

City of Ipswich

Active Transport Sign Design Manual

August 2018

This manual was prepared for

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by

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Amendment record

Version	Date	Description	Page No.
1.0	16/08/2018	Document as issued	

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Introduction

Ipswich City Council in association with key stakeholders has commenced construction of a high quality active transport network to enable residents and visitors to walk and cycle for transport, fitness and recreation on a daily basis. In order to ensure maximum use and access to this network, Ipswich City Council has developed an *Active Transport Wayfinding Strategy and Sign Design Manual*. The implementation of consistent wayfinding and directional signs assist cyclists and pedestrians to easily locate destinations, build user confidence in the system, increase personal safety and improve information and access to community facilities.

The *Active Transport Design Manual* (this document), details the design and manufacture of a comprehensive sign system covering principal transport, secondary transport, secondary recreation and local transport bicycle routes and activity centre signage designed for pedestrians. A separate document, the *Active Transport Wayfinding Strategy* details the methodology and process for the implementation of the sign system across the network. This manual should be read in conjunction with that document.

The signs detailed in this manual are fully compliant with current national guidelines: Austroads *Guide to Traffic Management – Part 10 Traffic Control and Communication Devices*; *Cycling Aspects of Austroads Guides* and the 2015 Austroads publication *APR-492-NR Bicycle Wayfinding* which contains more detailed information and specifications for the new bicycle wayfinding signage standards. Pedestrian route signage is based on international best practice designs used in the Legible London and Legible Parramatta signage projects.

The implementation of route directional signs on the existing network will be undertaken as a progressive rollout at priority locations and via development processes where appropriate. All new routes will include a sign component in accordance with this manual.

About this manual

This sign design manual is divided into five sections:

The active transport network. This section provides a brief overview of the sign system including the Ipswich active transport network route hierarchy, sign types and signing methodology.

Graphic standards. This section provides standards for typeface, colours and sign content layout.

Directional signs for active transport routes. This consists of sign designs to be used for principal transport, secondary transport, secondary recreation and local bicycle routes as well as pedestrian signs in activity centres. This section provides specific technical information, dimensions and layout templates for each sign design required to sign the different parts of the network.

Sign installation and mounting. This section includes recommendations on the mounting and siting of signs.

Construction, materials, and maintenance. This section includes general technical recommendations for the manufacture of signs and the on-going maintenance of the sign system.

Active transport signs overview

The active transport network

Sign families and sign types

Signing methodology

The active transport network

There are five types of routes which make up the Ipswich Active Transport Network.

Principal transport bicycle routes

These routes provide connections to and between major activity centres, public transport nodes, universities, schools, shopping or commercial centres, industrial areas and key recreational facilities. Principal transport bicycle routes are high-priority routes providing quick unhindered travel and offering the most direct access with minimal delays.

Secondary transport bicycle routes

These routes support the principal transport bicycle route network and provide additional network density linking major activity centres.

Secondary recreation bicycle routes

These routes are iconic recreational trails or routes which cater for sporting, training or touring longer distance cyclists..

Local transport bicycle routes

These routes are feeder routes from residential areas or provide connectivity between principal transport and secondary transport bicycle routes and key local destinations such as local shopping centres, schools, community centres and libraries.

Pedestrian activity centre signs

These signs are designed specifically for pedestrians and indicate destinations in an activity centre within a 800m walking radius..

Sign families and sign types

There are four sign families used to mark the Ipswich Active Transport Network (ATN). Each route type (see Table 1) uses a unique group of sign types which comprise its sign family. Principal transport bicycle routes, because of their

importance in the network, use the highest level of signage. Design details for each sign family including sign variations and recommended usage are provided in the following subsections.

Table 1: Sign families and sign types used for each route type in the City of Ipswich Active Transport Network

		ROUTE TYPES				
		CYCLISTS				PEDESTRIANS
		Principal transport	Secondary transport	Secondary recreation	Local transport	Activity centres
		Main arterials of an urban cycle network providing connections to and between major regional destinations	Main routes supporting the principal transport bicycle route network	Iconic recreational routes and identified touring/ training routes	Routes connecting principal and secondary transport bicycle routes to local destinations	Signed activity centre destinations within an 800m walking distance
SIGN TYPES	Fingerboard signs	YES ¹	YES ¹	YES ¹	At start and finish of routes and where needed	YES ²
	Direction indication signs	In place of fingerboards where they can't be used.	In place of fingerboards where they can't be used.	NO ³	NO ³	NO
	Advance direction signs	Only on high speed commuter routes	NO	NO	NO	NO
	Reassurance signs	Only on lengthy routes after major junctions	NO	NO ³	NO ³	NO
	Facility/destination signs	YES	YES	YES	YES	NO
	Location signs	YES, at underpasses	YES, at underpasses	YES, at underpasses	YES, at underpasses	NO
	Route markers	Use direction indication signs	Use direction indication signs	YES	YES	NO
	Map signs/columns	YES ⁴	YES ⁴	YES ⁴	NO	YES ⁴
	Street signs	YES ⁵	YES ⁵	YES ⁵	YES ⁵	YES ⁵
	Pavement wayfinding markings	YES ⁶	YES ⁶	YES ⁶	NO	School pavement markings near schools only ⁶
	Pavement behaviour markings	YES ⁶	YES ⁶	YES ⁶	NO	NO

¹ At junctions with other routes and where routes change direction

² At identified decision points

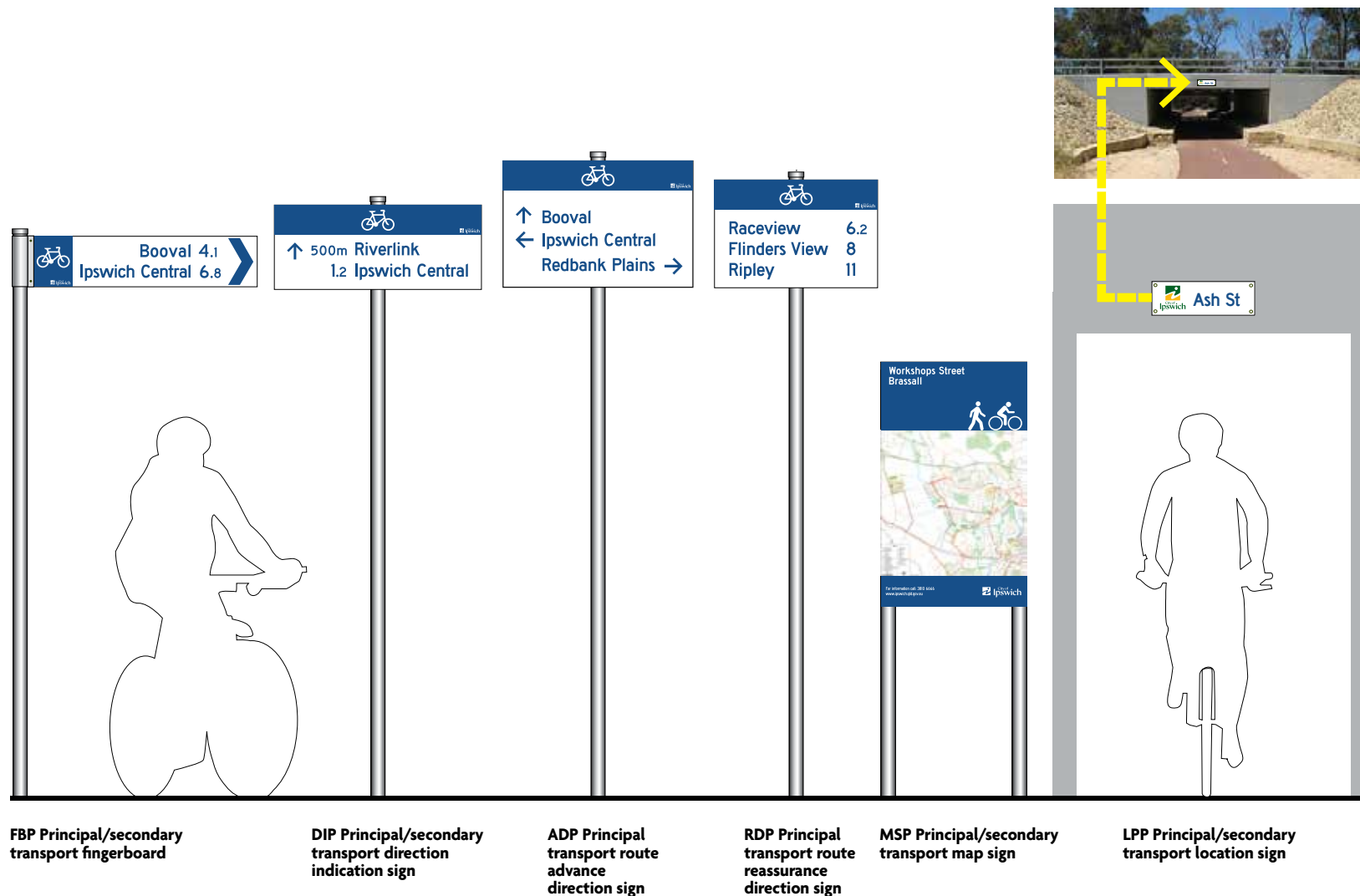
³ Use route markers instead

⁴ At key gateway/ high demand locations. For pedestrian map columns, in Ipswich Central, Springfield Central, Goodna and Ripley activity centres only

⁵ If none exist

⁶ As needed and subject to approval by ICC's Infrastructure Planning Branch

Principal transport and secondary transport bicycle routes sign family



Principal transport and secondary transport bicycle routes sign types

FBP – Principal/secondary transport bicycle route fingerboard

Used at junctions of other principal/secondary transport bicycle routes. Refer to drawings FBP-1 and FBP-2.

DIP – Principal/secondary transport bicycle route direction indication sign

Used to indicate change of direction in place of fingerboards. It can also be used along a route for reassurance. Refer to drawings DIP and DIP-1-3.

ADP – Principal transport bicycle route advance direction sign

Used on principal transport bicycle routes before junctions with other principal transport bicycle routes. Refer to drawings ADP and ADP-2-4.

RDP – Principal transport bicycle route reassurance direction sign

Used on higher speed principal transport bicycle routes following junctions with other similar routes to reassure riders and indicate distances to destinations. Refer to drawing RDP.

LPP – Principal/secondary transport bicycle route location sign

Used to mark cross streets/roads on the faces of bridges over paths at underpasses. This sign can also be used on secondary recreation bicycle routes. Refer to drawings LPP.

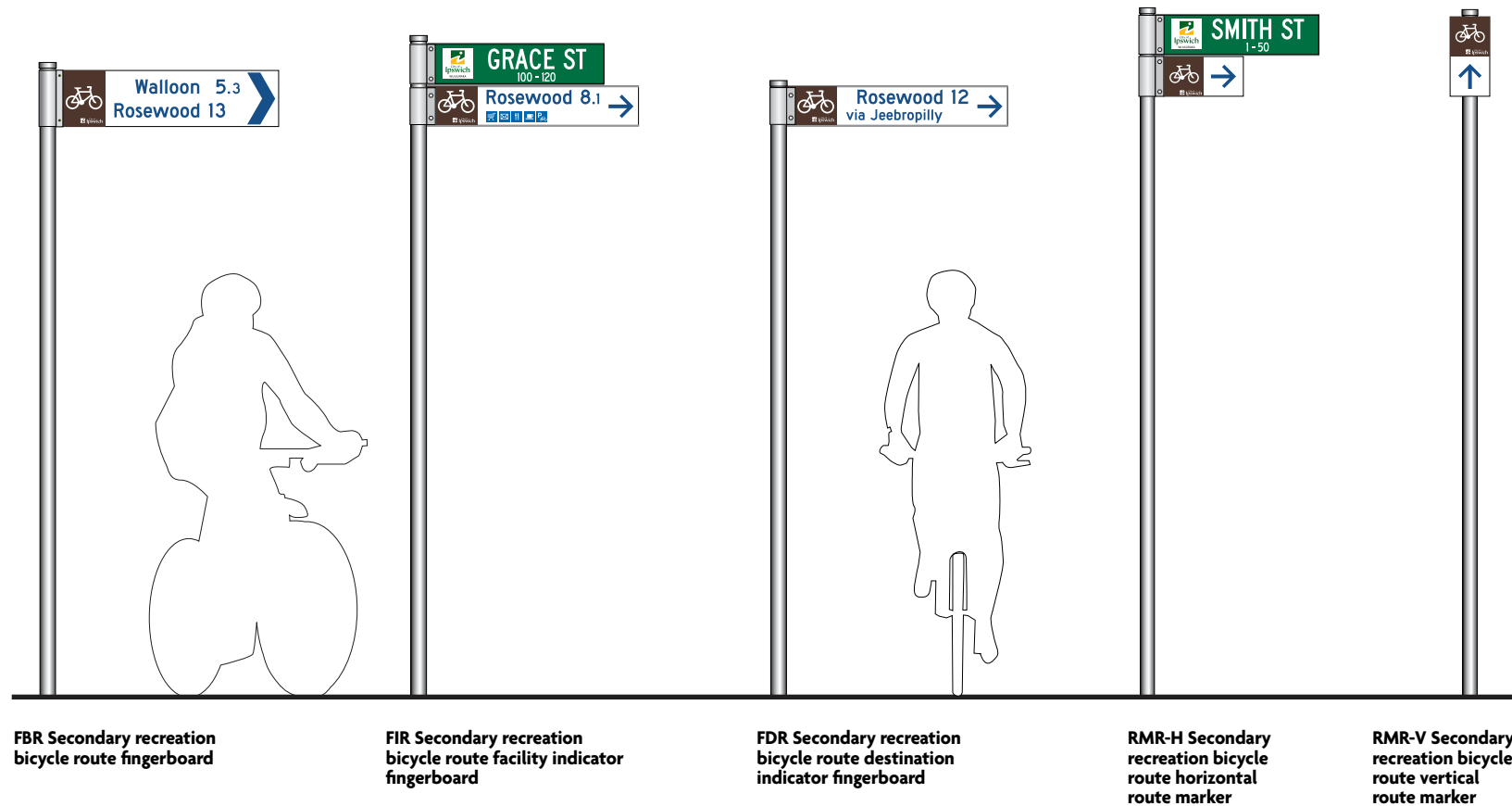
MSP – Principal/secondary transport bicycle route map sign

Used at key network locations to show route possibilities in the area. Refer to drawings MSP-A to MSP-C and MSP-AD.

FAC – Facilities/services sign

Used to indicate facilities and services adjacent to a route and to indicate paths linking these routes to the local street system when located in parklands – see page 9. This sign is also used as a one-line fingerboard on local transport bicycle routes. Refer to drawing FAC.

Secondary recreation bicycle route sign family



Secondary recreation bicycle route sign types

FBR – Secondary recreation bicycle route fingerboard

Used on secondary recreation bicycle routes and where this type of route intersects with other route types. Refer to drawings FBR-1 and FBR-2.

FIR – Secondary recreation bicycle route facilities indicator signs

Used to indicate destinations and their facilities relevant to the route. These destinations are typically just off the route and do not require additional directional signs. Refer drawing FIR/FDR.

FDR – Secondary recreation bicycle route destination indicator signs

Used to indicate destinations relevant to the route with additional wayfinding information and a sub destination on the lower line of the sign. Refer drawing FIR/FDR.

RMR – Secondary recreation bicycle route markers

Used to indicate continuing direction and turnings for secondary recreation bicycle routes in between fingerboards. Refer to drawing RMR-H and RMR-V.

Local transport bicycle route sign family, facilities/services sign and route markers

Local transport bicycle route sign types

FBL-F – Local transport bicycle route fingerboard with pictograms

Used to sign Local transport bicycle routes in conjunction with route markers. This fingerboard displays pictograms on the lower line to indicate facilities and services available at the destination. Refer to drawing. FBL.

FBL-D – Local transport bicycle route fingerboard (two lines)

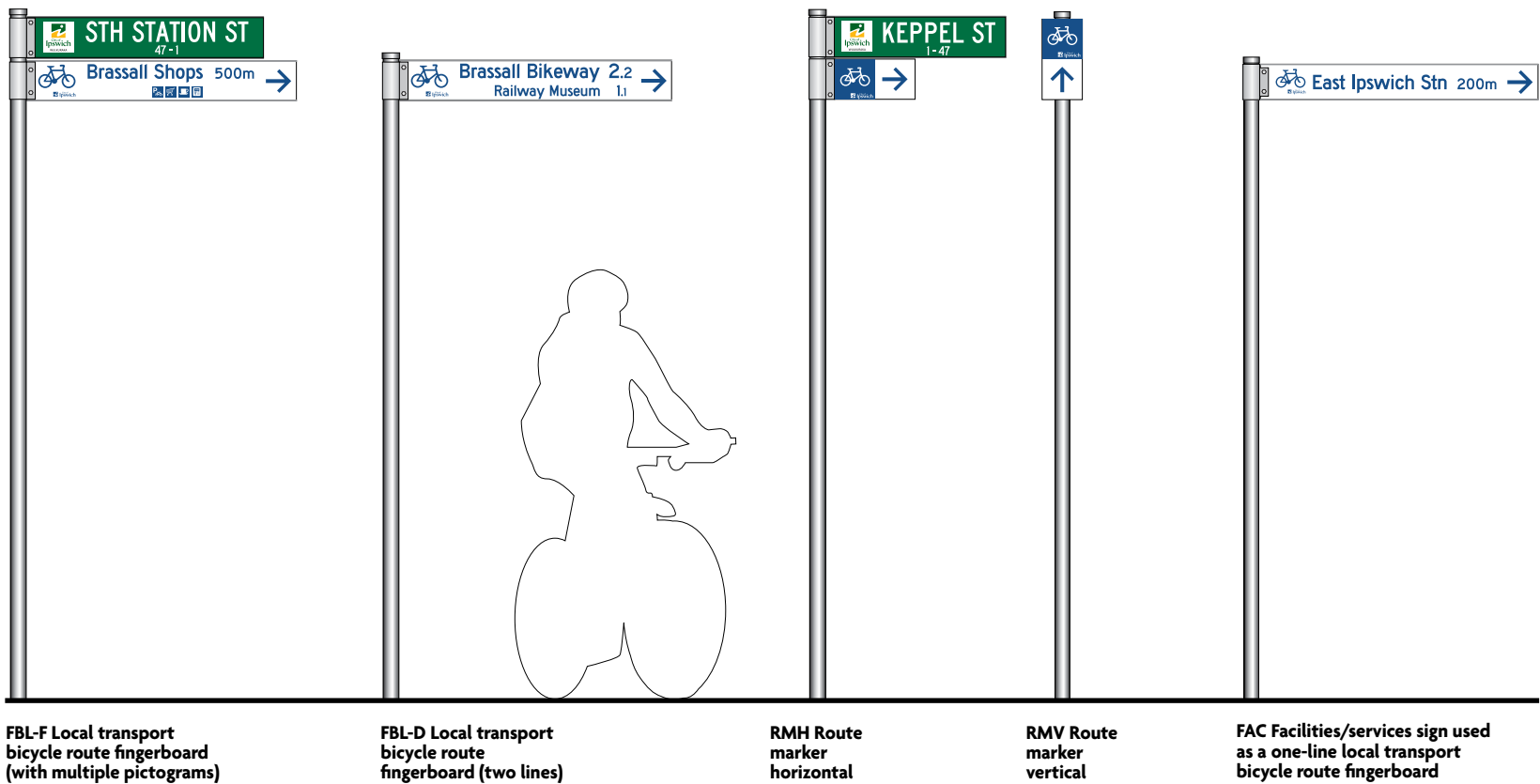
Used to sign Local transport bicycle routes in conjunction with route markers. This fingerboard displays a sub destination or wayfinding information on the lower line to assist with route navigation. Refer to drawing. FBL.

