

Competition Manual

Grant for
Permanent Sustainable Mobility
Measures Competition
as part of the

EUROPEAN MOBILITY WEEK

16-22 September

Malta 2020



Table of Contents

1 Permanent Measures Competition 2020	4
1.1 Preamble.....	4
1.2 Theme for 2020.....	5
2 Regulations.....	6
2.1 Eligible Participants the Permanent Measures Competition.....	6
2.2 Funding Rules.....	7
2.2.1 Available Grants.....	7
2.2.2 Financing.....	7
2.2.3 Eligible Measures	9
2.2.4 Funding Themes.....	10
2.4 Evaluation Process and Criteria	12
2.4.1 Evaluation Process	12
2.4.2 Evaluation Criteria	13
2.5 Measure Implementation.....	15
3 Guidelines to the Application Form.....	17
3.1 Application Procedure	17
3.2 Application Form Notes	18
3.2.1 The Applicant	18
3.2.2 Detailed Description of the Permanent Sustainable Mobility Measure	18
3.2.3 Data Collection.....	18
3.2.4 Measure Implementation	19
3.2.5 Measure Budget.....	19
3.2.6 Communication Strategy	20

4 Previous Editions.....	20
3.1 Valletta VATIS Project	20
3.2 Green Transport on Demand service in Bormla, Pieta’ and Għajnsielem.....	21
3.3 E-Bike Sharing at St. Paul’s Bay	21
3.4 Smart Parking System in Qormi	22
3.5 Green Mobility in San Lawrenz	22
3.6 Cycling in Dingli.....	23
3.7 Provision of Electric scooters at Għarb.....	23
3.8 School-zone Pedestrianised Super Block in Żabbar	23
3.9 Cargo bikes in Żebbuġ.....	24
3.10 Pedestrianisation in Hamrun	24
5 Gantt Chart Template.....	25
6 References.....	26

1 Permanent Measures Competition 2020

1.1 Preamble

This competition forms part of the EUROPEAN**MOBILITY**WEEK and the EUROPEAN**MOBILITY**WEEK (EMW) Committee headed by Transport Malta is once again launching its annual Competition to implement Permanent Sustainable Mobility Measures in localities around Malta and Gozo.

The funds awarded as a result of this competition are aimed to instill green transport planning at local level and to promote sustainable mobility practices in Malta. Measures to be funded are to be specific and tangible with the aim to clearly demonstrate and promote clean, sustainable and accessible mobility practices.

As part of this competition, Local Councils in Malta and Gozo are invited to submit proposals to be considered for funding. Proposed Measures are to meet the themes, criteria and eligibility rules listed as part of this document. To this affect, this manual is to be considered as a guide to Applicants.

For this year, a maximum of two (2) best measures will be awarded a grant as part of this Competition. The winning submission shall be awarded with a grant of €50,000 while the 1st runner-up shall be awarded with a grant of €30,000 each to implement the awarded proposed measures over a period of one year. Prospective applicants are advised to read and follow this manual carefully.

For any clarifications throughout the publication period of this Competition, applicants are invited to contact Transport Malta on sustainablemobility.tm@transport.gov.mt.

1.2 Theme for 2020

The theme for 2020 is '**Zero-emission mobility for all**' thus focusing on clean, accessible and active mobility. This year's theme reflects the ambitious targets laid out in the European Green Deal which aims to achieve a 90% reduction in transport emissions by 2050 (Brussels. European Commission, 2019). Recent studies conducted by the European Environmental Agency show that the emissions from the transport sector in Europe have risen by 28% between 1990 and 2018 (Nemeth *et al.*, 2020). In this regard, there is an urgent need to foster carbon-neutral transport solutions in urban areas (Nemeth *et al.*, 2020).

Local streets are almost solely dedicated to vehicles and this has reinforced a cultural mindset towards the use of private vehicles (Transport Malta, 2016). In this regard, more investment should be dedicated towards increasing street accessibility as well as pedestrian and cycling infrastructure. For this reason, the EUROPEAN**MOBILITY**WEEK campaign is a good opportunity for Malta to focus on inclusive, carbon-neutral transport. Hence, the Campaign should be used to encourage investment to improve street liveability – improving walkways, increasing greenery and accessibility.

However, given the choice, the public is inclined to give up their private vehicle in exchange for more sustainable transport modes. There are sections of the public who are willing to walk if the appropriate infrastructure is available and safety is ensured. This is also in view of the increasing environmental awareness.

Given that the average car commuting journey is only 5.5km and twenty (20) minutes long, there is great potential to adopt cycling and other micro-modal transport means as a faster and cleaner alternative means of transport (Transport Malta, 2016). Furthermore, Malta being the size it is, many destinations are a ten (10) minute walk away from the town centre (Transport Malta, 2016). In this regard, there is great potential that the right measures are taken up by the general public as these provide another travel option.

