

# HE TOHU HUARAHI MĀORI BILINGUAL TRAFFIC SIGNS PROGRAMME

## Land Transport Rule: Traffic Control Devices (Bilingual Signs) Amendment 2023

Overview for consultation

22 May 2023

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### More information

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This document is available on the Waka Kotahi website at <http://www.nzta.govt.nz>

# Foreword

Te Ture mō Te Reo Māori 2016, the Māori Language Act 2016, affirms the Crown’s commitment to work in partnership with iwi and Māori to actively protect and promote this taonga, the Māori language, for future generations. The Act acknowledges that Iwi and Māori are the kaitiaki of te reo Māori and establishes Te Mātāwai, an independent entity, to act on their behalf.

Maihi Karauna is the Crown’s strategy for Māori language revitalisation for 2018–2023 and outlines what the Crown will do to support a strong, healthy and thriving Māori language in New Zealand. The Crown’s vision is *Kia māhorahora te reo – everywhere, every way, for everyone, every day.*

Waka Kotahi acknowledges the importance of te reo Māori as the indigenous living language in New Zealand that should be promoted as part of our national heritage and identity. Waka Kotahi also recognises its own role and responsibilities, as a Crown agency, that contributes to advancing the revitalisation of the Māori language by promoting strategic objectives in wider New Zealand society. Te Reo Rangatira – Our Te Reo Māori Policy is the contribution of Waka Kotahi to Maihi Karauna. An objective of which is ‘Te Reo Kitea’ - to make the Māori language visible.



*He Tohu Huarahi Māori Bilingual Traffic Signs* programme is a partnership between Waka Kotahi and Te Mātāwai. This programme is also supported by Te Taura Whiri i te Reo Māori (the Māori Language Commission) and Te Manatū Waka Ministry of Transport.

In line with Te Ture mō te Reo Māori (Māori Language Act 2016), Waka Kotahi and Te Mātāwai have partnered to facilitate language revitalisation in Aotearoa. Together, Waka Kotahi and Te Mātāwai have designed and led this programme since its inception. This approach led to the creation of the He Tohu Huarahi Māori Partnership Rōpū, and the establishment of an expert panel of translators and moderation process. This partnership allowed Te Mātāwai to input expert advice and guidance to support engagement. It also enabled the programme to capture the views of iwi and Māori via the community-based panels of Māori language experts, practitioners and champions known as Ngā Pae Motuhake o Te Mātāwai. Their feedback helped to inform the design of the signs, implementation and translation approach. We also engaged with Māori partnership staff in local councils and a group from the traffic industry. This work could not have been put forward for public consultation without the partnership with Te Mātāwai and our expert panel of translators. Mauri ora.

# The process for making rule changes

## What are land transport rules?

The *Land Transport Act 1998* (the Act) provides the legal framework for making Land Transport Rules. Section 161 sets out the procedure by which the Minister of Transport (the Minister) makes rules.

Land Transport Rules are usually made either by the Minister or by the Governor-General (by Order in Council) on the recommendation of the Minister, under the Act. Rules generally contain detailed legal requirements, such as standards and processes, and cover a range of land transport issues that aim to achieve outcomes like:

- Safeguarding and improving land transport safety and security.
- Improving access and mobility.
- Assisting economic development.

Rules form part of New Zealand transport law and the offences and penalties for each rule are set out in the Act or in regulations. Most rules are drafted by Waka Kotahi working closely with Te Manatū Waka. Waka Kotahi undertakes consultation on proposed changes to rules on behalf of the Minister. The issues raised in submissions on the proposed rule changes are analysed and considered in preparing rules for the Minister to sign.

### *Matters the Minister must consider when making rules*

When making (or recommending) a rule, the Minister must take into account the matters set out in section 164(2) of the Act. In summary, these include:

- the type of proposed activity or service;
- risks to land transport safety, specifically the:
  - level of risk to land transport safety in each proposed activity or service
  - level of risk to land transport safety in general in New Zealand
  - need to maintain and improve land transport safety and security;
- appropriate management of infrastructure;
- whether the proposed rule:
  - assists economic development
  - improves access and mobility
  - protects and promotes public health
  - ensures environmental sustainability
- the costs of implementing the proposed changes;

- New Zealand’s international land transport safety obligations, and international circumstances; and
- any other matters the Minister considers right in the circumstances.

When assessing a proposed rule against these criteria, the Minister can give each such weight that the Minister considers appropriate. The proposals outlined below have been developed in accordance with these criteria.

The proposed changes are intended to be made under sections 152 and 157(g) of the Act. Section 157(g) of the Act allows for the setting of rules that provide for the design, construction, maintenance, and operation of traffic control devices.

## Scope and objective of the TCD Rule

The layout and content of traffic signs in New Zealand is set out in the *Land Transport Rule: Traffic Control Devices Rule 2004* (TCD Rule). The objective of the TCD Rule is to contribute to a safe and efficient roading environment for all road users by ensuring traffic is controlled by traffic control devices that are safe, appropriate, effective, uniform and consistently applied.

**Traffic Control Device** means a device used on a road for the purpose of traffic control; and includes any:

- sign, signal, or notice
- traffic calming device
- marking or road surface treatment.<sup>1</sup>

A Traffic signs may be:

**‘Regulatory’** - instructing road users by requiring or prohibiting specified actions on a road (including speed limit and parking signs).

**‘Warning’** - informing road users of hazards or of other features requiring a safe response on or near a road.

**‘Advisory’** - giving road users information or guidance (including information about destinations, routes, amenities, distances, street name signs and localities).

The TCD Rule sets out requirements for the design, construction, installation, operation and maintenance of traffic control devices. This includes basic specifications like size, shape, colour and text on signs. Traffic signs can be static signs (i.e., they do not change) or variable signs (e.g., electronic speed limit signs or time-to-destination signs used on motorways).

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<sup>1</sup> Marking or road surface treatment does not include ‘roadway art’ installed in accordance with clause 5.6(1) of the TCD Rule.

## Consultation on proposed rule changes

The purpose of this publication is to consult on the draft *Land Transport Rule: Traffic Control Devices (Bilingual Signs) Amendment 2023* (the proposed Rule) and the changes it proposes to make to the TCD Rule. Consultation on the proposed changes to the TCD Rule will ensure legislation is sound and robust, and the rule development process takes account of the views of, and the impact on, people affected by the proposed changes.

He Tohu Huarahi Māori bilingual traffic signs programme and this consultation has only been made possible because of the willing partnership of Te Mātāwai. Te Mātāwai has provided valuable input as this document has been developed. Waka Kotahi is undertaking this consultation in accordance with section 161(2) of the Act.

This consultation has two parts:

This overview, which sets out the proposed amendments; and

The draft *Land Transport Rule: Traffic Control Devices (Bilingual Signs) Amendment 2023* (the proposed Rule).

These documents can be found at <https://nzta.govt.nz/about-us/consultations/>.

Please read this overview carefully and consider the effects the proposed changes to the TCD Rule would have on you or your organisation.

# Making a submission

If you wish to make a submission on the proposed changes, please read the information provided in this overview and the draft of the proposed Rule. Submissions can be made in te reo Māori.

## Information to include in your submission

- The title of this consultation
- Your name, and title if applicable
- Your organisation's name if applicable
- Your email address (preferred) or postal address.

## Sending your submission

You can send your submission via the online submission form or by email to [rules@nzta.govt.nz](mailto:rules@nzta.govt.nz). The online submission form is available at [nzta.govt.nz/about-us/consultations/he-tohu-huarahi-maori-bilingual-traffic-signs-consultation](https://nzta.govt.nz/about-us/consultations/he-tohu-huarahi-maori-bilingual-traffic-signs-consultation)

## Deadline for submissions

The deadline for submissions is **5pm, 30 June 2023**.

## Submission is public information

Please note your submission may become publicly available. Waka Kotahi may publish any information you submit and may identify you as the submitter if your submission is published or given to a third party.

