

Regiotram Aachen

A project that moves the region

Liège, 14 June 2023



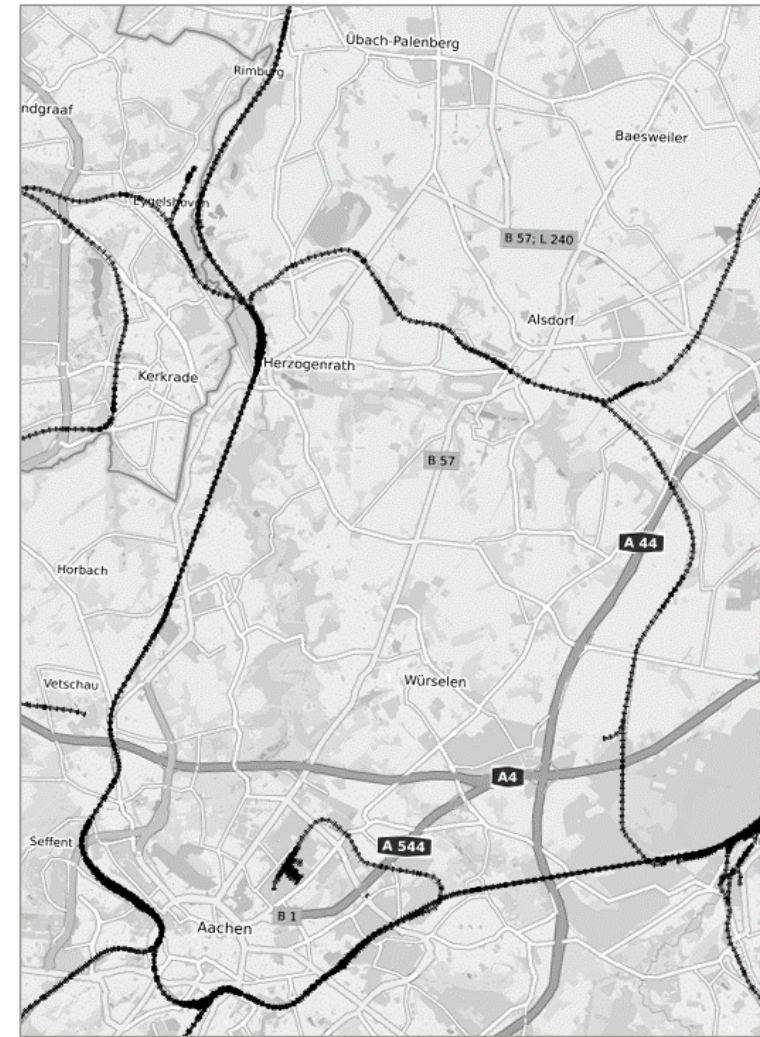
avv.de

Birk Müller

PROJECT HISTORY

FIRST STEPS

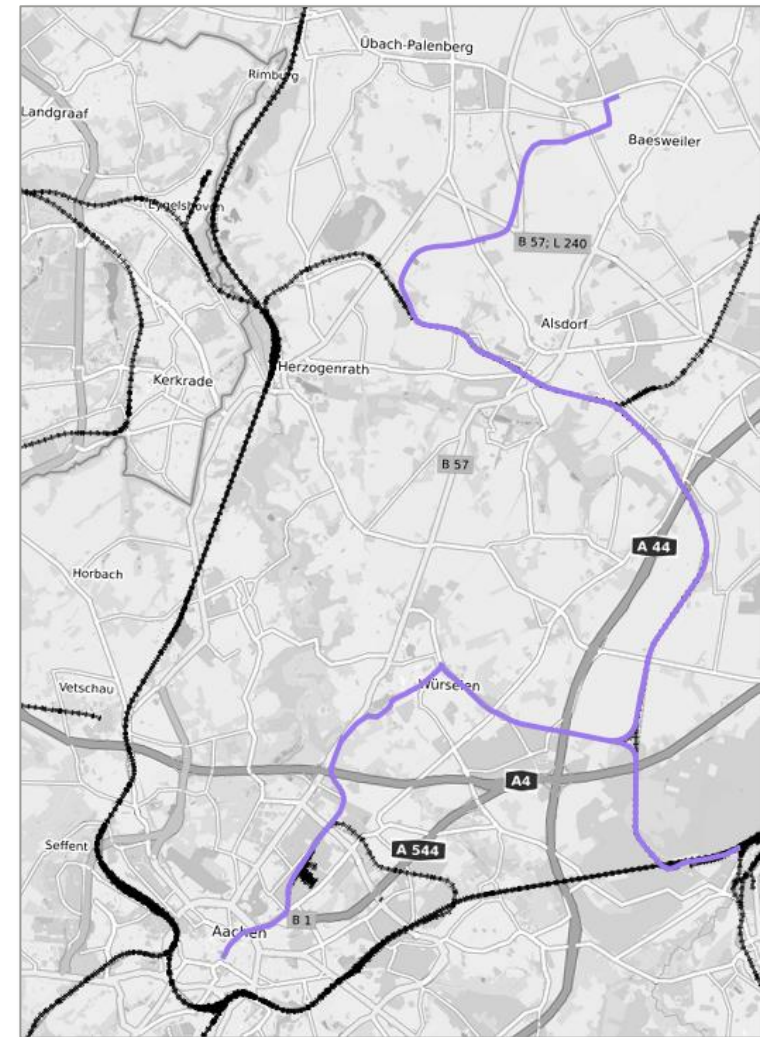
- Aachen – Baesweiler: Missing link in the rail-system in the Aachen region
- Project idea was developed in 2017 by the Aachen Initiative.
- Project coordination was transferred to the AVV at the beginning of 2019.
- Main project partners: City and Region of Aachen
- In February 2020, the two-stage feasibility study was awarded.



