

Step 1 INTERREG VB NWE Application Form

A. PROJECT OVERVIEW

Project identification

Project title	Low-carbon inter-modal e-bike link		
Project acronym	Linkk	Project Number	NWE 790
Name of the Lead partner organisation in English	University College Cork		
Project duration in months	36 months		
Programme priority	Priority Axis 2 Low carbon		
Programme priority specific objective	SO4: To facilitate the implementation of transnational low-carbon solutions in transport systems to reduce GHG emissions in NWE		

Project summary

Please give a short description of the project in the four languages of the Programme:

Issue:

- Which issue/challenge will the project address?
- Where will the project address it (territory)?

Change:

- How will the project change the current situation? Please quantify (in value and/or volume) the estimated net change on the territory.

Outputs:

- Which main outputs/pilots/investments are envisaged?

Long term effects:

- How and where will the project sustain and roll-out its main outputs/pilots/investments after the end of the project?

DE

E-Bikes können ein lebensfähiger und attraktiver kohlenstoffarmer Verkehrsträger sein, sofern sie allgegenwärtig sind und Zugang zu universellen Lademöglichkeiten haben. Derzeit benötigen E-Bikes eine Plug-In-Ladestation, die erhebliche Änderungen am E-Bike und die Notwendigkeit von Kabelverbindungen im öffentlichen Raum erfordert. Standard-E-Bike-Mietsysteme unterhalten eigene Ladelösungen, auf die private E-Bike-Nutzer keinen Zugriff haben. Um die Nutzung von E-Bikes zu fördern, ist eine universelle Ladelösung erforderlich, auf die Miet-, Gemeinschafts- und private E-Bikes zugreifen können. Das Projekt wird in öffentlichen und privaten Räumen getestet, wo die Ladeeinrichtung von Miet-, Anteils- und Privatnutzern erschlossen wird.

Die Lösung wird sich auf die Ersetzung anderer Verkehrsmittel durch E-Bikes konzentrieren und regelmäßige Pendelfahrten, gelegentliche Fahrten und Auslieferungen für verschiedene Benutzergruppen, jung und alt, einschließlich der älteren und weniger mobilen Teile der Gesellschaft, abdecken. E-Bike% fährt bei UCC: 0,02 bis 0,06; Dingle-Insel: 0,01 bis 0,03; Birmingham: 0,03 bis 0,09; EuroVelo 1:

Der von Sciynt entwickeltes universelles Labor-Prototyp eines kabellosen Ladegeräts erfordert zusätzliche Entwicklung, um bei den fokussierten Piloten im großen Maßstab getestet zu werden. Die Investition wird für die Technologieentwicklung und ihre Umsetzung sein. Das wichtigste Ergebnis wird die Entwicklung eines universellen, kabellosen Ladegeräts sein, das in einer öffentlichen drahtlosen Ladeinfrastruktur implementiert wird und in ländlichen und städtischen Umgebungen getestet wird. Die Erweiterung wird Diskussionen mit Stakeholdern wie Regierungs- und Nichtregierungsinstitutionen beinhalten, um sicherzustellen, dass Infrastrukturen wie Radwege und intermodale Verbindungen zum öffentlichen Verkehr einbezogen werden. Die Lösung wird erweitert und in Verbindung mit dem Ausbau der Fahrradinfrastruktur integriert.

EN

Issue: E-Bikes can be a viable and attractive low carbon mode of transport, provided they are ubiquitous and have access to universal charging facilities. At present e-bikes require a plug-in charging facility requiring substantial modification to the e-bike and the need for cable connections, in public space. Standard e-bike rental systems maintain their own charging solutions, that cannot be accessed by private e-bike users. Encouraging use of e-bikes will require a universal charging solution that can be accessed by rental, shared and private e-bikes. The project will be tested in public and private space, where the charging facility is accessed by rental, share and private users at the UCC Campus, Dingle Isle, Birmingham City and on EuroVelo 1 Inverness-Cromarty.