RM – Route markers

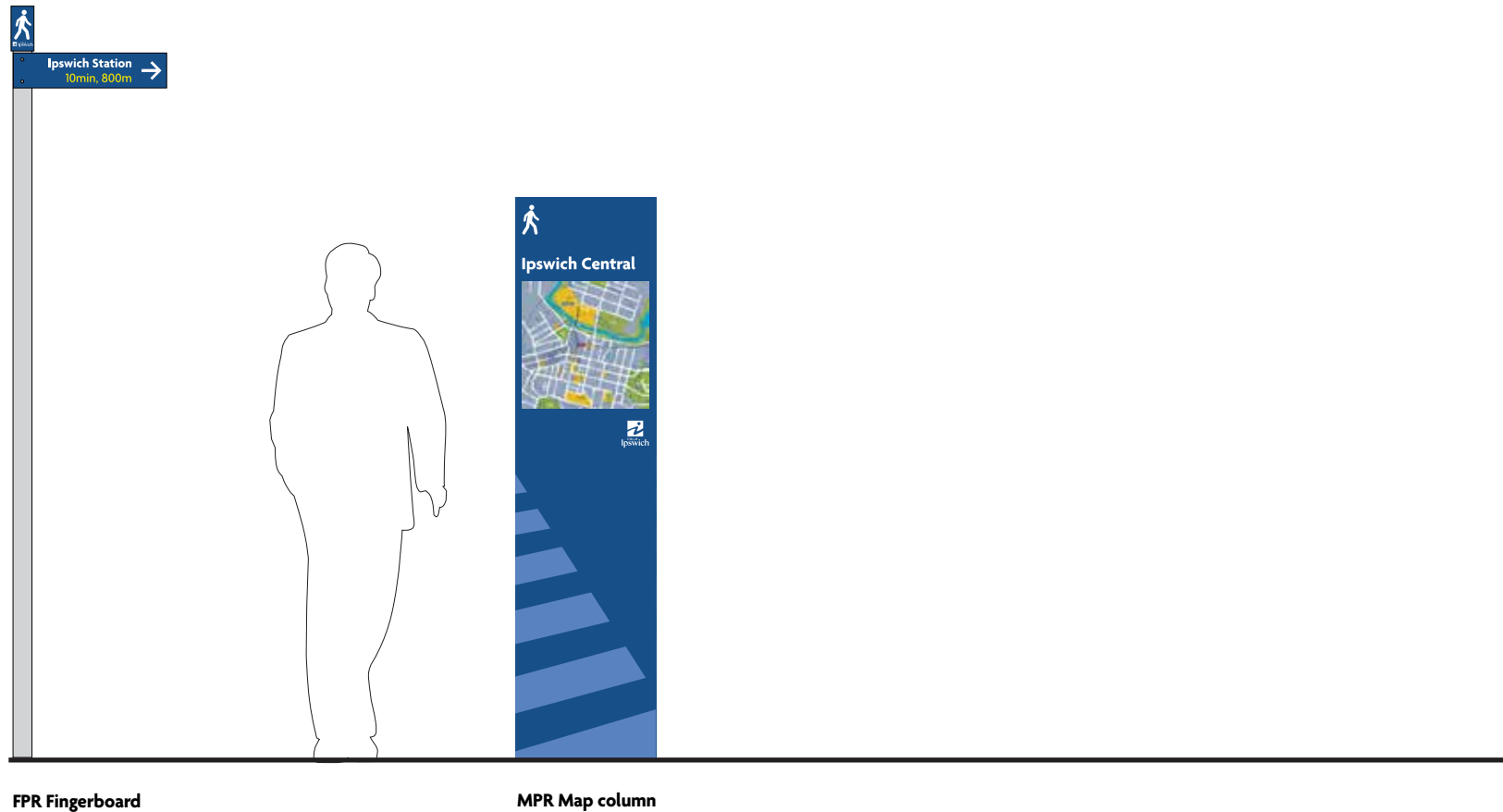
Used to indicate continuing direction and turnings for local transport bicycle routes in between local transport bicycle route fingerboards. Refer to drawing RMH and RMV.

FAC – One line local transport bicycle route fingerboard (Facilities/services sign)

Used as a one-line direction sign on local transport bicycle routes. It can be used on all bicycle transport routes to indicate facilities and services adjacent to routes and to indicate paths linking to the local street system when a route is located in remote parklands or reserves. Refer to drawing FAC



Pedestrian activity centre sign family



Pedestrian activity centre sign types

FPR – Pedestrian activity centre fingerboard

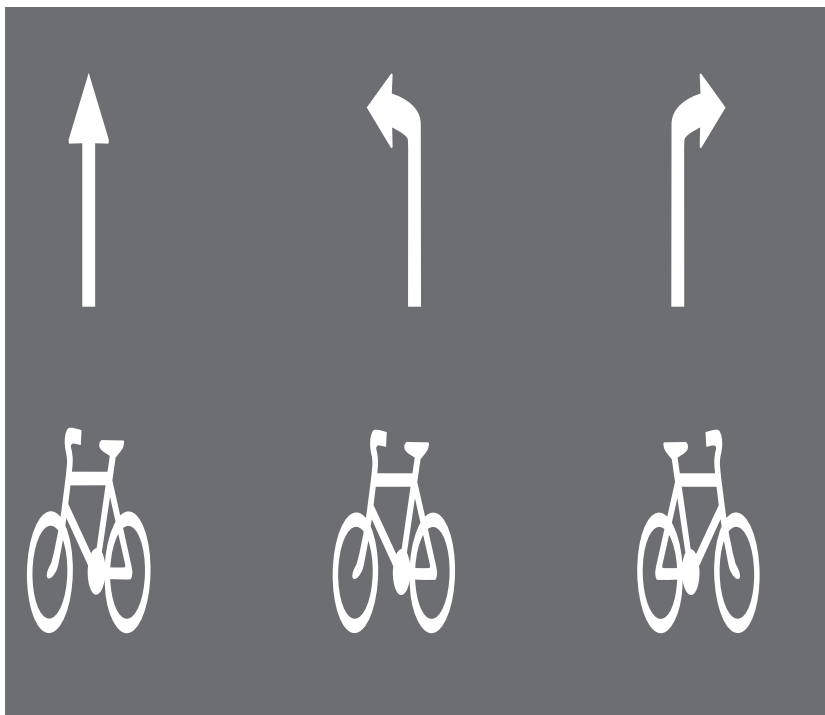
Used to provide pedestrian wayfinding to destinations within activity centres. Refer to drawing FPR.

MPR – Pedestrian map column

Used in strategic pedestrian locations within the Ipswich Central, Springfield Central, Goodna and Ripley activity centres to assist with pedestrian wayfinding within an area. Refer to drawings MPR-A and MPR-B.

Pavement wayfinding markings - on-road and off-road path markings

On-road pavement wayfinding markings for bicycle routes only



On-road bicycle route pavement indicator (RPM-S shown)

To indicate straight ahead route travel direction

On-road bicycle route pavement indicator (RPM-L shown)

To indicate left turn ahead route travel direction

On-road bicycle route pavement indicator (RPM-R shown)

To indicate right turn ahead route travel direction

Off-road path pavement wayfinding markings



Path markers for recommended walking routes to school (subject to Council approval prior to application)

Examples shown for 5, 10 minute and untimed (reassurance) pavement markers

Pavement wayfinding marking types

On-road bicycle route wayfinding indicators

The Austroads bicycle wayfinding guidelines recommend the use of half size standard bicycle pavement symbols which are used in three combinations with standard size bicycle lane arrows to indicate the path of a cycling route. These markings are positioned in advance of a route turning. Refer to drawing RPM.

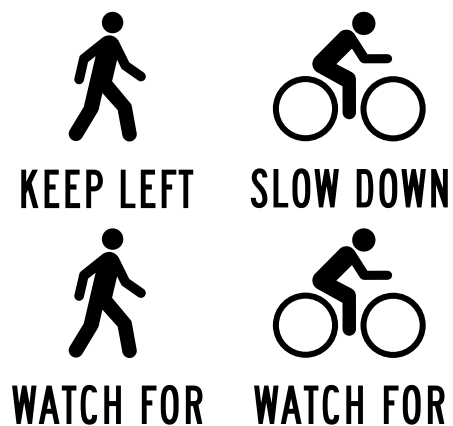
Off-road path wayfinding markers for recommended walking routes to school (subject to Council approval prior to application)

This suite of pavement markings indicates the recommended walking routes to selected schools. Lettering on markings will vary from school to school. Application of these markings is subject to safety assessment and approval by Council's Infrastructure Planning Branch prior to implementation. Refer to drawing PPM.

Off-road path pavement behavioural markings



PBM Path behavioural marking



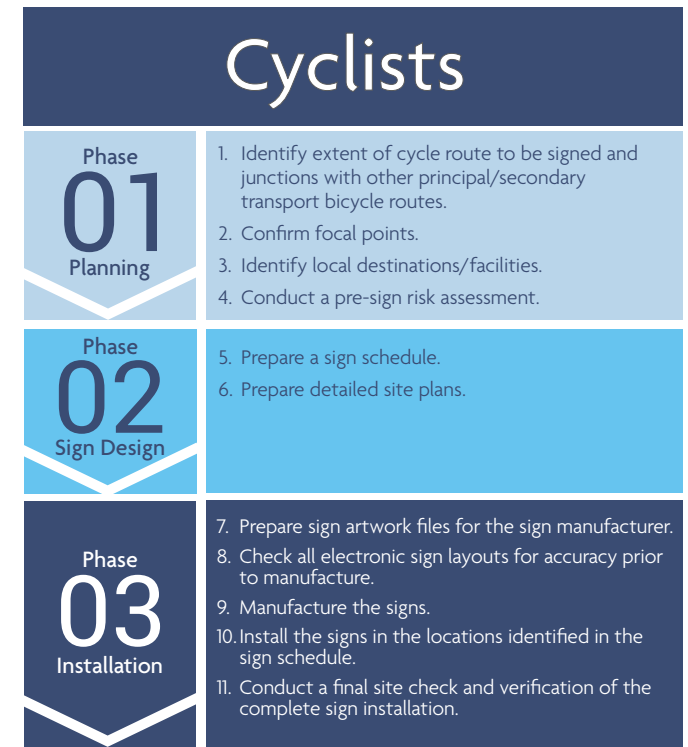
Additional PBM Path behavioural marking designs

Off-road path behavioural marker types

This suite of pavement markings indicates good path behaviour and is used only in areas where poor behaviour has been identified and remedial action is considered necessary to ensure safe path operation. These markings are subject to safety assessment and approval by Council's Infrastructure Planning Branch prior to implementation. Refer to drawings PBM-A and PBM-B.

Signing methodology

The recommended Austroads methodology for sign projects is similar to highway and arterial road sign systems. A key requirement is that routes are planned and signed within the context of the active transport network so that a full range of destinations are available across a region rather than within a narrow corridor. The process for signing the cycle network and activity centres for pedestrians in Ipswich is outlined in the adjacent diagrams (right) and explained in detail in the ICC *Active Transport Wayfinding Strategy*.



Graphic standards

Designs common to all bicycle route signs

Distance numerals on bicycle route signs

Pedestrian activity centre signs

Typefaces

Colours and symbols

Pictograms

Arrow types

Graphical quality

Abbreviating destination names

Designs common to all bicycle route signs

All wayfinding signs for bicycle routes are faced with white retro-reflective background (Class 2, Super Engineering Grade retro-reflective material) and feature a contrasting coloured bicycle symbol on a coloured patch or white background adjacent to the mounting on fingerboards, and in the coloured header area at the top of other sign types – see individual sign design/layout diagrams in this manual. On principal/secondary transport bicycle routes the coloured patch is AS2700 B23 Bright Blue and on secondary recreation route signs it is AS2700 X65 Dark Brown. Local transport bicycle route signs have no colour patch and the entire sign face is white.

Destination lettering, distance numerals, arrows and pictograms on all bicycle route signs are AS2700 B23 Bright Blue.

The typeface used on all bicycle route signs is ASI744:2015 Series D (see page 16). In situations where lengthy names require fingerboards to exceed the recommended maximum length, ASI744:2015 Series C typeface may be used. All sign lettering is shown using mixed capitals and lower case as detailed in the individual sign layouts. Destination lettering and whole kilometre numerals are 60mm high (Cap X-height) unless specified otherwise in individual sign layouts/templates. Destinations are listed on signs with the destination closest to the sign site at the top of the sign with other destinations below in increasing distance order.

All direction arrows used on signs are in accordance with the diagrams/templates shown in the Arrow Types section following. The size and type of direction arrows is specified on individual sign layout diagrams/templates.



Primary/secondary transport reassurance direction sign - distance numerals layout and alignment

Numerals for distances less than one kilometre and the sub-kilometre part of distances under 10km have a 45mm Cap X-height

Distance numerals flush right, aligned on the decimal point

For signs showing distances in metres, these distance numerals are aligned flush right with the edge of the sign lettering zone

Distance numerals on bicycle route signs

Distances to destinations on bicycle route signs are displayed as follows:

- Destination distances are only shown on signs where active travel routes cross, commence or terminate.
- Distances less than 100m are not shown on signs.
- Distance numerals on fingerboards are located between the destination name and the direction arrow spaced and aligned as per the individual sign layout drawings.
- Distance numerals on reassurance direction signs are shown to the right of each destination.
- Distances to destinations are shown in kilometres. The abbreviation 'km' is not shown on signs.
- Distance numerals one kilometre and above are the same point size as destination names.
- Distances above 10km are rounded to the nearest kilometre.
- Distances less than 10km and greater than 1km are shown to the nearest 100 metres in standard decimal form to one decimal place. The numeral to the right of the decimal point is shown at 75% of the height of whole kilometre numerals (usually 45mm Cap X-height unless specified otherwise in individual sign layouts/templates).
- Distance numerals one kilometre and above are aligned on the decimal point.
- Numerals for distances less than one kilometre are rounded to the nearest 100 metres and are shown with the 'm' abbreviation (no space in between) at 75% of the height of whole kilometre numerals.
- For distances less than one kilometre, the numerals and the 'm' abbreviation are right aligned with other destination numerals as indicated on sign layouts.

Pedestrian activity centre signs

Pedestrian activity centre signs are faced with white retro-reflective background (Class 2, Super Engineering Grade retro-reflective material) with coloured/white contrast lettering on a printed AS2700 B23 Bright Blue background. For sign layout details see Drawing FPR and notes on pages 54 and 55. The typefaces used on pedestrian activity centre signs and map column are shown on page 16 and detailed on sign/map column drawings on pages 54 to 59.

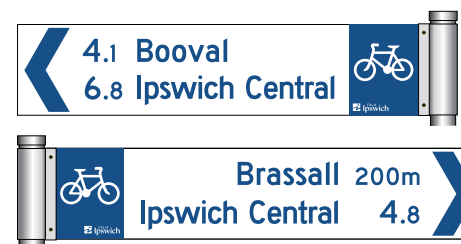
The method of displaying distances to destinations on pedestrian activity centre fingerboards is similar to that used on bicycle route signs. In addition:

- The abbreviation "km" is appended to distances of one kilometre and above (no space between eg: 1.5km). The abbreviation 'm' is appended to distances less than a kilometre as per above. The numeral to the right of the decimal point and distances less than one kilometre are shown 75% of the height of the whole kilometre numerals.
- Distances are located below the destination name and next to the arrow. Walk times are shown below the destination name and aligned towards the mounting end of the sign. A comma and space are used to separate distances and times. See page 54 for the calculation of walk times for pedestrian activity centre fingerboards.
- Distances below 100m are not shown on signs.



FPR Pedestrian Activity Centre Fingerboard

Sample sign showing placement of destination, arrow, time and distance.



FBP-2 Two-line principal transport route fingerboard

Reverse face showing location and alignment of arrow, distance numerals, distance lettering and bicycle symbol patch.

FBP-2 Two-line principal transport route fingerboard

Showing distance numeral alignment for destinations less than a kilometre.

Typefaces

ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz

AS1744:2015 Series D - blue letters on a white sign base - for use on bicycle route signs

ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz

AS1744:2015 Series C - for use on bicycle route fingerboards to reduce length

All measurements for lettering heights on signs refer to the height of the capital letter 'X' referred to in text and in all diagrams as the 'Cap X height'.

× X-HEIGHT

Cap X-height

ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz

Agenda Bold - for use on pedestrian activity centre fingerboards and map columns

ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz

Agenda Medium - for use on pedestrian activity centre fingerboards and map columns

The fonts shown on this page and the individual sign design drawings are to be used for all text and numerals shown except where specifically stated otherwise. No other versions of typefaces will be accepted.

It is the responsibility of the sign maker to purchase the correct font. No other versions, similar or otherwise will be accepted.

AS1744:2015 Series D

The AS1744:2015 Series D typeface is to be used on principal transport, secondary transport, local transport and secondary recreation bicycle route signage for all destination names, distance numerals, arrows and pictograms where blue lettering on a white base is specified as detailed on individual sign type layout diagrams. Make sure all lettering is true to its letter form in face weight and construction.

AS1744:2015 Series C

The AS1744:2015 Series C typeface may be used on principal transport, secondary transport, local transport and secondary recreation bicycle route signage where lengthy sign content will increase sign size above the recommended maximum length.

Agenda Bold

The Agenda Bold typeface is to be used on pedestrian activity centre fingerboards and map columns as detailed on individual sign type layout diagrams. Make sure all lettering is true to its letter form in face weight and construction.

Agenda Medium

The Agenda Medium typeface is to be used on pedestrian activity centre fingerboards and map columns as detailed on individual sign type layout diagrams. Make sure all lettering is true to its letter form in face weight and construction.

Colours and symbols

Primary sign colours



**AS2700 B23
Bright Blue**

RGB 23, 79, 137
Pantone 7686C



**AS2700 X65
Dark Brown**

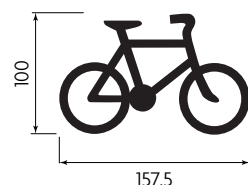
RGB 79, 54, 45
Pantone 476C



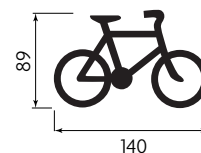
Yellow

RGB 246, 229, 0
Pantone Process
Yellow

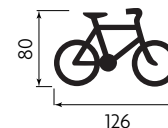
Symbols used on directional signs



Used on fingerboards for principal/secondary transport, secondary recreation and local transport bicycle routes. Used in blue sign header on direction indication, advance direction, reassurance direction signs for principal/secondary transport bicycle routes.



FBP-1 fingerboards and all types of vertical and horizontal markers



One-line FAC fingerboards

Pictogram/symbol colours



Standard pictograms White symbol on AS2700 B23 Bright Blue



Visitor Centre Yellow symbol on AS2700 B23 Bright Blue



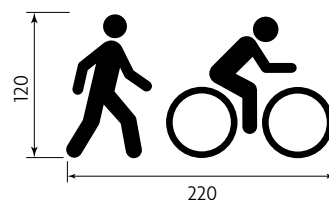
Fire Station White symbol on AS2700 R13 Red



Hospital White symbol on AS2700 G13 Emerald Green

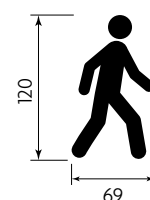


Police Station White symbol on AS2700 B23 Bright Blue

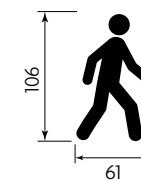


MSP map sign header panel

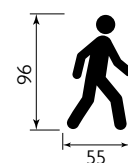
Use electronic vector artwork for all logos and pictograms in sign fabrication process. Electronic files available on request from ICC Infrastructure Planning Branch.



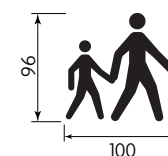
Pedestrian activity centre fingerboards



Pedestrian activity centre map column header



Pole cap symbol on pedestrian activity centre fingerboard sign poles



Adult and child walkers symbol on school off-road path wayfinding marking

Colours

Colours as specified to be used for all parts and faces as noted on the sign layout drawings.

AS2700 B23 Bright blue

Used on all bicycle route signs for distance names and numerals, sign mastheads as indicated on individual sign layouts. This colour is also used as the base colour for pedestrian activity centre signs and map columns as per individual design drawings.

AS2700 X65 Dark brown

Used on all secondary recreation bicycle route signs as indicated on individual sign layouts.

Pantone Process Yellow

Used on pedestrian activity centre fingerboard signs for distance and time information.

AS2700 G13 Emerald Green

Used as the background colour on the hospital/medical centre pictogram.

AS2700 BR13 Signal Red

Used as the background colour on the Fire Station pictogram.

Symbols

Only the symbols as shown on the individual sign design drawings are to be used. No other versions will be accepted. All direction signs use either bicycle or pedestrian symbols depending on the user type. See individual sign layout templates in this manual for details.

Digital versions of symbols should be used and should be scaled proportionally. These are available on request from the ICC Infrastructure Planning Branch.

Pictograms



PVI* - NB This pictogram may only be used to indicate an accredited visitor information centre

Pictograms

Pictograms are selected appropriate to the service/facility available for each signed destination.

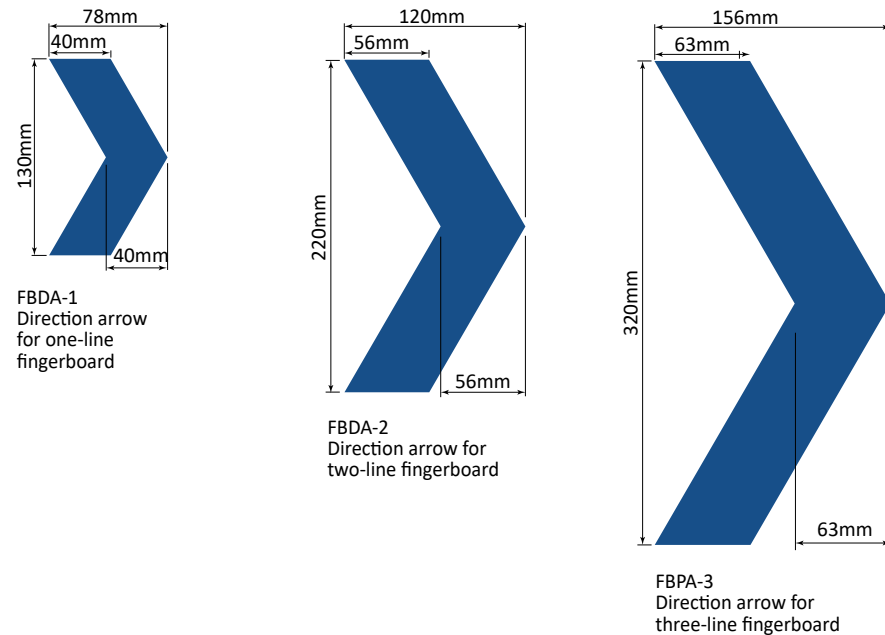
Digital format pictograms are to be used and must be scaled proportionally.

Note: Digital format pictograms can be obtained from the ICC Infrastructure Planning Branch upon request.

When nominating pictograms, use the codes provided eg: (PTR) = Train station symbol.

