1. Identification

Call	Date of submission
C1	25/04/2022

1.1. Full name of the project

Baltic Sea region Active mobiliTy Solutions - in darkness and all weather conditions

85 / 250 characters

1.2. Short name of the project

BATS

4 / 20 characters

1.3. Programme priority

3. Climate-neutral societies

1.4. Programme objective

3.3 Smart green mobility

1.6. Project duration

Contracting start	22/09/2022	**Contracting end**	31/12/2022
Implementation start	01/01/2023	**Implementation end**	31/12/2025
		Duration of implementation phase (months)	36
Closure start	01/01/2026	**Closure end**	31/03/2026

1.7. Project summary

Active mobility, i.e. walking and cycling, is an efficient, accessible and green mode of transport. However, in the BSR with dark winters and evenings, snow and rain, active mobility drops. To increase year-round active mobility (YRAM), suitable infrastructure and equipment must be in place, and citizens need to see it as an attractive and safe option.

BATS supports urban/mobility planners and private contractors to integrate and implement measures that effectively support YRAM, i.e. road safety features (lighting up dark areas), Intelligent Transport Systems (warn drivers when visibility is low and a cyclist is detected), traffic management (green traffic light for cyclists during rain), activation of end users (citizens, cyclists, pedestrians) through campaigns.

BATS creates, tests, and transfers a Collaborative Planning Framework for Smart Year-Round Active Mobility (YRAM). This includes a catalogue of measures, with practical guidance and validated examples (cost-benefit assessment). BATS runs pilots in 7 BSR Cities and 1 region to learn how to integrate YRAM in city planning and maintenance, and to create an evidence base for wider uptake in BSR Cities.

BATS mainstreams the YRAM solutions into investment programmes and Sustainable Urban Mobility Plans. BATS creates new, currently non-existing, regional and national policies for YRAM. BATS transfers new strategies through its Cycling and Walking organisations and an ambassador network of cities.

1,480 / 1,500 characters

1.8. Summary of the partnership

The BATS partnership consists of 13 partners: 7 local public authorities (ALT, LAH, UME, GDY, KAL, TAR, LSBG), 1 regional public authority (HOL), 1 public transport provider (KLA), 2 universities (AYY, TTU), 1 interest group (CF) and 1 NGO (G21).

The public authorities cover 7 cities and 1 metropolitan region: Hamburg, Lahti, Umea, Gdynia, Kalundborg, Tartu, Klaipeda, and Tallinn Metropolitan Region (Harju County Municipalities). The cities are involved based on their common goal to accelerate year-round active mobility use (i.e. cycling and walking during dark hours and in all weather conditions) and their shared understanding of existing barriers to achieve this. The geographic spread across the BSR provides a variation in weather and daylight conditions suitable for testing different measures and strengthening their transnational implementability. Northern BSR cities with snowy, cold winters and southern BSR cities experiencing rainfalls and icy paths have dealt differently with year-round active mobility-enabling measures. Learning from peers in other cities with expertise in specific conditions is increasingly relevant considering more sudden and extreme weather changes are becoming more frequent.

The 2 universities will support the city partners along the implementation of the project. Aalto University (Department of Built Environment) brings expertise in Spatial Planning and Transportation Engineering to guide the development of an assessment framework for mainstreaming of all-year-round active mobility use. TalTech University (School of Business and Governance) facilitates the link between planners and their service providers in the market, and supports the qualitative and quantitative analytical methods for impact and organisational change activities of pilots.

Swedish Cycling Advocacy Organisation - CF (interest group), together with peer organisations from other countries as associate organisations, will ensure end users' needs are taken into consideration and help to scale the solution to a wide range of municipalities.

Gate 21 (NGO), a partnership network leading the green transition among Danish municipalities, brings in best practices from active mobility global frontrunners in Denmark and ensures that the project's solution is integrated in new mobility plans and investments for further uptake.

The project counts on a total of 23 associate organisations incl. national, regional and local public authorities with interest in replicating project learnings and active mobility associations and organisations that aim to take the knowledge to their spheres of influence, aiding in the dissemination of the project learnings.

The lead partner covers the full cost of project management, project finance and communication and has therefore the highest budget. Other partners' budgets reflect their involvement in activities and costs for pilot implementation taking into consideration hourly rates per country provided by the programme.

3,000 / 3,000 characters

1.11. Project Budget Summary

Financial resources [in EUR]		Preparation costs	Planned project budget
ERDF	ERDF co-financing	0.00	3,036,918.89
	Own contribution ERDF	0.00	759,229.75
	ERDF budget	0.00	3,796,148.64
NO	NO co-financing	0.00	0.00
	Own contribution NO	0.00	0.00
	NO budget	0.00	0.00
NDICI	NDICI co-financing	0.00	0.00
	Own contribution NDICI	0.00	0.00
	NDICI budget	0.00	0.00
RU	RU co-financing	0.00	0.00
	Own contribution RU	0.00	0.00
	RU budget	0.00	0.00
TOTAL	**Total Programme co-financing**	0.00	3,036,918.89
	Total own contribution	0.00	759,229.75
	Total budget	0.00	3,796,148.64

2. Partnership

2.1. Overview: Project Partnership

2.1.1 Project Partners

No.	LP/PP	Organisation (English)	Organisation (Original)	Country	Type of partner	Legal status	Partner budget in the project	Active/inactive	
								Status	from
1	LP	Free and Hanseatic City of Hamburg- Borough of Altona	Freie und Hanzestadt Hamburg - Bezirk Altona	DE	Local public authority	a)	662,672.00 €	Active	22/09/2022
2	PP	City of Lahti	Lahden kaupunki	FI	Local public authority	a)	440,461.60 €	Active	22/09/2022
3	PP	Umea	Umeå kommun	SE	Local public authority	a)	486,826.50 €	Active	22/09/2022
4	PP	City of Gdynia	Miasto Gdynia	PL	Local public authority	a)	375,471.05 €	Active	22/09/2022
5	PP	Aalto University	Aalto Korkeakoulusaatio Sr	FI	Higher education and research institution	a)	278,441.69 €	Active	22/09/2022
6	PP	Tallinn University of Technology – TalTech	Tallinna Tehnikaülikool	EE	Higher education and research institution	a)	201,532.00 €	Active	22/09/2022
7	PP	Gate21	Gate21	DK	NGO	a)	201,101.14 €	Active	22/09/2022
8	PP	Kalundborg Municipality	Kalundborg Kommune	DK	Local public authority	a)	321,404.96 €	Active	22/09/2022
9	PP	Swedish Cycling Advocacy Organization	Cykelfrämjandet	SE	Interest group	b)	69,531.32 €	Active	22/09/2022
10	PP	Tartu City Government	Tartu Linnavalitsus	EE	Local public authority	a)	83,359.98 €	Active	22/09/2022
11	PP	Klaipeda PT authority	Všį Klaipėdos keleivinis transportas	LT	Infrastructure and public service provider	a)	92,030.40 €	Active	22/09/2022
12	PP	Free and Hanseatic City Hamburg - LSBG	Freie und Hansestadt Hamburg - Landesbetrieb Straßen, Brücken und Gewässer (LSBG)	DE	Local public authority	a)	395,050.00 €	Active	22/09/2022
13	PP	Union of Harju County Municipalities	Harjumaa Omavalitsuste Liit	EE	Regional public authority	a)	188,266.00 €	Active	22/09/2022

2.1.2 Associated Organisations

No.	Organisation (English)	Organisation (Original)	Country	Type of Partner
AO 1	Metropolitan Area of Hamburg	Metropolregion Hamburg	DE	Regional public authority
AO 2	City Cleaning Free and Hanseatic City of Hamburg	Stadtreinigung Hamburg – Anstalt des öffentlichen Rechts	DE	Local public authority
AO 3	Ulrike Brandi Light- Lighting Planning and Development - Urban (Lighting-)Design GmbH	ULRIKE BRANDI LICHT Lichtplanung und Leuchtenentwicklung GmbH	DE	Small and medium enterprise
AO 4	City of Copenhagen	Københavns Kommune	DK	Local public authority
AO 5	Helsinki Region Transport	Helsingin seudun liikenne / Helsingforsregionens trafik	FI	Regional public authority
AO 6	Finnish national Land use, Housing and Sustainable Transportation Network	MAL-verkosto (maankäytön, asumisen ja liikenteen kehittäjämisverkosto)	FI	Sectoral agency
AO 7	Finnish Transport and Communications Agency - Traficom	Liikenne- ja viestintävirasto - Traficom	FI	National public authority
AO 8	Vejle Municipality	Vejle Kommune	DK	Local public authority
AO 9	Finnish Cyclists' Federation	Pyöräliitto ry	FI	NGO
AO 10	Norwegian Cyclists' Association	Syklistenes Landsforening	NO	NGO
AO 11	Pedestrian Association	Fotgängarnas förening	SE	NGO
AO 12	Mainor Ülemiste AS	Mainor Ülemiste AS	EE	Infrastructure and public service provider
AO 13	German Cycling Association – Hamburg	ADFC (Allgemeiner Deutscher Fahrradclub) Landesverband Hamburg e.V.	DE	Interest group
AO 14	Ministry of Environment, Climate, Energy and Agriculture	BUKEA - Behörde für Umwelt, Klima , Energie und Agrarwirtschaft	DE	Local public authority
AO 15	Public Transport Authority Hamburg	Hamburger Verkehrsverbund GmbH	DE	Local public authority
AO 16	Leibniz Institute of Freshwater Ecology and Inland Fisheries	Leibniz-Institut für Gewässerökologie und Binnenfischerei	DE	Higher education and research institution
AO 17	Riga Planning Region	Rīgas plānošanas reģions	LV	Regional public authority
AO 18	Eurocities	Eurocities asbl	BE	NGO
AO 19	POLIS	POLIS	BE	NGO
AO 20	Swedish National Road and Transport Research Institute	VTI (Statens väg- och transportforskningsinstitut)	SE	National public authority
AO 21	We Build Denmark	We Build Denmark	DK	Business support organisation
AO 22	The Regional Council of Päijät-Häme	Päijät-Hämeen liitto	FI	Regional public authority
AO 23	Road and Green Areas Management in Gdynia	Zarząd Dróg i Zieleni w Gdyni	PL	Local public authority

2.2 Project Partner Details - Partner 1

LP/PP Lead Partner

Partner Status Active

Active from 22/09/2022 **Inactive from**

Partner name:

Organisation in original language Freie und Hanzestadt Hamburg - Bezirk Altona

44 / 250 characters

Organisation in English Free and Hanseatic City of Hamburg- Borough of Altona

53 / 250 characters

Department in original language Dezernat für Wirtschaft, Bauen und Umwelt

41 / 250 characters

Department in English	Department Economy, Building and Environment (44 / 250 characters)

Partner location and website:

Address	Jessenstraße 1-3 (16 / 250 characters)	**Country**	Germany
Postal Code	22767 (5 / 250 characters)	**NUTS1 code**	Hamburg
Town	Hamburg (7 / 250 characters)	**NUTS2 code**	Hamburg
Website	www.hamburg.de/altona/ (22 / 100 characters)	**NUTS3 code**	Hamburg

Partner ID:

Organisation ID type	Other registration number (Sonstige)
Organisation ID	DE118509725 (13 / 50 characters)
VAT Number Format	DE + 9 digits
VAT Number	**N/A** ☐ DE118509725 (11 / 50 characters)
PIC	n/a (3 / 9 characters)

Partner type:

Legal status	a) Public	
Type of partner	Local public authority	Municipality, city, etc.
Sector (NACE)	84.11 - General public administration activities	

Partner financial data:

Is your organisation entitled to recover VAT related to the EU funded project activities?	No

Financial data	**Reference period**	01/01/2020 –	31/12/2020
	Staff headcount [in annual work units (AWU)]		1,297.9
	Employees [in AWU]		1,185.9
	Persons working for the organisation being subordinated to it and considered to be employees under national law [in AWU]		0.0
	Owner-managers [in AWU]		112.0
	Partners engaged in a regular activity in the organisation and benefiting from financial advantages from the organisation [in AWU]		0.0
	Annual turnover [in EUR]		7,204,000,000.00
	Annual balance sheet total [in EUR]		9,999,999,999.00
	Operating profit [in EUR]		-71,989.00

Role of the partner organisation in this project:

Hamburg-Altona (ALT) leads BATS with the goal to increase the safety and convenience of active mobility during dark hours. Altona will focus on preparing and piloting the solution and the advocacy for year round active mobility in WP3.
Altona leads Pillar 1 - Infrastructure and Equipment and will implement pilot 1 with activities targeting perceived insecurity in active mobility tunnels through installation of innovative projection and lighting solutions.
In pilot 2, they will collaborate with LSBG on activities focusing on ITS technologies to protect cyclists and pedestrians in heavy traffic areas of the district.
In WP3, transfer activities to German organisations e.g. German Cyclists' Federation; upscale learnings to policy in e.g. Hamburg Ministry, Public Transport Authority; and lead creation of Ambassador Programme for YRAM as well as advocacy activities.
Altona has the LP role and is responsible for project management, finances, communication and interaction with JS/MA.

994 / 1,000 characters

Has this organisation ever been a partner in the project(s) implemented in the Interreg Baltic Sea Region Programme?

○ Yes ○ No

2.2 Project Partner Details - Partner 2

LP/PP Project Partner

Partner Status Active

Active from 22/09/2022 **Inactive from**

Partner name:

Organisation in original language Lahden kaupunki

15 / 250 characters

Organisation in English City of Lahti

13 / 250 characters

Department in original language Kaupunkiympäristön palvelualue

30 / 250 characters

Department in English Department of Urban Environment

31 / 250 characters

Partner location and website:

Address Harjukatu 31

12 / 250 characters

Postal Code 15100

5 / 250 characters

Town Lahti

5 / 250 characters

Website www.lahti.fi

12 / 100 characters

Country Finland

NUTS1 code Manner-Suomi

NUTS2 code Etelä-Suomi

NUTS3 code Päijät-Häme

Partner ID:

Organisation ID type Business Identity Code (Y-tunnus)

Organisation ID 0149669-3

VAT Number Format FI + 8 digits

VAT Number **N/A** ☐ FI01496693

10 / 50 characters

PIC 939862392

9 / 9 characters

Partner type:

Legal status	a) Public	
Type of partner	Local public authority	Municipality, city, etc.
Sector (NACE)	84.11 - General public administration activities	

Partner financial data:

Is your organisation entitled to recover VAT related to the EU funded project activities? Yes

Role of the partner organisation in this project:

Lahti (LAH), a city in the south of Finland joins with an ambition to reach 51% of sustainable and active mobility by 2030. The city strengthens the links of ITS and citizen engagement to enable Year-Round Active Mobility (YRAM). Lahti leads Pillar 2: ITS and Traffic Management for YRAM. Lahti implements pilot 2 with activities at two intersections of main cycling network test re-optimisation of traffic signal system and participates in pilot 3 with optimization of winter maintenance through a Winter Agent Programme.
In WP3, solution and policy transfer activities with local and national organisations e.g. Helsinki Metropolitan Region, Finnish Cyclists' Federation.
Collaborate in transnational project meetings, knowledge exchange throughout project implementation.

776 / 1,000 characters

Has this organisation ever been a partner in the project(s) implemented in the Interreg Baltic Sea Region Programme?

○ Yes ○ No

2.2 Project Partner Details - Partner 3

LP/PP	Project Partner		
Partner Status	Active		
Active from	22/09/2022	**Inactive from**	

Partner name:

Organisation in original language	Umeå kommun (11 / 250 characters)
Organisation in English	Umea (4 / 250 characters)
Department in original language	Gator och parker (16 / 250 characters)
Department in English	Streets and parks (17 / 250 characters)

Partner location and website:

Address	Skolgatan 31A (13 / 250 characters)	**Country**	Sweden
Postal Code	90184 (5 / 250 characters)	**NUTS1 code**	Norra Sverige
Town	Umeå (4 / 250 characters)	**NUTS2 code**	Övre Norrland
Website	www.umea.se/ (13 / 100 characters)	**NUTS3 code**	Västerbottens län

Partner ID:

Organisation ID type	Organisation number (Organisationsnummer)
Organisation ID	212000-2627
VAT Number Format	SE + 12 digits
VAT Number	N/A ☐ SE212000262701 (14 / 50 characters)
PIC	999651446 (9 / 9 characters)

Partner type:

Legal status	a) Public
Type of partner	Local public authority — Municipality, city, etc.
Sector (NACE)	84.11 - General public administration activities

Partner financial data:

Is your organisation entitled to recover VAT related to the EU funded project activities? Yes

Role of the partner organisation in this project:

Umea (UME) has high ambitions for winter cycling to reduce pollution problems during winter. As inspiration for the partnership, Umea the most northern city of the partnership, will host the project kickoff. Umea will lead GoA 1.4 and GoA 2.4 and work with planners and academics from partners on challenges related to citizen engagement with year round AM, test solutions and draft recommendations for policy and to planners. Umea will participate in Pilot 1 with interventions at the centre of the city testing light solutions in various weather conditions and in pilot 3 working with citizen activation activities like bike stations for winter support, an app to provide citizens with weather and snow cleaning info. Umea will work together with local stakeholders such as Engelska Skolorna, Tegs central School, Volvo, IKEA, CF and Skjutsgruppen. Umea collaborates in transnational project meetings, knowledge exchange, dissemination activities including transfer activities.

983 / 1,000 characters

Has this organisation ever been a partner in the project(s) implemented in the Interreg Baltic Sea Region Programme?

○ Yes ○ No

2.2 Project Partner Details - Partner 4

LP/PP	Project Partner		
Partner Status	Active		
Active from	22/09/2022	**Inactive from**	

Partner name:

Organisation in original language	Miasto Gdynia (13 / 250 characters)
Organisation in English	City of Gdynia (14 / 250 characters)
Department in original language	Wydział Inwestycji – Referat Zrównoważonej Mobilności (53 / 250 characters)
Department in English	Investments Department – Sustainable Mobility Unit (50 / 250 characters)

Partner location and website:

Address	Al. Marszalka Piłsudskiego 52/54 (32 / 250 characters)	**Country**	Poland
Postal Code	81-382 (6 / 250 characters)	**NUTS1 code**	Makroregion północny
Town	Gdynia (6 / 250 characters)	**NUTS2 code**	Pomorskie
Website	www.gdynia.pl (13 / 100 characters)	**NUTS3 code**	Trójmiejski

Partner ID:

Organisation ID type	Tax identification number (NIP)
Organisation ID	5862312326
VAT Number Format	PL + 10 digits
VAT Number	**N/A** ☐ PL5862312326 (12 / 50 characters)
PIC	967386433 (9 / 9 characters)

Partner type:

Legal status	a) Public	
Type of partner	Local public authority	Municipality, city, etc.
Sector (NACE)	84.11 - General public administration activities	

Partner financial data:

Is your organisation entitled to recover VAT related to the EU funded project activities? No

Role of the partner organisation in this project:

Gdynia (GDY) in the north of Poland joins with the sustainable mobility unit. They participate in the ETFs on ITS & traffic management and Citizen activation. Gdynia will implement Pilot 2 and explore how re-configuration of the green lights system can be optimised for cycling and pedestrian traffic during weather variations and they will implement Pilot 3 working together with children and their parents to promote YRAM through a series of educational and nudging campaigns combined with a bike lending programme to offer first hand experience.

Gdynia leads mainstreaming activities in WP3, including analysis on how to scale the knowledge to the Eurovelo network. Collaborate in transnational project meetings, knowledge exchange, dissemination activities including transfer activities to neighbouring cities.

816 / 1,000 characters

Has this organisation ever been a partner in the project(s) implemented in the Interreg Baltic Sea Region Programme?

○ Yes ○ No

2.2 Project Partner Details - Partner 5

LP/PP	Project Partner		
Partner Status	Active		
	Active from 22/09/2022	**Inactive from**	

Partner name:

Organisation in original language	Aalto Korkeakoulusaatio Sr (26 / 250 characters)
Organisation in English	Aalto University (16 / 250 characters)
Department in original language	Rakennetun ympäristön laitos (28 / 250 characters)
Department in English	Department of Built Environment (31 / 250 characters)

Partner location and website:

Address	P.O.Box 11000 (13 / 250 characters)	**Country**	Finland
Postal Code	00076 (5 / 250 characters)	**NUTS1 code**	Manner-Suomi
Town	Aalto (5 / 250 characters)	**NUTS2 code**	Helsinki-Uusimaa
Website	www.aalto.fi/en (15 / 100 characters)	**NUTS3 code**	Helsinki-Uusimaa

Partner ID:

Organisation ID type	Business Identity Code (Y-tunnus)
Organisation ID	2228357-4
VAT Number Format	FI + 8 digits
VAT Number	**N/A** ☐ FI22283574 (10 / 50 characters)
PIC	991256096 (9 / 9 characters)

Partner type:

Legal status	a) Public	
Type of partner	Higher education and research instituti	University faculty, college, research institution, RTD facility, research cluster, etc.
Sector (NACE)	85.42 - Tertiary education	

Partner financial data:

Is your organisation entitled to recover VAT related to the EU funded project activities?	No

Role of the partner organisation in this project:

Aalto University (AYY) joins with the Department of Built Environment to support in the preparation, testing and adjustment of the project solution: Collaborative Planning Framework for Smart Year-Round Active Mobility. Aalto University specifically provides and adjusts a methodology for assessing different interventions to promote YRAM. Aalto University leads GoA 1.5 and collates information from Expert Task Forces and develops an interim solution for YRAM and after the piloting, Aalto will gather all practical implementation lessons, enriching solution and delivering the Output: Collaborative Planning Framework for Smart YRAM.
In WP3: transferring the results into educational and training material in GoA 3.2 & 3.3 e.g. a Massive Open Online Course; spreading the learnings of BATS into academic publications and topic-relevant lectures at Aalto University.

869 / 1,000 characters

Has this organisation ever been a partner in the project(s) implemented in the Interreg Baltic Sea Region Programme?

○ Yes ○ No

State aid relevance

For the partner type selected, the Programme sees a medium to high risk for implementing State aid relevant activities. If the partner is of the opinion that its activities are not State aid relevant, it can ask the MA/JS for a plausibility check on the State aid relevance. Does the partner want to do this?

○ Yes ○ No

Justification why the partner's activities are not State aid relevant

Aalto University will not get any economic (financial or non-financial) advantage from their involvement in the BATS project, considering that most of their budget is allocated under staff costs. They will follow public procurements rules for good or services under CAT4 "External Expertise and Services". Finally, the equipment they plan to buy will be fully depreciated by the end of the project (the license will only run during the project implementation). Aalto University's main activity is not to provide economic services on the market.