Change: The solution will focus on the replacement of other forms of transport with e-bikes and will cover regular commutes, casual trips and deliveries for various user groups both young and old, including the aged and less mobile sections of society. E-Bike % trips at UCC: 0.1 to 0.3; Dingle Isle: 0.01 to 0.03; Birmingham: 0.03 to 0.09.

The universal wireless charger lab prototype, developed by Sciyent, requires additional development, to be tested at scale in the focussed pilots. The investment will be for the technology development and its implementation. The main output will be the development of a field-ready universal wireless charger, which will be implemented in a public wireless charging infrastructure, to be tested in rural and urban settings as a peer-to-peer sharing, or rental scenario. The expansion will include discussions with stake holders such as governmental and non-governmental institutes, in ensuring infrastructure such as bike paths and inter-modal links to public transport are factored-in.

The solution will be expanded and integrated in the pilot areas, in conjunction with the expansion of cycling infrastructure, as in the CHIPS project.

FR

Les vélos électriques peuvent être un moyen de transport à faible émission de carbone, viable et attrayant, à condition qu'ils soient omniprésents et qu'ils aient accès à des installations de recharge universelles. À l'heure actuelle, les vélos électriques requièrent une installation de recharge nécessitant une modification substantielle de l'e-bike et le besoin de connexions par câble, dans l'espace public. Les systèmes de location de vélos électriques standard ont leurs propres solutions de recharge, auxquelles les utilisateurs de vélos électriques privés n'ont pas accès. Encourager l'utilisation des vélos électriques nécessitera une solution de recharge universelle accessible à partir de vélos électriques loués, partagés et privés. Le projet sera testé dans des espaces publics et privés.

La solution se concentrera sur le remplacement des autres formes de transport par des vélos électriques et couvrira les trajets réguliers, les voyages occasionnels et les livraisons pour divers groupes d'utilisateurs, jeunes et moins jeunes, y compris les groupes les plus âgés et les moins mobiles. E-Bike% voyages à UCC: 0,02 à 0,06; Île de Dingle: 0,01 à 0,03; Birmingham: 0,03 à 0,09; EuroVelo 1: pas de données

Le prototype de laboratoire de chargeur sans fil universel, développé par Sciyent, nécessite un développement supplémentaire, à tester à grande échelle chez les pilotes ciblés. L'investissement sera pour le développement de la technologie et sa mise en œuvre. Le principal résultat sera le développement d'un chargeur sans fil universel prêt à l'emploi. L'expansion comprendra des discussions avec les parties prenantes, telles que les instituts gouvernementaux et non gouvernementaux, pour s'assurer que les infrastructures telles que les pistes cyclables et les liaisons intermodales vers les transports publics sont prises en compte. La solution sera étendue et intégrée dans les zones pilotes.

NL

E-bike kunnen een levensvatbare en aantrekkelijke koolstofarme vervoerswijze zijn, mits ze alomtegenwoordig zijn en toegang hebben tot universele oplaadfaciliteiten. Tegenwoordig hebben e-bikes een oplaadvoorziening nodig die een aanzienlijke aanpassing van de e-bike en de behoefte aan kabelverbindingen in de openbare ruimte vereist. Standaard e-bike-huursystemen onderhouden hun eigen laadoplossingen, die niet toegankelijk zijn voor privé-e-bike-gebruikers. Het aanmoedigen van het gebruik van e-bikes vereist een universele oplaadoplossing die toegankelijk is voor verhuur, gedeelde en privé e-bikes. Het project zal worden getest in de publieke en private ruimte, waar de oplaadfaciliteit wordt gebruikt door verhuur-, deel- en privégebruikers.

