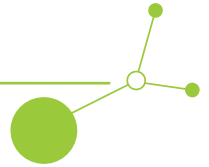


JOINT STRATEGY FOR NATIONAL AND REGIONAL PARKING GOVERNANCE IN CENTRAL EUROPE

Output 3.2

NXTLVL Parking



Version 1

04.2026



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1. Executive Summary

Parking management is increasingly recognised as a key instrument for achieving broader urban, mobility and climate objectives. However, throughout Central Europe, parking policies are often developed and implemented in a fragmented manner, with limited coordination between national, regional and local levels of governance. Municipalities are expected to address parking demand, public space quality, accessibility, climate adaptation and modal shift, while frequently lacking sufficient guidance, data, institutional support and financial resources.

The NXTLVL Parking project has demonstrated that effective parking management cannot rely solely on local initiatives. Sustainable and impactful parking policies require governance structures, methodological support, professional capacity, stakeholder engagement and long-term financing mechanisms. Through pilot actions, policy exchanges and the development of transferable good practices, the project identified several enabling conditions that support successful parking policy implementation.

This Joint Strategy translates the lessons learned from the project into a common strategic framework for Central Europe. The strategy proposes a governance model that integrates parking management into sustainable mobility planning, promotes evidence-based decision making, strengthens institutional capacities, supports citizen participation and encourages the reinvestment of parking revenues into sustainable mobility measures.

The strategy is intended for ministries, regional authorities, municipalities, transport agencies and other stakeholders involved in mobility governance. It provides a common reference framework that can be adapted to different legal, administrative and territorial contexts while maintaining shared strategic objectives.

2. Introduction

Parking policy has undergone a significant transformation during the last two decades. Traditionally perceived as a technical issue concerning the provision of parking spaces and traffic regulation, parking management is increasingly recognised as a strategic policy instrument influencing mobility behaviour, urban development, environmental sustainability and the quality of public space.

Cities across Europe face similar challenges. Growing car ownership, competing demands for public space, climate commitments, increasing tourism pressures and expectations for higher quality urban environments require municipalities to reconsider the role of parking within urban mobility systems.

Despite these common challenges, parking governance in Central Europe remains highly fragmented. In many countries, municipalities operate without national guidance, common methodologies or dedicated support mechanisms. Parking policies are often developed in isolation from Sustainable Urban Mobility Plans (SUMP), climate adaptation strategies and spatial planning frameworks.

The NXTLVL Parking project addressed this challenge by bringing together partners from different Central European countries to exchange experiences, analyse governance models and identify transferable approaches that can strengthen parking policy development. This Joint Strategy is the result of that cooperation.



3. Why Parking Governance Matters

One of the key findings of the NXTLVL Parking project is that successful parking policies depend not only on local measures but also on the governance systems supporting their implementation.

The project demonstrated that municipalities frequently encounter similar barriers regardless of their size or national context. These include insufficient access to expertise, limited availability of parking data, fragmented institutional responsibilities, political resistance to parking reforms and difficulties in communicating policy objectives to residents.

The Slovenian experience provides an example of a more integrated national governance model. National legislation requires major municipalities to prepare parking policy action plans and supports implementation through guidelines, educational programmes and common parking data collection to the SIPARK national parking platform. This approach demonstrates how national-level coordination can strengthen local implementation while preserving municipal autonomy.

The project therefore concludes that parking governance should be understood as a multi-level system involving national authorities, regional institutions, municipalities, mobility providers, experts and citizens.

Effective governance creates the conditions necessary for municipalities to implement parking policies that contribute to broader mobility and environmental objectives.

4. Lessons Learned from NXTLVL Parking

The project generated a broad portfolio of transferable practices that collectively illustrate the elements of successful parking governance.

The Slovenian National Parking Governance Scheme demonstrates how legal obligations, technical guidance, training programmes and a national data platform can create a coherent framework for municipal parking management.

The Slovenian National Parking Guidelines provide municipalities with practical methodologies for preparing parking implementation plans and integrating parking management into wider mobility planning processes.

The ParkPAD methodology highlights the importance of structured stakeholder involvement. By bringing together politicians, planners, businesses, transport providers and residents, municipalities can achieve broader consensus and improve the legitimacy of parking policy decisions.

The City Parking Manager concept demonstrates the value of professionalising parking governance. The role combines technical expertise, strategic planning, stakeholder coordination, communication and data analysis, thereby bridging the gap between policy objectives and practical implementation.

The data-driven parking management approach implemented in Žilina illustrates how sensor networks, open data and monitoring systems can support evidence-based decision making and improve public understanding of parking policies.

The Kraków Transport Panel demonstrates that parking reforms benefit from meaningful citizen participation and deliberative decision-making processes. Public acceptance can be



significantly improved when residents are actively involved in discussing mobility challenges and evaluating policy options.

