

Changing a railway station into a multimodal and multifunctional transport node including coordinated city development the case study of Linz /Austria

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**2011 Annual Polis Conference
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Setting the scene

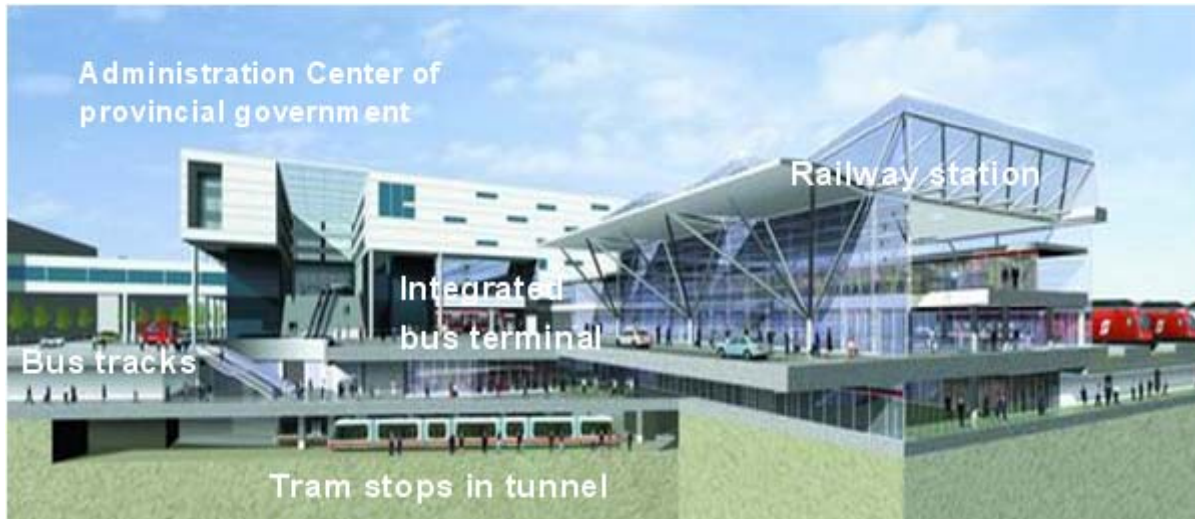
- Capital of the Austrian province of Upper-Austria
- 183 500 inhabitants
- inter-modal
Trans-European corridor
- urban public transport system:
 - inner-city light rail/tram (18.9 km network length),
 - trolley bus (18.7 km network length)
 - conventional bus (128.6 km network length)
 - demand responsive transport system (night service)



The project (Nahverkehrs-drehscheibe Linz)

- **Redesign of main railway station**, optimising the interchange between regional and urban public transport.
- **Changing the inner city tram network** in that way that all tram-lines have a stop beneath the railway station (new underground tram link).
- **Integration of the central bus-station** within the railway building.
- **Integrated shopping centre**, two floors on about 5500m² sales floor space.
- Holistic concept: combining investments in infrastructure with **urban developments** (urban regeneration, urban development and creation of workplaces).

