

POLIS

CITIES AND REGIONS FOR TRANSPORT INNOVATION

ANNUAL
CONFERENCE
2024

27-28 NOVEMBER 2024

KARLSRUHE (DE)



Baden-Württemberg
Ministry of Transport



Karlsruhe



Improving public transport through on- demand services?

Lessons from the “sprinti” project in the Region of Hanover
(Germany)

Dr. Lisa Ruhrort, Victoria Reichow
German Institute of Urban Affairs (Difu)

Sprinti is one of the largest On-Demand-Services in Europe.

- Operating since 2021
- Service times: 05:00-01:30 (Mo-Th), 05:00-04:00 (Fr.-Sa), 05:00-01:00 (So)
- Max. waiting time 30 min. (average 15-20 min.)
- Fully integrated into regional fare system



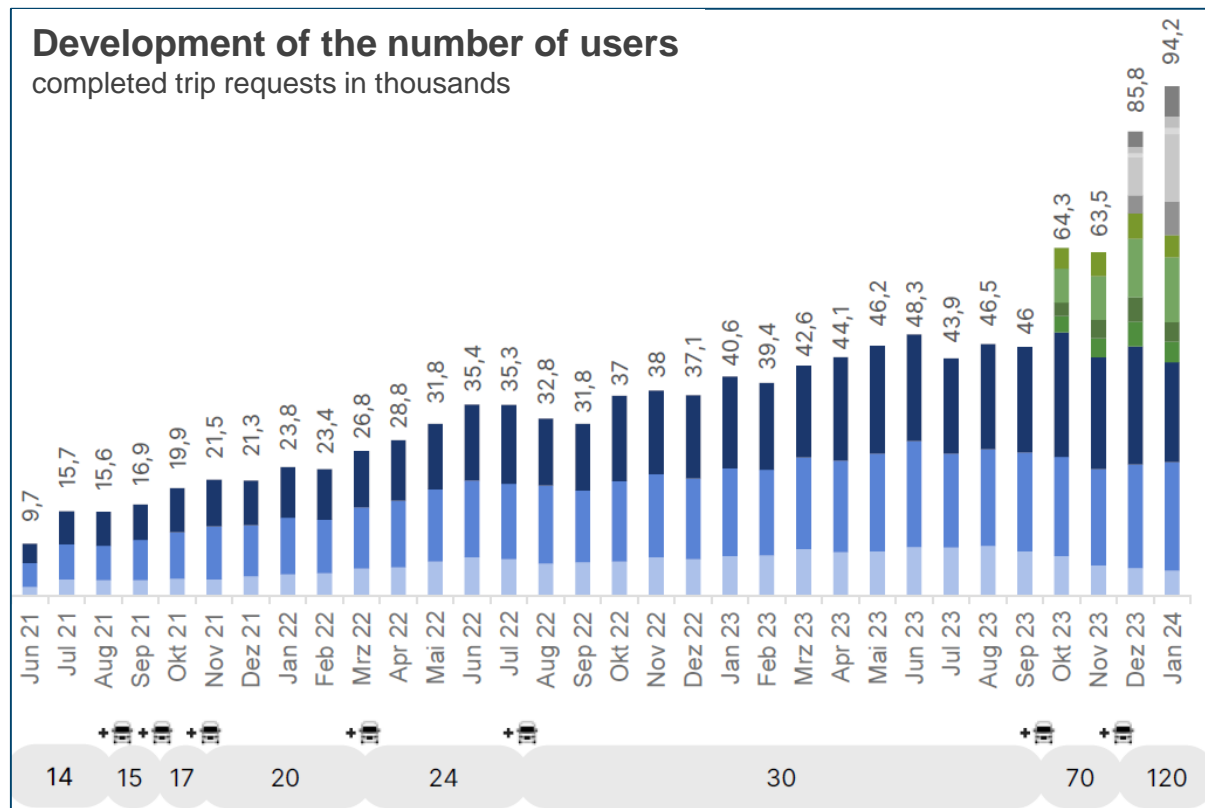
Quelle: Region Hannover



Source: own depiction based on Hanover Region

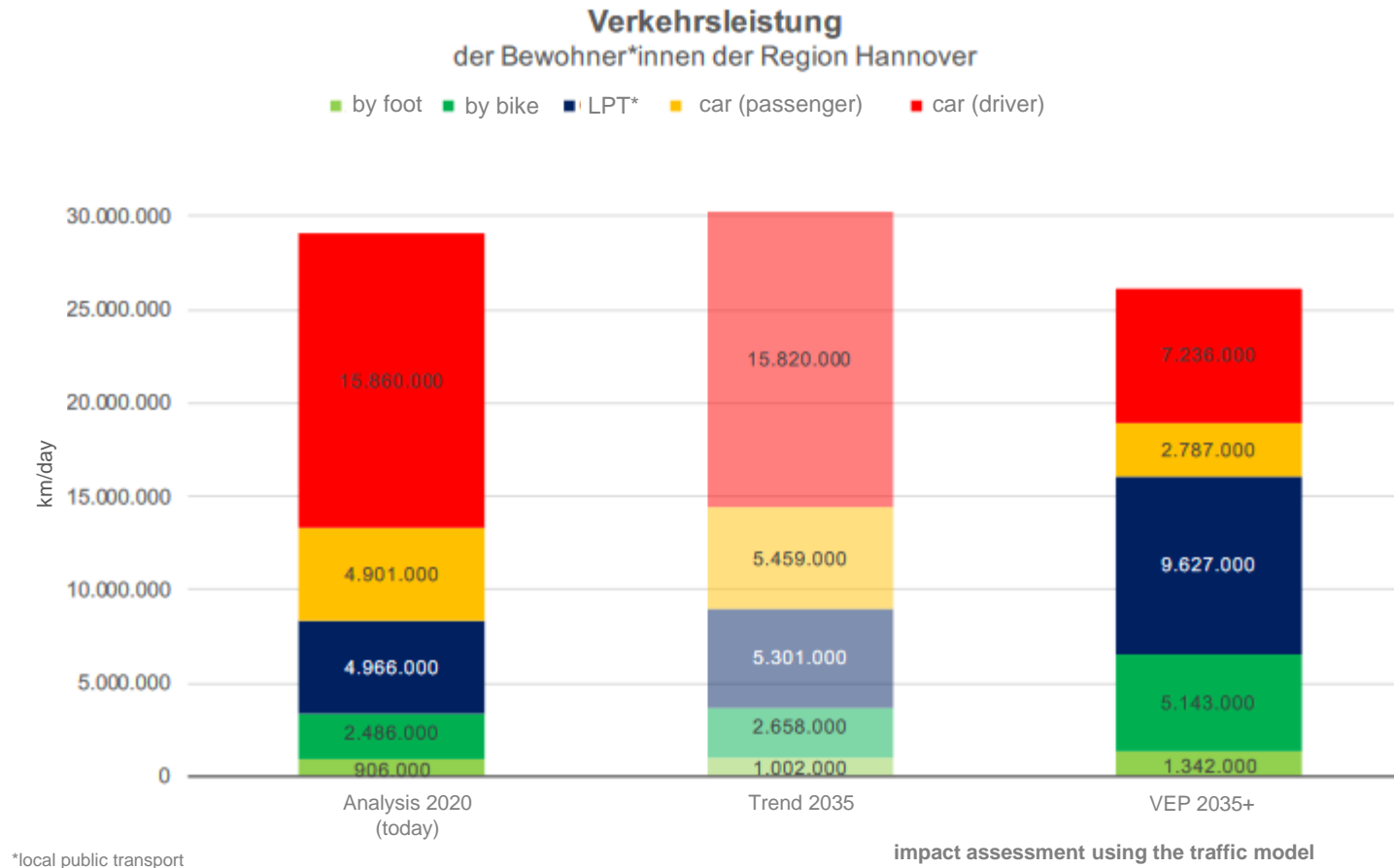
Sprinti is one of the largest On-Demand-Services in Europe.

- Region of Hanover: ca. 1,2 Mio inhabitants
- Since Dec. 2023 120 vehicles in operation
- Around 100.000 users per month



Source: own depiction based on Hanover Region

Background and rationale: The Region of Hanover has ambitious plans for sustainable mobility.



The challenge: How can digital-based On-Demand services help to improve public transport access in suburban and rural areas?

