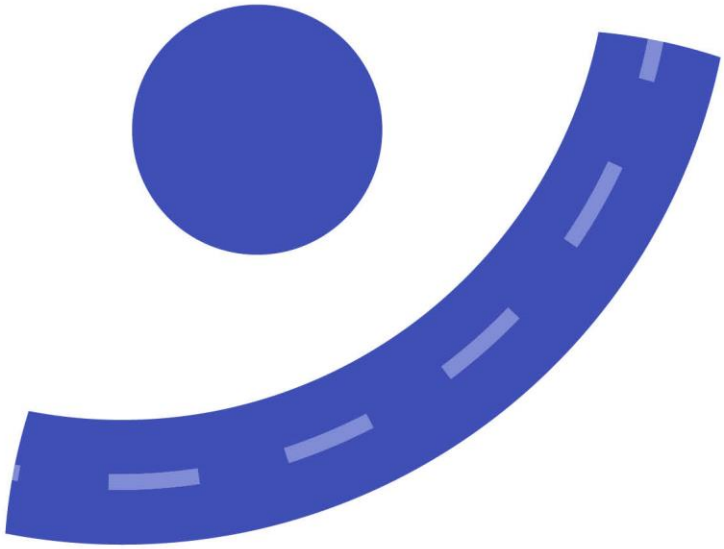
CulturalRoad

Cocreate, Embrace

Project deliverable D6.2

Innovation plan and process



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EXECUTIVE SUMMARY

This document outlines the Innovation Management plan for the **CulturalRoad** project, which focuses on enhancing the deployment of Cooperative, Connected, and Automated Mobility (CCAM) solutions across diverse cultural and geographical contexts. The innovation plan establishes a structured yet flexible approach to maintaining, monitoring, and adapting key innovations throughout the project's lifecycle, ensuring that they align with the evolving needs of stakeholders and the technological landscape.

The main aim of this document is to create a dynamic process that facilitates the identification, tracking, and adaptation of innovations, thereby promoting inclusivity and mobility equity in CCAM systems. Key components of the plan include:

- **Innovation monitoring:** A robust system for continuously tracking the project's innovations to ensure they remain relevant and responsive to stakeholder needs. This includes the implementation of the Five-Pointed Star Rating System (FPSR), which provides a framework for evaluating the contributions of CCAM technologies across multiple dimensions of inclusivity, safety, and user acceptance.

- **Adaptation process:** Guidelines for adapting innovations to address changing market conditions, technological advancements, and insights gained from project activities. Regular evaluations will be conducted to align innovations with the strategic objectives of the CulturalRoad project.

- **Stakeholder engagement:** A critical focus on integrating feedback from key stakeholders, including, and end-users, mobility providers, industry leaders, and policymakers. This engagement is facilitated through a Two-Step co-creation Framework, ensuring that the innovations developed are practical, scalable, and reflective of diverse cultural and regional contexts.

- **Risk mitigation:** Proactive strategies to identify and address risks associated with innovation development, ensuring timely delivery of quality outputs while overcoming technological or market-related challenges.

- **Intellectual Property Rights (IPR) management:** Effective management of intellectual property is essential for maximising the impact of CulturalRoad's innovations. This document outlines strategies for protecting and sharing innovations equitably among project partners while ensuring compliance with legal standards.

The innovation management plan is designed to deliver long-lasting, scalable solutions that address current and future mobility challenges. By prioritising collaboration, adaptability, and inclusivity, CulturalRoad contributes to the equitable and sustainable adoption of CCAM systems across Europe and beyond.

LIST OF ABBREVIATIONS AND ACRONYMS

Acronym	Meaning
AVINT	Autonomous vehicles integrated within the urban context
CCAM	Cooperative, Connected, and Automated Mobility
DS	Demonstration site
EC	European Commission
EVs	Electric Vehicles
FAIR	Findable, Accessible, Interoperable, and Reusable data
FPSR	Five-Pointed Star Rating
IPR	Intellectual Property Rights
KPI	Key Performance Indicator
NUMPs	National Urban Mobility Policies
PRM	People with reduced mobility
PTA	Public Transport Authority
PTO	Public Transport Operator
RC	Research Concept
SDGs	Sustainable Development Goals
SotA	State-of-the-Art
SUMPs	Sustainable Urban Mobility Plans
PET	Post-Encroachment Time
TMT	Technical Management Team
TRL	Technology Readiness Level
TTC	Time-to-Collision
VRUs	Vulnerable Road Users
WP	Work Package

1 INTRODUCTION

This deliverable is a key component of the CulturalRoad project, designed to ensure that the innovations generated during the project are systematically tracked, adapted, and managed in alignment with evolving technological, societal, and market trends. It establishes a structured framework for managing innovation processes that promote the long-term sustainability, scalability, and adaptability of project outcomes.

The framework integrates participatory planning methods and diversity-internalisation strategies with the broader project objectives of advancing equitable and inclusive Cooperative, Connected, and Automated Mobility (CCAM) systems. These systems are tailored to meet the unique mobility needs of diverse European regions while leveraging co-creation to foster societal acceptance and equity.

By establishing mechanisms for monitoring, adapting, and evaluating innovations, this document ensures that the project outputs remain responsive to the challenges posed by geographical, cultural, and social diversity. Additionally, it integrates stakeholder engagement, risk management, and governance structures to secure the scalability and sustainability of the innovations developed within CulturalRoad.

1.1 Purpose of the Deliverable and Target Audience

The purpose of this document, titled ***Innovation Plan and Process***, is to define a robust and adaptable strategy for managing innovations within the CulturalRoad project. This strategy ensures that project outputs, including technological tools, procedural innovations, and participatory planning methodologies, are sustainable and aligned with CulturalRoad's overarching goals of mobility equity and societal acceptance.

A key focus is defining what constitutes an innovation within the project. In CulturalRoad, the innovation lies not only in the solutions themselves but in the methodology used to assess, index, and calibrate them through tools like the Five-Pointed Star Rating System (FPSR). This approach enhances existing solutions by structuring them within a holistic framework that evaluates inclusivity, safety, and societal acceptance. Or the development of an innovative participatory planning framework to engage stakeholders of the CCAM ecosystem.

The document also provides a roadmap for managing stakeholder engagement, assessing risks, and embedding diversity considerations into the innovation lifecycle.

The **target audience** include:

- **Project partners:** Responsible for implementing, tracking, and adapting innovations.
- **Technical and project management teams:** Overseeing the integration of innovations into the broader CulturalRoad framework.
- **Policymakers and industry stakeholders:** Involved in shaping and adopting CCAM solutions that address regional and local needs.
- **End-users and local communities:** Whose feedback and needs drive the participatory planning and adaptability of the solutions to real-world scenarios.

Innovation Management Tools

To oversee innovation effectively, structured tools and methods will be employed, ensuring transparency in tracking, evaluation, and decision-making. These tools include:

- **Innovation tracking table** (Table 7-1, Annex 7.1): Monitors the development and progress of innovations, documenting stages and associated KPIs.
- **KPI monitoring table** (Table 7-2, Annex 7.2): Tracks innovations using metrics aligned with FPSR pillars.
- **Stakeholder engagement and feedback collection table** (Table 7-3, Annex 7.3): Records interactions and integrates feedback.
- **Risk management matrix** (Table 7-4, Annex 7.4): Identifies potential risks, assesses their impact and likelihood, and outlines mitigation strategies.
- **IPR management table** (Table 7-5, Annex 7.5): Manages intellectual property rights, tracking ownership, licensing, and protection.