**Please clearly indicate if your comments are commercially sensitive or, if for some other reason, they should not be disclosed, or the reason why you should not be identified as the submitter.** Any request for non-disclosure will be considered under the *Official Information Act 1982*.



## Why are we doing this?

Despite te reo Māori being the indigenous language of Aotearoa New Zealand, there are a very small number of traffic signs that combine both te reo Māori and English text (i.e., bilingual traffic signs). The exact text for most traffic signs is set out in Schedule 1 of the TCD Rule. Except in specific circumstances, these words are in English. Many Māori communities have been asking for te reo Māori to be used on traffic signs for some time.

Waka Kotahi, with support from Te Manatū Waka, has partnered with Te Mātāwai to undertake a programme of work to support the use of te reo Māori on traffic signs in Aotearoa New Zealand. He Tohu Huarahi Māori Bilingual Signs programme forms part of the transport sector's contribution to Maihi Karauna, the Crown strategy for Māori language revitalisation 2018–2023. Maihi Karauna is aimed at ensuring there are everyday opportunities for New Zealanders to engage with and use te reo Māori. This programme of work aligns with Aotearoa Reorua – the Department of Internal Affairs' bilingual towns and cities project, which looks to strengthen relationships between Iwi-Māori and local government to ensure te reo Māori is seen, heard, and celebrated in our towns and cities.

This programme recognises the importance of partnership, co-operation, and the leadership role that iwi and Māori play in relation to Māori language revitalisation. Waka Kotahi and Te Manatū Waka also recognise the importance of the Crown's role in supporting iwi and Māori in their efforts to ensure te reo Māori is a living language, especially within homes and communities.

He Tohu Huarahi Māori Bilingual Signs programme is a long-term programme of work. For this reason, we intend for this work to progress in two phases:

- Phase 1: identify, consider, and enable a prioritised selection of bilingual signs by the end of 2023.

Phase 2: undertake a process to consider and, where appropriate, implement the rest of the signs from 2024.

## Kura School traffic signs were introduced in April and May 2022

As part of our early work in Phase 1, an opportunity was identified to implement bilingual Kura School signs ahead of the rest of the selection. Feedback from the public consultation on the new Kura School signs late last year indicated overwhelming support, not only for these signs, but for bilingual traffic signs generally. The TCD Rule was amended on 5 April 2022 and 19 May 2022 to enable Kura School signs (two examples are provided in the table below) and they are already making their way onto the transport network. We estimate that there are around 14,000 English-only School signs across the transport network, which will eventually be replaced by Kura School signs.



W16-5.1



R1-6.2

We estimate around 1,000 new Kura School permanent speed signs (R1-6.2 as shown above) will be implemented on the roading network before July 2024, and another 3,000 before 2028.

## Research was undertaken to determine the safety of bilingual signs

International experience and outcomes with bilingual traffic signs are important to consider and research has been undertaken to help inform our thinking on the introduction of bilingual traffic signs in Aotearoa New Zealand. The research report is available online at <https://www.nzta.govt.nz/resources/research/notes/005/>.

There have been some concerns that bilingual traffic signs might cause harm. Early research done internationally suggested that when reading bilingual traffic signs people may take longer to read a sign and react to it, vehicle following distances may shrink, and driving speeds increase in some instances.

However, research demonstrates that bilingual signs have not led to increased deaths and serious injuries (DSIs) where this has been measured (for example in Scotland and Wales). Instead, much of the effect on driving performance seems to be the result of sign complexity, which can be mitigated through effective design.

Aotearoa New Zealand follows international best practice in traffic sign design. We use transport series fonts for traffic signs in New Zealand, which are internationally recognised and applied by most countries. These fonts are proven to be the most legible for both daytime and night-time driving. Research has shown sign complexity and the quantity of text have an impact on reading comprehension, contributing to a decrease in driver performance. Keeping terms/phrases as short and simple as possible, preferably under four lines in total, can significantly lessen negative safety effects.



### Welsh example

Bilingual traffic signs are deeply embedded in Wales. Advisory, regulatory, and warning signs largely feature both Welsh and English text. Supplementary or secondary signage is used in combination with signs that use icons and images.

Safety testing was conducted in Wales, and it was observed there could be an increase in reading comprehension time. This was counteracted by drivers slowing down when passing new bilingual signs. Following implementation, no evidence has been found that bilingual signs have increased road safety harm in Wales.



### Irish example

Bilingual text is used in Ireland for advisory signage providing directional and tourist information, with Irish Gaelic (in italics) above English (in capitals) and equal font size.

The fonts themselves differ. The font used for Gaelic is used on other signs, not just traffic signs. Advisory signs giving directional information are differentiated for regional and national roads, as well as for motorways (left). Regulatory and warning traffic signs remain predominantly icon-based. Some regulatory signs are in English (e.g., the stop sign), while 'yield' or give-way signs may be in either English or Irish Gaelic only. If written language is used for a warning sign, this tends to be English.



## Benefits of bilingual signage

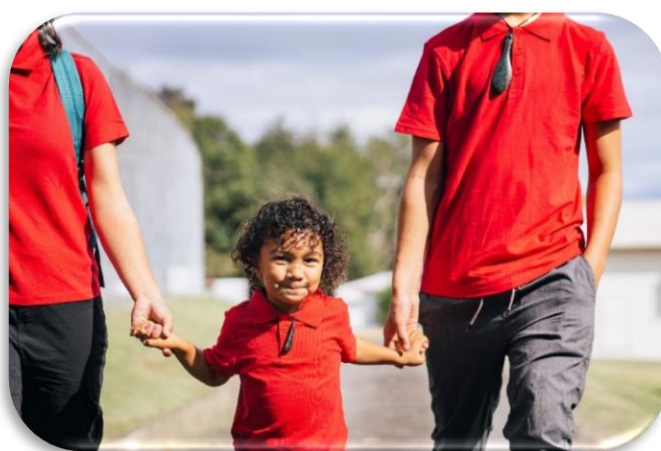
*“Ko te reo te mauri o te mana Māori” – Tā Hemi Henare.*

*The language is the life force of the mana Māori – Sir James Henare.*

There is evidence that bilingual signs, bilingual traffic signs and similar initiatives can impart wide ranging benefits. According to a sample of evidence, a variety of benefits are likely to accrue from bilingual traffic signs in Aotearoa New Zealand, not only for people whose language is newly included, but for all people.

These benefits are:

- Safety enhancement
- Tourism promotion
- Language protection
- Cultural enhancement
- Enhanced social/societal cohesion.



This research is available online at: <https://www.nzta.govt.nz/assets/resources/research/research-notes/005/memo-likely-benefits-of-bilingual-traffic-signs-in-aotearoa-new-zealand.pdf>

## Implementation approach

The implementation approach for the traffic signs in the prioritised package is to require them to be used when a traffic sign is replaced or introduced onto the transport network. Road Controlling Authorities<sup>2</sup> will be responsible for implementing these new signs as they are required across the transport network. Costs are minimised under this implementation approach as these signs are going to replace existing signs or introduced onto the transport network as they are needed.

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<sup>2</sup> Road Controlling Authorities (RCAs) are the body responsible for the management of particular sections of road. For local roads, local councils are the RCA and for State Highways, Waka Kotahi is the RCA.

# The process so far

## Deciding which signs would be made bilingual in this phase

The following factors were considered to help decide which families of signs (and individual signs within these families) should be included in the prioritised package:

1. **Frequency:** A higher number of particular types of signs on the transport network indicates a higher level of exposure and support for revitalisation of the language.
2. **Visibility:** The more visible a sign is, the more value it adds to te reo Māori revitalisation (i.e., sign size, quantity of text and user visibility all contribute to a sign's visibility).
3. **Sign complexity:** More complex signs may require more substantial trade-offs to maintain safety, this in turn may require additional testing.
4. **Thematic/cultural importance:** Some words, messages or themes may have higher importance for te reo Māori revitalisation (e.g., every day and simple language).
5. **Community aspiration:** For some signs, there is a high level of desire or aspiration within communities for them to be made bilingual.
6. **Timing of implementation:** Traffic signs that might be implemented relatively quickly would provide faster support for revitalisation of the language (e.g., increased investment in certain modes of transport may indicate higher numbers of mode-related signs soon to come onto the network).
7. **Funding opportunity:** Taking advantage of traffic signs that are slated for replacement (regionally or nationally) helps to minimise costs associated with implementing them as bilingual signs.

