

ARAD MUNICIPALITY CITY HALL

Integrated Action Plan for the Municipality of Arad

Draft

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PART I – PRESENTATION OF THE CONTEXT AND PROCESS

1. CITY CONTEXT AND POLICY CHALLENGE

1.1. LOCAL CONTEXT

Arad is a medium-sized city, located in western Romania, with a population of 176,000. It is one of the most important border cities in the country, the main gateway to Western Europe and a TEN-T road and rail node TEN-T on the Rhine-Danube and Orient/East–Mediterranean corridors. The demographic dynamics that characterize the city of Arad are ones of aging and decrease of the population in a context in which the built environment, both residential and industrial, is developing on the outskirts of the city in areas accessible to motor vehicles, but poorly served by public transport.

Arad is a county seat, being currently the most important urban center in Arad County, concentrating in 2011 approximately 36.9% of its population (430,629 inhabitants). As for the population by domicile, the city of Arad ranks second at the level of the West Development Region, after the city of Timisoara. The administrative area of Arad is 46.18 km², with an average population density of 3,814 inhabitants per km².

From an economic point of view, the profile of the municipality is given by the high number of active enterprises in the economic sectors Wholesale and retail trade, Professional, scientific, and technical activities, Transport and storage and Manufacturing. The latter also includes the highest number of employees (30,863 employees in 2018), representing 47.3% of the total number of employees in the municipality. Thereby, the city of Arad has an industrial profile, attracting labor force from the peri-urban areas as well, thus being dependent on the high-capacity transport infrastructure, as well as on the public transport infrastructure.

The Municipality of Arad is in the process of implementing the first Sustainable Urban Mobility Plan (SUMP), developed in 2016, as well as in the process of adopting the updated strategy for the coming years. The major differences in the approach between the two documents are mainly given by the technological progress and the diversification of the funding sources that can be accessed for implementation. Thus, SUMP 2.0 includes analyses and projects aimed at new mobility concepts grouped under the notion of "new mobility" which includes electromobility, micro mobility, and shared mobility and of course smart mobility. During the update of the sustainable urban mobility plan in Arad, two services of shared electric scooters (Bolt/Lime) have already been launched, and courier services with bicycles and electric scooters has gained momentum. Furthermore, in urban mobility, more and more private service providers are active who invest in or exploit the city's transport infrastructure. All these changes contribute to a substantial increase in the resources that can be allocated to sustainable urban mobility projects.

The Municipality of Arad has gradually invested in projects aimed at sustainable urban mobility. This started with concrete actions in the 2007-2013 programming period when a sustainable urban mobility plan did not yet exist. At that time, the projects aimed at setting up a network of bike lanes (the first in Romania), modernizing public transport and configuring the pedestrian zone between Avram Iancu Square and Catedraliei Square.

Within the **Sustainable Urban Mobility Plan (SUMP) for the 2021-2027 period**, short-, medium- and long-term directions of action regarding urban mobility in the city of Arad were planned. The updated SUMP for the 2021-2027 period outlines the development vision of the municipality for the 2035 horizon, following several territorial levels, namely the peri-urban / metropolitan scale, the reference localities scale, and the level of the neighborhoods / areas with high level of complexity.

The vision is based on 6 specific objectives, dedicated to the road network, the public transport system, non-motorized transport, parking, mobility management and clean vehicles. It is thus noted that both non-

motorized transport (which also include pedestrian trips) and parking, the two key themes addressed in the Space4People project, are fundamental elements in the development of the municipality in the coming years. The 2 related specific objectives are as follows:

- O4.3. Attractive, inclusive, and safe transport infrastructure dedicated to non-motorized trips.
- O4.4. Efficient parking system, which ensures the service of all districts of the municipality.

Among the directions of action proposed within these objectives are the extension and modernization of pedestrian routes, the extension and modernization of bicycle infrastructure, the accessibility of public space for people with disabilities, the optimization of the parking system in the central area, the extension and efficiency of the parking payment system, as well as the promotion of sustainable urban mobility.

The new SUMP builds on the actions and interventions carried out in recent years, starting from the previous Sustainable Urban Mobility Plan (developed in 2017). Thus, the approach of modernizing the public transport system was continued, an additional link over Mures is being built and a bike sharing system is being developed. In this process, the urban regeneration processes in collective housing districts were also integrated, where a series of multi-story residential parking lots were arranged. After the improvements made in the field of urban mobility in recent years, the municipality has the most extensive bicycle network in the country, with over 150 km of lanes, as well as covering public transport networks for urban and peri-urban areas. A big part of the public transport system is represented by electric transport, as the tram network is the backbone of public transport networks at local level.

However, the city still faces urban mobility problems, similar to other cities in Romania. Arad has difficulties in increasing the attractiveness and efficiency of the public transport system, with a renewal of the fleet of vehicles for trams and buses, the introduction of an e-ticketing system and creating public transport terminals that ensure better connections between urban and regional services being necessary. In addition, the verification of the application of parking rules must be carried out more firmly and frequently, and it is necessary to encourage citizens to make more use of alternative modes of travel.

1.2. PUBLIC POLICY CHALLENGES

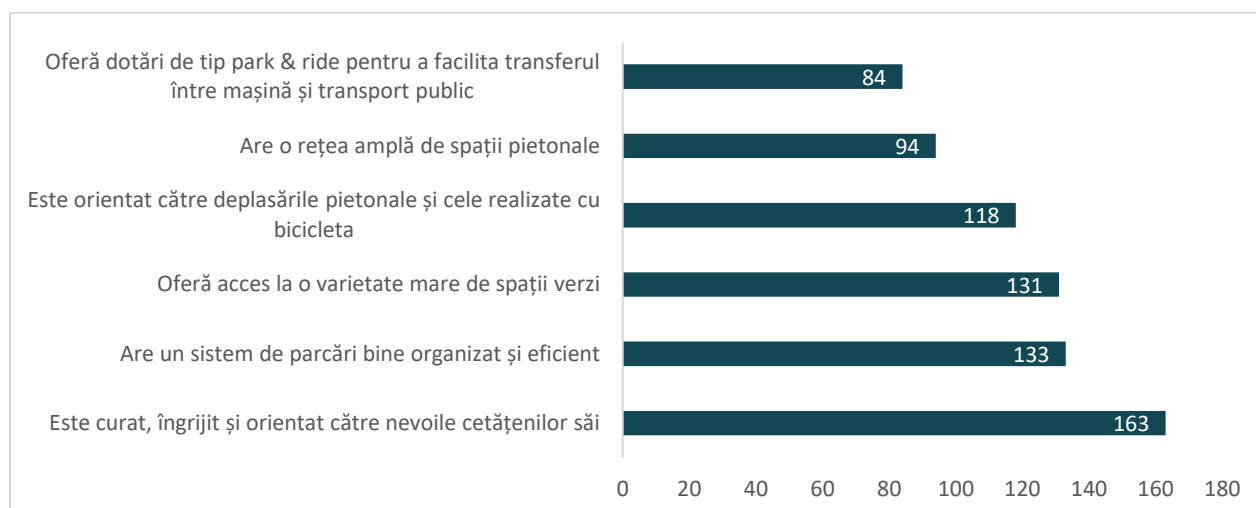
One of the objectives of the city is the revitalization of the central area, in order to lead to the use of public space in a more equitable and efficient way. Within the URBACT Space4People project, the municipality of Arad focuses on two priority areas:

- the network of public spaces and pedestrian routes in the central area.
- the parking system management.