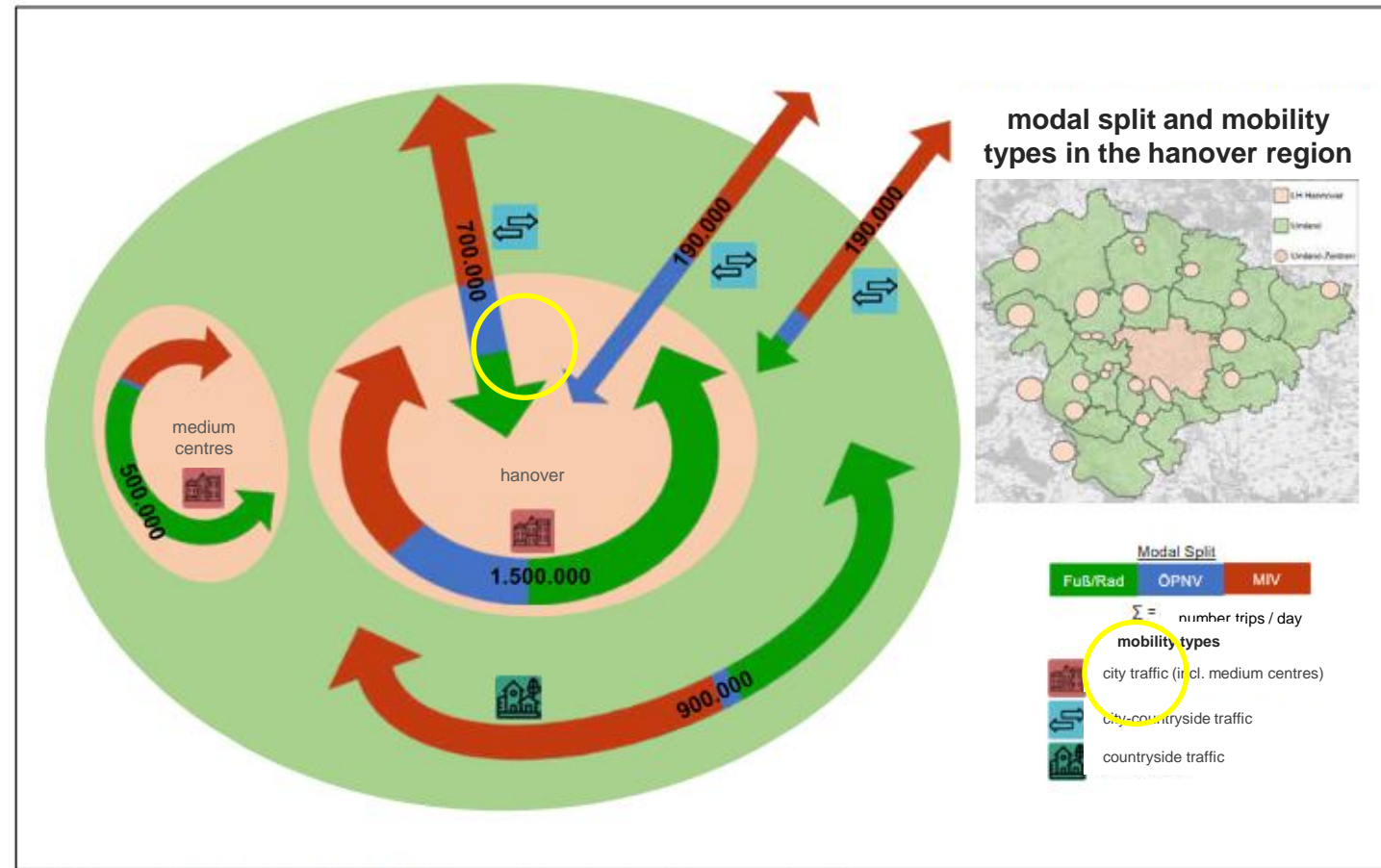
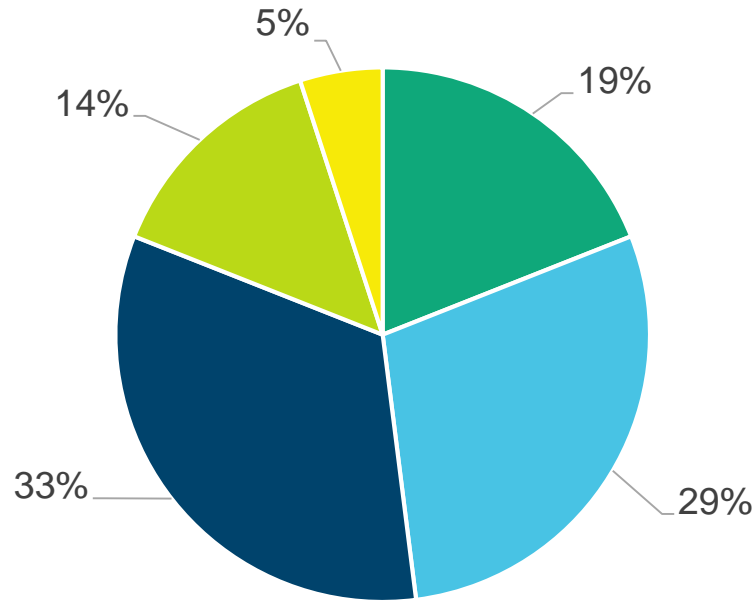


