Wayfinding Rulebook

South Australian Public Transport Authority

V3.0 Rev E

In collaboration with

SOUTH AUSTRALIA

**Government
of South Australia**

Adelaide Metro

ARUP

Arketype

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The wayfinding tool kit provides specifications for the suite of sign types used for wayfinding. Additional signs can be created by using the Visual Identity Tool Kit for guiding parameters in the development.

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The implementation example illustrates the practical application of the Planning Framework, Visual Identity Kit and Wayfinding Tool Kit.

1.0 Preliminaries

Wayfinding Rulebook

South Australian Public Transport Authority

Government
of South Australia

Adelaide Metro

1.1 Glossary

Node: A stop, station or interchange on the public transport network where passengers can board or alight from one or more services.

Catchment: The localised area around each node that customers journey through to access a node. This area is defined as the catchment to identify locations for wayfinding signage to funnel customers to the node.

Access Mode: The private transport form in which customers arrive at their public transport node for the ongoing part of their journey, for example private car, walk or bike.

Transport Mode: The type of transport used for the customer's journey, for example bus, train or tram.

1.2 Introduction

What is wayfinding?

At a basic level, wayfinding is a system of elements that help people navigate, explore and enjoy spaces and places in a built environment. It is a complex activity that comprises a broad spectrum of psychological, perceptual and physical tasks performed in a short time frame in an unfamiliar environment.

The need to make quick and accurate decisions in an unfamiliar environment often leads to stress and anxiety. The intention of a good wayfinding system is to inspire calm and ease by creating clarity and simplifying information that is otherwise complex..

Intrinsically people utilise a variety of wayfinding queues as they come together to work, socialise, play or interact in society. From intuitive techniques to help "find their way" to landmarks and guided formal signage, each format plays a critical role to help people feel at ease in their surroundings.

Cities, spaces and public buildings are filled with information and markers and can become chaotic and confusing. Wayfinding design is the art of making sense of this information and finding order in a navigational tool that a wide demographic of people can interpret. It is a combination of art and functionality.

 `Finding the way'  - or `the process of wayfinding' - requires answers to following three basic questions:

- **Where:** Where am I? Where is my destination?
- **How:** How do I get there?
- **What:** What is this? What are the possibilities? What should I do or not do?

Wayfinding for public transport systems

Quality wayfinding is foundational to the delivery of a great transport system. It provides the face and voice of the system. It regularly engages with customers and maintains an ongoing dialog throughout the journey, supporting an effortless experience and building trust through consistent and reliable messaging.

Great wayfinding systems go beyond providing journey information. They convey brand identity and are an essential tool in actively managing the transport system – whether encouraging people to walk instead of drive to a stop or station, or to help people disperse off a crowded platform, or giving public transport users confidence they will reach their destination in a timely and convenient manner.

Simplicity - a network that is easy to remember, and presentation - easy access to the right information, are essential components of a useful public transport system (Human Transit, Walker 2012). This is backed by industry research by the TAS Partnership UK, where it was found that service simplification, effective branding and high-quality signage had the greatest return on investment among all bus network improvement initiatives (such as new fleet, priority measures etc.).

Wayfinding systems have a key role to play in the public transport customer experience. Good public transport wayfinding should answer the following questions:

- Where will the route take me?
- How often does it come?
- How long will my journey take?
- Will I be able to transfer to an onward service?

Right Balance
Great wayfinding finds the right balance between information and visual stimulation

Prevent Over Stimulation
Good wayfinding prevents users from reaching over stimulation

Comfort

Visual Stimulation

Stress

Unfamilar Environment
An unfamiliar environment with inadequate signage can cause hesitation and anxiety for users.

Over Stimulation
Over stimulation can lead to stress

Over Stressed
Overstressed users ignore signs and seek out personal help
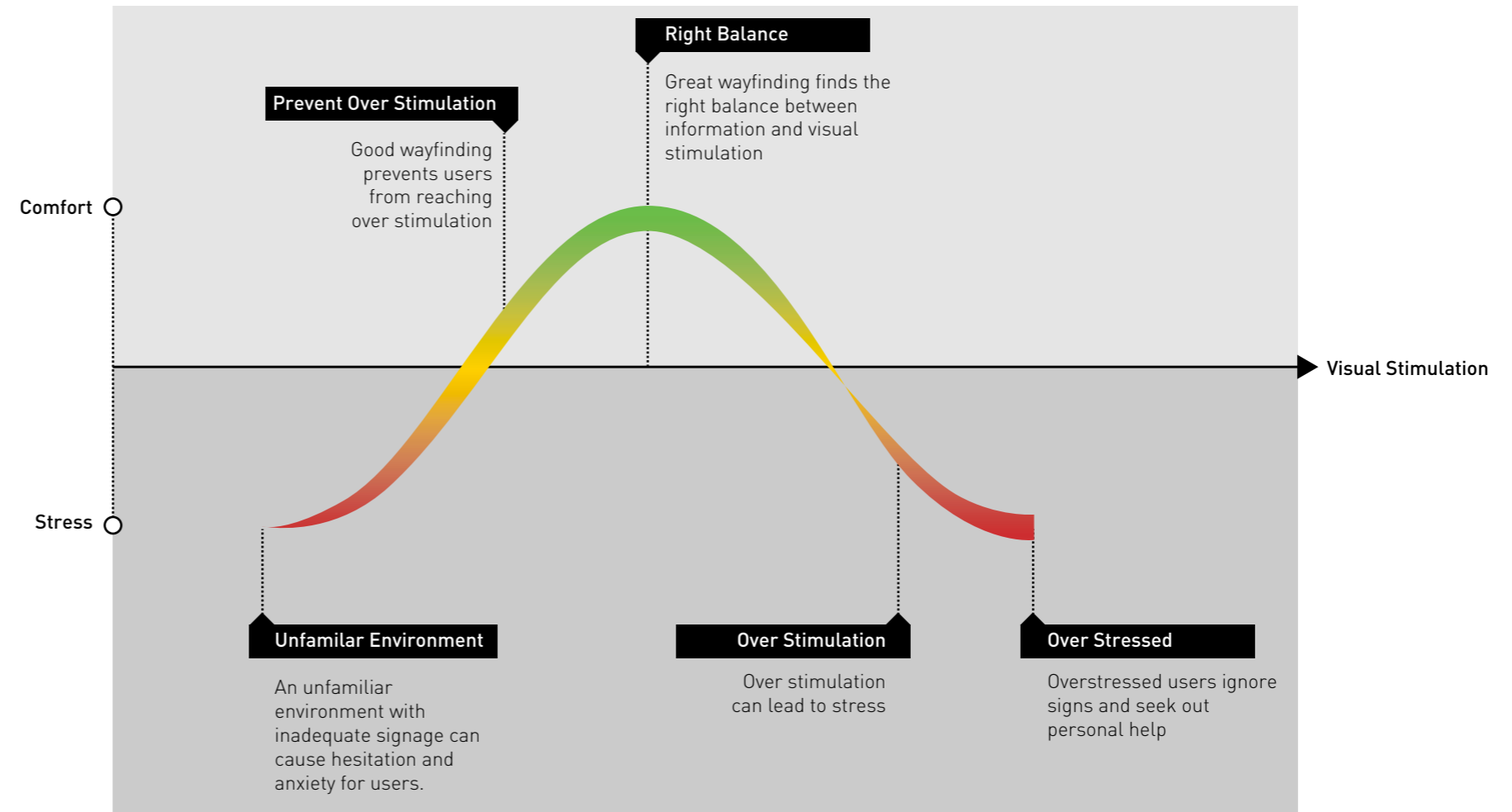
Figure 1

1.3 Purpose of this manual

Improving the public transport customer experience and increasing public transport patronage are key objectives of both the Department for Infrastructure and Transport (DIT) and the South Australian Public Transport Authority (SAPTA).

This document aligns with the Customer Experience Strategy (CX Strategy) and supports SAPTA's vision of "public transport is the travel mode of choice."

This manual will enable DIT and SAPTA to deliver a consistent suite of signage across the Adelaide Metro network.

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

The principles and outcomes most aligned in the CX Strategy are:

Principles: Accessible, Seamless and Connected.

Outcomes:

- 1C. Our assets and network are designed to provide customers with safe and accessible transport for all needs.
- 2C. Our assets and network are designed to be intuitive and reliable, enabling seamless journeys across modes.
- 3C. Our assets and network are designed to offer convenient connections across all modes.

The aim is to help:

- Identify and connect places in and around the city
- Build people's confidence to use public transport and improve the customer journey
- Reassure and encourage locals and visitors to explore the urban environment
- Reduce reliance on private forms of transport
- De-clutter the urban landscape

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

- Public transport signage - bus, train and tram
- Inclusion of public transport wayfinding information in external wayfinding systems (such as local government directional signage)

This manual includes some regulatory signs, however the full suite can be found in the DIT Standard Road Sign Index. Additionally, the Australian Road Rules should be referred to when designing any wayfinding signage. Australian Road Rules supersedes wayfinding signage.

Placemaking signage is acceptable, however should not completely replace wayfinding signage. Additionally, this should be approved through the Master Specification process for a project with any other placemaking elements (fencing, landscaping, etc.)

Who should use this manual?

This manual is designed to be referenced and utilised by:

- Design practitioners (i.e. urban, architectural, civil, wayfinding, and graphic designers)
- Project and/or construction managers (i.e. those managing transport infrastructure projects)
- Transport operational staff
- Signage contractors
- Local government staff

SATPA Asset Standards, Drawings and related documents must be followed throughout duration of the project from design, approval and installation.

Document structure

The document is structured as follows:

1.0   Preliminaries

The Preliminaries provide background information and context for the parameters of the rulebook, signage design and implementation.

2.0   Planning Framework

The wayfinding planning framework provides practical guidance for locating signs and customer information, to support an easy customer journey and a coherent multi-modal customer experience.

3.0   Visual Identity Kit

The visual identity tool kit outlines the graphic elements and their correct application. It enables selection of the right iconography and typography for message scheduling, and describes how to correctly use symbols, colours, names and other customer information.

4.0   Wayfinding Tool Kit

The wayfinding tool kit provides specifications for the suite of sign types used for wayfinding.

5.0   Implementation Example

The wayfinding implementation example is a companion document of the wayfinding kit of parts. It is a practical application using the planning framework guidance and wayfinding tool kit.

1.4 Accessibility

Disability access and inclusion plan

This document references the Disability Access and Inclusion Plan (DAIP) framework, which is available on the Department for Infrastructure and Transport website. If you require a copy in an alternative format, (such as Easy Read, large font, electronic format (emailed)), please contact DIT's Disability Access & Inclusion Team via email:
DIT.AccessandInclusion@sa.gov.au

Making signage accessible

Accessibility encompasses users of all demographics and physical capabilities. Signage should be made for everyone to simplify the journey, with a commitment to ensure it is accessible and inclusive for people with disabilities and other diverse groups including women, children, Aboriginal and Torres Strait Islanders and Culturally and Linguistically Diverse.

Legibility

In accordance with best practice approach to a signage and wayfinding system, a key factor in choosing colours for signage is to ensure sufficient contrast between the foreground and background colours. Each colour has a Light Reflective Value (LRV) and contrast levels are measured by comparing the foreground and background LRV ratings. 30% is deemed to be an acceptable standard of contrast, making signage more legible for persons with vision impairment.

The best colour contrast for signage is black writing on a white background. Additionally avoid the use of colour combinations which may suit people who may be colour blind, i.e. red & green etc. A good resource is http://universaldesignaustralia.net.au/colours-for-colour-blindness/

What is accessible signage?

Accessible signs are those that provide people with a disability direction to and from the station and identify the location of its facilities. Sign content is in Braille, raised text, symbols, pictograms and arrows. Signs are located in places and at heights that people with vision impairments, wheelchair users and people with assistance animals (e.g. guide dogs) can easily view and interact with them. Refer to current AS 1428 and National Construction Code (NCC) requirements.

Accessible signs are used to assist people with a disability to negotiate their way from an entry point to a boarding point of a platform. They allow people to determine their location, work out paths between parts of the station and identify facilities along the way.

How are accessible signs located?

Directional signage is located at station entrances, changes of direction and where choices of destinations are required or to identify facilities

Orientation or wayfinding cues are often needed by people who are vision impaired to let them know when they have reached the destination shown on an accessible sign and when they need to look and feel for the next accessible sign. These cues are particularly important on open sections of a platform where there are few structures. Common wayfinding cues include walls, kerbs, TGSI's, and handrails.

Wherever possible, accessible signs should be incorporated into existing general signage. Also the number of static signs can be reduced if audible signs are available on a platform. Audible signs include Voice Annunciators, lift messages and public transport service Information location beeps.

Incorporating accessible signage

Areas that need particular consideration are:

- Station entrances
- Approaches to stairs, ramps and lifts
- Lift entrances
- Assisted boarding points
- At or around station fixtures such as Help Phone/Service Information console, fare machines, priority seating and electronic ticketing equipment.
- Where directions are needed from stairs, ramps and lifts to the assisted boarding point
- Where directions are needed from stairs, ramps and lifts to a station exit and accessible car parking bays
- Where directions are needed from a station exit to other modes.

There are a number of design elements that restrict the space needed by people in wheelchairs and people with a vision impairment to read accessible signs. They include egress spaces less than 2m wide; placing columns, light masts, drinking fountains, rubbish bins and seats at major decision points; clearance to overhead obstructions less than 2m; installing doors that obscure signs when opened.

Station design should also include structural features that provide fixing points for accessible signs. Columns, posts, walls and fences can be sized so that they are wide enough to attach Braille and tactile signs. Ceiling and soffit heights should be in a height range that permits suspended signs within the viewing zone of people in wheelchairs. The design of station floor surfaces where accessible signs are to be located should comply with the gradients, cross falls and slip resistance required under the current AS 1428 and NCC standards.

Lighting should be designed so that people with low vision can easily read the text of accessible signs without glare. A minimum of 30% luminance contrast is required at all times for walls, columns, poles and equipment pedestals that are used as a fixing background for wheelchair accessible and Braille signs.

Circulation requirements for people using wheelchairs (text and pictograms)

A three-dimensional space is required for a person in a wheelchair to approach a sign, read the information then move their wheelchair away. The 3D dimensions are comprised of:

- The unobstructed viewing of a sign
- The height of the sign (requirements are provided in AS1428.2)
- The circulation space needed to enter and leave the viewing area where the sign is located. Refer to AS 1428.2 for circulation requirements.
- Minimum height below overhead obstructions or where a sign can be temporarily obscured (2000mm as provided in AS 1428.2)

Requirements of people with low vision (braille and tactile signs)

Braille and raised text signs should be located with reference to 'useability' in addition to viewing distances for people who are sighted or have low vision. A person who is blind or has low vision will read Braille or raised text through touch and feeling which requires signage to be within easy reach and at a suitable height.

Refer to AS1428.4:2018 'Means to assist the orientation of people with vision impairment - Wayfinding Signs.

Note: Signs with single lines of characters must have the line of tactile characters not less than 1250mm and not higher than 1350mm above finished floor level. Where more than a single line is used, braille and tactile components must be located not less than 1200mm and not higher than 1600mm above finished floor level.

Optimum viewing heights

In all cases, items that require immediate interaction should be placed within the optimum viewing zone as shown.

Signs should have lighting that does not produce unwanted glare or reflection. Viewing signs from different positions and levels (seated and standing) can help reveal if customers will experience issues. Ideally signs which have sufficient circulation space in front of them should be at a height that makes them easy to read for people sitting and standing.

Viewing distances

Common zones for viewing and reading signs by a person in a wheelchair or an able bodied person are available is AS1428.2 and summarised opposite.

Table 01 provides a reference to calculate text heights to suit viewing distances.

Text and Pictogram signs should be located with reference to common viewing zones and placed within a zone at a height not less than 1400mm and not more than 1600mm above the plane of the finished floor.

Where space in this zone is not available, the zone for placement of signs may be extended downward to not less than 1000mm.

Where a sign can be temporarily obscured e.g. in a crowd, the sign should be placed at a height of not less than 2000mm above the plane of the finished floor (AS1428.2).

Pedestrian Viewing Distances

Australian Standard AS 1428.2 provides some guidance for the size of fonts to be used.

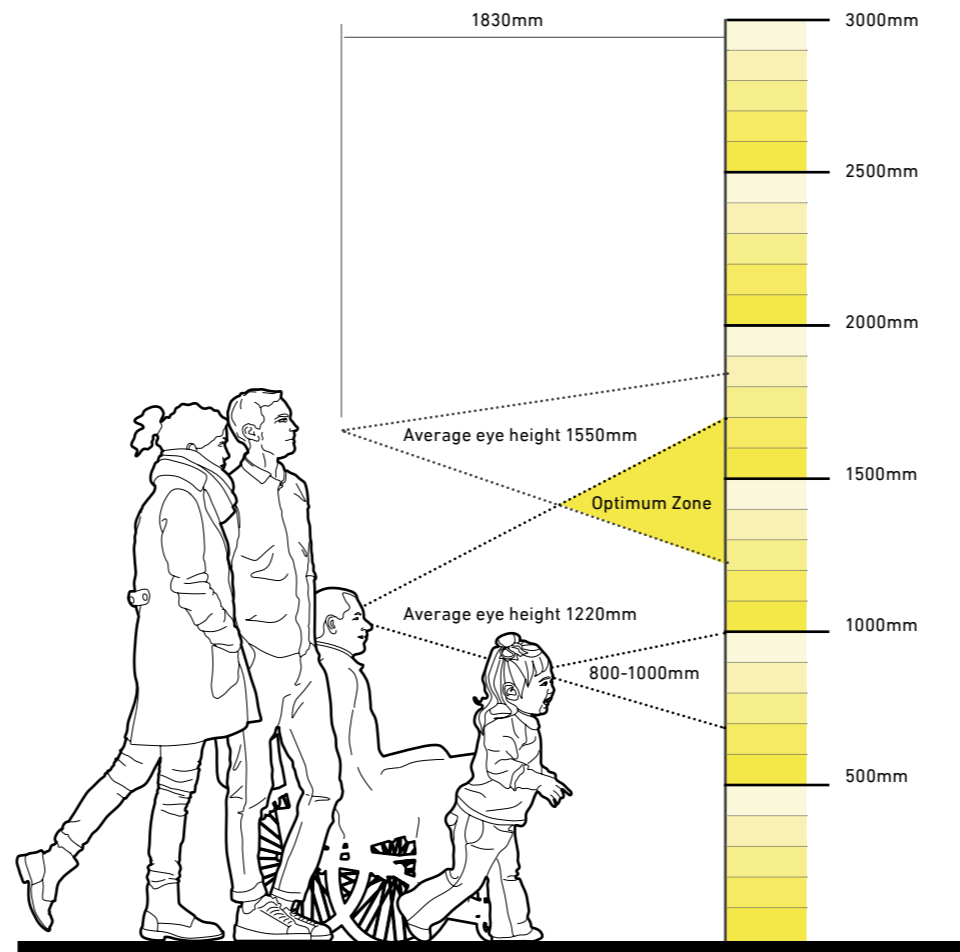Source: AS 1428.2: Table 1 Height of Letters for varying Viewing Distances

1830mm | 3000mm

2500mm

2000mm

Average eye height 1550mm

1500mm

Optimum Zone

Average eye height 1220mm

1000mm

800-1000mm

500mm

Figure 2

Viewing Distance	Letter Height
2 metres	6 millimeters
4 metres	12 millimeters
6 metres	20 millimeters
8 metres	25 millimeters
12 metres	40 millimeters
15 metres	50 millimeters
25 metres	80 millimeters
35 metres	100 millimeters
40+ metres	130 millimeters

Table 1

References / standards

During the development of this wayfinding rulebook, the following standards and guidelines were referenced, and should continue to be referenced during development and implementation.

Design for Access and Mobility

AS1428	Design for Access and Mobility
AS 1428.1	General requirements for access – New building work
AS 1428.2	Enhanced and additional requirements – Buildings and facilities
AS 1428.4	Tactile indicators
AS 1742	Manual of uniform traffic control devices / Street name and community facility name signs
	Disability Standards Public Transport 2002
ISO 7010	Graphical Symbols used in workplaces and public areas
ISO 22727	Design Creation Public Information Symbols
AS2899	Public Information Symbols (Removed from circulation)
AS 1744:2015	Standard alphabets for road signs
AS 2700:2011	Colour standards for general purposes
AS 2156.1: 2001	Walking Tracks Classification and Signage
	NCC Guidelines
AIGA	Professional Association for Design American Institute of Graphic Arts
	Vision Australia
	Disability Access and Inclusion Plan (DAIP) framework

Naming conventions

Using consistent words and phrases across the signs helps avoid confusion.

For instance, all train stations should be referred to as stations, not transport centres, hubs or interchanges.

Refer table 03 to see the list of standard words and phrases.

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

Style rules for text formatting:

Capitalisation

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

e.g.: Drop off & pick up vs Drop Off & Pick Up.

Alignment

Left alignment should be used on all signs. The exceptions are ID signs such as the Platform ID, Station location ID, Customer Service Centres, tickets, and accessible door signs. These are all noted in the individual sign information within Section 3.0, Visual Identity Kit.

Spacing

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

More information on this can be found in Section 3.0, Visual Identity Kit.

Node naming conventions

Generally stations should take the following forms [NAME] station for train, stop [Number] [NAME] for tram, stop [NAME][LOCATION] for bus stops, city or suburban, [NAME] bus station for regional coach and [NAME] interchange for multi-modal stations. Node naming should not be abbreviated.

Transport Mode	Name	Example
Train	[NAME] Station	Ovingham Station
Tram	Stop [NUMBER - if applicable] [NAME]	Stop 3 Wayville
Multi modal/service station	[NAME] Interchange	Paradise Interchange
Regional coach	[NAME] Bus Station	Adelaide Central Bus Station
Bus stop	Stop [NUMBER] [LOCATION]	Stop 4 Goodwood Road - East side

Table 2

The Metropolitan Railway Network rail lines generally consist of two main tracks except for the Belair Line, Tonsley Line from Woodlands Park, Grange Line from Woodville, Outer Harbor Line from Midlunga and the Gawler Line from Gawler Station to Gawler Central.

The track / line that travels away from Adelaide Railway Station (ARS) is designated the down track and the line that travels to ARS is designated the uptrack.

The platform on the down track is Platform 1 and the uptrack is Platform 2. Where there are more than 2 platforms these are numbered numerically from 3 upwards and generally do not have a bearing on the standard uptrack / downtrack platform numbering system.

Words and phrases

It's important to use consistent words and phrases across transport modes and signage. After reviewing a variety of different transport guides the following has been established.

All road name indicators should be in long form unless space is limited and will not permit this, where they should be abbreviated according to the Australian standard.

Use	Do not Use	Notes
Alcohol free	No drinking	
Avenue		
Buses	Busses	
Buses replace trains	Rail replacement bus service	
CCTV crime prevention cameras operating 24hrs	CCTV cameras operating 24 hours	
City	City Centre, CBD, Up town, Mid town or Downtown, Adelaide or Adelaide Railway Station	
Customer Service Centre	Ticket office	
[DESTINATION] via [ROAD NAME]	via [Road]	Always use the destination as the final route designation on signage and bus header boards.
Drop off & pick up	Kiss n Ride	
Female toilet	Women's toilet, ladies toilet	AS guidelines on braille- always refers to Male and Female
Help	Assist	
Male toilet	Men's toilet, gents toilet	AS guidelines on braille- always refers to Male and Female
Overpass	Overbridge	
Platform		
Please walk	Do not run	
Shopping centre	Westfield	No commercial names used
... only	Reserved for the use of ...	
Slow	Slow down, go slow	
Smoke free	No smoking	
[NAME] stop [NUMBER - if applicable]	Tram Station	
Stops A B C	Stops A, B and C	do not use punctuation or 'and' on signage between numbers
Taxis	Cabs	
Underpass	Tunnel	
Waiting area	Waiting room	'Waiting room' should only be used to refer to a separate, enclosed waiting space within a node
Way out	Exit	Exit is reserved for Fire Exits

Table 3

1.5 Context

Adelaide Metro customer journey

A public transport wayfinding system must consider the entire customer journey, from trip-planning through to interchanging and the 'last mile' of reaching a destination.

Unlike private travel modes, a public transport journey has a number of additional stages that customers must navigate between trip-planning and in-vehicle travel.

Public transport customers must additionally travel to, arrive and wait at a node, as well as potentially interchange before travelling onwards to the final destination.

These additional journey stages can act as a major barrier to public transport usage and are associated with pain points along the public transport customer journey.

Wayfinding has an important role to play in to supporting these journey stages, which are the subsequent focus of this Wayfinding Rulebook.

Table 04 explores the customer experience of using wayfinding to navigate the Adelaide Metro network at the time this Rulebook was first developed (2020). It identifies key gaps in the current system and to provides a blueprint for customer-centred wayfinding.

Who are we planning for?

While there is a strong representation of regular customers on the Adelaide Metro network, such as those travelling to work or education, the target user for the wayfinding system is those who are:

- Irregular and first-time customers
- Customers making unfamiliar trips (new areas or modes)
- Accessibility Users.

Journey stage	Plan Trip	Travel to Node	Arrive at Node	Wait at Node	Travel On-Board	Disembark & Interchange
Customer needs	Access to service information Being informed of service changes	Safe paths to the stop/station Ease of access to the stop/station	Ease of access to/from car and bike parking, and drop-off bays Ease of navigation around facility Availability of platform information, predictable direction of travel and/or platforms	Availability of service information and timetables Ease of understanding announcements Availability of information via screens Ease of getting on the vehicle	Predictable vehicle layout Location information (next stop/station)	Ease of accessing connecting services Availability of interchange information Availability of local area information Ease of exiting facility
Existing wayfinding elements	Paper Timetables Information Centre and/or Hotline Adelaide Metro website Apps (Adelaide Metro and Third-party)	Local area directional signage	First/last mile facility signage Node identification Facility & platform navigation signage	Service information (print, audio, digital) Accessible boarding locations	Accessible boarding locations Vehicle interior signage Some on-board announcements	Interchange maps & signage Local wayfinding information
Current Wayfinding Gaps		Indirect walking routes to node Minimal local area signage Poor upkeep of signs Inconsistent signage, iconography and messaging based on local area	No directions to car and bike parking or drop-off bays No clear 'front door' entrance to nodes (particularly stations and interchanges) Access to different platforms and direction of travel unclear	Disconnect between information online and at node No consistent system-wide branding to assist node identification Inconsistencies in provision of service information Legibility of service information (including poor maintenance)		No directional wayfinding between connecting nodes Inconsistent provision of local area information
Overall customer experience						
Wayfinding blueprint	Ensure wayfinding system is consistent with key trip-planning interfaces	Ensure signs direct customers along shortest route to node. Improve consistency of local area signage Provide a consistent wayfinding language and iconography across modes and localities	Ensure signage extends to supporting first/last mile facilities where available Improve the sense of arrival and 'front door' at stations and interchanges Provide clear and consistent messaging for platforms and/or direction of travel	Improve consistency of branding to ensure that public transport infrastructure is recognisable Provide guidance for the provision of for service information at nodes Improve identification and service information to match trip-planning interfaces	Ensure node identification signage considers visibility from on-board vehicle	Consider informal connections between modes and services Enhance 'return trip' wayfinding Improve integration with local area systems

Table 4

Resulting principles

The wayfinding blueprint in Table 04 highlights a number of key opportunities to enhance the Adelaide Metro customer journey through improved wayfinding. These can be summarised into four overarching themes:

1. Provide consistency and a recognisable public transport brand
2. Improve visibility of nodes and sense of arrival by establishing a 'front door'
3. Reveal the right information at the right time
4. Integrate with local wayfinding systems

To address these themes, the wayfinding rulebook has adopted 'the Seven C's' of a good wayfinding system. In such a system, signage should be:

- **Comprehensive:** Users get the right amount of information they need, in the right place, at the right time;
- **Consistent**: The signs are consistent in the use of terminology, design and sign placement;
- **Clear:** The wayfinding is user-friendly and easy to understand. Easy recognition and legibility create "visual ease";
- **Conspicuous:** By placement and design, the wayfinding draws attention without being overbearing;
- **Catching:** The wayfinding design, messaging, and location is aesthetically pleasing;
- **Compassionate:** The design should be intended for a broad audience, with users of all types in mind; and
- **Current:** The information on all signs, maps, and displays should be as up to date as possible to remain useful and reduce confusion.

2.0 Planning Framework

Wayfinding Rulebook

South Australian Public Transport Authority

Government
of South Australia

Adelaide Metro

2.1 Planning framework

The planning framework provides practical guidance for determining wayfinding requirements, locating signs and providing customer information, to support a seamless, multi-modal customer experience.

This section will show you how to:

1. Determine the wayfinding requirements for different node types;

2. Map the spatial (transport and land use) attributes;

3. Develop a signage schedule detailing what types of signs are needed and where, including:
   - Orientation
   - Placement, and
   - Messaging/Content.

The outcome of this section is a detailed plan that identifies all wayfinding signs required for the subject Node(s).

1. Determine wayfinding requirements

1a. Define mode(s).

At this step we determine the minimum requirements for customer information at stops and stations based on the mode(s) of transport

1b. Determine node function(s)

At this step we determine the additional wayfinding requirements based on the role and function(s) of the stop or station within the public transport network.

2. Map spatial attributes

2a. Map the information zones

At this step we map the Catchment, Arrival and Stop/Platform zones, for the node. The inclusion, and physical size of these three zones will depend on both Mode and Node function.

2b. Identify origins and destinations

At this step we locate origins and destinations in each Zone. This includes destinations within the Catchment Zone, supporting facilities within the Arrival Zone and entrance points to the Platform/stop Zone.

2c. Determine node access routes

At this step we determine the primary access routes for each access mode. As walking will be common for all nodes, it will not depend on the presence of first/last mile facilities within the Arrival Zone.

3. Develop signage schedule

3a. Determine decision points

At this step we mark each decision point along the node access routes. This is primarily turns at street intersections, however can include confirmation points along a long straight stretch.

3b. Determine sign type and content

At this step we determine the sign types and content/messaging based on the mapping of zones, origins and destinations, routes and decision points.
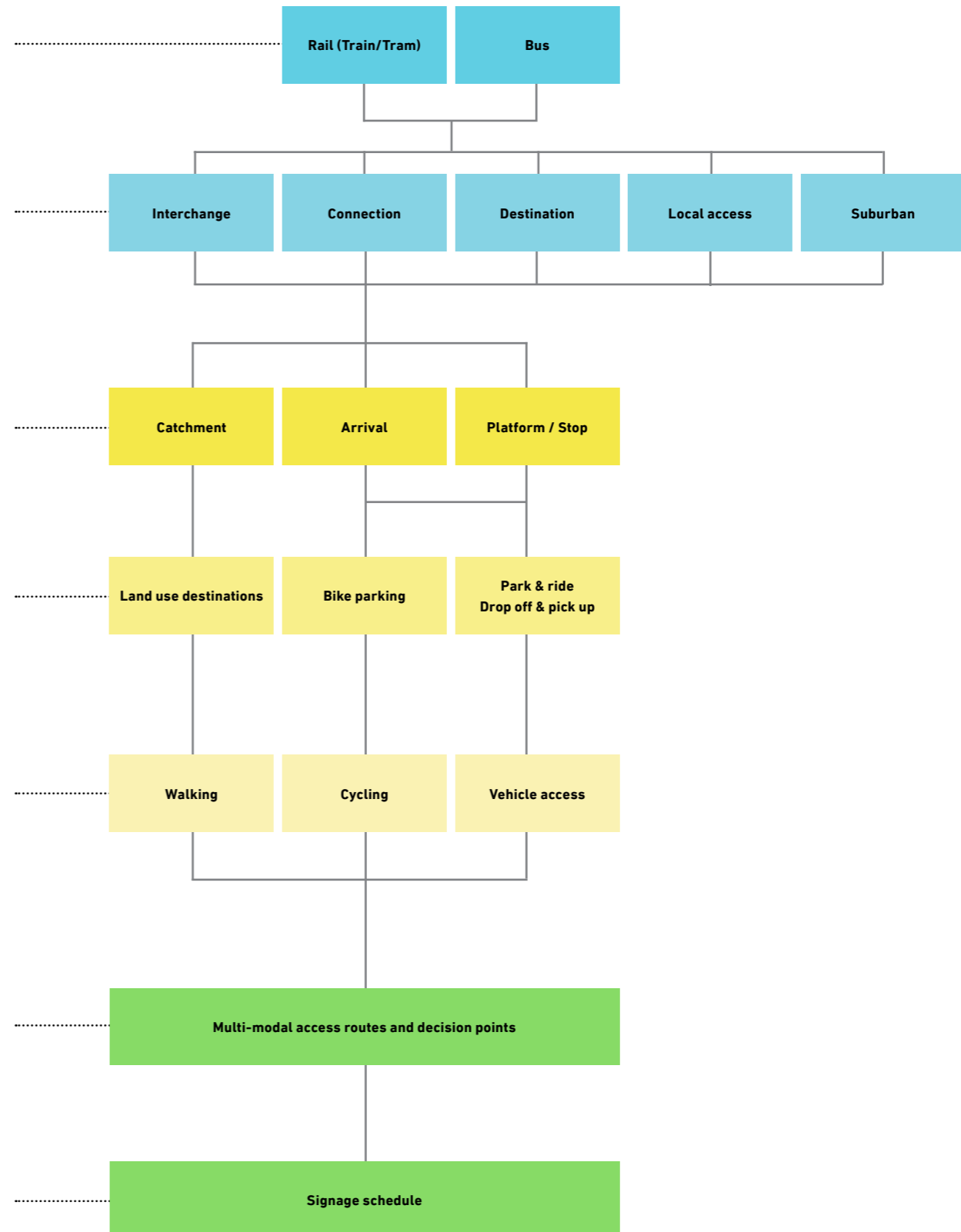
Figure 3

2.2 Determine wayfinding requirements

Not all public transport nodes across the Adelaide Metro network are the same. They each vary in strategic importance, role and function.

The public transport mode sets the minimum requirements for customer information and wayfinding at nodes. The Node Function sets additional requirements for information and wayfinding at nodes based on the role and function of the node in the public transport network.

2.2a: Define mode(s)

Different modes of public transport mode have distinct spatial contexts, physical infrastructure and subsequent customer expectations.

At this level, nodes in the Adelaide Metro network can be split into two overarching modes:

• Rail: includes all nodes serviced by train or tram across the network

• Bus: includes all nodes serviced by bus across the network

In response to the differing spatial contexts, physical infrastructure and subsequent customer expectations, the table below sets out the minimum requirements by mode.

Mode	Minimum Wayfinding Requirements
Rail (incl. Tram)	1. Node Identification 2. Direction of travel/Platform Information 3. External Node Wayfinding
Bus	1. Node Identification

Figure 4

Rail Node: Minimum Wayfinding Requirements
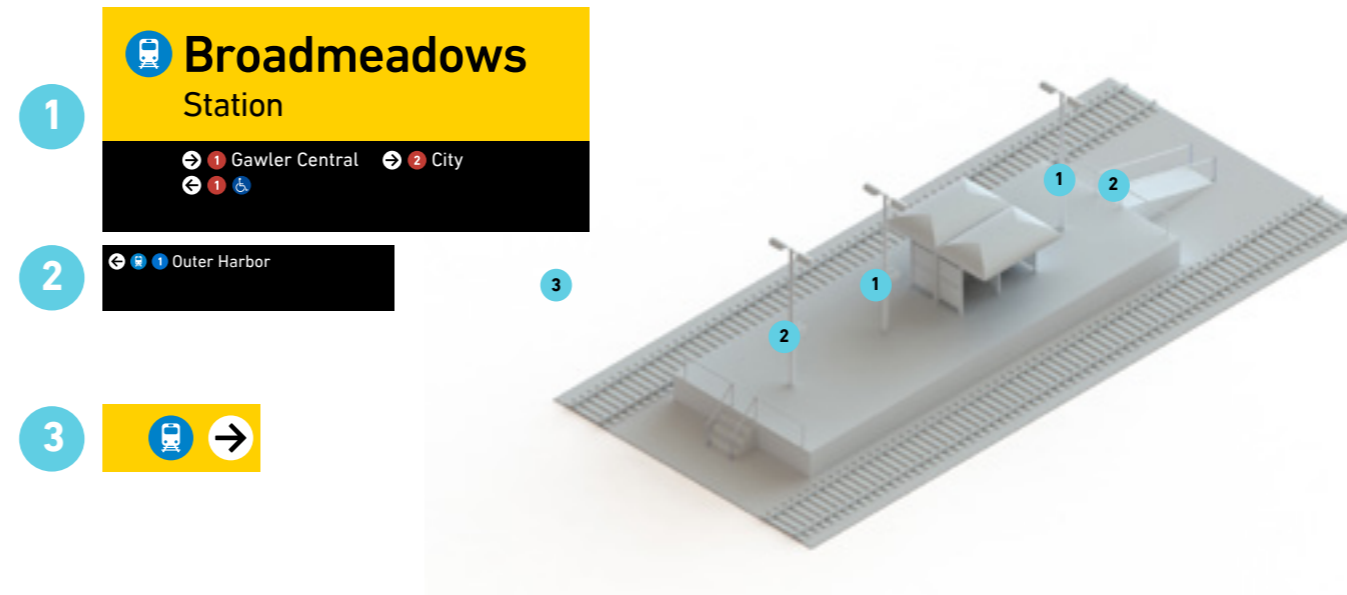
Figure 5

Bus Node: Minimum Wayfinding Requirements

Figure 6

2.2b: Node function

The role and relative importance of a public transport node is defined by both the connectivity it provides to the transport network and to nearby land-use:

- Land-use function: providing access to or from origin or destination
- Transport function: providing connections between one mode to the other, or from one route to another

A Node may have one or both functions and be at a low or high scale. This will ultimately influence how and why customers use the Node and what level of wayfinding information should be provided.

The varying scales and overlap of these functions is depicted in the conceptual diagram in Figure 07, with examples provided opposite.

Consideration of function and scale is central to understanding the wayfinding requirements for different node types. Wayfinding requirements for both Transport and Land Use function are additive. For example, a local access node which also has interchange functionality would take on the wayfinding requirement for both functions.

As represented in Table 05, the suburban node without enhanced transport function is the most basic node in the network. The suburban node adopts the minimum requirement set by the Mode.

At the other end of the scale, Destination and Interchange nodes are the most strategically important in the public transport network and have the highest requirement for wayfinding infrastructure, regardless of mode.

Figure 8

Bus node
Rail node
Route direction
Land-use destination
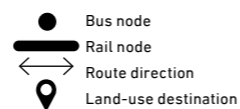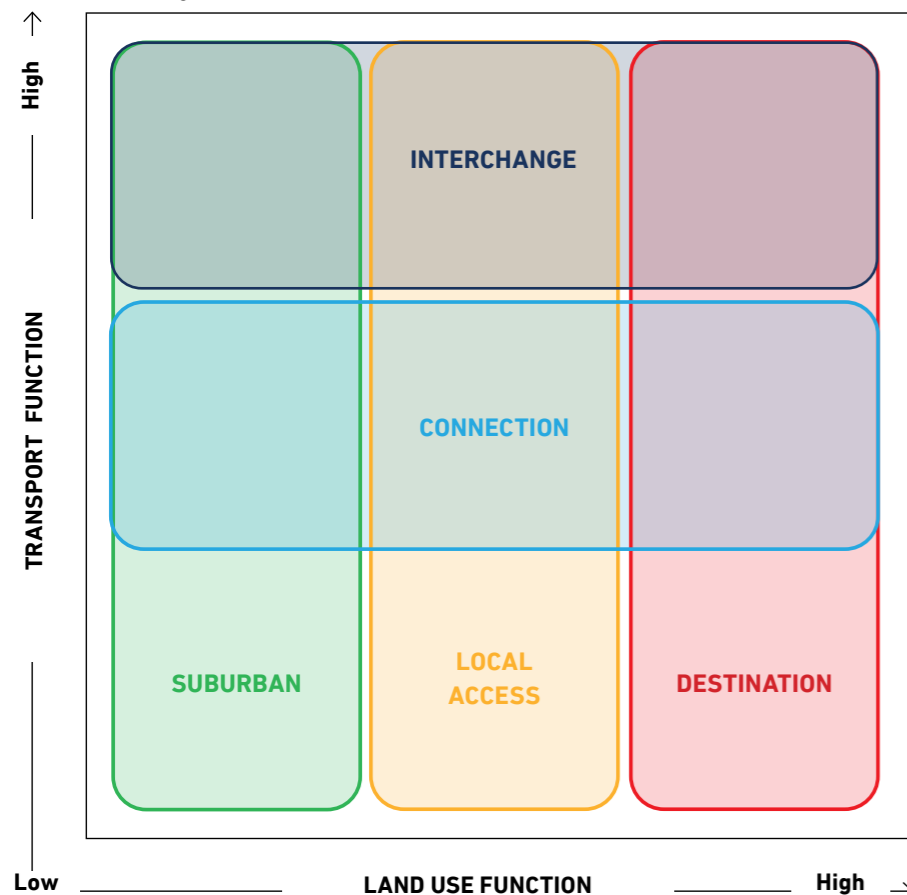
	Description	Attributes	Rail	Bus
Transport Function				
Interchange	Provides customers with a formal opportunity access, or transfer between, multiple modes or routes.	Availability of multiple services at node (e.g. routes or modes)		
Connection	Provides customers with an informal opportunity to transfer between different modes or routes.	Proximity to another node offering different services (e.g. routes or modes)		
Land-use Function				
Destination	Provides access to high-intensity land uses.	Proximity to high intensity land use(s) such as centres, major venues and major institutions such as hospitals and universities.		
Local Access	Provides access to high-need land uses.	Proximity to high need land use(s) such as aged care facilities, schools and tourist accommodation.		
Suburban	Provides predominantly residential access to the public transport network.	Predominantly residential land use		

Figure 7

2.2c: Determining requirements

The following table indicates the base level wayfinding required for each
Node Access Function.

Understanding the requirements

The Node Class sets the minimum standard for customer information and wayfinding
at nodes. Additional functions of the node result in a layering of requirements.

The planning requirements for different node functions slightly vary, for example:

- Interchange requirements are the same regardless of the mode
- Bus Nodes do not have arrival zones (unless at an interchange), these nodes
  therefore do not require facility navigation.
- Precinct maps may be located in the arrival zone of rail nodes as to capture
  passengers using different platforms.

Legend

| Catchment | Arrival | Circulation | Platform |

Distinguishes that it is advised that a wayfinding asset appears at the node.

A premium or basic asset variation may be implemented, based on the node typology.
For example in a CBD environment, materials and finishes may be specified to a higher
finish level to a suburban environment where a lower-level finish can be specified.
However, for each application, it is recommended that the advised level of information,
as presented in Table 5, is applied and the final result still meets required standards.

H = High Level
2 pac painted finish to aluminium panels, vinyl cut or direct print graphics, 2 pac clear.
Folded return edges and panels capped.

Also denotes the suggested requirement of a digital timetable.

L = Low Level
Digital print to cast vinyl with anti-graffiti laminate applied to aluminium panel attached
to existing substrate or posts as required.

* Indicates that multiple elements are combined into a single asset.

Rail node

Wayfinding Asset	Transport Function		Land-use Function		
	Interchange	Connection	Destination	Local Access	Suburban
External Node Wayfinding Pedestrian Blade					
External Node Wayfinding Driver Blade					
Node Identification (Stop / Station)	H*	H*	H*	L*	L*
Internal Sub-node Wayfinding/Direction Platform					
Transit Service Information (Route Name)	H*	H*	H*	L*	L*
Transit Service Information (Timetable)	H*	H*	H*	L*	L*
Node Facility Navigation /Identification		H*	H*	L*	L*
Wayfinding (Precinct Map, POI, Local Area Connection)		H*	H*		
Secondary Node Identification					
Journey Wayfinding (Destination of travel)					

Table 5

External Node Driver Blade | External Node Pedestrian Blade | Node Identification | Internal Sub-node Wayfinding | Wayfinding POI / Transit Service Information | Node Facility Navigation Identification | Journey Wayfinding | Secondary Node Identification
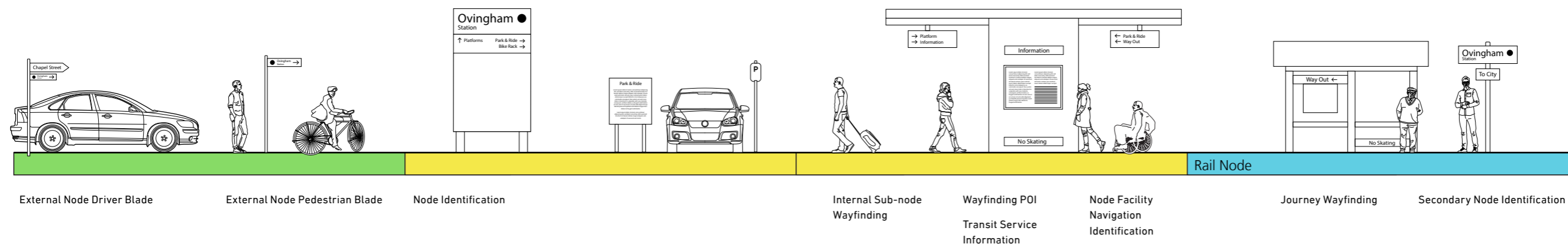
2.2c: Determining requirements (cont)

Legend

Catchment	Arrival	Circulation	Platform

Distinguishes that it is advised that a wayfinding asset appears at the node.

A premium or basic asset variation may be implemented, based on the node typology. For example in a CBD environment, materials and finishes may be specified to a higher finish level to a suburban environment where a lower level finish can be specified. However, for each application, it is recommended that the advised level of information, as presented in Table 6, is applied and the final result still meets required standards.

H = High Level
2 pac painted finish to aluminium panels, vinyl cut or direct print graphics, 2 pac clear. Folded return edges and panels capped.

Also denotes the suggested requirement of a digital timetable.

L = Low Level
Digital print to cast vinyl with anti-graffiti laminate applied to aluminium panel attached to existing substrate or posts as required.

* Indicates that multiple elements are combined into a single asset.

