

USEACT NETWORK

CITY OF NITRA, MUNICIPAL OFFICE IN NITRA FUNCTIONAL CITY CENTRE

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USEACT PROJECT FRAMEWORK

FOREWORD:

THE CHALLENGES AND AIMS OF USEACT

THEMES/SUBTHEMES

PARTNERSHIP

CITY OF NITRA, MUNICIPAL OFFICE IN NITRA

FUNCTIONAL CITY CENTRE

KEY WORDS

city centre, spatial reserves, pedestrian zone, quality of public spaces, traffic solutions, urban safety

PROJECT COORDINATION TEAM

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SECTION 1# LAP target and general context



GENERAL STRATEGIC TARGET OF THE LAP (“MISSION”)

Increasing the quality of the city centre from the perspective of function, mobility, service offerings, spatial reserves potential, quality of public spaces and urban safety and thus to contribute to the sustainability of the urban development in Nitra.

THE CONTEXT/ SETTING AND CHALLENGES

GENERAL CONTEXT

The city of Nitra is located in southwest Slovakia, approx. 90km from Bratislava, the capital of Slovakia. It has excellent transport accessibility.

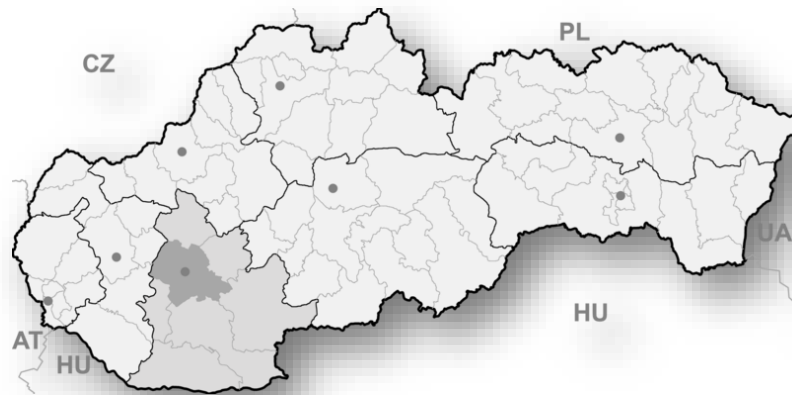
Population: 80 524 (1/1/2015)

Area: 108 km²

GPS: 48° 18' 25''N, 18° 5' 11'' E

Nitra, the mother of Slovak towns, is situated on the slopes of seven hills on both sides of the river Nitra under Zobor hill (587m). The earliest written mentioning about Nitra dates back to 871 – 873 in the work *Conversio Bagoaiorum et Carantanorum*, where it is mentioned as a place of consecration of the first Christian church in the territory of present-day Slovakia in 828. Sts. Constantine and Methodius, the patrons of Europe, worked in Nitra and the oldest Slavic bishopric was established here in 880. During the time of the Great Moravian Empire, Nitra was one of the largest housing agglomerations in Central Europe. It remained an important economic centre also in times of the Austro-Hungarian Empire.

Today a glimpse to the history is offered particularly by the historical centre with castle, which was originally the largest castle in Slovakia. Many sacral monuments remind Nitra's connection to Christianity in Slovakia. Nitra is the seat of important institutions, universities, theatres and museums; it is well-known for exhibitions and today also a modern industrial centre. Every year, diverse cultural, social and sporting events attract many visitors to Nitra.



PILOT SITE CONTEXT

- This analysis concerns the central territory of the city, bordered by Štúrova Street from the South, by Mostná Street from the North, by Farská and Piaristická Street from the West and by buildings up to Fraňa Mojtu Street from the East. The territory, in its central part, is crossed by Štefánikova trieda Avenue, which runs further up to Svätoplukovo námestie Square with the Theatre of Andrej Bagar. The entire addressed territory is 800 metres long and up to 500 metres wide at its broadest part. The mentioned maximum length can be walked by a pedestrian in approx. 10-12 minutes and ridden by bicycle in less than 4 minutes; therefore it is not necessary for visitors to move in the given territory by individual car transport.
- Due to this, it makes sense to consider a progressive, gradual and coherent replacement of individual car transport, as well as static transport by expansion of parks, public spaces, business spaces and spaces for active spending of leisure time. The mentioned measure will increase the commercial, aesthetic and cultural value of the central city space.
- The southern part of the central zone is of a predominantly commercial nature with gastronomy elements. Gradually, it passes into calmer residential and administrative functions in the northern part with two dominant features - Svätoplukovo námestie Square and Theatre of Andrej Bagar, which fulfils an important cultural function within the city. This function may be expanded and the spaces more intensively used by citizens in future. A public space of a new quality may emerge, which would be better integrated into the central city part.
- The central zone of the addressed territory (Štefánikova trieda Avenue from the crossroads with Palárikova Street up to Svätoplukovo námestie Square and the adjacent Kupecká Street) is a pedestrian zone, enabling access for supply vehicles in the morning hours. Both entry into the pedestrian zone and the pedestrian zone itself show a lack of elements which would make it more attractive and cosier. Principally, it is just a possibility for pedestrians to move from one place to another one.
- We consider the physical condition of public spaces, and particularly of their surfaces, to be generally good – they are not in serious disrepair and do not require urgent investment. In the addressed territory, there are areas which will require reconstruction in the future; in particular older tarmac pavements which show signs of wear and do not comply with the overall visual structure of surfaces in the city centre. From a long-term view, it would be suitable to unify the mix of various surface types (pavers, blocks, tarmac) in the city centre, also with regard to the likely possibility to use it for movement of both pedestrians and cyclists.
- In the field of greenery, we positively evaluate the mature trees in the central urban zone and the level of greenery in the small park at Svätoplukovo námestie Square.
- In the central urban zone, there is an obvious lack of a transport skeleton for building cycling routes – for connecting the centre and housing estates. Presently, it is not possible to reach the city centre via designated cycling routes. Cyclist movement is not safe in the current transport situation, and there is no assumption to increase cyclist movement on the existing roads in the city centre. Possibilities of safe bicycle parking are also missing. We take notice and positively evaluate the ongoing proposal for cycling routes solutions in the city of Nitra.
- Because the city of Nitra is located predominantly on a plain, it has good preconditions for cycling transport development. Due to the above reason, as well as to a constantly growing interest of citizens in cycling transport, this trend of transport development is perspective for Nitra. More massive movement of cyclists will have a positive impact on improving the parking situation in the city – subject to association of other measures – such as categorisation and following a differentiated imposition of charges for car parking, together with introducing large-scale vertical parking in places suitable for it.
- From a pedestrian's eye-level view, the commercial part of the pedestrian zone makes a very heterogeneous and little aesthetic impression. It lacks the intervention of a city architect. City visitors do not have many reasons to walk through the centre – besides a positive impression, attractions motivating them to do so are also missing. The locality is missing a story which would attract visitors and motivate them to visit historically or culturally interesting, publicly accessible elements of the city's architecture. In this field, there is a space for communicating with partners – estate owners, and also with citizens – regarding the possibility to increase the functional and aesthetic value of the central urban zone. Overall, the city centre makes an impression of being only a little bit "relaxing".

Strengths

- *Location within the urban structure*
- *Genius loci*
- *Brand = Mother of Slovak towns*
- *Historical values and heritage of the locality*
- *River*
- *Concentration of services, culture and leisure time activities*
- *Centre is in optimal position within the city structure*
- *Technical condition of the objects and surfaces in the area /pedestrian zone, Svätoplukovo námestie Square/*
- *The logic of the main axis connecting the administrative city centre with the cultural and social centre*
- *Numerous monuments and important objects in the area*