De oplossing zal gericht zijn op de vervanging van andere vormen van vervoer door e-bikes en zal betrekking hebben op reguliere woon-werkverkeer, informele reizen en leveringen voor verschillende gebruikersgroepen, zowel jong als oud, met inbegrip van de verouderde en minder mobiele delen van de samenleving. E-bike% -trips bij UCC: 0,02 tot 0,06; Dingle Isle: 0,01 tot 0,03; Birmingham: 0,03 tot 0,09; EuroVelo 1: geen gegevens

uitgangen:

Het universele prototype van het draadloze opladerlaboratorium, ontwikkeld door Sciyent, vereist extra ontwikkeling, om op schaal te worden getest in de gefocuste piloten. De investering zal zijn voor de technologische ontwikkeling en de implementatie ervan. De belangrijkste output zal de ontwikkeling zijn van een veldklare universele draadloze oplader, die zal worden geïmplementeerd in een openbare draadloze oplaadinfrastructuur, om te worden getest in landelijke en stedelijke omgevingen als een peer-to-peer-sharing- of huurscenario. De uitbreiding zal besprekingen omvatten met belanghebbenden zoals gouvernementele en niet-gouvernementele instellingen, om ervoor te zorgen dat infrastructuur zoals fietspaden en intermodale verbindingen met het openbaar vervoer worden meegerekend.

Indicative budget

Total indicative budget envisaged (including investments)			
Total budget	1 200 000.00 €	Total ERDF budget	700 000.00 €
Specific budget for investments			
Total investment budget	270 000.00 €	Total investment ERDF budget	170 000.00 €

B. PARTNERSHIP

Strategic concept of the partnership

- What type of organisations does the project require?
- How should roles be distributed?
- How will this partnership be further developed in Step 2?

Organisations

This project has a technology partner (Sciyyent), a research institute (UCC), a public authority (Birmingham) and two NGOs (Dingle Hub and Transition Network).

Lead, Research & Pilot Partner

UCC is the first university in the world to be awarded a Green Flag from the Foundation for Environmental Education. The university is a "Living Laboratory", where solutions to major societal challenges are tested and demonstrated on campus. The Environmental Research Institute (ERI) has significant expertise in transport and transitions to a low carbon future. The institute supports transdisciplinary research across key strategic themes including sustainability and climate action. The institute holds observer status on the UNFCCC.

Pilot Partner

The Dingle Hub is a community enterprise aimed at facilitating innovation and promoting sustainable growth in rural communities in Ireland. A collaboration with the Irish Electricity Supply Board will test new infrastructure for low carbon technologies such as solar panels, EV charging and battery storage.

Pilot Partner

Birmingham is procuring a city centre bike hire scheme with partner authorities that form the Combined West Midlands Authority. The scheme with 1,000 bikes will be a docked cycle hire scheme, with conventional pedal bikes. This is part of wider modal shift initiatives in Birmingham to encourage people to replace motor vehicles with more sustainable transport and forms part of health initiatives. This project will enhance the cycle hire scheme by including e-bikes with charging points.

Pilot Partner

Transition Network raises awareness on challenges of Peak Oil and Climate Change and the need to develop a low carbon, sustainable future through ethical, social, cultural, economic, environmental and community action; and to promote, encourage and support the development of education and research concerning areas affected by resource depletion.

Technology Partner

Sciyyent is a technology enterprise based in Zurich working on sustainable mobility solutions with e-bikes, with the primary focus on the development of a universal wireless charging solution. Sciyyent has developed an innovative wireless charging solution that bridges the gap that present-day wireless charging solutions have, bringing a universal wireless charging device close to market implementation.

How will roles be distributed

UCC - will lead the project management and coordination and act as a test site across multiple locations. The pilot will showcase the solution for students, faculty and Cork city.

Dingle - demonstrating rural setting on the edge of Europe with high tourist traffic, potential to trial system whereby local population owns bikes and rent to visitors for short tourist trips.

Transition Network - a rural setting with high motorized local and tourist traffic. The scheme will have e-bikes and chargers to encourage tourist and local traffic using e-bikes.