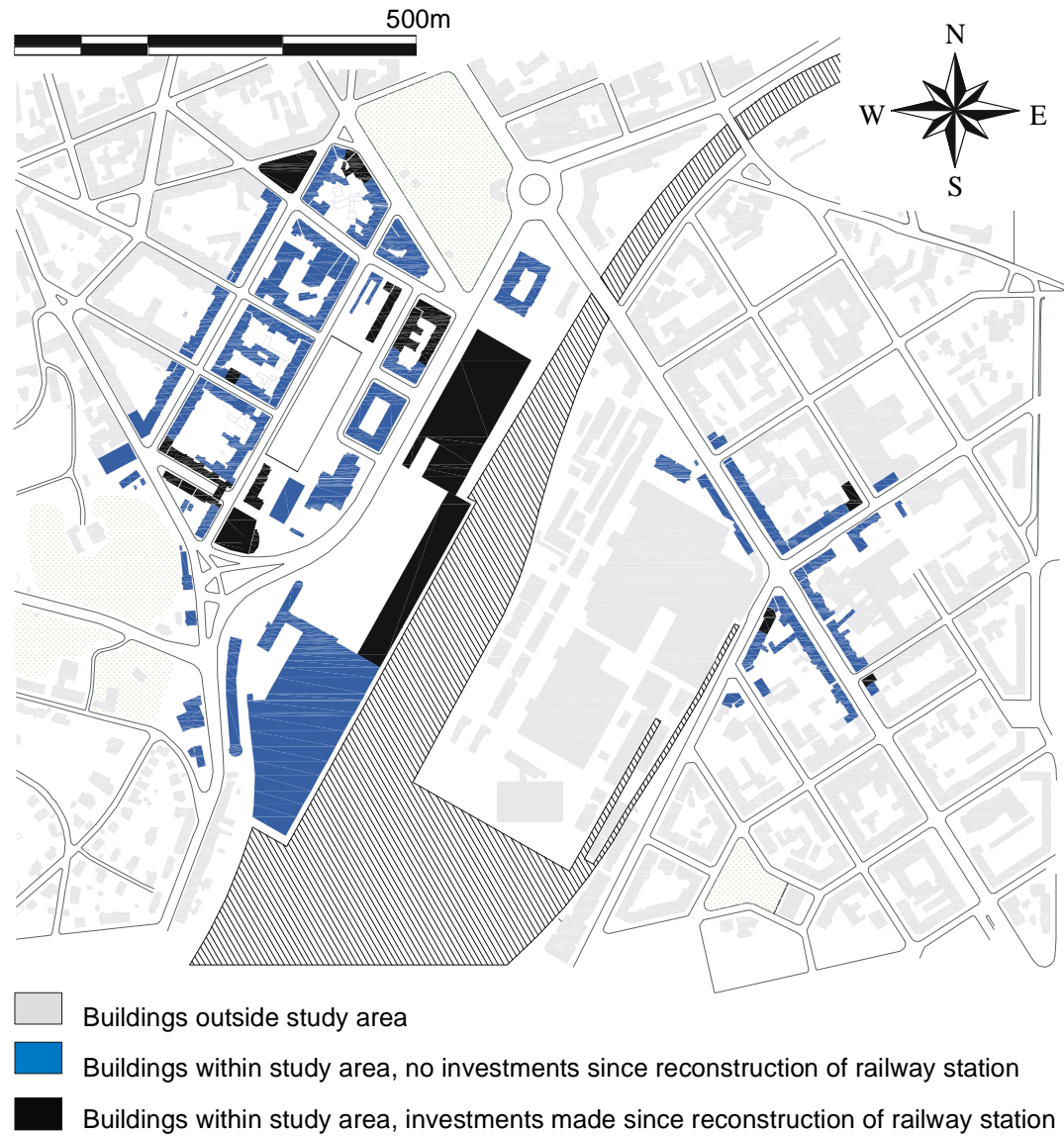
The project (Nahverkehrs-drehscheibe Linz)



The project (Nahverkehrs-drehscheibe Linz)

- Different organisations and modes involved
 - city of Linz,
 - province of Upper Austria
(provincial administration building)
 - federal railways ÖBB,
 - urban public transport operator Linz Linien
 - regional public transport operators (Postbus, LILO, etc.)
 - land developers (Energie AG, chamber of labour, etc.).
- Establishment of „Nahverkehr-serrichtungs-Gesellschaft“, co-ordinating the development, design and implementation of the project.

