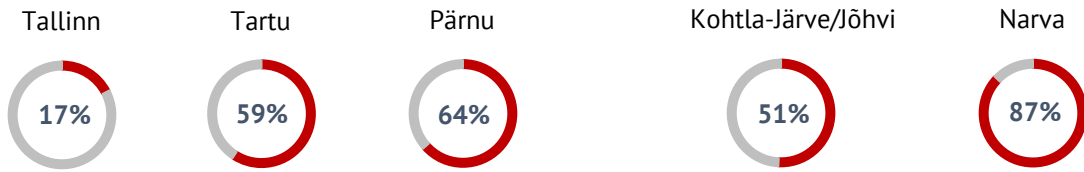


If the ongoing projects are completed as planned, by the end of 2023 almost all target levels of output indicators will be achieved:

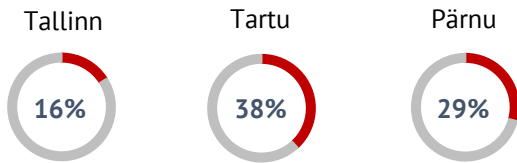
Output indicators	MEASURE 1		MEASURE 2	
	Target	Covered with the projects by the end of 2023	Target	Covered with the projects by the end of 2023
Sustainable mobility				
Public urban space created or restored (m ²)	60 000	↓ 56 996	40 000	↑ 79 486
Length of constructed cycle and pedestrian paths (km)	160	↓ 155	65	↑ 70
The number of projects to improve the public transport network throughout the urban region and to promote mobility and innovative pedestrian and cycling initiatives	2	↓ 1	1	= 1
Childcare and early childhood education				
Public or commercial buildings built or renovated in urban areas (m ²)	26 000	↑ 30 387		
The number of created kindergarten and childcare places	2000	↑ 2282		
Underused areas				
Public urban space created or restored (m ²)			170 000	↑ 171 866
Public or commercial buildings constructed or renovated in urban areas (m ²)			24 000	↑ 24 082

Measures reached a smaller proportion of people in the Tallinn region:

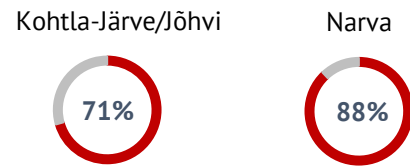
Proportion of people living within 500m of sustainable mobility projects



Proportion of people living within 1 km of childcare and early childhood education projects



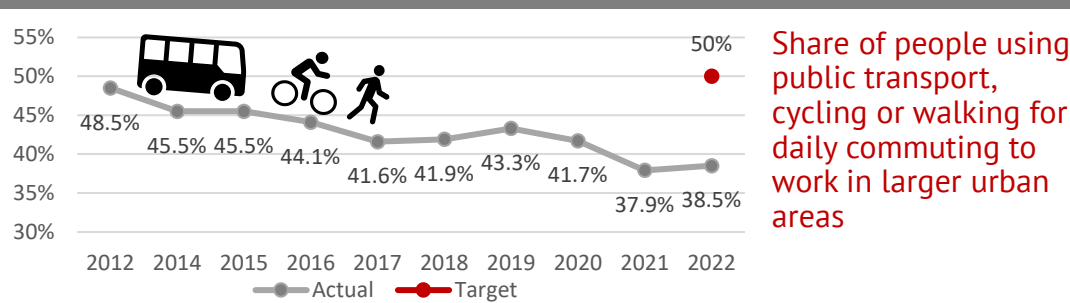
Proportion of people living within 500 m of underused area projects



The main bottlenecks in problematic projects:

- Procurement management
- Implementation of construction projects
- Negotiations with landowners
- Coordination of works and activities with the Transport Administration

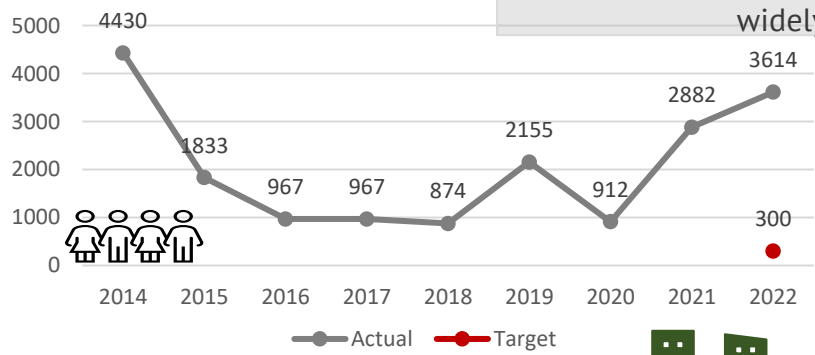
Two out of three performance indicators were not met:



The sustainable mobility projects focused on cycle and pedestrian paths, but to achieve the indicator, sustainable mobility needs to be addressed much more widely.

The projects alleviated the situation but did not solve it completely. Municipalities did not predict the increase in demand accurately.

Length of waiting lists for childcare and nursery school in larger urban areas



The performance indicator on the number of businesses benefiting from the underused areas revitalisation projects was met.



Most municipalities would not have undertaken the projects without the support, and the projects helped to achieve a significant development leap. The following were identified as wider impacts of the projects:

- Increase in cycling
- Increase in road safety
- Use of cycle and pedestrian paths for recreational and local transport purposes
- Increase in public satisfaction
- Increased use of nurseries by children aged three years and under
- Shorter waiting lists than would be the case without the projects
- Modern kindergarten facilities have improved conditions for children and for the community to use kindergartens for recreational activities.
- Beautiful new buildings with modern architecture built in deprived areas
- Increase in public satisfaction