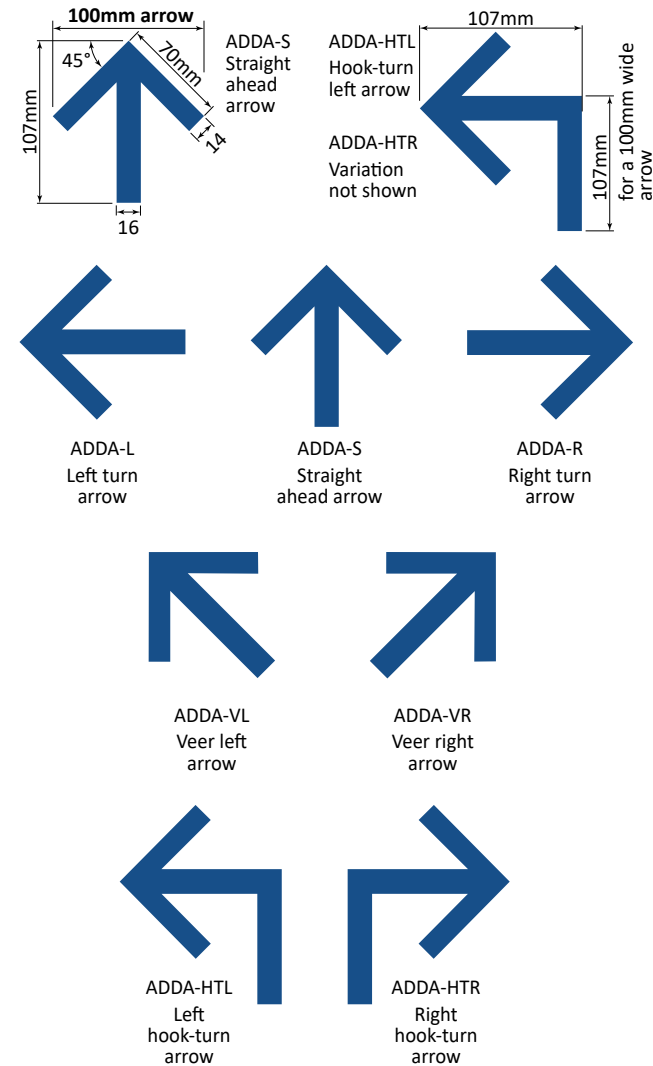
Arrow types

Arrows used for principal transport, secondary transport and secondary recreation bicycle route fingerboards



Arrow templates for direction arrows used on all other sign types (including pedestrian activity centre fingerboards) are shown below

The arrow size specified for all other sign types is the width of the arrow head as indicated in the sample below left. Arrow widths are specified on individual sign layouts.



Arrows

Major arrows (chevrons) on bicycle route fingerboards are also shown dimensioned on individual sign type layout diagrams. Smaller arrows as shown on this page are used for bicycle route signs and pedestrian activity centre fingerboards,

The artwork will be provided digitally and must be scaled proportionately.

No other versions, similar or otherwise, are accepted.

Graphical quality

The following rules of graphic quality apply:

- All lettering shall be true to its letter form in face, weight and construction.
- All graphics are to be electronically, photographically or mechanically reproduced. Digital versions of graphics, symbols and layout drawings in this manual are available from the ICC Infrastructure Planning Branch.
- All colours are as specified in AS2700 colour reference system or other specified colour.

Sign messages are to be created from electronic artwork to faithfully reproduce the shapes and typefaces specified. The graphic layouts shall follow the guidelines outlined in the individual sign layout drawings. These drawings can be provided in electronic format from the ICC Infrastructure Planning Branch.

It is the responsibility of the sign maker to ensure that all electronic files are accurately converted and match the individual sign layout drawings provided in form, size & colour.

The individual sign type drawings shown are to be used as the principal reference.

Vinyl graphics are cut from self-adhesive vinyl by computer operated flatbed knife cutter or other accurate technique.

Abbreviating destination names

Where a destination name is lengthy and greatly increases the potential size of a sign, an abbreviation may be used to reduce the overall size and cost of the sign.

Table 2 lists abbreviations which may be used on ICC ATN signs. Contact the ICC Infrastructure Planning Branch for advice on other words not listed below.

Table 2 – Sign abbreviations

Name	Abbreviation
Avenue	Av
Brook	Bk
Centre	Ctre
Court	Ct
Creek	Ck
Crescent	Cr
East	East
Highway	Hwy
Island	Is
Junction	Jct
Kilometre, also Kilometres	Km
Kilometres per hour	Km/h
Metre	m
Motorway	Mwy
Mountain	Mt
North	Nth
Parade	Pde
Park	Pk
Queensland	Qld
Railway	Rly
Reserve	Res
Road	Rd
South	Sth
Square	Sq
Station	Stn
Street	St
Terrace	Tce
University	Uni
West	West

Directional signs for active transport routes

Principal/secondary transport bicycle routes signs

FBP Fingerboard sign
DIP Direction indication sign
ADP Advance direction sign
RDP Reassurance direction sign
LPP Location sign
FAC Facility/services sign
MSP Route map sign

Secondary recreation bicycle route signs

FBR Fingerboard sign
FIR Facility indicator sign and FDR Destination indicator sign
RMR Route markers

Local transport bicycle route signs

FBL Fingerboard sign
RMH and RMV route markers

Pedestrian activity centre signs

FPR Pedestrian activity centre fingerboard sign
MPR Pedestrian activity centre map column

Pavement wayfinding markings

RPM On-road wayfinding markings
PPM Off-road path wayfinding markings

Pavement behaviour markings

PBM Off-road path behaviour markings

Principal transport and secondary transport bicycle routes signs

FBP Principal/secondary transport bicycle routes fingerboard sign

Purpose

The principal/secondary transport bicycle routes fingerboard sign is used at junctions with other routes in the ATN or at route turnings/intersections along a route.

Fingerboards may show one or two destinations and the distances to those destinations. The closest destination is always listed at the top of the fingerboard. Distances are only shown on fingerboards when used at junctions with other principal transport, secondary transport, local transport or secondary recreation bicycle routes. At all other route turnings where fingerboards are used, distances are not listed.

Destinations shown on fingerboards usually consist of a sub destination and the next focal point destination beyond. It is an essential principle of signing that once a destination is listed on a sign it continues to be listed on all subsequent signs in the series until the destination is reached. Once a sub destination has been reached, the next sub destination is then listed until it too is reached. Similarly with focal point destinations.

Two focal points are not listed when sub destinations are present. When sub destinations are not present on a route, it is acceptable practice to list the next two focal points.

In a situation where two or more routes with different signed destinations share a common path (overlap each other) for a short distance, individual fingerboards for each of these routes are erected together and stacked one under another.

If two or more overlapping routes share a common path for a full network segment (between two focal points) a common fingerboard may be used for both routes.

Refer to drawings FBP-1 and FBP-2 for layouts and technical details.

Location

Route fingerboards are located at intersections and indicate the travel direction along a street/road or path. Fingerboards are sited clear of turning traffic and in full visibility of the route.

For ease of navigation it is preferable to locate all fingerboards on the one pole in a prominent location. Signs in split locations are carefully sited to be 'read' intuitively by the user. For example, at a right turn of the route it may be useful to locate one fingerboard on the right side of the street in the direction of travel. This draws the eye of the user in the direction of travel (right turn). Avoid locating signs outside the users' normal field of vision.

Sign posts are set a minimum of 500mm from the road/path edge, preferably on the same side as the direction of travel.

Site verification

Where applicable, fingerboards direct pathway users to the most appropriate direction to easily follow the route. Position fingerboards to minimise confusion at path junctions, particularly where there are multiple junctions.

Fingerboards located near roads are positioned to minimise confusion with other road signs and names.

All sign sites need to be individually assessed taking likely user travel needs and conditions into consideration.

FBP fingerboard variations

FBP-1

One-line fingerboard

Refer to drawing FBP-1 for graphic, construction details and sign layout.

FBP-2

Two-line fingerboard

Refer to drawing FBP-2 for graphic, construction details and sign layout.

FBP-1 Principal/secondary transport bicycle routes fingerboard - layout and dimensions



FBP-1 One-line fingerboard - artwork template



Sign content notes

1. The principal/secondary transport bicycle routes fingerboard is a double-sided sign. See example (left) for reverse face layout.
2. The white bicycle symbol on a blue background is located at the mounting end of each sign face. The cycle symbol always faces in the direction of travel.
3. Distances are shown on signs as specified on page 15 of this manual.
4. Maximum length of fingerboard is 1200mm.

FBP-1 Technical details

Construction details

1. 150mm high (length to suit lettering) 6mm aluminium Standard Grade H5005 H34 with 5mm radius corners. Maximum length 1200mm subject to content.
2. Mounting on 50mm or 60mm diameter poles (depending on sign loading). Footings are 300mm diameter and 600mm deep.
3. Mount using standard galv/steel or aluminium sign clamp.

Graphic details

Digital printed graphics in AS2700 B23 Bright Blue using full solvent inks onto white Class 2 super engineering grade retro-reflective material sheeted with anti-graffiti overlay film NI-EF 40801-12-45 or equivalent.

Sizes

DESTINATIONS/DISTANCES

60mm cap X-height AS1744:2015 Series D Numerals: ≥1km 60mm cap X-height, <1km 45mm cap X-height

SYMBOL

White bicycle symbol 157.5 x 100mm

ARROWS

FBDA-1 fingerboard arrow

Drawing number:

FBP-1

DIP Principal/secondary transport bicycle routes direction indication sign

Purpose

The principal/secondary transport bicycle route direction indication sign is used to mark routes in the ATN where fingerboards cannot easily be installed due to site mounting issues such as road overlap or insufficient sightlines. Direction indication signs can be used in place of fingerboards at ATN bicycle route junctions. At these locations distance numerals are shown on DIP signs. Distances are not shown on DIP signs at route turnings or intersections in between ATN bicycle route junctions. DIP signs only indicate a single route direction. For multiple route directions use an advance direction sign.

Direction indication signs can list up to two destinations. The closest destination is always listed at the top of the sign. Destinations shown on direction indication signs usually consist of a sub destination and the next focal point following the sub destination. An essential principle of signing is that once a destination is listed on a sign it continues to be listed on all subsequent signs in the series until the destination is reached. Once a sub destination has been reached, the next sub destination is then listed until it too is reached. Similarly with focal points.

Two focal points are not listed when sub destinations are present. When sub destinations are not present on a route, is acceptable practice to the next two focal points. In a situation where two or more routes with different signed destinations share a common path (overlap each other) for a short distance, individual direction indication signs for each of these routes are erected together and stacked one under another. If two or more overlapping routes share a common path for a full network segment (between two focal points) a common direction indication sign may be used for both routes.

The travel/turn arrow always points out of the sign body

away from its associated destination name(s). Straight ahead, left turn and veer left arrows are located to the left of their destination names and right turn and veer right arrows to the right of their destination names. Destination names grouped with a single direction arrow are justified to the side closest to the arrow. When distances are shown on direction indication signs these are located between the arrow and the associated destination name.

Refer to drawings DIP and DIP-1-3 for layouts and technical details.

Location

Direction indication signs are located at route turnings or intersections. They can be located either before or after an intersection, whichever offers the most visible and legible siting. The actual siting of these signs depends on the road/path situation. On a downhill approach, signs may need to be located on the approach side of the intersection to provide adequate warning of a turning. The optimal siting for a direction indication sign may be on the far side of large or complicated intersections to draw the eye of the user through the intersection along the street or road to be followed.

Direction indication signs are ideally located on the left side of the road/path with good approach visibility.

Sign posts are sited at a minimum of 500mm from the road/path edge on the same side as the direction of travel.

Site verification

All sign sites need to be individually assessed taking likely user travel needs and conditions into consideration.

DIP sign variations

DIP-1

One-line direction indication sign

Refer to drawing DIP for graphic and construction details and drawing DIP-1-3 for sign layout.

DIP-2

Two-line direction indication sign

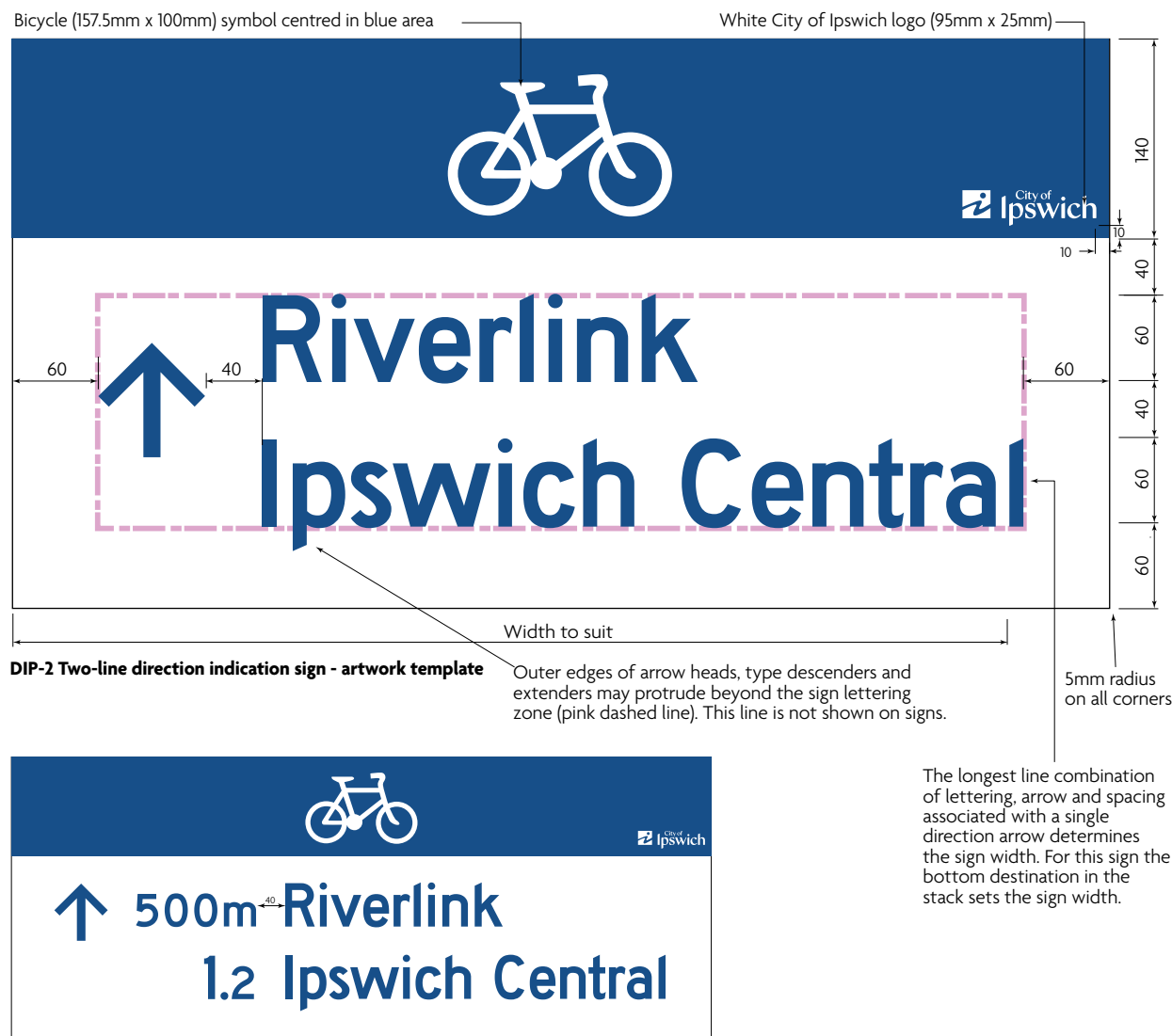
Refer to drawing DIP for graphic and construction details and drawing DIP-1-3 for sign layout.

DIP-3

Three-line direction indication sign

Refer to drawing DIP for graphic and construction details and drawing DIP-1-3 for sign layout.

DIP Principal/secondary transport bicycle routes direction indication sign - layout and dimensions



DIP-2 Two-line direction indication sign showing layout when distances are shown

Sign example shows layout arrangement when distances less than 1km are shown. When both distances are above one kilometre the numerals are aligned on the decimal point.

Sign content notes

- Only the route being followed is indicated by DIP signs as shown in the examples.
- DIP signs list the same destinations used on fingerboards along the route.
- Focal point and subdestinations can be shown on the sign.
- A single sign may be used for overlapping routes sharing a common focal point or sub destination.
- The direction arrow always points outwards from the sign towards the direction of travel.
- Straight ahead and left turn arrows are always shown on the left side of the destination(s) with the destination names left justified as shown. The arrow is centred vertically for two or more destinations. For right turns, the arrow is positioned to the right of the destination lettering which is right justified towards the arrow.
- Distance numerals can be shown on DIP signs when used in place of fingerboards at junctions with other routes. Distance numerals are located between the direction arrow and the destination name.
- Distances, when used, are shown on signs as specified on page 15 of this manual.

DIP Technical details

Construction details

- 1.6mm aluminium type 5251, tempered H38 sign panel with 5mm radius corners and digitally printed graphics.
- Type 1 aluminium stiffener rails centred widthways, 100mm less of sheet width, mounted to galvanised post using straps and buckle.
- Fix sign panel to aluminium stiffener rails using self-piercing riveting system (eg. Henrob).
- Mounting on 50mm or 60mm diameter poles (depending on sign loading). Footings are 300mm diameter and 600mm deep.

Graphic details

Digital printed graphics in AS2700 Bright Blue B23 using full solvent inks onto white Class 2 super engineering grade retro-reflective material sheeted with anti-graffiti overlay film NI-EF 40801-I2-45 or equivalent.

Sizes

DESTINATIONS

60mm cap X-height AS1744:2015 Series D. Distances only used when DIP sign is located at a route junction in place of a fingerboard.

SIGN MASTHEAD

AS2700 B23 Bright Blue panel, 140mm high and width of sign
White bicycle symbol 157.5 x 100 mm

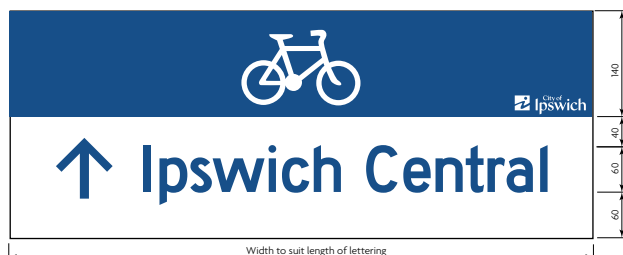
ARROWS

ADDA type 80mm

Drawing number:

DIP

DIP-1, DIP-2 & DIP-3 Direction indication signs: one- two- and three-line versions



DIP-1 One-line direction indication sign - artwork template

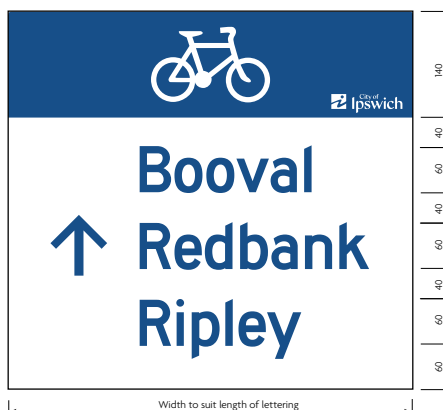
This version of the DIP sign can be used in two ways:

(a) in advance of an intersection to clearly indicate the continuing route direction; and, (b) in place of a fingerboard at a minor route turning (where distances are not shown on signage).



DIP-2 Two-line direction indication sign - artwork template single route with sub destination

This version of the DIP sign is used instead of a fingerboard to indicate a route turning at an intersection. Distance numerals are not shown where the intersection/turning is not a junction with another route.



DIP-3 Three-line direction indication sign - artwork template two parallel routes with shared destination

This version of the DIP sign is used instead of a fingerboard to indicate a route turning at an intersection or for reassurance along a route. The immediate destination "Booval" is shared by both routes and their subsequent focal points are listed with the closest first. Distance numerals are not shown where the intersection/turning is not a junction with another route.

Notes

1. Refer to general notes for all DIP signs on page 25.
2. Refer to sign design and fabrication notes for DIP signs on page 26.

DIP Technical details

DIP-1

One-line direction indication sign.
Refer to drawing DIP for graphic and construction details.

DIP-2 without distances

Two-line direction indication sign.
Refer to drawing DIP for graphic and construction details.

DIP-2 with distances

Two-line direction indication sign with distance numerals shown.
Refer to drawing DIP for graphic and construction details.

DIP-3

Three-line direction indication sign.
Refer to drawing DIP for graphic and construction details.

Drawing number:

DIP-1-3

ADP Principal transport bicycle route advance direction sign

Purpose

The principal transport bicycle route advance direction sign provides advance warning of route junctions between principal routes. They are not used on other types of routes or when principal routes intersect with other types of bicycle routes. Fingerboards only are used at these junctions.

Advance direction signs list the focal point destinations for the route being followed and any other principal transport bicycle route passing through the junction. Sub destinations are not used on advance direction signs.

Distances to destinations are not listed on advance direction signs. Distances are provided on fingerboards at the actual junction.

The route being followed is always shown to the top of the sign. Destinations are grouped according to their common travel direction. The travel/turn direction for each focal point, or group of focal points sharing a common direction, is indicated by a single arrow pointing in the travel direction to be taken through the junction.

Where different routes are crossed, use a horizontal line to show separate routes that cross or branch at the junction.

Travel/turn arrows always point out of the sign body away from their associated destination names. Straight ahead, left turn and veer left arrows are located to the left of their destination names and right turn and veer right arrows to the right of their destination names. Where two or more destination names are grouped with a single direction arrow, the destinations are justified to the side closest to the arrow.

Destinations listed on advance direction signs should be consistent with fingerboards and other signs used on all routes feeding into the junction.

Refer to drawings ADP and ADP-2-4 for layouts and technical details.

