

Developments at the station

A modern transport hub, improved road safety and a green, pleasant environment: the area around Bocholt railway station is undergoing a comprehensive redevelopment. With the support of around 3.9 million euros in funding from the EU and the state of North Rhine-Westphalia, the area around the station forecourt, Hindenburgstraße and the adjacent junction is being made fit for the future.



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3.9 million euros in funding approved for Bocholt

Good news for Bocholt: the official funding notifications were issued at the end of August 2026. The project is receiving a total of around **3.9 million euros** in funding as part of the ERDF programme *"Sustainable Urban Mobility for All"*. The funding comes from the European Regional Development Fund (ERDF) and from the Ministry for the Environment, Nature Conservation and Transport of the State of North Rhine-Westphalia.

Our objectives at a glance

With this redevelopment, the town of Bocholt is pursuing key guidelines from the Integrated Mobility Concept 2035:

Modern transport hub: Optimal and barrier-free integration of rail, bus, cycling, taxis and walking.

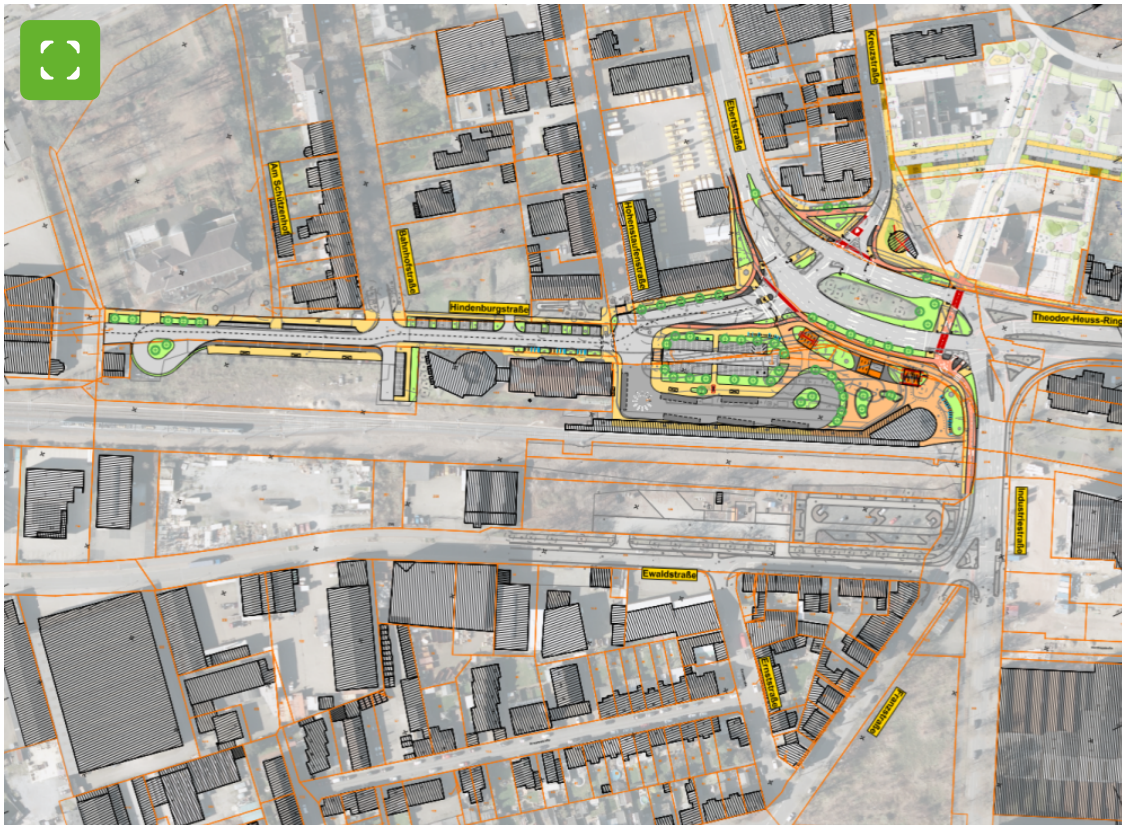
More space for bus services: Expansion of bus stop capacity to support a sustainable local and regional bus network.

