



**German Partnership  
for Sustainable Mobility**

*Sustainable Mobility – Made in Germany*

WWW.GERMAN-SUSTAINABLE-MOBILITY.DE

# Discover Leipzig by Sustainable Transport

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2019

THE SUSTAINABLE URBAN TRANSPORT GUIDE GERMANY

# The German Partnership for Sustainable Mobility (GPSM)

The German Partnership for Sustainable Mobility (GPSM) serves as a guide for sustainable mobility and green logistics solutions from Germany. As a platform for exchanging knowledge, expertise and experiences, GPSM supports the transformation towards sustainability worldwide. It serves as a network of information from academia, businesses, civil society and associations.

The GPSM supports the implementation of sustainable mobility and green logistics solutions in a comprehensive manner. In cooperation with various stakeholders from economic, scientific and societal backgrounds, the broad range of possible concepts, measures and technologies in the transport sector can be explored and prepared for implementation.

The GPSM is a reliable and inspiring network that offers access to expert knowledge, as well as networking formats. The GPSM is comprised of more than 170 reputable stakeholders in Germany.

The GPSM is part of Germany's aspiration to be a trailblazer in progressive climate policy, and in follow-up to the Rio+20 process, to lead other international forums on sustainable development as well as in European integration.

Integrity and respect are core principles of our partnership values and mission. The transferability of concepts and ideas hinges upon respecting local and regional diversity, skillsets and experiences, as well as acknowledging their unique constraints.

➔ [www.german-sustainable-mobility.de](http://www.german-sustainable-mobility.de)

# Discover Leipzig

## by Sustainable Transport

## AUTHORS AND ACKNOWLEDGEMENTS

This guide is a collaborative publication by Zoe Back (GIZ) and previous authors Mathias Merforth (GIZ), Lukas Sroka and Lena Osswald.

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Walking

Cycling

Carsharing

Orientation

Planning

Public Transport Tickets

Public Transport

1€ = \$1.12  
1€ = 125.8 Yen  
1€ = 1.14 CHF  
1€ = 0.86 GBP  
1€ = 7.54 CNY  
(As of 20<sup>th</sup> April 2019)

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# Welcome to Germany: a short introduction

**Germany** is located in the centre of Europe and shares borders with 9 countries: Denmark, Poland, Czech Republic, Austria, Switzerland, France, Luxemburg, Belgium and the Netherlands

**Area:** 357,386 km<sup>2</sup>

**Population:** 83 million (density: 232/km<sup>2</sup>)

**Capital:** Berlin with 3.5 million inhabitants is not only Germany's capital city but also the biggest city.

**Language:** German

## GERMAN SPECIALS – FOOD, DRINKS AND SIGHTS

Most of the German main dishes contain either meat, mainly pork, beef and veal or fish, but you will find more and more vegetarian dishes on the menus in restaurants now, too. Germans often eat potatoes, but pasta dishes are also very popular. Sauerkraut, Sausages and *Brezeln* (baked bread product made from dough most commonly shaped into a twisted knot) are surely the most famous German food export. The Germans love their bread, which is mainly a mix of wheat and rye flour, often dark and has a hard crust. In Germany you will find fresh bread, bread rolls and pretzels as well as delicious cakes and pastry in numerous bakery shops. Did you know that Germans do produce lovely wine as well as beer? The valleys along the rivers Rhine, Mosel and Main and also Elbe, Saale and Unstrut are well known for their wines. Bavaria is known for its beer and many microbreweries. Besides Leipzig, Germany has a lot of great cities and regions to explore. In Berlin you can learn a lot about German history and re-unification or visit the Reichstag building and parliament. Cologne and the Rhine Valley offer the Cathedral, Lorelei and annual Carnival festivities. In Rothenburg ob der Tauber you can find a well preserved medieval town with a huge christmas shop which is open all year round. In Northern Germany you can explore different islands like Rügen as well as historic Hanse towns. Munich is famous for its museums, the Oktoberfest and the typical Bavarian Gemütlichkeit (which means feeling home and being comfortable) Great for skiing, hiking and relaxed holidays are Bavaria and the German Alps. And last but not least there are more than 25.000 castles in Germany.



Figure 1: Reichstags Building Berlin  
© Mark B Schlemmer CC BY 2.0



Figure 2: Sauerkraut with sausages  
© Anders Andermark CC BY-NC-ND 2.0



Figure 2: Neuschwanstein castle  
© Polybert49\_CC BY-SA 2.0

## 5 FACTS ABOUT GERMANY YOU MAYBE DIDN'T KNOW

- **It is illegal to run out of fuel on the German Autobahn** – although it is not forbidden, motorists are only allowed to stop on the Autobahn for emergencies and having an empty tank of gas is not. Drivers can be fined with EUR 30 up to EUR 70. Walking or running in the highway system is also illegal and is punishable by a fine of EUR 10.
- **Germany was the first country in the world to adopt Daylight Saving Time** – DST, also known as summer time. This occurred in 1916 in the midst of WWI and was put in place to conserve energy.
- **Hamburg has more bridges than Venice** – and with its 2,500 bridges Hamburg is not only number one in Germany, but also in Europe.
- **College education in Germany is free even for internationals** – tuition fees for bachelor's degrees in public universities were abolished in 2014
- **The longest word in Germany** is *Grundstücksverkehrs-genehmigungszuständigkeitsübertragungsverordnung* with 67 letters, which means regulation on the delegation of authority concerning land conveyance permissions.

## SOME USEFUL GERMAN PHRASES

Hello	Hallo
Good Morning/day/evening!	Guten Morgen/Tag/Abend!
My name is..	Ich heiße..
I am doing well.	Mir geht's gut.
I am from..	Ich komme aus..
How long are you staying in Germany?	Wie lange bleiben Sie in Deutschland?
Where do you live?	Wo wohnen Sie?
See you later!	Bis später!
Bye!	Tschüss!
Breakfast	Frühstück
Lunch	Mittagessen
Dinner	Abendessen
Enjoy your meal!	Guten Appetit!
Cheers!	Zum Wohl!
Where is the underground train (subway)?	Wo ist die U-Bahn?
May I have a city map please?	Darf ich bitte einen Stadtplan haben?

Leipzig: a great city of culture, arts and history - set in beautiful surroundings

# Leipzig: a great city of culture, arts and history – set in beautiful surroundings



A 70-minute train ride from Berlin, Leipzig is a buzzing city in the east of Germany. The cultural and architectural beauty of Leipzig has been a source of inspiration for creative minds including composers Johann Sebastian Bach, Felix Mendelssohn-Bartholdy, Robert Schumann, and Richard Wagner. Few cities can claim as rich a musical heritage as Leipzig: the Gewandhaus Orchestra has cultivated classical music in Leipzig for over 250 years, the St. Thomas Boys Choir was founded over 800 years ago by the Augustinian Canons, and the Opera House is the third oldest civilian music theatre stage in Europe.

Most composers' homes and workplaces are still existing today. This is unrivalled in Germany and, in international terms, is second only to Vienna. Unique in Leipzig, however, is the proximity of these sites: you can experience 300 years of musical history in one afternoon. Opened in 2012, the so-called Leipzig Music Trail „Leipziger Notenspur“ connects 23 authentic sites of Leipzig's music history on a 5.3 km walking trail.

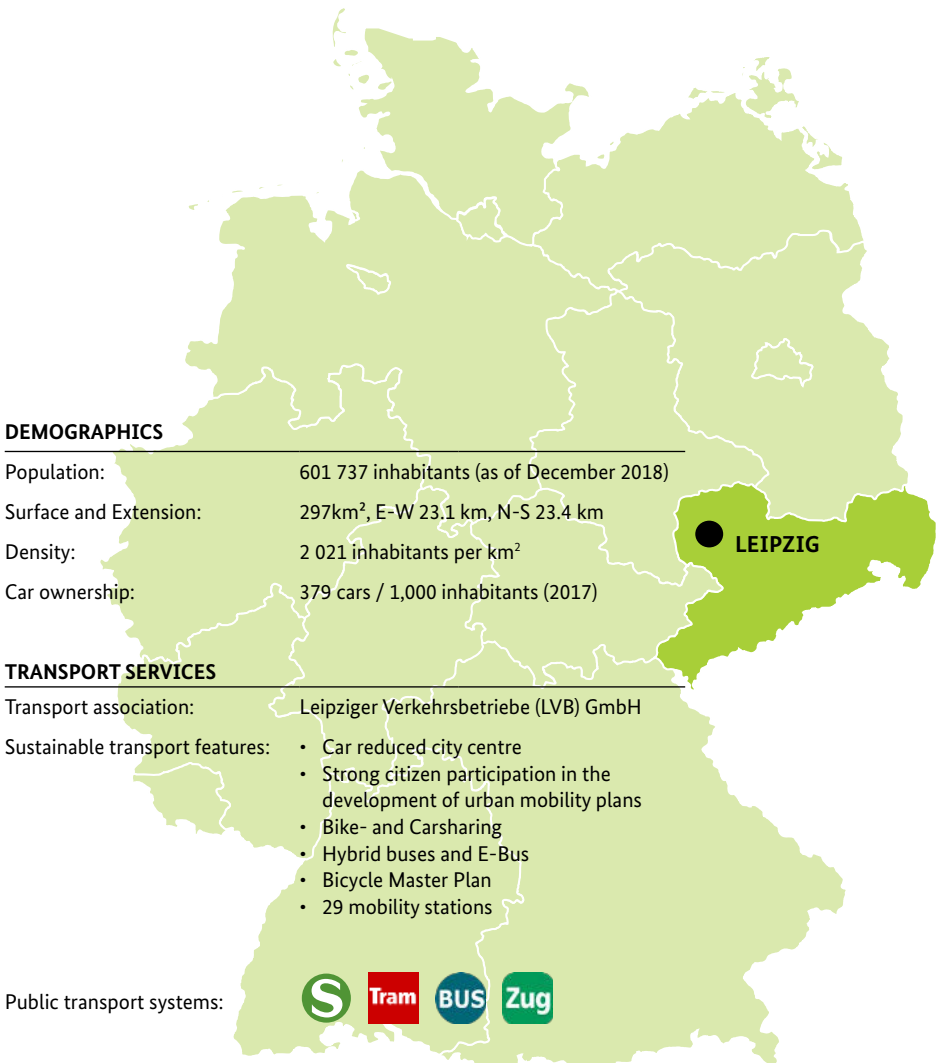
→ [www.notenspur-leipzig.de/en/](http://www.notenspur-leipzig.de/en/)

The world's oldest trade fair city, and home to Germany's second-oldest university, Leipzig is an active cultural and political centre. Germany's Peaceful Revolution had its origins in Leipzig: on October 9, 1989, more than 70,000 people congregated in the streets to protest the GDR regime. The demonstrators called out “We are the People” and “No violence.” The Monday demonstrations remained peaceful and set the course for fundamental change in Europe: the Berlin wall fell only one month later. Today, Leipzig is livelier than ever. The city's vibrant contemporary arts scene is concentrated in the Spinnerei and the New Leipzig School of painting with key figure Neo Rauch.

The wider Leipzig region also offers a host of possibilities: an amazing diversity of nature, culture, history, and architecture are right on Leipzig's doorstep. Three unique areas of countryside surround Leipzig: with its 22 lakes, the Leipzig New Lakeland area is the ideal place for recreation, swimming and all kinds of outdoor activities and trend sports; the Saxon Heathland area, which includes the beautiful Düben Heath and Dahlen Heath, is just perfect for walking, cycling, and riding; and in Saxony's Castle Country, there are countless romantic towns and historic castles, monasteries, and manor houses waiting to be discovered – all just 20 to 90 minutes from the city.

Leipzig, lovingly dubbed the “large province” by inhabitants, has maintained its cosmopolitanism and charm. In 1749, the poet Gotthold Ephraim Lessing commented: “I am going to Leipzig, to a place where one can see the whole world on small scale.”

→ Visit [www.leipzig.travel](http://www.leipzig.travel) to plan a trip to the Leipzig region.



**DEMOGRAPHICS**

Population: 601 737 inhabitants (as of December 2018)  
 Surface and Extension: 297km<sup>2</sup>, E-W 23.1 km, N-S 23.4 km  
 Density: 2 021 inhabitants per km<sup>2</sup>  
 Car ownership: 379 cars / 1,000 inhabitants (2017)

**TRANSPORT SERVICES**

Transport association: Leipziger Verkehrsbetriebe (LVB) GmbH  
 Sustainable transport features:
 

- Car reduced city centre
- Strong citizen participation in the development of urban mobility plans
- Bike- and Carsharing
- Hybrid buses and E-Bus
- Bicycle Master Plan
- 29 mobility stations

Public transport systems: 

<b>MODAL SPLIT</b>	<b>LEIPZIG (2015)</b>	<b>GERMANY (city average)</b>
Private motor vehicle:	39.7 %	41.1 %
Public transport:	17.6 %	17.3 %
Cycling:	17.3 %	12 %
Walking:	25.4 %	29.6 %

<sup>1</sup> Figures taken from: TU Dresden, Mobilität in Städten – System repräsentativer Verkehrsbefragungen (SrV) 2015

## GENERAL TOURIST INFORMATION

The following text has been provided by Leipzig Tourismus und Marketing GmbH.


