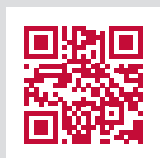




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Et war Vakanz. Vëlosummer.

Vum Monique Goldschmit

Vill vun eis hu während de leschte Méint dovun profitéiert, fir mam Vëlo ënnerwee ze sinn. Fir eng Rees mam Vëlo oder just en Tour während engem Dag. Sécherlech sinn och nees Leit mam Vëlo op d'Rees gaangen. Fir eng kuerz Rees an d'Émgeigend vu Lëtzebuerg oder eng Vakanz mam Vëlo an Europa. An deem een oder aneren ass och e puer Wochen oder souguer méi laang ënnerwee fir eng richteg Auszäit um Vëlo, respektiv ewéi d'Maryse an den André vun heiheem bis a Japan.

Mam Vëlo ze reesen heescht, d'Landschaft anescht ze erliewen. Et ass ee lues genuch fir eng Plaz ze gesinn, an awer séier genuch fir virunzekommen. Dat mécht d'Vëlosreesen fir vill Leit esou attraktiv. Laut der ADFC (Allgemeiner Deutscher Fahrrad-Club) si Vëlosreesen „voll am Trend“ a ginn esouwuel vu jonken ewéi vun eelere Leit gemaach.

Lëtzebuerg huet e gutt touristescht Vëlosnetz, an d'EuroVelo 5, déi zu Martelange an eist Land kënnt an zu Schengen weider Richtung Frankräich leeft, ass e ganz flotten Tronçon op der grousser Streck vu London bis op Brindisi an Italien. Trotz senger klenger Gréisst ass Lëtzebuerg gutt an dat europäescht Vëlosreesnetz agebonnen.

D'Voie Bleue, déi vu Schengen bis op Lyon iwwer 700 km ganz schéin ze fueren ass, huet 2026 op der Fiets en Wandelbeurs zu Utrecht an Holland d'Auszeichnung vun der schéinster Vëlosroute vum Joer kritt. Och hei ka Lëtzebuerg sech op der internationaler Vëloskaart en Numm maachen.

Dëse Summer konnt een an der Stad an och iwwer Land bal all Dag Vëlostouristen, déi mat Gepäck ënnerwee waren, gesinn. Esou z. B. eng Koppel aus Kalifornien, déi während dräi Méint an Europa mam Vëlo reest an sech während fënnef Deeg eist Land ugekuckt huet. Oder véier jonk Leit mat vill Gepäck an Zelter, déi um 18 Auer an der Stad gekuckt hunn, wou si mat hiren Zelter kéinten iwwernuechten. Eng däitsch Koppel, déi während enger Woch mam Vëlo vun Hotel zu Hotel duerch eist Land eng Rondrees gemaach huet. Zee Australier, déi um Gravelbike op der EuroVelo 5 ënnerwee waren an an der Alstad e Kaffi gedronk hunn, fir eng Paus ze maachen. Eng Koppel aus Holland, déi am Gronn de Wee sicht, fir weider op hirer Rees vun Amsterdam un d'Mëttelmier ze kommen. Wann een dës Leit gesäit, a mat hinne schwätzt, mierkt een op eemol, datt Lëtzebuerg net den Ausgangs- oder Endpunkt muss sinn, mee eng Etapp an engem vill méi groussen europäesche Réseau.

All si se begeeschtert vun eisem schéine Land. De Vëlosummer ass eriwier, mee d'Vëlossaison net. An den Hierscht kann esouguer eng besonnesch flott Zäit fir esou kleng oder grouss Reese sinn.

Mir wënschen lech nach e gudde Vëloshierscht!

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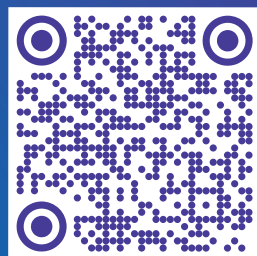
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Sustainable Mobility Plans become mandatory for 431 European urban nodes

By the end of 2027, EU Member States must ensure that Sustainable Urban Mobility Plans (SUMPs) have been adopted and are being monitored for all 431 urban nodes of the Trans-European Transport Network (TEN-T). The obligation stems from the revised TEN-T Regulation adopted in 2024.

On 11 June 2026, the European Commission announced the third edition of its Sustainable Urban Mobility Planning Guidelines, together with an updated SUMP Reference Document on Cycling. While cities have used the SUMP framework for years, sustainable mobility planning is now a legal requirement for the designated TEN-T urban nodes.

For cycling, this represents an important shift. Cycling is no longer approached mainly as a standalone policy area but is incorporated throughout the SUMP process, from vision- and target-setting to investment, implementation and monitoring.

The new Cycling Reference Document also places cycling within a much broader policy context, linking it to areas such as air quality, public health, energy efficiency, economic resilience and social inclusion. The question is therefore no longer simply how cities can increase cycling, but how increased cycling can help address wider urban challenges.

What does this mean for Luxembourg?

The TEN-T Regulation also requires Member States to collect and submit comparable urban-mobility data by the end of 2027. A new Implementing Regulation adopted in July 2026 includes, among other indicators, the number of daily trips made by bicycle.

