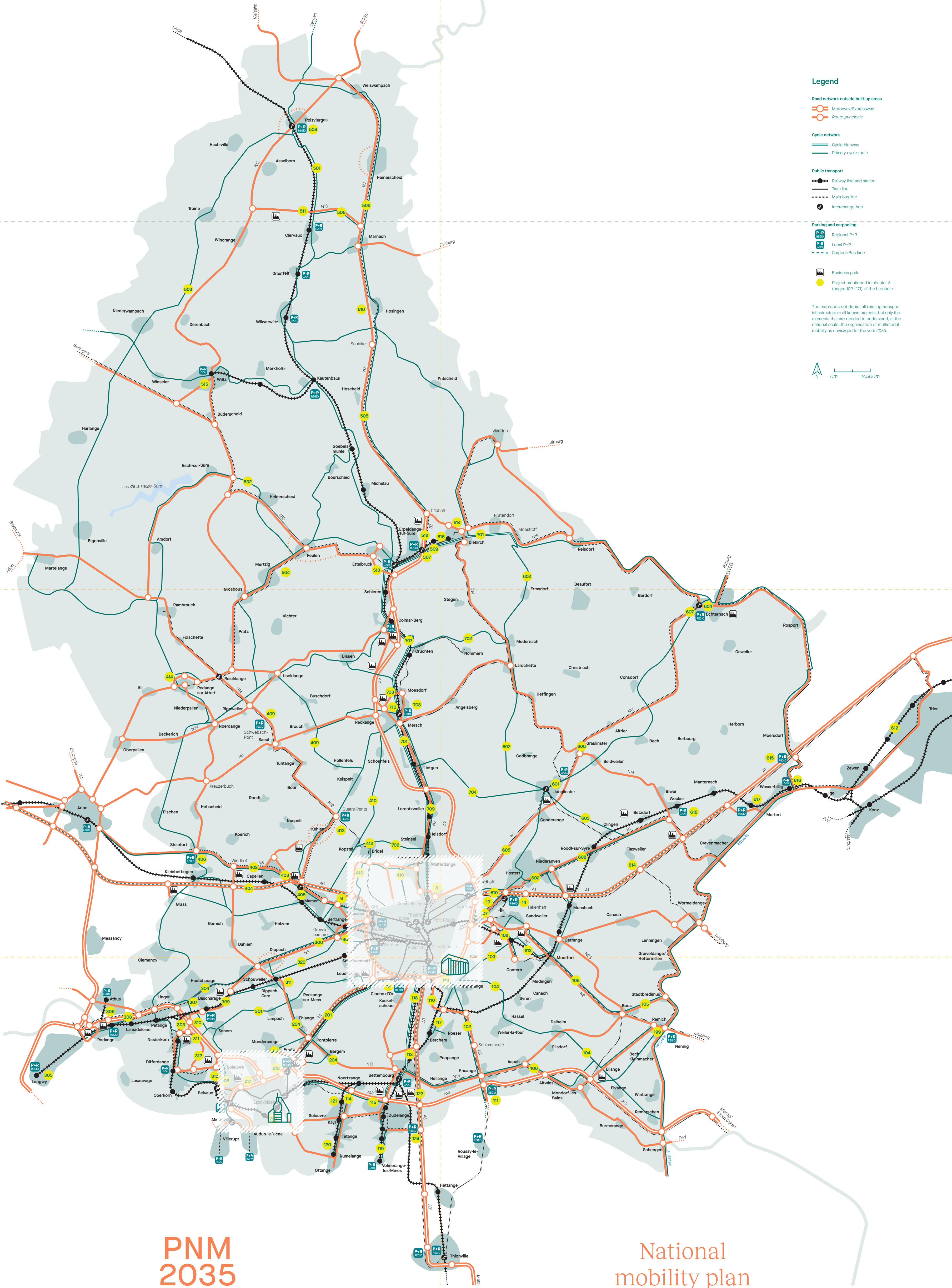


The multimodal network of the Grand Duchy



Legend

Road network outside built-up areas

- Motorway/Expressway
- Route principale

Cycle network

- Cycle highway
- Primary cycle route

Public transport

- Railway line and station
- Tram line
- Main bus line
- Interchange hub

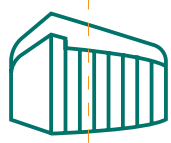
Parking and carpooling

- Regional P+R
- Local P+R
- Carpool/Bus lane

- Business park
- Project mentioned in chapter 3 (pages 102-171) of the brochure

The map does not depict all existing transport infrastructure or all known projects, but only the elements that are needed to understand, at the national scale, the organisation of multimodal mobility as envisaged for the year 2035.

