

*Syndicat d'Initiative et d'Intérêts Locaux
Fetschenhof-Cents
SIILFC*

www.cents-online.lu

Luxembourg, February 2012

Railway Luxembourg-Sandweiler Track extension project will have a major impact on our quality of life.

Background

At present a single railway track connects Luxembourg station to Sandweiler station. The national railway company CFL and the “*Ministère du Développement durable et des infrastructures*” have put plans in place to build a double track railway on the sector Luxembourg-Sandweiler.

Let’s make it clear from the very beginning: we (SIILFC) are NOT against the principles of this project, but we challenge some poorly planned parts of the proposed layout.

Following is a short summary of information received in a meeting (19th January 2012) with Minister Claude Wiseler “*Ministère du Développement durable et des infrastructures*”, Mayor Xavier Bettel (City of Luxembourg) and Director Jean-Marie Franziskus (CFL):

Key facts:

- Construction work should start by 2014.
- Estimated duration is up to 4 years.
- Bridge in the *rue du Fort Dumoulin* will be replaced by a larger construction.



- The geology and topography between *rue du Fort Dumoulin* (behind INS, the National Institute for Sports) and the crossing gate (*rue des Pommiers*) is quite demanding and

requires removal of substantial amounts of rocks to enlarge the existing gorge. Explosive and mechanical removal techniques will be used in section #1 (length of 500 meters) starting at rue du Fort Dumoulin. Mechanical removal techniques only will be used on section # 2. This section is closer to the houses situated in rue des Pommiers. The removal work needs to be done in the immediate proximity of houses/residences. Substantial changes in the rights-of-way are required.

- Current planning is based on an around the clock activity.
- The (viable) alternative for building a tunnel in lieu of an open gorge (between *rue Fort Dumoulin* and *rue des Pommiers*) has not been retained. A tunnel option, combined with cut-and-cover sections at entrance and exit of tunnel, would have given much less disturbances (noise) during construction and utilization of rail tracks. Cost impact would have been marginal. (< 1,5% of total cost of construction)
- According to current plans, the crossing gate (*rue des Pommiers* >-< Val de Hamm), will be closed down without any in-kind or other replacement.
- Relocation (by ~200 meters East) and expansion of existing train station Cents-Hamm.
- Construction of a new bridge and street between Val de Hamm and middle part of *rue de Cents* This new street will join *rue Cents* at the crossing with *Allée du Carmel* (Delhaize). At some later date another street will run from the bridge in West-East direction and enter *rue Cents* next to the highway tunnel.



- Increase of train movements from 37 up to 139 trains per day. Increase of speed from ~40km/h up to ~80 km/h.

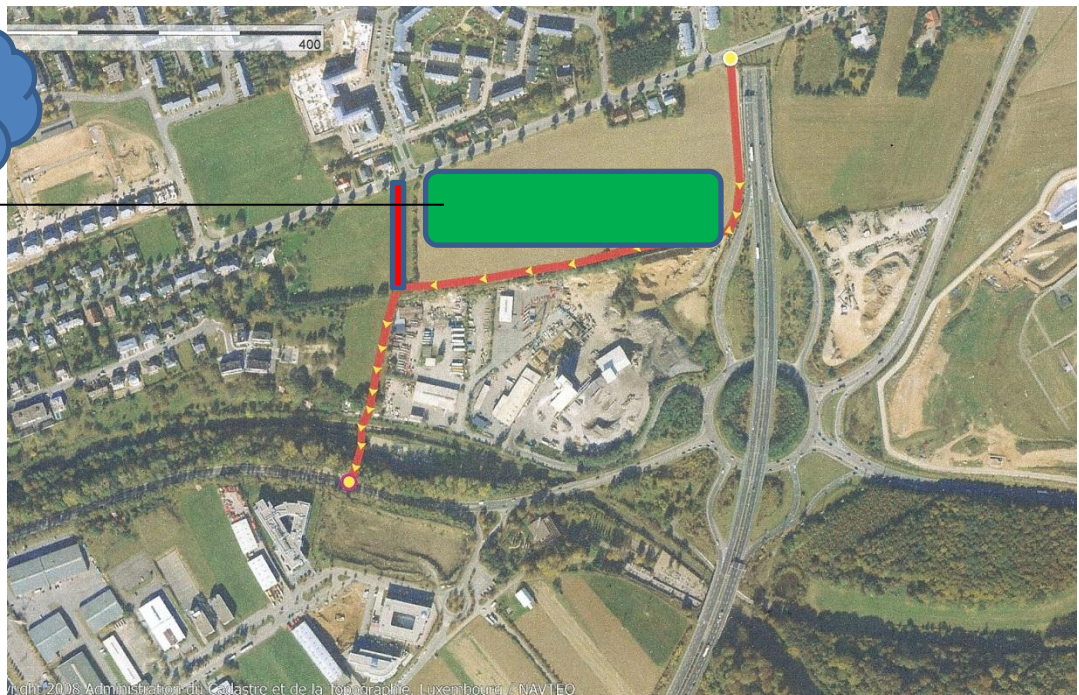
- Selected sections along the rail tracks will be prepared with acoustic barriers with a maximum height of 2 meters. Several homes, directly exposed to noise generated by trains, need to get equipped with sound insulation windows.



