

# Greifswald's experiences from implementation of an inner-city SUMP for the historical city center



## SUMP training for Cities Module 1: Getting started with the process and its basic principles

Case Study Greifswald  
21<sup>th</sup> January 2026

**Interreg**  
Baltic Sea Region



Co-funded by  
the European Union

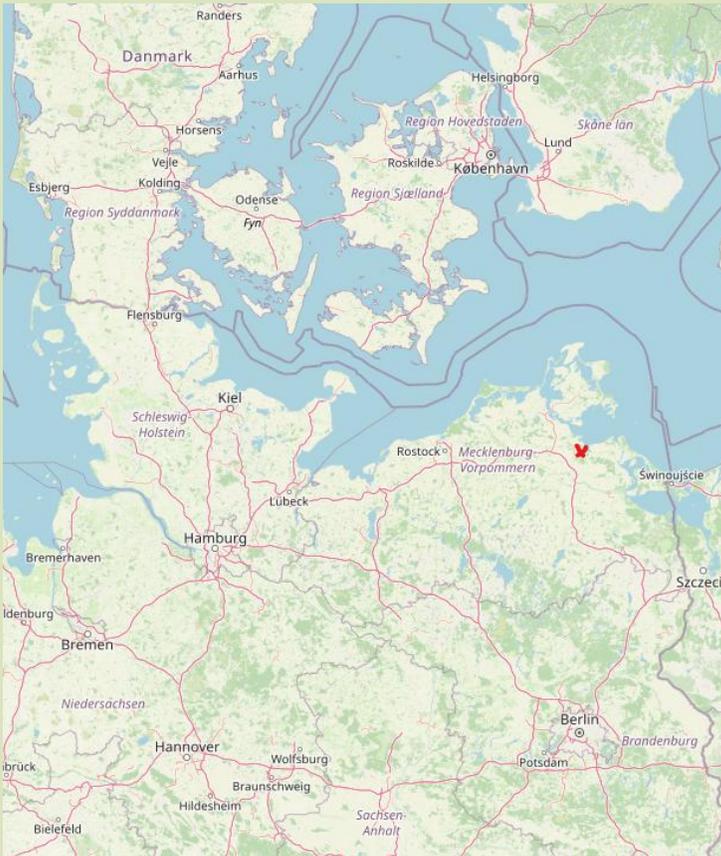


SMART GREEN MOBILITY

SUMPs for BSR

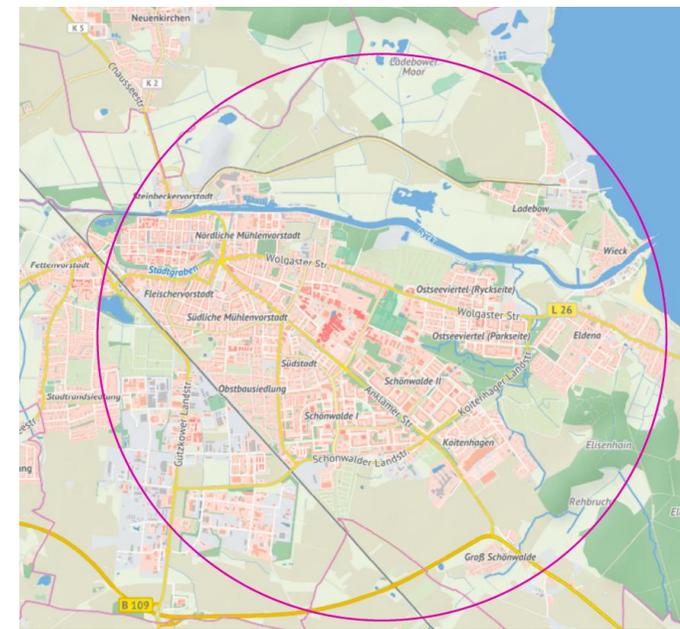
# SUMP

## Greifswald in a nutshell

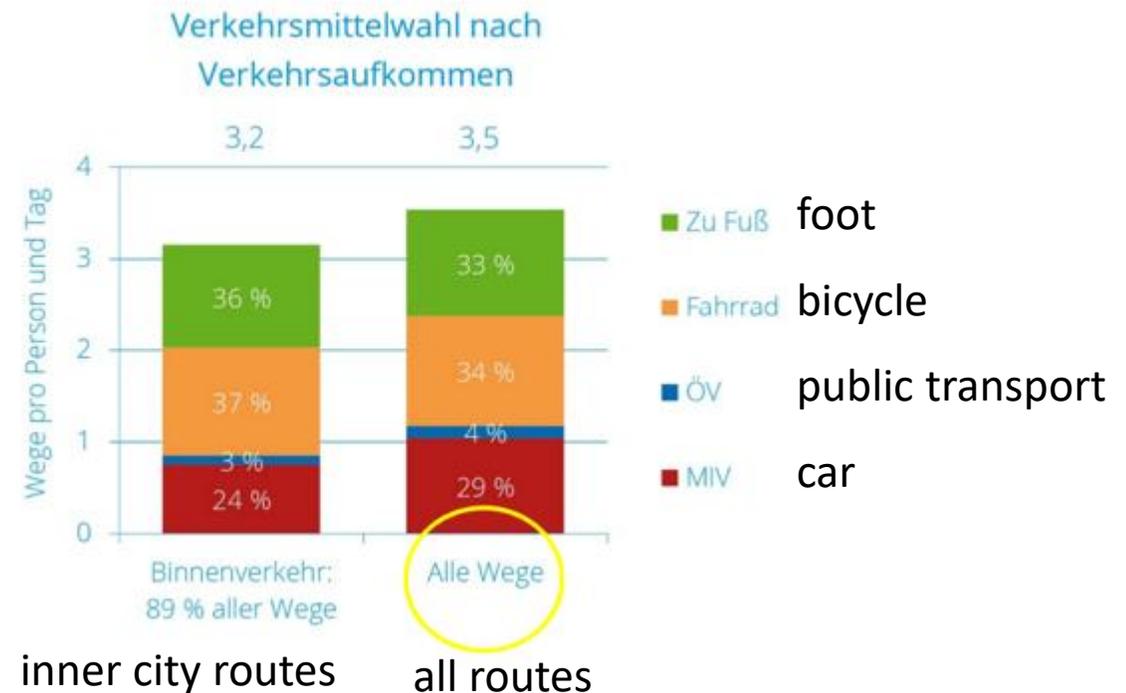


- Compact city
- 60.000 inhabitants (10.000 students)
