



# Strengthening multimodality – Public transport and plans for mobility points



Hanse- und Universitätsstadt  
**ROSTOCK**

# Agenda

**1 Main facts about the Hanseatic City of Rostock**

**2 Staff unit mobility management**

**3 Common challenges**

**4 Public transport sector**

**5 Multimodal approaches**

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**1 Main facts about the Hanseatic City of Rostock**

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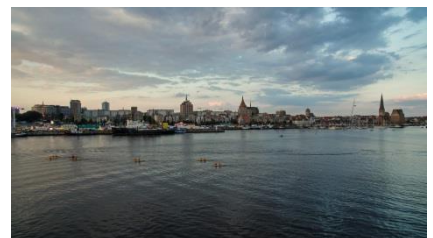
**3 Common challenges**

**4 Public transport sector**

**5 Multimodal approaches**

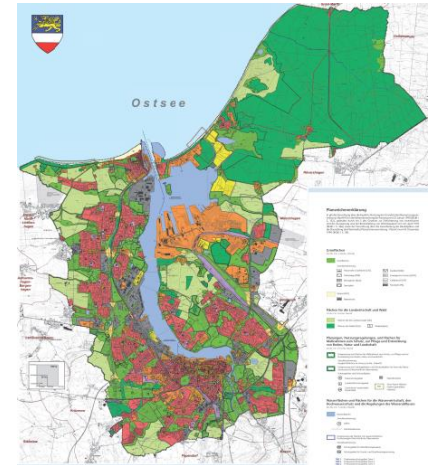
# Main facts about the Hanseatic City of Rostock

- founded in 1218
- situated at the Baltic Sea coast
- 207.492 inhabitants
  - population forecast estimates +11 % until 2035
  - commuters:
    - 21.000 outward-bound
    - 32.000 inward-bound
- oldest university in Northern Europe (1419)
  - about 15.000 students
- model: regiopole at the Baltic Sea - „green city on the sea“



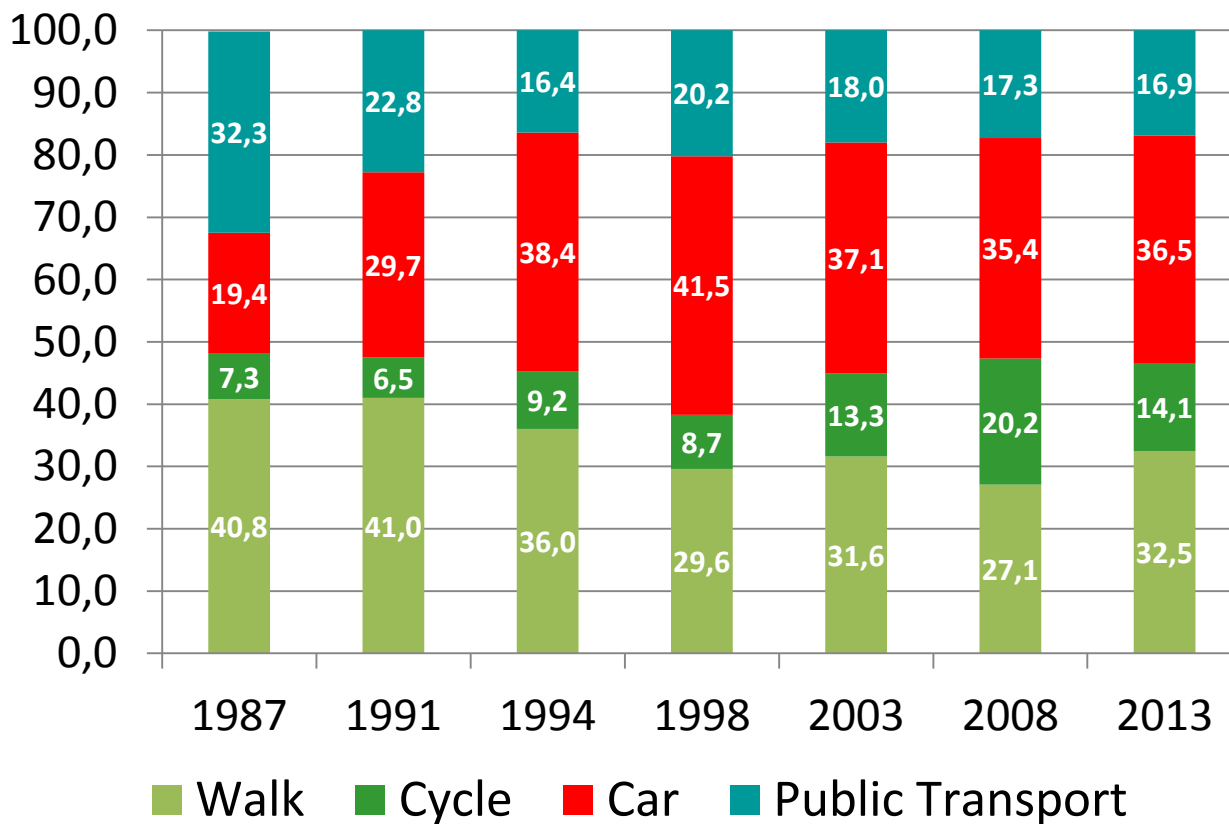
# Main facts about the Hanseatic City of Rostock