Activities and measures to be implemented as part of the 2020 Campaign will be done with the scope to encourage walking and cycling, improve street liveability in urban cores and improve infrastructure to make it more accessible for pedestrians, cyclists and the mobility impaired. The campaign should also aim to enhance awareness directed at the general public and to pilot new measures at locality level.

2 Regulations

2.1 Eligible Participants the Permanent Measures Competition

This Competition is open to all Local Councils. Local Councils may participate as a single Locality and/or as a consortium of Localities.

All Local Councils are eligible to participate in this Competition. To participate, individual Local Councils and Local Council consortia shall:

1. Submit a full application using the Application form attached by the **25th September 2020** on sustainablemobility.tm@transport.gov.mt.
2. Commit themselves to complete the implementation of the selected measure chosen by the EUROPEAN**MOBILITYWEEK** Adjudication Committee within 12 months from the date of signing the contractual agreement.

Local Councils who have already been awarded this grant through previous Competition editions are still eligible to participate in this year's edition. However, some points will be deducted from the overall marking system (refer to section: *2.4 Evaluation Process and Criteria*) for Local Councils who have participated in previous editions and wish to participate again this year. Local Councils are strongly encouraged to address this year's EUROPEAN**MOBILITYWEEK** theme which is '*Zero emission mobility for all*'.

All applications received will be evaluated by the EUROPEAN**MOBILITYWEEK** Adjudication Committee specifically set up for this purpose. The evaluation will be carried out against specific, identified, pre-notified criteria upon which the proposal should be based, and the evaluation be carried out (refer to section: *2.4 Evaluation Process and Criteria*).

Consortia

Consortia can be formed between a number of neighbouring Local Councils sharing common borders (hence a measure may intersect more than one Locality) as well as between Local Councils located in different regions.

In the case of a proposal being submitted by a Consortium of Local Councils, one Local Council is to be nominated as the Leader of the Consortium and will act as the primary contact point and representative in all matters relating to the EUROPEAN**MOBILITYWEEK** Organisation Committee throughout the duration of the application and evaluation process and, if awarded, throughout measure implementation.

Should the measure which receives the highest score be proposed by a consortium of Local Councils (minimum of two Local Councils), the grant shall be merged and awarded to the consortium. Therefore, the consortium will receive €80,000 in grant.

2.2 Funding Rules

2.2.1 Available Grants

For 2020, two grants will be awarded. The winning measure will be awarded with a grant of €50,000 while the 1st runner-up will be awarded with a grant of €30,000. This grant can be used to fund permanent sustainable mobility measures and/or services; examples of which have been provided in sections: *2.2.3 Eligible Measures and 4 Previous Editions*. Only measures approved as part of this Competition will be financed through this grant.

The grant may be spent by a single Local Council or shared between the various Local Councils participating in the same Consortium. In the latter case, the division of the budget between the different Consortium Partners is to be indicated at application stage as part of the Budget Breakdown.

Should no submissions meet the eligibility criteria, or carry enough points to qualify for the grant, the grant will not be awarded. Only submissions which meet the required standard will be considered for funding (refer to section: *2.2.3 Eligible Measures*).

2.2.2 Financing

Any and all procurement necessary to implement the Awarded Measure is to follow the official public procurement procedures and such procurement is to be carried out by the respective Local Council.

Preparation of Budget Breakdown

A budget breakdown is to be submitted with the Application Form and it is to include a detailed description of all costs involved to finance the implementation of the measure being proposed. It is strongly recommended that market research is carried out to assist in the budgeting of the measure to avoid overruns once the project is being implemented.

Funding

Equipment is eligible for the grant as long as it is proven that the equipment is fully necessary for the operation of the measure as intended. In certain cases, lease of equipment can be eligible such as leasing a vehicle to pilot a service for 12 months. However, this shall be considered on a case by case basis and subject to the justification provided as part of the application form.

Any deployment of infrastructure related to sustainable mobility which will be permanently fixed is eligible for funding. For instance, street furniture, electric vehicle charging pillars and bicycle racks among other infrastructure will be eligible for funding.

Software and Licenses to purchase software to be used as part of the operation of the proposed measure are eligible as long as these are essential to ensure that the measure is a success.

External Expert fees can be reimbursed through the grant. For instance, in the case of measures which require architectural surveys, designs, compilation of layout plans, plans to scale etc. and any other studies prior to or during measure implementation. Should the services of an External Expert (such as an architect) be utilised during submission stage, the invoice and proof of payment are to be submitted along with a request for final payment.