544 / 3,000 characters

2.2 Project Partner Details - Partner 6

LP/PP Project Partner

Partner Status Active

Active from 22/09/2022 **Inactive from**

Partner name:

Organisation in original language Tallinna Tehnikaülikool

23 / 250 characters

Organisation in English Tallinn University of Technology – TalTech

42 / 250 characters

Department in original language Ärikorralduse instituut

23 / 250 characters

Department in English Department of Business Administration

37 / 250 characters

Partner location and website:

Address Ehitajate tee 5

15 / 250 characters

Postal Code 19086

5 / 250 characters

Town Tallinn

7 / 250 characters

Website www.taltech.ee/en

17 / 100 characters

Country Estonia

NUTS1 code Eesti

NUTS2 code Eesti

NUTS3 code Põhja-Eesti

Partner ID:

Organisation ID type	Registration code (Registrikood)
Organisation ID	74000323
VAT Number Format	EE + 9 digits
VAT Number	N/A ☐ EE100224841 (11 / 50 characters)
PIC	999842536 (9 / 9 characters)

Partner type:

Legal status	a) Public	
Type of partner	Higher education and research instituti	University faculty, college, research institution, RTD facility, research cluster, etc.
Sector (NACE)	85.42 - Tertiary education	

Partner financial data:

Is your organisation entitled to recover VAT related to the EU funded project activities? No

Role of the partner organisation in this project:

TalTech University (TTU) joins the project to support the partnership with the development of applied methodologies for assessment of impact.
Taltech leads GoA 2.1 to coordinate the implementation of the transnational City to city Impact learning programme together with pilot cities. This includes mapping out the needs and opportunities of partner cities for each of the three project pillars.
TalTech also develops a common methodology of assessment for pilot implementation in WP2, in collaboration with Aalto University and partner cities.
In WP3: transferring the results into educational and training material in GoA 3.2 & 3.3 e.g. a Massive Open Online Course; spreading the learnings of BATS onto academic publications and topic-relevant lectures at TalTech and other e.g. Tallinn University

803 / 1,000 characters

Has this organisation ever been a partner in the project(s) implemented in the Interreg Baltic Sea Region Programme?

○ Yes ○ No

State aid relevance

For the partner type selected, the Programme sees a medium to high risk for implementing State aid relevant activities. If the partner is of the opinion that its activities are not State aid relevant, it can ask the MA/JS for a plausibility check on the State aid relevance. Does the partner want to do this?

○ Yes ○ No

Justification why the partner's activities are not State aid relevant

TalTech University will not get any economic (financial or non-financial) advantage from their involvement in the BATS project, considering that most of their budget is allocated under staff costs. They will follow public procurements rules for good or services under CAT4 "External Expertise and Services". TalTech University's main activity is not to provide economic services on the market.

393 / 3,000 characters

2.2 Project Partner Details - Partner 7

LP/PP	Project Partner		
Partner Status	Active		
	Active from 22/09/2022	**Inactive from**	

Partner name:

Organisation in original language	Gate21 (6 / 250 characters)

Organisation in English	Gate21 (6 / 250 characters)
Department in original language	Smarte byer og bygninger (24 / 250 characters)
Department in English	Smart cities and buildings (26 / 250 characters)

Partner location and website:

Address	Liljens Kvarter 2 (17 / 250 characters)	**Country**	Denmark
Postal Code	2620 (4 / 250 characters)	**NUTS1 code**	Danmark
Town	Albertslund (11 / 250 characters)	**NUTS2 code**	Hovedstaden
Website	www.gate21.dk (13 / 100 characters)	**NUTS3 code**	Københavns omegn

Partner ID:

Organisation ID type	Civil registration number (CPR)
Organisation ID	32112846
VAT Number Format	DK + 8 digits
VAT Number	N/A ☐ DK32 11 28 46 (13 / 50 characters)
PIC	966028433 (9 / 9 characters)

Partner type:

Legal status	a) Public	
Type of partner	NGO	Non-governmental organisations, such as Greenpeace, WWF, etc.
Sector (NACE)	94.99 - Activities of other membership organisations n.e.c.	

Partner financial data:

Is your organisation entitled to recover VAT related to the EU funded project activities? Yes

Role of the partner organisation in this project:

Gate21 (G21) is the partnership network leading the green transition among Danish municipalities. Gate 21 contributes to preparation work on Pillar 1: Infrastructure and Equipment for YRAM. Builds on expertise from past projects e.g. LUCIA, MOVE and customises Danish best practices from other planners and living lab DOLL, via a visit and the writing of reports/factsheets summarising the best practices.
Gate21 helps Kalundborg identify relevant stakeholders and organise different local workshops and co-creation activities.

Co-leader of WP3 ensuring a quality, timely and impactful transfer of BATS findings and YRAM beyond the partnership. Organises a workshop on the topic of YRAM, attracting external partners from the region e.g. Copenhagen, Danish Cyclists' Federation

778 / 1,000 characters

Has this organisation ever been a partner in the project(s) implemented in the Interreg Baltic Sea Region Programme?

○ Yes ○ No

2.2 Project Partner Details - Partner 8

LP/PP	Project Partner
Partner Status	Active
Active from	22/09/2022
Inactive from	

Partner name:

Organisation in original language	Kalundborg Kommune (18 / 250 characters)
Organisation in English	Kalundborg Municipality (23 / 250 characters)
Department in original language	Plan, Byg og Miljø (18 / 250 characters)
Department in English	Planning, Building and Environment (34 / 250 characters)

Partner location and website:

Address	Holbækvej 141 B (15 / 250 characters)	**Country**	Denmark
Postal Code	4400 (4 / 250 characters)	**NUTS1 code**	Danmark
Town	Kalundborg (10 / 250 characters)	**NUTS2 code**	Sjælland
Website	www.kalundborg.dk (18 / 100 characters)	**NUTS3 code**	Vest- og Sydsjælland

Partner ID:

Organisation ID type	Civil registration number (CPR)
Organisation ID	29189595
VAT Number Format	DK + 8 digits
VAT Number	**N/A** ☐ DK29 18 95 95 (13 / 50 characters)
PIC	967898496 (9 / 9 characters)

Partner type:

Legal status	a) Public	
Type of partner	Local public authority	Municipality, city, etc.
Sector (NACE)	84.11 - General public administration activities	

Partner financial data:

Is your organisation entitled to recover VAT related to the EU funded project activities?	Yes

Role of the partner organisation in this project:

Kalundborg (KAL), a municipality in Eastern Denmark, joins the partnership as a pilot city partner to mainstream year-round active mobility (YRAM) into their municipality. The city pilots the Collaborative Planning Framework to integrate YRAM in their soon-to-be-built bicycle path between the city centre and the new Kalundborg East Campus.

Kalundborg joins the Expert Task Force 1 on Infrastructure and Equipment, aims to develop smart equipment solutions for YRAM, with support of Danish Gate21.
Kalundborg participates in Pilot 1 by testing lighting and reflective technologies that reduce perceived insecurity during dark hours.
Kalundborg collaborates in transnational partner meetings, exchanges knowledge and expertise on YRAM with fellow BSR partners. In GoA 3.1, develops action plans to integrate YRAM in future urban investments. Joins GoA 3.2 to transfer solution to local cities e.g. Copenhagen, Albertslund.

924 / 1,000 characters

Has this organisation ever been a partner in the project(s) implemented in the Interreg Baltic Sea Region Programme?

○ Yes ○ No

2.2 Project Partner Details - Partner 9

LP/PP	Project Partner		
Partner Status	Active		
Active from	22/09/2022	**Inactive from**	

Partner name:

Organisation in original language	Cykelfrämjandet (15 / 250 characters)
Organisation in English	Swedish Cycling Advocacy Organization (37 / 250 characters)
Department in original language	Samhällsplanering (17 / 250 characters)
Department in English	Urban planning (14 / 250 characters)

Partner location and website:

Address	Box 3 (5 / 250 characters)	**Country**	Sweden
Postal Code	101 20 (6 / 250 characters)	**NUTS1 code**	Östra Sverige
Town	Stockholm (9 / 250 characters)	**NUTS2 code**	Stockholm
Website	www.cykelframjandet.se (22 / 100 characters)	**NUTS3 code**	Stockholms län

Partner ID:

Organisation ID type	Organisation number (Organisationsnummer)
Organisation ID	802000-6063
VAT Number Format	SE + 12 digits
VAT Number	N/A ☐ SE802000606301 (14 / 50 characters)
PIC	911741995 (9 / 9 characters)

Partner type:

Legal status	b) Private	
Type of partner	Interest group	Trade union, foundation, charity, voluntary association, club, etc. other than NGOs
Sector (NACE)	94.99 - Activities of other membership organisations n.e.c.	

Partner financial data:

Is your organisation entitled to recover VAT related to the EU funded project activities? Partly

VAT explanation

Our organisation is able to recover VAT for consultancy. When it comes to EU-projects, as a project partner who receives direct funding, we will not be able to recover VAT for our expenses.

189 / 1,000 characters

Financial data

Reference period	01/01/2021 –	31/12/2021
Staff headcount [in annual work units (AWU)]		7.5
Employees [in AWU]		7.5
Persons working for the organisation being subordinated to it and considered to be employees under national law [in AWU]		0.0
Owner-managers [in AWU]		0.0
Partners engaged in a regular activity in the organisation and benefiting from financial advantages from the organisation [in AWU]		0.0
Annual turnover [in EUR]		811,384.00
Annual balance sheet total [in EUR]		117,975.00
Operating profit [in EUR]		142,794.00

Role of the partner organisation in this project:

Cykelfrämjandet (CF) is a Swedish national interest group advocating for the promotion of cycling as an everyday mode of transportation. The organisation aims to push for a new wave of active mobility use by mainstreaming Year-Round Active Mobility (YRAM) across Sweden.

CF supports the 3 Expert Task Forces with insights from cyclists in WP1 and during pilots in WP2 via e.g. cyclist surveys, interviews to municipalities .

CF co-leads WP3 ensuring a quality, timely and impactful transfer of BATS findings and YRAM beyond the partnership. Incl. coordinating the transfer of YRAM and the BATS solution through three different Scale-up Groups GoA 3.3. CF connects YRAM to a vast network and to fellow advocacy organisations e.g. Norwegian Cyclists' Federation, Swedish Pedestrian Association, Finnish Cyclists' Federation, etc.
Supports in GoA 3.4 with posting project findings and the project's solution on CF website and other internet channels of close partners.

968 / 1,000 characters

Has this organisation ever been a partner in the project(s) implemented in the Interreg Baltic Sea Region Programme?

○ Yes ○ No

2.2 Project Partner Details - Partner 10

LP/PP	Project Partner
Partner Status	Active
Active from	22/09/2022
Inactive from	

Partner name:

Organisation in original language	Tartu Linnavalitsus (19 / 250 characters)
Organisation in English	Tartu City Government (21 / 250 characters)
Department in original language	Ruumiloome osakond (18 / 250 characters)
Department in English	Department of Strategic Urban Planning (38 / 250 characters)

Partner location and website:

Address	Raekoja plats 1a (16 / 250 characters)	**Country**	Estonia
Postal Code	50089 (5 / 250 characters)	**NUTS1 code**	Eesti
Town	Tartu (5 / 250 characters)	**NUTS2 code**	Eesti
Website	www.tartu.ee (12 / 100 characters)	**NUTS3 code**	Lõuna-Eesti

Partner ID:

Organisation ID type	Registration code (Registrikood)
Organisation ID	75006546
VAT Number Format	EE + 9 digits
VAT Number	N/A ☐ EE100670291 (11 / 50 characters)
PIC	996380024 (9 / 9 characters)

Partner type:

Legal status	a) Public	
Type of partner	Local public authority	Municipality, city, etc.
Sector (NACE)	84.11 - General public administration activities	

Partner financial data:

Is your organisation entitled to recover VAT related to the EU funded project activities?	No

Role of the partner organisation in this project:

Tartu (TAR) joins BATS with their Department for Environment & Mobility as a pilot city partner. Tartu aims to integrate Year-Round Active Mobility in the city's upcoming investment programme to transform main streets starting 2024.
In WP1, Tartu joins Expert Task Force 3 on Citizen Activation, learns and develops measures that activate citizens to consider YRAM. Tartu participates in Pilot 3 exploring the links of citizen engagement with winter cycling e.g. providing bike winter tyres, and winter maintenance services for YRAM e.g. customising Lahti's or Umea's winter programmes.
In WP3, Tartu re-applies the Collaborative Planning Framework for YRAM to mainstream the solution across the entire new city investment plan in GoA 3.1 to practically test the mainstreaming of the BATS solution.
Supports with mainstreaming of the YRAM approach to other local and national Estonian partners in GoA 3.2 e.g. Tallinn, Estonian Road Administration

950 / 1,000 characters

Has this organisation ever been a partner in the project(s) implemented in the Interreg Baltic Sea Region Programme?

○ Yes ○ No

2.2 Project Partner Details - Partner 11

LP/PP Project Partner

Partner Status Active

Active from 22/09/2022 **Inactive from**

Partner name:

Organisation in original language Všį Klaipėdos keleivinis transportas

36 / 250 characters

Organisation in English Klaipeda PT authority

21 / 250 characters

Department in original language Všį Klaipėdos keleivinis transportas

36 / 250 characters

Department in English Klaipeda PT authority

21 / 250 characters

Partner location and website:

Address Daukanto 15

11 / 250 characters

Postal Code 92235

5 / 250 characters

Town Klaipeda

9 / 250 characters

Website www.klaipedatransport.lt

24 / 100 characters

Country Lithuania

NUTS1 code Lietuva

NUTS2 code Vidurio ir vakarų Lietuvos regionas

NUTS3 code Klaipėdos apskritis

Partner ID:

Organisation ID type Legal person's code (Juridinio asmens kodas)

Organisation ID 142133780

VAT Number Format LT + 9 digits

VAT Number **N/A** ☐ LT421337811

11 / 50 characters

PIC

0 / 9 characters

Partner type:

Legal status a) Public

Type of partner Infrastructure and public service provi — Public transport, utility company (water supply, electricity supply, sewage, gas, waste collection, airport, port, railway, etc.)

Sector (NACE) 49.31 - Urban and suburban passenger land transport

Partner financial data:

Is your organisation entitled to recover VAT related to the EU funded project activities? Yes

Role of the partner organisation in this project:

The Public Transport Authority of Klaipeda (KLA) participates in BATS as a pilot municipal service provider. The authority aims to learn from all aspects of Year-Round Active Mobility, and will be specifically joining Expert Task Force 3 on Citizen Activation of end Klaipeda Active participates in activities around Citizen Activation for YRAM and will implement pilot 3. Focus of Klaipeda PT authority will be to gain insight into the needs of citizens and work together with the responsible departments of the municipality to find ways to integrate this knowledge of YRAM in the investments they are making.
In WP3, dissemination activities including transfer activities to other public transport providers e.g. Vilnius PT authority, Hamburg PT authority as well as advocating for YRAM towards local municipalities and agencies.

832 / 1,000 characters

Has this organisation ever been a partner in the project(s) implemented in the Interreg Baltic Sea Region Programme?

○ Yes ○ No

2.2 Project Partner Details - Partner 12

LP/PP Project Partner

Partner Status Active

Active from 22/09/2022 **Inactive from**

Partner name:

Organisation in original language Freie und Hansestadt Hamburg - Landesbetrieb Straßen, Brücken und Gewässer (LSBG)

81 / 250 characters

Organisation in English Free and Hanseatic City Hamburg - LSBG

38 / 250 characters

Department in original language Landesbetrieb Straßen, Brücken und Gewässer

43 / 250 characters

Department in English Agency of Roads, Bridges and Waters

35 / 250 characters

Partner location and website:

Address Sachsenfeld 3-5

15 / 250 characters

Postal Code 20097

5 / 250 characters

Town Hamburg

7 / 250 characters

Website https://lsbg.hamburg.de/

24 / 100 characters

Country Germany

NUTS1 code Hamburg

NUTS2 code Hamburg

NUTS3 code Hamburg

Partner ID:

Organisation ID type	Tax (identification) number (Steuer(identifikations)nummer)
Organisation ID	DE118509725 (11 / 50 characters)
VAT Number Format	DE + 9 digits
VAT Number	N/A ☐ DE118509725 (11 / 50 characters)
PIC	998928602 (9 / 9 characters)

Partner type:

Legal status	a) Public	
Type of partner	Local public authority	Municipality, city, etc.
Sector (NACE)	42.11 - Construction of roads and motorways	

Partner financial data:

Is your organisation entitled to recover VAT related to the EU funded project activities?	No

Role of the partner organisation in this project:

Hamburg's Federal Agency for Roads, Bridges and Water (LSBG) joins the partnership as a support local authority with the aim to accelerate the Climate Adaptation Plan of Hamburg. LSBG complements Hamburg-Altona with preparation, piloting and transfer of ITS and technical measures:
Hamburg LSBG will join the Expert Task Force 2 on ITS and traffic management and will implement Pilot 2, looking at movement-sensitive sensors in road crossings that detect cyclists and give a warning of their approach to vehicles that turn right.
Participating in transfer activities 3.1 and 3.3, spreading the word on the BATS solution to neighbouring districts of Hamburg and to Federal Governmental Agencies. LSBG also applies the solution by introducing YRAM measures on different locations of the city and exploring YRAM integration into formal policy documents of the city in GoA 3.2. E.g. developing a YRAM strategy for Hamburg roads and tunnels.

939 / 1,000 characters

Has this organisation ever been a partner in the project(s) implemented in the Interreg Baltic Sea Region Programme?

○ Yes ○ No

2.2 Project Partner Details - Partner 13

LP/PP	Project Partner		
Partner Status	Active		
	Active from	22/09/2022	**Inactive from**

Partner name:

Organisation in original language	Harjumaa Omavalitsuste Liit (27 / 250 characters)
Organisation in English	Union of Harju County Municipalities (36 / 250 characters)
Department in original language	Harjumaa Omavalitsuste Liit (27 / 250 characters)
Department in English	Union of Harju County Municipalities (36 / 250 characters)

Partner location and website:

Address	Sirge 2 (7 / 250 characters)	**Country**	Estonia
Postal Code	10618 (5 / 250 characters)	**NUTS1 code**	Eesti
Town	Tallinn (7 / 250 characters)	**NUTS2 code**	Eesti
Website	www.hol.ee (10 / 100 characters)	**NUTS3 code**	Põhja-Eesti

Partner ID:

Organisation ID type	Registration code (Registrikood)
Organisation ID	80195199
VAT Number Format	EE + 9 digits
VAT Number	N/A ☐ EE101356705 (11 / 50 characters)
PIC	n/a (3 / 9 characters)

Partner type:

Legal status	a) Public	
Type of partner	Regional public authority	Regional council, etc.
Sector (NACE)	84.11 - General public administration activities	

Partner financial data:

Is your organisation entitled to recover VAT related to the EU funded project activities? No

Role of the partner organisation in this project:

The Union of Harju County Municipalities (HOL) contributes and evaluates the solution from a regional perspective. HOL works together with the local municipalities, e.g. Rae Municipality, to assess and test how street space can be adjusted in order to improve winter maintenance. They are part of the Expert Task Force on Infrastructure and Equipment.
HOL participates in ETF 1 infrastructure and equipment and will pilot the BATS's solution in pilot 3 in collaboration with municipalities through a series of workshops by using the methodology to assess street design features. Contribute with experience from previous smart lighting projects for pedestrians and recreational areas done in the municipalities.
HOL will extend the knowledge of BATS beyond the directly involved municipality through targeted dissemination and activation activities within the county and nationally through workshops and webinars. Working in close collaboration with TalTech university.

969 / 1,000 characters

Has this organisation ever been a partner in the project(s) implemented in the Interreg Baltic Sea Region Programme?

◉ Yes ○ No

2.3 Associated Organisation Details - AO 1

Associated organisation name and type:

Organisation in original language
Metropolregion Hamburg
23 / 250 characters

Organisation in English
Metropolitan Area of Hamburg
29 / 250 characters

Department in original language
Metropolregion Hamburg
23 / 250 characters

Department in English
Metropolitan Area of Hamburg
29 / 250 characters

Legal status
a) Public

Type of associated organisation
Regional public authority
Regional council, etc.

Associated organisation location and website:

Address
Alter Steinweg 4
16 / 250 characters

Country
Germany

Postal Code
20459
5 / 250 characters

Town
Hamburg
7 / 250 characters

Website
www.metropolregion.hamburg.de
29 / 100 characters

Role of the associated organisation in this project:

Metropolitan authority of the city of Hamburg. Interested in:
- GoA 3.2: participate in Policy Scale-up Group to implement YRAM in Hamburg mobility and spatial planning policy
- GoA 3.4: sign up to the newsletter, share project updates through own media
- taking part in a couple of update meetings over the course of the project with Altona, visiting LSBG and Altona pilot sites

380 / 1,000 characters

2.3 Associated Organisation Details - AO 2

Associated organisation name and type:

Organisation in original language
Stadtreinigung Hamburg – Anstalt des öffentlichen Rechts
57 / 250 characters

Organisation in English
City Cleaning Free and Hanseatic City of Hamburg
49 / 250 characters

Department in original language
Innovation
10 / 250 characters

Department in English
Innovation
10 / 250 characters

Legal status
a) Public

Type of associated organisation
Local public authority
Municipality, city, etc.

Associated organisation location and website:

Address
Bullerdeich 19
14 / 250 characters

Country
Germany

Postal Code
20537
5 / 250 characters

Town
Hamburg
7 / 250 characters

Website
www.stadtreinigung.hamburg
26 / 100 characters

Role of the associated organisation in this project:

Street cleaning service provider in the city of Hamburg. Interested in:
- GoA 3.1: applying the project's solution together with Altona to integrate YRAM in Altona city cleaning (snow cleaning, etc.)
- GoA 3.2: participating in training or workshops towards the end of the project on dissemination/transfer
- taking part in a couple of update meetings over the course of the project with Altona, perform site visits
- GoA 3.4: sign up to the newsletter, disseminate project results

481 / 1,000 characters

2.3 Associated Organisation Details - AO 3

Associated organisation name and type:

Organisation in original language
ULRIKE BRANDI LICHT Lichtplanung und Leuchtenentwicklung GmbH
62 / 250 characters

Organisation in English
Ulrike Brandi Light- Lighting Planning and Development - Urban (Lighting-)Design GmbH
85 / 250 characters

Department in original language
ULRIKE BRANDI LICHT Lichtplanung und Leuchtenentwicklung GmbH
62 / 250 characters

Department in English
Ulrike Brandi Light- Lighting Planning and Development - Urban (Lighting-)Design GmbH
85 / 250 characters

Legal status
b) Private

Type of associated organisation
Small and medium enterprise
Micro, small, medium enterprises < 250 employees, ≤ EUR 50 million turnover or ≤ EUR 43 million balance sheet total

Associated organisation location and website:

Address
Stadtdeich 27
13 / 250 characters

Country
Germany

Postal Code
20097
5 / 250 characters

Town
Hamburg
7 / 250 characters

Website
www.brandi-institute.com
24 / 100 characters

Role of the associated organisation in this project:

Company focused on desgning innovative lighting solutions for roads and urban environment. Interested in:
- GoA 3.1: support Altona with application of BATS solution and integration in future urban investments
- GoA 3.2: participating in training or workshops towards the end of the project on dissemination/transfer,
- taking part in a couple of update meetings over the course of the project with Altona/LSBG, perform site visits
- GoA 3.4: sign up to the newsletter

468 / 1,000 characters

2.3 Associated Organisation Details - AO 4

Associated organisation name and type:

Organisation in original language: Københavns Kommune (18 / 250 characters)

Organisation in English: City of Copenhagen (18 / 250 characters)

Department in original language: Trafik (6 / 250 characters)

Department in English: Traffic Division (16 / 250 characters)

Legal status: a) Public

Type of associated organisation: Local public authority — Municipality, city, etc.