The tourist office is located in the city centre, near the market square and next to the Museum of Fine Arts. On site it provides the following services: information leaflets and brochures, street maps, guided city tours, advice, insider tips, souvenirs of Leipzig, travel offer for individuals and groups and LEIPZIG CARD. We wish you a wonderful stay in Leipzig – enjoy this great city!

### GUIDED CITY TOURS

There are many ways to discover the city. Whether on foot or by coach: For guided walking and sightseeing tours, we have a strong partner: Leipzig Erleben GmbH. Their extensive offer of tours and guides meets all our Leipzig guests wish for. All guides have been certified by the Leipzig Chamber of Industry and Commerce. Guided tours are offered in German and dozen other languages. Leipzig Erleben offers two special bus tours to discover the city easily and comfortably. It's your choice!

### HIDDEN LEIPZIG – OFF THE BEATEN TRACK

The special attitude towards life in Leipzig is difficult to describe. The project “Hidden Leipzig” makes it simple: with 146 specific tips from off the beaten track. Meet friendly locals, discover secret scenes and visit magical places! Leipzig loves its guests!

Visit  [www.hidden-leipzig.com](http://www.hidden-leipzig.com) or download the matching iOS/Android app. A tie-in website booklet can be purchased at the tourist office or online. The square format fits into every pocket and will give you solid input for the next Leipzig adventure.

### LEIPZIG CARD

Leipzig's welcome card includes a whole array of benefits and entitles you to an unlimited number of journeys on the public transport network within Travel Zone 110 (Leipzig city), including all tram, train (S-Bahn, RE, RB) and bus lines. It is available for one day or three days, for individuals and families. In addition, the LEIPZIG CARD REGIO proves very useful for exploring the Leipzig Region including all regional and suburban rail services, trams and buses. The Leipzig card is available at all ticket machines as well as in the Tourist Information Centre in Leipzig. Discounts comprise: guided visits, city walks and coach tours, free admission or reduced admission up to 50% in museums, discounts in restaurants, in selected retail shops and in the Tourist Information.

### GET THE LEIPZIG TRAVEL APP

Whether you're planning your trip from home or looking for practical information after you're arrived – the Leipzig Travel App has it all: event calendar, information on city tour providers, shopping addresses, Leipzig's bar districts and much more. GPS-linked maps showing you all the nearby attractions make it easy for you to decide what you do next. Available for download in the Google Play Store and Apple Store.

#### Address for Tourist Information Centre:

Leipzig Tourismus und Marketing GmbH  
Tourist Information  
Katharinenstraße 8, 04109 Leipzig  
Tel. +49 (0)341 7104-260  
Fax +49 (0)341 7104-271  
Mail [info@ltm-leipzig.de](mailto:info@ltm-leipzig.de)

#### Opening hours:

Monday - Friday 09:30 - 18:00  
Saturday 09:30 - 16:00  
Sunday 09:30 - 15:00

 [www.leipzig.travel](http://www.leipzig.travel)

## How to use this guide?

**This travel guide shows how to discover the city using sustainable modes of transport – by foot, bicycle and public transport. There are three recommended tours in this guide:**

- **Tour 1** lets you discover the city centre on a guided walking tour.
- **Tour 2** will show you Leipzig by (rental) bike: you will pass by the university campus and see the wonderful *Clara-Zetkin-Park*!
- **Tour 3** will take you to two interesting redevelopments: the former industrial sites in *Plagwitz* and to *Bayerischer Bahnhof* by tram and walking.

The tours are planned in a way that you can do them one directly after the other. If you only want to do one or two tours, each tour will lead you back to either your starting point or Leipzig central station. The tours are complemented with so called *DETOURS*. These detours contain supplementary information on sustainable transport in Leipzig and the history of the places you will pass by.

As a bonus, we've included a 4th tour that contains tips for discovering the surroundings of Leipzig – like a wonderful lake to go swimming in summer. If you need more information on what to discover in Leipzig's surroundings, consider going to the tourist office. There is one near Hauptbahnhof in Katharinenstraße 8. To get there from Hauptbahnhof, cross Willy-Brandt-Platz and Richard-Wagner Straße and go in to Nikolaistraße. Turn right into Brühl and then the second street left into Katharinenstraße. House number 8 will be on your left side.



### ORIENTATION

This guide is equipped with small maps on the designated tour areas, an overview plan of the city centre and a public transport network map, which just cover enough to let you do Tours 1-3. Paper maps are available in book stores and the tourist office; you may also wish to prepare your smartphone with an offline map allowing you to locate yourself via GPS in the city or surrounding areas (especially interesting when doing Tour 4). Good offline maps are maps.me, HERE Maps, City Maps 2Go (available for iPhone and Android, download the map of Saxony) or the offline map functionality of Google Maps.



## LEIPZIG BY BIKE

You didn't arrive to Leipzig with your own bike? We know that ;-). You may want to try a public bike sharing system instead. Further, many hotels and hostels, bike shops and other providers offer rental bikes. You will find detailed information on registration and using the bike sharing systems in the DETOUR on bike sharing in Leipzig on page 36. Consider registering at your accommodation, through restaurant or Leipzig's public Wi-Fi before starting Tour 2. The symbols of nextbike on the tourmaps are shown exemplarily; current locations of available nextbikes are displayed in the app.

**Important traffic rules:** Every bike user is obliged to obey the rules of the StVO<sup>2</sup> which – for the most part – conform with international rules. Right has right-of-way on roads without other indication (important on minor roads). If you ride a bike in Leipzig, you will soon come across special bike lanes. A blue sign with a white bicycle indicates bikeways – this also means that cyclists have to use those bikeways and should not use the normal road. A sign showing a pedestrian and a bicycle shows that pedestrians and cyclists must share the traffic lane. Cycling on the pavement (every walkway without bikeway indication) is generally not allowed (except for children under 12 years). You are allowed to enter one-way roads or other roads with limited entry in the opposite direction if you see a small white sign with a bicycle symbol and the word *frei* under it. Most importantly, be respectful and considerate of other road users.

For more information on road safety in Germany see the publications *On the roads in Germany – what do I need to know?* and *Cycling in Germany*, available for download in different languages at → [www.germanroadsafety.de](http://www.germanroadsafety.de) You can also download the app, which is available in the Google Play Store and Apple Store.



If you are in doubt in any situation, the most important rule is §1 StVO: “The participation in road traffic requires permanent attention and mutual considerateness.” Better be safe than sorry!



## LEIPZIG BY PUBLIC TRANSPORT

While following Tour 3 and 4 you will have to use public transport – do not forget to buy a ticket before boarding any tram, train or bus. You will find information on ticket options in the section Public Transport on page 16.

<sup>2</sup> Straßenverkehrsordnung is the name of the German road traffic regulations, every road user has to stick to.

# Mobility in Leipzig

Built at the intersection of the historical Via Regia and Via Imperii highways from the Holy Roman Empire, Leipzig was – and still is – a major transport hub in the region. After the political changes of the 1990s, the city of Leipzig and the surrounding countryside benefited from new investment toward the modernisation and expansion of the trunk road, rail and air transport links, such that Leipzig now has an excellent transport infrastructure.

The modal split in Leipzig is changing positively, as public transport and bicycles become more important. For cycling and public transport, this is a very recent trend, as the following graphic shows:

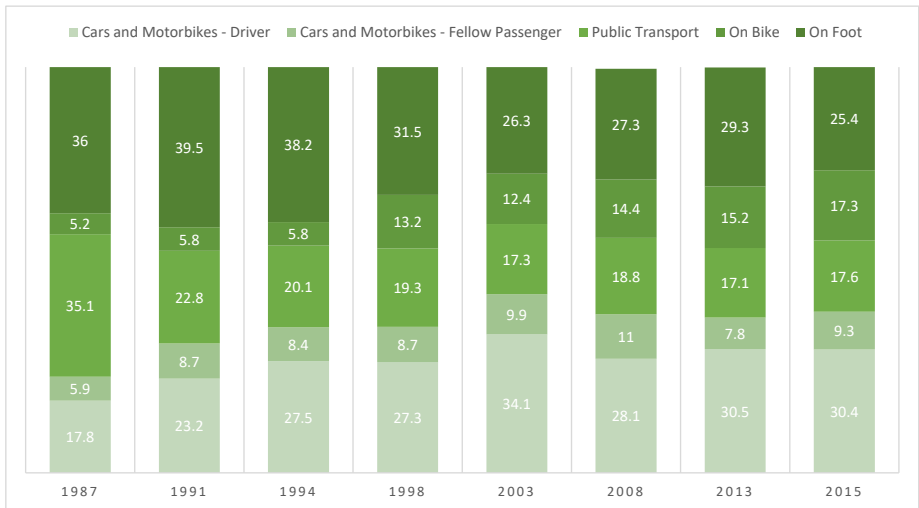


Figure 5: Modal Split in Leipzig 1987-2015



Figure 6: Tram in Leipzig; © Zoe Back

## PUBLIC TRANSPORT

Transport is an important part of urban policy in Leipzig. It is unquestionable that mobility creates a high degree of freedom and quality of life for citizens, and therefore plays an important role in society. Hence, when planning urban transport, decision makers need to target an inclusive transport system, making mobility possible for all citizens, regardless of gender, age, family size, income levels, place of residence or car ownership.

There are two main actors responsible for ensuring a high quality public transport network. One of them is the Leipziger Verkehrsbetriebe (Leipzig's municipal transport operator LVB), which operates the tramway and bus routes in the city, and is responsible for the organisation, planning and management of public transport in the city. The LVB operates 13 tram-lines with 525 tram stops – the second largest tram network in Germany, after Berlin – and 61 bus lines including night services.

The other important actor is the regional Central German Transit Alliance (Mitteldeutscher Verkehrsverbund MDV). The LVB network is part of this alliance, which also includes cities and regions of the three federal states around Leipzig – Saxony, Saxony-Anhalt and Thuringia. Such transit alliances are very common in Germany, as they provide clear benefits for passengers, including integrated ticketing and coordinated public transport timetables over a wide region.

## INFORMATION ON PUBLIC TRANSPORT TICKETS

FARE ZONE 110 of the Central German Transport Association (MDV) includes the entire city of Leipzig. An integrated ticketing and pricing system allow users to switch between bus, tram, S-Bahn and regional trains.

One **single ticket** (Einzelticket) costs **EUR 2.70** in Leipzig and is valid for one hour. Within this time, you can change between different modes freely. If you are only going for four stops without changing the vehicle, you may buy a **short trip ticket** (Kurzstrecke) for **EUR 1.90**. If you plan on using the public transport again during your stay, consider buying a **4-trip-ticket** (4-Fahrten-Karte), which includes four single tickets at a reduced price.

Whether you are alone or with up to four other people, the **day tickets** are the perfect choice if you want to travel a lot in one day. They are valid for **24 hours** in the MDV tariff zones that you select. With this ticket you can change buses, trams and trains as often as you like. The price **for one person is EUR 7.60** a day. For two people it is EUR 11.40. For more information visit the homepages you can find below.

**If you want to take a dog or a bicycle with you**, simply buy a **special ticket** (Extrakarte) in the appropriate price category.

If you plan to explore the surroundings of Leipzig travelling (as offered in Tour 4), consider another ticket option: you can choose a **single ride ticket** (Einzelfahrt) **for 2 zones at EUR 3.40** (don't forget to buy a return ticket later) or a day ticket for several zones within MDV. One-day tickets, including a further neighbouring MDV-zone, cost EUR 8.20.

A **weekly ticket** for zone 110 costs **EUR 27.30**. While **monthly tickets** (zone 110) are available for **EUR 78.90**. There are also other monthly ticket options with different prices depending on the length of subscription (1 month or 1 year) and extras. Subscriptions include e.g. free travel together with family members or friends in off-peak times or the flexible use by other persons. Discounted job and student tickets are offered to companies and university students.

Since the winter semester of 2016/17, all of Leipzig's students can get from A to B at especially low prices: the MDV ticket allows them to use the busses and trains run by the transport association Mitteldeutscher Verkehrsverbund around the clock.

Another offer is ABO Flex. For this you pay a monthly basic amount of € 6.90 and then receive selected tickets at least 50% cheaper.

With the **easy.GO App** being on the move had never been so easy. Easy.GO shows where, when and whereby you can reach your destination. You can simply download it for your mobile device in every app store.

→ [www.l.de/verkehrsbetriebe-en/customer-service/services/easy-go-app](http://www.l.de/verkehrsbetriebe-en/customer-service/services/easy-go-app)

Find all **ticket offers** here (in German):

→ [www.mdv.de/tickets/ticketangebot/tickets-von-a-bis-z](http://www.mdv.de/tickets/ticketangebot/tickets-von-a-bis-z)

You may also call +49 (0)341 19449 or visit one of the LVB service centres.