Details on these tools are elaborated in Section 3.2.2.

1.2 Structure of the document

This Document is structured as follows:

Chapter 1 – Introduction: Provides an overview of the document's objectives, target audience, and structure.

Chapter 2 – Project overview: Summarises the CulturalRoad project, its objectives, and contributions to CCAM.

Chapter 3 – Innovation strategy: Details Methodologies and strategies for innovation development and integration.

Chapter 4 – Innovation management: Outlines tools, processes, and governance frameworks for monitoring and adapting innovations.

Chapter 5 – Summation: Summarises key points and provides recommendations for sustaining project outcomes.

Chapter 6 – References: Lists all sources and references cited in the document.

Chapter 7 – Annexes: Includes supporting materials such as matrices and tables for innovation tracking and management.

1.3 Relation to other Projects' deliverables and documents

This deliverable builds upon insights and methodologies from related projects such as CIVITAS SATELLITE [1], Oxfordshire Innovation Framework for Planning & Development [2], and SINFONICA [3]. These contributions inform the innovation management approach, ensuring best practices are adapted to CulturalRoad's objectives

2 PROJECT OVERVIEW

2.1 CulturalRoad project overview

CulturalRoad aims to address the cultural, regional, and societal barriers that hinder the equitable deployment of Cooperative, Connected, and Automated Mobility (CCAM) solutions. By leveraging participatory planning and incorporating cultural and geographical diversity, CulturalRoad seeks to develop CCAM deployment strategies that are more inclusive and tailored to the unique needs of different regions. The project's goal is to increase societal acceptance and ensure that CCAM services promote mobility equity across Europe.

CulturalRoad recognises that an unsynchronised CCAM deployment across Europe, resulting from varying cultural, legal, and geographical factors, undermines its effectiveness. Current top-down approaches often overlook local diversity and community involvement, limiting the success of these mobility solutions. To counter this challenge, CulturalRoad proposes a bottom-up approach that actively involve stakeholders such as, local communities, service providers, industry leaders, and policymakers through co-creation activities. This inclusive framework ensures that CCAM deployment plans reflect the needs and values of different population segments and geographical areas.

The project introduces innovative tools, including the Five-Pointed Star Rating system (FPSR), which assesses CCAM's contribution to mobility equity across five pillars: inclusivity, user acceptance, network optimisation, safety, and psychological factors. By applying this system, CulturalRoad assesses the impacts of CCAM on diverse target groups, considering the cultural and geographical diversity of each region.

CulturalRoad's significance lies in its holistic approach to overcoming barriers to CCAM deployment often overlooked in existing strategies. It aims to create equitable, user-centric mobility solutions that not only address local needs but also contribute to broader objectives such as reducing environmental impacts, fostering economic growth, and enhancing access to sustainable mobility services. This aligns CulturalRoad with the European Green Deal[1] [4] [5] and the Sustainable Development Goals (SDGs), paving the way for scalable, inclusive and more effective CCAM deployment across Europe and beyond.

The project will demonstrate its approaches through five real-life demonstration sites located in Barcelona, Spain; Karlsruhe, Germany; Eilat, Israel; Ljubljana, Slovenia; and West Midlands and Oxfordshire, United Kingdom. These sites will provide critical insights into how CCAM solutions can be adapted to local contexts and ensure that the project's innovations are practically tested and refined in real-world conditions.

[1] The European Green Deal, approved in 2020, is a set of policy initiatives by the European Commission with the overarching aim of making the European Union (EU) climate neutral in 2050. The plan is to review each existing law on its climate merits, and also introduce new legislation on the circular economy (CE), building renovation, biodiversity, farming and innovation.

2.2 Current challenges in CCAM deployment

2.2.1 Regional interoperability issues

A major challenge in CCAM deployment lies in balancing the need for locally tailored solutions with the broader objective of achieving regional interoperability. While projects like Digibus Austria[2] in Austria and AVINT[3] in Greece have demonstrated the value of context-specific CCAM implementations, these solutions may not integrate seamlessly with others across Europe. This fragmentation results in inefficiencies and missed opportunities to create a cohesive, interoperable mobility ecosystem. Geographic, cultural, and legal differences exacerbate the challenge, as standardised top-down deployment strategies often overlook regional nuances.

Without addressing these discrepancies, CCAM scalability, societal acceptance, and overall effectiveness remain limited. For instance, technologies like electric vehicles (EVs), solutions successful in one region (e.g., Scandinavia) may not translate effectively elsewhere (e.g., Southern Europe). Similarly, existing CCAM testbeds focus on isolated use cases, limiting their adaptability for diverse ecosystems.

Region-specific approaches are not inherently flawed; rather, they underscore the critical need to address cultural, geographical, and legal differences. However, without mechanisms to share lessons learnt and align these tailored solutions within a common framework, the scalability, societal acceptance, and cross-nations interoperability of CCAMs may be compromised. Instead of imposing rigid, uniform standards that overlook regional diversity, a more effective approach would involve leveraging insights from these localised projects to inform the development of tailored services that operate with a common structure.

This approach fosters interoperability where it is most valuable, such as in cross-border mobility scenarios or through shared technological frameworks, while ensuring that local needs are met. Furthermore, participatory planning methods that integrate both local and regional perspectives are essential to support equity and inclusivity. By adopting such strategies, CCAM systems can achieve long-term scalability, societal acceptance, and success.

2.2.2 Limitations of Top-down approaches

Top-down approaches [6] [7] to management are a strategy in which the decision-making process occurs at the highest level and is then communicated to the rest of the team. These are characterized by centralized decision-making and are the traditional approach to CCAM planning and deployment. While they aim to establish uniform standards, these approaches often fail to consider the specific needs, cultural diversity, and social dynamics of local communities.

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[2] Austrian flagship project for automated driving in public transport. https://www.digibus.at/en/test-environment-digibus/

[3] AVINT (Autonomous vehicles integrated within the urban context): The AVINT project studies Trikala's transport, implementing an automated bus line connecting the city center and university, conducting feasibility studies, pilot tests, impact analysis, and proposing expansion to other Greek cities. https://www.avint-project.eu/index.php/en/

For instance, uniform CCAM implementation strategies may disregard regional variations in transportation demand, infrastructure availability, and societal attitudes toward automated mobility solutions. Consequently, these strategies risk reduced societal acceptance and limited adoption. Local communities, perceiving these initiatives as disconnected from their daily realities, may resist CCAM deployment efforts.

Moreover, top-down strategies frequently prioritize high-level standards that, while effective in certain regions, fail to address unique mobility challenges elsewhere. This one-size-fits-all approach exacerbates inequities in transportation services, particularly in areas with distinct geographical or cultural contexts.

To overcome these barriers, CulturalRoad advocates for a participatory, bottom-up planning approach that engages all stakeholders, from policymakers and industry partners to end-users and local communities. By employing its Two-step Co-creation framework, the project ensures that CCAM strategies are tailored to the specific needs of diverse regions while keeping alignment with broader interoperability goals. This inclusive methodology not only fosters societal acceptance but also enables developing equitable, context-specific CCAM solutions that promote long-term scalability and sustainability.