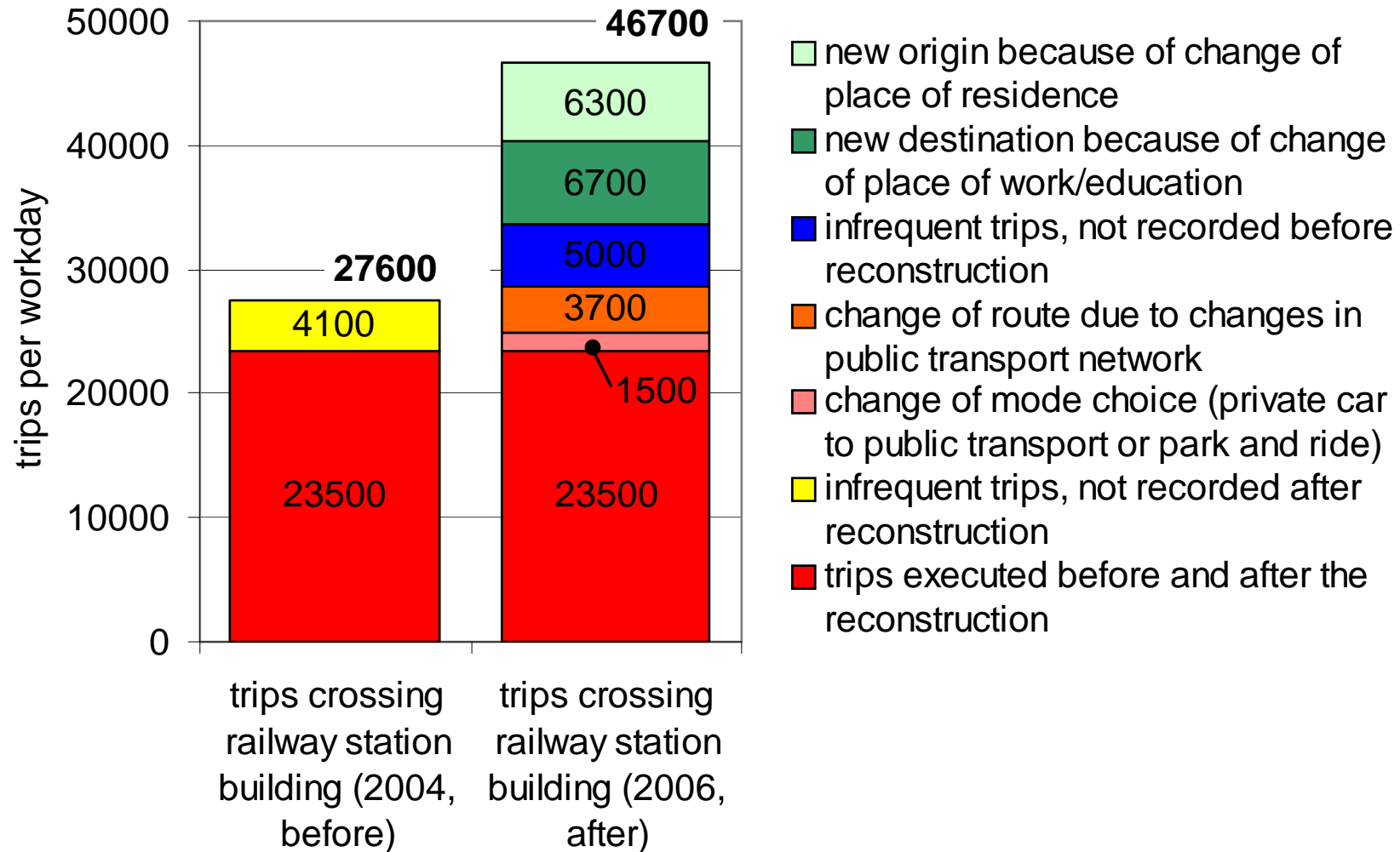
Investments in the area



Investments in the area

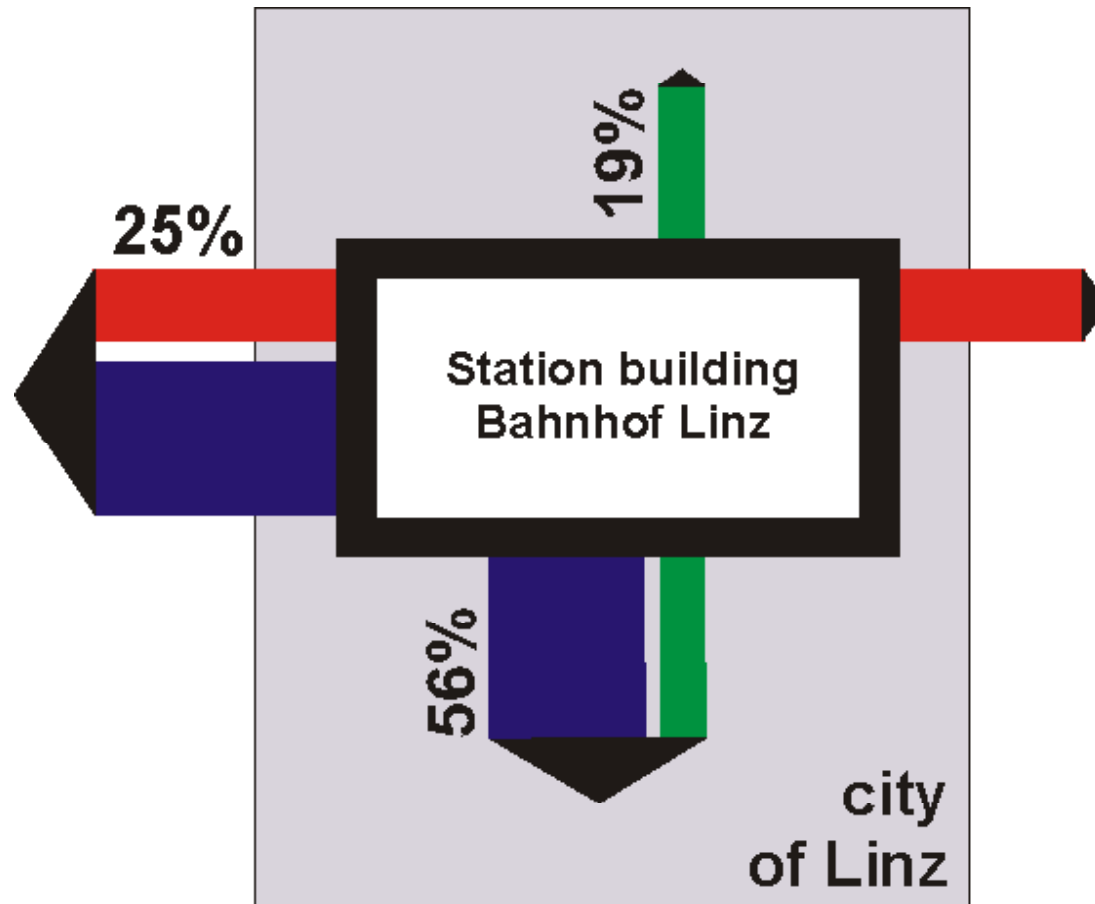
| | Project | Investment sum | Work-places | Opening date |
|----------------------------|--|---------------------|---------------|--------------|
| infrastructure investments | Linz railway station | ~ 43 Mio. € | 150 | 12/2004 |
| | Integration of light railway (LILLO) | ~ 47 Mio. € | | 12/2004 |
| | Integration of tram | ~ 70 Mio. € | | 12/2004 |
| | total | ~ 100 Mio. € | 150 | - |
| Other investments | Provincial administration centre (LDZ) | ~ 140 Mio. € | ~ 1800 | 2005 |
| | Tower of knowledge (library) | ~ 31 Mio. € | | 07/2007 |
| | Head office of regional energy supplier Energie-AG (Power Tower) | ~ 37 Mio. € | ~ 600 | 09/2008 |
| | Administration building chamber of labour | ~ 30 Mio. € | ~ 400 | 10/2008 |
| | Terminal Tower (office building) | ~ 50 Mio. € | | 03/2008 |
| | total | ~ 288 Mio. € | ~ 2800 | - |

