

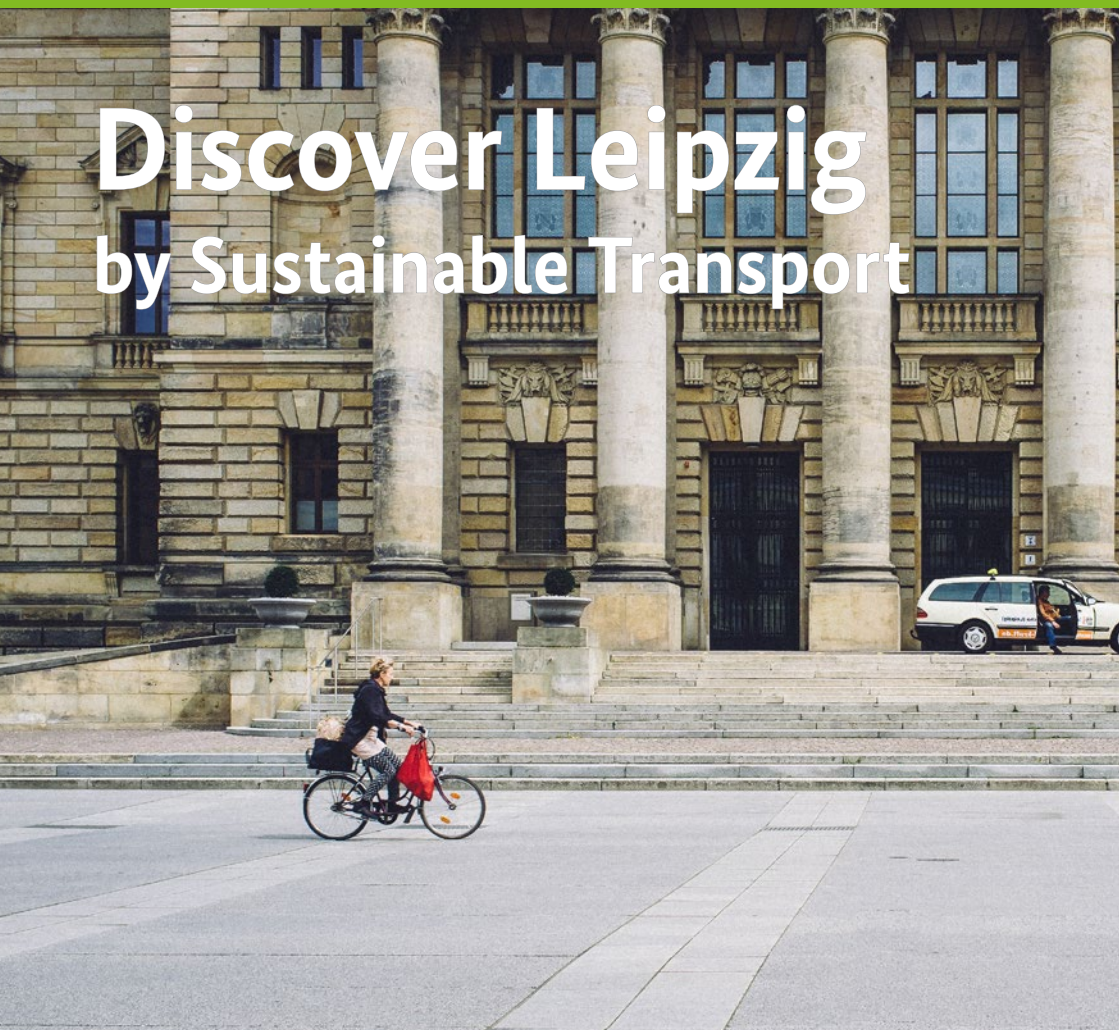


**German Partnership
for Sustainable Mobility**

Sustainable Mobility – Made in Germany

WWW.GERMAN-SUSTAINABLE-MOBILITY.DE

Discover Leipzig by Sustainable Transport



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 140 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

Discover Leipzig

by Sustainable Transport

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Lukas Sroka

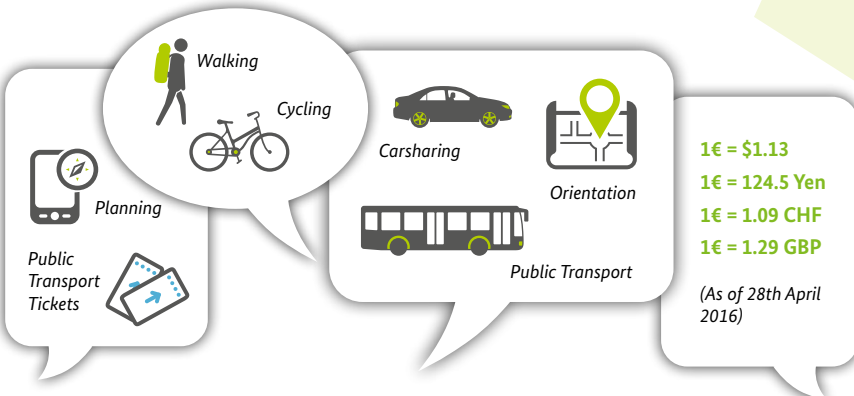
Lukas Sroka is a qualified geographer. During his bachelor studies at Philips-University Marburg he had worked as a trainee at the Transport Policy Advisory Service/Sustainable Urban Transport Systems team at GIZ in Eschborn. After finishing, he started his master studies of economic and social geography in Leipzig where he specialised in sustainable traffic planning topics. Currently he works at the Mitteldeutscher Verkehrsverbund GmbH (MDV) at a project, which offers strategies for improving public transport in rural areas in Saxony.

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Acknowledgements

We would like to express our gratitude to Steffi Gretschel (Leipzig Tourismus und Marketing GmbH), Jan Rickmeyer (City of Leipzig) and Dennis Steinsiek (nextbike) for contributing input to the publication. We further express our thanks to Olivia Kieser (GIZ), Armin Wagner (GIZ) and Michel Arnd (GIZ) for reviewing the document and providing invaluable feedback.



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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.