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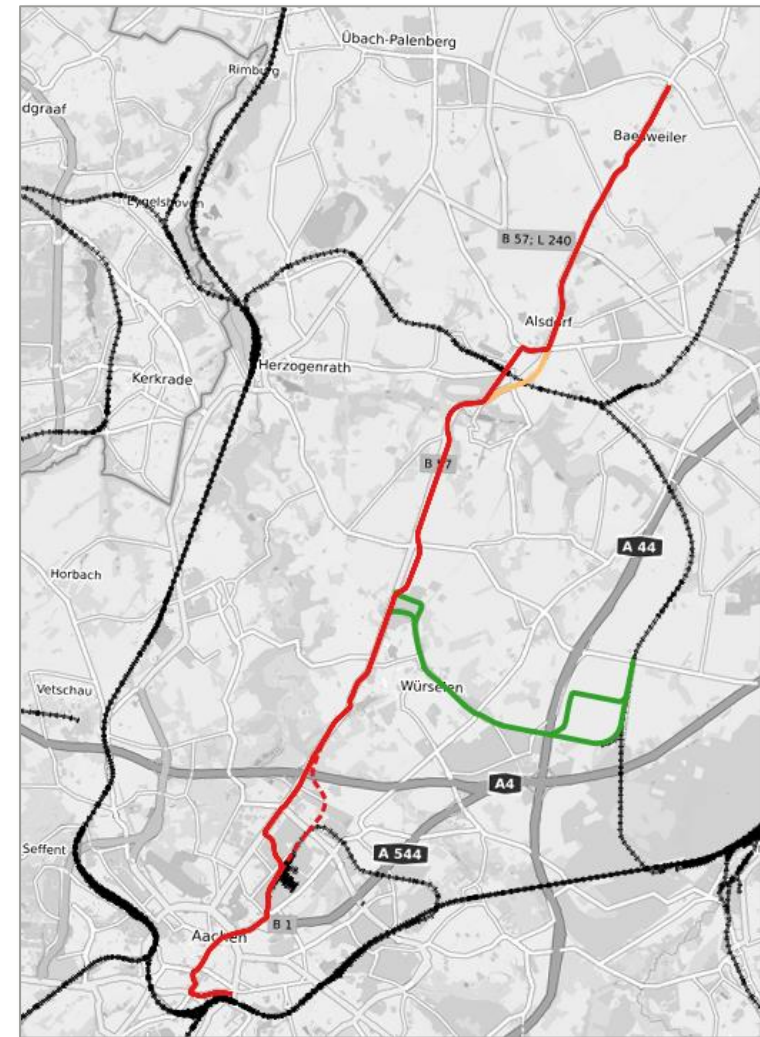
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FEASIBILITY STUDY REGIOTRAM

MAIN RESULTS OF STAGE 1

- In the further course of the feasibility study, only scenario 3 "Regiotram Direct" will be pursued, meaning implementation as a tram system with the most direct route possible, high level of accessibility, short travel time, and good connection.
- The project of a light rail connection between Aachen and Würselen/Alsdorf/Baesweiler may be feasible, but further optimizations are required:
 - Extension of the Regiotram in the city of Aachen from Elisenbrunnen to Aachen Main Station (Hbf.).
 - Line to the Mobility Hub Merzbrück (Würselen-Merzbrück Airfield branch line) should be postponed and implemented within the framework of the structural change support for the "Rheinische Revier".
 - Additional measures to improve economic efficiency (reduce construction costs and increase accessibility)