Bus node

Wayfinding Asset	Transport Function		Land-use Function		
	Interchange	Connection	Destination	Local Access	Suburban
External Node Wayfinding Pedestrian Blade					
External Node Wayfinding Driver Blade					
Primary Node Identification (Stop / Station)	H*	L*	H*	L*	L*
Internal Sub-node Wayfinding/Direction Platform					
Transit Service Information (Route Name)	H*	L*	H*	L*	L*
Transit Service Information (Timetable)	H*	L*	H*	L*	L*
Node Facility Navigation /Identification					
Wayfinding (Precinct Map, POI, Local Area Connection)					
Secondary Node Identification					
Journey Wayfinding (Destination of travel)					

Table 6

External Node Driver Blade

External Node Pedestrian Blade

Node Identification

Internal Sub-node Wayfinding

Wayfinding POI

Transit Service Information

Node Facility Navigation Identification

Journey Wayfinding

Secondary Node Identification

Rail Node

Bus Node   Suburban   City
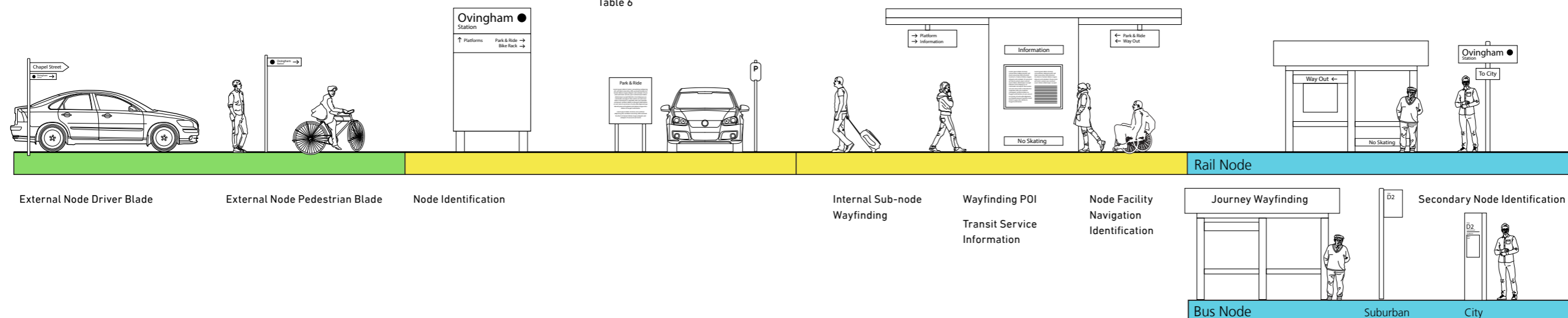
2.3 Mapping the spatial elements

2.3a: Information zones

At this step we map the Catchment, Arrival and Stop/Platform zones, for the node. The inclusion, and physical size of these three zones will depend on both node class and function.

Catchment zone

This zone is determined by understanding the Nodes' area of influence. The physical size of this outer zone will depend on the Node function; for example, an Interchange Node will have a much greater catchment than a Suburban Node.

The size of the zone will be influenced by the complexity of the surrounding street network, distance to key destinations and should consider overlap with other nodes.

Signs in the Catchment Zone should help people navigate their way to the Node, and from the Node to local destinations. They also should provide information about first and last mile facilities available at the Node, such as bike and vehicle parking.

Arrival and circulation zone

The Arrival Zone covers the surrounding paths, associated first and last mile facilities and the exteriors of any structures belonging to the node. It also includes all access ways between platform and stop zones such as rail and road crossings.

Signs in the Arrival Zone should identify the node and help people navigate to and from the access points of all facilities

Some Nodes, particularly train stations may additionally have 'Circulation Zones', such as those with gated access. The circulation zone encompasses the unpaid area of the facility. If circulation zones are involved, directions to ticketing and gates should also be provided.

The Arrival and Circulation zones are often interconnected or not easily distinguished, so therefore can be considered as one main zone with subtleties between customer flow.

Stop or platform zone

The Stop or Platform Zone is the location where the vehicle arrives to collect passengers, this will vary based on mode and node classification.

Signs in this zone should help customers find their way onto the vehicle and out of the facility and provide service information

CATCHMENT

Which way do I go?

Are the facilities accessible?

ARRIVAL

How do I get a ticket?

Where can I park?

Is there bike parking?

CIRCULATION

Which way to my service?

PLATFORM / STOP

Am I at the right location?

When will my service arrive?

How do I get out?
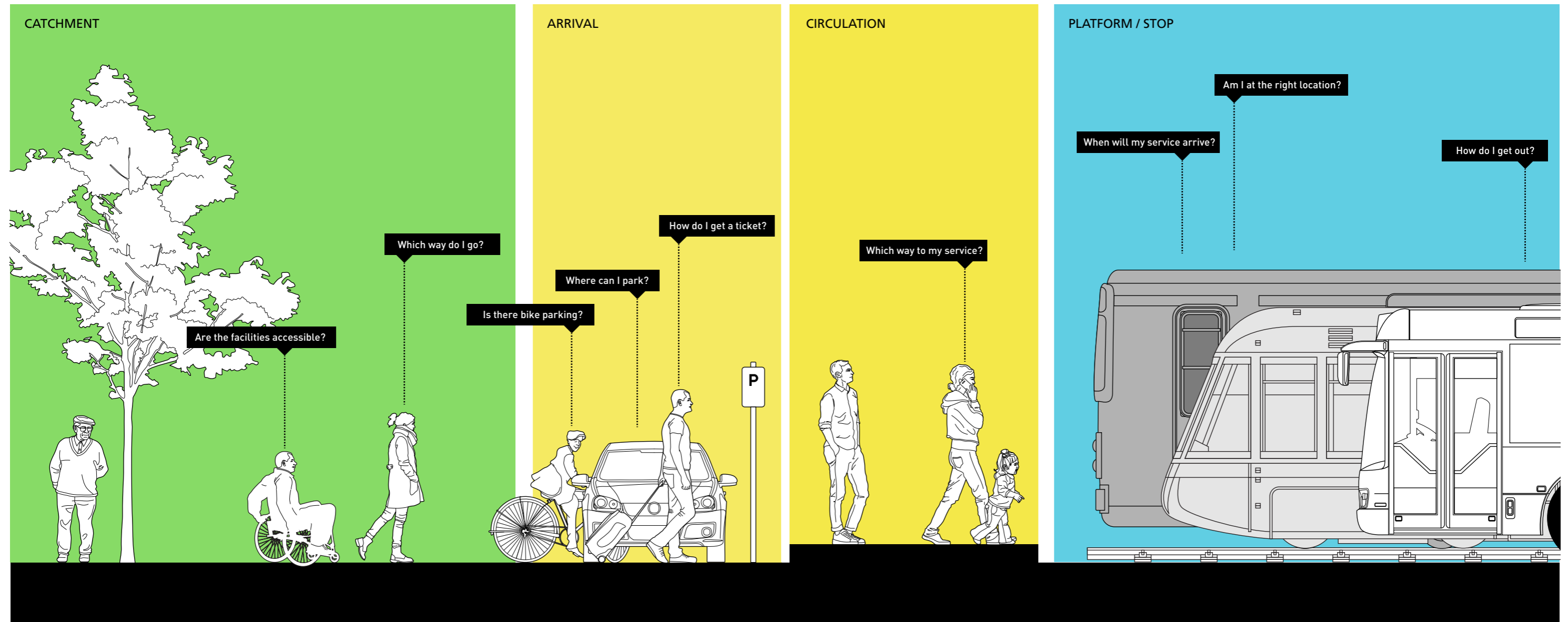
Figure 9

Mapping the catchment zone

This zone is determined by understanding the area of influence or 'catchment' of the node. The physical size of this outer zone depends on both the Mode and Node Function, as well as the complexity of surrounding streets.

In public transport planning, a typical catchment radius is approximately 800m for rail services and 400m for bus. These generally align with the distance customers are willing to walk for different public transport modes, however, in the context of wayfinding, these catchments must consider overlap between nodes serviced by the same route, and should therefore be reduced based on local stop and station spacing.

The catchment size will also vary based on the Node Function. For example a large interchange will have a much greater area of influence than a local access node. The superior level of service and public transport reach offered by interchange nodes means that catchment overlap may be disregarded.

Therefore, the metrics displayed in the following table should be adopted as a guide and can be adjusted based on local context (if, for example, it is the only node servicing the area).

Mode	Approximate planning radius
Rail	400-800m
Bus	200-400m
Node function	
Interchange	up to 1km

Table 7

The land-use function will not impact how far customers are willing to walk to a public transport node. Mapping of the catchment zone is not required for Bus Nodes with a Suburban function.

Mapping the arrival zone

The Arrival Zone covers the surrounding paths, associated bike and vehicle parking and the exteriors of all structures belong to the site. The zone only applies to Rail Nodes and Interchanges. Mapping of the catchment zone is not required for bus nodes.

Mapping the circulation zone

Some Rail nodes may also have circulation zone at any 'unpaid' area prior to gated access

Mapping the stop / platform zone

The Stop or Platform Zone is the location where the vehicle arrives to collect passengers. This is applicable for all modes and node functions .

Bus: Information Zones   **Rail: Information Zones**   **Interchange: Information Zones**

Catchment Zone: 200m   Catchment Zone: 400m   Catchment Zone: 1km

Catchment Zone ———
Arrival Zone ———
Platform / Stop Zone ———

Figure 10

2.3b: Origins and destinations

At this step we locate origins and destinations in each Zone. This includes destinations within the Catchment Zone, supporting facilities within the Arrival Zone and entrance points to the Platform/stop Zone.

Catchment zone

Across all modes, access to employment, study, social/leisure and shopping are the most common purposes for using the Adelaide Metro public transport network.

When mapping the catchment zone, the following destination types should be considered:

Destination nodes:

- Major educational facilities
- Entertainment and sporting venues
- Retail commercial hubs
- Major health facilities/precincts
- Major employment precincts

Destinations of this scale should be displayed on the Adelaide Metro Network Map.

Consideration of retail commercial and employment destinations should be refined to major activity hubs (such as centres) and should not consider individual commercial premises.

Local access nodes:

- Supported accommodation (e.g. aged and disability care)
- Schools
- Tourist accommodation
- Tourist destinations
- Recreation

At this step, any connecting nodes should also be mapped within the catchment zone.

For Interchange nodes, mapping the population and/or dwelling densities within the catchment zone is also recommended. Data such as land-use and residential densities are available spatially via Location SA

Arrival zone

When mapping the arrival zone, the following first/last mile facilities types should be considered:

- Bike parking (racks and cages)
- Drop off & pick up bays (formal and informal)
- Park & ride (formal and informal)

Availability of bike and vehicle parking and at a public transport nodes will determine whether to map bike and vehicle access routes in step 2C.

Platform / Stop zone

When mapping the Platform/Stop Zone, locate the key entry and exit points to the platform/stop. This should consider the accessibility of access points and differentiate accessible facilities accordingly (e.g. ramps, lifts, stairs etc.).

Any waiting facilities or amenities such as shelters should also be located and mapped.
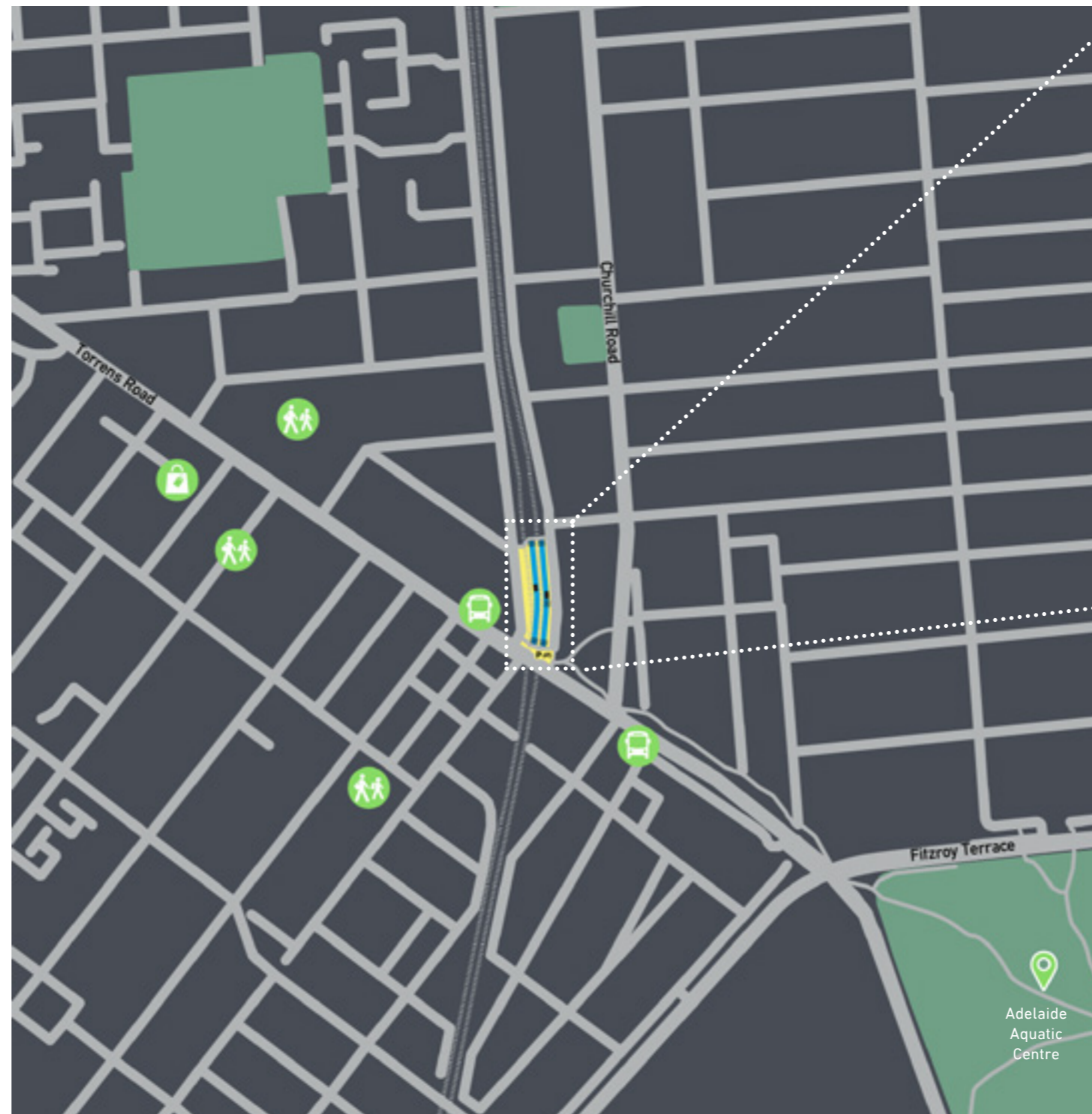
Figure 11
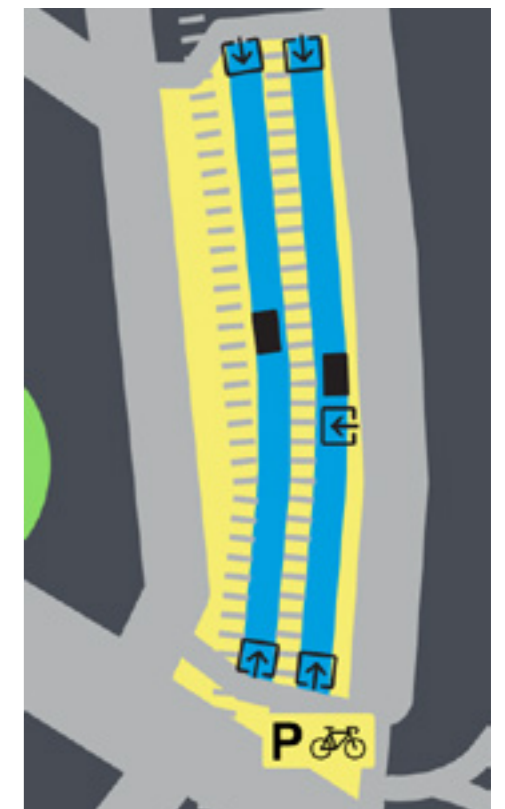
Catchment Zone:

⬤ Schools

⬤ Local Shops

⬤ Recreation

⬤ Connecting bus stops

Arrival Zone:

⬤ Bike Parking

Platform Zone:

⬤ Platform entrances

⬤ Shelters

2.3c: Node access routes

At this step we determine the primary routes for each access mode. As walking will be common for all nodes, it will not depend on the presence of specific facilities within the Arrival Zone. It is not necessary to map cycling and vehicle routes if the node does not provide supporting first and last mile facilities in the arrival zone.

All modes of access to public transport nodes should not be given equal priority. Figure 12 shows the best practice access mode hierarchy, applicable to all nodes across the Adelaide Metro public transport network.

In the context of a preferred mode hierarchy being walking, cycling, feeder bus, Drop off & pick up and Park & ride, the following key steps are recommended to determine node access routes.

Walking

Walking routes will be mapped across all applicable node zones. For the circulation and platform zones, walking will be the only mode of access.

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

This is a significant task. Use of pre-planned station access routes is recommended if available.

Process for pedestrian routes:

- Map the pedestrian network and walking constraints. This should include signalised crossings and pedestrian refuges along major roads, shared use paths, and pedestrian cut throughs.
- Map existing residential population densities (interchange only)
- Determine shortest distance routes between the destinations and Platform/Stop zone entrances determined in step 2B
- Delineate the Key Pedestrian Access Routes. Data such as add public transport stops and stations, traffic lights, pedestrian crossings and Bike Direct cycling routes are available spatially via Location SA

Arrival: Creating a flow diagram for the Arrival Zone. In the arrival zones, all customers become pedestrians.

There are a few key routes that should be marked on the plan:

- To and from bike parking to the Platform/Stop zone entrances
- To and from Drop off & pick up bays to the Platform/Stop zone entrances
- To and from Park & ride to the Platform/Stop zone entrances

Circulation: If a station has a circulation zone, all routes should be marked to the gates and ticketing.

Platform / Stop: From the above to gates or platform/stop entrances. Map the flow of pedestrians, this will involve walking to the platform shelter and boarding area.
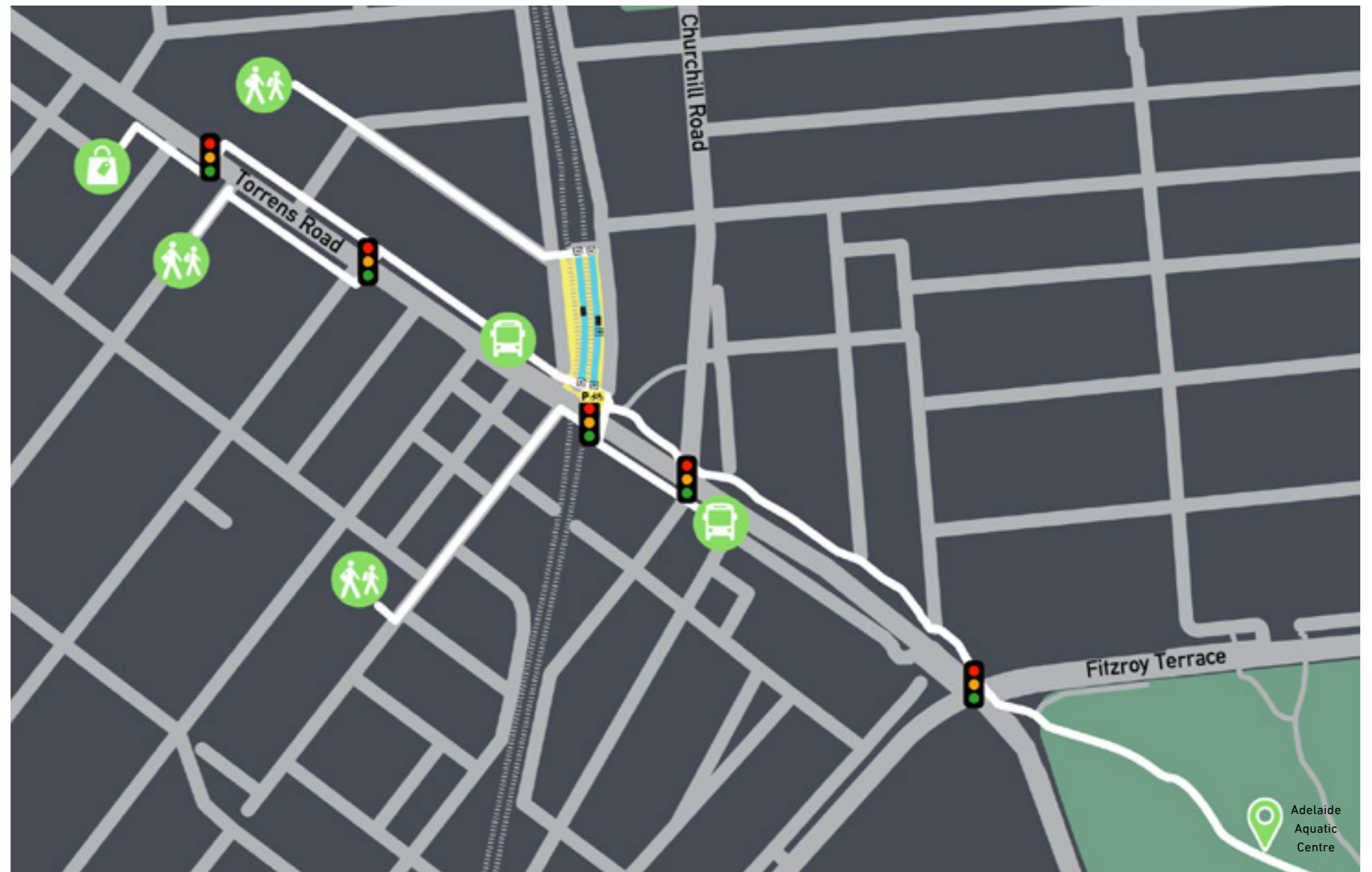
Figure 12   Figure 13   Heirarchy of Transit Mode Access Routes

| Vehicle Parking | Drop Off and Pick Up | Public Transit and Shuttle | Bicycle | Walk |
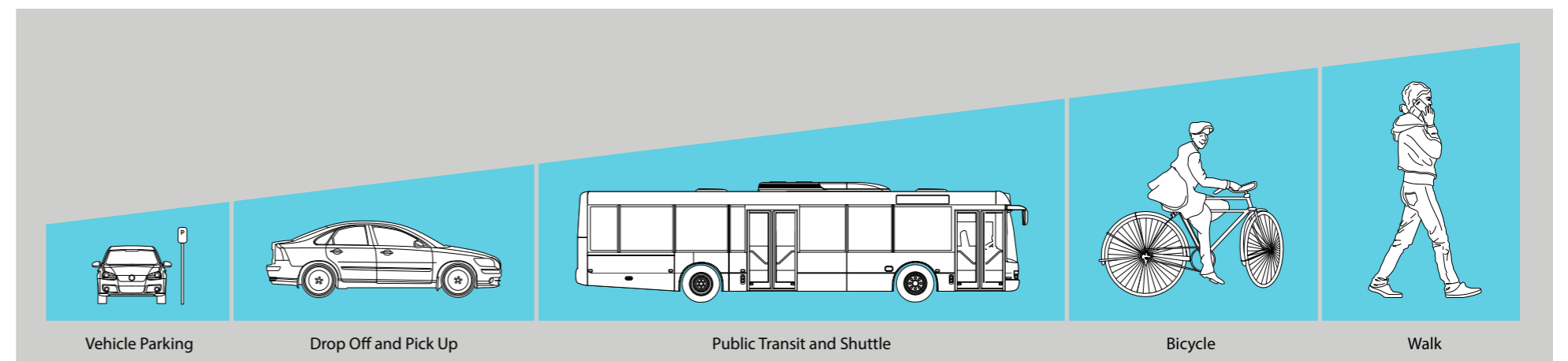
Cycling

Mapping of cycling routes should consider the existing BikeDirect network. Planned future cycling routes should also be considered by consulting the local cycling plan.

To provide node access by bike, map the shortest route from the existing or planned network to nodes bike parking.

- Map the cycling network (current and planned)
- Determine connecting routes to bike storage location. Connection routes should consider road crossing locations and the general safety of the street. Signage should not direct cyclist along any route without infrastructure that carries over 3,000 vehicles per day or has a posted speed-limit higher than 50km/h

Vehicle

Vehicle routes to the node should consider one-way streets and congestion for drivers, but should generally follow the principle of the shortest route from Arterial or Collector Road to park 'n' ride entrances or Drop off & pick up bays.
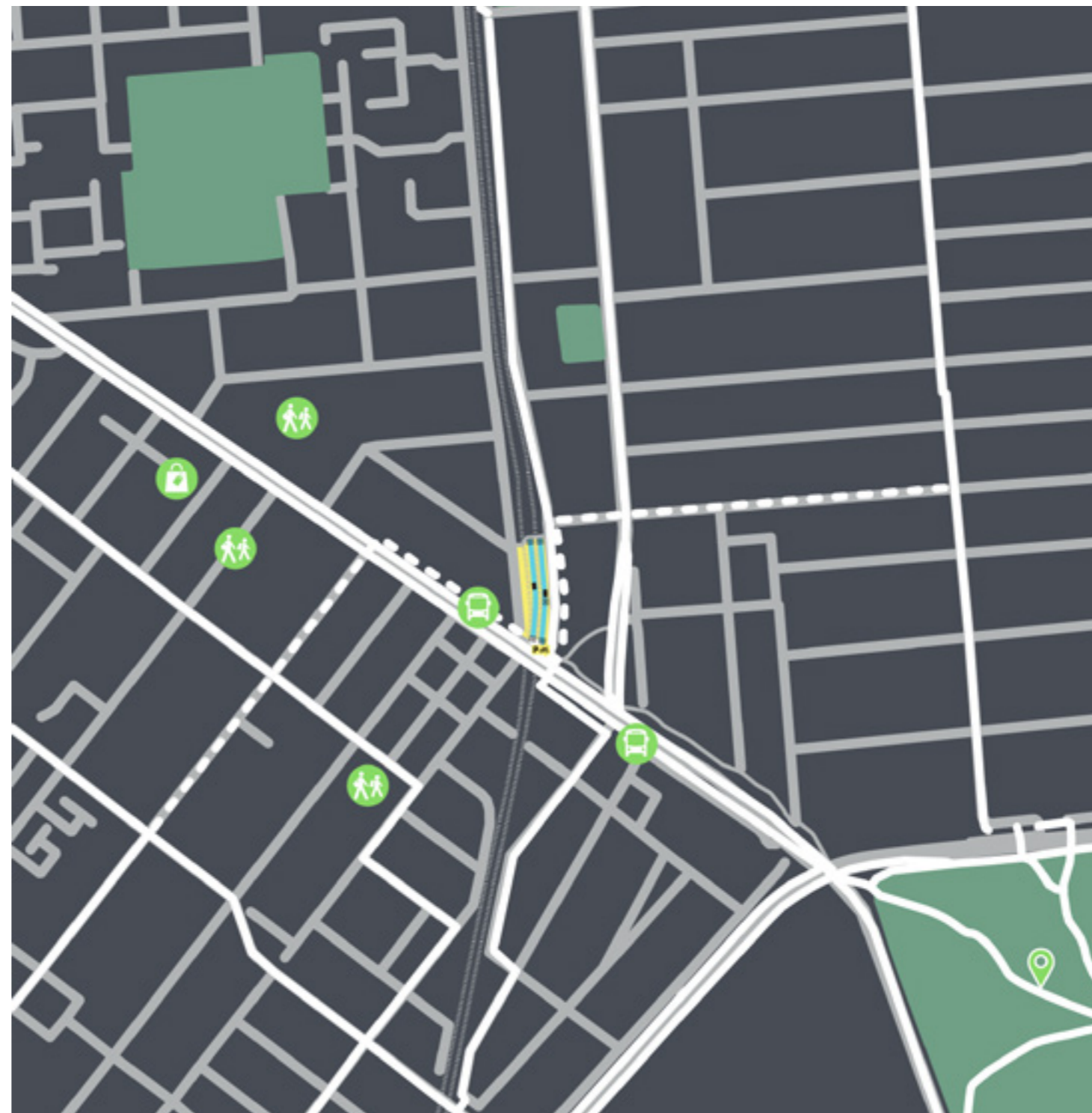
Catchment Zone:

— Existing bike routes

– – – Station connector routes

Arrival Zone:

🅿🚲 Bike Parking

Figure 14

2.4 Develop the signage schedule

2.4a: Decision points

At this step we identify each decision point along the node access routes.

Signs should be placed at destinations and at decision points along the journey. Reassurance signs can also be placed if sign frequency is considered too low, there are large distances without signage, or there is a confusing road layout.

Catchment signage for pedestrians should include approximate walking time to the subject node. For each decision point along identified walking routes, the remaining route distance to the node should be measured in metres. Walking times can then be calculated for each decision point using a walking speed of 1.2 metres per second. This should be recorded in minutes.
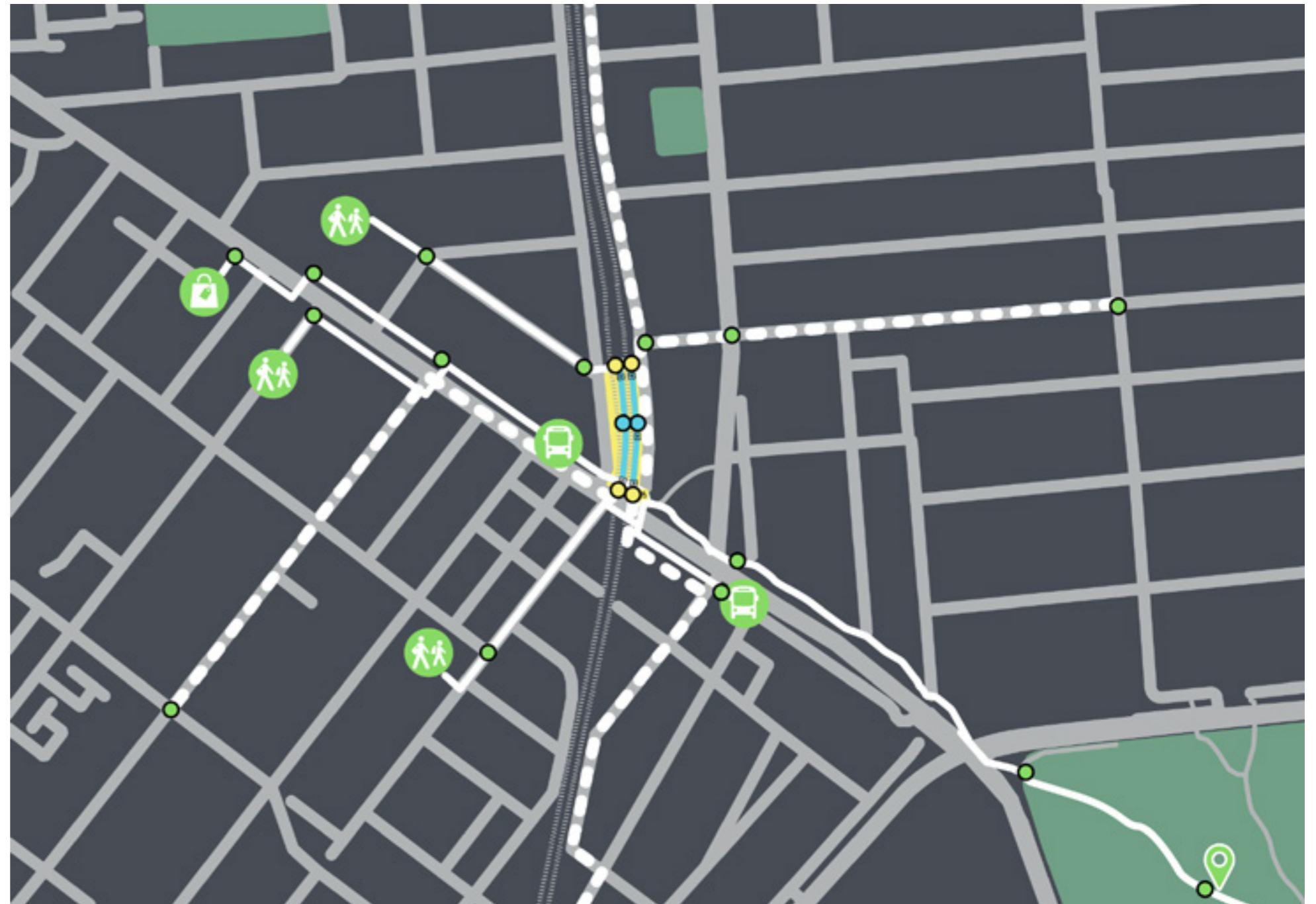
Figure 15

Walking route

Cycling route

Catchment decision points

Arrival decision points

Platform decision points

3.0 Visual Identity Kit

Wayfinding Rulebook

South Australian Public Transport Authority

Government
of South Australia

Adelaide Metro

3.1 Graphic elements

3.1.1 Font

The core typeface for wayfinding and signage within the Adelaide Metro network is DIN Next LT Pro.

DIN Next is a typeface family inspired by the classic industrial German engineering designs, DIN 1451 Engschrift and Mittelschrift.

Despite its primitive, technical appearance and a clear reference to German motorway signage, DIN resolves many issues aligned with wayfinding taking into account legibility problems such as easily mistaking the I/i, L/l and J/j. It also has a generous x-height which makes it perfect for short-running text which needs to be legible in poor conditions.

Accessibility and legibility issues are also resolved with a more open lettering system in the DIN Alternate to prevent confusion between a 'c' and an 'o'.

DIN Next Pro LT Regular and Bold are most widely used within the wayfinding system.

The font is available in TTF and OTF, however all layouts are supplied with fonts specified as TTF.

ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz
0123456789

DIN Next LT Pro Light

ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz
0123456789

DIN Next LT Pro Regular

ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz
0123456789

DIN Next LT Pro Medium

**ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz
0123456789**

DIN Next LT Pro Bold

0123456789 ✔

DIN Next Pro Regular Numerals

0123456789 ✘

DIN Next Pro Regular Numerals Oldstyle

3.1.2 Colours

Public Transport Palette

Transportation messaging has been segmented into two distinct categories. Messaging hierarchy is connected to mode of transport and wayfinding, whereby Public transport core colour is yellow and the contrast colour supporting this is black which signifies the wayfinding and informational messaging.

Secondary Palette

Complimentary to the public transport palette is the secondary palette which as a supporting element indicates the service route on platform signage for fixed line only and modal routes on maps or service information for digital plinths.

Public Transport Overall

PMS 109C
C1 M16 Y100 K0
R255 G209 B0

3M ScotchCal 7125 and 7725 Bright Yellow 15 (PMS 109C)

3M Envision Translucent Film Series Yellow 3730-015L (PMS 116C)

Preference for Powdercoating is to seek a custom colour batch for Adelaide Metro from Dulux or Interpon to match to PMS 109C. Alternatively the closest match is Interpon Brilliant Yellow YE087A R245 G223 B61 LRV 66%

PMS Black C
C0 M0 Y0 K100
R0 G0 B0

3M Envision Translucent Film Series Black 3630-22 (Pantone Black C)

3M ScotchCal 7125 and 7725 Bright Black 12 (Pantone Black C))

Dulux Night Sky R44 G45 B46 LRV 5%

Interpon Black R44 G50 B49 LRV 5%

Secondary Palette
Train

Train Mode
PMS Process Blue
CMYK 100, 13, 1, 2
RGB 0, 133, 202

01

Gawler
PMS 180C
C17 M90 Y89 K6
R194 G59 B51

01

Seaford
PMS 021C
C0 M65 Y100 K0
R254 G80 B0

01

Belair
PMS 362C
C78 M0 Y100 K2
R80 G158 B47

01

Outer Harbor
PMS 285C
C84 M44 Y0 K0
R0 G125 B195

Tram

Tram Mode
PMS 199C
CMYK 0, 100, 72, 0
RGB 220, 0, 51

01

Glenelg
PMS 199C
C7 M100 Y85 K1
R219 G0 B50

01

Festival Plaza Tram
PMS 7461C
C96 M42 Y6 K0
R0 G124 B186

01

Botanic Gardens Tram
PMS 1235C
C0 M32 Y95 K0
R255 G183 B27

Bus

Bus Mode
PMS 362C
CMYK 78, 0, 100, 2
RGB 80, 158, 47

SERVICE

01

Outer South
PMS 639C
C99 M1 Y5 K5
R0 G149 B200

01

Outer North
PMS 267C
C76 M96 Y0 K0
R99 G50 B147

01

Outer North East
PMS 1375C
C0 M45 Y95 K0
R249 G157 B30

01

North South
PMS 7621C
C21 M100 Y95 K12
R153 G0 B0

01

East West
PMS 661C
C100 M89 Y11 K1
R36 G62 B140

01

Hills
PMS 363C
C74 M24 Y100 K8
R77 G139 B63

Regional Bus

Bus Mode
PMS 258C
CMYK 51, 79, 0, 0
RGB 140, 71, 153

3.1.3 Icons

Key information and wayfinding elements are supported on the signs by the use of internationally recognised icons. This improves accessibility for non-English speaking users and reinforces key messages, also improving the time-frame for understanding a key message. Icons for the items must appear next to the arrow to support and reinforce the message and provides a key element in the message hierarchy.

Arrows

Arrows are always used to indicate direction and should be placed relative to the direction. Never use a down arrow to indicate 'back'. A down arrow is only used in the instance to immediately send a user down, ie in a lift, stairs or elevator, and should be located in the immediate vicinity of the lift, stairs or elevator.

Public Transport Icons

The icons for public transport must always be used adjacent the appropriate text.

Transfer / Interchange Icons

The interchange icons include a variety of versions and can be modified to suit the direction of transfer. The extended version of the icon is for use within signage, however where a more compact version is required, a circular version is available for transfers from same modal type.

Arrows

Public transport

Bus

Tram

Train

Regional Bus

School Bus

Transfers

Bus to Bus

Bus to Tram

Convenient Transfer Point/ Walking Route

Bus to Train

Tram to Bus

Tram to Tram

Train Substitute Bus Service

Train to Train

Tram Substitute Bus Service

Train to Bus

Train to Tram
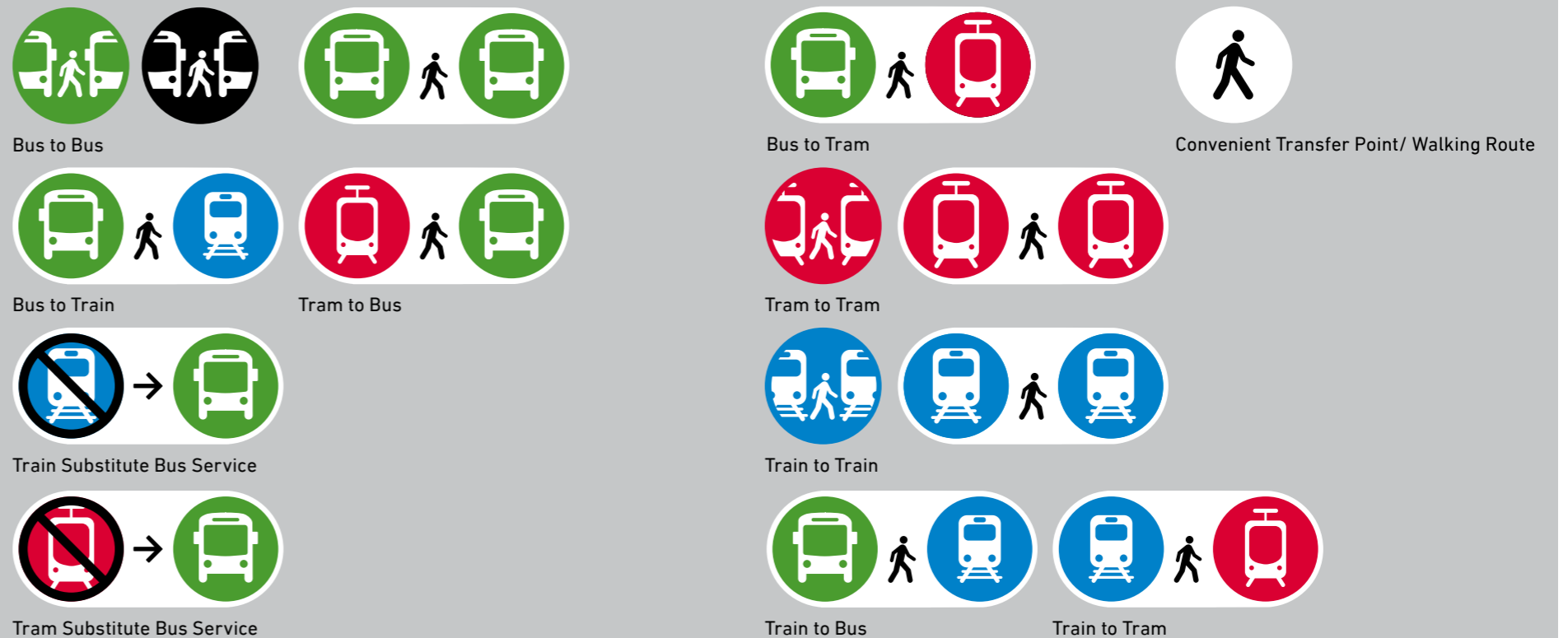
3.1.3 Icons – cont

Platform Roundels / Identifiers

Roundels for train, tram or bus platforms must be used as the platform number in the signage.

The preference is to utilise the secondary colour palette for fixed mode as the platform indicator to align the destination to the route.

Primary Text:
DIN Next LT Pro Bold

Platform Identifiers

0 1 2 3 4 5 6 7 8 9
0 1 2 3 4 5 6 7 8 9
0 1 2 3 4 5 6 7 8 9
0 1 2 3 4 5 6 7 8 9
0 1 2 3 4 5 6 7 8 9

A B C D E F G H I
A B C D E F G H I
A B C D E F G H I
A B C D E F G H I
A B C D E F G H I

3.1.3 Icons - cont

Third Party Transport Icons

Used to indicate facilities for private vehicles, airlines, taxis etc.

Accessibility Icons

Accessibility options must be indicated with the accessible icon aligning with AS1428 and NCC guidelines.

Accessible and hearing impaired background Blue B21, Ultramarine of AS2700, PMS 2945 or equivalent to match.

Facilities

The toilet and changeroom facilities icons must be used in conjunction with text and to improve accessibility, align with NCC guidelines for Braille and Tactile text plates to indicate facilities.

External Transport

| Airport | Taxi | E-Scooter | Ride Share | Cruise Ship | Ferry |

Accessibility

Accessible

Accessible Parking
For use on maps

Accessible Toilets
For use on maps

Accessible Lift

Hearing Augmentation

Facilities

Female

Female Ambulant

Male

Male Ambulant

Unisex

Female and Male Facilities

Baby Change

Accessible Toilets

Accessible Toilets - Variation
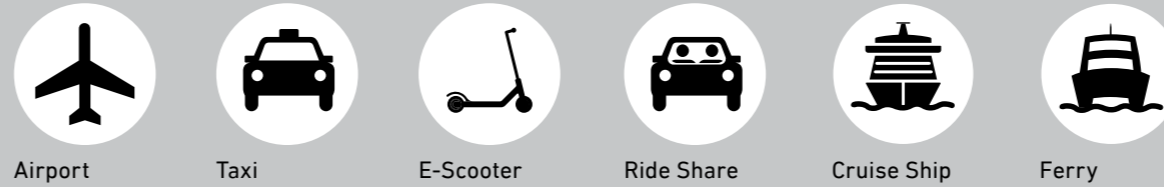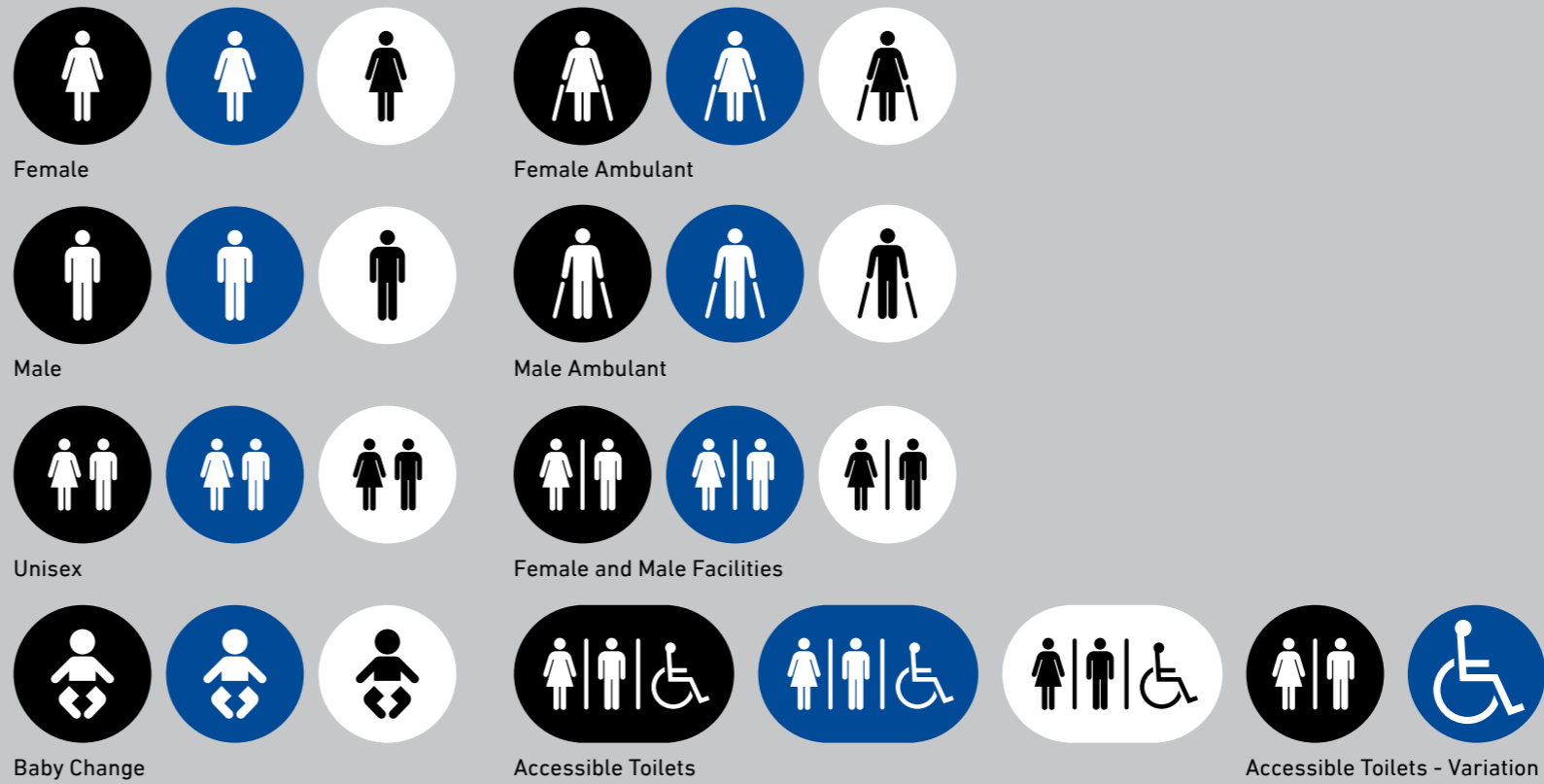
3.1.3 Icons – cont

Facilities Continued

Use these to indicate facilities specifically for pedestrians, cyclists or accessibility requirements.

Information blue PMS 286C.

Parking blue PMS 301C.

Bike Parking PMS 376C.

Facilities

Bike Storage / Parking

Bike Cage

Bike Locker

Information

Food Kiosk

Park & Ride

Pram

Parking

Lift

Telephone / Info Line / Help Phone

Escalator

Tickets / metroCARD

Ramp

Communications

Real Time Arrivals

Website

Emergency Phone Number

Delays to Services

Disclaimer

Twitter

Facebook

3.1.3 Icons – cont

Points of Interest

Points of Interest (POI) or Commercial facilities/attractions are not used on node directional signage but will be used on the return wayfinding journey to indicates POIs within the immediate vicinity. These icons are generic and provide overarching information as opposed to identification of specific commercial identities.