- area: 181 km<sup>2</sup>
- 3rd biggest communal forest in Germany
- the city is situated like a ribbon around the river Warnow
- land use plan (2006) – update is in progress
- marine sector (shipyards, sea port, wind power plants and ship cranes)
- service business and science (university, municipality, administration etc.)
- biotechnology and maritime-touristic services
- tourism (Warnemünde, >150-200 cruiser per year, Hanse Sail)



# Main facts about the Hanseatic City of Rostock

## Share of transport modes



# Agenda

**1 Main facts about the Hanseatic City of Rostock**

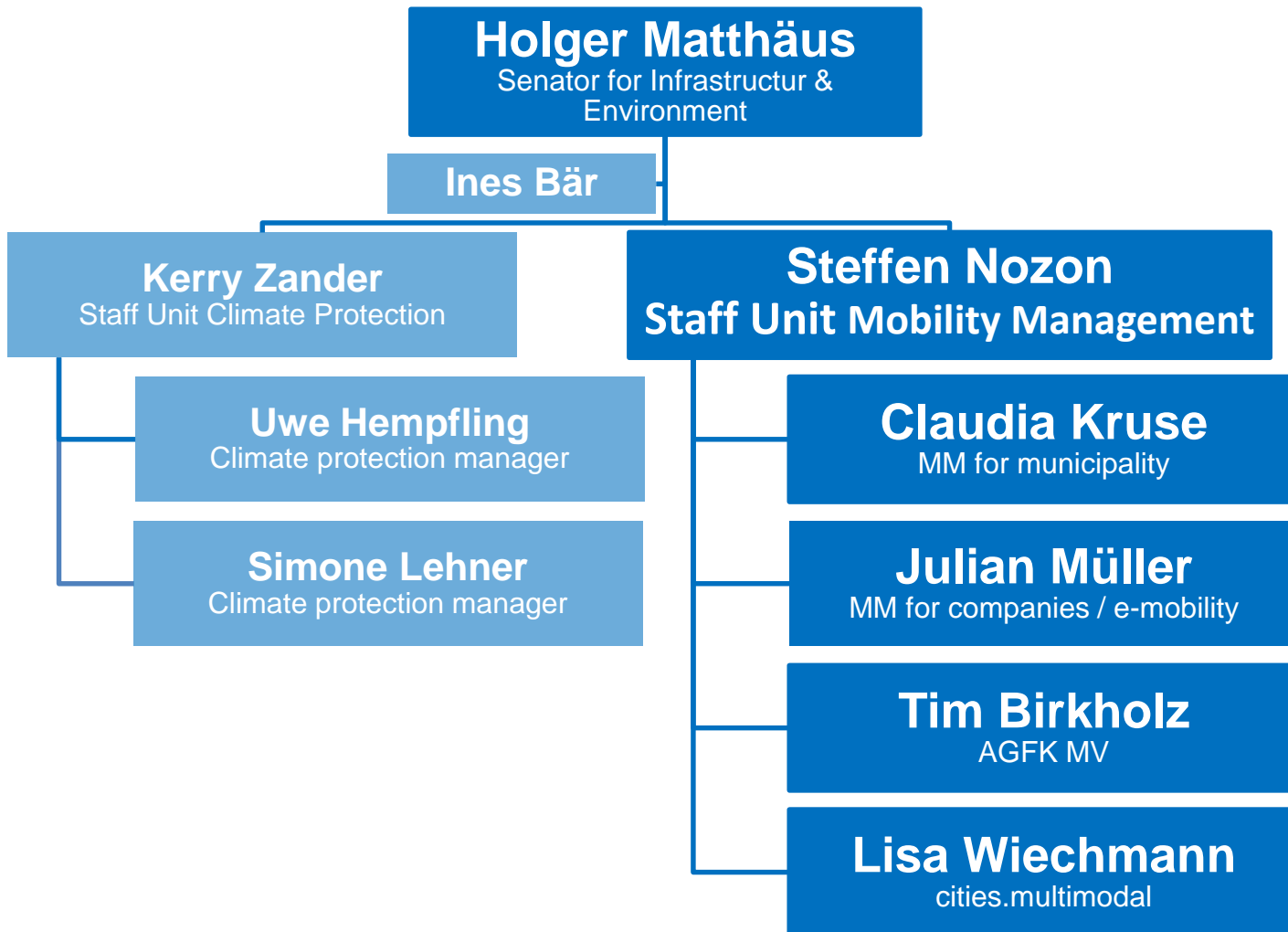
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# Staff unit mobility management