Within the Space4People project, between February 2020 and August 2021, a survey was conducted among the population to collect the opinions of citizens and stakeholders regarding pedestrian spaces and parking management in the city of Arad. The survey was completed by 201 inhabitants.

The citizens were asked what a sustainable city means to them, and the majority of respondents considered that the most important elements are a clean, neat and oriented city towards the needs of the citizens,

FIGURE 1 A SUSTAINABLE CITY IN THE VISION OF ARAD'S INHABITANTS, FEBRUARY 2020 – AUGUST 2021



Source: Space4People Survey

1.2.1. PEDESTRIAN SPACES AND PATHS

Considering all the built areas, the municipality of Arad reaches a size of about 7 x 11 km. However, the areas with the highest density and objectives of interest are concentrated in an area of 4 x 3 km. The small size of this area makes the city be well optimized for non-motorized trips (walking, cycling), which are usually carried out over short distances, under 5-10 km.

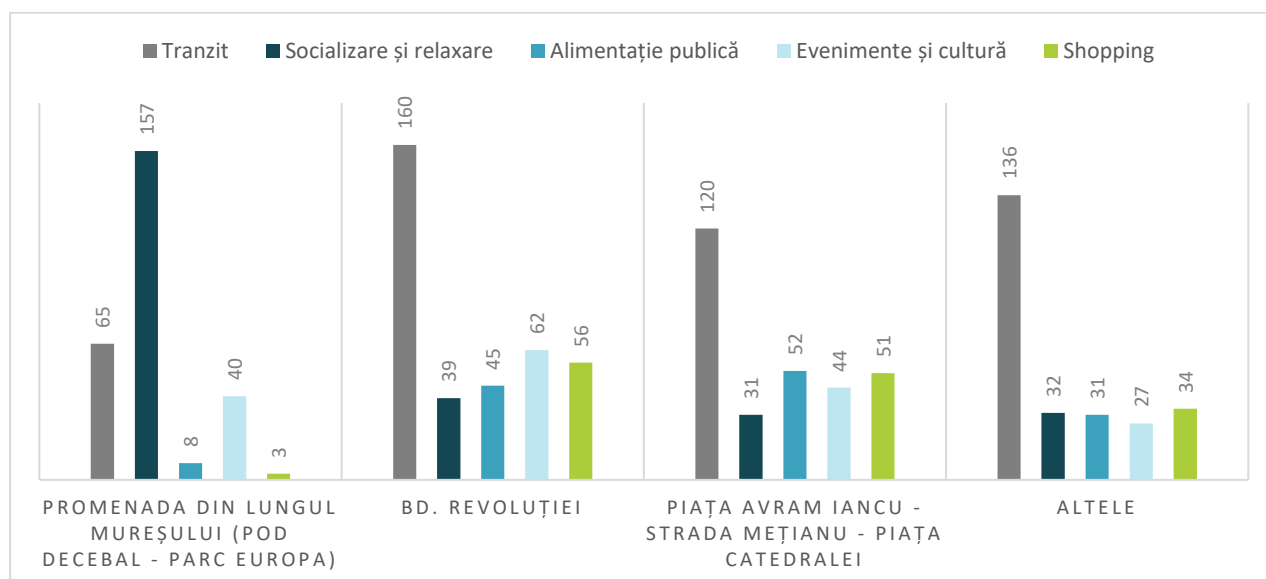
In the case of Arad, the main pedestrian areas are concentrated in the central area and in the vicinity of Mures. They are as follows:

- The pedestrian route along the Mures River, which connects the Micălaca district with the central area,
- Meșianu Street,
- Luther Square,
- Avram Iancu Square – the square area (permanent) and the road area on the section between Grigore Alexandrescu Street and Tribunalul Dobra Street
- 1 Decembrie 1918 Street (partially – the section between Revoluției Boulevard and Decebal Boulevard),
- Borsec Alley (the only pedestrian street outside the central area).

In addition to the pedestrian streets, the municipality of Arad has a series of arteries / boulevards with generous sidewalks carrying a role of ample pedestrian traffic, completed by elements of vegetation and / or urban furniture, such as Revolution Boulevard, Victoriei Avenue, Aurel Vlaicu Avenue or Nicolae Titulescu Boulevard. The Revolution Boulevard crosses the municipality of Arad in a north-south direction, representing an important green axis, but also the main pedestrian route of the city. However, the historic center is dominated by cars, especially on the side arteries of the boulevard.

In the Space4People survey, the inhabitants of Arad were asked about the main reason why they use certain spaces in the central area (Revolution Boulevard, Avram Iancu Square – Meșianu Street – Cathedral Square, Promenade along Mures). It is noticed that only the promenade along the Mures river is used mainly for socialization and relaxation, the other areas being primarily used for transit.