The Polish parking revenue model and the concept of a **Parking Development Fund** show how financial mechanisms can strengthen the long-term sustainability of parking policies and support reinvestment into mobility improvements.

The Rostock mobility points strategy and the **Bolzano cycling mobility strategy** further demonstrate that parking management is most effective when integrated with broader sustainable mobility systems and attractive alternatives to private car use.

Together, these examples provide a comprehensive evidence base for the strategic framework proposed in this document.

5. Strategic Vision

The vision of the NXTLVL Parking Joint Strategy is:

To establish integrated parking governance systems that support sustainable mobility, climate resilience, efficient use of public space and high quality of life through coordinated action at national, regional and local levels.

This vision recognises parking management as an essential component of sustainable urban mobility rather than a stand-alone regulatory activity.

Parking policy should contribute to:

- reduced dependence on private car use;
- improved accessibility and mobility choices;
- more efficient use of public space;
- climate and environmental objectives;
- stronger urban resilience;
- higher quality public environments;
- improved social and economic vitality.

6. Strategic Principles

Principle 1 - Multi-Level Governance

Parking policy should be supported through coordinated action between national authorities, regional institutions and municipalities.

National authorities should provide strategic guidance, legislative frameworks, data standards and capacity-building programmes, while municipalities remain responsible for local implementation and adaptation.



Principle 2 - Evidence-Based Decision Making

Parking policies should be based on reliable data rather than perceptions or political assumptions.

The collection, analysis and publication of parking-related data should become a standard element of parking governance. Monitoring systems should support continuous evaluation and adaptation of parking measures.

Principle 3 - Professional Capacity Building

Effective parking management requires dedicated expertise.

Municipalities should have access to training programmes, professional networks, technical guidance and specialised roles such as City Parking Managers capable of coordinating parking policy development and implementation.

Principle 4 - Citizen Participation and Transparency

Parking policies affect daily mobility behaviour and therefore require public legitimacy.

Citizens should be actively involved through consultation processes, participatory methods, public communication campaigns and deliberative mechanisms that increase understanding and trust.

Principle 5 - Integration with Sustainable Mobility

Parking management should support walking, cycling, public transport and shared mobility services.

Parking policies should be developed as part of broader Sustainable Urban Mobility Plans and urban development strategies.

Principle 6 - Financial Sustainability

Parking revenues should contribute to the achievement of mobility and environmental objectives.

Where possible, revenues generated through parking management should be reinvested into sustainable mobility improvements, public space enhancement and climate adaptation measures.

Principle 7 - Bearing in mind future trends

Traffic and car ownership still increase but the demands of drivers change.

When investing in parking policy, bear in mind the rise of electromobility and micromobility, suitable space for last mile delivery services, an advent of autonomous mobility and AI urban planning tools enabling to plan comprehensive investments reacting to nowadays as well as future needs.



7. Strategic Actions

Actions for National Authorities

- Establish national parking governance frameworks.
- Develop national parking guidelines and methodologies.
- Create national parking data platforms.
- Support professional training and knowledge exchange.
- Introduce funding instruments supporting high-quality parking and mobility projects.
- Encourage reinvestment of parking revenues into sustainable mobility.

Actions for Regional Authorities

- Facilitate cooperation among municipalities.
- Support regional mobility planning.
- Promote transfer of good practices.
- Coordinate regional data collection and monitoring activities.

Actions for Municipalities

- Integrate parking policy into SUMP and spatial planning.
- Use data-driven approaches to parking management.
- Develop parking implementation plans.
- Strengthen citizen engagement.
- Introduce monitoring and evaluation mechanisms.
- Promote alternatives to private car use.

8. Implementation Framework

Successful implementation requires long-term cooperation among all relevant stakeholders.

- **National authorities** should create enabling conditions through legislation, guidance and funding mechanisms.
- **Regional authorities** should act as facilitators of cooperation and knowledge transfer.
- **Municipalities** should lead implementation and adaptation to local contexts.
- **Research organisations, mobility providers and civil society organisations** should contribute expertise, innovation and stakeholder engagement.

The implementation process should remain flexible while maintaining consistency with the strategic principles presented in this document.



9. Monitoring and Evaluation

Monitoring should focus on both implementation progress and policy impacts. Recommended indicators include:

- parking occupancy rates;
- parking revenue allocation;
- modal split;
- public transport use;
- cycling and walking levels;
- public acceptance indicators;
- implementation of parking action plans;
- data availability and quality.

Regular evaluation should support continuous learning and adaptation.

10. Transferability

The strategy was jointly developed by partners representing diverse institutional, legal and territorial contexts across Central Europe.

Its principles are intentionally transferable and can be adapted by municipalities, regions and national authorities beyond the project partnership.

The involvement of follower cities, associated organisations and policy stakeholders throughout the project confirms the relevance and applicability of the proposed framework in different environments.