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## Common challenges

- too much car traffic and car commuters
- growing cities – increasing traffic
- traffic jam
- traffic noise
- air pollution
- traffic accidents
- too much space for cars instead for living
- secure accessibility to all



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## Public transport sector key facts for Rostock

- 65 % of all daily trips per feet, bicycle and PT
- share of modes: PT and bicycle each by 17 %
- transport association between 5 public transport companies for the city and the region Rostock: 1 region - 1 ticket
- 40 Mio. passengers yearly with busses, trams and city trains
- fast city train (in 20 min from main station to sea side ressort Warnemünde)
- 80 % of the inhabitants live in the catchment area of the tram



photo / graphic: RSAG/J.Kloock

## Public transport sector

# The Rostock network of city trains, tram, busses and ferries

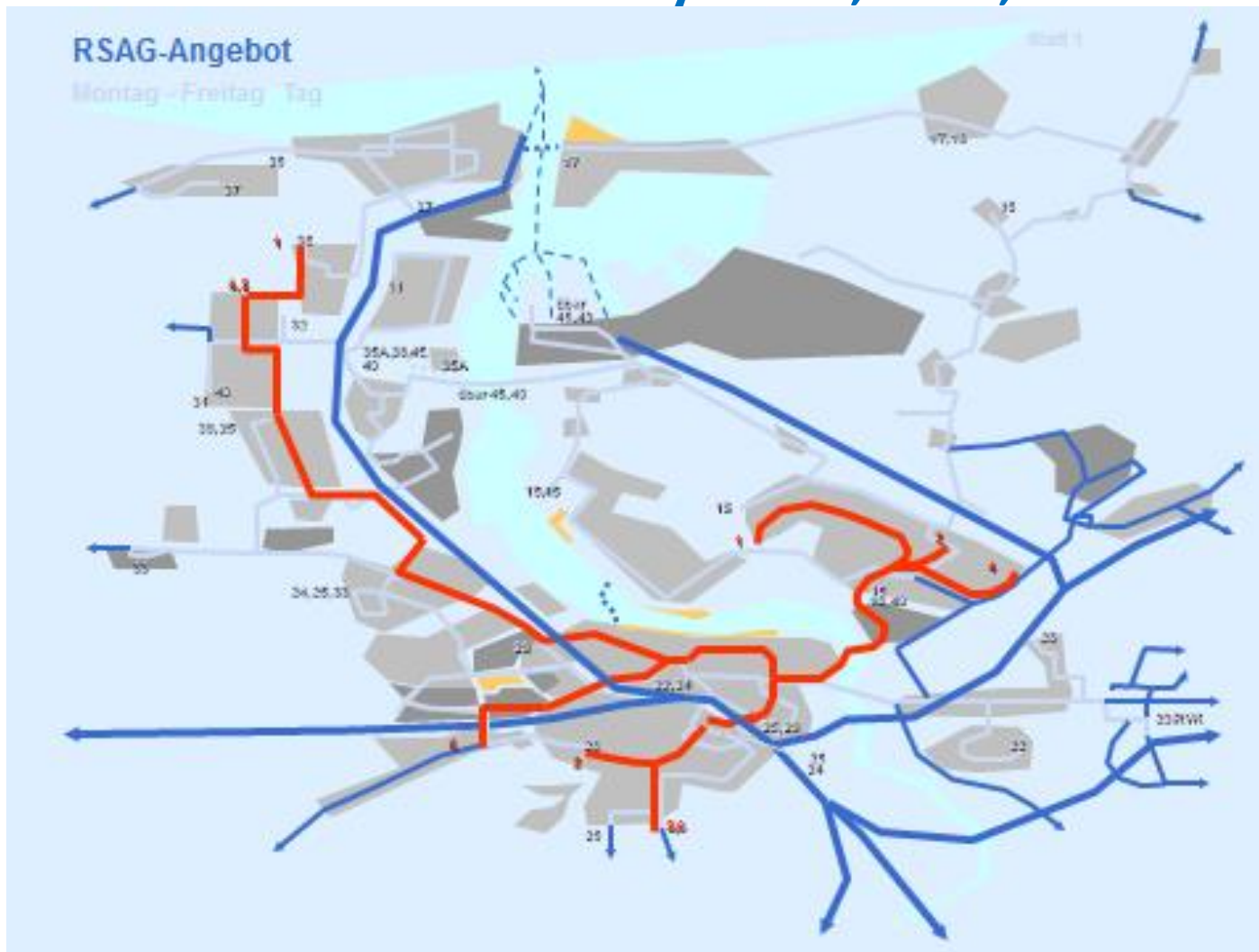


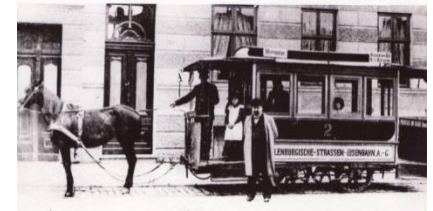
photo / graphic: RSAG

# Public transport sector RSAG as the local public transport company



## History

1881 railbound horse tram



1904 electric tram



1926 bus operation



1998-2006 expansion of the tram network

photo / graphic: RSAG

# Public transport sector RSAG as the local public transport company



## Infrastructure and resources

employees	725 (incl. 22 apprentices)
depots	2
track network	35,6 km double track
stops	565
lines	6 tram and 26 bus lines
fleet	53 trams and 68 busses