FIGURE 2 THE MAIN REASON FOR USING THE SPACES IN THE CENTRAL AREA, FEBRUARY 2020 – AUGUST 2021

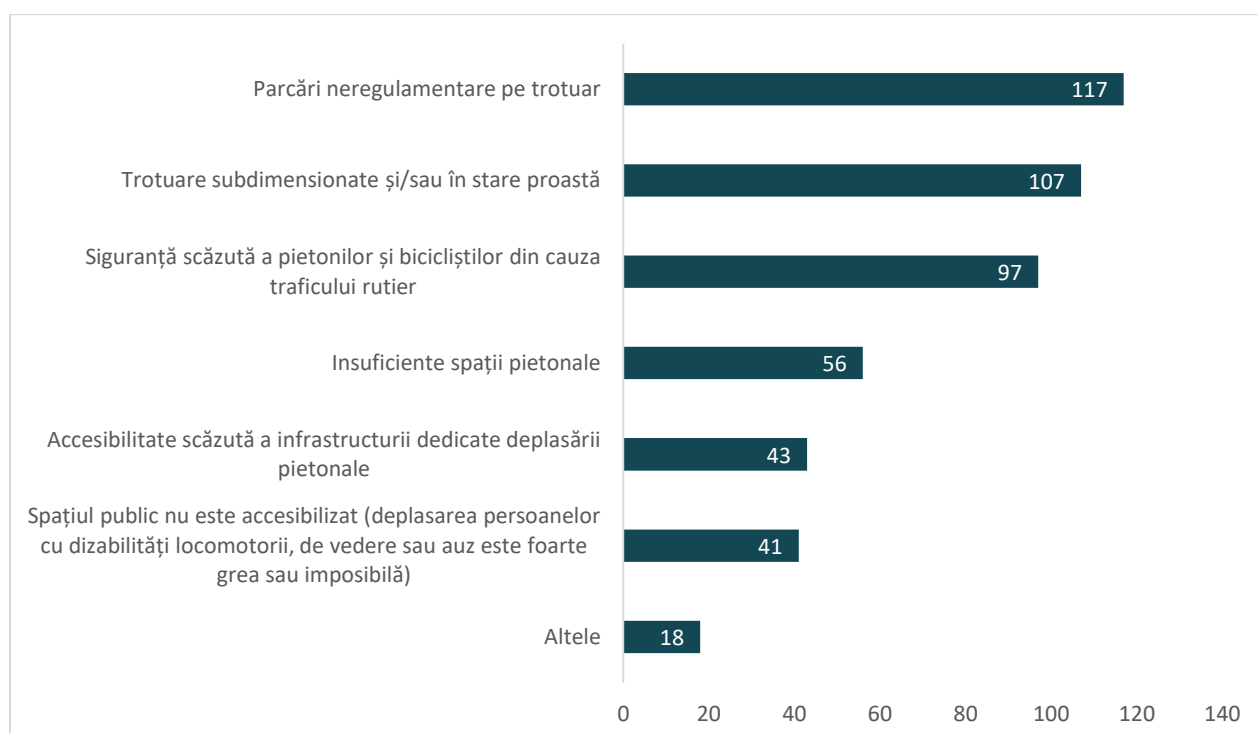


Source: Space4People Survey

SUMP 2017 recognized the need to expand the network of pedestrian spaces in the historic center. The priority set by the plan was to continue the development of the east-west pedestrian axis, by linking the Revolution Boulevard (the Avram Iancu Square area) to the central square and the Reconciliation Park. Thus, in recent years, a pedestrian route (Mețianu Street), an initiative that has proven to be successful, has connected two of the three main squares of the city.

According to the Space4People survey, the inhabitants of the municipality of Arad consider that the main problems regarding the pedestrian spaces are irregular parking on the sidewalk, undersized sidewalks and/or sidewalks in poor condition and low safety of pedestrians and cyclists due to road traffic.

FIGURE 3 THE MAIN PROBLEMS THAT CAN BE FOUND IN THE PEDESTRIAN NETWORK OF THE MUNICIPALITY OF ARAD, FEBRUARY 2020 – AUGUST 2021



From the point of view of the infrastructure intended for pedestrian trips, the municipality of Arad does not present fundamental problems, outlining a high quality of such infrastructure, acquired as a result of the implementation of extensive projects for the rehabilitation of the local infrastructure, thus targeting the related sidewalks. At the same time, the pedestrianization of some streets in the central area has also been pursued in order to increase the spaces for pedestrians.

Forwards, the municipality of Arad is looking for better solutions to recover some of the public space dedicated to road traffic in order to create a historical center that is animated, attractive, green and friendly to pedestrians.

1.2.2. PARKING SYSTEM

Currently, the parking system of the municipality of Arad is zoned, the existing paid parking spaces being classified in three areas differentiated according to their location at the city level, but also to the parking demand in the area. Thus, each area has different costs for parking time. In the central area, most of the parking spaces have been arranged on the ground, on the road, as there are no special constructions dedicated to parking. Thus, parked cars occupy a large area of the central public space.

Considering that by 2029 it is estimated that the motorization rate will increase by 28.39% compared to the base year 2019, 15,000 new vehicles will have to be supported by the city's parking infrastructure. For a sustainable development of infrastructure, an increase in the demand for parking must not only be addressed by an increase in the supply of parking, but also (above all) by the good management of the existing supply¹.

A significant problem regarding parking is the central area of the city, especially in terms of the illegal parking highlighted on the streets adjacent to the Revolution Boulevard², in the Red Church - Tribunal area or the public institutions area (Arad City Hall) and the Mures bank. The central area, in particular the part of the parking area A, must be outlined to protect and capitalize on the public space and the built heritage. This requires stricter measures regarding taxation for street parking, supported by measures to limit the permitted parking time. In addition, in order to meet the demand for parking following more restrictive measures in the area, it is necessary to consider arranging a non-street (underground) parking in the peripheral area of the center, in a location such as Avram Iancu Square or Cathedral Square. The two mentioned locations would be appropriate, since the travel time between them and the areas of interest are 10-12 minutes.

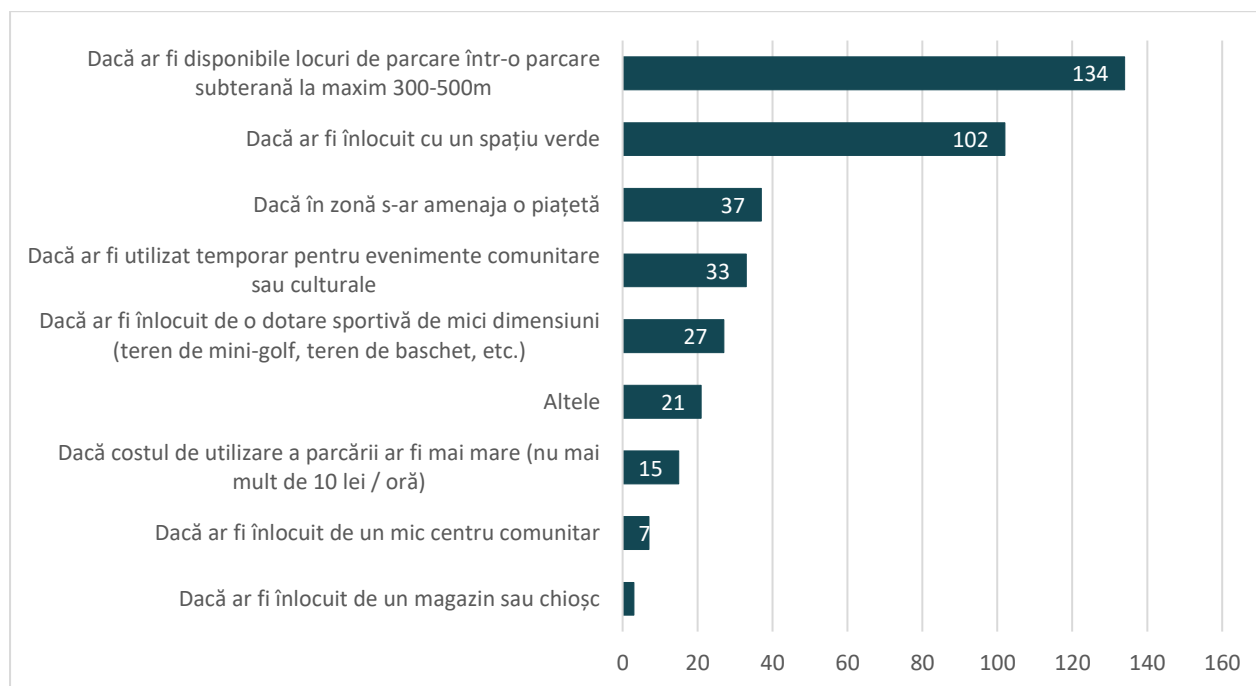
At the same time, the central area benefits from a high accessibility, being served by multiple means of transport such as local public transport, bike lanes and generous sidewalks along the main arteries. Increasing their attractiveness can support discouraging parking in the central area and, implicitly, reducing the problems caused by irregular parking. Currently, 1 hour of parking in the central area (2.5 lei) has a lower cost than a trip by public transport (3 lei), thus reducing the attractiveness of the latter which should be the optimal option.

According to the Space4People survey, the inhabitants of the municipality of Arad are willing to give up some parking spaces if parking spaces were available in an underground parking lot at a maximum of 300-500m, and the freed public space would be replaced by a green space, or a square would be arranged.

