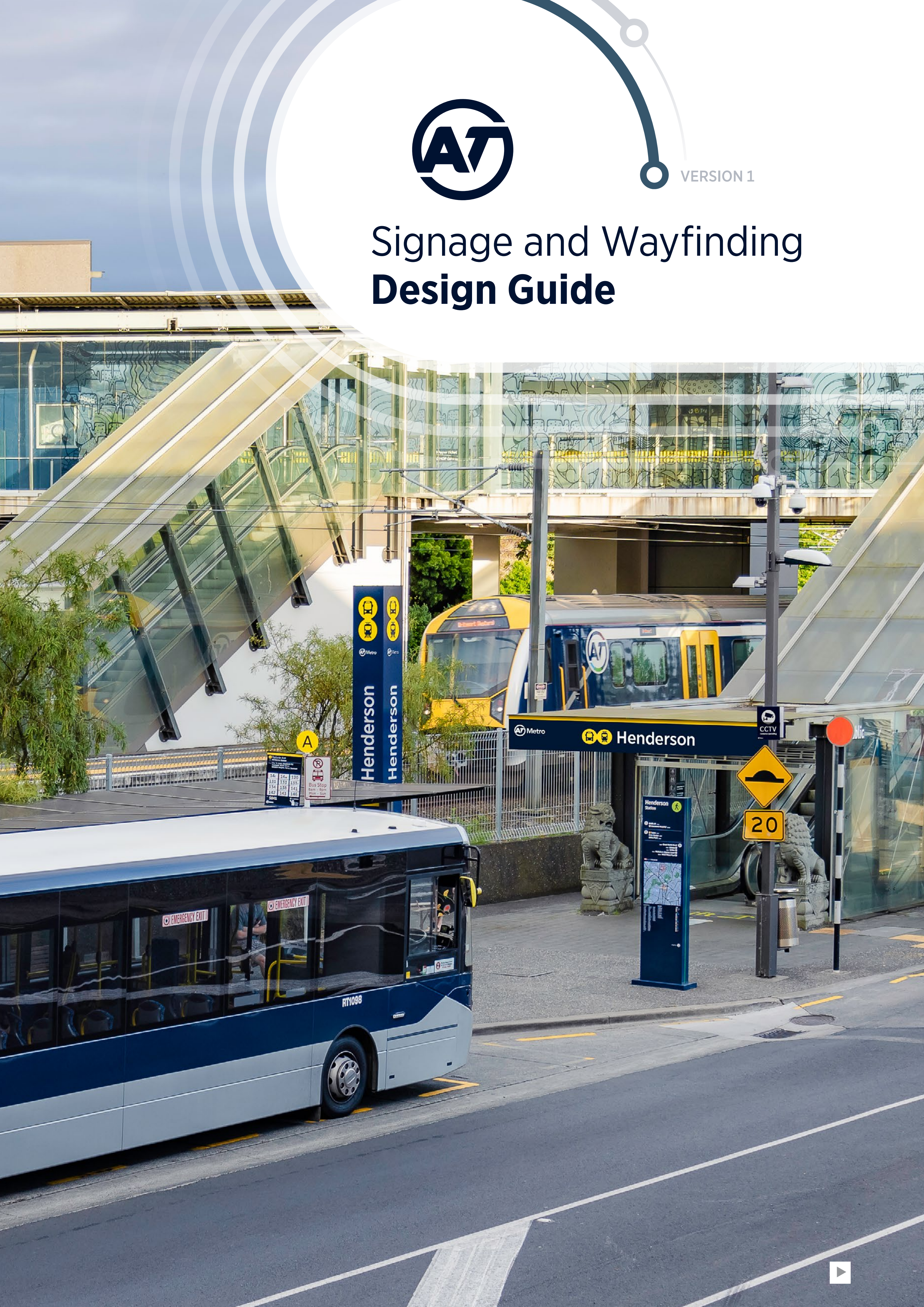
VERSION 1

Signage and Wayfinding
Design Guide


Henderson
Henderson
Metro
Henderson
CCTV
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Bus Stop
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Henderson Station
EMERGENCY EXIT
EMERGENCY EXIT
RT1098

Introduction

This section details the purpose of this document and who should use it.

It also explains the principled approach that underpins all parts of a project. These guiding principles are at the heart of the system and affect every part of it.

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1.0

Introduction

The role of wayfinding systems in placemaking is subtle yet unambiguous, providing a clarity and cohesion that grows over time into shaping a recognisable sense of identity. This is Auckland.
This is a part of who we are.

Purpose of this manual

This manual will enable the Auckland Council family to deliver a consistent suite of signage across the Auckland region.

A simpler wayfinding system with enhanced information will be more user friendly, contributing to Auckland being a more liveable city.

The aim is to help:

- Identify and connect places in and around the city
- Build people's confidence to walk, cycle or use public transport
- Reassure and encourage Aucklanders and visitors to explore the urban environment
- Reduce reliance on private cars, encouraging sustainable travel and healthier lifestyles
- Declutter the urban landscape
- Stimulate economic growth and promote social inclusion.

Signs play a key role in a wayfinding system and this document refers primarily to the medium of signage in the Auckland Transport (AT) network.

The guidelines in this manual include detailed specifications for the look and layout of:

- Pedestrian signs
- Cycling signs
- Public transport signage – bus, train and ferry
- Information signs for motorists, e.g. street name signs.

The new regional signage system is being designed for future integration of new technology (e.g. digital and audio), as it becomes more accessible.

Te reo Māori and dual signage will be incorporated into AT signage across the network and guided by the Auckland Council Māori Language Policy, the Māori Policy and Engagement Team and mana whenua where appropriate.

The guidelines have been developed to bring clarity and consistency to the provision of information across these transport modes.

What is wayfinding?

Wayfinding is how people find their way around an environment – whether they are strangers to the place, or residents needing information on using public transport or unfamiliar facilities.

Wayfinding systems identify and connect places in and around the city. They build people's confidence to get out and explore the city on foot, by bicycle or by using public transport rather than relying on private cars – encouraging sustainable travel and healthier lifestyles. Navigating transport environments independently also reduces reliance on transport staff, allowing them to use their time more productively.

Wayfinding systems stimulate economic growth by drawing visitors to the city. They promote social inclusion by using formats that are accessible to people with impaired mobility or vision.

Who should use this manual

This manual is designed to be used by:

- Facilities managers
- Project managers – major and minor capital projects, and road maintenance
- Signage contractors
- General operational staff needing signs updated or installed
- Graphic designers – in-house or contractors
- The 21 local boards of Auckland Council.

The guidelines are not designed for use by businesses, and business or residents' associations, or individuals. Any of these groups should approach their local board in the first instance to discuss their proposals.

Background and scope

The Regional Signage Project was an integral component of Auckland Council amalgamation in 2010. Each of the legacy councils had its own set of design guidelines and many capital projects had also created their own designs. It was recognised that signage around the region was inconsistent and incomplete. Our customers experienced a cluttered landscape with confusing signs that no longer reflected Auckland's brand, growth and aspirations.

Like the Unitary Plan, which provides one set of rules for planning, the Regional Signage Project is an opportunity to bring the region together by introducing a multi-modal signage system that makes sense to everyone. The project showcases a significant and positive change resulting from amalgamation.

A decision was made at council and council-controlled organisation (CCO) chief executive level for AT to lead this project as the majority of signs are under its governance.

The strategy is for Auckland to be one of the first cities to implement a comprehensive, holistic wayfinding system that covers the four key modes of walking, cycling, vehicles and public transport.

This is in line with AT's mission: 'Working together to deliver safe, innovative and sustainable transport for a great city', and complement's Mayor Phil Goff's vision for Auckland 'of a modern city that is diverse, inclusive and dynamic'.

The goals were:

- Design a customer-centric connected city with a consistent look and feel
- Connect Auckland with a single wayfinding system brand
- Declutter the landscape
- Promote active travel and healthy lifestyles
- Support Auckland's regeneration, particularly in the city centre
- Demonstrate the benefits of cross-council agency initiatives with a strong customer focus
- Develop a mapping solution that allows a standard look and feel for all maps on all media.

Development of the new guidelines was informed by a study of best practice wayfinding systems in other major world cities, and local research to find out what users' needs are. Pilot projects enabled testing and modification, based on feedback.

Making signage accessible for everyone

The new Wayfinding system incorporates Universal Design principles. These principles ensure that all signage in Auckland will be accessible to the greatest possible extent by all people regardless of their age or ability. The principles simplify life for everyone: if the signage is easy for a person who is vision-impaired, it will be easy for all of us to read.

The principles go beyond making signage barrier-free to including aesthetics as a core consideration.

We followed a robust accessibility approach, as follows:

1. Engagement with the AT-facilitated regional accessibility group, the Public Transport Accessibility Group (PTAG), to review the proposed designs.
2. Review of designs by the New Zealand Blind Foundation.
3. Adjustments to designs, based on feedback.
4. Once trial signs were installed, an external journey tester was contracted to assess the pilot project.
5. All feedback was evaluated and 99% of it incorporated into the updated designs.

The key feedback we took on board was to increase font sizes and improve the legibility of maps. The consultation process throughout was a positive experience. The project team valued all the input from the disability advisory groups and this has resulted in best practice signage.

The guidelines cover wayfinding and directional signage for:

- Transport modes – walking and cycling signs and routes, public transport and motorists, e.g. street name signs
- Places where transport interacts – road corridors, parks, public transport facilities, cycleways etc.

Exceptions are:

- Place names, e.g. libraries, regional facility names
- Regional facilities
- Regional parks
- Commercial signage
- Special events
- Internal signage within the council and council controlled organisation (CCO) staff buildings.

The design elements in this manual are mandatory and must be followed whenever signage is being designed, manufactured or installed.

Each section of this manual has a business owner within the council group. No changes can be made to any aspects of the suite of signs given in this manual unless approved by the business owner.

To request a change to the signage suite please email **signage@at.govt.nz** and include the following information:

- Which sign or aspect of the signage do you want the change made to?
- What is the change?
- Why will this improve the sign/s?
- What is the benefit to the customer?
- How many customers will it likely affect?
- What is your role?

1.1

Principles

Specifics of a good wayfinding system

A good wayfinding system:

- Is recognisable and consistent
- Is backed by plentiful on-the-ground research
- Is functional, accessible, seamless and interesting to a wide and varied audience
- Breaks complexity down into a series of connected stages and well-defined routes that are easy to navigate
- Has good placement. Signs stand out and can be seen from any angle or distance
- Enables anyone to reach their destination easily and quickly, by providing the cues and information on:
  - Where they are (position and context)
  - What transport modes and routes they can use to reach their destination
  - When they have reached their destination
- Declutters the urban landscape. It is simple and concise, providing just the right amount of information
- Provides maps and directories in public places to give a bird's eye view of the environment, for people to study in advance of their journey.

Recognisable and consistent

Unless you are an accidental tourist who enjoys wandering, the experience of being lost in a city generally creates anxiety. Not knowing what navigation aids to look for, or if there are any, wastes time and is stressful.

It should be easy for people to spot the wayfinding signs that are relevant to their journey. These signs allow people to move through spaces easily and with confidence – avoiding ambiguity.

Having a cohesive sign family with consistent colour, design, size and placement, and an Auckland-specific visual language, all helps to make signage instantly recognisable. When used over time, this familiarity and reliability offers comfort – the feeling that someone has walked in your shoes and already predicted your needs.

Use solid research

Good signage systems adopt the viewpoint of the customer, considering where they will be coming from, where they may want to go, entry and exit points, key decision points along the way and what information they will need at those decision points. Again, this functional usability inspires confidence.

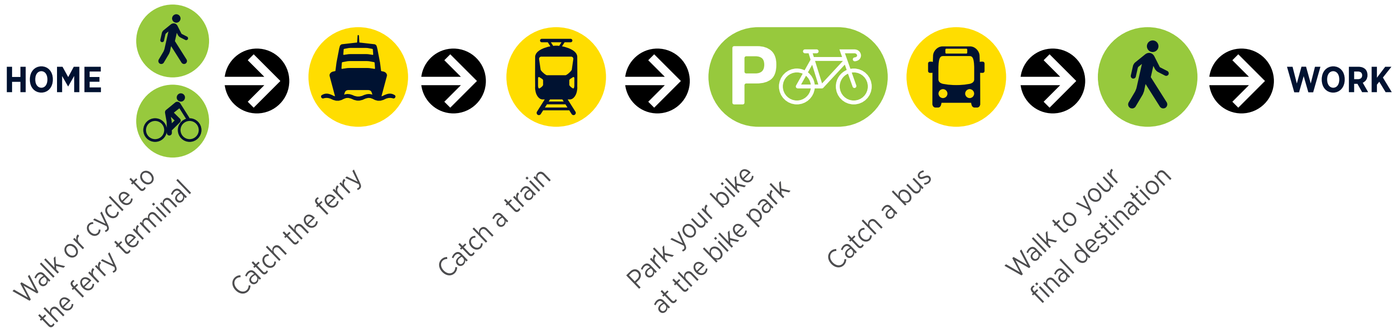
Be seamless

We all have the experience of being overwhelmed by too much information. When complex journeys are broken down into a series of stages, the mind can let go of its instructional map and just focus on one step at a time.

Signs must be placed to connect places, enabling a seamless transition from one transport mode, system or area to another.

Uni. of Auckland
Wellesley St West
Albert Park
Grafton Gully
Inbound
Outbound
Crossing

The seamless journey


HOME
WORK
Walk or cycle to the ferry terminal
Catch the ferry
Catch a train
Park your bike at the bike park
Catch a bus
Walk to your final destination

Provide just the right amount of information...

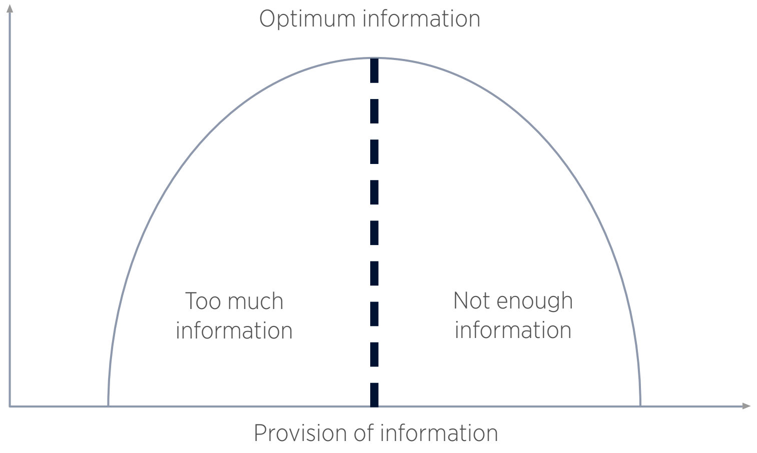
...not too much to overwhelm and not too little to create confusion. The best wayfinding systems are simple, and use as little language as possible and limited navigation choices. Necessary information is brief, allowing people to find their destination while in a hurry or in the flow of traffic.

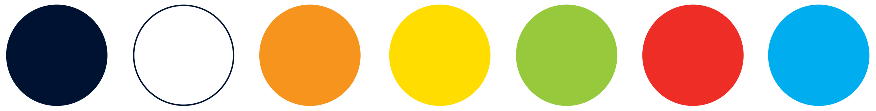
Present information clearly

Signs must be placed in the best position to aid wayfinding, i.e. within the expected cone of vision for a person travelling on the route that the sign is intended for.

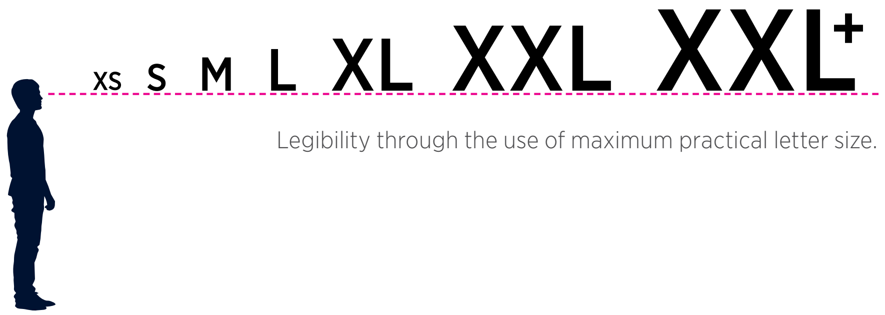
The information on signs must be logically and clearly structured. The design in these guidelines focuses on:

- **Legibility**
  The format and layout of travel information has been designed to improve legibility, through the use of contrasting colours and the maximum practical letter and image size.
- **Simplicity**
  The graphic templates have been developed to accommodate only important information.
- **Use of graphics**
  Information is presented in graphic form wherever possible, as this is a universal language.

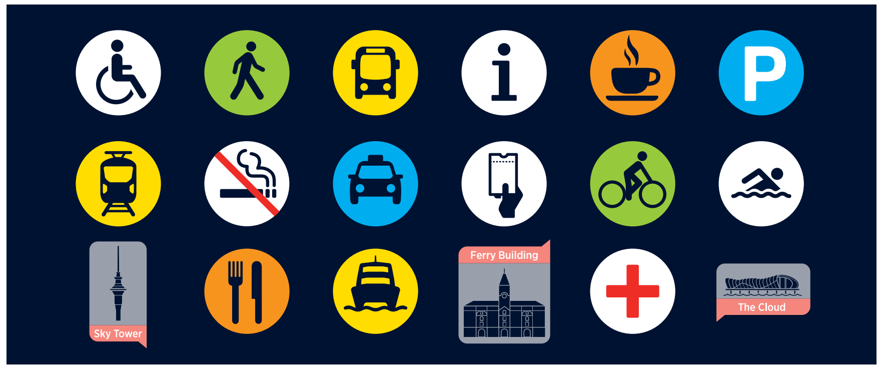




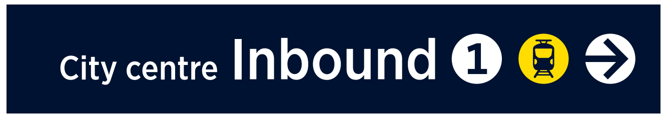
Legibility through the use of contrasting colours.


XS
S
M
L
XL
XXL
XXL+

Legibility through the use of maximum practical letter size.


Sky Tower
Ferry Building
The Cloud

Use of icons, landmarks and illustrations for legible signage not based on textual language.


City centre Inbound 1

Simplicity thorugh the use of important information and use of graphics in the form of icons.

Be inclusive

The wayfinding system must be as inclusive as possible by providing information in formats accessible to people with impaired mobility or vision.

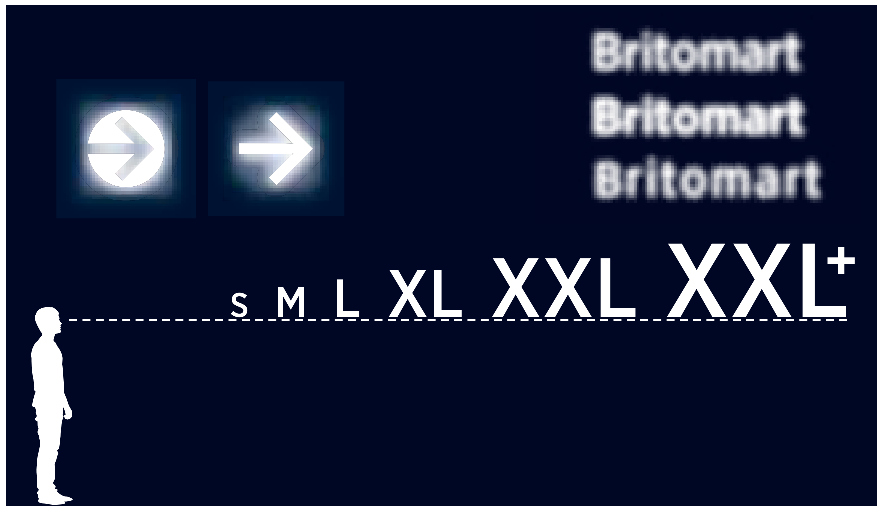
When deciding on the appropriate size of signs and their content, bear in mind the distance from which the viewer will see the sign.

Be modular

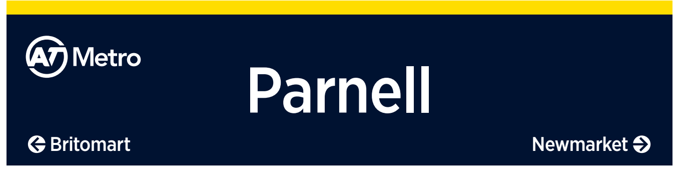
A modular approach to signage allows for a multitude of applications. Modules allow similar signage to be used for different applications, and also make updates easy.

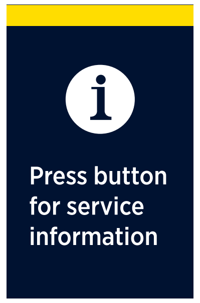
Be sustainable

Improving wayfinding in the Auckland region means installing a large number of signs, so it is important that these signs are sustainable. Materials used must be long-lasting and take into account environmental factors. Specifications for signs ensure manufacturers use the appropriate materials and processes for making signs.



Showing the bloom/blur test and large type for vision deficiencies.




Press button for service information

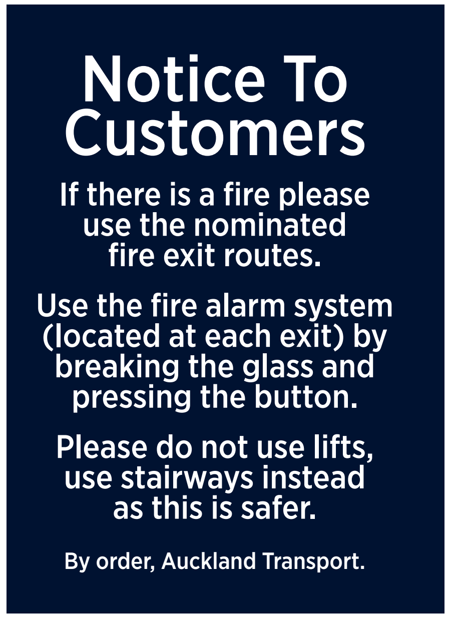
Hierarchy of information showing the most important and immediate information most prominently. Providing the best and simplest way of transmitting the given information. The contents of the design displaying in as accessible a form as possible.

Clear and concise

Signs should be as clear as possible for as wide a variety of people as possible. Keep in mind that people using the signs may have English as a second language, be dyslexic, or have a visual impairment etc.

For this reason, signs should be written in plain English, avoiding jargon, legalese and pompous language. Signs work well when they can be read and understood in an instant. In practice this means using short, simple words and keeping messages as simple as possible. Keeping the number of words short also means that a larger font size can be used for better legibility.

For instance: incorrect ✗



Notice To Customers

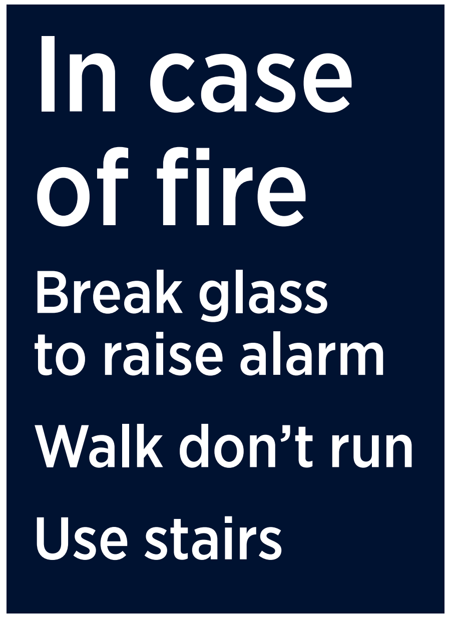
If there is a fire please use the nominated fire exit routes.

Use the fire alarm system (located at each exit) by breaking the glass and pressing the button.

Please do not use lifts, use stairways instead as this is safer.

By order, Auckland Transport.

vs: correct ✓



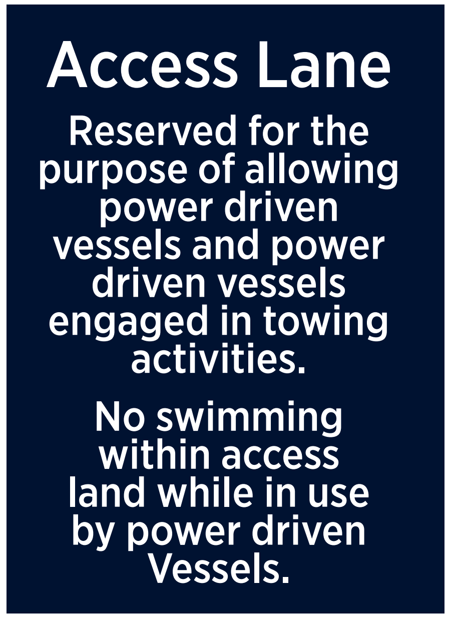
In case of fire

Break glass to raise alarm

Walk don’t run

Use stairs

For instance: incorrect ✗

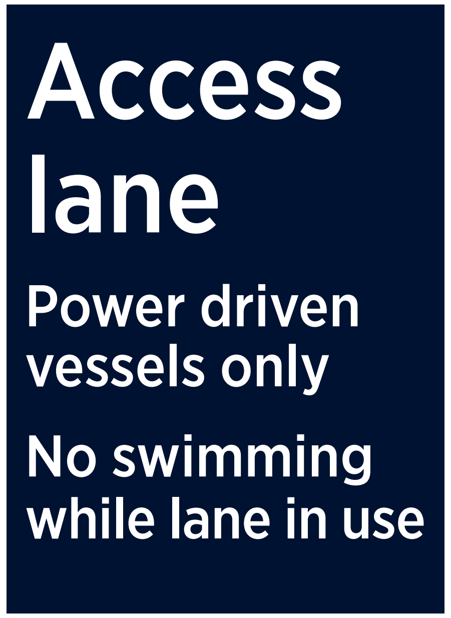


Access Lane

Reserved for the purpose of allowing power driven vessels and power driven vessels engaged in towing activities.

No swimming within access land while in use by power driven Vessels.

vs: correct ✓



Access lane

Power driven vessels only

No swimming while lane in use

Consistent

Using consistent words and phrases across the signs helps avoid confusion. For instance, all train stations should be referred to as stations, not transport centres, hubs or interchanges.

See the list of standard words and phrases here.

Using consistent formatting also helps avoid confusion and gives a consistent appearance to the signs.

Style rules for text formatting:

Capitalisation

Only used for the first letter of proper nouns and the first word of a sign or sentence.

eg: Pick up & drop off ✓

vs Pick Up & Drop Off ✗

One exception to this is the Customer Service Centre ID sign. This has a capital letter for each word as it is the proper name of the centre.

Alignment

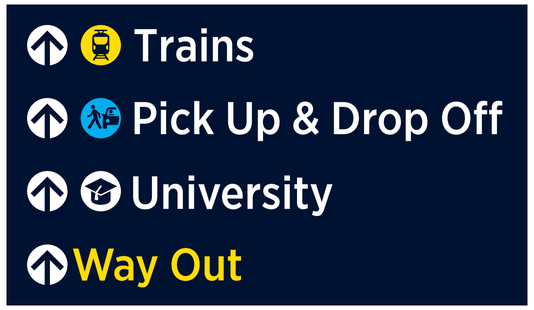
Left alignment should be used on all signs. The exceptions are ID signs such as the Platform ID, Station location ID, Customer Service Centres, tickets, and accessible door signs. These are all noted in the individual sign information within the graphic elements sections.

Spacing

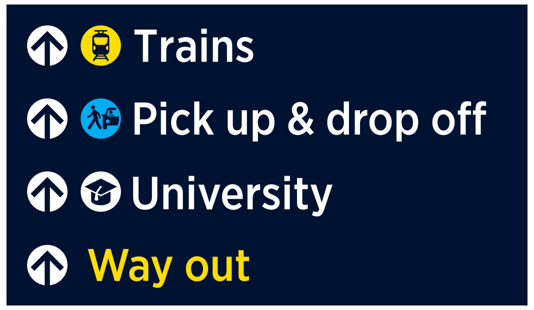
Specific rules of vertical line spacing also help to ensure the sign is as readable as possible.

More information on this can be found in the graphic application section.

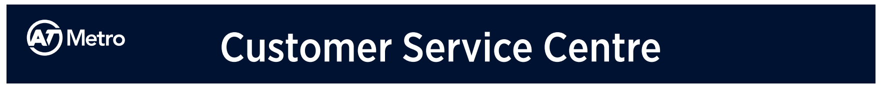
Incorrect use of capital letters ✗



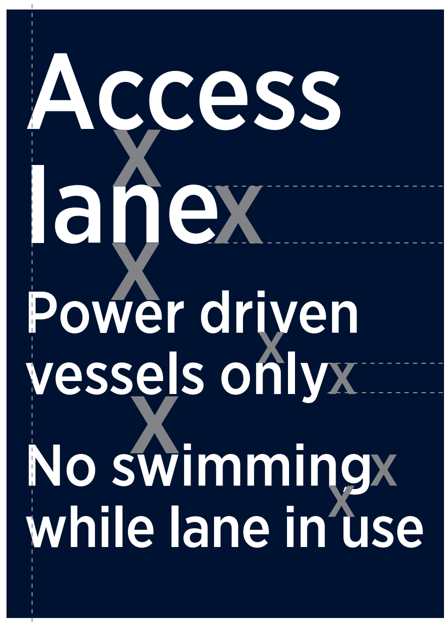
vs: correct ✓



One exception to the use of capital letters only on the first letter of each sentence or line, is the Customer Service Centre location ID sign as below.



Correct left alignment



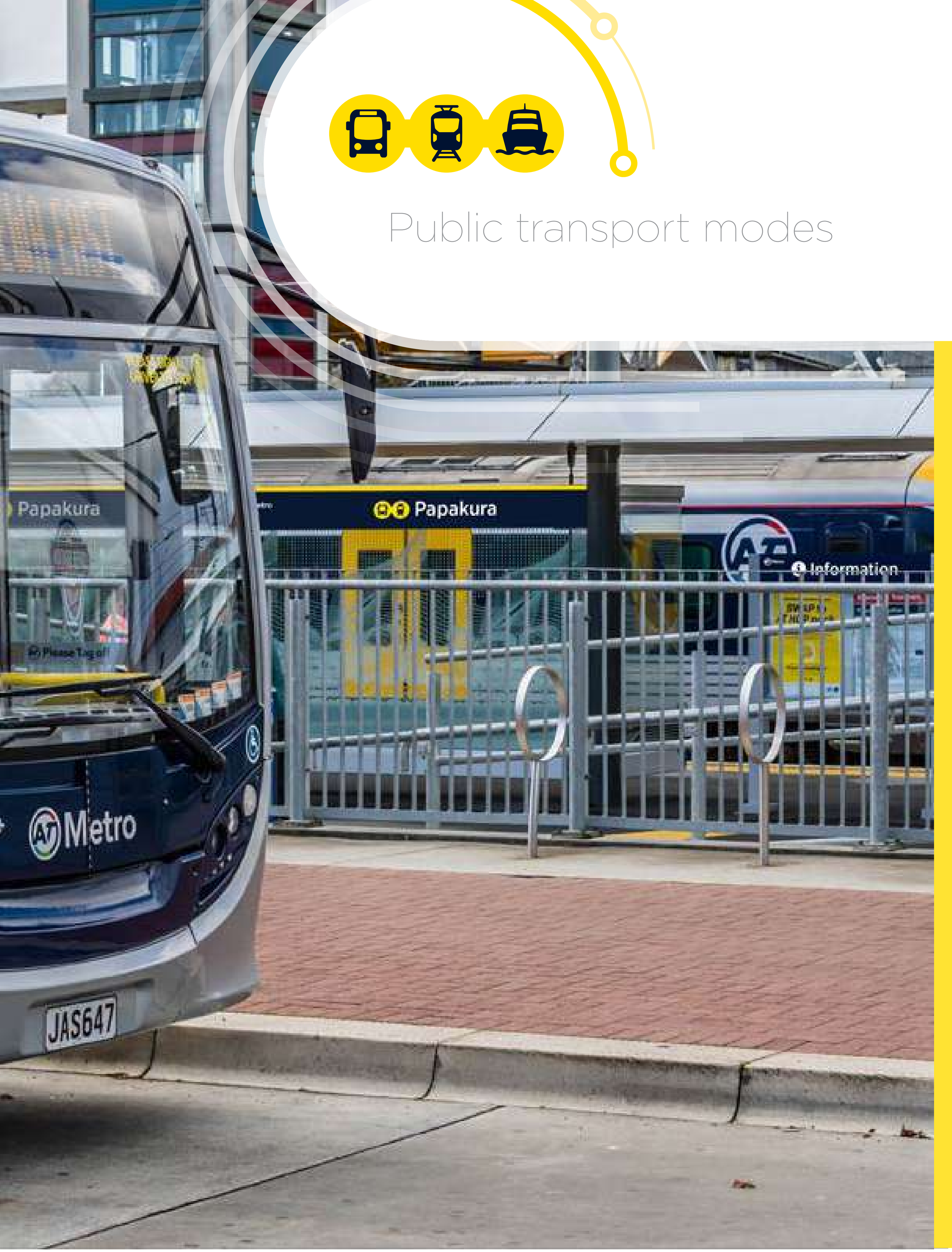
Utilising the x height for correct visual spacing

Utilising the x height for correct visual spacing

Correct left alignment

Words and phrases for signage

Use	Don't use	Note
Alcohol free	No drinking	
Bus Station		
Bus Stop		Manukau Bus station has bays, all other bus stops in the network are referred to as bus stop, or stop
Buses	Busses	
Buses replace trains	Rail replacement bus service	
CCTV Crime prevention cameras operating 24 hrs	CCTV cameras operating 24 hours	
City centre	"CBD, up town, mid town, downtown"	Instead of up, mid and down town use POIs such as Aotea Square, Britomart etc
Customer Service Centre	Ticket office	May be shortened to 'Tickets|Information' on directional signs
Ferry terminal (or just 'Ferry')	Ferries	Where space is limited 'Ferry' may be used on its own
Help	Assist	
Inbound *(trains only)*	Northbound	This applies to trains only, and is used in conjunction with City centre *(Buses)* Northbound is used on the Northern Express Busway only
Outbound *(trains only)*	Southbound	This applies to trains used in conjunction with end of line eg. Manukau
Overbridge	Overpass	
Mall	Westfield Mall	No commercial names to be used
Mens toilet/Men	"Male toilet, gents toilet"	
... only	Reserved for the use of ...	E.g. 'cardholders only' not 'reserved for the use of cardholders'
Pick up & drop off	Kiss n Ride	May be shortened to just Pick up if space is limited
Pier	"Wharf, gate, jetty, pontoon"	
Piers 2 3 4	Piers 2,3 and 4	do not use punctuation or 'and' on signage between numbers
Platform		This is used for train stations only
Please walk	Do not run	
Please walk your bike	Do not cycle	
Slow	"Slow down, go slow"	
Smoke free	No smoking	
Station	Train station	
Stops A B C	Stops A, B and C	do not use punctuation or 'and' on signage between numbers
Taxis	Cabs	
Town centre	Village	unless a proper noun such as "Albany Village"
Waiting area	Waiting room	
Way out	Exit	"Exit" is reserved for fire exit signs
Womens toilet/Women	"Female toilet, ladies toilet"	
Underpass	Tunnel	



Public transport modes

This section introduces the core graphic elements of the public transport wayfinding standards. These elements, such as typeface and colour, are the most fundamental parts of the system.

They cannot be modified and must be used as directed.

In addition to the common elements, each specific family of signs, e.g. cycling, bus, has its own particular elements. These are described in the relevant sections later in the chapter.

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2.1

Graphic elements

The AT Metro logo is the customer facing logo for public transport modes in Auckland. It will be used throughout the AT Metro network.

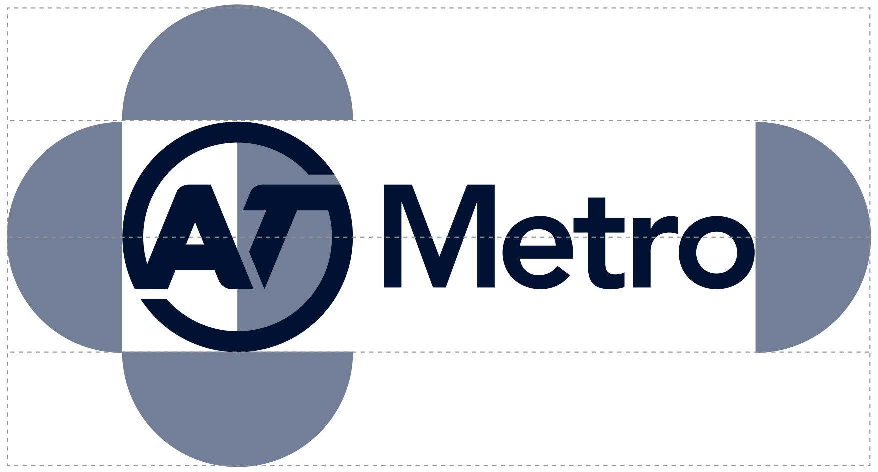
The grey half circles indicate the minimum clear space based on the AT roundel.

Padding = ½ width of AT roundel

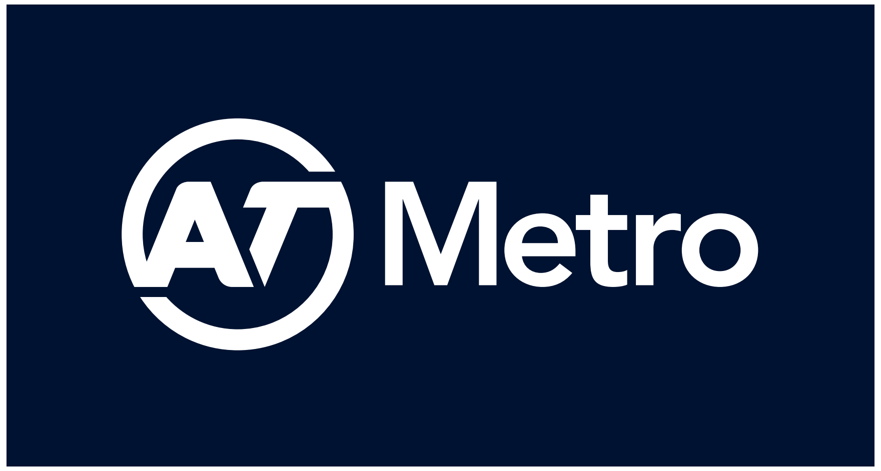
Nothing should ever appear in this area. The clear space will increase or decrease in proportion to the logo size.

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 Metro logo

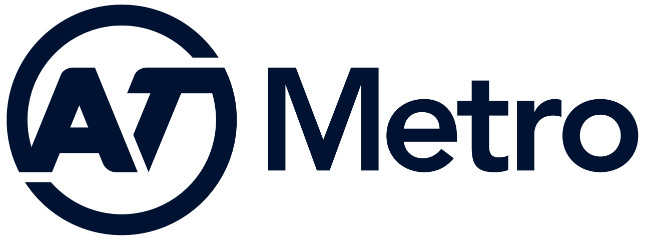


Padding = ½ width of AT roundel



Generally the white mono AT Metro logo will be used because station 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.



One colour logo on a white background.

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. Text all in upper case should be avoided, 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 wayfinding, Gotham Narrow medium is used. Other forms of Gotham Narrow such as book and bold may be used on specific signage; more detail on where this can be used is indicated 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.

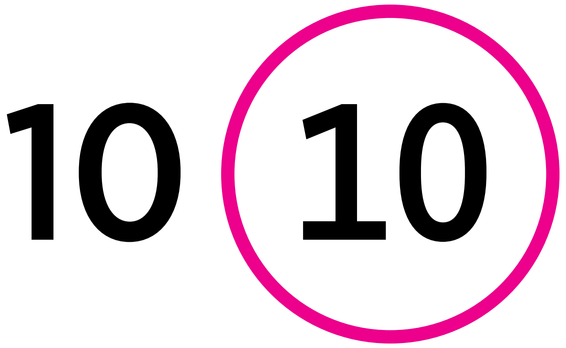
See graphic application section for further information.

Regional signage typeface

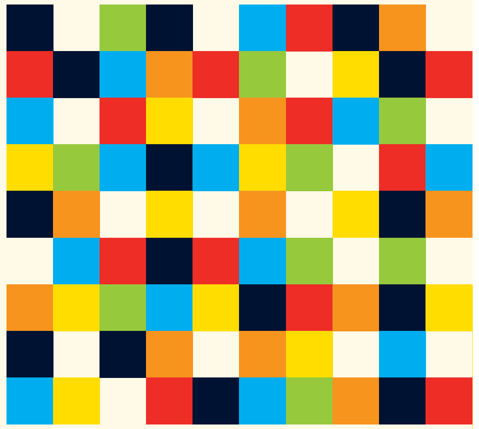
Gotham Narrow medium

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$&.,:;'()/-**



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.

Secondary colours

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

Yellow, Green and Cyan relate to specific transport modes:

Yellow: Public transport modes (bus, train and ferry)

Green: Active modes (walking and cycling)

Cyan: Road modes (driving)

The two other colours are reserved for the following:

Red: Warnings

Orange: Commercial/Attractions

Colour palette

Signage Ocean Blue	100	65	22	80	PMS 539C
White	0	0	0	0	White
Signage Active Green	46	0	100	0	PMS 376C
Signage Parking Blue	100	0	0	0	PMS Cyan
Signage Safety Yellow	0	10	100	0	PMS 109C
Signage Pohutukawa Flower Warnings	0	96	97	0	PMS 485C
Signage Commercial Orange	0	50	100	0	PMS 144C

Train line colours

The line colour of travel routes contributes to the identity of the rail network. For simplicity some of the secondary colours have been attached to specific train lines.

As this is sub-information specific to the rail network, it shouldn't create confusion with the top level of colour coding.

Future developments in the rail network may necessitate the adoption of additional colours, which will be incorporated into this manual as appropriate.

Western LIne

Signage Active Green	46	0	100	0

Southern LIne

Signage Pohutukawa Flower Warnings	0	96	97	0

Onehunga LIne

Signage Parking Blue	100	0	0	0

Eastern LIne

Eastern Line Yellow	0	30	100	0

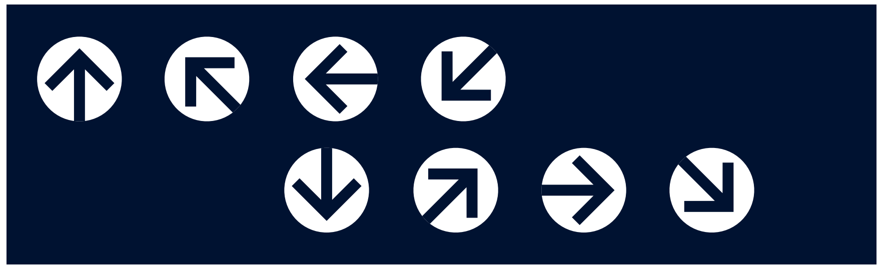
Tickets
Toilets
Trains

Icons

Key items and directions are supported on the signs by the use of internationally recognisable icons. This improves accessibility for speakers of other languages and reinforces key messages. Icons for items must appear next to the arrow icon so they can be understood without having to read the text. If a new icon is required, please submit a request to the Design Studio/regional signage project, as new icons and landmarks must only be created by these teams.

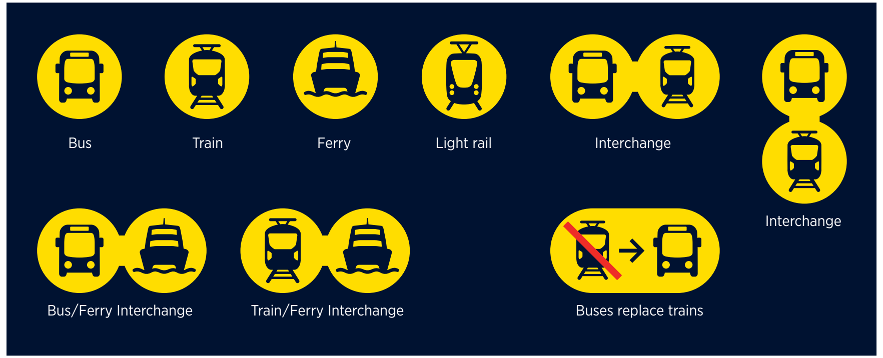
Arrows

Arrows are always used to indicate direction.



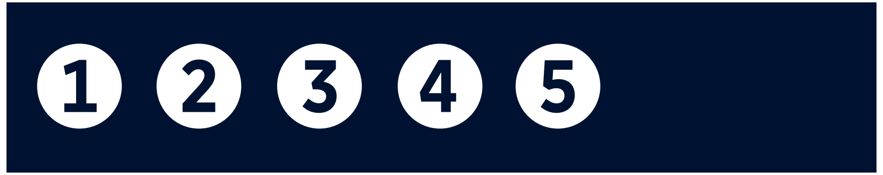
Public transport icons

The icons for public transport modes must always be used alongside the appropriate text. The interchange icons shown here are for use on signage; however, there is a simpler icon that is used on maps.


Bus
Train
Ferry
Light rail
Interchange
Interchange
Bus/Ferry Interchange
Train/Ferry Interchange
Buses replace trains

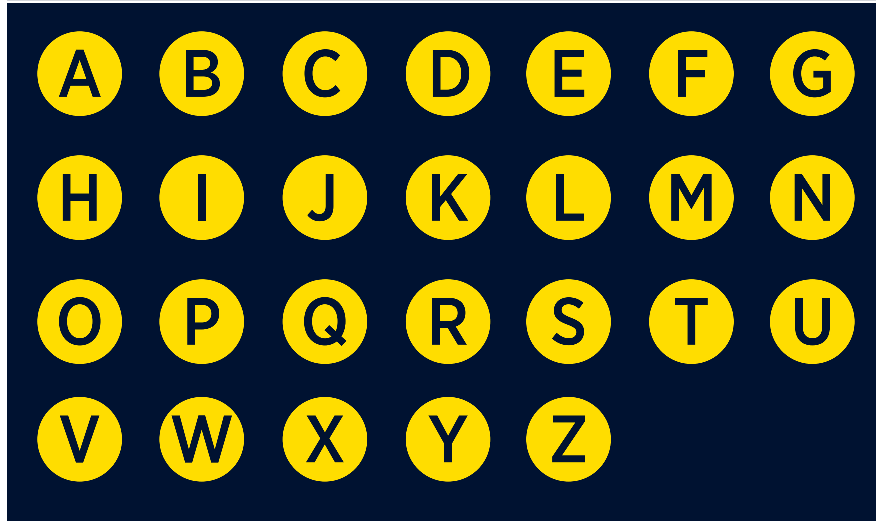
Platform roundel icons

Roundels for train platforms must be used as the platform number on signs.



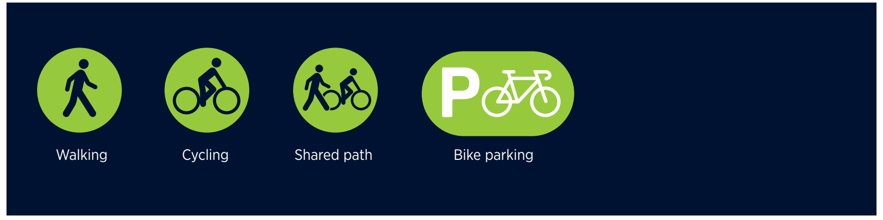
Bus roundel icons

Roundels for bus stops, on poles and lightboxes within station.


A B C D E F G
H I J K L M N
O P Q R S T U
V W X Y Z

Active mode icons

Use these to indicate facilities specifically for pedestrians, cyclists or, on shared paths, for both.


Walking
Cycling
Shared path
Bike parking

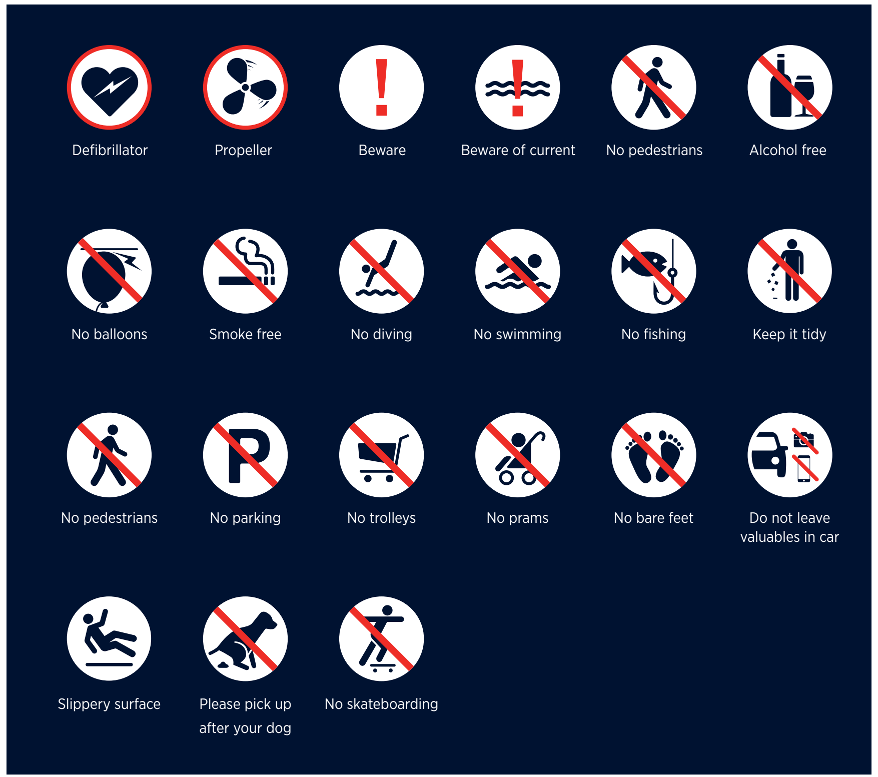
Do not cross busway

Warning icons

Keep use to a minimum.

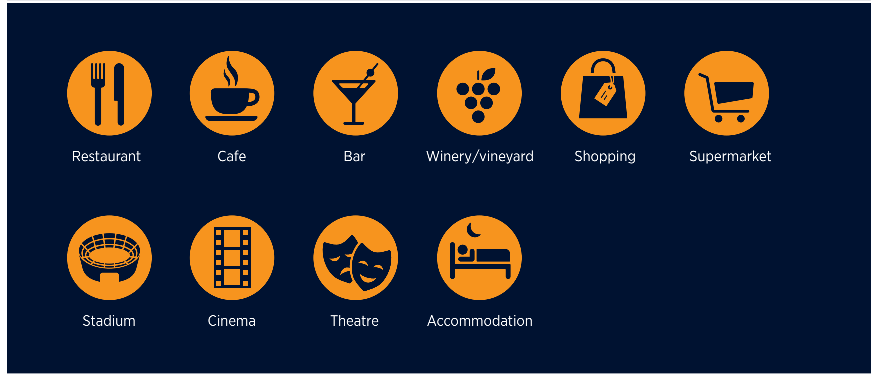
Using too many on one sign creates visual overload and results in all of them being ignored.

Some of these icons are also used on the station rules located at the entrances and in the station concourse.


Defibrillator
Propeller
Beware
Beware of current
No pedestrians
Alcohol free
No balloons
Smoke free
No diving
No swimming
No fishing
Keep it tidy
No pedestrians
No parking
No trolleys
No prams
No bare feet
Do not leave valuables in car
Slippery surface
Please pick up after your dog
No skateboarding

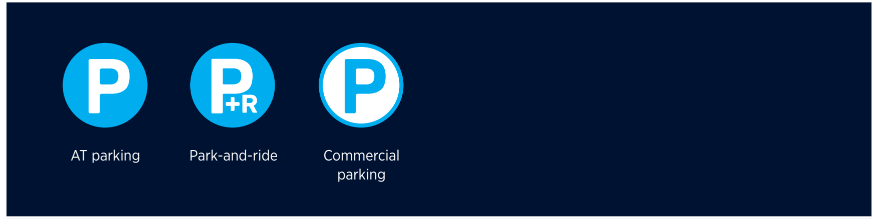
Commercial icons

Commercial facilities/attractions are not used on station directional signs, but will be used on some maps in stations. Only use these to indicate a retail area rather than individual businesses.


Restaurant
Cafe
Bar
Winery/vineyard
Shopping
Supermarket
Stadium
Cinema
Theatre
Accommodation

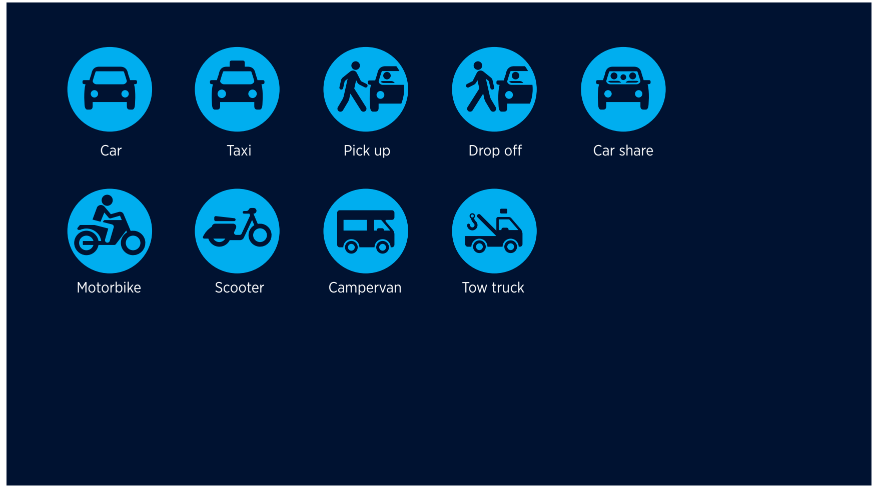
Parking icons

Use these to indicate AT car parks, Park-and-ride and non-AT commercial car parks.


AT parking
Park-and-ride
Commercial parking

Third party transport icons

Use these to indicate facilities for private vehicles, taxis etc.


Car
Taxi
Pick up
Drop off
Car share
Motorbike
Scooter
Campervan
Tow truck

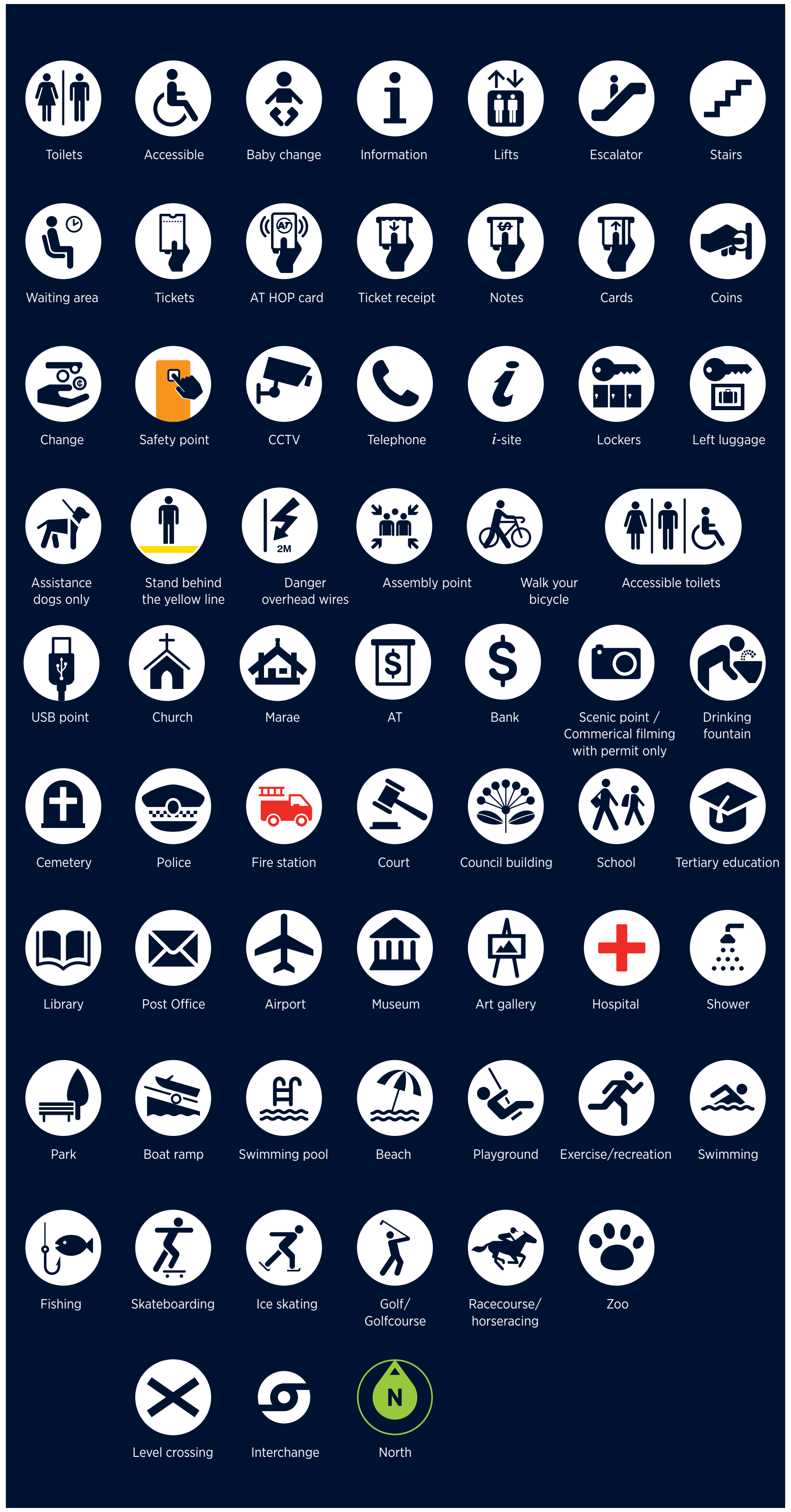
On bus, train and ferry icons

These use a separate suite of icons. Please contact the AT Design Studio for further information.

Welcome to
Akoranga Station
Please help us to
keep this station safe

Service and facility icons

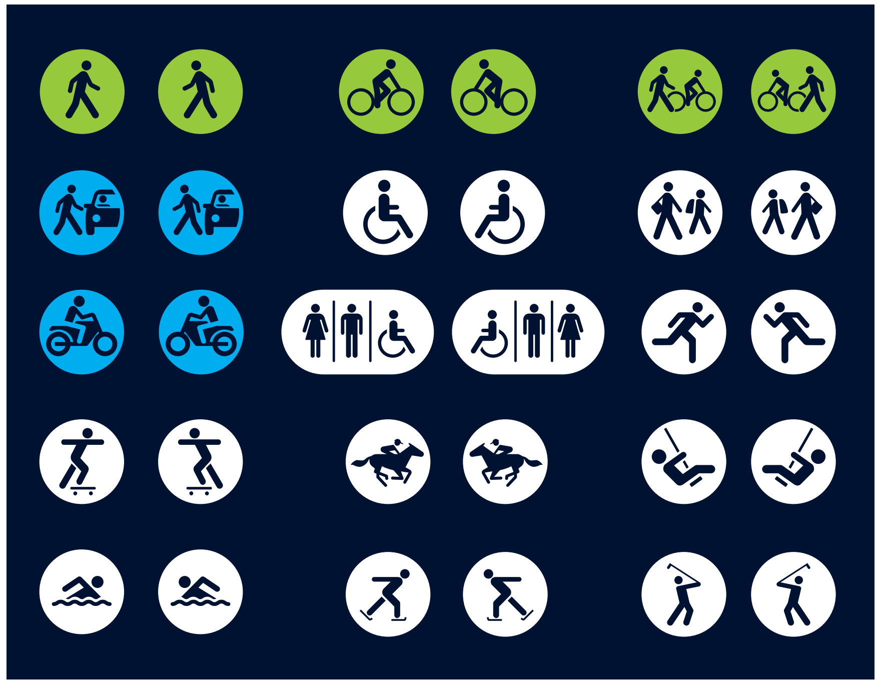
Use these to indicate a range of publicly accessible services and facilities.

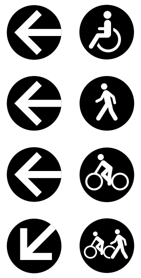

Toilets
Accessible
Baby change
Information
Lifts
Escalator
Stairs
Waiting area
Tickets
AT HOP card
Ticket receipt
Notes
Cards
Coins
Change
Safety point
CCTV
Telephone
i-site
Lockers
Left luggage
Assistance dogs only
Stand behind the yellow line
Danger overhead wires
Assembly point
Walk your bicycle
Accessible toilets
USB point
Church
Marae
AT
Bank
Scenic point / Commerical filming with permit only
Drinking fountain
Cemetery
Police
Fire station
Court
Council building
School
Tertiary education
Library
Post Office
Airport
Museum
Art gallery
Hospital
Shower
Park
Boat ramp
Swimming pool
Beach
Playground
Exercise/recreation
Swimming
Fishing
Skateboarding
Ice skating
Golf/ Golfcourse
Racecourse/ horseracing
Zoo
Level crossing
Interchange
North

Buses
Toilets
Pick up & drop off
Way out

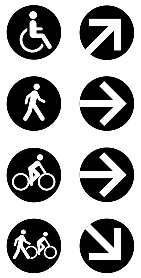
Direction of human icons

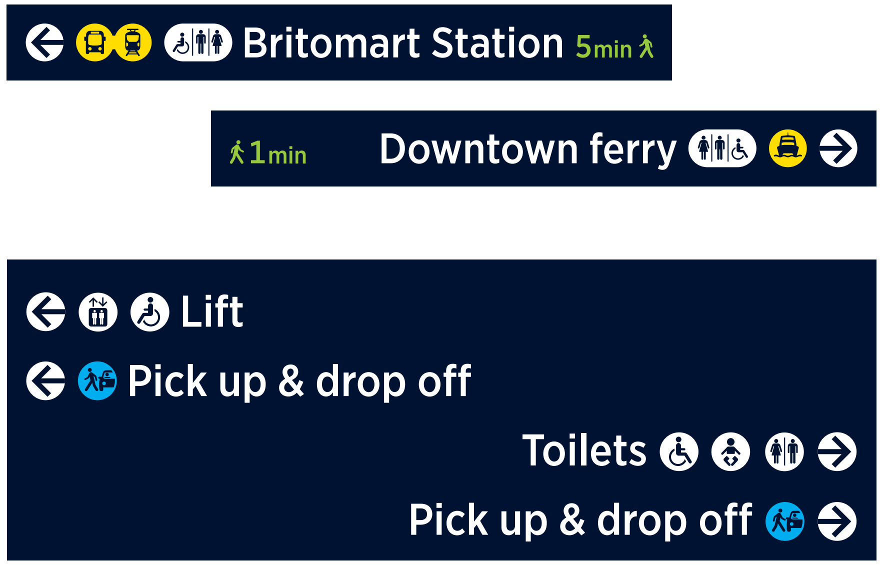
Where icons feature a side view of a person, the icon should be aligned so that the person is travelling in the direction of the arrow on the sign.



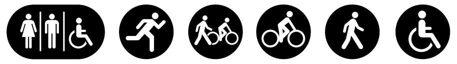


NOTE:
The human icons always face in the direction of the arrow.




Britomart Station 5min
1min
Downtown ferry
Lift
Pick up & drop off
Toilets
Pick up & drop off

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



2.2

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.

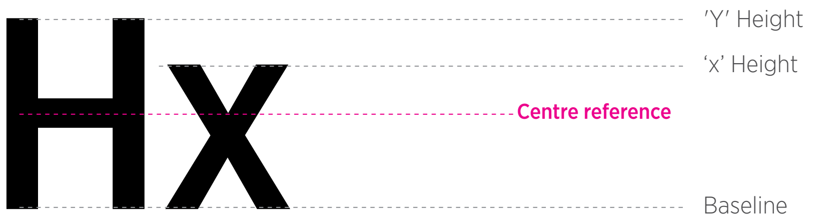
Line spacing

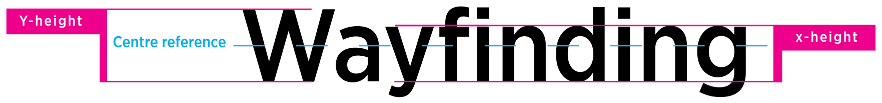
Line spacing is based on the height of the lower-case letter ‘x’.

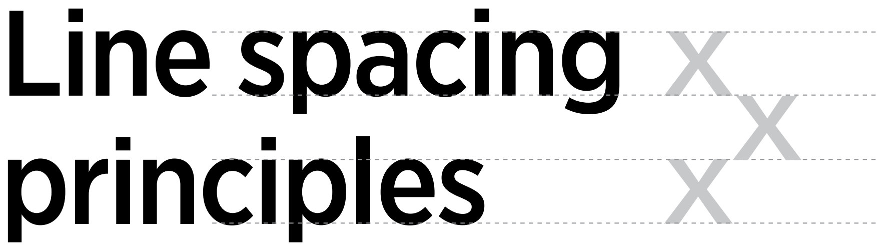
One ‘x’ is the standard minimum between two lines of information. When information in more than one size of lettering is used, the larger ‘x’ height should be used to separate the two lines of differing size.

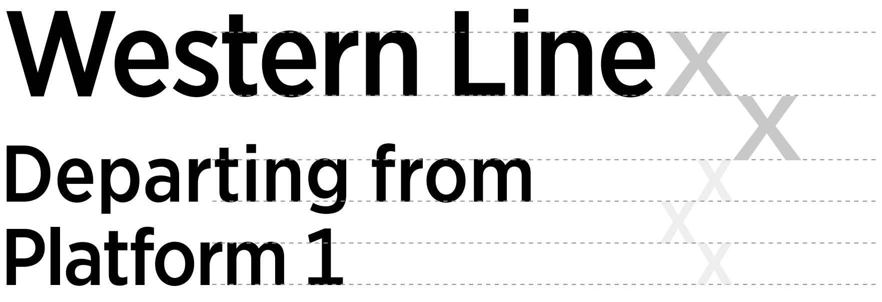
Secondary text in a message should be 2/3 of the size of the primary text.

Typography and measurements


Hx
'Y' Height
'x' Height
Centre reference
Baseline


Y-height
Centre reference
Wayfinding
x-height


Line spacing
principles
x
x
x


Western Line
Departing from
Platform 1
x
x
x
x
x

Text and icons

It is best practice to couple text with an icon (if there is an icon that matches in our suite). This creates a clear message that a viewer can understand, even if English is not their first language.

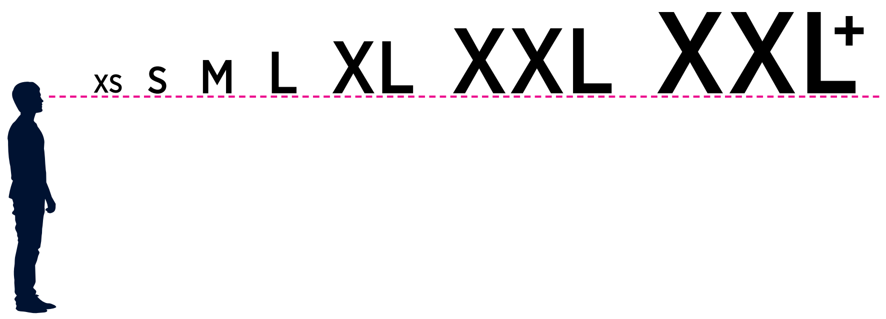
Icons are centred vertically on the capital letter of the text.

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

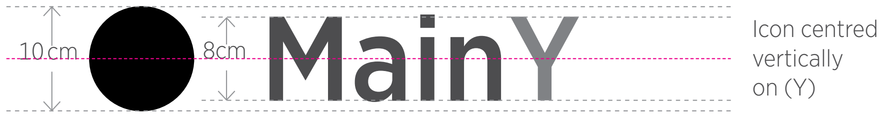
1. Text size is set by the viewing distance.
2. An icon’s size is 1¼ of the capital letter height (Y).
3. The distance between an icon and text is $^1/_3$ of the width of an icon (i).
4. Minimum top and left margins are ½ the width of an icon (i).

See also the arrangement for padding individual signs, at the end of this chapter.

1. Text size

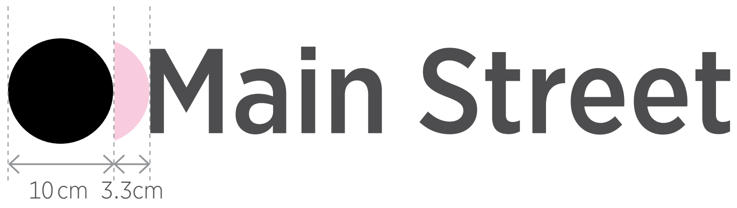

XS
S
M
L
XL
XXL
XXL+

2. Icon sizing: 1¼ of capital letter height (Y)

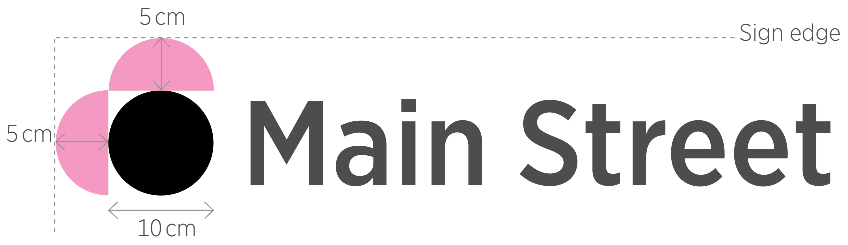

10cm
8cm
MainY
Icon centred vertically on (Y)

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

3. Icon spacing: $^1/_3$ of icon width (i)


Main Street
10 cm
3.3cm

4. Minimum margin size: $^1/_2$ of icon width (i)

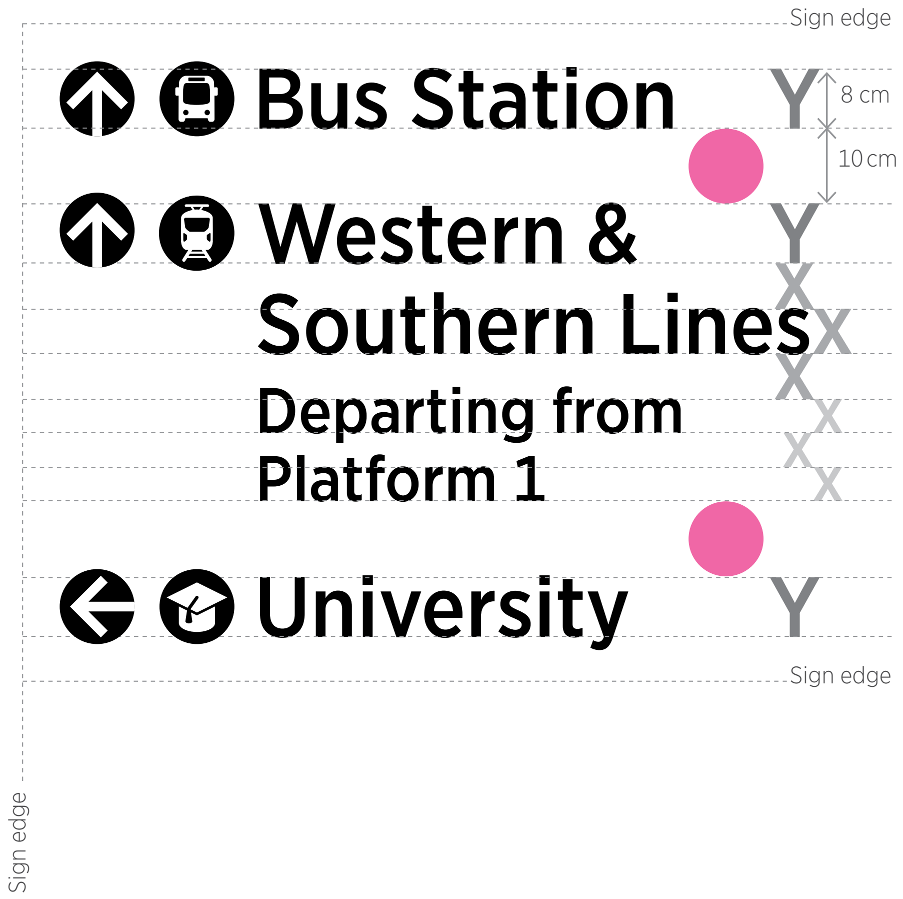

5 cm
Sign edge
5 cm
Main Street
10 cm

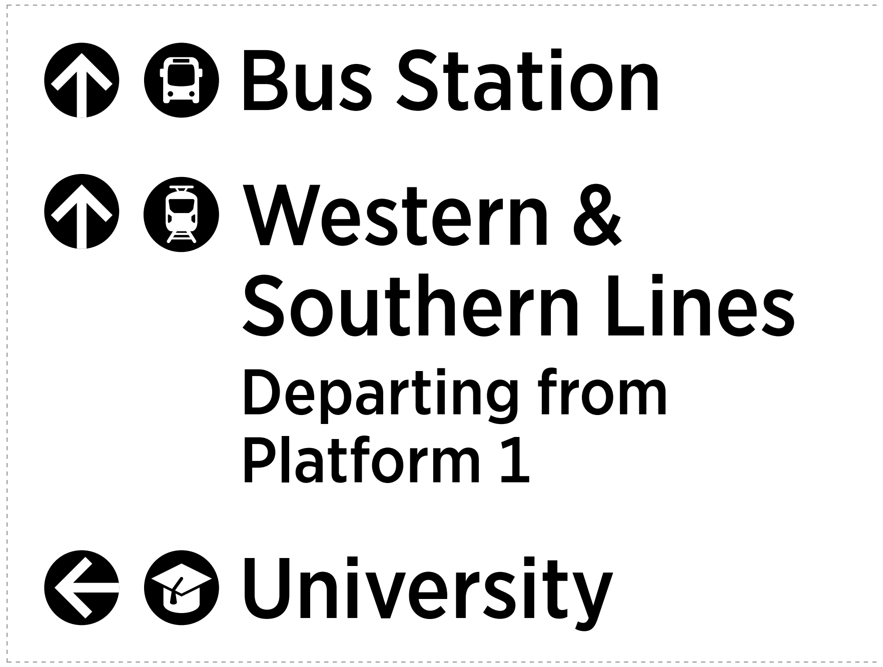
Vertical message spacing

To separate messages vertically within one sign, use (i) or 1¼ capital letter height.

This distance is measured from the baseline of the previous line of text to the top of the capital letter (Y) of the next message.

The lower case height (x) will be used to separate lines within a message as explained previously in the line spacing section.


Sign edge
Bus Station
Y
8 cm
10 cm
Western &
Southern Lines
Departing from
Platform 1
Y
X
x
X
x
x
x
University
Y
Sign edge
Sign edge


Bus Station
Western &
Southern Lines
Departing from
Platform 1
University

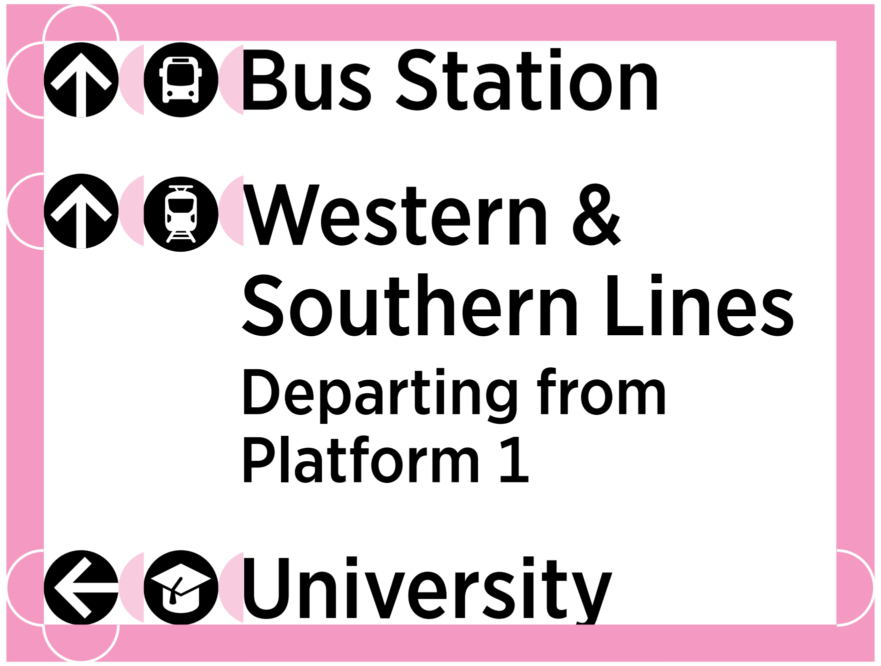
● (i)

Panel padding

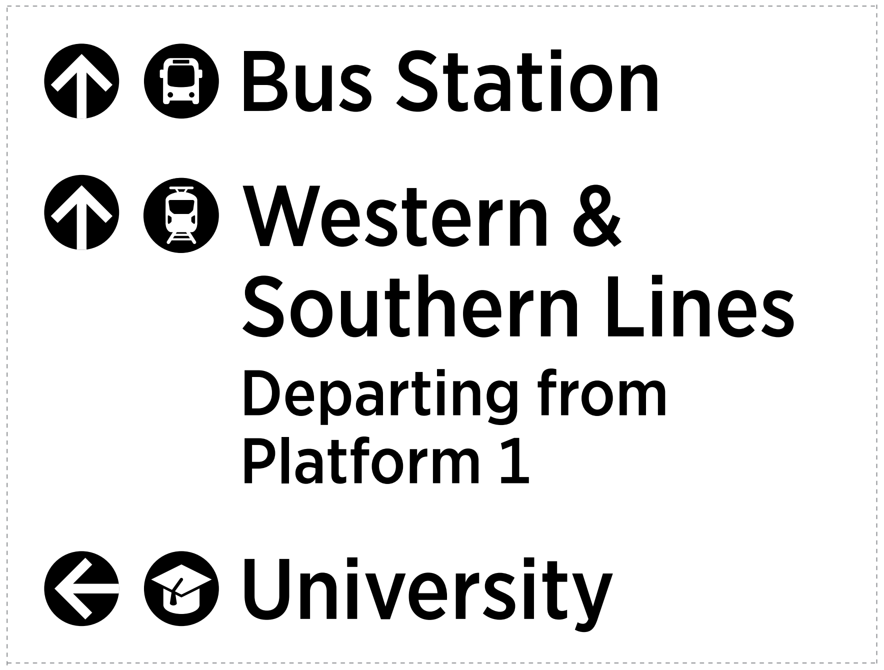
The minimum space from the top edge of the panel to the top of the first icon is ½ the icon's width (i).

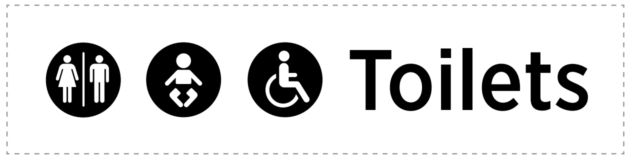
The space from the left side of the panel to the left edge of that icon should be the same.

A minimum distance of ½ of the icon width should be left clear around all edges of the panel (the clear zone).


Bus Station
Western &
Southern Lines
Departing from
Platform 1
University

Minimum panel padding indicated below on all sides.


Bus Station
Western &
Southern Lines
Departing from
Platform 1
University



The above padding is a minimum guide only as some of the location signs require more padding on top, bottom, left and right margins. Go to the arrangement for directional and location signs later in this chapter for sign specific information on padding.

● Padding is taken from the icons (i) ◗ 1/2 (i) ◗ 1/3(i)

Information hierarchy

Be consistent when choosing content for signs.

There is only so much information that can be fitted onto a sign and that information must be large enough to be legible, so decisions need to be made about what to include and what to leave off.

Content on the signs must be consistent across the network; the list below shows the standard hierarchy of information for directional wayfinding:

1. Transport stations/interchanges
2. Way out
3. Platforms / stops / piers
4. Tickets
5. Toilets
6. Waiting areas
7. Station facilities
8. Other facilities
   e.g: Shopping.

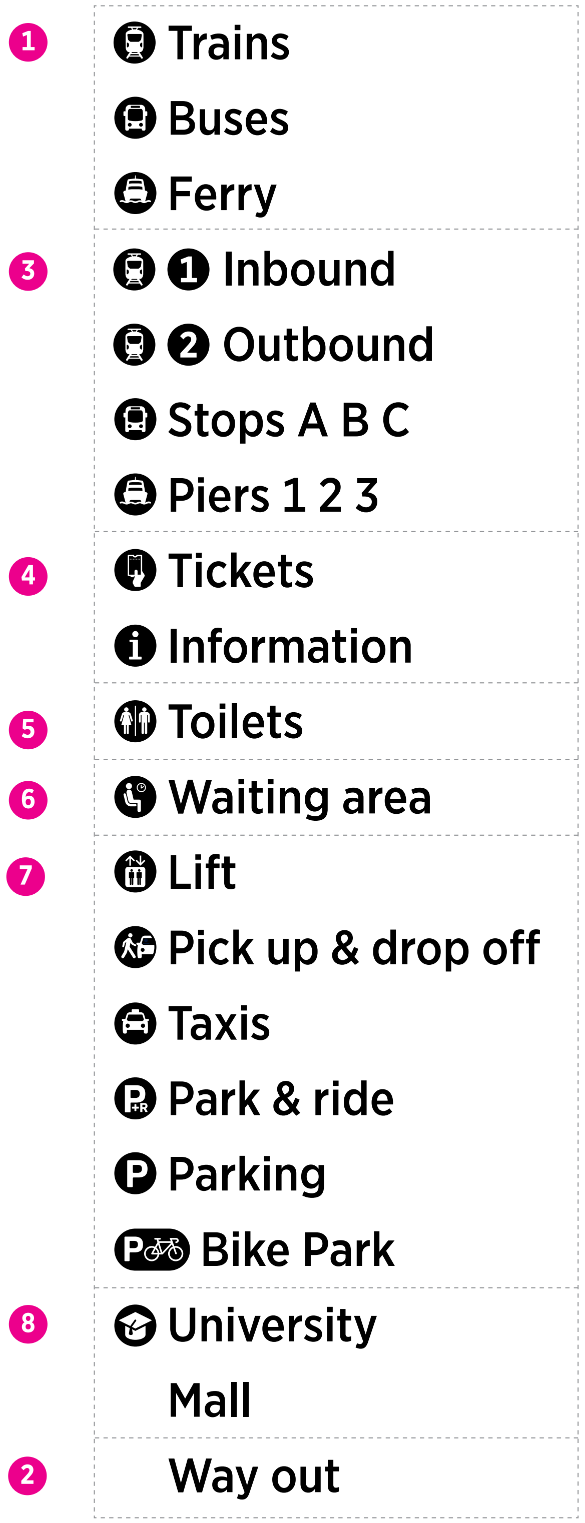
This means that if there is not enough space to include other facilities such as shopping, these should be left off the sign, whereas information such as trains and way out will almost always be included.

Use progressive disclosure – giving the visitor only enough information necessary to get to the next decision-making point.

For example, as visitors approach the station on the street, the wayfinding provides them only with information regarding the appropriate entry point. Then, once the visitors have entered, the signs provide information concerning ticket office locations and platforms etc.

Progressively disclosing information helps the end user by reducing the amount of information they have to deal with at any one time.

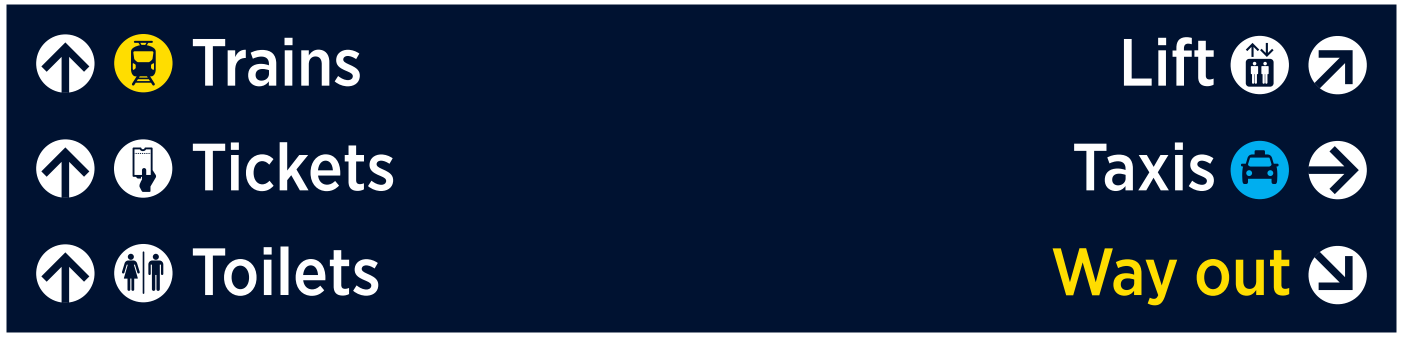
Fig. 1. Information hierarchy
Note: Way out is second in its importance but will always appear at the bottom of a sign.


①
Trains
Buses
Ferry
③
① Inbound
② Outbound
Stops A B C
Piers 1 2 3
④
Tickets
Information
⑤
Toilets
⑥
Waiting area
⑦
Lift
Pick up & drop off
Taxis
Park & ride
Parking
Bike Park
⑧
University
Mall
②
Way out

Once you have narrowed down the content of your sign you need to follow the rules on how to arrange the content.

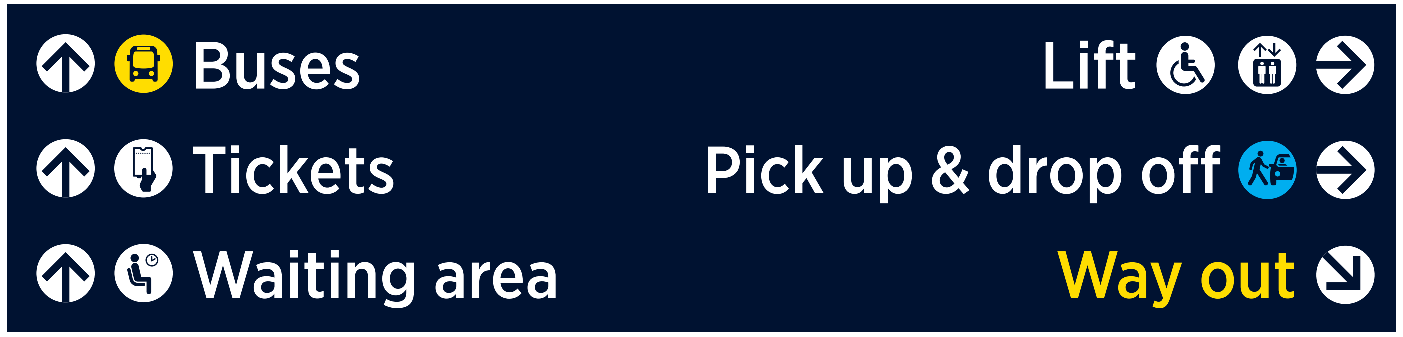
Any other information is then shown in order of importance specific to individual stations.

Fig. 2. Sign sample
Content required for sign:
Trains, Toilets, Tickets, Lift, Taxis, University, Mall and Way out.


Trains
Lift
Tickets
Taxis
Toilets
Way out

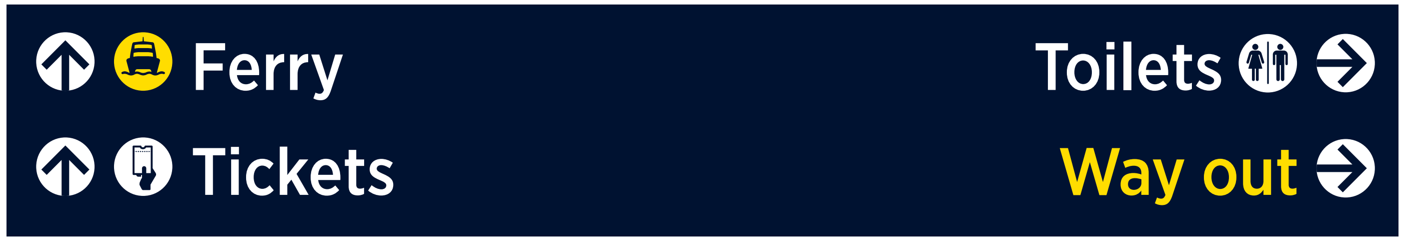
Sign can only accommodate six destinations, so items from level 8 (University and Mall) have been left off.

Fig. 3. Sign sample
Content required for sign:
Buses, Tickets, Pick up & drop off, Waiting room, Lift, Taxis, University, Way out.


Buses
Lift
Tickets
Pick up & drop off
Waiting area
Way out

Sign can only accommodate six destinations, so items from levels 7 and 8 (Taxis and University) have been left off.

Fig. 4. Sign sample
Content required for sign:
Shed 10, Ferry, Tickets, Pick up & drop off, Toilets, The Cloud, Taxis, Way out.


Ferry
Toilets
Tickets
Way out

Sign can only accommodate four destinations, so items from levels 6, 7 and 8 (Pick up & drop off, Taxis, Shed 10, The Cloud) have been left off.

Directional hierarchy

When stacking destinations, the order is determined by the direction (except for the ‘Way out’ direction).

1. When destinations are listed they will be ordered by their direction. See Fig. 5.
2. When there are multiple destinations in the same direction the order will be determined according to their importance.

   The most important destination will take the topmost position (of the destinations in the same direction). The hierarchy of importance is explained on the previous page (Information hierarchy). See Fig. 6 and Fig. 7.

*** Down arrows should not generally be used. The exception is when directing to something immediately below the sign or down stairs.**

Fig. 5. Order by direction first.

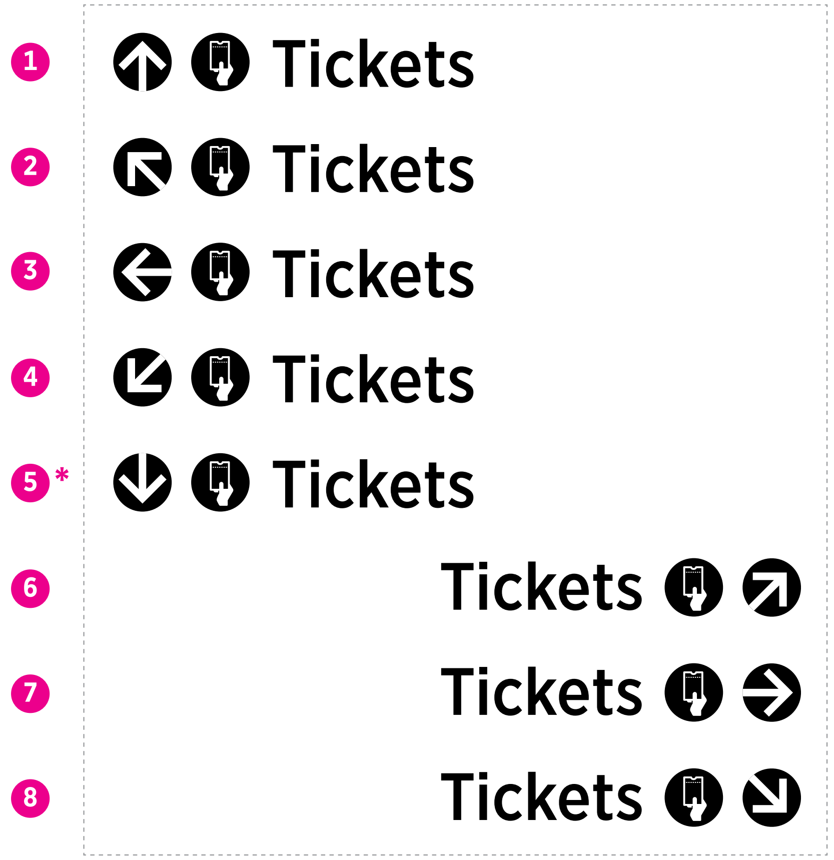
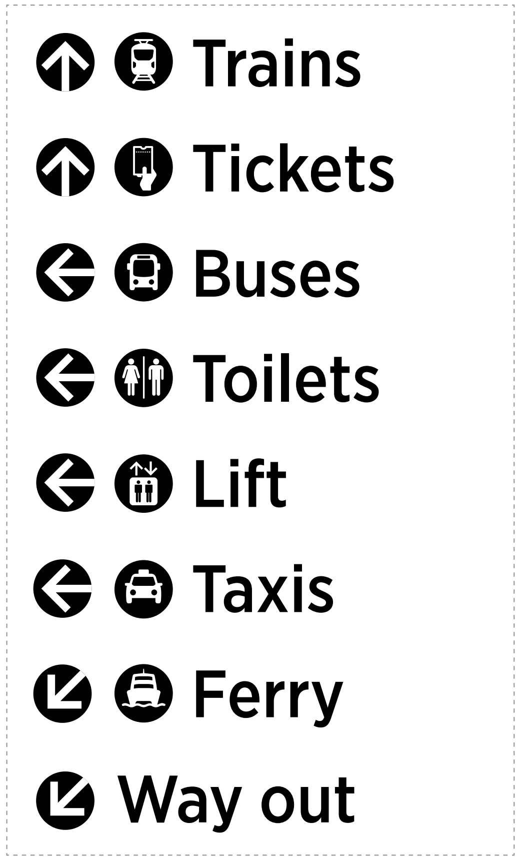

1 Tickets
2 Tickets
3 Tickets
4 Tickets
5* Tickets
6 Tickets
7 Tickets
8 Tickets

Fig. 6. Order by direction first, then destination second.


Trains
Tickets
Buses
Toilets
Lift
Taxis
Ferry
Way out

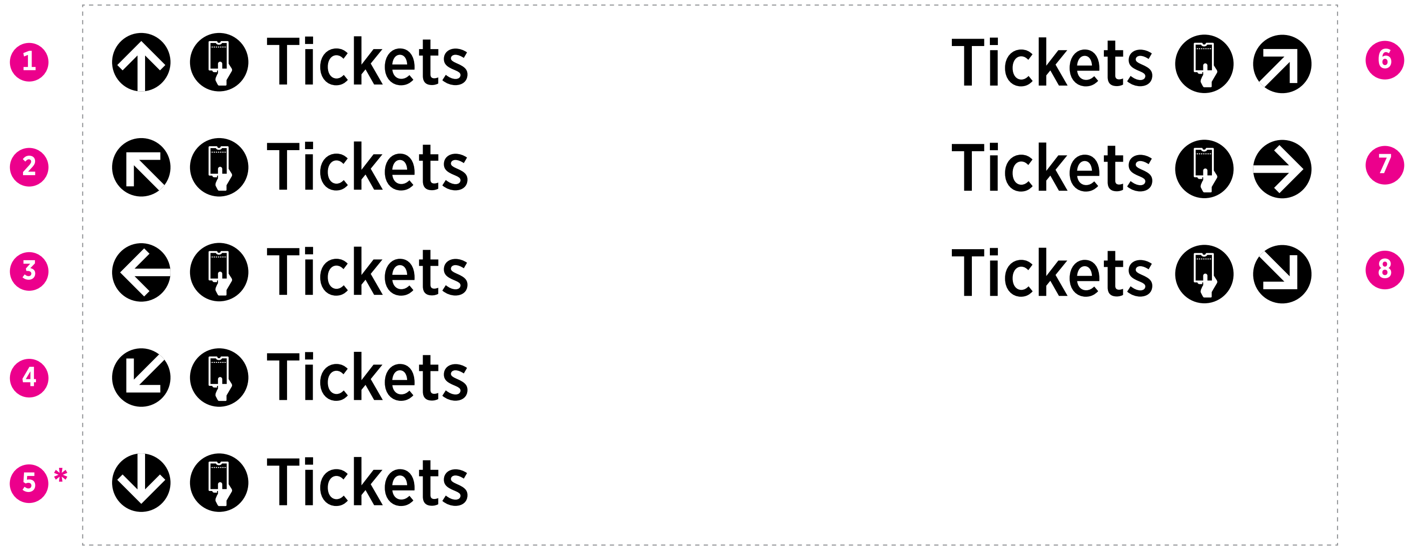
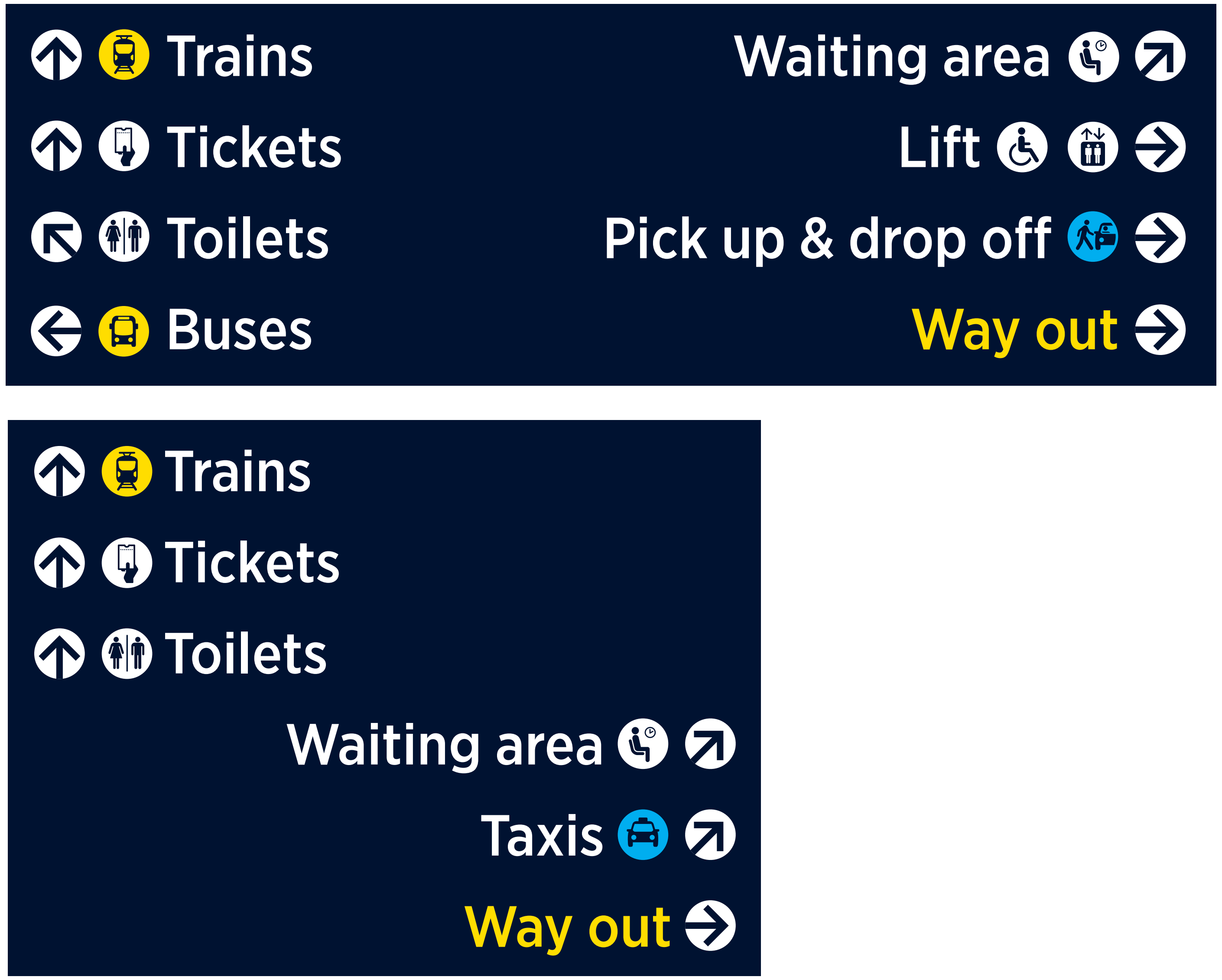

1 Tickets
2 Tickets
3 Tickets
4 Tickets
5* Tickets
Tickets 6
Tickets 7
Tickets 8

Fig. 7. Sign sample:
Direction is ordered first as per arrows 1-8 above, then the destinations appear in order of importance within that direction, as per information hierarchy.


Trains
Tickets
Toilets
Buses
Waiting area
Lift
Pick up & drop off
Way out
Trains
Tickets
Toilets
Waiting area
Taxis
Way out

Arrows

Arrows are used to indicate the direction of a destination.

Arrows are treated in the same way as icons and are 1¼ the size of the capital height of the largest destination type.

1. Arrows used to indicate the left, straight or down direction should be placed on the left-hand side of the first line of the message. (see Fig.1 and Fig. 3).
2. Arrows used to indicate the right should be placed at the right-hand side of the first line of the message (see Fig. 2).
3. Sign messages should be justified left or right depending on the direction indicated by the arrow. (see Fig. 1 and Fig. 2).
4. Arrows on station signs are repeated for each destination even if there are several destinations in the same direction (see Fig. 4).
5. **Down arrows should not generally be used. The exception is when directing to something immediately below the sign or down stairs.**
6. An arrow should only be included on the main message. Subsidiary messages such as those in a smaller lettering size will not be shown with an arrow. (see Fig. 3).

Fig. 1. Left justified directions

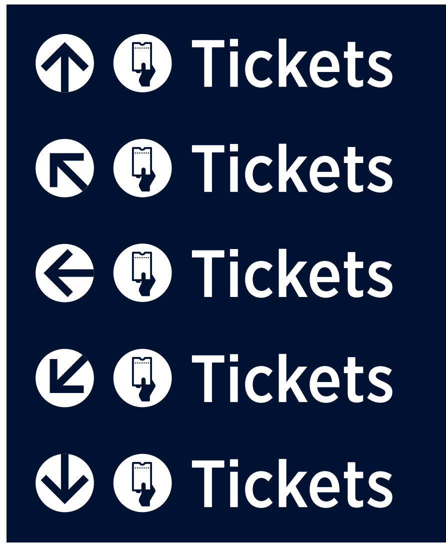

Tickets
Tickets
Tickets
Tickets
Tickets

Fig. 2. Right justified directions

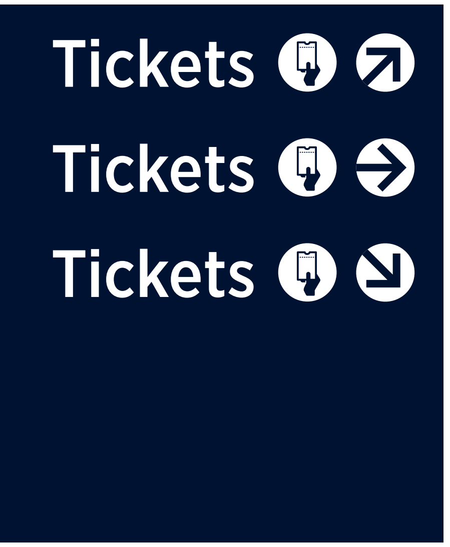

Tickets
Tickets
Tickets

Fig. 3.
Arrow for main message only.

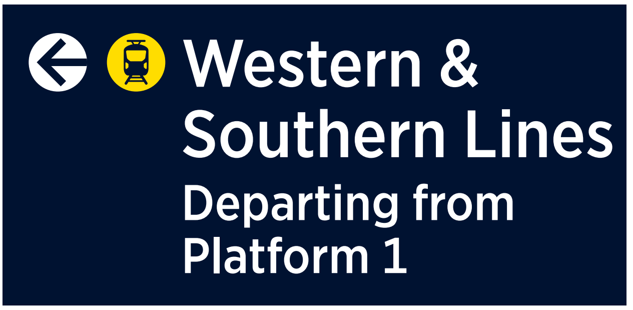
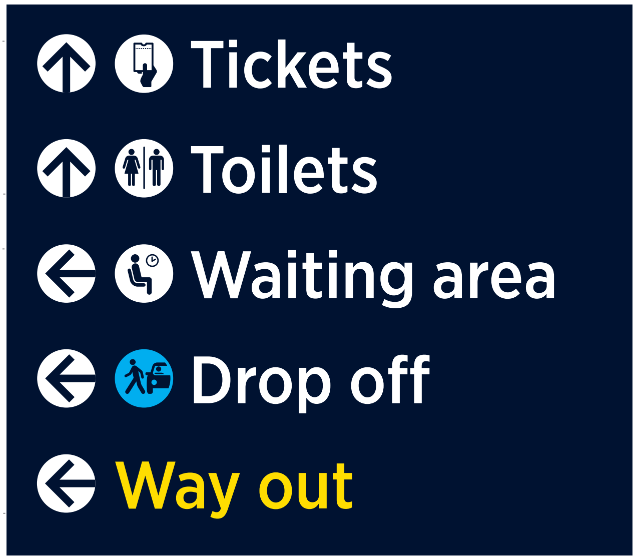

Western &
Southern Lines
Departing from
Platform 1

Fig. 4.
Arrows are repeated for each destination even if in the same direction.


Tickets
Toilets
Waiting area
Drop off
Way out

Way out

The 'Way out' message differs from the rest of the directional signs, in that the lettering is Yellow and it is always placed at the bottom of the left or right block of directions.

This is the only time the text colour is not White and allows the Way out to be easily isolated from other messages. As passengers learn this format it will allow them to quickly vacate a station (without having to read through all the messages).

A glance to the bottom of a block of text will tell them the Way out. (see Fig.1).

When a street name is required with Way out, it appears in White and is at 58% of the Way out wording.

On PT signs Street/Road etc is to be used in full where possible. Only use abbreviations if space is limited.

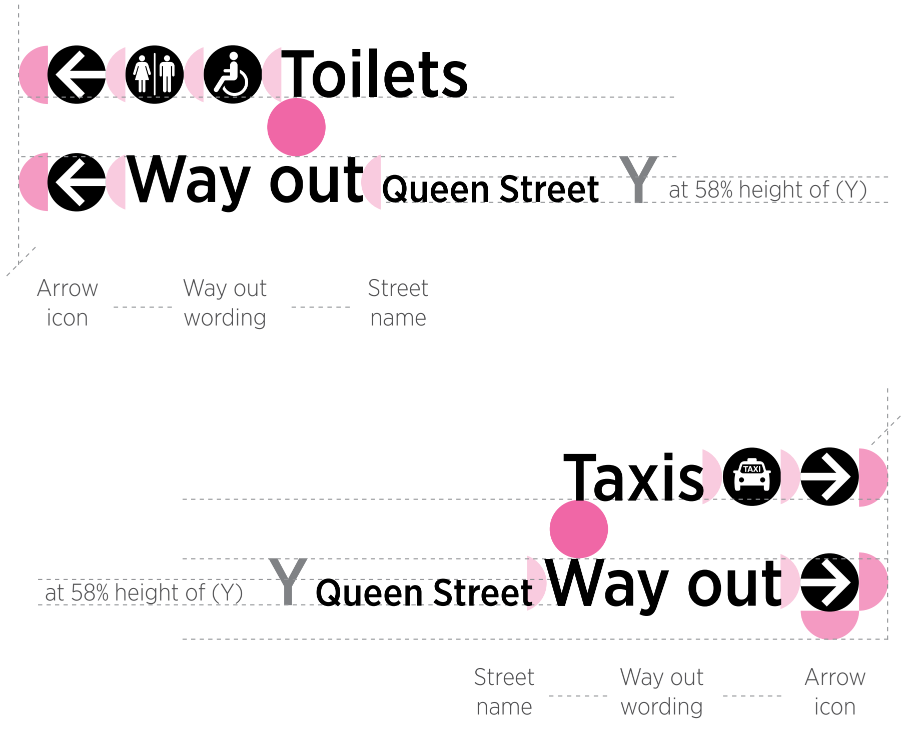
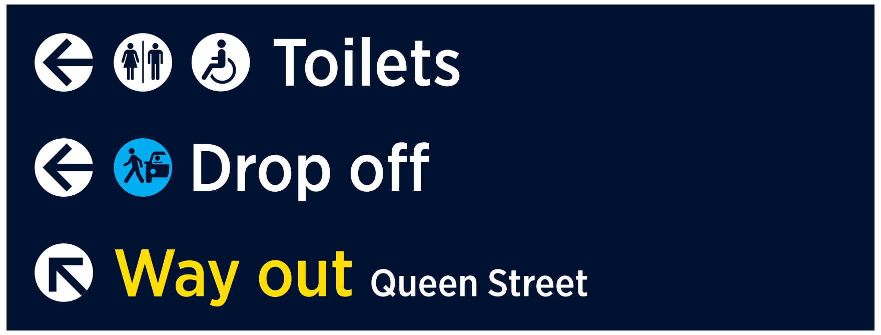
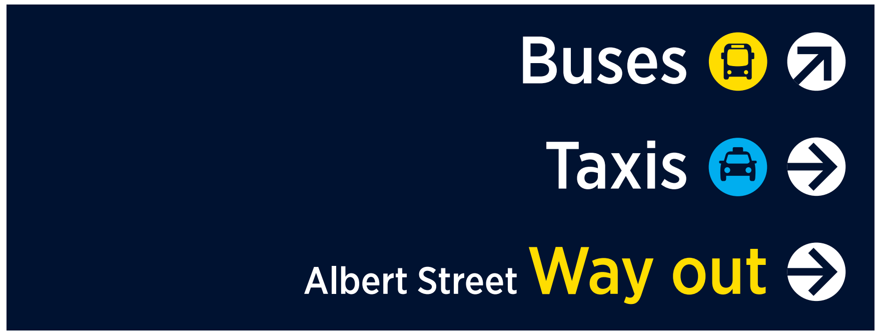
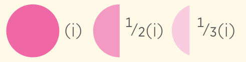

Toilets
Way out
Queen Street
Y
at 58% height of (Y)
Arrow icon
Way out wording
Street name
Taxis
at 58% height of (Y)
Y
Queen Street
Way out
Street name
Way out wording
Arrow icon

Fig. 1.
Way out wording is positioned beside the arrow, is Yellow and always positioned at the bottom of the left or right block of directions.


Toilets
Drop off
Way out Queen Street


Buses
Taxis
Albert Street Way out

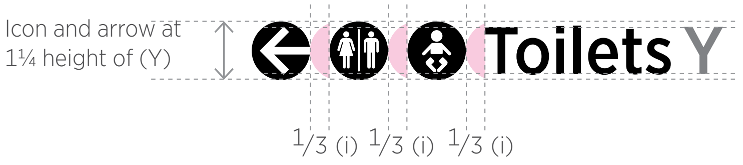


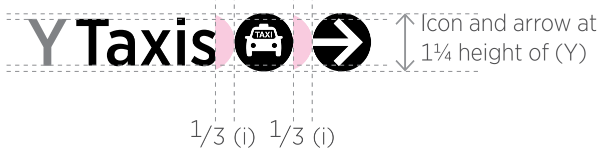
Icons and arrows

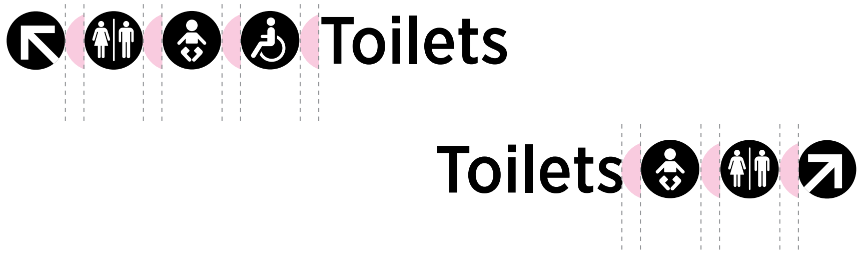
A suite of sign icons has been drawn for use with AT's wayfinding and signage.

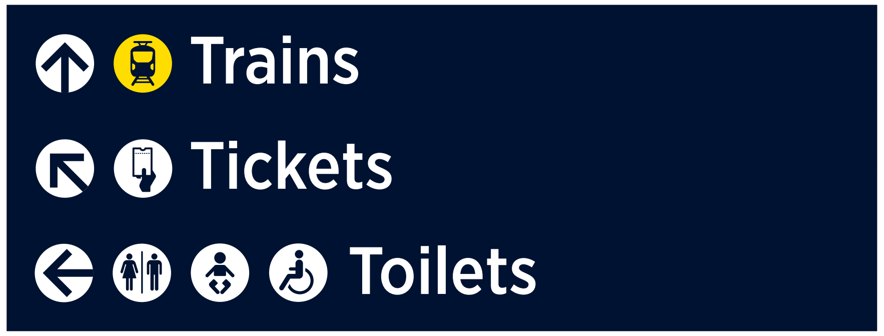
Where icons are to be incorporated in directional signs, they must appear next to the arrow. This will speed up navigation for passengers if English is not their first language.

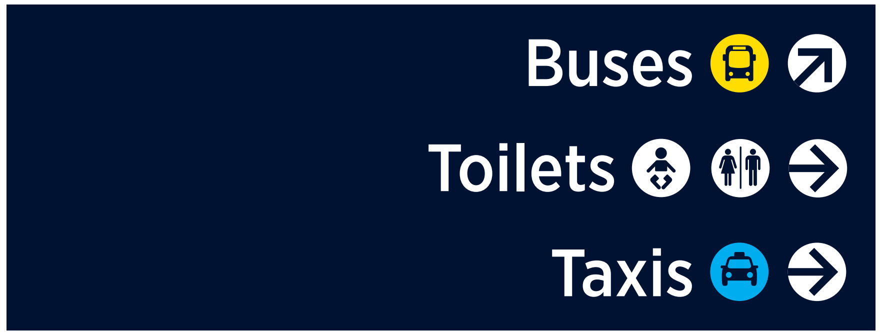
The distance between the icon and the arrow is ⅓ of the width of an icon (i). The same space is inserted between the icon and its matching text. The height of the icon should be 1¼ times the capital height (Y), and centred on the capital height.


Icon and arrow at
1¼ height of (Y)
Toilets Y
⅓ (i) ⅓ (i) ⅓ (i)


Y Taxis
Icon and arrow at
1¼ height of (Y)
⅓ (i) ⅓ (i)


Toilets
Toilets


Trains
Tickets
Toilets


Buses
Toilets
Taxis

● (i) ◖ ½(i) ◖ ⅓(i)

Accessibility icons

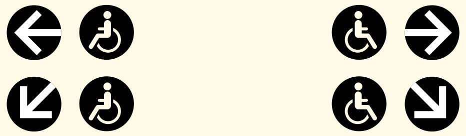
Signs for people with impaired mobility should be used to mark alternative routes within AT Metro stations. The signs should be used only at the point where the alternative route deviates from the usual route.

Signs for mobility-impaired customers will use a wheelchair icon. The wheelchair and lift icons may be combined with directional arrows as shown. They may also be combined with descriptive messages, for example 'Lift' or 'Ramp', within the immediate vicinity of alternative facilities – in order to aid recognition.

When combined with directional arrows, the icons should be adjusted to reflect the direction indicated.

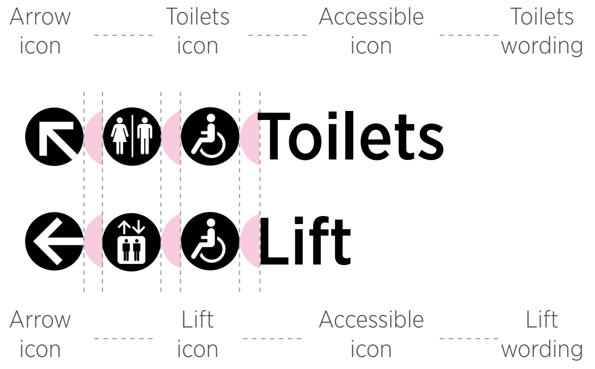
When an accessible icon is used in conjunction with a toilet icon or a lift icon, the accessible icon always appears beside the wording while the icon relating to the wording always appears beside the arrow.

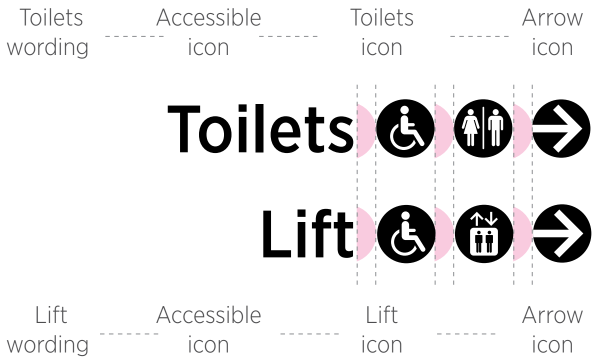
NOTE: The accessible symbol always faces in the direction of the arrow.

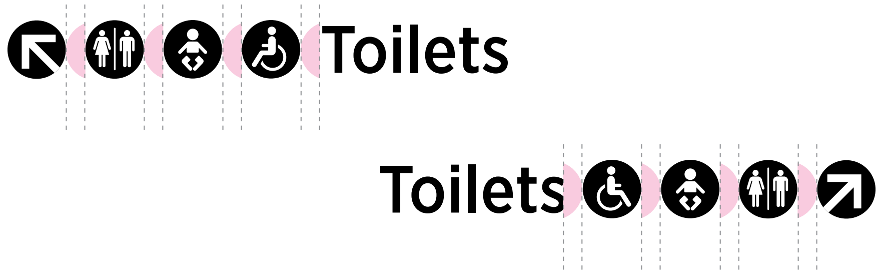


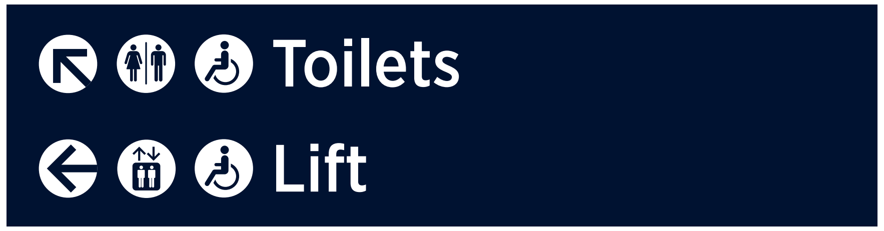
When there is no directional arrow or the direction is straight ahead or down the accessible symbol will face to the right as here.

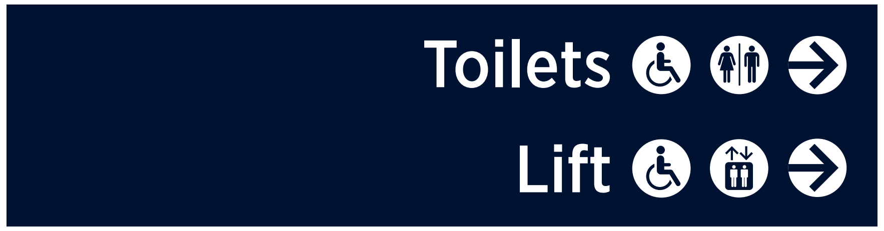
● (i) ◖ ½(i) ◖ ⅓(i)


Arrow icon
Toilets icon
Accessible icon
Toilets wording
Toilets
Lift
Arrow icon
Lift icon
Accessible icon
Lift wording


Toilets wording
Accessible icon
Toilets icon
Arrow icon
Toilets
Lift
Lift wording
Accessible icon
Lift icon
Arrow icon


Toilets
Toilets


Toilets
Lift

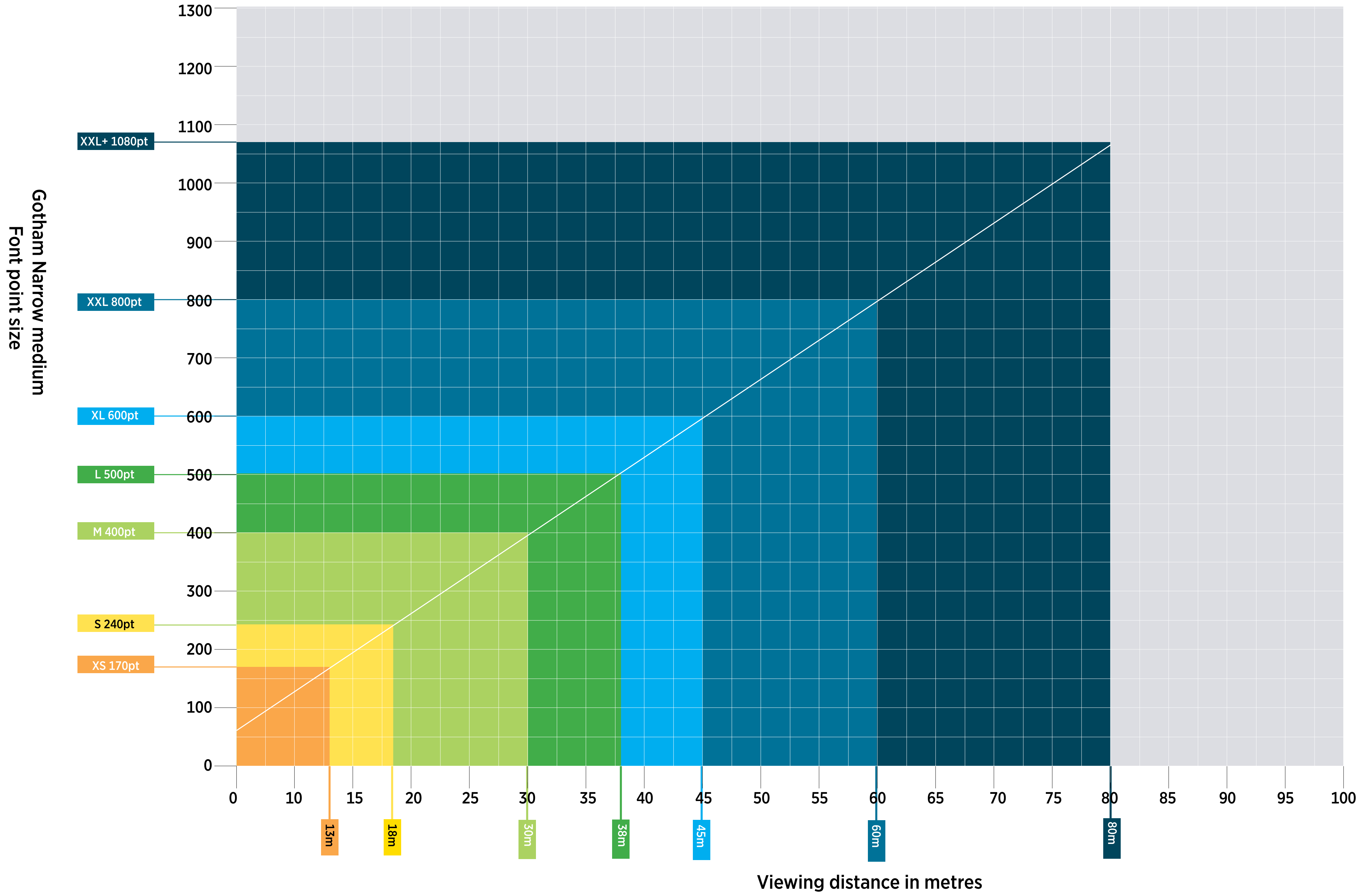

Toilets
Lift

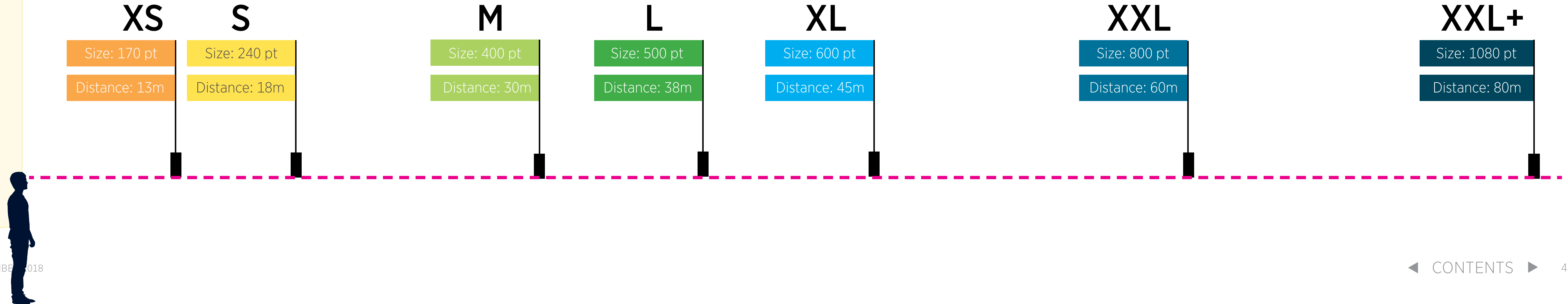
This chart shows the distance at which certain sizes of lettering can be read by a person with average eyesight. The chart should be used to determine the minimum letter size for any sign.

Other considerations, such as architectural features or visual continuity, may influence the final choice of letter size, but the optimum size will be used wherever possible.

As far as possible use the same standard font size for all signs with the same purpose, e.g. all directional signs should use viewing distance size M.

Viewing distance/font point size

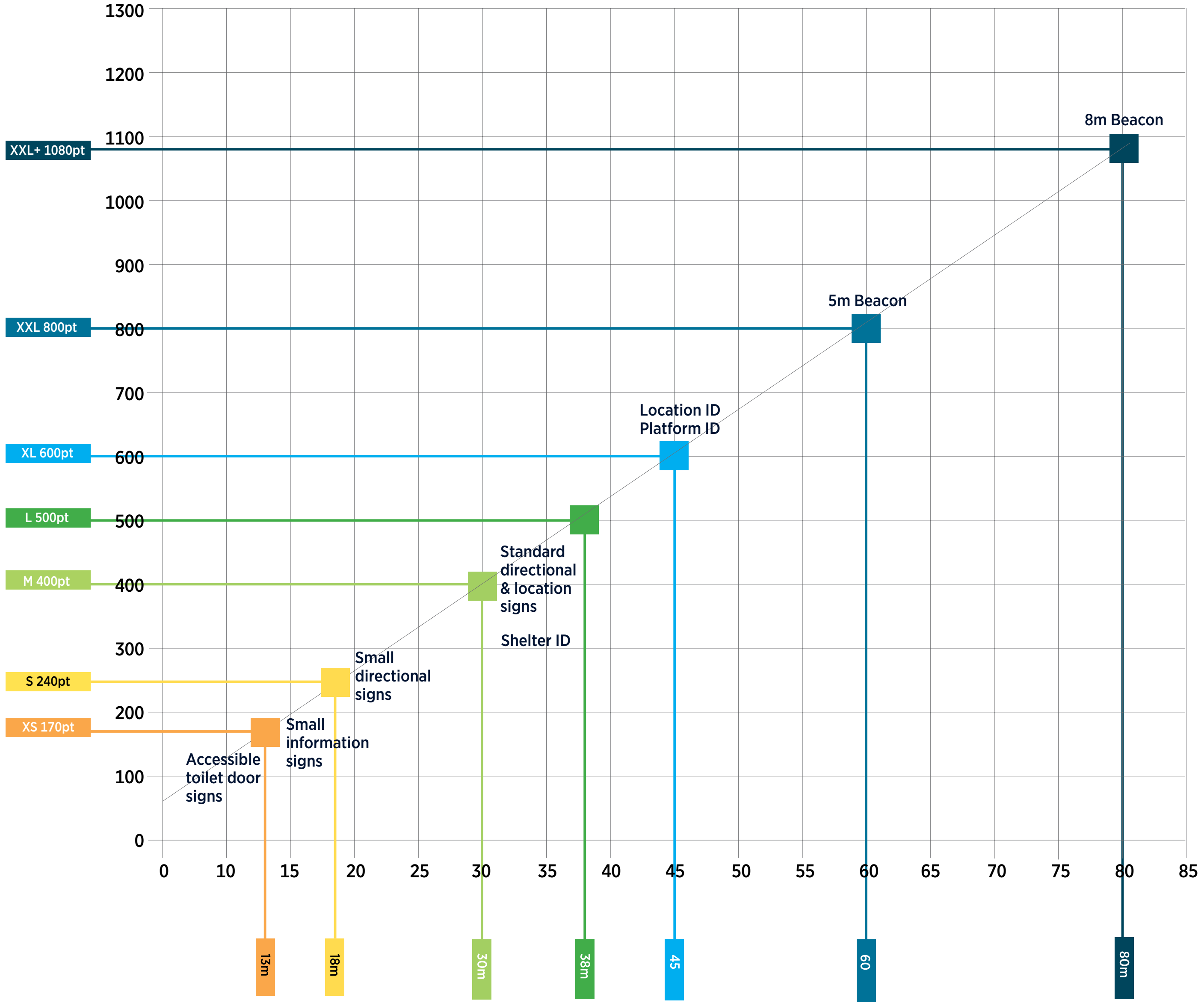



XS
Size: 170 pt
Distance: 13m
S
Size: 240 pt
Distance: 18m
M
Size: 400 pt
Distance: 30m
L
Size: 500 pt
Distance: 38m
XL
Size: 600 pt
Distance: 45m
XXL
Size: 800 pt
Distance: 60m
XXL+
Size: 1080 pt
Distance: 80m

Typical sign point size measurements

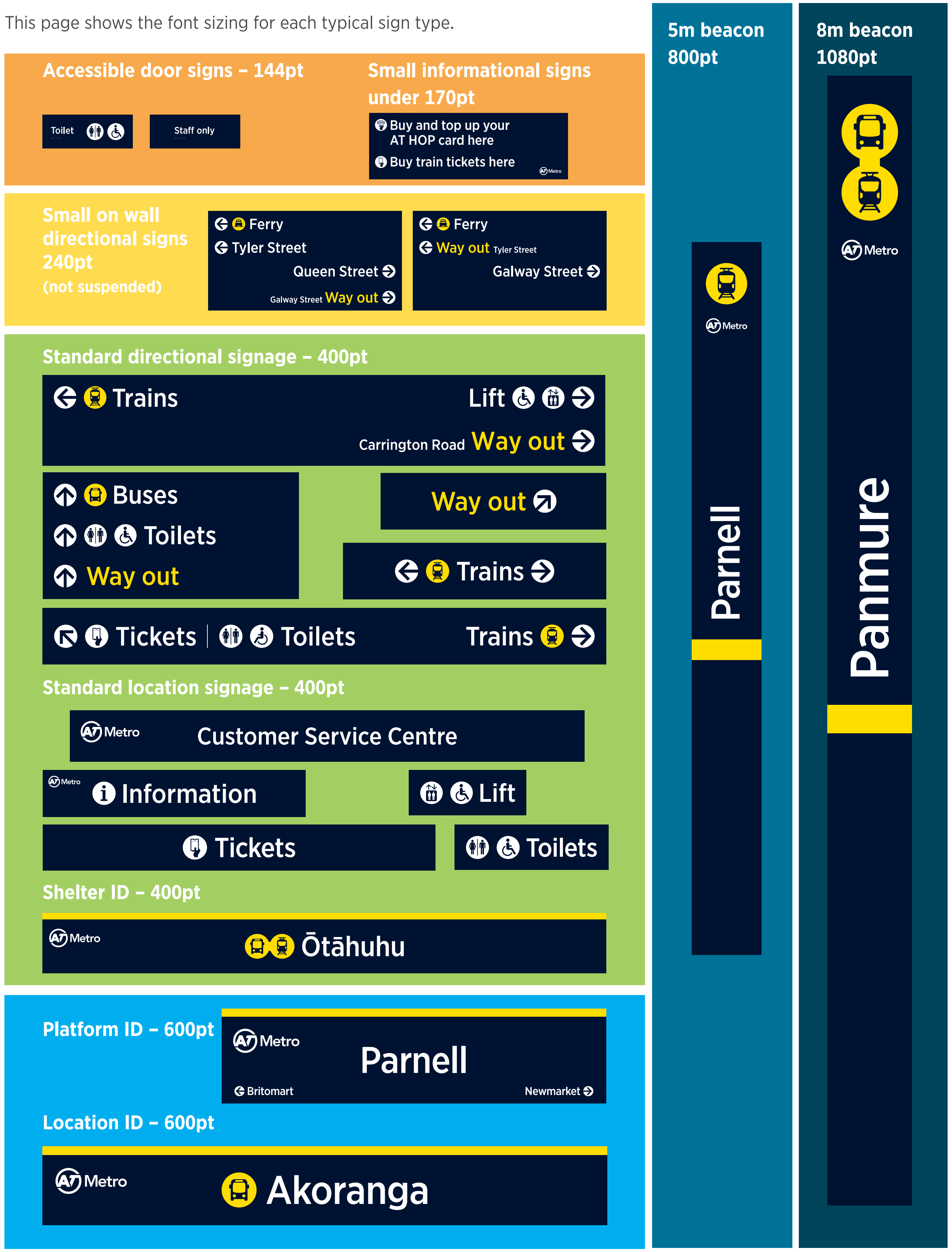
This chart shows ideal sizes of fonts for specific signs in stations.

All signs are in a consistent size at the optimum viewing distances throughout, for uniformity, clarity and a clearer user experience.



Typical sign examples

This page shows the font sizing for each typical sign type.


Accessible door signs – 144pt
Toilet
Staff only
Small informational signs under 170pt
Buy and top up your AT HOP card here
Buy train tickets here
Metro
Small on wall directional signs 240pt (not suspended)
Ferry
Tyler Street
Queen Street
Galway Street Way out
Ferry
Way out Tyler Street
Galway Street
Standard directional signage – 400pt
Trains
Lift
Carrington Road Way out
Buses
Toilets
Way out
Way out
Trains
Tickets
Toilets
Trains
Standard location signage – 400pt
Metro
Customer Service Centre
Metro
Information
Lift
Tickets
Toilets
Shelter ID – 400pt
Metro
Ōtāhuhu
Platform ID – 600pt
Metro
Parnell
Britomart
Newmarket
Location ID – 600pt
Metro
Akoranga
5m beacon 800pt
Metro
Parnell
8m beacon 1080pt
Metro
Panmure

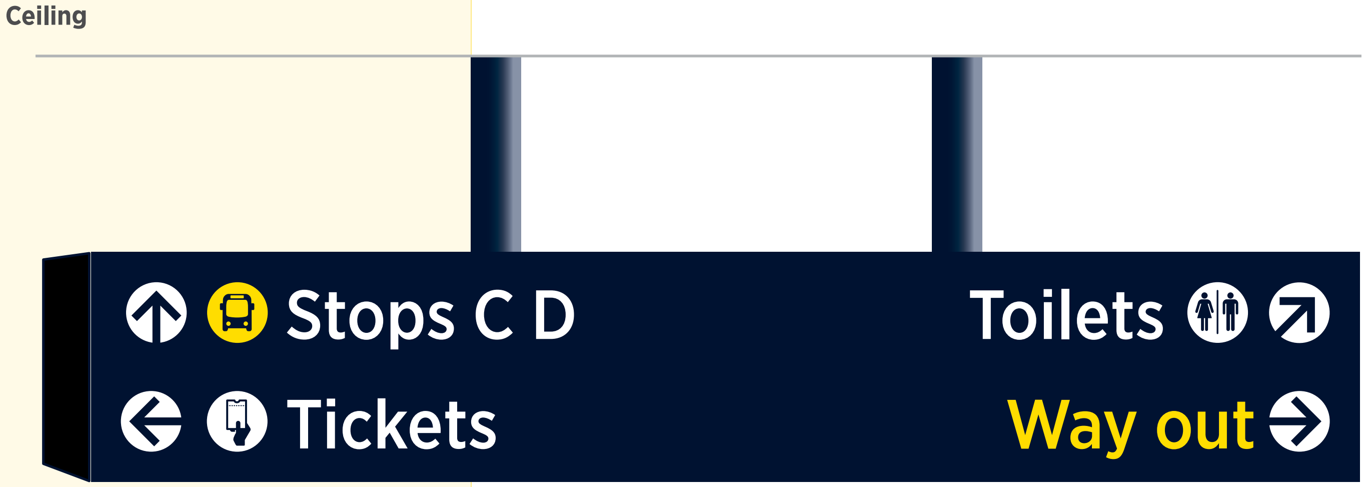
Entering a ticket hall

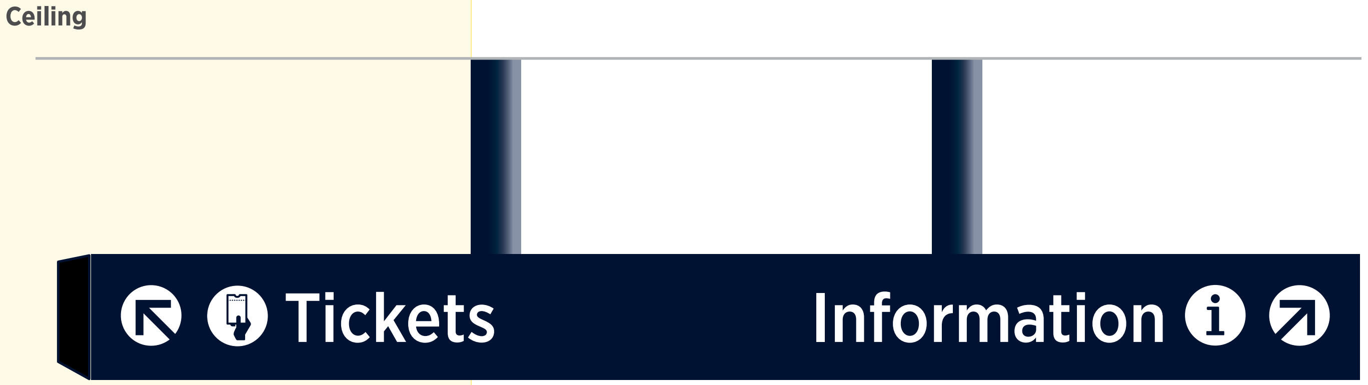
Before the customer has purchased a ticket, there should be clear confirmation of the transport options available, followed by Station facilities and Way out etc. This will normally take the form of ceiling-mounted signage facing the customer on entry to the ticket hall.

Where ticket-buying facilities are not facing the customer on entry, overhead signage should provide directions to the ticket office and machines.

To maintain clarity, only primary directional signage and real-time information indicators should be ceiling-mounted within ticket halls.

No ceiling-mounted commercial signage may be displayed, unless approved by AT.





Stop C
Toilets
Stops A B
Way out

In general signs should be built to the correct size and shape for the intended messages. However, when re-skinning old signs, or due to the constraints of the site, optimal sign shapes and sizes may not be achievable.

On the following pages we describe two optimal layouts – 1A for signs that are horizontal/landscape and 1B for signs that are upright/portrait.

If neither of these layouts is possible, the first option may be to drop some messages from the sign, using the information hierarchy to help choose what to drop. If this does not help or cannot be done, then it is permissible to use option 2.

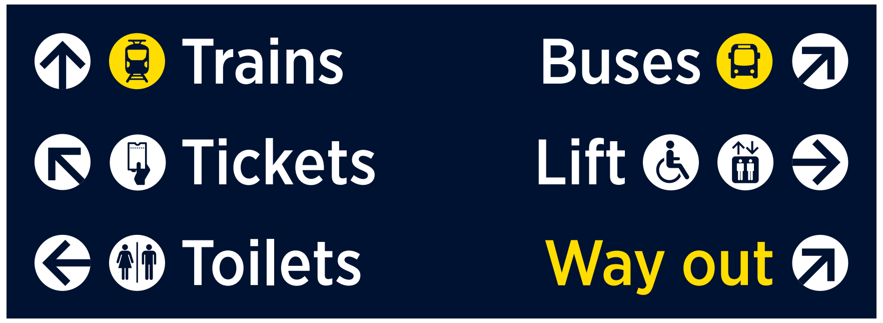
It is acceptable to use a mix of these options within one site.

Typical directional signs

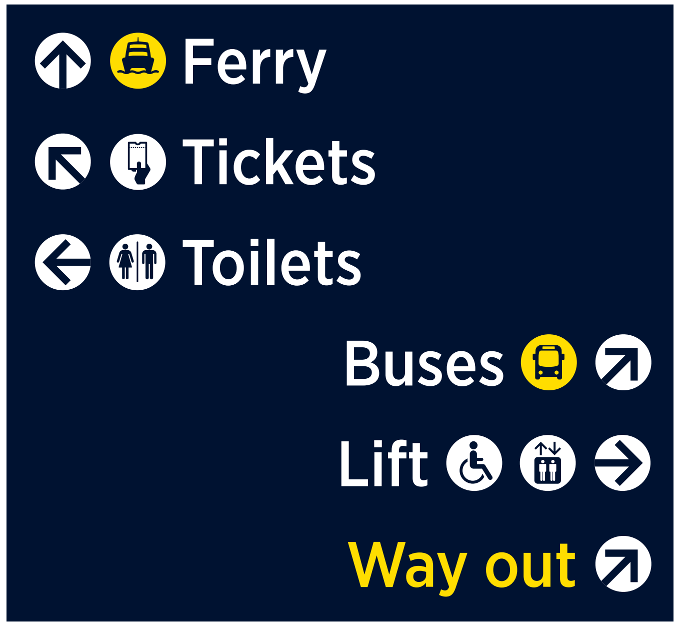
Consistency in the way that messages are laid out on signs is important because it:

1. Makes it easier for people to find the information they are looking for
2. Makes the signs clear
3. Contributes to the overall look and feel of the signage suite.

1A. Left and right directions occupying the same line



1B. Single lines for destination and direction



① Arrangement option 1 – (ideal)
Left and right directions occupying the same line

If the available space requires landscape signage, directions and destinations can occupy the same line as shown in Fig. 1 and Fig. 2 below, but must have visual space in the centre of the sign between the left and right destinations.

If there is not enough space for this and no information can be left off the sign, then see option 2.

Text is aligned at the top line of the sign.

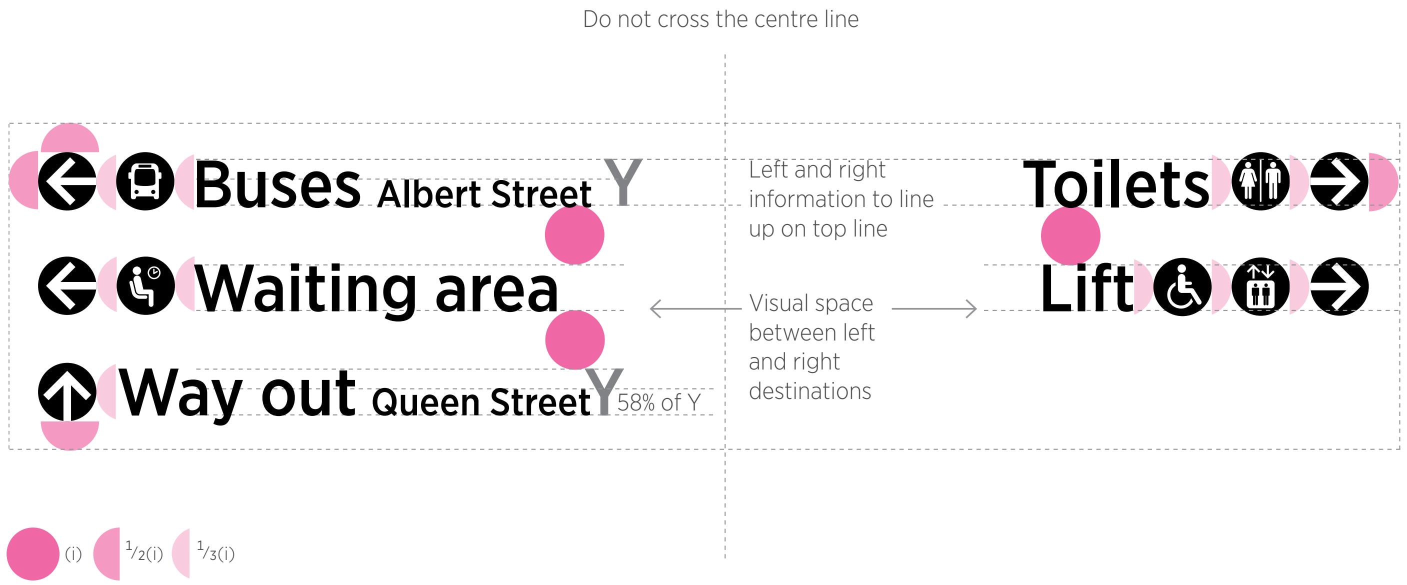

Do not cross the centre line
Buses Albert Street
Waiting area
Way out Queen Street
Y
Y
58% of Y
Left and right information to line up on top line
Visual space between left and right destinations
Toilets
Lift
(i)
1/2(i)
1/3(i)

Fig. 1. One line signs with two destinations and only two directions.

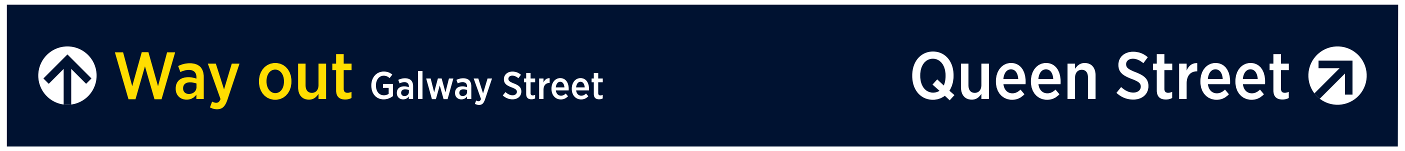
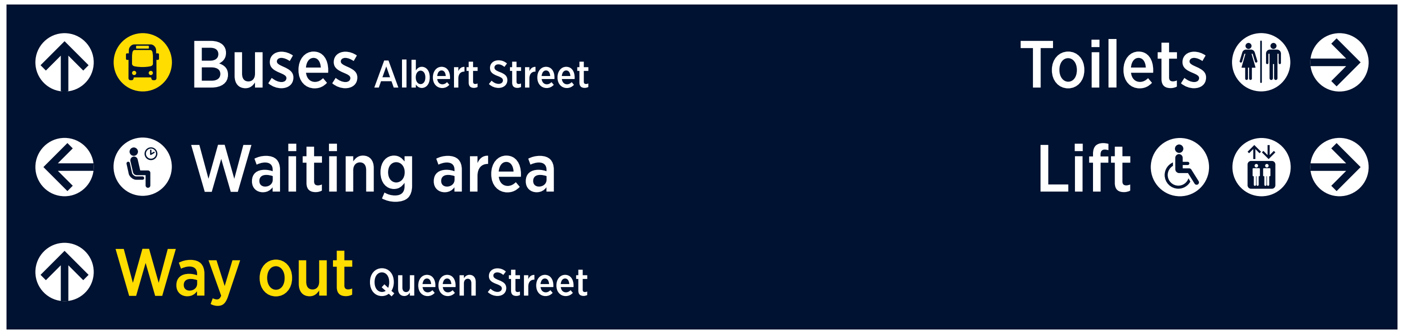

Way out Galway Street
Queen Street

Fig. 2. Multiple destinations and directions.


Buses Albert Street
Waiting area
Way out Queen Street
Toilets
Lift

In rare cases due to limited space and important information that must go on the sign, more than one destination can be put on one line, but these must be separated with a vertical divider.

The vertical divider is at the height of the icon (i) and is 15% of the width of the 'i' or 'I'. See Fig 3.

In some cases it is better to centre the information within the width of the sign rather than having it justified left or right. This is only allowed when a sign is above a doorway or lift and has one destination, or it has two different directions for one destination as per Trains sign. See Fig. 4.

To ensure that the information and directional hierarchies are followed use the correct arrows and Way out information and the relevant icons.

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

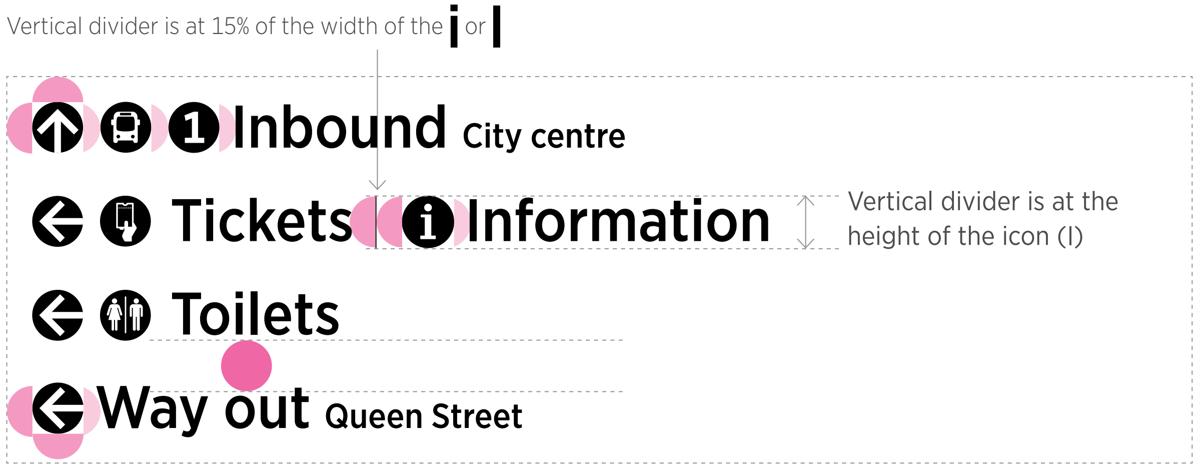
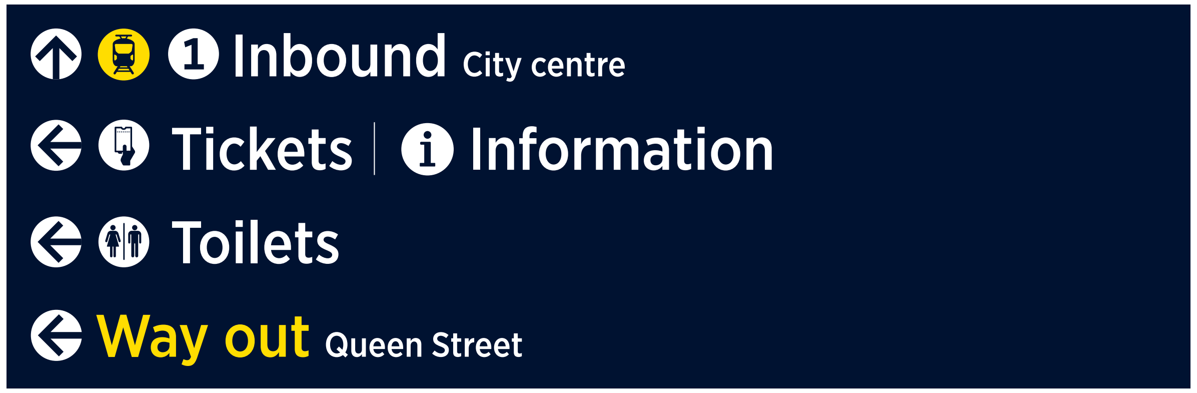

Vertical divider is at 15% of the width of the i or I
1 Inbound City centre
Tickets
Information
Vertical divider is at the height of the icon (I)
Toilets
Way out Queen Street

Fig. 3. A vertical dividing line is added between Tickets and Information due to limited space.


1 Inbound City centre
Tickets
Information
Toilets
Way out Queen Street

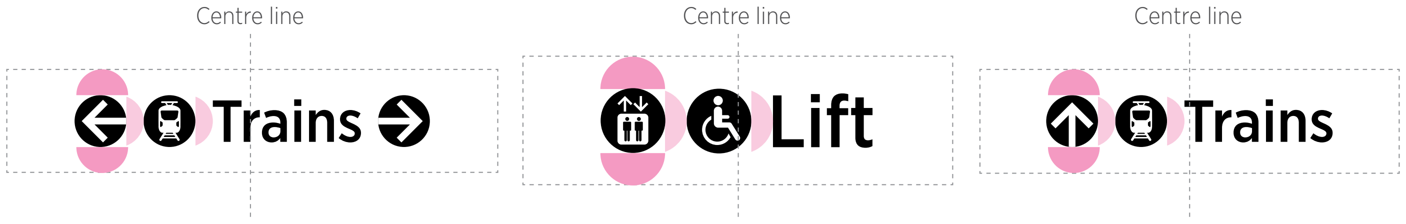
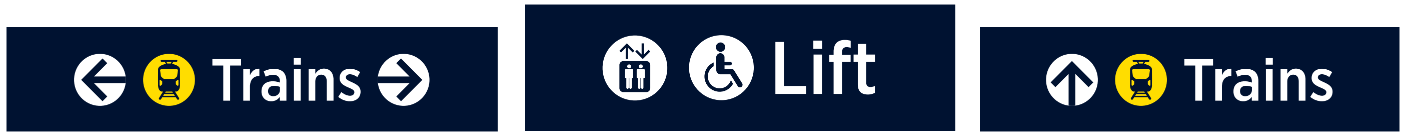

Centre line
Trains
Centre line
Lift
Centre line
Trains

Fig. 4. Signs above a doorway or lift with one destination may be centred within the width of the sign.


Trains
Lift
Trains

② Arrangement option 2 (limited space) Single lines for destination and direction

Destination and direction placed on a single line with arrows on the left justified to the left (Fig. 1), and arrows to the right justified to the right (Fig. 2).

When there are multiple directions utilising both sides of the sign, ensure that there is visual space from the destination wording to the edge of the sign (Fig. 3).

Ensure that all information and directional hierarchy is followed.

Use the correct arrows and Way out information and the relevant icons.

● (i) ◖ 1/2(i) ◖ 1/3(i)

Fig. 1. Single lines for each destination and direction in a portrait sign, justified left.

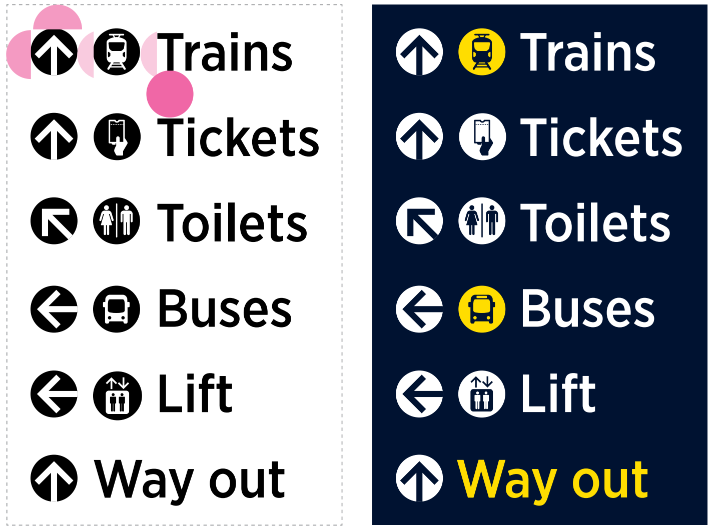

Trains
Tickets
Toilets
Buses
Lift
Way out
Trains
Tickets
Toilets
Buses
Lift
Way out

Fig. 2. Single lines for each destination and direction in a portrait sign, justified right.

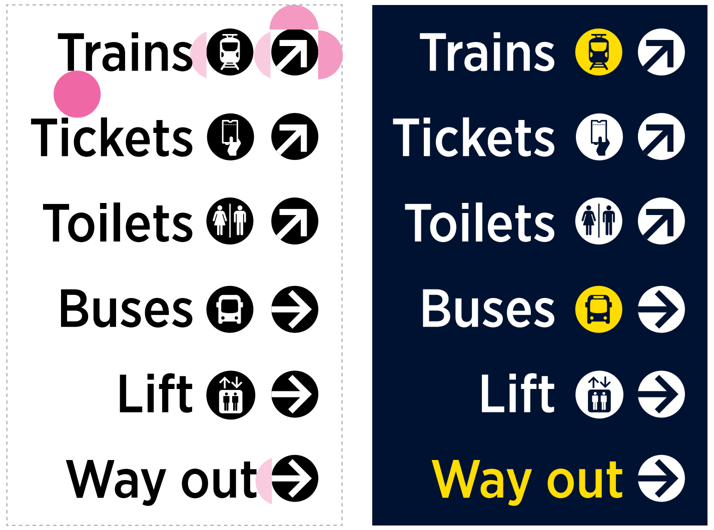
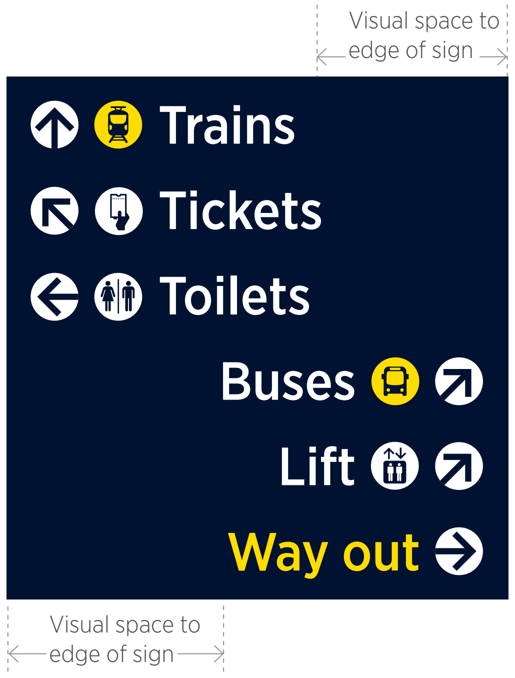

Trains
Tickets
Toilets
Buses
Lift
Way out
Trains
Tickets
Toilets
Buses
Lift
Way out

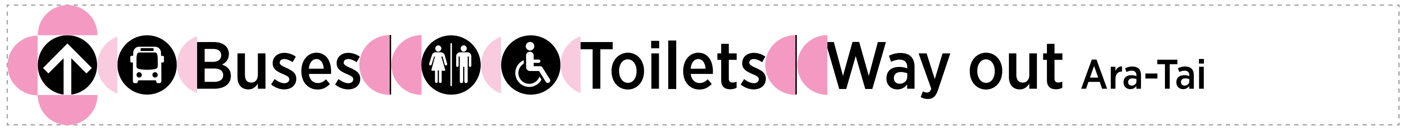
Fig. 3.
When multiple directions are utilising both sides of the sign, ensure there is visual space to the edges of the sign as indicated here.

