

Innovatioun Öffentlechen Transport 2015 asbl

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for an independent audit of the Tram project

immediate release

Tram or Bus

Myth and reality

comparable transport capacities - Ligne Centrale Station-Kirchberg :

Tram : 6.000 persons per hour and direction

Autobus : 12.000 persons per hour and direction

The smaller the tram, the more reduced its transport capacity.

The **initial length of the Tram should have been 65 m**. Which corresponds to a capacity of 20 Trams per hour times 450 passengers. 9.000 passengers per hour and per direction. The figure of 10.000 passengers per hour has been used.

As the length of the **Tram had to be cut from 65m to 45 m**, the transport-capacity has been reduced of a third. I.e. **6.000 persons per hour** and direction for the **Tram as finally decided**.

One tram every three minutes puts a considerable stress on the other transportation means. Most notably because the **Tram brakes poorly and must block long in advance the crossroads**. Eg, in Innsbruck, the tram passes only all 10 minutes to avoid blocking the traffic of cars and bus. With a **tram-frequency of 10 minutes** the transport-capacity would be $6 * 300 \text{ personnes (2/3 of 450)} = \mathbf{1.800 \text{ persons per hour}}$ and direction.

One Tram all 3 minutes means (in average) a traffic-interruption all one and a half minute ! Because there is also a tram coming the other direction. Up to now, Luxtram has not communicated how long in advance crossroads will have to be liberated.

As planned, the Tram is a tremendous stress for the circulation, and thus for the quality of life and the economic development of the city of Luxembourg.

For comparison: **Busses circulated, with absolute priority, nearly without accidents** during years, on the avenue de la Liberté with a **cadence of one Bus all 25 seconds**. Which corresponds to $60 \text{ (minutes)} * 2$ (a little more than 2 Bus per minute) = 120 Bus per hour and direction. With **Buses** with a capacity of **100 persons**, capacity is $(120 * 100)$ **12.000 persons per hour** and direction. With **harmonica-busses of 150 persons**, la capacity would be $(120 * 150) =$ **18.000 persons per hour** and direction.

Thus, putting in service the Tram on the line Avenue de la Liberté - Boulevard Royal would induce a **transport capacity loss of at least $12.000 - 6.000 = 6.000$ persons per hour** and direction.

Luxembourg is a fast growing city. Luxembourg will not be able to compensate the loss of transport-capacity of 6.000 persons per hour on a vital transportation-line. Also because the individual traffic will be strongly affected by the Tram and this in a much larger area than the immediate proximity of the Tram line.

Many idealistic persons share a **strong emotional link with the Tram**. However, finish the construction and putting in service a transportation means the capacity of which is at the most **half of the transportation capacity of the existing bus lines**, is unfortunately **counter-productive**. It is **very sad, but unfortunately the Tram does not have a rational justification**.

We are searching **dialogue** with Tram-partisans. We too want a **transportation-policy respecting the environment**. Let us also take into account that **traffic-jams caused by the Tram damage the environment and the health of citizens and commuters**.

Within the coalition negotiations, we kindly Miss Mayor Lydie Polfer and Mister Member of Parliament Serge Wilmes to order a **neutral and public evaluation of the Tram project**. And to **stop until completion of this audit, work ant decisions relative to the Tram project**.

Luxembourg, le 12. octobre 2017

Asbl Innovatioun Öffentlechen Transport 2015

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More to come: see you at www.iot2015.lu