Birmingham - demonstrating in a high-density urban area

Sciyyent - technological innovation and expertise.

How will the partnership be further developed?

To move from stage 1 to stage 2 will require a more formal bringing together of the project consortium. Many of the organisations, particularly the enabling ones, listed above have a successful history of working together in similar ways. The network in effect already exists and it will be a case of expanding the consortium, bringing in new capabilities. The current partners are also in discussion with the province of Vlaams-Brabant in Belgium which coordinates the Interreg NWE funded project CHIPS (Cycle Highways Innovation for smarter People Transport and Spatial Planning). The group is interested in becoming an associate partner later.

Birmingham is in discussion with firms on CSR programmes. For example, Coca-Cola with Parklives, HSBC Cycling, Telefonica (O2).

List of partners

Partner number	Name of the organisation	Abbreviation	Country
1	Coláiste na hOllscoile Corcaigh	UCC	IRELAND
2	Sciyyent GmbH	Sciyyent	SCHWEIZ/SUISSE/SVITZERLAND
3	Mol Teic Daingean Uí Chúis	Dingle Hub	IRELAND
4	Birmingham City Council	BCC	UNITED KINGDOM
5	Transition Black Isle	TBI	UNITED KINGDOM



Partner description

Partner number	Partner role in the project	Partner status in the project
1	LP	Confirmed participation
Name of organisation in original language	Coláiste na hOllscoile Corcaigh	
Name of organisation in English	University College Cork	
Abbreviation of organisation	UCC	
Legal status	public	
Profit	Non-profit	
Type of partner	higher education and research	
Main address	Western Road , T12 YN60 Cork	
NUTS3 Code	IE025	
Legal representative	Office of Corporate and Legal Affairs	
E-mail	ahuggard@ucc.ie	
Telephone	021 4903579	
Contact person for the application	Maria Kirrane	
E-mail	m.kirrane@ucc.ie	
Telephone	021 4903271	
Co-financing source	ERDF	
Organisation's core business	Education and Research	
Main role in the project	UCC - will lead the project management and coordination and act as a test site across multiple locations. The pilot will showcase the solution for students, faculty and Cork city.	
Activities in the project	Leading management, financing and communications of the consortium, piloting e-bike charging infrastructure across multiple sites.	

Partner number	Partner role in the project	Partner status in the project
2	PP	Confirmed participation
Name of organisation in original language	Sciyent GmbH	
Name of organisation in English	Sciyent LLC	
Abbreviation of organisation	Sciyent	
Legal status	private	
Profit	Profit	
Type of partner	enterprise, excluding SME	
Main address	Hedwigstrasse 3, 8032 Zurich,	
NUTS3 Code	CH040	
Legal representative	Prith David	
E-mail	ceo.sciyent@gmail.com	
Telephone	41 78 635 24 95	
Contact person for the application	Prith David	
E-mail	ceo.sciyent@gmail.com	
Telephone	41 78 635 24 95	
Co-financing source	ERDFe	
Organisation's core business	Development of wireless charging solutions for light electric vehicles (LEVs)	
Main role in the project	Technology partner	
Activities in the project	Technology development	



Partner number	Partner role in the project	Partner status in the project
3	PP	Confirmed participation
Name of organisation in original language	Mol Teic Daingean Uí Chúis	
Name of organisation in English	Dingle Creativity and Innovation Hub	
Abbreviation of organisation	Dingle Hub	
Legal status	public	
Profit	Non-profit	
Type of partner	interest groups including NGOs	
Main address	Cúilín , V92 Y23W Dingle	
NUTS3 Code	IE025	
Legal representative	John Sheehy	
E-mail	info@dinglehub.com	
Telephone	066 915 0140	
Contact person for the application	Gary Delaney	
E-mail	delaneydingle@eircom.net	
Telephone	087 253 6126	
Co-financing source	ERDF	
Organisation's core business	Dingle Hub is a community enterprise initiative set up to help deliver significant well paid employment to Dingle and the Dingle Peninsula promoting sustainable growth in rural Ireland.	
Main role in the project	Test site - rural tourist location on the Atlantic fringe of western Europe.	
Activities in the project	A recent collaboration with the Irish Electricity Supply Board (ESB) will test new infrastructures for low carbon technologies including solar panels, EV charging, and battery storage. Dingle Hub will be the base for all of the ESB research and will allow for collaboration with all parties involved leading to the Hub being a vital component of the whole process. Dingle Hub will test the impact of the infrastructure on sustainable tourism.	