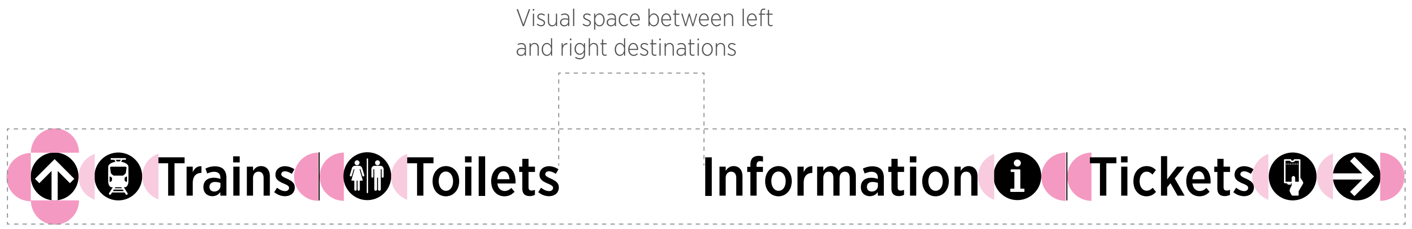

Visual space to edge of sign
Trains
Tickets
Toilets
Buses
Lift
Way out
Visual space to edge of sign

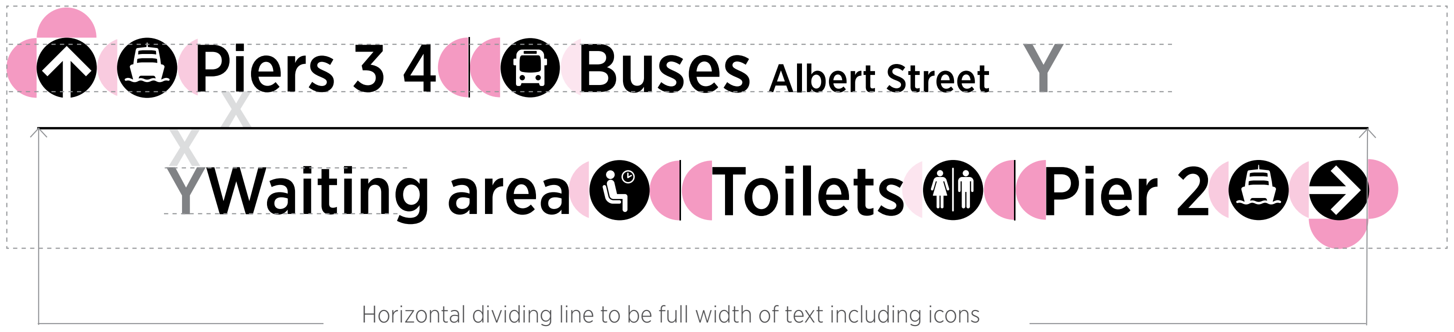
③ Arrangement option 3 (limited space) Multiple destinations occupying the same line

When there is not enough space available on a sign to lay out as per signage options 1 and 2, then horizontal and vertical dividing lines are required to provide a clear definition between destinations and directions as per option 3.

These lines should be 15% of the width of the 'i' or 'I'.

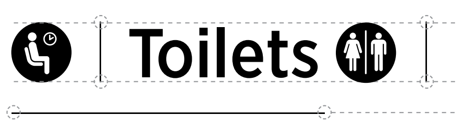

Buses
Toilets
Way out Ara-Tai


Visual space between left and right destinations
Trains
Toilets
Information
Tickets

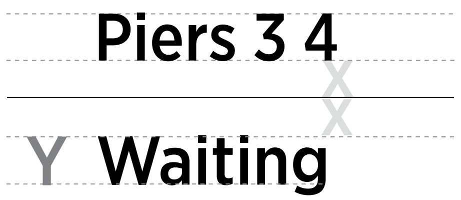

Piers 3 4
Buses Albert Street
Y
X
X
Y
Waiting area
Toilets
Pier 2
Horizontal dividing line to be full width of text including icons

● (i) ◖ 1/2(i) ◖ 1/3(i)

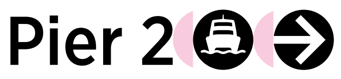
Arrangement option 3
Padding and measurements



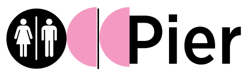
Vertical and horizontal dividing lines at 15% width of i or I.
Vertical dividing lines at the same height as icon (i).
Horizontal dividing lines extend to full width of the text including icons.


Piers 3 4
X
X
Y
Waiting

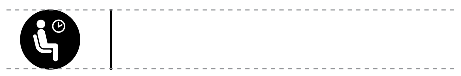
x spacing between baseline of top line of text and the dividing line, and to the top of capital letter (Y) of the next line.



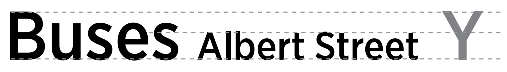
⅓(I) between icons and icon and relevant destination.



½ (I) on either side of the dividing line between destinations.



Vertical dividing line is at the height of the icon (I) and is 15% of the width of the 'i' or 'I'.


Buses Albert Street Y

Smaller text 'Albert Street' at 58% height of (Y).

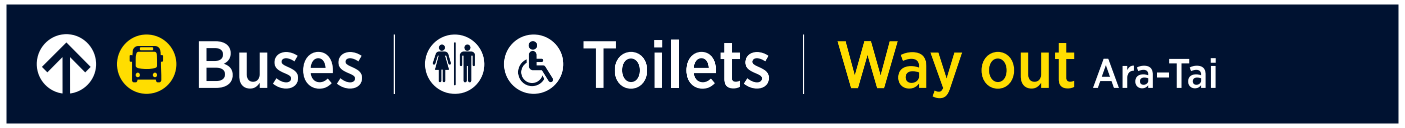
Examples of multiple destinations occupying the same line (arrangement option 3).

Ensure that all information and directional hierarchy is followed.

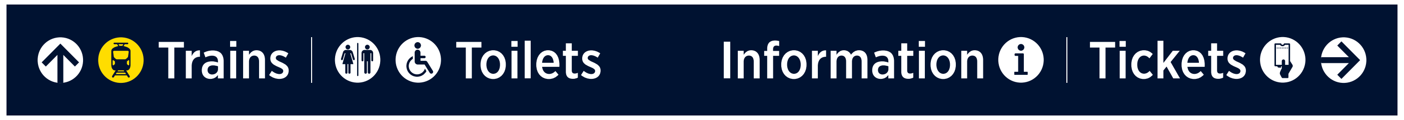
Use the correct arrows and Way out information and the relevant icons.

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

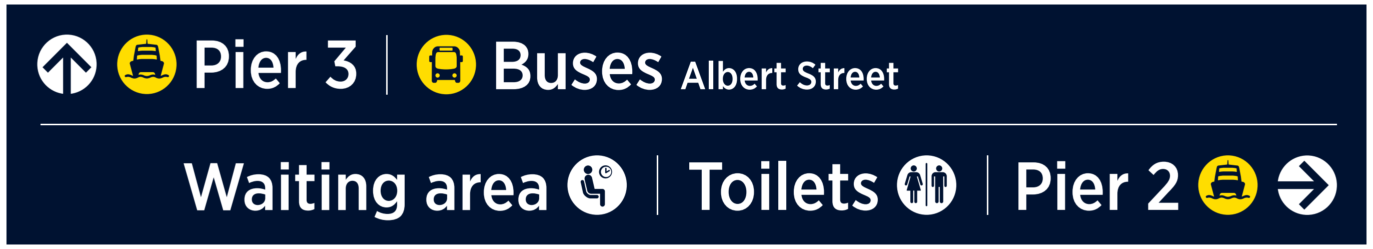
One line sign when there is very limited height with multiple destinations and only one direction.


Buses
Toilets
Way out Ara-Tai

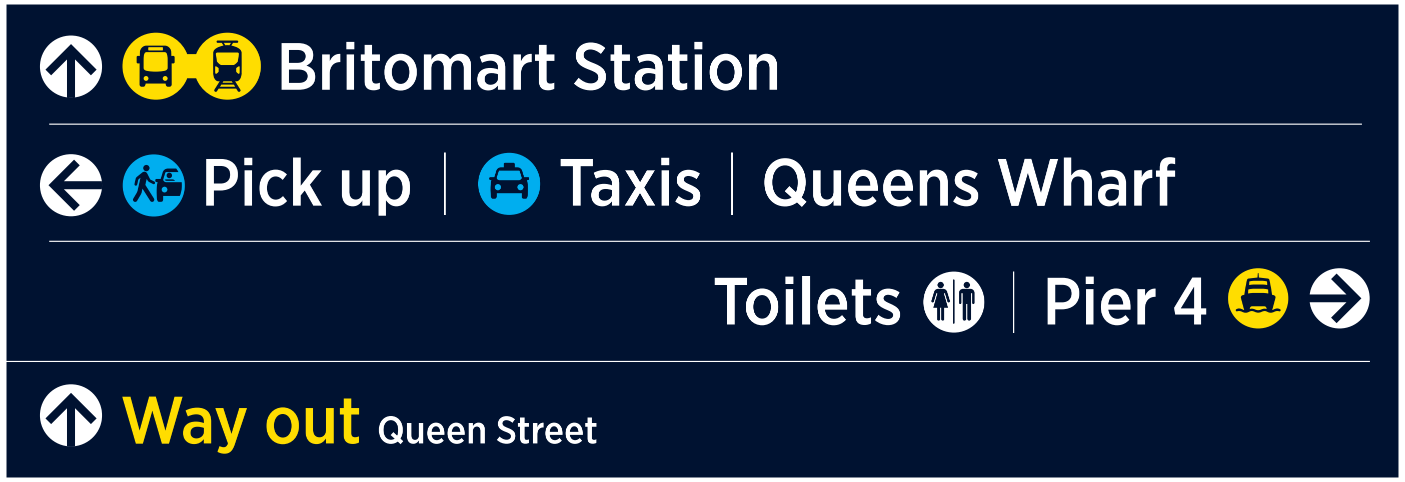
One line sign with multiple destinations and only two directions.


Trains
Toilets
Information
Tickets

Two line sign for multiple destinations and two directions.


Pier 3
Buses Albert Street
Waiting area
Toilets
Pier 2

Multiple line sign for multiple destinations and directions.

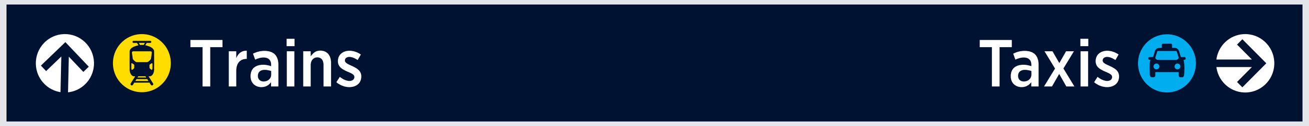
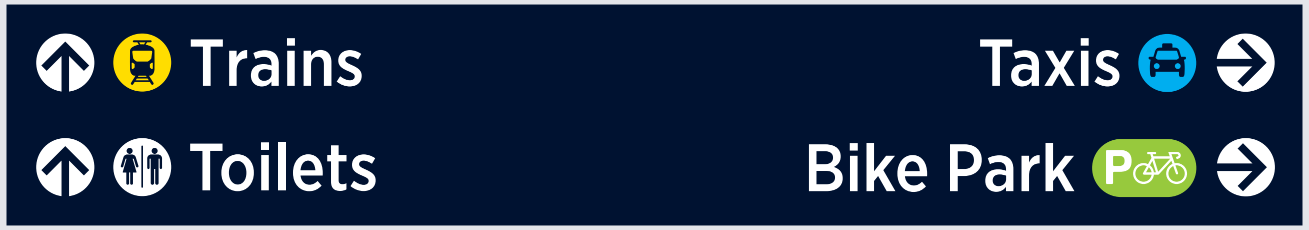
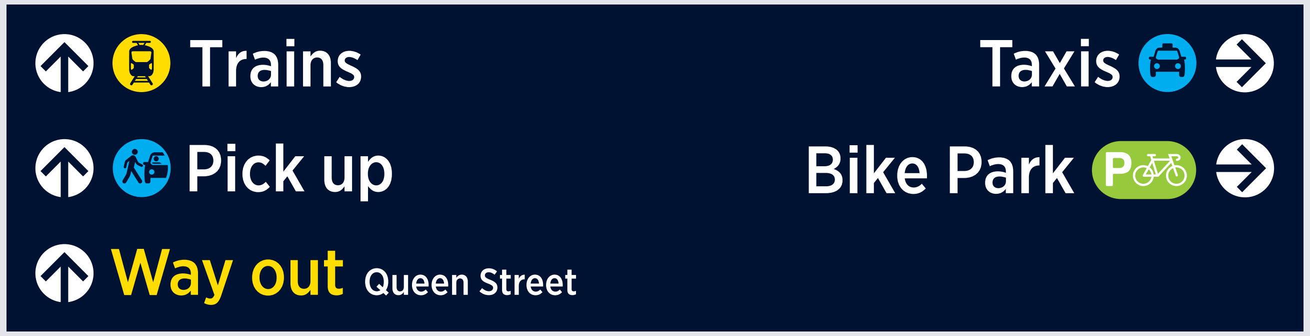
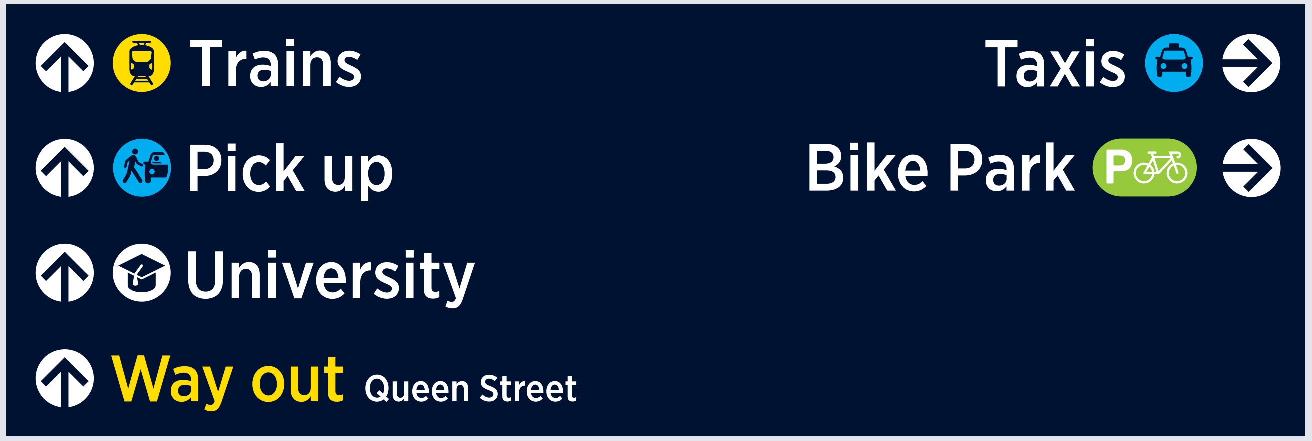

Britomart Station
Pick up
Taxis
Queens Wharf
Toilets
Pier 4
Way out Queen Street

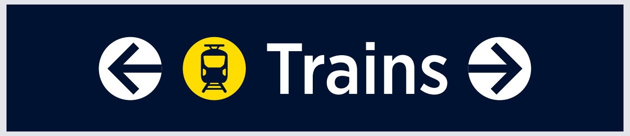
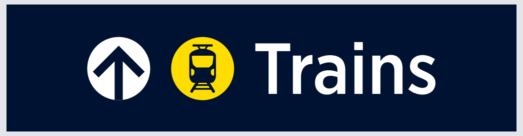
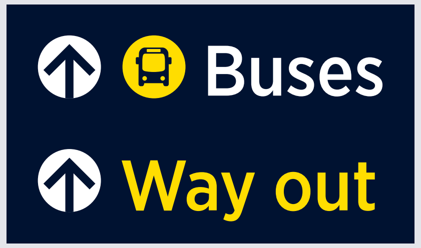
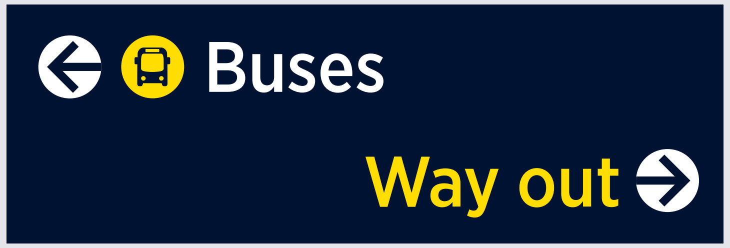
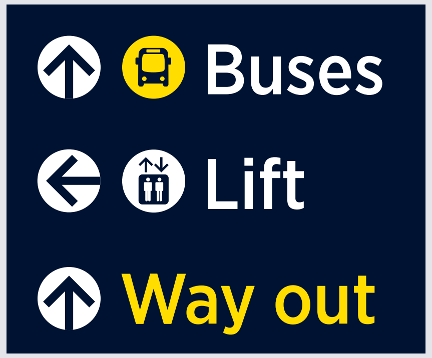
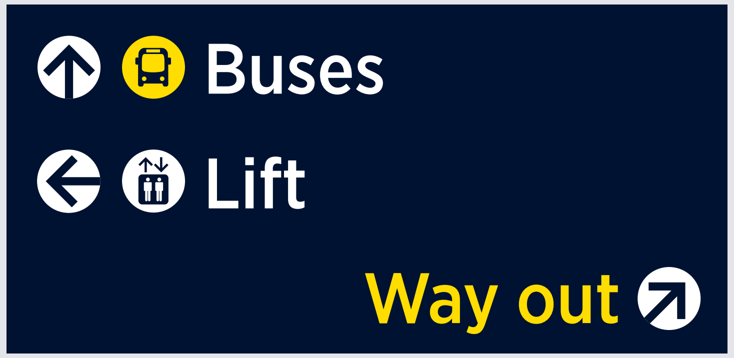
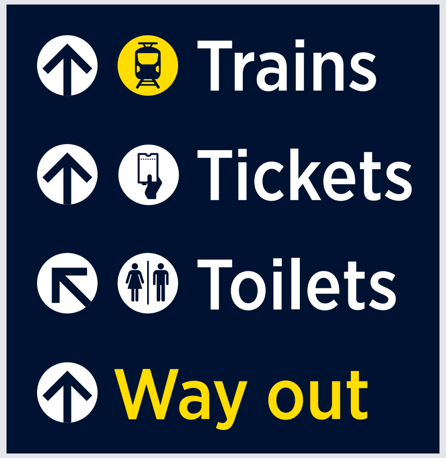
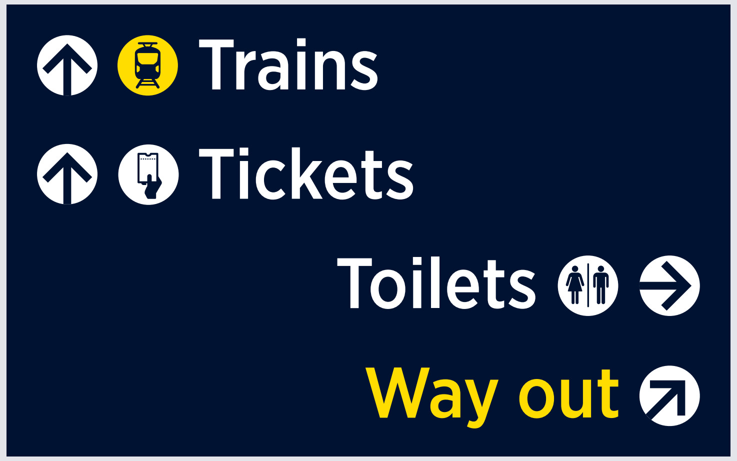
Typical sign measurements - directional signs

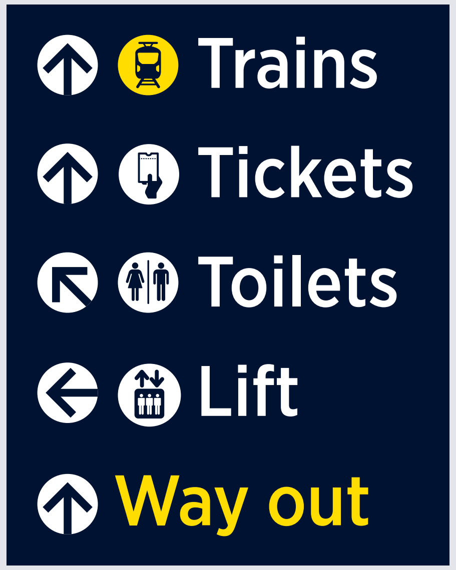
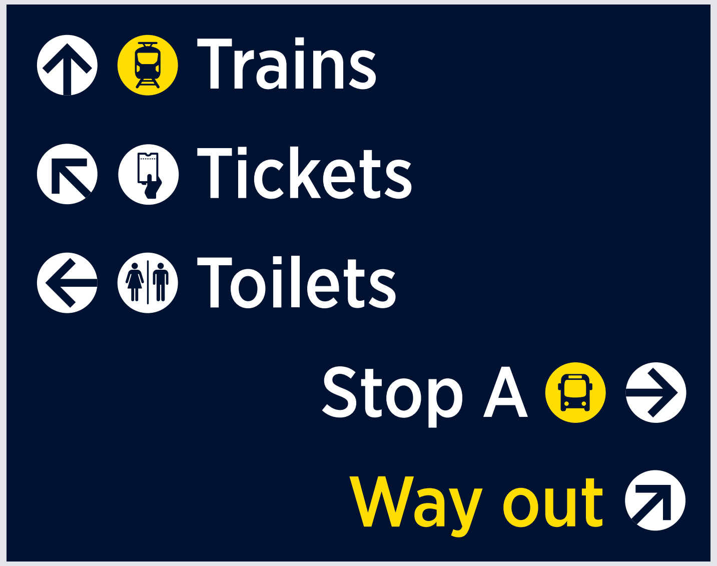
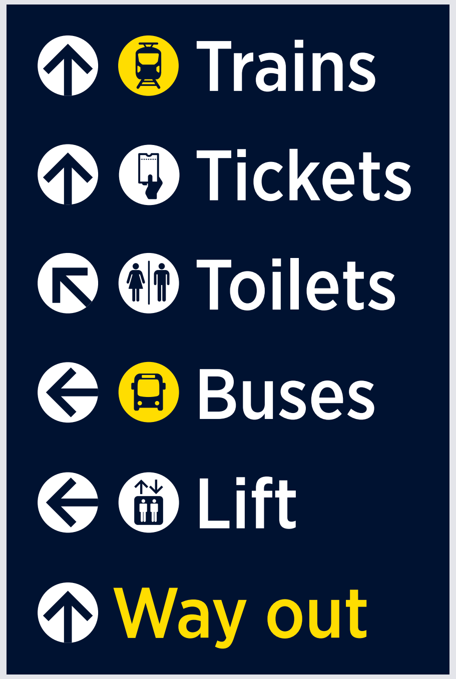
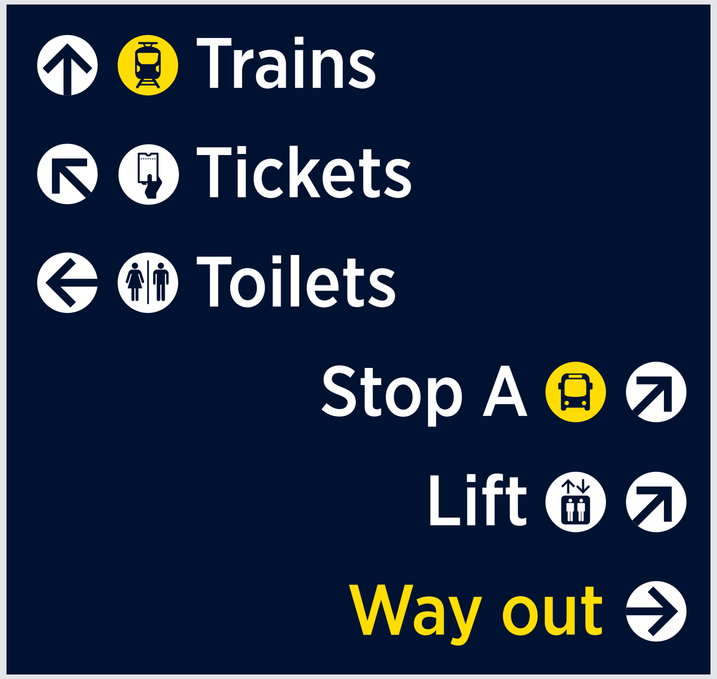
These pages outline some of the typical sign sizes for directional signs in relation to our vertical message spacing, panel padding and viewing distance sections.

This is a guide of the ideal depths for standard directional signage using viewing distance size M, which uses the suggested point size of 400pt, giving a viewing distance of 30m.

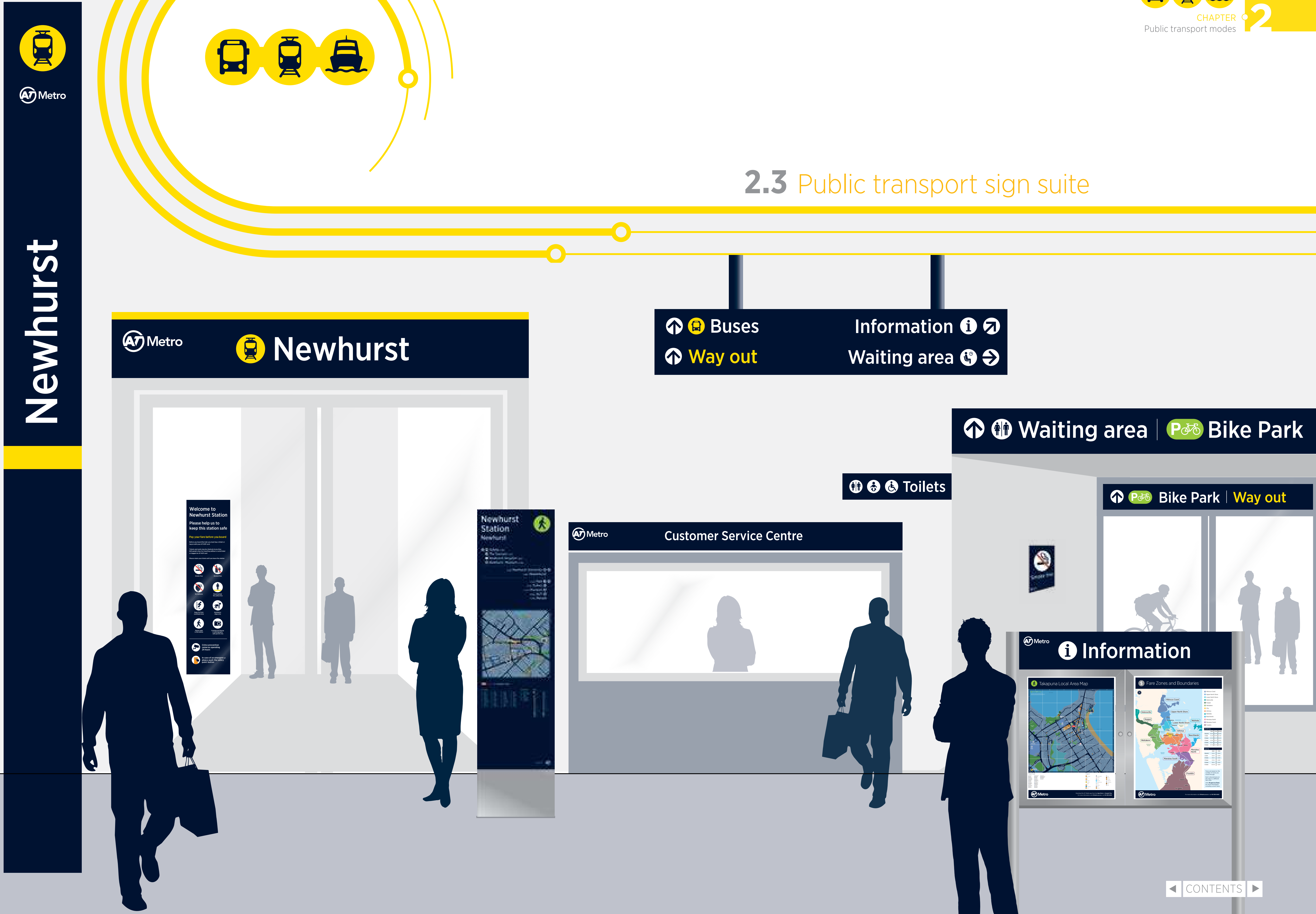
The width of the signs may vary depending on the available space within the station. If existing signs require a new design, or if there is a larger space to fill, additional padding can be added around the information evenly, ensuring that the integrity of the information remains consistent with the line spacing, icon spacing and vertical message spacing.

Point size	Additional information	No. of lines	Sign depth	Sign example
	One destination each side, or one destination on its own. Width will be determined by the space available.	1	248mm	 Trains Taxis
400pt	Up to two destinations each side. Width will be determined by the space available.	2	470mm	 Trains Taxis Toilets Bike Park P
400pt	Up to three destinations each side. Width will be determined by the space available.	3	695mm	 Trains Taxis Pick up Bike Park P Way out Queen Street
400pt	Up to four destinations each side. Width will be determined by the space available.	4	920mm	 Trains Taxis Pick up Bike Park P University Way out Queen Street

Point size	Additional information	No. of lines	Sign depth	Sign example
400pt	One destination, one direction or one destination two directions. Width determined by the space available.	1	248mm	 
400pt	Two destinations, up to two directions. Width determined by the space available.	2	470mm	 Buses Way out  Buses Way out
400pt	Three destinations, up to three directions. Width will be determined by the space available.	3	695mm	 Buses Lift Way out  Buses Lift Way out
400pt	Four destinations, up to four directions. Width determined by the space available.	4	920mm	 Trains Tickets Toilets Way out  Trains Tickets Toilets Way out

Point size	Additional information	No. of lines	Sign depth	Sign example
400pt	Five destinations, up to five directions. Width determined by the space available.	5	1145mm	 Trains Tickets Toilets Lift Way out  Trains Tickets Toilets Stop A Way out
400pt	Six destinations, up to six directions. Width determined by the space available. If any more destinations and directions are required, follow the instructions on line spacing, vertical message spacing and panel padding.	6	1370mm	 Trains Tickets Toilets Buses Lift Way out  Trains Tickets Toilets Stop A Lift Way out

2.3 Public transport sign suite

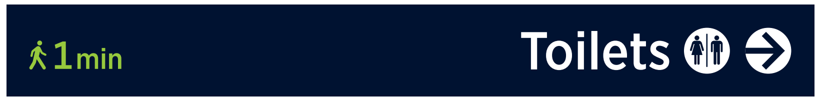

Metro
Newhurst
Metro
Newhurst
Buses
Way out
Information
Waiting area
Waiting area
Bike Park
Toilets
Bike Park
Way out
Welcome to Newhurst Station
Please help us to keep this station safe
Pay your fare before you board
Newhurst Station
Metro
Customer Service Centre
Metro
Information
Takapuna Local Area Map
Fare Zones and Boundaries

Pedestrian blade (small) – directional

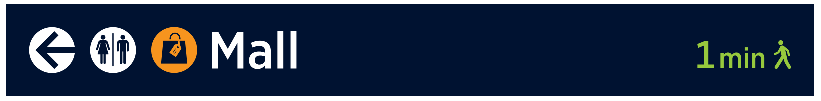
PTd010

Small pedestrian blades (often referred to as finger pointers in other signage systems) are used at minor decision points in pedestrian wayfinding areas. These small blades are mounted on a green pole, with a green pedestrian icon in a roundel sitting on top of the pole. A maximum of four blades can be mounted in each of the four directions.

Ideally you would have a separate blade for the toilets that uses both the text and the icon like this:

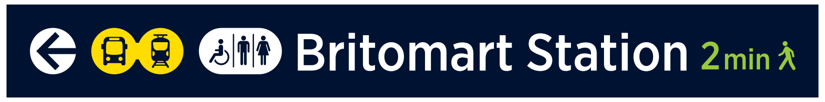

1min
Toilets

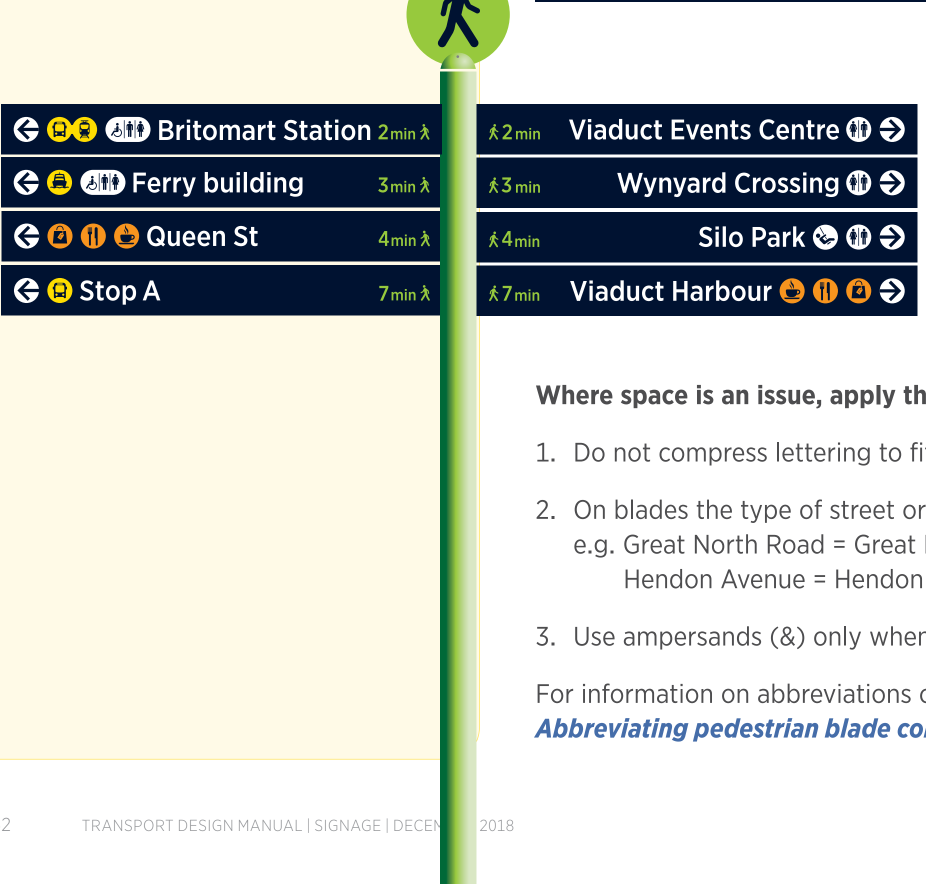
But since you have only four blades in each direction, if the toilet is located within another Points of Interest (POI), such as the mall then you can combine these into one blade leaving the other three for directions to other POIs:



Icons that may be used on their own: toilets, accessible toilets, playground and information.

Note that while station ID signs contain just the name of the station/bus station or ferry terminal, all the directional signs **do** include the words **station, bus station**, or **ferry.**


Britomart Station 2min


Britomart Station 2min
Ferry building 3min
Queen St 4min
Stop A 7min
2min Viaduct Events Centre
3min Wynyard Crossing
4min Silo Park
7min Viaduct Harbour

Where space is an issue, apply the following guidelines:

1. Do not compress lettering to fit the blade (this reduces legibility)
2. On blades the type of street or road is always abbreviated:
   e.g. Great North Road = Great North Rd
   Hendon Avenue = Hendon Ave
3. Use ampersands (&) only when space is limited, e.g. park & ride.

For information on abbreviations on pedestrian blades go to ***Abbreviating pedestrian blade content*** document for further information.

Arrow:
Ⓐ 50mm diameter

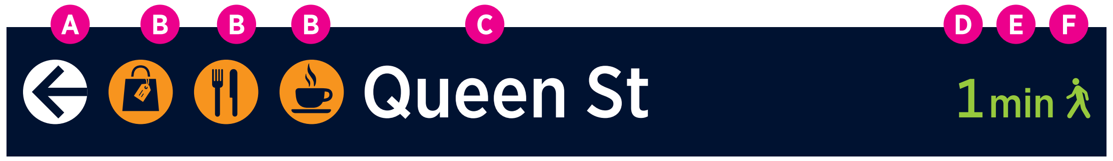
Icons:
Ⓑ 50mm diameter

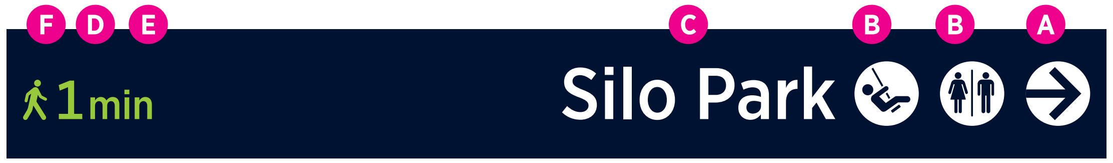
Destination:
Ⓒ 160pt Gotham Narrow medium

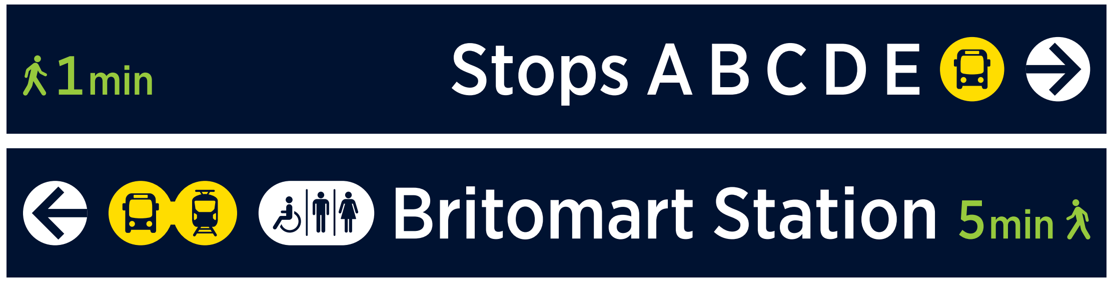
Time numbers: (e.g. 12)
Ⓓ 120pt Gotham Narrow medium

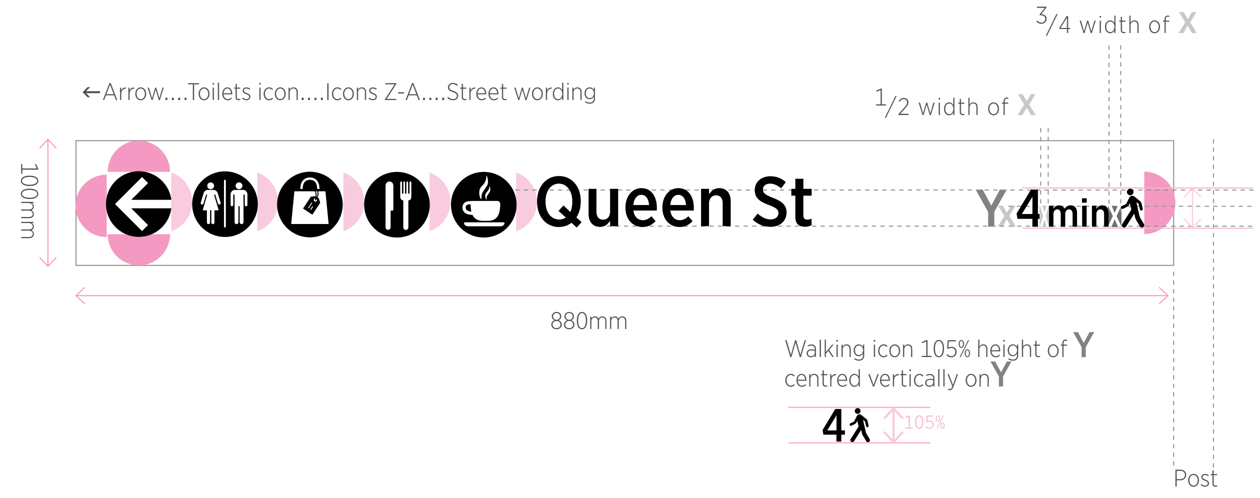
Time min:
Ⓔ 90pt Gotham Narrow medium

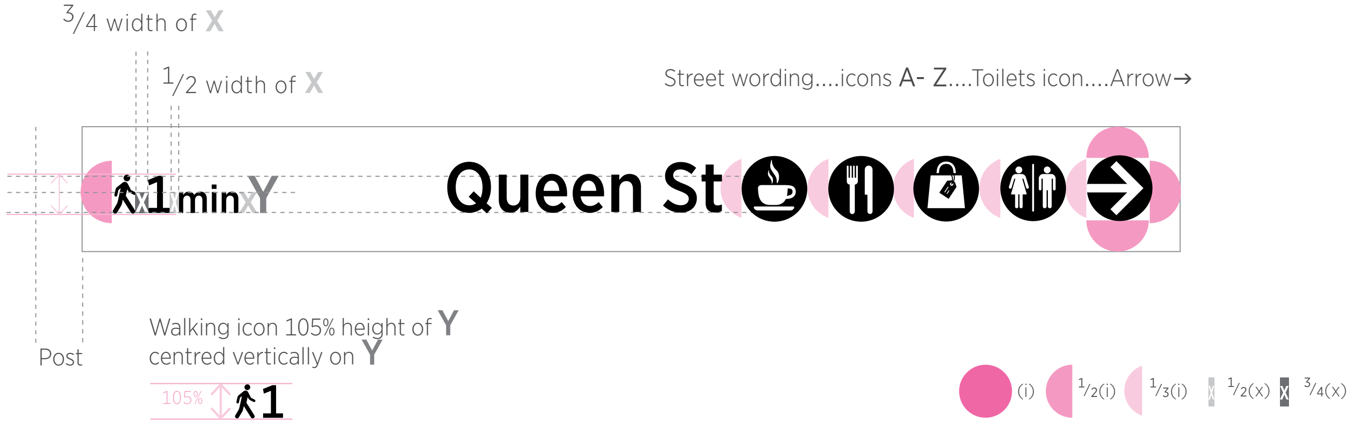
Walking man:
Ⓕ 31.2mm height = 105% height of Y (number), centred vertically on Y


A
B
B
B
C
D
E
F
Queen St
1min


F
D
E
C
B
B
A
1min
Silo Park


1min
Stops A B C D E
Britomart Station
5min


3/4 width of X
←Arrow....Toilets icon....Icons Z-A....Street wording
1/2 width of X
100mm
Queen St
Y
X
4min
X
880mm
Walking icon 105% height of Y
centred vertically on Y
4
105%
Post


3/4 width of X
1/2 width of X
Street wording....icons A- Z....Toilets icon....Arrow→
X
1min
X
Y
Queen St
Post
Walking icon 105% height of Y
centred vertically on Y
105%
1
(i)
1/2(i)
1/3(i)
1/2(x)
X
3/4(x)

Arrow/Icon:
A 93mm diameter

Destination:
B 300pt Gotham Narrow medium

Time numbers: (e.g. 12)
C 225pt Gotham Narrow medium

Time min:
D 168pt Gotham Narrow medium

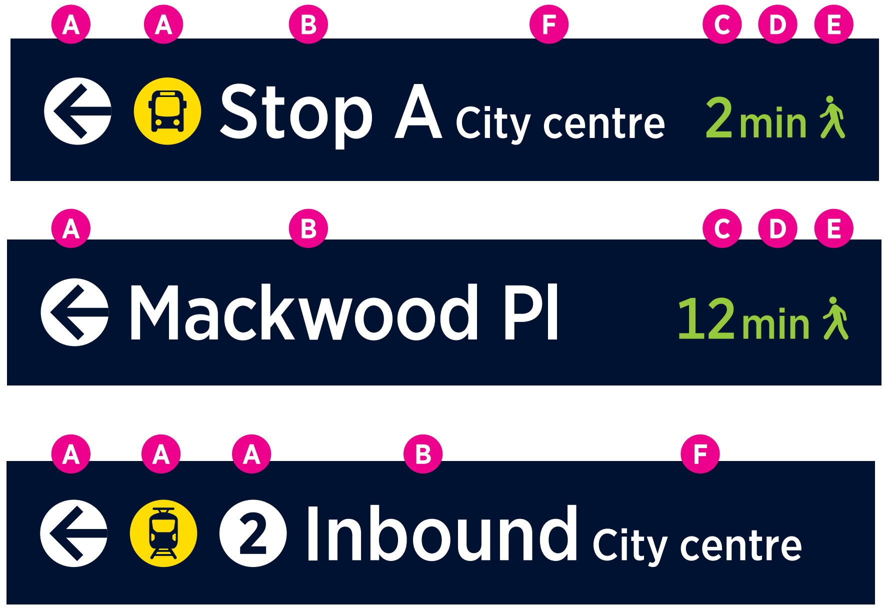
Walking icon:
E 59mm height = 105% height of Y (number), centred vertically on Y

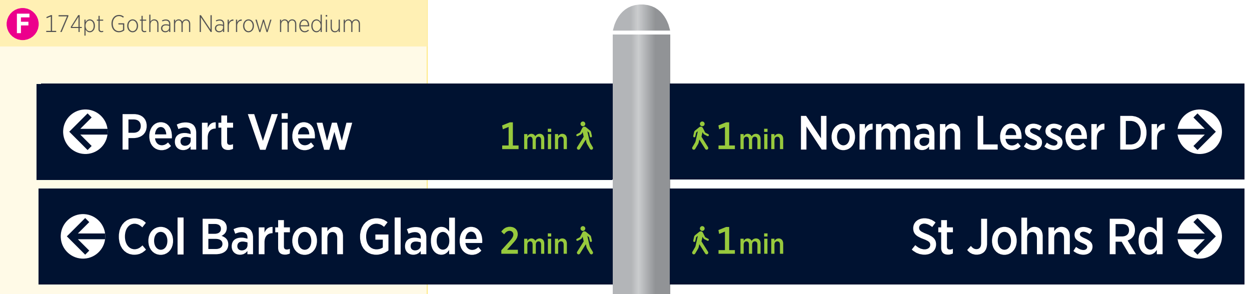
Secondary text:
F 174pt Gotham Narrow medium

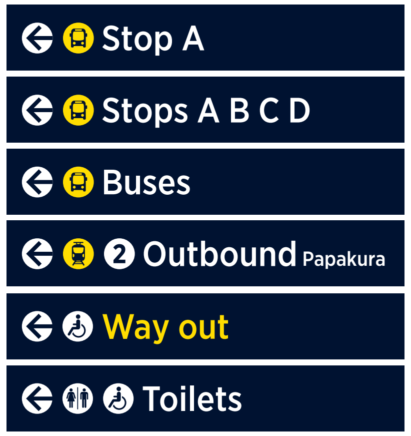
Pedestrian blade (large) – directional

PTd020

Pedestrian street blades can be mounted to street furniture such as lamp posts.


A A B F C D E
Stop A City centre 2min
A B C D E
Mackwood Pl 12min
A A A B F
2 Inbound City centre

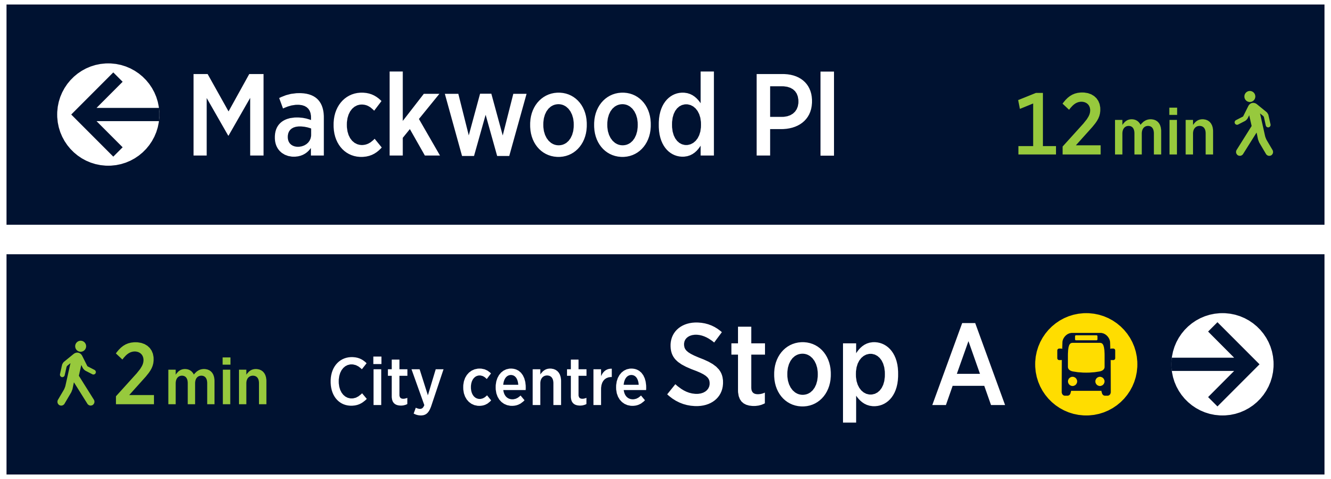

Peart View 1min
Col Barton Glade 2min
1min Norman Lesser Dr
1min St Johns Rd

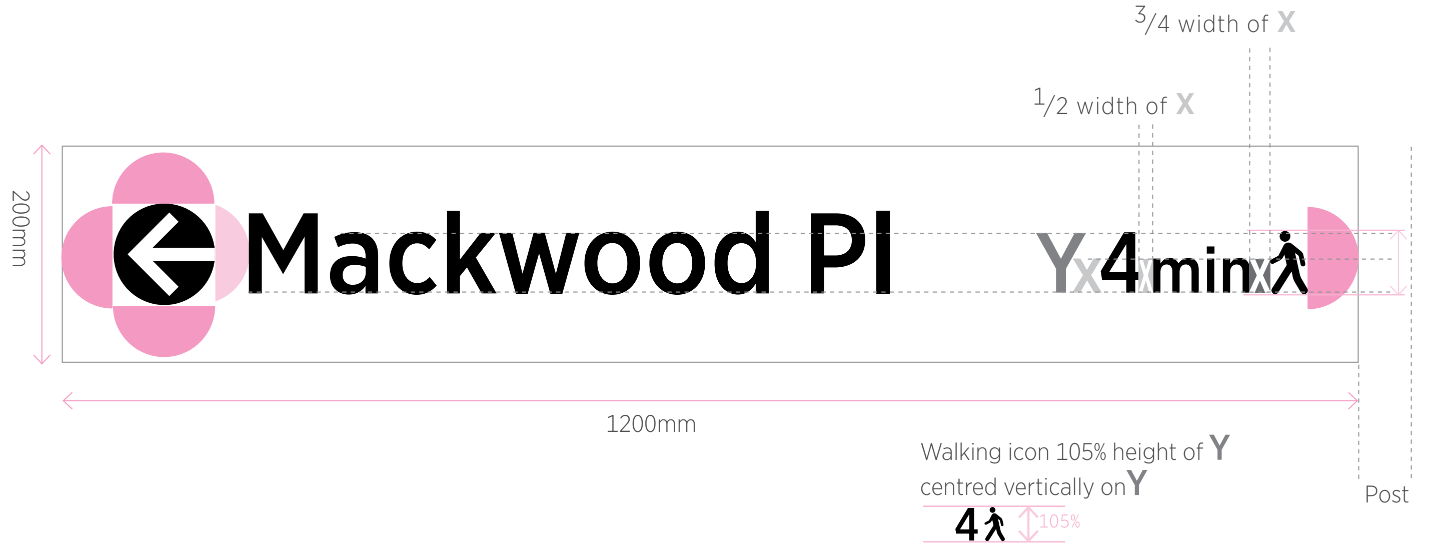

Stop A
Stops A B C D
Buses
2 Outbound Papakura
Way out
Toilets

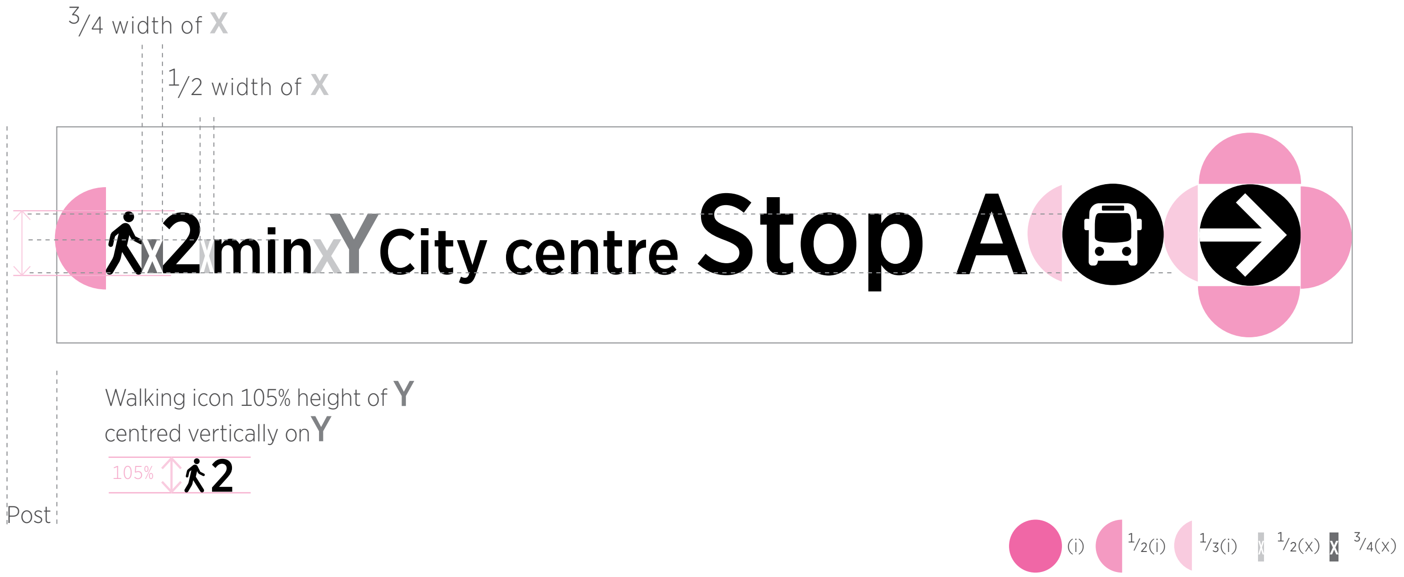
Large pedestrian blades without the green walking icon and the time (as above) are only used near or in close proximity to stations.

For information on abbreviations on pedestrian blades go to ***Abbreviating pedestrian blade content*** document for further information.

PTd020


Mackwood Pl 12min
2min City centre Stop A


3/4 width of X
1/2 width of X
200mm
Mackwood Pl
Y X 4 min X
1200mm
Walking icon 105% height of Y centred vertically on Y
4
105%
Post


3/4 width of X
1/2 width of X
X 2 min X Y City centre Stop A
Post
Walking icon 105% height of Y centred vertically on Y
105%
2
(i)
1/2(i)
1/3(i)
1/2(x)
3/4(x)

Memorial Dr
New Lynn Station
Great North Rd

Chevron:
Ⓐ 294mm depth

Icon (interchange):
Ⓑ 294mm depth, 147mm width

Wording 2 lines:
Ⓒ *400pt Gotham Narrow medium

Icon (large):
Ⓓ 252mm diameter

Wording 1 line:
Ⓔ 500pt Gotham Narrow medium

Used at key junctions from main roads to all stations (placed up to 500m from station).

These directional signs should be at size size M 400pt, which gives a viewing distance of 30m. **When a station name is too long text may be reduced to a minimum of 350pt.*

Can be used to direct drivers (and by extension pedestrians) to: stations, bus stations, ferry terminals and AT car parks.

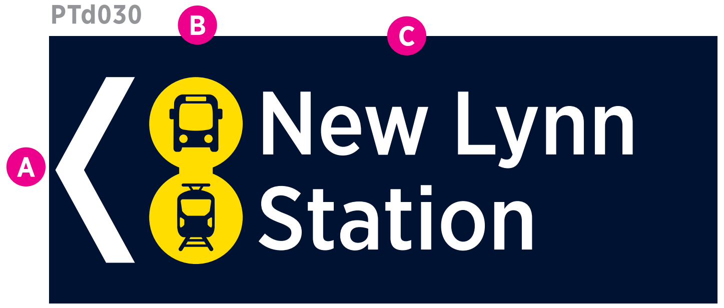
The name of the station, bus station or ferry terminal must be included. Ferry terminal signs use the name and 'ferry' e.g. Downtown ferry, Half Moon Bay ferry.

If the ferry that you are directing to is more than 3km from another ferry terminal, you can just use the term 'Ferry'.

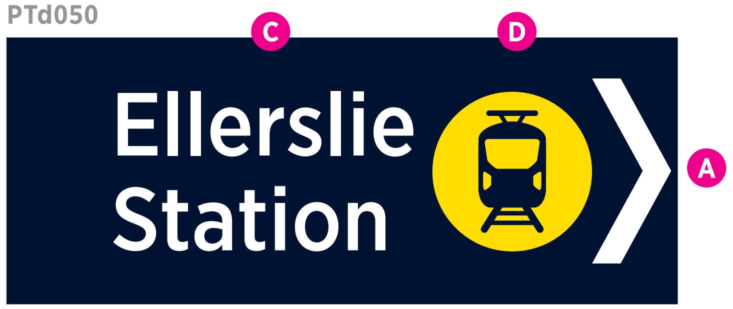
These signs must be constructed using engineer grade retro-reflective material behind the vinyl graphics.

Driver direction blade - directional

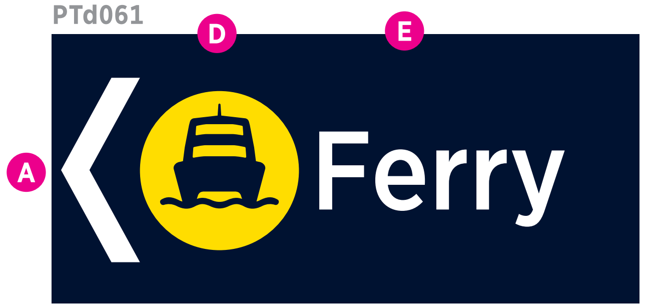
PTd030


B
C
A
New Lynn
Station

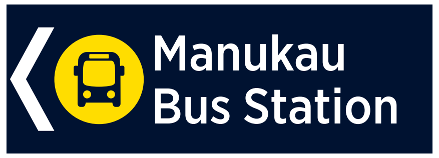
PTd050


C
D
Ellerslie
Station
A

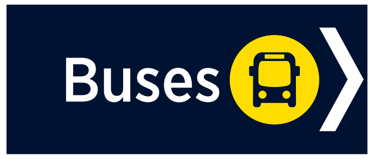
PTd061



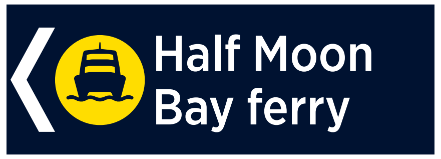
PTd040


Manukau
Bus Station

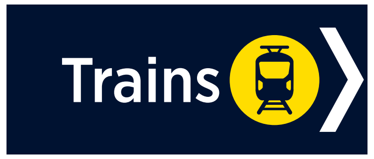
PTd041



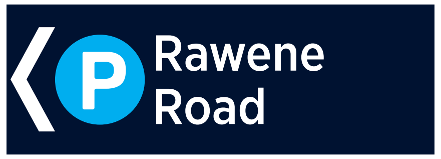
PTd060


Half Moon
Bay ferry

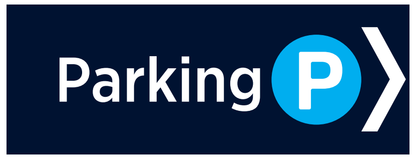
PTd051



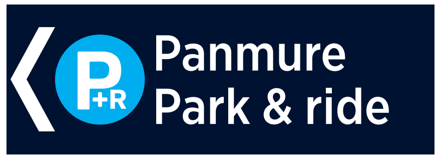
PTd070


P
Rawene
Road

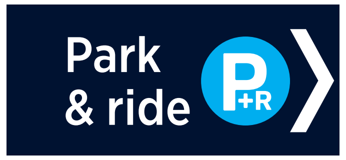
PTd071

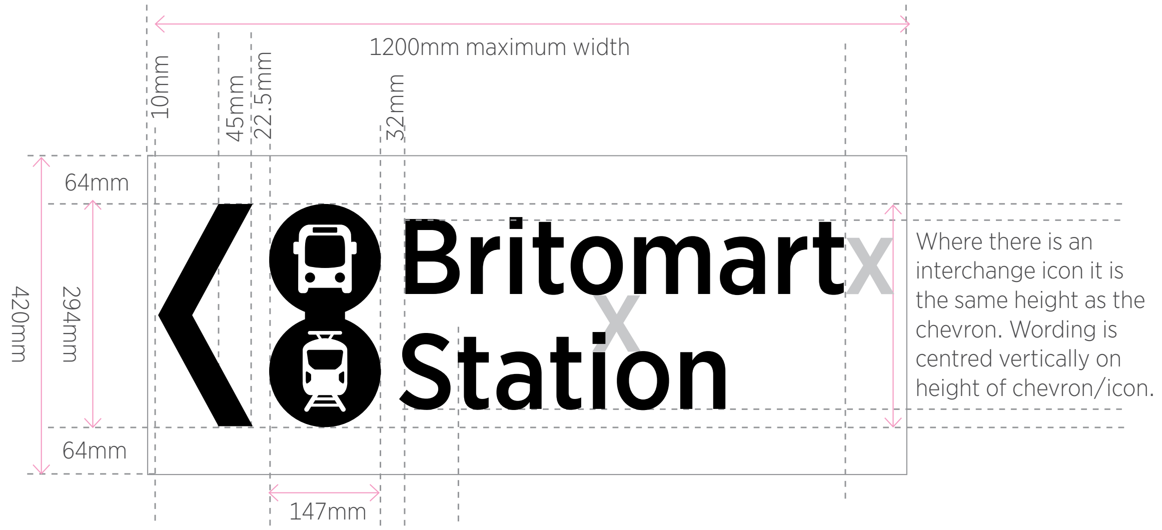


PTd080


P+R
Panmure
Park & ride

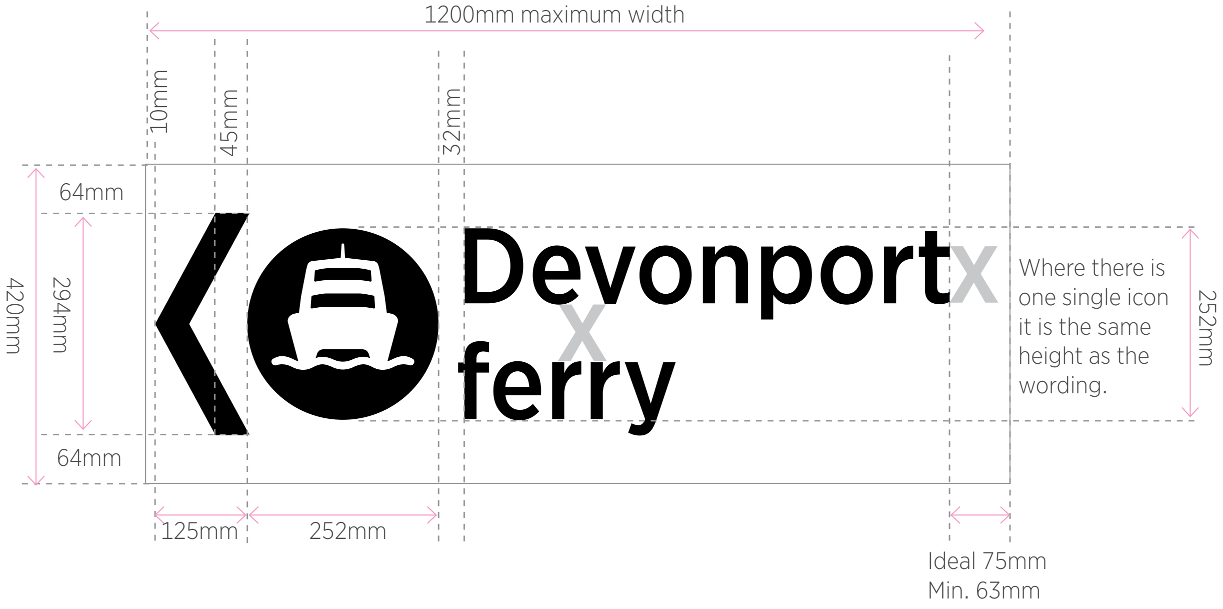
PTd081


Park
& ride
P+R

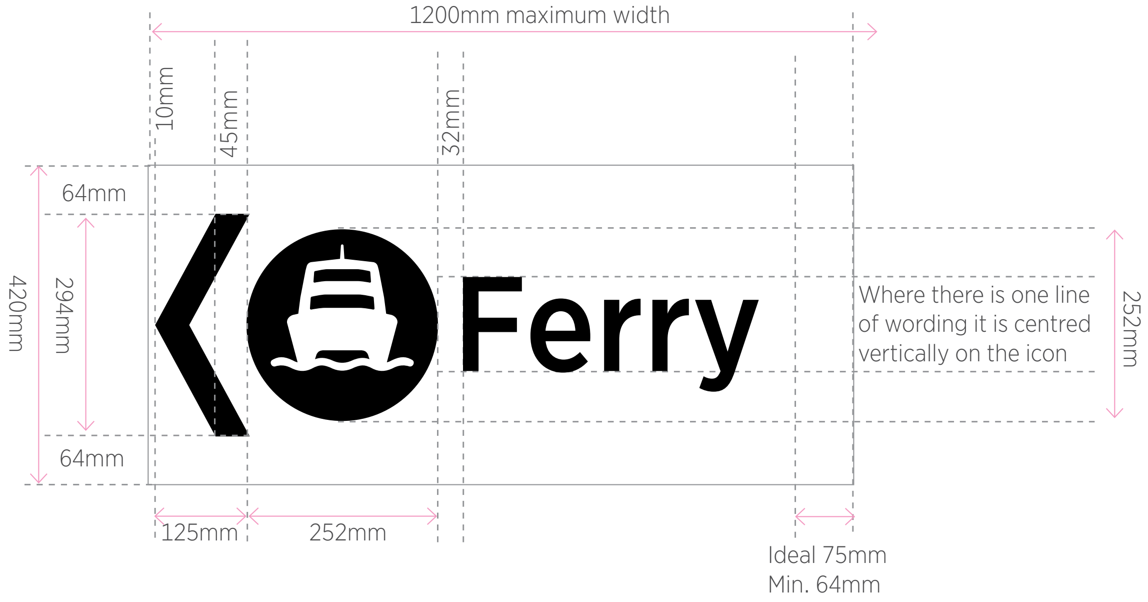

1200mm maximum width
10mm
45mm
22.5mm
32mm
64mm
420mm
294mm
64mm
147mm
Britomart
Station
x
x

Where there is an interchange icon it is the same height as the chevron. Wording is centred vertically on height of chevron/icon.

* **When a station name is long eg: Meadowbank / Fruitvale Rd etc, the point size may be reduced to a minimum of 350pt.**


1200mm maximum width
10mm
45mm
32mm
64mm
420mm
294mm
64mm
252mm
125mm
252mm
Ideal 75mm
Min. 63mm
Devonport
ferry
x
x

Where there is one single icon it is the same height as the wording.


1200mm maximum width
10mm
45mm
32mm
64mm
420mm
294mm
64mm
252mm
125mm
252mm
Ideal 75mm
Min. 64mm
Ferry

Where there is one line of wording it is centred vertically on the icon

Avondale
Avondale

PT icon:

Ⓐ 290mm width

AT Metro logo:

Ⓑ 290mm width

Station name:

Ⓒ 800pt Gotham Narrow medium

Yellow flash:

Ⓓ 145mm depth

Beacons are placed at a point where they can easily be seen from as far as possible along the nearest road/s for optimum visibility.

More than one may be required if there are multiple approaches to the station.

Five-metre beacons are used at standard stations.

All standard five-metre beacons should use viewing distance size XXL 800pt which gives a viewing distance of 60m.

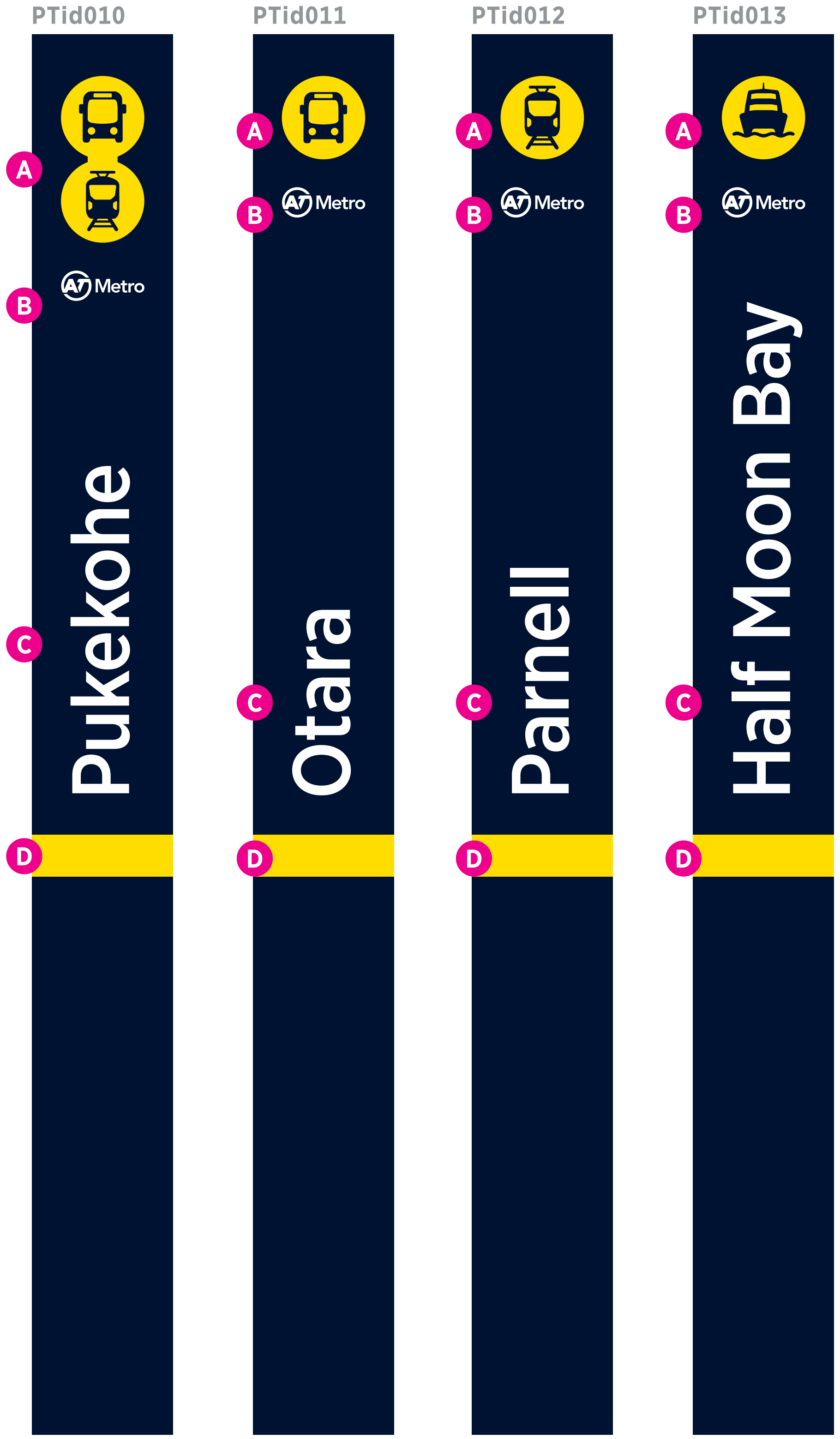
There is a maximum illumination within the beacon width of 290mm. The transport icon must sit within this area to ensure the entire icon is illuminated correctly.

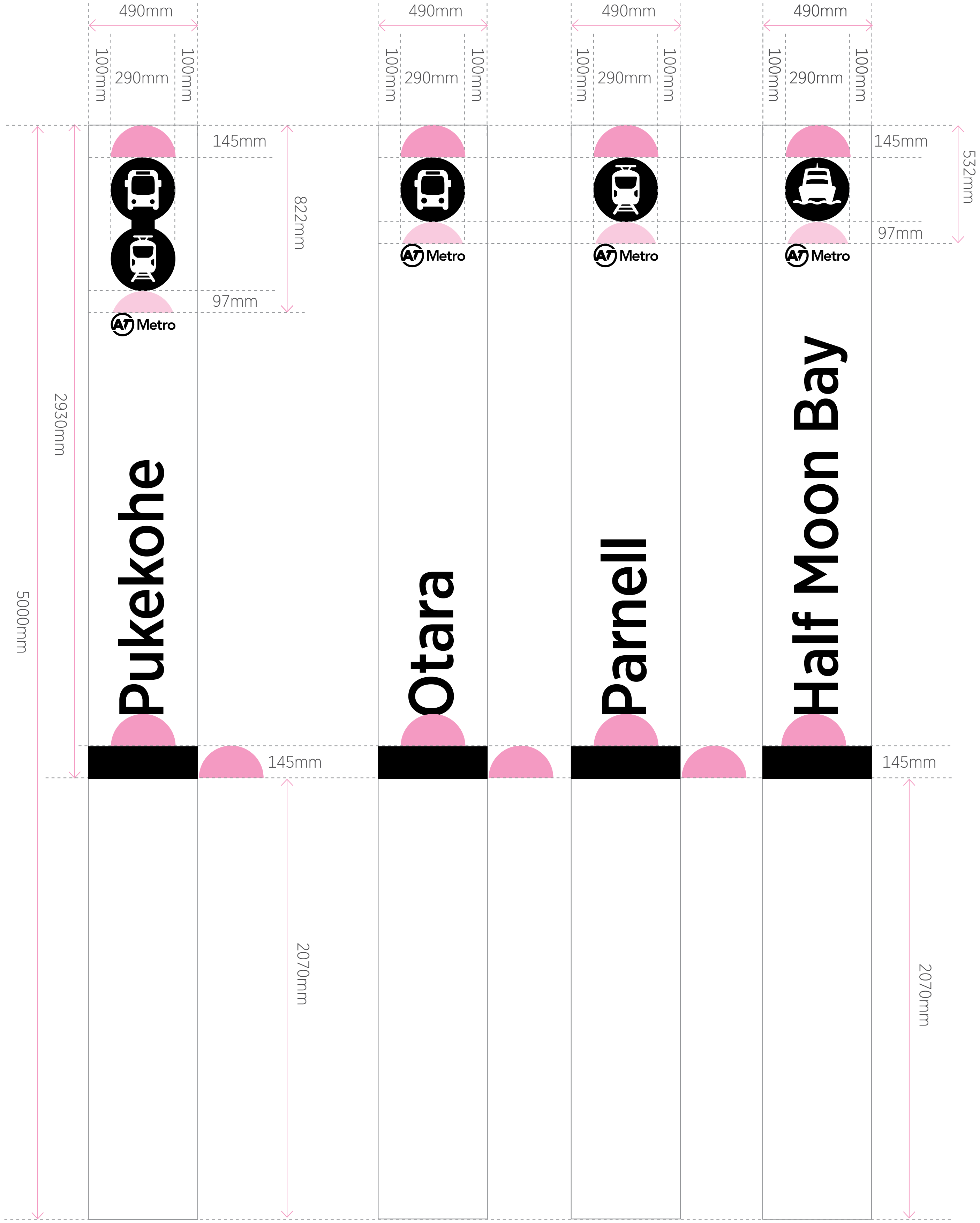
● (i) ◐ ½(i) ◐ ⅓(i)

Beacon (5m) – ID

Beacons enable customers to identify the station from a distance. Aimed at pedestrians, cyclists and drivers, these beacons guide the way to the station.

Beacons show just the name of the station, bus station or ferry terminal, e.g. 'Parnell' not 'Parnell station'. The mode/s are indicated by the icons.


PTid010
PTid011
PTid012
PTid013
A
B
C
D
AT Metro
Pukekohe
Otara
Parnell
Half Moon Bay


490mm
100mm
290mm
100mm
145mm
97mm
822mm
532mm
2930mm
5000mm
2070mm
AT Metro
Pukekohe
Otara
Parnell
Half Moon Bay

PT Icon:

A 400mm width

AT Metro logo:

B 400mm width

Station name:

C 1080pt Gotham Narrow medium

Yellow flash:

D 200mm depth

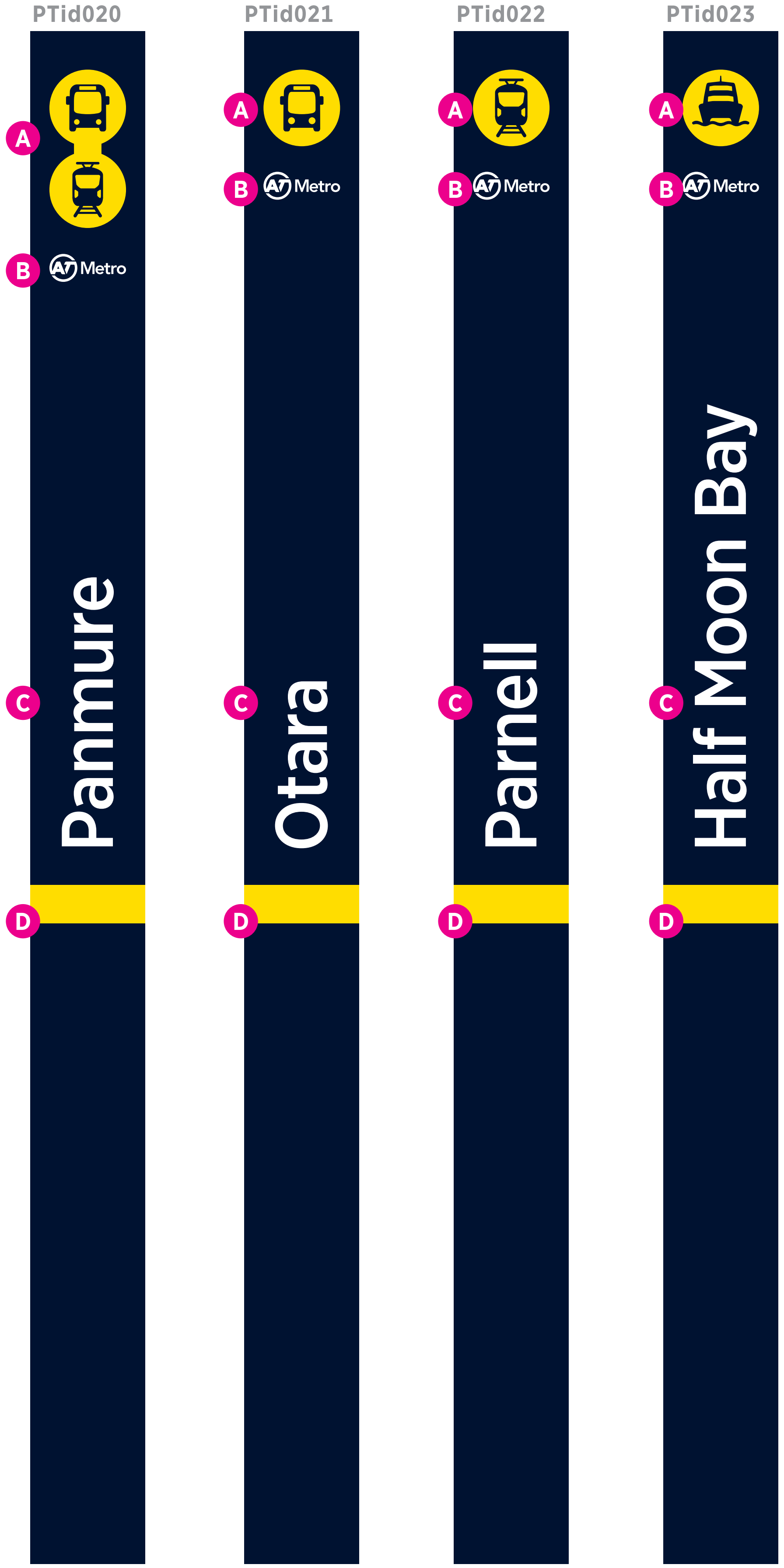
Eight-metre beacons are used at interchanges, major train stations and all bus stations.

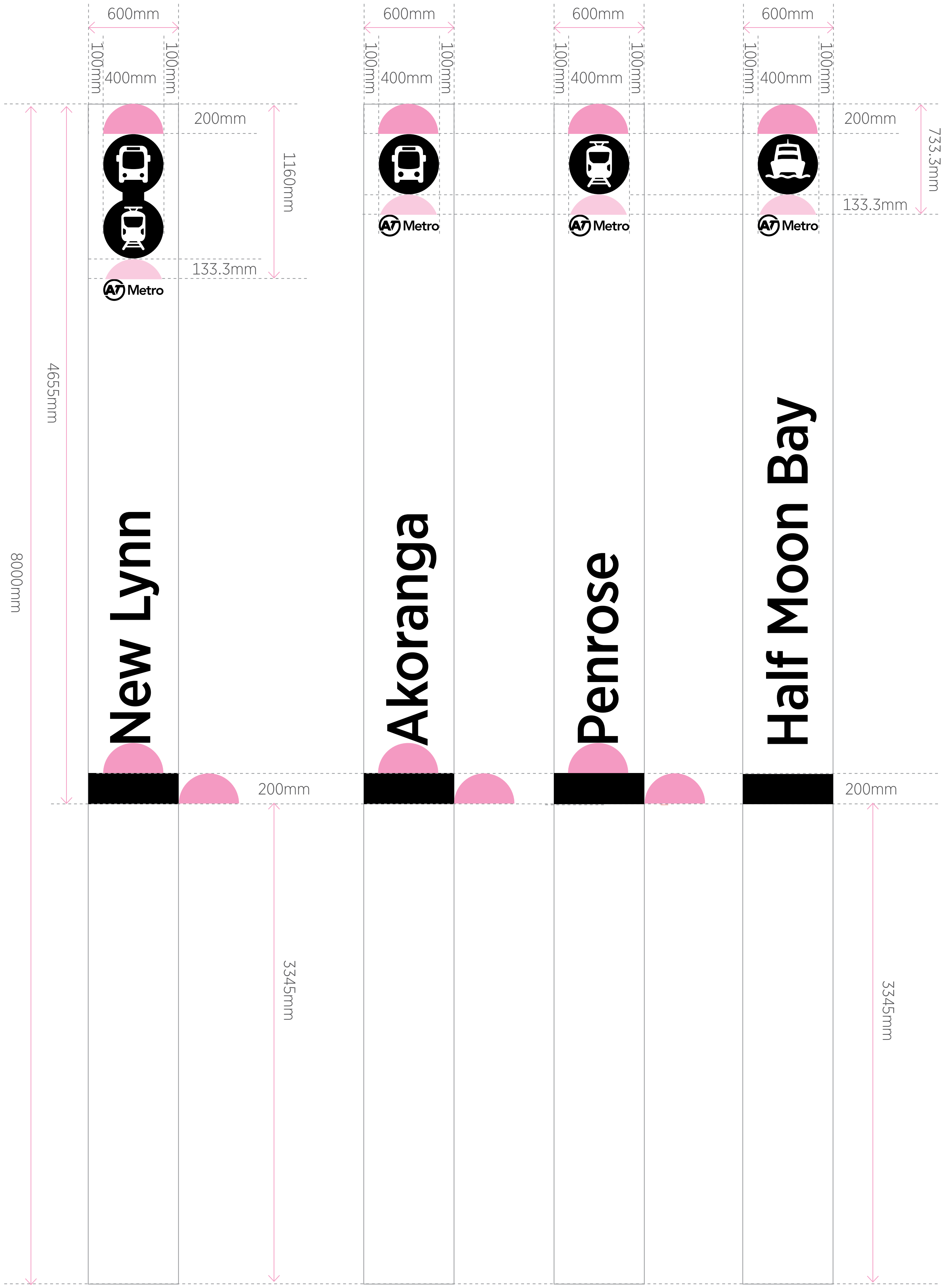
All standard eight-metre beacons should use viewing distance size XXL+ 1080pt, which gives a viewing distance of 80m.

There is a maximum illumination area within the beacon width of 400mm. The transport icon must sit within this area to ensure the entire icon is illuminated correctly.

● (i) ◐ ½(i) ◔ ⅓(i)

Beacon (8m) – ID


PTid020
PTid021
PTid022
PTid023
A
B
C
D
AT Metro
Panmure
Otara
Parnell
Half Moon Bay


600mm
100mm
400mm
100mm
200mm
1160mm
133.3mm
733.3mm
4655mm
8000mm
200mm
3345mm
AT Metro
New Lynn
Akoranga
Penrose
Half Moon Bay

AT Metro logo:

Ⓐ 379mm width

Yellow flash:

Ⓑ 46mm depth

PT icon:

Ⓒ 186mm height

Station name:

Ⓓ 600pt Gotham Narrow medium

Station location – ID

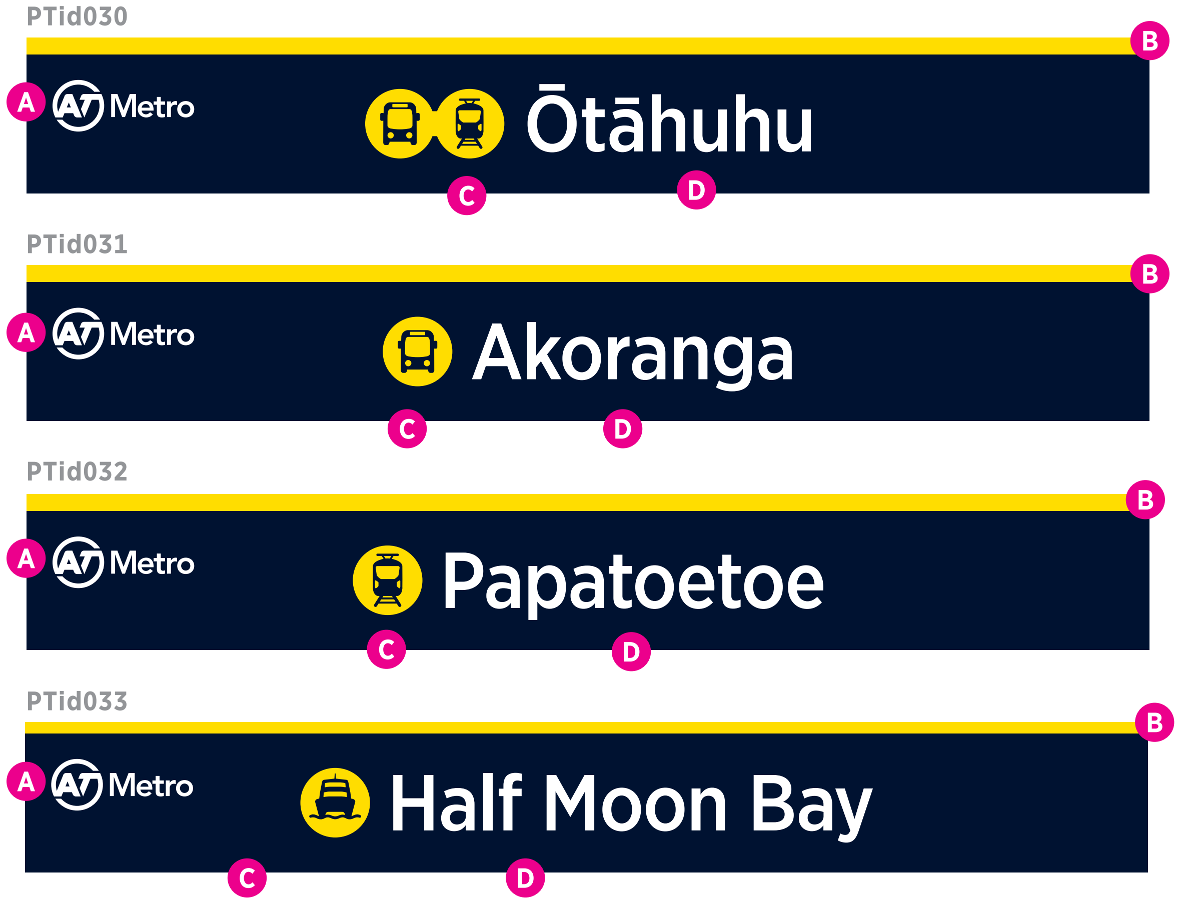
Location IDs are used over doorways and at entrances to stations.

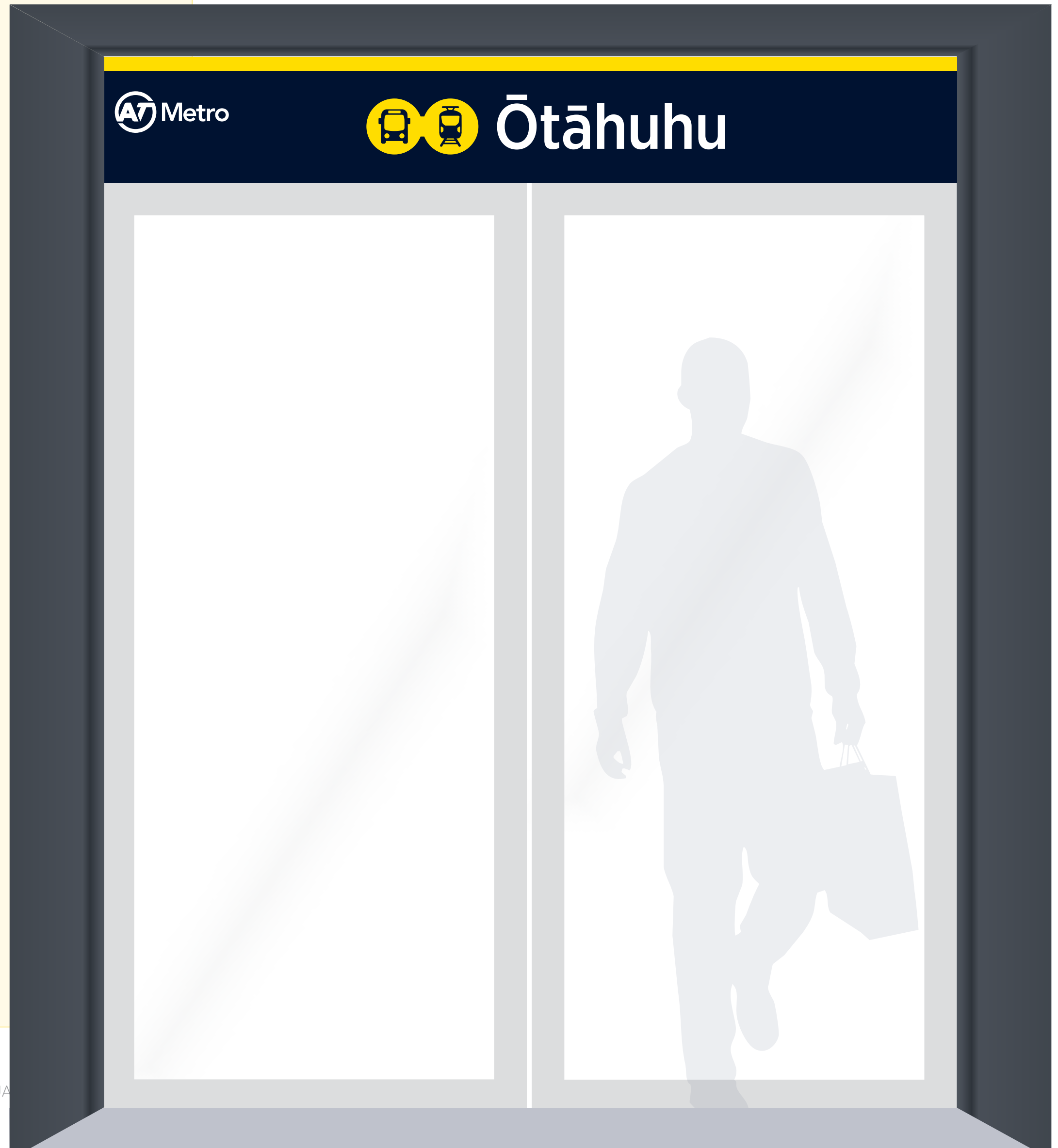
Signs should be fitted, spanning the entire width of the allocated space to enable customers to see the station name clearly from a distance.

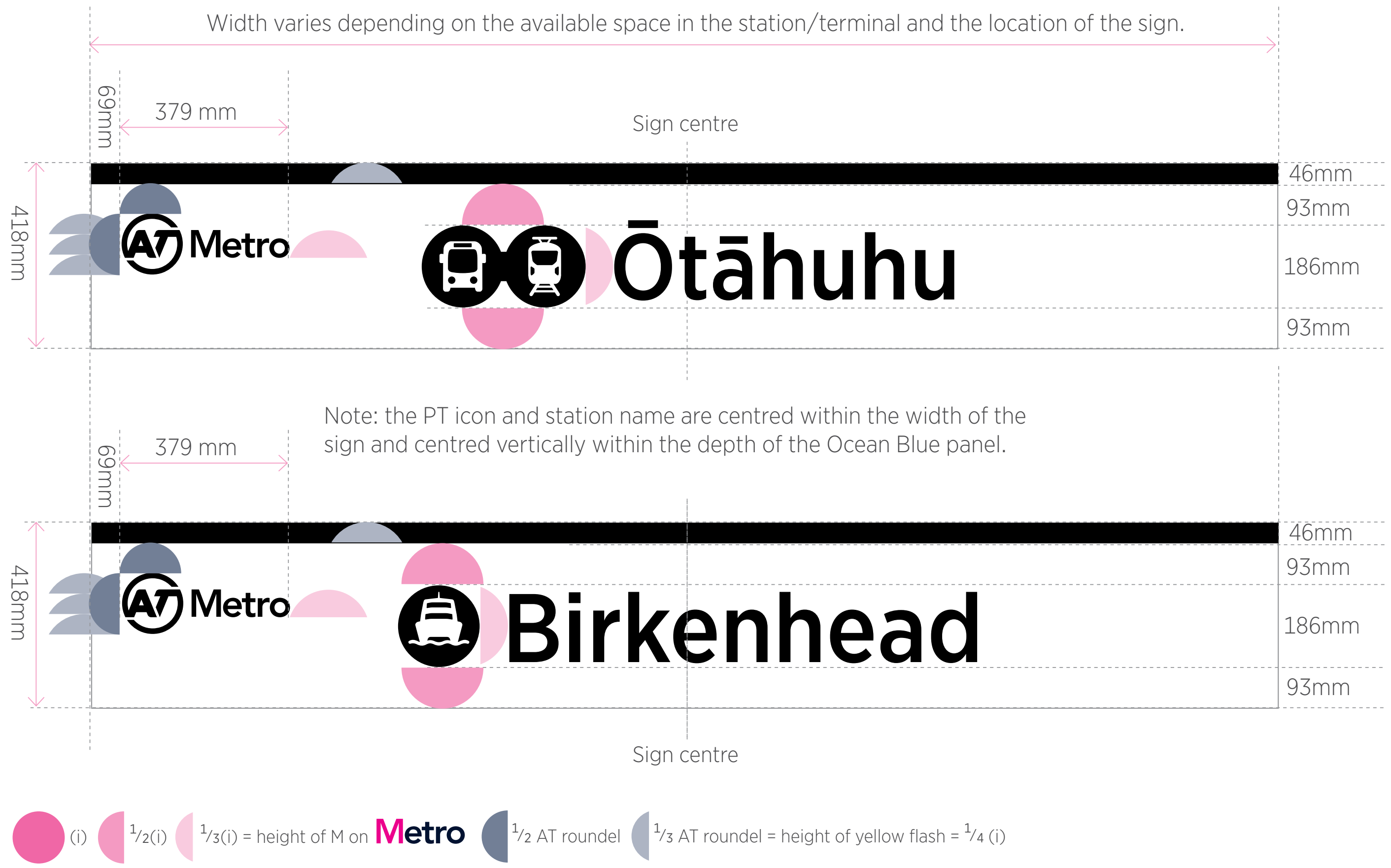
On location IDs a yellow flash is added and the AT Metro logo appears in the top left corner. Station name and icon are to be centred within the width of the sign.

All standard location ID signs should use viewing distance size XL 600pt, which gives a viewing distance of 45m.

Station location IDs show just the name of the station, bus station or ferry terminal, e.g. ‘Parnell’ not ‘Parnell station’. The mode/s are indicated by the icons.


PTid030
A
B
C
D
AT Metro
Ōtāhuhu
PTid031
A
B
C
D
AT Metro
Akoranga
PTid032
A
B
C
D
AT Metro
Papatoetoe
PTid033
A
B
C
D
AT Metro
Half Moon Bay


AT Metro
Ōtāhuhu


Width varies depending on the available space in the station/terminal and the location of the sign.
379 mm
69mm
Sign centre
418mm
AT Metro
Ōtāhuhu
46mm
93mm
186mm
93mm
379 mm
69mm
418mm
AT Metro
Birkenhead
46mm
93mm
186mm
93mm
Sign centre
(i)
1/2(i)
1/3(i) = height of M on Metro
1/2 AT roundel
1/3 AT roundel = height of yellow flash = 1/4 (i)

Note: the PT icon and station name are centred within the width of the sign and centred vertically within the depth of the Ocean Blue panel.

Henderson
AT Metro

AT Metro logo:
(A) 379mm width

Yellow flash:
(B) 46mm depth

Station name:
(C) 600pt Gotham Narrow medium

Arrow (left and right):
(D) 57.5mm diameter

Previous and next station names:
(E) 185pt Gotham Narrow medium

Station platform location – ID

PTid040

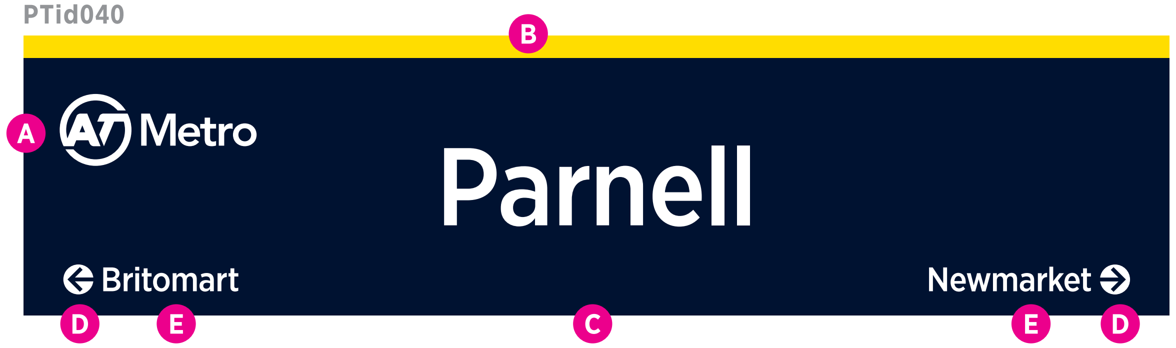
Platform location IDs are used on platforms and track-side walls to enable customers to see the station name clearly from all locations on the train and must be fitted at the correct frequency and height.

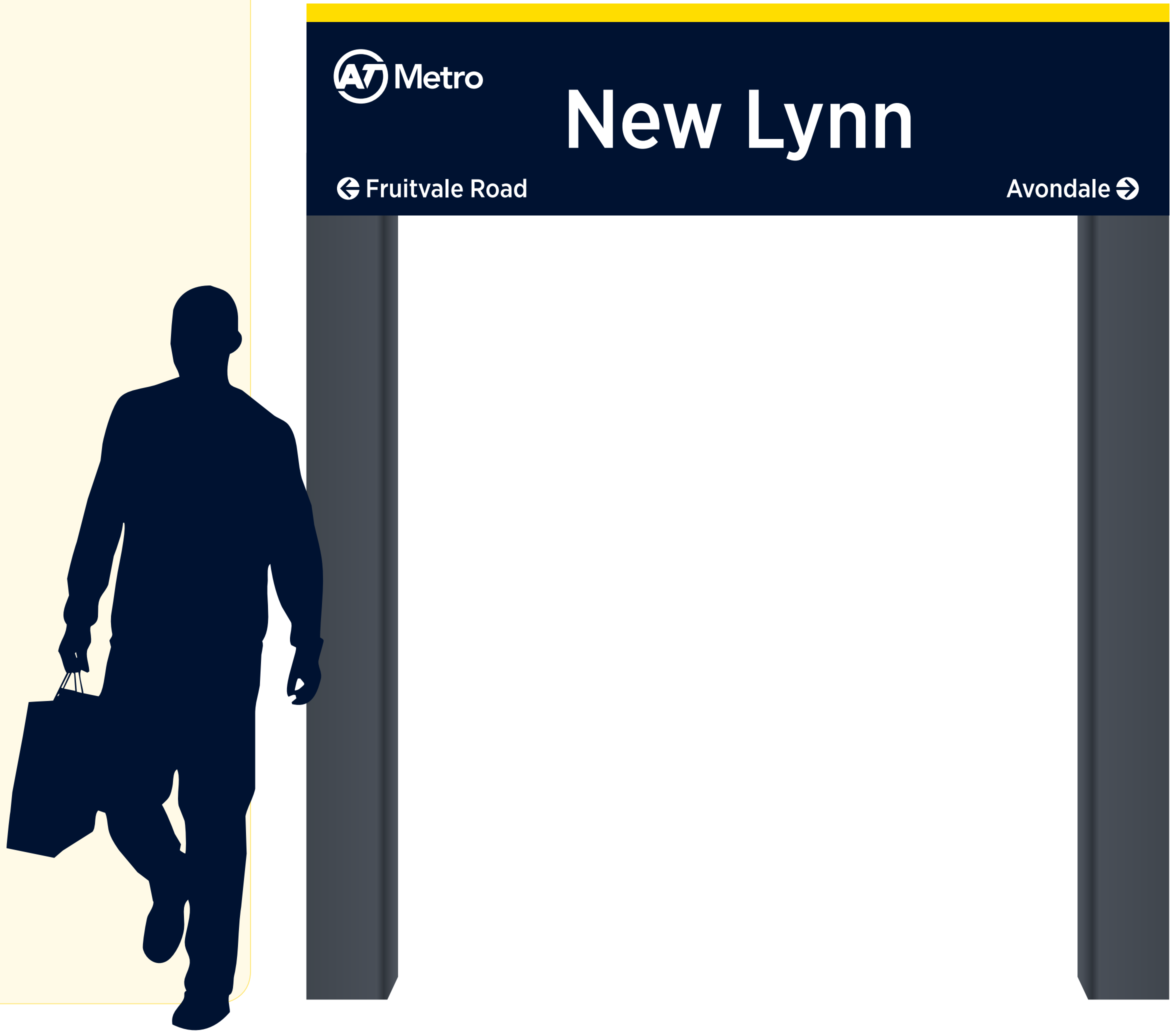
On station platform IDs a yellow flash is added and the AT Metro logo appears in the top left corner. Station platform ID information is to be centred within the width and height of the sign.

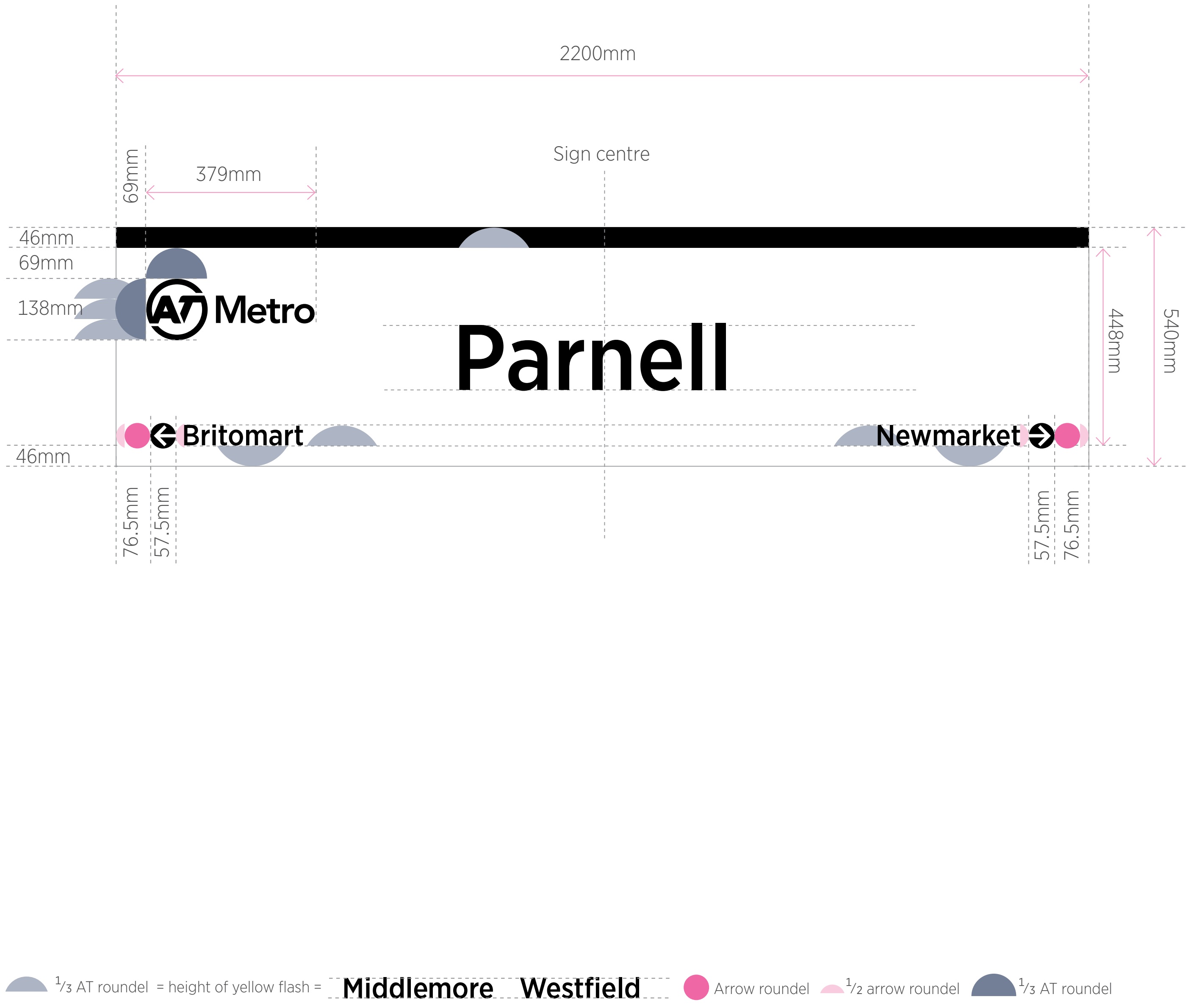
All standard station platform ID signs should use viewing distance size XL 600pt, which gives a viewing distance of 45m. Previous and next station names are in 185pt.

Station platform location IDs show the name of the station, bus station or ferry terminal, e.g. 'Parnell' not 'Parnell station'. They also show next and previous stations – it is important that these are updated if new stations are built or old ones closed. Make sure contractors install these signs on the correct platform (side platforms) or side of platform (island platforms).

PTid040


B
A
AT Metro
Parnell
Britomart
Newmarket
D
E
C
E
D


AT Metro
New Lynn
Fruitvale Road
Avondale


2200mm
Sign centre
69mm
379mm
46mm
69mm
138mm
AT Metro
Parnell
Britomart
Newmarket
46mm
448mm
540mm
76.5mm
57.5mm
57.5mm
76.5mm
1/3 AT roundel = height of yellow flash = Middlemore Westfield
Arrow roundel
1/2 arrow roundel
1/3 AT roundel

AT Metro logo:

Ⓐ 255mm width

Yellow flash:

Ⓑ 31mm depth

PT icon:

Ⓒ 124mm height

Station name:

Ⓓ 400pt Gotham Narrow medium

Shelter location – ID

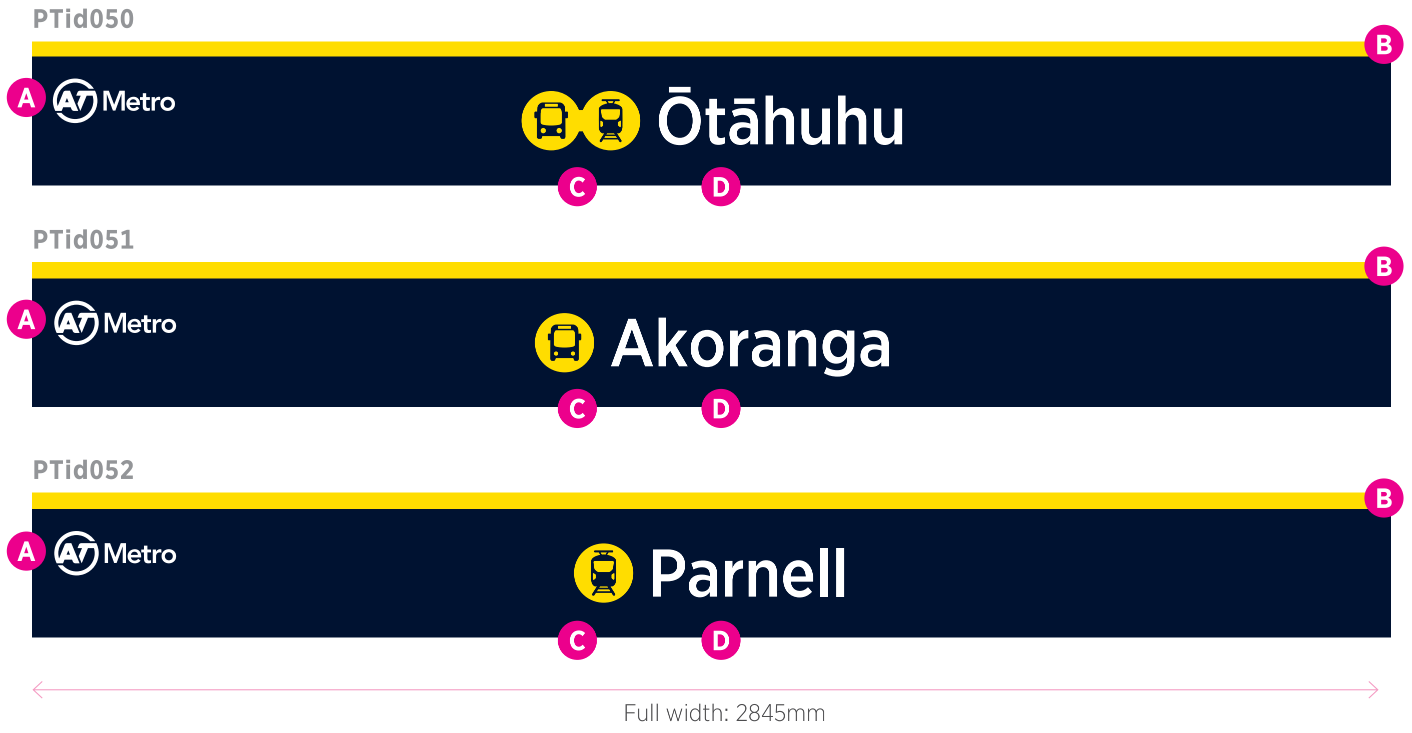
Shelter IDs help arriving passengers identify the station name. The IDs are used at the top of platform shelters.

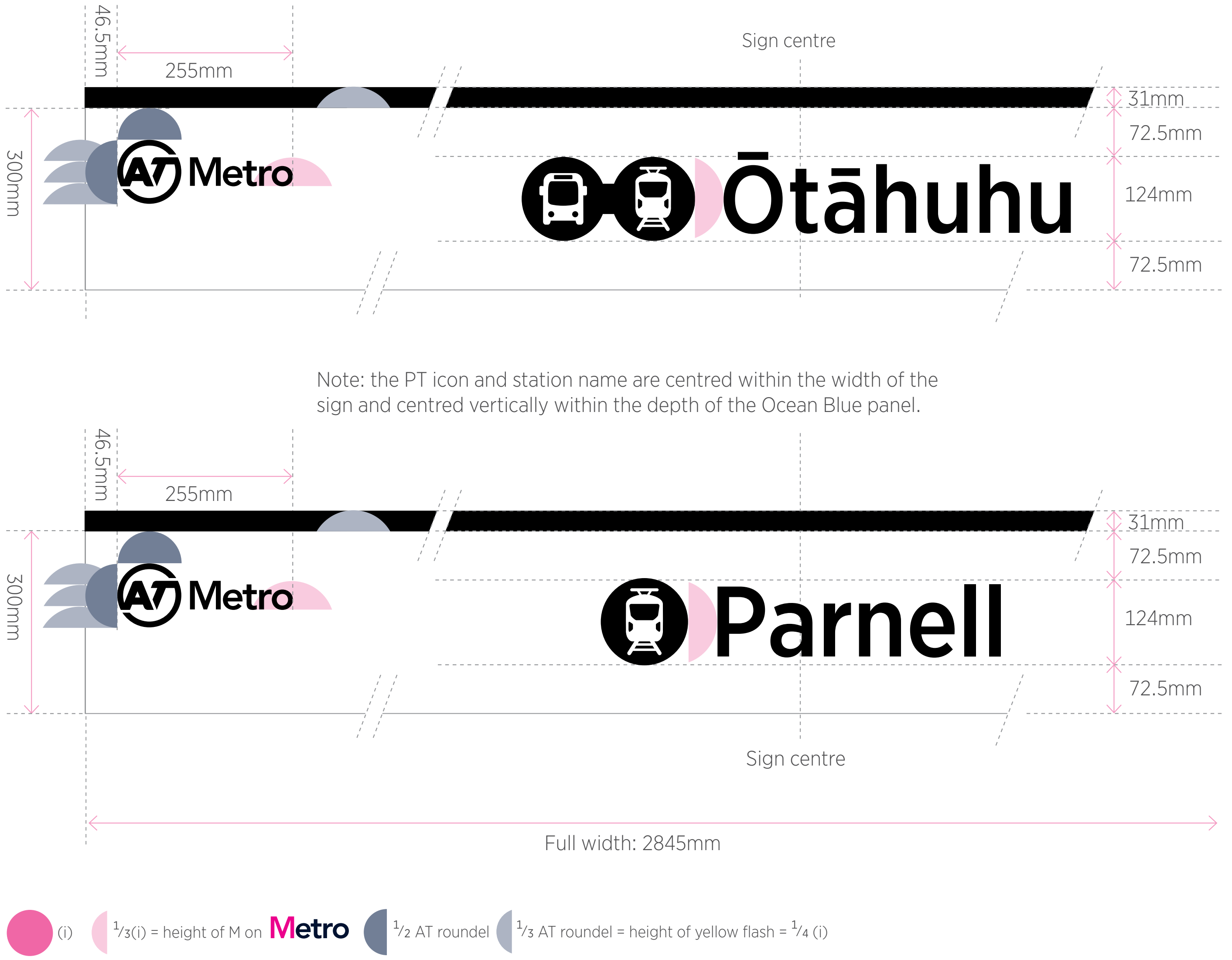
Signs should be repeated to span the entire width of the allocated space to enable customers to see the station name clearly from a distance.

On shelter IDs a yellow flash is added and the AT Metro logo appears in the top left corner. Station name and icon are to be centred within the width of the sign.

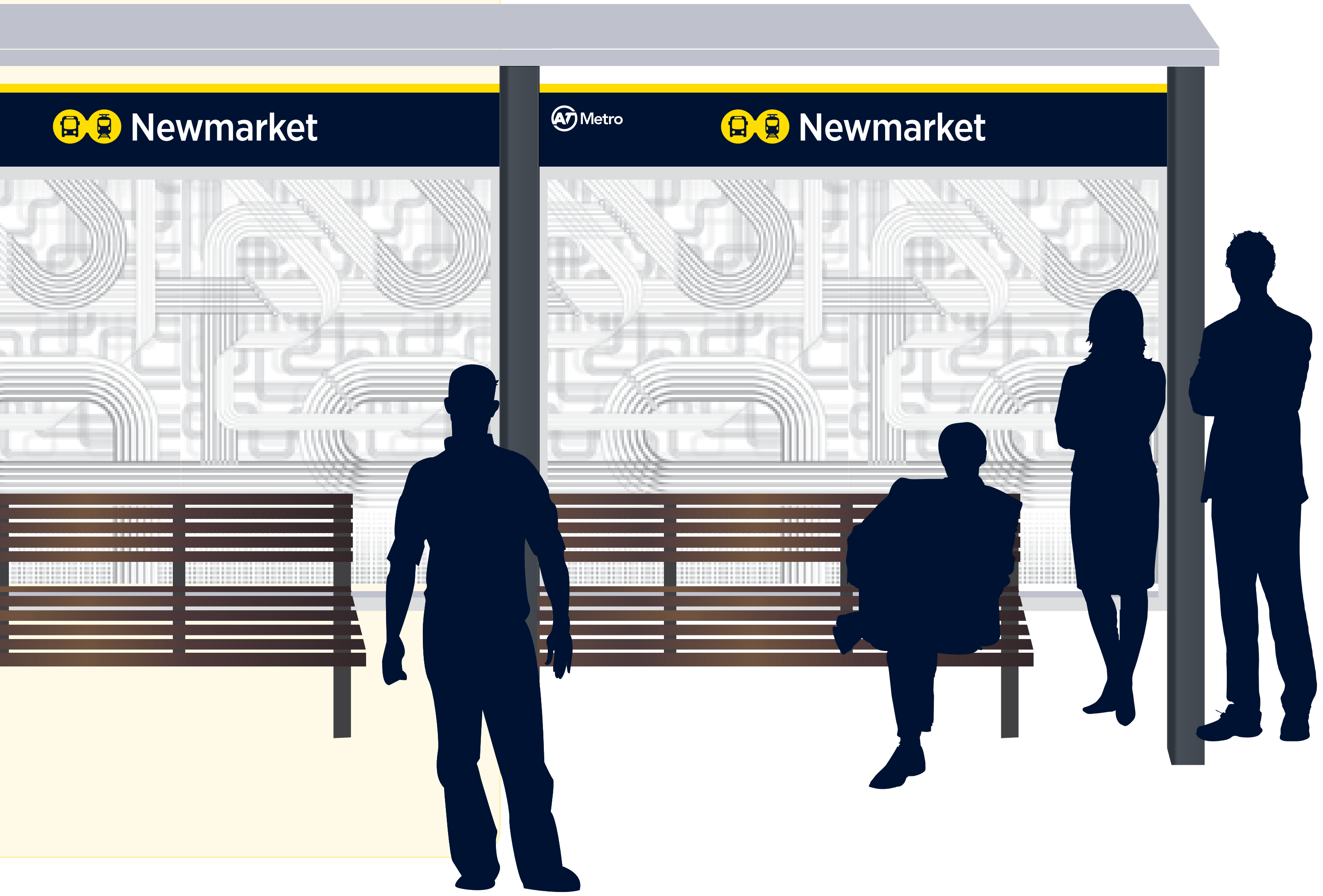
All standard shelter ID signs should use viewing distance size M 400pt, which gives a viewing distance of 30m.

Shelter location IDs show just the name of the station, bus station or ferry terminal, e.g. 'Parnell' not 'Parnell station'. The mode/s are indicated by the icons.


PTid050
A
B
Metro
Ōtāhuhu
C
D
PTid051
A
B
Metro
Akoranga
C
D
PTid052
A
B
Metro
Parnell
C
D
Full width: 2845mm


46.5mm
255mm
Sign centre
31mm
72.5mm
300mm
Metro
Ōtāhuhu
124mm
72.5mm
46.5mm
255mm
31mm
72.5mm
300mm
Metro
Parnell
124mm
72.5mm
Sign centre
Full width: 2845mm
(i)
1/3(i) = height of M on Metro
1/2 AT roundel
1/3 AT roundel = height of yellow flash = 1/4 (i)

Note: the PT icon and station name are centred within the width of the sign and centred vertically within the depth of the Ocean Blue panel.


Newmarket
Metro
Newmarket

Customer Service Centre – ID

Over the Customer Service Centre, signage should be fitted, spanning the entire width and containing the words 'Customer Service Centre' as illustrated. The only other element which may appear on these signs is the AT Metro logo, in the top left hand corner of the sign.

If the sign has a very long span, another AT Metro logo may be added in the top right hand corner to balance the sign, as illustrated below, using the same panel padding as the logo on the left. Information is to be centred within the width and height of the sign.

All standard Customer Service Centre signs should use viewing distance size M 400pt, which gives a viewing distance of 30m.

Customer Service Centre

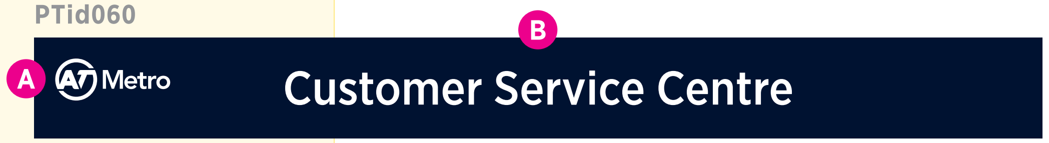
AT Metro logo:

Ⓐ 342mm width

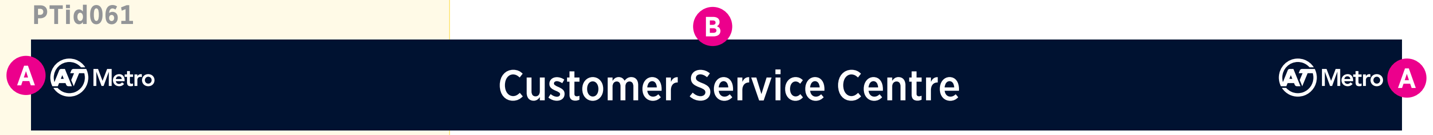
Customer Service Centre:

Ⓑ 400pt Gotham Narrow medium

PTid060

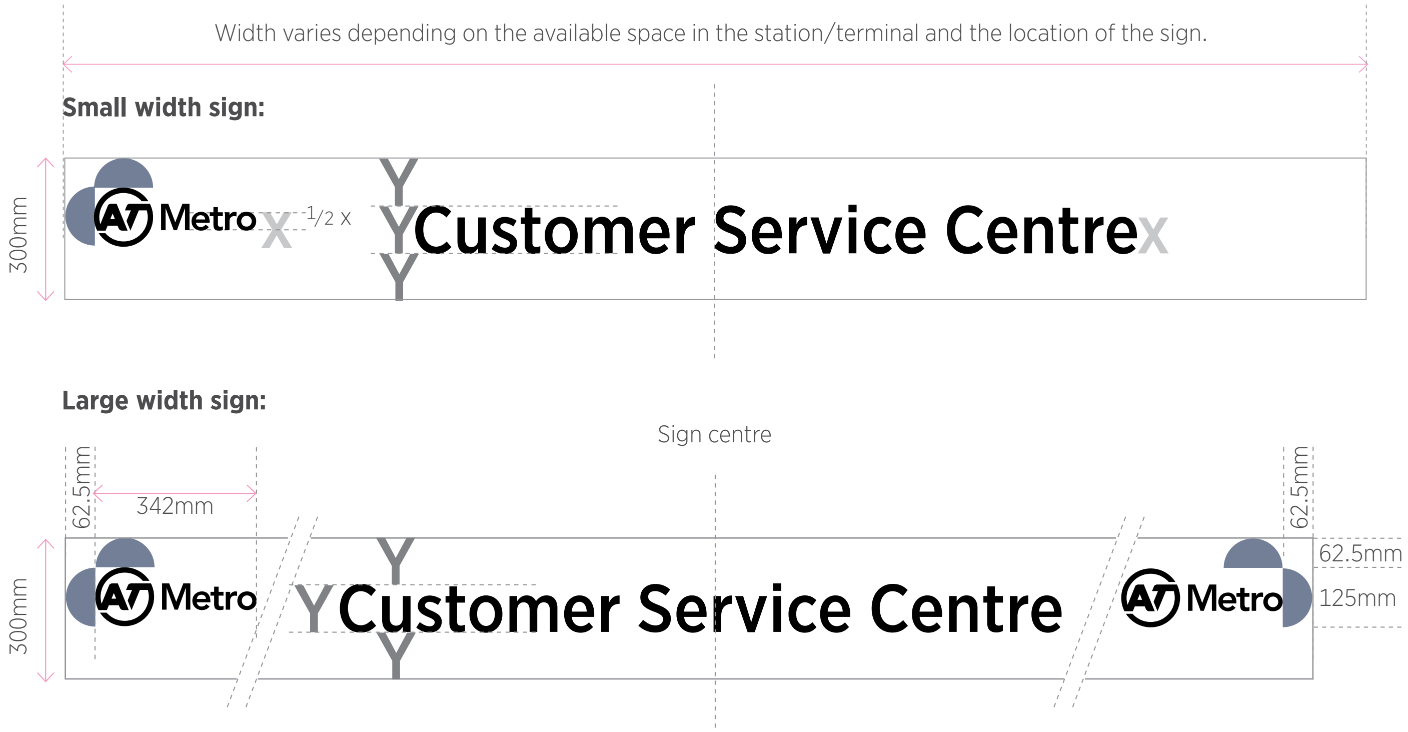

B
A
Metro
Customer Service Centre

PTid061


B
A
Metro
Customer Service Centre
Metro
A

When the Customer Service Centre sign spans a wider area, the AT Metro logo is repeated on the right hand side as per Fig. 2.

Sizing is worked out on the minimum size of 300mm depth. If the sign is bigger than this, the wording is centred within the height and width of the sign using the same measurements indicated here for the AT Metro logo and point size of the wording.


Width varies depending on the available space in the station/terminal and the location of the sign.
Small width sign:
300mm
Metro
X
½ X
Y
Customer Service Centre
X
Y
Y
Large width sign:
Sign centre
62.5mm
342mm
62.5mm
62.5mm
125mm
300mm
Metro
Y
Y
Customer Service Centre
Y
Metro

½ AT roundel = 1¼ of capital letter height (Y)

Fig. 1. Small width sign

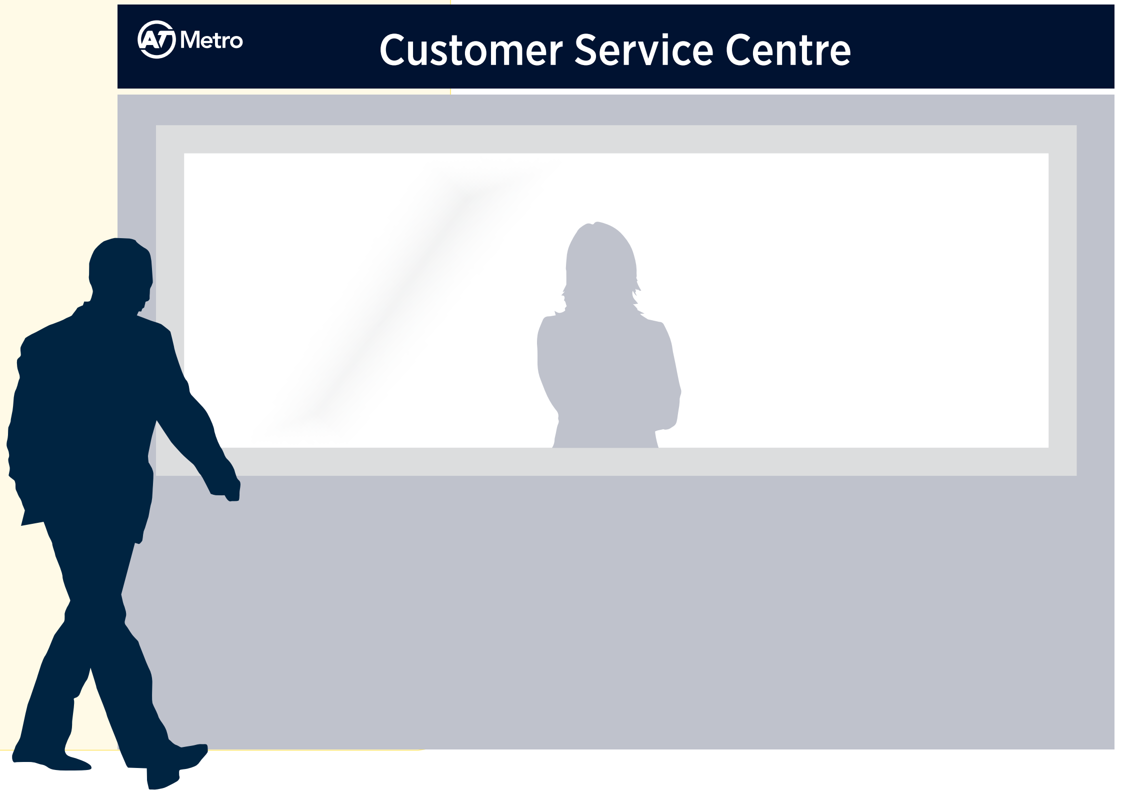
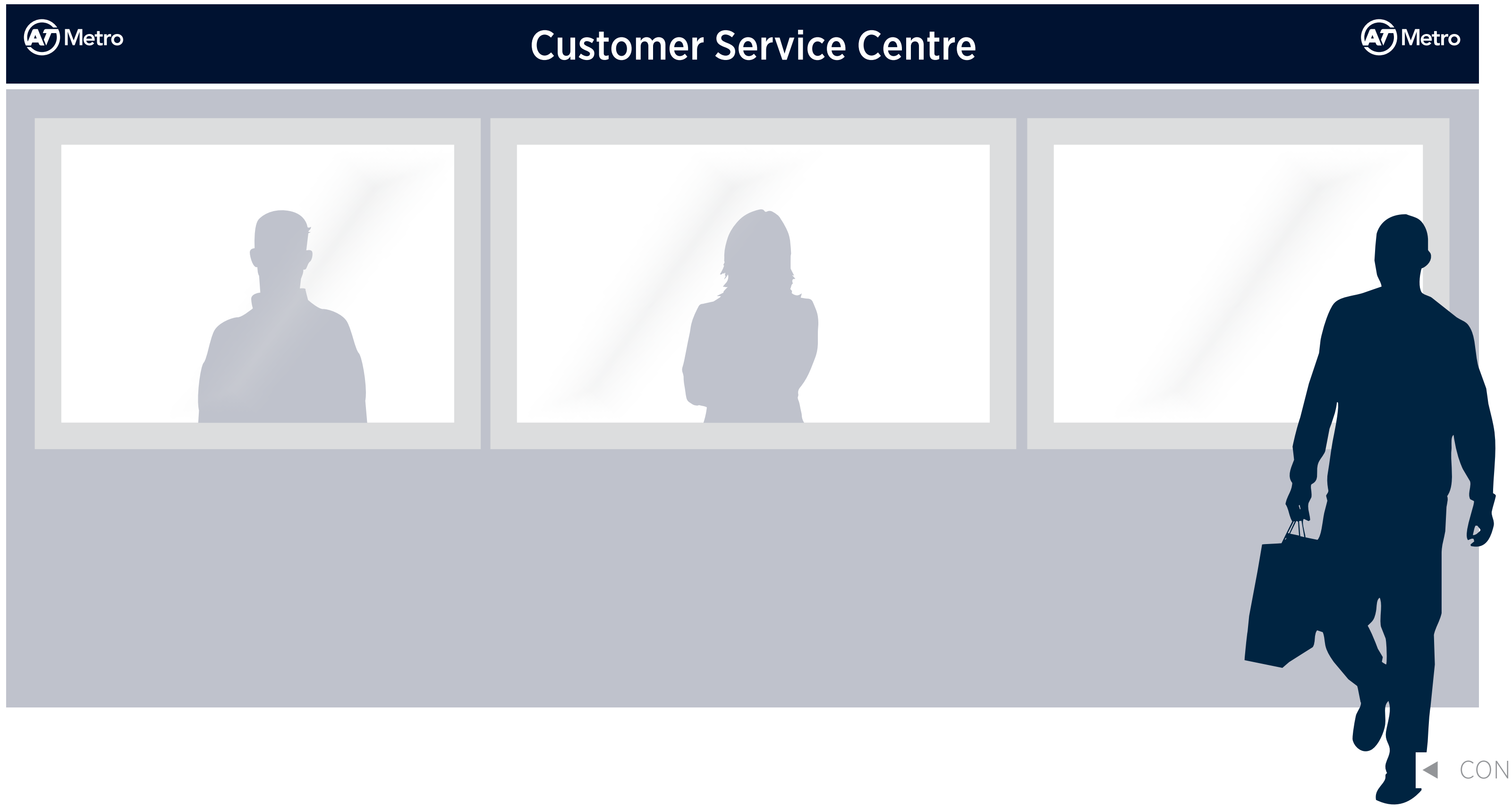

Metro
Customer Service Centre

Fig. 2. Large width sign


Metro
Customer Service Centre
Metro

Tickets
Tickets and AT HOP Top-up

Ticket icon:

Ⓐ 124mm diameter

Tickets:

Ⓑ 400pt Gotham Narrow medium

Tickets – ID

PTid070

Over each bank of ticket machines, signage should be fitted, spanning the entire width and containing the word ‘Tickets’ as illustrated below. The only other elements which may appear on these signs are the ticket icon, or directions to additional ticket and change-giving facilities.

Information is to be centred within the width of the panel.

As far as possible use the same standard font size for all signs with the same purpose within a station.

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

Waiting area icon:

Ⓐ 124mm diameter

Tickets:

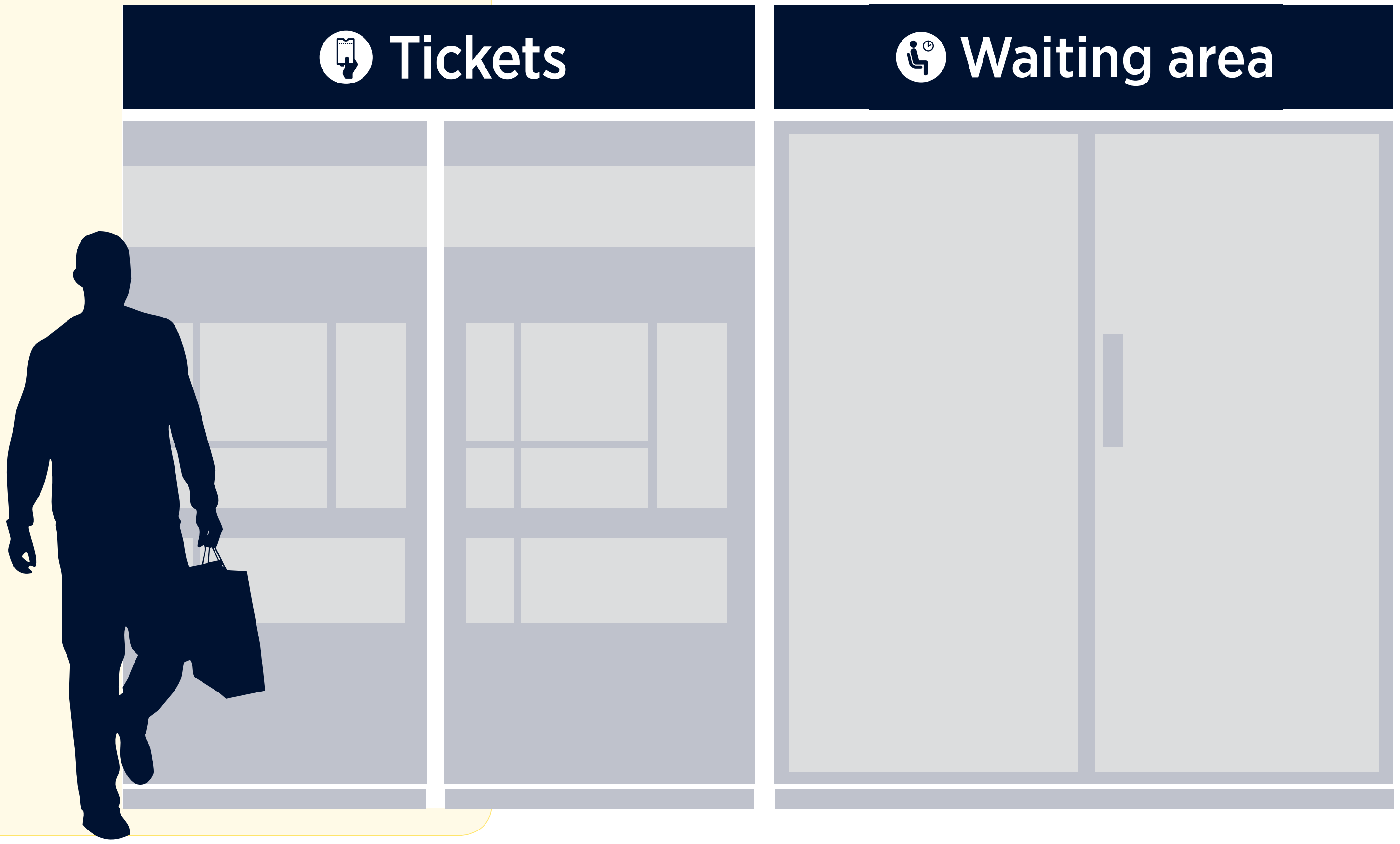
Ⓑ 400pt Gotham Narrow medium

Waiting area – ID

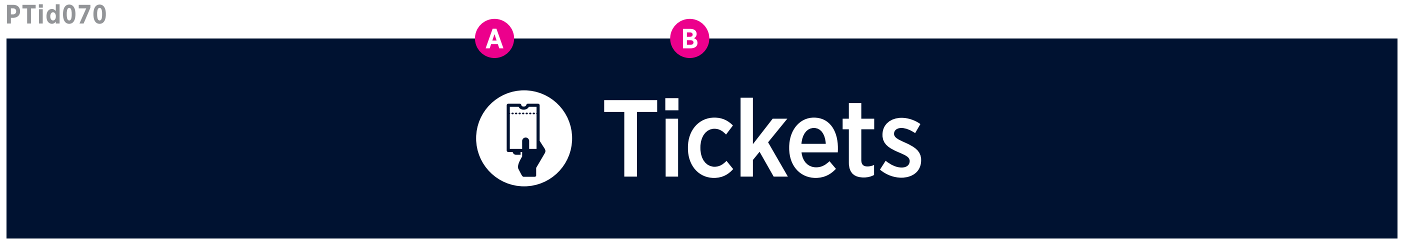
PTid170

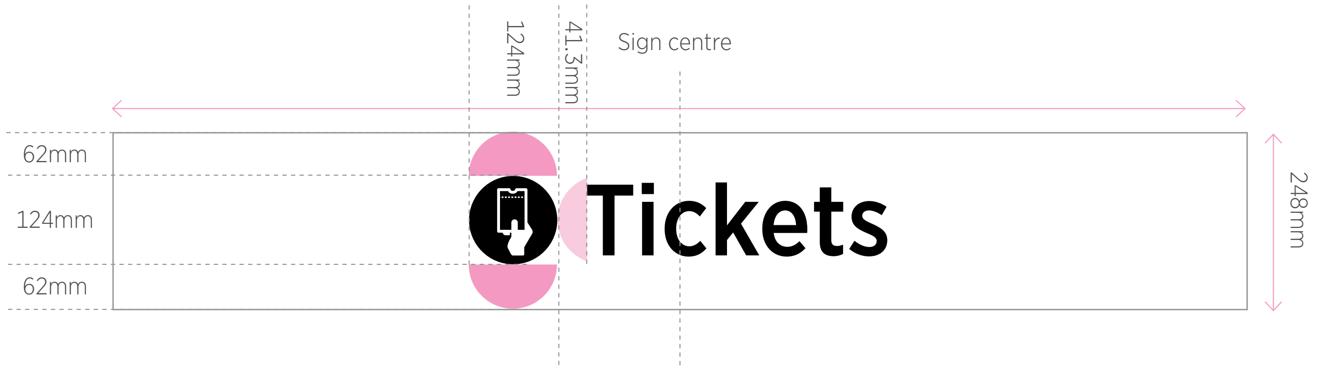
This ID sign is used above the doors or windows on entry to the waiting area.

Information is to be centred within the width of the panel and all measurements are the same as for the Tickets ID.



PTid070



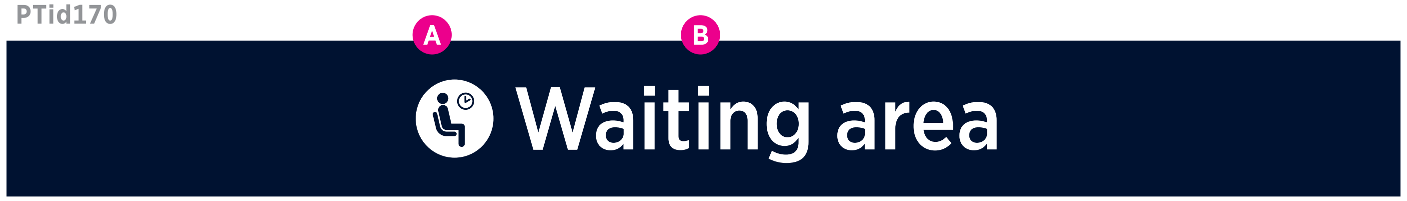


Width will vary depending on available space in station/terminal and the location of the sign.

Information is to be centred within the width of the panel.

When the Tickets or Waiting area signs span a larger area, the wording is centred within the height and width of the sign using the same measurements indicated here for the Tickets icon and the point size of the wording.

PTid170



● (i) ◐ ½(i) ◔ ⅓(i)

Toilet icon:
A 124mm diameter

Baby change icon:
B 124mm diameter

Accessible icon:
C 124mm diameter

Toilets:
D 400pt Gotham Narrow medium

All standard toilet location signs within a station should be the same size.

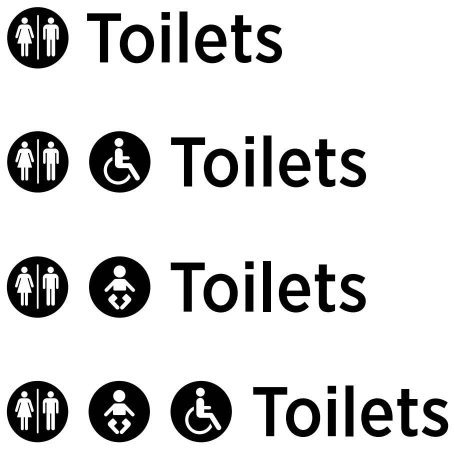
All standard toilet signs should use viewing distance size M 400pt, which gives a viewing distance of 30m.

Toilets (Unisex) – ID

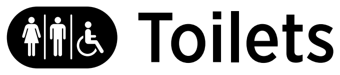
Standard toilet signs are usually positioned above toilet doors or on walls and are designed to be viewed from 30m away.

The toilet icon (and any other icons required) sit to the left of the wording when positioned above the door or on a wall.

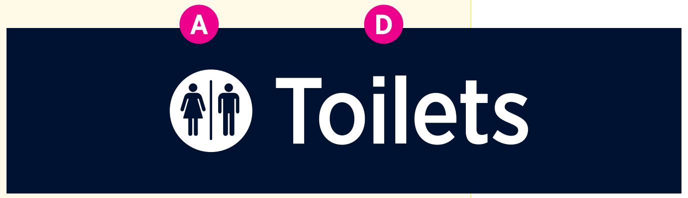
Any other icons such as the baby change or accessible icons sit to the right of the toilet icon as below.


Toilets
Toilets
Toilets
Toilets

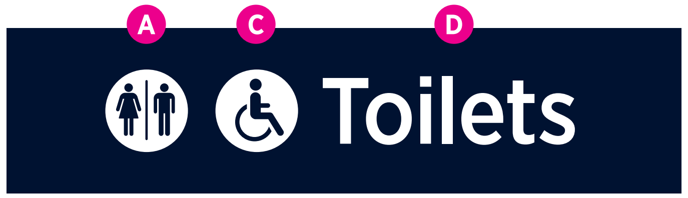
The accessible icon sits beside and faces towards the wording.



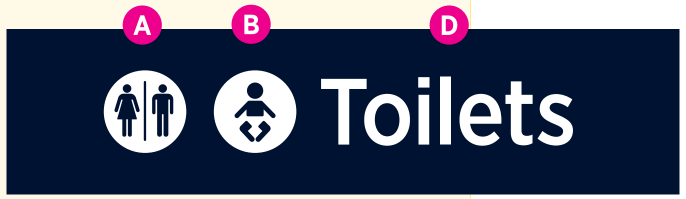
The toilet lozenge (above) is used when space is limited.



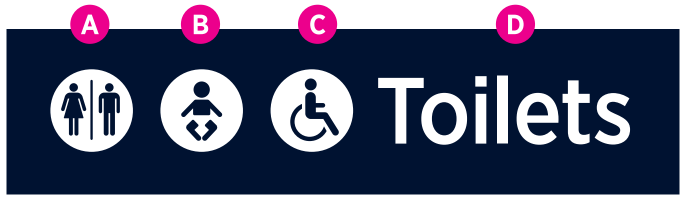
PTid080


A
C
D
Toilets

PTid081


A
B
D
Toilets

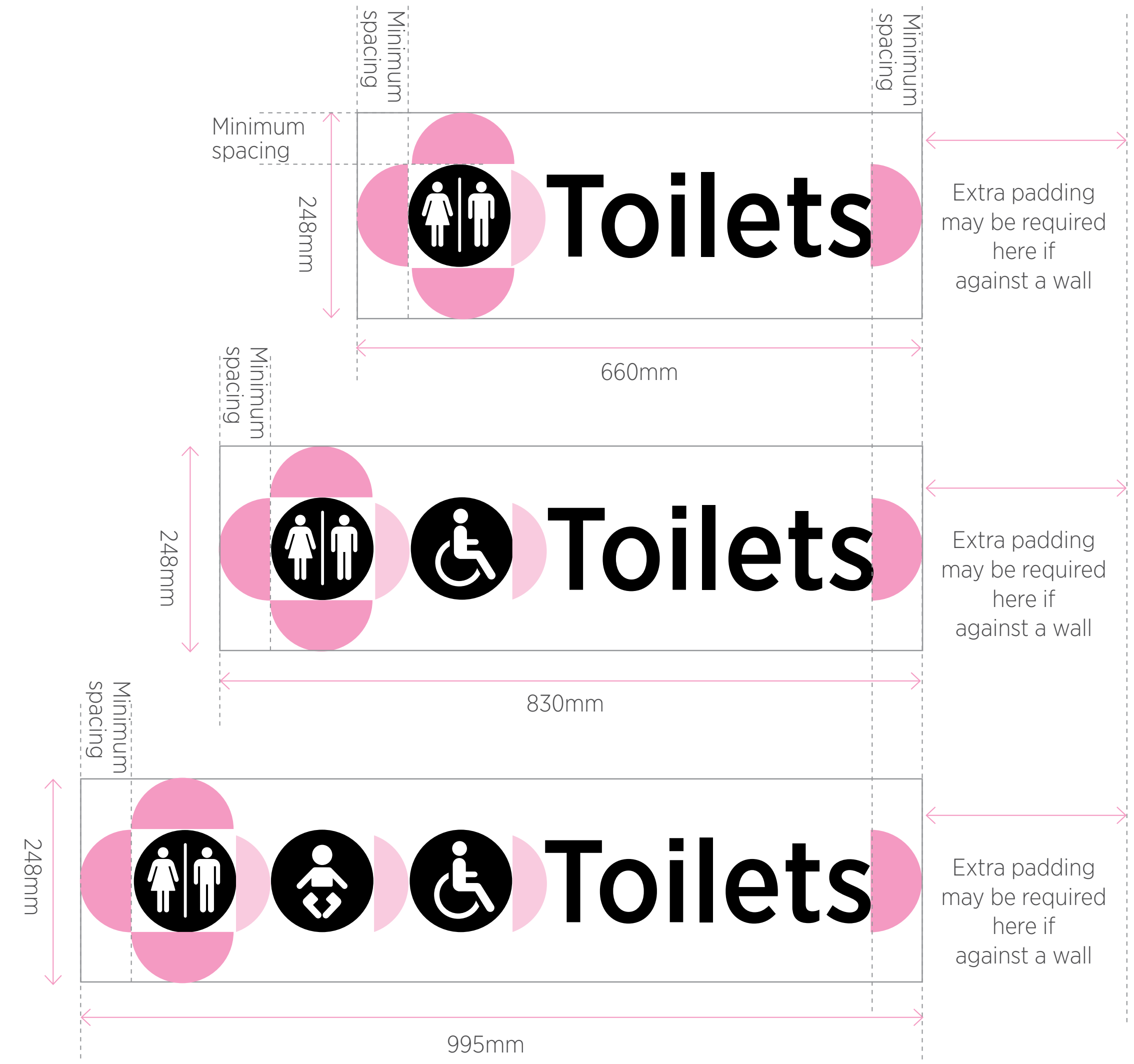
PTid082


A
B
C
D
Toilets

PTid083

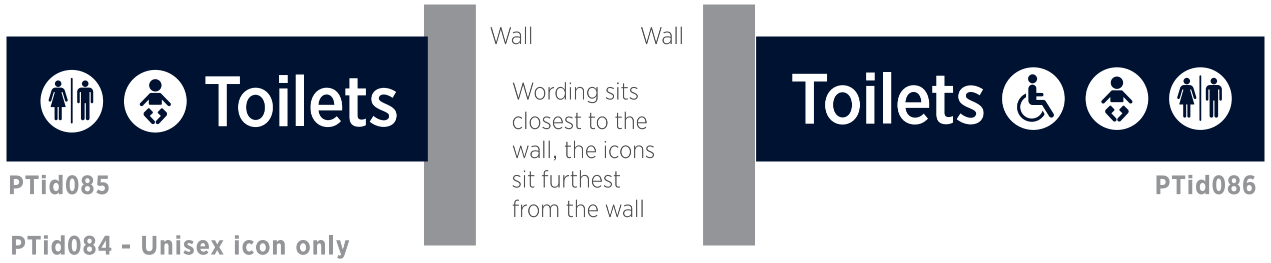
(i) ½(i) ⅓(i)

If a combination of these signs is required within a station, ensure that the signs remain the same size as each other and the wording and icons are centred within the width of the sign.


Minimum spacing
Minimum spacing
Minimum spacing
248mm
Toilets
Extra padding may be required here if against a wall
660mm
Minimum spacing
248mm
Toilets
Extra padding may be required here if against a wall
830mm
Minimum spacing
248mm
Toilets
Extra padding may be required here if against a wall
995mm

Perpendicular light box ID

When mounted perpendicular to the wall as a lightbox, the wording sits closest to the wall, the icons sit furthest from the wall, as below. All padding, measurements and sizing is as above. Additonal padding may be required closest to the wall to allow for good visibility from a distance.


Toilets
Wall
Wall
Toilets

Wording sits closest to the wall, the icons sit furthest from the wall

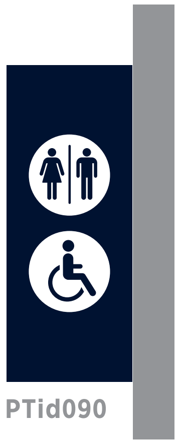
PTid085

PTid086

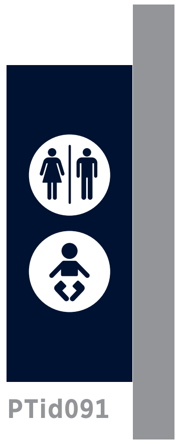
PTid084 - Unisex icon only

Perpendicular IDs with icons only

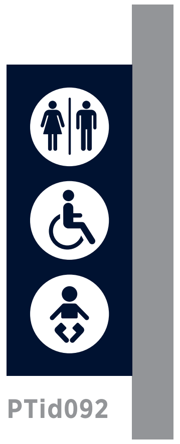
These signs can be used in conjuntion with standard door or wall ID signs to give more visibility from a distance.



PTid090



PTid091



PTid092

Toilet icon (Man/Woman):
Ⓐ 124mm diameter

Baby change icon:
Ⓑ 124mm diameter

Accessible icon:
Ⓒ 124mm diameter

Toilets:
Ⓓ 400pt Gotham Narrow medium

Toilets (Men/Women)– ID

Separate mens and womens toilets are to be named 'Men' and 'Women' with the correct male or female icon and other icons added where needed, eg. accessible, baby change etc.

Signs are usually positioned above toilet doors or on walls and are designed to be viewed from 30m away.

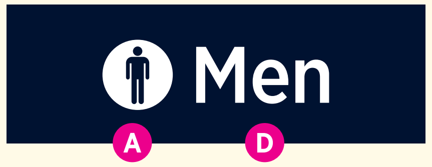
The toilet icon (and any other icons required) sit to the left of the wording when positioned above the door or on a wall.

Any other icons such as the baby change or accessible icons sit to the right of the toilet icon as below.

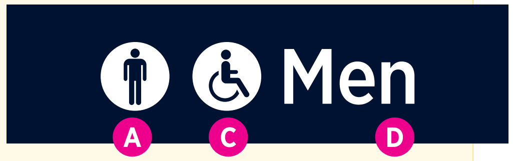
All standard toilet location signs within a station should be the same size.

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

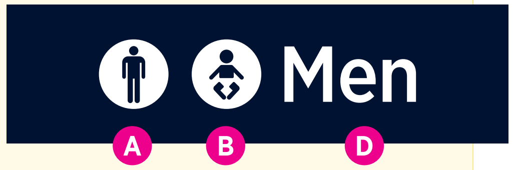
PTid100



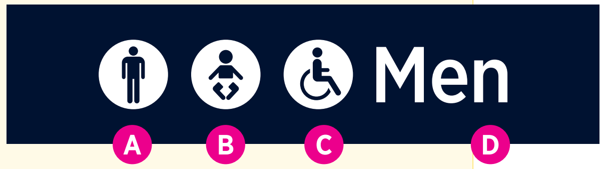
PTid101



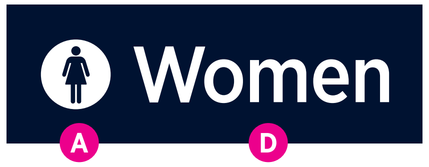
PTid102



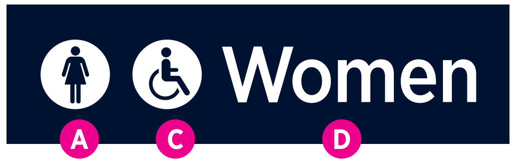
PTid103



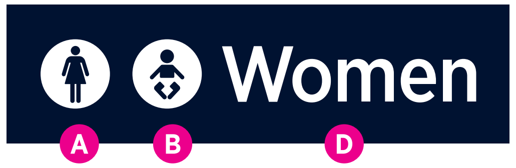
PTid110



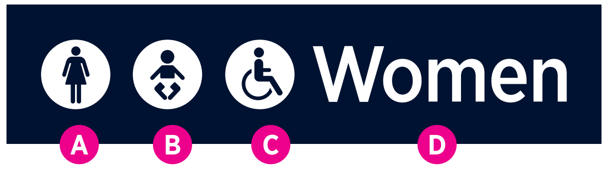
PTid111



PTid112

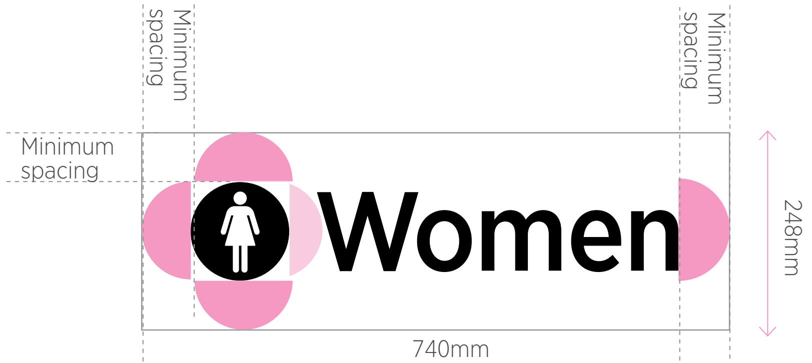


PTid113



● (i) ◐ ½(i) ◔ ⅓(i)

If a combination of the above signs is required within a station, ensure that the signs remain the same size as each other (eg; Men and Women) and the wording and icons are centred within the width of the sign.

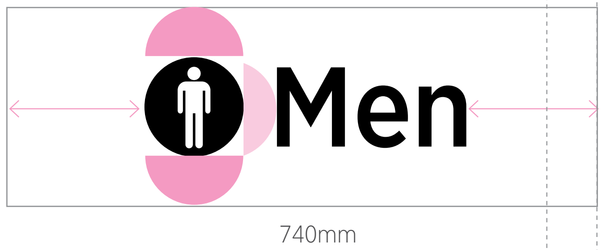

Minimum spacing
Minimum spacing
Minimum spacing
Women
248mm
740mm

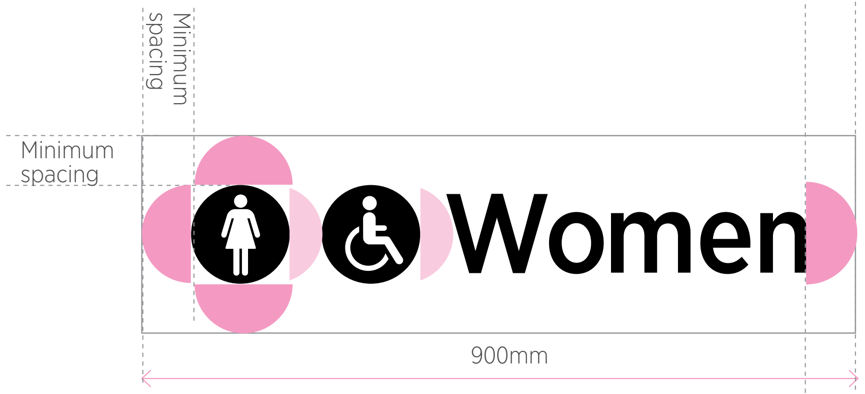
Signs for Men and women are to be the same size as each other within a station so there is consistency.

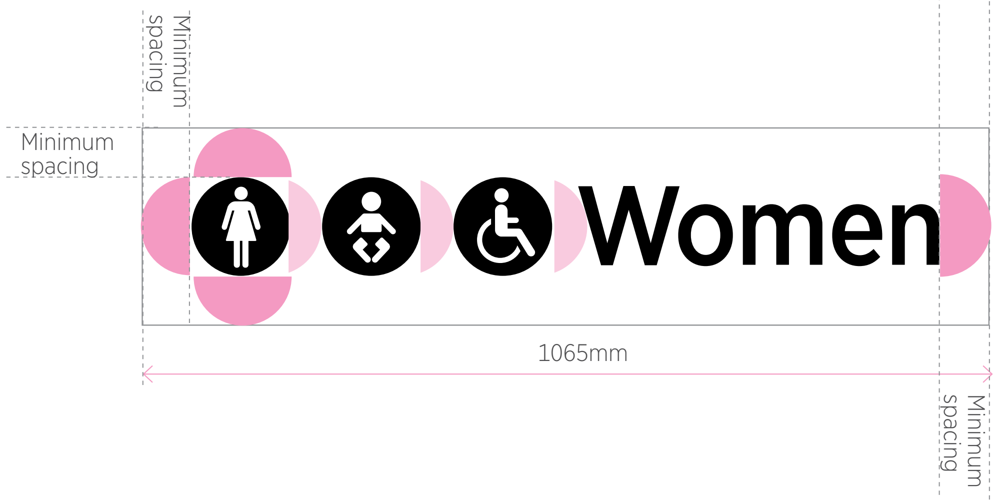
The man icon and the Men wording sits centred horizontally within the same width sign as Women.

Padding remains the same vertically and between icons and wording.