2.3 Objectives

CulturalRoad's overarching objective is to enhance social acceptance and awareness of CCAM solutions by fostering co-creation activities and developing advanced tools for equitable mobility planning. These efforts are guided by the step-by-step objectives listed below:

- **Objective 1 (O1) – RC3:** Aggregating results from prior CCAM projects to identify best practices and lessons learnt.
- **Objective 2 (O2) – RC1:** Identifying cultural and geographical factors influencing diversity in CCAM deployment.
- **Objective 3 (O3) – RC2:** Developing a Two-Step Co-Creation Framework to engage stakeholders and maximise societal acceptance.
- **Objective 4 (O4) – RC1:** Designing holistic methodologies that address transport demand and supply while prioritising inclusivity, safety, and user acceptance.
- **Objective 5 (O5) – RC2:** Embedding co-creation results into Sustainable Urban Mobility Plans (SUMPs), National Urban Mobility Plans (NUMPs), and CCAM deployment roadmaps.
- **Objective 6 (O6) – RC2:** Testing frameworks and tools in real-world settings through workshops, participatory events, and demonstration sites.
- **Objective 7 (O7) – RC1:** Scaling results geographically by adapting the frameworks to different European regions.
- **Objective 8 (O8) – RC3:** Establishing a knowledge transfer mechanism to communicate strategies effectively between local and national levels.

2.4 CulturalRoad’s approach

CulturalRoad adopts an innovative and inclusive approach to advance CCAM by addressing societal, geographical, and cultural diversity. It focuses on developing methodologies and tools to enhance social acceptance and scalability of CCAM solutions across diverse European regions. Through three interconnected Research Concepts (RCs), the project ensures mobility equity while integrating stakeholder collaboration at all levels.

2.4.1 CulturalRoad contribution

CulturalRoad introduces three interconnected Research Concepts (RC) aimed at enhancing mobility equity through CCAM solutions.

- **RC1 - Five-Pointed Star Rating System (FPSR):** This innovative rating system measures CCAM solutions' contributions to mobility equity, considering cultural, geographical, and societal diversity. The FPSR evaluates solutions across five critical pillars: inclusivity, network optimisation, psychological factors, safety, and societal acceptance. Further details of RC1 are explained in Section 3.1.1.

- **RC2 - Participatory Co-creation Framework:** A *Two-Step co-creation framework* is used to engage stakeholders from industry, civil society, government, and research institutes. This framework ensures that CCAM deployment strategies are co-created, addressing both long-term and short-term objectives, and are aligned with diverse stakeholders' needs. The output is to integrate diverse needs into CCAM deployment plans, such as Sustainable Urban Mobility Plans (SUMPs), National Urban Mobility Policies (NUMPS), and strategic roadmaps. Further details of RC1 are explained in Section 3.1.2.

- **RC3 - Equitable and diverse CCAM solutions:** Methods are developed to incorporate cultural and geographical diversity into CCAM planning. These methods are used to create a comprehensive toolkit of guidelines and standards, which includes the application of the FPSR to evaluate and guide equitable CCAM deployment. RC3 predicts population and infrastructure changes, using scenario development to assess the long-term impacts of proposed actions through Key Performance Indicators (KPIs). Further details of RC1 are explained in Section 3.1.3.

Chronologically and methodologically, RC 1 is the first step of the proposed methodology. However, the definition of FPSR depends on the activities undergone in RC2 and RC3, which are therefore introduced first (see Figure 1).

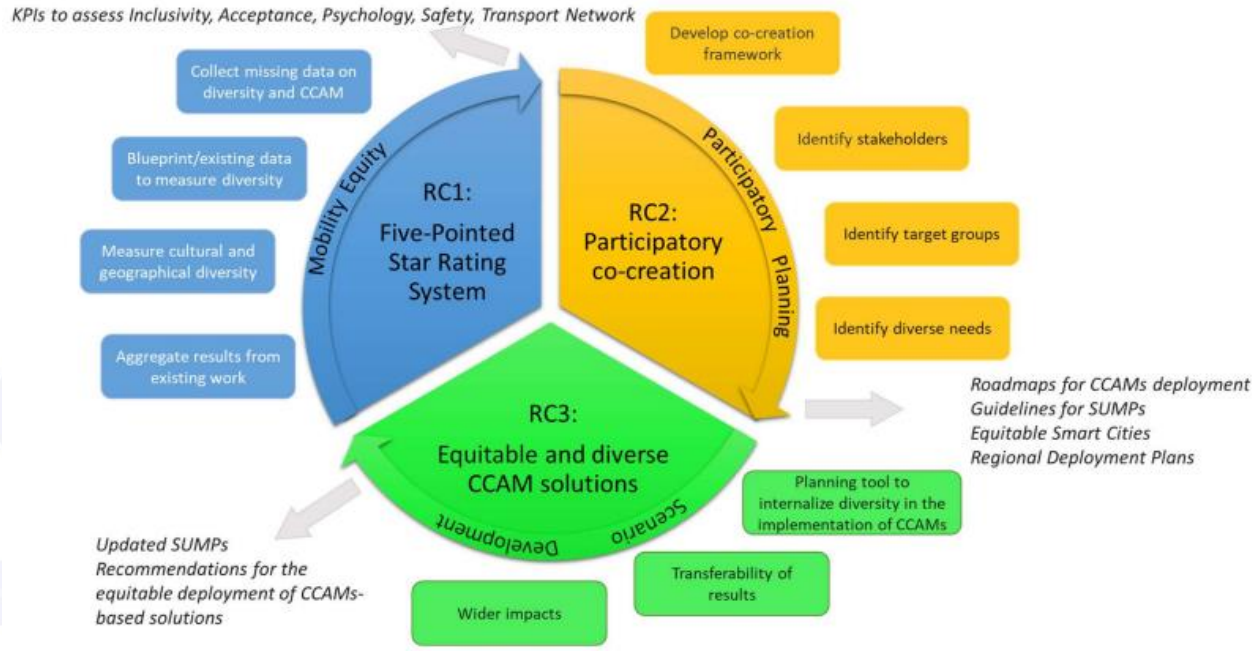

Figure 1 - The CulturalRoad project in a nutsehll

CulturalRoad extends the State-of-the-Art (SotA) by linking mobility equity with cultural diversity, using participatory planning to tailor CCAM solutions for various stakeholders, and integrating these factors into evaluating inclusiveness, safety, and user acceptance.

2.4.2 Inclusivity and social acceptance

CulturalRoad addresses the challenges of deploying CCAM systems by focussing on inclusivity and social acceptance, recognising the importance of cultural and geographical diversity in shaping mobility solutions. Instead of a top-down, uniform approach, the project advocates for equitable and localised strategies that reflect the distinct needs of different communities. By engaging diverse stakeholders such as citizens, policymakers, and industry leaders, CulturalRoad creates tailored CCAM deployment plans that promote mobility equity and ensure accessibility for all user groups.