Measures that require PA Permits, DNOs, TM Permits or other permits are also eligible for funding and such fees can be reimbursed through the grant. For fees which have already been incurred prior to the submission of the Application Form, Local Councils must request for a reimbursement as part of this grant. Invoices, receipts and proof of payment for the said fees are to be submitted along with a request for Final Payment.

Marketing material, such as the design, printing and publication of promotional material, leaflets, and the setting up of webpages will be eligible for funding if the appropriate logos are given prominence in the material published. **The artwork to be provided will be discussed with each winning Local Council.**

Costs incurred to collect data are eligible for funding. It is the responsibility of the Local Council to reserve the funding required to carry out monitoring of the measure during implementation stage. A Final Results Report is to be submitted along with the request for the Final Payment which is subject to validation by Transport Malta. The Final Results Report can be submitted up to three months following the deadline for measure implementation.

Staff costs for personnel employed by the Council are not eligible for this grant.

In all cases, apart from the general rules laid out in this Manual, a case-by-case basis will be taken when considering the measures submitted. In this regard, it is strongly recommended that a proper and self-explanatory justification is submitted as part of the Application Form.

Deduction of funds due up to 10% of the total funding shall be applied each case as explained below:

- 1. If the Final Results Report is not submitted within three months following the deadline to implement the proposed measure;**
- 2. If the disseminated promotional material does not carry the correct logos; and**
- 3. If deadlines are not respected.**

2.2.3 Eligible Measures

Awards granted in previous years should be taken as an example of the type of measures expected. A description of each measure funded to date has been made available in section: *4 Previous Editions*. However, Applicants are encouraged to be innovative and propose measures which truly reflect the needs of their Locality or Localities.

While various measures can be considered eligible, it is important to note that the grant is aimed at funding measures which encourage sustainable mobility in the long term. Measures must be presented with a clear objective, measurable indicators and achievable expected results.

Moreover, the investment must incorporate an element of promotion, education or provision of a service which will steer the public towards, or offer the public an alternative, sustainable mobility solution.

Stand-alone equipment or infrastructure will therefore receive less points than holistic measures which are well planned and seek to ensure results in the medium to long term. In this regard, the below measures are being given as an example.

Eligible Type of Proposals

- Purchase of an electric car to offer transport on demand services to the elderly and/or mobility impaired;
- Procurement and installation cycling racks at various points around the locality accompanied by a marketing campaign to promote bike sharing and sustainable travel;
- The pedestrianisation of a street currently used for traffic and its embellishment through the planting of trees and incorporation of a recreational area including benches.

Non-Eligible Type of Proposals

- Purchase of an electric car.
- Purchase of cycling racks.
- Purchase of benches and/or street furniture.

Eligible Measures must be of a permanent nature.

This may include the purchase and installation of infrastructure and the provision of equipment for public use. In this regard, the applicant is to make clear the intent for use of the equipment or infrastructure to be deployed and the results expected to be achieved from the equipment or infrastructure.

Upgrading of public space can also be considered as a permanent measure. However, in cases where roads or public spaces are to be re-purposed, a clear transport plan showing how traffic is to be diverted must be submitted along with the Application Form. This must be approved by the relevant department within Transport Malta prior to the submission of the Application Form. The relevant entity's approval is to be submitted as an Annex to the Application Form.

Provision of Temporary Services.

The EMW Organisational Committee understands that the grants may not be sufficient to enable a service to be operated permanently. In this regard, grants may be considered for the deployment, testing and demonstration of a pilot by which the Local Council/s may wish to test a new scheme on a limited timeframe. In case of such pilots which incorporate the provision of a service, the operations must last for a minimum of 12 months and must be accompanied by appropriate data collection and monitoring of results which will enable the further fruition of the pilot into a permanent service should funds become available at a later date; or indeed be replicated by other localities if results are encouraging. In case of such services, the applicant must consider how to provide the services on a permanent basis; be it through a fee for the service or allocation of sponsorship from the private sector etc. This is also to be indicated in the Application Form.

2.2.4 Funding Themes

While all measures proposed must contribute in some way to the promotion and deployment of sustainable transport practices, measures should also address one, or a mix of the specific themes indicated below.

Zero emission mobility for all

- Measures which contribute to increased accessibility to pedestrians and cyclists;
- Measures which improve safety towards pedestrians and cyclists;
- Measures which encourage walking and cycling;
- Measures which encourage zero-emission mobility.

Environmental and Energy

Measures falling under this theme may include (but not exclusively):

- Contribute to the improvement of local air quality levels;
- Contribute towards Malta's National Climate Change and energy efficiency targets;
- Noise pollution abatement measures (such as the installation of noise barriers);
- Use of Renewable Energy Sources.

