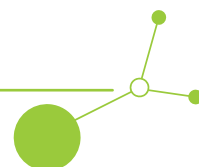


Report on adoption and kick-start of implementation

Deliverable 2.5.1



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Introduction

This report details lessons learnt from the actual adoption process, the integration of the action plans to existing overall strategies and the additional commitment levels in various possibilities from pure signature to wider adoption ceremony.

Each city's descriptions sticks roughly follows the structure below:

- Governance and decision-making framework
- Adoption strategy: integration into a citywide parking strategy
- Process implementation: stakeholder involvement and kick-start event
- Timeline and milestones (adoption and implementation)
- Clarification regarding project lifetime
- Early implementation and preparatory actions (kick-start activities)
- Communication and dissemination
- Conclusions / lessons learnt

The Parking and Mobility Implementation Plans are promoted and adopted in the respective local councils and by relevant regional entities. They form an annex to existing Sustainable Urban Mobility Plans. The idea was an adoption process is accompanied by media work to maintain awareness and acceptance by the public and stakeholders. The plan adoption goes beyond the formal process to institutionalise the involvement and engagement of stakeholders and private persons in the plans' implementation.

ROSTOCK

Introduction

This report documents the adoption pathway for the Implementation Plan (D.2.4.1) and the kick-start of implementation-related activities in the City of Rostock. It clarifies governance responsibilities and demonstrates that a formal political decision in line with project objectives is ensured.

The Implementation Plan (D.2.4.1) builds on the project's core analytical and strategic outputs: ParkPAD results and Action Plan (D1.4.1 and D1.5.1)

The commitment is expressed through the Letter of Commitment (LoC) signed by the responsible Senator for Urban Planning, Building, Climate protection and Mobility, confirming support for implementing the ParkPAD and Action Plan outcomes and highlighting strategic parking management as a contribution to integrated and sustainable urban development.

Governance and decision-making framework

Adoption of the implementation plan follows a two-level governance logic:

1. Administrative/political commitment level:

The LoC constitutes a formal commitment by the responsible executive level to implement the project outcomes and to initiate administrative steps towards implementation.

2. Formal municipal decision level:

As stated in the LoC, the Rostock City Council holds the final decision-making authority regarding the adoption of the implementation plan within the municipal governance system.

This governance set-up ensures that the project results are anchored in both administrative execution and democratic decision-making structures.

Adoption strategy: integration into a citywide parking strategy

A separate stand-alone resolution on D.2.4.1 was assessed as not optimal due to the political expectation to adopt a comprehensive, citywide parking strategy rather than an isolated implementation concept.

Therefore, D.2.4.1 is being embedded into a citywide parking strategy currently being prepared with an external planning office. This strategy comprises:

- a comprehensive assessment of parking supply and demand across the city, and
- a consolidated measure and implementation concept fully integrating NXTLVL Parking outcomes, including the elements of D.2.4.1.

Therefore, the content of D.2.4.1 will be included in the overall strategy package and will thus be subject to an integrated council decision, increasing political coherence and the likelihood of adoption and subsequent implementation.

Process implementation: stakeholder involvement and kick-start event

The development of the citywide parking strategy includes a structured stakeholder engagement process. Upon completion, the strategy will be presented in an official concluding event in April, serving as the kick-start moment for implementation.

Key characteristics of the kick-start event:

- Participation of stakeholders involved in the drafting process (political actors, mobility, trade and civil associations and organisations).
- Joint presentation by representatives of the City of Rostock and the external planning office.
- Objective to ensure shared understanding of results and to actively mobilise support for implementation of the measures.

Timeline and milestones (adoption and implementation)

- Completion of the citywide strategy: by April
- Official presentation / kick-start event: April
- Planned council decision: June session

Clarification regarding project lifetime:

The formal council resolution is scheduled for June and therefore occurs after the project end. Nevertheless, the combination of:

- the already signed LoC (political/administrative commitment),
- the ongoing information/briefing of the City Council, and
- the integration of D.2.4.1 into the comprehensive citywide strategy package,

ensures that a formal decision in the sense of the project objectives will be achieved. The chosen route strengthens political feasibility and administrative readiness, rather than delaying or weakening adoption.

A council decision within the project duration was not feasible due to:

- the complexity and scope of the required analyses,
- the need for a citywide strategy,
- limited resources at the external planning office, and
- mandatory consultation sequences (committees and local advisory boards) that require lead time.

Early implementation and preparatory actions (kick-start activities)

In parallel to the strategic drafting process, implementation has already started or is being prepared, focusing on the priority measures outlined in D.2.4.1.

Preparation of a new parking fee regulation has commenced. Drafting is expected to continue until summer 2026, with submission to the City Council for decision planned for autumn 2026.

These steps demonstrate that implementation is not contingent on the final strategy resolution alone; rather, operational preparation is progressing to enable swift roll-out once the political decision is taken.

Communication and dissemination

Following the formal decision, the city plans to communicate the adoption and the next implementation steps through its public relations channels to ensure transparency and support. Further events are then to take place in connection with specific measures and implementation.

Conclusion

The city has established a robust pathway to adoption and implementation:

- The Implementation Plan (D.2.4.1) is directly derived from project outputs (D1.4.1, D1.5.1) and is backed by an LoC.
- The formal decision is strategically positioned within a comprehensive citywide strategy to maximise political acceptance.
- A kick-start event and parallel preparatory actions provide tangible early implementation momentum and is held within the project duration.

Importantly, a formal council decision aligned with the project is secured, even though the final vote takes place after the project duration.