Associated organisation location and website:

Address: Islands Brygge 37 (17 / 250 characters)

Country: Denmark

Postal Code: 2300 (4 / 250 characters)

Town: Copenhagen (10 / 250 characters)

Website: www.kk.dk (9 / 100 characters)

Role of the associated organisation in this project:

Capital of Denmark, frontrunner in active mobility promotion and interested in:
- GoA 3.2: participating in training or workshops of the City Scale-up Group to transfer the BATS solution; apply solution to integrate YRAM in Copenhagen urban investment plans
- GoA 3.2: potentially join the Ambassador Scale-up Group, become advocate of YRAM
- GoA 3.4: sign up to the newsletter, share project findings and progress in their own platforms

437 / 1,000 characters

2.3 Associated Organisation Details - AO 5

Associated organisation name and type:

Organisation in original language: Helsingin seudun liikenne / Helsingforsregionens trafik
55 / 250 characters

Organisation in English: Helsinki Region Transport
25 / 250 characters

Department in original language: Strategia
9 / 250 characters

Department in English: Strategy
8 / 250 characters

Legal status: a) Public

Type of associated organisation: Regional public authority — Regional council, etc.

Associated organisation location and website:

Address: Opastinsilta 6 A
16 / 250 characters

Country: Finland

Postal Code: 00520
5 / 250 characters

Town: Helsinki
8 / 250 characters

Website: www.hsl.fi
10 / 100 characters

Role of the associated organisation in this project:

The regional transport authority of Helsinki, capital of Finland, is interested in:
- GoA 3.2: participate in Policy Scale-up Group to implement YRAM in Helsinki region mobility and spatial planning policy
- taking part in a couple of update meetings over the course of the project with Lahti, perform site visits
- GoA 3.4: sign up to the newsletter, share project findings and progress in their own platforms

410 / 1,000 characters

2.3 Associated Organisation Details - AO 6

Associated organisation name and type:

Organisation in original language
MAL-verkosto (maankäytön, asumisen ja liikenteen kehittäjämisverkosto)
70 / 250 characters

Organisation in English
Finnish national Land use, Housing and Sustainable Transportation Network
73 / 250 characters

Department in original language
/
1 / 250 characters

Department in English
/
1 / 250 characters

Legal status
a) Public

Type of associated organisation
Sectoral agency
Local or regional development agency, environmental agency, energy agency, employment agency, etc.

Associated organisation location and website:

Address
Kelloportinkatu 1
17 / 250 characters

Country
Finland

Postal Code
33100
5 / 250 characters

Town
Tampere
7 / 250 characters

Website
www.mal-verkosto.fi
19 / 100 characters

Role of the associated organisation in this project:

Finnish national Land use, Housing and Sustainable Transportation Network is interested in:
- GoA 3.2: participate in Policy Scale-up Group to implement YRAM in strategic documents of the netowrk organisation
- GoA 3.4: sign up to the newsletter, share project findings and progress in their own platforms, spread knowledge to network
- possibly join kick-off webinars of GoA1.1 as a topic expert

397 / 1,000 characters

2.3 Associated Organisation Details - AO 7

Associated organisation name and type:

Organisation in original language: Liikenne- ja viestintävirasto - Traficom
40 / 250 characters

Organisation in English: Finnish Transport and Communications Agency - Traficom
54 / 250 characters

Department in original language: Liikenne- ja viestintävirasto - Traficom
40 / 250 characters

Department in English: Finnish Transport and Communications Agency - Traficom
54 / 250 characters

Legal status: a) Public

Type of associated organisation: National public authority — Ministry, etc.

Associated organisation location and website:

Address: Kumpulantie 9
13 / 250 characters

Country: Finland

Postal Code: 00520
5 / 250 characters

Town: Helsinki
8 / 250 characters

Website: www.traficom.fi
15 / 100 characters

Role of the associated organisation in this project:

The Finnish Transport and Communications Agency - Traficom is the principal national authority relating to traffic management and regulations in the country. Interested in:
- GoA 3.2: participate in Policy Scale-up Group to implement YRAM in strategic transport documents of the national organisation
- GoA 3.4: sign up to the newsletter, share project findings and progress in their own platforms, spread knowledge to network
- taking part in a couple of update meetings over the course of the project with Lahti and Aalto University
- possibly join kick-off webinars of GoA1.1 as a topic expert

597 / 1,000 characters

2.3 Associated Organisation Details - AO 8

Associated organisation name and type:

Organisation in original language: Vejle Kommune
13 / 250 characters

Organisation in English: Vejle Municipality
18 / 250 characters

Department in original language: Byudvikling & Arkitektur
24 / 250 characters

Department in English: City Development & Architecture
31 / 250 characters

Legal status: a) Public

Type of associated organisation: Local public authority — Municipality, city, etc.

Associated organisation location and website:

Address: Skolegade 1
11 / 250 characters

Country: Denmark

Postal Code: 7100
4 / 250 characters

Town: Vejle
5 / 250 characters

Website: www.vejle.dk
12 / 100 characters

Role of the associated organisation in this project:

Vejle is a municipality in Southern Denmark. Interested in:
- GoA 3.2: participating in training or workshops of the City Scale-up Group to transfer the BATS solution; apply solution to integrate YRAM in city urban plans
- GoA 3.2: potentially join the Ambassador Scale-up Group, become advocate of YRAM
- GoA 3.4: sign up to the newsletter, share project findings and progress in their own platforms
- possibly join Gate21/Kalundborg on site visits, workshops

460 / 1,000 characters

2.3 Associated Organisation Details - AO 9

Associated organisation name and type:

Organisation in original language: Pyöräliitto ry
14 / 250 characters

Organisation in English: Finnish Cyclists' Federation
28 / 250 characters

Department in original language: Pyöräliitto ry
14 / 250 characters

Department in English: Finnish Cyclists' Federation
28 / 250 characters

Legal status: b) Private

Type of associated organisation: NGO — Non-governmental organisations, such as Greenpeace, WWF, etc.

Associated organisation location and website:

Address: Iso Roobertinkatu 3-5 A 22
26 / 250 characters

Country: Finland

Postal Code: 00120
5 / 250 characters

Town: Helsinki
8 / 250 characters

Website: www.pyoraliitto.fi
18 / 100 characters

Role of the associated organisation in this project:

Finnish interest group tasked with advocating for cycling mobility to the country's citizens and governments. Interested in:
- GoA 3.2: potentially join the Ambassador Scale-up Group, become advocate of YRAM and the BATS solution
- GoA 3.4: sign up to the newsletter, share project findings and progress in their own platforms
- follow progress of the project, join a couple of webinars during project implementation
- WP1: potentially perform a survey/share information about needs of their members

499 / 1,000 characters

2.3 Associated Organisation Details - AO 10

Associated organisation name and type:

Organisation in original language: Syklistenes Landsforening (25 / 250 characters)

Organisation in English: Norwegian Cyclists' Association (31 / 250 characters)

Department in original language: Syklistenes Landsforening (25 / 250 characters)

Department in English: Norwegian Cyclists' Association (31 / 250 characters)

Legal status: b) Private

Type of associated organisation: NGO — Non-governmental organisations, such as Greenpeace, WWF, etc.

Associated organisation location and website:

Address: Storgata 8 (10 / 250 characters)

Country: Norway

Postal Code: 0155 (4 / 250 characters)

Town: Oslo (4 / 250 characters)

Website: www.syklistforeningen.no (24 / 100 characters)

Role of the associated organisation in this project:

Norwegian interest group tasked with advocating for cycling mobility to the country's citizens and governments. Interested in:
- GoA 3.2: potentially join the Ambassador Scale-up Group, become advocate of YRAM and the BATS solution
- GoA 3.4: sign up to the newsletter, share project findings and progress in their own platforms
- follow progress of the project, join a couple of webinars during project implementation
- WP1: potentially perform a survey/share information about needs of their members

501 / 1,000 characters

2.3 Associated Organisation Details - AO 11

Associated organisation name and type:

Organisation in original language: Fotgängarnas förening (21 / 250 characters)

Organisation in English: Pedestrian Association (22 / 250 characters)

Department in original language: Fotgängarnas förening (21 / 250 characters)

Department in English: Pedestrian Association (22 / 250 characters)

Legal status: b) Private

Type of associated organisation: NGO — Non-governmental organisations, such as Greenpeace, WWF, etc.

Associated organisation location and website:

Address: Österhusvägen 3 (15 / 250 characters)

Country: Sweden

Postal Code: 59196 (5 / 250 characters)

Town: Motala (6 / 250 characters)

Website: www.fot.se (10 / 100 characters)

Role of the associated organisation in this project:

Swedish interest group tasked with advocating for pedestrian mobility to the country's citizens and governments. Interested in:
- GoA 3.2: potentially join the Ambassador Scale-up Group, become advocate of YRAM and the BATS solution
- GoA 3.4: sign up to the newsletter, share project findings and progress in their own platforms
- follow progress of the project, join a couple of webinars during project implementation
- possibly join kick-off webinars of GoA1.1 as a pedestrian mobility expert
- WP1: potentially perform a survey/share information about needs of their members

579 / 1,000 characters

2.3 Associated Organisation Details - AO 12

Associated organisation name and type:

Organisation in original language
Mainor Ülemiste AS
18 / 250 characters

Organisation in English
Mainor Ülemiste AS
18 / 250 characters

Department in original language
Mainor Ülemiste AS
18 / 250 characters

Department in English
Mainor Ülemiste AS
18 / 250 characters

Legal status
b) Private

Type of associated organisation
Infrastructure and public service provi
Public transport, utility company (water supply, electricity supply, sewage, gas, waste collection, airport, port, railway, etc.)

Associated organisation location and website:

Address
Valukoja 8
10 / 250 characters

Country
Estonia

Postal Code
11415
5 / 250 characters

Town
Tallinn
7 / 250 characters

Website
www.ulemistecity.ee
19 / 100 characters

Role of the associated organisation in this project:

Ülemiste (Tallinn district) follows the project activities, in close collaboration with TalTech. Tags along the BATS project, participating in WP1, WP2 and WP3 activities.
- The organisation participates developing the conceptual model and plan for a sustainable environment, e.g. planning cycle paths, creating accessibility to railway tunnels, integrating YRAM measures.
- The organisation pilots smart city lighting for a safe and enjoyable cycling experience, including lighting that responds to human movement, collects and monitors environmental data. Innovative technical solutions that safely separate riders from the car traffic. Cleaning of cycle paths and light traffic roads based on self-driving technology.
- To evaluate the success of the project, Ülemiste creates a dashboard based on various mobility and environmental data and develops an activity index.
- The organisation will be involved in transferring BATS results of the project to Ülemiste district-wide urban plans.

991 / 1,000 characters

2.3 Associated Organisation Details - AO 13

Associated organisation name and type:

Organisation in original language
ADFC (Allgemeiner Deutscher Fahrradclub) Landesverband Hamburg e.V.
67 / 250 characters

Organisation in English
German Cycling Association – Hamburg
38 / 250 characters

Department in original language
ADFC (Allgemeiner Deutscher Fahrradclub) Landesverband Hamburg e.V.
67 / 250 characters

Department in English
German Cycling Association – Hamburg
38 / 250 characters

Legal status
b) Private

Type of associated organisation
Interest group
Trade union, foundation, charity, voluntary association, club, etc. other than NGOs

Associated organisation location and website:

Address
Koppel 34-36
13 / 250 characters

Country
Germany

Postal Code
20099
5 / 250 characters

Town
Hamburg
7 / 250 characters

Website
www.adfc-hamburg.de
20 / 100 characters

Role of the associated organisation in this project:

German interest group tasked with advocating for cycling mobility to the country's citizens and governments. Interested in:
- GoA 3.2: potentially join the Ambassador Scale-up Group, become advocate of YRAM and the BATS solution and disseminate YRAM across German cities
- GoA 3.4: sign up to the newsletter, share project findings and progress in ADFC own platforms
- follow progress of the project, join a couple of webinars during project implementation
- possibly join kick-off webinars of GoA1.1 to get familiar with YRAM
- WP1: distribute survey/share information about needs of their members

598 / 1,000 characters

2.3 Associated Organisation Details - AO 14

Associated organisation name and type:

Organisation in original language
BUKEA - Behörde für Umwelt, Klima , Energie und Agrarwirtschaft
64 / 250 characters

Organisation in English
Ministry of Environment, Climate, Energy and Agriculture
56 / 250 characters

Department in original language
Amt für Naturschutz und Grünplanung
35 / 250 characters

Department in English
Department of Environment and Green Planning
45 / 250 characters

Legal status
a) Public

Type of associated organisation
Local public authority
Municipality, city, etc.

Associated organisation location and website:

Address
Neuenfelder Straße 19
21 / 250 characters

Country
Germany

Postal Code
21109
5 / 250 characters

Town
Hamburg
7 / 250 characters

Website
www.hamburg.de/bukea
20 / 100 characters

Role of the associated organisation in this project:

Ministry on the state of Hamburg responsible for matters related to environment and transport. Interested in:
- GoA 3.2: participate in Policy Scale-up Group, joining a couple workshops to implement YRAM into federal policy
- GoA 3.4: sign up to the newsletter, share project findings and progress in their own platforms
- possibly join kick-off webinars of GoA1.1 to get familiar with YRAM
- taking part in a couple of update meetings over the course of the project with Altona and LSBG, perform site visits

508 / 1,000 characters

2.3 Associated Organisation Details - AO 15

Associated organisation name and type:

Organisation in original language
Hamburger Verkehrsverbund GmbH
30 / 250 characters

Organisation in English
Public Transport Authority Hamburg
35 / 250 characters

Department in original language
Hamburger Verkehrsverbund GmbH
30 / 250 characters

Department in English
Public Transport Authority Hamburg
35 / 250 characters

Legal status
a) Public

Type of associated organisation
Local public authority
Municipality, city, etc.

Associated organisation location and website:

Address
Steindamm 94
13 / 250 characters

Country
Germany

Postal Code
20099
5 / 250 characters

Town
Hamburg
7 / 250 characters

Website
www.hvv.de
11 / 100 characters

Role of the associated organisation in this project:

Authority responsible for public transport management and planning on the city of Hamburg. Interested in:
- GoA 3.2: participate in Policy Scale-up Group, find ways to integrate YRAM in Public Transport planning and promotion
- GoA 3.4: sign up to the newsletter, share project findings and progress in their own platforms
- possibly join kick-off webinars of GoA1.1 to get familiar with YRAM
- taking part in a couple of update meetings over the course of the project with Altona and LSBG, perform site visits
- join a webinar with Klaipeda Public Transport Authority, collaborate on ways to integrate YRAM with PT system

622 / 1,000 characters

2.3 Associated Organisation Details - AO 16

Associated organisation name and type:

Organisation in original language
Leibniz-Institut für Gewässerökologie und Binnenfischerei
58 / 250 characters

Organisation in English
Leibniz Institute of Freshwater Ecology and Inland Fisheries
60 / 250 characters

Department in original language
Wissenschaftliche Koordination für Nachhaltigkeitsforschung
60 / 250 characters

Department in English
Scientific Coordination for Sustainability Research
52 / 250 characters

Legal status
a) Public

Type of associated organisation
Higher education and research instituti
University faculty, college, research institution, RTD facility, research cluster, etc.

Associated organisation location and website:

Address
Müggelseedamm 310
17 / 250 characters

Country
Germany

Postal Code
12587
5 / 250 characters

Town
Berlin
6 / 250 characters

Website
www.igb-berlin.de
17 / 100 characters

Role of the associated organisation in this project:

German research institute interested in supporting the following:
- GoA 1.5: collaborating with partner universities to foster knowledge sharing and solution development. This ensures a more robust project solution
- support local partner Altona and LSBG with pilot implementation monitoring/evaluation activities
- taking part in a couple of update meetings over the course of the project with Altona and LSBG, perform site visits
- GoA 3.2: apply the training developed in GoA 3.3 and integrate into subjects and courses of Leibniz University
- GoA 3.4: sign up to the newsletter, share project findings and progress in their own platforms, spread the training module on YRAM across academic network

702 / 1,000 characters

2.3 Associated Organisation Details - AO 17

Associated organisation name and type:

Organisation in original language: Rīgas plānošanas reģions
24 / 250 characters

Organisation in English: Riga Planning Region
20 / 250 characters

Department in original language: Teritorijas plānošanas vienība
30 / 250 characters

Department in English: Spatial Planning Unit
21 / 250 characters

Legal status: a) Public

Type of associated organisation: Regional public authority — Regional council, etc.

Associated organisation location and website:

Address: Zigfrida Annas Meierovica blvd. 18
34 / 250 characters

Country: Latvia

Postal Code: LV-1050
7 / 250 characters

Town: Riga
4 / 250 characters

Website: www.rpr.gov.lv
14 / 100 characters

Role of the associated organisation in this project:

Riga Planning Region plays an important role in transport and mobility planning activities in Latvia by setting its goals in regional planning strategies and acting as mediator between state and local municipalities within planning process. Taking into account our collaboration among different stakeholders, our organisation will join the project in the following activities:
- GoA 3.2: join the Policy Scale-up Group and participate in training or workshops on the transfer of BATS solution. Apply the project's output in our region and municipalities to upgrade regional/local mobility planning documents.
- GoA 3.2: potentially join the Ambassador Scale-up Group, become advocate of YRAM and the BATS solution
- GoA 3.4: We will share the project findings and progress in our platforms
- Join a couple of webinars with homologous organisation Harju County, stay updated on BATS findings for the regional context

916 / 1,000 characters

2.3 Associated Organisation Details - AO 18

Associated organisation name and type:

Organisation in original language: Eurocities asbl (15 / 250 characters)

Organisation in English: Eurocities (10 / 250 characters)

Department in original language: Clean and Active Mobility (25 / 250 characters)

Department in English: Clean and Active Mobility (25 / 250 characters)

Legal status: b) Private

Type of associated organisation: NGO — Non-governmental organisations, such as Greenpeace, WWF, etc.

Associated organisation location and website:

Address: Square de Meeûs 1 (17 / 250 characters)

Country: Belgium

Postal Code: B-1000 (6 / 250 characters)

Town: Brussels (8 / 250 characters)

Website: www.eurocities.eu (17 / 100 characters)

Role of the associated organisation in this project:

Eurocities is the network of more than 200 European cities in 38 countries, representing 130 million people, working together to ensure a good quality of life for all. The focus area on Clean and Active Mobility is interested in:
- GoA 1.1: join the project's kick-off meeting as listeners and get familiar with YRAM concept
- GoA 3.2: participate in Policy Scale-up Group to transfer policy recommendations of YRAM to cities across Europe
- GoA 3.2: potentially join the Ambassador Scale-up Group, become advocate of YRAM and the BATS solution
- GoA 3.4: sign up to the newsletter, stay up to date on BATS progress and disseminate the BATS solution through Eurocities platform

677 / 1,000 characters

2.3 Associated Organisation Details - AO 19

Associated organisation name and type:

Organisation in original language: POLIS
5 / 250 characters

Organisation in English: POLIS
5 / 250 characters

Department in original language: Active Travel and Health
24 / 250 characters

Department in English: Active Travel and Health
24 / 250 characters

Legal status: b) Private

Type of associated organisation: NGO — Non-governmental organisations, such as Greenpeace, WWF, etc.

Associated organisation location and website:

Address: Rue du Trone 98
15 / 250 characters

Country: Belgium

Postal Code: 1050
4 / 250 characters

Town: Bruxels
7 / 250 characters

Website: www.polisnetwork.eu
19 / 100 characters

Role of the associated organisation in this project:

POLIS is the leading network of European cities and regions working together to develop innovative technologies and policies for local transport. Interested in:
- GoA 1.1: join the project's kick-off meeting as mobility innovation topic experts
- GoA 3.2: participate in Policy Scale-up Group to transfer policy recommendations of YRAM to cities across Europe
- GoA 3.2: potentially join the Ambassador Scale-up Group, become advocate of YRAM and the BATS solution
- GoA 3.4: sign up to the newsletter, stay up to date on BATS progress
- GoA 3.4: diffuse the BATS solution and overall YRAM to other EU cities and countries

622 / 1,000 characters

2.3 Associated Organisation Details - AO 20

Associated organisation name and type:

Organisation in original language: VTI (Statens väg- och transportforskningsinstitut)
50 / 250 characters

Organisation in English: Swedish National Road and Transport Research Institute
54 / 250 characters

Department in original language: Cykelcentrum
12 / 250 characters

Department in English: The Swedish Cycling Research Centre
35 / 250 characters

Legal status: a) Public

Type of associated organisation: National public authority — Ministry, etc.

Associated organisation location and website:

Address: VTI
3 / 250 characters

Country: Sweden

Postal Code: SE-581 95
9 / 250 characters

Town: Linkoping
9 / 250 characters

Website: www.cykelcentrum.vti.se/english/
32 / 100 characters

Role of the associated organisation in this project:

Cykelcentrum is hosted by the Swedish National Road and Transport Research Institute (VTI). VTI is an independent and interdisciplinary research institute in the transport sector. The Institute is an assignment-based authority under the Ministry of Infrastructure. The Swedish Cycling Research Centre (Cykelcentrum) will support this project with knowledge support and dissemination.
- GoA 3.2: participate in Policy Scale-up Group to implement YRAM in strategic transport documents of the national organisation
- GoA 3.4: sign up to the newsletter, share project findings and progress in their own platforms, spread knowledge to network of Swedish cities/regions
- taking part in a couple of update meetings over the course of the project with Umea and CF
- possibly join kick-off meeting of GoA1.1 as a topic expert
- WP1: potentially perform a survey/share information about needs of mobility users

902 / 1,000 characters

2.3 Associated Organisation Details - AO 21

Associated organisation name and type:

Organisation in original language
We Build Denmark
16 / 250 characters

Organisation in English
We Build Denmark
16 / 250 characters

Department in original language
DOLL Living Lab
15 / 250 characters

Department in English
DOLL Living Lab
15 / 250 characters

Legal status
a) Public

Type of associated organisation
Business support organisation

Chamber of commerce, chamber of trade and crafts, business incubator or innovation centre, business clusters, etc.

Associated organisation location and website:

Address
Liljens Kvarter 2
17 / 250 characters

Country
Denmark

Postal Code
2620
4 / 250 characters

Town
Albertslund
11 / 250 characters

Website
www.webuilddenmark.dk/english
www.doll-livinglab.com
52 / 100 characters

Role of the associated organisation in this project:

We Build Denmark is a national cluster for building and construction, with smart city as one of the target areas. DOLL Living Lab is anchored in We Build Denmark, and is an innovative playground for smart lighting, ITS and other smart city solutions. DOLL Living Lab also has a visitor centre. Interested in:
- GoA 1.2-1.3: Knowledge from DOLL will be included primarily in the preparatory work.
- GoA 3.4: sign up to the newsletter, disseminate project results in own platforms and channels

491 / 1,000 characters

2.3 Associated Organisation Details - AO 22

Associated organisation name and type:

Organisation in original language: Päijät-Hämeen liitto
20 / 250 characters

Organisation in English: The Regional Council of Päijät-Häme
35 / 250 characters

Department in original language: Päijät-Hämeen liitto
20 / 250 characters

Department in English: The Regional Council of Päijät-Häme
35 / 250 characters

Legal status: a) Public

Type of associated organisation: Regional public authority — Regional council, etc.

Associated organisation location and website:

Address: Hämeenkatu 9 A, BOX 50
22 / 250 characters

Country: Finland

Postal Code: 15111
5 / 250 characters

Town: Lahti
5 / 250 characters

Website: www.paijat-hame.fi
18 / 100 characters

Role of the associated organisation in this project:

Päijät-Hämeen liitto is the regional authority in which Lahti is located. Interested in:
- GoA 3.2: participate in Policy Scale-up Group to implement YRAM in the regions' mobility and spatial planning policy
- GoA 3.4: sign up to the newsletter, share BATS updates through own media and to their municipality network
- taking part in a couple of update meetings over the course of the project with Lahti, visiting pilot sites

425 / 1,000 characters

2.3 Associated Organisation Details - AO 23

Associated organisation name and type:

Organisation in original language: Zarząd Dróg i Zieleni w Gdyni
29 / 250 characters

Organisation in English: Road and Green Areas Management in Gdynia
41 / 250 characters

Department in original language: Dział Inżynierii Transportu
27 / 250 characters

Department in English: Traffic Engineering Department
30 / 250 characters

Legal status: a) Public

Type of associated organisation: Local public authority — Municipality, city, etc.