Partner number	Partner role in the project	Partner status in the project
4	PP	Confirmed participation
Name of organisation in original language	Birmingham City Council	
Name of organisation in English	Birmingham City Council	
Abbreviation of organisation	BCC	
Legal status	public	
Profit	Non-profit	
Type of partner	local public authority	
Main address	Room M49,Council House,Victoria Square, , B1 1BB Birmingham	
NUTS3 Code	UKG31	
Legal representative	Kate Charlton	
E-mail	kate.charlton@birmingham.gov.uk	
Telephone		
Contact person for the application	Steven Rose	
E-mail	Steven.Rose@birmingham.gov.uk	
Telephone		
Co-financing source	ERDF	
Organisation's core business	Local Authority - officially responsible for public services and facilities in Birmingham.	
Main role in the project	Test site - urban	
Activities in the project	Integrating with existing bike rental network	

Partner number	Partner role in the project	Partner status in the project
5	PP	Confirmed participation
Name of organisation in original language	Transition Black Isle	
Name of organisation in English	Transition Black Isle	
Abbreviation of organisation	TBI	
Legal status	public	
Profit	Non-profit	
Type of partner	local public authority	
Main address	Glachbeg, Allanglach Wood, , IV1 3XD. North Kessock,	
NUTS3 Code	UKM62	
Legal representative	Martin Sherring	
E-mail	martin@pennyandmartin.co.uk	
Telephone		
Contact person for the application	Anne Thomas	
E-mail	info@transitionblackisle.org	
Telephone		
Co-financing source	ERDF	
Organisation's core business	Raise awareness of the issues associated with the twin challenges of Peak Oil and Climate Change and develop a low carbon, sustainable future through ethical, social, cultural, economic, environmental and community action	
Main role in the project	Test-site	
Activities in the project	Test infrastructure in rural area on edge of Europe, social inclusion dimension.	

C. PROJECT DESCRIPTION

Project relevance

Context and territorial analysis

- What socio-economic issue / challenge in NWE is your project addressing?
- What are the current situation and trends in the sector / field addressed by your project?
- What can be the added value of territorial cooperation in North West Europe in this sector / field?

This project will address the challenge of carbon emissions from road traffic in both urban and rural settings of North Western Europe. Specifically, the uptake of electric bicycles that are supported by a hi-tech infrastructure designed to improve mobility will be assessed. Transport accounts for one quarter of greenhouse gas emissions in Europe; within that sector three-quarters of the emissions are caused by road traffic (European Commission, 2017). While increasing uptake of electric cars reduces GHG emissions, it does not relieve congestion. Transport is also the main contributor to air pollution in European cities (European Commission, 2017). The project will also address the socio-economic issue of transport poverty in rural areas of the Atlantic fringe region.

Current situation

Across the EU 83% of journeys continue to be taken by car (Eurostat, 2013). Among the most significant barriers to sustainable transport in Ireland are lack of reliable and efficient cycling facilities and a limited range of alternative fuels and vehicles (EPA, 2011). Ireland has set a target of having 50,000 Electric Vehicles on the road by 2020 and a modal share of 10% of all journeys to be undertaken by bike. Currently, Ireland has among the lowest number of bike sales per head in the EU; the UK on the other hand has a high number of sales, yet a low correlation between sales and the use of bicycles as the main mode of transport (European Cycling Federation, 2015). Therefore, while cycling is a popular exercise in the focus region, there are significant barriers to its uptake as a main mode of transport.