0m 2,500m



Luxembourg City and its suburban ring

(see pages 111 – 115)



Legend

Road network outside built-up areas

- Motorway/Expressway
- Route principale
- Route de connexion

Road network in urban areas

- Route de liaison
- Route de distribution
- Rue de desserte locale without motorized transit traffic

Cycle network

- Cycle highway
- Primary cycle route
- Cycle shortcuts in urban areas

See functional classification on pages 83–92.

Public transport

- Railway line and station
- Tram line
- Main bus line
- High-performance bus corridor (CHNS)
- Interchange hub

Parking and carpooling

- Regional P+R
- Local P+R
- Indoor car park
- Carpool/Bus lane

Urban context

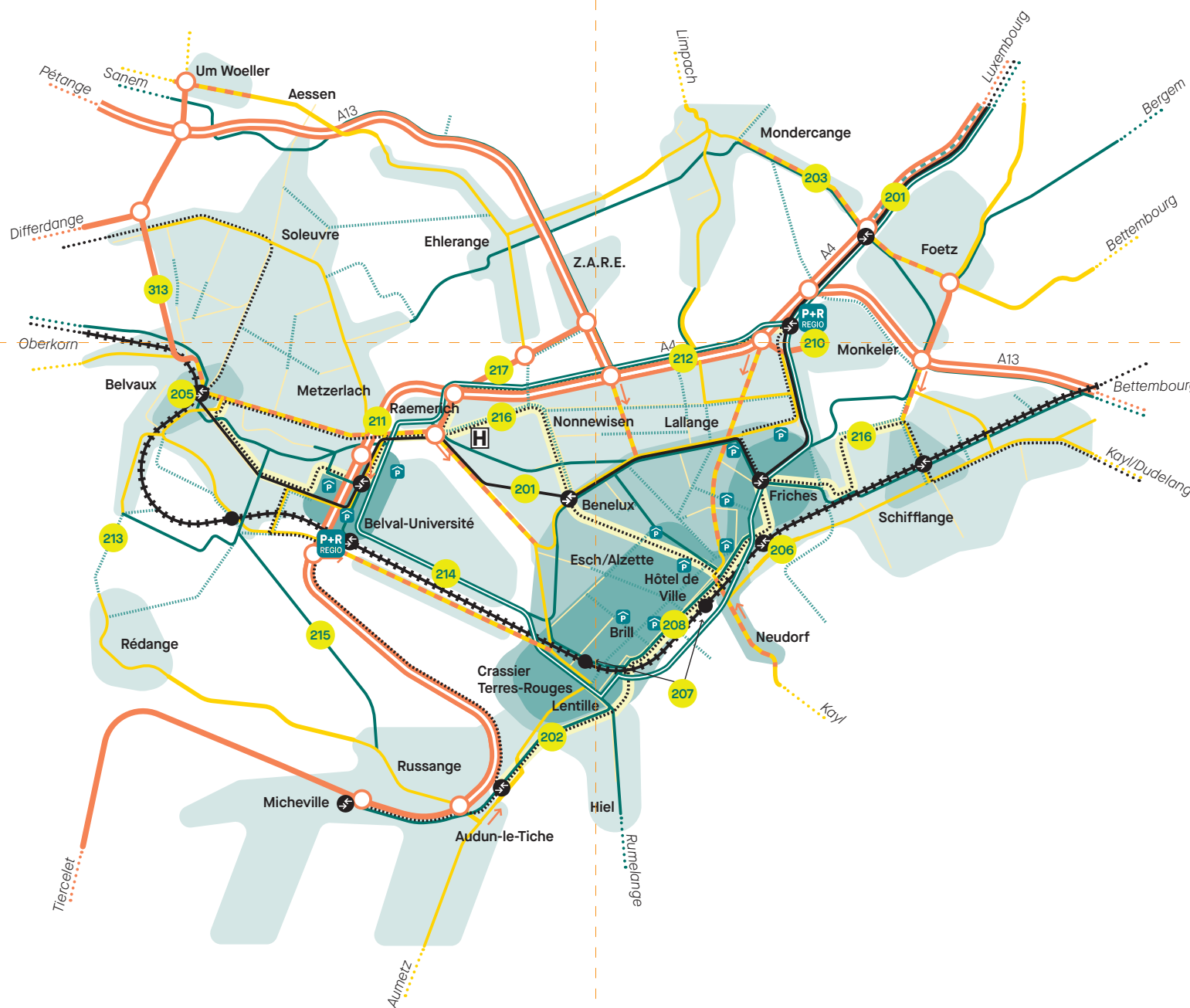
- City centre
- Traffic-calmed town centre
- Traffic-calmed neighbourhood

The maps do not depict all existing transport infrastructure or all known projects, but only the elements that are needed to understand, at the scale of a principal centre, the organisation of multimodal mobility as envisaged for the year 2035.