Fig. 1: modal split and mobility types in the hanover region (present)

<https://www.hannover.de/Leben-in-der-Region-Hannover/Mobilit%C3%A4t/Verkehrsplanung-entwicklung/VEP-2035>

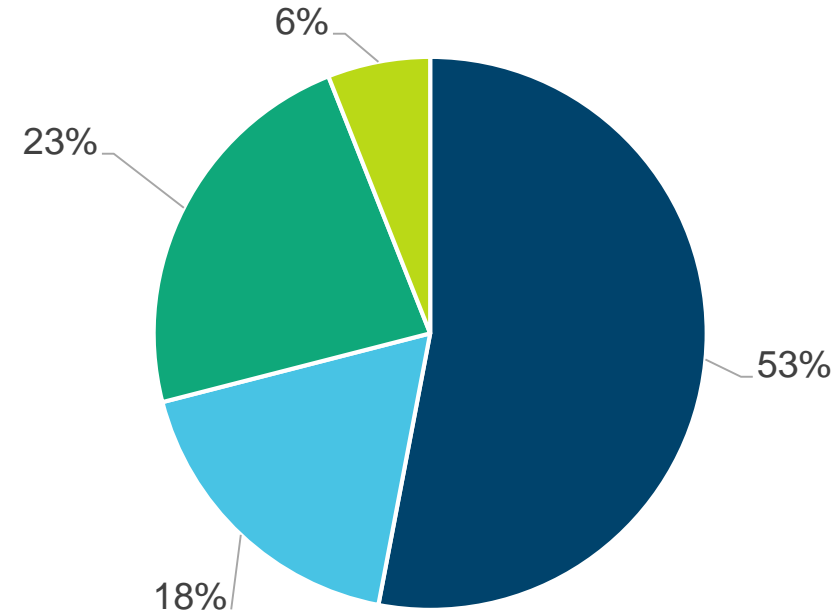
Sprinti is used frequently, mostly for leisure purposes.

Frequency of use (n = 1138)



- (almost) daily
- on 1 to 3 days per month
- (almost) never
- on 1 to 3 days per week
- less than once per month