Associated organisation location and website:

Address: ul. 10 Lutego 24
16 / 250 characters

Country: Poland

Postal Code: 81-364
6 / 250 characters

Town: Gdynia
6 / 250 characters

Website: www.zdiz.gdynia.pl
18 / 100 characters

Role of the associated organisation in this project:

The local authority on traffic and environment management of Gdynia is interested in:
- GoA 3.2: participate in Policy Scale-up Group, joining a couple workshops to implement YRAM into local traffic policy
- GoA 3.4: sign up to the newsletter, share project findings and progress in their own website
- possibly join kick-off webinars of GoA1.1 to get familiar with YRAM
- taking part in a couple of update meetings over the course of the project with Gdynia, perform site visits

479 / 1,000 characters

3. Relevance

3.1 Context and challenge

-Active mobility is not reaching its full potential due to poor promotion of year-round use
Active mobility i.e. walking and cycling, is an efficient, accessible and green mode of transport that meaningfully contributes to climate-neutral societies. However, long winters with lack of daylight and adverse weather conditions are a great determinant in the frequency of active mobility use in the BSR. Cities with a comparatively high share of cycling in their modal mix see a drop in cyclists of 50-85% during winter (Umea, Lahti, Hamburg), leading to increased car traffic and high air pollution levels. Active mobility decreases during adverse conditions due to road safety issues, perception of personal safety during dark hours; and because the transport mode is not convenient in all weathers and light conditions. To increase year-round active mobility, suitable infrastructure and equipment must be in place, and citizens need to see it as an attractive, safe and viable option.

-Year-round active mobility is not integrated in city planning, design and maintenance
Public authorities struggle to increase the use of active mobility during dark hours and in adverse weather conditions for several reasons: a) The potential to stimulate (or hinder) year-round active mobility lies with different departments (e.g mobility, spatial and light planning) creating a 'many-hands-problem' with need for coordination to achieve real impact. b) The planning is not optimised for these conditions: bicycle and walking infrastructure is planned for the ideal scenario of daytime, warm and sunny weather; and traffic signal systems, as well as roadside and urban light are planned with a car-centric focus.

-The scale up from lighthouse solutions to mainstreamed across cities is too slow
Solutions for year-round active mobility do exist, but the scaling of these is hampered due to limited insight into their cost-effectiveness and because of lack of attention and priority in policy and strategies.

2,000 / 2,000 characters

3.2 Transnational value of the project

Commonly overlooked BSR-specific active mobility problem: BATS involve 7 BSR countries, with Umea in the North, Hamburg in the South, and Tartu to the East, all seeing the same issue: AM is not reaching its maximum potential due to months of adverse light and weather conditions. Especially the BSR region is characterised by much darkness, snow and rain, and thus has the biggest drop in active mobility. Eg in Sweden, poor road maintenance is the main reason the bike is not chosen by cyclists during winter, other factors include weather, unsafe traffic situations and darkness (CF 2021). Germany and others lack detailed data on AM seasonal variation.

Different experiences & expertise: BATS' geographical coverage offers specific conditions providing cities with different expertise: e.g different snow patterns impact road- (ice, snow, wet) and light conditions (snow lights up dark hours in winter). The variation gives each city unique expertise in specific solutions, e.g. Lahti and Umea work with snow cleaning priorities for AM but lack ways to interact with citizens on its effectiveness. Tartu and Klaipeda need to work with municipal snow cleaning providers before promoting winter cycling to their citizens.

High impact investments: BSR cities are now upgrading infrastructure and traffic and spatial planning to promote AM aligned with EU policy (e.g. The New EU Urban Mobility Framework 2021). Investments are costly and take time, lack of awareness about how to 'year-round proof' the investments is a missed opportunity. BATS partners will test the solution in different environments, applying varying measures (e.g. campaigns, road safety elements, smart lighting, traffic prioritisation, etc.) in particular conditions, thus increasing the robustness of the solution. In combination with inter-organisational learning, this supports the development of new organisational routines for multi-stakeholder collaboration on how to integrate YRAM in mobility and investment plans.

2,000 / 2,000 characters

3.3 Target groups

Target group	Sector and geographical coverage	Its role and needs
Local public authority	Transport planners, urban planners and municipal engineers. Directly involved target groups are located in the partner cities Hamburg (DE), Lahti (FI), Umea (SE), Gdynia (PL), Kalundborg (DK), Tartu (EE) and Klaipeda (LT). 222 / 500 characters	Through planning, design, investments, maintenance and behavioural change campaigns Local public authorities, such as municipalities and municipal enterprises, can make active mobility more attractive and feasible for a larger share of the population and during more parts of the year. In order to do so, local public authorities need: - Awareness of the specific needs and challenges related to year-round active mobility - Knowledge on which measures effectively mitigate the the impact that adverse weather and light conditions have on active mobility use - New ways of working that help different departments to work in collaboration and deliberately towards the same goals (i.e. making sure active mobility is is feasible and attractive all year-round) - National and regional policy that shows priority for addressing the issue 836 / 1,000 characters

Target group	Sector and geographical coverage	Its role and needs
Infrastructure and public service provid	Engineering firms, architects, construction companies, maintenance companies. Direct involvement of Klaipeda Public Transport Authority (LT) as project partner. Umea (SE), and Lahti (FI) engage with winter maintenance providers. Gdynia (PL), Lahti (FI) will work with sensors and data modelling providers. 305 / 500 characters	Many actors collaborate in the creation of public space. Everything from architects and designers, to engineers and construction companies, to providers of maintenance services have a role to play in the creation of cyclable and walkable cities all year round. This group of contracted partners have a crucial role in making sure policy priorities are implemented on the ground and visible in the day-to-day life of citizens. Infrastructure and public service providers need: - Awareness of the specific conditions, needs and opportunities related to year-round active mobility. E.g. improved insights of snow clearing providers on how to optimise activities within - Insight into planning processes to anticipate needs and innovate solutions to better address the challenges - Motivation from the contracting authorities to incorporate YRAM by default to their designs and their portfolio of services. There needs to be demand so they have an incentive to work on this topic. 982 / 1,000 characters
Interest group	Cyclist and pedestrian advocate organisations. Eg., CF (project partner), European Cyclists' Federation (EU), Walk21 (Int.), Swedish pedestrian organisation - FOT (SE), Finnish Cyclists' Federation – Pyöräliitto (FI), ADFC-Allgemeiner Deutscher Fahrrad Club e.V. (DE), Danish Cyclists Federation - DCF (DE), Polish Union of Active Mobility (PL), etc. 350 / 500 characters	Cyclist and pedestrian organisations are in direct contact with the end user and they represent their interests. They are well informed about the needs of inhabitants regarding walking and cycling infrastructure and can thereby provide valuable knowledge in the planning process. They also have a network to promote new initiatives and advocate for improved active mobility infrastructure and use, towards inhabitants, peer organisations, and policy makers targeted by advocacy activities. AM interest groups need: - Year-round active mobility is largely an overlooked problem also for interest groups, increased awareness of the specific opportunities and needs can be directly integrated in to the work of interest groups to strengthen their influence over the topic - Insight into planning process and policy priorities to understand when and how they can provide valuable input regarding needs of end users in order to effectively design measures that promote year-round active mobility use. 997 / 1,000 characters

Target group	Sector and geographical coverage	Its role and needs
Regional public authority	Regional public authorities with transport and urban planning capacities around the project cities (DE, FI, SE, PL, DK, EE, LT). Direct involvement of Union of Harju County Municipalities (EE) as project partner. 212 / 500 characters	Regional public authorities often have the responsibility for regional cycling and pedestrian networks as well as public transport provision. In this role, they help to bridge between municipalities to increase connectedness and consistency in infrastructure and traffic signal systems for active mobility users crossing municipal borders. They are also responsible for important multimodal integration between active mobility and other low carbon transport modes. In order to do so regional public authorities need: - Knowledge of localised best practice measures in order to scale at regional level - Evidence of what works to promote action in transport and urban development policy - Clear guidance to provide to the regions' service providers for how to optimise year-round suitable multi modality 806 / 1,000 characters

3.4 Project objective

Your project objective should contribute to:

Smart green mobility

BATS aims to facilitate and promote active mobility (walking and cycling), as an all-year-round option, in darkness and bad weather in cities across the Baltic Sea Region. BATS supports the transformation in urban transport systems to achieve carbon-neutral societies.

BATS supports planners and contractors to integrate and implement measures that effectively support active mobility, all year round, in:
- Infrastructure and equipment: eg targeting road safety features and perceived security (e.g. lighting up dark areas).
- Intelligent Transport Systems and Traffic management: traffic safety (eg warn drivers and brighten street lighting when visibility is low and a cyclist is detected) and traffic signal systems (eg green traffic light for cyclists during rain)
- Citizen activation: engagement with end users (citizens, cyclists, pedestrians) through campaigns and activation activities.

BATS creates, tests, and transfers a Collaborative Planning Framework for Smart Year-Round Active Mobility (YRAM). This includes a catalogue of these measures, with practical guidance and validated examples. BATS will demonstrate the framework and assesses these measures in 3 pilots in 7 BSR Cities and 1 region to:
- Increase walking and cycling in the pilot cities during rain, snow and during dark hours of winter and night
- Learn how to integrate year-round active mobility in city planning, design and maintenance.
- Create an evidence base on cost-effectiveness, for wider uptake in BSR Cities.

BATS mainstreams the YRAM solution into city investment programmes and Sustainable Urban Mobility Plans. We identify opportunities to include YRAM measures therein through cross-department collaboration.
BATS ensures wider uptake with new, currently non-existing, regional and national policy for YRAM through collaboration with governments (eg FI, DE, SE pre-confirmed). Transfer is stimulated through new strategies promoted by Cycling and Walking organisations and a city ambassador network.

2,000 / 2,000 characters

3.5 Project's contribution to the EU Strategy for the Baltic Sea Region

Please indicate whether your project contributes to the implementation of the Action Plan of the EU Strategy for the Baltic Sea Region (EUSBSR).

(•) Yes ( ) No

Please select which Policy Area of the EUSBSR your project contributes to most.

PA Transport

Please list the action of this Policy Area that your project contributes to and explain how.

BATS contributes to 1) climate-neutral transport goals of Action 2 by mainstreaming emission-free active mobility throughout the year, 2) pioneering goals of Action 2 by becoming frontrunners of year-round active mobility, and 3) innovative technologies goal of Action 3 e.g. Hamburg to deploy smart sensors with ITS to improve night-time cycling at crossings.

Action 2 of the Policy Area of Transport looks for measures for climate-neutral and zero pollution transport. BATS supports this by not only promoting emission-free active mobility but also mainstreaming it throughout the year, thus increasing its impact. Action 2 is in line with the EU Green Deal and the Sustainable and Smart Mobility Strategy, which advocate for the promotion of active mobility as a means to effectively reach climate-neutrality.

BATS (covering all but one of the EUSBSR countries) also aims to place the BSR as a pioneering region in active mobility planning as a means to reach net-zero carbon emissions. Partners will couple different fields and planning sectors to reach integrated solutions e.g. Umea tests lighting technologies adjusted to weather conditions, e.g glaring during rain on cycling paths (light planning + mobility fields).

Action 3 prioritises the development of innovative technologies related to transport. BATS assesses cost-effectiveness and implementation of smart solutions such as Hamburg's sensor driven warning system to improve safety during night-time cycling at crossings.

1,490 / 1,500 characters

If applicable, please describe which other Policy Areas of the EUSBSR your project contributes to and how.

N/A

3 / 1,500 characters

3.6 Other political and strategic background of the project

Strategic documents
New Urban Mobility framework BATS contributes to the new Urban Mobility Framework's core objective to move people more sustainably. Walking and cycling are the most sustainable transport modes. Particularly in the BSR's dark winters, evenings, snow and rain the modal share of active mobility drops. BATS will increase active mobility by planning for Year-Round Active Mobility. This will substantially decrease urban congestion, GHG emissions and traffic facilities and increase physical activity.
498 / 500 characters
Territorial Agenda 2030 a future for all places By AM mainstreaming throughout the year, BATS works towards the overarching objectives 1) A Green Europe - Sustainable Connections by testing measures that connect the urban landscape with active mobility, and integrate these in multimodal mobility systems e.g. Lahti tests a traffic system priority for cycling during bad weather, 2) A Just Europe, by promoting walking and cycling that are accessible transportation modes for most people.
490 / 500 characters
Sustainable and smart mobility strategy BATS partners ideate and evaluate incentive measures that increase AM use in dark times and all weathers (Sustainable Mobility-Point 11), effectively contributing to a 90% reduction of transport emissions (Sustainable Mobility-Point 10). BATS accelerates the growth of a more just and accessible mobility system, since most people can cycle or walk (Resilient Mobility-Point 88) Eg Gdynia campaigns the use of active mobility during winter in kindergartens.
497 / 500 characters

3.7 Seed money support

Please indicate whether your project is based on a seed money project implemented in the Interreg Baltic Sea Region Programme 2014-2020.

( ) Yes (•) No

3.8 Other projects: use of results and planned cooperation

Full name of the project	Funding Source	Use of the project outcomes and/or planned cooperation

Full name of the project	Funding Source	Use of the project outcomes and/or planned cooperation
SUMBA 5 / 200 characters	Interreg BSR 12 / 200 characters	Flagship project for BATS to build from BATS partners take inspiration from the knowledge produced in the SUMBA project by 1) customising tools and best practices and 2) applying the Guidance on data collection tools as a starting point to assess YRAM measures. SUMBA has developed and tested tools that help urban and transport planners assess, plan, and integrate intermodal mobility solutions into transport plans and policies of their cities, accelerating the sustainable transformation of urban mobility systems. BATS lead partner Altona invites SUMBA partners to present in GoA 1.1 kick-off meeting. Altona will share all relevant tools and guides for the Expert Task Forces to use during preparation activities in GoA 1.2, 1.3 and 1.4. TalTech uses SUMBA's Guidance on data collection tools on GoA 2.1 to create a common methodology of pilot evaluation. Hamburg-Altona and the City of Tartu were both partners in the SUMBA project, and can directly connect learnings to BATS. 985 / 1,000 characters
LUCIA - Lighting the Baltic Sea Region – Cities accelerate the deployment of sustainable and smart urban lighting solutions 123 / 200 characters	Interreg BSR 13 / 200 characters	Synergy project to kickstart Pillar I "infrastructure and equipment for YRAM" BATS will use knowledge available from the LUCIA Knowledge Centre, as well as the key aspects presented at the Velo-city 2021 conference topic on Dark Time Cycling Diversity, as a starting point to develop Pillar 1 on infrastructure and equipment for Year-Round Active Mobility. The recently finished Interreg BSR project LUCIA was a successful demonstration of energy efficient urban light and the impact of lighting on different aspects of cities and regions. LUCIA showed that optimally configured urban lighting can make active mobility more attractive by enhancing identity and culture of a place/city, creating a safer environment through adaptive lighting, and improving perceptions of traffic safety for cyclists and pedestrians. Hamburg-Altona, Gate21 and a different department at Taltech were also participating in LUCIA. 916 / 1,000 characters

Full name of the project	Funding Source	Use of the project outcomes and/or planned cooperation
BITS 4 / 200 characters	Interreg NSR 12 / 200 characters	Synergetic project to kickstart Pillar II “ITS and traffic management for YRAM”. BATS partners learn from the ITS (Intelligent Transport Systems) solutions for cycling mobility best practices of the BITS project. This serve as the basis to build Pillar 2 on ITS and traffic management for Year-Round Active Mobility. BITS is an Interreg NSR exploring the interlinks and synergies between cycling and ITS for a safer and attractive cycling mobility. A consortium of public authorities, universities and private entities have joined forces to develop a series of best practices to showcase to the world. BITS partners are consulted for best practices of ITS and cycling in GoA 1.1, and invited to support the task force as external advisors. BATS partners gain knowledge on how to customise ITS measures for year-proofing active mobility in the BSR. BITS partners are invited to provide advice during pilot implementation and become transfer cities to apply the project’s solution. 984 / 1,000 characters
SWITCH 6 / 200 characters	Intelligent Energy Europe 26 / 200 characters	Synergetic project to kickstart Pillar III “Activation of end users for YRAM” Partners in BATS are interested in building on SWITCH's soft measures for promoting active mobility, summarised in a Final Report. The expertise of SWITCH, serves as a foundation for kickstarting Pillar III “Activation of end users”. The SWITCH project was a TRIMIS-funded transnational effort deploying evidence-based behavioural measures to encourage a shift towards active mobility. The project saw 5 European cities ideate and test different campaigns and incentive measures to encourage cycling and walking. BATS partners are introduced to these measures and customise them for year-round active mobility in the BSR. SWITCH partners will be consulted in GoA 1.1 and aid BATS partners during the preparatory workshop on citizen activation. They will also provide insights to Aalto University on the development of the Collaborative Planning Framework solution regarding soft measures of citizen activation. 991 / 1,000 characters

Full name of the project	Funding Source	Use of the project outcomes and/or planned cooperation
Cyclewalk 9 / 200 characters	Interreg Europe 15 / 200 characters	Governance inspiration for Active Mobility Policy The BATS project takes direct inspiration from 1) the active mobility Action Plans developed by CycleWalk partners, and 2) CycleWalk's transnational methodology of action with common quality criteria to include. CycleWalk was an Interreg Europe project supporting mobility policymakers with the shift from car usage to cycling and walking mobility patterns over shorter distances. 6 different municipal and regional partners joined forces to accelerate cycling and walking policies into practice. The BATS project will invite CycleWalk partners to share their learnings on jointly creating action plans for the deployment and promotion of active mobility. Taltech University will analyse the common methodology developed in CycleWalk as a starting point for GoA 1.1 and GoA 2.1 to create a Transnational Impact and Learning Programme. BATS partners will review CycleWalk's 6 action plans as a baseline to develop YRAM action plans in GoA 3.1. 994 / 1,000 characters

3.10 Horizontal principles

Horizontal principles	Projects's direct impact
Sustainable development	positive
Non-discrimination including accessibility	positive
Equality between men and women	positive

4. Management

Allocated budget 15%

4.1 Project management

☑ **Please confirm that the lead partner and all project partners will comply with the rules for the project management as described in the Programme Manual.**

If relevant, please indicate any other important aspects of the project management, e.g. external entity supporting the lead partner in the management of the project, advisory board, steering committee, any other relevant working groups, etc.

Monthly partner teleconferences will track progress. Bi-annual partner meetings on site (6 + 1 final event) facilitate city2city learning, joint knowledge creation and pilot visits. 3 topic-specific Expert Task Forces composed of project partners (see GoA 1.2-1.4) lead thematic knowledge creation through the preparation, piloting and evaluation activities of project's 3 core pillars. Experienced LP and professional external support will ensure timely progress and high-quality output.

489 / 500 characters

4.2 Project financial management

☑ **Please confirm that the lead partner and all project partners will comply with the rules for the financial management and control as described in the Programme Manual.**

If relevant, please indicate any other important aspects of the financial management, e.g. external entity supporting the lead partner, positions planned for financial management, involvement of special financial experts (e.g. for public procurement), etc.

The LP will appoint a project-level financial manager to ensure 1) quality reporting and timely delivery, 2) compliance with programme and EU rules e.g. state aid (if applicable), public procurement, eligibility of expenses, etc. The project's spending financial situation - at partner and project level - will be monitored monthly. Deviations in the spending plan will be duly reported to the JS and mitigated appropriately. The LP will be assisted by professional external support.

483 / 500 characters

4.3 Input to Programme communication

☑ **Please confirm that you are aware of the obligatory inputs to Programme communication that must be submitted along the pre-defined progress reports, as described in the Programme Manual.**

If relevant, please describe other important aspects of project communication that you plan to introduce, e.g. a communication plan, opening and closing events, social media channel(s) etc.

The LP, assisted by professional external support, will develop a communication strategy, including event planning (conferences, city2city meetings), communication channels (website, Twitter, newsletter) and communication targets suitable to effectively involve target groups (details in 5.WP). An appointed Communication Manager will coordinate comms work among partners and provide obligatory inputs to Programme comms. Project holds kick off in Umea and an international final event in Hamburg.

497 / 500 characters

4.4 Cooperation criteria

Please select the cooperation criteria that apply to your project. In your project you need to apply at least three cooperation criteria. Joint development and joint implementation are the obligatory ones you need to fulfill in your project.