photo / graphic: RSAG/J.Kloock

### Number of passengers

**2016:**  
40,43 Mio.

### per day:

Mon-Fri : 134.000  
Sat : 75.000 Sun : 42.000



# Public transport sector RSAG as the local public transport company



## Network

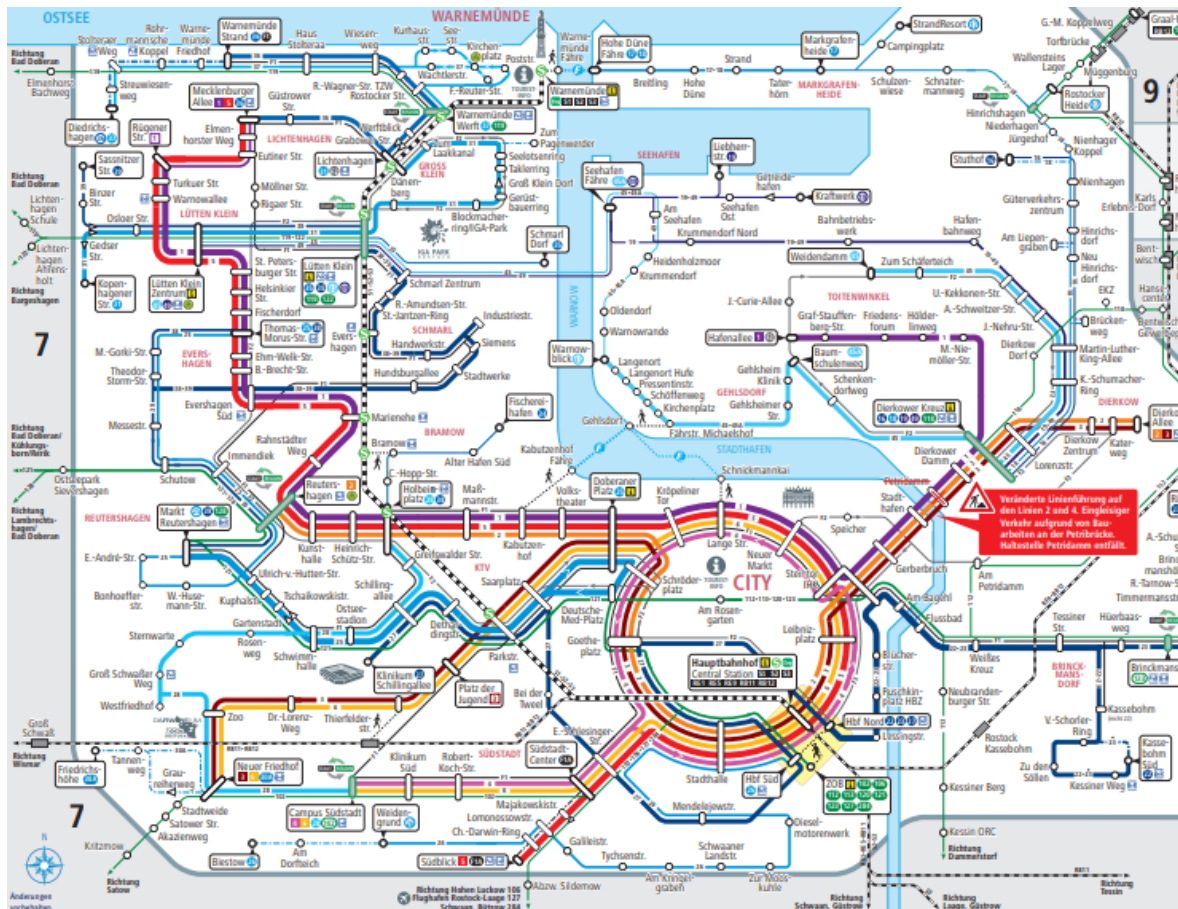


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# Public transport sector RSAG as the local public transport company



