

# DRAWING SET INDEX

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REVISION	BY	DATE

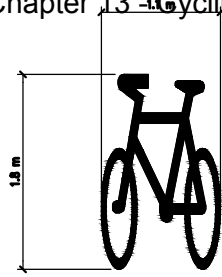


AUCKLAND TRANSPORT  
CODE OF PRACTICE

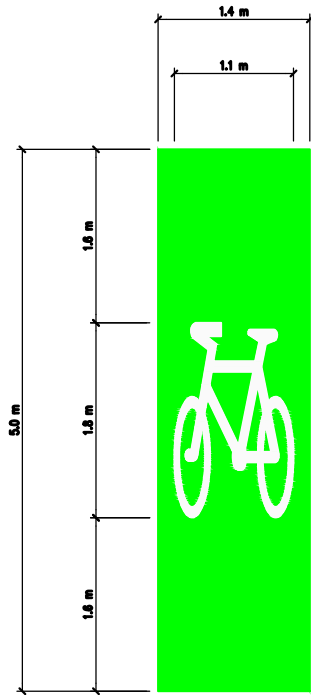
**TITLE**      **CYCLE INFRASTRUCTURE  
DESIGN**

<b>SCALE:</b>
<b>DRAWING No.</b> CD000
<b>VERSION</b>

Drawing set for Chapter 13 - Cycling Infrastructure Design



MINIMUM STANDARD FOR CYCLE LANE MARKING  
(Symbol plus cycle lane line)



MINIMUM GUIDELINE FOR CYCLE LANE MARKING  
(Symbol plus cycle lane line)



RG-26  
450 x 600



RG-26.1  
450 x 150



RG-26.2  
450 x 150



RG-26A  
450 x 600



RG-26B  
450 x 600



RG-26C  
400 x 600  
(300 x 450  
reduced dimension)



RG-26D  
600 x 600  
(400 x 400  
reduced dimension)



9-6B  
450 x 750

REGULATORY SIGNAGE  
(ENFORCEABLE)



OPTIONAL SIGN 1  
450 x 600



SUPPLEMENTARY SIGN 1  
450 x 600

ADVISORY SIGNAGE  
(NOT ENFORCEABLE)

REVISION	BY	DATE



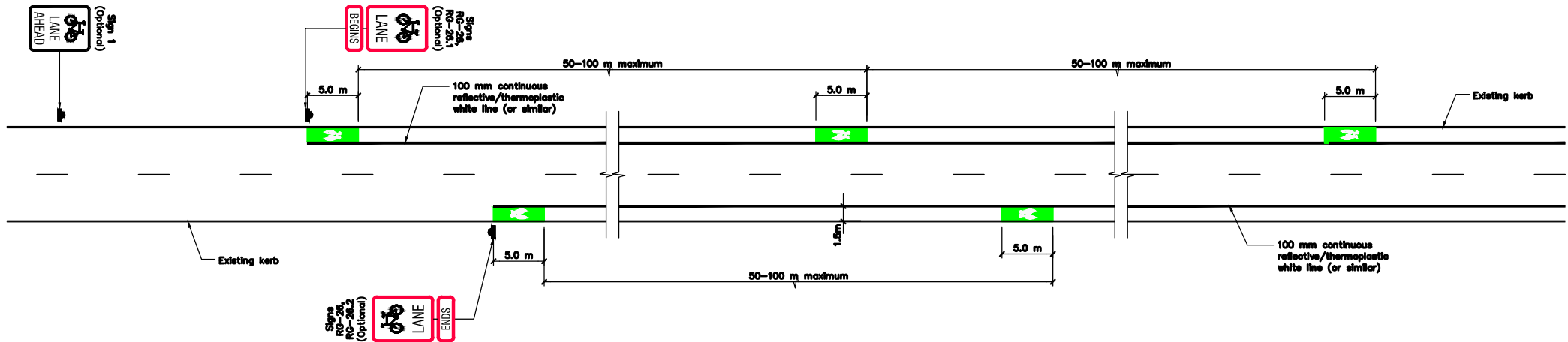
AUCKLAND TRANSPORT  
CODE OF PRACTICE

TITLE  
**CYCLE MARKING AND SIGNAGE**

SCALE: NTS
DRAWING No. CD001
VERSION

**NOTES:**

1. Cycle lane markings can be used at greater frequencies to reflect higher risk safety conditions for cyclists.
2. Cycle lane signs can be used intermittently to reflect higher risk safety conditions for cyclists.
3. Cycle lane widths should be consistent with the Auckland Transport Code of Practice and be a minimum useable width of 1.5 m, measured from kerbface.
4. Cycle lane markings are recommended to be marked at the locations of uncontrolled pedestrian crossings to alert pedestrians that they are stepping into a cycle lane. They can also be useful at driveway locations to alert motorists.
5. Cycle friendly catchpit grates are to be used adjoining cycle lanes or cycle paths.



