



Cycling



Every journey has an active component of either walking or cycling, and these are more than just a good way to get around the neighbourhood. We encourage walking and cycling as they have proven benefits to health, happiness, the environment and the economy. With an increased programme of investment in walking and cycling initiatives, it is important that signage along these routes encourages and supports more active journeys.

Good wayfinding signage helps to provide attractive and comfortable cycleways, which in turn helps Aucklanders to feel more confident and comfortable making trips by bicycle.

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4.1

Graphic elements

The AT logo is the customer facing logo for active modes in Auckland. It will be used throughout the cycle network.

The grey shapes indicate the minimum clear space based on the AT roundel.

Padding = ½ width of AT roundel

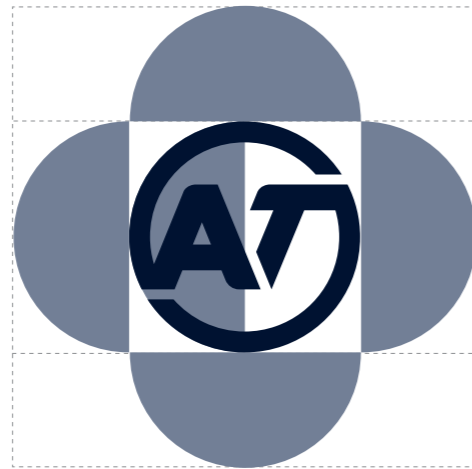
Nothing should ever appear in this area. The clear space will increase or decrease in proportion to the logo size.

The operational logo should not be used smaller than 15mm high.

In some situations the logo may need to be smaller than the minimum size.

In this instance approval may be given on a case-by-case basis.

AT logo lock-up



Padding = ½ width of AT roundel

When used on cycle signage, the AT roundel appears on its own as above.



The white mono AT logo can be used because signs will use a base colour of Ocean Blue (C: 100 M: 65 Y: 22 K: 80).

Only the single colour version of the logo should be used on signage. This is to reduce visual clutter and maintain clarity on AT signs.



When used on the green flash, apply the mono version of the logo in Ocean Blue (C: 100 M: 65 Y: 22 K: 80) as above.

Gotham Narrow

Our core typeface is Gotham Narrow. It's dynamic, clear and has a clean, crisp feel. All lettering within the sign system is carried out using this contemporary sans-serif typeface developed with legibility in mind.

Text should always appear in sentence case. Avoid wording in full upper case, with the exception of the abbreviation AT, for Auckland Transport, in headlines, body copy and some cartography.

For sign use, specific rules of letter and word spacing have been developed to maximise legibility.

For active signage the main type face used is Gotham Narrow medium. Gotham Narrow bold is also used when a destination is a Suburb.

Other forms of Gotham Narrow such as light, book and bold may be used on some pedestrian signage and maps. More detail on where this can be used is specified in each relevant section.

Numbers

Numerals should use Tabular lining in the open type settings. This produces numbers with a standard space between them. This helps when a passenger is comparing distances, prices, platform numbers, route numbers etc.

Regional signage typeface

Gotham Narrow medium

Its clarity and legibility makes it a good choice for a range of wayfinding applications.

Aa Bb Cc Dd Ee Ff Gg Hh Ii Jj Kk Ll Mm Nn Oo Pp Qq Rr Ss Tt Uu Vv Ww Xx Yy Zz 1234567890\$&.,:;'()/-

Gotham Narrow light

Aa Bb Cc Dd Ee Ff Gg Hh Ii Jj Kk Ll Mm Nn Oo Pp Qq Rr Ss Tt Uu Vv Ww Xx Yy Zz 1234567890\$&.,:;'()/-

Gotham Narrow book

Aa Bb Cc Dd Ee Ff Gg Hh Ii Jj Kk Ll Mm Nn Oo Pp Qq Rr Ss Tt Uu Vv Ww Xx Yy Zz 1234567890\$&.,:;'()/-

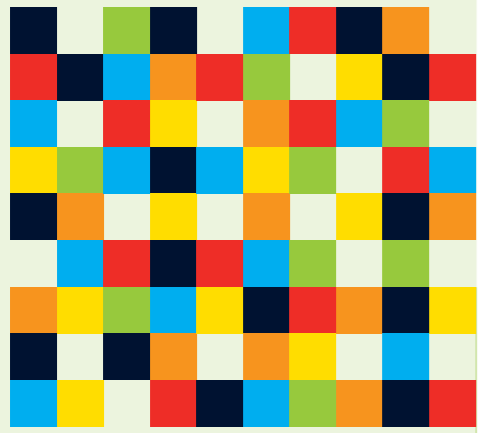
Gotham Narrow bold

Aa Bb Cc Dd Ee Ff Gg Hh Ii Jj Kk Ll Mm Nn Oo Pp Qq Rr Ss Tt Uu Vv Ww Xx Yy Zz 1234567890\$&.,:;'()/-

10



Tabular numerals



Our palette

The regional signage colour palette has been adjusted from Auckland Council's colours to improve legibility on signage.

Core colours

Ocean Blue (C: 100 M: 65 Y: 22 K: 80) and White maintain the link to the other CCOs and are the core colours used on signs.

Signage Active Green (C:46 M:0 Y:100 K:0) is the mode colour for cycling and is used to in the header to help identify the signs as relating to cycling.

Secondary colours

The secondary colours Yellow and Red have been added to produce a legible highlight when used on a background of Ocean Blue.

These secondary colours are used for these purposes on cycle signs:

Yellow: Take care

Red: Warning

Colour palette

<p>Signage Ocean Blue</p>		<p>PMS 539C</p>
<p>White</p>		<p>White</p>
<p>Signage Active Green</p>		<p>PMS 376C</p>
<p>Signage Safety Yellow</p>		<p>PMS 109C</p>
<p>Signage Pohutukawa Flower Warnings</p>		<p>PMS 485C</p>

Arrows

Arrows are always used to indicate direction. Cycle signs use a standard arrow that is part of the Regional signage suite. This arrow should always be used on Ocean Blue.

Icons

Only a few selected icons are used on Auckland's bicycle signs. These include:

Walking, cycling, shared path, bike parking and non AAA route.

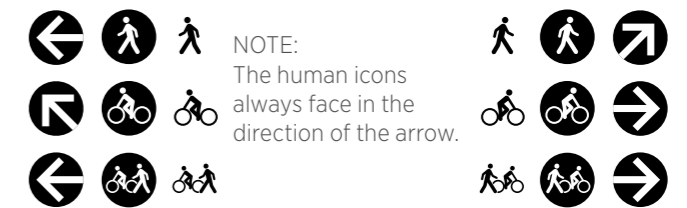
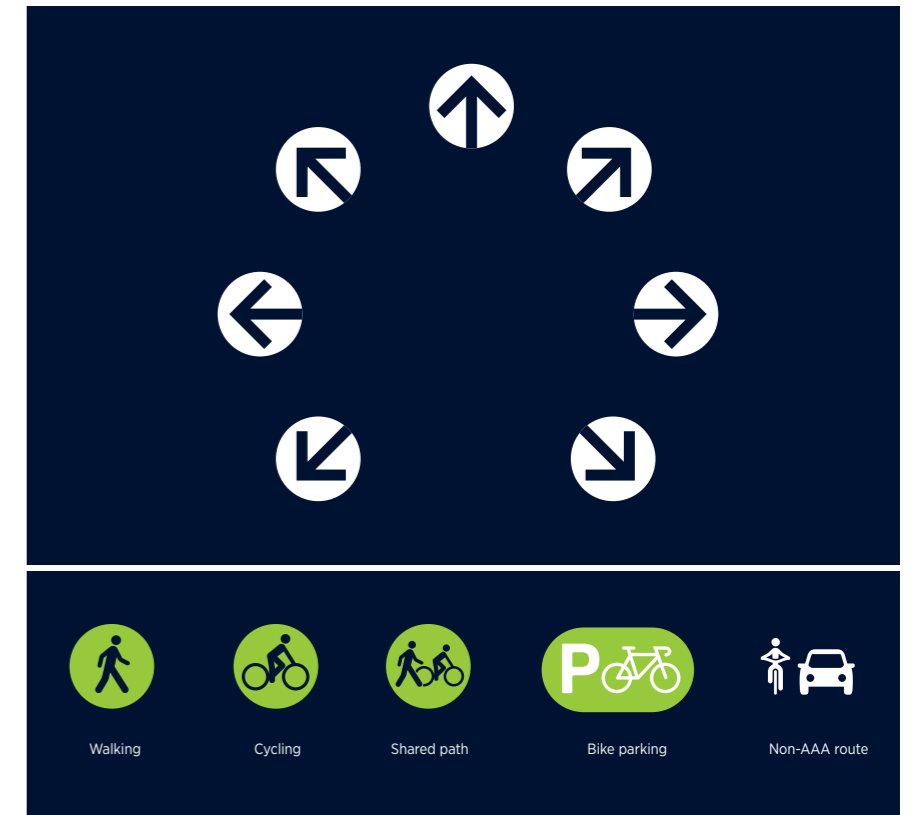
The bulk of destinations included on bicycle signs are Suburbs, Town Centres and Roads. These aren't easily described with a symbol. In order for the signs layout to be consistent and legible, destination symbols will not be included on directional cycle signs.

Direction of human icons

Where directions feature an icon of a cyclist or pedestrian, the icon should face in the direction indicated.

This applies to the distance information on cycle blades.

The Walking or Cycling icons should face in the direction indicated by the arrow.



NOTE:
The human icons always face in the direction of the arrow.

When there is no directional arrow or the direction is straight ahead or down, the human icons will face to the right as here.



Cycle blade:



4.2

Graphic application

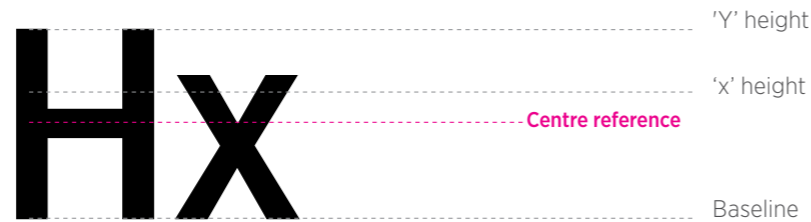
Cap height (Y) vs x height (x)

Across these guidelines font sizes are expressed in both lower case height (x) and capital height (Y).

The cap height of a typeface is measured by the distance from the baseline to the top of the capital letter.

The x height of a typeface is measured by the distance from the baseline to the top of the lower case letter.

Typography and measurements



Line spacing

Line spacing is based on the height of the lower-case letter 'x'.

One 'x' is the standard minimum between two lines of information. When information in more than one size of lettering is used, the larger 'x' height should be used to separate the two lines of differing size.

Secondary text in a message should be $\frac{2}{3}$ of the size of the primary text.



Line spacing principles

Henderson
Via Henderson
Creek path

Destinations and arrows

Arrows are centred vertically on the capital letter of the text.

There are some guidelines to follow when using arrows with text:

1. An arrows size is $1\frac{1}{4}$ of the capital letter height (Y).
2. The distance between an icon and text is $\frac{1}{3}$ of the width of an icon (i).
3. Minimum top and left margins are $\frac{1}{2}$ the width of an icon (i).

1. Arrow sizing: $1\frac{1}{4}$ of capital letter height (Y)

If (Y) = 8 then (i) = 10

2. Arrow spacing: $\frac{1}{3}$ of icon width (i)3. Minimum margin size: $\frac{1}{2}$ of arrow width (i)

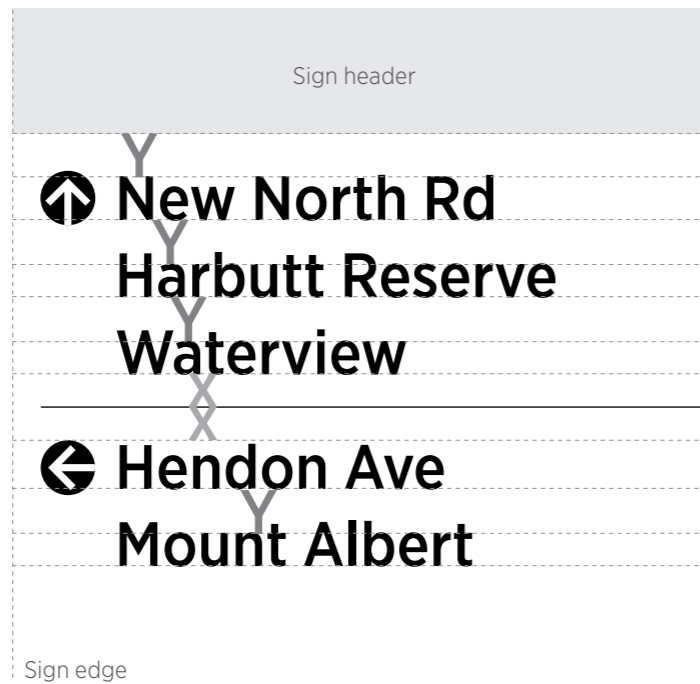


Vertical message spacing

To separate destinations vertically within one direction, use (Y) or the capital letter height.

This distance is measured from the baseline of the previous line of text to the top of the lower case letter (x) of the next message.

Directions are separated (on Advance and Decision signs) with a horizontal rule. The lower case height (x) will be used to space from the baseline of the last destination to the horizontal rule. Then another lower case height (x) will be used to space to the next directional arrow.

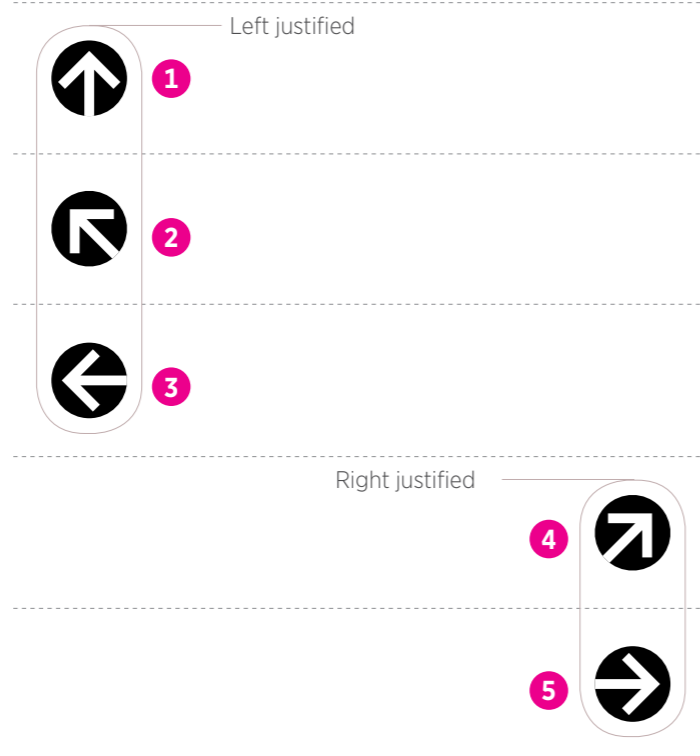


Direction & destination order

Directions will be listed in the sequence below (top to bottom of sign). They will also be justified in this way.

↙ ↘ Arrows should not generally be used. The exception is when directing the cyclist to an underpass or down a ramp.

⬇ Down arrows will not be used.



Destinations that are in the same direction will be listed nearest (top) to farthest (bottom).

Panel padding

The minimum space from the top edge of the panel to the top of the first icon is 1/2 the icon's width (i).

The space from the left side of the panel to the left edge of that icon should be the same.

A minimum distance of 1/2 of the icon width should be left clear around all edges of the panel (the clear zone).

1	New North Rd	1.5
2	Harbutt Reserve	1.7
3	Waterview	3.2

On cycle blades, each blade is treated individually and therefore always has a directional arrow.



Example of a cycle street blade: 1/2 (i) padding on all sides.

(i) Padding is taken from the arrow icon. 1/2(i)



4.3 Cycle sign suite

Directional signs

Cycle roundel Cd011

Small cycle blade Cd010

← New North Rd	0.7	0.8
← Harbutt Reserve	0.9	1.1
← Avondale Town Centre	1.5	3.7
← Waterview	3.1	

Route marker

Route marker Cd100

Northwestern shared path

Towards City centre

- 7.2 Grafton Rd
- 6.1 Upper Queen St
- 4.8 Newton Rd
- 3.7 Haslett St
- 2.8 Nixon Park
- 1.1 St Lukes Rd

GIS



Large cycle blade

Large cycle blade Cd030

0.8 Valonia Reserve →

Direction change

Direction change Cd070

Turn left at junction

Direction speed

Direction speed Cd040

Southwestern path

- New North Rd
- Harbutt Reserve
- Waterview
- Hendon Ave
- Mount Albert

Direction entry Cd110

Patiki Rd

Northwestern path for Te Atatu & City centre

Direction decision

Direction decision Cd050

Southwestern path

- New North Rd 1.5
- Harbutt Reserve 1.7
- Waterview 3.2
- Hendon Ave 0.1
- Mount Albert 1.0

Direction map Cd060

Northwestern path

Waterview shared path

Waterview NW path

Great North Rd

Direction crossing Cd080

Crossing

Pt Chevalier

Waterview

Great North Rd

Confirmation signs

Confirmation distance Cc010

Southwestern path

- New North Rd 0.5
- Harbutt Reserve 1.7
- Waterview 5.2

Confirmation crumb Cc030

Confirmation crumb Cc020

Behavioural signs

Slow Cb030

Ring bell on approach Cb020

Corner Cb040

Priority Cyclists Cb050

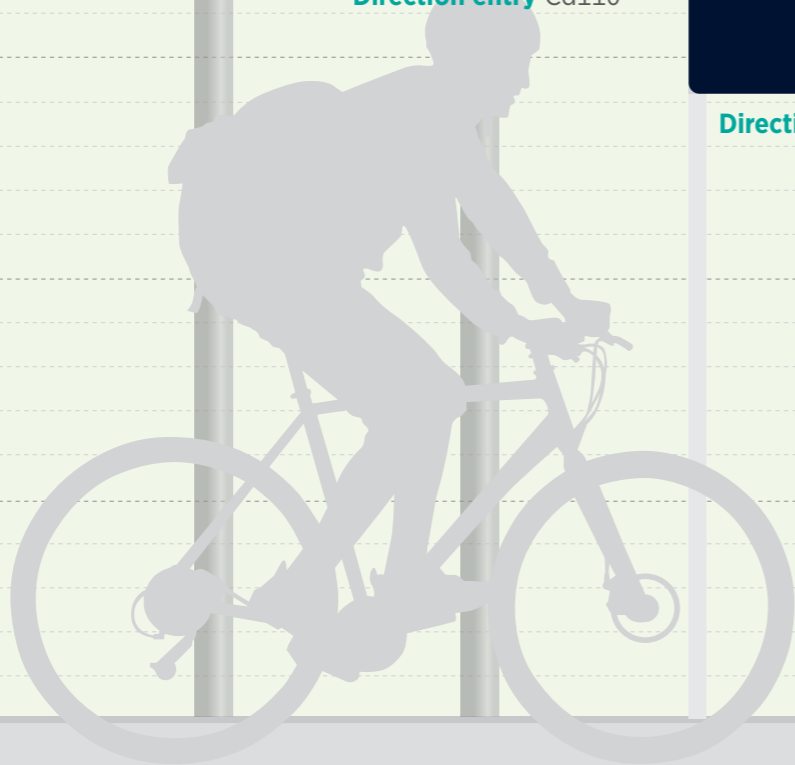
Give way to pedestrians

RING BELL SLOW

Ring bell surface Cb090

Slow surface Cb0100

Discover cycleway Cd090





Route marker signs are used to identify the presence of the cycleway, while also providing information to assist riders in planning their route.

These signs contain a higher density of information and are usually observed from a short distance away, whilst stationary or moving at a slow speed.

Information hierarchy is an important consideration in the design of these signs to ensure that the rider can quickly and easily ascertain the information that is relevant to their journey.

Set-out and content rules

Route markers should only be placed on shared paths or off-road cycleways.

Route markers may be located at the beginning of a cycleway route, as well as at key access points along the cycleway.

They need to be placed in an area where a stationary viewer doesn't hinder the flow of other cyclists on the route.

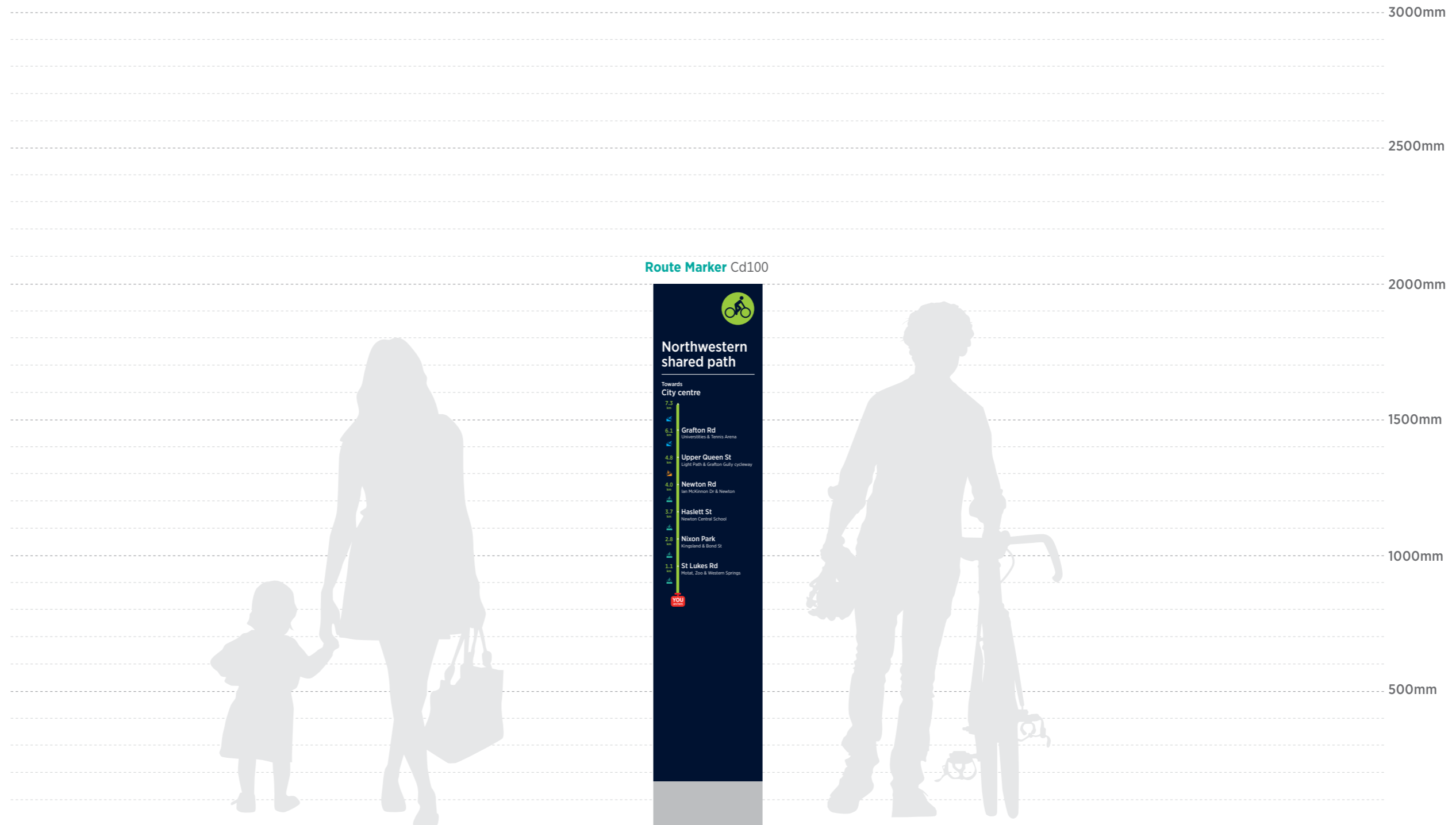
Route markers may also be used along long stretches of quieter cycleway routes (particularly shared paths) to reassure riders and assist in journey planning.

Route markers can be used at key entry points to major cycleways. They provide extra information to cyclists on what they can access from the route, the steepness of the route and POIs such as drinking fountains.

Route marker signs are only appropriate on Major routes.

The next Super Destination will be at the top of the Route line. They should List the next 6 (or less) intersections or access points in the direction of the route that they are marking.

Directional signs





Directional signs provide vital directional information at key decision points along the route.

Small cycle blades work well in situations where the shape of the sign is advantageous in reducing the number of signs required.

Set-out and content rules

Discover cycleway patches are placed in the surrounding suburbs to direct to a Major route.

They should be placed within 400m of access to the Major route.

Direction entry signs are placed on streets that provide access ways to off-road cycleways or shared paths, where the entry isn't obvious.

They should be placed as near to the cycleway as possible while being visible from the access street.

The next Super Destination (in each direction) on the cycleway should be added as sub text see Super Destinations.

Small cycle blades should be used on-street at intersections with 1 decision point (i.e a 90°turn left or right), and in other situations such as at a T-intersection along a shared path.

No more than four blades should be used in any one direction.

The nearest destination in a given direction should be listed first (top blade), and the most distant destination listed last (bottom blade).

Cycle blades should be mounted at a minimum of 2.3m to the underside.

Cycle blades should be placed as close as possible to the street corner without interfering with existing road signage.





Directional signs provide vital directional information at key decision points along the route. **Large cycle blades** work well in situations where an existing post is available.

Set-out and content rules

Large cycle blades should be used where there is already a suitable lamp post or street name sign pole to attach the blades to. The total number of blades on any lamppost or sign-pole should not exceed 6 and there should be no more than three in any one direction.

Where a pole already exists in the correct place – use large cycle blades.

Where no pole exists but only one or two blades are needed – option to use either type of blade – take into consideration:

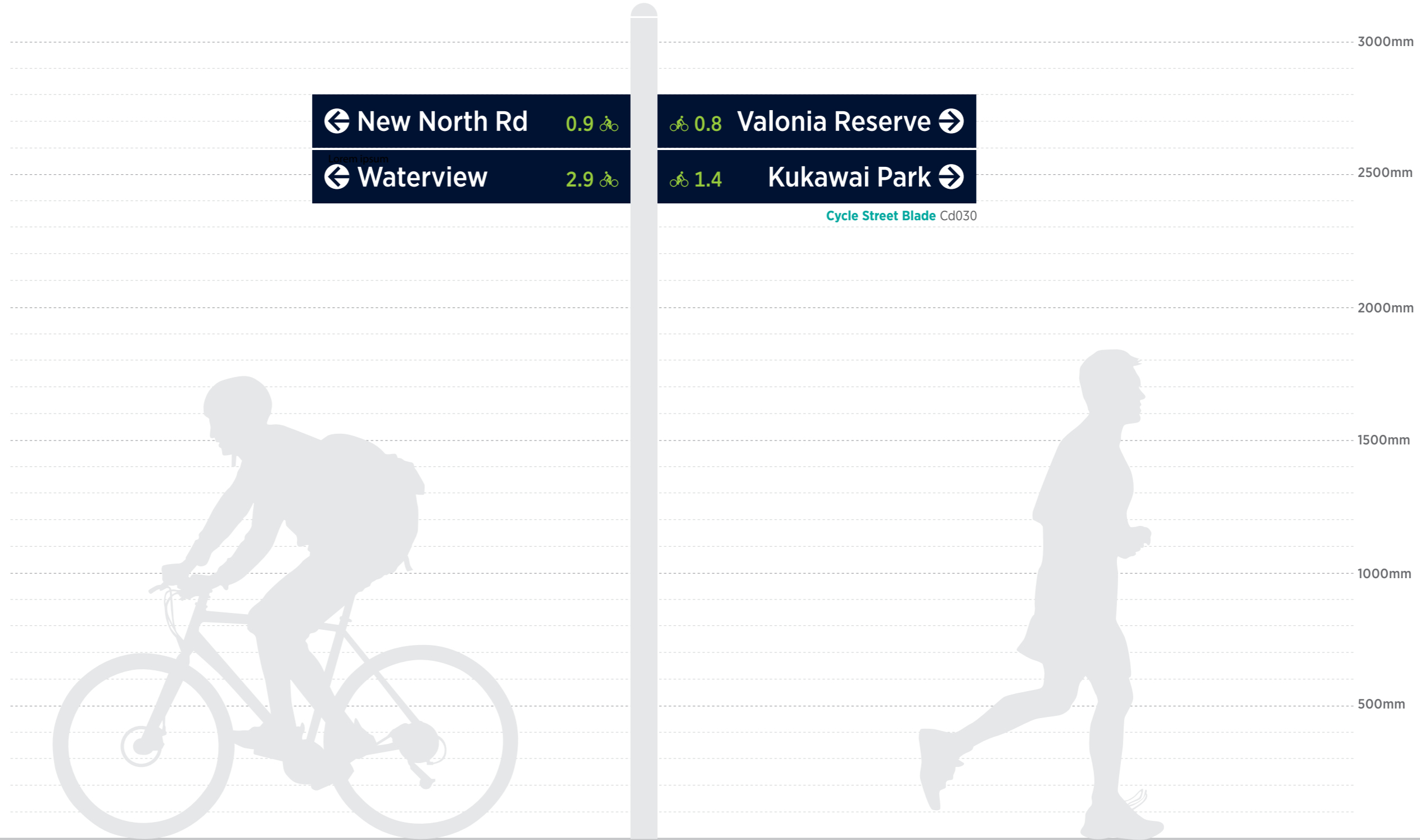
Sight-lines – Large cycle blades are larger so viewing distance is longer – useful when cyclist is not likely to slow down or needs to read the sign from further away.

Consistency – what has been used elsewhere in the area/on the route? Try to keep consistent look and feel by using the same type sign.

Length of destination names – can fit longer names onto small cycle blades so this may be a consideration.

These signs include distance for cyclists.

Non-regulatory (wayfinding) signs may not be added to signalised poles, or to the same poles that hold traffic signs.





Directional signs provide vital directional information at key decision points along the route. These signs work best with minimal content as they are usually read whilst moving.

Set-out and content rules

Signs should be located so as to not conflict with existing road directional signage, or create ambiguity at intersections or crossings.

Direction speed signage should be positioned approximately 5-15 metres prior to the intersection. If it is used on the approach to a controlled intersection the 5-10 metre range should be used as the cyclist will need to slow or stop for the intersection. If it's at an intersection that doesn't require a stop (like an off-road route) the 10-15m range is more suitable.

Direction decision and **Direction map** signage should be positioned where cyclists are slowing on the approach to the intersection (approximately 5-10 metres).

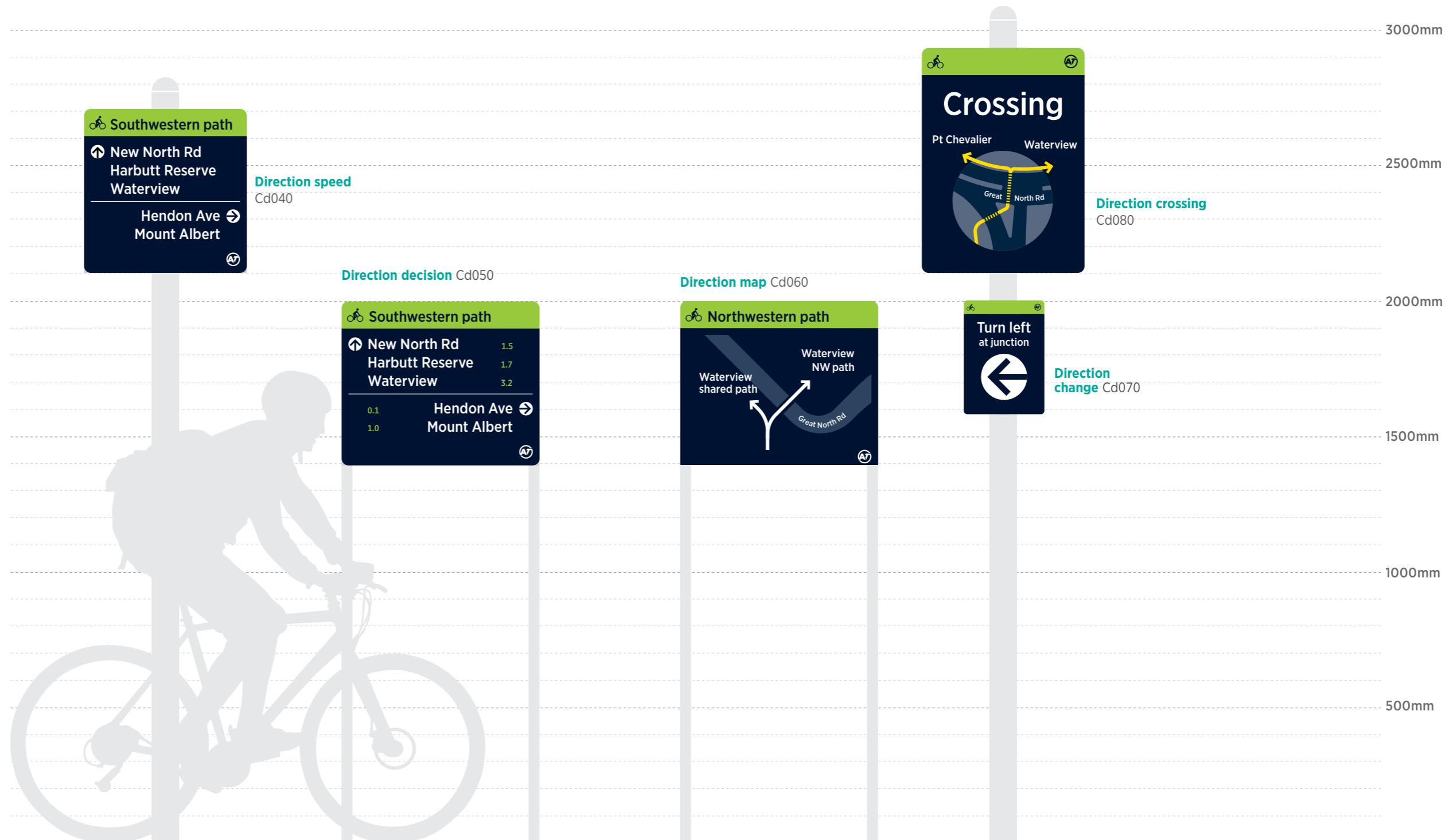
For **Direction decision** and **Direction speed** signs no more than three destinations should be listed against any one direction. **The total number of destinations should not exceed seven.**

Direction map signs may be required where there are complex decisions and awkward directions involved.

Direction crossing should be used at complex street crossings that present ambiguity to the rider.

For diagrammatic signs like **Direction map** and **Direction crossing** the number of destinations will depend on the layout of the diagram.

Direction change signs are used when there are short links involved and it's not obvious where the cycleway continues.