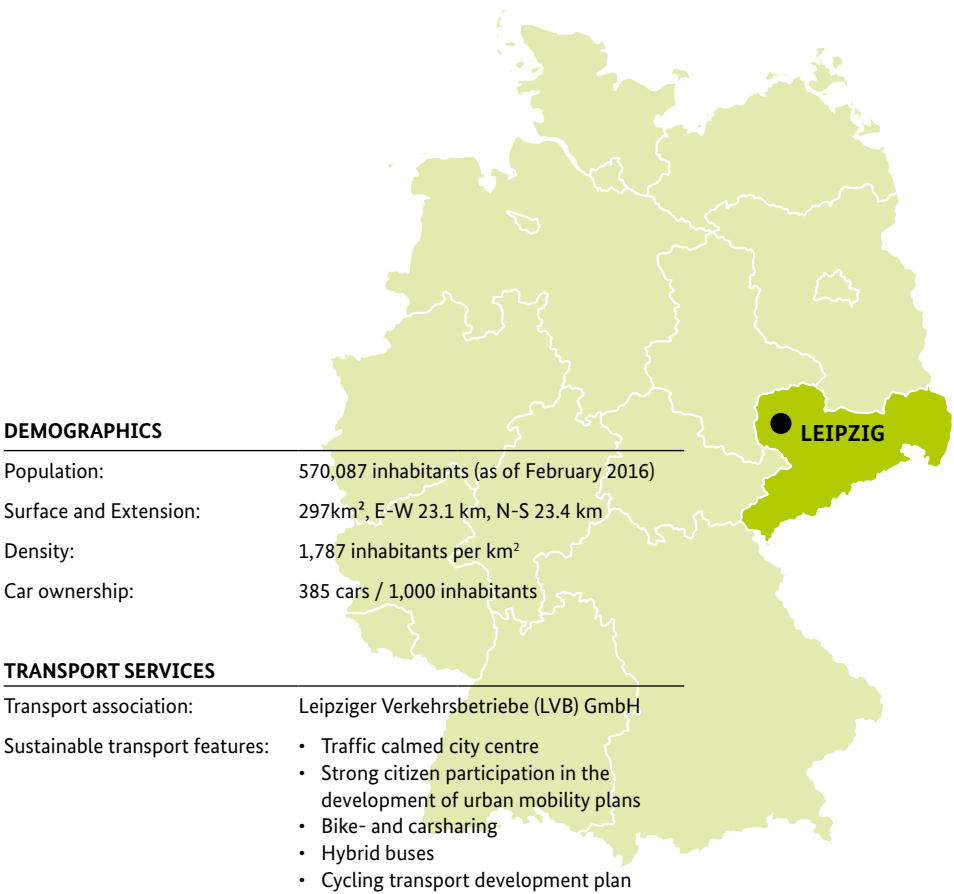
Most composers' homes and workplaces are still existing today. This is unrivalled in Germany and, in international terms, is second only to Vienna. Unique in Leipzig, however, is the proximity of these sites: you can experience 300 years of musical history in one afternoon. Opened in 2012, the so-called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

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 Peo-

ple" 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 Dübener Heide 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.

➔ Visit the website www.leipzig.travel to plan a trip to the Leipzig region.



Public transport systems:



MODAL SPLIT	LEIPZIG (2013)	GERMANY (city average)
Private motor vehicle:	38.3 %	41 %
Public transport:	17.1 %	17 %
Cycling:	15.2 %	12 %
Walking:	29.3 %	30 %

Figure 1: General information about Leipzig¹

¹ Figures taken from: TU Dresden, Mobilität in Städten – System repräsentativer Verkehrsbefragungen (SrV) 2013

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 143 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 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
info@ltm-leipzig.de

→ www.leipzig.travel

Opening hours:

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



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 (available for iPhone and Android, download the map of Saxony), HERE Maps, City Maps 2Go, OSMand 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 *DE-TOUR* on bike sharing in Leipzig on page 30. Consider registering at your accommodation or through restaurant Wi-Fi before starting Tour 2.

Important traffic rules: Every bike user is obliged to obey the rules of the StVO² 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



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 12.

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

Introduction: 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 walking and public transport this is a very recent trend, as the following graphic shows³:

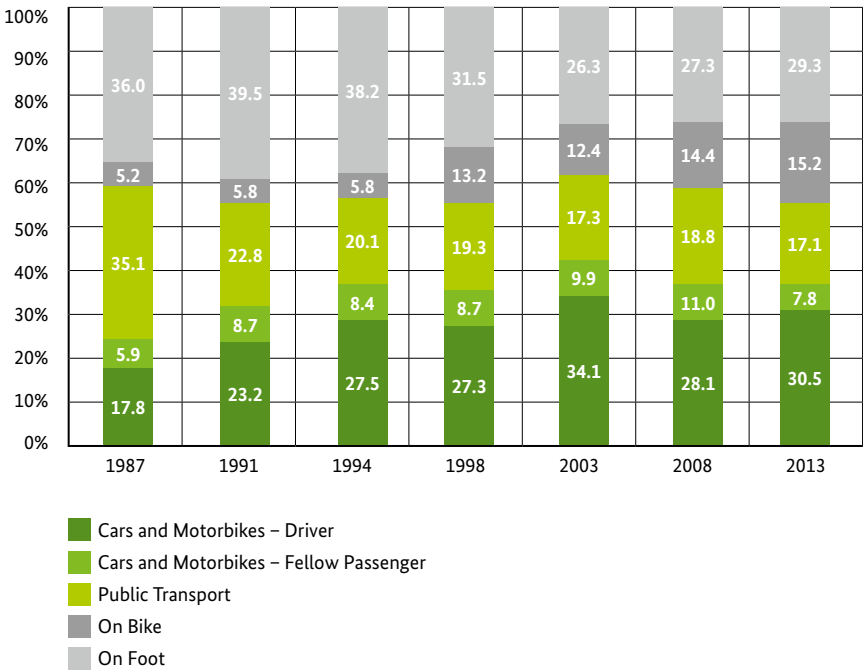


Figure 2: Modal Split in Leipzig 1987-2013

³ Stadt Leipzig, Verkehrs- und Tiefbauamt; Unterwegs in Richtung Zukunft, n.j.



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 518 tram stops – the second largest tram network (150.3 km) 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.



Figure 3: Tram in Leipzig, photo by JoeB07/ CC BY 3.0



Figure 4: Departures and arrivals at a Leipzig tram station, photo by iwanp. on Flickr/ CC BY-SA 2.0



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 for bus, tram, S-Bahn and regional trains applies. One **single ticket** (*Einzelticket*) costs EUR 2.50 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 1.80. If you plan on using the public transport again during your stay, consider buying a 4-Fahrten-Karte, which **includes four single tickets at a reduced price**. If you plan on leaving the city centre (e.g. if you plan to explore the surroundings of Leipzig as offered in Tour 4), consider another ticket option: you can choose a single ride ticket ("Einzelfahrt") for 2 zones at EUR 3.10 (don't forget to buy a return ticket later!) or a day ticket for several zones within MDV.

A **one-day ticket** is valid for 24 hours for one person and costs EUR 6.90 for the Leipzig zone 110; one-day tickets, including a further neighbouring MDV-zone, cost EUR 7.40.

Monthly tickets are available for EUR 44-69 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.

