

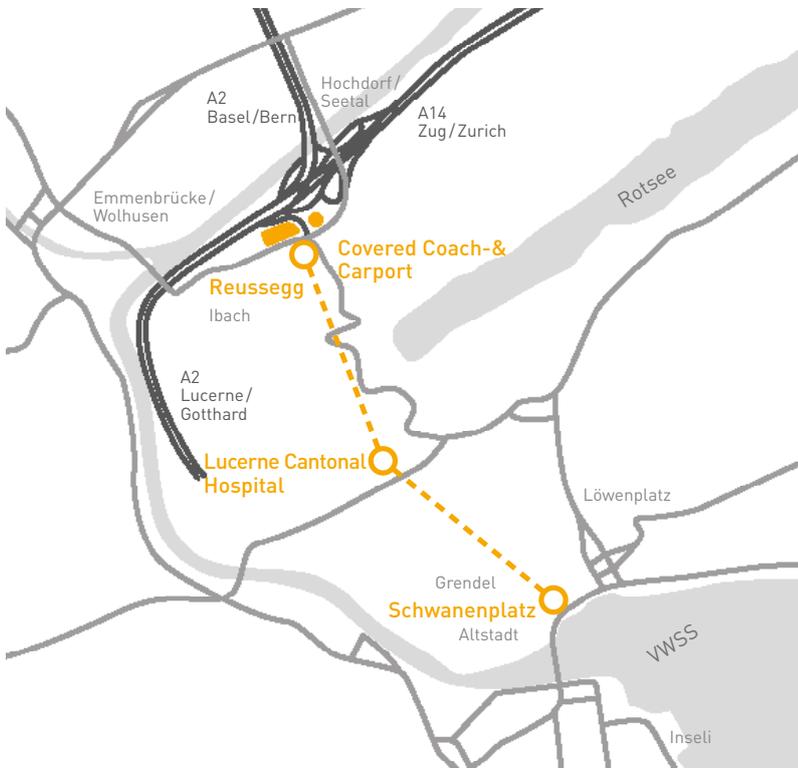
From the Outskirts to the Old Town in Three Minutes by Metro

A park-and-ride facility at the Ibach freeway exit
and a Metro to Schwanenplatz by the lake

Investor information | July 1, 2016



Our Project



The Reussegg – Schwanenplatz metro line

We have a vision, but we certainly won't be building any castles in the air. Our metro project in Lucerne will meet a real need while at the same time solving a number of key traffic problems. A study has shown that the project is technically possible, politically feasible and financially worthwhile. What we now need are investors who think long-term and are interested in achieving a secure return.



Objective

We will build a modern, fast, comfortable and highly efficient metro system that will bring passengers directly to Schwanenplatz, located on the lake front at the center of the old town.

Schwanenplatz, escalator to the metro station

The Schwanenplatz Danger Zone



Schwanenplatz

Schwanenplatz has been a topic of conversation and a source of irritation for many years. Essentially, there are two problems which arouse strong feelings: the issue of safety on Schwanenplatz and the blocked flow of traffic along the main transport route Pilatusstrasse – Bahnhofplatz – Seebrücke – Schwanenplatz – Schweizerhofquai. Tragic accidents, traffic jams, stressed drivers, anxious cyclists, irritated public transportation users and harassed pedestrians are the result of this unsustainable situation.

The Löwenplatz and Inseli Danger Zone



Inseli

A similar situation to that at Schwanenplatz can also be seen at Löwenplatz, close to the Lion Monument (Löwendenkmal), and in the Inseli region on the other side of the lake.



Löwenplatz

The Solution



We will build a coach terminal and an extensive park-and-ride facility in Ibach/Reussegg on the outskirts of Lucerne, with direct links to and from the north and south-bound A2/A14 Emmen freeways and to the highly efficient metro system to Schwanenplatz at the heart of the old town.

