



Traffic signals for bikes

Wellingtonians love their city. It's relatively compact and a great place to live. With all the benefits of city life as well as the sea, hills, bush and birds. It scores well worldwide for quality of life. To make living here even better, we're changing to a more sustainable transport system. Our goal is to be a city where it's easy for people of all ages and abilities to choose low or zero carbon transport options. Where kids can get themselves to school in ways that are great for their health and the environment. Where people can easily choose to live without a car if they want, and where our suburban streets are quiet, safe places.

Creating a citywide network of connected bike and scooter routes in tandem with walking improvements and big public transport changes will make that possible.

As our Bike Network continues to grow, we have to increasingly think about the supporting infrastructure that enables the safe and efficient movement of people in the road system. The introduction of cycleways into our streets has increased the need for additional intersection signals for cyclists. This increase of signals on the road corridor has the potential to add clutter, confusion, and cost to our streets signalling layout. This is not unique to Wellington. Urban environments across Aotearoa are facing the same issue.

This challenge has been successfully addressed by other European counties through the introduction of low-level cycle signals (pictured). These smaller signals, placed near to cyclists, enable them to easily see the cycle-specific signals.

With the pressure mounting on our road corridor, this poster presentation and discussion will ask: is it finally time to introduce low-level cycle signals?

