



Changing a city – a light rail for Kiel

Jan Niemeyer | 15.03.2023



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Who we are

- 90 citizens
- 10 companies, associations
- founded it 2010

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Rainer Spath



Kiel, Holtenauer Strasse.



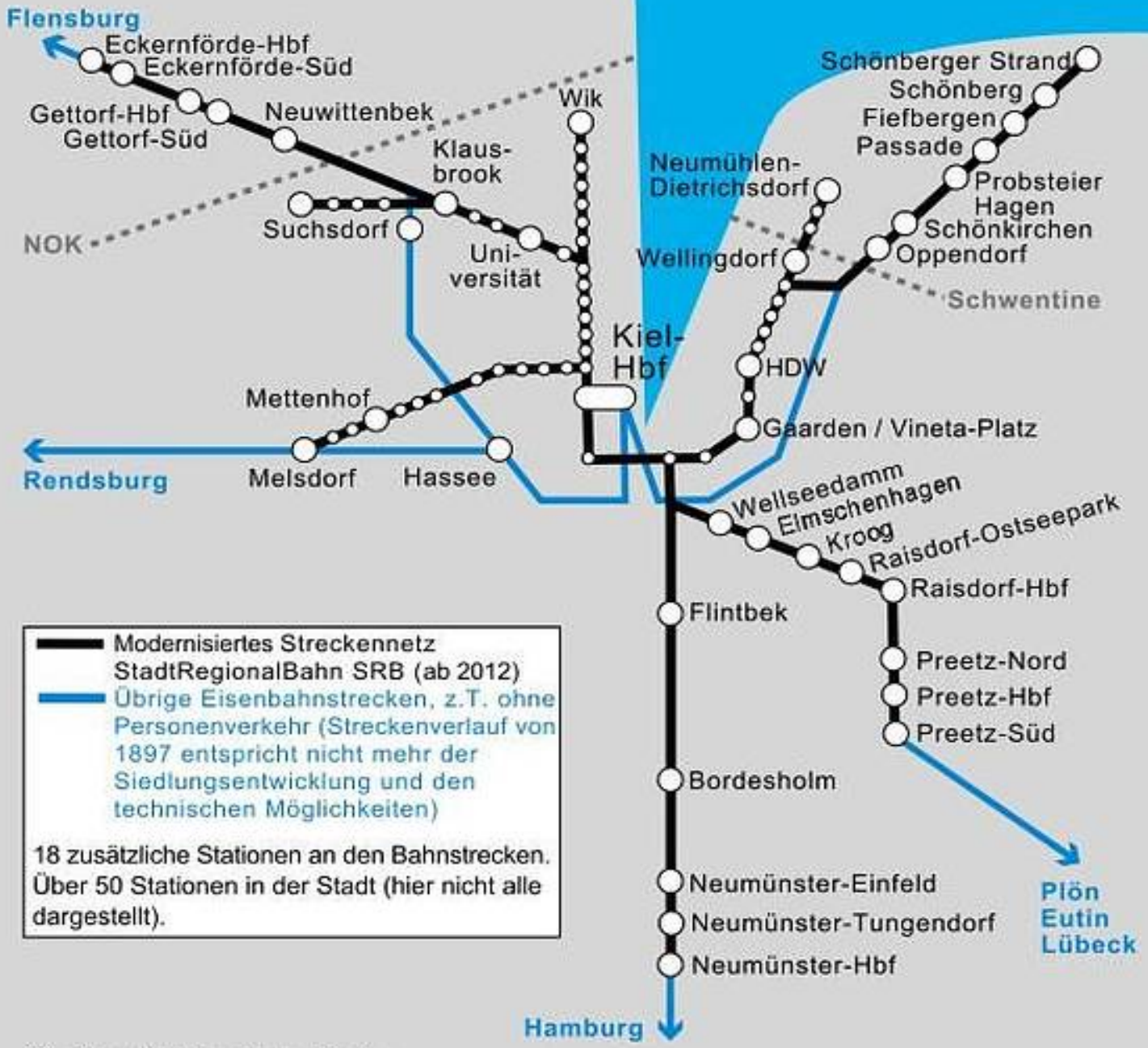




Historic streetcar

* 1881 - † 1985

- 1100 mm gauge
- 5 lines in 1967
- second to last streetcar in Germany to be decommissioned



StadtRegionalBahn

- Tram-train with a network of 125 km
- 1995: first plans
- 2003: first study commissioned
- 2008: city council gives green light
- 2012: majorities in the region
- 2015: canceled



Threat of a referendum

- signatures from 4 % of the electorate can initiate a referendum
- Wiesbaden, Tübingen, Aachen, Erlangen ..

