

# *Transit-oriented Development (TOD)*

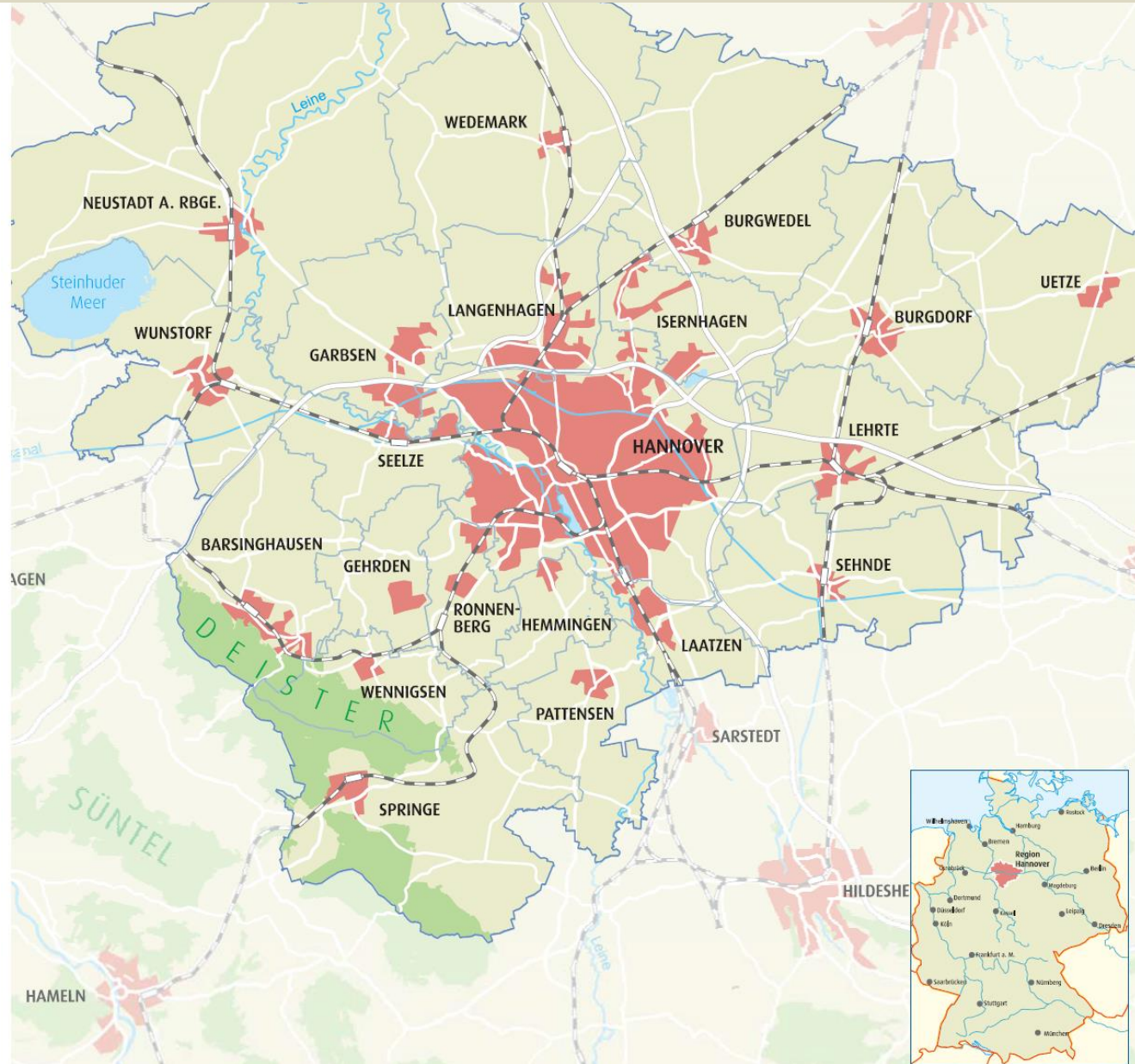
*How Greater  
Hanover integrates  
land use and  
transportation  
planning*