Route marker

Cd100

Main header:

A 150pt Gotham Narrow medium

B Roundel: 120mm diameter

C 4pt stroke weight

Destination: Sub headings:

D 60pt Gotham Narrow medium
92 pt leading

E 86pt Gotham Narrow medium

Destination: Text:

F 75pt Gotham Narrow medium

G 48pt Gotham Narrow book
64.8pt leading

Distance and gradient:

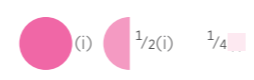
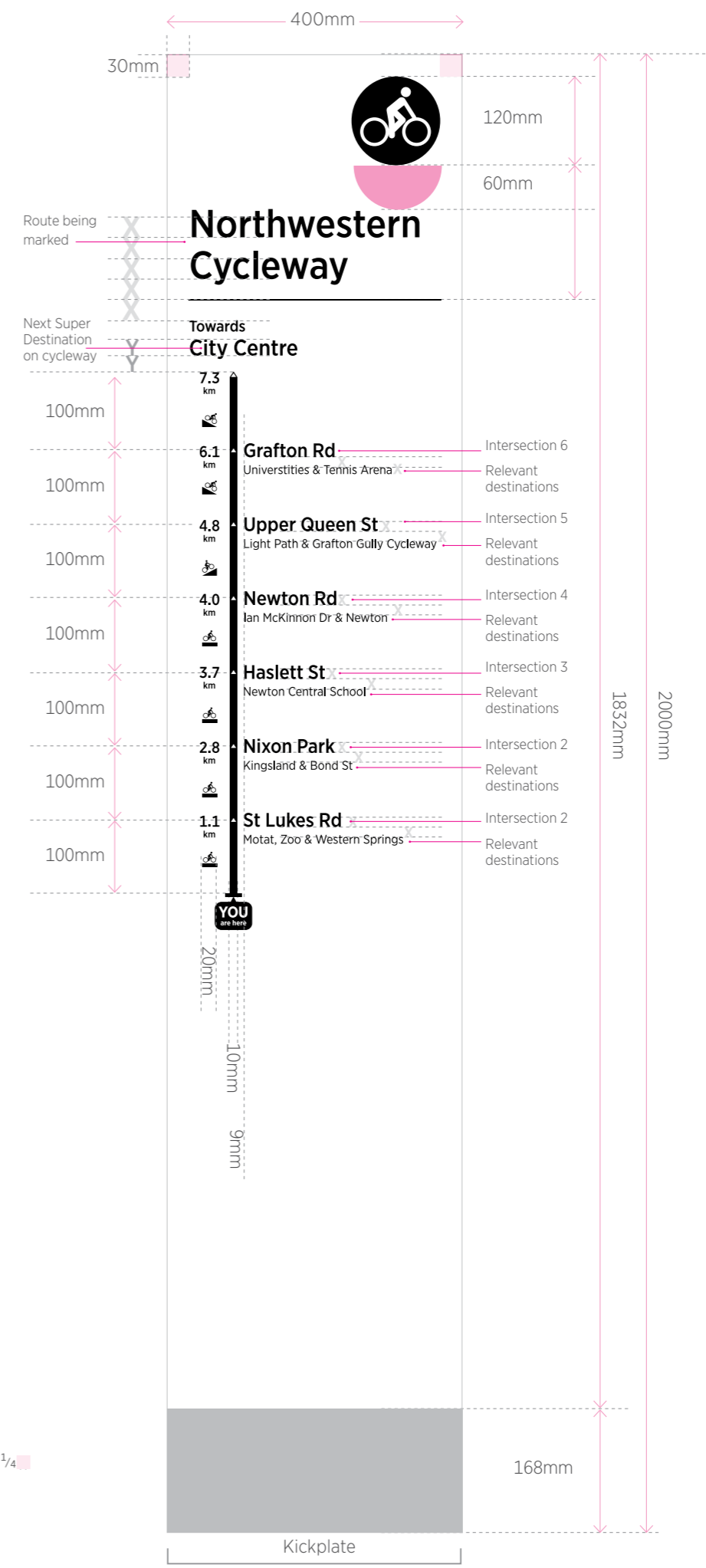
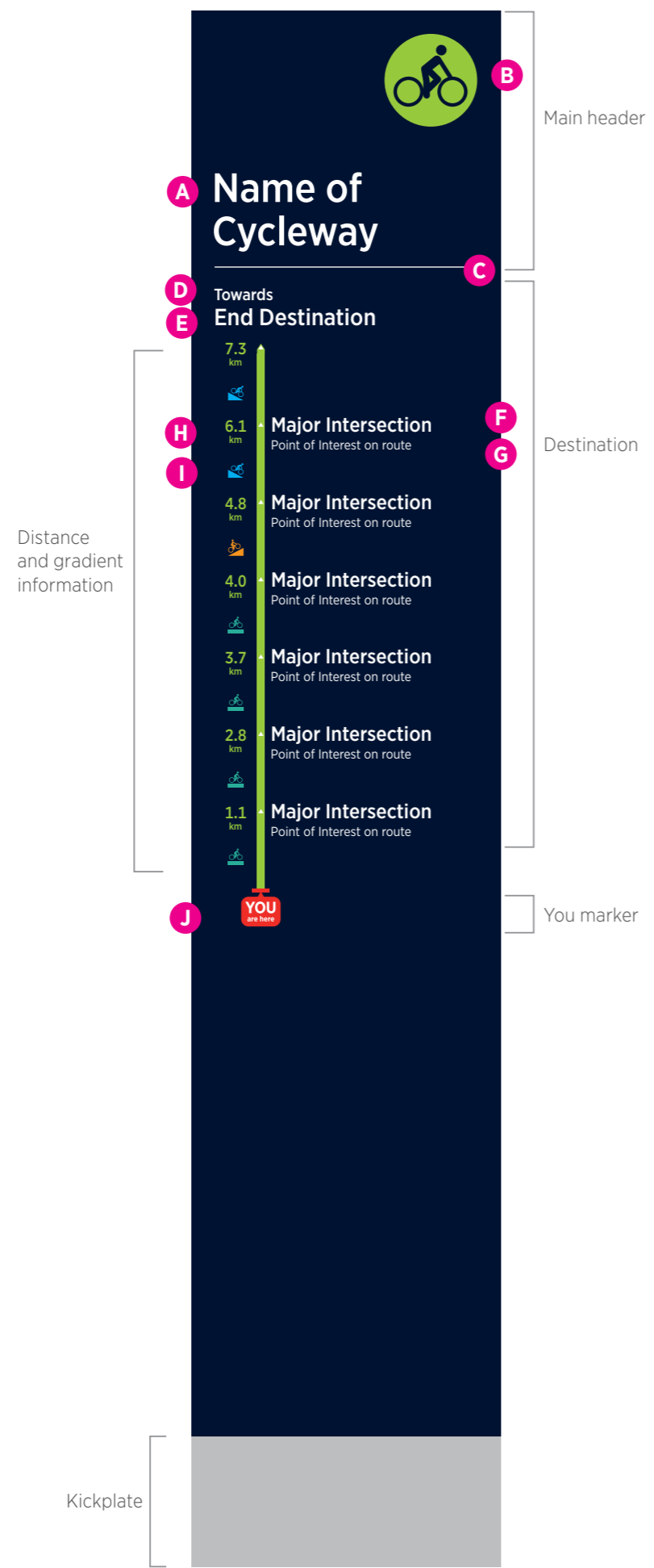
H 6.1: 60pt Gotham Narrow medium
km: 36pt Gotham Narrow medium

I Cycle icons: 20mm wide

You marker:

J 50mm wide

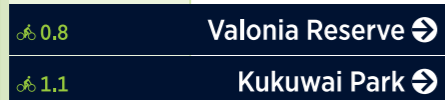
All Route Markers will be provided by the AT Design Studio.





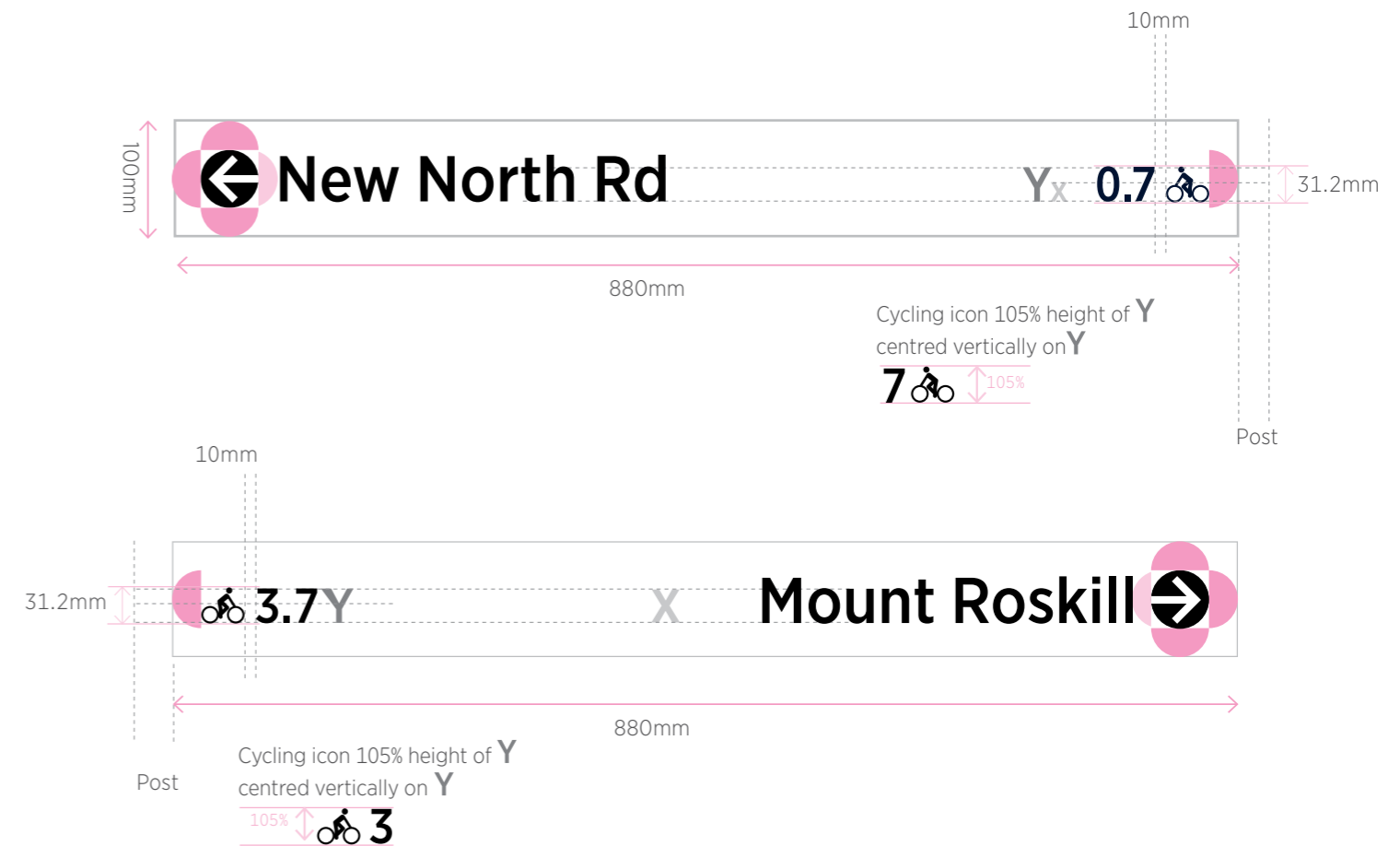
- Arrow:**
- A** 50mm diameter
- Destination:**
- B** 160pt Gotham Narrow medium
- Distance numbers: (e.g. 0.7)**
- C** 120pt Gotham Narrow medium
- Cycling icon:**
- D** 31.2mm height

Cycle blade (small) Cd010



A green shared path icon in a roundel can also be used to sit on top of the pole instead of the cycling icon in some circumstances.

For information on abbreviations on pedestrian blades go to [Abbreviating cycle sign content](#) document for further information.





Cycle roundel

Cd011

Cycle icon:

A 205mm diameter

Ensure that the correct cycle icon is used from the AT icon suite.



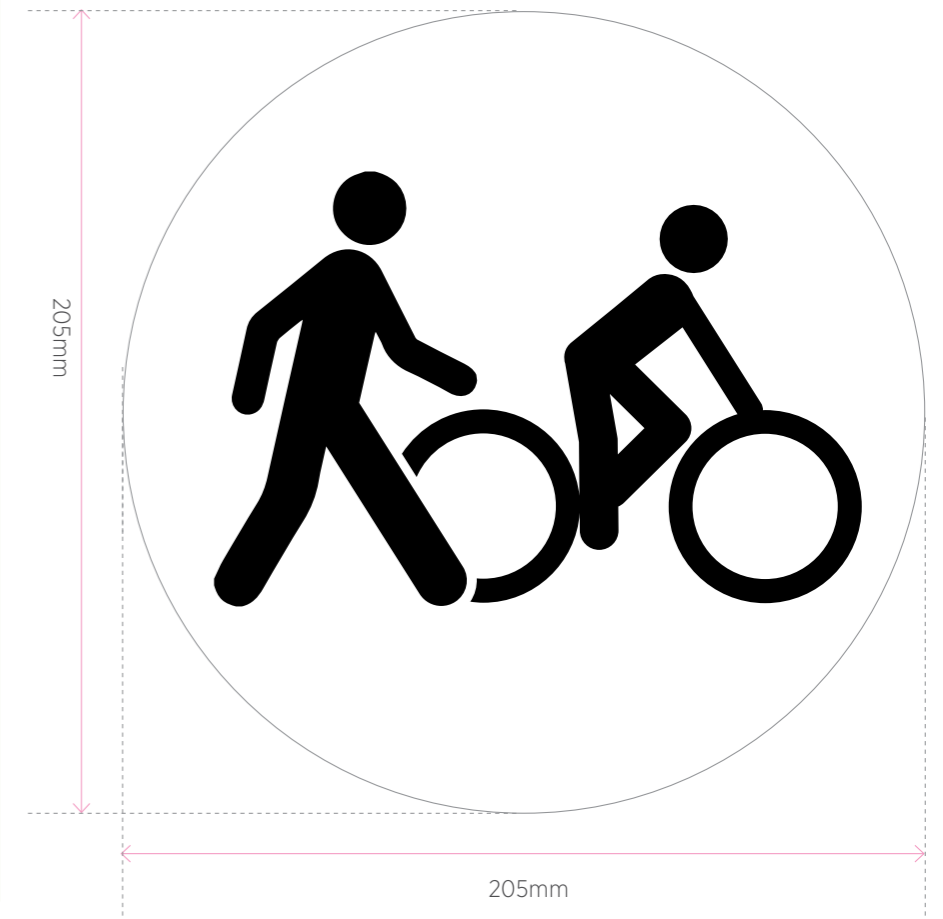
Shared path roundel

Cd012

Shared path icon:

A 205mm diameter

Ensure that the correct shared path icon is used from the AT icon suite.




Chevron:
A 75mm wide

Destination:
B 109mm diameter

Icons - accompanied with words:
C 125mm height

Icons - only:
D 155mm diameter

For more detailed information on GIS signs, see the traffic section in the Transport Design Manual.

General interest sign (GIS blade)
Cd020 - Cd024

General interest signs (GIS) are approved advisory signs from the traffic signs suite. They should be used to alert pedestrians and cyclists to paths at the end of no exit streets. For this purpose three 'icons' may be used: pedestrian icon, cycle icon, stairs icon. Along with the descriptor: 'Access', 'Beach', 'Reserve', or other type of facility that is directly reached by the path.



Cd022



Cd023

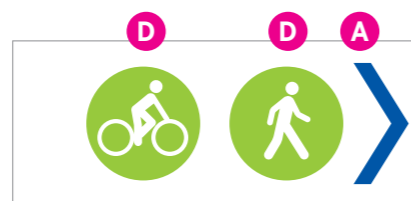


Cd024

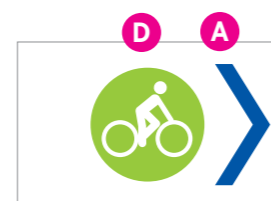
Pedestrian Icon always appears closest to the chevron.

Pedestrian and cyclist always face the chevron.

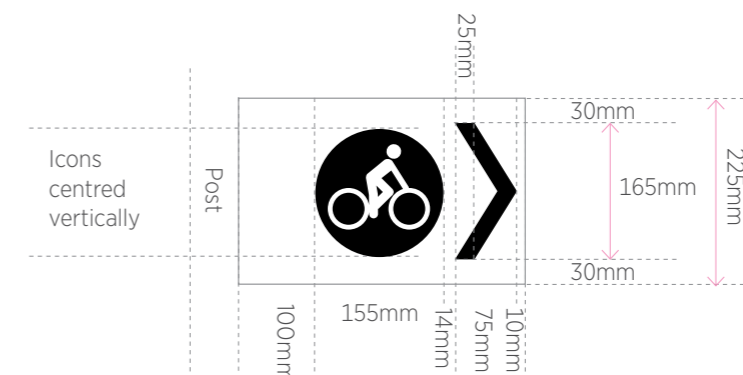
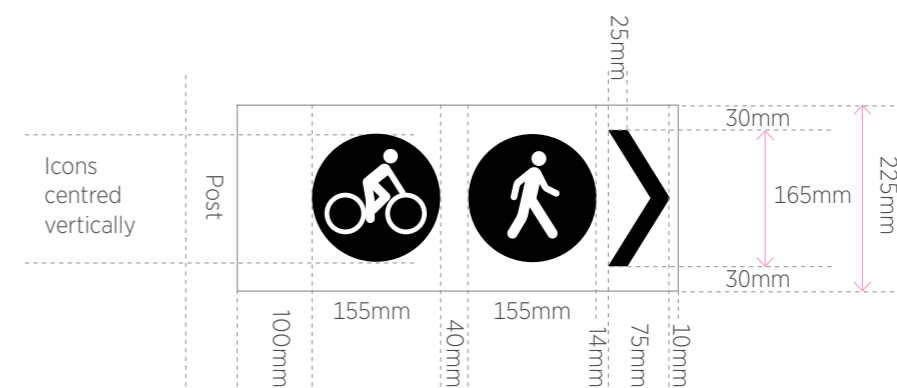
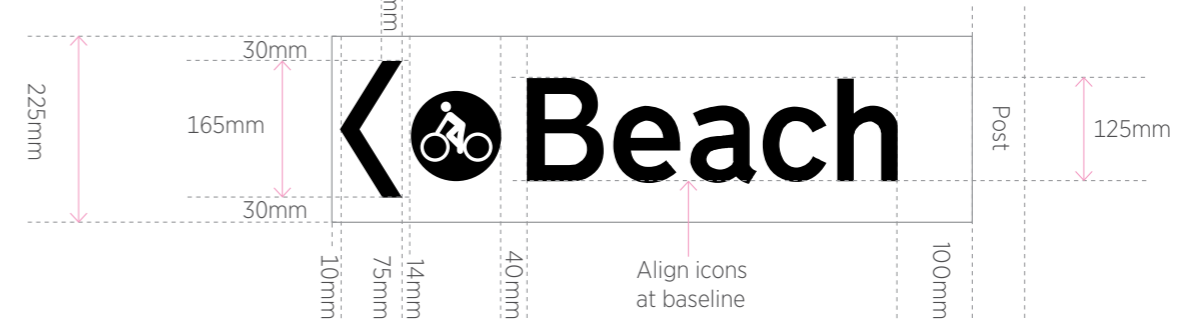
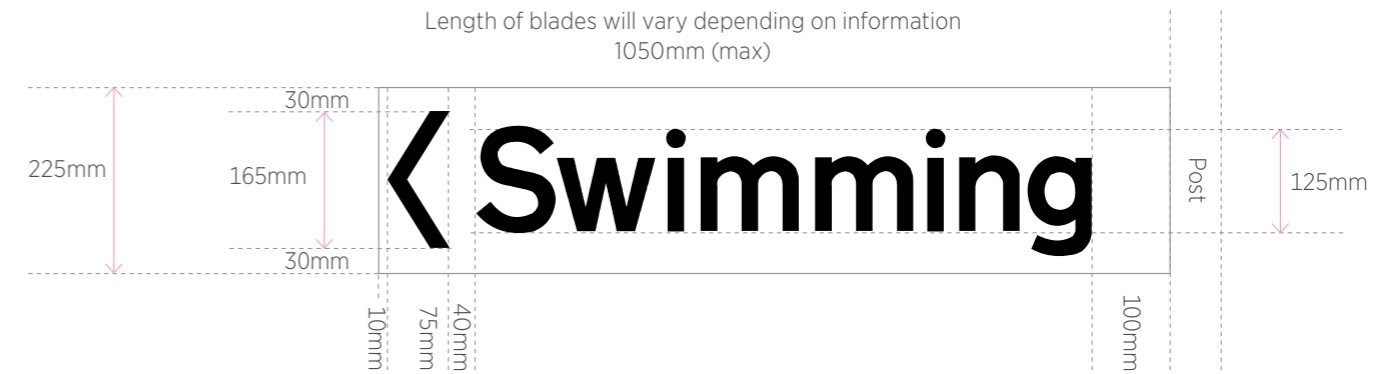
Icons are bigger when on a blade on their own without words, as below.



Cd021



Cd020





- Arrow:**
 - A** 94mm diameter
- Destination:**
 - B** 300pt Gotham Narrow medium
- Distance numbers: (e.g. 0.2)**
 - C** 225pt Gotham Narrow medium
- Cycling icon:**
 - D** 58.5mm height

Cycle blade (large - street)

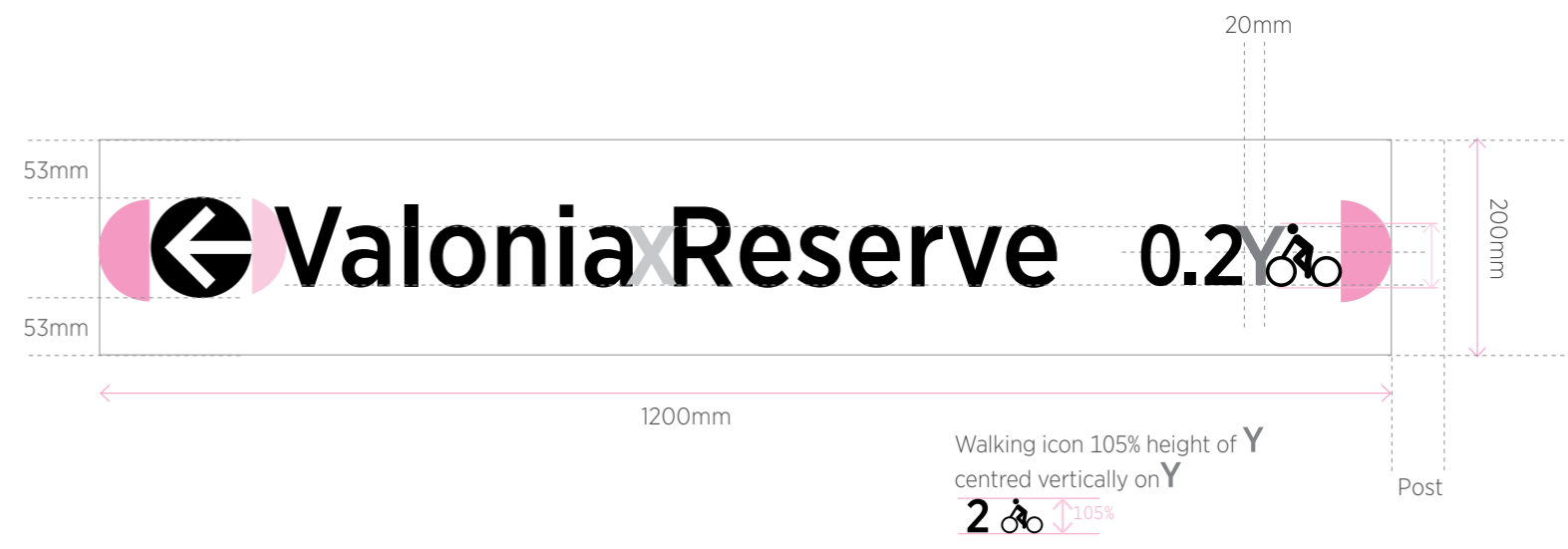
Cd030



Queen St >



For information on abbreviations on pedestrian blades go to [Abbreviating cycle sign content](#) document for further information.





Direction speed

Cd040

Cycle icon:

A 50mm height

Heading:

B 156pt Gotham Narrow medium

Arrow icons:

C 50mm diameter

Destinations:

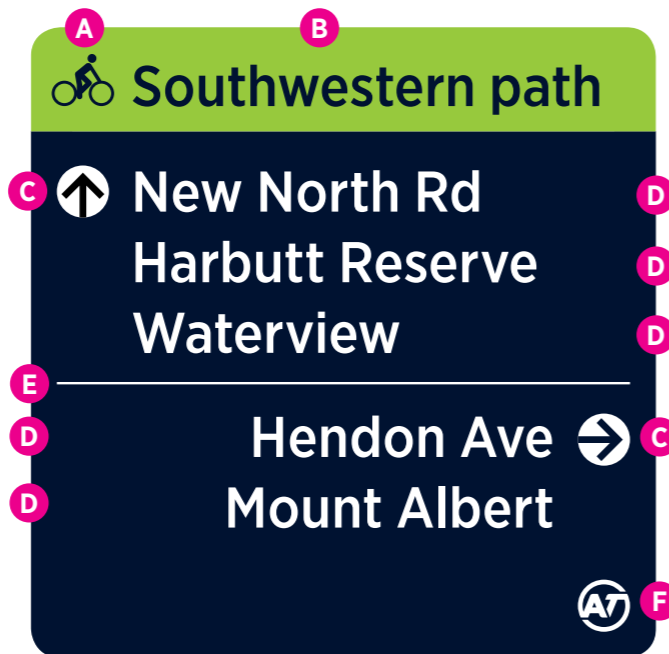
D 156pt Gotham Narrow medium
192pt leading

Dividing line:

E 6.5pt Stroke Weight

AT logo:

F At Roundel 50mm diameter



Decision direction

Cd050

Cycle icon:

A 50mm height

Heading:

B 156pt Gotham Narrow medium

Arrow icons:

C 50mm diameter

Destinations:

D 156pt Gotham Narrow medium
192pt leading

Distance: (number/km)

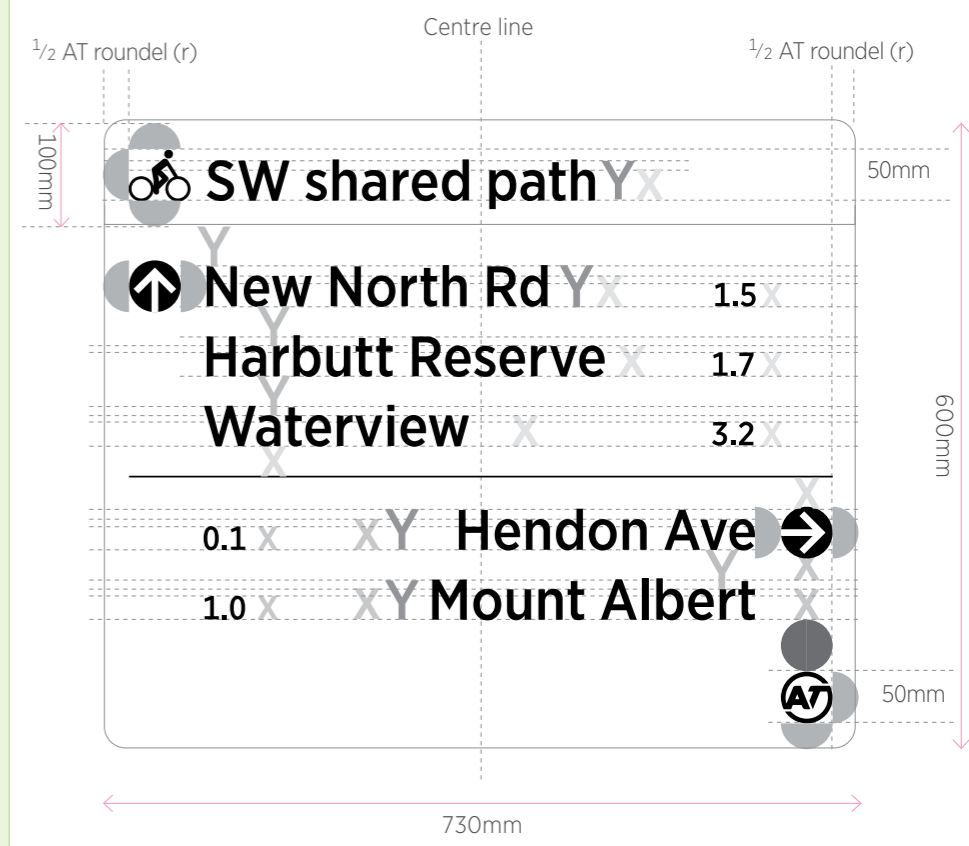
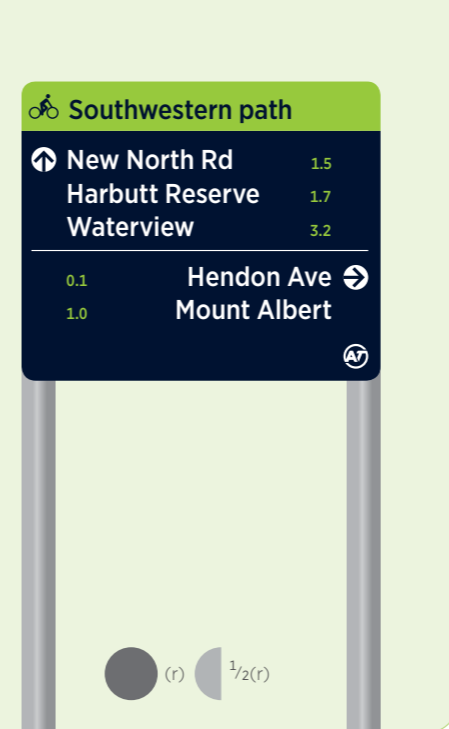
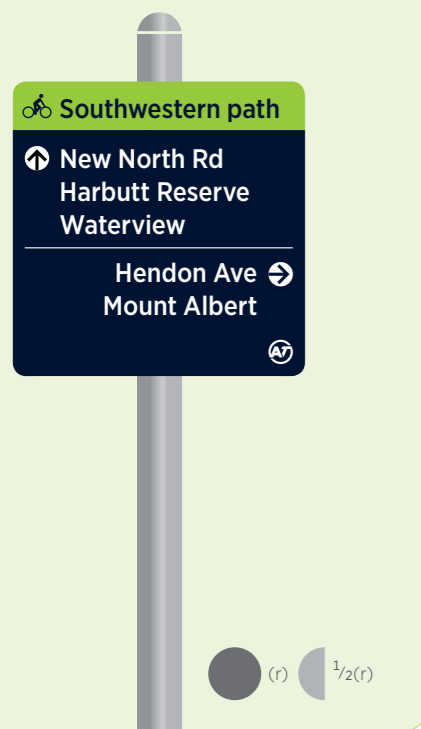
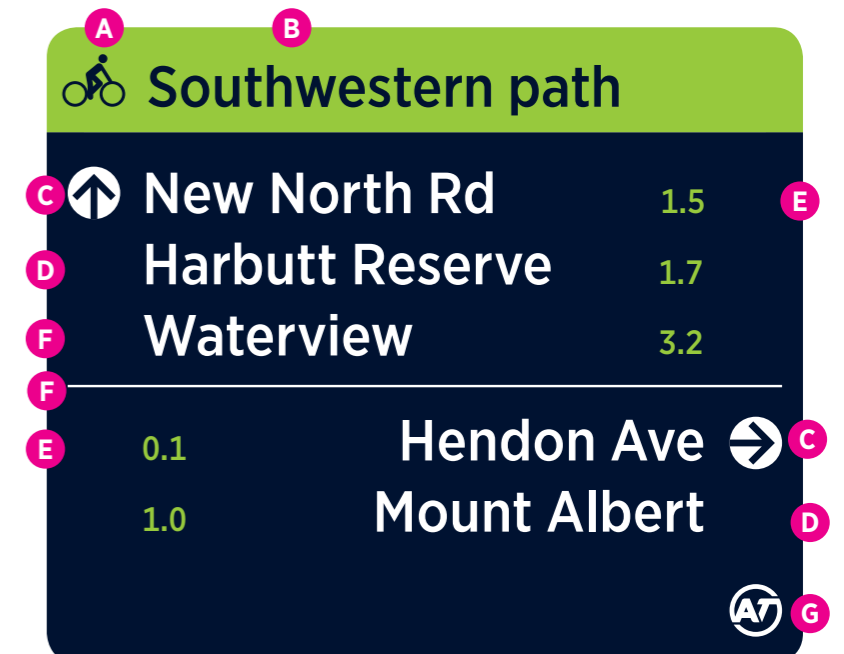
E 91pt Gotham Narrow medium

Dividing line:

F 6.5pt Stroke Weight

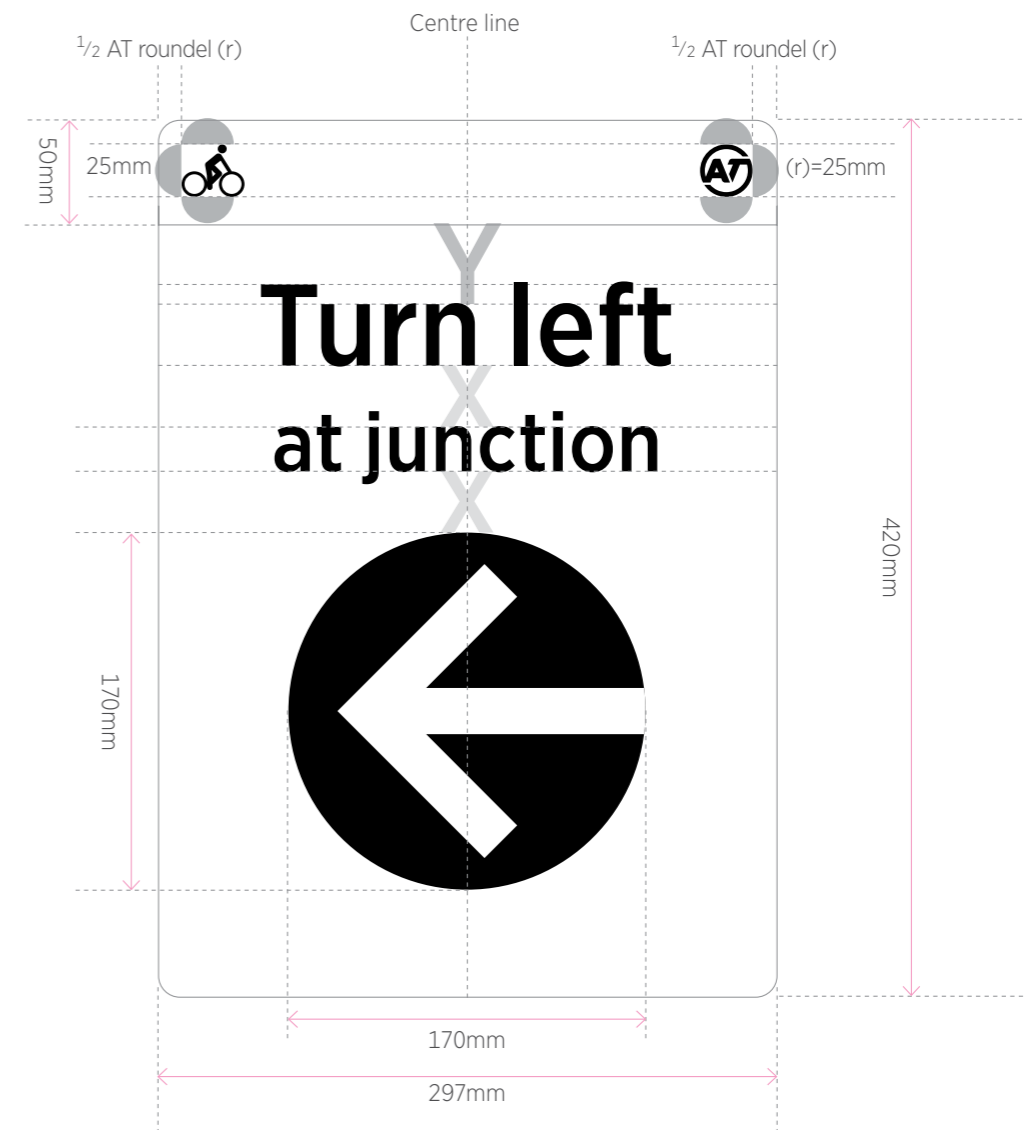
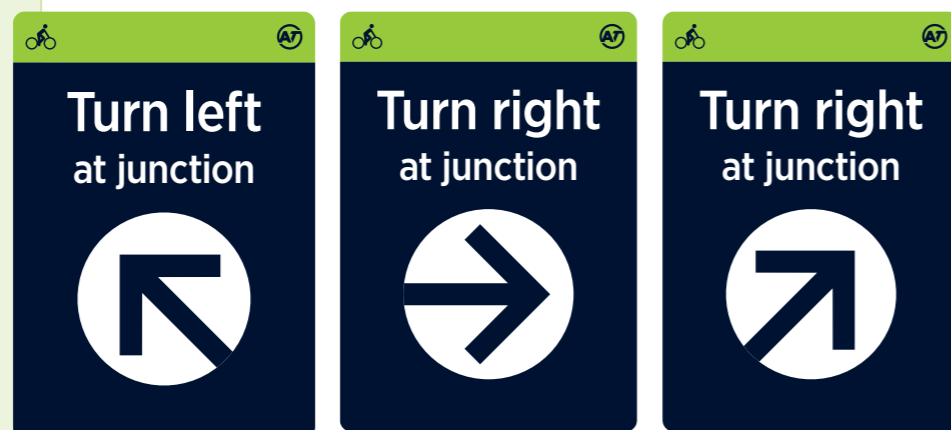
AT logo:

G At Roundel 50mm diameter



Direction change

Cd070

Cycle icon:**A** 25mm high**AT logo:****B** At Roundel 25mm diameter**Heading:****C** 156pt Gotham Narrow medium**Sub Heading:****D** 113pt Gotham Narrow medium**Arrow:****E** 170mm diameter

Direction map

Cd060

Cycle icon:

A 50mm height

Heading:

B 156pt Gotham Narrow medium

Wording:

C 118 pt Gotham Narrow medium

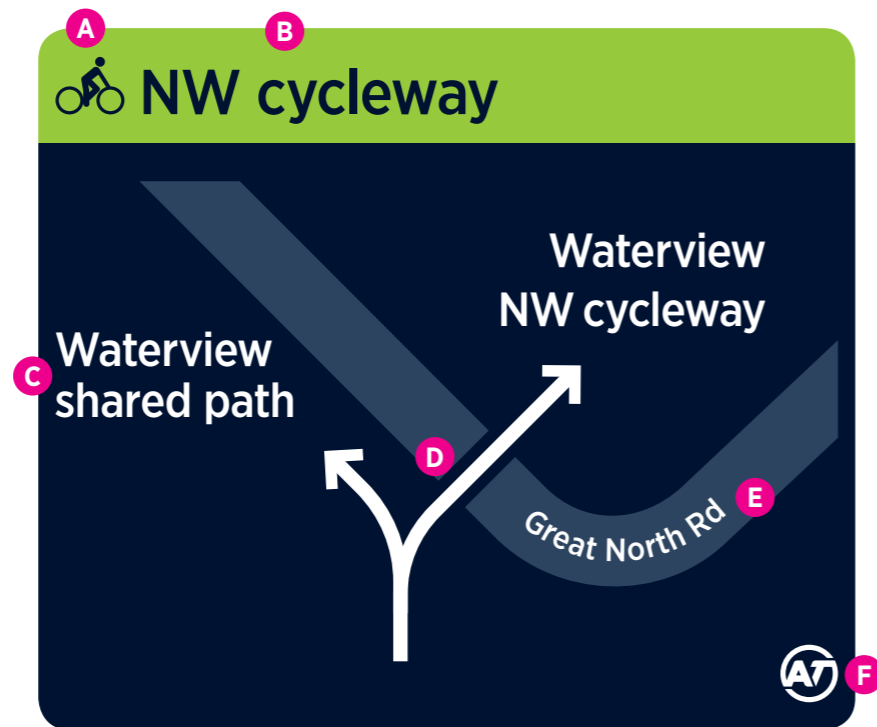
Illustration:

D 680mm maximum width

Road names:

E Text: 80pt Gotham Narrow medium

AT logo:

F 50mm diameter


Direction crossing

Cd080

Cycle icon:

A 50mm height

AT logo:

B AT roundel 50mm diameter

Heading:

C 340pt Gotham Narrow medium

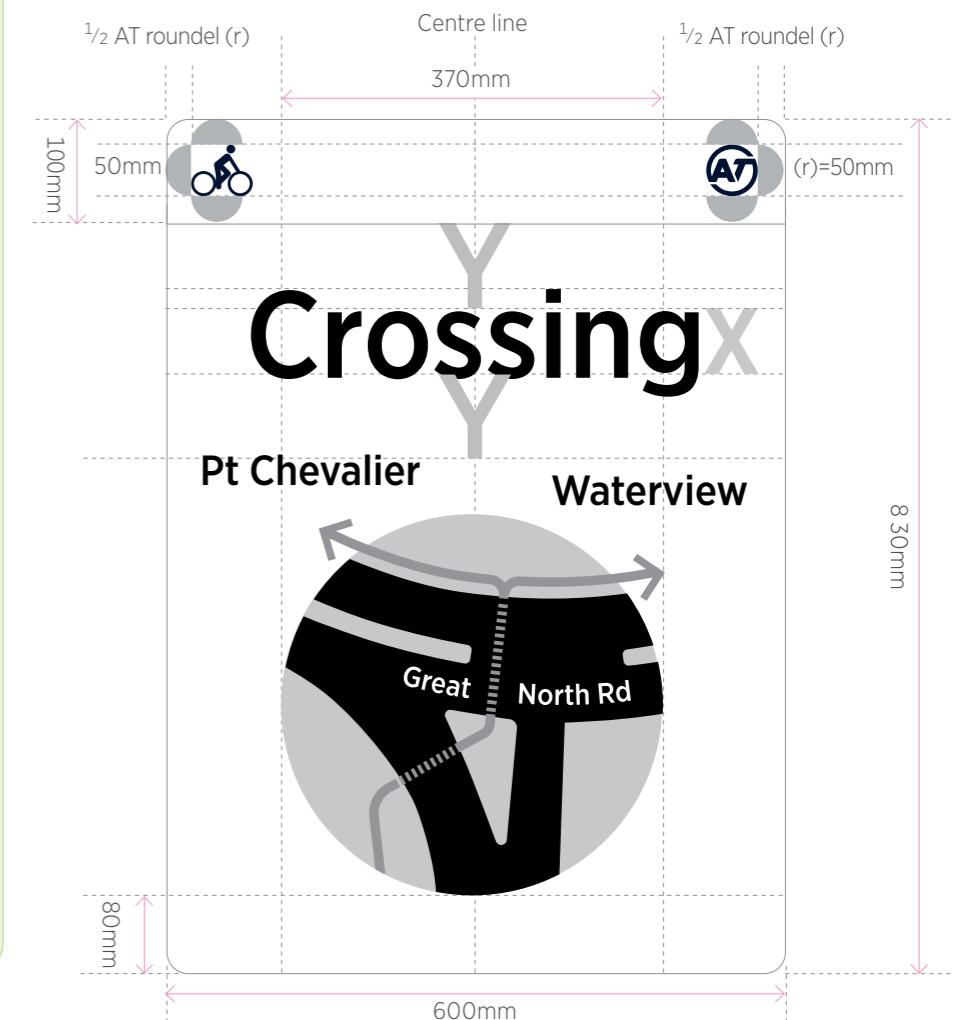
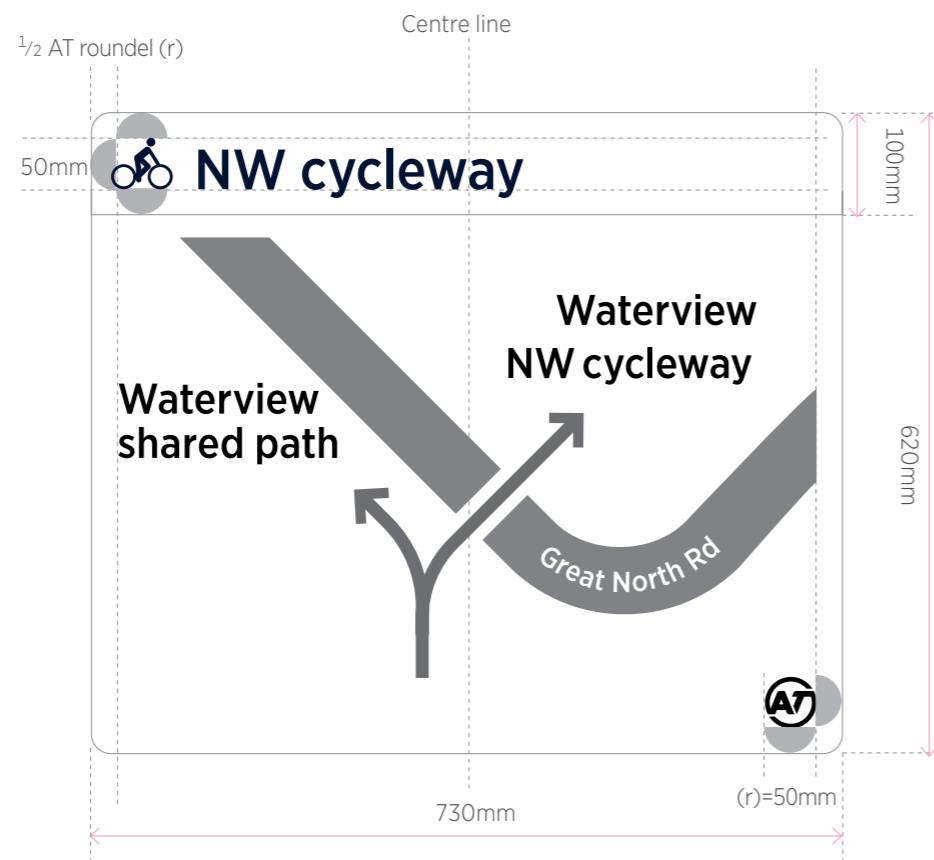
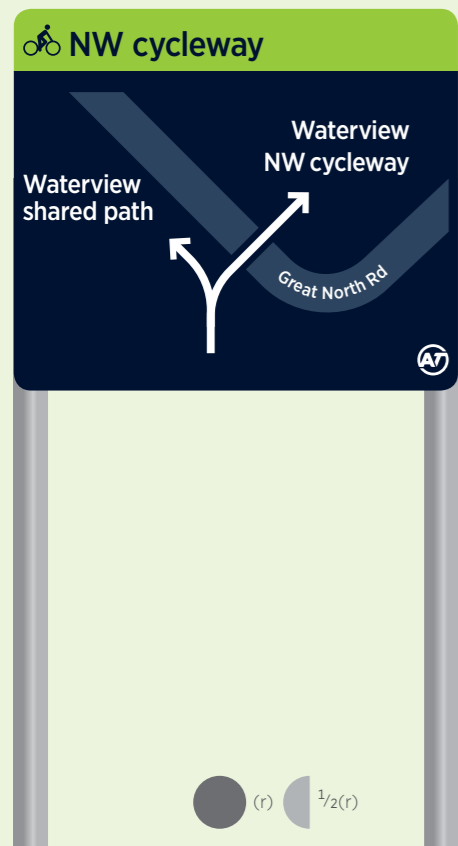
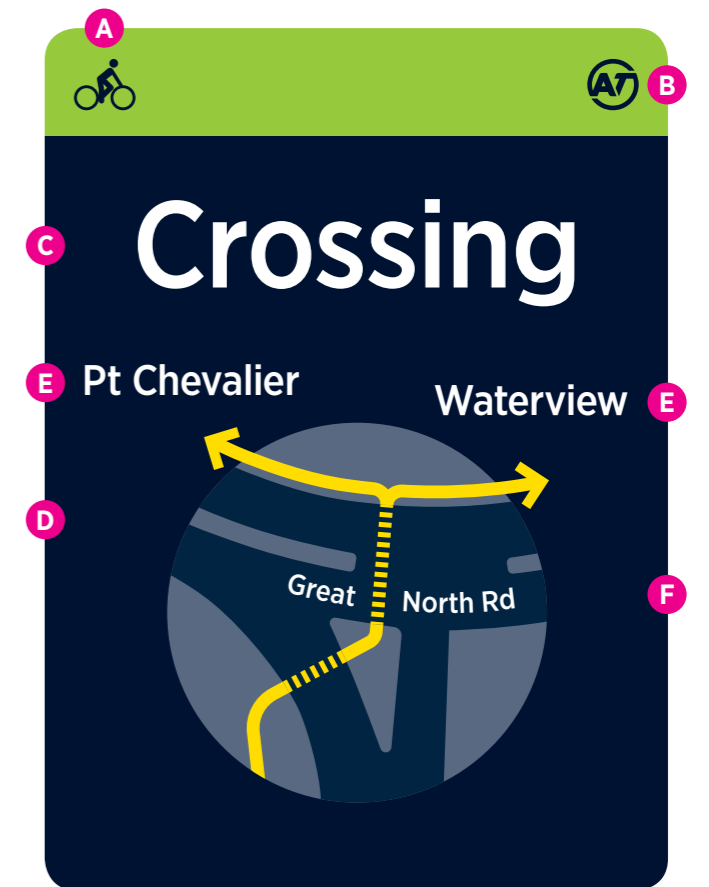
Illustration:

D 370mm width, 370mm height

Destinations:

E 118pt Gotham Narrow medium

Road names:

F 80pt Gotham Narrow medium


Discover cycleway (temporary)

Cd090

Cycleway name:

A 120pt Gotham Narrow medium

Arrow:

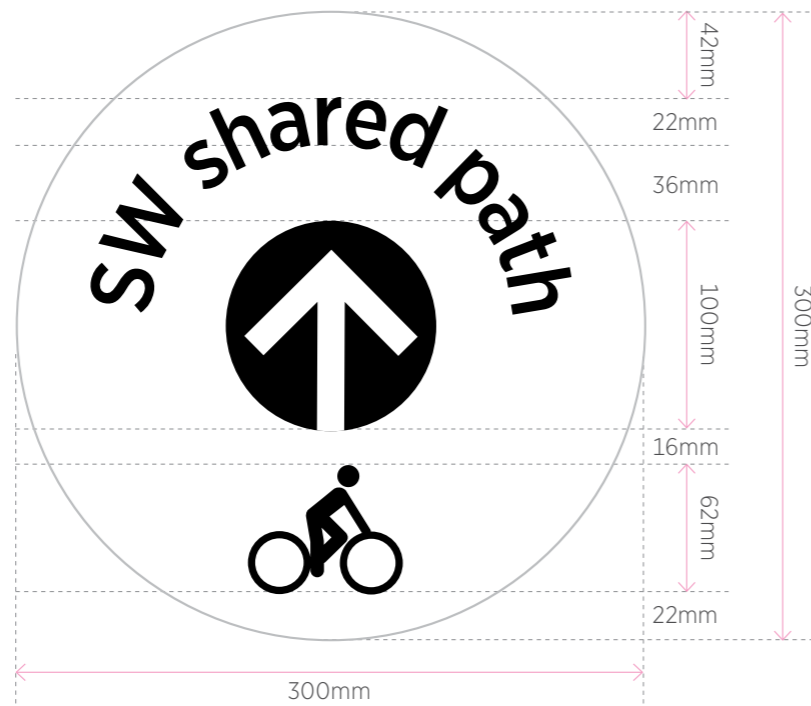
B 100mm diameter

Cycle Icon:

C 62mm high



These ground surface signs are usually printed and applied to the cycleway or road. As these signs do not last long they should be used only as temporary signs and a plan must be made to remove them within four months of their installation.



Direction entry

Cd0110

Cycle icon:

A 50mm height

Location name:

B 156pt Gotham Narrow medium

Arrow Icon:

C 50mm diameter

Destination:

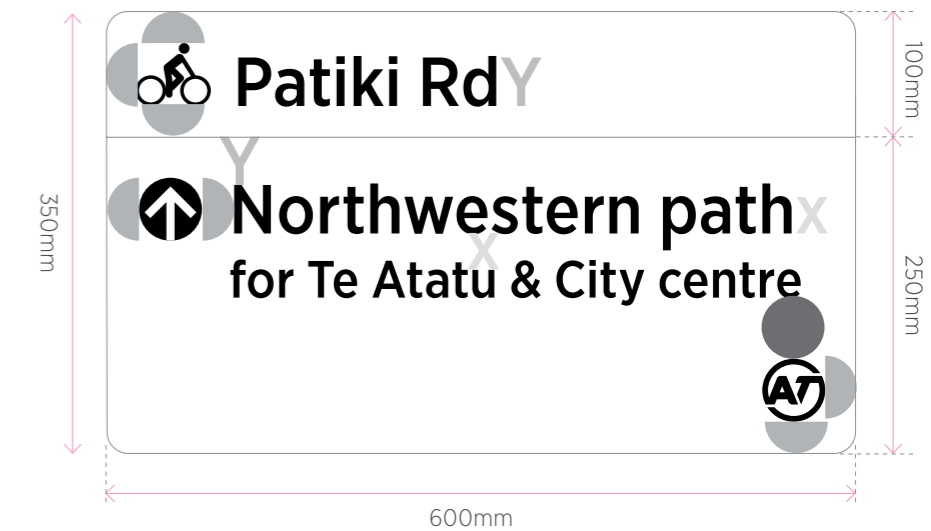
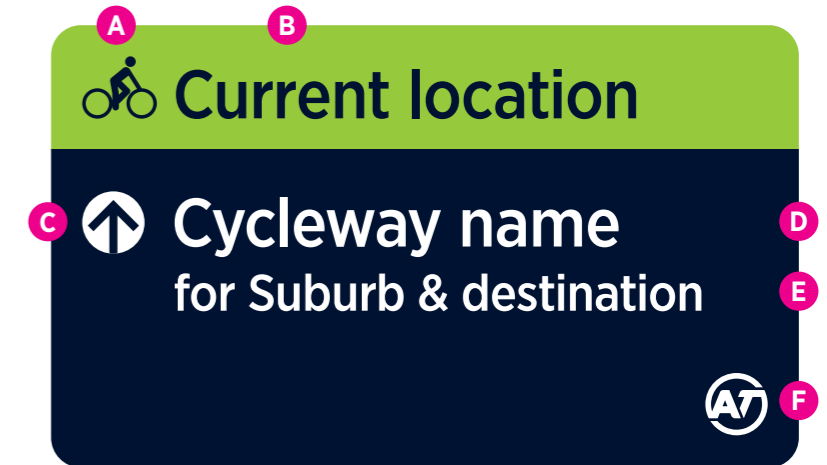
D 156pt Gotham Narrow medium

Destination subtext:

E 118pt Gotham Narrow medium

AT Logo:

F At Roundel 50mm diameter



Crumb signs are used at points of ambiguity—places where the rider might not be sure they are still on the route, or where it may not be obvious how to get to the next section of the route.

Distance signs are used on Major routes to confirm the decision taken was correct and state the distances to the destinations. Both signs are generally viewed whilst moving, they need to be uncluttered and simple.

Confirmation distance signs complement **Direction speed** signs and should be used in combination with them. If a **Direction decision** sign has been used before the intersection it may be more efficient to use a **Confirmation crumb** after as the distance information has already been given.

Road markings such as regulatory cycle way and shared path symbols are also an effective method of confirming the route after the cyclist has made a turn.

Set-out and content rules

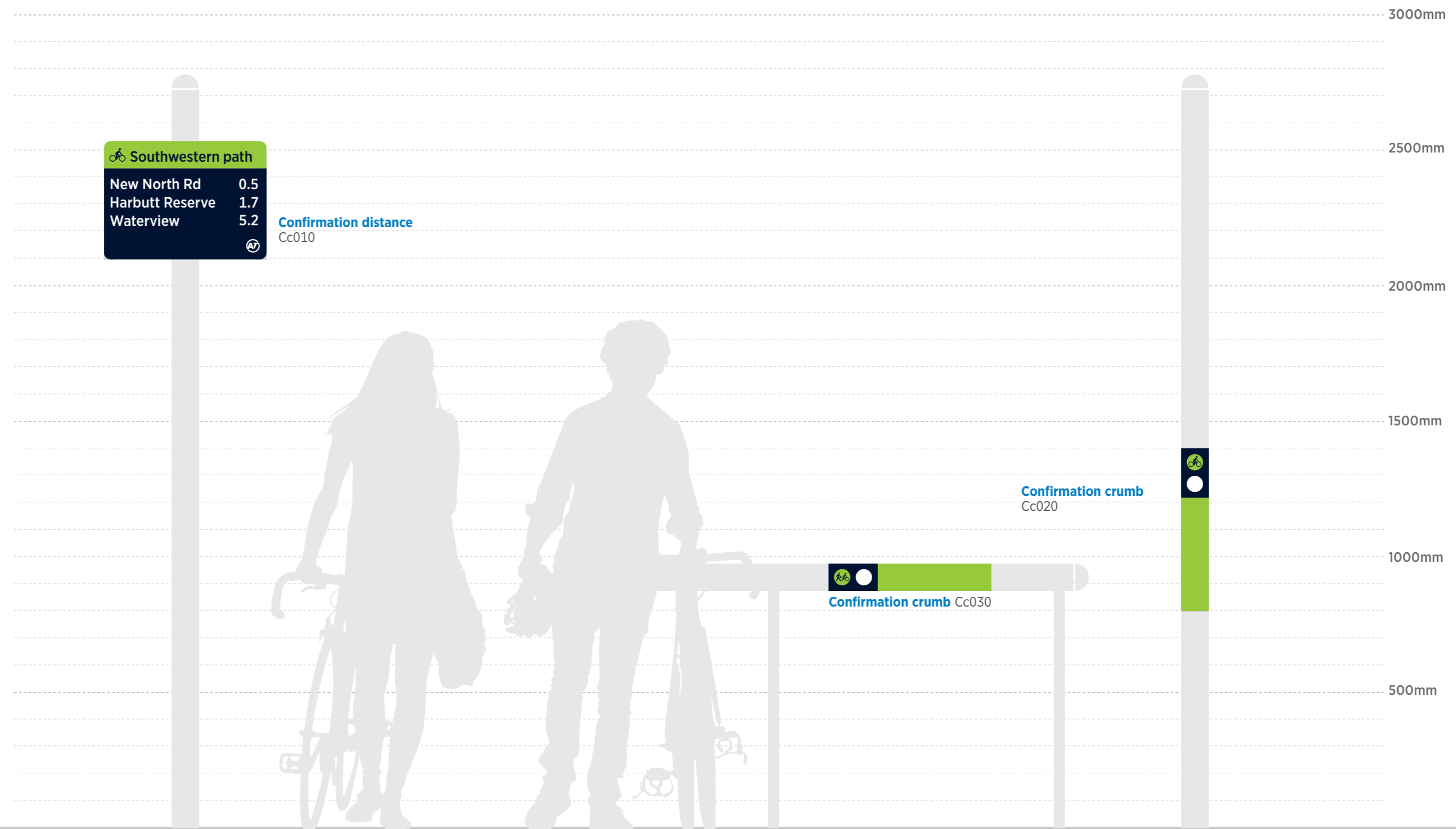
Confirmation distance signs to be placed 5-10m (on-road) or 10-30m (off-road) after a Major intersection on the Major cycleway.

Confirmation crumb signs to be provided at intervals of approximately 400 to 800m on (or every 2-3 blocks), ambiguous routes or infrastructure, unless a directional sign is located in close proximity.

To be used as navigational aides (to confirm the route) at complex intersections, as long as safety is not compromised. To be used to confirm the cycleway route after a turn has been made.

Utilise existing sign posts where possible. Additional posts for **Confirmation crumb** signs should be discouraged.

Confirmation signs



Confirm distance

Cc010

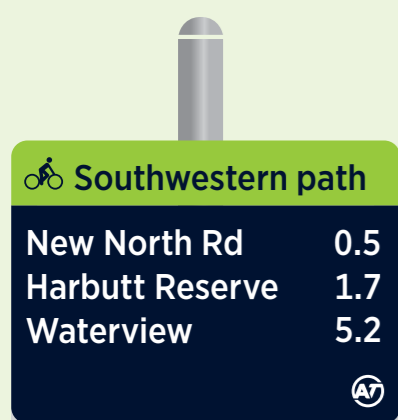
Cycle icon:
A 50mm height

Heading:
B 156pt Gotham Narrow medium

Destination:
C 156pt Gotham Narrow medium
192pt leading

Destination (suburb):
D 156pt Gotham Narrow medium
192pt leading

Distance: (number/km)
E 156pt Gotham Narrow medium
192pt leading

AT logo:
F At Roundel 50mm diameter

Size guide:

3 destinations: 600mm x 435mm

4 destinations: 600mm x 505mm



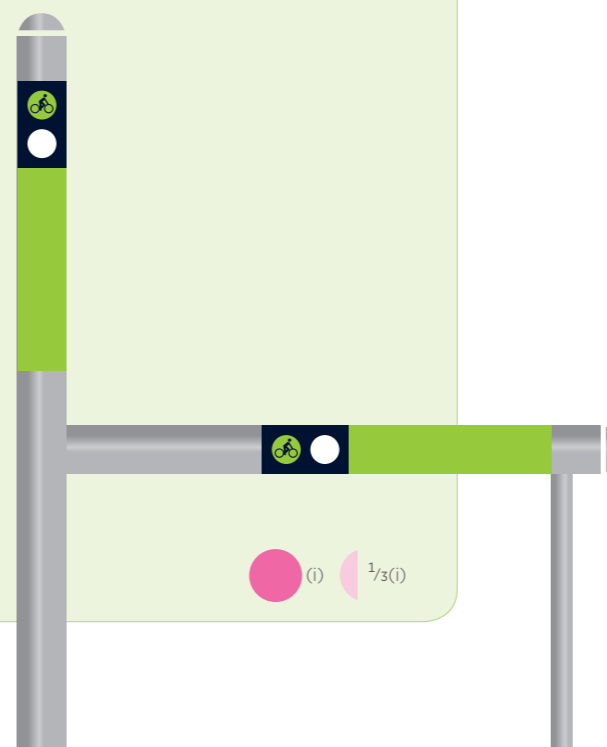
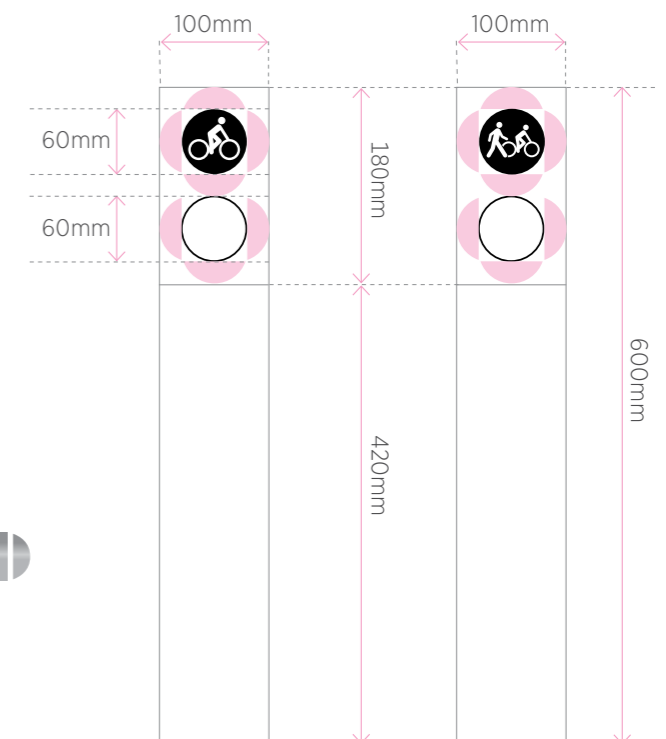
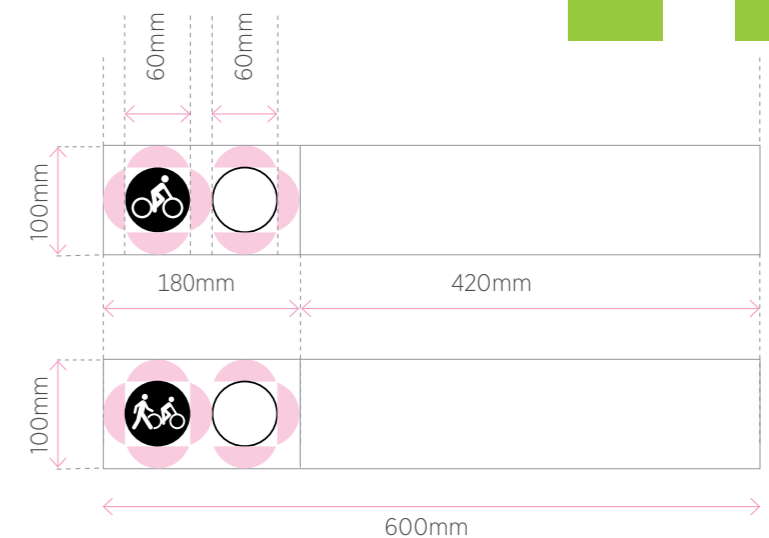
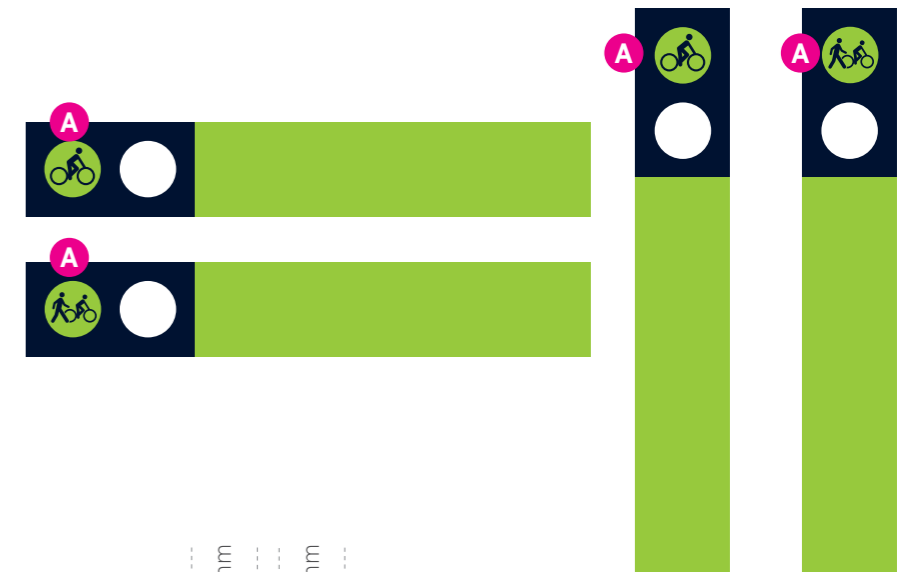
Confirm crumb (landscape)

Cc020

Cycle/Shared path icon:
A 60mm diameter

Confirm crumb (portrait)

Cc030

Cycle/Shared path icon:
A 60mm diameter




Behavioural signs are used to warn cyclists of potential hazards along the route. These signs are particularly useful where the predictability of the route is compromised. For example, in situations where there is an increase in pedestrian activity, or a sudden sharp turn.

Set-out and content rules

Where possible, pavement/road markings and traffic calming devices such as rumble strips should be used instead of signage to prevent unnecessary clutter and distraction.

On off-road cycleways and shared paths surface markings should take precedence over signs. In these areas use surface markings unless there is evidence that supports installing a sign.

Behavioural signs should be applied sparingly, and only in situations where additional safety information is considered absolutely necessary.

Regulatory road signage should take precedence and be applied in place of behavioural signs, particularly when signing on-road routes.

Behavioural signs



RING BELL

SLOW

Ring bell

Cb020

Cycle icon:

A 25mm height

AT logo:

B AT roundel 25mm diameter

Heading:

C 240pt Gotham Narrow medium

Sub heading:

D 140pt Gotham Narrow medium

Illustration:

E 136mm width, 179mm deep

Used before blind corners and other places in a route where there is the potential for collisions.

To be used sparingly.



Slow

Cb030

Cycle icon:

A 50mm height

AT logo:

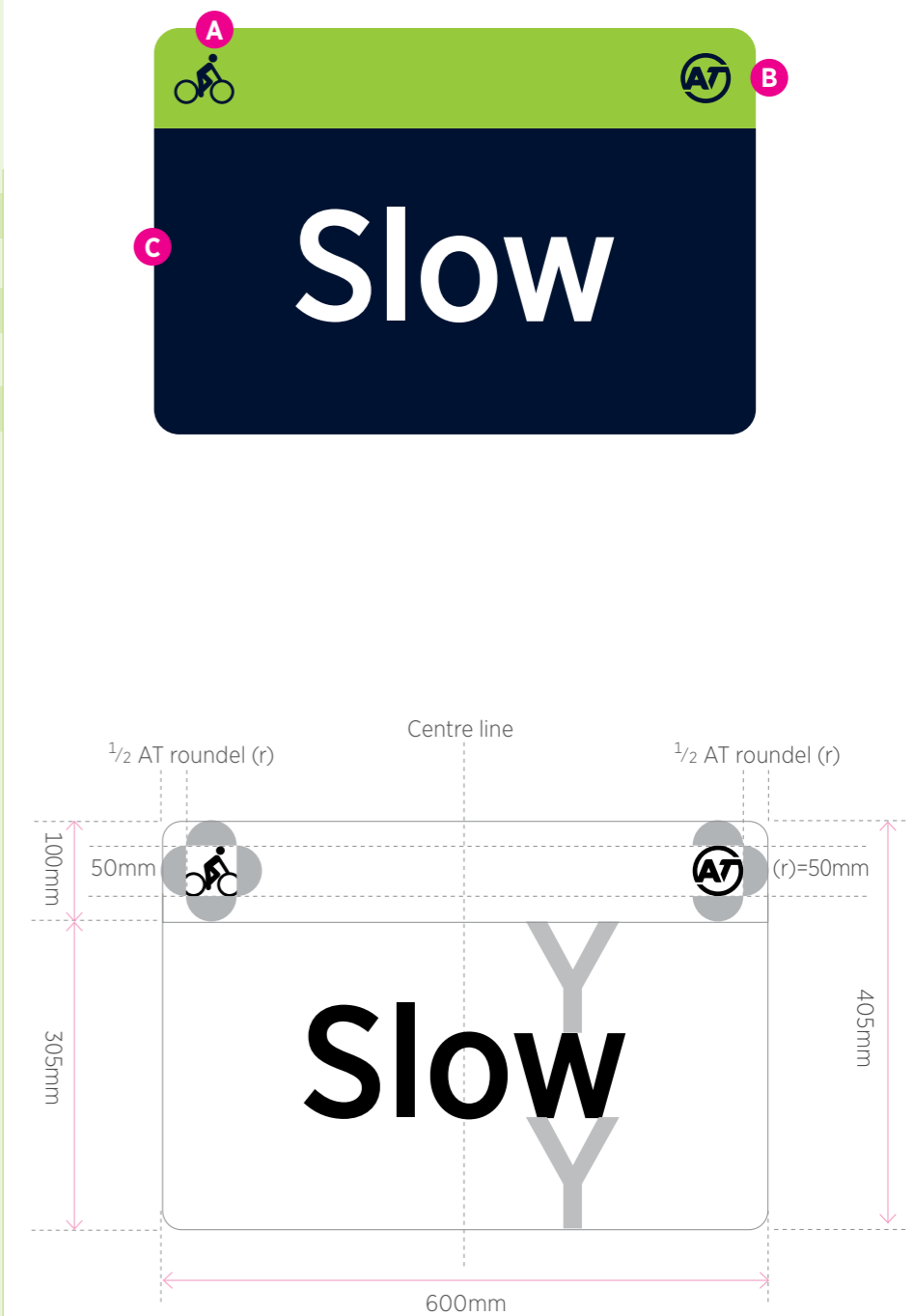
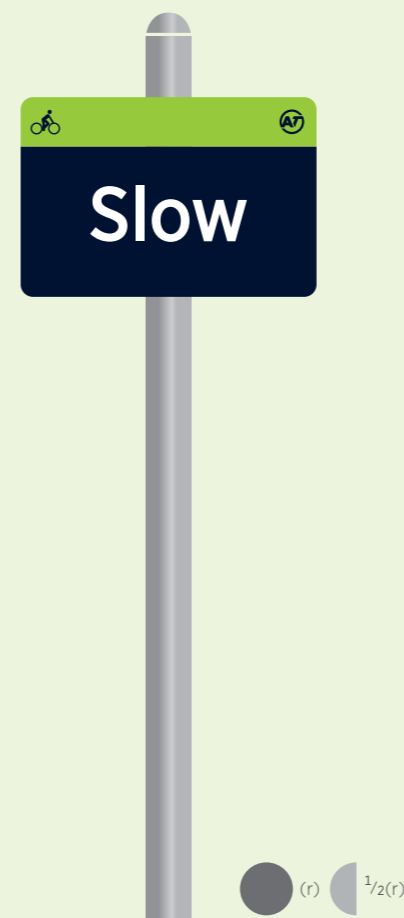
B At Roundel 50mm diameter

Heading:

C 445pt Gotham Narrow medium

Used before blind corners, steep downhill sections and other places in a route where there is the potential for collisions.