Olomouc

Introduction and Context

This report documents the process of adopting and initiating the implementation phase of the Parking and Mobility Implementation Plan for the city of Olomouc (D.2.4.1). The implementation plan directly follows the analytical and strategic outputs developed within the NXTLVL Parking project, specifically the ParkPAD audit and the parking and mobility action plans. It is fully consistent with the Sustainable Urban Mobility Plan (SUMP) and the approved parking policy concept of the city of Olomouc.

The purpose of this report is to describe how the Implementation Plan was formally adopted within the city's governance framework, how political and administrative commitments were secured, and how the realization phase was officially launched.

Adoption of the Parking and Mobility Implementation Plan

Adoption Status and Official Approval

The Parking and Mobility Implementation Plan was adopted in March 2026 by the Olomouc City Council as part of the annual update of the SUMP action plan, serving as the implementation framework for priority measures in the field of parking and mobility. The action plan is a component of the SUMP strategic document, which is currently undergoing its second update.



Fig.1: Meeting of the Olomouc City Council (author: City of Olomouc)

This update will be approved by the Olomouc City Council in June 2026. Simultaneously, the implementation plan aligns with the Parking Policy adopted in 2021. Rather than being viewed as a standalone document, the plan was intentionally integrated into the city's broader

strategic and regulatory framework to ensure long-term political ownership, administrative feasibility, and budgetary alignment. Formal approval ensures that the Implementation Plan is no longer just a project output, but a binding operational document guiding future interventions in Olomouc.

Adoption Process and Governance

The adoption process followed a multi-level governance approach, combining political decision-making with administrative responsibility:

- **Political Level:** The Implementation Plan and its priority actions were formally acknowledged and supported by the Olomouc City Council during the approval of the SUMP action plan update. As the highest decision-making body of the self-government, the Council confirmed the plan's relevance and its integration into the city's long-term mobility and parking strategies.
- **Administrative Level:** Responsibility for implementation was assigned to relevant departments and coordinators, including the parking coordinator, the city architect's office, the transport department, and the city police.
- **Management Structure:** A clear governance structure was established through an implementation working group and its sub-groups, ensuring cross-departmental coordination and continuity during realization.

Adoption was supported by internal consultations with key departments and stakeholders involved in the NXTLVL Parking working group. This included two meetings: first with the stakeholders and subsequently a public debate, both of which took place in January 2026.



Fig. 2: Meeting with the stakeholders (author: M. Luňáček)



Fig.3: Public debate (author: M. Luňáček)

Commencement of the Implementation Phase

Launch Activities

The start of the implementation phase was closely linked to the formal adoption of the plan and the transition from planning to realization. Rather than a single symbolic act, it was a process combining political support, administrative readiness, and early implementation steps.

Early Implementation Measures

At the time of adoption, several priority actions had already entered the preparation or early realization phase, demonstrating a genuine commitment beyond formal approval. These measures include:

- Preparation of the tender and technical documentation for monitoring vehicles in paid parking zones.
- Commencement of work on the Supply Concept for the historic city center.
- Preparatory steps for the expansion of regulated parking zones.
- Development of a sustainable mobility plan for city hall employees.
- Ongoing development of a new digital portal for parking cards as a prerequisite for expanding parking regulation.

Communication and Public Awareness

The adoption and start of realization were accompanied by communication activities coordinated by the communication and marketing department of the Mayor's office. Information regarding the plan and the first measures was disseminated through the city's official communication channels. Media representatives and the general public were informed about the adoption and upcoming steps to contribute to transparency and the acceptance of planned measures.

Conclusions and Lessons Learned

The city of Olomouc successfully completed the transition from planning to realization through the formal adoption of the Parking and Mobility Implementation Plan. Key lessons include:

- Integrating the plan into existing strategic frameworks strengthens political acceptance and administrative feasibility.
- Early involvement of relevant departments promotes a smooth implementation process.
- Starting preparatory actions concurrently with formal approval helps maintain momentum and credibility.

The adoption and commencement process ensured that the results of the NXTLVL Parking project are firmly anchored in city governance structures and will have a lasting impact beyond the project's end.

Ljutomer

Introduction

This report documents the adoption pathway for the Implementation Plan (D.2.4.1) and the initial steps taken towards its implementation in the Municipality of Ljutomer. It defines the local governance framework, confirms political backing, and evidences that implementation activities have been officially initiated in alignment with the project's strategic objectives.

The Implementation Plan (D.2.4.1) for Ljutomer is based on the project's core strategic and analytical deliverables: the ParkPAD assessment (D.1.4.1) and the Action Plan (D.1.5.1). These documents outline key challenges and measures to improve parking and mobility management, as well as long-term goals for reducing car dependency, reclaiming public space, and fostering active travel.

The Municipality of Ljutomer demonstrated political commitment through the Letter of Commitment signed by the Mayor, confirming support for the results of the ParkPAD process and the Action Plan. The LoC was signed on 5 September 2025 as part of the formal process of validating local implementation priorities.

In addition, the LoC for the Implementation Plan was formally signed by the Mayor of the Municipality of Ljutomer on 18 February 2026, further reinforcing the municipality's commitment to the structured roll-out of the project outcomes and their integration into long-term strategic planning.

Governance and decision-making framework

The adoption of the Implementation Plan in the Municipality of Ljutomer follows a two-level governance structure that combines formal political endorsement with executive-level commitment to implementation:

1. Formal municipal decision level:

On 18 June 2025, the Municipal Council of Ljutomer formally adopted the third generation of the SUMP. This strategic document explicitly incorporates parking policy as a key component of integrated mobility planning and serves as the overarching framework for the measures defined in the project's Implementation Plan.

2. Administrative/political commitment level:

Following the council's decision, the Mayor of Ljutomer signed the LoC on 5. 9. 2025, expressing the municipality's political and administrative support for implementing the outcomes of the NXTLVL Parking project - including both the ParkPAD results and the Action Plan.