The project places inclusivity at the centre of its planning models, addressing barriers related to physical, digital, and socio-economic factors. These models are designed to ensure that CCAM solutions are accessible, affordable, and beneficial to all users, particularly for vulnerable groups such as individuals with special needs or those in underserved regions. Participatory planning is central to this approach, with workshops and focus groups gathering input from stakeholders across diverse cultural and geographical contexts. This ensures that CCAM deployment reflects the mobility needs of various regions and populations.

Social acceptance is another project's cornerstone, focusing on overcoming resistance to new technologies by addressing user concerns and fostering trust. Key factors like perceived safety, control, and reliability are evaluated to enhance user confidence in CCAM systems. CulturalRoad's innovative **Five-Pointed Star Rating System (FPSR)** further measures inclusivity, safety, and acceptance, ensuring that CCAM solutions meet the needs of diverse populations equitably.

Through its **Two-step Co-Creation framework**, CulturalRoad ensures that needs and perspectives of diverse user groups are inluded into CCAM planning. This inclusive approach not only addresses challenges posed by cultural and societal differences but also accelerates CCAM technology deployment across various regions, ensuring that the benefits of this new mobility model are shared equally.

3 INNOVATION STRATEGY

The CulturalRoad Innovation Strategy establishes a flexible yet structured mechanism that ensures the continuous development, improvement, and integration of the project's key innovations. This strategy aligns with the overarching goal of fostering equitable, inclusive, and scalable CCAM solutions. It outlines the objectives, key innovations, and monitoring mechanisms necessary to achieve these outcomes.

Key objectives include:

- Developing a structured yet adaptable mechanism for managing innovation throughout the project lifecycle.
- Maintaining and refine key innovations through regular assessments against performance metrics.
- Aligning project outputs with market demands and technological advances to maximise innovation impact via KPIs.

3.1 Key innovations

The innovation strategy focuses on three main categories of innovations aligned with the project's ground-breaking Research Concepts (RC1, RC2, RC3). These innovations address critical challenges in CCAM deployment.

3.1.1 RC1 - Five-Pointed Star Rating System (FPSR)

The FPSR, as RC1, is a cornerstone of the CulturalRoad project, providing a holistic framework for evaluating CCAM solutions across five pillars:

1. **Inclusivity**: Examines how well CCAM solutions cater to underserved groups, including people with disabilities, the elderly, and those facing socio-economic barriers.
2. **Network optimisation**: Evaluates the integration of CCAM systems with existing infrastructure, improving mobility efficiency, reducing congestion, and enhancing urban networks.
3. **Psychological factors**: Measures trust, perceived safety, and user comfort, critical for widespread adoption.
4. **Safety**: Focuses on mitigating risks, such as accident prevention, cybersecurity, and system reliability, ensuring protection for passengers and pedestrians.
5. **Acceptance**: Explores societal and user trust, cultural influences, and readiness to adopt CCAM.

Figure 2 illustrates the FPSR framework, enabling comprehensive evaluations to align CCAM solutions with societal needs. The system promotes technological feasibility, social responsibility, and equity, guiding CulturalRoad in fostering inclusivity and widespread acceptance.

Figure 2 - The Five-Pointed Star Rating System

The FPSR not only evaluates but also guides the design of CCAM systems to ensure technological innovations align with societal values of equity and inclusivity. Its data-driven models optimise network design, particularly in routing and scheduling, enhancing operational efficiency while addressing accessibility challenges.

The starting point KPIs for these pillars are detailed in Table 3-1. Monitoring and performance adjustments will be documented in Table 7-2 (Annex 7.2). The FPSR aims to reach TRL6, demonstrating its applicability in operational settings.

Table 3-1 Starting point KPIs for each pillar

PILLAR	Starting point KPIs for each pillar	
Inclusivity	• Spatiotemporal accessibility • Digital accessibility • Physical accessibility for all users	• Affordability • Security (system point of view) • Ethical issues (e.g. data privacy)
Acceptance	• Perceived reliability of automation • Perceived security & safety • Perceived locus of control	• Perceived cost • Value of Time • Lifestyle and experiences
Network Optimization	• Level of service • Coverage and Density of network • Resilience	• Modularity and Scalability • Environmental Impact • Network Congestion
Safety	• Rate of crashes per veh-km driven • Rate of injuries per veh-km driven	• Crashes involving VRUs • Surrogate Safety Meas. (TTC/PET/Harsh events)
Psychological Factors	• Self-assessed competence • Perceived negative consequences of new technology	• Perceived positive consequences of new technology • Enthusiasm

3.1.2 RC2 - Participatory Co-creation Framework

The social innovations in CulturalRoad focus on fostering inclusivity and social acceptance of CCAM technologies. The Two-Step co-creation framework is a key tool for this, engaging stakeholders from diverse populations in workshops and focus groups. The goal is to ensure that underrepresented groups (such as people with reduced mobility, PRM) are involved in the planning and deployment of CCAM systems, ensuring that these technologies meet the social and cultural needs of all users. A *Quadruple Helix participatory planning system [8]* is used to engage stakeholders from industry, civil society, government, and research institutions.

This participatory planning approach[4] builds public trust and acceptance by incorporating direct input from citizens, policymakers, and industry representatives. It also addresses ethical concerns, such as data privacy and equitable access, fostering broad support for CCAM deployments. Stakeholder feedback will be monitored and evaluated through Table 7-2 (Annex 7.2) to ensure the framework leads to solutions that are both technologically feasible and socially acceptable.

As RC2 in CulturalRoad, the Two-Step Framework avoids top-down impositions, reflecting the genuine needs and preferences of communities. The first step uses workshops to gather inputs for deployment plans and define target groups, while the second step directly engages representatives of these groups in focus groups to identify mobility needs and propose tailored solutions (see Figure 3).

Qualitative methods, such as semi-structured interviews and discussions, gather deeper insights from participants, ensuring inclusive participation and alignment with CCAM objectives. The framework's iterative design allows flexibility, enabling the continuous refinement of deployment strategies to adapt to changing needs.

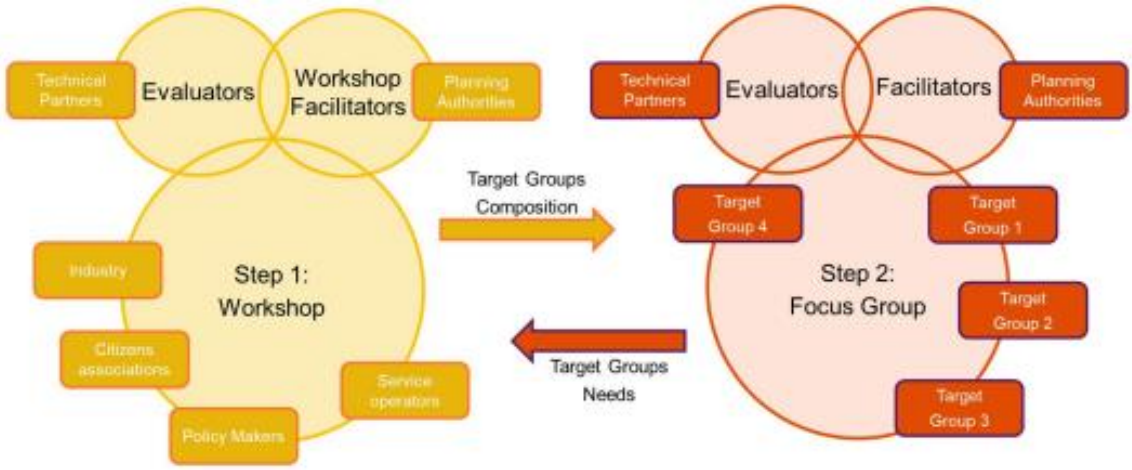

Figure 3 - The Two-step Co-creation framework

The Quadruple Helix Participatory Planning System

The *Quadruple Helix participatory planning system* [10] is an innovation framework that integrates collaboration between four main stakeholder groups (see Figure 4), to foster collaborative and inclusive solutions:

- **Industry:** Private companies and businesses that provide technological expertise, services, and market insights.
- **Civil society:** Citizens, non-governmental organizations (NGOs), and community groups that bring diverse perspectives and local knowledge.