Find all ticket offers here (in German):

➔ 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 in the inlay of this travel guide, at every tram or bus stop and at:

➔ www.l.de/verkehrsbetriebe/fahrplan

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

Walking and cycling



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.

CYCLING

Leipzig's pedestrian-friendly urban conditions also make it attractive for cyclists. Development toward a more bicycle friendly city began in 1989. On the 6th of July 1989, even before the beginning of the peaceful revolution in Leipzig, a cycling working group had been established in the city, following the pressure of an activist

DESTINATION/ ACTIVITY	ON FOOT
Workplace	8.1 %
School/training/facilities for children	25.2 %
Purchasing/supply	35.2 %
Free time	35.5 %
Other purpose	10.1 %
Home or apartment	28.0 %

Table 1: Share of walking routes to functional activities



Figure 5: Pedestrians and bike users in Leipzig city centre, photo by Dirk Förster on Flickr/ CC BY 2.0

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 in 1988 to government representatives, the working group was finally established. It came as a surprise that this idea was received positively by the GDR at the time.

The city now has several administrative bodies that aim to improve cycling conditions in the city. One is an annual cycling round table held in the city administration. This committee discusses and advises the strategic direction in promoting local cycling for the next years. The committee cooperates closely with the *AG Radverkehrsförderung*, a working group for the promotion of cycling that meets every 3 months. The cycling commissioner is responsible for the realisation of the outcomes of the annual round table. He promotes cycling within the city administration and advocates for due consideration of cycling in



Figure 6: Music in a car-free zone at Grimmaische Straße
© LTM-Schmidt

planning processes. A sign posting team coordinates traffic signs for cycling at regular intervals. Another organisation is the working group for cycling of Saxon municipalities named *Arbeitsgemeinschaft Radverkehr sächsischer Kommunen*. The initiative aims for better conditions for cyclists beyond city boundaries, in the wider region, towns and villages. A status report on cycling development is submitted by the cycling commissioner to the mayor once a year.



Private motor transport and carsharing

The number of private motor vehicles in Leipzig is constantly growing: from 180,015 cars in 2011, to 186,782 in 2012 and 193,718 in 2014. And this number only reflects cars that are in private use. In total, the number of cars in Leipzig has risen from 221,915 in 2010 to 240,178 in 2014.⁴ 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 6 mio. in 2013. *teilAuto* operates in 17 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

→ www.flinkster.de



Figure 7: Carsharing by teilAuto in Leipzig © teilAuto

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



Plan your trips using the *Leipzig mobil* app on your smartphone

Leipzig released a new smartphone app called *Leipzig mobil* in summer 2015. It provides information on transport connections using public transport and sharing options. The app allows you to find the next available car or bike sharing vehicle at the so-called *Mobilitätsstationen*. As the app integrates all these different means of transport, it makes intermodal trip planning easy.

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.

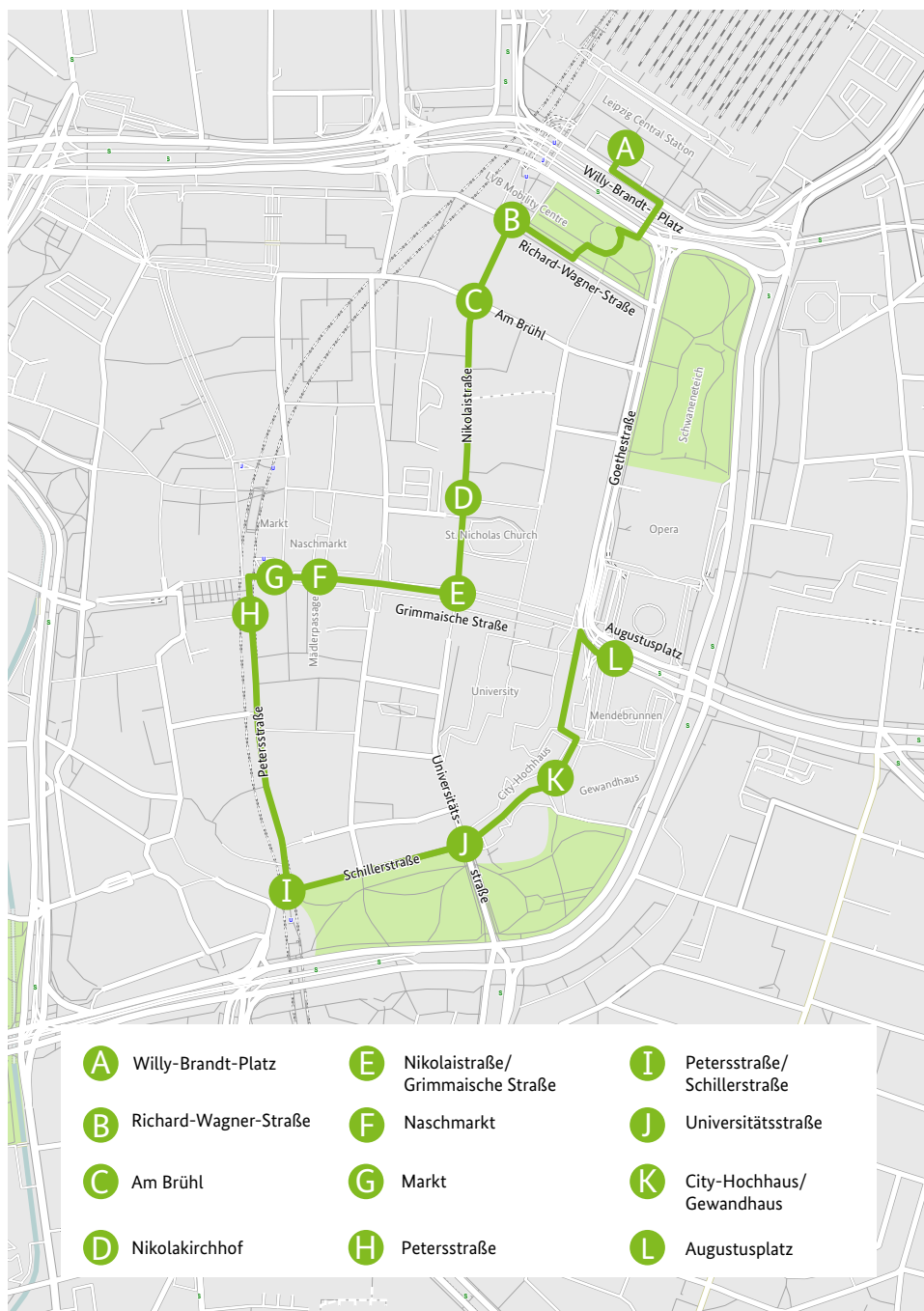
To benefit from all services, you must register at a LVB service point. Once registered a basic monthly tariff of EUR 4.90 grants access to book shared cars and bikes via the system. All trips taken using *Leipzig mobil* are paid simply at the end of the month via direct debit.



