**Brève présentation**

We are here to illustrate how land-use planning and cross-border (public) transport match – or do not match – with each other in the aim of achieving a better sustainable development in this part of the Great Region constituted by the Grand Duchy of Luxemburg, Wallonia, Lorraine, Saarland et Rheinland-Pfalz. We’ll thus travel across Luxemburg and Belgium to point good examples or problems concerning land planning as it’s currently undertaken. During the trip, I’ll make some comments to draw your attention when necessary. Furthermore, there will be several interventions of different actors of the Walloon land planning administration and politics in Arlon and Libramont especially, presenting different urban projects in railways station’s districts.

So now, a few words about the area we will travel through. For the southeast part of Wallonia, the Grand Duchy represents such an important and growing concentration of employment that it attracts a major part of the workers. You can see all this on the figure 11 which represents the importance of the flux coming from Walloons municipalities to Luxembourg. The yellow lines represents small flux of 40 – 100 commuters and the black ones represents flux of more than one thousand people. So, even if the enormous part comes from municipalities near the border, there are some flux coming from towns as far from Luxembourg as Namur, the Walloon Capital.

On the opposite, the bordering part of Wallonia knows a stagnation of the employment rate or even a lowering of it, especially in the Arlon district. As consequences, you have massive shuttle movement toward Luxemburg in the morning and the return in the evening with all the traffic jams and crowded trains you can easily imagine. The figure 3 show you the different modal shares for work-related travels. Even if the car modal share tends to lowering, it remains very high. The figure 4 shows the use of public transports by border commuters. The car dependence has some explanation, especially linked with the economic and urban developments in location not well-served by public transports. Only the urban area of Luxembourg has a very good service of trains and buses where about one third of the border workers uses the public transport. This is not the case elsewhere and the fastest way to go to work from surrounding countries is by car. Only municipalities well served by train and or buses send a significant part of workers to Luxembourg by public transport.

This is why the government of Luxembourg wishes to increase the modal share of the train to 25 % among all the motorized trips before 2020 as shown in figure 5. One other major target is to attain a quarter of all trips made by walking or cycling. It also implemented some strategies such as Modu of IVL for matching residential development and public transports or to develop connecting poles between all the different kinds of public transport with railways network as the backbone of this structure. There are also many projects of railway infrastructures and new urban districts around Luxembourg-City, such as a new tramway, three more train stations around the centre and urban development projects in Kirchberg and Cessange. The development of the railway strategy is whished due to the congestion of the current Luxembourg-City train station where nearly all the trains coming from the other areas and the surrounding countries have their terminus. With the new train stations and connecting poles with other public transports, a more fluid situation is expected.

You can see on figure 23 the whished development until 2030. The balls with number represent the different connecting poles. You have the railways in red and the tramway in blue and orange. This project of tramway is associated with several urban project as you can see it on figure 24.

Those initiatives try to develop a sort of sustainable mobility.

The project of the Cessange train station illustrates how important the lack of coordination on transport policy between Belgium and Luxembourg can be. With this new train station, Luxembourg took part in the Eurocaprail project which consist in the valorisation of the railway between Brussels, Luxembourg, Strasbourg and Bale. So they try to develop train usage and diminish travel time between Brussels and Strasbourg by building this new train station of Cessange. The international train operating on this axis was cancelled last April. Furthermore, the Belgian public railway operator has not enough funds to finalise the modernization of the line Namur – Luxembourg before several years.

These dynamics can be observed for France and Germany too. You can see, on the **figure 1,** that the number of workers living outside the Luxembourg is now nearly the same that the number of workers living in the Grand-Duchy. On **figure 2,** you can see how France take an increasingly large part of the border workers’ total number, now topping at 75 000. The part of Germany is rising while the part of Belgium is lowering. The population density can explain the situation. In France and Germany, there several cities near the border as Trèves/Trier, Saarbruck, Thionville or Metz.