For ProVelo, this stronger focus on measurable mobility outcomes is important. There is a substantial difference between saying “we want to become a more cycle-friendly city” and setting a target such as “by 2030, X% of everyday journeys should be made by bicycle.” The new reporting requirements should provide a stronger evidence base for assessing whether cycling is actually increasing and whether mobility policies are moving cities towards their stated objectives.

The SUMP framework can also be useful beyond the cities legally required to adopt one. Dudelange, for example, illustrates how communes can use it voluntarily as a framework for planning sustainable urban mobility.

For Luxembourg City, the relevant question is therefore not necessarily whether its existing Mobilitéétsplang 2035 must be replaced, but whether it fulfils the requirements that now apply to TEN-T urban nodes, and where it may need to be adapted accordingly.



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Mam Vëlo duerch d'Rentrée

Vum Mara Stieber

Wéi ech an Holland gewunnt hunn, war et fir mech normal, all Moien nieft Kanner, deels a ganz jonkem Alter, mam Vëlo op d'Uni ze fueren. Vill Kanner fueren an Holland ouni d'Elteren an d'Schoul. Hei zu Lëtzebuerg fält mir op: Wann ech Kanner um Vëlo gesinn, dann oft just a Begleedung vun hiren Elteren.

Wéi flott et dach fir Kanner ass, d'Fräiheet ze hunn, selbstänneg mam Vëlo an d'Schoul, an de Sport oder an d'Musek fueren ze kënnen. Dass dat zu Lëtzebuerg net esou heefeg ass, ass schued.

Kanner kënnen dës Fräiheet nëmmen hunn, wann de Schoulwee sécher genuch ass. ProVelo setzt sech dofir fir e séchere Schoulwee an. A ville Gemengen zu Lëtzebuerg ass e séchere Schoulwee net onbedéngt d'Realitéit. Wéi kann ee sech als Elteren organiséieren, wann d'Kand wëll mam Vëlo an d'Schoul fueren?

A wéi engem Alter Dir Ärem Kand et wëllt erméiglechen, eleng ze fueren, hänkt vu ville verschiddene Facteuren of: Wéi sécher ass de Schoulwee, wéi gutt kennt Äert Kand de Wee a ginn et eventuell Nopeschkanner, déi och schonn eleng an d'Schoul fueren? All Kand entwéckelt sech anescht, an et ass un den Elteren ofzeschätzen, wéini et prett ass, fir de Wee an d'Schoul eleng ze meeschten.

Méi einfach ass d'Decisioun natierlech, wann Dir normalerweis mat Ärem Kand zesumme mam Vëlo an d'Schoul fuert. Da kennt Dir de Wee scho gutt, genoe sou wéi Äert Kand. Dann ass et just wichtig, dass d'Kand d'Verkëiersreegele kennt a sech zoutraut, de Wee eleng ze fannen. Am Ufank kann een och mol eng Zäit üben: D'Kand fiert vir, an d'Elterendeel fiert op

Bléckdistanz hannendrun, fir do ze sinn, am Fall wou d'Kand een brauch.

Dee richtegen Equipement ass och wichtig: Ass de Vëlo an engem gudden État? Funktionéieren d'Bremse wéi se sollen, a sinn d'Pneuen net platt? Sëtzt dem Kand säin Helm uerdentlech? Huet Äert Kand eng gutt Reejackett an eventuell eng waasserfest Box, fir och wann et reent dréchen an der Schoul unzekommen? Ass d'Kand gutt siichtbar? Sinn déi néideg Reflektieren um Vëlo, an ass d'Kand hell ugedoen? Grad am Wanter, wou d'Schoul ufänkt, wann et dobaussen nach däischter ass, ass et wichtig, besonnesch op d'Siichtbarkeet opzepassen.

Natierlech ass et a verschiddene Fäll net méiglech, Kanner an d'Schoul fueren ze loosser. Vlächent ass et ze wäit, do kann een dann net vill maachen. Vlächent ass et einfach ze geféierlech, well d'Infrastruktur nach net drop ausgeriicht ass, dass Kanner eleng Vëlo fuere kënnen. An deem Fall kann ee sech bei der Gemeng mellen, fir ze kucken, ob een a puncto Vëloinfrastruktur, virun allem a Form vu geschützten Vëlospisten, Verbesserung plange kann. A firwat sech net mat e puer aneren Elteren zesummendoen, wéi d'Eltere vun Noumer? Ënnert dem Motto „Mam Vëlo an d'Schoul“ organiséieren d'Elteren sech do all Joer am Summer, fir all Moien à tour de rôle d'Kanner ze begleeden a mam Vëlo vu Kruuchten bis an d'Schoul zu Noumer ze fueren.

ProVelo wënscht alle Kanner, Elteren a Léierpersonal eng gutt a sécher Rentrée!