¹ Sustainable Urban Mobility Plan for Arad Municipality 2021-2027 and post 2027

² The location of the parking spaces along the Revolution Boulevard is a poor one. The herringbone parking is not located along the category I streets with heavy traffic because the drivers cannot take all safety measures when existing the parking space.

FIGURE 4 THE REASON WHY ARAD'S INHABITANTS WOULD GIVE UP PARKING SPACES, FEBRUARY 2020 – AUGUST 2021



Source: Space4People Survey

Concluding, to be able to sustainably manage the parking at the municipality level, additional parking management measures are needed, as well as the supplementation of residential parking in an efficient way, which does not have a strong impact on public space resources. At the same time, parking management measures must be correlated with those intended for other means of transport (public transport, bicycle, walking), so that there are several viable alternatives for parking in pressure zones, such as the central area.

2. FOCUS

The Integrated Action Plan (IAP) is developed based on the URBACT approach and the priorities set by the Arad Municipality within the project. In addition, the main local strategies that can produce effects for pedestrian spaces and parking management were considered. Thus, the Integrated Action Plan is in line with the visions set out in the Sustainable Urban Mobility Plan (SUMP) and the Integrated Urban Development Strategy (IUDS) for the period 2021-2027.

In this context, the ambitions of the Integrated Action Plan aim to increase the attractiveness of the historical central area of the municipality, as well as to improve the pedestrian and parking infrastructure. At the same time, the Integrated Action Plan aims to achieve the following vision:

The central area is attractive, diverse, and oriented towards pedestrians through an extensive network of streets and pedestrian spaces. Revolution Boulevard is the green backbone of the municipality, providing access to leisure services and facilities, as well as to the main institutions. Citizens have gradually given up on the use of the private vehicle in their travels to and through the central area, which is replaced by alternative means of travel, and the need for parking is ensured by a system of multi-story residential parking lots and transfer parking lots located at the main entrance gates to the central area. The central area is full of life, with various activities, frequently organized and is the preferred destination for spending time outdoors in the city.

3. PROCESS DESCRIPTION

The process of elaborating the Integrated Action Plan (IAP) started from the realization of the Roadmap for the IAP for the Municipality of Arad, which involved highlighting the main relevant aspects in this process. The Roadmap of Arad Municipality can be found in Annex 1.

At the same time, the process is based on the contribution of the following 3 categories of factors:

- A. URBACT Local Group Arad and its involvement;**
- B. Exchange of experience, best practices and recommendations highlighted after transnational meetings and webinars within the project;**
- C. Involvement and participation of local stakeholders.**

A. The URBACT Arad Local Group comprises 29 members, representatives of the local administration and of other institutions and organizations active in the planning and implementation of projects in the field of sustainable urban mobility. They actively participated in the outline of the Integrated Action Plan within the 3 ULG Arad meetings organized in the second phase of the project.

ULG's role was to validate and contribute to the process of establishing the actions and activities carried out within the project by the municipality of Arad as a partner, the members being involved in both key topics addressed by the municipality, namely pedestrian spaces, and parking. The largest contribution of ULG Arad so far has been directed to the process of establishing the small-scale actions, respectively of the first pilot-action organized in August 2021, as well as the second one, which will be implemented in the spring of 2022.

B. Regarding the second main aspect, the role of transnational meetings and webinars was to provide support to the cities in the project in the process of developing Integrated Action Plans. For the Municipality of Arad, the transnational meetings involved, on the one hand, receiving valuable feedback on the draft version of the Integrated Action Plan, and on the other hand, learning from the practices of the other partner cities and taking over some of these practices at local level. At the same time, the webinars conducted during the project contributed to highlighting relevant best practices, which were considered as possible solutions in the process of finalizing the list of actions related to the Integrated Action Plan of Arad.

C. The Integrated Action Plan was also outlined with the help of interested citizens and local actors, who were consulted with the help of consultation and co-creation tools, as follows:

- Online questionnaire dedicated to local stakeholders to identify patterns of use of public spaces and parking, local needs and possible ideas/solutions – launched in Phase I and continued in Phase II;
- Small-scale activities for the local population, carried out in August 2021 - An activity of citizen involvement was carried out within the Zilele Aradului (Arad Days) event in the form of a contest, aiming at consulting the citizens on the current situation and the needs/desires of the citizens regarding the public space, as well as a co-creation activity in which the participants identified possible solutions for pedestrianization/design of public spaces in the central area of the municipality of Arad.

The elaboration of the Integrated Action Plan for the Municipality of Arad is still in implementation, being a continuous process to be developed with the involvement of ULG Arad, of the project, as well as with that of the local stakeholders, who will contribute to the completion of the IAP.

PART II - ACTION PLAN

4. OBJECTIVES, ACTIONS AND SCHEDULE

4.1. OBJECTIVES

The Integrated Action Plan for the Municipality of Arad establishes the following intervention priorities in order to increase the attractiveness of the central area of the city:

- Increasing the public space for pedestrian trips, by identifying areas and routes with the potential for pedestrianization or remodeling in semi-pedestrian spaces (shared space), but also the streets where the sidewalks can be widened.
- Increasing the attractiveness of the city center, by highlighting the areas of greatest interest among citizens, equipping them with attractive urban furniture for leisure, as well as organizing activities that citizens want in the center.
- Using parking measures to discourage travel by personal vehicle to the central area, reducing the demand for parking in the area and freeing up some of the public space occupied by parking spaces.
- Active involvement of citizens in the process of co-creating interventions for pedestrian spaces and the parking system.
- Promoting a change in the mentality of the inhabitants to increase their interest in pedestrian trips, especially in the central area, but also in the municipality.

4.2. ACTIONS

The Integrated Action Plan for the Municipality of Arad aims at implementing a set of 7 actions oriented towards improving the pedestrian space system at municipality level, as well as towards the extension of parking management measures. The actions are in line with the priorities set out by Arad Municipality in the project, as well as with the needs and opinions highlighted within the URBACT Local Group Arad and within the Local Communication Actions. The following table focuses on the main details of the actions concerned.

TABLE 1. ACTION TABLE

ACTION	TRACKED RESULT	RESOURCES	RESPONSIBLE	KEY PARTNERS	TIME HORIZON
Pedestrianization of the Revoluției Boulevard (the segment between the City Hall and the Classical Theatre "Ioan Slavici", eastern part) – temporary events	Increasing the public space areas available to citizens; Encouraging the use of environmentally friendly means of transport; Increasing the quality of pedestrian infrastructure;	Local budget; European funds; Other sources.	Arad City Hall	Residents; Economic operators in the area; Institutions and organizations operating in the area;	2022-2024