Cooperation criteria	
Joint Development	☑
Joint Implementation	☑
Joint Staffing	☑
Joint Financing	☑

5. Work Plan

	Number	Work Package Name
	1	Preparing solutions

Number	Group of Activity Name
1.1	Project kick-off with City-to-city learning on Year-Round Active Mobility
1.2	Pillar 1 Infrastructure and equipment: knowledge creation and pilot preparation
1.3	Pillar 2 ITS and traffic management: Knowledge creation and pilot preparation
1.4	Pillar 3 Activation of end users: knowledge creation and pilot preparation
1.5	Interim solution: Collaborative Planning Framework for Smart Year-Round Active Mobility

	2	WP2 Piloting and evaluating solutions

Number	Group of Activity Name
2.1	Transnational impact and learning programme
2.2	Pilot 1: Infrastructure & equipment
2.3	Pilot 2: ITS and Traffic management
2.4	Pilot 3: Activation of end users
2.5	Transnational evaluation and enrichment of solution

	3	WP3 Transferring solutions

Number	Group of Activity Name
3.1	Mainstreaming City-Wide Year-Round Active Mobility
3.2	Scaling Year-Round Active Mobility
3.3	Training professionals on Year-Round Active Mobility Solutions
3.4	Advocacy for YRAM awareness

Work plan overview

Period:	1	2	3	4	5	6	Leader
WP.1: Preparing solutions							**PP5**
A.1.1: Project kick-off with City-to-city learning on Year-Round Active Mobility							PP3
D.1.1: State-of-the-art presentations	D						
A.1.2: Pillar 1 Infrastructure and equipment: knowledge creation and pilot preparation							PP1
D.1.2: Implementation plan pilot 1: Infrastructure and equipment		D					
A.1.3: Pillar 2 ITS and traffic management: Knowledge creation and pilot preparation							PP2
D.1.3: Implementation plan pilot 2: ITS and traffic management		D					
A.1.4: Pillar 3 Activation of end users: knowledge creation and pilot preparation							PP3
D.1.4: Implementation plan pilot 3: Citizen activation		D					
A.1.5: Interim solution: Collaborative Planning Framework for Smart Year-Round Active Mobility							PP5
D.1.5: Interim solution for testing: Collaborative Planning Framework for Smart Year-Round Active Mobility		D					
WP.2: WP2 Piloting and evaluating solutions							**PP6**
A.2.1: Transnational impact and learning programme							PP6
A.2.2: Pilot 1: Infrastructure & equipment							PP1
D.2.2: Case study report: infrastructure and equipment					D		
A.2.3: Pilot 2: ITS and Traffic management							PP2
D.2.3: Case study report: ITS and Traffic Management					D		
A.2.4: Pilot 3: Activation of end users							PP3
D.2.4: Case study report: Activation of end users					D		
A.2.5: Transnational evaluation and enrichment of solution							PP5
O.2.5: Collaborative Planning Framework for Smart Year-Round Active Mobility					O		
WP.3: WP3 Transferring solutions							**PP7**
A.3.1: Mainstreaming City-Wide Year-Round Active Mobility							PP4
D.3.1: 8 City/regional action plan for YRAM integration					D		
A.3.2: Scaling Year-Round Active Mobility							PP9
D.3.2: Regional implementation roadmap					D		
A.3.3: Training professionals on Year-Round Active Mobility Solutions							PP5
D.3.3: YRAM Professional Training programme					D		
A.3.4: Advocacy for YRAM awareness							PP1
D.3.4: Advocacy toolkit for the YRAM concept	D						

Outputs and deliverables overview

Code	Title	Description	Contribution to the output	Output/ deliverable contains an investment
D 1.1	State-of-the-art presentations	3 comprehensive presentations / reports on each pillar describing the state of the art and existing best practices	O1. Collaborative Planning Framework for Smart Year-Round Active Mobility	
D 1.2	Implementation plan pilot 1: Infrastructure and equipment	The implementation plan will include a specification of the activities to be implemented in each city for the pilot including, timeframe, roles and responsibility, how to set the local baseline and methodology for evaluation of results.	O1. Collaborative Planning Framework for Smart Year-Round Active Mobility	
D 1.3	Implementation plan pilot 2: ITS and traffic management	The implementation plan will include a specification of the activities to be implemented in each city for the pilot including, timeframe, roles and responsibility, how to set the local baseline and methodology for evaluation of results.	O1. Collaborative Planning Framework for Smart Year-Round Active Mobility	
D 1.4	Implementation plan pilot 3: Citizen activation	The implementation plan will include a specification of the activities to be implemented in each city for the pilot including, timeframe, roles and responsibility, how to set the local baseline and methodology for evaluation of results.	O1. Collaborative Planning Framework for Smart Year Round Active Mobility	
D 1.5	Interim solution for testing: Collaborative Planning Framework for Smart Year-Round Active Mobility	BATS will develop a solution that aims to mainstream active mobility, as an all-year-round option in cities across the BSR. The solution will consist of a Collaborative Planning Framework for Smart Year-Round Active Mobility that will integrate YRAM in policy, planning, investments and maintenance. The interim solution tested in WP2 will use the knowledge created in the ETFs to provide guidance for each of the three pillars. The guidance includes recommendations for suitable measures as well as an assessment of the implications at organisational and policy level. - Pillar 1: Guidance on high impact infrastructure and equipment investments - Pillar 2: Guidance for ITS and traffic management optimisation - Pillar 3: Guidance on Activation activities with end users The interim solution will function as a stand alone report providing knowledge on the different pillars of BATS, prior to practical testing in pilots. The guidance will be put into practice in the 3 pilots focusing on evaluation of implemented measures as well as reflection and evaluation on organisational implications (eg. collaboration needs, goal conflicts etc)	O1. Collaborative Planning Framework for Smart Year Round Active Mobility	

D 2.2	Case study report: infrastructure and equipment	The experiences at local level from the pilot will be captured in a case study produced by the cities. The case studies will contain major insights to be integrated in the Collaborative Planning Framework for Smart Year-Round Active Mobility. The case studies will work as stand alone reports that can be used in communication both with local stakeholders as well as transnationally towards other cities with interest to replicate.	O1. Collaborative Planning Framework for Smart Year-Round Active Mobility	
D 2.3	Case study report: ITS and Traffic Management	The experiences at local level from the pilot will be captured in a case study produced by the cities. The case studies will contain major insights to be integrated in the Collaborative Planning Framework for Smart Year-Round Active Mobility. The case studies will work as stand alone reports that can be used in communication both with local stakeholders as well as transnationally towards other cities with interest to replicate.	O1. Collaborative Planning Framework for Smart Year-Round Active Mobility	
D 2.4	Case study report: Activation of end users	The experiences at local level from the pilot will be captured in a case study produced by the cities. The case studies will contain major insights to be integrated in the Collaborative Planning Framework for Smart Year-Round Active Mobility. The case studies will work as standalone reports that can be used in communication both with local stakeholders as well as transnationally towards other cities with interest to replicate.	O1. Collaborative Planning Framework for Smart Year-Round Active Mobility	
O 2.5	Collaborative Planning Framework for Smart Year-Round Active Mobility	Objective: The solution should increase the capacities of planners and their collaboration partners from service providers, in regards to year-round active mobility (YRAM) planning and maintenance. Content: Smart guidance for cost-effective and high impact deployment of tested measures that mitigate darkness and adverse weather effects on active mobility use. It comprises a catalogue of measures, evidence base on cost-benefits, examples from cities, and guidance on how to implement. In short, a user-friendly and integrated guide on how to year-proof active mobility for an effective increase in use. Components of the solution: A) Practical guidance to select and implement proven measures for year-round: - Optimisation of active mobility infrastructure & equipment for year-round use - Deployment of ITS technologies for YRAM - End user activation strategies B) Policy & strategy guidance to include dark hours-bad weather active mobility in SUMPs and investment plans C) Case studies from pilot sites with: cost benefit analysis, practical learnings and stakeholder reflections. The format of the solution will contain interactive features and intuitive interface and design (eg. interactive pdf, opens source web based tool). The design specifications will be defined in collaboration with the target groups.		
D 3.1	8 City/regional action plan for YRAM integration	The purpose of the action plans is to define ways to further integrate the YRAM concept in local strategies and plans. This deliverable shows the scalability of YRAM in cities and towns of the BSR. Action Plan content 1) An opportunity mapping listing upcoming investments and developments, and mapping locations and schemes for YRAM integration 2) Fact sheets depicting how the municipalities plan to apply the collaborative Planning Framework to enrich current and/or future urban investment plans.	O1. Collaborative Planning Framework for Smart Year-Round Active Mobility	
D 3.2	Regional implementation roadmap	The roadmap defines how national, regional and local public authorities can work systematically to integrate the Collaborative Planning Framework for Smart Year-Round Active Mobility into planning policy and strategies. The purpose of the roadmap is to find ways to introduce and sustain the YRAM concept in policy in the long term. BATS aims for YRAM to become a concept that is sustained by its own movement from ambassadors, cities and other stakeholders.	O1. Collaborative Planning Framework for Smart Year-Round Active Mobility	
D 3.3	YRAM Professional Training programme	YRAM Training programme covering the 3 pillars of the solution enriched with real experiences from the piloting case studies. The purpose of the training programme is to facilitate the practical transfer of the solution to the target groups. The training will be available in online format to a wider transnational audience and in adjusted forms to local audiences and in local languages (eg. other local departments or neighbouring cities or regions).	O1. Collaborative Planning Framework for Smart Year-Round Active Mobility	
D 3.4	Advocacy toolkit for the YRAM concept	The purpose of the toolkit is to advocate for the YRAM concept and create a movement that will sustain it beyond the project. - Strategy and communication toolkit consisting of - Identification of target audiences - Ways to reach target audiences - Key messages - Graphic profile - Organisation of dissemination events - Organisation of a final conference	O1. Collaborative Planning Framework for Smart Year-Round Active Mobility	

Work package 1

5.1 Preparing solutions

5.2 Aim of the work package

The aim of this work package is to prepare solutions to help address the identified challenge. You can either develop entirely new solutions or adapt existing solutions to the needs of your target groups. Prepare your solutions in a way that you can pilot them in Work Package 2. Consider how you involve your target groups in preparation of the solutions.
Organise your activities in up to five groups of activities to present the actions you plan to implement. Describe the deliverables and outputs as well as present the timeline.

5.3 Work package leader

Work package leader 1 PP 5 - Aalto University

Work package leader 2 PP 3 - Umea

5.4 Work package budget

Work package budget 25%

5.5 Target groups

	Target group	How do you plan to reach out to and engage the target group?
1	Local public authority Transport planners, urban planners and municipal engineers. Directly involved target groups are located in the partner cities Hamburg (DE), Lahti (FI), Umea (SE), Gdynia (PL), Kalundborg (DK), Tartu (EE) and Klaipeda (LT). 222 / 500 characters	- Kick off event in Umea (face-to-face) with all partners including 3 specific transnational city-to-city learning workshops (1 per project pillar). This will establish a common starting point in relation to state of the art at the beginning of the project. - Participation of different planners in each of the Expert task forces (ETF).The ETFs will jointly develop the knowledge for each pillar (Infrastructure & equipment, ITS & Traffic management, Activation of end users) - Regular online meetings in the ETFs and shared online tools such as Miro boards and Google drive will be used for collaborative knowledge creation - City partners will reach out to neighbouring municipalities and invite them to follow the project's social media channels (eg. twitter and LinkedIn), Project Website and regular newsletters to stay up-to-date on project news. 857 / 1,000 characters
2	Infrastructure and public service provider Engineering firms, architects, construction companies, maintenance companies. Direct involvement of Klaipeda Public Transport Authority (LT) as project partner. Umea (SE), and Lahti (FI) engage with winter maintenance providers. Gdynia (PL), Lahti (FI) will work with sensors and data modelling providers. 305 / 500 characters	Planners to work with the providers of specific technologies and services for the municipalities to define the most suitable technical configuration for each pilot. This includes for instance companies offering different sensor technologies, snow cleaning service companies, as well as those offering linked services such as public transport companies, shared bicycle providers and parking companies. Interaction will be made on individual bases as per needs for the piloting activities. The wider target group (not only directly involved organisations) will be able to follow project activities through social media channels (eg. twitter and LinkedIn), Project Website and regular newsletters. A stakeholder mapping will be made at the outset of the project to identify communication target organisations. 807 / 1,000 characters
3	Interest group Cyclist and pedestrian advocate organisations. Eg., CF (project partner), European Cyclists' Federation (EU), Walk21 (Int.), Swedish pedestrian organisation - FOT (SE), Finnish Cyclists' Federation – Pyöräliitto (FI), ADFC-Allgemeiner Deutscher Fahrrad Club e.V. (DE), Danish Cyclists Federation - DCF (DE), Polish Union of Active Mobility (PL), etc. 350 / 500 characters	CF as project partner will consult their 10,000 people cyclist panel and the peer organisations in other countries (involved as associate organisations) to provide knowledge on the needs of the end users in relation to YRAM. Consultation will be done through online surveys. Cycling and pedestrian organisations (outside of the project) will be identified at the start of the project and invited to follow the project's social media channels (eg. twitter and LinkedIn), Project Website and regular newsletters to stay up-to-date on project news. 549 / 1,000 characters
4	Regional public authority Regional public authorities with transport and urban planning capacities around the project cities (DE, FI, SE, PL, DK, EE, LT). Direct involvement of Union of Harju County Municipalities (EE) as project partner. 212 / 500 characters	Regional public authority Harju County and network organisation Gate 21 will participate in ETFs and provide a regional perspective on suggested solutions, regional scale transport systems such as public transport companies and regional cycling highways (eg. reach out to the Greater Copenhagen area and the Supercycling secretariat). City partners will reach out to the regional authority and invite them to follow the project's social media channels (eg. twitter and LinkedIn), Project Website and regular newsletters to stay up-to-date on project news. 557 / 1,000 characters

5.6 Activities, deliverables, outputs and timeline

No.	Name
1.1	**Project kick-off with City-to-city learning on Year-Round Active Mobility**
1.2	**Pillar 1 Infrastructure and equipment: knowledge creation and pilot preparation**
1.3	**Pillar 2 ITS and traffic management: Knowledge creation and pilot preparation**
1.4	**Pillar 3 Activation of end users: knowledge creation and pilot preparation**
1.5	**Interim solution: Collaborative Planning Framework for Smart Year-Round Active Mobility**

WP 1 Group of activities 1.1

5.6.1 Group of activities leader

Group of activities leader PP 3 - Umea

A 1.1

5.6.2 Title of the group of activities

Project kick-off with City-to-city learning on Year-Round Active Mobility

73 / 100 characters

5.6.3 Description of the group of activities

This GoA will kickstart the project with a transnational knowledge exchange between partners during the kick-off meeting in Umea. This assures the project builds on previous experiences, state of the art and existing expertise. The meeting will address needs and opportunities associated with year-round active mobility (YRAM) for each of the project pillars and create a shared knowledge baseline among project partners. Each pillar is led by a leading city in the field.

Pillar 1 - Infrastructure and equipment: The pillar covers the necessary adjustment in relation to infrastructure and equipment (beyond building cycling paths etc) needed to make YRAM attractive and feasible, e.g. targeting traffic safety features (e.g road safety elements etc) and perceived security (e.g. lighting up dark areas). The pillar is led by Hamburg-Altona.

Pillar 2 - ITS and Traffic management: The pillar explores how to make YRAM more convenient through the use of Intelligent Transport Systems (ITS) technologies and optimisation of traffic management protocols for the needs of active mobility users. This includes ITS for traffic safety and adjustments of traffic signal systems with a year-round focus. The pillar is led by Lahti.

Pillar 3 - Activation of end users: the pillar focuses on the engagement with end users (citizens, cyclists, pedestrians) and looks at which type of campaigns and activation activities have impact on attitudes towards YRAM. The pillar is led by Umea.

Activities:
- Before the kick off meeting: Development of 3 presentations (1 for each pillar) for state of the art and existing best practice
- During the kick off meeting: organise 3 thematic workshops. Each workshop starts with the leader of each pillar presenting previous experiences, best practices and state of the art followed by an interactive exercise which will allow participants from all the project partners to further build on the knowledge and create a common starting point.
- During the kick off: the expert task forces for each pillar (see GoA 1.2,1.3,1.4) will be formed and collaboration forms will be agreed. The expert task forces (ETFs) are made of representatives from the partner organisations with existing expertise and particular interest in the topic.
- Joint partner kick off meeting, 3 days in Umea, including inspirational site visits.

2,354 / 3,000 characters

5.6.4 This group of activities leads to the development of a deliverable ✔

D 1.1

Title of the deliverable

State-of-the-art presentations

30 / 100 characters

Description of the deliverable

3 comprehensive presentations / reports on each pillar describing the state of the art and existing best practices

114 / 2,000 characters

Which output does this deliverable contribute to?

O1. Collaborative Planning Framework for Smart Year-Round Active Mobility

73 / 100 characters

5.6.6 Timeline

Period:	1	2	3	4	5	6
WP.1: Preparing solutions						
A.1.1: Project kick-off with City-to-city learning on Year-Round Active Mobility						
D.1.1: State-of-the-art presentations						

5.6.7 This deliverable/output contains productive or infrastructure investment ☐

WP 1 Group of activities 1.2

5.6.1 Group of activities leader

Group of activities leader PP 1 - Free and Hanseatic City of Hamburg- Borough of Altona

A 1.2

5.6.2 Title of the group of activities

Pillar 1 Infrastructure and equipment: knowledge creation and pilot preparation

79 / 100 characters

5.6.3 Description of the group of activities

This Expert task force (ETF) will develop the knowledge base on how to adapt, adjust and optimise infrastructure and use other equipment to make active mobility infrastructure suitable for year-round use. Cycling and walking infrastructure is usually planned with a daylight scenario in mind and thus not optimised for active mobility in dark times and in adverse weather conditions. The ETF will use experiences from other projects (e.g LUCIA & BSC project, Interreg BSR; Lighting Metropolis, Interreg OSK; CHIPS, Interreg NWE) and exploit the knowledge of Gate 21's network of front-runner cities in the greater Copenhagen area, as well as previous projects of the DOLL Living Lab, to explore options that help to increase attractiveness, all year round.

The ETF on infrastructure and equipment will answer the question:
Which features (physical elements incl. smart lighting, traffic safety elements, self illuminating elements, projections for cycling paths etc..) should be installed around active mobility infrastructure (pedestrian and cycling paths) to make it safe, secure and convenient?

The GoA will contribute to the interim solution by offering guidance on how to deploy existing solutions effectively in the context of year-round active mobility (YRAM). It will also contribute to the piloting activities by developing a Pilot implementation plan for pilot 1. The ETF is led by Hamburg-Altona and consists of partner cities Umea, Kalundborg, Gate 21, Harju County. Aalto University supports with the framework and CF provides insights into the needs of end users.

Activities
1. Joint inventory of measures/features available resulting in an overview of features with potential to help increase the attractiveness of YRAM.

2. Evaluation of effectiveness/implementability of identified features resulting in an overview of features and complementary information on how the features should be installed to have effect (according to previous experience and desk research, later to be tested in pilot 1)
Evaluation focuses on:
a) Implementability aspects such as: financial barriers, technical barriers, legal barriers, administrative barriers, public acceptability, and political acceptability and b) Effectiveness of implemented measures including: direct effect on intended goals, indirect effect on intended goals, proportional effect, and undesired effects.

3. Assessment of synergies and contractions with other actions and define roles and responsibilities in implementation. eg. assessing contradicting policies or synergies with other infrastructure development projects. This will lead to a piloting plan (D2) with technical specifications for the different features to be tested in different cities and an operational plan for the implementation of the pilot.

4. Draft fact sheet on knowledge from WP1 in relation to main question (to be incorporated into interim solution (D5).

2,912 / 3,000 characters

5.6.4 This group of activities leads to the development of a deliverable ☑

D 1.2

Title of the deliverable

Implementation plan pilot 1: Infrastructure and equipment

57 / 100 characters

Description of the deliverable

The implementation plan will include a specification of the activities to be implemented in each city for the pilot including, timeframe, roles and responsibility, how to set the local baseline and methodology for evaluation of results.

236 / 2,000 characters

Which output does this deliverable contribute to?

O1. Collaborative Planning Framework for Smart Year-Round Active Mobility

73 / 100 characters

5.6.6 Timeline

Period:	1	2	3	4	5	6
WP.1: Preparing solutions						
A.1.2: Pillar 1 Infrastructure and equipment: knowledge creation and pilot preparation						
D.1.2: Implementation plan pilot 1: Infrastructure and equipment						

5.6.7 This deliverable/output contains productive or infrastructure investment ☐

WP 1 Group of activities 1.3

5.6.1 Group of activities leader

Group of activities leader PP 2 - City of Lahti

A 1.3

5.6.2 Title of the group of activities

Pillar 2 ITS and traffic management: Knowledge creation and pilot preparation

77 / 100 characters

5.6.3 Description of the group of activities

This ETF will develop knowledge for how ITS (Intelligent Transport Systems) technology can help to facilitate YRAM and in what way traffic management protocols can be optimised to increase the convenience of the active transport mode. For cyclists, the impact of stopping at a red light is high - the momentum is lost and more effort is needed to get started again. This can be both demotivating for cycling and it can also produce traffic safety issues if cyclists ignore traffic lights in order to not lose momentum. During dark hours and bad weather conditions, both the safety issue and the demotivation effect are aggravated. Experiences from Lahti and Hamburg LSBG, and other projects such as BITS (Interreg NSR) on existing ITS solutions will be combined to analyse the specific needs in relation to active mobility and year-round use.

The ETF on ITS and traffic management will answer the question: How to use Intelligent Transport Systems and traffic management protocols for promoting YRAM?

The GoA will contribute to the interim solution by guiding how to deploy existing technology differently for meeting the needs of year-round use. It will also contribute to the piloting activities by developing a Pilot implementation plan for Pilot 2. The ETF is led by Lahti and consists of partner cities Hamburg-Altona & LSBG and Gdynia. Aalto University supports with the framework and CF provides insights into the needs of end users.

Activities
1. Joint inventory of ITS solutions with potential to make YRAM more attractive leading to an overview of potential solutions.

2. Evaluation of effectiveness/implementability of identified ITS solutions or adaptations in traffic management protocols (according to previous experience & desk research, later to be tested in pilot).
Evaluation focuses on:
a) Implementability aspects: financial barriers, technical barriers, legal barriers, administrative barriers, public acceptability, and political acceptability
b) Effectiveness of implemented measures: direct effect on intended goals, indirect effect on intended goals, proportional effect, and undesired effects.

3. Assessment of synergies and contractions with other actions and definition of roles and responsibilities in implementation. eg. assessing conflicting interests with other transport modes, policy decisions needed, training for staff needed etc. This will lead to a piloting plan (D3) with technical specifications for the different features to be tested in different cities and an operational plan for the implementation.

4. Draft fact sheet on knowledge from WP1 in relation to main question (to be incorporated into interim solution (D5)

2,674 / 3,000 characters

5.6.4 This group of activities leads to the development of a deliverable ✔

D 1.3

Title of the deliverable

Implementation plan pilot 2: ITS and traffic management

55 / 100 characters

Description of the deliverable

The implementation plan will include a specification of the activities to be implemented in each city for the pilot including, timeframe, roles and responsibility, how to set the local baseline and methodology for evaluation of results.

236 / 2,000 characters

Which output does this deliverable contribute to?

O1. Collaborative Planning Framework for Smart Year-Round Active Mobility

73 / 100 characters

5.6.6 Timeline

Period:	1	2	3	4	5	6
WP.1: Preparing solutions						
A.1.3: Pillar 2 ITS and traffic management: Knowledge creation and pilot preparation						
D.1.3: Implementation plan pilot 2: ITS and traffic management						

5.6.7 This deliverable/output contains productive or infrastructure investment ☐

WP 1 Group of activities 1.4

5.6.1 Group of activities leader

Group of activities leader PP 3 - Umea

A 1.4

5.6.2 Title of the group of activities

Pillar 3 Activation of end users: knowledge creation and pilot preparation

74 / 100 characters

5.6.3 Description of the group of activities

This ETF will develop knowledge on the potential of citizen activation activities to improve attitudes towards year-round active mobility. Even with optimal infrastructure and traffic conditions, active mobility depends on the citizens' perception. Main determinants for active mobility choices include not only availability of paths offering a high traffic safety but also involves the perception of personal safety and most importantly, the perceived level of convenience of the trip and the motivation to choose an active mobility mode. The ETF will build on previous projects (eg. HEAT Interreg CB, SWITCH H2020, PASTA FP7) and experiences in the cities, e.g. from Umea related to previous soft measures such as local gender equal snow cleaning protocols, projects on sustainable business and work travel. and a long history of winter cycling campaigns.

The ETF on Activation of end users will provide answers to the question: what citizen engagement actions (soft measures, incentivisation campaigns etc) increase the attractiveness (increased experience of safety, security and convenience) of YRAM?

The GoA will contribute to the interim solution by offering guidance on specific end-user activation activities (eg. targeting specific weather conditions like snow cleaning, or specific user groups like parents and children, work places, provision of winter cycling equipment etc).
It will also contribute to the piloting activities by developing a Pilot implementation plan for pilot 3.

Activities
1. Joint identification of suitable activation activities targeting the specific needs.

2. Evaluation of effectiveness/implementability of activities or campaigns (according to previous experience & desk research, later to be tested in pilot)
Evaluation focuses on:
a) Implementability aspects such as: financial barriers, technical barriers, legal barriers, administrative barriers, public acceptability, and political acceptability and
b) Effectiveness of implemented measures including: direct effect on intended goals, indirect effect on intended goals, proportional effect, and undesired effects.
3. Assessment of synergies and contractions with other actions and definition of the roles and responsibilities in implementation. eg. assessing conflicting interests with other transport modes or finding synergies combining YRAM promotion with other maintenance or citizen engagement activities. This will lead to a piloting plan (D4) with descriptions of the specific campaigns, technical specifications if needed, and an operational plan for the implementation.