In Ljutomer, the governance structure combines formal political endorsement with clear administrative responsibility, ensuring that the transition from planning to implementation is both democratically legitimised and operationally feasible. By linking the municipal council's strategic decision with executive follow-up through the signed Letters of Commitment, the municipality has created a coherent framework that enables the practical roll-out of pilot measures and secures the long-term integration of NXTLVL Parking results into municipal mobility policy.

Adoption strategy: integration into a citywide parking strategy

A separate stand-alone resolution on the Implementation Plan (D.2.4.1) was not pursued, as it was deemed more strategic and politically effective to embed the document within a broader, integrated mobility planning framework.

In the case of Ljutomer, the content of D.2.4.1 has been formally integrated into the third-generation SUMP. The updated SUMP includes a dedicated section on parking policy and management, reflecting the key principles and proposed measures developed under NXTLVL Parking.

Rather than adopting D.2.4.1 as a stand-alone implementation concept, the municipality opted to incorporate its content into the SUMP in order to:

- Ensure consistency with other mobility and land use objectives,
- Increase policy coherence across municipal strategies, and
- Strengthen the legitimacy and implementation potential of the proposed actions.

Process implementation: stakeholder involvement and kick-start event

The development of Ljutomer's parking and mobility strategy, embedded within the third-generation SUMP, included a structured and participatory stakeholder engagement process, involving representatives from municipal departments, local institutions, schools, mobility service providers, and the general public.

To formally launch the implementation phase of the NXTLVL Parking outcomes and present the strategic direction of parking and mobility in the city, the Municipality of Ljutomer organized an official kick-start event on 18 February 2026, within the project duration.

Key characteristics of the kick-start event:

- Presentation of the updated SUMP, with a specific focus on the integrated parking strategy and how the NXTLVL Parking outcomes have been translated into long-term planning goals.
- Showcase of pilot actions implemented in Ljutomer under WP2, including bicycle parking facilities and the real-time parking availability display.
- Discussion of next implementation steps, including planned regulatory updates and future awareness-raising activities.
- Involvement of key stakeholders, including local political representatives, municipal administration, mobility experts, schools, civil society organisations and other actors engaged during the SUMP preparation process.
- Objective to ensure a shared understanding of the strategy and to mobilise active support for the implementation of adopted measures.



Timeline and milestones (adoption and implementation)

- Final council decision: 18. June 2025
- Official presentation / kick-start event: 12 February 2026

Early implementation and preparatory actions (kick-start activities)

In parallel with the adoption of the updated SUMP and the integration of D.2.4.1 into the municipal planning framework, the Municipality of Ljutomer has already initiated several early implementation and preparatory actions, focusing on key priority measures identified in the Implementation Plan.

As part of WP2 pilot activities, the municipality implemented the following concrete actions:

- Installation and official launch of two new bicycle parking facilities (at Gimnazija Franca Miklošiča Ljutomer and ŠIC Ljutomer) on 22 April 2025, in cooperation with UIRS and local stakeholders.
- Activation of a real-time digital parking availability display at the Triglav monument parking lot, contributing to smarter parking management and reduced search traffic.
- Public promotion and awareness-raising, including the production and dissemination of a promotional video showcasing the pilot solutions.

In addition, preparatory activities have started for the revision of municipal parking regulations, with a view to updating the pricing and zoning logic in line with the strategic goals of the SUMP and the NXTLVL Parking outcomes.

Communication and dissemination

The Municipality of Ljutomer has actively promoted the NXTLVL Parking activities through several communication and dissemination actions.

On 22 April 2025 (Earth Day), the municipality organised a public event marking the official opening of two bicycle parking facilities (at GFML and ŠIC Ljutomer), with a ribbon-cutting ceremony, public addresses, and media presence. A promotional video was produced to highlight the pilot and the project's wider objectives and was shared via the municipality's website and social media.

During the European Mobility Week in September 2025, the municipality promoted the launch of a second pilot - a real-time parking availability display at the Triglav monument parking lot - accompanied by local media outreach and information materials.

Conclusion

The Municipality of Ljutomer has established a clear and well-structured pathway towards adoption and implementation of the project outcomes:

- The Implementation Plan (D.2.4.1) is directly based on NXTLVL Parking outputs (D.1.4.1 - ParkPAD results and D.1.5.1 - Action Plan) and is supported by a Letter of Commitment signed by the Mayor.

- The formal adoption of the implementation framework was strategically ensured by integrating D.2.4.1 into the third-generation SUMP, adopted by the Municipal Council on 18 June 2025, thereby enhancing political alignment and legitimacy.
- A kick-start event and parallel preparatory actions provide tangible early implementation momentum, with the official launch event scheduled for 12 February 2026, taking place within the project duration.

Lessons learnt

The experience of the Municipality of Ljutomer in adopting and initiating the implementation of the NXTLVL Parking outcomes has generated several context-specific insights:

1. Strategic embedding increases political stability and legitimacy

In smaller municipalities such as Ljutomer, adopting a stand-alone parking strategy may create fragmentation or limited political traction. Integrating the Implementation Plan into the third-generation SUMP proved to be a more effective approach. By embedding parking management within a broader sustainable mobility framework, the municipality ensured cross-sectoral alignment, stronger political ownership, and long-term policy continuity beyond the project duration.

2. Early visible pilots build credibility and stakeholder trust

Implementing tangible pilot measures (bicycle parking facilities and the real-time parking display) before the formal kick-start event significantly strengthened local acceptance. Physical interventions helped translate strategic documents into concrete, understandable results for citizens and decision-makers. This reduced abstract resistance to parking policy reform and demonstrated that parking management can deliver visible public value.