Assessing the value of a sign family as a whole helps us to determine where our attention and resources would be best focused for the prioritised package. It also enables consistency both within and across the different traffic signs families so that we are considering this work at the wider transport system level.

## Translation

A panel of te reo Māori experts, the Pae Whakamāori, has considered and proposed the translations utilised in this prioritised package of signs. The mana of te reo Māori, safety of our hāpori and consistency across the motu were key considerations for the Pae Whakamāori. The Pae Whakamāori also considered the length of the translations provided. A moderation process was undertaken to ensure translation consistency across all different traffic signs and their respective messages for users.

For some particular signs that have messages of cultural significance, two translations are being provided for each to account for dialectal differences. The relevant signs are the “Welcome to” signs (**Haere Mai Ki’** and **‘Nau Mai Ki**) in Proposal 1 and the aged sign (Kaumātua and Ahungarua) in Proposal 4 and the funeral sign (Tangihanga and Hui Mate) in Proposal 6.3.

It should be noted that the scope of work for the Pae Whakamāori did not include determining te reo names of towns or cities. Naming of places is the responsibility of the New Zealand Geographic Board Ngā Pou Taunaha o Aotearoa. Te reo Māori and English names of places are not usually translations of names in any case.

## Design principles

The following five principles have informed the designs utilised in the prioritised package:

### 1. The design of signs must be safe for transport system users

- Safety is a consideration for all aspects of sign design. A design must first be safe before any other factors can be considered.
- Safety considerations include the size of the signs as well as ensuring that messaging is clearly and quickly comprehensible.
- Safety considerations informed a variety of sign design practices, including ‘chunking’ most like elements (e.g., all te reo Māori messaging) of the text together has been incorporated to help people focus on the section of the sign they are most confident reading.

### 2. Te reo Māori is presented in a culturally appropriate way

- Te reo Māori must be presented in a culturally appropriate way to reflect the mana of the language.<sup>3</sup>

### 3. Languages must be differentiated

- Te reo Māori and English must be sufficiently differentiated for transport system users to quickly identify the language they are most confident reading and understanding. This is especially important for signs used in high-speed environments.
- Three methods of differentiation have been used for the prioritised package and have been deemed to meet safety standards.
  - i. **Differentiating by increasing the font series used for te reo Māori** was consulted on and adopted for the Kura School signs. As noted earlier in this document, New Zealand uses transport series fonts for traffic signs (ranging from series A to E).<sup>4</sup> The approach differentiates the two languages by having te reo Māori presented in one series up from the English (e.g., if English is transport series C, then te reo would be presented in transport series D). This approach would only be used where English is currently presented in capital case.

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<sup>3</sup> An example of cultural importance in sign design considerations can be seen in the decision to not present te reo in italics on any road sign following the Kura School consultation. Use of italics can create the impression that italicised text is outside the norm or presents it in a way that renders it foreign looking.

<sup>4</sup> Each transport series font is capital case, but two of them also provide a modified sentence case option. Our most common traffic signs are guide signs, and these utilise the sentence case modified series E).

- ii. **Differentiating languages by colour** is another method that has been adopted for some of the signs in this package. This approach maintains English text in its current colour on the traffic signs and presents te reo Māori in a different colour. Consultation with the NZ Association of Optometrists was undertaken. The proposed colour combinations within this package were confirmed to provide sufficient colour and/or contrast differentiation for people with colour vision deficiency to safely discern the critical information presented.
- iii. **Differentiating the casing of languages** is the final differentiation method that has been used in this package. This approach presents te reo Māori in sentence case and English is in capital case. In some circumstances this form of differentiation has the benefit of reducing the overall size of signs compared to having both languages in capital case. Sentence case has also been found to enhance the legibility of text for users.

#### **4. Signs should be consistent across families**

- Consistency in design elements has been maintained within and across sign families. Consistency enables transport system users to easily identify the sign type by family and associate those design elements with the functions of that family.

#### **5. Familiarity of signs should be maintained:**

- Familiarity emphasises the importance of maintaining the key design elements of the current signs on the network to ensure that road users can quickly recognise and adjust to the new signs. This includes maintaining, where possible, elements such as the font size, font type and font colour and background colour.

These design principles have been considered in the design process for the families of signs included in this prioritised package. The design of traffic signs must always be safe and the presentation of te reo Māori culturally appropriate – these are bottom lines and so no compromise will be made. Differentiation of the languages is required for bilingual signs, but there is room for alternative approaches to be taken to achieve an appropriate and sufficient level of differentiation. The principles of familiarity and consistency in sign design are important to adhere to, but in certain circumstances other principles may have a higher priority or take precedence for some design decisions (e.g., to achieve a better level of differentiation, cultural appropriateness).

# What changes are proposed?

## Families of signs approach

As noted above, a range of factors were considered to help decide which families of signs (and individual signs within these families) should be included in the prioritised package. The proposed families are:

- Destination signs (Proposal 1)
- Public and active transport signs (Proposal 2)
- Walking and cycling wayfinding signs (Proposal 3)
- General advisory and permanent warning signs (Proposal 4)
- Motorway and expressway advisory signs (Proposal 5)
- Temporary traffic management signs (Proposal 6).

We are also proposing several changes to the TCD Rule which are considered minor (Proposal 7).

Each proposal is discussed in the sections below with some examples of the signs provided. Annexes at the end of the document identify all proposed signs, and the proposed Rule specifies any variations or options for particular signs.

### **Some highly desired signs by the community will be considered in the next phase**

From our engagement with stakeholders and communities, we are aware of a number of signs for which there is significant community aspiration to be made bilingual. These signs include 'School Patrol' and temporary traffic management 'stop/go/slow' signs. Waka Kotahi is working with Waikato University to undertake research on design options and driver responses to these signs. The outcomes of this research will be used to inform proposals for phase two of this programme.

### **Some monolingual signs are proposed or being considered**

As part of our work for the design of signs in this prioritised package, we identified some opportunities where monolingual sign options may be possible and appropriate (i.e., a standalone sign in te reo Māori, and a standalone sign in English). Where applicable, these are included as part of a proposal (see Proposal 1). While these are not bilingual signs, they still provide opportunities for te reo Māori and English to be presented on traffic signs and so we are interested in feedback from stakeholders.



## Proposal 1: Destination signs







Destination signs inform road users of directions and distances to destinations and are commonplace throughout the roading network. Some of these destination signs include a speed threshold. These signs must give road users their message clearly and in a way that allows adequate time for the intended response from road users. These signs have added benefits of being large and having high exposure to transport system users. Displaying Māori localities alongside the English place name will recognise the mana of (and increase general knowledge of) Māori localities. Note that street name signs are not included in this prioritised package.

Please note that the destinations shown in some of the proposed signs for this family are for illustrative purposes only. The TCD Rule does not specify actual destinations to be used on signs, but we have utilised some examples to indicate what the proposed signs would look like. While efforts have been made to ensure the accuracy of the examples used, the New Zealand Geographic Board Ngā Pou Taunaha o Aotearoa is the authoritative source of information regarding official and unofficial names of places.

### **Design principles applied to this family**

We are proposing to use colour to differentiate the two languages on this family of signs as the current signs utilise sentence case. Te reo Māori text is proposed to be shown in yellow and English in white. These colours are suitable with both the green and blue sign background colours for this family. If there is only one name for a destination it will continue to be shown in white text - this applies regardless of whether the localities are te reo Māori (e.g., Rotorua, Whakatane) or English.