FREE WIFI AT TRAM STOPS 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. The wifi can be used for free for up to 30 minutes a day. For now there are 37 tram hotspots throughout the city, including *Augustusplatz*, *Nikolaikirchhof* and all stops in the inner city centre (*Innenstadtring*). Plans are in the works to double the number of WiFi hotspots.

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 8: Map – Tour 1. Source: Open Street Map.

⁵ Contains information from Open Street Map (openstreetmap.de) and is used under Open Database Licence,

→ opendatacommons.org/licenses/odbl/1.0/



Figure 9: The new institute building for the business faculty and commercial spaces, photo by JesterWr/ CC BY-SA 3.0 Unported

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.



Figure 10: Entrance to the new market station, photo by Ed Webster on Flickr/ CC BY 2.0

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.

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, 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 21 best equipped railway stations in Germany (according to DB Station & Service). The station grounds extends over 85,000 m², include a 220m long covered building, and are in walking distance from the city centre. 120,000 passengers arrive in Leipzig every day or change trains to other destinations.



Figure 11: Leipzig central train station, photo by 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 12: Leipzig Central station in 1954, picture by Illner, Bundesarchiv, Bild 183-25704-0019/ CC BY-SA 30.0

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 twice⁶. 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 network⁷.

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 reunification⁸.

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.

Further information on Leipzig Central Station

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

➔ http://www.bahnhof.de/bahnhof-de/Leipzig_Hbf.html

⁶ Letzel, 2014

⁷ Blum, 2013, p. 50f

⁸ German Unity Transport Projects 8 (DB ProjektBau GmbH, 2014)



Figure 13: 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.

Further information on Leipzig's railway system

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 14: Opening of the City-Tunnel Leipzig © Freistaat Sachsen



Figure 15: Underground bicycle park, photo by Martin_LE/ CC BY-SA 3.0 Unported

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 remodelling 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-Bahn-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 look around you in the western part of the street, you will observe 68 new bicycle stands. 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. A second garage for bicycles is under construction 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 16: New cafeteria Mensa am Park
© Leipzig Tourismus und Marketing GmbH

A DETOUR: LEIPZIG'S DEVELOPMENT SINCE REUNIFICATION

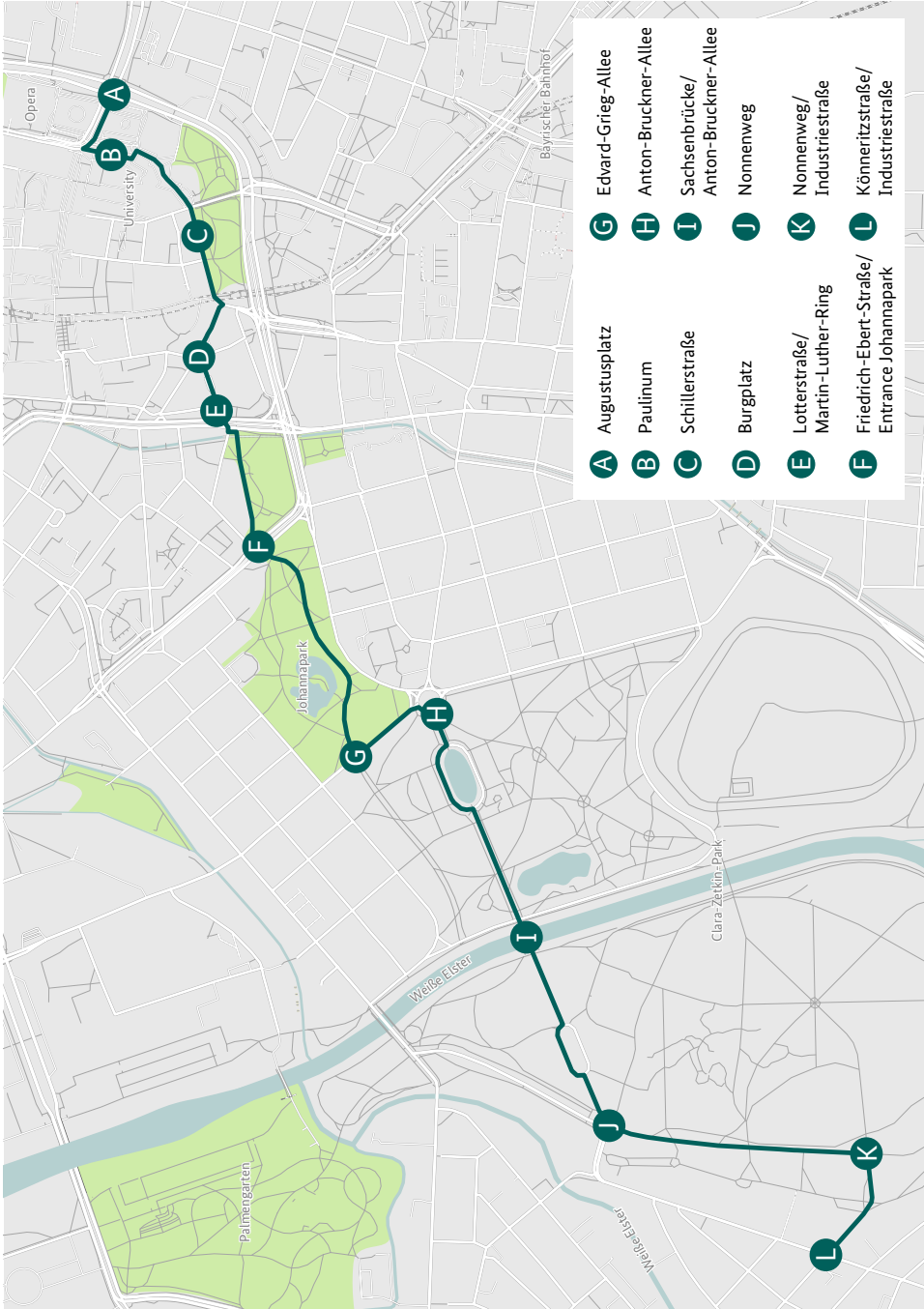
The reunification in 1990 led to fundamental changes in Leipzig and the whole former GDR. During the first ten years following reunification, Leipzig had to cope with high out-migration rates, as did many other cities of the former GDR. The population declined by more than 10 per cent between 1990 and 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 begins at the city tunnel
- 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

Further information on:

- www.leipzig-sachsen.de
- www.l.de/verkehrsbetriebe/



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 17: Map – Tour 2. Source: openstreetmap.de⁹

