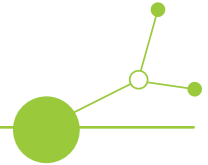


NXTLVL Parking working group report

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A. Why a working group?

Parking and mobility working groups aim to develop integrated and participative approaches for urban policies. These working groups usually bring many benefits to a city / municipality, such as better acceptance of objectives and strategies, as well as potential solutions, improved communication and credibility against the public, increased efficiency and greater productivity. When a team of individuals work together, the group will benefit from more ideas, creativity and problem solving. The development and implementation of local urban policies guarantees the representation of a variety of voices.

„A Participative Approach aiming at the development of strong partnerships between public bodies, the private sector, knowledge institutions and civil society (including citizens) which is recognised as a cornerstone of efficient urban development policies.“ (Source: URBACT Guidance: Setting up and running a multi-stakeholder group. 2019).

B. Composition of the working group and how to find the right people?

In NXTLVL Parking we distinguish between two types of working groups. The first one is carrying out the ParkPAD process, while the other one is doing the work on making the action plan from the ParkPAD process detailed and ready for implementation. It manages the kick-start of implementation as well as further changes to the group as needed for the delivery of the plan.

It is not necessarily the case that all members of the working group of the ParkPAD process then will continue working also in the planning for implementation working group. For example, elected politicians are rarely directly involved in the latter one but merely receive status reports.

Typically for the ParkPAD process, three main parties are involved: the decision makers (politicians), the policy makers and implementers (officials / administration) and the users (user groups). They form the evaluation group. The auditor guides these three groups to implement ParkPAD.

The number of people participating in the evaluation group must be limited for reasons of efficiency. In practice, this means that generally a maximum three to five representatives from each party fill in the questionnaire and attend the (two) audit meeting(s). But, of course, it is possible to allow more individuals per party to participate in (both) meetings.

The working group on planning for implementation readiness of measures should generally consist of authorities, civil servants and planners as well as committed representatives of stakeholder and interest groups. Depending on the size of the city / municipality / functional area and after a thorough analysis of priorities and decided measures, the members might be split in situation-based topic working groups to develop solutions responding to the initially stated needs. These topic sub-groups might be enlarged by new participants as appropriate. It is not necessary and even not recommended that all members of all of these topic sub-groups also participate in the permanent core-working group.

In some cities / municipalities / functional areas such a working group already exists. Then, it isn't necessary to duplicate the effort and set up an additional working group.

However, in both cases it makes sense to carefully consider who should be part of the working group, what are the needs and demands to tackle the challenge.



A shared analysis work session of project partners at a transnational meeting created a pathway that each individual partner city can take to identify and commit the right people for the ParkPAD evaluators group. This analysis process was based upon the methodologies of the stakeholder analysis table followed by a stakeholder importance / influence matrix. Based upon this training each partner city developed then the own stakeholder group for the ParkPAD process. A list of each of these groups incl. names, functions and justification for selection can be found at the end of this document.

Target Groups	Potential members
Citizens	Inhabitants (incl. students, elderly people, etc.) Minority groups (e.g. immigrant groups) Commuters Tourists
Policy makers and authorities	Politicians (ruling parties and opposition) City Departments (transport, city development, health, environment, social, green space etc) Transport authorities Regional Authorities and National Authorities / Ministries Youth Councils, Senior Councils
Transport providers	Logistics service providers Public transport service providers New mobility providers like (e-)scooters, bike sharing Car Sharing Organisation Rail operators
Local and national associations	Chamber of Commerce Chamber of Workers and Employees Parishes
Public companies	Parking companies New Mobility Companies Waste management and recycling companies
Energy companies	Energy providers and energy grid operators Charging system providers
Businesses	Retailers Companies Private parking providers Private parking enforcement company
Property owners and developers	Landowners Developer organisations
Tourism	Tourist associations
Police	Traffic police Local police
Private associations	Citizens associations Social organisation NGOs Car Clubs, Sustainable Mobility Associations People with reduced mobility
Media	Print media Social media TV and radio
R&D community	Universities and other research centres
Managing Authorities of ERDF or Cohesion Funds	Representatives in charge of delivering EU Structural Funds

Figure1: Working Groups and potential members. Based upon FastTrack D2.3. Action Points for each Local Affiliate, 2023 - modified by NXTLVL Parking



C. Motivation and buy-in

It is important to ensure that the group is made up of people who have the right motivation, the right skills and experience for the task.