REVISION	BY	DATE



AUCKLAND TRANSPORT  
CODE OF PRACTICE

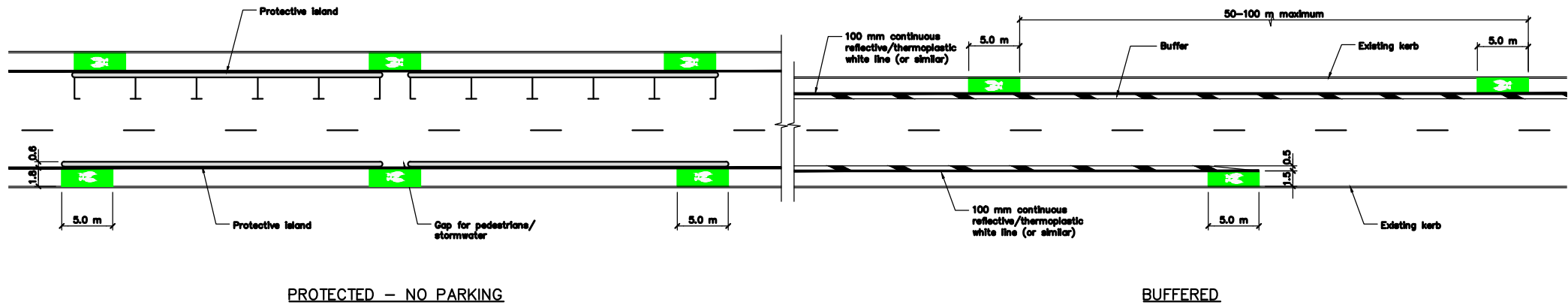
**GUIDELINE FOR FREQUENCY OF  
CYCLE MARKING AND SIGNAGE**

TITLE

SCALE:	NTS
DRAWING No.	CD002
VERSION	

**NOTES:**

1. Cycle lane markings can be used at greater frequencies to reflect higher risk safety conditions for cyclists.
2. Cycle lane signs can be used intermittently to reflect higher risk safety conditions for cyclists.
3. Cycle lane widths should be consistent with the Auckland Transport Code of Practice and be within minimum width of 1.5 m.
4. Cycle lane markings are recommended to be marked at the locations of uncontrolled pedestrian crossings to alert pedestrians that they are stepping into a cycle lane. They can also be useful at driveway locations to alert motorists.
5. Cycle friendly catchpit grates are to be used adjoining cycle lanes or cycle paths.



