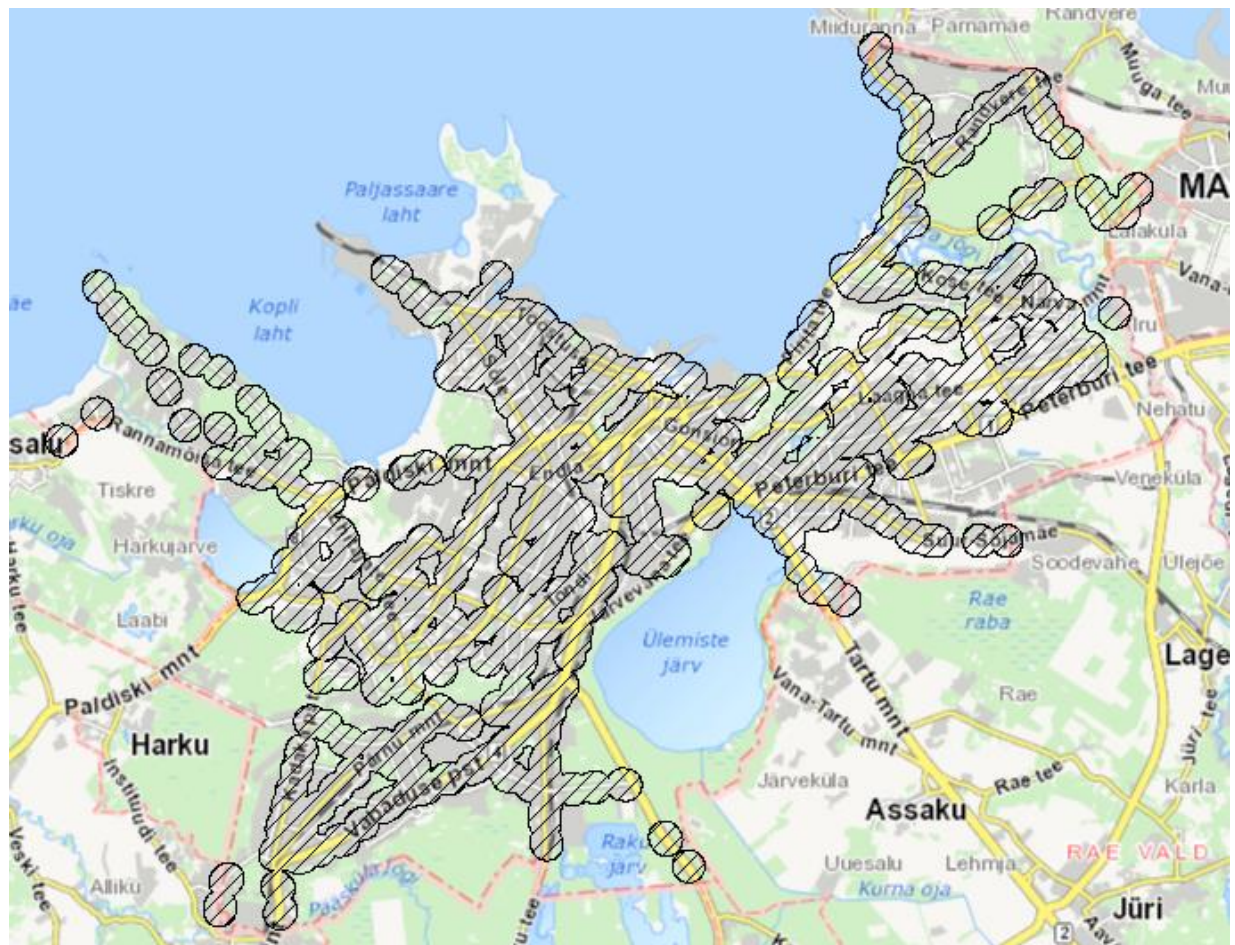


Figure 2. Accessibility of public transport service in Tallinn (300 m radius from public transportation stops)

Although the number of cars in Tallinn and Harju County is increasing every year, public transport in Tallinn still holds the biggest share in the division of modes of travel (53-62%, Figure 3). The total mileage of public transport has remained at the same level for 11 years (ca 30 million km/per year).

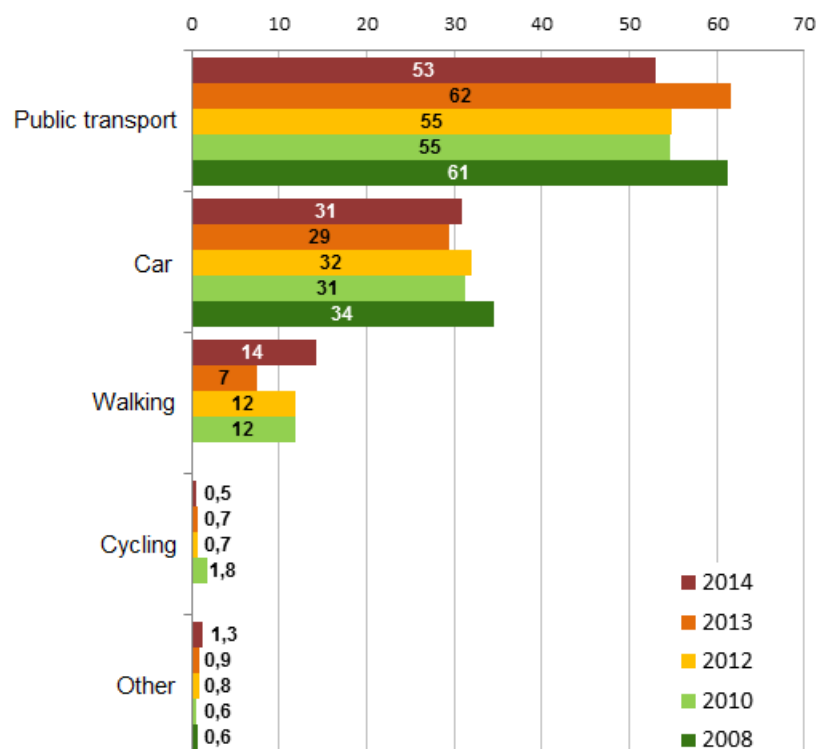


Figure 3. Main mode of travel to work, school or other main destination on working days, %. (Source: Satisfaction of Residents with the Public Services of Tallinn, 2014). Note: The decrease in the use of public transport in 2014 was caused by the extensive reconstruction of the tram network.