To find the right people for participating in the ParkPAD process or in the following working groups it sometimes is important to increase their motivation. Transport planning in a city or functional area is often associated with conflicts that are often not of a purely substantive nature, but take place on an ideological or party-political level. This is why participation in such transport working groups is sometimes not the first choice for some potential participants. To encourage participation of people, especially politicians, is a major task when starting the process.

The best arguments for such a buy-in are:

- Parking is a „hot topic“ that pops up every week in local discussions and media. It isn't possible to neglect it.
- Dealing with parking management holds incredible potential for changes in traffic behaviour which also includes fighting against congestion.
- Buzzwords such as the climate crisis and the traffic turnaround dominate public debate. Citizens expect a pro-active approach.
- Especially in cities with limited public space and hand in hand with the challenges of our time, a fair distribution of public space plays a decisive role when it comes to improving the quality of life. This goes far beyond pure traffic planning and is on a higher level dealing with people and not with means of transport, with quality of public space and not with getting from A to B.

But how can these people be motivated to take part? Sometimes a public appeal is not enough. Sometimes individual invitations followed by briefing sessions are necessary - especially for politicians. Bilateral or small group meetings seem to be appropriate.

For others, a promise of co-creation is often enough. The opportunity to initiate change in their immediate environment is often motivation enough for these people. The provision of a certain guaranteed (district) budgets can be decisive. Further options are direct contact with committed active citizens or a public call or competition to apply for representing the public or specific parts of it. Or the possibility for an exchange with peers, which applies to active citizens as well as planners and authorities and, above all, to politicians.

In any case, it must be ensured that potential participants of working groups do not have the impression that their contributions are pure paperwork without any support by the politicians and that, as so often in the past, this will not be implemented.

It is always wise to think about these peoples' benefits from their perspective to join the group and then to communicate clearly and frankly about it but also about what you expect from them. The analysis of the potential specific interests of the stakeholders is usually a good preparation when it comes to a persuasive and convincing communication with those individuals who are not interested in a participation at the first glance. Like extending a target group segmentation for identifying the ParkPAD work group to a stakeholder analysis detailing interests, motivations, and possible activities to address these.



D. Roles & Responsibilities

When the working group is constituted, it is essential to define the roles of the members and the responsibilities. The question of decision making is particularly important. Under all circumstances, it should be avoided that a working group has the impression that all measures planned by it will automatically be implemented in the proposed form. Sometimes adaptations are necessary to take account of technical, legal or political circumstances. This means that a so called „engaged partnership“ seems to be the best approach where the stakeholders have influence but the municipality makes the final decision. Of course, there many other participation models exist from the very low level „information and occasionally consultation only“ until the very sophisticated „co-responsibility approach“ where all the local stakeholders are treated as completely equal but the above mentioned „engaged participation“ seems to be the appropriate model for Central Europe cities, municipalities in functional areas. This was a result of the discussion between the city partners and their technical partners at the nd partner meeting in Ljubljana.

E. @ the Implementation Planning Work Group

While the roles and responsibilities of the ParkPAD work group are otherwise well defined, the work group planning for implementation readiness needs further development.

Each working group needs a leader who should be able to foster an environment of collaboration while keeping the group focused on the task at hand.

Communication aspects are essential. It must be ensured that all members pro-actively participate in the discussion and that ideas are freely exchanged. It must also be ensured that all decisions are made by consensus.

All members of the group should feel comfortable expressing their opinions and that these opinions are respected. It is also important to ensure that conflicts are resolved in a fair and respectful manner.

F. Duration of the working groups

Working groups are usually defined with a limited duration. Once the working group has completed its tasks, it generally ceases its work. However, in order to check whether the measures are successful, it is necessary to appoint a person to ensure that this monitoring is carried out. If necessary, the working group would then have to meet again to make any necessary adjustments.

A good option is to manage governance change from planning to implementation. Roles and composition of a local planning work group get changed too meet the need of implementing the planned actions. Monitoring and evaluation get incorporated in this new groups tasks with the responsible person(s) well appointed.