Hospital and Regulatory PMS 485C.

When using the Adelaide Metro logo for this purpose it should be accompanied by the text in a Legend.

Changes or inclusions of non-operational signage including regulatory signage (i.e. No Smoking, No Entry, Neighbourhood Watch) requires approval from the asset owner prior to implementation.

Instructional

These icons provide a cue to methods of use or appropriate behaviour.

Mapping

These icons provide information for use on maps, ie interchange and service maps..

Special Services

These icons provide a cue to methods of use or appropriate behaviour.

POI

Schools

Shopping

University

Hospital

Medical Precinct

Beach

Adelaide Metro Information Centre

Regulatory

No Bikes

No Skating

No Smoking

CCTV

Instructional

Hail Bus

Pick up

Drop off

Mapping

You are here

You are Here

North

Route Direction Arrow

Scale

Scale
Metres   1350   2700

Special Services

'Go Zone' logo

'Roam Zone' logo

'On-Demand' symbol

'Hail 'n' Ride' symbol

After Midnight

'After Midnight' logo

'After Midnight' logo

ON-DEMAND bus service

'On-Demand' text

Direction of Human Icons

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

3.2 Graphic applications

3.2.1 Typography & measurements

Cap height (Y) vs x height (x)

Within these guidelines wayfinding information is expressed in Sentence format, i.e. Upper Case Text (Y) and lower case text (x).

The cap height of a font is measured from the baseline to the top of the capital letter.

Hx

'Y' height
'x' height
centre reference
Baseline

Wayfinding

'Y' height
'x' height
centre reference
Baseline

Line Spacing

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

One 'x' is a standard spacing between two lines of information. When two sizes of text are used to distinguish information, the larger 'x' height is used to separate the two pieces of information.

Secondary messaging should be 2/3 the size of the primary text.

Line spacing guiding principles

X X

Outer North

X X

Platform 1
Platform 2

X X
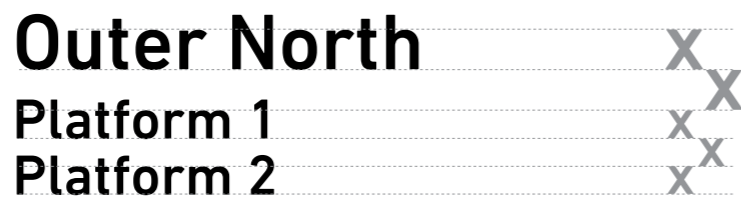
Text and Icons

It is best practice and improves legibility if the message is coupled with the icon.

Icons are centred vertically using the centre line reference and rules of use align with the following principles.

1. Text size is determined using distance of viewing and Australian Standard Guidelines.

2. An icon's size is always set at 1¼ of the capital letter height 'Y'.

3. The distance between an icon and message is 1/3 of the width of the icon.

Icon sizing 1¼ of capital letter

12.5   10

Train Station Y

centre

Icon spacing 1/3 of icon width

Train Station

1 (Icon)   1/2 (Icon)   1/3 (Icon)
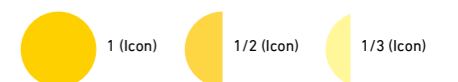
3.2.2 Spacing & padding

Vertical Message Spacing

To separate messages vertically within one sign, use a minimum of 1 capital letter 'Y' height or the height of an icon at 1¼ capital letter height.

1 (Icon)   1/2 (Icon)   1/3 (Icon)
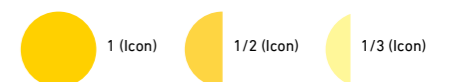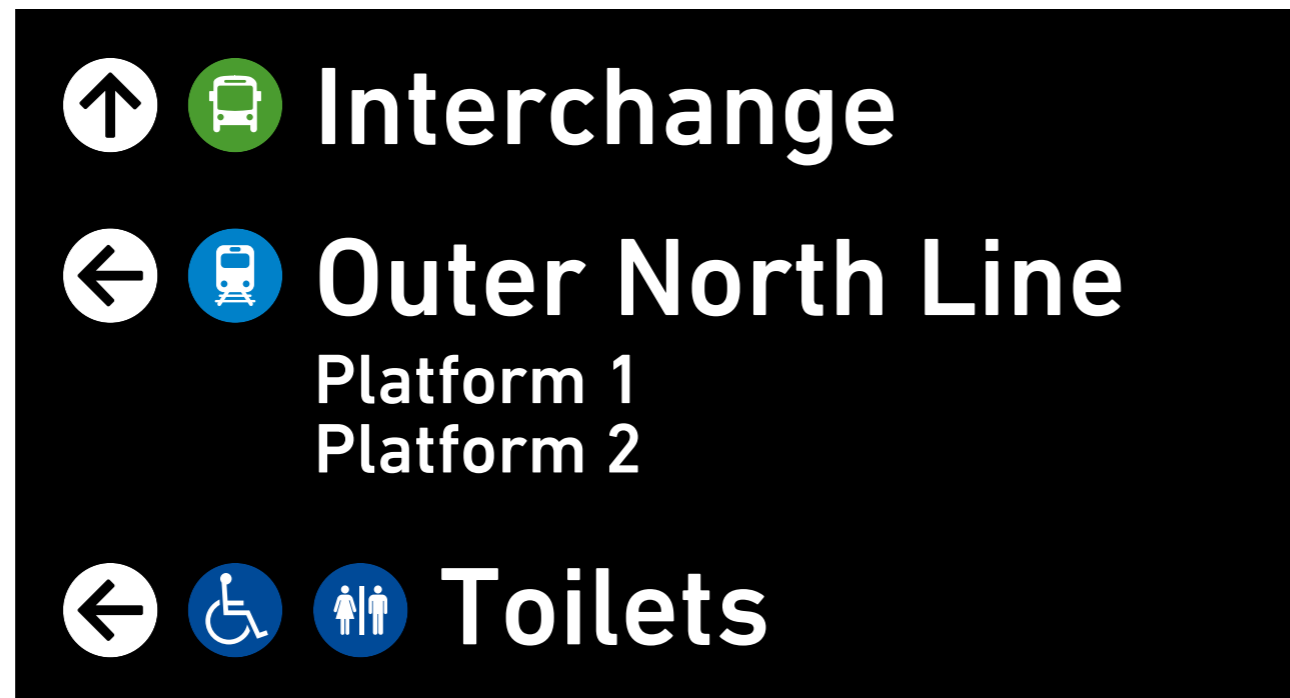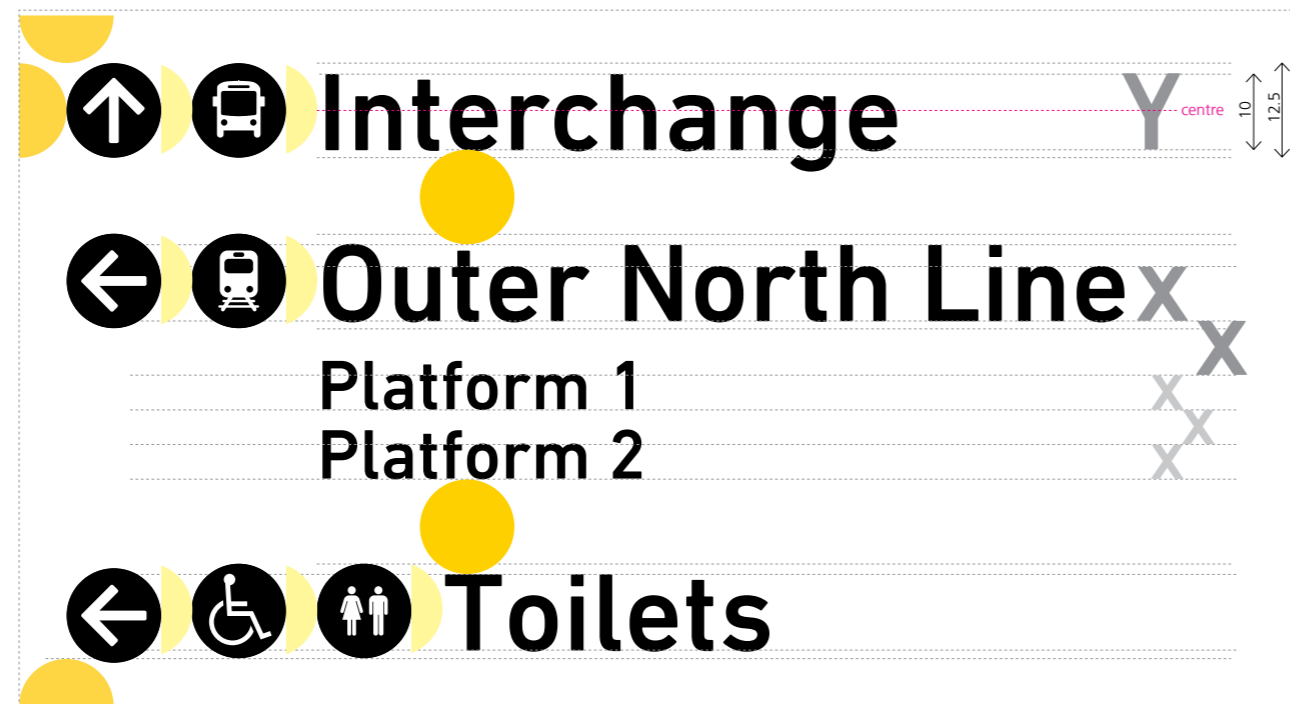
3.2.2 Information hierarchy

Vertical Message Hierarchy and Spacing

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

1. Transport stations/interchanges

2. Way out*

3. Platforms / stops / piers

4. Tickets

5. Toilets

6. Station facilities

7. Other facilities

A process of elimination should be used to determine the information to be included on a wayfinding sign, and best practice utilises progressive disclosure to reveal only the information required at that immediate decision point.

This ensures the visitor only needs to remember the decision point most immediate to them, i.e. 'Way Out', regardless of the next destination point in their journey.

The vertical messaging hierarchy can include local POI's, for example, Adelaide Showgrounds and a directional arrow, to enhance the customer journey from the node.

*Way out differs from all other messaging elements. Whilst 2nd in hierarchical importance, it will not appear as the second element chronologically. Importance is granted by consistently placing 'way out' at the bottom or bottom right of a sign.

Bus

Train

Tram

Ⓐ North Line

Ⓑ South Line

Tickets

Information

Toilets

Lift

Drop off & pick up

Taxis

Park & ride

Parking

Bike parking

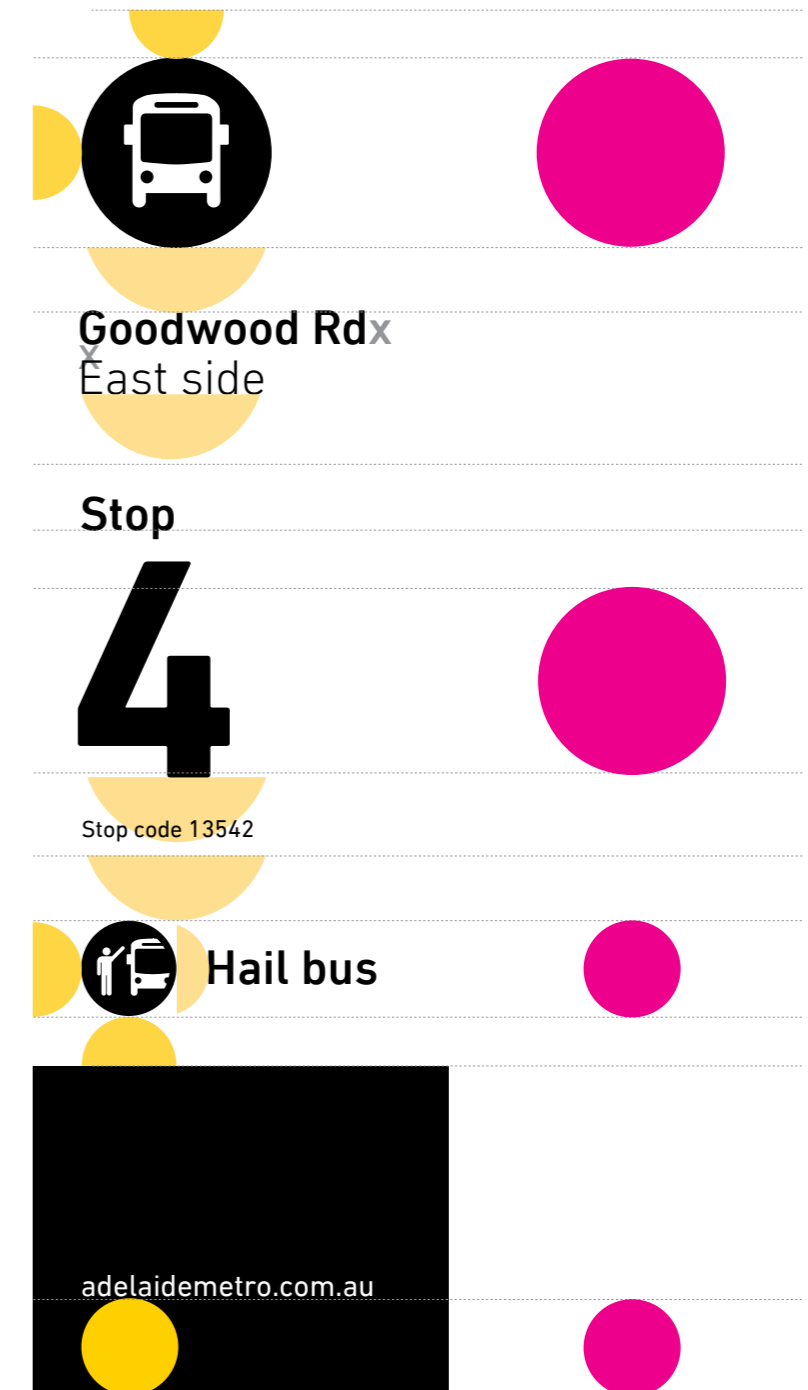**Shopping precinct**

← Way out

Vertical Message Hierarchy and Spacing

To separate messages vertically within one sign that combines a series of information related to the one mode of transport, utilise 1/3 and ½ instructional icon spacing.

Padding around the sign edge is ½ instructional icon spacing.

The standard approach to hierarchy of information for mode of transport is as follows:

1. Transport Mode

2. Your Location - Connection to Google Map identification

3. Stop Number

4. Stop Code

5. Instructional

6. Informational

Goodwood Rdx
East side

Stop

4

Stop code 13542

Hail bus

adelaidemetro.com.au

◐ 1 (Icon)   ◐ 1/2 (Icon)   ◖ 1/3 (Icon)

3.2.2 Directional hierarchy

When stacking destinations, the order is determined by direction and then importance.

⬆ 🚌 Bus

⬆ 🚆 Train

⬉ 🚋 Tram

⬅ 🚆 Ⓐ North Line

⬋ 🚆 Ⓑ South Line

Toilets 🚻 ⬈

Lift 🛗 ⬈

Drop off & pick up 🚗 ➡

Way out ➡

3.2.3 Viewing distances

The font size directly relates to the viewing distance and signage application.

To determine an appropriate font size refer to Table 8 to identify the viewing distance and recommended letter height according to AS1428.2. Figure 16 is the pairing distance chart, with each sign application, shown together for scale.

Viewing distance	Letter height
2 metres	6 millimeters
4 metres	12 millimeters
6 metres	20 millimeters
8 metres	25 millimeters
12 metres	40 millimeters
15 metres	50 millimeters
25 metres	80 millimeters
35 metres	100 millimeters
40+ metres	130 millimeters

Table 8
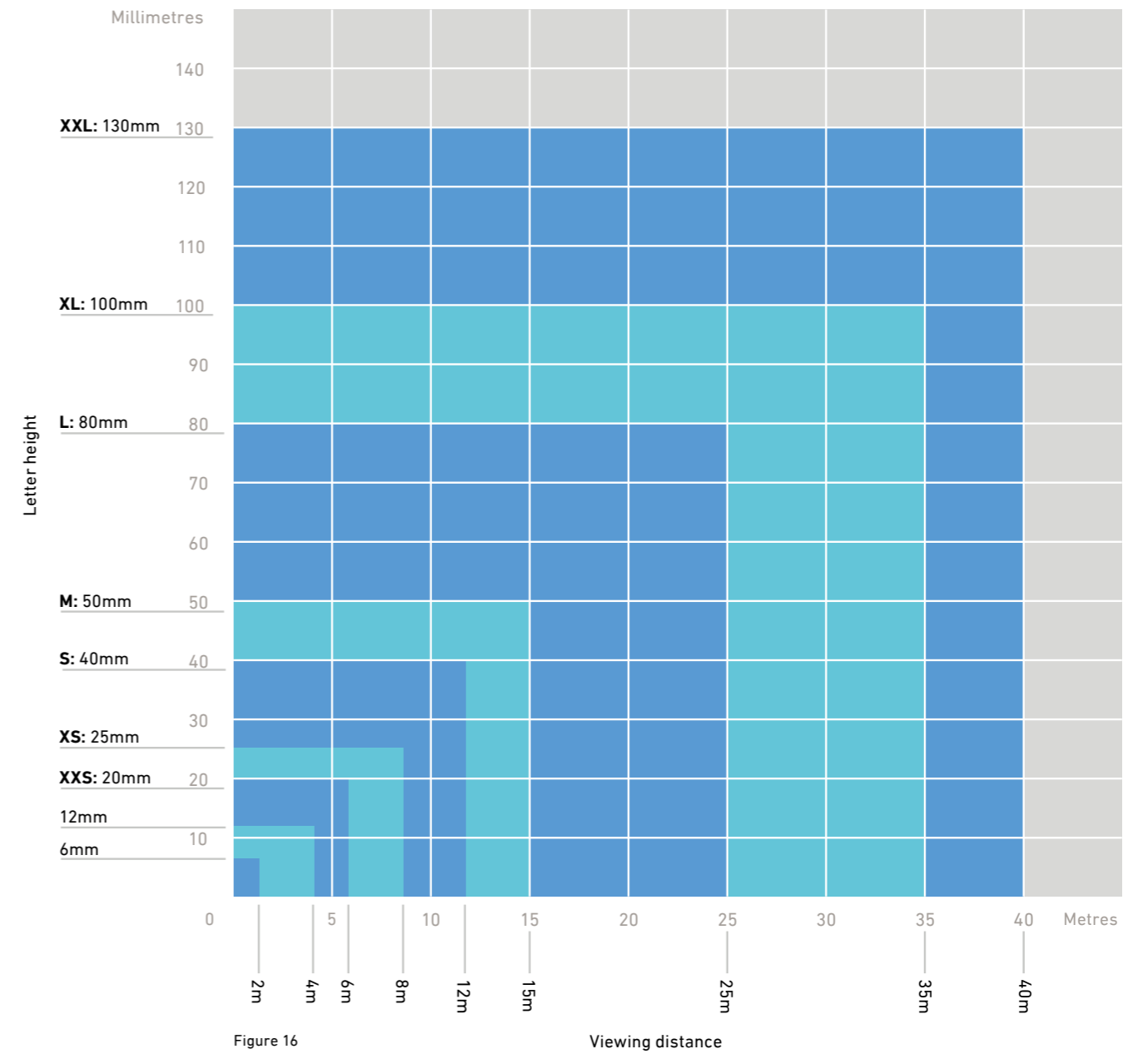
Figure 16

Figure 17

4.0 Wayfinding Toolkit

Wayfinding Rulebook

South Australian Public Transport Authority

Government
of South Australia

Adelaide Metro

4.1 Signage typology

4.1.1 Overview

A signage typology provides guidance to the type of signage and information hierarchy that is expected at each point in the user journey. The wayfinding toolkit will further explain the information hierarchy, directional hierarchy, messaging and typical sizes.

Broadly speaking the signage typologies are categorised in 3 general categories: Directional, Identification and Regulatory which forms the basis for the messaging. The customer journey has been segmented into 3 main zones: Catchment, Arrival / Circulation and Stop / Station.

The signage typologies then provide the foundation for these messages to be communicated to the user.

| Catchment | Arrival | Circulation | Platform |

| Stop | Suburban | City |
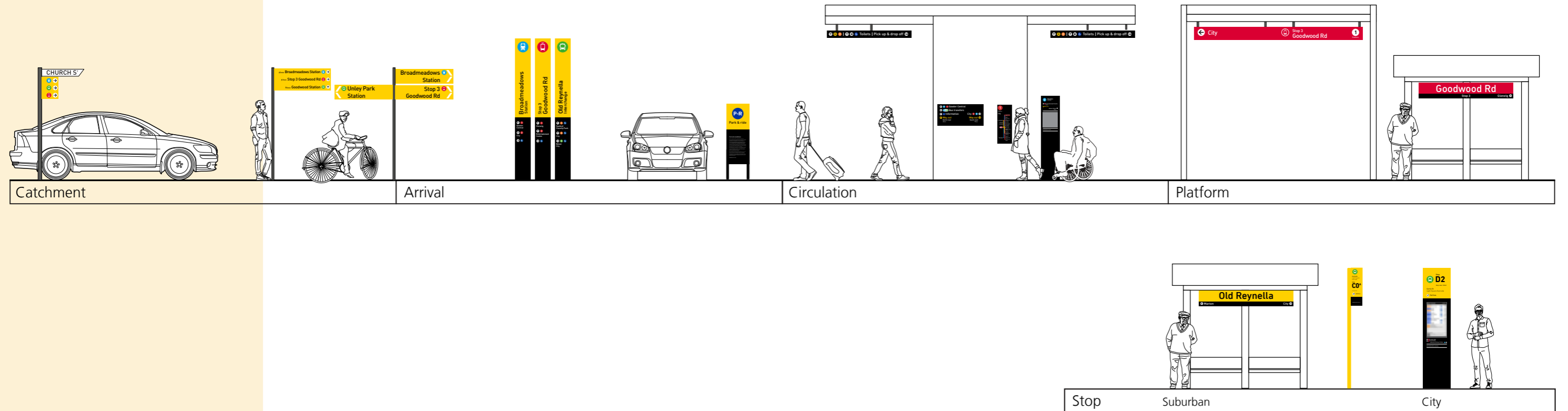
4.2 Catchment

4.2.1 Signage typologies

Signs in the catchment zone should help people navigate their way to the Node, and from the Node to local destinations. They also should provide information about first and last mile facilities available at the Node, such as bike and vehicle parking.

Signage Typology	Application	Transit Mode of Interaction	Signage Sub-Type	Signage Code	Typical Size	Information Type	Signage Elements	Provider
Wayfinding – External Node Wayfinding	Footpath Bikepath	Walking Cycling	Small blade	AMw110	350mm x 150mm (Graphic Area 120mm)	Directional	Transit mode icon Directional arrow	Adelaide Metro
			Large blade	AMw120	1200mm x 150mm (Graphic Area 120mm)	Directional	Stop / station name Transit mode icon Directional arrow Walking icon Walking time	
	Road	Vehicle	Large blade	AMw130	1200mm x 150mm (Graphic Area 120mm)	Directional	Stop / station name Transit mode icon Directional arrow	
	Footpath Bikepath	Walking Cycling	Floor adhesive	AMw140	566mm x 300mm	Directional	Transit mode icon Directional arrow	Adelaide Metro
	Non service provider signage add-on	Walking Cycling Vehicle	Blade Plinth Vinyl Various retro fit		250mm x 150mm To Suit Application Approx. 50mm Diameter	Directional	Stop / station name Transit mode icon Directional arrow	Local council

Table 9

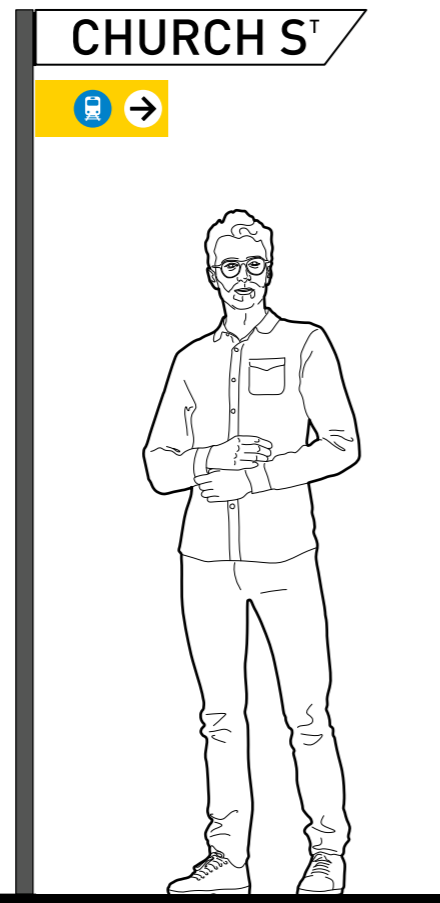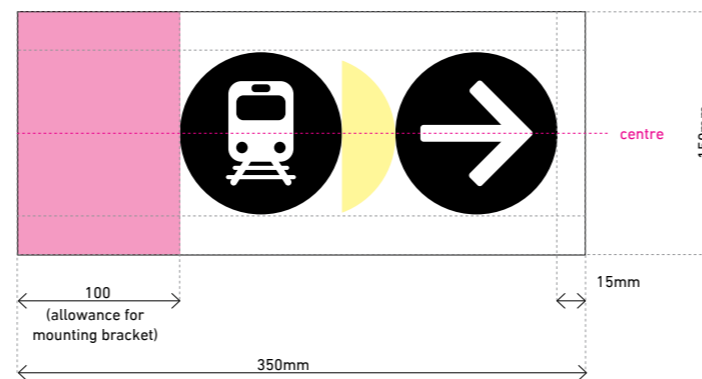## 4.2.2 Catchment signage suite

Pedestrian Blade Small

A pedestrian blade (or finger pointer), is used at minor decision points in pedestrian wayfinding areas. The blades are mounted to an existing standard pole using standard fittings and fixtures aligned with street signs.

Standard 150mm Fingerboard

Primary Icon:
100mm diameter

Finish:
3M Digital Diamond Reflective Sheet or similar. Standard 150mm Fingerboard with post brackets to fit standard street sign posts.

CHURCH S^T

AMw110

centre

150mm

100
(allowance for
mounting bracket)

15mm

350mm

1 (Icon)   1/2 (Icon)   1/3 (Icon)
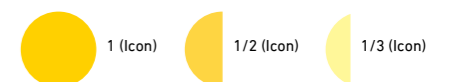
4.2.2 Catchment signage suite

Pedestrian Blade Large

A pedestrian blade (or finger pointer), is used at minor decision points in pedestrian wayfinding areas. The blades are mounted to an existing standard pole using standard fittings and fixtures aligned with street signs.

Primary Icon:
100mm diameter

Stop / Station Name:
DIN Next LT Pro Medium: 235pt / 60mm

Walking Distance:
DIN Next LT Pro Medium: 115pt / 28mm

Walking Icon:
22mm (w) x 36mm (h)
6mm from Numeral

Finish:
3M Digital Diamond Reflective Sheet or similar to standard 150mm/200 Fingerboard with post brackets to fit standard street signposts. If budget enables, powder coat posts black.

Aluminium fingerboard Capral EME6379 6060 T5 6m Mill Finish. Capral Sign Blade Tee Edge 149.5mm x 19.05mm and Capral Sign Blade Tee Edge 199.45mm X 19.05mm.

Walking Speed and Time
The adjacent walking times are calculated based on a slow to moderate walking pace. Many people tend to walk at about 1.4 metres per second (5.0 km/h), however the adjacent calculations are based on a walking speed of 4.5km/hr to accommodate for senior citizen walking paces. The time is then rounded up to the closest minute.

AMw120

⇡5min Broadmeadows Station 🚆 →

⇡7min Stop 3 Goodwood Rd 🚊 →

← 🚆 **Goodwood Station** ⇡5min

Crafers Park 'n' Ride 🚌 P+R →
⇡2min

Crafers Park 'n' Ride 🚌 P🚲 →
⇡7min

⇡5min **Broadmeadows Station** 🚆 →

centre
150mm

100mm
(allowance for mounting bracket)

15mm

1200mm max

1 (Icon)   1/2 (Icon)   1/3 (Icon)

4.2.2 Catchment signage suite

Driver Blade

A driver blade (or finger pointer), is used at major decision point in driver awareness areas. The blades are mounted to an existing standard pole using standard fittings and fixtures aligned with street signs.

Primary Icon:
100mm diameter

Directional Arrow:
See Australian Standards: AS1742.5:2017
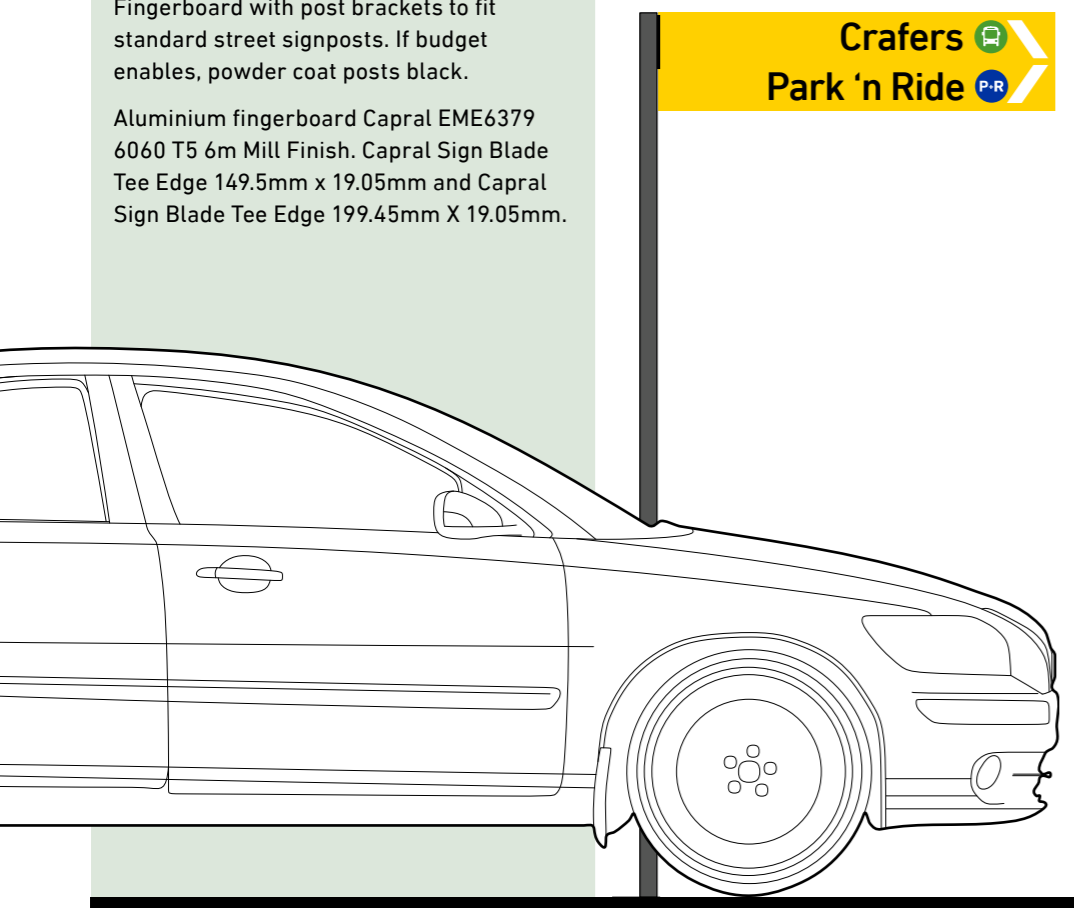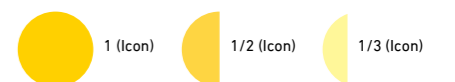
Stop / Station Name:
DIN Next LT Pro Medium: 345pt / 90mm

With the exception of long names that extend maximum blade width. In this instance use maximum length and font size possible.

Finish:
3M Digital Diamond Reflective Sheet or similar to standard 150mm/200 Fingerboard with post brackets to fit standard street signposts. If budget enables, powder coat posts black.

Aluminium fingerboard Capral EME6379 6060 T5 6m Mill Finish. Capral Sign Blade Tee Edge 149.5mm x 19.05mm and Capral Sign Blade Tee Edge 199.45mm X 19.05mm.

AMw130

Bowden Station 🚆 ›

Broadmeadows 🚆 ›

Station ›

Crafers 🚌 ›

Park 'n Ride P+R ›

Blade Edge

Blade Edge

Bowden Station 🚆 ▶

centre 150mm

Broadmeadows 🚆 ◣

centre 150mm

Crafers 🚌
Park 'n Ride P·R ›

100
(allowance for mounting bracket)

20mm

1200mm MAX

1 (Icon)   1/2 (Icon)   1/3 (Icon)

4.2.2 Catchment signage suite

Pavement Wayfinding

A pavement marker is used at minor pedestrian pathways accessing public transport facilities where additional guidance or reinforcement may be required to reinforce guidance to the facility.
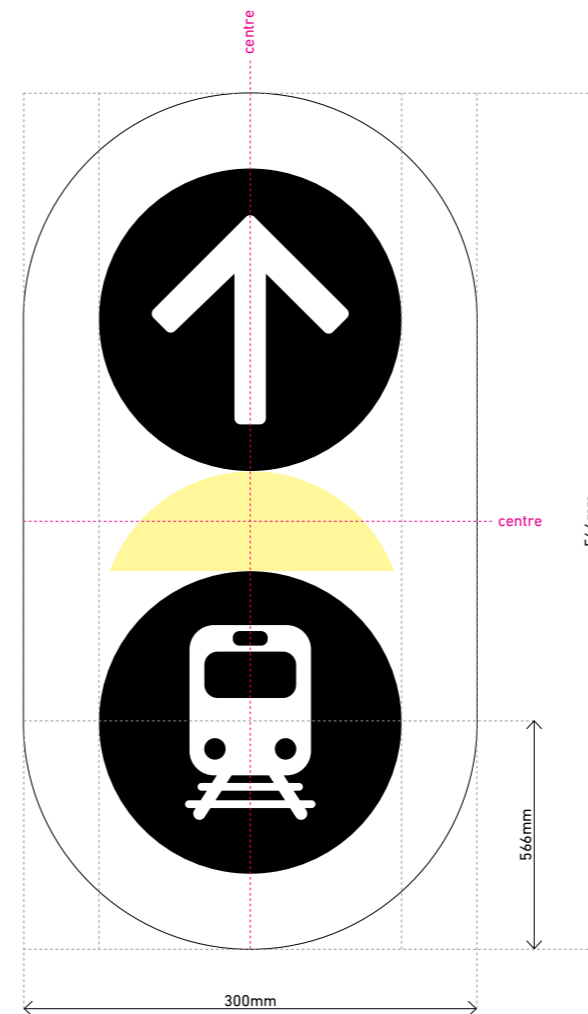
Primary Icon:
200mm diameter

Material Specification:
MACtac StreetRap or similar

85 micron matte white PVC with a clear high tack permanent adhesive. Ideal for creating outdoor floor graphics in areas where there is pedestrian traffic, such as car parks and pathways. Digitally printable using eco-solvent, latex and UV inks.

Note: These elements will require more regular replacement / updates pending traffic use.

AMw140

centre

566mm

566mm

300mm

centre

1 (Icon)   1/2 (Icon)   1/3 (Icon)
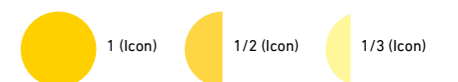
4.2.2 Catchment signage suite

**Non-service Provider Signage
– Add On**

Use of icon implemented into existing
council wide or third party signage
strategies to way-find to
public transport facilities.

Primary Icon:
Diameter determined by external party. Use
the appropriate mode icon to signify public
transport mode.

If a directional arrow is used, it should
remain the same size and be spaced as per
the standard set-out specifications.

Finish:
To suit third party standards. Match PMS
colours as specified and only use icons
as specified within these guidelines. Use
the coloured mode icon with no outline on
appropriate coloured backgrounds where
the contrast ratio achieves 4:1 to meet
accessibility requirements. Where this is
not possible, include a white outline around
the icon.

Use the coloured mode icon with no outline on appropriate coloured backgrounds where the contrast ratio achieves 4:1 to meet accessibility requirements. Where this is not possible, include a white outline around the icon.

YOU ARE AT:

**Rundle Park /
Kadlitpina (Park 13)**

↑
Rymill Park /
Murlawirrapurka (Park 14) 1 min

→
East Terrace   3 min
Rundle Street   3 min
Frome Street   7 min
Pulteney Street   10 min
Rundle Mall   10 min

1 (Icon)   1/2 (Icon)   1/3 (Icon)
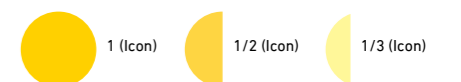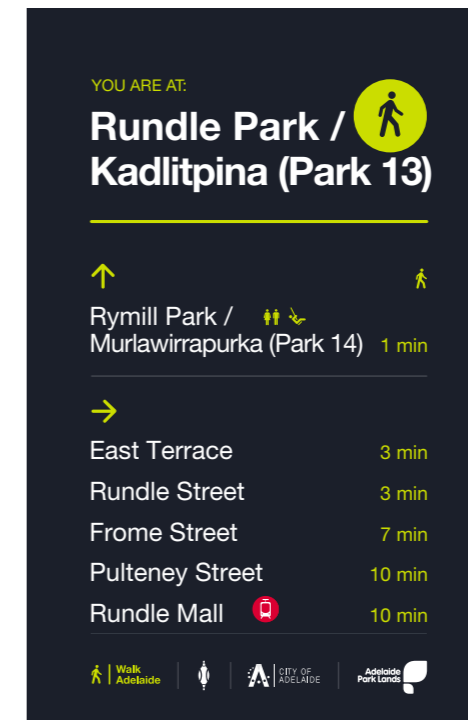
4.3 Arrival / circulation

4.3.1 Signage typologies

The arrival and circulation zone refers to the immediate surrounds of the public transport node. The wayfinding requirements associated with this zone include identification and recognition of arrival at the node, parking or bike storage locations, wayfinding to facilities or access requirements. For customers departing the node (reverse wayfinding), local destinations should be displayed as required as per the node function requirements.

Wayfinding requirements within the circulation area meet the immediate needs of customer to orientate themselves within the interchange or platform precinct including identifying their platform, facilities and regulatory requirements.

Signs within this zone may begin to introduce service and route colours in line with those specified in section 3.1.2 of this document.

Signage Typology	Application	Transit Mode of Interaction	Signage Sub-Type	Signage Code	Typical Size	Information Type	Signage Elements	Provider
Primary Node Identification	Stop or station identification	Walking Cycling Vehicle	Large sign / beacon	AMid210	400mm (w) x 3600mm (h)	Identification	Stop / station name Stop / station identifier Transit mode icon Service zone name Service zone icon Accessibility icon	Adelaide Metro
			Small sign / beacon	AMid220	1300mm-1600mm (w) x 600mm (h)			
			Building sign	AMid230	1200mm (w) x 460mm (h)			
Node Facility Wayfinding	Park & ride Drop off & pick up Bike park Platform / stop Toilets Lifts Information	Walking Cycling Vehicle	Ceiling	AMw310	Various (w) x 200mm (h)	Directional	Stop / station name Stop / station identifier Transit mode icon Facility name Facility icon Directional arrow Facility secondary - Information Precinct map Website Walking icon Walking time	Adelaide Metro
			Plinth	AMw320	400mm (w) x 1800mm (h)	Identification Directional Planning		
			Blade	AMw330	700-1200mm (w) x 150mm (h)	Directional		
Node facility Identification	Park & ride Drop off & pick up Bike park	Walking Cycling	Generic	AMid410	600mm (w) x 785mm (h)	Identification Regulatory	Facility name Facility icon Facility terms of use	Adelaide Metro Parking facility
				AMw120	700mm-1200mm (w) x 150mm (h)			
				Amid420	900mm (w) x 600mm (h)			
		Vehicle	Generic	AMw130	700mm-1200mm (w) x 200mm (h)			
Facility Regulatory	Park & ride terms Drop off & pick up terms Bike park terms	Walking Vehicle	Large sign	AMid430	600mm (w) x 785mm (h)			
		Walking Vehicle	Small sign	AMid440	900mm (w) x 600mm (h)			
Reverse Facility Wayfinding – Departure	Park & ride Drop off & pick up Bike parking Public transit Connection Local area P.O.I. Way out	Walking	Ceiling	AMw310	Various (w) x 200mm (h)	Identification Directional	Facility name Facility icon Directional arrow Facility secondary - information	Adelaide Metro
			Plinth	AMw320	400mm (w) x 1800mm (h)			
			Blade (post mount)	AMw330	1200mm (w) x 150mm (h)			
			Blade (wall mount)	AMw510	900mm (w) x 200mm (h)			

Table 10

4.3.1 Arrival / circulation

Signage Typology	Application	Transit Mode of Interaction	Signage Sub-Type	Signage Code	Typical Size	Information Type	Signage Elements	Provider
Internal Sub-Node Wayfinding	Platform / stop	Walking	Plinth	AMid320	400mm (w) x 1800mm (h)	Directional	Platform identification Transit mode icon Transfer icon Internal P.O.I. Directional arrow	Adelaide Metro
			Post / wall	AMid520	900mm (w) x 200mm (h)			
				AMid521	1250mm-1600mm (w) x Various (h)			
			Wall sign	AMid510	900mm (w) x 200mm (h)			
			Ceiling	AMid310	Various (w) x 200mm (h)			
Facility Wayfinding	Toilets Lifts Information	Walking	Ceiling	AMw310	Various (w) x 200mm (h)	Directional	Facility name Facility icon Directional arrow	Adelaide Metro
			Plinth	AMw320	400mm (w) x 1800mm (h)			
			Blade	AMw120	900mm (w) x 200mm (h)			
			Wall sign	AMw510	900mm (w) x 200mm (h)			
Facility Identification	Toilets Lifts Information	Walking	Generic	AMid610	450mm (w) x 200mm (h)	Identification	Facility name Facility icon Accessibility icon Location information braille Transit mode icon	Adelaide Metro
				AMid620	300mm (w) x 500mm (h)			
				AMid630	200mm (w) x 600mm (h)			
Facility Regulatory	No skating	Walking	Generic	AMid640	200mm (w) x 600mm (h)	Regulatory	Behaviour icon Behaviour text	Adelaide Metro
Service Information	Timetable Route ID Platform number	Walking	Wall mount	AMsi110	300mm (w) x 800mm (h)	Identification Directional Planning	Line roundel Line colour Platform number Platform location Direction of travel Stop name array Stop location array Transfer icon	Adelaide Metro
			Stand alone	AMsi120	4000mm (w) x 200mm (h)			
			Digital sign	AMsi130	–			
Reverse Facility Wayfinding – Departure	Park & ride Drop off & pick up Bike parking Toilets Lifts Public transit Connection Local area P.O.I. Way out	Walking	Ceiling	AMw310	Various (w) x 200mm (h)	Identification Directional	Facility name Facility icon Directional arrow Facility secondary – information	Adelaide Metro
			Plinth	AMw320	400mm (w) x 1800mm (h)			
			Blade post mount	AMw120	1500mm (w) x 150mm (h)			
			Blade wall mount	AMw510	900mm (w) x 200mm (h)			

Table 11

4.47

4.3.2 Arrival / circulation signage suite

Primary Node Identifications - Large Sign / Beacon -

Beacons are located at a point near the station/interchange entrance, where they can be seen from as far as possible along the nearest road for optimum visibility.

More than one will be required if there are multiple approaches to a station from different directions.

Secondary icons identifying platforms at Train stations indicate the service colour. In the instance of Bus Interchanges and Tram Stops use white platform indicators only.
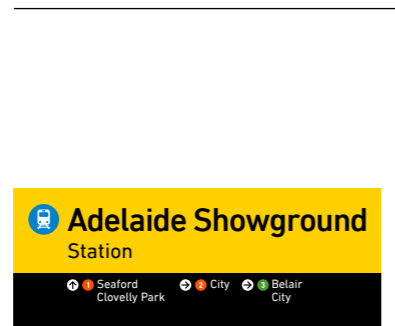
Primary Icon:
280mm diameter

Secondary Icon:
210mm diameter

Directional Icons:
70mm diameter

Stop / Station Name:
DIN Next LT Pro Medium: 450pt / 112mm

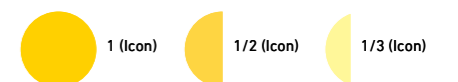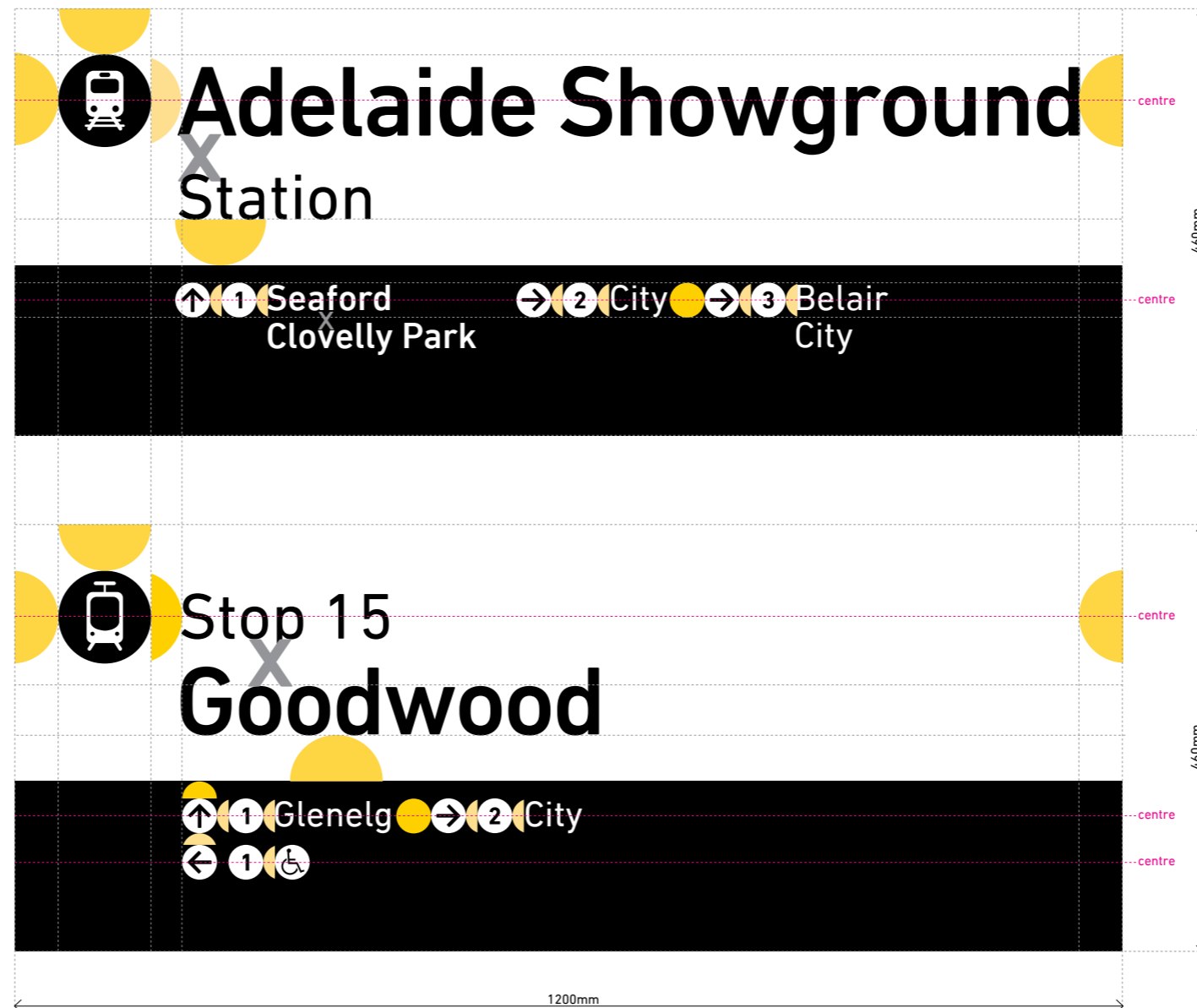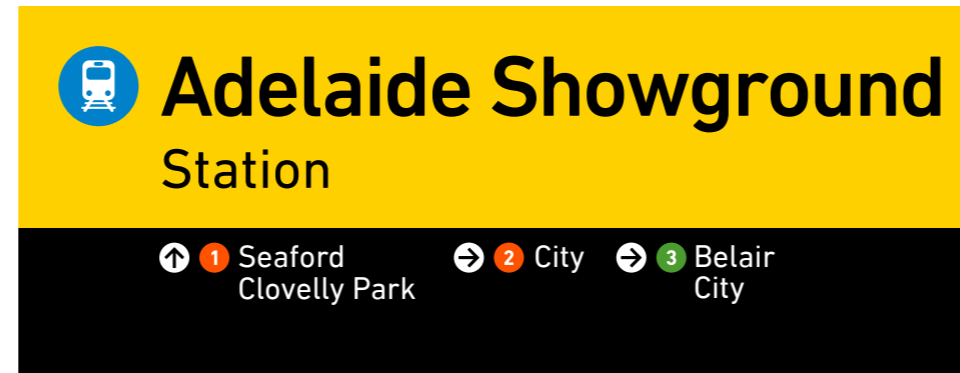When name length exceeds boundary, do not reduce text size, set tracking to -25.