**PROTECTED - NO PARKING**

**BUFFERED**

REVISION	BY	DATE



AUCKLAND TRANSPORT  
CODE OF PRACTICE

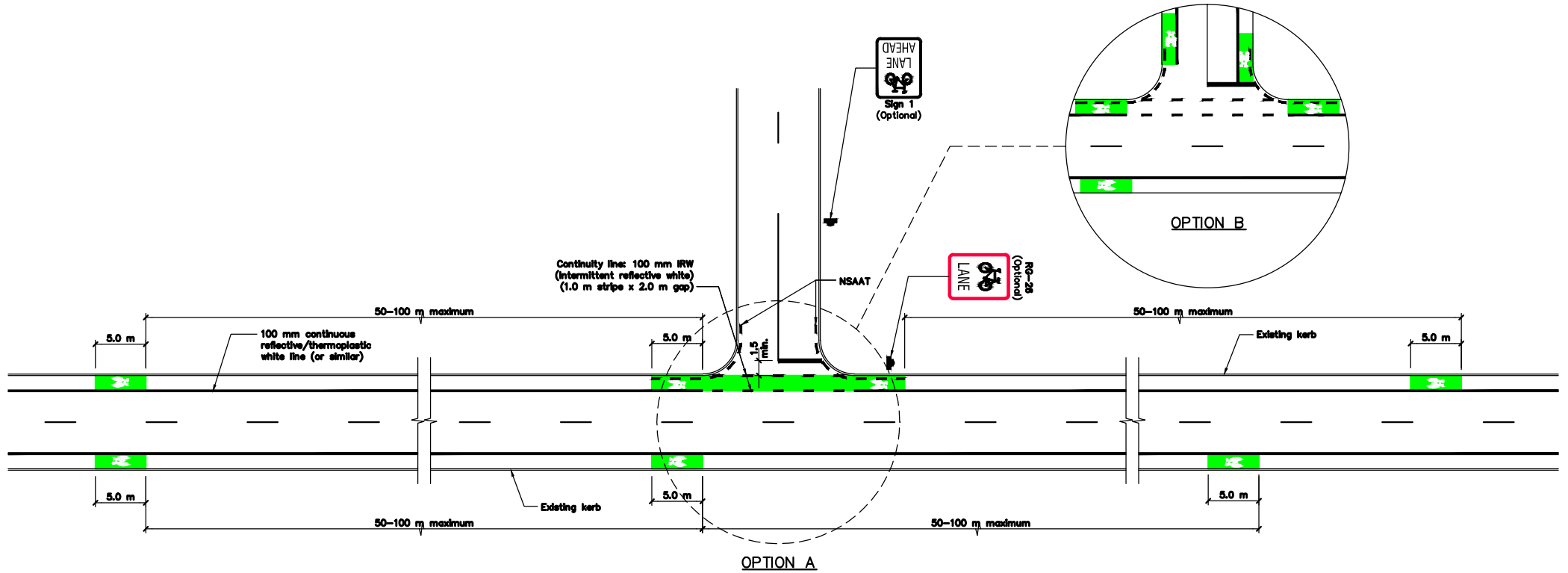
**GUIDELINE FOR BUFFERED AND PROTECTED CYCLE LANE**

TITLE

SCALE:	NTS
DRAWING No.	CD003
VERSION	

**NOTES:**

1. 'Cycle Lane Ahead' can be used at intersections to reflect higher risk safety conditions for cyclists.
2. No stopping at all times (NSAAT) to be used in locations consistent with appropriate design standards.



REVISION	BY	DATE



AUCKLAND TRANSPORT  
CODE OF PRACTICE

**TITLE**  
**GUIDELINE FOR CYCLE MARKING AND SIGNAGE AT PRIORITY INTERSECTIONS**

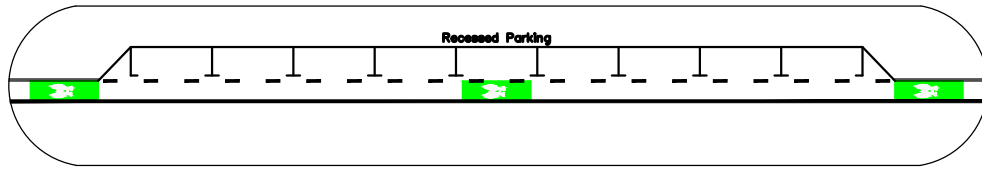
**SCALE:**  
NTS

**DRAWING No.**  
CD004

**VERSION**

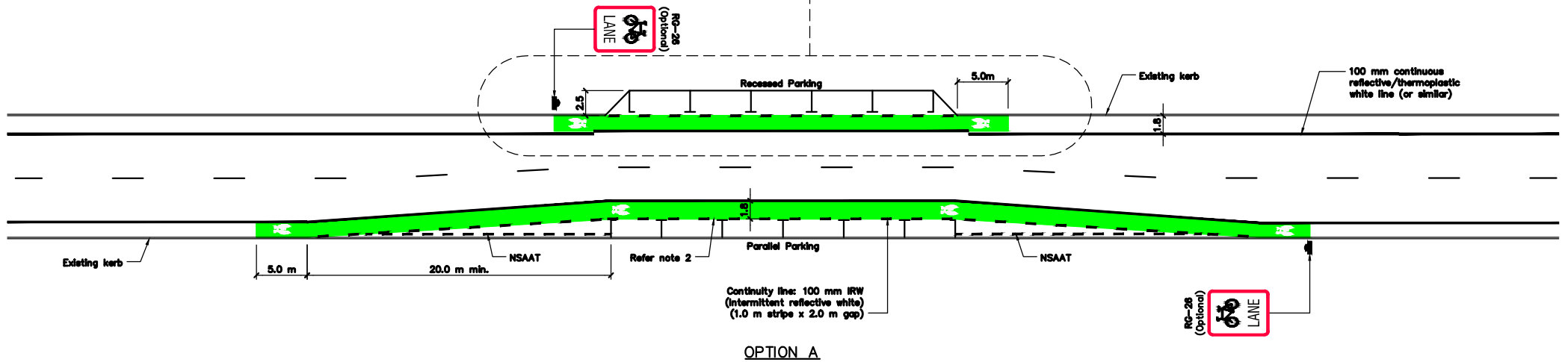
**NOTES:**

1. Cycle lane widths should be consistent with the Auckland Transport CoP and be a minimum width of 1.5 m.
2. The Auckland Transport Code of Practice requires a minimum cycle lane width of 1.8m next to kerb side car parking and no buffer is provided.
3. Cycle lane signs should be considered to reflect higher risk safety conditions for cyclists.
4. No stopping at all times (NSAAT) to be used in locations consistent with appropriate design standards.