Demand situation before - after



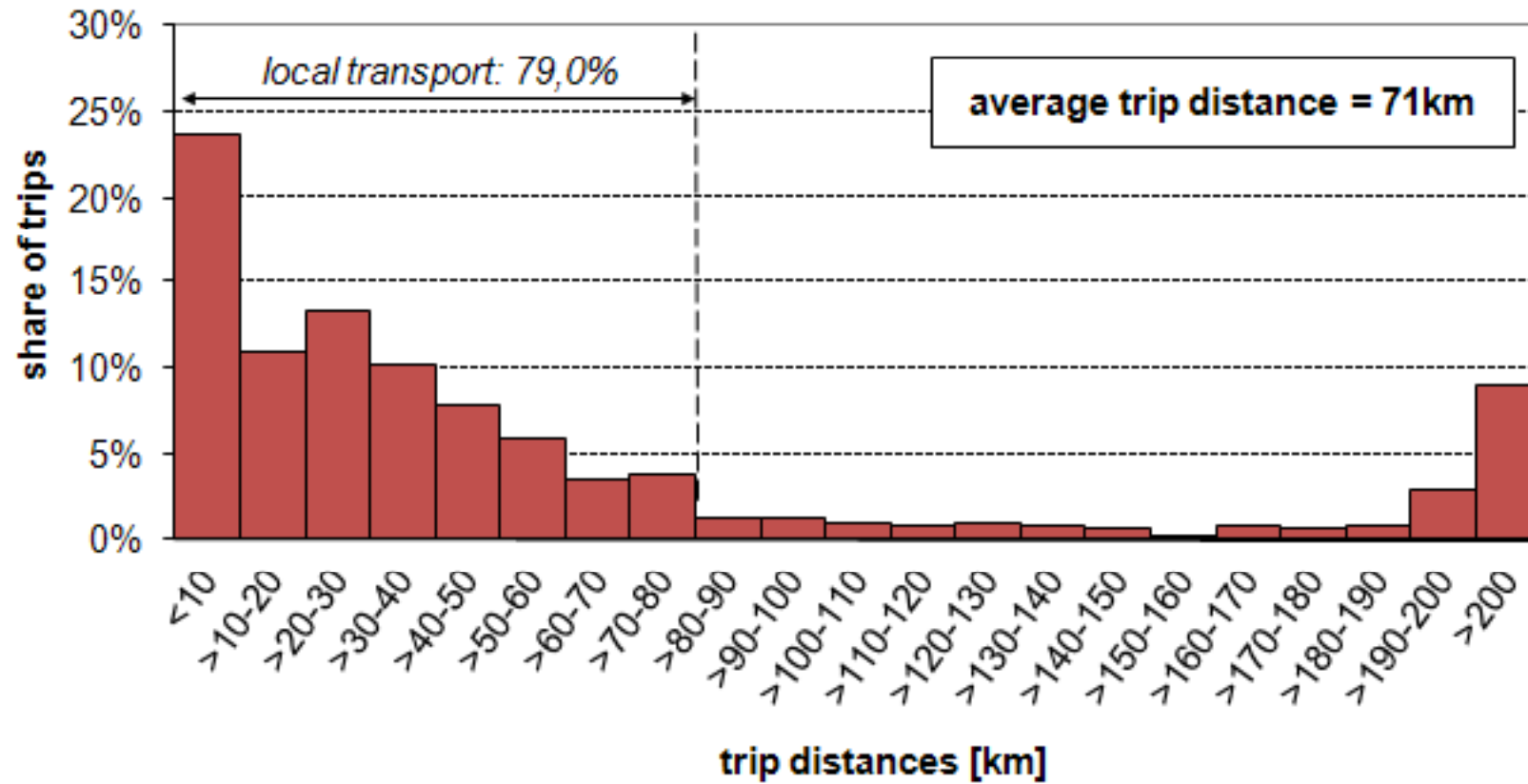
Transport related figures

Trip relations and the railway station



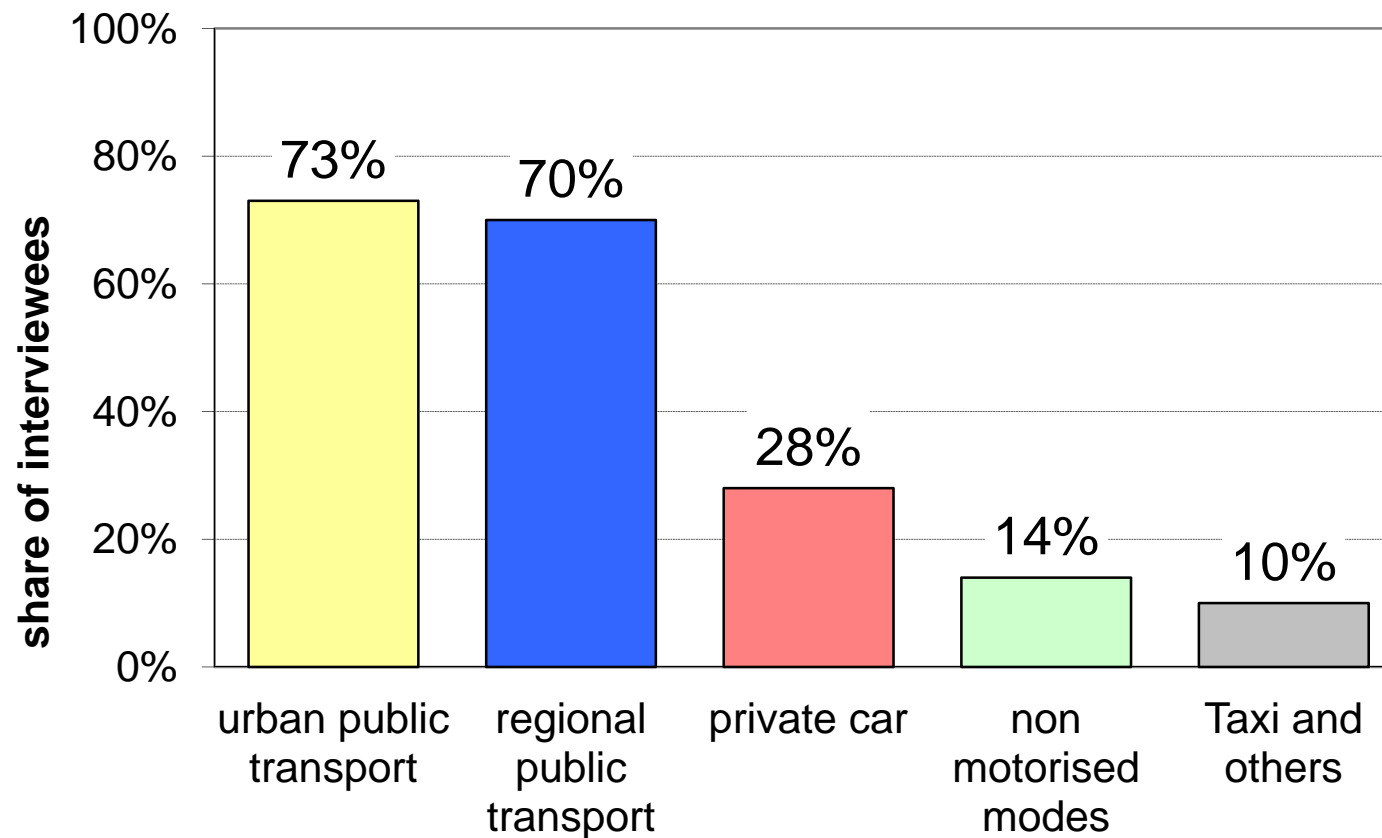
Transport related figures

Catchment area



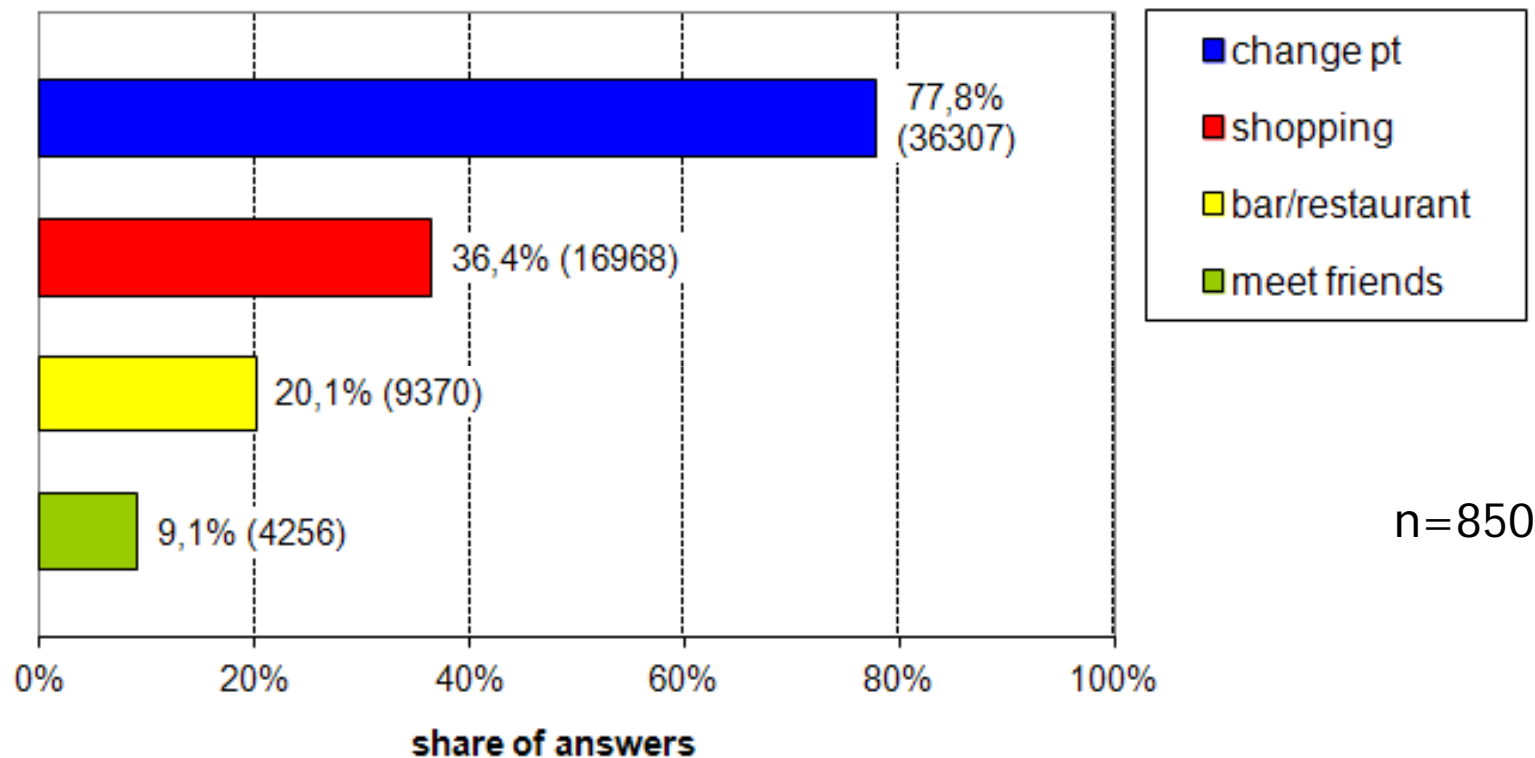
Transport related figures

Modes used arriving / departing the railway station



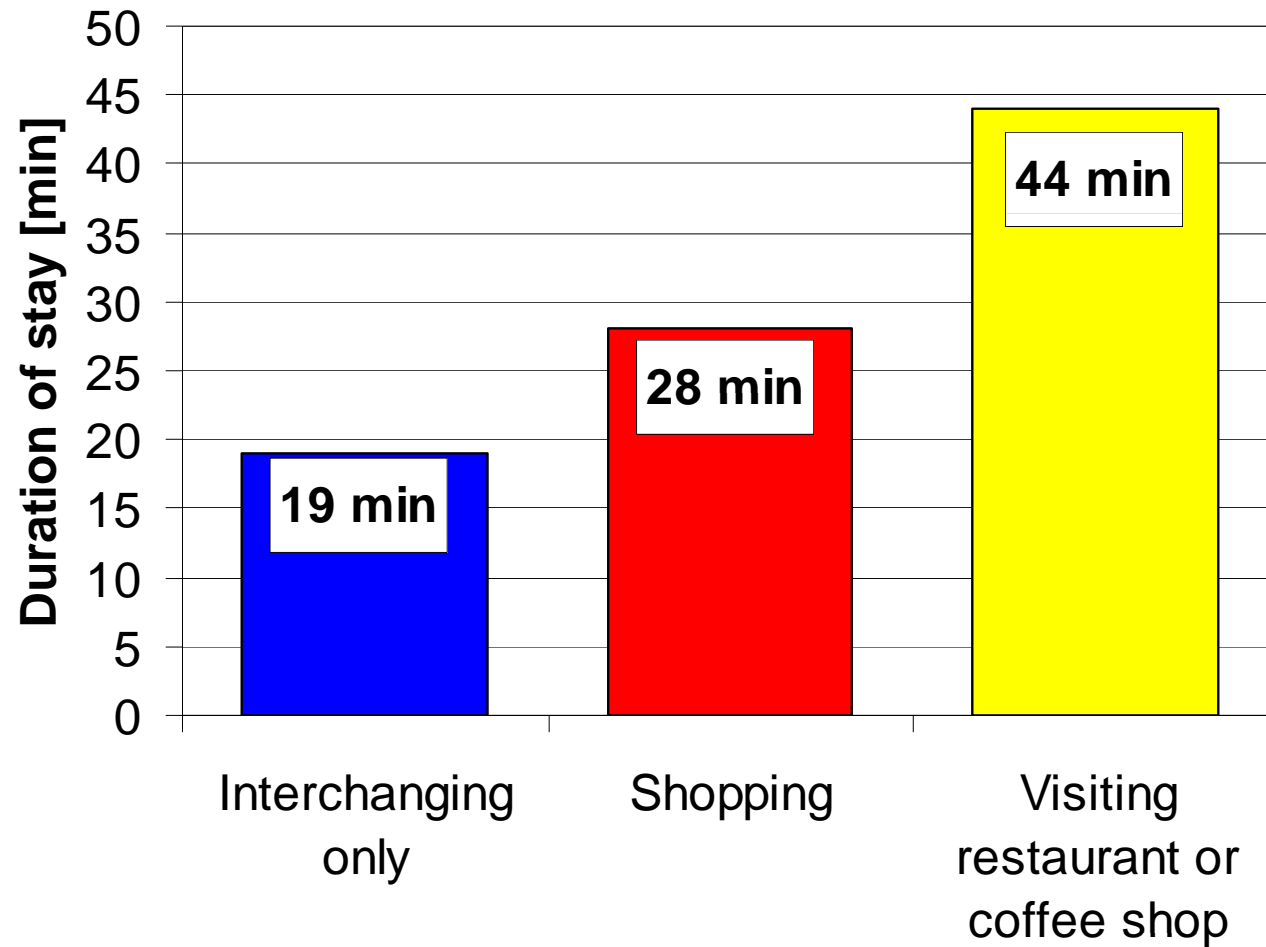