Public transport is used for more than 140 million trips per year in Tallinn (Table 1).

Table 1. Number of public transport trip (millions) in Tallinn, 2012-2014. The data for the years before 2012 were estimated and therefore not comparable.

	2012	2013	2014
Bus	64.7	91.7	96.6
Trolleybus	36.7	26.6	25.8
Tram	32.5	24.3	20.0
Train	1.6	1.8	3.7
Total	135.5	144.4	146.1

The average length of a car trip in 2014 was 9 km (according to the data of the engineering company Stratum). The average number of trips per day was 3.2. According to calculations, the share of trips shorter than 5 km comprises 25% of all car trips (according to the traffic model of Tallinn maintained by Stratum).

Tallinn purchases **new public transport vehicles** every year to guarantee the quality of the public transport service. Tallinn has 466 buses, including 85 EEV buses, 26 EURO 6 buses and 7 CNG buses. Tallinn will acquire another 20 EURO 6 and 24 hybrid buses by the end of 2015. As to electric vehicles, Tallinn has 70 trams and 85 trolleybuses. The share of low emission vehicles is 40%. In addition to the acquisition of buses, a new era is beginning for the Tallinn tram network. A project for the renovation of two tram lines is coming to

an end, which also includes the acquisition of 20 new CAF trams. The state modernised the entire passenger train stock in 2013.

The increase in the number of cars slowed considerably in 2014 and it can be presumed that this is primarily the result of the developments that took place in the public transport system of Tallinn. Tallinn has managed to reduce traffic volume in the city centre through various measures. Based on counts, **traffic volume on city-centre roads decreased by an estimated 5%** over a period of four years (2011-2014) (Figure 4). This was achieved by implementing free public transport for residents of Tallinn, making public transport more convenient to use (priority system, public transport lanes) and the extensive reconstruction of an important bypass – the Ülemiste junction.

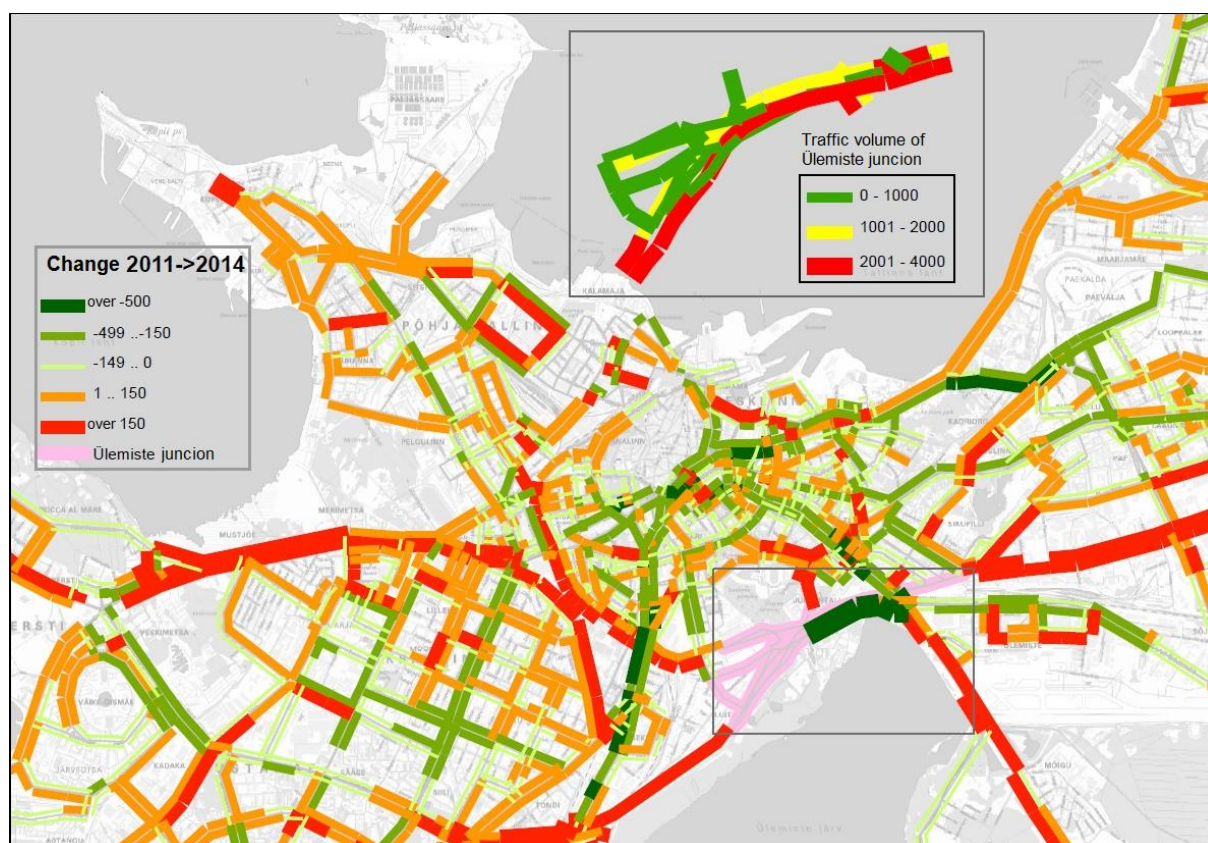


Figure 4. Changes in traffic volume during evening rush hour in Tallinn in 2014 compared to 2011

Tallinn's social workers have been able to use **electric cars** for the performance of their everyday duties within the scope of a national electromobility programme since the end of 2012. Tallinn City Government has 29 electric cars, which are used by district administrations and the Social Welfare and Health Care Department. 32 electric taxis have also been in use in Tallinn since autumn 2014.