**OPTION B**

Where the parking lane or the recessed parking extends the length of over 20.0 m, patches of cycle lane greening should be considered intermittently (approx. every 30.0 m)



**OPTION A**

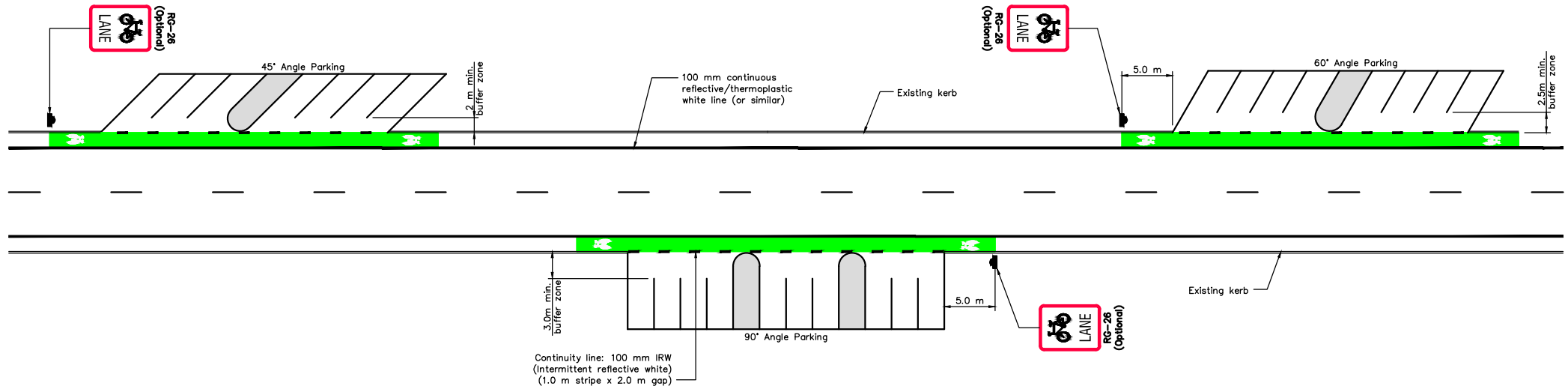
REVISION	BY	DATE



AUCKLAND TRANSPORT CODE OF PRACTICE	SCALE: NTS
TITLE <b>GUIDELINE FOR CYCLE MARKING AND SIGNAGE ADJOINING PARALLEL PARKING</b>	DRAWING No. CD005
	VERSION

**NOTES:**

1. Buffer zone is consistent with the desirable minimum standard shown in the Auckland Transport Code of Practice.
2. Angle parking is typically used in lower speed/lower risk environments. This guide does not encourage the use of cycle lanes adjoining angle parking in higher risk environments.
3. Cycle lanes signs should be considered to reflect higher risk safety conditions for cyclists.
4. Kerb protections should be installed at frequent intervals to discourage people from driving in or to the left of the cycle lane.



REVISION	BY	DATE



TITLE

AUCKLAND TRANSPORT  
CODE OF PRACTICE

**GUIDELINE FOR CYCLE MARKING AND  
SIGNAGE ADJOINING ANGLE PARKING**

SCALE:

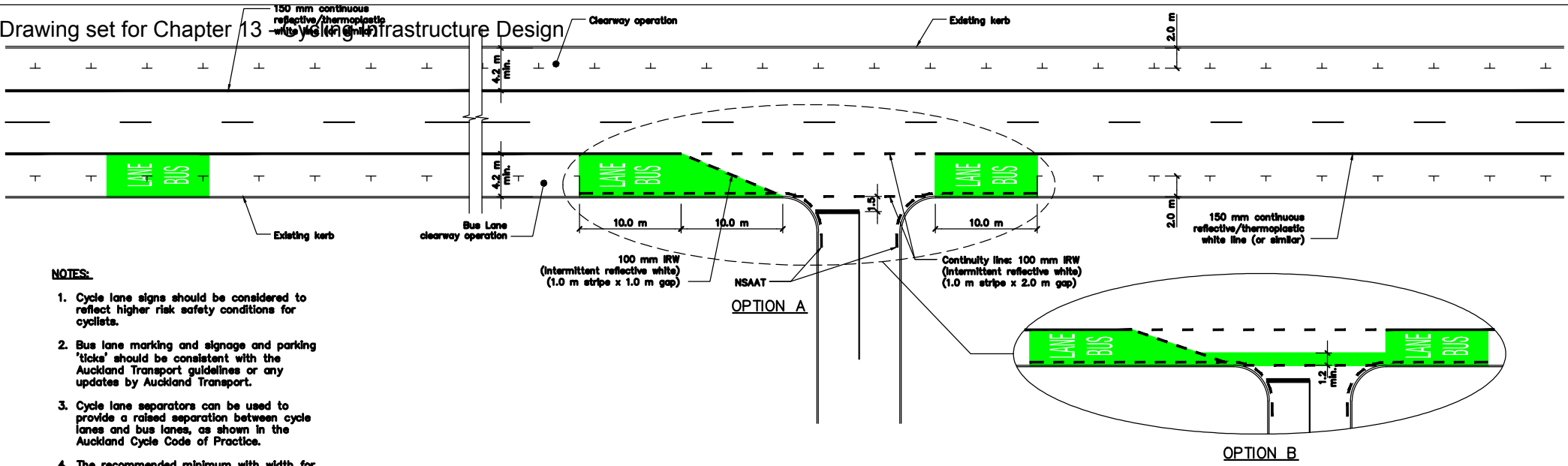
NTS

DRAWING No.