## Tram expansion 1998-2006

- 1993 political decision to expand the tram network
- expansion for the directions north-west and south
- 7 expansion sections
- main challenge: tunnel through the central station – 950 m double track
- investment: 165-170 Mio. EUR
- growth: 1996: 22,3 km 2006: 35,3 km → +58 %



photo / graphic: RSAG

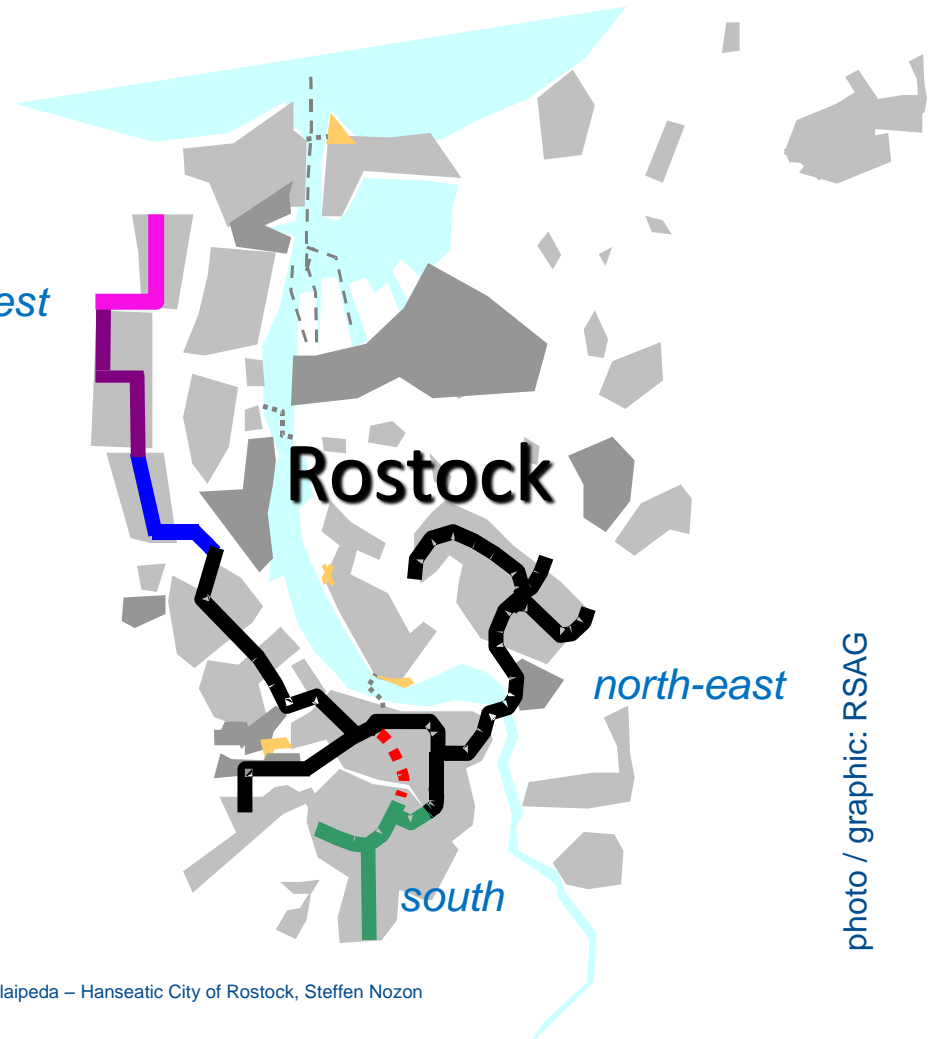
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## tram expansion 1998-2006

