



LE GOUVERNEMENT
DU GRAND-DUCHÉ DE LUXEMBOURG

#Modu 2.0 A MULTIMODAL STRATEGY

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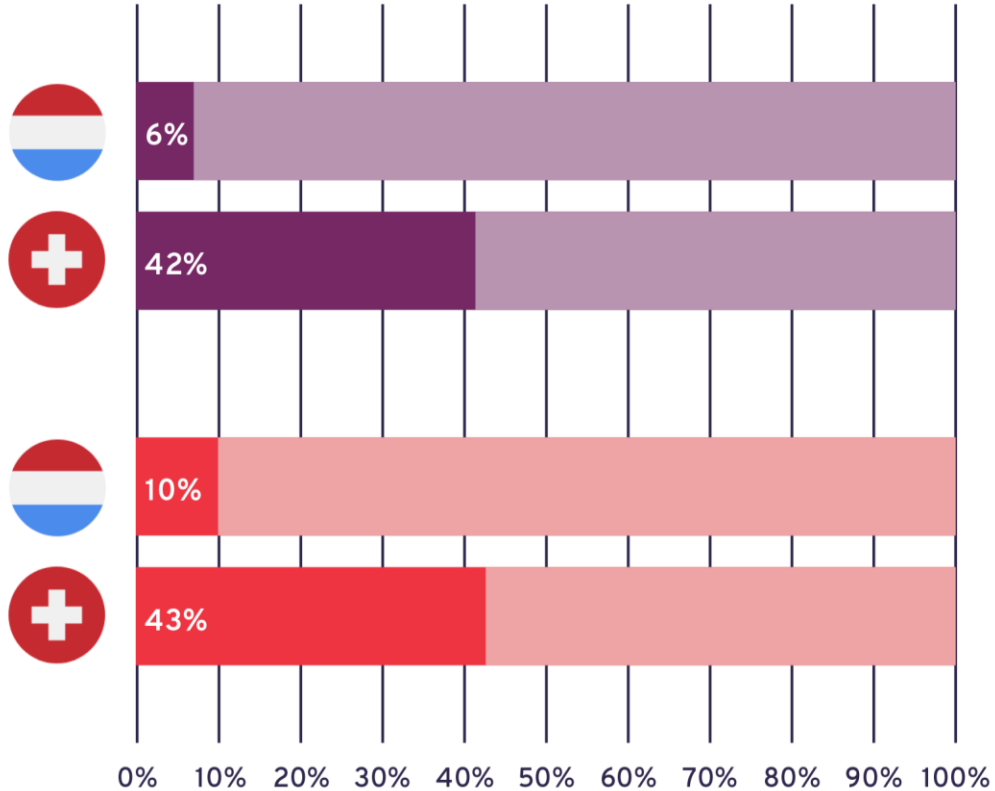


LE GOUVERNEMENT
DU GRAND-DUCHÉ DE LUXEMBOURG
Ministère de la Mobilité
et des Travaux publics

FRANÇOIS BAUSCH
Deputy Prime Minister
Minister for Mobility
and Public Works



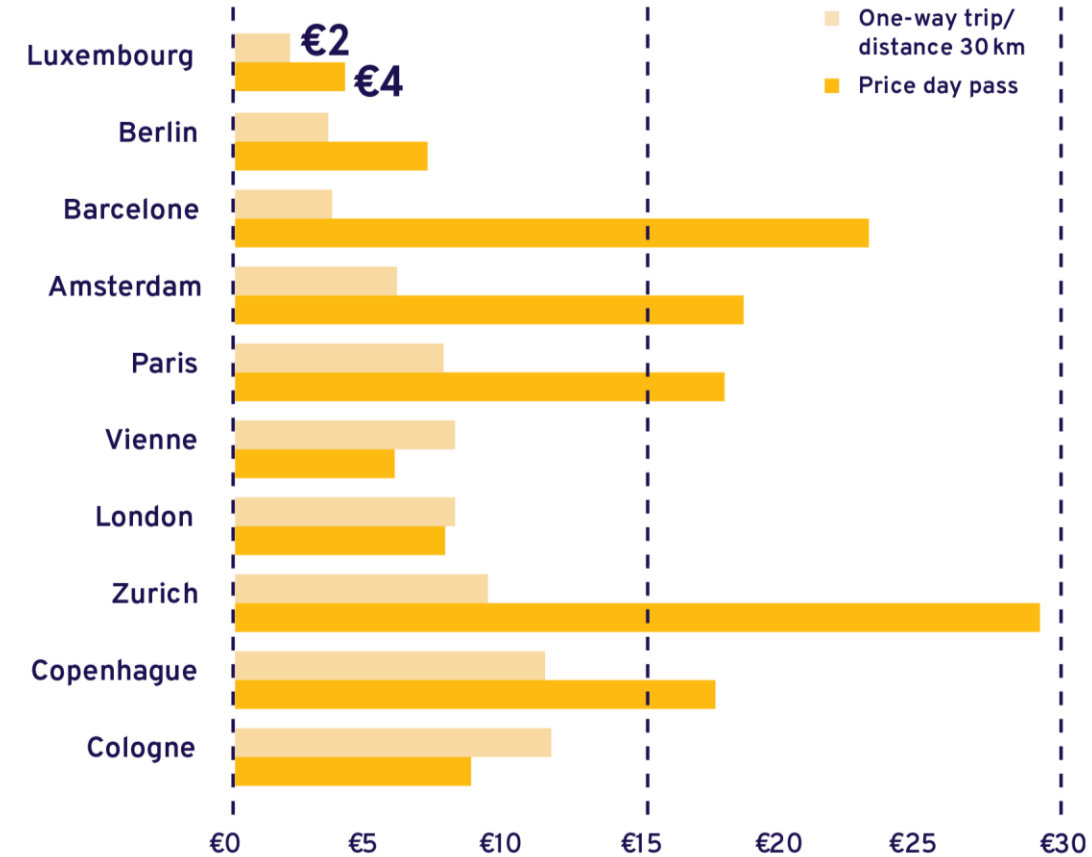
Current financing of public transport



 Extremely low fares and cost recovery already

 Hence little risk of an opportunistic passenger surge on 1st March 2020

Public transport fares for a one-way trip of 30 km and a day pass for the entire network: (MDDI, 2018)





Free public transport by 1st march 2020



- Financed by taxes
- Valid for all public transport paid for by the state within Luxembourg's borders (train, tram, bus)
- Thorough negotiations with neighbouring FR, GE, BE concerning cross-border train tickets
- 1st class on trains remains unchanged (€660/year, €6/day)
- Staff focusing on passenger service rather than on passenger control

