

FACTSHEET - HANSEATIC CITY OF ROSTOCK, GERMANY

City Facts



Pilot area highlighted in the centre

Hanseatic City of Rostock (HRO)

Size	181.36 km ²
Population size	207 492
Unemployment rate	9.8%
Average annual temp	10.1 °C
Population growth	0.25%

Pilot Area, Kröpeliner-Tor-Vorstadt (KTV)

Size	15.34 km ²
Population size	19 397 in 2016
Unemployment rate	4,2%

Similarities with other cities

- Together with Riga, Rostock has the highest number of multimodal information websites
- Almost same population size as Pskov (HRO 207k / Pskov 209k)

City Level

Success Factors

In terms of population size Rostock ranks at position four amongst the ten CMM cities. Nevertheless, it has the **second highest number of public transportation modes** (1st graph).

Reasons:

- Ferries are included in public transportation network.
- High political support for public transportation

Good modal split: Rostock stands at the **second place with 32,5% walking** (2nd graph).

Reasons:

- Second smallest city area
- Walking is mostly preferred in errands around the house in the same neighborhood. Hence mixed-use development may also be a key reason

Average modal split: Rostock stands at the **third place with 14.1% using the bike** for daily trips (2nd graph).

Reasons:

- 192,6 km paved bike lanes in 2016
- 3 861 bike stands in the city
- High population density compared to surface dedicated to settlement: 3,691.37 inh./km²
- Not very hilly
- Nearly 50% of inhabitants judge the bicycle friendliness of city as 'good'

Low car ownership rate: 398,1/1 000

Reasons:

- 192.6 km paved bike lanes in 2016
- High density of PT network (more than 90% of households in pilot area can reach bus or tram stops within 400m)
- Three multimodal information websites and (navigation) Apps make usage of PT easy.

Highest number of public and private car sharing operators.

Reasons:

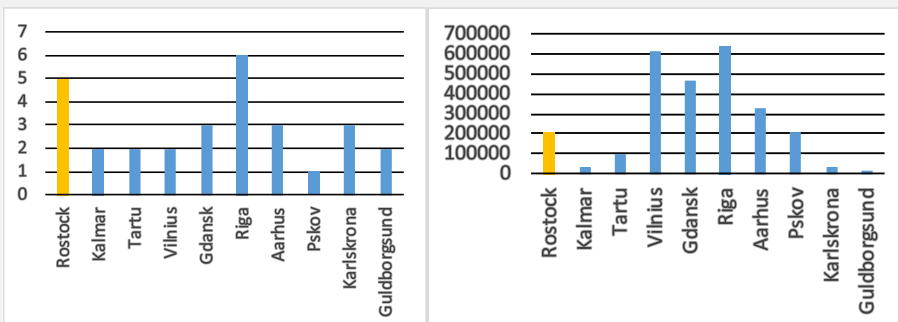
- There is a rather long tradition in German cities to promote public and private car sharing schemes. In Rostock, several private operators with a few cars exists since a few years
- The extension of car-sharing operators in the future is a key measure in the Mobility Plan Future (MOPZ, Mobilitätsplan Zukunft)

Challenges

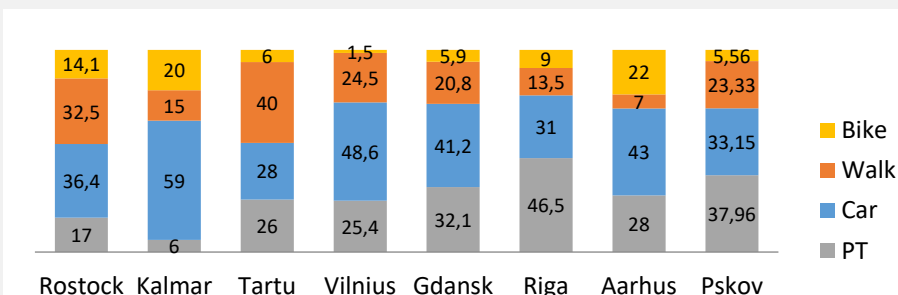
Rather **few specific programs** or strategies exist that are addressing multimodality. Average modal split: Even if walking (32,5%) and bike usage (36,4%) are high in modal split, **car usage remains rather high** (2nd graph). **No consistent definition of P+R.** Implementation of agreed measures in MOPZ takes too long.