[4] Participatory planning is defined by the United Nation as "a process usually designed to address a specific issue, opportunity or problem with the intent of resolving or exploiting it successfully through the collaborative efforts of the crucial stakeholders" [9]. The underlying logic is that involving the stakeholders in a participatory planning procedure can lead to the co-creation and successful achievement of a shared vision [10].

- **Government:** Public authorities and policymakers responsible for developing regulations, standards, and public services.
- **Research institutes:** Universities and research organizations that contribute evidence-based approaches and innovation methodologies.

Unlike traditional linear models, this system fosters dynamic, bi-directional interactions, integrating societal perspectives to enhance relevance and legitimacy. It promotes transdisciplinarity, open science, and user-centred design while addressing the challenge of engaging laypersons through tailored participatory formats. By aligning research with public preferences, the *Quadruple Helix* model supports sustainable, scalable solutions to complex challenges.

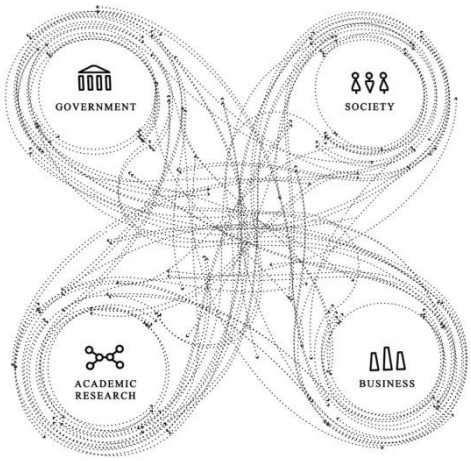

Figure 4 - The Quadruple Helix Model

Adapted by Fraunhofer (2016), originally developed by Carayannis and Campbell (2009). Copyright © 2015 Fraunhofer.

3.1.2.1 Step 1: Workshops

Step 1 involves organising workshops with key stakeholders, excluding end-users. These workshops are enabled by the local planning authority responsible for CCAM deployment. Technical partners, such as universities, play an evaluative role, ensuring that the data gathered is relevant to the FPSR, which will be used later to assess the framework's effectiveness.

The workshops serve two primary purposes:

- Gather inputs necessary for developing the CCAM deployment plan.
- Identify and define target groups that will be most impacted by the deployment.

The outputs from this stage are crucial for aligning different stakeholder perspectives and ensuring that the deployment plan is grounded in the local context and responsive to stakeholder needs. Importantly, these workshops do not present pre-defined solutions but instead facilitate open dialogue around user needs, identifying challenges that must be addressed. This process helps bring together various stakeholder views, ensuring that the user community's priorities and concerns are integrated early into the planning process. In Step 1, the target groups to be involved in Step 2 (focus groups) are defined according to the needs of each pilot site's local context.

3.1.2.2 Step 2: Focus groups

Step 2 directly engages representatives from the target groups identified in Step 1. These focus groups are an opportunity for end-users to define their mobility needs, discuss challenges, and propose solutions that best fit their specific contexts. A minimum of two representatives from each identified target group will participate. If more than six target groups are defined, multiple focus groups will be organised.

As mentioned above, the planning authority facilitates the discussions, with technical experts available to provide support if necessary. The role of the technical partners is to ensure that the insights gathered are useful for refining the deployment plan and making it actionable. Step's 2 primary objective is to gather direct input from those who will be most affected by CCAM implementation (e.g., people with reduce mobility), focusing on their specific needs. This ensures that the user groups remain central to shaping the solutions, while technical partners evaluate and integrate this feedback into practical, context-specific deployment strategies.

3.1.3 RC3 - Equitable and diverse CCAM solutions

The process innovations within CulturalRoad are designed to foster adaptive and inclusive CCAM deployment strategies. The project uses a bottom-up co-creation framework that combines qualitative feedback from stakeholders with empirical data collected from pilot projects. This innovative approach ensures that CCAM deployment plans are tailored to the specific needs of different regions, ensuring that the solutions developed are technologically sound and socially relevant.

By integrating feedback loops from pilot deployments, CulturalRoad will allow for continuous improvements based on real-world results, ensuring that the CCAM solutions are adaptable and able to respond to local cultural, geographical, and social contexts.

The innovations will be continuously tracked using Table 7-1 (Annex 7.1), which will ensure that the project remains aligned with both technological goals and societal needs. Feedback from pilot projects and stakeholders will also be incorporated into the review process documented in Table 7-3 (Annex 7.3).

3.2 Innovation monitoring

A structured yet flexible approach to innovation is essential for managing dynamic and complex projects like CulturalRoad, ensuring that key innovations are adaptable to changing circumstances while remaining within a framework for monitoring and evaluation. Regular evaluation mechanisms will be applied to track progress and provide feedback on the effectiveness of innovations (link the evaluations timeframe to the project planning such as deliverables, etc.). This process also includes aligning innovations with evolving market needs and stakeholder expectations.

The innovation management process for CulturalRoad includes two key components:

1. Regular reviews and metrics to assess performance.
2. Monitoring tools and methods to gather data and evaluate progress.

3.2.1 Regular reviews and metrics

Regular reviews will be scheduled to assess the performance of key innovations against predefined KPIs. These reviews will take place on a six-monthly basis, and the results will be documented to track progress and ensure alignment with project objectives and market demands.

The primary FPSR will serve as the central tool for measuring key metrics across five dimensions: Inclusivity, Network optimisation, Safety, Acceptance, and Psychological factors: Assessing the trust, comfort, and perception of control among CCAM users.

These metrics will be reviewed and compared across the pilot regions using Tables 7-1 (Annex 7.1) and 7-2 (Annex 7.2), which documents the outcomes of regular reviews and identifies necessary adjustments. The FPSR system ensures that all aspects of mobility equity are considered in these evaluations.

3.2.2 Monitoring tools and methods

The following tools and methods will be used to monitor the project's innovations, facilitating transparent tracking, evaluation, and decision-making:

- **Innovation tracking table (Table 7-1, Annex 7.1):** This matrix documents the progress of key innovations, such as evaluations under the FPSR and applications of the Two-Step Co-creation Framework or stakeholder involvement in CCAM deployment planning. Each measurable outcome (MO) is linked to the corresponding project objectives, work packages (WPs), and research concepts (RCs). The table includes details on development stages, associated KPIs, milestone timelines, status updates, contributions to project goals, challenges or achievements, and future steps with deadlines. This ensures systematic monitoring and adaptability, facilitating alignment with the project's vision.