ACTION	TRACKED RESULT	RESOURCES	RESPONSIBLE	KEY PARTNERS	TIME HORIZON
	Accessibility for persons with reduced mobility.			Municipal Center of Culture Arad.	
Interventions on 1 Decembrie 1918 Street, the segment between Decebal Boulevard and Dragalina Boulevard (e.g., street art with the potential for air purification, made on the roadway and sidewalk, urban furniture) and event organization	Increasing the attractiveness of pedestrian spaces; Encouraging the use of environmentally friendly means of transport.	Local budget; URBACT Space4People; Other sources.	Arad City Hall	Residents; Local artists.	2022
Pedestrianization of streets in the central area (e.g., Vasile Alecsandri Street, Aviator Georgescu Street, etc.)	Increasing the public space areas available to citizens; Encouraging the use of environmentally friendly means of transport; Increasing the quality of pedestrian infrastructure; Accessibility for persons with reduced mobility.	Local budget; European funds; Other sources.	Arad City Hall	Residents; Economic operators in the area; Institutions and organizations operating in the area.	2022-2027
Urban regeneration Cathedral Square	Increasing the public space areas available to citizens; Encouraging the use of environmentally friendly means of transport; Increasing the quality of pedestrian infrastructure; Accessibility for persons with reduced mobility.	Local budget; European funds; Other sources.	Arad City Hall	Residents; Economic operators in the area.	2023-2027
Organization of "parking day" - Civil society involvement and awareness event; - Contest of solutions for urban furniture that can be	Increasing the public space areas available to citizens; Encouraging the use of environmentally	Local budget; Other sources.	Arad City Hall	Residents; NGOs and associations; RECONS; Local police;	2022-2035

ACTION	TRACKED RESULT	RESOURCES	RESPONSIBLE	KEY PARTNERS	TIME HORIZON
located on a freed parking space.	friendly means of transport.			Municipal Center of Culture Arad.	
Reorganization of short and long-term parking in the central area	Efficient management of existing parking spaces at the municipality level; Improving parking management measures at the central area level; Encouraging the use of environmentally friendly means of transport, to the detriment of the personal car.	Local budget.	Arad City Hall	RECONS; Local police.	2022-2023
Digitalization of the parking system – including the possibility of sharing the residence parking spaces	Improving the parking management measures at the municipality level; Increasing the usability of parking spaces; Increase access to information for users.	Local budget; Other sources.	Arad City Hall	RECONS.	2023-2027

The actions included in the table above are not final and may undergo changes until the end of the project.

4.3. TIMELINE

The following table illustrates the implementation schedule of the actions provided for in this Integrated Action Plan, in accordance with the deadlines assumed within the projects already planned / under implementation, as well as with those assumed within SUMP Arad.

ACTION / TIME HORIZON	2022	2023	2024	2025	2026	2027	POST 2027
Pedestrianization of the Revoluției Boulevard (the segment between the City Hall and the Classical Theatre “Ioan Slavici”, eastern part) – temporary events							

ACTION / TIME HORIZON	2022	2023	2024	2025	2026	2027	POST 2027
Interventions on 1 Decembrie 1918 Street, the segment between Decebal Boulevard and Dragalina Boulevard (e.g., street art with the potential for air purification, made on the roadway and sidewalk, urban furniture) and event organization							
Pedestrianization of streets in the central area (e.g., Vasile Alecsandri Street, Aviator Georgescu Street, etc.)							
Urban regeneration Cathedral Square							
Organization of "parking day" - civil society involvement and awareness event - contest of solutions for urban furniture that can be located on a freed parking space							
Reorganization of short and long-term parking in the central area							
Digitalization of the parking system – including the possibility of sharing the residence parking spaces							

4.4. EXPECTED RESULTS AND INDICATORS

INDICATOR	UNIT OF MEASUREMENT	CURRENT VALUE (2020 or the latest year)	TARGET (2027)
Temporary events organized	unit	1	6
Streets and pedestrianized spaces in the central area	unit	6	12
Contests organized / year	unit	-	2
Reorganized parking lots	unit	-	5
Mobile app for parking spaces	Yes / No	Not	Yes

Once the list of actions is fully finalized, the indicators for each action will be identified, considering the information available at that time. The indicators included in the table above are not final and are subject to change until the end of the project.

4.5. COMMUNICATION ACTIVITIES CARRIED OUT LOCALLY

To establish the objectives and the actions of the IAP, the following activities were organized for consultation and involvement of the public:

- organizing ULG meetings, during which the objectives of the plan and possible interventions in the municipality were proposed and debated;

- consulting the general public through an online questionnaire conducted during phase I of the project;
- consultation and involvement of the general public on pedestrian spaces in the central area, through an online questionnaire in August 2021;
- direct interaction with citizens, organized on the Revolution Boulevard (box with ideas, information flyers) in August 2021;
- the co-creation activity organized in August 2021, during which the inhabitants identified possible solutions for pedestrianization and for arranging public spaces in the central area of Arad;
- regularly informing citizens about the consultation activities and their results (press releases, social media posts).

The elaboration of the Integrated Action Plan for the Municipality of Arad is still being carried out, being a continuous process to be further developed with the involvement of ULG Arad, of the local stakeholders and of the public, who will contribute together to the completion of the IAP.

5. SMALL-SCALE LOCAL ACTIONS

Within the Space4People project, two small-scale actions have been programmed, as follows:

- A pilot pedestrianization intervention of the Revolution Boulevard, on the section between the City Hall and the Classical Theatre, on the eastern side of the boulevard. The intervention was made in August 2021, on the occasion of the Arad Days and was received with enthusiasm and interest by the inhabitants;
- Organizing an event on 1 Decembrie 1918 Street, on the section where the general traffic is currently allowed, between Decebal and Dragalina Boulevards. For this small-scale local action, the Municipality of Arad is considering carrying out an intervention in spring 2022, aimed at collaborating with a local artist for the design of a street art element, on the mentioned segment.

Details of the small-scale local actions will be discussed in the meetings with the URBACT Local Group, as well as within the Local Communication Actions. After their establishment, the Integrated Action Plan for Arad will be completed.

6. FRAMEWORK FOR DELIVERY

The implementation of the Integrated Action Plan for the city of Arad is achieved through the cooperation of the different structures of the local public administration with the members of ULG Arad, with other public institutions but also with the public. The following table presents the roles and responsibilities of the main local actors.

INSTITUTION / STAKEHOLDER	RESPONSIBILITIES FOR THE IMPLEMENTATION OF THE IAP
Mayor of Arad Municipality	Leadership for IAP implementation
Local Council of Arad Municipality	Decision-making role, debates and approves the mayor's initiatives

INSTITUTION / STAKEHOLDER	RESPONSIBILITIES FOR THE IMPLEMENTATION OF THE IAP
URBACT Local Group Arad	Advisory role
Public Administrator / City Manager Arad Municipality	Operational role for the application of the decisions of the mayor and the local council
Urban Development Service	The departments within the Arad City Hall cooperate for the implementation of the actions
Strategy Bureau	
Other local public institutions	<i>It will be completed at a later date, as the actions proposed in the IAP are detailed.</i>

7. FUNDING MECHANISMS

The Proposal for a REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL laying down common provisions on the European Regional Development Fund, the European Social Fund Plus, the Cohesion Fund, and the European Maritime and Fisheries Fund and financial rules for those and for the Asylum and Migration Fund, the Internal Security Fund and the Border Management and Visa Instrument is the most important strategic document for the financial exercise of the 2021-2027 programming period, which represents the European Commission's new strategic approach to Cohesion Policy. The Cohesion Policy is based on 5 main objectives, namely:

- **OP1 - A smarter Europe** – an innovative and smart economic transformation;
- **OP2 - A greener** – low-carbon Europe;
- **OP3 - A more connected Europe** – mobility and regional ICT connectivity;
- **OP4 - A more social Europe** – implementing the European Pillar of Social Rights;
- **OP5 - A Europe closer to citizens** – sustainable and integrated development of urban, rural, and coastal areas.