To be used sparingly.



Corner

Cb040

Cycle icon:

A 50mm height

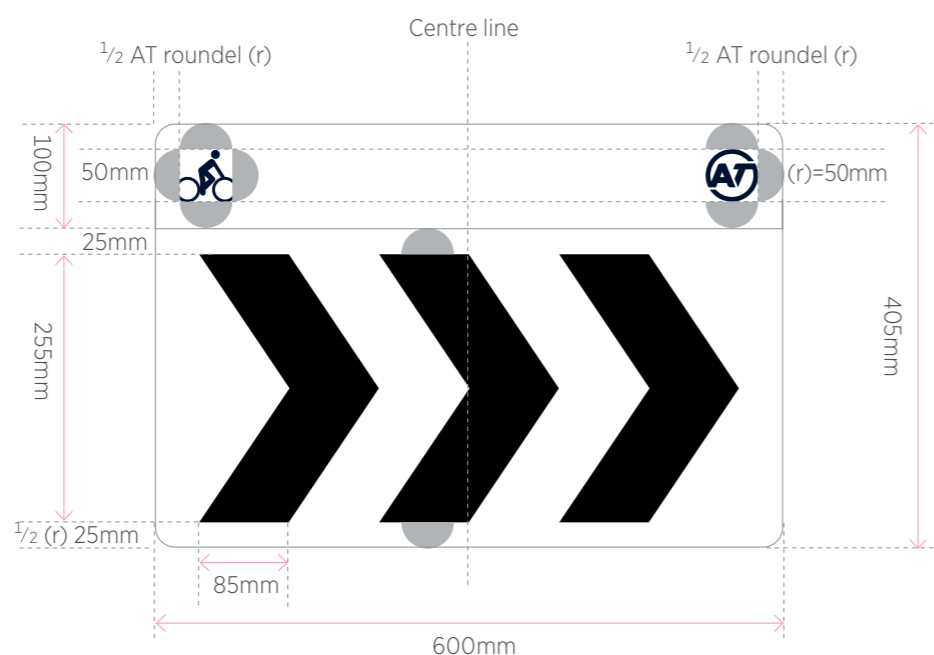
AT logo:

B At Roundel 50mm diameter

Chevron:

C 515mm width, 255mm height

May be placed at the actual location of the bend or curve to further mark the location of the curve and to assist in negotiating it.



Pedestrian priority

Cb050

Cycle icon:

A 25mm height

AT logo:

B AT roundel 50mm diameter

Heading:

D 240pt Gotham Narrow medium

Sub heading:

D 140pt Gotham Narrow medium

Illustration:

E 307mm width, 130mm height

Use ahead of areas where cyclist and pedestrian collisions could occur.

To be used sparingly.





Bike parking inside station

Cb060

Cycle park icon:

A 218mm height

AT logo:

B 137mm width

Heading:

C 400pt Gotham Narrow medium

Sub text:

D 225pt Gotham Narrow medium

Lock your bike

Cb080

Heading:

A 210pt Gotham Narrow medium

Main sub heading:

B 65pt Gotham Narrow medium

Minor sub heading:

C 42pt Gotham Narrow medium

Sub heading body text:

D 30pt Gotham Narrow medium

Numbers:

E 60pt Gotham Narrow medium

Body text:

F 28/32pt Gotham Narrow medium

AT logo:

G 2867mm width

Byline:

H 28/32pt Gotham Narrow medium



This sign is used in conjunction with the Bike Park ID sign, AT's Design Studio will provide these designs.



PT Icon:

A 120mm width

AT Metro logo:

B 120mm width

Station name:

C 324pt Gotham Narrow medium

Green flash:

D 60mm depth

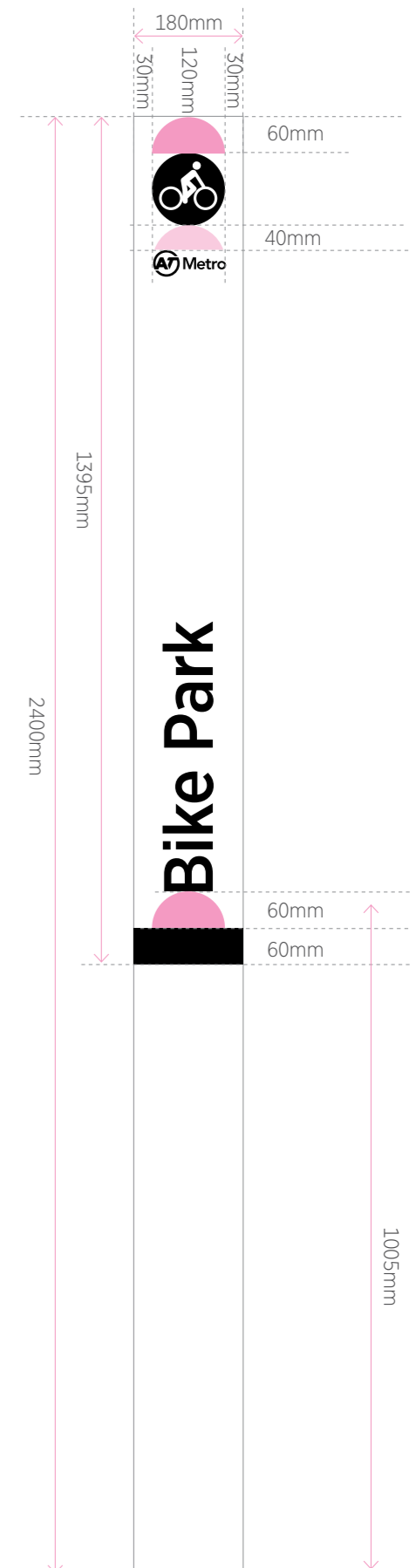
2.4 metre Bike Park beacons can be used at interchanges, train stations and bus stations.

All standard Bike park beacons use 324pt, which gives a viewing distance of 25m.

These must be used in conjunction with the Bike Park location ID.

Bike Park Beacon (2.4m) ID

Cid010





Cycle park icon:

A 50mm height

AT logo:

B AT roundel 50mm diameter

Heading:

C 500pt Gotham Narrow medium

CCTV and no motorbikes icons:

D 94mm diameter

Sub text:

E 75pt Gotham Narrow medium

Byline:

F 40pt Gotham Narrow medium

Bike Park location ID

Cid020

This must appear in a Bike Park but can also be used in conjunction with the shelter ID and the beacon.

All location ID signs should use viewing distance size M 500pt, which gives a viewing distance of 30m.



AT Metro logo:

A 180mm width

PT icon:

B 124mm height

Station name:

C 400pt Gotham Narrow medium

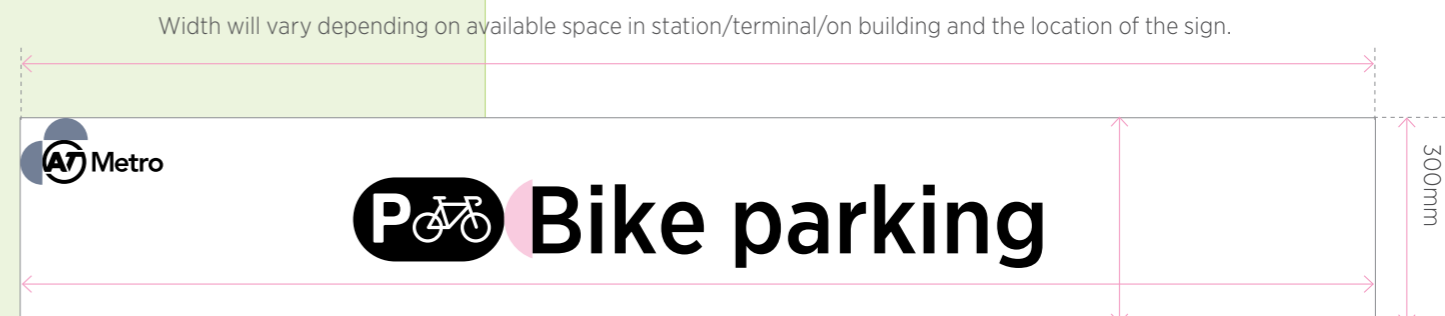
Bike parking shelter ID

Cid030

Shelter IDs help arriving passengers identify where the Bike Park is located. The IDs are used at the top or on the side of Bike shelters or sometimes on buildings or fences above where the bike park is located. If required the signs can be repeated to span the entire width of the allocated space to enable customers to see the bike park clearly from a distance.

All standard shelter ID signs should use viewing distance size M 400pt, which gives a viewing distance of 30m.

These must be used in conjunction with the Bike Park location ID.



Icon and wording centred horizontally and vertically within space.



Parks sign suite

In the suburban context the off-road shared path is a key route typology. Often these shared paths are through Auckland Council Parks and they will need to integrate with Auckland Council's existing pedestrian signs.

The regional signage system contains versions of the cycleways signs to be used in Auckland Council parks.

When signing these areas it is important to consult Auckland Council and the Local Board concerned. Often parks contain pedestrian wayfinding and it's important avoid sign clutter and duplication.

Directional signs

Cycle roundel Cd011

← New North Rd	0.7
← Harbutt Reserve	0.9
← Avondale Town Centre	1.5
← Waterview	3.1

Small cycle blade Cd010-P

Route marker Cd100-P

Southwestern shared path

Towards City Centre

- 7.3 Grafton Rd
- 6.1 Universities & Tenney Arena
- 4.8 Upper Queen St
- 4.0 Newton Rd
- 3.7 Haslett St
- 2.8 Nixon Park
- 1.1 St Lukes Rd

Large cycle blade Cd030-P

0.8 Valonia Reserve →

Direction speed Cd040-P

Southwestern path

- ↗ New North Rd
- ↘ Harbutt Reserve
- ↘ Waterview
- ↘ Hendon Ave
- ↘ Mount Albert

Direction decision Cd050-P

Southwestern path

- ↗ New North Rd 1.5
- ↘ Harbutt Reserve 1.7
- ↘ Waterview 3.2
- ↘ Hendon Ave 0.1
- ↘ Mount Albert 1.0

Northwestern path

Waterview shared path

Waterview NW cycleway

Great North Rd

Direction map Cd060-P

Direction change Cd070-P

Turn left at junction

Confirmation signs

Crossing

Pt Chevalier

Waterview

Great North Rd

Direction crossing Cd080-P

Confirmation distance Cc010-P

Southwestern path

- New North Rd 0.5
- Harbutt Reserve 1.7
- Waterview 5.2

Confirmation crumb Cc030

Confirmation crumb Cc020

Behavioural signs

Slow

Slow Cb030-P

Corner

Corner Cb040-P

Ring bell on approach

Ring bell Cb020-P

Cyclists Give way to pedestrians

Priority Cb050-P



Discover Cycleway Cd090



Route marker – parks

Cd100-P

Main header:

- A** 150pt Bliss Pro medium
- B** Roundel: 120mm diameter
- C** 4pt stroke weight

Destination Sub headings:

- D** 60pt Bliss Pro medium
92 pt leading
- E** 86pt Bliss Pro medium

Destination Text:

- F** 75pt Bliss Pro medium
- G** 48pt Bliss Pro regular
64.8pt leading

Distance and gradient:

- H** 1.9: 60pt Bliss Pro medium
km: 36pt Bliss Pro medium
- I** Cycle icons: 20mm wide

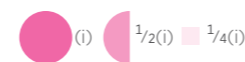
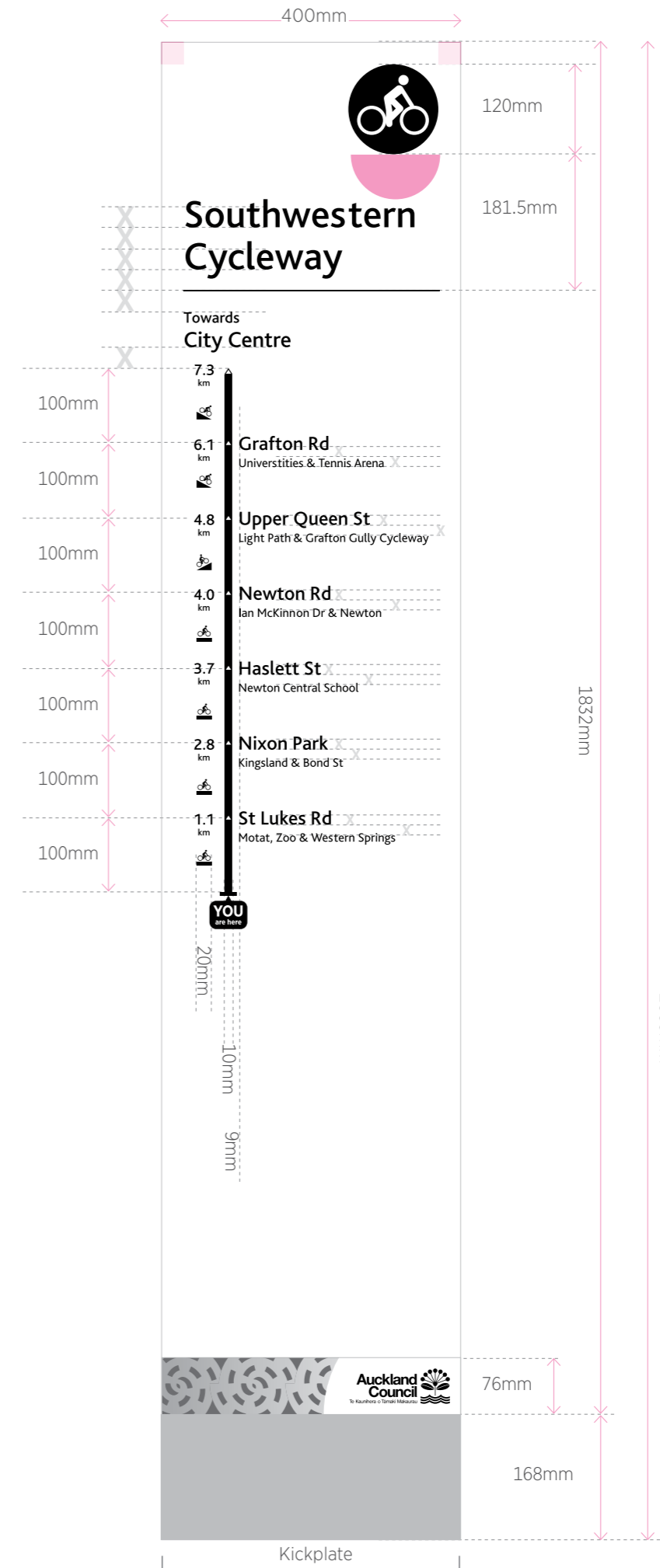
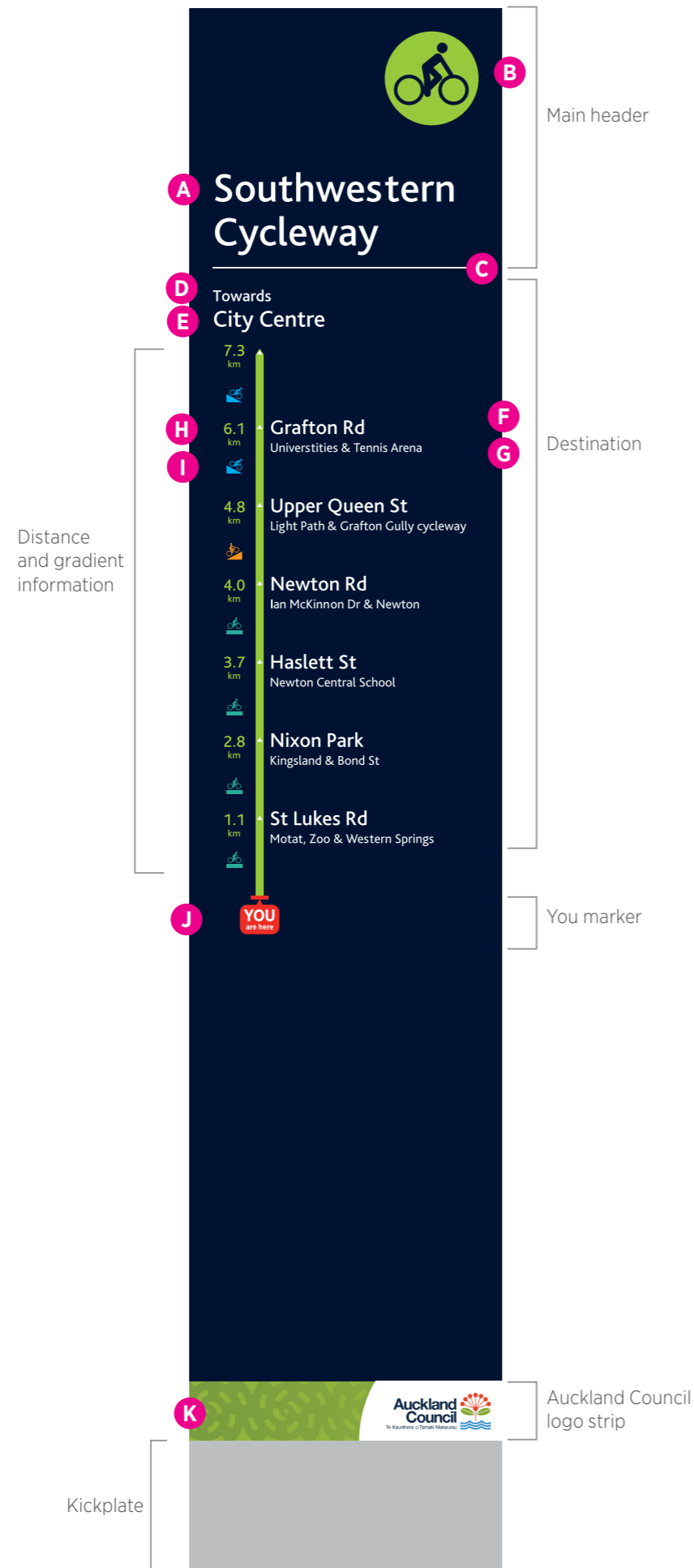
You:

- J** 50mm wide

Auckland Council logo strip:

- K** 76mm height

All Route Markers will be provided by the AT Design Studio.




Arrow:

A 50mm diameter

Destination:

B 160pt Bliss Pro medium

Distance:

C 120pt Bliss Pro medium

Cycling icon:

D 31.2mm height

Parks band:

E 10mm width

Cycle blade (small) – parks

Cd010-P



A green shared path icon in a roundel can also be used to sit on top of the pole instead of the cycling icon in some circumstances.


Cycle roundel

Cd011

Shared path roundel

Cd012

For information on abbreviations on pedestrian blades go to [Abbreviating cycle sign content](#) document for further information.

New North Rd

0.7

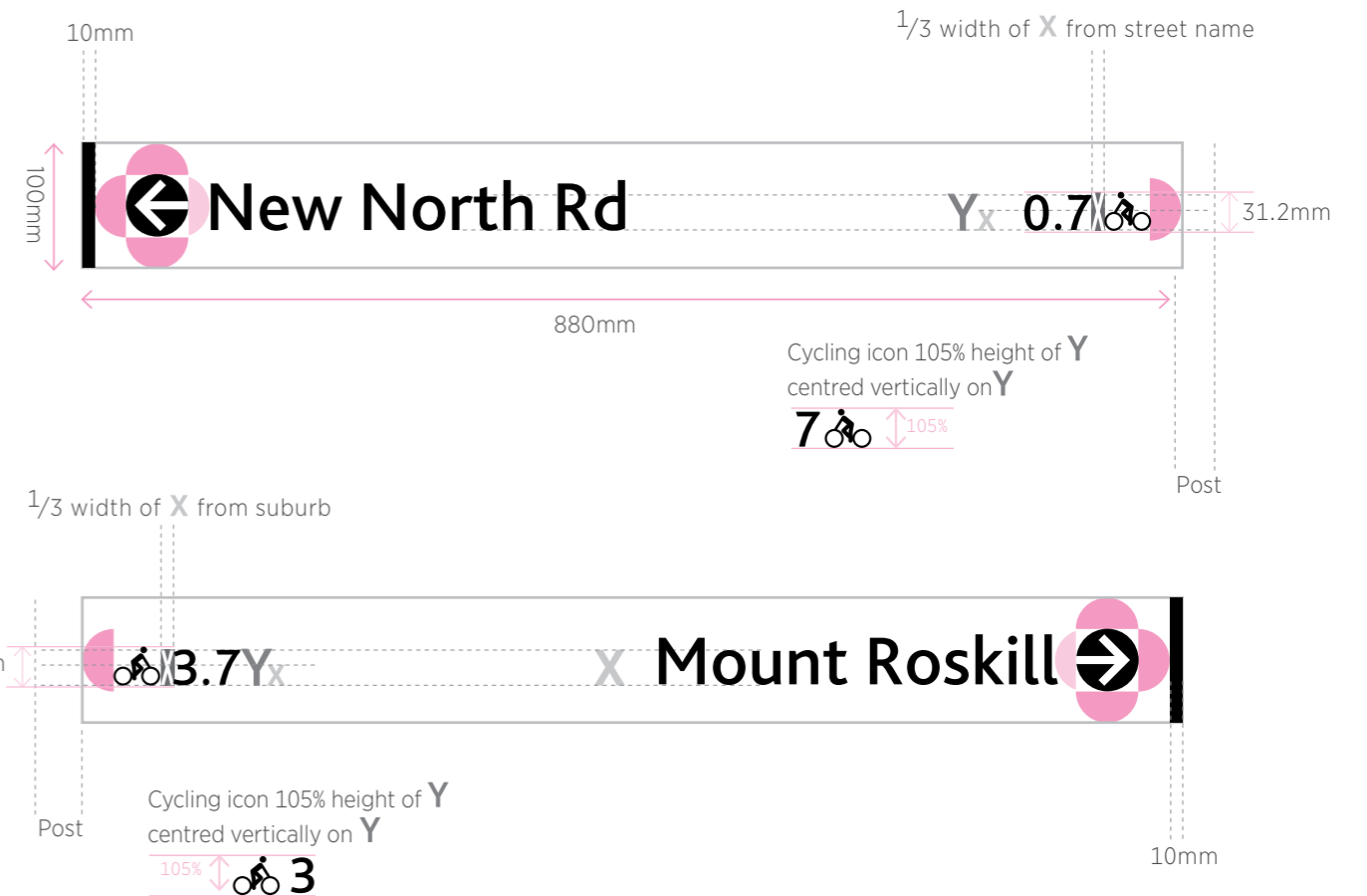
Waterview

3.1

0.8

Valonia Reserve

3.7

Mount Roskill




Direction speed – parks

Cd040-P

Cycle icon:

A 50mm height

Heading:

B 156pt Bliss Pro medium

Arrow icons:

C 50mm diameter

Destination:

D 156pt Bliss Pro medium
192pt leading

Destination (suburb):

E 156pt Bliss Pro bold

Dividing line:

F 6.5pt Stroke Weight

Auckland Council logo strip:

G 60mm height



Decision direction - parks

Cd050-P

Cycle icon:

A 50mm height

Heading:

B 156pt Bliss Pro medium

Arrow icons:

C 50mm diameter

Destination:

D 156pt Bliss Pro medium
192pt leading

Distance:

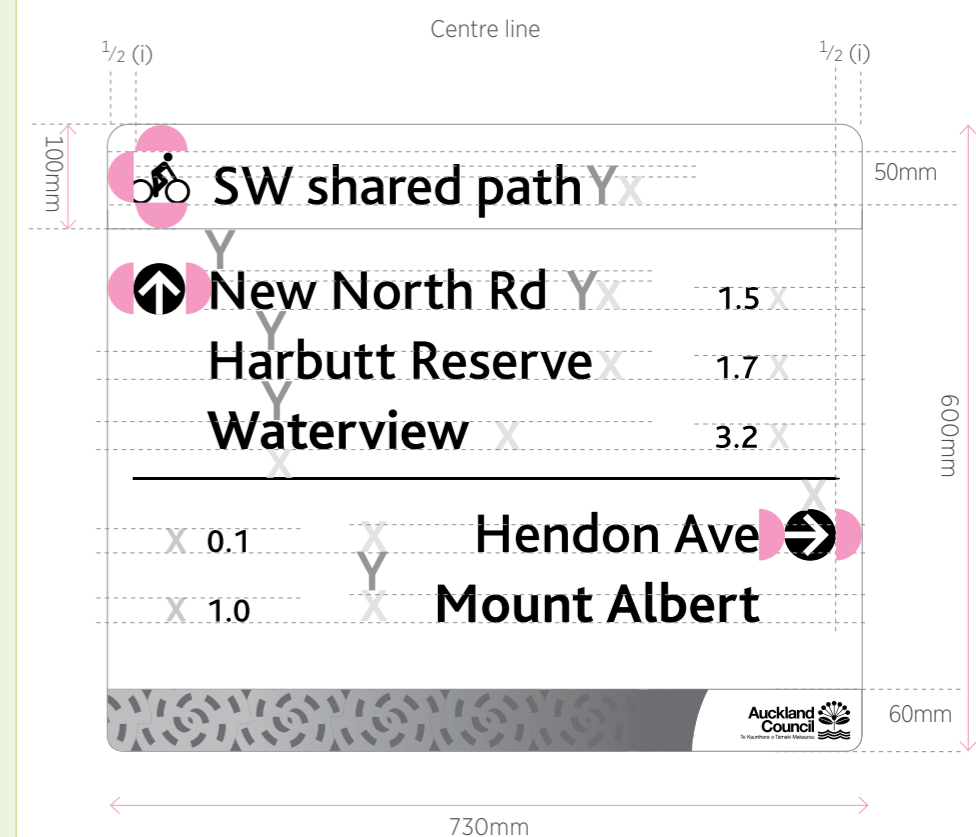
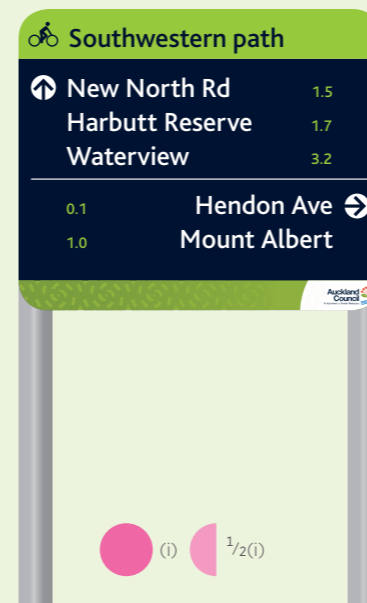
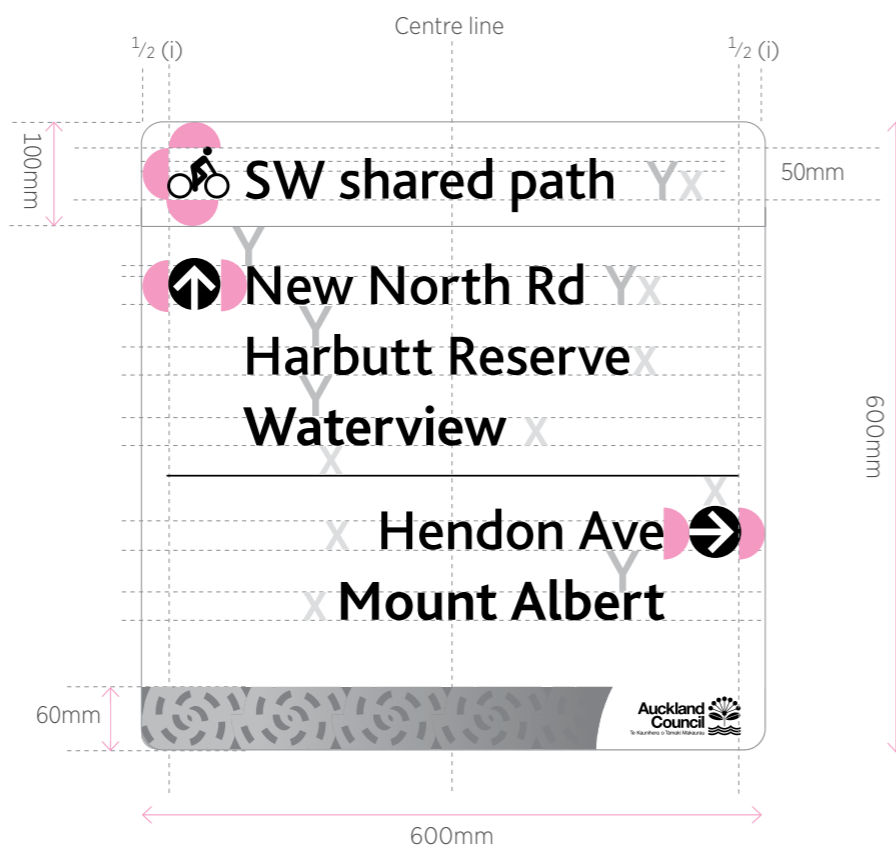
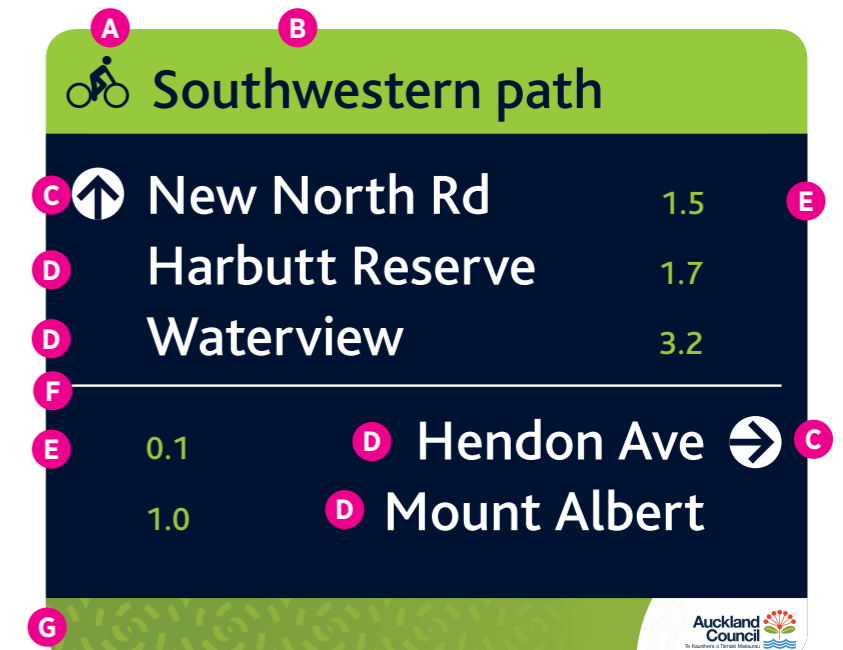
E 91pt Bliss Pro medium

Dividing line:

F 6.5pt Stroke Weight

Auckland Council logo strip:

G 60mm height



Direction map – parks

Cd060-P

Cycle icon:

A 50mm height

Heading:

B 156pt Bliss Pro medium

Destinations:

C 118 pt Bliss Pro medium

Illustration:

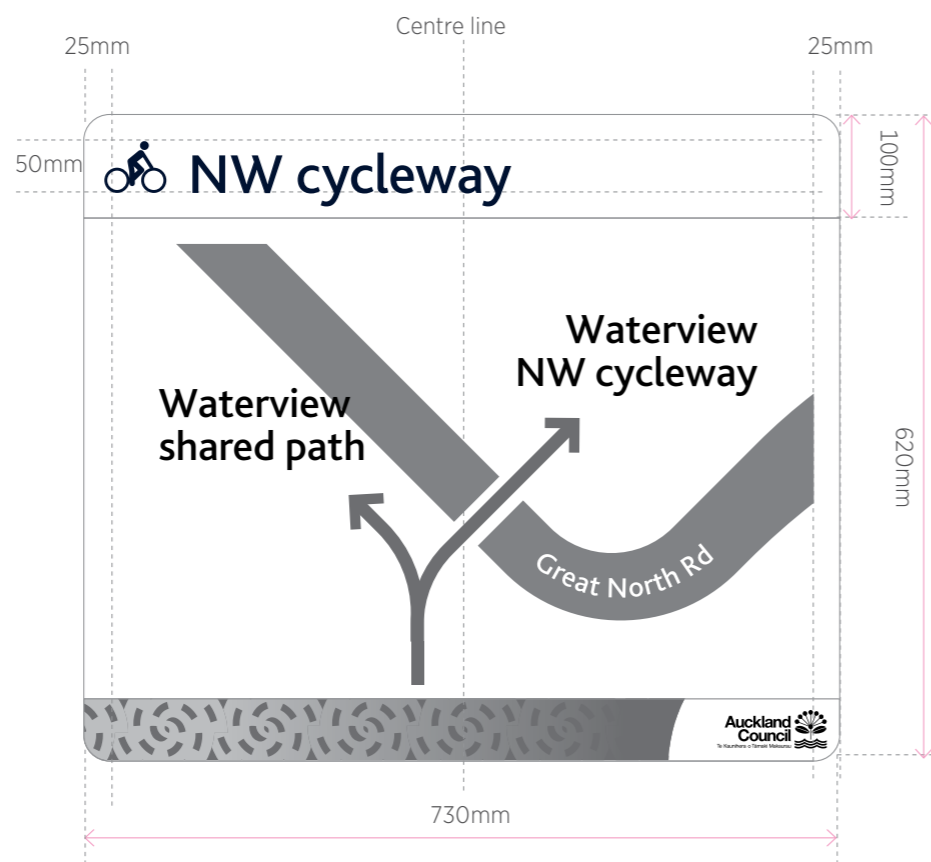
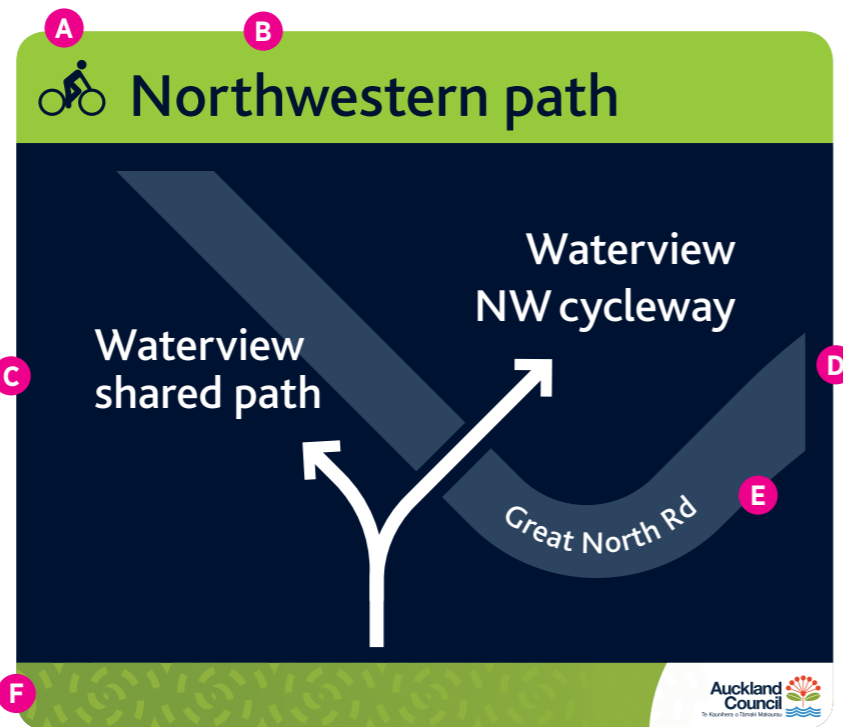
 D 680mm maximum width
Text: 80pt Bliss Pro medium