Icon and Men wording to be centred within same width sign as women above




Minimum spacing
Minimum spacing
Women
900mm


Minimum spacing
Minimum spacing
Women
1065mm
Minimum spacing

Staff Only
Toilet

Wording Staff only/Toilet etc:

A 144pt (max)

Braille:

B To adhere to NZBF guidelines

Icons:

C 124mm diameter

Toilet door signs and lift button signs and some other accessible signs may need to contain raised icons, raised text and braille to aid the visually impaired.

These signs will need to adhere to the New Zealand Blind Foundation accessible signage guidelines. ***www.blindfoundation.org.nz/signage***

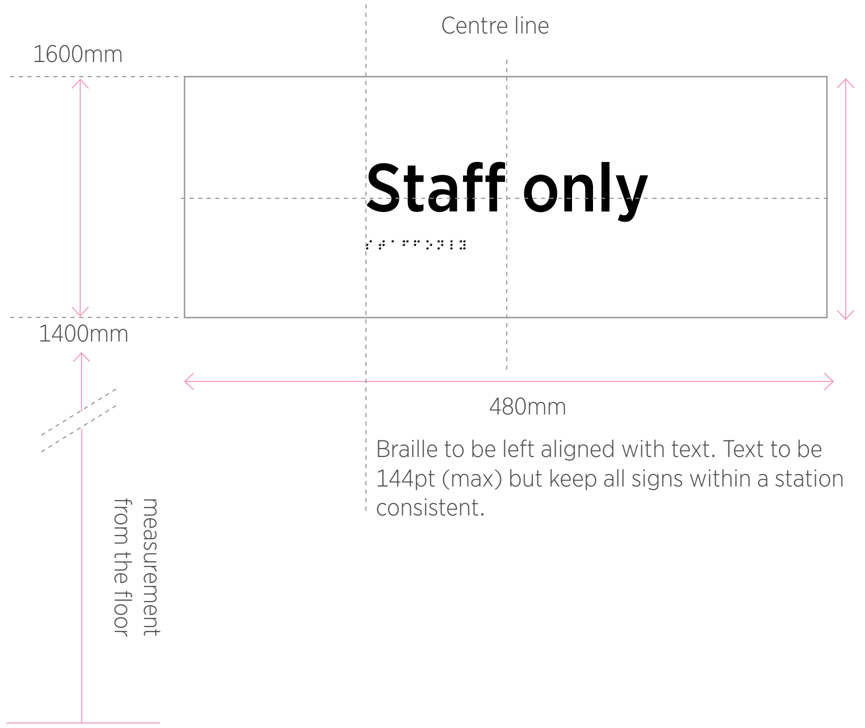
The following pages outline some of the specifications from these guidelines.

(i) 1/2(i) 1/3(i)

Accessible door signs – ID

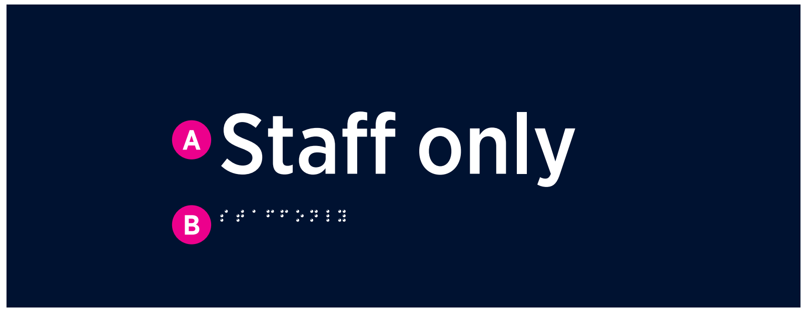
All signs on doors are to be at a consistent height from the floor, between 1400mm and 1600mm.

When there are no icons, centre the main text within the width and height of the sign.

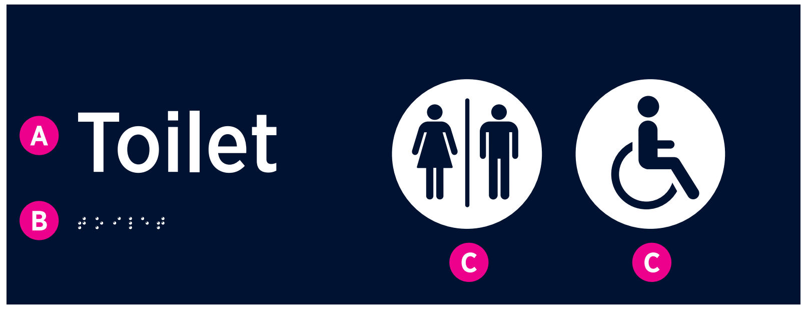

Centre line
1600mm
180mm
Staff only
1400mm
480mm
measurement from the floor

Braille to be left aligned with text. Text to be 144pt (max) but keep all signs within a station consistent.

PTid120

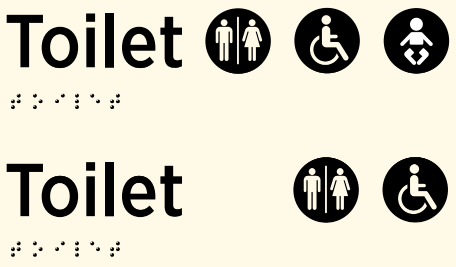

A
Staff only
B

PTid131


A
Toilet
B
C
C

Sizes shown are the minimum sign sizes based on the wording being 144pt (max).

When using braille and raised icons to aid the visually impaired, the wording is set to the left and the icons are set to the right. The toilet icon will always appear beside the wording. Any other icons such as the baby change or accessible icons sit to the right of the toilet icon as below.


Toilet
Toilet

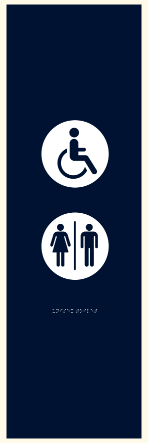
Braille must be left aligned with the text, which is to be a maximum of 144pt, and all signs should be of a consistent size and look.

Note when the toilets are unisex use the wording ‘Toilet’ and the unisex icon. The accessible icon may also be added.

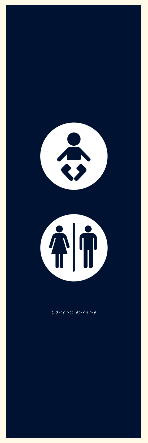
Separate toilets are to be named Mens toilet and Womens toilet with the correct icons added where needed, e.g. accessible, baby change etc. (see below examples).

Examples of toilet signage for the visually impaired.

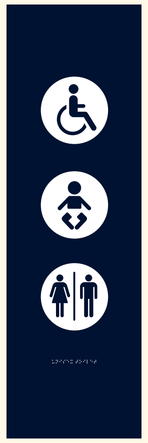
PTid50

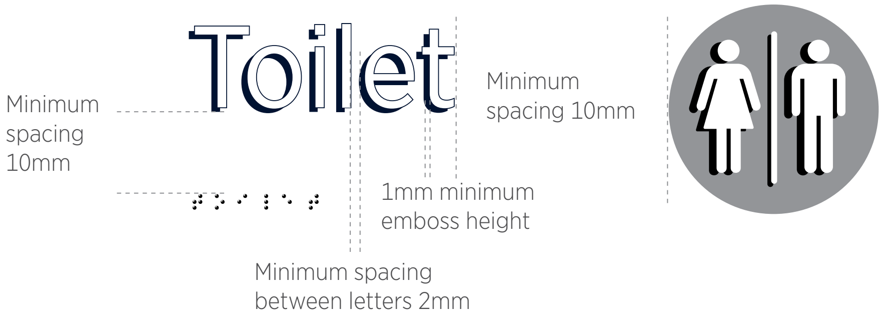


PTid151

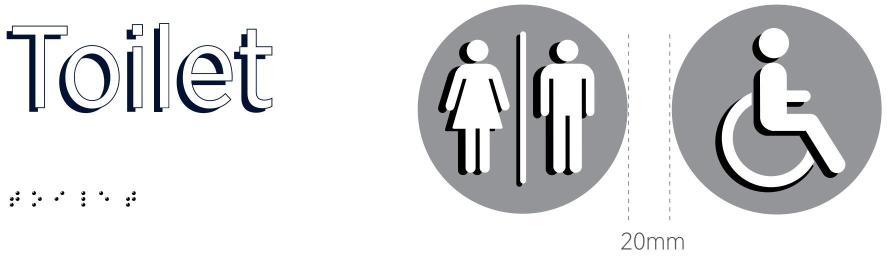


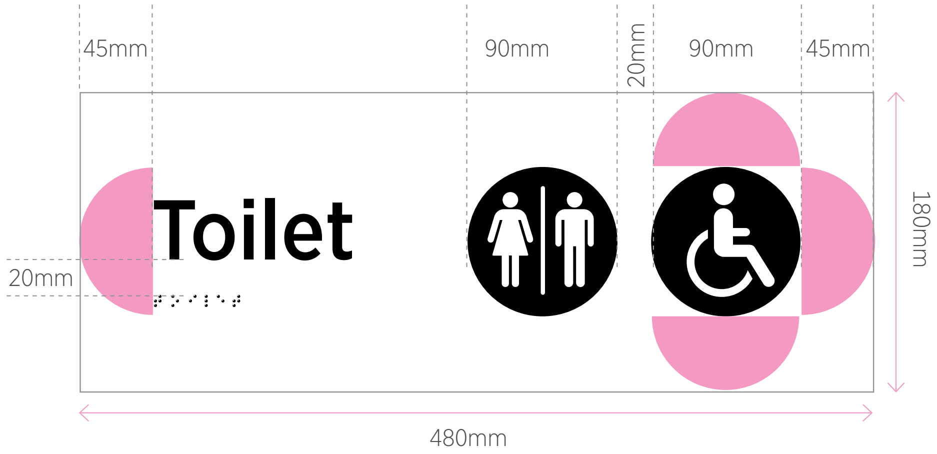
PTid152



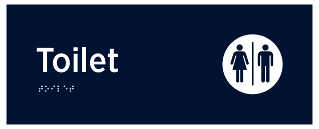

Toilet
Minimum spacing 10mm
Minimum spacing 10mm
1mm minimum emboss height
Minimum spacing between letters 2mm

Other icons can be added (baby change and accessible if appropriate) but must follow spacing guidelines.

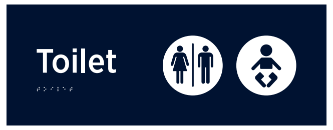

Toilet
20mm


45mm
90mm
20mm
90mm
45mm
20mm
Toilet
180mm
480mm

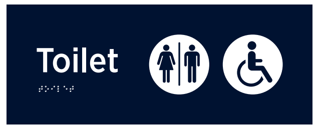
PTid130



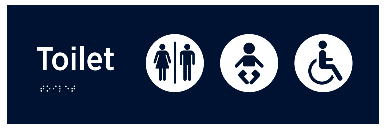
PTid132



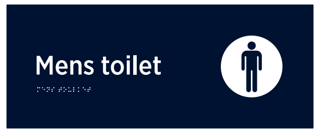
PTid131



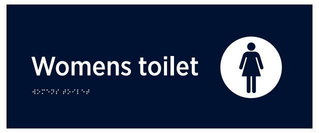
PTid133



PTid140


Mens toilet

PTid141


Womens toilet

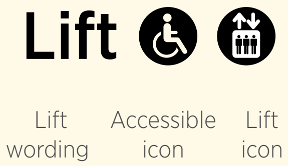
Wording:
Ⓐ 400pt Gotham Narrow medium

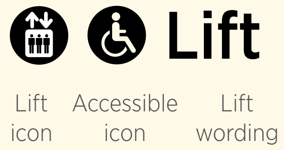
Lift icon:
Ⓑ 124mm diameter

Accessible Icon:
Ⓒ 124mm diameter

All lift signs within a station should be the same size and should use viewing distance size M 400pt, which gives a viewing distance of 30m.

The accessible icon always sits beside the wording, see below.


Lift
Lift wording
Accessible icon
Lift icon


Lift
Lift icon
Accessible icon
Lift wording

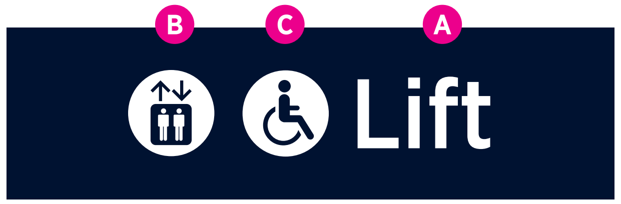
Lift location – ID

Each lifLifts usually form part of the accessible routes through a station, so their location must be clearly signed. Lift ID signs are used to make the lift visible from a distance and are usually projecting signs, or suspended signs that are placed at a right angle to the pedestrian flow.

Since a lift works as a door to another part of the site, the signage above the lift door will be a directional sign, showing where the lift can take you. This information must be clear as customers may assume a lift will go to all levels, which is not always the case.

Each lift also requires a sign to the side of the door and one inside that shows the levels it serves.

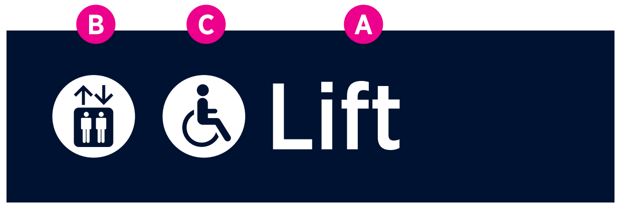
Single-sided sign mounted on wall:



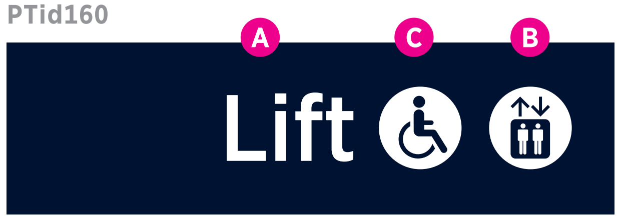
PTid161

Icons sit to the left of the wording when mounted above the lift, the icons and wording are centred horizontally withing the space.

Double-sided light box mounted perpendicular to the wall:

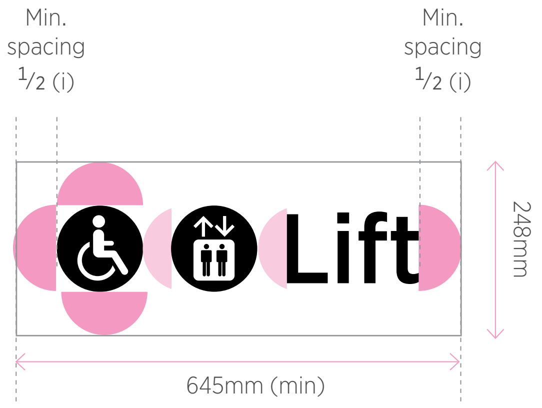


PTid160

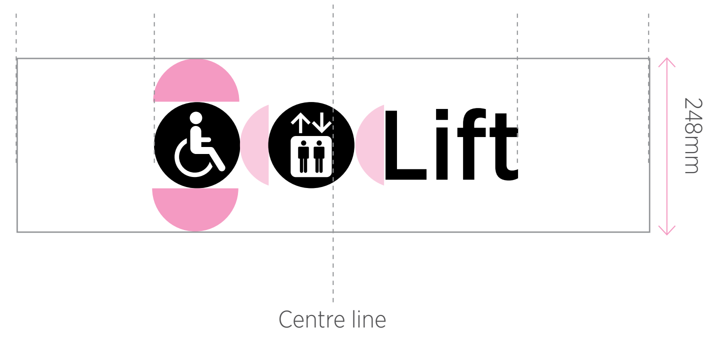


Icons sit furthest from the wall when mounted perpendicular to the wall.

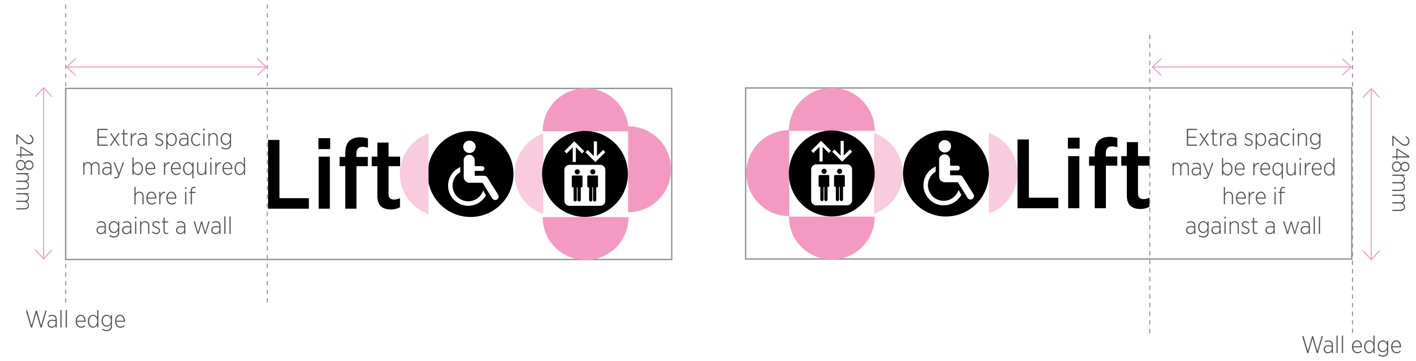
Single-sided sign mounted on wall:


Min. spacing $\frac{1}{2}$ (i)
Min. spacing $\frac{1}{2}$ (i)
Lift
248mm
645mm (min)

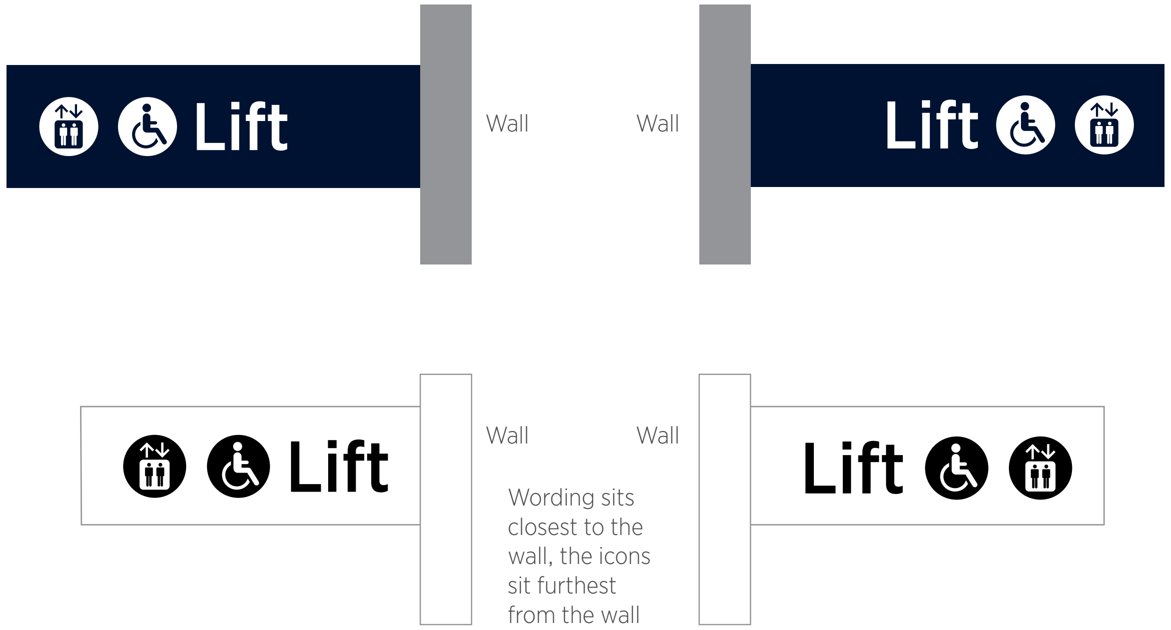
Icons sit to the left of the wording when mounted on a wall, the icons and wording are centred horizontally within the space.


Lift
248mm
Centre line

Double-sided light box mounted perpendicular to the wall:


248mm
Extra spacing may be required here if against a wall
Lift
Wall edge
Lift
Extra spacing may be required here if against a wall
248mm
Wall edge

When mounted perpendicular to the wall as a lightbox, the wording sits closest to the wall, the icons sit furthest from the wall, as below. All padding, measurements and sizing is as above. Additonal padding may be required closest to the wall to allow for good visibility from a distance.


Lift
Wall
Wall
Lift
Lift
Wall
Wall
Lift

Wording sits closest to the wall, the icons sit furthest from the wall

● (i) ◐ $\frac{1}{2}$(i) ◐ $\frac{1}{3}$(i)

AUT Campus
Lifts

Lift icons:

A 49.3mm diameter

Heading:

B 160pt Gotham Narrow medium

Sub heading:

C 75pt Gotham Narrow medium
Icon: 23mm diameter

Text:

D 60pt Gotham Narrow medium
Icon: 18.6mm diameter

Dividing line:

E 3.8pt rule

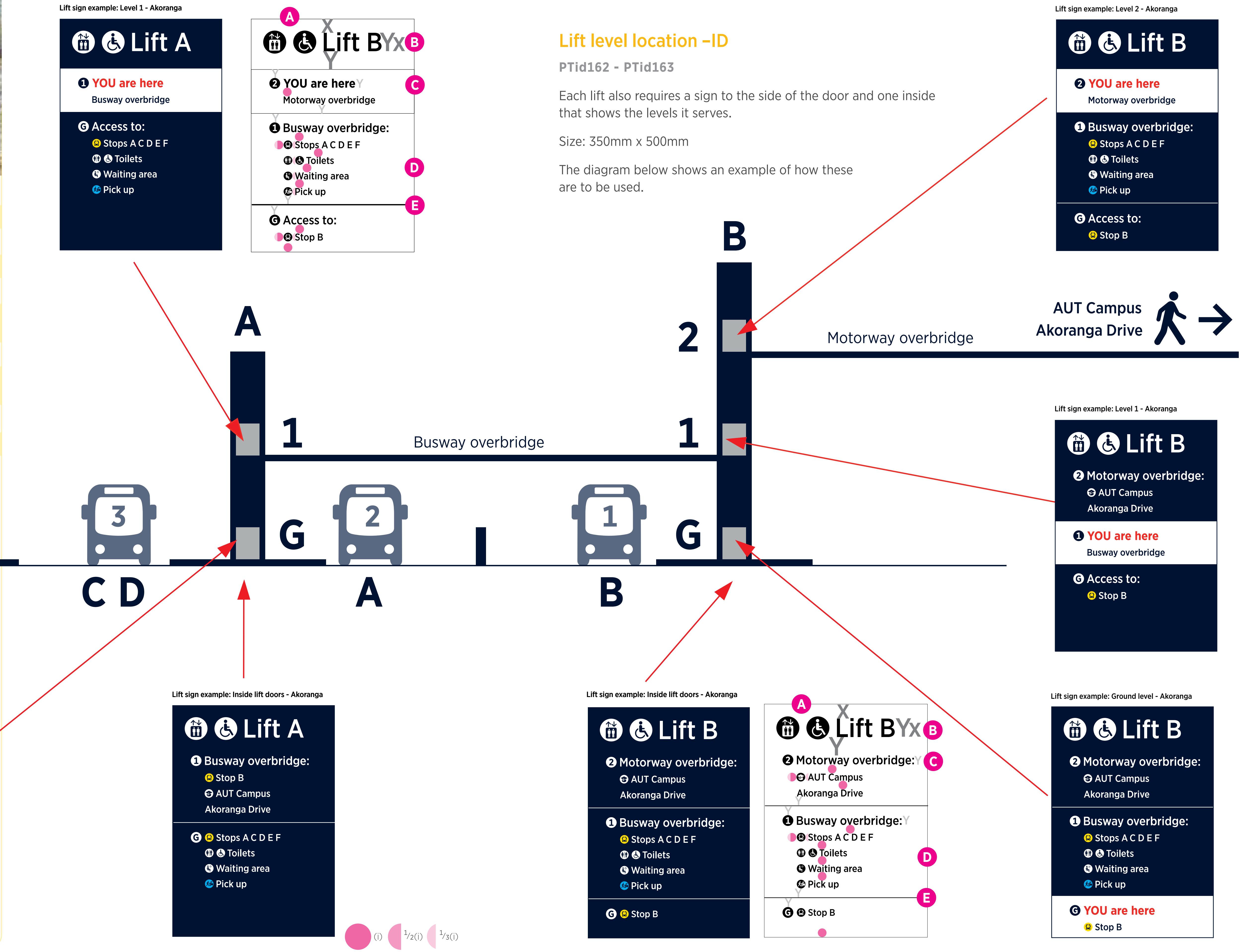
Lift level location –ID

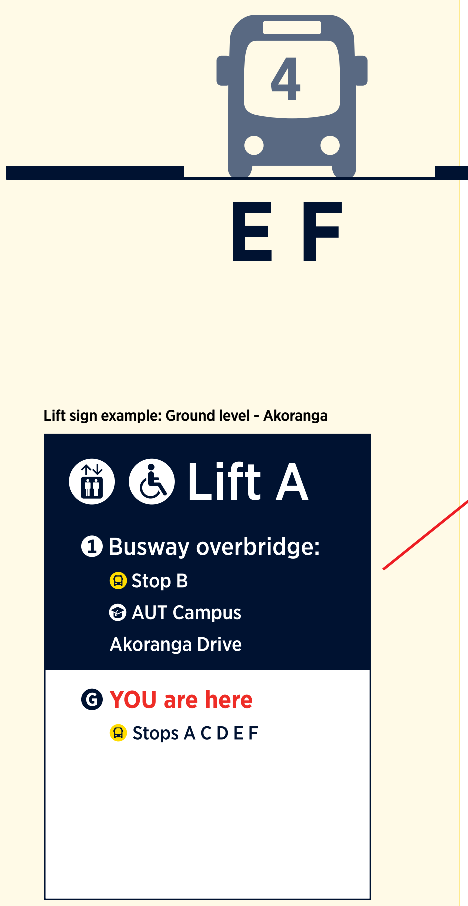
PTid162 - PTid163

Each lift also requires a sign to the side of the door and one inside that shows the levels it serves.

Size: 350mm x 500mm

The diagram below shows an example of how these are to be used.





Lift sign example: Level 1 - Akoranga

Lift A
❶ YOU are here
Busway overbridge
Ⓖ Access to:
Stops A C D E F
Toilets
Waiting area
Pick up

Lift B
❷ YOU are here
Motorway overbridge
❶ Busway overbridge:
Stops A C D E F
Toilets
Waiting area
Pick up
Ⓖ Access to:
Stop B

Lift sign example: Level 2 - Akoranga

Lift B
❷ YOU are here
Motorway overbridge
❶ Busway overbridge:
Stops A C D E F
Toilets
Waiting area
Pick up
Ⓖ Access to:
Stop B

Lift sign example: Level 1 - Akoranga

Lift B
❷ Motorway overbridge:
AUT Campus
Akoranga Drive
❶ YOU are here
Busway overbridge
Ⓖ Access to:
Stop B

Lift sign example: Ground level - Akoranga

Lift A
❶ Busway overbridge:
Stop B
AUT Campus
Akoranga Drive
Ⓖ YOU are here
Stops A C D E F

Lift sign example: Inside lift doors - Akoranga

Lift A
❶ Busway overbridge:
Stop B
AUT Campus
Akoranga Drive
Ⓖ Stops A C D E F
Toilets
Waiting area
Pick up

Lift sign example: Inside lift doors - Akoranga

Lift B
❷ Motorway overbridge:
AUT Campus
Akoranga Drive
❶ Busway overbridge:
Stops A C D E F
Toilets
Waiting area
Pick up
Ⓖ Stop B

Lift B
❷ Motorway overbridge:
AUT Campus
Akoranga Drive
❶ Busway overbridge:
Stops A C D E F
Toilets
Waiting area
Pick up
Ⓖ Stop B

Lift sign example: Ground level - Akoranga

Lift B
❷ Motorway overbridge:
AUT Campus
Akoranga Drive
❶ Busway overbridge:
Stops A C D E F
Toilets
Waiting area
Pick up
Ⓖ YOU are here
Stop B

Park & ride
Train passengers only

Blue flash:
Ⓐ 75mm height

Icon:
Ⓑ 200mm diameter

Heading:
Ⓒ 400pt Gotham Narrow medium

Subheading:
Ⓓ 210pt Gotham Narrow medium

Dividing line:
Ⓔ 5pt rule

Body:
Ⓕ 90pt Gotham Narrow medium

AT Metro logo:
Ⓖ 144mm width

Conditions heading:
Ⓗ 124mm diameter

Conditions subheading:
Ⓘ 150pt Gotham Narrow medium

Conditions body:
Ⓙ 50pt Gotham Narrow medium

CCTV logo:
Ⓚ 52.5mm diameter icon, 117pt CCTV

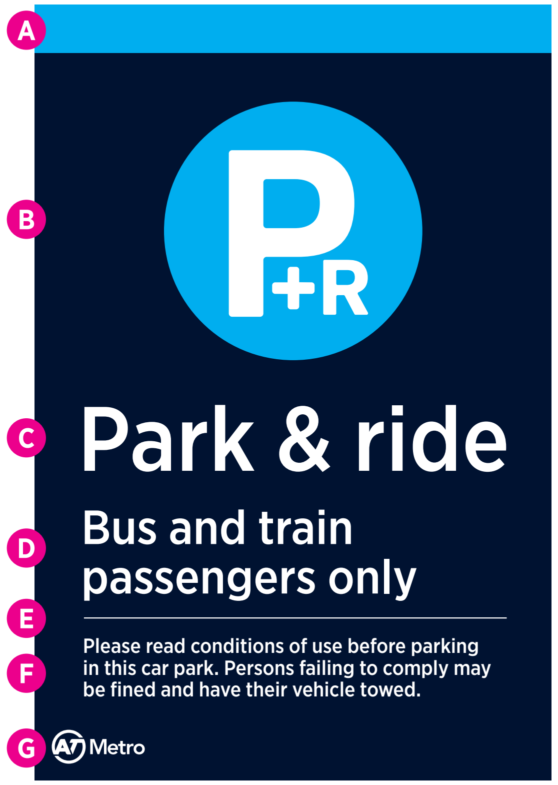
CCTV copy:
Ⓛ 46pt Gotham Narrow medium

● (i) ◖ ½(i) ◓ ½ AT roundel

Park & ride location – ID (Including conditions)

PTid180 - PTid183

Ideally each Park and ride will have a location ID which includes the conditions of use as here and is double sided. In certain circumstances eg. for visibility reasons, this may be done as two separate signs.

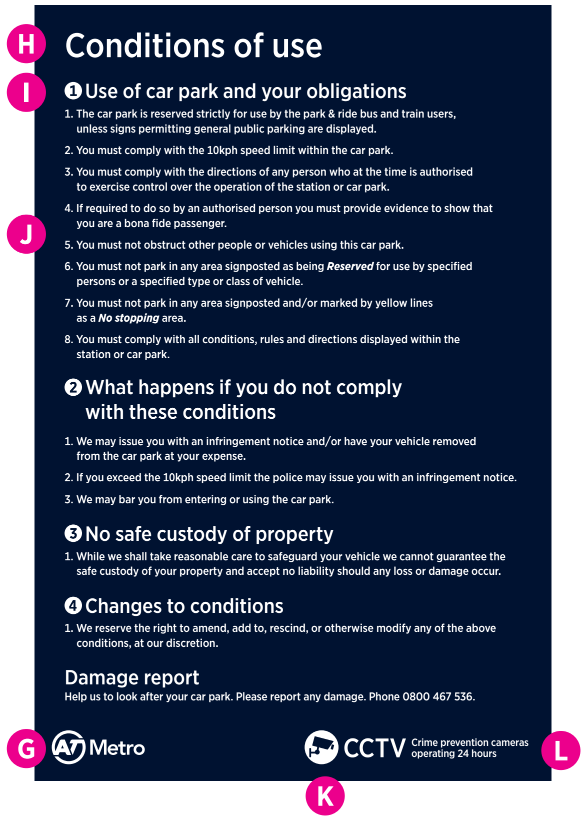


Park & ride

Bus and train passengers only

Please read conditions of use before parking in this car park. Persons failing to comply may be fined and have their vehicle towed.

Sign back:



Conditions of use

❶ Use of car park and your obligations

1. The car park is reserved strictly for use by the park & ride bus and train users, unless signs permitting general public parking are displayed.
2. You must comply with the 10kph speed limit within the car park.
3. You must comply with the directions of any person who at the time is authorised to exercise control over the operation of the station or car park.
4. If required to do so by an authorised person you must provide evidence to show that you are a bona fide passenger.
5. You must not obstruct other people or vehicles using this car park.
6. You must not park in any area signposted as being ***Reserved*** for use by specified persons or a specified type or class of vehicle.
7. You must not park in any area signposted and/or marked by yellow lines as a ***No stopping*** area.
8. You must comply with all conditions, rules and directions displayed within the station or car park.

❷ What happens if you do not comply with these conditions

1. We may issue you with an infringement notice and/or have your vehicle removed from the car park at your expense.
2. If you exceed the 10kph speed limit the police may issue you with an infringement notice.
3. We may bar you from entering or using the car park.

❸ No safe custody of property

1. While we shall take reasonable care to safeguard your vehicle we cannot guarantee the safe custody of your property and accept no liability should any loss or damage occur.

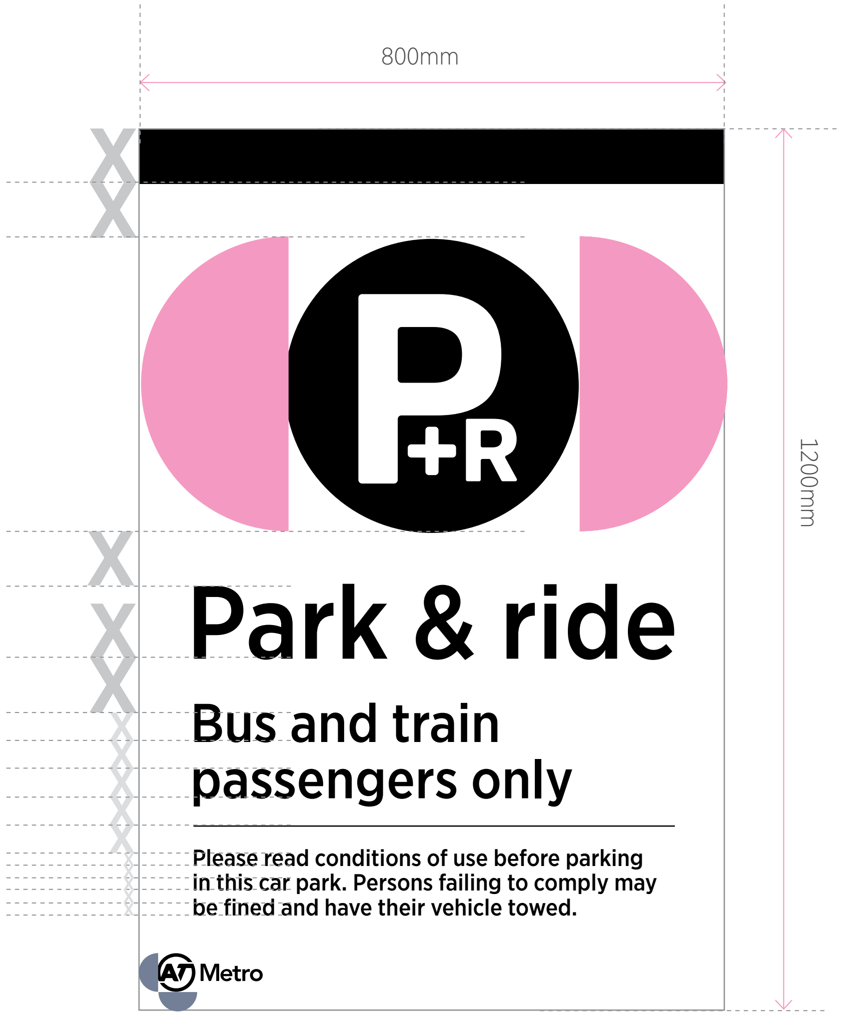
❹ Changes to conditions

1. We reserve the right to amend, add to, rescind, or otherwise modify any of the above conditions, at our discretion.

Damage report

Help us to look after your car park. Please report any damage. Phone 0800 467 536.

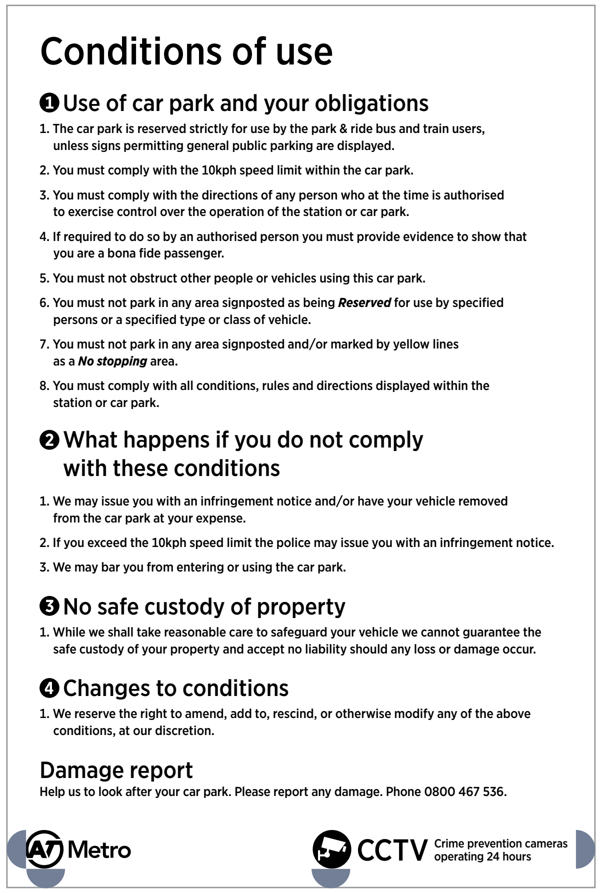
Crime prevention cameras operating 24 hours



Park & ride

Bus and train passengers only

Please read conditions of use before parking in this car park. Persons failing to comply may be fined and have their vehicle towed.



Conditions of use

❶ Use of car park and your obligations

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2. You must comply with the 10kph speed limit within the car park.
3. You must comply with the directions of any person who at the time is authorised to exercise control over the operation of the station or car park.
4. If required to do so by an authorised person you must provide evidence to show that you are a bona fide passenger.
5. You must not obstruct other people or vehicles using this car park.
6. You must not park in any area signposted as being ***Reserved*** for use by specified persons or a specified type or class of vehicle.
7. You must not park in any area signposted and/or marked by yellow lines as a ***No stopping*** area.
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3. We may bar you from entering or using the car park.

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1. While we shall take reasonable care to safeguard your vehicle we cannot guarantee the safe custody of your property and accept no liability should any loss or damage occur.

❹ Changes to conditions

1. We reserve the right to amend, add to, rescind, or otherwise modify any of the above conditions, at our discretion.

Damage report

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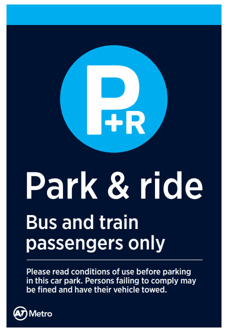
Crime prevention cameras operating 24 hours

PTid180

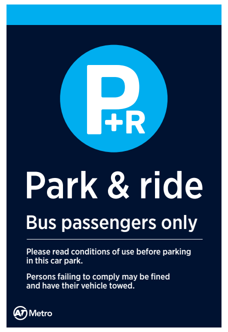


Park & ride

Bus and train passengers only

Please read conditions of use before parking in this car park. Persons failing to comply may be fined and have their vehicle towed.

PTid181



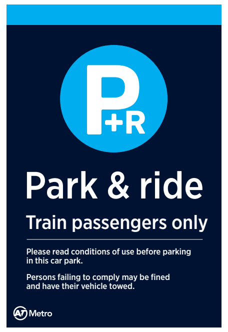
Park & ride

Bus passengers only

Please read conditions of use before parking in this car park.

Persons failing to comply may be fined and have their vehicle towed.

PTid182



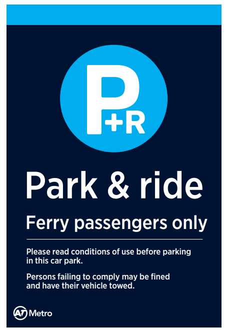
Park & ride

Train passengers only

Please read conditions of use before parking in this car park.

Persons failing to comply may be fined and have their vehicle towed.

PTid183



Park & ride

Ferry passengers only

Please read conditions of use before parking in this car park.

Persons failing to comply may be fined and have their vehicle towed.

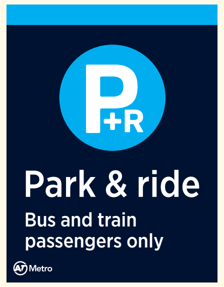
Blue flash:
A 57mm height

Icon:
B 300mm diameter

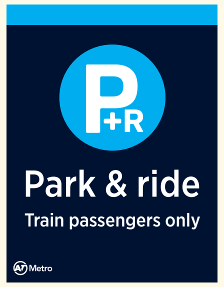
Heading:
C 147pt Gotham Narrow medium

AT Metro logo:
G 110mm width

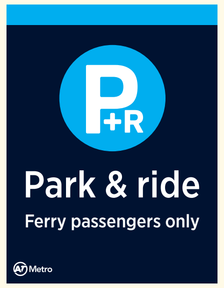
PTid190


P+R
Park & ride
Bus and train passengers only
AT Metro

PTid192


P+R
Park & ride
Train passengers only
AT Metro

PTid193


P+R
Park & ride
Ferry passengers only
AT Metro

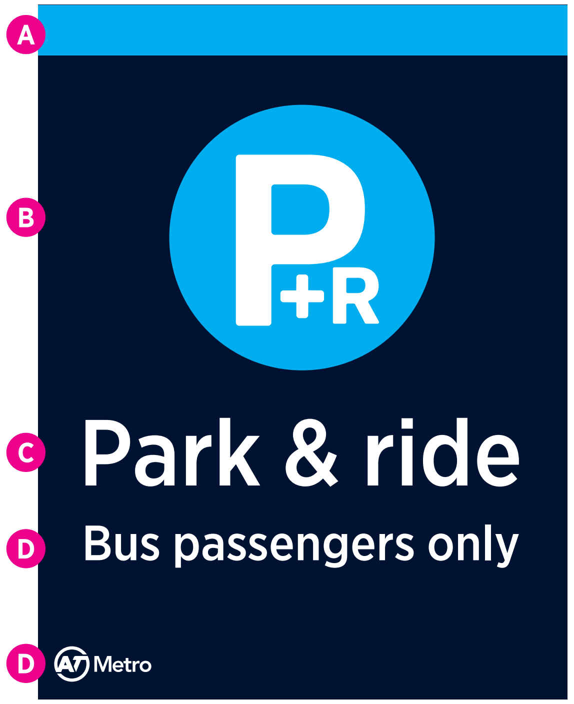
● (i) ◖ ½(i) ◠ ½ AT roundel

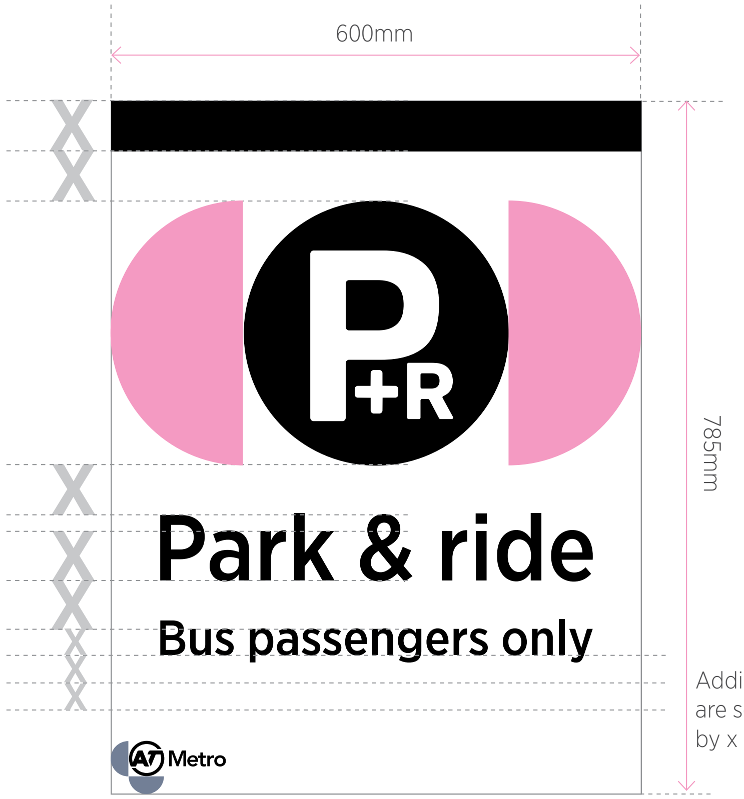
Park & ride location – ID (pole mounted)

PTid190-PTid193

This Park & ride sign is mounted on to a pole and used when visibility of the Park & ride is limited. It will ideally be used in conjunction with sign on the previus page including the conditions of use.

PTid191


A
B
C
D
D
P+R
Park & ride
Bus passengers only
AT Metro


600mm
785mm
X
X
X
X
X
X
X
P+R
Park & ride
Bus passengers only
AT Metro

Additional lines are separated by x

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.

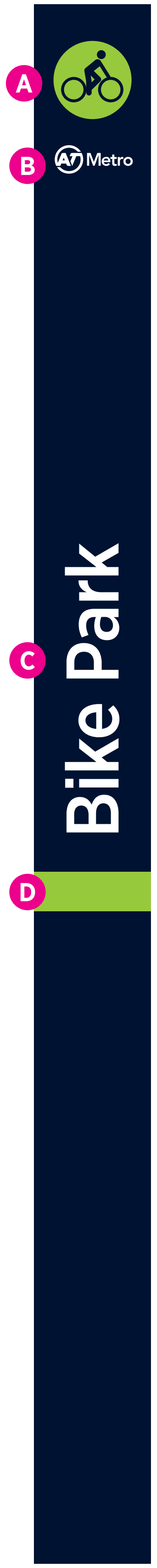
All standard Bike park beacons use 324pt, which gives a viewing distance of 25m.

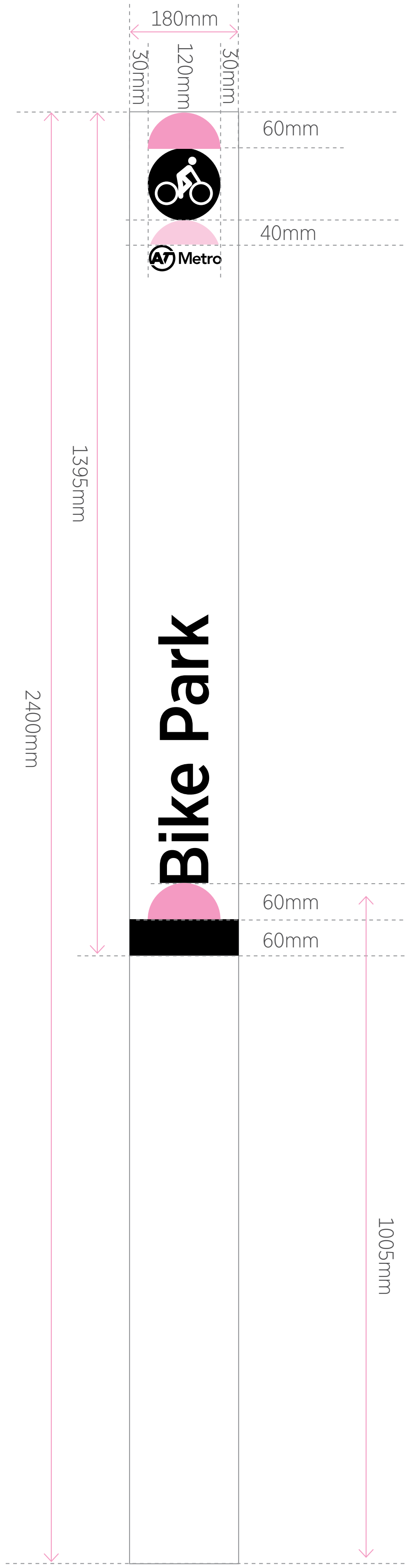
These must be used in conjuction with the Bike Park location ID.

● (i) ◖ ½(i) ◖ ⅓(i)

Bike Park beacon (2.4m) – ID

PTid300


A
B
AT Metro
C
Bike Park
D


180mm
30mm
120mm
30mm
60mm
40mm
AT Metro
1395mm
2400mm
Bike Park
60mm
60mm
1005mm

Bike parking shelter – ID

PTid310

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.

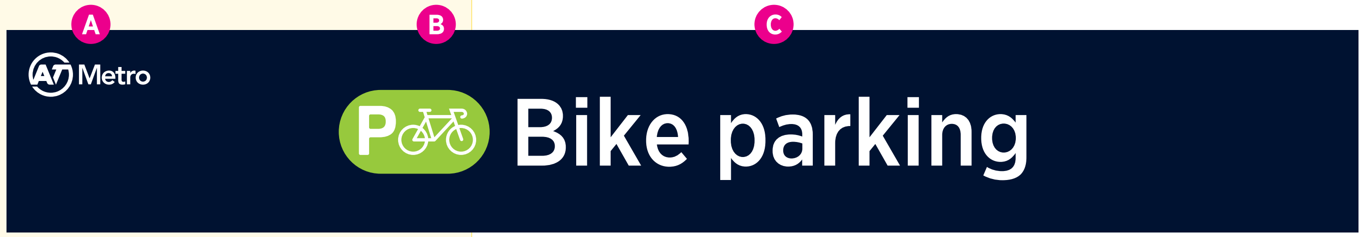
All standard shelter ID signs should use viewing distance size M 400pt, which gives a viewing distance of 30m.

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

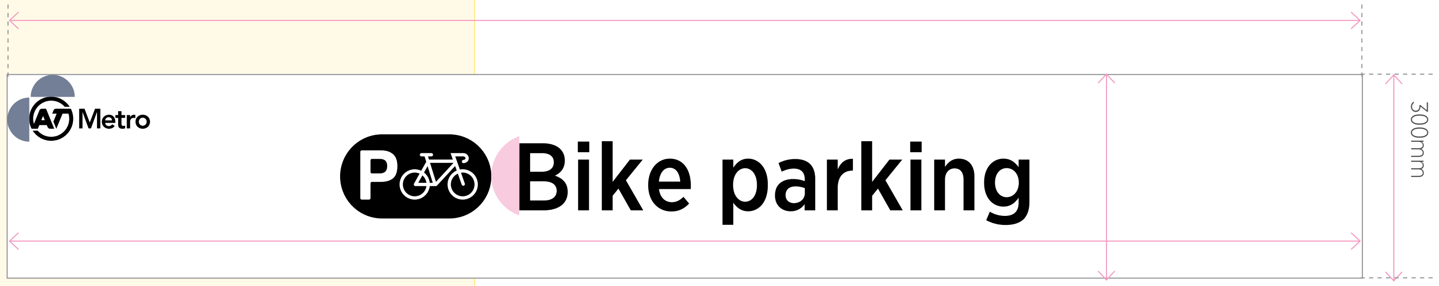
AT Metro logo:
A 180mm width

PT icon:
B 124mm height

Station name:
C 400pt Gotham Narrow medium


A
B
C
Metro
P
Bike parking

Width will vary depending on available space in station/terminal/on building and the location of the sign.


Metro
P
Bike parking
300mm

Icon and wording centred horizontally and vertically within space.

1/3 height of (i)   1/2 AT roundel

Bike Park location – ID

PTid320

This must appear in a Bike Park but can also be used in conjuction 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.

Cycle park icon:
A 50mm height

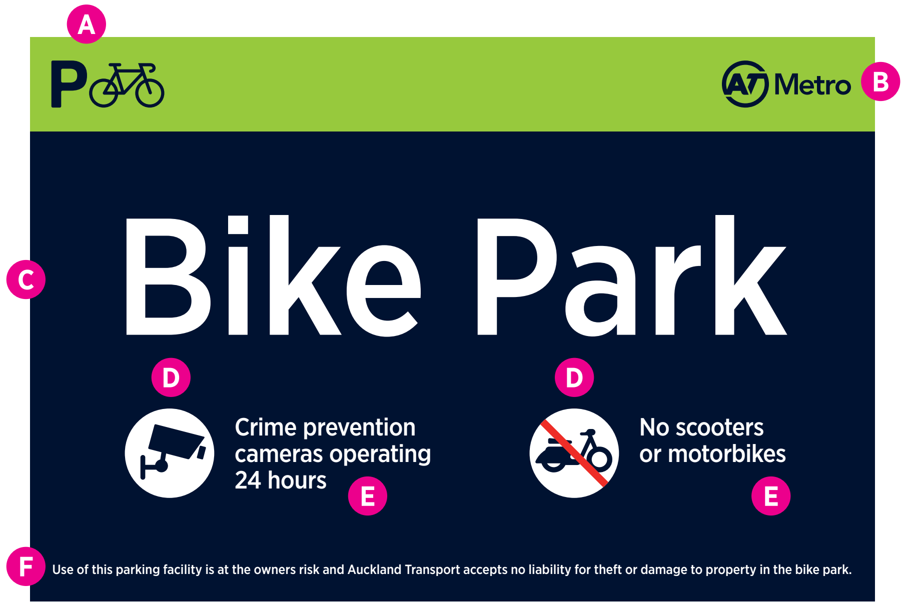
AT logo:
B 137mm width

Heading:
C 500pt Gotham Narrow medium

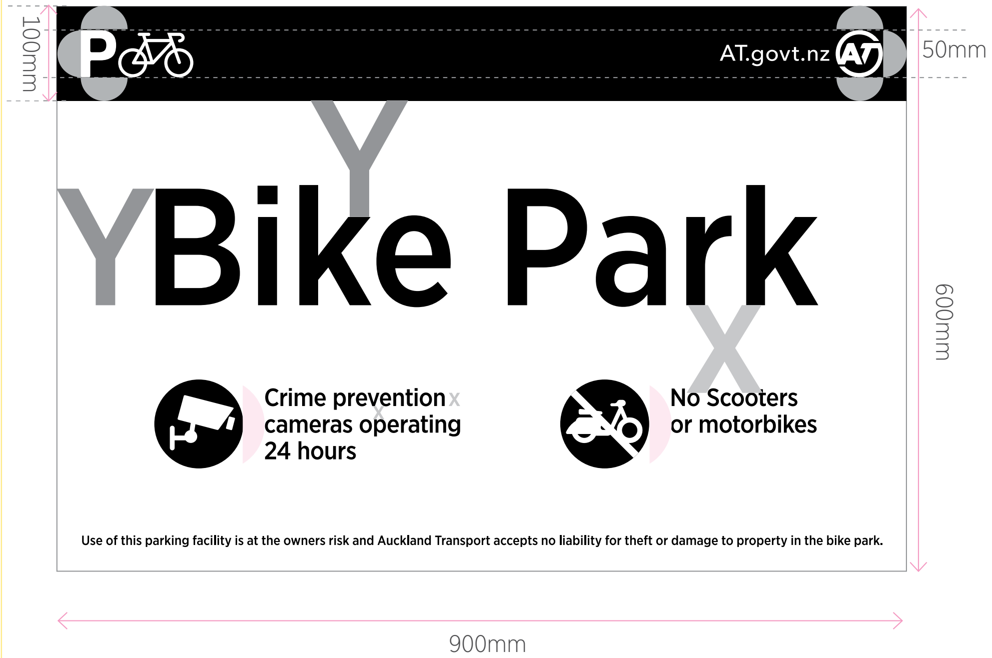
CCTV and no scooters icons:
D 95mm diameter

Sub text:
E 75pt Gotham Narrow medium

Byline:
F 40pt Gotham Narrow medium


A
P
Metro
B
C
Bike Park
D
D
Crime prevention cameras operating 24 hours
E
No scooters or motorbikes
E
F
Use of this parking facility is at the owners risk and Auckland Transport accepts no liability for theft or damage to property in the bike park.

1/2 AT roundel (r)
(r)=50mm


100mm
P
AT.govt.nz
50mm
Y
Y
Bike Park
X
Crime prevention cameras operating 24 hours
No Scooters or motorbikes
Use of this parking facility is at the owners risk and Auckland Transport accepts no liability for theft or damage to property in the bike park.
600mm
900mm

(r)   1/2(r)   (i)   1/4(i)

Header:

A 200pt Gotham Narrow medium
239pt leading

B Roundel: 130mm diameter

C 133pt Gotham Narrow medium

Directional:

D 75pt Gotham Narrow medium
92pt leading

E 50pt Gotham Narrow medium
92pt leading

F 2pt Stroke weight

Key:

G YOU: 44pt Gotham Narrow bold
are at XX: 45pt Gotham
Narrow light
Street: 44pt Gotham Narrow bold

H Street finder/ Location finder:
Headings:
24pt Gotham Narrow bold
Text: 16pt Gotham Narrow medium
20pt leading

I Legend: 12pt Gotham Narrow medium
24pt leading

Mapping:

J AT Design Studio will provide
map section.

AT lock-up:

K Roundel = 35.5mm diameter
AT.govt.nz = 45pt Avenir medium

Gateway landscape – orientation

PTo010

Gateway signs give an extra level of wayfinding information for customers entering or exiting the site. These signs provide a way for customers to orient themselves in the new environment. The header section includes the pedestrian icon and name of the location. The directional section provides key local Points of Interest (POI). The key/mapping section contains a map and directory.

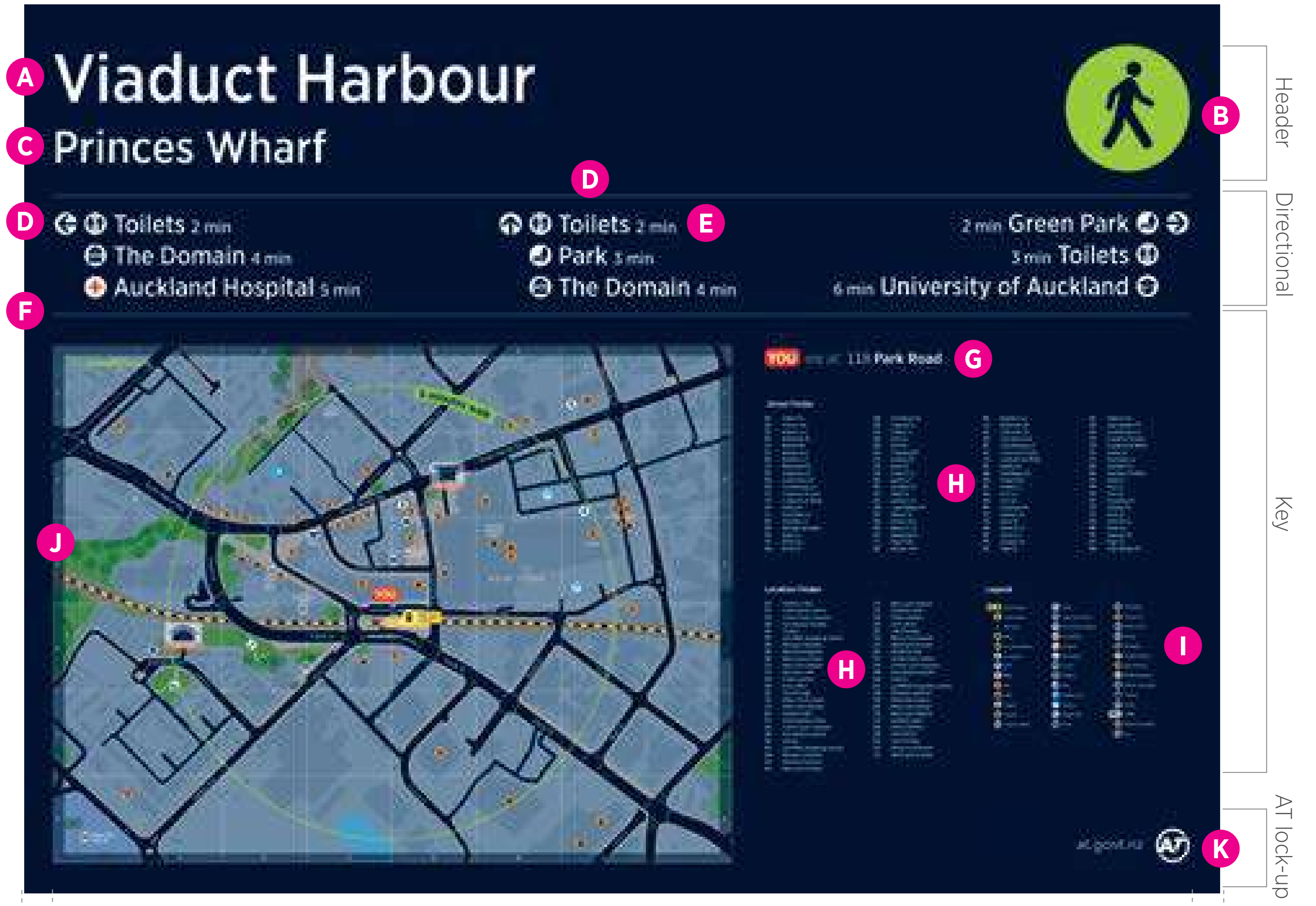
Gateway signs should be placed outside main entrances to major stations. They should be placed at right angles to the direction of pedestrian flow. However, thought must be given to Crime Prevention Through Environmental Design (CPTED) principles. These signs should not block sightlines for CCTV etc.

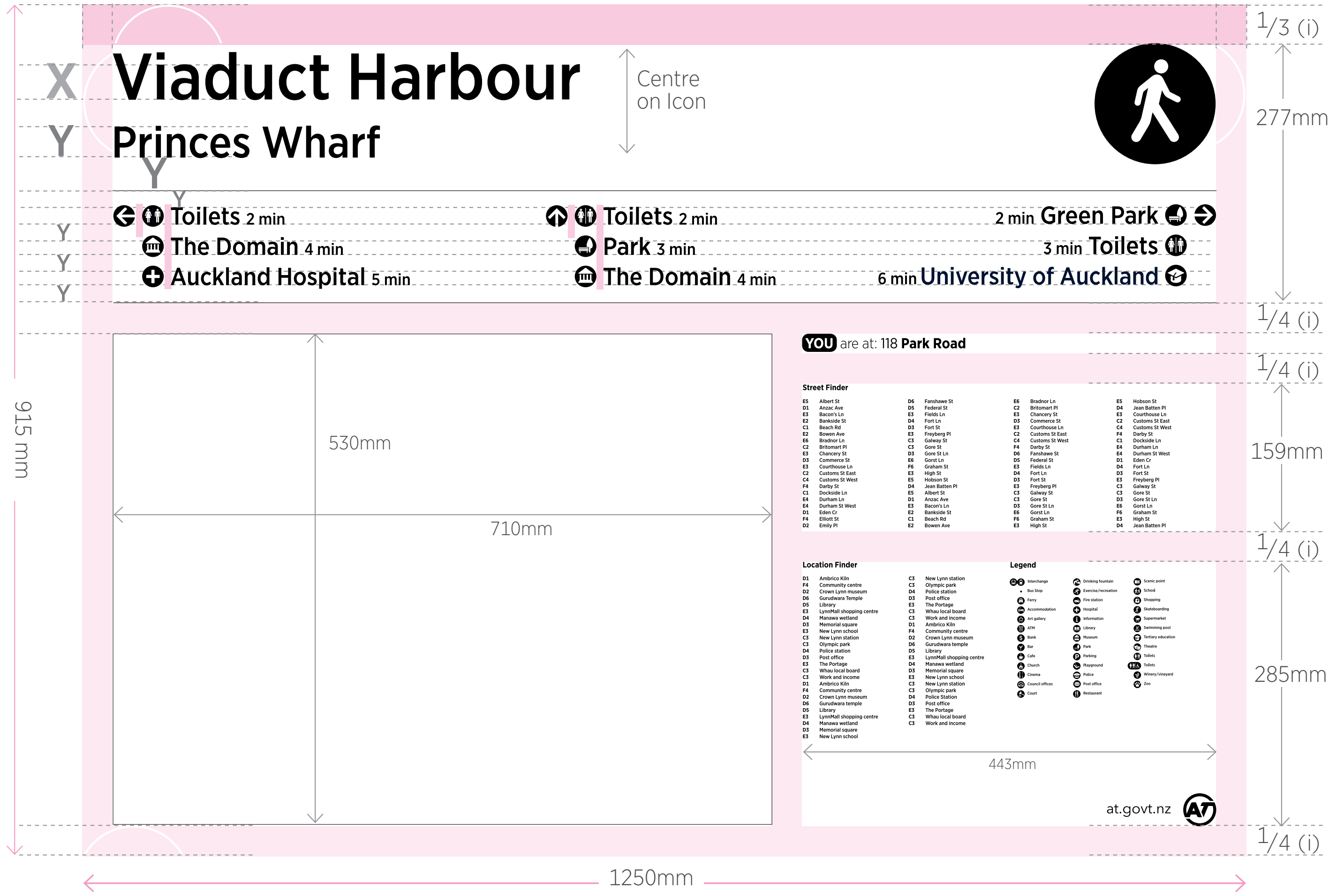
Use the hierarchy of POIs to choose which ones to include on the top section and on the map. The map is 'heads up', e.g. north is not necessarily at the top – it is made to reflect the orientation of the sign in the site.

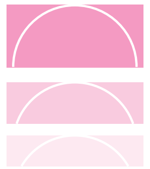
The graphic design must be created by the Design Studio – when briefing this in it will be crucial to include the precise location and orientation of the sign.

One-sided, wall-mounted option: where there is no suitable space to install a plinth gateway sign it may be possible to mount a single sided version to a wall. These are not as effective as it is not usually possible to have them facing in the correct direction for heads up mapping.

This also applies to the gateway plinth.


A
Viaduct Harbour
C
Princes Wharf
B
Header
D
D
Toilets 2 min
The Domain 4 min
Auckland Hospital 5 min
Toilets 2 min
E
Park 3 min
The Domain 4 min
2 min Green Park
3 min Toilets
6 min University of Auckland
Directional
F
YOU are at: 118 Park Road
G
H
J
H
I
Key
at.govt.nz
AT
K
AT lock-up


1/3 (i)
X
Viaduct Harbour
Centre on Icon
Y
Princes Wharf
277mm
Y
Y
Y
Y
Y
Toilets 2 min
The Domain 4 min
Auckland Hospital 5 min
Toilets 2 min
Park 3 min
The Domain 4 min
2 min Green Park
3 min Toilets
6 min University of Auckland
1/4 (i)
YOU are at: 118 Park Road
1/4 (i)
Street Finder
159mm
530mm
710mm
915 mm
1/4 (i)
Location Finder
Legend
285mm
443mm
at.govt.nz
AT
1/4 (i)
1250mm



(i) Padding is taken from the walking icon in header section.

1/3 (a)
(a) Spacing between icons is taken from the arrow icon in the directional section

Gateway plinth – orientation

PT0020

The gateway plinth sign works in the same way as the landscape gateway.

Header:

- **A** 200pt Gotham Narrow medium
  239pt leading
- **B** Roundel: 130mm diameter
- **C** 133pt Gotham Narrow medium

Directional:

- **D** 75pt Gotham Narrow medium
  92pt leading
- **E** 50pt Gotham Narrow medium
  92pt leading
- **F** 2pt Stroke weight

Mapping:

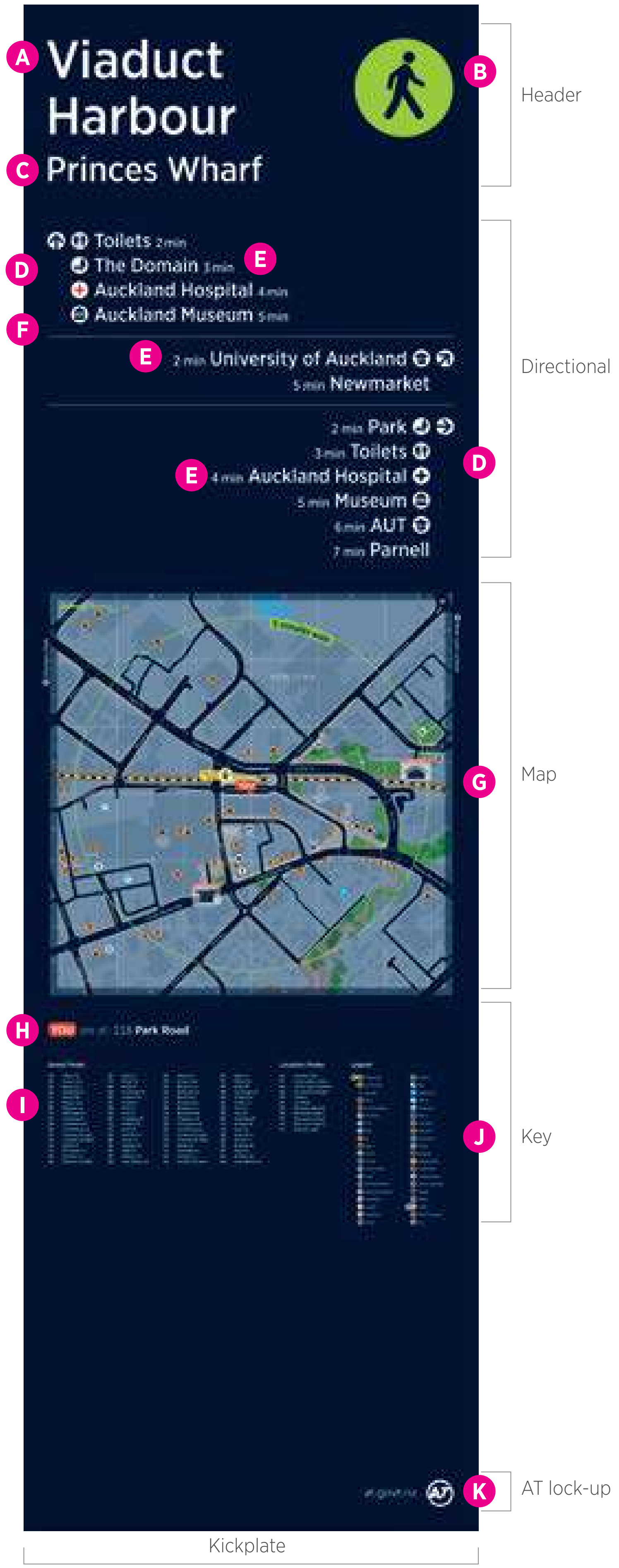
- **G** AT Design Studio will provide map section

Key:

- **H** YOU: 44pt Gotham Narrow bold
  are at XX: 45pt Gotham Narrow light
  Street: 44pt Gotham Narrow bold
- **I** Headings:
  24pt Gotham Narrow bold
  Text: 16pt Gotham Narrow medium
  20pt leading
- **J** 12pt Gotham Narrow medium
  24pt leading

AT lock-up:

- **K** Roundel = 35.5mm diameter
  AT.govt.nz = 45pt Avenir medium


A
Viaduct Harbour
B
C
Princes Wharf
Header
D
Toilets 2min
The Domain 1min
E
Auckland Hospital 4min
Auckland Museum 5min
F
E
2 min University of Auckland
5 min Newmarket
2 min Park
3 min Toilets
E
4 min Auckland Hospital
5 min Museum
6 min AUT
7 min Parnell
D
Directional
G
Map
H
YOU are at: 118 Park Road
I
J
Key
K
at.govt.nz
AT lock-up
Kickplate

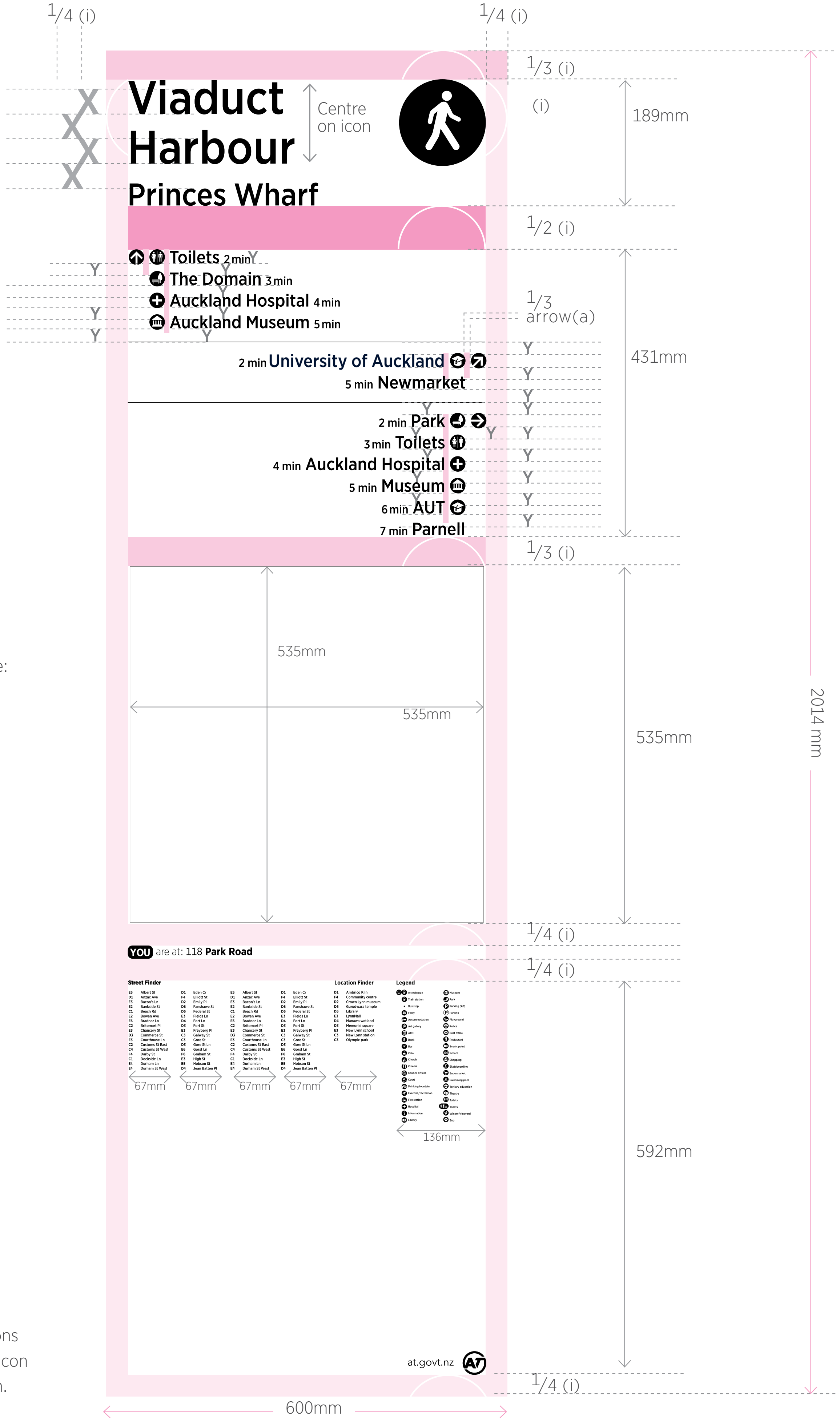
Total size:
600mm x 2384mm

Size excluding baseplate:
600mm x 2014mm

(i) Padding is taken from the walking icon in header section.

- 1/2(i)
- 1/3(i)
- 1/4(i)
- 1/3 (a)

(a) Spacing between icons is taken from the arrow icon in the directional section.


1/4 (i)
1/4 (i)
1/3 (i)
(i)
189mm
X
X
X
X
Viaduct
Harbour
Centre on icon
Princes Wharf
1/2 (i)
Y
Toilets 2min
The Domain 3min
Auckland Hospital 4min
Auckland Museum 5min
1/3 arrow(a)
431mm
2 min University of Auckland
5 min Newmarket
2 min Park
3 min Toilets
4 min Auckland Hospital
5 min Museum
6 min AUT
7 min Parnell
1/3 (i)
535mm
535mm
535mm
2014 mm
1/4 (i)
1/4 (i)
YOU are at: 118 Park Road
Street Finder
Location Finder
Legend
67mm
67mm
67mm
67mm
67mm
136mm
592mm
at.govt.nz
1/4 (i)
600mm

Bike
parking
inside station

Bike parking inside station – behavioural

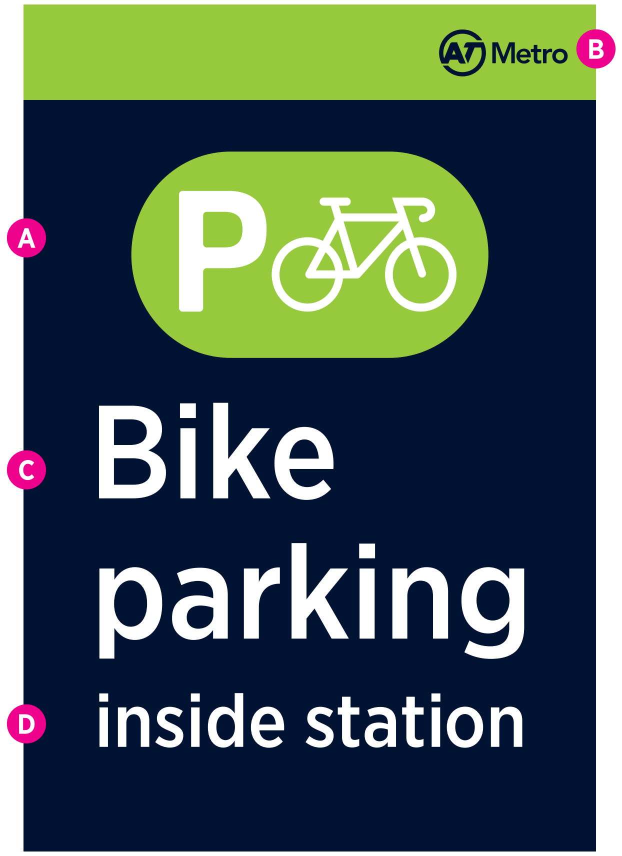
PTb350

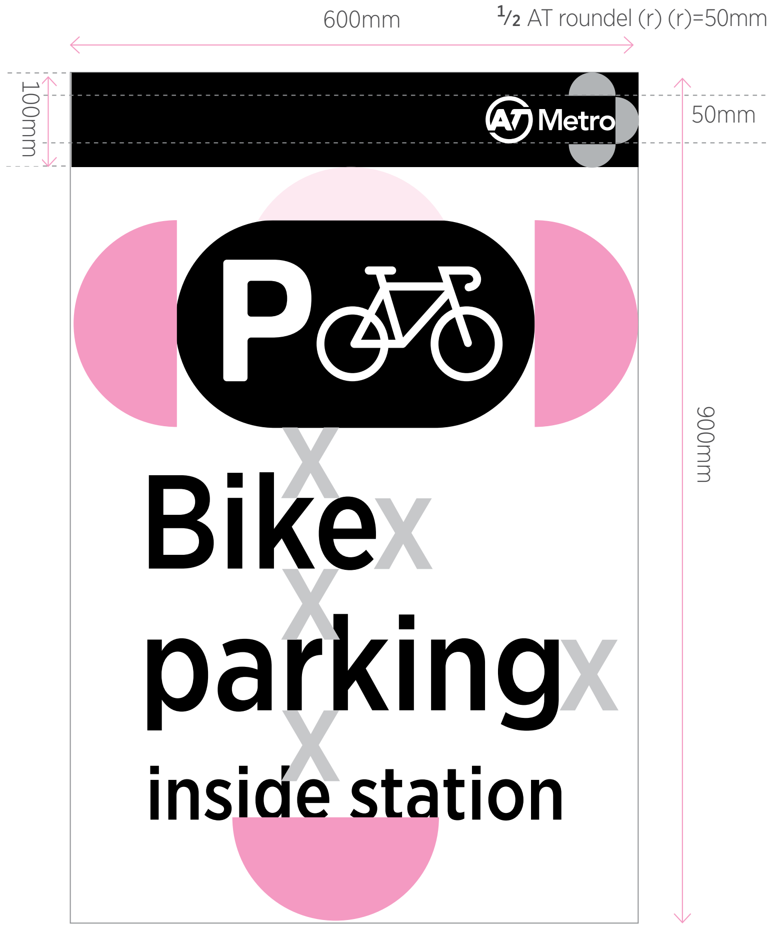
Cycle park icon:
A 220mm height

AT logo:
B 137mm width

Heading:
C 400pt Gotham Narrow medium

Sub text:
D 225pt Gotham Narrow medium


Metro
B
A
P
C
Bike
parking
D
inside station


600mm
½ AT roundel (r) (r)=50mm
100mm
50mm
900mm
Metro
P
Bike
parking
inside station
x
x
x

● (r) ◐ ½(r) ● (i) ◐ ½(i) ◐ ⅓(i) ◐ ¼(i)

Bike Park
Lock your bike securely

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 67mm width

Byline:
H 28/32pt Gotham Narrow medium

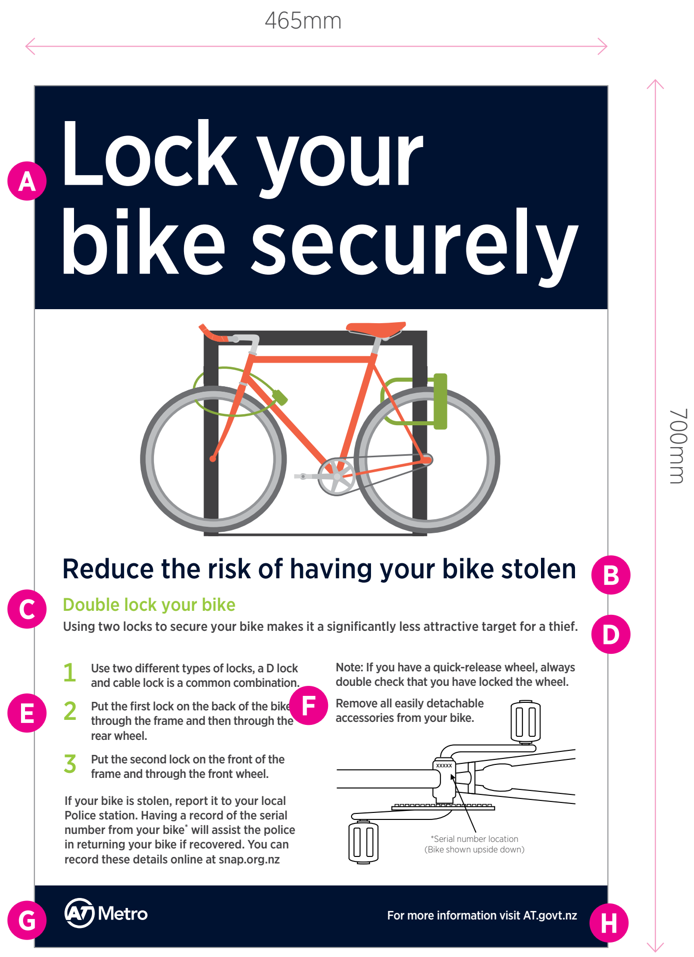
Lock your bike – behavioural

PTb360

This sign is used in conjunction with the Bike Park ID sign, it provides information on keeping your bike safe.

There are 2 versions available for use depending on available space, when space is limited this sign can be done as A3, 297mm x 420mm.

AT's Design Studio will provide these designs.


465mm
700mm
A
B
C
D
E
F
G
H
xxxxx
Metro

Lock your bike securely

Reduce the risk of having your bike stolen

Double lock your bike

Using two locks to secure your bike makes it a significantly less attractive target for a thief.

1 Use two different types of locks, a D lock and cable lock is a common combination.

2 Put the first lock on the back of the bike through the frame and then through the rear wheel.

3 Put the second lock on the front of the frame and through the front wheel.

If your bike is stolen, report it to your local Police station. Having a record of the serial number from your bike* will assist the police in returning your bike if recovered. You can record these details online at snap.org.nz

Note: If you have a quick-release wheel, always double check that you have locked the wheel.

Remove all easily detachable accessories from your bike.

*Serial number location
(Bike shown upside down)

For more information visit AT.govt.nz

Heading:
A 98pt Gotham Narrow medium

Sub heading:
B 80pt Gotham Narrow medium

Before you board:
C 55pt Gotham Narrow medium

Sub text:
D 30pt Gotham Narrow medium

Icons:
E 70mm diameter

Icon description:
F 29pt Gotham Narrow medium

Dividing line:
G 3pt rule

CCTV/Emergency text:
H 42pt Gotham Narrow medium

CCTV/Emergency icons:
I 57.5mm depth

There are two sizes available for the Welcome station rules:

1. For application on windows, doors or walls: 300mm width

Bus:	**PTb010**
Train:	**PTb020**
Ferry:	**PTb030**

2. For application on sides of the information stands: 180mm width

Bus:	**PTb011**
Train:	**PTb021**
Ferry:	**PTb031**

Station rules – behavioural

PTb010 - PTb031

The station rules sign welcomes the passenger to the station and shows the expected behaviour.

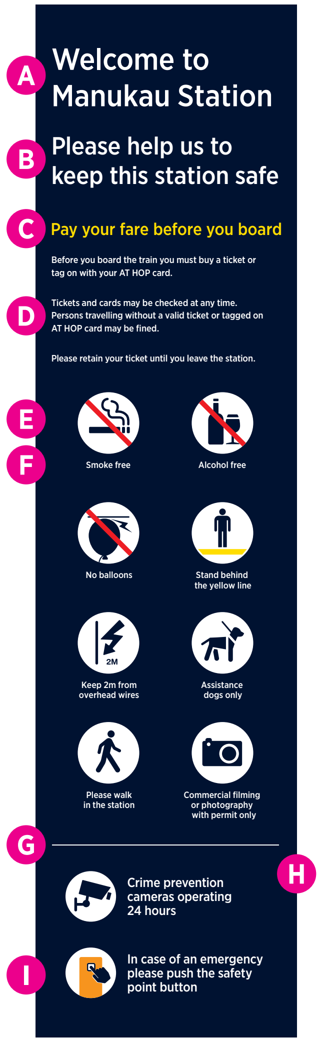
Where 'do not' messages are required, these are to be kept to the absolute minimum. Research suggests that this approach is more effective and makes customers feel safer than using signs with lots of negative messages.

These are usually done as vinyl decals on to glass entrance doors, but can also be installed as panels on to walls near the entrance, and placed onto the sides of information stands.

The design for these will be created by AT's Design Studio.

Any changes to the content of these signs (apart from the name of the site) must be agreed by the signage team and AT Metro Group Manager Marketing and Engagement.

1.



Welcome to
Manukau Station

Please help us to
keep this station safe

Pay your fare before you board

Before you board the train you must buy a ticket or
tag on with your AT HOP card.

Tickets and cards may be checked at any time.
Persons travelling without a valid ticket or tagged on
AT HOP card may be fined.

Please retain your ticket until you leave the station.

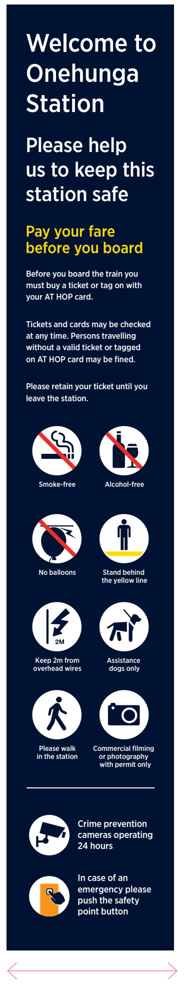
Smoke free
Alcohol free
No balloons
Stand behind the yellow line
Keep 2m from overhead wires
Assistance dogs only
Please walk in the station
Commercial filming or photography with permit only

Crime prevention
cameras operating
24 hours

In case of an emergency
please push the safety
point button

300mm on doors/walls

2.



Welcome to
Onehunga
Station

Please help
us to keep this
station safe

Pay your fare
before you board

Before you board the train you
must buy a ticket or tag on with
your AT HOP card.

Tickets and cards may be checked
at any time. Persons travelling
without a valid ticket or tagged
on AT HOP card may be fined.

Please retain your ticket until you
leave the station.

Smoke-free
Alcohol-free
No balloons
Stand behind the yellow line
Keep 2m from overhead wires
Assistance dogs only
Please walk in the station
Commercial filming or photography with permit only

Crime prevention
cameras operating
24 hours

In case of an
emergency please
push the safety
point button

180mm on information stands

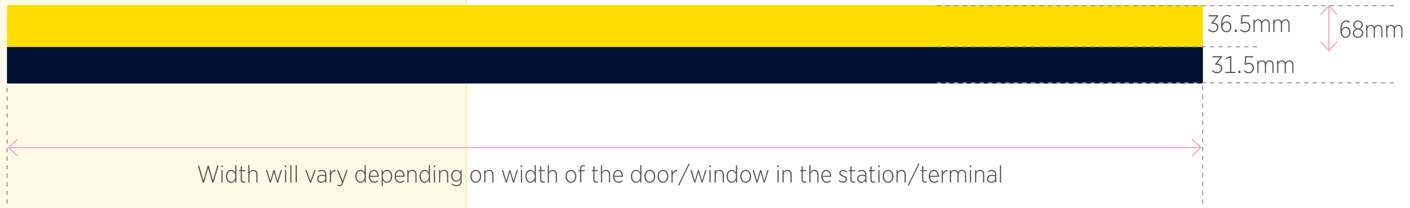
Depth varies depending on the information required on the sign.
Mamimum depth to be 1200mm.

Yellow/blue visibility strips (windows/doors) – behavioural

PTb260

These hi-viz strips are a safety measure to help people with low vision to see where glass panels and doors are, helping prevent accidents and are applied as vinyl decals on to the glass at stations.

On glass windows/doors in stations:


36.5mm
31.5mm
68mm
Width will vary depending on width of the door/window in the station/terminal

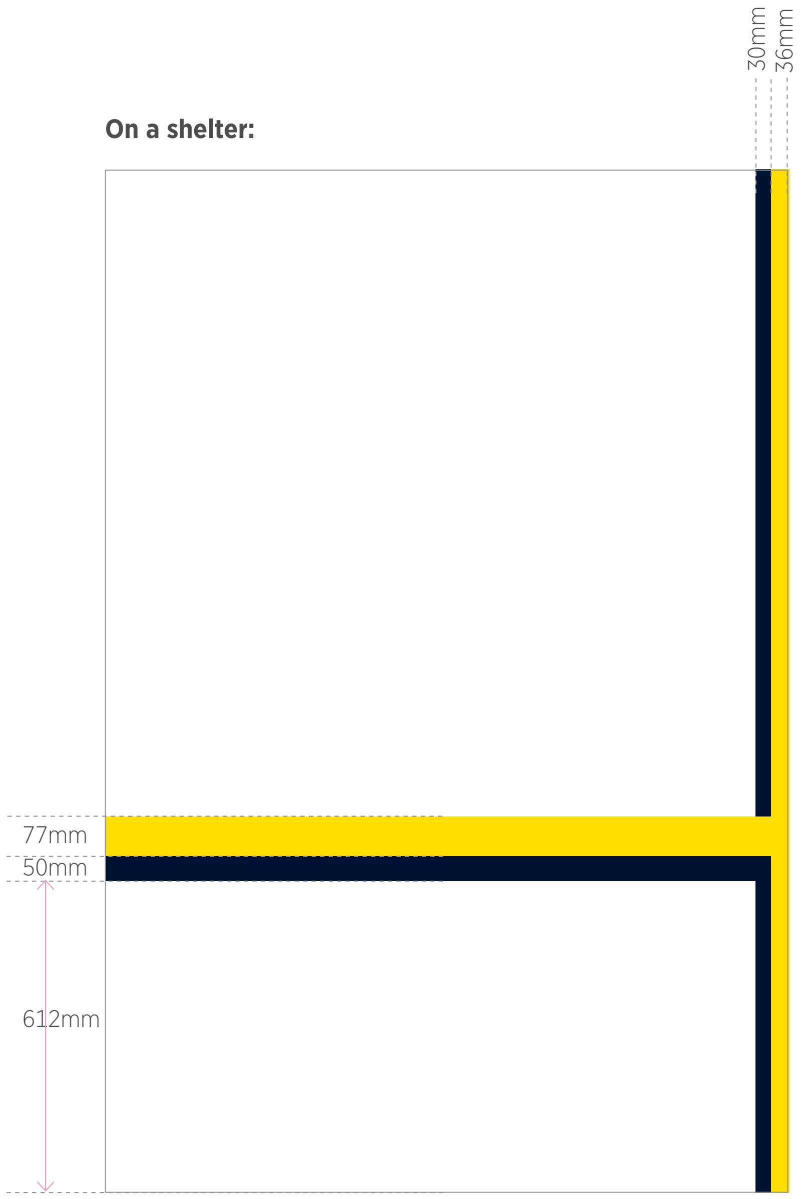
Yellow/blue visibility strips (shelters) – behavioural

PTb270

These hi-viz strips are a safety measure to help people with low vision to see where glass panels are, helping prevent accidents. The strips are required on the centre and edges of glass panels, however they are not needed where there is a frame or bar that provides this visual cue.

These are are used in conjunction with the shelter warning strips and shelter vinyls.

On a shelter:


30mm
36mm
77mm
50mm
612mm

AT Metro logo:

A 192mm width

Behavioural icons:

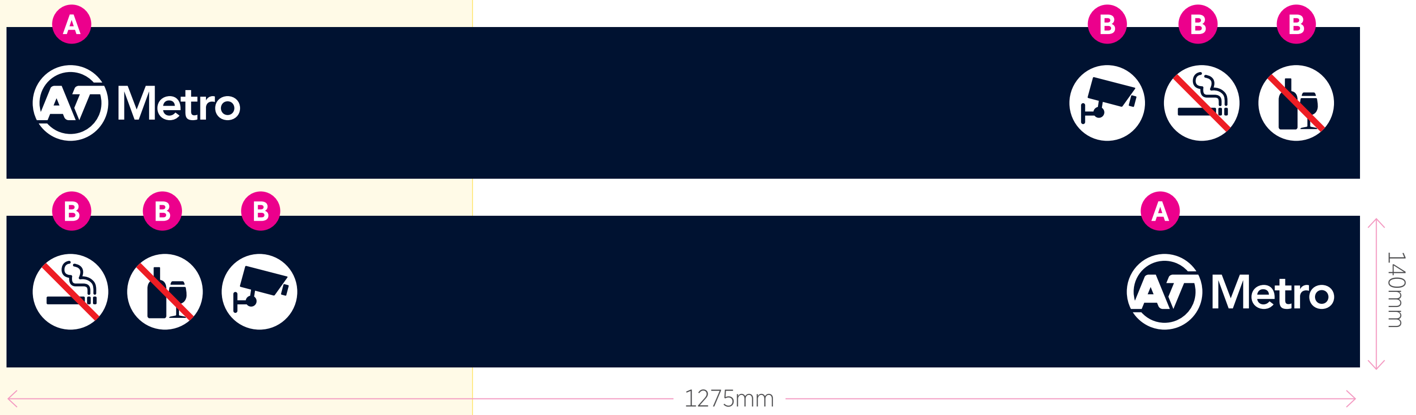
B 70mm diameter

Shelter warning strips – behavioural

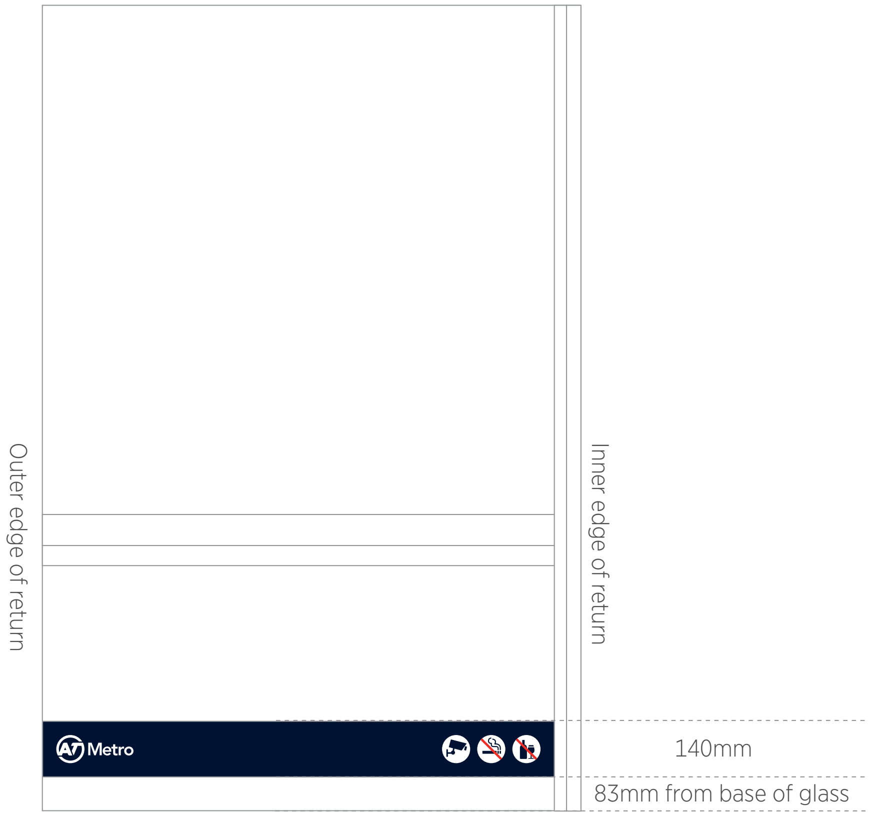
PTb250 - PTb251

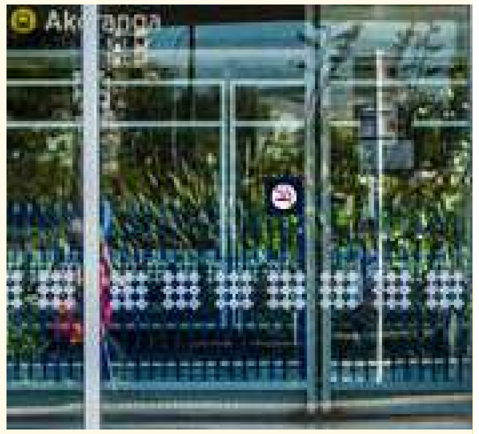
The shelter warning strips appear on the returns of the shelters and also shows the expected behaviour. The AT Metro logo always sits to the outer edge of the return, the behavioural logos to the inner edge.

These are done as vinyl decals on to the glass returns, along with the yellow and blue visitility strips and shelter vinyls.


A
AT Metro
B
B
B
B
B
B
A
AT Metro
140mm
1275mm

Width can vary depending on the size of the shelter.


Outer edge of return
Inner edge of return
AT Metro
140mm
83mm from base of glass



100mm x 100mm:

Smoke free icon:

A 67mm diameter

A5:

Smoke free icon:

B 99mm diameter

Smoke free heading:

C 75pt Gotham Narrow medium

AT Metro logo:

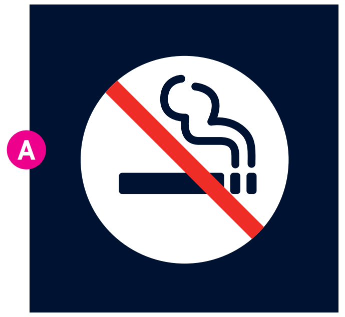
D 36mm wide

Smoke free – behavioural

PTb040 - PTb050

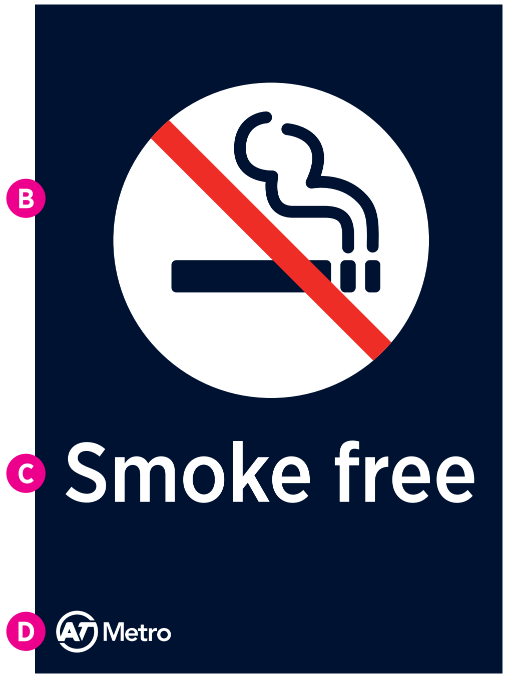
Smoke free signs should be visible within all sites, including outside areas. While care should be taken to install these in every area that the public uses, they should not be placed in such a way that they visually dominate the space. For instance, do not place these in the centre of windows or doors, use only the minimum number needed and do not increase the size of the signs.

PTb040

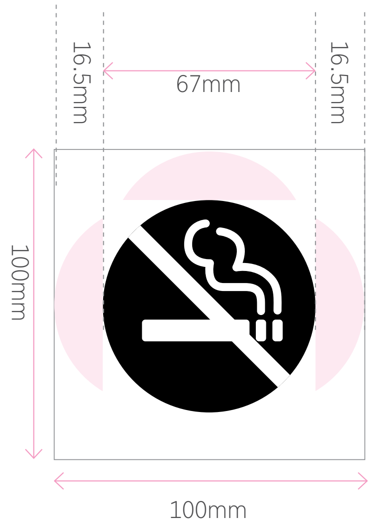


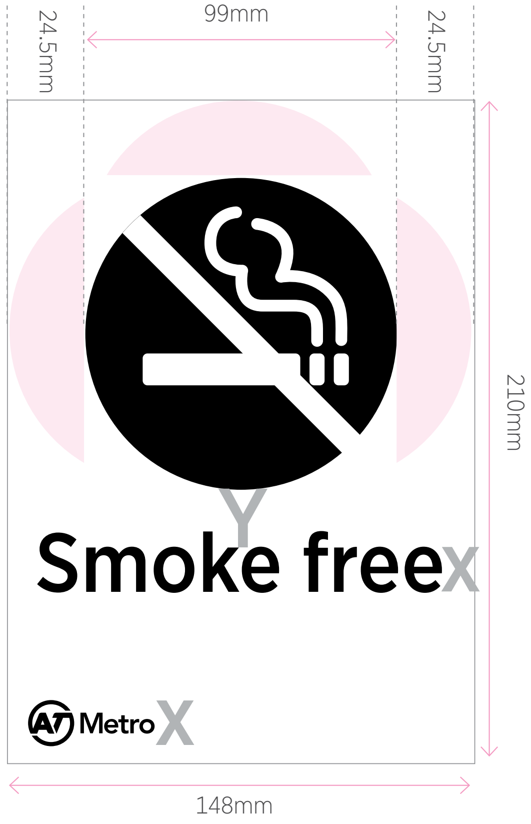
100mm x 100mm

PTb050


B
C
Smoke free
D
AT Metro

A5


16.5mm
67mm
16.5mm
100mm
100mm


24.5mm
99mm
24.5mm
210mm
Y
Smoke free
X
AT Metro
X
148mm

● (i) 1/4(i) 1/2 AT roundel

Tickets
Please walk your bike

Icon:

A 300mm diameter

Heading:

B 280pt Gotham Narrow medium

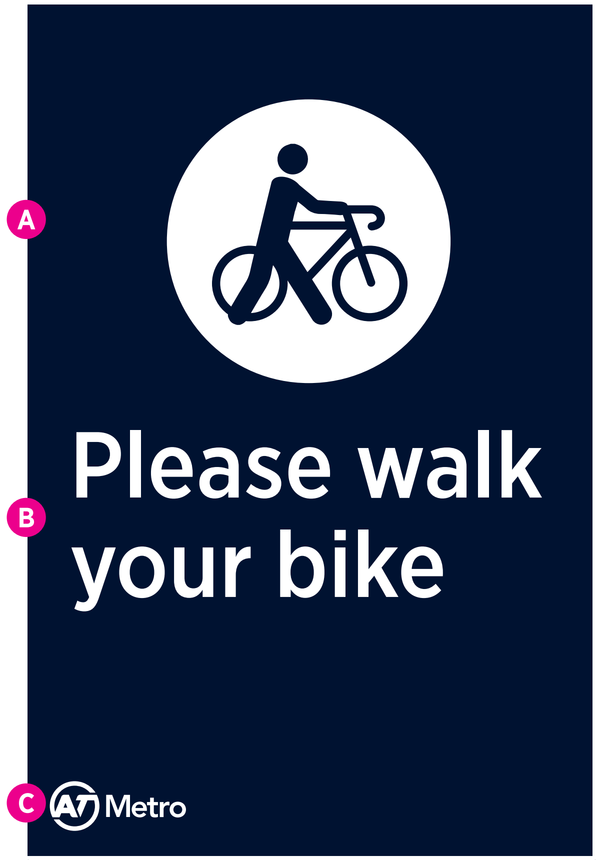
AT Metro logo:

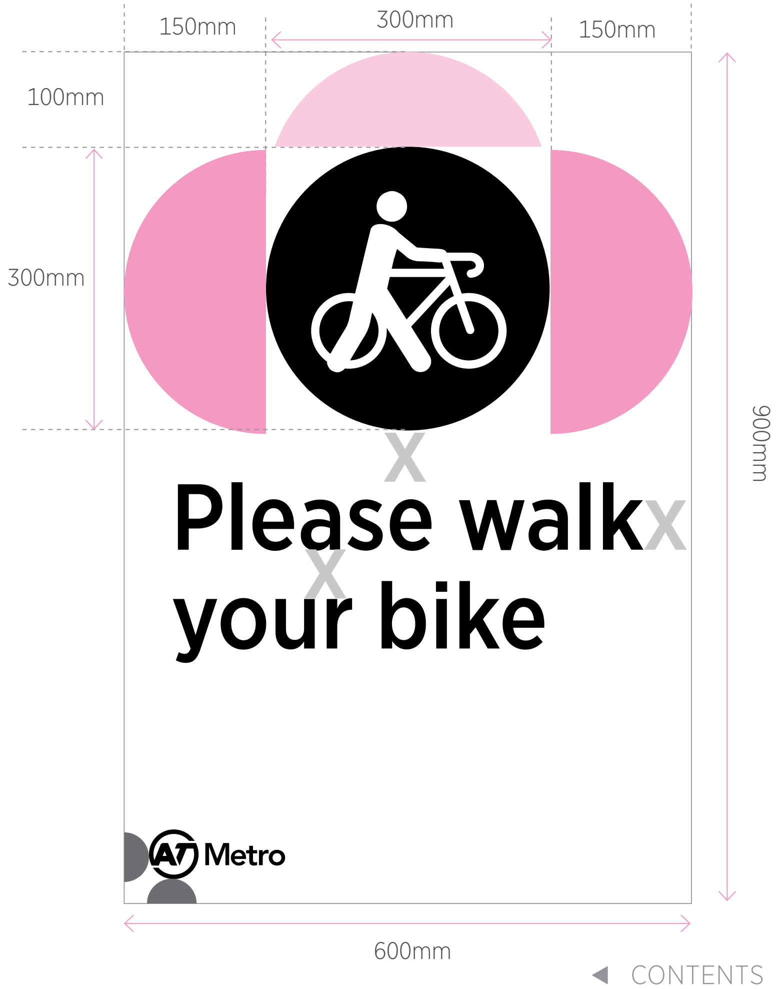
C 144mm wide

● (i) 1/2(i) 1/3(i) 1/2 AT roundel

Please walk your bike – behavioural

PTb060


A
Please walk your bike
B
C
AT Metro


150mm
300mm
150mm
100mm
300mm
900mm
X
Please walk
X
X
your bike
AT Metro
600mm

CCTV Icon:
Ⓐ 200mm diameter

CCTV heading:
Ⓑ 266pt Gotham Narrow medium

Sub heading:
Ⓒ 80pt Gotham Narrow medium

Damage heading:
Ⓓ 198pt Gotham Narrow medium

Sub text:
Ⓔ 96pt Gotham Narrow medium

Phone text:
Ⓕ 76pt Gotham Narrow medium

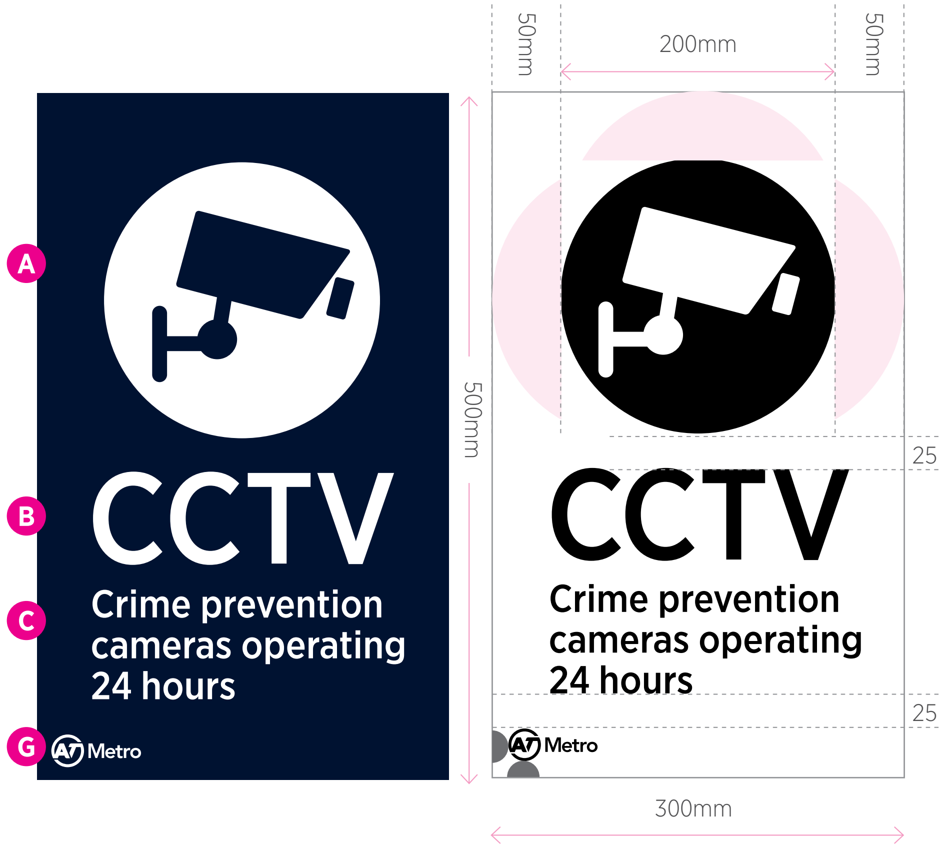
AT Metro logo:
Ⓖ 65mm wide

● (i) 1/4(i) 1/2 AT roundel

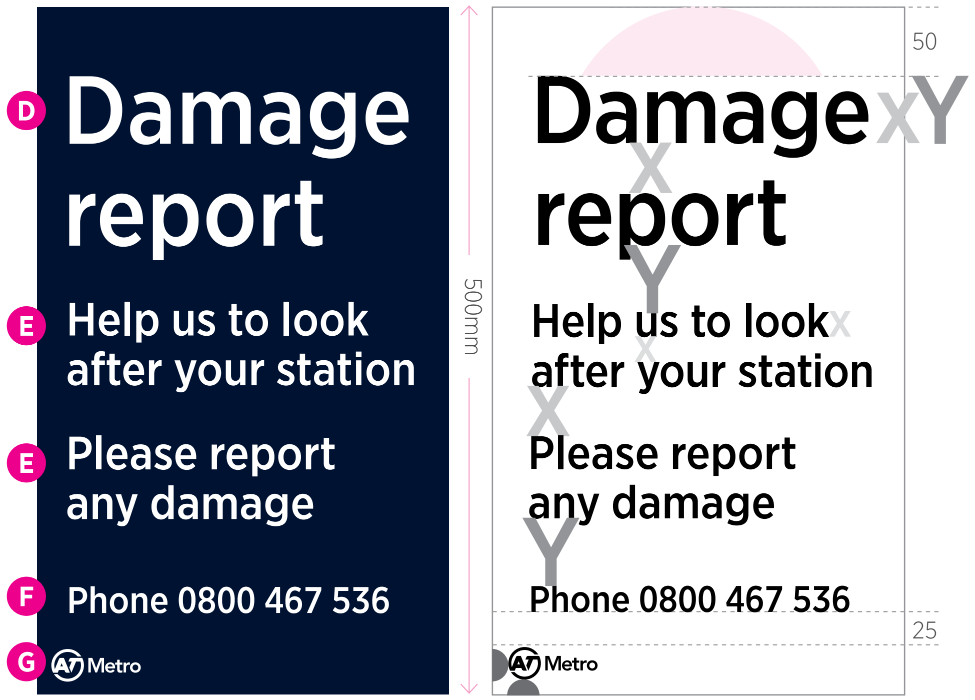
CCTV/Damage report – behavioural

PTb070

These signs are installed on platforms with the CCTV sign on one side and the damage report sign on the other. There should be at least two of these double-sided signs on each platform.


A
B
C
G
CCTV
Crime prevention cameras operating 24 hours
AT Metro
50mm
200mm
50mm
500mm
25
25
300mm

Back:


D
E
E
F
G
Damage report
Help us to look after your station
Please report any damage
Phone 0800 467 536
AT Metro
500mm
50
25
x
Y

CCTV
Crime prevention cameras operating 24 hours

CCTV icon:
Ⓐ 178mm diameter

CCTV heading:
Ⓑ 260pt Gotham Narrow medium

Sub text:
Ⓒ 75pt Gotham Narrow medium

Phone text:
Ⓕ 45pt Gotham Narrow medium

AT Metro logo:
Ⓖ 65mm wide

CCTV icon:
Ⓐ 92mm diameter

CCTV heading:
Ⓑ 295pt Gotham Narrow medium

Sub text:
Ⓒ 90pt Gotham Narrow medium

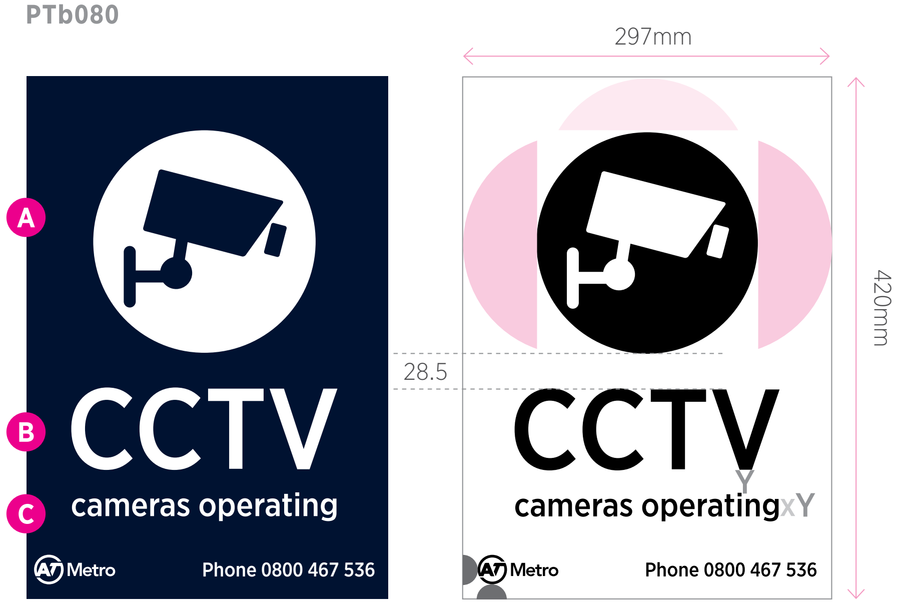
Phone text:
Ⓓ 45pt Gotham Narrow medium

AT Metro logo:
Ⓔ 65mm wide

● (i) 1/2(i) 1/3(i) 1/2 AT roundel

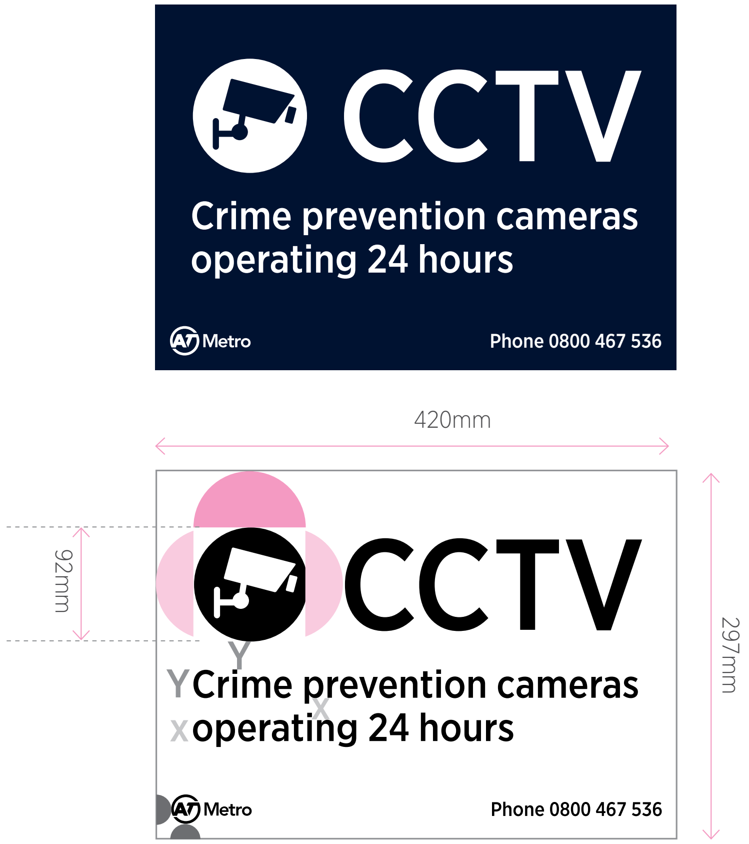
CCTV (A3 portrait) – behavioural

PTb080


A
B
C
CCTV
cameras operating
AT Metro
Phone 0800 467 536
297mm
420mm
28.5
Y
xY

CCTV (A3 plandscape) – behavioural

PTb090

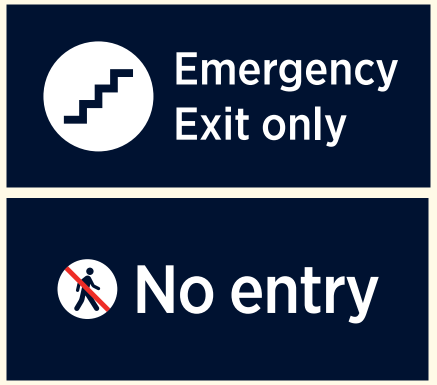

CCTV
Crime prevention cameras operating 24 hours
AT Metro
Phone 0800 467 536
420mm
92mm
297mm
Y
x

Emergency
Exit only

Icon:
A 135mm diameter

Heading:
B 161pt Gotham Narrow medium

PTb101


Emergency
Exit only
No entry

Icon:
A 74mm diameter

Heading:
B 238pt Gotham Narrow medium

● (i) ◐ ½(i) ◖ ⅓(i)

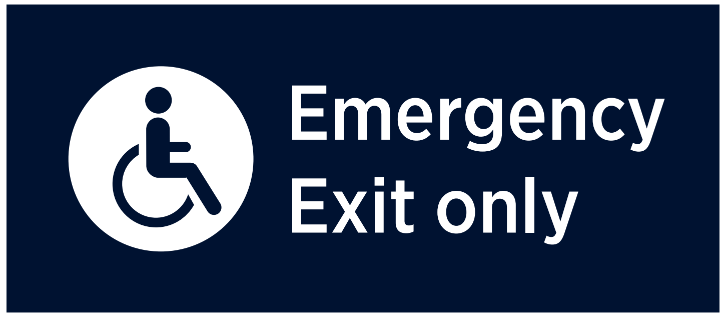
Emergency exit only

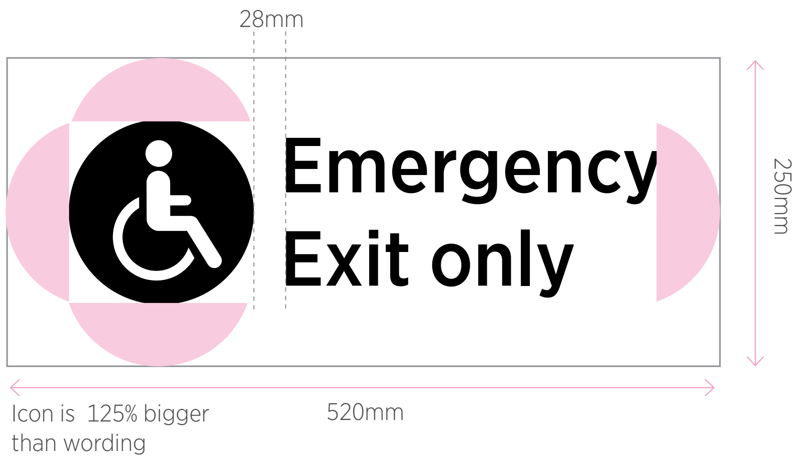
PTb100 - PTb101

These signs are installed on doors that are for emergency exits only. They are often backed up with the No entry sign which will be the same size and all information will be centred vertically and horizontally within the sign.

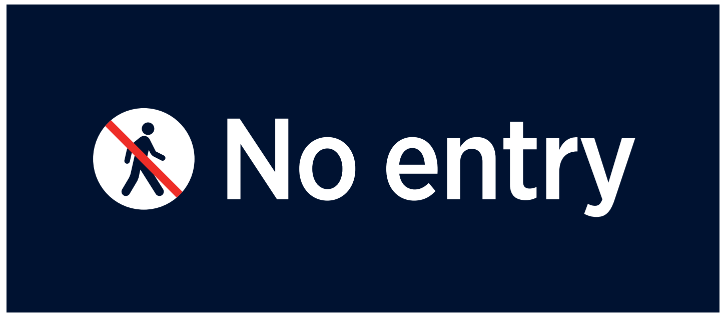
It must be made clear if the exit is accessible or not by use of the correct icons.

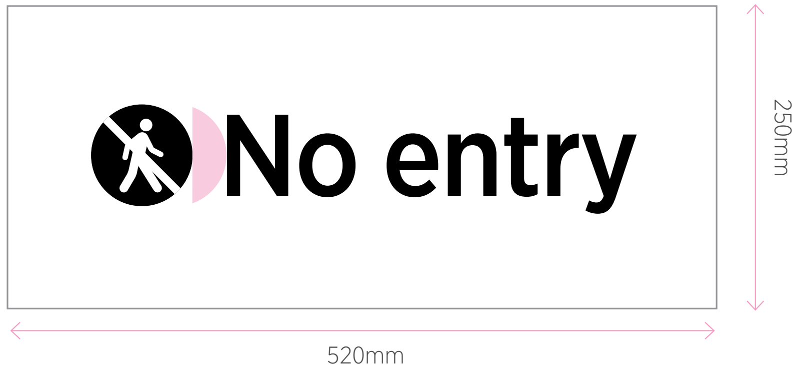
PTb100


Emergency
Exit only


28mm
Emergency
Exit only
250mm
520mm

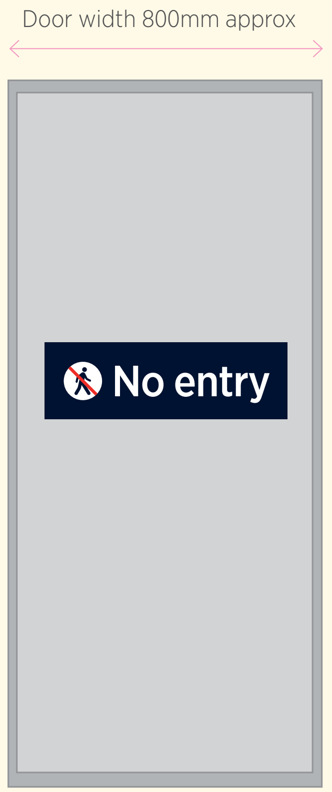
Icon is 125% bigger than wording




No entry
250mm
520mm

icon:
A 124mm diameter

Heading:
B 400pt Gotham Narrow medium


Door width 800mm approx
No entry

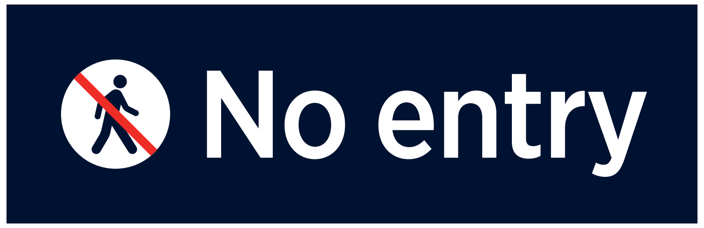
When on a single door the size of the sign will be reduced to 550mm wide and the point size to 280pt.

● (i) ◐ ½(i) ◖ ⅓(i)

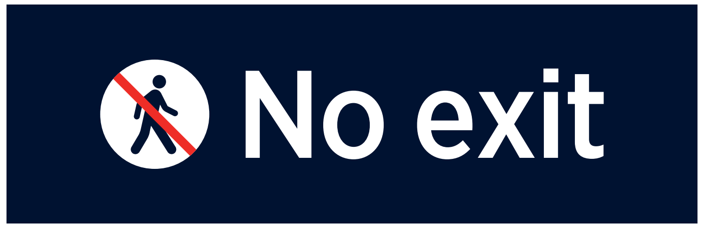
No entry - No exit – behavioural

PTb110 - PTb120

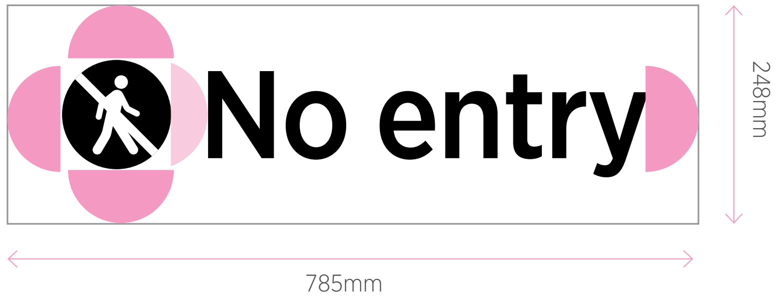
These signs can be installed on or above escalators, on glass doors of stations or above piers when a clear message of No entry or No exit is required.

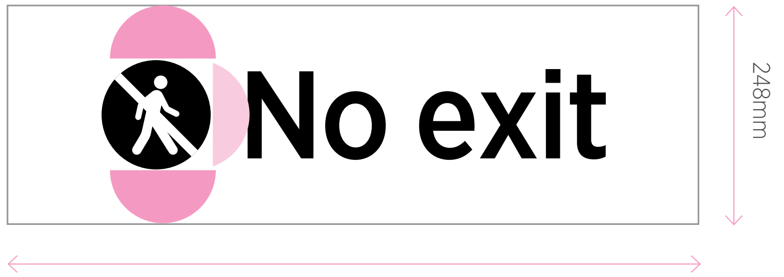


PTb110



PTb120


No entry
248mm
785mm


No exit
248mm

When No entry and No exit signs appear together in a station, they must be the same size so the wording and Icon on the No exit sign are centred horizontally within the available space.

Do not cross
busway
Use the overbridge

Do not cross – behavioural

PTb160

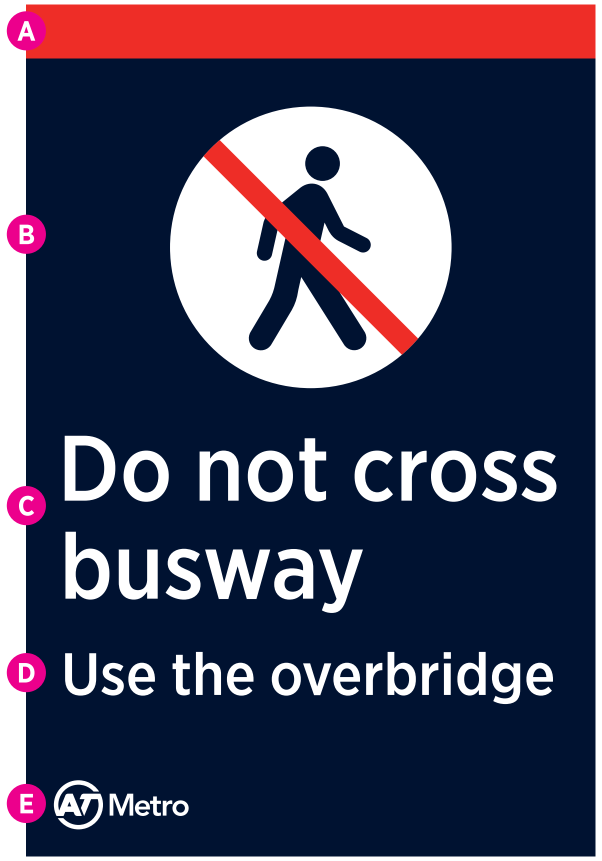
Red flash:
A 52mm deep

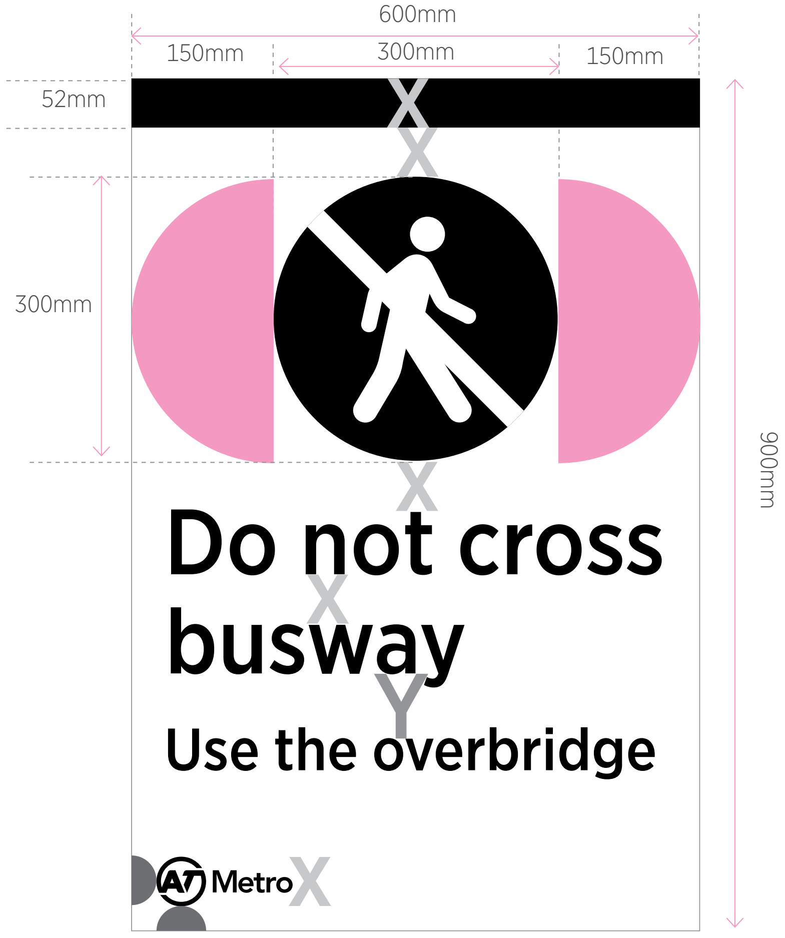
Icon:
B 300mm diameter

Heading:
C 280pt Gotham Narrow medium

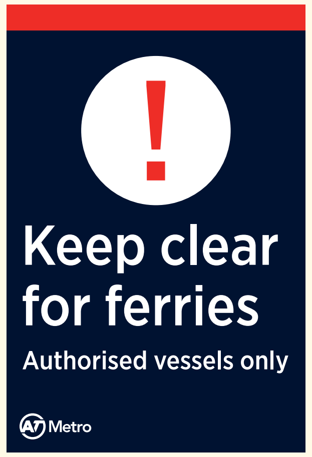
Sub heading:
D 180pt Gotham Narrow medium

AT Metro logo:
E 144mm wide


A
B
C
Do not cross
busway
D
Use the overbridge
E
AT Metro


600mm
150mm
300mm
150mm
52mm
300mm
900mm
X
X
X
X
Y
Do not cross
busway
Use the overbridge
AT Metro
X

PTb150


!
Keep clear
for ferries
Authorised vessels only
AT Metro

● (i) ◖ 1/2(i) ◓ 1/2 AT roundel

Caution – behavioural

PTb170

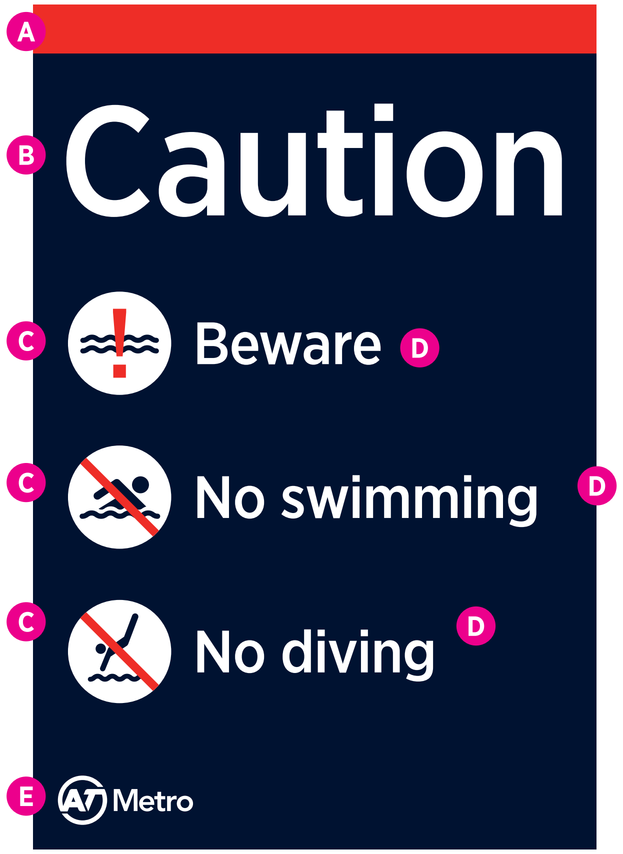
Red flash:
A 52mm deep

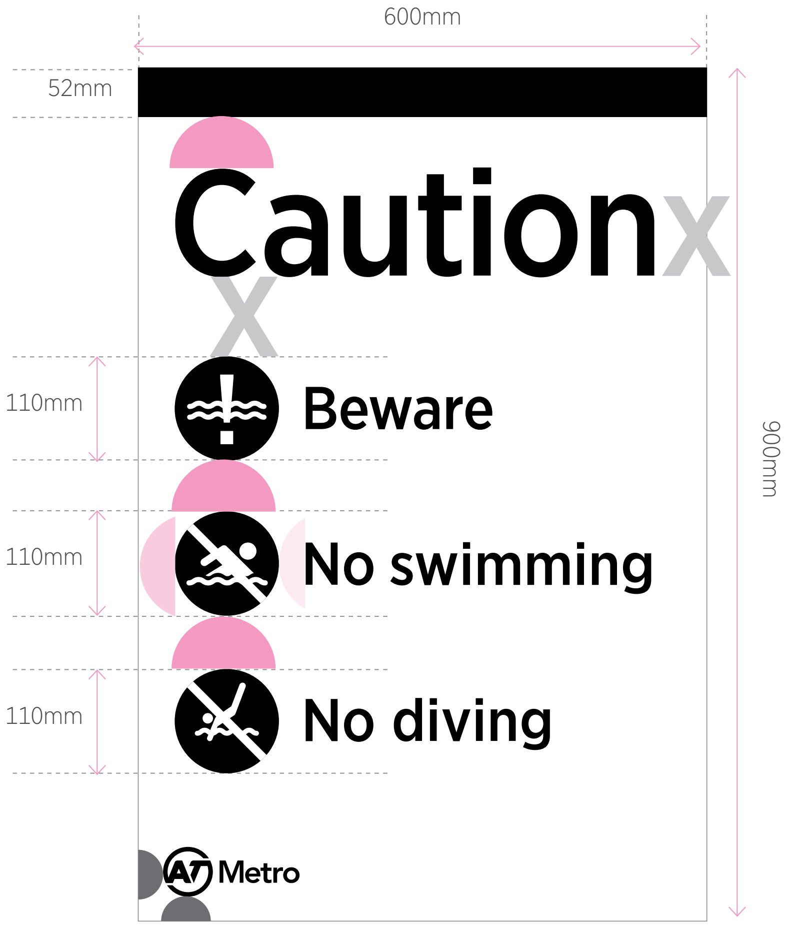
Heading:
B 470pt Gotham Narrow medium

Icons:
C 110mm diameter

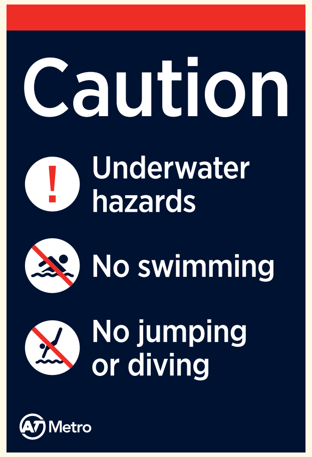
Text:
D 180pt Gotham Narrow medium

AT Metro logo:
E 144mm wide


A
B
Caution
C
Beware
D
C
No swimming
D
C
No diving
D
E
AT Metro


600mm
52mm
Caution
X
X
110mm
Beware
110mm
No swimming
110mm
No diving
900mm
AT Metro

PTb180


Caution
Underwater
hazards
No swimming
No jumping
or diving
AT Metro

● (i) ◖ 1/3(i) ◖ 1/4(i) ◓ 1/2 AT roundel

No access
beyond this point

No access – behavioural

PTb210

Red flash:

Ⓐ 52mm deep

Icon:

Ⓑ 218mm diameter

Heading:

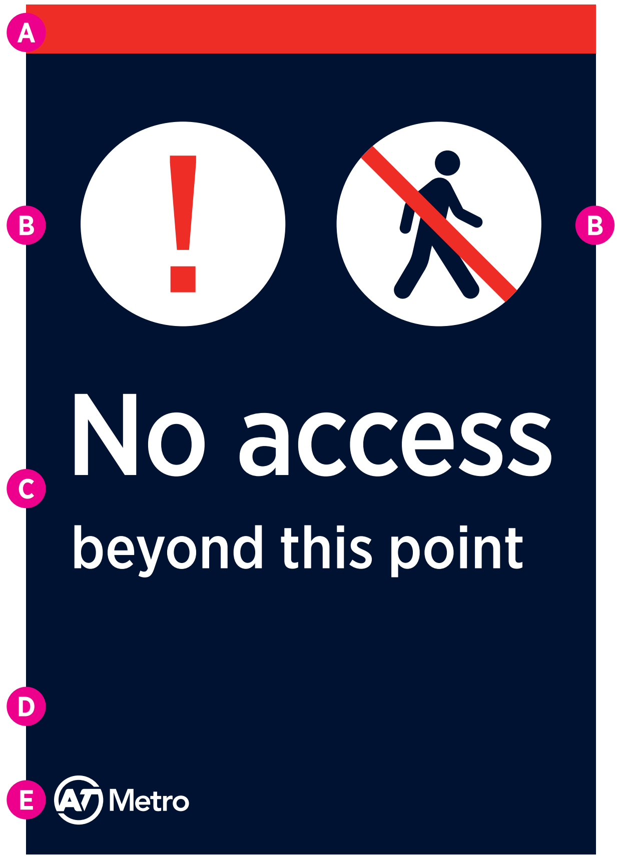
Ⓒ 350pt Gotham Narrow medium

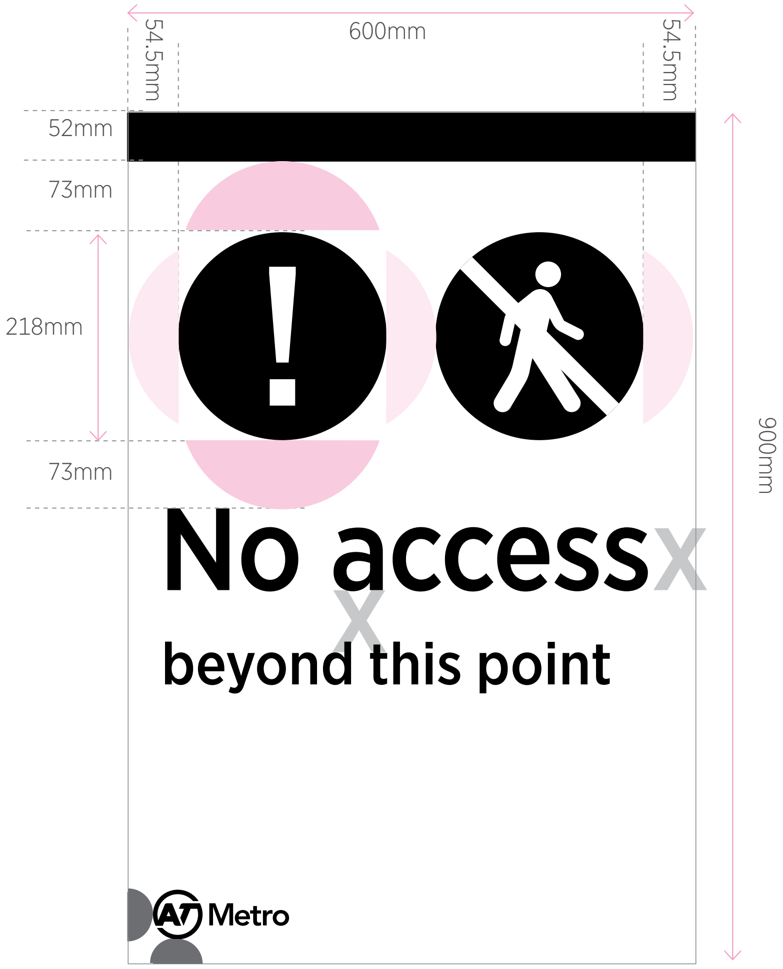
Sub heading:

Ⓓ 180pt Gotham Narrow medium

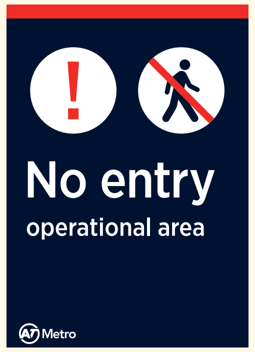
AT Metro logo:

Ⓔ 144mm wide

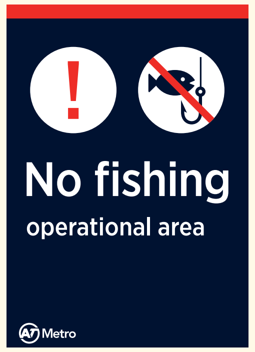

A
B
B
C
No access
beyond this point
D
E
Metro


54.5mm
600mm
54.5mm
52mm
73mm
218mm
73mm
900mm
No access
beyond this point
Metro

PTb190


No entry
operational area
Metro

PTb200


No fishing
operational area
Metro

● (i) 1/3(i) 1/4(i) 1/2 AT roundel

Authorised
personnel
only
beyond this point

Authorised personnel only – behavioural

PTb220

Red flash:

Ⓐ 52mm deep

Icon:

Ⓑ 218mm diameter

Heading:

Ⓒ 280pt Gotham Narrow medium

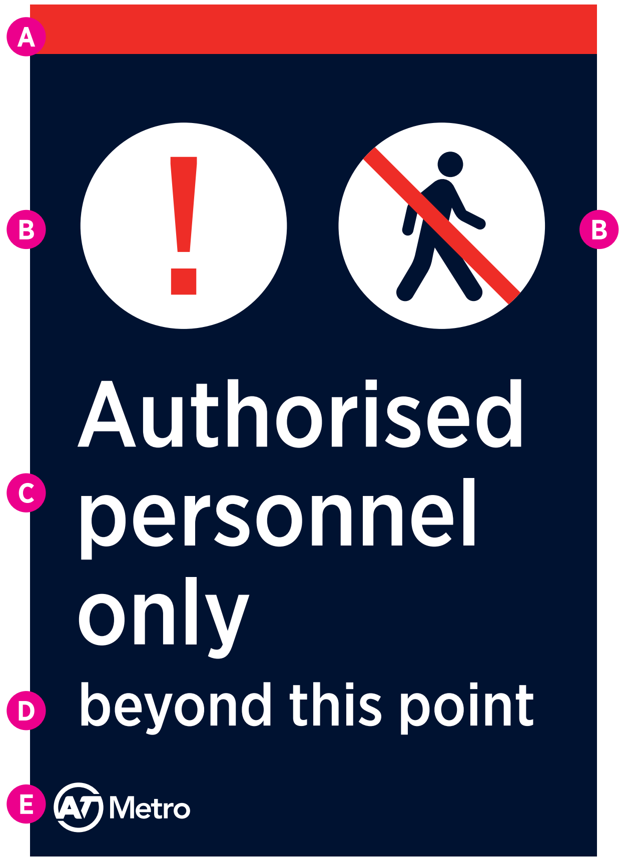
Sub heading:

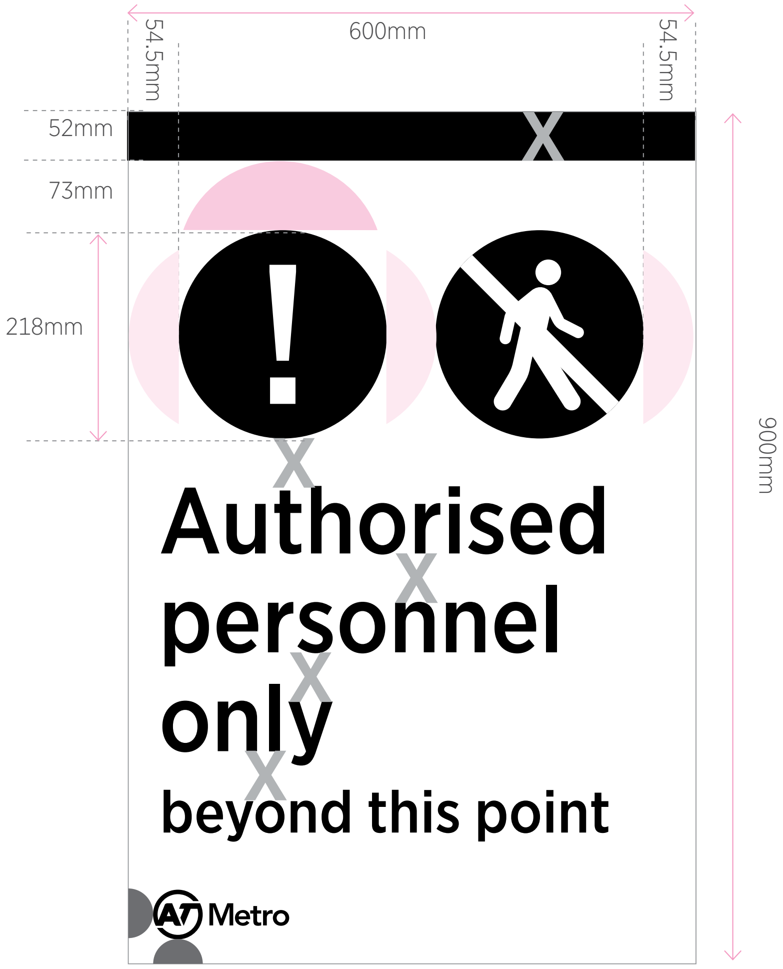
Ⓓ 180pt Gotham Narrow medium

AT Metro logo:

Ⓔ 144mm wide

● (i) 1/3(i) 1/4(i) 1/2 AT roundel


A
B
B
C
Authorised
personnel
only
D
beyond this point
E
Metro


54.5mm
600mm
54.5mm
52mm
73mm
218mm
900mm
Authorised
personnel
only
beyond this point
Metro

Information
Timetable Changes

Double information sign:

AT roundel:

Ⓐ 62mm diameter

Metro:

Ⓑ 27.7mm on height of M

Information icon:

Ⓒ 124mm diameter

Information:

Ⓓ 400pt Gotham Narrow medium

Single information sign:

AT roundel:

Ⓔ 37mm diameter

Metro:

Ⓕ 16.5mm on height of M

Information icon:

Ⓖ 74mm diameter

Information:

Ⓗ 240pt Gotham Narrow medium

● (i) ◖ 1/2(i) ◖ 1/3(i) ◓ 1/2 AT roundel

Information (double) – information

PTi010

Information (single) – information

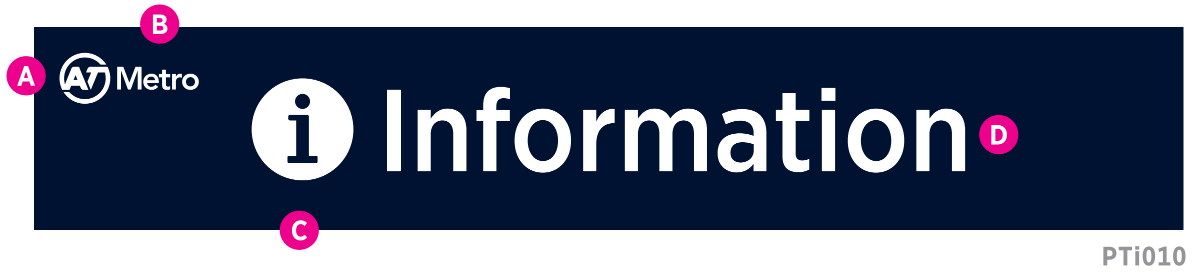
PTi020

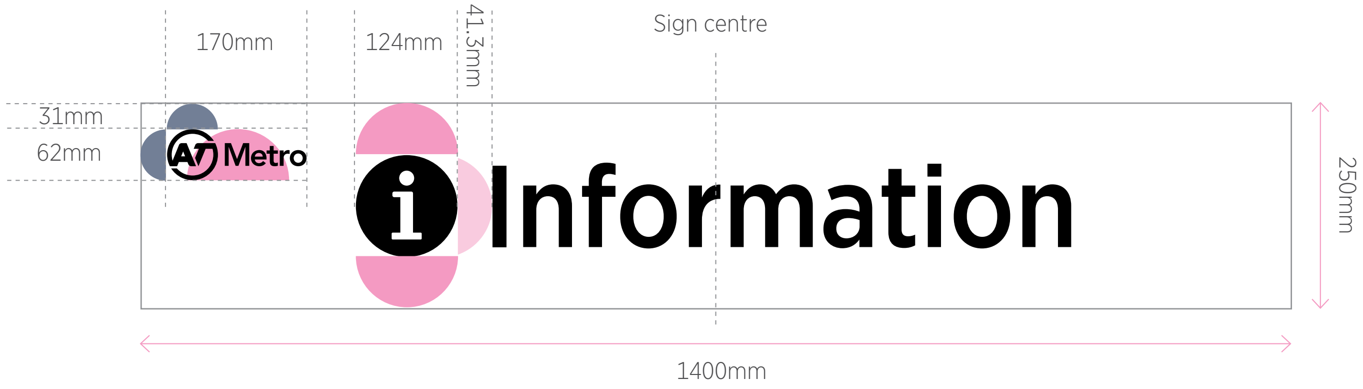
On entering a station, customers need a range of pre-travel information that is accessible and logically laid out. Information units provide space in A1 frames for this customer information. AT Metro has determined the number of A1 frames required for different types of stations, bus stations and ferry terminals. Please contact the AT Metro Customer Information team to ensure you plan for the correct number of information units.

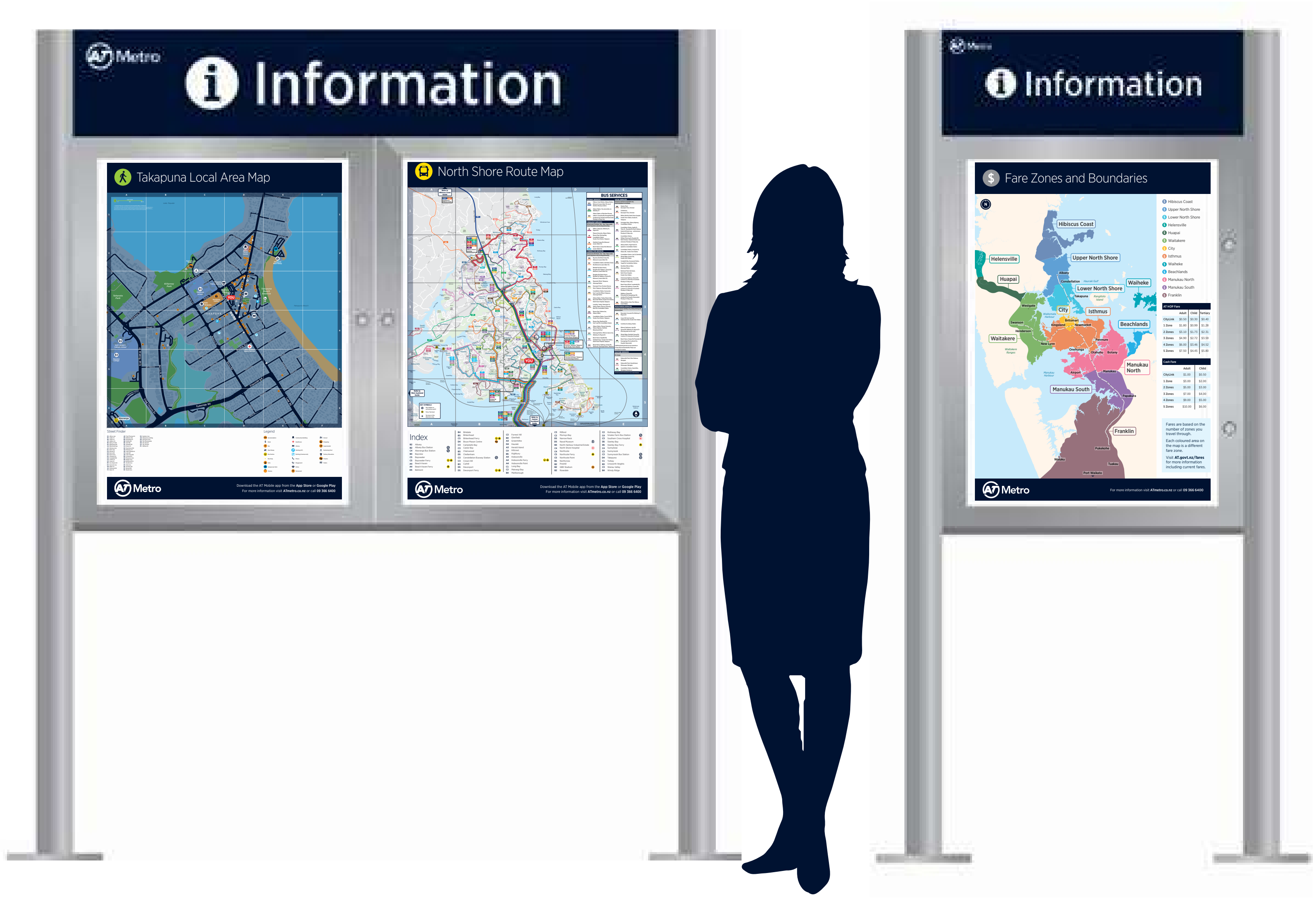
Information units should be clearly visible on entry to the ticket hall, and must be positioned so as not to obscure primary directional signage.

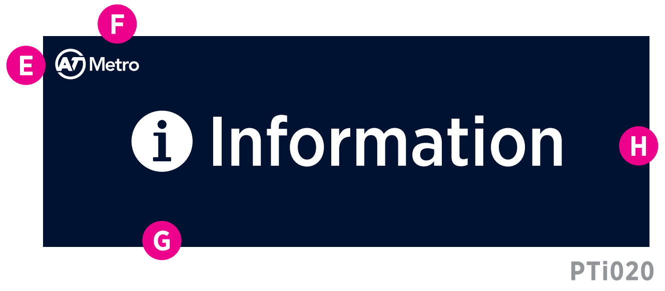
All double information signs should use viewing distance size M 400pt, which gives a viewing distance of 30m.

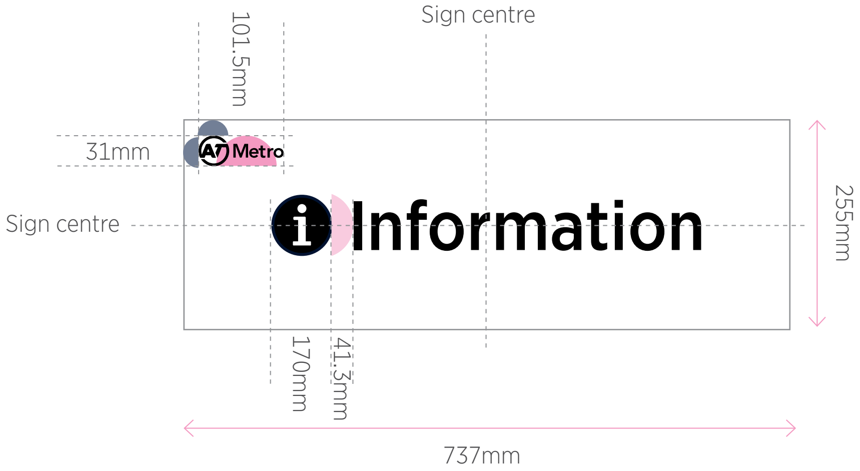
All single information signs should use viewing distance size S 240pt, which gives a viewing distance of 18m.


