



#### BACKBONE OF ATTRACTIVE LOCAL PUBLIC TRANSPORT



*Hannover Nordstadt interchange*

The 'S-Bahn' local rail and 'Stadtbahn' tram/underground system are the backbone of public transport provision in the Hannover Region, guaranteeing fast connections from the hinterland and city districts into the heart of the state capital, where both systems have well-designed interchanges to other routes so that most places on the rapid transit system can be reached with just one change. These 'permanent way' services are complemented by bus routes – either as feeder services or connecting places which are not (yet) connected by S-Bahn or 'Stadtbahn'.

#### **S-BAHN – FAST CONNECTIONS BETWEEN THE REGION AND THE CAPITAL**

S-Bahn routes provide, together with other local rail services (metronom, Regionalbahn and Regional-Express) appealing and fast direct connections to the regional centre, Hannover; most of the larger towns in the Hannover Region can be reached from Hanno-

ver Central station and are linked with neighbouring districts and cities. There are around 251 km of track and 56 stations.

**S-BAHN TO THE EXPO 2000** | Hosting the EXPO 2000 World Exposition was a tremendous opportunity for the Hannover Region; in and around Hannover, a complete S-Bahn network with five routes (today there are seven) was built in just a few years. This was made possible by combined investment and prioritising by federal government, the State of Niedersachsen and *Region Hannover*.

The essential elements of the Hannover S-Bahn network are:

- Modern rolling stock (Type ET 424/425) on all routes, with high passenger capacity, wide doors for fast boarding and alighting, and good acceleration,
- barrier-free access to platforms, which are level with train doors, and
- easy-to-remember regular timetabling, with extended services early and late and at weekends.

# FACT SHEETS

## FACT SHEETS PUBLIC TRANSPORT

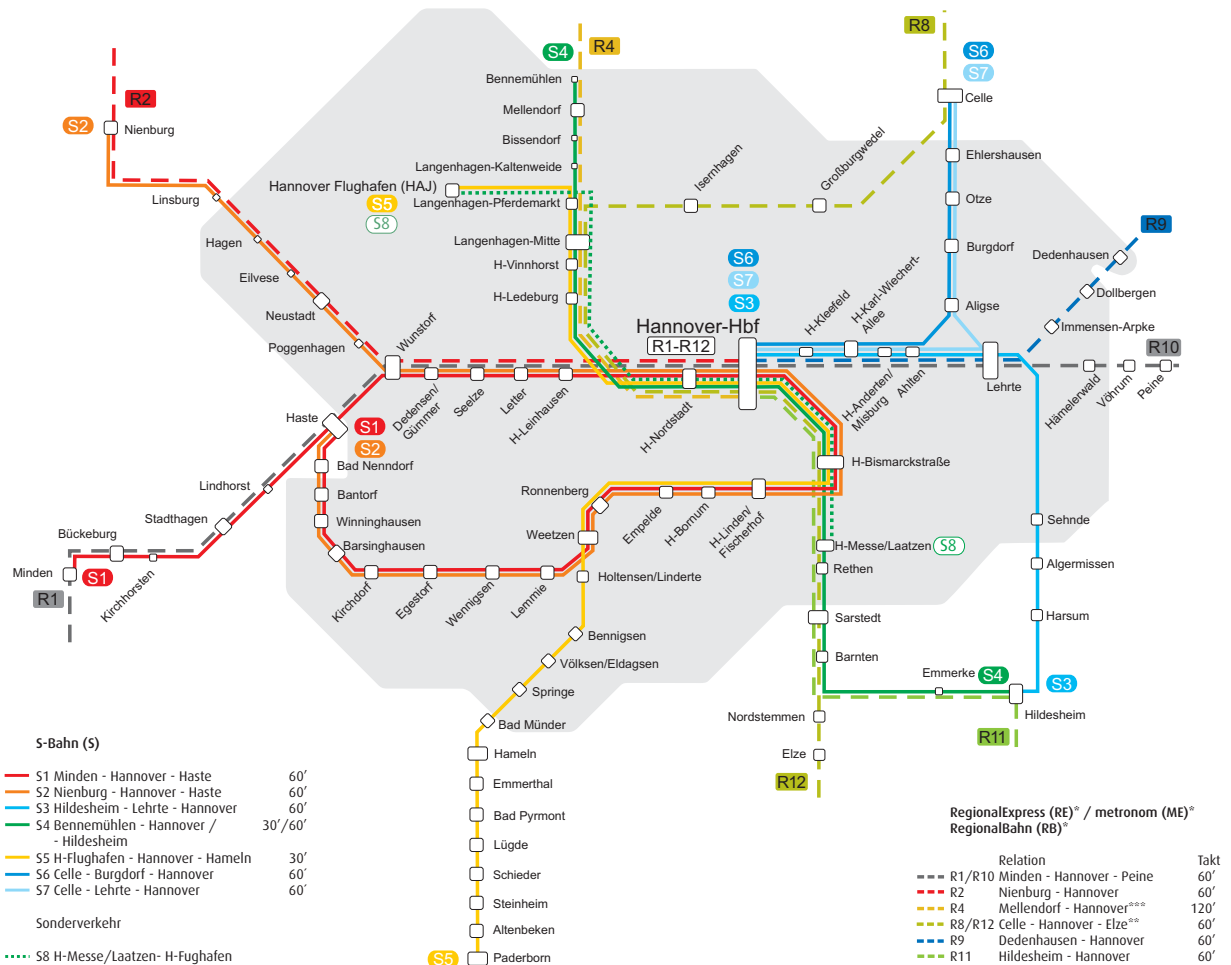
**THE S-BAHN SUCCESS STORY** | The people of the Hannover Region took to the new service enthusiastically right from the start; passenger numbers have risen continually since its introduction in 2000, and expansion of the S-Bahn system has also benefited other rail services. Overall, the number of local rail journeys rose by almost 40% between 2001 and 2007, and this positive trend is being sustained.