Weaknesses

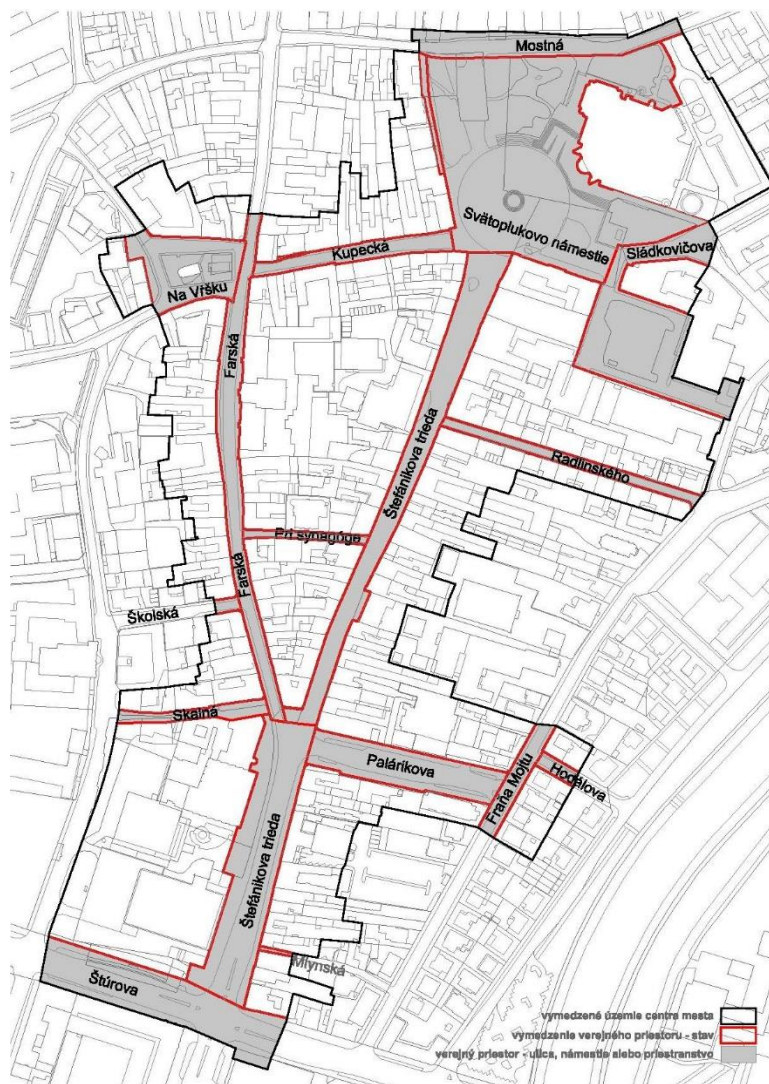
- *Poor accessibility by public transportation and alternative means of transport*
- *Mobility in location*
- *Lack of parking spaces and underground parking lots*
- *38 000 vehicles pass daily through the city centre = significant barrier*
- *Absence of a direct connection of the Upper and Lower Town*
- *Loss of identity of the central square as a result of extent deconstruction in the 1970s*
- *Lack of a 24/7 function motivating to visit the centre on regular basis*
- *Absence of a systematic elimination of barriers in both interior and exterior of the centre*
- *Functional profile of the locality does not meet the potential demand*
- *Numerous individual large-scale advertising facilities in the city centre*

Opportunities

- *2 universities, students as a target group*
- *Change of mood of the public, return to traditional values, sick of commerce*
- *Active groups of citizens, civil associations*
- *Good will of elected representatives to deal with the problem of the centre*
- *Increasing interest of tourists in the city centre*
- *City development in terms of cycling routes – quality of life increase*
- *Possibility of the greater interest in knowledge economy*
- *Creation of sporting facilities and playgrounds near housing estates*
- *Possibility to increase the greenery in the location at least by 30%*
- *Creation of good conditions for spending the leisure time activities*
- *Decreasing energy consumption of buildings by their gradual renovation*
- *Increasing the share of non-motor traffic in the area*
- *Support of electronic administration*
- *Internet in the city centre and establishment of WIFI zones*

Threats

- *Wrong attitude of the owners and retailers to business, lack of personal touch*
- *Low public interest in today`s trends*
- *Signs of gentrification in the area*
- *Poor cooperation between the municipality and citizens, mutual accusation for the situation in the area*
- *Disparity between interests of various target groups and services offered by the area today*
- *Strict protection of historic buildings versus a need to change their functionality*
- *Isolation of the centre from potential pedestrians in its surroundings*
- *Citizens prefer to spend their leisure time in shopping centres*
- *Outflow of services from the city centre, inflow of problem target groups*
- *Increasing number of cars*
- *Preferred parking on the ground means taking over green areas repeatedly*



Picture 1: Pilot site – part of Nitra city centre /Jarabica, 2014/

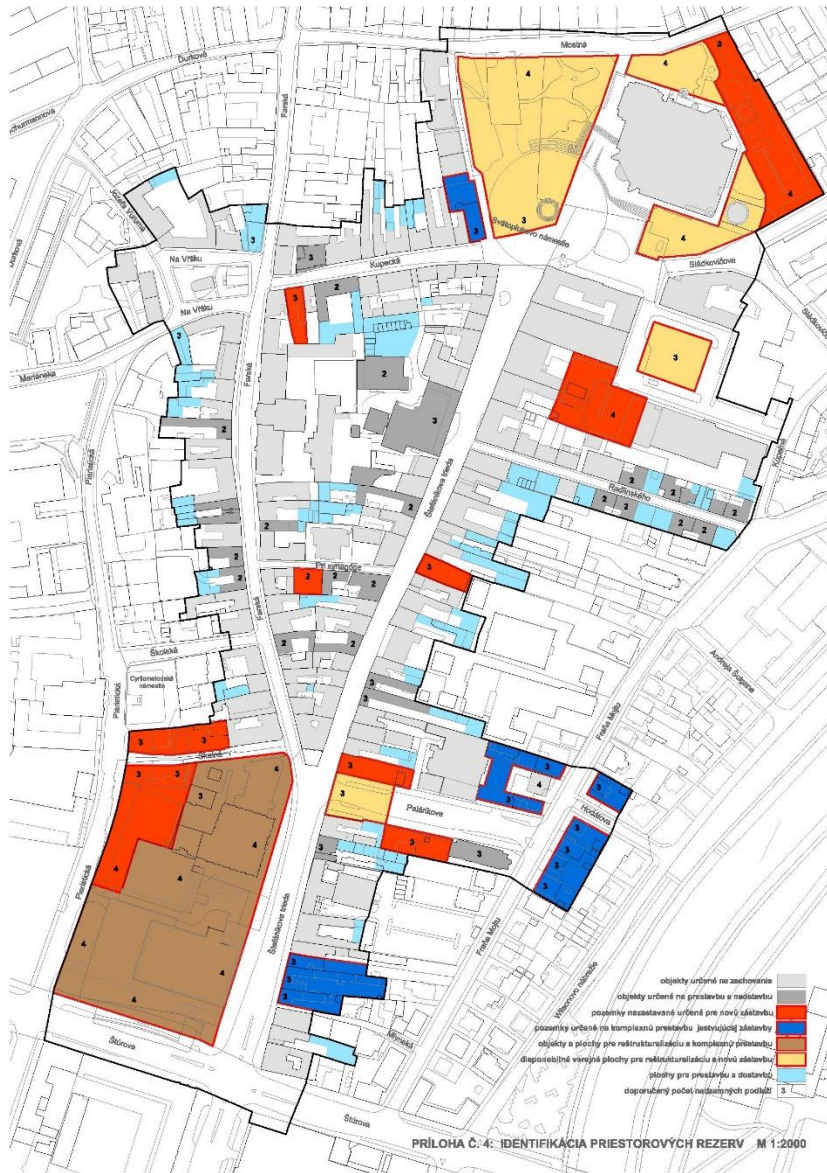
PILOT SITE FUNCTIONAL ANALYSIS

- Residential housing cca 10 %
- Temporal housing, hotel services cca 4 %
- Shops cca 30 %
- Gastronomy cca 2 %
- Culture cca 11 %
- Administration cca 20 %
- Financial services cca 7 %
- Education cca 6 %
- Sacral edifices and churches cca 2 %
- Healthcare cca 1 %
- Empty buildings, entire or from 2nd ground floor cca 7 %