A
B
C
D
AT Metro
Information
PTi010


170mm
124mm
41.3mm
Sign centre
31mm
62mm
AT Metro
Information
250mm
1400mm


AT Metro
Information
Takapuna Local Area Map
North Shore Route Map
Fare Zones and Boundaries
Metro


E
F
G
H
AT Metro
Information
PTi020


Sign centre
101.5mm
31mm
AT Metro
Sign centre
Information
255mm
170mm
41.3mm
737mm

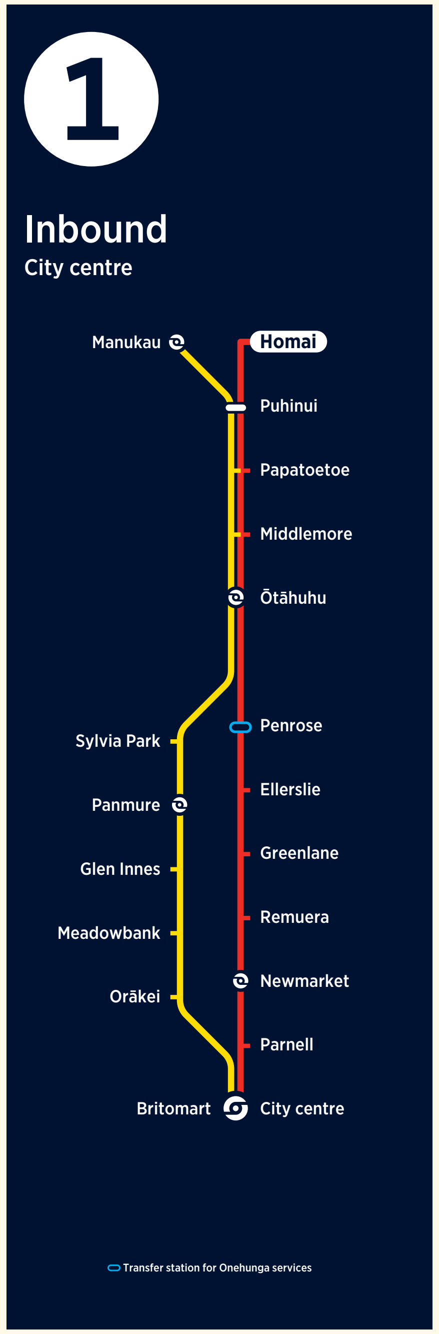
Rail marker route schematic – information

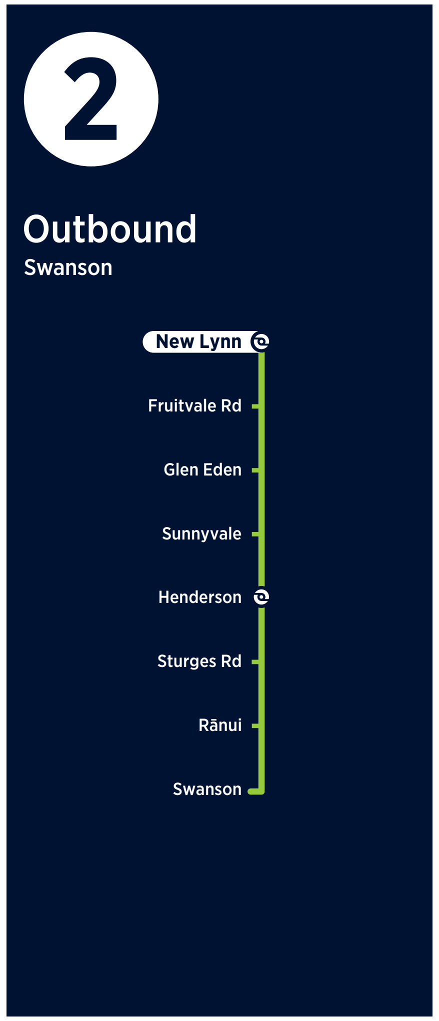
PTi080

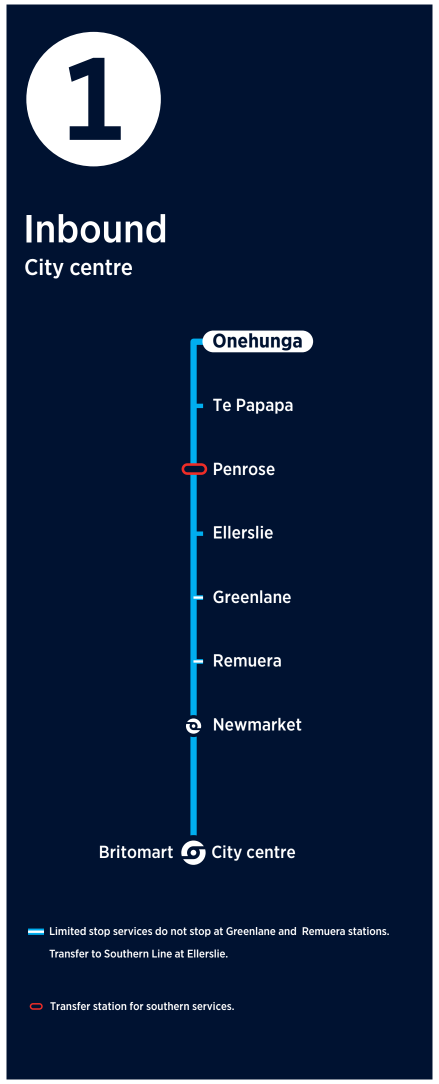
These signs serve both as a location ID for the platform and as customer information on the destinations available from the platform.

The signs form part of the vinyl designs that are installed on the glass panels of the shelters. They are sited on the panels facing the entrance/s to the platform.

AT's Design Studio will provide these designs.


1
Inbound
City centre
Manukau
Homai
Puhinui
Papatoetoe
Middlemore
Ōtāhuhu
Sylvia Park
Penrose
Panmure
Ellerslie
Glen Innes
Greenlane
Meadowbank
Remuera
Orākei
Newmarket
Parnell
Britomart
City centre
Transfer station for Onehunga services


2
Outbound
Swanson
New Lynn
Fruitvale Rd
Glen Eden
Sunnyvale
Henderson
Sturges Rd
Rānui
Swanson

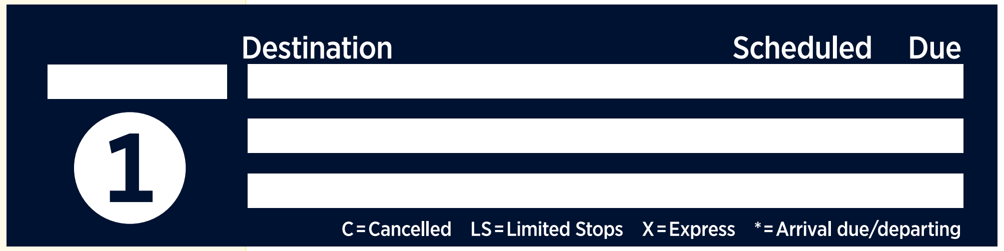

1
Inbound
City centre
Onehunga
Te Papapa
Penrose
Ellerslie
Greenlane
Remuera
Newmarket
Britomart
City centre
Limited stop services do not stop at Greenlane and Remuera stations.
Transfer to Southern Line at Ellerslie.
Transfer station for southern services.

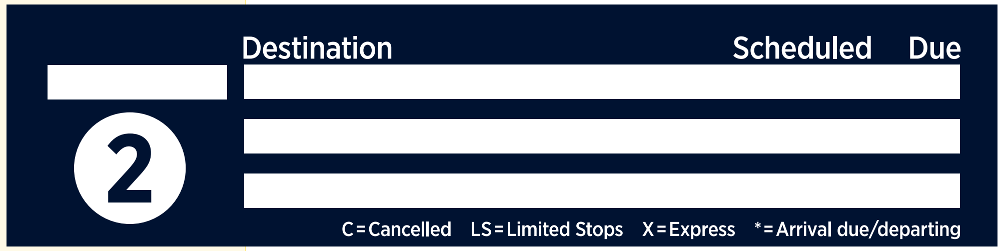
P.I.Ds – information

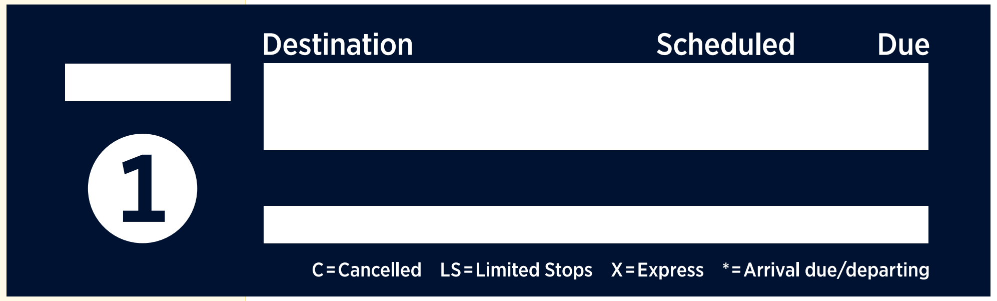
PTi060

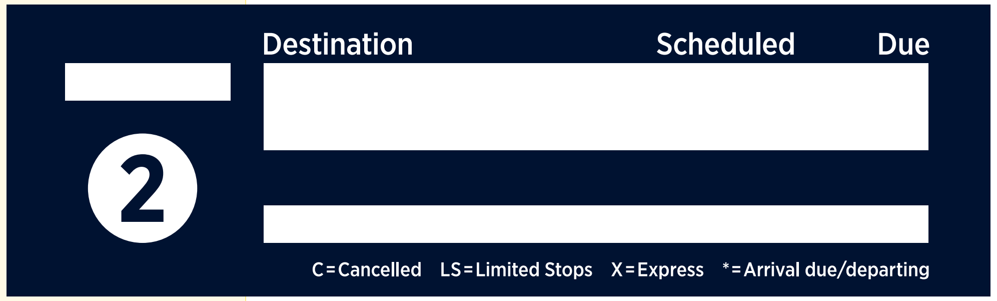
These signs serve both as a location ID for the platform and as customer information on the display.

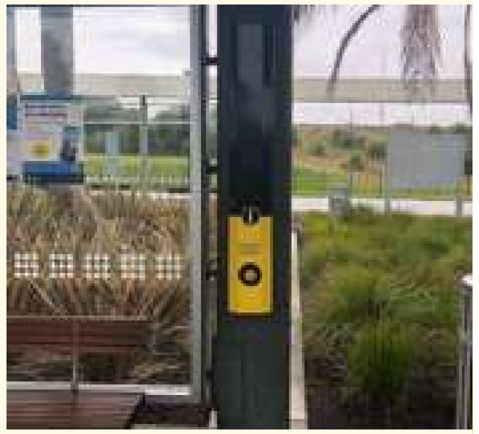
AT's Design Studio will provide these designs.


Destination
Scheduled
Due
1
C=Cancelled
LS=Limited Stops
X=Express
*=Arrival due/departing

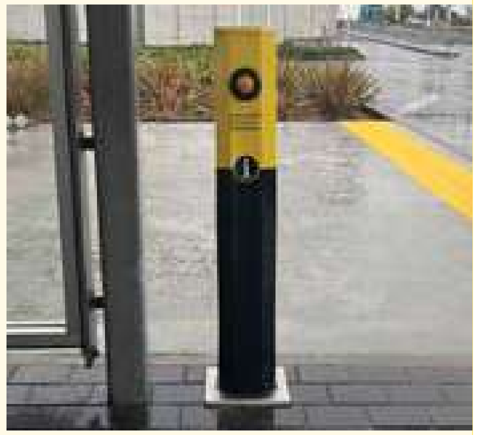

Destination
Scheduled
Due
2
C=Cancelled
LS=Limited Stops
X=Express
*=Arrival due/departing


Destination
Scheduled
Due
1
C=Cancelled
LS=Limited Stops
X=Express
*=Arrival due/departing


Destination
Scheduled
Due
2
C=Cancelled
LS=Limited Stops
X=Express
*=Arrival due/departing



Wall hanging



Floor standing

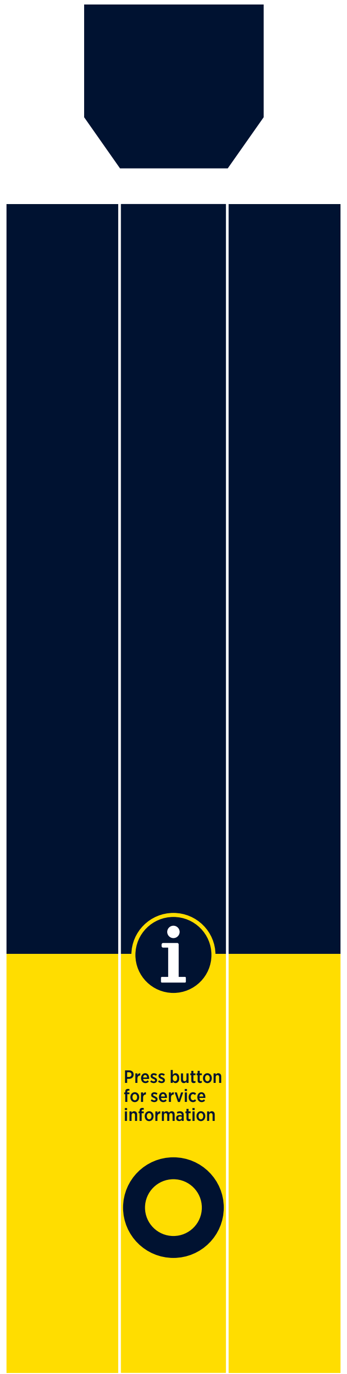
Accessible audio information point – information

PTi040 - PTi050

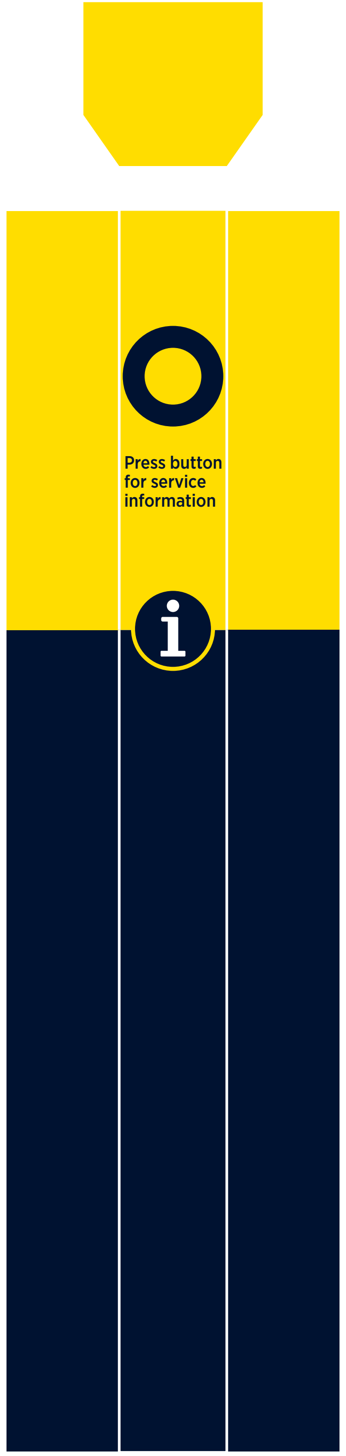
These signs are wall hanging or free standing with the accessible information button connected to all passenger information displays (PIDs). The button triggers an audio version of the information showing on the PID.

These are usually done as vinyl decals on to an existing infopoint.

The design for these will be created by AT's Design Studio.


i
Press button for service information

PTi040


Press button for service information
i

PTi050

i
Press button for service information

Yellow flash:
Ⓐ 12mm depth

Information icon:
Ⓑ 50mm diameter

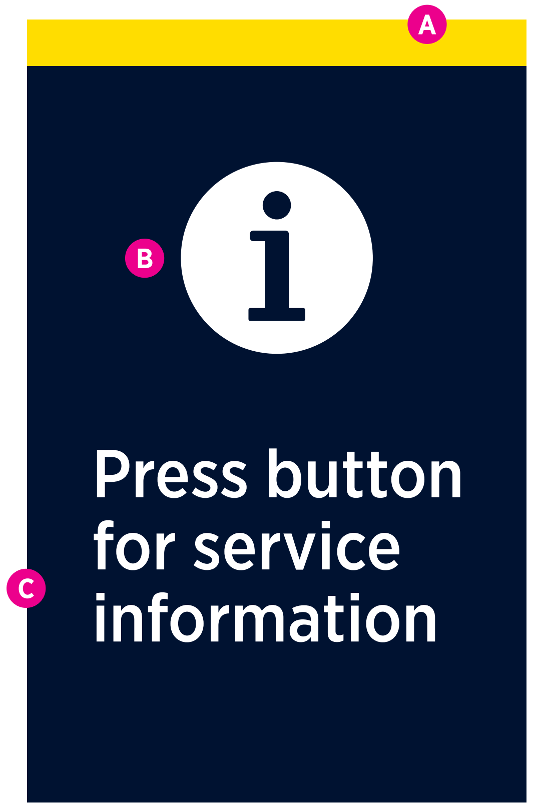
Wording:
Ⓒ 50pt Gotham Narrow medium

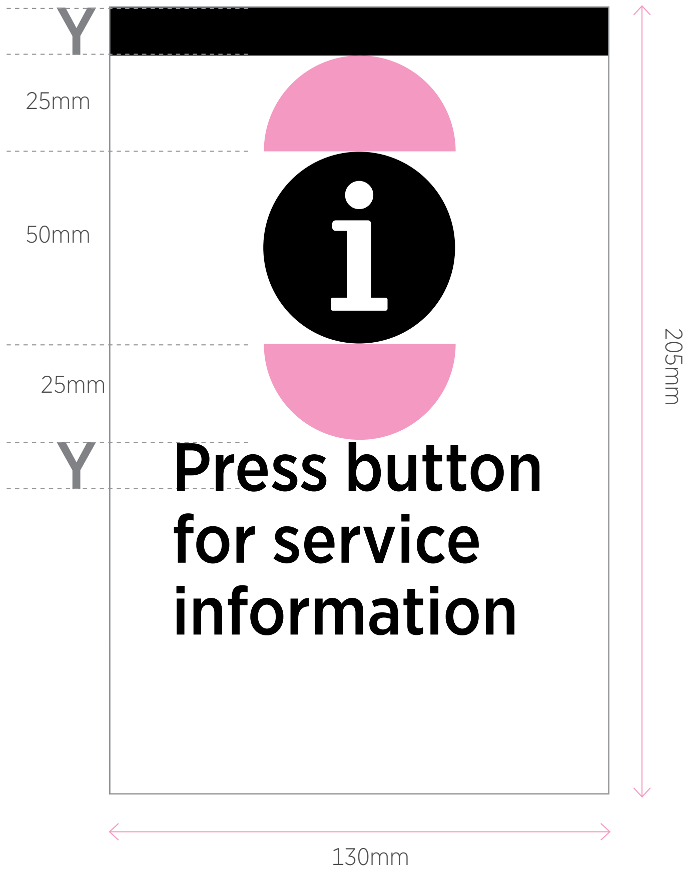
These signs are placed above the accessible information button connected to all passenger information displays (PIDs). The button triggers an audio version of the information showing on the PID.

● (i) ◗ ½(i)

Accessible audio information point – information

PTi030

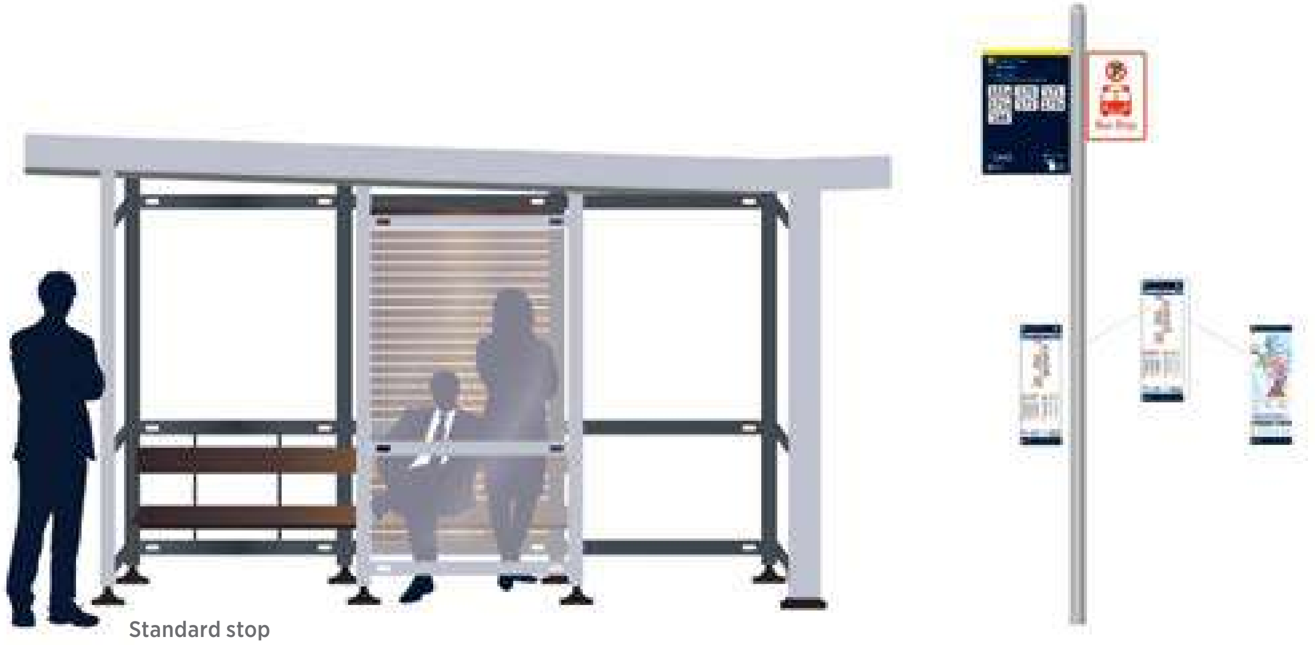

A
B
i
C
Press button for service information


Y
25mm
50mm
25mm
Y
i
Press button for service information
205mm
130mm

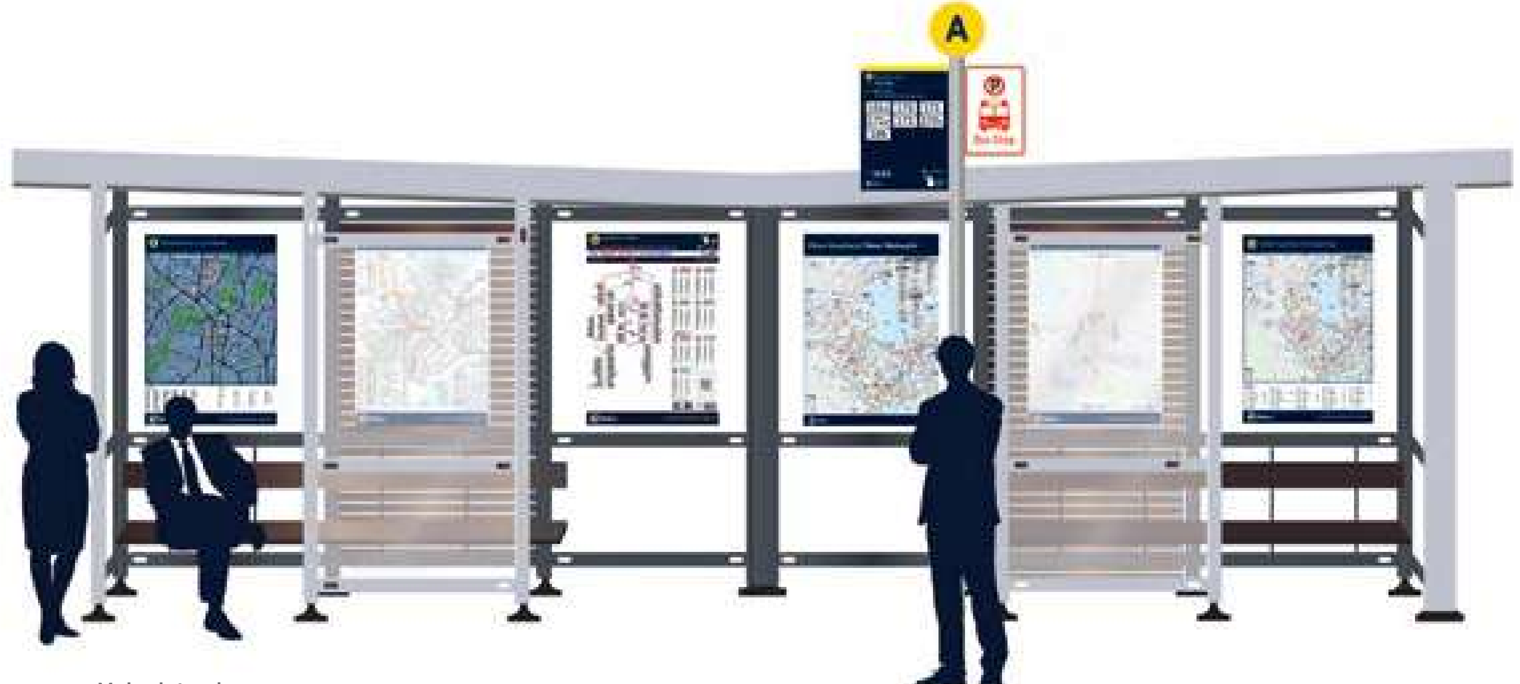
Customer information – bus

As part of the new bus network in each area of Auckland, AT is installing new, extended customer information and signage at each stop.

The amount and type of customer information and signage depends on the category of stop. Each stop in the New Network will be categorised according to how it is used by the customer (this differs from the asset type category used for the shelters).



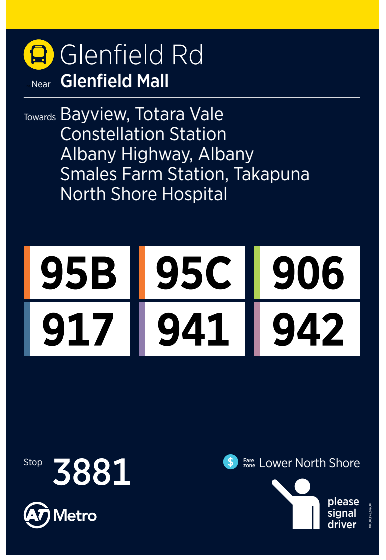
Standard stop



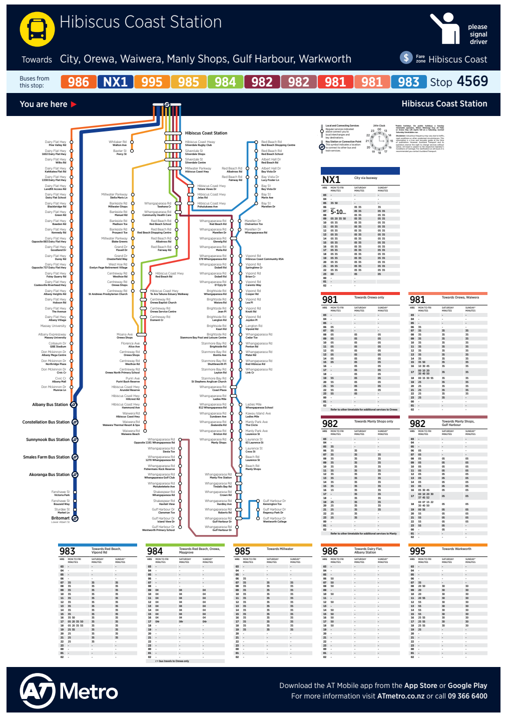
Major interchange

Bus customer information and signage is complex to produce and must be created by AT's Design Studio. The following gives an outline of what is needed, for high-level guidance only.

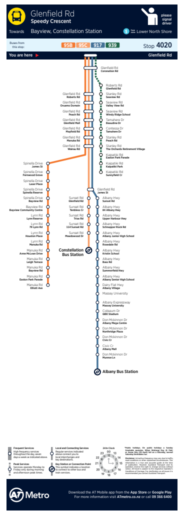
Please ensure you are working with AT Metro's Service Information and New Network teams before installing any signage at bus stops.


Glenfield Rd
Near Glenfield Mall
Towards Bayview, Totara Vale
Constellation Station
Albany Highway, Albany
Smales Farm Station, Takapuna
North Shore Hospital
95B
95C
906
917
941
942
Stop 3881
Lower North Shore
please signal driver
AT Metro

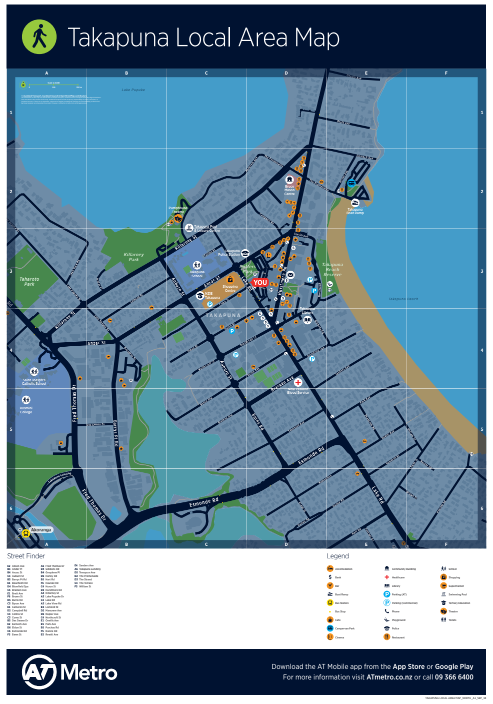
Bus flag


Hibiscus Coast Station
Towards City, Orewa, Waiwera, Manly Shops, Gulf Harbour, Warkworth
Hibiscus Coast
please signal driver
986
NX1
995
985
984
982
981
983
Stop 4569
You are here
AT Metro

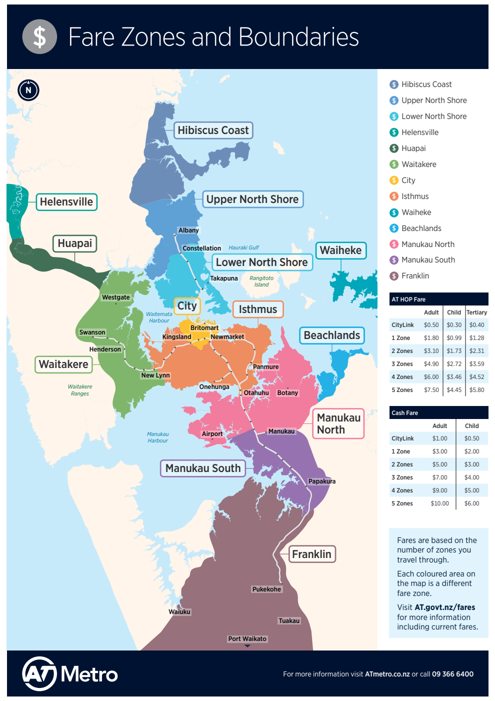
Timetable (A1)


Glenfield Rd
AT Metro

Timetable (Case)


Takapuna Local Area Map
Street Finder
Legend
AT Metro

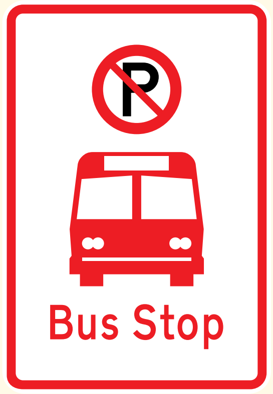
Local area map (A3 minimum) size)


Fare Zones and Boundaries
Hibiscus Coast
Helensville
Upper North Shore
Huapai
Lower North Shore
Waiheke
City
Isthmus
Waitakere
Beachlands
Manukau North
Manukau South
Franklin
AT Metro

Fare zone map (A1)

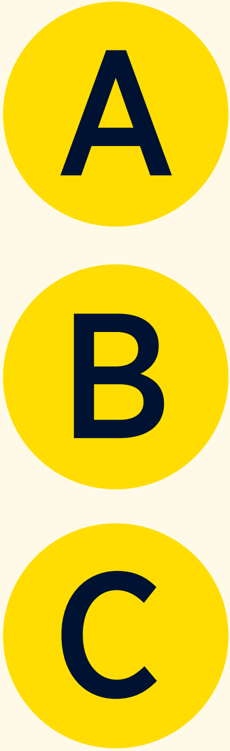
Fare Zones and Boundaries
AT Metro

Fare zone (Case)

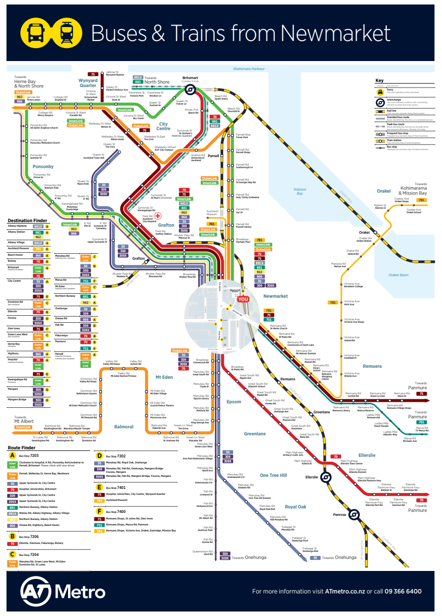


RP5 (NZTA sign)

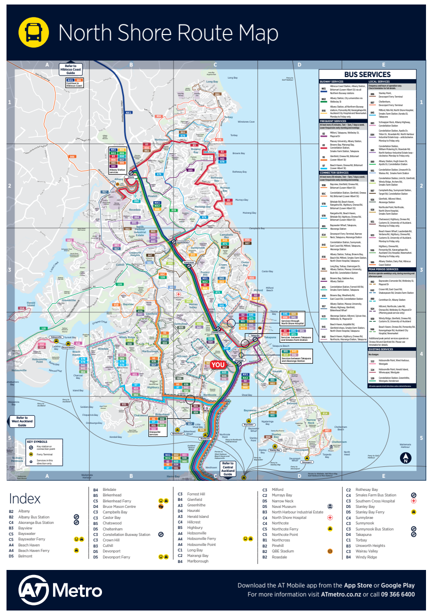
The RP5 (mandatory sign) will not be provided by the Design Studio.



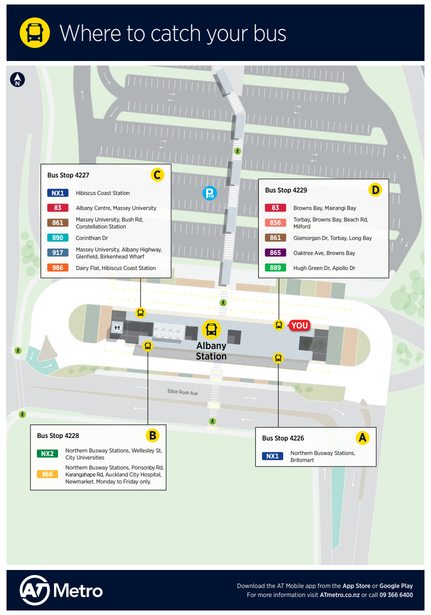
Cluster roundels


Buses & Trains from Newmarket
Metro

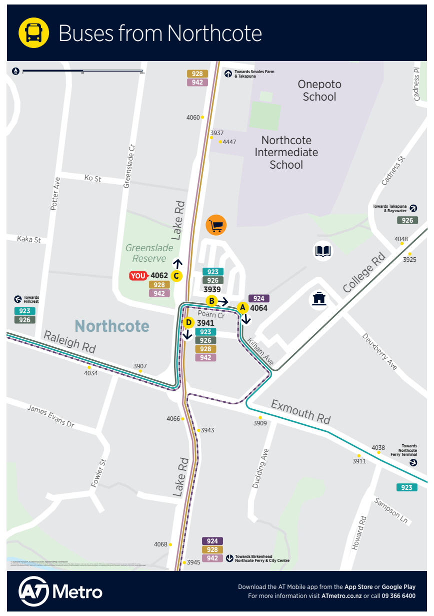
Spider map (A1)


North Shore Route Map
Index
Metro

Geographic route map (A1)


Where to catch your bus
Albany Station
Metro

Station map (A1)


Buses from Northcote
Onepoto School
Northcote Intermediate School
Northcote
Raleigh Rd
Lake Rd
College Rd
Exmouth Rd
Metro

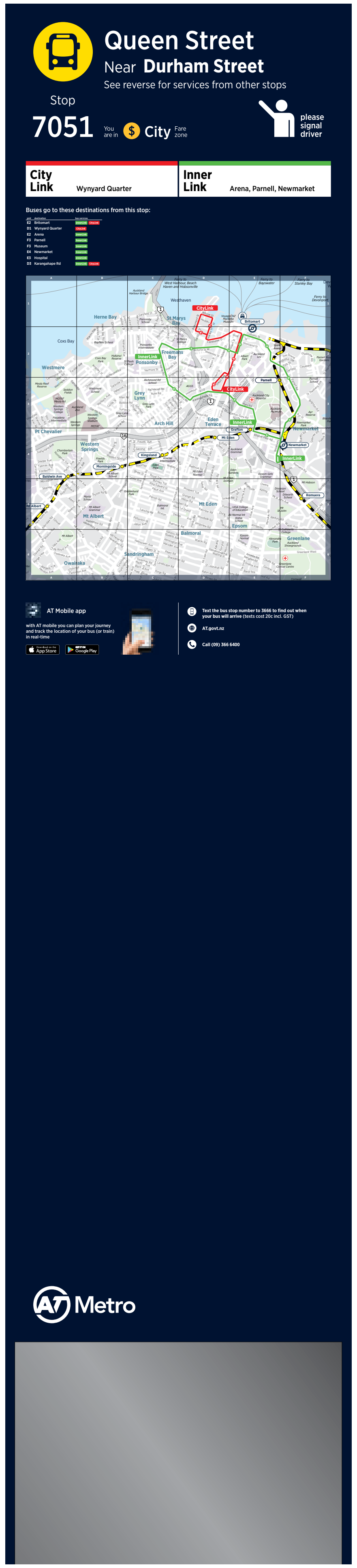
Neighbourhood interchange plan (A1)

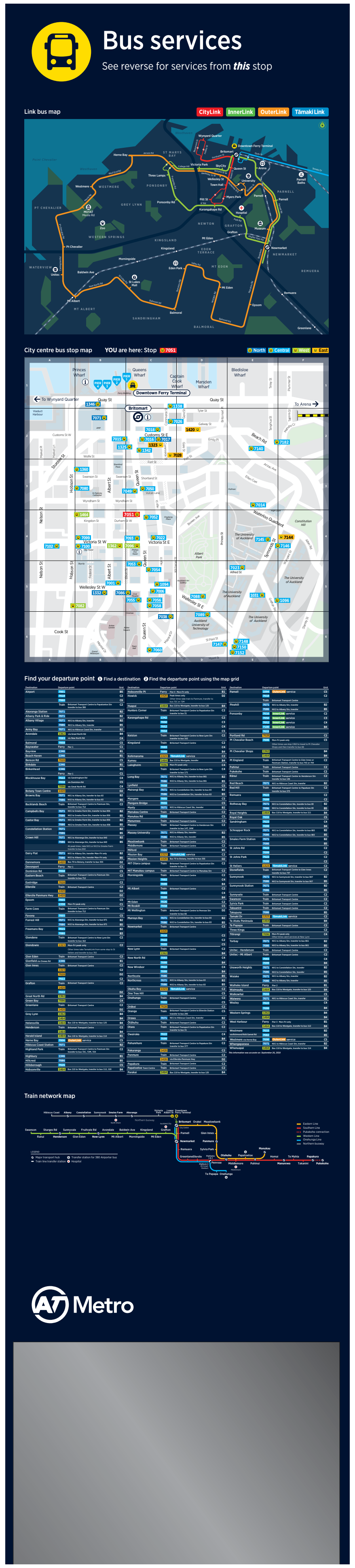
City centre bus stops

Due to the lack of shelters in the city centre, this stand-alone sign is currently being developed for bus stops.

Bus customer information and signage is complex to produce and must be created by AT's Design Studio.

Please ensure you are working with AT Metro's Service Information and New Network teams before installing any signage at bus stops.


Queen Street
Near Durham Street
See reverse for services from other stops
Stop
7051
You are in
City
Fare zone
please signal driver
City Link
Wynyard Quarter
Inner Link
Arena, Parnell, Newmarket
Buses go to these destinations from this stop:
AT Mobile app
Metro


Bus services
See reverse for services from this stop
Link bus map
City centre bus stop map
Find your departure point
Train network map
Metro

32
33
321
322
324
325
326
1355
Bus Stop

Customer use categories – bus stop

On the following pages specify the customer information requirements for each category.

M = Mandatory 🟦
R = Required by AT 🟩
O = Optional case by case ⬛

Customer info asset	A **Major interchange** Staffed bus station or cluster of stops near staffed train station	B **Intermediate interchange** Unstaffed bus station or bus stop cluster by an unstaffed train station	C **Neighbourhood interchange** A cluster of stops that doesn't qualify as an intermediate or major interchange, but where customers will need to change between frequent routes	D **Major stop** Landmark stop eg. Hospital, University etc	E **Standard stop**	**Physical asset/s**
RP5 (NZTA sign)	M	M	M	M	M	Pole
Bus flag sign	R	R	R	R	R	Pole (can be on same pole as RP5)
Timetable/s (includes stop info, AT contact details, links to website and apps etc)	R	R	R	R	R	Timetable case/A1
Fare zone map	R	R	R	O	O	Timetable case/A1
Local area map	R	R	O	O		Can be in frame or vinyl onto glass. Size – Case by case, at least A3

R = Required by AT 🟩

O = Optional Case by case ▨

Customer info asset	A **Major interchange** Staffed bus station or cluster of stops near staffed train station	B **Intermediate interchange** Unstaffed bus station or bus stop cluster by an unstaffed train station	C **Neighbourhood interchange** A cluster of stops that doesn't qualify as an intermediate or major interchange, but where customers will need to change between frequent routes	D **Major stop** Landmark stop eg. Hospital, University etc	E **Standard stop**	Physical asset/s
Spider map	R	O		O		A1 frame
Geographic route map	R	R	R	O		A1 frame
Station map	R	O				A1 frame
Neighbourhood Interchange Plan (NIP)			R			
Cluster indicator	R[1]	R if four or more stops within the interchange	R if four or more stops within the interchange			Roundel
Network map (not available until all new network areas in place)						A0 frame/directly on to wall

*Need to agree what constitutes a landmark: All train stations, town centres, campuses, hospitals, etc.

[1] Manukau bus station is an exception due to the large number of bays; these are numbered rather than lettered

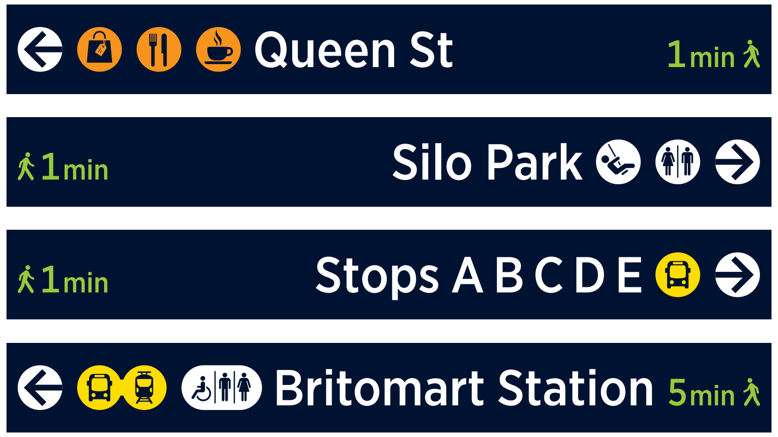
Avondale
Avondale

Signage overview

These pages are an overview of the signs available in the suite, separated into the various categories of Directional, ID, Orientation, Behavioural and information.

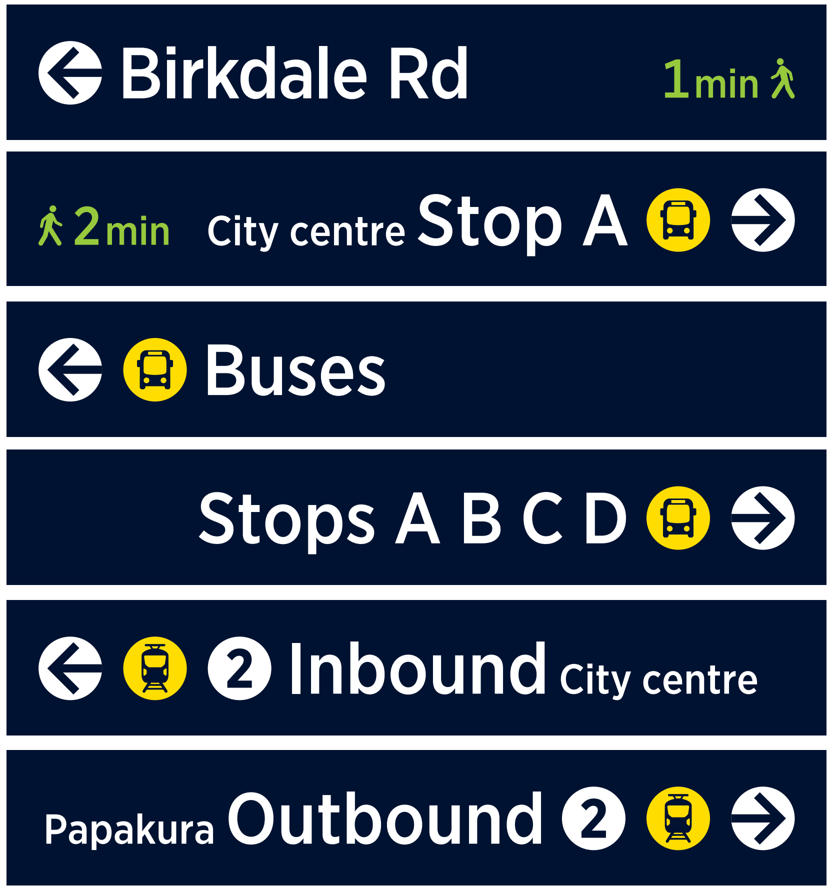
Pedestrian blade (small) – Directional

PTd010


Queen St 1min
1min Silo Park
1min Stops A B C D E
Britomart Station 5min

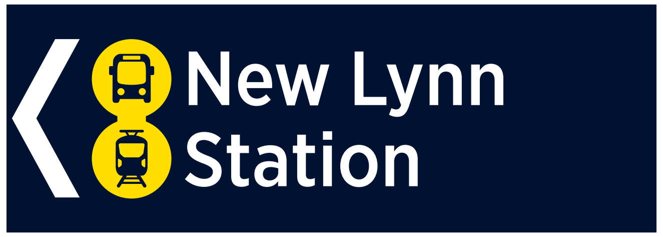
Pedestrian blade (large) – Directional

PTd020

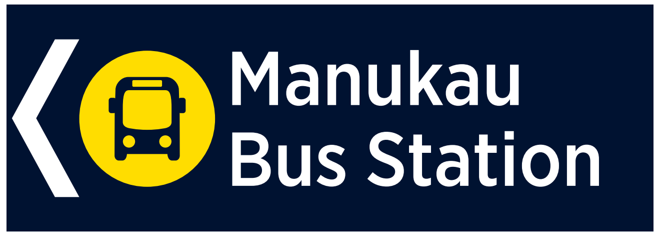

Birkdale Rd 1min
2min City centre Stop A
Buses
Stops A B C D
2 Inbound City centre
Papakura Outbound 2

Driver direction blades – Directional

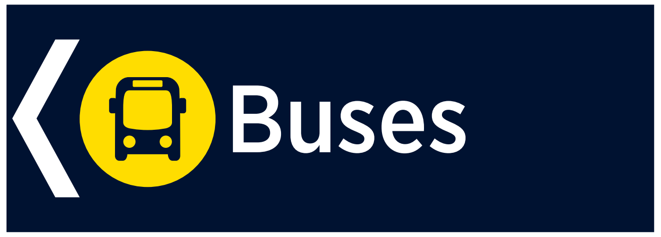
PTd030 interchange


New Lynn Station

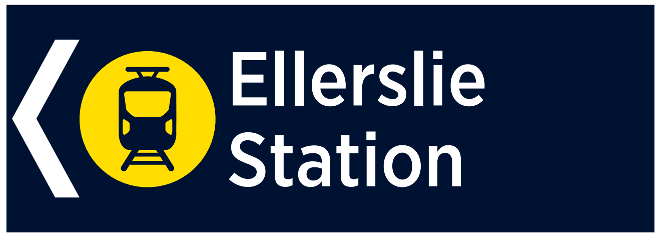
PTd040 Bus


Manukau Bus Station

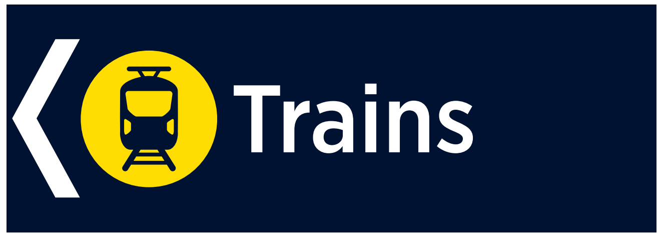
PTd041 Bus (generic)



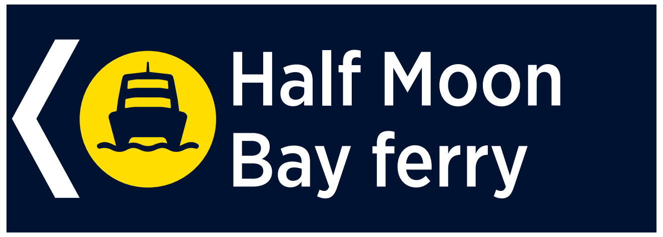
PTd050 Train


Ellerslie Station

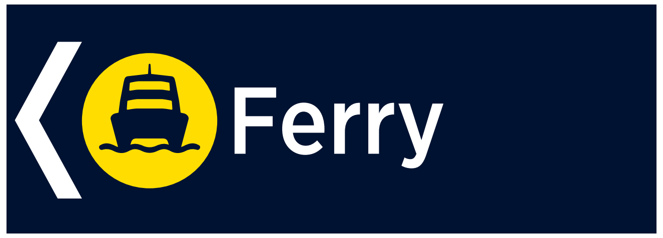
PTd051 Train (generic)



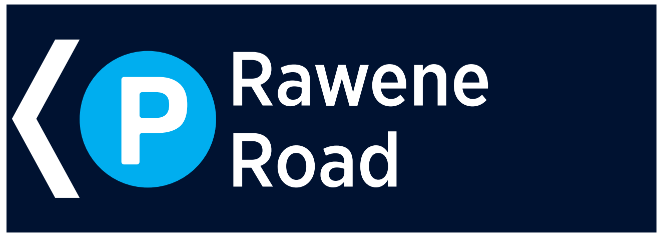
PTd060 Ferry


Half Moon Bay ferry

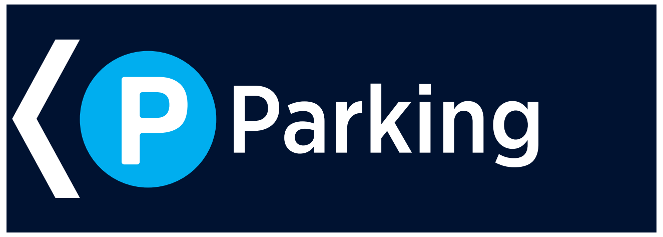
PTd061 Ferry (generic)



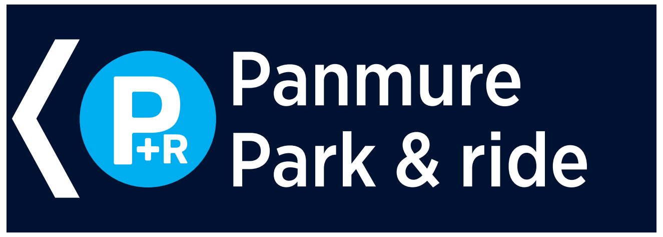
PTd070 Parking


P
Rawene Road

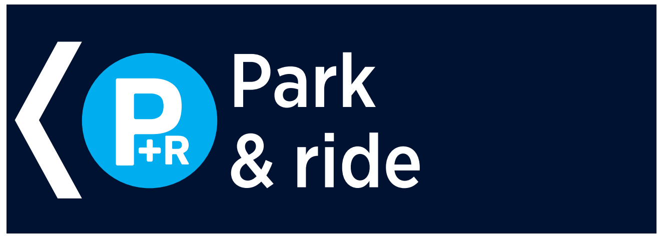
PTd071 Parking (generic)



PTd080 Park & ride

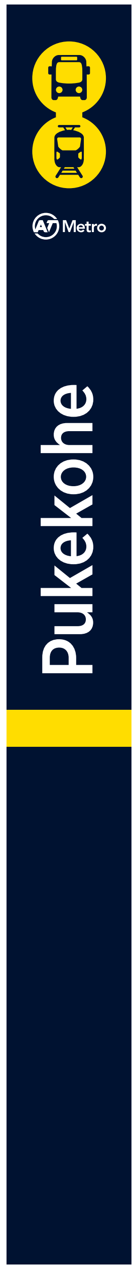

P +R
Panmure Park & ride

PTd081Park & ride (generic)

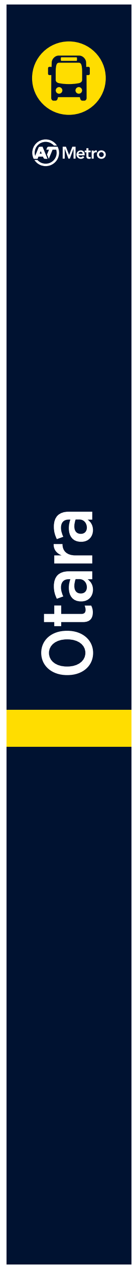

P +R
Park & ride

Beacons (5metre) – ID

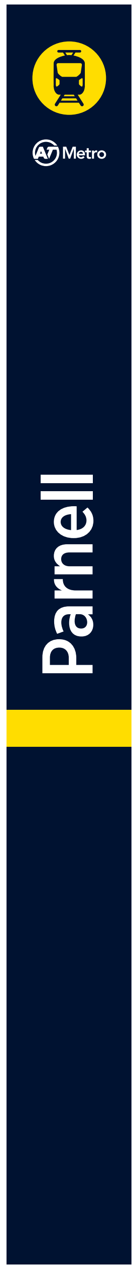
PTid010


Metro
Pukekohe

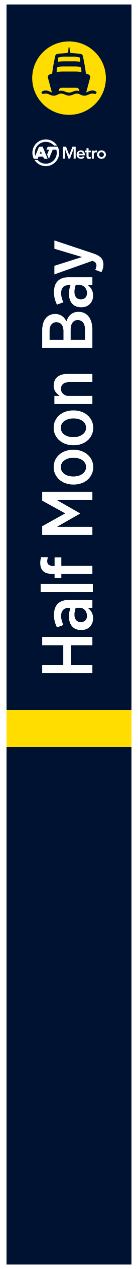
PTid011


Metro
Otara

PTid012

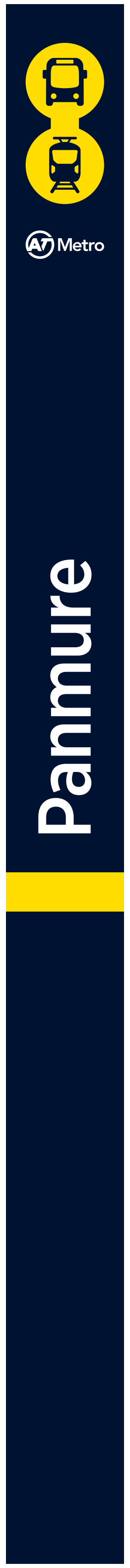

Metro
Parnell

PTid013

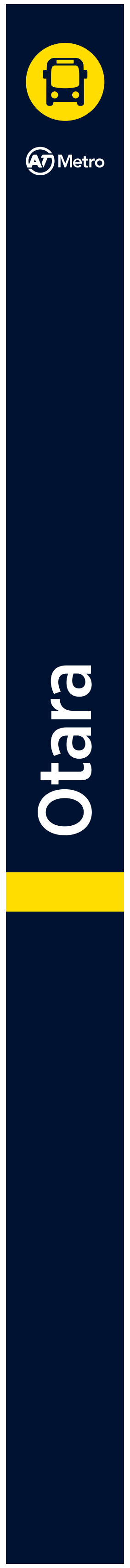

Metro
Half Moon Bay

Beacons (8 metre) – ID

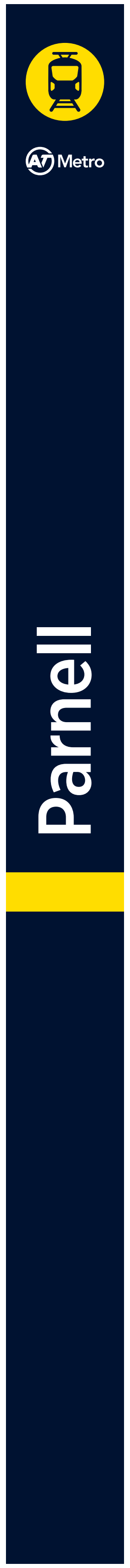
PTid020


Metro
Panmure

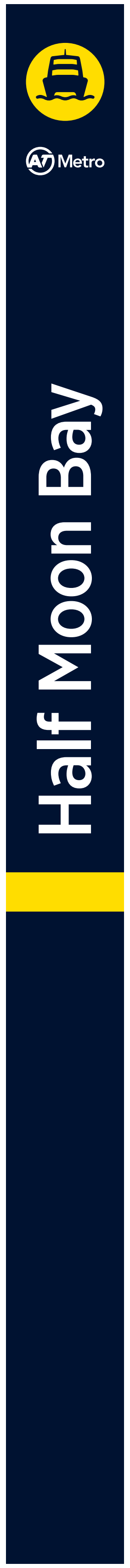
PTdi021


Metro
Otara

PTid022

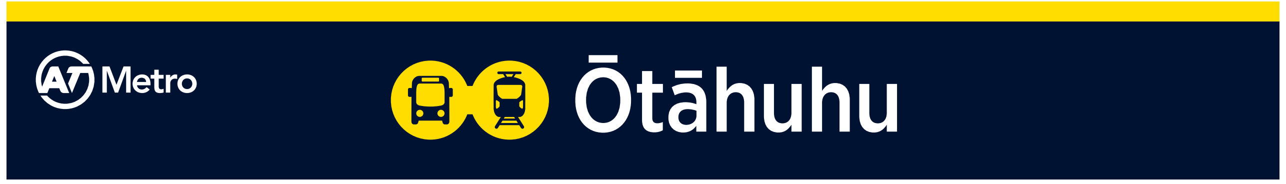

Metro
Parnell

PTid023

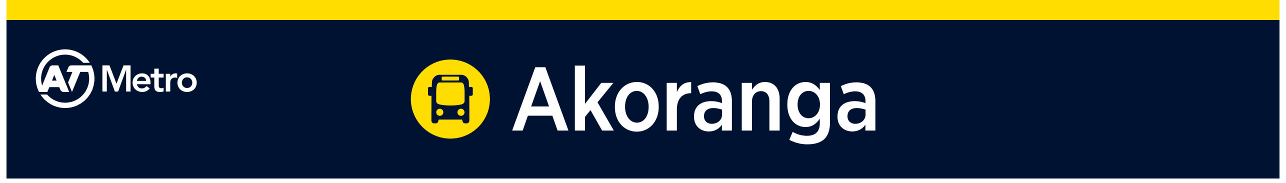

Metro
Half Moon Bay

Station location – ID

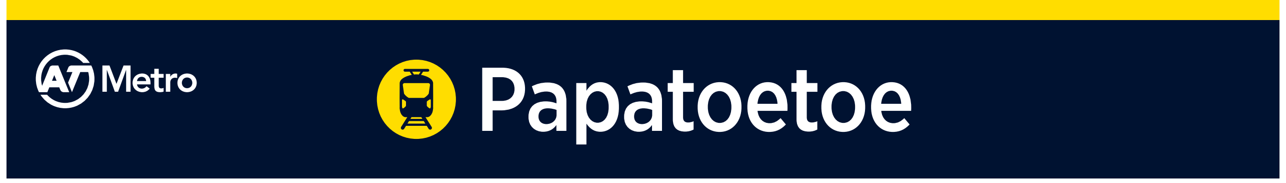
PTid030


Metro
Ōtāhuhu

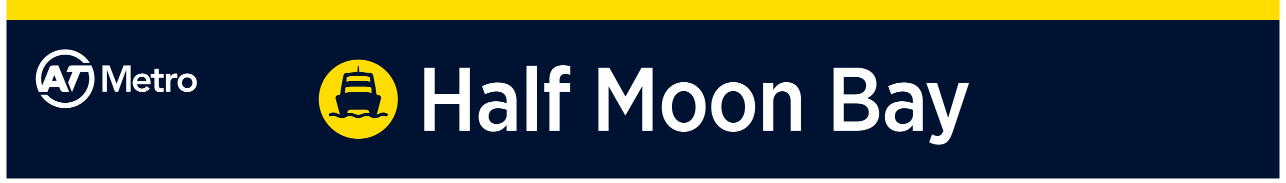
PTid031


Metro
Akoranga

PTid032

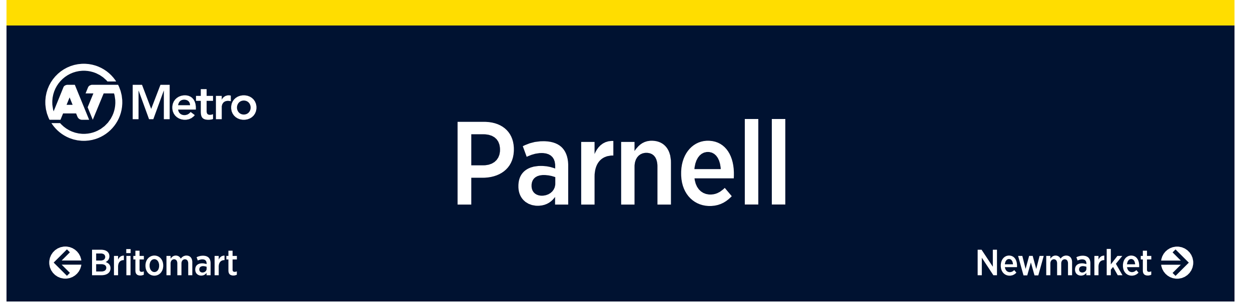

Metro
Papatoetoe

PTid033


Metro
Half Moon Bay

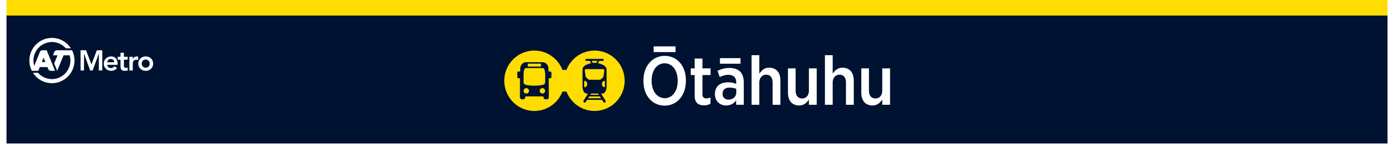
Station location platform – ID

PTid040

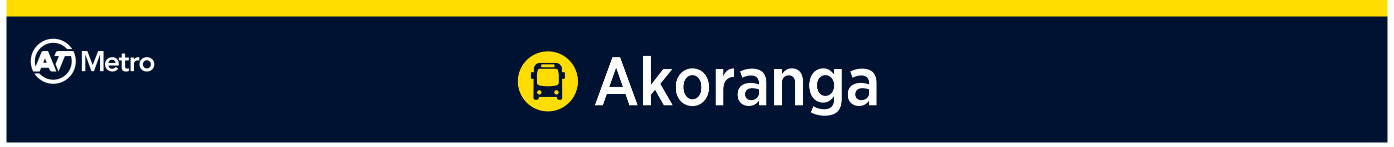

Metro
Parnell
Britomart
Newmarket

Shelter location – ID

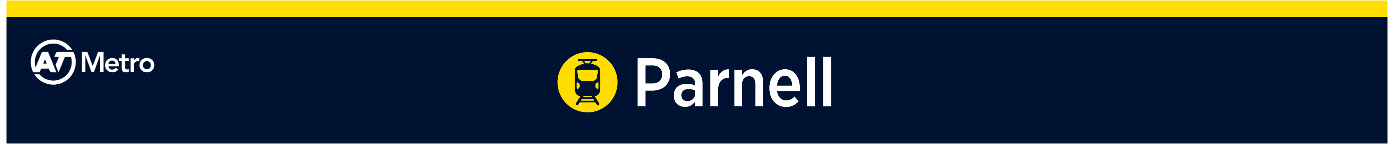
PTid050


Metro
Ōtāhuhu

PTid051

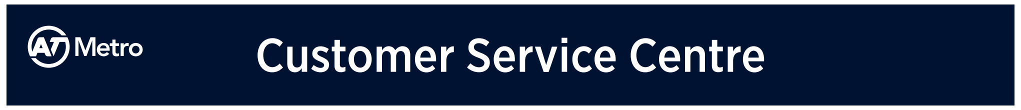

Metro
Akoranga

PTid052

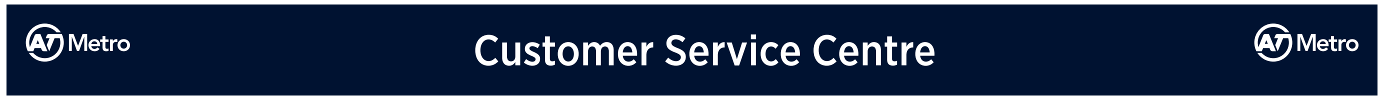

Metro
Parnell

Customer Service Centre – ID

PTid060

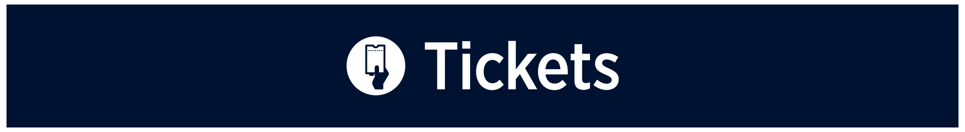

Metro
Customer Service Centre

PTid061


Metro
Customer Service Centre
Metro

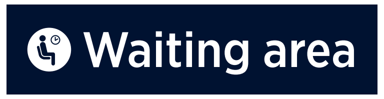
Tickets – ID

PTid070

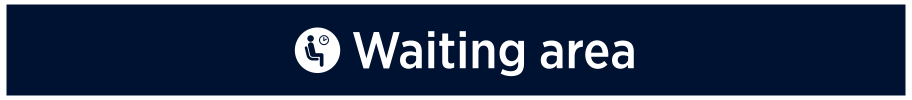


Waiting area – ID

PTid170

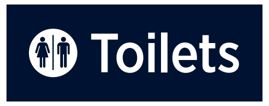

Waiting area

PTid171

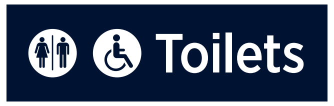

Waiting area

Toilets – ID

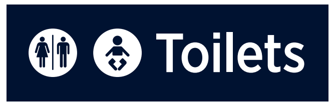
PTid080



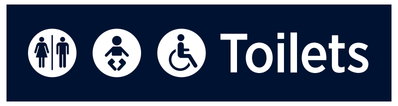
PTid081



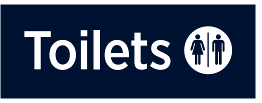
PTid082



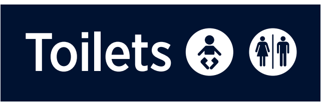
PTid083



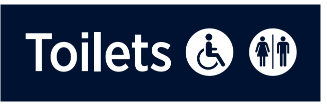
PTid084



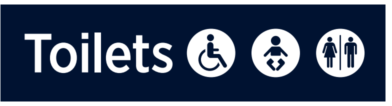
PTid085



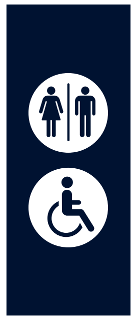
PTid085



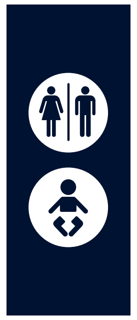
PTid086



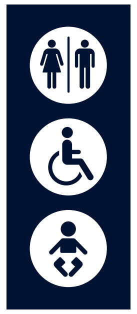
PTid090



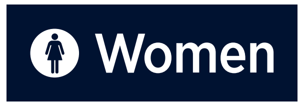
PTid091



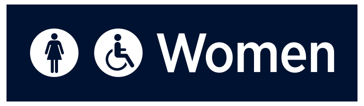
PTid092



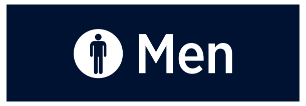
PTid110



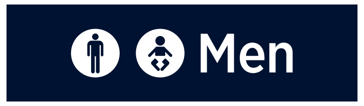
PTid111



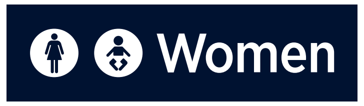
PTid100



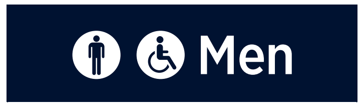
PTid102



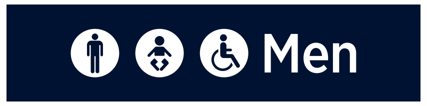
PTid112



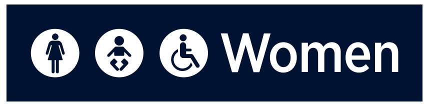
PTid101



PTid103

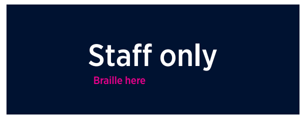


PTid113

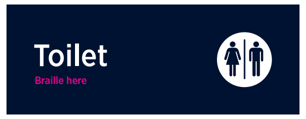


Accessible Door Signs – ID

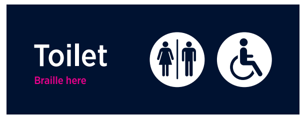
PTid120


Staff only
Braille here

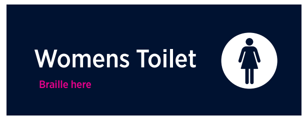
PTid130


Toilet
Braille here

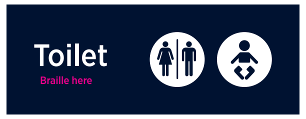
PTid131


Toilet
Braille here

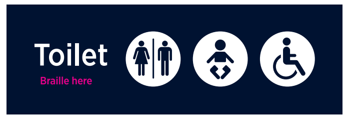
PTid141


Womens Toilet
Braille here

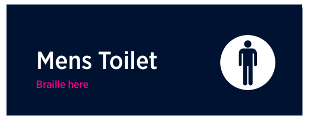
PTid132


Toilet
Braille here

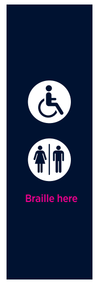
PTid133


Toilet
Braille here

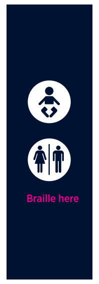
PTid140


Mens Toilet
Braille here

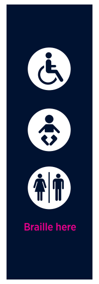
PTid150


Braille here

PTid151

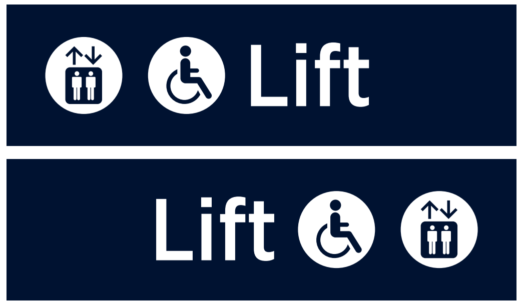

Braille here

PTid152

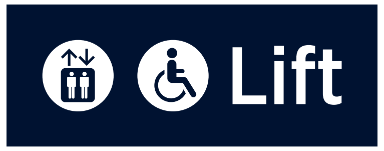

Braille here

Lift location - ID

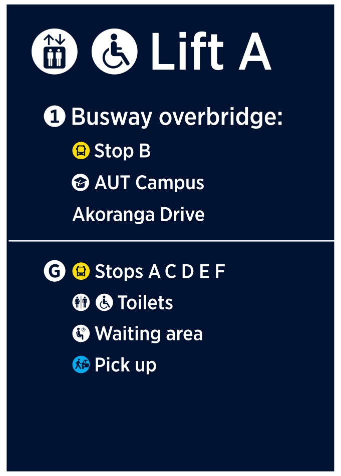
PTid160



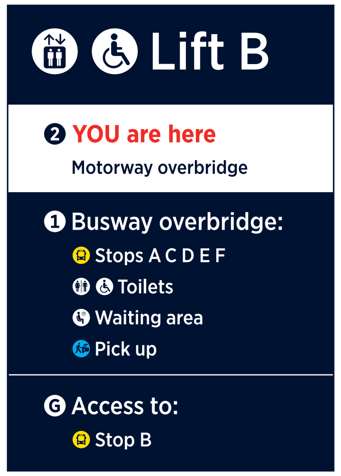
PTid161



PTid162

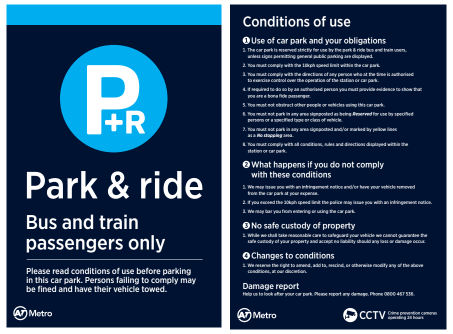

Lift A
1 Busway overbridge:
Stop B
AUT Campus
Akoranga Drive
G Stops A C D E F
Toilets
Waiting area
Pick up

PTid163

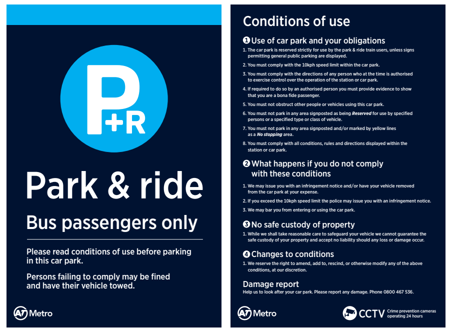

Lift B
2 YOU are here
Motorway overbridge
1 Busway overbridge:
Stops A C D E F
Toilets
Waiting area
Pick up
G Access to:
Stop B

Park & ride - ID

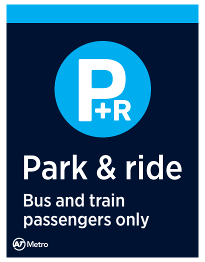
PTid180


P+R
Park & ride
Bus and train passengers only
Please read conditions of use before parking in this car park. Persons failing to comply may be fined and have their vehicle towed.
Metro
Conditions of use
Use of car park and your obligations
What happens if you do not comply with these conditions
No safe custody of property
Changes to conditions
Damage report
Metro
CCTV

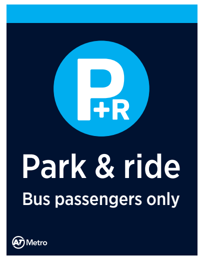
PTid181


P+R
Park & ride
Bus passengers only
Please read conditions of use before parking in this car park.
Persons failing to comply may be fined and have their vehicle towed.
Metro
Conditions of use
Use of car park and your obligations
What happens if you do not comply with these conditions
No safe custody of property
Changes to conditions
Damage report
Metro
CCTV

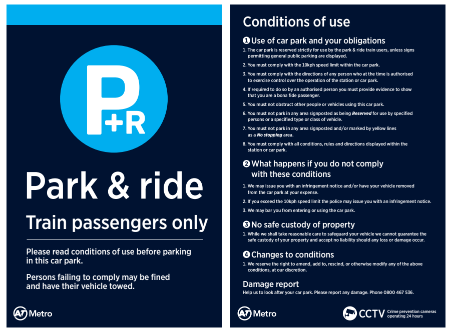
PTid190


P+R
Park & ride
Bus and train passengers only
Metro

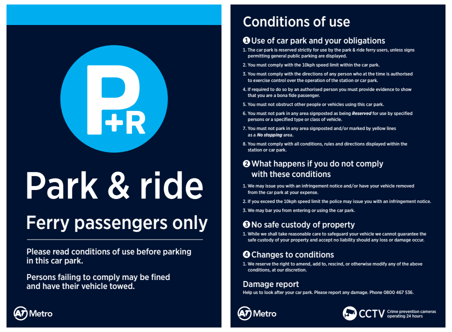
PTid1691


P+R
Park & ride
Bus passengers only
Metro

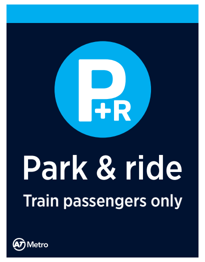
PTid182


P+R
Park & ride
Train passengers only
Please read conditions of use before parking in this car park.
Persons failing to comply may be fined and have their vehicle towed.
Metro
Conditions of use
Use of car park and your obligations
What happens if you do not comply with these conditions
No safe custody of property
Changes to conditions
Damage report
Metro
CCTV

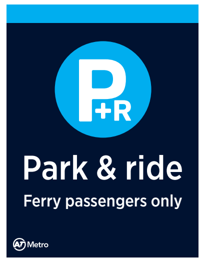
PTid83


P+R
Park & ride
Ferry passengers only
Please read conditions of use before parking in this car park.
Persons failing to comply may be fined and have their vehicle towed.
Metro
Conditions of use
Use of car park and your obligations
What happens if you do not comply with these conditions
No safe custody of property
Changes to conditions
Damage report
Metro
CCTV

PTid192

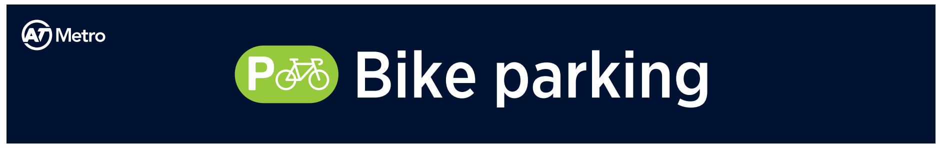

P+R
Park & ride
Train passengers only
Metro

PTid193

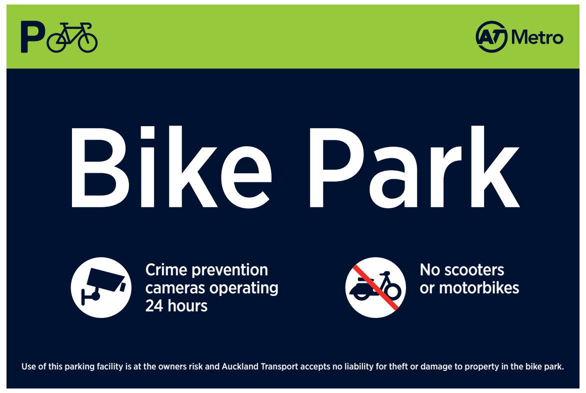

P+R
Park & ride
Ferry passengers only
Metro

Bike Park - ID

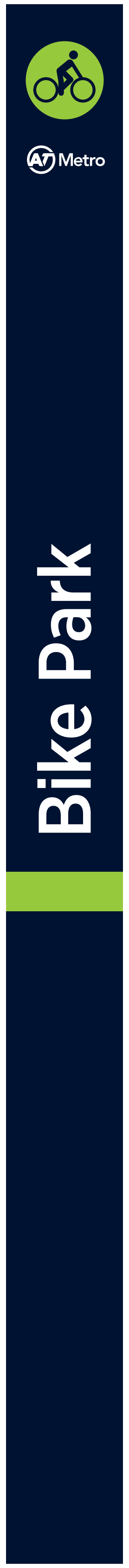
PTid310


AT Metro
P
Bike parking

PTid320

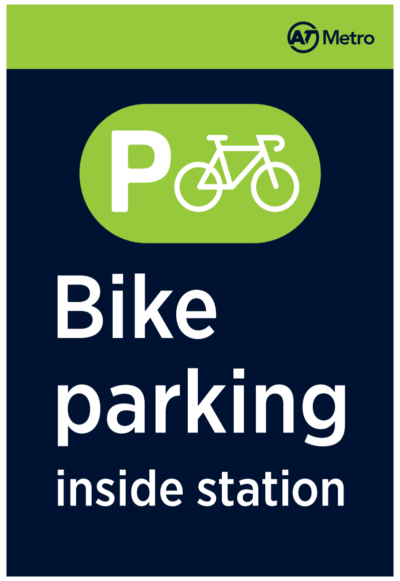

P
AT Metro
Bike Park
Crime prevention cameras operating 24 hours
No scooters or motorbikes
Use of this parking facility is at the owners risk and Auckland Transport accepts no liability for theft or damage to property in the bike park.

PTid300

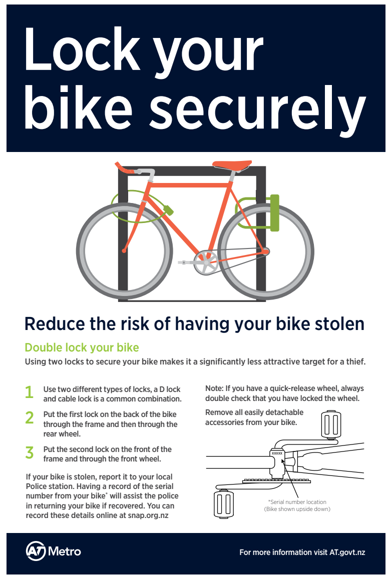

AT Metro
Bike Park

Bike parking - Behavioural

PTb350

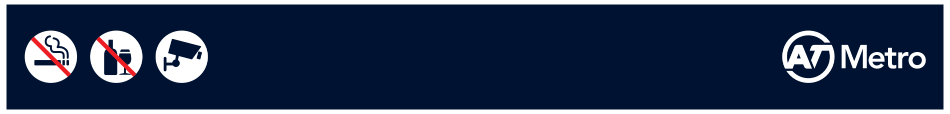

AT Metro
P
Bike parking inside station

PTb360

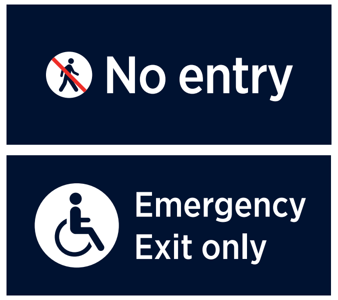

Lock your bike securely
Reduce the risk of having your bike stolen
Double lock your bike
Using two locks to secure your bike makes it a significantly less attractive target for a thief.
1
2
3
AT Metro
For more information visit AT.govt.nz

Behavioural

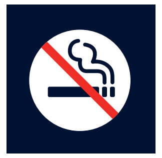
PTb250 - PTb251



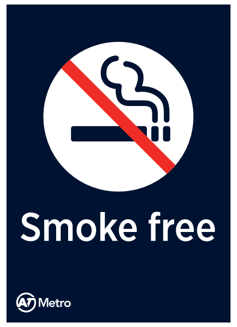
PTb100


No entry
Emergency Exit only

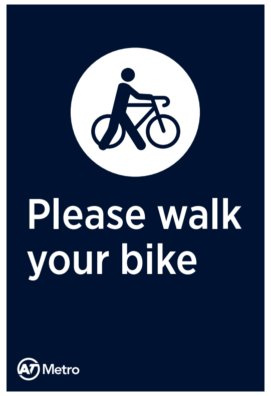
PTb040



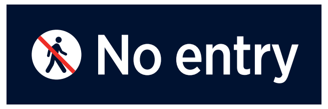
PTb050


Smoke free
Metro

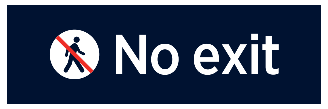
PTb060


Please walk your bike
Metro

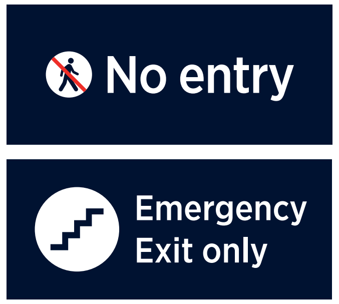
PTib110



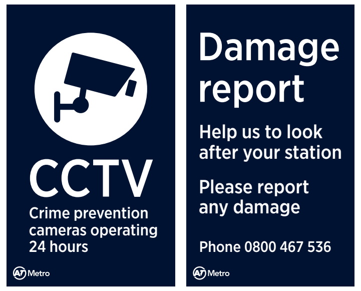
PTib120



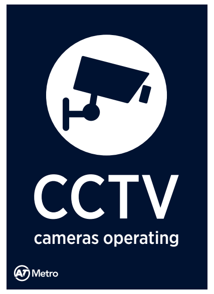
PTb101


No entry
Emergency Exit only

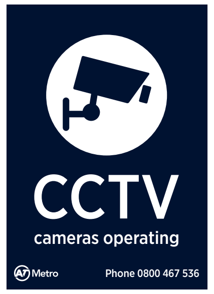
PTb070


CCTV
Crime prevention cameras operating 24 hours
Metro
Damage report
Help us to look after your station
Please report any damage
Phone 0800 467 536
Metro

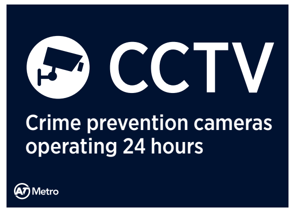
PTb080


CCTV
cameras operating
Metro

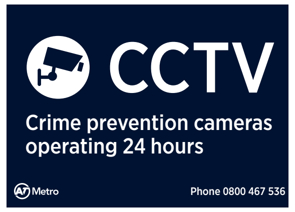
PTb081


CCTV
cameras operating
Metro
Phone 0800 467 536

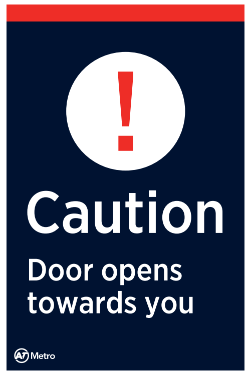
PTib090


CCTV
Crime prevention cameras operating 24 hours
Metro

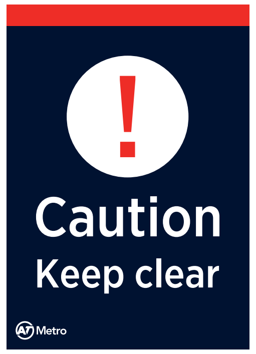
PTb091


CCTV
Crime prevention cameras operating 24 hours
Metro
Phone 0800 467 536

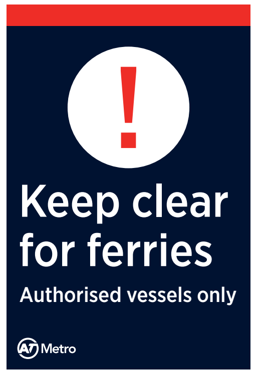
PTb130


Caution
Door opens towards you
Metro

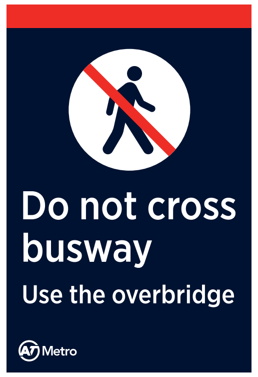
PTb140


Caution
Keep clear
Metro

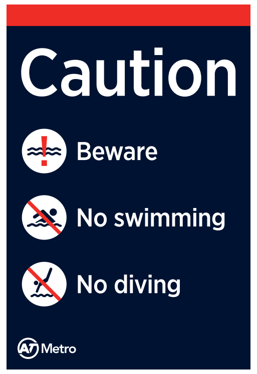
PTb150


Keep clear for ferries
Authorised vessels only
Metro

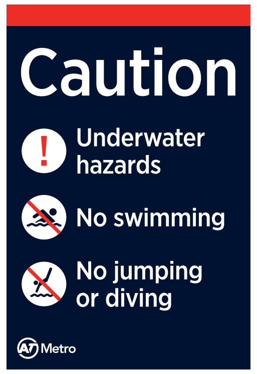
PTb160


Do not cross busway
Use the overbridge
Metro

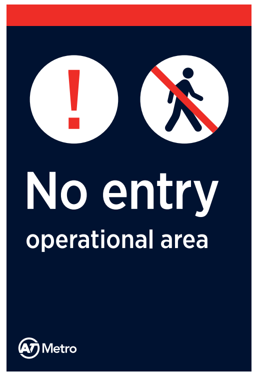
PTb170


Caution
Beware
No swimming
No diving
Metro

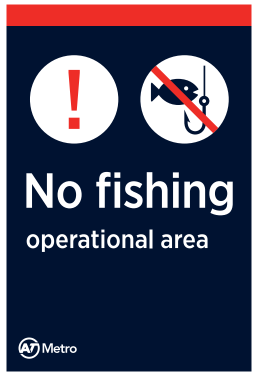
PTb180


Caution
Underwater hazards
No swimming
No jumping or diving
Metro

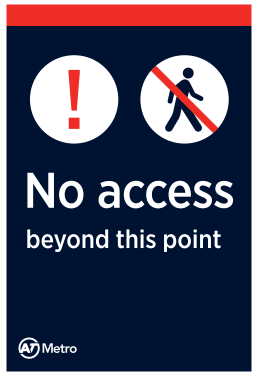
PTb190


No entry
operational area
Metro

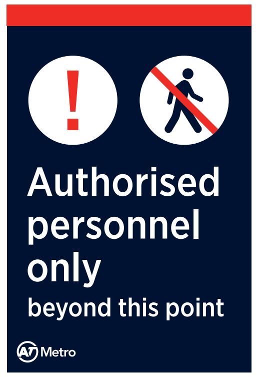
PTb200


No fishing
operational area
Metro

PTb210

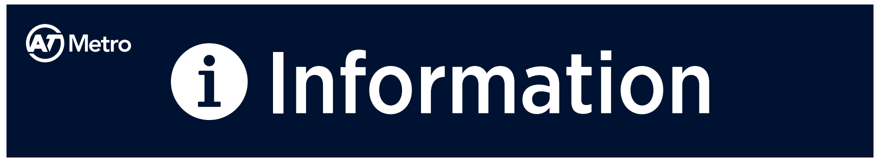

No access
beyond this point
Metro

PTb220

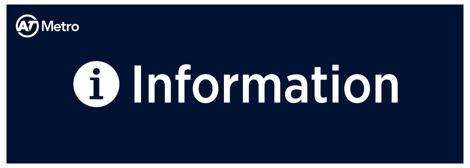

Authorised personnel only
beyond this point
Metro

Information stands - Information

PTi010

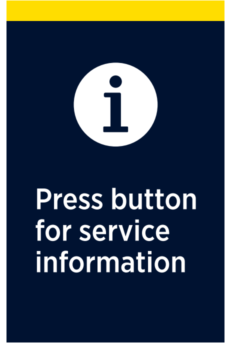

Metro
Information

PTi020

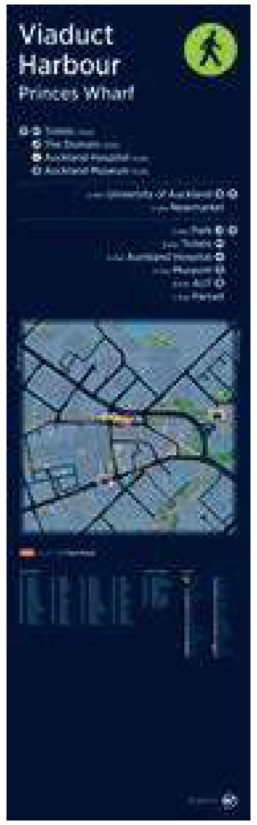

Metro
Information

Accessible audio information point – information

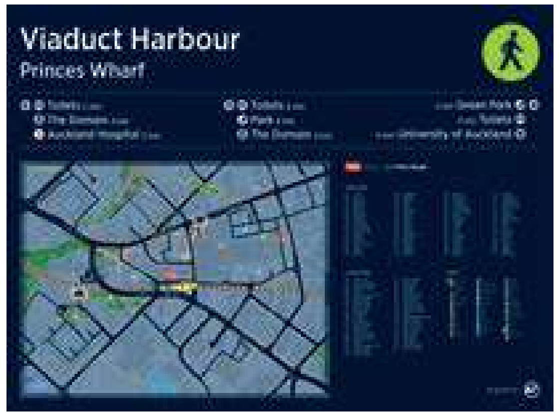
PTi030


Press button for service information

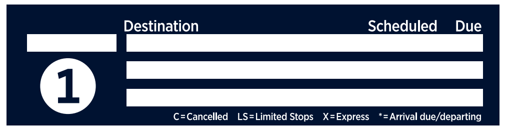
Also available but will be created by the Design Studio:


Viaduct Harbour
Princes Wharf

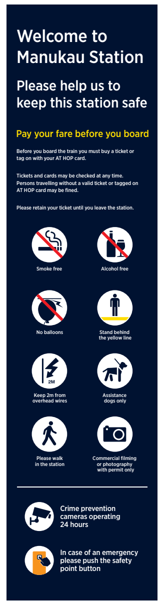
PTo020


Viaduct Harbour
Princes Wharf

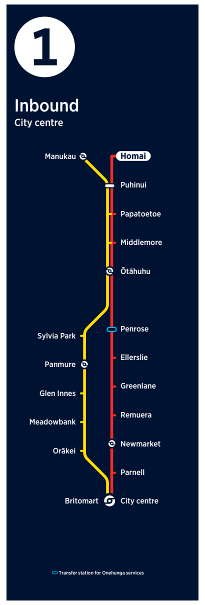
PTo010


Destination
Scheduled
Due
1
C = Cancelled
LS = Limited Stops
X = Express
* = Arrival due/departing

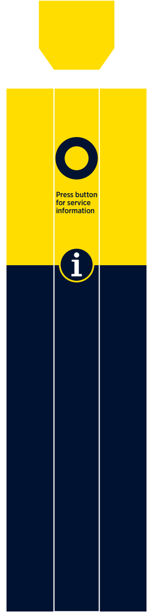
PTb160


Welcome to Manukau Station
Please help us to keep this station safe
Pay your fare before you board
Before you board the train you must buy a ticket or tag on with your AT HOP card.
Tickets and cards may be checked at any time. Persons travelling without a valid ticket or tagged on AT HOP card may be fined.
Please retain your ticket until you leave the station.
Smoke free
Alcohol free
No balloons
Stand behind the yellow line
Keep 2m from overhead wires
Assistance dogs only
Please walk in the station
Commercial filming or photography with permit only
Crime prevention cameras operating 24 hours
In case of an emergency please push the safety point button

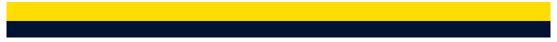
PTb010-031


1
Inbound
City centre
Manukau
Homai
Puhinui
Papatoetoe
Middlemore
Ōtāhuhu
Sylvia Park
Penrose
Panmure
Ellerslie
Glen Innes
Greenlane
Meadowbank
Remuera
Orākei
Newmarket
Parnell
Britomart
City centre
Transfer station for Onehunga services

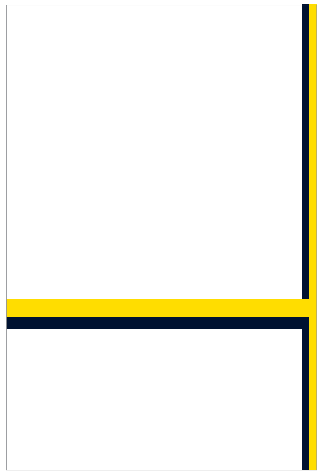
PTi080


Press button for service information

PTi040-050



PTb260



PTb270

2.4

This section guides you through a step-by-step process to create a Signage Schedule that identifies all the signs needed by rail customers to confidently navigate their way to, from and within a train station on the AT Metro network.

Public transport planning

Introduction

This section is relevant for project managers, external contractors, and operations and facilities' staff.

In this section you will work through the process for :

- creating a signage schedule for a new train station,
- upgrading or retrofitting signage across an existing site
- making changes to how an existing site operates,

  e.g. installing ticket gates, or changing the passenger flow through a site.

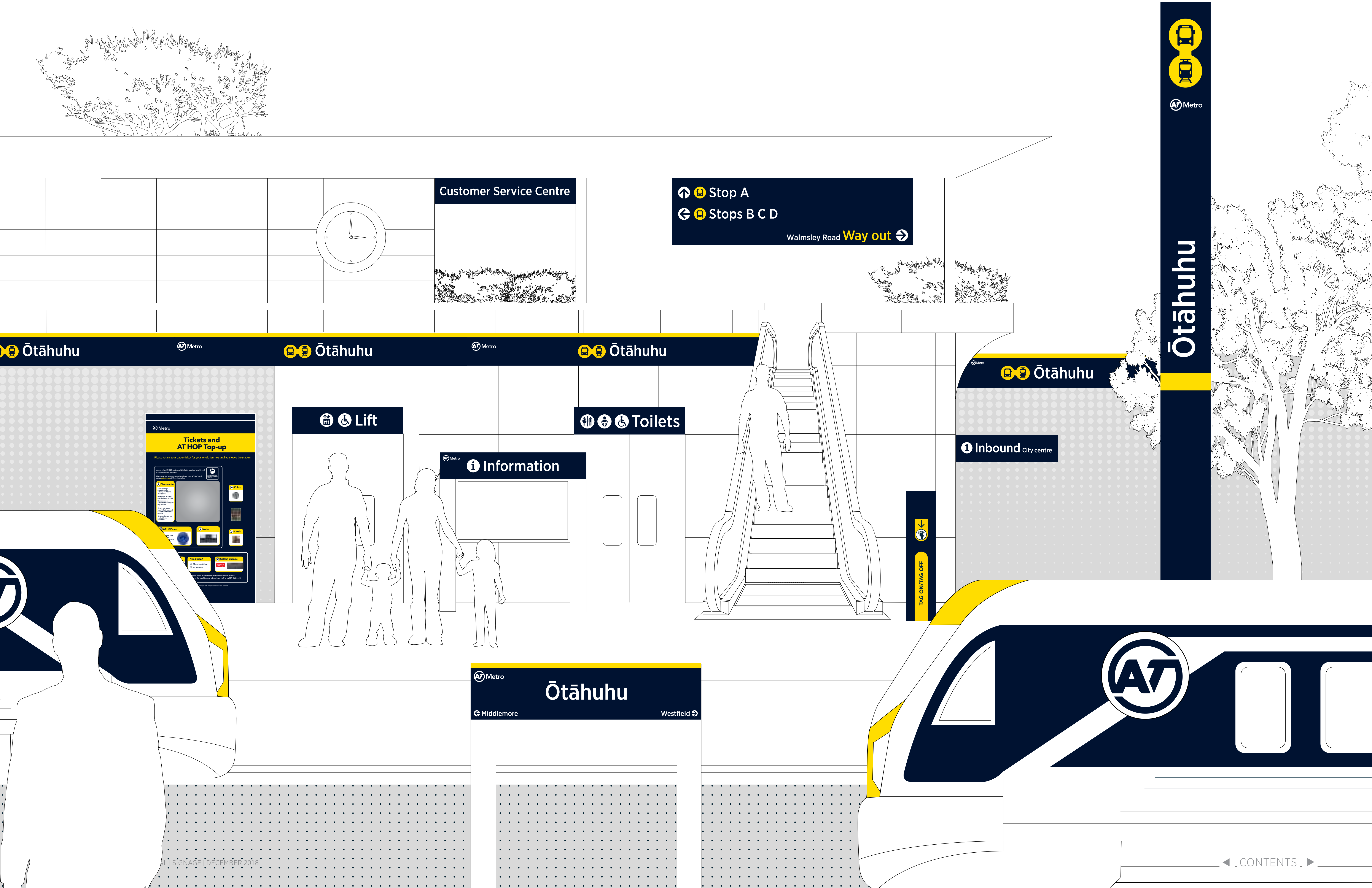
The processes contained here can be applied to bus stations and ferry terminals as well – for help with this, please contact the signage team: sigange@at.govt.nz

This section will show you how to:

- Identify the four different zones – surrounding, approach, concourse, platform
- Map all the key pedestrian and driver flows through the site
- Decide what quantity and type of signs are needed in each zone and their:
  - location
  - orientation
  - placement
  - mounting
  - content.

The outcome of this section is a Signage Schedule – a plan and spreadsheet that identifies each sign needed for the four zones.

The Signage Schedule can be used to request quotes, and as the basis of a brief to AT's Design Studio or to an external design or signage company.


Customer Service Centre
Stop A
Stops B C D
Walmsley Road Way out
Metro
Ōtāhuhu
Metro
Ōtāhuhu
Metro
Ōtāhuhu
Metro
Ōtāhuhu
Metro
Ōtāhuhu
Lift
Toilets
Metro
Information
Metro
Tickets and
AT HOP Top-up
Please retain your paper ticket for your whole journey until you leave the station
A tagged on AT HOP card or valid ticket is required for all travel
Children under 5 travel free
Make sure you never run out of credit on your AT HOP card, set up auto top up at AT.govt.nz/athop
Crime prevention cameras operating 24 hours
Please note
This machine accepts cash, eftpos, credit and debit cards
Maximum AT HOP card balance is $300
No refunds on activated monthly or day passes
Single trip paper train tickets expire 2 hours from the time of issue
Return trips are not available for purchase
Coins
AT HOP card
Notes
Cards
Need help?
AT.govt.nz/athop
09 366 4467
Collect Change
Maximum of $20 Change
Inbound City centre
TAG ON/TAG OFF
Metro
Ōtāhuhu
Middlemore
Westfield

Each of the four station zones (surrounding, approach, concourse and platform) are colour coded in the guidelines for ease of navigation.

Signs help people navigate their way to the station, and from the station to local points of interest.

Train station zones

Planning signage for a new train station or refitting an existing station is a complex task that can be worked through logically by identifying and mapping the four functional zones.

1. For each zone create:
    - Flow diagrams that show how people move through the zone
    - A draft plan of sign locations
    - A draft schedule of sign types and content.
2. Audit the site:
    - Update plans and schedules as necessary.

The following pages will take you through the process of planning signage for the fiction 'Newhurst Station'.

The size of the station will determine the quantity of signs needed. Remember, any sign in the road corridor over 3m tall will need a consent.

The signage team can support you with this process. ***signage@AT.govt.nz***

Choosing types of signs for each zone

There are six possible types of signs, each of which is represented on the plans with a shape.
These are:

▲ Directional

● ID

◆ Orientation

⬢ Behavioural

■ Information

✖ Regulatory

Each zone will have some, but not necessarily all, these sign types. The types of signs you will need to consider for each zone are described in the following pages.

Fire exit signs are excluded.
Fire exit signs need to be planned at the start of the project by AT's Facilities Management team.

These signs have their own specific design and power supply. Planning at the start ensures these signs are located at a height that allows for other signage, e.g. above doorways.

Contact the Property Facilities manager to discuss further.

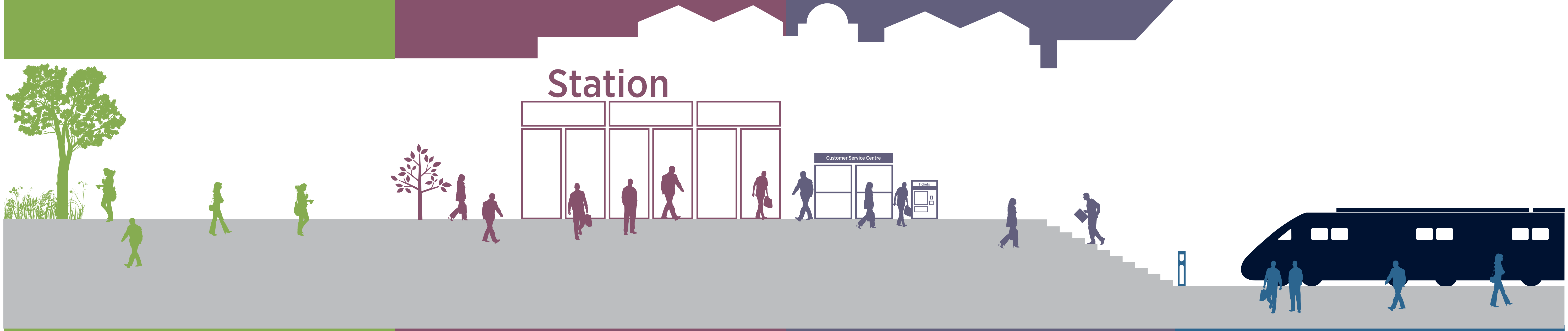
Using a map of the area and a plan of the station, mark up the boundaries of the zones using the descriptions on the next page as a guide.

The map on pages 150-151 shows the zones colour coded to match the guide on the next page.

On each zone you will mark up a customer flow diagram, and then add the location of the signs using reference numbers.

These reference numbers can then be used in your spreadsheet with further information as required.

The four zones are defined as follows:



SURROUNDING

→
- Station wayfinding

←
- Wider local area direction

This zone is created by making two ‘halos’ around the station – one for drivers and the other for pedestrians. The physical size of this outer zone depends on the size of the train station and the complexity of the surrounding streets. A large interchange in a town centre such as Manukau will have a much greater surrounding zone than a small station such as Parnell. The size of the zone has been determined by AT Metro.

Signs help people navigate their way to the station, and from the station to local points of interest (PoI). They also identify entry and exit points.

APPROACH

→
- Station identification
- Exterior facilities
- Entrance and identification
- Customer information

←
- Exterior facilities
- Interchanges
- Customer information
- Wider local area

The approach zone covers the exteriors of all facilities and buildings, and signs within the area that belong to the site, e.g. beacons, station name signs and customer information.

CONCOURSE

→
- Tickets and information
- Directions to platform
- Facilities

←
- Way out
- Interchanges
- Exterior facilities
- Local area
- To other modes

The concourse is all parts of the station’s interior, except the platforms. Examples include: signage leading towards and away from the platforms, ticket machines, Customer Service Centres, entry gates and toilets.

PLATFORM

→
- Platform identification
- Accessible carriage identification
- Facilities

←
- Station identification
- Way out
- Interchanges
- Facilities
- Platform-to-platform interchange

Platform signage helps customers find their way out of the station and towards the trains. Examples include: platform IDs, accessible markings, safety signs, customer information, interchange signage and facilities such as toilets.

Each of these four zones is colour coded in the guidelines for ease of navigation. These colours only apply to these guidelines; they do not prescribe the colours of actual signage.

These guidelines do not cover the interior of trains. Guidance on signage in train interiors is held by AT’s Design Studio and is not to be updated in station signage projects.

Creating flow diagrams within zones

Flow diagrams map the ways people move through a space.

In the preliminary and detailed design stages of a new train station you will need to envisage all the key pathways people will take on exiting a train or making their way to the train.

For existing stations, it is vital to walk through the space several times and see it from a customer perspective (see also Auditing the site).

Surrounding zone

The most difficult aspect of the surrounding zone to map is the pedestrian halo. People will have multiple options for how they approach the station.

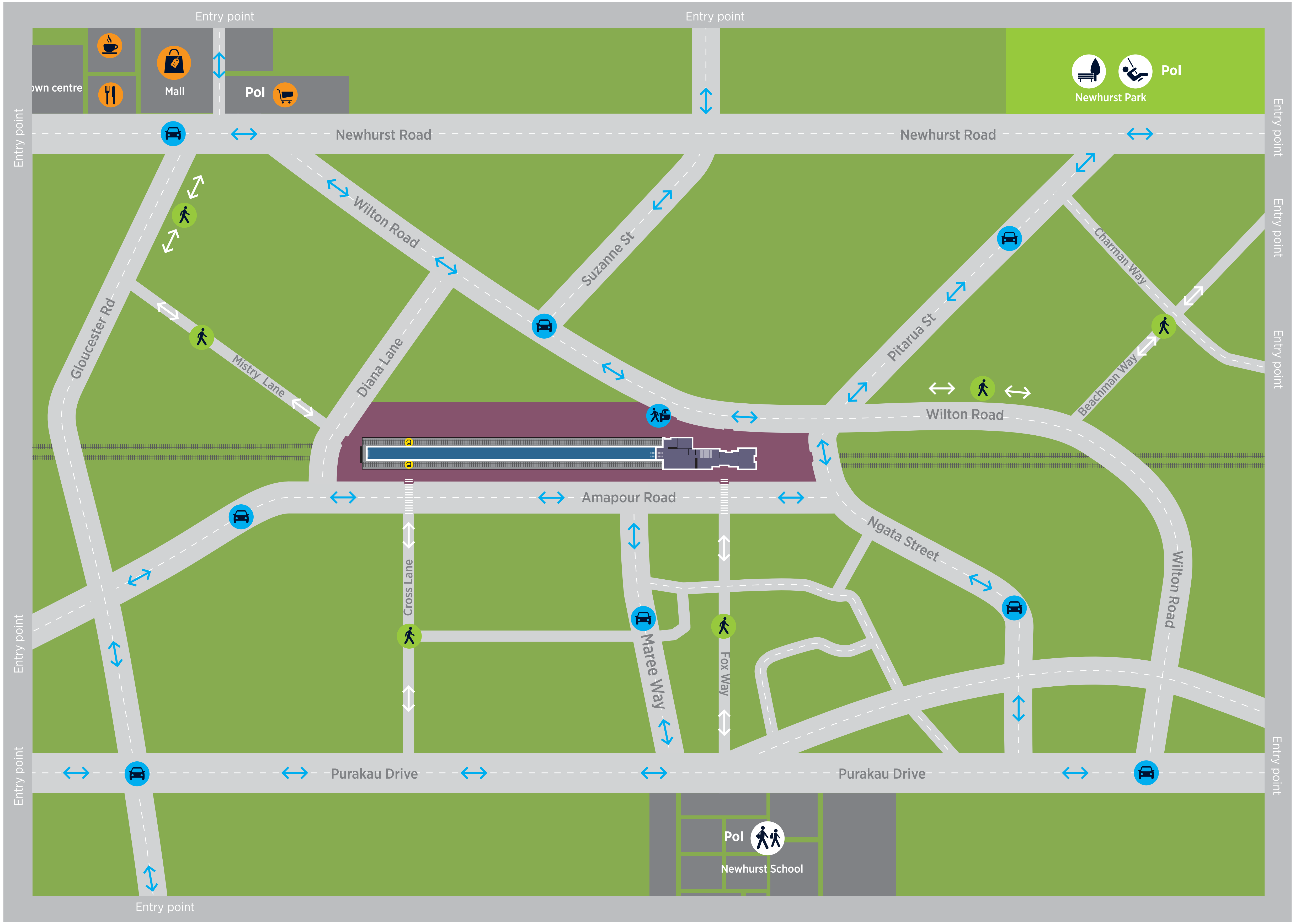
Process for pedestrian and driver halos:

1. Identify the key points of interest (PoI) in the area, e.g. mall, park, school.
2. Identify the key entry/exit points, e.g. other transport hubs, park-and-ride, roads, walking routes, cycle racks.
3. Use these points to map the route people are most likely to take. You may have to consider separate routes for pedestrians and drivers. Take into consideration one-way streets and congestion for drivers. For pedestrians, ideally map the most direct route (desire lines), but if there is a safety issue with the most direct route then map a safe route.
4. Mark each decision point, primarily turns at street intersections.
5. Use the principle of 'just enough information' to determine how many signs to add to the plan.

Restrict your signage to places where confusion might arise. If the approach is a lengthy straight stretch you may provide a confirmation sign that this is still the most direct route.

Surrounding zone flow chart for Newhurst Station (fictional)

🟩 Surrounding 🟪 Approach ▨ Concourse 🟦 Platform


Entry point
Entry point
own centre
Mall
PoI
Newhurst Park
PoI
Entry point
Newhurst Road
Newhurst Road
Entry point
Wilton Road
Suzanne St
Charman Way
Entry point
Gloucester Rd
Mistry Lane
Diana Lane
Pitarua St
Beachman Way
Wilton Road
Amapour Road
Ngata Street
Cross Lane
Maree Way
Fox Way
Wilton Road
Entry point
Entry point
Purakau Drive
Purakau Drive
Entry point
PoI
Newhurst School
Entry point

Choosing sign locations and types

Signs in the surrounding zone help people navigate their way to the station, and from the station to local points of interest (PoI). For this reason all the signs in this zone are directional signs. These signs should be placed at decision points along the routes you have marked on your flow diagram. Most decision points are at junctions, although some may be needed at other places (such as exits from malls, blind corners etc.). You may need to identify these during the site audit.

Mark up your plan with a directional sign at each decision point, and number each sign. (Directional signs are marked on the plan by a ▲).

You will fine tune the exact location and orientation of the signs during the site audit.

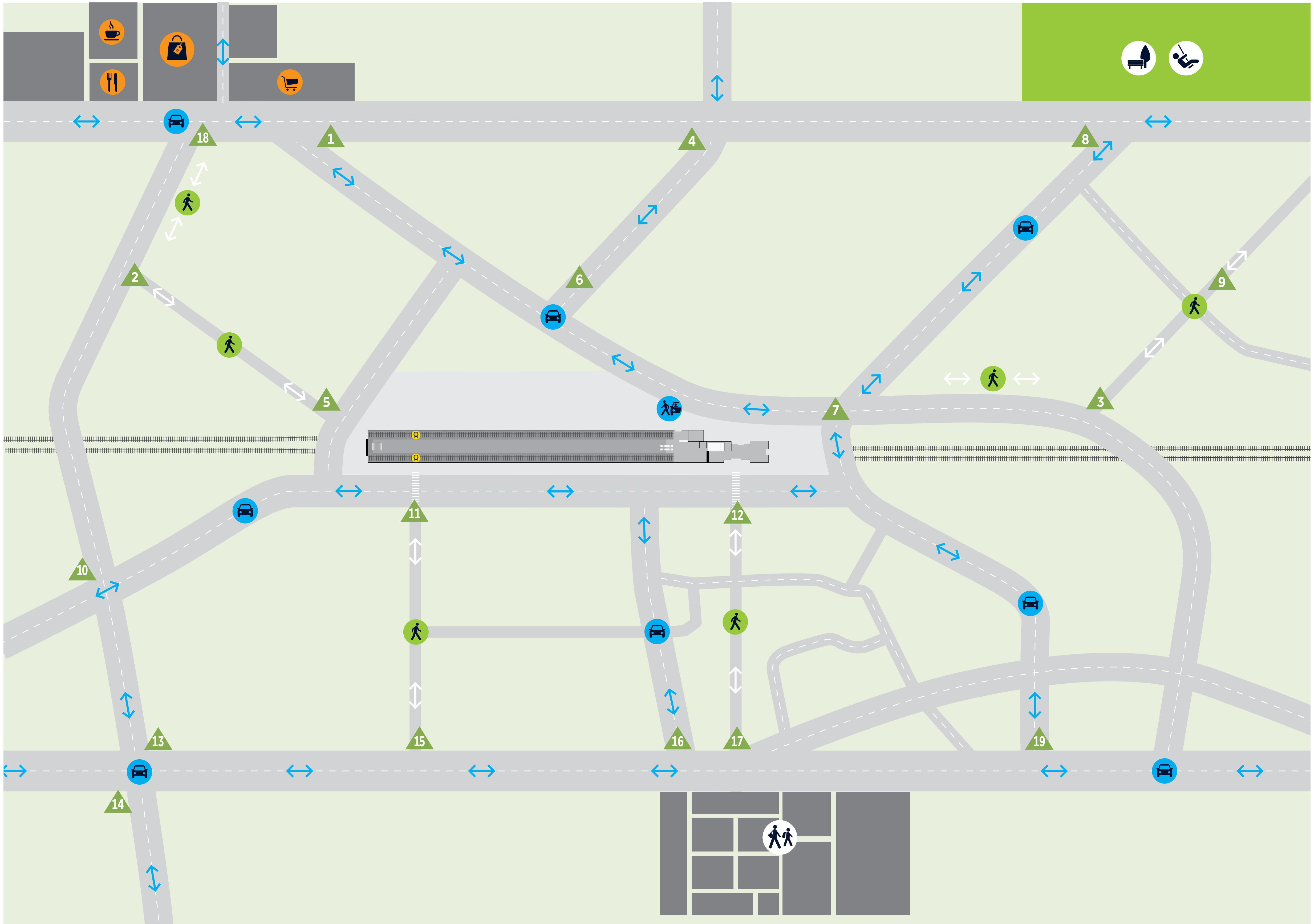
▲ Directional

In this example, we assume that pedestrians will use the driver direction signs where these are available, so only need pedestrian signs on pedestrian-only routes.

Surrounding zone sign location map

This map shows the signs' type, location and reference number.

Surrounding



Choosing specific sign types

For each sign location on your plan you will need to choose the particular type of sign to be installed.

The signs in the surrounding area are all directional. To work out which specific type of directional sign to use, go to the station direction signs section page 62 to choose the most appropriate one.

In this case all the signs that are on the driver flow routes would be driver direction signs.

Signs on pedestrian routes can be either large or small pedestrian blades, this can be determined through the site audit. If there is an appropriate pole available (lamp post/street name sign post) then the large pedestrian blade can be installed on that. If there is no suitable pole available, then the green pole will need to be installed to hold small pedestrian blade/s. Each sign will need content, in this case all signs leading to the station will have the station name and standard graphics (arrow, train icon).

All driver signs are to the station only. Pedestrian signs will take walkers to the station and also to local PoIs so each sign location might need more than one blade.

Create a draft schedule as shown ***full spreadsheet available here.*** **You will update this following the site audit.**

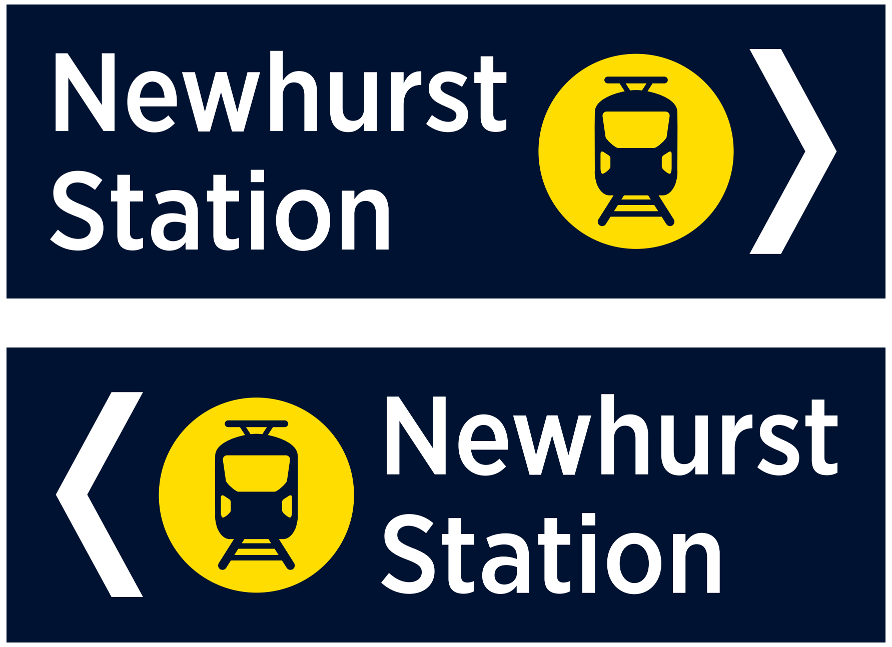
Fig. 1. Signs 1-3

Zone	Sign ref no.	Location	Sign type	Sign subtype	Panel/ blade no	Content	Mounting	Internal/ external	Services required	Comment
Halo	1	Newhurst Road/ Wilton Road	Directional	Driver direction	1	Newhurst Station	Lamp post	Ext	No	Complete during audit
Halo	2	Gloucester Road/ Mistry Lane	Directional	Small pedestrian blade	1	Town centre (plus icons for shops/cafes)	Street name sign pole	Ext	No	Complete during audit
Halo	2	Gloucester Road/ Mistry lane	Directional	Small pedestrian blade	2	Newhurst Station	Street name sign pole	Ext	No	Complete during audit
Halo	3	Wilton Road/ Beachman Way	Directional	Large pedestrian blade	1	Newhurst Station	Street name sign pole	Ext	No	Complete during audit

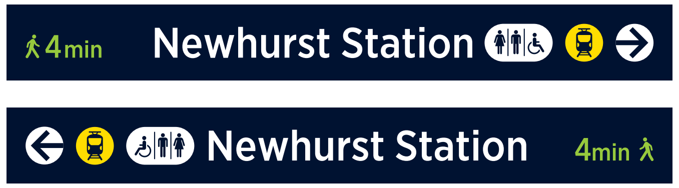
Fig. 1. This table shows a section of the spreadsheet created for the surrounding zone. Signs 1, 2 and 3 are included. As you can see, there are two entries for sign 2; this allows information about each blade on this sign to be described. Use double entries in the spreadsheet when a sign has different information on each panel (e.g. back and front). The rest of the signs are shown in the ***full spreadsheet available here.***

Newhurst Station halo sign examples:

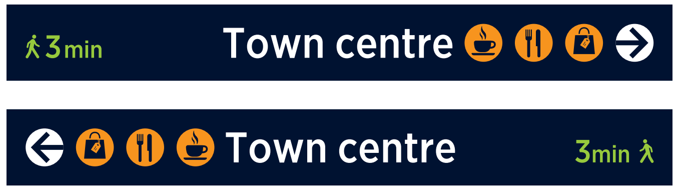
Sign 1. Driver direction (sides A and B)



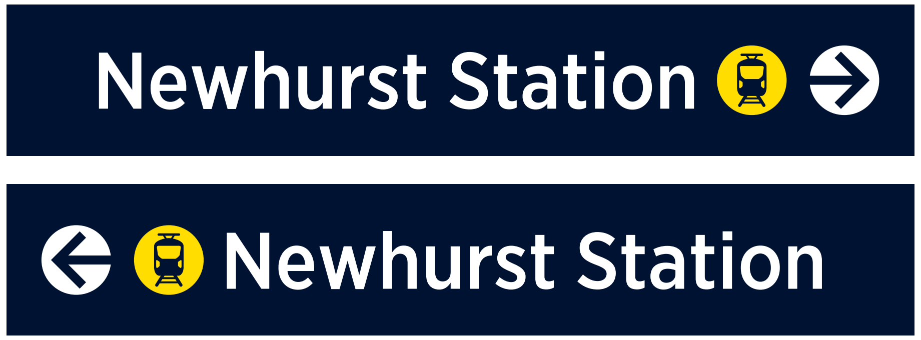
Sign 2.1. Small pedestrian blade (sides A and B)



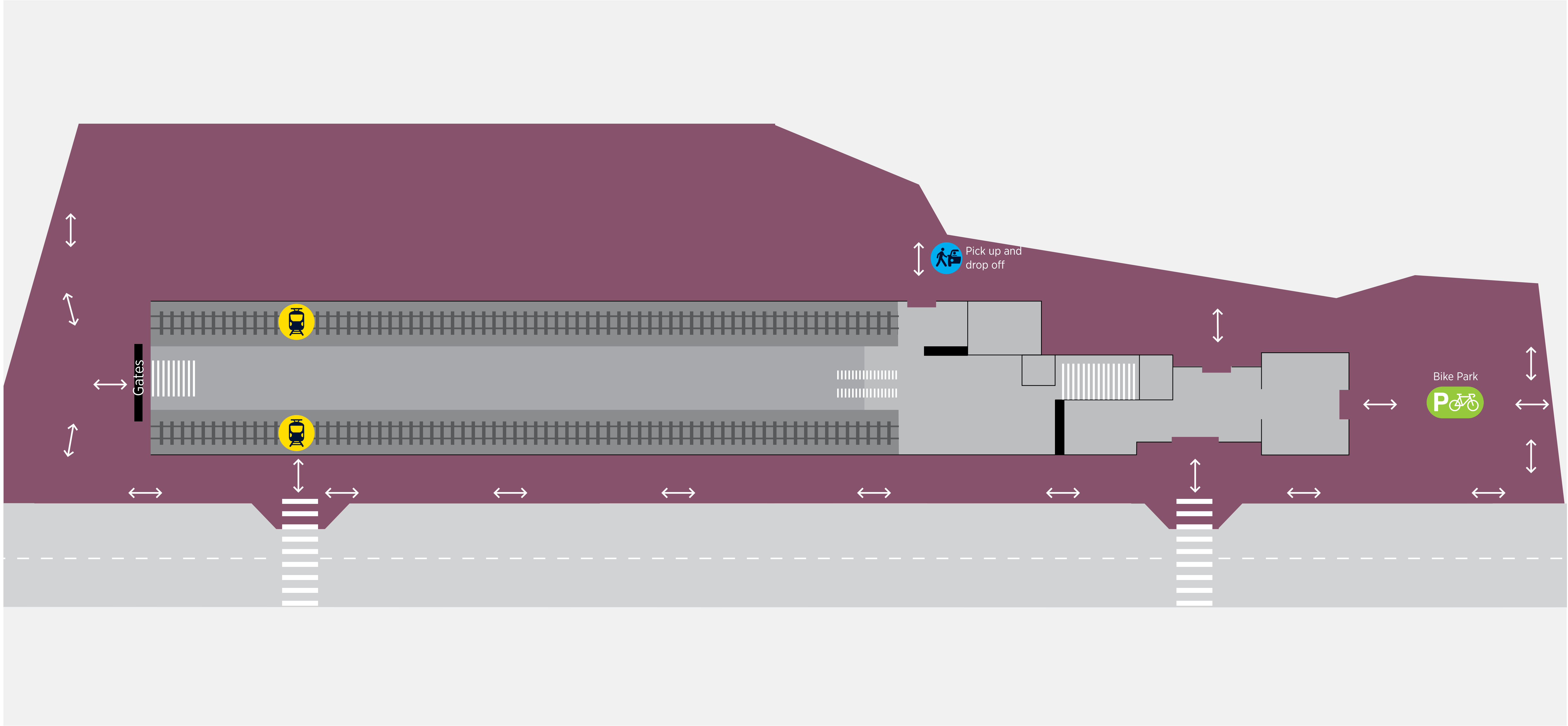
Sign 2.2. Small pedestrian blade



Sign 3. Large pedestrian blade (sides A and B)



Approach zone flow chart



Creating a flow diagram for the approach zone

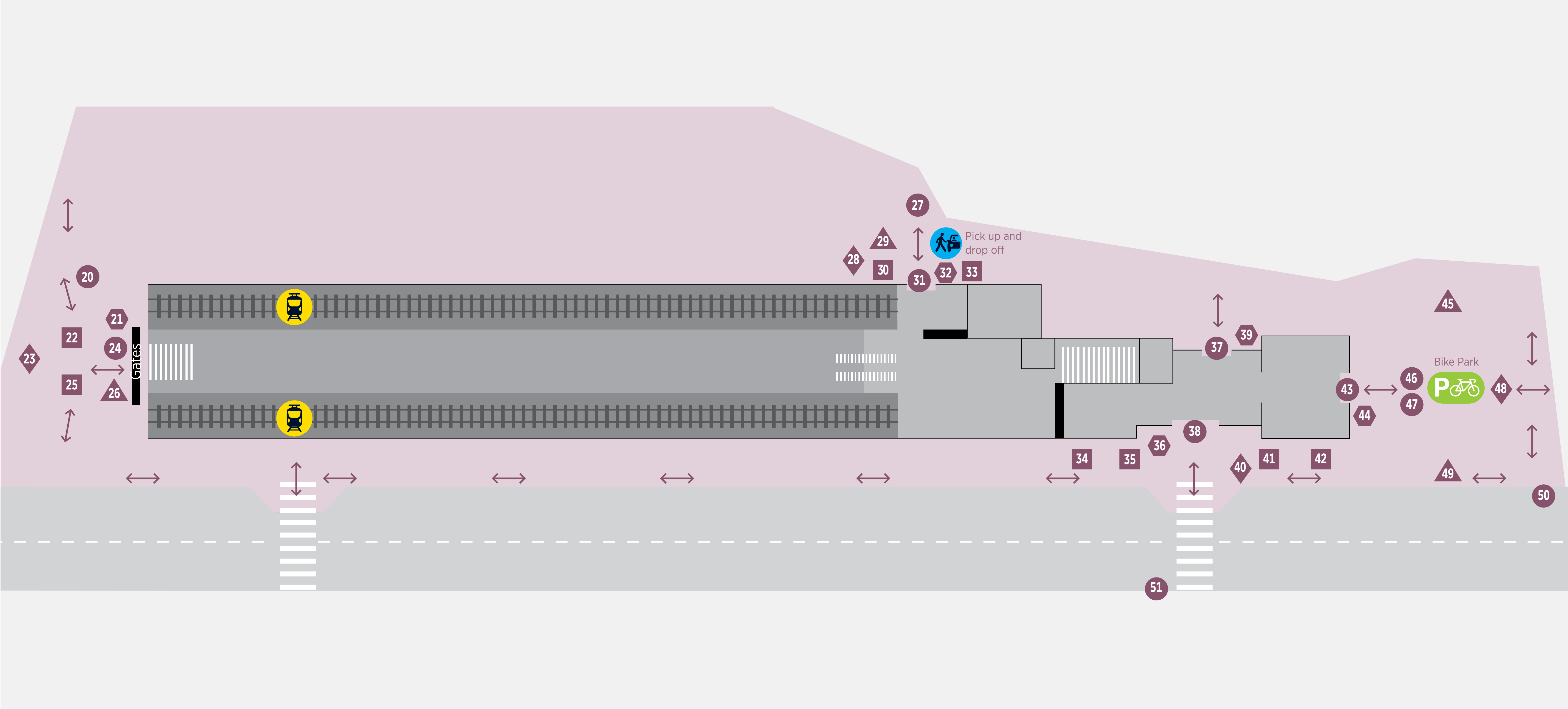
All routes in this zone and the following zones are pedestrians only. There are a few key routes that should be marked on the plan:

- To and from the surrounding zone to the entrances
- To and from the surrounding zone to any external facilities such as bike parks
- To and from the entrances to any external facilities such as bike parks.

When planning signs for an as-yet unbuilt site, it is worth checking to see if the architects have provided a 3D walkthrough or model of the site as this can be very useful. Make sure you use elevations as well as plans to help with sight lines and mounting/height issues.

Approach zone sign location map

This map shows the signs' type, location and reference number.



Types of signs

▲ Directional

These signs are located in the vicinity of the station, they identify facilities such as bike parks, toilets, park-and-ride.

● ID

Place names sited above the entrances to buildings that identify the station and associated facilities. Where stations are visible from a distance choose the large 8m beacon. Where a sight line is restricted, a smaller 5m beacon is more appropriate.

◆ Orientation

Orientation signs are clustered at major entrances and allow customers to understand the station plan and surrounding area. On the facing side is a map showing their present location and nearby points of interest.

⬢ Behavioural

Any dos and don'ts related to customer behaviour, sited at the entrance to stations.

■ Information

These are frames containing customer information. They are operated by customer teams and are sited close to station entrances.

Choosing specific sign types

The approach zone requires a variety of sign types. Most of the signs will be located near entrances and external facilities.

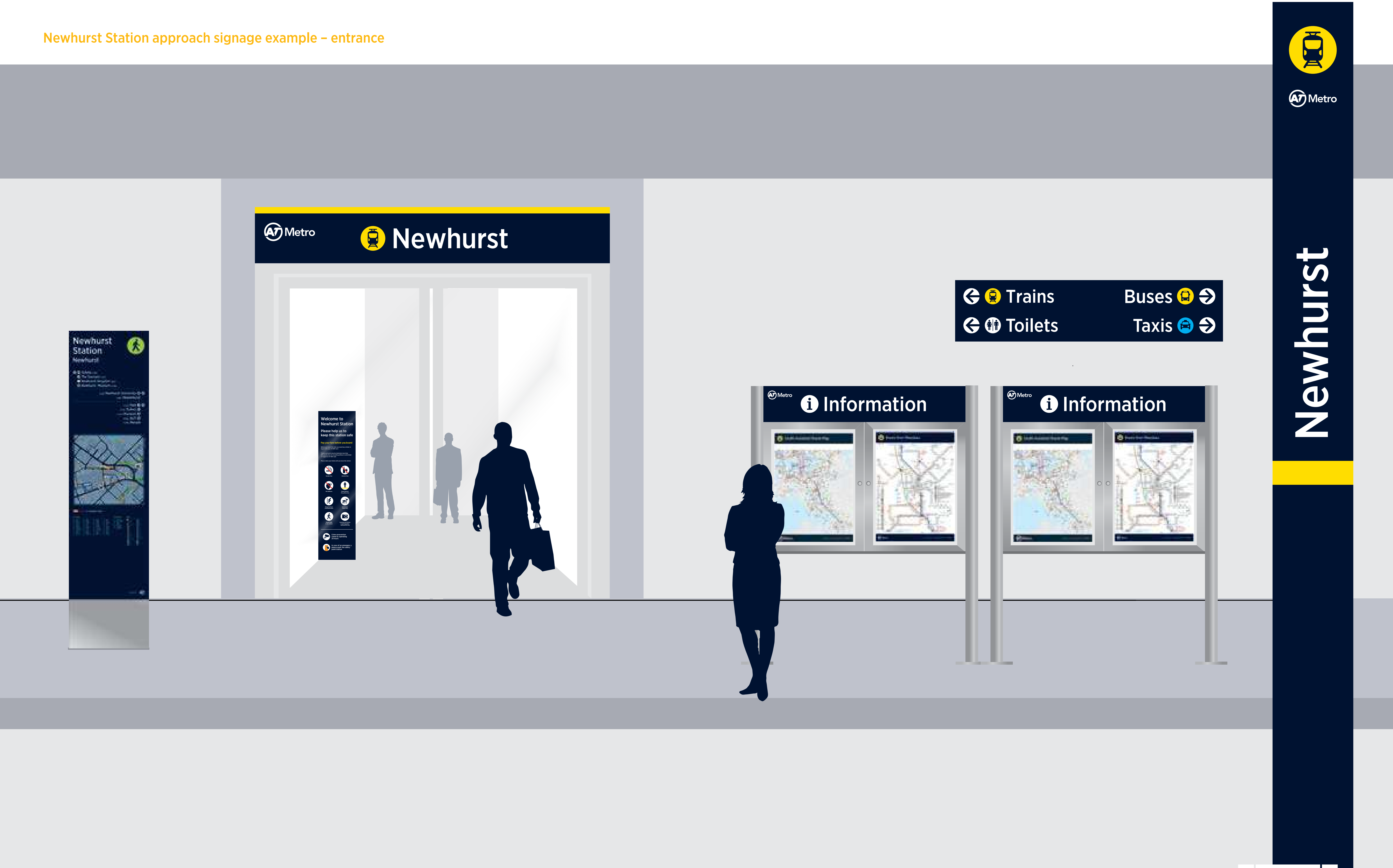
Create a draft schedule as shown. ***full spreadsheet available here.*** **You will update this following the site audit.**

Fig. 1. Signs 20-26

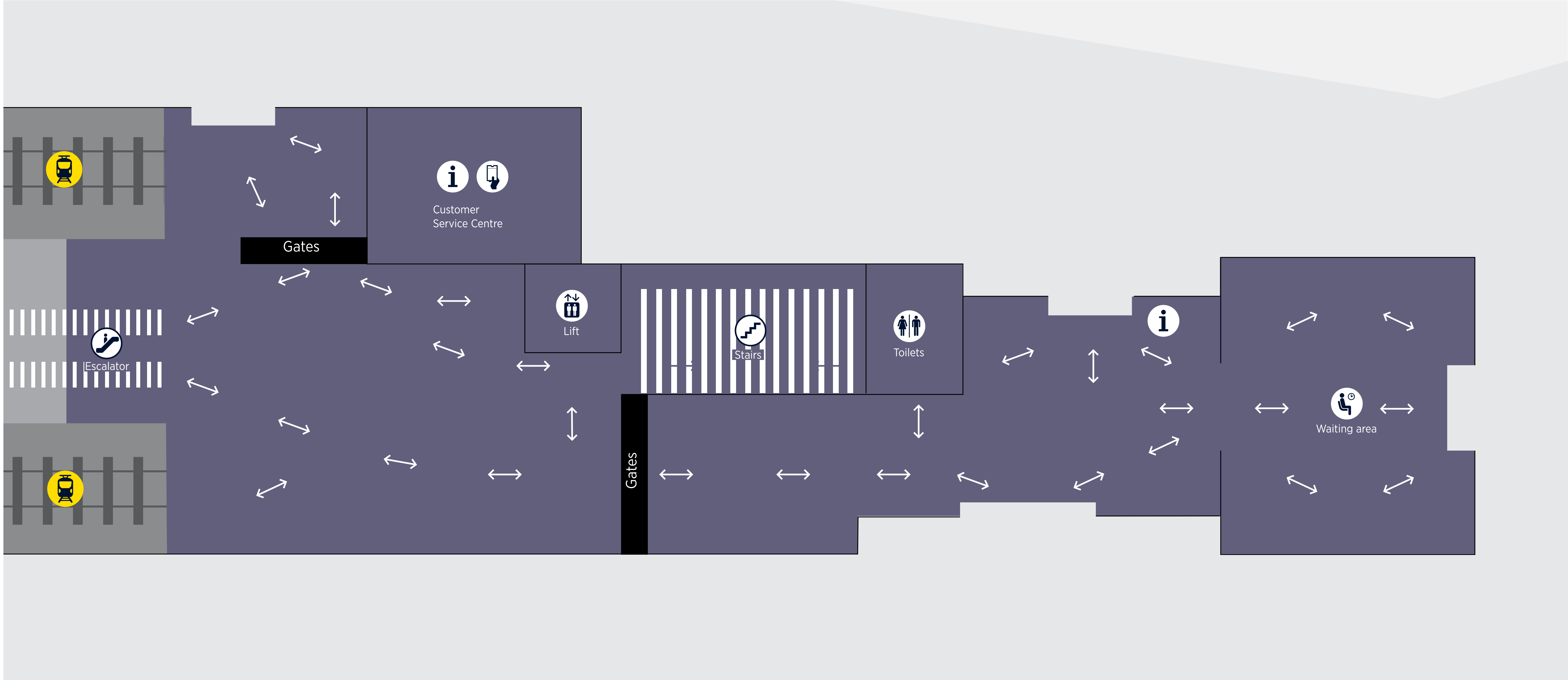
Zone	Sign ref no.	Location	Sign type	Sign subtype	Panel/ blade no	Content	Mounting	Internal/ external	Services required	Comment
Approach	20	pavement western end of station	ID	Beacon	1-4	Newhurst	freestanding	Ext	Yes	all panels same content
Approach	21	western entrance doors	Behavioural	Welcome sign	1	Station rules	glass door	Ext	No	
Approach	22	pavement western end of station	Information	Info stand	1, 2	Maps/timetables	freestanding	Ext	Yes	both panels same content
Approach	23	pavement western end of station	Orientation	Gateway	1, 2	Local area	freestanding	Ext	No	design brief sent to Design Studio
Approach	24	above western entrance doors	ID	Station ID	1	Newhurst	mounted to building	Ext	No	
Approach	25	pavement western end of station	Information	Info stand	1, 2	Maps/timetables	freestanding	Ext	Yes	both panels same content
Approach	26	wall by western entrance	Directional	Wayfinding	1	To main entrance/ station facilities	mounted to building	Ext	No	

Fig. 1. This table shows a section of the spreadsheet created for the approach zone. Signs 20-26 are included. As you can see there are a range of sign types, mounting and services required for these signs.
In this example, signs 20, 22 and 25 all have more than one panel, but since each has the same information on every panel there is no need to have a row for each one – a comment describes this adequately. The gateway sign (no. 25) does have different info on each side, but will need to be designed by the Design Studio, so there is no need to try and describe it in detail here. The rest of the signs are shown in the ***full spreadsheet available here.***

Newhurst Station approach signage example – entrance


Metro
Newhurst
Newhurst Station
Welcome to Newhurst Station
Please help us to keep this station safe
Trains
Toilets
Buses
Taxis
Metro
Information
Metro
Information
Metro
Newhurst

Concourse zone flow chart


Customer
Service Centre
Gates
Lift
Stairs
Toilets
Escalator
Gates
Waiting area

Creating a flow diagram for the concourse zone

All routes in this zone and the following zones are pedestrian only. These key routes should be marked on the plan:
From gates/platform exits/entrances to concourse exits/entrances

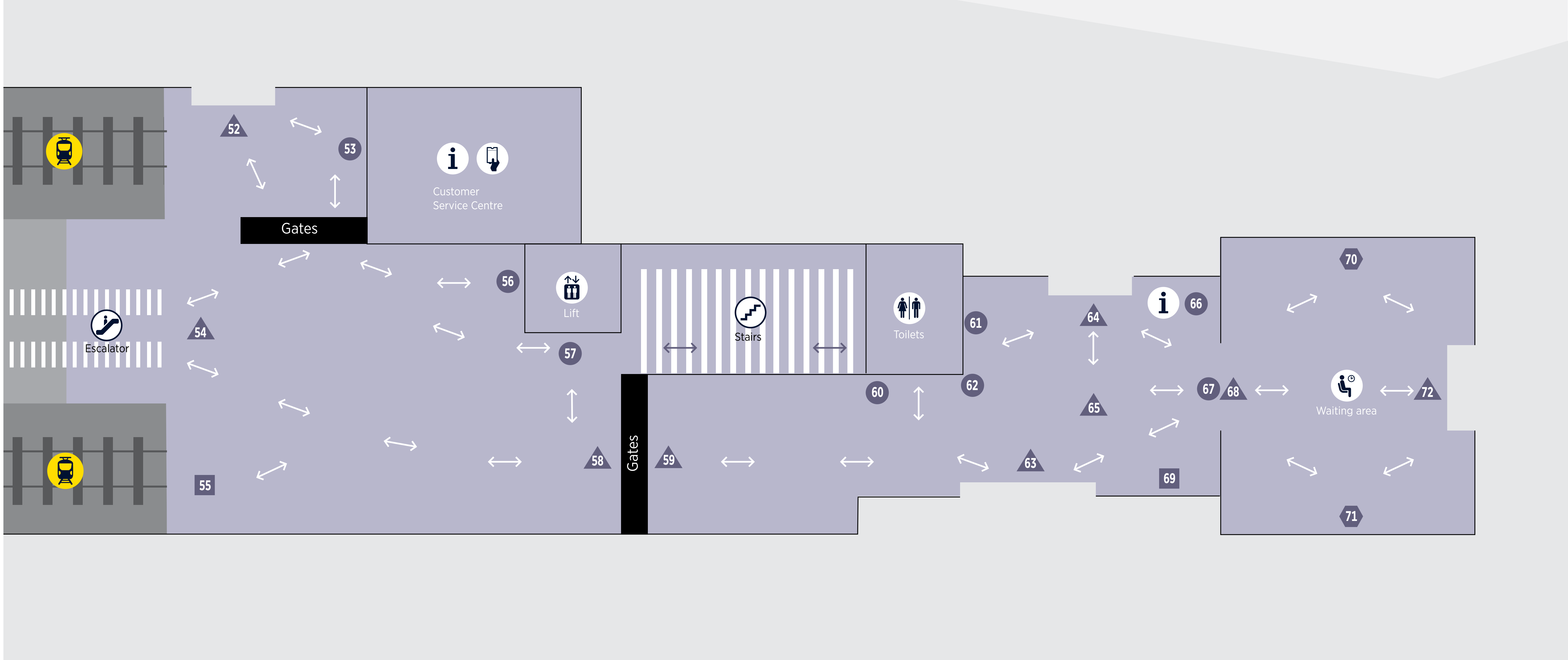
From entrances to:

- Customer Service Centres
- Ticket machines
- Toilets
- Waiting areas
- Lifts
- The areas that people stand in to view the Passenger Information Displays (PIDs)

From the above to gates/platform entrances.If there are commercial tenants, consider these in the flow diagrams.

Concourse zone sign location map

This map shows the signs' type, location and reference number.


52
53
Gates
Customer
Service Centre
54
Escalator
55
56
Lift
57
58
Gates
59
Stairs
60
Toilets
61
62
63
64
65
66
67
68
69
70
Waiting area
71
72

Types of signs

▲ Directional

Check the flow diagram for decision points at the top and bottom of escalators and stairs, to/from platforms, toilets and exits. Always position directional signs above doorways and in general suspend wayfinding signs in the middle of the concourse.

■ ID

ID signs help customers locate all the facilities within the building, e.g. Customer Service Centres, ticket machines, waiting rooms, lifts and toilets.

⬢ Behavioural

Remind customers what behaviours are not acceptable.

Such signs may include smoke free signs in waiting rooms.

■ Information

Customer information signage should be placed in the main concourse where it will not restrict passenger flows.

Bus Stops C
Toilets
Bus Stops A & B
Way out
Lift

Choosing specific sign types

The concourse zone requires a variety of sign types. Signs will be located near exits, internal facilities (Customer Service Centres, ticket machines, waiting areas, toilets etc) and entrances to platforms (gates, stairs, escalators, lifts and passageways).

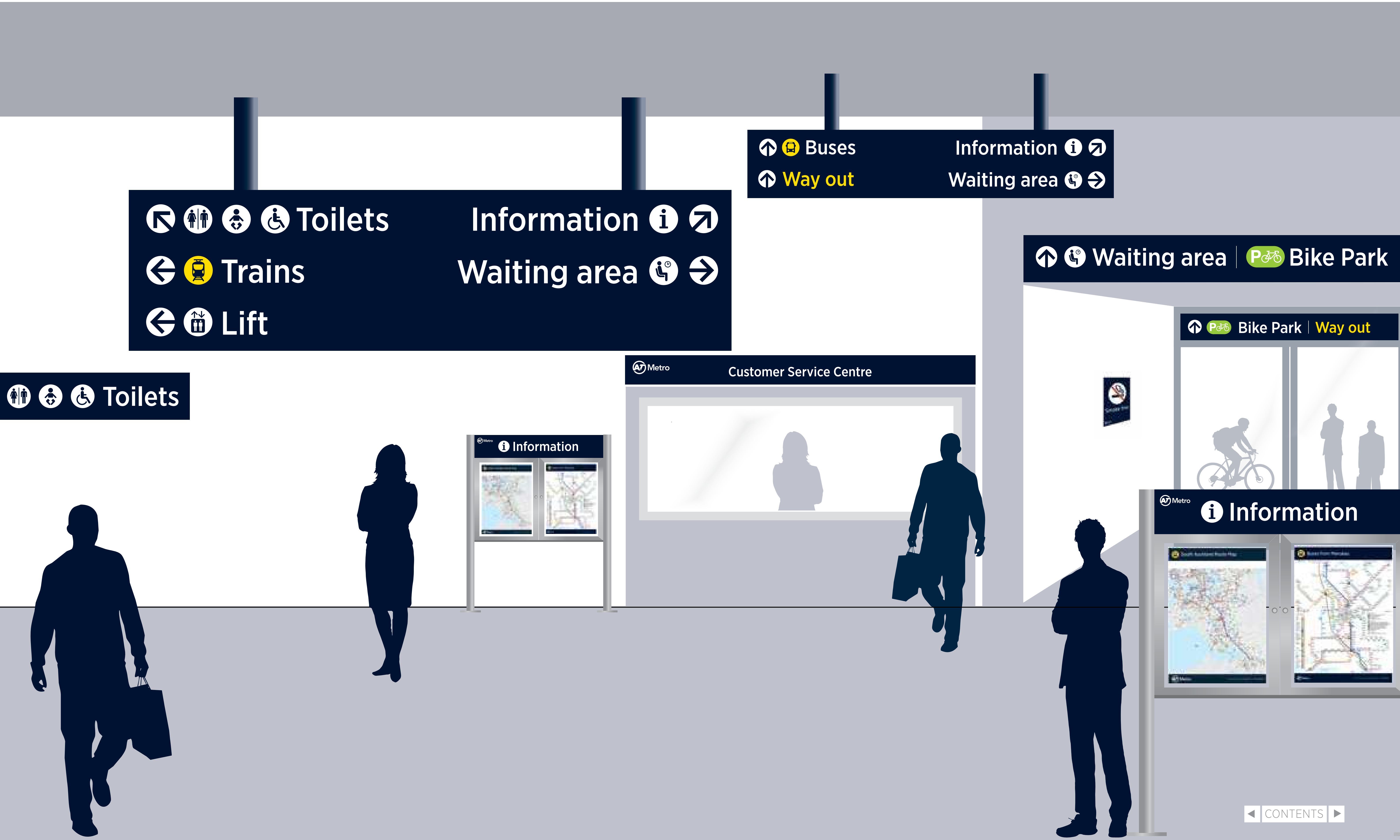
Create a draft schedule as shown. ***full spreadsheet available here.*** **You will update this following the site audit.**

Fig. 1. Signs 62-70

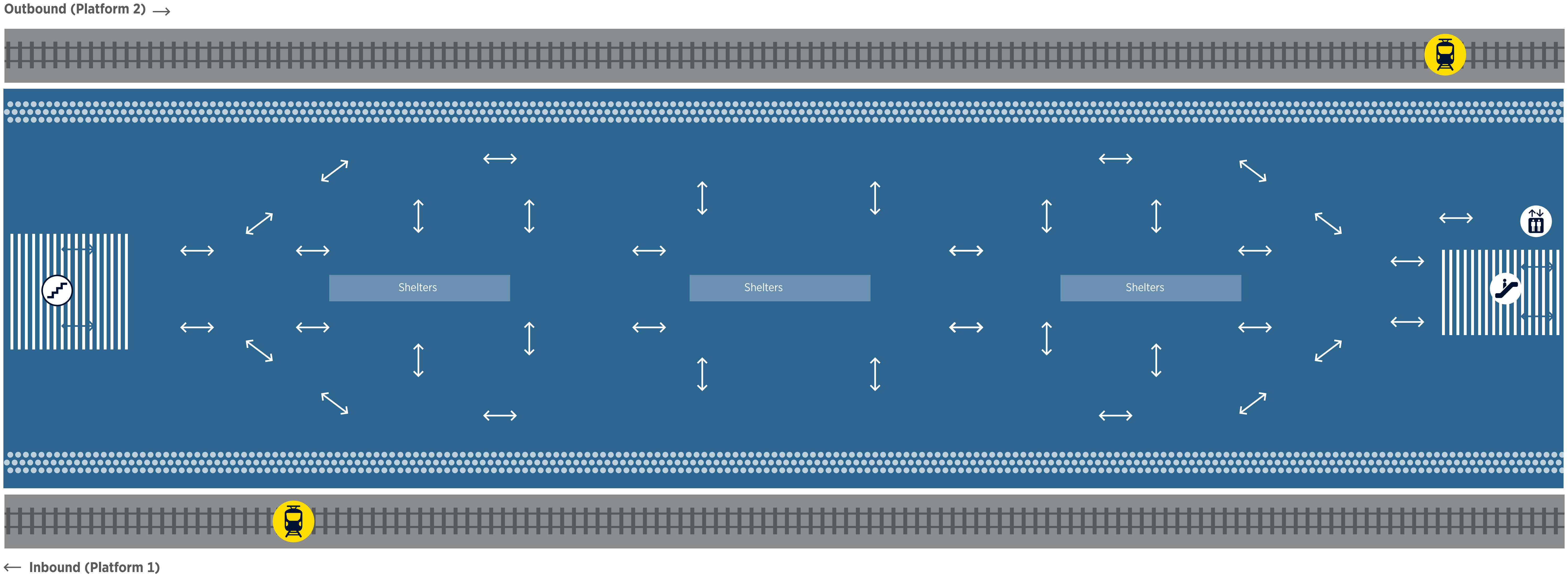
Zone	Sign ref no.	Location	Sign type	Sign subtype	Panel/ blade no	Content	Mounting	Internal/ external	Services required	Comment
Concourse	62	on wall	ID	Location ID	1	Toilets	mounted to building	Int	No	
Concourse	63	above doors south exit	Directional	Wayfinding	1	To trains/platforms/ station facilities	mounted to building	Int	Yes	
Concourse	64	above doors north east exit	Directional	Wayfinding	1	To trains/platforms/ station facilities	mounted to building	Int	Yes	
Concourse	65	centred between south doors and north east doors	Directional	Wayfinding	1	To trains/platforms/ station facilities	suspended from ceiling	Int	Yes	
Concourse	65	centred between south doors and north east doors	Directional	Wayfinding	1	To trains/platforms/ station facilities	suspended from ceiling	Int	Yes	
Concourse	66	above information kiosk	ID	Location ID	1	Customer service centre	mounted to building	Int	No	
Concourse	67	above entance to waiting room	Directional	Wayfinding	1	To waiting area/bike park	mounted to building	Int	Yes	
Concourse	68	above entrance to concourse	Directional	Wayfinding	1	To trains/facilities	mounted to building	Int	Yes	
Concourse	69	concourse	Information	Info stand	1, 2	Maps/Timetables	freestanding	Int	Yes	Both sides same info
Concourse	70	waiting area	Behavioural	No smoking	1	Smoke free	to glass	Int	No	

Fig. 1. This table shows a section of the spreadsheet created for the concourse zone. Signs 62-70 are included. As you can see there are two entries for sign 65; this allows information about each side of this sign to be described. The rest of the signs are shown in the ***full spreadsheet available here.***

Newhurst Station signage example - concourse


Toilets
Information
Trains
Waiting area
Lift
Buses
Information
Way out
Waiting area
Waiting area
Bike Park
Bike Park
Way out
Toilets
Metro
Customer Service Centre
Metro
Information
Metro
Information

Platform zone flow chart (island platform)


Outbound (Platform 2)
Shelters
Shelters
Shelters
Inbound (Platform 1)

Creating a flow diagram for the platform zone

All routes in this zone are pedestrian only. These key routes should be marked on the plan:

From gates/platform entrances to platform alighting area

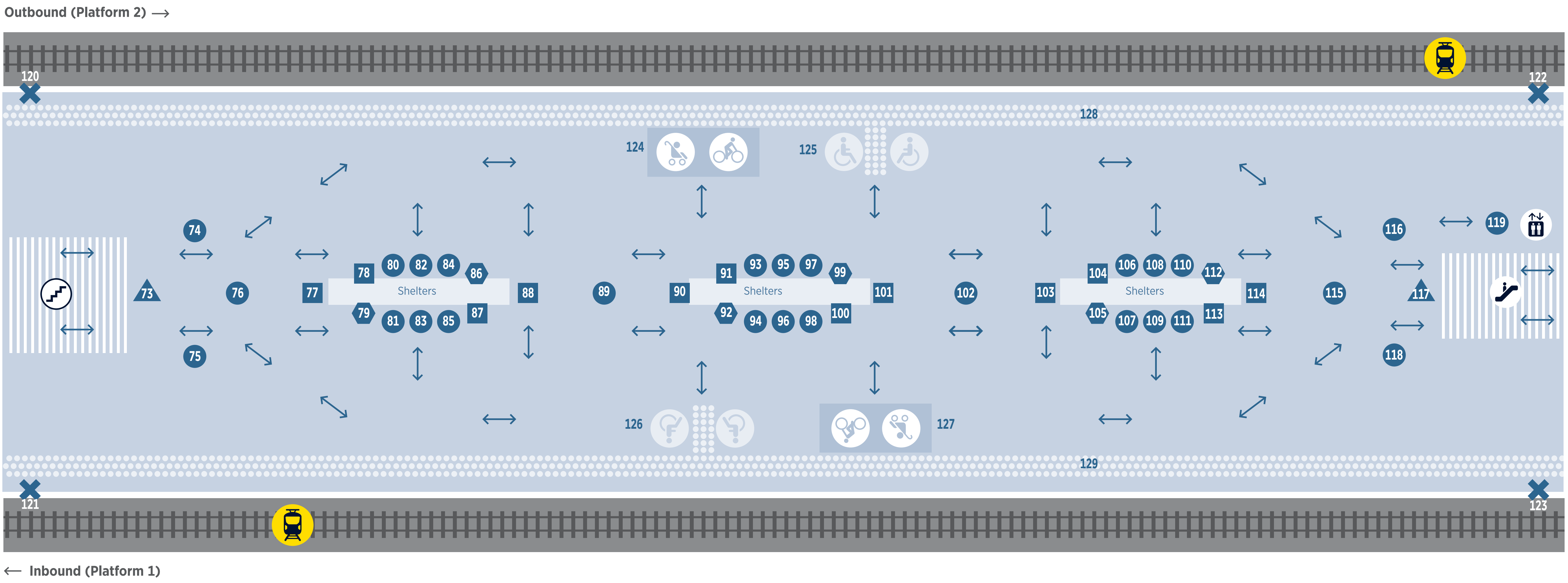
From platform alighting area to platform exits and:

- Tag on/tag off points
- Lifts
- Escalators
- Ticket machines
- Toilets
- Waiting areas.

From the above to gates/platform exits.

Platform zone sign location map

This map shows the signs' type, location and reference number.


Outbound (Platform 2) ⟶
120
122
128
124
125
74
73
76
75
77
78
80
82
84
86
Shelters
79
81
83
85
87
88
89
90
91
93
95
97
99
Shelters
92
94
96
98
100
101
102
103
104
106
108
110
112
Shelters
105
107
109
111
113
114
115
116
117
118
119
126
127
129
121
123
⟵ Inbound (Platform 1)

Types of signs

▲ Directional:

Directional signs help customers locate facilities such as toilets and lifts. Signs on platforms will include designating where accessible doors are for each three-car train.

● ID

Every platform and platform shelter has a station ID. Each section of shelters has two panels to be used for station ID purposes.

⬢ Behavioural

These signs are integrated into the anti-graffiti shelter vinyls. Examples include no smoking or drinking, CCTV. Some platforms are sloping, in which case a 'please lock pushchair' sign is needed for safety purposes.

■ Information

There are minimum standards for platforms. Ask AT Metro for these standards.

✖ Regulatory

At the end of each platform there must be a KiwiRail sign forbidding access to the track.

Side platform

The above illustration shows the island platfom layout. Where the station has side platforms the signage is the same as above, but is divided evenly between the two platforms.

Choosing specific sign types

The platform zone requires a variety of sign types. Signs will be located near exits to platforms (gates, stairs, escalators, lifts, passageways), on shelters, and along the platform at regular intervals.

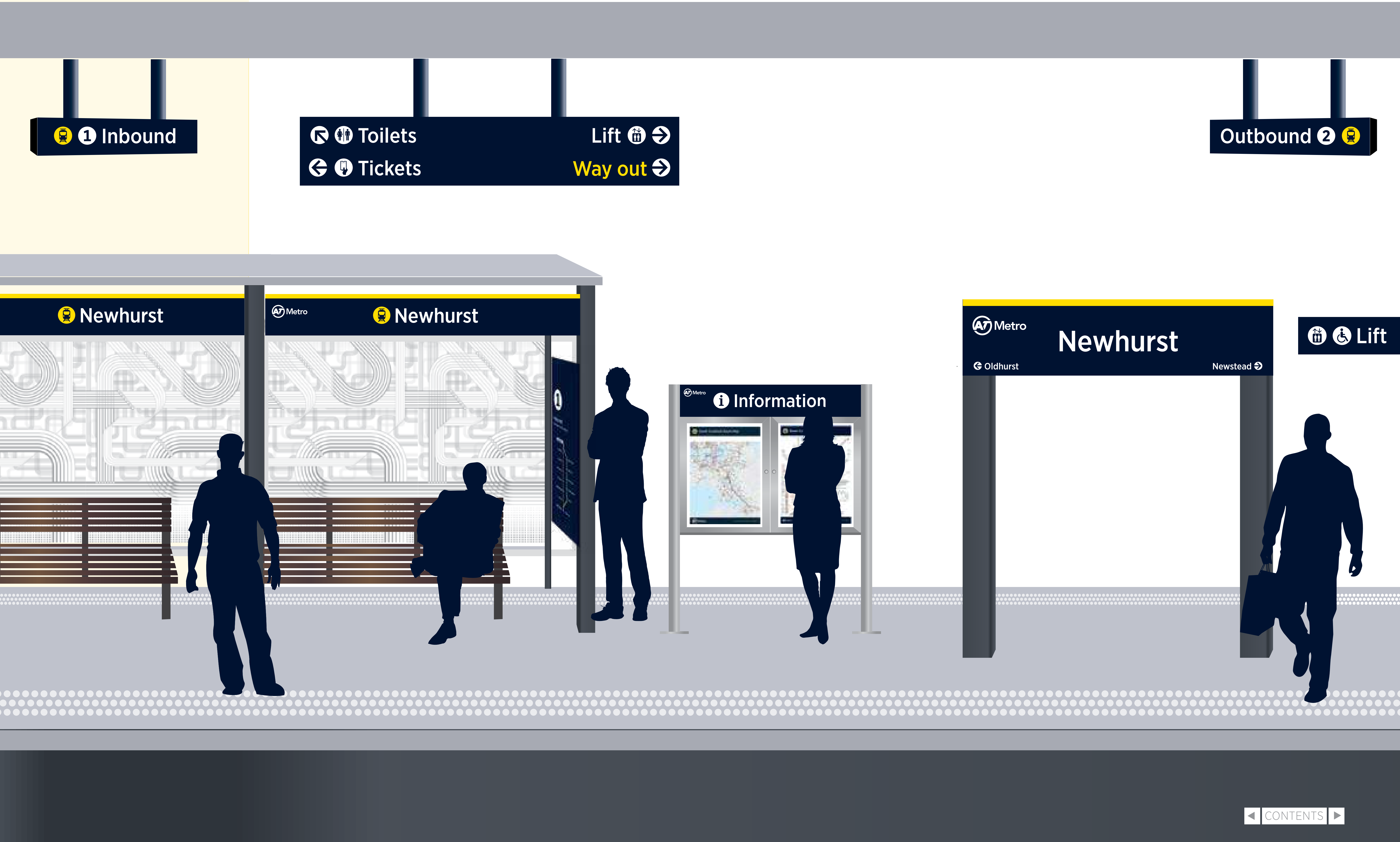
Create a draft schedule as shown. ***full spreadsheet available here.*** **You will update this following the site audit.**

Fig. 1. This table shows a section of the spreadsheet created for the platform zone. Signs 104 -123 are included. The rest of the signs are shown in the complete spreadsheet available here.