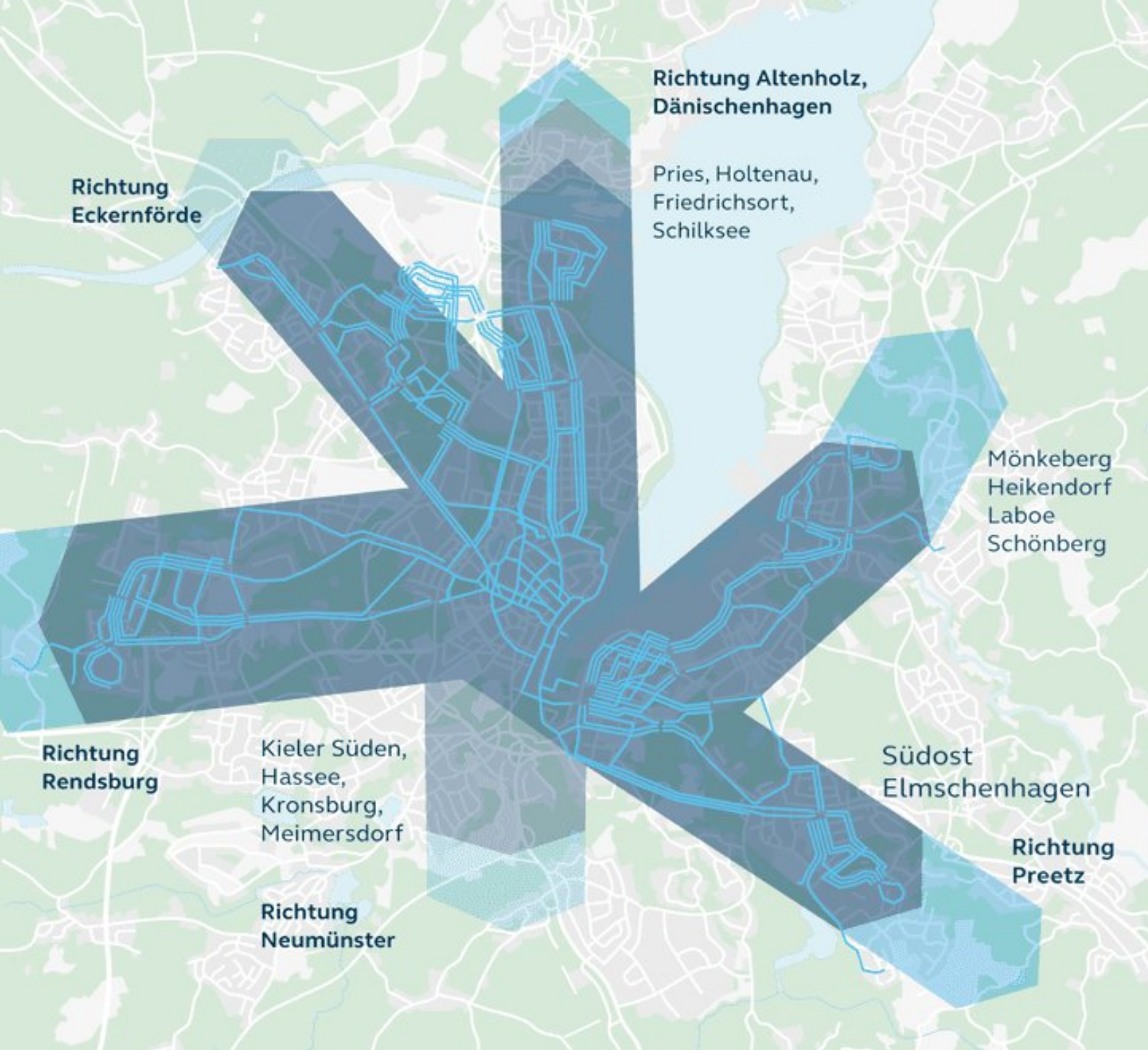
Lessons learned

- it's a marathon spanning several legislative periods - an understanding between coalition and opposition is desirable
- you need a consensus among stakeholders BEFORE you go public
- public perception is key - consistent messaging, unity among the supporters
- step by step - don't make big decisions too early, so you can adjust and explain beforehand



Grundlagenstudie (2019)

- which public transport system?
- where is enough demand for a “high quality” public transport system?
- result: light rail is preferable, but: findings not conclusive, best to evaluate BRT in next phase further



Trassenstudie

130 km

80 km

50 km

36 km





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„Die Tram bringt
uns einen Park“