Romania has been allocated 27 billion EUR through the Cohesion Policy, 8% more than in the previous programming period. At the same time, there is an increased allocation of resources for the fields of research and innovation and digital technologies (+160%), with most of the funds being allocated for priority objectives 1 and 2.

The Integrated Action Plan of Arad can be implemented using several funding sources. The main available funds are the structural funds from the Regional Operational Programme 2021-2027 – West Region, funds from the local budget and funds from the national budget (PNDR, Cultural Projects through AFCN). ROP 2021-2027 – The West Region includes **Priority 4: A region with sustainable urban mobility**, which has the Specific **Objective: Promoting sustainable multimodal urban mobility as part of the transition to a zero-carbon economy**.

On the financing side, the configuration of the financing programs from the European Commission to the national one was updated but also completed by the European Resilience and Recovery Fund transposed at national level through the National Recovery and Resilience Plan. In the case of Romania, the National Recovery and Resilience Plan was approved at the end of September 2021.

In addition, funds from other programs and initiatives with European funding (Horizon Europe, etc.), from EEA and Norway Grants, as well as funds from loans from International Financial Institutions (EBRD, EIB) can be used.

Once the list of actions is fully finalized, all the sources of funding required for each action will be identified, considering the information available at that time. The possible sources of funding mentioned above are not final and may be subject to change until the end of the project.

8. RISK ANALYSIS

The Municipality of Arad has identified the following risks that may occur in the implementation of the Integrated Action Plan:

RISK	TYPE	PROBABILITY	MITIGATION / IMPROVEMENT RECOMMENDATIONS
Actions cannot be carried out within the expected time horizon – this may be caused by certain bureaucratic, financial or construction problems (where relevant), which may slow down the implementation of the action	Operational, Financial, Technical	Medium	It will be envisaged that the IAP implementation team will carry out regular monitoring of its implementation, to identify any obstacles that may arise and to adapt the implementation of the actions accordingly, so that they are completed within the required time horizon.
Insufficient funds for the implementation of certain actions – this may be due to the impossibility of attracting the necessary funds from existing funding sources	Financial	Medium	<p>The actions related to the IAP are outlined in a realistic way and in direct correlation with the financing sources to which the municipality of Arad can have access, so that they can benefit from the necessary funds.</p> <p>All the necessary actions and steps will be taken to attract the necessary funds for the implementation of the IAP.</p> <p>Consideration will be given to finding alternative sources for actions for which funds could not be raised from sources planned under the IAP.</p>
Risk of the termination of funds related to one or more actions	Financial	Medium	<p>Consideration will be given to finding alternative sources for actions for which funds could not be raised from sources planned under the IAP.</p> <p>The IAP will be updated accordingly and the need to adapt the actions so that they can receive funding from available sources will be analyzed.</p>
Reduced participation of relevant local actors in the implementation of the Integrated Action Plan	Operational	Low to Medium	Specific tools and means will be used to consult, inform, and promote IPA-related actions among the population.
The emergence of changes in relevant policies or of legislative nature, which may directly affect the implementation of actions	Legal	Low	If such changes occur that will make it difficult to implement the IAP, all measures will be taken to update the plan and related actions accordingly, so

RISK	TYPE	PROBABILITY	MITIGATION / IMPROVEMENT RECOMMENDATIONS
			that they can be implemented in the new legislative / policy context.
External conditions that could make it difficult alter the implementation of certain actions (e.g., the Covid-19 pandemic)	Operational	Medium to Large	<p>This is an unpredictable risk, which will be treated at the time of its appearance in accordance with the outlined context.</p> <p>Alternative options will be found to carry out the actions related to the IPA (e.g., launching the projects in an online environment).</p>

Once the list of actions is fully finalized, the risks for each action will be identified, considering the information available at the time. The risks included in the table above are not final and are subject to change until the end of the project.

9. ANNEXES

9.1. ANNEX 1 – IAP ROADMAP ARAD



IAP Roadmap Arad

1

Background



Introduction to Arad background

In 2017, through its SUMP, Arad approved actions related to sustainable urban mobility, which contribute to achieving three main objectives dedicated to *Accessibility, Environment* and *Safety*.

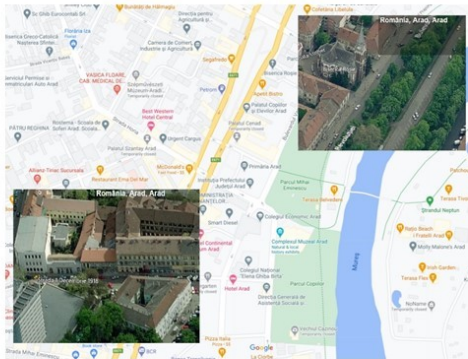
While implementing the SUMP, Arad also carries out measures to modernize and to create new pedestrian areas, parking areas, a new parking management system, bicycle routes and parking spaces for bicycles, bike sharing.

One of the main challenges faced by Arad is reallocating and redesigning public space so as to extend pedestrian areas while also addressing the needs for motorised traffic and parking facilities. This is a challenge that is present both in the city centre and in the residential districts.

IAP Roadmap Arad

2

Objectives & expected results



Main objectives for Space4People work in Arad

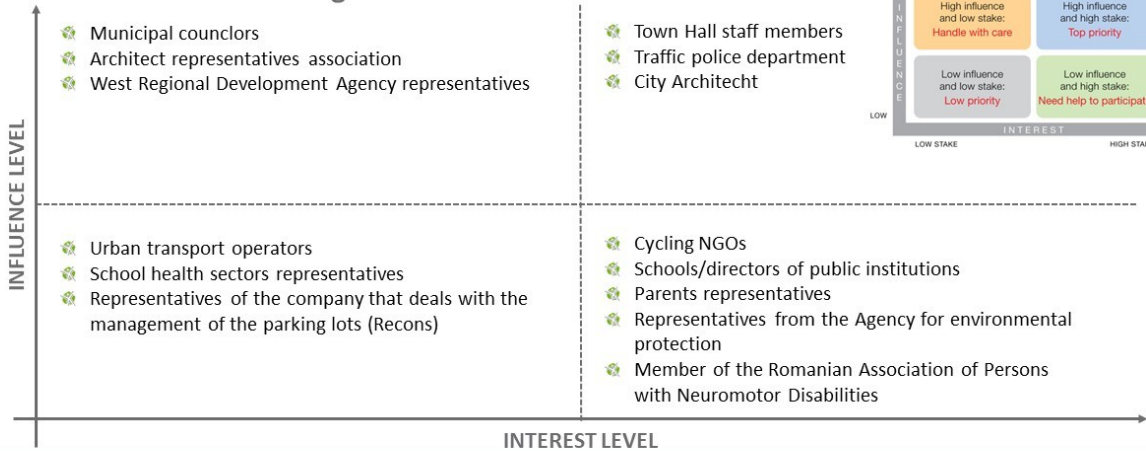
From the viewpoint of developing pedestrian area, the main areas of interest for Arad are: "1 Decembrie 1918" Street and Luther Square, as well as sections of the main traffic artery – Revolutiei Blvd.