- old hanseatic town
- university town
- bicycle share 34%

- Radius: 3km (within 90% of inhabitants)



## Modal split (Choice of transport mode according to traffic volume)



# Challenge

- Through traffic (innercity)  
(Parking search traffic, Noise, Emissions...)
- Area allocation for traffic (historically grown city center)



# Challenge

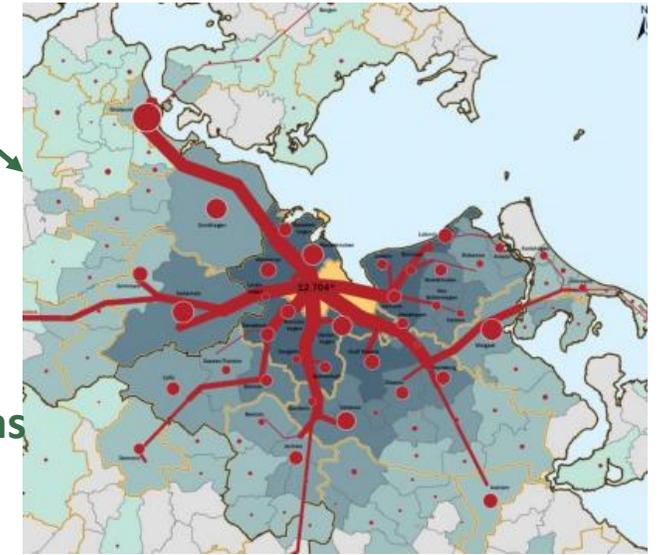
- Achieving climate protection goals (Mobility targets?)
- Securing the attractiveness of the city center (retail versus online retail)
- Rising cost of living (example: rent price development)