Roland Ries, Oberbürgermeister





Stakeholders

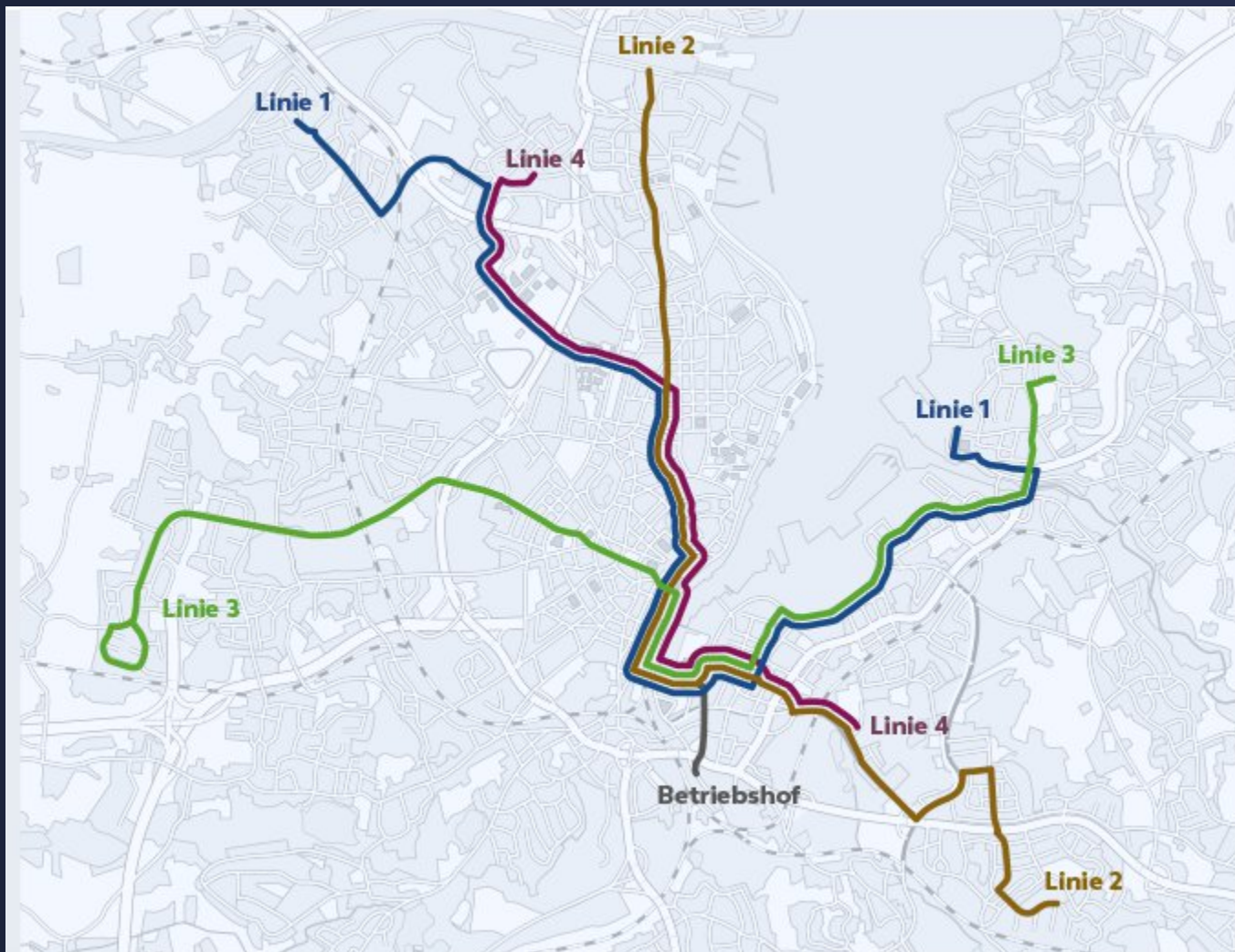
- “Steuerungsgruppe”:
every party was invited
to discuss the progress
of the study
- Workshops with the
merchants association
for the Holtenauer
Straße
- First outcome: the
Tram Agreement

Tram 1 - BRT 0

- running costs for BRT higher, ~ 6 Mio. Euro per year
- BRT not extendable
- high frequency caused by lower capacity makes prioritizing at intersections very difficult
- BRT more difficult to finance, although the infrastructure costs are lower (BRT: 818 Mio. Euro, Tram: 1027 Mio. Euro)

Gemeindevverkehrsfinanzierungsgesetz

- more than 2000 Mio. Euro per year
- 75 % of the infrastructure costs can be covered by funding from the federal government
- 15 % from the local state
- “standardized assessment”: travel times, CO2-reductions, lower noise levels, lower car ownership, less car accidents .. are given a monetary value
- only light rail and metro - BRT would have to be financed by the city itself!



