



PUBLIC TRANSPORT IN THE HANNOVER REGION



THE PASSENGER COMES FIRST

Region Hannover and its partner transport operators provide fast, safe and comfortable services – by train, tram and bus.

The foundations of an efficient and attractive local public transport lie in cooperation between transport operators within the *Verkehrsverbund Großraum-Verkehr Hannover (GVH)* association. Passengers benefit from coordination of their timetables, the common tariff system and standardised passenger information system.

Region Hannover specifies how often places must be reachable by public transport; the Local Transport Plan sets minimum standards approved by political mandate in the Region Assembly. Services are designed according to where the people of the Hannover Region are travelling: centres should be easy to reach, and everyone – including disabled passengers – should be able to get around by public transport.



THE LOCAL TRANSPORT PLAN SETS MINIMUM SERVICE STANDARDS

Local public transport for the general good means above all defining which services, as a minimum provision, must be available to the people of the Hannover Region. This is done by setting standards, whereby separate benchmarks apply to small places in the hinterland and

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to urban areas. If these standards are not met services must be improved. There are, however, justifiable exceptions, for example at a very small residential area.

WHICH BASIC STANDARDS MUST BE MET? |

- All villages must have a connection at least every two hours (at peak periods every hour) to the next town centre.
- All villages and towns must have a connection at least every two hours (at peak periods every hour) to the regional centre, Hannover.
- In Hannover and medium-sized towns, the next bus stop should be no further away than 500 metres, or the next tram stop or local railway station no further than 750 metres for all residents.



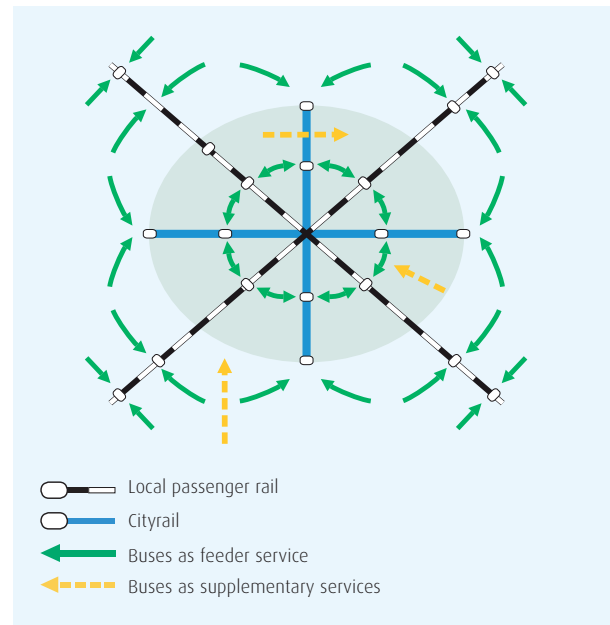
These minimum service standards are set within the funding capacity of *Region Hannover*. They are oriented on the base level of existing public transport services and guarantee balanced provision across the Hannover Region. A higher minimum service standard would tie up funding that could be used more effectively for the main bus and rail routes.

Although *Region Hannover* cannot fulfil the mobility wishes of every single inhabitant, this rule of thumb covers most of the public's needs.

Along with the spatial minimum service standards, standards for school buses must be met, and the most

important leisure destinations must be accessible by public transport.

GOOD CONNECTIONS WITHIN THE SYSTEM



Railways, cityrail and bus networks are tightly networked in the Hannover Region, with a strong priority for convenient onward connections. The service is designed for the Region as a whole on unified criteria that distinguish three levels:

1st LEVEL: DIRECT, FAST CONNECTIONS | The main framework comprises regular, fast direct connections into Hannover from the Region by rail and tram at least every hour.

Places not on the rail networks are equally well served by direct, standardised bus services.

2nd LEVEL: SIMPLY TIMETABLED REGULAR SERVICES | The second level comprises the main bus routes in the city of Hannover and roundabout. Frequent bus stops guarantee easy access between towns and villages, and standardised routing makes the services easy to understand and use.

Metronomic timetables help passengers orient themselves; throughout the year, many Hannover buses run at 10-, 20- or 30-minute intervals during the day, and every 30 or 60 minutes in the rest of the Region.