The **network map of the LVB** can be found at every tram or bus stop and at:

→ <https://www.l.de/verkehrsbetriebe-en/timetable>

Here you will also find timetables, ticket options and prices, and further information.





## WALKING



Leipzig is a compact city with generously dimensioned street spaces, and a pedestrian-friendly city centre. This provides good walking conditions in comparison to other cities. To continue making the city more pedestrian friendly, walkways are being expanded and made barrier-free, roads are being traffic-calmed, and more crossing aids are being built to facilitate easy and safe pedestrian access.

➔ Explore the city on foot with Tour 1

## VOICES OF LEIPZIG

**Friedemann Goerl** (*Pedestrian Commissioner, City of Leipzig*) about sustainable mobility:

*“Leipzig is one of the fastest growing cities in Germany, meaning that also traffic will increase. We as the city of Leipzig would like to promote a sustainable development of traffic, such as increasing the amount of bicycles and public transport and of course improve the infrastructure for pedestrians. We have many challenging issues with regards to the increasing traffic and we can only solve them by promoting sustainable mobility. Especially for pedestrians, Leipzig is quite unique, having historic networks of “Passagen” (passage system) within the city centre that makes walking quite convenient and fast.”*



Figure 7: Friedemann Goerl,  
© City of Leipzig

## CYCLING



The bicycle is not just a popular leisure and sports equipment, but also a practical transport for everyday life. In the inner-city area, it is the fastest means of locomotion over shorter distances. Additionally, it contributes significantly to climate protection in Leipzig. Therefore, Leipzig is constantly working on increasing the modal share of cycling. For this purpose, continuous work is being done on traffic safety and the attractiveness of cycle paths and bicycle services. Development toward a more bicycle friendly city began in 1989. On the 6th of July 1989 a cycling working group had been established in the city, following the pressure of an activist group. At the first meeting with the activists, government representatives were suspicious of the idea to promote cycling and improve appropriate infrastructure, but after the presentation of a report on cycling in Leipzig to government representatives, the working group was finally established, called “AG Radverkehrsförderung”.

It came as a surprise that this idea was received positively by the GDR at the time. 2019 the working group celebrates its 30<sup>st</sup> anniversary and is still meeting every two weeks. The German Cycling Federation (ADFC) is representing here the needs of cyclists. Besides this, the city of Leipzig established further administrative bodies that aim to improve cycling conditions in the city. The annual cycling round table held in the city administration discusses and advises the strategic direction in promoting local cycling for the next years. A cycling commissioner is responsible for the realisation of the outcomes of the annual round table. He promotes cycling within in the city administration and advocates for due consideration of cycling in planning processes.

Also the “Ökolöwe - Umweltbund Leipzig e. V” (english: eco-lion) works as a non-profit association in the interest of nature and environmental protection. They are committed to environmentally friendly and ecologically sustainable development of the Leipzig region. As a local environmental association, Ökolöwe is unique in its history: Founded by environmental activists from church and cultural alliance during the peaceful revolution in 1989, the “Ökolöwen” work for Leipzig’s environment and a liveable development of the city. They work out alternative ideas and concepts, advise politics and administration and mobilize with appeals, campaigns and petitions. One focus is sustainable mobility and urban development. Among other things, they are committed to the expansion of safe and sustainable cycling.

In 1990 Leipzig had 70 kilometres of cycle paths, in 2003 there were already 200 kilometres and today it is about 500 kilometers. Cycling is generally permitted on all paths in the Auenwald floodplain forest, in green spaces and in the parks of the city. This is a considerable extension of the existing network of paths available for cycling. As you see, the number of trips by bikes was growing 520% over the last 20 years in Leipzig and the city strives to further increase it for the years to come.



Figure 7: Cycling path Leipzig, © Tom Thiele

## VOICES OF LEIPZIG

**Torben Heinemann** (Head of Department for General Planning in the Office for Traffic Planning and Road Construction, City of Leipzig) about planning cities for peoples, not for cars:

*"Because Leipzig's population is steadily growing, we have to strongly engage with an urban planning focused on people. Neither a city designed for cars, nor a car designed for cities could be the answer. With regards to sustainable mobility, we have to rethink the significance of our public space and how to reallocate it. Urban planning has to be focused on a human scale. This means we have to strengthen public space and make sure that everyone can enjoy it. In places where traffic is not essential it should play a subordinated role – in places where traffic is essential we need to provide adequate infrastructure. What we need is a public space shared by everyone and mobility that is designed for everyone. Most important for us is efficiency, the use of resources, effectiveness and of course environmental protection. Our goal is to strengthen public transport by increasing the frequency of services, extension of traffic infrastructure, additional lines while maintaining financial feasibility. Furthermore, bike traffic contains additional capacities: We saw an increase in bike traffic by the factor of five and are discussing a further doubling in the future. Also, pedestrian traffic is being underestimated a lot. We want to promote walking actively, because walking holds among other things many health benefits – but of course walking has to be safe and attractive. To achieve that we developed a mobility concept called "autoarme Innenstadt" (car-reduced city centre) that we run for over 26 years now. The program helped to increase walking areas by 40 percent as well as it decreased aboveground parking significantly. To support multimodality, the City of Leipzig supports the daughter company "Leipziger Verkehrsbetriebe" (Leipzig's transport company) with the extension of "Mobilitätsstationen" (mobility stations) as well as private providers for instance with the search for locations and extension of car and bike sharing stations."*



Figure 9: Torben Heinemann,  
© City of Leipzig

### And the effort is paying off:

The latest ADAC report „**Mobil in der Stadt**“ (mobile in the city) from 2017 revealed how satisfied inhabitants, commuters and visitors of the 15 biggest German cities are with their personal way of mobility. In the overall ranking Leipzig achieved the first place together with the city of Dresden. In terms of bike and car mobility Leipzig reached the first place, public transport the second and in terms of pedestrian traffic the third place.



## PRIVATE MOTOR TRANSPORT AND CARSHARING

The number of private motor vehicles in Leipzig is constantly growing: from 183,609 cars in 2011, to 186,782 in 2012 and 198,137 in 2017. And this number only reflects cars that are in private use. In total, the number of cars in Leipzig has risen to 255,091. However, it must be noted that the motorisation rate of Leipzig is below the average of most comparable German cities.

To promote sustainable transport in Leipzig, companies such as teilAuto offer carsharing services. The company was founded 1992 and had an approximate revenue of EUR 9.8 million in 2017. teilAuto operates in 18 cities in Central Germany. Due to cooperation with DB Carsharing's provider named Flinkster, hundreds of cars in other German cities can also be used by teilAuto subscribers.

**Further information on these two carsharing providers, see:**

→ [www.teilauto.net](http://www.teilauto.net)

→ [www.flinkster.de](http://www.flinkster.de)



Figure 8: Carsharing by teilAuto in Leipzig © teilAuto

<sup>4</sup> Stadt Leipzig, Amt für Statistik und Wahlen, Statistischer Quartalsbericht I/2015, 06/2015.



## PLAN YOUR TRIPS USING THE LEIPZIG MOBIL APP ON YOUR SMARTPHONE

Travelling through Leipzig has never been this flexible. With the free Leipzig mobil app, which Leipzig released in 2015 and the coordinated Leipzig mobile contract, you have five different means of transport at your disposal that you can combine individually according to your needs: bus and train, rental car, rental bike and since 2018 even taxi. As the app integrates all these different means of transport, it makes intermodal trip planning easy. The app gives you extensive information on mobility in Leipzig about stops, departure times of bus and train, rental stations of rental cars and bicycles, available vehicles and much more. Your connection information compares the route, the travel time and the travel price of the various means of transport: public transport, rental car, rental bike. With Leipzig mobile you can easily navigate from door to door.

You can book your trip directly in the Leipzig mobile app, regardless of opening hours and queues.

The app can be downloaded for free. You do not have to be registered to access information and maps, or even buy tickets for public transport directly via the application. You also do not have to pay a monthly contract fee. This means that you only pay for the travel costs incurred and enjoy full mobility throughout Leipzig.

## FREE WIFI IN THE INNER CITY OF LEIPZIG

In December 2015, LVV-Group started a project to provide free Wifi at tram stops in the city centre. Now citizens and visitors of Leipzig benefit from 50 hotspots in the city center.

### How to use the free WiFi Hotspots

1. Enable WLAN in your smartphone and start searching
2. Select WLAN "Leipziger"
3. Accept terms of use and surf unlimited



Tour 1: A walking tour through the city centre



# Tour 1:

## A walking tour through the city centre

### BEGIN TOUR 1 AT LEIPZIG CENTRAL STATION

**A** Leave the central station building through the west entrance hall at the ground floor, following the signs marked “city”. You will reach the Willy-Brandt-Platz.

- *Willy-Brandt-Platz* is not a typical square in front of the train station, it is an 1133-meter long section of the inner city ring, and marks the development of the former town fortification, which enclosed the medieval city core of Leipzig. Nowadays this public space is used by motorised traffic and local public transport.
- The ring was historically significant during the Monday Demonstrations in the former German Democratic Republic (GDR), when peaceful political protesters demanded their rights, including the freedom to travel to foreign countries, and to elect a democratic government.
- In the centre of *Willy-Brandt-Platz* you will find the tram and bus stops of the *Leipziger Verkehrsbetriebe (LVB)*, the local transport company of the city of Leipzig.

**Figure 9:** Map – Tour 1. Source: Open Street Map.

<sup>5</sup> Contains information from Open Street Map (openstreetmap.de) and is used under Open Database Licence, [→ opendatacommons.org/licenses/odbl/1.0/](https://opendatacommons.org/licenses/odbl/1.0/)



Figure 10: Leipziger Verkehrsbetriebe in front of the central train station Leipzig; © Zoe Back

**B** Cross the station square and the sidewalk and you will get to the Richard-Wagner-Straße, a parallel street to Willy-Brandt-Platz.

- Try to spot a big tower with the LVB-emblem on its front. This is the LVB mobility centre – the place to go if you need any information on public transport in Leipzig.
- Turn southward to cross *Richard-Wagner-Straße* and enter into the *Nikolaistraße*. Follow this street for about 500 meters.

**C** On your way you will pass by a street called Am Brühl. Cross Am Brühl and follow Nikolaistraße until you get to Nikolaikirchhof.

- Now you are at a historically important place for Leipzig. The St. Nicholas Church had been a Protestant seat since 1539, after the Protestant Reformation. Johann Sebastian Bach started his musical career here. The *Prayers for Peace* that started the peaceful revolution in Leipzig took place in this church, and subsequently led to the fall of the Berlin wall, the opening of the inner-German border, the democratisation of the social system of the GDR and finally the German reunification.



**D** Now leave the church and continue in a southward direction. You will soon come across **Grimmaische Straße**. Along with **Petersstraße** (which you will see later) both streets are important pedestrian zones and shopping streets in the city centre.

→ At the end of the *Nikolaistraße* you can see the new building of the University of Leipzig, one of them is the Faculty of Economics. To your left you can see the *Augustusplatz*, which you will return to later.

**E** Follow the **Grimmaische Straße** to your right in the direction of the **Markt**.

→ On the way to the market place you will pass many interesting buildings, both old and new. Most of them are old fair buildings with beautiful arcades, called *Passagen*, that are representative of Leipzig as an historical exhibition city centre.

→ The history of Leipzig fairs goes back to the Middle Ages. The concept of the so-called *Muster-Messe* started in Leipzig, where factory owners presented samples of their goods. After World War II the fairs in Leipzig became important for East-West trade. Following reunification, the fair moved from the old central city location to a new trade fair ground outside the city, which is better connected by public transport. Now the fair also includes a Congress Centre.



Figure 11: Entrance to the new market station; © Ed Webster on Flickr/ CC BY 2.0

## A DETOUR: CENTRAL TRAIN STATION, LEIPZIG

Welcome to the central station of Leipzig, opened in 1915. At one time, it held the distinction of being the largest dead-end train station in Europe. With the opening of the “City-Tunnel” and the rapid regional transit system in Central Germany (S-Bahn Mitteldeutschland) at the end of 2013, the central station of Leipzig is no longer a dead-end station, but allows trains to pass through, too

The well-developed infrastructure now comprises 23 tracks, shopping opportunities, and additional services provided by Deutsche Bahn, making the Leipzig central train station one of the best equipped railway stations in Germany (according to DB Station & Service). The station ground extends over 85,000 m<sup>2</sup>, includes a 220m long covered building and is in walking distance from the city centre. 120,000 passengers arrive in Leipzig every day or change trains to other destinations.



Figure 12: Leipzig central train station; © Webster/ CC BY-SA 3.0 Unported

The history of the building began with an agreement between the former state railways of Prussia and Saxony to plan a central station. Both had operated separately in different train stations in the area of Leipzig until the new building was completed.

Designed by architects William Lossow and Max Hans Kühne, the official inauguration took place after 13 years of construction, on December 4, 1915. The station was one of the biggest in the world at the time, surpassing the central train station of Frankfurt.