So to terminate this introduction, the aim of this trip is to show you the lack of border cooperation concerning transports and the inadequacy between the urbanization and the main transport axes. But we will also see that there are initiatives trying to reverse this trend.

**Sur la route vers Kleinbettingen**

So here you can see the commercial complex of Wandhaf, which is located far away from all kind of public transport and urban area. You can easily understand that the only way to come here is by car, via the highway where we are and which is completely full during the peak hours. So it doesn’t help to solve the traffic jam problems.

But the Grand Duchy has several project of park-and-ride allowing a number of parking places reaching 20 000 places instead of 14 000 today. Two of those car parks are scheduled in Wandalf and Capellin.

**Gare de Kleinbettingen**

We are now in Kleinbettingen, the last train station before the Belgian border coming from Luxembourg-City. Surprisingly, you can see a huge amount of Belgian car on this parking lot. The figure 13 shows you some statistics about the use of the parking here and the one in Steinfort. You can note that the Belgians represent a more than significant part of the total user’s number. There are several causes that can explain this situation.

Firstly, there’s no other train station before Arlon. So, several hundreds of people prefer to take the train here than in Arlon which presents no interest for inhabitants of bordering villages. To take the train in Arlon, they have to roll away from Luxembourg and then retrace their steps with the train.

Secondly, there are not as many trains in Arlon as in in Kleinbettingen. So people prefer to come here to have a larger choice of trains with regard to their working hours.

And thirdly, there’s no harmonization of prices. The cost to cross the border remains high due to cheaper prices in Luxembourg. Furthermore, there is a special pass in Luxembourg, called M-Pass, that allows the usage of all the public transport in the Grand Duchy and some border connexions. This pass is available for workers in administrations and companies in Luxembourg and This deters a significant part of the commuters who prefer to go by car to the first Luxembourger station and then take the train to Luxembourg-city. This fact and others contributes to the congestion of car parks near the Luxemburgisch train stations.

**Entre Kleinbettingen et Arlon**

So now, just a few words about the cross-border commuters. As I said during the introduction in Luxembourg, the Grand Duchy attract more and more foreign workers living in Belgium. There has been a slow-down in the rise of number of commuters caused by the financial crisis of 2008, but it keeps rising. The main part of those commuters comes from areas such as Arlon, Bastogne, and even as far as Libramont. A smaller part of them comes from the south of the Liège province or the west and north of the Luxembourg province.

In terms of relative numbers, we can note important increases in the east of the Province of Luxembourg and in the south of Province of Liège. This is due to the highways and main roads going to Luxembourg where we observe retail developments along the border and installation of Belgian companies in the Grand-Duchy, sometimes not too far from the border. The highways clearly play a role in the distribution of cross-border commuters towards Luxembourg.

Another observed dynamic is the trend of new residential buildings that are built increasingly far away from train stations. (**rajouter données**).

Due to an increasing demand in the Arlon district, we’ve observed a rise of the real estate prices in the past. They are currently nearly as expensive as the ones found in the Walloon Brabant where Brussels generates the same dynamics. One square meter of land costs about 100 euros near Arlon and Aubange, whereas it costs only 30 or 40 euros in the Central Arden. This phenomenon is responsible of the urbanization of the municipalities along the highway Namur – Arlon, and an increasing mean distance travel to work. It’s usual for workers to travel 40 or 50 kilometres, and sometimes up to 100 kilometers.

There’s another explanation on the price levels. In Wallonia, the “Plan de Secteur”(sectorial plan that determines land usage for determined areas) legally drives the land planning and was realized in the eighties. It consists of different land usage category, such as residence, economic activities, agriculture, woods… In some parts of Wallonia, the residential affectation is nearly full, such as in the Wallon Brabant near Brussels and in Arlon. So, the available land for new residential buildings is reduced. So, the land supply is inadequate with the real estate demand, generating rising prices.