Location

Advance direction signs are located between 30 and 50 metres in advance of the intersection. Mounting distance and actual sign siting depend on the road/path situation. On a downhill approach, signs may need to be located at the extent of the range or further back up the hill to account for a high approach speed.

Advance direction signs are always located on the left side of the road/path with good approach visibility.

Sign posts are sited at a minimum of 500mm from the road/path edge on the same side as the direction of travel.

Site verification

All sign sites need to be individually assessed taking likely user travel needs and conditions into consideration.

ADP Sign Variations

ADP-2

Two-line advance direction sign
Refer to drawing ADP for graphic and construction details.
Refer to drawing ADP-2-4 for sign layout.

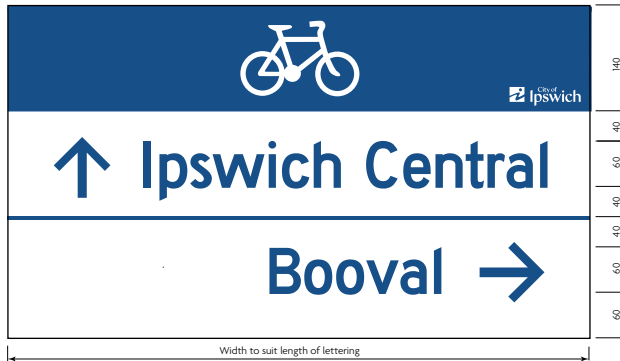
ADP-3

Three-line advance direction sign
Refer to drawing ADP for graphic and construction details.
Refer to drawing ADP-2-4 for sign layout.

ADP-4

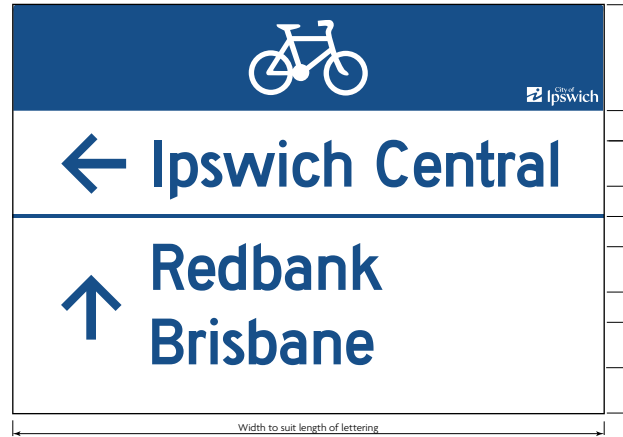
Four-line advance direction sign
Refer to drawing ADP for graphic and construction details.
Refer to drawing ADP-2-4 for sign layout.

ADP-2, ADP-3 and ADP-4 Advance direction signs – two- three- and four-line versions



ADP-2 Two-line advance direction sign - artwork template

This version of the AD sign indicates direction for the principal route being followed and another right branching principal route.

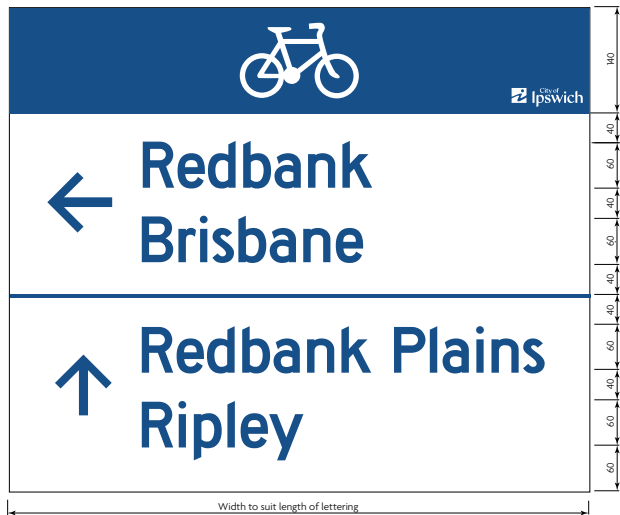


ADP-3 Three-line advance direction sign - artwork template

This version of the AD sign indicates a change of direction for the principal route being followed and straight ahead for the principal route branching from this route.

Notes

1. Refer to general notes for all ADP signs on page 28.
2. Refer to application and usage notes for ADP signs on page 29.



ADP-4 Four-line advance direction sign - artwork template

This version of the AD sign indicates direction for a principal route (above the line) and two other principal routes (below the line) sharing the same alignment and branching from this route beyond the junction.

ADP Technical details

ADP-2

One- and two-line advance direction sign.
Refer to drawing ADP for graphic and construction details.

ADP-3

Three-line advance direction sign.
Refer to drawing ADP for graphic and construction details.

ADP-4

Four-line advance direction sign.
Refer to drawing ADP for graphic and construction details.

Drawing number:

ADP-2-4

RDP Principal transport bicycle route reassurance direction sign

Purpose

The principal transport bicycle route reassurance direction sign is used only on high-speed limited access routes or on lengthy remote routes to indicate travel distances to upcoming destinations along the route. This sign is not used on other types of routes. The sign provides confirmation to users following junctions with other principal bicycle transport routes and assures users that they have joined the correct route or are continuing on it.

A maximum of three destinations per sign can be listed in descending distance order with the closest destination at the top of the list. Focal point destinations and the next sub destination can be listed on reassurance destination signs.

Refer to sign layout drawings RDP, RDP-2-3 for layouts and technical details.

Location

Reassurance direction signs are installed 50 – 100m following junctions with other principal transport bicycle routes. They are not used at junctions with other types of bicycle routes.

Sign posts are sited at a minimum of 500mm from the road/path edge on the same side as the direction of travel.

Site verification

All sign sites need to be individually assessed taking likely user travel needs and conditions into consideration.

RDP Sign variations

RDP-2

Two-line reassurance direction sign
Refer to drawing RDP for graphic and construction details.
Refer to drawing RDP-2-3 for sign layout.

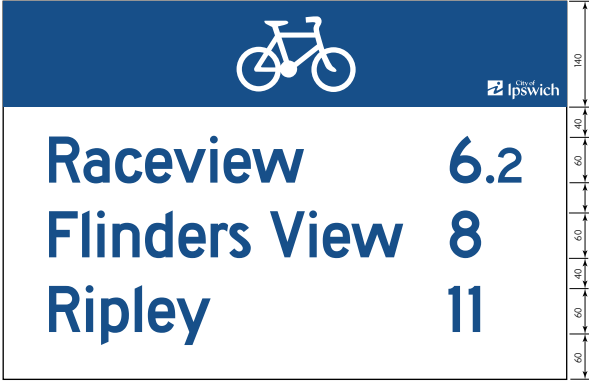
RDP-3

Three-line reassurance direction sign
Refer to drawing RDP for graphic and construction details.
Refer to drawing RDP-2-3 for sign layout.

RDP-2 and RDP-3 Reassurance direction sign – two- and three- line variations



RDP-2 Two-line reassurance direction sign - artwork template



RDP-3 Three-line reassurance direction sign - artwork template

Notes

1. Refer to general notes for all RDP signs on page 31 of this manual.
2. Refer to design and fabrication notes for RDP signs on page 32 of this manual.

RDP Technical details

RDP-2

Two-line reassurance direction sign. Refer to drawing RDP for graphic and construction details.

RDP-3

Three-line reassurance direction sign. Refer to drawing RDP for graphic and construction details.

Drawing number:
RDP-2-3

LPP Principal/secondary/local transport and secondary recreation bicycle routes location sign

Purpose

The principal/secondary/local transport and secondary recreation bicycle routes location sign is located on bridge structures or above underpass portals where a route passes under a significant road or cross street. Location signs are not used to mark junctions with other routes – fingerboards are used at these intersections.

The location sign lists only the name of the street or road being crossed via the underpass. This sign does not show distances or direction arrows though in rare cases a direction arrow may be used as a further aid to route navigation where the associated underpass has a bend in the path direction or change of grade.

Refer to drawing LPP for layout and technical details.

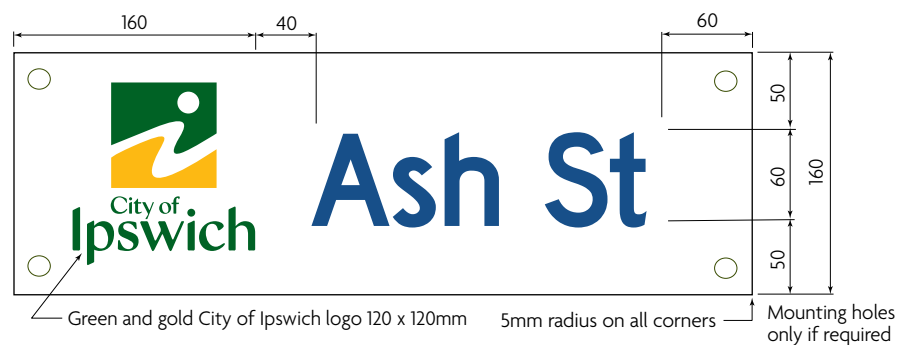
Location

Location signs are located above the path on both approaches to underpasses and bridges to clearly identify the street or road being crossed at different grade/level to the path. The optimal siting for a location sign is on the face of a bridge/overpass structure, easily seen from, and directly above, the path. Signs are permanently affixed to the bridge/overpass structure. The method of fixing takes into account the type, age and materials used in the structure.

Site verification

All sign sites need to be individually assessed taking likely user travel needs and conditions into consideration.

LPP Principal/secondary/local transport and secondary recreation bicycle routes location sign - layout and dimensions



LPP One-line location sign - artwork template

Length of sign to suit sign content.

Sign content notes

1. Maximum length of the location plate is 1200mm subject to lettering content.
2. Destinations or distance numerals are not used on this type of sign.
3. LPP location plate signs may be used on all types of routes where appropriate.



LPP One-line location sign - application example

LPP Technical details

Construction details

1. 1.6mm aluminium type 5251, tempered H38 sign panel with 5mm radius corners and digitally printed graphics.
2. Sign glued, screwed (or other) and permanently fixed to the face of overhead structures where the cycleway travels under or over a cross street/road.

Graphic details

Digital printed graphics in AS2700 B23 Bright Blue using full solvent inks onto white Class 2 super engineering grade retro-reflective material sheeted with anti-graffiti overlay film NI-EF 40801-12-45 or equivalent.

Sizes

DESTINATIONS

60mm cap X-height AS1744:2015 Series D. Distances not used.

CITY OF IPSWICH LOGO

Affix green and gold vertical format logo 120 x 120mm positioned as shown.

ARROWS

Not used

Drawing number:

LPP

FAC Principal/secondary/local transport bicycle routes facility/services sign

Purpose

The facility/services sign is a one-line fingerboard type sign used to indicate single destinations (usually services and facilities of use to cyclists – toilets, shops, bike repair etc), or to sign exit/entry paths leading to the street system from a route through parklands. On secondary recreation bicycle routes the FIR Facility/services fingerboard is used to direct path users to facilities.

Facility/services signs can be used on local transport bicycle routes as one-line destination fingerboards.

Facility/services signs are made from standard 150mm street sign aluminium extrusion. Only one destination, facility or service is indicated per sign. This type of sign is designed for end mounting with bracketing usually on existing street poles or newly installed steel poles.

Refer to sign layout drawings FAC for layouts and technical details for facility/destination fingerboards.

Location

Facility/services signs are located at intersections and path junctions and point directly to the destination, service or facility off the main path/route. Distances to these facilities or services are usually short and no other signs should be needed. If the route to the destination, facility or service has additional turnings, RMH or RMV route markers may be installed along the way to clearly mark the intended route.

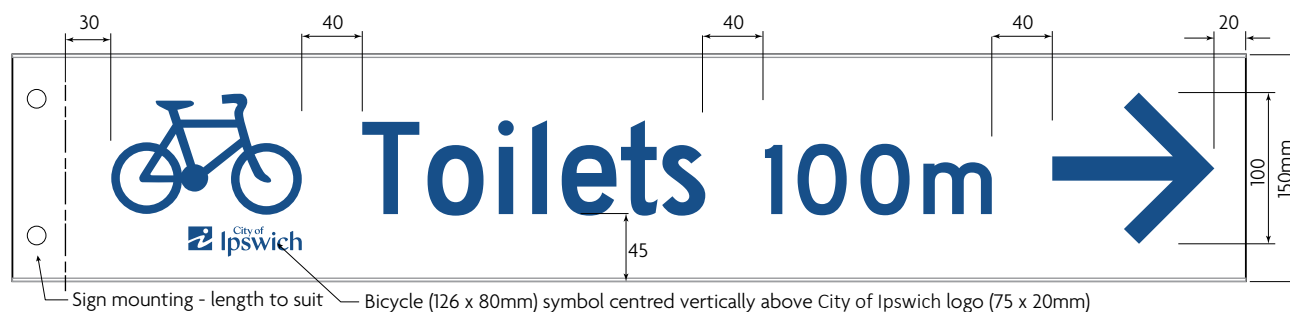
Facility/services signs are sited at a minimum of 500mm from the road/path edge, preferably on the same side as the direction of travel.

Site verification

Position facility/services signs to minimise confusion at path junctions, particularly where there are multiple junctions.

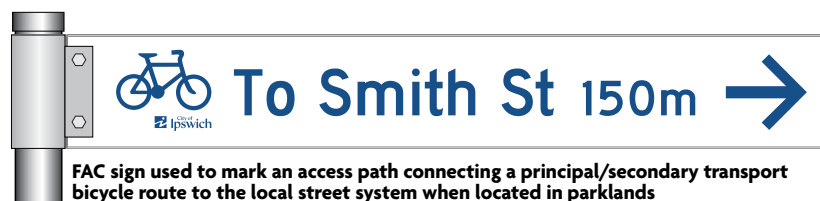
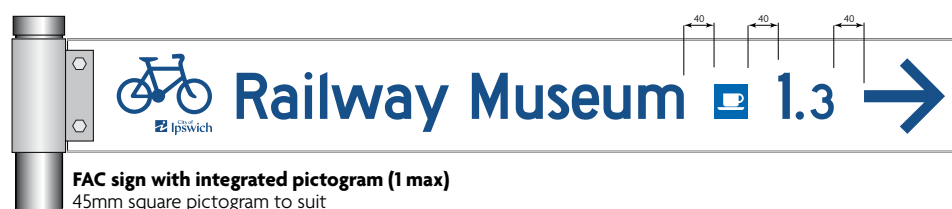
Facility/services signs when located near roads are positioned to minimise confusion with other road signs.

FAC Principal/secondary/local transport routes facility/services sign - layout and dimensions



FAC Facility/services sign - artwork template

Example used to indicate facilities and services adjacent to a route.



Sign content notes

1. The facility/services sign is a double-sided fingerboard. See drawings FBP-1 and FBP-2 for typical details of a reverse face layout.
2. The FAC sign lists one destination per sign.
3. This sign can be used to sign facilities and services adjacent to all bicycle transport route types. This sign is also used as a one-line fingerboard on local transport bicycle routes
4. The direction arrow always points outwards from the sign mounting towards the direction of travel. Upward pointing arrows are not used.
5. A pictogram (1 max) may be used to indicate additional facilities and services not referred to in the destination lettering. The top sign shown in this drawing may be reduced in size by the replacement of the lettering "Toilets" with the PMF (public toilets pictogram).
6. Distances are shown on signs as specified on page 15 of this manual.
7. Maximum length of fingerboard is 1200mm.

FAC Technical details

Construction details

1. Standard street sign aluminium extrusion 150mm high (length to suit lettering). Standard Grade H5005 H34.
2. Mount sign to pole using standard galv/steel or aluminium sign clamp.
3. Mounting on 50mm or 60mm diameter poles (depending on sign loading). Footings are 300mm diameter and 600mm deep.

Graphic details

Digital printed graphics in AS2700 B23 Bright Blue using full solvent inks onto white Class 2 super engineering grade retro-reflective material sheeted with anti-graffiti overlay film NI-EF 40801-12-45 or equivalent.

Sizes

SYMBOL

Blue bicycle symbol 126 x 80 mm

ARROWS

ADDA type 100mm

Drawing number:

FAC

MSP Principal/secondary transport bicycle routes map sign

Purpose

The principal/secondary transport bicycle routes map sign is used to assist wayfinding within an area. Maps can show people a full range of wayfinding possibilities offered by the AT network within the area covered by the map. Network maps show major trip attractors such as universities, schools, technical colleges, shopping centres, railway stations and the general street system.

The MSP map has a coverage of approximately 6km x 6km and uses a high quality street directory type base map which includes the following features:

- road network
- existing ATN routes and facilities (on- and off-road)
- parks, sporting or recreation grounds
- major destinations such as shopping centres and employment nodes
- public transport facilities
- activity centres
- educational facilities
- police stations
- hospitals
- public libraries
- places of worship
- public toilets
- waterways, water reservoirs, and significant natural landmarks

Maps are orientated north in line with conventional street directory mapping. Maps are produced at an appropriate scale to ensure the path and surrounding features are easily identifiable with a “you are here” indicator approximately in the centre of the map. Significant trip attractors that exist outside the map area are marked with text and an arrow indicating the direction of the facility or destination (e.g. city centre 4km).

Refer to map sign layout drawings MSP-A to MSP-C for layouts and technical details.

Location

Map signs are placed at strategic network junctions or at ‘gateway’ locations (city centre periphery etc) which provide access to a large section of the network. This may be adjacent to a major access pathway or at key route junctions.

Map signs are preferably sited in a map viewing bay (see Drawing MSP-C) adjacent to a path. Map signs ideally are located to allow path users to view the map when facing in a northerly direction to facilitate easy map orientation.

When siting map signs near paths where no viewing bay is provided, map boards are located at least one metre from the path edge to ensure there is sufficient space to move off the path to read the sign and not create a hazard for other path users.

To indicate desired/safe rest stops along paths, the location of map signs, where appropriate, can be co-located with other path infrastructure such as seats, lights, racks, shelters etc.

The location of signs in lit areas is recommended to extend the functional hours the signs are usable.

Site verification

Map signs are positioned so that cyclists can easily read the information from the map in relation the surrounding environment. All maps are positioned with maximum visibility for street and path users travelling in all directions.

Careful siting of the map sign for maximum visibility also provides casual surveillance from passers-by which may discourage vandalism to the sign.

All map sign sites need to be individually assessed taking likely user travel needs and conditions into consideration.

See drawings MSP-A to MSP-C for sign layout and siting details.

MSP Sign variations

MSP-A

Map sign for general use on the ATN
Refer to drawing MSP-A to MSP-C for graphic and construction details.

MSP-B

Map sign for use on a bikeway
Refer to drawing MSP-A to MSP-C for graphic and construction details.

MSP Principal/secondary transport bicycle routes map sign - general arrangement and mounting

MSP Technical details

Construction details

- 1. 1.6mm aluminium type 5251, tempered H38 as specified in DTMR TCDM, sign panel with 5mm radius corners and digitally printed graphics.
- 2. Type 1 aluminium stiffener rails centred widthways 100mm less of sheet width with mounted to galvanised post using straps and buckle.
- 3. Fix sign panel to aluminium stiffener rails using self-piercing riveting system (eg. Henrob).
- 4. Mounting on 50mm or 60mm diameter poles (depending on sign loading). Footings are 300mm diameter and 600mm deep.

Graphic details

Digital printed graphics onto white material. Panel and lettering colours as per MSP-B. Map colours as shown using full solvent inks with anti-graffiti overlay film NI-EF 40801-12-45 or equivalent.



Drawing number:
MSP-A

MSP Principal/secondary transport bicycle routes map sign - map panel layout and dimensions



MSP Technical details

Graphic details

Digital printed graphics and background colour as indicated. Use full solvent inks onto 100x 600mm White Cast Vinyl sheet with anti-graffiti overlay film NI-EF 40801-12-45 or equivalent.

Sizes

MAP SIGN HEADER

Location: 28mm cap X-height
AS1744:2015 Series D AS2700 white lettering
Bikeway name (if used): 28 mm cap
X-height AS1744:2015 Series D AS2700 white lettering

YOU ARE HERE POINTER AND TEXT

10mm cap X-height AS1744:2015 Series D AS2700 R13 Red as shown

MAP SIZE

600mm x 600mm

CONTACT DETAILS TEXT

12.5mm cap X-height AS1744:2015 Series D black as shown

Map Details

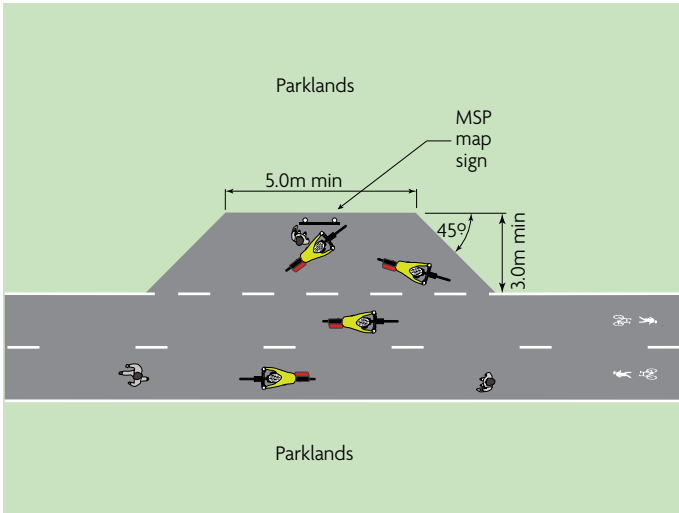
Base map: Custom mapping (using Open Street Map base) with current ICC Bicycle Network linework overlay, legend (as shown) and ‘You Are Here’ pointer indicating map sign site. See Drawing MSP-C for sample map layout.