The icing on the cake

Free public transport as of 1st March 2020

#increased focus



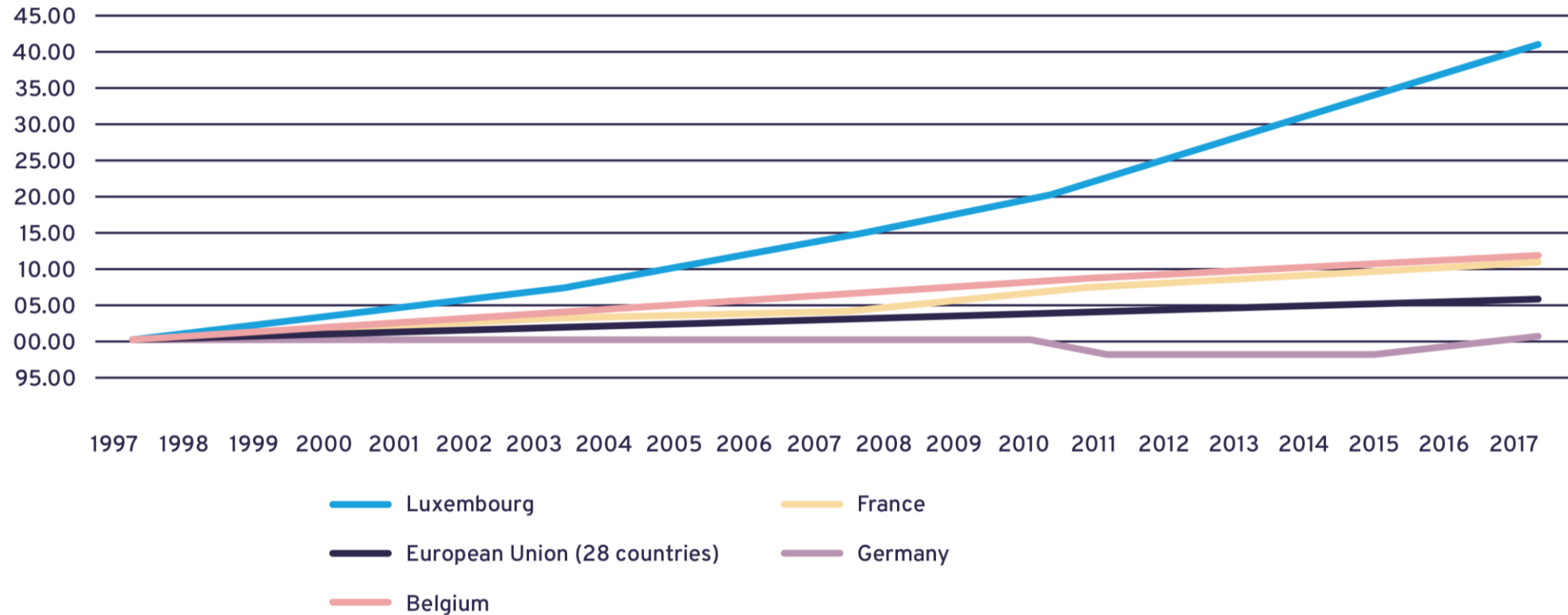
Unprecedented investments

#increased efficiency



The challenge

Population growth in the past 20 years: +40%



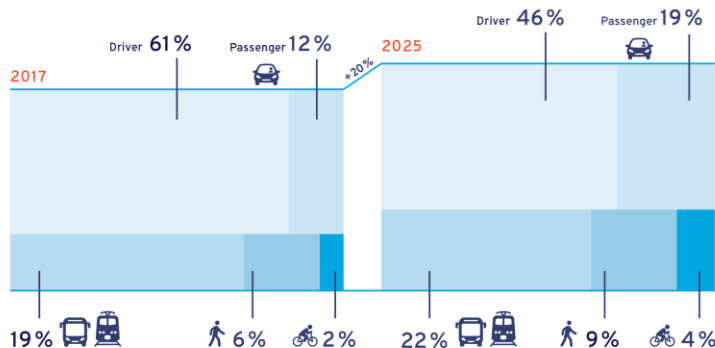
● 100 000 additional residents in 8 years (in spite of financial crisis)

● 214 000 daily commuters from neighbouring FR, BE, GE

Strategic goals 2025 'Modu 2.0'

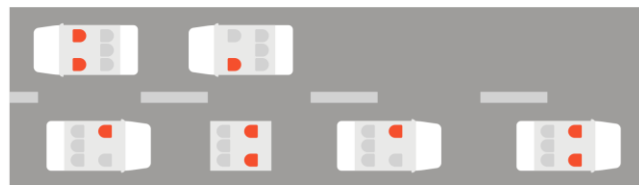
Goal 1

Modal split of the work routes.



Goal 2

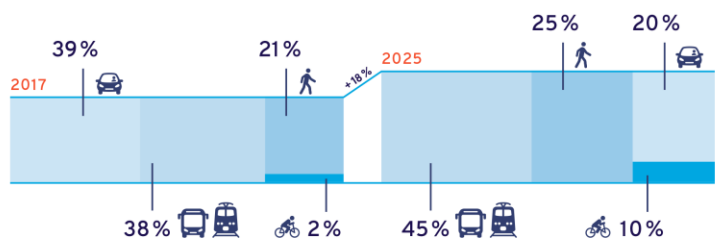
Increase the average occupancy rate for the distances between home and workplace to 1.5 persons per car (1.2 in 2017). This corresponds to 'two persons in each second car'.



The strategic goal for 2025 is to transport 20% more people than in 2017 while at the same time improving traffic flow during rush hours.

Goal 3

Modal split of the school routes.



Goal 4

Make public transport more attractive.

1/100 Make less than one of 100 trains fail (in 2017, one of 40 trains failed)

Reduce the proportion of train services with a delay of six minutes or more (compared to 2017) by 25%

25%

Express

Make sure that express bus travel times between the first stop and the terminus at peak hours are shorter than those for private cars.

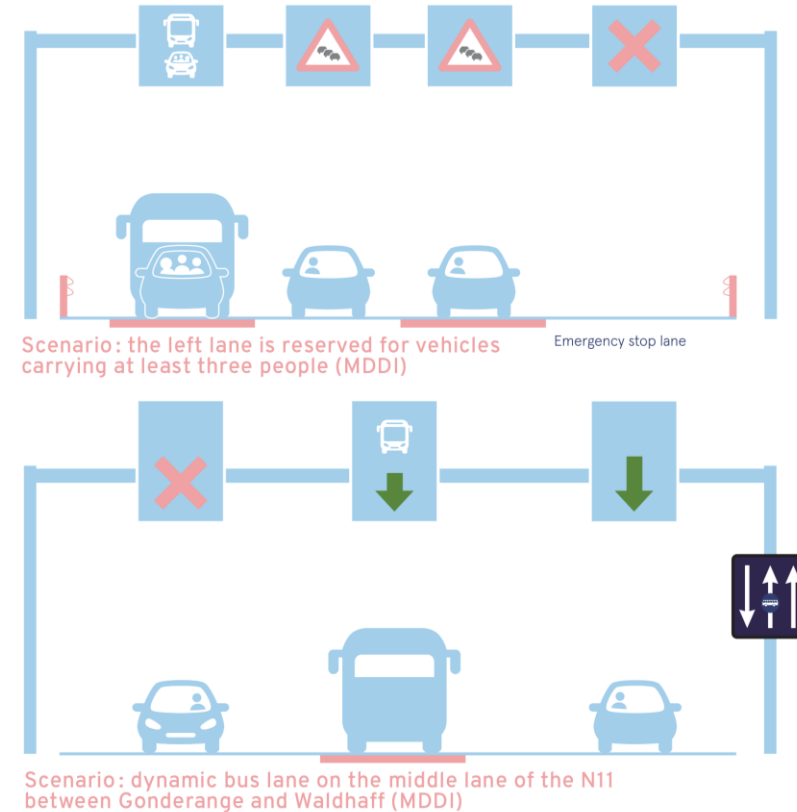
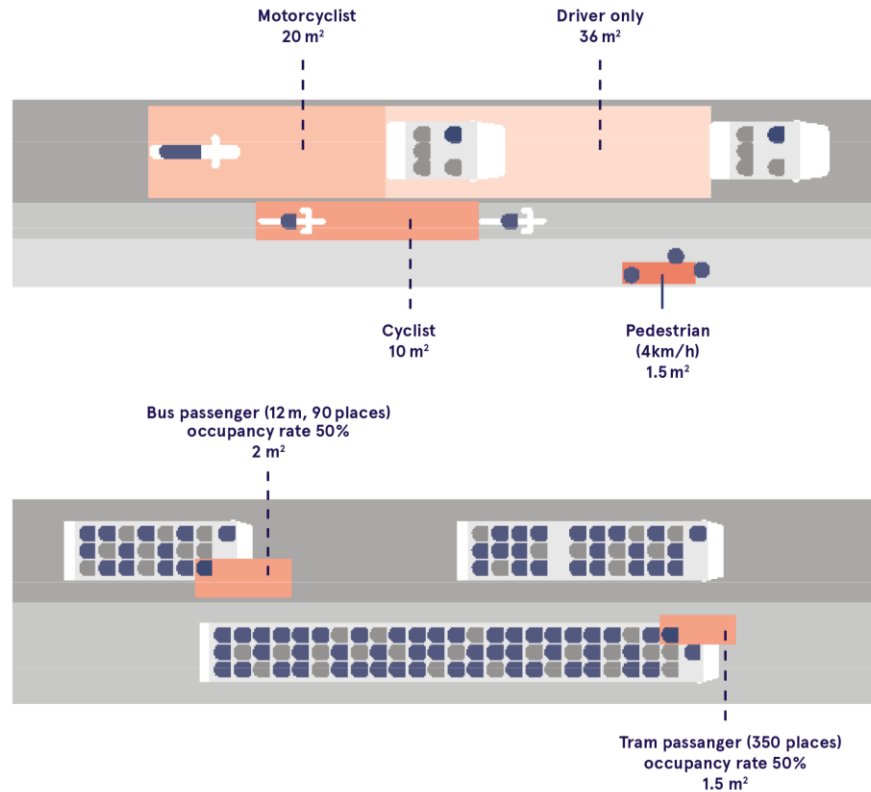
This implies increasing the number of public transport passengers by 50% within eight years and increasing car occupancy from 1.2 to 1.5 people per car.

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Paradigm shift 1: focus

Focus on moving people, not vehicles



- Space used up per transported passenger and per transport mode at 20 km/h in an urban environment (This space increases with the speed and because of the security gap between vehicles).



Paradigm shift 2: stakeholder mobilisation

Mobility is a challenge for all – not just the state – to solve

#Employers and educational institutions are the most frequented destinations in the morning rush hours and the starting point of the routes during the evening rush hours.