**Arlon**

We are now arriving in Arlon, which is the capital of the province of Luxembourg. The district knows a strong population growth. The real estate market is very dynamic, especially for apartments. Another information about the public transport, the train station is much used by the commuters due to traffic jams encountered on the way to Luxembourg. The station of Arlon has known one of the biggest growth of commuters’ number. You can see the numbers on figure 25 among others train stations of the Province of Luxembourg. For Arlon, you have indeed about 2500 embarkations in 2009 and about 3800 in 2014.

So now we’re listening the speech of the blablabla about an urban project that take place near the train station.

**De Arlon vers Viville**

Just a few words about the retail park you can see on your right/left. It’s a big infrastructure outside from urban areas, with no other solution than coming by car. This development also raises questions of the relevance of this kind of operation located outside of the urban centre of Arlon and exercising a negative competition on urban shops. This is quite easy to understand why: with hundreds of parking places, it’s simpler to come shopping here than in the city centre, especially when there are not bus or train to serve the place.

And now we are arriving at the Viville station. There’s a big park and ride project here, because we are on an intersection between several main roads coming from north, west and south. Furthermore, we are 3 kilometres away from the highway Brussels – Namur - Luxembourg. It’s wished to get a significant part of commuters coming from Etalle, Virton, and Martelange (south-west, west and north of Arlon) going to Luxembourg instead of going to Arlon and so to avoid parking problems in the city centre of Arlon. But there’s one major problem. This little train station you can see here is only served by one train Libramont – Arlon every two hours and no connection to Luxembourg, plus some peak-hour trains, but that’s really very little. With such a lack of connections, it’s quite useless to attract commuters here, unless more trains makes a stop in this station.

Futhermore, there are not many people living in the area and no future residential project is provided around the station. So having only the P+R questions the utility of the project.

**De Viville vers Habay**

We’ll now have a few words about the population growth. Until the eighties, the demographic evolution remained toneless and no significant growth was expected. Since then, the population in the south of Wallonia has kept rising. This is particularly true near Brussels and near Luxembourg, where we are. You can see this on figure 12. Note especially the differences between Wallonia and Germany, where we observe in this last territory a decrease of the population. In France, situation is very contrasted among the territory

For many decades, the main way to produce new housing was the villa built on initiative of households. And this kind of house on large piece of land is a characteristic of the Belgian real estate market. This situation was generated by the abundance of land available for residential urbanisation according to the Plan de Secteur. The part built by developers was much smaller. But during the last decade, we’ve observed a rising importance of the part built by developers, especially where there are no large land availability regarding the “Plan de Secteur” and where the prices are much higher. In those situations, developers can support the competition with households and build apartments for a large part. This is the last situation that is observed in the Arlon area. But the villa remains the housing-model for Walloons, in particular in the countryside where real estate market is not subject to high demand, high price and low availability. However, there are some exceptions, especially in the Attert valley where a significant part of the historic housing is semi-detached or detached.

I also take the opportunity to talk about the impact of relief on the transport infrastructures. The area where we are – the Belgian Lorraine – is crossed by geological formations in a west – east axis named cuestas. This strongly structures the territory and especially the transport infrastructures. In the area where we are, highways and railways are mainly oriented west – east. Furthermore, as you can see it on Figure 21, we are near the Arden massif whose we can see the southern margin, in red and pink on the map, and this geological structure is a real barrier that restrains possibilities for the different transport infrastructure to cross it. By crossing this margin, you pass from 300 meters high to 550 meters high near Libramont and Bastogne. This is why the railway Brussels – Luxembourg has to go west till the area of Tintigny before turning to north to jump on the Arden massif by a valley cutting its marge.

**Habay**

Here is one of the big problems observed in Wallonia concerning the adequacy between urban development and transport. It’s partially due to the relief as I explained some minutes ago. Sometimes, the train stations are located quite far from the village centre they are supposed to serve, and this explains in particular why the train stations are not much used by the commuters. This is the case you can see here in Habay, with the train station only surrounded by one street, this last one leading to the village centre which stands one kilometre over there.