11. Conclusions

The NXTLVL Parking project has demonstrated that parking management represents far more than the regulation of parking spaces. It is a strategic instrument capable of supporting sustainable mobility, climate objectives, public space quality and urban development.

The experiences gathered across Central Europe show that effective parking policies require governance structures, professional capacity, reliable data, citizen engagement and sustainable financing mechanisms.

This Joint Strategy provides a common framework for achieving these objectives. By implementing the strategic principles and actions outlined in this document, public authorities can strengthen parking governance and create more sustainable, liveable and resilient communities across Central Europe.



12. Strategic Objectives and Supporting NXTLVL Practices

The NXTLVL Parking project identified a portfolio of transferable practices that together form the evidence base for this Joint Strategy. The strategy does not introduce a completely new governance approach. Instead, it consolidates successful experiences tested and validated by project partners and translates them into a common framework applicable across Central Europe.

Strategic Objective	Supporting NXTLVL Practice	Main Lesson
Strengthen parking governance	Slovenian National Parking Governance Scheme	National leadership, coordination and guidance improve local implementation capacity
Support municipalities through guidance	Slovenian National Parking Guidelines	Municipalities require practical methodologies and implementation support
Improve professional capacity	City Parking Manager Concept	Dedicated expertise and institutional responsibility improve policy quality
Promote evidence-based decision making	Data-driven Residential Parking in Žilina	Reliable data improves communication, evaluation and decision-making
Strengthen participation and acceptance	Kraków Transport Panel	Citizen engagement increases legitimacy and public acceptance
Improve financial sustainability	Polish Parking Revenue Scheme and Parking Development Fund	Parking revenues can support long-term mobility improvements
Integrate parking into sustainable mobility	Rostock Mobility Points Strategy	Parking policies work best when combined with attractive mobility alternatives
Support active mobility	Bolzano Regional Cycling Strategy	Parking policies should reinforce broader mobility goals
Improve stakeholder cooperation	ParkPAD methodology	Co-creation improves implementation and reduces resistance



These practices demonstrate that parking governance is not limited to parking regulation itself. Successful implementation requires coordinated action across governance, planning, finance, communication, technology and mobility sectors.

13. Roadmap for Implementation (2026-2030)

The implementation of this Joint Strategy should be considered a gradual process. Different countries and regions start from different institutional, legal and organisational conditions. Therefore, the strategy promotes a phased approach.

Phase 1 - Preparation (2026, aka Year 1)

Key actions:

- establish responsible governance structures;
- identify relevant stakeholders;
- assess existing parking governance frameworks;
- perform baseline assessments using available methodologies such as ParkPAD;
- collect available parking-related data;
- define national and regional priorities.

Expected outcome:

A clear understanding of current parking governance conditions and implementation needs.

Phase 2 - Capacity Building and Framework Development (2026-2028, aka Year 1 to Year 3)

Key actions:

- prepare national or regional parking guidelines;
- establish professional training programmes;
- develop City Parking Manager competencies;
- strengthen stakeholder cooperation mechanisms;
- initiate parking data collection and monitoring systems.

Expected outcome:

Improved institutional capacity and availability of implementation tools.

Phase 3 - Implementation and Scaling (2028-2030, aka Year 3 to Year 4)

Key actions:

- prepare municipal parking implementation plans;
- integrate parking policy into SUMP and climate strategies;
- introduce data-driven monitoring systems;



- strengthen public participation processes;
- implement parking revenue reinvestment mechanisms.

Expected outcome:

Systematic implementation of parking policies aligned with broader mobility and environmental objectives.

Phase 4 - Evaluation and Continuous Improvement (2030-2031, aka Year 4 to Year 5)

Key actions:

- evaluate implementation results;
- compare performance indicators;
- identify successful approaches and lessons learned;
- update strategic priorities where necessary.

Expected outcome:

Continuous improvement of parking governance systems and wider transfer of good practices.

14. Monitoring Framework

To support effective implementation, the partnership recommends establishing a monitoring framework based on measurable indicators.

Governance Indicators

- number of municipalities with parking implementation plans;
- number of municipalities participating in training programmes;
- existence of national or regional parking guidance;
- establishment of parking governance structures.

Data and Digitalisation Indicators

- availability of parking datasets;
- number of municipalities using monitoring systems;
- publication of parking data through national platforms;
- use of open data and analytical tools.

Mobility Indicators

- parking occupancy rates;
- residential parking permit utilisation;
- public transport usage;
- cycling and walking modal share;



- use of shared mobility services.

Financial Indicators

- annual parking revenues;
- share of revenues reinvested into sustainable mobility;
- investment volume supported by parking-related funding mechanisms.

Participation Indicators

- number of stakeholder consultations;
- number of citizens involved in participation processes;
- public awareness activities conducted.

The exact monitoring framework should be adapted to national and regional conditions while preserving comparability of key indicators across territories.