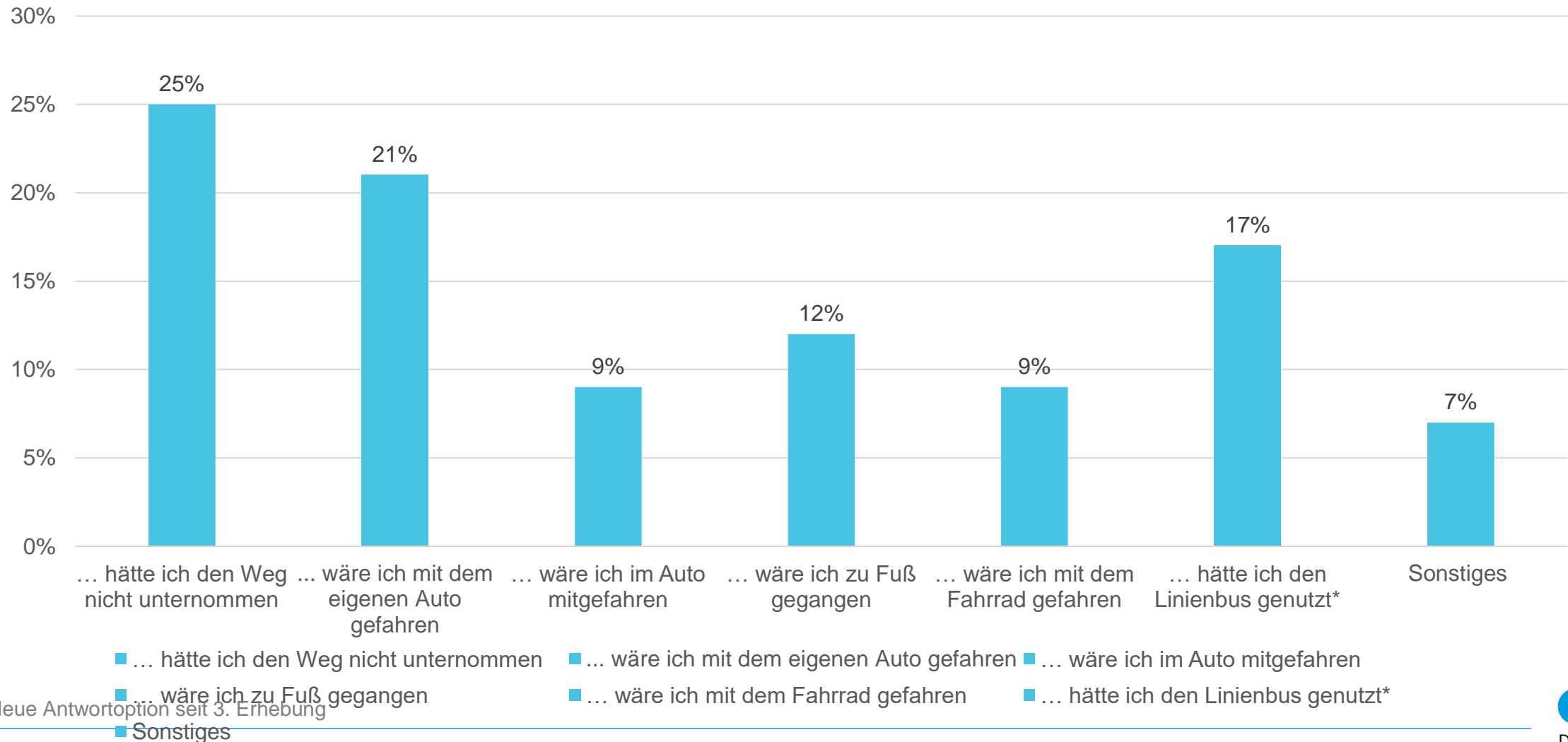
Trip purpose (n = 1012)



- trips in leisure time
- trips from or to the workplace
- trips to or from school, apprenticeship, study program
- Shopping, errands or visits to the doctor

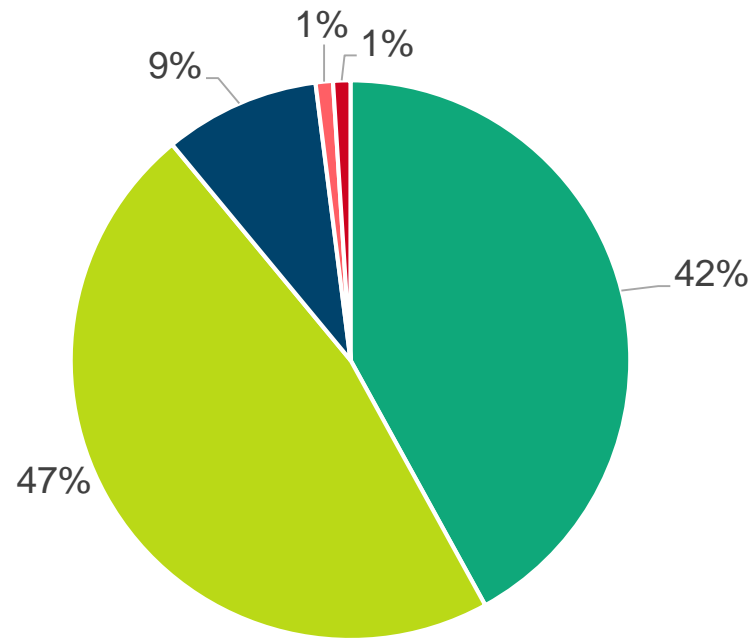
Modal Shift: Which modes does „sprinti“ replace?

Ohne den "sprinti"...