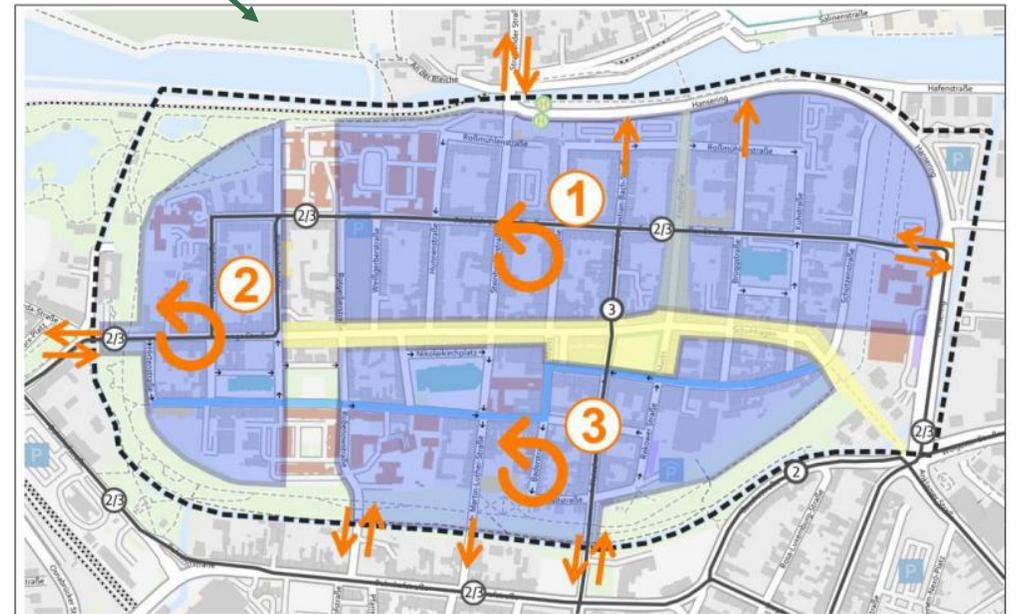
# Approaches for challenge

- Traffic concept for the city center
- Examination of commuter flows in a report
- Modal split analyses (SrV2023)
- New bicycle counters
- Traffic experiment: to test if/how the division of the city center into traffic zones succeeds

Commuting Currents (Park & Ride)



Inner City (divided into 3 areas /without through traffic)



Legende

- |  |                                |
|--|--------------------------------|
| Bereiche                                     | Fußgängerzone                  |
| Zugänge für den MIV in und aus den Bereichen | Fahrradstraße                  |
|  | Busliniennetz mit Liniennummer |



# Implementation

- The new local government rejected the inner-city traffic concept and thus also the traffic experiment, which is a central component of the concept.
- The traffic concept is to be reviewed and revised again (further involvement of local economy).
- In the meantime, we are pursuing smaller goals and want to improve the data basis for discussion processes.



# New Challenge

- changes in local politics
- local press
- speed of administration  
(coordination processes between departments)

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## GREIFSWALD

### IHRE REDAKTION

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GUTEN TAG  
LIEBE LESER

## Mangel an Parkplätzen auf den Straßen der Innenstadt

Händler und Besucher sprechen sich gegen Verkehrskonzept aus

*Lack of parking spaces on the city center streets.  
Merchants and visitors oppose the traffic plan.*

### Verkehrskonzept Greifswald

## CDU, Konservative und AfD wickeln Verkehrswende ab

Source: <https://katapult-mv.de/artikel/cdu-konservative-und-afd-wickeln-verkehrswende-ab/>

*Greifswald transport concept  
CDU, Conservatives and AfD end transport transition*