- before tram expansion
- Evershagen (2000)
- Lütten Klein (2001)
- Lichtenhagen (2003)
- Hbf. und Südstadt (2003)
- Stadtmitte (2005)

north-west



north-east

south

photo / graphic: RSAG

## Public transport sector **RSAG as the local public transport company**



### **Advantages: tram expansion 1998-2006**

- ✓ 80 % of inhabitants have a direct access to a tram stop
- ✓ reduction of interconnection – loss of time
- ✓ increase of punctuality and reliability – 90 % own tracks
- ✓ direct connections between city center and outer quarters with high population density
- ✓ increase of public transport customers
- ✓ increase of economical efficiency
- ✓ increase of attractiveness of public transport – no access threshold

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# Public transport sector e-bike-sharing as a part of public transport



## „elros – Elektromobilität in Rostock“

- pilot project of RSAG within the EU south baltic project “elmos”
- Start: 2014
- fully automatic e-bike-sharing-system
- 5 stations and more than 30 pedelecs
- target group: commuters and tourists
- partners: department of transport planning, municipal utilities, Nienhagen , Bad Doberan, tourism office



photo / graphic : RSAG

# Public transport sector

## strategy and future plans

- e-bus pilot for Warnemünde (line 37)
- until 2030 50 % of entire bus fleet with electric drive
- feasibility studies for further expansions of tram network
- until 2030: share of eco-modes = 70% of all transport modes

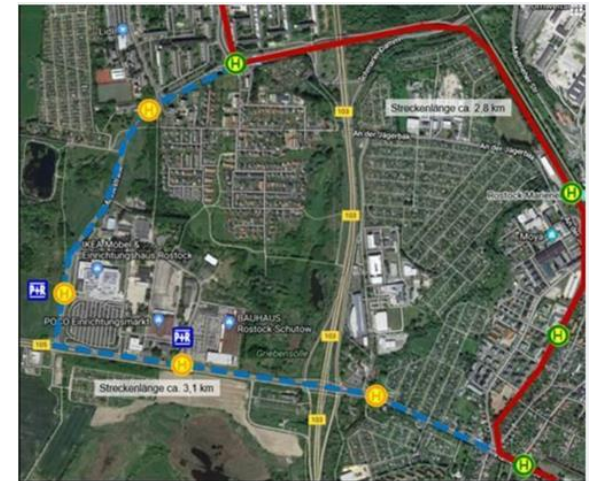


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# multimodal approaches new impulses by cities.multimodal and Clever mobil

## cities.multimodal

- mobility management in schools and kindergartens
- mobility concepts for inner-city investors
- **mobility points**
- Awareness raising campaigns + living street

## Clever mobil

- mobility platform
- urban-rural-traffic – commuters
- campaigns
- **mobility points**
- new citizen marketing
- cycling map
- image film
- P+R, B+R concept