Region Hannover

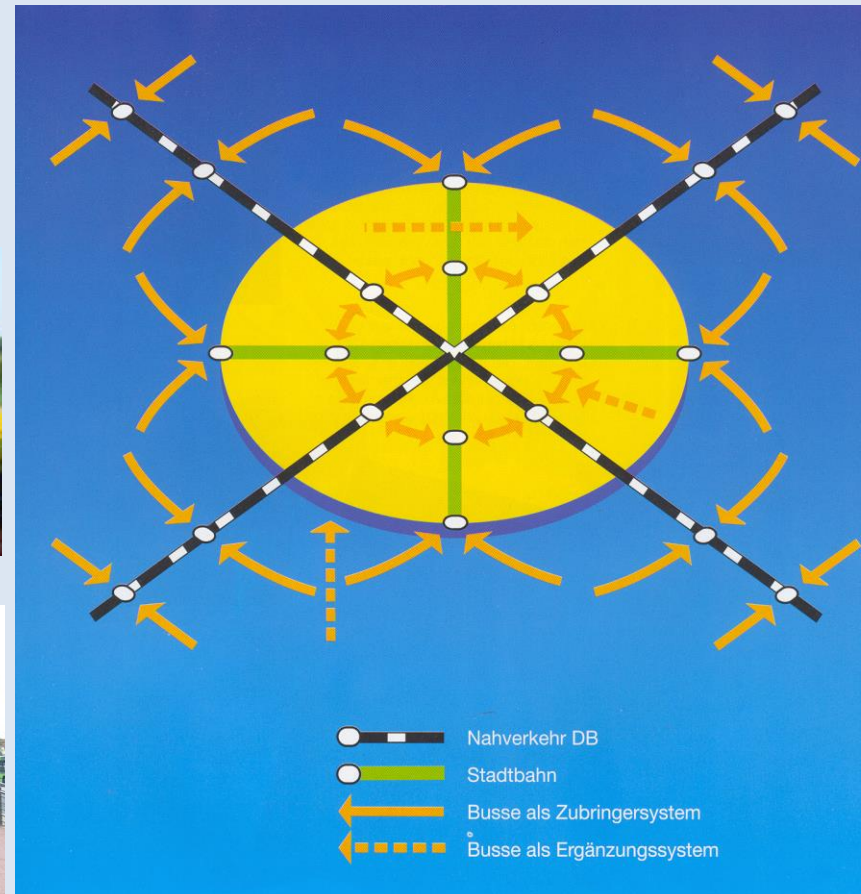
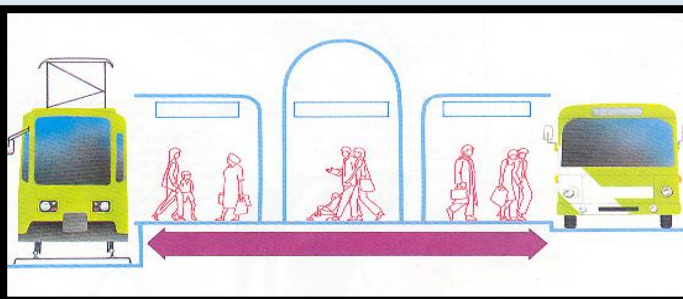
Üstra

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# 1. Institutional setting, PT-System:

- Elected Regional Government (Region Hannover)
- Tasks: PT, Regional Roads, Regional Land Use Planning, Waste Management, Social Welfare, Hospitals, Zoo, ...
- Integrated PT System (since 1970)  
Rail (Commuter Rail, Light Rail)  
as a backbone.



## 2. Problem/Challenge

- Population Growth (moderate)
- Ever increasing demand for housing, retail space and commercial use
- Need to reduce car traffic (pollution, climate protection, noise, safety, quality of urban life,...)
- Few restraints to car traffic (congestion not a problem!)
- Strong correlation between traffic volume and land use patterns