Walking is a suitable mode of transport for short-distance travels in Arad (35,8% of total modes of transport). However, this type of healthy mode of transport is still not encouraged enough, as there is no guidance system in place to lead towards socio-economic objectives from the central area and surrounding neighbourhoods. Through the adopted strategies, Arad aims at ensuring high accessibility and safety conditions for pedestrian travels. Considering the need to provide recreational spaces for citizens, a first step has been undertaken, namely, the identification of attractive new leisure spots. In this regard, a Local Council Decision regarding some measures to transform the aforementioned streets in pedestrian areas has been adopted.

The URBACT Local Group



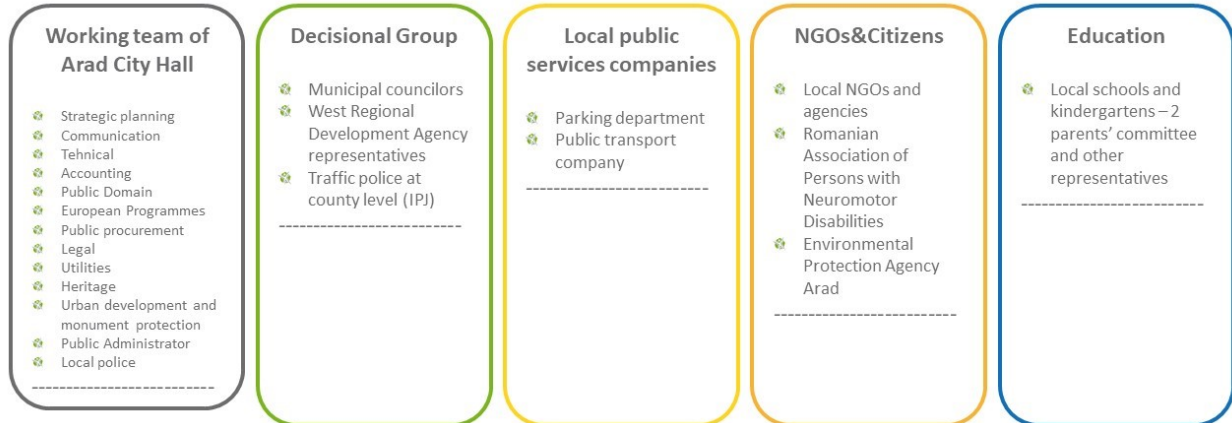
Stakeholder assessment grid



The URBACT Local Group



ULG work structure



IAP Roadmap Arad

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ULG Sequencing 2021/2022



	Objectives	Content	Stakeholders	Local Communication	Exchange
ULG Vision & Objectives	Introducing the project and the steps to take, start envisioning the structure of the project	Open space and debating	All ULG groups	Analysing problems and gathering views	Defining first steps of action - online
ULG Define Actions	Defining the target of the project	Workshop, vision & objectives	Split in ULG subgroups	Competition on ideas for SSA, gather ideas	Target settings
ULG Negotiate Actions	Choose the actions for the SSA	Workshop in defining the exact steps for the SSA	All the ULG groups	Inform and consult the action with the wider public	Examples from other cities
ULG Fix IAP Actions	Defining all the actions and steps of the action	Working groups + city staff	All the ULG groups	Get feedback from the citizens on the action	Discussion on what the impact was after the action has taken place

SSA = Small Scale Action

IAP Roadmap Arad

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ULG Sequencing 2021/2022

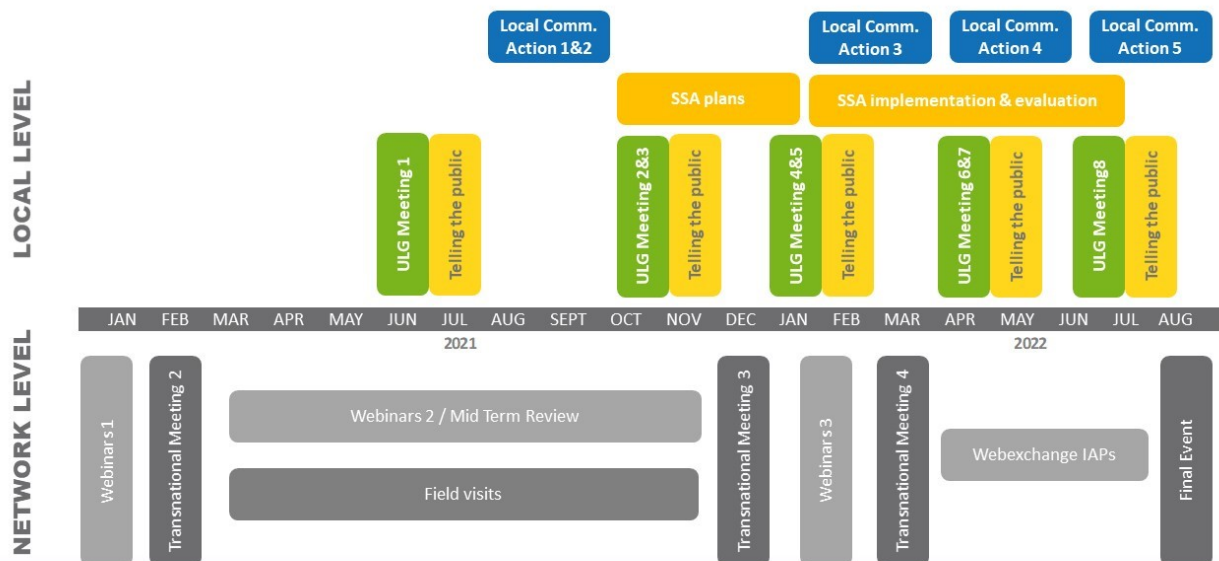


	Objectives	Content	Stakeholders	Communication	Exchange
ULG Resources & timeline	Detailing the workplan, ranking actions and establishing resources	Detailing each proposed action in the workplan, including the allotted time	Involving City Hall departments and ULG in applying the actions of the plan	Discussing with local policy makers and the people of Arad	How to structure the action plan
ULG M&E and adaptation	Adopting the workplan proposed by the Local Council	Establishing responsibilities throughout the implementation of the workplan	Involving decision makers from the Local Council and ULG, as well as other experts	Conducting a public debate on the approval of the plan drafted for the Local Council	Establishing objectives and assessment indicators
ULG Finalise IAP	Implementing and monitoring the implementation of the proposed workplan	Conducting meetings while implementing the workplan, celebrating the completion and the continuation of the collaboration with ULG	Involving politicians, decision makers from the Local Council for the final meeting of ULG	Public disclosures regarding the stage of implementation, as well as the final ceremony	Approving the communication plan and methods during the realization of the proposed measures
Transfer and exchange @ URBACT City Festival					