City level

Number of public transportation modes and population size



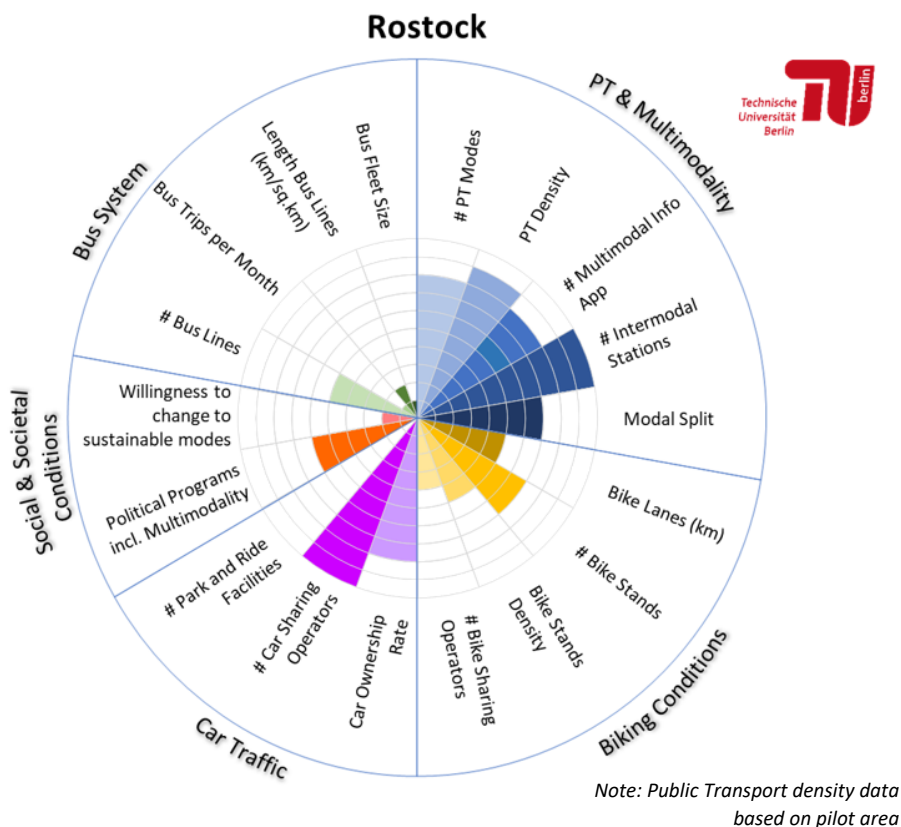
High bike usage and high proportion of walking in modal split



Mobility Management

Mobility Management only recently became a topic in the Hanseatic City of Rostock. The city administration established in 2017 a staff unit Mobility Management with five employees on the basis of the Mobility Management Concept, a part of the 'Mobility Plan Future' (Rostock's SUMP). The concept defines how MM can be integrated into the city administration and details MM topics at municipal (mobility platform, information) and on company level (consultations, e-mobility). At city level, no strategic approach regarding MM for schools & kindergartens as well as for inner-city investors has been developed yet. The project will be the first attempt. The pilot area is characterized by a broad offer of mobility services, a good spatial accessibility and citizens likely to use eco-modes. But public space is very limited and not adapted to the needs of pedestrians or cyclists. Stationary traffic but also originating and terminating traffic are the biggest challenges and integrated concepts are needed to redistribute the public space equally. The newly planned housing area "Werftdreieck" in the pilot area is a good opportunity to develop a mobility concept providing alternative mobility solutions to future residents. The topic of traffic safety is very relevant in the surroundings of local schools & kindergartens. This will be used as a trigger to start MM measures in several pilot institutions.

Multimodality Indicators Ranking



Rank Multimodality = Conclusion = Category

Compared to the other CMM cities, the Hanseatic City of Rostock at present performs very good concerning multimodality conditions. It reached the status of a:

Start-Up City

Scale-Up City

Lighthouse City

City Level

Additional Observations

The topic of **mobility management** just became an issue during the last 1-2 years within the municipal administration. The low interest for this topic of responsible persons made it difficult to support mobility management. This and the missing support on higher political levels is seen as the main barrier. Another threat may be the lacking acceptance among citizens, administration and politicians of using public parking spaces for promoting sharing operators.

Great potentials for implementing multi-modality and **mobility management** measures in the planned new residential area. 700 flats for 1500 new inhabitants are planned in a dense but also green car free new quarter on former industrial wasteland.

Rostock is the only city in the ranking where **pedelecs are available in public bike sharing systems**.

Five modes of Public Transportation (tram, city-bus, regional busses, ferries, city- trains) can be accessed with one ticket.

Even if Rostock is the second smallest city in the ranking (size of the city area) it has the third **highest number of tram lines**.

Electrification rate of two public and private bike sharing systems is 75% whereas the electrification rate of three private car sharing operators is 0%.

More quick facts on pilot area

- Three modes of transport in pilot area
- Five out of total six tram lines pass through pilot area
- One station for city-train serving 3 lines in pilot area (Parkstraße).
- Several car-sharing operators provide cars in the pilot area