Fig. 1. Signs 104-123

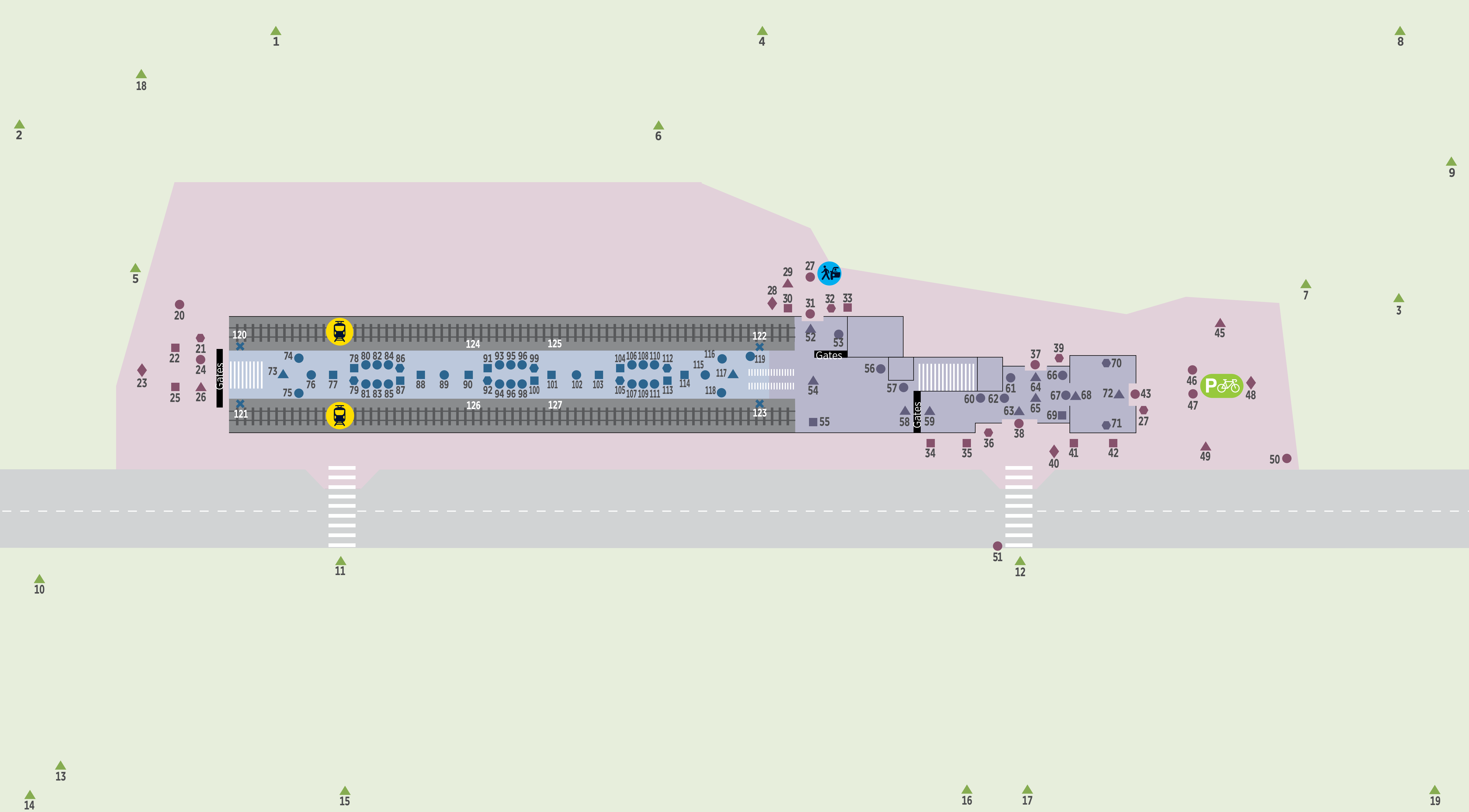
Zone	Sign ref no.	Location	Sign type	Sign subtype	Panel/ blade no	Content	Mounting	Internal/ external	Services required	Comment
Platform	104	on return (side) panel of shelter	Behavioural	Shelter behaviour	1	No smoking/drinking CCTV	Applied to shelter	Ext	No	
Platform	105	on return (side) panel of shelter	Behavioural	Shelter behaviour	1	No smoking/drinking CCTV	Applied to shelter	Ext	No	
Platform	112	on return (side) panel of shelter facing exit	Information	Route marker schematic	1	Route/platform information	Applied to shelter	Ext	No	
Platform	113	on return (side) panel of shelter facing exit	Information	Route marker schematic	1	Route/platform information	Applied to shelter	Ext	Yes	
Platform	114	centre of platform eastern end	Information	Info stand	2	Maps/Timetables	Freestanding	Ext	Yes	Same info both sides
Platform	115	centre of platform eastern end	ID	Platform/ station ID	1	Newhurst	Freestanding	Ext	Yes	Ensure correct next/previous info included and installed on appropriate side
Platform	115	centre of platform eastern end	ID	Platform/ station ID	2	Newhurst	Freestanding	Ext	Yes	Ensure correct next/previous info included and installed on appropriate side
Platform	116	near eastern exit from platform – platform 2 side	Directional	Wayfinding	2	Outbound	Light box	Ext	No	Same info both sides
Platform	117	above eastern exit from platform	Directional	Wayfinding	1	To trains	Light box	Ext	Yes	
Platform	117	above eastern exit from platform	Directional	Wayfinding	2	Way out/station facilities	Light box	Ext	Yes	
Platform	118	near western exit from platform – platform 1 side	Directional	Wayfinding	2	Inbound	Light box	Ext	Yes	Same info both sides
Platform	119	wall of escalator (north side)	ID	Location ID	2	Lift	Light box	Ext	Yes	Same info both sides
Platform	106-111	eastern shelter	ID	Shelter ID	1	Newhurst	shelter panel	Ext	No	
Platform	120-123	at far ends of platforms	Behavioural	KiwiRail regulatory	1	Danger no access	on railings	Ext	Yes	

Newhurst Station signage example – platform


1 Inbound
Toilets
Lift
Tickets
Way out
Outbound 2
Newhurst
Metro
Newhurst
Information
Metro
Newhurst
Oldhurst
Newstead
Lift

Whole station and surrounding zone sign location map

**This map is combined from all the previous zone maps –
it shows the signs' type, location and reference number for all the zones.**


1
4
8
18
2
6
9
5
27
29
28
30
31
32
33
7
3
20
120
124
125
122
52
53
45
21
22
24
23
25
26
Gates
74
73
75
76
77
78
80
82
84
86
79
81
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85
87
88
89
90
91
93
95
96
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94
96
98
100
101
102
103
104
106
108
110
112
105
107
109
111
113
114
115
116
117
118
119
Gates
54
56
57
37
39
66
70
46
47
48
61
64
67
68
72
43
60
62
63
65
69
71
27
58
59
Gates
55
38
36
121
126
127
123
34
35
40
41
42
49
50
51
11
12
10
13
14
15
16
17
19

Having mapped the flow and chosen the types and number of signs you need, the next step is to undertake a physical audit of existing sites and ensure all these signs are viable.

- Before auditing the site ensure you have created flow charts for the areas to be audited
- Ensure you have any permissions required and have notified Auckland Transport Operations Centre (ATOC) and station managers that you will be on site
- Wear appropriate Personal Protection Equipment (PPE)
- Bring a notebook and camera or ideally a tablet
- Unless you wish to observe peak hour flow through a site, avoid peak hours.

Auditing the site

Before sending off your Signage Schedule for manufacture or review, a walk-through of the site is required.

For new sites

If the site is not yet built, you won't be able to carry out an audit; however, you can audit the surrounding area. It is worth checking to see if the architects have provided a 3D walkthrough or model of the site as this can be very useful.

When auditing existing signage you will be checking a number of things:

- Are the signs located in the right places?
- Do the signs contain the right information?
- Are there enough signs?
- Are the signs in need of replacing (physically unsound) or can they be re-skinned?

If they are physically sound, are they the right size and shape to hold the new designs? If not, they will need to be replaced (unless the panel size can be extended).

Steps

Walk through the site following the flow routes on your charts (you'll need to do this in both directions) and assess each sign location:

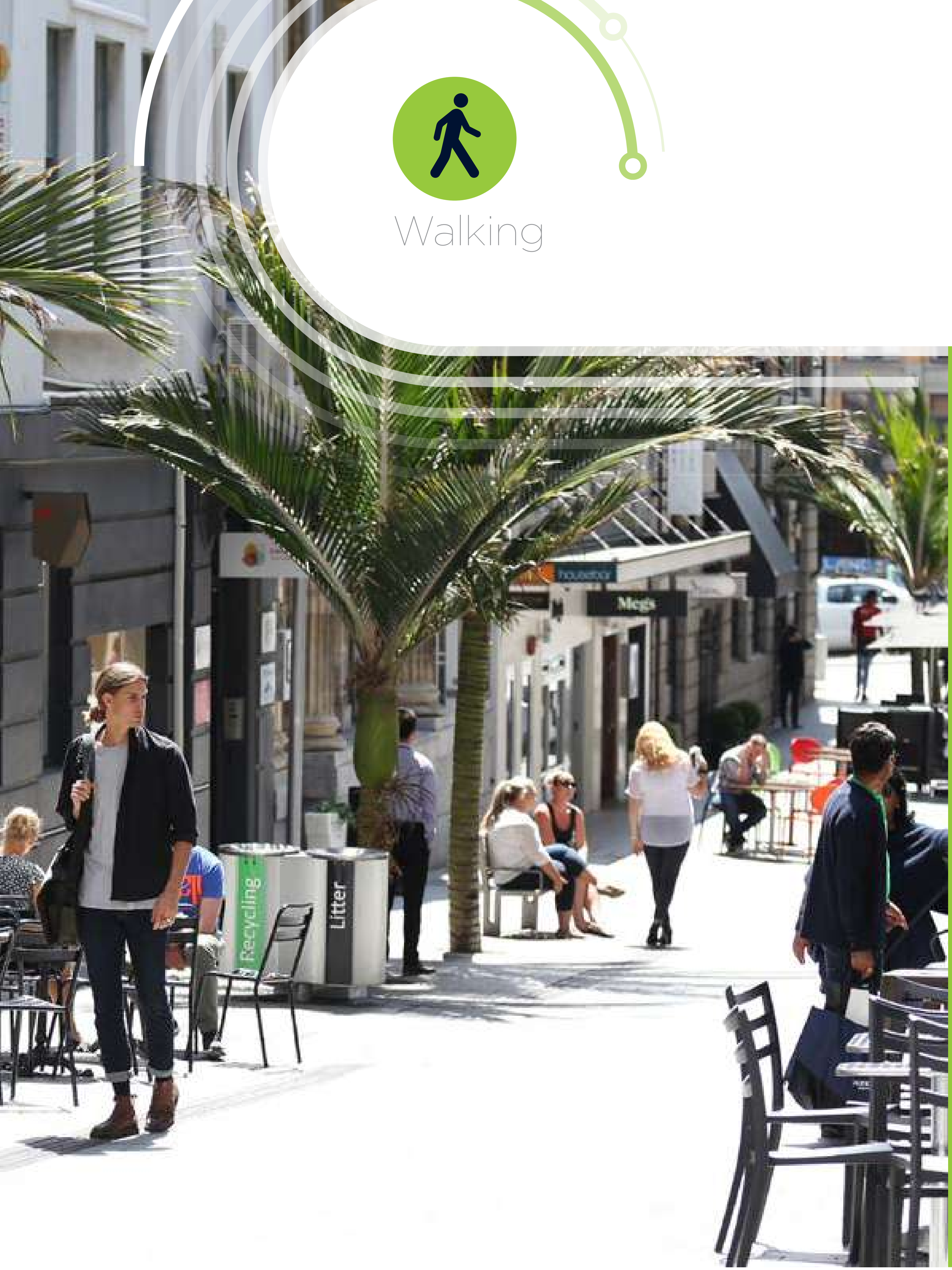
- If there is an existing sign, assess it using the questions above, make notes and take photos (one close up and one from a distance for each side of the sign).
- If a new sign is needed, assess where it can be installed or mounted. Ensure the location allows the installed sign to meet safety standards, will be visible from the right distance and angle for the user. Make notes and take photos of the location, both close up and from a distance.
- When auditing the surrounding zone you will need to check who owns the land if you intend to site a sign in the berm or similar. You will need permission from Auckland Council for any signs in parks, beach reserves etc. For all signs in the pavement you will need to follow rules laid out in the Transport Design Manual on installing signs in the road corridor.

Review and sign off signage

Once you have completed your Signage Schedule (plan and spreadsheet) it should be reviewed by the Public Transport Operations team and by the signage Subject Matter Expert (SME). When all amends have been completed you can put together a signage brief to send out with your Request for Quote (RFQ).

A complete signage brief should include:

- A plan (such as the one above)
- A spreadsheet (similar to the demonstration version here)
- The public transport graphic elements section of this document
- The public transport graphic application section of this document
- The materials and specifications section of this document.



Walking

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.

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3.1

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

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

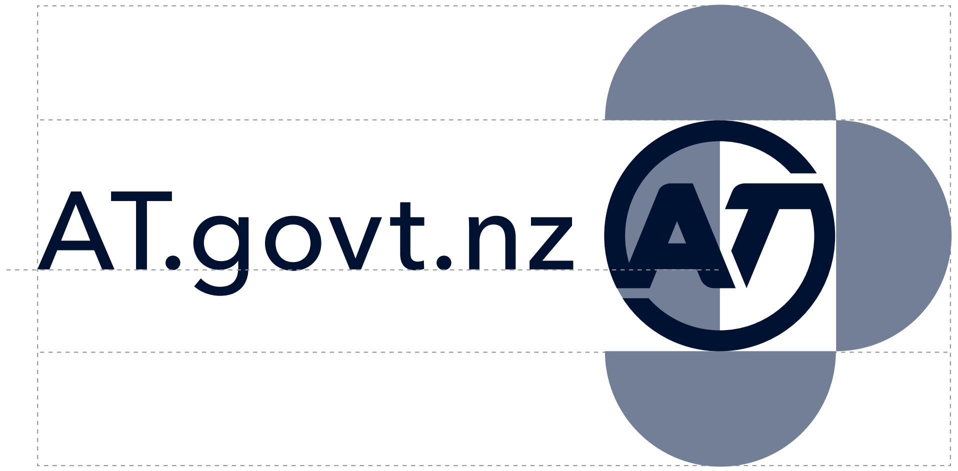
Padding = ½ width of AT roundel

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.

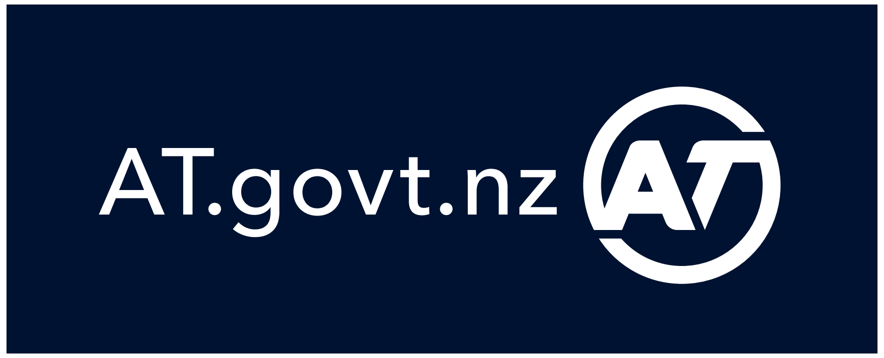
Graphic elements

AT logo lock-up



Padding = ½ width of AT roundel

When used on pedestrian signage, the AT logo appears as a lock-up with the AT website address as above. The baseline of the web address lines up with the bottom horizontal line of the A (see above).



Generally the white mono AT logo will 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.

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

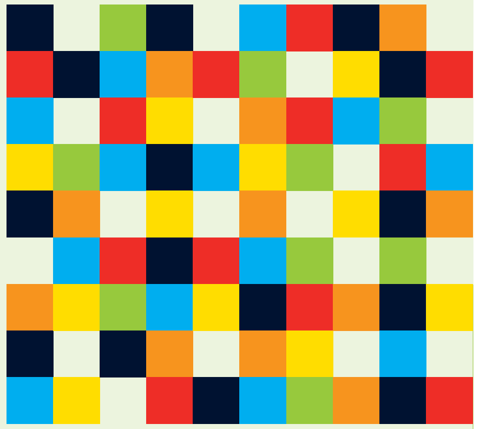
Aa Bb Cc Dd Ee Ff Gg Hh Ii Jj Kk Ll Mm Nn Oo Pp Qq Rr Ss Tt Uu Vv Ww Xx Yy Zz 1234567890$&.,:;'()/-

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 **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 walking and is used in the header to help identify the signs as relating to walking and cycling.

Secondary colours

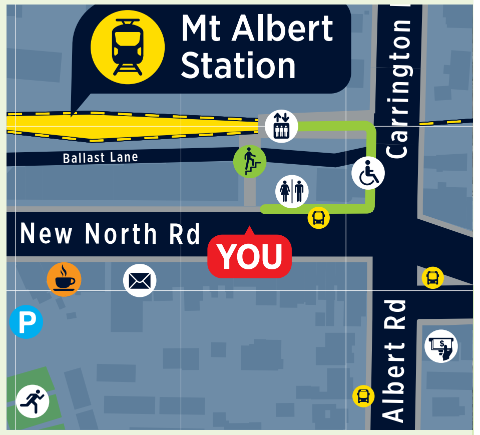
The secondary colours Yellow and Red have been added to produce a legible highlight when used on a background of Ocean Blue.

Yellow, and Cyan relate to specific transport modes:

Yellow:	Take care on cycle signs and public transport modes (bus, train and ferry)
Red:	Warnings
Cyan:	Road modes (driving)
Orange:	Attractions

Colour palette

Signage Ocean Blue	100	65	22	80	PMS 539C
White	0	0	0	0	White
Signage Active Green	46	0	100	0	PMS 376C
Signage Safety Yellow	0	10	100	0	PMS 109C
Signage Pohutukawa Flower Warnings	0	96	97	0	PMS 485C
Signage Commercial Orange	0	50	100	0	PMS 144C
Signage Parking Blue	100	0	0	0	PMS Cyan

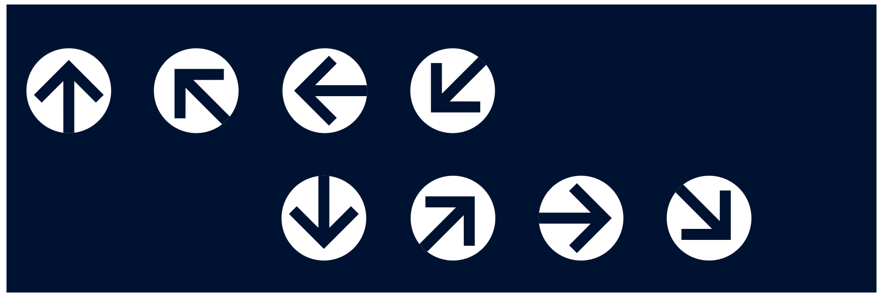

Mt Albert Station
Carrington
Ballast Lane
New North Rd
YOU
Albert Rd

Icons

Key items and directions are supported on the signs by the use of internationally recognisable icons. This improves accessibility for speakers of other languages and reinforces key messages. Icons for items must appear next to the arrow icon so they can be understood without having to read the text. If a new icon is required, a request must be made to the Design Studio/regional signage project. New icons and landmarks must only be created by these teams.

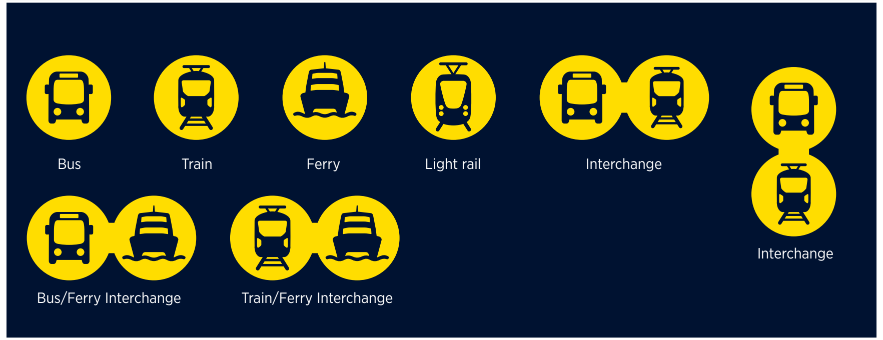
Arrows

Arrows are always used to indicate direction.



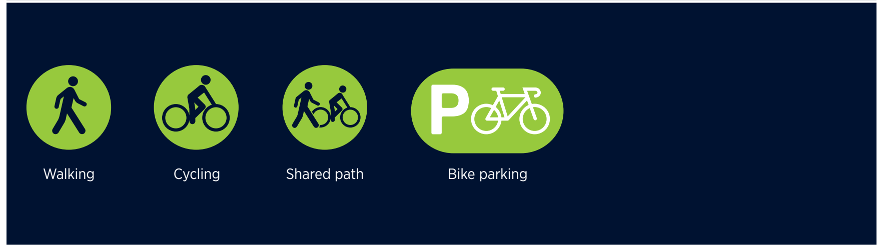
Public transport icons

The icons for public transport modes must always be used alongside the appropriate text. The interchange icons shown here are for use on signage; however, there is a simpler icon that is used on maps.


Bus
Train
Ferry
Light rail
Interchange
Interchange
Bus/Ferry Interchange
Train/Ferry Interchange

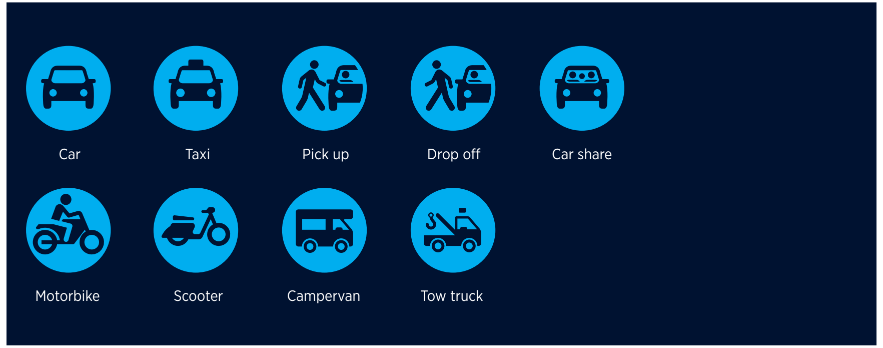
Active mode icons

Used on pedestrian cycle and shared paths signage.


Walking
Cycling
Shared path
Bike parking

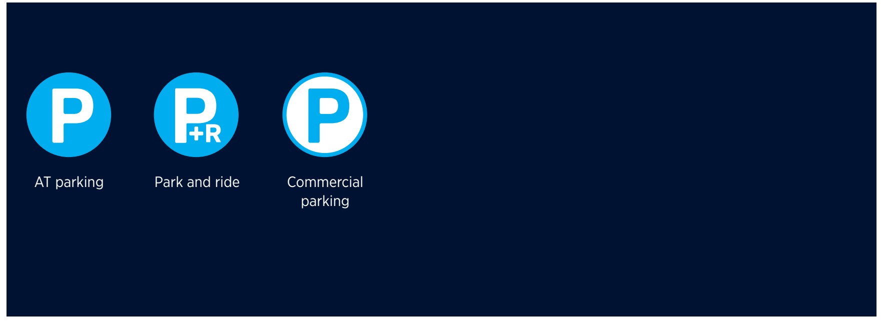
Third-party transport icons

Use these to indicate facilities for private vehicles, taxis etc.


Car
Taxi
Pick up
Drop off
Car share
Motorbike
Scooter
Campervan
Tow truck

Parking icons

Use these to indicate AT car parks, park-and-ride and non-AT commercial carparks.

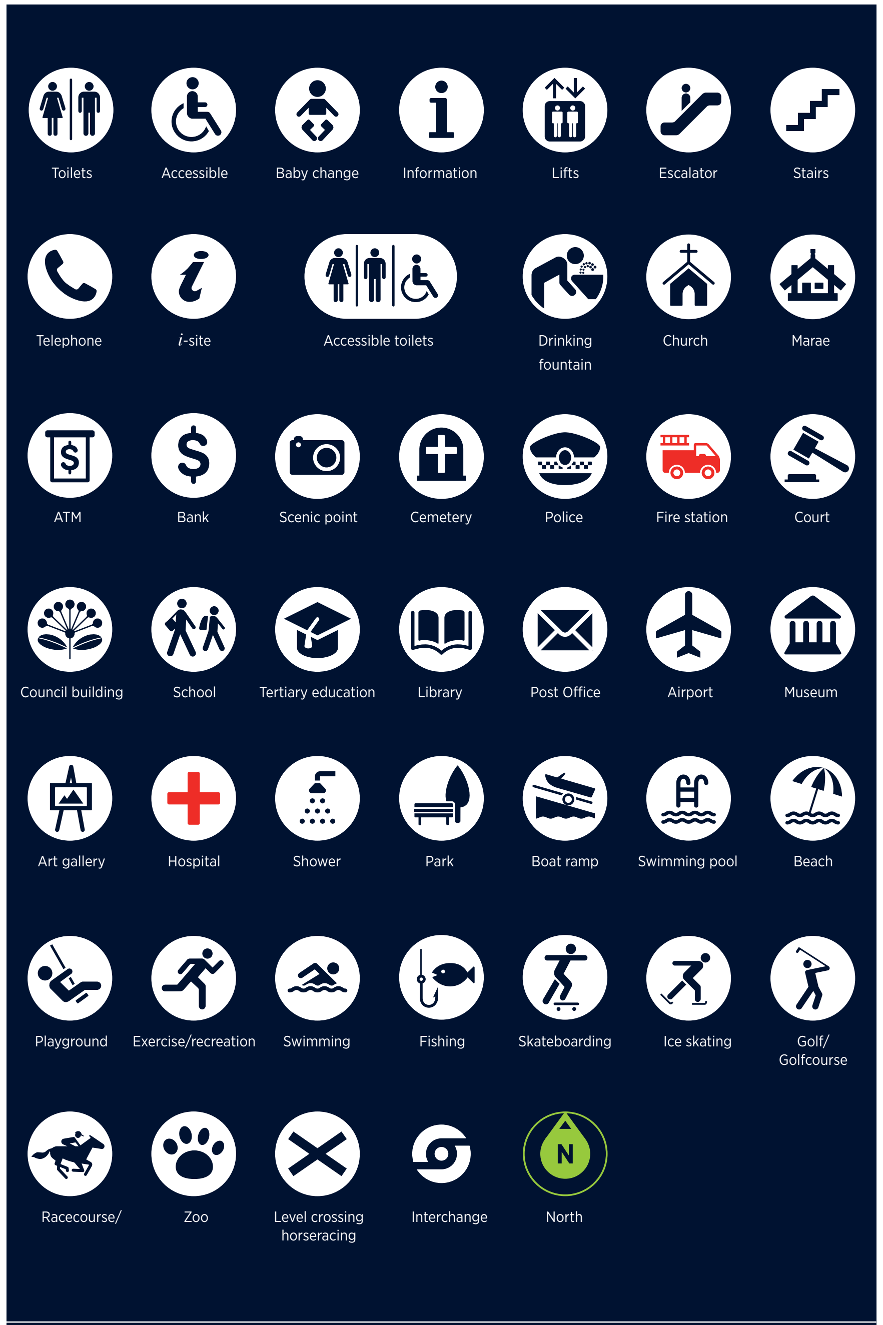

AT parking
Park and ride
Commercial parking

Uni. of Auckland
400m
Wellesley St West
Albert Park
Grafton

Service and facility icons

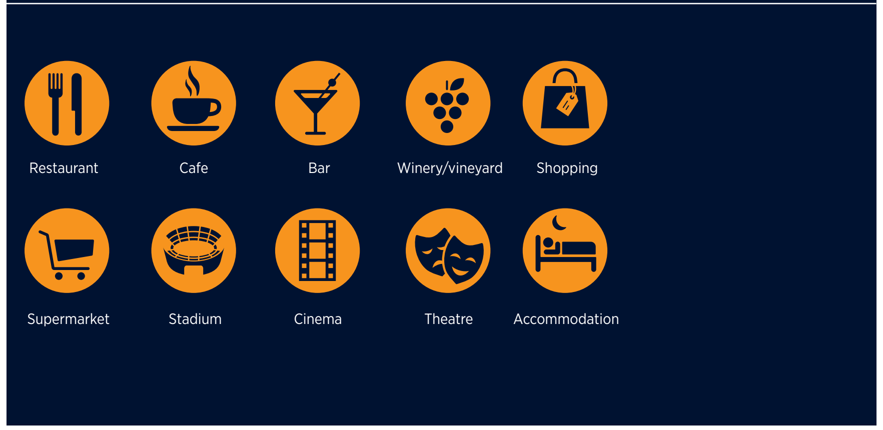
Used to indicate a range of publicly accessible services and facilities.

The bulk of destinations included on pedestrian signs are suburbs, town centres and roads. These aren't easily described with a symbol.


Toilets
Accessible
Baby change
Information
Lifts
Escalator
Stairs
Telephone
i-site
Accessible toilets
Drinking fountain
Church
Marae
ATM
Bank
Scenic point
Cemetery
Police
Fire station
Court
Council building
School
Tertiary education
Library
Post Office
Airport
Museum
Art gallery
Hospital
Shower
Park
Boat ramp
Swimming pool
Beach
Playground
Exercise/recreation
Swimming
Fishing
Skateboarding
Ice skating
Golf/ Golfcourse
Racecourse/ horseracing
Zoo
Level crossing
Interchange
North
N

Commercial icons

Commercial facilities/attractions – can be used on maps, and pedestrian and signs. Only used to indicate a retail area rather than individual businesses.

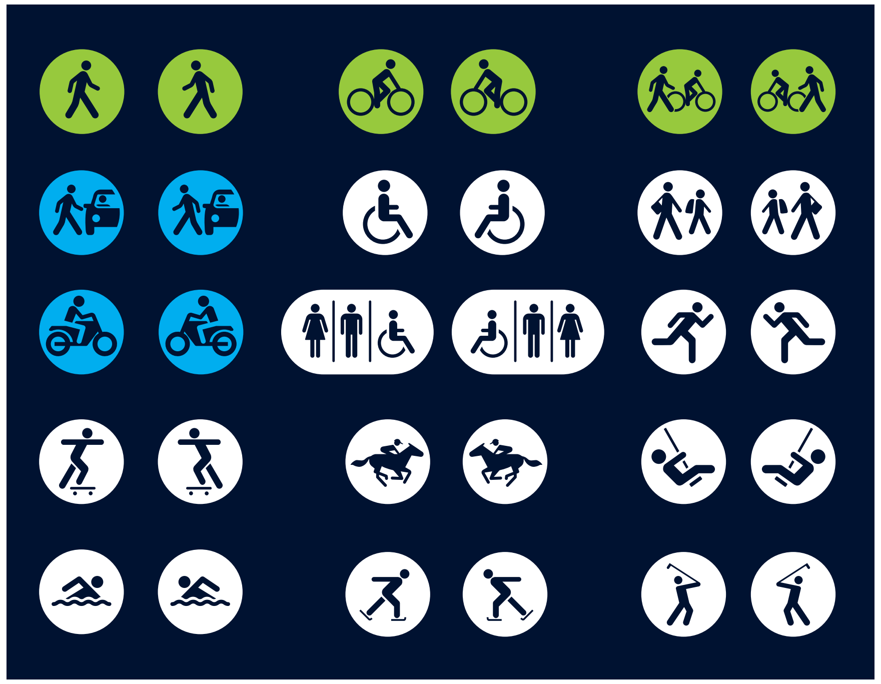

Restaurant
Cafe
Bar
Winery/vineyard
Shopping
Supermarket
Stadium
Cinema
Theatre
Accommodation

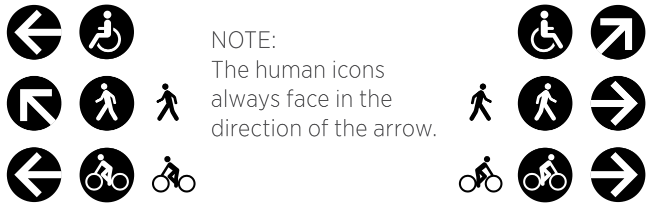
Direction of human icons

Where icons feature a side view of a person, the icon should be aligned so that the person is travelling in the direction of the arrow on the sign.

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

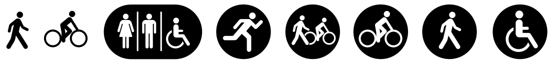
This applies to the time information on pedestrian blades. The human icons should face in the direction indicated by the arrow.



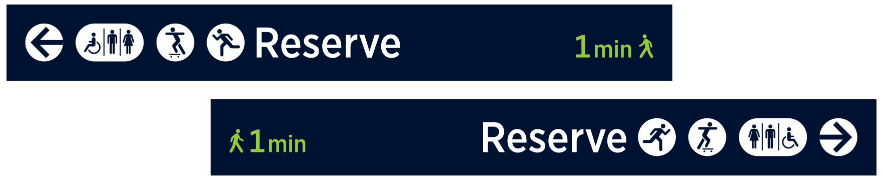


NOTE:
The human icons always face in the direction of the arrow.

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



Pedestrian blade:


Reserve
1min
1min
Reserve

Regional Facilities Auckland (RFA) official names

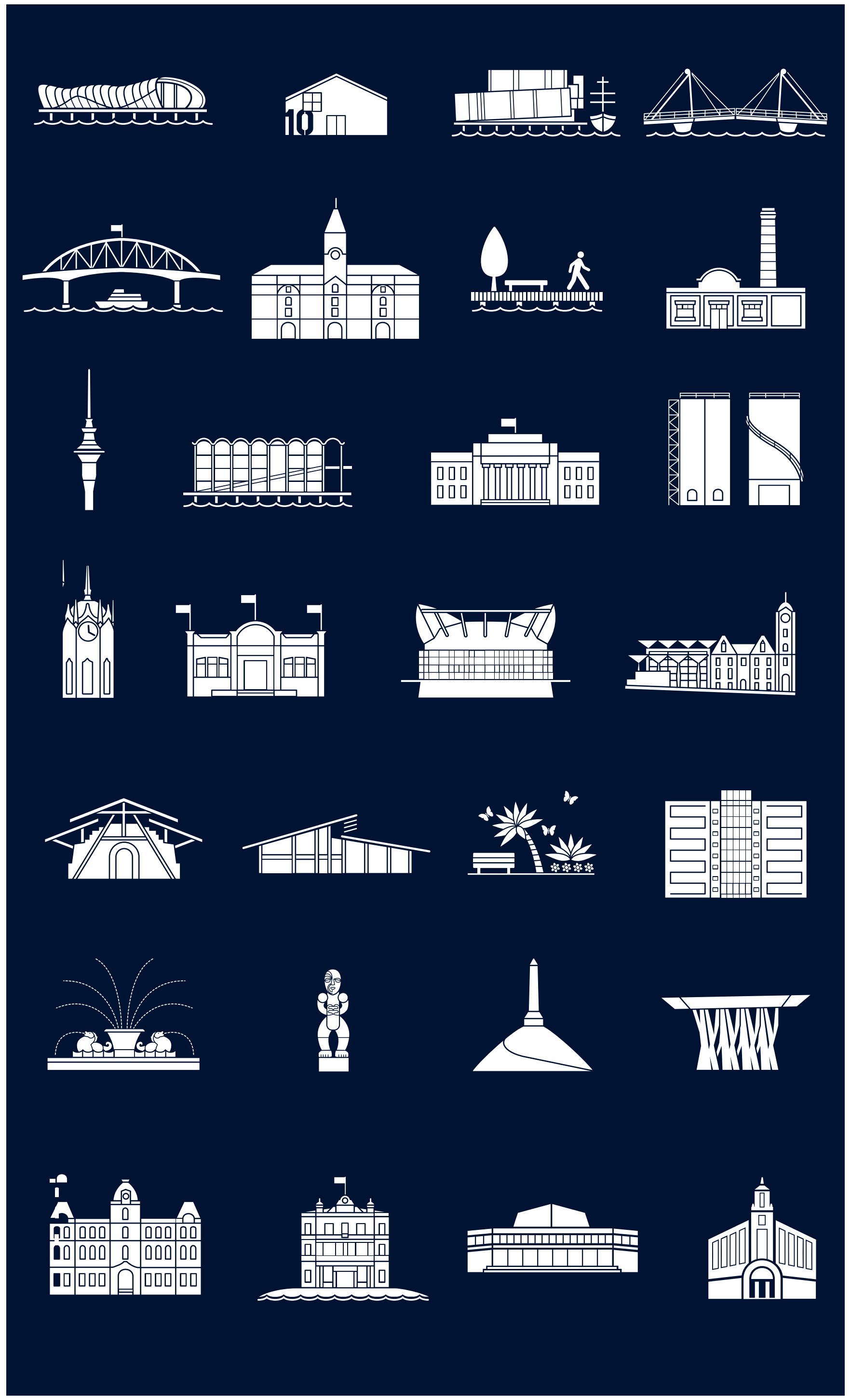
Venues RFA owned and managed

- ANZ Viaduct Events Centre
- Aotea Centre
- Auckland Art Gallery
- Auckland Town Hall
- Auckland Zoo
- Bruce Mason Centre
- QBE Stadium
- Mt Smart Stadium
- The Civic
- Western Springs Stadium

Other major regional facilities

- ASB Showgrounds
- ASB Tennis Arena
- Auckland War Memorial Museum
- Eden Park
- MOTAT
- North Shore Events Centre
- Stardome Observatory and Planetarium
- The Trusts Arena
- Spark Arena
- Vodafone Events Centre
- New Zealand Maritime Museum

Landmark illustrations (points of interest – POI)



Further landmarks will be added as required

POI usage

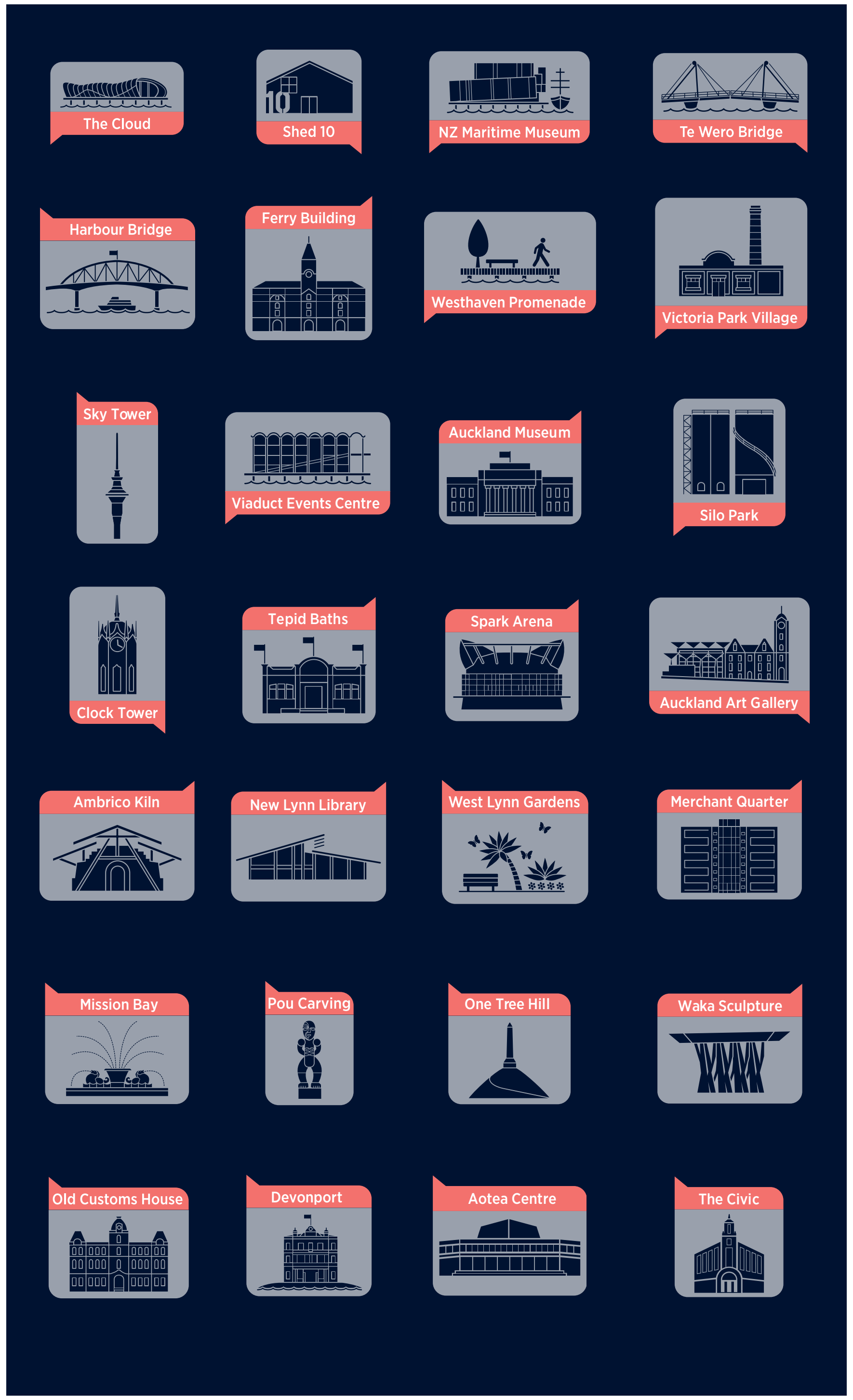
Used on some maps and on large explorer signs, these illustrations highlight key landmarks in the region.

Landmark illustrations can be used in two ways: White on the Ocean Blue background or when used on maps, the landmark illustrations appear in shapes as here, with pointers directed to the relevant destination.

The background is slightly transparent to allow the image underneath to show through.
This shape appears in 60% White.

POI colour palette

Ocean	100	65	22	80
White	0	0	0	0
Landmark Coral	0	70	50	0


The Cloud
Shed 10
NZ Maritime Museum
Te Wero Bridge
Harbour Bridge
Ferry Building
Westhaven Promenade
Victoria Park Village
Sky Tower
Viaduct Events Centre
Auckland Museum
Silo Park
Clock Tower
Tepid Baths
Spark Arena
Auckland Art Gallery
Ambrico Kiln
New Lynn Library
West Lynn Gardens
Merchant Quarter
Mission Bay
Pou Carving
One Tree Hill
Waka Sculpture
Old Customs House
Devonport
Aotea Centre
The Civic

3.1

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.

Line spacing

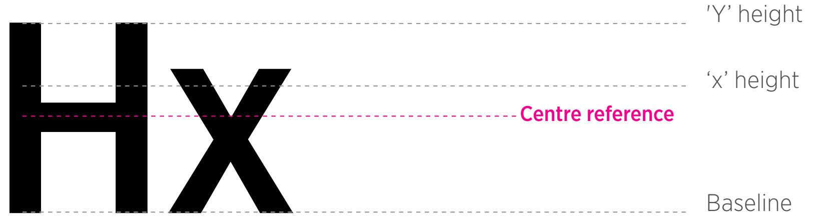
Line spacing is based on the height of the lower-case letter 'x'.

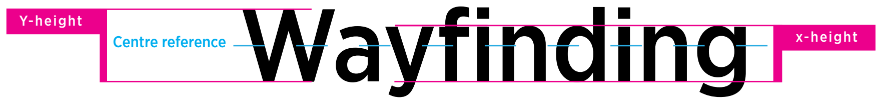
One 'x' is the standard minimum between two lines of information. When information in more than one size of lettering is used, the larger 'x' height should be used to separate the two lines of differing size.

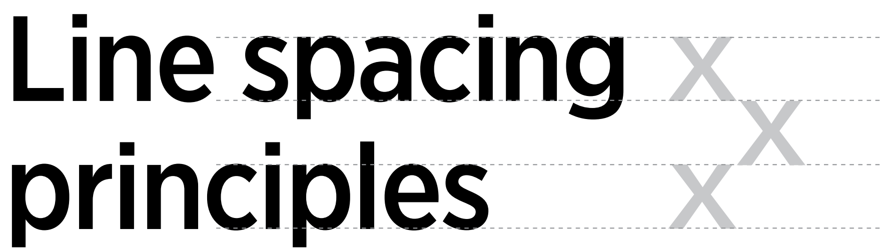
Secondary text in a message should be $^2/_3$ of the size of the primary text.

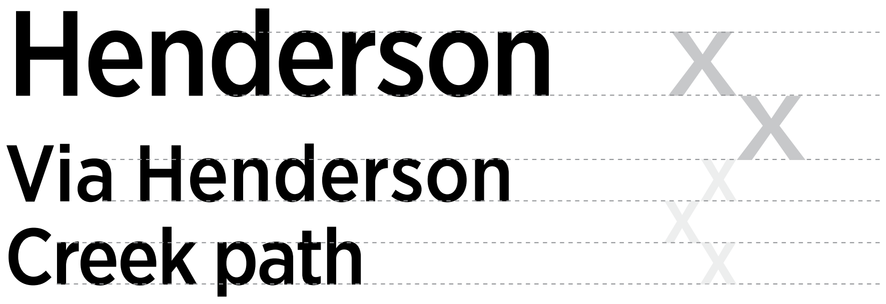
Graphic application

Typography and measurements


Hx
'Y' height
'x' height
Centre reference
Baseline


Y-height
Centre reference
Wayfinding
x-height


Line spacing
principles
x
x
x


Henderson
Via Henderson
Creek path
x
x
x
x
x

Text and icons

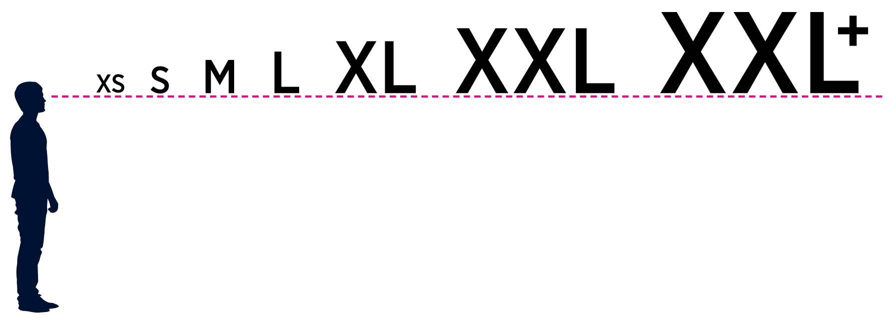
It is best practice to couple text with an icon (if there is a icon that matches in our suite). This creates a clear message that a viewer can understand, even if English is not their first language.

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

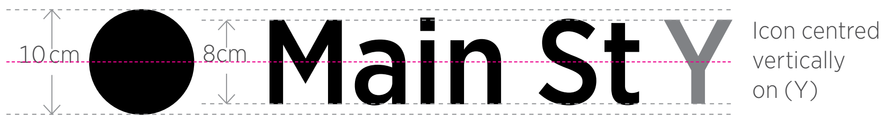
There are some guidelines to follow when using icons with text:

1. Text size is set by the viewing distance.
2. An icon's size is 1 ¼ of the capital letter height (Y).
3. The distance between an icon and text is $^1/_3$ of the width of an icon (i).
4. Minimum top and left margins are ½ the width of an icon (i).

1. Text size

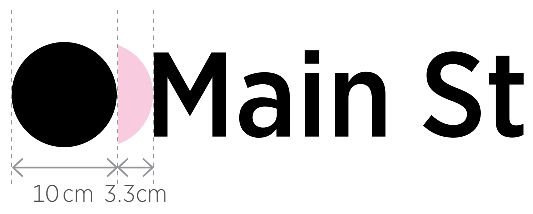

XS
S
M
L
XL
XXL
XXL+

2. Icon sizing: $1^1/_4$ of capital letter height (Y)

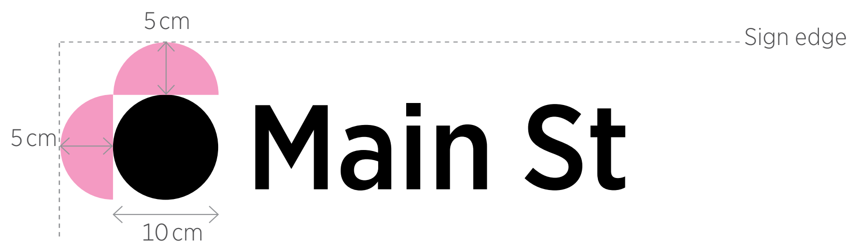

10 cm
8cm
Main St
Y
Icon centred vertically on (Y)

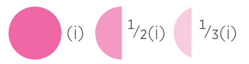
If (Y) = 8 then (i) = 10

3. Icon spacing: $^1/_3$ of icon width (i)


Main St
10 cm
3.3cm

4. Minimum margin size: $^1/_2$ of icon width (i)


5 cm
Sign edge
5 cm
Main St
10 cm

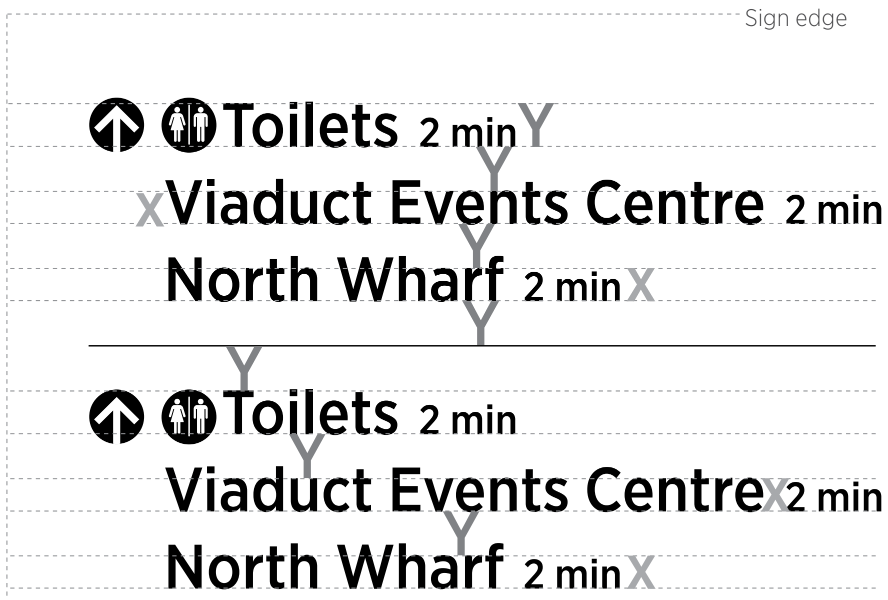


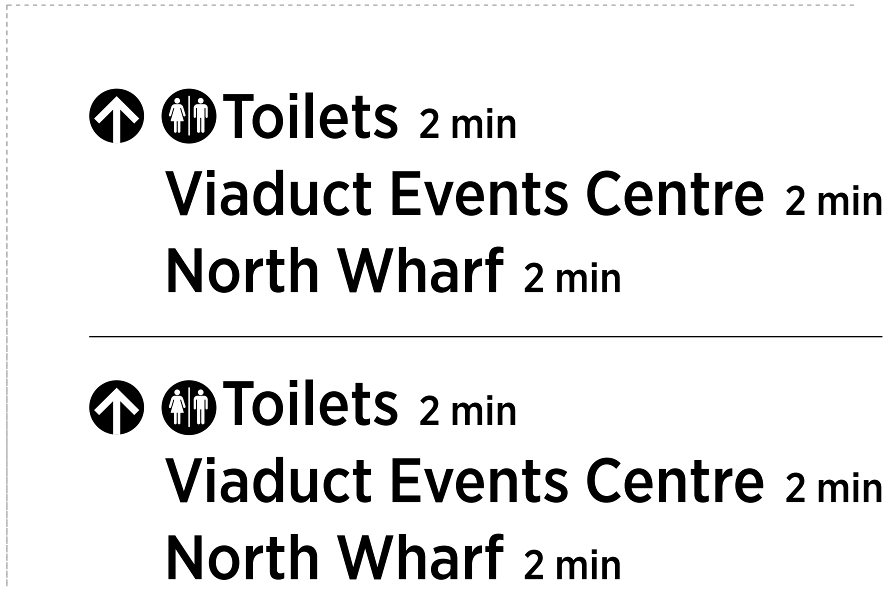
Vertical message spacing

To separate messages vertically within one sign, 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.

The lower case height (x) will be used to separate lines within a message as explained previously in the line spacing section.


Sign edge
Toilets 2 min
Viaduct Events Centre 2 min
North Wharf 2 min
Toilets 2 min
Viaduct Events Centre 2 min
North Wharf 2 min
Y
x


Toilets 2 min
Viaduct Events Centre 2 min
North Wharf 2 min
Toilets 2 min
Viaduct Events Centre 2 min
North Wharf 2 min

Panel padding

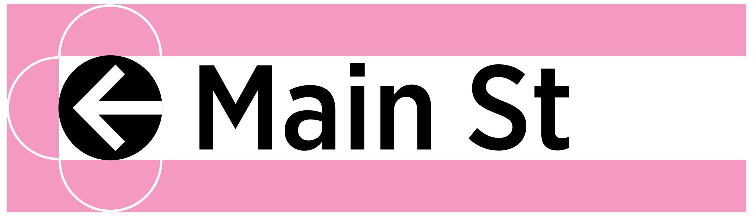
The minimum space from the top edge of the panel to the top of the first icon is ½ the icon's width (i).

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

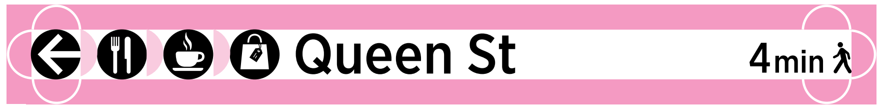
A minimum distance of ½ of the icon width should be left clear around all edges of the panel (the clear zone).

Minimum panel padding indicated on all sides.

Example of part of a pedestrian blade: ½ (i) padding on all sides.

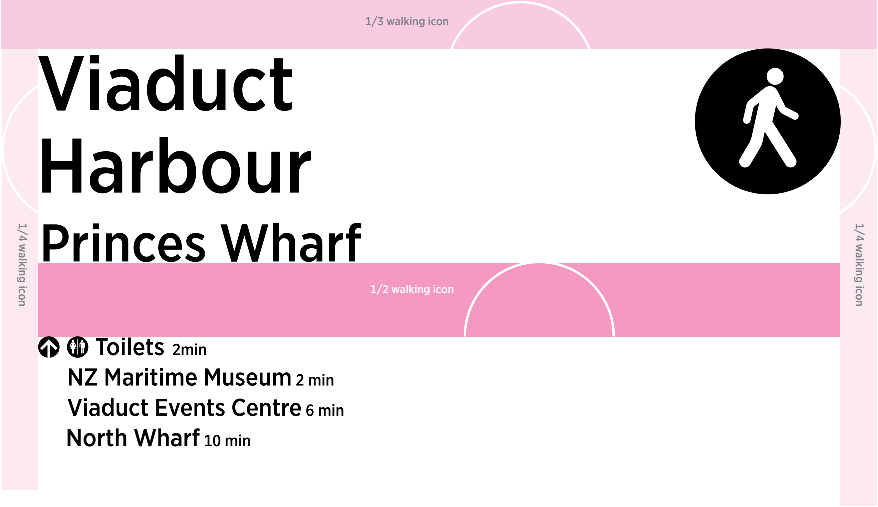


Example of a full blade: ½ (i) padding on all sides.


Queen St
4 min

(i) Padding is taken from the arrow icon. ▨ ½(i)

The above padding is a minimum guide only as some of the larger signs require more padding on top, bottom, left and right margins. See the pedestrian and cycleway arrangement sections in this chapter for sign specific information on padding.


1/3 walking icon
Viaduct
Harbour
Princes Wharf
1/4 walking icon
1/2 walking icon
1/4 walking icon
Toilets 2min
NZ Maritime Museum 2 min
Viaduct Events Centre 6 min
North Wharf 10 min

Panel padding on the infohubs is based on the large walking icon on the right hand side of the sign instead of the directional icons within the text. This gives more visual padding on all sides.

(i) Padding is taken from the walking icon in header section.

▨ ½(i)
▨ ⅓(i)
▨ ¼(i)

Information hierarchy

Choosing content for signs
There is only so much information that can fit onto a sign and that information must be large enough to be legible, so decisions need to be made about what to include and what to leave off. What is on the signs must be consistent across the network; the list below shows the standard hierarchy of information for directional wayfinding:

1. Transport stations/Interchanges
2. Toilets
3. Landmarks (POI)
4. Recreation/scenic areas
5. Other facilities
   e.g. Police, post office, shopping
6. Suburbs.

This means that if there is not enough space to include other information such as suburbs, these should be left off the sign, whereas information such as stations, toilets or landmarks will almost always be included.
See Fig. 1 and Fig. 2.

Fig. 1. Choosing information in order of importance to the local area.

① Trains
Buses
Ferry

② Toilets

③ Landmarks
Museums
Events centres

④ Parks
Scenic point

⑤ Schools
Police
Mountain Rd
Restaurant
Cafe
Supermarket

Fig. 2. Order information in order of importance.

Trains 2 min
Toilets 2 min
Park 2 min

After stations, and toilets all other information will be placed in alphabetical order when in the same direction, and the same time.
See Fig. 3.

Apply the progressive disclosure rule, giving the pedestrian only enough information necessary to get to the next decision-making point.

For example, as the pedestrian approaches a sign on the street, the wayfinding provides them only with information to get to the next sign or route change.
Once you have narrowed down the content you need to order it depending upon the time measured to get to the next decision point.
See Fig. 4.

When using time, ensure that it is always written as ‘min’ for minutes, whether it is 1 minute (1 min) or 15 minutes (15 min).
See Fig. 4.

Fig. 3. After stations and toilets, all other information will be placed in alphabetical order (when in the same direction and the same time).

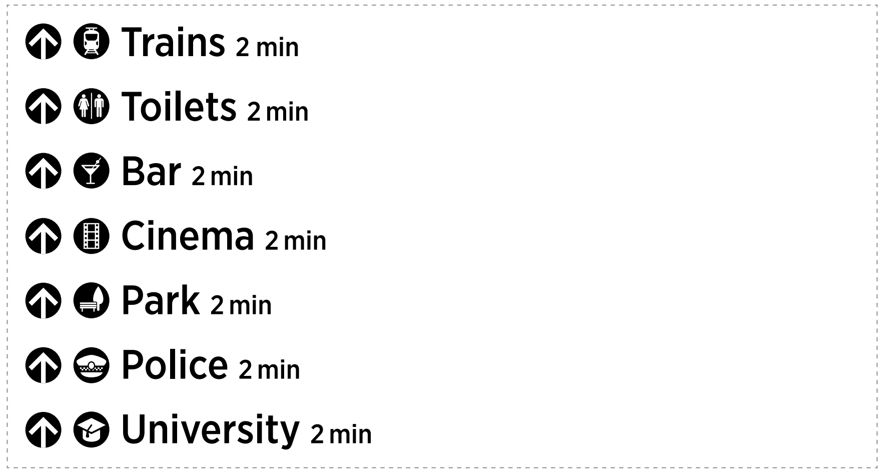
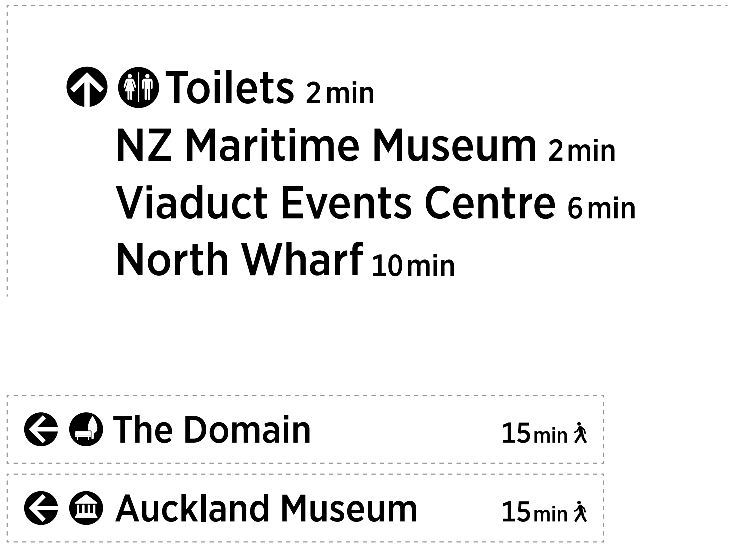

Trains 2 min
Toilets 2 min
Bar 2 min
Cinema 2 min
Park 2 min
Police 2 min
University 2 min

Fig. 4. Sign samples: Pedestrian
Order information in order of time.


Toilets 2 min
NZ Maritime Museum 2 min
Viaduct Events Centre 6 min
North Wharf 10 min
The Domain 15 min
Auckland Museum 15 min

Directional hierarchy

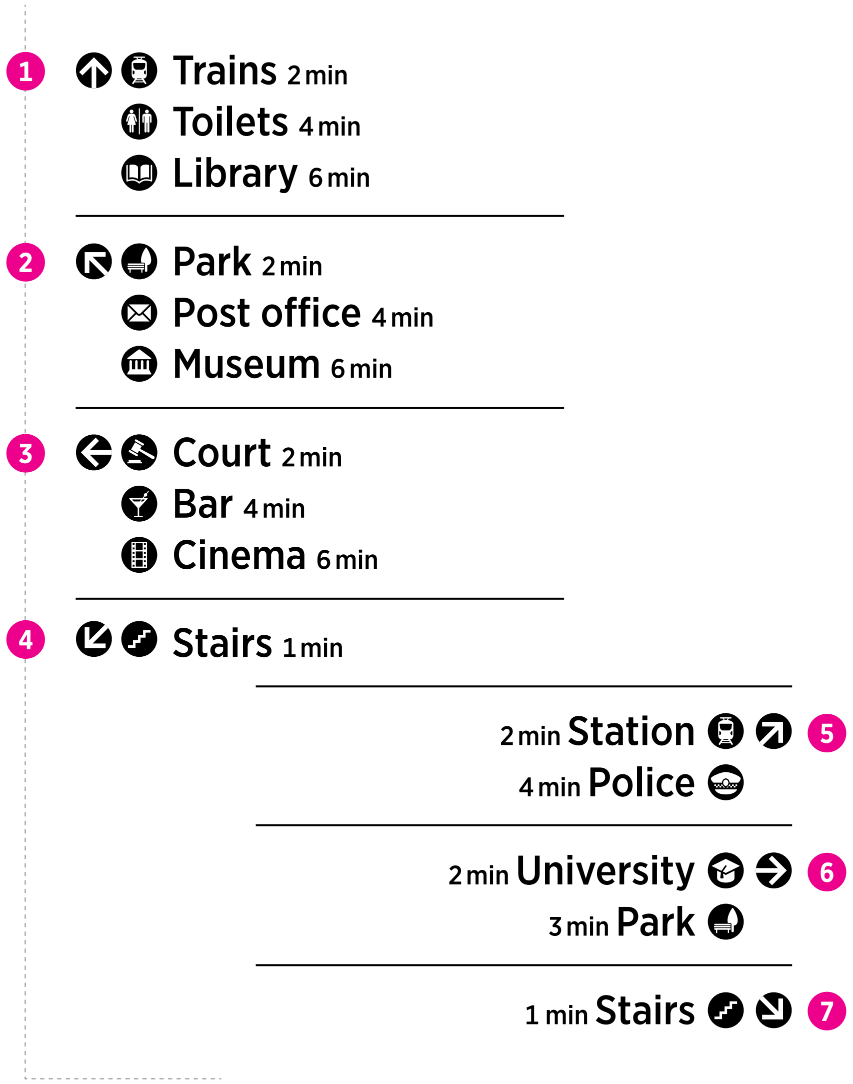
When stacking destinations the order is determined by the direction. See Fig. 1.

When destinations are listed they will be ordered by their direction. When there are multiple destinations in the same direction the order will be determined by the hierarchy of importance, which is explained on the previous page.

↙ ↘ Arrows should not generally be used. The exception is when directing the pedestrian down stairs

↓ Down arrows will not be used.

Fig. 1. Walking: Information is in order of direction first, then time.


1
Trains 2 min
Toilets 4 min
Library 6 min
2
Park 2 min
Post office 4 min
Museum 6 min
3
Court 2 min
Bar 4 min
Cinema 6 min
4
Stairs 1 min
2 min Station
4 min Police
5
2 min University
3 min Park
6
1 min Stairs
7

Arrows

Arrows are used to indicate the direction of a destination.

Arrows are treated in the same way as icons and are 1¼ the size of the capital height of the largest destination type.

An arrow should only be included on the first direction to a destination – other destinations within this direction will not be shown with an arrow. See Fig. 5.

Arrows used to indicate the left, straight or down direction should be placed on the left-hand side of the first line of the message. See Fig. 3.

Arrows used to indicate the right should be placed at the right-hand side of the first line of the message. See Fig. 4.

Sign messages should be justified left or right depending on the direction indicated by the arrow.

On pedestrian and shared blades, each blade is treated as an individual sign, so each blade always has an arrow for the left and right directions. See Fig. 6.

↙ ↘ Arrows should not generally be used. The exception is when directing the pedestrian down stairs.

↓ Down arrows will not be used.

Fig. 3.

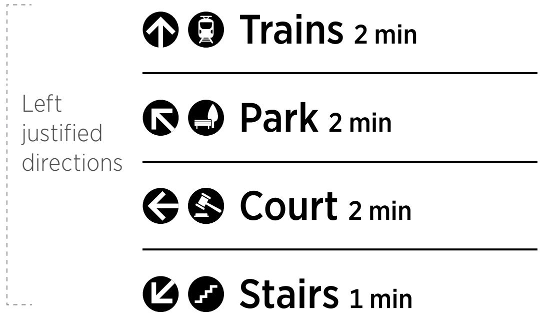

Left justified directions
Trains 2 min
Park 2 min
Court 2 min
Stairs 1 min

Fig. 4.

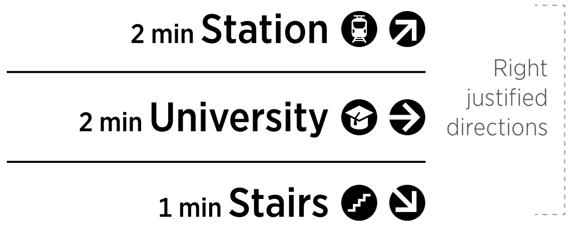

2 min Station
2 min University
1 min Stairs
Right justified directions

Fig. 5. One arrow used for destinations in the same direction.

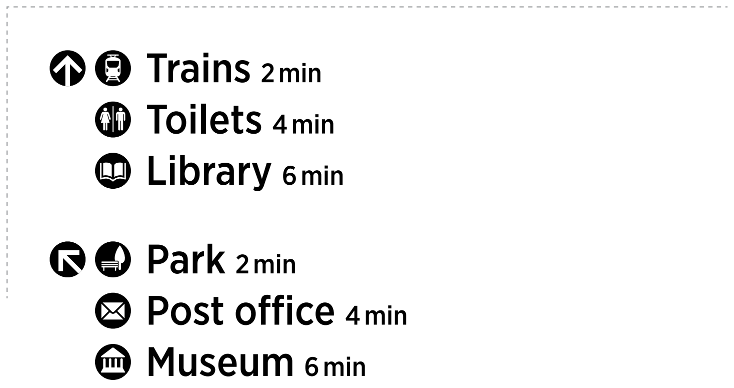
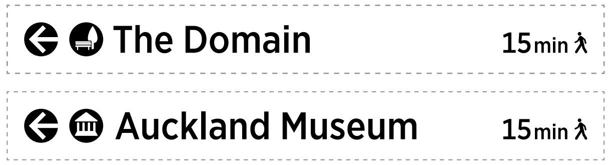

Trains 2 min
Toilets 4 min
Library 6 min
Park 2 min
Post office 4 min
Museum 6 min

Fig. 6.
On pedestrian blades, each blade is treated individually and therefore always has a directional arrow.


The Domain
15 min
Auckland Museum
15 min

Icons and arrows

A suite of sign icons has been drawn for use with AT's wayfinding and signage.

Where icons are to be incorporated in directional signs, they must appear next to the arrow. This will speed up navigation for pedestrians and cyclists, even if English is not their first language.

The distance between the arrow and the icon is ⅓ of the width of a icon (i). The same space is inserted between the icon and its matching text. The height of the icon should be 1¼ times the capital height (Y), and centred on the capital height.

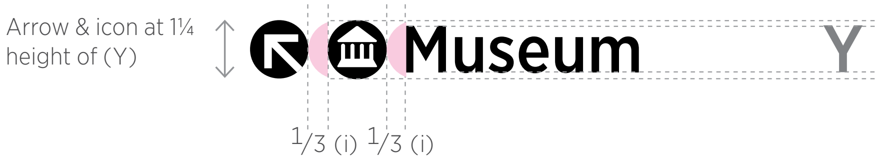
Hierarchy of icons

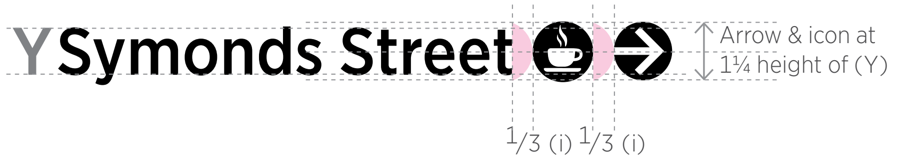
Icons will be placed in alphabetical order with A-Z going from the wording towards the arrow on signs and blades.

When there is a transport icon on a sign or pedestrian blade it will always appear closest to the arrow, then the toilet icon, then the other service facility and commercial icons will follow in alphabetical order.

eg: Left arrow icon
  Train icon
  Toilets icon (including accessible)
  Shopping icon
  School icon
  Recreation icon
  Library icon
  Cafe icon
  Bar icon

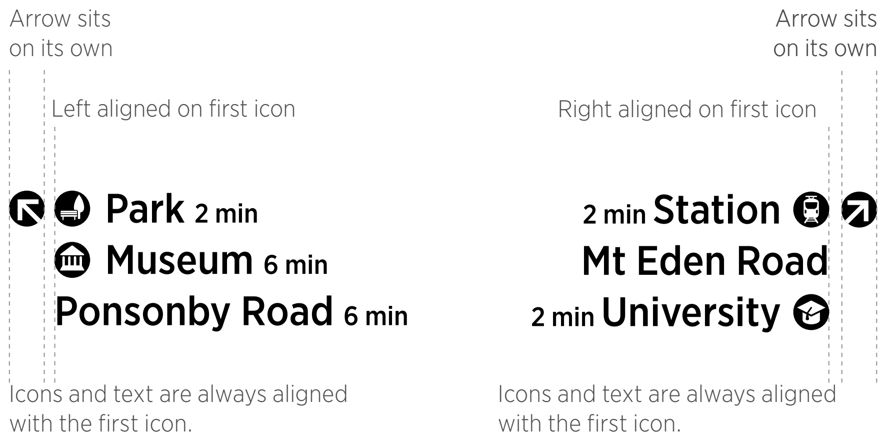
eg: Bar icon
  Cafe icon
  Library icon
  Recreation icon
  School icon
  Shopping icon
  Toilets icon (including accessible)
  Train icon
  Right arrow icon


Arrow & icon at 1¼ height of (Y)
Museum
Y
1/3 (i) 1/3 (i)

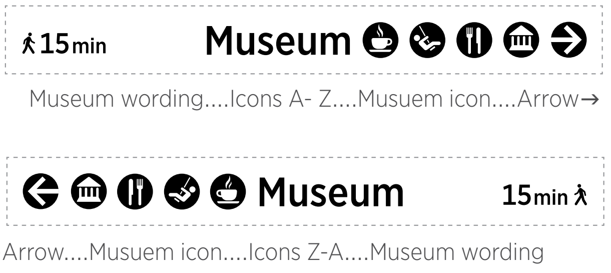

Y
Symonds Street
Arrow & icon at 1¼ height of (Y)
1/3 (i) 1/3 (i)

Icons are placed next to directional arrows so they can be quickly understood without having to read the text.

The icon of the second line of a destination always lines up with the icon on the first line, not the arrow. When a destination does not have a relevant icon, the wording is also aligned with the first line's icon.


Arrow sits on its own
Arrow sits on its own
Left aligned on first icon
Right aligned on first icon
Park 2 min
Museum 6 min
Ponsonby Road 6 min
2 min Station
Mt Eden Road
2 min University
Icons and text are always aligned with the first icon.
Icons and text are always aligned with the first icon.

When there is more than one icon for a destination, the icon that relates to the destination is always beside the arrow.


15min
Museum
Museum wording....Icons A- Z....Musuem icon....Arrow→
Museum
15min
←Arrow....Musuem icon....Icons Z-A....Museum wording

● (i) ◖ ⅓(i)

Accessibility icons

Icons for people with impaired mobility should be used to mark accessible routes within the AT network. The icons should be used only at the point where the alternative route deviates from the usual route.

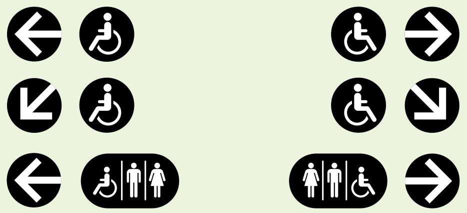
Signs for mobility-impaired customers will use a wheelchair icon. The wheelchair and toilet icons have also been combined in a lock-up to be used on signs when there is limited space. See Fig. 1.

They may also be combined with descriptive messages, for example Ramp, within the immediate vicinity of alternative facilities – in order to aid recognition.

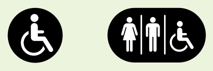
When combined with directional arrows, the icons should be adjusted to reflect the direction indicated.

When an accessible icon is used with a toilets icon, lift icon or baby change icon, the accessible icon always appears beside the wording. The icon relating to the wording always appears beside the arrow.

NOTE: The accessible icon always faces in the direction of the arrow.



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



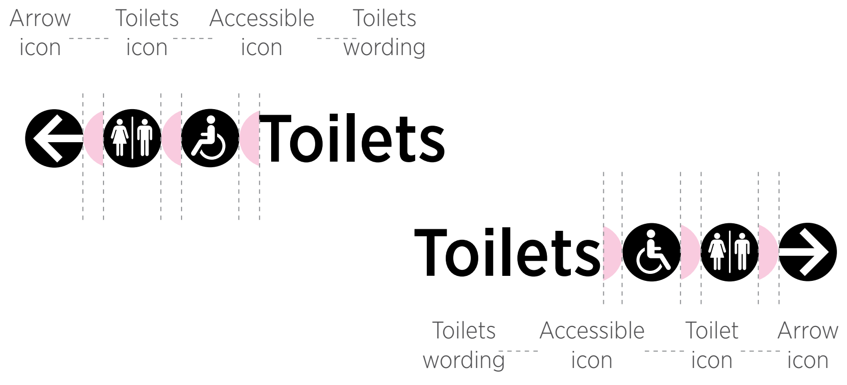
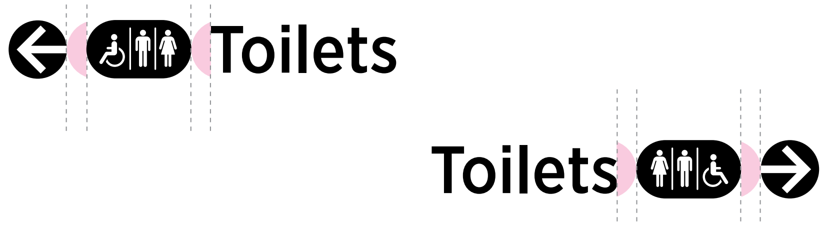
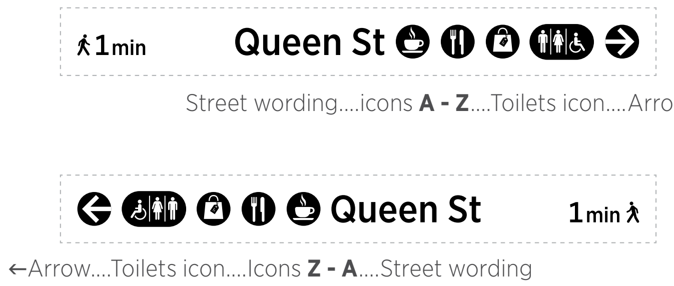

Arrow icon
Toilets icon
Accessible icon
Toilets wording
Toilets
Toilets
Toilets wording
Accessible icon
Toilet icon
Arrow icon

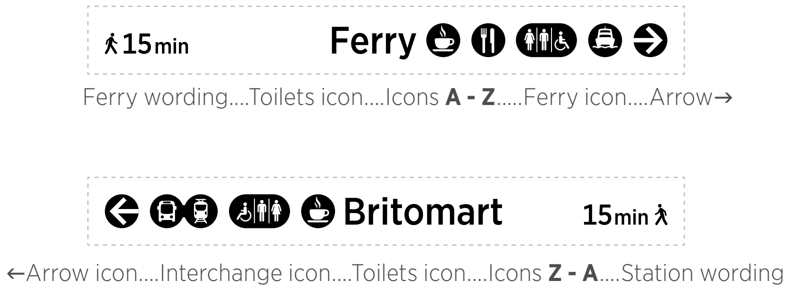
Fig. 1. Toilets/Accessible lock-up


Toilets
Toilets

When there is more than one icon for a destination, the toilets icon will always be beside the arrow. All other icons are in alphabetical order.

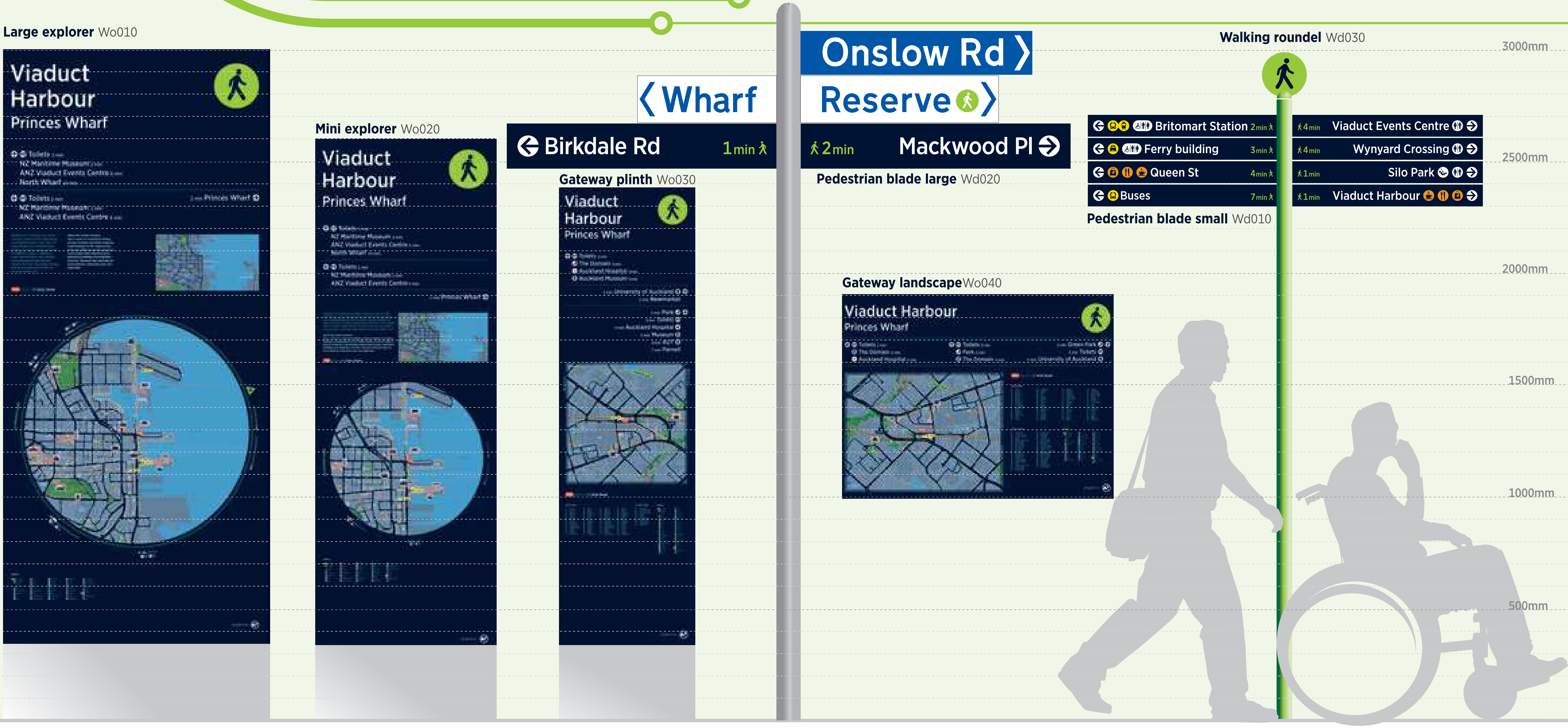

1min
Queen St
Street wording....icons A - Z....Toilets icon.....Arrow→
Queen St
1min
←Arrow....Toilets icon....Icons Z - A....Street wording

When directing to trains, ferries or buses, the public transport icon will appear beside the arrow, then the toilets icon, then all other icons are in alphabetical order.


15min
Ferry
Ferry wording....Toilets icon....Icons A - Z.....Ferry icon....Arrow→
Britomart
15min
←Arrow icon....Interchange icon....Toilets icon....Icons Z - A....Station wording

● (i) ◖ ⅓(i)

3.2 Pedestrian sign suite

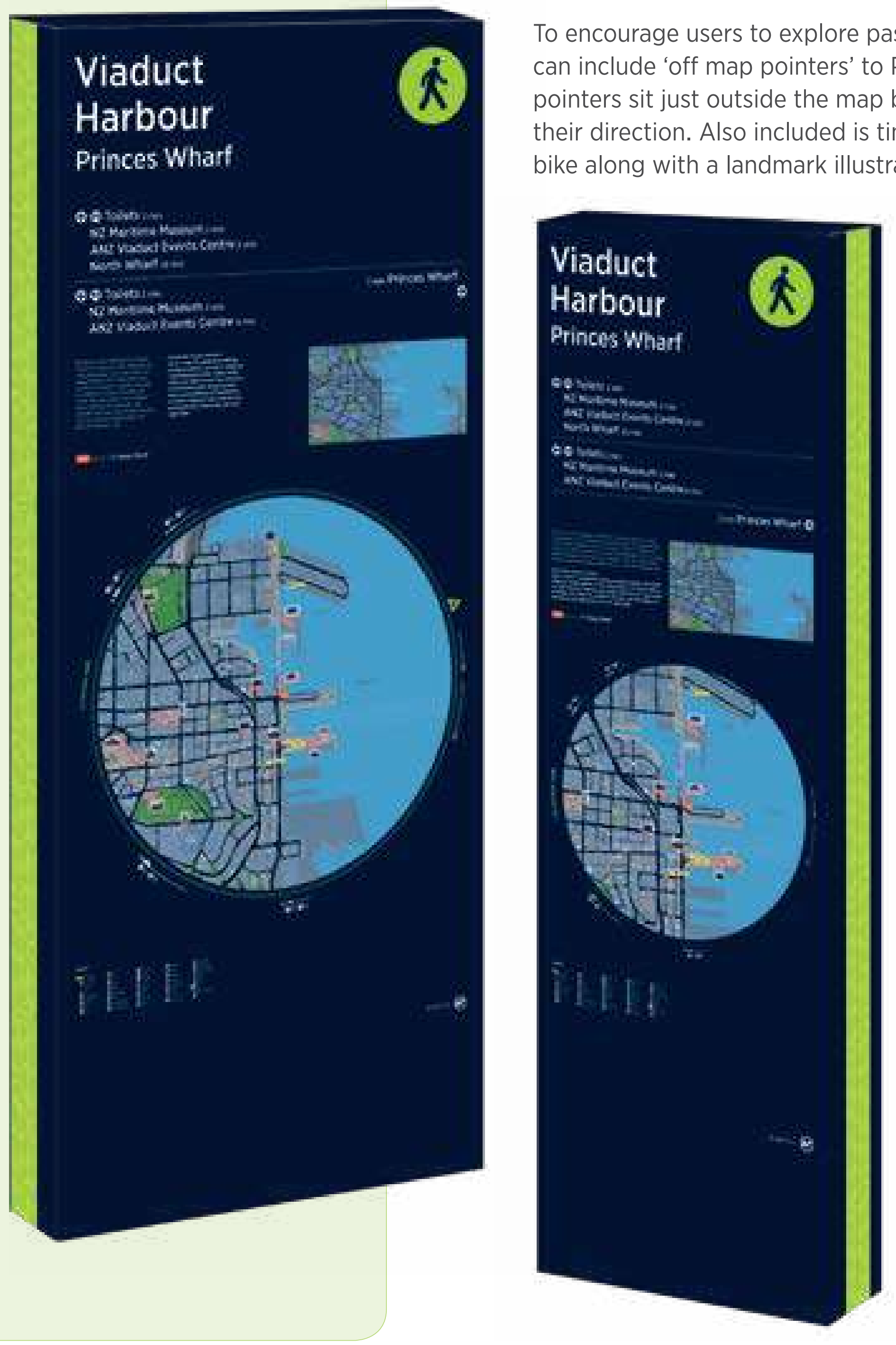

Large explorer Wo010
Viaduct Harbour
Princes Wharf
Mini explorer Wo020
Viaduct Harbour
Princes Wharf
Wharf
Onslow Rd
Reserve
Birkdale Rd
1 min
2 min
Mackwood Pl
Gateway plinth Wo030
Viaduct Harbour
Princes Wharf
Pedestrian blade large Wd020
Walking roundel Wd030
Britomart Station 2 min
Ferry building 3 min
Queen St 4 min
Buses 7 min
4 min Viaduct Events Centre
4 min Wynyard Crossing
1 min Silo Park
1 min Viaduct Harbour
Pedestrian blade small Wd010
Gateway landscape Wo040
Viaduct Harbour
Princes Wharf
3000mm
2500mm
2000mm
1500mm
1000mm
500mm

Large explorer and mini explorer

Used in high pedestrian areas with lots of space, such as plazas and squares, these signs provide a large map to help users explore the surrounding area.

These are the only signs within the wayfinding signage suite that include interpretive information. This section provides the opportunity to give some cultural and historical information about the specific site. Local stakeholders should be engaged around what to say here. The text about the local area should be in both te reo Māori and English, with te reo sitting to the left, or above the English. There is a strict word count limit of 85 in order to ensure consistency of layout and legibility of font size.

To encourage users to explore past the extent of the map, you can include 'off map pointers' to POI that sit further away. These pointers sit just outside the map border, in a place that indicates their direction. Also included is time to get there on foot and by bike along with a landmark illustration of the POI.



The top section gives directions to key POI that are nearby. The map shows all other appropriate POI in the area. Use the hierarchy of POIs to choose the POIs to include on the top section and on the map.

The map is 'heads up', e.g. specific to its orientation and where it is installed. The majority of users find this the easiest way to view the maps because what is up on the map is ahead of them. Compass directions are shown on the green map border.

The designs for these must be done by the Design Studio.

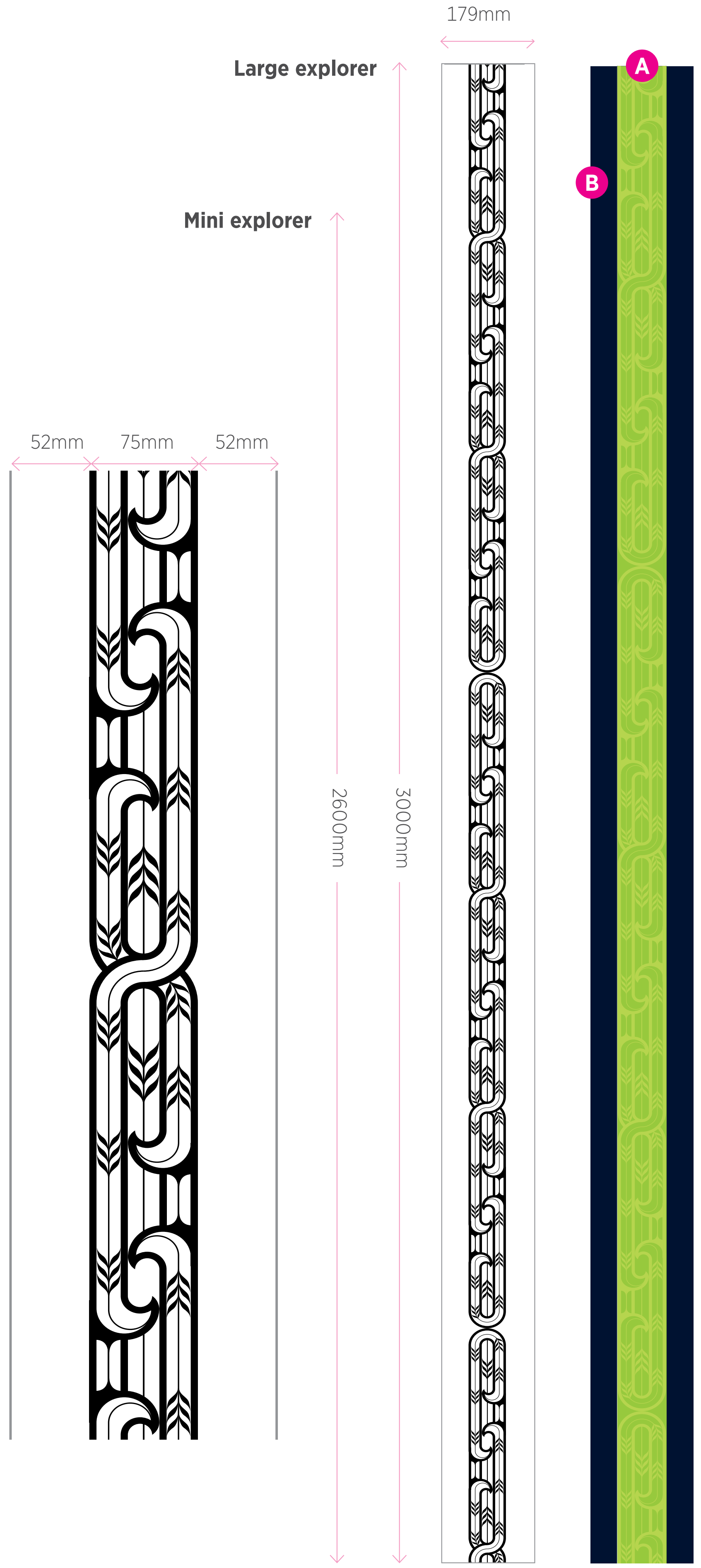
Contact the signage team for help in creating and installing these signs.

Mini explorer tohu:
A 77mm x 2600mm

Mini explorer panel:
B 179mm x 2600mm

Large explorer tohu:
A 77mm x 3000mm

Large explorer panel:
B 179mm x 3000mm



Large explorer

Wo010

Header:

- **A** 300pt Gotham Narrow medium 320 pt leading
- **B** Roundel: 200mm diameter
- **C** 200pt Gotham Narrow medium

Directional:

- **D** 95pt Gotham Narrow medium 118pt leading
- **E** 63pt Gotham Narrow medium 118pt leading
- **F** 3pt Stroke weight

Interpretive:

- **G** 35pt Gotham Narrow medium 45pt leading
- **H** 485mm x 250mm AT Design Studio will provide interpretive map.
- **I** YOU: 44pt Gotham Narrow bold are at XX: 45pt Gotham Narrow Light Street: 44pt Gotham Narrow bold

Mapping:

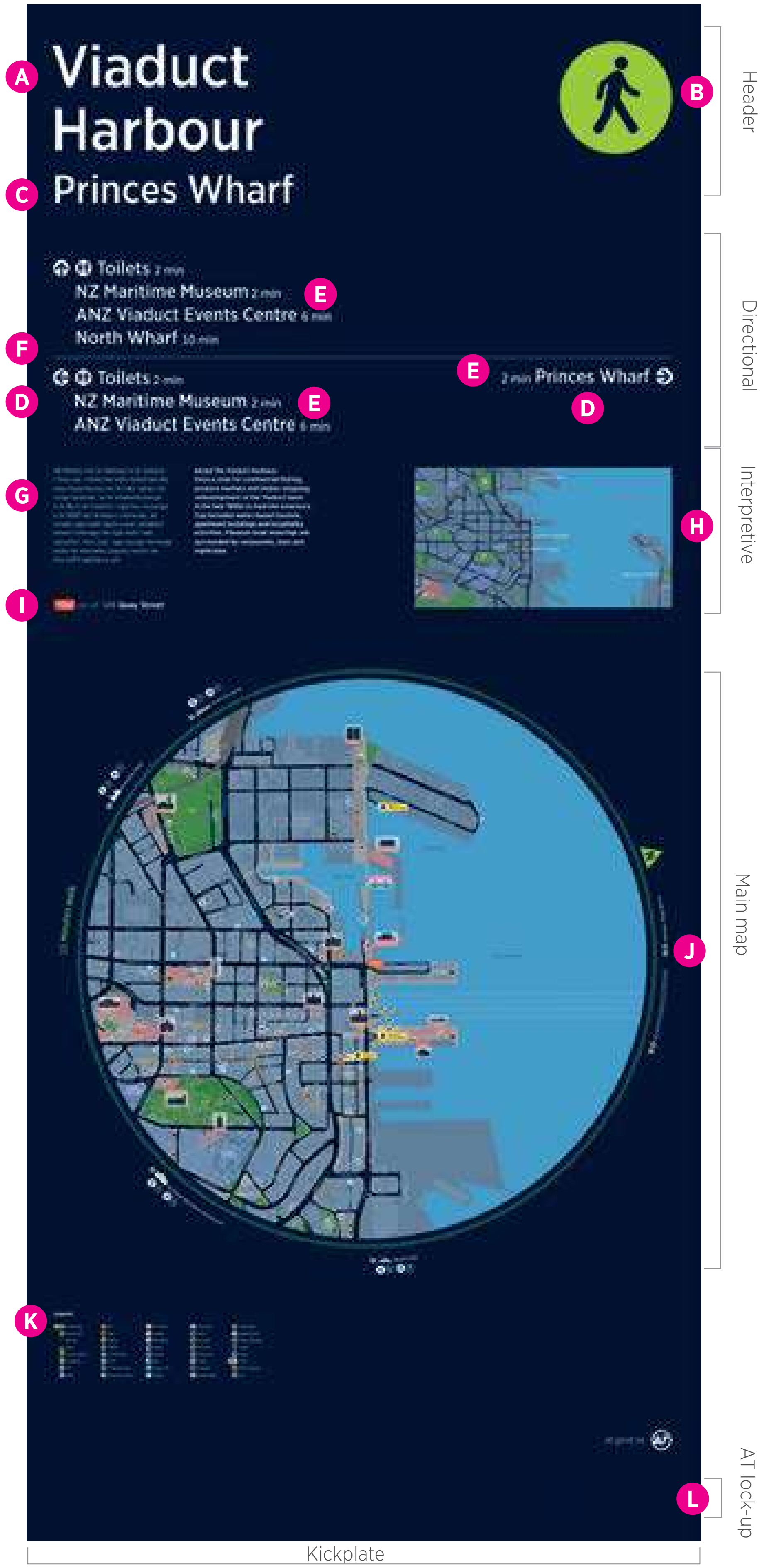
- **J** AT Design Studio will provide main map section.

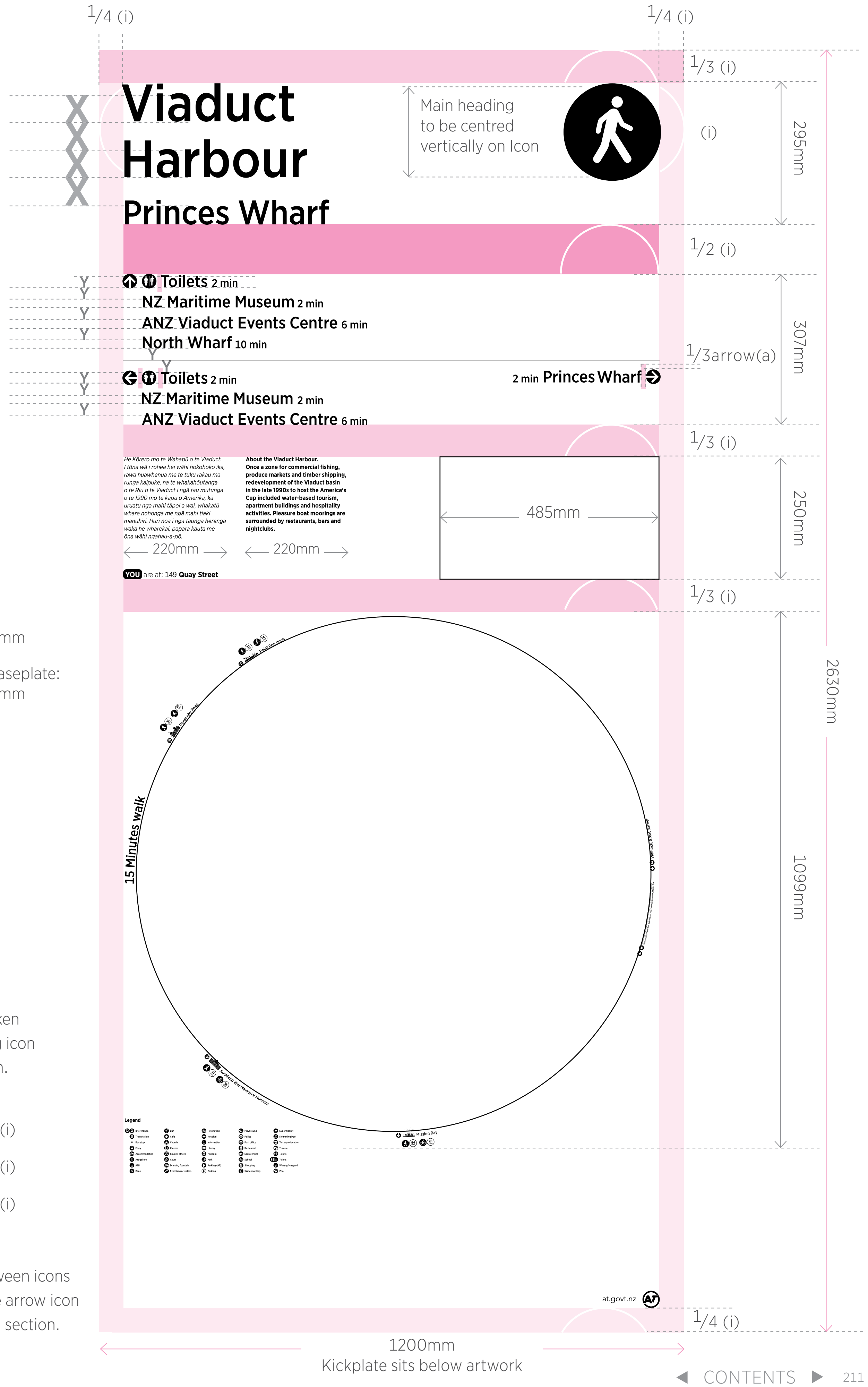
Key:

- **K** 15pt Gotham Narrow medium

AT lock-up:

- **L** Roundel = 35.5mm diameter AT.govt.nz = 45pt Avenir book


Viaduct Harbour
Princes Wharf
A
B
C
Toilets 2 min
NZ Maritime Museum 2 min
ANZ Viaduct Events Centre 6 min
North Wharf 10 min
E
F
Toilets 2 min
NZ Maritime Museum 2 min
ANZ Viaduct Events Centre 6 min
E
2 min Princes Wharf
D
D
G
H
I
J
K
L
Header
Directional
Interpretive
Main map
AT lock-up
Kickplate


1/4 (i)
1/4 (i)
1/3 (i)
Viaduct Harbour
Princes Wharf
Main heading to be centred vertically on Icon
(i)
295mm
1/2 (i)
Toilets 2 min
NZ Maritime Museum 2 min
ANZ Viaduct Events Centre 6 min
North Wharf 10 min
1/3arrow(a)
307mm
Toilets 2 min
NZ Maritime Museum 2 min
ANZ Viaduct Events Centre 6 min
2 min Princes Wharf
1/3 (i)
220mm
220mm
485mm
250mm
YOU are at: 149 Quay Street
1/3 (i)
15 Minutes walk
1099mm
2630mm
Legend
at.govt.nz
1/4 (i)
1200mm
Kickplate sits below artwork

Large Explorer

Total size:
1200mm x 3000mm

Size excluding baseplate:
1200mm x 2630mm

(i) Padding is taken from the walking icon in header section.

▨ 1/2(i)

▨ 1/3(i)

▨ 1/4(i)

1/3 (a)

(a) Spacing between icons is taken from the arrow icon in the directional section.

Mini explorer

Wo020

Header:

- **A** 225pt Gotham Narrow medium
  240pt leading
- **B** Roundel: 170mm diameter
- **C** 150pt Gotham Narrow medium

Directional:

- **D** 95pt Gotham Narrow medium
  118pt leading
- **E** 63pt Gotham Narrow medium
  118pt leading
- **F** 3pt Stroke weight

Interpretive:

- **G** 27pt Gotham Narrow medium
  34pt leading
- **H** 485mm x 250mm
  AT Design Studio will provide interpretive map.
- **I** YOU:44pt Gotham Narrow bold
  are at XX: 44 pt Gotham Narrow Light
  Street: 44pt Gotham Narrow bold

Mapping:

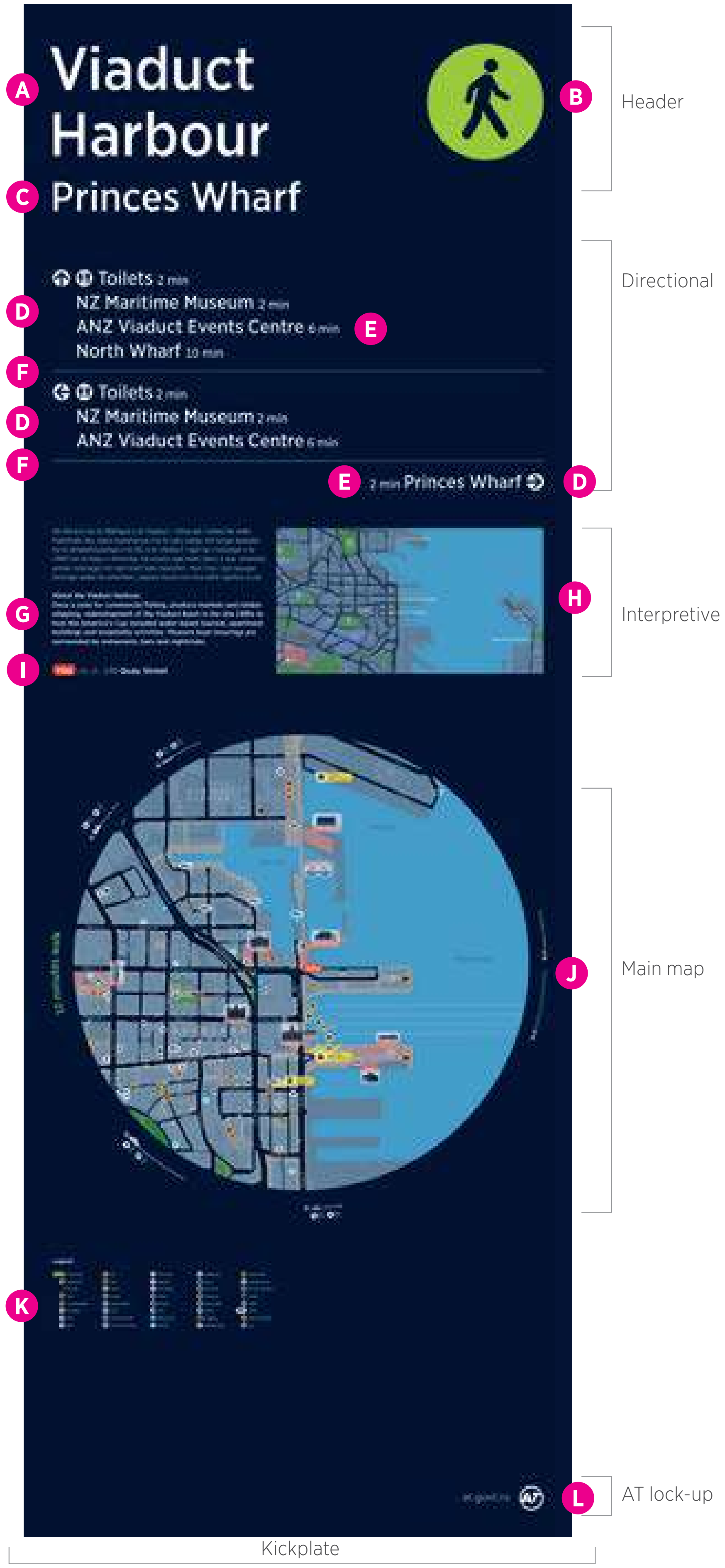
- **J** AT Design Studio will provide main map section.

Key:

- **K** 13pt Gotham Narrow medium

AT lock-up:

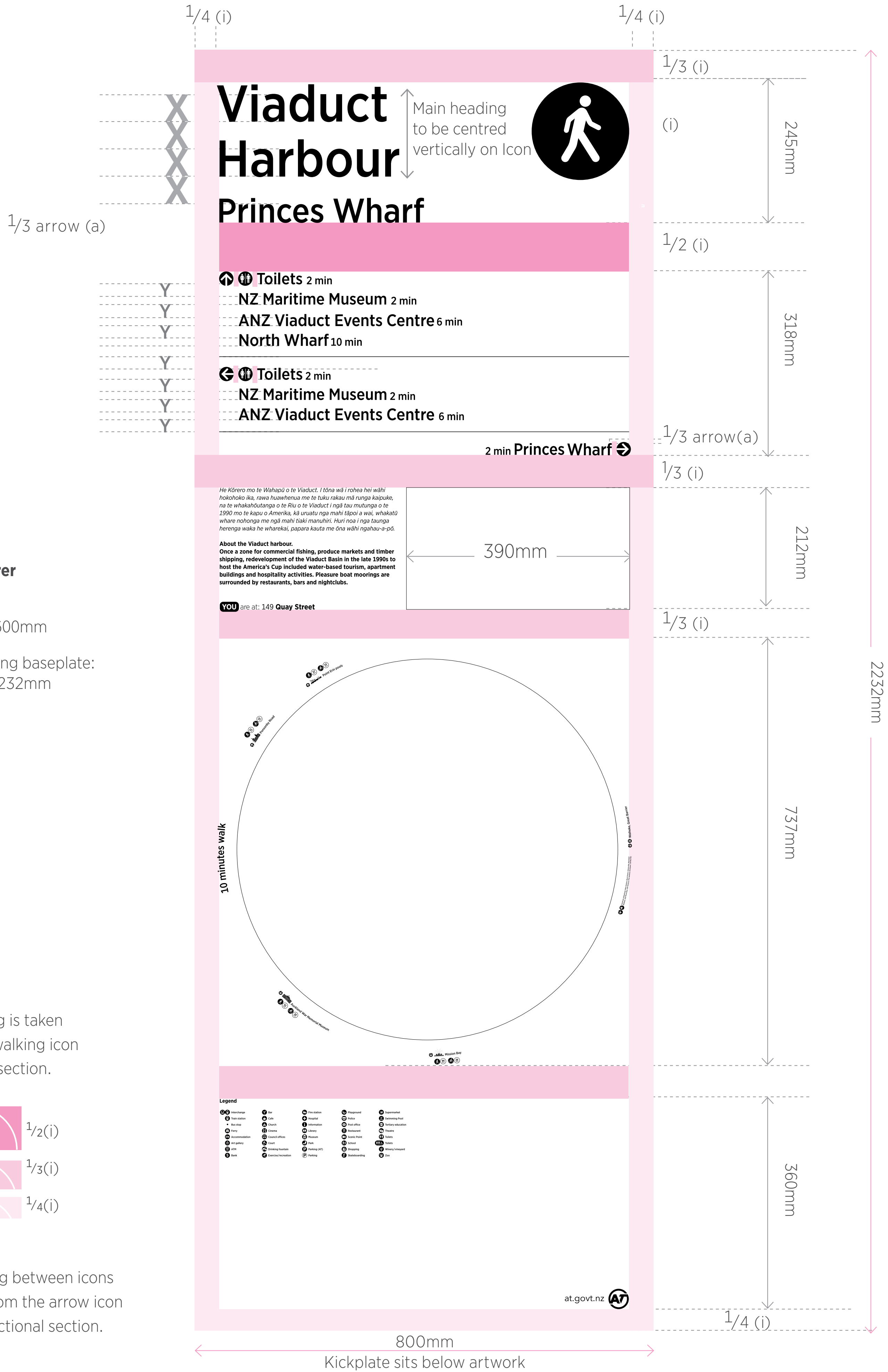
- **L** Roundel = 35.5mm diameter
  AT.govt.nz = 45pt Avenir book


A
Viaduct Harbour
B
Header
C
Princes Wharf
Directional
D
Toilets 2 min
NZ Maritime Museum 2 min
ANZ Viaduct Events Centre 6 min
E
North Wharf 10 min
F
Toilets 2 min
NZ Maritime Museum 2 min
ANZ Viaduct Events Centre 6 min
D
F
E
2 min Princes Wharf
D
G
H
Interpretive
I
J
Main map
K
L
at.govt.nz
AT lock-up
Kickplate

Mini Explorer

Total size:
800mm x2600mm

Size excluding baseplate:
800mm x 2232mm


1/4 (i)
1/4 (i)
1/3 (i)
Viaduct Harbour
Main heading to be centred vertically on Icon
(i)
245mm
X
X
X
X
Princes Wharf
1/3 arrow (a)
1/2 (i)
Y
Toilets 2 min
NZ Maritime Museum 2 min
ANZ Viaduct Events Centre 6 min
North Wharf 10 min
318mm
Toilets 2 min
NZ Maritime Museum 2 min
ANZ Viaduct Events Centre 6 min
1/3 arrow(a)
2 min Princes Wharf
1/3 (i)
390mm
212mm
YOU are at: 149 Quay Street
1/3 (i)
2232mm
10 minutes walk
737mm
Legend
360mm
at.govt.nz
1/4 (i)
800mm
Kickplate sits below artwork

(i) Padding is taken from the walking icon in header section.

1/2(i)

1/3(i)

1/4(i)

1/3 (a)

(a) Spacing between icons is taken from the arrow icon in the directional section.

Header:

A 200pt Gotham Narrow medium
239pt leading

B Roundel: 130mm diameter

C 133pt Gotham Narrow medium

Directional:

D 75pt Gotham Narrow medium
92pt leading

E 50pt Gotham Narrow medium
92pt leading

F 2pt Stroke weight

Key:

G YOU: 44pt Gotham Narrow bold
are at XX: 45pt Gotham
Narrow Light
Street: 44pt Gotham Narrow bold

H Street finder/Location finder:
Headings:
24pt Gotham Narrow bold
Text: 16pt Gotham Narrow medium
20pt leading

I Legend: 12pt Gotham Narrow
medium
24pt leading

Mapping:

J AT Design Studio will provide
map section.

AT lock-up:

K Roundel = 35.5mm diameter
AT.govt.nz = 45pt Avenir book

Gateway landscape

Wo030

Gateway signs give an extra level of wayfinding information for people moving through the area. These signs provide a way for people to orient themselves in the new environment. The header section includes the pedestrian icon and name of the location. The directional section provides key local Points of Interest (POI). The key/mapping section contains a map and directory.

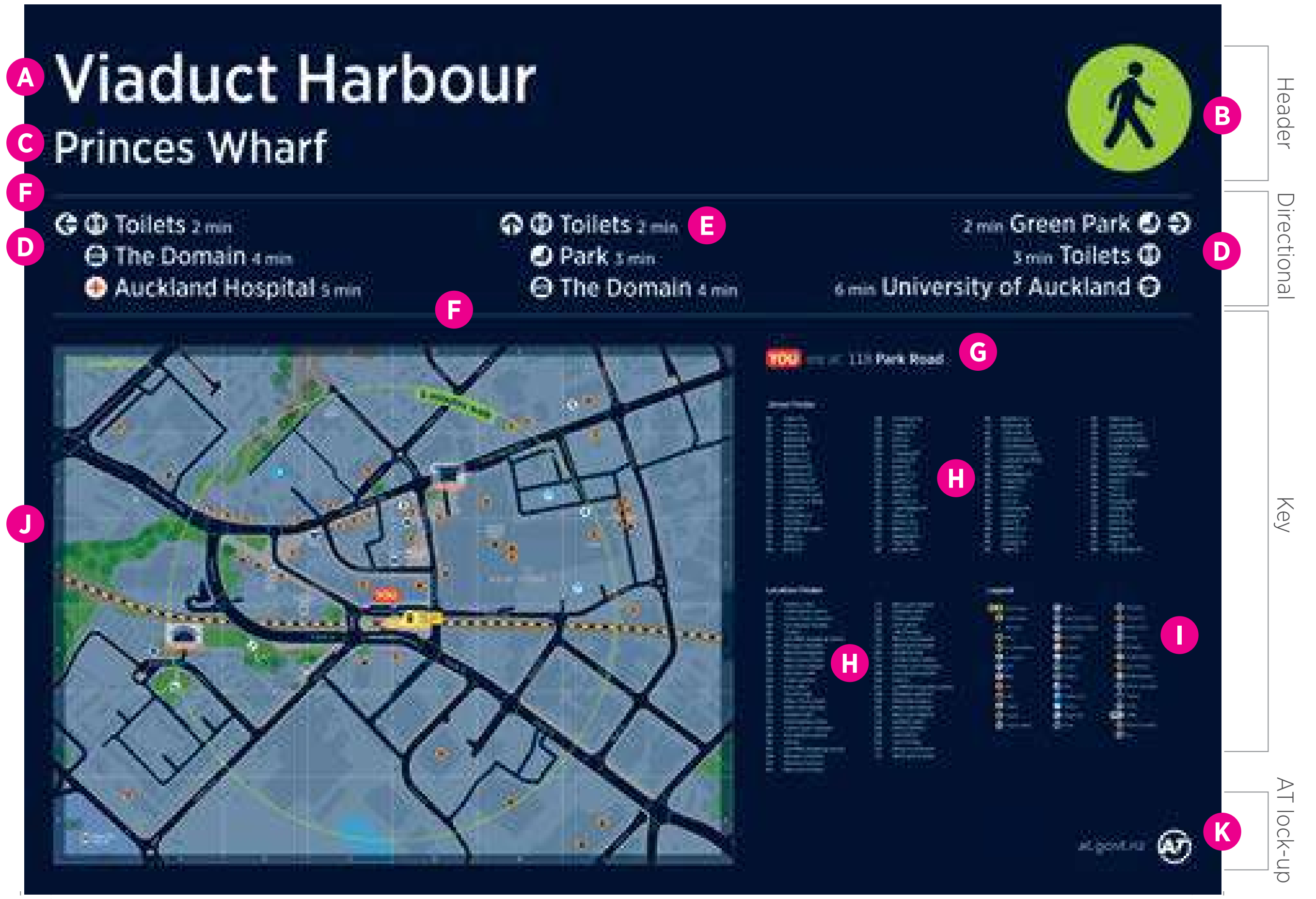
Gateway signs should be placed outside main entrances to major stations. They should be placed at right angles to the direction of pedestrian flow. However, thought must be given to Crime Prevention Through Environmental Design (CPTED) principles and these signs should not block sightlines for CCTV etc.

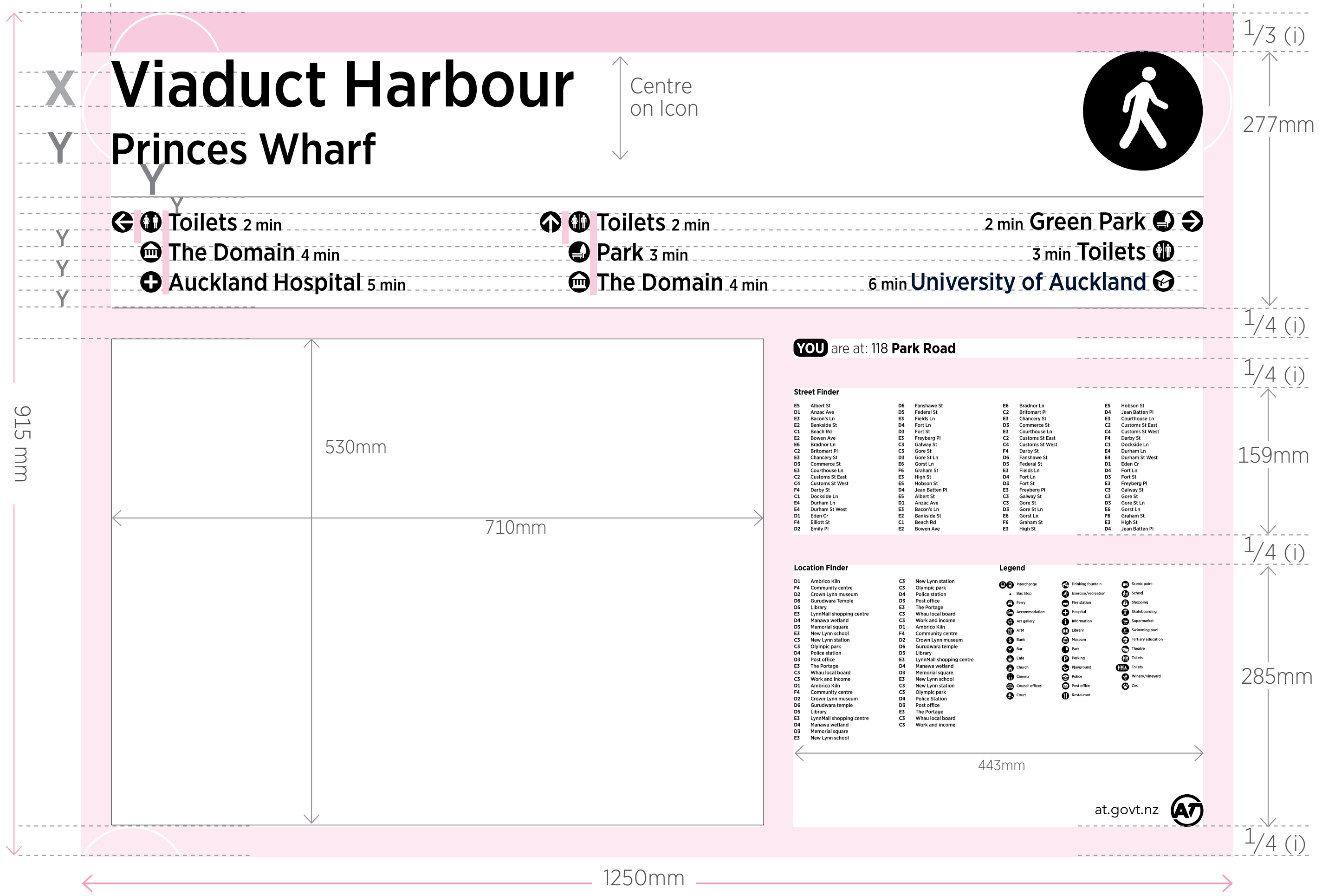
Use the hierarchy of POIs to choose which ones to include on the top section and on the map. The map is 'heads up', e.g. north is not necessarily at the top – it is made to reflect the orientation of the sign in the site.

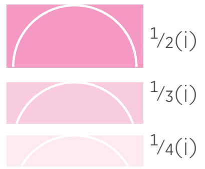
The graphic design must be created by the Design Studio – when briefing this in it will be crucial to include the precise location and orientation of the sign.

One-sided, wall-mounted option: where there is no suitable space to install a plinth gateway sign it may be possible to mount a single-sided version to a wall. These are not as effective as it is not usually possible to have them facing in the correct direction for heads up mapping.

This also applies to the gateway plinth.


A
Viaduct Harbour
C
Princes Wharf
B
F
D
Toilets 2 min
The Domain 4 min
Auckland Hospital 5 min
Toilets 2 min
Park 3 min
The Domain 4 min
E
2 min Green Park
3 min Toilets
6 min University of Auckland
D
F
YOU are at: 118 Park Road
G
H
J
H
I
at.govt.nz
K
Header
Directional
Key
AT lock-up


1/3 (i)
X
Viaduct Harbour
Y
Princes Wharf
Centre on Icon
277mm
Y
Y
Y
Toilets 2 min
The Domain 4 min
Auckland Hospital 5 min
Toilets 2 min
Park 3 min
The Domain 4 min
2 min Green Park
3 min Toilets
6 min University of Auckland
1/4 (i)
YOU are at: 118 Park Road
1/4 (i)
Street Finder
530mm
710mm
159mm
1/4 (i)
Location Finder
Legend
285mm
443mm
at.govt.nz
915 mm
1/4 (i)
1250mm



(i) Padding is taken from the walking icon in header section.

⅓ (a)
(a) Spacing between icons is taken from the arrow icon in the directional section.

Gateway plinth

Wo040

The gateway plinth sign works in the same way as the gateway landscape.

Header:

A 200pt Gotham Narrow medium
239pt leading

B Roundel: 130mm diameter

C 133pt Gotham Narrow medium

Directional:

D 75pt Gotham Narrow medium
92pt leading

E 50pt Gotham Narrow medium
92pt leading

F 2pt Stroke weight

Mapping:

G AT Design Studio will provide map section.

Key:

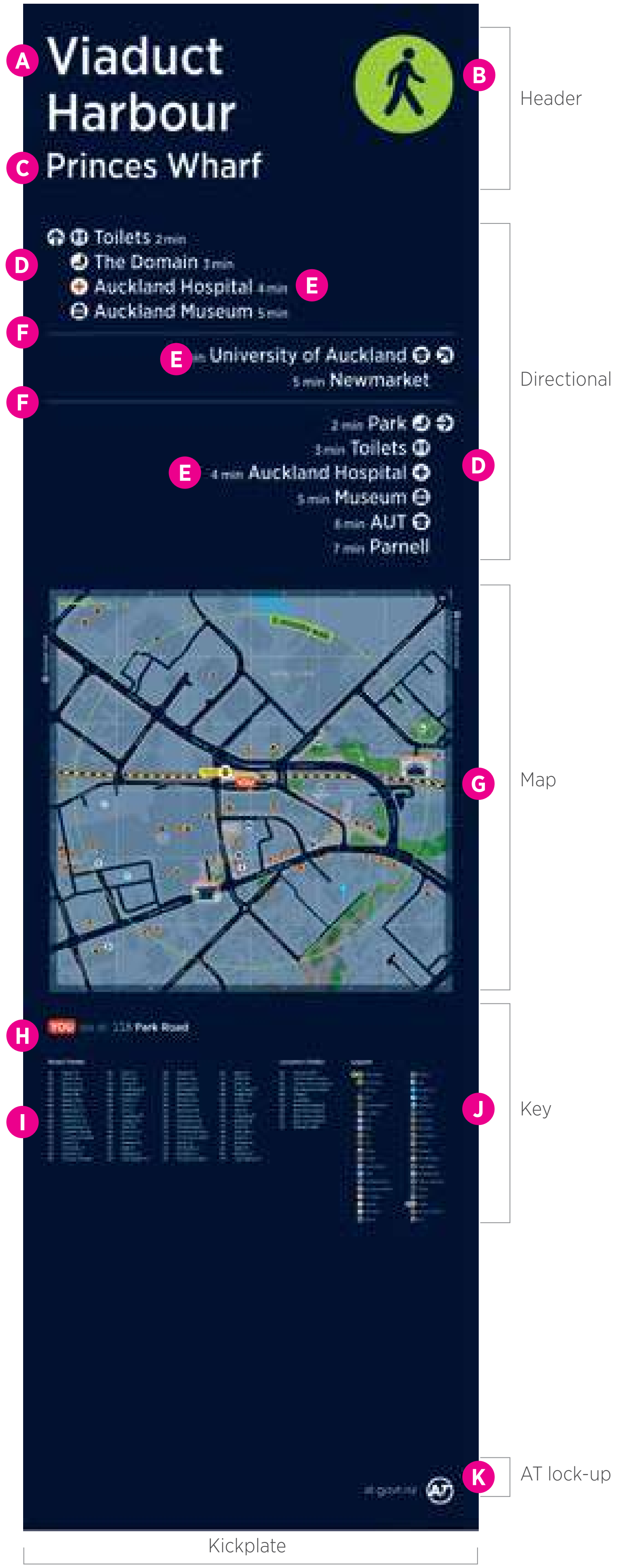
H YOU: 44pt Gotham Narrow bold
are at XX: 45pt Gotham Narrow Light
Street: 44pt Gotham Narrow bold

I Headings:
24pt Gotham Narrow bold
Text: 16pt Gotham Narrow medium
20pt leading

J 12pt Gotham Narrow medium
24pt leading

AT lock-up:

K Roundel = 35.5mm diameter
AT.govt.nz = 45pt Avenir book


A
Viaduct Harbour
B
C
Princes Wharf
Header
D
Toilets 2min
The Domain 3min
Auckland Hospital 4min
E
Auckland Museum 5min
F
E
University of Auckland
5min Newmarket
F
2min Park
3min Toilets
E
4min Auckland Hospital
D
5min Museum
6min AUT
7min Parnell
Directional
G
Map
H
YOU are at: 118 Park Road
I
J
Key
at.govt.nz
K
AT lock-up
Kickplate

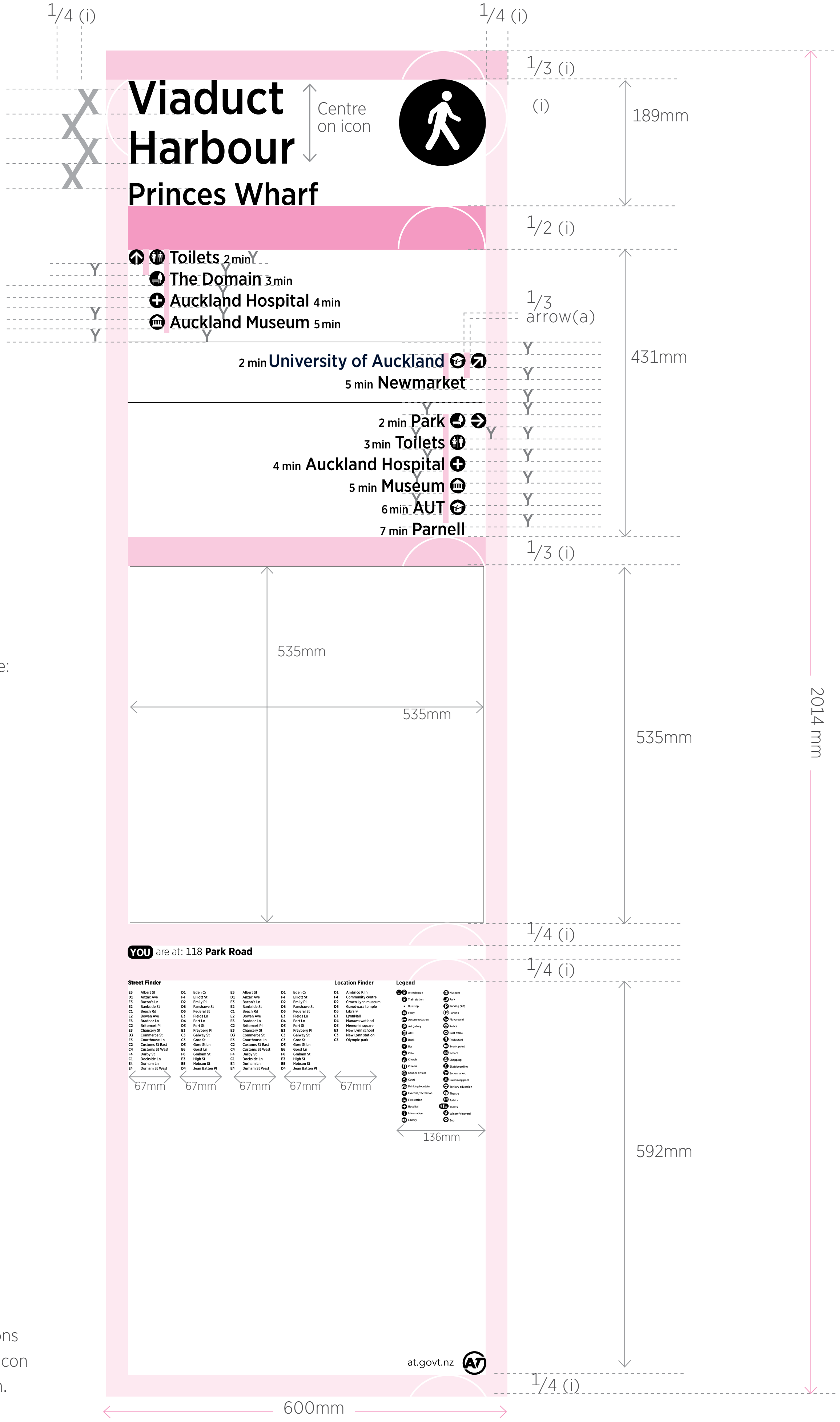
Total size:
600mm x 2384mm

Size excluding baseplate:
600mm x 2014mm

(i) Padding is taken from the walking icon in header section.

▨ 1/2(i)
▨ 1/3(i)
▨ 1/4(i)

1/3 (a)
(a) Spacing between icons is taken from the arrow icon in the directional section.


1/4 (i)
1/4 (i)
1/3 (i)
(i)
189mm
X
X
X
X
Viaduct Harbour
Centre on icon
Princes Wharf
1/2 (i)
Y
Toilets 2min
The Domain 3min
Auckland Hospital 4min
Auckland Museum 5min
1/3 arrow(a)
431mm
2 min University of Auckland
5 min Newmarket
2 min Park
3 min Toilets
4 min Auckland Hospital
5 min Museum
6 min AUT
7 min Parnell
1/3 (i)
535mm
535mm
535mm
2014 mm
1/4 (i)
YOU are at: 118 Park Road
1/4 (i)
Street Finder
Location Finder
Legend
67mm
67mm
67mm
67mm
67mm
136mm
592mm
at.govt.nz
1/4 (i)
600mm

Ferry building
Queen St
Queens Wharf
Britomart Station
Wynyard Crossing
Viaduct Events Centre
Sealink ferry
Silo Park

Arrow:
A 50mm diameter

Icons
B 50mm diameter

Destination:
C 160pt Gotham Narrow medium

Time numbers: (e.g. 12)
D 120pt Gotham Narrow medium

Time min:
E 90pt Gotham Narrow medium

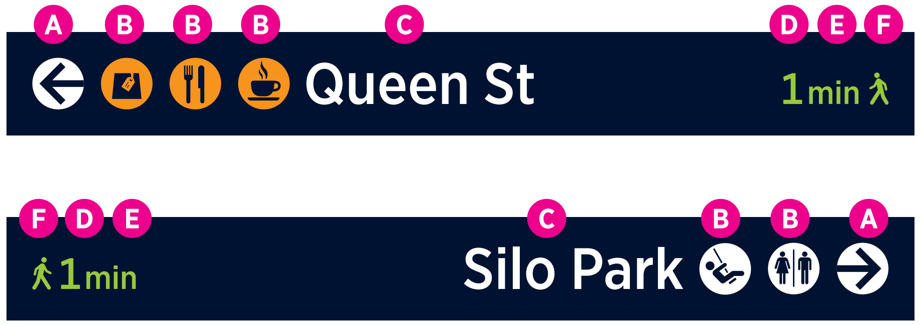
Walking man:
F 31.2mm height = 105% height of Y (number), centred vertically on Y

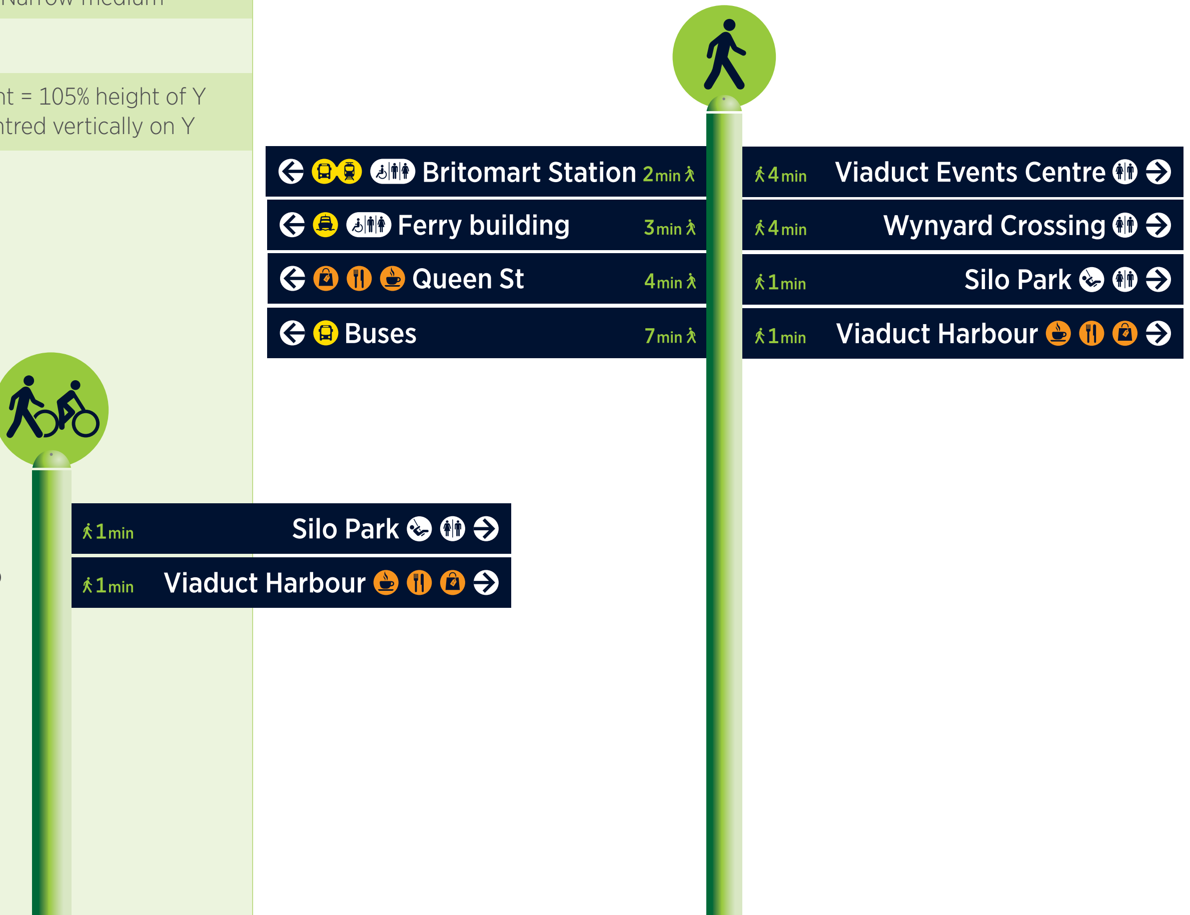
Pedestrian blade (small)

Wd010

Small pedestrian blades (often referred to as finger pointers in other signage systems) are used at minor decision points in pedestrian wayfinding areas. These small blades are mounted on a green pole, with a green pedestrian icon in a roundel sitting on top of the pole. A maximum of four blades can be mounted in each of the four directions.

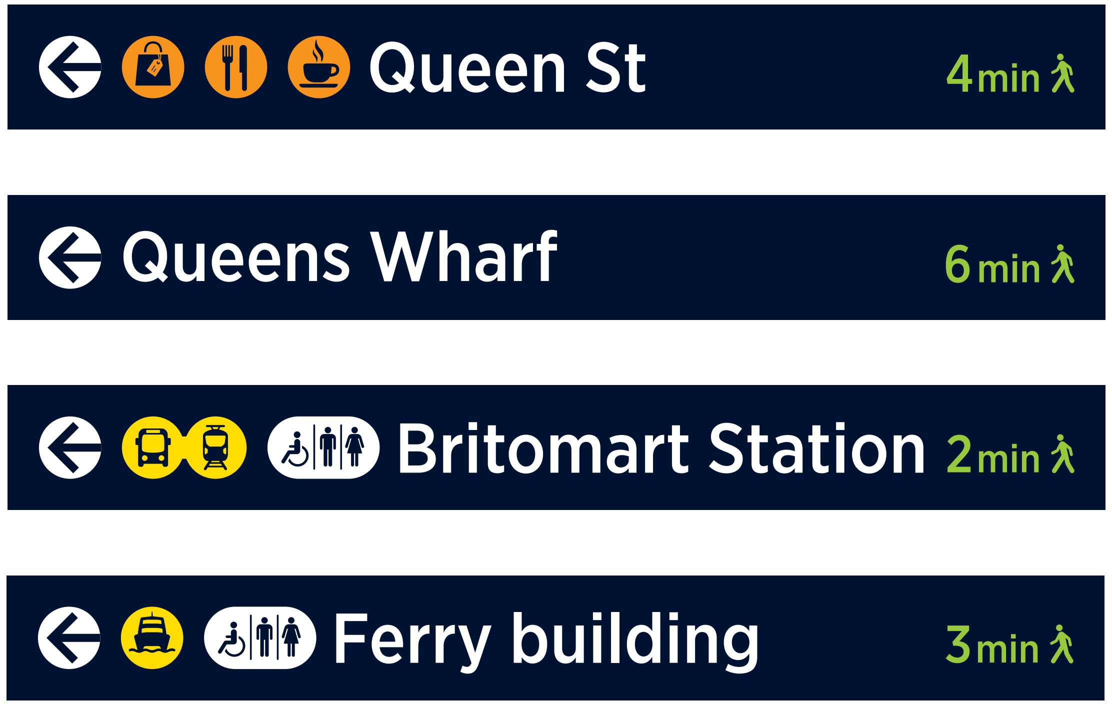
These signs include estimated walking time for pedestrians.

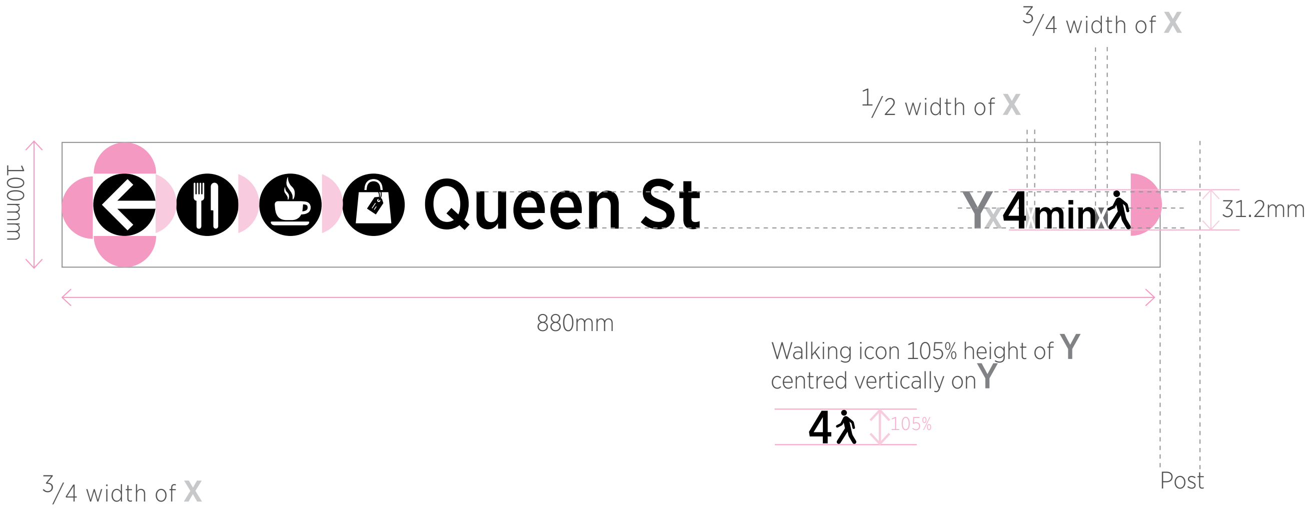

A
B
B
B
C
D
E
F
Queen St
1min
F
D
E
C
B
B
A
1min
Silo Park

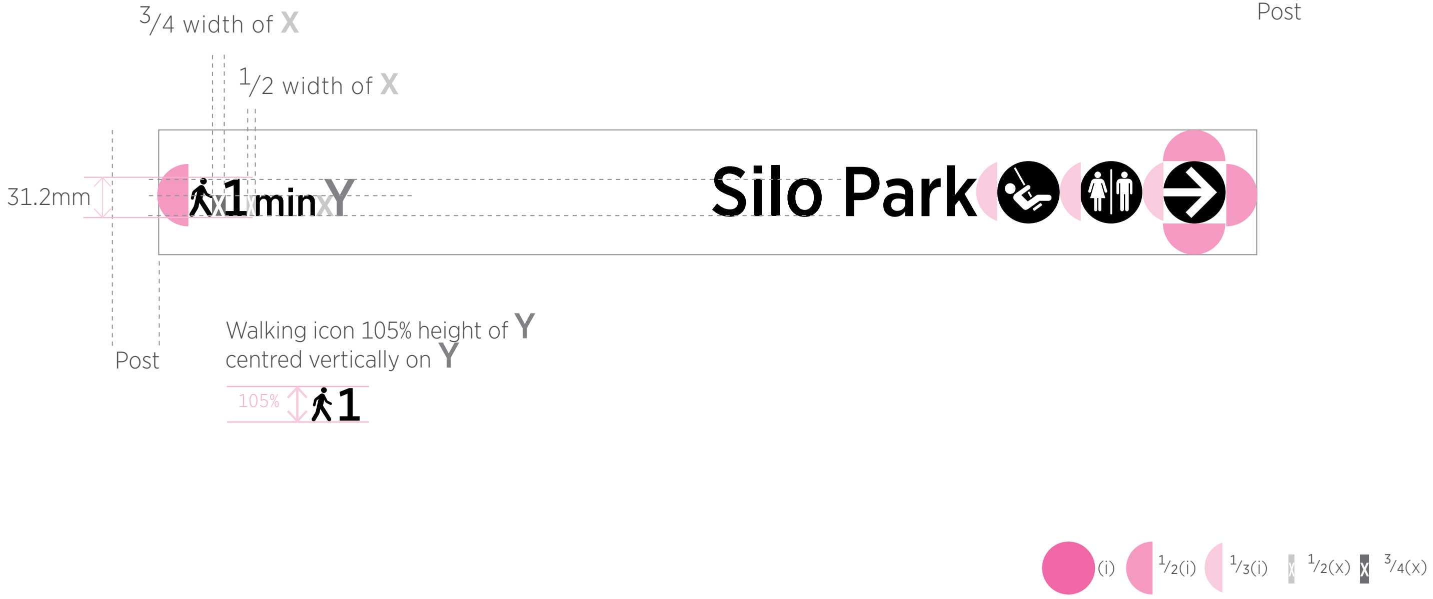

Britomart Station 2min
Ferry building 3min
Queen St 4min
Buses 7min
4min Viaduct Events Centre
4min Wynyard Crossing
1min Silo Park
1min Viaduct Harbour
1min Silo Park
1min Viaduct Harbour

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

For information on abbreviations on pedestrian blades go to ***Abbreviating pedestrian blade content*** document for further information.


Queen St 4min
Queens Wharf 6min
Britomart Station 2min
Ferry building 3min


3/4 width of X
1/2 width of X
100mm
Queen St
Y X 4min X
31.2mm
880mm
Walking icon 105% height of Y centred vertically on Y
4
105%
Post


3/4 width of X
1/2 width of X
31.2mm
1min Y
Silo Park
Post
Walking icon 105% height of Y centred vertically on Y
105%
1
(i)
1/2(i)
1/3(i)
1/2(x)
3/4(x)

3min
4min
4min
5 min
7 min
11 min
Wyn
Viadu

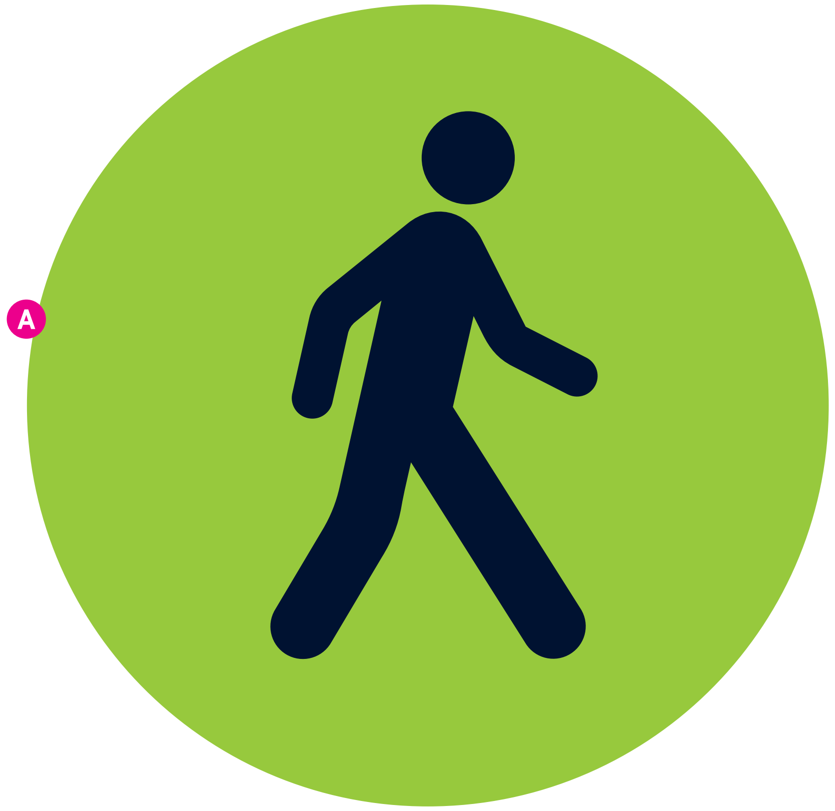
Pedestrian roundel

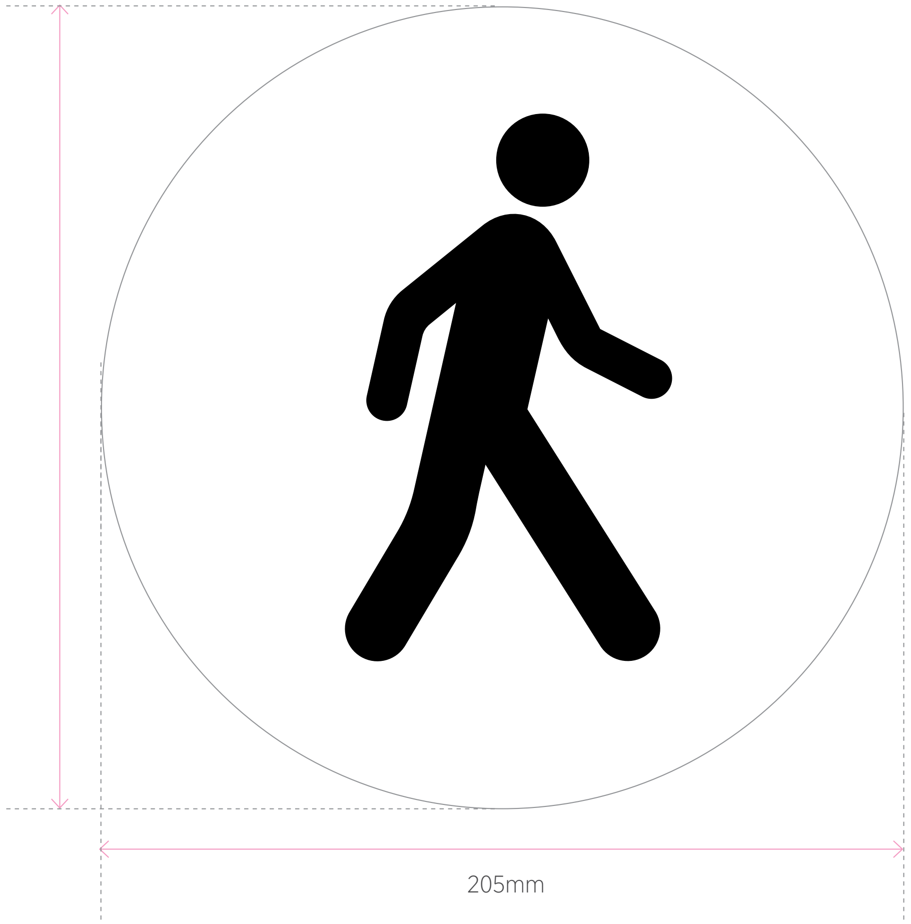
Wd020

Pedestrian icon:

Ⓐ 205mm diameter

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





5 min
400 m
5 min
400 m
5 min

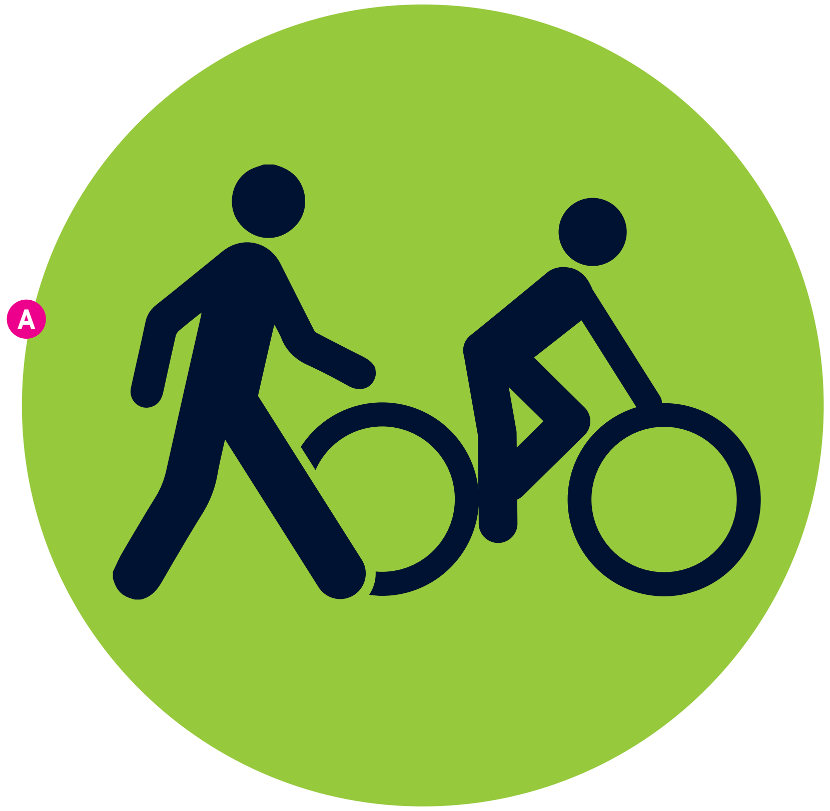
Shared path roundel

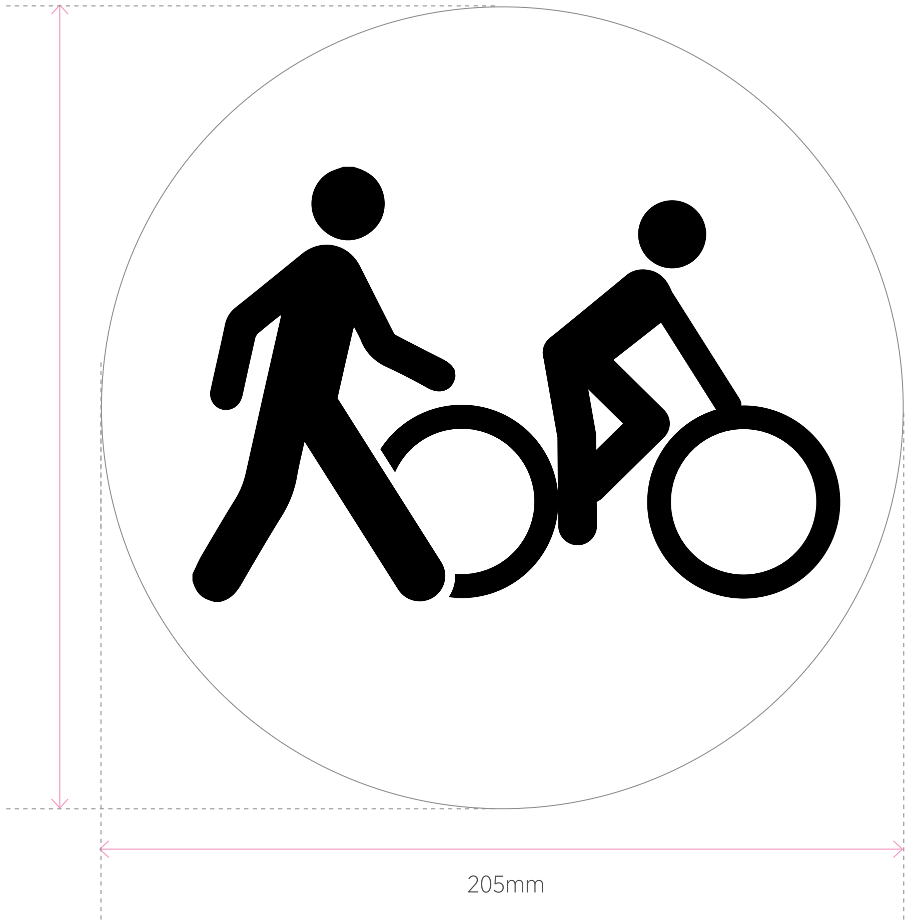
Wd021

Shared path icon:

Ⓐ 205mm diameter

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

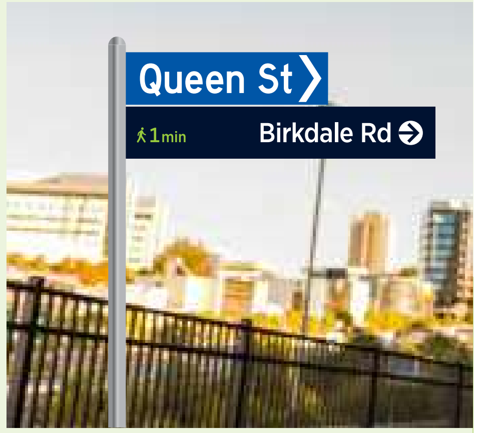




Pedestrian blade (large)

Wd030

These signs are used when you need only one or two blades at the site and there is already a suitable lamp post or street name sign pole to attach the blades to. If attaching to the same pole as a street name sign, you may only add these signs if there are currently less than three signs on the pole in that direction.