3. Sequencing political endorsement and executive commitment is crucial

The structured order—first the formal council adoption of the SUMP (18 June 2025), followed by executive commitment through the signed Letters of Commitment—created a balanced governance pathway. This sequencing ensured democratic legitimacy while simultaneously enabling administrative continuity and operational readiness. For smaller governance systems, clarity in this sequence is essential to avoid implementation gaps between political decisions and technical execution.

Žilina

Introduction

The aim of the report is to present the process of implementation of various measures and activities, proposed by the Action plan which was created based on the conclusions of the Next Level Parking ParkPad audit. The action plan serves as an inspiration and a new mindset for various investments from the city level into sustainable mobility. As there is formally no “implementation plan” the city officers have succeeded in implementing various projects profiting from the mindset of Push and Pull. From purely restrictive, parking capacity and regulation oriented projects, they began to tackle sustainable mobility investments alongside with parking policy. This was the first achievement as formerly the investments were separated and were communicated as separated, dividing the citizens into parking demanding residents and bikers. This is a major lesson learnt the city of Žilina has made - investments in mobility are interconnected and so are the citizens and so to present the investments as a single strategic framework can result in more positive communication with the citizens.

Another important impact of the NXTLVL Parking project consisted in setting up strategic issues. Apart from digitization, tested in the pilot actions (the same mindset of interconnection of parking occupancy sensing and bike parking assets mapping), the setting up of a Mobility fund, consulted with the more advanced project partner Olomouc, was an important step towards strategic takeover of the investments. The project supported the policy makers with the knowledge and lessons learnt by other more experienced partners and cities and so the former approach of regulation of residential parking covering all the city districts by 2027 was recommended as a step-by-step approach. This evoked a lot of political tensions as some politicians wanted to impact “their citizens/district first” which was against a strategic approach in regulation extension. The ParkPad audit served as a moderated clash of political ideas and the action plan framed the ideas in a single approach, avoiding the isolated single purpose and single place solutions.

So, a lot of investments and city office work focused on the extension of the residential parking policy and communication with the citizens. From the point of city staff the work on parking policy has been done professionally and systematically, the weak point seems to be the communication with the citizens and the readiness of the city for a higher number of participatory projects funded from the Mobility fund. These are the lessons learnt and near future actions the NXTLVL Parking project has recommended.

It should also be noted that the actual political situation in Slovakia is very adverse and cities face a very new level of change of state subsidies (just to illustrate, a decision of the Slovak government that cities are to fund basic schools without any support from the state). So, the funding of public services is a challenge and parking revenues actually serve to balance the new reality. That is why some of the proposed investments have been postponed.

The Action Plan is the main strategic supportive document setting out the city activities to support parking policy. Support for the Action Plan is confirmed by the mayor who signed the formal document after it has been discussed and approved by the responsible city departments (transport, mobility, environment).

As a formal document required by the government, the strategy for residential parking regulation implementation has been created as Žilina has been undergoing significant changes

recently with the aim of regulating traffic, giving priority to residents, and making more efficient use of parking capacity. The new residential parking policy is defined by Generally Binding Regulation (VZN) No. 3/2025 ([https://parkovanie.zilina.sk/wp-content/uploads/2025/11/VZN-03-2025.pdf#:~:text=\(1\)%20Toto%20v%C5%A1eobecne%20z%C3%A1v%C3%A4zn%C3%A9%20nariadenie%20\(%C4%8Falej%20len,%C3%BAhrady%20za%20do%C4%8Dasn%C3%A9%20parkovanie%20motorov%C3%BDch%20vozidiel%20pod%C4%BEa\),](https://parkovanie.zilina.sk/wp-content/uploads/2025/11/VZN-03-2025.pdf#:~:text=(1)%20Toto%20v%C5%A1eobecne%20z%C3%A1v%C3%A4zn%C3%A9%20nariadenie%20(%C4%8Falej%20len,%C3%BAhrady%20za%20do%C4%8Dasn%C3%A9%20parkovanie%20motorov%C3%BDch%20vozidiel%20pod%C4%BEa),)), setting out the primary rules regarding residential parking extension in compliance with Slovak regulations. Citizens and visitors are supported with news and explanatory videos to better understand the rules at the city parking policy portal, see <https://parkovanie.zilina.sk/>.

Governance and decision-making framework

The adoption of the implementation measures and projects takes place at two levels:

1. Administrative/political commitment level:

The Action plan represents a formal confirmation that the city will start implementing the project outputs and will take the necessary administrative steps. The evaluation of an investment is discussed and evaluated within a City Parking committee who recommends projects for implementation.

2. Formal level of municipal decision:

The implementation projects/measures are subject to approval by the City Council, which has the final authority for its approval within the framework of municipal rules. The city's implementations and the updates are approved regularly several times a year, along with a report on the current status of parking regulations.

This system ensures that the project results are not only embedded in administrative processes and potential strategic documents, but are also confirmed by the approval of the responsible city authorities. Thanks to achieving political consensus, the consent of a wider spectrum of the public is ensured for the implementation of the measures in question.

Adoption strategy: integration into the city-wide parking strategy

A separate adoption of measures could be less effective, as political and public support expect a comprehensive approach to the city's parking policy.

Therefore, the project outputs have been included in the strategy for residential parking regulation, which the city is gradually implementing. The parking policy was supplemented and expanded with the findings and recommendations brought by the gradual implementation of the project. The strategy includes:

- an analysis of the supply and demand of parking spaces throughout the city,
- an implementation concept that integrates the project results,
- a list of necessary investment and non-investment measures,
- a financial analysis of the implementation cost,

- pilot measures.