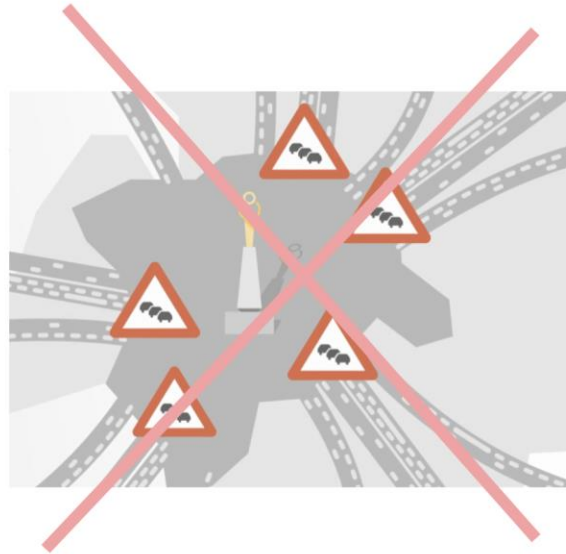
#The state sets the legal framework. Through its investments in transport infrastructure, public transport and spatial planning, it sets the direction for mobility development.

#The citizen has the freedom to choose between different means of transport and is able to reconsider his habits on a regular basis.

#Municipalities create public space that invites residents to prefer one particular mode of transport to another.

Paradigm shift 3: anticipate rather than firefight

Do not endlessly chase traffic jams with roadworks
Anticipate future demand and plan for it

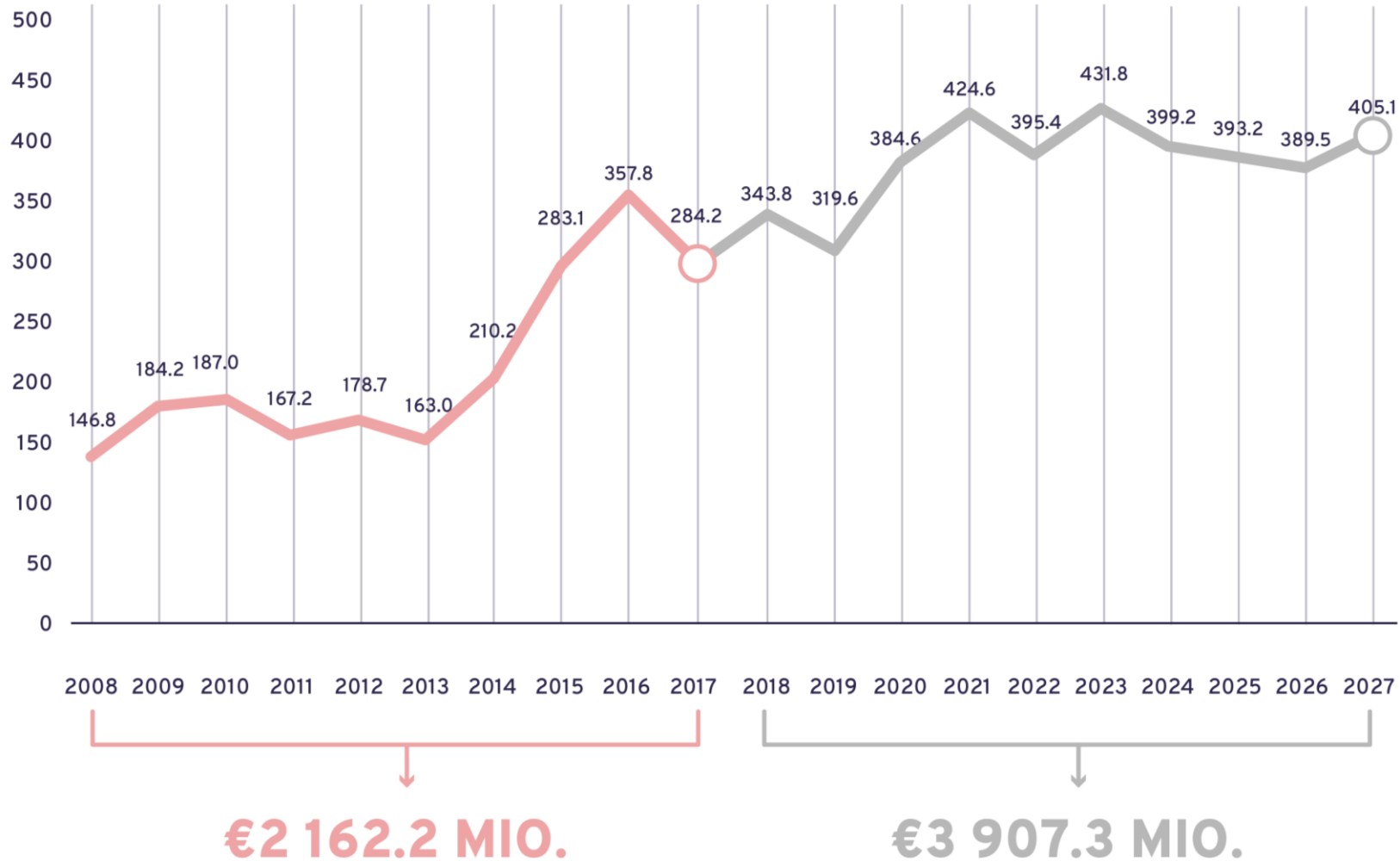
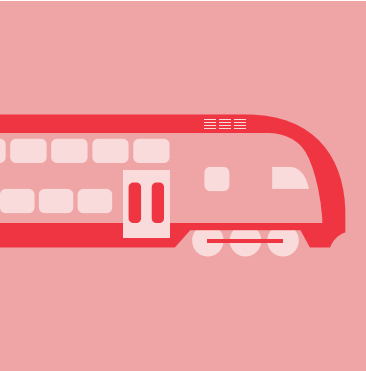


Fast tram between the metropolitan areas of Luxembourg-city and South



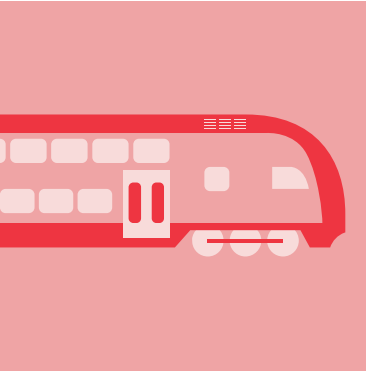
Ongoing investments: railways

Quantum leap in infrastructure investments





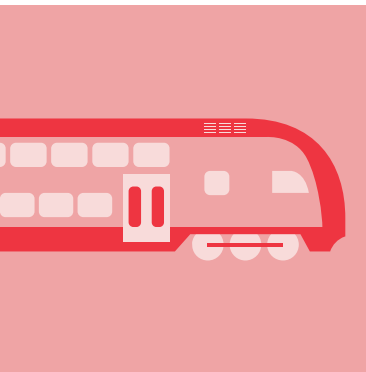
Railways: New rolling stock – Alstom ‘Coradia’



- 22 three-part und 12 six-part high capacity regional trains (double-decker)
Length: 82 and 160 meter
- Budget: 355m euro
- Delivery: October 2022 to April 2025



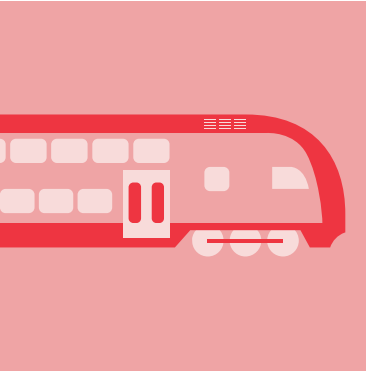
Railways: Construction of new Luxembourg – Bettembourg line



