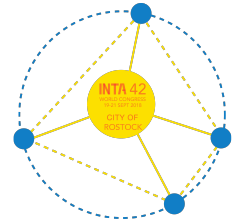


Technical visit 4: SUSTAINABLE MOBILITY - INTEGRATED PUBLIC TRANSPORT: advantage for completing urban development
INTA42 Congress – Rostock – 20 September 2018 – 14h30



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Rostock as a regiopole and a medium sized city with 210.000 inhabitants has to face typical challenges like similar cities all over Europe.

- too much car traffic, traffic jam, traffic noise, air pollution, traffic accidents, too much space for cars instead for living (see city harbour)
- 50.000 commuters daily (30.000 in, 20.000 out) most of them by car.

Modal split: 14 % bicycle, 33 % pedestrian, 17 % public transport, 36 % car

Rostock tries to solve these problems with a lot of multimodal offers: city trains, trams (6 lines) and busses (26 lines), cycling promotion, traffic calmed zones, mobility and traffic management. In preparation: bicycle highways, bicycle parking lots at main station, e-ferries, extension of tram network among other things.

Strategies and concepts: Masterplan Mobility “MOPZ”, mobility management concept, e-mobility strategy, a modern local parking rule.

International projects give a lot of inputs for us like ENTER-HUB, cities.multimodal, Interconnect and others. During the technical visit and the workshop we would like to discuss questions at 2 different scales:

Complex 1: The challenges for sustainable transport (especially public transport and active mobility) in general in medium sized cities



Rostock is lead partner in a new Interreg-BSR-project “cities.multimodal”. The common goal of the 16 partners from 8 countries around the Baltic Sea is to change cities– from car orientation to sustainable urban mobility. The cooperation between cities, NGOs and expert partners aims at developing and applying a low-threshold approach for environmentally friendly urban mobility, attractive and easy to adopt for follower cities. The project focuses



on dense inner-city areas, offering good opportunities for sustainable mobility. Rostock will give a short input about the 3 field of actions:

- MULTIMODAL CITY QUARTERS
- MOBILITY POINTS
- MOBILITY MANAGEMENT

We have **questions** to our guests:

- 1) Do you have best practices for creating multimodal city quarters?
- 2) Lack of space and money: Chance for soft measures like mobility management and awareness raising campaigns instead of infrastructure projects?
- 3) Autonomous driving and e-Mobility: Key solution for all our problems?
- 4) The reinvention of active mobility (cycling 2.0 ...): a great opportunity for liveable cities
- 5) The angst for citizen – offensives citizen participation: Chance or risk ?

Complex 2: the chances for multimodality and city development on the example of the Rostock main station

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see short links to technical visit 2

<http://urbact.eu/enterhub>

ENTER.HUB approach (<http://urbact.eu/enterhub>) aims at developing innovative planning tools enhancing urban planning and city policies in order to reach a sustainable urban and territorial development thanks to the strengthening and widening of the railway and public transport systems infrastructure (hard and soft), particular by exploiting the economic, cultural and social impacts of railway hubs of regional relevance. Rostock - inspired by Lugano - will redefine territorial/functional systems around these hubs, by exploiting these “agglomerates of flows” to strengthen connectivity at a local/ regional/EU level for regiopolis Rostock to become more competitive, to attract population and business, decrease car transport.



We have some quick questions to our guests:

1. The bicycle highway shall start in front of southern main railway station access. How to make the use of railway/public transport popular and, when in direct of neighbourhood a parkhouse is under development?
2. Working commuters and bicycling: shall they park their bike overnight in near to the railway station in bicycle parkings, or shall they took their bike at home via public transport? Which policy?
3. Which functional regiopolis-mix is appropriate to make southern area in front of main railway station on one hand more attractive for “Südtsadt”-district citizens, on the other hand for working commuters, users and visitors of e.g. “Stadthalle’s” and new sport hall events?
4. Why and how to deal with business improvement district approach in and around railway station? Alternatives?
5. How to make the area into a place of high quality; how to avoid to make the railway station an anonymous area without social control or with dominance of police and/or security services?
6. Taking advantage that the site was left undeveloped a copse has grown up. How to deal with environmental protectionners demands to protect the growing copse?
7. 5 min by foot close to the station development site there is a innovative quarter - mainly for local inovative business and residentil units. How to avoid, that the 2 quarters under development overstrain the railway hub function?