Drawing number:
MSP-B

MSP-AD Principal/secondary transport bicycle routes map sign - map details and viewing bay layout



MSP Map sign - detail of sample map customised with route linework to ICC specification
Customised street map (Open Street Map) to include an overlay of current ICC Active Travel Network linework to match map legend. Map artwork supplied in electronic vector graphical format suitable for printing. Map size 600 x 600mm.



MSP Map sign - viewing bay for off-road path
Showing recommended layout for high-use path map sign viewing bay.



Map sign - viewing bay example
This photograph above shows an existing variation of a map sign viewing bay constructed adjacent to a high-use shared path in Roma Street Parklands, Brisbane.

MSP Map sign viewing bay technical details

Layout for MSP map sign viewing bay for off-road routes

The map is sited for optimal viewing in the map viewing bay as detailed in the diagram on this drawing.

Secondary recreation bicycle route signs

FBR Secondary recreation bicycle route fingerboard sign

Purpose

Secondary recreation bicycle route fingerboards are used to indicate route direction at decision points or intersections along a route. Focal point destinations for the route, plus any intermediate sub destinations, are shown on fingerboards.

If advance warning or reassurance signs are needed to ensure adequate route wayfinding on secondary recreation bicycle routes, secondary recreation bicycle route markers should be used.

Refer to sign layout drawing FBR for layouts and technical details for secondary recreation route fingerboards.

Location

Secondary recreation bicycle route fingerboards are located at route intersections and point to the travel direction along the route facility. Fingerboards are sited clear of turning traffic and in full visibility of cyclists using the route.

For ease of navigation it is preferable to locate all fingerboards on the one pole in a prominent location. Signs in split locations are carefully sited to be easily read. For example, at a right turn of the route it may be useful to locate one fingerboard on the right side of the street in the direction of travel. This draws the eye of the user in the correct direction of travel. Avoid locating signs outside the user's normal field of vision.

Sign posts are sited at a minimum of 500mm from the road/path edge, preferably on the same side as the direction of travel.

Site verification

Position secondary recreation bicycle route fingerboards to minimise confusion at path junctions, particularly where there are multiple junctions.

Fingerboards when located near roads are positioned to minimise confusion with other road signs.

FBR Sign variations

FBR-1

One-line fingerboard

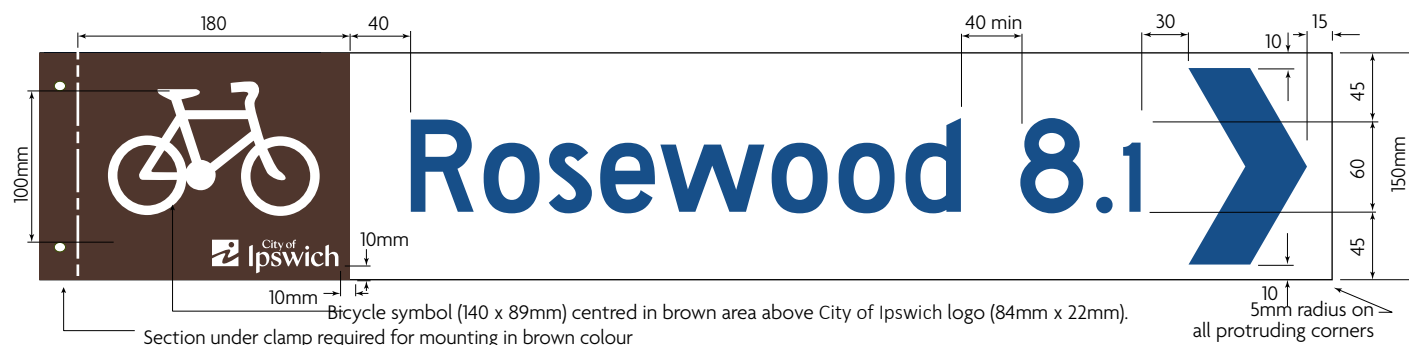
Refer to drawing FBR for sign layout, graphic and construction details.

FBR-2

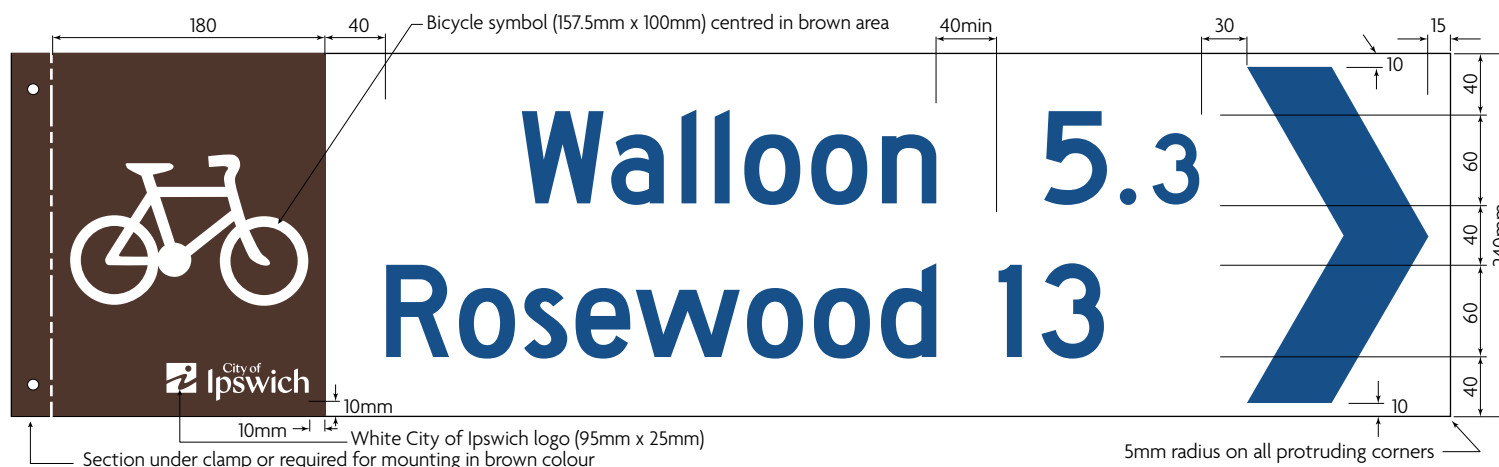
Two-line fingerboard

Refer to drawing FBR for sign layout, graphic and construction details.

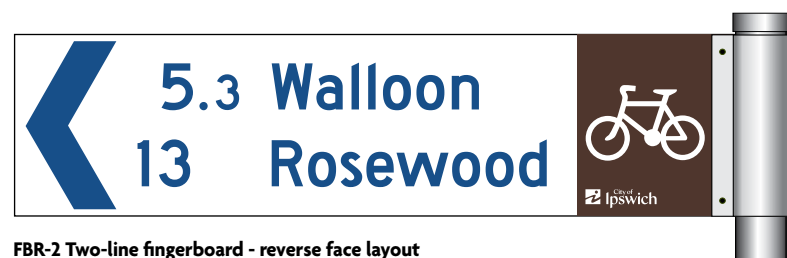
FBR-1 and FBR-2 Secondary recreation bicycle route fingerboards - layout and dimensions



FBR-1 One-line fingerboard - artwork template



FBR-2 Two-line fingerboard - artwork template



FBR-2 Two-line fingerboard - reverse face layout

Sign content notes

1. Secondary recreation bicycle route fingerboards are double-sided signs. See example (left) for reverse face layout.
2. A white bicycle symbol on a brown background is located at the mounting end of each sign face. This symbol always faces in the direction of travel.
3. Distances are shown on signs as specified on page 15 of this manual.
4. Maximum length of fingerboard is 1200mm.

FBR Technical details

Construction details

1. 6mm aluminium Standard Grade H5005 H34 with 5mm radius corners. Maximum length 1200mm subject to content.
2. Mounting on 50mm or 60mm diameter poles (depending on sign loading). Footings are 300mm diameter and 600mm deep.
3. Mount using standard galv/steel or aluminium sign clamp.

Graphic details

Digital printed graphics in AS2700 X65 Dark Brown and AS2700 B23 Bright Blue using full solvent inks onto white Class 2 super engineering grade retro-reflective material sheeted with anti-graffiti overlay film NI-EF 40801-12-45 or equivalent.

Sizes

DESTINATIONS

60mm cap X-height AS1744:2015 Series D

DISTANCES

AS1744:2015 Series D, ≥1km 60mm cap X-height, <1km 45mm cap X-height

SYMBOL

White bicycle symbol 157.5 x 100mm

ARROW

FBR-1: FBDA-1 type

FBR-2: FBDA-2 type

Drawing number:

FBR

FIR Secondary recreation bicycle route facility indicator sign

Purpose

This fingerboard-type sign is used on secondary recreation bicycle routes to direct riders to destinations with significant facilities and services of use to users. They are used at route junctions and intersections or access roads adjoining the route.

The destination name is shown on the fingerboard along with distances to the destination along with a maximum of five pictograms on the bottom line indicating facilities and services available at the destination.

Refer to sign layout drawing FIR/FDR for layout and technical details.

Location

Secondary recreation bicycle route facility indicator signs are located at route intersections and point along side streets and paths towards the signed destination. These signs are sited clear of turning traffic and in full visibility of cyclists using the route.

Sign posts are sited at a minimum of 500mm from the road/path edge, preferably on the same side as the direction of travel.

Site verification

Position secondary recreation bicycle route facility indicator fingerboards to minimise confusion at path junctions, particularly where there are multiple junctions.

Where applicable, fingerboards direct users to the most appropriate direction to enable them to easily follow the route.

Fingerboards when located near roads are positioned to minimise confusion with other road signs.

FDR Secondary recreation bicycle route destination indicator sign

Purpose

This fingerboard-type sign is used on secondary recreation bicycle routes to direct riders to destinations where some additional wayfinding information is needed (a lower line on the sign). They are used at intersections or access roads adjoining the route.

The name of the destination is shown on the fingerboard along with distances to the destination. Additional wayfinding information, or in some cases an additional sub destination which can be reached along the route, is shown on the lower line of the sign.

Refer to sign layout drawing FIR/FDR for layout and technical details.

Location

Secondary recreation bicycle route destination indicator signs are located at route intersections and point along the travel direction towards the destination. These signs are sited clear of turning traffic and in full visibility of cyclists using the route.

Sign posts are sited at a minimum of 500mm from the road/path edge, preferably on the same side as the direction of travel.

Site verification

Position secondary recreation bicycle route destination indicator fingerboards to minimise confusion at path junctions, particularly where there are multiple junctions.

Where applicable, fingerboards direct users to the most appropriate direction to enable them to easily follow the route.

Fingerboards when located near roads are positioned to minimise confusion with other road signs.

RMR Secondary recreation bicycle route markers

Purpose

Secondary recreation bicycle route markers are an aid to navigation used to supplement fingerboard signs. Markers can be used as reassurance on longer stretches between fingerboards at route junctions. When used in this way they are placed at intervals 5km or less. Markers can also be used on trails as advance direction signs to warn of turnings or at complex intersections to supplement fingerboards.

There are two versions of secondary recreation bicycle route markers: a horizontal layout type marker (RMR-H) double-sided and designed for bracketed side mounting usually on the poles below standard street name signs (for routes following streets), and; a vertical type marker (RMR-V) single-sided and designed to face cyclists along a route or at a turning. These markers are mounted on new or existing poles.

Refer to sign layout drawings RMR-H and RMR-V for layouts and technical details for secondary recreation bicycle route markers.

Location

Secondary recreation bicycle route markers indicate travel direction along a route. Markers are sited in full visibility of cyclists using the route.

Route markers on rural routes are placed at 5km maximum spacing and generally located on existing sign posts or new route marker posts where there are no existing sign posts. Spacing may be increased to 10km along remote routes where there are limited or no entry/ exit points to the route. In urban environments, markers are placed at 1km intervals increasing to 2km where there are no intermediate junctions.

All marker posts are to be set a minimum of 500mm from the road/path edge, preferably on the same side as the direction of travel.

Site verification

Position secondary recreation bicycle route markers to minimise confusion at path junctions, particularly where there are multiple junctions.

Markers when located near roads are positioned to minimise confusion with other road signs.

RMR Sign variations

RMR-H

Route marker, horizontal format
Refer to drawing RMR-H for graphic and construction details.

RMR-V-SA

Route marker, vertical format with arrow indicating straight ahead
Refer to drawing RMR-V for graphic and construction details.

RMR-V-LT

Route marker, vertical format with arrow indicating left turn
Refer to drawing RMR-V for graphic and construction details.

RMR-V-VL

Route marker, vertical format with arrow indicating veer left
Refer to drawing RMR-V for graphic and construction details.

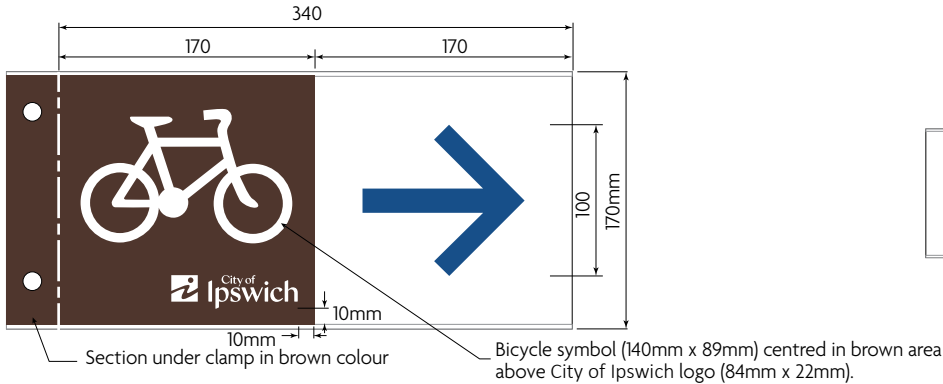
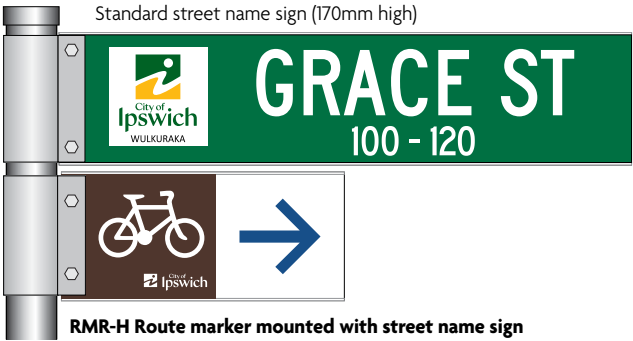
RMR-V-RT

Route marker, vertical format with arrow indicating right turn
Refer to drawing RMR-V for graphic and construction details.

RMR-V-VR

Route marker, vertical format with arrow indicating veer right
Refer to drawing RMR-V for graphic and construction details.

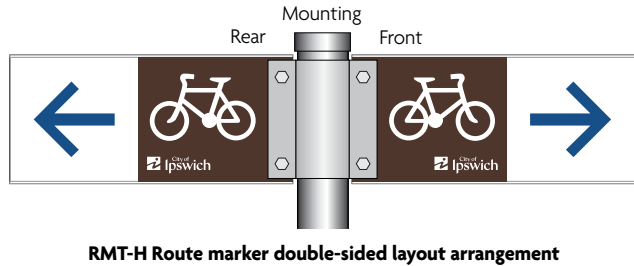
RMR-H Secondary recreation bicycle route markers horizontal type - layout and dimensions



RMR-H Route marker horizontal format - artwork template

Sign content notes

1. Horizontal markers are double-sided and are designed to mount with street name signs to indicate route turnings.
2. Markers are mounted with the arrow pointing in the direction of travel. The arrow should always point outwards from the mounting on each side of the marker.
3. The bicycle symbol always faces in the same direction as the arrow on both sides of the marker plate.
4. In built-up areas route markers are mounted below and on the same pole as street name signs as shown (left).



RMR-H Technical details

Construction details

1. Standard street sign aluminium extrusion 170mm high. Standard Grade H5005 H34.
2. Mount sign to pole using standard galv/steel or aluminium sign clamp.
3. Mounting on 50mm or 60mm diameter poles (depending on sign loading). Footings are 300mm diameter and 600mm deep.

Graphic details

Digital printed graphics in AS2700 X65 Dark Brown and AS2700 B23 Bright Blue using full solvent inks onto white Class 2 super engineering grade retro-reflective material sheeted with anti-graffiti overlay film NI-EF 40801-12-45 or equivalent.

Sizes

SYMBOL

White bicycle symbol 140 x 89mm

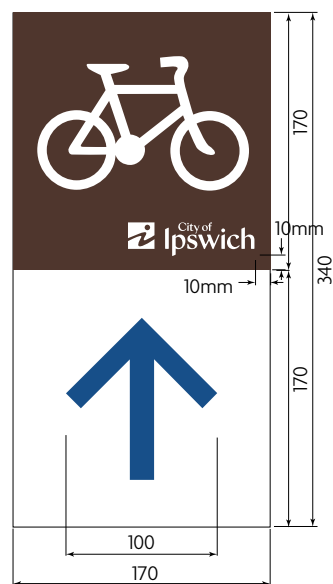
ARROWS

ADDA type 100mm

Drawing number:

RMR-H

RMR-V Secondary recreation bicycle route markers vertical type – layout details



RMR-V Route marker vertical format - artwork template

Bicycle symbol (140 x 89mm) centred in brown area above City of Ipswich logo (84mm x 22mm).

Direction arrow centred in lower half of marker.

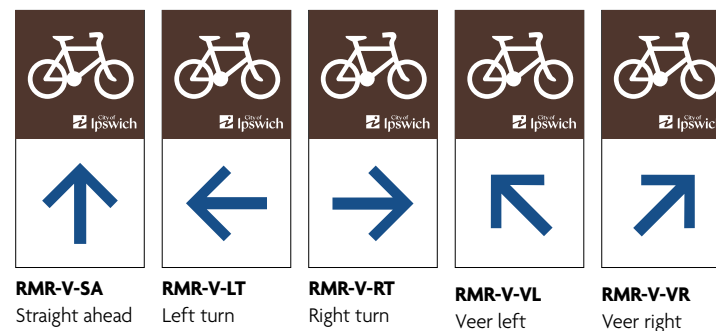


RMR-V Route marker vertical layout
RMR-V-SA shown mounted on new or existing pole

Sign content notes

1. Vertical markers are single-sided and are designed to mount on new or existing street poles to indicate route turnings.
2. The marker is mounted with the arrow pointing in the direction of travel.
3. The bicycle symbol faces in the same direction as the arrow. For 'Up arrow' markers the symbol faces to the right.
4. 5mm radius on all exposed corners.

RMR-V Route marker vertical format - layout variations



RMR-V Technical details

Construction details

1. 6mm aluminium Standard Grade H5005 H34 with 5mm radius corners.
2. Mounting on 50mm or 60mm diameter poles (depending on sign loading). Footings are 300mm diameter and 600mm deep.

Graphic details

Digital printed graphics in AS2700 X65 Dark Brown and AS2700 B23 Bright Blue using full solvent inks onto white Class 2 super engineering grade retro-reflective material sheeted with anti-graffiti overlay film NI-EF 40801-12-45 or equivalent.

Sizes

SYMBOL

White bicycle symbol 140 x 89mm

ARROWS

ADDA type 100mm

Drawing number:
RMR-V

Local transport bicycle route signs

FBL Local transport bicycle route fingerboard signs

Purpose

FBL Local transport bicycle route fingerboards are used on routes to mark both ends of a route to a significant local destination. Local transport bicycle routes may also include feeder routes to and through local residential areas not directly served by principal/secondary transport bicycle routes.

When signing local transport bicycle routes, fingerboards are used as the first and last sign of the route with intermediate intersections/turnings indicated by RMH or RMV markers.

At the junction of local transport and principal/secondary transport bicycle routes, it is usual practice to install fingerboards for the principal/secondary transport bicycle route as well as for the local transport bicycle route.

There are three types of fingerboard signs used to mark local transport bicycle routes:

- The FBL-F sign lists a single destination with distance and direction arrow. This design allows for the addition of pictograms to indicate facilities available at the local destination.
- The FBL-D fingerboard lists a single main local transport destination with additional wayfinding information on the lower line showing an intermediate sub destination with distance routing information or via an intermediate facility (named bikeway) or locality etc.
- The FAC sign lists a single destination with distance and direction arrow.

Local transport bicycle route fingerboards are designed to mount with standard street name signs where possible. It is preferable to mount these fingerboards on the same pole and below street name signs.

See sign layout drawing FBL for two-line FBL-F and FBL-D fingerboards and drawing FAC for one-line fingerboard.

Location

Local transport bicycle route fingerboards are usually located at each end of a route. Local transport bicycle route fingerboards are sited clear of turning traffic and in full visibility of cyclists using the route.

For ease of navigation it is preferable to locate all fingerboards on the one pole in a prominent location. Signs in split locations are carefully sited to be easily 'read' by the user. For example at a right turn of the route it may be useful to locate one fingerboard on the right side of the street in the direction of travel. This draws the eye of the user in the correct direction of travel. Avoid locating signs outside the user's normal field of vision.

Sign posts are sited at a minimum of 500mm from the road/path edge, preferably on the same side as the direction of travel.

Site verification

Position local fingerboards to minimise confusion at path junctions, particularly where there are multiple junctions.

Where applicable, fingerboards direct pathway users to the most appropriate direction to enable them to easily follow the route.

FBL Sign variations

FBL-F

One-line fingerboard with services pictograms
Refer to drawing FBL for sign layout, graphic and construction details.