⁹ Contains information from Open Street Map (openstreetmap.de) and is used under Open Database Licence,

→ opendatacommons.org/licenses/odbl/1.0/

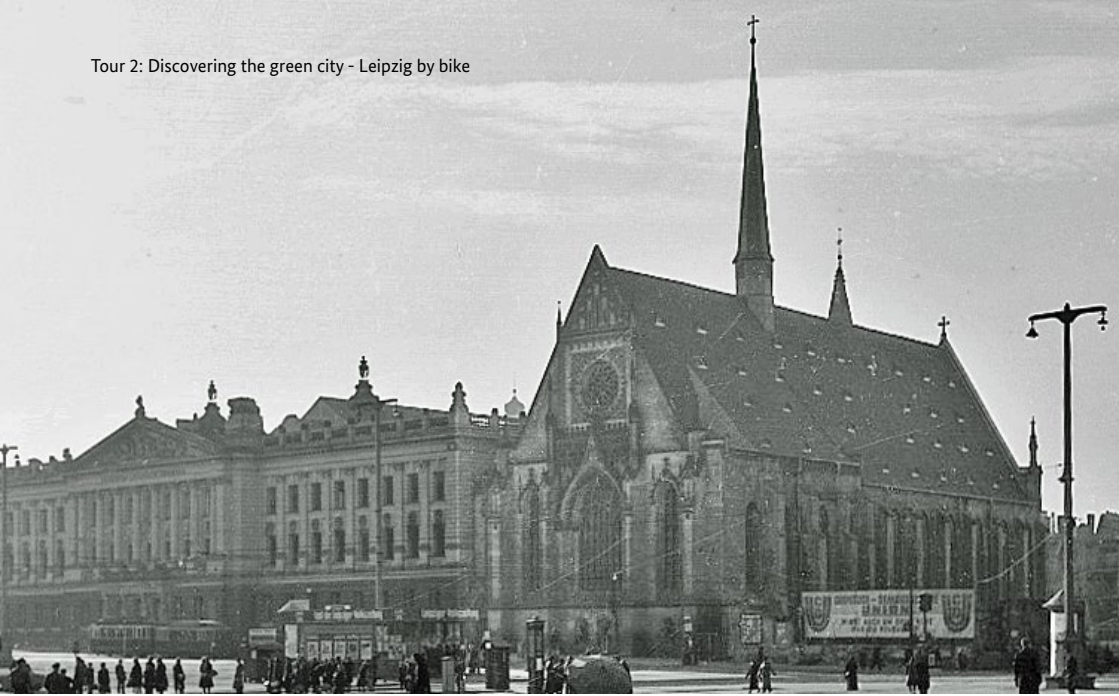


Figure 18: Old Augusteum and Paulinerkirche, photo by Deutsche Fotothek/ CC BY-SA 3.0 Unported

- 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.

Further information on the university of Leipzig

More information about the new campus is available in English at the universities website

➔ www.zv.uni-leipzig.de/en/



Figure 19: Socialist functional university building, photo by Dundak/ CC BY-SA 2.5

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.



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

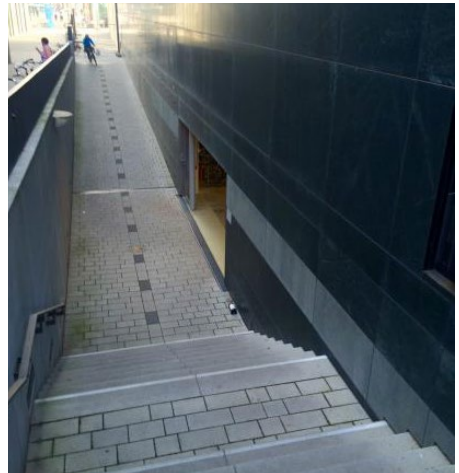


Figure 21: Entrance to the underground bicycle parking
© Lukas Sroka

If you would like to continue your tour by bike, renting a bicycle is no problem. In Leipzig you can choose from several options to rent a bicycle:

→ www.radfahren-in-leipzig.de/fahrrad/fahrradverleih.asp



Figure 22: Inside the underground bicycle parking
© Lukas Sroka

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 inhabitants of Leipzig enjoy this mode of transport, too. Riding a bike is popular with Leipzigers due to bicycle friendly development, including new cycling tracks and parking infrastructure. The use of bicycles is also being 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 70 German cities and another 14 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. Bicycles can be rented easily via smartphone app or the service hotline at the numerous (virtual) *nextbike* stations. 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 Table 2 you can see the current rates for bike renting. Frequent users can subscribe to the *RadCard* membership for lower rates. By working together with local authorities, public transport services, companies and hotels, further 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* © *nextbike*

How to use the *nextbike* bike sharing system:

→ 1. Register for free:

- a. At the homepage: → secure.nextbike.net/de/en/register
- b. Via app, which you can find on the Google PlayStore or on the iTunes Store.
Just type in *nextbike*.
- c. Via the hotline: +49 (0)30 6920 5046
- d. At an electronic station terminal.

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

→ 2. Rent a bicycle:

Renting a *nextbike* is possible via app, hotline or the optional customer card. You enter the bike-number and receive the code to open the lock via App, SMS or hotline immediately. You are now ready to start the ride. With one account you can rent up to four bicycles.

→ 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.

RATE IN EUR	NORMAL RATE	RADCARD RATE
1 to 30 minutes	1.00	free
From the 31st minute per 30 minutes	1.00	1.00
Day (24 hours)	9.00	9.00
Annual fee	-	48.00

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

INTERVIEW WITH DENNIS STEINSIEK (NEXTBIKE, MOBILITY CONSULTANT)

What makes Leipzig special when it comes to urban mobility?

Everywhere in Leipzig you can recognise the importance the city had in the past: It has the world's largest railway station in terms of floor area which is a tribute to the fact that Leipzig has always been a city of trade fairs. Also, it has the second largest tram network in Germany. Therefore, Leipzig can be considered as a tram and train city. In the 1990s the city lost some of its status, which it is now gaining back. Every year more than 10,000 mostly younger people move to Leipzig - therefore the name "Hypezig" was invented. And now, more and more people use their bike for everyday trips. Leipzig definitely has the potential to become a bike city as well.



Nextbike is based in Leipzig - what is your connection to the city?

Everything that we do is taking place in Leipzig. We develop our bike sharing systems here, the IT and also produce the bicycles in our own production facility in Leipzig. Also the customer service and the entire back-office system are based here. We love the city and actively promote cycling. Therefore we have placed 500 rental bikes here. From time to time we organise events for instance a bike-cinema in one of the former coal mining areas around Leipzig. It is a liveable city with beautiful lakes around - therefore we also placed our bikes there. In this way we offer the „Leipzigers“ an easy and convenient way to get around.