Safe walking and cycling: Mitigating hazards, creating new cycle paths and providing clear crossings across the inner-city ring road.

The city's green calling card: Reducing areas dedicated solely to traffic in favour of green spaces, shade-providing trees and attractive leisure areas.

Improved route to the city centre: Direct, attractive footpaths and cycle paths through the future Aa Quarter to the Bocholter Aa.

The measures in detail



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Station forecourt and Hindenburgstraße

The forecourt is being completely redesigned to prevent traffic chaos and create more space for people:

Compact bus loop & six stops: A more compact traffic layout will create six regular bus platforms - three of which will be directly at the combined bus and train platform to minimise walking distances between services.

New bus parking area & long-distance buses: In future, buses not in service will no longer be parked on the forecourt, causing disruption, but will instead use new parking areas and a turning area at the end of Hindenburgstraße (the former goods station). A long-distance bus stop and charging points for electric buses are also being prepared there.

Clear separation - no more blocked bus stops: To prevent cars from parking in front of the bus stops in future, the car parking areas will be clearly separated from the bus lanes. Reserved spaces for short-term parking, disabled access, motorbikes, taxis and electric vehicle charging will continue to be available on the forecourt. *(Note: A supplementary multi-storey car park on Ewaldstraße is planned separately).*

Cycle-friendly facilities: A wide range of cycle parking spaces are being created, including covered and secure facilities directly at the station.

Full accessibility & real-time information: The entire square will be developed to be fully accessible - including a tactile ground guidance system, step-free access to bus platforms and modern dynamic passenger information displays (DFI). A modern toilet facility is also firmly planned.

More green spaces and a climate-friendly environment: Areas no longer required solely for car and bus traffic will be transformed into green corridors featuring perennial flowerbeds, benches and waiting areas.

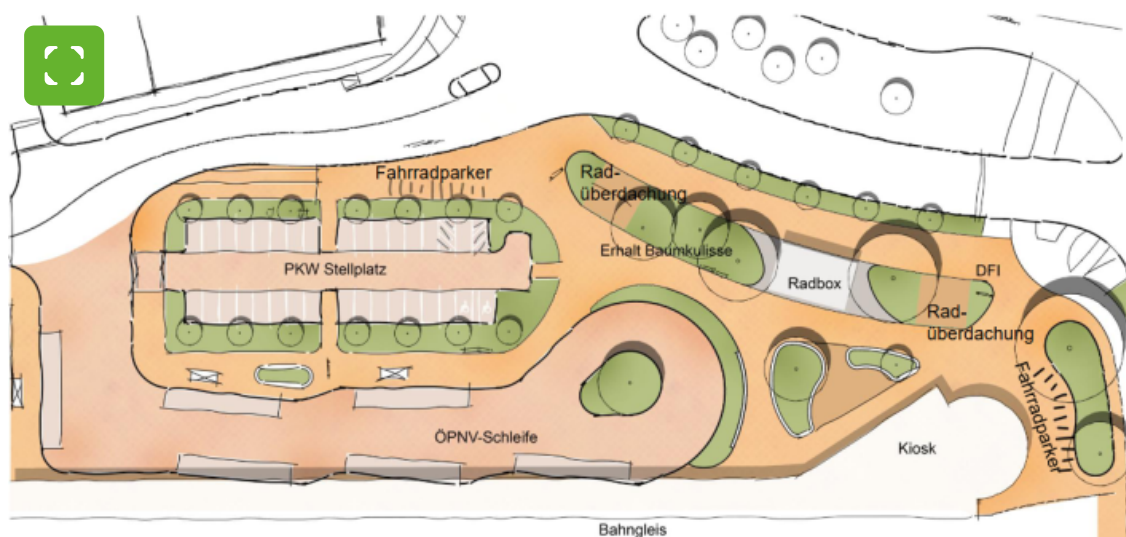
Redesign of the junction (Ring / Ebertstraße / Kreuzstraße)

The busy traffic junction will be made clearer and noticeably safer:

Safe cycling infrastructure: In future, cycle traffic travelling from Ebertstraße towards Theodor-Heuss-Ring will be routed via separate cycle paths rather than along the carriageway.