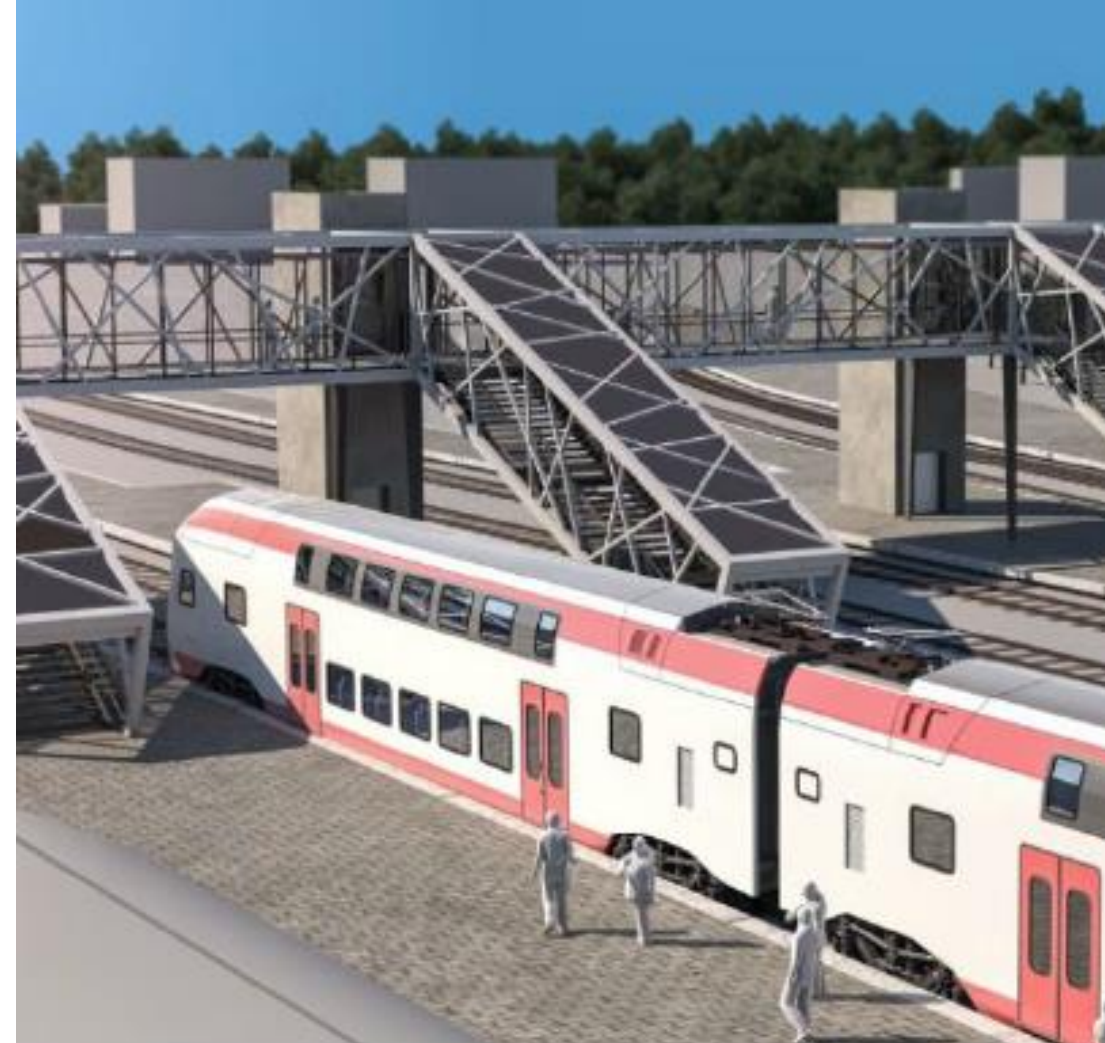
- Construction of an additional double track line on the heavily used Luxembourg – Bettembourg section
- Budget: 292m euro
- Opening: 2024



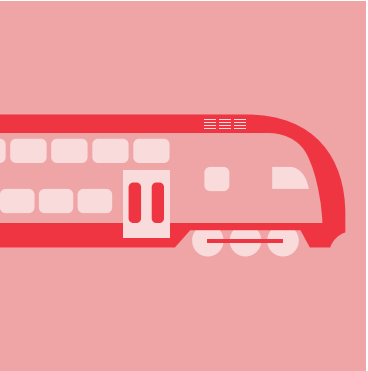
Railways: Bettembourg station



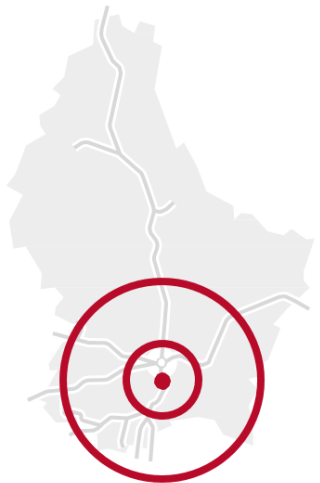
- Construction of a fully accessible pedestrian bridge at Bettembourg station and adjustments of other infrastructure
- Budget: Financing law in progress
- Timing:
Bridge: 2021
Station: 2024 – 2028



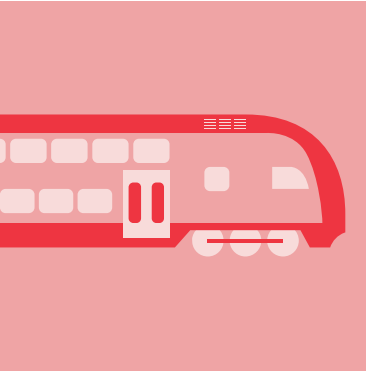
Railways: Howald station



- Construction of a peripheral station with multimodal interchange in Howald
- 1st construction face completed in December 2017, 2nd phase currently in planning
- Railways sub-budget: 234.4m euro
- Opening: 2024



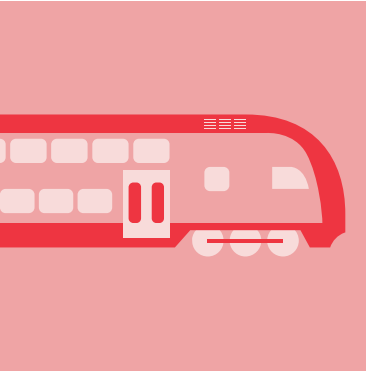
Railways: Ettelbruck station



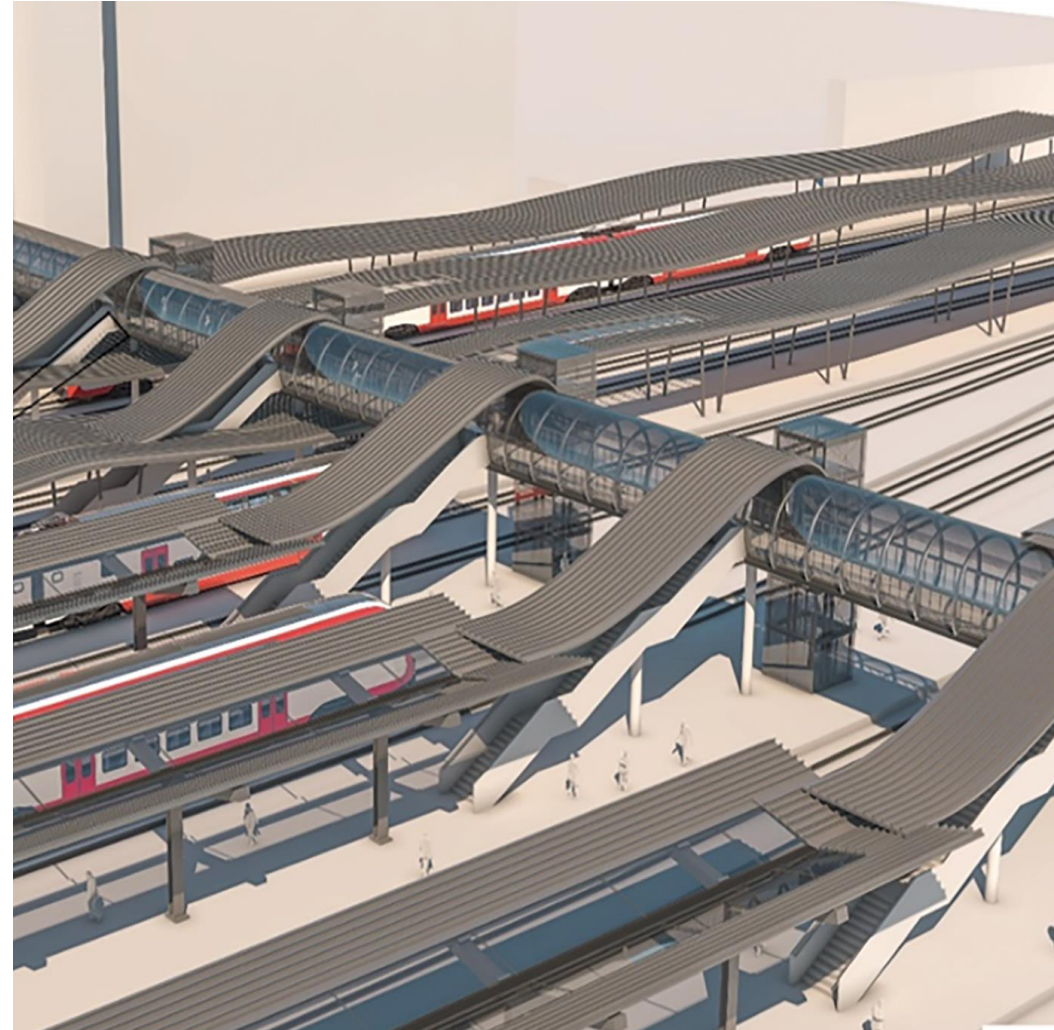
- Construction of a new station with multimodal interchange and Park & Rail in Ettelbruck
- Railway sub-budget: 98m euro
- Opening: 2023