Figure 2: Transnational working group training at the Ljubljana meeting October 2023



G. Annex: Working Groups of the City partners who carry out the ParkPAD procedure

Ferencvaros, Hungary

Name	Department/ Function	Justification for invitation for participation
Roland Reiner	Deputy mayor of Ferencváros, the 9 th district of Budapest	As a deputy mayor, he is responsible for overseeing the development of the infrastructural questions of the district and supervising the environmental investments.
Péter Árva	Chairman of the Urban planning, Innovation and Environmental protection Committee	As a representative of the district and a certified architect, he is proficient in understanding the city-structure of the district.
Márton Pataki	CEO of the FEV IX. Ferencvárosi Vagyonkezelő és Városfejlesztő Zrt.	As the CEO of the Urban Development Company, his presence is necessary in order to make the project more seamless.
Adrián Szili	Chief of the City Maintenance Office	He has been the Chief of the City Maintenance Office since 2012. The responsibilities of the Office include handling the public road system. He is facing the needs and demands of the citizens on a daily basis.
Erika Kiricsiné Kertész	Head of the Green area management Division	As the right hand of Adrián Szili, she is responsible for coordinating the maintaining and developing processes of the green areas. It is essential to prioritise the question of the green areas, surfaces in this project.
László Borbély	Head of the Parking Division of the FEV IX.	As the Head of the Parking Division, he has been part of measuring and mapping the parking network of the district. His knowledge and experience are necessary for the project.
Tamás Rimovszki	Chief of the Public Space Inspectorate Office	As the Chief of the Public Space Inspectorate Office, he is able to see the citizens' needs and proposals connected to the public spaces of the district. His office can be a valuable human resource for creating more measurements in the district.



Name	Department/ Function	Justification for invitation for participation
Johanna Maczák	Chief of the Architectural and City-planning Office	The importance of the Main Architect's point of view in any urban development project is non-negotiable. She is able to assess the changes in the perspective of the cityscape,
Renáta Barna	Head of Environmental Protection	As the questions of a more sustainable approach to the system of public transport is well connected to the general topics of the environmental protection's main profile, it is necessary to have a member of that division in the working groups.
Judit Rab	BKK Budapesti Közlekedési Központ Zrt., Head of Public Space Development and Regulation	As the Head of the Public Space Development and Regulations Department of the BKK (an associated partner of the project), she is working on the renewal of public spaces. Her knowledge in the topic of public transport systems and her point of view as an urbanist is a necessary input in order to have an interdisciplinary approach.
Olivér Szuromi	Budapest Közút Zrt., Head of Traffic Regulations	Budapest Közút Zrt. is responsible for the operation and maintenance of roads which are owned by the Municipality.
Barbara Emőd	Magyar Kerékpáros Klub, Head of Traffic Working group	The Magyar Kerékpáros Klub is the biggest NGO of cyclists. Their work focuses on more bike-friendly roads and they strongly emphasises the importance of the necessary change of perspective on cycling in cities in general.



Olomouc, Czech Republik

Name	Department/ Function	Justification for invitation for participation
Pejpek Tomáš	Politician, Deputy Mayor for Development and Strategy	The Deputy Mayor is the elected political representative, responsible for development of the city incl. parking. His support is fundamental for the implementation of solutions.
Žák Zdeněk	Politician, Member of City Council, member of Transport Committee, Coalition Party	He is the elected political representative, as he is the member of City Council and the member of Transport Committee, he can influence parking in the city a lot. His support is important for the implementation of solutions.
Daněk Petr	Politician, Transport Committee, Opposition party, not Member of City Council	He represents opposition party and can give opposite view compared to politics representing coalition. He is well oriented in transportation as the employee of Transport Research Centre. As the member of Transport Committee, he can influence parking in the city.
Luňáček Martin	Administration, Department of Strategy and Management Office of the Chief Architect	His department is responsible for preparation of Parking strategy, he was a manager of Olomouc's SUMP. He is very well oriented in transportation and parking issues. Involved in NXTLVL Parking project.
Růžičková Monika	Administration, Department of Strategy and Management Office of the Chief Architect	She works at the department which is responsible for preparation of Parking strategy, she was involved in SUMP process. She is well oriented in transportation and parking issues. Involved in NXTLVL Parking project.
Klevar Lukáš	Administration, Department of Transportation, deals with parking	He knows the day-to-day parking problems from operational point of view and has detail knowledge of parking legislation and enforcement.
Musil Tomáš	Stakeholder, City Police, deals with parking violations, parking management	He has knowledge of legal options and enforcement, as well as parking practice from city's streets. A lot of experience from the field work and direct communication with drivers during solving parking problems on streets.
Halamkova	Stakeholder, Social	She addresses wheelchair accessibility and