Figure 13: Leipzig Central station in 1954; © Illner, Bundesarchiv, Bild 183-25704-0019/ CC BY-SA 3.0

The building was divided into two symmetrical parts: the eastern half was property of Saxony and the western half was property of Prussia. The separation existed until 1934. During World War II the main station was severely damaged by bombing in 1943 and 1944 and was reconstructed twice.<sup>6</sup> Post-war reconstruction lasted nearly a decade. In this time, Leipzig developed into the second most important junction – next to Berlin – in the GDR state railroad network.<sup>7</sup>

After the German Reunification, the building and infrastructure were modernised in a variety of ways. It was necessary to integrate the train station into the rail hub of the German railway system. Hence, the modernisation of the central station Leipzig became part of a series of large transport projects to reconnect the German transport system after reunification.<sup>8</sup>

The *Hauptbahnhof-Promenaden* were opened under the transverse platforms in 1998. The shopping centre now makes up one-fifth of the total retail area in the city of Leipzig, with over 140 shops and restaurants. It has earned the local nickname “cathedral of consumption and traffic” or “city in city” due to the crowds it attracts.

On the east side of Leipzig Central Station is the central bus stop in Leipzig. The bus terminal is easily accessible by all means of transport and also on foot.

You'll find an orientation map and general information here:

➔ [www.bahnhof.de/bahnhof-de/Leipzig\\_Hbf.html](http://www.bahnhof.de/bahnhof-de/Leipzig_Hbf.html)

<sup>6</sup> Letzel, 2014

<sup>7</sup> Blum, 2013, p. 50f

<sup>8</sup> German Unity Transport Projects 8 (DB ProjektBau GmbH, 2014)

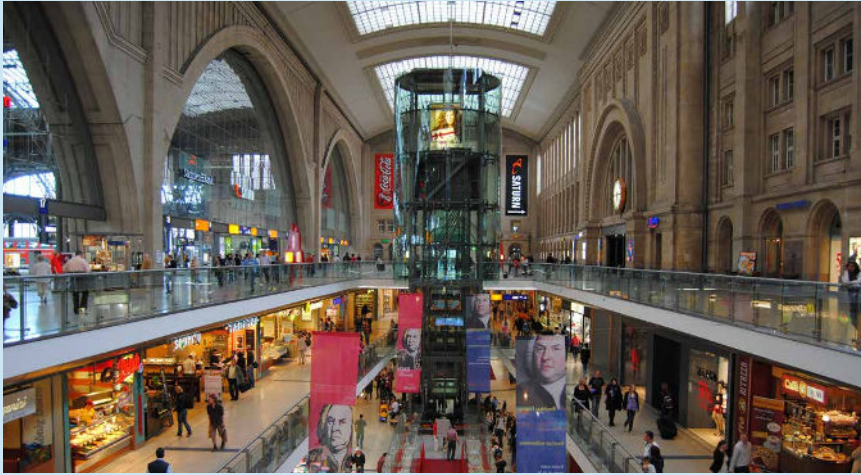


Figure 14: Hauptbahnhof-Promenaden; © Leipzig Tourismus und Marketing GmbH

The latest modification was the new city tunnel system in 2013, which connects the city centre to the surrounding area. The new tunnel and the regional rapid transit system connect the central station with three other underground stations, creating a new inner-city north-south connection.

In Tour 4 you'll find further information on the history and newer developments of Leipzig's Bavarian train station (Leipzig Bayrischer Bahnhof). In this chapter you'll also find an interesting detour on the City Tunnel which lies beyond Leipzig.



Figure 15: Opening of the City-Tunnel Leipzig; © Freistaat Sachsen

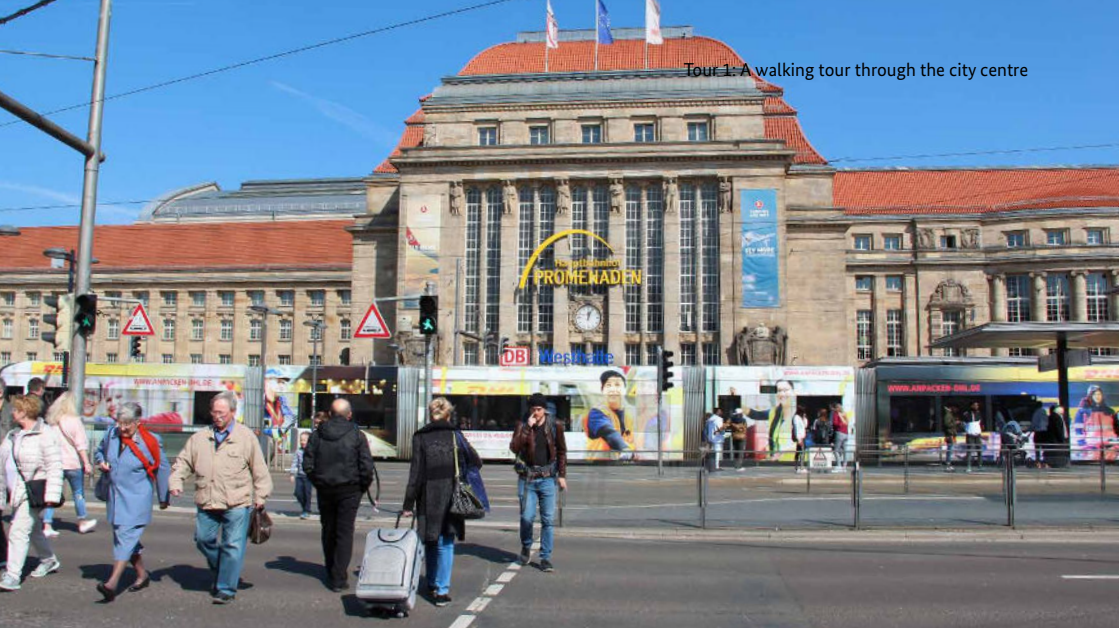


Figure 16: Pedestrians in front of the central train station Leipzig; © Zoe Back

## CONTINUE TOUR 1

**F** Before arriving at the market, you will come across the Naschmarkt with the old stock market at your right side. On the left side you will see the Mädlerpassage, one of the most magnificent arcades in Leipzig.

**G** Continuing on Grimmaische Straße will lead you to the Markt, with the old city hall.

→ In the middle of the market place, a new entrance to the modern city tunnel station *Markt* has been built. This building used to be the entrance to an old underground exhibition hall, built in 1925.

**H** Continue your walk at the southern side of the market, going down Grimmaische Straße; turn left into the Petersstraße and follow the street to its end (Peterskirchhof).

→ In 2014 the end of the pedestrian zone was connected to the *Wilhelm-Leuschner-Platz* via a newly designed public space. The name of the new square is *Merkurplatz*, a term not yet anchored in common use. The area delimits the former meeting place of three streets: *Petersstraße*, *Schillerstraße* and *Markgrafenstraße*. With the remodeling of the place, the city planners created a southern gateway to the city centre.

→ Next to *Merkurplatz* is *Wilhelm-Leuschner-Platz*, which includes the new S-train station *Wilhelm-Leuschner-Platz* since 2012.

→ This square is the southern part of Leipzig's medieval city centre. The futuristic shape of the square evoked much public debate, especially regarding a plan to build a monument to the peaceful revolution.

**I** Enter Schillerstraße to your left and continue down the road.

→ If you take a look around, you will observe 68 new bicycle stands in the western part of the street. These are part of the bicycle-friendly development.

**J** Cross the Universitätsstraße and you will stand in front of the newly constructed main cafeteria of the university (figure 10).

→ You are close to the *Moritzbastei*, an old part of the town fortification and now an event location mostly used by students.

→ The university assumes Leipzig to be a bicycle-friendly city and has built an underground bicycle park that provides space for 650 bicycles. In 2016 a second garage for bicycles was opened at *Augustusplatz*.

**K** Cross the square and walk around the skyscraper City-Hochhaus and between the Gewandhaus (a concert hall).

**L** You will arrive at Augustusplatz. This is the last stop of Tour 1.

If you would like to discover more of Leipzig by using a bike, you can start Tour 2 here. If you would like to go back to the starting point of Tour 1 (Leipzig central station) walk north into Goethestraße. You will pass the opera on your left-hand side. Follow Goethestraße till its end to Willy-Brandt-Platz and cross the square to enter Leipzig central station.



Figure 17: New cafeteria Mensa am Park  
© Leipzig Tourismus und Marketing GmbH

## A DETOUR: LEIPZIG'S DEVELOPMENT SINCE REUNIFICATION

The reunification in 1990 led to fundamental changes in Leipzig and the whole former GDR. During the first ten years following reunification, Leipzig had to cope with high outflow rates, as many other cities of the former GDR did. The population declined by more than 10 per cent between 1990 and 2000. As young people moved away, the demographic change in Leipzig was even more pronounced. Since the beginning of the millennium, Leipzig is growing again through in-migration, particularly of young adults. As infrastructure in the former GDR was in poor condition in 1990, the newly growing population highlighted the need for investment and restoration.

### Transport history of Leipzig since reunification

**1991** Development of new administrative and economic structures; beginning refurbishment of infrastructure and modernisation of tram fleet

**1993** Foundation of Leipziger Verkehrsbetriebe (LVB) (transport services Leipzig)

**1996** Opening of the new trade fair centre and the Leipzig-Halle airport, and the connecting urban railway line

**1997** Foundation of Leipziger Versorgungs- und Verkehrsgesellschaft (LVV) (supply and transit association)

**1998** Refurbishment of the central station finished; foundation of Mitteldeutscher Verkehrsverbund (MDV) (Central German transit alliance) with LVB as municipal operator

**2000** Planning approval decision for the city tunnel

**2003** Urban development plan for transport and public space

**2005** Construction at the city tunnel begins

**2007** Commissioning of the 2nd runway at the Leipzig-Halle airport, becoming one of the most modern hubs for air-freight in Europe

**2009** Launch of the Leipzig-Pass-Mobilcard (social ticket) by LVB and city of Leipzig

**2011** LVB receives first 18 hybrid busses

**2012** Start of the citizen contest ideas for urban transport

**2013** Opening of the city tunnel with 6 new regional rapid transit lines

**2014** Update of the Urban Development Plan for transport and public space

**2015** Update of the local transport plan and start of the 10-minute clocking of all tram lines on Saturdays

**2016** Evaluation report of the local traffic plan

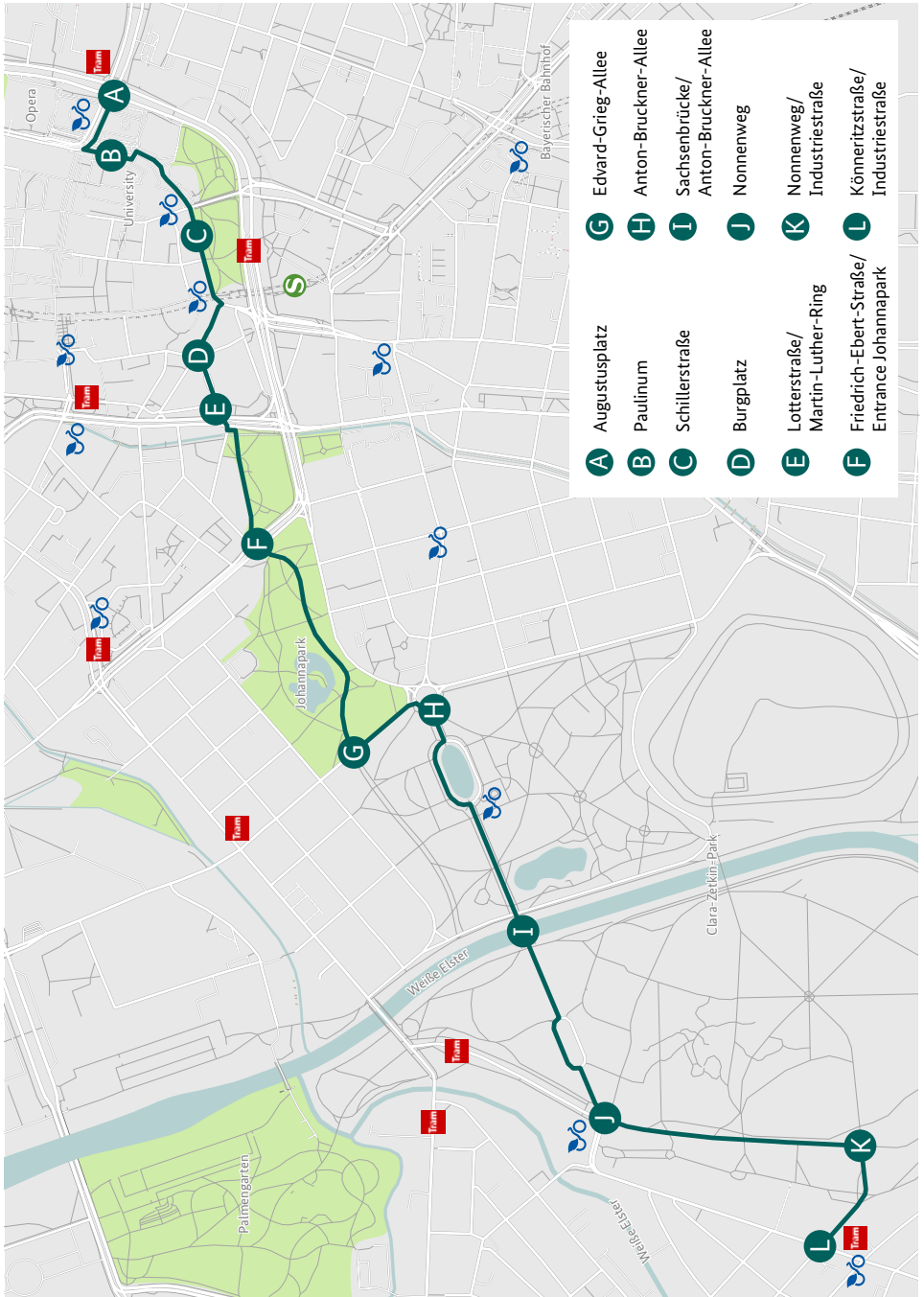
**2017** Start of the low-carbonisation project for a model development of intelligent and energy-efficient public transport

**2018** Adoption of a sustainable mobility strategy for Leipzig by the city council

→ [www.leipzig-sachsen.de](http://www.leipzig-sachsen.de)

→ [www.l.de/verkehrsbetriebe/](http://www.l.de/verkehrsbetriebe/)

Tour 2: Discovering the green city - Leipzig by bike





# Tour 2:

## Discovering the green city – Leipzig by bike

### BEGIN TOUR 2 AT AUGUSTUSPLATZ

**A** Tour 2 starts at Augustusplatz, the city's largest square, located at the east end of the city centre. You can start this tour directly following Tour 1. If not, you can get to Augustusplatz by walking down Goethestraße from Leipzig central station. There will be a small park with the Schwanenteich on your left and the opera building before you arrive at Augustusplatz.