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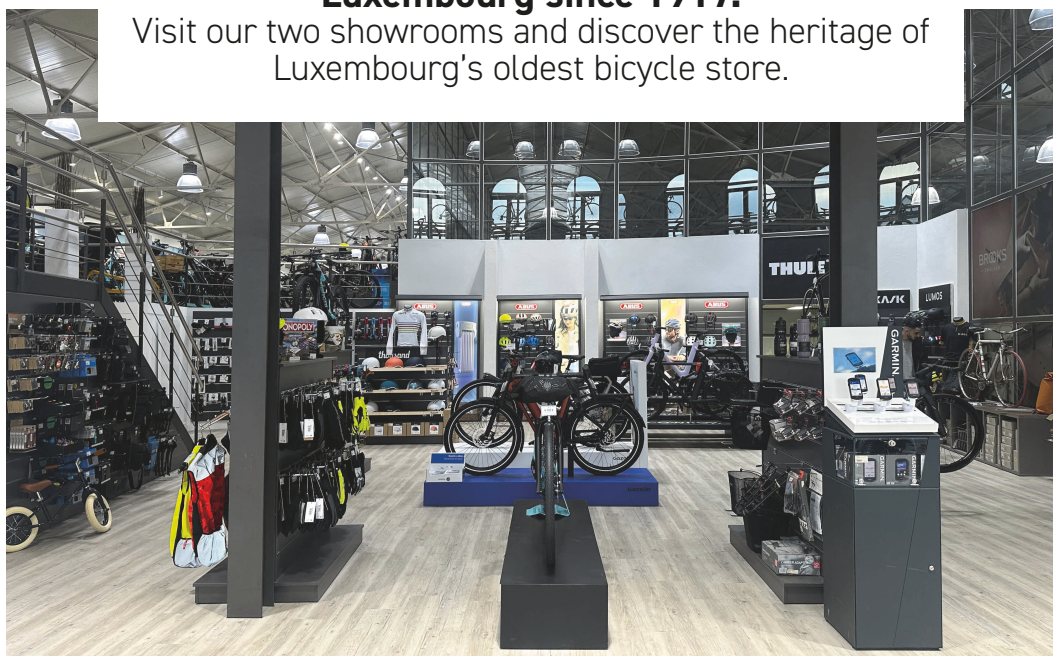
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Let this detour radicalize you

A Hot Take by Will Bakker

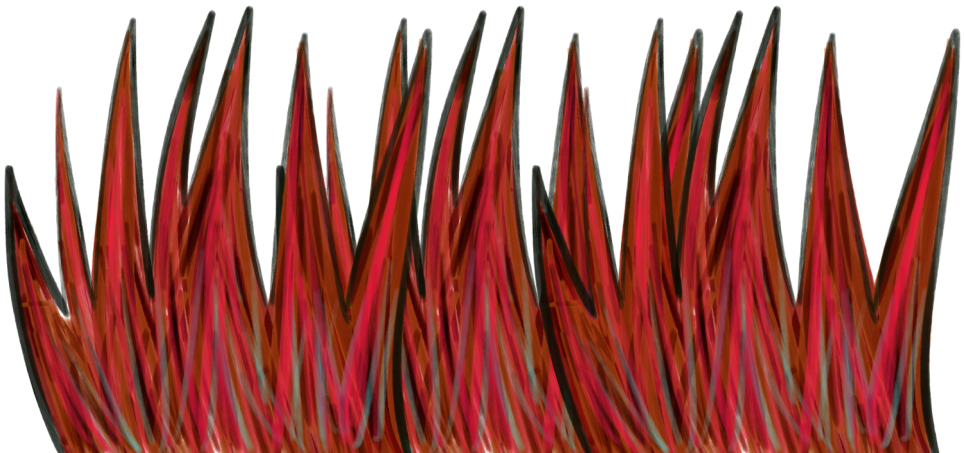
The Mayor and the Alderperson for City Transport say that our Fortress City has little space to solve traffic problems and most political parties agree. ProVelo agrees! That's why it is flabbergasting when we rebuild whole sections of the city in a way that carelessly squanders public space with designs that seem like after-thoughts at best.

For more than six weeks this summer, cyclists followed an official detour to and from Limpertsberg, cobbled together from segments recently built or designated as key routes. That quarter's only cycling access to the rest of the city served as an unintended tour of infrastructure that is endured rather than enjoyed.

Pointless crossings, long and low-priority lights at intersections, poor surfaces, needless conflict with pedestrians, hostile obstructions, impunity for dangerous and lawless drivers – all in an area where there is plenty of space to provide comfortable transport for all.



What we rode this summer isn't a result of an earnest attempt to solve difficult problems. It's disdain for one form of transport made physical, in stone and tarmac and beg-buttons. Not a regrettable inconvenience but a signposted and paved monument to indifference and short-sightedness.



The densification of Luxembourg City traffic

By Nicolas Winkler

This opinion article was first published on RTL Today on 30 August 2026. This is an opinion article. The views expressed belong to the author.

In a recent interview between newspaper Tagblatt and Luxembourg City Alderman Patrick Goldschmidt, the latter states that many of the roads in Luxembourg City have been reduced to single-lane roads in an ongoing road diet. This is a commendable first step and is part of a well-documented phenomenon known as 'traffic evaporation'.