- **KPI monitoring table (Table 7-2, Annex 7.2):** This table evaluates the performance of CulturalRoad's innovations using metrics aligned with the FPSR pillars: Inclusivity, Acceptance, Network Optimisation, Safety, and Psychological Factors. It includes definitions for each KPI, baseline values, target values, and progress updates, providing a clear and organised method for assessing the contributions of CCAM technologies to equity and mobility improvements.

- **Stakeholder engagement and feedback collection table (Table 7-3, Annex 7.3):** This table captures interactions with stakeholders, categorising them by type, engagement activities, and associated objectives. It tracks input from workshops and focus groups, linking feedback to specific objectives and deployment plans. This ensures that stakeholder insights meaningfully inform innovation processes and co-creation frameworks, enhancing inclusivity and responsiveness.

- **Risk management table (Table 7-4, Annex 7.4):** identifies and continuously monitors potential risks, assesses their impact and likelihood, and defines mitigation strategies. It allows for proactive management of challenges, with the flexibility to include additional risks as they emerge during project development.

- **IPR management table (Table 7-5, Annex 7.5):** Manages Intellectual Property Rights (IPR), tracking ownership, licensing, and protection of innovations. It categorises each asset, its ownership, type of intellectual property, and usage rights, while outlining protection measures. Compliance with FAIR principles ensures a balance between open access and proprietary restrictions. The table also facilitates knowledge transfer, addressing ethical, legal, and commercialisation concerns in alignment with Horizon Europe regulations.

All tables (7-1, 7-2, 7-3, 7-4, and 7-5) will be updated every four months to reflect the ongoing development of innovations throughout the project lifecycle.

In addition to these tools, innovation status summaries will be prepared every six months to provide a basis for refining the project's innovation strategy and will be consolidated in D6.3 *Final Innovation Plan*. Adjustments based on KPI performance will ensure innovations remain effective, scalable, and aligned with project goals.

It's important to remark that some of the documents or their content may evolve during the project. For instance, KPIs may be revised based on (i) data availability, (ii) insights from research or literature (e.g., identifying less relevant KPIs or adding overlooked ones). This flexibility ensures that the monitoring tools remain robust and responsive to the project's needs and findings.

3.3 Integration with quality systems

To ensure consistency and quality across all phases of the project, innovation monitoring will be integrated with the project's overall quality management framework[5]. This integration ensures that any deviations or risks are identified early and addressed promptly.

[5] CulturalRoad Deliverable D6.1 - Project Management Handbook.

4 INNOVATION MANAGEMENT

In close collaboration with the Technical Management Team (TMT), this task will ensure continuous monitoring of the project's innovative edge while maintaining active engagement with partners and stakeholders. By staying attuned to end-user needs and the latest market developments, the innovation management process guarantees that CulturalRoad remains adaptable to the dynamic and evolving CCAM landscape. This approach not only drives high-impact innovations but also builds trust among participants through meticulous Intellectual Property Rights (IPR) management and alignment with market trends. The valuable insights gained will contribute to the development of equitable CCAM implementation plans that prioritise user participation and cultural diversity, fostering socially equitable autonomous mobility solutions.

4.1 Adaptation and flexibility

Innovation management in CulturalRoad is designed to be highly adaptable, ensuring responsiveness to technological advances, stakeholder feedback, and market changes. The project integrates continuous evaluation and feedback mechanisms to maintain cutting-edge CCAM solutions while addressing the diverse needs of user groups. Central to this approach is the ability to swiftly incorporate new insights, technologies, and stakeholder input into the innovation pipeline. Regular reviews, as tracked using Table 7-3 (Annex 7.3), will align innovations with market demands and project goals, allowing for necessary adjustments to meet emerging challenges and opportunities. These reviews will evaluate how each innovation aligns with its KPIs to then adjust based on the ongoing feedback, helping the project stay on course while remaining flexible and adaptive to changes.

4.2 Stakeholder engagement

CulturalRoad's success relies on robust and continuous engagement with a diverse range of stakeholders, including policymakers, industry leaders, local communities, and end-users. The project employs a bottom-up co-creation framework to ensure that innovations are rooted in real-world needs and promote mobility equity across various cultural and geographical contexts. Stakeholder engagement will be facilitated through workshops and focus groups using a Two-Step co-creation framework to gather qualitative input. This input, combined with empirical data, will guide the development and adaptation of CCAM innovations. The progress of stakeholder engagement, along with the integration of their feedback into the project's innovations, will be tracked in Table 7-3, Annex 7.3. This ensures that the innovations developed are not only technologically feasible but also socially acceptable and relevant to diverse communities.

4.3 Risk management, replicability and standardization

To ensure the long-term viability and scalability of CulturalRoad innovations, risk management, replicability, and standardization are critical components of the innovation management process. These elements guarantee that CCAM solutions can be effectively deployed in a wide variety of contexts, while also safeguarding against potential disruptions. These risks will be tracked through Table 7-4 Risk management matrix (Annex 7.4).

4.3.1 Replicability and standardisation

A key focus of CulturalRoad is ensuring that innovations developed in one region can be easily adapted and deployed in others. By maintaining common standards and building a flexible framework, the project will ensure that CCAM solutions are replicable across different cultural and geographical contexts. This will involve documenting lessons learned and best practices from pilot deployments to facilitate wider adoption through Tables 7-1, and 7-3, ensuring that each region's specific needs are addressed while maintaining a cohesive approach across the project. CulturalRoad will work closely with technical partners and stakeholders to develop common standards for data sharing and interoperability across different regions and CCAM systems. This standardisation will be crucial in ensuring that the project's innovations can be seamlessly integrated into existing mobility infrastructures across Europe and beyond, supporting the Network Optimisation and Inclusivity pillars of the FPSR (refer to Table 7-5). This integration will also help meet key KPIs related to network coverage, resilience, and environmental impact (see Table 7-2).

4.3.2 Risk identification and mitigation

Effective risk management is crucial to ensuring that the project stays on track. CulturalRoad will adopt a proactive approach to identifying potential risks related to technological, market, and stakeholder engagement challenges. Mitigation strategies, including contingency planning and scenario analysis, will be employed to address these risks as they arise. The Risk management table (Table 7-4, Annex 7.4) will be used to assess both the likelihood and impact of identified risks, helping prioritise mitigation efforts through regular updates.

4.4 Intellectual Property management

Protecting Intellectual Property (IP) is crucial for maximising the impact of CulturalRoad and ensuring that innovations benefit all partners while supporting broader dissemination and commercialisation. Clear Intellectual Property Rights (IPR) policies will be established to manage innovations effectively, fostering trust among project partners by recognising and safeguarding contributions. Comprehensive IPR guidelines developed early in the project will help mitigate potential conflicts and promote collaborative innovation, aligning project outcomes with market and societal needs.

The management of IPR will focus on technological innovations (e.g., FPSR, or the Two-Step Co-creation Framework), ensuring these are properly protected. This approach will maintain the quality of innovations, facilitate adoption across regions, and promote sustainable scalability. The IPR activities will be tracked through Table 7-5 (Annex 7.5), which documents ownership, licensing, and patent applications. This tracking ensures compliance with IPR policies and monitors KPIs related to technological innovations, enabling transparent and effective management of intellectual property throughout the project lifecycle.