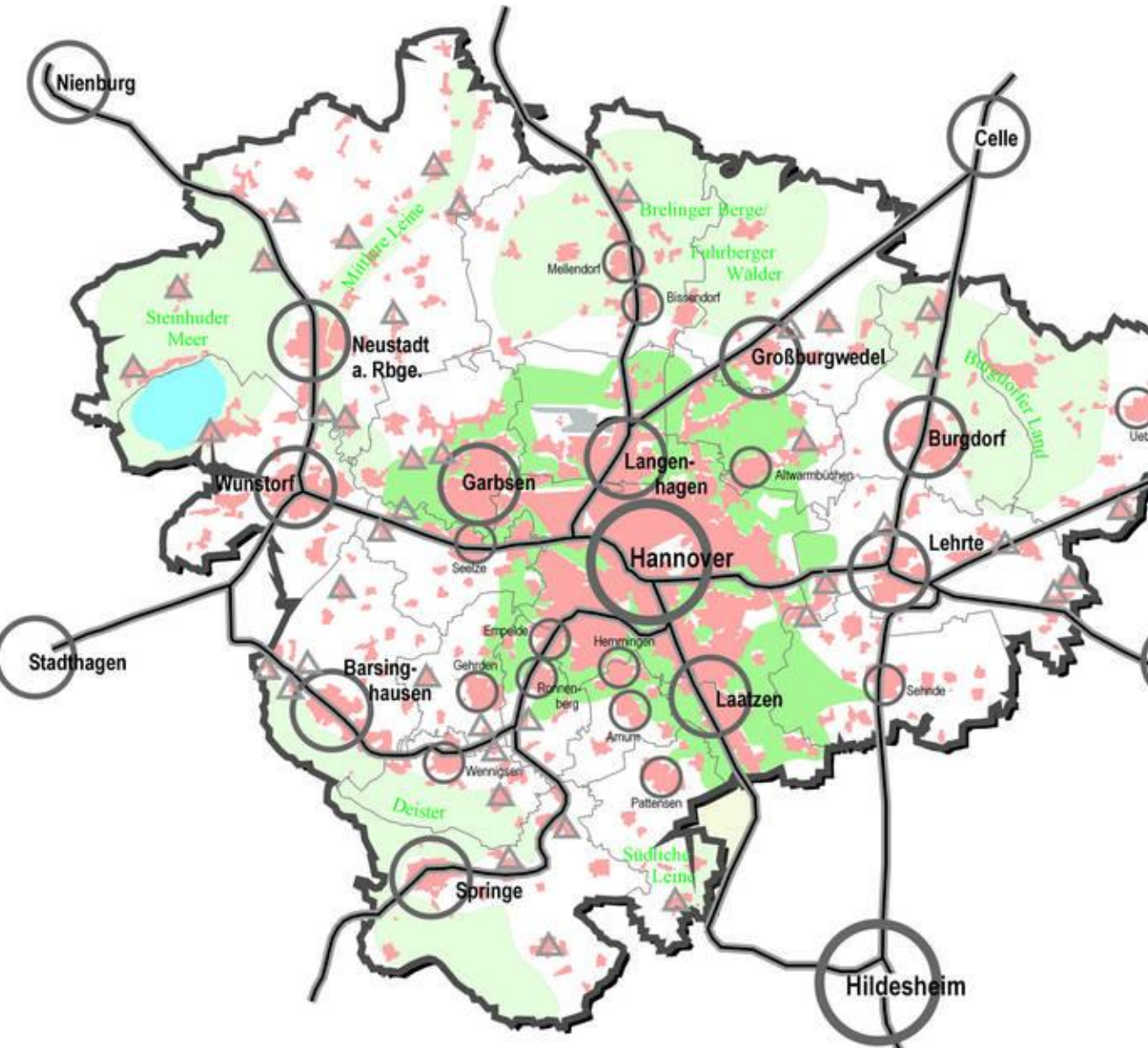
→ Where do we want to put new houses, shops, businesses?

→ How can we stop urban sprawl? How can we protect green space?

→ How can we shift the mode split in favour of PT?



### 3. Approach: Regional Plan “with teeth”, high quality PT



- „decentralised concentration“
- compact, dense development primarily in the urban centers
- focused around the rail stops
- „brownfields instead of greenfields“
- very limited development in other villages
- protection of green spaces

