**City Facts**

Hanseatic City of Rostock (HRO)
- Size: 181.36 km²
- 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 km²
- 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.
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.

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 multimodality and mobility management measures in the planned new residential area by the local houd—the pilot area exists. 700 flats for 1 500 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%.

This factsheet was compiled by TU Berlin within the framework of the preparatory analysis works undertaken in CMM. It is based on the information provided by the CMM partner cities.