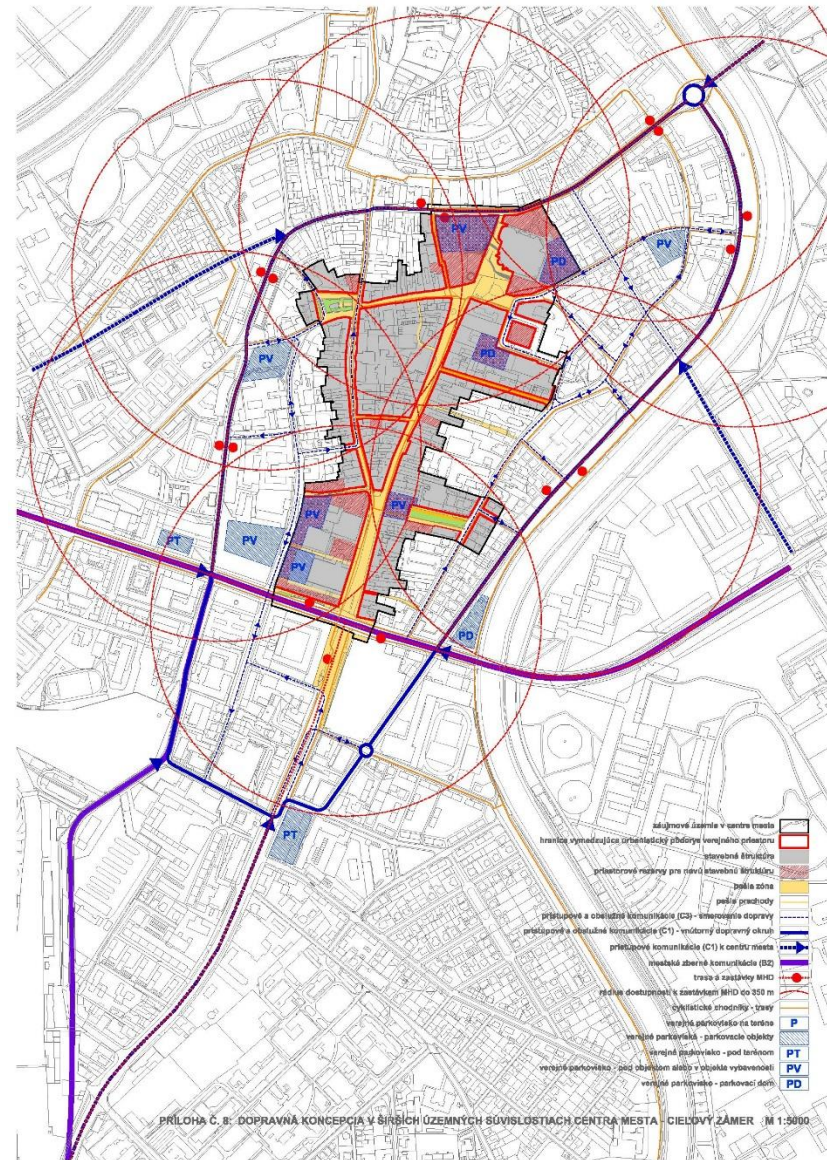
HOUSING RESERVES POTENTIAL IN THE AREA

Space	Plain housing	Housing in polyfunction	Increase	%
Mostná str.	-	60	60	22,56
Svätopluk sq.	-	-	-	-
Sládkovičova str.	-	50	50	18,80
Kupecká str.	20	2	22	8,27
Na vřšku sq.	-	-	-	-
Farská str.	16	-	16	6,01
Štefánikova str. I.	7	10	17	6,39
Štefánikova str. II.	7	36	43	16,16
Radlinského str.	-	10	10	3,76
Pri synagóge	-	-	-	-
Palárikova str.	-	10	10	3,76
Skalná str.	8	15	23	8,65
Str. Fraňa Mojtu	-	15	15	5,64
Together	58	208	266	100

Chart 1: Housing potential within the locality /Jarabica, 2014/



Picture 2: Spatial reserves in pilot site /Jarabica, 2014/



Picture 3: Traffic solution analysis /Skýva, 2014/

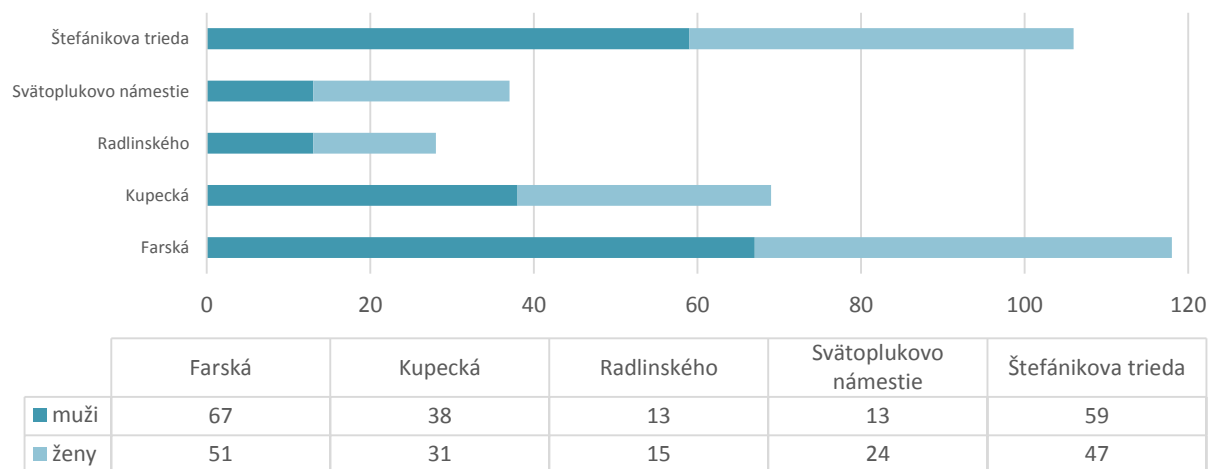
STREET	No.	PARCEL of LAND	TYPE of SHOP	OWNER	TYPE of ENTREPREUNER
<i>Farská</i>	20	1253	Kníhkupectvo Luc	LV 3318 – RKC	owner, lessor
<i>Farská</i>	26	1247	Zbrane, strelivo	LV 2401 – Fraňo	owner, entrepreneur
<i>Farská</i>	38	1224	Cukráreň Billich	LV 3666 – Billich	owner, entrepreneur
<i>Farská</i>	46	1202	Kaviareň Piáno	LV 3853 - Stupka, Stupková, Rybánska	owner, entrepreneur
<i>Farská</i>	52	1223/2	Palace	LV 3644 – Gašperan	owner, lessor
<i>Radlinského</i>	1	1535	Bio obchod Pro Bio	LV 3822 – Dolan	owner, lessor
<i>Radlinského</i>	8	1537	Izba Starej Matere	LV 5841 - Strýčeková Izba starej matere	owner, entrepreneur
<i>Kupecká</i>	7	1349	Antikvariát	LV 3681 – City of Nitra	owner, lessor
<i>Kupecká</i>	9	1351	Microcomp	LV 3890 - Gál, Gálová	owner, lessor
<i>Kupecká</i>	11	1353	Odevy	LV 535 - Zalámalová Z.	owner, entrepreneur
<i>Kupecká</i>	12	1328	Irish PUB	LV 4707 - BC Nitra, s.r.o.	owner, entrepreneur
<i>Kupecká</i>	20	1320	Nábytok u Brucknera	LV 3222 - Striešková 1/3, Valkovičová 2/3	owner, entrepreneur
<i>Štefánikova</i>	1	1573	kaviareň Múzeum	LV 3681 – City of Nitra	owner, lessor
<i>Štefánikova</i>	2	1572	Nitrazdroj	LV 3793 - Hunopol, s.r.o.	owner, lessor
<i>Štefánikova</i>	2	1339/2	Šmak	LV 4223 - Strážanec Marcel, Strážanec Maroš Bistro Šmak	owner, entrepreneur
<i>Štefánikova</i>	3	1572	Prima Banka	LV 28 - Data-zdroj a.s.	owner, lessor
<i>Štefánikova</i>	7	1547	VUB	LV 5629 – non-residential space owned by VUB*	owner, entrepreneur
<i>Štefánikova</i>	7	1547	CK Turancar	LV 5629 – non-residential space owned by VUB*	owner, lessor
<i>Štefánikova</i>	10	1377/1	Sportel'ňa	LV 3289 - SLSP, a.s.	owner,

					entrepreneur
Štefánikova	14	1378/1	DM Drogerie	LV 5962 - Rimo, s.r.o.	owner, entrepreneur
Štefánikova	25	1498/1	Jadranská cukráreň	LV 3383 - Stark Christine (FO)	owner, lessor

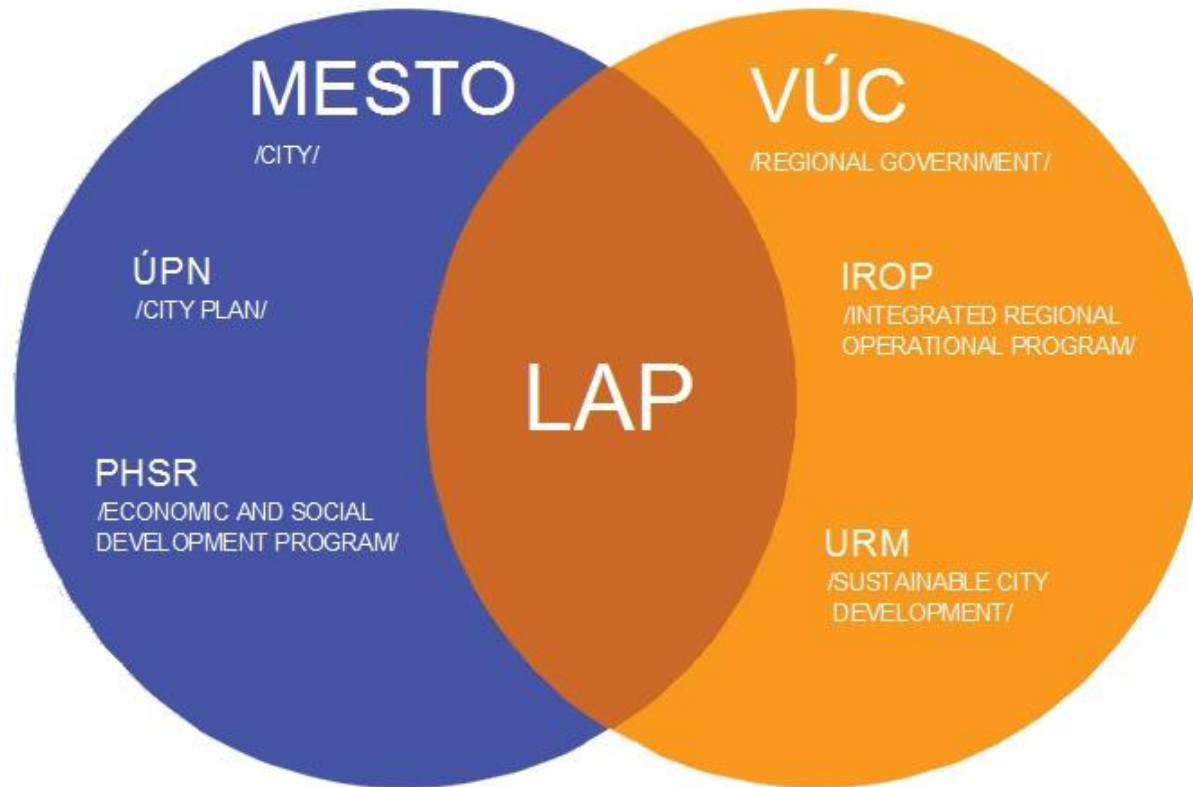
Chart 2: Correlation between longevity of shops and their ownership structure /Prokeinová, 2014/

Fields with grey background indicate entrepreneurs who own buildings and also do business there. The chart presents only selected businesses and it does not include absolutely all owners. We focused only on businesses with long-term business activity. The analysis was based on the hypothesis that businesses in the pedestrian zone do not thrive due to high rents. In conclusion, we noted that whether the business is situated in rented premises or in its own building, the result – the attendance of customers depends mainly on entrepreneur`s skills and their marketing activities.