212.8 km of **bikeways** where people can walk, cycle and rollerblade have been established in Tallinn since 1998 and 43.4 km of bicycle paths have been marked on roads. The population of Tallinn as of 1 September 2015 was 437,183, i.e. the city has 0.487 metres of bikeways and cycle paths per resident.

2B. Past Performance

The aim of this section is to make clear how the situation described in Section 2A has been achieved. Where available, quantitative information and data should be provided for the previous 5 to 10 years in order to show recent trends.

The section should describe the **strategies and plans** that have been implemented over the last 5 to 10 years (including any SUMP or equivalent) to ensure that the development of transport in the city was undertaken in an integrated manner. This should include both integration between the different modes of transport and also the integration of transport and land use planning in order to avoid unnecessary travel, to limit urban sprawl and to stimulate the use of public transport, cycling and walking. Refer to the way in which the city authorities involved stakeholders in the development of these plans.

Describe the **measures** implemented over the last 5 to 10 years. Particular reference should be given to measures that have helped to deliver:

- Increased use of public transport, cycling and walking;
- Decreased, and more efficient, car use, including measures to reduce congestion;
- Modal shift, i.e. from transport by private car to public transport, cycling and walking;
- Improvements in the environmental performance of urban freight, including cleaner vehicles, freight consolidation and bicycle deliveries; and
- Increased use of alternatively-fuelled vehicles, using renewable and sustainable fuels.
- Spatial planning approaches which have led to more environmental-friendly transport models.

Comment on which measures have been most effective and lessons learned. Emphasise involvement in and possible benefits from the city's participation in national or European networks and programmes.

(max 1200 words & 5 graphics, images or tables)

The main principles of spatial development were laid down in the general plan of Tallinn enforced in 2001. Over the last 10-15 years the majority of the gaps in the city centre and the former industrial areas adjacent to the centre have been or are currently being developed into modern residential and business blocks. The **shopping, service and leisure centres of large residential areas** built from the 1960s to the 1990s (**Mustamäe, Väike-Õismäe and Lasnamäe**) have been developed wholly, **which has improved the accessibility of services close to home. Low-density areas of detached houses** are planned for suburbs to counterbalance urban sprawl. These areas have been built up to the extent of 75% and connected to the city centre with public transport routes. Well-considered spatial planning has helped make the city more compact, contributed to a moderate increase in the number of residents and slowed urban sprawl.

Over the last 10 years a number of successful measures have been implemented in the area of transport to develop urban mobility. EU projects, such as CIVITAS SMILE (2005-2009) and CIVITAS MIMOSA (2008-2013), have helped to implement the measures.

Tallinn City Council decided to implement **free public transport** in Tallinn in order to increase social inclusion, boost the local economy and to achieve better environmental status. Three large groups of residents have had the right to free public transport in Tallinn since January 2013: citizens registered in the Population Register as residents of Tallinn; all schoolchildren in Estonia; and people over 65 years of age. After the introduction of free public transport the number of passengers increased by 6% in 2013 in comparison to 2012. The increase in the number of residents and the income tax received in the city budget, which occurred mainly as a result of the introduction of free public transport, has not only allowed the city to cover the lost ticket revenue, but also brought in significant additional funds that can be used to improve the quality of the service. In October 2013, Tallinn started compensating fully the train rides of Tallinn citizens within the borders of the city. The number of train trips in the city increased 2.3 times in 2014 in comparison to 2012.

In 2012, Tallinn renewed its **public transport ticket system** and created the *Ühiskaart* (Common Card) system, which is based on modern, electronic, contactless chip cards. This ended the use of expensive paper tickets in Tallinn. All public transport vehicles in Tallinn were equipped with ticket validators and the central software that manages the system was created. The travel information saved on the central server is used for the optimisation of the route network and to offer better public transport services to citizens. The new ticket sales system is connected to various national registers and is open to compatibility with the systems of other cities and counties. The card standard implemented in Tallinn has been adopted in most Estonian counties

by 2015 and this has considerably facilitated the use of public transport by visitors of Tallinn and the use of public transport by Tallinn residents elsewhere in Estonia. The new Tallinn Card for foreign tourists uses a similar type of chip card and can therefore also be used on public transport in Tallinn.

Tallinn has marked 28.6 km of **public transport priority lanes** on the streets to improve the connection speed of public transport vehicles (Table 1, Figure 1). The lanes have considerably improved the convenience of using public transport and its punctuality in the city centre.