**We are proposing 17 bilingual traffic signs for this family and a complete list is provided in Annex 1. Some examples are provided below:**

	Current	Examples of proposed signs
<p><b>R1-5.2 Rural Threshold (Option A)</b></p> <p>Proposed Rule reference: clause 2.4(5)(b)</p>		
<p><b>R1-5.5 Safer Speed Area Threshold</b></p> <p>Proposed Rule reference: clause 2.4(5)(e)</p>		
<p><b>A11-4 Advanced direction 'map'</b></p> <p>Proposed Rule reference: clause 2.4(5)(mmm)</p>		

With respect to destination signs that include the phrase ‘Welcome To’ in English (including R1-5.2 Rural Threshold) we are providing two translations that RCAs can choose from – ‘Haere Mai Ki’ and ‘Nau Mai Ki’. This gives RCAs flexibility to determine which translation is appropriate in their rohe.

Background colours for this sign are currently blue, green, black or white. We are proposing to remove black and white given feedback we have received from industry stakeholders and that these background colours are rarely used. The blue and green background colours will continue to be available for the proposed bilingual signs.

We have taken the opportunity to improve design consistency for one of the signs (i.e., the **R1-5.2 Threshold Urban/Rural** sign is now entirely sentence case), but all other design elements for the family of signs remain unchanged (e.g., the font, background colours).

**Directional signage currently permits the use of route indicator numbers (see examples in A11-4 table above which has red shields indicating the state highway number). In addition to route indicators, we are proposing that directional signs can also use the following two service symbols:**

**Service symbols to be permitted on directional signage**



**Hospital symbol**



**Airport symbol**



**Enabling these particular service symbols for directional signage saves space and allows road users to quickly identify the direction to these important destinations. These service symbols are internationally recognised. Please refer to the proposed Rule regarding the particular signs that are able to use these symbols.**

**Consultation questions:**

1. Do you think that destination family of signs present a good opportunity to achieve the goal of incorporating more te reo Māori onto Aotearoa New Zealand's transport network?
2. What are your thoughts on the use of colour to differentiate te reo Māori and English text on the destination family of signs?
3. Do you have any other feedback on the designs of this overall family or individual signs? Please see **Annex 1** and reference any individual signs where applicable in your response.

**A dual option is also proposed for 'Welcome to' signs**

**In addition to the bilingual 'Welcome To' sign described above (R1-5.2 Rural Threshold), we are also proposing a dual language option. This proposed option will allow for one of the signs to be in te reo Māori and the other retaining its current messaging in English. We are proposing that the sign presenting te reo Māori text be installed on the left-hand side of the road, with English sign on the right (see example below).**

	Proposed	
<p><b>R1-5.2 Rural Threshold (Option B)</b></p> <p>Proposed Rule reference: clause 2.4(5)(b)</p>		
	To be used on the left side of road	To be used on right side of road

**Given that this dual approach does** not require differentiation between languages, the text on both signs will be presented in the same colour (i.e., white) and in sentence case. The signs will be available in **green and blue backgrounds as is currently the case. Generally**, the overall size of a dual approach sign is smaller than the equivalent bilingual **‘Welcome To’ option**.

**Two translation options will again be available for the te reo Māori sign - ‘Haere Mai Ki’ and ‘Nau Mai Ki’.**

**A dual approach for these signs was approved in 2018 and they are currently being utilised on the transport network across various regions. The main differences from what is being proposed are that:**

- the English signs is currently on the left, and
- a number of different translation options for te reo Māori are being utilised.

**The proposed dual approach will promote better consistency for these signs and its use formalised in the TCD Rule itself.**

**Consultation questions:**

4. Do you think that the dual sign option is a suitable way to display both te reo Māori and English messaging on Aotearoa New Zealand’s transport network? Can you explain why or why not?

**Use of localities on destination signs**

The TCD Rule does not specify which language must be used for localities, but official names must be used where one exists (as required under the New Zealand Geographic Board (Ngā Pou

Taunaha o Aotearoa) Act 2008.) Where there is no official name, an unofficial name can be used.<sup>5</sup> Road Controlling Authorities are responsible for correctly displaying localities on traffic signs.

The New Zealand Geographic Board Ngā Pou Taunaha o Aotearoa grants some places and features a name that incorporates both English and te reo Māori (e.g., Aoraki / Mount Cook). These 'dual names' recognise the equal and special significance of both an original Māori and non-Māori name to a community. These are official names and must be used by RCAs on their road signs. Although these localities consist of two languages, they are recognised as a single name (i.e., these are not two translations of the same name).

To support the intention of these localities being recognised as a single name, we are proposing that the TCD Rule requires that the name be presented in white font (see clause 2.4(1) of the draft amendment Rule) as indicated in the example below.



**Dual name example with A15-1 Confirmation  
direction - 2 locations**

The forward slash is part of the official name for these places and must be displayed on the sign.

Currently Waka Kotahi has guidance in the Traffic Control Devices Manual on how dual names should be displayed, but we will be updating our information if the changes in the proposed Rule are approved following consultation.<sup>6</sup> Given that a requirement will be included in the TCD Rule regarding how these names must be displayed, the revised guidance in Traffic Control Devices Manual may focus more on matters that help RCAs to understand their obligations for names of places and where further information or support can be obtained.

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<sup>5</sup> More information on official and unofficial localities is available on the New Zealand Geographic Board Ngā Pou Taunaha o Aotearoa website <https://www.linz.govt.nz/regulatory/place-names/about-new-zealand-geographic-board/nzgb-place-name-maps-and-publications>.

<sup>6</sup> See Appendix A of the TCD Manual regarding current guidance <https://www.nzta.govt.nz/assets/resources/traffic-control-devices-manual/docs/part-2-draft-direction-service-and-general.pdf>.

## Proposal 2: Public and active transport signs





Public and active transport signs provide information relating to special vehicle routes (such as bus and cycle routes). These signs are relatively simple and use mostly symbols to convey information, with minimal text. Early feedback has indicated significant community aspiration for these signs to be bilingual due to wide range of people that regularly interact with these different types of transport (e.g., cyclists, public transport users). The land transport system is becoming more multi-modal (i.e., involving different modes of transport) and so these types of signs are likely to become more common across the network.



### Design principles applied to this family

Two methods of differentiation have been used in this family of signs and this has been dependent on the current design elements of the sign. For some signs, such as bus and cycle 'lane' or 'only' signs (see R4-9 and R4-7.1 below), capital case is currently used for English and so it is proposed that capital case is maintained and te reo Māori is differentiated using one font size up from the English.

For the bus stop and coach stop signs, unlike the rest of this family, colour is the method proposed to differentiate te reo Māori and English. Te reo Māori is presented in black and English in red, which maintains elements of the original colour design of the sign and is suitably differential (see R6-2B below). Given that the English text on the sign is currently in sentence case, the one series up approach is not applicable.

**We are proposing seven bilingual traffic signs for this family and a complete list is provided in Annex 2. Some examples are provided in the following table:**

	Current	Examples of proposed signs
<b>R4-9 Cycle Lane</b>  Proposed Rule reference: clause 2.4(5)(n)		
<b>R4-7.1 Bus Only</b>  Proposed Rule reference: clause 2.4(5)(k)		

	Current	Examples of proposed signs
<p><b>R6-2B Text or symbols that may appear below or beside Symbol R6-1B (Bus stop)</b></p> <p>Proposed Rule reference: clause 2.4(2)</p>		

Currently the bus and coach stop signs provide RCAs two options for the colour of the bus/coach – red or black. We understand that black is rarely used. We are proposing that only the red bus symbol is permitted with these signs as the red image provides a better contrast with the black te reo Māori text that is positioned directly under it.

### Consultation questions:

5. Do you think that the public and active transport family of signs present a good opportunity to achieve the goal of incorporating more te reo Māori onto Aotearoa New Zealand's transport network?
6. What are your thoughts on utilising the one series up method to differentiate te reo Māori and English text on the public and active transport family of signs?
7. What are your thoughts on the use of colour to differentiate te reo Māori and English text on the bus and coach stop signs?
8. Do you have any other feedback on the designs of this overall family or any individual signs? Please see **Annex 2** and reference any individual signs where applicable in your response.