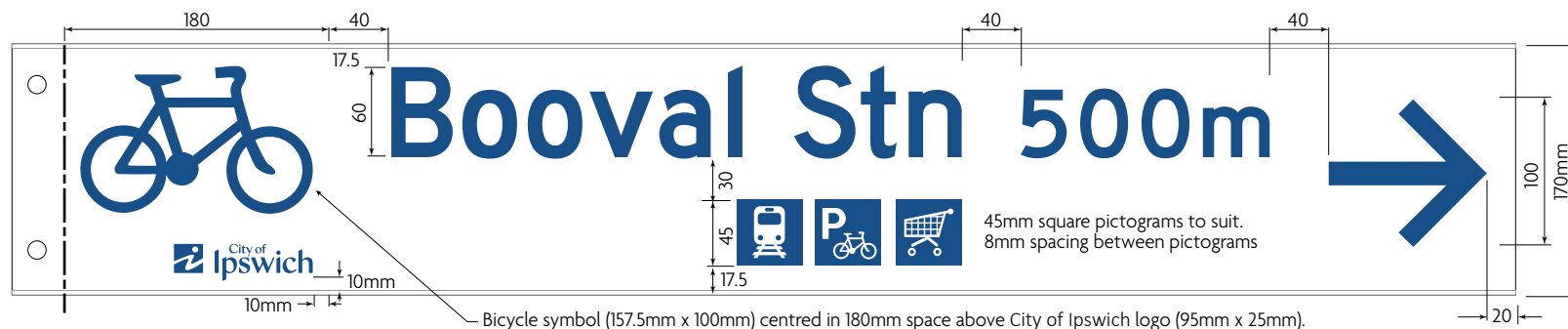
FBL-D

Two-line fingerboard with sub destination indication or additional wayfinding indication.
Refer to drawing FBL for sign layout, graphic and construction details.

FAC

One-line fingerboard for single destinations with distances
Refer to drawing FAC for sign layout, graphic and construction details.

FBL-F, FBL-D and FAC* Local transport bicycle route fingerboards - layout and dimensions



FBL-F Facility indicator fingerboard with pictograms (max 6) on lower line - artwork template

See Sheets FBP-1 and FBP-2 for typical fingerboard reverse face layouts.



FBL-D Destination indicator fingerboard - artwork template



Sign content notes

1. Local transport bicycle route fingerboard signs are double-sided. See drawings FBP-1, FB-2 and FAC for reverse face layout details.
2. The FBL-F fingerboard has only one listed destination per sign. The bottom row may contain pictograms (maximum 6).
3. The FBL-D sign may show a sub destination (accessible along the route) on the lower line. Alternatively the lower line may show wayfinding information similar to the FDR sign example.
4. Distances are shown on signs as specified on page 15 of this manual.
5. Maximum length of fingerboard is 1200mm.



*See drawing FAC for additional details

FBL Technical details

Construction details

1. FBL-F and FBL-D both use standard ICC street sign aluminium extrusion 170mm high (length to suit lettering). Standard Grade H5005 H34. Maximum length 1200mm subject to content.
2. Mount sign to pole using standard galv/steel or aluminium sign clamp.
3. Mounting on 50mm or 60mm diameter poles (depending on sign loading). Footings are 300mm diameter and 600mm deep.

Graphic details

Digital printed graphics in AS2700 B23 Bright Blue using full solvent inks onto white Class 2 super engineering grade retro-reflective material sheeted with anti-graffiti overlay film NI-EF 40801-12-45 or equivalent.

Sizes

DESTINATIONS & DISTANCES

Top line: 60mm cap X-height, $\geq 1\text{km}$ 45mm cap X-height AS1744:2015 Series D

Bottom line: 45mm cap X-height $< 1\text{km}$ 33.75mm cap X-height AS1744:2015 Series D

SYMBOL

Blue bicycle symbol 157.5 x 100mm

ARROWS

ADDA type 100mm

Drawing number:

FBL

RM Route markers

Purpose

Route markers are used to mark route turnings on local transport bicycle routes between the fingerboards located at either end of a route. Markers can also be used routes as reassurance on long sections between fingerboards.

There are two versions of the RM route marker. The RMH horizontal layout type is double-sided and designed for bracketed side mounting, usually on the same pole and below a standard street name sign. The RMV vertical type marker is a single-sided marker designed to face cyclists along a route or at a turning. This type of marker is mounted on a new or existing pole.

Refer to sign layout drawings RML and RMV for layouts and technical details for RM route markers.

Location

Route markers are usually located at intersections and indicate the route travel direction along a street or path. Markers are sited in full visibility of cyclists using the route.

Marker posts are set a minimum of 500mm from the road/path edge, preferably on the same side as the direction of travel.

Site verification

Position route markers to minimise confusion at path junctions, particularly where there are multiple junctions.

Where applicable, markers direct users to the most appropriate direction to enable them to easily follow the route.

Markers when located near roads are positioned to minimise confusion with other road signs.

RM Marker variations

RMH

Route marker horizontal format
Refer to drawing RMH for graphic and construction details.

RMV-SA

Route marker vertical format, arrow indicating straight ahead
Refer to drawing RMV for graphic and construction details.

RMV-LT

Route marker vertical format, arrow indicating left turn
Refer to drawing RMV for graphic and construction details.

RMV-RT

Route marker vertical format, arrow indicating right turn
Refer to drawing RMV for graphic and construction details.

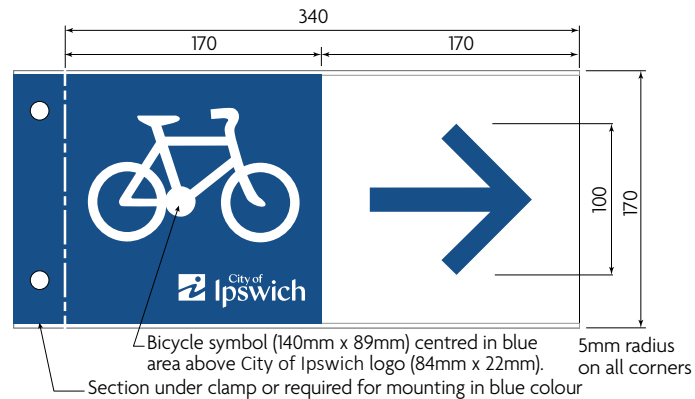
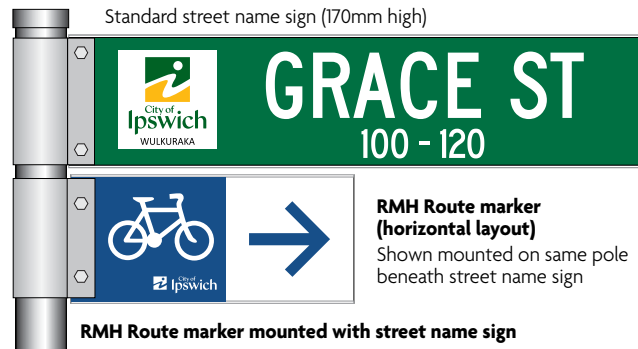
RMV-VL

Route marker vertical format, arrow indicating veer left
Refer to drawing RMV for graphic and construction details.

RMV-VR

Route marker vertical format, arrow indicating veer right
Refer to drawing RMV for graphic and construction details.

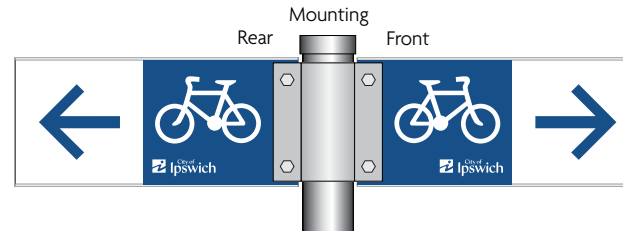
RMH Route marker horizontal type - layout and dimensions



RMH Route marker horizontal format - artwork template

Sign content notes

1. Horizontal markers are double-sided and are designed to mount singly or with (and below) street name signs.
2. The marker arrow points in the direction of travel. The arrow should always point outwards from the mounting on each side of the marker.
3. The bicycle symbol always faces in the same direction as the arrow on both sides of the marker plate.



RMH Route marker double-sided layout arrangement

RMH Technical details

Construction details

1. 340mm wide x 170mm high. 6mm aluminium Standard Grade H5005 H34 with 5mm radius corners.
2. Mount sign to pole using standard galv/steel or aluminium sign clamp.
3. Mounting on 50mm or 60mm diameter poles (depending on sign loading). Footings are 300mm diameter and 600mm deep.

Graphic details

Digital printed graphics in AS2700 B23 Bright Blue using full solvent inks onto white Class 2 super engineering grade retro-reflective material sheeted with anti-graffiti overlay film NI-EF 40801-12-45 or equivalent.

Sizes

White bicycle symbol 140 x 89mm

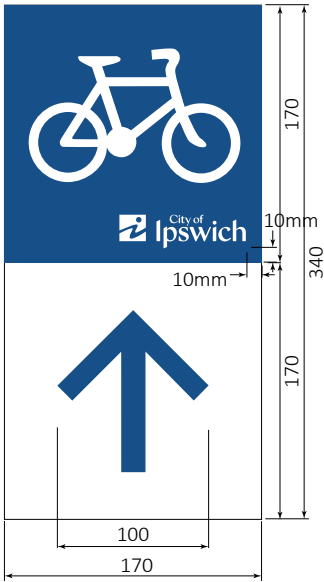
ARROWS

ADDA type 100mm

Drawing number:

RMH

RMV Route marker vertical type - layout and dimensions



RMV Route marker vertical format - artwork template
Bicycle symbol (140 x 89mm) centred in blue area above
City of Ipswich logo (84mm x 22mm).
Direction arrow centred in lower half of marker.

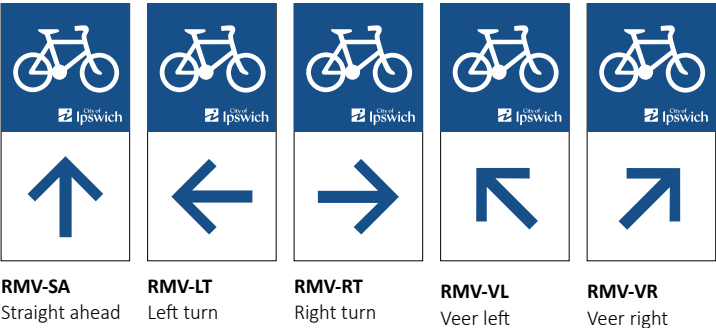


RMV Route marker vertical layout
RMV-SA shown mounted on new or existing pole

Sign content notes

- 1. Vertical markers are single-sided and are designed to mount on new or existing street poles to indicate route turnings.
- 2. The marker is mounted with the arrow pointing in the direction of travel.
- 3. The bicycle symbol faces in the same direction as the arrow. For 'Up arrow' markers the symbol faces to the right.
- 4. 5mm radius on all exposed corners.

RMV Route marker vertical format - layout variations



RMV Technical details

Construction details

- 1. 170mm wide x 340mm high. 6mm aluminium Standard Grade H5005 H34 with 5mm radius corners.
- 2. Mounting on 50mm or 60mm diameter poles (depending on sign loading). Footings are 300mm diameter and 600mm deep.

Graphic details

Digital printed graphics in AS2700 B23 Bright Blue using full solvent inks onto white Class 2 super engineering grade retro-reflective material sheeted with anti-graffiti overlay film NI-EF 40801-12-45 or equivalent.

Sizes

White bicycle symbol 140 x 89mm

ARROWS

ADDA type 100mm

Pedestrian activity centre signs

FPR Pedestrian activity centre fingerboard sign

Purpose

Pedestrian activity centre fingerboards indicate the direction to destinations and facilities within an activity centre. Fingerboards show a single destination along with the distance and average walking time to the destination. A pictogram may also be incorporated on the sign where appropriate.

Refer to sign layout drawings FPR for layouts and technical details for pedestrian activity centre fingerboards.

Fingerboards are fixed to the flat sides of a square section stainless steel pole. Four fingerboards may be mounted at the same stack height with the maximum stack height of two signs (ie fingerboards indicating destinations in the same direction). See Drawing FPR for details of fingerboard mounting arrangement.

Calculation of travel time

Times shown on pedestrian activity centre fingerboards are calculated using an average walking speed of 4.8km/h as shown in Table 3. Times are displayed as 00min and are located on the row below the destination name and at the end of the sign closest to the mounting. Distances are shown as indicated on page 15 of this manual.

Table 3 – Pedestrian walking times on signs

Distance	Walking time
100m	1min
200m	2min
300m	4min
400m	5min
500m	6min
600m	8min
700m	9min
800m	10min
900m	11min
1km	12min

Location

Pedestrian activity centre fingerboards are located at route decision points to indicate the route travel direction along a path. They are sited clear of turning traffic and in full visibility of pedestrians using the route.

For ease of navigation it is preferable to locate all fingerboards on the one pole in a prominent location. Signs in split locations are carefully sited to be easily 'read' by the user. For example, at a right turn of the route it may be useful to locate one fingerboard on the right side of the street in the direction of travel. This draws the eye of the user in the correct direction of travel. Avoid locating signs outside the user's normal field of vision.

Sign posts are sited at a minimum of 500mm from the road/path edge, preferably on the same side as the direction of travel.

Site verification

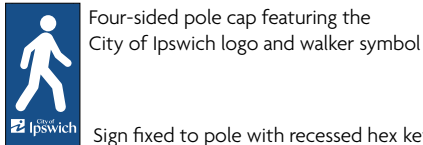
Position pedestrian activity centre fingerboards to minimise confusion at path junctions, particularly where there are multiple junctions.

Fingerboards when located near roads are positioned to minimise confusion with other road signs.

FPR Pedestrian activity centre fingerboard - layout and dimensions

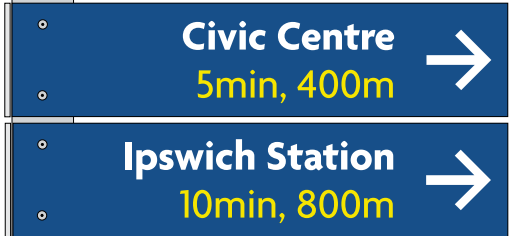


FPR Pedestrian activity centre fingerboard - artwork template



Four-sided pole cap featuring the City of Ipswich logo and walker symbol

Sign fixed to pole with recessed hex key bolts



Sign length for stacked signs
Stacked fingerboards are to be the same length, equal to the longest fingerboard

FPR Fingerboard - one destination per sign with distance and times

Signs mounted on other face of pole

60mm square stainless pole



FPR Fingerboard showing pictogram location (when used)
40mm square pictogram on top line of sign

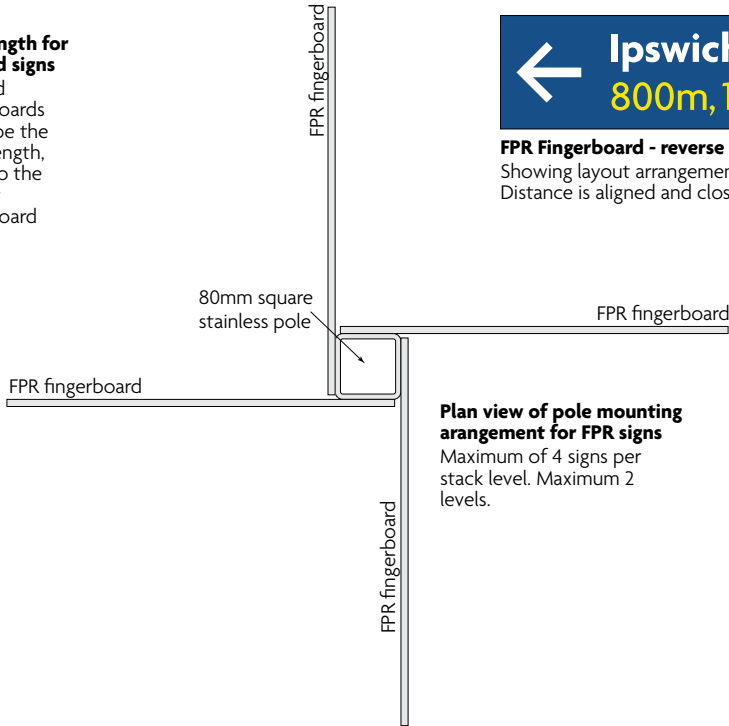
Sign content notes

1. Pedestrian route fingerboards are double-sided signs. See example below for reverse side layout.
2. Distances and times are located below the destination name. The direction arrow always points outwards from the sign mounting towards the direction of travel.
3. Times are shown on signs as specified on Table 3, Page 54 of this manual. Lettering sizes as shown right.
4. Signs are mounted on square section 80mm stainless poles.
5. A blue 4-sided pole cap is fitted to each sign pole. The pole cap has a white pedestrian symbol and City of Ipswich logo below showing on each face.
6. Yellow colour for walking times and distances is Pantone Process Yellow. See page 17 of this manual.
6. Maximum length of fingerboard is 1200mm.



FPR Fingerboard - reverse face

Showing layout arrangement for above fingerboard. Distance is aligned and close to arrow.



Plan view of pole mounting arrangement for FPR signs

Maximum of 4 signs per stack level. Maximum 2 levels.

FPR Technical details

Construction details

1. 6mm aluminium Standard Grade H5005 H34 with 5mm radius corners. Maximum length 1200mm subject to content.
2. Mount sign to pole using stainless broad head hex key bolts.
3. Mounting on 80mm square section stainless poles. Footings are 300mm diameter and 600mm deep.

Graphic details

Digital printed graphics on a sign base colour AS2700 B51 Periwinkle Blue. Destination lettering colour: White. Distances and times: AS2700 Y15 Sunflower yellow. Use full solvent inks onto white cast vinyl sheeted with anti-graffiti overlay film NI-EF 40801-12-45 or equivalent.

Sizes

DESTINATIONS

36mm cap X-height Agenda Bold, white lettering

DISTANCE AND TIME

36mm cap X-height Agenda Medium, yellow lettering

POLE CAP SYMBOL

White pedestrian symbol 69 x 120mm

ARROW

ADDA type 80mm

Drawing number:

FPR

MPR Pedestrian activity centre map column

Purpose

The MPR map column shows a detailed map surrounding an activity centre with facilities and points of interest for pedestrians. Maps are north orientated in line with conventional mapping and are based on an 800m walking radius around the activity centre and are sized to be 450mm x 450mm on the map column. A “you are here” indicator showing the map column location is provided on the map. Any significant trip attractors that exist outside the map area are marked with text and an arrow indicating the direction of the facility or destination.

Refer to sign layout drawing MPR for layouts and technical details.

Location

Map columns are usually in the hub of identified pedestrian activity centres. Map columns ideally are located to allow pedestrians to view the map when facing in a northerly direction to facilitate easy map orientation.

Map columns are located at least one metre from a path edge to ensure there is sufficient space to move off the path to read the sign and not create a hazard for other pedestrians.

The location of map columns, where appropriate, can be co-located with other pedestrian infrastructure such as seating, lighting, shelters etc.

The location of map columns in lit areas is recommended to extend the functional hours the map column is usable.

Site verification

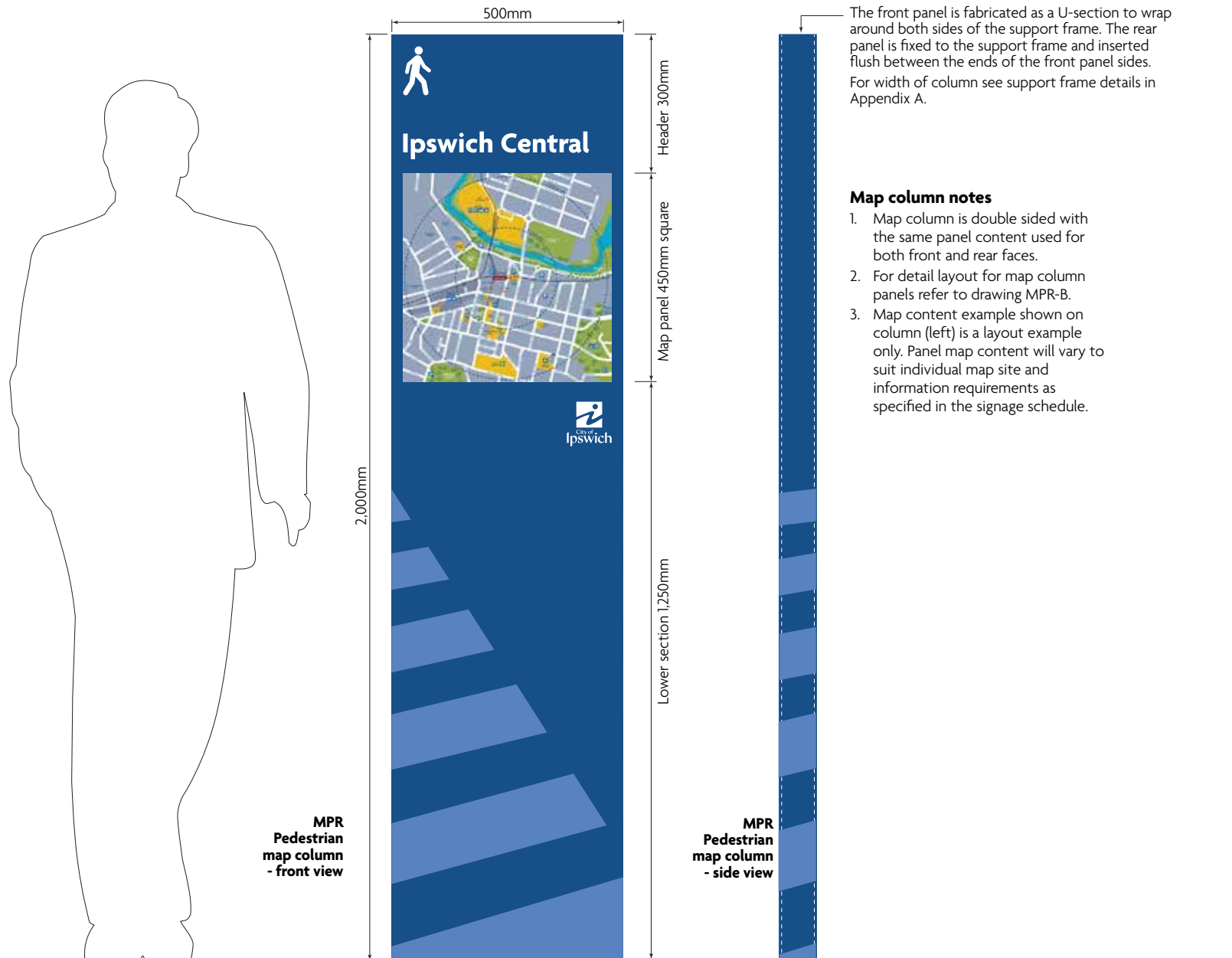
Map columns are positioned where pedestrians can easily translate the information from the map to the surrounding environment with maximum visibility for pedestrians travelling in all directions.