IAP Roadmap Arad

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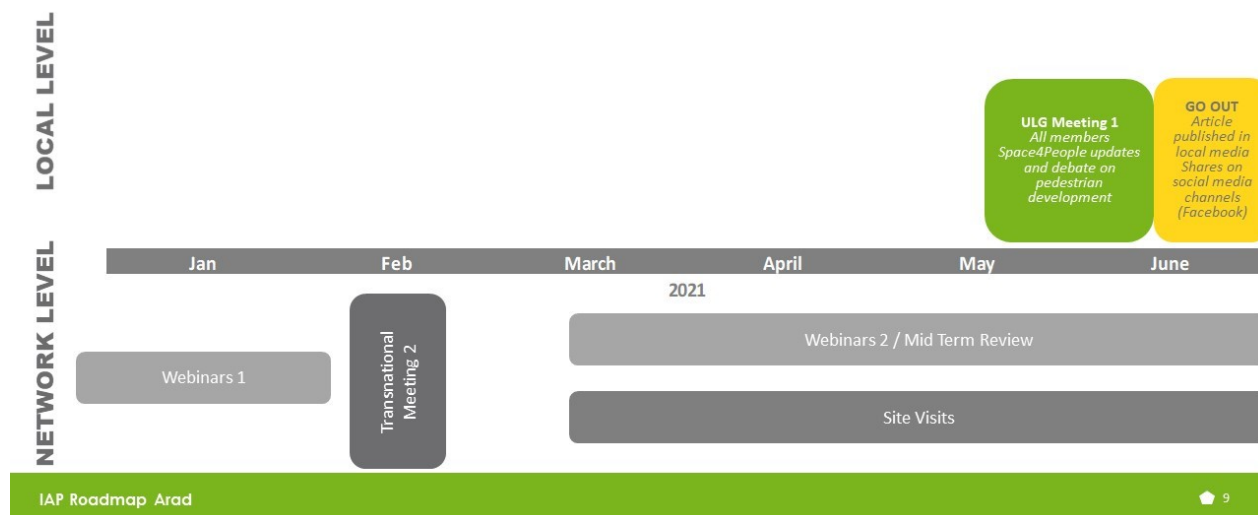
Workplan for IAP development



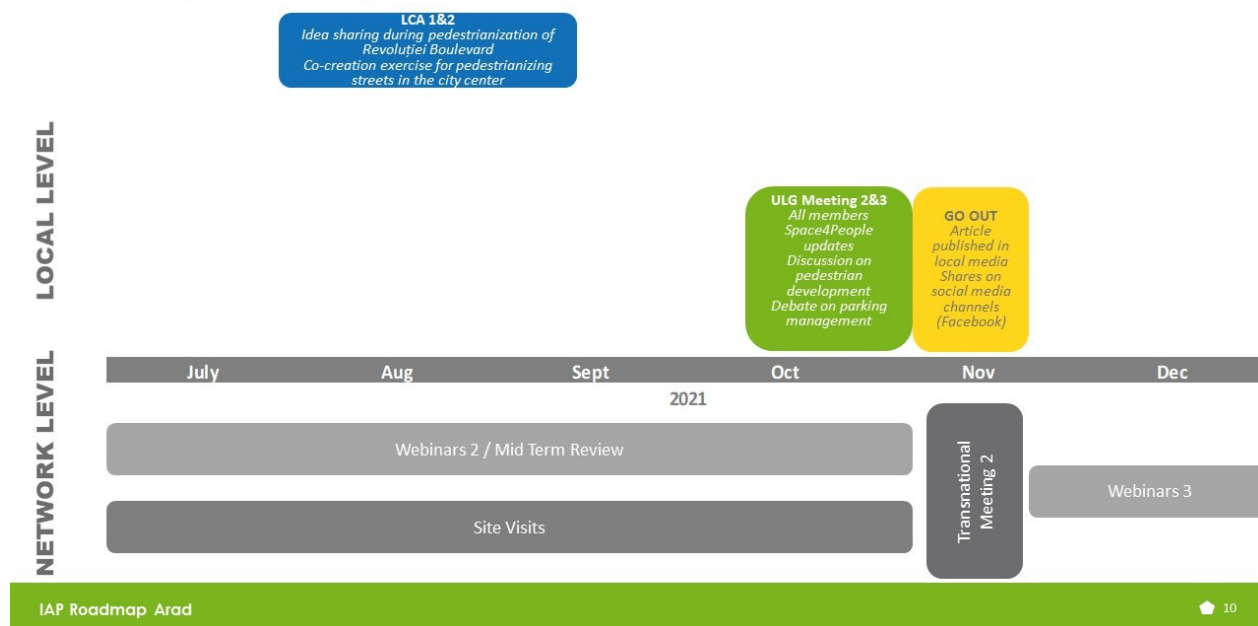
IAP Roadmap Arad

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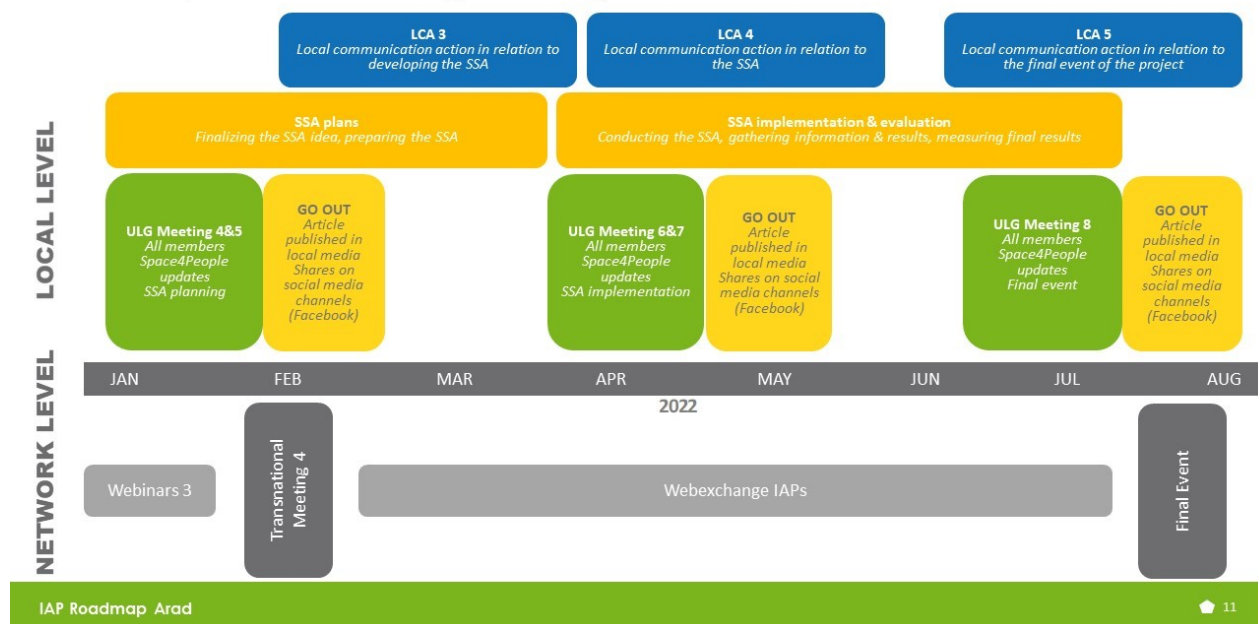
Workplan January – June 2021



Workplan July – December 2021



Workplan January – August 2022



Voices from Arad