Queen St
1min
Birkdale Rd

Arrow:

Ⓐ 94mm diameter

Destination:

Ⓑ 300pt Gotham Narrow medium

Time numbers: (e.g. 12)

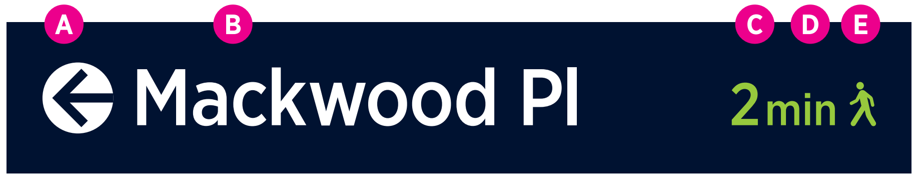
Ⓒ 225pt Gotham Narrow medium

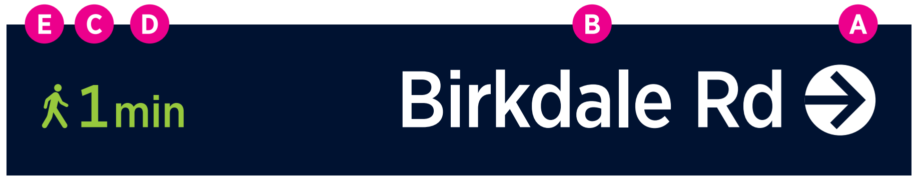
Time min:

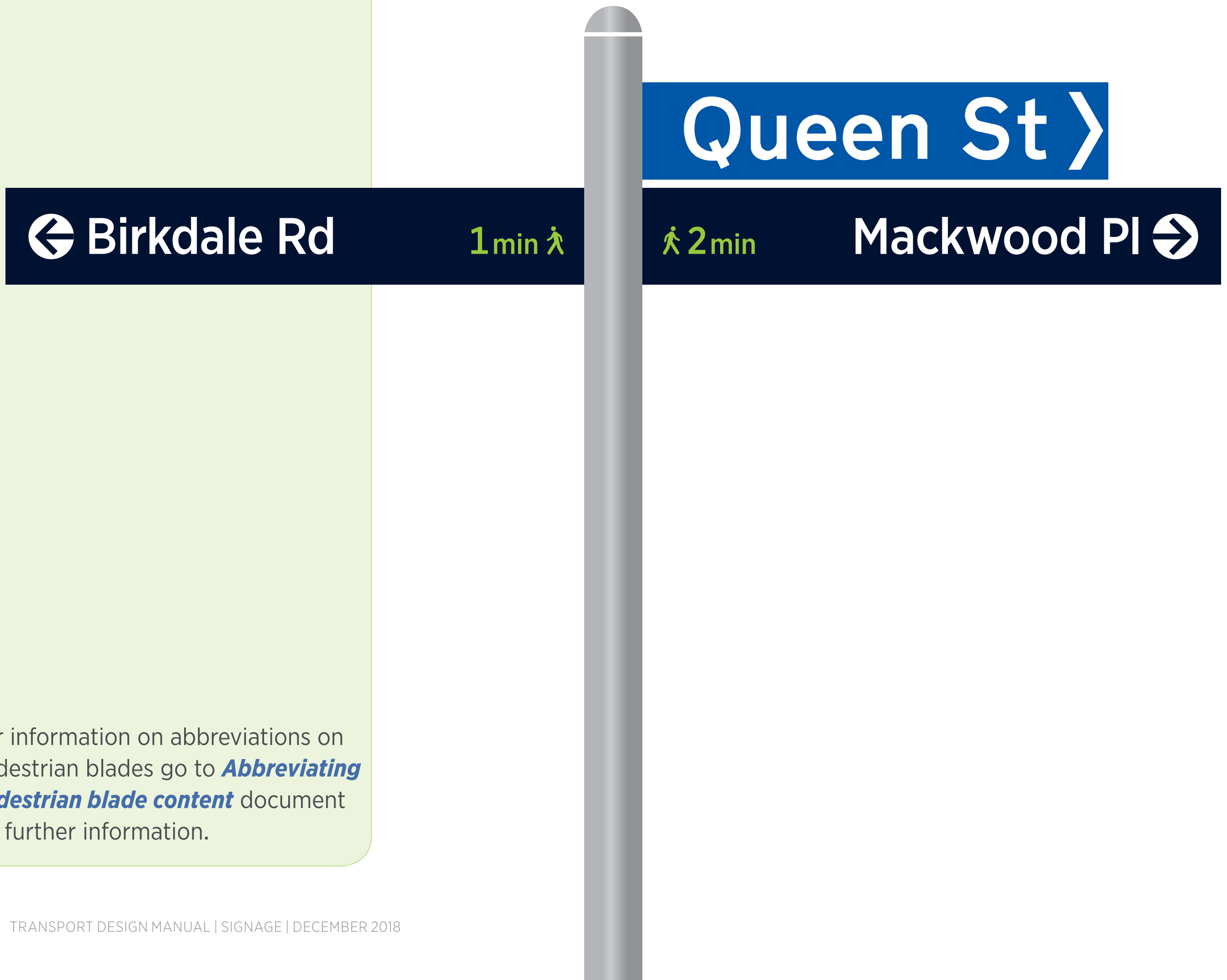
Ⓓ 168pt Gotham Narrow medium

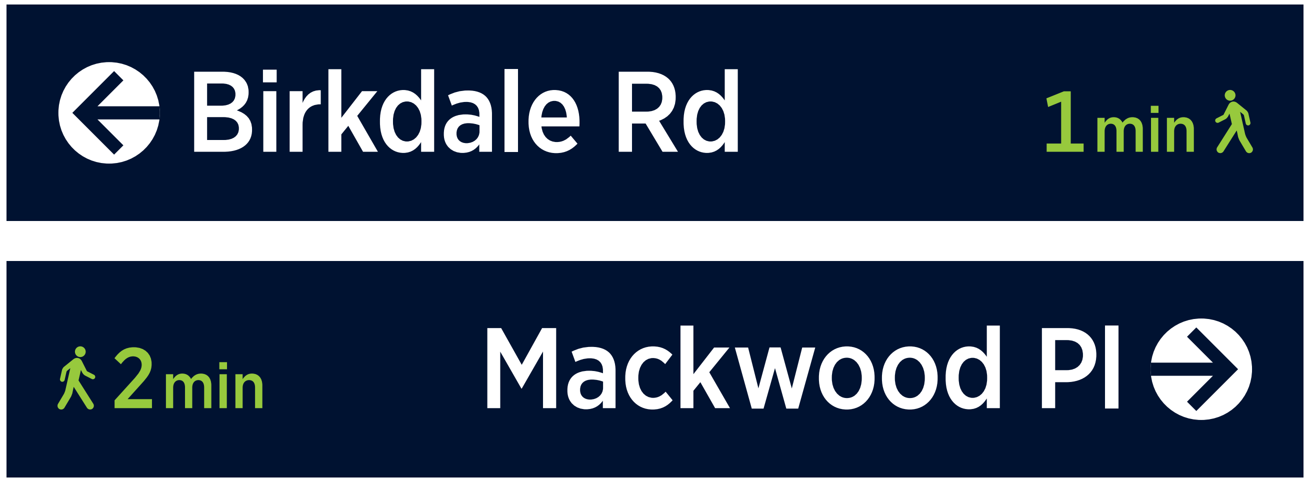
Walking icon:

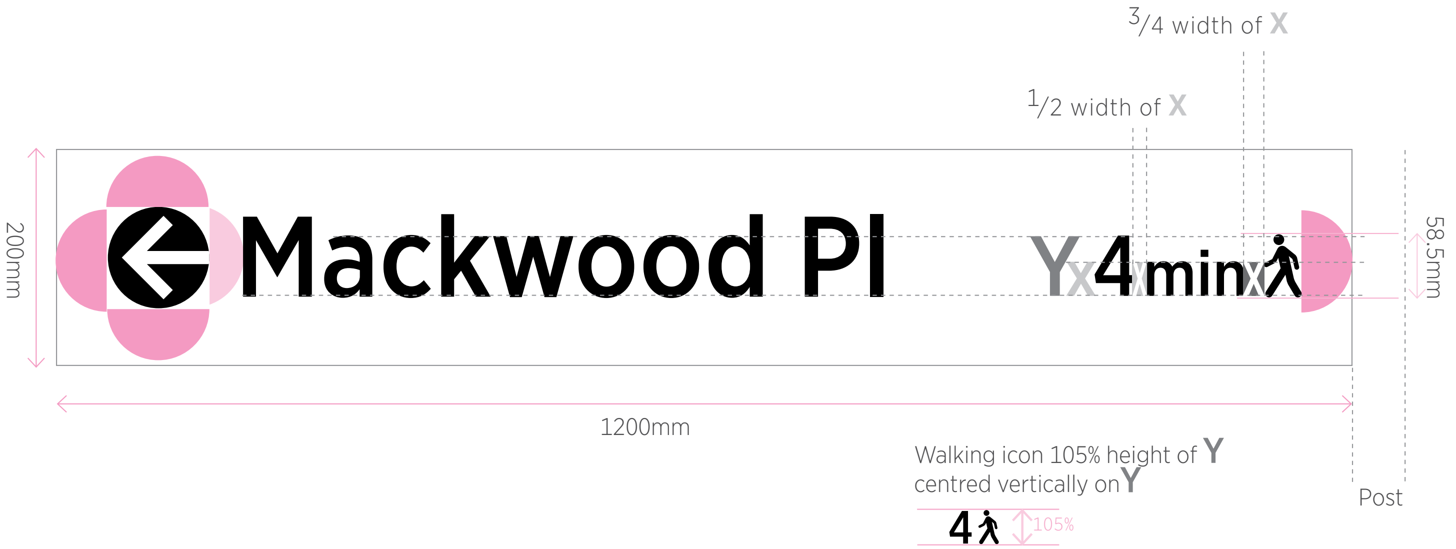
Ⓔ 58.5mm height = 105% height of Y (number), centred vertically on Y

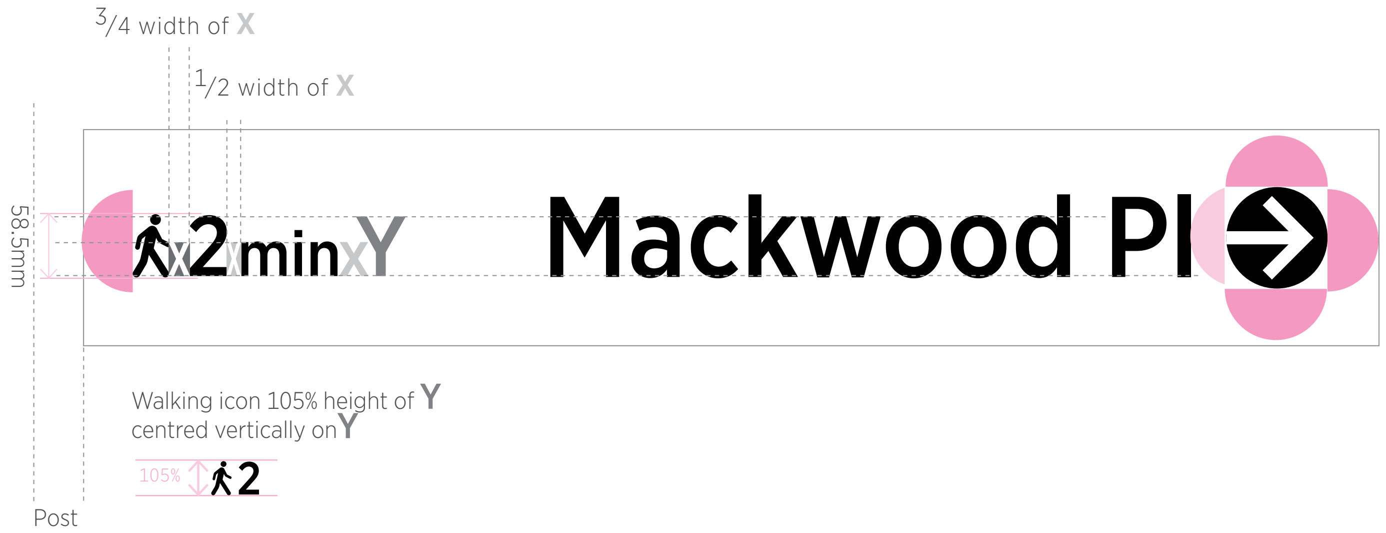

A
B
C
D
E
Mackwood Pl
2min

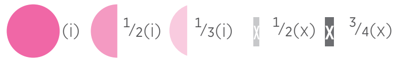

E
C
D
B
A
1min
Birkdale Rd


Queen St
Birkdale Rd
1min
2min
Mackwood Pl


Birkdale Rd
1min
2min
Mackwood Pl


3/4 width of X
1/2 width of X
200mm
Mackwood Pl
Y
X
4min
X
58.5mm
1200mm
Walking icon 105% height of Y
centred vertically on Y
4
105%
Post


3/4 width of X
1/2 width of X
58.5mm
X
2min
X
Y
Mackwood Pl
Walking icon 105% height of Y
centred vertically on Y
105%
2
Post


(i)
1/2(i)
1/3(i)
1/2(x)
3/4(x)

For information on abbreviations on pedestrian blades go to ***Abbreviating pedestrian blade content*** document for further information.

Toi Toi Pl
No exit

Chevron:
A 75mm wide

Destination:
B 109mm diameter

Icons - accompanied with words:
C 125mm height

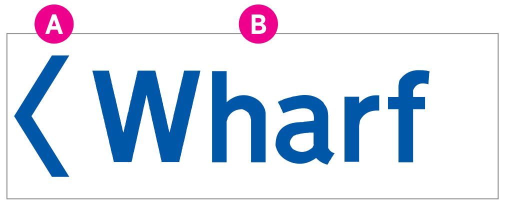
Icons - only:
D 155mm diameter

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

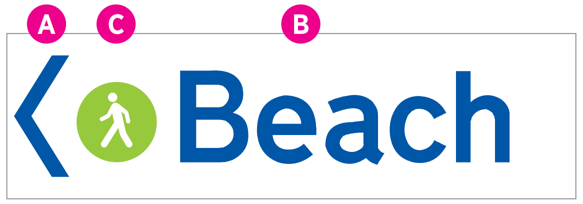
General interest sign (GIS) blade

Wd040 – Wd044

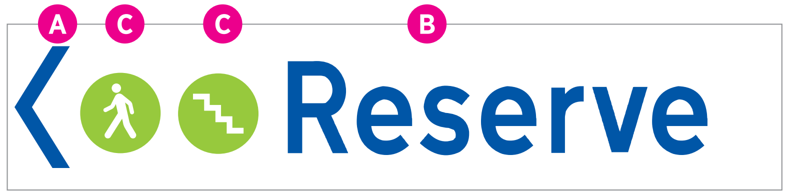
General interest signs (GIS) are approved advisory signs from the traffic signs suite. They should be used to alert pedestrians and cyclists to paths at the end of no exit streets. For this purpose three icons may be used: pedestrian icon, cycle icon, stairs icon, along with the descriptor: 'Access',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



Wd042



Wd043

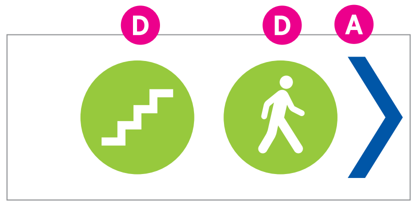

A
C
C
B
Reserve

Wd044

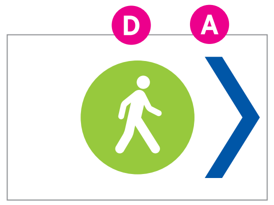
Pedestrian Icon always appears closest to the chevron.

Pedestrian and stairs always face the chevron.

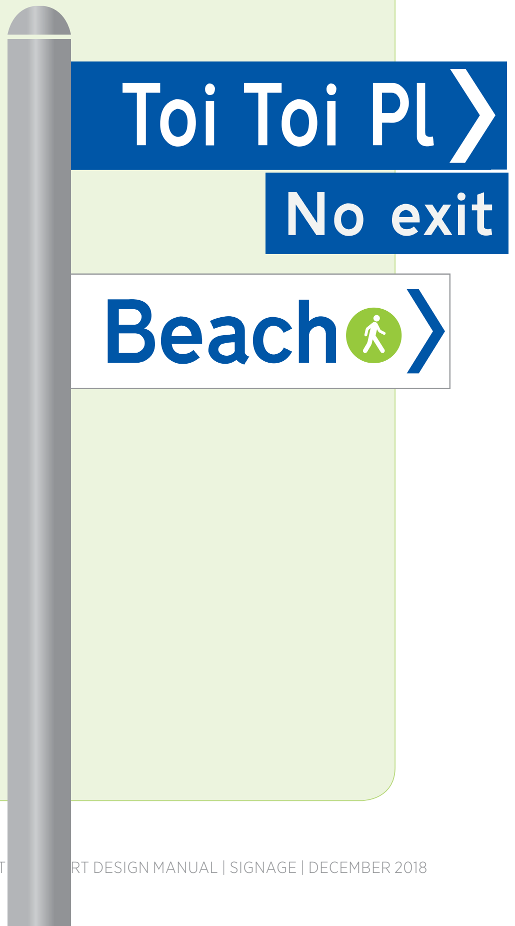
Icons are bigger when on a blade on their own without words, as below.



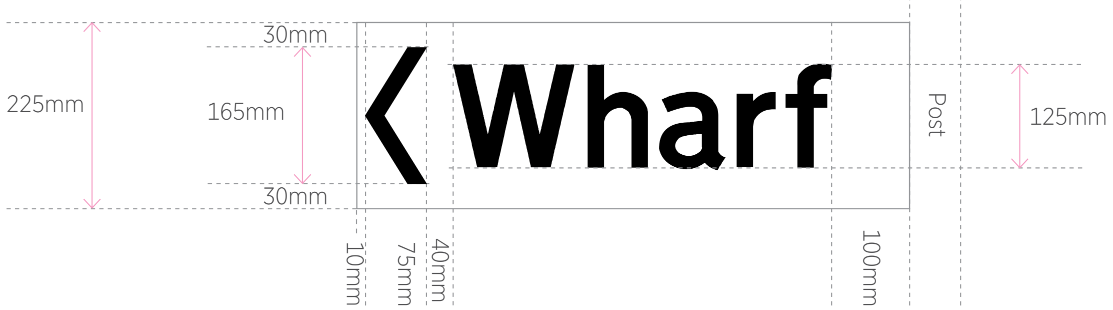
Wd041

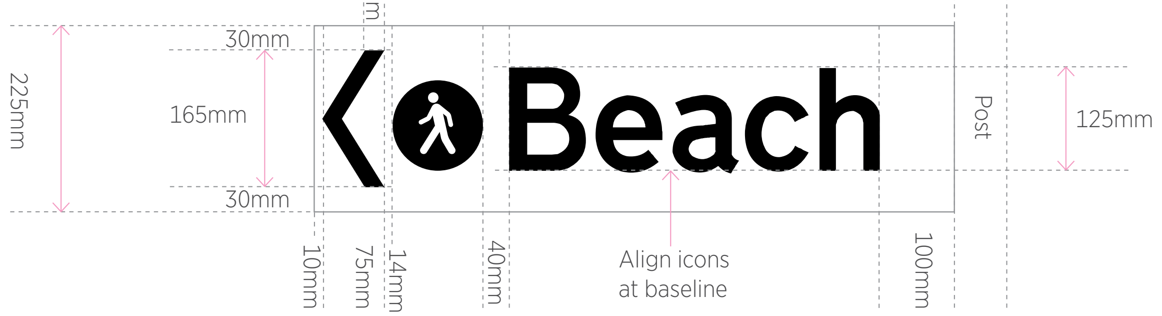


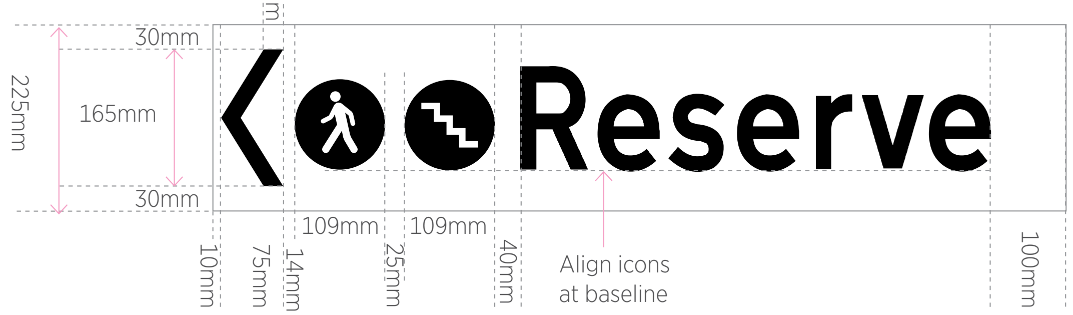
Wd040

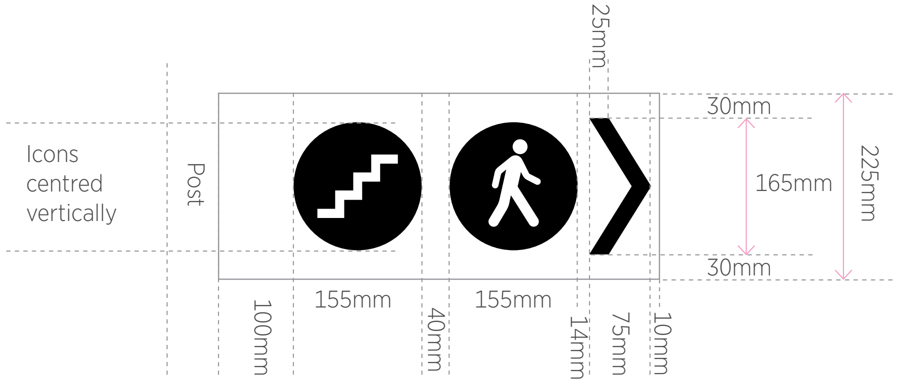

Toi Toi Pl
No exit
Beach

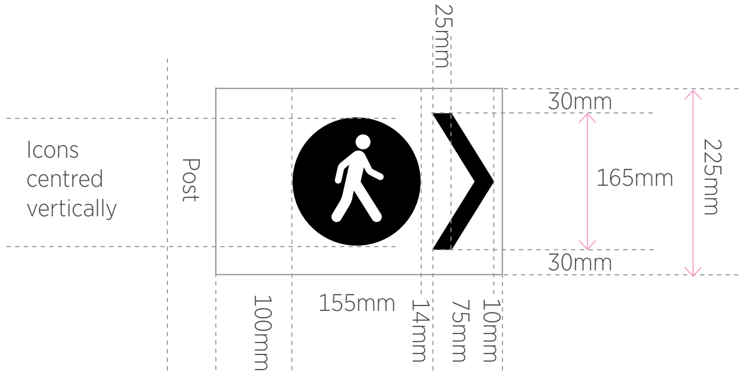
Length of blades will vary depending on information
1050mm (max)


225mm
30mm
165mm
30mm
Wharf
Post
125mm
10mm
75mm
40mm
100mm
25mm


225mm
30mm
165mm
30mm
Beach
Post
125mm
10mm
75mm
14mm
40mm
Align icons at baseline
100mm
25mm


225mm
30mm
165mm
30mm
Reserve
109mm
109mm
10mm
75mm
14mm
25mm
40mm
Align icons at baseline
100mm


25mm
Icons centred vertically
Post
30mm
165mm
30mm
225mm
100mm
155mm
40mm
155mm
14mm
75mm
10mm


25mm
Icons centred vertically
Post
30mm
165mm
30mm
225mm
100mm
155mm
14mm
75mm
10mm

Ferry building 3min
Queen St 4min
Queens Wharf 4min
Britomart Station 5min
5min Wynyard Crossing
7min Viaduct Events Centre
11min Sealink ferry
12min Silo Park

3.3

Planning a schedule of signs for pedestrians needs to take into account quite a few aspects, all of which are laid out in this section.

The end result should be a plan with just the right number of signs, of the right type in the most effective places containing the most useful information. This will provide an effective and efficient set of signs.

Pedestrian route planning

Planning overview

The steps below will help you to create the best possible set of signage for the area you wish to help people move through.

1. Mark up points of interest and define the area boundary
2. Create a flow diagram, mark up decision points
3. Choose the appropriate sign type for each decision point
4. Create content for signs
5. Create sign graphics.

Mark up points of interest (POI) and define area boundary

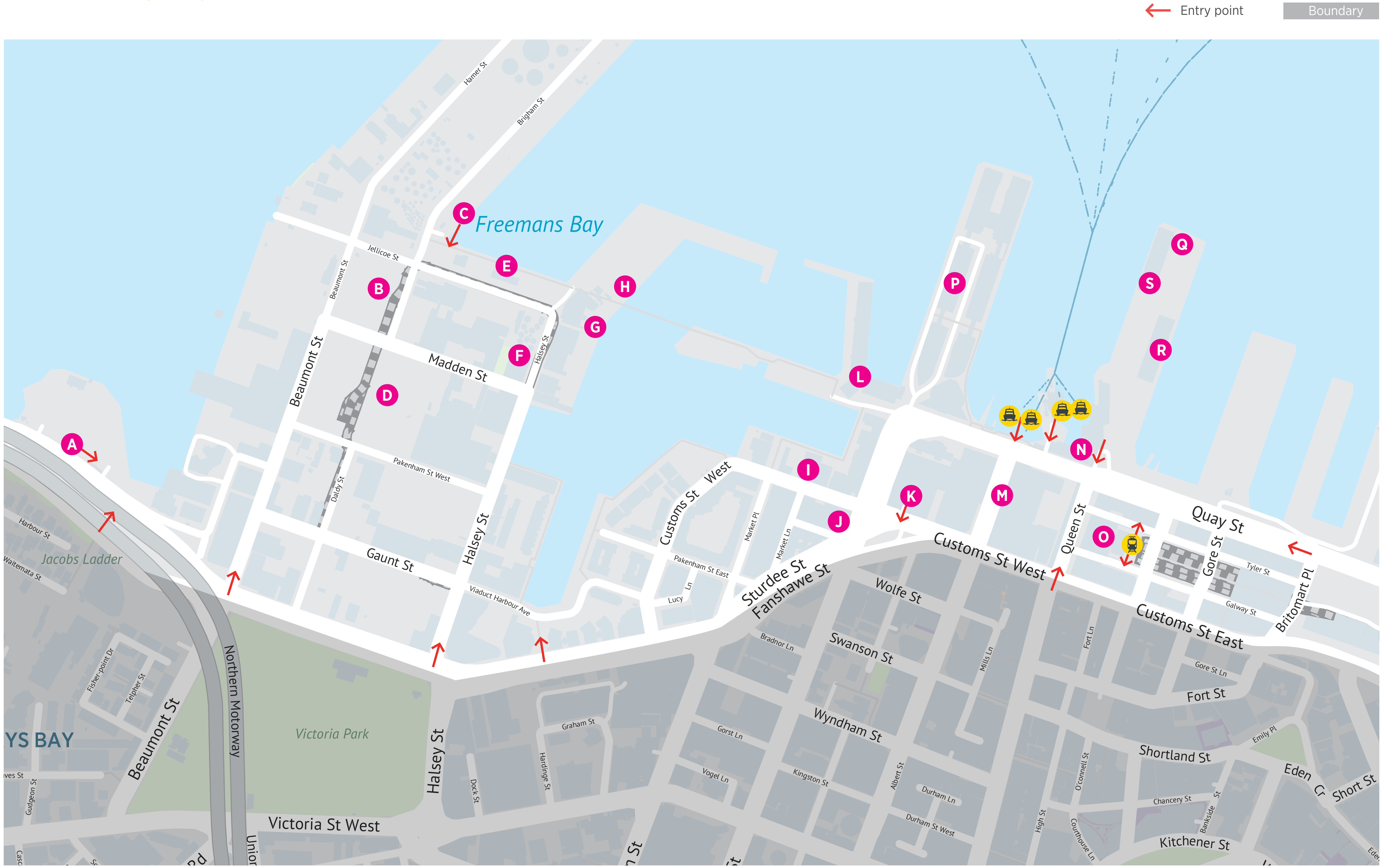
Mark up on your map the key POI that you think pedestrians will want to find – use the POI hierarchy to help you choose what kind of POI to include.

You may also want to engage with the local board on which of these POIs they believe are key to the area.

Once the POIs are marked up on the map, add the key entrance points to the area, such as public transport hubs, car parks and key walking routes or roads.

Now use these entrance points to create the boundary of the area. Your boundary could be right at these entrance points, or a little further off, such as a block away. Without a firm boundary it is difficult to decide where to stop putting in signs, as there is always something else that could be signed to (unless you are at the coast!).

Define boundary and points of interest


← Entry point
Boundary
Freemans Bay
Jacobs Ladder
YS BAY
Victoria Park
A
B
C
D
E
F
G
H
I
J
K
L
M
N
O
P
Q
R
S
Hamer St
Brigham St
Jellicoe St
Beaumont St
Madden St
Halsey St
Pakenham St West
Daldy St
Gaunt St
Viaduct Harbour Ave
Harbour St
Waitemata St
Fisher-point Dr
Telpher St
Northern Motorway
Victoria St West
Customs St West
Pakenham St East
Market Pl
Market Ln
Lucy
Sturdee St
Fanshawe St
Wolfe St
Swanson St
Wyndham St
Bradnor Ln
Graham St
Gorst Ln
Vogel Ln
Kingston St
Albert St
Durham Ln
Durham St West
Mills Ln
Queen St
Quay St
Gore St
Tyler St
Galway St
Britomart Pl
Customs St East
Gore St Ln
Fort Ln
Fort St
Shortland St
Emily Pl
Eden Cr
Short St
Chancery St
Bankside St
Kitchener St
O'connell St
High St
Courthouse Ln
Dock St
Hardinge St
Gudgeon St

Points of interest (POI)

- **A** Westhaven Promenade
- **B** Silo Park
- **C** Wynyard Wharf Ferry Terminal
- **D** Daldy Street Park
- **E** North Wharf
- **F** ASB Theatre
- **G** Karanga Plaza
- **H** ANZ Viaduct Events Centre
- **I** Market Square
- **J** Tepid Baths
- **K** Downtown car park
- **L** NZ Maritime Museum
- **M** Lower Albert Street bus stops
- **N** Downtown ferry terminal
- **O** Britomart
- **P** Princes Wharf
- **Q** Queens Wharf
- **R** Shed 10
- **S** The Cloud

Create flow diagram, mark up decision points

Using your entrance points, map the routes you think pedestrians are most likely to take to the POI. Mark these on your map as a flow diagram (include the direction of travel).

On each of these routes, mark the point where the pedestrian will need to make a decision about which direction to go in. These will mostly be at turns, but if a straight route is very long you can add a point along the way to confirm that the pedestrian is still going in the right direction.

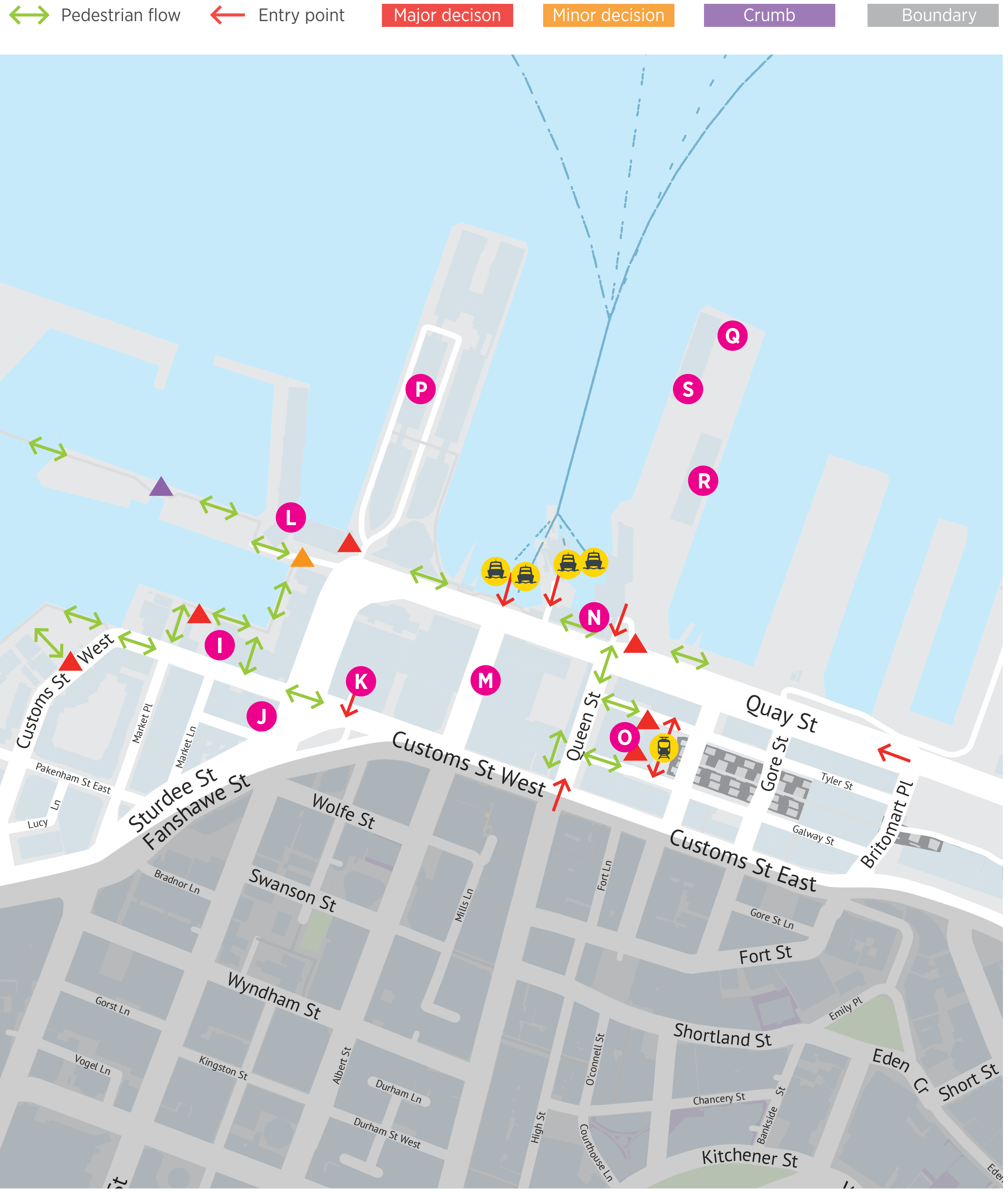
Categorise your decision points:

Major decision points –
by a major entrance point, at large junctions, at heavy footfall areas

Minor decision points –
by a minor entrance point, at small junctions

Breadcrumbs –
along a long straight route

Create flow diagram


Pedestrian flow
Entry point
Major decison
Minor decision
Crumb
Boundary
Freemans Bay
A
B
C
D
E
F
G
H
I
J
K
L
M
N
O
P
Q
R
S
Jellicoe St
Beaumont St
Madden St
Halsey St
Pakenham St West
Gaunt St
Daldy St
Viaduct Harbour Ave
Customs St West
Pakenham St East
Market Pl
Market Ln
Lucy
Sturdee St
Fanshawe St
Wolfe St
Swanson St
Wyndham St
Quay St
Queen St
Gore St
Tyler St
Galway St
Customs St East
Britomart Pl
Fort St
Fort Ln
Gore St Ln
Shortland St
Emily Pl
Eden Cr
Short St
Kitchener St
Chancery St
Jacobs Ladder
Harbour St
Waitemata St
Northern Motorway
Victoria Park
Victoria St West
Graham St
Hardinge St
Dock St
Gorst Ln
Vogel Ln
Kingston St
Albert St
Durham Ln
Durham St West
High St
O'connell St
Courthouse Ln
Mills Ln
Bradnor Ln
Fisher-point Dr
Telpher St
Gudgeon St
Hamer St
Brigham St
YS BAY

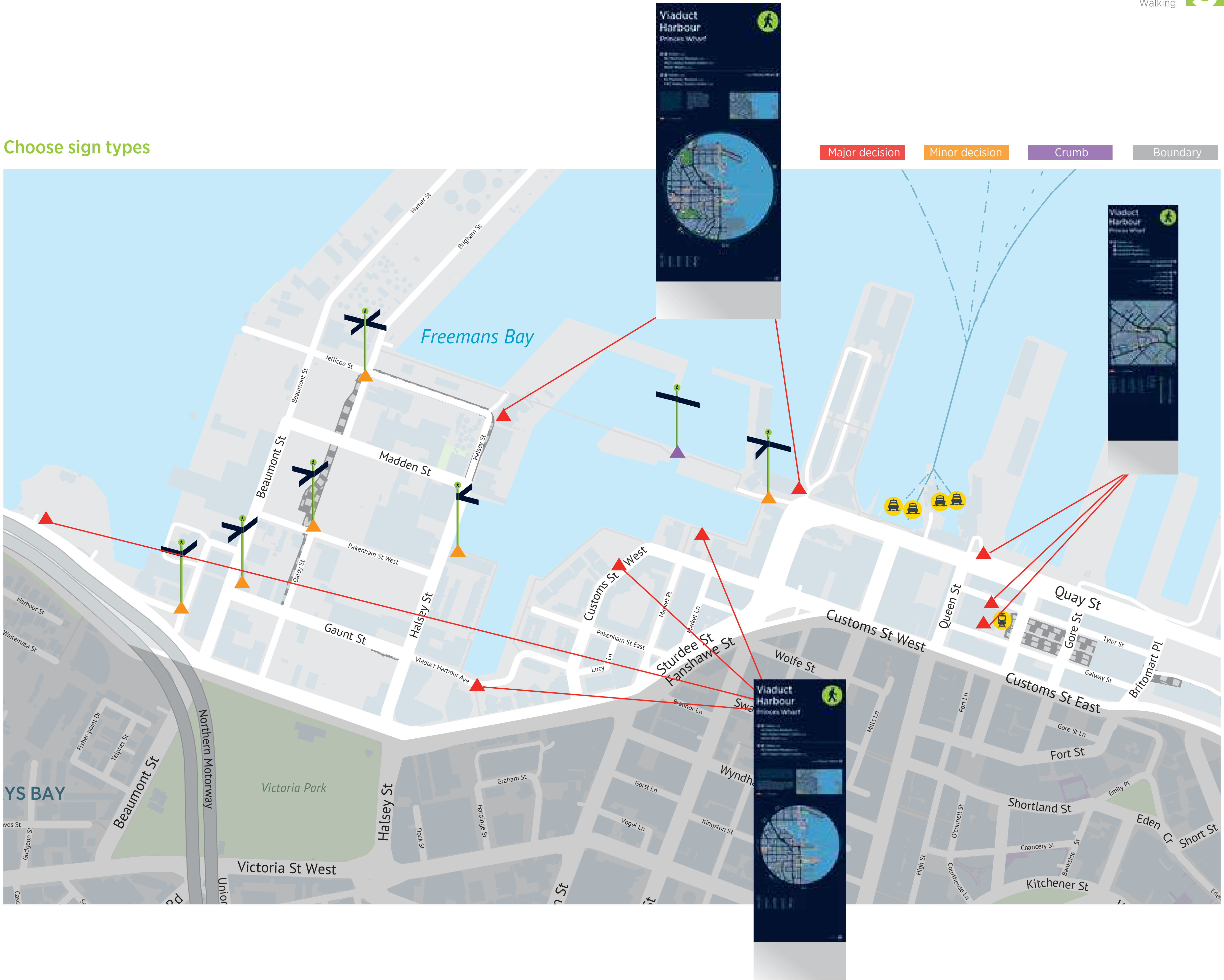
Choose the appropriate sign type for each decision point

- ▲ **Major decision points –** large explorer, mini explorer, gateway
- ▲ **Minor decision points –** pedestrian blades
- ▲ **Breadcrumbs –** pedestrian blades

Read the descriptions of these signs under each of the headings later in this chapter to help you decide which sign type to choose.

Check it is feasible to install the sign type in that location – e.g. is there enough space, who owns the land, do you need a resource consent?

Choose sign types


Major decision
Minor decision
Crumb
Boundary
Viaduct Harbour
Princes Wharf
Freemans Bay
Hamer St
Brigham St
Jellicoe St
Beaumont St
Madden St
Halsey St
Pakenham St West
Daldy St
Gaunt St
Viaduct Harbour Ave
Harbour St
Waitemata St
Customs St West
Market Pl
Market Ln
Pakenham St East
Lucy
Sturdee St
Fanshawe St
Wolfe St
Quay St
Queen St
Gore St
Tyler St
Galway St
Britomart Pl
Customs St East
Gore St Ln
Fort Ln
Fort St
Mills Ln
Shortland St
Emily Pl
Eden Cr
Short St
Chancery St
Bankside
Kitchener St
High St
O'connell St
Courthouse Ln
Graham St
Gorst Ln
Vogel Ln
Kingston St
Wyndh
Hardinge St
Dock St
Victoria Park
Victoria St West
Northern Motorway
Fisher-point Dr
Telpher St
YS BAY
Gudgeon St
ves St

Ferry building
Queen St
Queens Wharf
Britomart Station
Wynyard Crossing
Viaduct Events Centre
Sealink ferry
Silo Park

The term points of interest (POI) is used to describe general destinations.

POIs also cover items such as drinking fountains, toilets and statues, as well as places.

Space is limited on signs, so judgement may be required as to which POIs to include.
When making decisions, use the table below for guidance.

The table is weighted towards POIs that are important, nearby, publicly funded and publicly accessible.

Hierarchy

The hierarchy of points of interest (POI) outlined (right) helps us to achieve usefulness, legibility and consistency of our signs for pedestrians and cyclists.

Choosing content for signs

As a general rule, exclude commercially operated POIs because:

- businesses move, close down and change name more often than public resources
- we can't be seen to be advertising some businesses but not others
- we want to ensure that we only sign people to places that are open to everyone and are open most of the time.

However, there are many major landmarks that are commercially run, and smaller ones that might need to be included for a specific audience. See policy for points of interest.

There are also areas of commercial activity such as those with bars, cafes and restaurants that will be of interest to most audiences. These are usually fine to include, as long as individual businesses are not identified.

Show areas with high levels of these, not individual businesses:

- Cafes
- Restaurants
- Pubs
- Bars
- Takeaways
- Nightclubs.

Only to be included if it meets the criteria of landmark:

- Individual commercial ventures
- Churches/mosques/temples.

Create content for signs

For each sign follow the guidance on choosing content on the previous page.

Create sign graphics

For explorers and gateways 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 pedestrian blades you can either fill in the signage 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 AT signage team will need to check them and sign them off.

Manufacture and install signs

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

Transport	Public amenities	Educational establishments	Sport	Commercial	Cultural	Public services	Miscellaneous
🟩 Stations	🟩 Toilets	🟩 Schools	🟩 Stadiums	🟩 High retail areas	🟩 Museums	🟩 Hospitals	🟩 Suburbs (label only, not borders)
🟩 Bus stations	🟩 Libraries	🟩 Kindergartens	🟩 Sports fields	🟩 Malls	🟩 Galleries	🟩 Clinics	
🟩 Ferry terminals	🟩 Swimming pools	🟩 Colleges	⬜ Clubs	⬜ Cinemas	🟩 Event centres	🟩 A&E	⬜ Entertainment zones (bars, cafes, restaurants)
🟩 Bus stops	🟩 Parks	🟩 Universities		⬜ Theatres	🟩 Zoos	🟩 Police stations	
🟩 Railway lines	🟩 Playgrounds			⬜ Bowling alleys	🟩 Landmarks	🟩 Main council offices	⬜ Street numbers
🟩 Cycleways	🟩 Car parks (AT)			⬜ Hotels	🟩 Maraes	🟩 Post offices	⬜ School zones
🟩 Walkways	⬜ Car parks (commercial)			⬜ Motels	⬜ Churches	⬜ Post boxes	
🟩 Airports	⬜ Drinking fountains			⬜ Hostels	⬜ Mosques	⬜ Telephones	
🟩 Main streets (eg. Queen Street)					⬜ Temples	⬜ ATMs	
⬜ Taxi stands							
⬜ Akl paths (greenways)							
⬜ Shared paths							

🟩 **Include where appropriate**

⬜ **Include only if necessary**

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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  - Direction speed 296
  - Decision direction 297
  - Direction map 298
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  - Slow 303
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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.

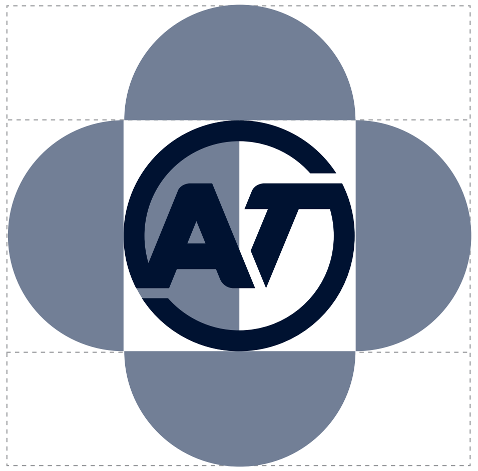
The grey shapes indicate the minimum clear space based on the AT roundel.

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.

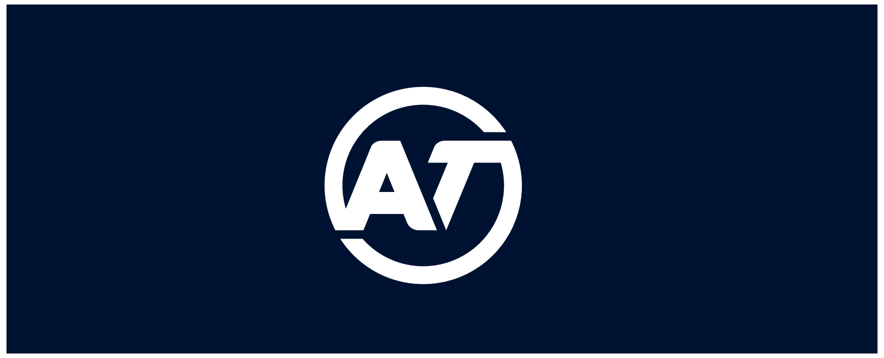
The operational logo should not be used smaller than 15mm high. In some situations the logo may need to be smaller than the minimum size. In this instance approval may be given on a case-by-case basis.

AT logo lock-up



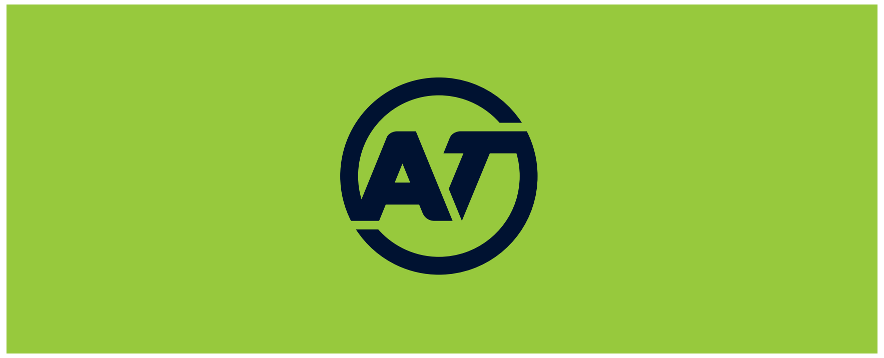
Padding = ½ width of AT roundel

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

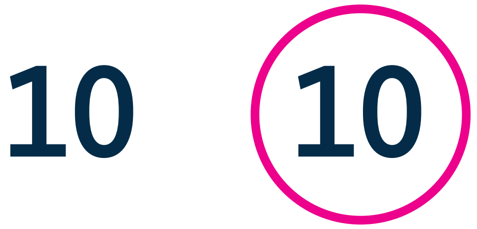
Aa Bb Cc Dd Ee Ff Gg Hh Ii Jj Kk Ll Mm Nn Oo Pp Qq Rr Ss Tt Uu Vv Ww Xx Yy Zz 1234567890$&.,:;'()/-

Gotham Narrow book

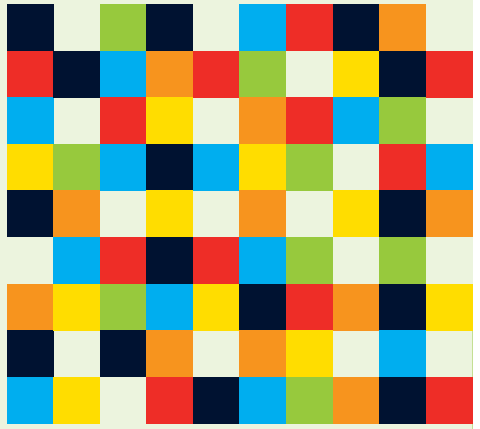
Aa Bb Cc Dd Ee Ff Gg Hh Ii Jj Kk Ll Mm Nn Oo Pp Qq Rr Ss Tt Uu Vv Ww Xx Yy Zz 1234567890$&.,:;'()/-

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$&.,:;'()/-



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

Signage Ocean Blue	100	65	22	80	PMS 539C
White	0	0	0	0	White
Signage Active Green	46	0	100	0	PMS 376C
Signage Safety Yellow	0	10	100	0	PMS 109C
Signage Pohutukawa Flower Warnings	0	96	97	0	PMS 485C

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.

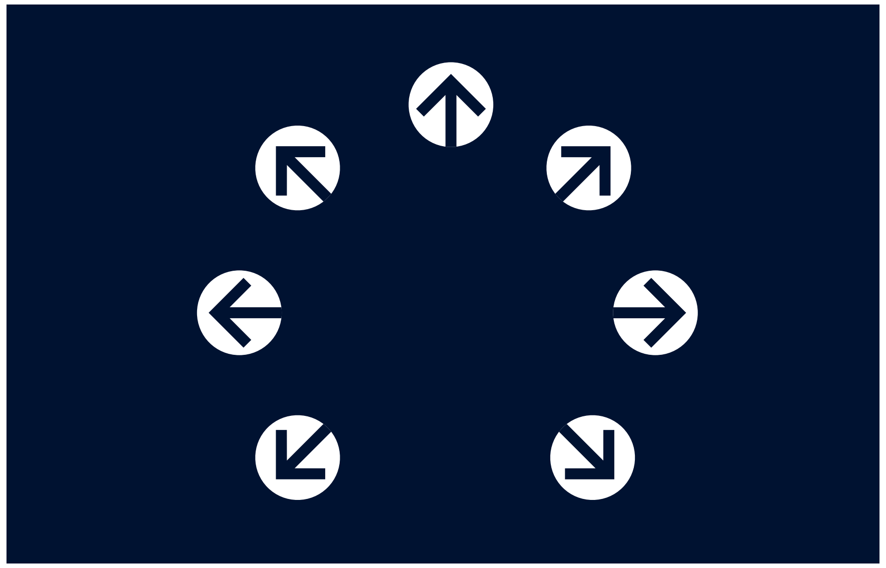
The bulk of destinations included on bicycle signs are Suburbs, Town Centres and Roads. These aren't easily described with a symbol. In order for the signs layout to be consistent and legible, destination symbols will not be included on directional cycle signs.

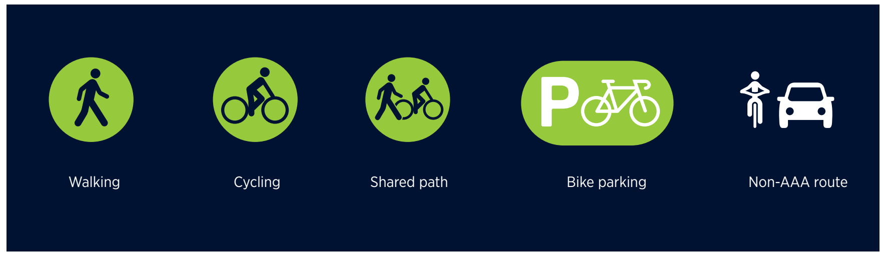
Direction of human icons

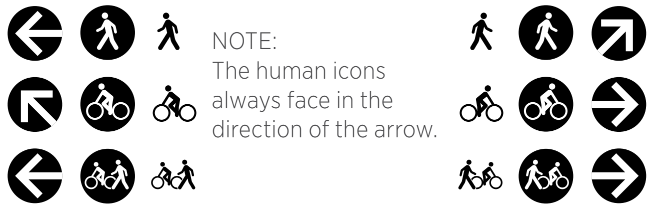
Where directions feature an icon of a cyclist or pedestrian, the icon should face in the direction indicated.

This applies to the distance information on cycle blades.

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

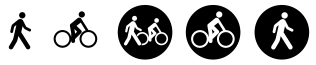




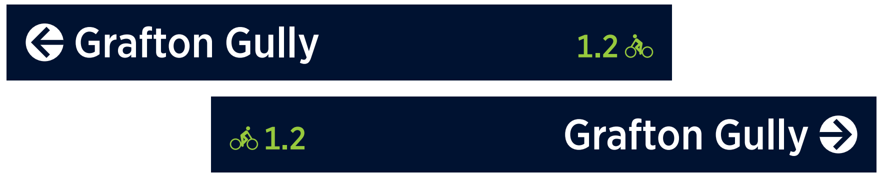


NOTE:
The human icons always face in the direction of the arrow.

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.

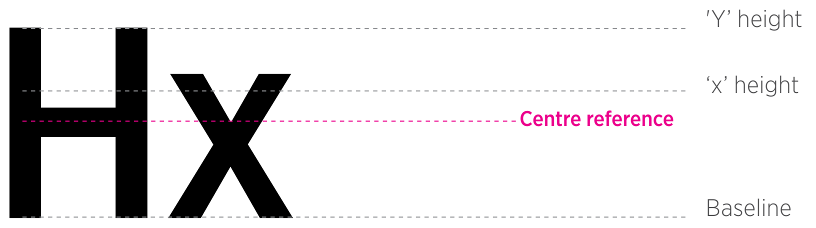
Line spacing

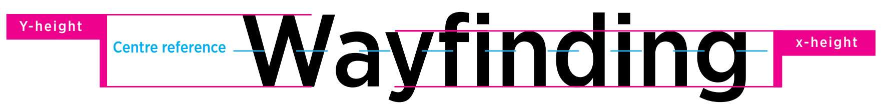
Line spacing is based on the height of the lower-case letter ‘x’.

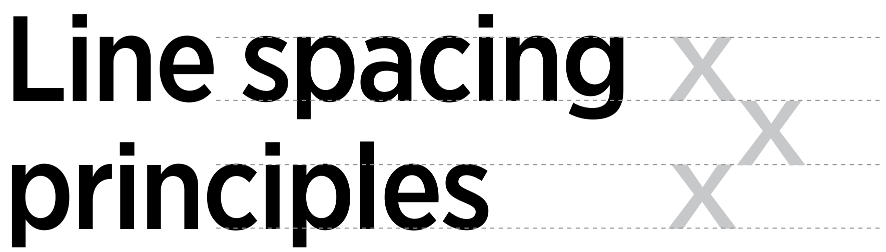
One ‘x’ is the standard minimum between two lines of information. When information in more than one size of lettering is used, the larger ‘x’ height should be used to separate the two lines of differing size.

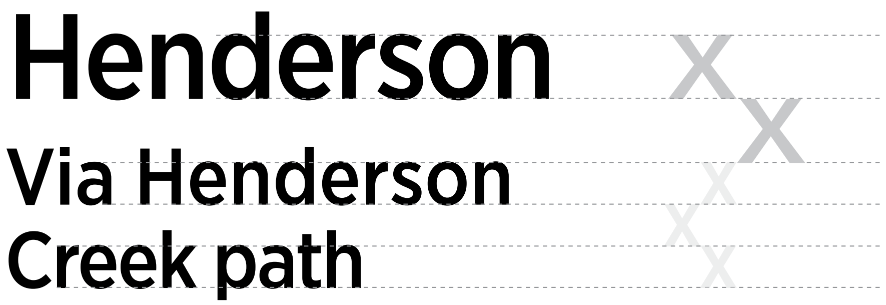
Secondary text in a message should be $^2/_3$ of the size of the primary text.

Typography and measurements


Hx
‘Y’ height
‘x’ height
Centre reference
Baseline


Y-height
Centre reference
Wayfinding
x-height


Line spacing
principles
x
x
x


Henderson
Via Henderson
Creek path
x
x
x
x
x

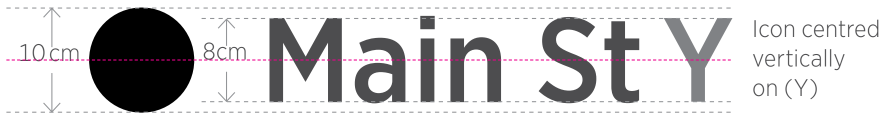
Destinations and arrows

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

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

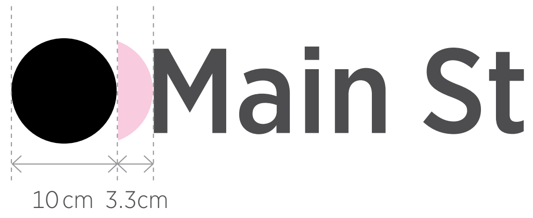
1. An arrows size is 1 ¼ of the capital letter height (Y).
2. The distance between an icon and text is $^1/_3$ of the width of an icon (i).
3. Minimum top and left margins are ½ the width of an icon (i).

1. Arrow sizing: $1^1/_4$ of capital letter height (Y)

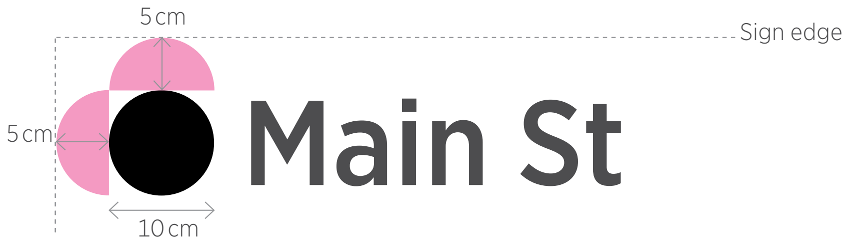

10cm
8cm
Main St Y
Icon centred vertically on (Y)

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

2. Arrow spacing: $^1/_3$ of icon width (i)


Main St
10cm
3.3cm

3. Minimum margin size: $^1/_2$ of arrow width (i)


5cm
Sign edge
5cm
Main St
10cm

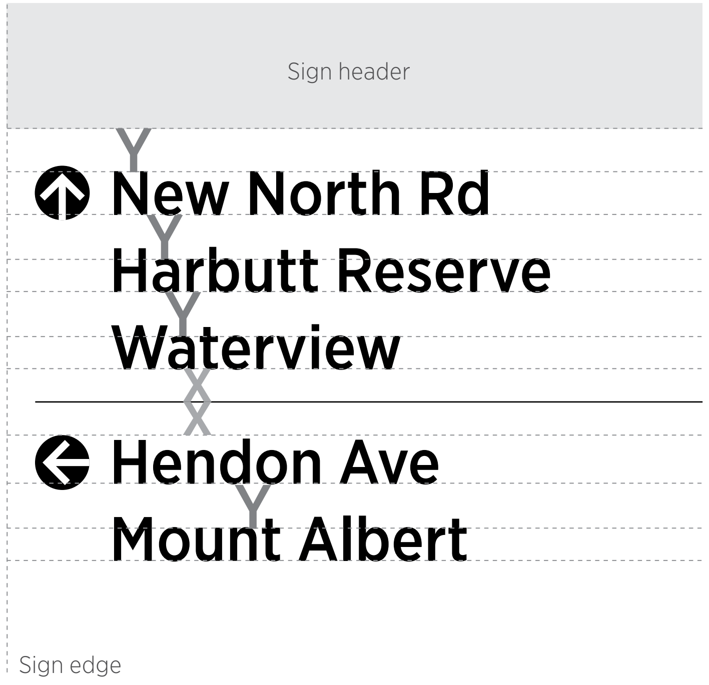
● (i) ◗ $^1/_2$(i) ◗ $^1/_3$(i)

Vertical message spacing

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

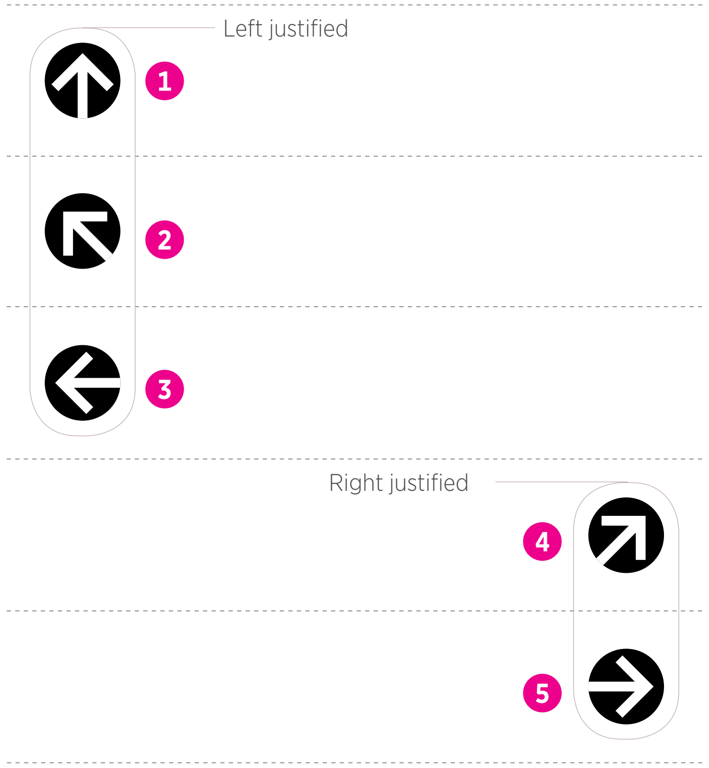
This distance is measured from the baseline of the previous line of text to the top of the lower case letter (x) of the next message.

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.


Sign header
Y
New North Rd
Y
Harbutt Reserve
Y
Waterview
X
X
Hendon Ave
Y
Mount Albert
Sign edge

Direction & destination order

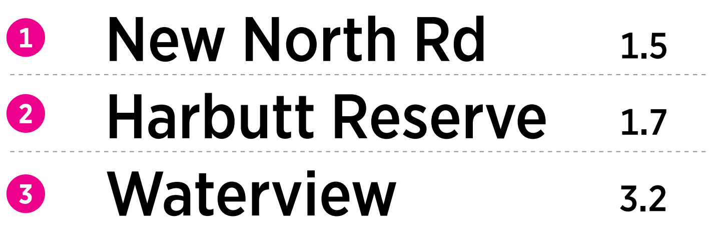
Directions will be listed in the sequence below (top to bottom of sign).
They will also be justified in this way.


Left justified
1
2
3
Right justified
4
5

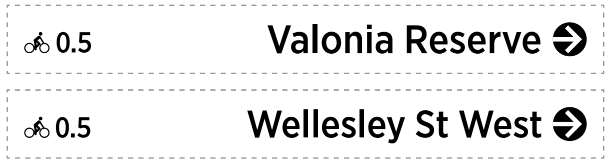
⬋ ⬊ Arrows should not generally be used. The exception is when directing the cyclist to an underpass or down a ramp.

⬇ Down arrows will not be used.

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


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.

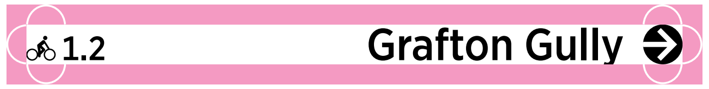

0.5
Valonia Reserve
0.5
Wellesley St West

Panel padding

The minimum space from the top edge of the panel to the top of the first icon is ½ 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.

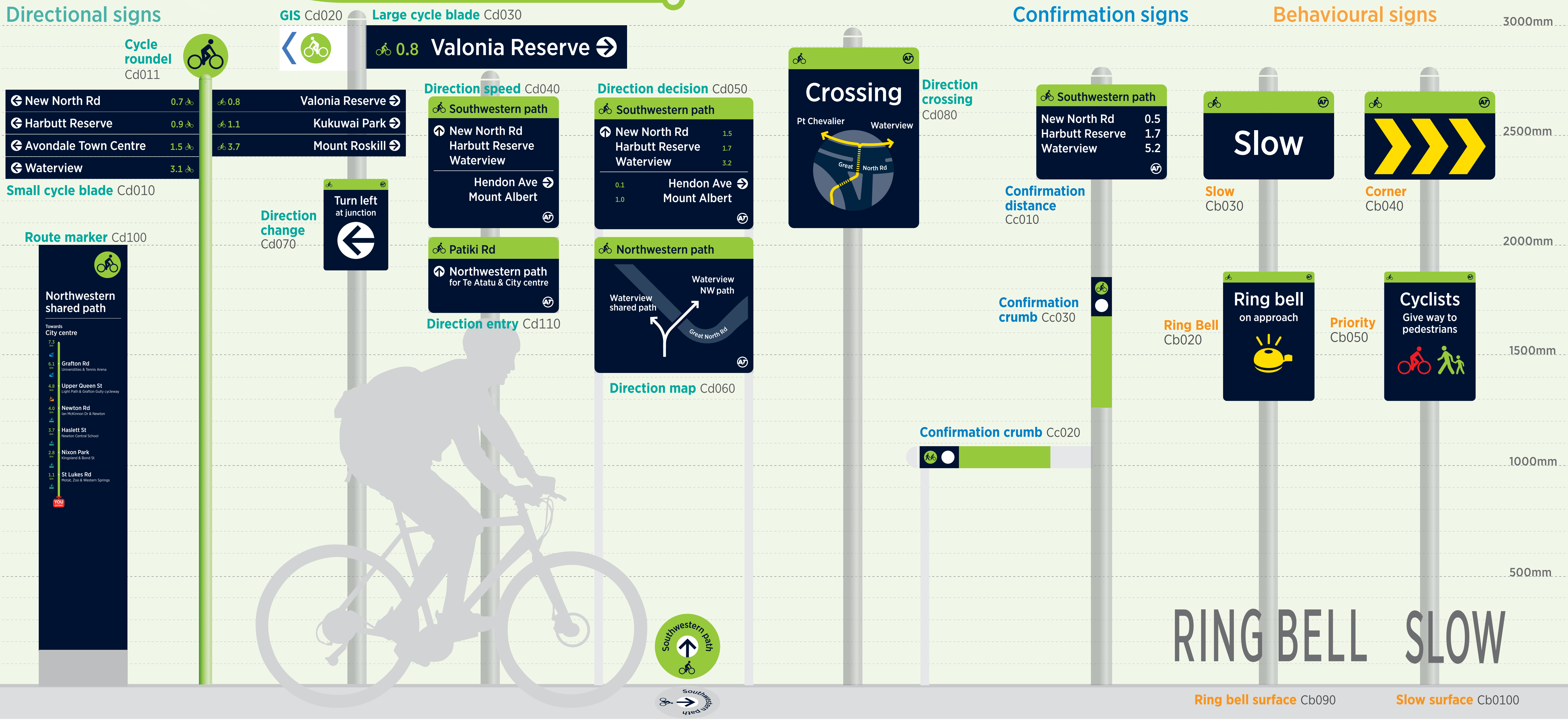
A minimum distance of ½ of the icon width should be left clear around all edges of the panel (the clear zone).


1.2
Grafton Gully

Example of a cycle street blade: ½ (i) padding on all sides.

(i) Padding is taken from the arrow icon.

4.3 Cycle sign suite


3000mm
2500mm
2000mm
1500mm
1000mm
500mm
0.8 Valonia Reserve
New North Rd 0.7
Harbutt Reserve 0.9
Avondale Town Centre 1.5
Waterview 3.1
0.8 Valonia Reserve
1.1 Kukuwai Park
3.7 Mount Roskill
Northwestern shared path
Towards City centre
7.3 km
6.1 km Grafton Rd
Universtities & Tennis Arena
4.8 km Upper Queen St
Light Path & Grafton Gully cycleway
4.0 km Newton Rd
Ian McKinnon Dr & Newton
3.7 km Haslett St
Newton Central School
2.8 km Nixon Park
Kingsland & Bond St
1.1 km St Lukes Rd
Motat, Zoo & Western Springs
YOU are here
Turn left at junction
Southwestern path
New North Rd
Harbutt Reserve
Waterview
Hendon Ave
Mount Albert
Patiki Rd
Northwestern path
for Te Atatu & City centre
Southwestern path
New North Rd 1.5
Harbutt Reserve 1.7
Waterview 3.2
0.1 Hendon Ave
1.0 Mount Albert
Northwestern path
Waterview NW path
Waterview shared path
Great North Rd
Crossing
Pt Chevalier
Waterview
Great North Rd
Southwestern path
New North Rd 0.5
Harbutt Reserve 1.7
Waterview 5.2
Slow
Ring bell
on approach
Cyclists
Give way to pedestrians
RING BELL
SLOW
Southwestern path
Southwestern path

Directional signs

Cycle roundel Cd011

GIS Cd020

Large cycle blade Cd030

Small cycle blade Cd010

Route marker Cd100

Direction change Cd070

Direction speed Cd040

Direction entry Cd110

Direction decision Cd050

Direction map Cd060

Direction crossing Cd080

Discover cycleway Cd090

Confirmation signs

Confirmation distance Cc010

Confirmation crumb Cc030

Confirmation crumb Cc020

Behavioural signs

Slow Cb030

Corner Cb040

Ring Bell Cb020

Priority Cb050

Ring bell surface Cb090

Slow surface Cb0100

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.

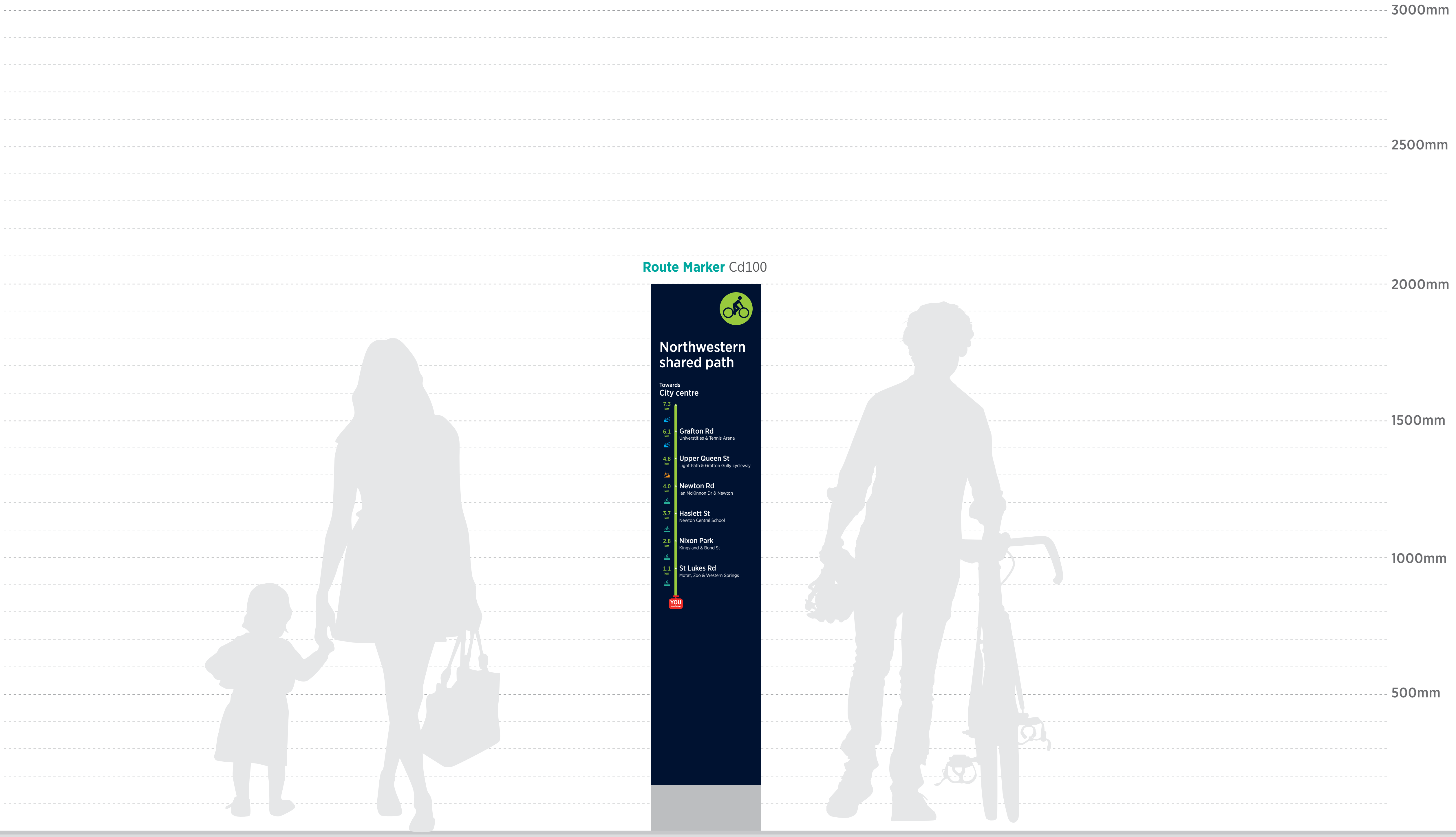
Route markers may also be used along long stretches of quieter cycleway routes (particularly shared paths) to reassure riders and assist in journey planning.

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



Route Marker Cd100

3000mm
2500mm
2000mm
1500mm
1000mm
500mm
Northwestern shared path
Towards
City centre
7.3 km
6.1 km
Grafton Rd
Universtities & Tennis Arena
4.8 km
Upper Queen St
Light Path & Grafton Gully cycleway
4.0 km
Newton Rd
Ian McKinnon Dr & Newton
3.7 km
Haslett St
Newton Central School
2.8 km
Nixon Park
Kingsland & Bond St
1.1 km
St Lukes Rd
Motat, Zoo & Western Springs
YOU are here

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.

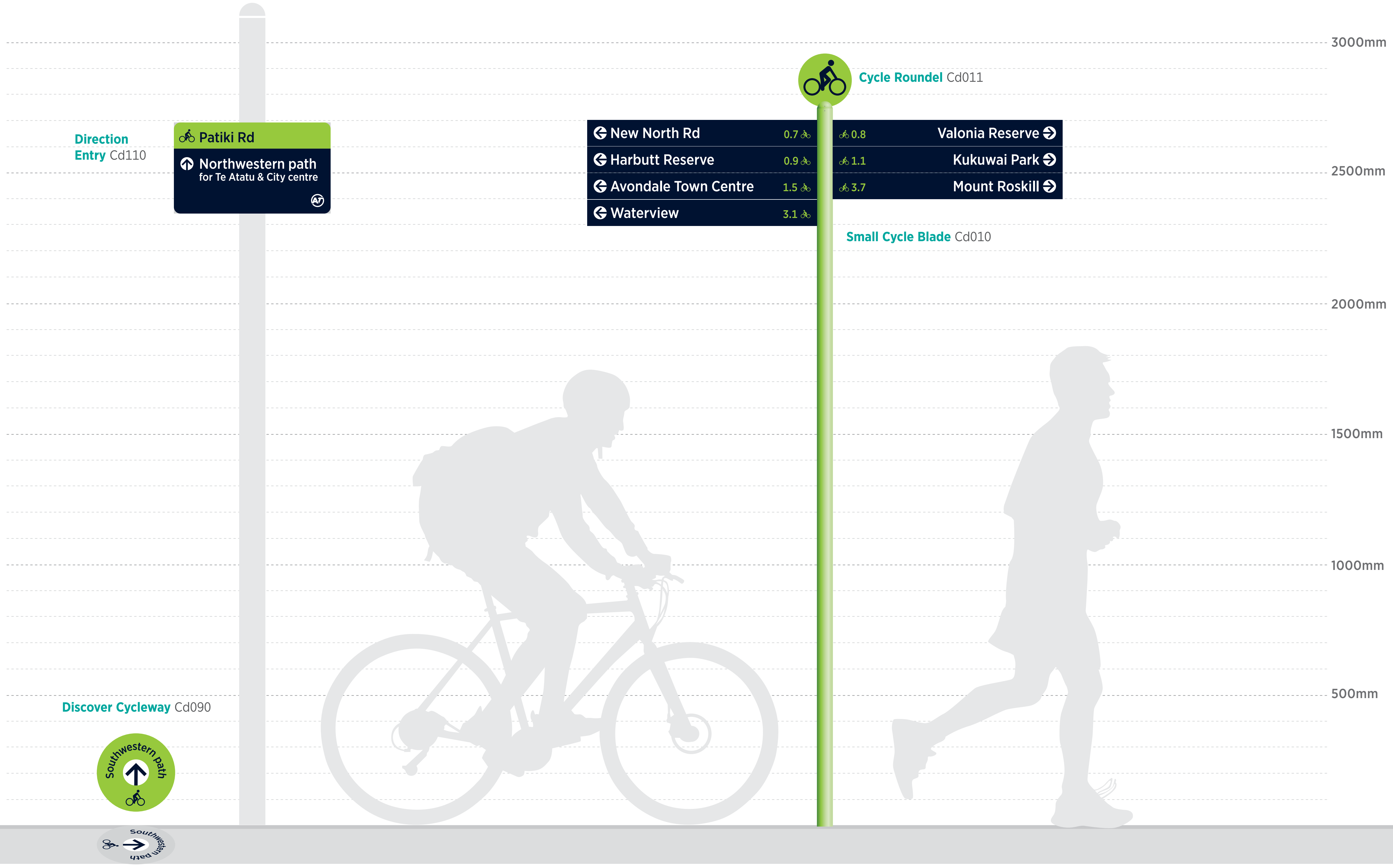
Small cycle blades should be used on-street at intersections with 1 decision point (i.e a 90°turn left or right), and in other situations such as at a T-intersection along a shared path.

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.


3000mm
2500mm
2000mm
1500mm
1000mm
500mm
Direction Entry Cd110
Patiki Rd
Northwestern path
for Te Atatu & City centre
AT
Cycle Roundel Cd011
New North Rd 0.7
Harbutt Reserve 0.9
Avondale Town Centre 1.5
Waterview 3.1
0.8 Valonia Reserve
1.1 Kukuwai Park
3.7 Mount Roskill
Small Cycle Blade Cd010
Discover Cycleway Cd090
Southwestern path
Southwestern path

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:

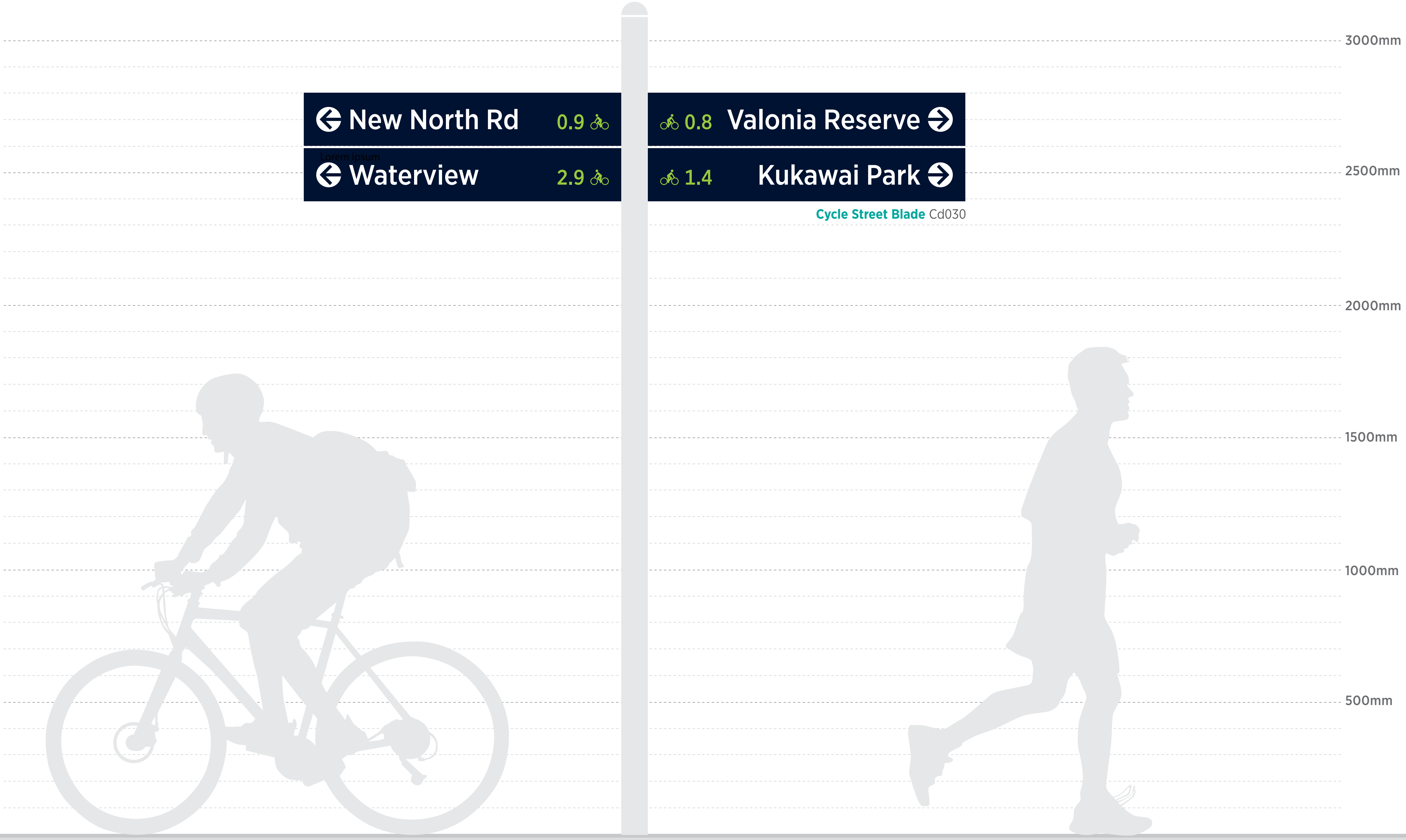
Sight-lines – Large cycle blades are larger so viewing distance is longer – useful when cyclist is not likely to slow down or needs to read the sign from further away.

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.



Cycle Street Blade Cd030

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).

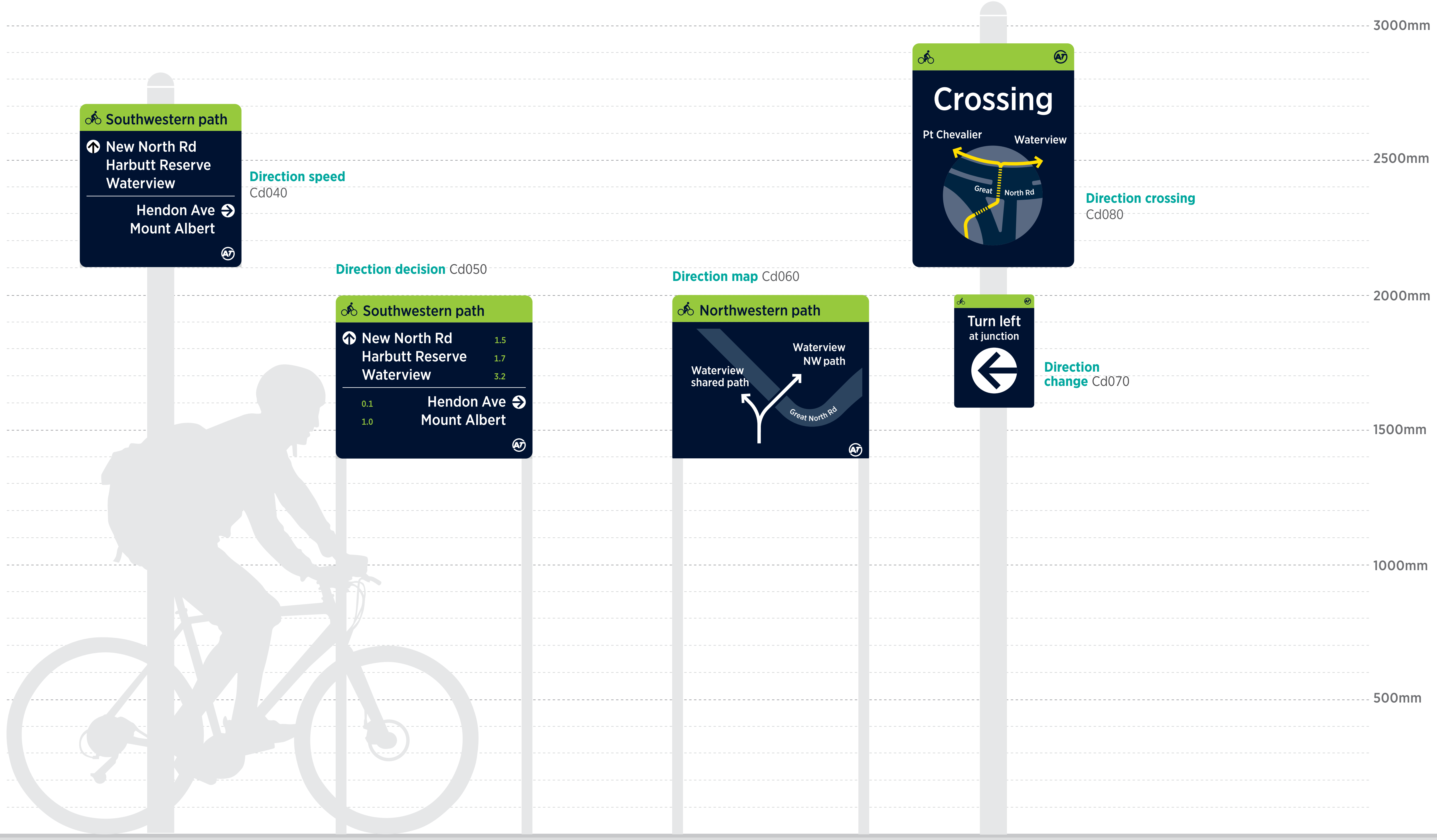
For **Direction decision** and **Direction speed** signs no more than three destinations should be listed against any one direction. **The total number of destinations should not exceed seven.**

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 diagramatic 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.


Southwestern path
New North Rd
Harbutt Reserve
Waterview
Hendon Ave
Mount Albert
Crossing
Pt Chevalier
Waterview
Great North Rd
Southwestern path
New North Rd 1.5
Harbutt Reserve 1.7
Waterview 3.2
0.1 Hendon Ave
1.0 Mount Albert
Northwestern path
Waterview NW path
Waterview shared path
Great North Rd
Turn left at junction
3000mm
2500mm
2000mm
1500mm
1000mm
500mm

Direction speed Cd040

Direction crossing Cd080

Direction decision Cd050

Direction map Cd060

Direction change Cd070

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

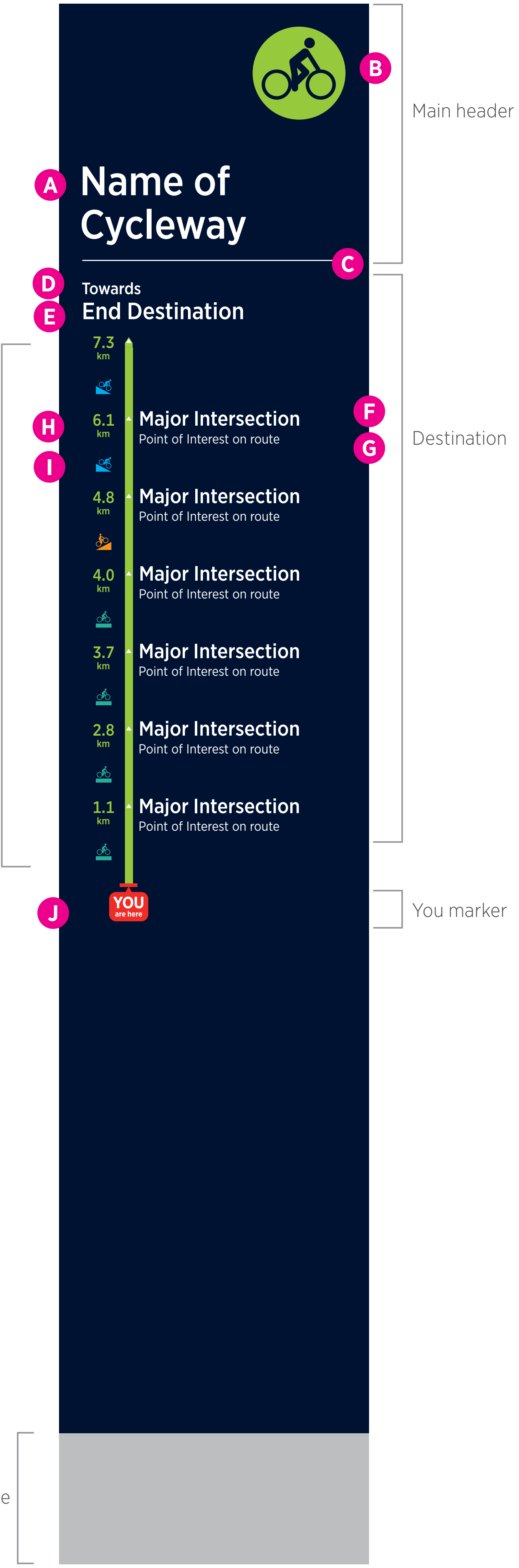
Distance and gradient:

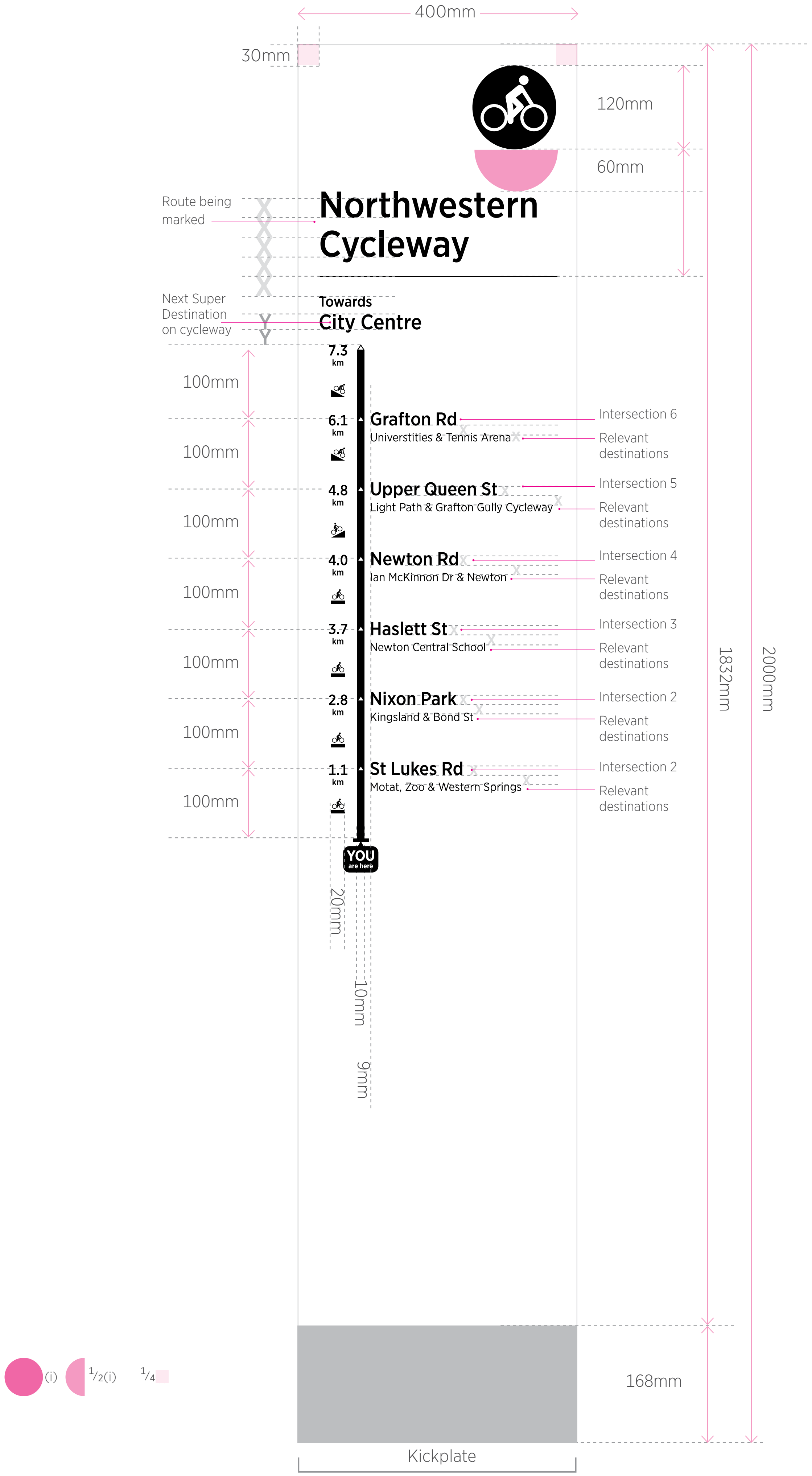
- H 6.1: 60pt Gotham Narrow medium
  km: 36pt Gotham Narrow medium
- I Cycle icons: 20mm wide

You marker:

- J 50mm wide

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


B
Main header
A Name of Cycleway
C
D Towards
E End Destination
7.3 km
H 6.1 km
Major Intersection
Point of Interest on route
F
G
Destination
I
Distance and gradient information
4.8 km
Major Intersection
Point of Interest on route
4.0 km
Major Intersection
Point of Interest on route
3.7 km
Major Intersection
Point of Interest on route
2.8 km
Major Intersection
Point of Interest on route
1.1 km
Major Intersection
Point of Interest on route
J
YOU are here
You marker
Kickplate


400mm
30mm
120mm
60mm
Route being marked
Northwestern Cycleway
Next Super Destination on cycleway
Towards
City Centre
7.3 km
100mm
6.1 km
Grafton Rd
Universtities & Tennis Arena
Intersection 6
Relevant destinations
100mm
4.8 km
Upper Queen St
Light Path & Grafton Gully Cycleway
Intersection 5
Relevant destinations
100mm
4.0 km
Newton Rd
Ian McKinnon Dr & Newton
Intersection 4
Relevant destinations
100mm
3.7 km
Haslett St
Newton Central School
Intersection 3
Relevant destinations
100mm
2.8 km
Nixon Park
Kingsland & Bond St
Intersection 2
Relevant destinations
100mm
1.1 km
St Lukes Rd
Motat, Zoo & Western Springs
Intersection 2
Relevant destinations
100mm
YOU are here
20mm
10mm
9mm
1832mm
2000mm
168mm
Kickplate
(i)
1/2(i)
1/4

New North Rd 0.7
Harbutt Reserve 0.9
Avondale Town Centre 1.5
Kuk
1.1
Valonia Reserve

Arrow:
Ⓐ 50mm diameter

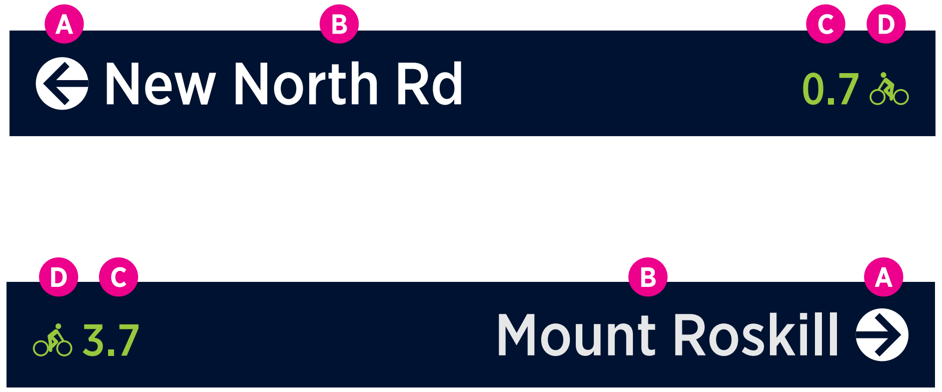
Destination:
Ⓑ 160pt Gotham Narrow medium

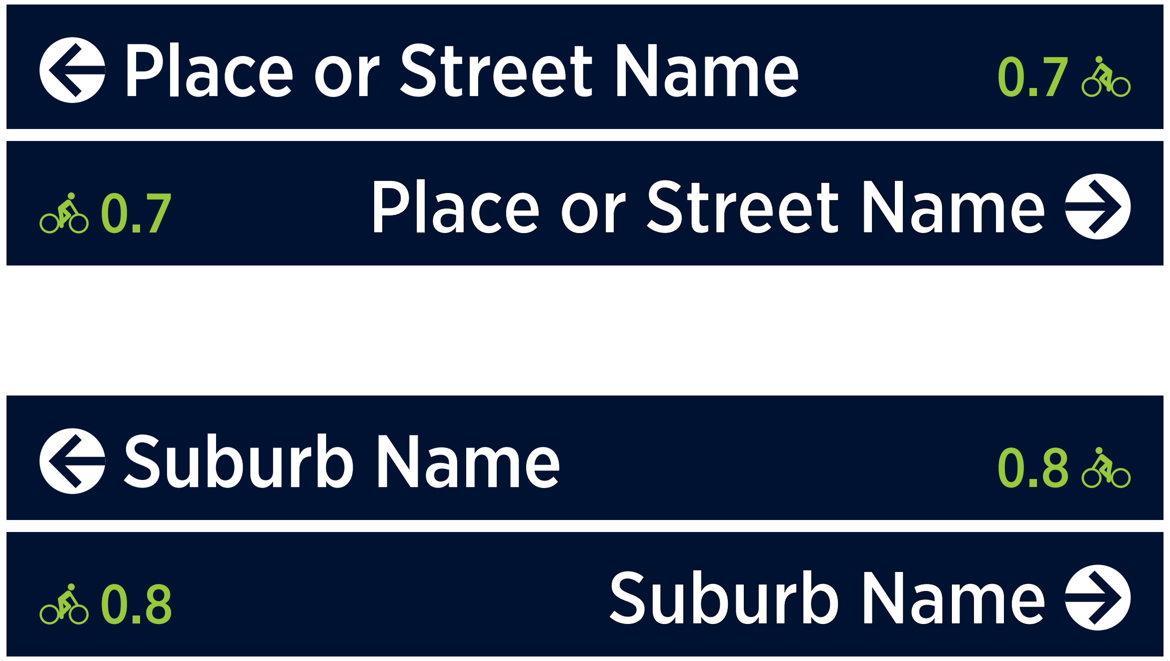
Distance numbers: (e.g. 0.7)
Ⓒ 120pt Gotham Narrow medium

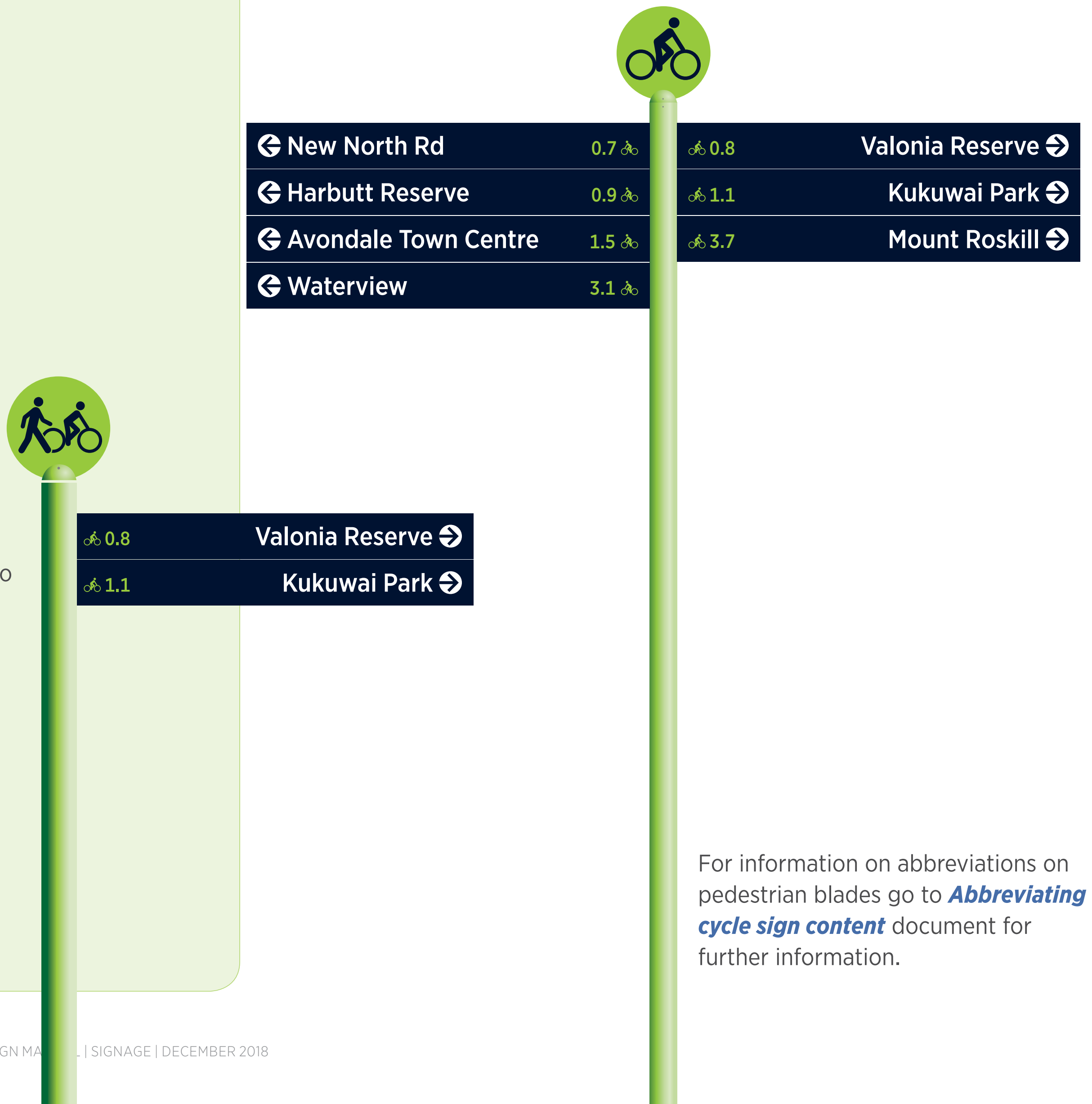
Cycling icon:
Ⓓ 31.2mm height

Cycle blade (small)

Cd010

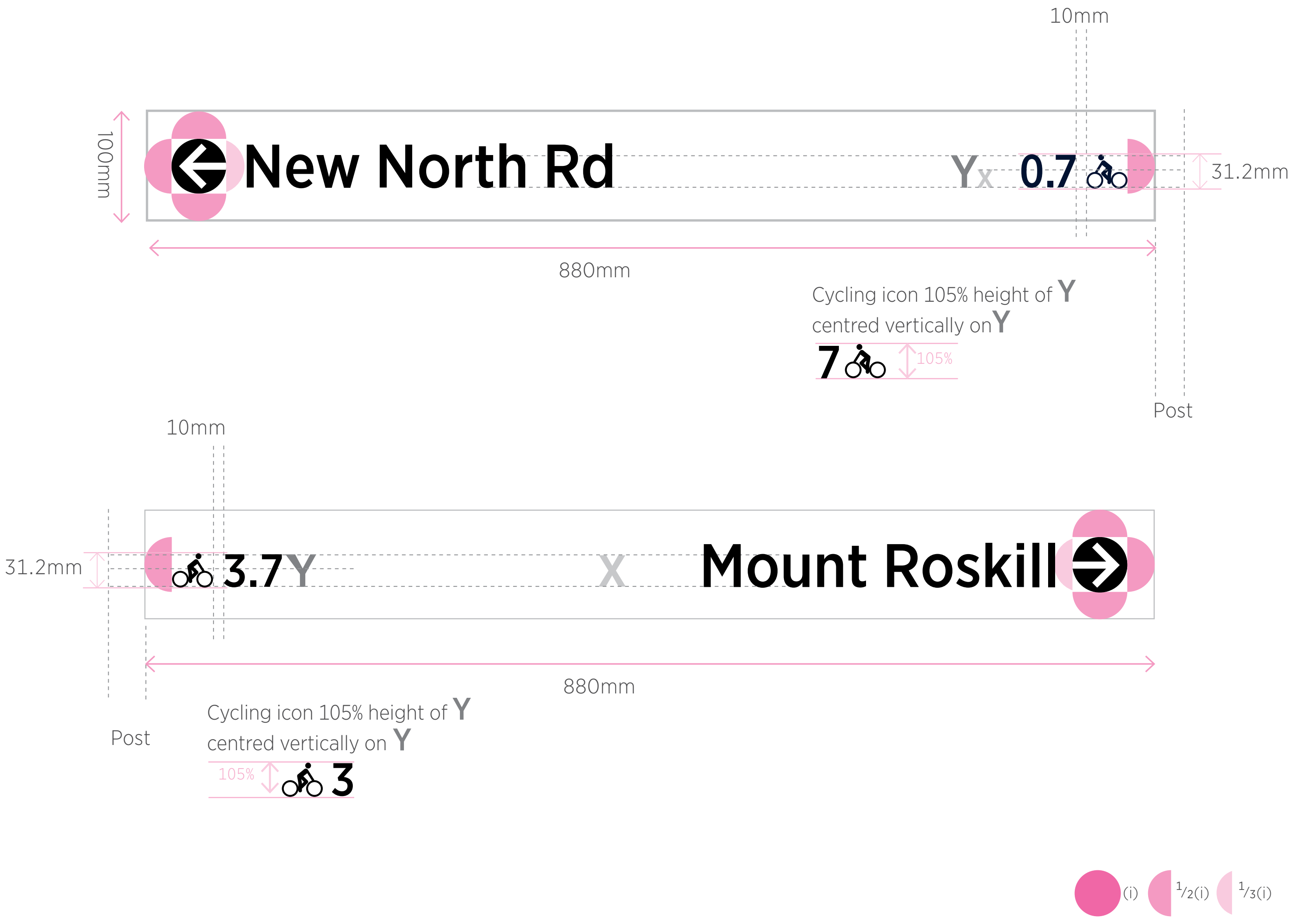

A
B
C
D
New North Rd
0.7
D
C
B
A
3.7
Mount Roskill


Place or Street Name 0.7
0.7 Place or Street Name
Suburb Name 0.8
0.8 Suburb Name


New North Rd 0.7
Harbutt Reserve 0.9
Avondale Town Centre 1.5
Waterview 3.1
0.8 Valonia Reserve
1.1 Kukuwai Park
3.7 Mount Roskill
0.8 Valonia Reserve
1.1 Kukuwai Park

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.


10mm
100mm
New North Rd
Yx
0.7
31.2mm
880mm
Cycling icon 105% height of Y
centred vertically on Y
7
105%
Post
10mm
31.2mm
3.7Y
X
Mount Roskill
880mm
Post
Cycling icon 105% height of Y
centred vertically on Y
105%
3
(i)
1/2(i)
1/3(i)

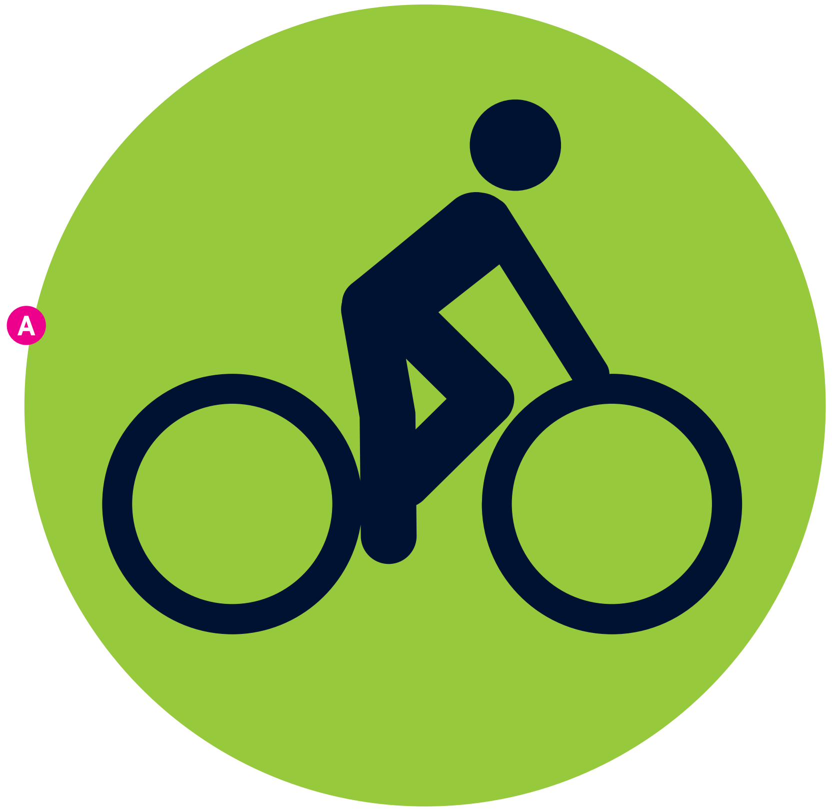
Cycle roundel

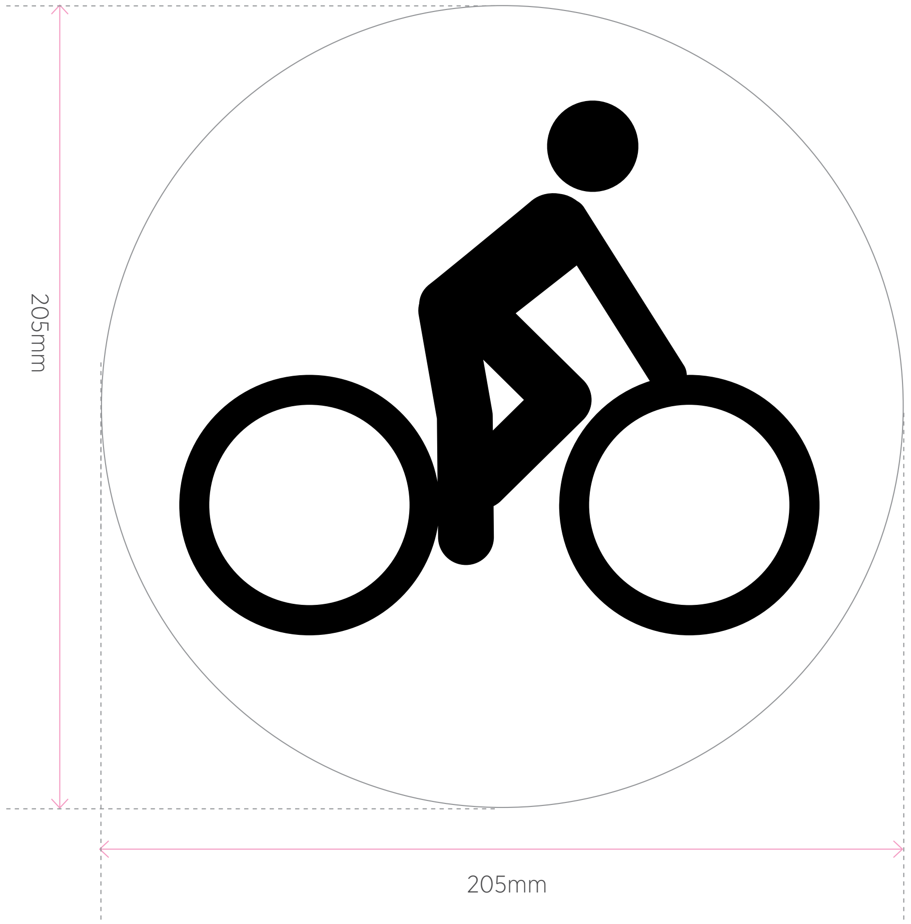
Cd011

Cycle icon:

Ⓐ 205mm diameter

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




205mm
205mm

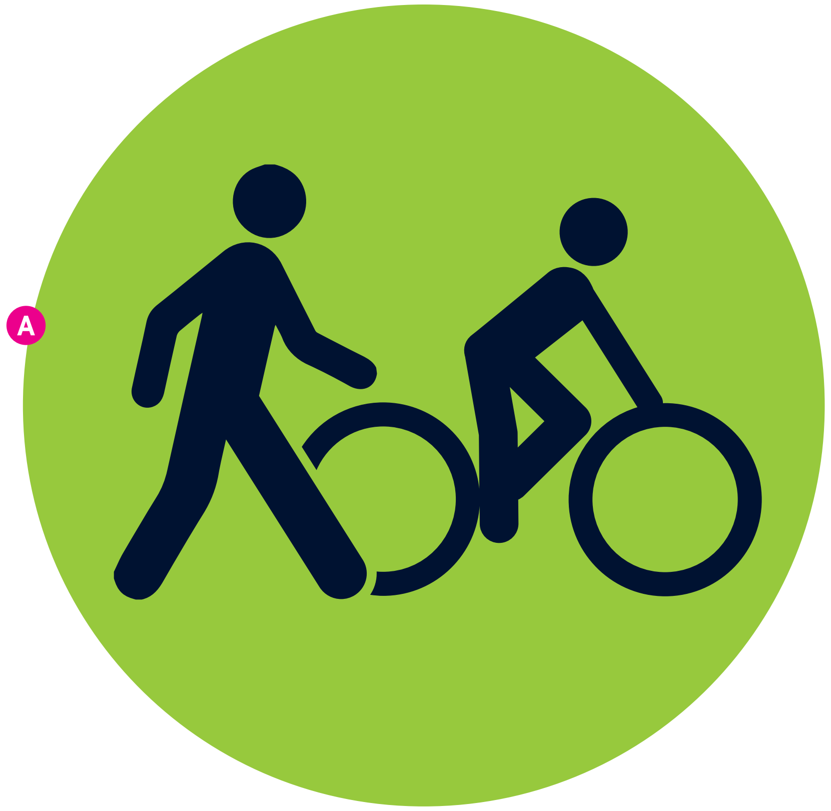
Shared path roundel

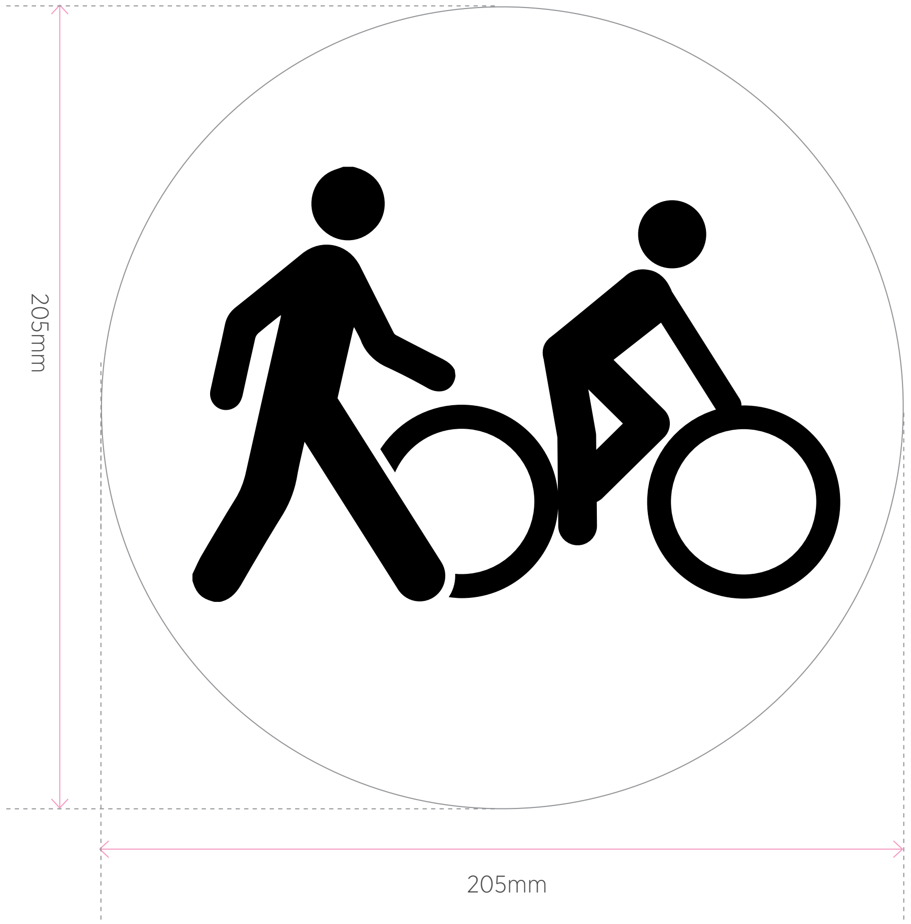
Cd012

Shared path icon:

Ⓐ 205mm diameter

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




205mm
205mm

Toi Toi Pl
No exit

Chevron:

A 75mm wide

Destination:

B 109mm diameter

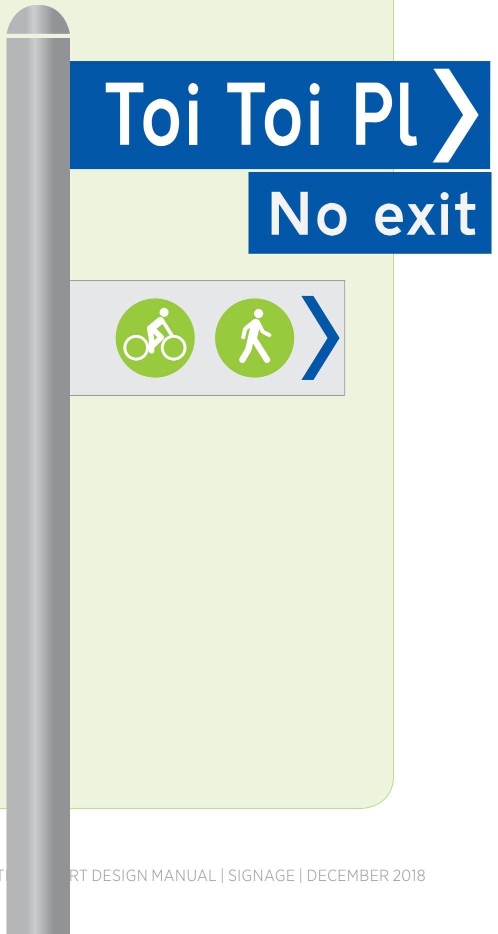
Icons - accompanied with words:

C 125mm height

Icons - only:

D 155mm diameter

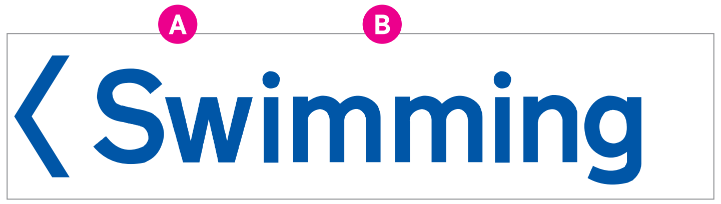
For more detailed information on GIS signs, see the traffic section in the Transport Design Manual.


Toi Toi Pl
No exit

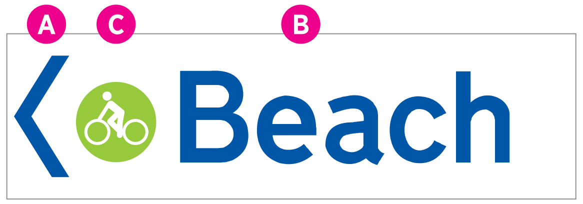
General interest sign (GIS blade)

Cd020 – Cd024

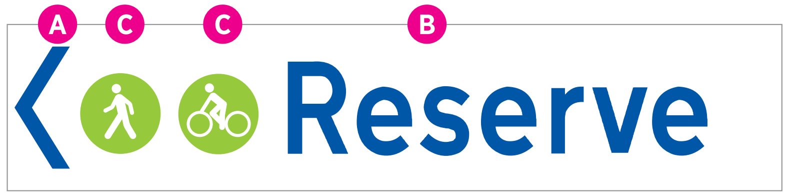
General interest signs (GIS) are approved advisory signs from the traffic signs suite. They should be used to alert pedestrians and cyclists to paths at the end of no exit streets. For this purpose three 'icons' may be used: pedestrian icon, cycle icon, stairs icon. Along with the descriptor: 'Access',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


A
B
Swimming

Cd022



Cd023

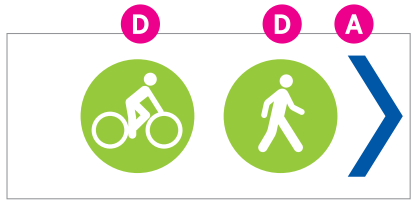

A
C
C
B
Reserve

Cd024

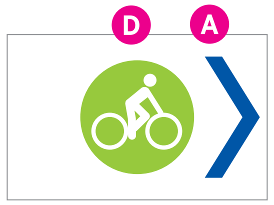
Pedestrian Icon always appears closest to the chevron.

Pedestrian and cyclist always face the chevron.

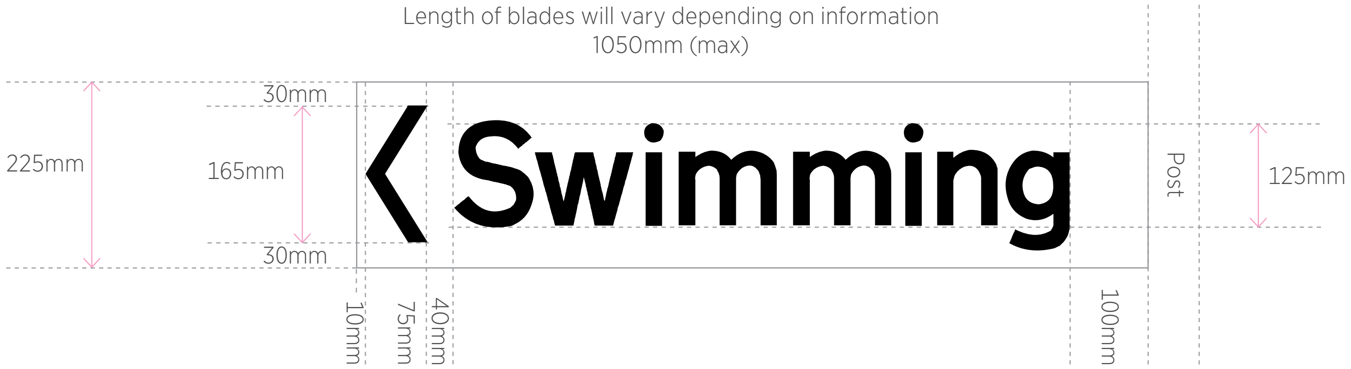
Icons are bigger when on a blade on their own without words, as below.

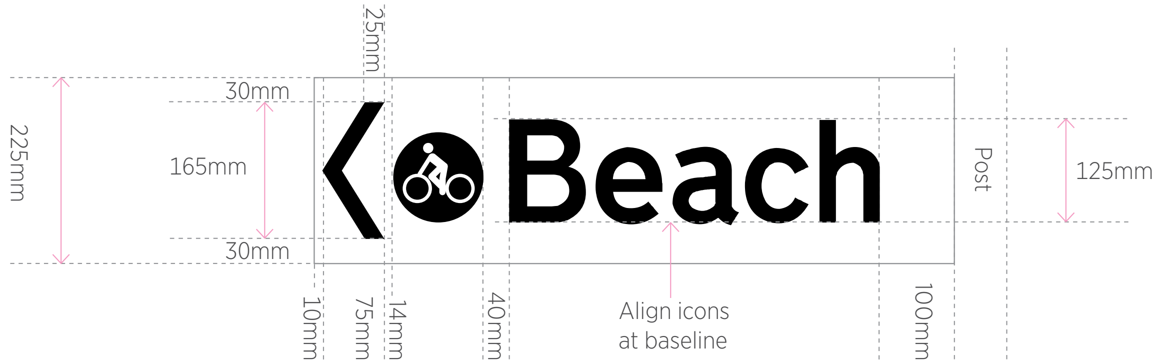


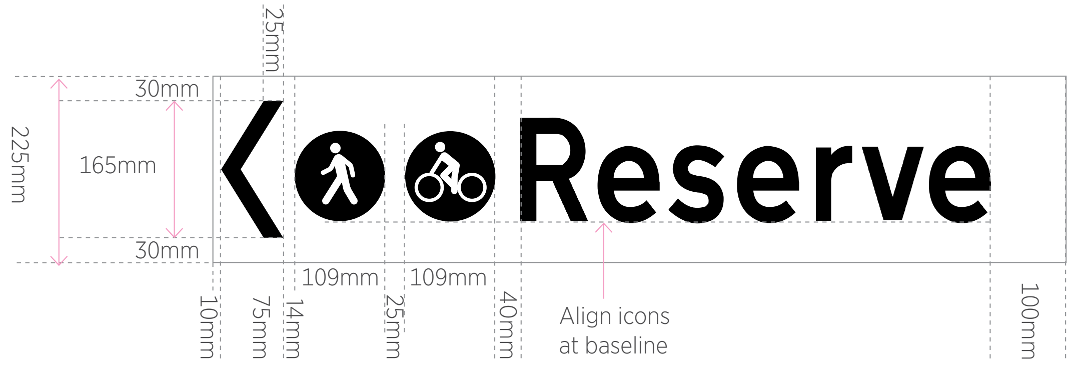
Cd021

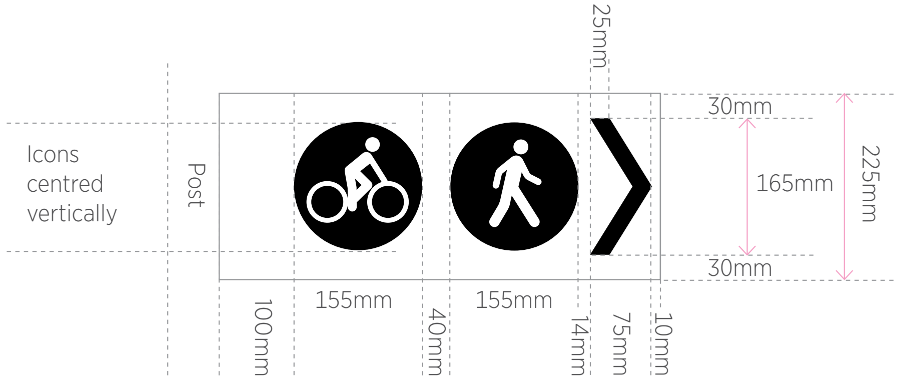


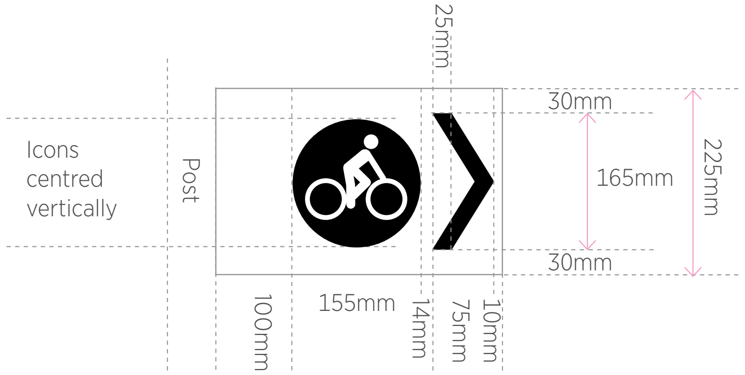
Cd020


Length of blades will vary depending on information
1050mm (max)
225mm
165mm
30mm
30mm
Swimming
Post
125mm
10mm
75mm
40mm
100mm


25mm
225mm
165mm
30mm
30mm
Beach
Post
125mm
10mm
75mm
14mm
40mm
Align icons at baseline
100mm


25mm
225mm
165mm
30mm
30mm
Reserve
109mm
109mm
10mm
75mm
14mm
25mm
40mm
Align icons at baseline
100mm


25mm
Icons centred vertically
Post
30mm
165mm
225mm
30mm
100mm
155mm
40mm
155mm
14mm
75mm
10mm


25mm
Icons centred vertically
Post
30mm
165mm
225mm
30mm
100mm
155mm
14mm
75mm
10mm

Cycle blade (large - street)

Cd030

Valonia Reserve 0.2

Arrow:

Ⓐ 94mm diameter

Destination:

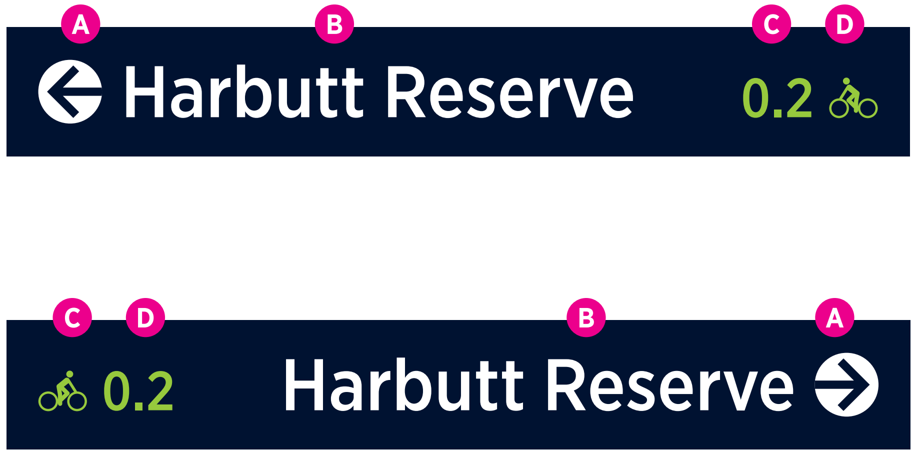
Ⓑ 300pt Gotham Narrow medium

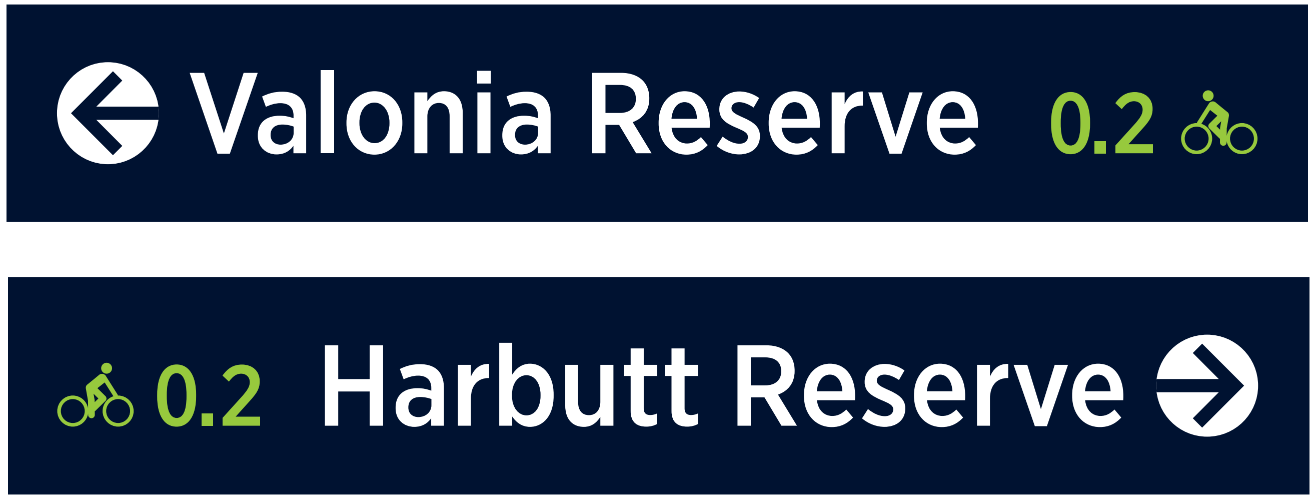
Distance numbers: (e.g. 0.2)

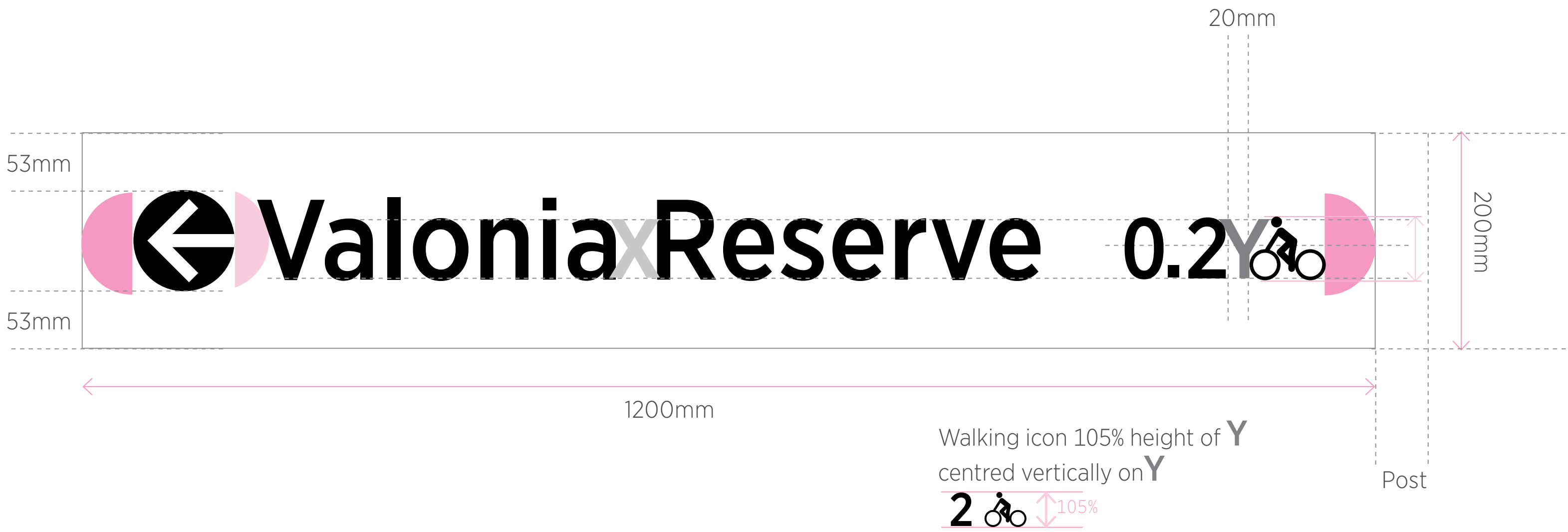
Ⓒ 225pt Gotham Narrow medium

Cycling icon:

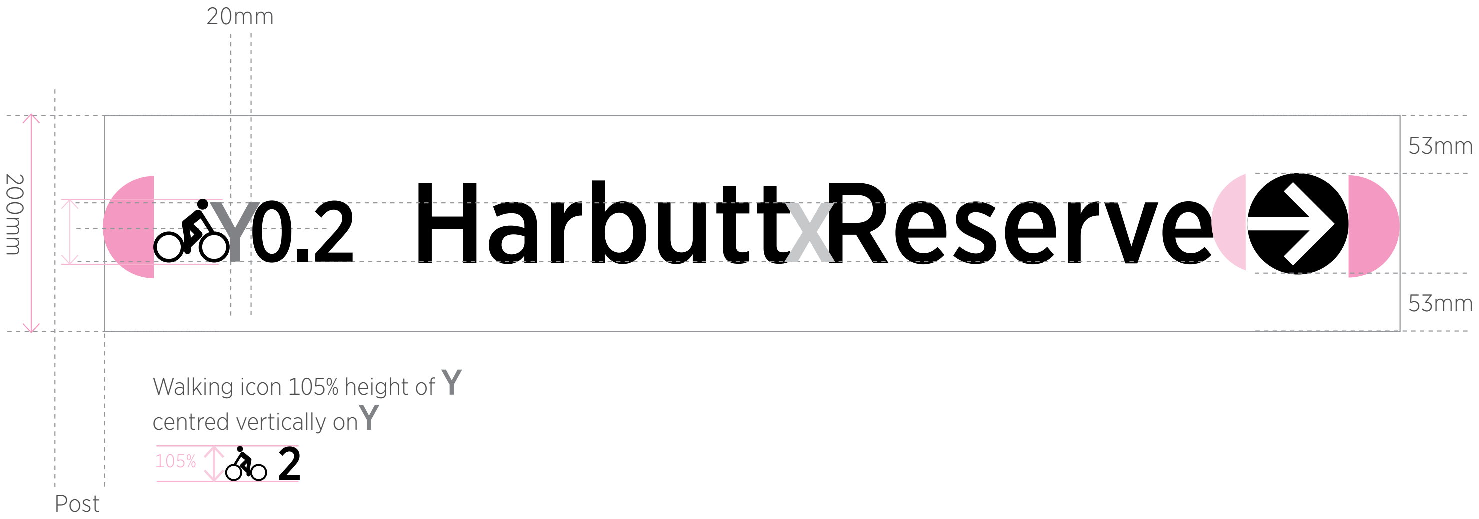
Ⓓ 58.5mm height


A
B
C
D
Harbutt Reserve
0.2
C
D
B
A
0.2
Harbutt Reserve


Valonia Reserve
0.2
0.2
Harbutt Reserve

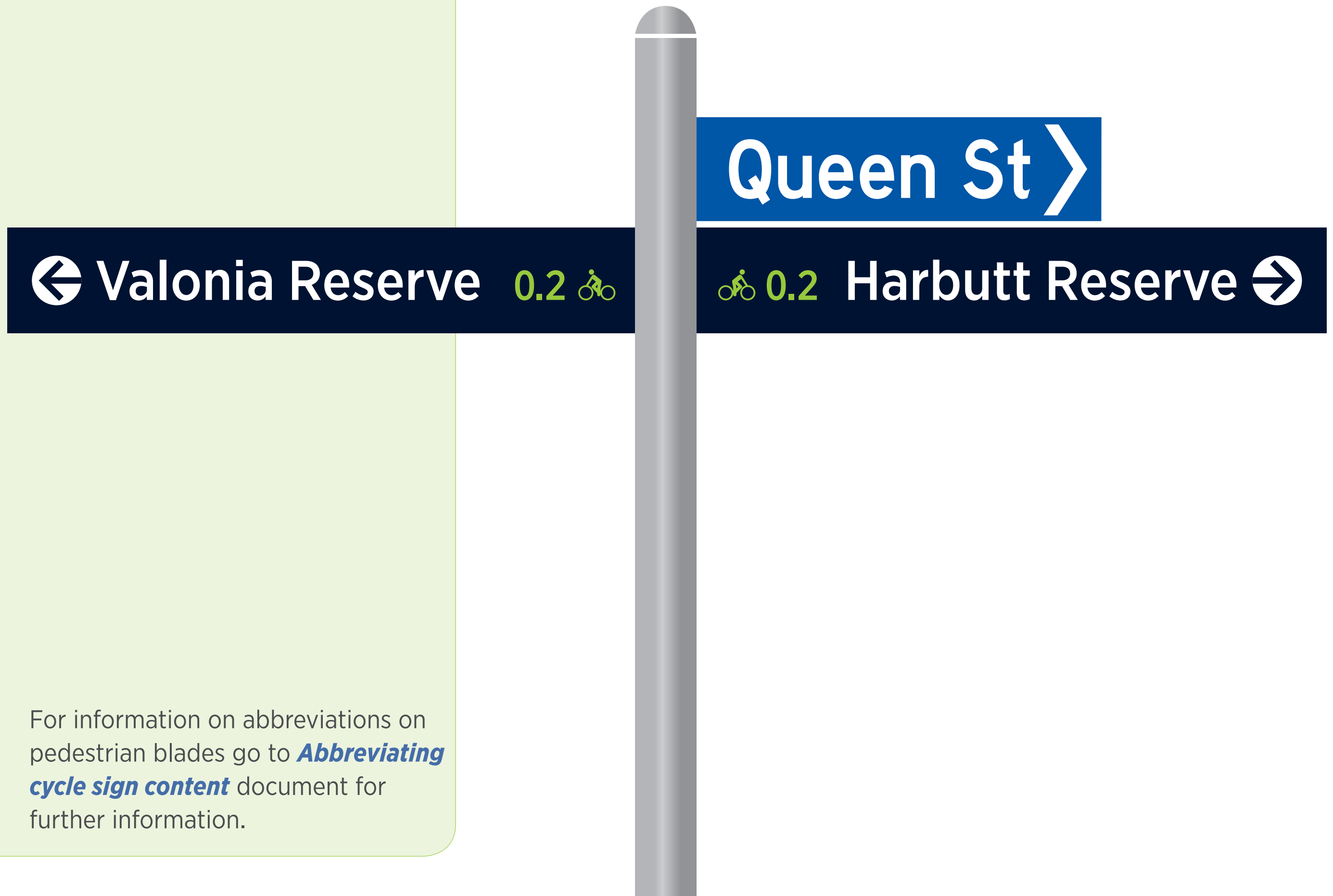

20mm
53mm
ValoniaxReserve
0.2Y
53mm
200mm
1200mm
Post
2
105%

Walking icon 105% height of Y centred vertically on Y


20mm
200mm
Y0.2
HarbuttxReserve
53mm
53mm
105%
2
Post

Walking icon 105% height of Y centred vertically on Y

(i)
1/2(i)
1/3(i)


Queen St
Valonia Reserve
0.2
0.2
Harbutt Reserve

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

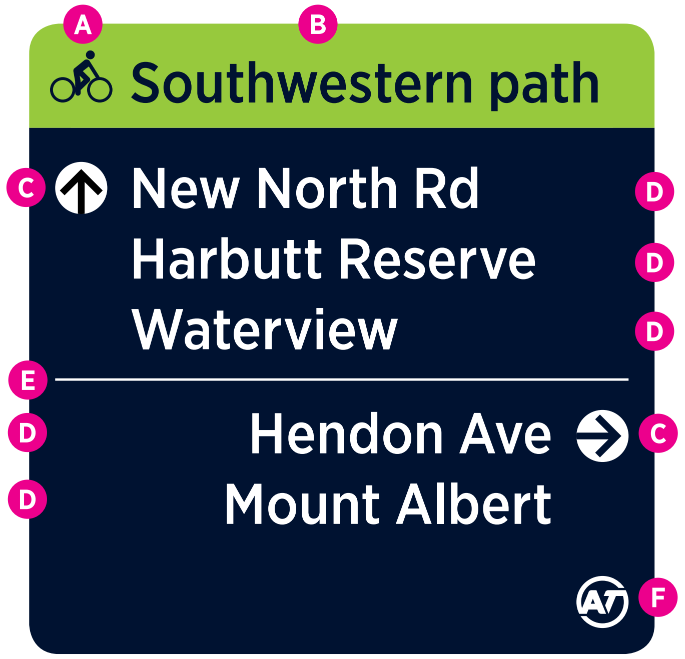
Heading:
B 156pt Gotham Narrow medium

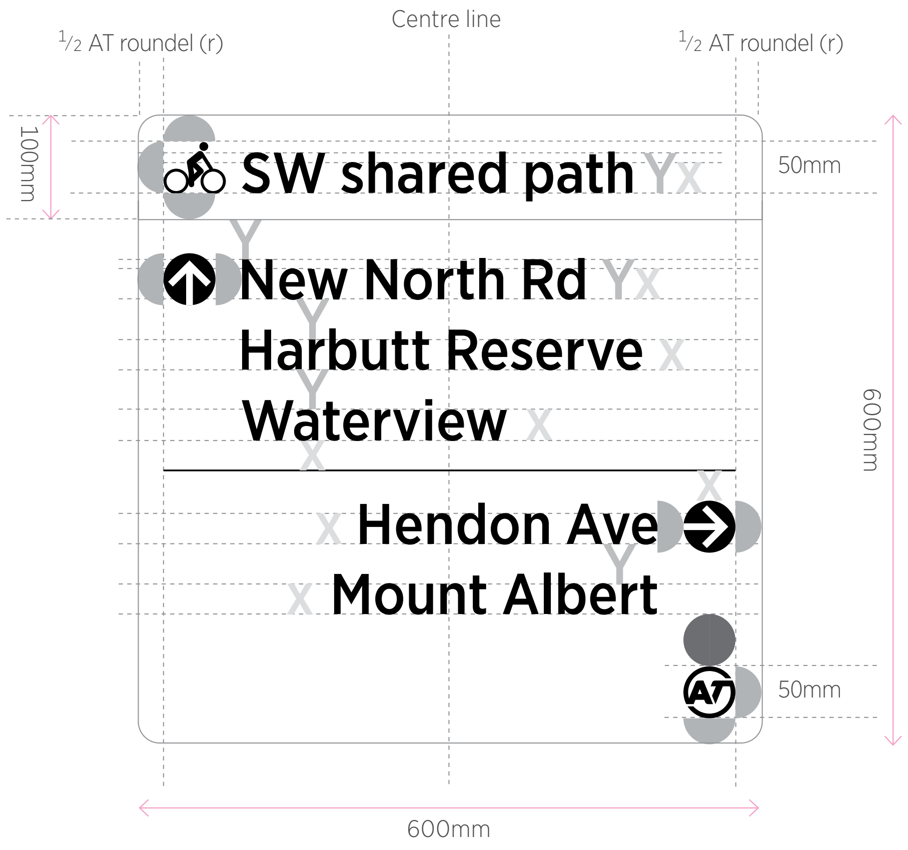
Arrow icons:
C 50mm diameter

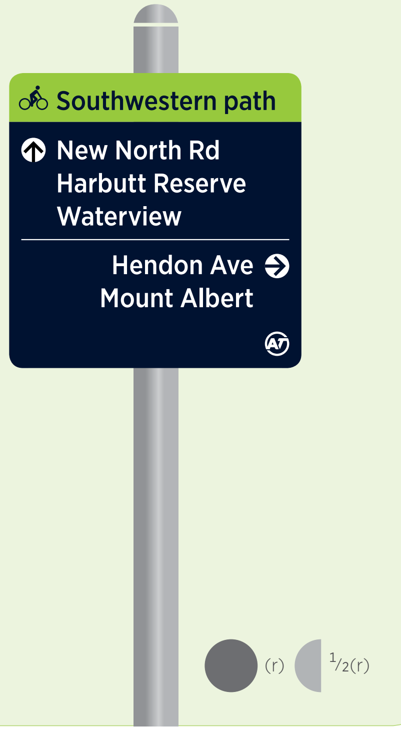
Destinations:
D 156pt Gotham Narrow medium 192pt leading

Dividing line:
E 6.5pt Stroke Weight

AT logo:
F At Roundel 50mm diameter


A
B
Southwestern path
C
New North Rd
Harbutt Reserve
Waterview
D
D
D
E
D
D
Hendon Ave
Mount Albert
C
F
AT


½ AT roundel (r)
Centre line
½ AT roundel (r)
100mm
SW shared path
New North Rd
Harbutt Reserve
Waterview
Hendon Ave
Mount Albert
Y
x
50mm
600mm
50mm
600mm


Southwestern path
New North Rd
Harbutt Reserve
Waterview
Hendon Ave
Mount Albert
(r)
½(r)

Decision direction

Cd050

Cycle icon:
A 50mm height

Heading:
B 156pt Gotham Narrow medium

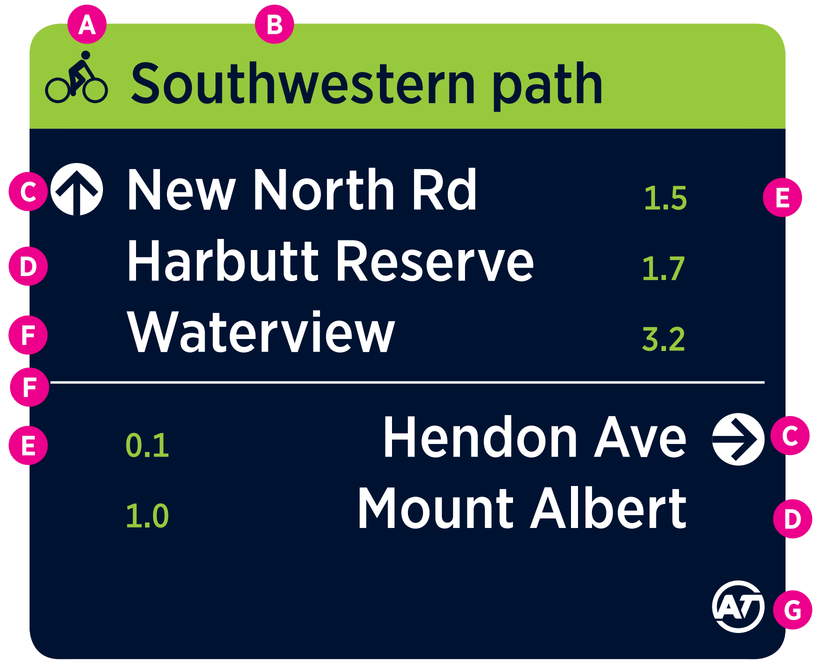
Arrow icons:
C 50mm diameter

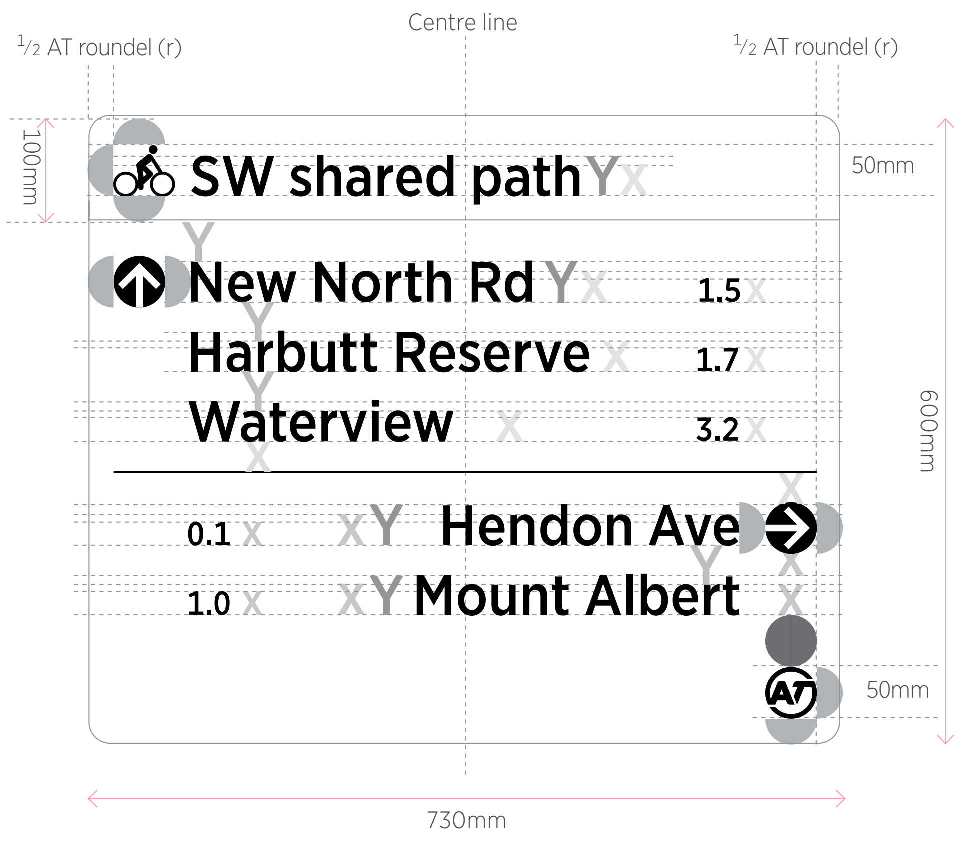
Destinations:
D 156pt Gotham Narrow medium 192pt leading

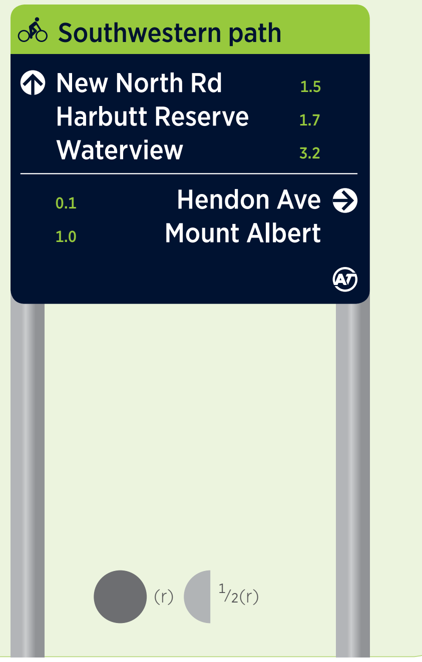
Distance: (number/km)
E 91pt Gotham Narrow medium

Dividing line:
F 6.5pt Stroke Weight

AT logo:
G At Roundel 50mm diameter


A
B
Southwestern path
C
New North Rd 1.5
Harbutt Reserve 1.7
Waterview 3.2
E
D
F
F
E
0.1 Hendon Ave
1.0 Mount Albert
C
D
G
AT


½ AT roundel (r)
Centre line
½ AT roundel (r)
100mm
SW shared path
New North Rd 1.5
Harbutt Reserve 1.7
Waterview 3.2
0.1 Hendon Ave
1.0 Mount Albert
Y
x
50mm
600mm
50mm
730mm


Southwestern path
New North Rd 1.5
Harbutt Reserve 1.7
Waterview 3.2
0.1 Hendon Ave
1.0 Mount Albert
(r)
½(r)

Direction change

Cd070

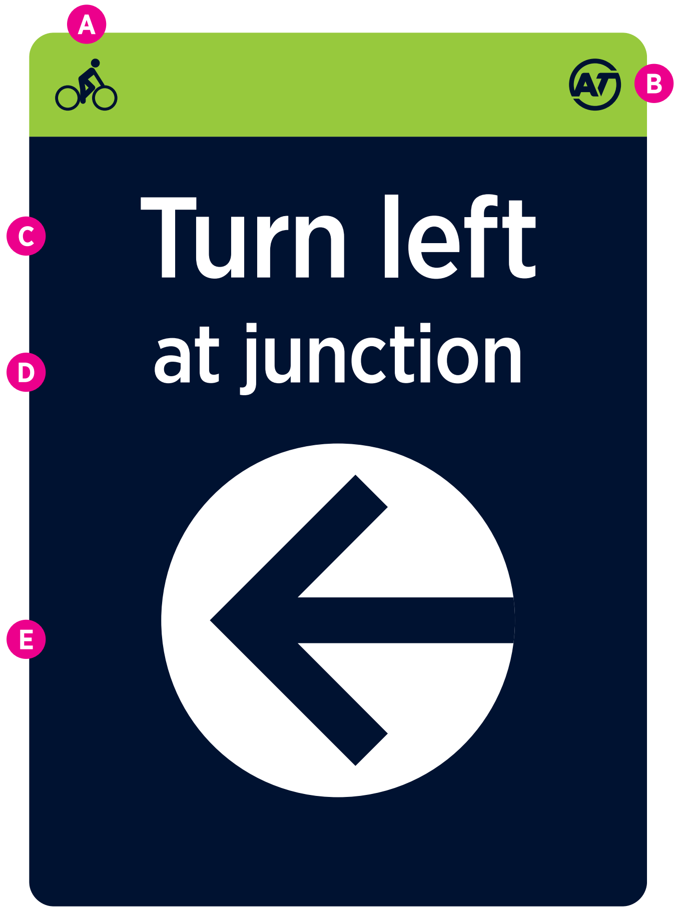
Cycle icon:
Ⓐ 25mm high

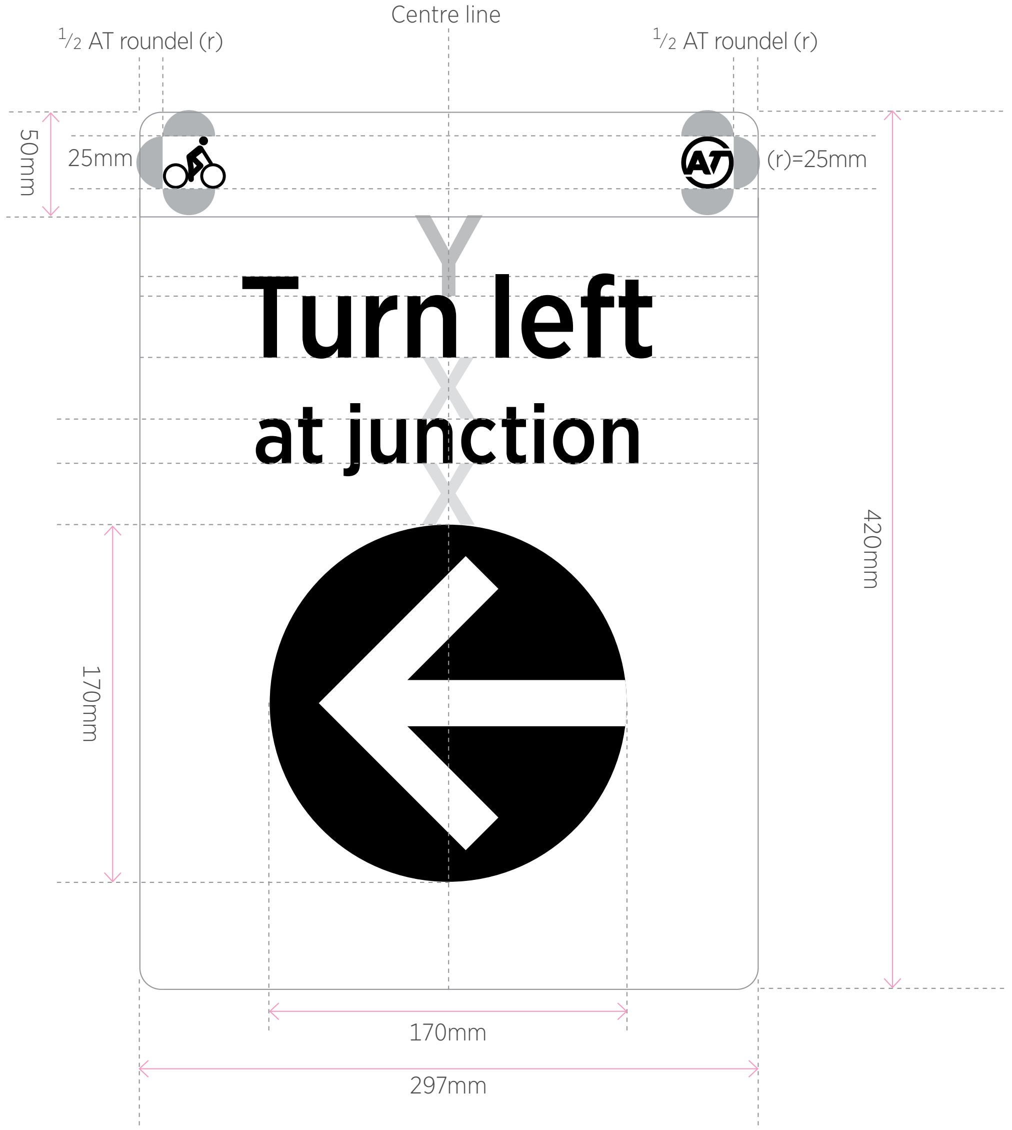
AT logo:
Ⓑ At Roundel 25mm diameter

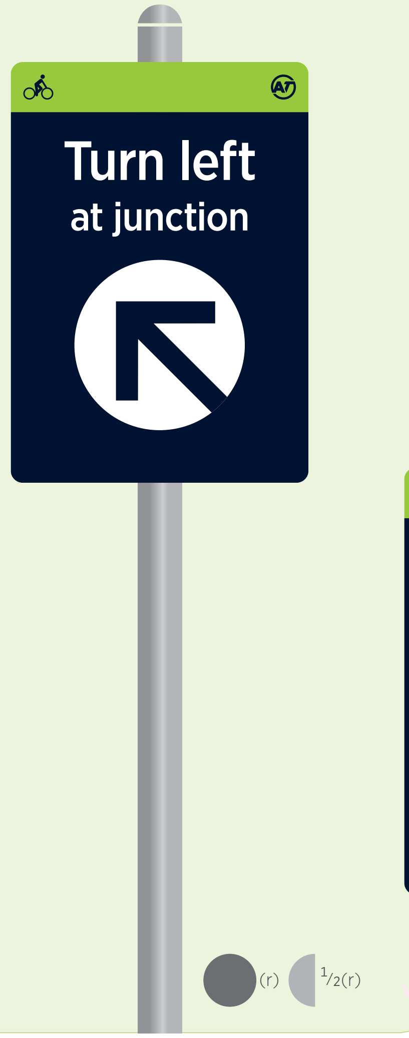
Heading:
Ⓒ 156pt Gotham Narrow medium

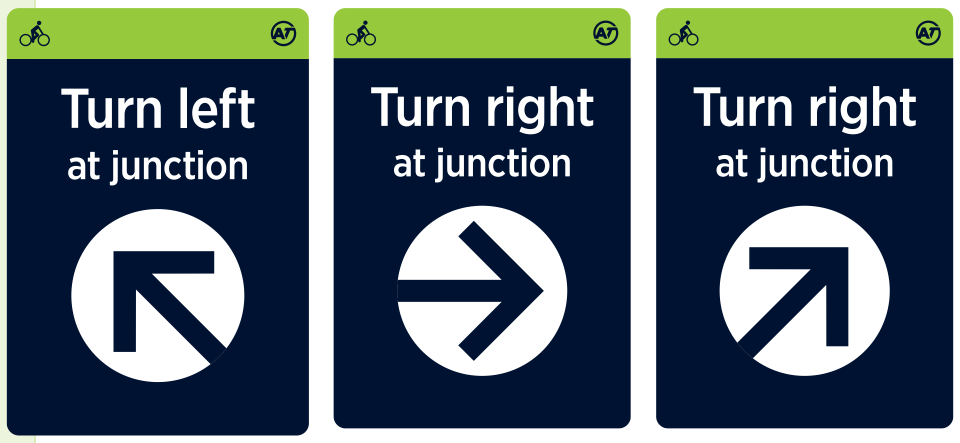
Sub Heading:
Ⓓ 113pt Gotham Narrow medium

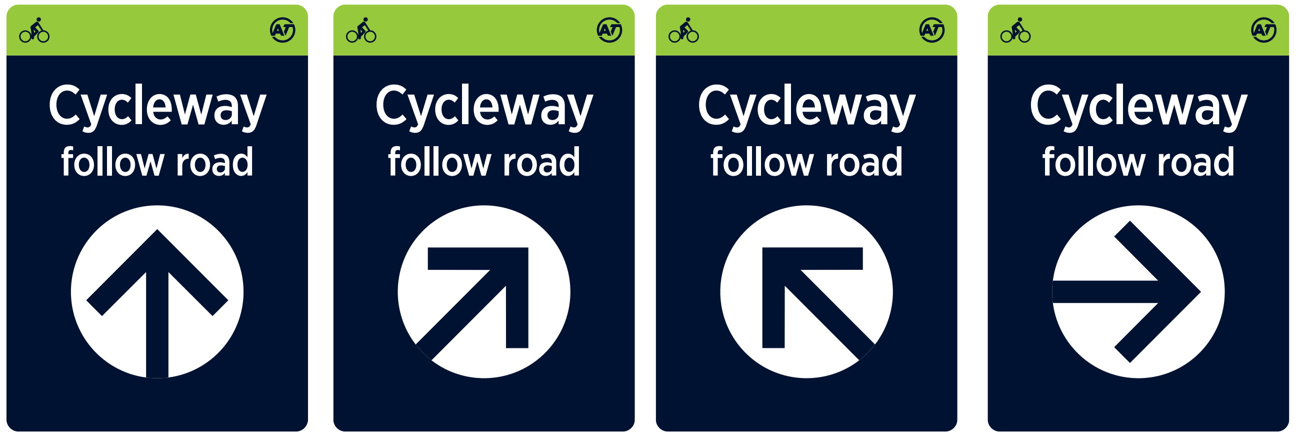
Arrow:
Ⓔ 170mm diameter


A
B
C
D
E
Turn left
at junction


½ AT roundel (r)
Centre line
½ AT roundel (r)
50mm
25mm
(r)=25mm
Turn left
at junction
170mm
420mm
170mm
297mm


Turn left
at junction
(r)
½(r)


Turn left
at junction
Turn right
at junction
Turn right
at junction


Cycleway
follow road
Cycleway
follow road
Cycleway
follow road
Cycleway
follow road

Direction map

Cd060

Cycle icon:
A 50mm height

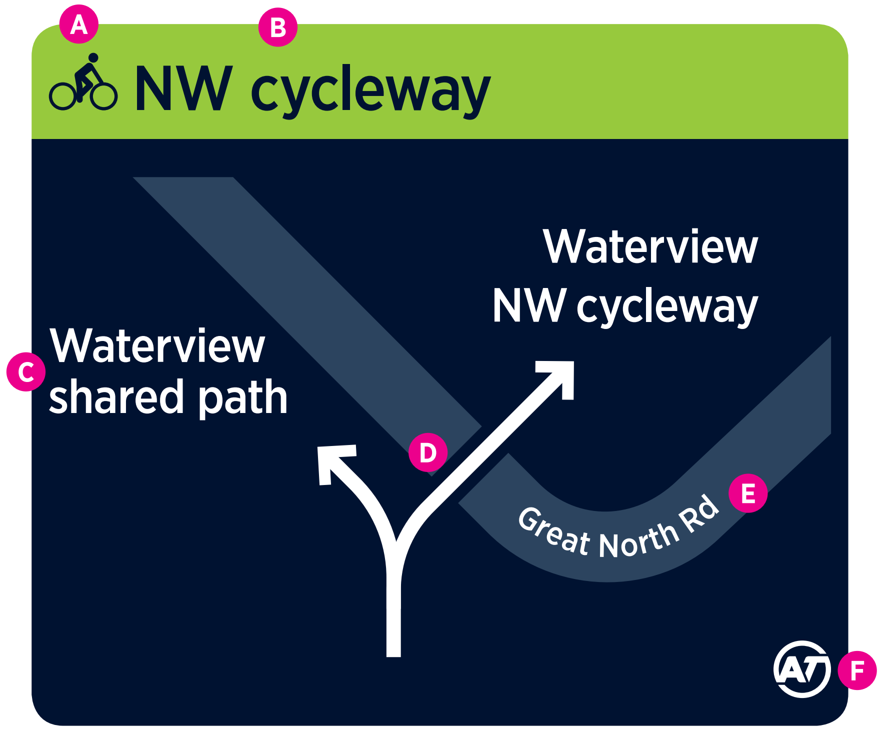
Heading:
B 156pt Gotham Narrow medium

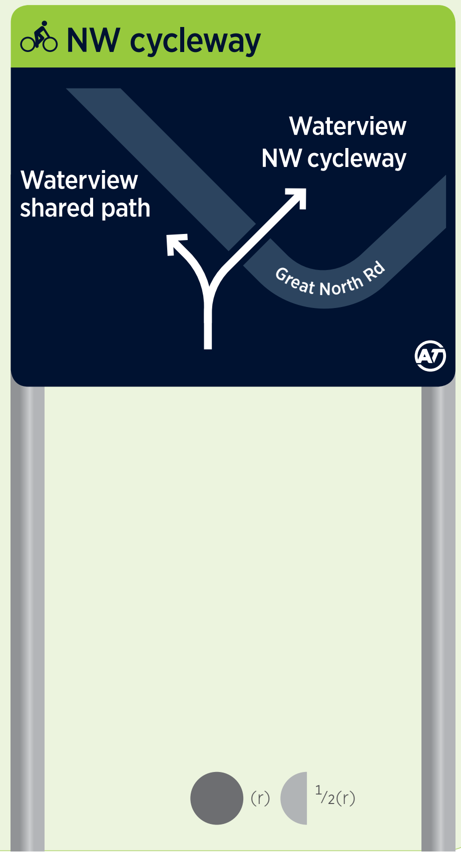
Wording:
C 118 pt Gotham Narrow medium

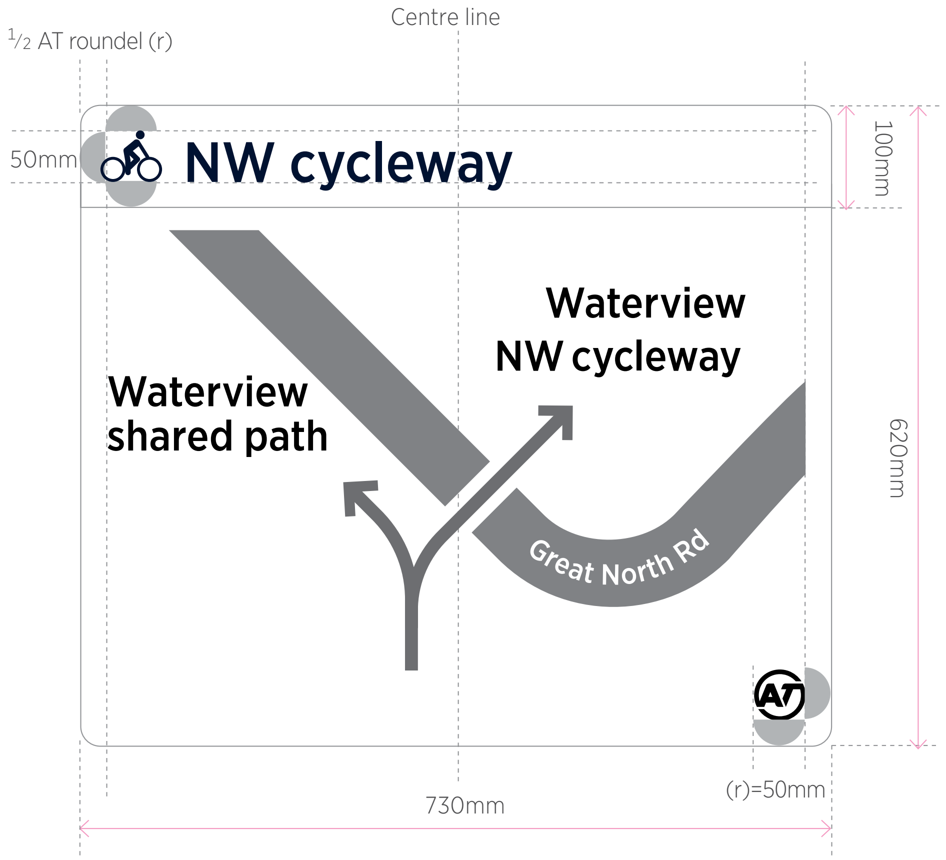
Illustration:
D 680mm maximum width

Road names:
E Text: 80pt Gotham Narrow medium

AT logo:
F 50mm diameter


A
B
NW cycleway
Waterview
NW cycleway
C
Waterview
shared path
D
E
Great North Rd
F


NW cycleway
Waterview
NW cycleway
Waterview
shared path
Great North Rd
(r)
½(r)


½ AT roundel (r)
Centre line
50mm
NW cycleway
100mm
Waterview
NW cycleway
Waterview
shared path
Great North Rd
620mm
730mm
(r)=50mm

Direction crossing

Cd080

Cycle icon:
A 50mm height

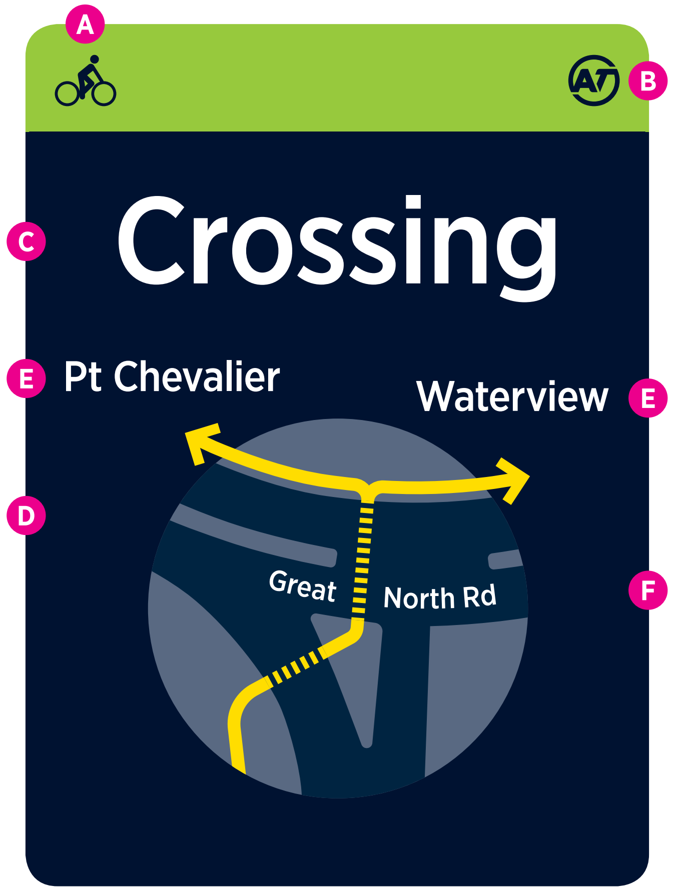
AT logo:
B AT roundel 50mm diameter

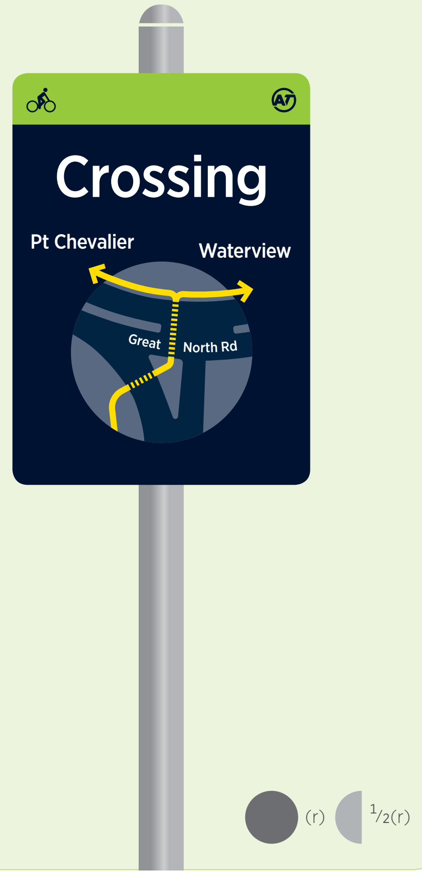
Heading:
C 340pt Gotham Narrow medium

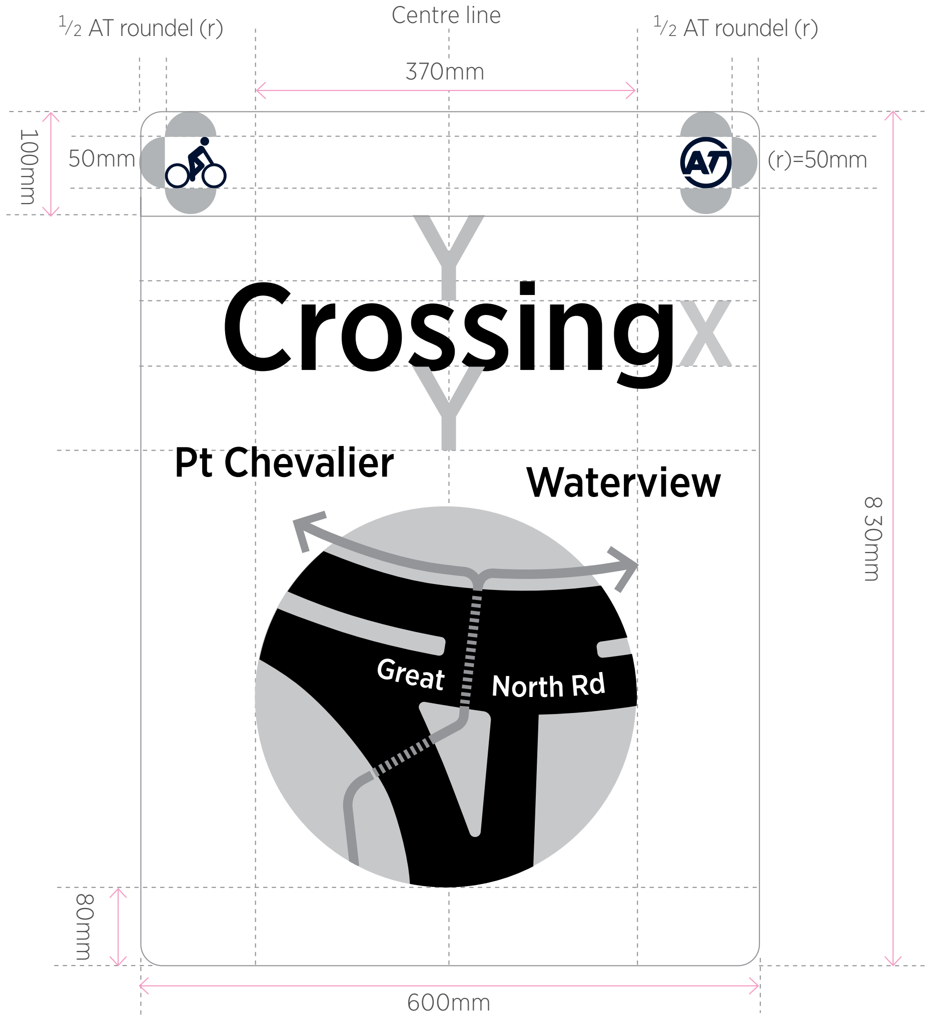
Illustration:
D 370mm width, 370mm height

Destinations:
E 118pt Gotham Narrow medium

Road names:
F 80pt Gotham Narrow medium


A
B
C
Crossing
E
Pt Chevalier
Waterview
E
D
F
Great
North Rd


Crossing
Pt Chevalier
Waterview
Great
North Rd
(r)
½(r)


½ AT roundel (r)
Centre line
½ AT roundel (r)
370mm
100mm
50mm
(r)=50mm
Crossing
Pt Chevalier
Waterview
Great
North Rd
830mm
80mm
600mm

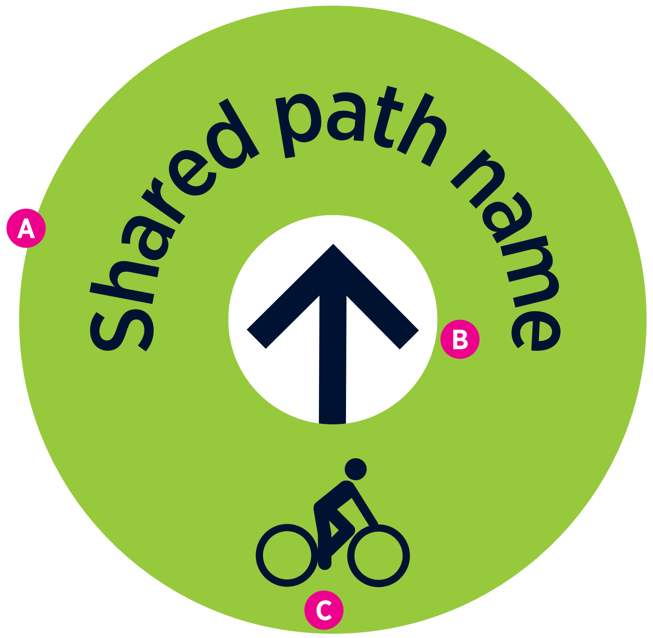
Discover cycleway (temporary)

Cd090

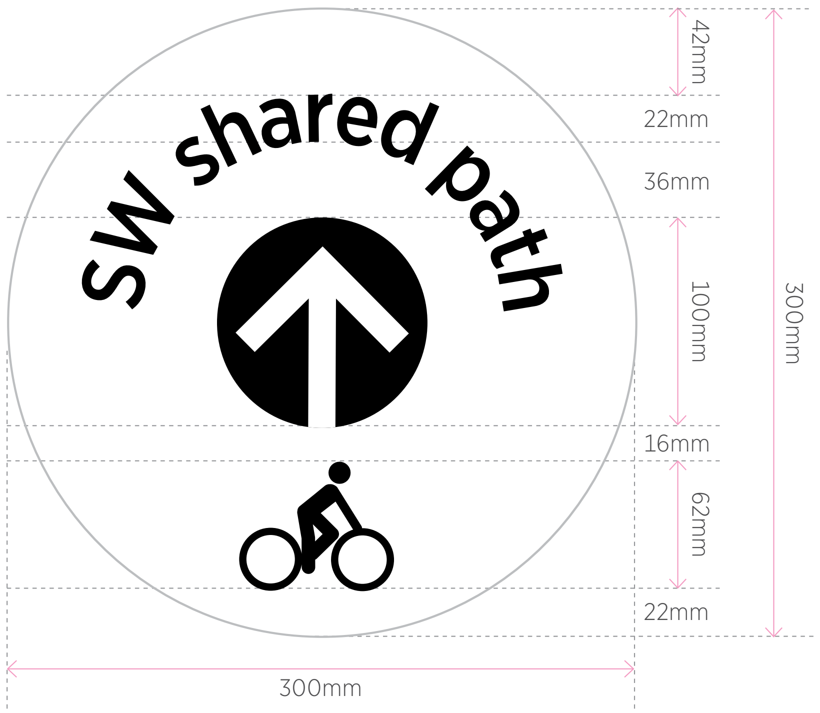
Cycleway name:
A 120pt Gotham Narrow medium

Arrow:
B 100mm diameter

Cycle Icon:
C 62mm high


Shared path name
A
B
C

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.