Esch & Belval

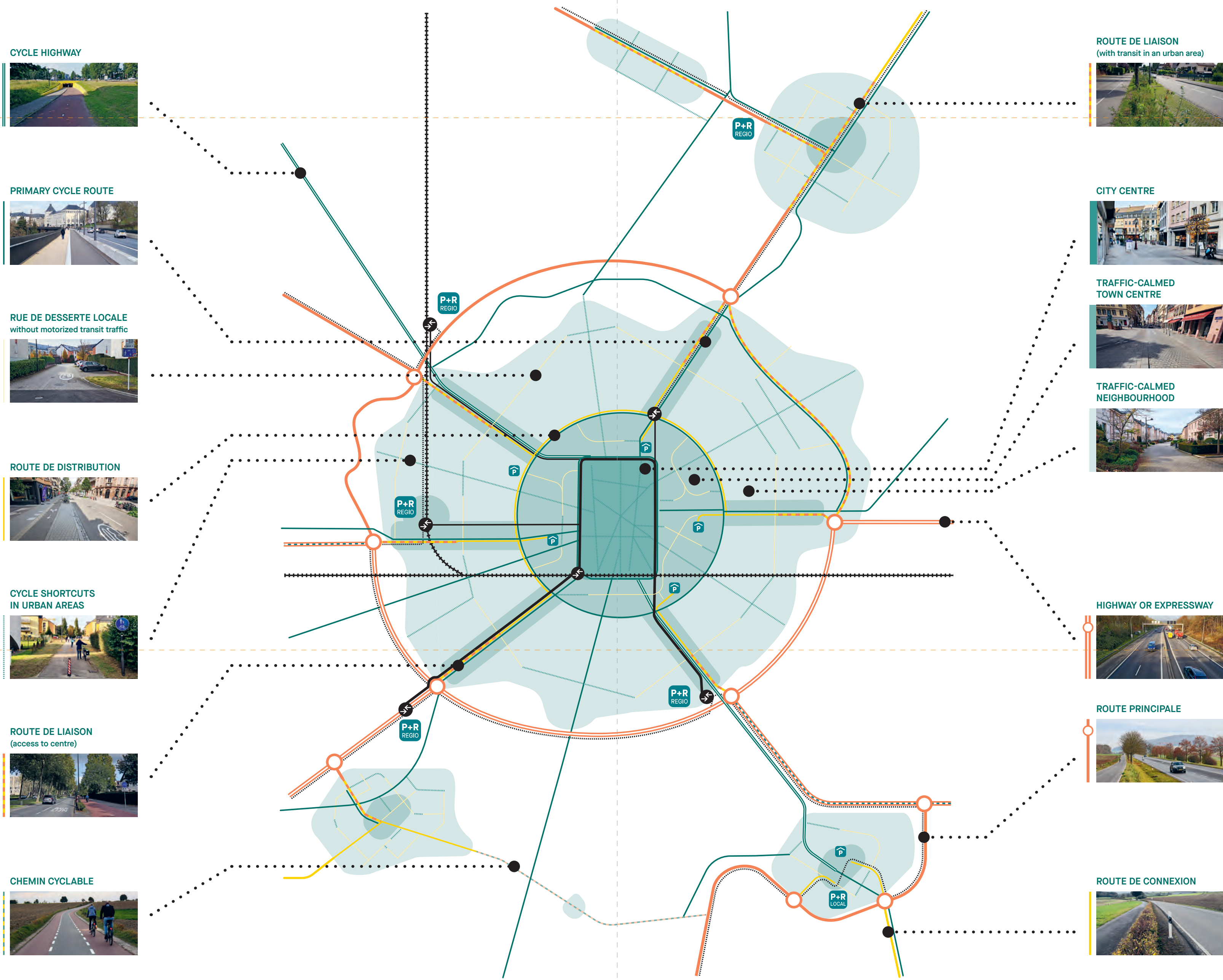
(see pages 122 – 131)