Name	Department/ Function	Justification for invitation for participation
Monika	Services Department,	pedestrians, she can mediate the problems which people with limited accessibility face.
Staněk Petr	Stakeholder, traffic planner, experience with development projects	As the traffic planner he can provide the feedback of proposed parking solutions. He has experience from development projects which deal with high amount of parking lots and affect the traffic situation in surrounding area.
Doležel Robin	Stakeholder, traffic planner	As a traffic planner he can provide the feedback of proposed parking solutions.
Bednařík Pavel	Stakeholder, Active citizen supporting sustainable mobility	He represents citizens and can bring the aspect of sustainable mobility to parking theme and how the offer of parking influence the conditions for cycling and parking.
Gaža Josef	Stakeholder, Regional Integrated Transport System Coordinator, Head of Traffic Management and Transport Systems	Operation and usage of regional transport system by passengers is influenced by parking supply and easiness of parking, mainly for the commuters. It is important to include this perspective.



Ljutomer, Slovenia

Name	Department/ Function	Justification for invitation for participation
Olga Karba	Mayor, elected politician	The mayor is the elected political representative of the population majority. Her support is fundamental for the development of parking policy of the municipality.
Janko Špindler	Vice-Mayor	Vice-Mayor is a political representative of the municipality. His support is fundamental for the development of parking policy of the municipality.
Boris Filipič	Vice-Mayor	Vice-Mayor is a political representative of the municipality. His support is fundamental for the development of parking policy of the municipality.
Aleš Vaupotič	Municipality of Ljutomer Department for development and project management	Department for development and project management manages all things related to transport and spatial development within the municipality. Head of the department.
Mitja Kolbl	Municipality of Ljutomer Department for management and maintenance	Department for management and maintenance. Responsible for road management and related municipal projects.
Karmen Pulko	Municipality of Ljutomer Department for development and project management	Department for development and project management manages all things related to transport and spatial development within the municipality. Project management, spatial affairs.
Jerneja Rajner	Municipality of Ljutomer Department for development and project management	Department for development and project management manages all things related to transport and spatial development within the municipality. Spatial affairs.
Andreja Torič	Municipality of Ljutomer Department for development and project management	Department for development and project management manages all things related to transport and spatial development within the municipality. Utility services.
Bojana Babič Škrlec	Municipality of Ljutomer Department for development and project management	Department for development and project management manages all things related to transport and spatial development within the municipality. Tourism and economy.



Name	Department/ Function	Justification for invitation for participation
Jan Filipič	Member of municipal council	The elected member of the municipal council who is part of the decision-making team.
Robi Štefanec	Member of municipal council	The elected member of the municipal council who is part of the decision-making team.
Mirko Rauter	NGO - Sport/Cycling (MTB Prlekija)	This NGO works in the field of cycling; consequently, they are interested in a satisfactory urban mobility situation, which includes a parking policy.
Slavica Sunčič	Member of municipal council, president of the local community Krištanci-Šalinci-Grlava	The elected municipal council member who participates in decision-making. She is also the president of the local community that represent the city's outskirts, whose residents park in the city centre when they travel there for work or other business.
Peter Bezec	Representative of the Centre for health and development (CZR Murska Sobota)	CZR Murska Sobota manages projects in the field of health and sustainable development in the region.
Goran Šoster	Director of the Regional development agency (RA Prlekija)	RA Prlekija manages several projects in the field of regional development.
Anja Križanič	Representative of the Hotel Jeruzalem in the city center	The hotel is located on the pedestrianised main square in the heart of the city. Their guests generally arrive by car, so they need parking. The hotel requires regular delivery, which is not currently regulated.
Florjana Kastelic	Business owner - Pastry shop in the city centre (FLO cukeraj)	She owns a pastry shop in the city centre. The pastry shop requires regular delivery, which is not currently regulated.
Srečko Filipič	Business owner - freight transport company (Transport Filipič)	Owner of the freight transport company. They operate in Ljutomer, therefore they are familiar with the issue of city logistics in Ljutomer.
Boštjan Rauter	Representative of the Public utility and housing company KSP Ljutomer	The company KSP Ljutomer manages apartment buildings in Ljutomer, as well as the corresponding parking for the residents. Parking is often an issue for the residents.
Robert Stajnko	Teacher at Primary school Cvetko Golar	Primary school is one of the biggest employees in the municipality. Most teachers travel to work by car so there are conflicts on school routes.



Name	Department/ Function	Justification for invitation for participation
Olga Lukman	Municipal inspector	The municipal inspector has valuable first-hand experience with the every-day parking situation. She has knowledge about the parking issues in the municipality.
Janja Granfola	Parking enforcement officer	The parking enforcement officer has valuable first-hand experience with the every-day parking situation. She has knowledge about the parking issues in the municipality.