Chart 3: number of permanent residents in Nitra city centre /Prokeinová 2014/



INTEGRATION OF THE USEACT LAP WITHIN THE LOCAL STRATEGY AND “ACTION PIPELINE”



Picture 4: Position of the LAP within other local and regional strategy frameworks /Hanáková, 2015/

ACTION/ PROJECT	TARGETS	PERIOD(S)	SUBJECTS/ AUTHORITIES IN CHARGE OF and Partnerships	FUNDS/ RESOURCES ALLOCATED	STATE OF DEVELOPMENT
<i>Urban interventions</i>	<i>Lay and professional public</i>	<i>2013</i>	<i>City of Nitra Web portal Územné plány.sk Bunka N.o.</i>	<i>10 000 € planning 60 000 € implementation of chosen initiatives</i>	<i>Carried out, resulted in 54 projects, 144 incentives for quality improvement of public spaces in Nitra</i>
<i>Zonal plan – central urban zone</i>	<i>All relevant stakeholders in the area</i>	<i>2007 /amendments in 2013/</i>	<i>City of Nitra</i>	<i>-</i>	<i>The basic functional instrument for spatial development of the central urban zone</i>
<i>Sustainable city development UMR/ Regional integrated urban strategy RIUS</i>	<i>City of Nitra and its metropolitan area</i>	<i>2014</i>	<i>Partnership Council City of Nitra VÚC (regional government)</i>	<i>30 million €</i>	<i>Preparation of the analytic, strategic and executive part of the document, database of project initiatives compiled</i>

SECTION 2# LAP development



ANALYSIS OF CHALLENGES TO BE ADDRESSED BY THE LAP AND OPTIONS FOR SOLUTIONS

CHALLENGE 1: SPATIAL RESERVES POTENTIAL

- *New functional and spatial composition of the central urban zone*
- *Residential housing and services*
- *Green islands and pocket parks*

CHALLENGE 2: TRAFFIC AND MOBILITY CONCEPT

- *New concept of mobility and the elimination of barriers in the area*
- *Creating a cycling routes network*
- *Establishing a safe bicycle garages network*
- *Bike sharing system*

CHALLENGE 3: QUALITY OF PUBLIC SPACES AND URBAN SAFETY

- *Functional profiling of services in relation to particular target groups of users*
- *Extension of the pedestrian area, introducing farmers` market tradition*
- *Creative industry on Svätoplukovo námestie Square*
- *Creation of a central space for mothers and children*

LAP GENERAL STRUCTURE: GOALS, OBJECTIVES, RESULTS, OUTPUTS AND MAIN ACTIONS

PARTNER: CITY OF NITRA

TITLE OF LAP: FUNCTIONAL CITY CENTRE

GENERAL GOAL: Increasing the quality of the city centre from the perspective of function, mobility, service offerings, spatial reserves potential, quality of public spaces and urban safety and thus to contribute to the sustainability of the urban development in Nitra.

OBJECTIVE 1: USE OF THE SPATIAL RESERVES POTENTIAL IN THE AREA

Action 1.1: New compositional and spatial arrangement of the central urban zone

Action 1.2: Residential housing support policy

Action 1.3: Creation of thematic pocket parks /seasonal effect, supporting the communication among citizens and visitors, spatial quality increase/

OBJECTIVE 2: NEW CONCEPT OF TRAFFIC SOLUTIONS AND MOBILITY

Action 2.1: Centre as a connection of the main elements of mobility

Action 2.2: Creating a network of cycling routes

Action 2.3: Establishing a network of safe bicycle garages

Action 2.4: Bike sharing system

OBJECTIVE 3: INCREASING THE QUALITY OF PUBLIC SPACES AND URBAN SAFETY

Action 3.1: Functional profiling of services in relation to particular target groups of users

Action 3.2: Extension of the pedestrian area, introducing farmers' market tradition

Action 3.3: Creative industry on Svätoplukovo námestie Square

Action 3.4: Creation of a central space for mothers and children

LAP ACTIONS LIST TABLES

PARTNER: City of Nitra					
TITLE OF THE LAP: Functional City Centre					
OBJECTIVE 1: USE OF THE SPATIAL RESERVES POTENTIAL IN THE AREA					
ACTION 1.1: New compositional and spatial arrangement of the central urban zone					
Title and brief description of the specific LAP Action	Responsible (Institutions/Authorities in charge)	Estimated cost	Legal/official planning framework	Expected Outputs and corresponding Result Indicators	Resources
Functional and spatial re-composition of the main square and the central urban zone to compositional and functional blocks in relation to surrounding objects and their functions/expected functions	City of Nitra, owners/retailers	Several million €	Creation of the spatial-functional concept for the central part of the city and its projection in the zonal plan	Complex upgrade of the spatial composition and the quality of public spaces from the point of view of individual and the central urban zone	1 – Municipal budget 2 – IROP, tURM
Phase	A) Already carried out / B) In progress or C) To be carried out				
Timetable	2015 – 2025				

ACTION 1.2: Residential housing support policy

Title and brief description of the specific LAP Action	Responsible (Institutions/Authorities in charge)	Estimated cost	Legal/official planning framework	Expected Output and corresponding Result Indicator	Resources
<p>According to the Urban and Spatial Analysis of the City Centre /Jarabica, 2014/, there is approx. 7% of unused or partially used objects in the city centre. At the same time, the potential for increasing the residential housing capacity is almost 100% in the whole structure.</p>	<p>City of Nitra: design, tax policy, quality of public services</p> <p>Real estate owners</p> <p>Regional Monuments Board in Nitra – approach to the regulation of function change of historical monuments</p>		<p>Master plan</p> <p>Zonal plan</p> <p>Act No. 49/2000 Coll. of Laws on the Protection of Monuments and Historic Sites</p>	<p>More residents = higher revenue from local taxes</p> <p>Shops</p> <p>Leisure time activities</p> <p>Increasing public pressure to improve the quality of public spaces in the area</p>	<p>1 – private sector, State Housing Development Fund (ŠFRB), municipal budget</p> <p>2 - PPP</p>
Phase	A) Already carried out / B) In progress or C) To be carried out				
Timetable	continuously				

ACTION 1.3: Creation of thematic pocket parks

Title and brief description of the specific LAP Action	Responsible (Institutions/Authorities in charge)	Estimated cost	Legal/official planning framework	Expected Output and corresponding Result Indicator	Resources
<p>Creating thematic pocket parks is an alternative for the use of today empty spaces and plots in the city centre. Every park would be thematically designed, maybe also seasonal. By showing that long time empty plots in the urban structure of the city can be interestingly redesigned with a small amount of money might help to increase the public demand for the use of the public spaces and urban planning in general.</p>	<p>City of Nitra Schools and universities Non profit organizations and civil associations Elected representatives of the city Real estate owners Everyone willing to participate</p>	<p>Several 1000€ each pocket park</p>	<p>Architectonic designs Projects</p>	<p>Increased public interest in the use of empty plots mainly in the city centre</p> <p>Increasing the attractiveness of locality and thus possibly attracting the investors who could build persistent objects on the vacant plots</p> <p>At the same time, to motivate the investors to use the city potential and not build in the green areas at the periphery of the city</p>	<p>1-Municipal budget, private sector, civil associations and non profit organizations</p> <p>2-tURM, IROP – creative industry</p>
Phase	A) Already carried out / B) In progress or C) To be carried out				
Timetable	2015 - 2020				

OBJECTIVE 2: NEW CONCEPT OF TRAFFIC SOLUTIONS AND MOBILITY

ACTION 2.1: Centre as a connection of the main elements of mobility

Title and brief description of the specific LAP Action	Responsible (Institutions/Authorities in charge)	Estimated cost	Legal/official planning framework	Expected Output and corresponding Result Indicator	Resources
<p>Reorganization of the traffic flows in the central urban zone with the accent on the direct connection of the centre to locations with the potential concentration of passengers, with preference of pedestrians and cyclists in relation to the wider surroundings of the central urban zone /Universities, campuses, Agrokomplex Fairground, Housing estates/</p> <p>Preference of pedestrian and cycling mobility and public transportation instead of the individual car transport in connection to the city centre.</p>	City of Nitra	25 000 € - processing of conceptual designs	Concept of mobility in the central urban zone	Less individual car transportation, lower demand for parking lots, more cyclists and a better use of the public transportation means.	<p>1-Municipal budget</p> <p>2-tURM, IROP – traffic infrastructure</p>
Phase	A) Already carried out / B) In progress or C) To be carried out				
Timetable	2015 - 2020				