In accordance with this strategy, regulated parking was gradually introduced in the city centre and wider city centre, and subsequently in the city districts of Hájik (place of the pilot action) and Solinky, thus ensuring a balance between accessibility for residents and the efficient use of public space.

Implementation of the process: stakeholder engagement and kick-off event

The development of the parking strategy was inevitably linked to the engagement of key actors and stakeholders. After the strategy was completed, an official presentation was organised, which also served as a kick-off event for the implementation in the given residential area.

Key points of the kick-off event:

- participation of political representatives, transport and mobility experts, entrepreneurs and civil society organisations,
- presentation of the ParkPAD audit results and proposed measures,
- gaining support and common understanding for the implementation of the measures.

Timeline and milestones (adoption and implementation)

- Introduction of regulated parking - centre and wider centre: 2023-2024
- Kick-off event with residents of Hájik housing estate before implementation: May 2024
- Implementation of parking in Hájik housing estate (C1): January 1, 2025
- Kick-off event with Solinky housing estate residents before implementation: May 2025
- Approval of regulated parking in Solinky housing estate (C2): June 24, 2025
- Launch of regulation in Solinky housing estate: November 1, 2025
- Completion of the parking strategy in Hliný and Bôrik: Q2 2026
- Kick-off event with residents of the residential zones of Hliný and Bôrik: Q2 2026 (Event for the next phase of the implementation of the parking policy)
- Approval by the council: Q2 2026

Clarification on the project life cycle

The formal resolution of the council to extend the city's parking policy to additional residential zones is planned for Q2 2026 and will therefore take place after the end of the project period. Nevertheless, the combination of:

- the already signed Action plan (political/administrative commitment),
- ongoing briefings and information of the council,
- integration of the plan and project outputs into a comprehensive parking strategy,

- already implemented measures, based on the project outputs, in parking management in the residential zones of Solinky and Hájik and those already described in D.2.4.1

ensures that the implementation of the parking policy will continue to be in line with the project results and objectives. The mentioned elements guarantee the long-term sustainability of the project results, as they are already a permanent and integral part of the city's parking policy, which was confirmed by a vote of the City Council based on political consensus.

The city of Žilina decided to implement the ParkPAD analysis results during the implementation of the NextLevel Parking project. Based on the schedule set by the city management (mayor, city council), the city's parking policy was being implemented in selected residential areas at that time. The city therefore decided to apply the findings of the ParkPAD analysis directly into the parking policy during its implementation process.

Further implementation and preparatory steps

In parallel with the strategic process of implementing the parking strategy, expanded by the project outputs, the implementation of other priority measures defined in the implementation plan is already underway or is being prepared.

- Preparation of a new General Binding Regulation (GBR) on parking fees and resident parking has begun.
- Preparation will continue during Q1 2026, with the submission of the proposal to the City Council for approval planned for Q2 2026.
- Preparations are underway to extend the parking policy to other residential zones (Hliny and Bôrik).

These steps show that the strategy implementation is taking place gradually in accordance with the political decisions of the city management and also with the project objectives. All measures are developed to include the project outputs and findings, supported by relevant data. NXTLVL Parking Hájik pilot data has been reused for city traffic model in 2025 promoting the interconnection of city agendas and benefiting from already existing data.

Communication and dissemination

After adopting the strategy, the city:

- published information and planned steps via the website, social networks and the press,
- organized discussions and workshops on the implementation of the measures,
- regularly informed the public on the progress of residential parking implementation.

Lessons learnt

By implementing the project and introducing the parking policy in the city, several lessons were learnt and examples of good and bad practice emerged:

GOVERNANCE: The city's political leadership must be regularly informed about the progress of the implementation of the parking policy and any potential risks so the well settled formal procedures have to be in place. The Parking committee is the body to govern, engaging local stakeholders and innovators in city parking agenda.

CITIZENS: Involving the largest possible range of stakeholders helps to better disseminate information and develop the project so results are more easily applicable in practice. People do not like any changes so communication should start early, be continuous and through multiple platforms. It is necessary to involve a suitably selected group from among the public and stakeholders in the retrospective evaluation of the activities carried out.

DIGITAL: Sufficient, wide area and understandable data is an essential aspect in the implementation and management of policies; the need for data should be based not only on traffic and parking but also on green space, people and services, complemented with in situ questionnaires and events. Promoting mindset of open data by another Interreg project (EnCLOD) significantly enhanced the importance of such agenda in the city and triggered a more comprehensive approach to activities supporting work with data, opening more data and regular hackathons and so the NXTLVL pilots' data is very appreciated in the ongoing consolidation of mobility data sources.

Conclusion

The city of Žilina has created a clear path to the adoption and implementation of the outputs thanks to the Action plan and NXTLVL pilot measures. The Action plan based on the ParkPAD audit proposed the city with various Push and Pull measures and set up a mindset of these necessary principles:

- parking policy should be integrated into a wider city strategy, connecting urban planning with trends in mobility and energy transition
- it should be managed by a Parking committee, engaging local stakeholders and enhancing innovations
- the projects should integrate parking as well as sustainable mobility needs into one whole to create primarily places for living than parking
- each project should be based on relevant data to enable data driven decision making,
- the enforcement should be made digital

The formal decision is a part of the residential parking strategy, which increases political support. The approval of the further extension of the residential parking in individual zones is underway. This vote will guarantee political consensus and implementation of measures in accordance with the project outputs even after its completion.