## 4. Example/Outputs:

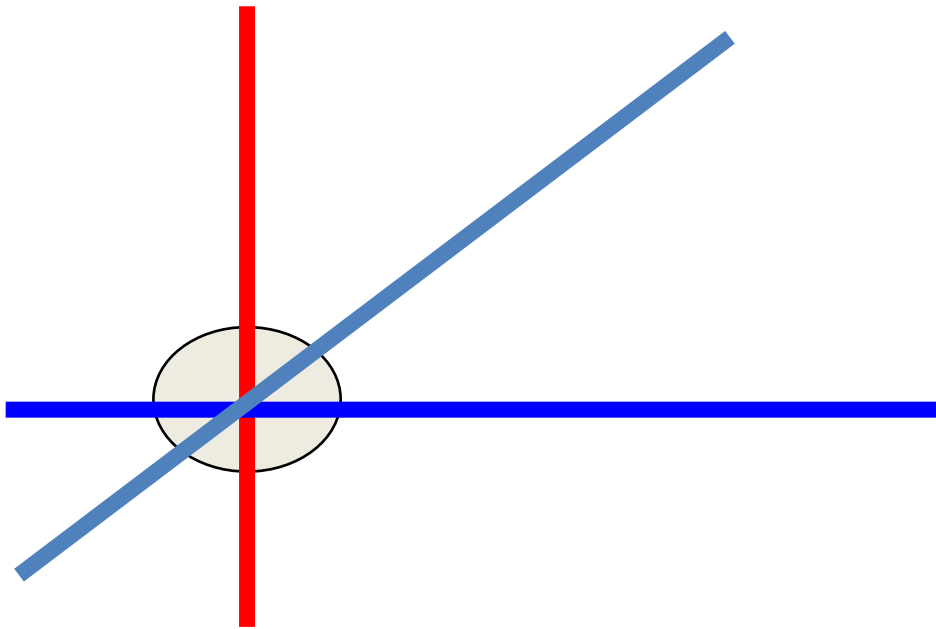
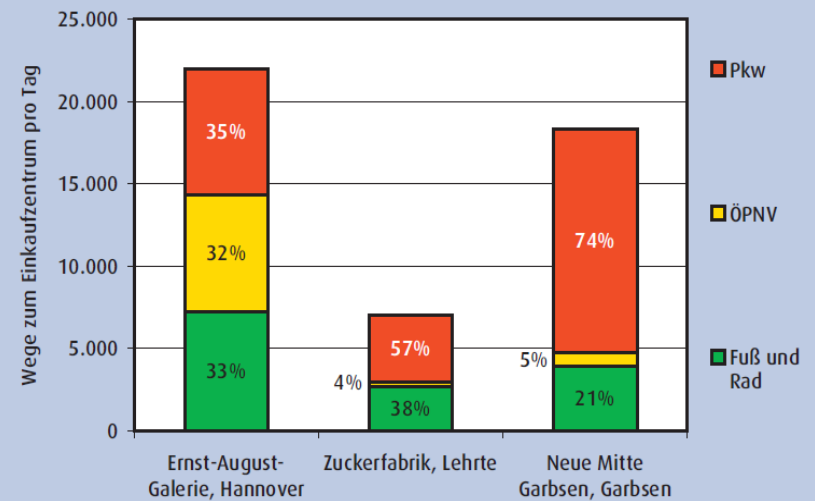