ACTION 2.2: Creating a network of cycling routes

Title and brief description of the specific LAP Action	Responsible (Institutions/Authorities in charge)	Estimated cost	Legal/official planning framework	Expected Output and corresponding Result Indicator	Resources
<p>Currently built cycling routes bypass the city centre. The planned and prospective cycling routes create a certain form of city circuit which does not include the city centre (the territory being addressed) and does not contain additional elements of infrastructure (bike racks, bike parking places, connection to potential service or shop network or their marking, etc.). The City currently procures the “Concept of Cycling in the City of Nitra”. Under the concept in preparation, we propose to address a thicker cycling routes structure in the city with safe connection of housing estates to the city centre, shopping zones, schools, playgrounds etc. Related infrastructure is also important. Aside from high-quality bicycle racks suitable for cyclists, it is also necessary to consider the connection of public transport with cycling transport.</p>	<p>City of Nitra VÚC (regional government) Property owners</p>	<p>3,8 million €</p>	<p>Concept of mobility in the central urban zone Concept of cycling routes for the city of Nitra</p>	<p>Daily access to the city centre for cyclists Decrease of the number of cars passing through the city centre every day</p>	<p>1-Municipal budget 2-IROP, tURM PPP</p>
Phase	A) Already carried out / B) In progress or C) To be carried out				
Timetable	3 years from the study creation, through EU funds acquisition, to the implementation				

ACTION 2.3: Establishing a network of safe bicycle garages

Title and brief description of the specific LAP Action	Responsible (Institutions/Authorities in charge)	Estimated cost	Legal/official planning framework	Expected Output and corresponding Result Indicator	Resources
<p>Proposal and implementation of safe network of protected parking lots for bicycles – as an alternative means of transport and at the same time, as a form of public transport support. The placement of bicycle garages will be implemented based on an analysis and will enable the connection of public transport with cycling transport. At the same time, it will enable cyclists to reach the city centre. From the viewpoint of infrastructure preparation, it is necessary to think about a perspective possibility to charge electric bicycles. This solution can be implemented in two steps – first, by implementing protected parking spaces within existing paid parking lots for cars (upon agreement with providers). We propose e.g. the rarely used Tesco parking lot. Second, a city network of parking stations connected to the newly created and marked cycling routes will be created.</p>	<p>City of Nitra Public transportation provider Property owners</p>	<p>Costs will be specified based on the study and the proposed changes and measures approx. 20 000 €/garage</p>	<p>Zonal plan Concept of cycling routes for the city of Nitra</p>	<p>Working network of bicycle garages with the connection to the public transportation</p>	<p>2-IROP, tURM</p>
Phase	A) Already carried out / B) In progress or C) To be carried out				
Timetable	1 year				

ACTION 2.4: Bike sharing system

Title and brief description of the specific LAP Action	Responsible (Institutions/Authorities in charge)	Estimated cost	Legal/official planning framework	Expected Output and corresponding Result Indicator	Resources
<p>Creation and introduction of the city bike sharing system. Location of individual stations will be based on the performed analysis of citizens' movement within the city of Nitra and it will be linked to city and public transportation (buses, trains) and both public and private parking lots. The system will be open for tourists and visitors, not just for residents. At the beginning, the community bike sharing system, which is being launched in Bratislava, can serve as an inspiration. The disadvantage of this system is the closeness of it and unavailability for tourists/visitors. Due to the size of Nitra, we would rather recommend a traditional way of bike sharing also available for visitors/tourists.</p>	<p>City of Nitra Public transportation provider Nitra Tourist Board</p>	<p>Approx. 250 000€</p>	<p>Zonal plan Concept of cycling routes for the city of Nitra</p>	<p>Working bike sharing system in Nitra 6 bike sharing stations with 10 bicycles each</p>	<p>1-Municipal budget 2-Nitra Tourist Board Public transportation provider tURM</p>
Phase	A) Already carried out / B) In progress or C) To be carried out				
Timetable	12 – 18 months after building the basic network of cycling routes				

OBJECTIVE 3: INCREASING THE QUALITY OF PUBLIC SPACES AND URBAN SAFETY

ACTION 3.1.: Functional profiling of services in relation to particular target groups of users

Title and brief description of the specific LAP Action	Responsible (Institutions/Authorities in charge)	Estimated cost	Legal/official planning framework	Expected Output and corresponding Result Indicator	Resources
Adjustment of the physical structure in terms of specific groups requirements (barrier-free environment, mobility axes) and creation of the concept of functions for attracting these groups to the central urban zone	City of Nitra Real estate owners Business operators		Passportisation of problematic spaces and proposal of measures to eliminate them	Creation of the mobility concept for specific groups in the whole central urban zone Removal of illogical height differences of the main square New functional objects of small architecture Addition of pedestrian crossings in the context of localized functions (kindergarten, high school, church) connected with the adjustment of parking restricting the view of pedestrian and driver (people run from behind cars on the road). Removal of physical barriers to access sidewalks in the area of the Police Department	1- Municipal budget, budget of the regional government 2 - IROP
Phase	A) Already carried out / B) In progress or C) To be carried out				
Timetable	continuously				

ACTION 3.2: Extension of the pedestrian area, introducing farmers` market tradition

Title and brief description of the specific LAP Action	Responsible (Institutions/Authorities in charge)	Estimated cost	Legal/official planning framework	Expected Output and corresponding Result Indicator	Resources
<p>We propose a complete revitalization of the area around the Tesco department store, which is currently unused and neglected. Part of the revitalization should include the reshaping of Štefánikova Street into pedestrian area and connecting it to the existing pedestrian zone. In the city centre, a preference for cyclists and pedestrian visitors should emerge. A cycling route should be also part of the space.</p> <p>Within the space, currently being used by motor vehicles, we propose to create a trading space (city market) focusing on farm products and local gastronomy. We propose to move vendors of fruit, vegetables, flowers and other local products from the city market place to this area.</p> <p>The created space will include, beside the stands in a suitable united design, enough free space and possibilities for sitting-down and relaxing. The stands will be in sufficient distance from each other in order to avoid a cramped space.</p>	<p>City of Nitra</p> <p>Retailers</p> <p>Tesco department store</p>	<p>Costs will be specified based on the study and the proposed changes and measures</p>	<p>Already processed projects</p> <p>Zonal plan</p> <p>Feasibility study</p>	<p>Increased quality of the important public space in the city centre</p> <p>Reconstruction of surfaces, street furniture equipment etc.</p> <p>Revival of the space around Tesco department store</p>	<p>1- Municipal budget, Budget of the regional government</p> <p>Tesco department store</p> <p>2- IROP</p>
Phase	A) Already carried out / B) In progress or C) To be carried out				
Timetable	2 years preparation phase + 6 months realization phase after acquisition of relevant permits				

ACTION 3.3: Creative industry on Svätoplukovo námestie Square

Title and brief description of the specific LAP Action	Responsible (Institutions/Authorities in charge)	Estimated cost	Legal/official planning framework	Expected Output and corresponding Result Indicator	Resources
<p>To reshape Svätoplukovo námestie Square into a "theatre square", in summer season with organized and unorganized events, exhibitions, theatre accompanying programmes, weekend sports exhibitions and competitions or concerts. Additional space for an open-air children theatre – children shows, performances... The space will serve for all generations; ideally, it should be used by children in particular, so that they gain cultural habits at young age. The goal is to gradually form a city population with a relationship to the city, who will support the city and appreciate the services it provides them as citizens. People do not become city citizens the moment they move to the city, but when they gain city habits – in particular those of a cultural nature. Later, this will also be demonstrated in interpersonal relations. The square in front of the theatre building should be considered as public space with greenery, benches etc. The aim will be to create a living space.</p>	<p>City of Nitra VÚC (regional government) Theatre of Andrej Bagar Non profit organizations</p>	<p>Costs will be specified based on the study and extent</p>	<p>Master plan Economic and Social Development Program /PHSR/</p>	<p>Living square in the city centre Increased number of residents and visitors in the locality investing their time and money into services and leisure time activities.</p>	<p>1- Municipal budget 2- IROP, Creative industry</p>
Phase	A) Already carried out / B) In progress or C) To be carried out				
Timetable	3 years from the study creation, through EU funds acquisition, to the implementation (in case of EU funds use)				

ACTION 3.4: Creation of a central space for mothers and children

Title and brief description of the specific LAP Action	Responsible (Institutions/Authorities in charge)	Estimated cost	Legal/official planning framework	Expected Output and corresponding Result Indicator	Resources
<p>In order to enliven the city centre, we propose to create an interesting and safe space for mothers with children. The locality should be easily accessible both on foot and by public transportation, with sanitary facilities in close proximity. We propose its implementation in the city centre, close to the theatre building. It is necessary to design the space from the functional view, as well as taking into account the valid standards. To make the playground accessible to everyone, children with special needs (e. g. on wheelchairs), as well as seniors or parents with limited ability to move must be taken into account as well. This must correspond with the selection of playground equipment, safety surfaces, sidewalk surfaces, street furniture equipment and suitably arranged access to the area. The goal is to enliven the city centre particularly in the morning and during weekends.</p>	City of Nitra	150 – 200 000 €	Zonal plan Evaluation study – appropriate locality selection Project preparation	Enlivened city centre in morning hours and during weekends by the target group of mothers with children, who will use the public spaces as well as the services offered in the locality	1 – Municipal budget 2 - IROP
Phase	A) Already carried out / B) In progress or C) To be carried out				
Timetable	1 year preparation phase + 4 months realization phase after acquisition of relevant permits				

SECTION #3 LAP Implementation



ORGANIZATIONAL SOLUTIONS

- Implementation of the local action plan (LAP) to conceptual materials at local level /e.g. Economic and Social Development Program (PHSR)/
- Linking and harmonizing the actions proposed in achieving the objective of the LAP with the database of project intentions for the current project period
- Within the staffing matrix of the city project team, look for possibilities for implementation and funding resources to develop the LAP.