## Proposal 3: Walking and cycling wayfinding signs

This family of signs provides directional information to people using active modes of transport, such as walking and cycling. These wayfinding signs are usually found on shared paths and cycleways. Walking and cycling wayfinding signs are designed to deliver messages to pedestrians and cyclists clearly and in a way that allows adequate time for the intended response. The land transport system is becoming more multi-modal (i.e., involving different modes of transport) and so these types of signs are likely to be more common across the network.

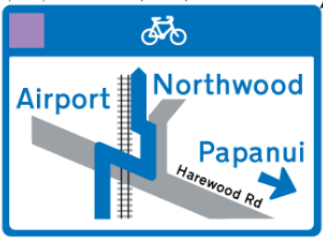
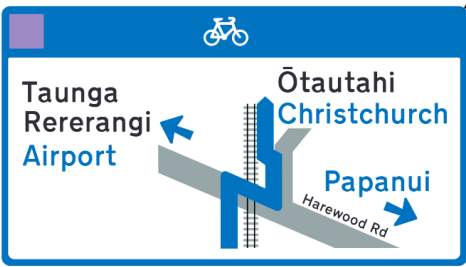




Please note that the destinations shown in some of the proposed signs for this family are for illustrative purposes only. The TCD Rule does not specify actual destinations to be used on signs, but we have utilised some examples to indicate what the proposed signs would look like. While efforts have been made to ensure the accuracy of the examples used, the New Zealand

Geographic Board Ngā Pou Taunaha o Aotearoa is the authoritative source of information regarding official and unofficial names of places.

**Design principles applied to this family**

The walking and cycling wayfinding signs will utilise colour to differentiate the two languages. On these signs, te reo Māori text is shown in black and English in blue. Colour differentiation is used for this family of signs as the previous blue/white colour scheme lent itself to easy font colour differentiation, while still maintaining the familiar colour design for the rest of the sign. The font sizes and the sentence casing has been maintained from the previous sign design.

**We are proposing six bilingual traffic signs for this family and a complete list is provided in Annex 3.**

<p><b>A51-2 Cycle route advance direction map – primary route</b></p> <p>Proposed Rule reference: clause 2.4(3)(y)</p>		
<p><b>A51-3 Cycle route intersection direction – primary route</b></p> <p>Proposed Rule reference: clause 2.4(3)(z)</p>		
<p><b>A51-5 Cycle route direction– primary route</b></p> <p>Proposed Rule reference: clause 2.4(3)(bb)</p>		

If there is only one name being used for the destination, it will continue to be shown in blue text - this applies regardless of whether the localities are te reo Māori (e.g., Rotorua or Whakatāne) or English (e.g., Wellington). This approach of maintaining the current colour of text for places with only one name is consistent with the destination sign family in Proposal 1.



It should be noted that terms used in the images in the table above, and also in **Annex 3**, are not required words or messages that have to be used. They are simply examples to illustrate how the sign is designed. However, we have provided translations to reflect as accurately as possible how these signs might be observed with both languages.

Given the introduction of the proposed cycle wayfinding signs above, the following signs which are currently in the TCD Rule are no longer needed and are proposed for removal (Proposed Rule reference: clause 2.4(4)):

- A11-5 Cycle route direction
- A13-1.2 Intersection direction cycle route – arrow board
- A13-3.2 Intersection direction cycle route – arrow board two direction
- A15-2 Confirmation direction cycle route.

### Consultation questions:

9. Do you think that the walking and cycling wayfinding family of signs present a good opportunity to achieve the goal of incorporating more te reo Māori onto Aotearoa New Zealand's transport network?
10. What are your thoughts on using colour to differentiate te reo Māori and English text on the walking and cycling wayfinding family of signs?
11. Do you have any other feedback on the designs of this overall family or any individual signs? Please see **Annex 3** and reference any individual signs where applicable in your response.














## Proposal 4: General advisory and permanent warning signs



This family of signs provide information about features adjacent to roads and warn of associated hazards.

### Design principles applied to this family

Te reo Māori and English will be differentiated by displaying te reo Māori in one series up from English. This approach has been adopted given English messaging is currently in capital case and that is proposed to remain in place. All other design elements remain unchanged (e.g., background colour).

**We are proposing 10 bilingual traffic signs (or parts thereof) for this family and a complete list is provided in Annex 4. Some examples are provided in the following table:**

	Current	Examples of proposed signs
<p><b>W16-5.2 Kindergarten</b></p> <p>Proposed Rule reference: clause 2.4(5)(fff)</p>		
<p><b>W16-5.3 Aged</b></p> <p>Proposed Rule reference: clause 2.4(5)(ggg)</p>		 
<p><b>W11-3.2 Intersection sign supplementary - concealed</b></p> <p>Proposed Rule reference: clause 2.4(5)(eee)</p>		
<p><b>W17-1.1 School bus - 'school bus'</b></p> <p>Proposed Rule reference: clause 2.4(5)(hhh)</p>		
<p><b>W17-1.2 School bus - 'school'</b></p> <p>Proposed Rule reference: clause 2.4(5)(iii)</p>		
<p><b>R1-6.1 Kura School static variable speed limit</b></p> <p>Proposed Rule reference: clause 2.4(5)(f)</p>		

	Current	Examples of proposed signs
<p><b>A40-7 Shared zone</b></p> <p>Proposed Rule reference: clause 2.4(5)(www)</p>		

**We are proposing that two translations be available for the W16-5.3 ‘Aged’ sign shown in the table above – ‘Kaumātua’ and ‘Ahungarua’.**

With respect to the R1-6.1 Kura School static variable speed limit, we are proposing that the term ‘school days’ is made bilingual. Due to time pressures, it was not possible to consult on this proposal as part of the suite of Kura School signs late last year, but the one series up approach is obviously consistent with the Kura School family of signs. We have also taken the opportunity to improve the readability and consistency of this sign by ensuring that the times of day have the same number of place values (i.e., 9.00 AM is proposed instead of 9 AM).

Similarly, we are proposing to make two vehicle mounted school bus signs bilingual (W17-1.1 ‘School Bus’ and W17-1.2 ‘School’). The same approach is taken with the Kura School family of signs with a one series up approach. There will be an increase in the size of these signs, and because they are attached to vehicles, we are interested in receiving any feedback from stakeholders on these two proposals.

### Consultation questions:

12. Do you think that the general advisory family of signs present a good opportunity to achieve the goal of incorporating more te reo Māori onto Aotearoa New Zealand’s transport network?
13. What are your thoughts on the use of the one series up method to differentiate te reo Māori and English text on the general advisory family of signs?
14. Do you have any other feedback on the designs of this overall family or any individual signs? Please see **Annex 4** and reference any individual signs where applicable in your response.











## Proposal 5: Motorway and expressway advisory signs

These signs provide information about motorways and expressways.

**Design principles used for this family**

The preferred option for differentiating motorway and expressway advisory signs is the one series up method in order to preserve the capital case messaging that is currently used for these signs. All other design elements remain unchanged (e.g. background colour).

**We are proposing 12 bilingual traffic signs for this family and a complete list is provided in Annex 5. Some examples are provided in the following table:**

	Current	Examples of proposed signs
<p><b>A41-2 Expressway</b></p> <p>Proposed Rule reference: clause 2.4(5)(bbbb)</p>		
<p><b>A41-1 Motorway</b></p> <p>Proposed Rule reference: clause 2.4(5)(xxx)</p>		
<p><b>R1-5.3 Motorway ends threshold</b></p> <p>Proposed Rule reference: clause 2.4(5)(c)</p>		
<p><b>A12-3 Exit only supplementary</b></p> <p>Proposed Rule reference: clause 2.4(5)(ppp)</p>	 	 



**Consultation questions:**

- 15. Do you think that the motorway and expressway advisory family of signs present a good opportunity to achieve the goal of incorporating more te reo Māori onto Aotearoa New Zealand’s transport network?
- 16. What are your thoughts on the one series up method differentiate te reo Māori and English text on the motorway and expressway advisory family of signs?
- 17. Do you have any other feedback on the designs of this overall family or any individual signs? Please see **Annex 5** and reference any individual signs where applicable in your response.

