

Annex 10 – Case study: Laagna inner city highway extension, Tallinn, Estonia

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Context

- The main concept was to plan and construct a district highway through the Lasnamäe district of the city of Tallinn, Estonia
- Other smaller roads are now being planned.
- The subject of the presentation is a road in one of the suburbs of Tallinn that has just recently been rebuilt that incorporates a subway
- The subway was planned and built during the first stage of the road construction years ago. There was no discussion with CPTED professionals before starting work. Until now it was used as an underground shopping street with small booths.
- After constructing the highway extension the situation changed dramatically. No thought was given to people crossing the road. The only other crossing point (a pedestrian bridge) is 1 km away
- There are no traffic lights; traffic speed is 70km per hour therefore crossing the road is difficult without using the subway as the only means to get across the road.
- High buildings and rocks are main features. On both sides of the road there are micro districts; the only connection with the community and shopping centre being provided by the subway.
- There is a local supermarket, some small shops selling clothes 24-hour, a (topless) bar and a market place on one side; on both sides there are bus stops.
- Revenue from shops and community facilities pays for improvements
- The subway opened less than a month ago, but right away there were problems.



There is a community centre on one side



The arched building is the entrance to the subway



Open steps lead down into the subway



Shops are a feature in the subway



Goods on display result in very little space for people to walk



At the end of the subway the exit is large and difficult to light.

Steps down to opening are not protected

Crime situation not yet investigated but is a perfect place for drug users.



Every few minutes someone crosses the street but there are no traffic lights or signs for pedestrians so cars have right of way and travel fast.



Car park has very decorative walls

But there is no surveillance leaving cars at risk of theft



Car park area that used to be guarded and the little kiosk was for those guarding the car park.

There is no surveillance and no lighting in this car park, actually it is no-one's land and a high risk area



This is a pedestrian road on one side of the highway.

There is a zebra crossing point that leads to the larger road but there are no barriers at the road so people just cross the road, risking their lives.

The actual crossing point is 200 metres to the right.



On both sides of the road there are bus stops with passages behind them

On the right hand side of the road is the market place that closes at approximately 7pm; it is totally dark and unsafe.

- Revenue from shops and community facilities pays for improvements. If people think there will be problems all the time then they are likely to ask for cheaper rents.
- Tallinn City Council is to discuss the subway.
- City's plans for the 'people crossing' have been in the media.
- A tunnel will not be cheap; a bridge will be cheaper.
- Discussion is to take place with the town authorities regarding what to do – there are not many options for providing safe road crossing.

Comments and suggestions

- Roads are a big barrier to people.
- Regarding underground shopping centres, for example, in Bulgaria most shops were empty, poorly lit, problems with drugs, alcohol, use them as a toilet.
- If there is another way of crossing then close the underpass.
- Fear of crime in using the subway could lead to people being hurt in road traffic accidents
- There is a lot of land on both sides of the road so build a bridge and ramps for the disabled and have ANPR (Automatic Number Plate Recognition) for cars.