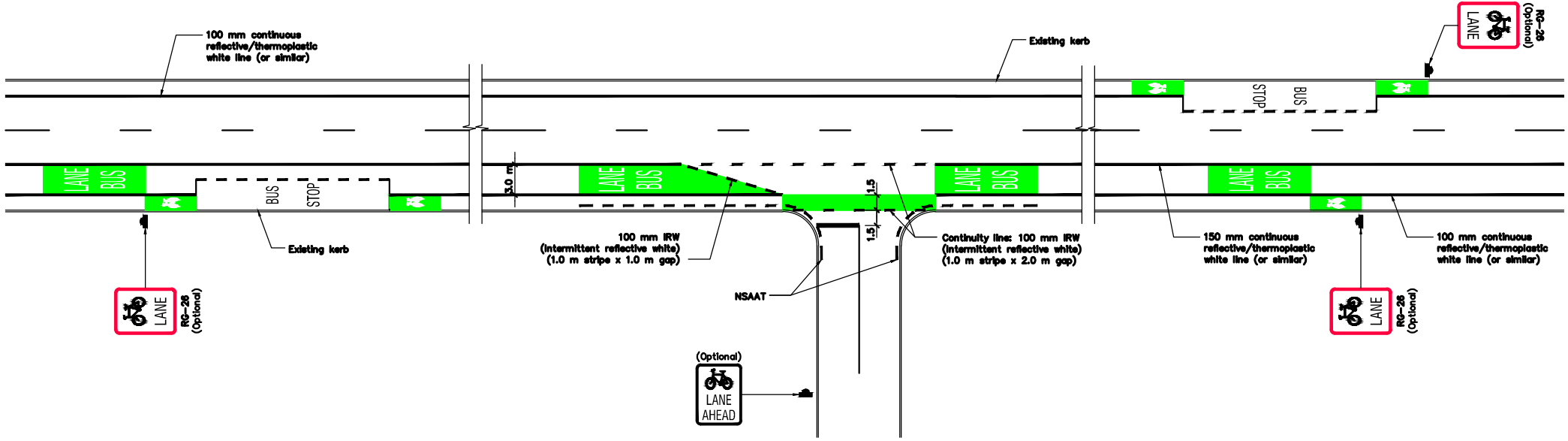
CD006

VERSION

# Drawing set for Chapter 13 - Clearway Infrastructure Design



- NOTES:**
1. Cycle lane signs should be considered to reflect higher risk safety conditions for cyclists.
  2. Bus lane marking and signage and parking 'ticks' should be consistent with the Auckland Transport guidelines or any updates by Auckland Transport.
  3. Cycle lane separators can be used to provide a raised separation between cycle lanes and bus lanes, as shown in the Auckland Cycle Code of Practice.
  4. The recommended minimum width for bus lanes is 4.2 m.



REVISION	BY	DATE



AUCKLAND TRANSPORT  
CODE OF PRACTICE

**TITLE**  
**GUIDELINE FOR CYCLE MARKING AND SIGNAGE AT CLEARWAY/CLEARWAY BUS LANE WITH PARKING AND PERMANENT BUS FACILITIES**

**SCALE:**  
NTS

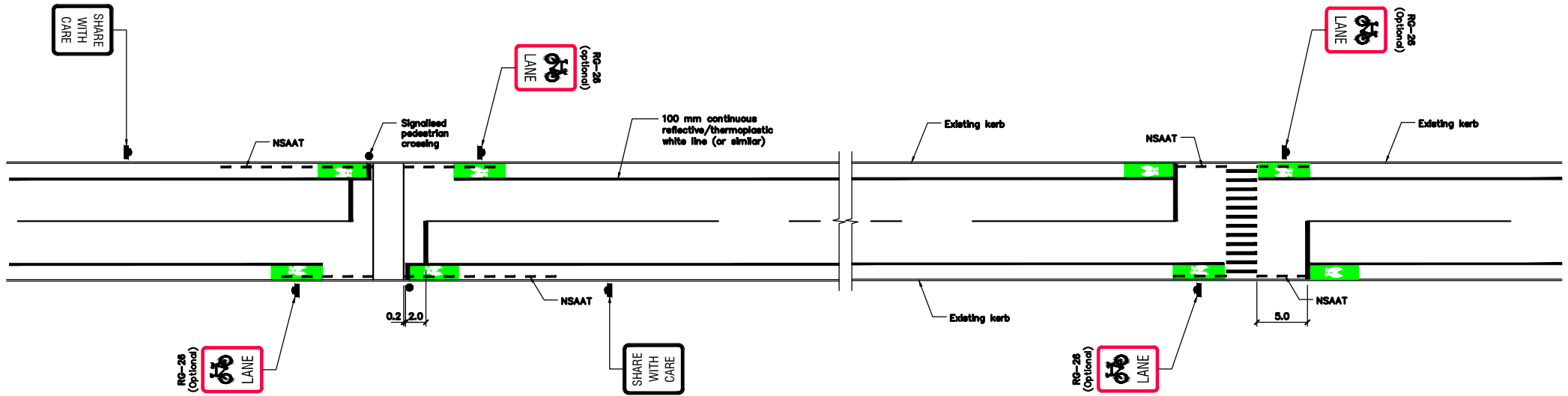
**DRAWING No.**  
CD007

**VERSION**



**NOTES:**

1. No stopping at all times (NSAAT) to be used in locations consistent with appropriate design standards.
2. Cycle lane signs should be considered to reflect higher risk safety conditions for cyclists.



