

## the role of legislation in Brussels cycling policy :

the case of contraflow cycling, free right turn at  
red lights, and the XL bicycle trailer.

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# the contraflow revolution

## the contraflow revolution

1991 contraflow cycling made possible; Brussels municipality of Etterbeek one of the precursors

2004 contraflow compulsory in all one-way streets in Belgium, exceptions have to be motivated. Part of a new « street code » as opposed to highway code. Federal legislation with strong support from Flemish Region and Brussels Capital Region.

2007 most Brussels one-way streets became contraflow streets

# the contraflow revolution

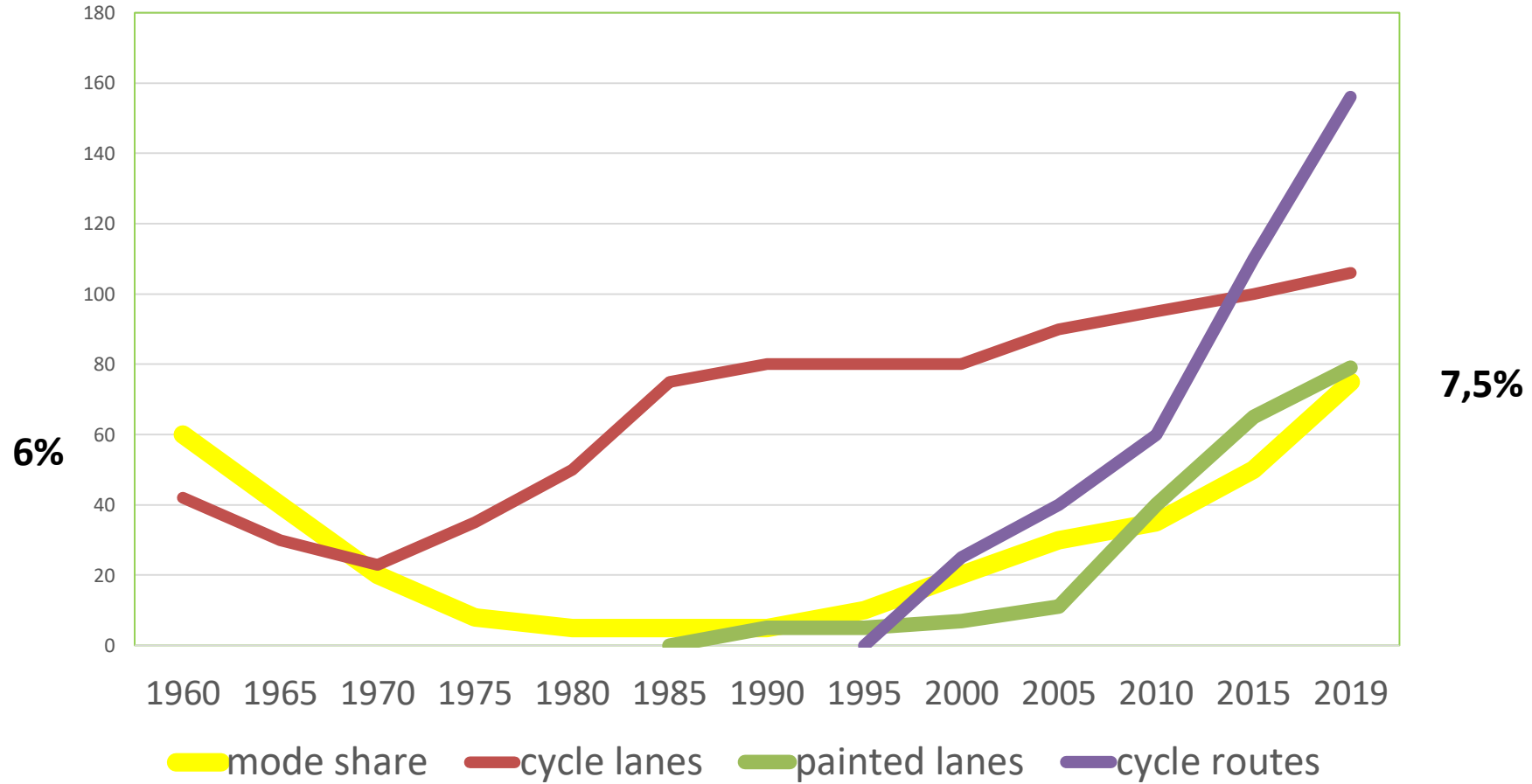
400km  
25% of road  
network



the regional  
cycle route  
network  
frequently  
uses  
contraflow  
streets



# bicycle mode share and infrastructure development in Brussels



## right-turn at red



# right-turn at red

## Pilot experiences in France

2012 voted by the Parliament, by law, because a reform of the traffic code took too much time (combined with the introduction of the Cycle Street)

2012 Brussels first Region to introduce the new sign, creating a big fuss in Flanders, who opposed the measure (not the cities...).



right-tu



## right-turn at red

What happened :

- Most cyclists already ignored certain traffic lights, albeit with a certain prudence. The new signs only legalised this behaviour
- Other cyclists continue to follow the red lights
- Experiences show a 15% to 30% travel time benefit
- No known accidents caused by the measure, that is gradually being implemented at all traffic lights.

## the XL-bicycle trailer



## the XL-bicycle trailer

The problem :

Last mile deliveries by bicycle are very efficient, only the manpower needed to unload the standardized EURO-pallet onto a cargobike makes van deliveries more interesting financially.

A bicycle trailer that can transport a pallet solves this problem, only, Belgian traffic code states that a bicycle trailer should not exceed 1m.

A Europallet measures 88cm, the trailer, with the wheels on both sides of the pallet, 112cm.

## the XL-bicycle trailer

The solution :

Pilot projects are common (Brussels previously tested the combined bicycle/pedestrian lights as a pilot), but have to be allowed by the federal government, in charge of (most of) traffic legislation

Again, this procedure would have taken too long to be able to proceed with a delivery project, that already included some important players in the field (Delhaize, B-Post)

Brussels took a Minister's decree, stating the importance of decarbonising urban deliveries, and the minimal impact of the change in measurements, to start a pilot in the Brussels Capital Region

## the XL-bicycle trailer

<https://youtu.be/hgbZTNIMn48>



questions ?

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