4. Draft fact sheet on knowledge from WP1 in relation to main question (to be incorporated into interim solution (D5)

2,701 / 3,000 characters

5.6.4 This group of activities leads to the development of a deliverable ✔

D 1.4

Title of the deliverable

Implementation plan pilot 3: Citizen activation

47 / 100 characters

Description of the deliverable

The implementation plan will include a specification of the activities to be implemented in each city for the pilot including, timeframe, roles and responsibility, how to set the local baseline and methodology for evaluation of results.

236 / 2,000 characters

Which output does this deliverable contribute to?

O1. Collaborative Planning Framework for Smart Year Round Active Mobility

73 / 100 characters

5.6.6 Timeline

Period:	1	2	3	4	5	6
WP.1: Preparing solutions						
A.1.4: Pillar 3 Activation of end users: knowledge creation and pilot preparation						
D.1.4: Implementation plan pilot 3: Citizen activation						

5.6.7 This deliverable/output contains productive or infrastructure investment ☐

WP 1 Group of activities 1.5

5.6.1 Group of activities leader

Group of activities leader PP 5 - Aalto University

A 1.5

5.6.2 Title of the group of activities

Interim solution: Collaborative Planning Framework for Smart Year-Round Active Mobility

87 / 100 characters

5.6.3 Description of the group of activities

In this GoA, the main features of BATS's solution will be developed and prepared for testing in WP2, where the solution will be further enriched based on pilot experiences from the project.

The BATS solution will be developed based on a model of a Collaborative Planning framework developed by Aalto university in a Finish national mobility project. The framework offers a structured approach for identifying, evaluating, assessing and planning for implementation of high impact measures. In BATS, the model will be further enriched and customised to the specific context of year-round active mobility (YRAM). In close collaboration between the universities and the cities in the different ETFs, the model will be applied to establish guidance for each of the 3 project pillars.

Activities
- The GoA will start in period 1 with work by Aalto University to adjust their existing model to the BATS project targeting the needs of YRAM, e.g. providing specific evaluation questions and guidance per pillar.

- Before the end of period 1, Aalto university will introduce each of the ETFs to the adjusted model and later support them in the use of the model in the activities of the ETFs in GoA 1.2,1.3,1.4.

- At the end of period 2, Aalto university will collate the knowledge from ETFs to develop an intermediate version of the solution. This will be done through a meeting where the conclusions from each ETF are discussed and jointly analysed to develop the guidance and interim version of the solution.

- Joint partner meeting (no. 2, Period 2), 3 days in Lahti, including site visits and demonstration to partners of interim solution.

1,645 / 3,000 characters

5.6.4 This group of activities leads to the development of a deliverable ✔

D 1.5

Title of the deliverable

Interim solution for testing: Collaborative Planning Framework for Smart Year-Round Active Mobility

99 / 100 characters

Description of the deliverable

BATS will develop a solution that aims to mainstream active mobility, as an all-year-round option in cities across the BSR. The solution will consist of a Collaborative Planning Framework for Smart Year-Round Active Mobility that will integrate YRAM in policy, planning, investments and maintenance.

The interim solution tested in WP2 will use the knowledge created in the ETFs to provide guidance for each of the three pillars. The guidance includes recommendations for suitable measures as well as an assessment of the implications at organisational and policy level.
- Pillar 1: Guidance on high impact infrastructure and equipment investments
- Pillar 2: Guidance for ITS and traffic management optimisation
- Pillar 3: Guidance on Activation activities with end users

The interim solution will function as a stand alone report providing knowledge on the different pillars of BATS, prior to practical testing in pilots.

The guidance will be put into practice in the 3 pilots focusing on evaluation of implemented measures as well as reflection and evaluation on organisational implications (eg. collaboration needs, goal conflicts etc)

1,146 / 2,000 characters

Which output does this deliverable contribute to?

O1. Collaborative Planning Framework for Smart Year Round Active Mobility

73 / 100 characters

5.6.6 Timeline

	Period: 1	2	3	4	5	6
WP.1: Preparing solutions						
A.1.5: Interim solution: Collaborative Planning Framework for Smart Year-Round Active Mobility						
D.1.5: Interim solution for testing: Collaborative Planning Framework for Smart Year-Round Active Mobility						

5.6.7 This deliverable/output contains productive or infrastructure investment ☐

Work package 2

5.1 WP2 Piloting and evaluating solutions

5.2 Aim of the work package

The aim of this work package is to pilot, evaluate and adjust solutions. Plan one or several pilots to validate the usefulness of the solutions prepared in Work Package 1. Start Work Package 2 early enough to have time to pilot, evaluate and adjust solutions, together with your target groups. By the end of this work package implementation the solutions should be ready to be transferred to your target groups in Work Package 3.
The piloted and adjusted solution should be presented in one project output.
Organise your activities in up to five groups of activities. Describe the deliverables and outputs as well as present the timeline.

5.3 Work package leader

Work package leader 1	PP 6 - Tallinn University of Technology – TalTech
Work package leader 2	PP 1 - Free and Hanseatic City of Hamburg- Borough of Altona

5.4 Work package budget

Work package budget	35%

5.4.1 Number of pilots

Number of pilots	3

5.5 Target groups

	Target group	How do you plan to reach out to and engage the target group?
1	Local public authority Transport planners, urban planners and municipal engineers. Directly involved target groups are located in the partner cities Hamburg (DE), Lahti (FI), Umea (SE), Gdynia (PL), Kalundborg (DK), Tartu (EE) and Klaipeda (LT). 222 / 500 characters	A City to city learning programme will facilitate exchange and co-development of knowledge between planners from different local public authorities partners. The project partner public authorities will involve their planners and engineers in the activities for the 3 pilots. 275 / 1,000 characters
2	Infrastructure and public service provider Engineering firms, architects, construction companies, maintenance companies. Direct involvement of Klaipeda Public Transport Authority (LT) as project partner. Umea (SE), and Lahti (FI) engage with winter maintenance providers. Gdynia (PL), Lahti (FI) will work with sensors and data modelling providers. 305 / 500 characters	Planners will work with the providers of specific technologies and services to the municipalities to test and adjust the technical configurations for each pilot. Depending on measures to be tested, this may include market dialogue, tendering, contract management and joint development of suitable solutions. 307 / 1,000 characters
3	Interest group Cyclist and pedestrian advocate organisations. Eg., CF (project partner), European Cyclists' Federation (EU), Walk21 (Int.), Swedish pedestrian organisation - FOT (SE), Finnish Cyclists' Federation – Pyöräliitto (FI), ADFC-Allgemeiner Deutscher Fahrrad Club e.V. (DE), Danish Cyclists Federation - DCF (DE), Polish Union of Active Mobility (PL), etc. 350 / 500 characters	Local interest groups may be contacted directly (phone, email) by piloting cities to strengthen the connection with the end users during the implementation of piloting activities. They may for instance be asked to forward surveys to end users or disseminate project activities through their network, social media etc. 317 / 1,000 characters
4	Regional public authority Regional public authorities with transport and urban planning capacities around the project cities (DE, FI, SE, PL, DK, EE, LT). Direct involvement of Union of Harju County Municipalities (EE) as project partner. 212 / 500 characters	Regional public authority Harju County will participate in pilot 3 to develop actions in local municipalities of the region. Pilot implications of regional coordination of YRAM measures. 186 / 1,000 characters

5.6 Activities, deliverables, outputs and timeline

No.	Name
2.1	**Transnational impact and learning programme**
2.2	**Pilot 1: Infrastructure & equipment**
2.3	**Pilot 2: ITS and Traffic management**
2.4	**Pilot 3: Activation of end users**
2.5	**Transnational evaluation and enrichment of solution**

WP 2 Group of activities 2.1

5.6.1 Group of activities leader

Group of activities leader PP 6 - Tallinn University of Technology – TalTech

A 2.1

5.6.2 Title of the group of activities

Transnational impact and learning programme

43 / 100 characters

5.6.3 Description of the group of activities

In this GoA TalTech University will coordinate the implementation of the transnational City-to-City Impact learning programme. The programme builds on a self assessment activity in which cities assess their needs and opportunities in relation to the project's three pillars. During the pilots, the Impact learning programme guides the research aspects of the pilots by defining how to evaluate the outcomes of the implemented measures and how to perform both specific (per pilot site), combined and comparative analysis of impact indicators.

Activities:
- At the start of the project, TalTech in collaboration with Aalto university and the task force leaders will develop a city survey to set the baseline in terms of needs and strengths around each pillar per city.

- TalTech in collaboration with other partners to define a set of impact indicators for individual, comparative and combined analysis of piloting activities (GoA 2.2, 2.3, 2.4) in the cities. Indicators can include: increased use of AM, increased perceived safety or attractiveness, and organisational change indicators.

- Taltech facilitates a transnational city to city learning programme with the purpose to match needs and strength of partners in order to enhance overall capacities across the pillars. The programme consists of pilot site visits during the partner meetings as well as online knowledge exchange sessions around the pilot impact assessments.

- At the end of the piloting activities, the impact assessments from the cities will be gathered and cities will redo the self assessment to evaluate strengths and needs again. The outcomes of the self assessments and the impact assessments will be integrated into the pilot case studies.

- Joint partner meeting (no. 3, Period 3), in Estonia, 2 days in Tallinn and 1 day in Tartu, including site visits and kick off for transnational city-to-city learning.

1,893 / 3,000 characters

5.6.4 This group of activities leads to the development of a deliverable

☐

5.6.6 Timeline

Period:	1	2	3	4	5	6
WP.2: WP2 Piloting and evaluating solutions						
A.2.1: Transnational impact and learning programme						

WP 2 Group of activities 2.2

5.6.1 Group of activities leader

Group of activities leader PP 1 - Free and Hanseatic City of Hamburg- Borough of Altona

A 2.2

5.6.2 Title of the group of activities

Pilot 1: Infrastructure & equipment

35 / 100 characters

5.6.3 Description of the group of activities

The pilot 1 on Infrastructure & Equipment will be implemented in 4 locations: Hamburg DE, Umea SE, Kalundborg DK, and Harju County EE. Each pilot site will install different features to test the pillar on 2 levels (technical and organisational) with 2 rounds of testing (during the winter season of 2023/2024 and 2024/2025). The activity leader monitors progress through online meetings during implementation. Each piloting city will coordinate at least 1 city-to-city learning event where piloted measures are showcased and discussed (part of GoA 2.1).

UMEA
Explores different infrastructure and equipment adjustments favouring YRAM during new urban development projects in the city centre e.g Bölevägen and adjacent districts. E.g. LED light installations for weather adaptation and monitoring impact on AM. Umea will work together with local stakeholders eg Engelska Skolorna, Tegs central, Volvo, IKEA, CF and Skjutsgruppen, to define measures.

KALUNDBORG
Designs a new pathway to promote active commuting between Kalundborg city and the new Campus and the station Kalundborg East. The path will also connect the town of Kalundborg with regional and national cycle paths. Measures include innovative lighting technologies and smart sensors for monitoring as well as creating attractive conditions for cyclists when they arrive, eg. improved parking and winter equipped bike service and good changing facilities at campus. Kalundborg with support from Gate21 will lead the implementation and work together with local stakeholders through questionnaires, interviews and workshops to codesign measures to increase attractiveness of path and reduce the sense of perceived insecurity during dark hours.

HAMBURG
Focusing on 2-4 tunnels in the district, Altona will experiment with the installation of projectors and specific light concepts for both night- and daytime visibility and attractiveness to improve the perceived safety for cyclists and pedestrians. Altona will analyse feedback of end users and the issues of vandalism of such installations through surveys and workshops. The implementation is done by Hamburg-Altona and Hamburg LSBG will provide support with tech expertise on equipment.

HARJU COUNTY
Works together with Rae Municipality to assess and test how street space can be adjusted in order to improve winter and bad weather maintenance and reduce the need for specialised maintenance machinery. Work includes mapping potential obstacles, street signs and other traffic management tools from the perspective of maintenance and also mapping existing active mobility infrastructure, maintenance problems and shortcomings. The solutions will be incorporated in a handbook for planners in addition to road standards.

The piloting activity will result in:
- Implementation of measures with direct impact on YRAM in the cities
- Case studies from each city to be shared with other interested in learning
- Enrichment of the solution based on practical experience

2,987 / 3,000 characters

5.6.4 This group of activities leads to the development of a deliverable ✔

D 2.2

Title of the deliverable

Case study report: infrastructure and equipment

47 / 100 characters

Description of the deliverable

The experiences at local level from the pilot will be captured in a case study produced by the cities. The case studies will contain major insights to be integrated in the Collaborative Planning Framework for Smart Year-Round Active Mobility.

The case studies will work as stand alone reports that can be used in communication both with local stakeholders as well as transnationally towards other cities with interest to replicate.

433 / 2,000 characters

Which output does this deliverable contribute to?

O1. Collaborative Planning Framework for Smart Year-Round Active Mobility

73 / 100 characters

5.6.6 Timeline

Period:	1	2	3	4	5	6
WP.2: WP2 Piloting and evaluating solutions						
A.2.2: Pilot 1: Infrastructure & equipment						
D.2.2: Case study report: infrastructure and equipment						

5.6.7 This deliverable/output contains productive or infrastructure investment

☐

WP 2 Group of activities 2.3

5.6.1 Group of activities leader

Group of activities leader PP 2 - City of Lahti

A 2.3

5.6.2 Title of the group of activities

Pilot 2: ITS and Traffic management

35 / 100 characters

5.6.3 Description of the group of activities

The pillar on Intelligent transport systems (ITS) and Traffic management will be piloted in 3 locations: Lahti FI, Gdynia PL and Hamburg DE. Each pilot site will install ITS equipment to test the pillar on 2 levels (technical and organisational) with 2 rounds of testing (during the winter season of 2023/2024 and 2024/2025). The activity leader monitors progress through online meetings during implementation. Each piloting city will coordinate at least 1 city-to-city learning event where piloted measures are showcased and discussed (part of GoA 2.1).

LAHTI
Experiments at two intersections of the main cycling network a re-optimisation of traffic signal systems in favour of AM under different light/weather conditions, eg. rain, dusk. Following workshops with traffic planners, new sensors will be installed and an updated planning and re-programming traffic light systems will be deployed for testing. Outcomes and lessons learned will be integrated in training of staff.

GDYNIA
Reconfiguration of the green lights system to prioritise cycling and pedestrian traffic along the Eurovélo 10/13 or at district centres. Gdynia will test up to 8 thermal imaging sensors and 8 inductive loops with connection to Tri-city Traffic Management System TRISTAR to define how to optimise traffic signalization taking into account weather conditions. The sensors detect pedestrians and cyclists who are coming or waiting to cross the roads and accelerate or extend time for green light. Different configurations will be tested through traffic modelling with city planning tools (VISSIM) and evaluated to understand impact on YRAM. An analysis of the impact of weather conditions on private and public transport vehicles will provide complementary insights. Gdynia will also improve YRAM data by analysing base levels of cycling and walking through installation of sensors. Gdynia identifies the necessary/missing stakeholders for a proper implementation, and evaluates the impact of the solution for
citizens and for planners testing the Framework.

HAMBURG
Activities in collaboration between District Altona and Hamburg LSBG. Installation of camera sensors on roads with heavy traffic to detect vulnerable road users (VRU) when visibility is low. Roadside ITS-Stations (R-ITS-S) will be deployed to broadcast warning messages based on camera detection and calculation of a possible collision. Automated messages to be sent using ITS-G5 Wi-Fi standard to road users capable of receiving such messages. Complementary, analog safety features for cyclists will be tested, e.g. brighten up public lighting in the area, or project warning signage on the road to warn of a collision.

The piloting activity will result in:
- Implementation of measures with direct impact on YRAM in the cities
- Case studies from each city to be shared with other interested in learning
- Enrichment of the solution based on practical experience

2,921 / 3,000 characters

5.6.4 This group of activities leads to the development of a deliverable ☑

D 2.3

Title of the deliverable

Case study report: ITS and Traffic Management

46 / 100 characters

Description of the deliverable

The experiences at local level from the pilot will be captured in a case study produced by the cities. The case studies will contain major insights to be integrated in the Collaborative Planning Framework for Smart Year-Round Active Mobility.

The case studies will work as stand alone reports that can be used in communication both with local stakeholders as well as transnationally towards other cities with interest to replicate.

433 / 2,000 characters

Which output does this deliverable contribute to?

O1. Collaborative Planning Framework for Smart Year-Round Active Mobility

73 / 100 characters

5.6.6 Timeline

Period:	1	2	3	4	5	6
WP.2: WP2 Piloting and evaluating solutions						
A.2.3: Pilot 2: ITS and Traffic management						
D.2.3: Case study report: ITS and Traffic Management						

5.6.7 This deliverable/output contains productive or infrastructure investment ☐

WP 2 Group of activities 2.4

5.6.1 Group of activities leader

Group of activities leader PP 3 - Umea

A 2.4

5.6.2 Title of the group of activities

Pilot 3: Activation of end users

32 / 100 characters

5.6.3 Description of the group of activities

The pillar on Activation of end users (citizens, cyclists, pedestrians) will be piloted in 5 locations (Umea, Lahti, Gdynia, Tartu, Klaipeda). Each pilot site will deploy different incentive activities to test the pillar on 2 levels (technical and organisational) with 2 rounds of testing (during the winter season of 2023/2024 and 2024/2025). The activity leader monitors progress through online meetings during implementation. Each piloting city will coordinate at least 1 city-to-city learning event where piloted measures are showcased and discussed (part of GoA 2.1).

UMEA
Experimental campaigns to promote AM in winter conditions, e.g bike stations for winter support incl. bike cleaning (salt-sweeping of roads destroys bikes). Development of an app (open source for replication) to provide citizens with snow cleaning info, combining weather station data and data from sensors placed in the city and on cleaning vehicles.

LAHTI
Elaboration of a Winter agents programme engaging citizens to provide info on winter maintenance status of the cycling routes. Use the gathered knowledge to revise and improve cleaning protocols and service level agreements with maintenance providers. Explore the option of adding functionality from the app in Umea to have a connected experience between citizens, municipality and the service providers.

GDYNIA
Deployment of educational and nudging campaigns for children and parents on YRAM. E.g. development of a booklet, exercise book, expert workshops, and animations and gamified activities. First hand experiences contribute to changed behaviours, year-round micro hubs with cargo bikes and bicycle trailers for kids and equipped for winter use will be offered at up to 3 kindergartens allowing parents and child to test for themselves.

TARTU
Development of campaigns related to winter cycling, e.g. winter agents for snow maintenance inspired by work in Lahti or the promotion of winter cycling through a training course or provision of winter cycling service equipment.

KLAIPEDA
Activities to connect the needs of active mobility users in rain, snow, darkness to the municipal departments and service providers in order to improve the conditions that enable YRAM (eg. road maintenance, attractive lighting at bus stops) prior promoting it towards the user groups.

The piloting activity will result in:
- Implementation of campaigns for activation of citizens, including offering access to specialised equipment and tools that has direct impact on YRAM in the cities
- Case studies from each city to be shared with other interested in learning
- Enrichment of the solution based on practical experience.

2,654 / 3,000 characters

5.6.4 This group of activities leads to the development of a deliverable ✔

D 2.4

Title of the deliverable

Case study report: Activation of end users

42 / 100 characters

Description of the deliverable

The experiences at local level from the pilot will be captured in a case study produced by the cities. The case studies will contain major insights to be integrated in the Collaborative Planning Framework for Smart Year-Round Active Mobility.

The case studies will work as standalone reports that can be used in communication both with local stakeholders as well as transnationally towards other cities with interest to replicate.

432 / 2,000 characters

Which output does this deliverable contribute to?

O1. Collaborative Planning Framework for Smart Year-Round Active Mobility

73 / 100 characters

5.6.6 Timeline

Period:	1	2	3	4	5	6
WP.2: WP2 Piloting and evaluating solutions						
A.2.4: Pilot 3: Activation of end users						
D.2.4: Case study report: Activation of end users						

5.6.7 This deliverable/output contains productive or infrastructure investment

☐

WP 2 Group of activities 2.5

5.6.1 Group of activities leader

Group of activities leader PP 5 - Aalto University

A 2.5

5.6.2 Title of the group of activities

Transnational evaluation and enrichment of solution

51 / 100 characters

5.6.3 Description of the group of activities

In this GoA, the interim solution will be enriched with the knowledge gathered through the piloting activities to finalise the BATS Collaborative Planning Framework for Smart Year-Round Active Mobility.

During the preparation and piloting phases of the project, input will be gathered from planners through surveys and interviews made by Aalto University on how such guidance and framework can best support them. Based on the learnings from the pilots, the final content, visual design, and interactive components of the solution will be delivered with a user-friendly interface at the end of WP2.The guidance will be complemented by transnational training material and material in local languages in GoA3.3.

Activities
- Aalto university to complete the solution with a user-friendly format meeting the needs of the main target group (planners). This is to be achieved by initiating the conversation about the design, format and content of final output early on in the project. This will be done through interviews and surveys with the target groups after piloting.

- In partner meeting 4, a workshop will be held to jointly evaluate lessons learned in pilots and agree on final recommendations and content of the Framework.

- The cases studies from the pilot sites will be compiled into a stand alone documents and linked to key sections of the guidance.

- Professional design and editing of the final version including visuals, interactivity etc as required by needs of target group.

- Joint partner meeting (no. 4, Period 4), in Denmark, including site visits in Kalundborg and and workshop around the final solution.

1,632 / 3,000 characters

5.6.4 This group of activities leads to the development of a deliverable

☐

O 2.5

Title of the output

Collaborative Planning Framework for Smart Year-Round Active Mobility

69 / 100 characters

Description of the output

Objective: The solution should increase the capacities of planners and their collaboration partners from service providers, in regards to year-round active mobility (YRAM) planning and maintenance.

Content:
Smart guidance for cost-effective and high impact deployment of tested measures that mitigate darkness and adverse weather effects on active mobility use. It comprises a catalogue of measures, evidence base on cost-benefits, examples from cities, and guidance on how to implement. In short, a user-friendly and integrated guide on how to year-proof active mobility for an effective increase in use.

Components of the solution:
A) Practical guidance to select and implement proven measures for year-round:
- Optimisation of active mobility infrastructure & equipment for year-round use
- Deployment of ITS technologies for YRAM
- End user activation strategies
B) Policy & strategy guidance to include dark hours-bad weather active mobility in SUMPs and investment plans
C) Case studies from pilot sites with: cost benefit analysis, practical learnings and stakeholder reflections.

The format of the solution will contain interactive features and intuitive interface and design (eg. interactive pdf, opens source web based tool). The design specifications will be defined in collaboration with the target groups.

