

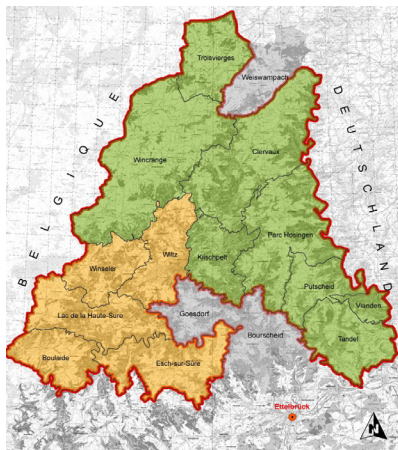
LAST MILE – Let's travel the last mile together!

# FLEXIBLE TRANSPORT SYSTEMS TECHNICAL STATE OF THE ART Upper Sûre Nature Park, Luxembourg

## Regional state-of-the-art analysis

The territory of the Upper Sûre and the Our Nature Parks includes most of the northern region of the Grand-Duchy of Luxembourg. The southern border is represented by the town of Ettelbruck, which has an important strategic role as a hub for public transport (railway and bus exchange).

Based on the analysis of the general framework and the current situation in the region concerning the equipment and facilities for tourists and the public transport system and inspired by other examples for flexible transport system (FTS), a regional action plan for FTS in the tourism region is proposed.



Source: pact s.à.r.l. - ACT Luxembourg

Region	UPPER SÛRE NATURE PARK & OUR NATURE PARK
Area (km <sup>2</sup> )	621
Inhabitants	34.615
Regional transport network	<ul style="list-style-type: none"> <li>• 8 railway stations connected to Luxembourg-City and Liège (BE)</li> <li>• two main state roads have a traffic volume of approx. 11400 respectively 8000 vehicles motorized vehicles</li> <li>• good bus network with high frequencies</li> <li>• national airport is approx. 50 km away and accessible by public transport</li> </ul>
Sustainable transport network	<ul style="list-style-type: none"> <li>• Railway with 8 stations</li> <li>• Many buslines with high frequencies in both of the Nature Parks</li> <li>• Cycling network is not well developed in this area, 10 bike rental points exist in the area</li> <li>• Car-sharing is not offered in this area</li> </ul>
Flexible transport systems	<ul style="list-style-type: none"> <li>• Late Night Bus (Shuttle service for special events)</li> <li>• NightRider (Bus-on-demand)</li> <li>• Bummelbus (dial-a-bus service with flexible routing to individual destinations)</li> <li>• Rent-a-Bike Ardennes (Bike Rental service) Target group: tourists</li> </ul>

## Flexible transport systems in the Upper Sûre and Our Nature Parks

In general a change of the public transport system in Luxembourg is foreseen for 2018-2019, with a higher weight on demand oriented services. Currently two main systems are operated in the area of the two Nature Parks.

One of these is the Bummelbus; a dial-a-bus service with flexible routing to individual destinations. This system is operated in nearly all the municipalities of the Upper Sûre and Our Nature Parks. Operating times are during the week from 06h30 to 21h15 and on Saturday from 06h30 to 17h15.

Another project is the NightRider: a dial-a-bus service for night owls. The system is operated at Friday and Saturday evening in the whole country, Some municipalities give certain reductions to the inhabitants for the use of this system.

## PORTRAIT SCOPE AREA: UPPER SÛRE & OUR NATURE PARKS

Tourist destinations	Population	Density	Number of arrivals (2015)	Overnight stays (2015)
Upper Sûre Nature Park	13.100	65	15.182	62.521
Our Nature Park	21.515	51	84.451	295.223
<b>Total</b>	<b>72.488</b>	<b>12,55</b>	<b>99.633</b>	<b>357.744</b>



Existing Good Practices in the regions: Flexible systems in the partner regions, 1 to 4: Rent-a-Bike Ardennes (LU); Taxi association, Vall de Boí (ES), E-Shuttle in Byala (BG), Train with stops on demand (ES).

## SWOT – Analysis

As a conclusion of their analysis, the region has developed a SWOT analysis to identify success factors as well as difficulties in the practice of flexible transport systems. Here we present the results:

### 1 STRENGTHS

- Existing regular public transport to settlements
- Good data base on tourist attractions and accommodations
- Good data base on public transport network
- Willingness from national authorities to work on sustainable mobility measures and solutions to cover the last mile
- Good user transport information available through the journey planner named mobiliteit.lu

### 2 WEAKNESSES

- no specific data available for Luxembourg concerning trips per working day, trips per holiday, average length of a trip on holiday, reasons for trips
- no specific data available for estimating the percentage of tourists coming from a "distance class" or the modal split for on-site mobility during the stay
- no specific data available for numbers of one-day tourists from focus region per year/ seasonality of demand
- Lack of cycling infrastructure
- Poor legal framework for FTS

### 3 THREATS

- restrictions for the use of soft mobility, because of the varied topography
- Difficulties for cooperation and communication between different sectors
- Low population density could hamper public investment based in users demand.

### 4 OPPORTUNITIES

- Growing awareness between citizens of the importance of sustainable public transport for a good quality of life.
- Emerging technologies in the ITS sector can help developing new FTS strategies and projects
- Improvement of public transport offers in the frame of MODU
- Complementarity between resident and tourists transport schedules needs
- Existing FTS could be extended or experiences could help for the implementation of further systems

## THE PROJECT PARTNERS



### ALL ABOUT LAST MILE AT:

[www.interregeurope.eu/lastmile](http://www.interregeurope.eu/lastmile)

THE FULL ANALYSIS IS FREELY AVAILABLE AT THE PROJECT WEBSITE.

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