Urban Planning

Measures falling under this theme may include (but not exclusively):

- Better use of public spaces (such as pedestrianisation projects, relocation of parking spaces outside the urban centre etc.)

Transport

Measures falling under this theme may include (but not exclusively):

- Better use of road space (such as the promotion/enforcement or carpooling);
- Measures and activities promoting modal shift;
- Use of non-car modes (such as organising a walking school bus to reduce the need for parents to drop off their children using their personal cars);
- Introduction of new local transport services (such as the provision of bike sharing stations and provision of transport on demand services);
- Improved road safety (in a way to encourage walking/ cycling);
- Deployment of Intelligent Transport Systems (ITS);
- Permanent Traffic Management Plans;
- Introduction of schemes promoting cleaner vehicles;
- Promoting cycling and improving cycling safety (such as the revision and enforcement of vehicular speed in certain areas).

Local Councils which propose Measures which support the EUROPEAN**MOBILITY**WEEK theme selected by the European Commission for 2020 will receive additional points. The theme selected for 2020 is *'Zero emission mobility for all'*.

2.4 Evaluation Process and Criteria

2.4.1 Evaluation Process

The Evaluation process shall be divided in three stages as follows:

Stage 1:

Following the closure of the Application Period, the EUROPEAN**MOBILITYWEEK** Adjudication Committee will assess all applications received. Any applications received by Transport Malta after this deadline shall be considered ineligible.

At this stage, the EUROPEAN**MOBILITYWEEK** Adjudication Committee may require clarifications from the respective applicants. In this regard, clarifications will be sent on the email provided as part of the Application Form. Reply to clarifications will be subject to a deadline; failure to reply by the set deadline will render the application ineligible. Therefore, it is important that an active email address belonging directly to the nominated contact person is provided as part of the Application Form.

Stage 2:

Following the first clarification period, proposals will be shortlisted, and this will depend on the quality of the proposals. Only applications which exceed the 35-point threshold shall be shortlisted.

Local Councils whose proposals have been shortlisted may be invited to present their proposal directly to the EUROPEAN**MOBILITYWEEK** Adjudication Committee. The invitation shall be sent via the email presented as part of the application form and a deadline shall be given to accept or otherwise the invitation sent. A lack of reply shall result in the shortlisted proposal being disqualified.

Following each presentation given to the EUROPEAN**MOBILITYWEEK** Adjudication Committee, questions will be asked directly to the presenter; therefore, the person selected to do the presentation should be well versed in the proposal submitted. This can be a member of the local council or an External Expert contracted by that local council.

Stage 3:

Following the presentation, the EUROPEAN**MOBILITYWEEK** Adjudication Committee shall consider the shortlisted proposals again and re-evaluate against the selection criteria, refer to section: 2.4.2 *Evaluation Criteria*, made public as part of this document. Points given initially may increase or decrease, depending on the clarifications or explanations given during the presentation. Following this, Winners of this Competition shall be announced.

2.4.2 Evaluation Criteria

Proposals shall be evaluated against the following criteria. Proposals which receive less than 35 points in the first round of evaluation will not be considered further. Proposals which exceed 35 points shall be invited to give a presentation to the EUROPEANMOBILITYWEEK Adjudication Committee.

1	Are the objectives of the measure clear?	Very clear: 8 – 10	10
		Clear but requires some amendment/ Requires further explanation: 4 – 7	
		Not Clear: 0 – 3	
2	Are the results achievable?	Very achievable: 8 – 10	10
		Achievable with some amendments/ Requires further explanation: 8 – 10	
		Not Achievable (Too ambitious for the budget/ timeframe available): 0 – 3	
3	How relevant is the action to the <u>Environment and Energy</u> theme?	Very Relevant: 2	2
		Relevant/ Requires further explanation: 1	
		Not Clear: 0	
4	How relevant is the action to the <u>Urban Planning</u> theme?	Very Relevant: 2	2
		Relevant/ Requires further explanation: 1	
		Not Clear: 0	
5	How relevant is the action to the <u>Transport</u> theme?	Very Relevant: 2	2
		Relevant/ Requires further explanation: 1	
		Not Clear: 0	
6	How relevant is the action to the <u>Zero emission mobility for all</u> theme?	Very Relevant: 10 – 14	14
		Relevant/ Requires further explanation: 5 – 10	
		Not Clear: 0 – 4	
7	Is the implementation plan doable within the given timeframe?	Doable and realistic: 8 – 10	10
		Doable but requires some amendments: 4 – 7	
		Not doable: 0 – 3	
8	Is the budget realistic?	Realistic (based on actual market prices): 9 – 10	10
		Realistic but requires some amendments: 4 – 8	
		Not realistic: 0 – 3	
9	Are the chosen Success Indicators relevant to the action?	Relevant and measurable: 5	5
		Requires some amendments: 3 – 4	
		Not relevant/ not measurable: 0 – 2	
10	How effective is the proposed data collection plan?	Very effective and achievable: 5	5
		Requires some amendments: 3 – 4	
		Not effective: 0 – 2	
11	How effective is the proposed marketing plan?	Effective/ will yield high participation: 4 – 5	5
		Not effective: 0 – 3	