When road capacity for single occupancy vehicles is cut, traffic does not simply relocate, a real share of it disappears. A landmark UK study spanning over 60 case studies found average traffic reductions of 20–25% following similar capacity cuts.

When space is limited and transportation demands are high, we must move from single occupancy vehicles to higher throughput options.

I would like to explore how residents and commuters move through our historic city centre, a space the alderman refers to as a "main thoroughfare".

Hamilius is a perfect example of the densification of our transportation. The clustering of bus and trams stops in the heart of the city creates a transportation hub that serves tens of thousands of people every day.

Let's look at the cross-sectional area of Hamilius; or the distance between one side of Boulevard Royal to the other.

The total distance across the transportation hub is around 40 meters. 10 meters are dedicated to the sidewalks

and quays for pedestrians and bus users. 10 meters are dedicated to the north and south bus lines. 13.5 meters are dedicated to the tram stop and bidirectional tram lines.

Finally, 6 meters are dedicated to two lanes of traffic.

At first glance, it appears that the two lanes of traffic have very little footprint in the total area of the transportation hub. However, the arithmetic changes when we add transportation capacity.

After accounting for transportation capacity per meter of cross section, the 6 meters that represents car traffic is one-fifth of the cross section and provides less than 10% of the throughput. Vehicle lanes simply cannot compete with the 20,000 people per hour on the tram or the 11,000 people served by the 60 buses per hour.

Removing one lane of car traffic (under 5% of the hub's total throughput) would give city planners a plethora of options for better utilizing the space in one of our busiest transportation hubs. During the summer a row of large trees would provide passive cooling for commuters and much needed greenery year-round.

Increasing the footprint of the bus lanes and increasing the number of buses above the current designed capacity can further increase the efficiency of our existing critical thoroughfare.

Let's now examine Route de Longwy and the bus routes that run along it. Route de Longwy supports inner-city and inter-city commuters with roughly 12 buses per hour. During morning traffic, it is around 1,200 people per hour – or 1000 cars.

Hamilius: Space Allocated vs. People Moved

Share of Physical Space



Share of People-Moving Capacity (bus, tram, car only — per hour)



■ Pedestrians / Quais ■ Bus Lanes (N + S) ■ Tram ■ Car Lanes (x2)

Graphic: Nicolas Winkler / Claude AI

Without those buses, the additional bumper-to-bumper queue would be 7 kilometers long every hour!

Route de Longwy is slated for a much-needed bicycle/soft mobility corridor upgrade that will massively increase the aggregate capacity of the road. I would propose that the city supercharges that route by adding a morning/evening camera-enforced modal filter at the termination of the cycling infrastructure at Avenue du Dix Septembre.

Bus commuters today are guaranteed delays from the endless traffic queues at this intersection and onward into the city. While, admittedly, a modal filter would push some traffic onto Avenue Guillaume, it would link commuter buses to the dedicated bus infrastructure of Avenue Monterey and (farther on) Hamilius.

This would also facilitate the connection of the brand-new hardened bike lanes to

our beautiful Municipal Parc and the heart of the city.

Free public transportation is a key part of Luxembourg's social fabric, and it deserves to be excellent. Currently, however, we are paying for these services to be stuck in traffic.

Every hour that a bus driver spends in traffic costs all of us money, while actively reducing the quality and throughput of our transportation services.

While the proposals I have laid out here may be considered 'radical', they are very far from unprecedented. There are countless examples of cities who have successfully tackled traffic through road diets and innovative road infrastructure.

One that stands out with relevance in context of modal filters is the city of Ghent. In April 2017, the city of Ghent introduced and implemented a 'radical'

idea of sectioning the city centre into six regions. Access between the regions was greatly reduced with modal filters, redirecting traffic out and around the city while allowing handicap, emergency services, buses, and soft mobility users direct access.

The results were independently verified by Transport & Mobility Leuven, the research institute Ghent commissioned to assess the plan. The result was a large reduction in car use and an increase in cycling,

public transportation, and walking; in short, more transportation users began utilizing the high-capacity modes of transportation.

Ghent will no doubt reap the well-documented rewards of such a system: cleaner air, increased profits for small businesses, and better overall transportation experience.

Reduction of lanes was the first step. Now, we must go further.

Mam Vëlo am Flixbus ënnerwee

En Erfahrungsbericht vum Tim Eastwood

Dir wëllt mam Vëlo verreesen an en Deel mat den ëffentleche Verkéiersmëttel zeréckleeën?

Den Zuch ass ausgebucht oder einfach nees ze deier?

Fernreisebusser bidden och oft d' Méiglechkeet de Vëlo matzehuelen.

Wéi dat gaangen ass berichten ech iech aus engem Selbsttest mam Flixbus vu Lëtzebuerg op Ulm a Stroosbuerg op Lëtzebuerg.

Ech war eng Woch mam Gravelvëlo op Bikepackingrees duerch Bayern, Vorarlberg, Schwäiz an dem Schwarzwald ënnerwee. Fir de Wee ze kieren, hunn ech de Flixbus aus der Stad op Ulm, den Depart vum Illerradweg, geholl.