Moreover, the principles outlined in the Data Management Plan (DMP) (WP6–T6.4) will complement IPR management efforts. The FAIR principles[6] will guide the protection and dissemination of intellectual

[6] In the context of Intellectual Property Rights (IPR), the FAIR principles ensure data is: 1) Findable: Easily located via standard identifiers and searchable registries; 2) Accessible: Retrievable through open protocols with clear access permissions; 3) Interoperable: Compatible with other datasets or tools using standard

property while ensuring compliance with data sustainability and ethical considerations. The project will adhere to best practices for managing and preserving data, leveraging established standards like DCAT-AP and ISO19115/ISO19139 for metadata documentation. This integration ensures that both intellectual property and data outputs are handled responsibly, balancing open access with necessary restrictions to address privacy, security, and commercial concerns.

The IPR Management Table (Table 7-5) will also facilitate knowledge transfer and commercialisation, providing a framework to address ethical, legal, and competitive challenges. By linking intellectual property management to data governance, CulturalRoad ensures that innovations remain compliant with Horizon Europe regulations and the consortium's agreements, contributing to the project's long-term success.

formats and vocabularies; 4) Reusable: Accompanied by metadata and licenses to support replication and integration. These principles enhance data sharing, understanding, and reuse while respecting legal constraints.

5 SUMMATION

The CulturalRoad project represents a transformative approach to fostering equitable, inclusive, and scalable deployment of Cooperative, Connected, and Automated Mobility (CCAM) systems. This document outlines a robust innovation management framework designed to address the cultural, geographical, and societal complexities of CCAM implementation. By leveraging participatory methodologies and innovative tools, CulturalRoad prioritises mobility equity and social acceptance while aligning with broader sustainability and interoperability goals.

At the heart of the project's success lies the Five-Pointed Star Rating System (FPSR), which evaluates CCAM solutions across inclusivity, network optimisation, safety, psychological factors, and societal acceptance. This framework ensures alignment with user needs, fostering trust and accessibility for diverse populations. Complementing the FPSR is the Two-Step Co-Creation Framework, a participatory, bottom-up approach that integrates stakeholder perspectives, ensuring CCAM solutions are both socially relevant and technologically advanced.

A key aspect of the management framework is the systematic tracking of Key Performance Indicators (KPIs), aligned with the FPSR's pillars and other project objectives. This enables the consortium to monitor progress, evaluate effectiveness, and refine strategies throughout the project lifecycle. Regular reviews ensure that innovations remain relevant, scalable, and responsive to changing needs, supporting a performance-driven, evidence-based approach to decision-making.

CulturalRoad's strategy also emphasises risk management and replicability, ensuring solutions are robust and adaptable across diverse European contexts. Proactive mitigation measures and efforts toward interoperability create a replicable model that balances local adaptation with cross-border mobility needs. Adherence to FAIR principles further ensures that data and innovations are findable, accessible, interoperable, and reusable, fostering transparency and collaboration. By protecting assets such as the FPSR and participatory planning frameworks while promoting open access when appropriate, CulturalRoad maximises its impact on the CCAM ecosystem.

To support effective monitoring and decision-making, the project employs structured tools for innovation tracking, KPI monitoring, stakeholder feedback, and risk management. These tools, combined with adaptive planning processes, form the cornerstone of the innovation management plan, ensuring alignment with project objectives and responsiveness to emerging challenges.

In conclusion, CulturalRoad sets a new benchmark for CCAM implementation by prioritising inclusivity, adaptability, and sustainability. Its innovative tools and frameworks provide actionable insights and practical solutions to address the unique challenges of diverse European regions. By integrating stakeholder feedback, aligning with societal needs, and fostering scalability, the project ensures CCAM systems drive equitable and sustainable urban mobility. This document serves as a dynamic guide for managing innovations effectively, laying the foundation for long-term success and meaningful contributions across Europe and beyond.

6 REFERENCES

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7 ANNEXES

7.1 Innovation tracking table

Measurable Outcome (MO)	Objective	Research Concept (RC)	Work Package (WP)	Contribution	Deadline (Month)	Review date	Progress	Remarks	Next steps
Report on CCAM studies	O1	RC3	WP1	Aggregates results, identifies synergies, and creates blueprints.	Month	DD/MM/YYYY	% (Drafting)		To Complete
Blueprint data for demo sites	O1	RC3	WP1	Provides harmonised data for testing FPSR in diverse contexts.					
FPSR system	O2, O4, O7	RC1	WP2	Provides equity scoring for target groups, regions, and CCAM solutions.					
Set of transport equity KPIs	O2	RC1	WP2	Develops 25–50 KPIs covering all FPSR pillars.			% (Design)	Literature review ongoing, requires stakeholder validation.	
Two-Step Co-Creation Framework	O3, O5	RC2	WP1, WP3	Fosters participatory CCAM deployment strategies.			% (Validation)	Literature review ongoing	

Interview framework for stakeholders	O3	RC2	WP1	Provides guidelines for engaging stakeholders effectively.			% (Design)		
New grading scale for CCAM user acceptance	O4	RC1	WP2	Links user perception data to cultural and regional contexts.					
Inclusivity maps	O4, O7	RC1	WP2	Identifies priority areas for inclusion improvements in cities/regions.					
CCAM scheduling optimizer	O4	RC1	WP4	Optimises CCAM routing/scheduling while accounting for equity.					
Tool for CCAM safety scores	O4, O7	RC1	WP4	Enables geographical safety comparisons and interoperable metrics.					
FPSR toolkit	O4	RC1	WP2	Combines FPSR methodology and tools for diverse CCAM evaluations.					
Business Model Canvases for CCAM mobility operators	O5	RC2	WP3	Helps operators align with regulatory frameworks and improve operations.					
Actions to include in SUMPS/NUMPS of demo sites	O5	RC2	WP3	Aligns CCAM deployment plans with					

				local/regional mobility strategies.					
Roadmaps for CCAM deployment	O5	RC2	WP3	Provides detailed pathways for equitable CCAM deployment.					
Implementation of Two-step co-creation framework	O6	RC2	WP3	Stakeholder insights guide CCAM deployment plans.					
Knowledge transfer mechanism for scaling results	O8	RC3	WP4	Extends tools to follower countries and ensures widespread adoption.					
CCAM target groups	O2, O3	RC1	WP3	Identifies user groups and market segments for CCAM solutions.					

Table 7-1 Innovation tracking table

7.2 KPI Monitoring Table

KPI staring point	Pilar	Definition	Baseline value (%, N/A)	Target value (%, N/A)	Review date	Progress	Remarks
Spatiotemporal accessibility	Inclusivity	Access to CCAM services across different spatial and temporal contexts.			DD/MM/YY		Aligns with inclusivity maps and addresses equity gaps in underrepresented regions.
Digital accessibility	Inclusivity	Percentage of population with access to digital CCAM platforms					Accounts for barriers in digital literacy and internet access.