12	What is the (expected) environmental impact of the measure/ service(s) proposed?	High: 5	5
		Medium: 3	
		Low: 0	
13	What is the (expected) social impact of the measure/ service(s) proposed?	High: 5	5
		Medium: 3	
		Low: 0	
14	Is the proposed measure innovative (has a similar measure been implemented in previous Competition editions)?	If innovative: 5	5
		If not innovative: 0	
15	In case of a consortium: Does the Consortium proposed add value to the measure proposed?	The measure would be less effective if one (or more) of the partners were to be excluded from the measure: 5 – 10	10
		There would be no difference if one or more of the partners were to be excluded from the project: 0 – 4	
16	Has the Applicant already received grants in previous Competition editions? (If the applicant has received a grant but is submitting the proposal as part of a Consortium, this is not applicable).	If yes: - 5	-5
		If no: 0	
Total Points			100

2.5 Measure Implementation

The winning measure/s would need to be implemented by not later than 12 months from the date of signing the contractual agreement. In the case of measures which are service related, these must be put in place for at least 12 months and are to commence operations by no later than 12 months from the date of signing the contractual agreement for at least 12 months. In either case, delays and/or failure to abide by these deadlines shall result in the grant being revoked. However, the Authority reserves the right to extend the set deadline/s upon presentation of justification by the Applicant.

Contractual Agreement

Prior project initiation a contractual agreement shall be signed by Transport Malta and the winning Local Councils to ensure that the winning Local Council is committed to complete the proposed project within 12 months. Failure to do so, the grant shall be revoked. Applicants shall not be entitled to this grant unless such Contractual Agreement is signed.

Advance Payment

Once the winners are announced and the contractual agreement is signed, bilateral meetings will be held between the winning Local Council/s and Transport Malta to fine-tune the proposal in preparation for implementation.

Following this meeting, the Local Council shall request an advance payment of €10,000 which will be transferred to the Local Council (or to the Lead Council in the Case of a Consortium) to allow the implementation to initiate. In the case of a consortium, all funds will be transferred by Transport Malta to the Lead Local Council. It would then be up to the Lead Council to distribute the funds among partners.

Final Payment

Further to the advance payment, the remainder of the award will be transferred by Transport Malta to the winning Local Council (or Lead Local Council in case of a consortium) on a reimbursement basis. Reimbursement shall be made on the following basis.

The Local Council (or Lead Council in the case of a consortium) will need to submit the Request for Final Payment which shall include the following:

- Copies of Contracts/purchase orders contracted for the implementation of the measure;
- Copies of VAT Invoices and receipts charged on the project;
- Proof of payment of the afore mentioned invoices (bank statements/copies of cheques);
- Photographs of the completed works, equipment, installations and/or services; and
- Copies of the marketing material produced and distributed as part of the implemented measure. The logos to be used shall be made available by Transport Malta; and
- Final Result Report which is to include the Data Collected prior (if applicable) and during the operation of the measure.

Measure Funding

Should a measure be proposed which requires a budget exceeding the grant budget the applicant may seek or propose other sources of funding. If this is the case, the application form is to include details regarding this additional funding, including the source for these funds. In such cases, the winner is expected to secure such funding and implement the measure. Failing to do so, may result in the revocation of this grant.

The Measure/s can be proposed in conjunction with separate schemes such as those promoted by the Department for Local Councils. Measure/s may be proposed and co-financed in the form of a Public Private Partnership (PPP).

If during implementation the available budget is overrun, it is the responsibility of the Local Council to make up for the overruns, keeping in mind that if the project is not implemented as agreed in the Contractual Agreement, the entire grant may be revoked.

If the beneficiary is not able to finalise the measure in time and/or is not successful in the implementation for any reason, the beneficiary may have to reimburse back all funds made available by Transport Malta.

3 Guidelines to the Application Form

3.1 Application Procedure

Should further clarifications be required in terms of this grant and the procedures relayed above, the applicants are invited to contact Transport Malta on sustainablemobility.tm@transport.gov.mt.