Stop / Station Number / Identification:
DIN Next LT Pro Regular: 300pt / 78mm

Service Zone Text:
DIN Next LT Pro Regular: 150pt / 50mm

Materials and Finish:
Refer Manufacturing details for further information on materials and finishes.

Illuminated icon at major interchanges or Park 'n' Ride facilities.

Broadmeadows Station

- Gawler Central — 1
- City — 2

AMid210a 4000mm — Tea Tree Plaza Interchange

- Park 'n' Ride
- Interchange

AMid210b 3600mm — Old Reynella Interchange

- City / Marion Ctr Interchange — A B
- Noarlunga Interchange Seaford Ctr — C
- Marion Ctr Interchange Chandlers Hill — D

Adelaide Showground Station

- Seaford Clovelly Park — 1
- City — 2
- Belair City — 3

Stop 3 Goodwood Rd

- Glenelg — 1
- Entertainment Centre — 2

Broadmeadows Station×

410mm 40mm centre

- Gawler Central — 1
- City — 2

1915mm (AMid210a) – 2315mm (AMid210b)

3600mm (AMid210a) – 4000mm (AMid210b) pending content and location

Adelaide Showground Station×

410mm 40mm centre

- Seaford Clovelly Park — 1
- City — 2
- Belair City — 3

1585mm

Stop 3 Goodwood Rd×

- Glenelg — 1
- Entertainment Centre — 2

1 (Icon)   1/2 (Icon)   1/3 (Icon)

4.3.2 Arrival / circulation signage suite

AMid220

Primary Node Identifications - Small Sign -

Small Station signs are located at a point near the station/interchange entrance, where they can be seen as far as possible along the nearest road or pedestrian access for optimum visibility. Generally used as a suburban station entrance.

More than one will be required if there are multiple approaches to a station from different directions.

Secondary icons identifying platforms at Train stations indicate the service colour. In the instance of Bus Interchanges and Tram Stops use white platform indicators only.

Primary Icon:
125mm diameter

Secondary Icon:
50mm diameter

Stop / Station Name:
DIN Next LT Pro Medium: 410pt / 100mm*

Stop / Station Number / Identification:
DIN Next LT Pro Regular: 266pt / 70mm

Service Zone Text:
DIN Next LT Pro Regular: 150pt / 40mm

*In the event of an exceptionally long location name, use maximum length and maximum font size possible without exceeding boundary limitations.

Broadmeadows
Station

→ 1 Gawler Central   → 2 City

← 1   ♿

Paradise
Interchange

↑ 🚲 A B City   ↑ 🚲 A B Suburbs   → Linear Park

    C   C D

← ♿   ← ♿

centre

Broadmeadows
Station

↑ 1 Gawler Central   ↗ 2 City

← 1 ♿

centre

1300mm-1600mm

Darley Road
P+R Park 'n' Ride

← 🚌 Paradise Interchange 🚶9min

centre

600mm

centre

1600mm

Stop 3
Goodwood Rd

→ 1 Glenelg   → 2 City

← 1 ♿

Stop 3
Goodwood Rd

↑ 1 Glenelg → 2 City

← 1 ♿

centre

600mm

1300mm

🚇 Broadmeadows
Station

→ 1 Gawler Central   → 2 City

← 1 ♿

1 (Icon)   1/2 (Icon)   1/3 (Icon)

4.3.2 Arrival / circulation signage suite

AMid230

Primary Node Identifications - Building Sign -

Building Station signs are located at a point near the station/interchange entrance where the only mounting option is a building located close to or on the boundary, where they can be seen as far as possible along the nearest road or pedestrian access for optimum visibility. Generally used as a suburban station entrance.

More than one will be required if there are multiple approaches to a station from different directions.

Secondary icons identifying platforms at Train stations indicate the service colour. In the instance of Bus Interchanges and Tram Stops use white platform indicators only.

Primary Icon:
125mm Diameter

Secondary Icon:
37.5mm diameter

Stop / Station Name:
DIN Next LT Pro Medium: 308pt / 100mm*

Stop / Station Number / Identification :
DIN Next LT Pro Regular:200pt / 52mm

Service Zone Text:
DIN Next LT Pro Regular: 112pt / 36mm

*In the event of exceptionally long names, use maximum length and maximum font size to suit and alter tracking to a maximum of -25.

Adelaide Showground
Station

↑ 1 Seaford Clovelly Park   → 2 City   → 3 Belair City

Stop 15
Goodwood

↑ 1 Glenelg   → 2 City
← 1 ♿

centre

460mm

centre

Adelaide Showground
Station

↑ 1 Seaford Clovelly Park   → 2 City   → 3 Belair City

centre

Stop 15
Goodwood

↑ 1 Glenelg   → 2 City
← 1 ♿

centre

460mm

centre

centre

1200mm

1 (Icon)   1/2 (Icon)   1/3 (Icon)

© Department for Infrastructure and Transport, South Australia

4.3.2 Arrival / circulation signage suite

AMw310

Node Facility Wayfinding – Ceiling

If the available space requires landscape signage due to limited height, directions and destinations can occupy the same line but must have visual space or the use of a vertical line indicator. Directional hierarchy must use the correct arrows and relevant icons and use relevant size viewing distance size.

The length of the panel can be adjusted to suit location and structure as long as the spacing is adhered to for the information messaging.

Primary Icon:
100mm diameter*

Primary Text:
DIN Next LT Pro Regular: 300pt / 80mm*

*to suit location and viewing distance.

↑ 🚌 1 | ↑ 🚻 ♿ Toilets | Drop off & pick up 🚕 →

↑ 🚌 1 | ↑ 🚻 ♿ Toilets | Drop off & pick up 🚕 →

↑ 🚫🚌→🚌 Substitute Buses |

200mm

centre

50mm

50mm

As Required

↑ 🚌 1 ↑ 🚻 ♿ Toilets Drop off & pick up 🚕 →

● 1 (Icon) ◗ 1/2 (Icon) ◖ 1/3 (Icon)
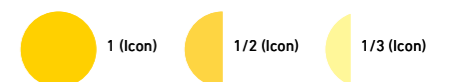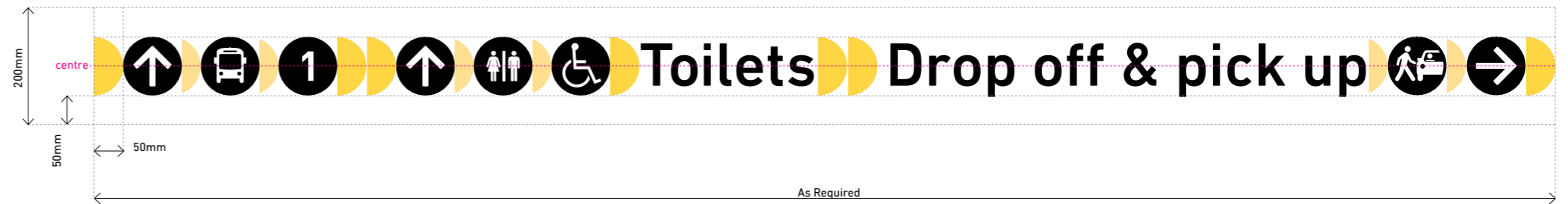
4.3.2 Arrival / circulation signage suite

Node Facility Wayfinding – Plinth

Node facility or outward wayfinding plinths provide an extra level of wayfinding information to users entering or exiting the site. These signs provide a way for the user to orient themselves within the interchange or to the outward route and the surroundings. The inward wayfinding can include interchange maps and platform or facility directional information. The outward wayfinding provides key local Points of Interest (POI).

Node Facility or Outward Wayfinding plinths should be placed at right angles to the main direction flow (to allow maximum egress around the plinth), but also consider the outward POI's and the best orientation for the plinth in connection with these.

The Node Facility or Outward Wayfinding plinth can also be single sided or wall mounted pending site and egress requirements.

See 'Section 4: Maps' of the Adelaide Metro Customer Information Standards for available maps / style requirements.

Primary Icon:
75mm diameter

Secondary Icon:
25mm diameter

Primary Text Station Location:
DIN Next LT Pro Medium: 95pt or 25mm

Primary Text Station Identification:
DIN Next LT Pro Regular: 75pt or 20mm

Secondary Text:
DIN Next LT Pro Medium: 75pt or 20mm

Tertiary Icon:
17mm diameter

Tertiary Text:
DIN Next LT Pro Regular: 50pt or 13mm

Walking Distance Text:
DIN Next LT Pro Regular: 50pt / 13mm

Walking Icon:
10mm (w) x 16mm (h)
3.5mm from Numeral

AMw320

400mm

380mm

1800mm

1484mm

1 (Icon)   1/2 (Icon)   1/3 (Icon)
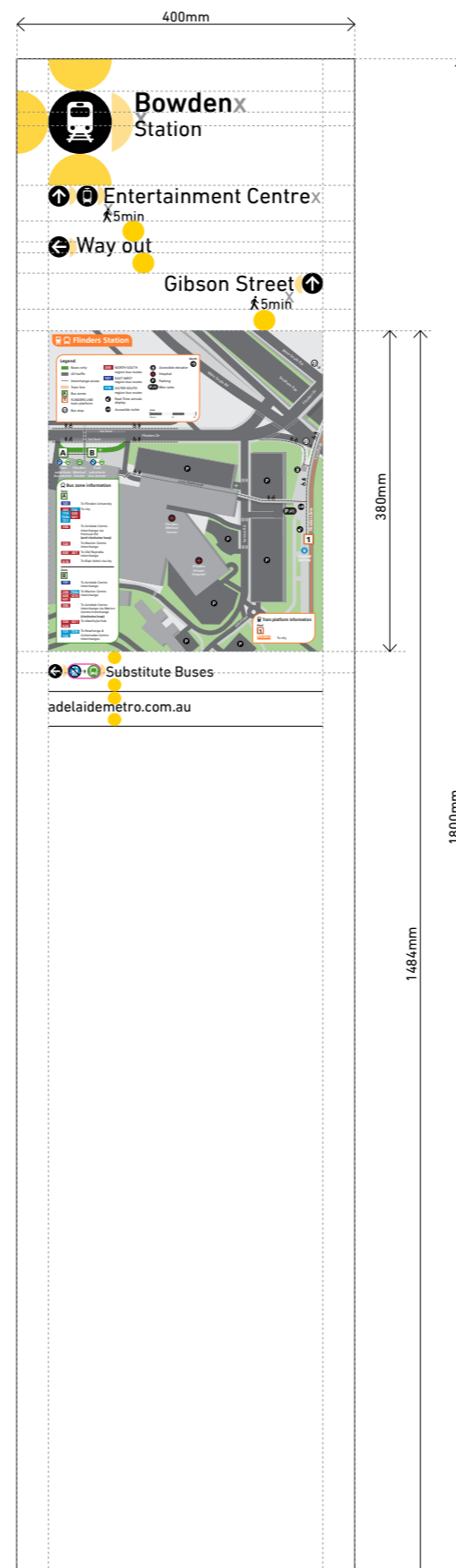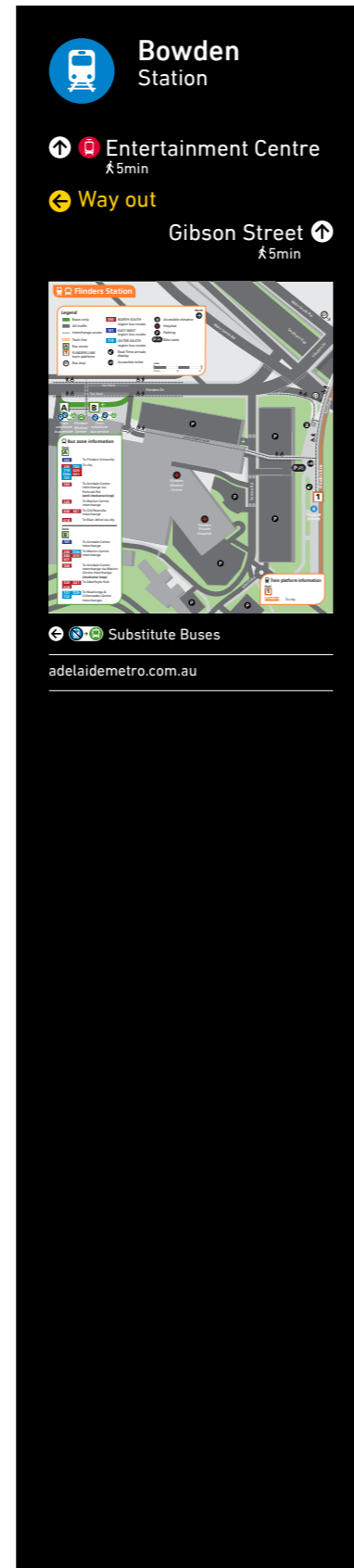
4.3.2 Arrival / circulation signage suite

Node Facility Wayfinding – Wall Mount

Node facility or outward wayfinding wall mount provides an extra level of wayfinding information to users entering or exiting the site. These signs provide a way for the user to orient themselves within the interchange or to the outward route and the surroundings or substitute services in the event of train or network outage.

Node Facility or Outward Wayfinding wall mount should be placed at priority exit points to the station to enable customers to wayfind to substitute services.

See 'Section 4: Maps' of the Adelaide Metro Customer Information Standards for available maps / style requirements.

Primary Icon:
75mm diameter

Secondary Icon:
25mm diameter

Primary Text Station Location:
DIN Next LT Pro Medium: 95pt or 25mm

Primary Text Station Identification:
DIN Next LT Pro Regular: 75pt or 20mm

Secondary Text:
DIN Next LT Pro Medium: 75pt or 20mm

Tertiary Text:
DIN Next LT Pro Regular: 50pt or 13mm

AMw325

Glanville Station

Zone B
Regular Adelaide Metro 333 services

Zone B
Train substitute bus services

In the event of an Outer Harbor rail closure or a network outage, refer to the above zones for Train substitute buses.

adelaidemetro.com.au

400mm

380mm

1800mm

Glanvillex Station

Zone B
Regular Adelaide Metro 333 services

Zone B
Train substitute bus services

In the event of an Outer Harbor rail closure or a network outage, refer to the above zones for Train substitute buses.

adelaidemetro.com.au

1 (Icon)   1/2 (Icon)   1/3 (Icon)

4.3.2 Arrival / circulation signage suite

AMw330a

Node Facility Wayfinding – Driver Blade

A driver blade (or finger pointer), is used at major decision points for drivers to make immediate decisions regarding access to site and their passengers.

At a customer's first point of contact when arriving to an interchange or station, include the icon and descriptive text on the signage to introduce the naming and iconography convention and aid in the recognition of a service.

Primary Icon:
100mm diameter

Primary Text:
DIN Next LT Pro Medium: 300pt / 78mm

Finish:
3M Digital Diamond Reflective Sheet or similar to standard 150mm/200 Fingerboard with post brackets to fit standard street signposts. If budget enables, powder coat posts black.

Aluminium fingerboard Capral EME6379 6060 T5 6m Mill Finish. Capral Sign Blade Tee Edge 149.5mm x 19.05mm and Capral Sign Blade Tee Edge 199.45mm X 19.05mm.

Park & ride P·R →

Drop off & pick up
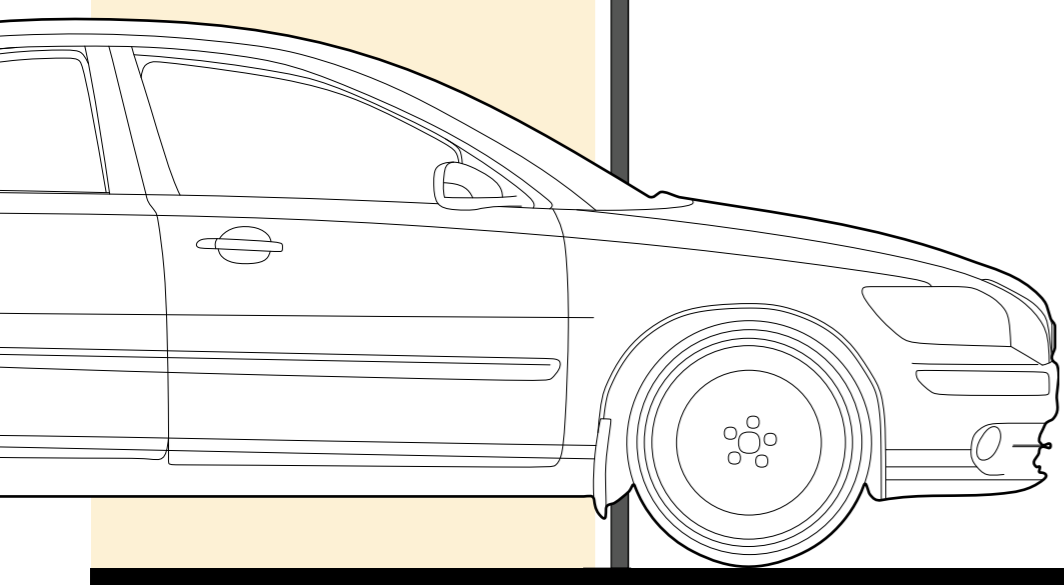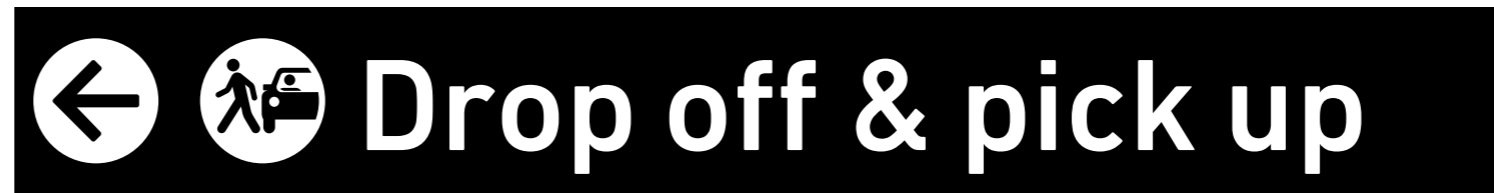
Drop off and pick need to be installed with complimentary regulatory signs

centre

100mm
(allowance for mounting bracket)

150mm

15mm

950mm

centre

15mm

150mm

100mm
(allowance for mounting bracket)

1200mm (Maximum Blade Width)

BUS ZONE AT ALL TIMES

P 2 MINUTES

1 (Icon)   1/2 (Icon)   1/3 (Icon)
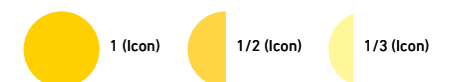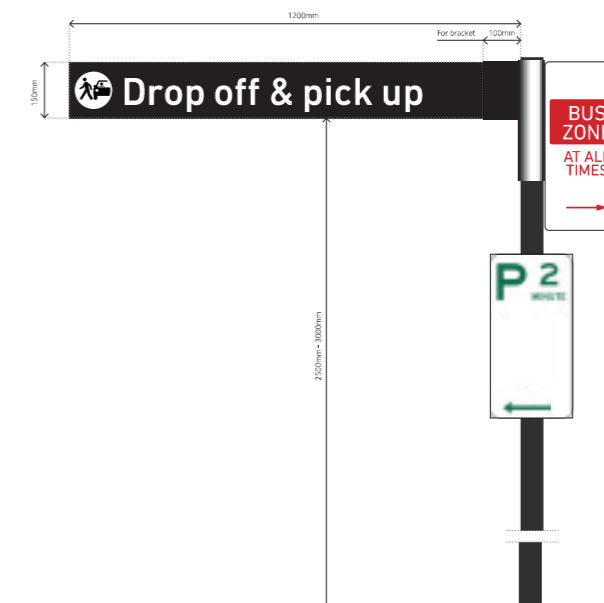
4.3.2 Arrival / circulation signage suite

Node Facility Wayfinding - Pedestrian Blade

A pedestrian blade (or finger pointer), is used within the Node to provide wayfinding advice to key points of interest.

Include directional arrow, services icon and descriptive text on the signage to reinforce the naming and iconography convention and aid in the recognition of a service. These pedestrian blades reinforce platform based signage for outward journey.

Primary Icon:
100mm diameter

Descriptive Text:
DIN Next LT Pro Medium: 235pt / 60mm

Walking Distance:
DIN Next LT Pro Medium: 115pt / 28mm

Walking Icon:
22mm (w) x 36mm (h)
6mm from Numeral

Finish:
3M Digital Diamond Reflective Sheet or similar to standard 150mm/200 Fingerboard with post brackets to fit standard street signposts. If budget enables, powder coat posts black.

Aluminium fingerboard Capral EME6379 6060 T5 6m Mill Finish. Capral Sign Blade Tee Edge 149.5mm x 19.05mm and Capral Sign Blade Tee Edge 199.45mm X 19.05mm.

Walking Speed and Time
The adjacent walking times are calculated based on a slow to moderate walking pace. Many people tend to walk at about 1.4 metres per second (5.0 km/h), however the adjacent calculations are based on a walking speed of 4.5km/hr to accommodate for senior citizen walking paces. The time is then rounded up to the closest minute.

AMw330b

← 🚫🚆→🚌 Substitute Buses 🚶7min

centre

15mm

150mm

100mm
(allowance for mounting bracket)

1200mm (Maximum Blade Width)

← 🚫🚌 Substitute Buses 🚶7min

🟡 1 (Icon)   🌗 1/2 (Icon)   🌙 1/3 (Icon)

4.3.2 Arrival / circulation signage suite

AMid410

Node Facility Wayfinding - Park & Ride (Post Mount)

Each Park & ride will have a location ID which includes the Conditions of Use and is double sided as required.

Mount at height for visibility to drivers and in immediate recognition or decision points for access.

Primary Icon:
300mm diameter

Primary Text:
DIN Next LT Pro Medium: 265pt / 65mm

P+R

Park & ride

centre

785mm

P+R

Park & ride

600mm

1 (Icon)   1/2 (Icon)   1/3 (Icon)

4.3.2 Arrival / circulation signage suite

AMid420
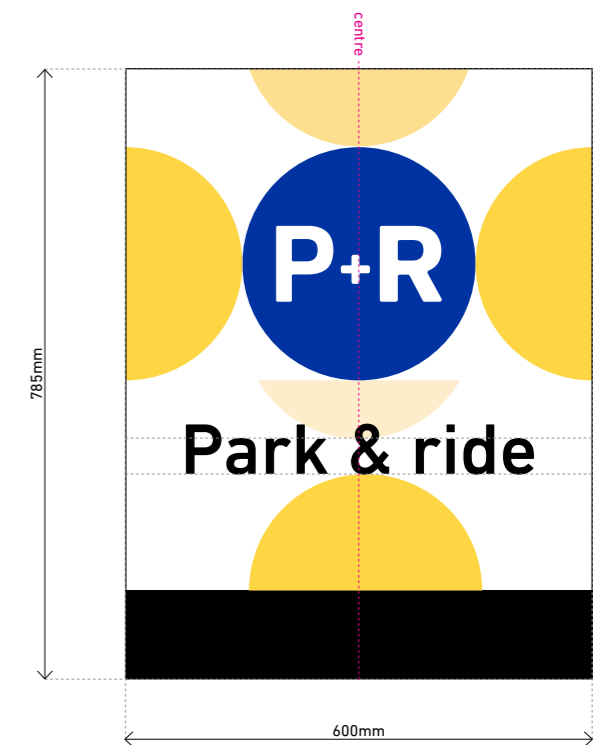
Node Facility Wayfinding – Bike Park (Wall Mount)

Passengers commuting to the interchanges or main stops via bike and have the ability to utilise the bike parking facilities should be aware of their location and any use requirements or statutory regulations.

Primary Icon:
235mm (w) x 125mm (h)
125mm Diameter

Secondary Icon:
75mm Diameter

Primary Text:
DIN Next LT Pro Medium: 400pt / 132mm

Secondary Text:
DIN Next LT Pro Regular: 80pt / 20mm

P ᗕ
Bike parking

CCTV cameras in
operation 24/7

P ᗕ
Bike parking

CCTV cameras in
operation 24/7

centre

600mm

900mm

P ᗕ
Bike parking

CCTV cameras in
operation 24/7

1 (Icon)   1/2 (Icon)   1/3 (Icon)

4.3.2 Arrival / circulation signage suite

AMid430

Facility Regulatory – Park & Ride Terms

Passengers must be aware of the terms and conditions of use, or risks involved, with the use of Adelaide Metro facilities. This includes Park & ride, bike storage or other facilities that are available for use. The terms should be written in clear and concise terms and be installed immediately adjacent to the facility identifier.

Heading Text:
DIN Next LT Pro Medium: 100pt / 26mm

Body Text:
DIN Next LT Pro Light: 50pt / 16mm

Adelaide Metro Website:
DIN Next LT Pro Medium: 50pt / 16mm

NOTICE

PASSENGER TRANSPORT REGULATIONS 2009

ALL PERSONS USING THE PARKING
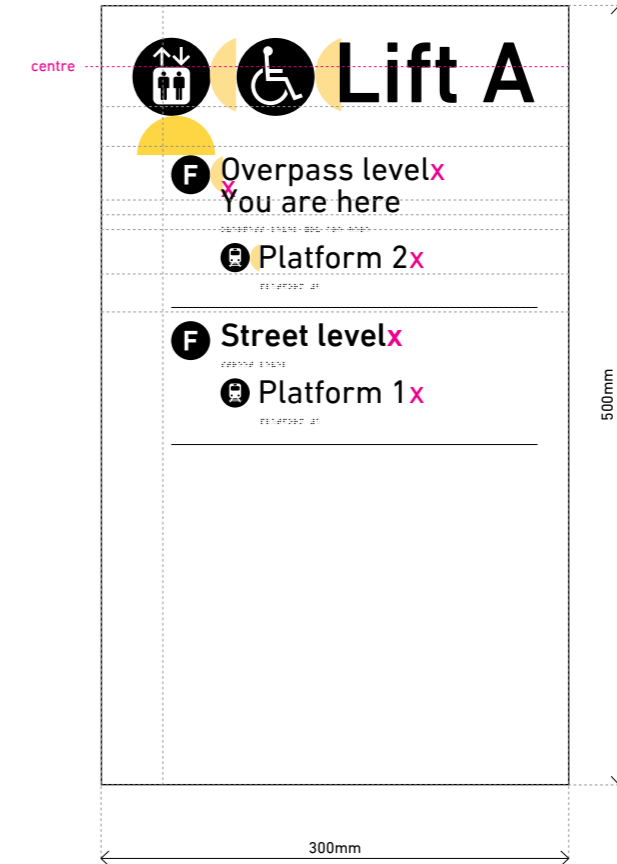AREA DO SO AT THEIR OWN RISK

PENALTIES APPLY FOR BREACHES OF
THE ABOVE REGULATIONS

adelaidemetro.com.au

centre

NOTICE

**PASSENGER TRANSPORT
REGULATIONS 2009**

ALL PERSONS USING THE PARKING
AREA DO SO AT THEIR OWN RISK

PENALTIES APPLY FOR BREACHES OF
THE ABOVE REGULATIONS

adelaidemetro.com.au

785mm

600mm

P+R

Park & ride

NOTICE

**PASSENGER TRANSPORT
REGULATIONS 2009**

ALL PERSONS USING THE PARKING
AREA DO SO AT THEIR OWN RISK

PENALTIES APPLY FOR BREACHES OF
THE ABOVE REGULATIONS

adelaidemetro.com.au

1 (Icon)   1/2 (Icon)   1/3 (Icon)

4.3.2 Arrival / circulation signage suite

AMw510

Internal Sub-Node Wayfinding - Blade Wall Mount

Internal sub-node wayfinding blade wall signs are provided in locations where minor decision points are required by commuters to help orientate them to their platform.

Primary Icon:
50mm diameter

Primary Text:
DIN Next LT Pro Regular: 150pt / 38mm
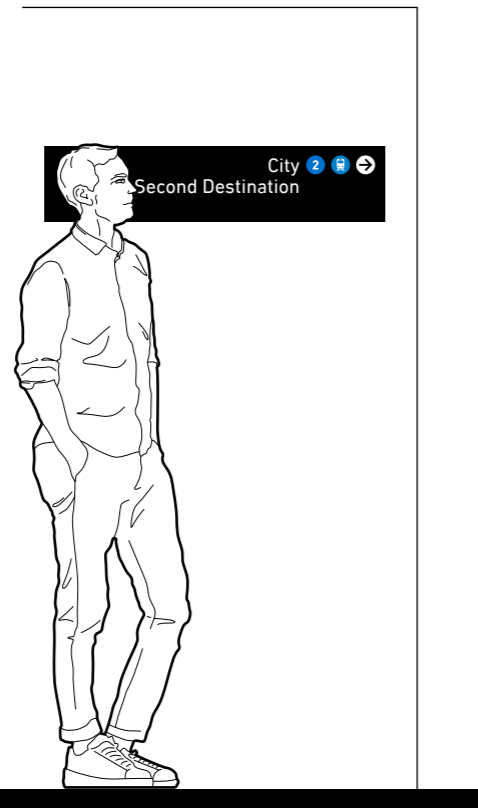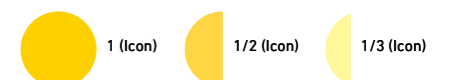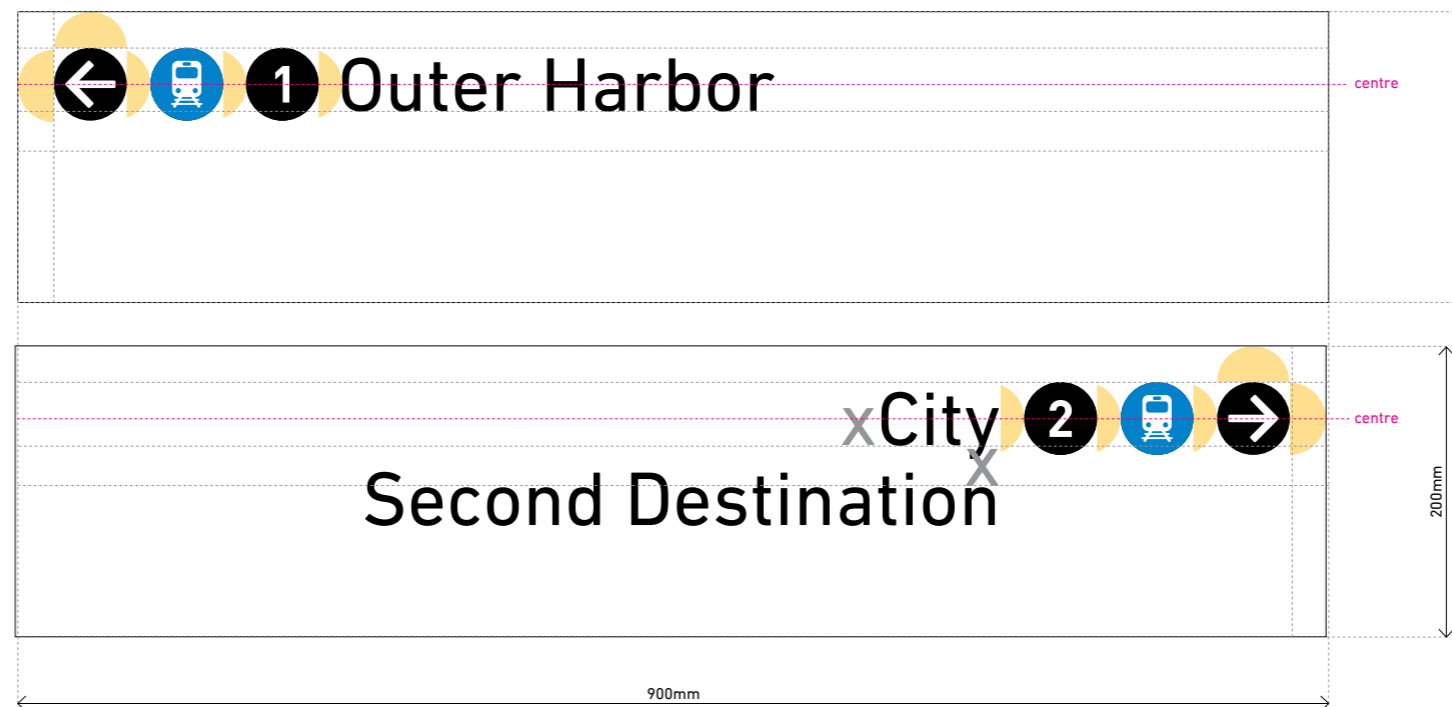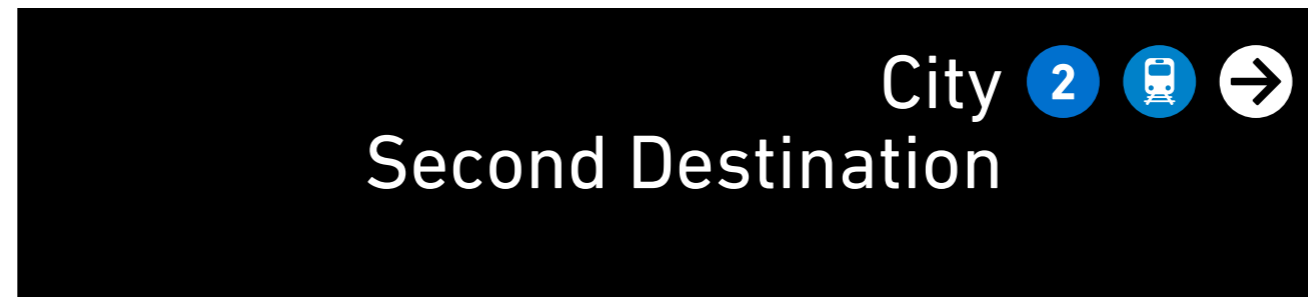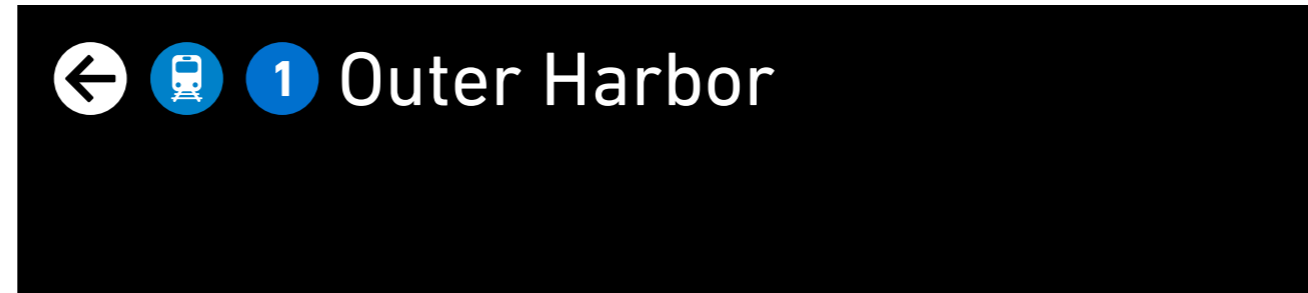
← 🚆 **1** Outer Harbor

City **2** 🚆 →
Second Destination

← 🚆 **1** Outer Harbor

centre

200mm

x City **2** 🚆 →
x
Second Destination

centre

200mm

900mm

1 (Icon)   1/2 (Icon)   1/3 (Icon)

4.3.2 Arrival / circulation signage suite

Internal Sub-Node Wayfinding - Post / Wall

Internal sub-node wayfinding post / wall signs are provided in locations where major decision points are required by commuters to help orientate them to their platform.

Primary Icon:
50mm diameter

Transfer Icon:
100mm (w) x 50mm (h)

Primary Text:
DIN Next LT Pro Regular: 150pt / 38mm

Secondary Text:
DIN Next LT Pro Regular: 100pt / 25mm

Walking Distance Text:
DIN Next LT Pro Regular: 66pt / 18mm

Walking Icon:
14mm (w) x 22mm (h)
4.5mm from Numeral

AMw520 | AMw521

AMid520 450mm
AMid521 scale to suit AMid220 and AMid230 panel size

AMid520 975mm
AMid521 scale to suit AMid220 and AMid230 panel size

1 (Icon)   1/2 (Icon)   1/3 (Icon)
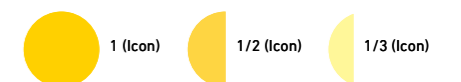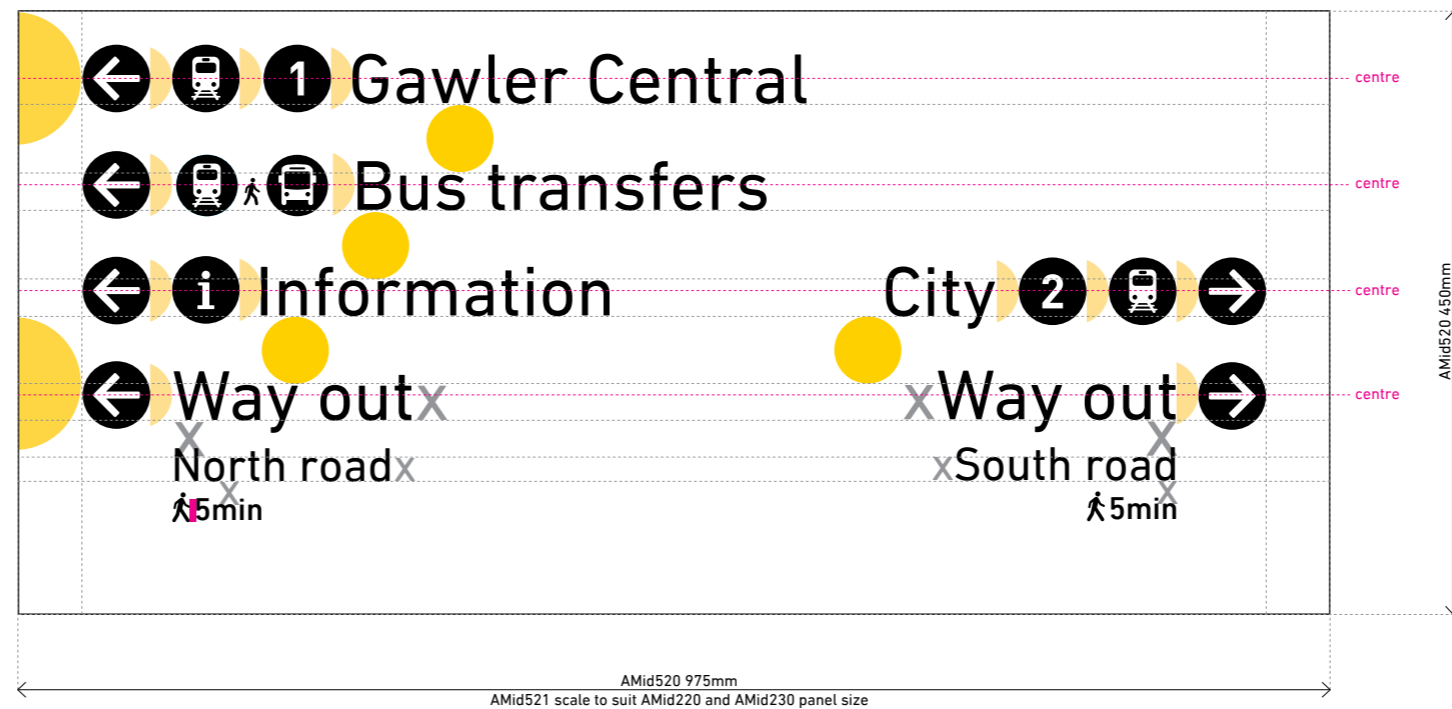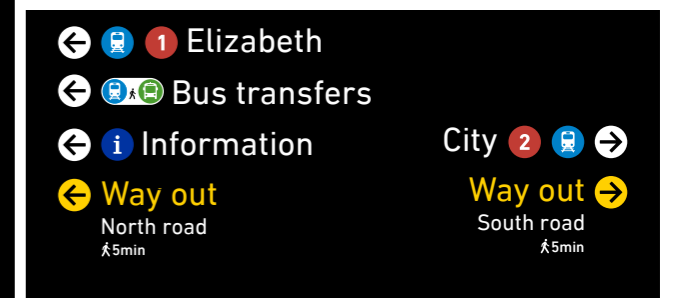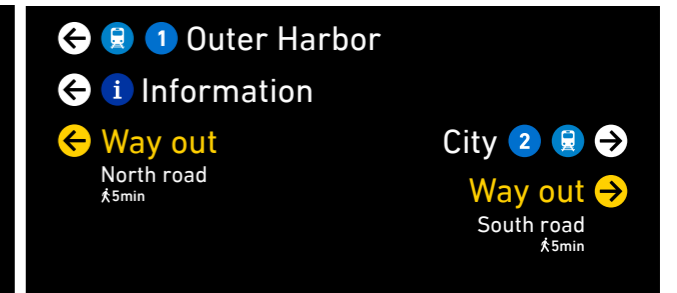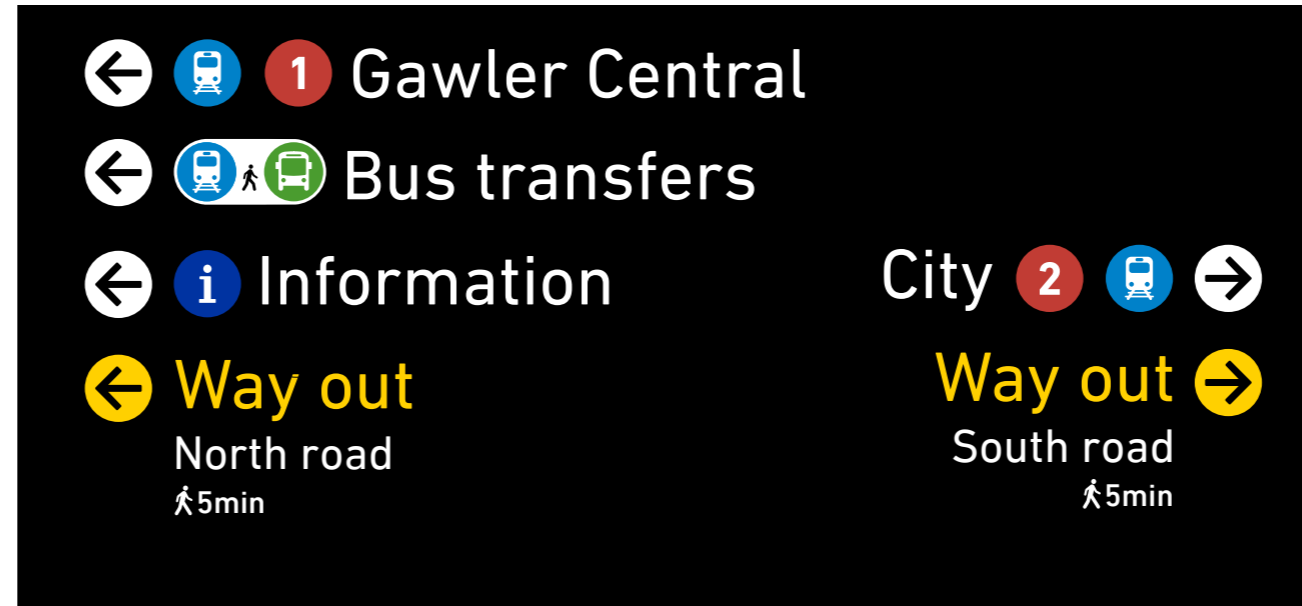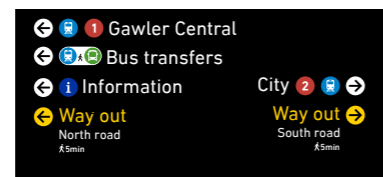
4.3.2 Arrival / circulation signage suite

AMid610

Facility Identification - Toilets

Standard toilet signs are positioned adjacent to the main access door in accordance to NCC and AS 1428 standards. These must include braille and tactile text as per standards, be installed to standard from door handles and at the correct height for access standards..

Primary Icon:
100mm Diameter

Primary Text:
DIN Next LT Pro Medium: 120pt / 32mm

Braille Text:
SimBraille: 14pt / 3.5mm
Adhere to Australian Standard AS1428.1 and NCC for braille specifications, sizing and spacing.