1,329 / 3,000 characters

Target groups and uptake of the solution presented in this output

Target groups	How will this target group apply the output in its daily work?
Target group 1 Local public authority Transport planners, urban planners and municipal engineers. Directly involved target groups are located in the partner cities Hamburg (DE), Lahti (FI), Umea (SE), Gdynia (PL), Kalundborg (DK), Tartu (EE) and Klaipeda (LT).	The Collaborative Planning Framework for Smart Year-Round Active Mobility is designed to help transport planners and other municipal authorities organically integrate year-round active mobility (YRAM) in their city plans and investments. 1) Transport and other planners will select and implement YRAM measures using the practical guidance 2) Municipal authorities will transfer the recommendations of the policy brief into their local mobility strategies, i.e. mainstream. 3) Transport planners will use the framework as a means to legitimise investment proposals (looking at the cost-effectiveness of different YRAM measures). 4) Other planners (lighting, land-use, tourism, health, etc.) will also use the solution to enrich their policy and infrastructure plans. 765 / 1,000 characters
Target group 2 Infrastructure and public service provider Engineering firms, architects, construction companies, maintenance companies. Direct involvement of Klaipeda Public Transport Authority (LT) as project partner. Umea (SE), and Lahti (FI) engage with winter maintenance providers. Gdynia (PL), Lahti (FI) will work with sensors and data modelling providers.	The Collaborative Planning Framework for Smart Year-Round Active Mobility will facilitate the implementation and maintenance efforts by private contractors. External/private professionals working on the design, implementation, operation and maintenance of urban infrastructure use the guidance for: 1) Detailed information on how to implement specific measures, including materials required, cost-effectiveness and impact. E.g. Kalundborg to test through practice the practical requirements of cost-effective measures for their East campus bicycle path 2) Improved understanding of the demand for adequate equipment and services requested by public authorities. 661 / 1,000 characters
Target group 3 Interest group Cyclist and pedestrian advocate organisations. Eg., CF (project partner), European Cyclists' Federation (EU), Walk21 (Int.), Swedish pedestrian organisation - FOT (SE), Finnish Cyclists' Federation – Pyöräliitto (FI), ADFC-Allgemeiner Deutscher Fahrrad Club e.V. (DE), Danish Cyclists Federation - DCF (DE), Polish Union of Active Mobility (PL), etc.	YRAM is a currently overlooked topic not yet addressed by Cyclist and pedestrian organisations. The Collaborative Planning Framework for Year-Round Active Mobility provides the narrative and evidence base for them. They will benefit from the Framework as a valuable advocacy tool. The user-friendly and facilitating aspects of the solution enable cycling and pedestrian organisations to better legitimise their requests to public authorities. E.g. CF will use the solution to easily explore and choose YRAM measures with other Swedish municipalities, and convince them of year-round-proofing their local active mobility systems. 631 / 1,000 characters
Target group 4 Regional public authority Regional public authorities with transport and urban planning capacities around the project cities (DE, FI, SE, PL, DK, EE, LT). Direct involvement of Union of Harju County Municipalities (EE) as project partner.	Regional public authorities have a role in public transport, regional transport infrastructure and spatial planning, and are challenged by car-centric rural-urban connections. They are interested in behavioural measures that stimulate citizens to make modal shifts and improve multimodal journeys that combine public transport with active mobility. In BSR, this requires measures to facilitate this integration year-round. Regional transport planners benefit specifically from the recommendations on 1) cost-effectiveness of YRAM measures and 2) organisational collaboration forms needed to mainstream YRAM measures, to accelerate the decision-making process, and help regional transport planners give recommendations to the municipal authorities under their jurisdiction. E.g. HOL tests the solution to understand which YRAM measures to apply best in their regional context and promote towards municipalities. 912 / 1,000 characters

Durability of the output

Long-term institutional support for the output is secured through the project's transfer activities that link the Framework with strategic and financial support:

City partners' action plans use the output to integrate YRAM within future urban investments for the next 10-20 years. Eg illumination plans for YRAM of new Science City Bahrenfeld in Hamburg.

BATS collaborates with 5 other authorities per BSR country to integrate YRAM into SUMPs, SMAPs, etc. Eg Lahti can advise Helsinki on their mobility infrastructure strategy. The Ambassador Programme, seeks opportunities more broadly across BSR and EU.

Communication channels (Linkedin, Twitter) will be created on the concept (not the project) of YRAM. They will be a meeting place for the latest news on YRAM and to get signposted to resources, insights, people and organisations.

The Framework underpins its content and can continuously be enriched over time. E.g. follower city Vejle will add their case study later.

980 / 1,000 characters

5.6.6 Timeline

Period:	1	2	3	4	5	6
WP.2: WP2 Piloting and evaluating solutions						
A.2.5: Transnational evaluation and enrichment of solution						
O.2.5: Collaborative Planning Framework for Smart Year-Round Active Mobility						

5.6.7 This deliverable/output contains productive or infrastructure investment ☐

Work package 3

5.1 WP3 Transferring solutions

5.2 Aim of the work package

In Work Package 3, communicate and transfer the ready solutions to your target groups. Plan at least one year for this work package to transfer your solutions to the target groups, considering their respective needs. Select suitable activities to encourage your target groups to use the solutions in their daily work.
Organise your activities in up to five groups of activities. Describe the deliverables and outputs as well as present the timeline.

5.3 Work package leader

Work package leader 1	PP 7 - Gate21
Work package leader 2	PP 9 - Swedish Cycling Advocacy Organization

5.4 Work package budget

Work package budget	25%

5.5 Target groups

	Target group	How do you plan to reach out to and engage the target group?
1	Local public authority Transport planners, urban planners and municipal engineers. Directly involved target groups are located in the partner cities Hamburg (DE), Lahti (FI), Umea (SE), Gdynia (PL), Kalundborg (DK), Tartu (EE) and Klaipeda (LT). 222 / 500 characters	Partners will collaborate with local public authorities to ensure the Collaborative Planning Framework, as well as the overall concept of YRAM is effectively transferred to other authorities and across various departments for wider uptake. Transport planners engage in GoA3.1 workshops to familiarise with the Framework, and join sessions to upgrade urban action plans with YRAM measures. GoA 3.3's YRAM training programme will provide planners with the right knowledge to start integrating YRAM. Planners from replicating cities e.g Vejle participate in the City Scale-up Group taking the BATS solution and adapting YRAM measures to the cities' context. A wider audience of planners will also be reached by actively contributing to international conferences (e.g. Velo-city) to promote YRAM. The final BATS conference will invite a large audience of planners beyond the partnership. BATS will actively connect with other EU projects addressing active mobility and attractiveness of public space. 996 / 1,000 characters
2	Infrastructure and public service provider Engineering firms, architects, construction companies, maintenance companies. Direct involvement of Klaipeda Public Transport Authority (LT) as project partner. Umea (SE), and Lahti (FI) engage with winter maintenance providers. Gdynia (PL), Lahti (FI) will work with sensors and data modelling providers. 305 / 500 characters	Infrastructure providers will participate in workshops and action plan-making in GoA 3.1, contributing to the integration of year-round active mobility (YRAM) in partner cities. E.g. Hamburg-Altona invites engineers working at the implementation agency to think of ways to integrate YRAM in future urban and infrastructure investments. Infrastructure providers will receive training through GoA3.3 to get introduced to and understand the concept of YRAM. Partners design and create transnational online training modules especially targeted to architects, designers, engineers and other professions related to infrastructure planning. With this work package, professionals in the field of infrastructure implementation will consider and integrate YRAM in current and upcoming plans. 781 / 1,000 characters
3	Interest group Cyclist and pedestrian advocate organisations. Eg., CF (project partner), European Cyclists' Federation (EU), Walk21 (Int.), Swedish pedestrian organisation - FOT (SE), Finnish Cyclists' Federation – Pyöräliitto (FI), ADFC-Allgemeiner Deutscher Fahrrad Club e.V. (DE), Danish Cyclists Federation - DCF (DE), Polish Union of Active Mobility (PL), etc. 350 / 500 characters	Partners will involve cycling and pedestrian organisations in GoA 3.1 workshops. BATS can effectively transfer through project partner CF and their network of peer organisations (associated partners and beyond). These associations will upgrade existing strategies and advocacy plans, to include YRAM. Cycling and pedestrian organisations will play a big role in replicating the findings of BATS to other cities in the City Scale-up Group, e.g. The Finnish Cyclists' Federation to join the sessions with Lahti and expand the findings to other Finnish cities. Active mobility associations will participate in the Policy Scale-up Group, providing practical insights to be included in a policy brief. Partners will collaborate with active mobility associations to spread the findings of BATS through their websites, newsletters and social media. By the project's end, cycling and walking associations integrate the concept of YRAM on paper and in employee mindsets. 961 / 1,000 characters
4	Regional public authority Regional public authorities with transport and urban planning capacities around the project cities (DE, FI, SE, PL, DK, EE, LT). Direct involvement of Union of Harju County Municipalities (EE) as project partner. 212 / 500 characters	Partners will collaborate with regional authorities to upscale BATS findings into higher policy levels, e.g. an upgraded planning handbook with complementary YRAM measures for Harju County municipalities. Partners also integrate regional public authorities in GoA 3.2, ensuring they are properly introduced to the concept of YRAM through online training materials from GoA 3.3. 378 / 1,000 characters

5.6 Activities, deliverables, outputs and timeline

No.	Name
3.1	**Mainstreaming City-Wide Year-Round Active Mobility**
3.2	**Scaling Year-Round Active Mobility**
3.3	**Training professionals on Year-Round Active Mobility Solutions**
3.4	**Advocacy for YRAM awareness**

WP 3 Group of activities 3.1

5.6.1 Group of activities leader

Group of activities leader PP 4 - City of Gdynia

A 3.1

5.6.2 Title of the group of activities

Mainstreaming City-Wide Year-Round Active Mobility

50 / 100 characters

5.6.3 Description of the group of activities

This GoA aims to mainstream the Collaborative Planning Framework for Year-Round Active Mobility across all planning sectors of the partner cities. The focus is on anchoring the concept into existing and future urban investment plans and strategies.This will extend the impact from the pilot sites to the overall city operations, their entire territory and for the next 5-10 years.

Partners will organise activities that ensure year-round active mobility is transferred across the entire planning chain: urban planners, designers, public service and infrastructure providers, maintenance operators and financial departments. Project partners will impart workshops to introduce the concept of year-round active mobility to their colleagues. They will directly deploy the lessons and create action plans on where, when and how to integrate YRAM into future urban investments plans. Investments and policies are listed and locations are mapped, and opportunities for YRAM are added to each.

Activities:
- Running of 8 workshops (one per city/region) in local language, with municipal actors from all planning sectors. They get introduced to and work with the Collaborative Planning Framework for Year-Round Active Mobility and assess how to integrate YRAM into their urban plans and strategies. They upgrade existing Sustainable Urban Mobility Plans (SUMPs), Cycling Strategies, Pedestrian Strategies and other urban policy to include YRAM as a day-to-day consideration. E.g. Hamburg-Altona will feed the findings of BATS into their walkability plan and Lahti defines how to also include YRAM dimension in the process for integrating the master plan and the sustainable Urban Mobility Plan.

- Development of 8 action plans (one per city/region) with specific upcoming urban, traffic or service development projects that should include the perspective of YRAM based on the learnings from BATS. E.g. Lahti's upcoming Investment and prioritisation plan for the cycling network, Umea's urban development projects around Bölevägen and Gdynia's assessment of the extension of YRAM promoting ITS for the Eurovelo.

- Joint partner meeting (no. 5, Period 5), in Gdynia, including site visits and discussions about best practice for city action plans.

2,243 / 3,000 characters

5.6.4 This group of activities leads to the development of a deliverable ✔

D 3.1

Title of the deliverable

8 City/regional action plan for YRAM integration

48 / 100 characters

Description of the deliverable

The purpose of the action plans is to define ways to further integrate the YRAM concept in local strategies and plans. This deliverable shows the scalability of YRAM in cities and towns of the BSR.

Action Plan content
1) An opportunity mapping listing upcoming investments and developments, and mapping locations and schemes for YRAM integration
2) Fact sheets depicting how the municipalities plan to apply the collaborative Planning Framework to enrich current and/or future urban investment plans.

501 / 2,000 characters

Which output does this deliverable contribute to?

O1. Collaborative Planning Framework for Smart Year-Round Active Mobility

73 / 100 characters

5.6.6 Timeline

Period:	1	2	3	4	5	6
WP.3: WP3 Transferring solutions						
A.3.1: Mainstreaming City-Wide Year-Round Active Mobility				■	■	■
D.3.1: 8 City/regional action plan for YRAM integration					■	

5.6.7 This deliverable/output contains productive or infrastructure investment ☐

WP 3 Group of activities 3.2

5.6.1 Group of activities leader

Group of activities leader PP 9 - Swedish Cycling Advocacy Organization

A 3.2

5.6.2 Title of the group of activities

Scaling Year-Round Active Mobility

34 / 100 characters

5.6.3 Description of the group of activities

This GoA focuses on transferring Year-Round Active Mobility (YRAM) to other public authorities beyond the partnership. This includes other cities in the BSR, regional governments, national agencies and international organisations. Specifically we will engage with: Greater Copenhagen, Harju county municipalities, the 50+ Swedish municipalities in the network of CF and listed associate organisations.

CF will coordinate three different scale-up groups targeting different audiences with specific activities:
1. A Policy Scale-up Group to identify opportunities for introducing YRAM into higher policy. Establishment of a policy working group with representation from local, regional, national and international level as well as inviting interest groups such as European Cyclist Federation, Walk 21, International Federation of Pedestrians. The group will analyse higher level cycling, walking and urban policy and validate policy advice for integration of YRAM. From each BSR country the group invites at least 1 national government agency and 1 regional authority.

2. A City Scale-up Group to validate and replicate the BATS solution to other municipalities outside the partnership
Municipal benchmark. CF will develop a survey, first tested in Sweden through CF's 'Kommunvelometer' and replicated in the other countries through interest groups (associate organisations) or local networks of the cities.
Training towards cities (material from GoA 3.3). CF will arrange 3 webinars, 1 for peer organisations, 1 for Swedish municipalities, 1 for other BSR municipalities. Each city partner arranges at least 2 meetings (year 2 and 3) with neighbouring cities to introduce, discuss and assess the integration of YRAM in upcoming urban or traffic developments. E.g. Gdynia replicates the solution in the Tri-City metropolitan area and Kalundborg & Gate21 run workshops to train surrounding municipalities on the benefits of prioritising AM within regional cycling networks.
The Group aims to comprise at least 3 cities per BSR country and 5 cities from other EU regions leading in active mobility, alongside the BATS partners.

3. An Ambassador Scale-up Group to spread the findings of BATS to other organisations, even beyond the project's life-cycle.
Ambassadors take the role of advocating for YRAM as a concept and a daily practice in urban planning; they are public authorities, interest groups, professors, private individuals. BATS will have at least 20 such Ambassadors participating during the project lifetime. Creation of an Ambassador Roadmap to periodically promote and spread the word on YRAM, also beyond the project's life cycle. This entails the creation of a formal network via a communication channel (i.a.LinkedIn group, twitter account), for Ambassadors to stay connected and coordinate efforts.

- Joint partner meeting (no. 6, Period 6), in Lithuania, including site visits and workshops around scale up strategies.

2,943 / 3,000 characters

5.6.4 This group of activities leads to the development of a deliverable ✔

D 3.2

Title of the deliverable

Regional implementation roadmap

31 / 100 characters

Description of the deliverable

The roadmap defines how national, regional and local public authorities can work systematically to integrate the Collaborative Planning Framework for Smart Year-Round Active Mobility into planning policy and strategies. The purpose of the roadmap is to find ways to introduce and sustain the YRAM concept in policy in the long term.
BATS aims for YRAM to become a concept that is sustained by its own movement from ambassadors, cities and other stakeholders.

459 / 2,000 characters

Which output does this deliverable contribute to?

O1. Collaborative Planning Framework for Smart Year-Round Active Mobility

73 / 100 characters

5.6.6 Timeline

Period:	1	2	3	4	5	6
WP.3: WP3 Transferring solutions						
A.3.2: Scaling Year-Round Active Mobility						
D.3.2: Regional implementation roadmap						

5.6.7 This deliverable/output contains productive or infrastructure investment ☐

WP 3 Group of activities 3.3

5.6.1 Group of activities leader

Group of activities leader PP 5 - Aalto University

A 3.3

5.6.2 Title of the group of activities

Training professionals on Year-Round Active Mobility Solutions

62 / 100 characters

5.6.3 Description of the group of activities

Partners create a professional training programme on year-round active mobility (YRAM). This GoA aims to summarise the learnings of WP1 and WP2 into educational material that helps current planning professionals, interest groups, academics and students understand and consider the concept of YRAM.

The training programme includes an introduction into the concept of YRAM, its benefits of integrating it into urban and mobility plans, a presentation of the Collaborative Planning Framework, and a summary of best practices performed around the pilot cities of BATS. Partners adapt the training programme to different target audiences professionals (e.g. architects, urban planners, traffic engineers, academics, etc.), decision makers and the general public.

Activities:
- Aalto University to collect all written products and reports produced over WP1 and WP2, and create a modular training plan covering the tree pillars.

- Develop training material on transnational level, i.e. features, conclusions and recommendations applicable on general level. Eg in the form of a MOOC or other suitable format to promote the concept broadly, as a complement to activities of individual project partners in 3.1 and the scale up groups of 3.2.

- City partners to adapt training material with complementary material and/or translations to to effectively address local target audiences.

1,379 / 3,000 characters

5.6.4 This group of activities leads to the development of a deliverable ☑

D 3.3

Title of the deliverable

YRAM Professional Training programme

36 / 100 characters

Description of the deliverable

YRAM Training programme covering the 3 pillars of the solution enriched with real experiences from the piloting case studies. The purpose of the training programme is to facilitate the practical transfer of the solution to the target groups. The training will be available in online format to a wider transnational audience and in adjusted forms to local audiences and in local languages (eg. other local departments or neighbouring cities or regions).

452 / 2,000 characters

Which output does this deliverable contribute to?

O1. Collaborative Planning Framework for Smart Year-Round Active Mobility

73 / 100 characters

5.6.6 Timeline

Period:	1	2	3	4	5	6
WP.3: WP3 Transferring solutions						
A.3.3: Training professionals on Year-Round Active Mobility Solutions						
D.3.3: YRAM Professional Training programme						

5.6.7 This deliverable/output contains productive or infrastructure investment ☐

WP 3 Group of activities 3.4

5.6.1 Group of activities leader

Group of activities leader PP 1 - Free and Hanseatic City of Hamburg- Borough of Altona

A 3.4

5.6.2 Title of the group of activities

Advocacy for YRAM awareness

27 / 100 characters

5.6.3 Description of the group of activities

BATS will advocate for the need to better enable and promote year-round Active Mobility (YRAM) to all urban stakeholders. I.e. this GoA extends the concept of YRAM and learnings of BATS broadly: not as a project, but the concept.

The BATS partnership will deliver an impactful solution that can benefit cities and regions beyond the BSR. BATS addresses an overlooked problem for the active mobility challenge: the need for specific measures to maximise its impact all year round. For policy to integrate it in strategies and for planners to integrate it in investments, the world needs to be aware of the issues and see the potential.

Activities
- Maintenance and regular update of Project's own communication channels (incl. Twitter, LinkedIn, website) as a platform for the latest news, articles and stories. Not just on the project during implementation, but as a 'movement' and a meeting place to get signposted to resources, insights, people and organisations.

- Partners will participate in at least 5 external conferences/events to present the results and learnings relating to YRAM. E.g. conferences on active mobility attended by authorities and professionals like EuropeVelo-city, Winter cycling congress, and the Walk21 Conference or European commission events or campaigns that are thematically relevant.

- Connecting to Platforms: partners will connect the project results and tools to 1) international platforms on active mobility e.g. POLIS Network, Eurocities, LUCI Association 2) cycling and walking organisations at a national level with an established local network and websites in the local language, e.g Norwegian Cyclists' Federation.

- Project partners will organise local communication activities, where the BATS project is used as a tool to inform local stakeholders about the importance and potential of YRAM.

- Organisation of an international final conference in Hamburg with 200 invited participants from the BSR and internationally.

1,973 / 3,000 characters

5.6.4 This group of activities leads to the development of a deliverable ✔

D 3.4

Title of the deliverable

Advocacy toolkit for the YRAM concept

37 / 100 characters

Description of the deliverable

The purpose of the toolkit is to advocate for the YRAM concept and create a movement that will sustain it beyond the project.

- Strategy and communication toolkit consisting of
- Identification of target audiences
- Ways to reach target audiences
- Key messages
- Graphic profile
- Organisation of dissemination events
- Organisation of a final conference

359 / 2,000 characters

Which output does this deliverable contribute to?

O1. Collaborative Planning Framework for Smart Year-Round Active Mobility

73 / 100 characters

5.6.6 Timeline

Period:	1	2	3	4	5	6
WP.3: WP3 Transferring solutions						
A.3.4: Advocacy for YRAM awareness						
D.3.4: Advocacy toolkit for the YRAM concept						

5.6.7 This deliverable/output contains productive or infrastructure investment ☐

6. Indicators

Indicators

Output indicators

Output indicators	Total target value in number	Project outputs	Please explain how the solution presented in this output serves the target group(s).
RCO 84 – Pilot actions developed jointly and implemented in projects	3	N/A	N/A
RCO 116 – Jointly developed solutions	1	O.2.5: Collaborative Planning Framework for Smart Year-Round Active Mobility	The Collaborative Planning Framework for Smart Year-Round Active Mobility is an integrated, user-friendly, interactive document that helps planners, contractors and active mobility advocates overcome the little focus that active mobility has on BSR mobility policy. Target groups in 7 cities and 1 region easily navigate through, choose and implement measures that year-proof active mobility. The solution helps local and regional planners explore year-round active mobility (YRAM) measures that best adapt to their financial, geographical, technological, and organisational context. The solution helps contractors and other service providers (i.e. architects, engineering firms, public transport managers, maintenance companies) understand the impact of different technologies and services on YRAM. Cycling and walking advocacy groups have easy access to evidence-based YRAM measures to legitimise claims. 906 / 1,000 characters

Result indicators

Result indicator	Total target value in number	Please explain how organisations in the target groups within or outside the partnership will take up or upscale each solution.
RCR 104 - Solutions taken up or up-scaled by organisations	1	The Collaborative Planning Framework for Smart Year-Round Active Mobility enables planners and other target groups to effectively accomplish year-round active mobility. Once completed and tested, the solution will be taken up by a variety of target groups: 1) Through GoA 3.1 and GoA 3.2, 8 local and 1 regional authorities prepare for city-wide integration of YRAM by advising on its integration into SUMPs, reviewing urban action plans, and integrating YRAM into relevant future urban investments. 2) Scale up through GoA 3.2, partners use the solution as a basis to develop regional/national policy recommendations for YRAM integration, eg. national cycling strategies. 3) Scale up by all 13 partners interacting with at least 2 local/regional public authorities outside the partnership to familiarise with the BATS project and its concept of YRAM through training material developed in GoA 3.3. 899 / 2,000 characters

Output indicators

Output indicator	Total target value in number
RCO 87 - Organisations cooperating across borders	36

Result indicators

Result indicator	Total target value in number	Please describe what types of organisations are planned to actively participate in the project. Explain how this participation will increase their institutional capacity. These types of organisations should be in line with the target groups you have defined for your project.