FUNDING

- Budget of the City of Nitra – planning and concepts /Department of Chief Architect/, implementation and municipal activities /Department of Investment Construction, Department of Municipal Activities and Environment/
- Budget of the Nitra Self-governing Region – within the areas of their competence and founding activities
- European Union funds – ERDF – e.g. Integrated Regional Operational Programme – Regional Integrated Territorial Strategy – Sustainable Urban Development /integrated transport, green infrastructure/
- National resources /e.g. State Housing Development Fund/
- PPP partnerships and private investments



SECTION #4 LAP Impact Assessment



Analysis of the LAP Development Process

Strengths

- *Professional structure of the local support group*
- *Active approach of the local support group members to the issue*
- *Current topic – goal of the local action plan*
- *Procession of partial materials – analyses of the current conditions in the area with the proposal of future solutions regarding the territorial development, traffic concept, marketing and economic aspects, offered services, quality of public spaces and urban safety*
- *Creation of a neutral communication platform applicable also in the future*

Weaknesses

- *Limited funding*
- *High requirements for human resources*
- *Complicated administration of the process in terms of reconciling the requirements of the project's lead partner with national legislation, in particular public procurement*
- *Due to workload of the stakeholders, it is not possible to arrange meetings on regular basis*

Opportunities

- *Opening of a discussion focusing on the problems of the city centre from new insights and perspectives /quality of public spaces, cycling transport, portfolio of services in the locality, urban safety, residential housing support in the area/*
- *Good timing, connected with the starting EU programming period 2014 – 2020*
- *Possibility of LAP integration into the newly processed Economic and Social Development Program (PHSR) of the city*
- *Improvement of the visual quality of the public spaces, thus the attraction of the place without the necessity to spend large amount of resources*
- *Cycling transportation on the priority list*
- *Transfer of good experience of other partners and their adaptation to local context*

Threats

- *Legislative environment and “flexibility” of the local authorities*
- *Low prioritization within the action portfolio of the city*
- *Low interest of the public, entrepreneurs and subjects in the locality in mutual cooperation and single approach to the issue*
- *Conservative communication between public administration and citizens*
- *Traffic system in the area depending on the large future investments*
- *Ownership structure of the real estates in the area*
- *Sustainability of the LAP idea after the project*
- *Financial and personnel guarantee for implementation of the LAP activities*

LAP RISK ASSESSMENT

LAP Risks Matrix

		Consequences				
		1 – Insignificant By their nature insignificant problems that do not require interventions or corrections.	2 – Minor Ordinary problems that require small operatively viable interventions and corrections with minimal costs.	3 – Moderate Problems that will require an appropriate intervention and the correction will require moderate investments in the medium term.	4 – Major Significant problems of permanent nature removal of which will require significant investment and interventions in the long term.	5 – Catastrophic Problems caused by exceptional occurrences of destructive nature that cannot be eliminated even in the longer term.
Likelihood	A - Almost certain to occur in most circumstances	Human factor risk – emergence of friction areas (possible ordinary interpersonal conflicts in all phases of LAP)	Risk of human factor – human resources (success of a project of these dimensions will depend on the quality of human resources involved)	Information risk, lack of the fundamental information (detailed statistics on the use of objects in the area)		
	B - Likely to occur frequently	Hygiene risk (new compositional and spatial arrangement of the central urban zone will automatically put the pressure on solving the question of basic hygiene in the area, mainly in terms of specific groups such as mothers with children, seniors...)	Operational risk (implementation of a large-scale project will require a detailed planning and a quality project management able to manage activities in parallel and time sequence, thus the risk of insufficient management automatically arises)	Social risk- unwillingness to cooperate (possible unwillingness to participate in the LAP implementation of the owners of the addressed objects)	Quality risk connected with technological risk (high demands on quality of processing from project intention to specific elements of implementation of various technological processes)	
	C - Possible and likely to occur at some time	Social risk - Risk of “rejection of the new” (unwillingness of citizens to give up the old arrangement and habits)	Marketing risk (inability of some retailers to carry out appropriate marketing activities to support the objectives of LAP)	Market risk – Inadequate extension of housing in the addressed area (extended use of existing buildings for housing to the detriment of shops and gastronomy)	Investment risk, together with the credit risk and risk of insolvency (implementation of the planned activities will require significant investments mainly from the city)	

	D -	Unlikely to occur but could happen	Environmental risk (increased production of waste connected with higher concentration of people in the area, higher requirements for greenery care and environmental protection)	Safety risk (Inability of the city to ensure truly “safe” garages for bicycles, thematic pocket parks and rest areas)	Market risk – Loss of the “spirituality” of Farská Street (character change from religious centre of the city to centre of shopping and fun/residential housing)	Market risk - Future “from the perspective of LAP inappropriate” use of empty objects (currently 7% of objects in the addressed area)	
	E -	May occur but only in rare and exceptional circumstances				Legislative risk (Legal planning framework, resp. necessity to incorporate the LAP objectives to Master plan of the city and other strategic documents, PHSR etc.)	Political risk, resp. transfer of governmental and EU priorities (current turbulent political and economic environment presents a potential risk that responsible authorities will transfer their interest and grant assistance from the field of improving the living quality of residents to other areas)

Notes to the risk rating

Risk Rating	Colour Label	Necessary Remedial Measures
Low	White	These low-risk situations will not call for remedial actions in the strict sense. For their correction it will be sufficient to establish the institute of permanent controls and to monitor the risks. Their consequences are usually insignificant.
Medium	Green	Situations that could potentially mean a threat, especially if they are not rectified for longer time. In case of their detection, it is necessary to eliminate them, or it is necessary to adopt measures for their future elimination. For this purpose, permanent monitoring or preventive controls at sufficient intervals are appropriate.
High	Orange	High risks are situations, which in case they appear, pose a considerable threat for the normal operation and implementation of activities. Their immediate elimination is necessary, or it is essential to adopt remedial measures with exactly set timeframe. As a preventive measure, it is appropriate to adopt a risk reduction strategy for given activity.
Extremely high	Grey	Extremely high-risk situations, which require immediate intervention for their elimination, or mitigation of the existing risk. Solving these situations will require the immediate removal of the source of risk and they cannot be solved by eliminating the consequences.

In addition to risks directly connected with particular actions within the three main challenges, we assume that the implementation of the LAP will be connected with several specific risks. Already the preparation of documents for the LAP is impeded by lack of detailed information about the current use of objects in the addressed area, business successfulness of existing shops and gastronomy facilities and possible reasons for their poor economic results. This information risk is gradually eliminated by consistent preparation of the project documentation and background documents.

With high probability, friction areas between particular interest groups as well as between individuals will arise during the LAP preparation and implementation. Such consequences of different opinions and views on the issue are common in similar projects. It is possible to prevent this risk and eliminate its consequences effectively by operative solutions and open mindset of everyone involved.

Implementation of the LAP is also potentially connected with the operational risk consisting of the necessity of detailed planning of all LAP actions and steps. It will be also necessary to form a highly qualified project team that will ensure quality processing of documentation and consistent implementation of actions. The key will be the ability to manage activities in parallel and time sequences, where a certain risk of insufficient management automatically arises.

Ecological side of the LAP implementation is defined as low-risk. It will be necessary to deal with increased production of communal waste as a consequence of higher concentration of people in the area, which is important to handle in the preparation phase of the project. Potential inappropriate behaviour of some people, the result of which could be polluted public spaces or destruction of greenery, can be effectively eliminated by the camera system installed in the city centre. Prevention of the environmental risk will also require higher costs for greenery care and environmental protection.

Legal and political aspects associated with the LAP are characterized as high-risk. On the one hand, there is a legislative risk which factors the legal planning framework of the LAP, thus the necessity to incorporate the LAP objectives to Master plan of the city and other strategic documents (PHSR, Investments Plan, Waste Management Plan etc.). This risk is further increased by potential threat of misunderstanding the LAP objectives by key

officials and stakeholders, which might lead to the inability of the city to formulate vision, programme and strategies associated with the LAP.