Corner Treatment:
20mm Radius

Female Toilet

Female Toilet

Male Toilet

Male Toilet

Unisex Toilet

Female Toilet

20mm

20mm

15mm

8mm

200mm

450mm

Female Toilet

1 (Icon)   1/2 (Icon)   1/3 (Icon)
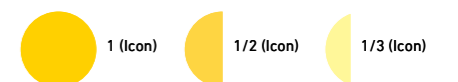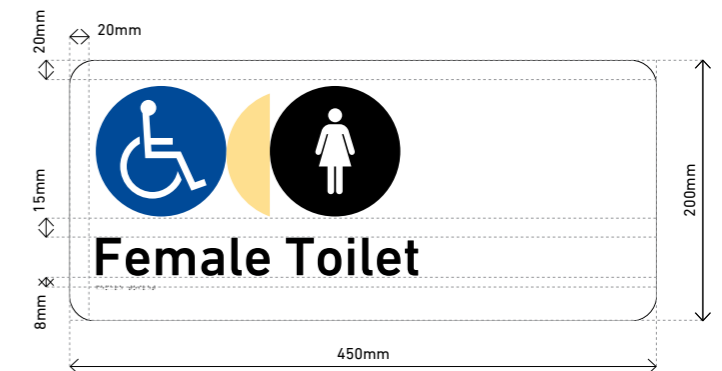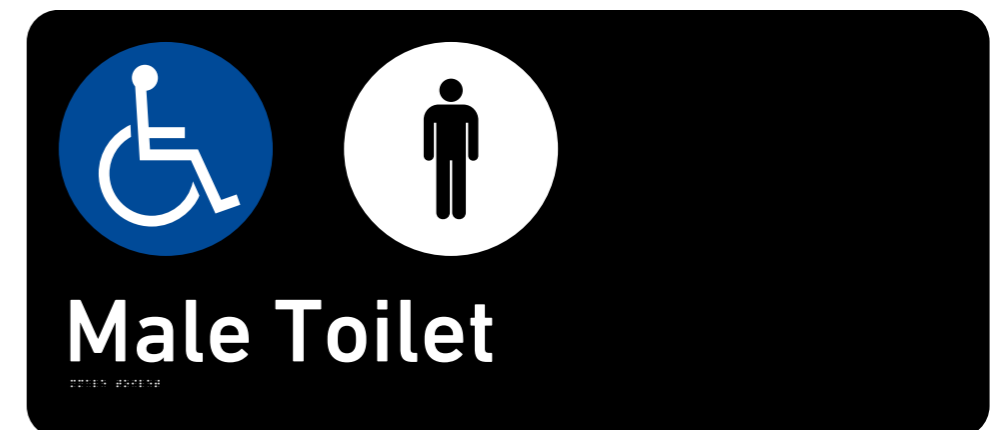
4.3.2 Arrival / circulation signage suite

AMid620

Facility Identification - Lifts

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

To meet access requirements, include braille to each message.

Primary Icon:
50mm Diameter

Secondary Icon:
25mm Diameter

Tertiary Icon:
18.75mm Diameter

Primary Text:
DIN Next LT Pro Medium: 160pt / 42mm

Secondary Text:
DIN Next LT Pro Regular: 60pt / 20mm

Platform & Number:
DIN Next LT Pro Regular: 60pt / 25mm

Braille:
SimBraille: 14pt / 3.5mm

Adhere to Australian Standard AS1428.1 and NCC for braille specifications, sizing and spacing.

Lift A

1 Overpass level
You are here

⬛ Platform 2

2 Street level

⬛ Platform 1

centre

Lift A

F Overpass levelx
You are here

⬛ Platform 2x

F Street levelx

⬛ Platform 1x

500mm

300mm

1 (Icon)   1/2 (Icon)   1/3 (Icon)

© Department for Infrastructure and Transport, South Australia
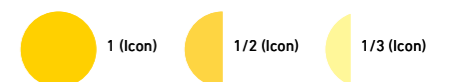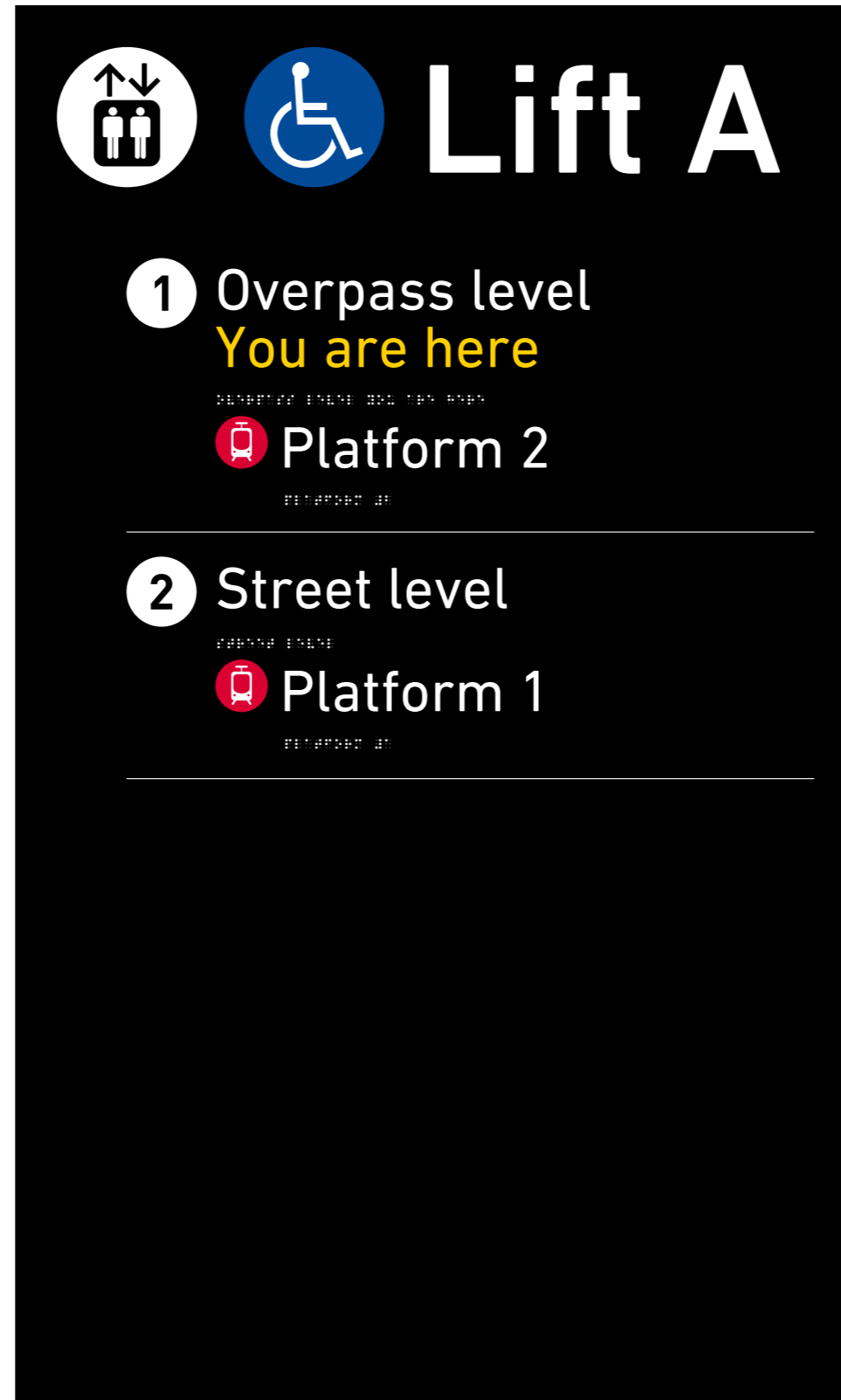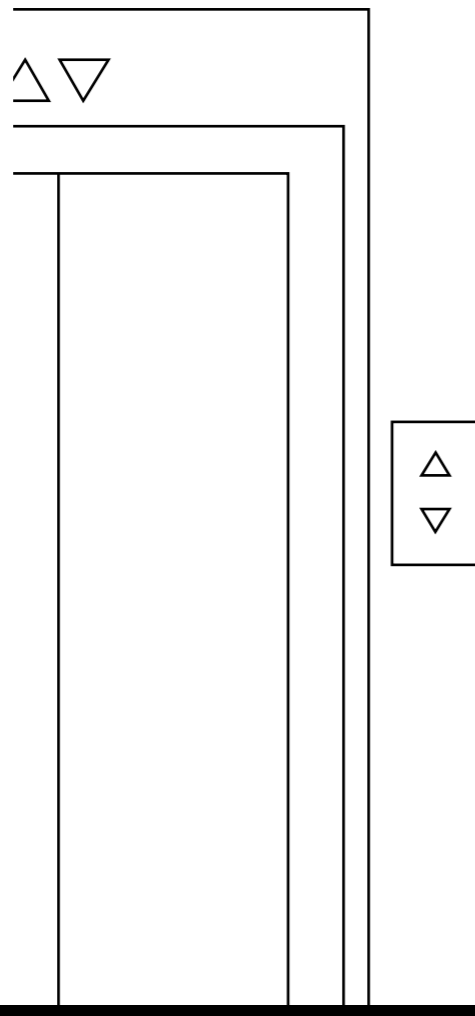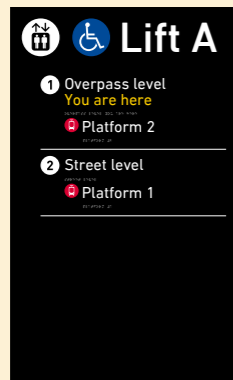
4.3.2 Arrival / circulation signage suite

Facility Identification – Information

On entering a station on an inward or outward, customers need a range of travel arrangements. Locate these signs immediately above information bays or digital signs.

Primary Icon:
75mm diameter

Primary Text:
DIN Next LT Pro Medium: 240pt or 80mm

AMid630

i Information

i Information

centre

200mm

600mm

metroCARD

metroCARD

centre

200mm

600mm

i Information

1 (Icon)   1/2 (Icon)   1/3 (Icon)

4.3.2 Arrival / circulation signage suite

AMid640
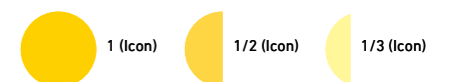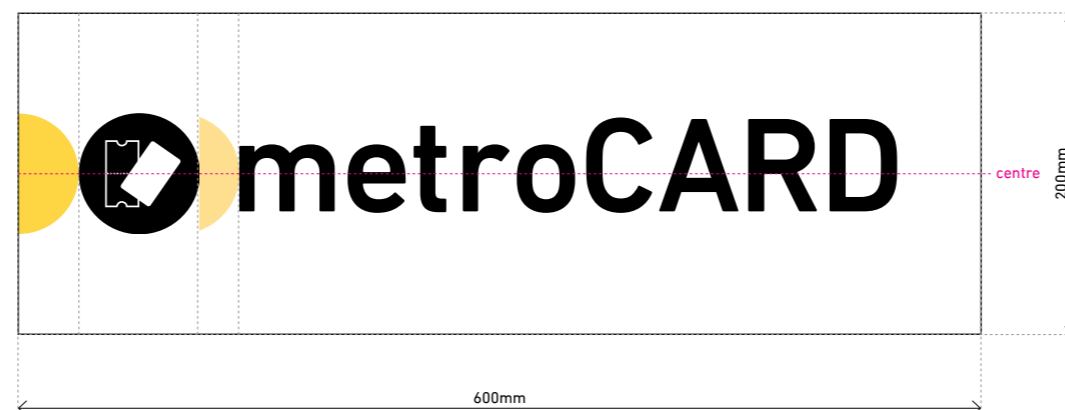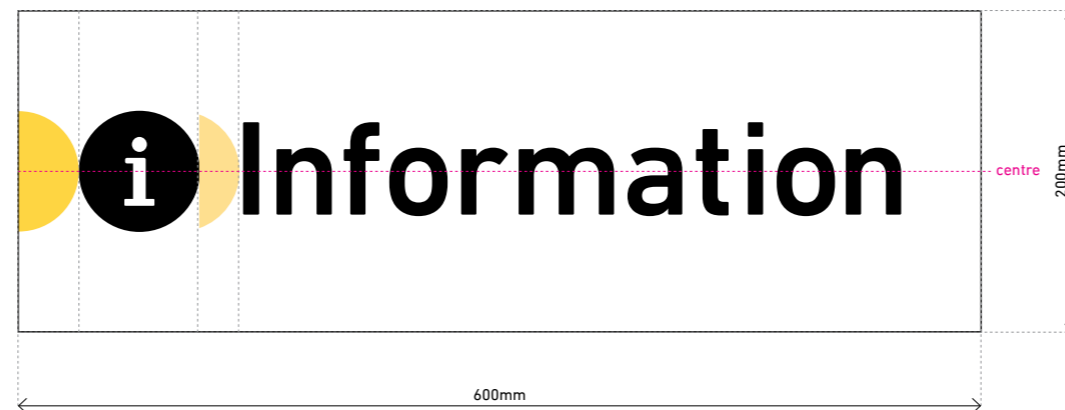
Facility Regulatory – No Skating

Located across interchanges and stations, these signs provide guidance on rules and regulations on site.

Primary Icon:
75mm diameter

Primary Text:
DIN Next LT Pro Medium: 240pt or 80mm

🚫 **No skating**

centre

200mm

600mm

🚫 No skating

🟡 1 (Icon)   🌓 1/2 (Icon)   🌙 1/3 (Icon)
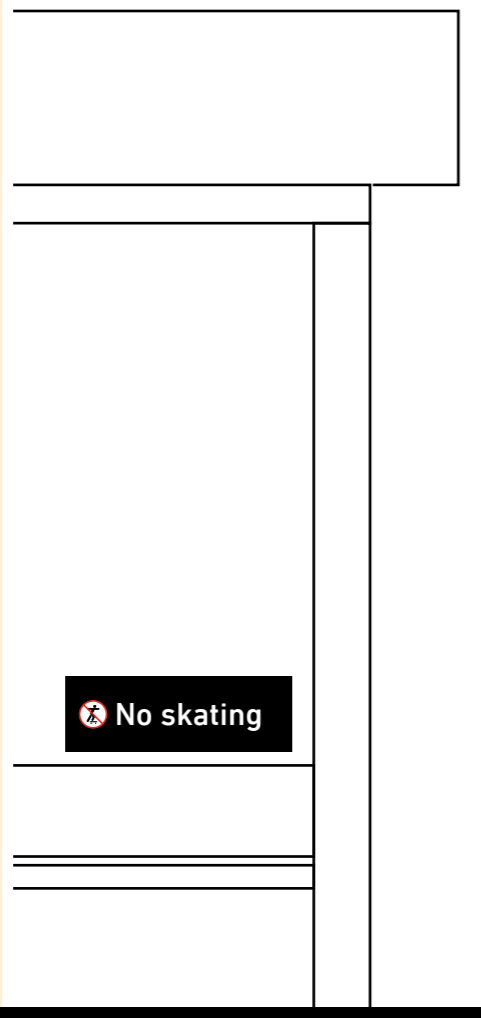
4.3.2 Arrival / circulation signage suite

Service Information – Wall Mount

Service information signs serve both as a location identifier for the platform and as customer information on the destination available from the platform.

These signs are mounted to shelters or standalone posts.

Primary Icon:
100mm diameter

Transfer Icon:
54mm (w) x 28mm (h)

Primary Text:
DIN Next LT Pro Medium: 100pt / 25mm

Platform Text:
DIN Next LT Pro Medium: 60pt / 23mm

Stop Name Text:
DIN Next LT Pro Medium: 40pt / 9.7mm

Stop Location / Number:
DIN Next LT Pro Regular: 30pt / 7.1mm

Vertical Stop Spacing:
13.5mm

AMsi110

15mm

centre

15mm

800mm

300mm

1 Platform

City

Goodwood Rd
Stop 3

Wayville
Stop 2

Greenhill Rd
Stop 1

Botanic Gardens
North Terrace

South Terrace
Peacock Rd

University
North Terrace

City South
King William St

Art Gallery
North Terrace

Victoria Square
Victoria Square

Pirie Street
King William St

Rundle Mall
King William St

Adelaide Railway Station
King William St

City West
North Terrace

Royal Adelaide Hospital
North Terrace

Thebarton
Port Rd

Festival Plaza
Festival Theatre

Bonython Park
Port Rd

Entertainment Centre
Port Rd

1 (Icon)   1/2 (Icon)   1/3 (Icon)

4.3.2 Arrival / circulation signage suite

Service Information – Stand Alone

Service information signs serve both as a location identifier for the platform and as customer information on the destination available from the platform.

These signs are ceiling mounted. **Check available signage width and increase font size, scaling elements to suit.**

Primary Text:
DIN Next LT Pro Medium: 110pt / 29mm

Stop Name Text:
DIN Next LT Pro Medium: 60pt / 16mm

Stop Location / Number:
DIN Alternate Regular: 40pt or 13mm

Horizontal Stop Spacing:
42mm

Yellow Line Weight:
7pt / 2.5mm

AMsi120

As Required (4000mm MAX)

200mm

15mm

200mm

42mm

1 (Icon)   1/2 (Icon)   1/3 (Icon)
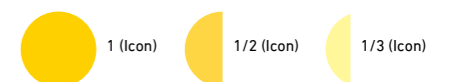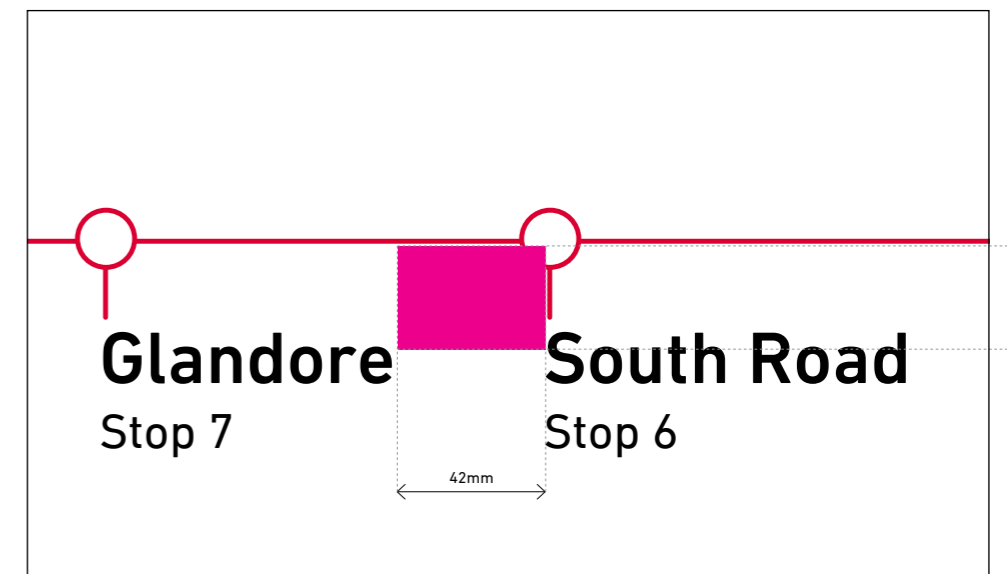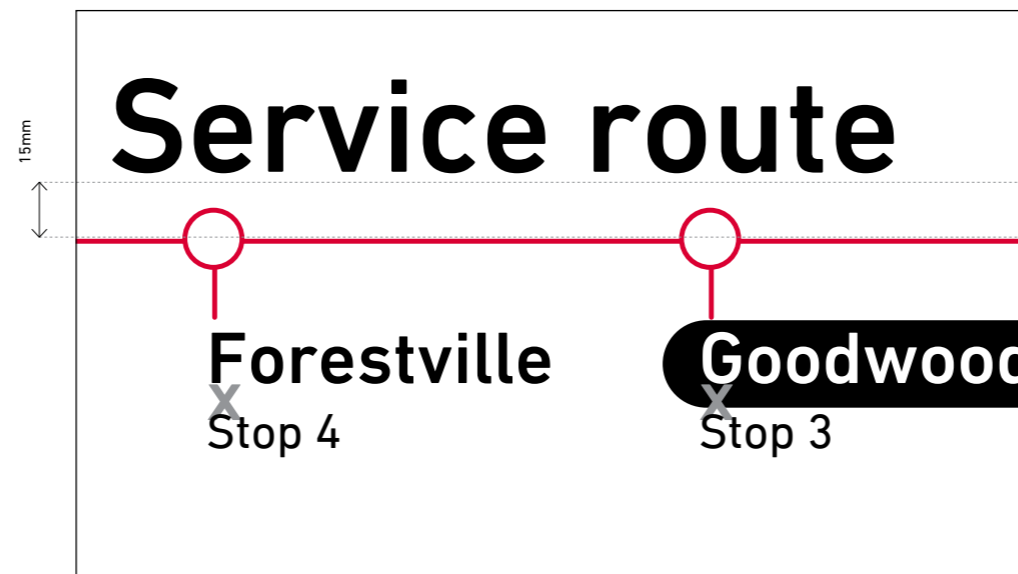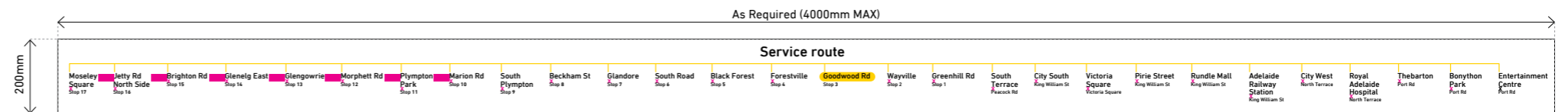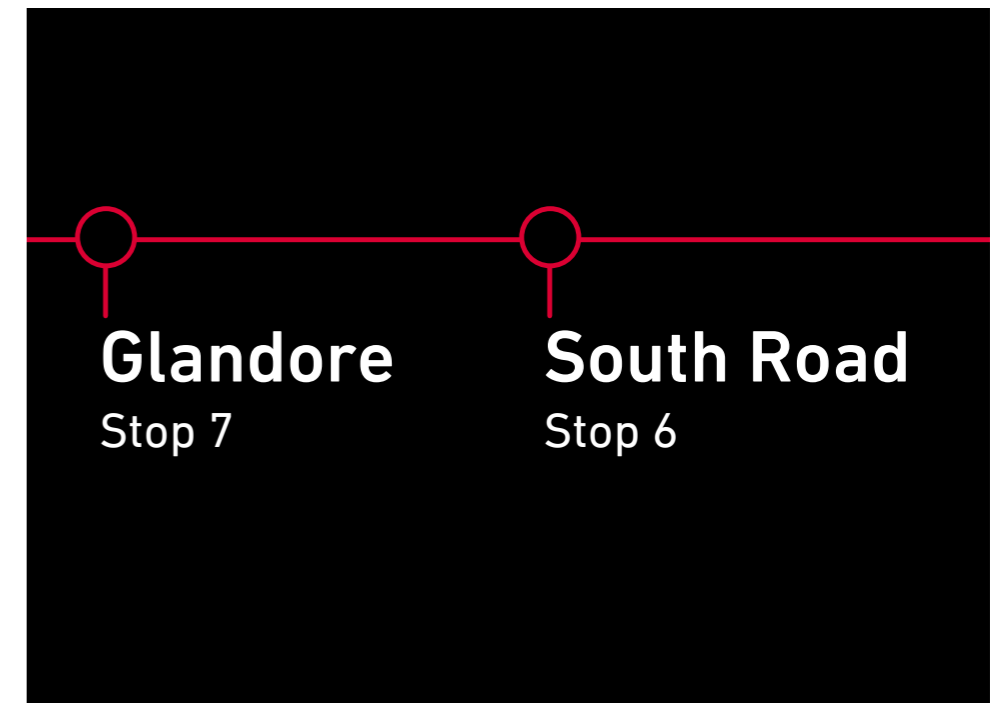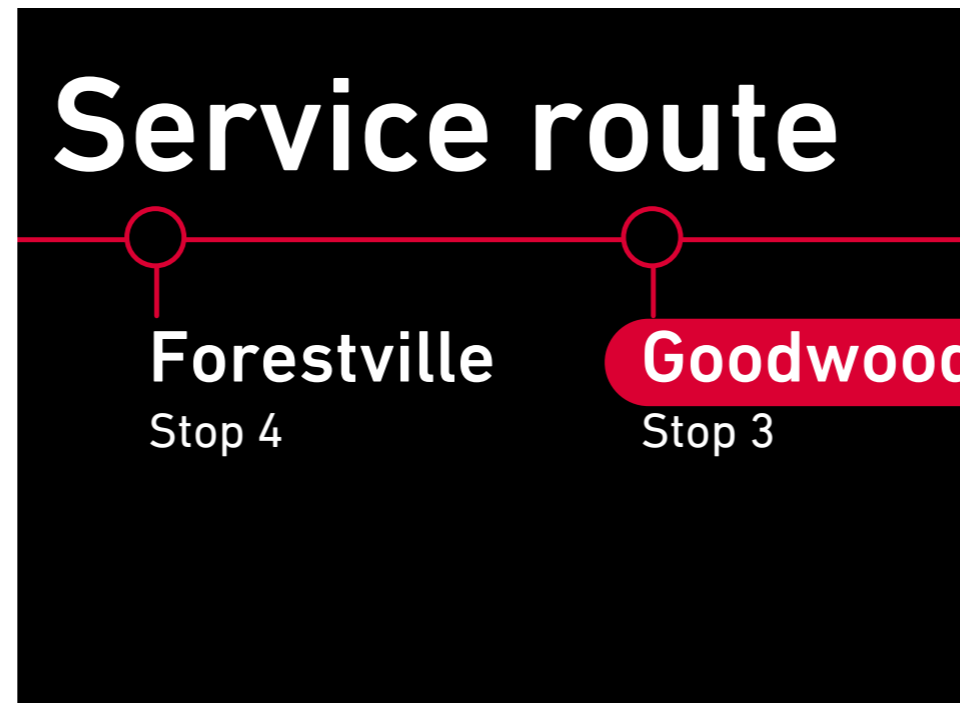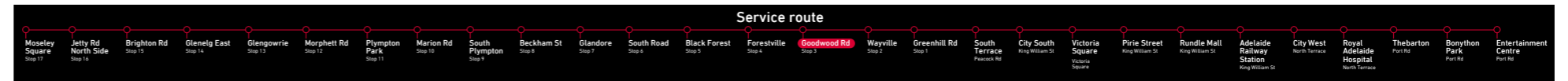
4.4 Stop / platform

4.4.1 Signage typologies

Once the customer has reached the platform, signage should reinforce that they are in the right location to board their service. Service information should be provided in accordance with the Node function requirements.

Signs within this zone may utilise service and route colours in line with those specified in section 3.1.2 of this document.

Signage Typology	Application	Transit Mode of Interaction	Signage Sub-Type*	Signage Code	Typical Size	Information Type	Signage Elements	Provider
Primary Node Identification	Stop or station identification	Walking Cycling Vehicle	Digital Plinth / Totem (Static / reskin / digital)	AMid240/241/242/246 AMid243/244/245	595mm (w) x 2570mm (h)	Identification	Stop name Stop location Transit mode icon Hail bus instructional Static route information RT digital display Directional arrow Website	Adelaide Metro
			Bus stop	AMid250	240mm (w) x 800mm (h)			
			Bus stop (Information panel)	Amid260	240mm (w) x Various (h)			
Secondary Node Identification	Platform / stop	Walking Cycling	Large sign	AMid710	2000mm (w) x 325mm (h)	Identification	Stop / station name Transit mode icon Direction of travel Directional arrows Platform roundel	Adelaide Metro
			Roundel	AMid720	300mm Diameter			
			Wall sign / shelter	AMid730	2000mm (w) x 300mm (h)			
			Ceiling	AMid740	2000mm (w) x 300mm (h)			
Journey Wayfinding	Direction of travel	Walking	Standalone / shelter	AMid730	2000mm (w) x 300mm (h)	Directional	Direction of travel	Adelaide Metro
Service Information	Service route	Walking	Wall mount	AMsi110/AMsi111	300mm (w) x 800mm (h)	Identification Directional Planning	Route roundel Route colour Platform number Platform location Direction of travel Stop name array Stop location array Transfer icon	Adelaide Metro
			Stand alone	AMsi120	4000mm (w) x 200mm (h)			
			Digital	AMsi130	–			
			Audio	AMsi140	–			
Facility Identification	Emergency telephone Hearing loops	Walking	Plinth	AMid810	200mm (w) x 300mm (h)	Regulatory	Accessibility icon Information icon Transit mode icon Facility element name	Adelaide Metro
			Small sign	AMid820	200mm (w) x 300mm (h)			
Regulatory	No skating	Walking	Large sign	AMid640	600mm (w) x 200mm (h)	Regulatory	Behaviour icon Behaviour instruction	Adelaide Metro
Reverse Primary Node Identification – Transit Arrival		Train Tram Bus	Ceiling	AMid310	Various (w) x 200mm (h)	Identification	Various	Adelaide Metro
			Plinth	AMid320	400mm (w) x 1800mm (h)			
			Wall sign	AMid510	900mm (w) x 200mm (h)			
			Blade	AMw120	1200mm (w) x 150mm (h)			

Table 12

4.4.2 Stop / platform signage suite

Primary Node ID - Digital Plinth + Reskin Front

Installed at interchanges around the major network or at key strategic locations. Used as a major bus stop information source for commuters, including digital route information or static journey map and route information.
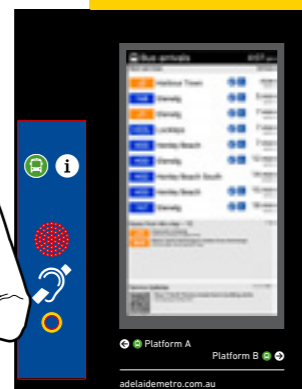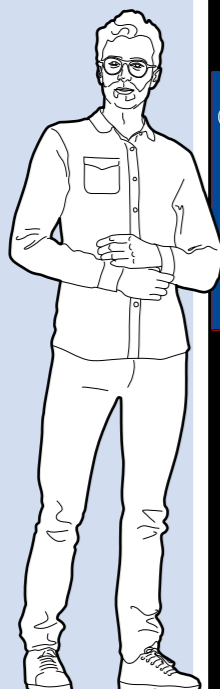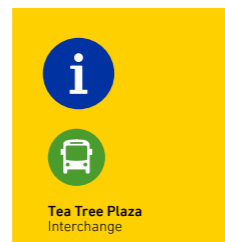
Primary Icon:
151mm Diameter

Stop Identification:
DIN Next LT Pro Bold: 510pt / 120mm
Suffix: DIN Next LT Pro Bold: 175pt / 44mm

Secondary Icon:
55mm Diameter

Tertiary Icon:
25mm Diameter

Secondary Text:
DIN Next LT Pro Medium: 110pt / 36mm
DIN Next LT Pro Light: 110pt / 36mm

Tertiary Text:
DIN Next LT Pro Regular: 75pt / 20mm

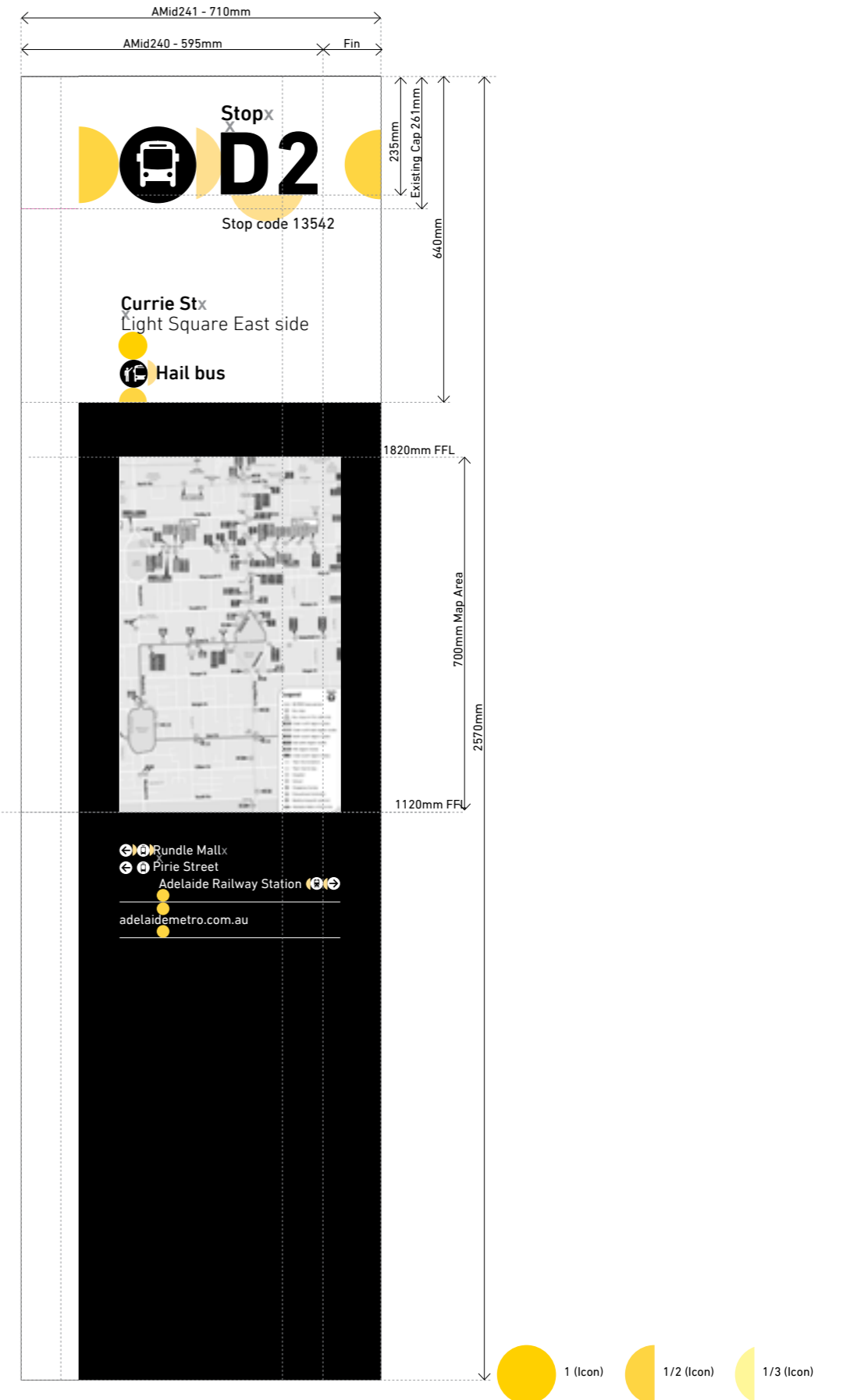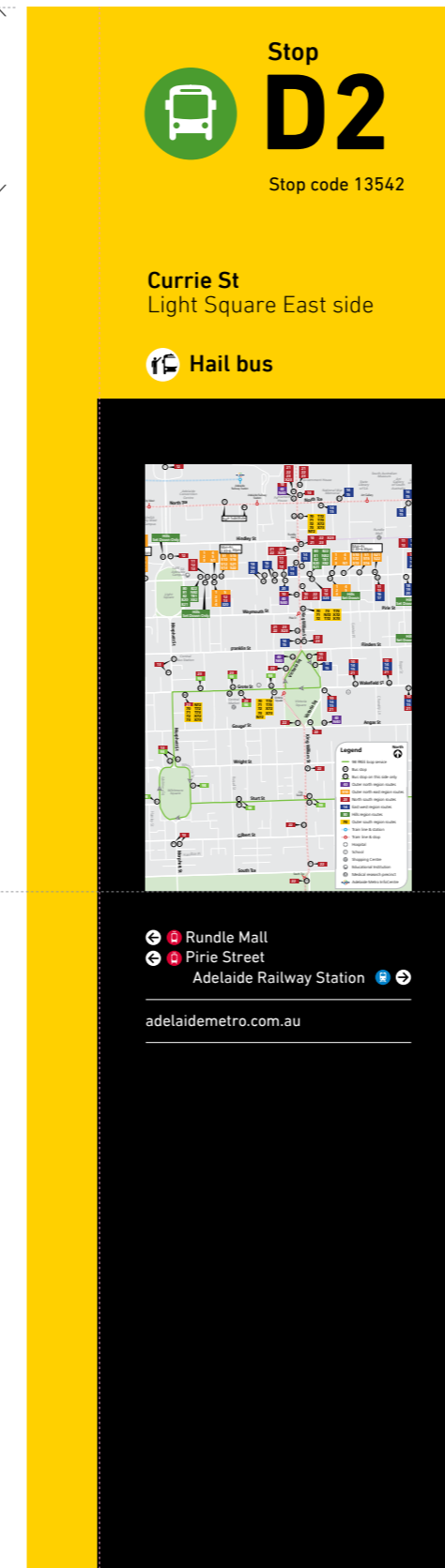**Stop Code:**
DIN Next LT Pro Regular: 80pt / 26mm

Re-skin:
Relocate the primary icon, stop identification and stop code by 70mm vertically to allow for the cast top cap. Remaining information says consistent across new and re-skin.

AMid240 Digital Plinth Front

AMid241 - Existing Digital Plinth Re-skin Front

AMid241 - 710mm
AMid240 - 595mm   Fin

Stop
D2
Stop code 13542

Currie St
Light Square East side

Hail bus

Bus arrivals   4:07 pm

Rundle Mall
Pirie Street
Adelaide Railway Station

adelaidemetro.com.au

1 (Icon)   1/2 (Icon)   1/3 (Icon)
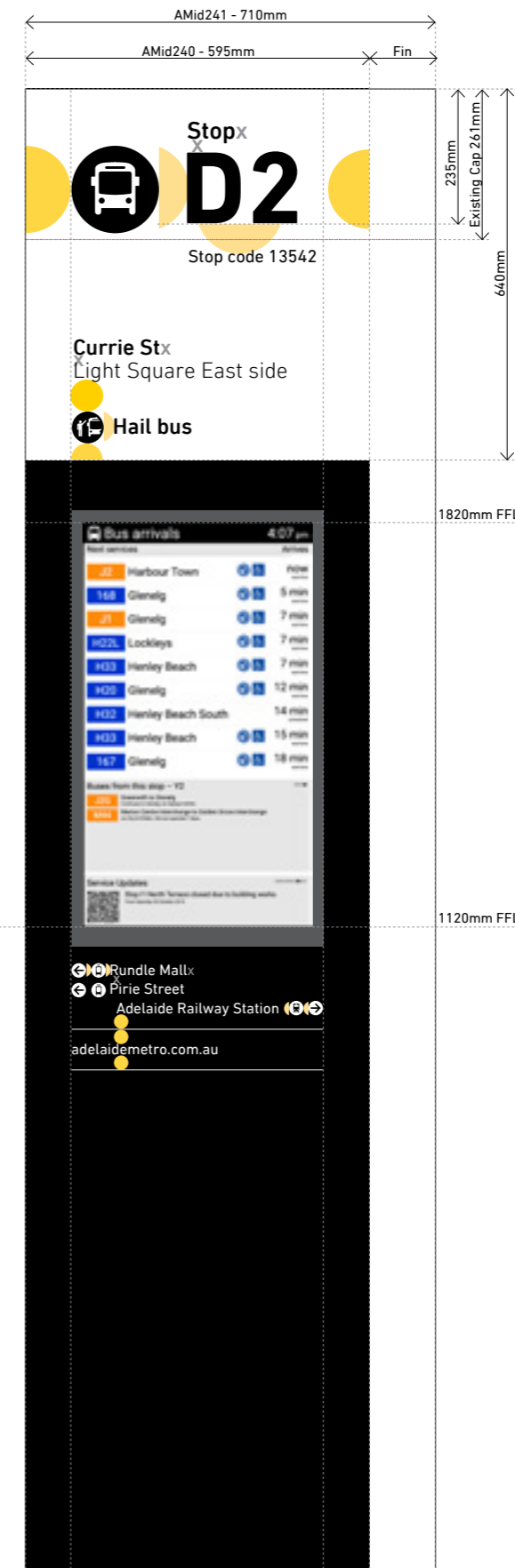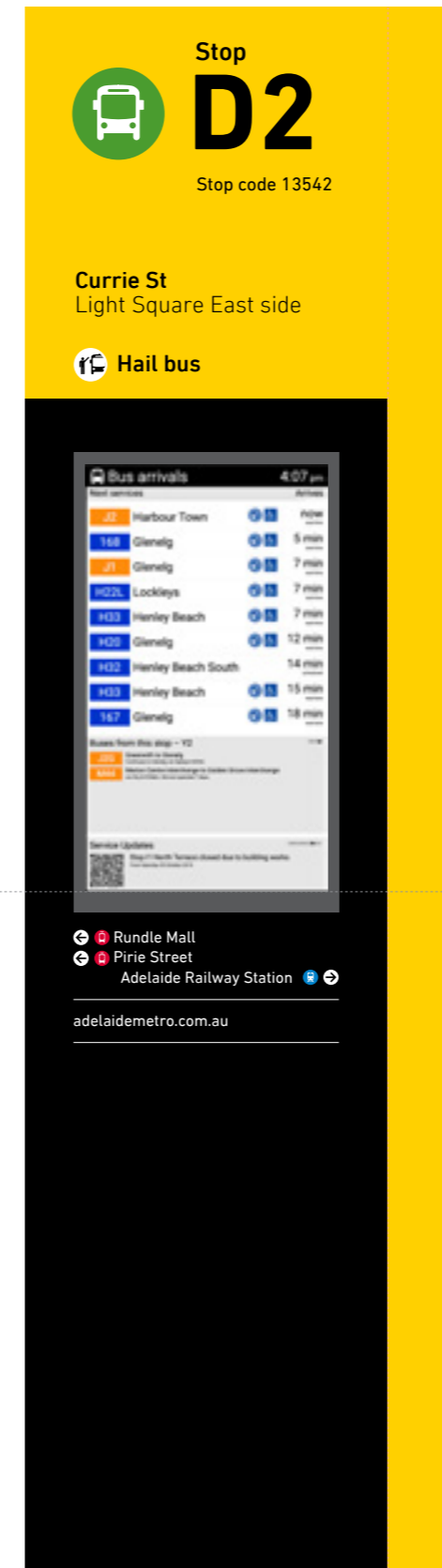
4.4.2 Stop / platform signage suite

Primary Node ID – Summary Interchange Plinth – Digital Front

Installed at interchanges around the major network or at key strategic locations. Used as a major bus stop information source for commuters, including digital route information or static journey map and route information.

Primary Icon:
189mm Diameter

Secondary Icon:
151mm Diameter

Tertiary Icon:
25mm Diameter

Secondary Text:
DIN Next LT Pro Medium: 110pt / 36mm
DIN Next LT Pro Light: 110pt / 36mm

Tertiary Text:
DIN Next LT Pro Regular: 75pt / 20mm

AMid246 Summary Interchange Plinth
Digital Front

Tea Tree Plaza
Interchange

595mm

Augmentation Post

CL

173mm

590mm

640mm

1820mm FFL

2570mm

1120mm FFL

1100mm FFL

Tea Tree Plaza
Interchange

1 (Icon)   1/2 (Icon)   1/3 (Icon)
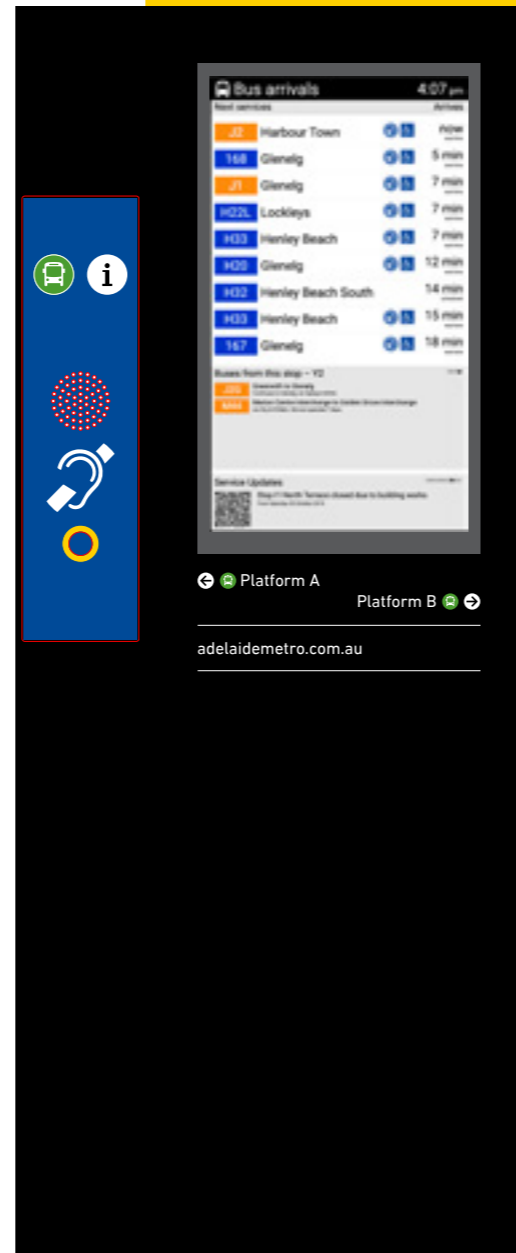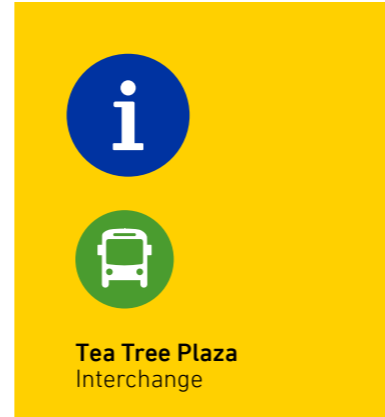
4.4.2 Stop / platform signage suite

Primary Node ID - Digital Plinth + Reskin - Rear

Installed at interchanges around the major network or at key strategic locations. Used as a major bus stop information source for commuters, including digital route information or static journey map and route information.

Primary Icon:
151mm Diameter

Stop Identification:
DIN Next LT Pro Bold: 510pt / 120mm
Suffix: DIN Next LT Pro Bold: 175pt / 44mm

Secondary Icon:
55mm Diameter

Tertiary Icon:
25mm Diameter

Secondary Text:
DIN Next LT Pro Medium: 110pt / 36mm
DIN Next LT Pro Light: 110pt / 36mm

Tertiary Text:
DIN Next LT Pro Regular: 75pt / 20mm

**Stop Code:**
DIN Next LT Pro Regular: 80pt / 26mm

Re-skin:
Relocate the primary icon, stop identification and stop code by 70mm vertically to allow for the cast top cap. Remaining information says consistent across new and re-skin.

AMid240 Digital Plinth Rear Wayfinding

Stop **D2**
Stop code 13542

Currie St
Light Square East side

Hail bus

Rundle Mall
Pirie Street
Adelaide Railway Station

adelaidemetro.com.au

AMid241 - Existing Digital Plinth Re-skin Rear Wayfinding

Stop **D2**
Stop code 13542

Currie St
Light Square East side

Hail bus

Rundle Mall
Pirie Street
Adelaide Railway Station

adelaidemetro.com.au

AMid241 - 710mm
AMid240 - 595mm
Fin

Stop**x** **D2**
Stop code 13542

Currie Stx
Light Square East side

Hail bus

Rundle Mall**x**
Pirie Street
Adelaide Railway Station

adelaidemetro.com.au

305mm
235mm
Existing Cap 261mm
640mm
1820mm FFL
700mm Map Area
2570mm
1120mm FFL

1 (Icon)   1/2 (Icon)   1/3 (Icon)

4.4.2 Stop / platform signage suite

Primary Node ID – Totem – Static

Totems are installed along major bus transit zones within inner city Adelaide. Used as a major bus stop identifier for commuters, including route information and static journey map and route information.