However, there is one urban project managed by a developer to create a new urban district as shown in Figure 20.

It’s interesting to underline that the urban morphology of this new district is organised according to distance to the village centre. The nearest part is made of apartments, and the furthest area is made of villas.

So here you can see the train station of Habay. As you can remark there is not much urbanisation around it. Furthermore, there is only one train every two hours, with some peak-hour trains. It’s the same timetables as in Viville we previously saw. This is why it’s easy to understand that this train station is not very much used by commuters. We can add that the “Plan de Secteur “restrains all possibilities to develop housing directly around the station.

There’s another train station that has known another story since its construction. It’s Marbehan, which is a stop of the intercity trains between Brussels and Luxemburg. Before the train, Marbehan was a little village. It has grown considerably till the forties due to the train station. Since then, the urbanisation has slowed down due to the location of the village, in the bottom of a valley and far away from the highway. However at middle term, there’s an important eco-neighbourhood project next to the train station, which can help to reinforce the attractiveness of the train station.

Concerning the railway Brussels – Luxembourg, the Belgian infrastructure operator has engaged heavy works to modernize the line and increase the commercial speed to 160 km/h. But the relief and the substantial infrastructure need several years to be adapted. As a consequence, the works on the line are very slow and will still take several years. There’s another explanation that is financial. To respect a sort of communitarian repartition between Flanders and Wallonia, Wallonia can only receive 40 % of the annual budget given to the infrastructure operator to engage works on railways. Due to the high costs of the modernisation of the line, the works are progressing slowly. It’s important to tell that this project was at the beginning a European project named Eurocaprail. It consisted in a huge increase of the commercial speed, by creating a new high speed line between Ciney and Libramont. There was also a project to develop a tilting train, but it was abandoned. It’s really different from the current project.

In the same order of ideas, the Grand Region is surrounded by the different high speed lines, as you can see on Figure 22. There are only two train stations in Liège on the line Brussels – Köln and near Koblenz, in Montabour, on the line Köln - Frankfurt. Some French TGV arrive in Luxembourg, but they have to follow the conventional network from Metz till Luxembourg. We can add that the travel time to Brussels is important and there are no performant connections with big German cities like Koln and Frankfurt. All those facts are explained by the existence of the Arden and Hunsruck massifs and his high relief and the lack of big cities in and around the Grand-Duchy of Luxembourg.

In this case, coming to Luxembourg is easier by car, which is inadequate with the problems of traffic jams known by the Grand Duchy. As said before, the relief is the main cause of the weaknesses of railways network, this last one being strongly determined by valleys and their orientation. On the opposite, new developments (residential, economic, commercial…) often take place on uplands.

You can especially see the urban sprawl here, in the form of ribbons along the streets made of villas for the major part. In this area, the “Plan de Secteur” legally authorises residential development on large pieces of land. There’s indeed a sur abundance of land for this kind of development, which is very different from the situation in the Arlon district.

**Trajet vers Libramont**

I’ll have some words about the border commuters, and I invite you to check the figures 14 to 17. The first map show the number of commuters working in Luxembourg from the Walloon municipalities. Logically, the municipalities near the border have the tallest numbers of border commuters, especially in the Arlon area. But there are also significant number of commuters coming from further locations, in Eastern Wallonia and from the whole Province of Luxembourg which is the southernmost province of Wallonia. The figure 15 shows the ratio between Walloons working in Luxembourg and the total active population. As the figure 13, this map shows a bigger number of commuters near the borders, but also shows a significant part coming from municipalities located further.

So if we now look at the figures 16 and 17, we have the evolution of border commuters working in Luxembourg. Before the economic crisis, almost all the municipalities knew a rising number of inhabitants working in Luxembourg. It’s important to notice that the growth was particularly important in the southern part of the Province of Liege. Since the beginning of the economic crisis, the evolutions are more dispersed, especially when we move away from Luxembourg.