Railways: Luxembourg station (expansion)

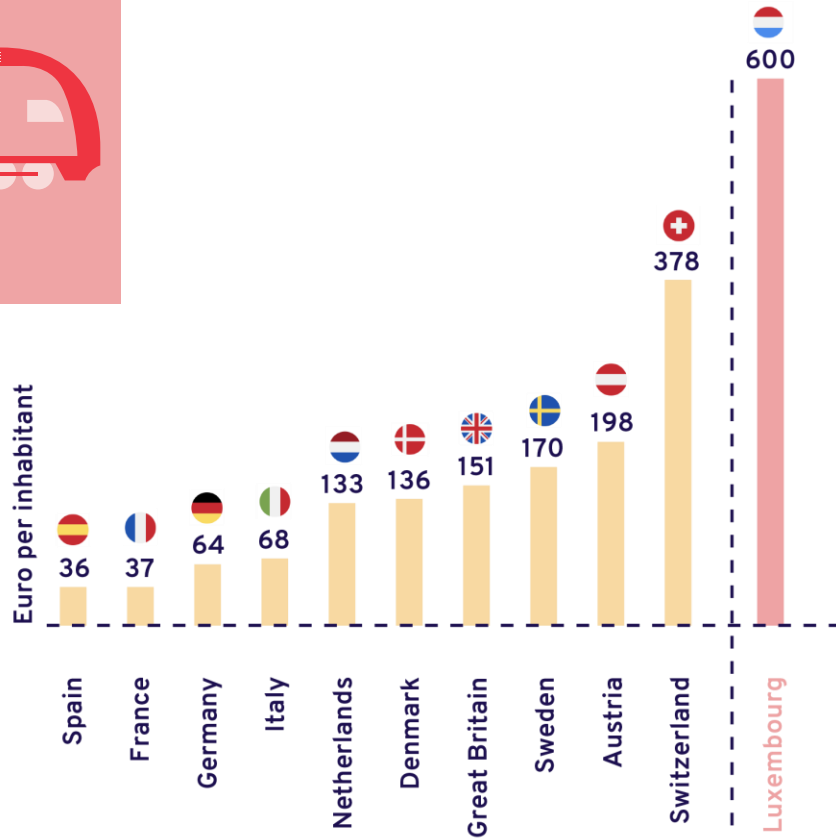


- Expansion of Luxembourg central station for greater flexibility and dedicated platforms per line
- First new platform operational since December 2019
- Budget: 171m euro
- Complete opening: 2024

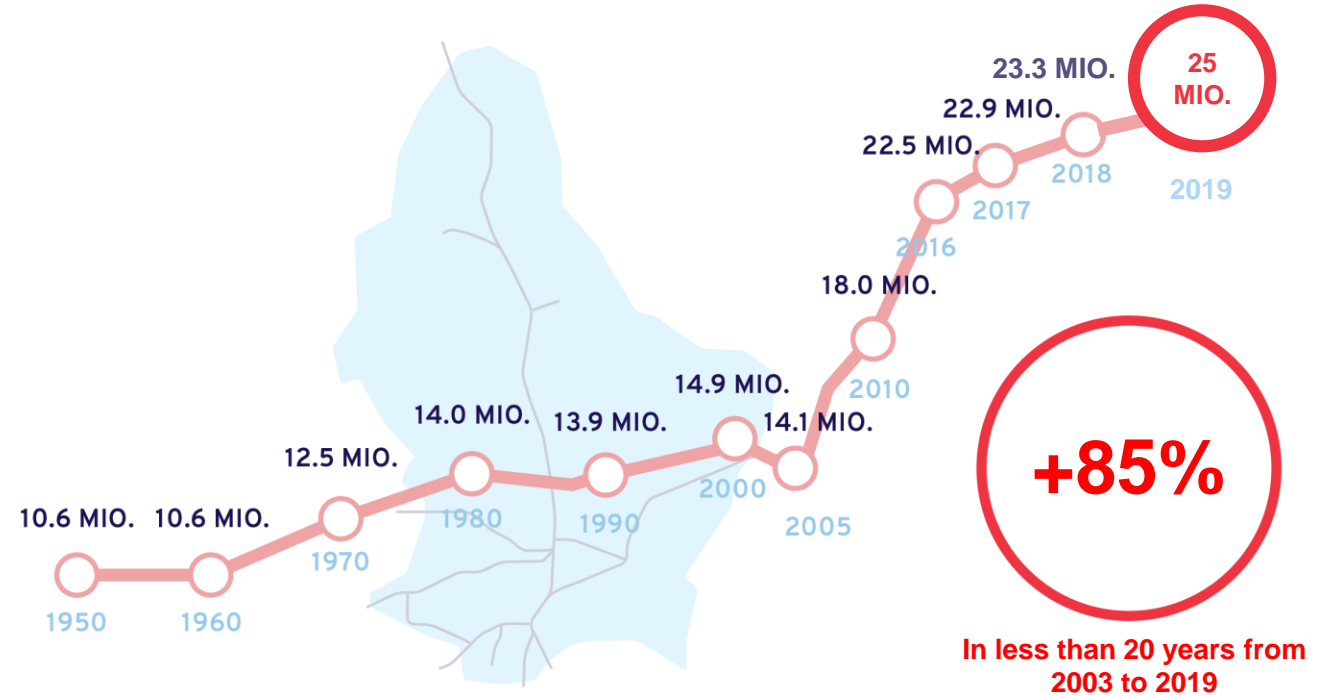


Ongoing investments: railways

Yearly per capita investment in railways

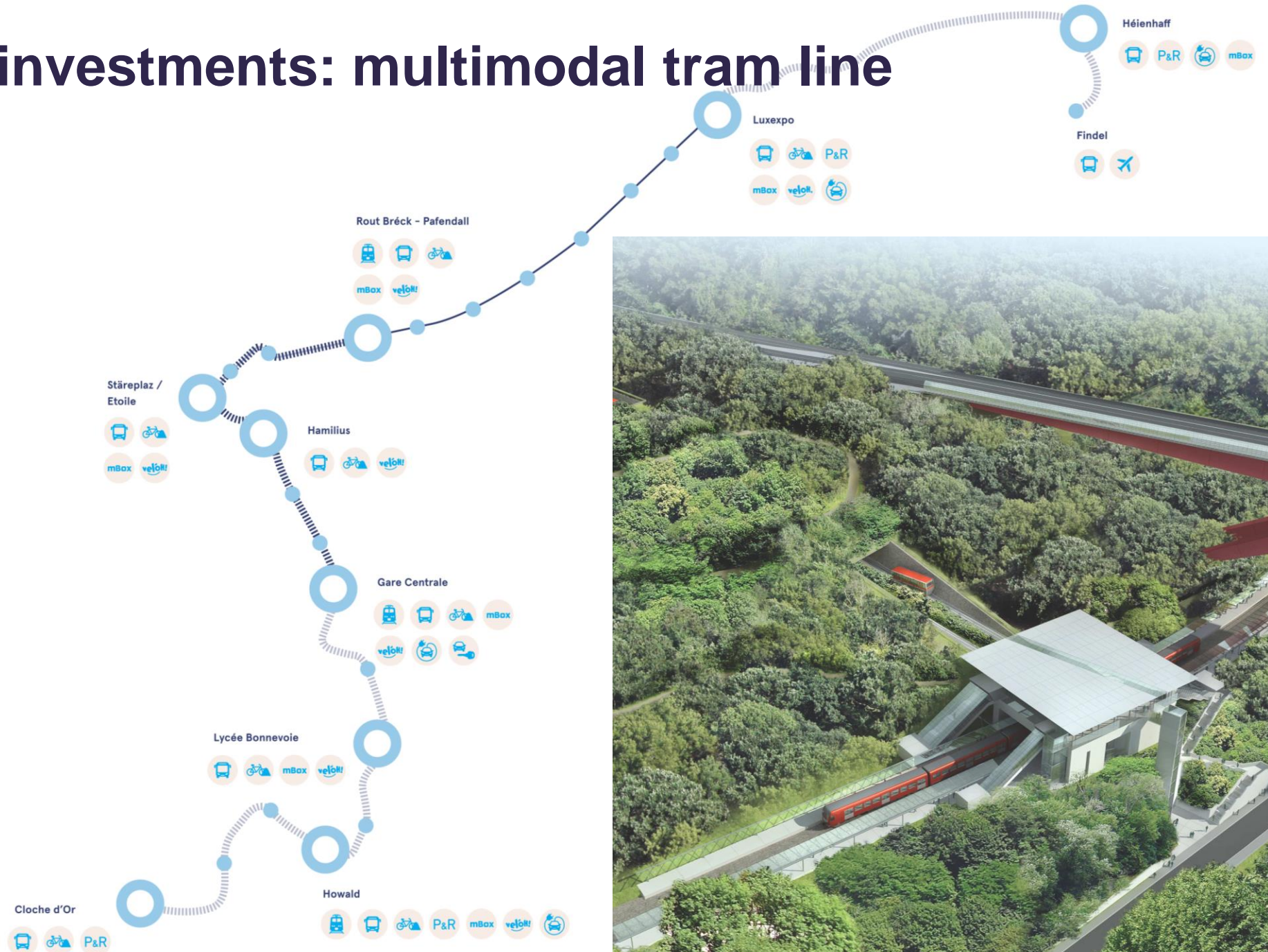
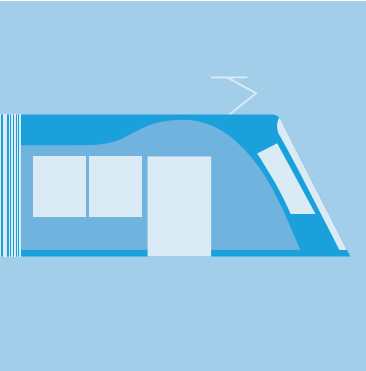