Photos from Kick-off events with residents of residential zones:





Ferencváros

Introduction:

This report outlines the adoption pathway of the Implementation Plan (D.2.4.1) and the steps undertaken by the Municipality of Ferencváros to ensure the continued implementation of the process. The Implementation Plan, building on the findings of the parking audit and the Action Plan, established five recommended measures as follows:

1. Generating qualitative parking data
2. Integration of off-street parking in on-street parking
3. Dedicated parking spaces (for home-delivery and tradespeople)
4. Further traffic calming measures in Ferencváros
5. Technical implementation of long-term parking goals for new developments

Decision making framework:

The commitment is formalised through the Letter of Commitment (LoC) signed by Deputy Mayor Roland Reiner, responsible for Urban Development, City Management and Environmental Protection.

The LoC constitutes a formal undertaking at the executive level to implement the project outcomes and to initiate the necessary administrative steps towards their implementation.

Final decision-making authority rests with the City Council, which votes on any adaptation strategy.

Adoption Strategy:

The adoption of a separate, stand-alone resolution on D.2.4.1 was not pursued, as the electorate's expectation towards the district leadership was the development of a comprehensive urban development strategy. This broader strategic framework incorporates the recommended measures identified in the ParkPAD audit and the Action Plan, while ensuring their alignment with the long-term development objectives of Ferencváros.

As the next step, the Municipality of Ferencváros therefore commissioned a long-term strategic plan from Budapest Urban Planning Design Ltd., which is expected to be adopted at the City Council meeting on 12 March 2026.

The strategic document for the coming years is the Development Plan of Ferencváros, which includes both medium- and long-term measures.

An integral part of this is the Action Programme, which constitutes the operational component of the development plan.

With regard to the five measures defined in the Implementation Plan, the current status can be summarised as follows:

1. Generating qualitative parking data

Although a survey was conducted within the framework of the project and its findings have already informed adjustments to the current system (e.g. our push pilot measure, Residential parking only scheme in the “non-paid” area of the József Attila housing estate), the comprehensive rollout of qualitative parking data collection is not currently on the agenda. In addition, capacity constraints on the side of the software developer have limited further progress in the short term.

2. Integration of off-street parking into the on-street parking system

The good practices and experiences of neighbouring districts have been reviewed; however, the practical implementation of such integration is not presently under consideration.

3. Dedicated parking spaces (for home-delivery services and tradespeople)

Pilot testing is currently being carried out within the framework of another project, as confirmed during the CIVINET parking related event in December. While the results are not yet available, an online survey has already been conducted, identifying potential hotspots and confirming the relevance of the issue. The initial assessment phase has therefore been completed.

4. Further traffic-calming measures in Ferencváros

Among the measures outlined in the Implementation Plan, traffic-calming interventions have been developed in the greatest detail. These measures form the one of the main topics of the above mentioned strategic document.

5. Technical implementation of long-term parking goals for new developments

Further coordination with the Municipality of Budapest is required in this area, as district municipalities have limited direct influence over regulatory and technical frameworks governing new developments.

The measures of the strategic plan that are the results of and are in line with the NXTLVL Parking INTERREG Implementation Plan are as follows:

1. Comprehensive traffic calming and greening renewal of Inner Ferencváros, car-free Ráday Street

The renewal consists of four main elements: reconstruction works facilitating the reduction of through-traffic; planting of trees connected directly to natural soil; increasing pedestrian safety around institutions (primarily schools); and the creation of public spaces closed to vehicular traffic.

The section of Ráday Street between Kálvin Square and Biblia Street, which forms the main axis of the neighbourhood, will be transformed into a pedestrian street, with incentives provided for the renewal of shopfronts. An additional project element is strengthening the connection to the Danube riverbank by creating accessible crossings towards the Danube at three points along Közraktár Street. The arrival into the district from the area of the Szabadság Bridge abutment and Vámház Boulevard will be given greater emphasis.

2. Healthy Streets in Middle Ferencváros: Ipar Street

The creation of liveable urban spaces along local streets, introducing a 30 km/h speed limit, primarily through the establishment of green areas and tree planting in place of discontinued paved parking surfaces. Tree planting will be implemented depending on utility networks, using the Stockholm Tree Planting System, which promotes rainwater retention and increases tree lifespan.

The project also aims to encourage pedestrian and cycling transport and public space use by installing high-quality, uniform street furniture (e.g. benches, bicycle racks, drinking fountains) and implementing accessibility improvements.

3. Healthy Streets in Middle Ferencváros: Viola Street

The creation of liveable urban spaces along local streets, introducing a 30 km/h speed limit, primarily through the establishment of green areas and tree planting in place of discontinued paved parking surfaces. Tree planting will be implemented depending on utility networks, using the Stockholm Tree Planting System, which promotes rainwater retention and increases tree lifespan.

The project also aims to encourage pedestrian and cycling transport and public space use by installing high-quality, uniform street furniture (e.g. benches, bicycle racks, drinking fountains) and implementing accessibility improvements.

4. Healthy Streets in Middle Ferencváros: Angyal Street (section between Soroksári Road and Mester Street)

The creation of liveable urban spaces along local streets, introducing a 30 km/h speed limit, primarily through the establishment of green areas and tree planting in place of discontinued paved parking surfaces. Tree planting will be implemented depending on utility networks, using the Stockholm Tree Planting System, which promotes rainwater retention and increases tree lifespan.

The project also aims to encourage pedestrian and cycling transport and public space use by installing high-quality, uniform street furniture (e.g. benches, bicycle racks, drinking fountains) and implementing accessibility improvements.

5. Healthy Streets in Middle Ferencváros: Sobieski János Street

The creation of liveable urban spaces along local streets, introducing a 30 km/h speed limit, primarily through the establishment of green areas and tree planting in place of discontinued paved parking surfaces. Tree planting will be implemented depending on utility networks, using the Stockholm Tree Planting System, which promotes rainwater retention and increases tree lifespan.

The project also aims to encourage pedestrian and cycling transport and public space use by installing high-quality, uniform street furniture (e.g. benches, bicycle racks, drinking fountains) and implementing accessibility improvements.