The project builds on significant uptake of shared bike rental schemes in Cork and Birmingham. Fiscal incentives have also resulted in a measured increase in bike purchases in the UK and Ireland (European Cycling Federation, 2015), however as mentioned, this does not necessarily translate into a change in modal share. Through improved infrastructure and undertaking of attitudinal surveys of focus groups, the project will assess the barriers and potential to increase the modal share of e-bicycles. The project will provide a flexible model of transportation, suited to the needs of all ages and fitness levels. It will tackle carbon emissions, as well as issues of transport poverty in both urban and rural regions. The transformation will be delivered by a series of models that can be adapted to other sites and contribute to a low carbon, socially inclusive transition in the regions.

Added value of cooperation

The project will take an innovative technology and test it in a variety of settings across two countries that suffer from a lack of uptake in cycling. The added value of territorial cooperation will be in sharing experiences from each region which will enable a better understanding of the barriers and/or incentives to the uptake of low carbon transport options. The regions will benefit significantly from being the demonstration sites for this technology, with a network of electric bicycles and supporting infrastructure provided to the focus groups. The knowledge gained as part of this project may inform future investment in similar schemes.

Project scope

- What will be the project's specific focus within the sector / field?
- How is the project going beyond the existing situation and / or practices in the sector / field?
- What are the main outputs / pilots / investments envisaged?

What will be the project's specific focus within the sector / field?

The focus of the project is to test whether public charging facilities will lead to a better uptake of electric bicycles for commutes and other trips. This is to be done by providing for a wireless charging system. In the project, where e-bikes will be provided to focus groups, who will replace their current transport mode with e-bikes.

How is the project going beyond the existing situation and / or practices in the sector / field?

Sciyent has developed a prototype of a universal wireless charging device that will provide for a public, easily accessible charging technology for electric bicycles. Larger electric vehicles have, in the meantime, access to public charging infrastructure. The limited but growing uptake of electric bicycles in the test territories raises the need for improved supporting infrastructure. In contrast to cars, where the charging logic is on board and the charging device provides a standard power source, the universal wireless charging device needs to replicate multiple charging devices, unique to each electric vehicle. In a growing sharing economy, where transport modes are shared with multiple participants, it is expected that electric bicycles could also be shared among multiple users. Rental cycles are finding favour with urban and peri-urban customers, including within the test sites of this project. In other areas, similar rental systems are being tested with electric bicycles and are popular with large sections of society. The biggest hurdle in running and expanding such rental systems has been investment and operating costs that increase with electric bicycles and their requisite charging infrastructure, making it difficult for many cities to expand these rental services.

One cause for the increased cost is the specially adapted electric bicycles with their docking stations. The charging infrastructure is, as a result, only accessible by these vehicles, effectively barring private electric bicycles access. A potential mitigating element could lie in using off-the-shelf electric bicycles and opening the charging infrastructure to private electric bicycles. The potential for misuse can be limited, by providing for a peer-to-peer sharing system that restricts general public access. A public charging solution is a suitable adjunct, to the above described system that can contribute to reduced costs and a larger uptake of electric cycle use in many circles. One particular use-case scenario will be a field-test where local populations use electric bicycles for their own use and offer these electric bicycles to tourists, for a limited period.

What are the main outputs / pilots / investments envisaged?