### STADTBAHN – GETTING THROUGH THE CITY FAST

**CONTINUOUSLY EXTENDED SINCE 1965** | Hannover was one of the first cities in Germany to introduce a 'Stadtbahn' (literally, 'cityrail') system, a combination of tram and underground routes. Work on the first underground line began in 1965, and subsequently the former tram network was gradually converted to a modern local transport network and considerably extended.

Today there are 12 routes through the city with three tunnel sections, while outside the city centre the Stadtbahn runs on surface track that is mostly separate from road traffic. The total network has 125 km of track, with 19 km in tunnels, 85 km on separate surface tracks and just 21 km on the roads, sharing them with traffic. At road intersections intelligent traffic light controls give the Stadtbahn priority, and the result is a fast, punctual and reliable service.

**MORE AND MORE STADTBAHN PASSENGERS** | The Stadtbahn is the most important means of public transport in the Hannover Region, accounting for almost 60% of all passenger journeys, and each year more people are using it; between 2001 and 2007 passenger numbers rose by almost 10%.



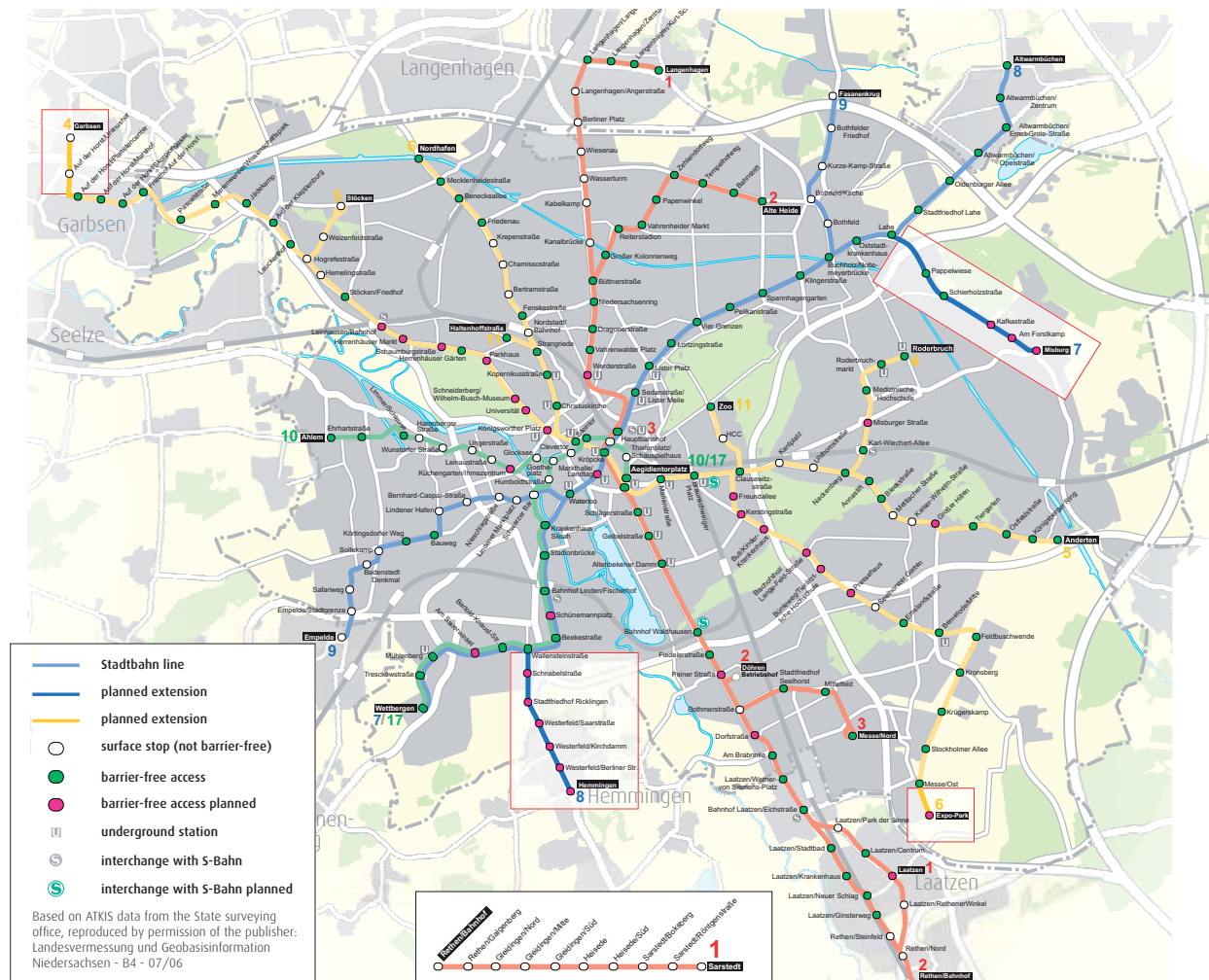
Passenger rail network in the Hannover Region 2009

**THE FUTURE IS BARRIER-FREE** | Through the efforts of the last decades the Hannover Region Stadtbahn network is mostly completed. The current local transport plan proposes extensions to the suburbs of Hemmingen, Garbsen and Misburg, and the Misburg line is already under construction. At the moment *Region Hannover* is drawing up a concept to complete the Stadtbahn system in Hannover city centre, where upgrading the fourth city centre line and integrating it in the overall network remains to be done.



*Barrier-free access*

Another priority is making the system barrier-free: by 2011 all of Hannover's underground stations will be accessible by lift, and two or three more surface stops are being converted every year. At the moment 108 of the 176 surface stops have high-level platforms, and overall three-quarters of stops are accessible by wheelchair.



*Hannover Stadtbahn 2009, with planned extensions.*

