**Making traffic signals work for people cycling**

(211 words)

How to operate traffic signals for people cycling depends on the legal definition of “roadway”. A painted facility is considered part of the “roadway” while the separated facility is not. The separated facility must receive its own signal phase, and while this may appear sensible, the outcome is often a poor level of service that is frustrating. It can mean sitting on a red light with little turning traffic that has a conflict while the parallel traffic has a green. Consequently, compliance with the signals is often poor, which in turn results in poor crash records. A 2020 consultation that intended to address the legislative problem – the Accessible Street rules package – appears to have vanished.

This presentation will discuss a workaround for this legislative constraint. It was developed for New Plymouth’s Transport Choices package and despite the government having withdrawn construction funding support, this is now under implementation. The concept was presented at last year’s Signals NZ User Group (SNUG) workshop where it found unanimous support. Other city councils are also considering implementing the system. The presentation tries to answer: What is the problem with the law? What are the problems with the existing situation? What is the concept design for this? Why is this more efficient? Will it be safer?