Road names:

E 80pt Bliss Pro medium

Auckland Council logo strip:

F 60mm height



Direction change – parks

Cd070-P

Cycle icon:

A 25mm high

Heading:

B 156pt Bliss Pro medium

Sub Heading:

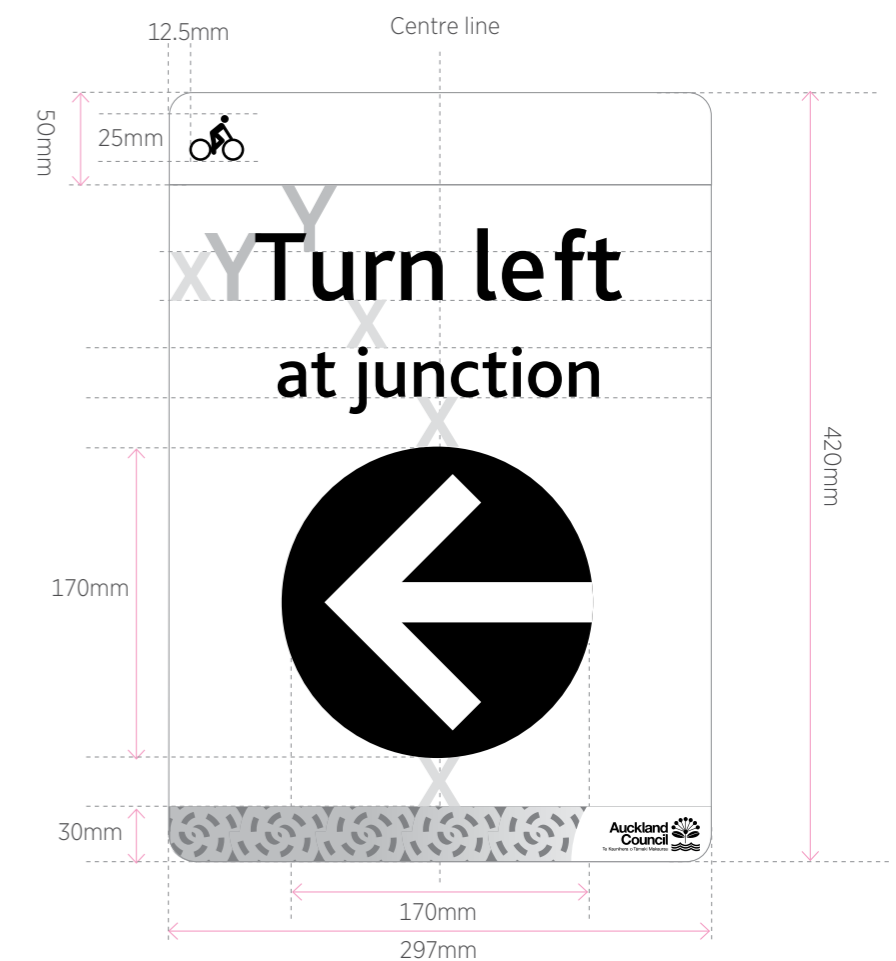
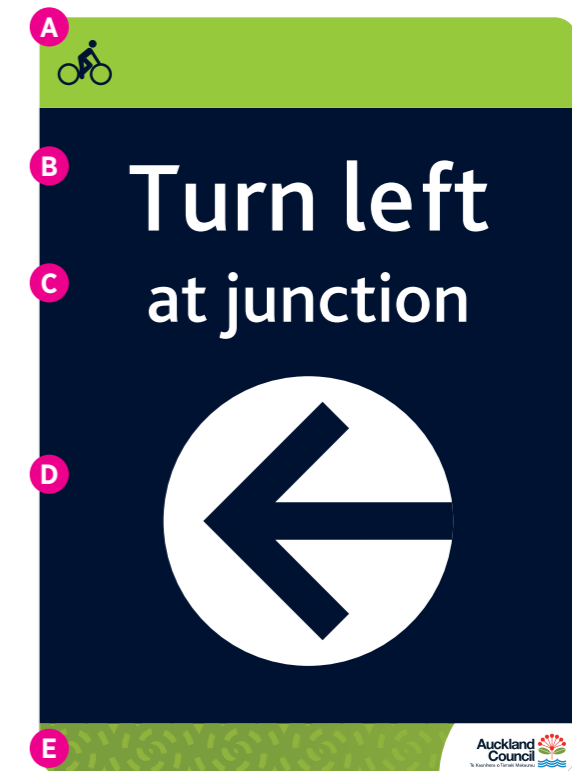
C 113pt Bliss Pro medium

Arrow:

D 170mm diameter

Auckland Council logo strip:

E 30mm height



Direction crossing – parks

Cd080-P

Cycle icon:

A 50mm height

Heading:

B 340pt Bliss Pro medium

Illustration:

C 370mm width, 370mm height

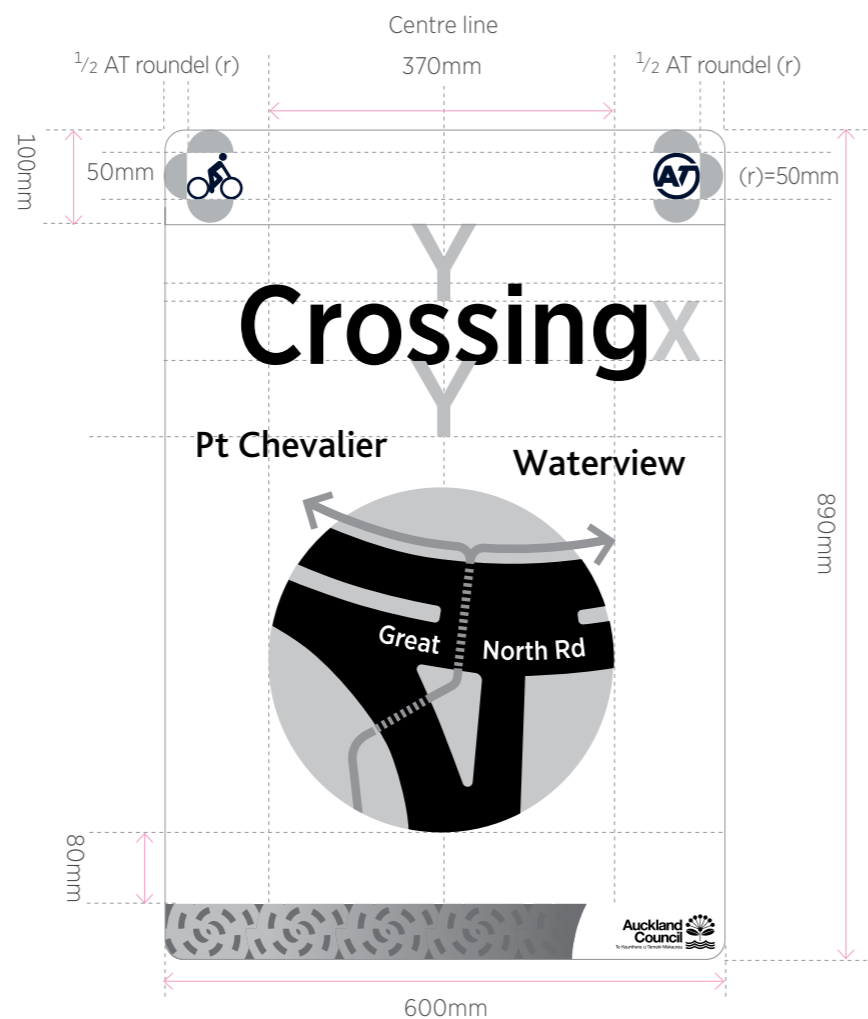
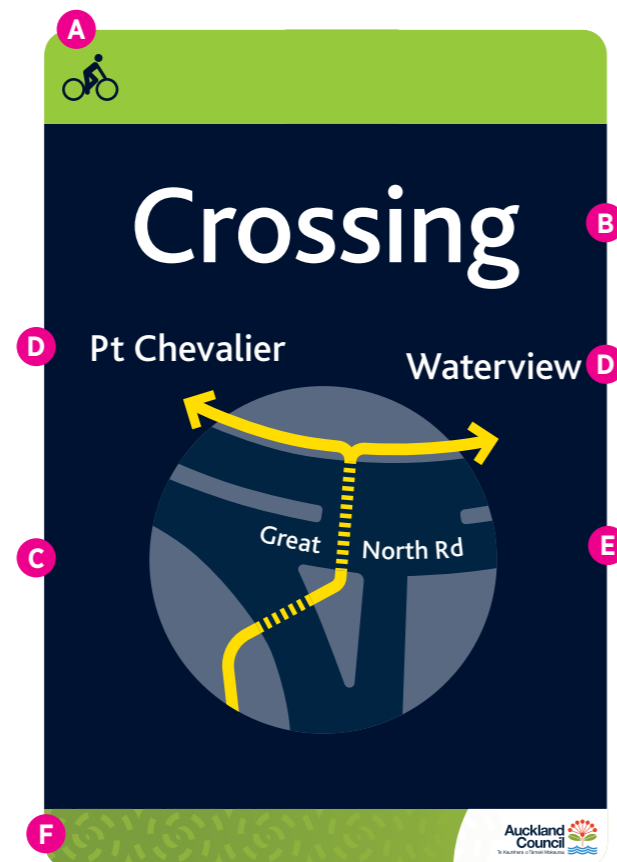
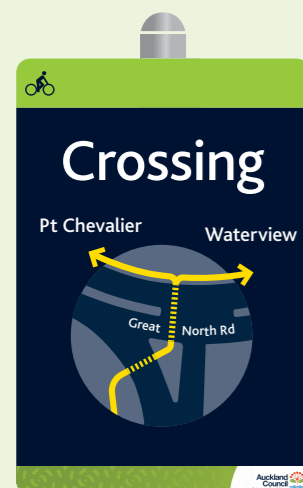
Destinations:

D 118pt Bliss Pro medium

Road names:

E 80pt Bliss Pro medium

Auckland Council logo strip:

F 60mm height


Confirm distance – parks

Cc010-P

Cycle icon:

A 50mm height

Heading:

B 156pt Bliss Pro medium

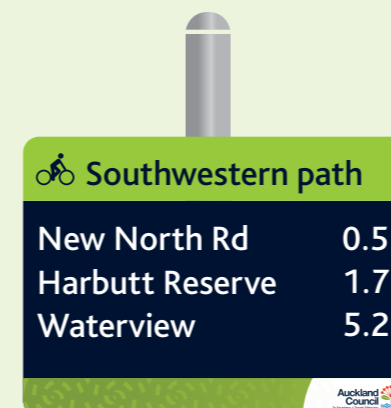
Destinations:

C 156pt Bliss Pro medium
192pt leading

Distance:

E 156pt Bliss Pro medium
192pt leading

Auckland Council logo strip:

F 60mm height


Ring bell - parks

Cb020-P

Cycle icon:

A 25mm height

Heading:

B 240pt Bliss Pro medium

Sub heading:

C 140pt Bliss Pro medium

Illustration:

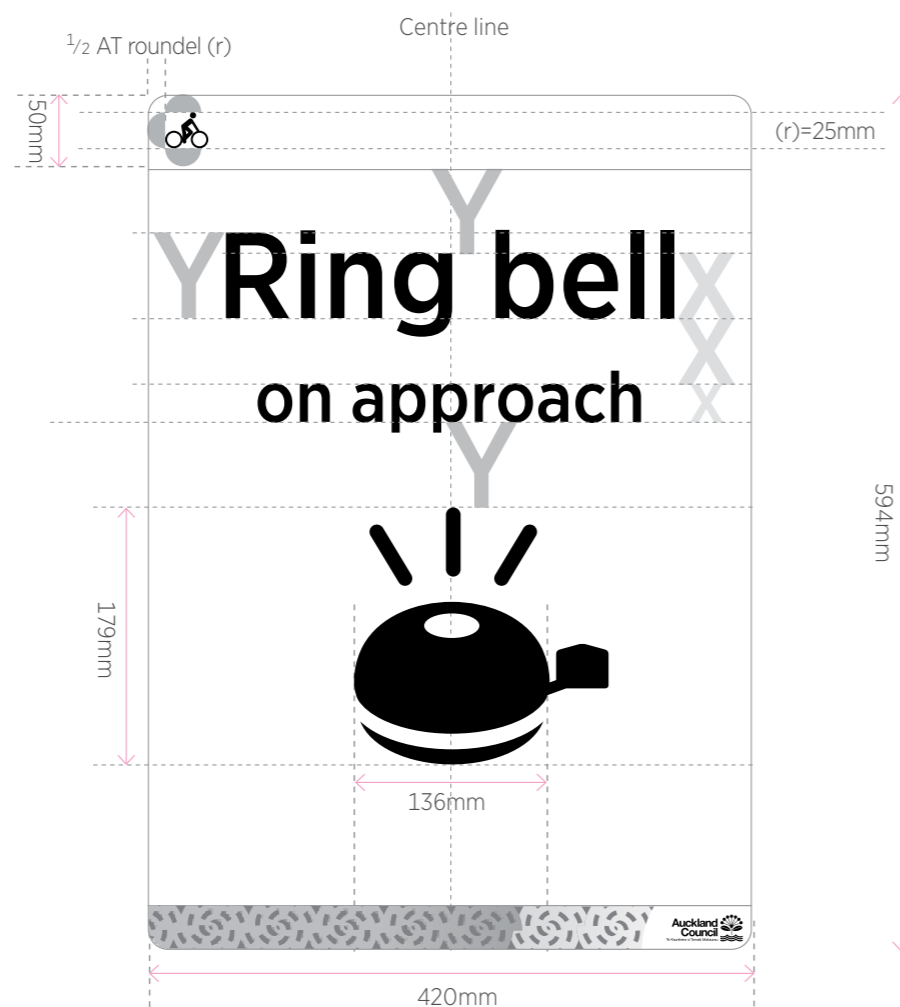
D 136mm width, 179mm deep

Auckland Council logo strip:

E 30mm height

Used before blind corners and other places in a route where there is the potential for collisions.

To be used sparingly.



Slow - parks

Cb030-P

Cycle icon:

A 50mm height

Heading:

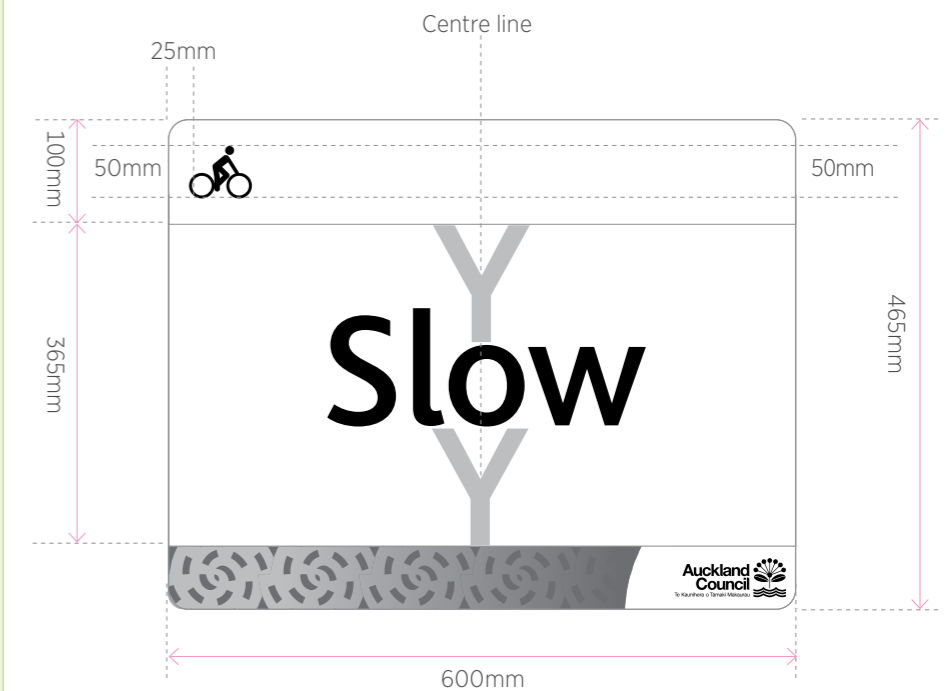
B 445pt Bliss Pro medium

Auckland Council logo strip:

C 60mm height

Used before blind corners, steep downhill sections and other places in a route where there is the potential for collisions.

To be used sparingly.



Corner – parks

Cb040-P

Cycle icon:

A 50mm height

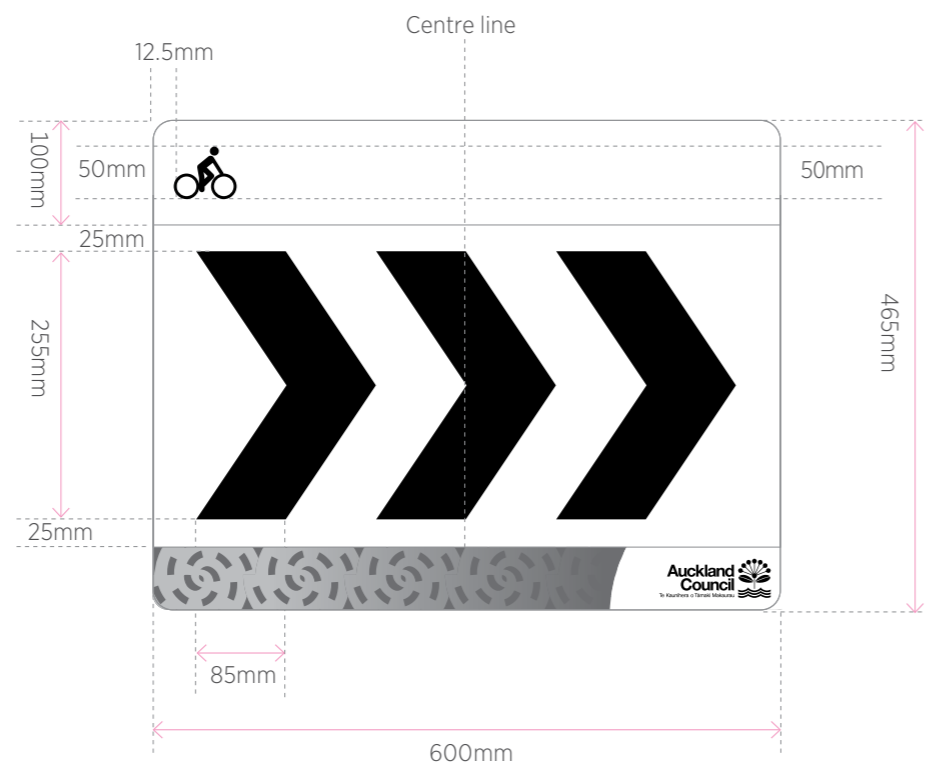
Chevron:

B 515mm width, 255mm height

Auckland Council logo strip:

C 60mm height

May be placed at the actual location of the bend or curve to further mark the location of the curve and to assist in negotiating it.



Pedestrian priority - parks

Cb050-P

Cycle icon:

A 25mm height

Heading:

B 240pt Bliss Pro medium

Sub heading:

C 140pt Bliss Pro medium

Illustration:

D 307mm width, 130mm height

Auckland Council logo strip:

E 30mm height

Use ahead of areas where cyclist and pedestrian collisions could occur.

To be used sparingly.





4.4

This section provides a step-by-step guide to choosing sites, sign types and content for signs on a cycleway in the Auckland region.

Following this guidance will enable you to:

- Create a destination map for your cycleway
- Identify and classify the intersections
- Choose appropriate sign types for each decision point and confirmation point
- Choose the appropriate content for each sign
- Identify the correct installation site for each sign
- Review your signage plans
- Provide a detailed and comprehensive sign schedule (plan) that can be used to instruct signage vendors/contractors

Cycleway planning

Planning overview

The signage and wayfinding strategy is underpinned by a number of key principles that apply at a network-wide level.

- **Clear**
Signage needs to be clearly visible along the route, and easy to read and understand. Messaging should be kept simple and logical, particularly where signs are designed to be read whilst cycling at speed.
- **Consistent**
It is important that the cycleways wayfinding system is coherent, consistent and well connected. The consistency of destination names is crucial to the clarity and reliability of the network. The system needs to take into account other cycling infrastructure and links in the vicinity in order to provide a well integrated network. It is important that the system also considers existing pedestrian wayfinding signage, and that the interface between these two signage systems is managed accordingly.
- **Safe**
Signage should be sited so as not to present a hazard or block sight-lines of cyclists, pedestrians or other road users. Signs should be applied sparingly to avoid unnecessary visual and physical clutter. Where possible, paths of travel should be intuitive, and made obvious through the design of the road/cycleway infrastructure.
- **Attractive**
Signage and wayfinding should be used to increase the attractiveness of cycling as a comfortable, stress-free and viable transport option.



Super destinations

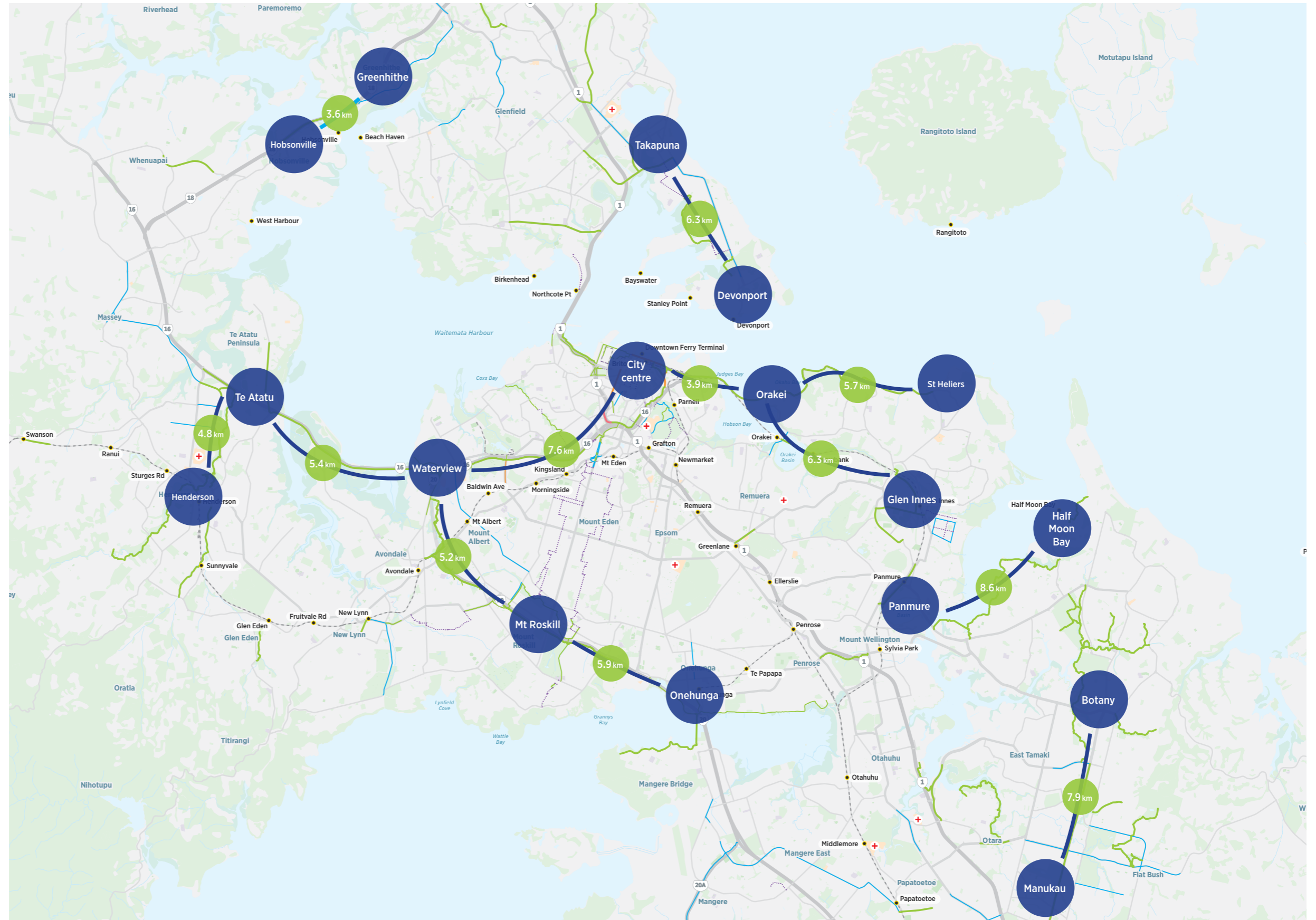
Creating a destination map enables you to choose content for your signs. The first step in this process is identifying which 'super destinations' you will need to include on your signs. It also helps you to identify the important junctions on your route. This city-wide map shows the most important destinations ('Super Destinations') that can be accessed on major routes.

City-wide reference points

Key nodes on Auckland's cycle network have been chosen as Super destinations. These have been selected from major suburbs at focal points or intersections on the cycle network. They are widely referred to by the City's cyclists and are already marked in their mental map of Auckland.

Super destinations are treated differently to other destinations (see following pages), in that the next super destination is always included no matter how far away it is.

Creating a destination map





Developing a destination map

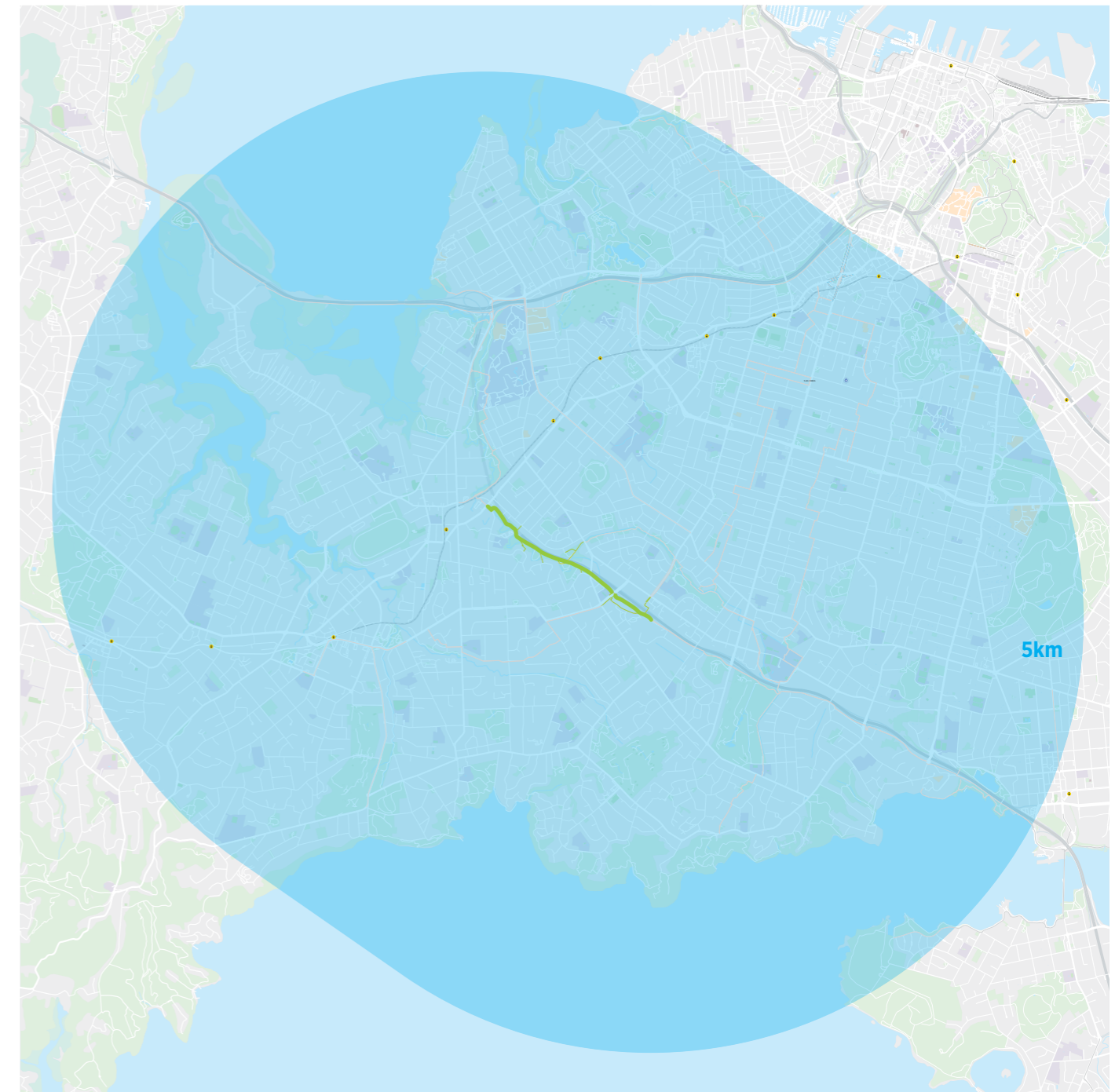
To create a list of all the other destinations that could go on your signs you will need to develop a destination map for your route.

Obtain a topographic map with a 5km buffer marked up from extremities of the route in-scope. Then follow the 5 steps below, which are detailed over the next few pages.

- 1 Mark the in-scope cycle routes and the out-of-scope cycle routes on the map.
- 2 Mark the Super destinations with reference to the super destination map
- 3 Mark the primary destinations within 2km of the in-scope route
- 4 Mark the secondary destinations within 1km of the in-scope route
- 5 Mark the tertiary and off-route destinations within 1km of the in-scope route

Here we use the Southwestern shared path from New North Rd to Maiero St as an example.

Obtain a topographic map with an **5km buffer** from extremities of the route in-scope







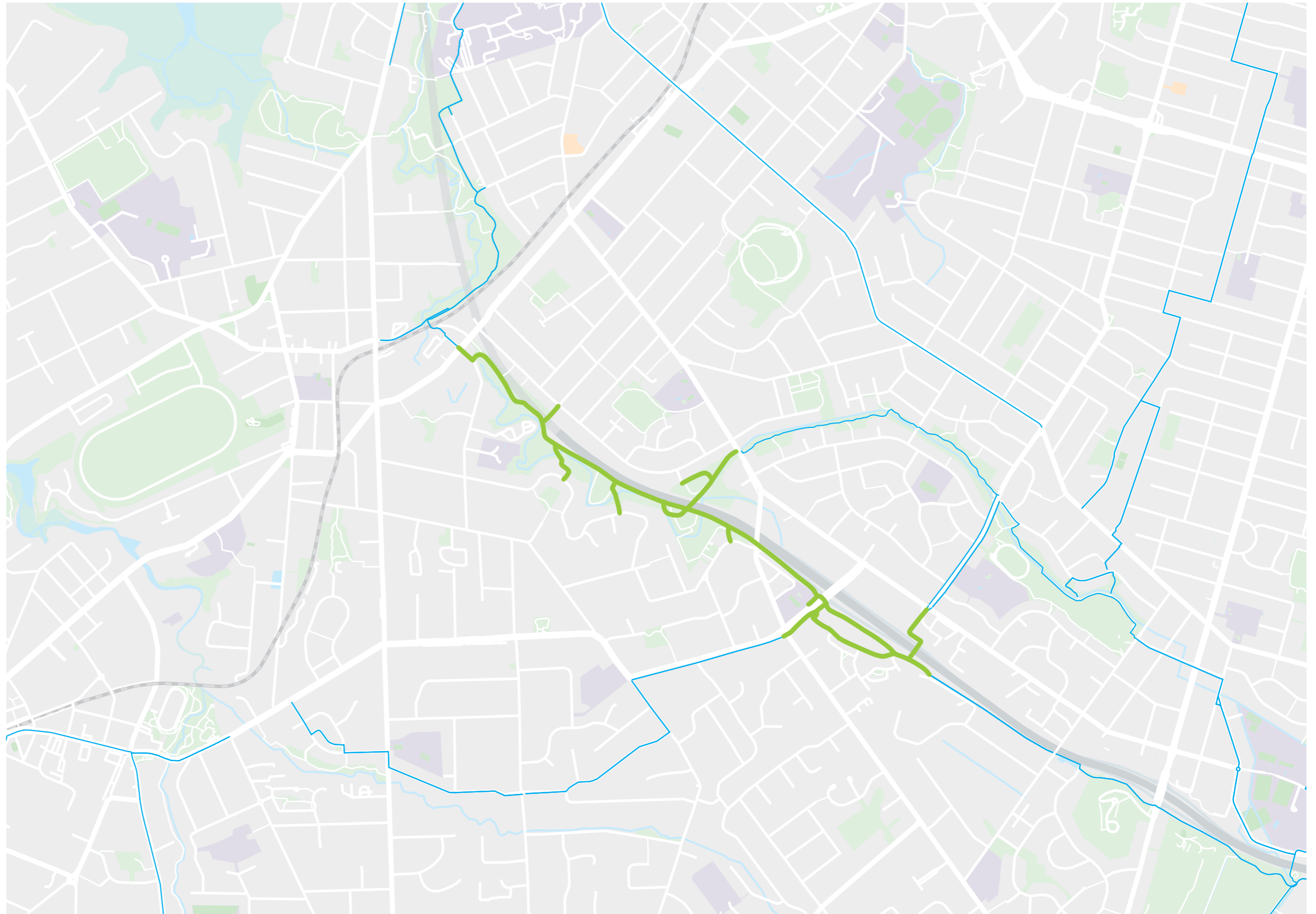
Developing a destination map - Step 1

Mark the in-scope cycle routes and the out-of-scope cycle routes on the map.

The route you are signing will usually intersect with routes that are out of scope for your project. It is important that you take these routes into account, but you do not usually need to add signs to these out-of-scope routes.