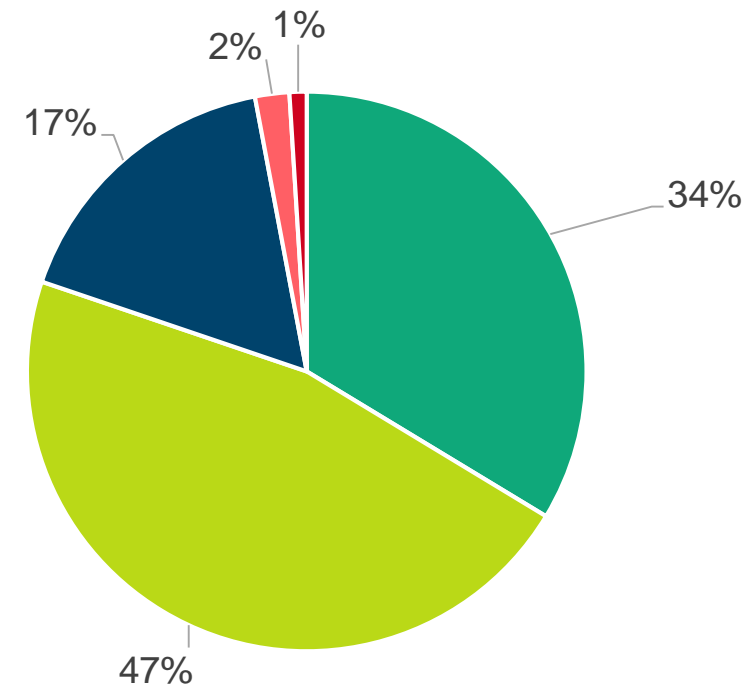
Users tend to be very content with travel times and safety on board.

Perceived safety on board the vehicle (n = 1359)



■ very good ■ good ■ partially ■ bad ■ very bad

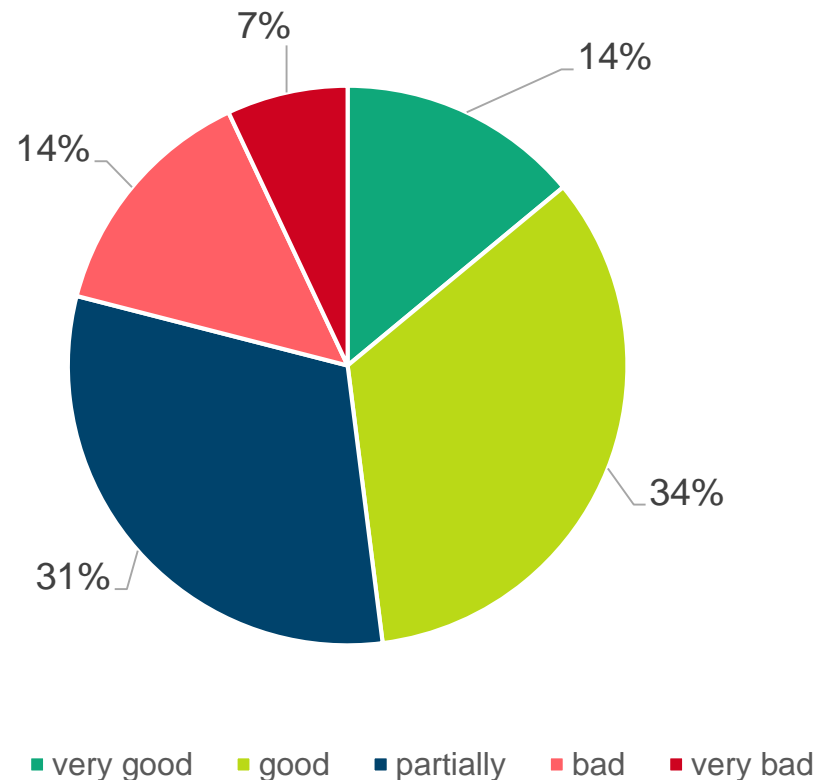
Travel time with sprinti (n = 1359)



