



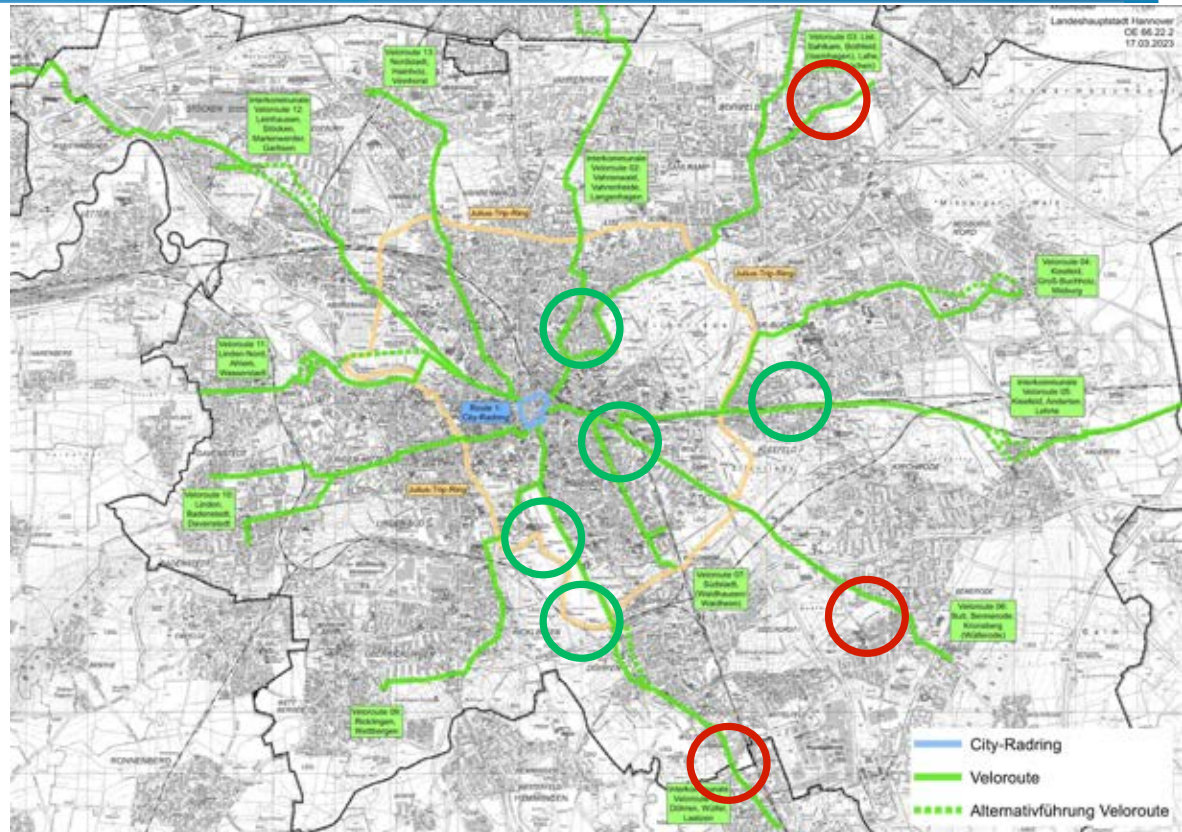
City of Hanover

TuneTo15 MPG-Meeting Berlin, 29.10.2025

Example 1: Priority on Infrastructure for Cycling

Veloroutes:

- **Premium Cycleway-Network**
- **Connecting Center and Districts**
 - Partially connecting to other Municipalities
- **High Standards**
- **13 Tracks**
- **Building since 2022**
 - two completed
 - four under construction
- **Decided by city council in 2021**
- **Partially discussed contrary in district councils**
- **To be Finalized in 2030**



Example 2: Priority on Infrastructure for Cycling

Fahrradstraßen 2.0 Bikestreets

- Checked all existing Bikestreets
- Found new standards
- Giving comfort and safety to Cyclists
- Good Dimensions
- no Thru-Traffic
- Priority at intersections



Example 3: Carfree city center

Plans released in September 2023

- No Car-Parking in public spaces/streets
- Direct access to public and private Garages etc.
- Enough Capacity for daily use
- No Thru-Traffic
- Space for Pedestrians as priority
- Public meeting
- Media response
- Political response

INTEGRATED PLAN FOR GETTING AROUND IN THE CITY CENTRE 2030+ MAKING THINGS NICER FOR PEDESTRIANS

What do we want to do?

- Walking is the most important means of getting around in the city centre.
- We aim to make trips on foot and by bike, both in the city centre and from the suburbs to the centre, more appealing.
- Accessibility in the city centre will be improved with fewer cars, more same-level access design, and more parking for people with mobility issues.
- The city centre ring road and rail facilities are considerable barriers that must be lessened.
- The pedestrianized zone can be extended (e.g. to include Am Markt and Köbelinger Markt).
- Large areas of the city centre will be made more conducive to lingering (e.g. Schmiedestraße, Schillerstraße, Georgstraße).

----- Wichtige Fußwegeverbindungen
 ----- Priorität für Fußgänger*innen oder
 aufenthaltsfreundliche Bereiche