Primary Icon:
137.5mm Diameter

Stop Identification:
DIN Next LT Pro Bold: 510pt / 120mm
Suffix: DIN Next LT Pro Bold: 175pt / 44mm

Secondary Icon:
55mm Diameter

Tertiary Icon:
25mm Diameter

Secondary Text:
DIN Next LT Pro Medium: 110pt / 36mm
DIN Next LT Pro Light: 110pt / 36mm

Tertiary Text:
DIN Next LT Pro Regular: 75pt / 20mm

**Stop Code:**
DIN Next LT Pro Regular: 80pt / 26mm

Route Number:
DIN Next LT Pro Medium: 125pt / 30mm

Route Description:
DIN Next LT Pro Medium: 85pt / 21mm

Route Description Secondary Information:
DIN Next LT Pro Regular: 55pt / 13mm

AMid242 Static Front

AMid242 Static Rear
Wayfinding

Zone
A
Stop code 18681
Seaford
Interchange
Hail bus

Southern Vales Buses
750 Sellicks Beach
via Seaford Shopping Centre & Aldinga Beach
751 Aldinga Shopping Centre
via McLaren Vale & Willunga
756 Port Willunga
via Willunga

Maslin Beach Buses
741 Maslin Beach
via Commercial Rd

Destination if required
Destination if required
Destination if required

adelaidemetro.com.au

Seaford
Interchange map

Rundle Mall
Pirie Street
Adelaide Railway Station

600mm

490mm Updateable Graphic Area

185mm
295mm
665mm

1735mm FFL

710mm Updateable Graphic Area
2400mm

1025mm FFL

1 (Icon) 1/2 (Icon) 1/3 (Icon)

4.4.2 Stop / platform signage suite

Primary Node ID – O-Bahn Interchanges – Digital Plinth + Reskin Front

Short plinths are installed at interchanges along the O-Bahn transit zones. Used as a major bus stop identifier for commuters, including digital route information or static journey map and route information.

Primary Icon:
151mm Diameter

Stop Identification:
DIN Next LT Pro Bold: 510pt / 120mm
Suffix: DIN Next LT Pro Bold: 175pt / 44mm

Secondary Icon:
55mm Diameter

Tertiary Icon:
25mm Diameter

Secondary Text:
DIN Next LT Pro Medium: 110pt / 36mm
DIN Next LT Pro Light: 110pt / 36mm
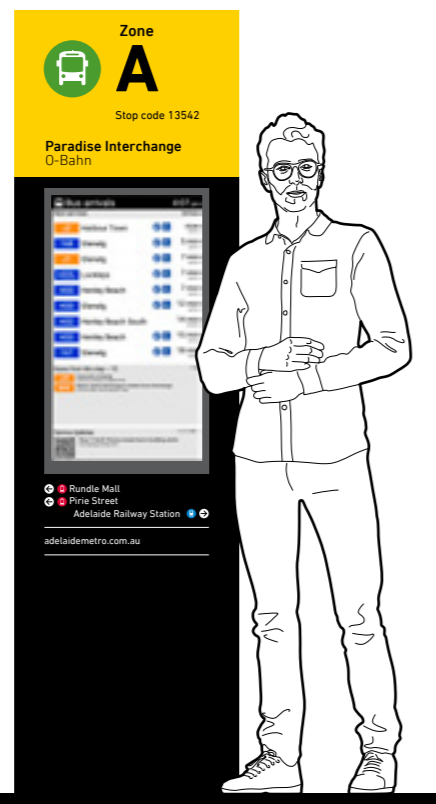
Tertiary Text:
DIN Next LT Pro Regular: 75pt / 20mm

Stop Code:
DIN Next LT Pro Regular: 80pt / 26mm

Re-skin:
Relocate the primary icon, stop identification and stop code by 70mm vertically to allow for the cast top cap. Remaining information says consistent across new and re-skin.

AMid243 Digital Front

AMid244 - Existing Digital Re-skin Front

© Department for Infrastructure and Transport, South Australia
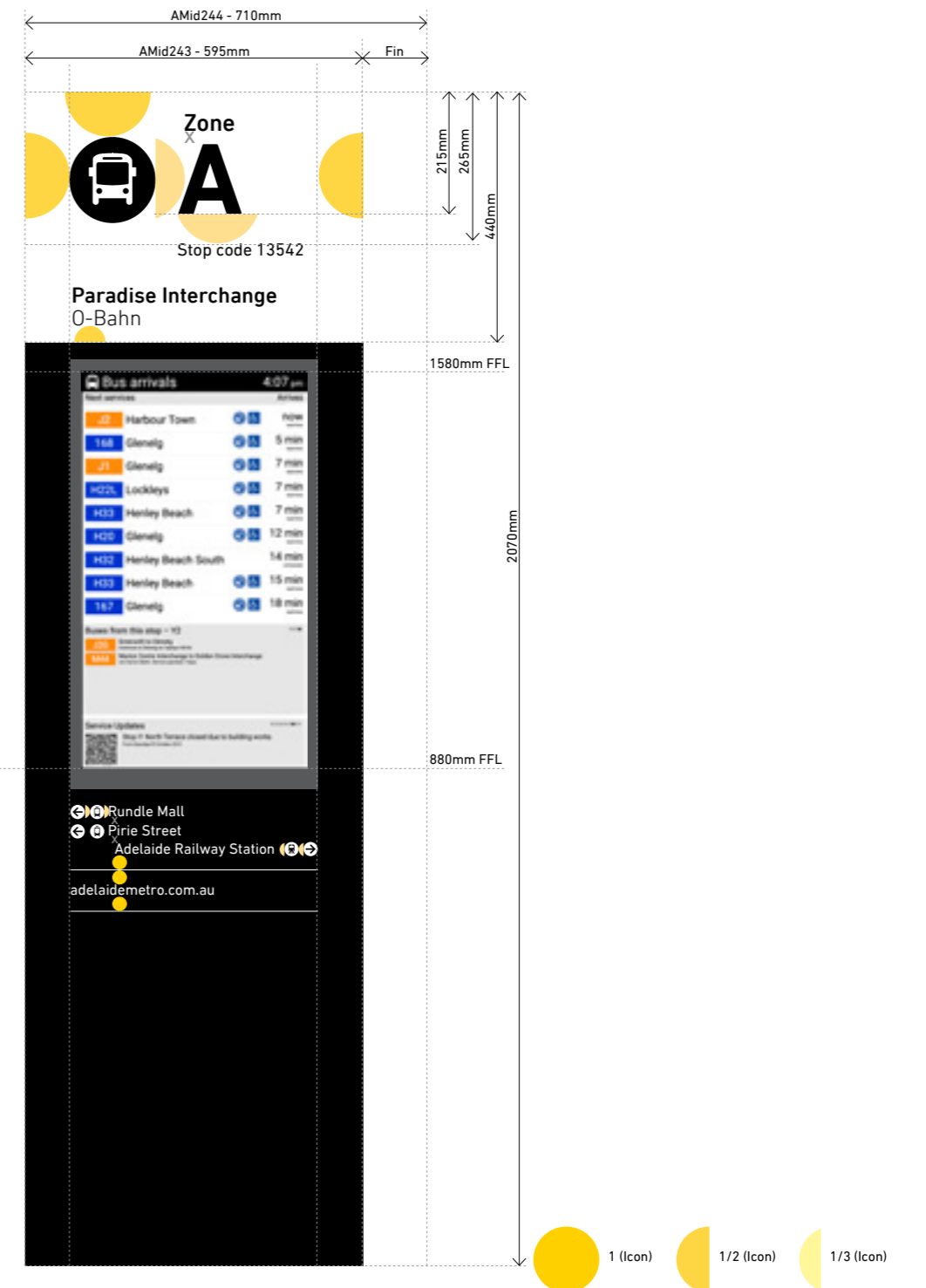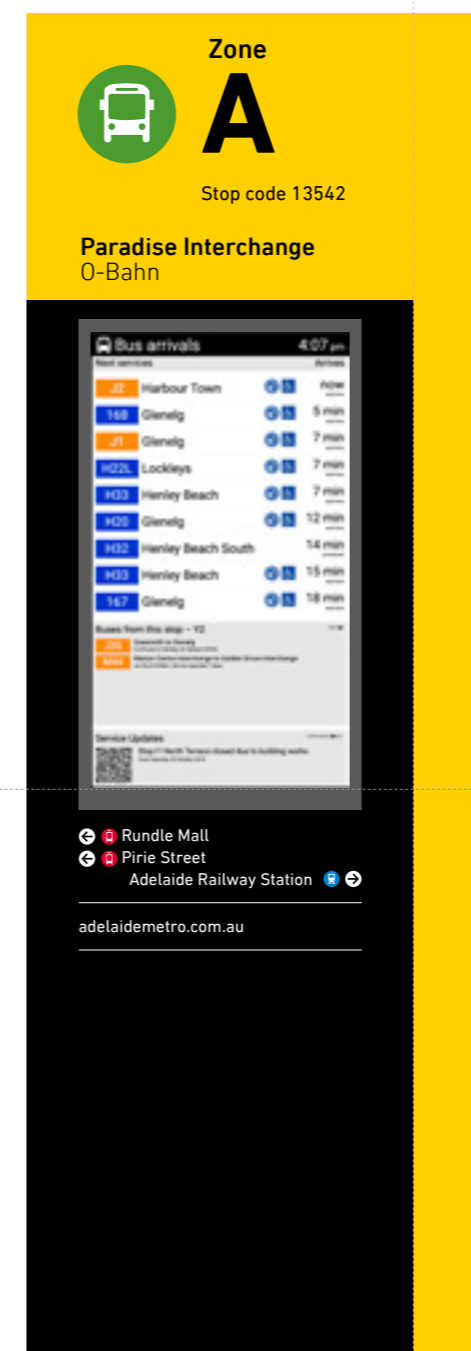
4.4.2 Stop / platform signage suite

Primary Node ID - O-Bahn Interchanges - Digital Plinth and Totem + Reskin Rear

Short plinths and totems are installed at interchanges along the O-Bahn transit zones. Used as a major bus stop identifier for commuters, including digital route information or static journey map and route information.

Primary Icon:
151mm Diameter

Stop Identification:
DIN Next LT Pro Bold: 510pt / 120mm
Suffix: DIN Next LT Pro Bold: 175pt / 44mm

Secondary Icon:
55mm Diameter

Tertiary Icon:
25mm Diameter

Secondary Text:
DIN Next LT Pro Medium: 110pt / 36mm
DIN Next LT Pro Light: 110pt / 36mm

Tertiary Text:
DIN Next LT Pro Regular: 75pt / 20mm

Stop Code:
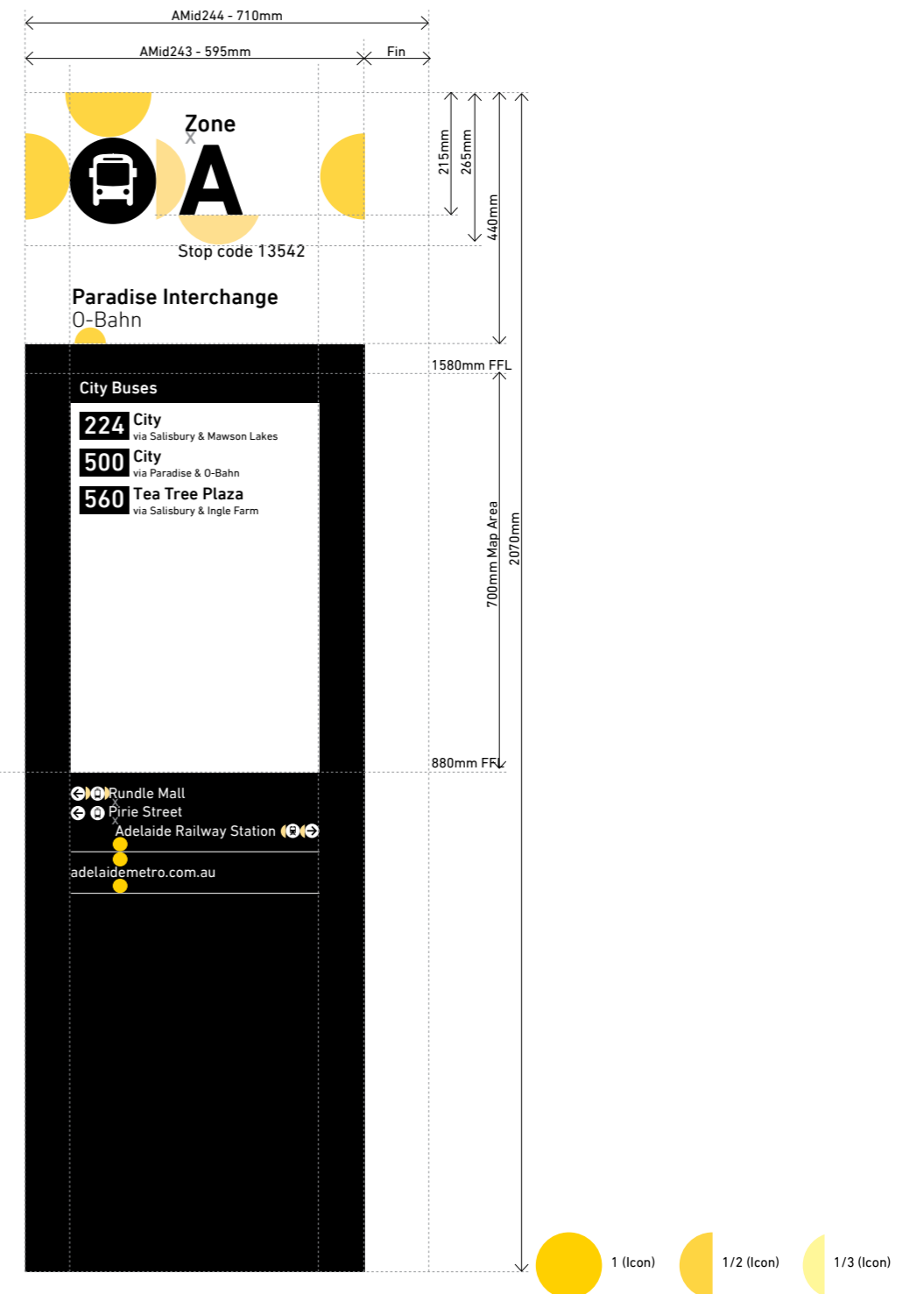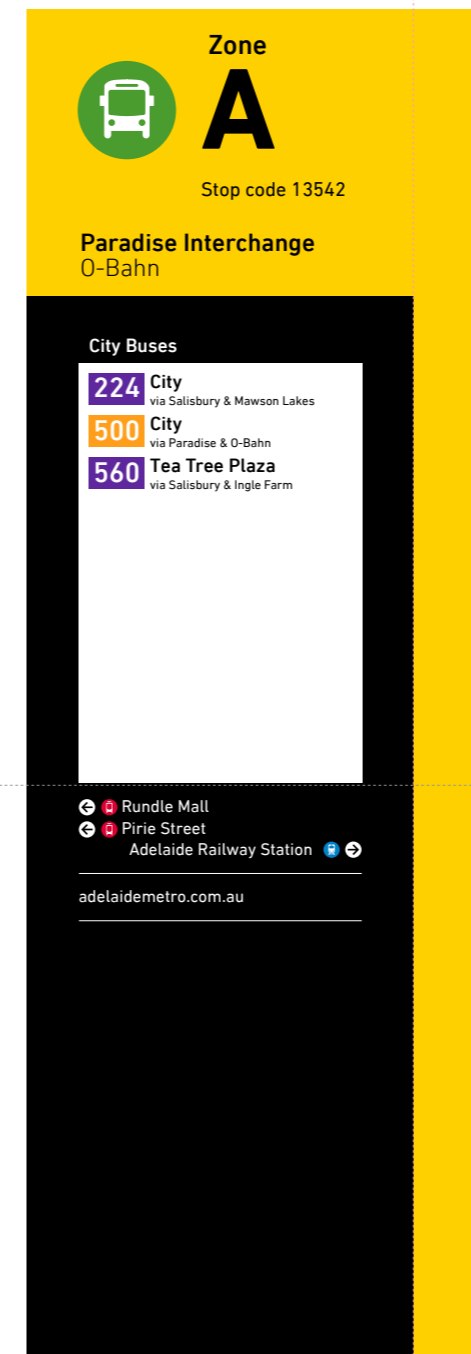DIN Next LT Pro Regular: 80pt / 26mm

Re-skin:
Relocate the primary icon, stop identification and stop code by 70mm vertically to allow for the cast top cap. Remaining information says consistent across new and re-skin.

AMid243 Digital Plinth Rear
AMid245 Totem Rear
Wayfinding
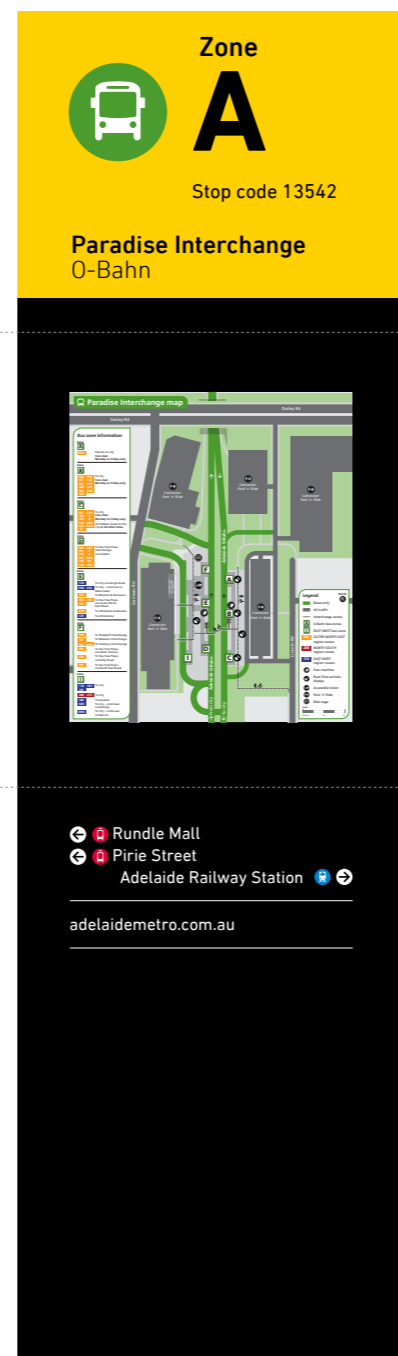
AMid244 Existing Digital Plinth Re-skin Rear
AMid245 Existing Totem Re-skin Rear
Wayfinding
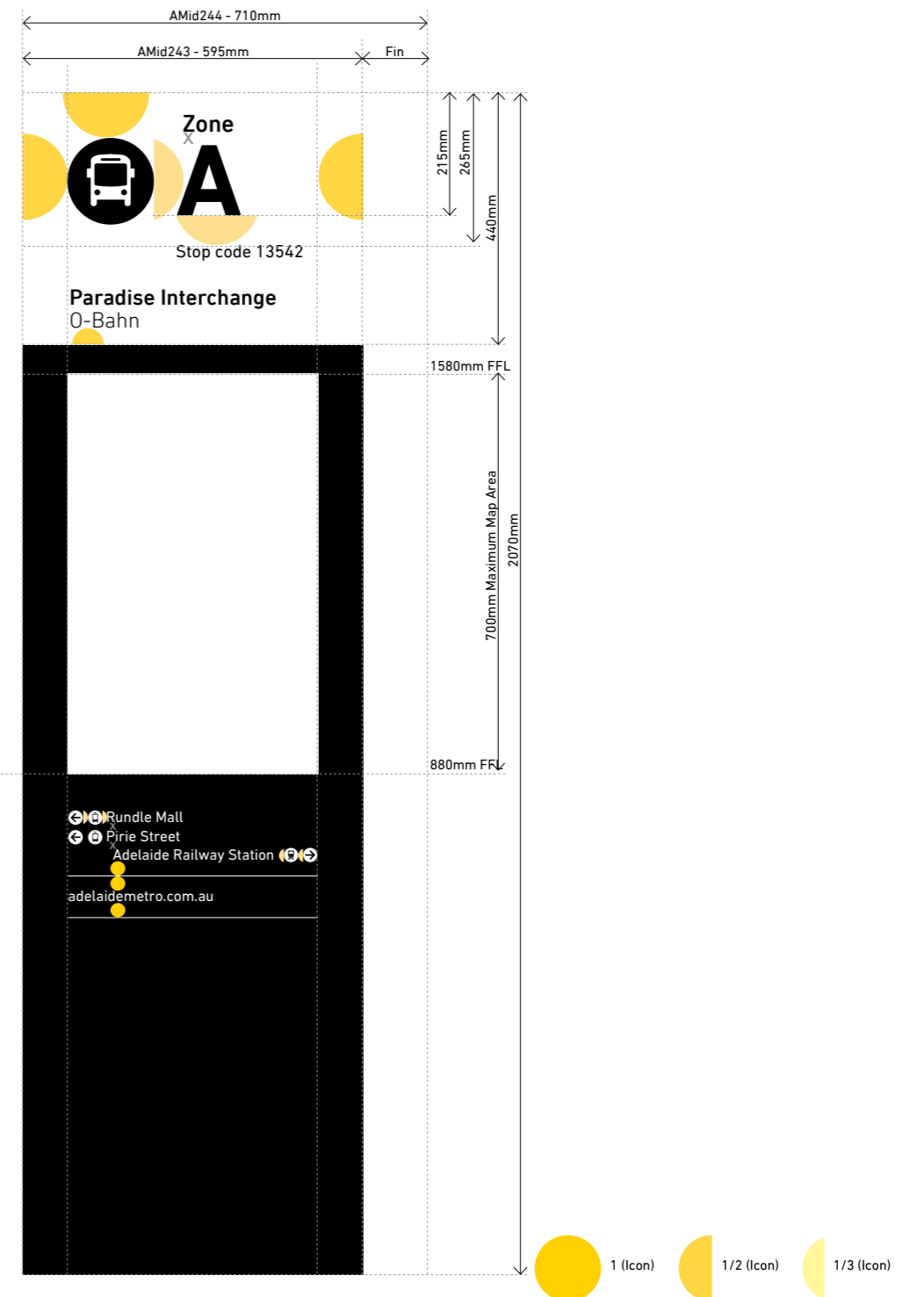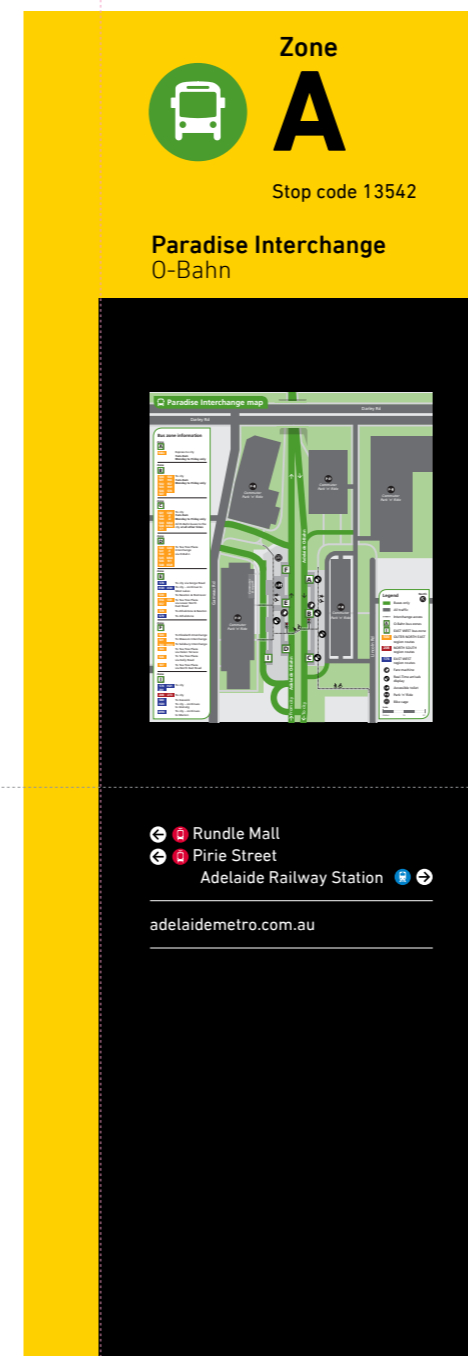
4.4.2 Stop / platform signage suite

Primary Node ID - O-Bahn Interchanges - Totem + Reskin Front

Short plinths are installed at interchanges along the O-Bahn transit zones. Used as a major bus stop identifier for commuters, including digital route information or static journey map and route information.

Primary Icon:
151mm Diameter

Stop Identification:
DIN Next LT Pro Bold: 510pt / 120mm
Suffix: DIN Next LT Pro Bold: 175pt / 44mm

Tertiary Icon:
25mm Diameter

Secondary Text:
DIN Next LT Pro Medium: 110pt / 36mm
DIN Next LT Pro Light: 110pt / 36mm

Tertiary Text:
DIN Next LT Pro Regular: 75pt / 20mm

Stop Code:
DIN Next LT Pro Regular: 80pt / 26mm

Route Number:
DIN Next LT Pro Medium: 125pt / 30mm

Route Description:
DIN Next LT Pro Medium: 85pt / 21mm

Route Description Secondary Information:
DIN Next LT Pro Regular: 55pt / 13mm

Re-skin:
Relocate the primary icon, stop identification and stop code by 70mm vertically to allow for the cast top cap. Remaining information says consistent across new and re-skin.

AMid245 Totem Front

AMid245 Existing Totem Re-skin Front

Zone
A
Stop code 13542

Paradise Interchange
O-Bahn

City Buses

224	**City** via Salisbury & Mawson Lakes
500	**City** via Paradise & O-Bahn
560	**Tea Tree Plaza** via Salisbury & Ingle Farm

Rundle Mall
Pirie Street
Adelaide Railway Station

adelaidemetro.com.au

Zone
A
Stop code 13542

Paradise Interchange
O-Bahn

City Buses

224	**City** via Salisbury & Mawson Lakes
500	**City** via Paradise & O-Bahn
560	**Tea Tree Plaza** via Salisbury & Ingle Farm

Rundle Mall
Pirie Street
Adelaide Railway Station

adelaidemetro.com.au

AMid244 - 710mm
AMid243 - 595mm   Fin

Zone
X
A
Stop code 13542

Paradise Interchange
O-Bahn

City Buses

224	**City** via Salisbury & Mawson Lakes
500	**City** via Paradise & O-Bahn
560	**Tea Tree Plaza** via Salisbury & Ingle Farm

Rundle Mall
Pirie Street
Adelaide Railway Station

adelaidemetro.com.au

215mm
265mm
440mm

1580mm FFL

700mm Map Area
2070mm

880mm FFL

1 (Icon)   1/2 (Icon)   1/3 (Icon)

4.4.2 Stop / platform signage suite

Primary Node ID – Bus Stop

Used in suburban bus zones as a standalone flag or stacked with additional information plates. Double sided application.

Primary Icon:
110mm diameter

Secondary Icon:
55mm diameter

Location:
DIN Next LT Pro Medium: 80pt / 21mm
DIN Next LT Pro Light: 80pt / 21mm

Stop Identification:
DIN Next LT Pro Bold: 415pt / 106mm
Suffix: DIN Next LT Pro Bold: 175pt / 44mm

Stop Identification Single/Double Digit Alternative:
In the instance where a single or double digit stop number without a suffix is required and a double line location descriptor, the font size can be increased as follows.

DIN Next LT Pro Bold 585pt / 130mm

Contact Details:
DIN Next LT Pro Regular: 50pt / 13mm

Hail Bus:
DIN Next LT Pro Medium 80pt / 21mm

Stop Code:
DIN Next LT Pro Medium: 61pt / 19mm

AMid250

Name St
Location 1
Location 2

Stop

CO^A

Stop code 13542

Hail bus

adelaidemetro.com.au

240mm

25mm

Currie St x

Light Square
East side

Stop

CO^A

Stop code 13542

Hail bus

adelaidemetro.com.au

centre

25mm

25mm

106mm

800mm

190mm

Goodwood Rd x

East side

Stop

4

Stop code 13542

Hail bus

adelaidemetro.com.au
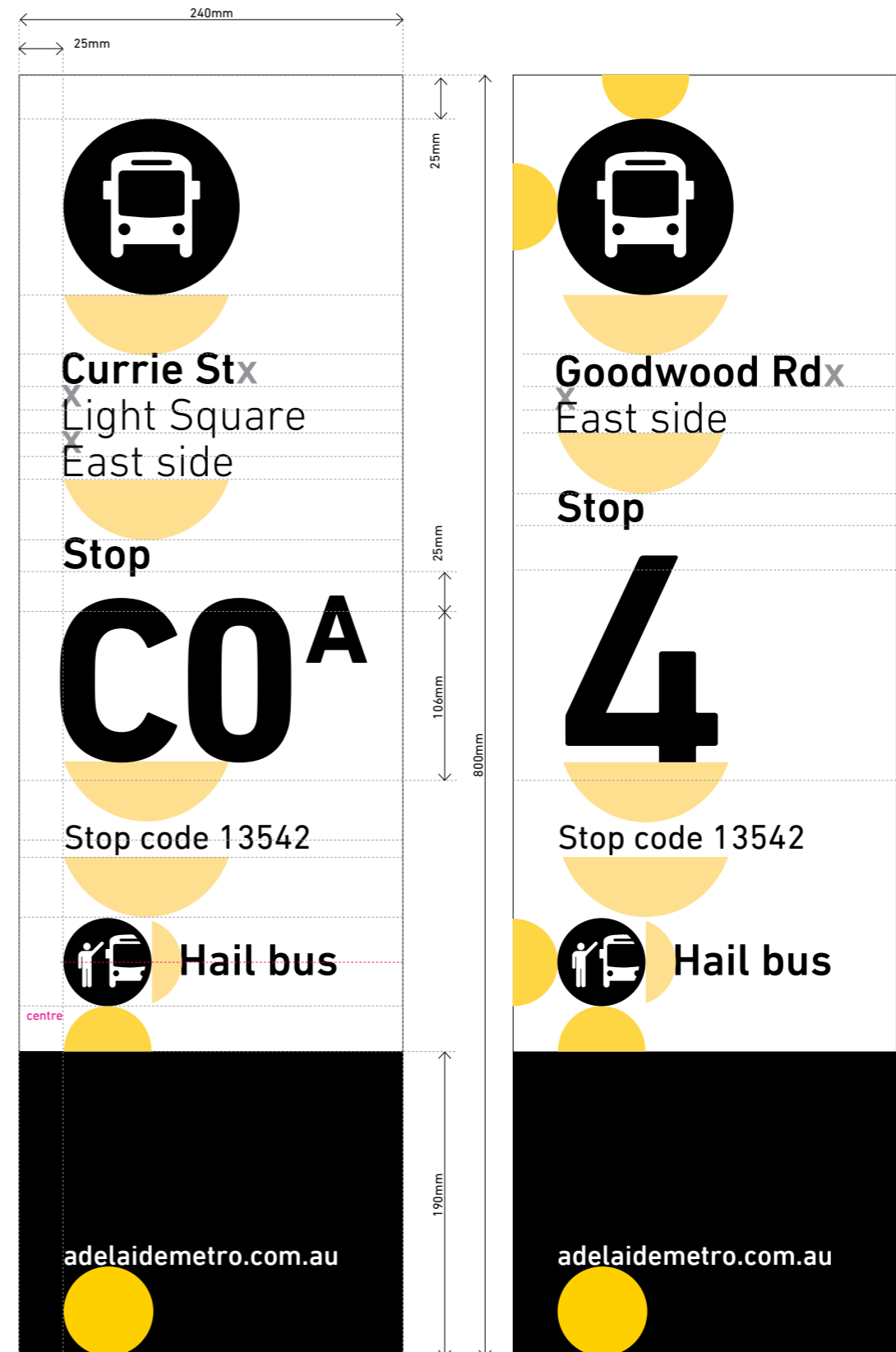
2 lines of text
for location description.

25mm

Increase font size accordingly maintaining spacing
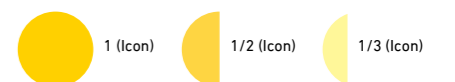
130mm

Name St
Location 1
Location 2

Stop

CO^A

Stop code 13542

Hail bus

adelaidemetro.com.au

1 (Icon)   1/2 (Icon)   1/3 (Icon)

4.4.2 Stop / platform signage suite

Primary Node ID - Additional Bus Stop Information

Where the bus stop is located within a Go Zone or Limited route, include the Go Zone logo or LIMITED text within a band 75mm high located in the black information zone. The band immediately aligns to the yellow bus stop zone as indicated.

Go Zone Logo:
59mm (h) x 120mm (w)

Limited Stop Text:
DIN Next LT Pro Bold: 147pt / 41mm

Tram Substitute, School Bus and Information Plates Text:
DIN Next LT Pro Bold: 145pt / 35mm, Tracking -25

A range of add on information panels for the user or driver may be mounted above the main plate.

Always use standard fonts, layout and mounting guidance.

AMid260

AMid250
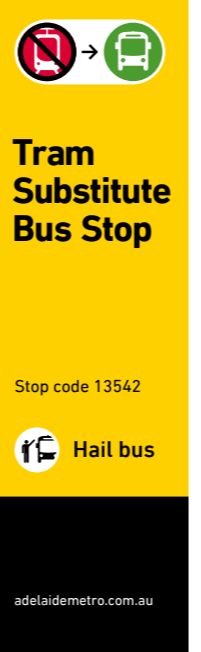
Shared Council Bus Stop

Additional Go Zone plate

Additional Limited Stop plate

Tram Substitute Stop plate
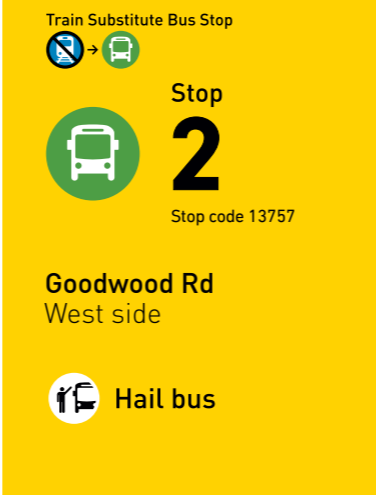
School Bus Stop plate with additional routes plate
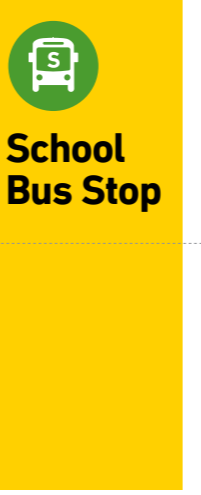
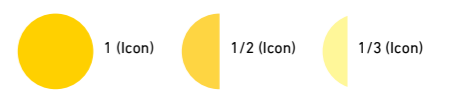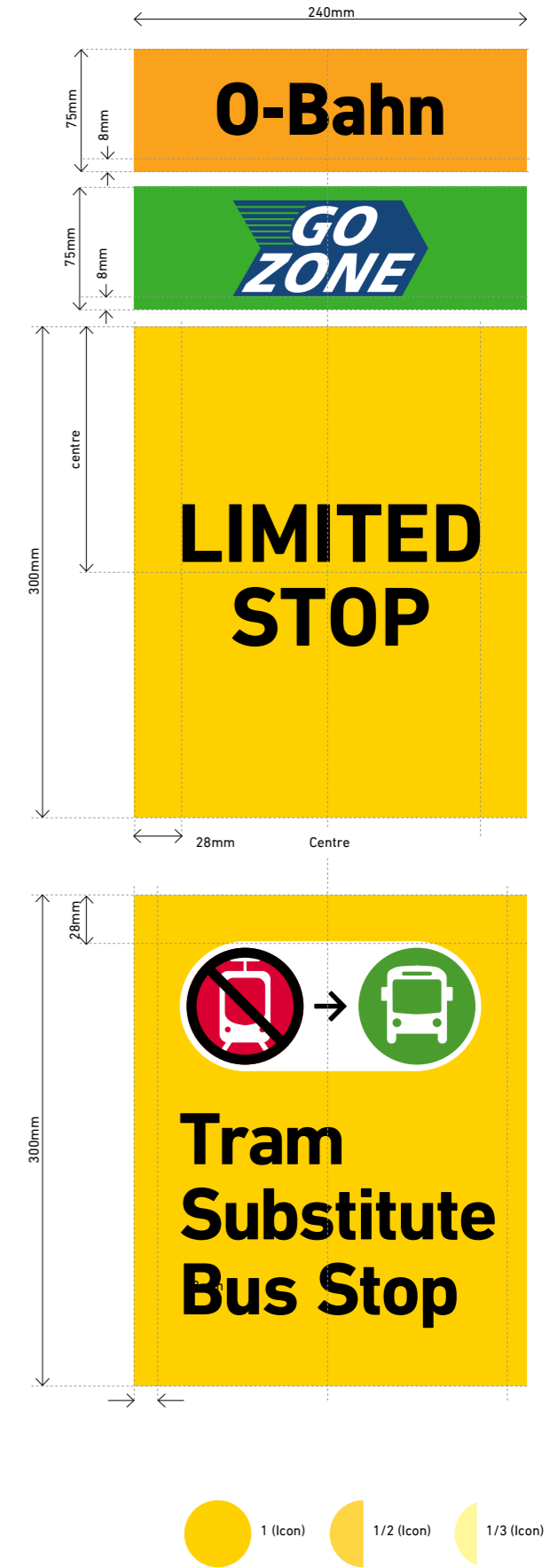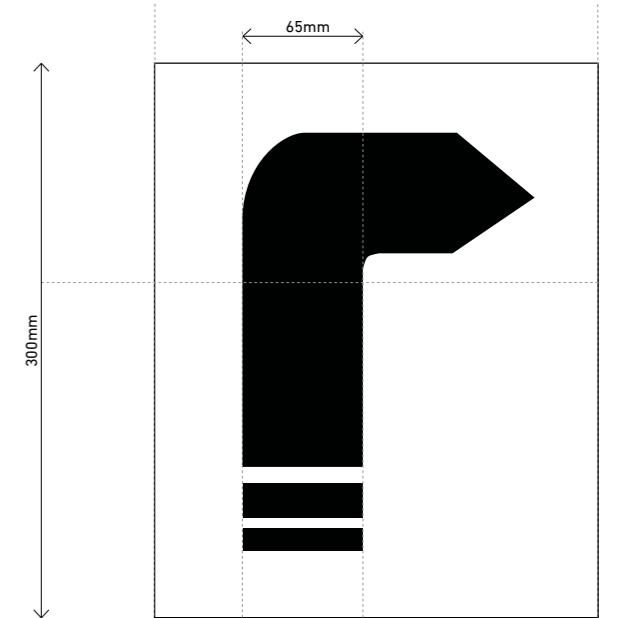Additional info plate text only

Regional Bus Stop

Train Substitute Stop on Totem

Tram Substitute Stop Additional plate

School Bus Stop plate standalone

Metro/Regional Bus Stop

240mm

75mm

8mm

75mm

8mm

centre

300mm

28mm

Centre

28mm

300mm

1 (Icon)

1/2 (Icon)

1/3 (Icon)

© Department for Infrastructure and Transport, South Australia
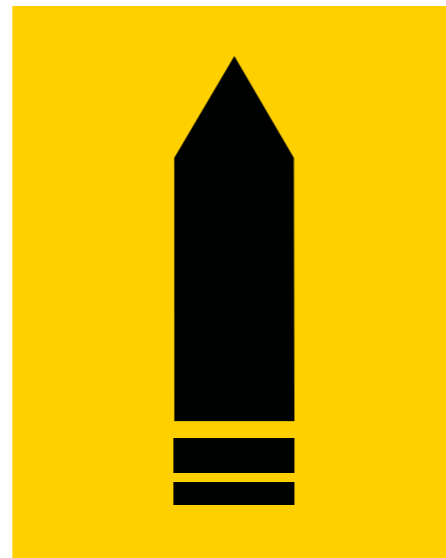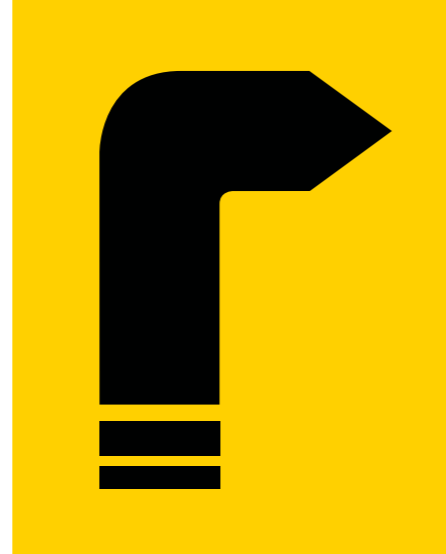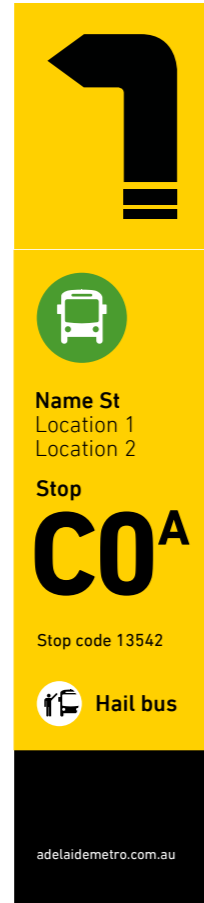
4.4.2 Stop / platform signage suite

Primary Node ID – Additional Bus Stop Information

Where the bus stop is located within a Go Zone or Limited route, include the Go Zone logo or LIMITED text within a band 75mm high located in the black information zone. The band immediately aligns to the yellow bus stop zone as indicated.

City Buses Text:
DIN Next LT Pro Bold: 125pt / 30mm

A range of add on information panels for the user or driver may be mounted above the main plate.

Always use standard fonts, layout and mounting guidance.

Name St
Location 1
Location 2

Stop

C0^A

Stop code 13542

Hail bus

adelaidemetro.com.au

65mm

300mm

City buses

N3

1 (Icon)   1/2 (Icon)   1/3 (Icon)

4.4.2 Stop / platform signage suite

Secondary Node Identification - Large Sign - Stop / Platform

The large platform identifier mainly serves as guidance for the arrival of passengers on the public transport node to indicate their arrival destination. As secondary information the immediate station location is also indicated as secondary information to enable passengers to prepare for their disembarking.

Use mode service colour for train, and main public transport yellow for bus and tram.

Arrow Icon:
57.5mm Diameter

Stop / Station Name:
DIN Next LT Pro Medium: 600pt / 150mm

Secondary Text:
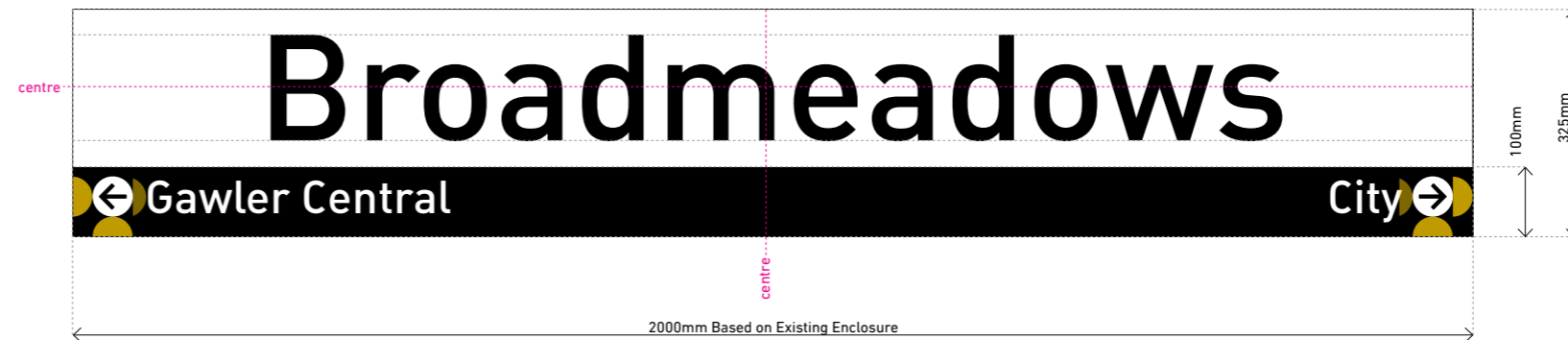DIN Next LT Pro Medium: 150pt / 48mm

Materials / Finishes:
Print to translucent vinyl for lightbox application.

*Contextually, this sign will only be utilised by patrons who are already on a form of transit, or are within the circulation zone. It is believed that mode of transit and node type would already been known. For this reason, 'station' or 'stop' will not accompany the location name.
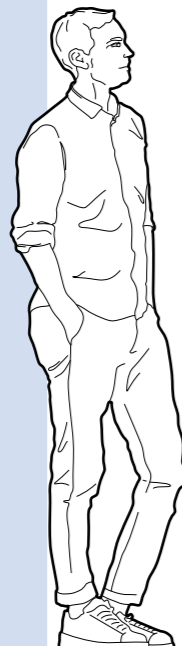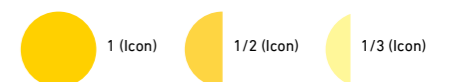
AMid710   Note: This will require the alteration of the text to white or black to suit the background colour.

Broadmeadows
← Gawler Central   City →

Broadmeadows
← Gawler Central   City →

centre

100mm
325mm

2000mm Based on Existing Enclosure

Adelaide Showground
← Seaford / Clovelly Park   City →

Old Reynella
← Marion   City →

AMid710 Bus / Tram

Goodwood
← Belair   City →

AMid710 Train

○ 1 (Icon)   ◐ 1/2 (Icon)   ◔ 1/3 (Icon)
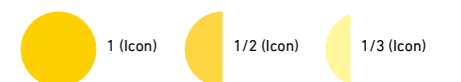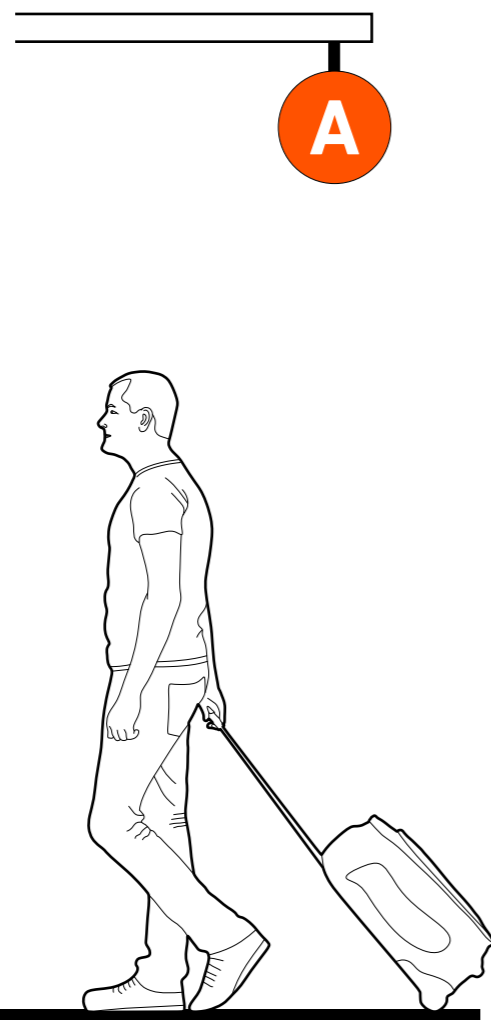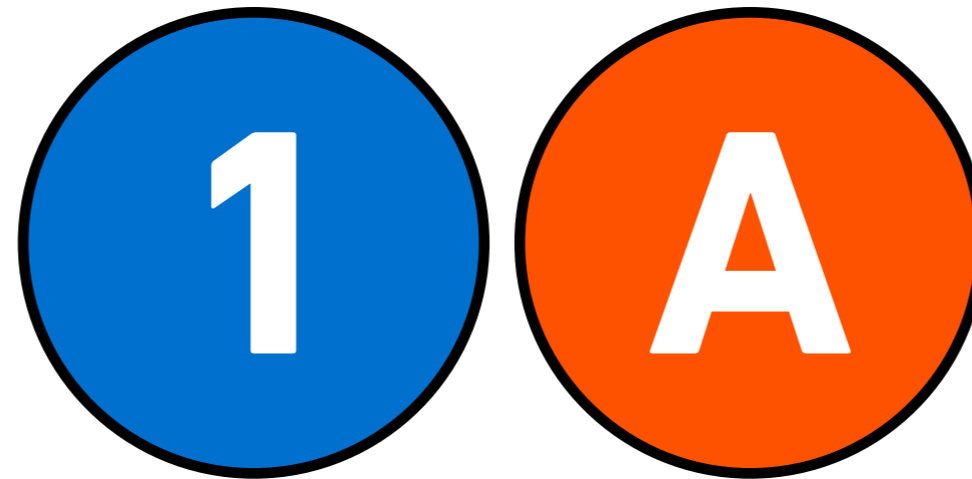
Secondary Node Identification - Roundel

A platform indicator provides user reinforcement and identifies that they have finally arrived at the correct platform for their service.