SW shared path
42mm
22mm
36mm
100mm
300mm
16mm
62mm
22mm
300mm

Direction entry

Cd0110

Cycle icon:
A 50mm height

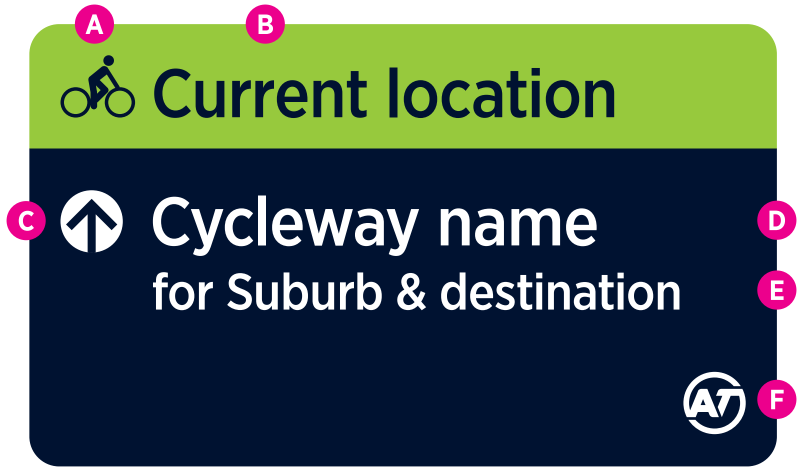
Location name:
B 156pt Gotham Narrow medium

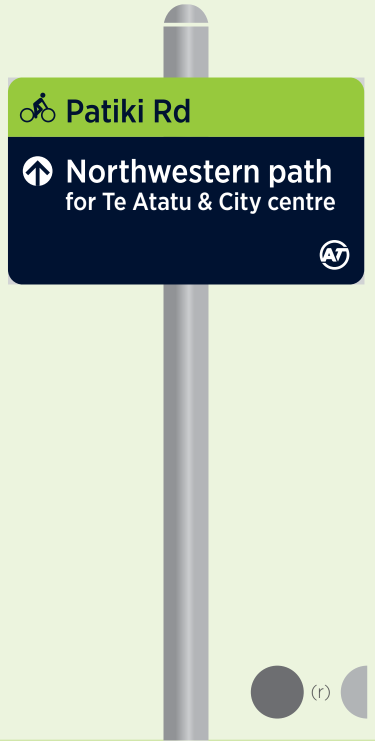
Arrow Icon:
C 50mm diameter

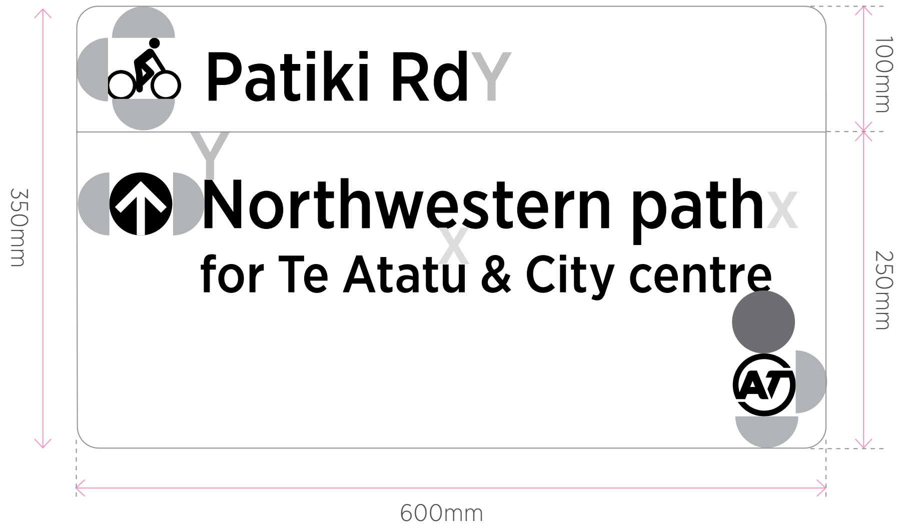
Destination:
D 156pt Gotham Narrow medium

Destination subtext:
E 118pt Gotham Narrow medium

AT Logo:
F At Roundel 50mm diameter


A
B
Current location
C
Cycleway name
for Suburb & destination
D
E
F
AT


Patiki Rd
Northwestern path
for Te Atatu & City centre
AT


Patiki RdY
Y
Northwestern pathx
x
for Te Atatu & City centre
AT
350mm
100mm
250mm
600mm
(r)
½(r)

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

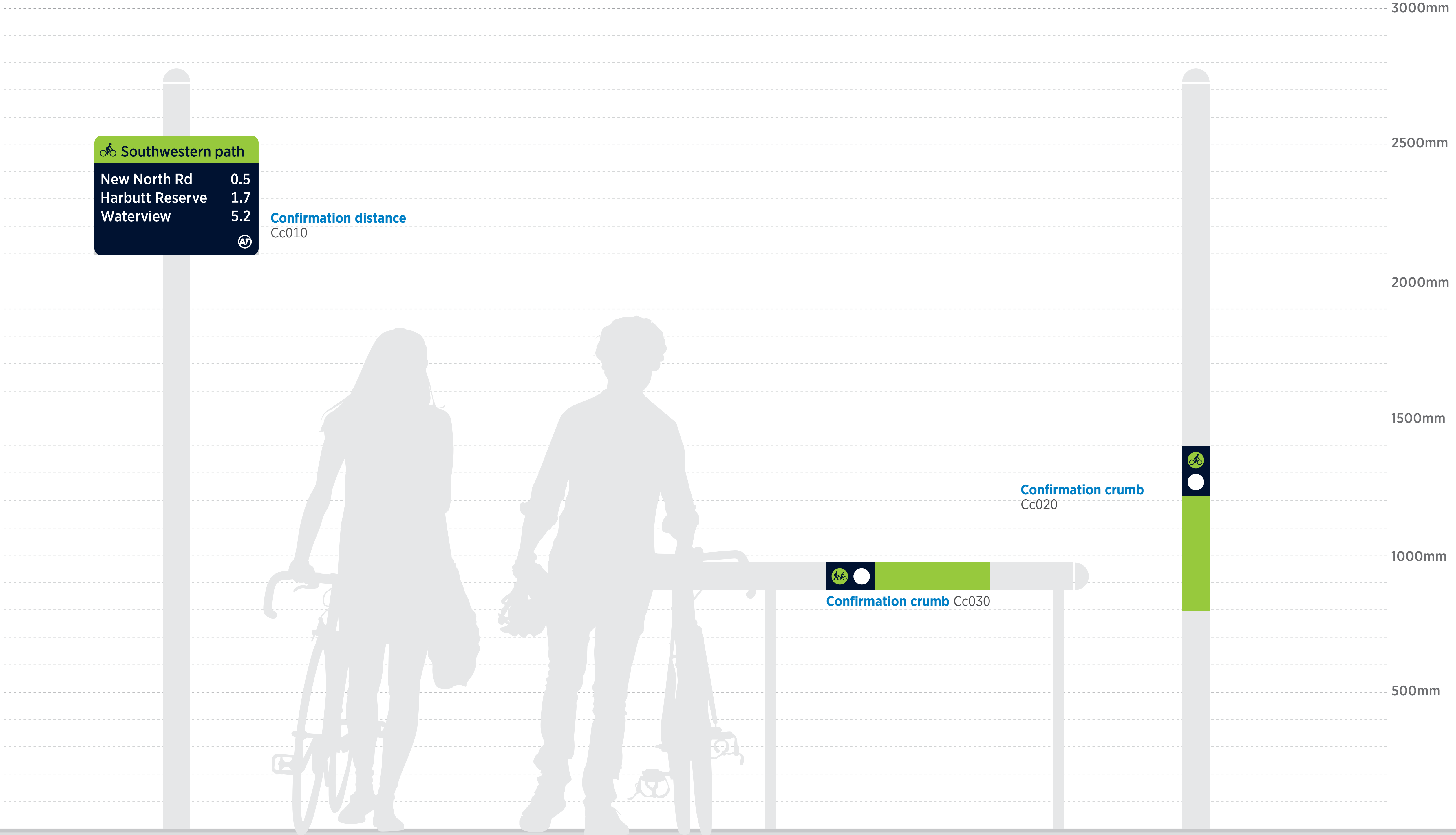
Confirmation distance signs to be placed 5-10m (on-road) or 10-30m (off-road) after a Major intersection on the Major cycleway.

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



Confirmation distance
Cc010

Confirmation crumb
Cc020

Confirmation crumb Cc030

Confirm distance

Cc010

Cycle icon:
A 50mm height

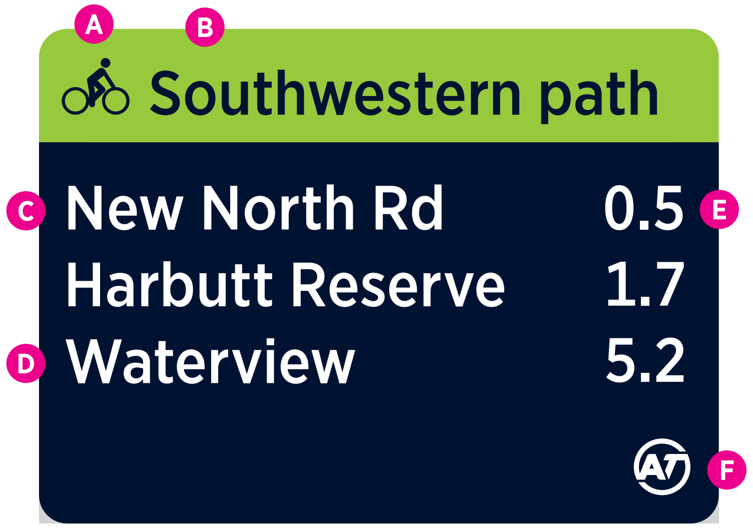
Heading:
B 156pt Gotham Narrow medium

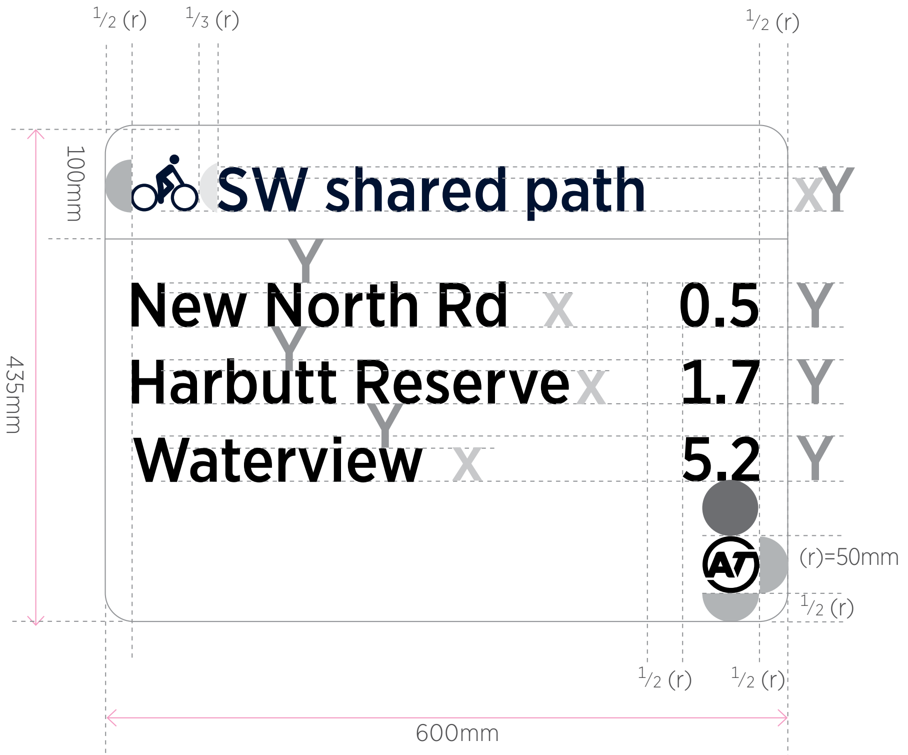
Destination:
C 156pt Gotham Narrow medium
192pt leading

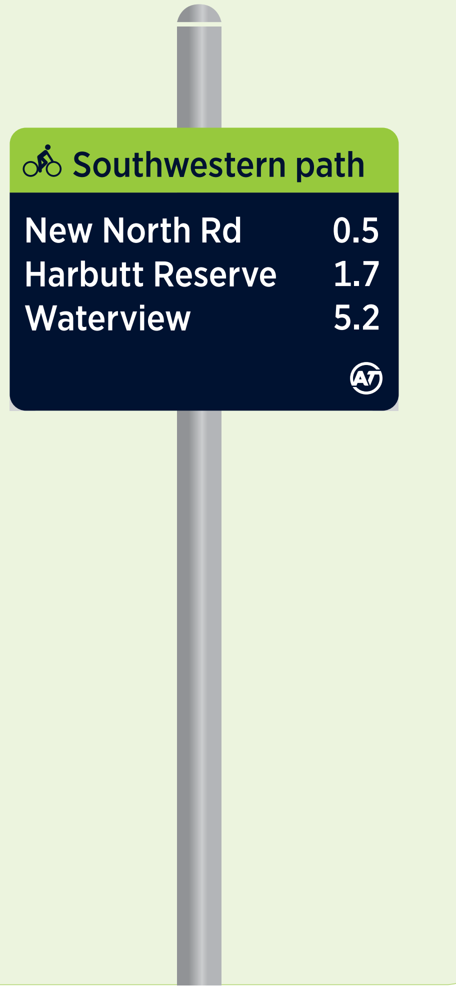
Destination (suburb):
D 156pt Gotham Narrow medium
192pt leading

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

AT logo:
F At Roundel 50mm diameter


A
B
Southwestern path
C
New North Rd 0.5
E
Harbutt Reserve 1.7
D
Waterview 5.2
F


1/2 (r)
1/3 (r)
1/2 (r)
100mm
SW shared path
xY
435mm
New North Rd x 0.5 Y
Harbutt Reserve x 1.7 Y
Waterview x 5.2 Y
Y
(r)=50mm
1/2 (r)
1/2 (r)
1/2 (r)
600mm


Southwestern path
New North Rd 0.5
Harbutt Reserve 1.7
Waterview 5.2

Size guide:

3 destinations:	600mm x 435mm
4 destinations:	600mm x 505mm

● (r) ◐ 1/2(r) ◐ 1/3(r)

Confirm crumb (landscape)

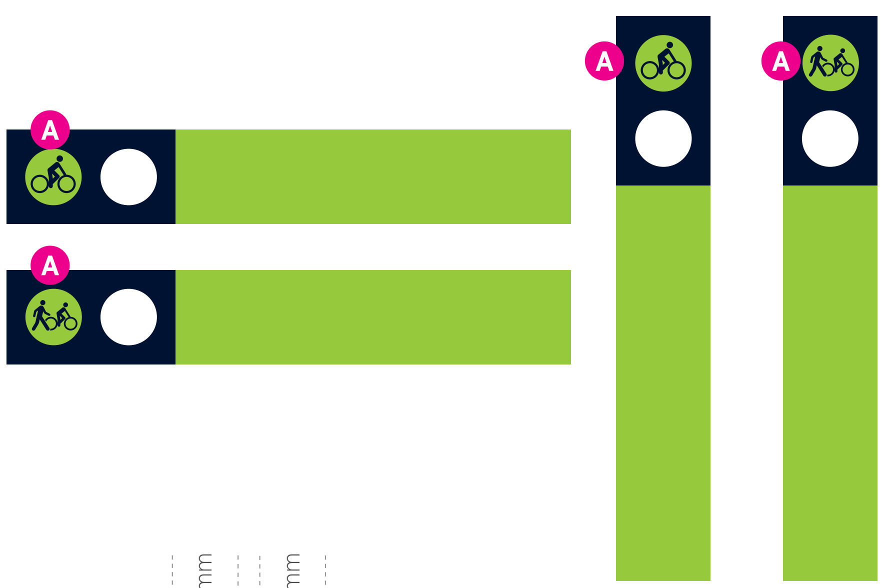
Cc020

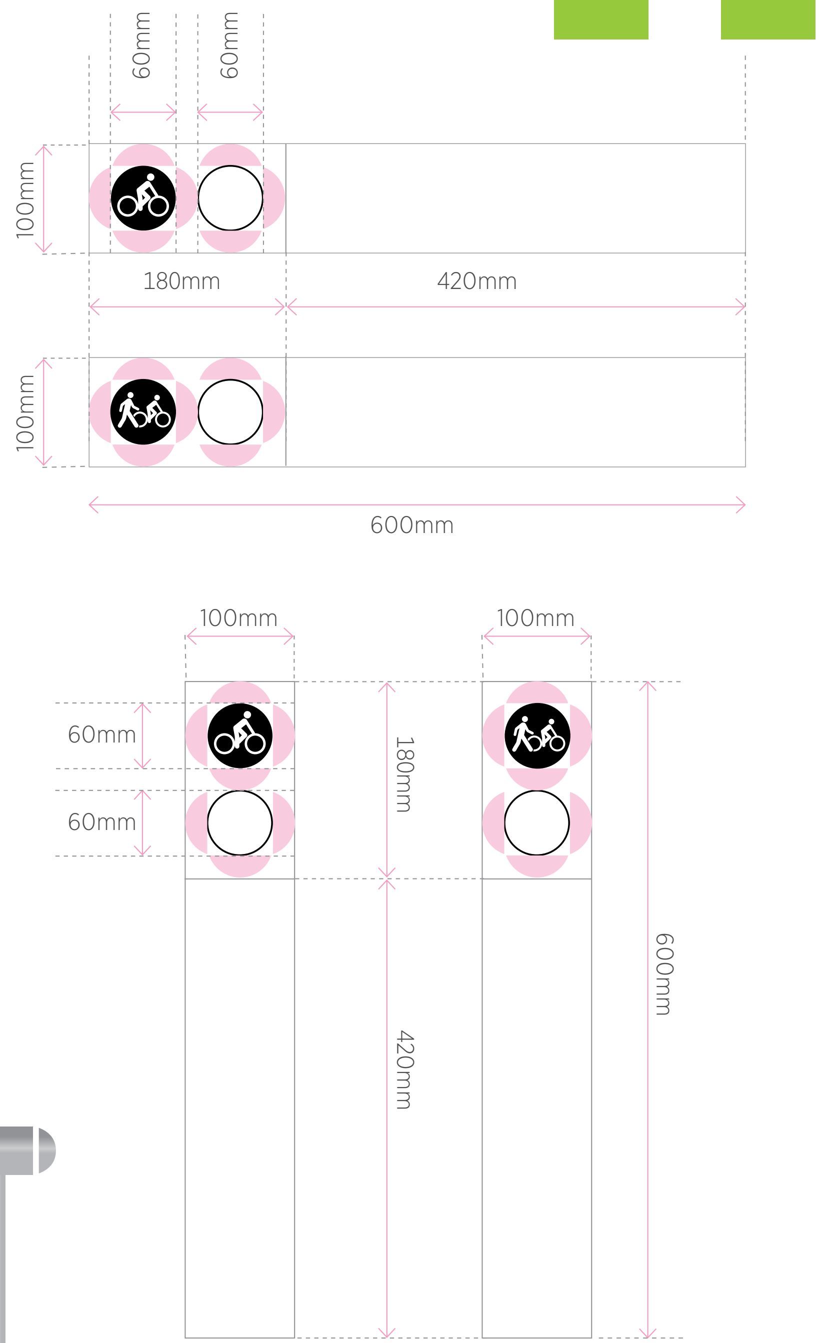
Cycle/Shared path icon:
A 60mm diameter

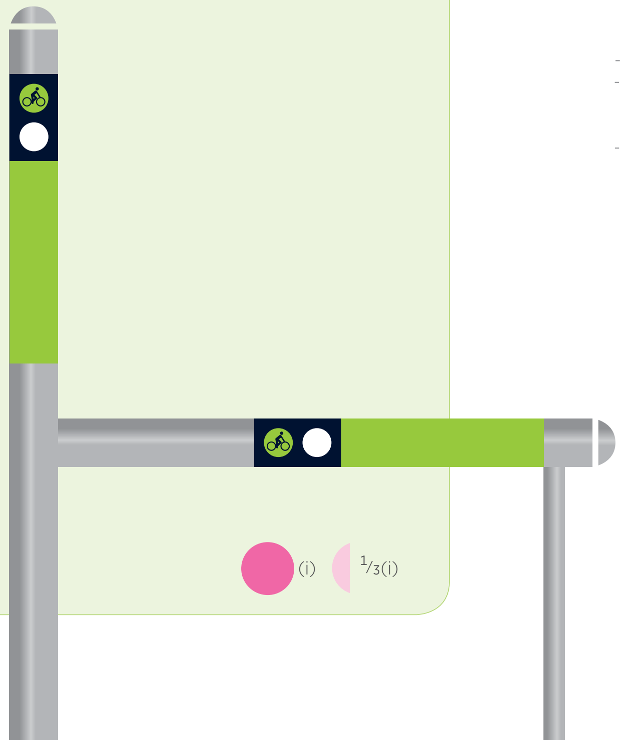
Confirm crumb (portrait)

Cc030

Cycle/Shared path icon:
A 60mm diameter




60mm
60mm
100mm
180mm
420mm
100mm
600mm
100mm
100mm
60mm
60mm
180mm
420mm
600mm



● (i) ◐ 1/3(i)

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

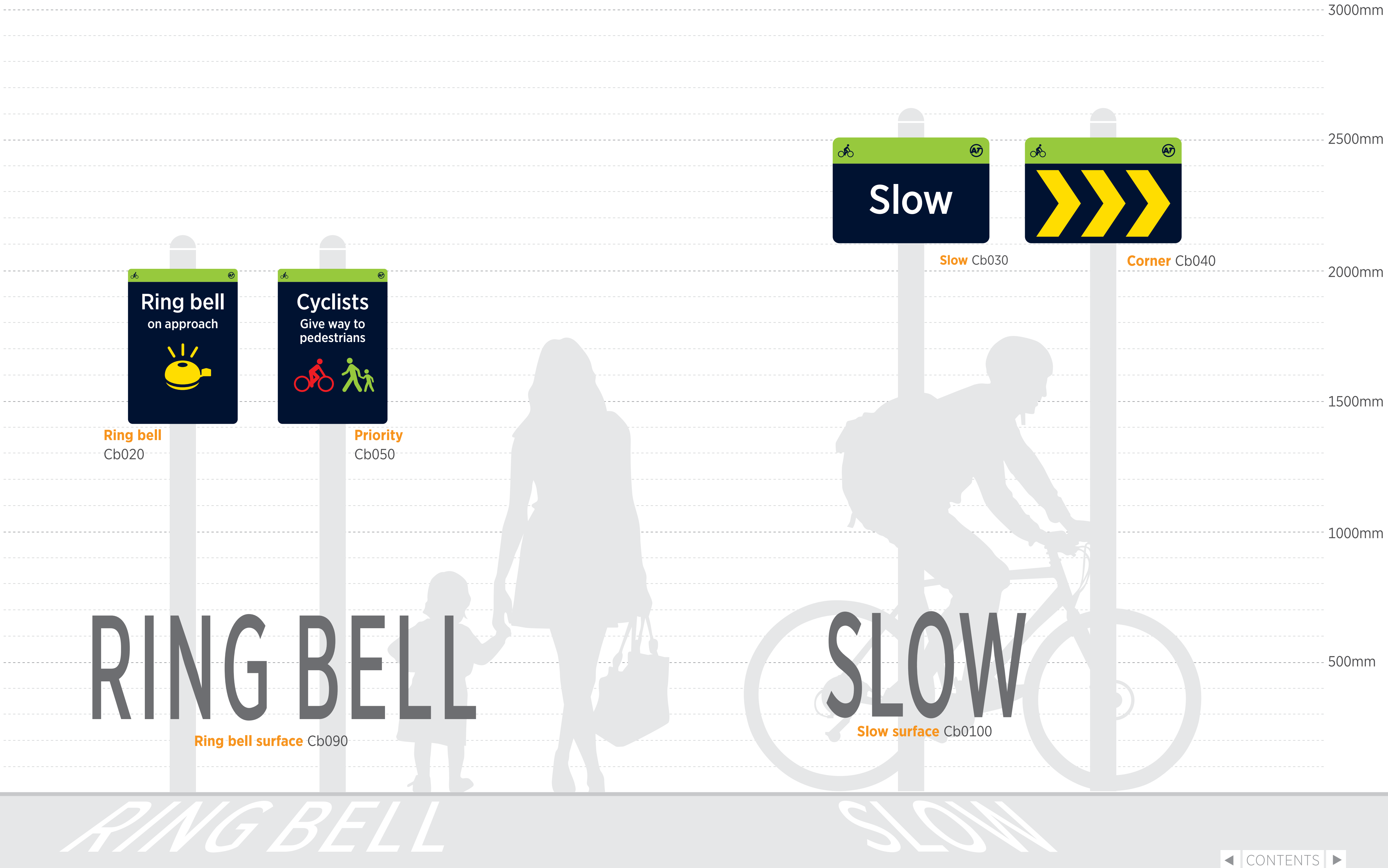
Where possible, pavement/road markings and traffic calming devices such as rumble strips should be used instead of signage to prevent unnecessary clutter and distraction.

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


3000mm
2500mm
2000mm
1500mm
1000mm
500mm
Ring bell
on approach
Cyclists
Give way to
pedestrians
Slow
Ring bell
Cb020
Priority
Cb050
Slow Cb030
Corner Cb040
RING BELL
Ring bell surface Cb090
SLOW
Slow surface Cb0100
RING BELL
SLOW

Ring bell

Cb020

Cycle icon:
Ⓐ 25mm height

AT logo:
Ⓑ AT roundel 25mm diameter

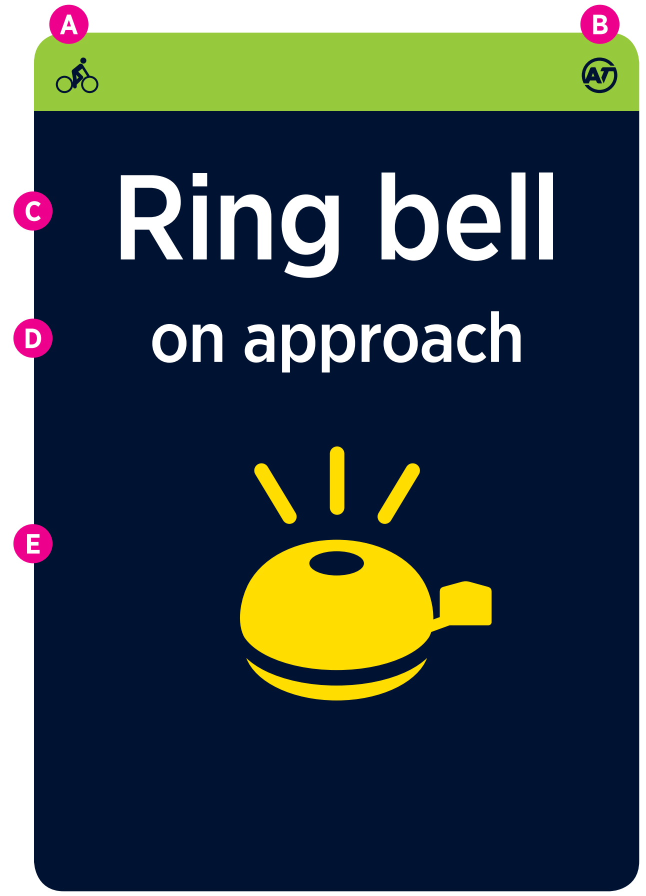
Heading:
Ⓒ 240pt Gotham Narrow medium

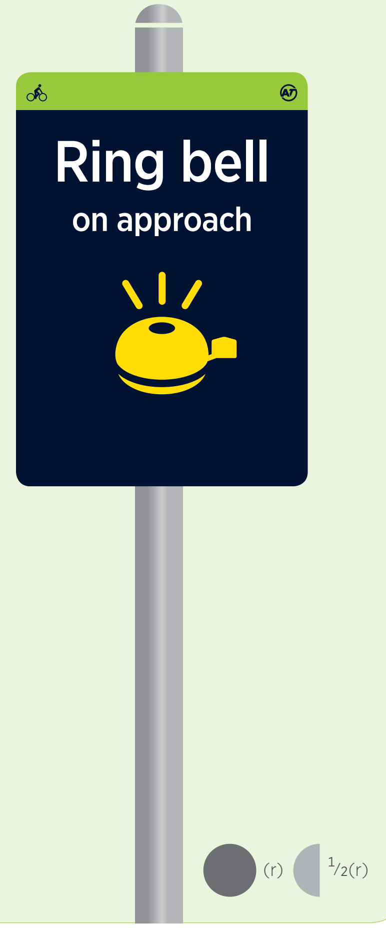
Sub heading:
Ⓓ 140pt Gotham Narrow medium

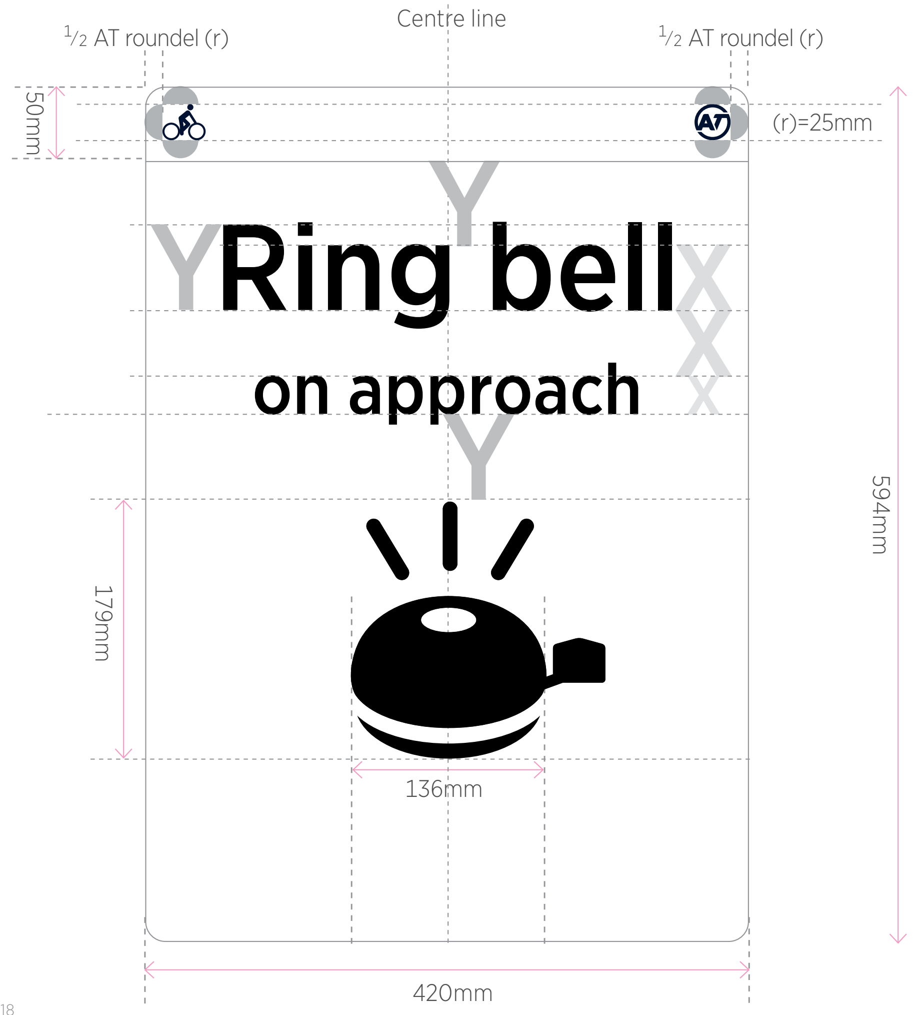
Illustration:
Ⓔ 136mm width, 179mm deep

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

To be used sparingly.


A
B
C
D
E
Ring bell
on approach


Ring bell
on approach
(r)
½(r)


Centre line
½ AT roundel (r)
½ AT roundel (r)
50mm
(r)=25mm
Ring bell
on approach
594mm
179mm
136mm
420mm

Slow

Cb030

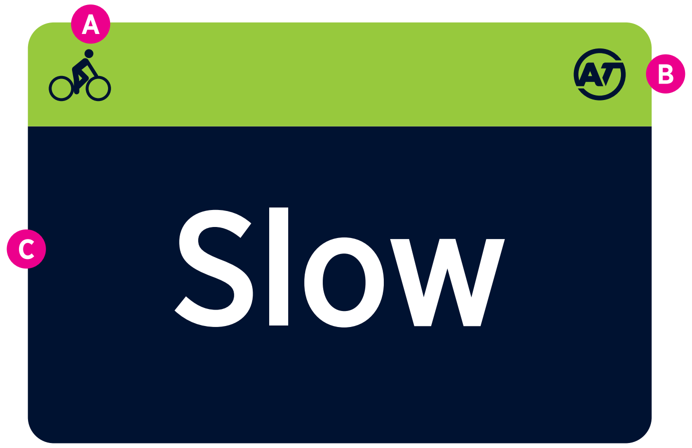
Cycle icon:
Ⓐ 50mm height

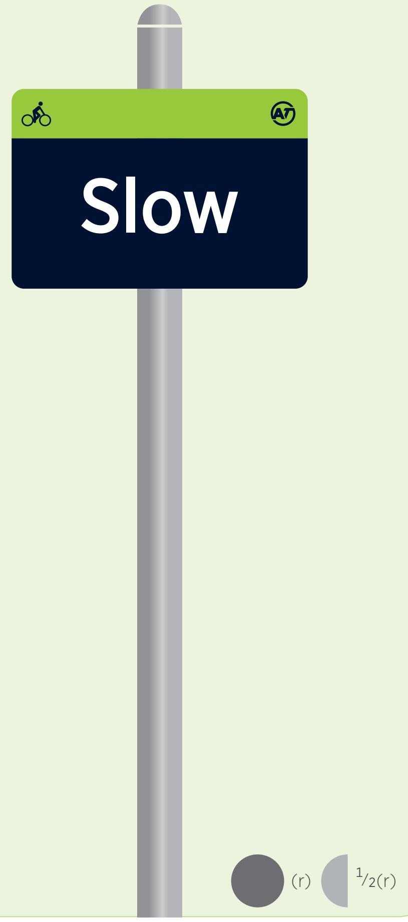
AT logo:
Ⓑ At Roundel 50mm diameter

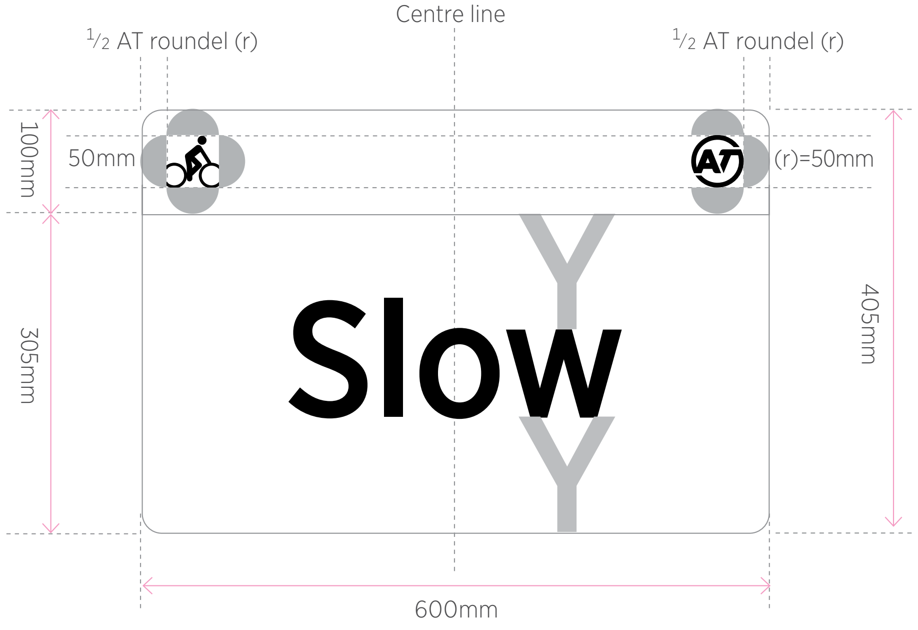
Heading:
Ⓒ 445pt Gotham Narrow medium

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

To be used sparingly.






Centre line
½ AT roundel (r)
½ AT roundel (r)
100mm
50mm
(r)=50mm
Slow
305mm
405mm
600mm

Corner

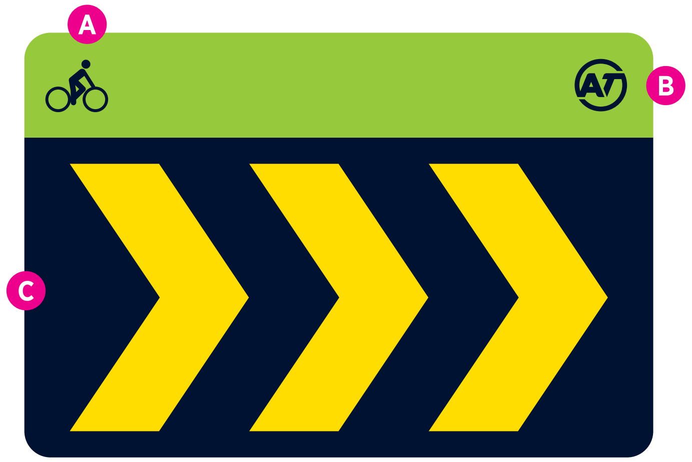
Cb040

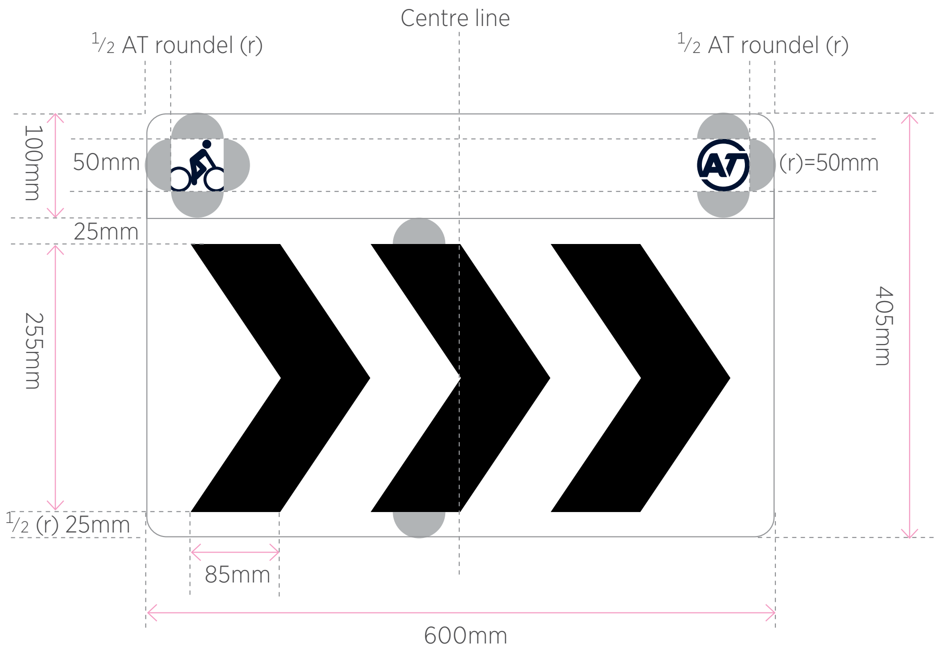
Cycle icon:
A 50mm height

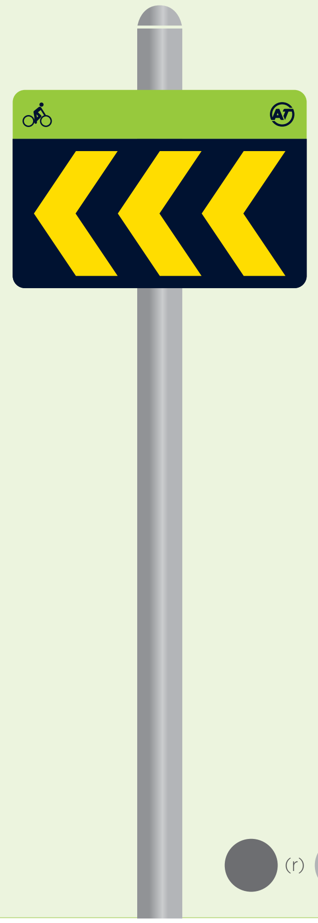
AT logo:
B At Roundel 50mm diameter

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.




½ AT roundel (r)
Centre line
½ AT roundel (r)
100mm
50mm
(r)=50mm
25mm
255mm
405mm
½ (r) 25mm
85mm
600mm



Pedestrian priority

Cb050

Cycle icon:
A 25mm height

AT logo:
B AT roundel 50mm diameter

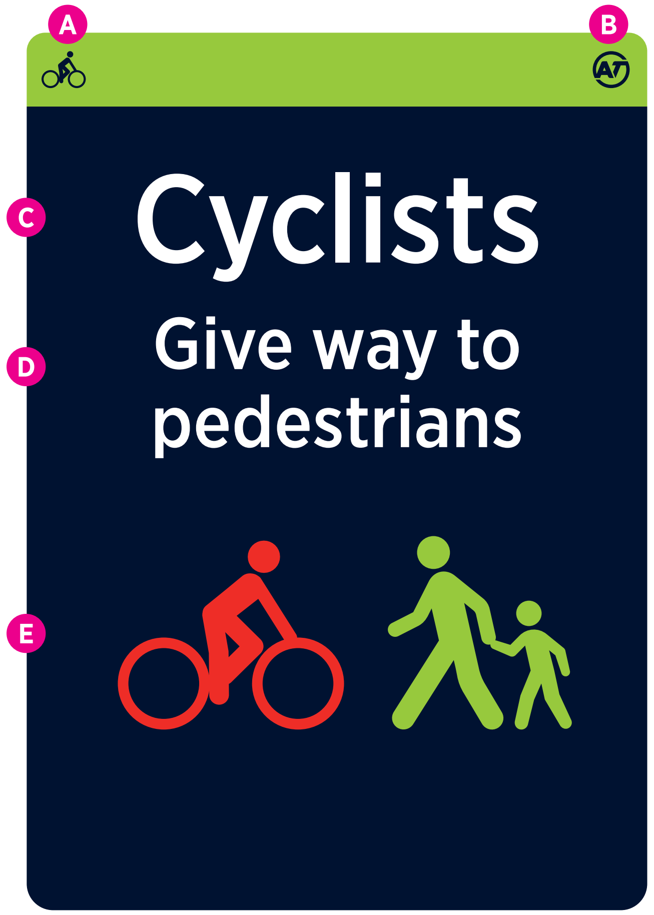
Heading:
D 240pt Gotham Narrow medium

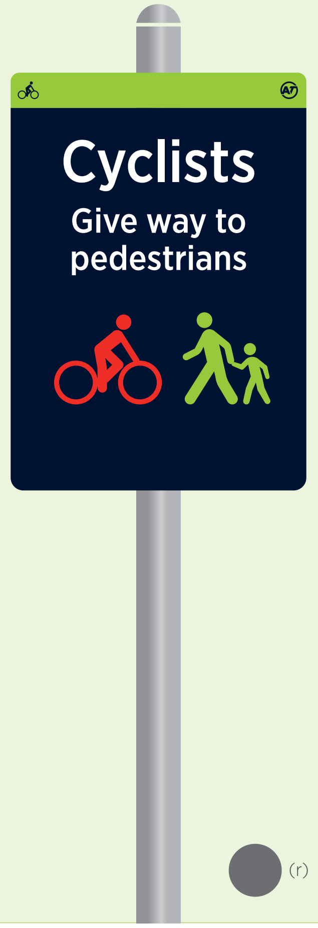
Sub heading:
D 140pt Gotham Narrow medium

Illustration:
E 307mm width, 130mm height

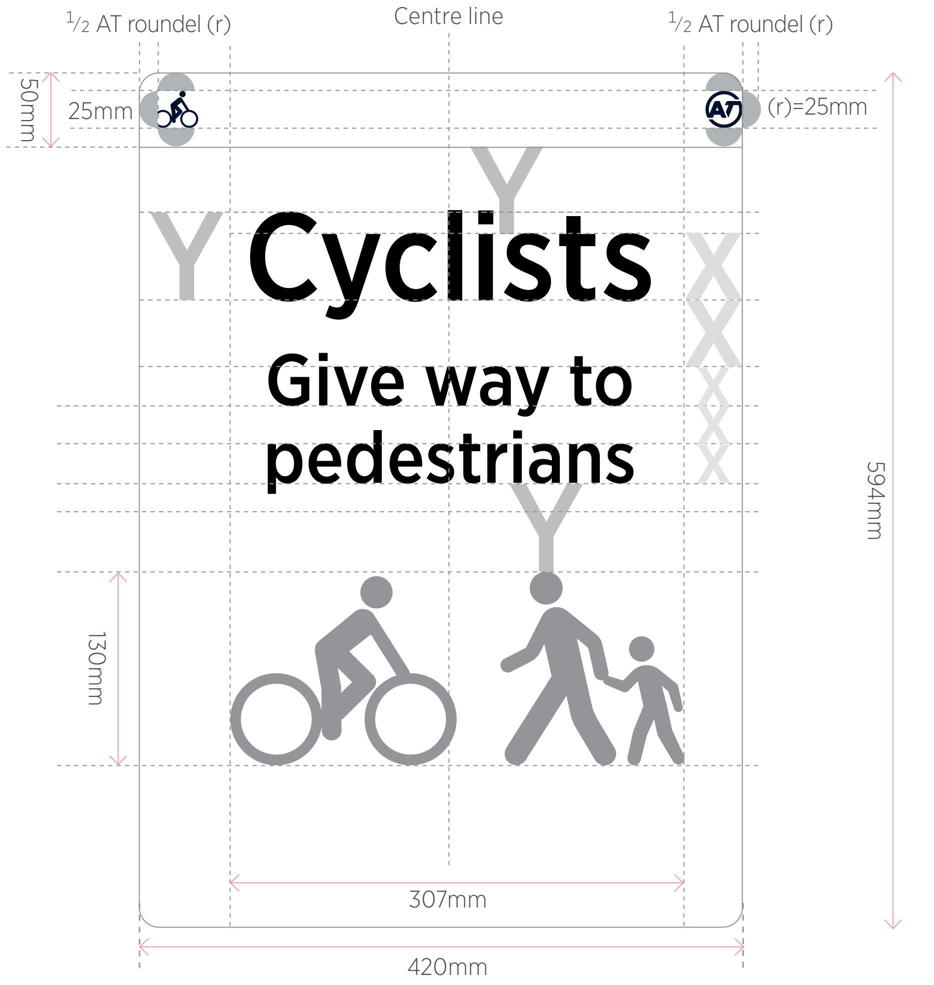
Use ahead of areas where cyclist and pedestrian collisions could occur.

To be used sparingly.


A
B
C
D
E
Cyclists
Give way to
pedestrians


Cyclists
Give way to
pedestrians

(r)
½(r)


½ AT roundel (r)
Centre line
½ AT roundel (r)
50mm
25mm
(r)=25mm
Cyclists
Give way to
pedestrians
594mm
130mm
307mm
420mm

Bike
parking

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

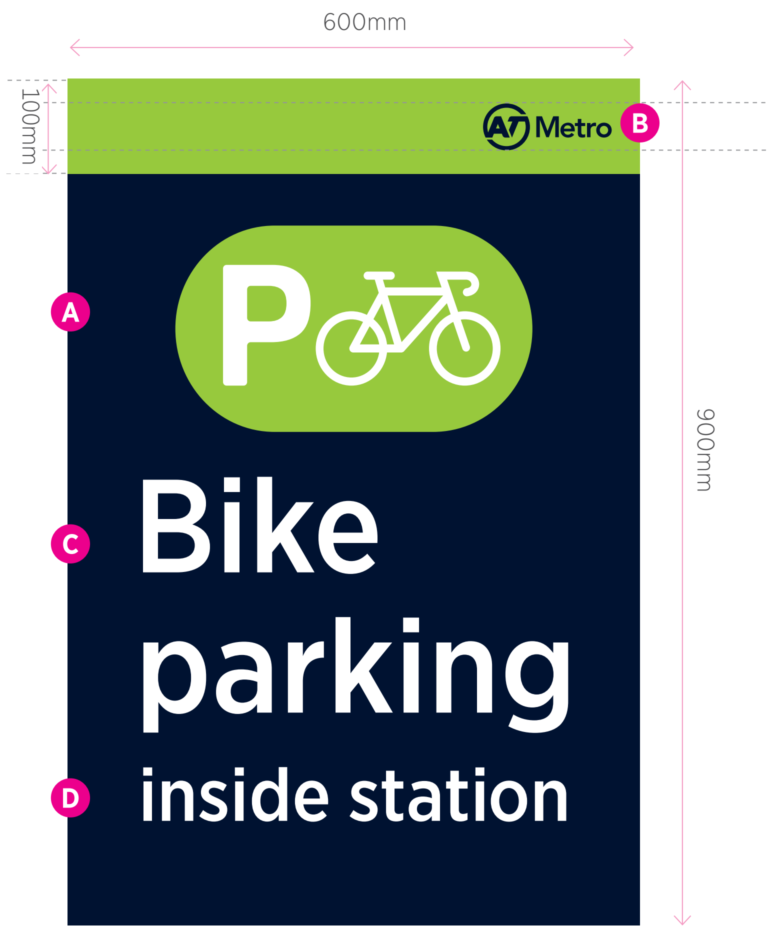
Sub heading body text:
D 30pt Gotham Narrow medium

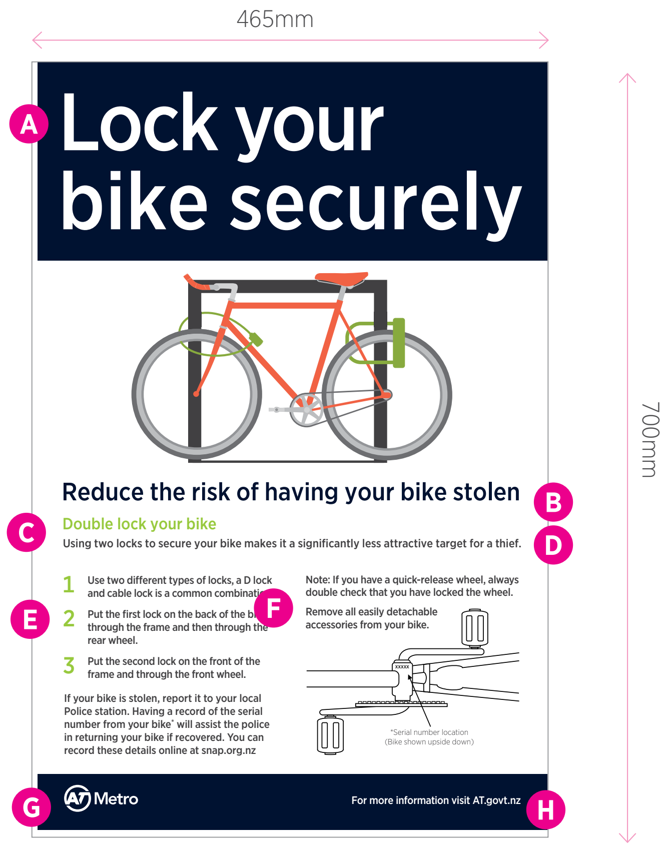
Numbers:
E 60pt Gotham Narrow medium

Body text:
F 28/32pt Gotham Narrow medium

AT logo:
G 2867mm width

Byline:
H 28/32pt Gotham Narrow medium





Lock your bike securely

Reduce the risk of having your bike stolen

Double lock your bike

Using two locks to secure your bike makes it a significantly less attractive target for a thief.

1 Use two different types of locks, a D lock and cable lock is a common combinati

2 Put the first lock on the back of the bi through the frame and then through the rear wheel.

3 Put the second lock on the front of the frame and through the front wheel.

If your bike is stolen, report it to your local Police station. Having a record of the serial number from your bike* will assist the police in returning your bike if recovered. You can record these details online at snap.org.nz

Note: If you have a quick-release wheel, always double check that you have locked the wheel.

Remove all easily detachable accessories from your bike.

*Serial number location
(Bike shown upside down)

For more information visit AT.govt.nz

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

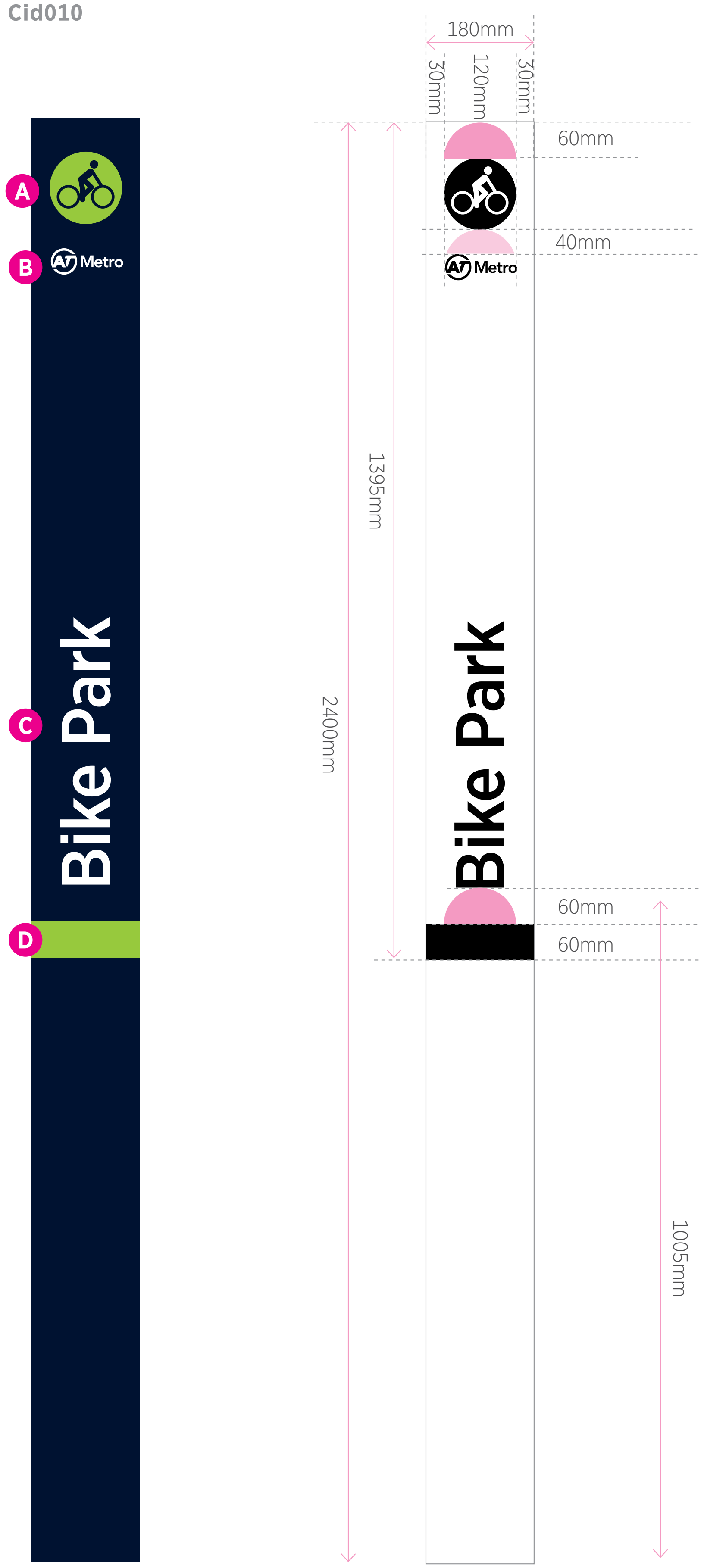
2.4 metre Bike Park beacons can be used at interchanges, train stations and bus stations.

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

These must be used in conjuction 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

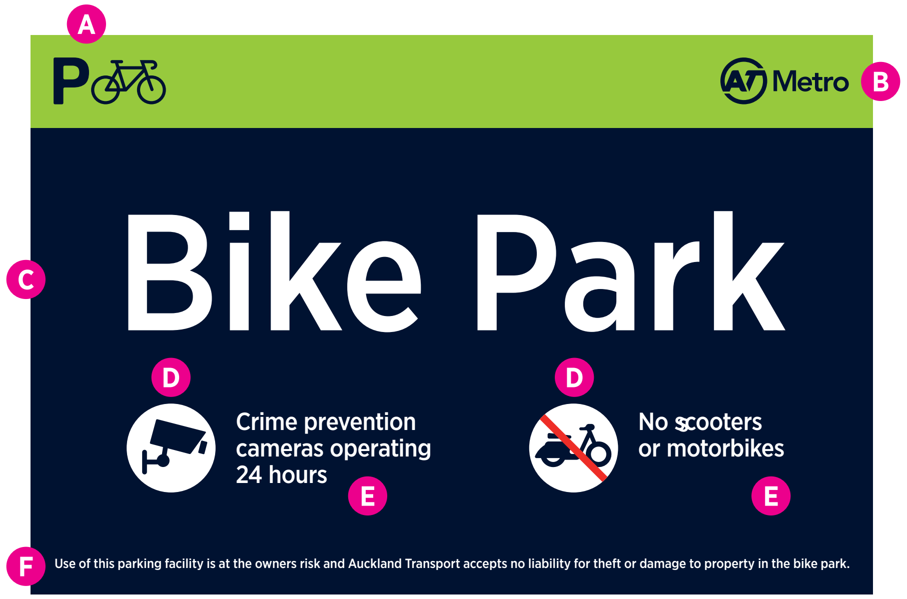
Byline:
F 40pt Gotham Narrow medium

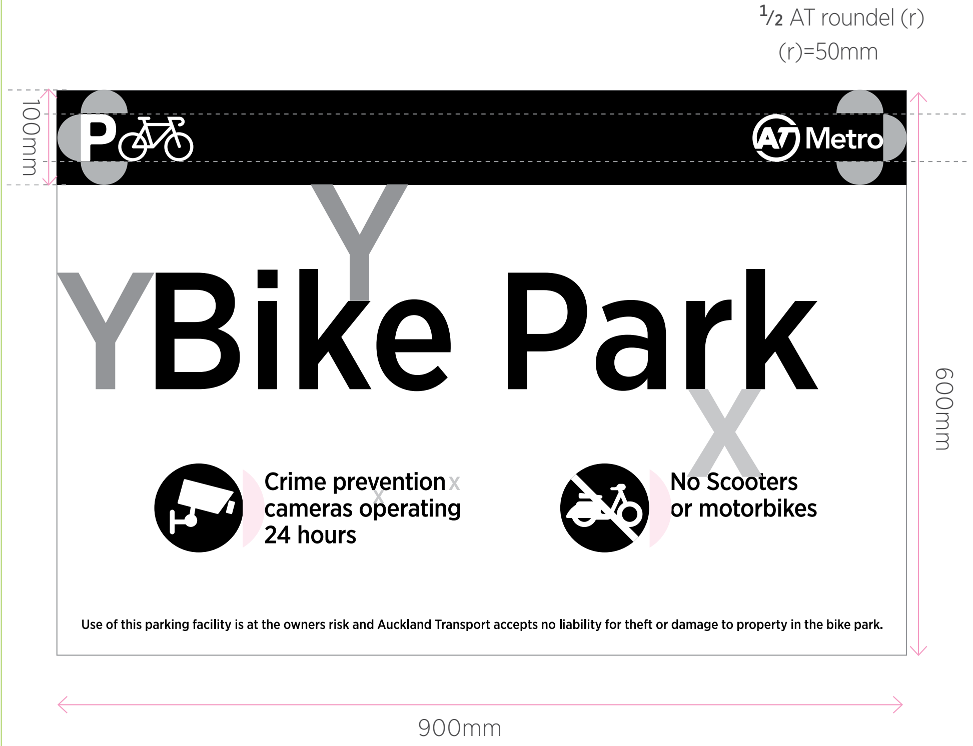
Bike Park location ID

Cid020

This must appear in a Bike Park but can also be used in conjuction 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.


A
P
Metro
B
C
Bike Park
D
D
Crime prevention cameras operating 24 hours
No scooters or motorbikes
E
E
F
Use of this parking facility is at the owners risk and Auckland Transport accepts no liability for theft or damage to property in the bike park.


½ AT roundel (r)
(r)=50mm
100mm
P
Metro
Y
Y
Bike Park
X
Crime prevention cameras operating 24 hours
No Scooters or motorbikes
Use of this parking facility is at the owners risk and Auckland Transport accepts no liability for theft or damage to property in the bike park.
600mm
900mm

● (r) ◖ ½(r) ● (i) ¼(i)

Bike parking
Bike Park

AT Metro logo:
A 180mm width

PT icon:
B 124mm height

Station name:
C 400pt Gotham Narrow medium

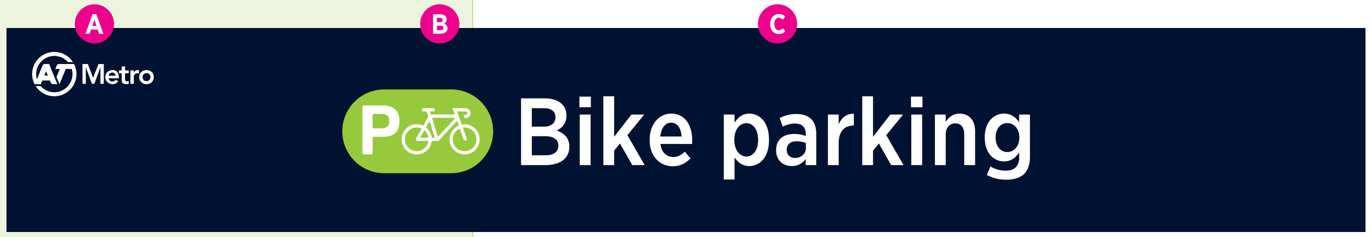
Bike parking shelter ID

Cid030

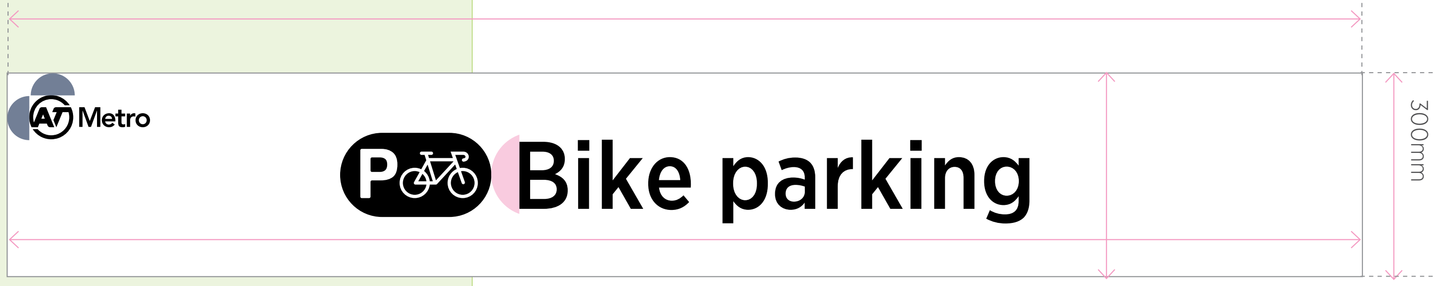
Shelter IDs help arriving passengers identify where the Bike Park is located. The IDs are used at the top or on the side of Bike shelters or sometimes on buildings or fences above where the bike park is located. If required the signs can be repeated to span the entire width of the allocated space to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


A
B
C
Metro
P
Bike parking

Width will vary depending on available space in station/terminal/on building and the location of the sign.


Metro
P
Bike parking
300mm

Icon and wording centred horizontally and vertically within space.

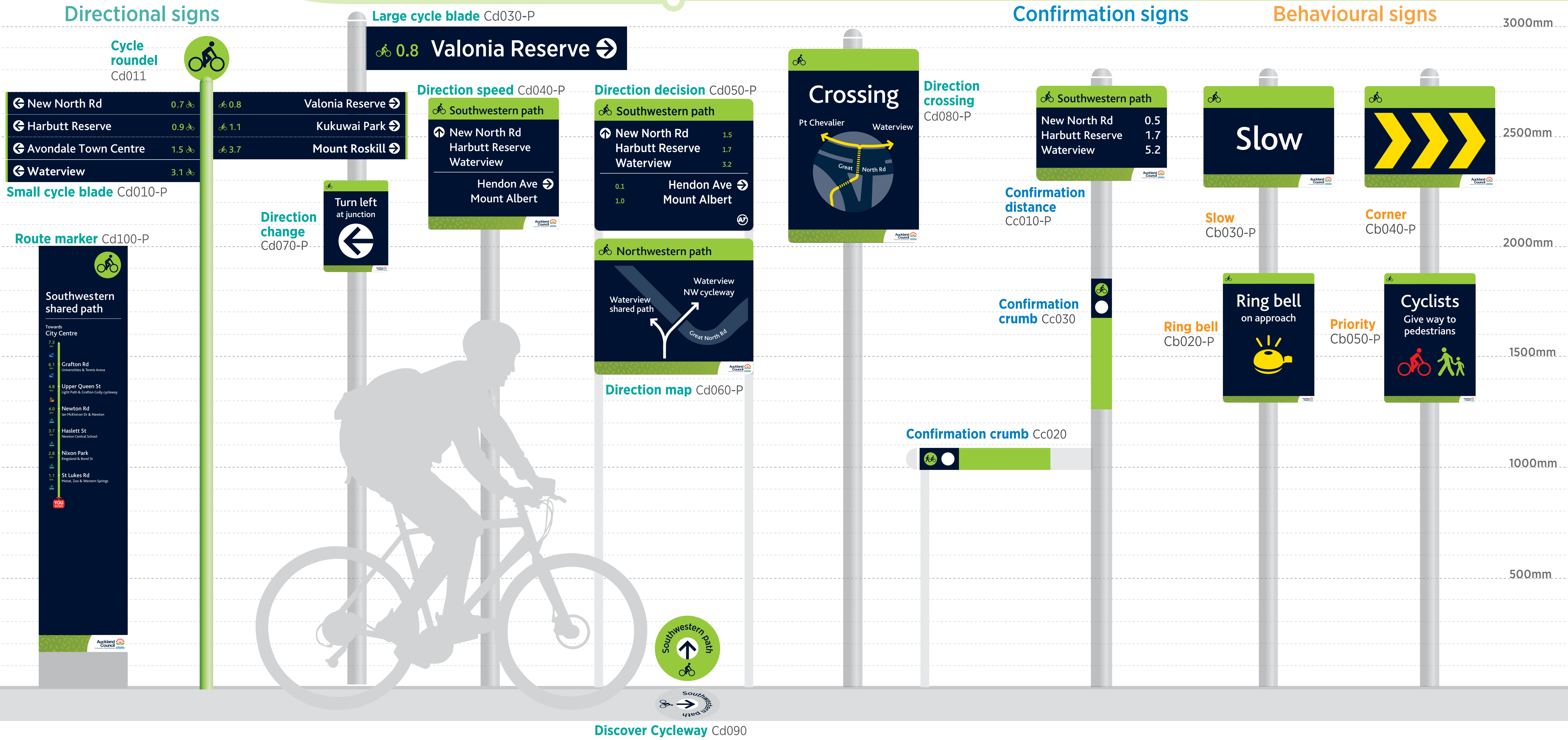
◖ ⅓ height of (i) ◓ ½ AT roundel

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
Large cycle blade Cd030-P
0.8 Valonia Reserve
New North Rd 0.7
Harbutt Reserve 0.9
Avondale Town Centre 1.5
Waterview 3.1
Small cycle blade Cd010-P
0.8 Valonia Reserve
1.1 Kukuwai Park
3.7 Mount Roskill
Route marker Cd100-P
Southwestern shared path
Towards City Centre
7.3 km
6.1 km Grafton Rd Universtities & Tennis Arena
4.8 km Upper Queen St Light Path & Grafton Gully cycleway
4.0 km Newton Rd Ian McKinnon Dr & Newton
3.7 km Haslett St Newton Central School
2.8 km Nixon Park Kingsland & Bond St
1.1 km St Lukes Rd Motat, Zoo & Western Springs
YOU are here
Direction change Cd070-P
Turn left at junction
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
0.1 Hendon Ave
1.0 Mount Albert
Northwestern path
Waterview NW cycleway
Waterview shared path
Great North Rd
Direction map Cd060-P
Crossing
Pt Chevalier
Waterview
Great North Rd
Direction crossing Cd080-P
Discover Cycleway Cd090
Southwestern path
Confirmation signs
Southwestern path
New North Rd 0.5
Harbutt Reserve 1.7
Waterview 5.2
Confirmation distance Cc010-P
Confirmation crumb Cc030
Confirmation crumb Cc020
Behavioural signs
Slow
Slow Cb030-P
Corner Cb040-P
Ring bell on approach
Ring bell Cb020-P
Cyclists Give way to pedestrians
Priority Cb050-P
3000mm
2500mm
2000mm
1500mm
1000mm
500mm

Route marker – parks

Cd100–P

Main header:

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

Destination Sub headings:

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

Destination Text:

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

Distance and gradient:

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

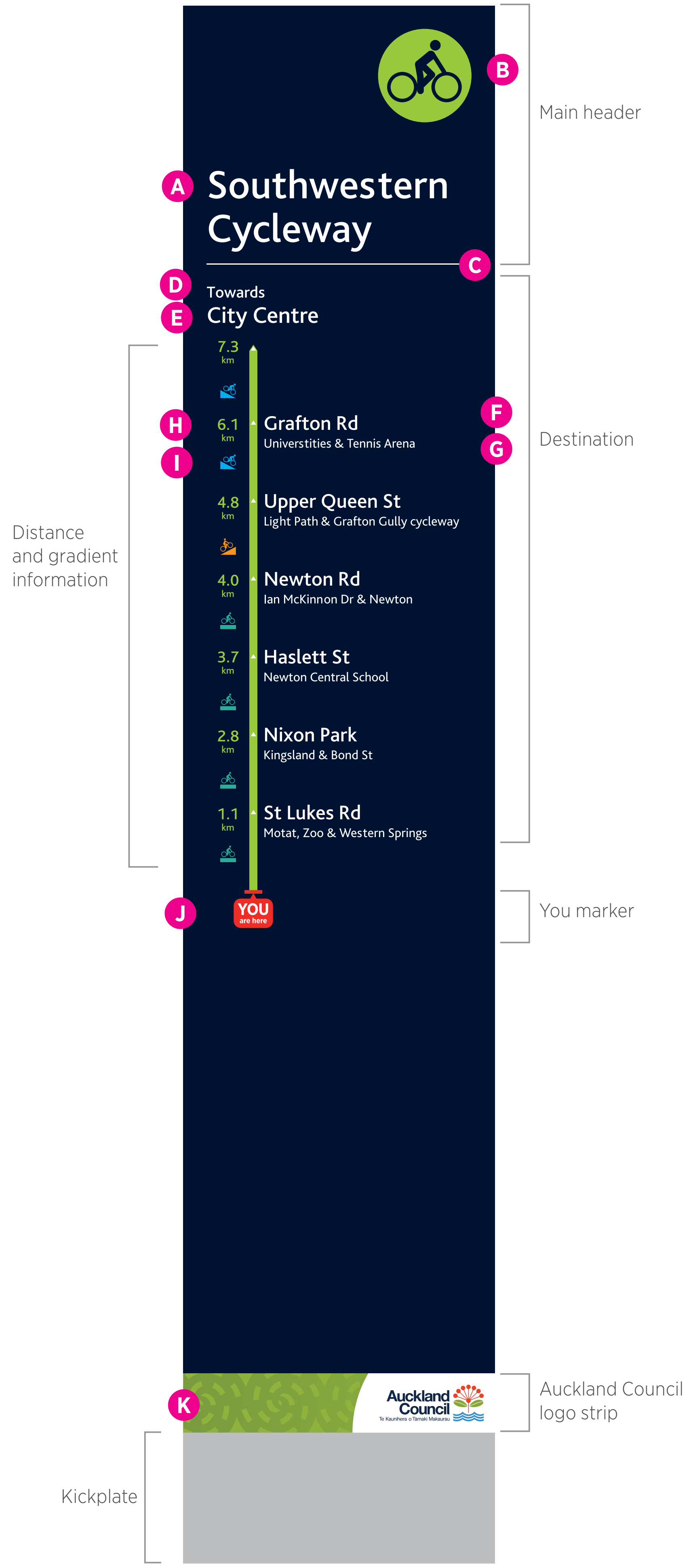
You:

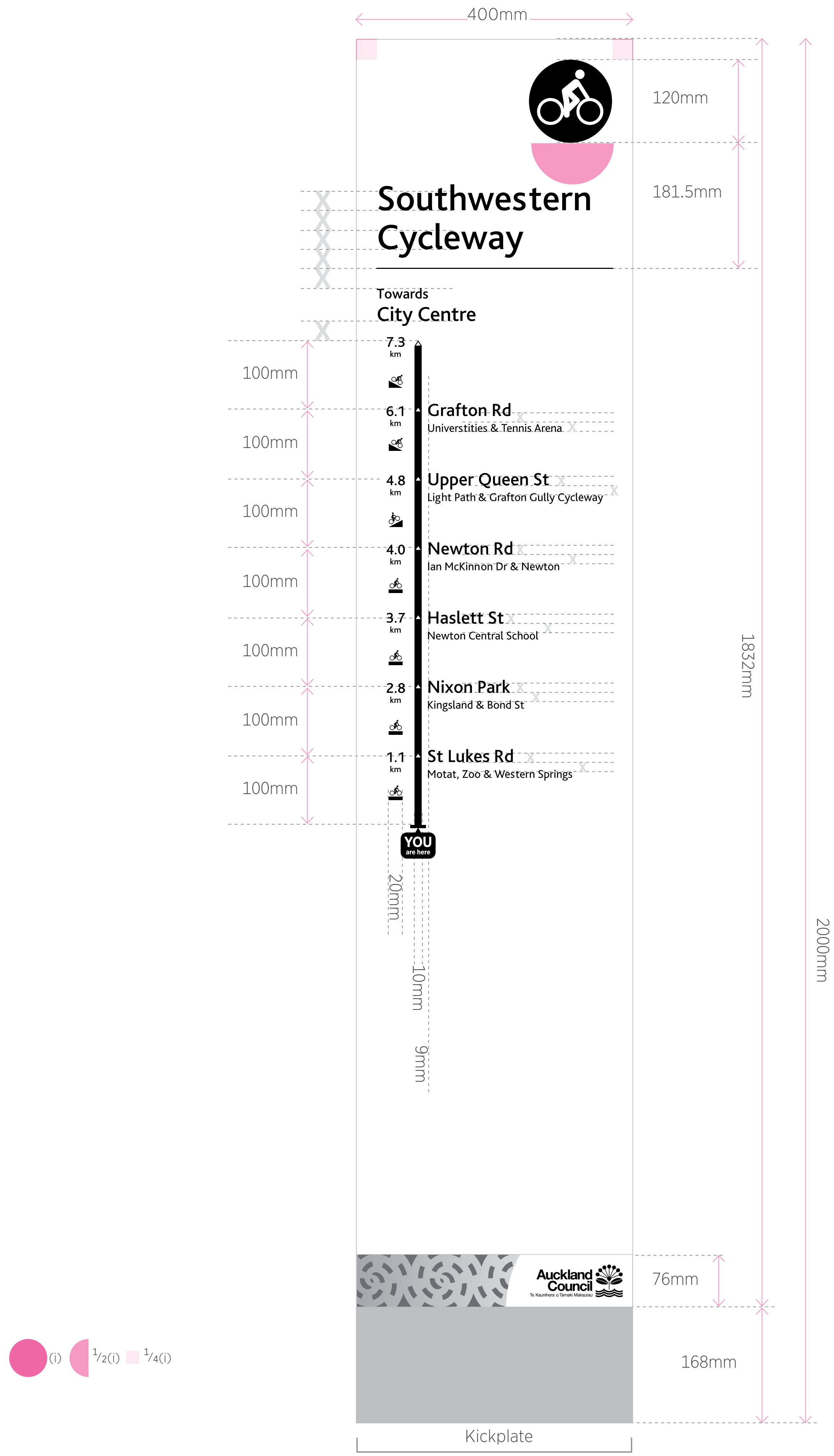
- Ⓙ 50mm wide

Auckland Council logo strip:

- Ⓚ 76mm height

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


B
Main header
A
Southwestern Cycleway
C
D
Towards
E
City Centre
Distance and gradient information
7.3 km
H
6.1 km
I
Grafton Rd
Universtities & Tennis Arena
F
G
Destination
4.8 km
Upper Queen St
Light Path & Grafton Gully cycleway
4.0 km
Newton Rd
Ian McKinnon Dr & Newton
3.7 km
Haslett St
Newton Central School
2.8 km
Nixon Park
Kingsland & Bond St
1.1 km
St Lukes Rd
Motat, Zoo & Western Springs
J
YOU are here
You marker
K
Auckland Council
Auckland Council logo strip
Kickplate


400mm
120mm
181.5mm
Southwestern Cycleway
Towards
City Centre
7.3 km
100mm
6.1 km
Grafton Rd
Universtities & Tennis Arena
100mm
4.8 km
Upper Queen St
Light Path & Grafton Gully Cycleway
100mm
4.0 km
Newton Rd
Ian McKinnon Dr & Newton
100mm
3.7 km
Haslett St
Newton Central School
100mm
2.8 km
Nixon Park
Kingsland & Bond St
100mm
1.1 km
St Lukes Rd
Motat, Zoo & Western Springs
100mm
YOU are here
20mm
10mm
9mm
1832mm
2000mm
Auckland Council
76mm
168mm
Kickplate
(i)
$^1/_2$(i)
$^1/_4$(i)

Cycle blade (small) – parks

Cd010–P

New North Rd 0.7
Harbutt Reserve 0.9
Avondale Town Centre 1.5
1.1

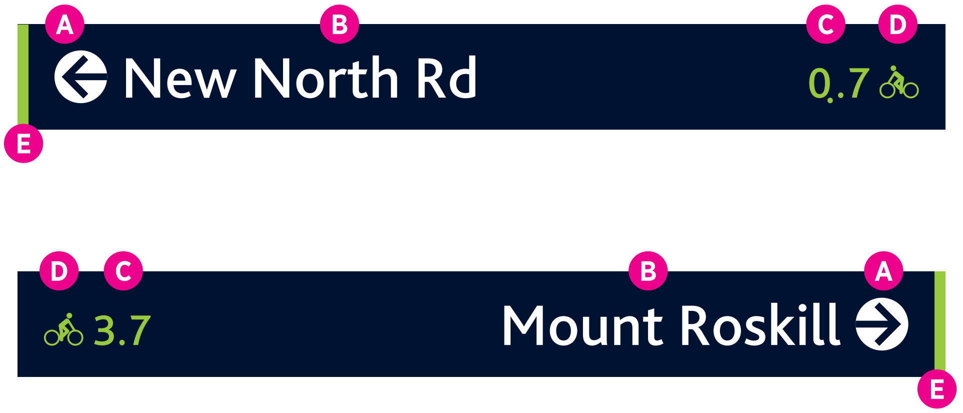
Arrow:
A 50mm diameter

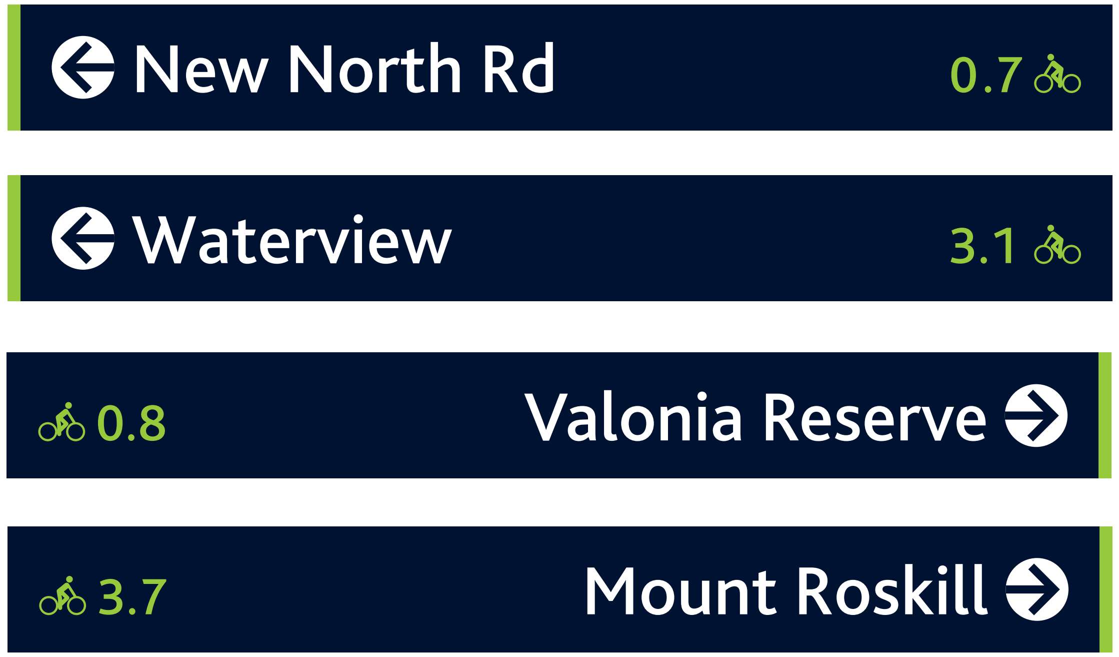
Destination:
B 160pt Bliss Pro medium

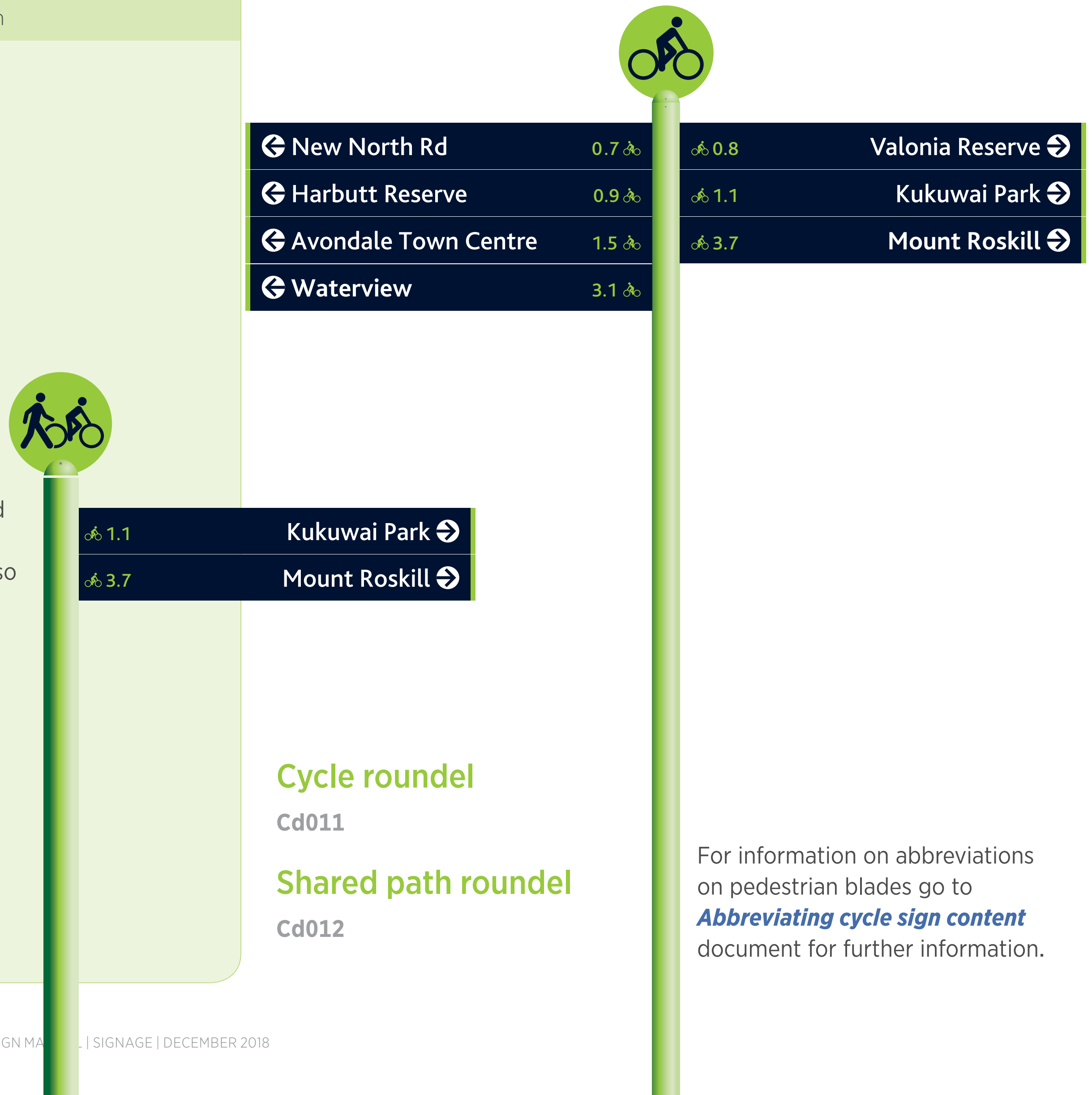
Distance:
C 120pt Bliss Pro medium

Cycling icon:
D 31.2mm height

Parks band:
E 10mm width


A
B
C
D
New North Rd
0.7
E
D
C
B
A
3.7
Mount Roskill
E


New North Rd 0.7
Waterview 3.1
0.8 Valonia Reserve
3.7 Mount Roskill


New North Rd 0.7
Harbutt Reserve 0.9
Avondale Town Centre 1.5
Waterview 3.1
0.8 Valonia Reserve
1.1 Kukuwai Park
3.7 Mount Roskill
1.1 Kukuwai Park
3.7 Mount Roskill

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.

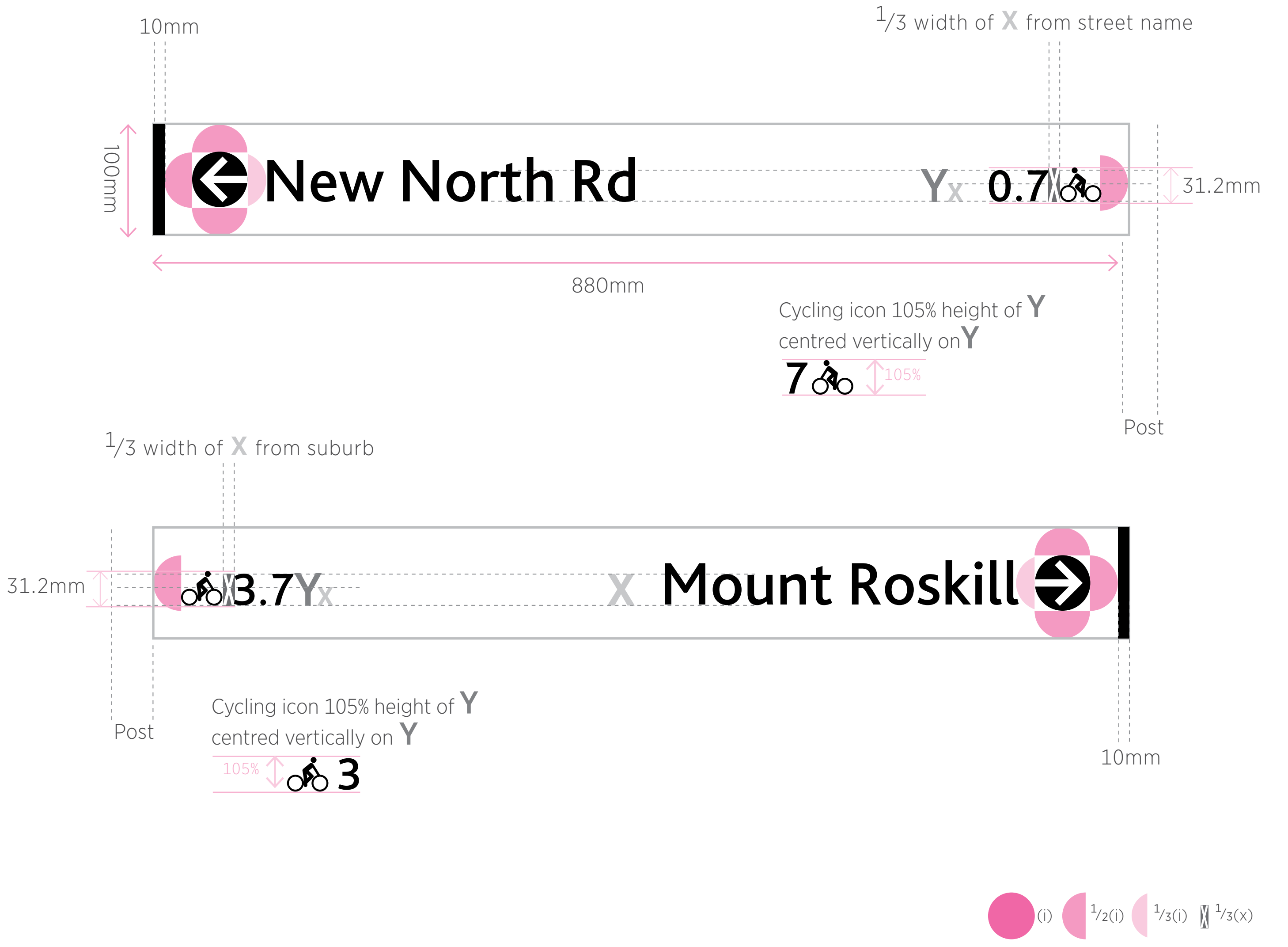
Cycle roundel

Cd011

Shared path roundel

Cd012

For information on abbreviations on pedestrian blades go to ***Abbreviating cycle sign content*** document for further information.


10mm
1/3 width of X from street name
100mm
New North Rd
Yx 0.7
31.2mm
880mm
Cycling icon 105% height of Y centred vertically on Y
7
105%
Post
1/3 width of X from suburb
31.2mm
3.7 Yx
X Mount Roskill
Post
Cycling icon 105% height of Y centred vertically on Y
105%
3
10mm
(i)
1/2(i)
1/3(i)
1/3(x)

Direction speed – parks

Cd040–P

Cycle icon:
A 50mm height

Heading:
B 156pt Bliss Pro medium

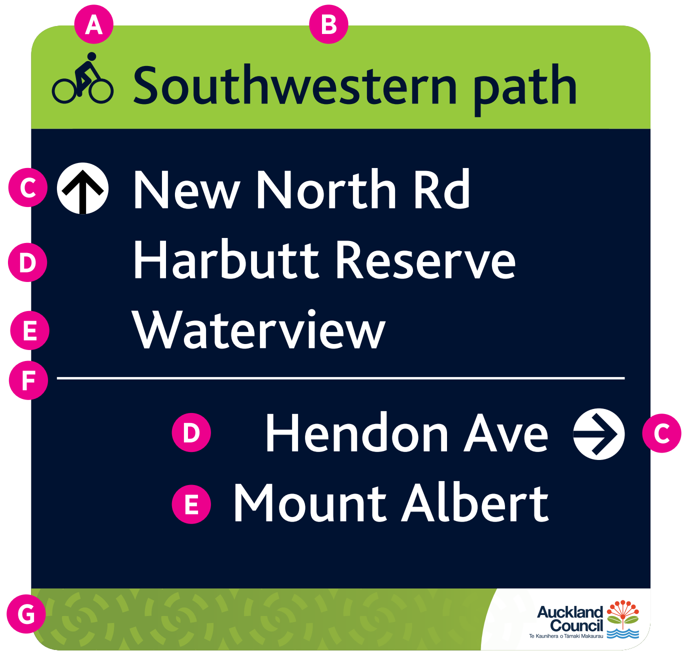
Arrow icons:
C 50mm diameter

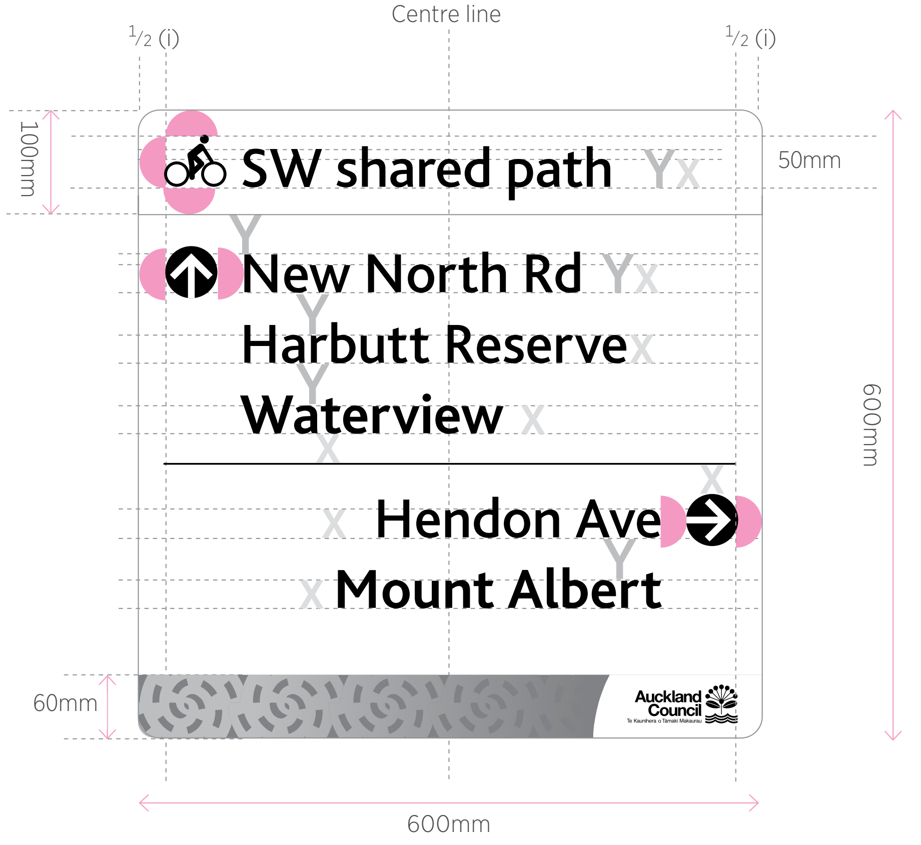
Destination:
D 156pt Bliss Pro medium
192pt leading

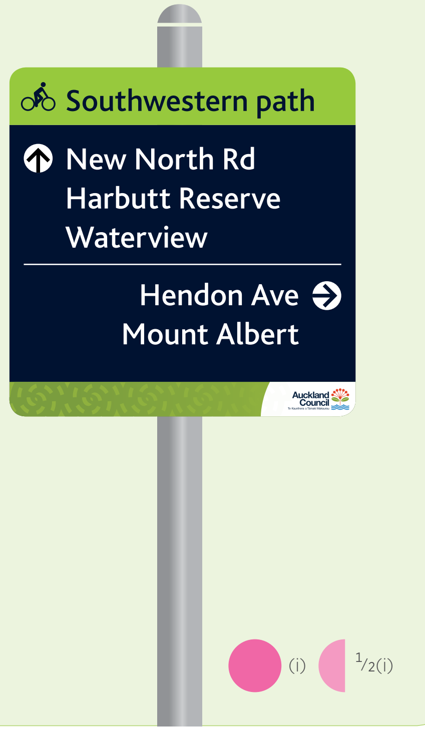
Destination (suburb):
E 156pt Bliss Pro bold

Dividing line:
F 6.5pt Stroke Weight

Auckland Council logo strip:
G 60mm height


A
B
Southwestern path
C
New North Rd
D
Harbutt Reserve
E
Waterview
F
D
Hendon Ave
C
E
Mount Albert
G
Auckland Council


½ (i)
Centre line
½ (i)
100mm
50mm
SW shared path
New North Rd
Harbutt Reserve
Waterview
Hendon Ave
Mount Albert
600mm
60mm
Auckland Council
600mm


Southwestern path
New North Rd
Harbutt Reserve
Waterview
Hendon Ave
Mount Albert
Auckland Council
(i)
½(i)

Decision direction - parks

Cd050–P

Cycle icon:
A 50mm height

Heading:
B 156pt Bliss Pro medium

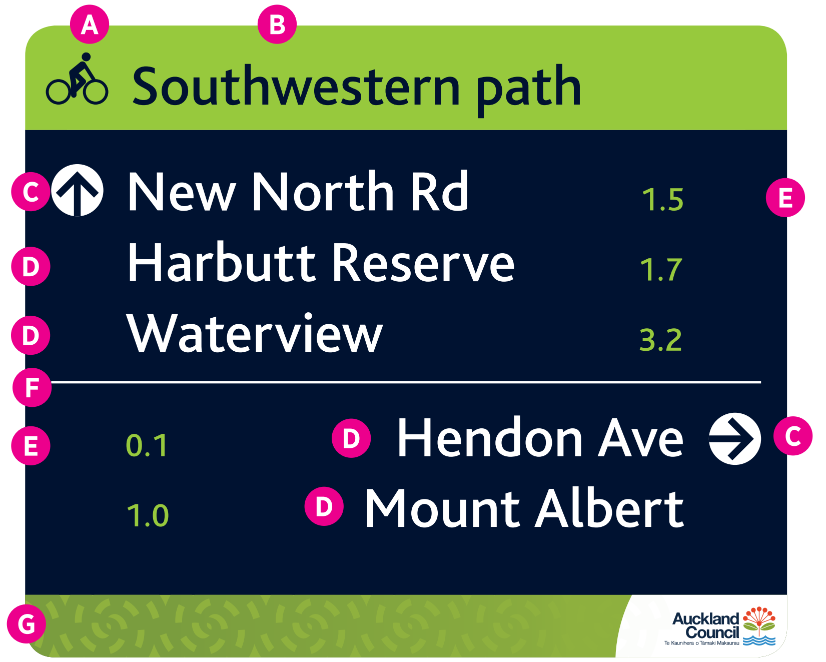
Arrow icons:
C 50mm diameter

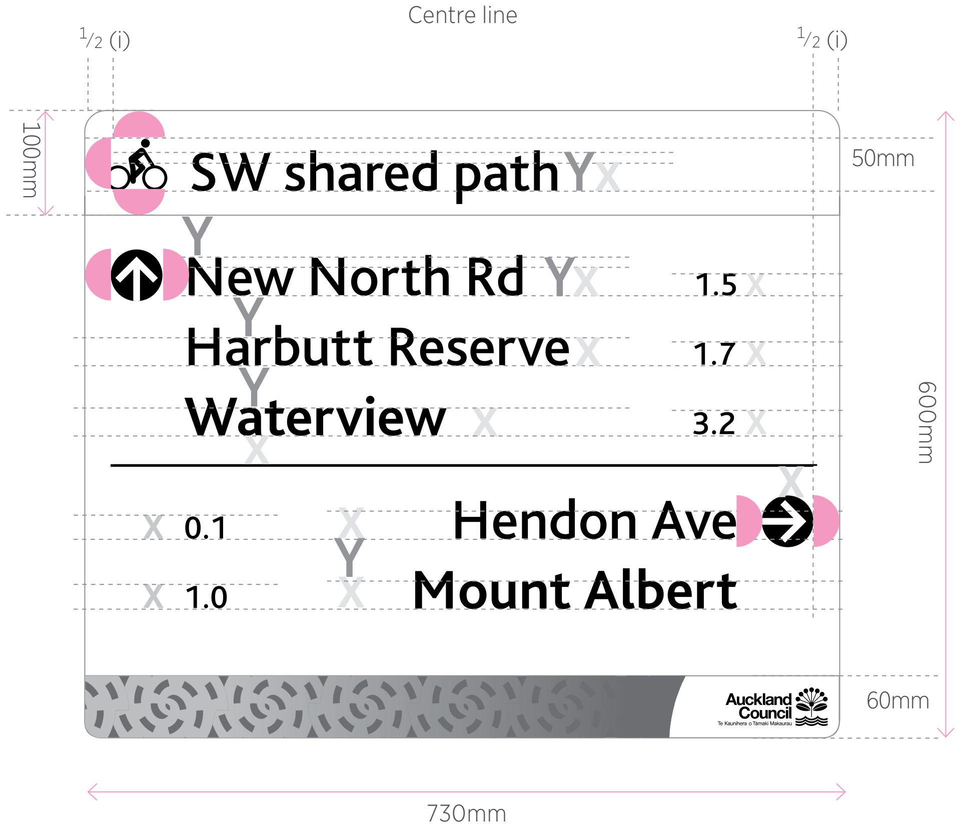
Destination:
D 156pt Bliss Pro medium
192pt leading

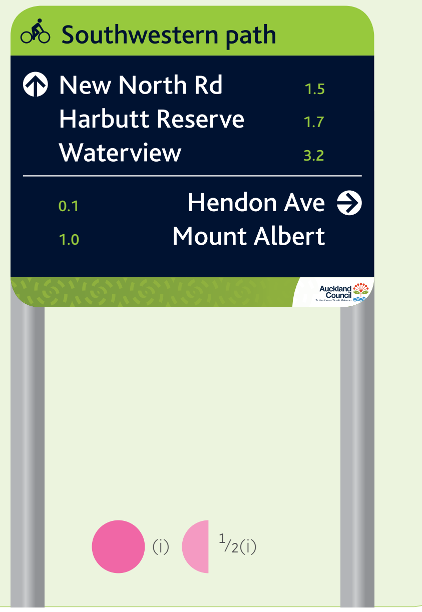
Distance:
E 91pt Bliss Pro medium

Dividing line:
F 6.5pt Stroke Weight

Auckland Council logo strip:
G 60mm height


A
B
Southwestern path
C
New North Rd
1.5
E
D
Harbutt Reserve
1.7
D
Waterview
3.2
F
E
0.1
D
Hendon Ave
C
1.0
D
Mount Albert
G
Auckland Council


½ (i)
Centre line
½ (i)
100mm
50mm
SW shared path
New North Rd
1.5
Harbutt Reserve
1.7
Waterview
3.2
0.1
Hendon Ave
1.0
Mount Albert
Auckland Council
60mm
600mm
730mm


Southwestern path
New North Rd
1.5
Harbutt Reserve
1.7
Waterview
3.2
0.1
Hendon Ave
1.0
Mount Albert
Auckland Council
(i)
½(i)

Direction map – parks

Cd060-P

Cycle icon:
- A 50mm height

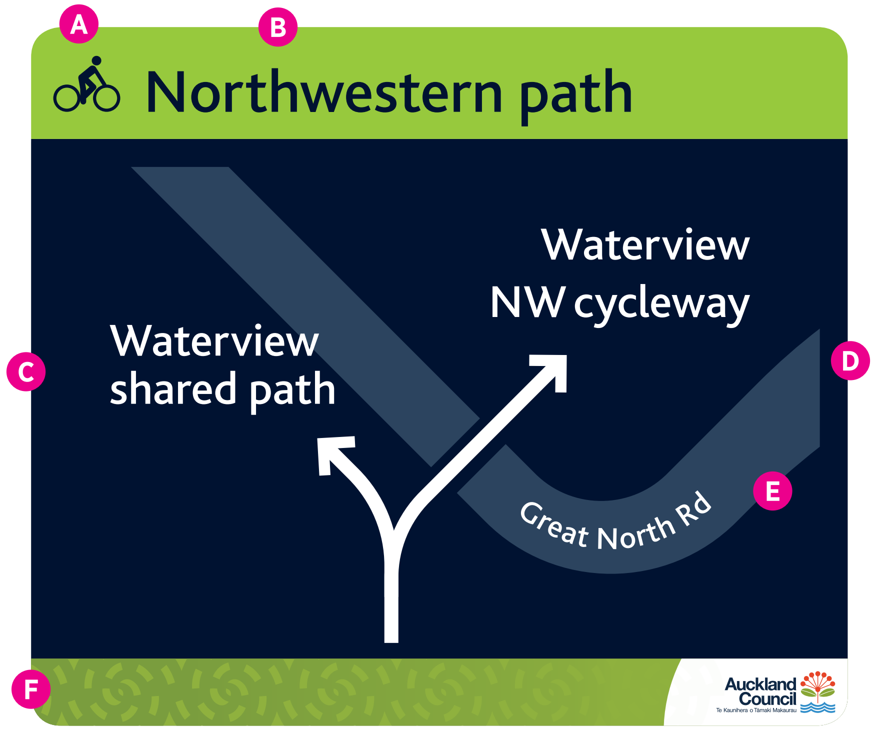
Heading:
- B 156pt Bliss Pro medium

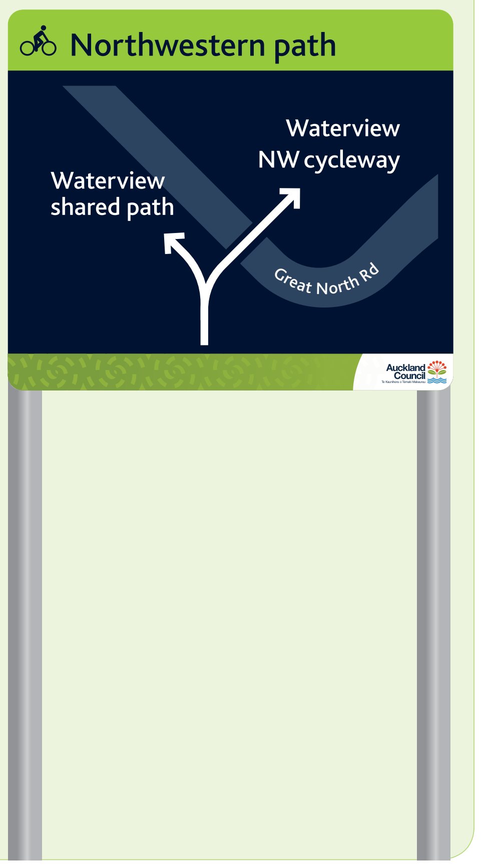
Destinations:
- C 118 pt Bliss Pro medium

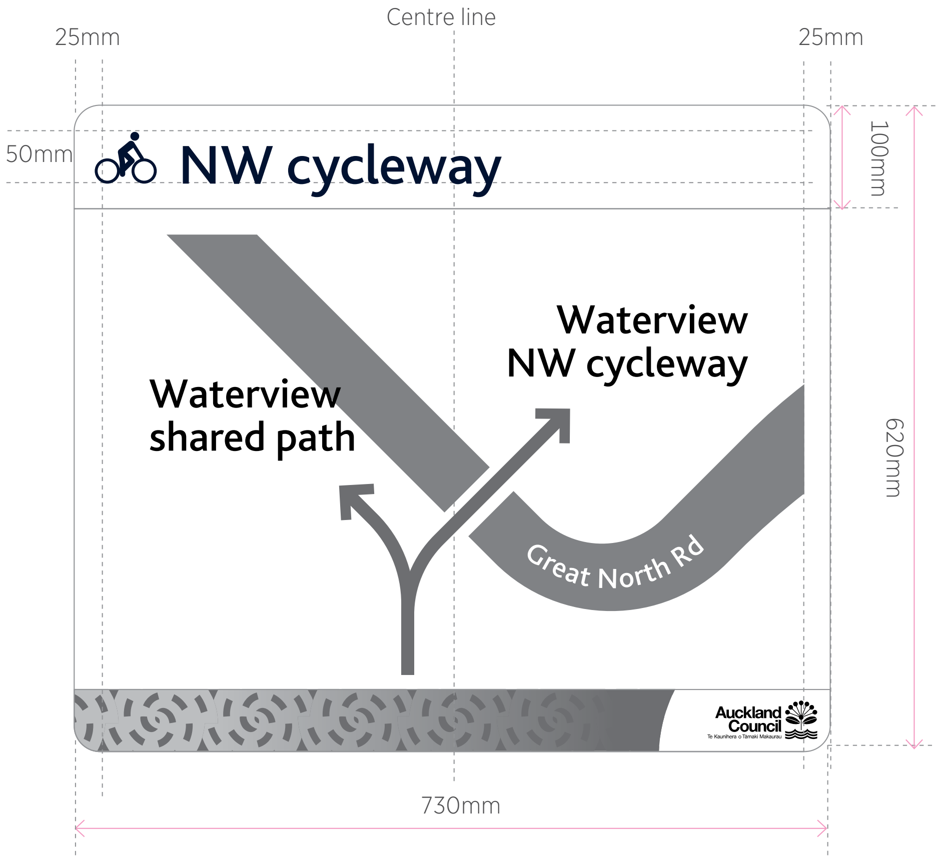
Illustration:
- D 680mm maximum width
  Text: 80pt Bliss Pro medium

Road names:
- E 80pt Bliss Pro medium

Auckland Council logo strip:
- F 60mm height


A
B
Northwestern path
Waterview
NW cycleway
Waterview
shared path
Great North Rd
C
D
E
F
Auckland Council


Northwestern path
Waterview
NW cycleway
Waterview
shared path
Great North Rd
Auckland Council


Centre line
25mm
25mm
50mm
100mm
NW cycleway
Waterview
NW cycleway
Waterview
shared path
Great North Rd
620mm
Auckland Council
730mm

Direction change – parks

Cd070–P

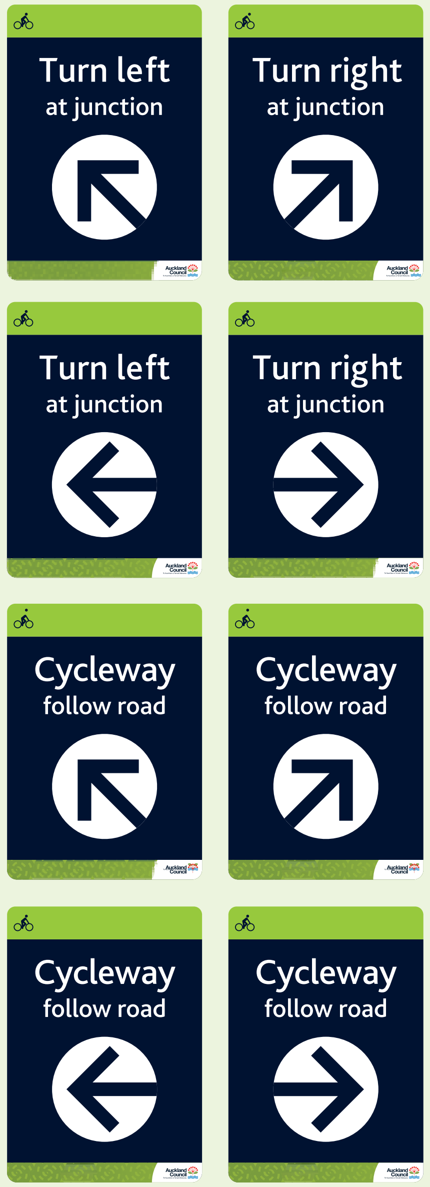
Cycle icon:
- A 25mm high

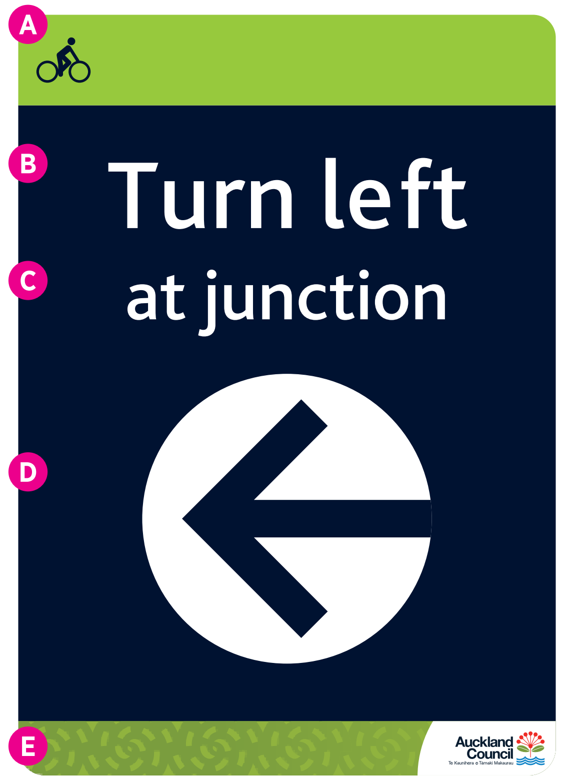
Heading:
- B 156pt Bliss Pro medium

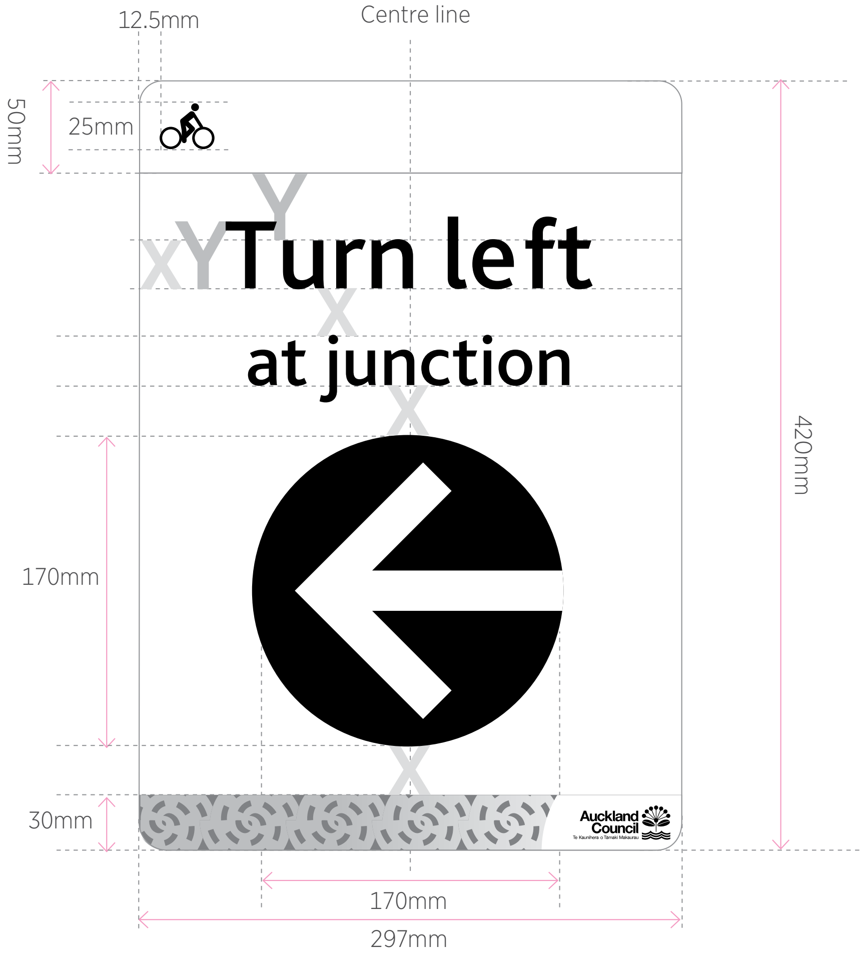
Sub Heading:
- C 113pt Bliss Pro medium

Arrow:
- D 170mm diameter

Auckland Council logo strip:
- E 30mm height


Turn left
at junction
Turn right
at junction
Turn left
at junction
Turn right
at junction
Cycleway
follow road
Cycleway
follow road
Cycleway
follow road
Cycleway
follow road


A
B
C
D
E
Turn left
at junction
Auckland Council


12.5mm
Centre line
50mm
25mm
Turn left
at junction
420mm
170mm
30mm
Auckland Council
170mm
297mm

Direction crossing – parks

Cd080-P

Cycle icon:
A 50mm height

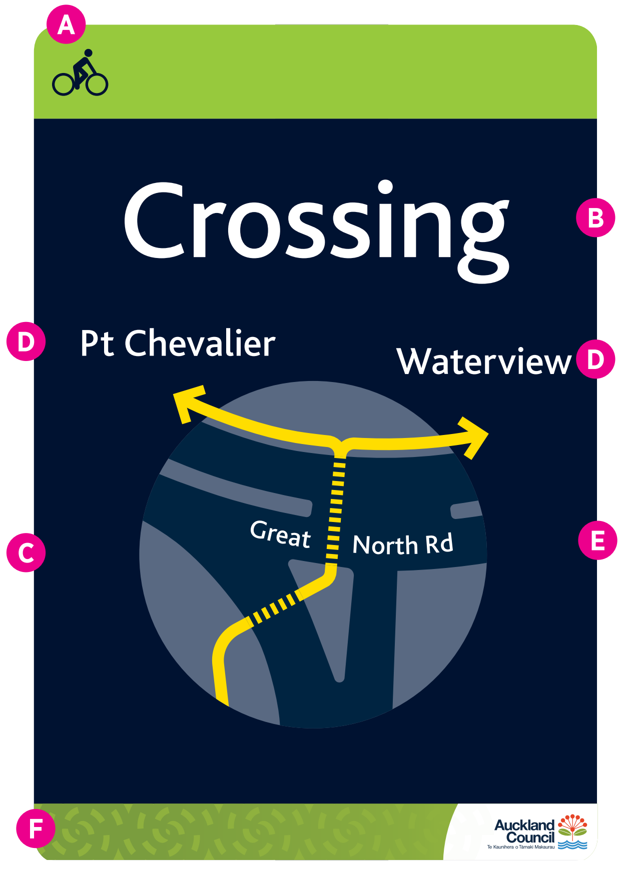
Heading:
B 340pt Bliss Pro medium

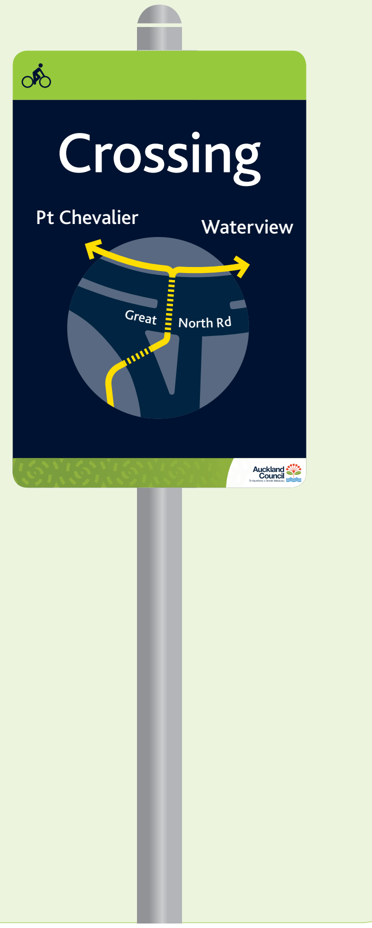
Illustration:
C 370mm width, 370mm height

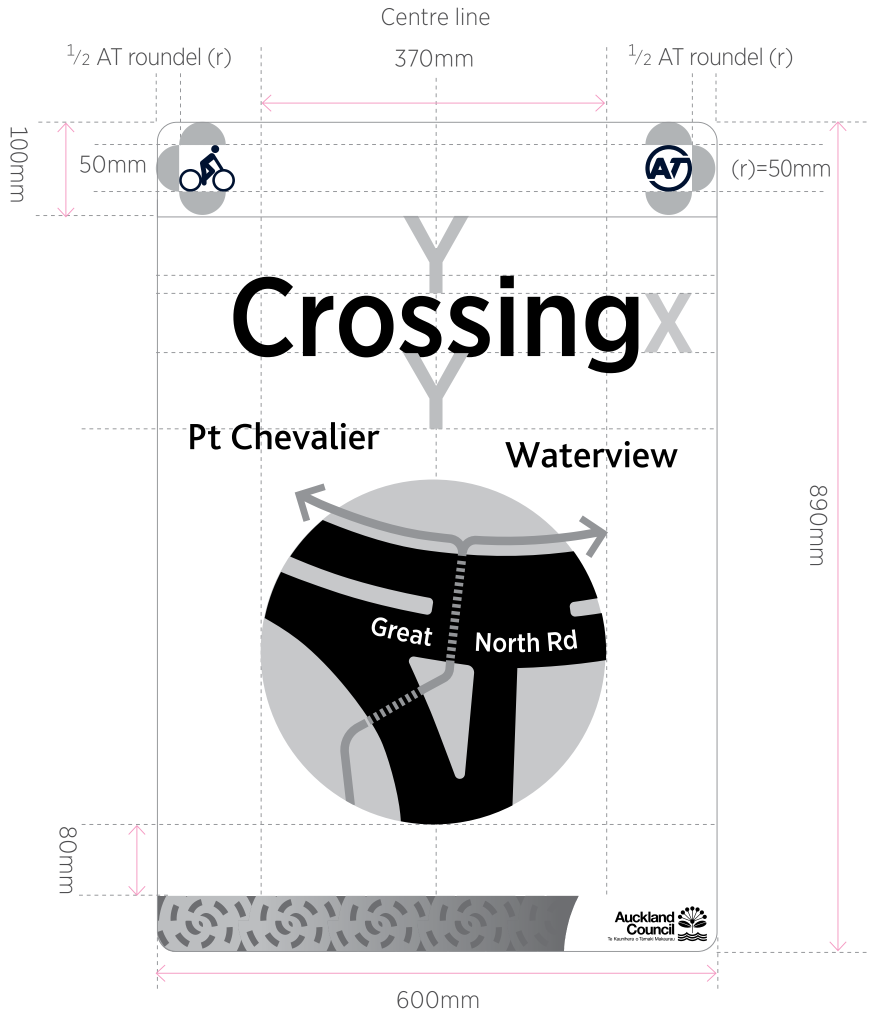
Destinations:
D 118pt Bliss Pro medium

Road names:
E 80pt Bliss Pro medium

Auckland Council logo strip:
F 60mm height


A
Crossing
B
D
Pt Chevalier
Waterview
D
C
Great
North Rd
E
F
Auckland Council


Crossing
Pt Chevalier
Waterview
Great
North Rd
Auckland Council


Centre line
½ AT roundel (r)
370mm
½ AT roundel (r)
100mm
50mm
(r)=50mm
Crossing
Pt Chevalier
Waterview
Great
North Rd
890mm
80mm
Auckland Council
600mm

Confirm distance – parks

Cc010-P

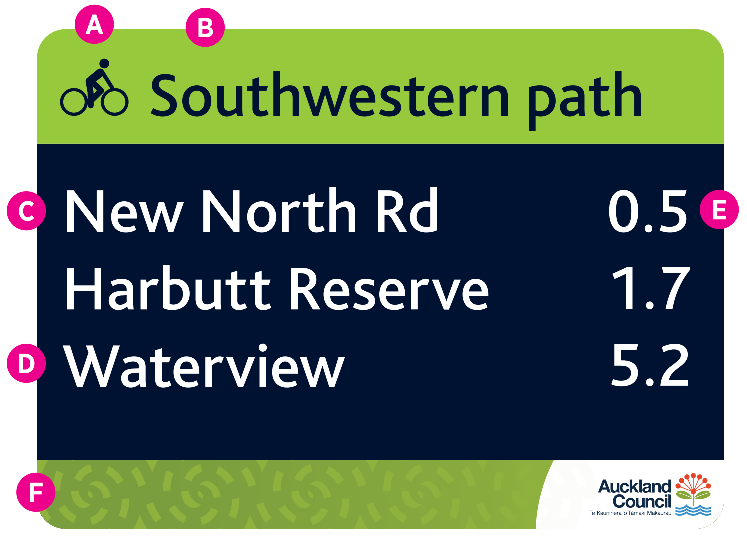
Cycle icon:
A 50mm height

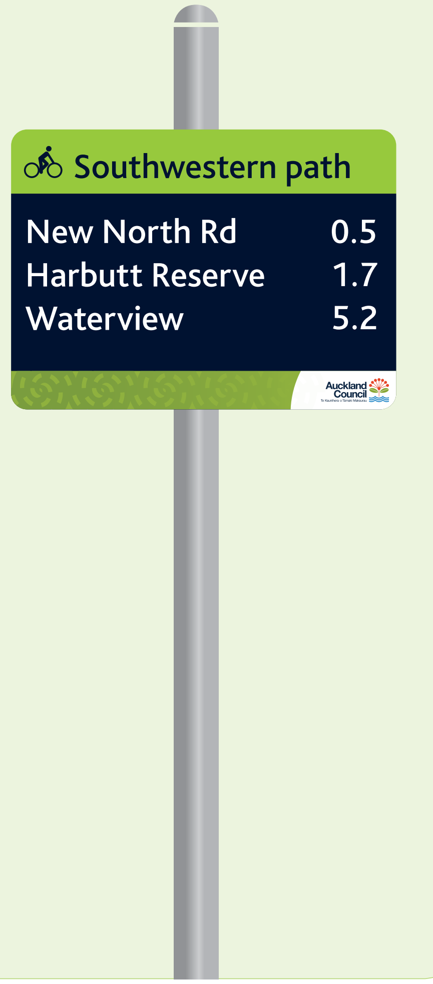
Heading:
B 156pt Bliss Pro medium

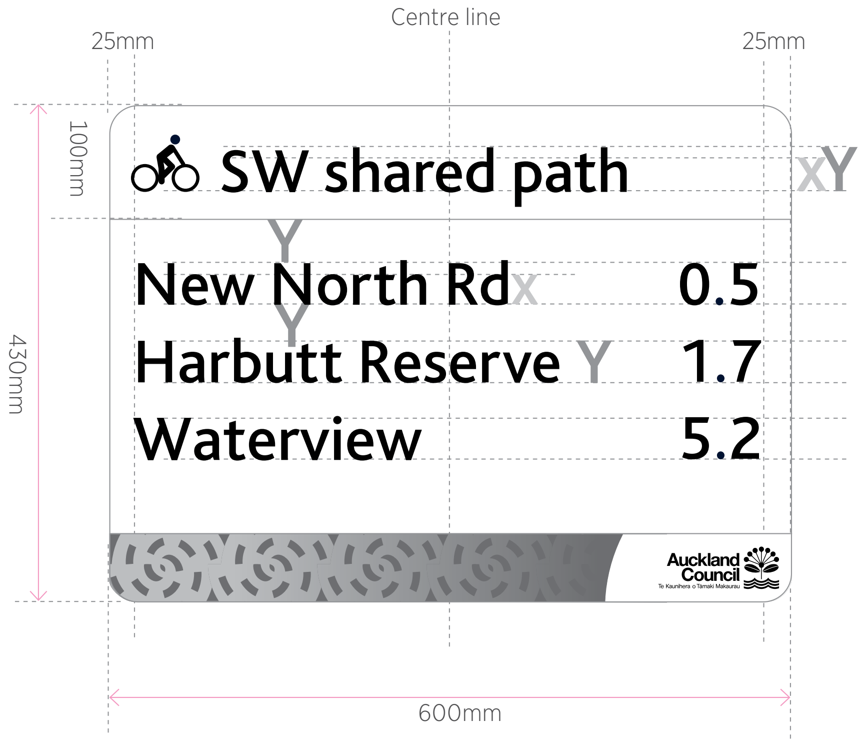
Destinations:
C 156pt Bliss Pro medium
192pt leading

Distance:
E 156pt Bliss Pro medium
192pt leading

Auckland Council logo strip:
F 60mm height


A
B
Southwestern path
C
New North Rd
0.5
E
Harbutt Reserve
1.7
D
Waterview
5.2
F
Auckland Council


Southwestern path
New North Rd 0.5
Harbutt Reserve 1.7
Waterview 5.2
Auckland Council


Centre line
25mm
25mm
100mm
SW shared path
430mm
New North Rd 0.5
Harbutt Reserve 1.7
Waterview 5.2
Auckland Council
600mm

Ring bell - parks

Cb020-P

Cycle icon:
Ⓐ 25mm height

Heading:
Ⓑ 240pt Bliss Pro medium

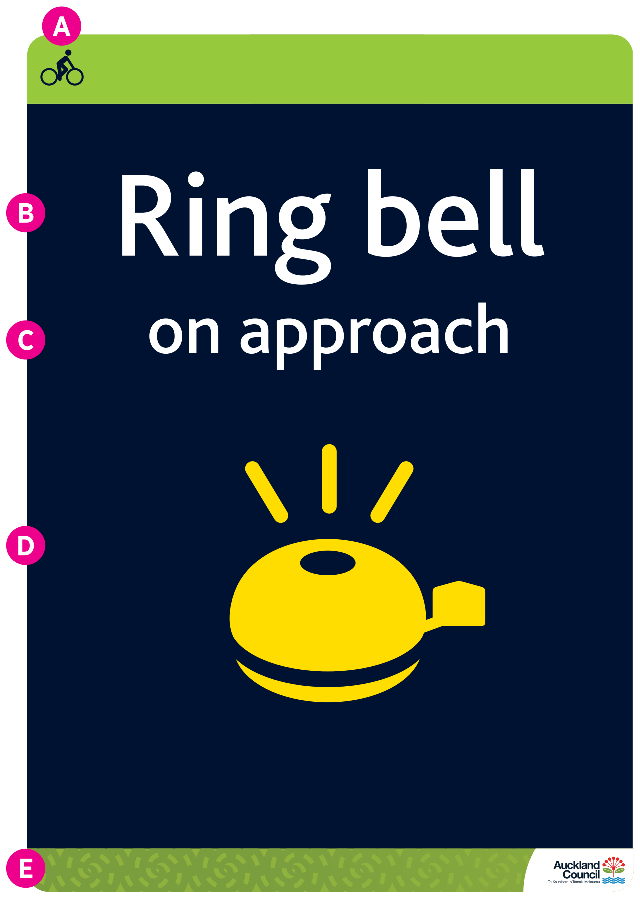
Sub heading:
Ⓒ 140pt Bliss Pro medium

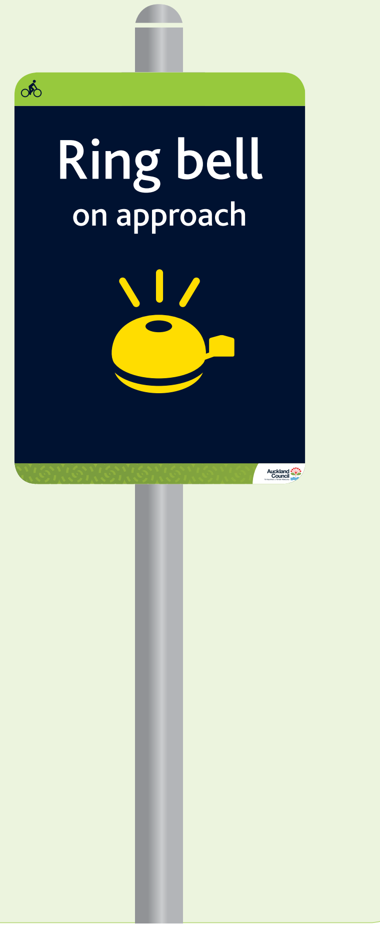
Illustration:
Ⓓ 136mm width, 179mm deep

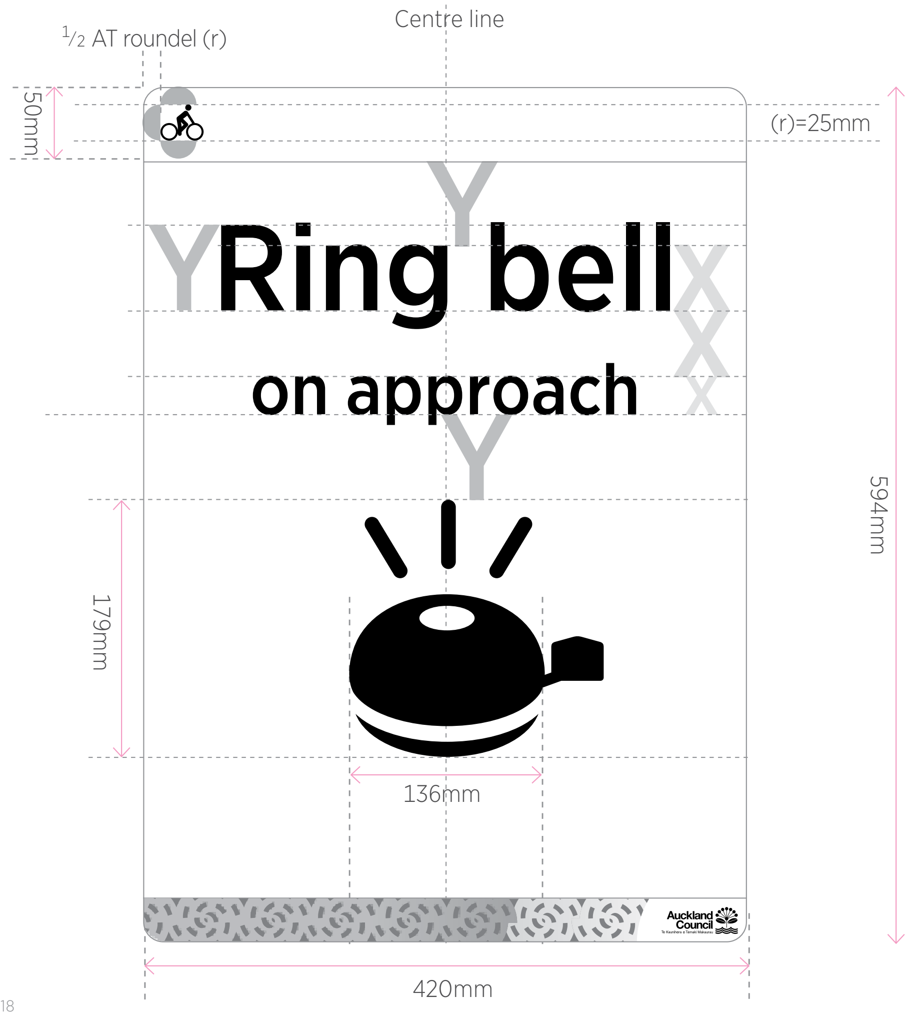
Auckland Council logo strip:
Ⓔ 30mm height

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

To be used sparingly.


A
B
C
D
E
Ring bell
on approach
Auckland Council


Ring bell
on approach


½ AT roundel (r)
Centre line
50mm
(r)=25mm
Ring bell
on approach
179mm
136mm
594mm
420mm
Auckland Council

Slow - parks

Cb030-P

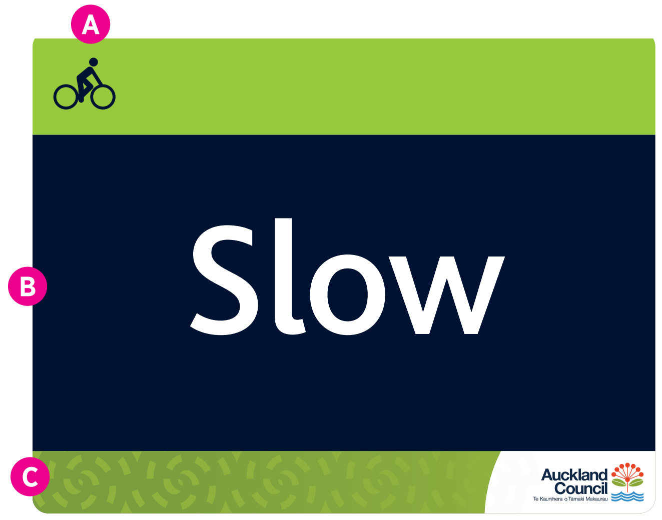
Cycle icon:
Ⓐ 50mm height

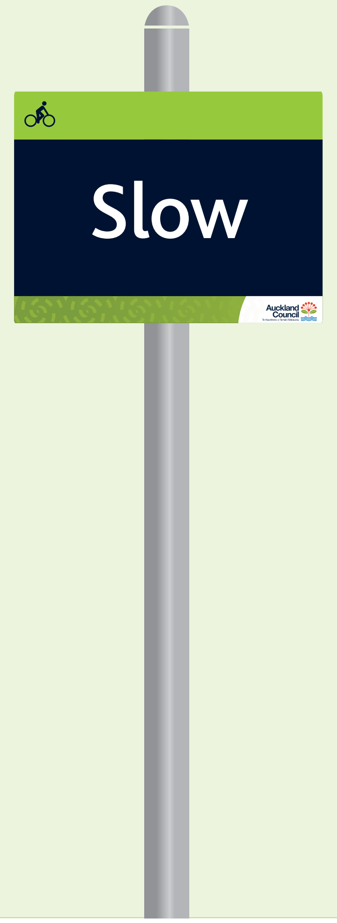
Heading:
Ⓑ 445pt Bliss Pro medium

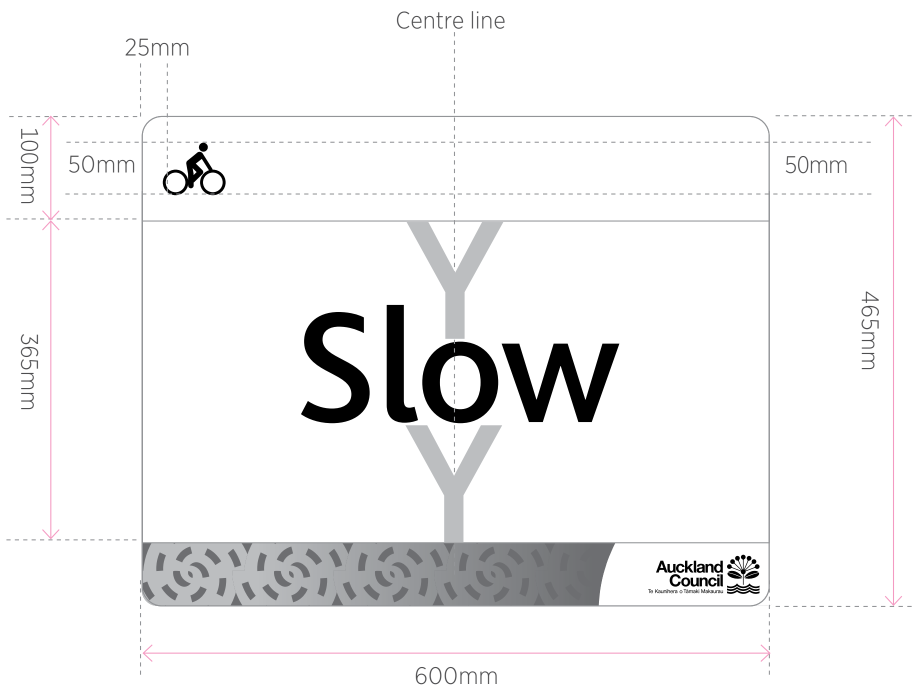
Auckland Council logo strip:
Ⓒ 60mm height

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

To be used sparingly.