The following pictures give an interesting fact about the inadequacy between transports and land planning. The figure 18 shows the time evolution the relation between new housing and distance to train station. We can see that since five decades, the part of housing built more than 3 kilometres away train station has risen. Now, it represents about a half of all new buildings. The buildings situated at least than 1 km represents only 14,5 % of the total.

The figure 19 shows the distribution of those values according to Walloon municipalities. In the area where we are, we can clearly see the importance of new constructions, represented by the red patch area between Bastogne, Libramont and Arlon. Those municipalities were rural, and are now gradually urbanised due to the proximity to the Grand Duchy of Luxembourg. The big points represents the part of housing according to the proximity of train stations. So we can see that the area I was talking about is clearly far from the railway network, except for some municipalities in the central Arden, as Libramont to where we are heading now.

We’re now arriving at Libramont, which is a kind of “new city” ignited by the advent of railways. Before this, Libramont was a little hamlet of the main village Saint-Pierre, which stands two kilometres away. Since the train arrived, Libramont has grown and is now a town with a lot of employment and differ services, attracting people of the whole central Arden. There are several shops, one big hospital, different schools and even high school, business parks. The fast growing of Libramont has given a scattered urban pattern. There’s no real city centre and the different districts are not well organised.

It’s interesting to know that in the sixties, a new city was scheduled in the area, near the litte village of Arville. A tremendous population growth was expected and this new city was design to create a big concentration of economic activities, services and residential buildings in this quite remote part of Wallonia. Today, Libramont and Marche-en-Famenne, northward, has taken its place by developing themselves.

Other interesting fact, there is project of a big hospital regrouping the current ones, one of them located here in Libramont. Two locations are approached, one being Neufchateau some kilometers away and totally car-dependant, and the second being located near the train station of Habay we saw on the morning. This project could unforce Libramont.

To end, some date: the population of Libramont has grown from 3900 inhabitants in the middle of the nineteenth century to more than 11 000 today. **The train station**

**Gare de Libramont**

**Saint-Pierre**

We’re now making a passage through the village of Saint-Pierre, which is the former centre of the Libramont area as I said it before. The morphology of the village has not really changed through time, and you can remark the old villas which are the typical house form in the Central Arden.

**Trajet Libramont – Athus**

Stratégie SMOT

In 2006, the Belgian railway operator reopened, in consultation with the Luxembourger operator, two lines in the southeast of Belgium to develop a better access to Luxembourg. Three stations was rebuilt and the Luxembourger peak-hour trains was extended to Virton. There is only one train for two hours rolling from Libramont to Libramont via Bertrix, Florenville, Virton and Athus in the west and the south of the Province.

Evolution 4 façades

To the urban morphology, the situation in the area where we are is quite different of the Arden. Here, the historical housing morphology is the terraced or semi-terraced house. In the Arden, and especially in its eastern part, the traditional housing was the detached house. You can see this strong opposition of urban morphology on figure 26. The municipalities in brown has a high rate of detached houses built between 1850 and the end of the first World War.

Now the urban sprawl leads to the development of villas, but also of apartments.

You can also see the massive development of shops along the main streets as this one. This morphology of commercial development along streets or main roads is quite frequently observed in Wallonia. With all those shops, outlet centre and hypermarket, the municipality of Messancy has the highest rate of commercial area per inhabitants. There are more than 3000 m² for 1000 inhabitants, whereas the Walloon mean is 1400 m²/1000 habitants. This is due to the competition between the three countries to get the highest possible number of consumers.

As I said before, you can see an example of historical housing morphology, consisting in terraced or semi-terraced houses.

The train station of Messancy is very succinct, with only one platform. Furthermore, there are no many travellers, only few decades per day. The explanation is given by the desert of the station: there’s no train to Luxembourg, people have to change in Rodange or Athus or Arlon, generating elongation of travel time. Therefore the access to Luxembourg from Messancy by train is not very interesting.