Roundel:
300mm diameter

Outer Trip
5mm PMS Black

Colour:
Line or network identification

Finish / Material:
Where possible and appropriate provide illuminated platform signage for night journeys and to provide a safe environment.

AMid720

1 (Icon)   1/2 (Icon)   1/3 (Icon)

4.4.2 Stop / platform signage suite

Secondary Node Identification – Wall Sign / Shelter

Signage mounted to walls or shelters located along the platform provide reinforcement in relation to the mode of transport, location, platform number and service/route direction.
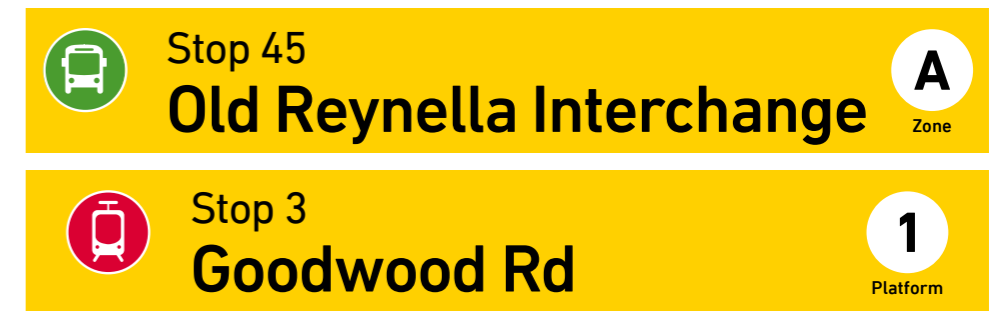
Bus and Tram use the overarching public transport yellow, Train uses service colour, refer "Secondary Palette" on page 26.

Primary Icon:
170mm diameter

Primary Text:
DIN Next LT Pro Medium: 400pt / 100mm

Secondary Text:
DIN Next LT Pro Medium: 266pt / 86mm

Tertiary Text:
DIN Next LT Pro Medium: 110pt / 28mm

AMid730

Stop 3
Goodwood Rd
1 Platform

← City

← City   Glenelg →

← **City**   Stop 3 **Goodwood Rd**   **1** Platform

Stop 3
Goodwood Rd
1 Platform

300mm   centre

Glenelg →

300mm   centre

2000mm   centre

Stop 45
Old Reynella Interchange
A Zone

Stop 3
Goodwood Rd
1 Platform

Bus and Tram

Goodwood Station — **2** Platform

North Haven Station — **2** Platform

Adelaide Showground Station — **2** Platform

Salisbury Interchange — **2** Platform

Train

1 (Icon)   1/2 (Icon)   1/3 (Icon)

4.4.2 Stop / platform signage suite

Secondary Node Identification – Ceiling

Signage suspended from the ceiling of shelters located along the platform provide reinforcement in relation to the mode of transport, location, platform number and service/route direction.
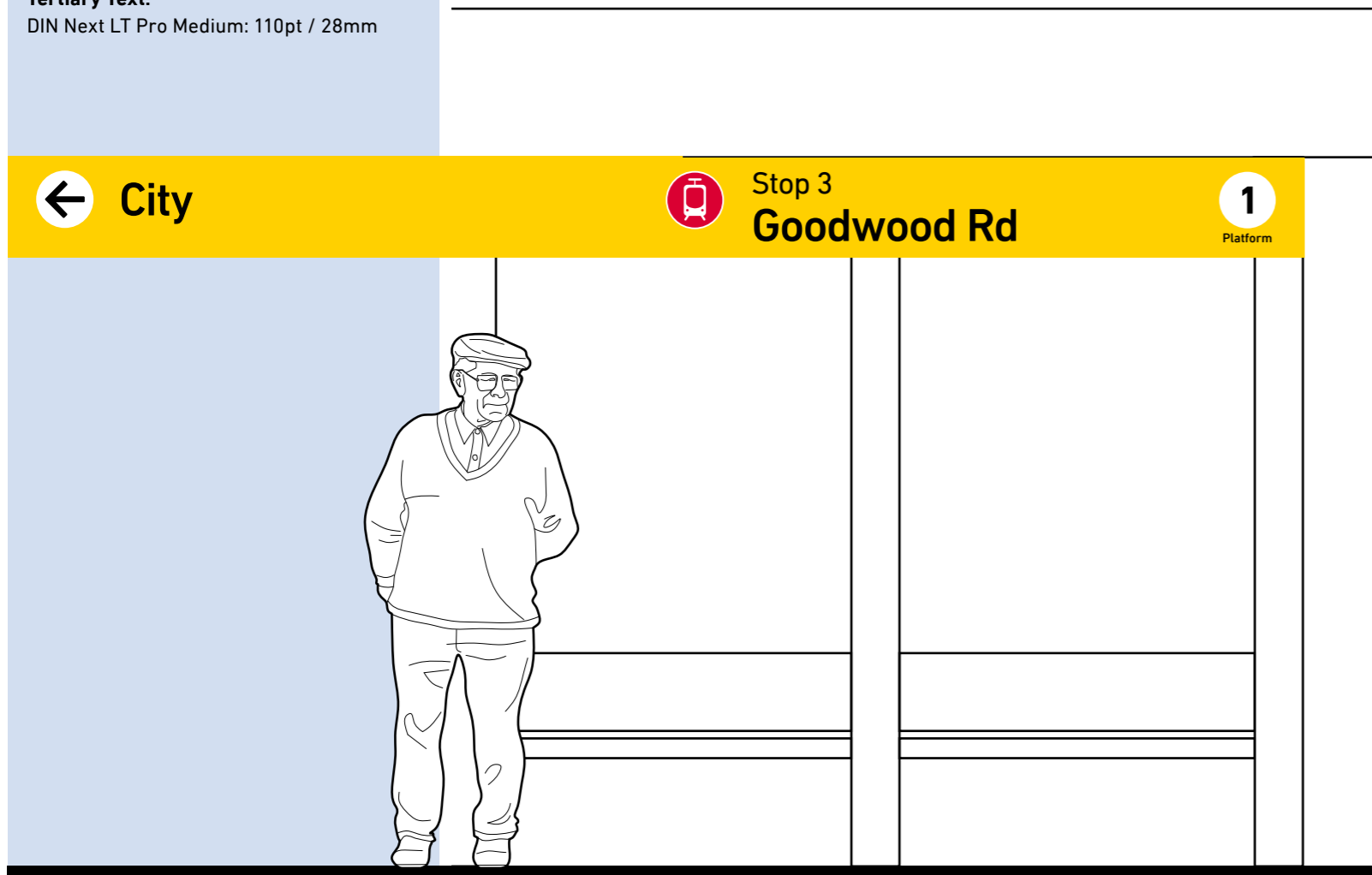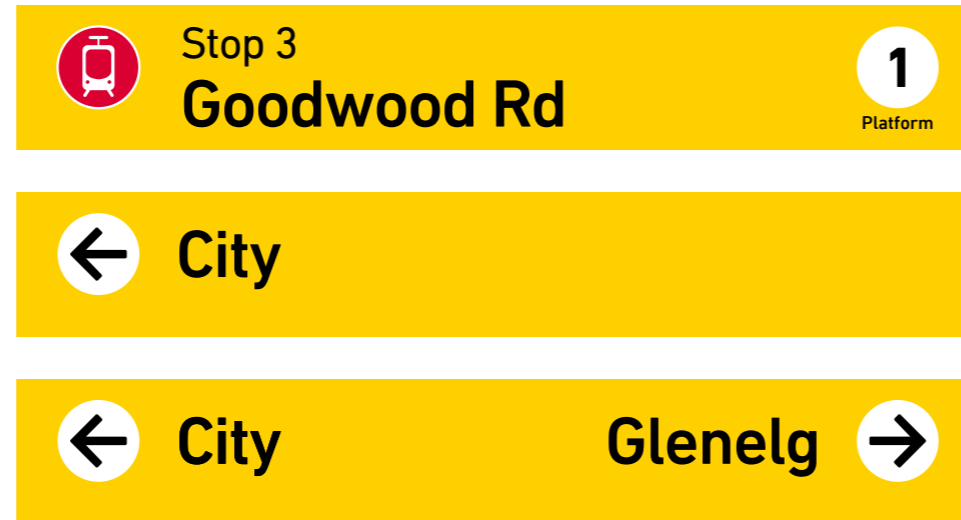
Bus and Tram use the overarching public transport yellow, Train uses service colour, refer "Secondary Palette" on page 26.

Primary Icon:
170mm diameter

Primary Text:
DIN Next LT Pro Medium: 400pt / 100mm

Secondary Text:
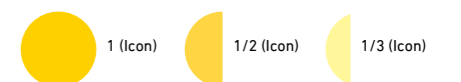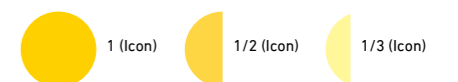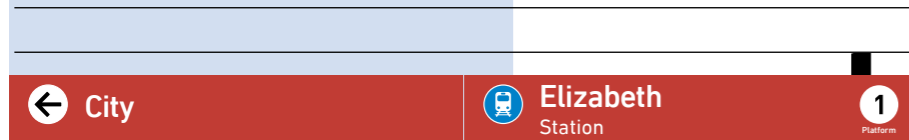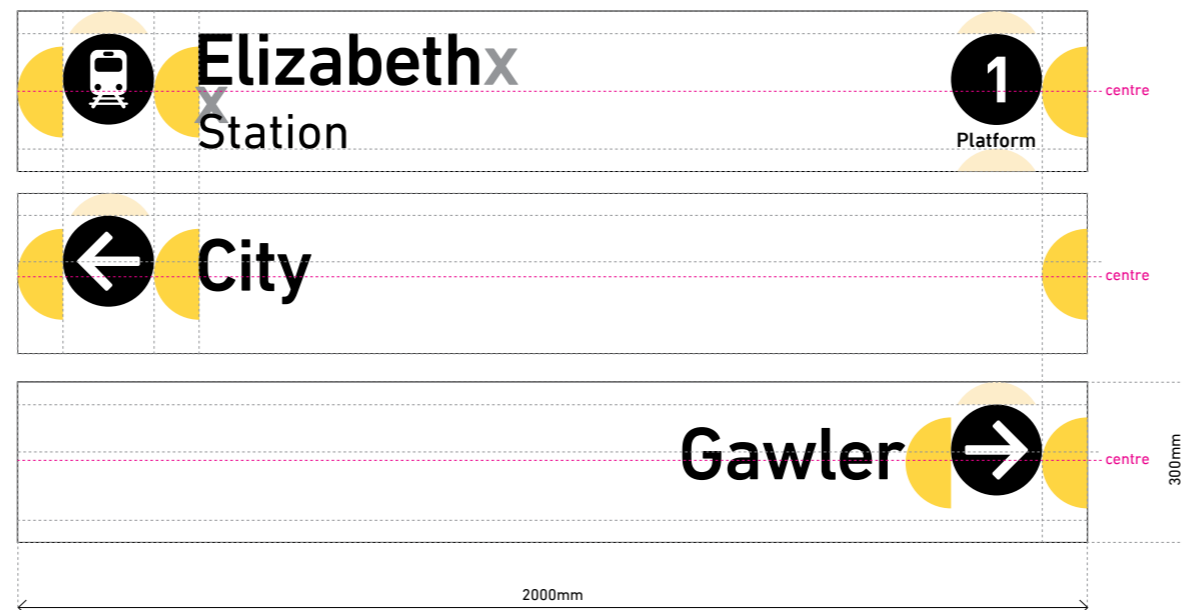DIN Next LT Pro Medium: 266pt / 70mm

Platform Text:
DIN Next LT Pro Medium: 110pt / 28mm

AMid740

Elizabeth
Station

1
Platform

← City

Gawler →

Elizabeth x
x Station

1
Platform

centre

← City

centre

Gawler →

centre

300mm

2000mm

1 (Icon)   1/2 (Icon)   1/3 (Icon)

4.4.2 Stop / platform signage suite

Secondary Node Identification – Shelter

Rail network design is currently carried out by SAPTA and maintenance by the rail service provider.

Full station design guidelines can be found in the "Adelaide Metropolitan Railway Station Design Guidelines for Signage" Knet #8592320.

Bus and Tram use the overarching public transport yellow, Train uses service colour, refer "Secondary Palette" on page 26.
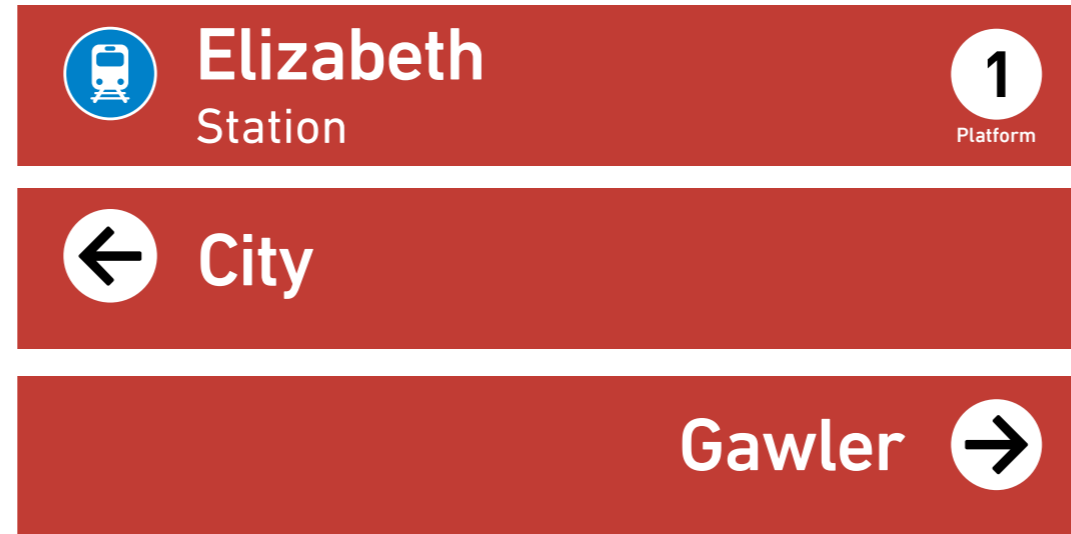
Primary Icon:
205mm diameter

Primary Text:
DIN Next LT Pro Medium: 490pt / 115mm

Secondary Text:
DIN Next LT Pro Medium: 326pt / 80mm

Platform Text:
DIN Next LT Pro Medium: 140pt / 34mm

AMid741

1 (Icon)   1/2 (Icon)   1/3 (Icon)
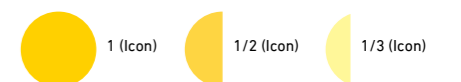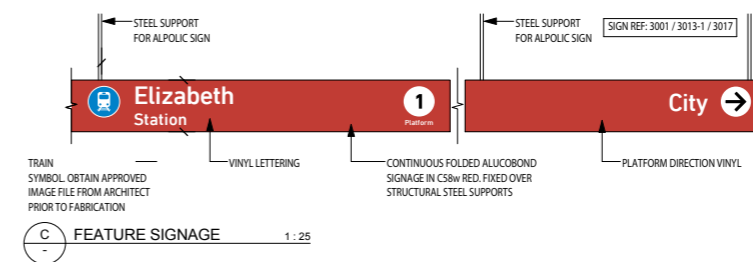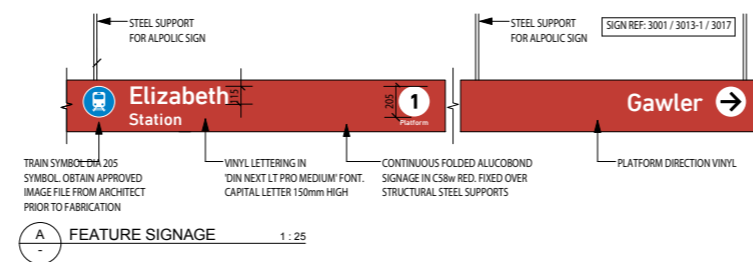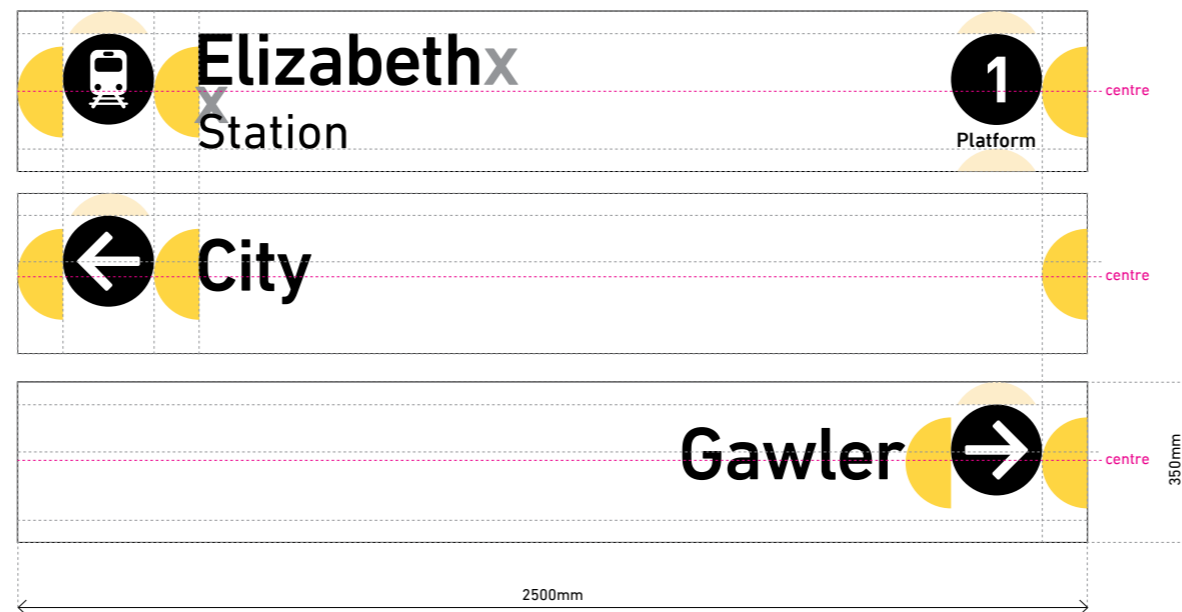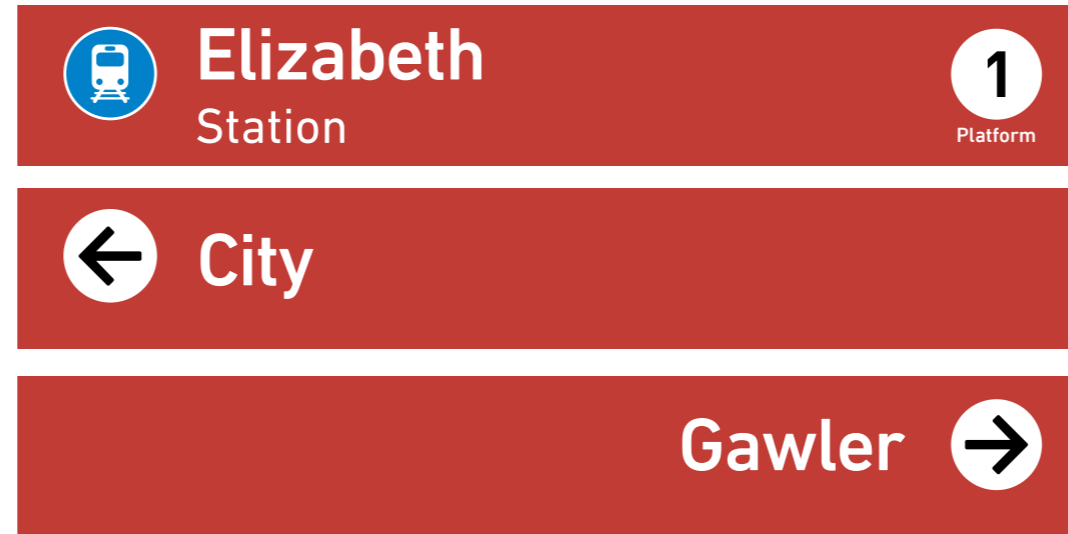
4.4.2 Stop / platform signage suite

**Secondary Node Identification –
City Tram Platform**

Tram network design is currently carried out by SAPTA and maintenance by the tram service provider.

The structure, station title and Adelaide Metro logo application at city tram stops is the responsibility of the tram service provider.

Service frequency signage and other customer information is the responsibility of Adelaide Metro Communications.

Bus and Tram use the overarching public transport yellow, Train uses service colour, refer "Secondary Palette" on page 26.

Primary Icon:
170mm diameter

Primary Text:
DIN Next LT Pro Bold:

Tram digital signage

Refer CIS Section 5: Digital

University

1 (Icon)   1/2 (Icon)   1/3 (Icon)
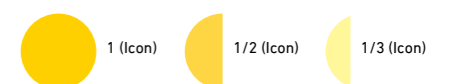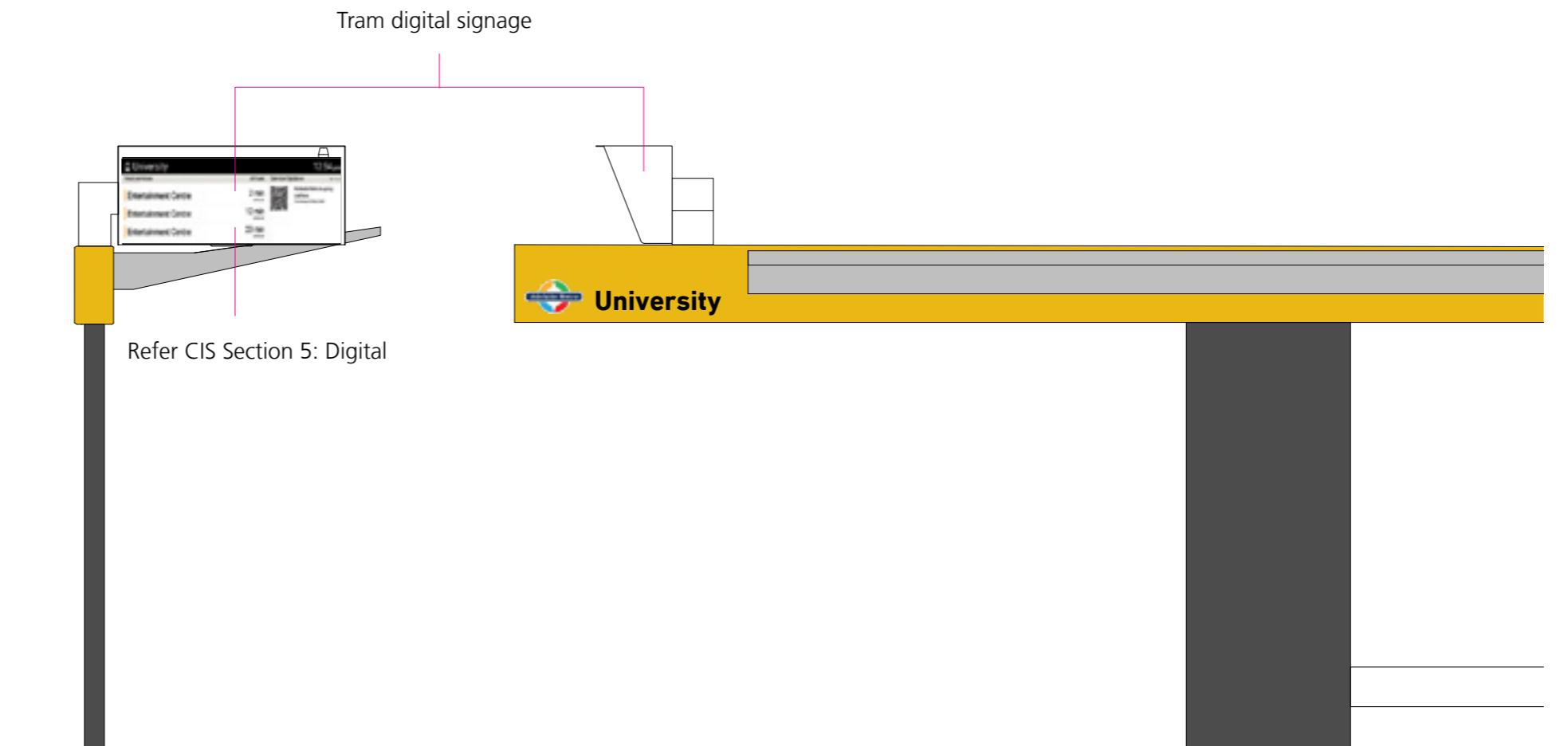
4.4.2 Stop / platform signage suite

AMid810

Facility Identification – Emergency Telephone

Voice announcers are present at all Adelaide Metro railway stations. These announce the next train, which platform it will depart from and what stations it will service to its destination.

These voice announcers activate automatically as each train approaches and can also be activated by pushing a button.

Service alert voice announcements can be loaded to these announcers. These can be scheduled to play at certain intervals over a determined period of time. The Rail Service Provider uploads these messages upon script approval from SAPTA Customer Care or the Department Communications (refer Customer Information Standards Section 10: Contacts).

Primary Icon:
100mm diameter

Corner Treatment:
Radius

1 (Icon) 1/2 (Icon) 1/3 (Icon)
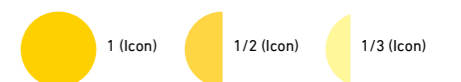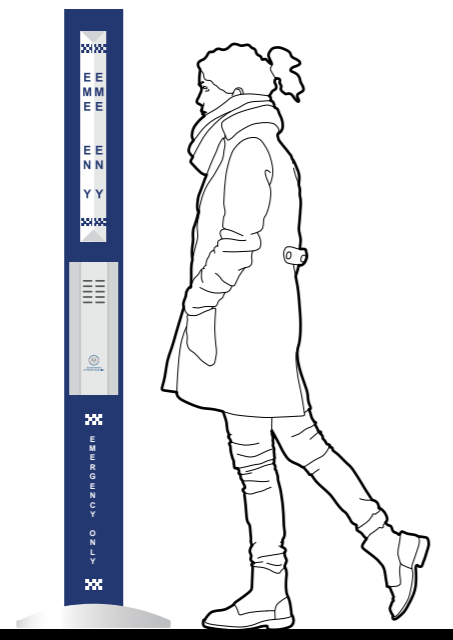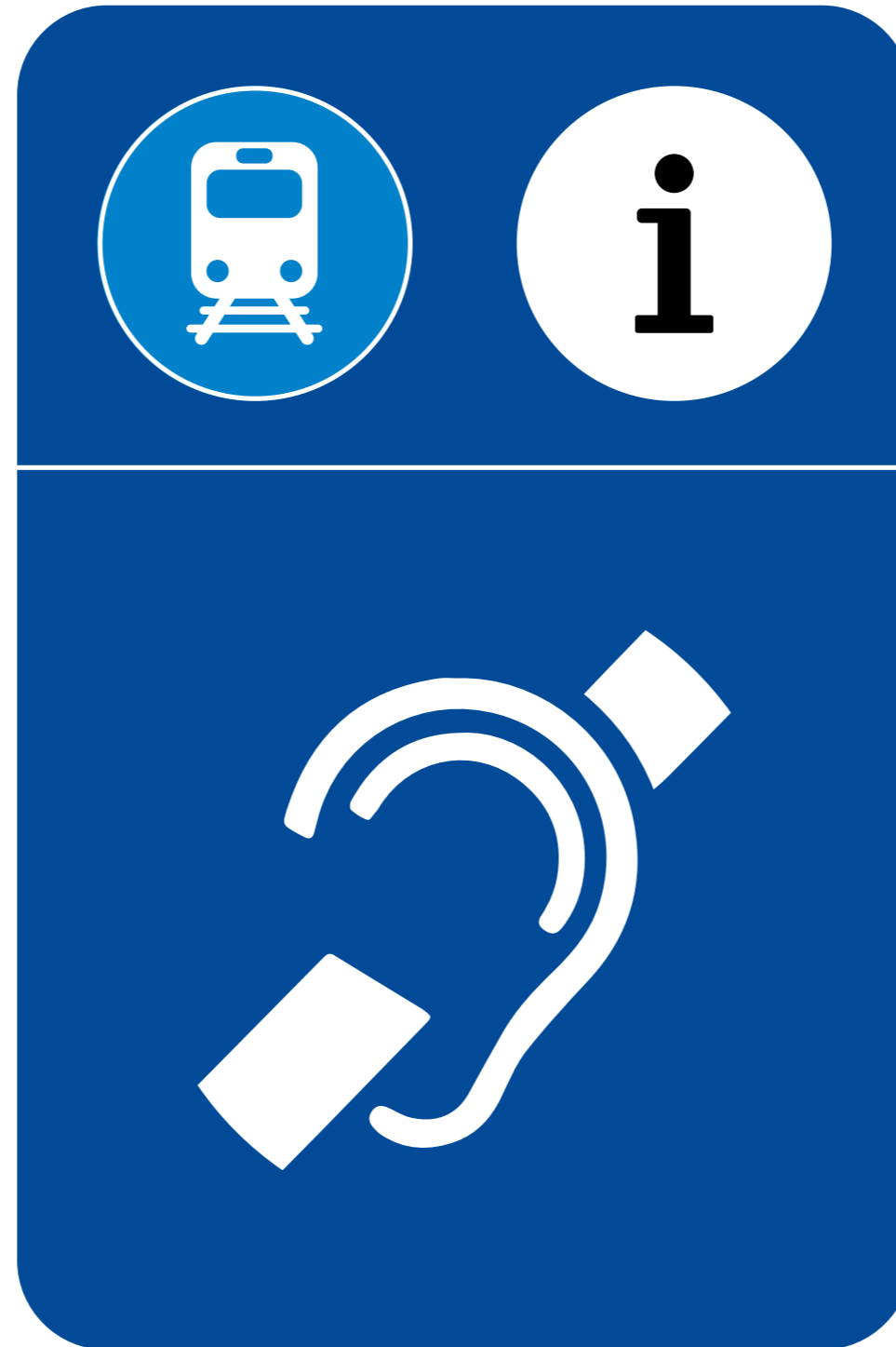
4.4.2 Stop / platform signage suite

Facility Identification - Voice Announcers

Provide clear and concise information relating to security or other statutory information via icon and simple messaging.

Where possible, voice announcers are required to be installed at public transport stops. This is mandated in plinth stops that have electricity to them. Voice announcers have been installed at all digital plinth stops, as well as digital tram stops.

These announcers "read" the real time information as it is presented on the real time screen of the stop.

Trains operate with a different voice announcer system. See following page or contact SAPTA Asset Management for details.

Primary Icon:
144mm Diameter

Secondary Icon:
62mm Diameter

Corner Treatment:
5mm Radius

AMid820

18mm

62mm

1320 FFL

685mm

144mm

1100 FFL

18mm

180mm

1 (Icon)   1/2 (Icon)   1/3 (Icon)
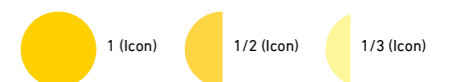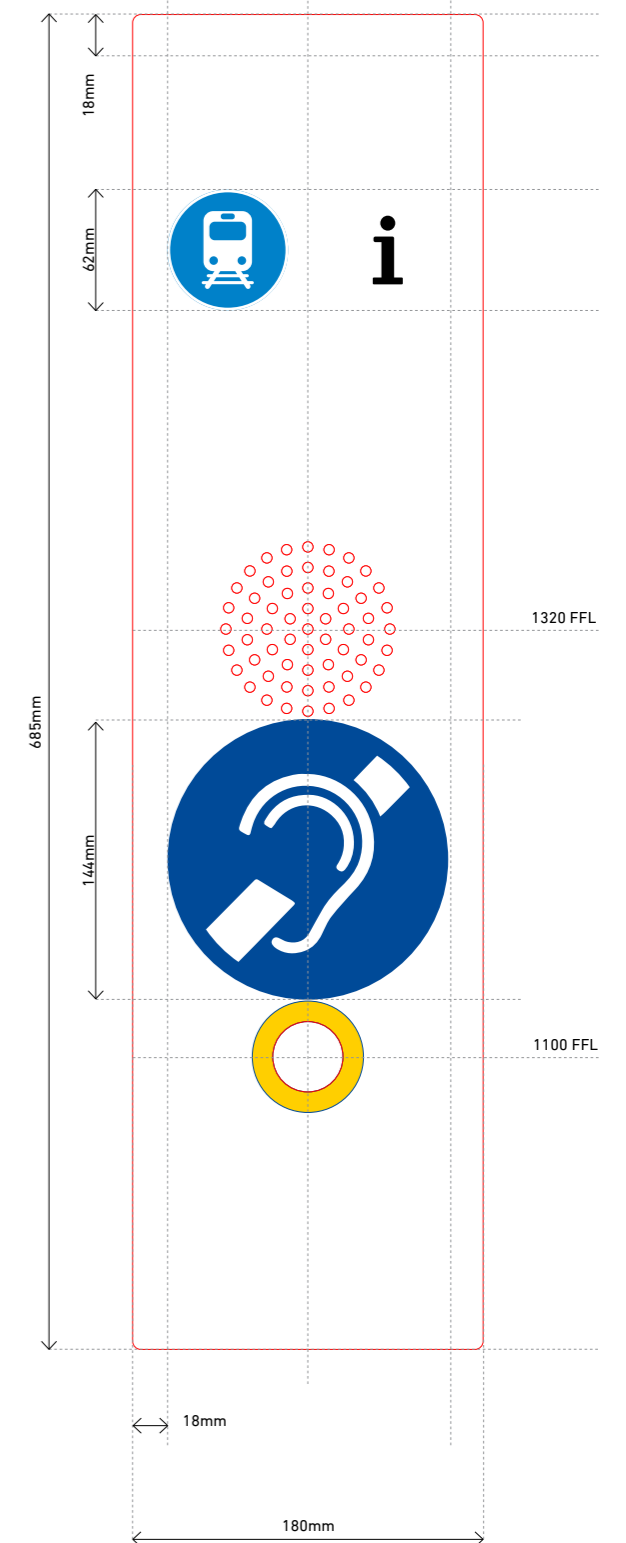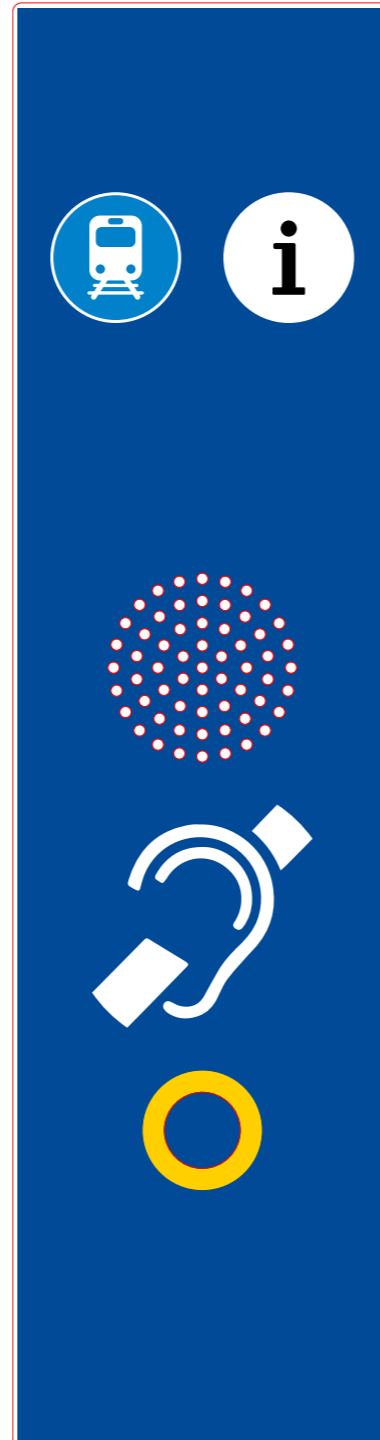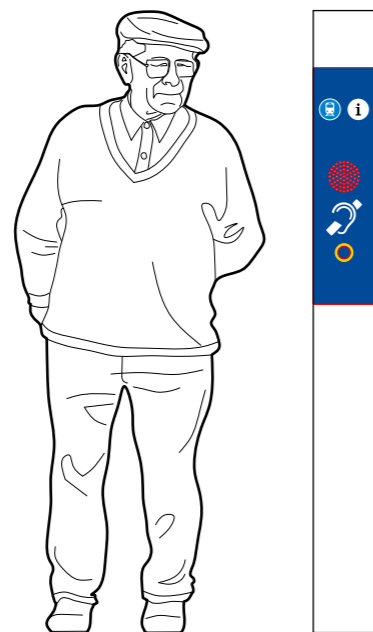
5.0 Implementation Example

Wayfinding Rulebook

South Australian Public Transport Authority

Government
of South Australia

Adelaide Metro

5.1 Implementation checklist

Route safety audit

Prior to permanently installing signage along a route, a Route Safety Audit should be undertaken to ensure that the route is suitable and safe for all ages and abilities.

The following checklist (table 13) provides a list of items for inclusion into the Audit. Some items are 'essential', such as 'A Continuous Accessible Path of Travel', and others are desirable, such as regular seating. The essential items must be complete prior to the installation of signage, and the desirable items can be planned for future installation or as budget permits.

The Audit must be carried out by a Traffic Practitioner who is well-versed with the relevant Australian Standards, Austroads Guidelines and The DIT Code.

Element	Importance	Action if does not exist
Footpath gradients are flat.	Desirable	The longitudinal gradient is not steeper than 1 in 20, and The cross fall is no steeper than 1 in 40.
A Continuous, Accessible Path of Travel (CAPT) for the entire length of route.	Essential	Upgrade footpaths and kerb ramps to ensure there are no steps or tripping hazards. Relocate street furniture that obstruct the path. Remove or trim foliage that overhangs path. Install Tactile Ground Surface Indicators where required.
Safe road crossings.	Essential	Ensure sight distance is met. Install crossing facility if there are high traffic volumes (central refuge, Wombat, Zebra, PAC).
Sufficient time to cross the road between gaps in the traffic flow (non-signalised).	Essential	Install median refuge for 2-stage crossing or kerb extensions) to reduce crossing distance.
Sufficient time to cross with pedestrian walk signal (at signalised intersections).	Essential	Liaise with DIT to increase green time of crosswalk.
Multi-lane commercial driveways are designed for safe pedestrian / vehicle interaction.	Essential	Solution to be site specific and may include: reducing driveway width or corner radii, or improving sight distance.
Footpath surface is smooth but slip resistant and free of tripping hazards.	Essential	Upgrade footpath.
Tree debris does not result in slippery berries/nuts.	Essential	Increase maintenance schedule or replace trees with other species.
Footpath is a minimum width of 1.5m.	Essential	Increase footpath width.
Motorists entering and exiting driveways have clear sight of people walking on footpaths.	Essential	Increase sight distance (modify fence, remove foliage, etc.
If located where cyclists are observed using the footpath, the footpath is a minimum width of 2.5m.	Essential	Increase footpath width; install pavement marking & signs to delineate separate pedestrian and cyclist paths; install pavement stickers to remind cyclists to give way to pedestrians.
Seating is provided at regular intervals.	Desirable	Plan for seating to be installed.
Public toilets are within close vicinity.	Desirable	n/a.

Table 13

5.2 Implementation examples

Bus-Rail Interchange

Noarlunga Centre Interchange

This section provides you with an
applied example to the
Noarlunga Centre Interchange.

The table provides a summary of
required signage at each transport
mode and considers the access mode
between stations.

Figure 18
Catchment and Arrival Signage

Zone	ID	#	Description
Catchment	AMw120	5	Pedestrian/cyclist wayfinding
Catchment	AMw130	2	Vehicle wayfinding
Arrival	AMid330	2	Park n ride/Pick up and Drop off wayfinding
Arrival	AMid430	1	Park n Ride ID & T&C
Arrival	AMid220	1	Node Identification

Bus-Rail Interchange (cont)

Noarlunga Centre Interchange

This section provides you with an applied example to the Noarlunga Centre Interchange.

The table provides a summary of required signage at each transport mode and considers the access mode between stations.

Figure 19
Circulation Signage

Figure 20
Platform Signage

Zone	ID	#	Description
Arrival	AMid230	2	Node identification
Arrival	AMid310	3	Internal Wayfinding
Circulation	AMw510	2	Internal Wayfinding (platform)
Circulation	AMw520	2	Return wayfinding
Circulation	AMid630	2	Tickets
Circulation	AMid420	1	Bike lockers
Circulation	AMid620	2	Lift
Circulation	AMsi110	2	Rail service info
Platform	AMw510	2	Platform ID for shared platform
Platform	AMid320	1	Interchange wayfinding map

Zone	ID	#	Description
Platform	AMid720	11	Roundel (platform/zone)
Platform	AMid242	2	Static bus stop
Platform	AMid240	6	Digital bus stop
Platform	AMid710	4	Node identification
Platform	AMid740	6	Secondary Node Identification
Platform	AMw520	2	Return wayfinding

Multi-Service Station

Goodwood Station and Tram Stop

This section provides you with an applied example to the Goodwood Train Station, Goodwood Road Tram and Bus Stop

The example provides a summary of required signage at each transport mode and considers the Access mode between stations.
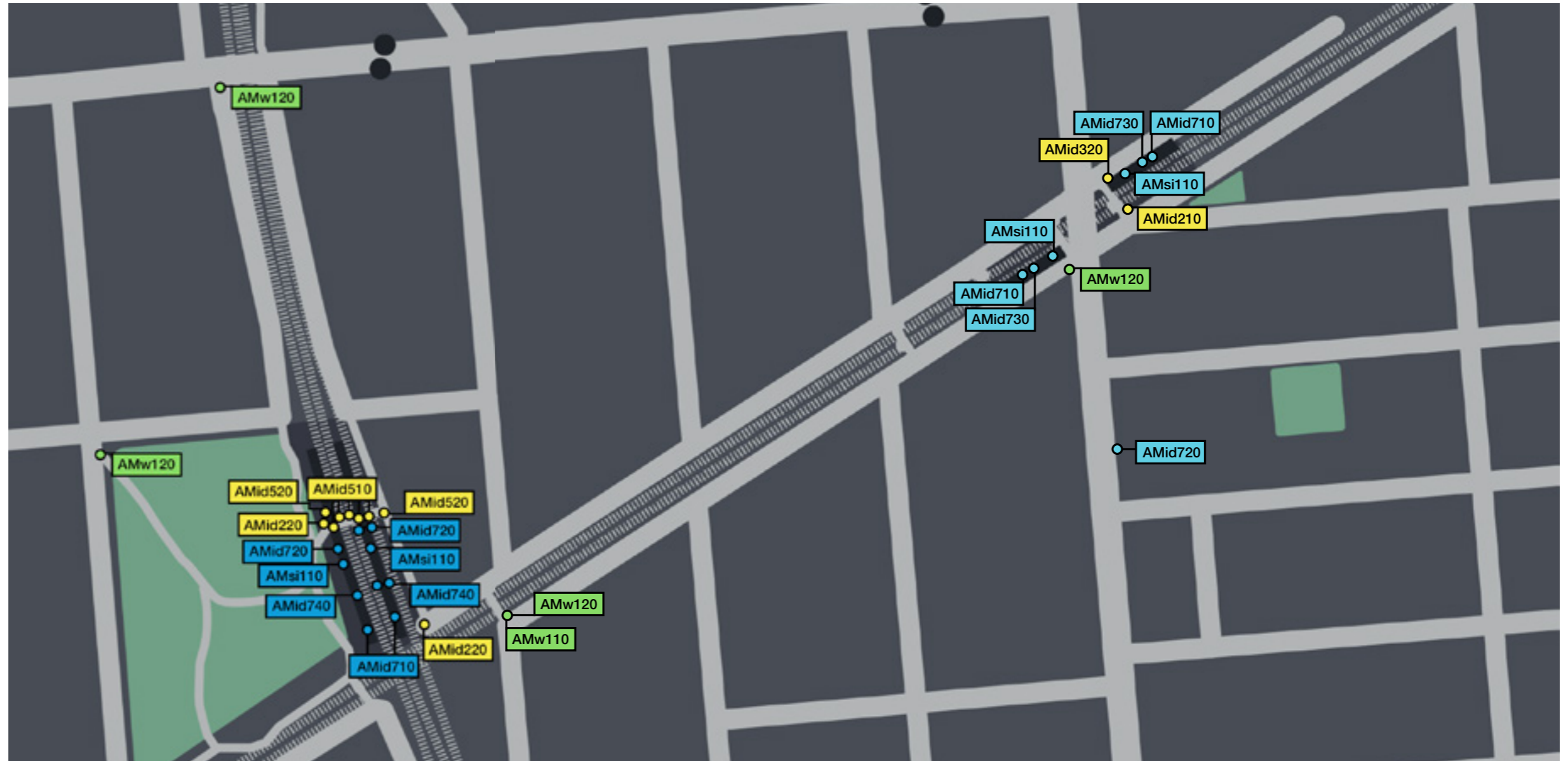
Figure 21

Zone	ID	#	Description
Catchment	AMw120	3	Pedestrian/cyclist wayfinding
Arrival	AMid220	2	Node identifiection
Circulation	AMid310	1	Internal Wayfinding
Circulation	AMw510	4	Internal Wayfinding (platform)
Circulation	AMw520	2	Return wayfinding
Platform	AMsi110	2	Rail service info
Platform	AMid720	3	Roundel (platform)
Platform	AMid710	2	Node identification
Platform	AMid740	9	Secondary Node Identification

Zone	ID	#	Description
Catchment	AMw110	1	Pedestrian/cyclist wayfinding
Catchment	AMw120	1	Pedestrian/cyclist wayfinding
Arrival	AMid210	1	Node identifiection
Circulation	AMid320	1	Internal Wayfinding
Platform	AMsi110	2	Rail service info
Platform	AMid710	2	Node identification
Platform	AMid720	1	Node identification
Platform	AMid730	2	Secondary Node Identification

Split Platform Station

Marino Rocks Train Station

This section provides you with an applied example to the Marino Rocks Train Station.