A
B
C
Slow
Auckland Council




Centre line
25mm
100mm
50mm
50mm
Slow
365mm
465mm
600mm
Auckland Council

Corner – parks

Cb040-P

Cycle icon:

A 50mm height

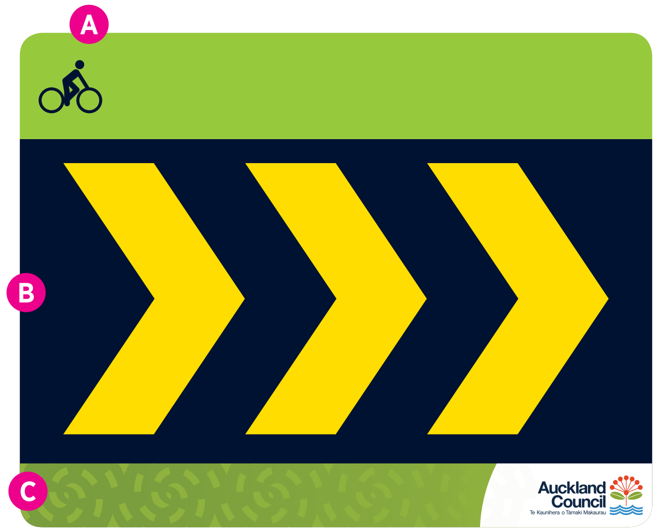
Chevron:

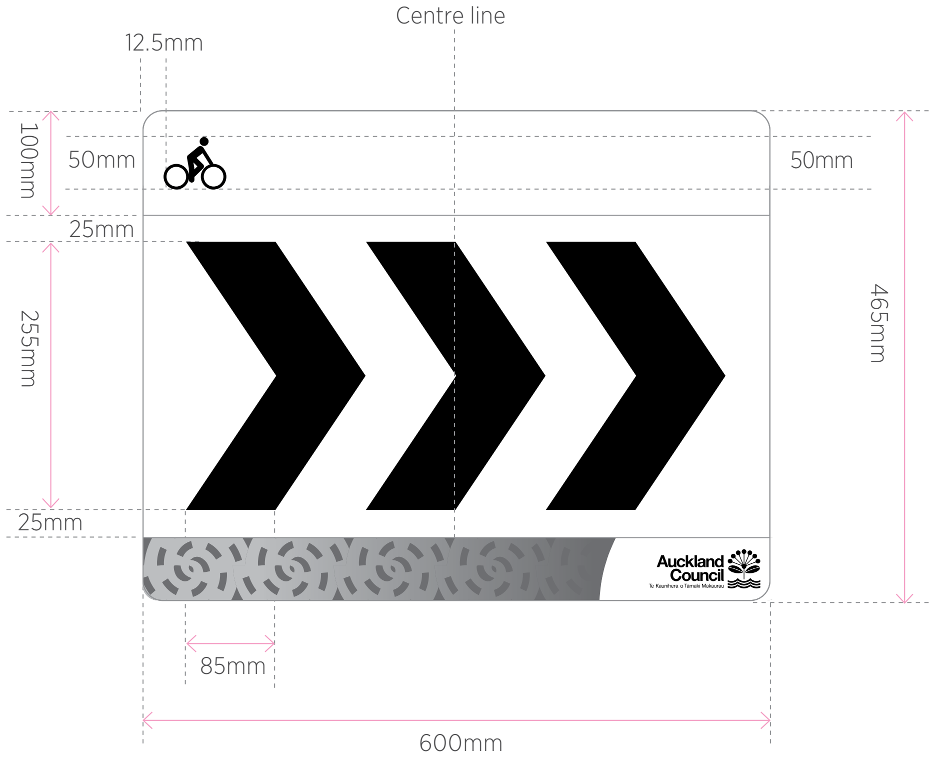
B 515mm width, 255mm height

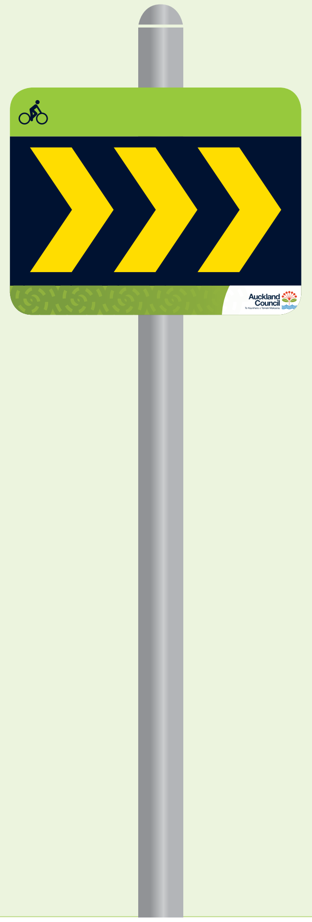
Auckland Council logo strip:

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.


A
B
C
Auckland Council


Centre line
12.5mm
100mm
50mm
50mm
25mm
255mm
25mm
465mm
Auckland Council
85mm
600mm



Pedestrian priority - parks

Cb050-P

Cycle icon:

A 25mm height

Heading:

B 240pt Bliss Pro medium

Sub heading:

C 140pt Bliss Pro medium

Illustration:

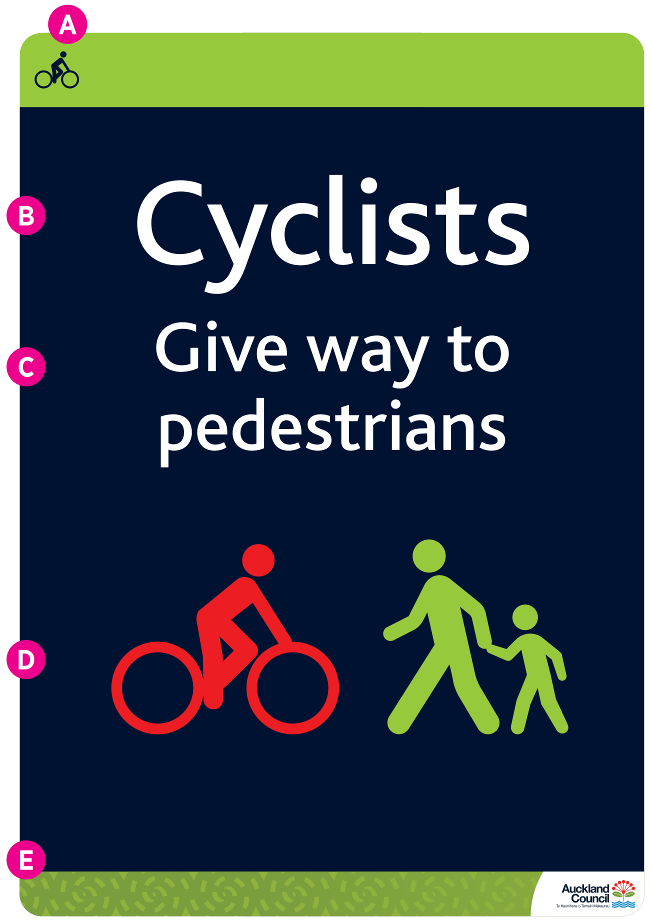
D 307mm width, 130mm height

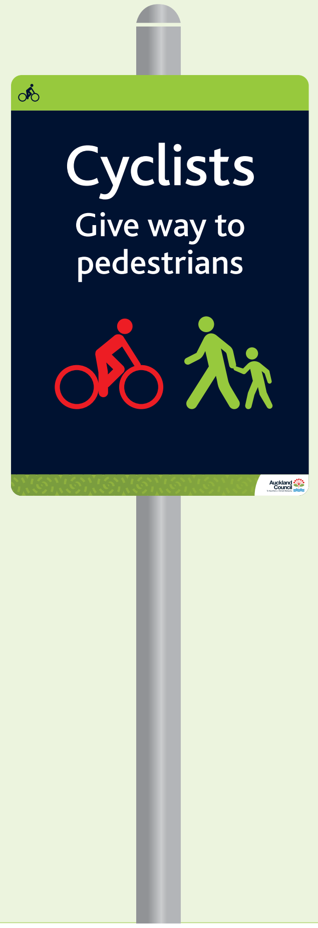
Auckland Council logo strip:

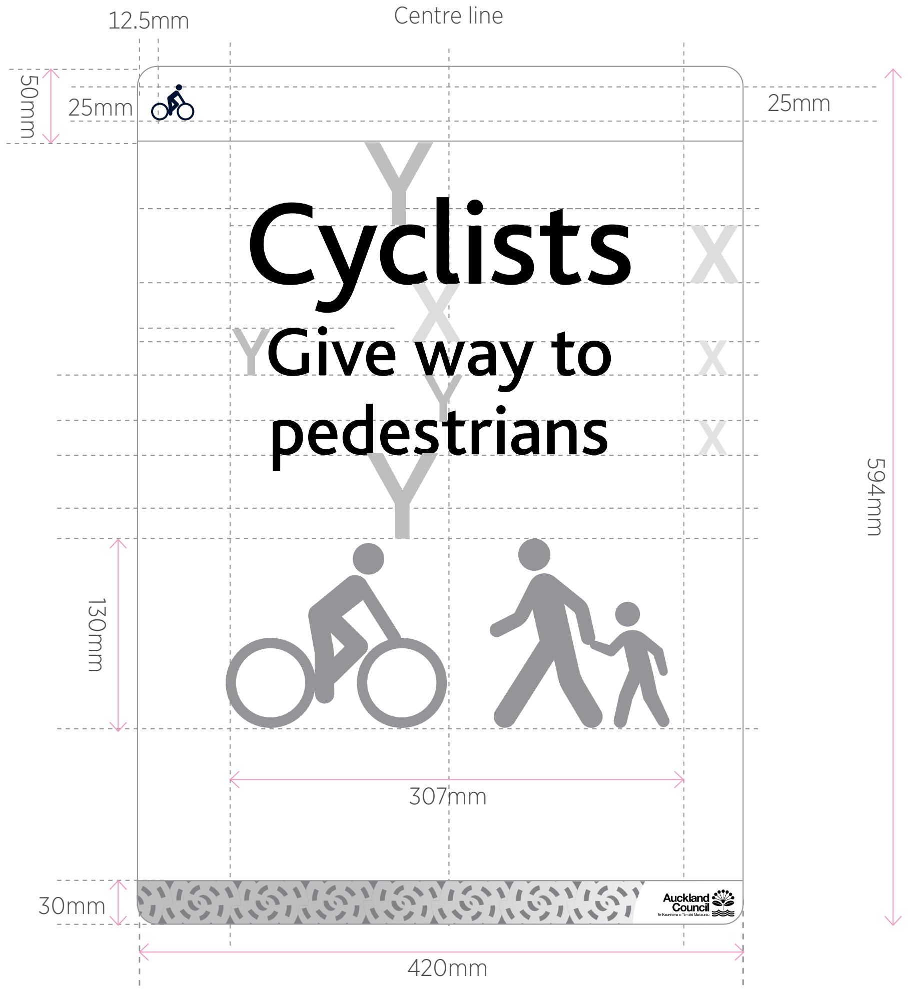
E 30mm height

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

To be used sparingly.


A
B
Cyclists
C
Give way to
pedestrians
D
E
Auckland Council


Cyclists
Give way to
pedestrians


12.5mm
Centre line
50mm
25mm
25mm
Cyclists
Give way to
pedestrians
X
Y
594mm
130mm
307mm
30mm
Auckland Council
420mm

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

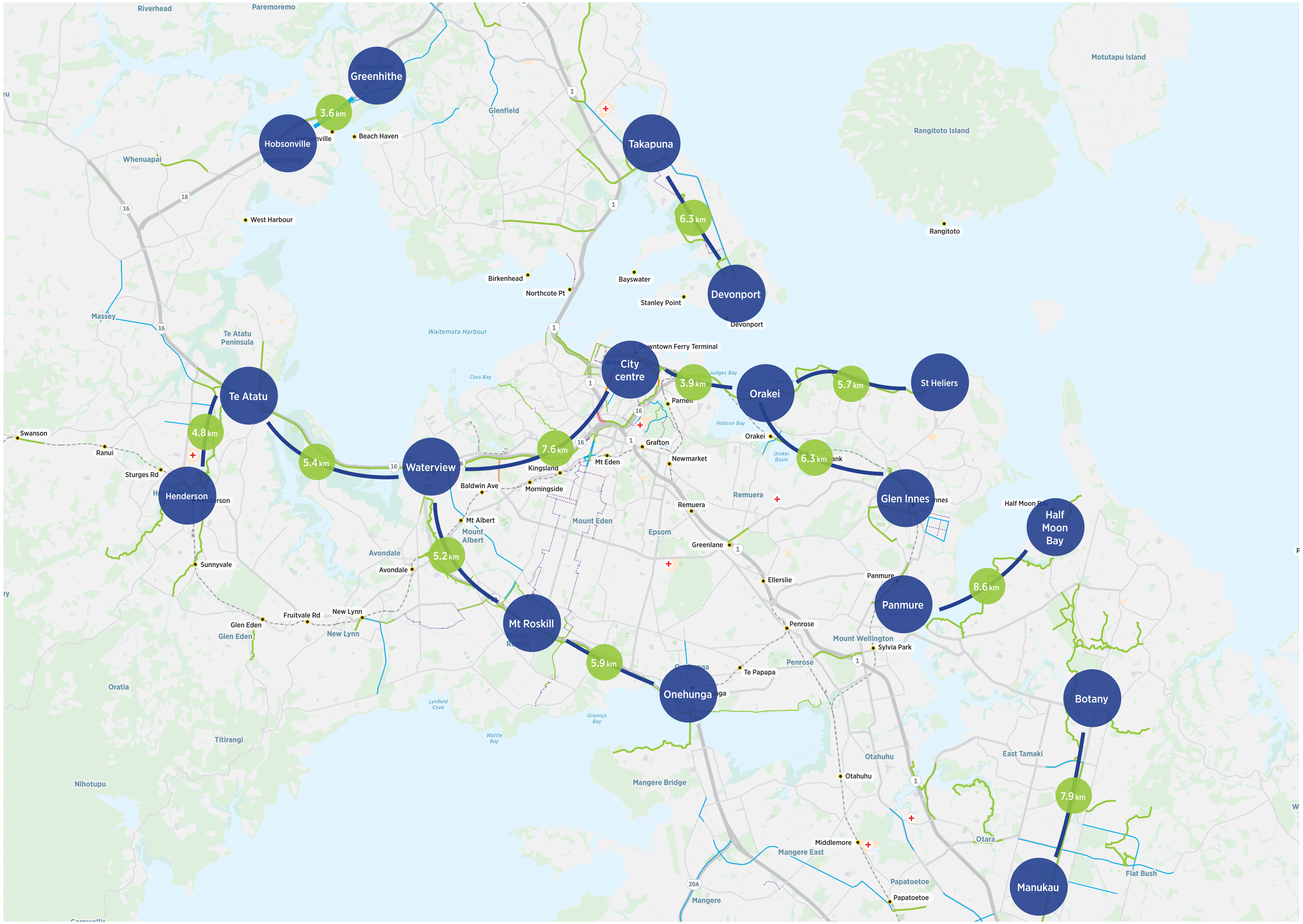
Creating a destination map enables you to choose content for your signs. The first step in this process is identifying which 'super destinations' you will need to include on your signs. It also helps you to identify the important junctions on your route. This city-wide map shows the most important destinations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


Greenhithe
3.6 km
Hobsonville
Takapuna
6.3 km
Devonport
City centre
3.9 km
Orakei
5.7 km
St Heliers
6.3 km
Glen Innes
Te Atatu
4.8 km
Henderson
5.4 km
Waterview
7.6 km
5.2 km
Mt Roskill
5.9 km
Onehunga
Half Moon Bay
8.6 km
Panmure
Botany
7.9 km
Manukau
Riverhead
Paremoremo
Glenfield
Beach Haven
Whenuapai
West Harbour
Birkenhead
Northcote Pt
Bayswater
Stanley Point
Rangitoto Island
Rangitoto
Motutapu Island
Massey
Te Atatu Peninsula
Waitemata Harbour
Downtown Ferry Terminal
Parnell
Swanson
Ranui
Sturges Rd
Kingsland
Mt Eden
Grafton
Newmarket
Baldwin Ave
Morningside
Remuera
Mt Albert
Mount Albert
Mount Eden
Epsom
Greenlane
Ellerslie
Avondale
Sunnyvale
Glen Eden
Fruitvale Rd
New Lynn
Penrose
Mount Wellington
Sylvia Park
Te Papapa
Oratia
Titirangi
Nihotupu
Mangere Bridge
Otahuhu
East Tamaki
Otara
Middlemore
Mangere East
Papatoetoe
Mangere
Flat Bush

Uni. of Auckland
Wellesley St West
Albert Park
Grafton G

Developing a destination map

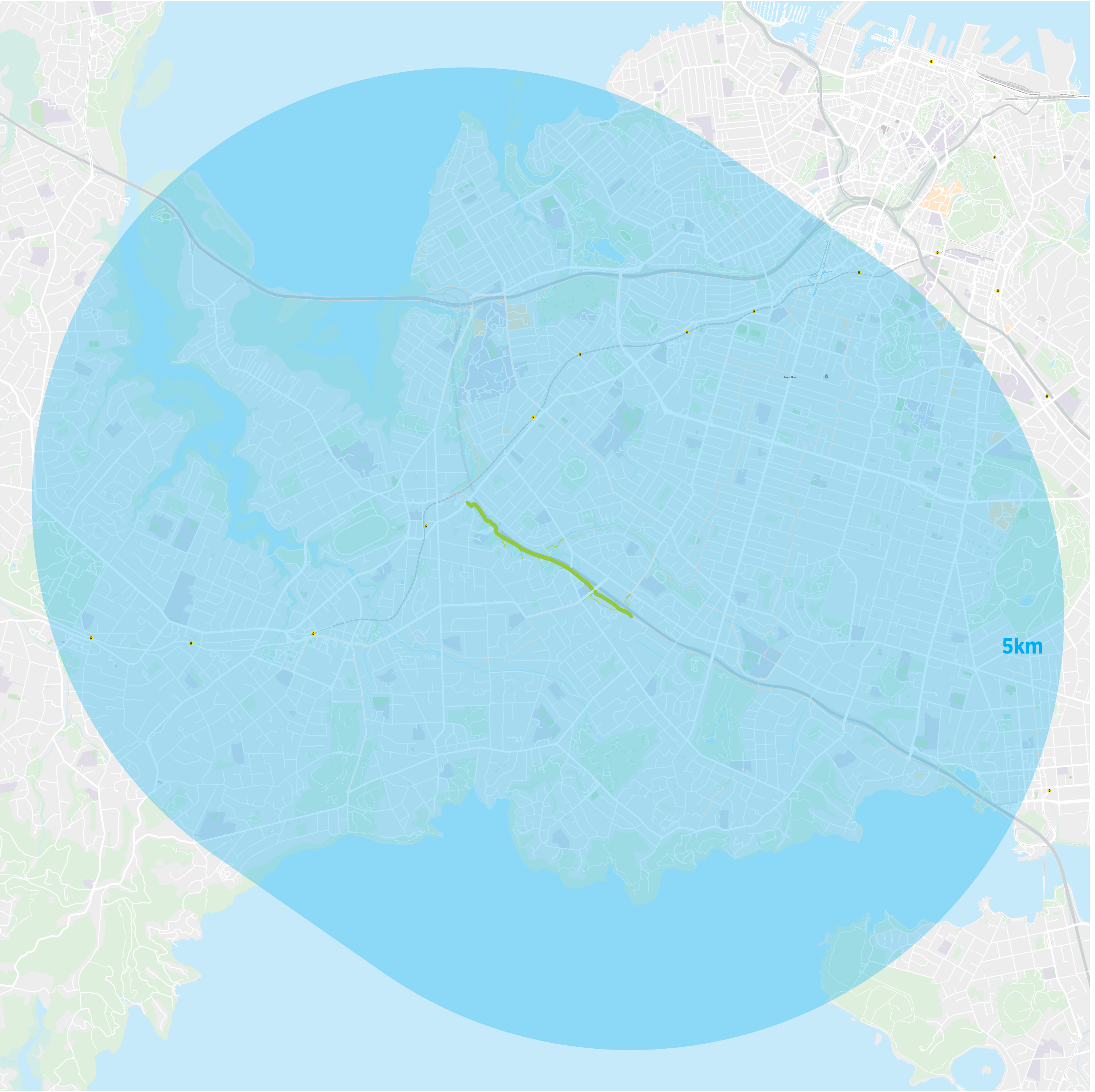
To create a list of all the other destinations that could go on your signs you will need to develop a destination map for your route.

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 Maioro St as an example.

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



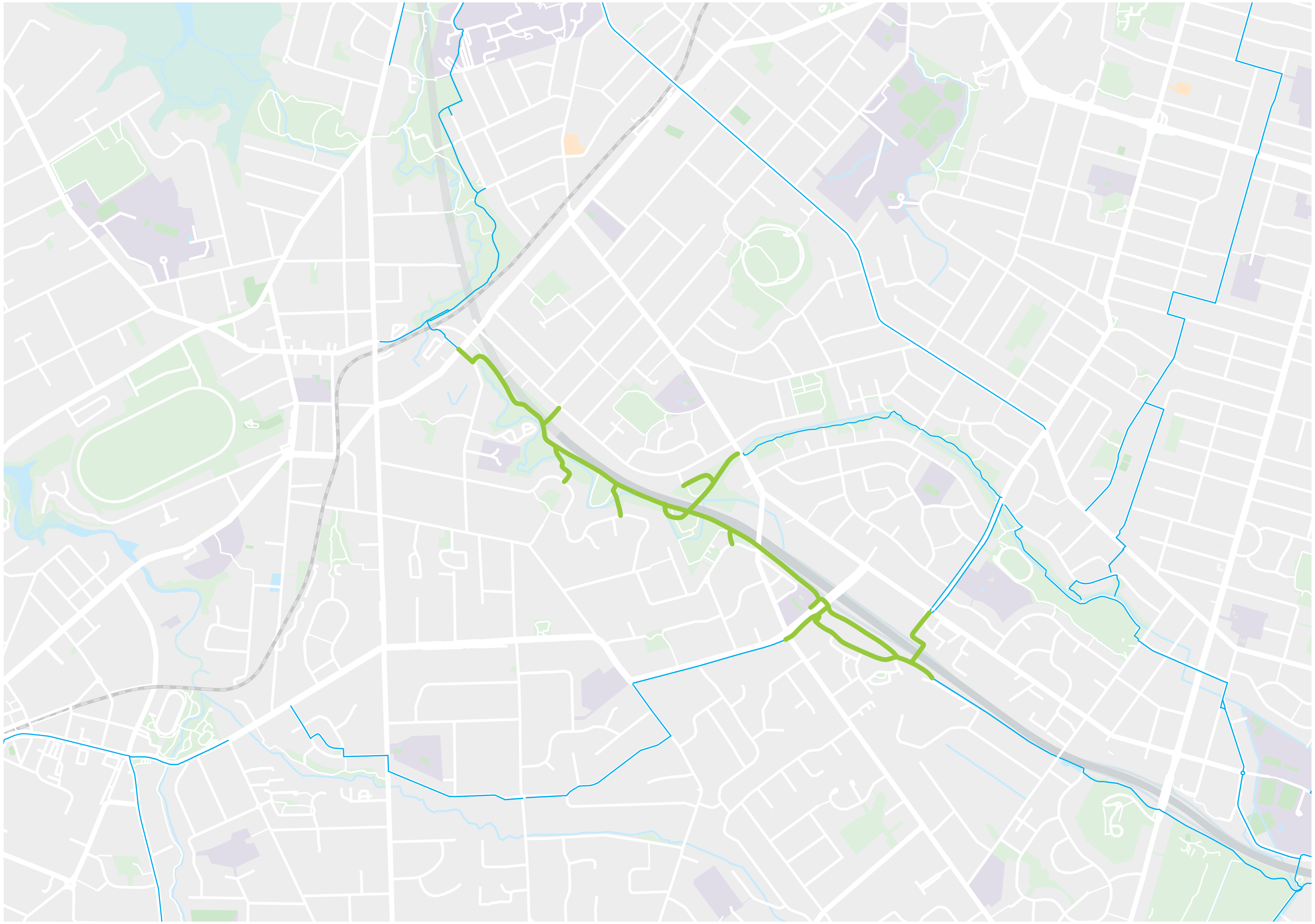
Developing a destination map - Step 1

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



Destination hierarchy

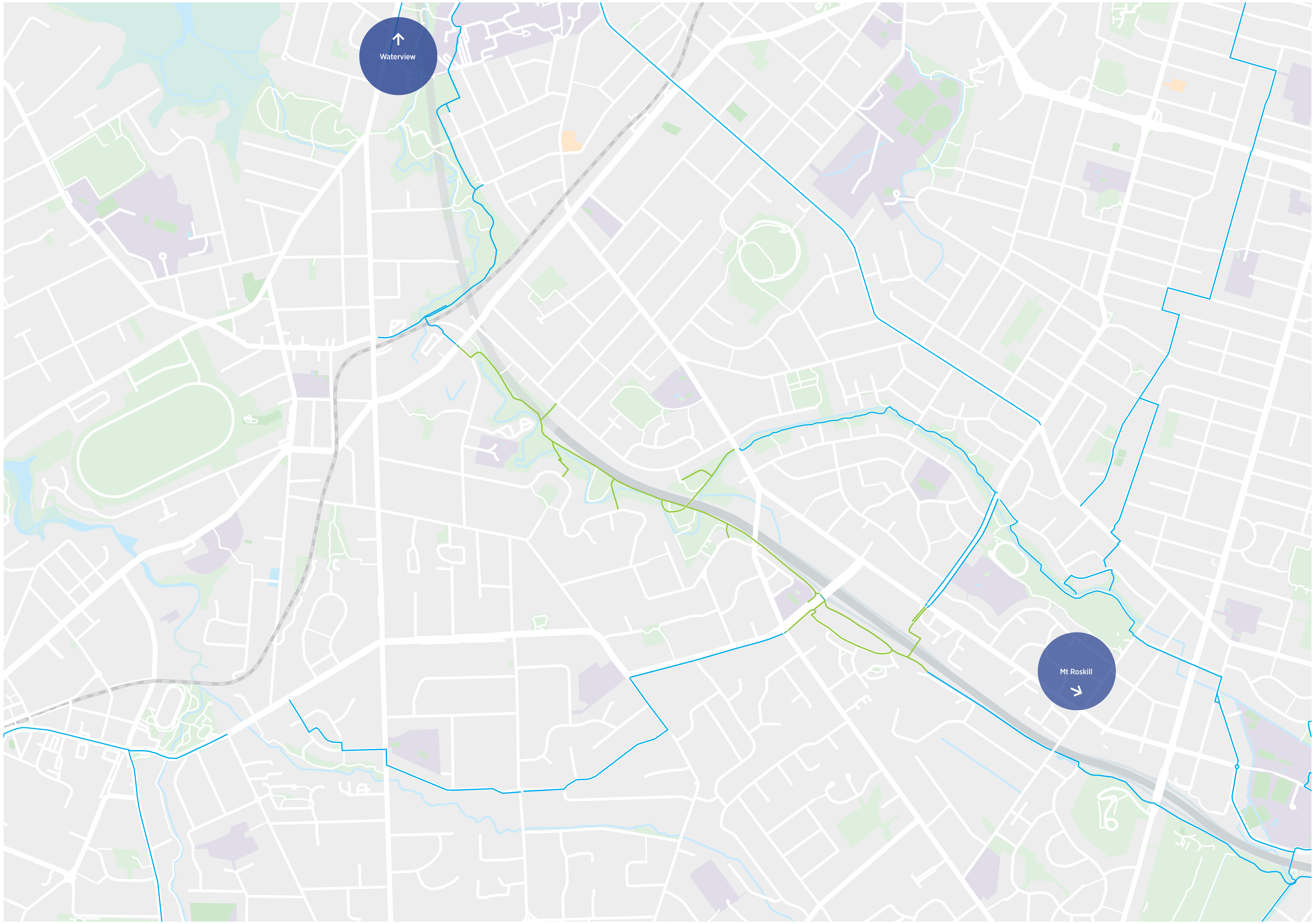
Waterview

Super destinations

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

Developing a destination map - Step 2

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



Destination hierarchy

Waterview

Super destinations

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

Avondale Town Centre

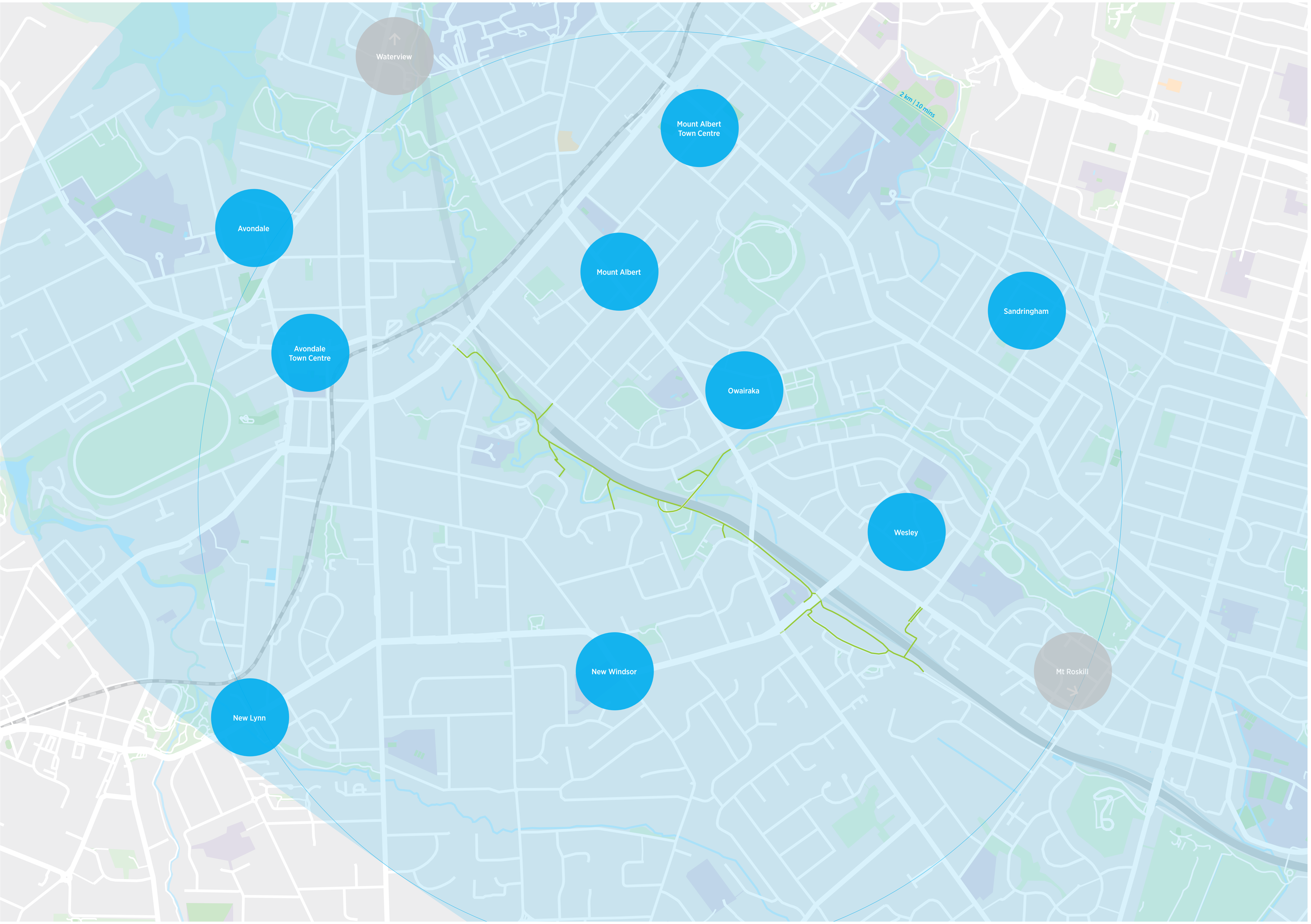
<2km

Primary destinations

- Suburbs
- Neighbourhoods
- Town Centres

Developing a destination map - Step 3

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


Waterview
2 km | 10 mins
Mount Albert Town Centre
Avondale
Mount Albert
Sandringham
Avondale Town Centre
Owairaka
Wesley
New Windsor
Mt Roskill
New Lynn

---

* 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

Destination hierarchy

Waterview

Super destinations

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

Avondale Town Centre

<2km

Primary destinations

- Suburbs
- Neighbourhoods
- Town Centres

New North Rd

<1km

Secondary destinations

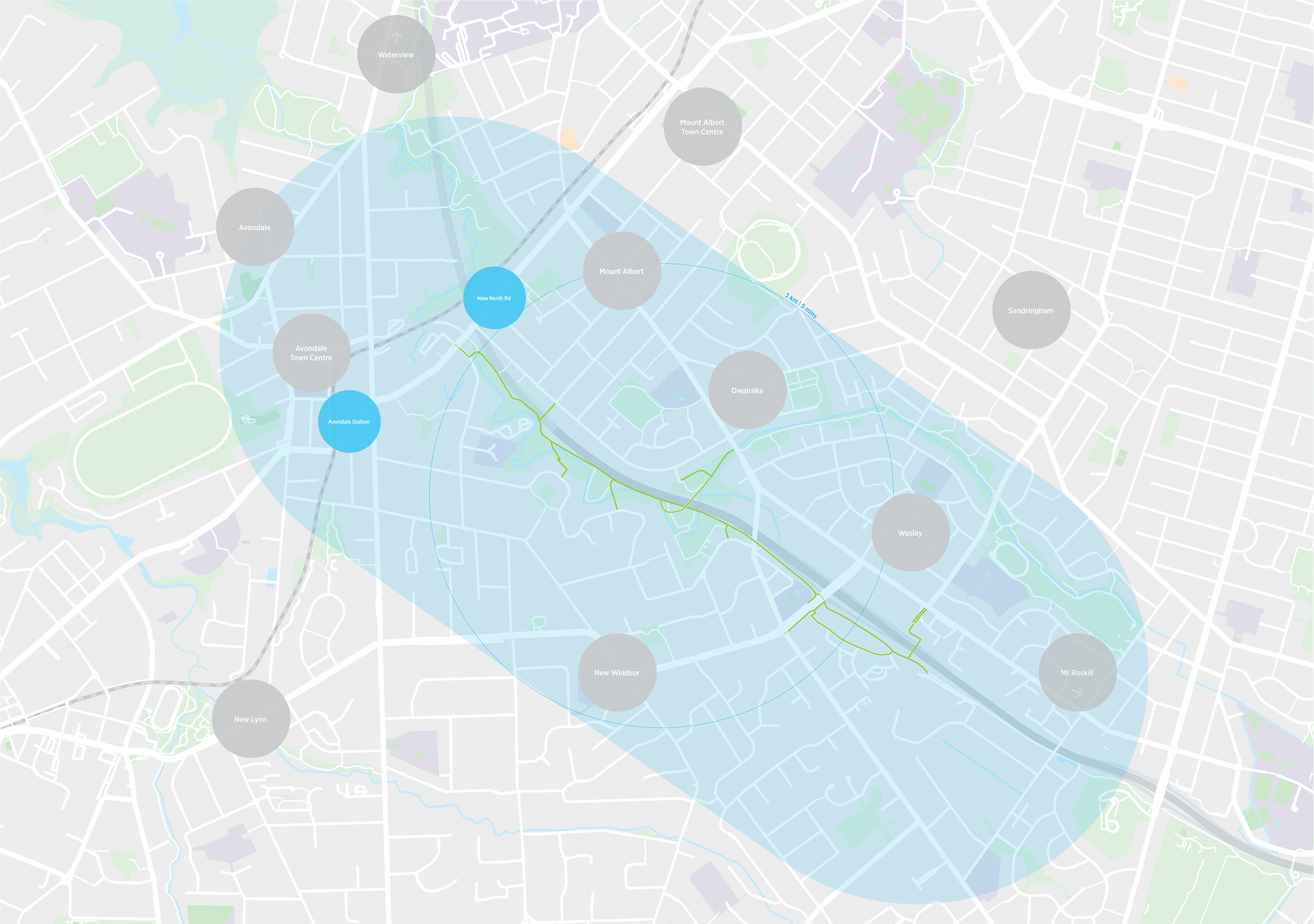
- Major transport hubs
- Major roads
- Major harbours, marinas, bays

* 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 4

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


Waterview
Mount Albert Town Centre
Avondale
Mount Albert
New North Rd
1 km / 5 mins
Sandringham
Avondale Town Centre
Owairaka
Avondale Station
Wesley
New Windsor
Mt Roskill
New Lynn

Destination hierarchy

Waterview

Super destinations

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

Avondale Town Centre

<2km

Primary destinations

- Suburbs
- Neighbourhoods
- Town Centres

New North Rd

<1km

Secondary destinations

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

Harbutt Reserve

<1km

Tertiary destinations

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

Hendon Ave

<1km

Off-route destinations

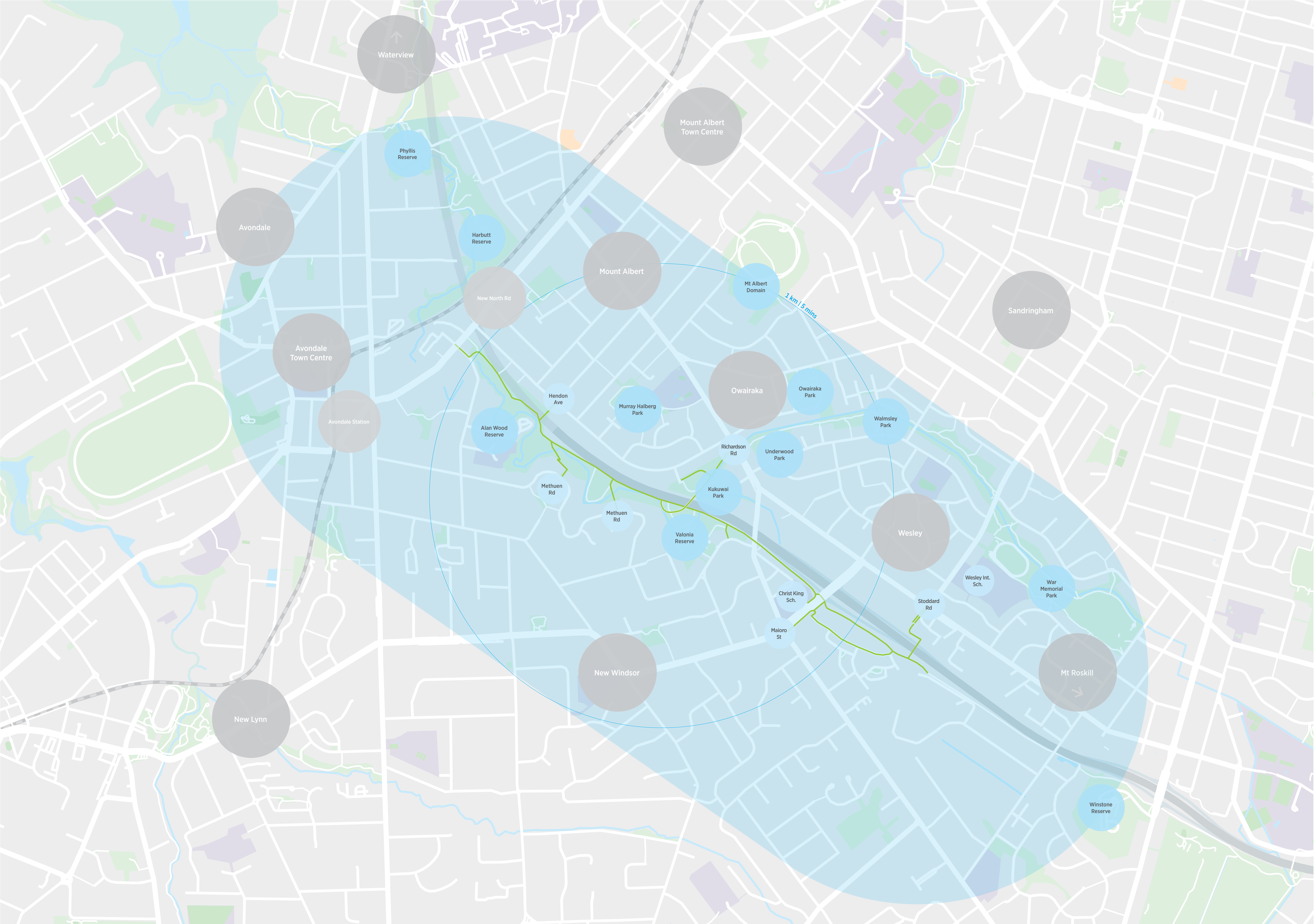
- Shared path & cycleway entry exit points
- Schools
- Large reserves & playgrounds
- Auckland council operated public swimming pools

* 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 - Step 5

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


Waterview
Mount Albert Town Centre
Phyllis Reserve
Avondale
Harbutt Reserve
Mount Albert
Mt Albert Domain
1 km | 5 mins
New North Rd
Sandringham
Avondale Town Centre
Owairaka
Owairaka Park
Hendon Ave
Murray Halberg Park
Walmsley Park
Alan Wood Reserve
Avondale Station
Richardson Rd
Underwood Park
Methuen Rd
Kukuwai Park
Methuen Rd
Valonia Reserve
Wesley
Wesley Int. Sch.
War Memorial Park
Christ King Sch.
Stoddard Rd
Maioro St
New Windsor
Mt Roskill
New Lynn
Winstone Reserve

Destination hierarchy

Waterview

Super destinations

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

Avondale Town Centre

<2km

Primary destinations

- Suburbs
- Neighbourhoods
- Town Centres

New North Rd

<1km

Secondary destinations

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

Harbutt Reserve

<1km

Tertiary destinations

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

Hendon Ave

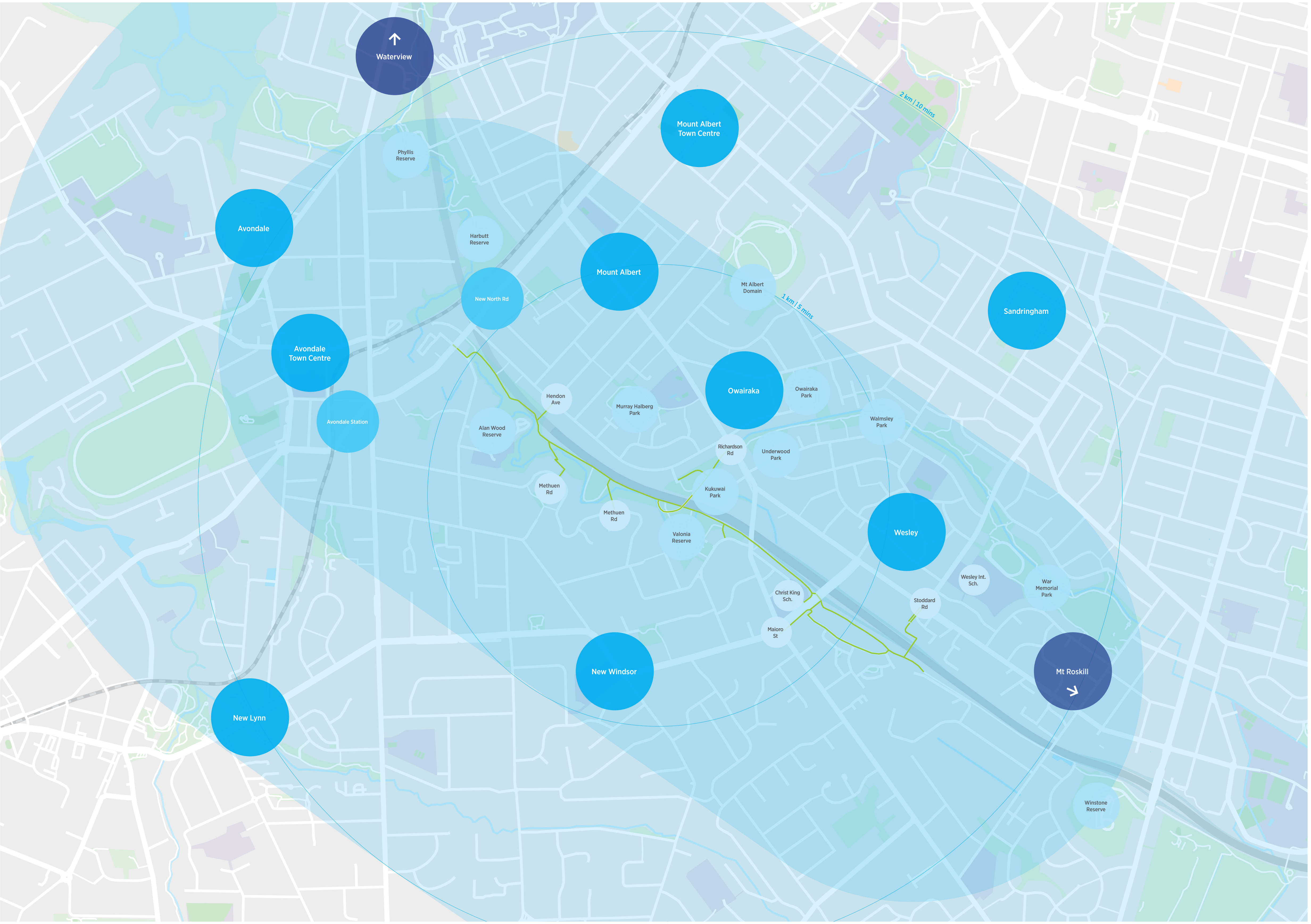
<1km

Off-route destinations

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

Developing a destination map - Final map

Complete destination map

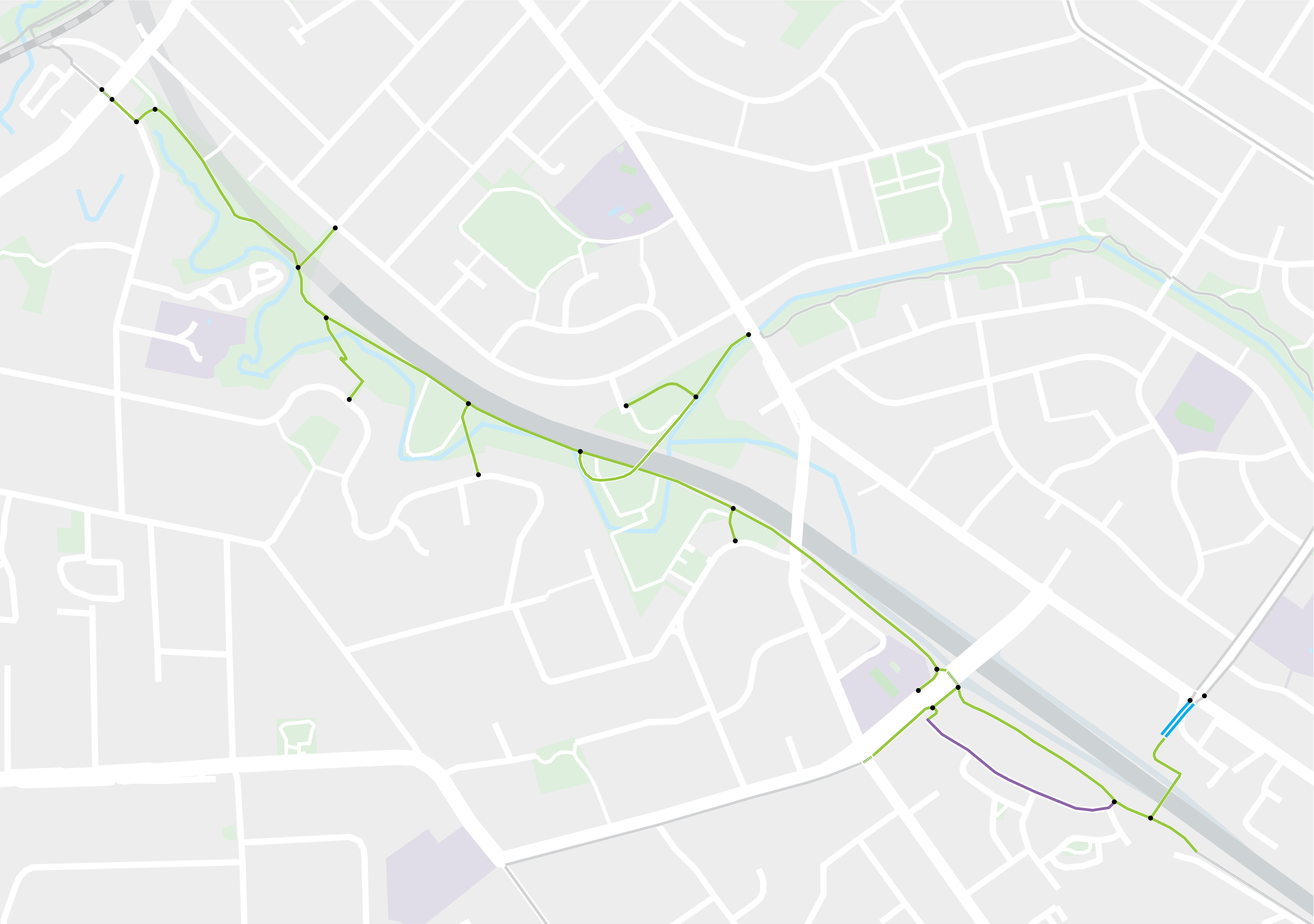

Waterview
Mount Albert Town Centre
2 km | 10 mins
Phyllis Reserve
Avondale
Harbutt Reserve
Mount Albert
New North Rd
Mt Albert Domain
1 km | 5 mins
Sandringham
Avondale Town Centre
Owairaka
Owairaka Park
Hendon Ave
Murray Halberg Park
Walmsley Park
Alan Wood Reserve
Avondale Station
Richardson Rd
Underwood Park
Methuen Rd
Kukuwai Park
Methuen Rd
Valonia Reserve
Wesley
Wesley Int. Sch.
War Memorial Park
Christ King Sch.
Stoddard Rd
Maioro St
New Windsor
Mt Roskill
New Lynn
Winstone Reserve

Every access/exit point and every junction is a decision point, these should be easy to mark up. They are shown here as black dots on the route.

If you have a long stretch of route with no decision points, but there could be some ambiguity as to whether the rider is still on the route then this would be a conformation point. (These are not common on separated cycle routes and this example route does not have one).

Identify decision points

Decision points



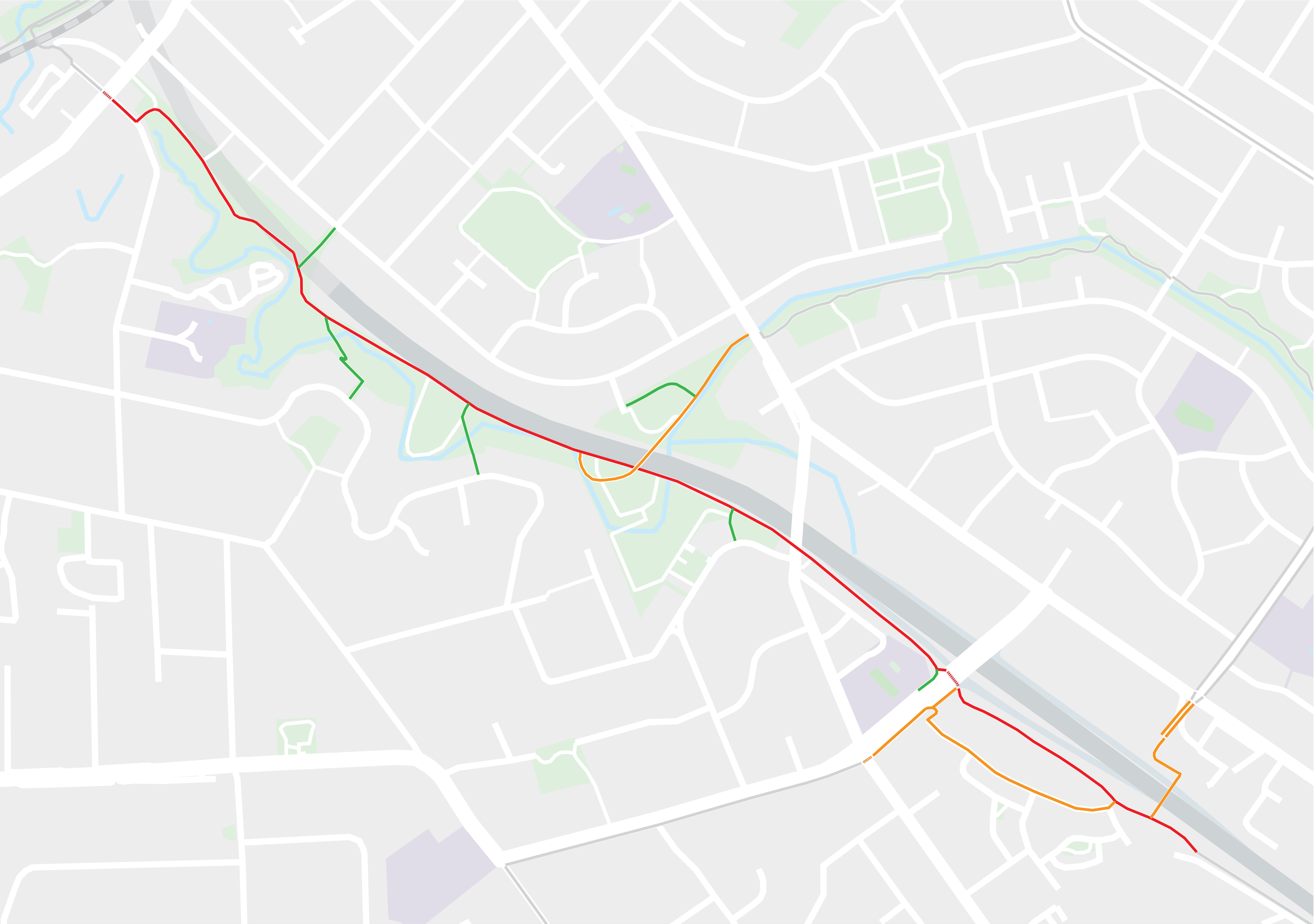
In order to decide what types of sign to use and at which locations, you will need to classify the intersections (next page). Before you do this you need to classify the types of routes involved in your project.

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 route types

Route types



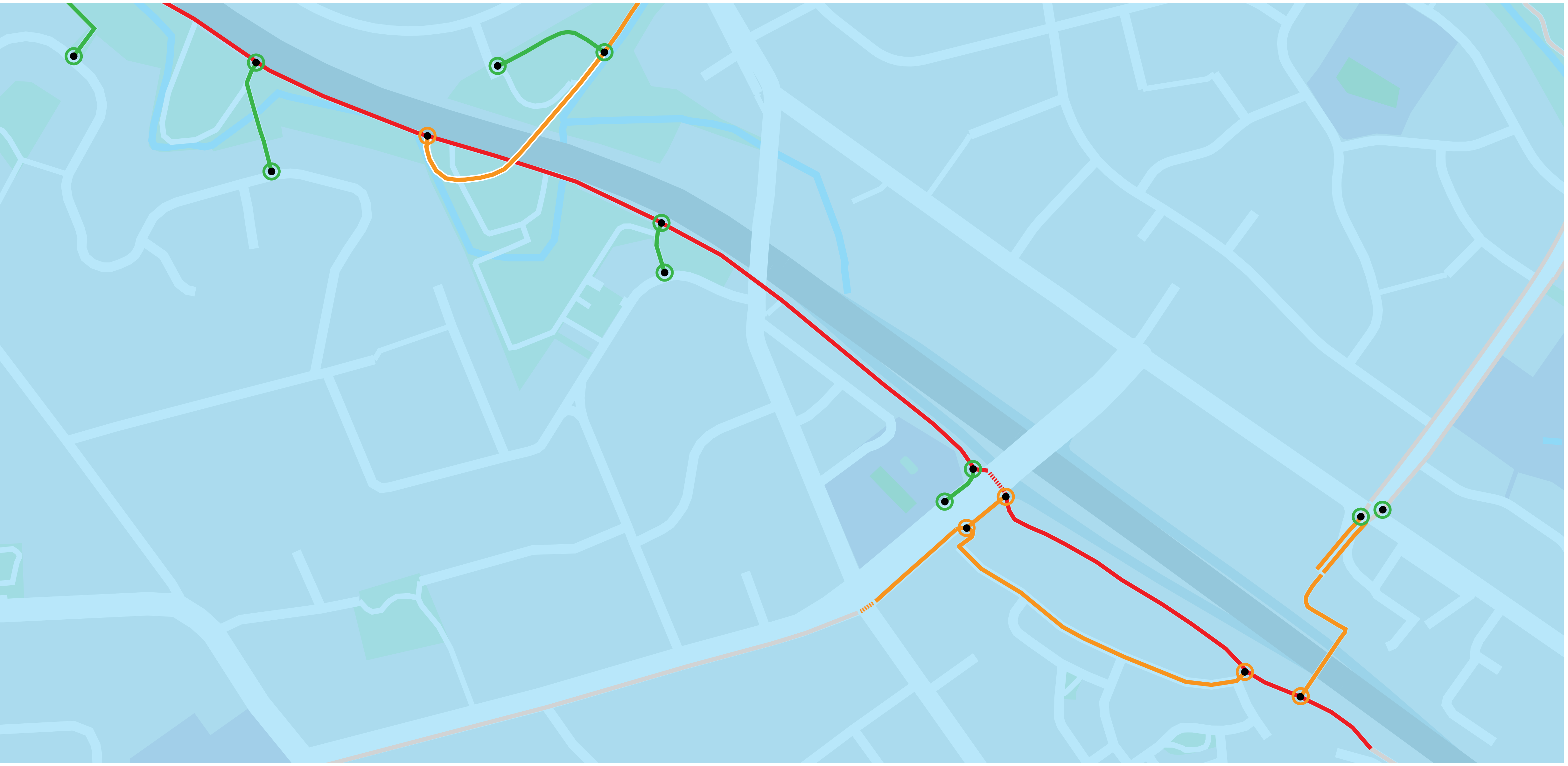
Cycleway intersections

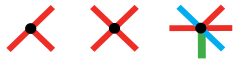
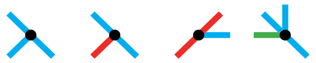
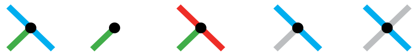
You will need to classify intersections to prioritise sign installation—**Major intersections will take priority when signing a cycle route.**

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.

Classifying intersections

Intersections classified



	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 cyclists 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

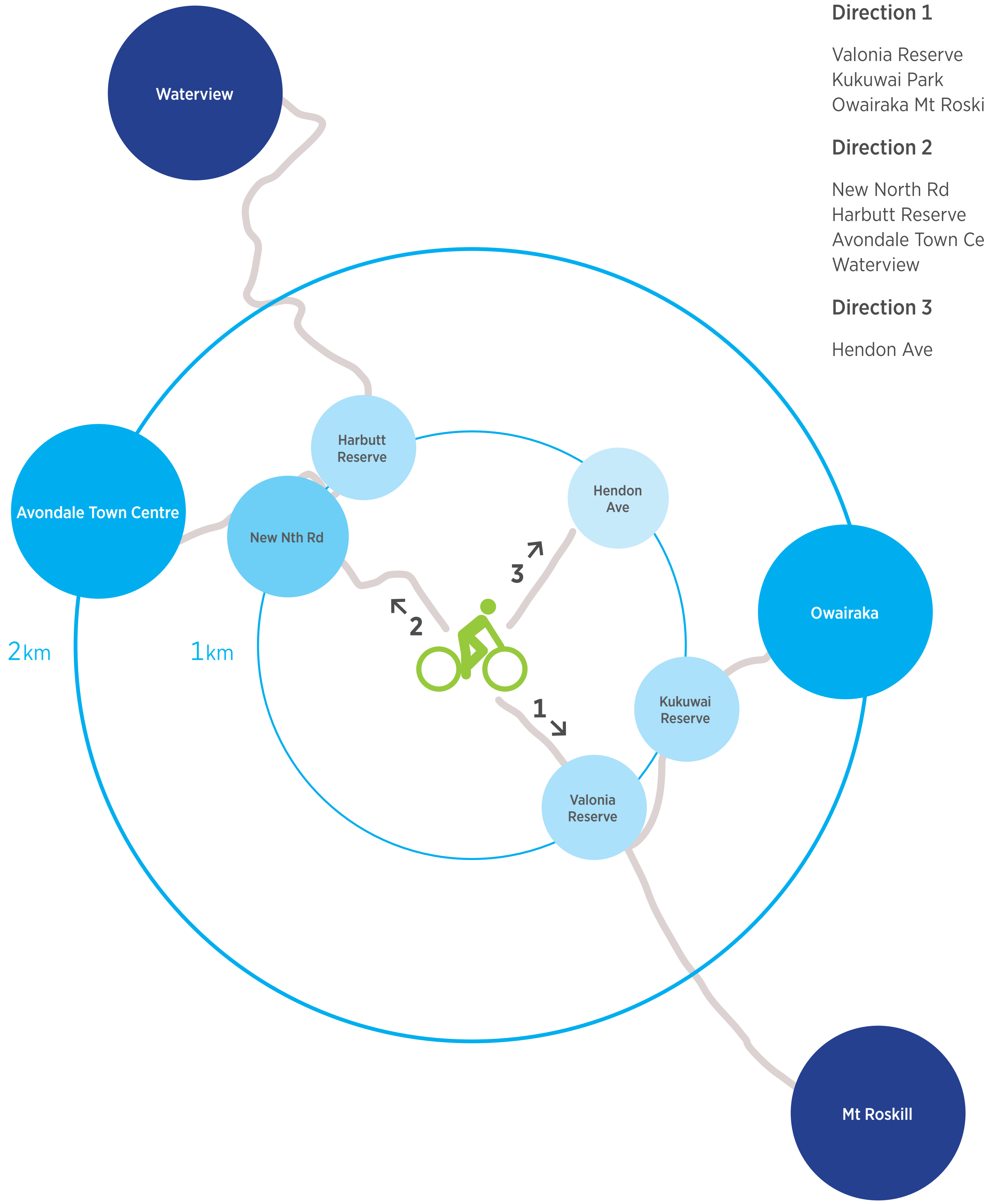
⑥ **Select the sign types** that are relevant to the decision point. Refer to the Sign Selection section to decide which sign types are appropriate.

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 topograpy 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.

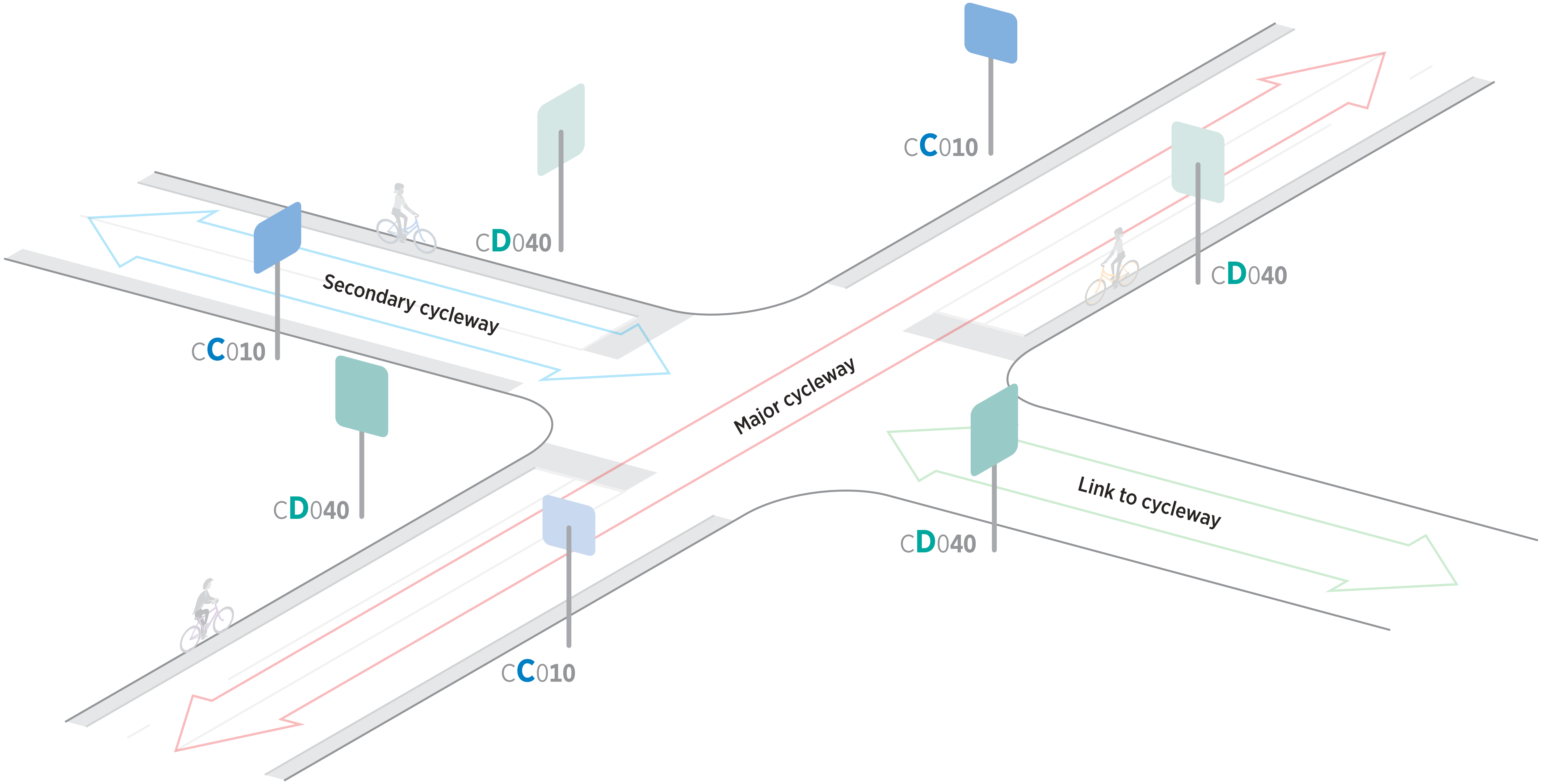
On-road

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


CC010
CD040
CD040
CC010
CD040
CC010
CD040
CD040
CC010
Secondary cycleway
Major cycleway
Link to cycleway

Sign placement regular situations

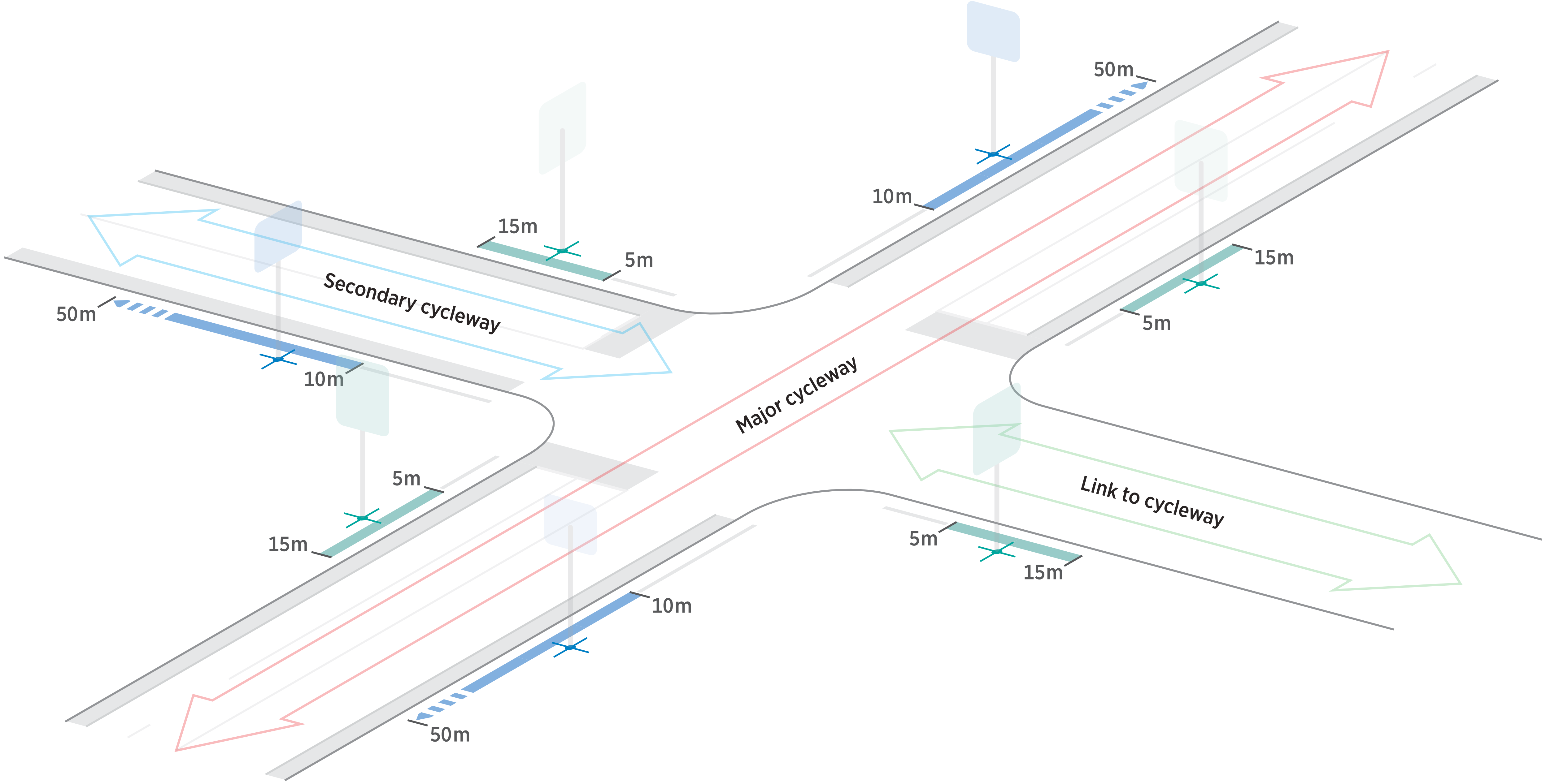
Intersections need to be clearly signed to guide the cyclist to their destination.

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


50m
10m
15m
5m
Secondary cycleway
50m
10m
5m
15m
Major cycleway
15m
5m
Link to cycleway
5m
15m
10m
50m

Sign selection regular situations

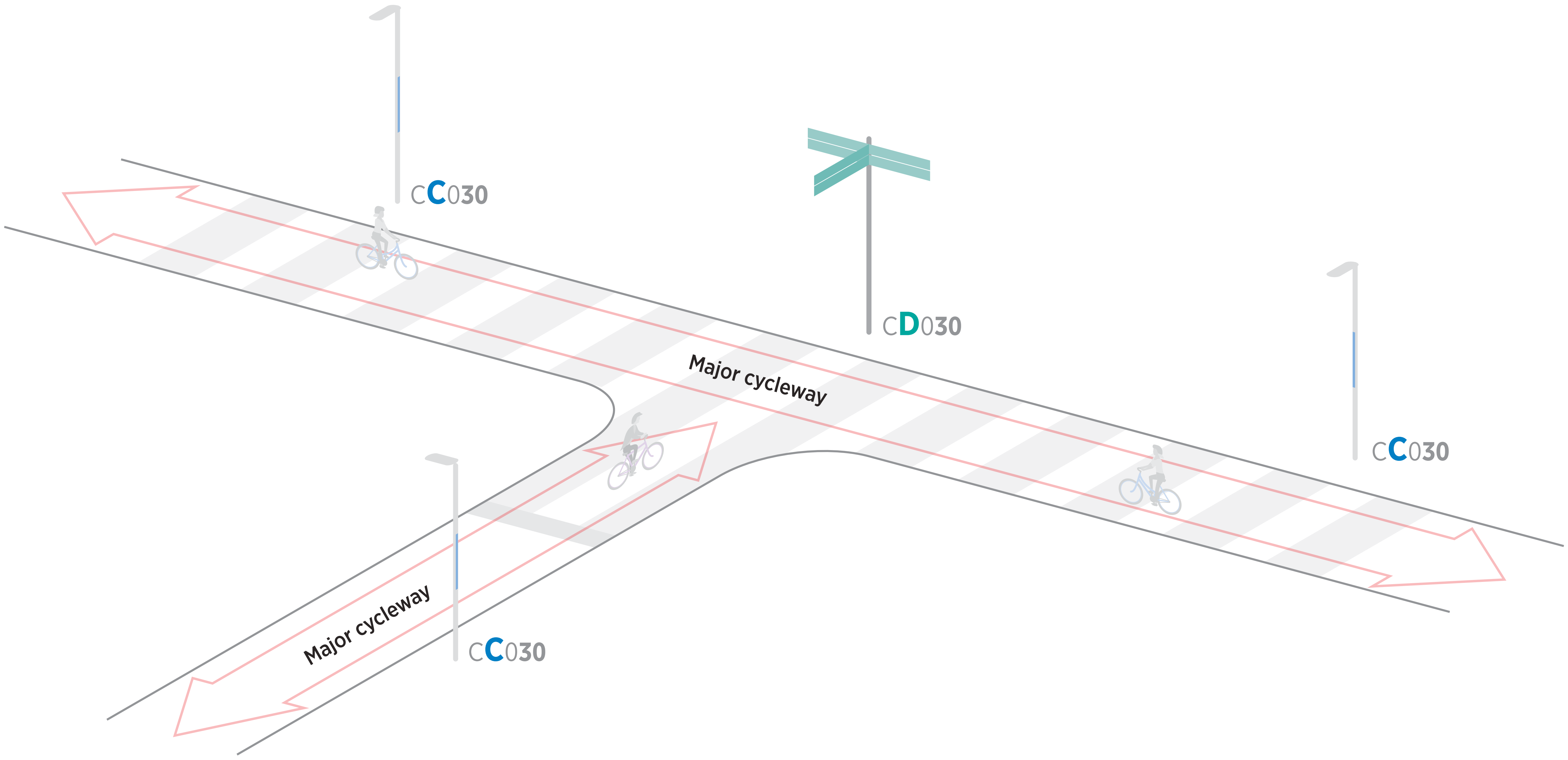
Intersections need to be clearly signed to guide the cyclist to their destination.

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

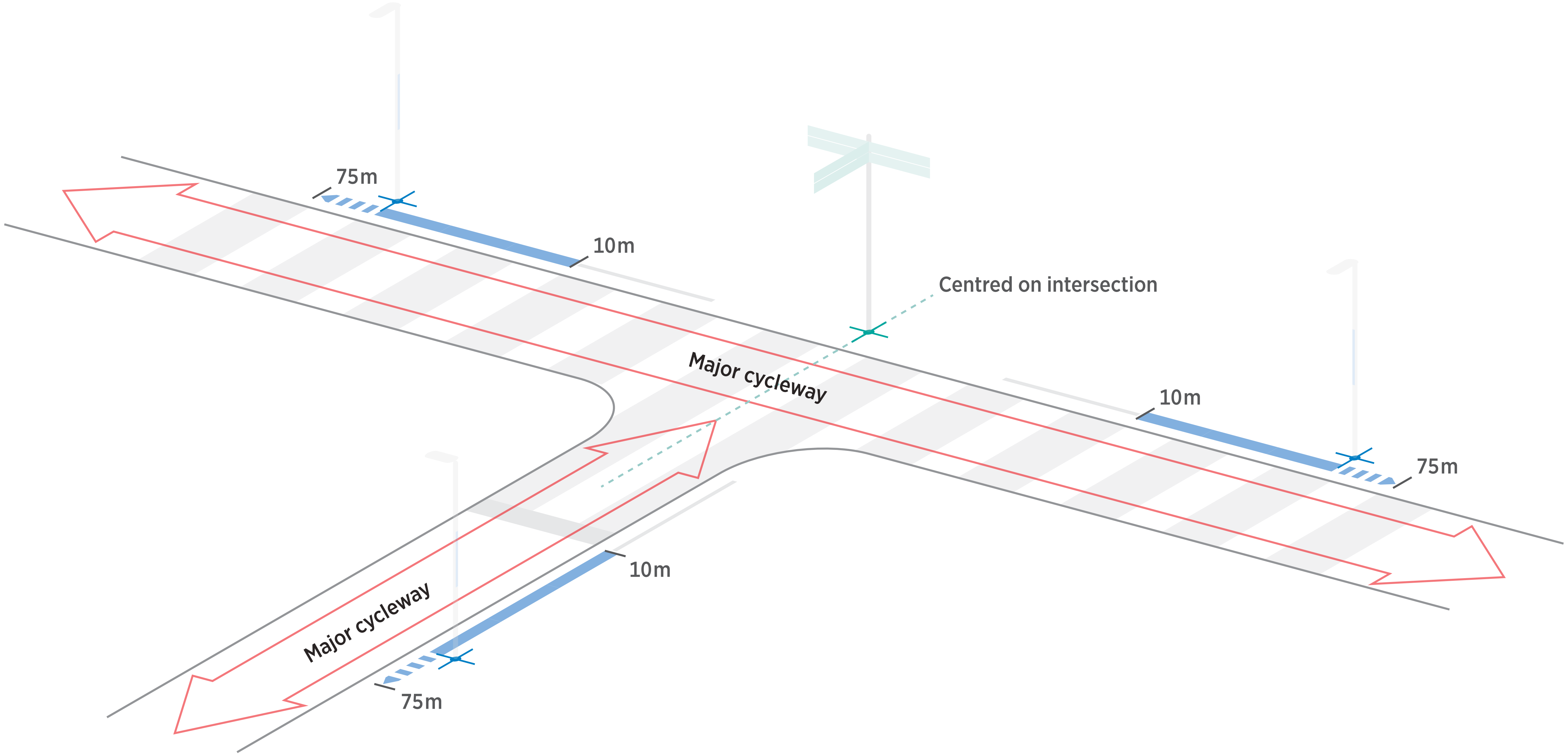
Intersections need to be clearly signed to guide the cyclist to their destination.

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


75m
10m
Centred on intersection
Major cycleway
10m
75m
10m
Major cycleway
75m

Sign selection irregular situations

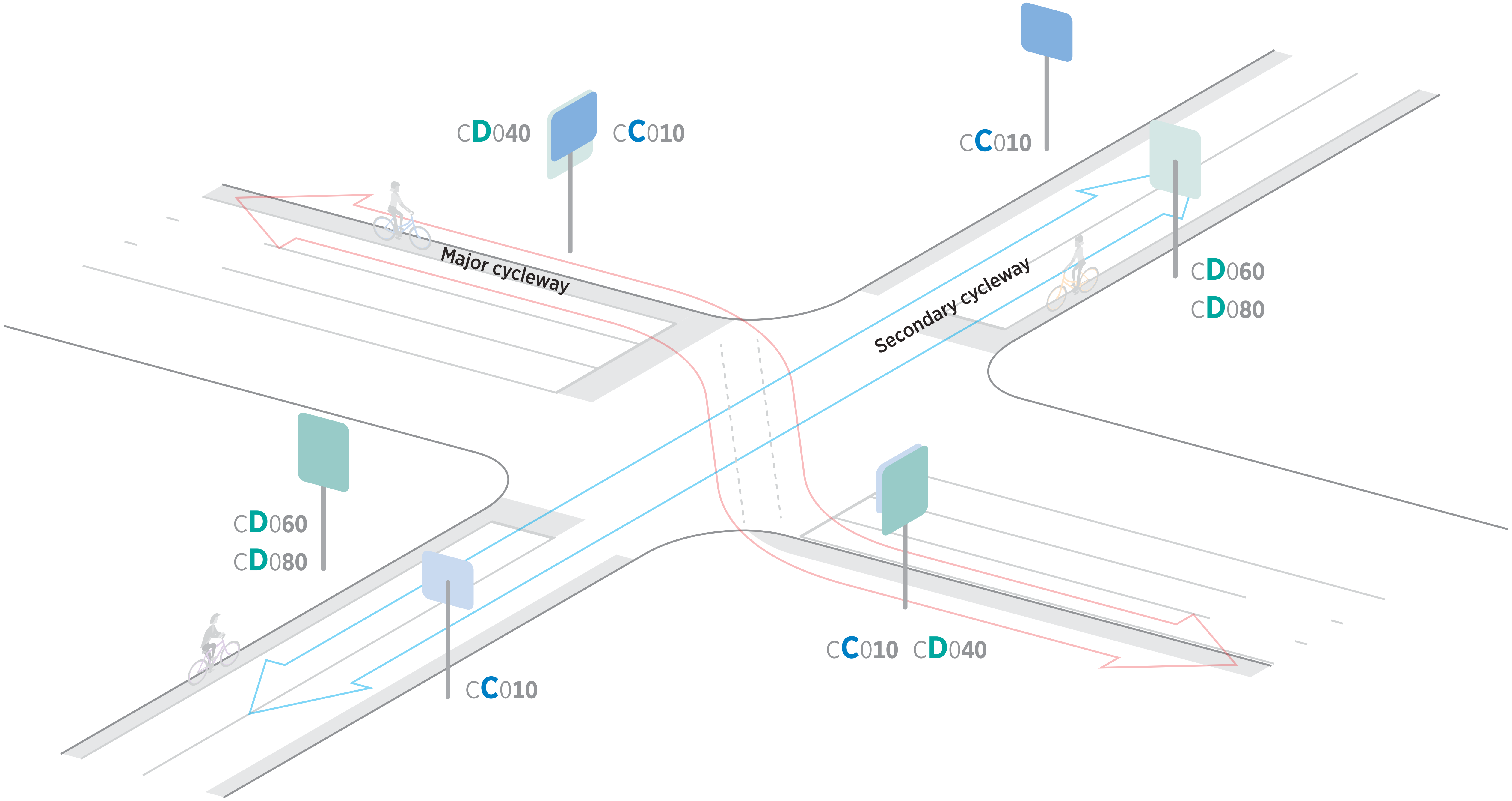
Cycle infrastructure has been added to our urban environment and there will always be points where the integration is irregular. These situations usually arise around vehicle intersections so safe navigation of the intersection is the priority.

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

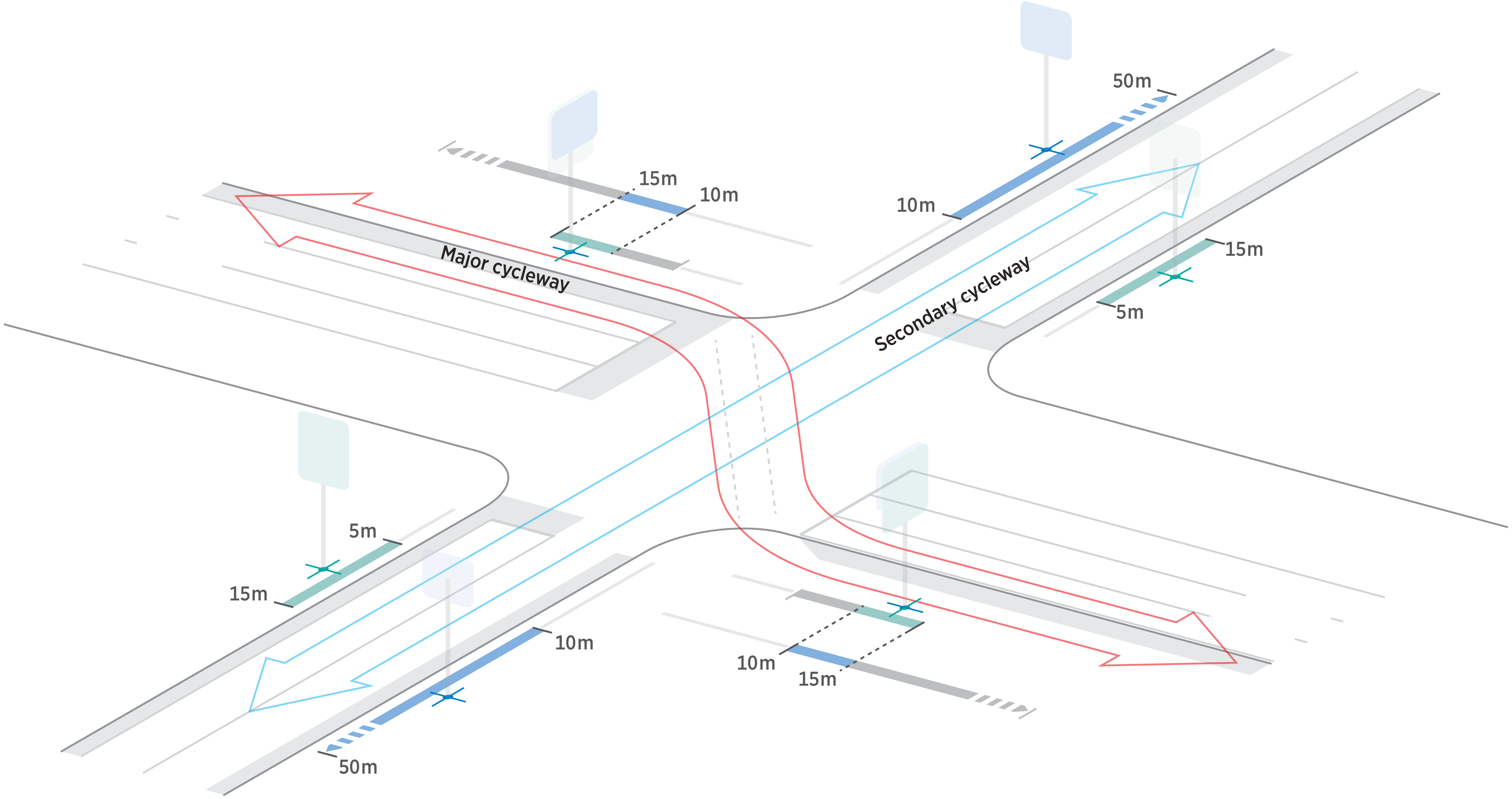
On-road

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

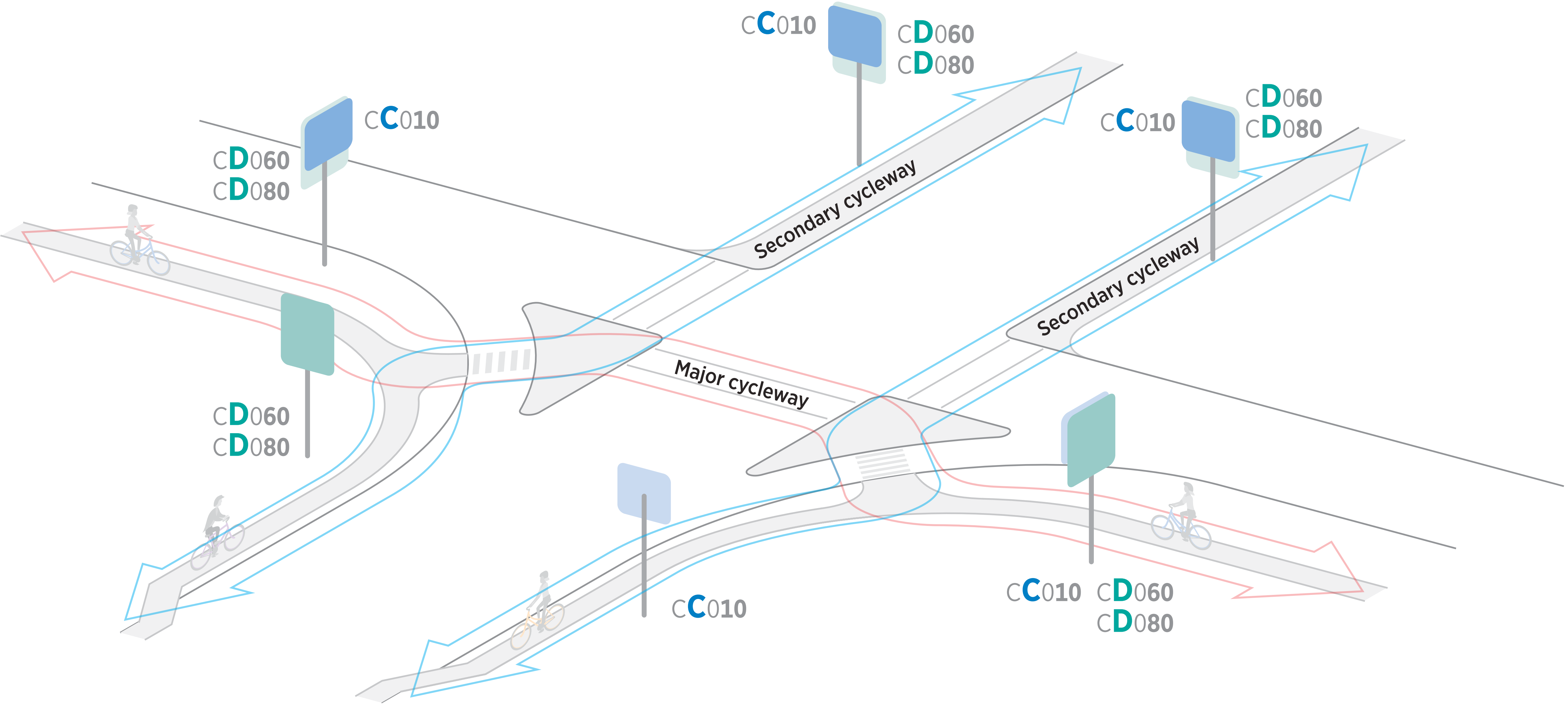
Off-road

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.


CC010
CD060
CD080
CC010
CD060
CD080
CC010
CD060
CD080
Secondary cycleway
Secondary cycleway
Major cycleway
CD060
CD080
CC010
CC010 CD060
CD080

Sign placement irregular situations

Off-road

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

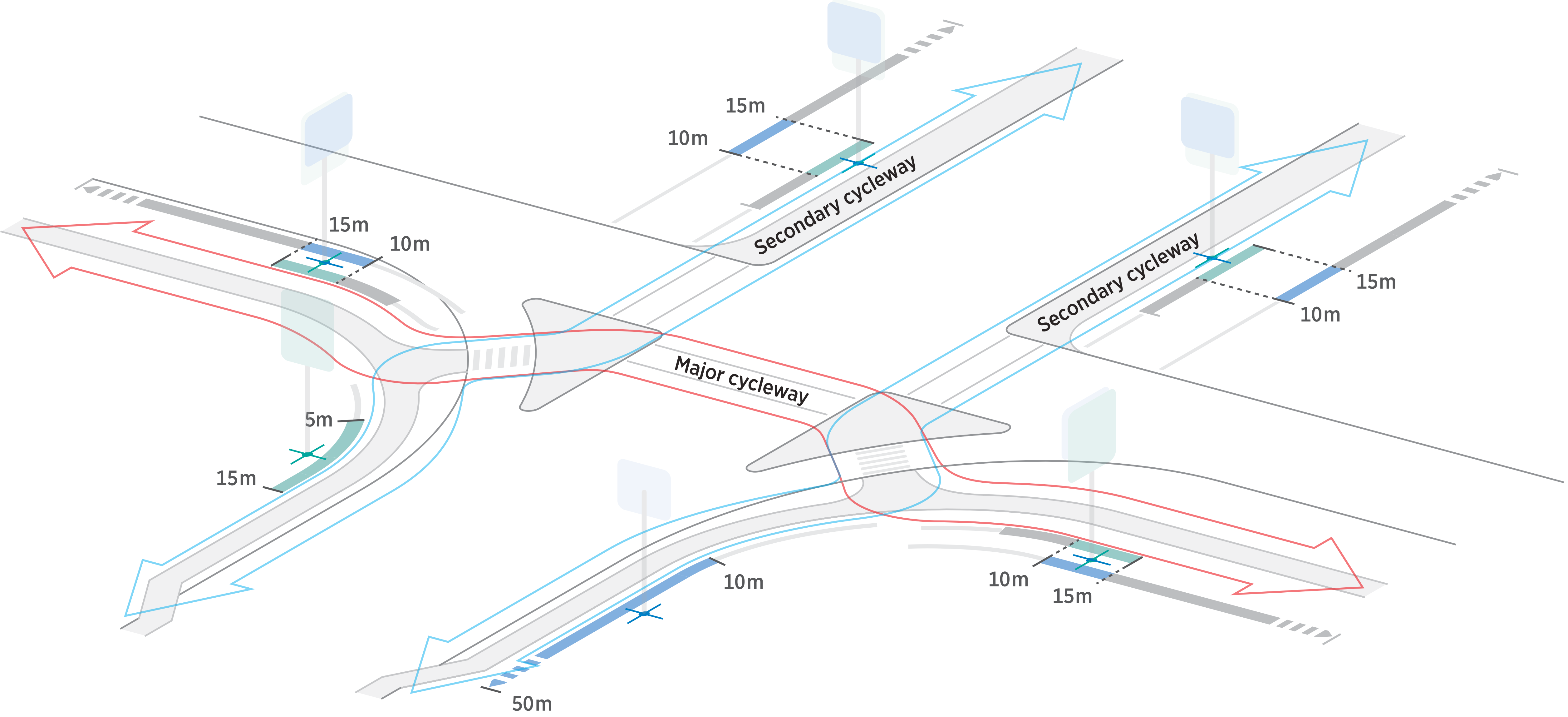
The diagram opposite shows sign placement for an **off-road** intersection where the two-way Major off-road route passes across a vehicle intersection and links with an off-road secondary route.

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

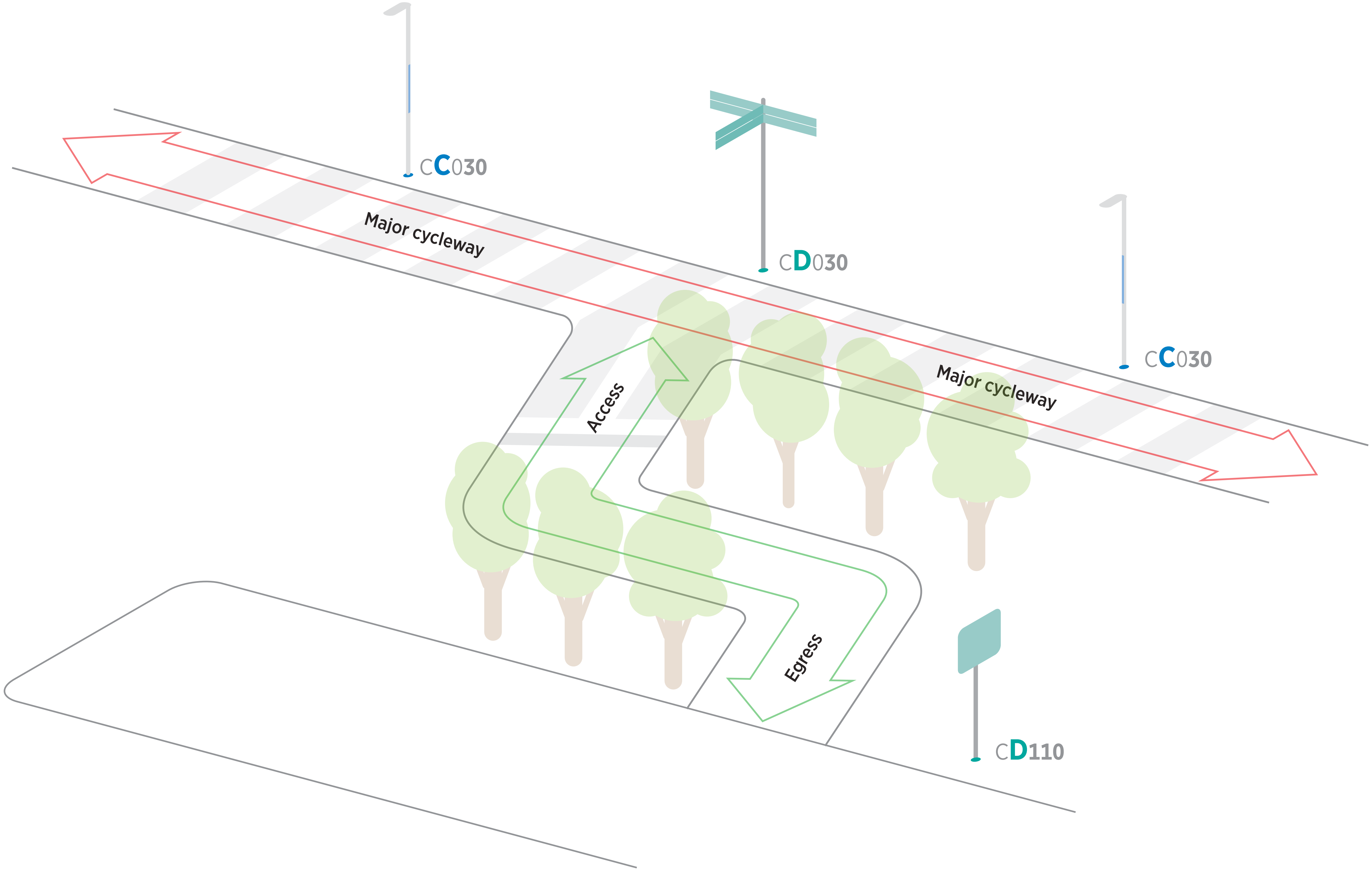
The diagram opposite shows a shared path access point where the Direction blade sign is a distance from the access point. It may also be obscured by trees or buildings.

- **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

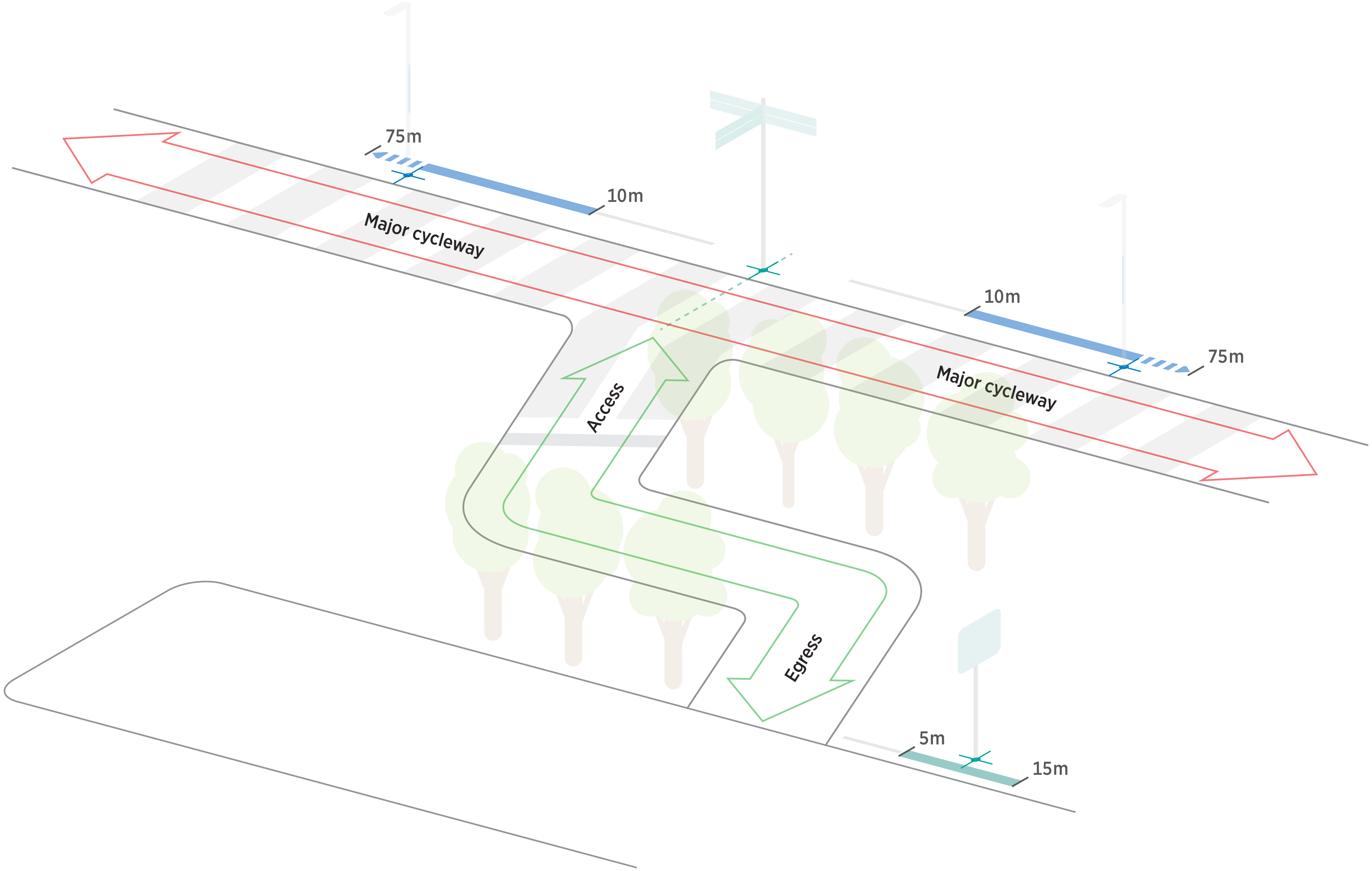
Often the access points to off-road cycleways or shared paths are on small streets and the path is not visible from the access point.

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

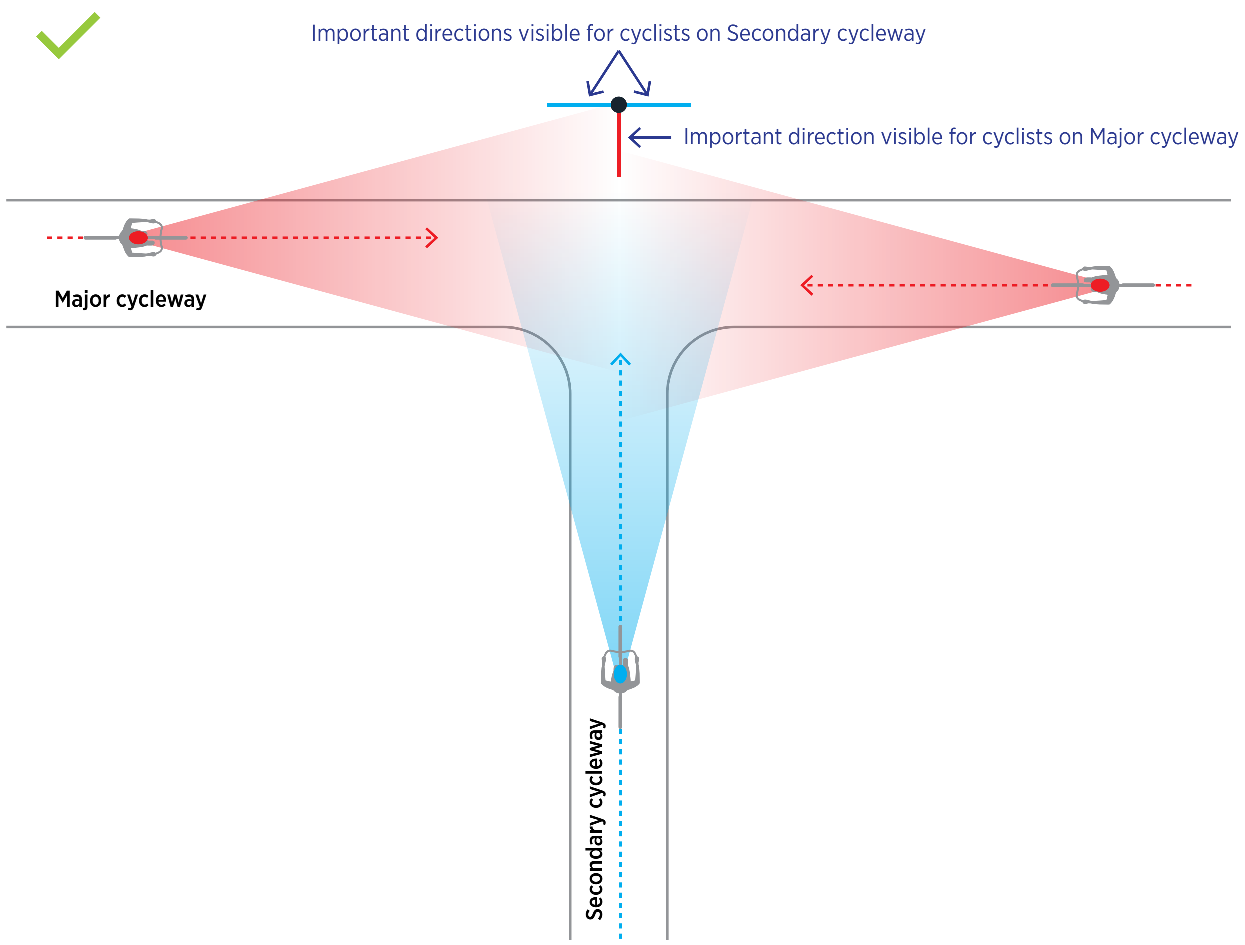
Off-road there needs to be 2.1m vertical clearance to the bottom of the lowest slat.

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.

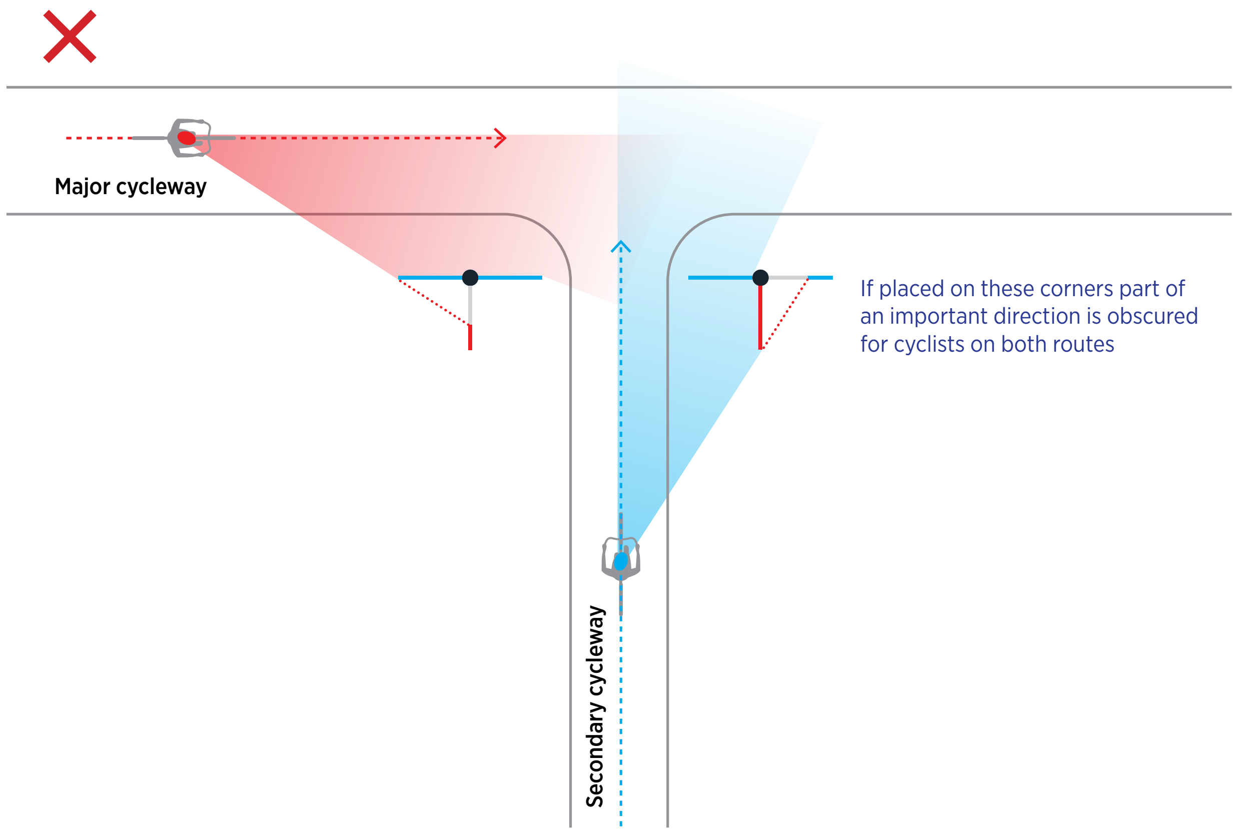
However **Cycle blades** (fingerposts) do have the weakness of self-obscuring some directions. Certain directions also require the cyclist to slow and look off the cycle path. It is important to minimise the problems inherent with this sign type by carefully placing them.

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.



Important directions visible for cyclists on Secondary cycleway

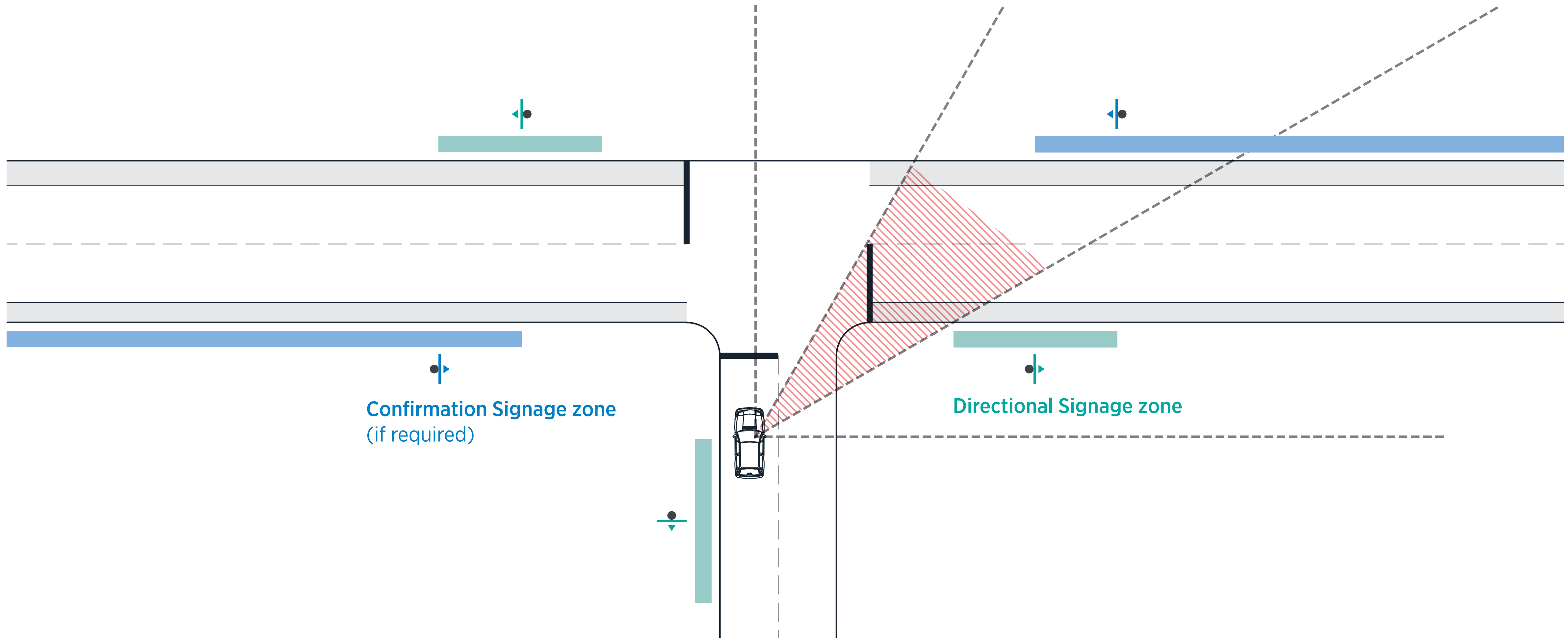
Important direction visible for cyclists on Major cycleway



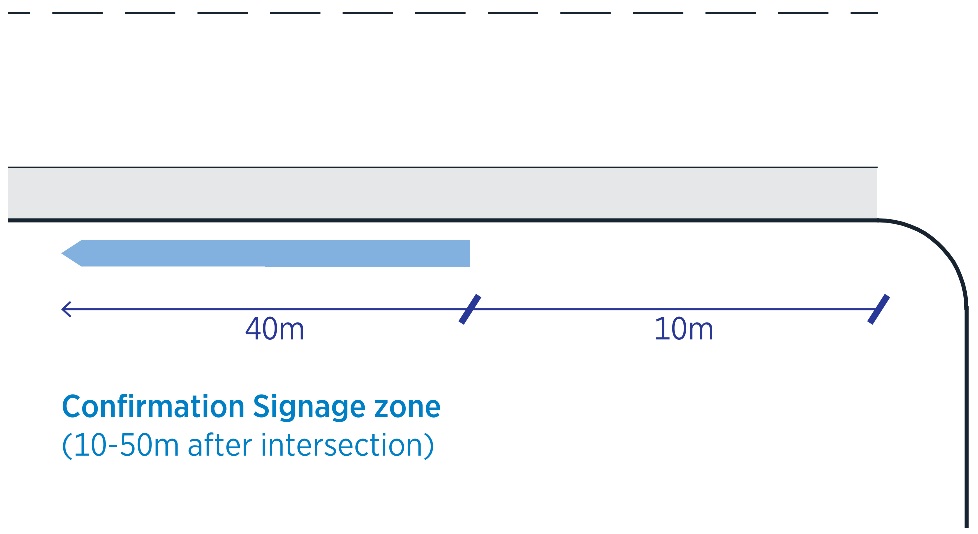
If placed on these corners part of an important direction is obscured for cyclists on both routes

On road sign placement

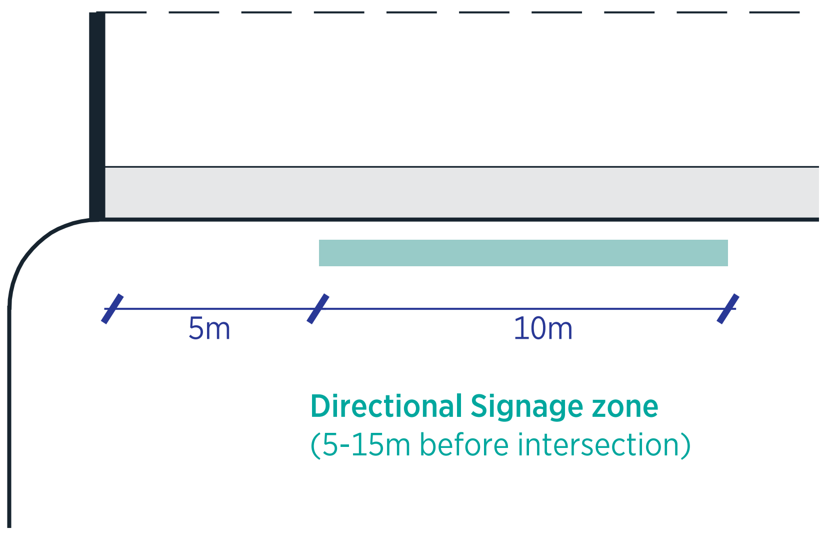
Wayfinding signage should be located outside of the immediate intersection environment so as to not distract, create a hazard or block sight-lines of cyclists, pedestrians or other road users. The diagram above illustrates the placement of **Direction decision, Directions speed** and **confirmation signage**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



Confirmation Signage zone
(10-50m after intersection)



Directional Signage zone
(5-15m before 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

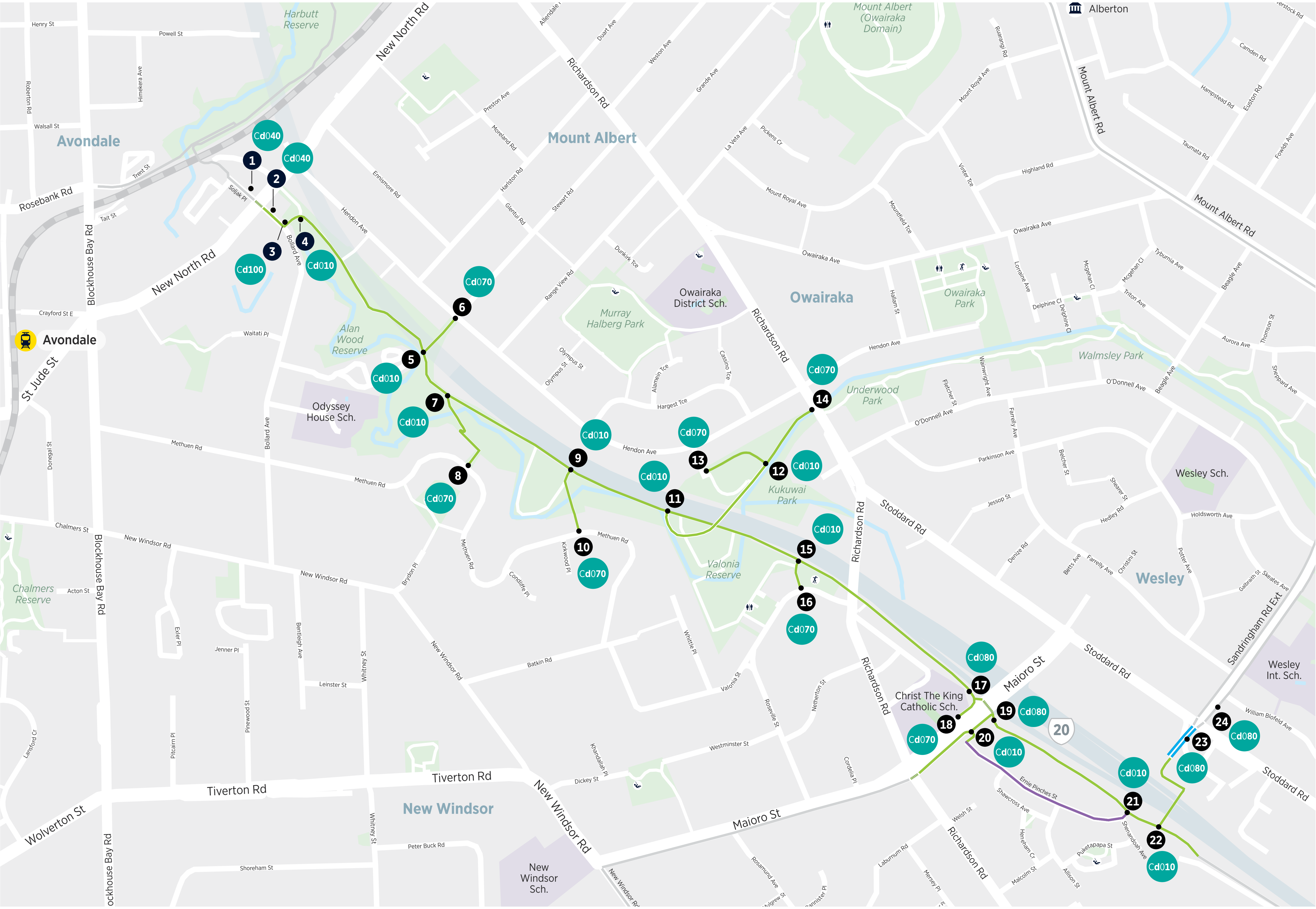
A 2D visual reference of the signs involved (This may be added after the schedule has been finalised)

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.


Avondale
Mount Albert
Owairaka
Wesley
New Windsor
Alberton
Harbutt Reserve
Mount Albert (Owairaka Domain)
Alan Wood Reserve
Odyssey House Sch.
Murray Halberg Park
Owairaka District Sch.
Owairaka Park
Walmsley Park
Underwood Park
Kukuwai Park
Valonia Reserve
Chalmers Reserve
Wesley Sch.
Wesley Int. Sch.
Christ The King Catholic Sch.
New Windsor Sch.
New North Rd
Richardson Rd
Mount Albert Rd
Rosebank Rd
Blockhouse Bay Rd
St Jude St
New Windsor Rd
Tiverton Rd
Wolverton St
Maioro St
Stoddard Rd
Sandringham Rd Ext
Methuen Rd
Hendon Ave
Owairaka Ave
O'Donnell Ave
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
Cd040
Cd040
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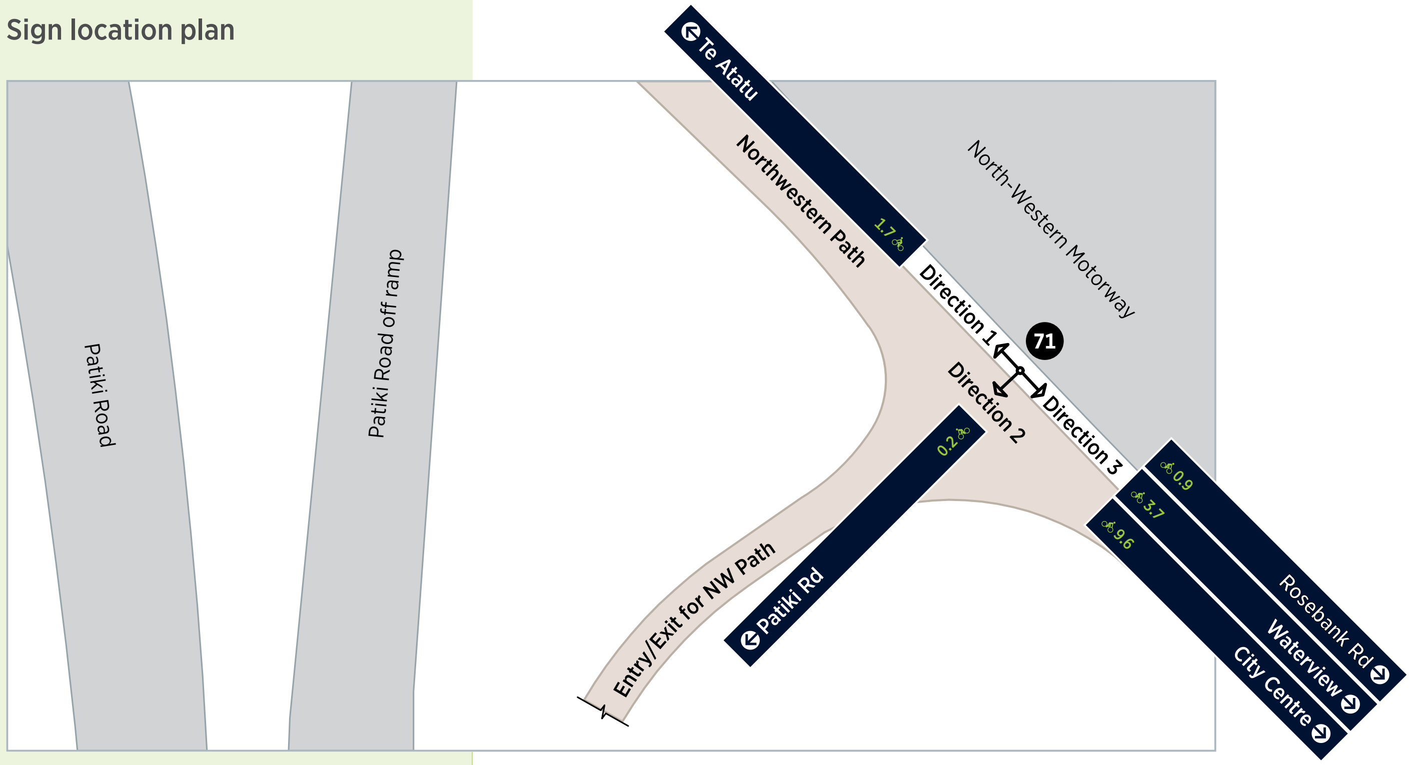
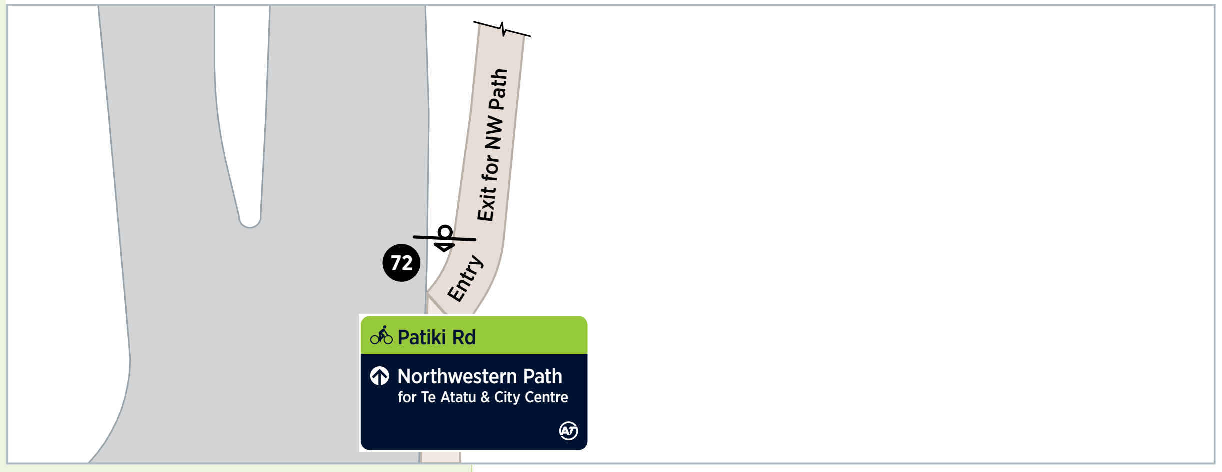
Cd080
Cd080
Cd010
20

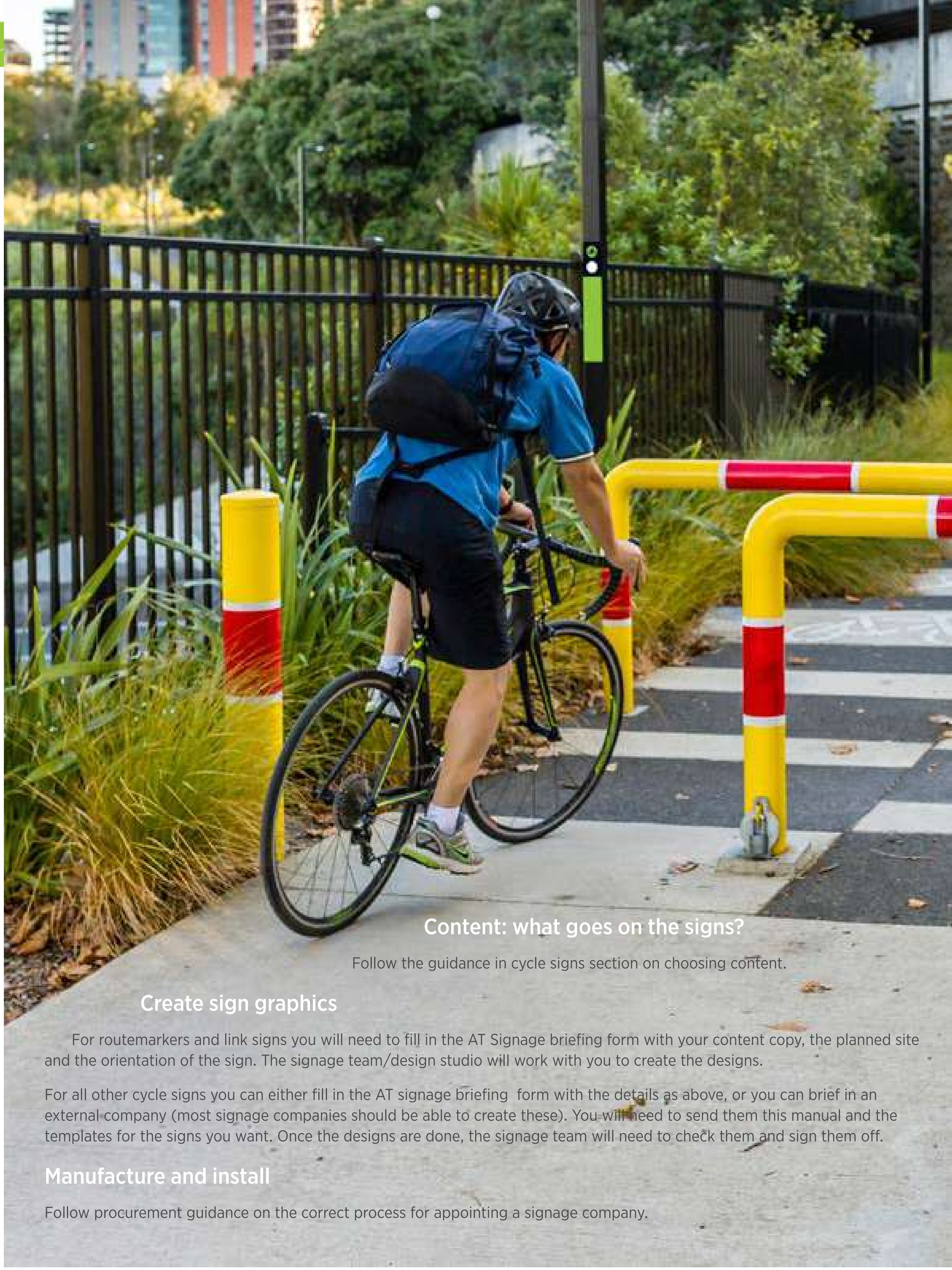
Sign location plan


Te Atatu
Northwestern Path
1.7
North-Western Motorway
Direction 1
Direction 2
Direction 3
71
Patiki Road
Patiki Road off ramp
0.2
Patiki Rd
Entry/Exit for NW Path
0.9
3.7
9.6
Rosebank Rd
Waterview
City Centre


Exit for NW Path
Entry
72
Patiki Rd
Northwestern Path
for Te Atatu & City Centre

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.

Mana whenua interpretive signage

He Take Tō Ngāti Paoa ki te Whenua Kura Nei

This section is relevant for project managers and others who want to install Māori interpretive signage when engaging with mana whenua.

Contents

5.1 Purpose of the mana whenua signs

Features of the signs **364**

5.2 Graphic elements

AT/Council/CCO logos 365
Interpretive signage typeface **366**
Avenir 366
Colour palette **368**
Core colours 368
Tohu – Unaunahi. **369**

5.3 Graphic application

Interpretive sign **370**

5.4 Mana whenua design examples 372

5.1

Purpose of the mana whenua signs

Auckland Transport in collaboration with the mana whenua has developed a template for Māori interpretive signs.

These signs can be used to promote Māori history, culture and traditions.

For further information

Contact the Māori Engagement Team at Auckland Transport.

Features of the signs

The sign is:

- Freestanding
- On a concrete base (with anti-skate pins)
- 1.8m high and 1.0m wide
- Red Ochre in colour
- Single or double sided
- Content is in English or te reo Māori (or both)
- AT and/or Council/CCO logo
- Designed via a template.

One of the main features of the template is the Tohu design (logo or emblem), called the 'Unaunahi'.

The unaunahi (or fish scales) refers to an old pūrākau (local story) that belongs to the people of Tāmaki Makaurau (Auckland region).

When Māui and his brothers Māui-mau, Māui-roto and Māui-taha fished up Te Ika-a-Māui (the North Island), Māui told his brothers not to touch the fish until he returned with the tohunga Tama nui ki te Rangi so the appropriate incantations could be made over the fish as it was tapu (holy). His brothers couldn't wait, so they started cutting up the fish. As they were hacking at the lower section the scales fell off in chunks and floated on the surface of the ocean.

These scales became the islands of the Hauraki Gulf and a few islands off the west coast of Auckland known as Ngā Unaunahi o Te-Ika-a-Māui.

The unaunahi can also have multiple meanings depending on each tribal affiliation.

- The three crescents can represent the three aspects of a united tribe: whānau, hapū and iwi
- The design can represent the great canoe Ngā Toki Matawhaorua, which was commanded by Ngāpuhi ancestor Kupe. With this reference, the three crescents can represent the three taniwha that protected his canoe
- The design can also represent the three great waves that accompanied the waka (canoe) of Kupe on its migrational voyage to New Zealand.

5.2

Graphic elements

The AT logo will be used on the iwi sign as a lock-up, often in conjunction with the Council/CCO logos.

The logos are used in conjunction with their relevant web address positoned underneath.

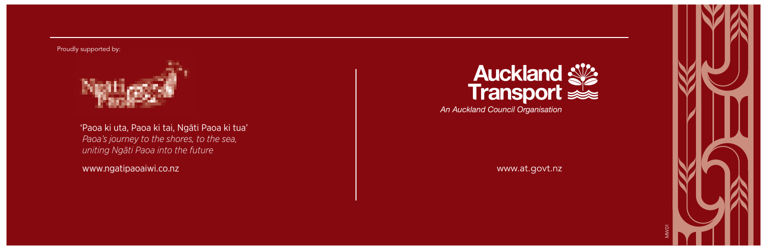
CCO logos are separated by a vertical line and are always positioned on the right hand side of the sign.

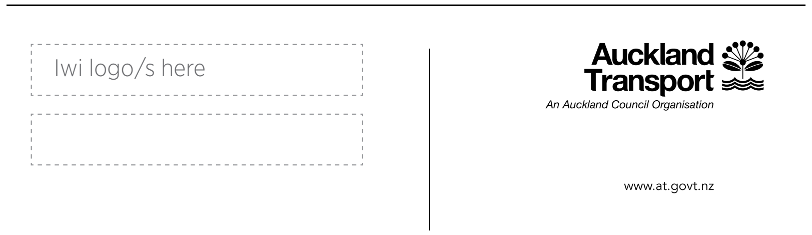
Where possible the relevant iwi logo/s and web address/es will be positioned on the left of the sign.

The logos should always appear in the same scale.

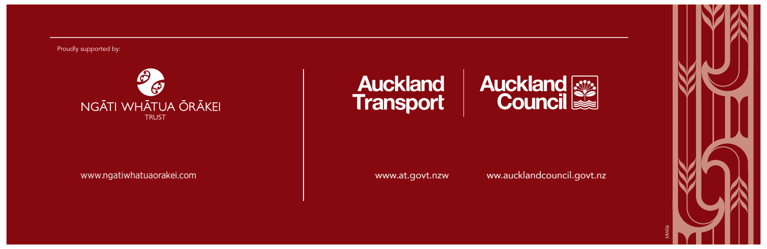
AT/Council/CCO logos

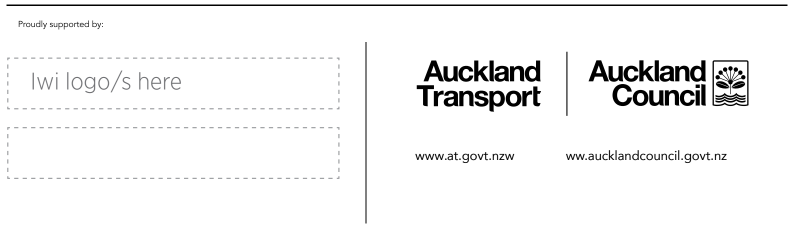
Auckland Transport logo used on its own:


Proudly supported by:
'Paoa ki uta, Paoa ki tai, Ngāti Paoa ki tua'
Paoa's journey to the shores, to the sea, uniting Ngāti Paoa into the future
www.ngatipaoaiwi.co.nz
Auckland Transport
An Auckland Council Organisation
www.at.govt.nz
MW01


Iwi logo/s here
Auckland Transport
An Auckland Council Organisation
www.at.govt.nz

Auckland Transport and Auckland Council logos used together:


Proudly supported by:
NGĀTI WHĀTUA ŌRĀKEI
TRUST
www.ngatiwhatuaorakei.com
Auckland Transport
Auckland Council
www.at.govt.nzw
ww.aucklandcouncil.govt.nz
MW06


Proudly supported by:
Iwi logo/s here
Auckland Transport
Auckland Council
www.at.govt.nzw
ww.aucklandcouncil.govt.nz

The relevant iwi logo/s always sit to the left under the 'Proudly sonsored by' heading as above.

Avenir

All lettering within the interpretive sign system is carried out using Avenir.

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

Avenir Black is used for the main headings.

Interpretive signage typeface

Avenir Black

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$&.,:;’()/-

Avenir Black Oblique is used for the sub headings.

Avenir Black Oblique

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$&.,:;’()/-

Avenir Roman is used for all of the body copy.

Avenir Roman

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$&.,:;’()/-

Avenir Light is used for the introduction paragraph and also the CCO and iwi web addresses within the logo lock-up.

Avenir 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

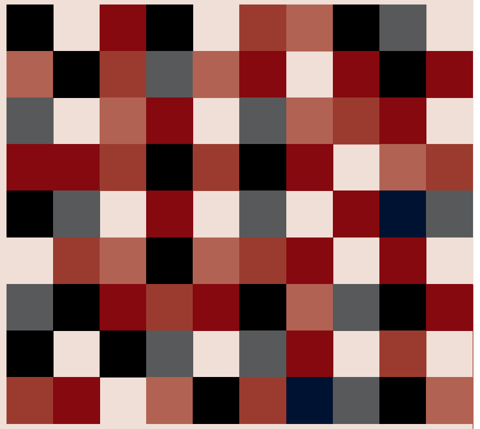
1234567890$&.,:;’()/-

Avenir Light Oblique is used for captions required under images or photographs.

Avenir Light Oblique

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$&.,:;’()/-



Core colours

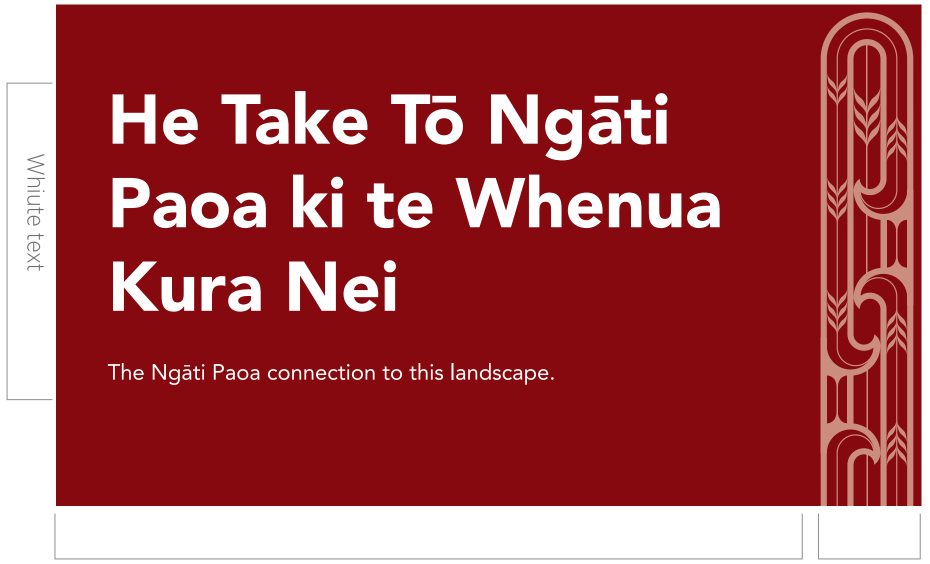
Background sign colour is always in Iwi Red (C: 0 M: 97 Y: 87 K: 53).

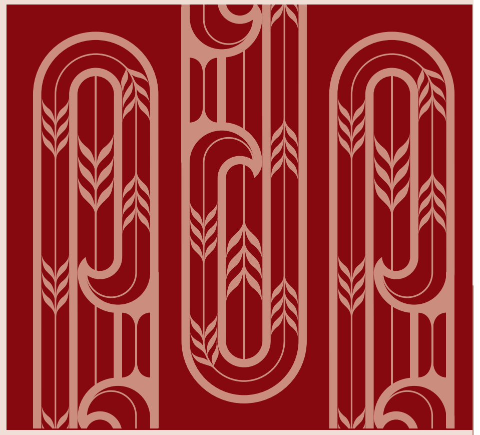
Tohu is always in Pale Iwi Red (C: 0 M: 39 Y: 35 K: 21).

All text and logos appear in White (C: 0 M: 0 Y: 0 K: 0).

Colour palette

Iwi Red	0	97	87	53
Pale Iwi Red	0	39	35	21
White	0	0	0	0

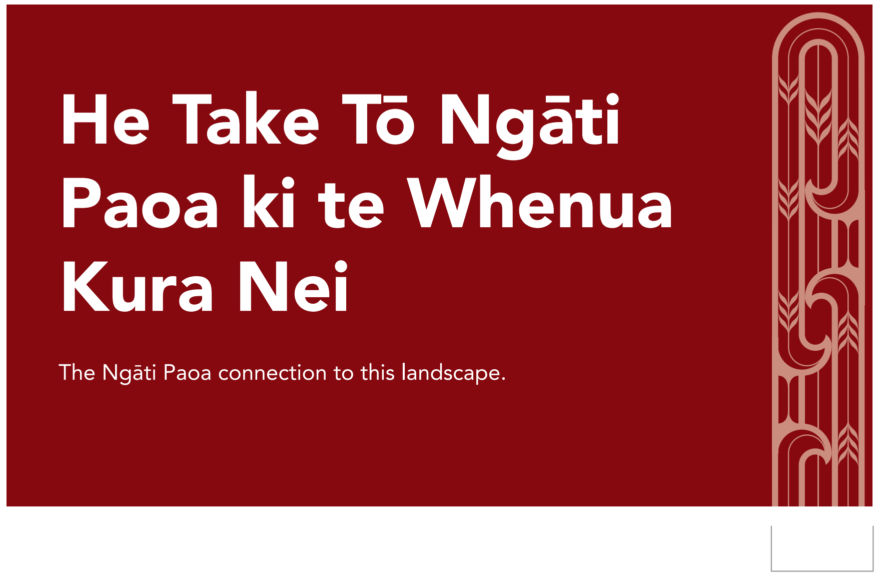

He Take Tō Ngāti Paoa ki te Whenua Kura Nei
The Ngāti Paoa connection to this landscape.
Whiute text
Background Iwi Red
Pale iwi red

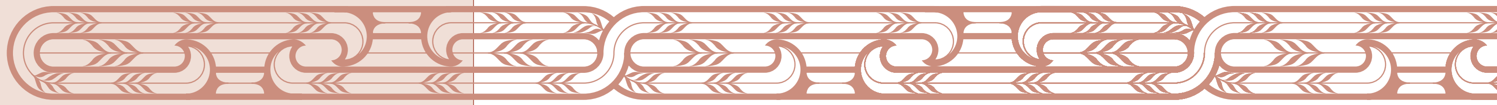


The tohu always appears on the right hand side of the sign and must not change in size or scale.

See graphic application section for measurements.

Tohu – Unaunahi


He Take Tō Ngāti Paoa ki te Whenua Kura Nei
The Ngāti Paoa connection to this landscape.
Tohu



5.3

Graphic application

Heading
Ⓐ 228pt Avenir Black
273pt leading

Sub heading:
Ⓑ 72pt Avenir Black Oblique
104pt leading

Tohu:
Ⓒ 107mm wide

Intro paragraph:
Ⓓ 72pt Gotham Narrow Medium
84pt leading

Main body copy:
Ⓔ 36pt Avenir Roman
48pt leading

Captions:
Ⓕ 18pt Avenir Light Oblique
30pt leading

Photo credit:
Ⓖ 14pt Avenir Light Oblique
30pt leading

Images:
Ⓗ Images should span 1 text column or across the full width of both columns

Dividing lines:
Ⓘ 3pt rule

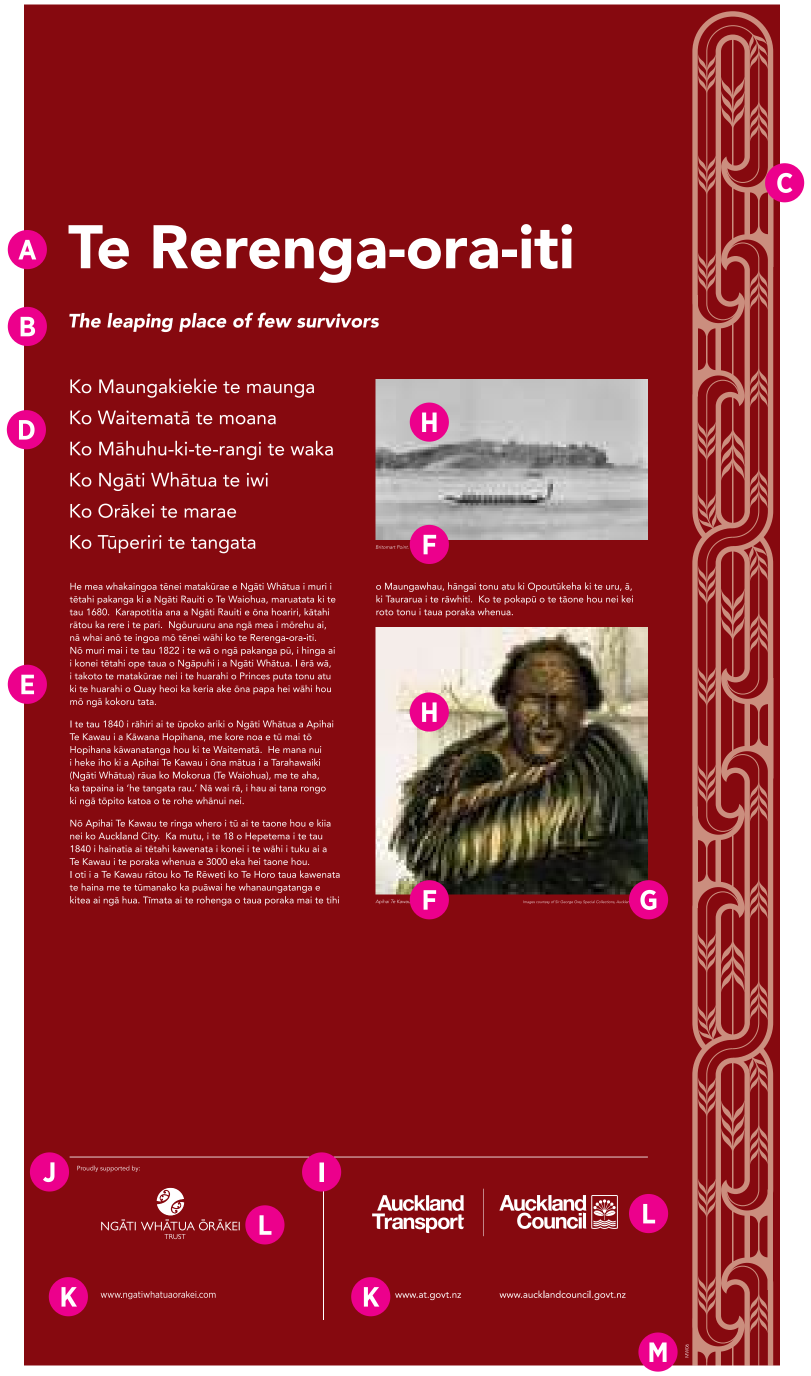
Proudly supported by:
Ⓙ 24pt Avenir Book

Website addresses:
Ⓚ 36pt Avenir Book

Logo lock-up:
Ⓛ 45mm high (see measurements)

Code:
Ⓜ 18pt Avenir Light

Interpretive sign



Te Rerenga-ora-iti

The leaping place of few survivors

Ko Maungakiekie te maunga
Ko Waitematā te moana
Ko Māhuhu-ki-te-rangi te waka
Ko Ngāti Whātua te iwi
Ko Orākei te marae
Ko Tūperiri te tangata

He mea whakaingoa tēnei matakūrae e Ngāti Whātua i muri i tētahi pakanga ki a Ngāti Rauiti o Te Waiohua, maruatata ki te tau 1680. Karapotitia ana a Ngāti Rauiti e ōna hoariri, kātahi rātou ka rere i te pari. Ngōuruuru ana ngā mea i mōrehu ai, nā whai anō te ingoa mō tēnei wāhi ko te Rerenga-ora-iti. Nō muri mai i te tau 1822 i te wā o ngā pakanga pū, i hinga ai i konei tētahi ope taua o Ngāpuhi i a Ngāti Whātua. I ērā wā, i takoto te matakūrae nei i te huarahi o Princes puta tonu atu ki te huarahi o Quay heoi ka keria ake ōna papa hei wāhi hou mō ngā kokoru tata.

I te tau 1840 i rāhiri ai te ūpoko ariki o Ngāti Whātua a Apihai Te Kawau i a Kāwana Hopihana, me kore noa e tū mai tō Hopihana kāwanatanga hou ki te Waitematā. He mana nui i heke iho ki a Apihai Te Kawau i ōna mātua i a Tarahawaiki (Ngāti Whātua) rāua ko Mokorua (Te Waiohua), me te aha, ka tapaina ia 'he tangata rau.' Nā wai rā, i hau ai tana rongo ki ngā tōpito katoa o te rohe whānui nei.

Nō Apihai Te Kawau te ringa whero i tū ai te taone hou e kiia nei ko Auckland City. Ka mutu, i te 18 o Hepetema i te tau 1840 i hainatia ai tētahi kawenata i konei i te wāhi i tuku ai a Te Kawau i te poraka whenua e 3000 eka hei taone hou. I oti i a Te Kawau rātou ko Te Rēweti ko Te Horo taua kawenata te haina me te tūmanako ka puāwai he whanaungatanga e kitea ai ngā hua. Tīmata ai te rohenga o taua poraka mai te tihi

Britomart Point.

o Maungawhau, hāngai tonu atu ki Opoutūkeha ki te uru, ā, ki Taurarua i te rāwhiti. Ko te pokapū o te tāone hou nei kei roto tonu i taua poraka whenua.

Apihai Te Kawau.

Images courtesy of Sir George Grey Special Collections, Auckland Libraries.

Proudly supported by:

NGĀTI WHĀTUA ŌRĀKEI TRUST

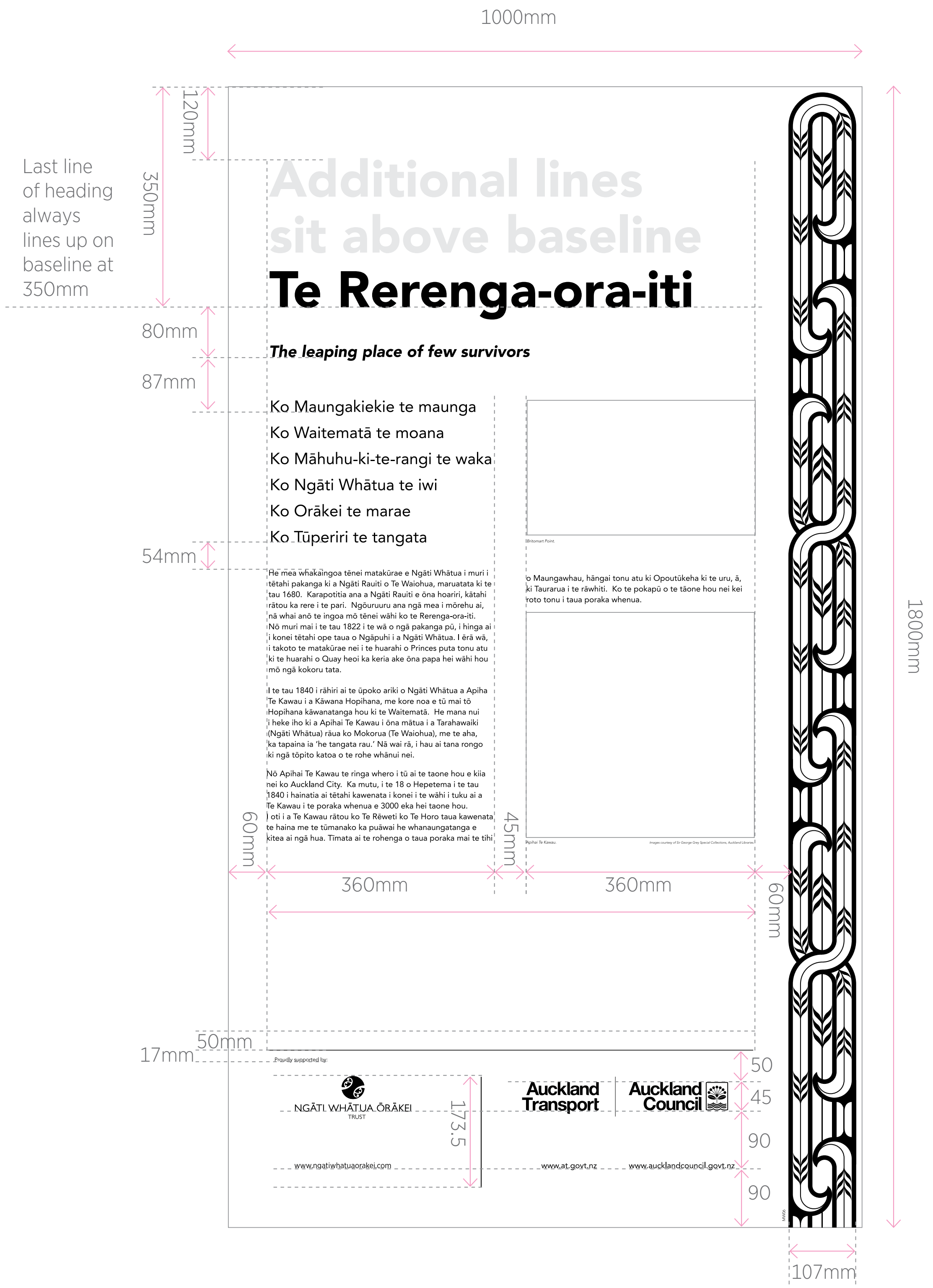
Auckland Transport | Auckland Council

www.ngatiwhatuaorakei.com

www.at.govt.nz www.aucklandcouncil.govt.nz

MW06

Last line of heading always lines up on baseline at 350mm



Te Rerenga-ora-iti

The leaping place of few survivors

Ko Maungakiekie te maunga
Ko Waitematā te moana
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Britomart Point.

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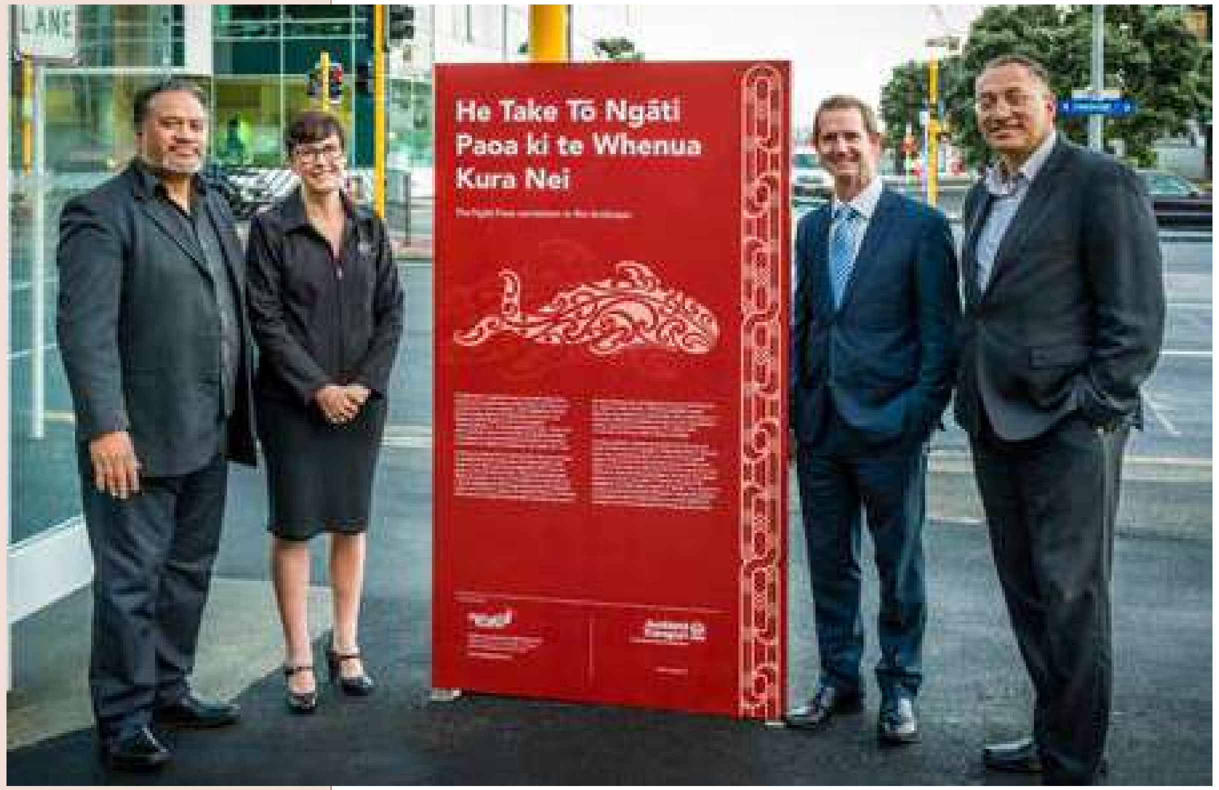
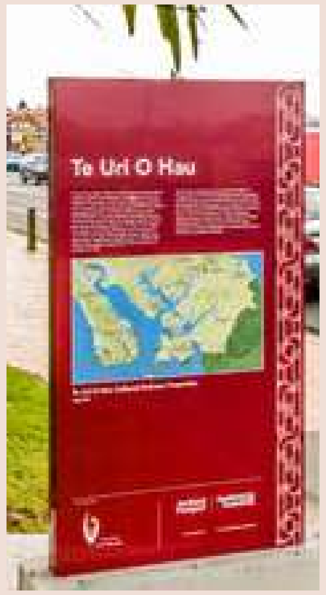
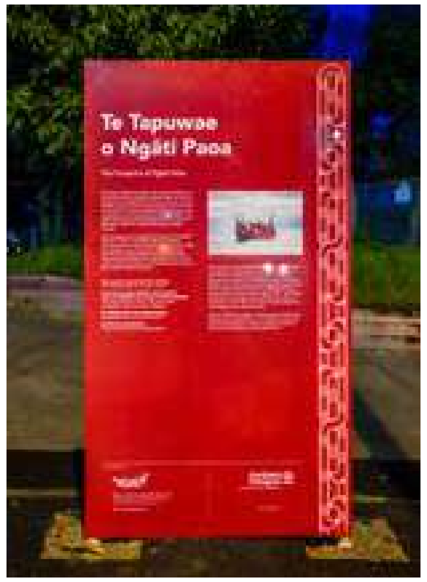
MW06

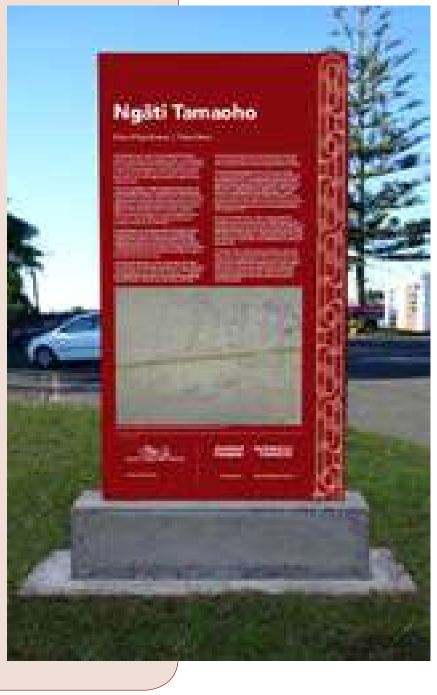
5.4

Mana whenua design examples


He Take Tō Ngāti Paoa ki te Whenua Kura Nei




Te Tapuwae o Ngāti Paoa


Ngāti Tamaoho

Ngaati Te Ata Relationship to Pukekohe