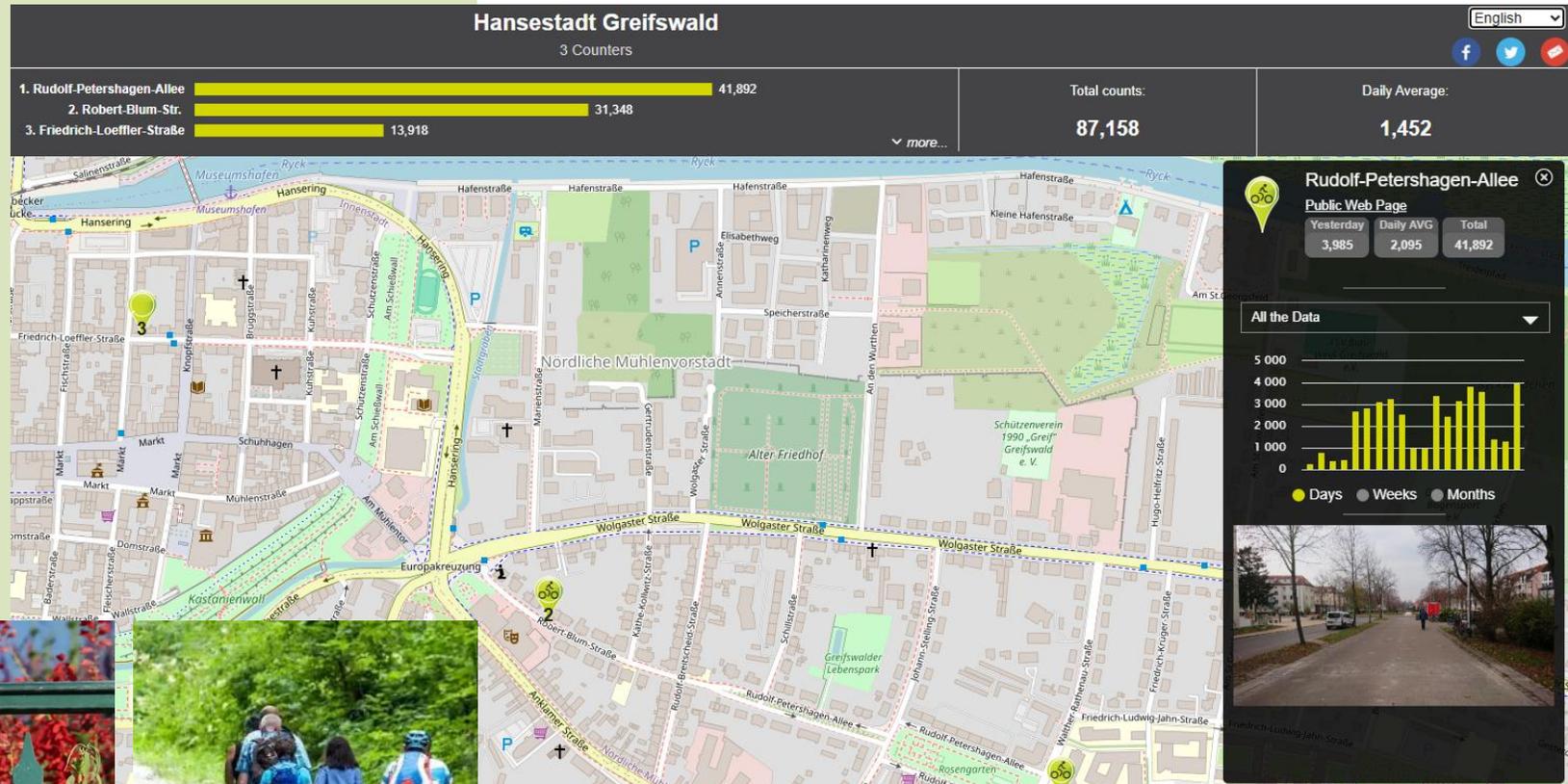
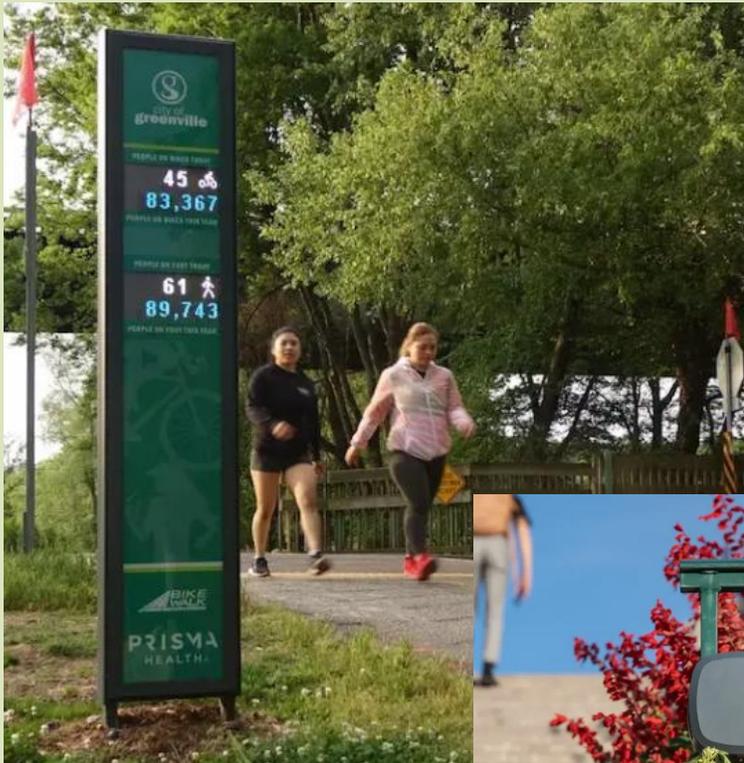
# Implementation