6. Revitalisation of Vágóhíd Street

During the reconstruction of this collector road, which has been significantly affected by residential development, the carriageway and pavements will be renewed, dedicated cycling infrastructure and new pedestrian crossings will be established, and the position of the parking lane will be reorganised. Bus services will be introduced along the full length of the route.

7. Revitalisation of Haller Street

Transformation of the gateway areas at Tűzoltó Street, Balázs B. Street and Gát Street, and implementation of traffic safety interventions (pedestrian crossings, lighting).

8. Renewal of Lenhossék and Márton Streets

Renewal of the section between Tűzoltó Street and Üllői Road.

9. Renewal of Szentágotthai Square and the related section of Thaly Kálmán Street

Based on an agreement between Semmelweis University and the district, in connection with the implementation of the EOK-2 project, the public space in front of the building's main façade and the existing public space on the opposite side of Thaly Kálmán Street will be renovated and made car-free.

The design concept consists of three main units: a relaxation area at the south-eastern façade; a central section suitable for circulation; and, within the northern green strip, a community space installed on a structural slab with vegetation, equipped with sun sails and bicycle storage facilities. The project treats both sides of Thaly Kálmán Street as a unified square, creating a coherent visual identity. Setting back green areas from building frontages reduces trampling risks and contributes to the creation of protected, continuous green surfaces.

10. Renewal of Boráros Square and related public spaces

Comprehensive renovation, humanisation, accessibility improvement and development of green areas of the square, in alignment with the renewal of Petőfi Bridge and the introduction of HÉV suburban railway lines to Kálvin Square.

The increase and qualitative improvement of planted surfaces is currently underway in the area enclosed by roads near the bus turning loop, initiated within the framework of the Metropolitan participatory budget. Extending the development and achieving comprehensive renewal requires cooperation between the district and the metropolitan municipality. Plans also include completing the missing tree row on the square-facing side.

11. Renewal of Nagyváradi Square

In the case of the renovation of this busy square with significant through-traffic, a key objective is reducing impermeable surfaces and standardising outdoor street furniture and equipment. Due to its role as a transport hub, the proportion of paved surfaces is significant; therefore, special emphasis is placed on developing the related green areas. The planting of ecological, biodiverse, multi-layered vegetation contributes to mitigating the urban heat island effect and improving the local microclimate.

12. New dedicated cycling connection between Balázs Béla Street and the Könyves Kálmán cycling lane

The residential area of Middle Ferencváros affected by rehabilitation is planned to be connected via Óbester Street, along the boundary of hospital areas, to the cycling infrastructure of the Hungária Avenue, also intersecting the cycling infrastructure of Haller Street and Vágóhíd Street.

13. Traffic engineering review of the József Attila Housing Estate

Traffic calming measures and ensuring safe cycling access to the metro station and public institutions, in line with our pilot programs.

14. Traffic engineering transformation of Middle Ferencváros

Traffic engineering transformation of the quarter bounded by Haller Street, Mester Street, Vágóhíd Street and Soroksári Road, designation of a 30 km/h zone, establishment of cycling lanes and, where possible, enabling contraflow cycling in one-way streets; reduction of paved surfaces and creation of new green strips.

15. Municipal developments related to the renewal of the Grand Boulevard

Within the framework of the renewal of the Grand Boulevard, Ferenc Boulevard will undergo fundamental transformation: the carriageway, cycling lane and functional lane will be renewed by the Metropolitan Municipality, while the pavement zone will be renewed with district funding. The missing tree row on the Boráros Square side will be completed with (partial) district financing. Plans include extending the cycling infrastructure along Ráday Street to Boráros Square, creating a north-south cycling connection along the Danube, including accessibility improvements to the Közraktár Street crossing. At the Corvin junction, the operation of public spaces in front of the former barracks will be reconsidered, including covering the metro exit, constructing a pavement and establishing the fourth missing pedestrian crossing.

The following two measures are also being implemented in collaboration with the District of Ferencváros, in accordance with the guidelines set out in the project, as part of the comprehensive traffic calming strategy, while remaining under the jurisdiction of the Budapest Metropolitan Municipality:

1. Humanisation of Soroksári Road

The project may be implemented as part of the introduction of HÉV lines to Kálvin Square, with interventions primarily affecting areas connected to public road transport routes and stops. Key objectives include increasing the efficiency of public transport and making the transport corridor more pedestrian-friendly. Further important aspects include the development and expansion of existing green areas, and the planting of shade-providing vegetation and other shading elements, particularly along long, exposed pedestrian sections and at busy stops.

2. Humanisation of Üllői Road

In alignment with ongoing pedestrian- and cyclist-friendly developments, renewal and modernisation of pavement surfaces, roadside green strips and small widened spaces. A key consideration is expanding the living space of the tree rows that significantly shape the cityscape, through the creation of wider green areas, taking into account the location and protection of existing utility networks. The district's responsibility includes reorganising the junctions of side streets.

Communication and dissemination:

The Municipality continuously reports on the implementation phases and achieved milestones of these measures through the district's media platforms such as the [Kilences YouTube Channel](#), [Kilences](#), Kilences (district newspaper, published monthly in print). We have also established a dedicated [website](#) and [associated Facebook page](#) created specifically to present these projects, with the explicit aim of interactive communication with residents

In addition, as has already occurred on several occasions, regular community forums are organised, where residents and visitors to the district have the opportunity to learn about the above projects in person and share their feedback.