There is also a risk of the possibility that responsible persons will not pay enough attention to the issue as a result of insufficient commitment or capacity. We cannot omit the risk of insufficient political support, as well as the lack of interest of the city authorities in long-term strategies. This problem is affected also by elections and political changes, which will occur several times in consideration of the time period of the LAP implementation. Moreover, this political risk enhances the possibility of transferring the priorities of the Government and European Commission from the area of improving the living standard of EU citizens to other areas (stabilization of the banking system, elimination of security risk, elimination of consequences of economic sanctions), which would significantly limit the source of subsidies that are considerably assumed for the implementation of the LAP. Given financial risk is one of the main risks of the LAP implementation in consideration of the extent of planned activities. Funding will be the key factor in each phase of implementation; therefore it will be necessary to plan this issue very carefully mainly in terms of funding resources. This significant financial risk, however, will be automatically eliminated to certain extent by setting a "financial network" resp. a network of funding with contributions not only of the city but of stakeholders, subsidies and others. Although the city will bear the considerable part of the costs, we assume that solvency will be ensured by active loan refinancing and other financial instruments as well. Since we assume an extended use of subsidies, higher demands will be placed upon the quality of processing of project intentions, thus their investment and time requirements. Last but not least, we have to mention the quality risk connected with the technological risk with consideration of high demands on the quality of processing from project intention to concrete elements of implementation of particular technological processes.

What is most important for LAP implementation (support/threaten):

Municipality

- +
 - political support, understanding by the public administration
 - embedding in the agenda of municipal office organizations
 - personal initiative, creative officials
 - tendency to support soft projects
 - cooperation, participation of other subjects in ULSG
- - Term of office and political changes:
 - inability of the city to formulate vision, program, strategy
 - insufficient political support – lack of interest of the city authorities in long-term strategies
 - the lack of commitment and capacity of responsible persons
 - lack of understanding of other officials at the Municipal Office

Funding

- +
 - related to the municipal budget
 - funding from various resources - support network
- - Implementation of long-term actions requires more funds

- Unsecured financial resources, lack of resources, financially undersized realization outcomes followed by disgust
- Reduction of tax revenue

Communication

- +
 - Positive experience with international cooperation within the city
 - Involvement of opinion leaders, key players in the city
 - Clear communication with citizens
 - Willingness of the target group
 - Support network
 - Monitoring, estimation, feedback
- - Reluctance of some stakeholders, lack of interest of the target group
 - Hostility of the public

Other

+ It is easier to promote actions that were already tried abroad
Ensuring the cooperation with other professionals, key players
The preparation of follow-up activities, projects, further activities of ULSG
It is necessary **not to confine new thinking**, to test, update and carry out actions, **no enforcement of system changes**

* adopted from the Urbact National Training Days, Bratislava 20 January 2015

LAP TARGET/BENEFICIARIES AND IMPACT ASSESSMENT

Citizens / residents

The overall living standard of the residents will raise by increasing the attractiveness of the city centre and mobility optimization in the locality. Adjustment of the services according to the particular target groups will possibly create new job opportunities. At the same time, fulfilment of the residential housing capacity will create an assumption for regular usage of services and functions within shops, gastronomy, leisure time activities, recreational and cultural activities, education etc.

Municipality

In pursuance of public interest, it is the interest of the city to solve current problems in the area – depopulation, quality of the public spaces and their attractiveness to residents and visitors of the centre, traffic situation, and communication with the public, as well as the definition of relations with business sector in the locality. In terms of spatial development, the city aims at optimization of the urban structure /use of spatial reserves, function change of objects and creation of conditions for their regeneration/.

Public sector / services in public interest

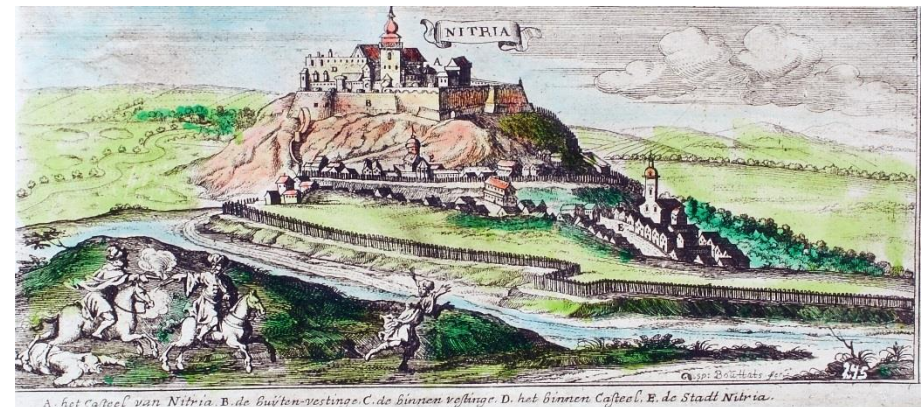
In the process of the LAP implementation it will be beneficial to set the communication among various segments of state and public administration, as well as the cooperation among organizations providing services in public interest, or organizations focusing on marketing and tourism development /Regional Monuments Board, Municipal Office, Municipal Services, Arriva, Nitra Tourist Board, civil associations etc./.

Business sector

In addition to benefits for residents, the functional city centre will primarily affect the business sector in the locality. Higher attendance of facilities creates an assumption for new jobs opportunities. At the same time, it also assumes profiling of shops in the city centre on the basis of supply and demand, service improvement and interest in communication with customers and reaction to their requests /opening hours, range of goods and services etc./. The aim is to create the city centre as a valuable alternative to shopping centres in the city.

Investors

The revival of the city centre, its higher attendance will create conditions for increased interest of investors to invest in the area. Ideally, with the help of private capital the urban structure of the city centre will be optimized /spatial reserves/.



INNOVATION

URBAN INTERVENTIONS NITRA 2013

The main idea of the project Urban Interventions is to find problematic or unused spaces and places within the city and its surroundings, which you think are not working as they should and you have the need to creatively step in and intervene. The author of the original concept is the Vallo Sadovsky Architects studio. Since 2011, the civil association UzemnePlany.sk conceptually adjusted and diversified the project to its present form. The Urban Interventions are an open platform for anyone who has the desire and vision to change their city. The Urban Interventions have taken place in several cities in Slovakia and in the Czech Republic, where it activated critical and creative minds of many people who care about the public space.



SMART APPROACH TO MOBILITY

Mobility and traffic are an inevitable part of every functional city. Smart city is easily accessible for visitors or residents and the movement within the city is very simple and neat. The traffic infrastructure is developed; it allows combination of several means of transport with stress on the public transportation, cycling transport and walking around the city. Traffic control is connected to information and communication technologies and data are passed also to third parties. The trend in the world is the transition from ownership to sharing, providing information, personified information for travellers and travelling as an experience. In terms of the cycling transport development in the city of Nitra, it is necessary to create a safe road infrastructure including safe parking for bicycles (bicycle garages and racks) with connection to all means of public transport, to open the city centre for cyclists, to realize the bike sharing system and to focus on increase of the public spaces quality, so that cycling and walking around the city will be a pleasant experience for both visitors and residents.

SECTION #5 Stakeholders, partnerships, participation

MAIN STAKEHOLDERS

City of Nitra / Municipal Office in Nitra



- *Sustainable urban development, use of the urban structure reserves, concept of transport, environment*
- *Creating attractive and safe environment for citizens*
- *Creating conditions for optimal business environment in the locality*
- *It decides about priorities, financial instruments and way of communication with the public*
- *In cooperation with the community, it offers possible solutions for the situation /vision, short-term, medium-term and long-term measures/*
- *Increasing the attractiveness for visitors and tourists*

Local residents and community



- *Interest in stable locality in terms of safety, public services etc.*
- *Putting pressure on increasing quality of public spaces /accessibility, enough green areas, street furniture equipment, facilities for recreational activities, children`s playgrounds, sports fields.../*
- *Mobility in the locality – restriction of the individual car transport, thus the possibility of decreased need of parking spaces, is conditioned by other available transport alternatives /public transportation, cycling transport, walking routes/*
- *Interest in wide portfolio of quality services in the city centre /shops, culture, gastronomy, education, other leisure time activities/*

Local entrepreneurs



- *The need for profiling of offered services depending on requirements of particular target groups*
- *Cooperation with the city to increase the attractiveness of the locality – more visitors and increasing number of residents will have a positive impact on revenues – the possibility to invest, more job opportunities etc.*
- *The possibility to create and put together a single marketing strategy – “branding” of the city centre as historical, cultural and business centre of Nitra*
- *Participating in increasing the quality of public services and public spaces in the city centre, not waiting for the initiative and financial support of the city*