Figure 22

Zone	ID	#	Description
Catchment	AMw120	3	Pedestrian/cyclist wayfinding
Arrival	AMid330	1	Park n ride wayfinding
Arrival	AMid430	1	Park n Ride ID & T&C
Arrival	AMid510	4	Internal Wayfinding (platform)
Platform	AMid520	2	Return wayfinding
Platform	AMid710	2	Node identification
Platform	AMid740	6	Secondary Node Identification

Single/Centre Platform Station
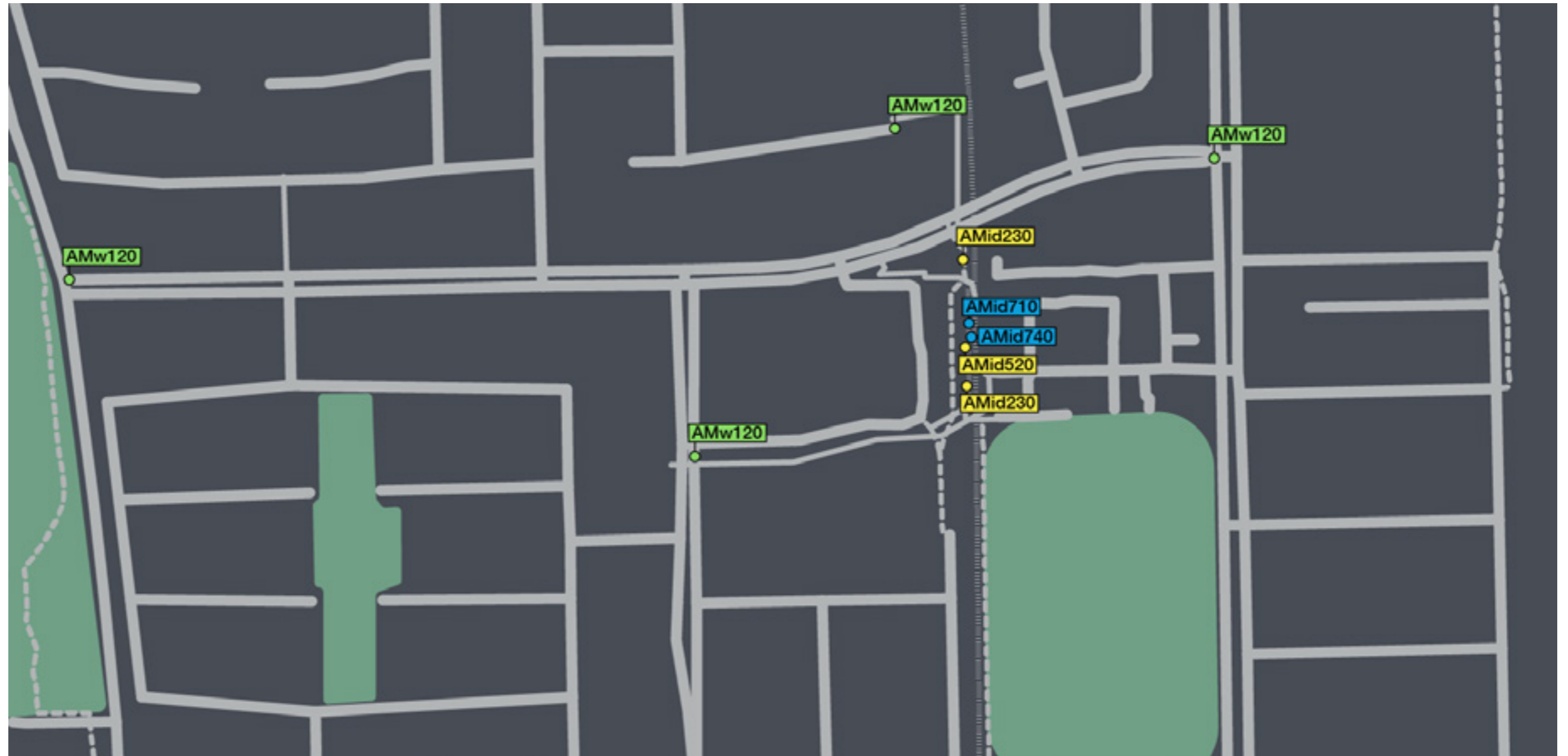
Figure 23

Zone	ID	#	Description
Catchment	AMw120	4	Pedestrian/cyclist wayfinding
Arrival	AMid230	2	Node identification
Platform	AMid520	1	Return wayfinding
Platform	AMid710	1	Node identification
Platform	AMid740	3	Secondary Node Identification

Bus Interchange

Marion Interchange

This section provides you with an applied example to the Marion Interchange.

The table provides a summary of required signage at each transport mode and considers the access mode between stations.

Figure 24
Catchment and Arrival Signage
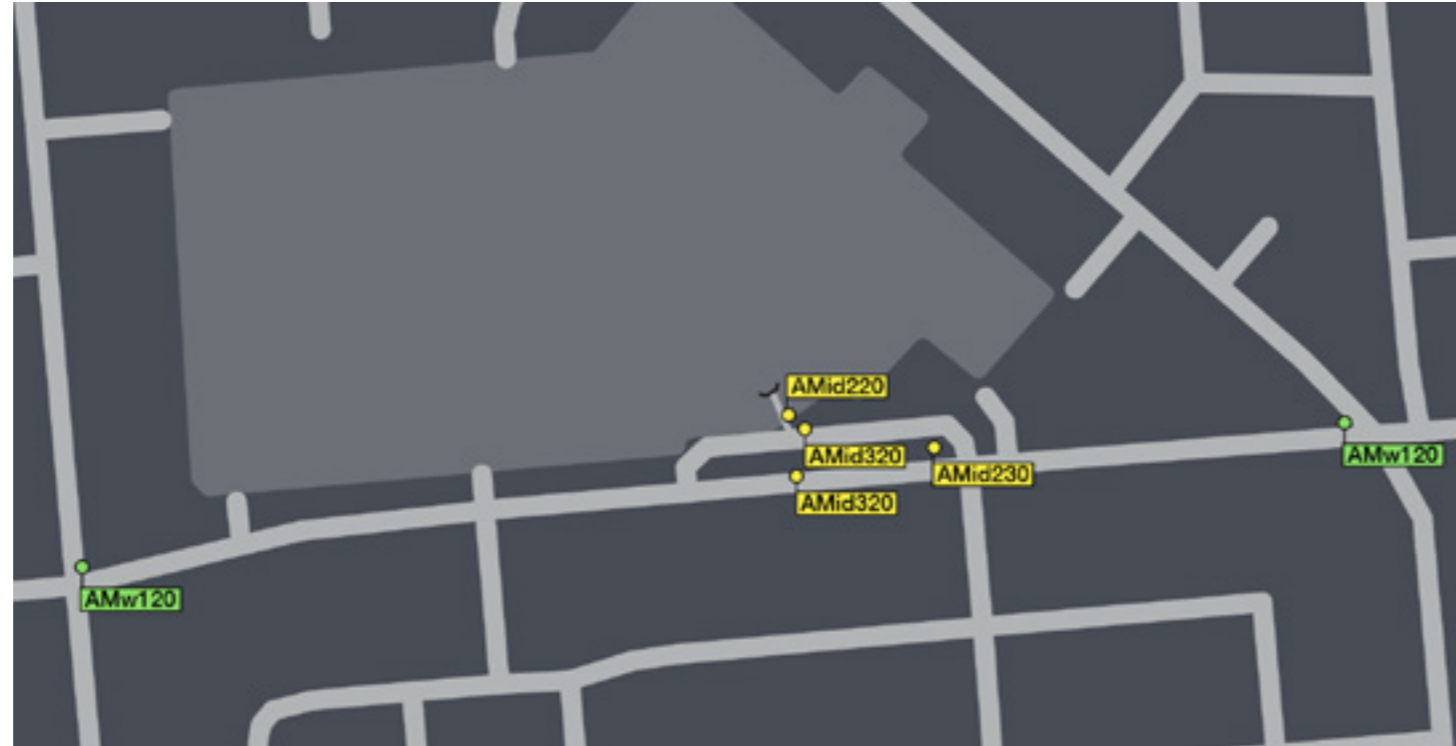
Zone	ID	#	Description
Catchment	AMw120	2	Node identification
Arrival	AMid220	1	Node identification
Arrival	AMid230	1	Node identification
Arrival	AMid320	2	Interchange wayfinding map

Figure 25
Platform Signage

Zone	ID	#	Description
Platform	AMid720	9	Roundel (platform/zone)
Platform	AMid250	2	Static bus stop (layover)
Platform	AMid240	7	Digital bus stop

5.3 Specifications

AMid210 – Beacon

Structure
Refer drawings following page
- 160mm x 50mm x 3mm galvanised
  steel RHS frame
- 5mm sheet steel surround
- 10mm sheet steel base

Footings
- 410mm x 160mm x 600mm concrete
  footing with M12, 50mm thread
  extruded from internal cage. Seek
  engineering certification.

Illumination
- Illuminated Icon at major nodes
- Power: led modules run off 1x bti 411
  driver (6.25 Amp 12v)
- Isolator: clipsal 56-series 56k2sw220
  with Lock focus aust. Key coded
  103 lock.

Fixings
- M12 Lock Nuts
- 5mm Aluminium front and rear panels
  secured with 3M VHB.

Paint, Finish and Artwork
- Steel elements powder coated in PMS
  Black and PMS 109C.
- Direct print artwork to 5mm aluminium
  with 2PAC UV clear coat or vitreous
  enamel subject to budget.
- All cladding screws to be counter sunk
  and remove all sharp edges
  and corners

**For guidance only. Structures, footings
and construction to go through
engineering evaluation.**

**Refer full technical drawings as
Appendix, following is for reference.**

M4 TAPED HOLE

M4 CLEARANCE HOLE

DETAIL M
SCALE 1 : 5

SECTION O-O
SCALE 1 : 10

DETAIL N
SCALE 1 : 5

ITEM	PART NAME	DESCRIPTION	QUANTITY
1	FRONT TOP GRAPHIC PANEL	1.6MM ALUMINIUM SHEET WITH 25MM RETURN	1
2	FRONT BOTTOM GRAPHIC PANEL	1.6MM ALUMINIUM SHEET WITH 25MM RETURN	1
3	REAR TOP GRAPHIC PANEL	1.6MM ALUMINIUM SHEET WITH 25MM RETURN	1
4	REAR BOTTOM GRAPHIC PANEL	1.6MM ALUMINIUM SHEET WITH 25MM RETURN	1
5	TOP SIDE PANEL	1.6MM ALUMINIUM SHEET	2
6	BOTTOM SIDE PANEL	1.6MM ALUMINIUM SHEET	2
7	ACRYLIC ICON DISPLAY	6MM ACRYLIC DISC WITH 3MM ACRYLIC BACKING PLATE AND VINYL GRAPHIC ON FRONT FACE	2
8	TOP CAP	6MM STEEL PLATE	1
9	FRAME	100X50 GALVANISED RHS WITH 6X40 FLAT BAR RECTANGLE HOOPS AND 8MM BASE PLATE	1
10	M12 NUT		4
11	FOOTING	CONCRETE SLAB WITH THREADED SPIGGOTS TO RECIEVE FRAME	1

SECTION P-P
SCALE 1 : 30

STRIP LED LIGHTING POSITIONED BEHIND ACRYLIC ICON DISPLAY

ALLOWANCE FOR ISOLATION SWITCH

RUBBER GROMMETS TO BE USED WHERE CONDUIT EXITS RHS

GROUND LEVEL

GROUND LEVEL

VINYL ICON GRAPHIC APPLIED TO FRONT OF 6MM ACRYLIC DISC

DENSO TAPE APPLIED BELOW GROUND

ALLOWANCE FOR CONDUIT THROUGH FOOTING. TO ENTER INTO SIGN VIA RHS UPRIGHT. EXITING 100MM ABOVE GROUND LEVEL.

FOOTING TO SUIT ENGINEER SPECIFICATIONS

SECTION K-K
SCALE 1 : 30

SECTION R-R
SCALE 1 : 10

REVISIONS:

REV NO	DESCRIPTION	DATE
A	PRELIMINARY DWG RELEASE	25/3/2021
B	ADDITIONAL DRAWING DETAIL FOR TENDER	8/4/2021
C	ADDITION OF ISOLATOR DETAILS	12/4/2021

GENERAL NOTES:
1. ALL DIMENSIONS ARE IN MILLIMETRES
2. DO NOT SCALE FROM DRAWING
3. REMOVE ALL FLASH, BURRS AND SHARP EDGES
4. ALL WELDS TO BE 6mm CONTINUOUS FILLET ALL ROUND (CATEGORY GP), UNLESS NOTED OTHERWISE, IN ACCORDANCE WITH THE LATEST EDITION OF AS1554
5. ALL WELDS, CLADDING AND PAINTING MUST BE EXCELLENT FINISH AND WORKMANSHIP

SPECIFIC NOTES:
1. ALL CLADDING SCREWS TO BE COUNTER SUNK AND PAINTED TO MATCH
2. DIRECT PRINT GRAPHIC TO SUIT FINAL ARTWORK
3. REMOVE ALL SHARP EDGES AND CORNERS
4. POWER: LED MODULES RUN OFF 1X BTI 411 DRIVER (6.25 AMP 12V)
5. ENGINEERING CERTIFICATION REQUIRED
6. ISOLATOR: CLIPSAL 56-SERIES 56K2SW220 WITH LOCK FOCUS AUST. KEY CODED 103 LOCK.

FINISHES:
1. REFER TO WAYFINDING VISUALS
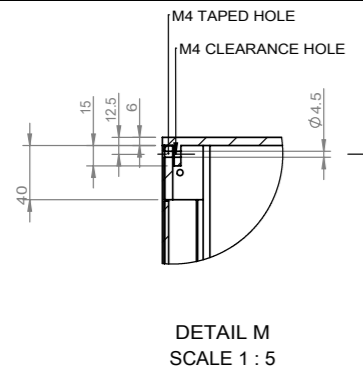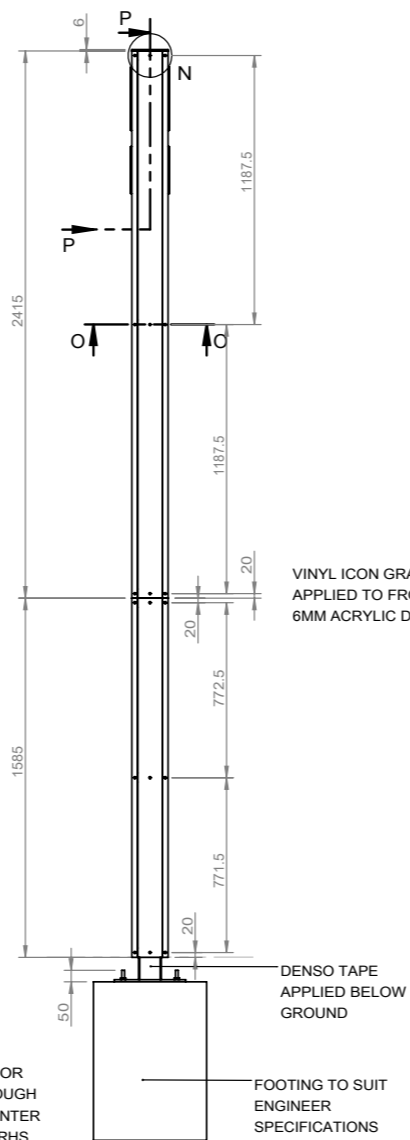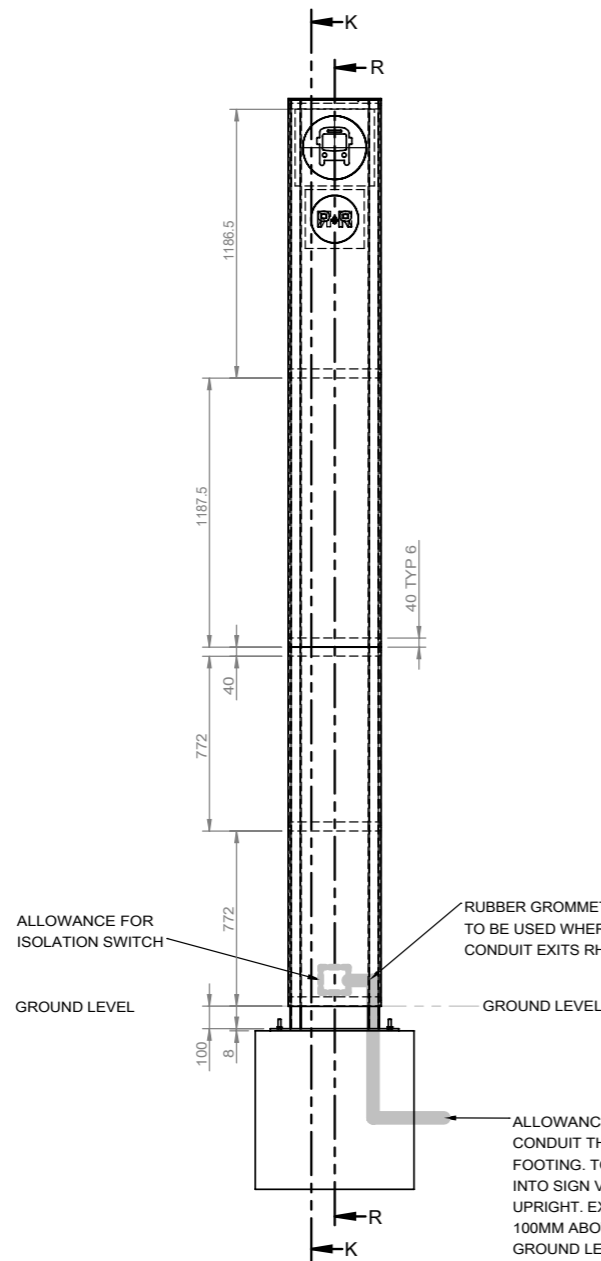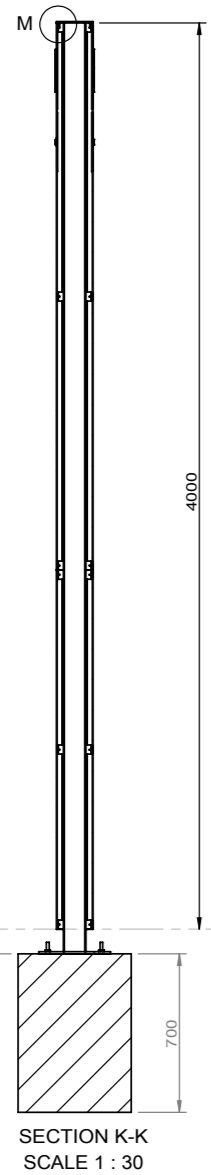2. PRE-TREAT STEEL FRAME TO PREVENT CORROSION
3. 2-PAC FINISH AS SPECIFIED IN WAYFINDING VISUALS
4.
5.

SAPTA WAYFINDING RULEBOOK

TITLE: AMid210a PRIMARY NODE IDENTIFICATION

DRAWING NUMBER: AMw210a_001

DATE: 20/4/2021

SCALE: 1:30

DO NOT SCALE DRAWING

DIMS ARE IN MM

ARKETYPE
26 Fifth Street,
Bowden Business Park
Bowden SA 5007
P: 08 8346 3400
F: 08 88346 3600
E: info@arketype.com.au

DETAIL M
SCALE 1 : 5

M4 TAPED HOLE
M4 CLEARANCE HOLE

SECTION O-O
SCALE 1 : 10

DETAIL N
SCALE 1 : 5

SECTION P-P
SCALE 1 : 30

STRIP LED LIGHTING POSITIONED BEHIND ACRYLIC ICON DISPLAY

VINYL ICON GRAPHIC APPLIED TO FRONT OF 6MM ACRYLIC DISC

SECTION R-R
SCALE 1 : 10

DENSO TAPE APPLIED BELOW GROUND

FOOTING TO SUIT ENGINEER SPECIFICATIONS

SECTION K-K
SCALE 1 : 30

ALLOWANCE FOR ISOLATION SWITCH

GROUND LEVEL

ALLOWANCE FOR CONDUIT THROUGH FOOTING. TO ENTER INTO SIGN VIA RHS UPRIGHT. EXITING 100MM ABOVE GROUND LEVEL.

RUBBER GROMMETS TO BE USED WHERE CONDUIT EXITS RHS

GROUND LEVEL

ITEM	PART NAME	DESCRIPTION	QUANTITY
1	FRONT TOP GRAPHIC PANEL	1.6MM ALUMINIUM SHEET WITH 25MM RETURN	1
2	FRONT BOTTOM GRAPHIC PANEL	1.6MM ALUMINIUM SHEET WITH 25MM RETURN	1
3	REAR TOP GRAPHIC PANEL	1.6MM ALUMINIUM SHEET WITH 25MM RETURN	1
4	REAR BOTTOM GRAPHIC PANEL	1.6MM ALUMINIUM SHEET WITH 25MM RETURN	1
5	TOP SIDE PANEL	1.6MM ALUMINIUM SHEET	2
6	BOTTOM SIDE PANEL	1.6MM ALUMINIUM SHEET	2
7	ACRYLIC ICON DISPLAY	6MM ACRYLIC DISC WITH 3MM ACRYLIC BACKING PLATE AND VINYL GRAPHIC ON FRONT FACE	2
8	TOP CAP	6MM STEEL PLATE	1
9	FRAME	100X50 GALVANISED RHS WITH 6X40 FLAT BAR RECTANGLE HOOPS AND 8MM BASE PLATE	1
10	M12 NUT		4
11	FOOTING	CONCRETE SLAB WITH THREADED SPIGGOTS TO RECIEVE FRAME	1
12	210 acrylic icon display	6MM ACRYLIC DISC WITH 3MM ACRYLIC BACKING PLATE AND VINYL GRAPHIC ON FRONT FACE	2

REVISIONS:

REV NO	DESCRIPTION	DATE
A	PRELIMINARY DWG RELEASE	25/3/2021
B	ADDITIONAL DRAWING DETAIL FOR TENDER	8/4/2021
C	ADDITION OF ISOLATOR DETAILS	12/4/2021

GENERAL NOTES:
1. ALL DIMENSIONS ARE IN MILLIMETRES
2. DO NOT SCALE FROM DRAWING
3. REMOVE ALL FLASH, BURRS AND SHARP EDGES
4. ALL WELDS TO BE 6mm CONTINUOUS FILLET ALL ROUND (CATEGORY GP), UNLESS NOTED OTHERWISE, IN ACCORDANCE WITH THE LATEST EDITION OF AS1554
5. ALL WELDS, CLADDING AND PAINTING MUST BE EXCELLENT FINISH AND WORKMANSHIP

SPECIFIC NOTES:
1. ALL CLADDING SCREWS TO BE COUNTER SUNK AND PAINTED TO MATCH
2. DIRECT PRINT GRAPHIC TO SUIT FINAL ARTWORK
3. REMOVE ALL SHARP EDGES AND CORNERS
4. POWER: LED MODULES RUN OFF 2X BTI 411 DRIVER (6.25 AMP 12V)
5. ENGINEERING CERTIFICATION REQUIRED
6. ISOLATOR: CLIPSAL 56-SERIES 56K2SW220 WITH LOCK FOCUS AUST. KEY CODED 103 LOCK.

FINISHES:
1. REFFER TO WAYFINDING VISUALS
2. PRE-TREAT STEEL FRAME TO PREVENT CORROSION
3. 2-PAC FINISH AS SPECIFIED IN WAYFINDING VISUALS
4.
5.
6.

SAPTA WAYFINDING RULEBOOK

TITLE: AMid210b PRIMARY NODE IDENTIFICATION

DRAWING NUMBER: AMw210b_001

DATE: 20/4/2021

SCALE: 1:30

DO NOT SCALE DRAWING

DIMS ARE IN MM

ARKETYPE
26 Fifth Street,
Bowden Business Park
Bowden SA 5007
P: 08 8346 3400
F: 08 88346 3600
E: info@arketype.com.au

AMid220 – Station ID

Structure
Refer drawings following page
- 150mm x 50mm x 3mm galvanised steel RHS internal frame
- 5mm sheet steel surround
- 10mm sheet steel base

Footings
- 160mm x 160mm x 400mm concrete footing with M12, 50mm thread extruded from internal cage. Seek engineering certification.

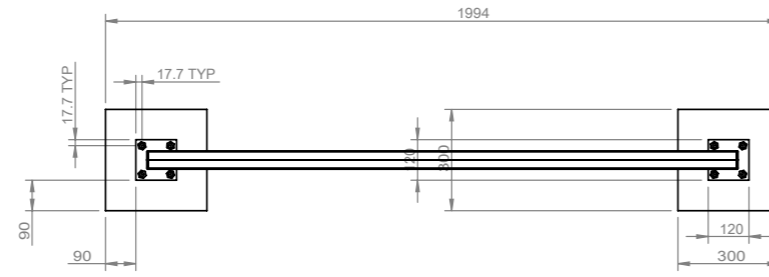**Fixings**
- M12 Lock Nuts
- 5mm Aluminium front and rear panels secured with 3M VHB.
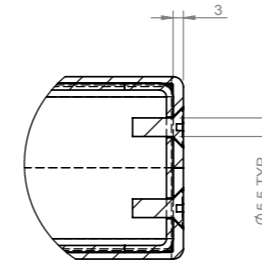
Paint, Finish and Artwork
- Steel elements powder coated in PMS Black and PMS 109C.
- Direct print artwork to 5mm aluminium with 2PAC UV clear coat or vitreous enamel subject to budget.

For guidance only. Structures, footings and construction to go through engineering evaluation.

NO.	PART	DESCRIPTION	QUANTITY
1		FRONT GRAPHIC PANEL	1
2		REAR GRAPHIC PANEL	1
3		50X50X2 SHS FRAME	1
4		12M NUT	8
5		M6 SCREW	8
6		FOOTING	2

SECTION L-L

DETAIL M
SCALE 1 : 2

SECTION A-A

CONCRETE FOOTING
TO SUIT ENGINEERS
SPECIFICATIONS

DENSO TAPE
APPLIED BELOW
GROUND

GROUND LEVEL

REVISIONS:

REV NO	DESCRIPTION	DATE
A	PRELIMINARY DWG RELEASE	24/3/2021
B	ADDITIONAL DRAWING DETAIL FOR TENDER	8/4/2021

GENERAL NOTES:
1. ALL DIMENSIONS ARE IN MILLIMETRES
2. DO NOT SCALE FROM DRAWING
3. REMOVE ALL FLASH, BURRS AND SHARP EDGES
4. ALL WELDS TO BE 6mm CONTINUOUS FILLET ALL ROUND
   (CATEGORY GP), UNLESS NOTED OTHERWISE, IN
   ACCORDANCE WITH THE LATEST EDITION OF AS1554
5. ALL WELDS, CLADDING AND PAINTING MUST BE EXCELLENT
   FINISH AND WORKMANSHIP

SPECIFIC NOTES:
1. ALL CLADDING SCREWS TO BE COUNTERSUNK AND
   PAINTED TO MATCH
2. REMOVE ALL SHARP CORNERS AND EDGES
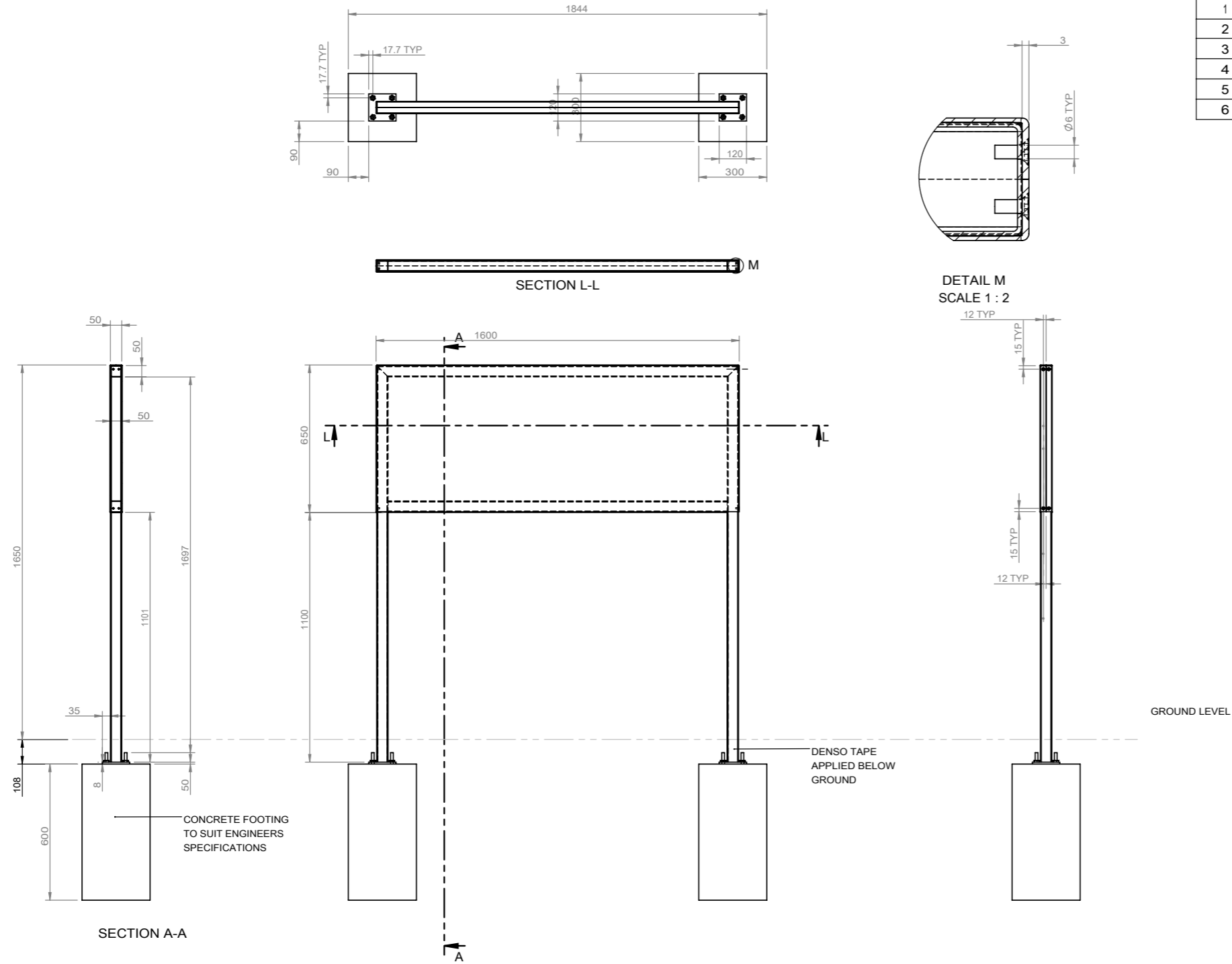3. ENGINEERING CERTIFICATION REQUIRED
4.
5.

FINISHES:
1. REFFER TO WAYFINDING VISUALS
2. PRE-TREAT STEEL FRAME TO PREVENT CORROSION
3. 2-PAC FINISH AS SPECIFIED IN WAYFINDING VISUALS
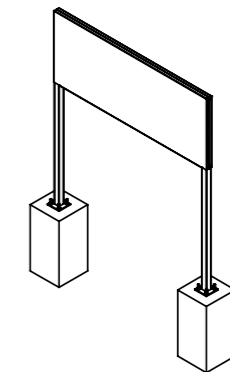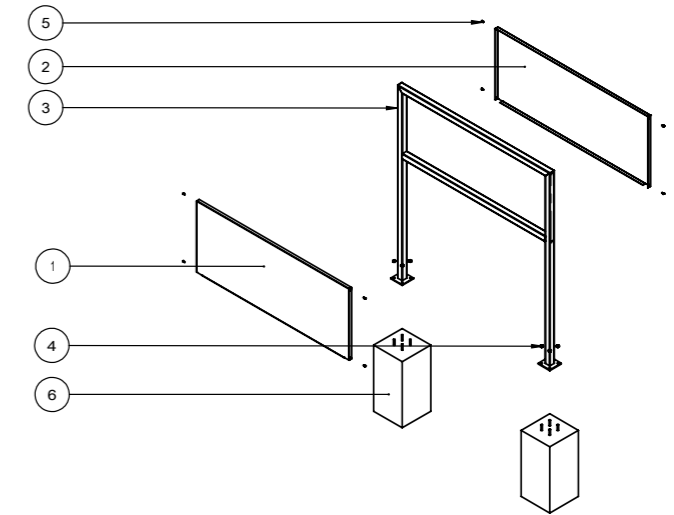4.
5.

SAPTA WAYFINDING RULEBOOK

TITLE: AMw220 PRIMANRY NODE IDENTIFICATION

DRAWING NUMBER: AMid220_001

DATE: 24/3/2021

SCALE: 1:20

DO NOT SCALE DRAWING

DIMS ARE IN MM

ARKETYPE
26 Fifth Street,
Bowden Business Park
Bowden SA 5007
P: 08 8346 3400
F: 08 88346 3600
E: info@arketype.com.au

NO.	PART	DESCRIPTION	QUANTITY
1		FRONT GRAPHIC PANEL	1
2		REAR GRAPHIC PANEL	1
3		50X50X2 SHS FRAME	1
4		12M NUT	8
5		M6 SCREW	8
6		FOOTING	2

SECTION L-L

DETAIL M
SCALE 1 : 2

SECTION A-A

CONCRETE FOOTING
TO SUIT ENGINEERS
SPECIFICATIONS

DENSO TAPE
APPLIED BELOW
GROUND

GROUND LEVEL

GENERAL NOTES:
1. ALL DIMENSIONS ARE IN MILLIMETRES
2. DO NOT SCALE FROM DRAWING
3. REMOVE ALL FLASH, BURRS AND SHARP EDGES
4. ALL WELDS TO BE 6mm CONTINUOUS FILLET ALL ROUND
   (CATEGORY GP), UNLESS NOTED OTHERWISE, IN
   ACCORDANCE WITH THE LATEST EDITION OF AS1554
5. ALL WELDS, CLADDING AND PAINTING MUST BE EXCELLENT
   FINISH AND WORKMANSHIP

SPECIFIC NOTES:
1. ALL CLADDING SCREWS TO BE COUNTERSUNK AND
   PAINTED TO MATCH
2. REMOVE ALL SHARP CORNERS AND EDGES
3. ENGINEERING CERTIFICATION REQUIRED
4.
5.

FINISHES:
1. REFFER TO WAYFINDING VISUALS
2. PRE-TREAT STEEL FRAME TO PREVENT CORROSION
3. 2-PAC FINISH AS SPECIFIED IN WAYFINDING VISUALS
4.
5.

SAPTA WAYFINDING RULEBOOK

TITLE: AMw520 INTERNAL SUB-NODE WAYFINDING

DRAWING NUMBER: AMw520_001

DATE: 24/3/2021

SCALE: 1:20

DO NOT SCALE DRAWING

DIMS ARE IN MM

AMid410/AMID430 – Node Facility

Structure
Refer drawings following page
- 150mm x 50mm x 3mm galvanised steel RHS internal frame
- 5mm sheet steel surround
- 10mm sheet steel base

Footings
- 160mm x 160mm x 400mm concrete footing with M12, 50mm thread extruded from internal cage. Seek engineering certification.
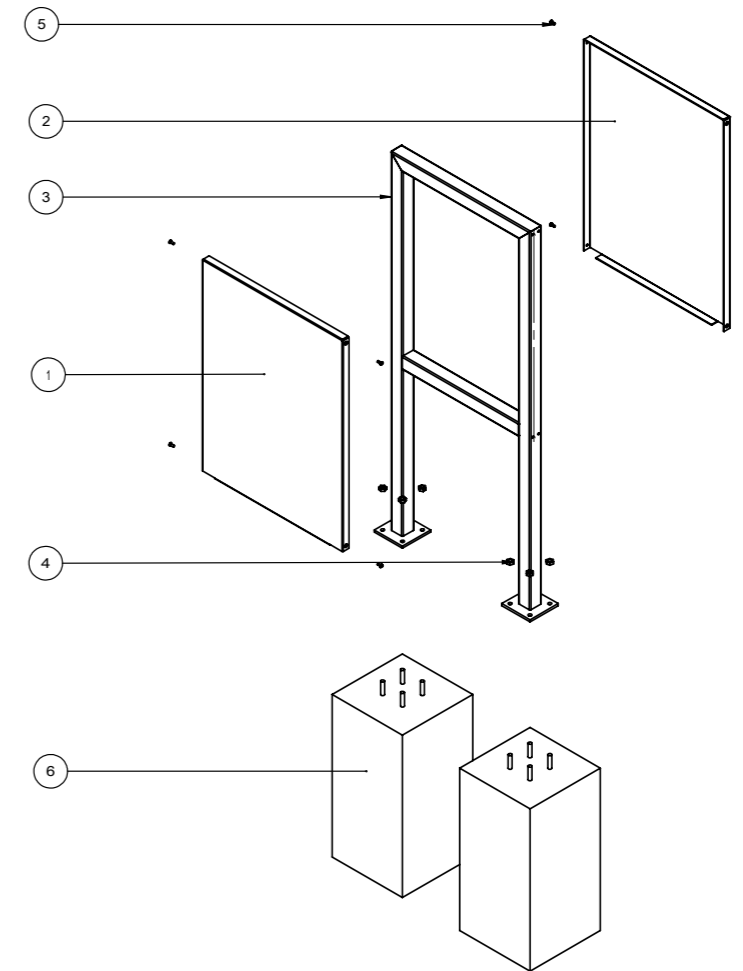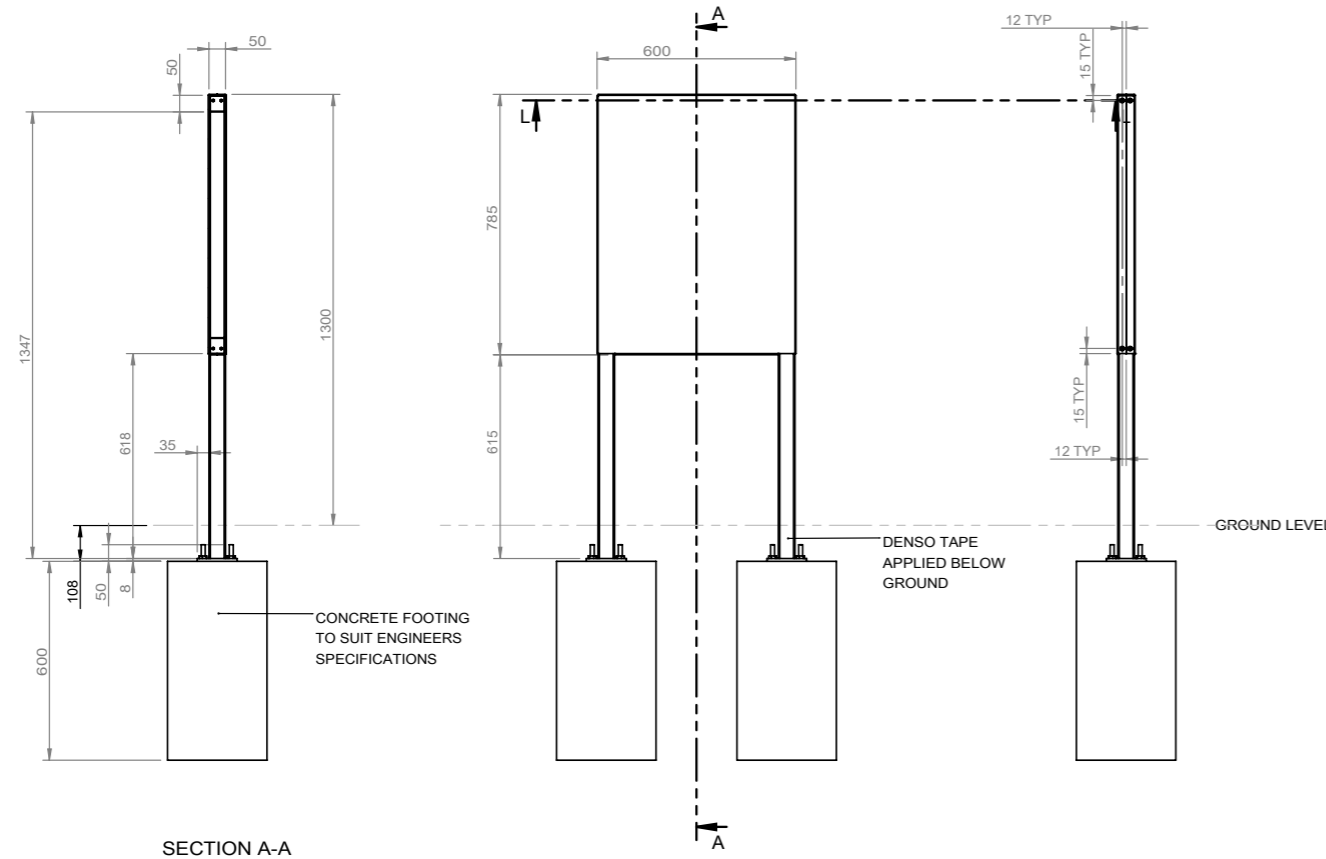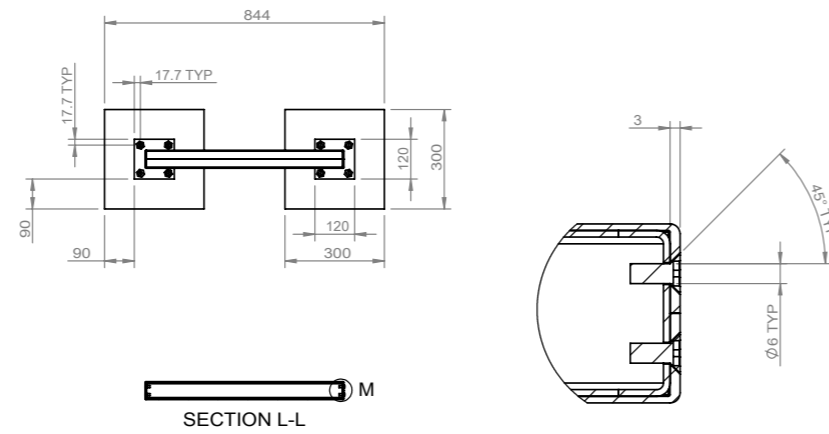
Fixings
- M12 Lock Nuts
- 5mm Aluminium front and rear panels secured with 3M VHB.

Paint, Finish and Artwork
- Steel elements powder coated in PMS Black and PMS 109C.
- Direct print artwork to 5mm aluminium with 2PAC UV clear coat or vitreous enamel subject to budget.

For guidance only. Structures, footings and construction to go through engineering evaluation.

NO.	PART	DESCRIPTION	QUANTITY
1		FRONT GRAPHIC PANEL	1
2		REAR GRAPHIC PANEL	1
3		50X50X2 SHS FRAME	1
4		12M NUT	8
5		M6 SCREW	8
6		FOOTING	2

844

17.7 TYP

17.7 TYP

120

300

90

120

300

90

SECTION L-L

3

45° TYP

Ø6 TYP

DETAIL M
SCALE 1 : 2

50

50

785

1347

1300

618

35

108

50

8

600

CONCRETE FOOTING
TO SUIT ENGINEERS
SPECIFICATIONS

SECTION A-A

A

L

A

600

615

12 TYP

15 TYP

15 TYP

12 TYP

DENSO TAPE
APPLIED BELOW
GROUND

GROUND LEVEL

5

2

3

1

4

6

REVISIONS:

REV NO	DESCRIPTION	DATE
A	PRELIMINARY DWG RELEASE	24/3/2021
B	ADDITIONAL DRAWING DETAIL FOR TENDER	8/4/2021

GENERAL NOTES:
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3. REMOVE ALL FLASH, BURRS AND SHARP EDGES
4. ALL WELDS TO BE 6mm CONTINUOUS FILLET ALL ROUND (CATEGORY GP), UNLESS NOTED OTHERWISE, IN ACCORDANCE WITH THE LATEST EDITION OF AS1554
5. ALL WELDS, CLADDING AND PAINTING MUST BE EXCELLENT FINISH AND WORKMANSHIP

SPECIFIC NOTES:
1. ALL CLADDING SCREWS TO BE COUNTERSUNK AND PAINTED TO MATCH
2. REMOVE ALL SHARP CORNERS AND EDGES
3. ENGINEERING CERTIFICATION REQUIRED
4.
5.

FINISHES:
1. REFFER TO WAYFINDING VISUALS
2. PRE-TREAT STEEL FRAME TO PREVENT CORROSION
3. 2-PAC FINISH AS SPECIFIED IN WAYFINDING VISUALS
4.
5.

NO.	PART	DESCRIPTION	QUANTITY
1		FRONT GRAPHIC PANEL	1
2		REAR GRAPHIC PANEL	1
3		50X50X2 SHS FRAME	1
4		12M NUT	8
5		M6 SCREW	8
6		FOOTING	2
7		FRONT LOWER GRAPHIC PANEL	1
8		REAR LOWER GRAPHIC PANEL	1

SECTION L-L

DETAIL M
SCALE 1 : 2

SECTION A-A

GROUND LEVEL

DENSO TAPE
APPLIED BELOW
GROUND

CONCRETE FOOTING
TO SUIT ENGINEERS
SPECIFICATIONS

REVISIONS:

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2. PRE-TREAT STEEL FRAME TO PREVENT CORROSION
3. 2-PAC FINISH AS SPECIFIED IN WAYFINDING VISUALS
4.
5.

SAPTA WAYFINDING RULEBOOK

TITLE: AMid410 NODE FACILITY WAYFINDING - PARK AND RIDE

DRAWING NUMBER: AMid410_001

DATE: 24/3/2021

SCALE: 1:20

DO NOT SCALE DRAWING

DIMS ARE IN MM

ARKETYPE
26 Fifth Street,
Bowden Business Park
Bowden SA 5007
P: 08 8346 3400
F: 08 88346 3600
E: info@arketype.com.au

AMid720 - Roundel

Structural Materials
- 5mm Sheet Steel Surround
- 50mm x 3mm CHS Extrusion
- 100mm x 100mm x 10mm Mounting Plate

Fixings
- M12 Lock Nuts
- 5mm Aluminium front and rear panels secured with 3M VHB.

Paint, Finish and Artwork
- Steel elements powder coated in PMS Black C.
- Direct print artwork to 5mm aluminium with 2PAC UV clear coat or vitreous enamel subject to budget.

For guidance only. Structures and construction to go through engineering evaluation.

Hollow section tube allows for cable to power internal LED back-lighting if specified.

A

566mm

310mm   100mm