Bruneck, South Tyrol, Italy

Name	Department/ Function	Justification for invitation for participation
Roland Griessmair	Mayor, elected politician	The mayor is the elected political representative of the population majority. His support is fundamental for the implementation of solutions.
Hannes Niederkofler	Elected politician in charge of transport, mobility, and environment	It is in the interest of the resort's politician to improve the situation for the entire population, and this is reachable only with a participatory process. In this case traffic, mobility and the environment are in charged to the same person, so the politician already knows about the interconnection.
Hans Peter Niederkofler	Political opposition, transport and mobility planner, member of the Committee for transport	In order to develop the project persistent over time and to detach it from political decision-making, opposition is fundamental. In this case the chosen person is a mobility planner and a member of the committee for transport issues, so he'll have a broad vision on the topic and he can represent a broader group of stakeholders.
Lisa Innerbichler	Commander of the local police (Authority)	The commander has knowledge of legal options and is familiar with the municipalities' future plans in the topic of traffic, transport, and mobility. She has the administrative overview.
Andrea Marietti	Authority responsible for the execution	The local police know the day-to-day problems and also carry out the controls. They are the executive body, and their consent is essential.
Matthias Plaikner	Authority working in the spatial planning department	Parking space management is directly linked to the use of public space. The authority of the spatial planning department has the knowledge of the future urban plans of the municipality and is also directly involved in the strategic planning of public space, and the walking distance to the public transport stops.
Agatha Guggenberger	Chairwoman of the merchants' association	The representation of the merchants is fundamental for the success of the project. Some of the on street parking spaces are in there property, and the topic causes always concerns and is perceived as harassment. The merchants are very important players, when



Name	Department/ Function	Justification for invitation for participation
		it is up to change traffic or parking management.
Rudi Rastner	Chairman of the hotel owners' and Innkeepers' association	Tourism is one of the economic engines for the city of Bruneck, which is why the hotels and innkeepers cannot be left out. It is important to include also the perspective of this sector and its problems, which are very related to climate and parking management.
Viktoria Oberhammer	Representative for people with disabilities	It happened that people with disabilities have been pushed forward in order to avoid changes especially in the parking management, which is why it makes sense to involve them directly and also find out where there are barriers due to on street parking.
Lukas Neumair	Member of the youth advisory board	Young people are becoming more and more active and involved in the future of their city. They can develop a lot of perseverance and interest. This project is about shaping the city and its future; without the youth, no strategic planning should be made, because it concerns their future.
Viktoria Oberhammer	Member of the family association	Families and their children are a very important component for the public space. The safety for children is a priority and their point of view is enrichment.
Ulrike Zambelli	Teacher at "Ursulinen - climate school"	A pedagogical teacher's view of the current situation is very important and concerns the different ways the children get to school and home. The school is a climate school, has an exemplary function and, among other things, also focuses on walking.



Rostock, Germany

Name	Department/ Function	Justification for invitation for participation
	politician, member of the city parliament	member of the commission of urban development and mobility / from different parliamentary groups
	politician, member of the city parliament	member of the commission of urban development and mobility / from different parliamentary groups
	politician, member of the city parliament	member of the commission of economy and tourism / from different parliamentary groups
	politician, member of the city parliament	member of the commission of economy and tourism / from different parliamentary groups
	Municipality, Mobility office	Head of the depart. on strategic planning and mobility
	Municipality, Mobility office	Depart. on traffic infrastructure planning
	Municipality, Office of underground access	unit that is responsible for running parking facilities and charges
	Municipality, Office of urban development	unit that is responsible for urban development and urban restructuring
	Municipality, Officer for disabled persons	represents the interest and perspectives of disabled persons
	Municipality, Regulation authority	represents the interest and perspectives of parking observations / traffic warden
	Chamber for industry and commerce (NGO)	represents the interest and perspectives of industry and commerce (probably contra a stringent parking management)
	Officer for City center „City-Kreis“	represents the interest and perspectives of inner city retailers, restaurants and other shop owners (probably contra a stringent parking management)
	Mobility Club Germany VCD Nordost (NGO)	represents the interest and perspectives of pedestrians, cyclist and all modes of sustainable mobility (probably pro a stringent