- The square is surrounded by some of Leipzig's most important buildings. In the north there is the Opera; at the southern edge it is dominated by the *Gewandhaus* with the *Mendebrunnen*, a modern concert hall with a fountain at its front, and the home of the Leipzig Gewandhaus Orchestra. Several modern buildings like the *City-Hochhaus* skyscraper are on the west side; the *Hauptpost* and a hotel next to the inner-city ring are on the east side.
- The new building of the University of Leipzig, the *Neues Augusteum*, is an exception to the historic architecture surrounding *Augustusplatz*. It is on the western side of the square and borders with the city centre. It was developed as a part of the campus reconstruction from 2006 to 2012 and is the third university building at this point. The original *Augusteum* was at the square until 1968. Heavily damaged by bombing in the Second World War, the government of the GDR decided to dynamite the former building, as well as the fully intact church *Paulinerkirche*, to rebuild a more socialist-oriented university building. After the German reunification and years of litigations, the university's need for modern teaching and research facilities was approved and construction began on the new campus building (*Neues Augusteum*) according to plans by Erick von Egeraat. The building recalls elements of the old *Augusteum*, and includes a new auditorium – called *Paulinum* – which pays homage to the old *Paulinerkirche*.

**Figure 18:** Map – Tour 2. Source: [openstreetmap.de](https://openstreetmap.de)<sup>9</sup>

<sup>9</sup> Contains information from Open Street Map ([openstreetmap.de](https://openstreetmap.de)) and is used under Open Database Licence,

→ [opendatacommons.org/licenses/odbl/1.0/](https://opendatacommons.org/licenses/odbl/1.0/)

1947

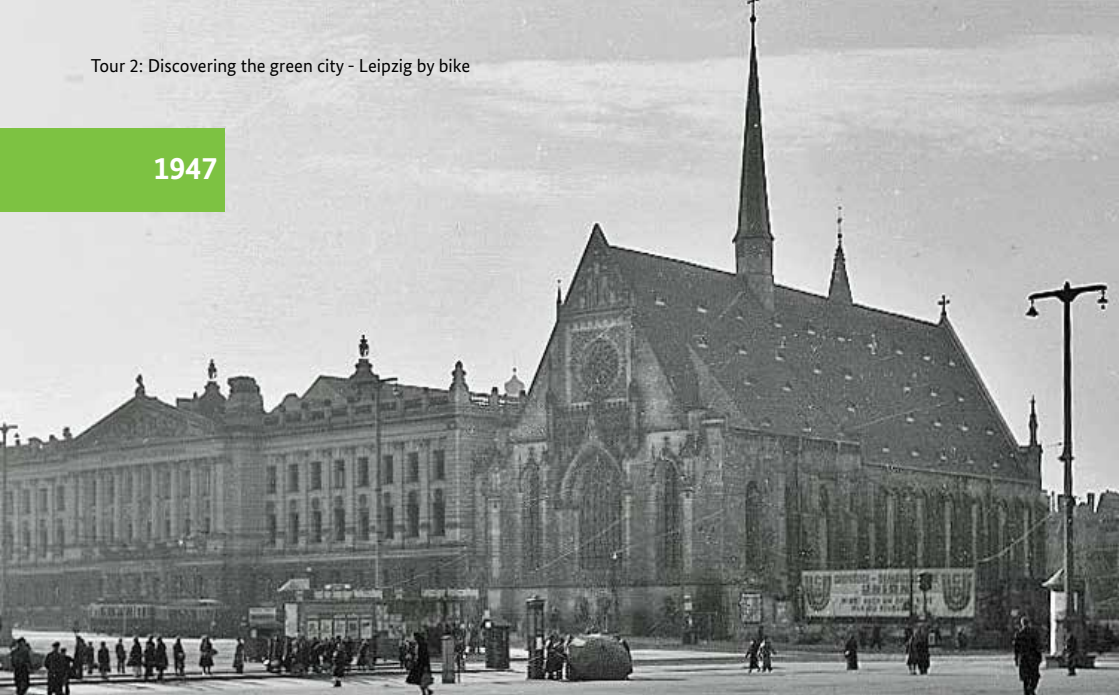


Figure 19: Old Augusteum and Paulinerkirche around 1947; © Deutsche Fotothek/ CC BY-SA 3.0 Unported

- Located in the middle of the square you will see a huge tram station. It is the second most important hub for Leipzig's tram network. You can nearly get anywhere in the city from here.
- If you look around, you will see the *Mendebrunnen*. This fountain is the only remaining part of the old square installations.

**B** Continue your tour by going to the Paulinum. On the right (northern) side of the building you can enter the biggest underground bicycle parking in the city.

- This bicycle parking opened in September 2012. It was created to provide safe and easy-to-use facilities for students to get to campus from all directions of the city. The opening times of the bicycle garage are coordinated with those of the other campus buildings. Although the garage (and another under the canteen building) is designed to cover the bike parking needs of the university, the garage is accessible for all cyclists.

Further information about the University of Leipzig is available in English at

→ [www.zv.uni-leipzig.de/en/](http://www.zv.uni-leipzig.de/en/)



Figure 20: New Augusteum and Paulinum © Leipzig Tourismus und Marketing GmbH

**If you would like to continue your tour by bike, renting a bicycle is no problem. One opportunity would be the presented provider nextbike on the following pages.**

The pictures below illustrate the underground bicycle garage of the university.



Figure 21: Entrance to the underground bicycle parking;  
© Zoe Back



Figure 22: Inside the underground bicycle parking;  
© Zoe Back

## A DETOUR: BIKE-SHARING FROM LEIPZIG

Riding a bike is a great way to explore the city of Leipzig, as well as its wonderful parks and surroundings. The use of bicycles is promoted by the availability of numerous rental bikes all over the city, most of them by the provider *nextbike*. Starting in Leipzig, *nextbike* has introduced many bike sharing systems in cities worldwide.

*Nextbike* started as a small regional company with 20 rental bikes in Leipzig in 2004. The following years were characterised by dynamic growth. Today, with more than 20,000 bikes in about 200 cities and 25 countries around the world, *nextbike* is one of the largest international players in bike sharing systems. Despite international expansion, *nextbike* is still headquartered in Leipzig, where not only the management, IT and customer care departments are located, but bikes are assembled as well.

One of the main objectives of *nextbike* is to make renting a bike as simple as possible. The renting system is flexible and user-friendly; you do not have to return the bike to the same station you took it from. In addition, a reasonable price is a key element in attracting users. In the table on the next page you can see the current rates for bike renting. By working together with local authorities, public transport services, companies and hotels, savings of expenses can be realised by cyclists. The necessary revenue to operate the system is partially provided through advertisement on the bikes.



Figure 23: A typical *nextbike* in Leipzig; © Zoe Back

## How to use the nextbike bike sharing system:

### 1. Register

- At the homepage: → [www.secure.nextbike.net/de/en/register/](http://www.secure.nextbike.net/de/en/register/)
- Via app, which you can find on the Google PlayStore or on the iTunes App Store. Just type in nextbike.
- Via the hotline: +49 (0)30 6920 5046 (service fee of EUR 3)

Upon confirming your payment method, you will be charged 1€. This 1€ is your starting credit, you can use it for your first ride. After debit via credit card, or via verified PayPal, your customer account will be activated immediately. Debitting via credit transfer may take up to four days. You can change your means of payment anytime.

Once registered, you can rent bikes all over Germany and in other countries.

### 2. Rent a bicycle

Renting a *nextbike* is easy via app: just scan the QR-code or enter the bike number. The frame lock opens automatically. You can also rent it via hotline. With one account you can rent up to four bicycles.

<b>Basic rate</b>	1-30 minutes	1.00 EUR
<b>Daily rate</b>	24 hours	9.00 EUR
<b>Monthly rate*</b>	one month	10.00 EUR
<b>Annual fee**</b>	one year-	48.00 EUR

Table 2: *nextbike* rates in Euros (as of April 2016)

\*The monthly rate (10€ a month) includes 30 minutes per rental for one month and is valid in Leipzig. In all other cities the basic rate will apply. The subscription prolongs automatically.

\*\*The annual rate costs 48€ a year. It also includes the first 30 minutes of each rental for 365 days and is valid in Leipzig. In all other cities the basic rate will apply. It will be prolonged automatically.

### 3. Return the bicycle:

The bicycle can be returned at any official *nextbike* station in the same city. Some returning points are only shown virtually in the app and don't have a designated terminal. You just have to lock up the bike and confirm the return via app, hotline or at the terminal.



Figure 24: Renting a nextbike; © nextbike



Figure 25: Driving a nextbike; © nextbike

#### 4. Return the bicycle:

Return your bike at any public street or junction within the blue or pink flex zone or at an official station. Check the map for information about the flex zone areas and check prices for information about return fees. Close the lock by pressing down the lever. Refresh your app to make sure the rental has been stopped.

#### Special offers with partners of nextbike:

- As a partner of *nextbike* in Leipzig the beverage delivery service *Durstexpress* grants you 30 minutes of free ride with every order. Find the voucher code on your *Durstexpress* order confirmation.
- The *Leipziger Verkehrsbetriebe* (LVB) are a long-term partner of *nextbike* in Leipzig. *Leipzig mobil* subscribers enjoy 10 hours of free ride per month (calculation takes place in 30 minute intervals). Every additional 30 minutes cost 0,50€.
- *teilAuto* customers have a daily free ride of 30 minutes. *nextbike* customers on the other hand pay only 6 € monthly basic price and a security deposit of 50 € instead of 100 €, when using *teilAuto* services.

#### Further information on nextbike:

→ [www.nextbike.de/en/leipzig/](http://www.nextbike.de/en/leipzig/)

#### Further bike rental operators in Leipzig:

→ [www.kuehnis-fahrraddeck.de/fahrradverleih-leipzig/](http://www.kuehnis-fahrraddeck.de/fahrradverleih-leipzig/)

→ [www.grupetto.de](http://www.grupetto.de)

#### Detailed information on guided bike tours through Leipzig:

→ [www.lipzigtours.de/en](http://www.lipzigtours.de/en)

## CONTINUE TOUR 2

- C** From Augustusplatz drive along the indicated route on the map, pass by the Moritzbastei, and follow Schillerstraße to the end of the park on the left side of your way.



Figure 26: Nextbike in front of Moritzbastei; © Zoe Back

- D** Enter the second street to your right (the one after Petersstraße). Even if it is marked as a dead-end street, cyclists are allowed to pass through this street. Go straight until Burgplatz.

→ During the time of the GDR, the square was used as a car parking space. After the reunification, a conversion into an urban space with new surrounding buildings took place. The most impressive building has always been the new city hall with his tower.



Figure 24: Johannapark with the city skyline in the background; © Leipzig Tourismus und Marketing GmbH

- E** Enter into the Lotterstraße on the left, cross the Martin-Luther-Ring and the park that lies behind.
- F** At the end of the small park, cross Friedrich-Ebert-Straße and enter Johannapark.  
→ *Johannapark* is a lovely green space with a playground, a large pond with an island and a fountain. It was donated by the Leipzig banker William Seyfferth and is named after his daughter. He bequeathed the property to the city at his death in 1881 with the requirement that the site would never be built on.
- G** Traverse the park until you reach Edward-Grieg-Allee, then follow the street south to a big roundabout, giving equal space to all road users. Take a moment to watch their movements.
- H** From the roundabout enter Anton-Bruckner-Allee, a mostly car-free zone, and you will reach Clara-Zetkin-Park.