Local Councils wishing to apply for this grant are invited to:

1. Complete the Application Form in English, providing all details as requested in the Form;
2. Email the Application Form together with a digital copy (scanned) of the signed application form on sustainablemobility.tm@transport.gov.mt by not later than the **25th September 2020**.
3. The Application Form is to be signed by the Mayor/s of the Local Council/s;
4. If participants would like to send supporting material/s along with the Application Form – such as samples of communication aids and tools, press clippings, CD-ROMs and DVDs with videos and images (preferably in high resolution) – these can be sent by registered post and should arrive at the address below by the **30th September 2020**. In this regard, a list of all supporting material has to be made clear in the Application Form, which is to arrive by this date.

Address to be used:

Attn: Ms. Kimberly Bondin
European Mobility Week
Malta Transport Centre
Triq il-Pantar
#al-Lija LJA 2021 Malta

Notification

Winners of this competition will be officially notified after the EUROPEANMOBILITYWEEK 2020.

3.2 Application Form Notes

3.2.1 The Applicant

In this section, the name of the Local Council indicated here should be considered as a project leader. In the case of a consortium, the Lead Local Council should be listed here. The contact details of the person responsible within the Local Council who is to be considered as the primary contact point throughout the application process should be provided.

In the case of consortia, the 'Partner Local Council' section should be filled in as necessary. This section should be added as necessary and signatures of all Mayors are to be included at the end of this application form.

3.2.2 Detailed Description of the Permanent Sustainable Mobility Measure

In this section Applicants are requested to provide the following information:

1. Title of the Measure (which should appear on all promotional material should the measure be selected);
2. Aims and Objectives of the proposed measure;
3. Problem identification (Which problems will the measure be targeting?)
4. A detailed description of the measure (i.e. how the measure will be implemented and how it will target to be solved the identified problem/s).

Moreover, the Local Council should also indicate as applicable the themes and groups of people (i.e. mobility impaired and elderly) that the measure will target. If permanent installations or upgrading works are to be proposed, site plans of the location in question and interventions proposed are to be submitted.

Applicants must also identify the permits required to implement the measure. All permits must be considered in the implementation schedule (i.e. Gantt Chart).

3.2.3 Data Collection

In this section the Applicant must list the expected results from the measure/s. These may include the reduced number of cars and number of targeted residents who will enjoy better accessibility.

Applicants must also identify the data that will be collected that will prove that the measure has been a success or not. Data to be collected should reflect the measure to be implemented. For example, if the measure will deploy cycling infrastructure, the data indicator to be measured would be the number of people who currently cycle in the locality after the measure is ready. For instance, this data can be measured through on-site and/or mailed or online questionnaires.

If the measure is to be supported by a marketing campaign, a possible success factor can also be the number of people reached through Facebook posts or any other social media platform. In this case, there will be two indicators: (1) the number of cyclists before and after the measure and (2) the number of people reached through social media.

Applicants must also specify the frequency by which data will be collected during or post measure implementation to determine whether the measure is reaching or has reached the expected results. However, not all measures require before and after data collection. If a service is completely new, then it may be the case that no data prior to its implementation is required. In this case as part of this section, **applicants need to justify why no baseline data is required.**

3.2.4 Measure Implementation

In this section applicants must identify the timelines for each separate activity which are to be indicated in an implementation schedule (i.e. Gantt Chart).

The timeline is to include any tenders which will need to be published and any permits which will need to be applied for, such as PA permits, DNOs and any other approvals from Governmental Authorities. Also indicate of stakeholder consultation is necessary and when this be held. Every phase of the action must be included as part of the timeline, including Baseline Data collection (if applicable), post measure data collection as well as marketing phases.

3.2.5 Measure Budget

In this section applicants are to include a budget breakdown and detailed description of all costs involved to finance the implementation of proposed measure. It is strongly recommended that market research is carried out to assist in the budgeting of the measure to avoid overruns once the project is being implemented.

It is to be noted that operational costs do not form part of this grant. It is important that the Applicants are aware beforehand of the operational costs that will be required to maintain the measure and to budget for the said costs accordingly. All Applicants should attach the De minimis Form as an Annex to the Application Form.

The 'Contribution from Partners' section should only be filled in by a Consortium of Local Councils. In this section Consortia must indicate what each Local Council will be contributing towards the implementation of the proposed measure and the allocated budget.

3.2.6 Communication Strategy

In this section Applicants are to indicate how will the measure be promoted with the identified target audience and the communication tools to be used. Applicants are encouraged to indicate the budget allocated for each communication and/or activity.