**Athus**

We’re now arriving in Athus, which is a part of a larger conurbation standing on Belgium, Luxembourg and France, regrouping around 300 000 inhabitants. On the Belgian side, it only regroups Athus and another village, Aubange. She contains such towns as Longwy in France and Dudelange in Luxembourg. This conurbation grew during the industrial revolution with the extraction in the Minette, which in an iron-ore. The Belgian and French parts of the conurbation has lost their dynamics with the de-industrialisation, generating a huge amounts of brownfield. Today, some of them has been refurbished. Some with success, some with not.

Among the brownfield reuses projects, retail has taken a significant part. This can be explained by the will of each territory to attract a big part of the budget of foreign households in a kind of shop’s war between countries. Si the area now have a tremendous shop supply compared to the demand, even if we take account of the population growth in Belgium and Luxembourg.

So we are now arriving near the train station of Athus. As a border station, this place had a big importance some decades ago, all trains had to stop here because of customs. Now, with the opening of borders, the train station of Athus is largely underused, with a big part of railways being abandoned. This is responsible for the sometimes gloomy atmosphere we can found here. We can add that, before the reforming of the timetables in 2006, this station was only deserved by Luxembourger trains which had their terminus here, and no by Belgian passenger trains, the only ones being some fret trains. Now the desert is a little more important, but the station remains a not very nice place. However, it has known a tremendous increase of people using it, passing from 136 people in 2009 to 992 people in 2014.

(Intervention CATU de Aubange)

Just one remark before leaving, you can see the very high rate of abandoned shops, even in this main street. If we consider the whole municipality, the rate almost reaches 40 %. With the station, those empty commercial units don’t participate in any dynamism of the town.

## Stop 14: Between the centre of Athus and the housing estate by the promoter Thomas et Piron at Aubange

We are passing-by the FLexembourgisch railway station of Rodange which plays a big role for French cross-border workers. The station allows to rally Luxemburg city as well as the cities of Belval and Esch.

Here we are on the Europe Avenue and its major cross-border character. Indeed, this avenue creates a link between Longwy and Luxembourg across the Belgian territory. Hence, a lot of traffic can be observed at rush hours often leading to huge congestion due to the limited capacity of the road (only two single tracks).

You can now see the business park of Athus and its reconversion, partly into commercial activity, partly into a container terminal. The latter is due to its situation on the axis Athus-Meuse which is a European freight corridor linking Antwerp to southern Italy or the southeast of France via Esch, Bettembourg and Thionville. This area in the part of a bigger projet named PED, or European Development Pole. This is a big business park standing on the “three borders point”, thus in Belgium, Luxembourg and France. This project was whished by the authorities of the three territories to reflate the economic activity in this part of the conurbation which has been strongly affected by the de-industrialization phenomenon.

We are now reaching Aubange and will show you how new housing projects are currently being implemented in correlation with cross-border worker’s mobility.

Aubange also has a railway station which is however not well connected to Luxemburg. Indeed, travellers need to change train in Athus and/or Rodange. The following housing construction is located at only between 700 and 1500 m and the border is just 500 m ahead (locality of Mont-Saint-Martin).

## Stop 15 : Presentation of the housing development project of the promoter Thomas et Piron by the councillor in land-use planning and urbanism of Aubange.

## Stop 16 : On the way from the housing development project in Aubange to the centre of Longwy

We are now entering French territory which hosts the French part of the business park. However, the development was here not too well except for the commercial pole where the Auchan shopping mall and other large supermarkets were implemented to attract Belgian and Luxemburgish customers. This has also lead to a transfer of Belgian commercial activity towards this area.

Mont-Saint-Martin had at the time also a railway station which was however closed during the industrial decline. Commuters coming from the north of Longwy agglomeration were therefore forced to join Rodange to take the train.

One can also observe the difficulty to revitalise the steel industry wasteland due to the competition of the Grand-Duchy and the economic activity areas on the plateau near the highway where vast low cost properties exist. Sometimes you have a reconversion for commercial development, like the cinema called Kinépolis over here, but some reconverted wastelands know difficulties to be reused for other functions.