State and public administration

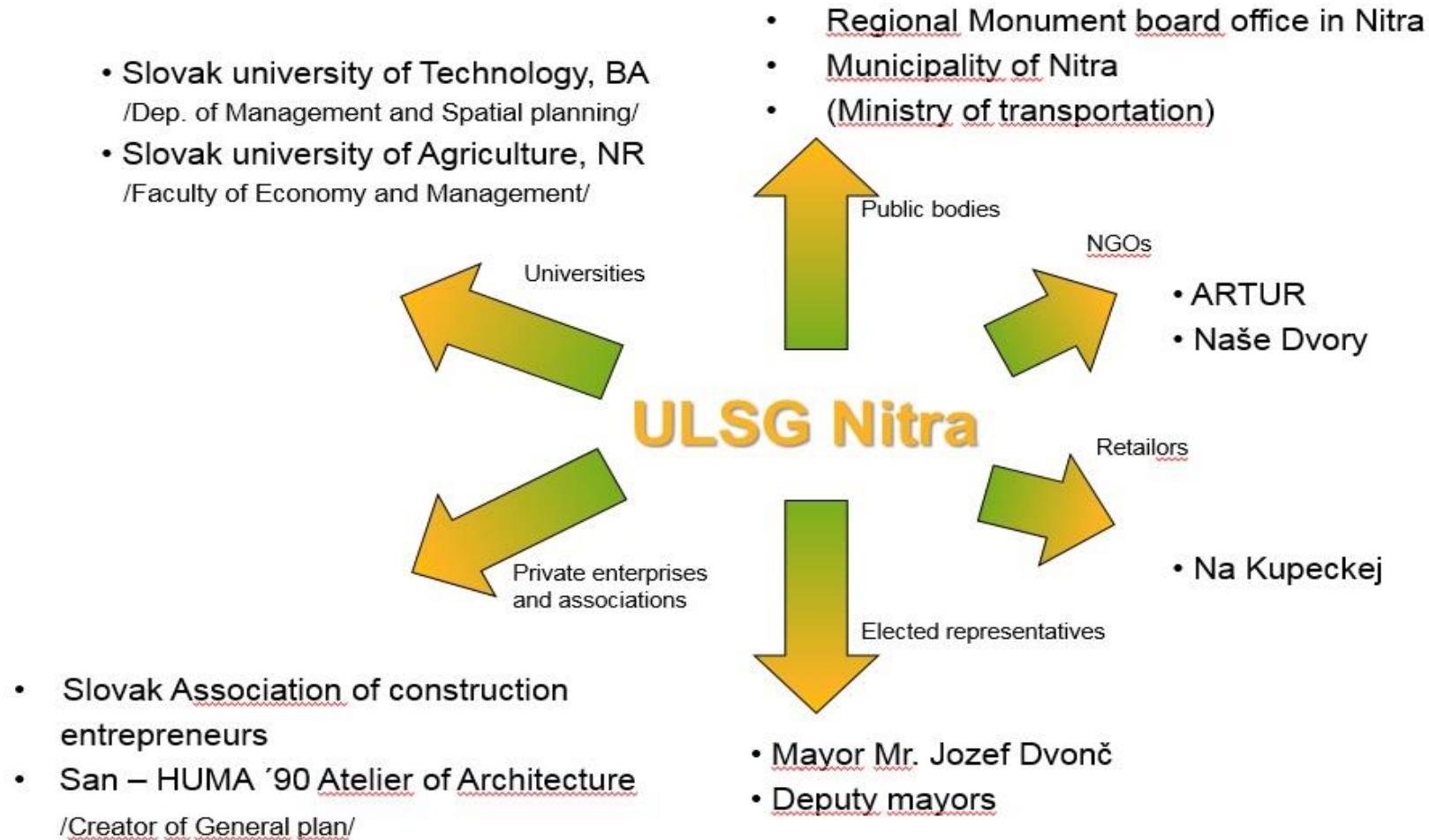


- *Acts within the legislative framework*
- *Participates in formation of the business environment in the city centre through conceptions, initiative assessment, permit issuance etc.*
- *Has a great impact on dynamics and quality of the spatial development of the city directly depending on their own flexibility and willingness to communicate*

ULSG MAP

COOPERATION AT THE LOCAL LEVEL

Creation of the Local Support Group /ULSG/



Picture 5: Subjects of the local support group in Nitra /Lančarič, 2013/

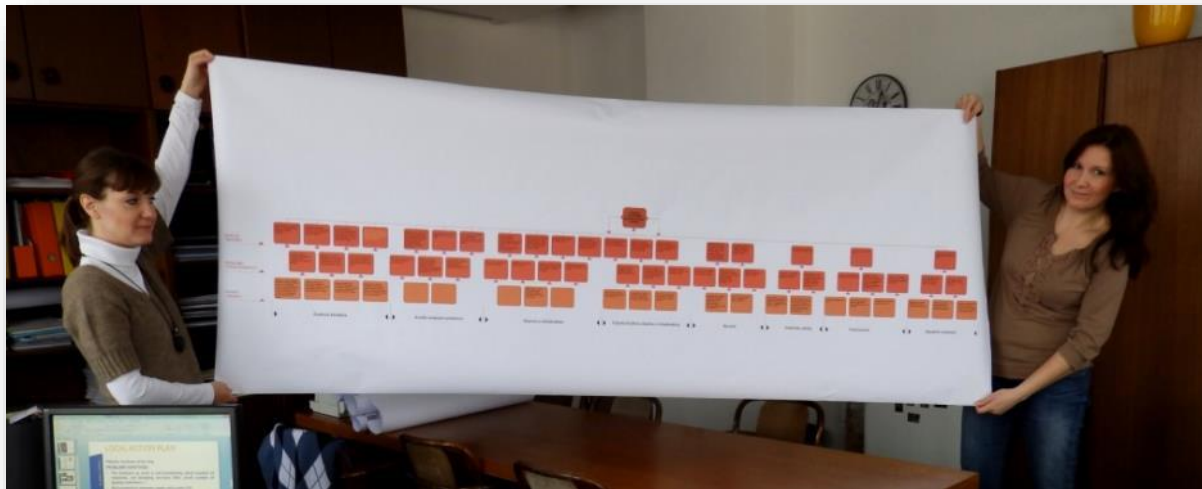
THE PARTICIPATION PROCESS: LAP AS CO-PRODUCTION EXERCISE

WORKING METHOD AND PROJECT PROMO:

- 5 meetings of the whole support group
- 9 bilateral and trilateral meetings depending on the topic
- 3 participations in URBACT National Training Days
- Presentation and promo of the USEAct project within events Urban Interventions 2013, LANDURBIA 2014, conference SMART CITIES 2015, and National Info Day URBACT 2015.
- Creation of the “Tree of problems” /picture below/

COOPERATION WITHIN ULSG:

- Processing of partial analyses depending on the professional specialization of the group members: urban and traffic analysis, analysis of the public spaces quality, analysis of urban safety of the locality, economic and marketing analysis of services in the locality.
- ULSG created space for communication between particular stakeholders on the neutral base in favour of solving the problems in the future as well /architects, preservationists, non profit organizations, public sector, local entrepreneurs.../.





Picture 6: Communication activities at local level /Hanáková, Lančarič 2015/

SECTION #6 Looking forward...



LESSON LEARNT

What can we do in the following areas (for LAP implementation):

Municipality

- Embedding of the agenda related to the LAP implementation to the organizational structure by the “right person”
- Linking of regular communication between the “right person” and the responsible politician and his activation
- Embedding in the superior strategic documents
- Discussion across the whole political spectrum, continuous awareness
- Platform widening in the implementing phase
- Linking of project periods
- Propagation of successful projects – meaningfulness of soft projects

Communication

- Differentiate the communication according to target groups and phases of the project from the beginning
- Communicate professionally (help of communication experts...)
- Targeted involvement of opinion makers in communication of the LAP

- Attractive, comprehensible communication in all forms

Funding

- State
 - negotiate the EU funds and set the operational programme
 - strengthen other schemes such as ESIF
- Municipality
 - visions, programmes, strategies
 - expertise
 - favourable municipal legislation
 - use of own (financial) resources
 - cooperation with investors, including local
- Residents
 - change of values
- Third sector
 - fund rising
- PPP and private sector investments
 - business environment improvement
 - willingness to cooperate with the city and region

* adopted from the URBACT National Training Days, Bratislava 20 January 2015

WHICH RECOMMENDATIONS FOR URBACT III?

NATIONAL CONTACT POINT:

- Points advantage for URBACT experience in obtaining funds for LAP implementation, for example from ESIF
- Translation of publications to national languages
- Should directly communicate with the political representatives of the city – emphasis on personal contact

CAPACITY BUILDING:

- The city must undertake to allow the ULSG members participation in events related to the project and throughout the project
- Greater emphasis on the participation of the city representatives in information seminars, trainings
- The city involved in the project will organize an introductory information seminar about the project
- Financial evaluation of the ULSG members, who carry out this activity beyond their scope of work, should be part of the 80% co-funding
- Finances for translator should be earmarked and it would be appropriate to provide interpretation at the larger international meetings

ULSG/LAP:

- Methodology of the LAP is OK
- Allow more ULSG members participation at international meetings (finances)
- The time demandingness does not correspond to financial evaluation
- Unify legislation (methodology) at local and national level for example by exceptions or guidelines

Other:

- URBACT Secretariat should certificate successful teams and ULSG members after the project
- Political representatives of the city should be also included in the official communication between secretariat, lead partner and partner
- Promote issuing Best Practices in national languages
- Technical problems with the system Presage – no direct possibility to re-edit the entries
- Feedback on these observations

* adopted from the URBACT National Training Days, Bratislava 20 January 2015

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WEB:

<http://www.nitra.sk/stranka.php?cat.507>
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<http://www.scmagazine.cz/article/view/170>

URBACT II

URBACT is a European exchange and learning programme promoting sustainable urban development.

It enables cities to work together to develop solutions to major urban challenges, reaffirming the key role they play in facing increasingly complex societal changes. URBACT helps cities to develop pragmatic solutions that are new and sustainable, and that integrate economic, social and environmental dimensions. It enables cities to share good practices and lessons learned with all professionals involved in urban policy throughout Europe. URBACT is 500 cities, 29 countries, and 7,000 active participants. URBACT is jointly financed by ERDF and the Member States.

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