Passenger growth 2003-2018

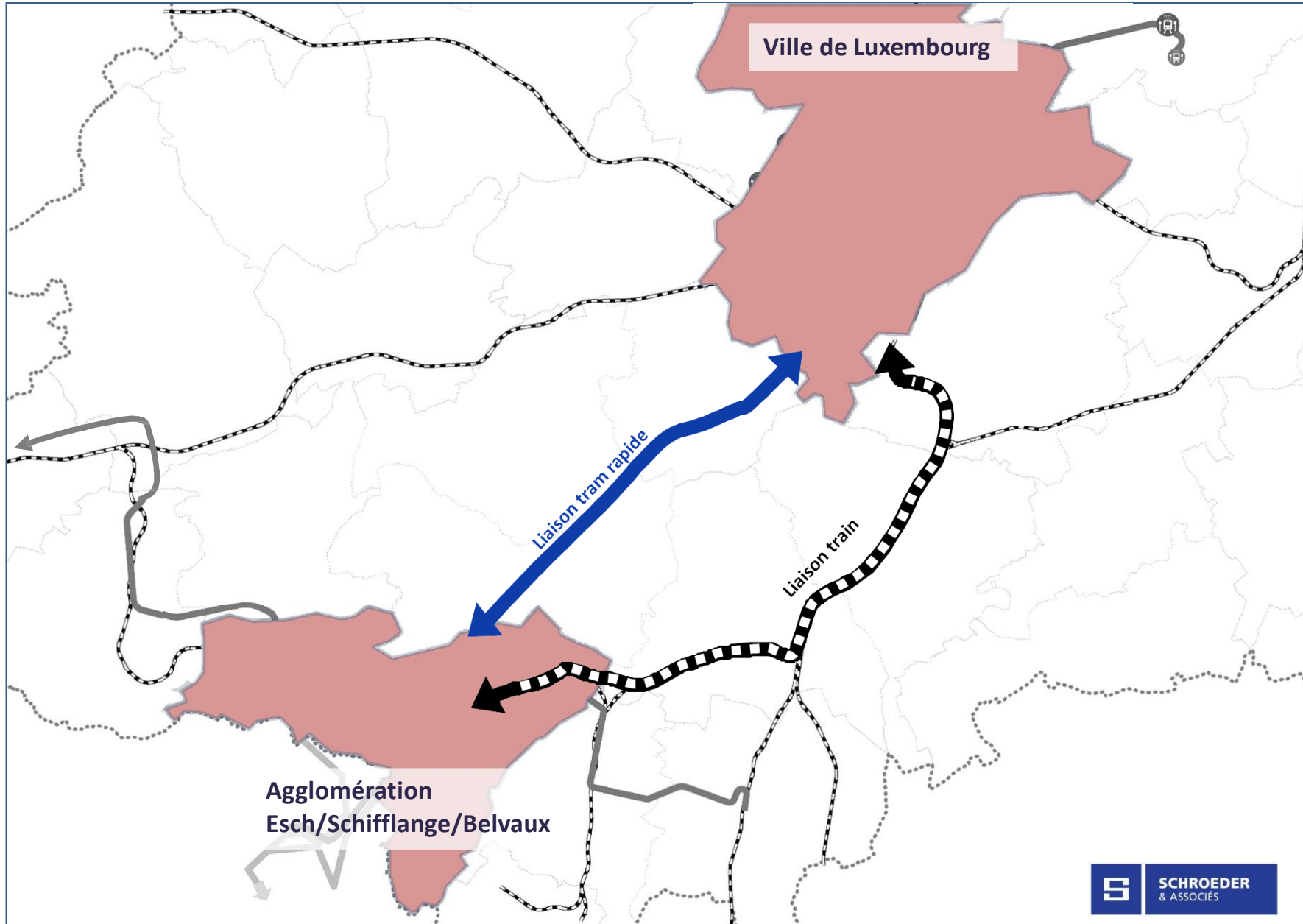
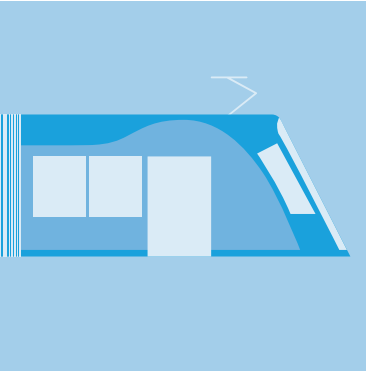




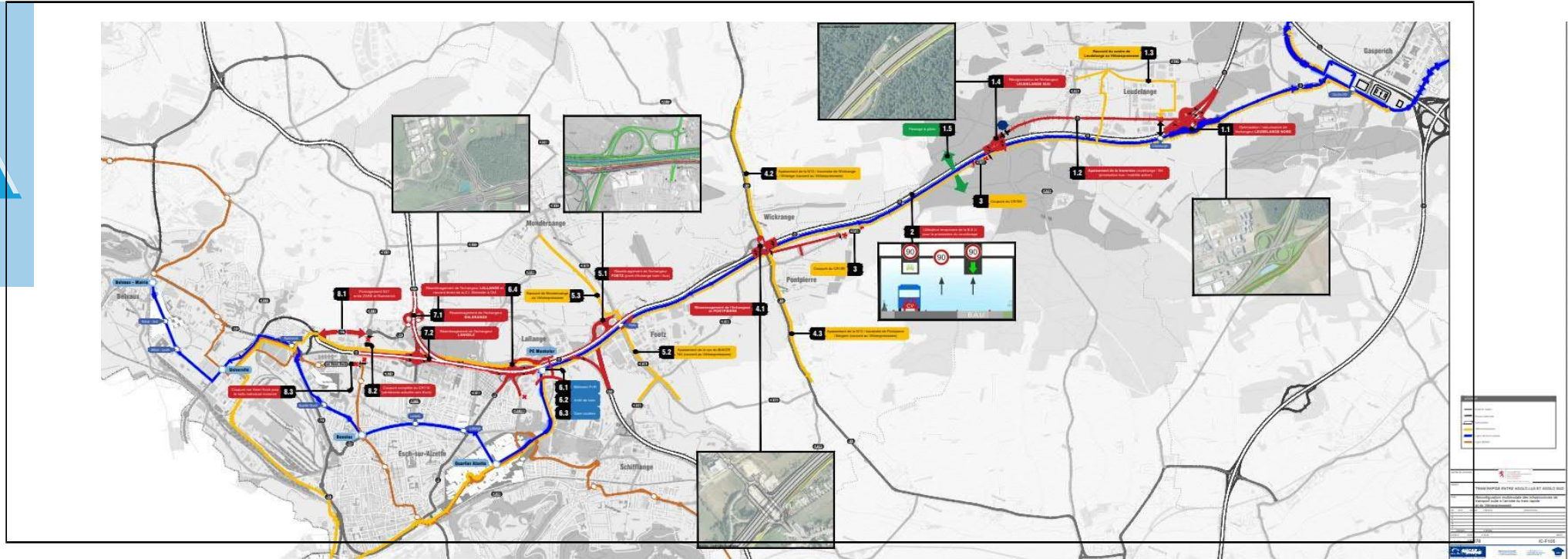
Ongoing investments: multimodal tram line