REVISION	BY	DATE

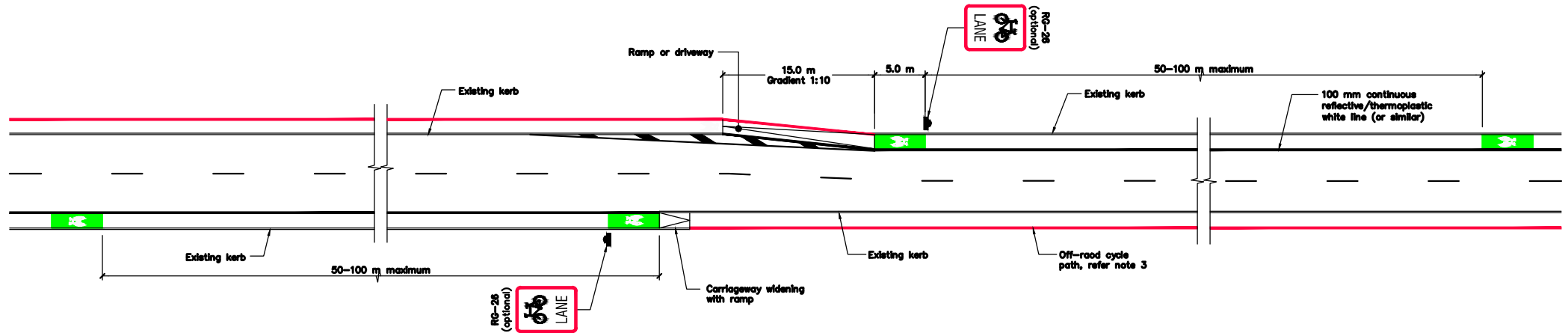


AUCKLAND TRANSPORT CODE OF PRACTICE	SCALE: NTS
TITLE <b>GUIDELINE FOR CYCLE MARKING AND SIGNAGE AT PEDESTRIAN CROSSINGS</b>	DRAWING No. CD008
	VERSION

# NOTES

## Drawing set for Chapter 13 - Cycling Infrastructure Design

1. Sign RG-26C is used for shared used paths.  
Sign RG-26D is used for separated paths.
2. Cycle path signs should be used intermittently to reflect higher risk safety for cyclists.
3. The red lines indicate off-road cycle paths and are not a marking standard. Centre lines and edge lines for cycle paths are not required.
4. Cycle friendly catchpit grates are to be used adjoining cycle lanes or cycle paths.