Issues:

1. Figures for train movements (139) given by official documents are not in line with data (60 movements) provided by Minister Claude Wiseler! On the other hand he confirmed that no additional fret trains will show up on the track extension.
2. Minister Claude Wiseler rejected our demand to limit construction work to daytime hours. However, he assured us that during night time hours maintenance work only will be performed!
3. Our request to reconsider the tunnel option and/or cut-and-cover alternative was refused by Minister Claude Wiseler.
4. L-shaped or arched noise barrier (inward inclined) have a very high efficiency. The Luxembourg railway company (CFL) has not experience with this type of sound barriers. Minister Claude Wiseler refused to go consider this type of construction by saying that aesthetic impact will be pitiable. Mayor Bettel approves our demand, but he wants to get a confirmation that this solution is acceptable by all individuals living near-by. More info under: <http://www.cents-online.lu/docdoublevoie/Der%20Schall%20in%20der%20Naehe%20einer%20Zugstrecke.pdf>
5. Mayor Xavier Bettel supports our request to study the impact of changes in traffic flow, noise,... caused by closing of crossing gate.

6. We requested replacement of existing crossing gate (*rue des Pommiers*) by an underpass road. According to official documents this passageway can be installed without any problems and very next to the intersection *rue des Pommiers/rue des Alouettes*. We continued by stressing following: Without this underpass in place the traffic jam in front of the new bridge will become a daily unsupportable burden for all users of route N2 (Val de Hamm). Minister Wiseler and Major Xavier Bettel are against such a solution. But they are willing to listen to the opinion of inhabitants from Cents.
7. POS Findel airport (**Plan d'occupation du sol**) classifies the area, located south/east of rue de Cents, as “Zone d'espace vert”. We want, building on this classification, to get a “Ceinture verte” implemented on this same location.



8. Ministry and CFL agreed to run an information session (organised by CFL) on this project.

Important:

It's evident that we need a large support from all inhabitants from Cents-Fetschenhof to get these misconceptions corrected. May we therefore kindly ask you to reply before 18th February 2012 to following questions:

See next page for questionnaire

**Questionnaire in relation with rail road track extension project
Luxembourg-Sandweiler:**

Do you support a tunnel option between rue du Fort Dumoulin and 40, rue des Pommiers? Yes No

Do you prefer a cut-and-cover construction (*tranchée couverte*) at this same section? (Section #1) Yes No

Do you prefer a cut-and-cover construction (*tranchée couverte*) at section# 2? Yes No

Do you want to have an L-shaped sound barrier installed along some part of the rail track? Yes No

The crossing gate will be closed. Do you want to have it replaced with an underway passage? Yes No

Current plans will guide the traffic, coming from new bridge, into the intersection rue Cents/allée du Carmel. Do you support this idea, knowing that this will increase the sneak traffic through Cents? Yes No

Or do you prefer to have this new intersection displaced to the end of *rue de Cents* (direction airport)? Yes No

Do you think that there is no need for an underway passage at the intersection *rue des Alouttes/rue des Pommiers*? Yes No

Do you accept maintenance work during night-time, knowing that expected duration of construction will be up to 4 years? Yes No

In order to protect Cents against all type of noise and other disturbances generated by trains, highway, *zone industrielle*, airplanes... we want to have a "Ceinture verte " implemented at end of rue Cents. Do you approve such an idea? Yes No

First name/Name

Address:.....

Date..... Signature.....

Please reply before 18th Ferbruary 2012 via e-mail to info@cents-online.lu or Fax : 26 68 77 27 or drop in one of following letter boxes: