CABLE CAR –
A new type of public transport in Gothenburg
A SUSTAINABLE CITY – OPEN TO THE WORLD
FROM A LARGER TOWN – TO A GREEN AND CLOSE KNIT CITY
Urban public transport system in Gothenburg is very radial, like spokes in a wheel passing one narrow hub in the centre.

- Physical barriers in between
- Three cable cars suggested to pass barriers to create shortcuts between the spokes.
- Will unburden the hub
- Higher degree of connectivity and density
- Seamless travel
- Public transport system will expand in the River city – more trams, electric buses and cable cars.
- Joint venture between the city and the public transport operator
INNOVATION AND ADDED VALUES

• Well-known technology – new application
• Achieve many local, regional, national and EU targets
• Aerial short cuts in the city opens for higher urban density
• One of the first cable cars which are fully integrated in public transit system in the western world
• Connects high-tech clusters in Västra Ramberget, Lindholmen and Järntorget
• The first new-added technique in public transit in Sweden since the 1930s.
• Wind stability for high reliability
• An extra reason to visit Gothenburg
WHO ON EARTH GAVE US THE IDEA?

- The plan is an extract from a Citizens dialogue in 2011.
- The cable car is one of many anniversary project (Gothenburg 400 years in 2021)
- Pre-study in 2013-2014
- Main study in 2015-2016
- Feasibility study 2017-2019

Unlike anything else the city has undertaken
CITIZEN ENGAGEMENT

- Crucial with acceptance
- Information meetings with the locals, public, business
- Open dialogue
- Exhibitions
- Våning 2026
- Dedicated webpage
- Flyers, brochures
WHO IS PAYING?

Estimated cost: 120M Euro

*Secured finance*

- ELENA: 2.8M euro
- Swedish state: 28.1M euro
- VGR: 36.5M euro
- City: 36.5M euro

*Next step EU funding*

CEF Blending call 2017
GOTHENBURG CABLE CAR
- THE FIRST LINE BETWEEN WIESELGRENSPLATSEN AND JÄRNTORGET

Investment cost: ~120 M€
Annual operation cost: ~2-4 M€
Operational staff: ~35-55 full-time employees
Capacity: 2-3000 pers/hour/direction
Frequency: Every 45 seconds
# Stations: 4
# towers: 6
Length: 3000 metres
Travel-time end-to-end: 12 minutes
Operation starts: Fall 2021
# Gondolas: 36
# persons/gondola: 25
Running hours: 19 hours/day, 7 d/w
Travel speed: 21 km/h
Estimated demand: 3-4 million travellers/year
THE STATIONS

- Two end-stations ~ 35x25 m and 20 m high.
- Two mid-stations ~ 80x25 m and 20 m high.
- Depot and engines 800-1000 sqm.
- Stations could be integrated in greater buildings.

THE TOWERS

- 6 towers needed
- 60-120 metres high

*The design will be crucial for public acceptance*
## THE GONDOLAS

<table>
<thead>
<tr>
<th>Feature</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Floor-size</td>
<td>3,5 X 3,5 metres</td>
</tr>
<tr>
<td>Door opening size</td>
<td>150-160 cm</td>
</tr>
<tr>
<td># persons</td>
<td>25</td>
</tr>
<tr>
<td>Bicyclists?</td>
<td>YES</td>
</tr>
<tr>
<td>Wheel-chairs?</td>
<td>YES</td>
</tr>
<tr>
<td>Permobiles?</td>
<td>YES</td>
</tr>
<tr>
<td>Baby carriage?</td>
<td>YES</td>
</tr>
</tbody>
</table>
THE 3S CABLE SYSTEM

• Very unusual
  – 0,1% of the world's cable car systems are 3S

• Designed for
  – High capacity
  – Minimum noise
  – High operational demands
  – Windy conditions
  – Long tower spans
STATUS FOR THE PROJECT IN DEC 2017

• Strong political mandate to move ahead with a more detailed planning - final investment decision by local parliament in summer 2019

• Early contractor involvement

• Ongoing exploitation plans to give permission to build the cable car system

• Ongoing competition for design and architecture

• Financing opportunities

• Communication

• Construction starts late 2019 or early 2020

• Fully operational late 2021 or early 2022
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