REVISION	BY	DATE



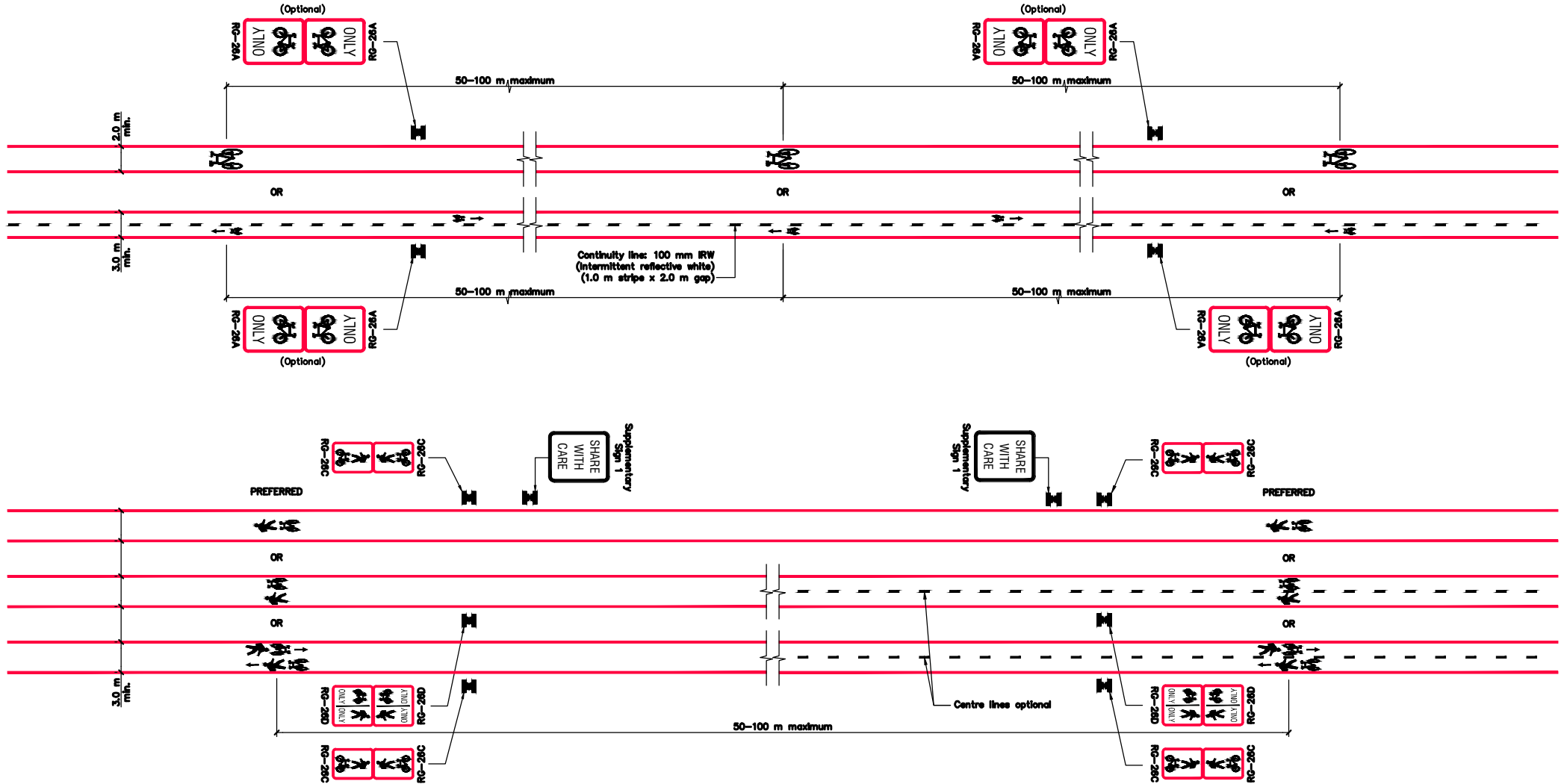
AUCKLAND TRANSPORT CODE OF PRACTICE	SCALE: NTS
TITLE <b>GUIDELINE FOR CYCLE MARKING AND SIGNAGE AT A CYCLE LANE/CYCLE PATH TRANSITION</b>	DRAWING No. CD009
	VERSION

# Drawing set for Chapter 13 - Cycling Infrastructure Design



## NOTES:

1. Sign RG-26C is used for shared used paths. Sign RG-26D is used for separated paths.
2. Cycle path widths are to be consistent with the Cycling Aspects to Austroads Guide. The recognised Auckland Transport minimum standard is a shared path width of 3.0 m.
3. Cycle path signs can be used intermittently to reflect higher risk safety for cyclists.
4. The red lines indicate cycle paths. Edgelines for cycle paths are not required. Centre lines are used to provide for two-way cycle paths or separated pedestrian paths and cycle paths.
5. Only use centre lines where deemed absolutely necessary or in areas of poor visibility (e.g. around corners).
6. Where cycle paths coincide with vehicle accessways markings are to be located within the accessways.



REVISION	BY	DATE

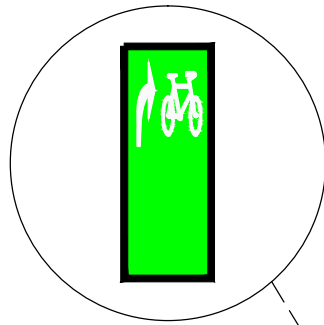


TITLE

AUCKLAND TRANSPORT  
CODE OF PRACTICE  
GUIDELINE FOR CYCLE PATH AND  
SHARED PATH MARKING

SCALE:	NTS
DRAWING No.	CD010
VERSION	

# Drawing set for Chapter 13 - Cycling Infrastructure Design



**CYCLE HOOK TURN BOX**  
 Notes: Use available space for hook turn marking. Minimum area is 3.0 m<sup>2</sup>. Minimum dimension of either edge is 1.5 m

100 mm continuous reflective/thermoplastic white line (or similar)

Existing kerb

RC-26 (Optional)



OPTION A

Position if left turn has exclusive phase



RC-26 (Optional)

Position if signal phasing does not conflict



RC-26 (Optional)

OPTION B

**NOTES:**

1. Cycle detector devices should be used within cycle advance stop boxes and hook turn boxes.
2. Option B can be used to satisfy tracking requirements for heavy vehicles.
3. A minimum 0.2 m gap is required between cycle advance stop box and pedestrian crossing lines.
4. A minimum distance of 15 metres should be greened within the cycle lane on approach to intersections.
5. Where cyclists need to cross two or more lanes to a right turn bay alternative treatments should be investigated such as a hook turn or signalised cycle crossings running together or in parallel with signalised pedestrian crossing facility.
6. The 3.0 m advance boxes differ from the Cycling Aspects of Austroads Guide which specifies 4.0 m.
7. Cycle lanes signs should be considered to reflect higher risk safety conditions for cyclists.
8. Cycle hold rolls and push button call-up phases should be used where required. (Hold rolls at high volume facilities and those with high volume of sports cyclists, call buttons at low volume roads etc).
9. For further details refer to MOTSAM Pt 2, Markings.