Clarification regarding project timeline:

As mentioned above, the adoption of the development plans is expected to take place at the council meeting on March 12. The measures detailed above are currently at various stages of planning and preparation, while the document to be adopted will define Ferencváros' development strategy for the coming years. A kick-start event will not take place before the end of April due to the upcoming parliamentary elections and the uncertainties surrounding them. However, we will continuously provide updates for the public on the developments through the above mentioned channels and smaller dissemination events.

Conclusion:

The Municipality of Ferencváros has established a pathway to adoption of the Implementation Plan, which is directly derived from project outputs (D1.4.1, D1.5.1) and is backed by an Letter of Commitment, signed by the responsible Deputy Mayor.

The formal decision is positioned within a comprehensive development strategy for Ferencváros to maximise impact and political acceptance. Importantly, a formal council decision on adapting the above detailed document will take place on March 12.

Although a formal kick-start event is unlikely to take place within the project duration, smaller dissemination events regarding developments are planned, and communication through local media outlets is continuous.

Annex

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NXTLVL Parking

DECLARATION

of Commitment to the Implementation Plan



The Municipality of Ferencváros hereby declares its commitment to the implementation of the Implementation Plan (Deliverable D.2.4.1) developed within the framework of the NXTLVL Parking INTERREG project.

The Implementation Plan builds on the results of the parking audit and the Action Plan previously reviewed and accepted by the Municipality of Ferencváros. By adopting this declaration, the Municipality confirms that the measures and actions defined in the Implementation Plan are in line with its strategic objectives related to parking management, mobility, and the improvement of public space quality in the district.

The Municipality of Ferencváros commits to taking the necessary administrative, regulatory and organisational steps to support the gradual implementation of the measures outlined in the Implementation Plan, in accordance with available resources, institutional responsibilities and the defined timelines. The Municipality also commits to integrating the relevant measures into district-level policies, planning documents and operational practices where applicable.

This declaration expresses the political and institutional intention of the Municipality of Ferencváros to ensure the continuation of the implementation process beyond the project lifetime and to contribute to sustainable and integrated parking and mobility management in the district.

Reiner
Roland

Digitalizáció:
Reiner Roland
Dátum: 2026.02.06
1203311 401007

Roland Reiner
Vice Mayor





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NXTLVL Parking

Date: 18. 2. 2026

COMMITMENT TO IMPLEMENT THE PARKING AND MOBILITY IMPLEMENTATION PLAN

As Mayor of the Municipality of Ljutomer, I hereby express our full commitment to the implementation of the Parking and Mobility Implementation Plan.

The Municipality of Ljutomer will implement the Plan in coordination with the recently adopted municipal Sustainable Urban Mobility Plan (SUMP) and will ensure alignment with the regional SUMP currently under development. In the coming years, we will provide the necessary financial resources to support its successful implementation.

Sincerely,




mag. Olga Karba
Mayor of the Municipality of Ljutomer



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the European Union

NXTLVL Parking

Date: 2. 9. 2026

DECLARATION

ON THE APPROVAL AND UPTAKE OF THE NXTLVL PARKING IMPLEMENTATION PLAN

The City of Olomouc hereby declares that all five measures set out in the Parking and Mobility Implementation Plan (Deliverable D.2.4.1), developed within the framework of the Interreg Central Europe project NXTLVL Parking, have been fully incorporated into the Action Plan of PUMMO.

PUMMO is the Sustainable Urban Mobility Plan of Olomouc and constitutes the City's principal strategic framework for sustainable mobility planning and implementation.

The PUMMO Action Plan was approved by the Olomouc City Council on 9 March 2026. Through their incorporation into the approved Action Plan, the City of Olomouc formally endorses these measures and commits to their implementation within its strategic, administrative and financial framework.

Tomáš Pejpek



Digitální podpis:
02.09.2026
09:40

Tomáš Pejpek

Deputy Mayor

Date: 02.09.2026

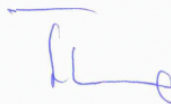
DECLARATION

ON THE APPROVAL AND UPTAKE OF THE NXTLVL PARKING IMPLEMENTATION PLAN

The City of Žilina hereby declares that all five measures set out in the Parking and Mobility Implementation Plan (Deliverable D.2.4.1), developed within the framework of the Interreg Central Europe project NXTLVL Parking, have been fully incorporated into the Action plan of the sustainable mobility and have been implemented.

- **Measure 1: Introduction of residential parking regulation in the city of Žilina**
- **Measure 2: Mobility Fund**
- **Measure 3: Starting an automated inspection by a scanning car (enforcement)**
- **Measure 4: City-wide deployment of bicycle racks (bicycle parking)**
- **Measure 5: The Jarná Safe Street project in front of the kindergarten and primary school
(traffic and parking calming)**

The City of Žilina formally endorses these measures and commits to their implementation within its strategic, administrative and financial framework.



Mgr. Peter Fiabáne

Mayor



Hanse- und Universitätsstadt
ROSTOCK

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NXTLVL Parking

Rostock, 03.09.2026

LETTER OF COMMITMENT:

IMPLEMENTATION OF PARKING AND MOBILITY STRATEGIE

As Senator for Urban Planning, Building, Climate Protection and Mobility of the Hanseatic and University City of Rostock, I hereby confirm our strong commitment to the implementation of the parking strategy, developed within the framework of the Interreg Central Europe Project NXTLVL Parking.

The Hanseatic and University City of Rostock will use the parking strategy and its associated implementation plan as a framework for municipal administrative action. The prioritised measures are to be implemented progressively, ensuring that the project's results are sustained beyond the project period.

In the coming years, the City will endeavour to provide the necessary staff capacities and financial resources to support successful implementation. The implementation of individual measures remains subject to the required political decisions and the availability of budgetary resources.

Dr. Ute Fischer-Gäde

*Senator of Urban Planning, Building,
Climate Protection and Mobility*