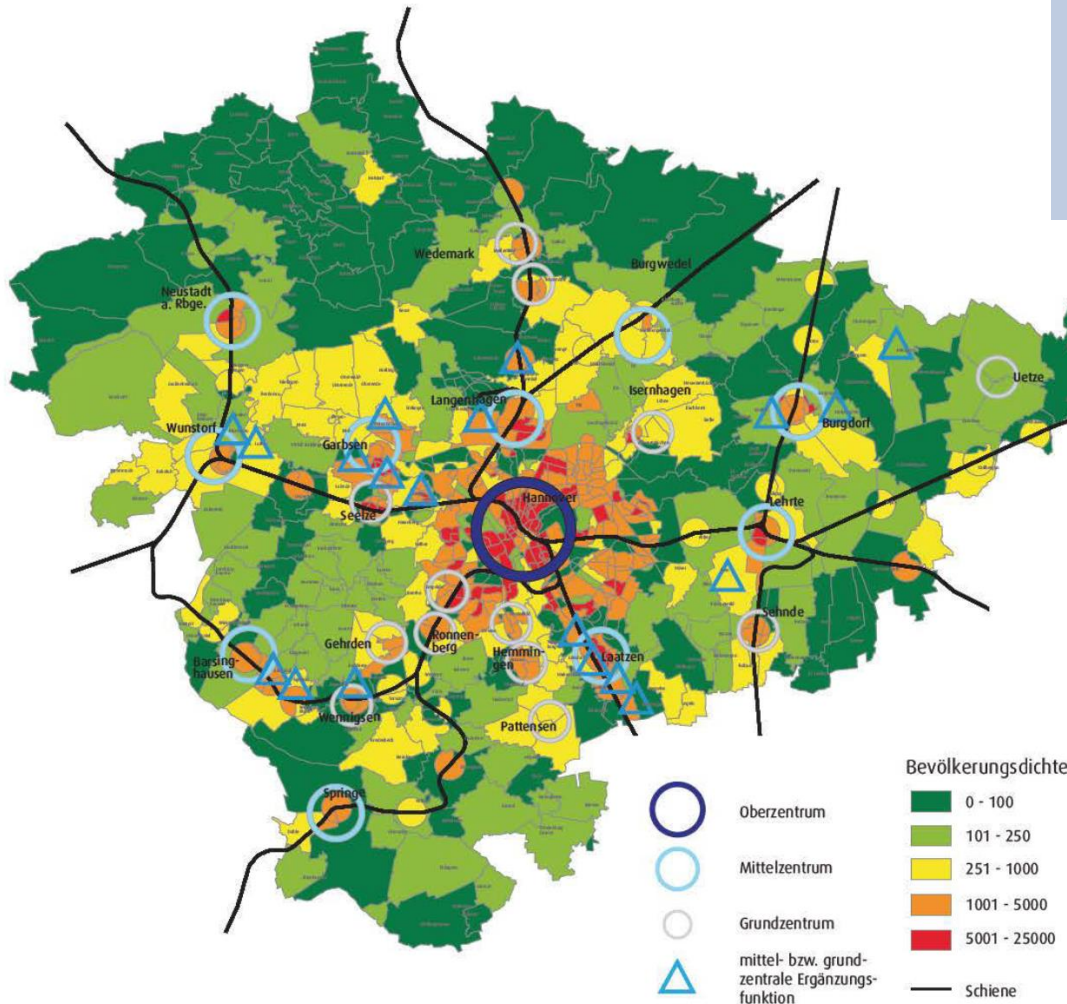
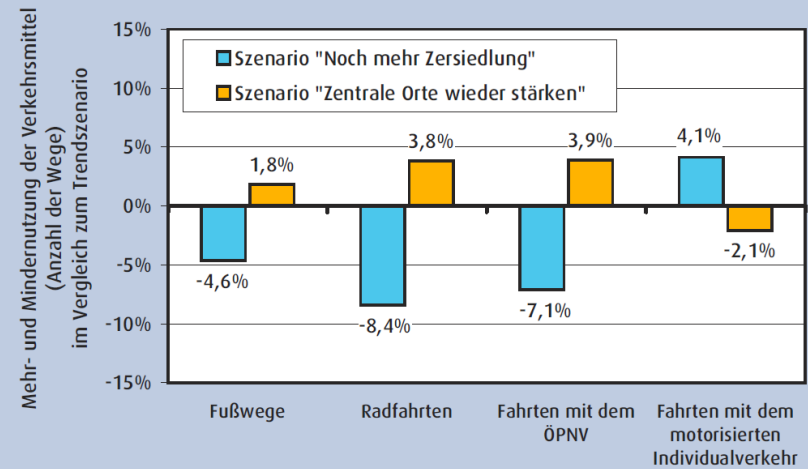
Abbildung 5-1: Anzahl der täglichen Wege zu den untersuchten Einkaufszentren





## 5. Outputs/Learnings:

Abbildung 3-3: Wirkung der zwei betrachteten Szenarien auf die Häufigkeit der Nutzung von Verkehrsmitteln



- Decentralised concentration, focused on rail works!
- Rail (BRT?) has a positive impact onto land use patterns and densification
- But: Lack of right framework, Auto-oriented society, hidden costs

## 6. Transfer, Recommendations :

- Use of PT must have advantages compared to the use of a car
- Need for a High Quality PT Network with trunk lines (rail, BRT), Bus+Bicycle as a feeder, integrated fare system, walkable city
- Need for land use patterns that encourage walking, cycling, PT.
- Regional Planning “with teeth”
- Priority to PT (traffic light priority, dedicated lanes, comfortable stops, modern vehicles, ...)
- Encourage the use of PT, discourage the use of cars, discourage car ownership