Beim Kaf vum Busbilljee, kritt een ugewise wéi eng Busser e Vëlosgepäckträger besetzen. Och spontan, manner wéi eng Woch am viraus, konnt ech eng Sätzplaz, mam Supplement Vëlo fir ënner 25 Euro reservéieren. E Brochdeel am Verglach zu den Tariffer vun der Deutsche Bahn dee Moment.

Um Bouillon ukomm, um 3 Auer moies muss ee betounen, hunn ech d' Vëlosposchen ugefaang ofzemontéieren: Arschrakete, 2 Rahmentaschen, Gabeltasche, 2 Bidone souwéi och meng viischt an hënnescht Luuchten. Ech hunn alles zesummen an eng grouss Poubellestut gestach. Dëst hunn ech gemaach fir meng Saache méi einfach kënnen op ee Coup mat an de Bus bei meng reservéiert Sätzplaz ze huelen ouni musse mat 7 lassenen Objeten ze jongléieren.



Dunn ass de Bus och scho pünktlech ukomm. De Chauffer huet mir gehollef de Vëlo op de Gepäckträger ze montéieren a sécher ze befestegen. Ech hunn ausserdeem nach e Vëlosschluss duerch mäi Pneu a Kader gezunn. Ech hunn de Vëlo leider net dierfen un de Gepäckträger direkt fixéieren, well nach aner Vëloen ënnerwee dobäi komm sinn a potentiell misst getässelt ginn.

Ech hunn zur Sécherheet nach e puer Fotoen vum befestegte Vëlo gemaach fir d' Assurance, et weess ee jo ni... Ech si mech du mat menger Poubellestut an de Bus sëtze gaangen. D'Tut hunn ech an d' Gepäckablage iwwert mir gedruddelt.

5 Stonne méi spët, méi oder manner ausgeschlof, sinn ech zu Ulm ukomm. Ech si rausgeklomm a muss zouginn dat ech erlichtert war wéi de Vëlo nach hannen

um Bus stoung. Posche rëm op de Vëlo montéiert an d' Rees ass lass gaangen. 7 Deeg méi spët hunn ech dat nammlecht Zenario duerchgespillt bei menger Arrivée zu Stroossbuerg wéi ech an de Retourbus op Lëtzebuerg geklomm sinn.

Fazit: Fir Leit déi spontan, mat klengem Budget wëlle mam Vëlo verreesen, bëssen op de Confort vum Zuch verzichte kënnen an en déiwe Schlof am Bus hunn, ass Bikepacking mam Flixbus ze empfeelen.



What does a just mobility turn look like?

An opinion piece by Mara Stieber

Cycling is not the same for everyone. Depending on class, race, disability and gender, where, when and how one cycles can be either constrained or enabled. In the cycling advocacy movement, we need an acute awareness of social justice. Like in ecological advocacy, if we do not think along lines of social justice, unaware of differential needs and priorities, we will be reproducing exclusion. Most importantly, it will exclude the very people from cycling (advocacy) who could benefit from it the most. In this article, I explore the different ways in which who we are affects if and how we cycle and reflect on how these issues can be addressed.

In Luxembourg, we are slowly becoming more aware of how gender influences if and how we cycle. In a recent online survey carried out by the ACL, "concerns of safety

when sharing the road with motorised vehicles" was a major concern preventing women from cycling. In contrast, only half of the non-cycling men cited safety as the reason for not cycling. In general, women are more likely than men never to cycle: only 43% of women indicate that they cycle at least occasionally, compared to 57% of the male survey participants. More data is needed to explain why women bike less than men, but the safety concern is indicative of what we know about women's socialisation.

As women are conditioned to care more about how their bodies look than what they can do, from a young age, girls do not feel as comfortable playing sports as young boys. Whereas boys are incentivised to take risks, girls are often told to be careful and "not to scratch their knees". If we want more women to cycle, reflecting on our gender norms is a good place to start.

To get more women cycling, we must also take the concerns seriously that prevent them from cycling. If safety concerns stem from having to share the streets with cars and buses, then safety must be improved through better infrastructure, such as separated cycle paths. We can further empower women through skills training, such as the cycling classes ProVelo offers for a participation fee of 100 euros for an 8-day course. We often wonder how inclusive the participation fee is for people with low income.

If we want a socially just mobility turn, we need to pay attention to class. Cycling is in theory an inexpensive mode of transportation, with the added advantage of being both flexible and energy efficient. In practice, however, cycling is and looks expensive for many: expensive bikes, expensive Lycra, glasses, helmets, you know the drill. Imagine joining a group of friends on an old mountain bike, while all the others ride flashy new gravel bikes. This can feel alienating and disheartening. What if bike culture was less materialistic and broke with the reliance on status symbols reminiscent of that in car culture? What if we were also more resourceful and focused more on sustainability?