The functional classification of the road network

The road network,
a multimodal infrastructure

(see pages 80–99)



DESIGNATION	FUNCTION	TRAFFIC MODES TO BE PRIORITIZED	PUBLIC TRANSPORT	CYCLING	PARKING	MAXIMUM SPEED LIMIT	EXCEPTIONAL TRAFFIC CALMING
outside built-up areas							
Highways, expressways and Routes principales	Bundle motorized transit traffic		Prioritization at sections with recurring traffic jams	Direct equivalent route, segregated from motorized traffic	—	130, 110, 90 or 70 km/h	—
Routes de connexion	Accomodate local motorized traffic		Prioritization at sections with recurring traffic jams	Direct equivalent route, segregated from motorized traffic	—	90 or 70 km/h	—
Chemins cyclables	Are an essential connection in the cycle network while being of very little importance to motorized traffic		—	Mixed traffic on streets with very little motorized traffic and advisory cycle lanes	—	50 km/h	—
in urban areas							
Routes de liaison	Accomodate either motorized transit traffic or significant access traffic to the centre		Systematic prioritization	Physically segregated from motorized traffic and pedestrians	Avoid on-street parking	50 km/h	30 or 20 km/h
Routes de distribution	Distribute traffic to the neighbourhoods and have a transit function exclusively for public transport and cycling		Prioritization at least at intersections	Physically segregated from motorized traffic and pedestrians	Resident parking possible, but preferably in indoor car parks	50 or 30 km/h	20 km/h
Rues de desserte locale without motorized transit traffic	Provide access to the various local addresses while making motorized transit physically impossible		—	Mixed traffic on roads with very low levels of motorized traffic	Resident parking possible	30 or 20 km/h	—

