TRANSURBAN

TRAMWAY IN THE CITY OF LINZ


BOKU-ITS
Gerd Sammer, Juliane Stark; Roman Klementschitz, Sepp Zehetner
Valdemoro/Madrid, 28.11.2006
Tramway in the City of Linz

Linz between European capitals
- München
- Praha
- Wien
- Ljubljana
Tramway in the City of Linz
City facts about Linz

- **203,000 inhabitants**
- **area**: 96 qkm
- **capital** of the Austrian province of Upper-Austria

- Urban **public transport** system consists of
  - light rail/tram (18.9 km network length),
  - trolley bus (18.7 km network length) and
  - bus (128.6 km network length).
  - demand responsible shared taxi
  - 6 regional railway lines, partly light railway systems

- **Street network**: 530 km, **cycling network**: 115 km
- **Modal Split** (inhabitants of Linz):
  - PT 24%, car 49%, cycling 5%, walking 22%
- **Number of cars**: 91,000 (491 cars/1000 inhabitants)
City facts – what happened already

(infrastrutcture measures)

- Changing the **inner city tram network**, all tram-lines have a stop at the railway station (underground tram link).

- Extension of **tram link to Ebelsberg** with intensive development. Shortening of the intervals, use of new low floor light rail vehicles.

- **Redesign of main railway station**, optimising the interchange between regional and urban public transport.

- Integration of the **central bus-station** and the tramway stop within the railway building.

- **Holistic concept**: combining investments in infrastructure with urban developments (urban regeneration, urban development and employment creation).
Tramlink to Ebelsberg 1

Completed Tram project

Ebelsberg 1

Track  3,7 km

Invest.-costs  EUR  28,5 Mio.

Start up  2002
Tramlink to Solar City

Completed Tram project

Ebelsberg 2
Solar City

Track  2,3 km

Invest.-costs  EUR  14,5 Mio.

Start up  2005
Tramlink to main railway station

Completed Tram project

Connection Railway Station

Track 1,9 km

Invest.-costs EUR 77 Mio.

Start up 2004
Tramway in the city of Linz
Tramway in the city of Linz
Main railway station and new centre of Local Transport
The new main station in Linz
The new main station in Linz
Accompanying investments in city development

**New quarter surrounding the main railway station:**

- Shopping centre integrated in the main railway station,
- Bus terminal and “Landesdienstleistungszentrum”
- (office buildings of the provincial government),
- Redesign of Kärntnerstraße and Wienerstraße,
- ÖBB (federal railways) office tower,
- Wissensturm (tower of knowledge): library building and adult education centre
Provincial Administration Centre (Landesdienstleistungszentrum)
### Investment costs

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Cost (Mio EUR)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Linz main railway station</td>
<td>42.5</td>
</tr>
<tr>
<td>platforms + &quot;LILO&quot; (regional railway)</td>
<td>46.8</td>
</tr>
<tr>
<td>tram underground</td>
<td>70.0</td>
</tr>
<tr>
<td>Provincial Administration Centre</td>
<td>140.0</td>
</tr>
<tr>
<td>Wissensturm &quot;tower of knowledge&quot;</td>
<td>24.0</td>
</tr>
<tr>
<td>Terminal Tower</td>
<td>50.0</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>373.3</strong></td>
</tr>
</tbody>
</table>
Future projects

Future project
Tram extension
Harter Plateau
Track 7-8 km
Invest.-costs EUR 200 Mio.
Start up 2009
Future projects

Track Safeguarding for the tram extension to Harter Plateau
Future infrastructure measures in the region of Linz

- New S-Bahn service linking two existing lines
- New direct link to Linz for regional trains
- New light rail transit link Pregarten
- New city S-Bahn
- Tram extension Pichling
- Tram extension Wegscheid
- Tram extension Hart
- Addition of 2 tracks
## Development of public transport passengers

<table>
<thead>
<tr>
<th>Type</th>
<th>2003</th>
<th>2004</th>
<th>2005</th>
<th>Difference 03-05</th>
</tr>
</thead>
<tbody>
<tr>
<td>tram</td>
<td>35.9 Mio</td>
<td>38.0 Mio</td>
<td>47.3 Mio</td>
<td>+32%</td>
</tr>
<tr>
<td>bus</td>
<td>36.6 Mio</td>
<td>33.8 Mio</td>
<td>27.8 Mio</td>
<td>-24%</td>
</tr>
<tr>
<td>trolley bus</td>
<td>14.2 Mio</td>
<td>14.1 Mio</td>
<td>14.8 Mio</td>
<td>+4%</td>
</tr>
<tr>
<td>demand respond taxi</td>
<td>0.04 Mio</td>
<td>0.07 Mio</td>
<td>0.10 Mio</td>
<td>+158%</td>
</tr>
<tr>
<td><strong>total</strong></td>
<td>87.2 Mio</td>
<td>86.4 Mio</td>
<td>90.5 Mio</td>
<td>+4%</td>
</tr>
</tbody>
</table>
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Expert questionnaire social cohesion

Concerning my following answers I have in mind the following case of high quality level public transport system:

- Tram
- Bus
- Other (please specify)

Please specify the name of the city and region:

Gender: male [ ] female [ ]

Year of birth [ ]

Occupation:

Nationality:

<table>
<thead>
<tr>
<th>Very important</th>
<th>HQPTS promote equity in housing (e.g. population without access to quality housing).</th>
<th>Fully agree</th>
<th>totally disagree</th>
</tr>
</thead>
<tbody>
<tr>
<td>+2</td>
<td>+1</td>
<td>0</td>
<td>-1</td>
</tr>
<tr>
<td>[ ]</td>
<td>[ ]</td>
<td>[ ]</td>
<td>[ ]</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>HQPTS do not reduce the proportion of homeless people within the population.</th>
<th>Fully agree</th>
<th>totally disagree</th>
</tr>
</thead>
<tbody>
<tr>
<td>[ ]</td>
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</table>

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<thead>
<tr>
<th>HQPTS do not support equity in access to employment.</th>
<th>Fully agree</th>
<th>totally disagree</th>
</tr>
</thead>
<tbody>
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<td>[ ]</td>
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