In Luxembourg, an added deterrent to everyday cycling connected to class and income is housing: not everyone lives within cycling distance of their place of work, as many are forced to live far away and across the borders to be able to afford rent. Multi-modal mobility might mean that cycling becomes part of the route to work, but it also comes with its own challenges if the infrastructure to carry a bike is not provided. Understanding that not everyone can commute by bike despite perhaps wanting to is important. It means we can advocate for the needs of those who commute into Luxembourg City every day

from far away so that cycling can become a leg of their journey. Furthermore, reducing the legal minimum of car parking spaces and increasing the legal minimum of bike spaces in new residential developments can reduce construction and thus rental prices. What is important is that those savings will end up benefitting the end consumer, and not only the developer. As we can see, the improvement of infrastructure on all levels is central to more inclusivity in mobility in Luxembourg.

Disability and cycling are perhaps more closely linked than many would think. In urban planning, accessibility for people with reduced mobility and bike access often coincide. That is also where struggles converge: if there is no lift in a train station, both cyclists and people with reduced mobility are disabled from circulating as they want. Consider curb cuts as an example. What is understood as an “extra” for e-bike users and confident cyclists, can be essential for others. For wheelchair users and beginning cyclists, they can represent a deal-breaker. Cycling advocacy can and should always think of how the measures and activities they advocate for affect disabled people and reflect how together, we can make the infrastructure less disabling.

Race is the last factor that I want to address in this article. In Luxembourg, I quite rarely see people of colour cycling. In my time in London, I often observed that young Black boys were stopped and searched when travelling on bikes. I suppose that such an experience would be an important deterrent to cycling every day. In Luxembourg, there are no statistics on cycle use and race. But: most of the men of colour that I see on bikes in Luxembourg are delivery workers. In recent months, there were more frequent police controls of the bikes of these delivery workers, under the guise of “safety checks”.

As cycling advocates for social justice, we should make no mistake: These "safety checks" are immigration checks, in which the papers and immigration status of the delivery workers are systematically checked. Delivery work is one of the few forms of work accessible for people who do not have documentation (or do not yet have it). If we truly care about the safety of these delivery workers, then we can organise safety workshops and stand in solidarity with these workers who often work and live in extremely precarious circumstances.

There are many good books and resources on social justice in cycling advocacy. What does a just mobility turn look like? We need to bring about a mobility transition in which the conditions for cycling are redistributed more equally. In Luxembourg specifically, the literature on the topic is sparse to non-existent. There are occasionally events that address these topics. One of these events takes place on 20 September in the context of the European Mobility Week. The event brings together ProVelo president and

representative of Women in Cycling Luxembourg Monique Goldschmit, together with Elke Schimmel, founding member and member of the comité of Women in Cycling Switzerland and member of Women in Cycling BeNeLux, with Zenia Charlé, the mobility councillor for the City of Differdange. They will discuss the question of how to make cycling more accessible, safer and more attractive for women, and thereby improve mobility for all.

The event takes place on 20 September 2026 at 16:00 at M-Tiss Café Culturel in Differdange. It is in German, but French and English translations are available on demand at registration. The event is free of charge. For more information and to register, visit: differdange.lu/emw

Europäische Mobilitätswoche



Viele Aktivitäten und ein großes Angebot rund ums Fahrrad: Alles auf einen Blick!

Europaweit steht im September die sanfte und aktive Mobilität im Fokus. Vom 16. bis 22. September nehmen auch wieder zahlreiche luxemburgische Gemeinden und Städte an der Europäischen

Mobilitätswoche (EMW) teil. Autofreie Tage, Vorträge, Workshops, Secondhand-Fahrradmärkte und Ausfahrten für Groß und Klein stehen auf dem Programm. Bei einer so vollgepackten Agenda weiß man manchmal gar nicht mehr, wo man überall teilnehmen soll.

Einen Überblick über das gesamte Angebot der Woche finden Sie auf mobilityweek.eu. Gemeinden können dort ihre jeweiligen Programme gebündelt veröffentlichen.

VELO  **.LU**

Eine weitere Möglichkeit, sich über Veranstaltungen rund ums Fahrrad in Luxemburg zu informieren, bietet velo.lu.

ProVelo hat die Plattform gemeinsam mit der FSCL ins Leben gerufen, um Veranstaltungen rund ums Fahrrad an einem Ort zu bündeln. Übersichtlich nach Kategorien und Farben gegliedert, lässt sich

schnell das passende Angebot finden.

Entdecken auch Sie velo.lu und finden Sie Ihre nächste Ausfahrt, einen spannenden Vortrag, einen Reparaturkurs oder einen Secondhand-Fahrradmarkt!

Dynamobile à Luxembourg



Le 21 juillet, Dynamobile a fait étape à Luxembourg-Ville lors de son parcours à vélo entre Schengen et Ettelbruck. Leur voyage, qui s'est déroulé du 17 au 25 juillet 2026, a emmené le groupe d'Arlon à Luxembourg, en passant par la France. D'autres étapes et détours les ont conduits à Wiltz et à Trèves, avant de terminer leur périple à Bastogne.