So we’re now arriving in Longwy, which is a town of about 50 000 inhabitants, with 10 000 of them working in the Grand-Duchy of Luxembourg and 5 000 working in Belgium.

So, in the narrow valley, you had the heavy industry, housing, shops and infrastructures of transport, the main of them being the railway. Now, industry is gone, you have an old traditional housing that is not really adapted to the current demand of households and some shops suffering from a fierce competition with retail parks and other big commercial structures, especially in Mont-Saint-Martin. Longwy is one of the rare French municipalities that are losing people, for the benefit of the surrounding and greener villages.

We are now near the train station of Longwy. The probem of this station is its location, in the southern part of the town. So it’s not really interesting for border workers living in the agglomeration of Longwy. They prefer going to Rodange, the first Luxembourger train station, of by car to the place of work. People using it come from the villages located south of here.

Since the middle of the last century, very few new housing have been built in the dense core of Longwy. But there are currently two big projects reusing wastelands to develop large housing districts, one for the short term west of the station, and the second one east of the station for the middle term.

## Stop 17 : Between the centre of Longwy and Belval

The surroundings of Longwy are caracterised by peripheric urbanisation of residential and economic activities on the different plateaux.

The N52 is the most frequented roads in the area and many road communication projects are being undertaken around the whole PED area, the Longwy agglomeration and the southern area of the Grand-Duchy of Luxembourg (motorway project A28 between Arhus and Autelbas on the Belgian side and the connection from Michelville between the N52 and Belval).

We are now entering the district of Michelville where you can find the railway station of Audrun le Tiche. Several old railway tracks exist in this region which have induced the wish to re-open a line Esch – Thionville via Audrun le Tiche and the valley of the Fensch to develop train use from and to Luxembourg.

Another possibility to reach the objectif of reducing automotive trafic can be observed in Belval where a park and ride area has been implemented. Furthermore, Belval has initiated a project that can be cited as an example for the concentration of activity around railway stations within the Grand-Duchy of Luxemburg through the remanagement of idle land. Other similary examples exist in Mersch, Wiltz, Differdange and Dudelange. These projects also immerge due to the will to deconcentrate the activity present in the agglomeration of Luxemburg in order to reduce automotive pressure in its inside. However, this location remains very dependent on automotive transport except for residents of the surroundings of one of the railway stations of the unique line Luxemburg – Esch – Rodange.

(en quittant la N52) We will now entering in another old industrial agglomeration which is struggling to convert. It regroups two big municipalities, Villerupt and Audun le Tiche. They’re facing Belval on the Luxembourger side, generating important perspectives for those two French municipalities. So the French Governement has launched an Operation of National Intesrest, named Alzette-Belval. It consists in the development of more than two thousand housings for the next twenty of thirty years, all of this on about 100 hectares, the half in them being idle land. One of the biggest project is the reuse of the old brownfield of Micheville, straddling both municipalities of Audun-le-Tiche and Villerupt. This project is located near the train station of Audun le Tiche whiwh was as the Athus’one, only served by Luxembourger trains before 2006. Today, there are about 350 people using it, but with the housing projects expected around it, its frequentation will probably grow in the next years.

As you can see, the traffic road is very high in this area. There are about 20 000 vehicles using this road per direction and per day. This is due to the lack of express ways and the relief. This is why a project was launched some years ago, consisting in a new road starting here and going to Belval, with the hope it will reduce the transit traffic in the municipality where we are.

We have here the Park and Ride of Belval, the biggest one of the Gand-Duchy, regrouping 1500 places.

## Stop 18 : On the way between Belval and Luxemburg

There is another railway project of interest in the region. Indeed, a new line is foreseen between Esch and Luxemburg in parallel to the A4 motorway. This project is part of the MODU strategy but not part of the Master Plan project on sectorial transport.