Activities at the new railway station

Purposes to visit the new pt node (multiple answers allowed)

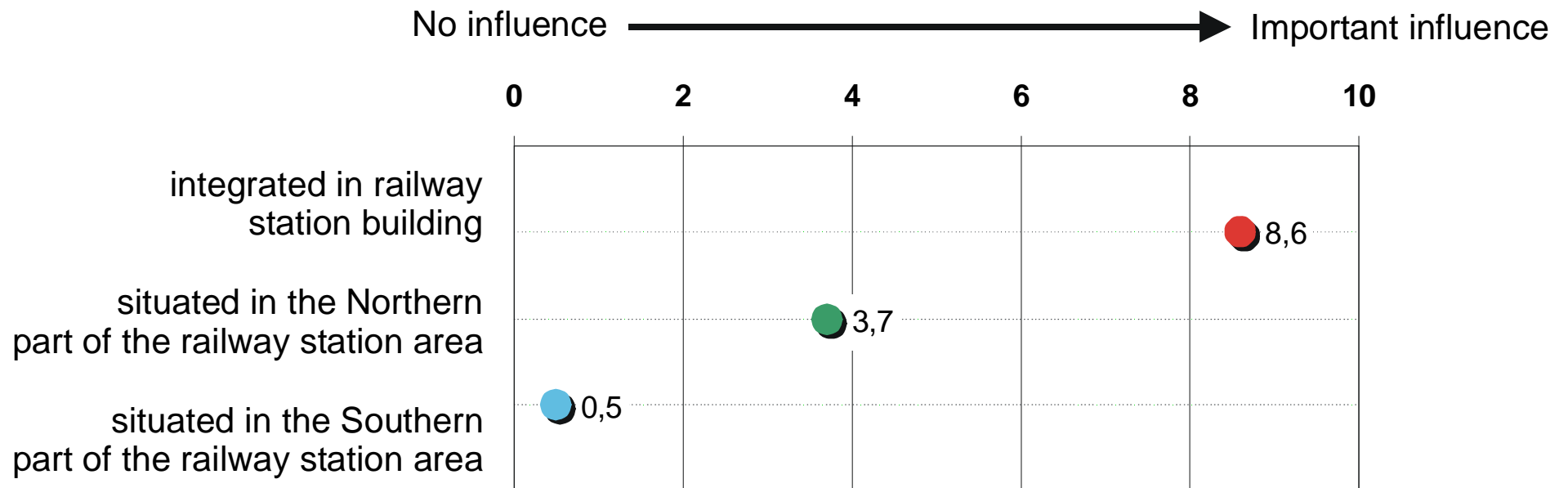


- average expenses of persons who have bought goods: € 9.80 (ca. € 180 000 revenue per workday at railway station)
- public transport related goods or services excluded here

Activities at the new railway station



Investors point of view



Influence of the investment towards the decision to locate the investment/shop at this area (new enterprises only)

Conclusions

- The co-operation between key actors (infrastructure and land developers) worked well
- Number of travellers increased significantly
- A functional transfer of the railway station could be observed
- Railway station as a self standing trip destination
- Synergetic effects could be used due to land development
- Further investments in public transport network will further amplify the positive effects (new Tram, new S-Bahn system)
- Problem of causality of third party effects
-> Cost-Benefit Analysis?
- Impact on CO₂-emission, urban sprawl?

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