The main output will be a network of shared electric bicycle schemes across the test sites that have the potential to increase uptake of further electric bicycles within the regions, with the potential to impact modal share of cycling in the regions and therefore improve progress toward national and international targets in relation to modal share and carbon emissions. The project will deliver a proof of concept and series of models that can be adapted for other locations within the test region and beyond. Aside from the measurable impact on carbon emissions, improved social inclusion in Atlantic fringe communities through a flexible mode of transport that suits all ages and fitness levels could be transformative to the region. A further output will be a trialled and tested social enterprise business model for e-bikes

Cooperation intensity

Cooperation criteria	Description
Joint Development	The work plan has been designed by all the partners through regular communication throughout its development. All partners have defined roles, specific to their expertise and knowledge sharing is a key output of the project.
Joint implementation and evaluation	Multiple partners will work across each workpackage, UCC as lead organisation will have overall responsibility for coordination and implementation and has significant experience in this regard. Exchanges and an online platform for communication will be developed.
Joint Staffing	A project manager will be appointed to coordinate implementation of the project, exchange of knowledge and overall communications. Staff time will be allocated by each partner, and regular project meetings (3 monthly by Skype, 6 monthly in person) will be held.
Joint Financing	It is recognised that the project will have one single budget and that this will be held by the lead partner, UCC. UCC have significant experience in leading on European project and holding joint budgets.
Joint communication	A dedicated person will be appointed to oversee communications and a communication strategy, which covers all platforms and types of communications, will be developed. A website will be developed which will include a discussion forum and document sharing.
Joint decision-making	A steering committee of all partners will be established if the project is successful, with regular meetings (3 monthly by Skype, 6 monthly in person) to be held.
Exchange of knowledge/experience	Knowledge will be exchanged through regular meetings, and the use of an online platform for sharing documents/data/resources. Stakeholder will be identified in the development of the communication strategy, and targeted communications via online, social.
Joint enabling of long-term effects	All partners will benefit from roll-out of this technology and are therefore committed to extending the impact of the project, both in time and location. A roll-out strategy for the test sites, to go beyond the 36-month duration, will be developed.

Objective, expected result and long-term effects

Programme priority specific objective (SO)

Select the programme priority specific objective the project will contribute to.

SO4: To facilitate the implementation of transnational low-carbon solutions in transport systems to reduce GHG emissions in NWE

Project objective

Please define precisely the objective of the project and what it aims to achieve (what, for whom, where).

The project will bring a universal wireless charging demonstrator that will be tested in real-life scenarios, with the focus of making a substantive and verifiable shift to a low carbon transport solution with electric cycles with the aim of making typical urban and peri-urban transport feasible and attractive.

Project baseline

Please describe and quantify the project's baseline (current situation).

E-Bike usage baseline UCC: 0.1% Dingle: 0.01% Birmingham: 0.04% EuroVelo 1 (Inverness – Cromarty): 0.01%

Project result

Please quantify (in value and/or volume) the estimated net change on the territory.

When the project ends

UCC: 0.3% Dingle: 0.03% Birmingham: 0.05% EuroVelo 1 (Inverness – Cromarty): 0.02% Niche level demonstration, where output is a proof of concept of this type of infrastructure across test sites. UCC provides evidence of potential for e-bike infrastructure across Cork city, facilitating movement in an expanding city. The BCC case study demonstrates the integration of various bike rental schemes to provide a multi-option resource for sustainable transport. Dingle - sustainable tourism.

5 years after the project ends

UCC: 0.9% Dingle: 2% Birmingham: 0.1% EuroVelo 1 (Inverness – Cromarty): 0.06% Further development of partnership and investments expands infrastructure to other locations.

10 years after the project ends

UCC: 3% Dingle: 10% Birmingham: 1% EuroVelo 1 (Inverness – Cromarty): 0.1% E-Bike infrastructure a key factor of low carbon transition and enhanced social inclusion.

Lead applicant confirmation

By submitting the application form the Lead Partner on behalf of all partners confirms that:

- the project is in line with the relevant EU and national and regional legislation and policies of the regions and countries involved;
- the Lead Partner and the project partners will act according to the provisions of the relevant national and EU regulations, especially regarding structural funds, public procurement, state aid, equal opportunities and sustainable development, as well as the specific provisions of the programme;
- the information in the application form is accurate and true to the best knowledge of the lead partner.