**Alternative approach for motorway and expressway signs we have considered**

A number of different design options were considered for the motorway and expressway signs, in addition to the proposed one series up approach outlined above. One of the other options involved using sentence case for both English and te reo Māori, which enables the use of colour as the method of differentiation.

**The following signs are examples of the possible use of sentence case and colour for motorway and expressway signs:**

Examples for motorway and expressway signs using sentence case and colour	
	
R1-5.3 Motorway ends threshold	A41-1.1 Motorway

Taking this approach for these types of signs would bring them into alignment with signs in Proposal 1 (as the same font has been adopted), which have similar design elements (e.g., background colour, some incorporate speed thresholds). As indicated earlier in this document, sentence case has been shown to improve legibility so there may be an overall benefit to all users interacting with these signs.

This approach would however deviate from our design principle of maintaining consistency and familiarity of signs by not retaining capital case for the sign family. The signs would also be slightly

larger under this option compared to the proposed one series up approach, but this is not considered to be significant.

### Consultation questions:

18. What are your thoughts on the use of using sentence case for motorway and expressway signs, which enables colour to be utilised as the method of differentiation?

## Proposal 6: Temporary Warning signs










Temporary traffic management signs are used by contractors working with the road corridor to ensure safe management of traffic around their worksite. These signs have a high level of visibility due to their prevalence on every type of road and they constantly move around the network. This family of signs is large, with some signs having relatively straightforward messaging.

### Design principles applied to this family

The two languages on these signs will be differentiated through different case types, with te reo Māori displayed in sentence case and English in upper case. Sentence case differentiation has been used to minimise the size increase of the bilingual temporary signs, which is crucial for signs that are used on roads with a higher crash risk. Minimising the increase in the sign size also reduces the likelihood of the signs being blown over and makes them easier to move around.

As indicated earlier in this document, sentence case has been shown to improve legibility. We have maintained the font colour and background colour for this family to promote consistency and familiarity. This approach would however deviate from our design principle of maintaining consistency and familiarity of signs by not retaining capital case for the entire sign family.

**We are proposing 42 bilingual traffic signs for this family and a complete list is provided in Annex 6. Some examples are provided in the following table:**

	Current	Examples of proposed signs
<b>R1-8 Temporary speed limit</b>  Proposed Rule reference: clause 2.4(5)(g)		
<b>W7-7 Thank You</b>  Proposed Rule reference: clause 2.4(5)(ccc)		
<b>W5-4 Detour Ends</b>  Proposed Rule reference: clause 2.4(5)(zz)		
<b>W2-1.21 Hazard warning supplementary - Funeral</b>  Proposed Rule reference: clause 2.4(5)(mm)		  

We are proposing that two translations be available for the W2-1.21 ‘Funeral’ shown in the table above – ‘Hui Mate’ and ‘Tangihanga’.

Schedule 1 of the TCD Rule currently provides for A and B sizes for W1 temporary supplementary warning signs. The A size is a minimum and the B size is an upscale which is intended to be used on higher traffic roads where a larger sign may be needed. Clause 4.4(2) of the TCD Rule already permits the increase in sign sizing, therefore we are removing the B size from Schedule 1 of the TCD Rule. These will however still be shown on the signs specifications website as is the current practice with other signs.

**Consultation questions:**

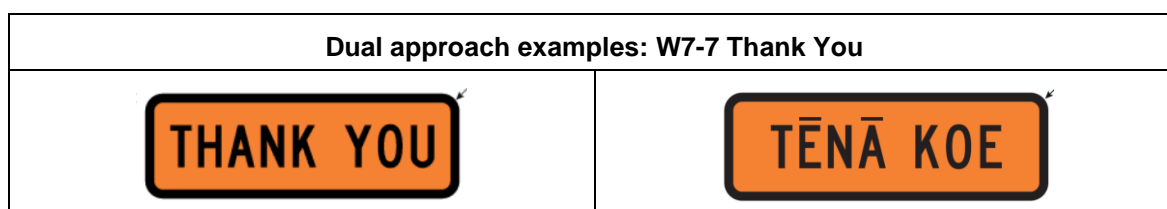
19. Do you think that the temporary family of signs present a good opportunity to achieve the goal of incorporating more te reo Māori onto Aotearoa New Zealand’s transport network?

20. What are your thoughts on the use of uppercase and sentence case font to differentiate te reo Māori and English text on the temporary family of signs?
21. Incorporating te reo Māori into temporary signs will make them larger. However, increasing the sign size allows the English text to be clearer. How do you think the larger temporary signs may affect transport users and road workers?
22. Do you have any other feedback on the designs of this overall family or any individual signs? Please see **Annex 6** and reference any individual signs where applicable in your response.

### Consideration of a dual approach for temporary signs

Given the possible implications of increasing the size of temporary signs, a dual approach was one of a number of other options considered for this family (i.e., a single sign for each language). This is similar to our proposed dual approach for the “Welcome to” signs outlined in Proposal 1, but instead of the signs being on the right and left sides of the road, the temporary warnings signs would be set up on the same side of the road, with a distance between them.

The following signs are examples of the possible dual approach for temporary signs:



Supporting infrastructure such as frames, stands and trucks may not need to change significantly under this dual approach. It would however effectively double the number of these signs on the network and have a potential cluttering effect. There would be a significant cost increase to implement this option compared to the current implementation approach for this programme which is based on replacing the existing signs when needed with the new bilingual signs.

No differentiation is needed for this option as the two languages will be displayed on different signs. The colours and font types of the existing English-only sign will also be used on the te reo Māori-only sign. This will mean that the size of this additional sign will (in most cases) be either the same, or only slightly bigger than the existing sign.

### Consultation questions:

23. The dual approach to temporary signs will increase the number of signs on the network. What are your thoughts as to how this might transport users and road workers?



## Proposal 7: Other proposed changes

We are proposing some consequential and/or minor changes to be made to the TCD Rule as part of this rule change. To review these in detail, please review the draft proposed rule.

For example, these include:

### Sign specifications / requirements

- changes to the shape and size of signs
- changes to border sizes
- changes to colours and text size
- formatting specifications for macrons (new)
- Consequential changes to other signs (for example a consequential change was made to R1-8.3 as a result of the changes to W1-1.13) or the body of the rule.

### Definitions

- Definition of 'Public holiday' being replaced
- Definition of 'School bus' being amended
- Definition of 'Official geographic name' being added.

### General





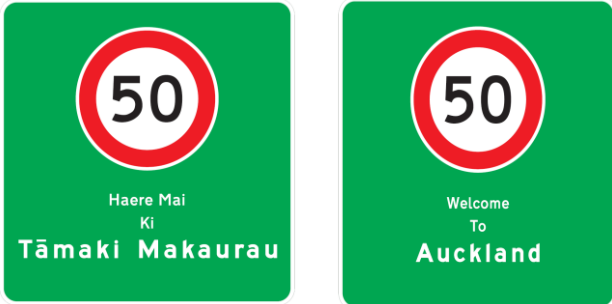


- Inserting new clause 4.4(3A):
  - More than one language may only be used on a traffic sign if explicitly provided for in Schedule 1, and the traffic sign complies with the details of that sign (as set out in Schedule 1).









Further minor or consequential changes to the schedule or the body of the TCD rule may be proposed following consultation (for example any consequential changes needed to the shape and size of a sign, following post-consultation changes).

