

STAKEHOLDERS' INPUT ON SK PILOT ACTION

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1. Summary

The stakeholder input in case of the project partners in Banská Bystrica within the reported period February - November 2018 concerned exclusively the final design and procuring of necessary permissions of the pilot action - the bike point at the train and bus station in Banská Bystrica. The implementation of the pilot action has been delayed due to objective reasons - in summary, the pilot was completed in the final stage of the project (end of May 2019). According to the original project implementation plan, the investment was supposed to be finished earlier (November 2018). The reasons for relative delay were the lengthy processes of obtaining the necessary permissions and arranging the contract regarding the rent of the area from the National Railways Operator to the city of Banská Bystrica.

This delay was not caused by unwillingness of the involved stakeholders to realise the pilot action on time but rather by complicated organisational structures of the involved institutions, mainly of the Railways of the Slovak Republic and to certain level at the municipality office of Banská Bystrica. At the same time, municipality of Banská Bystrica and the Railways of the Slovak Republic were the main stakeholders involved in the pilot action and their intensive involvement; specifically, during the year 2018 was the key factor of successful implementation. The project partner Ekopolis acted in a role of negotiator and facilitator of the realisation of the pilot action. This form of synergy at the end led to completion of the pilot action in spring 2019 and in accordance with technical parameters, which were planned at the start of the project.

Important fact is that vast majority of communication between key stakeholders - Ekopolis Foundation, municipality of Banská Bystrica and the Railways of the Slovak Republic was done in format of informal communication - emails, phone calls and brief operational meetings including inspections on-site. For this reason, the minutes, list of participants and pictures were not procured. This format was chosen as most effective to address and solve the issues occurring during the process of preparation and implementation of the pilot action.

2. Date and place

The communication between key stakeholders - Ekopolis Foundation, municipality of Banská Bystrica and the Railways of the Slovak Republic was very intensive during the reported period, however it was done all times in form of informal communication, not in form of workshops or events. Most of communication required at hoc addressing of the occurring situations and problems, where the culturally and practically most appropriate ways of communication - were emails, phone calls and brief meetings either in the premises of the city hall or directly on site of the future construction.

3. Number and types of participants/target groups

The regular informal communication between key stakeholders - Ekopolis Foundation, municipality of Banská Bystrica and the Railways of the Slovak Republic required involvement of the people in relevant positions, competent to proceed the necessary steps.

At the level of the City Hall it was:

- Department of the urban planning and architect of the city
- Department of the development activities of the city
- Department of constructions works



At the level of the City Hall it was:

- Chief of the station in Banska Bystrica
- Administration of the Railways Properties - regional directorate in Zvolen
- General directorate of the Slovak Railways Company in Bratislava

4. Topics tackled and links to deliverables, outputs

The topics addressed by in the stakeholders' meetings concerned practical issues related to obtaining project documentation, and necessary permissions, including statements of the energy networks operators and agreement of all competent institutions (including e.g. the State History Institute). The agenda included specific location of the bike point in a broader area around the train and bus station, technical specifications and architectural design. The meetings were regularly organised either on the premises of the City hall or directly on the future construction site. The meetings directly concerned the Output O.T.3.2.

5. Expected effects and follow up

The communication among the stakeholders including at-hoc organised operational meetings were absolutely crucial for the future completion of the pilot action. The completion can be considered as the direct effect of this communication. Further, long term effect is an improved communication between the involved institutions and continuing cooperation on other projects focused on improving the urban environment in the city of Banska Bystrica.

The communication and cooperation of the main stakeholders - Ekopolis Foundation, municipality of Banska Bystrica and the Railways of the Slovak Republic continued also beyond the reported period and at the end led to completion of the bike point within the project implementation period in April/May 2019.

In that later period also the preliminary evaluation of the pilot action took place. To secure the feedback from the target groups, the project partners organised the public survey among to find out their reaction on the project and potential interest in use of the bike point once it is built.

The questionnaire has been delivered to the respondents during the months April and May 2019, on several public events, where the "soon to be completed" bike point was promoted. Project partners produced the infographic banner presenting the functions of the bike point and presented it at the critical mass ride at the occasion of the opening the cycling season, and other public events related to Bike to work campaign in May. The banner was also exposed and respondents approached directly the construction site near the Railway station.

The questionnaire included the following questions:

- Do you visit or pass the area of the Railway station by bike?
- If YES, will you use the bike parking point once available?
- If NO, would you consider to use the bike parking point if available
- If YES, for what purpose would you use the bike parking point?



On the all actions, total of 118 respondents, typically bike users, of all age categories provided their answers to the interviewers. The answers „YES“ and „YES Sometimes“ reached 99, and there were 29 answers NO.

6. Annexes

6.1. Invitation and Agenda

N/A - the meetings were organised at hoc according to developing issues that needed to addressed

6.2. List of participants

N/A - the meetings were organised as operational sessions of very small groups

6.3. Pictures

N/A - the meetings were organised as operational sessions not in format of workshops or larger events

6.4. Media coverage

N/A - the meetings with media coverage were not organised

6.5. Web-links

N/A - the meetings with on-links links were not organised