- Implementing small solutions
- Local workshop on indicators in the field of mobility planning
- Public relations
- Traffic counting using AI



# Implementation

## Bicycle counting

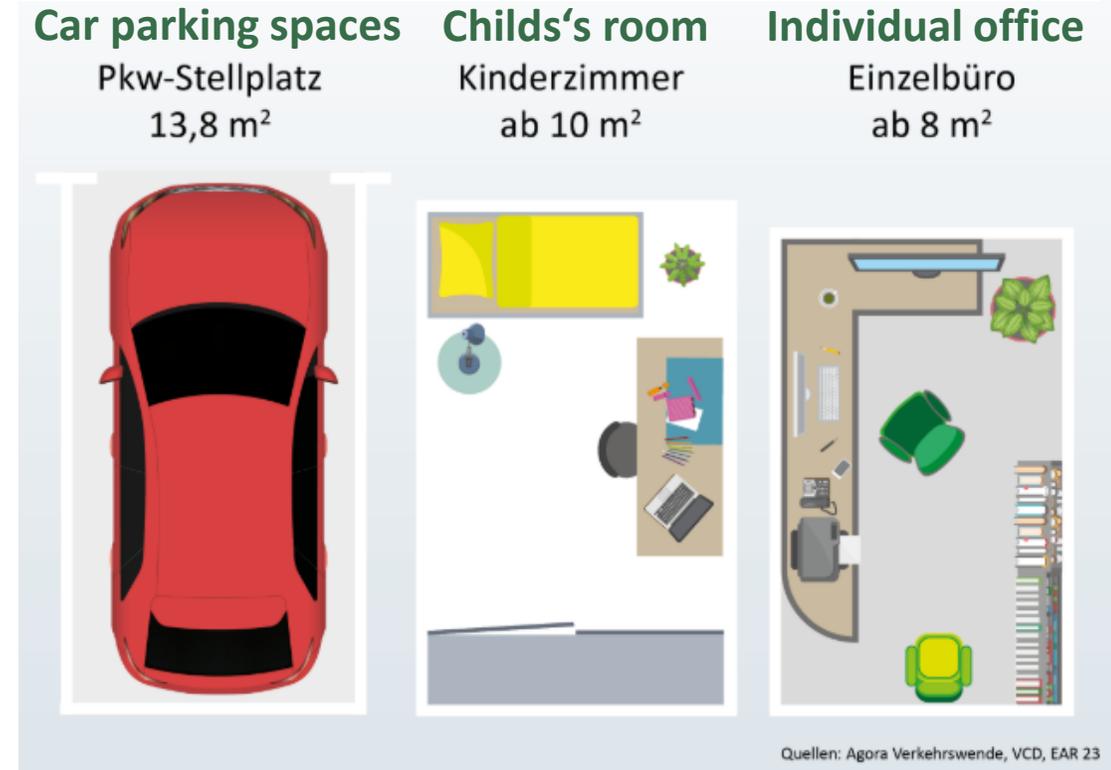


# Lessons learned

- Communication strategies are most important
- Target group-specific communication is necessary