Fast tram system between the agglomeration of Luxembourg City and the South



Multimodal reconfiguration of transport infrastructure following the arrival of the fast tram and the bicycle expressway



Multimodal reconfiguration of transport infrastructure

Temporary use of the emergency lane for prioritizing carpooling

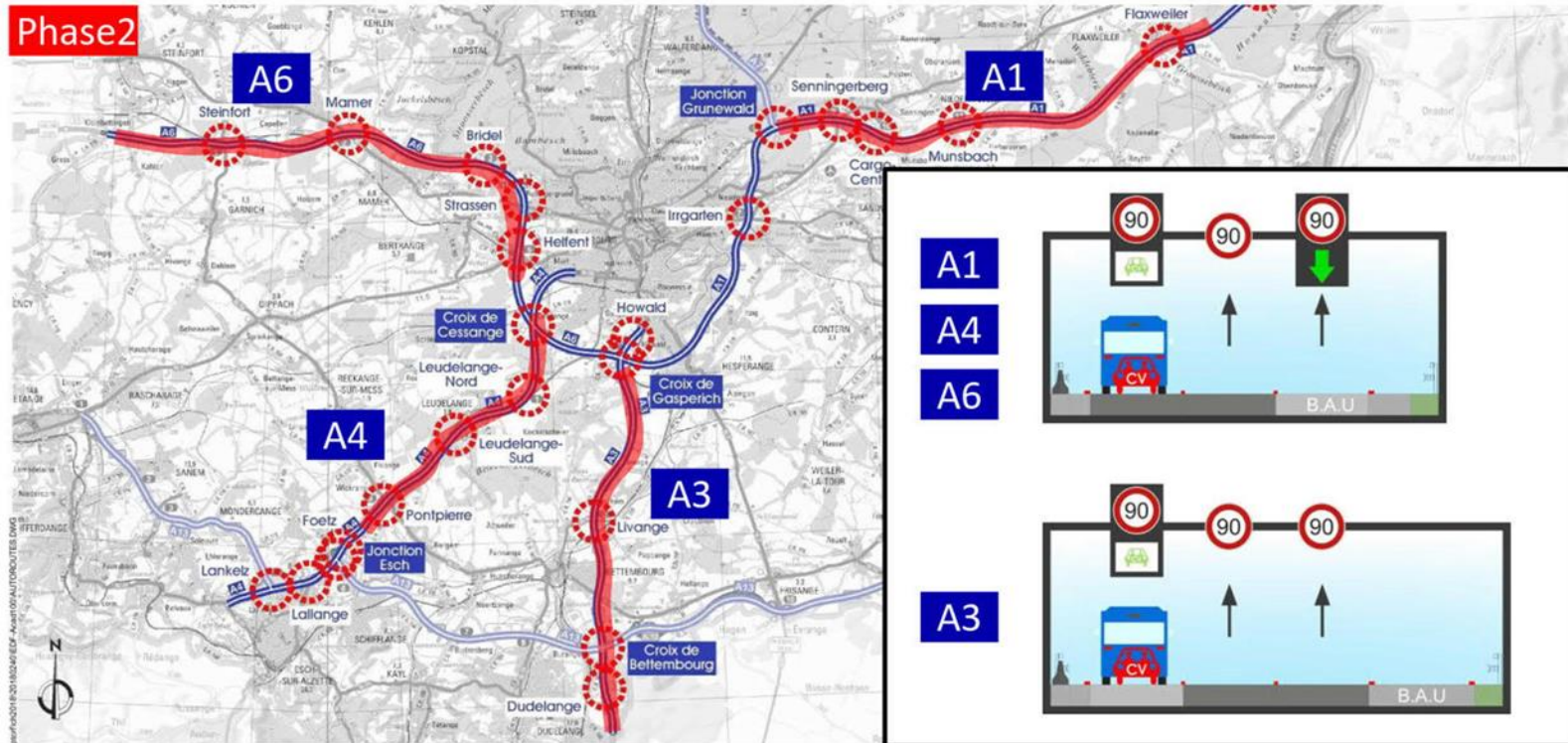
OPTIMIERUNGSELEMENTE AUF LUXEMBURGISCHEN AUTOBAHNEN

Element 3: Temporäre Seitenstreifenfreigabe zur Förderung von Fahrgemeinschaften



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Administration des ponts et chaussées

Die Priorisierung von Fahrgemeinschaften/Bussen in **beiden Richtungen** auf quasi dem gesamten Autobahnnetz A1, A3, A4 und A6 wird möglich durch das Anlegen des Fahrgemeinschaftsstreifen (+Bus) auf **der inneren, linken Spur (=Phase 2)**. Somit sinkt die Anzahl an Verflechtungsvorgängen mit dem Fahrgemeinschaftsstreifen und die Anzahl der zu erwartenden Konflikte drastisch.



Ongoing investments: cycle commuting

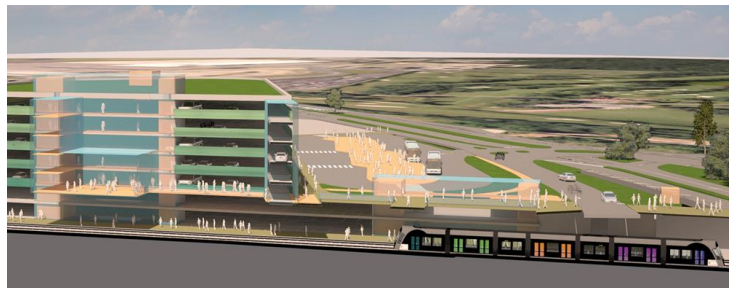
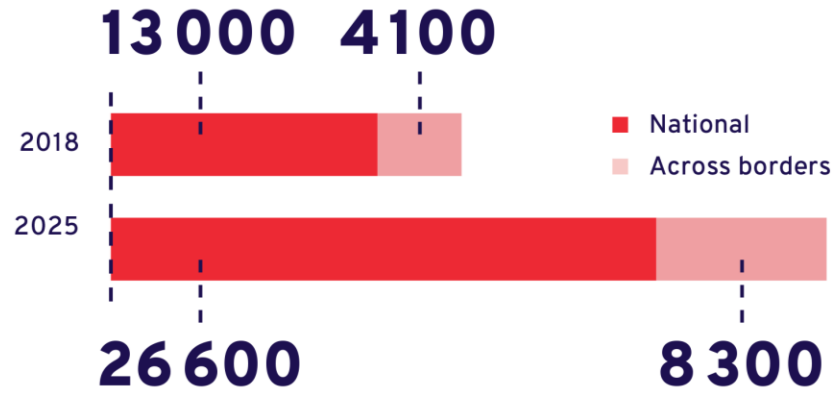