REVISION

BY DATE




TITLE

AUCKLAND TRANSPORT  
 CODE OF PRACTICE  
**GUIDELINE FOR CYCLE MARKING  
 AND SIGNAGE AT SIGNALISED  
 INTERSECTIONS**

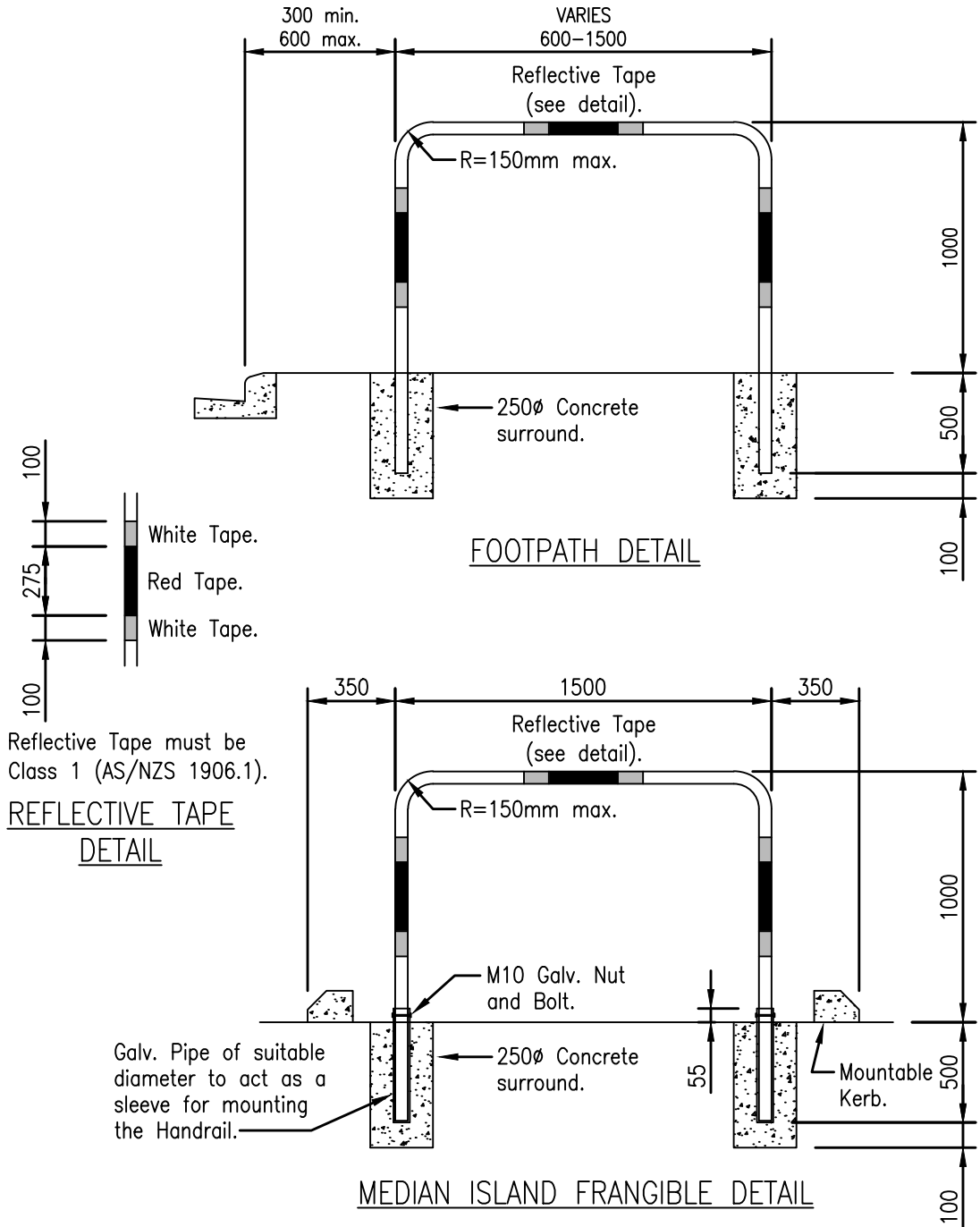
SCALE:

NTS

DRAWING No.

CD011

VERSION



**NOTES**

- Hand rails must be made from 50mm $\phi$  medium wall thickness Galv. tube then powder coated with and AT approved coating

REVISION	BY	DATE	 	AUCKLAND TRANSPORT CODE OF PRACTICE	SCALE: N.T.S.
				TITLE	DRAWING No. CD012
				<b>CYCLE WAY HANDRAIL DETAILS</b>	VERSION