Route type

-  In-scope cycle route
-  Out-of-scope cycle route





Developing a destination map - Step 2

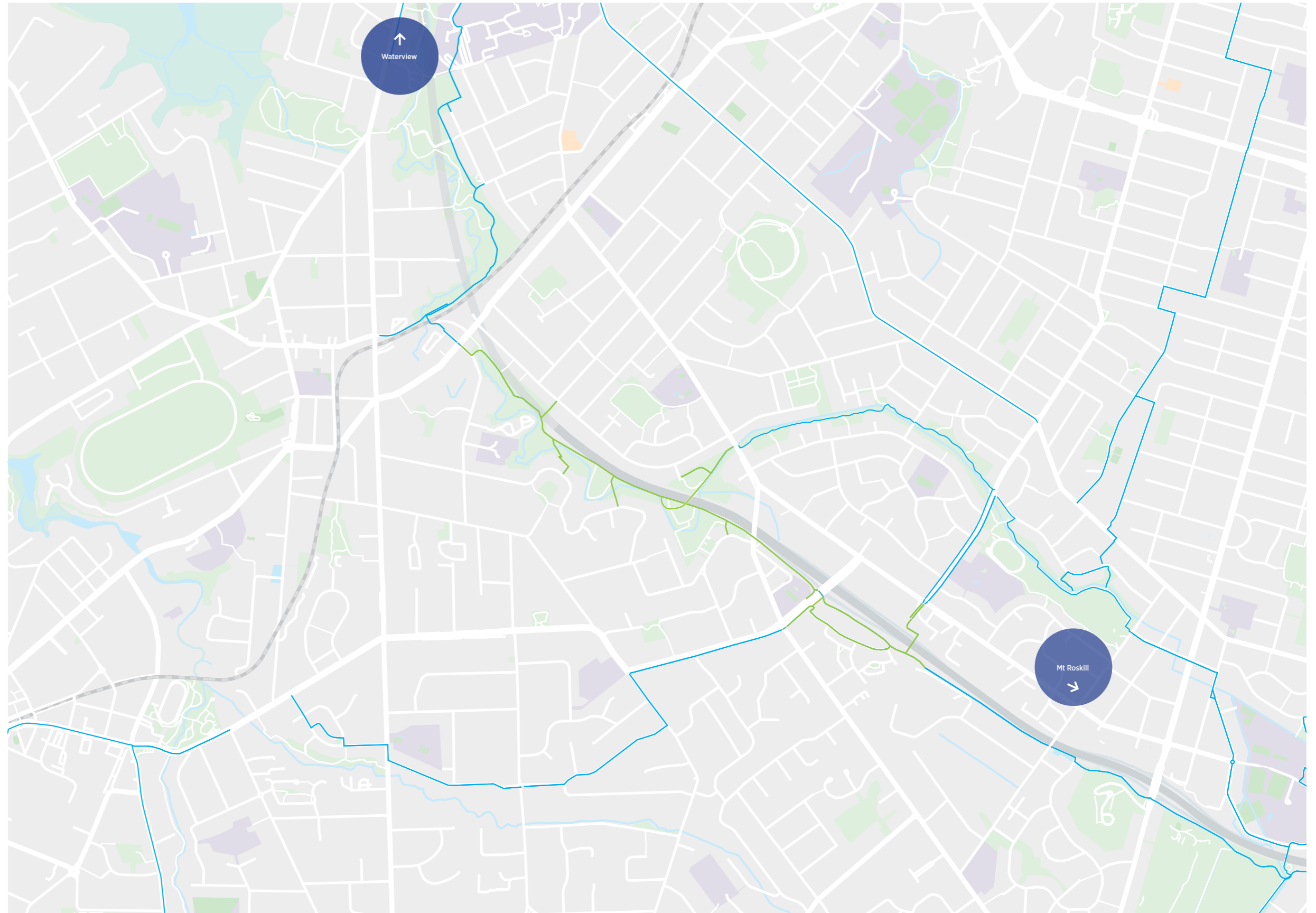
Mark the nearest Super destinations with reference to the super destination map

Destination hierarchy

Super destinations

Waterview

- Key nodes on the AAA network see **Super destination map**





Developing a destination map - Step 3

Mark the nearest Primary destinations within 2km of the in-scope route*

Destination hierarchy

Super destinations

Waterview

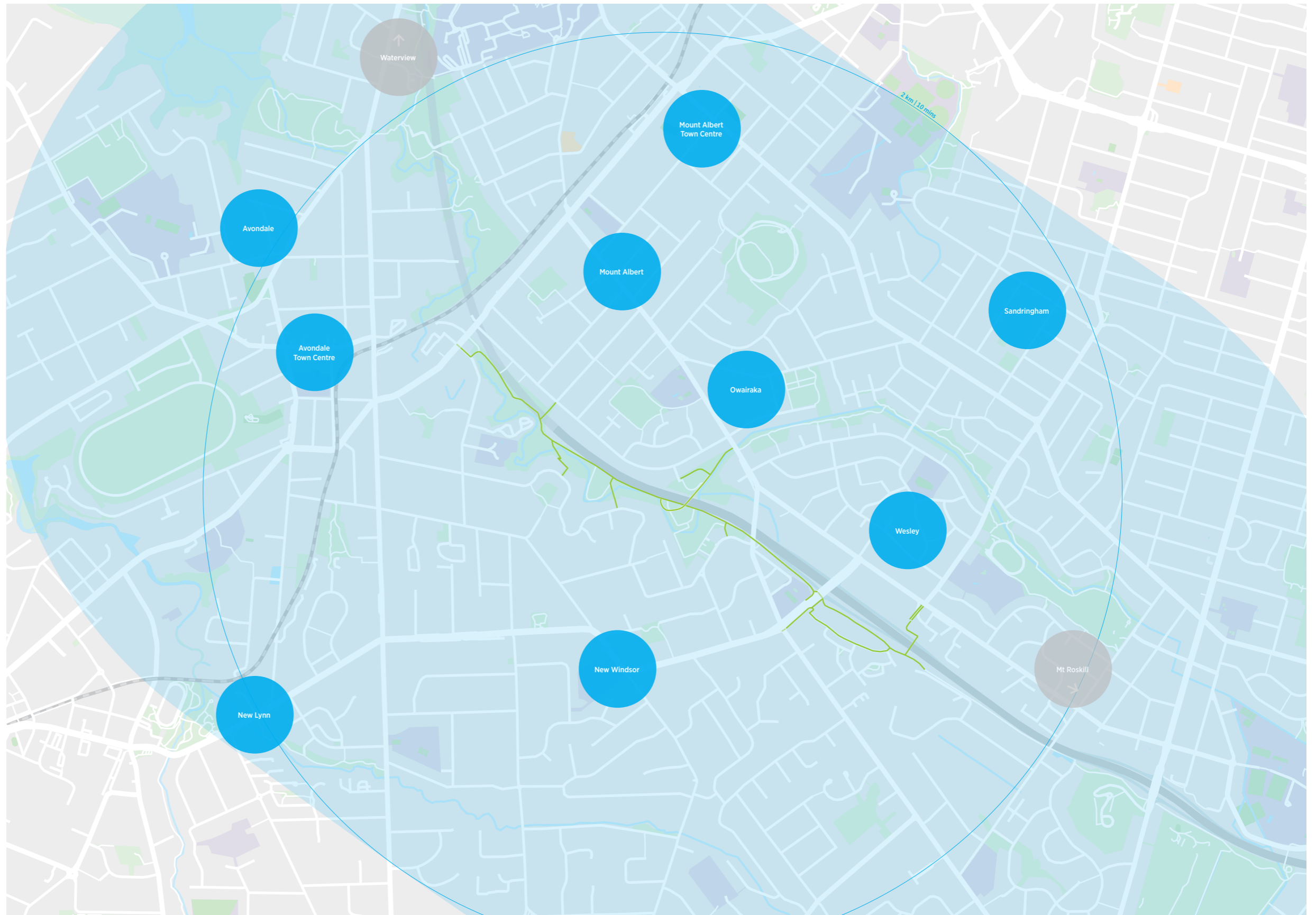
- Key nodes on the AAA network see **Super destination map**

Primary destinations

Avondale Town Centre

<2km

- Suburbs
- Neighbourhoods
- Town Centres



* Generally mark destinations directly accessible by cycle infrastructure. There are small exceptions:

- There is a break in cycle infrastructure this is less than 200m
- There is a Primary destination less than 200m from the cycle infrastructure



Developing a destination map - Step 4

Mark the Secondary destinations within 1km of the in-scope route*

Destination hierarchy

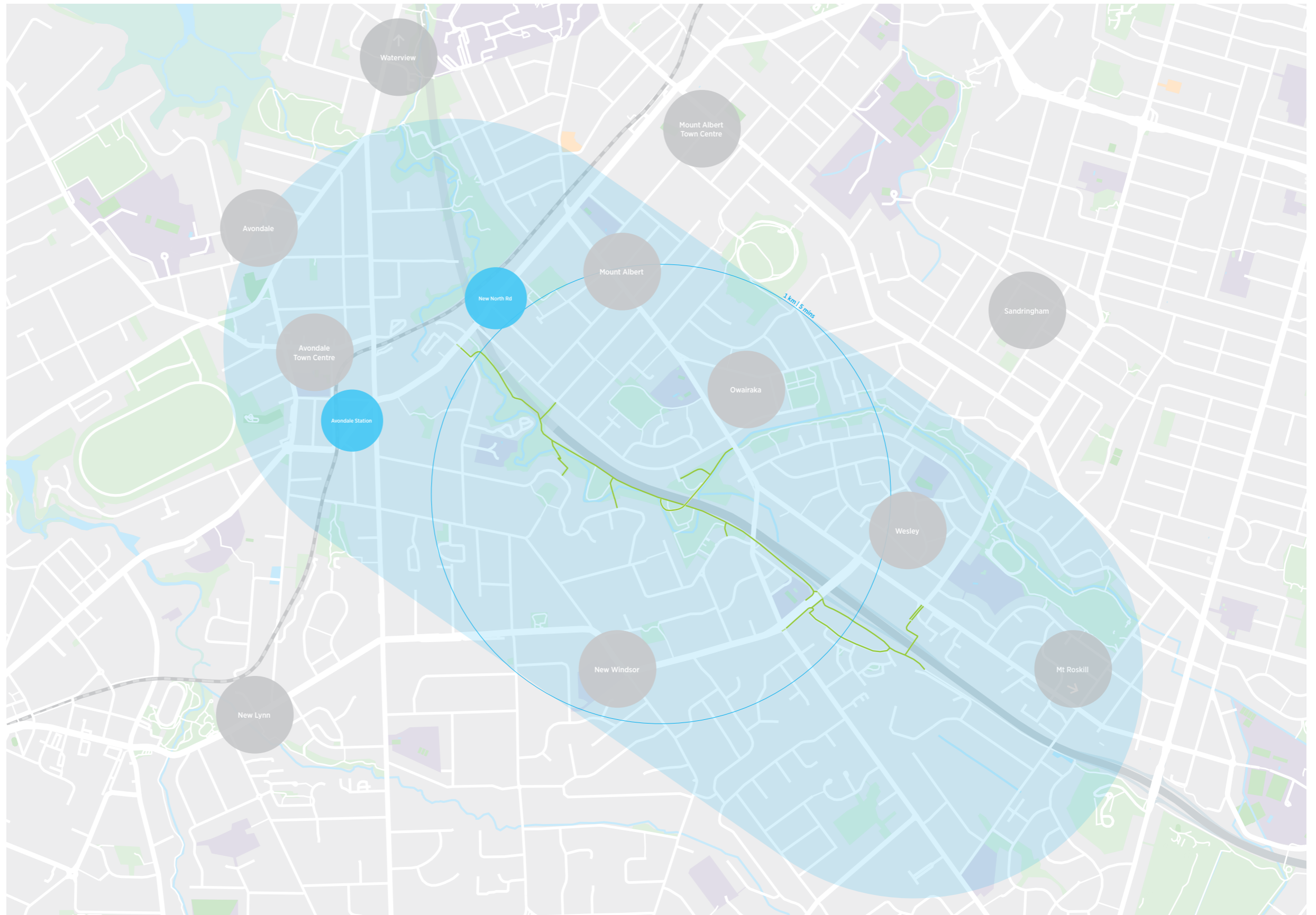
- 
Super destinations
 - Key nodes on the AAA network see **Super destination map**

- 
Primary destinations
 - Suburbs
 - Neighbourhoods
 - Town Centres

<2km

- 
Secondary destinations
 - Major transport hubs
 - Major roads
 - Major harbours, marinas, bays

<1km



* Generally mark destinations directly accessible by cycle infrastructure. There are small exceptions:

- There is a break in cycle infrastructure this is less than 200m
- There is a Primary destination less than 100m from the cycle infrastructure



Developing a destination map - Step 5

Mark the Tertiary and off-route destinations within 1km of the in-scope route*

Destination hierarchy

- 
Super destinations
 - Key nodes on the AAA network see **Super destination map**
- 
Primary destinations
 - Suburbs
 - Neighbourhoods
 - Town Centres

<2km
- 
Secondary destinations
 - Major transport hubs
 - Major roads
 - Major harbours, marinas, bays

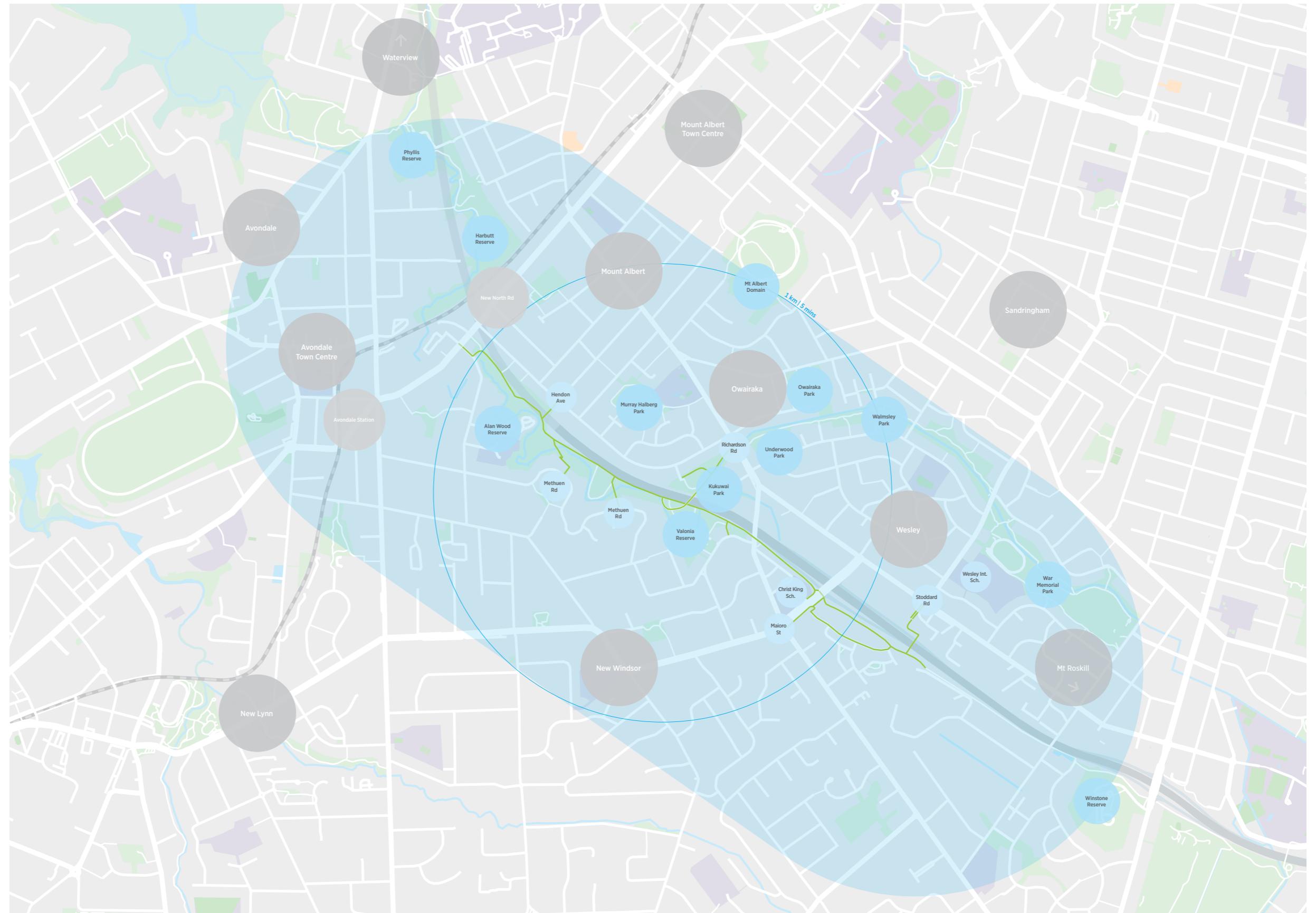
<1km
- 
Tertiary destinations
 - Parks
 - Major landmarks
 - Major public museums and galleries
 - Public libraries
 - Regional facilities operated venues

<1km
- 
Off-route destinations
 - Shared path & cycleway entry exit points
 - Schools
 - Large reserves & playgrounds
 - Auckland council operated public swimming pools

<1km

* Generally mark destinations directly accessible by cycle infrastructure. There are small exceptions:

- There is a break in cycle infrastructure this is less than 200m
- There is a Tertiary destination or off-route destination less than 100m from the cycle infrastructure





Developing a destination map - Final map

Complete destination map

Destination hierarchy

Super destinations

- Key nodes on the AAA network see **Super destination map**

Primary destinations

- Suburbs
- Neighbourhoods
- Town Centres

<2km

Secondary destinations

- Major transport hubs
- Major roads
- Major harbours, marinas, bays

<1km

Tertiary destinations

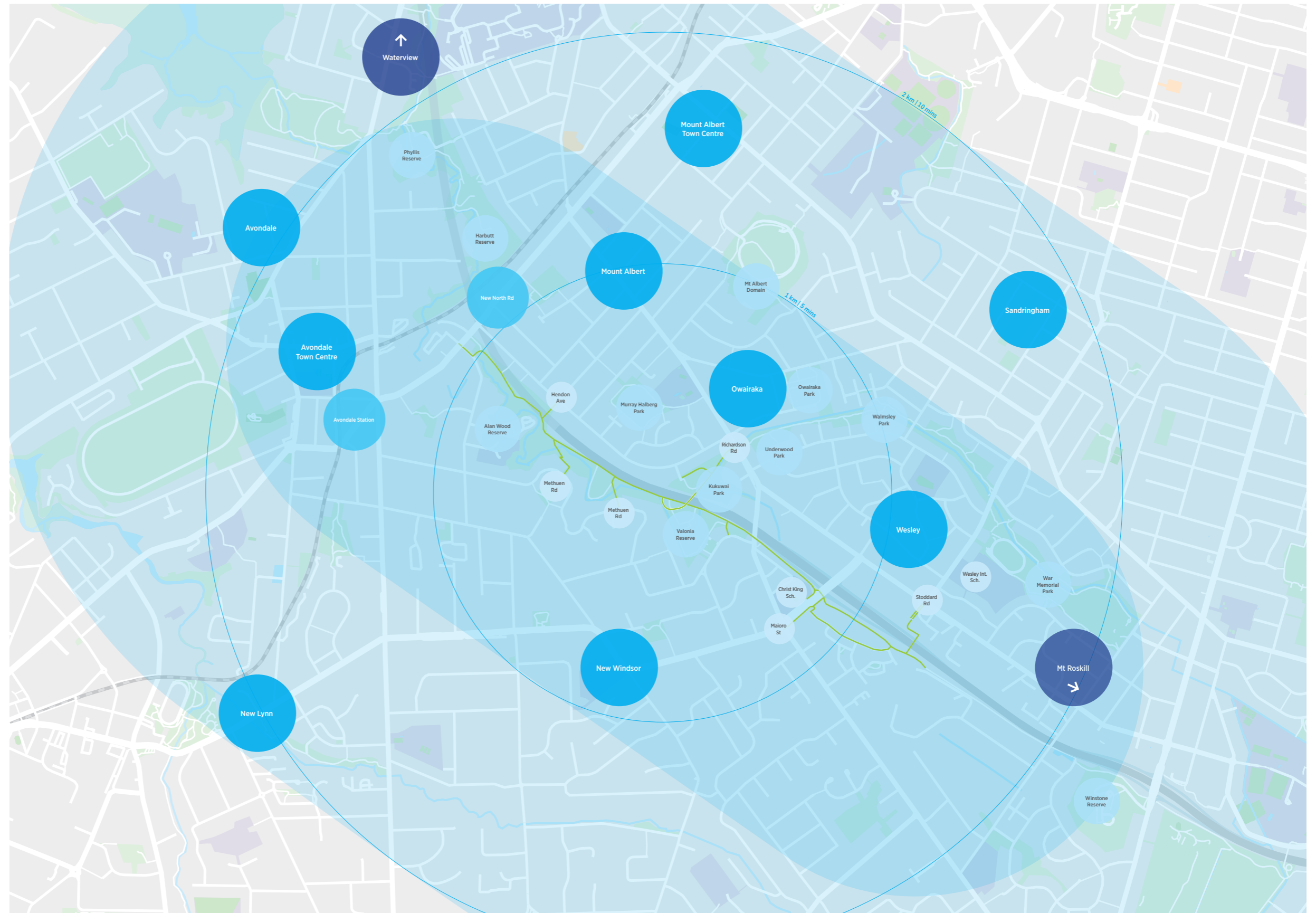
- Parks
- Major landmarks
- Major public museums and galleries
- Public libraries
- Regional facilities operated venues

<1km

Off-route destinations

- Shared path & cycleway entry exit points
- Schools
- Large reserves & playgrounds
- Auckland council operated public swimming pools

<1km







Classifying route types

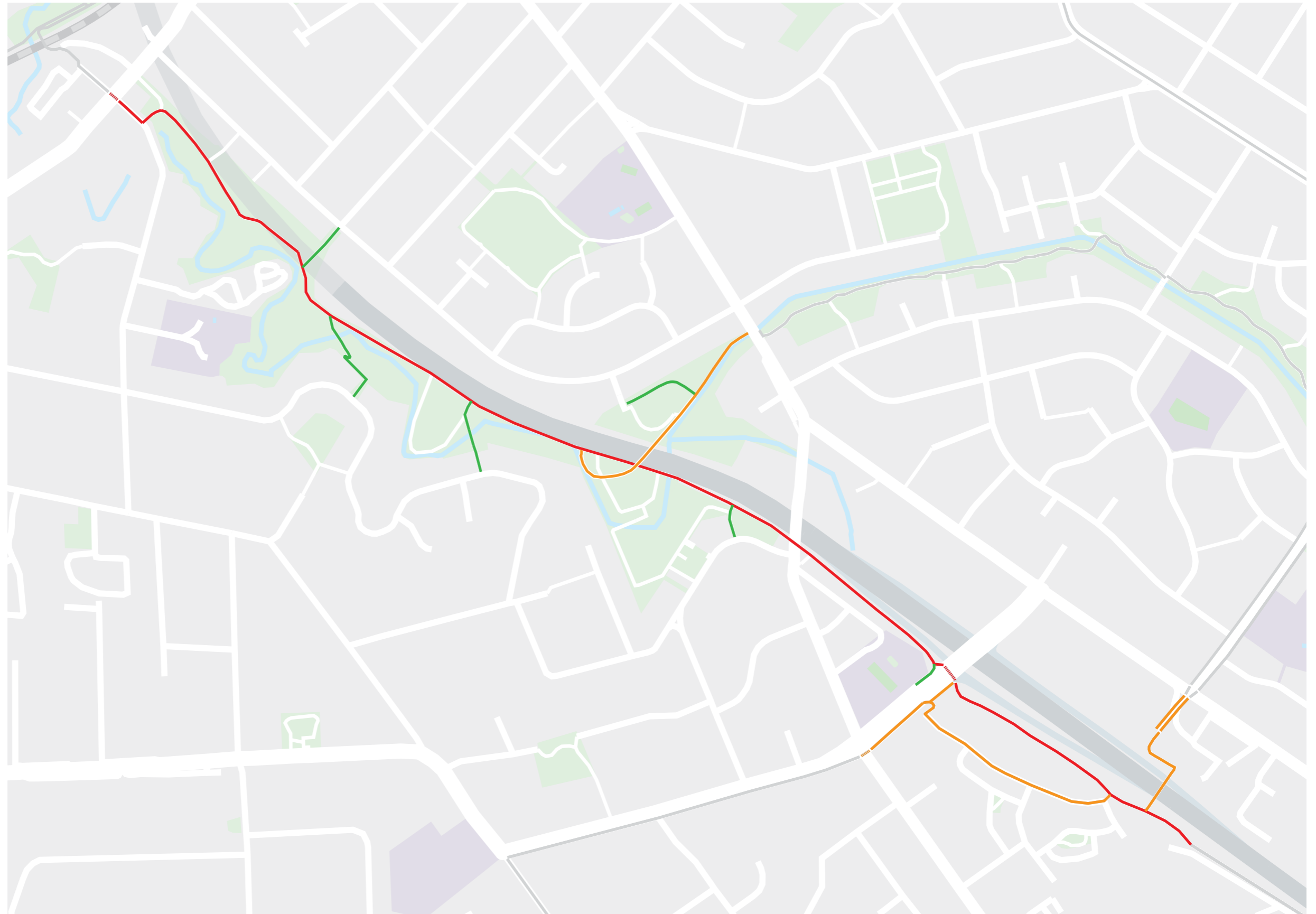
Route types

In order to decide what types of sign to use and at which locations, you will need to classify the intersections (next page). Before you do this you need to classify the types of routes involved in your project.

As Auckland Transport focuses on the customers needs they are grading parts of network as **safe for all ages and abilities (AAA)**. These are generally key routes around the region. This grading allows the network to be simplified. This simplification allows intersections to be easily classified.

Route type

-  Major (AAA route)
-  Secondary (Non AAA route)
-  Entry/exit route or link
-  Non cycleway or out-of-scope cycleway



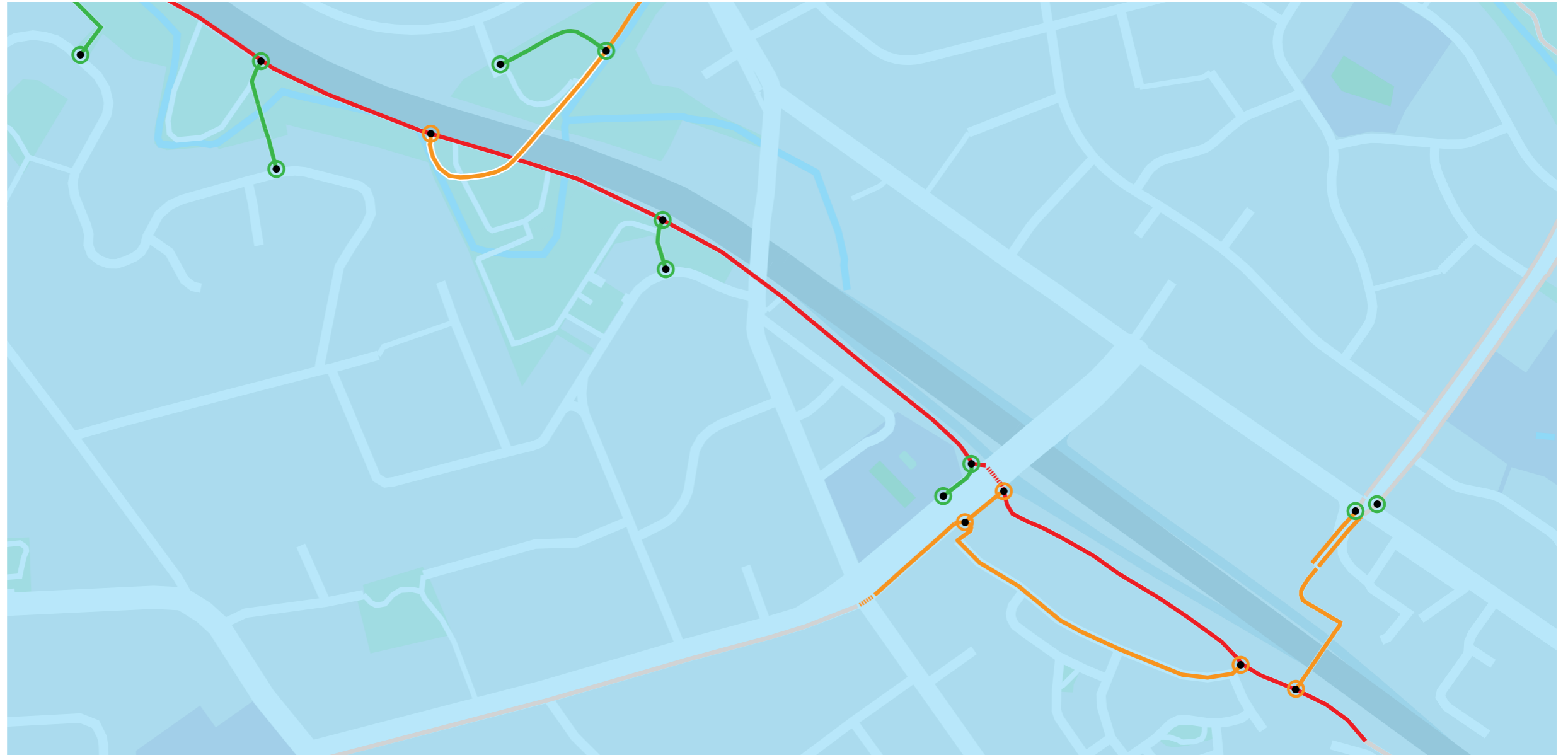
Classifying intersections







Intersections classified

Cycleway intersections

You will need to classify intersections to prioritise sign installation—**Major intersections will take priority when signing a cycle route.**

Intersections will be categorised by the number and importance of the routes. If they connect 2 or more Major cycleways they will be classed as a Major intersection. The table below lists the criteria required to class the intersection.



Off-road Intersection type and criteria	Examples
 Major Intersection 2 or more Major routes intersect	
 Secondary Intersection Secondary intersects Secondary routes or Major route	
 Minor Intersection Intersections involving Entry/exit or Non cycleway routes	



A hybrid approach to wayfinding

Progressively disclosing information will limit the number of decisions for a cyclist so they aren't overwhelmed with decisions. The distance limits for Primary, Secondary, Tertiary and off-route destinations work this way.

Super Destinations don't use these distance limits. Super Destinations confirm a cyclist's heading in the wider context of the city.

The City centre most easily describes the need for Super destinations. A Cyclist often needs to confirm this direction from a long way off.

This hybrid system limits information whilst keeping some important distant destinations.

Determine directional sign content

Prioritise content of signs using distance to and importance of the destination

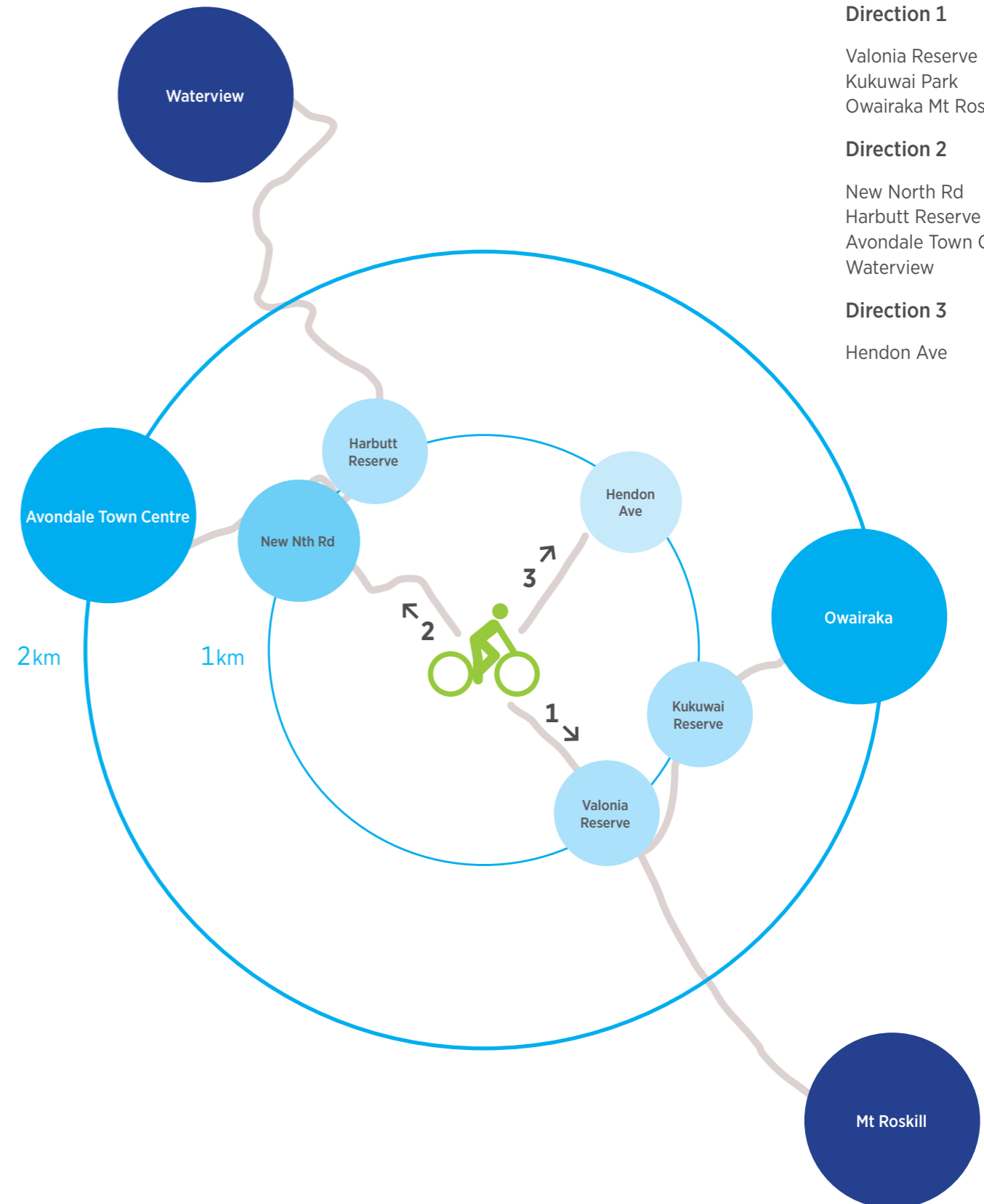
Use the map you have marked with all the possible directional content and follow these steps for each of the decision points:

- 1 List **direct off-route destinations** in each direction within **1km**
- 2 List the **secondary and tertiary destinations** in each direction within **1km**
- 3 List the **primary destinations** in each direction within **2km**
- 4 Add **the first super destination** on the AAA network in each direction
- 5 **Calculate exact distances** if the sign type requires them. This is an average distance. Use a map measuring tool. Google maps and Bing maps both have measure tools if you right click on the map in the browser
- 6 **Select the sign types** that are relevant to the decision point. Refer to the Sign Selection section to decide which sign types are appropriate.
- 7 **Rationalise** the number of destinations for each sign type:

Remove less important destinations if you are exceeding the maximum number allowed by the sign type. Typically, Primary destinations are the most important and Off-route destinations are the least important. Cull destinations in this order:

- Off-route
- Tertiary
- Secondary
- Primary and Super
- **7 or less destinations on Direction speed and Direction decision signs**
- **16 or less destinations on a Cycle blade sign**
- **6 or less Cycle street blades on one post.**

Destinations from a decision point



Directional content list

Direction 1

Valonia Reserve
Kukuwai Park
Owairaka Mt Roskill

Direction 2

New North Rd
Harbutt Reserve
Avondale Town Centre
Waterview

Direction 3

Hendon Ave



Sign selection and placement

Directional sign selection

Directional sign selection will relate to:

Number of destinations involved

- The Directional sign information table can be used as quick reference to the number of destinations allowed by each sign type
- Avoid Clutter and use signs that are efficiently show the number of destinations required.