Linie 1: FH Kiel (Neumühlen-Dietrichsdorf) – Wellingdorf – Gaarden – Hbf. – Holtenauer Straße – CAU – Steenbeker Weg – Suchsdorf
→ Länge: 15,7 km

Linie 2: Elmschenhagen – Preetzer Straße – Gaarden – Hbf. – Holtenauer Straße – Wik
→ Länge: 13,2 km

Linie 3: Neumühlen-Dietrichsdorf – Wellingdorf – Gaarden-Ost – Hbf. – Kronshagener Weg – Mettenhof
→ Länge: 15,6 km

Linie 4: Verstärkerlinie vom Berufsbildungszentrum Gaarden bis nach Projensdorf
→ Länge: 9,5 km

LOI: Holtenauer Straße



LOI: political parties

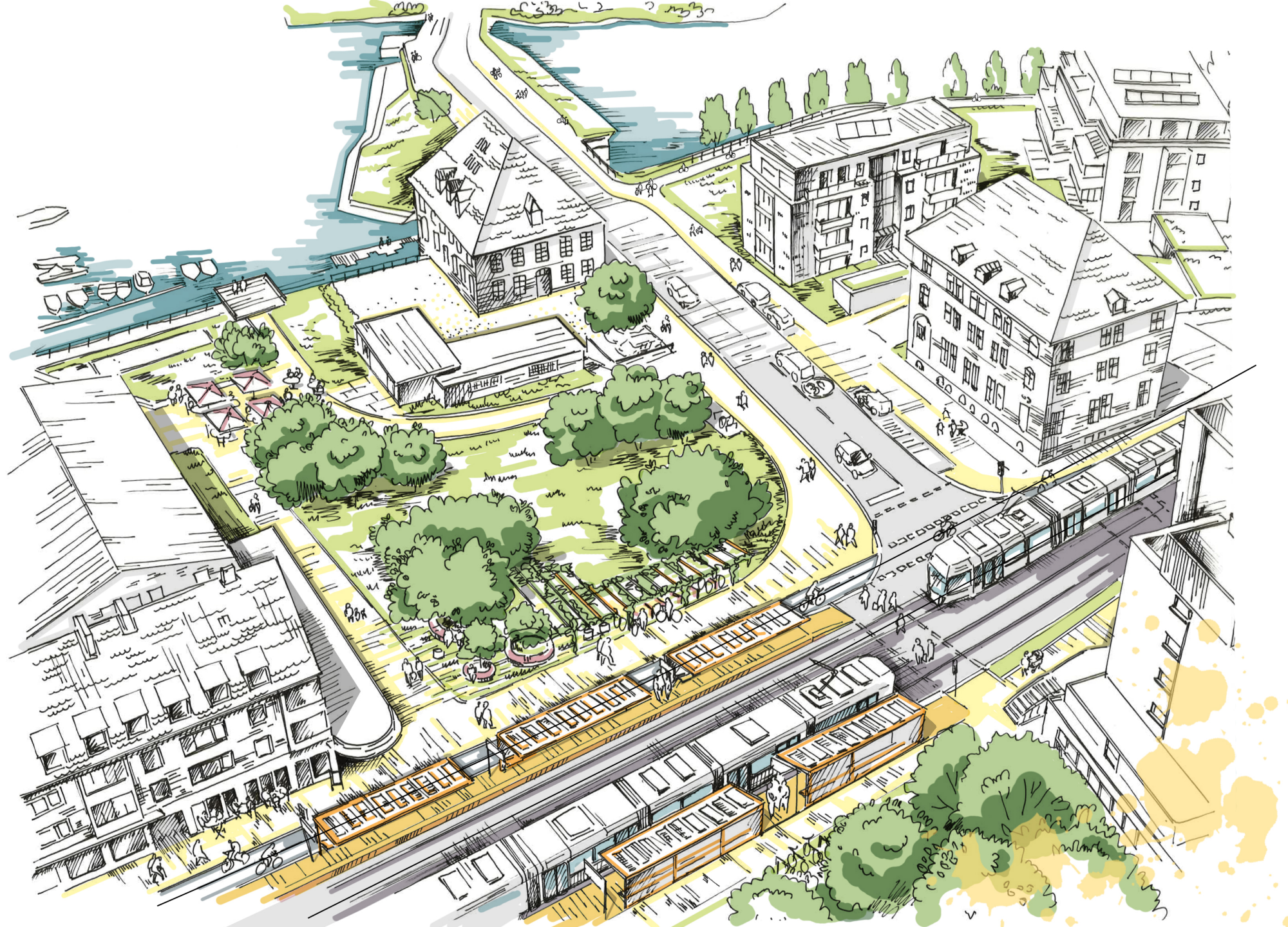


95 % majority in the city council

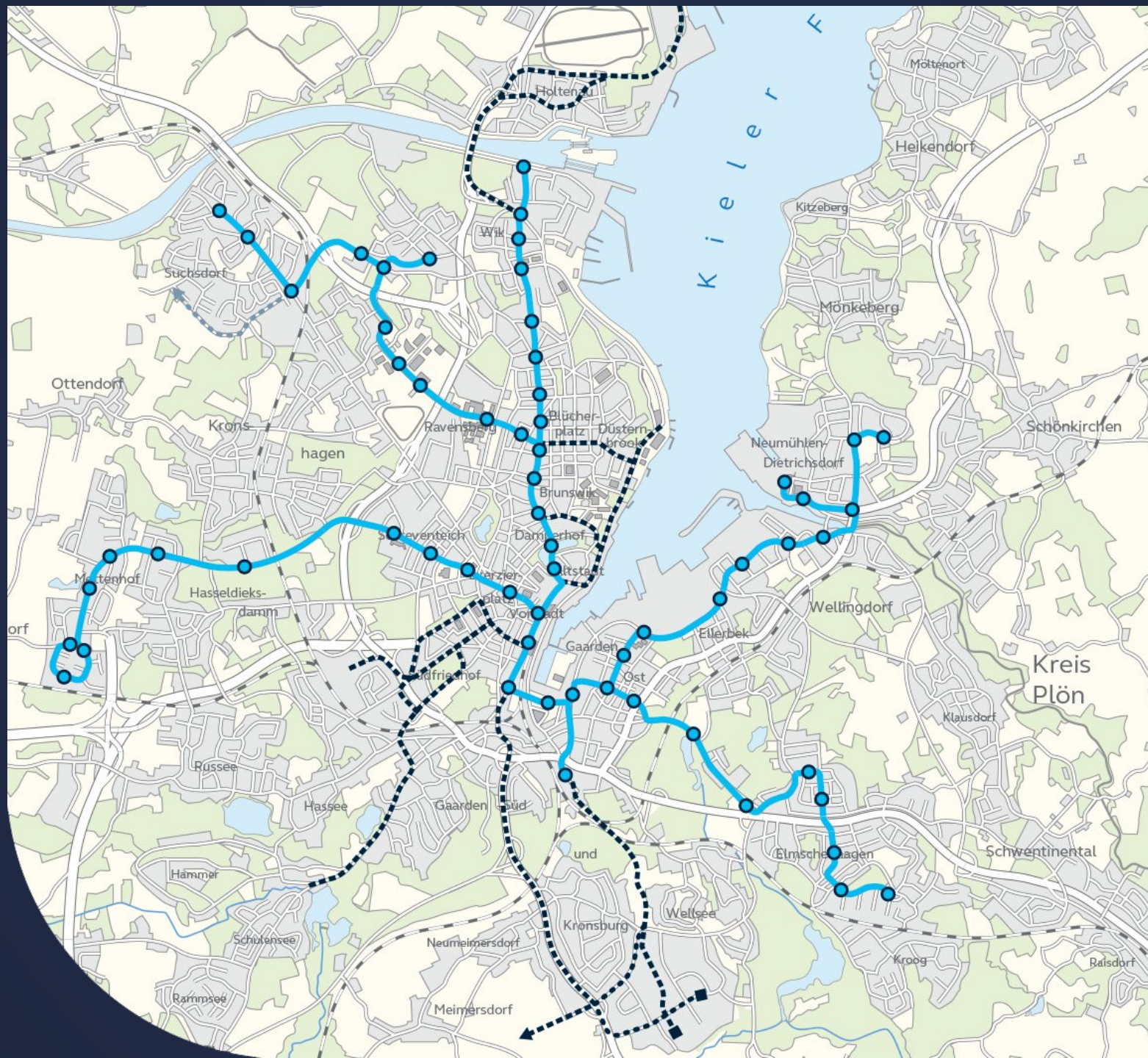


Next steps

- 2025 - 2029: public approval, tendering, implementation planning
- 2029: construction of depot
- 2029-2031: relocation of pipes and cables
- 2033/2034: opening of phase 1
- 2035/2036: opening of phase 2
- 2038/2039: opening of phase 3







Thank you!