Careful siting of the map column for maximum visibility also provides casual surveillance from passers-by which may discourage vandalism to the column.

All map column sites need to be individually assessed taking likely user travel needs and conditions into consideration.

See drawings MSP-A and MSP-B for map column design layout and templates.

MPR Pedestrian map sign column - general and content



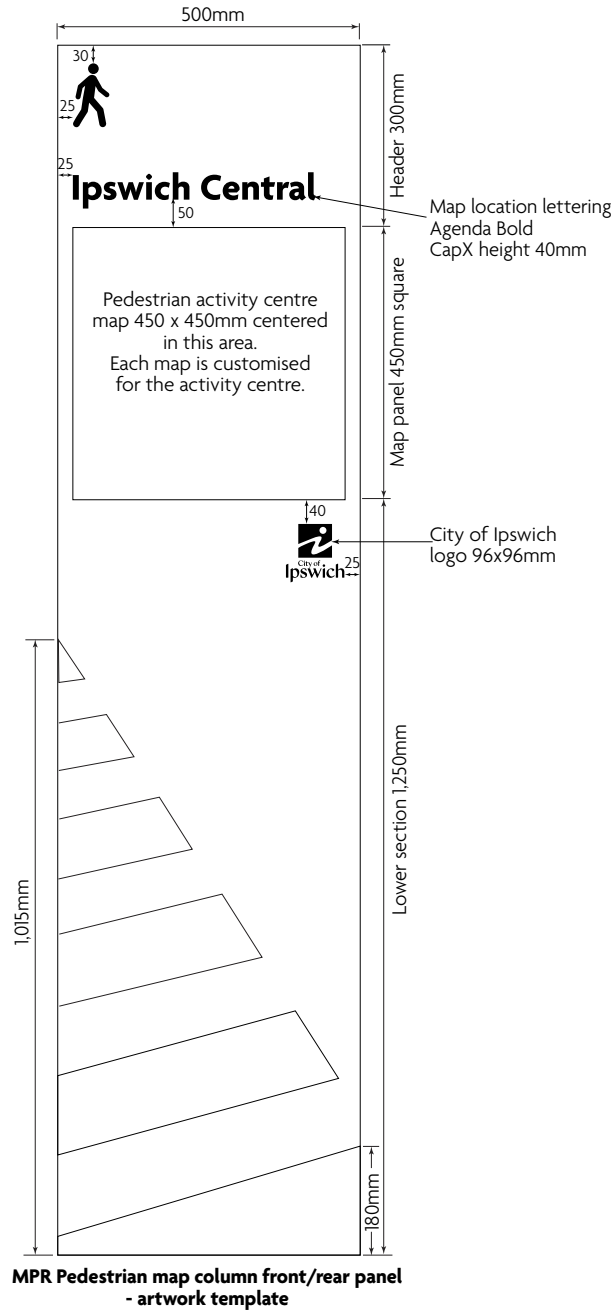
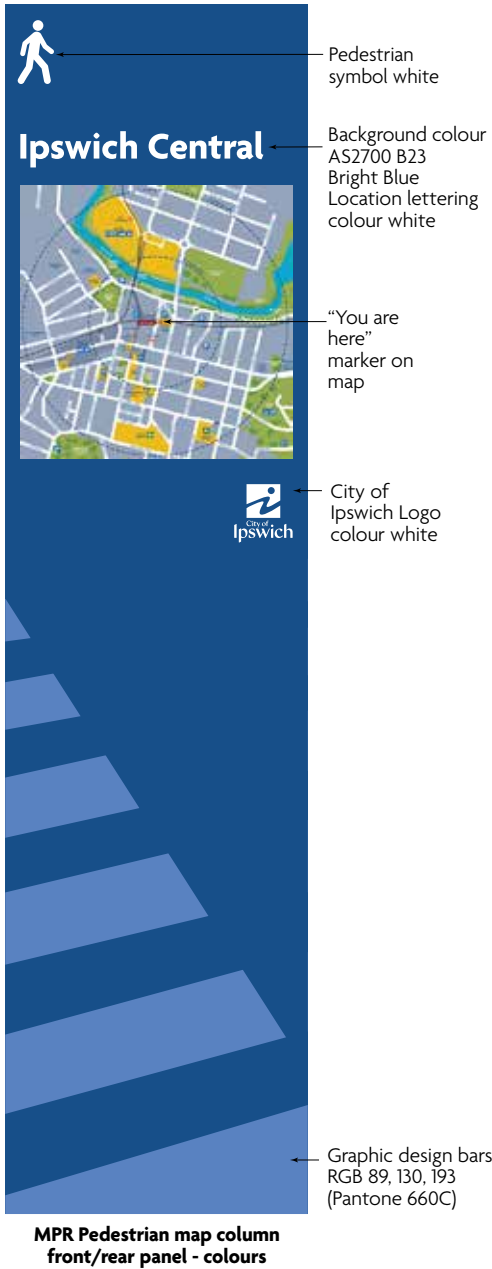
MPR Technical details

Construction details

1. Map sign column supporting frame construction details and panel mounting arrangement as per Appendix A of this document.
2. Map column panels are 6mm aluminium type 5251, tempered H38 sign panel with square corners.
3. Map column panels are fixed to the supporting frame as per Appendix A of this document. Front panel is U-section to wrap around the edges of the support frame. Rear panel is flat.
4. Support frame footings are as per Appendix A of this document.

Drawing number:
MPR-A

MPR Pedestrian map sign column - front/back panel layout and dimensions



MPR Technical details

Graphic details

Digital printed graphics and background colour as indicated. Use full solvent inks onto 1400 x 550mm White Cast Vinyl sheet with anti-graffiti overlay film NI-EF 40801-12-45 or equivalent.

Sizes

MAP SIZE
450mm W x 450mm H

PEDESTRIAN SYMBOL
White pedestrian symbol 61 x 106mm

MAP LOCATION LETTERING
40mm cap X-height Agenda Bold, white lettering

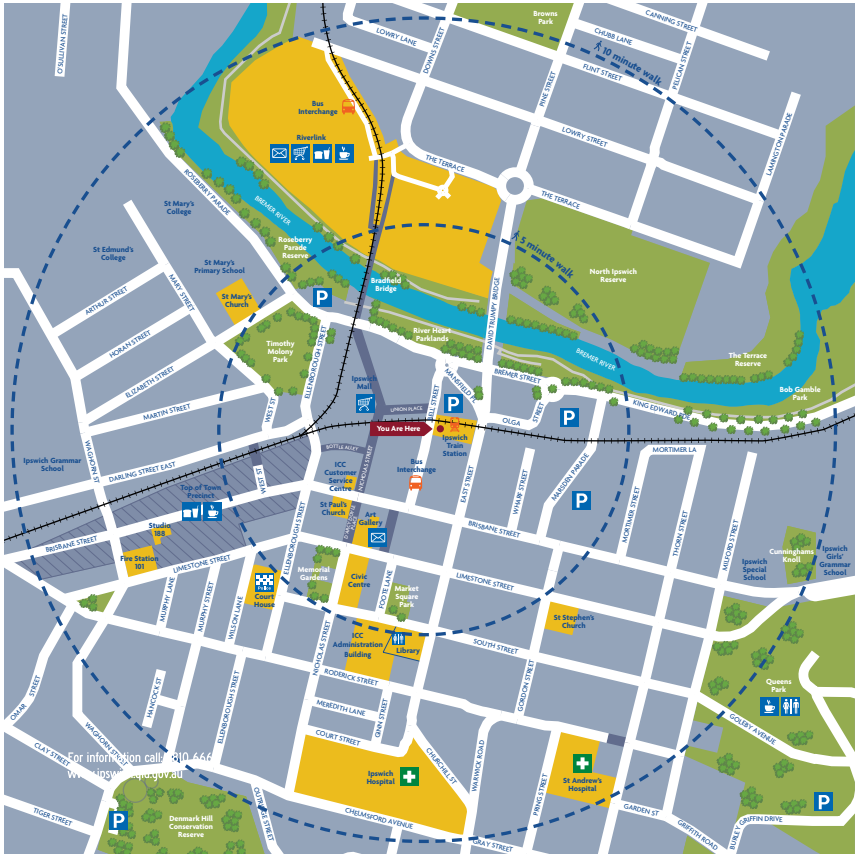
YOU ARE HERE POINTER AND TEXT
10mm cap X-height Agenda Bold
Pantone 1955C Red as shown

Map Details

Each map contains information specific to the site (You Are Here pointer). Use the current approved version of the relevant pedestrian activity centre mapping.

Drawing number:
MPR-B

MPR-AD Pedestrian map sign column - map details



MPR Map sign - sample of pedestrian activity centre map to ICC Marketing specification
Customised pedestrian activity centre street map to include 5 and 10 minute walking radii. Map artwork supplied in electronic vector graphical format suitable for printing. Map size 450 x 450mm.

MSP Map technical details

Base map for pedestrian activity centre with local features, destinations, facilities and “You are here” marker shown. Maps supplied to ICC Marketing specification.

Colours (Pantone) used on pedestrian activity centre mapping

- Background - 644c
- Parks - 7495c
- River - 801c
- Destination - 7408c
- You Are Here - 1955c
- Icons - 225c
- Transport Symbols - 1655c
- Pedestrian Paths - 7545c
- Type – 2945c

Special pictograms used only on pedestrian activity centre mapping



PCP - Cafe



PKP - Kiosk



PTP - Train Station



BPP - Bus interchange

Pavement wayfinding markings

On-road bicycle route wayfinding markings

Purpose

Bicycle route on-road pavement wayfinding markings are used only on principal/secondary bicycle routes to indicate on-road route turnings and as an aid to navigation. They provide an important supporting role to signage.

Half size standard MUTCD symbols are used in three combinations to indicate the path of a bicycle route, straight ahead, turn to the left and turn to the right.

Bicycle route on-road pavement wayfinding markings warn cyclists of upcoming turns particularly with on- to off-road transitions. Route pavement markings are a useful aid to navigation with routes through complex urban street networks with many turnings.

Refer to layout drawing RPM for layouts and technical details.

Location

Bicycle route on-road pavement wayfinding markings are usually located between 50 and 20 metres in advance of a route turning. The actual siting location is determined by the road conditions and environment on the intersection approach.

Site verification

All sites need to be individually assessed taking likely user travel needs and conditions into consideration.

Off-road path wayfinding markings

Purpose

These are a suite of off-road pavement wayfinding markings which indicate recommended walking routes to schools. These markings are only to be placed near schools and are to compliment Council's programs/initiatives for schools.

The use of these markings is subject to safety assessment and approval by Council's Infrastructure and Planning Branch prior to application.

Colour vinyl adhesive markers are used in three versions of the basic design to indicate the path of a walk to school route.

Refer to layout drawing PPM for layouts and technical details.

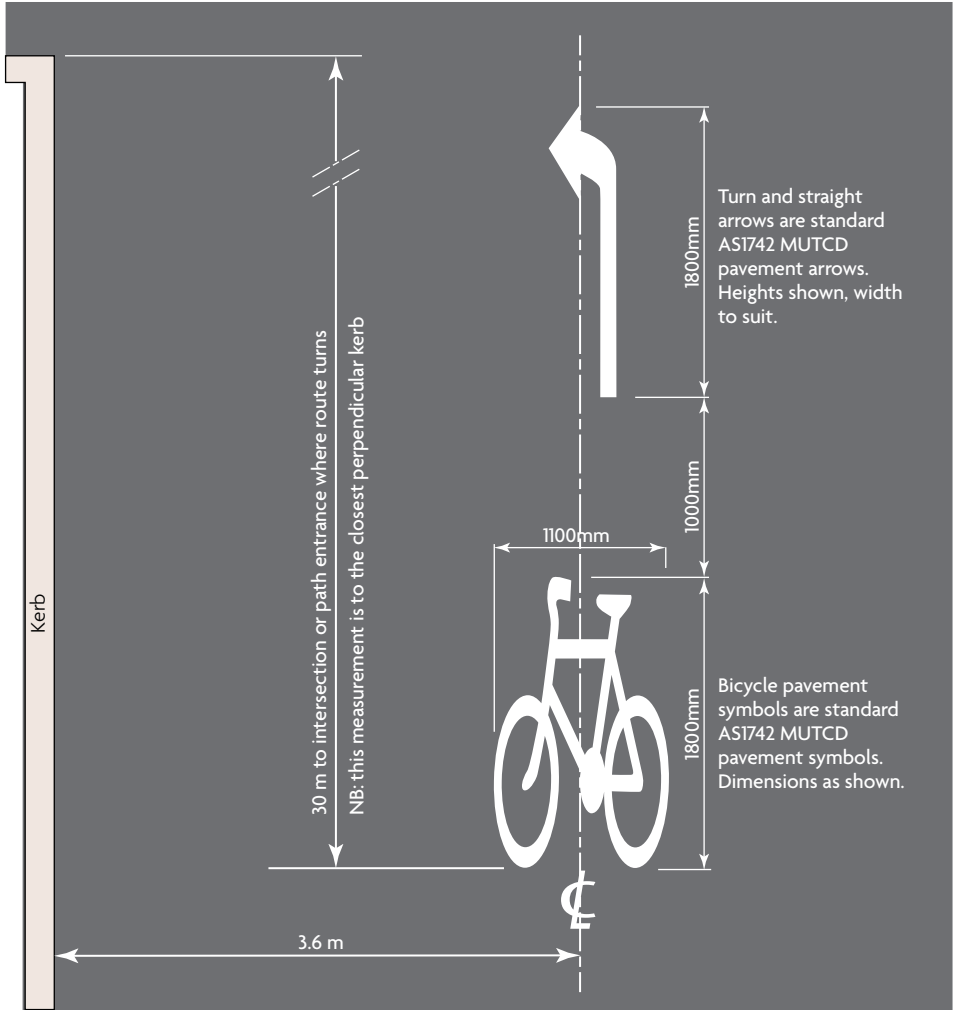
Location

Off-road recommended walking route to school pavement markers with times (5 and 10 minutes) are located at set distances along the route corresponding to the times printed on the markers. Untimed pavement markers are used for general reassurance and at route turnings along the walk route. The actual siting location is determined by the path and adjacent road environment.

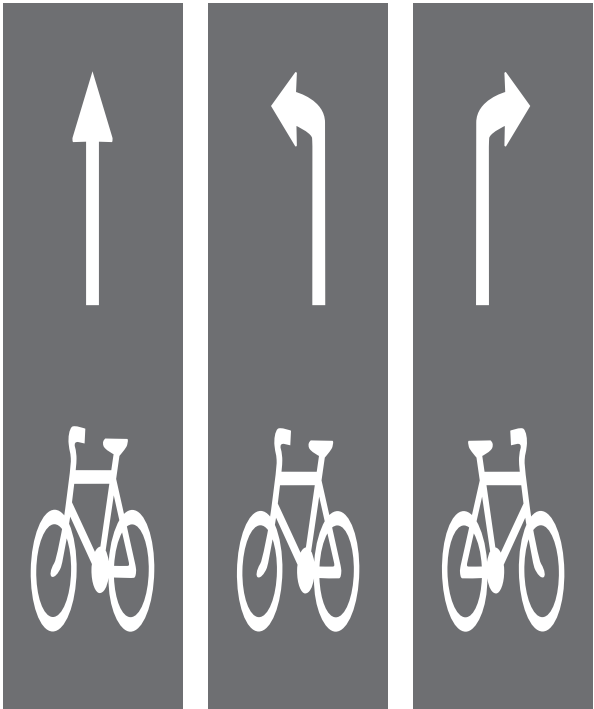
Site verification

All sites need to be individually assessed taking likely user travel needs and conditions into consideration.

RPM On-road wayfinding markings



RPM On-road pavement wayfinding marking. RPM-L left-turn marker shown.
Size and positioning as shown applies to all three marker designs.



RPM-S On-road pavement wayfinding marker.
Marker indicates straight ahead route direction.

RPM-L On-road pavement wayfinding marker.
Marker indicates left turn ahead route direction.

RPM-R On-road pavement wayfinding marker.
Marker indicates right turn ahead route direction.

RPM Technical details

Construction details

1. Cut out stencil applied to road pavement using white anti-slip road-based paint to relevant Australian Standard.
2. Alternatively use anti-slip, pre-cut, heat-fixed thermoplastic.

Graphic details

White bicycle symbol and arrows to AS1742 MUTCD pattern.

Sizes

ARROW

Elongated AS1742 turn arrow, 1800mm high, width proportionate

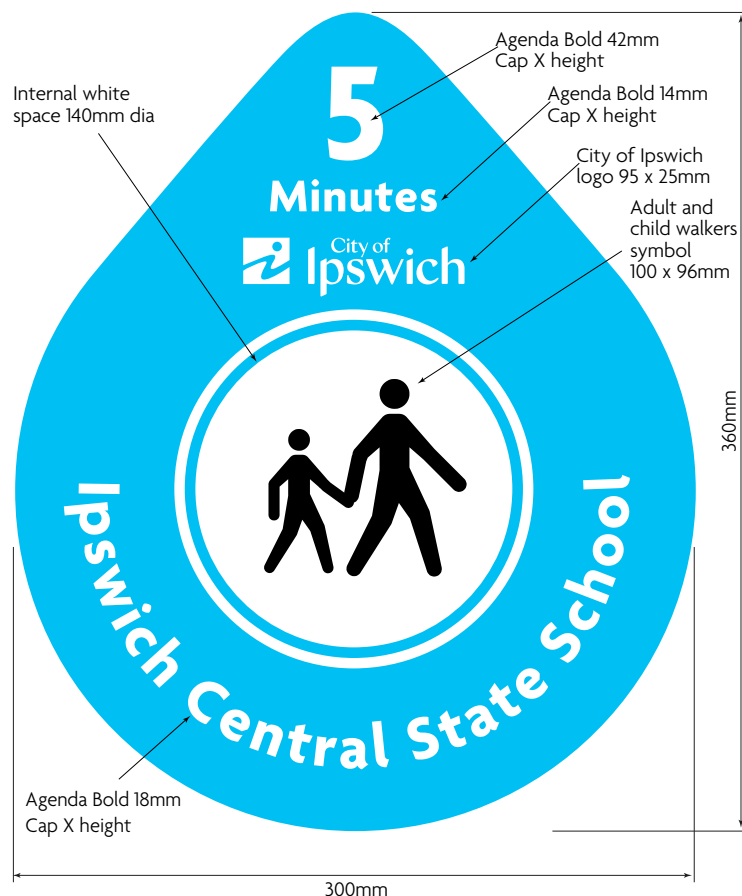
SYMBOL

Elongated AS1742 1100 x 1800mm

Drawing number:

RPM

PPM Off-road path wayfinding markings for recommended walking routes to school (subject to Council approval prior to application)



PPM Path wayfinding marking - artwork template
PPM-05 (5 minutes) variation shown



**PPM Path wayfinding marking
(no time) used for reassurance
and change of path direction**



**PPM-10 Path wayfinding marking
(10 minutes)**

PPM Technical details

Construction details

1. Printed die-cut pavement grade sticker applied to off-road pavement as per manufacturer's instructions.
2. Sticker material covered with anti-slip film.

Graphic details

Adult and child walkers symbol, and City of Ipswich logo as shown (left).

Sizes

MARKING

As shown in diagram left.

Application

The use of these markings is subject to safety assessment and approval by Council's Infrastructure Planning Branch prior to application.

Drawing number:

PPM

Pavement behaviour markings

Off-road path behaviour markings

Purpose

Where continuing instances of a range of poor path user behaviour and conflict between different types of users are recorded, single message off-road path-use markings may be selectively applied to improve path operation and to increase enjoyment and mutual respect among path users.

The use of these off-road markings is subject to safety assessment and approval by Council's Infrastructure Planning Branch prior to application.

Refer to layout drawing PBM for layouts and technical details.

Location

Off-road path pavement behaviour markings are designed for use on high-volume paths or where shared path conflict has been often reported by the community.

Site verification

Locations are selected where there are no existing markings, to avoid over-use of this medium.

PBM marker variations

Refer to layout drawing PBM for graphic details and dimensions.

PBM-STP

SHARE THE PATH markings are placed on the main path at access points.

PBM-KLF

KEEP LEFT markings are placed intermittently on a path, at distances no closer than 400m apart.

PBM-SLD

SLOW DOWN markings are only placed at known 'hot spots' of speeding cyclists, or at blind/ narrow curves in the path.