The topography of the intersection

- A Major on-road intersection will need directional signs on all sides. This is because the road separates the decision points. Panel signs like Direction speed and Decision before the intersection will be more appropriate because they won't interfere with road signage
- A Major off-road intersection may have a single decision point. Cycle blades will be more efficient in these situations because they require a single installation point. If the intersection is approached at speed large cycle blades will be easier to read than small cycle blades.

Directional sign information

Directional sign type	No. of directions	No. of destinations	
		Maximum per direction	Maximum total for sign
Cd010 Cycle blade	4	4	16
Cd040 Direction speed	5	3	7
Cd050 Direction decision	5	3	7
Cd060 Direction map	4	2	7
Cd030 Cycle street blade	3	2	6
Cd080 Direction crossing	3	2	6
Cd090 Discover cycleway	1	1	1
Cd070 Direction change	1	-	-

	No. of directions	Up to 4 as sub-text to cycleway or shared path	
Cd110 Direction entry	1	1+4	5

Confirmation sign selection

Confirmations signs are optional and should be strategically placed on the cycle network. **Confirm distance** signs will generally be on the Major routes around the city and should be placed before long un-interrupted stretches of cycleway. **Confirm distance** sign placement should be planned with the entire cycle network in mind. **Confirm crumb** signs can be used when there is some ambiguity about the path taken. They are useful after a decision has been made when it is not obvious from surface markings that the correct decision has been made.

If there is a need for confirmation signs it is useful to match them to the type of directional sign used before the intersection (on the same route). For instance if you are signing a across a road intersection and you have used a **Direction speed** sign it would be appropriate to use a **Confirm distance** sign on the other side to convey the distance information. For **Direction decision** and **Cycle blades** the distance information has already been imparted so a **Confirm crumb** sign would be used (if necessary).

Match confirmation sign to directional sign

Directional sign type	Confirmation sign type	
	Distance	Crumb
Cd010 Cycle blade small	-	●
Cd030 Cycle blade large	-	●
Cd040 Direction speed	●	-
Cd050 Direction decision	-	●
Cd060 Direction map	●	-
Cd070 Direction change	-	●
Cd080 Direction crossing	●	●
Cd090 Discover cycleway	-	-
Cd110 Direction entry	-	-



Sign selection regular situations

Intersections need to be clearly signed to guide the cyclist to their destination.

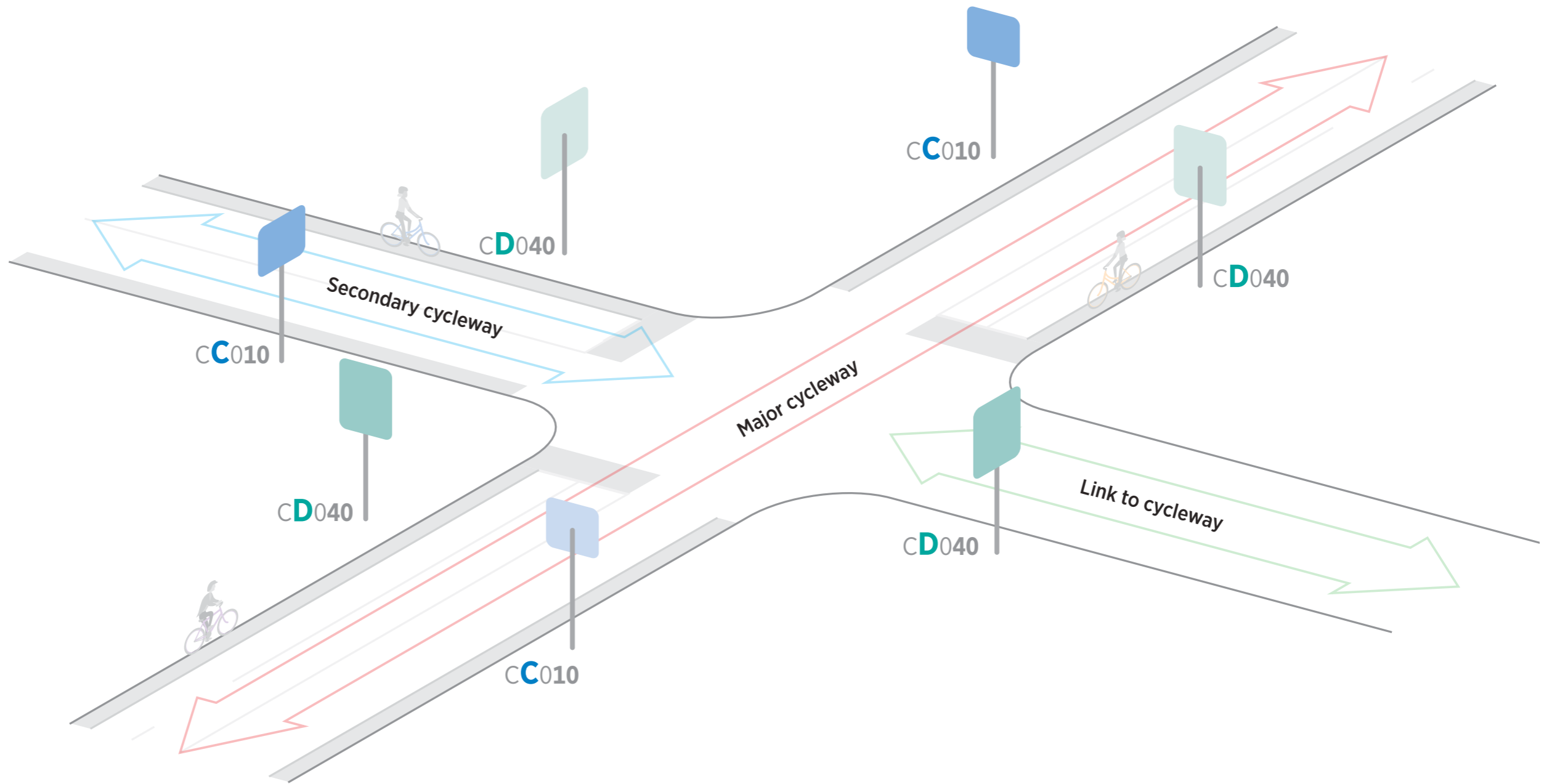
On-road

The diagram opposite shows normal signing of a simple **On-road** intersection.

On-road intersections will often contain a number of different decision points. It's important to identify each decision point for each route into the intersection. Sign selection will be a simple process involving **2 sign types**:

Direction speed signs on all routes entering the intersection (including Link and Secondary Routes)

Confirm distance signs after the intersection on the Major routes





Sign placement regular situations

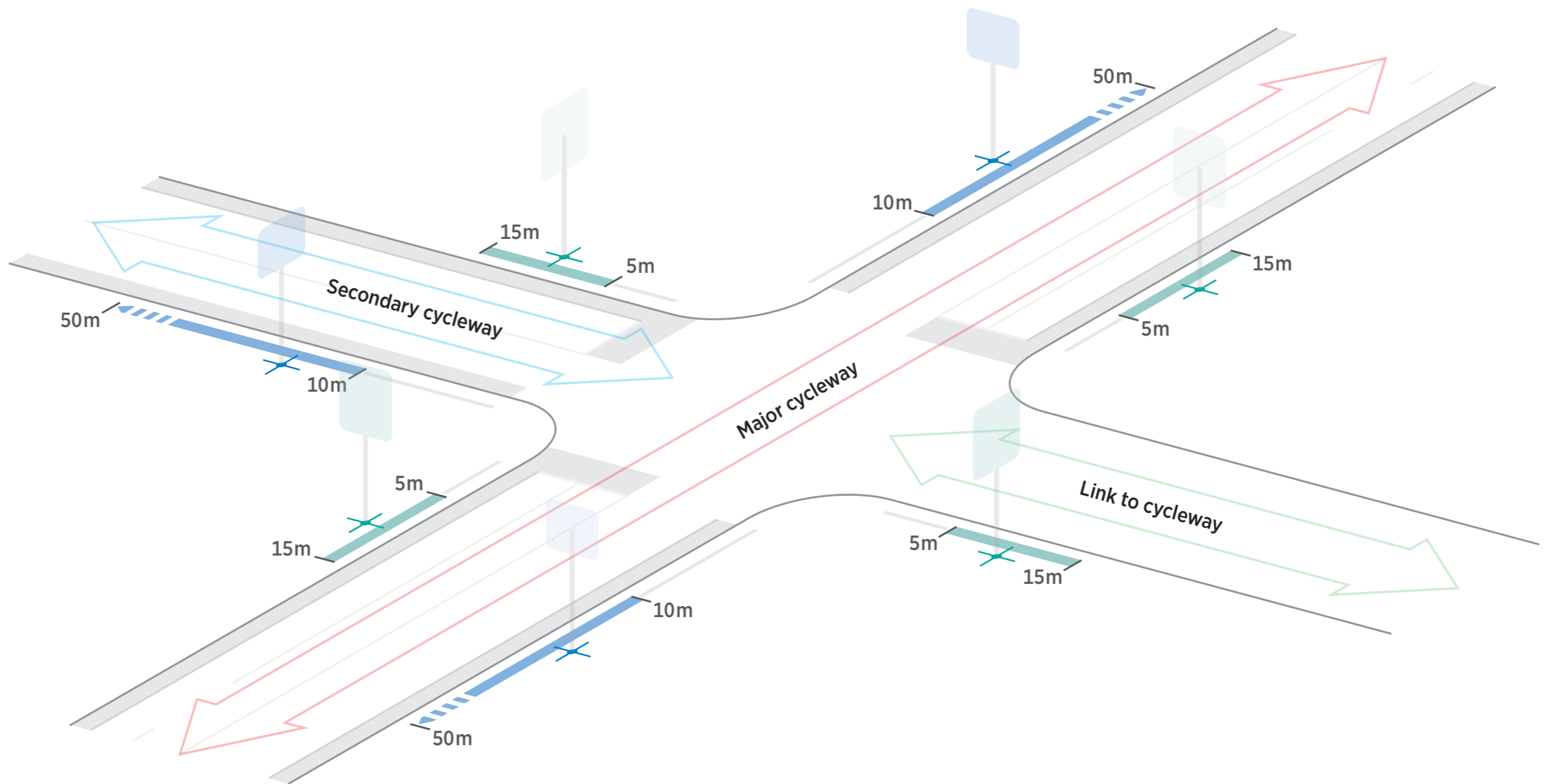
Intersections need to be clearly signed to guide the cyclist to their destination.

On-road

The diagram opposite shows normal sign placement on a simple **On-road** intersection.

At **on-road** intersections the cyclist must be focused on vehicles to safely cross. It is important to place direction signs before the intersection. The cyclist has already made their navigation decisions and can concentrate on vehicles. Extra signs at the intersection may also interfere with vehicle signage.

- **Direction speed** signs 5-15m before the intersection
- **Confirm distance** signs 10-50m after the intersection





Sign selection regular situations

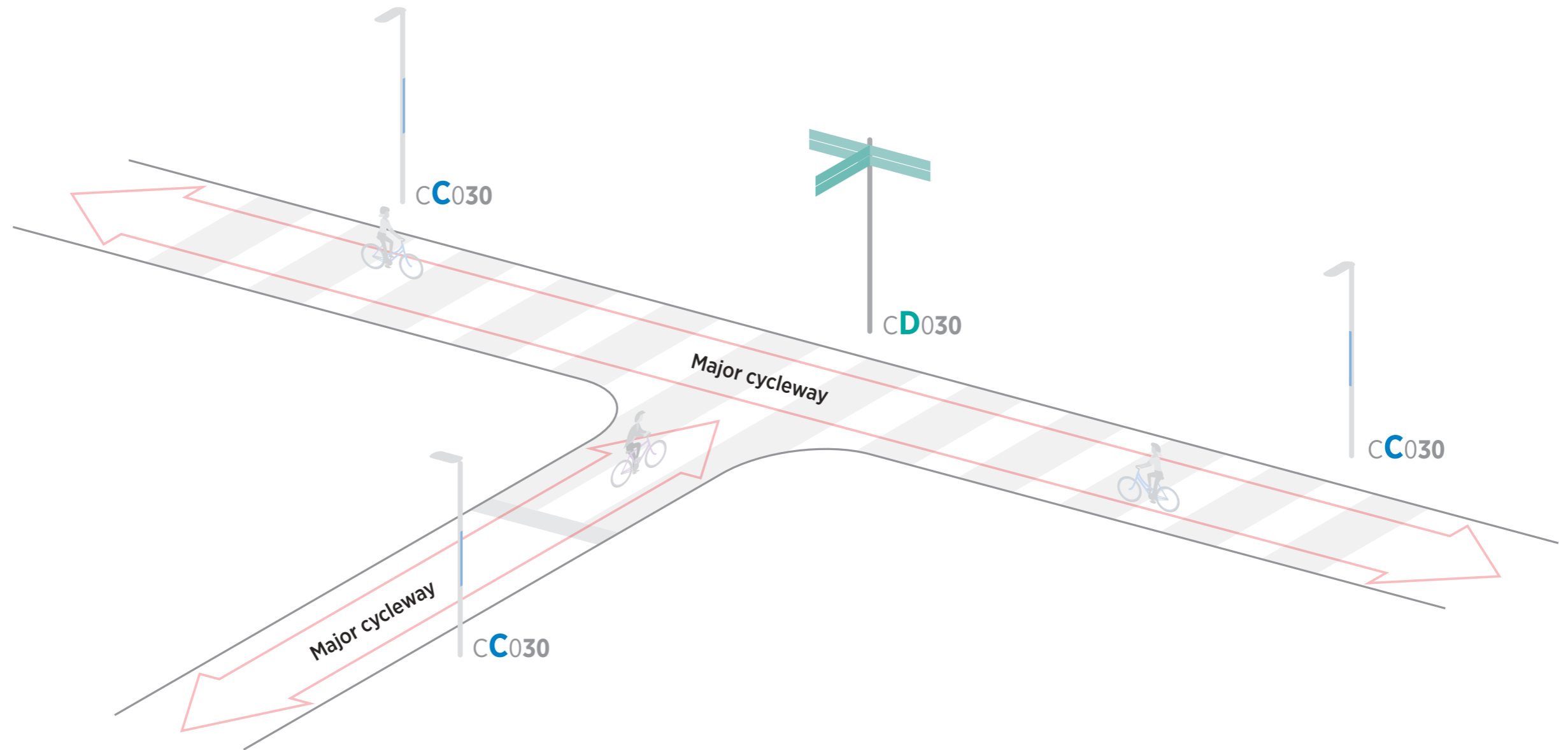
Intersections need to be clearly signed to guide the cyclist to their destination.

Off-road

The diagram opposite shows normal signing of a simple **Off-road** intersection.

Intersections on shared paths or dedicated cycleways can be very simple if there is a single decision point:

- **Large or small cycle blades** should be used and placed where the changes in directions are easily visible to the approaching cyclists. See the self-obstruction diagram.
- **Confirm crumb** markers can be used after the off-road intersection but should only be used if there is ambiguity about whether the path taken is a cycleway.





Sign placement regular situations

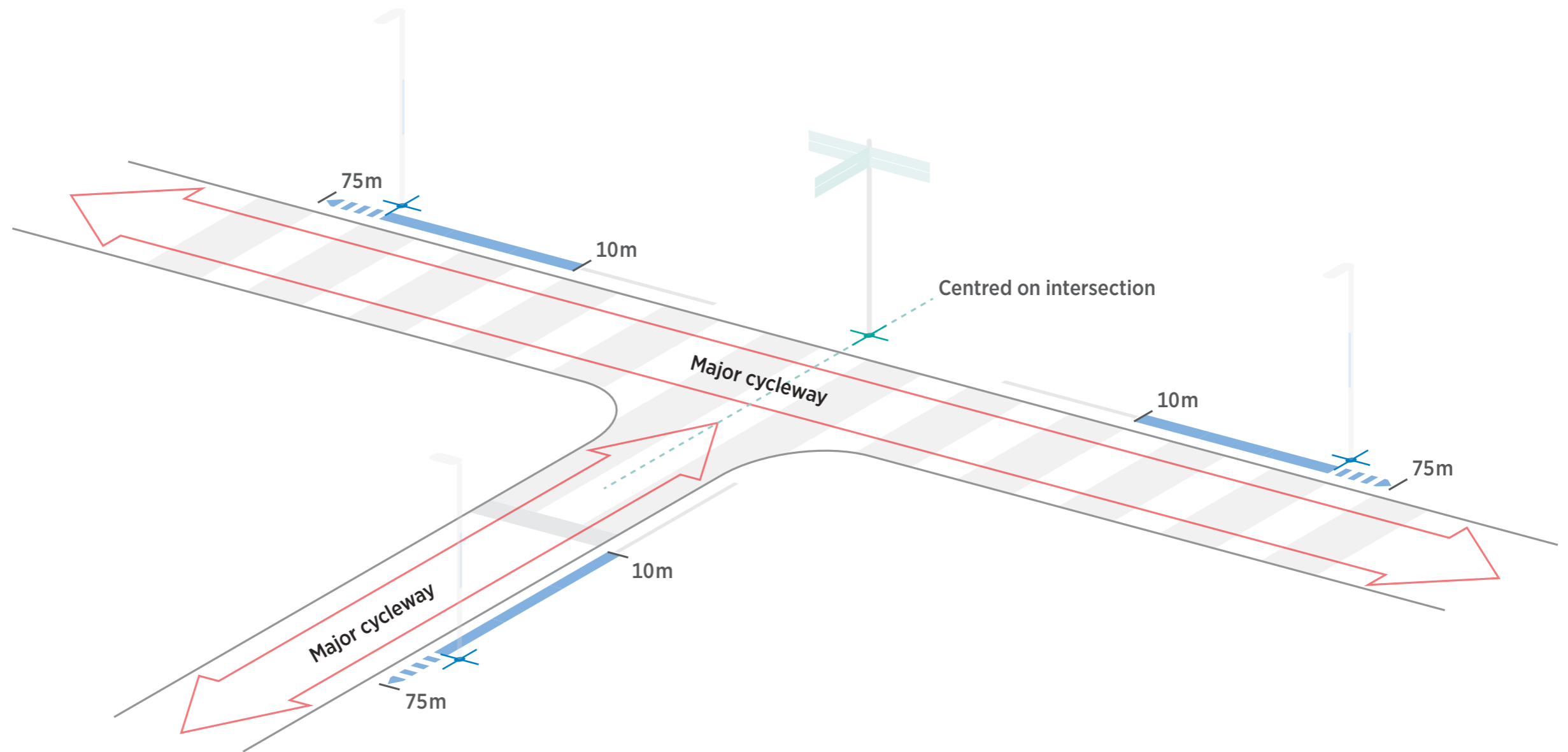
Intersections need to be clearly signed to guide the cyclist to their destination.

Off-road

The diagram opposite shows sign placement at a simple **Off-road** intersection.

Sign placement at intersections on shared paths or dedicated cycleways can be very simple for two reasons:

- There is a single decision point
- There are no cars involved
- **Large or small cycle blades** should be placed as close to the **centre of the intersection** as practicable.
- They should also avoid self-obstruction of key decisions. **“Cycle blade self-obstruction”**
- **Confirm crumb** signs 10-75m after intersection





Sign selection irregular situations

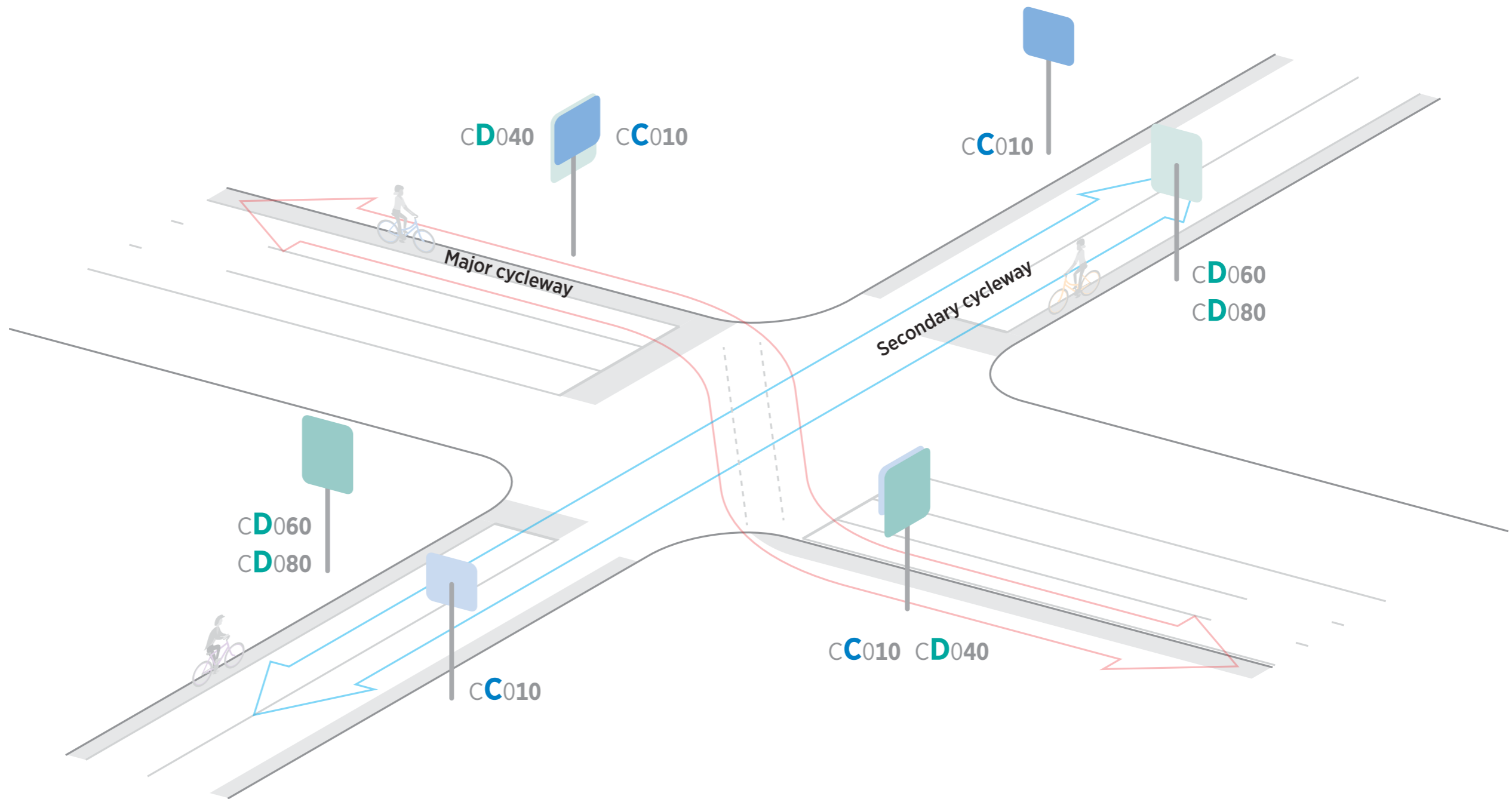
Cycle infrastructure has been added to our urban environment and there will always be points where the integration is irregular. These situations usually arise around vehicle intersections so safe navigation of the intersection is the priority.

On-road

The diagram opposite shows the signing of an **On-road** intersection where the two-way Major route changes from one side of the road to the other.

In this situation the road markings and signals direct the major route across the intersection so diagrammatic signs are not required. However access to the Major cycleway from the secondary routes is less obvious so diagrammatic signs like Direction map and Direction crossing may be required:

- **Direction speed** signs on Major route entering the intersection
- The arrows on the **Direction speed** signs will use a diagonal arrow ↗ to direct across the intersection
- **Direction crossing** or **Direction map** signs on the Secondary route entering the intersection.
- These diagrammatic signs will help guide the cyclist onto the Major route safely
- **Confirm distance** signs after the intersection on the Major and Secondary routes





Sign placement irregular situations

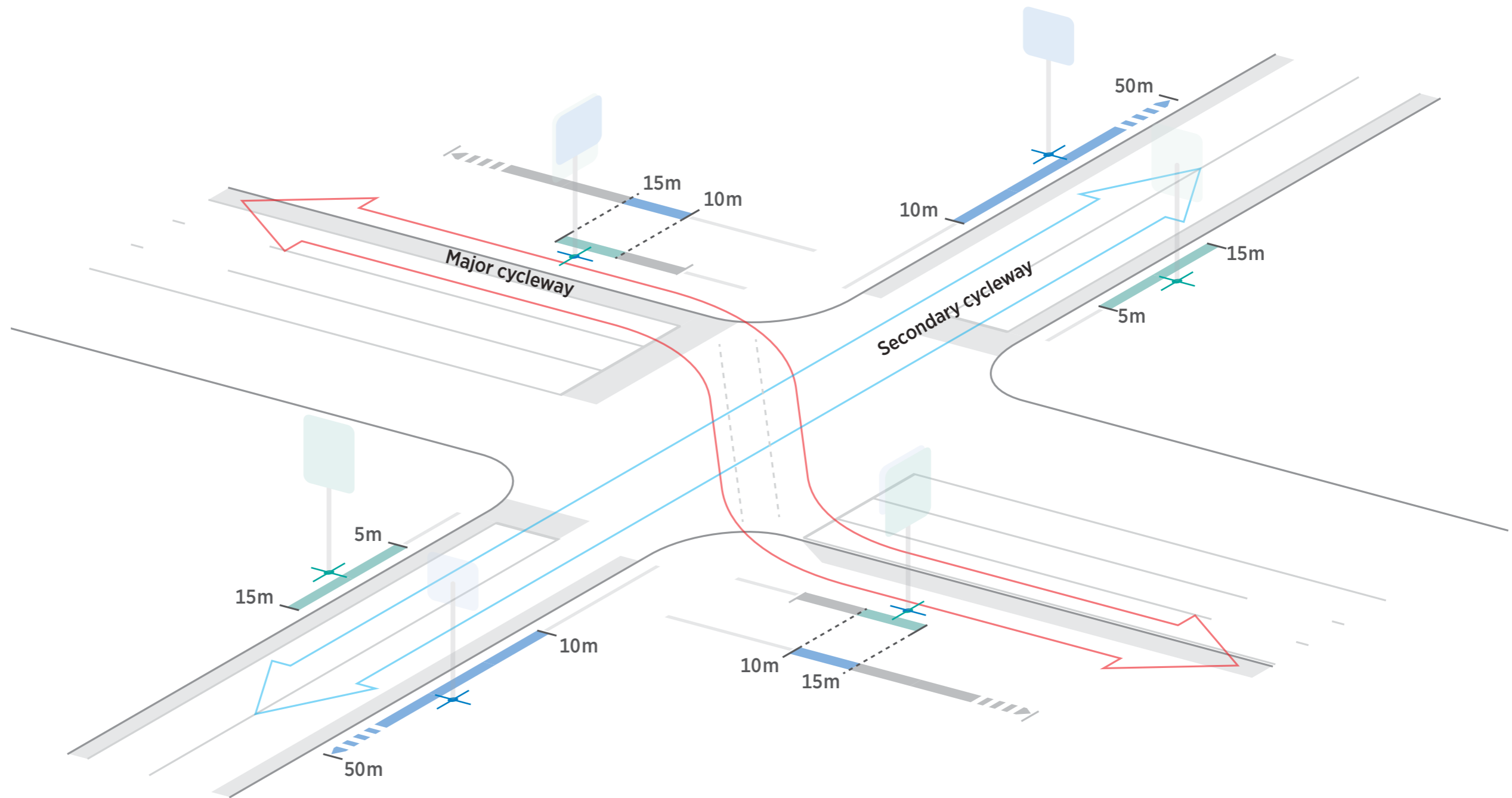
On-road

The diagram opposite shows sign placement for an **On-road** intersection where the two-way Major route changes from one side of the road to the other.

In this situation it is important to place the signs before and after the intersection as the cyclist will need to concentrate on the vehicles to safely cross. Making navigation choices at the intersection may distract them from safely crossing

- **Direction speed** signs 5-15m before intersection
- **10-15m before** intersection when combined with confirmation signs
- **Confirm distance** signs 10-50m after intersection
- **10-15m after** intersection when combined with direction signs

Note Confirmation and Direction signs should be combined on one post where possible. This is only possible on two-way sections.





Sign selection irregular situations

A number of our shared paths follow large highways and there are points where they must cross over large vehicle intersections

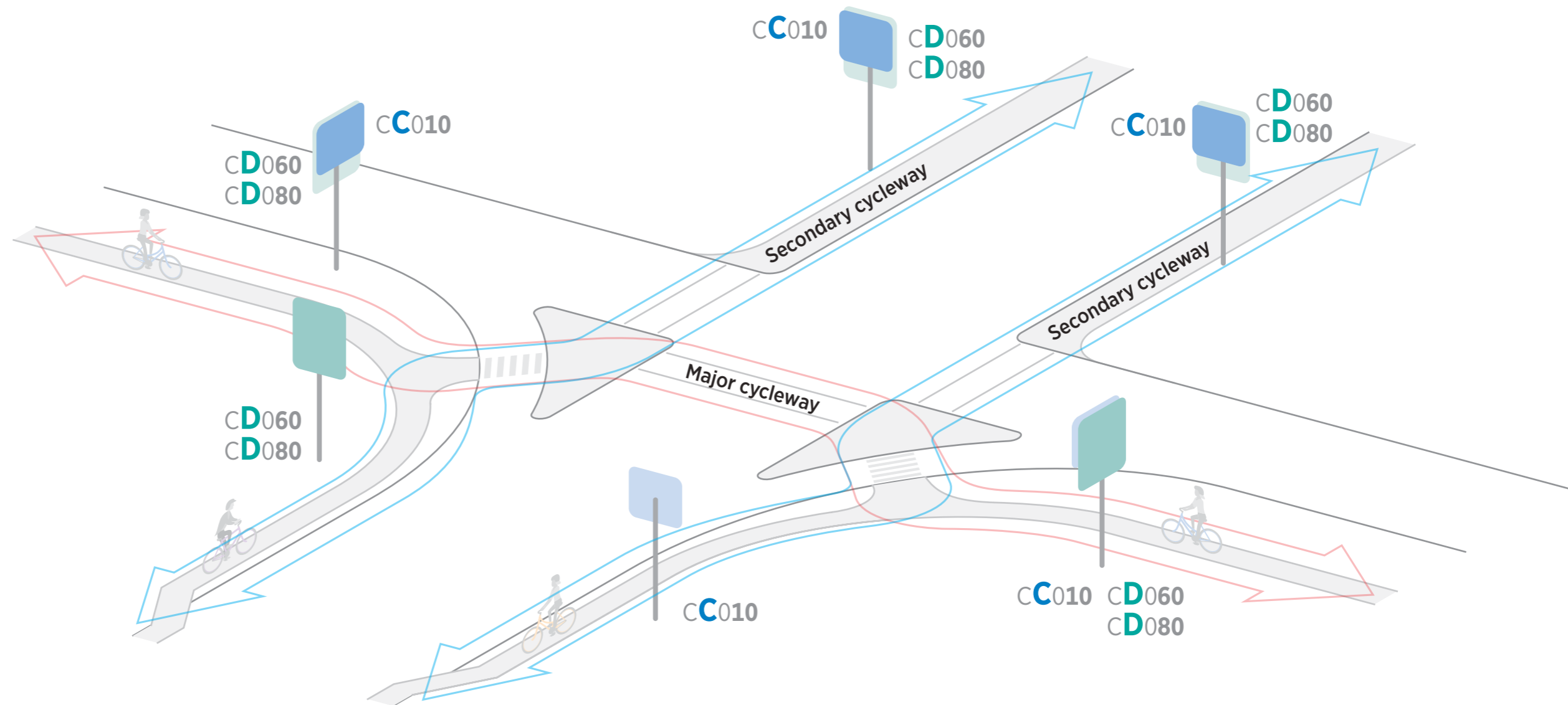
Off-road

The diagram opposite shows the signing of an **off-road** intersection where the two-way Major off-road route passes across a vehicle intersection and links with an off-road secondary route.

In this situation there are complex routes across the intersection. It will be helpful to use diagrammatic signs like Direction map or Direction crossing to help the cyclist navigate the intersection.

- **Direction crossing** or **Direction map** signs on the Major and Secondary routes before the crossing.
- These diagrammatic signs will help guide the cyclist navigate the intersection safely
- **Direction blade** signs can be added if there is still ambiguity
- **Confirm distance** signs after the intersection on the Major and Secondary routes

Note signs can not be placed on the intersections islands because they may distract drivers.





Sign placement irregular situations

Off-road

Off-road shared paths passing over vehicle intersections will need diagrammatic signs placed before sequence of decision points.

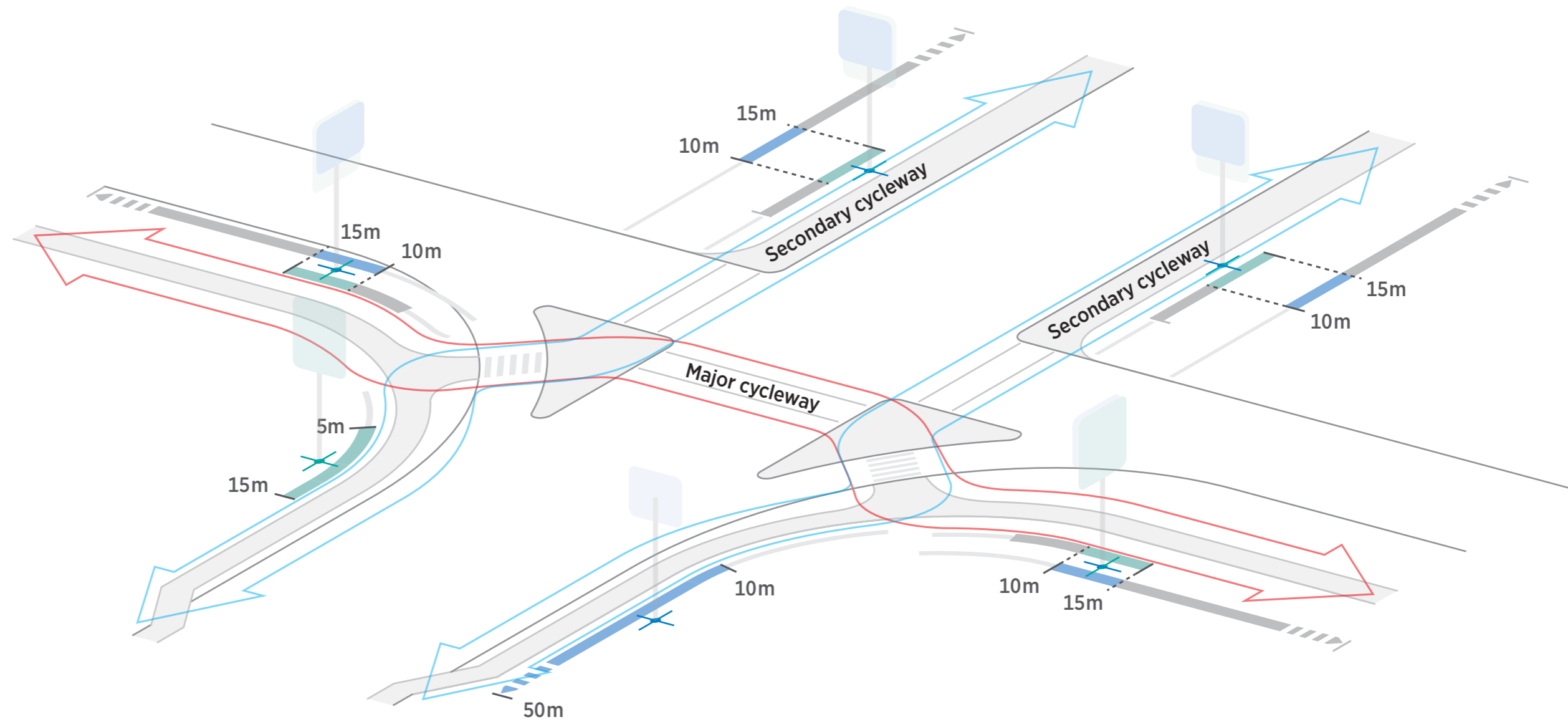
The diagram opposite shows sign placement for an **off-road** intersection where the two-way Major off-road route passes across a vehicle intersection and links with an off-road secondary route.