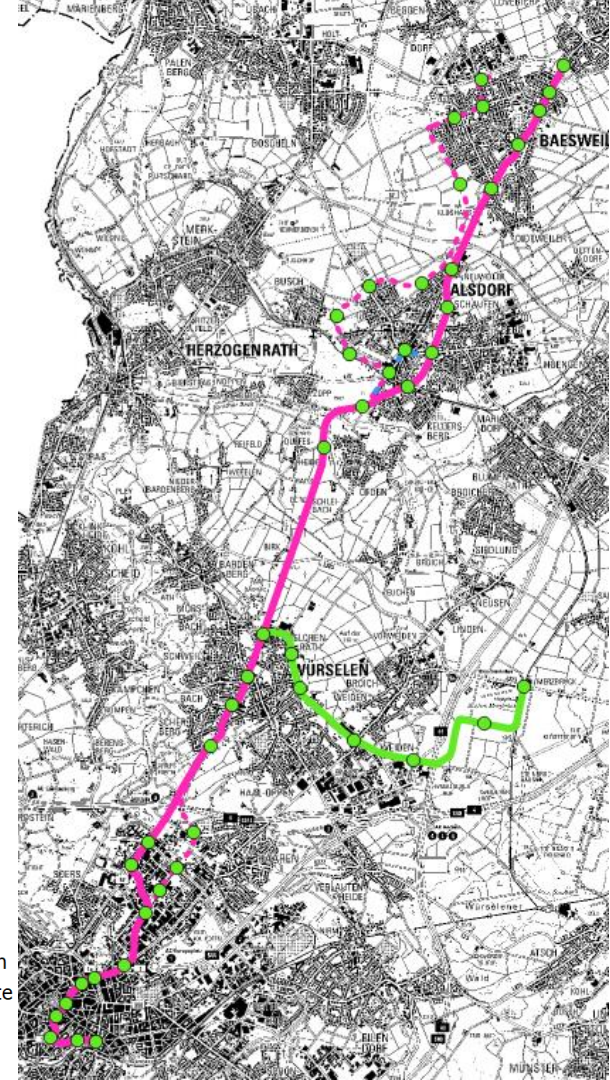
FEASIBILITY STUDY REGIOTRAM

OVERVIEW STAGE 2 OF THE FEASIBILITY STUDY

- Starting in October 2021 the route from **Aachen Hbf. – AC Bushof – AC Soers – Würselen – Alsdorf B57 – Baesweiler Noth** (Ludwig-Erhard-Ring) was investigated.
- Equivalent **variants/supplements** are:
 - Aachen Grüner Weg
 - Alsdorf West – Baesweiler Reyplatz – BA Business Park
 - Branch line: Alsdorf Luisenstraße – Denkmalplatz – Annapark – KuBiZ
 - Alsdorf Central: Alsdorf Annapark – Denkmalplatz
- **Contents** include:
 - In-depth examination of technical and operational feasibility.
 - Possibilities for economic optimization.
 - Evaluation of traffic impact and economic viability.
 - Implementation concept.
- The Merzbrück branch line is not part of stage 2.