Coach terminal, park-and-ride facility and metro station at the Reussegg im Ibach freeway exit

Intermediate Station

It is a well-known fact that Lucerne Cantonal Hospital suffers from a shortage of parking lots. So a Reussegg – Lucerne park-and-ride system is just what the doctor ordered, as the metro will stop at Lucerne Cantonal Hospital halfway along the line. Hospital visitors will be able to find a convenient parking space at any time with direct connections to the Lucerne old town. At the same time, the metro will also provide a modern, fast transport link to the hospital from the center of Lucerne.

Killing Three Birds with One Stone

- Reussegg park-and-ride facility
- Reussegg – Schwanenplatz metro
- Intermediate station at the Cantonal Hospital



Lucerne Cantonal Hospital

The Metro

A Solution for Better Traffic Flow: Less Traffic, More Safety

A well thought-out park-and-ride system increases safety and frees up the city for pedestrians, cyclists and public transportation. Rather than at the cramped Schwanenplatz (or Löwenplatz, Inseli, etc.), coaches will park in a large parking lot in Reussegg near Ibach, which has space for some 3,500 cars and 80 coaches. A comfortable, three-minute (!) ride on the modern metro system will then take passengers to Schwanenplatz, thus making the old town and its many shops more attractive to visitors.

The Reussegg parking lot in turn will be easily accessible from all sides via the local freeways.

The metro system will also improve links to the Cantonal Hospital, both from the park-and-ride facility in the north and the town center in the south.

The metro system will operate 24 hours a day, 365 days a year and, like the parking lots, will be usable at all times.

Not only will the project make Schwanenplatz more attractive; it will also enable expansion of the public transportation and cycle lane network along the Pilatusstrasse – Seebrücke – Schweizerhofquai axis, and reduce the traffic burden in Lucerne city center. A further benefit is that the planned renovation and enhancement of the Grendel, the gateway to the old town, can finally get under way. The burden on the Inseli region and Löwenplatz will be reduced and Lucerne city center's position as an economic location will be strengthened.



Model of a metro train

The Metro

The Project: Details, Opinions and Media Responses

All the required information can be viewed on the project website:

www.attraktiver-schwanenplatz.ch / www.luzern-metro.ch

Advantages – Everyone Will Benefit

- Schwanenplatz will become more attractive and safer for locals and tourists.
- The traffic burden in Lucerne city center will be reduced.
- Lucerne's position as a tourist destination will be enhanced.
- Pedestrians, cyclists and users of the VBL buses will be among those who benefit.
- No traffic jams or obstructions.
- No cars on the lookout for a parking space.
- Lower CO₂ emissions.
- The shopping experience will improve.
- The old town and Grendel as a shopping district and gateway to the old town will benefit.
- The burden on the Inseli region and Löwenplatz will also be reduced.
- Lucerne Cantonal Hospital will solve its problem with parking spaces.
- A daytime service station for coach drivers will be set up at the Reussegg bus terminal.
- The quality of life in Lucerne will be (even) better.
- The project can be implemented quickly.

Figures

Key figures for the project:

Parking spaces for coaches	200
Parking spaces for cars	2500
Metro tunnel (m)	2010
Travel time (Min.)	3
Frequency (Min.)	6

Realization

Assuming there are no delays in the approval process, the following realization times are to be expected:

Total project duration approx. four to five years, of which:
Planning/approval – approx. two to three years
Construction and launch – approx. two years

Procedure – Everyone Will Benefit

A comprehensive feasibility study has been drawn up, focusing primarily on how the project will be implemented from a technical and financial perspective. The next step is a preliminary project aimed at creating a consensus between politicians, city authorities, businesses and tourism. This consensus will then provide the basis for the necessary framework conditions. Further steps will be the planning application, planning approval and construction. The latter is expected to take two years to complete.

Costs

By facility:	in CHF million
Total investments (excl. land)	405
- Reussegg park-and-ride facility	175
- Metro structures	205
- Railway/railway technology	25
In phases:	
1. Project development	1
2. Preliminary project	4
3. Construction planning and planning application	15
4. Construction and realization	385