4 Previous Editions

3.1 Valletta VATIS Project

The 2014 edition of the Competition was won by the Valletta Local Council. Using the grant awarded, the Local Council of Valletta has implemented the VATIS App which is aimed to engage travellers, particularly car drivers, to contribute and use information related to their car journeys to and from the City.

Using monitoring equipment, wireless and mobile technology the project aims to develop:

- (i) A network of sensors collecting traffic information around the City
- (ii) (ii) A software able to simulate and predict traffic patterns
- (iii) (iii) A mobile app able to communicate information about traffic in and around Valletta and at the same time collect information from users (crowdsourcing) to further improve the information service.

The developed App aims to give drivers information whilst collecting data from mobile apps. Sensors around the City validate the data collected and contribute to a simulation software able to predict traffic patterns. This guides drivers on whether to make the journey by car or not, or might point them towards a faster, easier route.

The project aims to deliver a reliable, technology driven, crowd-sourced information service that would contribute to the alleviation of traffic in and around the City of Valletta. Since the launch of the app in 2016, the Local Council has added a further layer which notifies users of road closures in Valletta in real time. The Local Council plans to develop the app further with more informative layers.

3.2 Green Transport on Demand service in Bormla, Pieta' and Għajnsielem

The Competition held in 2015 was won by Cospicua Local Council. Funds were made available to the Local Council to implement the measure submitted as part of the Competition which featured the provision of Transport on Demand service offered to Bormla residents.

Cospicua Local Council have bought and deployed two fully electric, 5-seater crew vans which are currently being used to offer transport on demand services from the periphery of the locality to the urban centre. The service is mainly aimed at the elderly. Through the grant, the Council has also installed the charging infrastructure necessary to support the electric vans.

Pieta' Local Council has won the competition in 2018's edition. Pieta' Local Council bought a Euro VI crew van to provide transport on demand services between 9 am and 3 pm and carpooling services in the mornings (i.e. 6 am – 9 pm) and evenings (i.e. 3 – 6 pm). As part of the transport on demand service, feeder routes to bus stops were also piloted. All services were available for Pieta' residents only, except once a month when the service was also provided for visitors who work in Pieta'.

Għajnsielem placed as the first runner-up for the Permanent Measures competition in 2016's edition. Funds were awarded to Għajnsielem Local Council to implement an electric minibuss on-demand service which is to be operated via advanced bookings. The service is aimed at the elderly, mobility impaired residents as well as students with special services offered during the Christmas period in view of the Bethlehem event held in the locality.

All projects were aimed to improve accessibility to the residents particularly the elderly, while offering the service using low-carbon, energy-efficient means of transport thus also contributing towards the improvement of local air quality.

3.3 E-Bike Sharing at St. Paul's Bay

St. Paul's Bay Local Council placed as the first Runner Up in the 2015 edition of the Permanent Measures Competition. A grant was therefore awarded to the Council to introduce e-bike sharing within their locality as proposed in the Competition submission.

Using the funds awarded through the Competition, St Paul's Bay Local Council has purchased and installed bike sharing stations following a tender won by Next Bike. The stations are available for residents and tourists visiting the locality.

Therefore, the project was aimed to improve accessibility around the locality, reduce traffic congestion by providing an alternative mode of transport to the private car and contribute towards the improvement of local air quality by making available a mode of transport which is both, low carbon and energy efficient.

3.4 Smart Parking System in Qormi

Qormi Local Council has won the Permanent Measures competition in 2016 and funds were awarded to the Local Council to implement the Smart Parking system focusing on specific streets in the Qormi urban centre.

By using the awarded funds, Qormi Local Council purchased and installed sensors as well as variable message signs which will be used to operate the smart parking system.

Through sensors installed on on-street parking spaces, the system will identify which parking spaces are available and which are occupied. Through the variable message signs installed at strategic locations, drivers will be notified of the number of available parking spaces per street and directed to the public parking area on the outskirts of the urban centre if no parking is available within.

This project aims to reduce traffic congestion in city centre by reducing the circular trips made by drivers in search of available parking spaces. Less congestion in the city centre will lead to better air quality as well as lower noise pollution levels, which in turn will contribute towards a better quality of life for the residents.

All equipment has been installed and is operational as of 2017.

3.5 Green Mobility in San Lawrenz

San Lawrenz Local Council has won 2017's Permanent Measures Competition. The Local Council will benefit from the funds made available to provide a transport on demand service and electric bicycles available for rent.

The aim of these measures is to promote alternative means of transport, improve mobility within the locality and to improve the quality of life by the introduction of green transportation.