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### SUCCESS THROUGH INTEGRATING SETTLEMENT AND TRANSPORT

The successes of the S-Bahn and Stadtbahn are not simply based on improvements to the two systems; a more decisive factor was the impetus generated by linking settlement and transport development. By concentrating developments at central locations and local rail stations it has been possible to create low-traffic structures and priority for public transport.

**THINGS TURN OUT FOR THE BEST...** | The integration of settlement and transport planning is not a new concern in the Hannover Region; back in the 1960s responsibilities for these issues were already linked in a regional association. A regional plan was first formally applied in 1967 and foresaw the integration of settlement development and extensions to rail transport. In the 2005 regional plan, 'priority areas for settlement development' were designated and small rural communities limited to appropriate local development.

Projects such as 'Railway Station Surroundings Enhancement' initiated by *Region Hannover* make a further contribution to full use of the infrastructure potential and attract more rail passengers. One important factor is the *Großraum-Verkehr Hannover (GVH)* regional transport operators association, founded in 1970, with a bus and rail network serving all towns and a unified tariff. Establishment of *Region Hannover* in 2001 gave a further organisational impulse to this integrative strategy.

**THE SUCCESSES BEAR INSPECTION** | In the city of Hannover, 70% of residents live within walking distance of the S-Bahn and/or Stadtbahn, and 80% of workplaces are just as easy to reach. Outside the city, almost 40% of residents can get to their rail station on foot.



*'Hand in Hand': settlement development and transport planning in the Hannover Region*

The radial Stadtbahn axes have become preferred locations for service industries, which also means that transport demand is more evenly spread and the whole system has become more economically viable. Overall, the modal split share of public transport across Germany is very high.

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



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