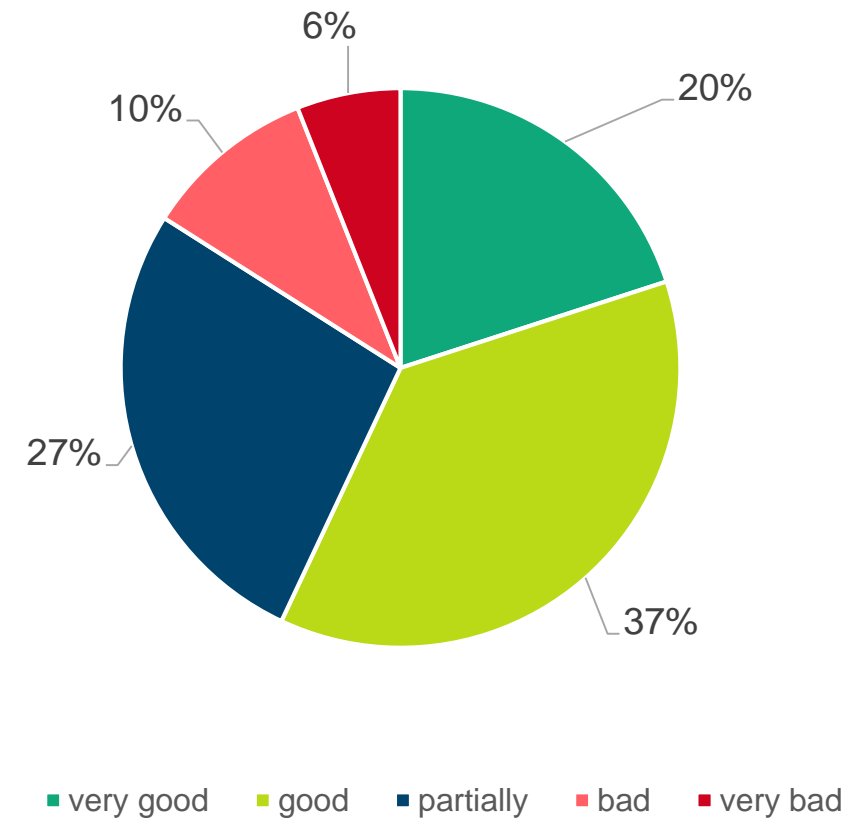
■ very good ■ good ■ partially ■ bad ■ very bad

Improvements could be made regarding reliability of departure times as well as reliability of connecting services.

Reliability of connection to bus or train service (n = 1014)

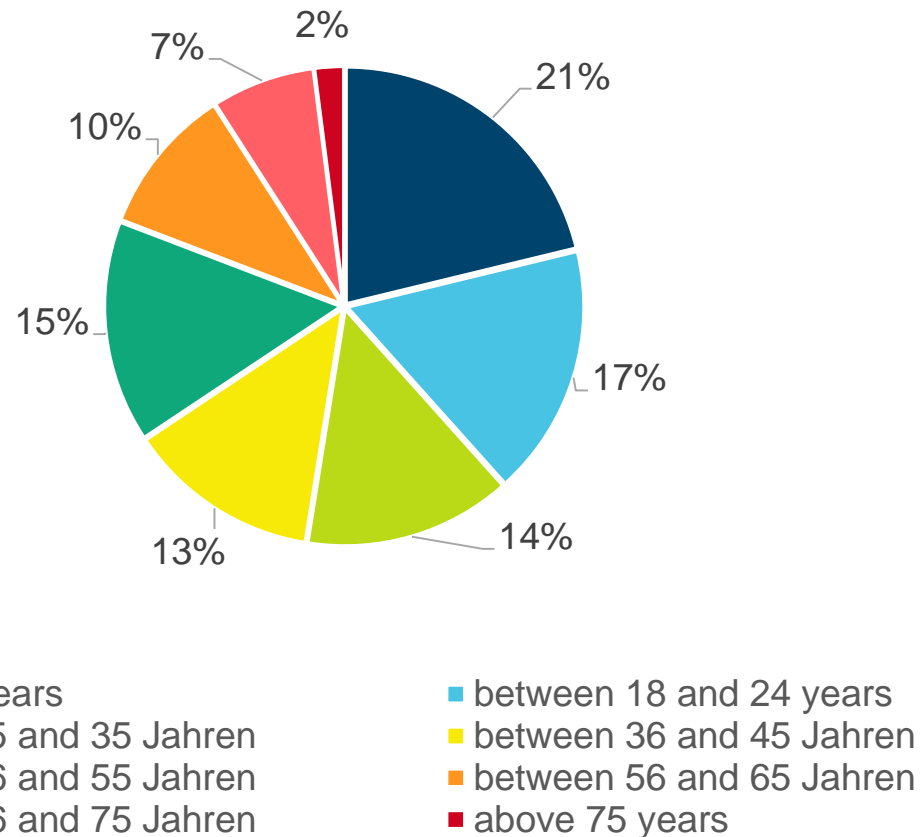


Reliability of departure time (n = 1193)