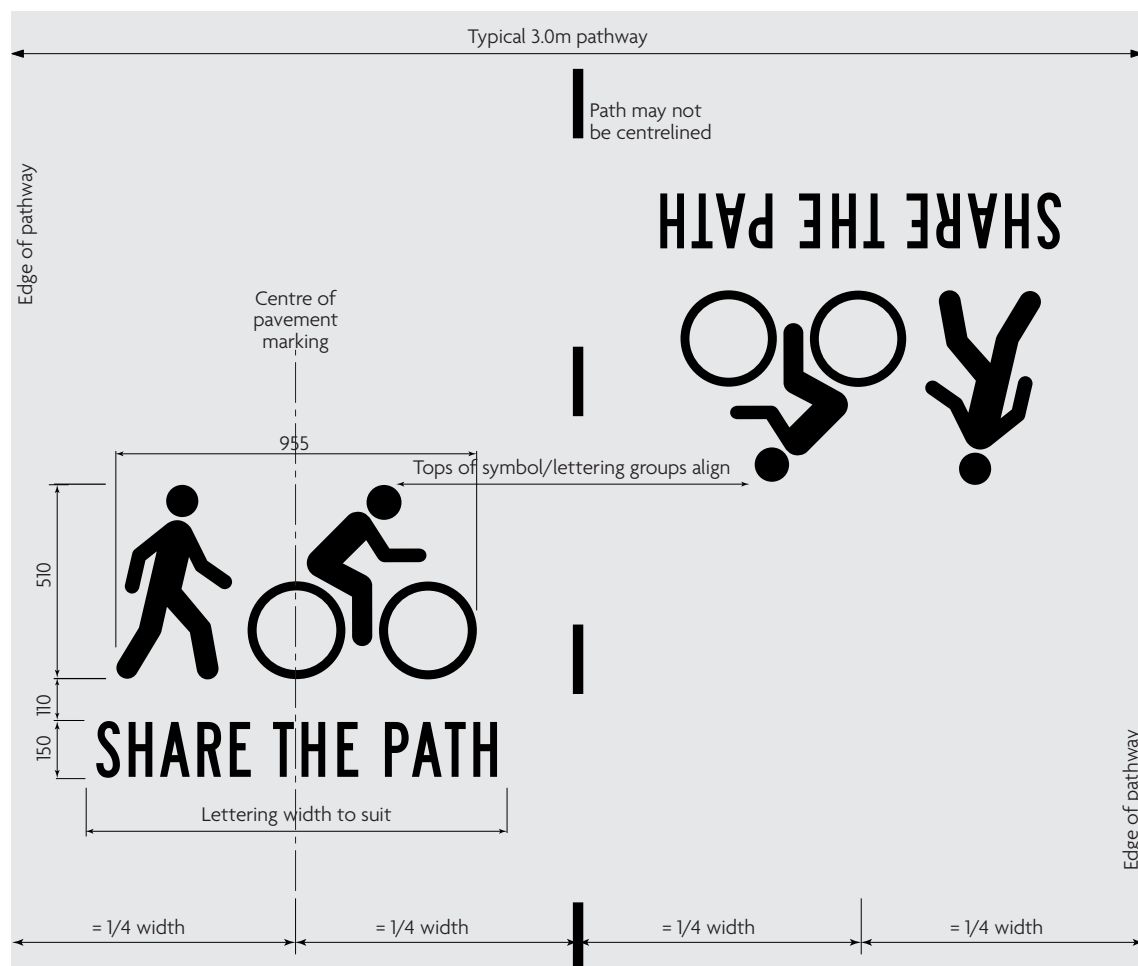
PBM-WFC

WATCH FOR CYCLISTS markings are only placed at identified path 'hot spots' where path sharing issues have been regularly observed.

PBM-WFP

WATCH FOR PEDESTRIANS markings are only placed at identified path 'hot spots' where path sharing issues have been regularly observed.

PBM Off-road path behaviour pavement markings



PBM-A Path behaviour pavement markings - typical layout and dimensions. See Drawing PBM-B for additional message designs.
Example above is for a 3.0m shared path constructed from light coloured concrete. See examples right for paths less than 3.0m wide.



PBM-A Path behaviour pavement markings
Example shows a 2.5m shared path without a centreline

PBM Technical details

Construction details

1. Cut out stencil applied to off-road path pavement using white anti-slip road-based paint to relevant Australian Standard.
2. Alternatively use anti-slip, pre-cut, heat-fixed thermoplastic.

Graphic details

Anti-slip external grade paint to relative Australian Standard.

Sizes

MAIN MESSAGES

150mm cap X-height AS1744:2015 Series C

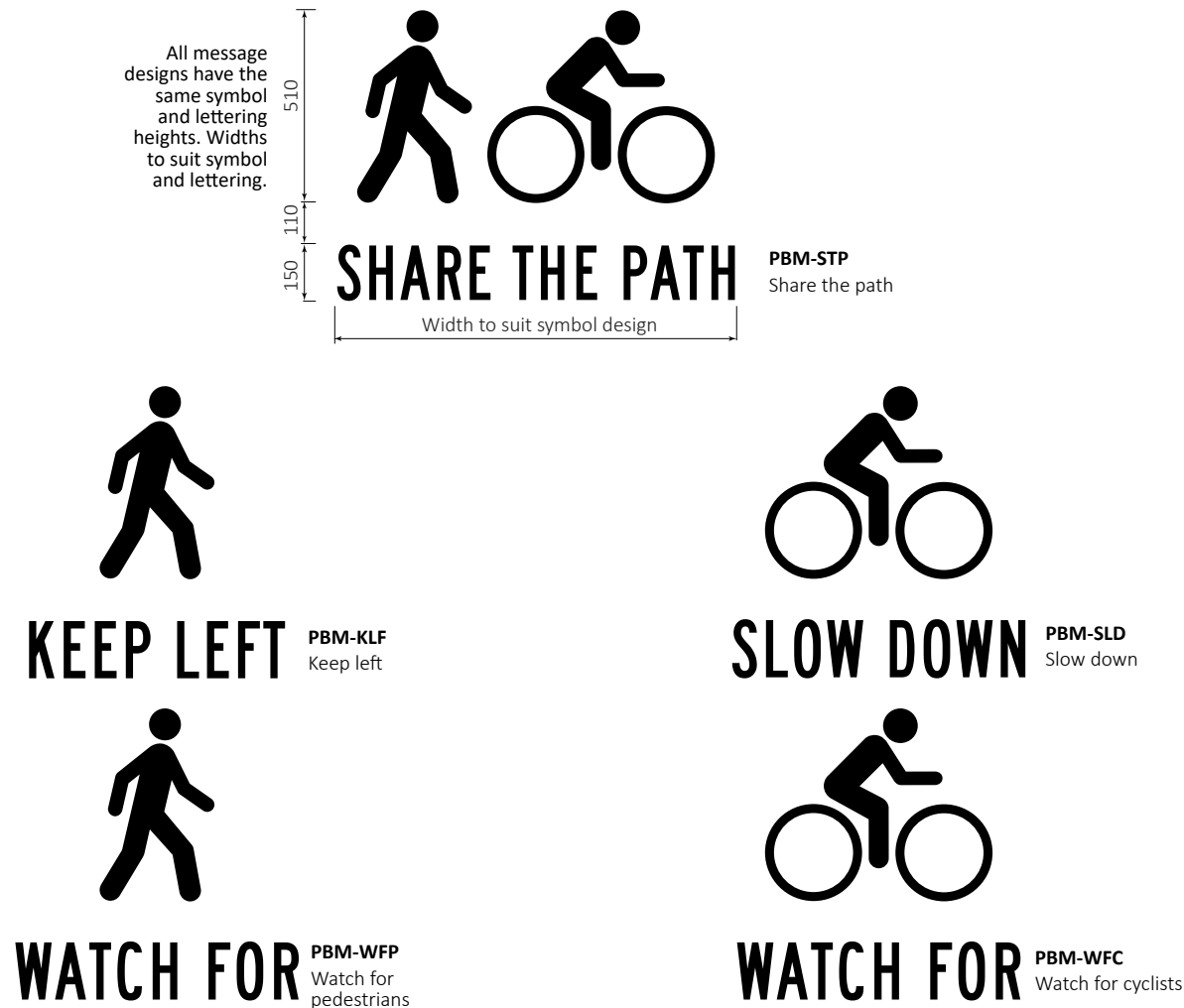
WALKER and CYCLIST SYMBOLS

955mm x 510mm, centred, 110mm from lettering

Drawing number:

PBM-A

PBM Off-road path behaviour pavement markings - message layouts



PBM Technical details

Construction details

1. Cut out stencil applied to off-road path pavement using white anti-slip road-based paint to relevant Australian Standard.
4. Alternatively use anti-slip, pre-cut, heat-fixed thermoplastic.

Graphic details

Use electronic artwork for making stencils for painting or thermoplastic heat-fixed stencils.

Sizes

MAIN MESSAGES

150mm cap X-height AS1744:2015 Series C, widths to suit

SYMBOLS

510mm H, centred, 110mm from lettering, widths to suit

Drawing number:
PBM-B

Sign installation and mounting

Sign mounting and clearances

Sign stack mounting order

Sign mounting and clearances

Bicycle route signs are mounted in full view of cyclists using the route and located so that they provide clear unambiguous directions at critical turning points or junctions. Care should be taken to site signs where their message will not be compromised or overwhelmed by proximity to other road signs or structures.

Bicycle route signs should be sited so that they do not diminish the effectiveness of, or conflict with, existing road signs and create ambiguity for other road users. Bicycle route signs, like highway signs, are a discrete system designed to guide cyclists through often complex road environments. Integrated route sign messages are not included with, or mounted on, main/arterial road directional signs or sign supports.

Minimise sign clutter by utilising existing sign poles and street poles where this does not compromise the effectiveness of the direction sign or the host sign. Mounting on existing power poles is permissible as is the co-use of parking sign poles as a clutter reduction measure.

Mount bicycle route signs and pedestrian activity centre signs at a clearance height of 2.5m and preferably no higher than 4.0m (see figure on this page). Sign supports need a minimum of 0.5m clearance from the path or roadway. Do not mount signs so that they overhang the roadway or interfere with turning vehicles. Where there is a risk that signs could be rotated by either wind or vandalism, use anti-rotational fittings or fixing screws. This is particularly important on fingerboard signs which indicate travel direction at intersections.

Mount bicycle route fingerboard signs in a highly visible location so that they can be clearly read by cyclists at a minimum of 15 metres from the intersection.

Place signs consistently. If two signs indicating separate directions cannot be mounted on the same pole on one corner of an intersection due to site conditions, consider separately mounting these signs. Consider also mounting signs on existing poles provided that such mounting offers superior sight lines and visibility for the sign(s).

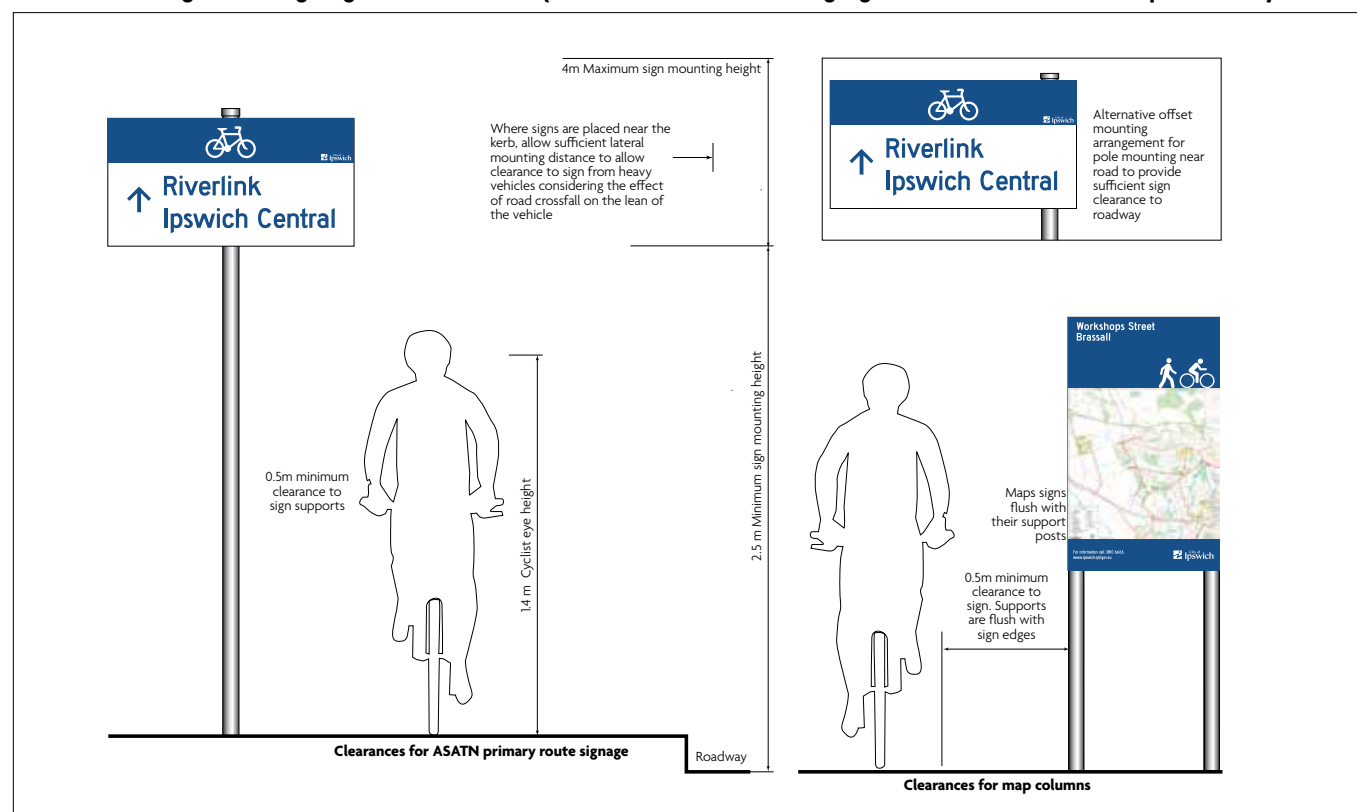
Advance direction signs when used on principal transport bicycle routes, are placed before route junctions/decision points and are located to take into account cyclist travelling speeds. This is particularly important in hilly areas. When placing advance direction signs it is essential to take into account all local variables such as slope and sight distances. Locate signs to provide adequate warning of a change of direction depending on the site. Table 4 lists recommended mounting distances for advance directional signs. Allow a greater distance where there is a downhill grade towards the intersection or where the approach visibility is restricted. For grades steeper than 8%, additional warning signs are recommended in advance of the intersection.

Table 4: Advance direction sign mounting before intersections

Design speed	Route type	Recommended mounting distance from intersection
Above 30km/h	High-speed principal transport bicycle route	50-70m
30km/h	Principal/secondary transport bicycle route	35-50m

Mount map signs with sufficient horizontal clearance (1.5m minimum, 2.0m preferred) to permit cyclists to comfortably view the map sign and still provide clearance to other path users.

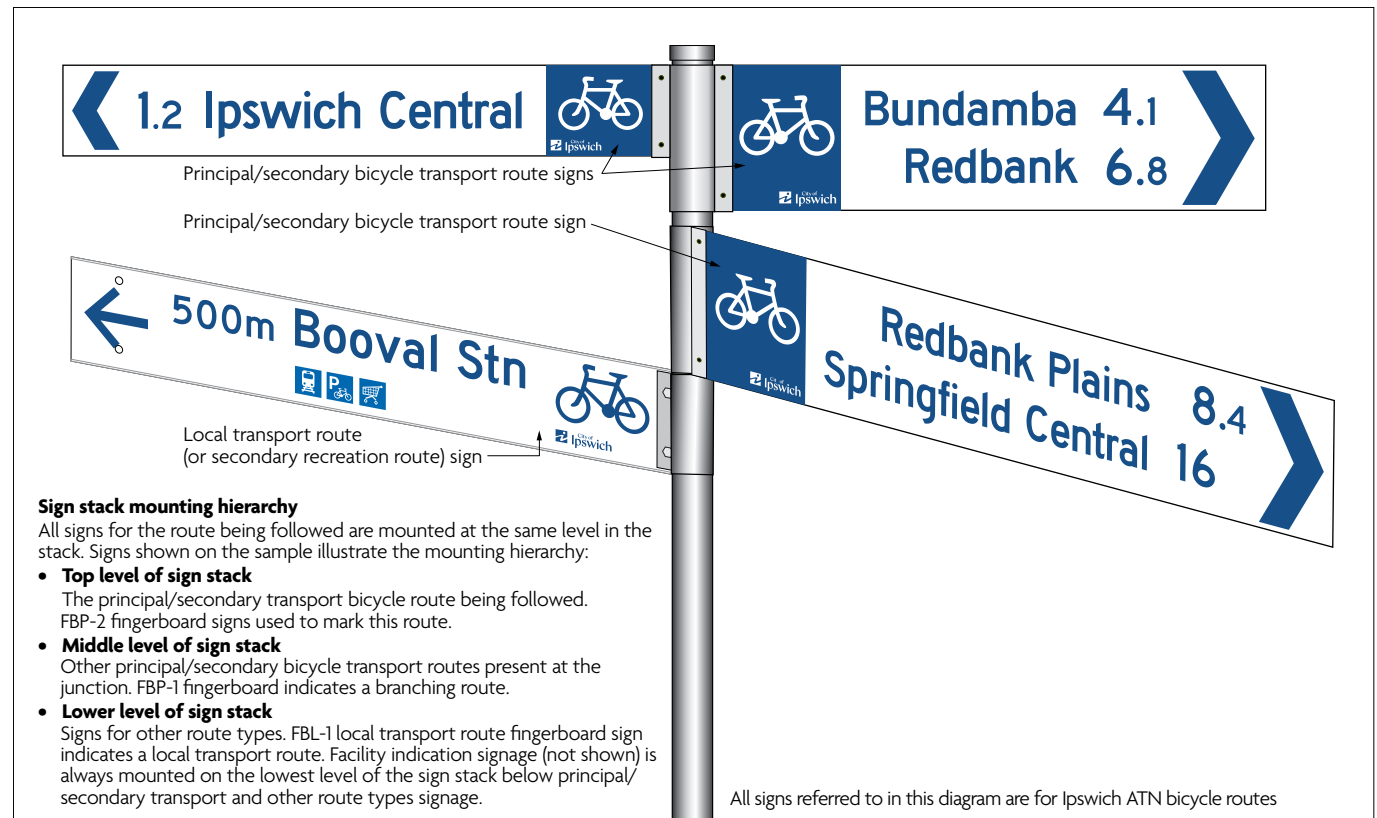
Recommended sign mounting heights and clearances (modified from Austroads Signage Guidelines for use on the Ipswich ATN)



Sign stack mounting order

At major junctions it is important to place bicycle route fingerboards in a logical vertical order so that cyclists can easily follow the signs for a particular route. Ideally fingerboard pairs for the same route are mounted at the same level but this may not be possible due to mounting system limitations (see the figure (right) modified from the Austroads bicycle signage guidelines for details). Always consider sign visibility from different approaches for large sign installations when multiple routes pass through junctions.

For sign stack layout recommendations for pedestrian activity centre fingerboards refer to sign layout drawing FPR on page 55 of this manual.



Recommended sign stack mounting order (diagram modified from the Austroads Bicycle Signage Guidelines: *Bicycle Wayfinding*. September 2015. Austroads, Sydney. Publication number AP-R492-15)

Construction, materials and maintenance

Construction and installation standards

Sign maintenance

Construction and installation standards

Construction

All work and materials shall generally comply with Ipswich City Council construction standards.

For construction, the highest industry standards are to be followed. Ensure sign materials, drilled holes and fixings are consistent from one sign to another.

Screws, adhesives and silicones shall be concealed and or made flush with the surface.

Fit components with care. Graphic standards shown in other sections of this manual are to be carefully adhered to.

Installation

Site inspections are to be carried out prior to installation to verify locations and confirm all mounting conditions.

All installations are to be plumb and level, at the heights indicated, and securely mounted with theft-resistant fixings.

Work shall be complete with all bolts, rivets and other fittings to adequately transmit the loads and stresses imposed.

Where bolting of metal work to concrete is specified, fixings to be of approved masonry anchors of the required size.

Proper edge clearances are observed so there is no risk of possible damage to concrete or structural framing.

Packing of fixings is permitted to approved tolerances to level and square installations.

Sign maintenance

Graffiti damage and damage to signs can be reported to Ipswich City Council via the MyIpswich website at: www.myipswich.com.

General cleaning

Step 1

Wipe clean with mild detergent and soft lint-free cloth.

Step 2

When panels have dried, apply Mr Sheen or similar.

Note - DO NOT use abrasive cleaners, solvents or chemicals.

Touch up paint

Use only 2 pack polyurethane paint (in the specified colours) when repairing minor chips, cracks, etc.

For major damage, panels will need to be removed and sprayed professionally.

Graffiti removal

Procedure as outlined below:

Step 1

Use general purpose thinners such as Acetic Acid Alcohol, Toluene or IPA (Isopropyl Alcohol) to clean graffiti from the surface.

Step 2

Wipe off with clean white rag (Do not re-use dirty rags). If more than 2 applications are needed to remove stubborn stains, rinse the area with clean water and wipe dry before additional application.

Step 3

Rinse all cleaned surfaces with water.

Step 4

Allow surface to dry. Disregard used rags in closed container.

Appendix A – Pedestrian activity centre map column structure

Construction drawings and sign column assembly details