Figure 25: Sachsenbrücke, © Koss/ CC BY-SA 3.0 Unported

→ Several historic parks were combined under the name *Zentral Kulturpark Clara Zetkin*, around 1955. The park is named after the German Marxist theorist, activist and advocate for women's rights. Originally the area was designed as a park in 1894 to accommodate an industry and trade exhibition. The design features have been preserved until today. In the years after 2000, the former cultural facilities have been reopened piece by piece.

**I** Follow the avenue until its end and go across the Sachsenbrücke bridge to cross the river-named Weiße Elster.

→ This bridge is a car free connection for pedestrians and cyclists and connects the eastern part of *Clara-Zetkin-Park* with the western part of the park. In good weather it is a great place to take a break and a popular spot amongst Leipzig's youth. People sit on the bridge and everyone brings something: juggling balls, kids, friends, dogs, and stories. Today, the monument is a popular place for young people and the place attracts many musicians and artists in the summer.

- J** Follow the avenue and then turn left into Nonnenweg.
- K** Follow the street and turn right into Industriestraße after passing a sports field.
- L** Drive to the intersection with Könnernitzstraße and park your bike here.

If you would like to continue discovering Leipzig, you can start here with Tour 3 by foot and tram to see more of the city.

If you would like to go back to the starting point of Tour 2, *Augustusplatz*, go down *Könnernitzstraße* direction *Stieglitzstraße* until you reach the tram stop *Stieglitzstr.* Board tram number 2 direction *Naunhofer Straße*. Get off the train at *Wilhelm-Leuschner-Platz* and change into tram 11 direction *Schkeuditz*. This tram will take you to *Augustusplatz*.

If you prefer going back to Leipzig central station, walk south into *Könnernitzstraße* until you reach the tram stop *Stieglitzstraße*. Board tram 1 direction *Mockau* and you will arrive at Leipzig central station after 7 stops.



Figure 26: Traffic in Leipzig; © Tom Thiele

## A DETOUR: BICYCLE PARKING

For a secure bicycle parking solution, the city of Leipzig developed a support stand for bicycles, the so-called Leipziger Bügel. It provides a safe and stable parking space for two bicycles. It is made of a galvanised steel pipe or stainless steel, anchored in concrete or bolted on a base plate with ground sleeves. With the "Leipziger Bügel" Leipzig expanded the storage space for bicycles in the recent years. In the city centre more than 1200 of these bike-leaning brackets were set up. The city also applies the willingness of private individuals (retailers, landlords, homeowners, and other interested parties) to fund the installation of these support stands in public transport areas. At a cost of EUR 175 per stand (incl. material, installation and VAT) the construction of a bicycle stand takes place at the desired location, which must be city property.

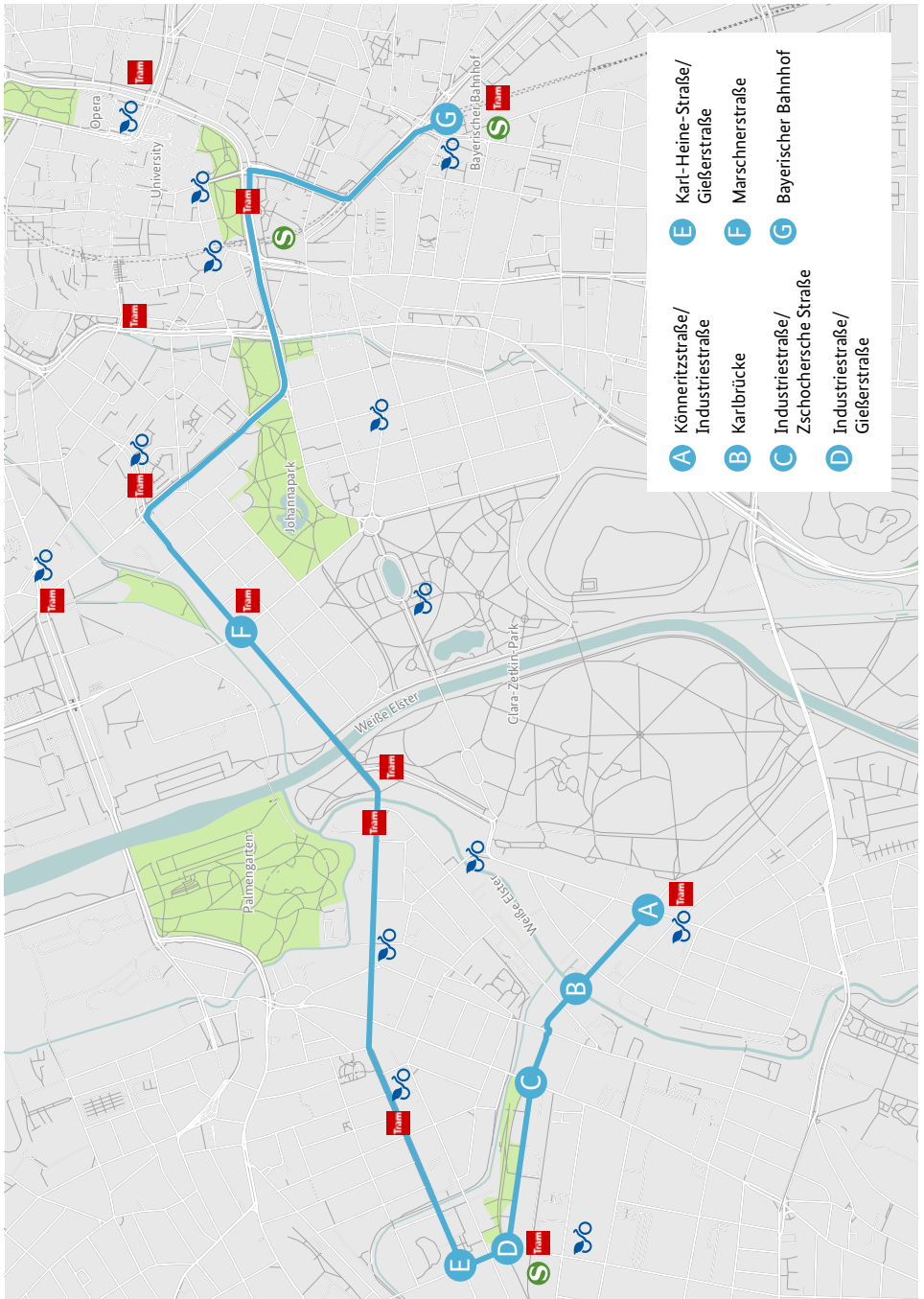
When the University of Leipzig was built on Augustusplatz, two bicycle garages with 650 up to 1,100 parking facilities were created. Additionally, at the station Knauthain four Leipziger bicycle boxes were set up.

There are different possibilities to influence the situation of bicycle parking by public authorities. These relate to functional uses such as work, shopping/errands/leisure, school/university, kindergarten, meeting/sports, housing, stops/train stations, and as well to the usual length of the parking period. For short-term parking, user-friendliness is most important. For longer parking durations, protection from theft and vandalism matters most. Safety of bike parking is an important matter especially because the clear-up rate for bicycle thefts is low. Even for those bikes that have been officially registered, no more than 8% of the cases of theft are solved.



Figure 27: Stands for bicycles named Leipziger Bügel; © City of Leipzig

Tour 3: Through old industrial areas to Leipzig's Bavarian station



# Tour 3:

## Through old industrial areas to Leipzig's Bavarian Station

### BEGIN TOUR 3

**A** You can start this tour directly after Tour 2 at the intersection of Industriestraße and Könnertzerstraße.

If you start from Leipzig Central Station, take tram 1, direction *Lausen*, and get off at *Stieglitzstraße*. Go north on the *Könnertzerstraße* until you arrive at *Industriestraße*.

→ *Könnertzerstraße* – lovingly called the *Kö* – was reconstructed from 2015 to 2016. In a participatory process with citizens, a new road space was designed, where an improvement of the traffic organisation of all transport modes has been achieved.

**B** Follow the Industriestraße direction north-west until you reach the Karlbrücke bridge. Take time to stop and look around.

→ The buildings on both sides of the river are the former *Buntgarnwerke*, which were the largest and most advanced yarn factories in modern Europe. In the wake of the German reunification in 1991 the plants were closed. The buildings have since been reconstructed as modern residences, medical centres and government buildings. Part of the on-going waterfront development, apartments in this area have been in demand.

Figure 28: Map – Tour 3. Source: Open Street Map<sup>10</sup>

<sup>10</sup> Contains information from Open Street Map ([openstreetmap.de](https://openstreetmap.de)) and is used under Open Database Licence, [opendatacommons.org/licenses/odbl/1.0/](https://opendatacommons.org/licenses/odbl/1.0/)



Figure 29: View from Karlbrücke; © Zoe Back

**C** When following Industriestraße you will first cross a roundabout and afterwards Zschochersche Straße. After crossing Zschochersche Straße, you can see the district park of Plagwitz to the right.

- The park is a former site of a train loading station. After the German Reunification, the markets in Central and Eastern Europe collapsed (1990-1992), which effectively shut down most local production factories. The buildings that remained were no more than ruins, gradually falling apart.
- As part of the Expo 2000, the area was developed as a site for leisure and recreation. The city decided that Plagwitz should become an attractive green space near residential areas.

**D** Now turn right into Gießerstraße and follow until it intersects with Karl-Heine-Straße. Enter the tram station called K.-Heine-/Gießerstr.



Figure 30: Plagwitz has been marked by industrial areas in the past, © Atelier Hermann Walter/ gemeinfrei

**You have the option to continue Tour 3 to Leipzig Bayerischer Bahnhof, to return to Leipzig central station, or stay to explore more in your current location.**

**To go back to Leipzig central station**, board the tram 14 direction *Hauptbahnhof* and leave it after 8 stops at *Hauptbahnhof*.

**E Continue Tour 3: to get to Bayerischer Bahnhof will take you about 25 minutes. At Karl-Heine-/Gießstraße you board the tram number 14 direction Hauptbahnhof.**

**F Leave the tram at Marschnerstraße and change to tram number 2 direction Naunhofer Straße. This tram will take you directly to Bayerischer Platz, the square in front of Bayerischer Bahnhof.**

→ You will pass the *Elster* flood bed, an artificial river, the *Westplatz* inner city ring, and then you will drive along the new town hall and the *Bundesverwaltungsgericht* (Federal Administrative Court) and the *Wilhelm-Leuschner-Platz*; some places might be familiar from the previous tours.

→ Due to the construction of the City Tunnel, the former existing rails in this area were completely demolished, replaced by an underground station that was commissioned in December 2013.

**G You are now at the tram station Bayerischer Bahnhof next to the old Bavarian train station building, which is now used for scenery and gastronomy. Underground lies the newly developed station for the regional rapid transit system.**

→ The historical building is the oldest operating head train station in Germany.

→ Since former aboveground station site is no longer required for railway purposes, this area offers the chance to develop a new, vibrant urban space.

→ The reconstruction has made the area a point of interest for visitors once again. A local development plan aims to increase the attractiveness of the area. Based on a public consultation process and a design competition, a new park for locals will form the centre of the redevelopment, which begins construction soon.



Remember that before boarding the tram, you will have to buy a ticket at a vending machine. If there is too little time, you can also purchase a ticket inside the transport vehicle. For the route options explained below you need to buy an *Einzelticket* (single ticket) for EUR 2.70. For more information on ticket options, see page 16

**Tour 3 ends at Bayerischer Bahnhof. If you would like to see some of Leipzig's surroundings, consider starting Tour 4 here.**



Figure 31: Bayerischer Bahnhof Leipzig; Mike Bonitz/CC BY-ND 2.0

**If you prefer going back to where you started Tour 3**, take tram number 2 in the direction *Grünau Süd* or walk back. The walking distance is about 3 km. From *Bayerischer Platz* go into *Hohe Straße* and follow it; after a while you will cross a small river, the *Pleißemühlgraben*, and the street will change its name to *Haydnstraße*. Go on until you come across *Karl-Tauchnitz-Straße*, turn left and then turn right into *Rennbahnweg*. You will cross the *Elster* river again on *Rennbahnweg*. Go straight through the park and you will return to *Stieglitzstraße*.

**To go to Leipzig central station, you can either walk or take the S-Bahn.** Walking takes about 25 minutes. Go into *Windmühlenstraße* toward *Wilhelm-Leuschner-Platz*; cross *Wilhelm Leuschner Platz* going north and then follow *Schillerstraße*. At the end of *Schillerstraße*, turn left into *Universitätsstraße* and follow it to its end until you arrive at *Willy-Brandt-Platz*, just in front of Leipzig central station. **To take the S-Bahn**, enter the new station entrance and go to the underground railway escalators. Board the S-Bahn to the underground station of Leipzig *Hauptbahnhof*. You can take any S-Bahn (S2, S3, S4, S5, S5X) at the platform where *Leipzig Hbf tief* is indicated. *Bayrischer Bahnhof* is connected with the new tunnel to the underground station of the central train station. You will pass by two stations – *Wilhelm-Leuschner-Platz* and *Markt*.



