



### No.1: AT A GLANCE

### Region Hannover

#### REGION HANNOVER – COOPERATING, NOT COMPETING

Establishing the Hannover Region authority was an innovative answer to the issues that arise in interlinked urban communities across Europe: How can we create a level playing field for the relationship between the urban centre and the hinterland? How can we improve cooperation between municipalities? How can the burdens and advantages within the region be balanced out? How can we simplify the division of responsibilities and avoid duplicating work?

*Region Hannover* was founded in 2001 as a new form of local government body. It covers the state capital Hannover and the surrounding towns and rural areas of the former *Landkreis Hannover*, and is responsible for most of the public services that are delivered across its constituent communities. This responsibility profile is so far unique in Germany.



*Region Hannover* unifies the organisation of services that are elsewhere separate, and can thereby deliver policies and action for around 1.15 million people in 21 local authorities from one unified source. In this way, crucial policy areas such as business and employment promotion, environment and town and country planning, youth work and social services, public safety and transport can be coordinated.

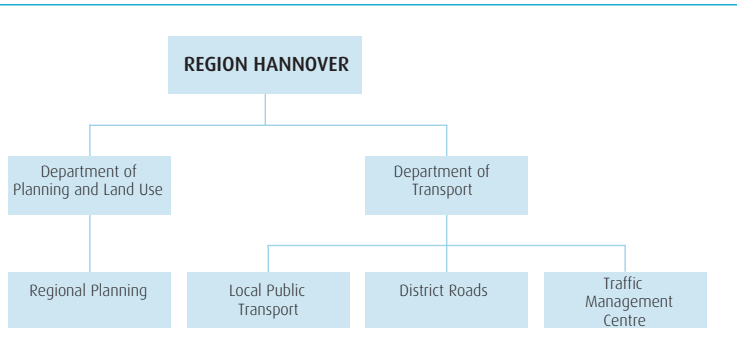
Another unique characteristic is the democratic remit: the Region President is directly elected, as is the Regional Assembly.

With the establishment of *Region Hannover* responsibilities for regional planning, local public transport and local roads were integrated into a single administrative body, creating an organisation that can apply integrated planning approaches in the best possible way.



# FACT SHEETS

## FACT SHEETS PUBLIC TRANSPORT



### 'TYPICAL HANNOVER': SETTLEMENT AND TRANSPORT AS ONE ISSUE

Settlement and transport development go hand in hand in the Hannover region – and not just since the founding of *Region Hannover*; ever since the first regional plan was drawn up in 1967, regional planning has pursued the aim of strengthening central locations and thereby causing as little transport load as possible. New residential areas, commercial and manufacturing concentrations and infrastructure facilities should be built close to tram stops and local rail stations; this brings more passengers to public transport and limits