Table 1. Length of public transport priority lanes in Tallinn (km)

	2004	2006	2007	2012	2013	2014
Total length of public transport priority lanes (km)	4.45	5.24	17.4	26.1	27.6	28.6

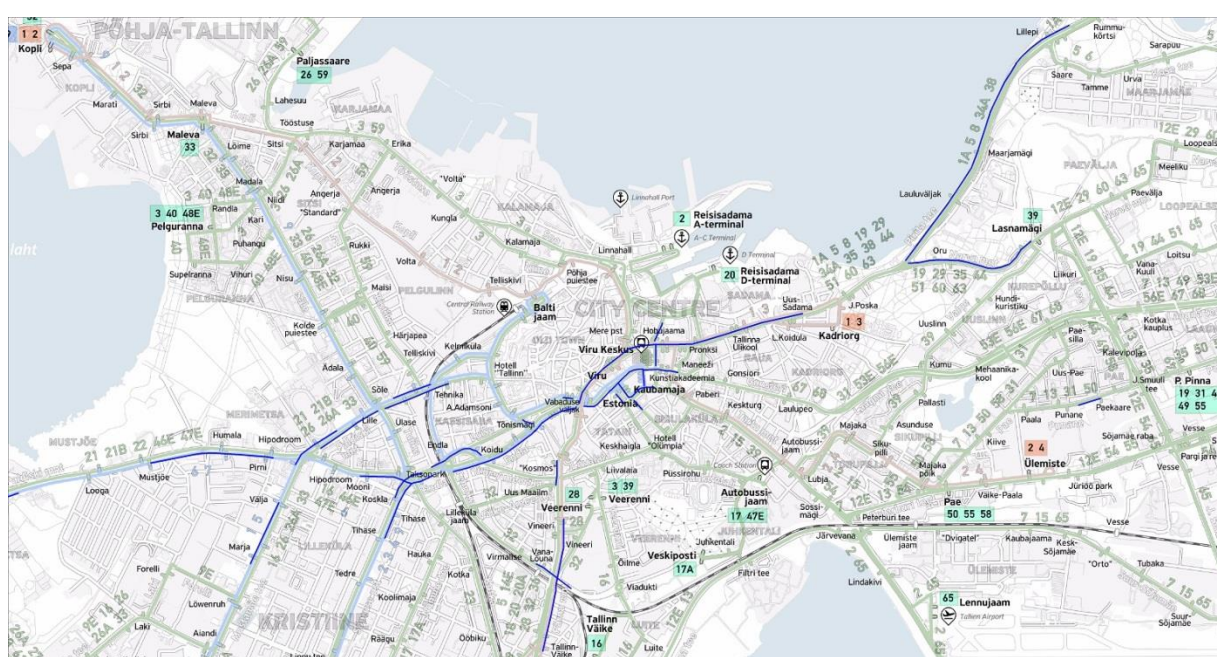


Figure 1. Public transport priority lanes in Tallinn in 2015

Public transport priority system equipment has been installed at 31 intersections in Tallinn, which makes it possible to lengthen the duration of the green light or shorten the duration of the red light in order to increase the speed of public transport. 99 buses and 73 trolleybuses have been fitted with the necessary equipment (Figure 2).

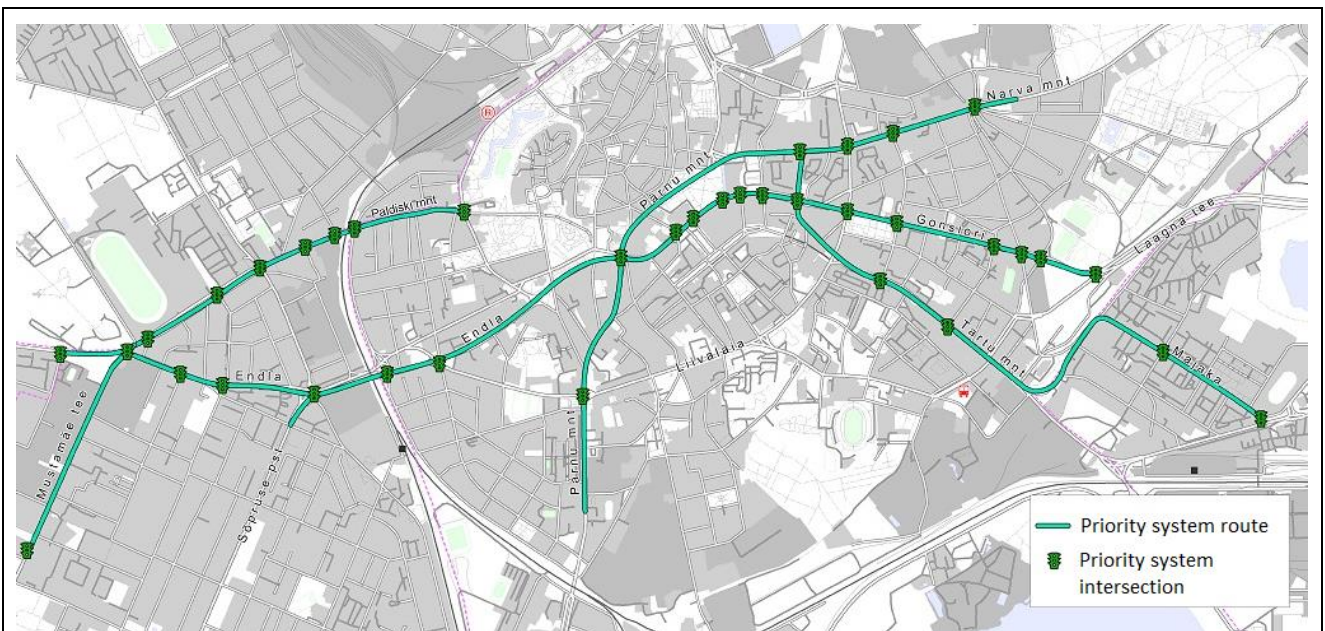


Figure 2. Routes and intersections with public transport priority systems in Tallinn

After the **thorough renewal of the information and communications system** of public transport, 320 buses, 57 trams and 105 trolleybuses were equipped with internal and external electronic information boards and the equipment necessary for audio announcements about public transport information. A contemporary communications solution based on 3G mobile telephony technology has also been installed on Tallinn's public transport vehicles and at traffic management points, guaranteeing smooth information exchange. Trams, trolleybuses and 180 buses have been connected to the system.