Attractive crossing to the city centre: The pedestrian and cycle crossing over Theodor-Heuss-Ring connects directly to the planned footpath and cycle path through the Aa-Quartier to the redesigned Bocholter Promenade.

Reduced congestion at the junction: By relocating the Hindenburgstraße/Ebertstraße junction and removing the right-turn-on-red from Kreuzstraße, the flow of motorised private traffic will be calmed and crossing will become considerably safer for pedestrians and cyclists.



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What happens next?

Planning is currently being taken forward and refined. Many details are currently being reviewed and, where necessary, adjusted. The updated planning status is due to be presented at the meeting of the Committee for Planning, Construction and Transport in November. At the same time, the relevant implementation resolution is to be passed, so that the construction work can then be put out to tender. Construction is scheduled to begin in the first half of 2027. The refurbishment is expected to be completed by the end of 2028.

Funding from the EU and the State of North Rhine-Westphalia



Kofinanziert von der
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Ministerium für Umwelt,
Naturschutz und Verkehr
des Landes Nordrhein-Westfalen



The redevelopment of the railway station, including Hindenburgstraße and the adjacent Innenstadtring/Bahnhof junction, is being supported by a total grant of around €3.9 million from the EU, drawn from the European Regional Development Fund (ERDF), as well as by the Ministry for the Environment, Nature Conservation and Transport of the State of North Rhine-Westphalia.

Further developments in the area around the station



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The subsidised redevelopment of the forecourt and the junction forms part of a wider project: under the **"Station Area" framework plan**, further key projects around the station are being progressively taken forward. These include a modern multi-storey car park, a link to the new residential quarter on the Bocholter Aa, and a reorganisation of Industriestraße.

The new "Aa Quarter"

On the industrial site formerly occupied by the companies van Oepen and Blumentrath, a private investor is developing a modern, mixed-use residential and neighbourhood area. In terms of urban planning, this area forms a link between the transport hub and the city centre. At the heart of the connection is a wide, green pedestrian and cycle path that leads from the junction at the railway station directly through the Aa Quarter to the southern bank of the Aa

and the redesigned Boggeter Promenade. At the same time, the public road network along the Theodor-Heuss-Ring and Kreuzstraße will be adapted to the new neighbourhood development and clearly organised.

Redevelopment of Industriestraße

Concrete plans are also in place for Industriestraße and the adjacent junctions to organise traffic flows and improve safety. The junction area of Industriestraße / Ewaldstraße / Franzstraße is to be optimised and made safer for all road users. For pedestrians and cyclists, a significantly improved crossing facility across Industriestraße will be created, particularly near the *LernWerk* cultural centre. In conjunction with the Theodor-Heuss-Ring, cycle traffic is to be routed via dedicated paths in future, meaning that the existing cycle lanes on the carriageway can be removed.



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Multi-storey car park on Ewaldstraße

As areas on the station forecourt will in future be reserved for public amenity, green spaces and bus services, stationary car traffic will be reorganised and consolidated. A feasibility study favours construction directly on the east side of the station, on the site of the current Park and Ride car park. Commuters would benefit from short distances directly to the platform. The scheme could provide around **300 car parking spaces** as well as around **190 weather-protected and secure cycle parking spaces**. The multi-storey car park is also intended to meet demand from the neighbouring cultural and educational quarter around the *LernWerk*, surrounding residential developments and the city centre. The structure can be designed in such a way that sufficient space is retained to the east of the tracks for the second platform on the railway line, which is planned for the future.

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Background to the project

As part of the state initiative "Bauland an der Schiene", a framework plan for the area surrounding Bocholt railway station was drawn up in 2020. Among other things, this plan provides for the redevelopment of the station forecourt. Furthermore, the City of Bocholt's Integrated Mobility Concept 2035 includes measures relating to Bocholt railway station. On the basis of these plans and concepts, various planning processes have been initiated. Firstly, an engineering design for the redevelopment of Bocholt railway station has been commissioned. As a further component, the junction configuration at Theodor-Heuss-Ring/Ebertstraße/Kreuzstraße/Hindenburgstraße/Industriestraße has been examined.