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AVENUE

Autonomous
Vehicles to
Evolve to a
New Urban
Experience

**Luxemburg
Demonstration**

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Luxemburg Demonstration

Operation phase and Results



On the Pfaffenthal site, where Sales-Lentz is the service provider, automated mini-buses provided a valuable convenience to the population by creating a connection between the different means of transportation arriving in different points of the area. The minibus has allowed the mobility of



residents, commuters, tourists in an environment with multiple traffic situations, in a busy inner-city full of cyclists and pedestrians. These services were offered from 07:00 to 21:00 non-stop thanks to a switch between two shuttles.

Early 2020, road works and changes on the route, soon conducted to the abandonment of the site.

The planned network for dynamic routing will be deployed inside a georeferenced area in a residential area in Esch-sur-Alzette, a new site that began early 2021.

Travelers: 25'060
(09.2018 - 01.2021)
Travelled: 9'000km
(09.2018 - 01.2021)



Having the first automated bus in Luxemburg, and "mobility on demand" service, this demo caught a large media attention and 85 articles related to it were published.

In Contern, we dispatched people arriving by public transport directly to their work and provided a mobility solution within this industrial zone. The journey, strewn with industrial vehicles, trucks and individual cars, were 2.23km long.



In Contern, the main issue was vehicles that were parked on the path.

In Pfaffenthal, complex traffic situations around the bus caused a rough driving and overtakings provoked harsh braking. Minibuses have slowed down the traffic and annoyed road-users forcing us to keep them out of peak hours. Rain/snow disrupted the service and a vehicle have been vandalised. The AVENUE team stressed the need to increase speeds to 30kmh, to improve obstacle identification and to implement roundabouts operation, and that safety-drivers must receive a technical and operational training. Another conclusion is that autonomous bus would be an ideal sustainable transportation solution to fill «mobility gaps» without adapting the existing infrastructure. The experiment permitted to gain a great experience in their deployment/operation and showed that an automated public transit system could successfully be integrated into the traffic and that passengers are ready to use it!