All public transport vehicles are equipped with GPS, which allows everyone to monitor their movement in real time. The **real-time information system** allows passengers to better plan their movements, as the next vehicle's arrival at the stop proceeds from actual traffic conditions. The relevant information is available online at <http://soiduplaan.tallinn.ee>, as a mobile-friendly solution and also as various apps. Information boards that give users real-time information about departures have been installed at the six busiest bus stops in the city centre.

Integrated public transport planning has also been implemented in Tallinn – the public transport routes of the city and neighbouring Viimsi Municipality are coordinated between the two local authorities.

In 2011, Tallinn started offering **eco-driving training** to bus drivers in order to reduce the fuel and repair costs of buses, decrease the number of traffic accidents and make the flow of traffic smoother, as well as to improve comfort, traffic culture and the environmental awareness of drivers. 15 buses have been equipped with sensors that monitor the way drivers drive and the fuel consumption rate. In the first two years, the training helped to save 3.9% on fuel and decreased the number of traffic accidents by 22%.

In addition to the development of public transport, measures are also taken to supervise traffic. A new **traffic light management centre** was established in Tallinn in 2014 in order to make the traffic flow smoother. The centre makes it possible to carry out both strategic and operative analysis.

In 2007, Tallinn launched the **free school bus** project for primary, basic and upper secondary school students (Figure 3). In cooperation with neighbouring municipalities, Tallinn offers people living in new low density sub-urban areas another way of sending their children to school. The school bus is available in both the easterly and westerly directions, and 200 students on average use the service every school day. The school bus has helped reduce the traffic volume, traffic jams and air pollution on the borders of the city and in the city centre.

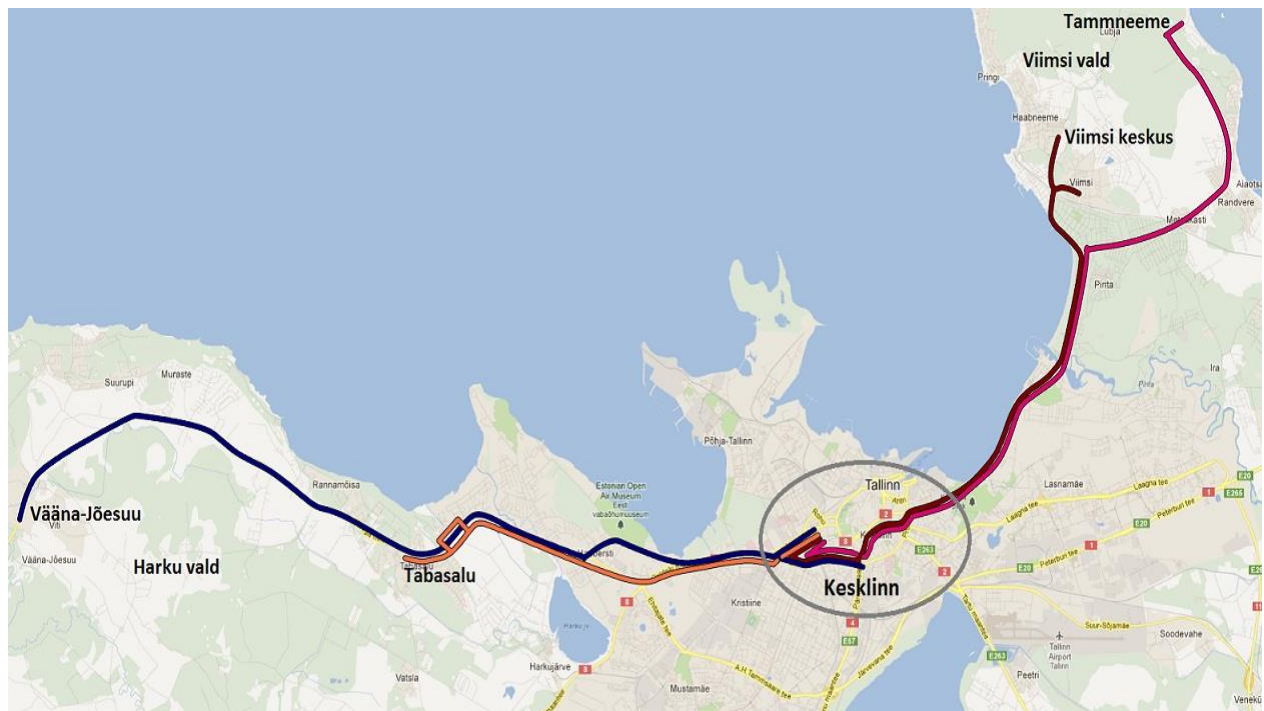


Figure 3. School bus routes

Tallinn launched the **Park & Ride (P&R)** system in 2007 and it can now be used in four directions (Figure 4). There are 225 spaces in the car parks and their use has increased in recent years (up to 95%). The electronic ticket system based on the *Ühiskaart* and the Park & Ride car park access system were combined in 2014. The result is the Park & Ride ticket, which allows all users of the service to use Tallinn's public transport free of charge irrespective of whether or not they are registered as citizens. It also makes it possible to collect statistical information about the use of car parks and display the number of free spaces therein.