### Consultation questions:


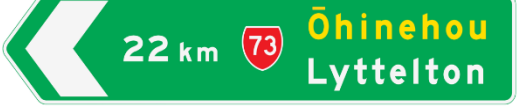




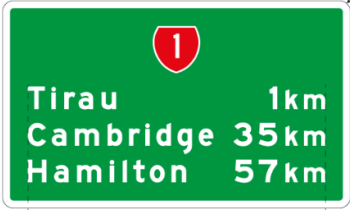

24. Do you have any feedback on the proposed consequential and/or minor changes to be made to the TCD Rule?



# Annex 1: Destination signs

	Current	Proposed
<p><b>R1-5.1 Urban threshold</b></p> <p>Proposed Rule reference: clause 2.5(5)(a)</p>		
<p><b>R1-5.2 Rural threshold (Option A)</b></p> <p>Proposed Rule reference: clause 2.4(5)(b)</p>		
<p><b>R1-5.2 Rural threshold (Option B)</b></p> <p>Proposed Rule reference: clause 2.4(5)(b)</p>	<p>This is a new sign in the TCD Rule.</p>	
<p><b>R1-5.5 Safer Speed Area Threshold</b></p> <p>Proposed Rule reference: clause 2.4(5)(e)</p>		









	Current	Proposed
<p><b>A11-1</b> <b>Advanced direction – word message</b></p> <p>Proposed Rule reference: clause 2.4(5)(jjj)</p>		
<p><b>A11-2</b> <b>Advanced direction - 2 localities</b></p> <p>Proposed Rule reference: clause 2.4(5)(kkk)</p>		
<p><b>A11-3</b> <b>Advanced direction – stack</b></p> <p>Proposed Rule reference: clause 2.4(5)(lll)</p>		
<p><b>A11-4</b> <b>Advanced direction - map</b></p> <p>Proposed Rule reference: clause 2.4(5)(mmm)</p>		









	Current	Proposed
<p><b>A11-4.1</b> Advanced direction – map - overhead</p> <p>Proposed Rule reference: clause 2.3(6)</p>	<p>This is a new sign in the TCD Rule.</p>	
<p><b>A12-1</b> Advanced lane designation – word message</p> <p>Proposed Rule reference: clause 2.4(5)(nnn)</p>		
<p><b>A12-2</b> Advanced lane designation – overhead</p> <p>Proposed Rule reference: clause 2.4(5)(ooo)</p>		
<p><b>A13-1</b> Intersection direction – arrow board</p> <p>Proposed Rule reference: clause 2.4(5)(qqq)</p>		

	Current	Proposed
<p><b>A13-1.1</b> Intersection direction – arrow board with distance</p> <p>Proposed Rule reference: clause 2.4(5)(rrr)</p>		
<p><b>A13-2</b> Intersection direction - arrow</p> <p>Proposed Rule reference: clause 2.4(5)(sss)</p>		
<p><b>A13-3</b> Intersection direction – arrow board two directions</p> <p>Proposed Rule reference: clause 2.4(5)(ttt)</p>		
<p><b>A15-1</b> Confirmation direction</p> <p>Proposed Rule reference: clause 2.4(5)(uuu)</p>		

	Current	Proposed
<b>A17-1 Place name</b>  Proposed Rule reference: clause 2.4(5)(vvv)		

## Annex 2: Public and active transport signs




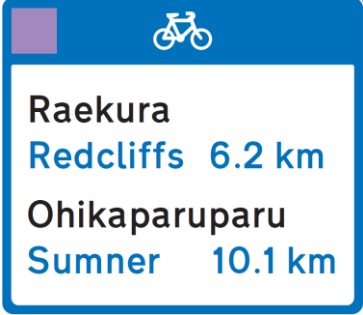
	Current	Proposed
<p><b>R4-7 Bus lane</b></p> <p>Proposed Rule reference: clause 2.4(5)(j)</p>		
<p><b>R4-7.1 Bus only</b></p> <p>Proposed Rule reference: clause 2.4(5)(k)</p>		
<p><b>R4-7.2 Bus Lane or Bus Only - single period</b></p> <p>Proposed Rule reference: clause 2.4(5)(l)</p>		
<p><b>R4-7.3 Bus Lane or Bus Only - two periods</b></p> <p>Proposed Rule reference: clause 2.4(5)(m)</p>		

	Current	Proposed
<p><b>R4-9 Cycle lane</b></p> <p>Proposed Rule reference: clause 2.4(5)(n)</p>		
<p><b>R4-9.1 Cycle only</b></p> <p>Proposed Rule reference: clause 2.4(5)(o)</p>		
<p><b>R6-2B Text or symbols that may appear below or beside Symbol R6-1B (Items 'Bus stop' and 'Coach stop')</b></p> <p>Proposed Rule reference: clauses 2.4(2) and 2.4(3)</p>	 	 


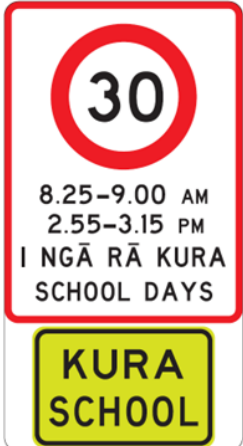













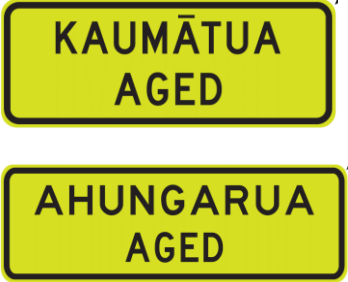


## Annex 3: Walking and cycling wayfinding signs





	Current	Proposed
<p><b>A51-1 Cycle route advance direction – primary route</b></p> <p>Proposed Rule reference: clause 2.4(5)(ffff)</p>		
<p><b>A51-2 Cycle route advance direction map – primary route</b></p> <p>Proposed Rule reference: clause 2.4(5)(gggg)</p>		
<p><b>A51-3 Cycle route intersection direction – primary route</b></p> <p>Proposed Rule reference: clause 2.4(5)(hhhh)</p>		
<p><b>A51-4 Cycle route advance direction arrow – local route</b></p> <p>Proposed Rule reference: clause 2.4(5)(iiii)</p>		

	Current	Proposed
<p><b>A51-5 Cycle route direction–primary route</b></p> <p>Proposed Rule reference: clause 2.4(5)(jjjj)</p>		
<p><b>A51-8 Cycle route confirmation direction–primary route</b></p> <p>Proposed Rule reference: clause 2.4(5)(kkkk)</p>		








## Annex 4: General advisory signs permanent and warning signs

	Current	Proposed
<p><b>R1-6.1 Kura School static variable speed limit</b></p> <p>Proposed Rule reference: clause 2.4(5)(f)</p>		
<p><b>R1-9.1 Beach variable speed limit</b></p> <p>Proposed Rule reference: clause 2.3(6)</p> <p><u>Note</u> the current sign was published in the Gazette - May 2022</p>		
<p><b>R1-9.2 Riverbed variable speed limit</b></p> <p>Proposed Rule reference: clause 2.3(6)</p> <p><u>Note</u> the current sign was published in the Gazette - May 2022</p>		









	Current	Proposed
<p><b>R5-11 No camping</b></p> <p>Proposed Rule reference: clause 2.4(5)(p)</p>		
<p><b>W11-3.2 Intersection sign supplementary 'Concealed'</b></p> <p>Proposed Rule reference: clause 2.4(5)(eee)</p>		
<p><b>W16-5.2 Kindergarten</b></p> <p>Proposed Rule reference: clause 2.4(5)(fff)</p>		
<p><b>W16-5.3 Aged</b></p> <p>Proposed Rule reference: clause 2.4(5)(ggg)</p>		
<p><b>W17-1.1 School bus - 'school bus'</b></p> <p>Proposed Rule reference: clause 2.4(5)(hhh)</p>		

	Current	Proposed
<p><b>W17-1.2 School bus - 'school'</b></p> <p>Proposed Rule reference: clause 2.4(5)(iii)</p>		
<p><b>A40-7 Shared zone</b></p> <p>Proposed Rule reference: clause 2.4(5)(www)</p>		