The Local Council is going to invest in one electric vehicle and four electric bikes. The electric vehicle will be used to provide transport on demand service for the mobility impaired and the elderly. This service will be provided free of charge by the Local Council and will improve the connection between peripheral areas and bus stops within the locality. Electric bikes will be available as an alternative means of transport for both locals and tourists. This measure will help to improve the connection between the locality and peripheral areas. Thus, making it easier for visitors to follow nature and heritage trails as mobility within the locality is facilitated.

This project in green transportation will contribute to improve the quality of life for residents, by reducing air and noise pollution and greenhouse emissions. Moreover, the project will also help to raise further awareness with regards to clean urban mobility.

3.6 Cycling in Dingli

Dingli Local Council was the first runner-up in 2017's Permanent Measures Competition. The Local Council will benefit from the grants made available to upgrade the existing open spaces and recreational areas upon completion of the measure. By making use of the awarded funds, the Local Council will pedestrianize and landscape the selected area and install a self-service public bicycle renting facility in the village core.

The project aims to enlarge public spaces and recreational areas and to promote green transport. The latter will contribute to reduce air pollution in the locality. Through the creation of open spaces and recreational areas, the project will also increase accessibility within the locality; hence targeting people with mobility impairments. By promoting green transportation, developing further recreational areas and increasing accessibility, the measure will contribute towards a better quality of life for the residents.

3.7 Provision of Electric scooters at Għarb

Għarb Local Council was the first runner-up in 2018's Permanent Measures Competition and has benefitted from this grant to provide electric scooters as an alternative mode of transport. The Local Council will provide electric scooters of no more than 250 watts, to interested residents between 16 and 18 years of age to travel around the village. Charging points will be installed in prime areas in the village such as the parish square to charge the electric scooters, while trackers will be installed to the scooters for monitoring purposes and to keep a record of the covered distances.

The project aims to reduce traffic from the village core which will also result in lower noise and air pollution levels leading to a better quality of life for both residents and visitors. This is because electric scooters run on electrically charged batteries and unlike other vehicles which run on fuel, these do not produce any emissions. Furthermore, the measure will also help to promote a shift towards cleaner and electrical modes of transportation.

3.8 School-zone Pedestrianised Super Block in Żabbar

Żabbar Local Council has won 2019's Permanent Measures Competition and has benefitted from these funds to implement a scheduled school-zone pedestrianised super block in the local primary school area. As part of the pilot project, Żabbar Local Council will be setting up cast iron barriers to close off the roads surrounding the primary school area and the public playground while enhancing street liveability in the area.

The project aims to prioritise the safety of children within the road network surrounding the school and playground specifically before and after school hours. The measure aims to eliminate unnecessary vehicular access within these roads to encourage active transport while also ensuring a safer connection to and from the primary school as well as school transport.

3.9 Cargo bikes in Żebbuġ

Żebbuġ (Malta) Local Council was the first runner-up in 2019's Permanent Measures Competition and has benefitted from the funds made available to purchase a pedal-assisted tricycle to be used for urban cleaning. The pedal-assisted tricycle shall be used for sweeping, clening and waste collection in the Urban Conservation Area of the locality and narrow streets in an innovative and eco-sustainable way.

The project aims to use to a pedal-assisted tricycle to reach physically restricted areas in the urban core efficiently in a safe, efficient and easily manageable manner. These areas provide a daily challenge for the waste collector to manoeuvre the waste collection truck through these streets in order to collect municipal solid waste. This often results in reduced street liveability in the village core due to the emitted and trapped air pollutants.

3.10 Pedestrianisation in Ħamrun

Ħamrun Local Council was the second runner-up in 2019's Permanent Measures Competition and has benefitted from the funds made available to permanently pedestrianise a street adjacent to one of Ħamrun's busiest roads. Due to the high density of buildings and increasing traffic flows in the area, the urban core of Ħamrun is know to trap air pollutants resulting in poor air quality as well as poor quality of life for residents.

The aim of the measure is to reduce carbon emissions emitted in the area and create a 'living' street while driving change in the characteristics of traffic flows and commuting behaviours. Inadvertently, this will create a positive impact on local environmental conditions, improving air quality in the area while also enhancing road safety.

5 Gantt Chart Template

ID	Task Name	Duration	Start Date	October	November	December	January	February	March	April	May	June	July	August	September
1	Marketing and Promotion														
2	Data Collection														
3															
4															
5															
6															
7															
8															
9															

6 References:

Brussels. European Commission (2019). *Sustainable Mobility (The European Green Deal)*.

Nemeth, B., Schmalholz, N. and Caballero, J., 2020. *EUROPEANMOBILITYWEEK Thematic Guidelines*. EUROPEANMOBILITYWEEK.

Transport Malta (2016), *National Transport Strategy, 2050*

Transport Malta (2016), *Transport Master Plan, 2025*