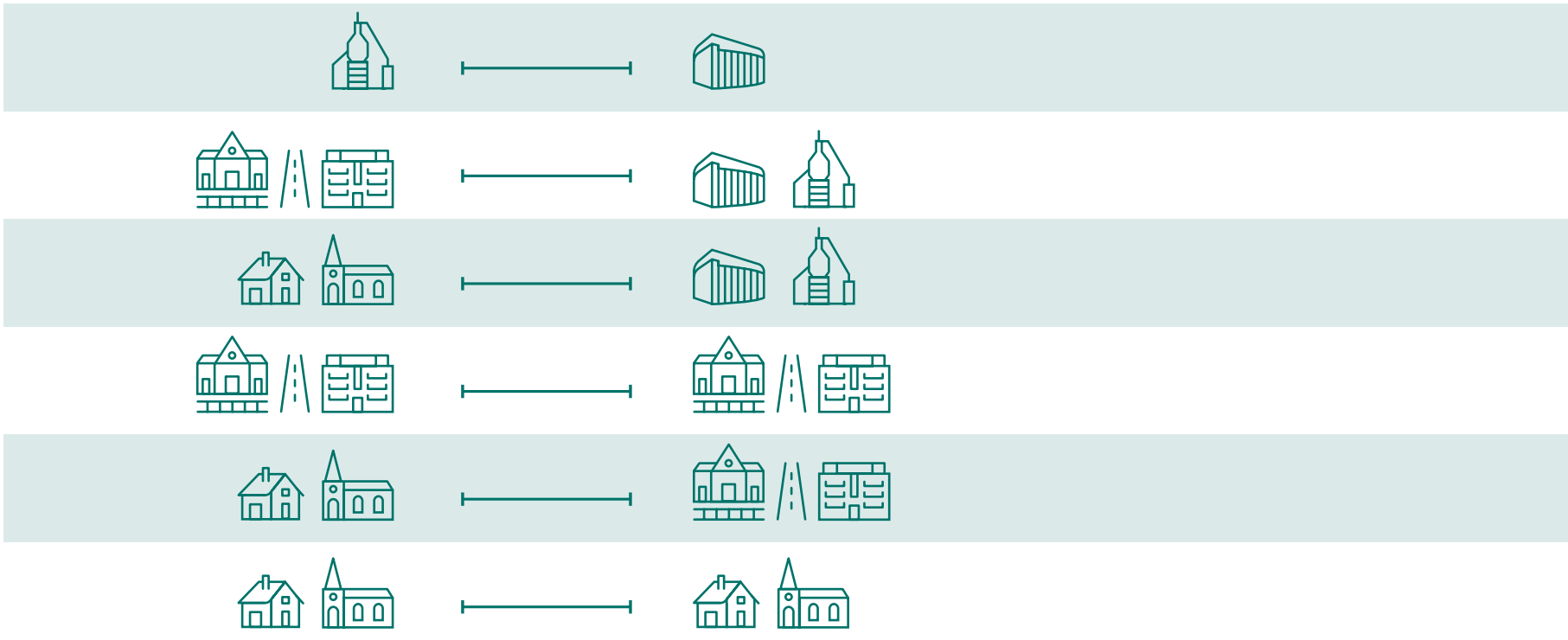
Minimum targets for modal shift

as a function of trip distance and the departure and destination context

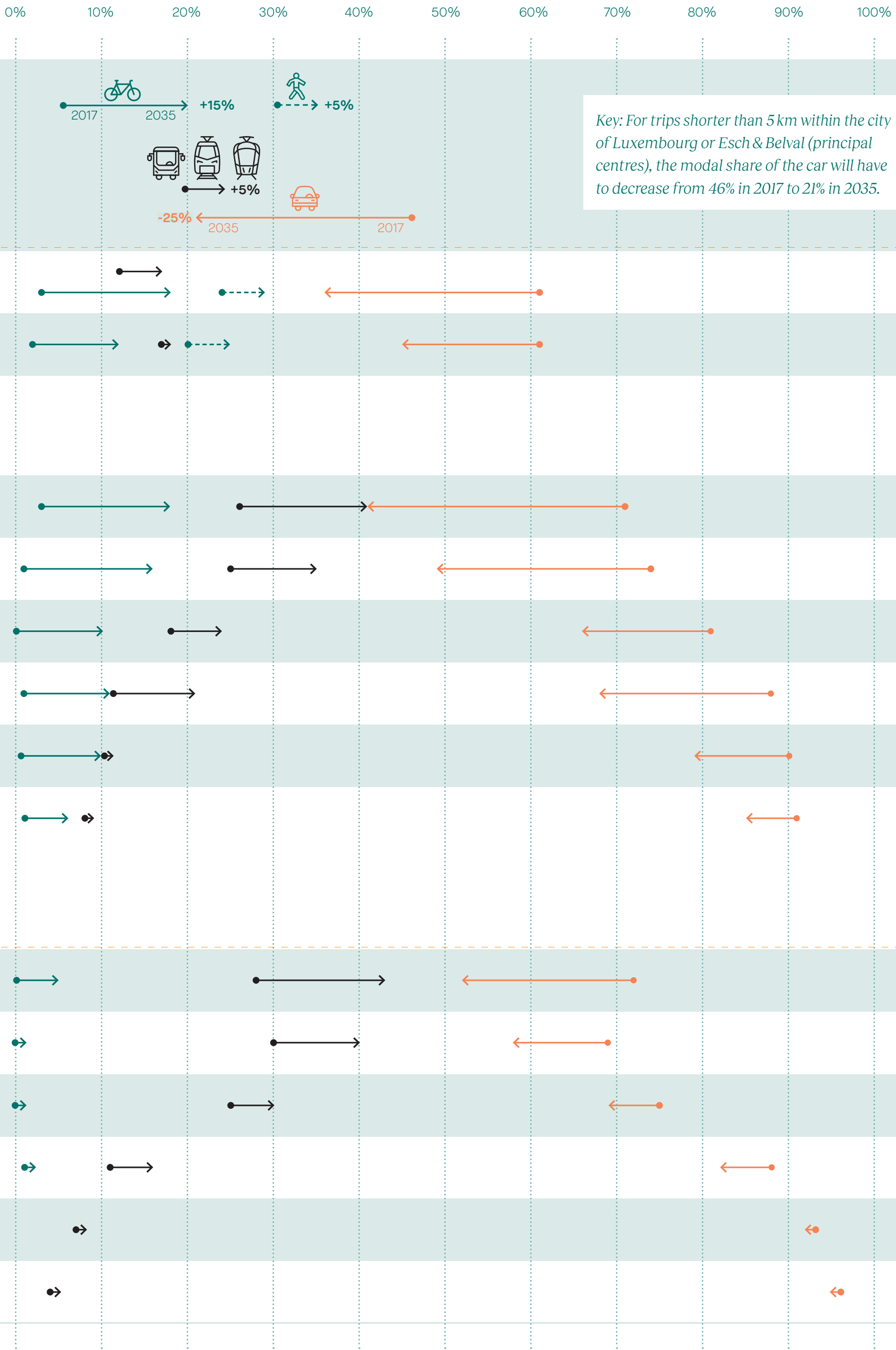
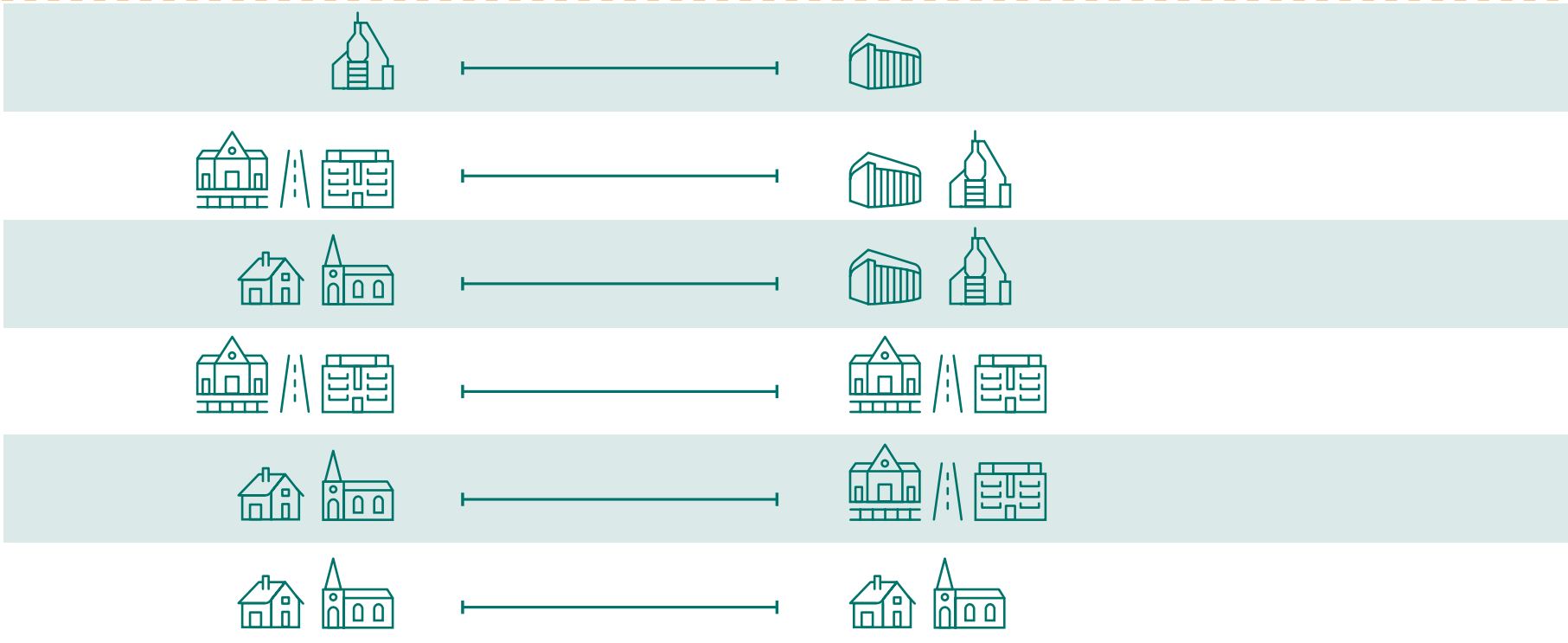
LESS THAN 5 KM (44% of all trips)



BETWEEN 5 AND 15 KM (21% of all trips)

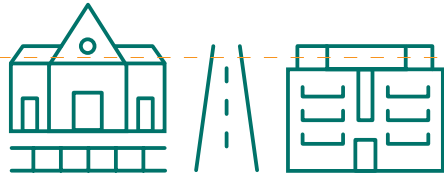


GREATER THAN 15 KM (35% of all trips)



PRINCIPAL CENTRE

- 'City of Luxembourg' mobility zone
- 'Esch & Belval' mobility zone



SECONDARY CENTRE OR MAJOR TRANSPORT AXIS

- 'Nordstad' mobility zone
- 'Urban South' mobility zone
- 'Suburban ring' of the city of Luxembourg mobility zone
- Towns in the 'rural North', 'rural South' or 'cross-border' mobility zones that are located along a major road axis or that feature a railway stop



RURAL REGION

- Towns in the 'rural North', 'rural South' or 'cross-border' mobility zones that are located at a certain distance from a major road axis or railway stop