Why did nextbike start its business in Leipzig?

The founder and managing director lived in Leipzig with his family and friends and he's still living here. In the early 2000s many start-ups were founded in the city and nextbike was one of them in the year 2004.

What makes a bicycle a good choice for urban mobility?

Riding a bike is cool and smart. On distances up to five kilometres it is the fastest way to get around in a city. It doesn't occupy much space - 10 bicycles can be parked on one parking spot for a car. In general, people riding a bike make a city more liveable. If you look at the city that was rated the most liveable in the world for several years, namely Copenhagen, cycling is an integral part of urban life. It brings life back to the streets and makes them safer. And it's healthy: Only 20min of cycling a day decreases the risk of having a stroke, high blood pressure and a heart attack. After all, it is the feeling that you get when you're riding a bike - a feeling of freedom.

How does nextbike encourage people to use the bike in Leipzig and in other cities?

As I mentioned already, we are doing several events in order to promote cycling. But the best promotion for cycling is the publicly available bicycles themselves, which are placed at strategic places within the city. If you see bikes everywhere, you are more aware of cycling as a mobility option. And of course people have easy access to our bikes. We developed, for instance, our roaming system: If you register once at nextbike, you can make use of all our bicycles that we have worldwide in 15 countries – currently more than 20,000.

A very important aspect is the cooperation we have with the local transport authority here in Leipzig and in other cities. If you have a subscription for the public transport system you can also use our bikes in the first half hour of the rental period for free and after that for a reduced price. In this way people are encouraged to use the bicycle for the last mile of their trip.

Which developments in the mobility behaviour could you observe during the recent years in Leipzig?

In Leipzig we can observe a similar behaviour change as in other (European) urban areas. People are more and more aware of the problems that individual motorised transport causes and therefore use public transport, shared mobility options and their own bicycle more frequently. Of course it is also much cheaper to abstain from using a personal car. In Leipzig the share of public transport, cycling and walking on the modal split rose in the recent year significantly – and the future plans of the administration are ambitious: the fraction of public transport should rise to 25% and the goal for cycling is to achieve 35%.

What are the future plans for nextbike?

The growth potential for the bike sharing market worldwide is tremendous. And of course nextbike wants a part of that growth. We are in negotiations with cities from all over the world in order to implement modern bike sharing solutions for instance in India or Saudi Arabia. Soon we will enter the market in the United States. But we will also not forget where we come from. Our goal is to double the amount of bicycles that we have in Germany over the coming years. Additionally, we are working on concepts to include other types of bicycles into our systems.

What is your favourite place for cycling in Leipzig?

My favourite cycling place in Leipzig is the Clara-Zetkin-Park (Clara-Park) in the centre of the city, including a hot drink from the CoffeeBike → roestgut.de/kaffee Fahrrad.html on the “Sachsenbrücke,” where pedestrians, cyclists, skateboarders, skaters, children, musicians and parents with buggies share space.

Further information:

nextbike worldwide – current locations of rental bikes: → www.nextbike.de/en/locations/

nextbike – product information in English: → www.nextbike.net/products/



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

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.
- 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.

- 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 green space with a playground, a large pond with an island and a fountain. It was donated by the Leipzig banker Wiliam Seyfferth and 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*.
- 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 *Weißer 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.



Figure 25: Sachsenbrücke, photo by !Koss/ CC BY-SA 3.0 Unported

L Drive to the intersection with *Könneritzstraße* 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 *Könneritzstraße* 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 *Könneritzstraße* until you reach the tram stop *Stieglitzstraße*. Board tram 1 direction *Mockau* and you will arrive at Leipzig central station after 7 stops.

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 galvanized steel pipe or stainless steel, anchored in concrete or bolted on a base plate with ground sleeves.

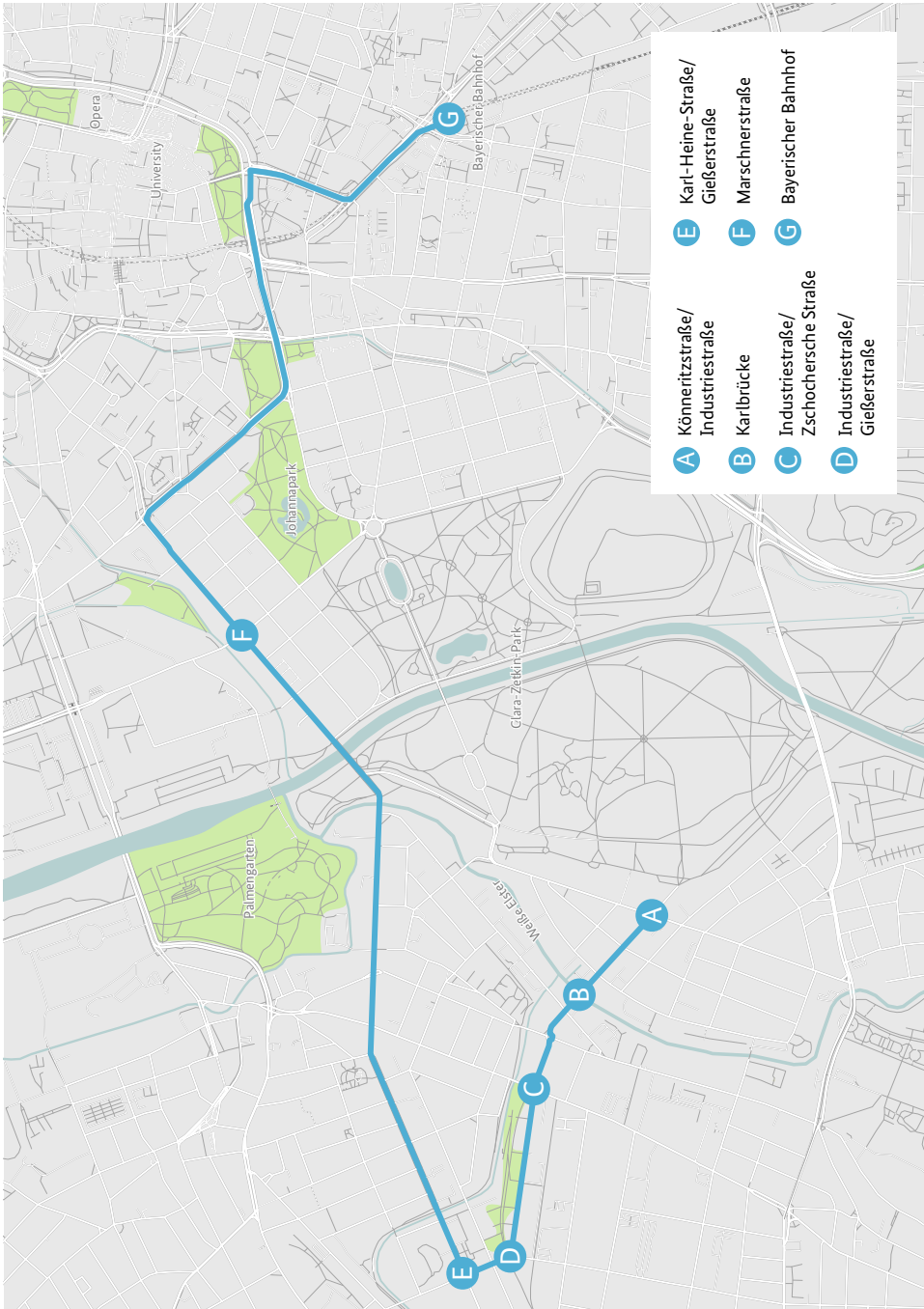
The city also applies the willingness of private individuals (retailers, landlords, homeowners, and other interested parties) to fund the installation of these support stands in public transport areas. At a cost of EUR 160 per stand (incl. material, installation and VAT) the construction of the bicycle stand takes place at the desired location, which must be city property.