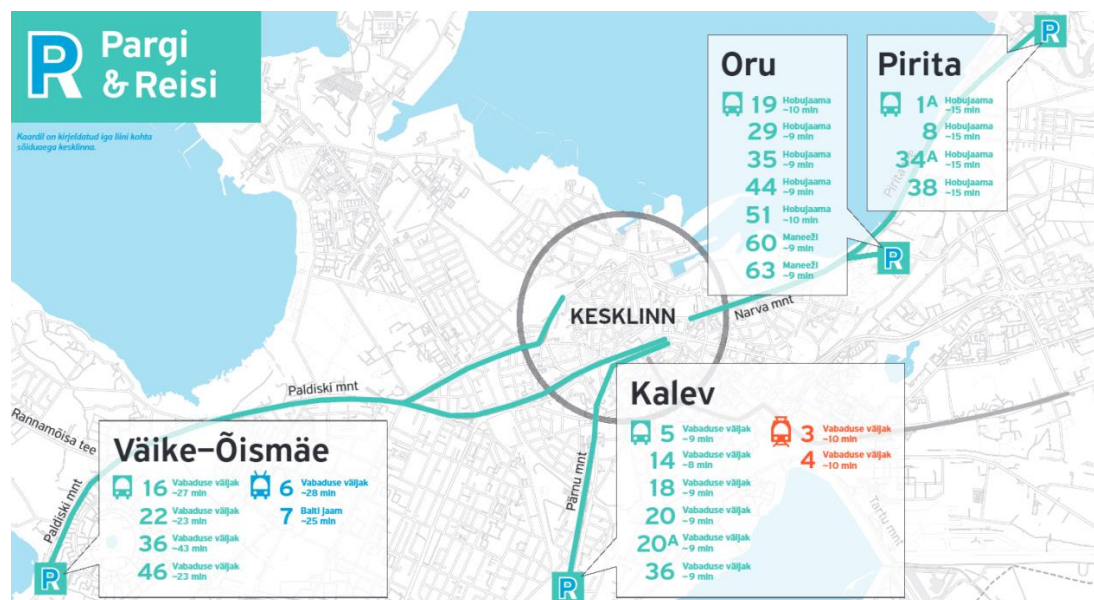


Figure 4. Routes and car parks of the Park & Ride system in Tallinn

The **transit of heavy goods vehicles** has been directed around the city centre to reduce noise and emissions, and to make traffic smoother. The HGVs heading to and from the port area have been a problem. Road signs have been installed on the roads, the relevant GPS applications (TomTom, Garmin) were created and a website for providing lorry drivers with information was set up in order to give directions that make traffic smoother. Also, transporting hazardous substances in the entire administrative territory of the city is prohibited from 7:00-9:00 and 17:00-19:00 on all working days.

The development of the **bikeways network** is an ongoing activity in Tallinn. A **safety audit** of the bikeways and pedestrian crossings in Tallinn was carried out in order to improve safety at the intersections of bikeways and roads, and on pedestrian crossings. Innovative solutions for marking dangerous spots were also tested within the scope of the audit.

The city has been organising the international **Car Free Day** since 2000, and since 2005 it has also been organising Car Free Week as a campaign event. Car Free Day and Week have been held every September as part of European Mobility Week. Since 2012, Tallinn has been organising [Environmentally Friendly Mobility Month](#), which aims to promote the use of environmentally friendly vehicles and the advantages of environmentally friendly modes of travel. The activities of Environmentally Friendly Mobility Month cover dozens of events over the month, incl. promotion of the use of public transport and use of sustainable modes of travel and their combinations, such as walking, cycling and recreational sport.

The objective of the activities related to the **marketing of active modes of travel** has been to encourage people to make informed choices about modes of travel and to raise the awareness of residents of travelling by foot, bicycle and public transport. Since the target group that participates in traffic is very broad, information has been provided to it in different ways. Information events have been organised, e.g. educational traffic mornings in cinemas for pre-school and school children, the family event Good Road Users Day, the knitting graffiti project that involved volunteers and an orienteering competition using public transport. The residents are informed about options that make mobility easier, e.g. the easy travel planner on the Tallinn website (<http://soiduplaan.tallinn.ee/>), the Park & Ride car parks in different districts of the city and free guarded bicycle parks in the city centre.

The focus of activities is on improving the reputation of public transport. The **public transport service standard** was developed to make information related to public transport easier to access and understand. In 2012, this standard won the *European Design Management Award* in the public sector category.

Tallinn has encouraged urban cyclists to participate in the **European bicycle trip tracking action** [European Cycling Challenge](#). Tallinn's cyclists won the competition in 2012 and 2013. The participation figures in Tallinn have been as follows: 504 cyclists in 2012 with 89,729 km covered; 484 cyclists in 2013 with 55,586 km covered; and 517 cyclists in 2014 with 43,768 km covered. The competition was held for the fourth time in 2015. The tracking competition and the subsequent discussion seminars have seen many good ideas and feedback provided by cyclists about making Tallinn more cyclist-friendly. Further cooperation will allow attractive bicycle paths and footpaths in the city to be planned and enable the city's infrastructure to continue to be made more cyclist-friendly.

The use of **electric cars** by way of short-term rental is promoted within the scope of the national electromobility programme – ELMO Rent allows everyone to use an electric car for as long as they need. The goal of ELMO Rent is to promote the use of electric cars and to give everyone the chance to test-drive an electric car.

Tallinn also promotes the use of electric cars by offering **free parking for electric cars** in the city centre parking zone.

2C. Future Plans

Describe the short and long term **objectives** for local transport (both passenger and freight) and how you plan to achieve these. Outline the **plans and strategies** in which these objectives are found, and the extent to which these are supported by political commitments, budget allocations, and monitoring and performance evaluation schemes. Refer to integrated transport, land use planning, stakeholder involvement and the use of a SUMP or equivalent. Set out the **measures**, including those adopted but not yet implemented, that contribute to the delivery of the objectives, including:

- Increased use of public transport, cycling and walking;
- Decreased, and more efficient, car use;
- Modal shift;
- Improvements in the environmental performance of urban freight; and
- Increased use of alternatively-fuelled vehicles.