Result indicator	Total target value in number	Please describe what types of organisations are planned to actively participate in the project. Explain how this participation will increase their institutional capacity. These types of organisations should be in line with the target groups you have defined for your project.	
PSR 1 - Organisations with increased institutional capacity due to their participation in cooperation activities across borders	82	Project partners and associated organisations	The BATS partnership consists of 13 partners: 7 local public authorities, 1 regional public authority, 1 Public transport provider, 2 universities, 1 interest group and 1 NGO. The partners will: 1) build practical knowledge on the potential of year-round active mobility (YRAM) planning, 2) create stronger bonds between planning departments to promote YRAM, and 3) develop a formal solution that brings legitimacy and durability to YRAM measures. 2 universities fulfil their research interests in cycling and walking mobility by connecting academia to the practical world, e.g. Aalto Uni develops a framework that maps out YRAM measures. Universities also benefit from a long-term stream of publications. The CF and Gate21 reinforce their advocating role for cycling and walking. The BATS solution also enables them to spread the new concept of YRAM to other active mobility associations and municipalities of their network. 23 associate organisations (cities, service providers, active mobility associations) actively follow the project's progress. They are invited to preparatory webinars and workshops, to pilot progress meetings, and to WP3 activities on replication and transfer of the solution. E.g. the municipality of Vejle (DK) will apply the finalised Collaborative Planning Framework to find out the most effective YRAM measures to implement in their city centre. 1,380 / 1,500 characters

Result indicator	Total target value in number	Please describe what types of organisations are planned to actively participate in the project. Explain how this participation will increase their institutional capacity. These types of organisations should be in line with the target groups you have defined for your project.	
		Other organisations	BATS partners reach other organisations through the 3 scale up groups (GoA 3.2). The city scale up group involves at least 2 cities from each of the 7 countries, and 5 cities outside the BSR. The policy scale up group invites 1 regional authority and 1 national agency per country, and 3 outside of the BSR. The ambassador scale up group gathers at least 10 other organisations (in addition to those included as Associate organisations). External organisations increase their knowledge capacity with BATS through three channels: 1) a proactive invitation to participate in an activity during project implementation, 2) familiarising with BATS via international conferences and networking events, and 3) following the communication channels of BATS e.g. twitter, newsletter, website deliverables, etc. Planning for YRAM is a novel concept in itself; imprinting the idea into external organisations of promoting active mobility beyond ideal climatic conditions already increases the knowledge capacity of organisations. Integrating YRAM in daily planning processes is a crucial step in the transition towards truly net-zero mobility systems of the BSR. The BATS solution will also be available on the project's website and periodically disseminated through communication channels. External organisations can access it and apply it to their context, be it cities, service providers, cycling organisations, technology companies, etc. 1,432 / 1,500 characters

7. Budget

7.0 Preparation costs

Preparation Costs

Would you like to apply for reimbursement of the preparation costs?	Yes

Other EU support of preparatory cost

Did you receive any other EU funds specifically designated to the development of this project application?	No

7.1 Breakdown of planned project expenditure per cost category & per partner

No. & role	Partner name	Partner status	CAT0 - Preparation costs	CAT1 - Staff	CAT2 - Office & administration
1 - LP	Free and Hanseatic City of Hamburg- Borough of Altona	Active 22/09/2022	24,000.00	123,840.00	18,576.00
2 - PP	City of Lahti	Active 22/09/2022	0.00	207,432.00	31,114.80
3 - PP	Umea	Active 22/09/2022	0.00	275,405.00	41,310.75
4 - PP	City of Gdynia	Active 22/09/2022	0.00	176,383.17	26,457.48
5 - PP	Aalto University	Active 22/09/2022	0.00	202,647.44	30,397.12
6 - PP	Tallinn University of Technology – TalTech	Active 22/09/2022	0.00	149,640.00	22,446.00
7 - PP	Gate21	Active 22/09/2022	0.00	138,585.83	20,787.87
8 - PP	Kalundborg Municipality	Active 22/09/2022	0.00	174,851.28	26,227.69
9 - PP	Swedish Cycling Advocacy Organization	Active 22/09/2022	0.00	48,601.01	7,290.15
10 - PP	Tartu City Government	Active 22/09/2022	0.00	44,892.00	6,733.80
11 - PP	Klaipeda PT authority	Active 22/09/2022	0.00	45,408.00	6,811.20
12 - PP	Free and Hanseatic City Hamburg - LSBG	Active 22/09/2022	0.00	73,500.00	11,025.00
13 - PP	Union of Harju County Municipalities	Active 22/09/2022	0.00	74,820.00	11,223.00
Total			24,000.00	1,736,005.73	260,400.86

No. & role	Partner name	CAT3 - Travel & accommodation	CAT4 - External expertise & services	CAT5 - Equipment	Total partner budget
1 - LP	Free and Hanseatic City	18,576.00	467,180.00	10,500.00	662,672.00
2 - PP	City of Lahti	31,114.80	115,800.00	55,000.00	440,461.60
3 - PP	Umea	41,310.75	61,300.00	67,500.00	486,826.50
4 - PP	City of Gdynia	26,457.48	61,196.79	84,976.13	375,471.05
5 - PP	Aalto University	30,397.12	13,000.01	2,000.00	278,441.69
6 - PP	Tallinn University of Tech	22,446.00	7,000.00	0.00	201,532.00
7 - PP	Gate21	20,787.87	20,939.57	0.00	201,101.14
8 - PP	Kalundborg Municipality	26,227.69	40,407.02	53,691.28	321,404.96
9 - PP	Swedish Cycling Advocac	7,290.15	6,350.01	0.00	69,531.32
10 - PP	Tartu City Government	6,733.80	23,000.38	2,000.00	83,359.98
11 - PP	Klaipeda PT authority	6,811.20	31,000.00	2,000.00	92,030.40
12 - PP	Free and Hanseatic City	11,025.00	244,500.00	55,000.00	395,050.00
13 - PP	Union of Hariu County Mu	11,223.00	91,000.00	0.00	188,266.00
Total		260,400.86	1,182,673.78	332,667.41	3,796,148.64

7.1.1 External expertise and services

Contracting partner	Group of expenditure	Item no.	Specification	Investment item?	Group of activities no.	Planned contract value	
1. Free and Hansea	Communication	CAT4-PP1-C-0	Printing materials - visual materials e.g. roll ups beach flags etc 67 / 100 characters	No	N/A	5,000.00	
1. Free and Hansea	Events/meetings	CAT4-PP1-A-0	Fees for external conferences 3x Velo City & 3x Walk21 each 1850 64 / 100 characters	No	3.4	11,100.00	
1. Free and Hansea	Events/meetings	CAT4-PP1-A-0	Intrnaltional YRAM final conference, 200 participants, venue, coodination, promotion, speakers 94 / 100 characters	No	3.4	40,000.00	
1. Free and Hansea	Events/meetings	CAT4-PP1-A-0	Hamburg: Stakeholder Webinars/Workshops 2x/year= 6 altogether each 180,- 72 / 100 characters	No	2.2	1,080.00	
1. Free and Hansea	Events/meetings	CAT4-PP1-A-0	2 transfer event to other districts in hamburg WP3, 500*2 61 / 100 characters	No	3.2	1,000.00	
1. Free and Hansea	National control	CAT4-PP1-F-0	FLC - First Level Control for LEAD Partner, €1500*4 51 / 100 characters	No	N/A	6,000.00	
1. Free and Hansea	Project management	CAT4-PP1-D-0	Support for Project management, finance and communication 57 / 100 characters	No	N/A	360,000.00	
1. Free and Hansea	Specialist support	CAT4-PP1-E-0	Translations 12 / 100 characters	No	3.1 3.2 3.3	1,000.00	
1. Free and Hansea	Specialist support	CAT4-PP1-E-0	Feasability study on YRAM incl. online survey, (local/national/international), graphics WP3. 93 / 100 characters	No	3.1	42,000.00	
10. Tartu City Gove	Events/meetings	CAT4-PP10-A-	Partner meeting Tartu, 1 day P3: venue, food etc.combined with Tallinn 70 / 100 characters	No	2.1	2,000.38	
	Total					1,182,673.78	

Contracting partner	Group of expenditure	Item no.	Specification	Investment item?	Group of activities no.	Planned contract value
10. Tartu City Gove	Events/meetings	CAT4-PP10-A-	Winter cycling campaign communication material (50 / 100 characters)	No	2.4	4,000.00
10. Tartu City Gove	National control	CAT4-PP10-F-	FLC audits (10 / 100 characters)	No	N/A	4,000.00
10. Tartu City Gove	Specialist support	CAT4-PP10-E-	Feasbility study for YRAM integration in city investment plan. (62 / 100 characters)	No	3.1	13,000.00
11. Klaipeda PT aut	Other	CAT4-PP11-G-	FLC audits (10 / 100 characters)	No	N/A	4,000.00
11. Klaipeda PT aut	Other	CAT4-PP11-G-	Study for Year-Round Active Mobility integration with Public transport (70 / 100 characters)	No	2.4	15,000.00
11. Klaipeda PT aut	Other	CAT4-PP11-G-	Citizen activation communicaiton activities. (44 / 100 characters)	No	2.4	2,000.00
11. Klaipeda PT aut	Other	CAT4-PP11-G-	Local workshops with municipality and citizens (46 / 100 characters)	No	3.1	5,000.00
11. Klaipeda PT aut	Events/meetings	CAT4-PP11-A-	Partner Meeting Lithuania 3 days in P6, venue,food etc (54 / 100 characters)	No	3.2	5,000.00
12. Free and Hanse	National control	CAT4-PP12-F-	FLC audits, 3*1500 (18 / 100 characters)	No	N/A	4,500.00
12. Free and Hanse	Specialist support	CAT4-PP12-E-	Cost for installing hardware + and cost for all civil engineering at one intersection (86 / 100 characters)	No	2.3	240,000.00
13. Union of Hariu	Communication	CAT4-PP13-C-	Communication campaing YRAM towards citizens (44 / 100 characters)	No	2.4	10,000.00
13. Union of Hariu	Events/meetings	CAT4-PP13-A-	Partner Meeting Tallinn, 2 days in P3. venue, food etc.visits to municipalities, combined with Tartu (100 / 100 characters)	No	2.1	5,000.00
13. Union of Hariu	Events/meetings	CAT4-PP13-A-	Workshops with local municipalities, venue, food etc (53 / 100 characters)	No	2.4 3.1	4,000.00
	Total					1,182,673.78

Contracting partner	Group of expenditure	Item no.	Specification	Investment item?	Group of activities no.	Planned contract value
13. Union of Hariu	Specialist support	CAT4-PP13-E-	Municipal study, optimization of street space for YRAM (54 / 100 characters)	No	3.1	72,000.00
2. City of Lahti	Communication	CAT4-PP2-C-2	Marketing campaign for winter cycling (winter agents). (54 / 100 characters)	No	2.4	20,000.00
2. City of Lahti	Events/meetings	CAT4-PP2-A-2	Partner meeting in Lahti 3 days in P2 (37 / 100 characters)	No	1.5	6,000.00
2. City of Lahti	National control	CAT4-PP2-F-2	local FLC 6*800€. (17 / 100 characters)	No	N/A	4,800.00
2. City of Lahti	Specialist support	CAT4-PP2-E-2	Planning and re-programming traffc light systems. (49 / 100 characters)	No	1.3 2.3	50,000.00
2. City of Lahti	Specialist support	CAT4-PP2-E-2	Training material and training of staff. (40 / 100 characters)	No	2.3 3.1 3.3	15,000.00
2. City of Lahti	Specialist support	CAT4-PP2-E-3	Analysis of the maintenance feedback. (37 / 100 characters)	No	2.3	10,000.00
2. City of Lahti	Specialist support	CAT4-PP2-E-3	Sensor installation (city's service provider). (46 / 100 characters)	No	2.3	10,000.00
3. Umea	Communication	CAT4-PP3-C-3	Communication/marketing for campaigns; ads, films in social media, graphic design (81 / 100 characters)	No	2.4 3.1	19,800.00
3. Umea	Communication	CAT4-PP3-C-3	Kick-off partner meeting (24 / 100 characters)	No	N/A	7,000.00
3. Umea	Communication	CAT4-PP3-C-3	Printing materials, for example posters and table marketing ads to place at workplaces and schools (98 / 100 characters)	No	2.2 2.4 3.1	4,700.00
3. Umea	Specialist support	CAT4-PP3-E-3	Programming for weather/snow information for citizens (53 / 100 characters)	No	2.4	18,800.00
	Total					1,182,673.78

Contracting partner	Group of expenditure	Item no.	Specification	Investment item?	Group of activities no.	Planned contract value
3. Umea	Specialist support	CAT4-PP3-E-3	YRAM study of of urban redevelopment in city centre 51 / 100 characters	No	3.1	11,000.00
4. City of Gdynia	Events/meetings	CAT4-PP4-A-3	Partner meeting in Poland 3 days in P5, venue, food etc 55 / 100 characters	No	3.1	5,464.00
4. City of Gdynia	Specialist support	CAT4-PP4-E-3	Optimalization of traffic signalization taking into account weather conditions 78 / 100 characters	No	1.3 2.3	21,856.00
4. City of Gdynia	Specialist support	CAT4-PP4-E-3	Mobility campaigns in kindergartens 35 / 100 characters	No	2.4	15,299.19
4. City of Gdynia	Specialist support	CAT4-PP4-E-4	Study on integration of YRAM along Eurovélo network, part of transfer activity in WP3. 87 / 100 characters	No	3.1	18,577.60
5. Aalto University	Communication	CAT4-PP5-C-4	Academic publications 21 / 100 characters	No	2.5 3.4	2,000.00
5. Aalto University	Specialist support	CAT4-PP5-E-4	Training material/platform for traning of professionals 55 / 100 characters	No	3.3	1,000.00
5. Aalto University	Specialist support	CAT4-PP5-E-4	Interview transcription 23 / 100 characters	No	1.5	2,000.01
5. Aalto University	Specialist support	CAT4-PP5-E-4	Interactive, online/offline based design and formatting of BATS solution 72 / 100 characters	No	1.5 2.5	8,000.00
6. Tallinn Universitv	Communication	CAT4-PP6-C-4	Publications, open access, copy editing etc and other coms materials. 69 / 100 characters	No	2.1 3.3	4,000.00
6. Tallinn Universitv	Events/meetings	CAT4-PP6-A-4	Conference fees, arrangement meetings with local stakeholders (Ulemiste, Hartju County,providers) 97 / 100 characters	No	3.1 3.4	3,000.00
7. Gate21	Communication	CAT4-PP7-C-4	Communication material 26 / 100 characters	No	3.4	4,026.85
7. Gate21	Events/meetings	CAT4-PP7-A-4	Seminars on active mobility (speaker, meeting room, food and drinks) 68 / 100 characters	No	3.2	4,026.85
	Total					1,182,673.78

Contracting partner	Group of expenditure	Item no.	Specification	Investment item?	Group of activities no.	Planned contract value	
7. Gate21	Events/meetings	CAT4-PP7-A-4	Partner meeting in Denmark, in P4: venue food etc. 50 / 100 characters	No	2.5	6,040.23	
7. Gate21	National control	CAT4-PP7-F-5	Local FLC (6 * 8.500 DKK) 25 / 100 characters	No	N/A	6,845.64	
7. Gate21	Specialist support	CAT4-PP7-E-5	YRAM Study and action plan for danish municipalities 52 / 100 characters	No	3.1	0.00	
8. Kalundborg Muni	National control	CAT4-PP8-F-5	Local FLC (6 * 8.5000 DKK) 26 / 100 characters	No	N/A	6,845.64	
8. Kalundborg Muni	Specialist support	CAT4-PP8-E-5	Consultant pilot design, feasibility study and recommendations for selected measures. 85 / 100 characters	No	1.2 2.2	13,423.70	
8. Kalundborg Muni	Specialist support	CAT4-PP8-E-5	Consultant pilot construction, installation of light, sensors etc. 66 / 100 characters	No	2.2	6,711.41	
8. Kalundborg Muni	Specialist support	CAT4-PP8-E-5	Development of incentives, analysis of needs by users and recommendation of measures. 90 / 100 characters	No	1.4 2.4	13,426.27	
9. Swedish Cycling	Communication	CAT4-PP9-C-5	Roll-ups, flyers, posters and digitial communicatons such as sponsored ads in social media etc 94 / 100 characters	No	3.2 3.4	2,000.00	
9. Swedish Cycling	Specialist support	CAT4-PP9-E-5	Cyclist survey and report - specialist support. 47 / 100 characters	No	1.2 1.3 1.4	1,250.00	
9. Swedish Cycling	Specialist support	CAT4-PP9-E-5	Municipal survey and report - specialist support 48 / 100 characters	No	3.3	3,100.01	
	Total					1,182,673.78	

7.1.2 Equipment

Contracting partner	Group of expenditure	Item no.	Specification	Investment item?	Group of activities no.	Planned contract value	
2. City of Lahti	IT hardware and soft	CAT5-PP2-B-0	IT system software. (19 / 100 characters)	No	2.3	40,000.00	
2. City of Lahti	Tools or devices	CAT5-PP2-F-0	Sensors. (8 / 100 characters)	No	2.3	15,000.00	
8. Kalundborg Muni	Tools or devices	CAT5-PP8-F-0	Innovative lighting equipment (average 5.000 DKK * 20) (54 / 100 characters)	No	2.2	13,422.82	
8. Kalundborg Muni	Tools or devices	CAT5-PP8-F-0	Multisensor equipment (average 1.000 DKK * 50) (46 / 100 characters)	No	2.2	6,711.41	
8. Kalundborg Muni	IT hardware and soft	CAT5-PP8-B-0	Camera /infrared /radar solutions (average 5.000 DKK * 10) (59 / 100 characters)	No	2.2	6,711.41	
8. Kalundborg Muni	Other specific equip	CAT5-PP8-H-0	Biking facilities (pumps and tools, visualisation, etc.) (56 / 100 characters)	No	2.4	26,845.64	
11. Klaipeda PT aut	Other specific equip	CAT5-PP11-H-	Equipment winter cycling around park & ride or bike parking. (60 / 100 characters)	No	2.3	2,000.00	
	Total					332,667.41	

Contracting partner	Group of expenditure	Item no.	Specification	Investment item?	Group of activities no.	Planned contract value
10. Tartu City Gove	Other specific equip	CAT5-PP10-H-	Winter cycling equipment, eg winter tyres, lights, reflectors etc (65 / 100 characters)	No	2.4	2,000.00
1. Free and Hansea	IT hardware and soft	CAT5-PP1-B-0	Projector plus specific walking/cycling Logo (6x- each 500,-) (62 / 100 characters)	No	2.2	3,000.00
1. Free and Hansea	Tools or devices	CAT5-PP1-F-1	External costs for (de-/assembly of projectors) 6x each 600,- (66 / 100 characters)	No	2.2	3,600.00
1. Free and Hansea	Other specific equip	CAT5-PP1-H-1	(self luminous) lighting stones (size 10x10 cm) for walking incentives (tunnels)- 350 stones (92 / 100 characters)	No	2.2	3,900.00
4. City of Gdynia	Tools or devices	CAT5-PP4-F-1	Smart traffic lightings on pedestrian and cycling crossings (thermovision) (74 / 100 characters)	No	2.3	50,006.53
4. City of Gdynia	Vehicles	CAT5-PP4-G-1	Mobility microhubs in kindergartens (35 / 100 characters)	No	2.4	34,969.60
5. Aalto University	IT hardware and soft	CAT5-PP5-B-1	Software licence for Collaborative work on framework (52 / 100 characters)	No	2.5	2,000.00
12. Free and Hanse	IT hardware and soft	CAT5-PP12-B-	camera sensors at an intersection (33 / 100 characters)	No	2.3	40,000.00
12. Free and Hanse	IT hardware and soft	CAT5-PP12-B-	Roadside ITS-Stations + Hardware for installing the R-ITS-S (59 / 100 characters)	No	2.3	15,000.00
3. Umea	Tools or devices	CAT5-PP3-F-1	LED-lights that is adaptable for seasons and lights adapted for proximity of people (83 / 100 characters)	No	2.2	18,800.00
3. Umea	Tools or devices	CAT5-PP3-F-1	Sensors - measuring/counting bike flows (4) (42 / 100 characters)	No	2.2 2.4	19,000.00
3. Umea	Tools or devices	CAT5-PP3-F-1	Equipment to sustain function for cold weather (winter support) for bike station (80 / 100 characters)	No	2.4	16,500.00
	Total					332,667.41

Contracting partner	Group of expenditure	Item no.	Specification	Investment item?	Group of activities no.	Planned contract value	
3. Umea	Tools or devices	CAT5-PP3-F-2	GPS sensors/data collection from snow cleaning vehicles as data input for snow cleaning app 91 / 100 characters	No	2.4	13,200.00	
	Total					332,667.41	

7.1.3 Infrastructure and works

Contracting partner	Group of expenditure	Item no.	Specification	Investment item?	Group of activities no.	Planned contract value	
Please select	Please select	CAT6-PP--01	 0 / 100 characters	Please select		0.00	
	Total					0.00	

7.2 Planned project budget per funding source & per partner

No. & role	Partner name	Partner status	Country	Funding source	Co-financing rate [in %]	Total [in EUR]	Programme co-financing [in EUR]	Own contribution [in EUR]	State aid instrument
1-LP	Free and Hanseatic City of Hamburg-Borough of Altona	Active 22/09/2022	DE	ERDF	80.00 %	662,672.00	530,137.60	132,534.40	For each partner, the State aid relevance and applied aid measure are defined in the **State aid section**
2-PP	City of Lahti	Active 22/09/2022	FI	ERDF	80.00 %	440,461.60	352,369.28	88,092.32	
3-PP	Umea	Active 22/09/2022	SE	ERDF	80.00 %	486,826.50	389,461.20	97,365.30	
4-PP	City of Gdynia	Active 22/09/2022	PL	ERDF	80.00 %	375,471.05	300,376.84	75,094.21	
5-PP	Aalto University	Active 22/09/2022	FI	ERDF	80.00 %	278,441.69	222,753.35	55,688.34	
6-PP	Tallinn University of Technology – TalTech	Active 22/09/2022	EE	ERDF	80.00 %	201,532.00	161,225.60	40,306.40	
7-PP	Gate21	Active 22/09/2022	DK	ERDF	80.00 %	201,101.14	160,880.91	40,220.23	
8-PP	Kalundborg Municipality	Active 22/09/2022	DK	ERDF	80.00 %	321,404.96	257,123.96	64,281.00	
9-PP	Swedish Cycling Advocacy Organization	Active 22/09/2022	SE	ERDF	80.00 %	69,531.32	55,625.05	13,906.27	
10-PP	Tartu City Government	Active 22/09/2022	EE	ERDF	80.00 %	83,359.98	66,687.98	16,672.00	
11-PP	Klaipeda PT authority	Active 22/09/2022	LT	ERDF	80.00 %	92,030.40	73,624.32	18,406.08	
12-PP	Free and Hanseatic City Hamburg - LSBG	Active 22/09/2022	DE	ERDF	80.00 %	395,050.00	316,040.00	79,010.00	
13-PP	Union of Harju County Municipalities	Active 22/09/2022	EE	ERDF	80.00 %	188,266.00	150,612.80	37,653.20	
Total ERDF						3,796,148.64	3,036,918.89	759,229.75	
Total						3,796,148.64	3,036,918.89	759,229.75	

7.3 Spending plan per reporting period

	EU partners (ERDF)		Norwegian partners (Norway)		Total	
	Total	Programme co-financing	Total	Programme co-financing	Total	Programme co-financing
Preparation costs	24,000.00	19,200.00	0.00	0.00	24,000.00	19,200.00
Period 1	457,875.17	366,300.13	0.00	0.00	457,875.17	366,300.13
Period 2	501,924.92	401,539.93	0.00	0.00	501,924.92	401,539.93
Period 3	834,961.60	667,969.28	0.00	0.00	834,961.60	667,969.28
Period 4	868,228.44	694,582.75	0.00	0.00	868,228.44	694,582.75
Period 5	594,325.51	475,460.40	0.00	0.00	594,325.51	475,460.40
Period 6	514,833.00	411,866.40	0.00	0.00	514,833.00	411,866.40
Total	3,796,148.64	3,036,918.89	0.00	0.00	3,796,148.64	3,036,918.89