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. The number of bicycle thefts declined in Leipzig from about 5000 to 4500 per year, a decrease of 10% since 2002. 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 26: Stands for bicycles named *Leipziger Bügel* © Manfred Breithaupt

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 *Könneritzstraße*.

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

→ *Könneritzerstraße* – lovingly called the *Kö* – will be 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 27: Map – Tour 3. Source: Open Street Map¹⁰

¹⁰ Contains information from Open Street Map (openstreetmap.de) and is used under Open Database Licence,

→ opendatacommons.org/licenses/odbl/1.0/



Figure 28: Karlbrücke © LTM-Brzoska

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 29: Plagwitz has been marked by industrial areas in the past, Picture by 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-/Gießerstraße* 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 *Bayrischer 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 2.50. For more information on ticket options, see page 12.



Figure 30: Former Buntgarnwerke have now become Lofts, photo by J. Heribert Pohl/ CC BY-SA 2.0

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

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 mbH* (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: water supply (*Kommunale Wasserwerke Leipzig GmbH*), power supply (*Stadtwerke Leipzig GmbH*) and public transport (*Leipziger Verkehrsbetriebe LVB GmbH*), as shown in figure 24, Structure of the transport services Leipzig.

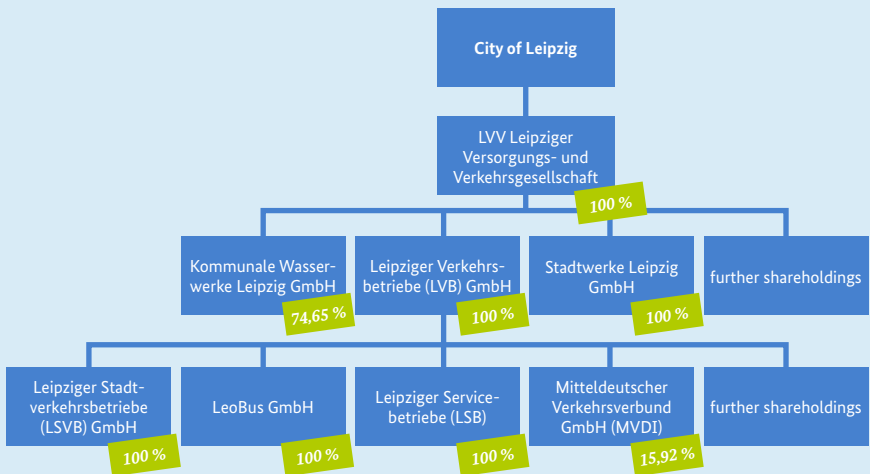


Figure 31: Structure of the transport services Leipzig

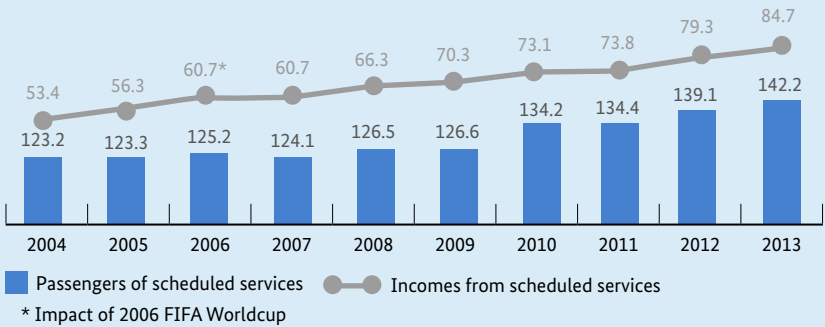
Source: (LVV *Leipziger Versorgungs- und Verkehrsgesellschaft mbH*, 2014, S. p.34f)

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 217.9 km, consisting of 13 lines. An additional 61 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. Key figures from the Leipzig transport company are shown in the box below: *LVB – Facts and Figures*. The LVB is organised as a holding company and is 100 per cent owned by local authorities (like the LVV

parent company itself). The LVB's subsidiary firms *Leipzig City Transport Company (LSVB)* and *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.

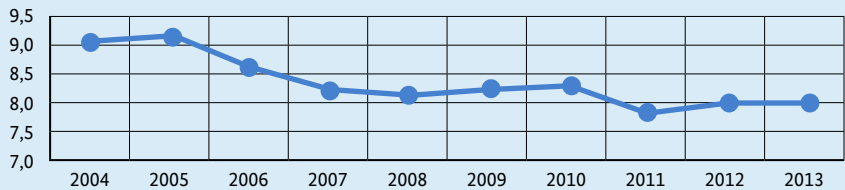
LVB – FACTS & FIGURES

- Number of tram/bus vehicles (regular service): 265/220
- Number of tram/bus lines: 13/61
- Total length of tram/bus lines: 217.9 km/1,096.0 km
- Shortest tram/bus line: 5.5 km/1.9 km
- Longest tram/bus line: 22.1 km/40.2 km
- Total number of tram/bus stops: 516/756
- Average distance between tram/bus stops: 530 m/763 m



(Leipziger Verkehrsbetriebe (LVB) GmbH, 2014)

- Annual number of tram/bus passengers: 114.7 million/27.5 million (total: 142.2 million)
- Cost recovery: 75.0 %
- Tram power consumption: 8 kWh/100 pkm (equal to a car with 1 litre of diesel per 100 km fuel economy)



(Leipziger Verkehrsbetriebe (LVB) GmbH, 2014)

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 follows a three-level scheme (see figure 32 “Three-level scheme of the MDV”). Associates of the MDV include the responsible public transport authorities and transport companies, including the LVB. The former have a total share of 51 per cent, while the latter have 49 per cent. The basis of the MDV is to establish a basic contract between the responsible public transport authorities. Furthermore, contracts exist between all associates to regulate the allocation of revenues from ticket sales.