3rd LEVEL: SPECIAL CONNECTIONS | These range from school buses, through services to commercial and industrial estates, to request services such as taxi buses. These services are tailored to the specific needs of single user groups and are therefore irregular.

ON THE RAILS

Fast rail routes are crucial to the Hannover Region transport scenario. Introduction of the 'S-Bahn' regional rapid transit system for the EXPO 2000 World Exposition marked a quantum leap in service quality. S-Bahn trains usually run every hour, and every half hour on main routes in the core area of the network.

BOTTLENECKS IN THE RAIL INFRASTRUCTURE | The local rail timetable is dependent on wider framework conditions; for instance, some routes are also used by long-distance and goods trains that are subject to European regulations. Unlike in Berlin, the S-Bahn in the Hannover Region has to share many sections of track with other services, and so the track infrastructure assumes a very important role. To solve this problem on the busiest stretches at least, 63 km of dedicated S-Bahn track have been laid.



REGION HANNOVER IN CONSULTATION WITH ITS NEIGHBOURS | In planning, it is important to determine who is responsible for commissioning rail services. As all the routes extend beyond the Hannover Region area, the timetable is always the result of consultation between *Region Hannover* and the neighbouring commissioning authorities.

THE 'STADTBahn' – TYPICAL HANNOVER

Other cities have underground trains or trams; Hannoverians take the 'Stadtbahn' (literally, 'cityrail'), which goes underground in the city centre and runs on the surface in the rest of Hannover, mostly on track separated from motor traffic. Hannover was one of the first cities to introduce such a fast, punctual and reliable system.



Anyone travelling by Stadtbahn only has to change once at the most to reach any station or stop on the Hannover network. The system is based on four routes, one of them on the surface throughout, that intersect in the city centre.

From 6.30 am till 7 pm all Stadtbahn routes are served every 10 minutes, before and after that every 15 or 30 minutes. As two lines run on most sections of the network there's a service every 5 minutes.

AT THE RIGHT TIME TO THE RIGHT PLACE – BY BUS

ÜSTRA BUS SERVICES | Hannover and the towns of Laatzen, Langenhagen, Garbsen and Sehnde are served by *üstra Hannoversche Verkehrsbetriebe AG* buses, providing connections to the Stadtbahn or from residential districts to the city centre.

REGIOBUS SERVICES | Outside the city of Hannover, most buses are operated by *RegioBus Hannover GmbH*. One important task is coordinating bus connections to rail and Stadtbahn, linking villages to the city of Hannover and their local town.

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Three direct bus routes provide fast connections to the centre of Hannover from places without a rail connection.

CAR PARKS WITH LOCAL TRANSPORT CONNECTIONS

PARK+RIDE AND BIKE+RIDE | Not everybody can get from their home to work or the shops by public transport door-to-door. Park+Ride spaces at railway stations, however, make it possible to cover most of the journey in an environmentally friendly way. For cyclists, too, there are cycle racks at railway stations and Stadtbahn stops, making it easier to combine various means of transport.

As large centralised car parks would make the drive to the station unnecessarily long and compete with bus feeder routes, the Hannover Region P+R system is decentralised and close to home: at the principal S-Bahn and Stadtbahn stations there are already plenty of spaces – around 6,100 for passengers in the Hannover Region. New car parks will mainly be built at S-Bahn stations, with extensions at a few Stadtbahn termini.

The Bike+Ride system aims to complete the local public transport scenario in the Hannover Region, make it more attractive, and promote cycling as an environmentally friendly means of travel. Bike+Ride facilities are particularly suitable for connecting destinations outside walking distance (500 m) but closer than 3 km; there are almost 6,000 such spaces in the Hannover Region.

For more information on public transport in the Hannover Region see WWW.HANNOVER.DE



Region Hannover

The Region President

Contact

Department of Transport
oepnv@region-hannover.de
Hildesheimer Str. 18
30169 Hannover

Editor

Region Hannover, Public Transport Marketing Team,
Katja Striefler

Photographs

Thomas Langreder, Torsten Albert, Karin Pfitzner

Graphic design

Region Hannover, Graphic Design Team, Christina Larek

Version

02/2010