In this situation it is important to place the signs before the decision points as it's not possible to put signs on the intersections' traffic islands.

Because the routes are two way the confirmation signs can be affixed to same pole as the directional signs. In these cases the 10-15m range is ideal but you may place them further from the intersection if sight lines are a problem or you add direction blade signs.

- **Direction crossing** signs 10-15m before intersection
- **Direction map** signs 10-15m before intersection
- **Direction blade** signs may be added close to the **centre of the intersection** if there is still ambiguity
- **Confirm distance** signs 10-15m before intersection

Note Confirmation and direction signs should be combined on one post where possible.





Sign selection irregular situations

Often the access points to off-road cycleways or shared paths are on small streets and the path is not visible from the access point.

Off-road & On-road

The diagram opposite shows a shared path access point where the Direction blade sign is a distance from the access point. It may also be obscured by trees or buildings.

- **Direction Entry** sign marks the link to the Major cycleway.

This sign will let the cyclist know the next super destination (in each direction) on the Major cycleway.

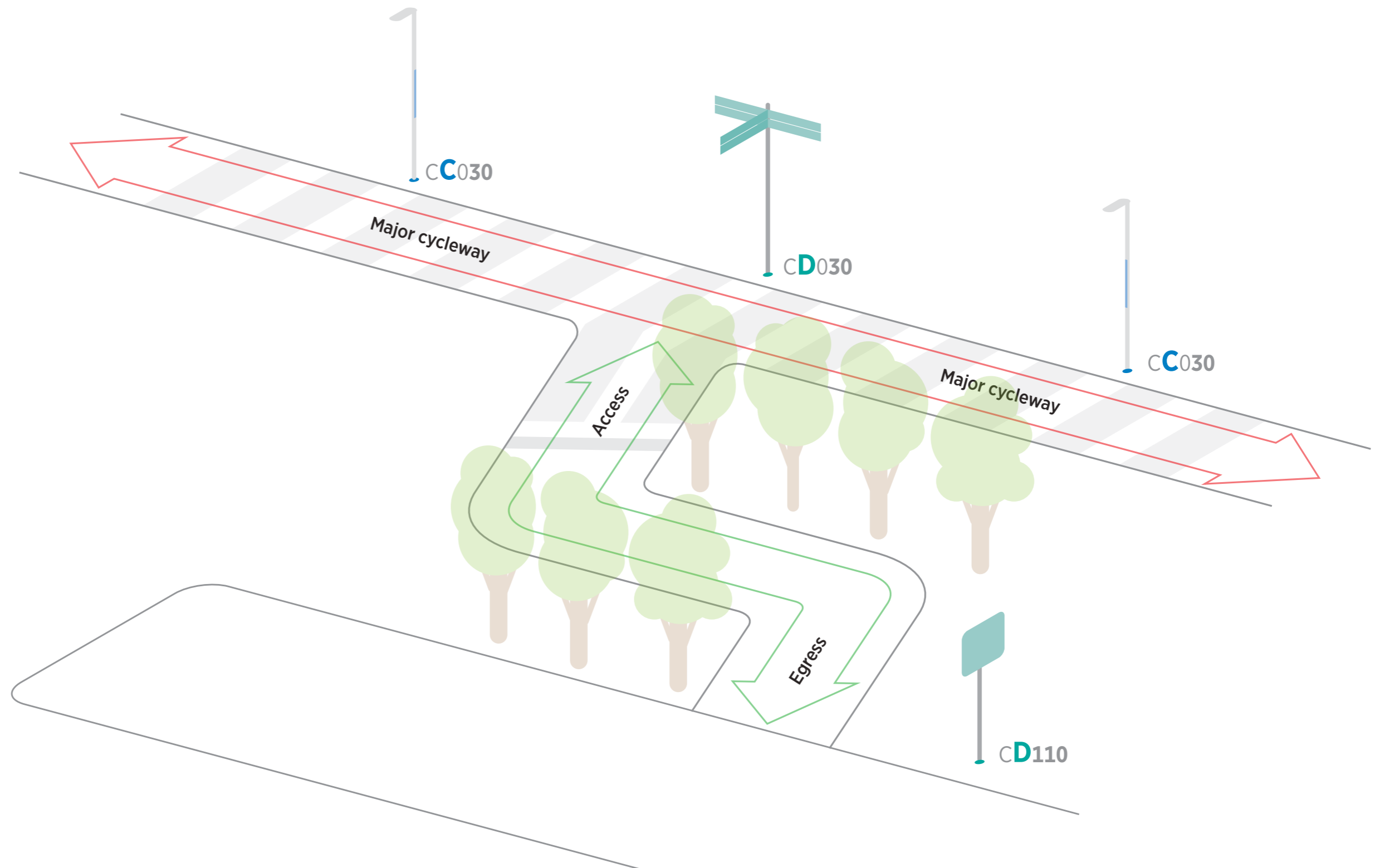
- **Direction blade** sign marks the intersection on the Major cycleway.

- **Confirm crumb** signs will be placed on the Major cycleway after the intersection with the Link path.

- This is only necessary if there is ambiguity about it being the shared path.
- This may occur if the surface of the path changes e.g. concrete to aggregate

Note:

The **Direction entry** sign will direct to the Major cycleway and the super destinations will be sub destinations (of the Major cycleway).





Sign placement irregular situations

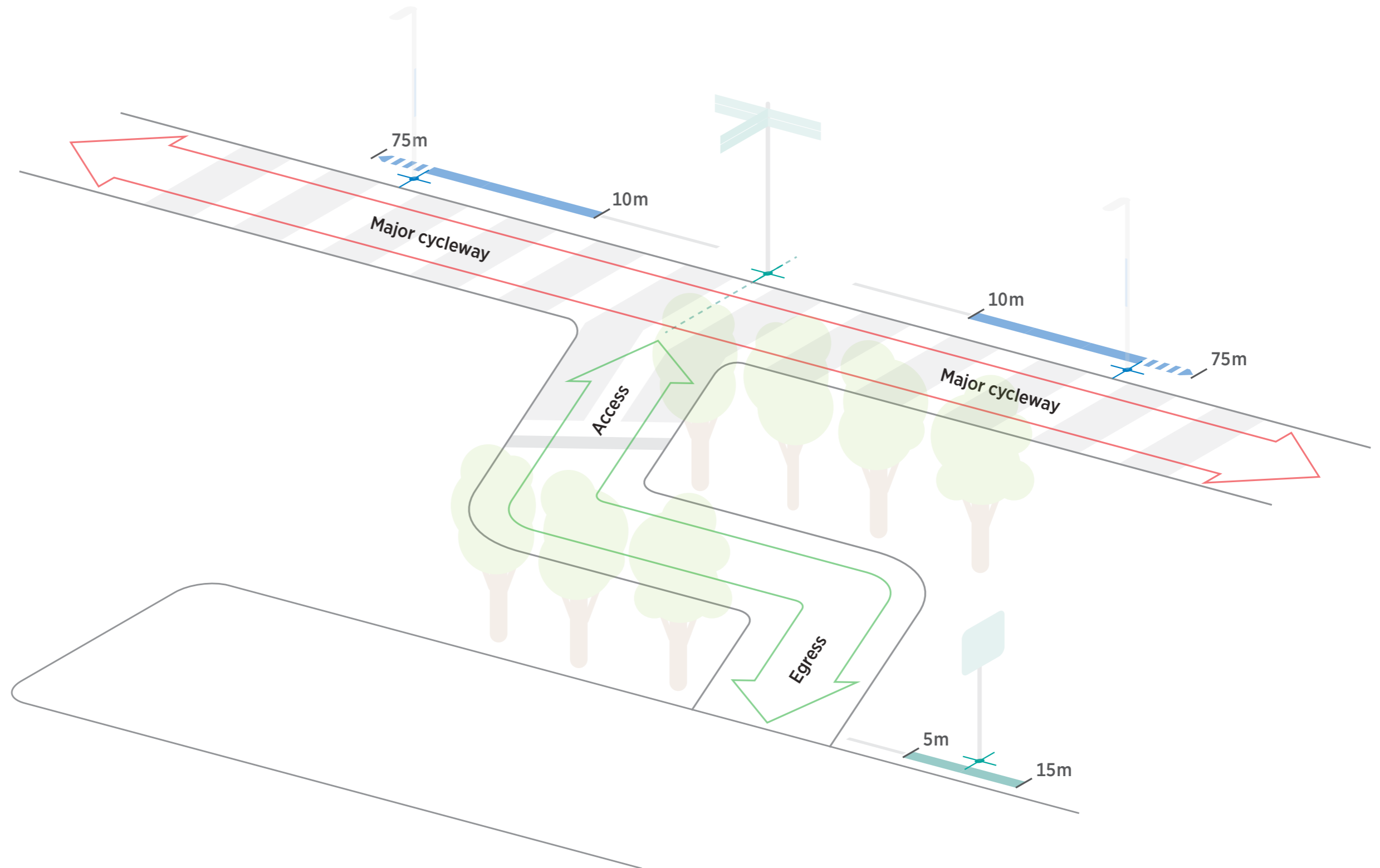
Often the access points to off-road cycleways or shared paths are on small streets and the path is not visible from the access point.

Off-road

The diagram opposite shows the sign placement for access to an off-road shared path or cycleway.

- **Direction entry** sign 5-15m before the access path
- There may need to be 2 of these if the street passes the access path (is not a dead-end street)
- **Large or small cycle blades** should be placed as close to the **centre of the intersection** as practicable.
- They should also avoid self-obstruction of key decisions see page 354.
- **Confirm crumb** signs 10-75m after the intersection with the Link path.

Note: If the shared path is in a council park the access point may be signed with Parks signs. It is important not to duplicate signs. However it may be necessary to work with Auckland Council Parks to add directional information to the existing parks signs.



Cycle Blade placement checklist:

Minimise important directions being obscured by other parts of the sign

Place so slowing/or stationary cyclists don't block Major routes

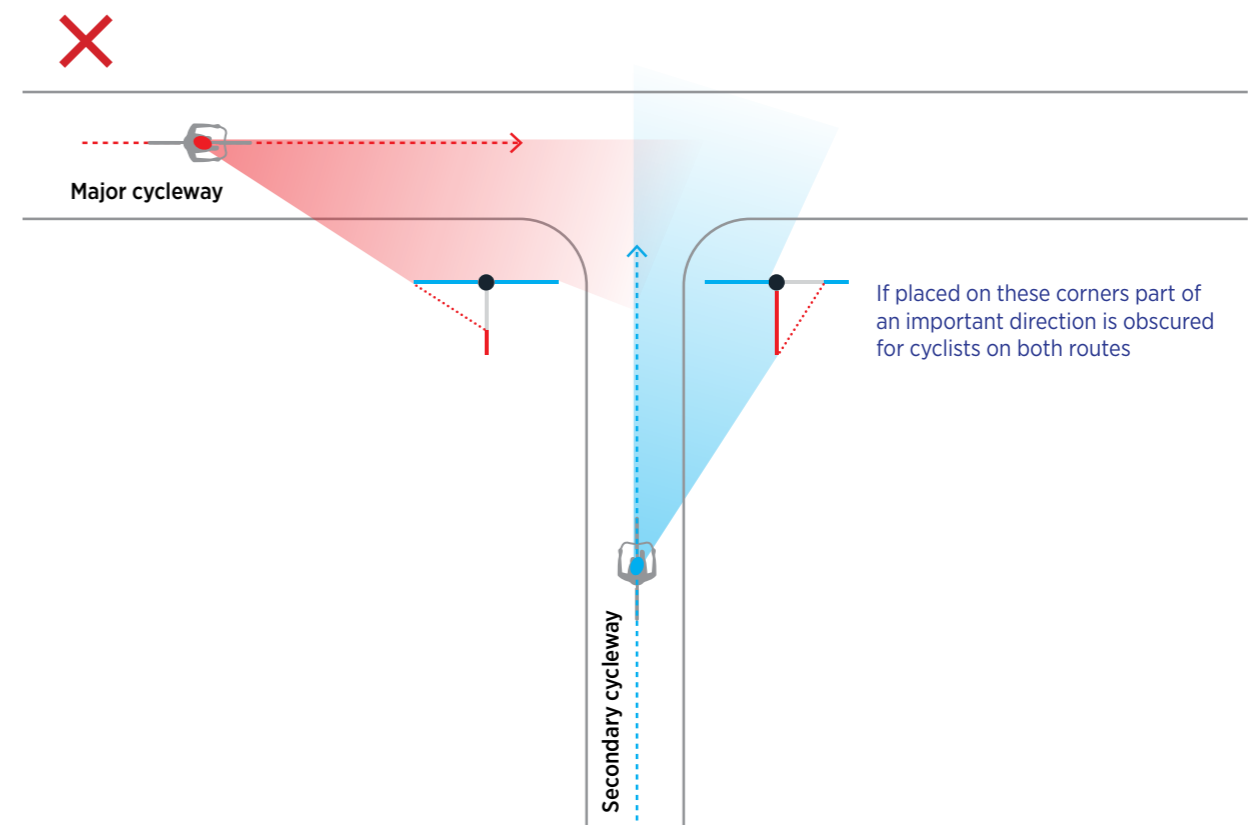
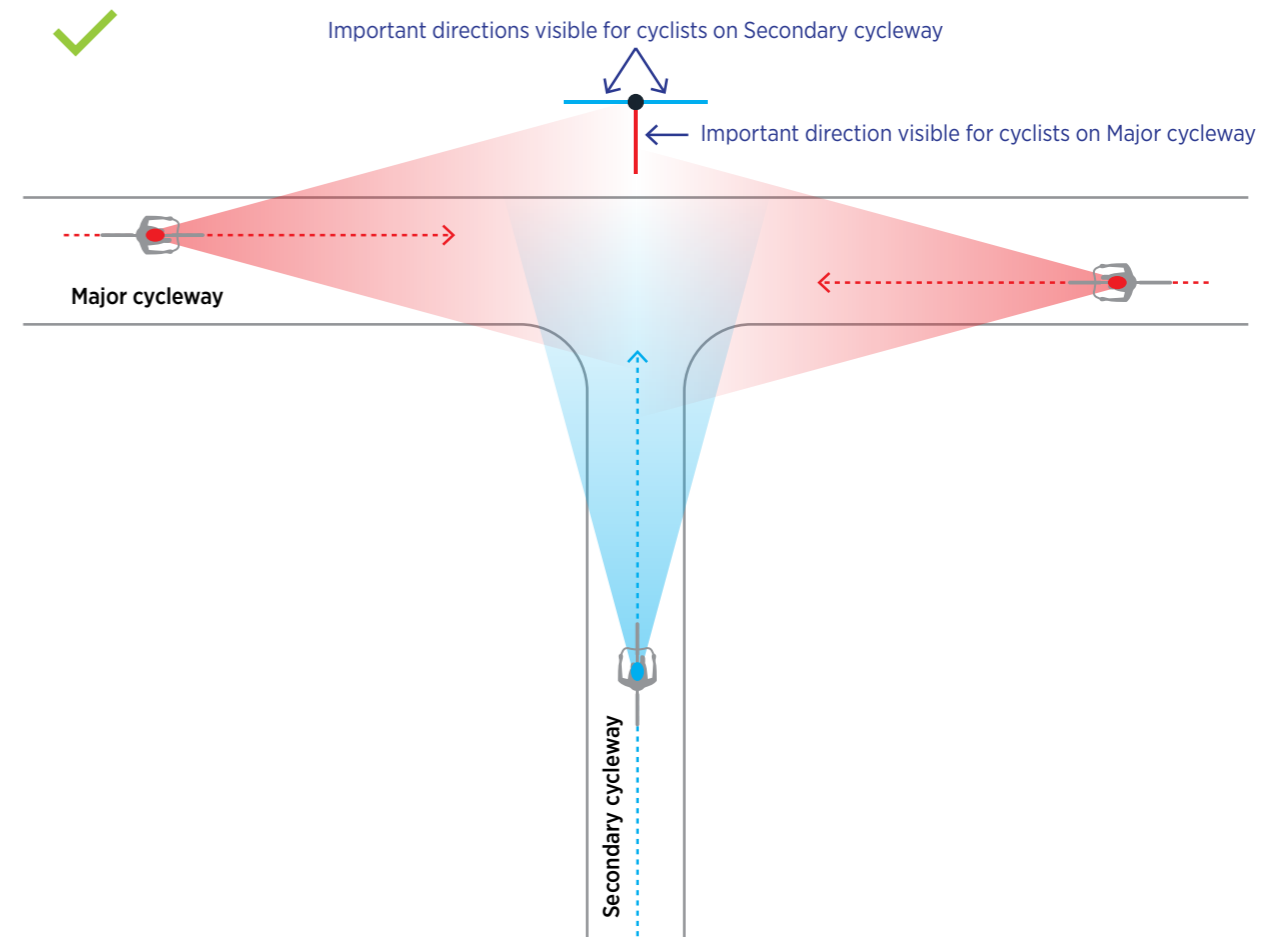
Off-road there needs to be 2.1m vertical clearance to the bottom of the lowest slat.

Cycle blade self-obstruction

When signing off-road cycle routes it is often preferable to select a **Cycle blade** (fingerpost) as multiple directions can be signed with a single sign.

However **Cycle blades** (fingerposts) do have the weakness of self-obscuring some directions. Certain directions also require the cyclist to slow and look off the cycle path. It is important to minimise the problems inherent with this sign type by carefully placing them.

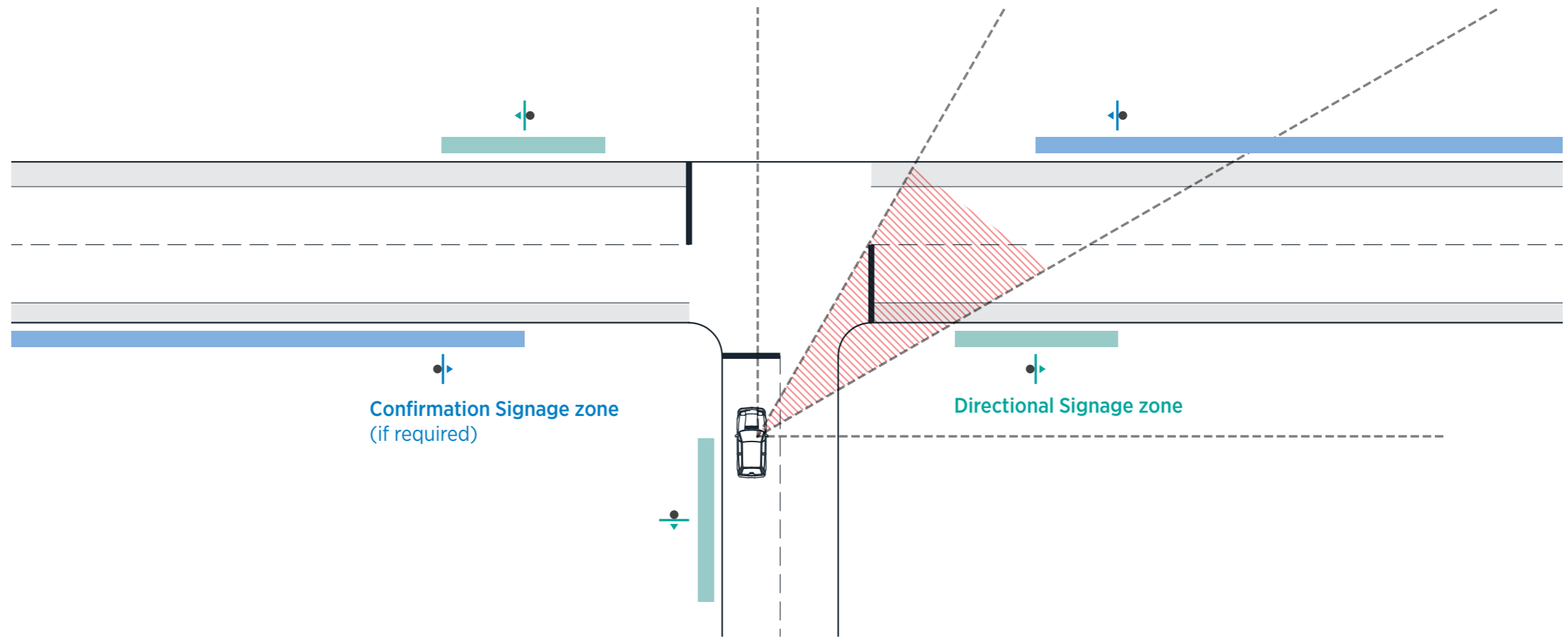
Here is an example of how to place the sign so the important directions are most visible. The next diagram shows how other positions make the important decisions difficult to see.



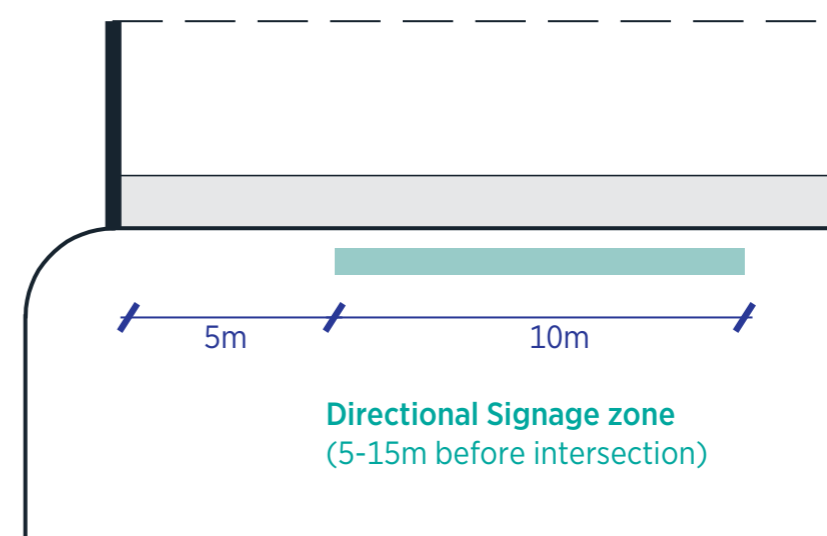
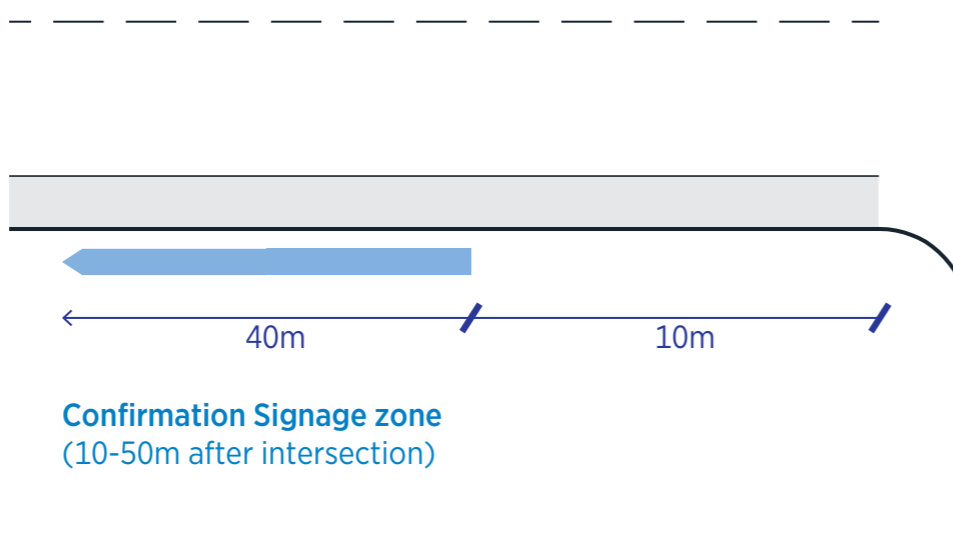


On road sign placement

Wayfinding signage should be located outside of the immediate intersection environment so as to not distract, create a hazard or block sight-lines of cyclists, pedestrians or other road users. The diagram above illustrates the placement of **Direction decision**, **Directions speed** and **confirmation signage** in relation to a typical T-intersection.



Direction decision or **Direction speed** signage should be placed 5-15 metres from the traffic stop line (zone shown above in green). This may need to be extended to 20m where the intersection layout or street trees/ street furniture provide a constraint. These setbacks ensures vehicular peripheral sight-lines are adequately maintained. Where confirmation signage is required, it should be placed approximately 10-40m metres after the turn/intersection.





Producing a sign schedule

Sign schedule checklist

Sign location map

Signs positions marked

Signs are individually numbered on map

Sign location plans

CAD Plans of each intersection and the signs exact locations marked

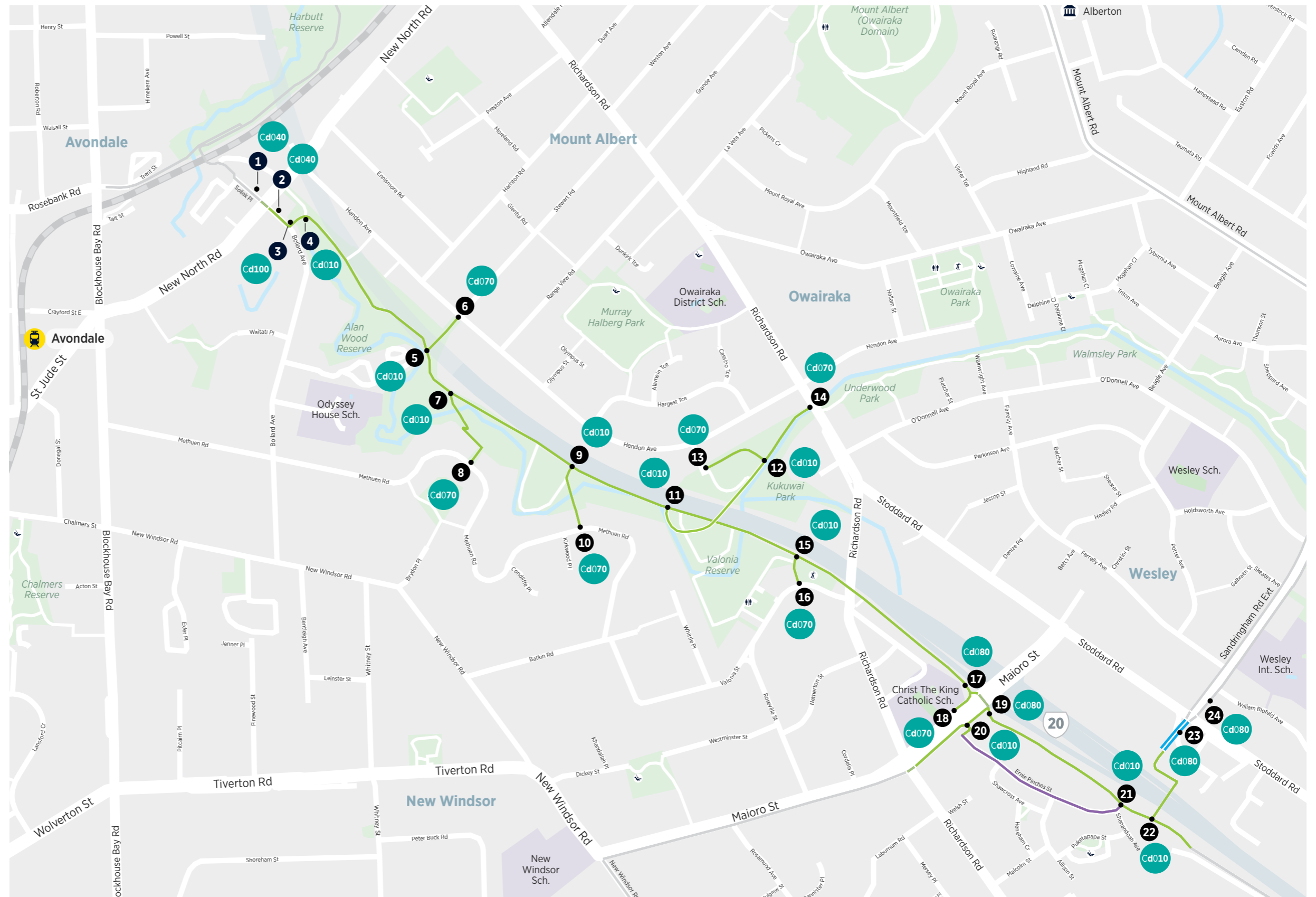
A 2D visual reference of the signs involved (This may be added after the schedule has been finalised)

Sign details

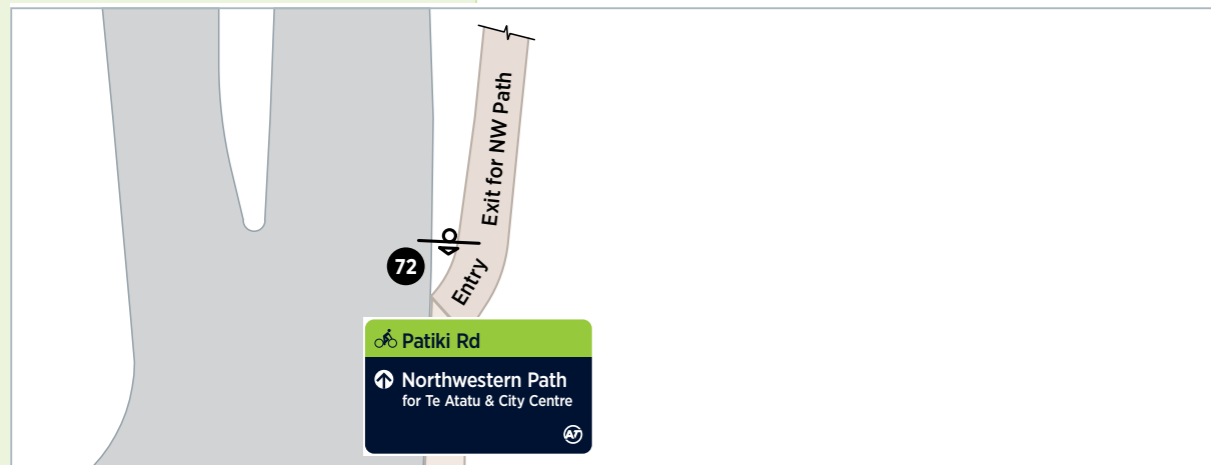
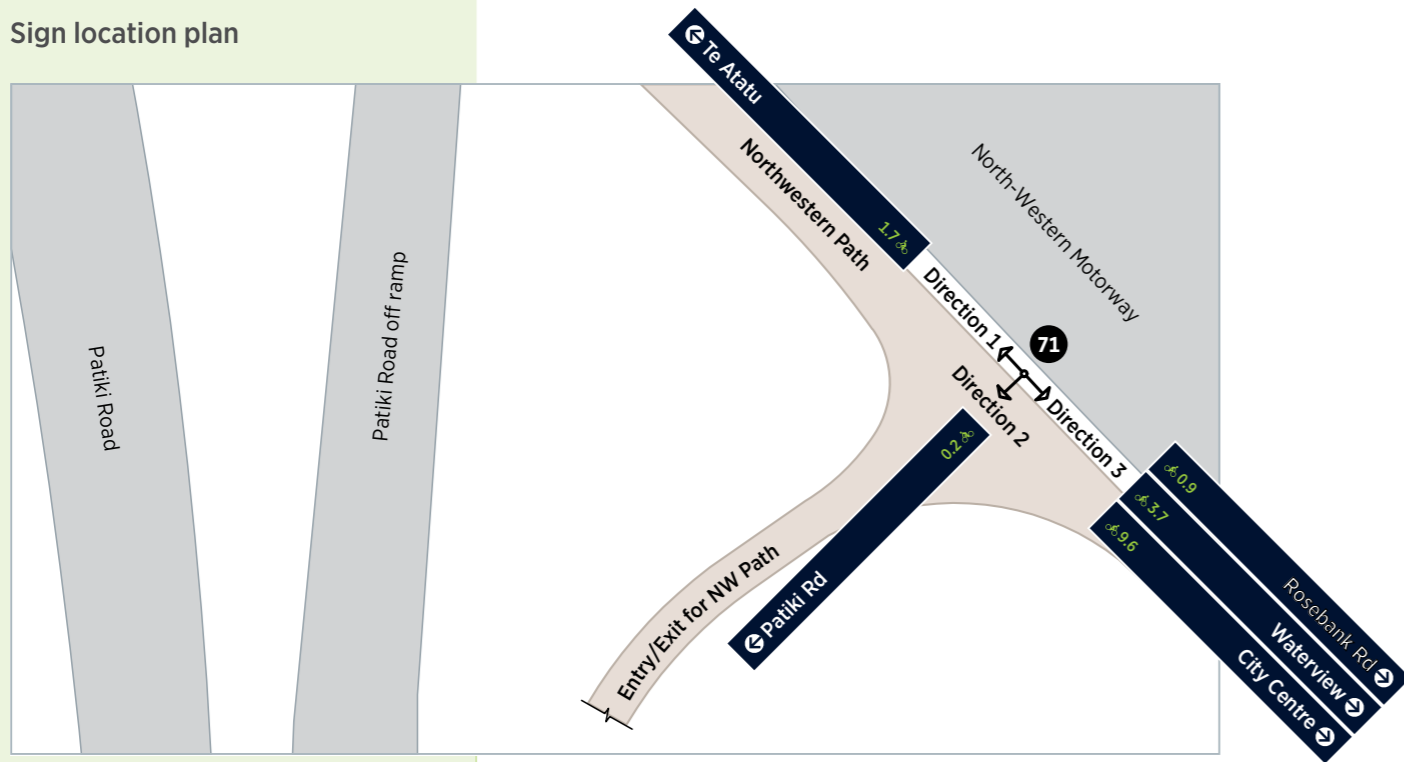
- Sign map/plan number
- Location description
- Mounting details
- AT Sign type
- AT Sign type code
- Directional content in text form
- Sign panel/blade letter
- Content
- Comments

Location visual

Basic photo montage of each sign in it's intended location. (Actual sign artwork is not necessary. A rectangle indicating placement is sufficient) Sign reference number from the schedule map.



Sign location plan



Sign details

Sign no.	Location description	Mounting details	Sign type	AT code	Sign panel/blade letter	Content	Comments
71	NW path (Patiki Rd entry) North side	Top blade Top blade Top blade 2nd blade 3rd blade	Small cycle blade	Cd010	Direction 1 blade A Direction 2 blade A Direction 3 blade A Direction 3 blade B Direction 3 blade C	Te Atatu 1.7 Patiki Rd 0.2 Rosebank Rd 0.9 Waterview 3.7 City centre 9.6	New post
72	Patiki Rd (entry to NW path) East side	Single sided panel. Post mount.	Direction entry	Cd110	Header panel Arrow up Sub-text	Patiki Rd Northwestern path for Te Atatu & City Centre	Existing post



Content: what goes on the signs?

Follow the guidance in cycle signs section on choosing content.

Create sign graphics

For routemarkers and link signs you will need to fill in the AT Signage briefing form with your content copy, the planned site and the orientation of the sign. The signage team/design studio will work with you to create the designs.

For all other cycle signs you can either fill in the AT signage briefing form with the details as above, or you can brief in an external company (most signage companies should be able to create these). You will need to send them this manual and the templates for the signs you want. Once the designs are done, the signage team will need to check them and sign them off.

Manufacture and install

Follow procurement guidance on the correct process for appointing a signage company.