Il est difficile de définir exactement ce qu'est Dynamobile : un mouvement militant, une initiative engagée, un groupe d'amis en voyage à vélo ? Sans doute un peu tout cela à la fois. Depuis plus de trente ans, plus de 100 cyclistes parcourent chaque année la Grande Région à vélo pendant une bonne semaine. Leur aventure allie tourisme durable, mobilité douce et engagement citoyen, pour créer un voyage

véritablement unique.

Pour leur pause de midi, ProVelo a eu le plaisir d'accueillir les cyclistes au Parc Laval, entre Pfaffenthal et Dommeldange.

Des fruits, des sandwiches ainsi que de la baguette et de la confiture issues du Foodsharing leur ont été offerts. Une action anti-gaspillage menée avec des cyclistes affamés : la combinaison parfaite !

Et pour compléter le tout, les participants ont eu droit à une bonne Radler:in, le panaché sans alcool de ProVelo. Une petite surprise supplémentaire qui a été particulièrement appréciée par les cyclistes !

Merci pour cette belle rencontre et à la prochaine, Dynamobile!

Luxmobil 2025: Das Fahrrad gewinnt, doch das Auto bleibt dominant

Die neuen Zahlen der Mobilitätsstudie Luxmobil 2025 zeigen eine deutliche Entwicklung zugunsten des Fahrrads: Seit der letzten Erhebung im Jahr 2017 ist die Zahl der mit dem Fahrrad zurückgelegten Wege um 81 Prozent gestiegen. Damit wächst der Fahrradverkehr deutlich stärker als das Verkehrsaufkommen insgesamt. Das Fahrrad gewinnt also an Bedeutung, bleibt im Alltag der Menschen jedoch weiterhin ein vergleichsweise kleines Verkehrsmittel.

Für Luxmobil 2025 wurden rund 9.000 Einwohnerinnen und Einwohner sowie Grenzgängerinnen und Grenzgänger zu ihrem Mobilitätsverhalten befragt. Die Studie gibt damit einen umfassenden Einblick in die Art und Weise, wie sich Menschen in Luxemburg fortbewegen. Seit der letzten Erhebung hat sich im Land einiges verändert: Die Bevölkerung ist gewachsen, der öffentliche Verkehr wurde ausgebaut und auch das Fahrradnetz wurde erweitert. Gleichzeitig haben sich Arbeitswege, Wohnorte und alltägliche Gewohnheiten weiterentwickelt.

Der Anteil des Fahrrads an allen Wegen, ohne Fußwege, ist von 2 Prozent im Jahr 2017 auf 3,2 Prozent im Jahr 2025 gestiegen. Auch der öffentliche Verkehr konnte zulegen: Sein Anteil erhöhte sich von 18,6 auf 20 Prozent. Diese Entwicklung zeigt, dass sich der Mobilitätsmix langsam verändert und neben dem Auto auch andere Verkehrsmittel häufiger genutzt werden.

Beim Auto zeigt sich allerdings ein anderes Bild. Zwar sank der Anteil der Wege, die alleine mit dem Auto zurückgelegt werden, von 55,7 auf 52,5 Prozent. Absolut wurden 2025 jedoch 7 Prozent mehr Wege alleine mit dem Auto zurückgelegt als noch 2017. Der prozentuale Rückgang bedeutet somit

nicht automatisch, dass das Auto insgesamt weniger genutzt wird. Weil die Zahl der zurückgelegten Wege insgesamt gestiegen ist, bleibt die absolute Zahl der Autofahrten hoch.

Das Auto bleibt damit mit Abstand das dominante Verkehrsmittel. Auf jeden mit dem Fahrrad zurückgelegten Weg kommen weiterhin mehr als 16 Wege, die alleine mit dem Auto gefahren werden. Auch wenn der Fahrradverkehr deutlich gewachsen ist, liegt zwischen beiden Verkehrsmitteln also noch immer ein großer Abstand. Die Zahlen machen deutlich, dass ein wachsender Fahrradanteil nicht automatisch zu einem entsprechenden Rückgang des Autoverkehrs führt.

Für den Fahrradverkehr sind die Ergebnisse dennoch ein positives Signal. Ein Zuwachs von 81 Prozent innerhalb von acht Jahren zeigt, dass das Fahrrad im Luxemburger Mobilitätsmix an Bedeutung gewinnt. Immer mehr Menschen nutzen es zumindest gelegentlich, etwa für kurze Alltagswege, den Weg zur Arbeit oder zur Schule. Gleichzeitig machen die weiterhin niedrigen 3,2 Prozent deutlich, wie viel Potenzial noch besteht. Das Fahrrad ist noch längst nicht für alle eine selbstverständliche Option.

Die Luxmobil-Zahlen zeigen: Immer mehr Menschen entscheiden sich bereits für das Fahrrad. Die Herausforderung für die kommenden Jahre wird sein, diese Entwicklung durch eine Infrastruktur und Verkehrsplanung zu unterstützen, die das Fahrrad für deutlich mehr Menschen zu einer sicheren, praktischen und attraktiven Alternative zum Auto macht. Entscheidend wird dabei sein, ob der Zuwachs beim Fahrradverkehr weiter anhält und ob er langfristig auch zu einer Verringerung der Autonutzung beitragen kann.