 600 km of planned cycle paths

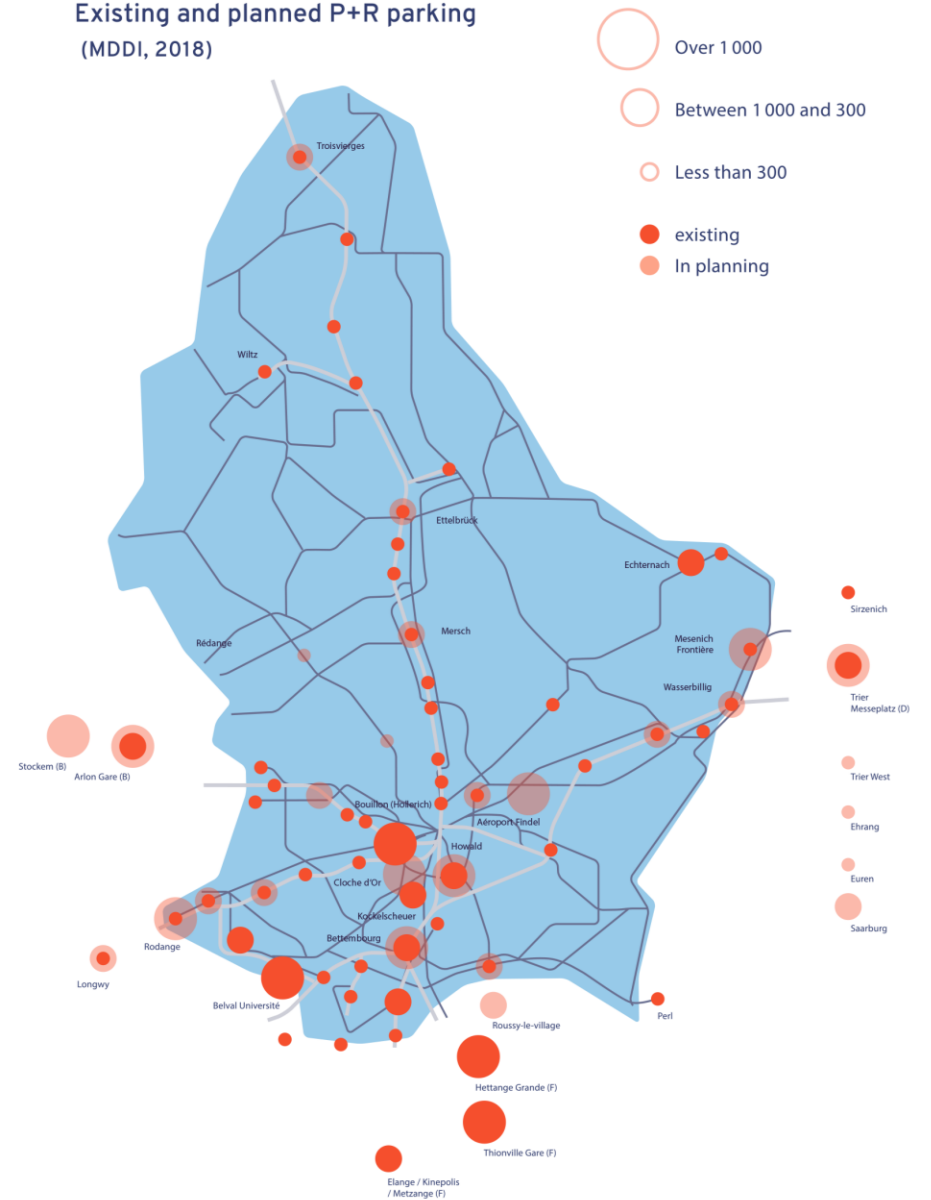




Ongoing investments: park+ride



Existing and planned P+R parking (MDDI, 2018)

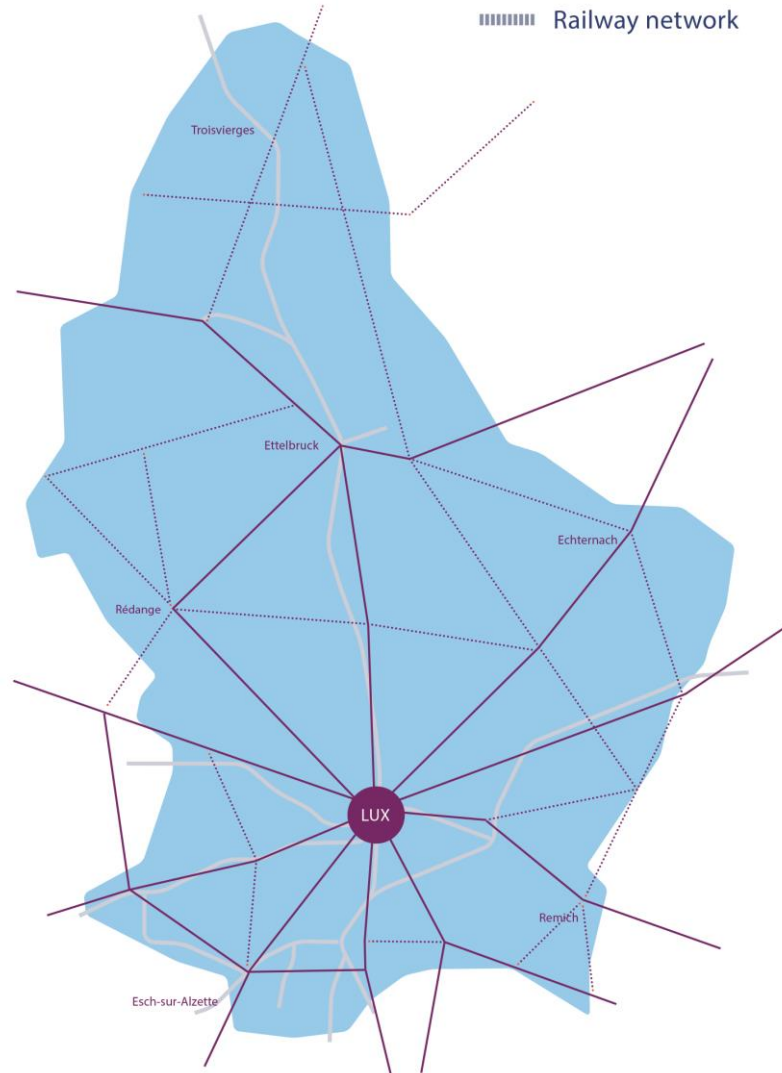




Ongoing investments: bus network

Organisational principle of the future
RGTR network (MDDI, 2018)

- Express lines
- Strong regular lines
(cross connections)
- ||||| Railway network

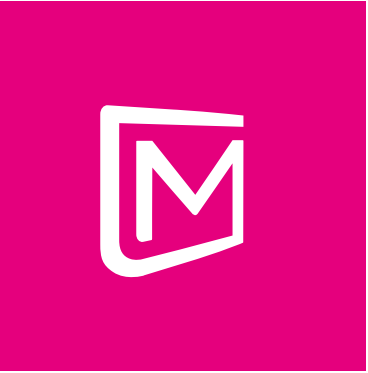


Adapt historic network to future demand (2020), strengthen express buses as well as evening and weekend service.













Zero emissions fleet by 2030

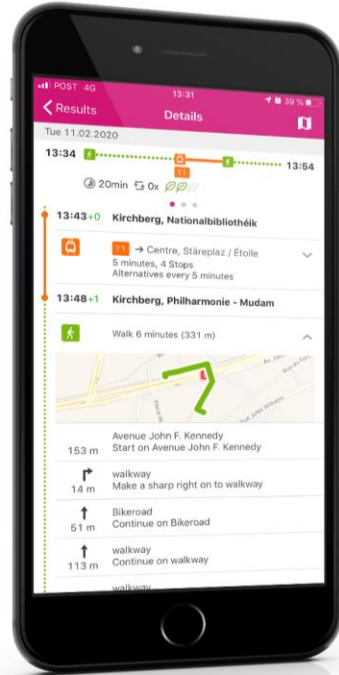
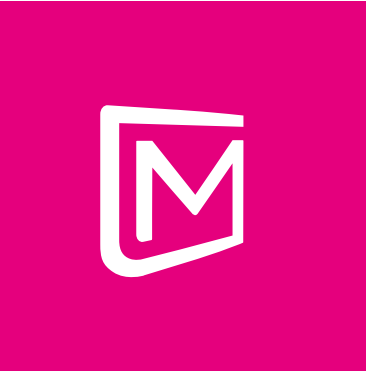
New multimodal app




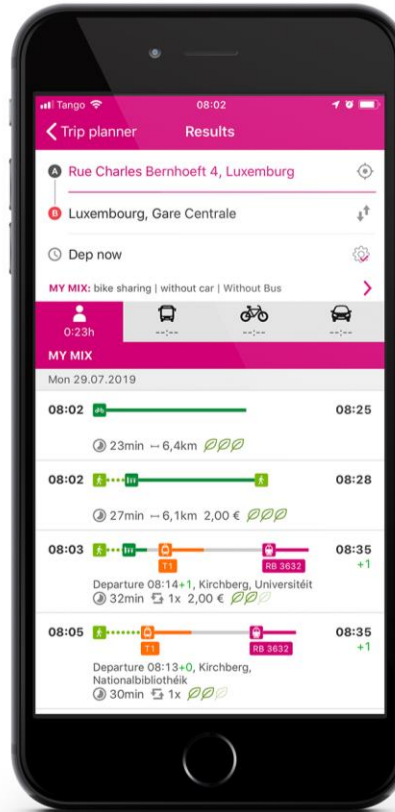
All connected in real time!


-  Bus
-  Tram
-  Train
-  Walking
-  Car
-  P+R
-  Car pooling
-  E-mobility
-  Bicycle sharing
-  Cycling

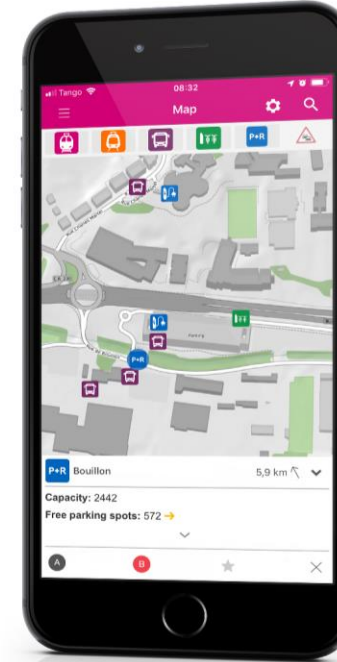
New multimodal app





 Detailed map of any footpaths between modes



 Select your preferred modes, including car pooling, bike and car sharing etc.



 Map with multimodal information

 Real time information on public transport and traffic



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