## A DETOUR: REGIONAL AND LOCAL TRANSPORT COMPANIES

Public transport is a crucial part of urban infrastructure and provides an essential service. Transport has to be organised and managed in an efficient manner, much like other public services, such as water and power supply. The *LVV Leipziger Versorgungs- und Verkehrsgesellschaft GmbH* (supply and traffic association) was founded in 1997, a holding company entirely owned by the city of Leipzig. The company coordinates and concentrates service functions, with support from its associated companies, to efficiently operate the whole network. The LVV covers three main service areas: *Leipziger Wasserwerke* (water supply), power supply *Leipziger Stadtwerke* (power supply) and *Leipziger Verkehrsbetriebe* (public transport).

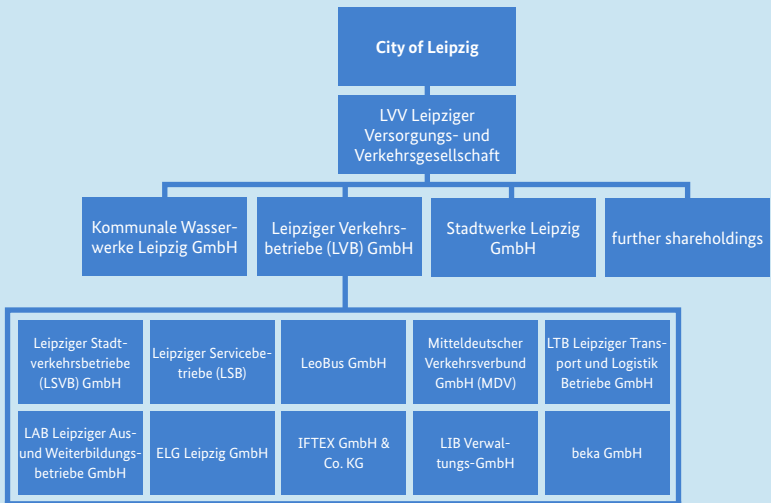


Figure 32: Structure of the transport services Leipzig; adapted from Leipziger Verkehrsbetriebe

As one of the three main members of the LVV, the Leipziger Verkehrsbetriebe (LVB) GmbH (transport services Leipzig) plan and operate tramway and bus transport services in the city. LVB holds the concession for the management of public transport in Leipzig and owns the infrastructure and vehicles. The total length of the tram network is 225 km, consisting of 13 lines. An additional 46 bus lines are part of the transport network. The number of passengers has increased continuously during recent years; in 2013, 142.2 million people used the public transport services of LVB, an increase of 2.2 % compared to the previous year. In 2018 the total number of passengers was 158.2 million. Further key figures from the Leipzig transport company are shown on the next page. The LVB is organised as a holding company and is 100 per cent owned by local authorities (like the LVV parent company itself).

LVB's subsidiary firms are Leipzig City Transport Company (LSVB) GmbH, Leipzig Service Company (LSB) GmbH, LeoBus GmbH operate the tramway and bus networks. Transport Consulting Leipzig (VCL), another subsidiary firm of LVB, provides engineering and consulting services for the development, planning, construction and operating of public transport.

### LVB – FACTS & FIGURES

- Number of tram/bus vehicles (regular service): 291/166 (incl. 1 E-Bus)
- Number of tram/bus lines: 13/46
- Total length of tram/bus lines: 215 km/ 752 km
- Shortest tram/bus line: 5.5 km/1.9 km
- Longest tram/bus line: 22.1 km/31 km
- Total number of tram/bus stops: 525/1,083
- Average distance between tram/bus stops: 512 m/626 m
- Total number of tram/bus passengers: 158.2 million (2018)
- Cost recovery: 75.0 %

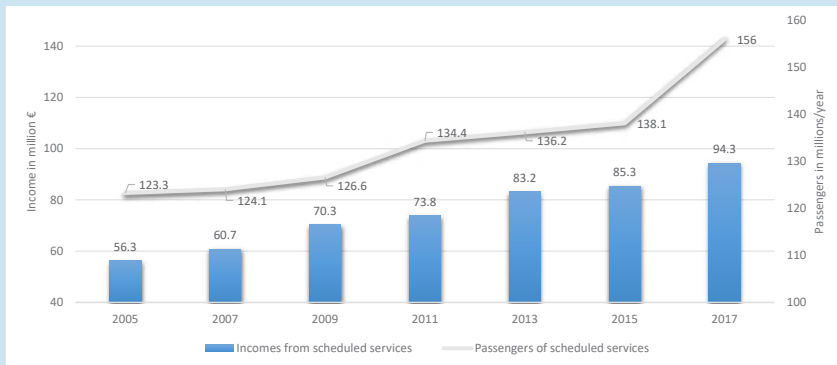


Figure 33: Numbers of Leipziger Verkehrsbetriebe (LVB) GmbH, 2017

The LVB network is part of the Mitteldeutscher Verkehrsverbund, MDV (Central German Transit Alliance), including districts and cities of the three federal states of Saxony, Saxony-Anhalt and Thuringia. Transit Alliances are very common in Germany, as they provide clear benefits for passengers. The main advantage for the users is the integrated ticketing and price system across a network of buses, trains and trams. Furthermore, public transport timetables, relevant information, and the sales system are coordinated amongst the partners. The organisation of the MDV was established 1998. Today the network covers an area of 7,600 km<sup>2</sup> and around 1.7 million residents can benefit from the advantages of the Central German Transport Association and use the entire network of S-Bahn trains, trains, buses and trams with just one ticket.

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The public transport in the network area generates 80 million timetable kilometers annually. That's five laps around the day. With this offer and the associated customer orientation, MDV has a leading position in the public transport landscape in Germany. The organization follows a three-level scheme (see figure 34 "Three-level scheme of the MDV"). Associates of the MDV include the responsible public transport authorities and transport companies, including the LVB.

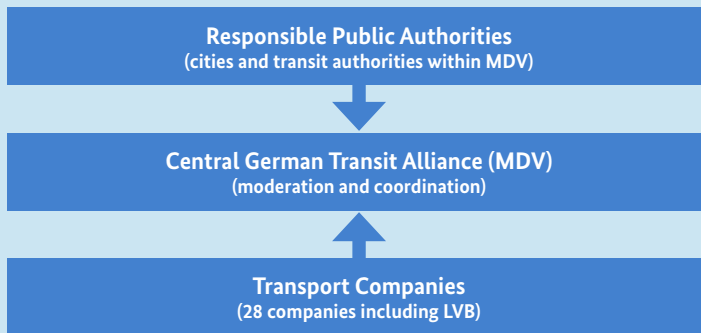


Figure 34: Three-level scheme of the MDV, adapted from *Mitteldeutscher Verkehrsverbund*

### Further information

Homepage of the LVV: → [www.l.de/gruppe/](http://www.l.de/gruppe/)

Homepage of the LVB: → [www.l.de/verkehrsbetriebe/](http://www.l.de/verkehrsbetriebe/)

Homepage of the MDV: → [www.mdv.de](http://www.mdv.de)

### You can get extensive information on the importance of transit alliances here:

→ [www.sutp.org/files/contents/documents/News/2018\\_March/3f\\_Transit\\_Alliances\\_SUTP\\_TUMI\\_GIZ\\_final.pdf](http://www.sutp.org/files/contents/documents/News/2018_March/3f_Transit_Alliances_SUTP_TUMI_GIZ_final.pdf)

The publication is also available in Spanish, Portuguese, Chinese and Ukrainian at

→ [www.sutp.org/en/resources/publications-by-topic/public-transport-44.html](http://www.sutp.org/en/resources/publications-by-topic/public-transport-44.html)

# Electric Mobility in Leipzig

Did you know that Leipzig has a long history with electric urban mobility? With Leipzig's first tram line established in 1896 the step towards becoming a tram-city has been made. In 2017 the 13 lines and 291 trams carried about 126 million passengers, which is four times more than busses. Moreover, since 2011 the public transport in Leipzig has been extended by using 18 hybrid busses and one E-bus. The latter is tested in cooperation with the Fraunhofer Institut.

In Leipzig, electromobility, among other innovation topics, is an important step into a "green" future and therefore plays an important role in the city. Municipal firms such as Stadtwerke Leipzig (municipal utility) or the Leipziger Verkehrsbetriebe (Leipzig public transport service) as well as major international corporations such as Porsche and BMW are ensuring that electromobility plays and will play a key role in Leipzig. The city of Leipzig itself aims to become a model city for electromobility in Germany.

Numerous initiatives and projects ensure that Leipzig remains a pleasant city for sustainable mobility, especially for electric cars and e-bikes. You can currently find around 70 public charging stations in Leipzig, with more than 170 charging spots, where you can recharge your electric car for free! Almost all charging stations are at your disposal 24/7, 365 days a year. Refuelling in Leipzig is not only free, but "green" as well, as the charging pole is powered with 100 % renewable energy. Furthermore, you can find public charging stations, that are provided by private actors such as companies or shopping centres for their customers. Besides a comprehensive network of charging stations, you can also charge your electric car in a very innovative way in Leipzig using LED lanterns. An overview of charging stations along with additional useful information is provided here:

→ [www.leipzig.travel/en/arrival-traffic/transport-in-leipzig/electric-mobility/](http://www.leipzig.travel/en/arrival-traffic/transport-in-leipzig/electric-mobility/)

## Facts and Figures

Registered electric vehicles: 302

Hybrid vehicles: 1810

Plug-in hybrid vehicles: 195

Charging opportunities in public space: more than 170

Mobility stations: 29



Figure 35: Electric vehicle in front of a mobility station; © Zoe Back

To promote the future of multimodality, Leipzig introduced so called *Mobilitätsstationen* (mobility stations). With setting up 29 mobility stations at traffic nodes in the Leipzig city area, Leipzig's transport companies have made multimodality easier and visible. At these stations information can be obtained and services can be booked. Each of the stations are located near a stop and simplify the change between bus, tram, taxi, rental car and rental bicycles. Likewise, electric cars can be charged at the stations. This creates a network of links between the various means of ecofriendly transport for the entire urban area.

### Projects and initiatives in Leipzig

The **e-alliance Leipzig** was founded to foster electromobility and to make Leipzig a **city of 'intelligent mobility'**. The alliance consists of the *LVV Leipziger Versorgungs- und Verkehrsgesellschaft* (Leipzig utility and transport company), *Stadtwerke Leipzig* (Leipzig's public utilities) and *Leipziger Verkehrsbetriebe* (Leipzig's public transport) which joined forces with regional players, among them the City of Leipzig, BMW, DB Regio and other well-known companies.

The Leipzig Economic Development Office has set e-mobility as one of the focal points in the Cluster of Energy and Environmental Technology. For the strategic implementation of this goal, a cluster network was created. In addition to the Leipzig Economic Development Corporation, companies from Leipzig and the region, leading research institutes in the energy sector.

Within the research project **connect Germany** an alliance of seven municipal utilities and renowned research and development partners collaborate in researching, developing and testing e-mobile traffic applications as well as the integration into intelligent future power supply.

**Saxony - model region for electromobility** - There is high public interest in promoting e-mobility on federal level by the Free state of Saxony as well as on the federal level by the Federal Government. This is why Saxony has declared Leipzig and Dresden as part of eight model regions for the future topic of e-mobility since 2009. Due to the variety of technological solutions and the application spectrum, several projects were launched. Among other projects, electrically powered hybrid buses are being publicly subsidized.

More information about e-mobility in Saxony:

→ [www.business-saxony.com/sixcms/media.php/78/Saxony\\_Compentence\\_Atlas\\_Electric\\_Mobility.pdf](http://www.business-saxony.com/sixcms/media.php/78/Saxony_Compentence_Atlas_Electric_Mobility.pdf)

”

## VOICES OF LEIPZIG

**Benjamin Senf** (*Driver, CleverShuttle*) about the potential of e-mobility in cities:

*“In my opinion, mobility is very important in our growing and fast living society. Especially E-Mobility is becoming an increasingly important part of traffic and of the structure of the city. It is a great way to protect our environment and to improve air pollution. It is helping in making cities healthier and greener. Another important factor is the silence of electric cars. They are much quieter than cars with fuel engines, which benefits the environment and the people living in the cities.”*

“

**CleverShuttle** is a new ridepooling concept, which combines a personalised chauffeur service with an eco-friendly and affordable transport service. Next to the fact, that the company relies exclusively on eco-friendly electric and hydrogen vehicles, the ridepooling concept serves to reduce traffic because several passengers share a vehicle.

→ [www.clevershuttle.de/en/](http://www.clevershuttle.de/en/)



Figure 36: CleverShuttle cars; © Zoe Back



Figure 37: CleverShuttle cars; © Zoe Back

Since 2008, the **Annual Summit of the International Transport Forum** is the world's largest gathering of transport ministers and the premier global transport policy event. Every May, ministers with responsibility for transport, business leaders, heads of international organisations, parliamentarians and policy makers, representatives of business associations and leading researchers meet for three days in Leipzig, Germany, to discuss the future of transport through the prism of a strategic topic.