Universal physical accessibility	Inclusivity	Accessibility of CCAM solutions for all users, including PRM.					Refine safety evaluation metric based on user feedback
Affordability	Inclusivity	Percentage of users finding CCAM services cost-effective.					Links affordability to socio-economic inclusivity.
Security (system point of view)	Inclusivity	Degree of protection against digital/system vulnerabilities.					Addresses data security concerns related to CCAM systems.
Ethical issues	Inclusivity	Compliance with GDPR and ethical considerations like data privacy.					Ensures user trust through robust ethical practices.
Perceived reliability of automation	Acceptance	User perception of the reliability of CCAM systems.					Highlights reliability as a key factor for acceptance.
Perceived security & safety	Acceptance	Confidence in the safety and security of CCAM technologies.					Addresses cultural differences in safety perceptions.
Perceived locus of control	Acceptance	User's perceived control over CCAM features and automation.					Links psychological comfort to CCAM user adoption.
Perceived cost	Acceptance	User perception of the cost-effectiveness of CCAM services.					Balances cost perception with affordability metrics.
Value of Time	Acceptance	Perceived efficiency and time savings of using CCAM services.					Demonstrates CCAM’s operational benefits to diverse user groups.
Lifestyle and experiences	Acceptance	Impact of CCAM on lifestyle and user experiences.					Incorporates lifestyle diversity into user experience evaluations.
Level of service	Network Optimisation	Quality and availability of CCAM services.					Enhances service standards across demonstration sites.

Network coverage and density	Network Optimisation	Percentage of area/population served by CCAM solutions.					Ensures balanced coverage across urban, suburban, and rural areas.
Resilience	Network Optimisation	Ability of CCAM systems to adapt to disruptions and maintain operations.					Critical for reliable CCAM service provision.
Modularity and scalability	Network Optimisation	Ease of expanding or adapting CCAM networks for scalability.					Addresses scalability for long-term implementation.
Environmental impact	Network Optimisation	Reduction in emissions and environmental footprint due to CCAM solutions.					Focuses on sustainable mobility outcomes.
Network congestion	Network Optimisation	Reduction in congestion due to CCAM integration.					Incorporates mixed-traffic scenarios and cultural driving patterns.
Rate of crashes per veh-km driven	Safety	Reduction in crash rates per vehicle-km driven.					Addresses safety improvements in mixed-traffic conditions.
Rate of injuries per veh-km driven	Safety	Reduction in injury rates per vehicle-km driven.					Prioritises vulnerable road user safety in metrics.
Crashes involving VRUs	Safety	Reduction in crashes involving Vulnerable Road Users (VRUs).					Highlights inclusivity in safety evaluation.
Surrogate Safety Meas	Physiological factors	Proxy measures such as Time-to-Collision (TTC) and Post-Encroachment Time (PET).					Evaluates predictive safety measures in CCAM systems.

Self-assessed competence	Physiological factors	User confidence in using CCAM systems.					Monitors user confidence levels across demographics.
Perceived negative consequences of new technology	Physiological factors	Users' concerns about automation risks.					Addresses cultural technophobia and public scepticism.
Perceived positive consequences of new technology	Physiological factors	Users' perceived benefits of CCAM adoption.					Incorporates cultural diversity in psychometric evaluations.
Enthusiasm	Physiological factors	General positive attitude towards CCAM adoption.					Measures societal readiness for technology adoption.

Table 7-2 KPI Monitoring Table

7.3 Stakeholder engagement and feedback collection table

Stakeholder	Engagement method	Location	Date	Objective	Key outcomes	Follow-up actions
Examples						
Local authorities, operators	Workshop	Barcelona	M13		Need for data-sharing standards across regions	Developing guidelines for data-sharing frameworks
People with reduced mobility (PRM)	Focus group		M15		Concerns about accessibility and user interface design	Adjusting interface to include more accessibility features

Table 7-3 Stakeholder engagement and feedback collection table

7.4 Risk management table

Risk	Impact	Likelihood (Low, Medium, High)	Mitigation measure	WP	Responsible party	Status (Active, Mitigated)	Review date	Remarks	Next steps
Adoption and user acceptance	End users and stakeholders may resist adopting CulturalRoad strategies and solutions.	High	Engage wider networks (e.g., CCAM partnership), conduct stakeholder surveys, and employ co-creation to align solutions with user needs.	WP1	WP1 Lead: TUM		DD/MM/YY		
Transferability of solutions	Solutions may not be easily applicable across regions with varying cultural and geographical contexts.	Medium	Include diverse demonstration sites to capture a range of contexts. Ensure replicability of outputs through robust methodologies and toolkits.	WP2, WP4	WP2 Lead: UPC WP4 Lead: NTUA				
Lack of enabling infrastructure / CCAM maturity	Demonstration sites or follower regions may lack CCAM readiness, limiting deployment.	Medium	Propose solutions replicable across low-maturity sites. Build capacity through awareness campaigns and training for stakeholders.	WP3	WP3 Lead: DTU				
Legislation	Emerging legislation may restrict CCAM product and service deployment.	Low	Log and monitor emerging regulations at National/EU levels and assess their impact on project activities.	WP6	WP6 Lead: ERT				
Replicability outside Europe	Differing CCAM approaches globally may hinder replication.	Low	Engage stakeholders from other continents through the Advisory Board and incorporate internationalisation	WP5	WP5 Lead: ERT				

			considerations during co-creation activities.						
Involving public citizens and targeted groups	Target groups may resist participation in co-creation activities.		Leverage local expertise in Demonstration Sites, adapt engagement approaches to cultural sensitivities, and address digital literacy barriers.	WP3	WP3 Lead: DTU				
Lack of awareness and political support for CCAM	Lack of investment and adoption, with unmet user needs.		Share best practices to raise awareness. Organise stakeholder activities to build consensus and develop actionable plans. Use pilots and user acceptance studies to engage stakeholders in the development process.	WP4	WP4 Lead				

Table 7-4 Risk management matrix

7.5 IPR management table

Innovation asset	Owner	IPR type	Licensing terms	Protection measures	Review date	Progress	Next steps
Two-Step Co-creation Framework application	CulturalRoad consortium	Applied methodology	Open Access for public use	Attribution through Creative Commons	DD/MM/YY	%	
FPSR	CulturalRoad consortium	Tool and methodology	Limited license for non-commercial use	Apply copyright and trademark	DD/MM/YY	%	

Inclusivity maps	Individual partners	Geographic data visualisation tool	Free for research and policy use	Apply Creative Commons licensing	DD/MM/YY	%	
Safety score tool	CulturalRoad consortium	Analytical tool	License for municipal governments	Define open-source distribution	DD/MM/YY	%	
Data and Blueprint	Individual partners	Database	Internal use with limited access	Define access protocols	DD/MM/YY	%	
Business Model Canvases	CulturalRoad consortium	Strategic business Framework	Restricted to project participants	Develop confidentiality agreements Publish internal	DD/MM/YY	%	
Knowledge transfer mechanism	CulturalRoad consortium	Methodology and Guidelines	Publicly available	Attribution through Creative Commons	DD/MM/YY	%	
Grading scale for user acceptance	CulturalRoad consortium	Psychometric evaluation tool	Non-commercial use for policy and research purposes	Licensing via Creative Commons	DD/MM/YY	%	
CCAM scheduling optimiser	CulturalRoad consortium	Optimisation algorithm	License for public and private operators	Protect algorithm with copyright	DD/MM/YY	%	

Table 7-5 IPR tracking table-