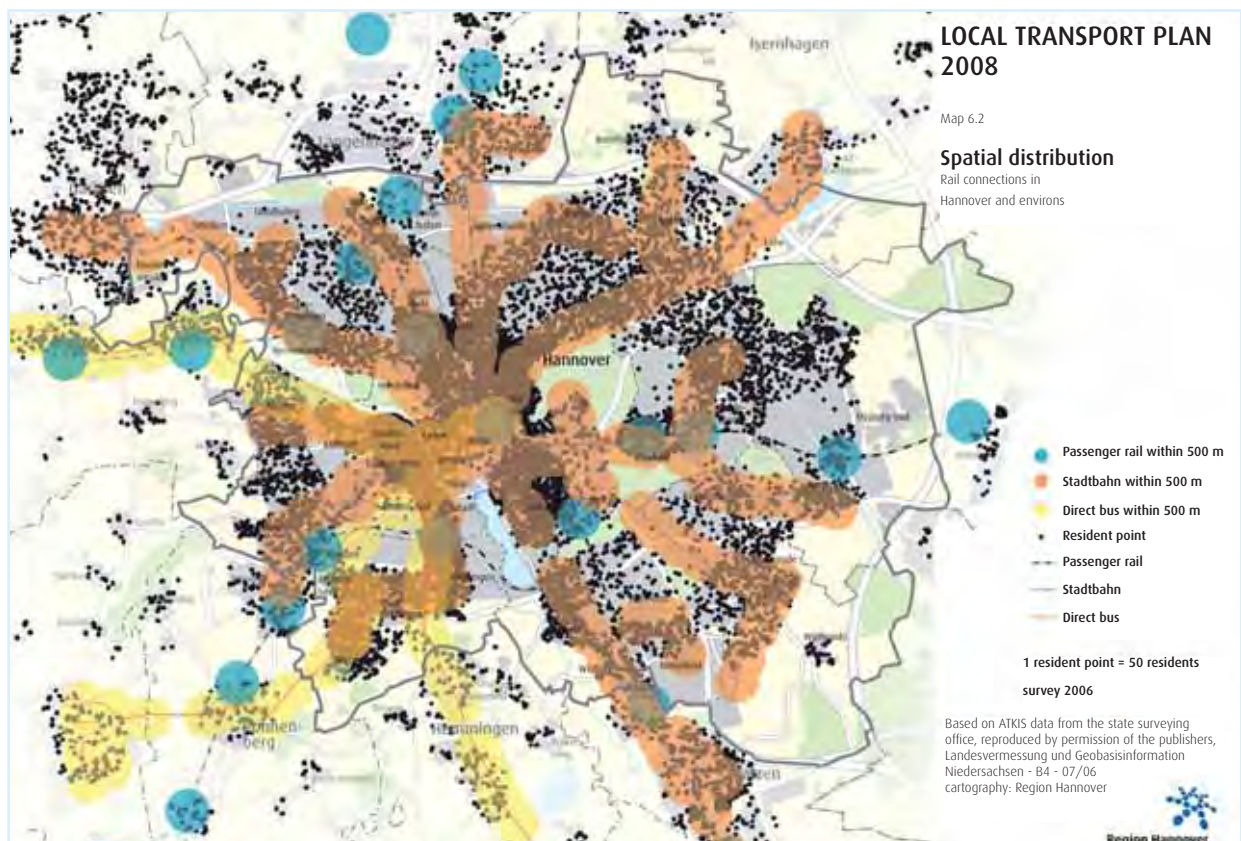
the escalation of road traffic. Today, these planning aims are still part of the Regional Plan.

**THE RESULTS BEAR CLOSE EXAMINATION** | In the city of Hannover, 70% of the population live within walking distance of the tram and local rail networks, and 80% of all workplaces are just as easy to get to by rail and tram. Outside the city, almost 40% of the population can walk to their local railway station.

The tram routes have become preferred locations for service enterprises. This has also meant that transport demand is more evenly spread and the entire system is more economically viable.

### INTEGRATED TRANSPORT DEVELOPMENT PLANNING

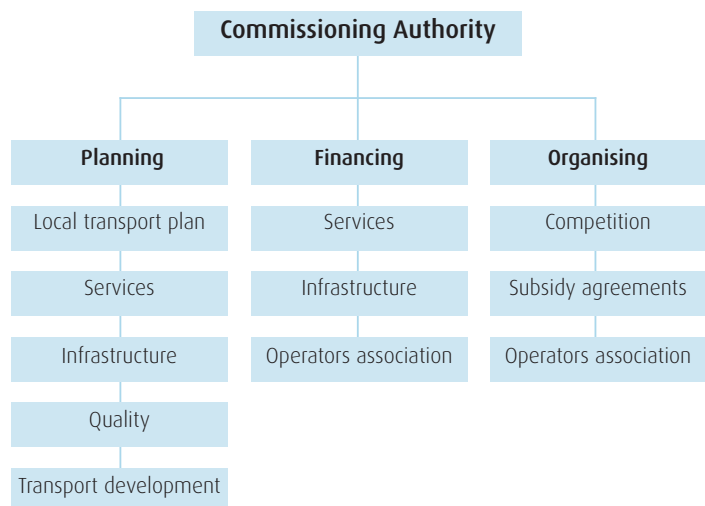
Reduce the need for traffic, transfer journeys to environmentally friendly means and deal with unavoidable road traffic in environmentally and socially responsible ways – these are the principles on which integrated transport development planning seeks to influence the Hannover Region transport scenario. For this, requirements and factors caused by settlement development,



demographic change and various transport modes are combined in overall pictures. Before decisions are made on transport projects such as extending a light rail route, economic viability is calculated and predictions made on how well the service will be used.

