



**The coordination between public transport and urbanization processes in a metropolitan trans-border context: The case of the southern part of the province "Belgian Luxembourg" in the Greater Region.**

**General information:**

**Organiser:**

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**Destinations:** Kleinbettingen (Luxembourg), Arlon, Viville, Habay-la-Neuve, Libramont, then Athus and Aubange (Belgium) and also Longwy (France).

**Date:** 6<sup>th</sup> of October 2016

**Time:**

- Start: 8 am at Esch-Belval – Uni Luxembourg
- Across: 8:30 am at Luxembourg-City – main station
- End: 5 pm at Esch-Belval – Uni Luxembourg / 5:30 pm at Luxembourg-City – main station

**Costs:** 40 €(including bus transfer, lunch & documentation)

**Summary:**

The main goal of the trip is to highlight the lack of coordination between the public transport offer and the urbanization, which generated in the last few decades a high car dependency, when referring to trans-border travel towards Luxembourg-City. Given this high growth of the traffic flow, important traffic jams are induced nowadays during peak hours.

Another goal of this trip is to show the current dynamics regarding both the coordinated development of a trans-border railway offer towards Luxembourg-City, and also important residential development projects in the proximity of train stations, that are located in the south of the Belgian Province of Luxembourg.

During the trip, these dynamics are addressed through new projects presented by speakers who are directly involved; whether it's about projects that just started or projects that are scheduled to start in the near future. The view of the Belgian local authorities on the subject is also approached.

Starting from Belval and Luxembourg-City (train station district), the itinerary will go through the train station districts of Kleinbettingen (in the Grand Duchy), Arlon, Viville, Habay-la-Neuve, Libramont, then Athus and Aubange (in Belgium) and also Longwy (in France). Beside the train stations of Kleinbettingen and Viville, important urbanization projects are presented throughout the trip ; these projects are located in the proximity of train stations.



To a large extent, these compact urbanization projects that are often concentrated on train station districts are clearly distinguishable from the way that new urbanization has been usually produced during the last five decades, in this area of the Greater Region.

The trip is also the occasion to identify different problems that slow down the growth in the use or strengthening of cross-border rail services (pricing, technical compatibility issues, approval procedures, non-symmetrical flows, distance from other major urban centers that generate massive traffic flow, etc.).