(max 800 words & 5 graphics, images or tables)

The principles and objectives of urban development and the sustainable mobility arise from the Estonian Transport Development Plan 2014-2020, the Tallinn Strategy 2030 and the Tallinn Environmental Protection Action Plan 2013-2018. Developments in the city's transport have also been analysed in the Sustainable urban transport plan 2007-2035 prepared within the scope of the PILOT project, and goals have also been set in the Transport Plan of Tallinn and Surrounding Areas.

The goal of transport policy is to guarantee accessible, convenient, safe, fast and sustainable mobility opportunities for people and companies. An important measure for achieving this is **continuing to prioritise public transport, cycling and walking in the city.**

The possible amounts of funding required for the achievement of the goals are recognised in the budget strategy of the City of Tallinn, and specific allocations of money for the implementation of the development plan are set in its annual budget. The goals given in Table 1 are also borne in mind in the implementation of activities in the area of transport.

Table 1. Goals of developing the transport system of Tallinn

	2015	2016	2017	2018	2019
Number of public transport users (million)	143.7	145.0	148.0	150.0	151.0
Number of on-street public paid parking spaces in Tallinn	7000	7000	7000	7000	7000
Public transport service financing (thousand euros)	60,934	63,194	67,558	72,586	77,959
Acquisition of new vehicles with modern technology (number)	67	34	47	35	30

Short-term goals until 2020:

1. Continuation of **free public transport**. Tallinn is planning to offer free public transport from 1 January 2016 to residents of every city in the world that has implemented free public transport.
2. **Tram line** nr 2 and 4 will be extended to Lennart Meri Tallinn Airport by the end of 2017, which will also connect two large shopping centres, the Ülemiste City office and residential district and the planned Rail Baltic public transport centre with the city centre.
3. Tallinn **cycling strategy**, which focuses on the present situation and the future of bicycle traffic in

Tallinn, will be completed by the end of 2015.

4. The **thematic plan of the city centre green areas and cycling network** will be initiated for planning the urban space in the centre of Tallinn and its redivision for pedestrians and cyclists.
5. The **development of a balanced city centre**. It is planned to redesign the main street of Tallinn (the city centre section between two historical streets – Narva Road and Pärnu Road) as a street where sustainable modes of travel are preferred (Figure 1). The concept of the 'Main Street of Tallinn' has been prepared and, as a result of the project, the pavements on the street will be made wider, new bicycle paths and greenery will be added, the conditions of use of public transport will be improved, additional pedestrian crossings will be created and the traffic scheme on the Viru roundabout will be changed so that the historical square can be given back to pedestrians.

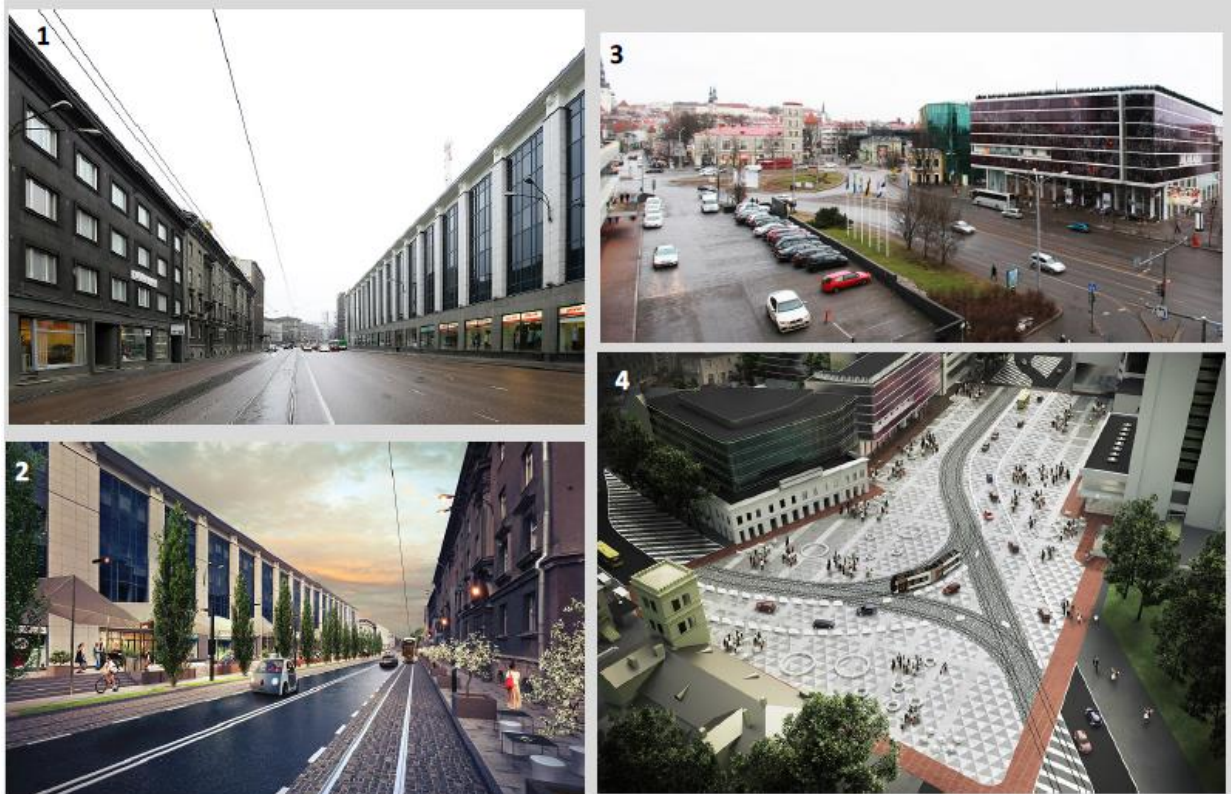


Figure 1. Concept of the 'Main Street Tallinn' – existing situation (1 and 3) and future vision (2 and 4) (Arhitekt Must OÜ)

6. Approximately **40 km of new bikeways** will be built in Tallinn by 2020. The main goal is to connect all existing bikeways into one safe network. Another goal is to connect the bikeways of Tallinn with those of neighbouring municipalities to create a network.