Legende

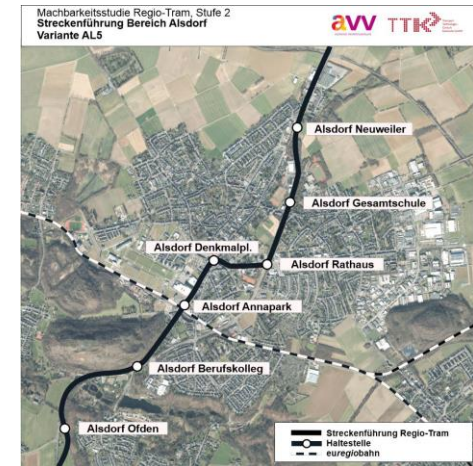
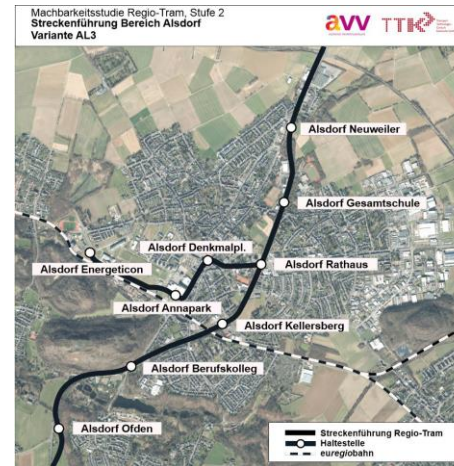
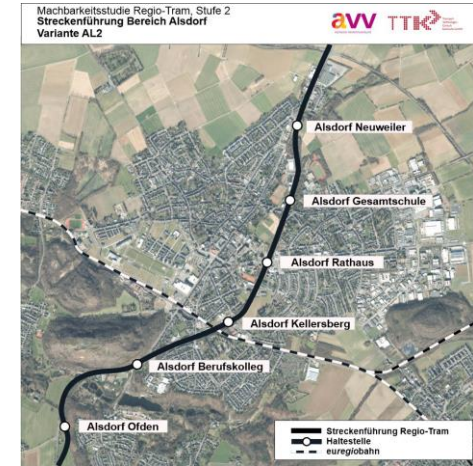
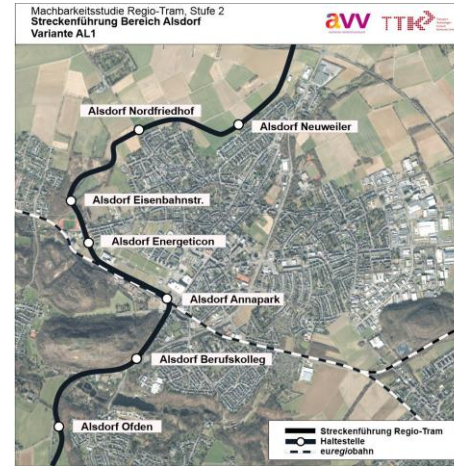
- Variante B57
- - - Alternative Varianten
- - - Variante Alsdorf Mitte
- Ast Merzbrück
- Haltepunkte



FEASIBILITY STUDY REGIOTRAM

VARIANTS IN ALSDORF

- Challenge of crossing the railway route in Alsdorf + access to the city center
- Examination of various options:
 - Option AL1: Alsdorf West
 - Option AL2: B 57
 - Option AL3: Branch line Alsdorf Luisenstraße – Denkmalplatz – Annapark – KuBiZ
 - **NEW**: Option AL5: Alsdorf Annapark (removal of intersection) – Denkmalplatz
 - **REMOVED**: Option AL4: Branch line Alsdorf vocational school – Annapark - KuBiZ



RESULTS OF STAGE 2

ROUTING AND OPERATION

- **Draft plans** for the main route and the variations in Aachen, Würselen, Alsdorf, and Baesweiler are available.
- ASEAG, Straßen.NRW, and go.Rheinland as well as the cities were involved in the process.
- Plans are available at a scale of 1:1000.

- **Operationally**, all variations are feasible.
- Intervals: 7.5 minutes to Würselen, 15 minutes to Baesweiler (Variations 2 and 5).
- Travel time is approximately 51 minutes (Variation 5) or 49 minutes (Variation 2). Up to 18 minutes faster than the current bus service (during peak hours).



Travel time variant 5

- Comparison of travel time [min] to selected stops from Aachen Main Station

| Reisezeit [min] | | | |
|-----------------|------------|-----------|---|
| Bus NVZ (HVZ) | Regio-Tram | Differenz | |
| -- | 48 | -- | BW Nord |
| 53 (60) | 44 | -9 (-16) | BW In der Schaf |
| 46 (53) | 37 | -9 (-16) | AL Gesamtschule |
| 41 (46) | 32 | -9 (-14) | AL Annapark euregiobahn |
| 30 (32) | 22 | -8 (-10) | WÜ Parkhotel |
| 20 (23) | 15 | -5 (-8) | AC Eulershof |
| 10 (10) | 7 | -3 (-3) | AC Bushof |
| | | | AC Hbf. |

Baesweiler

Alsdorf

Würselen

Aachen

Im Bestandsfahrplan der Buslinie 51 unterscheiden sich die Fahrzeiten aufgrund der Verkehrslage auf der B57 deutlich zwischen HVZ und NVZ. Daher werden diese hier getrennt ausgewiesen.

Economic Viability: Overview of variants

Variant 1



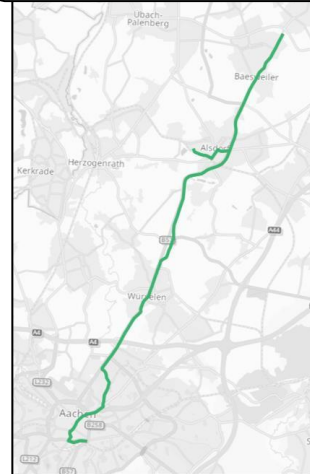
| | | |
|------------------------|---------------------------|------|
| benefit-cost indicator | without 30 % risk premium | 1,00 |
| | with 30 % risk premium | 0,72 |
| No. of Passengers | 33.699 | |
| Invest | 335 Mio. € | |
| Total Travel Time | 52 min | |