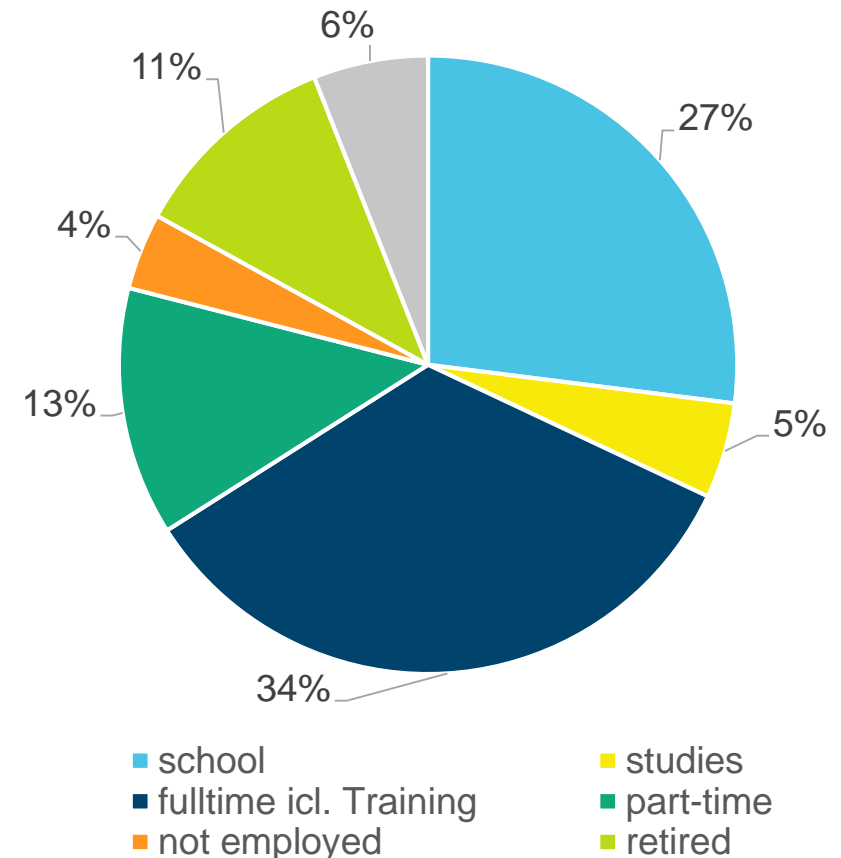


Younger people (under 46) overrepresented amongst sprinti users. 47 % are employed, 27 % attend school.

Age of respondents (n = 1382)

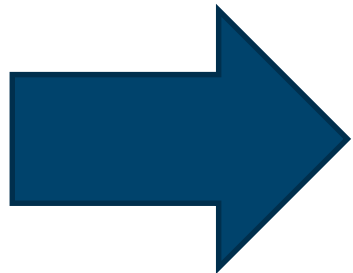


Main occupation of respondents (n = 1382)



Long-term perspectives for „sprinti“: The Region of Hanover will finance the service at least until 2027.

- Total estimated costs of 24 Mio. Euros/a; savings of appr. 7 Mio. Euros due to reductions in line-based services (total budget of public transport in the Region of Hanover = 452 Mio/a; app. 75 Mio supplied by the region itself).



- Sprinti demonstrates the practical and technical and feasibility of large-scale on-demand services.
- It shows that on-demand public transport is attractive to users and opens up new mobility options.
- The political questions remain:
 - How ambitious should public transport service in suburban and rural areas be?
 - What are the overall economical and social effects?

**Thank you for
your attention!**

POLIS | ANNUAL
CONFERENCE
2024
CITIES AND REGIONS FOR TRANSPORT INNOVATION

27 - 28 NOVEMBER 2024

KARLSRUHE (DE)

For more information:

Dr. Lisa Ruhrt
Ruhrt@difu.de



Baden-Württemberg
Ministry of Transport



difu
Deutsches Institut
für Urbanistik