Name	Department/ Function	Justification for invitation for participation
		parking management)
	“Cycling decision” Rostock Radentscheid (NGO)	represents the interest and perspectives of cyclist (probably pro a stringent parking management)
	district parliament Ortsbeirat KTV	represents the interest and perspectives of inhabitants of the district Kröpeliner-Tor-Vorstadt (dense innercity center)
	district parliament Ortsbeirat City (Stadtmitte)	represents the interest and perspectives of inhabitants of the district City (Stadtmitte) (dense innercity center)
	Municipal parking company PGR (daughter of the municipal housing company WIRO)	represents the interest and perspectives of the municipal flat owner and of provider of parking facilities (probably pro a stringent parking management)
	municipal housing company WIRO	represents the interest and perspectives of the municipal flat owner (probably pro a stringent parking management)
	Municipal transport company RSAG	represents the interest and perspectives of the municipal transport company (probably pro a stringent parking management)



Zilina, Slovakia

Name	Department/ Function	Justification for invitation for participation	
Peter Fiabáne	mayor	The mayor is the elected political representative of the population majority. His support is fundamental for the implementation of solutions. His political mandate is strong and is a key decision maker of the future form of parking policy.	
Martin Kapitulík	Vice-mayor responsible for traffic and mobility agenda	It is in the interest of the resort's politician to improve the situation for the entire population, and this is reachable only with a participatory process. In this case traffic, mobility and the environment are in charged to the same person, so the politician already knows about the interconnection.	
Michal Berger	City chief officer	City chief officer is the head of the staff and has knowledge of legal options and has the administrative overview.	
Karol Čepec	Politician, member of city parking committee	There are 8 politicians to be involved. Their motivation is primarily based on their membership in city parking/mobility committee and to gain a higher insight into parking trends and tools. As the parking management is to be widened to other areas of the city, they see themselves as the decision makers with responsibility to the voters.	
Jana Filipová	Politician, member of city parking committee		
Peter Steinhübl	Politician, member of city parking committee		
František Talapka	Politician, member of city parking committee		
Peter Čerňan	Politician, member of city parking committee		
Anton Kozlík	Politician, member of city parking committee		
Radoslav Vozárik	Head of department for public space and environment		The new parking policy is also a big agenda for city administration, there are 4 officers actively involved in the audit. Their motivation is to find a common understanding among the politicians and the key outputs for future agenda, diminishing any excessive requirements that might come from the politicians. Parking space management is directly linked to the use of public space. The authority of the spatial planning department has the



Name	Department/ Function	Justification for invitation for participation
		knowledge of the future urban plans of the municipality and is also directly involved in the strategic planning of public space, and the walking distance to the public transport stops. Radoslav is a key executive person responsible for the parking policy.
Róbert Hájka	Mobility section representative	Róbert is an officer responsible for mobility issues within Radoslav department. Both of them are progressive and their knowledge and work will influence the result.
Filip Kopták	Environment section representative	Filip is an officer responsible for environment issues within Radoslav department.
Rudolf Chodelka	Chief city architect	Urban planning in favour of sustainable mobility plays a crucial role. City architect motivation is to gain knowledge and political support for such an urban planning.
Peter Mišejka	Chief of city police	The local police know the day-to-day problems and also carry out the controls. They are the executive body, and their consent is essential.
Mikuláš Kolesár	Public transport company director	Public transport lines, frequency, sufficient capacity and efficient trip duration are key elements to care about. PT vehicles share the roads with dense traffic and the system of crossroad preference provides a good service which is at its limits. The decrease in car use is the only option to enhance attractiveness of the public transport.
Andrea Kociánová	Žilina univerzity UNIZA head of department for road and environment engineering	UNIZA historically specializes in transport and traffic research and education, data analysis and policy design. Profiting from a unique IoT traffic geofencing around the city centre in the form of an urban lab, the impacts of parking infrastructure on heating islands and/or environment in the centre has been mapped. The motivation is mainly the knowledge exchange and the policy designing role in the future parking policy opening a broad field for new research as well as innovations.
Ivan Gabaj	Traffic Office director	As the legal entity for decision making in traffic safety the Office knowledge and wider overview of new approaches for parking policy design are the main motivating factors for



Name	Department/ Function	Justification for invitation for participation participation.
Pavol Mihálek	Traffic Office vice director	
Rastislav Krivý	Business chamber director	The representation of the merchants is fundamental for the success of the project. Some of the on-street parking spaces are in their property, and the topic causes always concerns and is perceived as harassment. The merchants are very important players, when it is up to change traffic or parking management. He is a representative of the local businesses and can introduce the topic to the community.