Variant 2



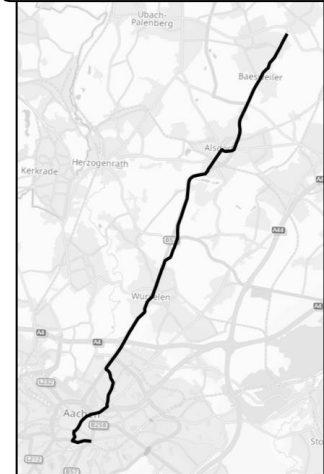
| | | |
|------------------------|---------------------------|------|
| Benefit-cost indicator | without 30 % risk premium | 1,70 |
| | with 30 % risk premium | 1,25 |
| No. of Passengers | 37.435 | |
| Invest | 290 Mio. € | |
| Total Travel Time | 49 min | |

Variant 3



| | | |
|------------------------|---------------------------|------|
| Benefit-cost indicator | without 30 % risk premium | 1,13 |
| | with 30 % risk premium | 0,81 |
| No. of Passengers | 35.454 | |
| Invest | 325 Mio. € | |
| Total Travel Time | 49 min | |

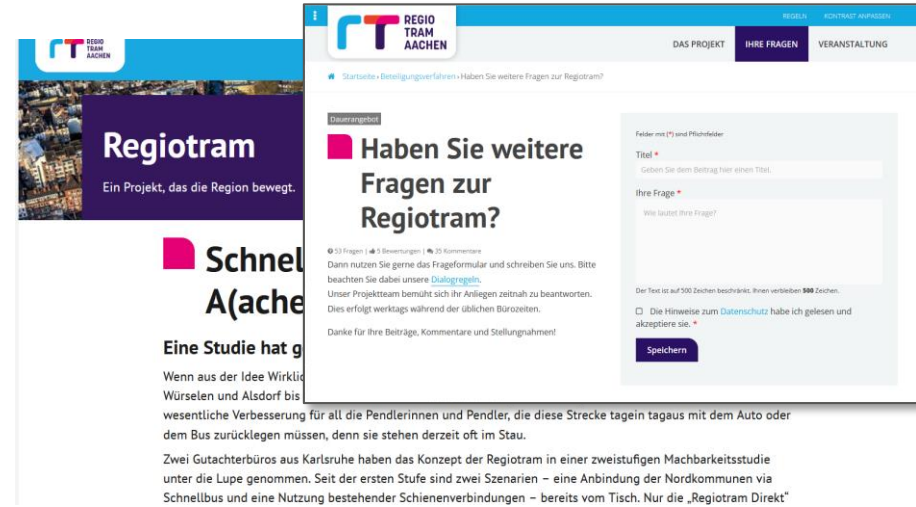
Variant 5



| | | |
|------------------------|---------------------------|------|
| Benefit-cost indicator | without 30 % risk premium | 1,54 |
| | with 30 % risk premium | 1,14 |
| No. of Passengers | 38.058 | |
| Invest | 330 Mio. € | |
| Total Travel Time | 51 min | |

DIALOG AND COMMUNICATION

- After two failed tram projects in Aachen communication with and participation of the public is crucial
- Website www.regiotram-aachen.de includes a frequently used dialog portal
- Events to inform about the ongoing project are regularly implemented.
- Communication is going to be intensified in the next phases.



The screenshot shows the website for RegioTram Aachen. The main navigation bar includes 'REGIO TRAM AACHEN', 'DAS PROJEKT', 'IHRE FRAGEN', and 'VERANSTALTUNG'. The page title is 'Haben Sie weitere Fragen zur Regiotram?'. Below the title, there is a form with fields for 'Titel' and 'Ihre Frage'. The form also includes a 'Speichern' button and a note about data protection: 'Der Text ist auf 500 Zeichen beschränkt. Ihnen verbleiben 388 Zeichen.' The page also features a sidebar with 'Dauerangebote' and a main content area with the heading 'Schnell Aachen' and a sub-heading 'Eine Studie hat g...'. The text below the sub-heading discusses the importance of communication and participation in the project.



REGIOTRAM AACHEN IS FEASIBLE. BUT

HOW LONG DOES IT TAKES?



September 2023

Policy decisions by the municipalities

- *Planing decision*
- *Preparation of a planning organisation*
- *Dialog and public participation*



Start of 2024

Awardening of further planning



Phase of planning and public dialog
(3 - 5 years)



Approval procedure
(2 - 3 years)



Construction
(4-5 years)

Thank you!