ProVelo develops a new project: The New Residents Tour

ProVelo is currently busy preparing the launch of a brand-new project. The New Residents Tour aims to give people who've just moved to Luxembourg a warm welcome to their new home. These cycle tours provide a general orientation to the cycling geography and infrastructure of Luxembourg City. They do so through apps, paper maps and a guided tour of the city.

The tours will be free of charge and require registration via the form accessible via the QR code on the bottom of this page. Participants either have to bring their own bike or use a vel'OH!. The schedule for the New Residents Tours will be available on velo.lu and ProVelo's website.

The tours are open to new residents of the city, but also to long-time residents who

want to cycle more and familiarise themselves better with cycling routes across the city. They are also a good opportunity for new residents to meet new people, make some acquaintances and find their footing in a city that is still new to them.

We are currently developing and fine-tuning the routes, the participant information package and all the other practical aspects of the project.

We will offer two tours in 2026 and publish a full schedule for 2027, with tours in spring, summer and autumn.

ProVelo is already working with partners that welcome newcomers to Luxembourg, and we look forward to offering an activity specifically geared towards new residents.

New Residents Tour



Guided bike tour (2–2.5 hours)

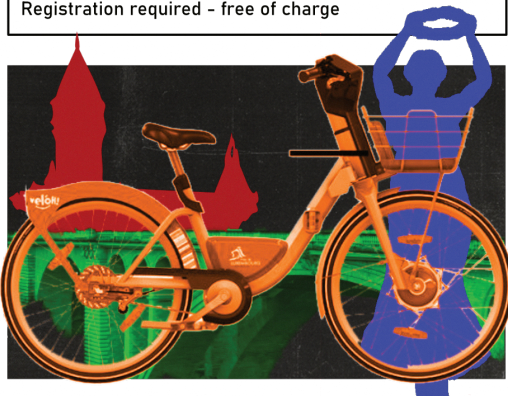
Saturday, 19 September 09:00

Tuesday, 22 September 18:00

Meeting point: Hôtel de Ville (Knuedler)

Registration required - free of charge

Register here:



Bike Parade: A few words by the organisers



Poster: Aicia Shanzi

It's the end of the world,

Until then we are going to have a parade celebrating the end every Sunday.

Everything ends eventually, it's the divine gift that makes us care.

The world has to change and either way it will be on a bike.

The end is a big word. It's more about the apocalypse.

It can be a change of heart, big life decision or the ground splitting and the

flames of hell swallowing all the liars and cheaters. Again, do not worry, if you are truthful the light of freedom will spare you.

Every Sunday in September we meet at 14:00 and start riding at 14:30. We do a tour through the city with breaks until 16:00. At 18:00 the programme of Mesa Verde takes the lead. There is a bar and seat+parking possibilities for bikes.

Place au vélo!

Le vélo est un moyen de transport flexible, bon marché et durable et constitue donc une réponse moderne aux problèmes de trafic, à la pollution de l'air et aux nuisances sonores. Une mobilité intelligente à laquelle on prend plaisir!

Depuis 1985, ProVelo défend les intérêts des cyclistes et a pour objectif l'amélioration des conditions de sécurité et la promotion du vélo comme moyen de transport, ainsi que la promotion du cyclisme de loisirs. Nous nous engageons pour une cohabitation respectueuse de tous les usagers de la route.

Afin de donner le poids nécessaire à nos revendications, nous avons besoin de votre soutien, que ce soit en tant que membre, par vos cotisations ou par des dons!

Merci pour votre participation.

Platz für das Fahrrad!

Das Fahrrad ist ein flexibles, preiswertes und nachhaltiges Transportmittel und bietet somit eine zukunftsorientierte Alternative zu Verkehrschaos, Luftverschmutzung und Lärmbelästigung. Intelligente Mobilität, die dazu noch Spaß macht!

Seit 1985 vertritt ProVelo die Interessen der Radfahrer mit dem Ziel, die Sicherheit im täglichen Straßenverkehr zu verbessern und somit das Fahrrad als Transportmittel sowie als Freizeitgestaltung zu fördern. Wir engagieren uns für ein gleichberechtigtes und rücksichtsvolles Miteinander aller Verkehrsteilnehmer.

Um unseren Forderungen das nötige Gewicht zu verleihen, brauchen wir Ihre Unterstützung, ob als Mitglied, über Beiträge oder Spenden!

Herzlichen Dank, dass Sie dabei sind.

Souhaitez-vous recevoir notre courrier par voie électronique? Alors envoyez-nous votre nom et votre adresse e-mail (info@provelo.lu).

Möchten Sie unsere Post lieber als E-Mail empfangen? Dann schicken Sie uns Ihren Namen und Ihre E-Mail-Adresse (info@provelo.lu).

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Internet:	www.provelo.lu www.facebook.com/ProVelo.lu
E-Mail:	info@provelo.lu
Konto:	CCPLLULL IBAN LU40 1111 0825 6417 0000 BCEELULL IBAN LU52 0019 2555 9405 9000
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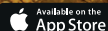


Let's ride!

LUXEMBOURG. LIVE THE MOMENT.

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