# multimodal approaches **cities.multimodal**



## 16 partners - 1 goal: Change cities - from car orientation towards sustainable urban mobility

- Cities.multimodal – urban transport system in transition towards low carbon mobility
- Interreg Baltic-Sea-Region 2014-2020
- Priority 3.5.: urban mobility
- 16 partners from 8 EU-countries + Russia
- Lead partner: Hanseatic City of Rostock
- 36 month (10.2017 – 9.2020)
- Budget: 3,8 Million EUR
- [www.cities-multimodal.eu](http://www.cities-multimodal.eu)



# multimodal approaches new impulses by cities.multimodal

## Change cities - from car orientation towards sustainable urban mobility

- a. Multimodal city quarters** – provide facilities
  - Mobility Points
  - IT solutions
  - Campaigns
- b. Mobility Management** – change behaviour
  - Target groups: Kindergarten & Schools, Companies & Investors
- c. Citizens involvement**

# multimodal approaches new impulses by cities.multimodal

## Baltic cities build Mobility Points as pilots

*multimodal hubs integrating/connecting minimum 2 different sustainable transport modes, e.g.:*

- Car-sharing, (cargo-) bike-sharing, PT
- information or booking terminal
- Corporate design
- additionally e-charging station, CEP services, bike racks

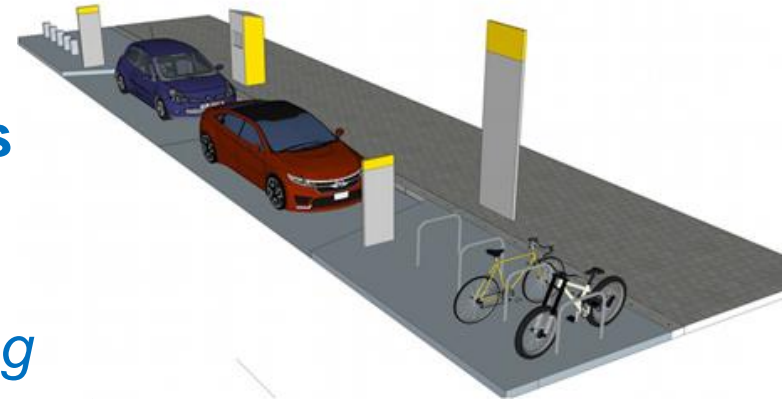


photo / graphic: Büro evergreen Dresden



photo / graphic: VCD

# multimodal approaches new impulses by cities.multimodal

## Change behaviour & raise awareness

- Mobility concept for new housing area
- MM with schools and kindergartens
- car-reduced street – Living Street



photo / graphic: VCD



photo / graphic: www.leefstraat.be

of Rc

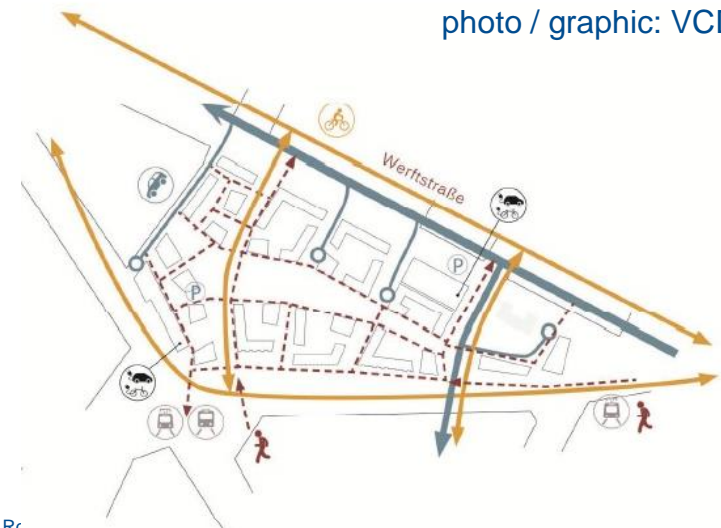


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# multimodal approaches new impulses by cities.multimodal

## Citizens involvement

- CMM is focussing on innovative ways how to involve citizens in to different activities and measures from the beginning
- Planned output: guideline for citizen involvement

## Capacity development

- joint training curriculum will be developed in the project
- 2 train-the trainers, peer reviews and 3 study trips



photo / graphic: Anette Köhn



photo / graphic: CMM

## contact

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