The **Transformative Urban Mobility Initiative** (TUMI) is the leading global implementation initiative on sustainable mobility through the union of eleven prestigious partners. They are united in one goal: changing mobility for the benefit of people and the environment, with a view to the future. TUMI supports transport projects all around the world and enables policy makers to transform urban mobility.

With a kick-off conference in line with the **International Transport Summit** (ITF) 2019, TUMI sets the scene for a new global market place for electric and digital mobility:

With **TUMIVolt**, TUMI brings together mobility and energy providers, contractors, cities and urbanists, the public and private sector as well as investors and donors, to leverage electric and digital mobility solutions around the globe..

The **International Transport Forum** at the OECD is an intergovernmental organisation with 59 member countries. It acts as a think tank for transport policy and organises the Annual Summit of transport ministers. ITF is the only global body that covers all transport modes. The ITF is administratively integrated with the OECD, yet politically autonomous.

→ [www.transformative-mobility.org](http://www.transformative-mobility.org).



# Bonus Tour 4: Discovering Leipzig's surroundings by public transport

If you are interested in discovering Leipzig's surroundings, the trains, trams and buses at Leipzig Hauptbahnhof will take you to many destinations. In this bonus tour we will present some interesting places in or near Leipzig to inspire you. The choice is yours!

## SCHLOSS MACHERN

→ *Schloss Machern* was originally a castle surrounded by moats until it was accidentally drained in 1938 during railway construction work. The castle grounds include an English garden, a pyramid, artificial ruins of a knight's castle, a wildlife enclosure and lots of other things to see. You can easily get to *Machern* by taking S4 toward *Wurzen*; it will take you around 40 minutes to get there.

## CASTLE BUILDINGS OF EILENBURG

→ *Eilenburg* is seen as the cradle of Saxony, where the counts of Wettin founded their state in 1089 that 900 years later became the Free State of Saxony. When the city was bombed in 1945, inhabitants of *Eilenburg* sought shelter in underground castle corridors originally used to store beer. To visit the corridors, ask for information at the tourist centre in *Eilenburg*<sup>12</sup>. If you want to go to *Eilenburg* via S-Bahn, take the S4 toward *Torgau ZUG* until you reach *Eilenburg ZUG*. It will take you around 25 minutes to get there.

## DIVERSE SAXON MEDIUM-SIZED TOWNS

→ If you are interested in discovering more of the medium-sized towns in Saxony, such as *Zwickau*, *Dessau* or *Riesa*, you can get there by S-Bahn, too. For example, to travel to *Dessau*, take the S2 toward *Dessau Hbf*; 13 stops and 52 minutes later you will arrive at the town of *Bauhaus* where a lot of architectural highlights and museums can be seen.



Figure 38: Dessau – city of Bauhaus, © Bon Adrien/ CC BY 2.0

<sup>12</sup> → [www.leipzig.travel/en/poi-detail-page/poi/infos/tourist-information-eilenburg-im-museumsshop/](http://www.leipzig.travel/en/poi-detail-page/poi/infos/tourist-information-eilenburg-im-museumsshop/)





Figure 39: Auenwald Leipzig; © Acid Pix/ CC BY 2.0



Figure 40: Diving in Kulki; © Tobias Kühne/ CC BY-ND 2.0

## LEIPZIGER AUENWALD, ALSO CALLED AUWALD

→ *Leipziger Auenwald* is a riparian forest, mainly located within the city borders. Divided into north and south, the area is loosely connected by a corridor of numerous parks along the banks of the *Weißer Elster* river. The forest covers over 2500 hectares and the whole area is protected as a *Landschaftsschutzgebiet* in German nature protection laws. There are many popular destinations in the forest, including the *Wildpark Leipzig* where you will find restaurants, playgrounds and the opportunity to eventually see a few forest animals. From Leipzig *Hauptbahnhof*, take tram 11 (toward *Dörlitz*) until you arrive at *Connewitz, Kreuz*. Transfer to Bus 70, toward *Markkleeberg-West*, and you will arrive at *Wildpark 4* stops later.

**Further Information** on where to go near Leipzig is available at the Tourist Office (*Augustusplatz 9* or online). More information on tickets, pricing and possible changes can be found on page 16 of this travel guide and at

→ [www.l.de/verkehrsbetriebe-en](http://www.l.de/verkehrsbetriebe-en)

## KULKWITZER SEE AND COSPUDENER SEE

→ *Kulki*, as Leipzigers call the lake *Kulkwitzer See*, is a former lignite mine that was flooded in the 1970s, creating a well-known local holiday spot. Activities such as diving, swimming and even a high ropes course can be found at the lake. To get there from *Hauptbahnhof*, take the S1 to *Leipzig Miltitzer Allee* to the end of the line. Walk along the S-Bahn station in the direction of travel, turn left into *Straße am See* and follow it to reach the *Kulkwitzer See*.

→ *Cospudener See*, also called *Cossi*, is another artificial lake that was formerly a lignite mine. It is very popular with locals for its sandy beaches and sailing harbour. An exhibition on the history of lignite mining and the landscape changes is worth a visit on the northern shore. To get to *Cospudener See*, take the S3 to *Geithain ZUG* and get off at *Markkleeberg ZUG*. Leave the station and go to *Markkleeberg, S-Bahnhof*, 200 m from where you've arrived. Take bus route 65, to *Markranstädt*. This bus will take you to *Cospudener See/Nordstrand*.

## A DETOUR: THE CITY-TUNNEL LEIPZIG

Plans for a tunnel to connect Leipzig's north and south are as old as the central station. In 1892, a new central station in the north of the city centre of Leipzig was planned; the existing station Bayerischer Bahnhof in the southern part of the city was supposed to remain. To connect the two stations, a tunnel was devised. Hence, during the construction phase of the main station between 1909 and 1915 an entrance ramp and a tunnel under the station were built in anticipation of a future tunnel. Even though the plans for an underground tunnel were revived in the mid-1930s, the construction phase never started. After the Second World War, several plans for the tunnel and its course were revisited. However, due to high construction costs, the project was never realised during the time of the GDR.

After reunification in 1990, planning of a new city tunnel commenced. An inventory of the traffic situation showed the need for a solution, and dialogue started between the city of Leipzig, the federal state of Saxony, the German railways (DB), and the Leipzig Trade Fair. The following years were marked by feasibility studies, project tenders and financing questions. The German railways and the federal state of Saxony pledged their support in 1996, and the decision to construct the tunnel was passed in 2000. The first ground was broken in 2003 and the tunnel construction started in 2005. The opening for the tunnel was originally planned for 2009; however, due to problems with the subsoil and other difficulties, the project was delayed repeatedly. Finally, in 2013, the Leipzig city tunnel was ceremoniously opened.

Today, the city tunnel forms the heart of the new Central German regional transit network, directly connecting the northern and southern parts of Leipzig, avoiding time-consuming detours. Some connections have been reduced in time by about 40 minutes. Since the tunnel opened in December 2013, the whole regional transit transport network has been reorganised in six new lines passing through the 1.4 km long tube. Furthermore, six new stops have been added; four of them are underground stations. These new stations enable direct access to the city centre of Leipzig. With the new city-tunnel, an estimated 42.7 million passenger car

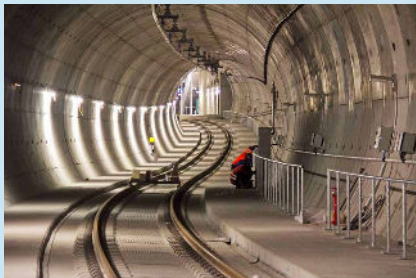


Figure 41: Railway equipment; © Freistaat Sachsen



Figure 42: Station Market; © Freistaat Sachsen

kilometres can be avoided every year, due to a considerable shift towards the use of the public transport in Leipzig. Commuters, citizens, travellers and guests all benefit from the Leipzig city tunnel<sup>13</sup>.

The *City Tunnel* has been heavily scrutinised for its costs and benefits. The high infrastructure costs and the large project delays have caused some controversy. At beginning of the planning phase the total costs were estimated at EUR 577 mio; the actual costs almost doubled to a total of EUR 960 mio in the end. Problems with the subsoil were a major cause, but higher world market prices for materials and stricter construction regulations have also been stated as reasons for the higher costs and the time delay of 5 years. However, the Saxon Audit Office (Sächsischer Rechnungshof) complained that the initial calculation for the city tunnel was far too low.<sup>14</sup>

## LEIPZIG CITY-TUNNEL – FACTS & FIGURES

- Total length: 5.3 km (1.4 km tunnel)
- Four new underground stations: Hauptbahnhof (tief), Markt, Wilhelm-Leuschner-Platz, Bayerischer Bahnhof
- Two new aboveground stations: Leipzig Nord, Leipzig MDR
- Maximal speed within the tunnel: 80 km/h
- Operational concept: one S-Bahn every five minutes
- Commissioning: 15th of December 2013 (10 years construction time)
- Total Cost: 960 million €



Figure 43: City Tunnel; © Freistaat Sachsen, Deutsche Bahn AG, 2014

### Further information

Leipzig city tunnel:

→ [www.citytunnel.sachsen.de](http://www.citytunnel.sachsen.de)

Central German regional transit network (S-Bahn):

→ [www.s-bahn-mitteldeutschland.de/s\\_mitteldeutschland/view/index.shtml](http://www.s-bahn-mitteldeutschland.de/s_mitteldeutschland/view/index.shtml)

<sup>13</sup> Freistaat Sachsen, Deutsche Bahn AG, 2014

<sup>14</sup> Kecke, 2011

# Further information on mobility in Leipzig

## GENERAL TRAVELLER'S INFORMATION

Check the following sites on the internet for general information:

- [www.english.leipzig.de/](http://www.english.leipzig.de/)
- [www.wikitravel.org/en/Leipzig](http://www.wikitravel.org/en/Leipzig)



Homepage of the Leipzig Tourismus und Marketing GmbH with **extensive information for tourists** about Leipzig and surroundings in various languages:

- [www.leipzig.travel/en](http://www.leipzig.travel/en)

### Tourist Information:

Katharinenstraße 8, 04109 Leipzig

## SIGHTSEEING IN LEIPZIG

### Guided city tour following Leipzig's history:

- [www.leipzig-erleben.com](http://www.leipzig-erleben.com)

Leipzig is a trade **fair city**; further information can be found at:

- [www.leipziger-messe.com/?language=en](http://www.leipziger-messe.com/?language=en)

**Free tours** are provided bei LeipzigFreeTours. Check their website for the latest news on free city tours:

- [www.leipzigfreetours.de/](http://www.leipzigfreetours.de/)



## INFORMATION ON PUBLIC TRANSPORT AND GENERAL TRAFFIC INFORMATION

### Timetable and network map for tram and bus:

- [www.l.de/verkehrsbetriebe-en](http://www.l.de/verkehrsbetriebe-en)

### Central German Transit Alliance (MDV):

Basic information and details on ticketing can be found at:

- [www.mdv.de](http://www.mdv.de)

### Smartphone App for MDV with timetables, information and tickets:

- [itunes.apple.com/de/app/easy-go/id313765386?mt=8](https://itunes.apple.com/de/app/easy-go/id313765386?mt=8) (iOS)
- [play.google.com/store/apps/details?id=de.easygo](https://play.google.com/store/apps/details?id=de.easygo) (Android)
- [www.easygo.mdv.de/shop/](http://www.easygo.mdv.de/shop/) (Web-App)



### BIKE TRIP INFORMATION

#### Various information, tours and a list of bike rental shops:

- [www.leipzig.travel/en/arrival-traffic/transport-in-leipzig/bicycle/](http://www.leipzig.travel/en/arrival-traffic/transport-in-leipzig/bicycle/)

#### Bike sharing in Leipzig:

- [www.nextbike.de/en/leipzig](http://www.nextbike.de/en/leipzig)

**ADFC Leipzig** ist an independent association of the *Allgemeiner Deutscher Fahrrad-Club*, Germany's national cycling organisation:

- [www.adfc-leipzig.de](http://www.adfc-leipzig.de) (only in German)



#### BBBike@Leipzig:

BBBike is an online tool that calculates the best bike route based on specified criteria (such as avoid main roads without a cycle lane, side streets wherever possible or no cobblestones)

- [www.bbbike.org/en/Leipzig](http://www.bbbike.org/en/Leipzig)

Enjoy your stay in  
Leipzig!

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### Germany has a long history of successful changes and transformations in the transport sector – including

- the establishment of comprehensive funding schemes
- the re-emergence of walking and cycling as safe and viable modes of transport
- the reorganization of the public transport sector
- the continuous development of progressive regulations
- the development of efficient propulsion systems
- the integration of different modes of transport, including multimodality in logistics and ecomobility

Academia, businesses, civil society and associations have gathered invaluable experience and skills in framing these transformations.

The German experience is worth of study. Due to the scarcity of energy resources, the high population density and number of enterprises, as well as the compactness of the country, Germany opted early on for energy-efficient, integrated and smart solutions in the transport sector.

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