(The needs, goals, and desires of the target groups must be known. Communication channels are important, timing of communication is crucial)

## Car parking spaces are larger than many children's bedrooms



Source: <https://www.klimaschutz-bewegt.de/parkraummanagement/kommunikations-set/schaubilder-und-begleittexte/>

***“Over 90 percent of sales come from walk-in customers”***

Source: <https://www.mdr.de/wissen/parkplaetze-vor-laeden-weniger-wichtig-als-haendler-annahmen-100.html>

# Lessons learned

- External support, e.g. in the area of conflict management or public relations, is very helpful.
- New exchange formats are necessary. Citizen participation platforms should be used. In-person meetings are still necessary.
- Small solutions are also helpful (thinking in smaller steps/leave no one behind)

Press: „Lack of parking lots within city center“



Source: [https://civitas-sunrise.eu/wp-content/uploads/2021/07/03\\_Bremen\\_PPT.pdf](https://civitas-sunrise.eu/wp-content/uploads/2021/07/03_Bremen_PPT.pdf)

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### GUTEN TAG LIEBE LESER



VON AXEL BÜSSEMER

Daran kann ich mich nicht satt sehen

• Haben Sie sich schon einmal gefragt, woher die Redewendung „Daran kann ich mich nicht satt sehen“ kommt? Eigentlich ist das ja eine ganz logische Aussage. Wieso?

## Mangel an Parkplätzen auf den Straßen der Innenstadt

Händler und Besucher sprechen sich gegen Verkehrskonzept aus

VON ANNE JUNIA ZIEMANN

**GREIFSWALD.** Ob Anwohner oder Besucher: In der Greifswalder Innenstadt ist es für Autofahrer nicht einfach, einen Parkplatz zu finden. Nachdem durch ein Halteverbot in einem Abschnitt der Domstraße einige der wenigen Parkplätze weggefallen sind, könnte sich die Situation durch das „Verkehrskonzept Innenstadt“ zuspitzen.

Abseits der Streichung von Parkplätzen, unter anderem damit Radfahrer mehr Raum bekommen, ist ein Durchfahrtsverbot in der Loefflerstraße Teil des Konzeptes. Für eine Verkehrsberuhigung plant die Stadt, Autos in der Innenstadt zu reduzieren. Da



Source: Ostseezeitung

# Advice for other cities

- Develop target group-specific communication strategies
- Create a timeline and plan enough time (e.g. to make resources available)
- Be prepared for conflicts and seek external support (one main conflict - space requirements of different modes of transport).
- Not everything can be solved immediately. Even smaller solutions contribute to the mobility transition.

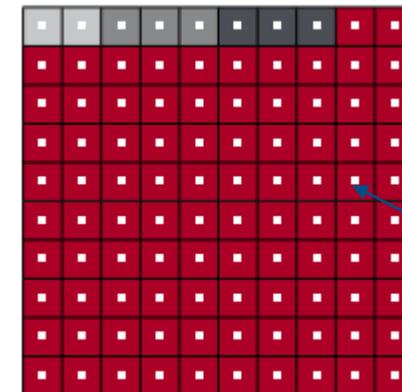
## Bicycle parking facility near main station



Source <https://www.auf-nach-mv.de/reiseziele/a-radstation-am-bahnhof-greifswald>

## Area distribution of stationary traffic

Different grey:  
Cycling,  
bus stops,  
park benches,...



red:  
92% car parking

# Contact

**University and Hanseatic City of Greifswald**

Stephan Braun

[s.braun@greifswald.de](mailto:s.braun@greifswald.de)

Karl Hildebrand

[k.hildebrand@greifswald.de](mailto:k.hildebrand@greifswald.de)



Photo: Gudrun Koch