Figure 2. The city's main goal is to connect all existing bikeways into one safe network. Soo Street before and after reconstruction. Soo Street was built from the former two-lane street into one-way street with one lane. On the left side of the street the 4.5 meters wide bikeway was built and the sidewalk with the width of 2 meters on the right side of the street

7. Tallinn plans to create a **bicycle-sharing system** in the city which will give both locals and tourists the chance to travel in the city.
8. Tallinn will increase the number of intersections with priority systems in the eastern part of the city and mark **new public transport priority lanes** to increase the speed of connection with the city centre and improve travel convenience.
9. Tallinn will continue to **replace old public transport vehicles with new and more environmentally friendly ones** on an annual basis. Special attention is given to the new vehicles being easier to access by people with special needs.
10. Tallinn will continue optimising the public transport route network to improve the quality of the public transport service and thereby **make public transport an even better alternative to cars**. The new route network will be modelled on the basis of an analysis of mobility needs, which is currently being carried out.
11. **Offering eco-driving training to public transport vehicle drivers** will continue in order to reduce the fuel and usage costs of the vehicles and make them more comfortable and safe for passengers. 50 drivers are trained every year.
12. The Tallinn traffic light management system is being developed further and the public transport priority system is being merged into an **automated management system that gives preference to public transport** and covers all intersections in the city.
13. In order to reduce the volume of traffic in the city centre, Tallinn wants to build a **new bypass** to connect the ports of Tallinn and the northern and eastern parts of the city. The new road would help make the street space in the city centre more pedestrian and cyclist-friendly.
14. Tallinn plans to **expand reduced speed limit areas in residential districts**, expand the pedestrian zone in the Old Town (Figure 3) and reduce the permitted speed limits on local streets. The routes of heavy goods vehicles and hazardous cargo transport will also be reviewed.
15. Tallinn will continue with the implementation of the current parking policy in order to reduce the number of cars parking in the Old Town and on streets in the city centre, **expand the car-free area** and implement the general and temporal restriction of parking and progressive parking charges in the city centre, create infrastructure suitable for cyclists, increase the safety of bikeways and reduce environmental pollution.



Figure 3. Harju Street, previously open to car traffic, has been rebuilt into pedestrian street

16. Tallinn will continue granting parking discounts to electric cars – **parking is free for electric cars in the city centre parking zone.**
17. The **establishment of new Park & Ride car parks** along the main roads entering Tallinn will continue and they will be equipped with access systems and linked to the joint ticket system.
18. **Raising awareness** to change the mobility habits of citizens will continue. New programmes are planned in addition to the activities of Environmentally Friendly Mobility Month which will help make walking, public transport and cycling attractive modes of travel.

Long-term goals until 2030

1. The development of the mobility environment between the Vanasadam Port and the city centre will continue. Its objective is to link the seaside to the city centre to create safe and convenient connections for pedestrians and cyclists (incl. tourists) alongside the development of suitable surroundings.
2. A **bypass around Lake Ülemiste** will be developed to direct transit traffic around the city centre. The establishment of the bypass is primarily necessary due to the geographic location of Tallinn and the need to direct traffic flows in the east-west direction.
3. The **public transport route network of Tallinn and Harju County will be connected** and a joint ticket system for all types of public transport will be created.
4. The **diversification of the existing city environment** will continue to slow urban sprawl and the city's compactness will be increased mainly on the account of former industrial, port and military areas, avoiding building on existing recreation areas (incl. parks, forests and other natural areas used for recreational purposes). The development of areas reserved for buildings in the past will also

continue, using the existing utility networks and transport infrastructure.

2D. References

List supporting documentation (e.g. survey about user satisfaction with the urban transport system), and add links where possible. Further detail may be requested during the clarification phase. Documentation should not be forwarded at this stage.

(max 400 words)

European Cycling Challenge – <http://www.cyclingchallenge.eu/>

General plan of Tallinn – <http://www.tallinn.ee/est/ehitus/Tallinna-linna-uldplaneering>

Satisfaction of Residents with the Public Services of Tallinn, 2013 – <http://uuringud.tallinnlv.ee/document.aspx?id=11453>

Satisfaction of Residents with the Public Services of Tallinn, 2014 – <http://uuringud.tallinnlv.ee/document.aspx?id=11499>

Strategy “Tallinn 2030” – <https://oigusaktid.tallinn.ee/?id=3001&aktid=118878>

Tallinn Environmental Protection Action Plan 2013-2018 – https://oigusaktid.tallinn.ee/?id=3001&aktid=125983&fd=1&leht=1&q_sort=elex_akt.akt_vkp

Tallinn Environmental Strategy until 2030 – https://oigusaktid.tallinn.ee/?id=3001&aktid=120867&fd=1&leht=1&q_sort=elex_akt.akt_vkp

Tallinn Mobility Environment Development Strategy 2007-2035 – <http://www.tallinn.ee/est/Transpordisusteemi-uuendamise-linnaruumis>

Traffic Safety Audit – http://www.civitas.eu/sites/default/files/mimosa_final_evaluation_report_part_tal5_1.pdf

Travel planner – <http://soiduplaan.tallinn.ee/>