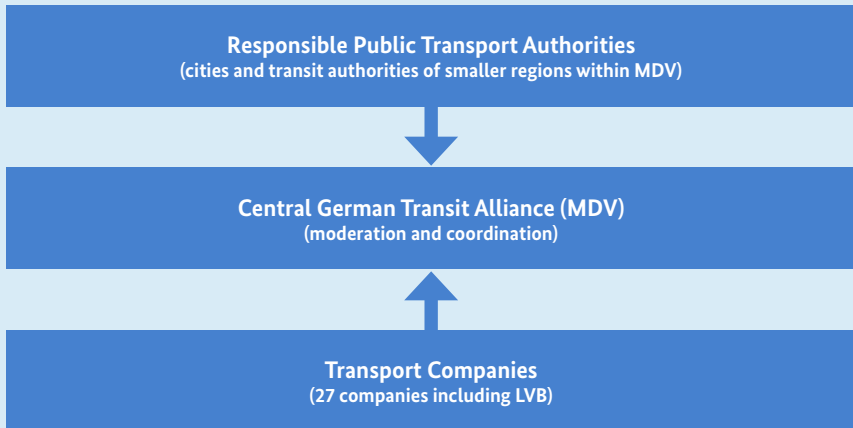


Figure 32: Three-level scheme of the MDV, adapted from *Mitteldeutscher Verkehrsverbund GmbH*¹¹

Further information

Homepage of the LVV: → www.l.de/gruppe/

Homepage of the LVB: → www.l.de/verkehrsbetriebe/

Homepage of the MDV: → www.mdv.de/inhalte/index.php

Extensive information on Germany's transit alliances translated in English and Russian can be found at: → www.sutp.org/files/contents/documents/resources/B_Technical-Documents/GIZ_SUTP_TD4_Transport-Alliances_EN.pdf

¹¹ → www.mdv.de/inhalte/dreiebenenmodell.html

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 half an hour 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*¹². If you want to go to *Eilenburg* via S-Bahn, take the S4 bound for *Eilenburg ZUG* to its final destination.

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 33: Dessau – city of Bauhaus, photo by Bon Adrien/
CC BY 2.0

¹² → www.leipzig.region.travel/de/Ausflug-planen/Freizeitattraktionen/Burggelaende-und-Bergkelleranlagen-Eilenburg_1033.html?regiopo5388.id=136®iopo5388.fmd=1&sid=NzAGFWaDS7mAu08fNFqAlzEgeObYQVQo



Figure 34: Auenwald Leipzig, photo by Acid Pix/ CC BY 2.0



Figure 35: Diving in Kulki, photo by 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 to S-Bhf. *Connewitz, Klemmstraße* 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 and pricing can be found on page 12 of this travel guide and at → www.l.de/verkehrsbetriebe/

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 arrive at *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.



Figure 36: Platform at main station © Freistaat Sachsen

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 de-

tours. 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 kilometres can



Figure 37: Railway equipment © Freistaat Sachsen

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 tunnel¹³.

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 low¹⁴.



Figure 38: Station Markt © Freistaat Sachsen

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 €



(Freistaat Sachsen, Deutsche Bahn AG, 2014)

Further information

Leipzig city tunnel:

→ www.citytunnelleipzig.de/de/kontakt-informationen/english-information.html

Central German regional transit network (S-Bahn):

→ www.s-bahn-mitteldeutschland.de/s_mitteldeutschland/view/index.shtml

¹³ Freistaat Sachsen, Deutsche Bahn AG, 2014

¹⁴ 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/
- ➔ 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

Leipzig Travel App:



- ➔ itunes.apple.com/de/app/leipzig-travel-app/id917649390 (iOS)
- ➔ play.google.com/store/apps/details?id=leipzig.travel.app (Android)



Tourist Information:

Katharinenstraße 8, 04109 Leipzig

SIGHTSEEING IN LEIPZIG

- ➔ **Guided city tour following Leipzig's history:**

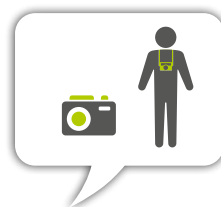
www.leipzig-erleben.com

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

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/



INFORMATION ON PUBLIC TRANSPORT AND GENERAL TRAFFIC INFORMATION

Timetable and network map for tram and bus:

→ www.l.de/verkehrsbetriebe

(In German only, choose Fahrplan for timetable and Produkte for ticket information)



Central German Transit Alliance (MDV):

Basic information and details on ticketing can be found at:

→ www.mdv.de

Information on journey planning can be accessed at:

→ reiseauskunft.innsa.de/bin/query.exe/dn?L=vs_webapp (in German)

Smartphone App for MDV with timetables, information and tickets:



→ itunes.apple.com/de/app/easy-go/id313765386?mt=8 (iOS)

→ play.google.com/store/apps/details?id=de.easygo (Android)

→ www.mdv.de/easygoshop.php (Web-App)



Current traffic information for Leipzig is provided by the traffic information system:

→ verkehrsinformationssystem.leipzig.de/start.aspx (Only in German)

General information about transport planning in Leipzig can be found at:

→ www.leipzig.de/umwelt-und-verkehr/verkehrsplanung/ (Only in German)

BIKE TRIP INFORMATION

Various information, tours, maps and list of bike rental shops:

→ www.radfahren-in-leipzig.de



Bike sharing in Leipzig:

→ www.nextbike.de/en/leipzig

ADFC Leipzig is the local antenna of Allgemeiner Deutscher Fahrrad-Club, Germany's national cycling organisation:

→ www.adfc-leipzig.de (Only in German)

BBBike@Leipzig:

→ www.bbbike.org/en/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)



A cycling tour through Leipzig:

→ www.leipzig-erleben.com

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Design: Julia Klasen

April 2016



IMPRINT

German Partnership for Sustainable Mobility (GPSM)

Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) GmbH

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“Sustainable Mobility – Made in Germany” stands for sustainable, proven, resource efficient, innovative, trustworthy and flexible solutions for all domains of mobility and logistics services.

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.

More on → www.german-sustainable-mobility.de

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Federal Ministry
for Economic Cooperation
and Development



Federal Ministry for the
Environment, Nature Conservation,
Building and Nuclear Safety

FURTHER SUPPORTERS



Federal Ministry
for Economic Affairs
and Energy



Federal Ministry
of Transport and
Digital Infrastructure



Federal Foreign Office