The task of transport development planning is to ensure both the economic strength of the Hannover Region and its citizens' quality of life. The foundations for this are a durable, efficient and environmentally responsible transport infrastructure, good connections between the Region's 21 communities, and cross-regional coordination of activities. Currently, the 'pro Klima' transport development plan is being drawn up to examine ways of reducing CO<sub>2</sub> emissions from the transport sector and to propose the first steps towards implementation.

### REGION HANNOVER PLANS, FINANCES AND ORGANISES LOCAL PUBLIC TRANSPORT



Every day in the Hannover Region, around 1.15 million people are getting around – to and from work or school, shopping, into the countryside or to the cinema – and to reach their destinations quickly and easily they need efficient public transport.

Responsibility for this is born by *Region Hannover*. As the statutory commissioning body for local public transport it has to ensure adequate services. The public transport plan that *Region Hannover* draws up every five years sets the necessary regulations – for instance,

on frequency of services and quality standards – and on this basis, the authority orders and finances transport for the Region from the operators.

**UNIFIED TIMETABLES AND TARIFFS** | In 1970 *Großraum-Verkehr Hannover (GVH* – Greater Hannover Transport) was founded as one of Germany's first public transport consortia. Since then, passengers have benefited from a standardised fares system and coordinated rail, tram and bus timetables. Today the routes of the various operators have together developed into a coherent public transport network and are used by constantly growing numbers of passengers.

**GOOD STANDARDS IN ALL AREAS OF LOCAL PUBLIC TRANSPORT** | The strength of the public transport system in the Hannover Region is founded on consistently high quality standards across the network; the dense services in the urban centre are systematically linked to those in the suburbs and beyond. Light rail and local rail routes have been significantly extended and form the backbone of the service, with well-designed transfer stations to bus services.

The basic standard requires that there is a service every two hours (every hour at peak times) from anywhere in the Region to the next town or the regional centre, Hannover. The greater the demand the more this standard is exceeded, and thus the entire Hannover Region is connected by an attractive and balanced public transport service. Modern vehicles and stations also mean that rail and bus services are well used and liked by passengers.



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### REGION HANNOVER AS HIGHWAYS AUTHORITY

As the regional highways authority, *Region Hannover* plans, builds and maintains a network of over 640 km of roads. Together with its municipal partners and the Niedersachsen state authority for road construction and traffic, it ensures user- and environmentally-friendly design of the roads network and builds and maintains cycle paths. The Hannover Region's roads and cycle paths should meet the needs of all transport users and residents in the vicinity, with particular attention paid to vulnerable groups such as cyclists and pedestrians. The inter-regional and regional road network covers the Hannover Region completely. As demographic change leads to expectations of less private car use, extensions to this network are only considered if road safety needs improving or local quality of life would be permanently improved, for example with a by-pass.

### JOINT TRAFFIC MANAGEMENT BETWEEN REGION HANNOVER AND THE STATE OF NIEDERSACHSEN

As an alternative to the expansion of existing transport infrastructure or new projects, *Region Hannover* relies on cooperative traffic management; the aim is to guide traffic so that the road network and public transport capacity is used most efficiently and that traffic flows more safely.

For this, in the late 1990s *Region Hannover* and its partners set up a traffic management centre, where data from the current situation on heavily used traffic arteries and on public transport is evaluated, and traffic guidance measures activated as circumstances require.

For more information on transport in the Hannover Region see [WWW.HANNOVER.DE](http://WWW.HANNOVER.DE) and [WWW.VMZ-NIEDERSACHSEN.DE](http://WWW.VMZ-NIEDERSACHSEN.DE)



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