## Annex 5: Motorway and expressway signs













	Current	Proposed
<p><b>R1-5.3 Motorway ends threshold</b></p> <p>Proposed Rule reference: clause 2.4(5)(c)</p>		
<p><b>R1-5.4 Motorway begins threshold</b></p> <p>Proposed Rule reference: clause 2.4(5)(d)</p>		
<p><b>A12-3 Exit only supplementary</b></p> <p>Proposed Rule reference: clause 2.4(5)(ppp)</p>		
<p><b>A12-4 Exit number supplementary</b></p> <p>Proposed Rule reference: clause 2.3(6)</p>	<p>This is a new sign in the TCD Rule.</p>	













	Current	Proposed
<p><b>A41-1 Motorway</b></p> <p>Proposed Rule reference: clause 2.4(5)(xxx)</p>		
<p><b>A41-1.1 Motorway begins</b></p> <p>Proposed Rule reference: clause 2.4(5)(yyy)</p>		
<p><b>A41-1.2 Motorway ends advance information</b></p> <p>Proposed Rule reference: clause 2.4(5)(zzz)</p>		
<p><b>A41-1.3 Motorway ends (Option A and Option B)</b></p> <p>Proposed Rule reference: clause 2.4(5)(aaaa)</p>	 	 













	Current	Proposed
<p><b>A41-2 Expressway</b></p> <p>Proposed Rule reference: clause 2.4(5)(bbbb)</p>		
<p><b>A41-2.1 Expressway begins</b></p> <p>Proposed Rule reference: clause 2.4(5)(cccc)</p>		
<p><b>A41-2.2 Expressway ends advance information</b></p> <p>Proposed Rule reference: clause 2.4(5)(dddd)</p>		
<p><b>A41-2.3 Expressway ends (Option A and Option B)</b></p> <p>Proposed Rule reference: clause 2.4(5)(eeee)</p>		




























## Annex 6: Temporary traffic management signs













	Current	Proposed
<p><b>R1-8 Temporary speed limit</b></p> <p>Proposed Rule reference: clause 2.4(5)(g)</p>		
<p><b>R1-8.4 Emergency speed limit</b></p> <p>Proposed Rule reference: clause 2.3(6)</p>		
<p><b>W1-1.2 New Seal supplementary</b></p> <p>Proposed Rule reference: clause 2.4(5)(q)</p>		
<p><b>W1-1.3 Road works supplementary – mobile machinery (1-line)</b></p> <p>Proposed Rule reference: clause 2.4(5)(r)</p>	 	 
<p><b>W1-1.9 Road works supplementary - works end</b></p> <p>Proposed Rule reference: clause 2.4(5)(s)</p>		













	Current	Proposed
<p><b>W1-1.13 Road works supplementary - bridge repairs</b></p> <p>Proposed Rule reference: clause 2.4(5)(t)</p>		
<p><b>W1-4 Road works supplementary – temporary speed limit ahead</b></p> <p>Proposed Rule reference: clause 2.4(5)(u)</p>		
<p><b>W2-1.1 Hazard warning supplementary - flooding</b></p> <p>Proposed Rule reference: clause 2.4(5)(v)</p>		
<p><b>W2-1.2 Hazard warning supplementary - washout</b></p> <p>Proposed Rule reference: clause 2.4(5)(w)</p>		
<p><b>W2-1.3 Hazard warning supplementary - line crew</b></p> <p>Proposed Rule reference: clause 2.4(5)(x)</p>		
<p><b>W2-1.5 Hazard warning supplementary - tree felling</b></p> <p>Proposed Rule reference: clause 2.4(5)(y)</p>		

	Current	Proposed
<p><b>W2-1.6 Hazard warning supplementary - trucks crossing</b></p> <p>Proposed Rule reference: clause 2.4(5)(z)</p>		
<p><b>W2-1.7 Hazard warning supplementary - logging trucks</b></p> <p>Proposed Rule reference: clause 2.4(5)(aa)</p>		
<p><b>W2-1.8 Hazard warning supplementary - no road marking</b></p> <p>Proposed Rule reference: clause 2.4(5)(bb)</p>		
<p><b>W2-1.9 Hazard warning supplementary - signals changed</b></p> <p>Proposed Rule reference: clause 2.3(5)(cc)</p>		
<p><b>W2-1.10 Hazard warning supplementary - signals not working</b></p> <p>Proposed Rule reference: clause 2.3(5)(dd)</p>		
<p><b>W2-1.11 Hazard warning supplementary - new road layout</b></p> <p>Proposed Rule reference: clause 2.4(5)(ee)</p>		

	Current	Proposed
<p><b>W2-1.13 Hazard warning supplementary - cycle race</b></p> <p>Proposed Rule reference: clause 2.4(5)(ff)</p>		
<p><b>W2-1.14 Hazard warning supplementary - runners</b></p> <p>Proposed Rule reference: clause 2.4(5)(gg)</p>		
<p><b>W2-1.15 Hazard warning supplementary - walkers</b></p> <p>Proposed Rule reference: clause 2.4(5)(hh)</p>		
<p><b>W2-1.16 Hazard warning supplementary - cyclists ahead</b></p> <p>Proposed Rule reference: clause 2.4(5)(ii)</p>		
<p><b>W2-1.17 Hazard warning supplementary - runners ahead</b></p> <p>Proposed Rule reference: clause 2.4(5)(jj)</p>		
<p><b>W2-1.18 Hazard warning supplementary - walkers ahead</b></p> <p>Proposed Rule reference: clause 2.4(5)(kk)</p>		

	Current	Proposed
<p><b>W2-1.20 Hazard warning supplementary - fire</b></p> <p>Proposed Rule reference: clause 2.4(5)(ll)</p>		
<p><b>W2-1.21 Hazard warning supplementary - funeral</b></p> <p>Proposed Rule reference: clause 2.4(5)(mm)</p>		 
<p><b>W2-1.23 Hazard warning supplementary - hidden queue</b></p> <p>Proposed Rule reference: clause 2.4(5)(nn)</p>		
<p><b>W2-1.25 Hazard warning supplementary - pedestrians</b></p> <p>Proposed Rule reference: clause 2.4(5)(oo)</p>		
<p><b>W3-2.1 slippery surface supplementary – ice/grit</b></p> <p>Proposed Rule reference: clause 2.4(5)(pp)</p>		
<p><b>W3-2.2 Slippery surface supplementary - slow when wet</b></p> <p>Proposed Rule reference: clause 2.4(5)(qq)</p>		

	Current	Proposed
<p><b>W3-3.1 Gravel surface supplementary – new seal</b></p> <p>Proposed Rule reference: clause 2.4(5)(rr)</p>		
<p><b>W3-3.2 Gravel surface supplementary – seal repairs</b></p> <p>Proposed Rule reference: clause 2.4(5)(ss)</p>		
<p><b>W3-6.1 Supplementary – please stop on request</b></p> <p>Proposed Rule reference: clause 2.4(5)(tt)</p>		
<p><b>W3-7 Site access distance ahead</b></p> <p>Proposed Rule reference: clause 2.4(5)(uu)</p>		
<p><b>W3-8 Site access</b></p> <p>Proposed Rule reference: clause 2.4(5)(vv)</p>		
<p><b>W4-7.1 One lane - supplementary sign</b></p> <p>Proposed Rule reference: clause 2.4(5)(ww)</p>		

	Current	Proposed
<p><b>W5-1 Road closed ahead</b></p> <p>Proposed Rule reference: clause 2.4(5)(xx)</p>		
<p><b>W5-2 Detour ahead follow 'symbol'</b></p> <p>Proposed Rule reference: clause 2.4(5)(yy)</p>		
<p><b>W5-4 Detour ends</b></p> <p>Proposed Rule reference: clause 2.4(5)(zz)</p>		
<p><b>W6-6 Breakdown</b></p> <p>Proposed Rule reference: clause 2.4(5)(aaa)</p>		
<p><b>W7-2 Vehicle mounted sign – road work</b></p> <p>Proposed Rule reference: clause 2.4(5)(bbb)</p>		
<p><b>W7-7 Thank you</b></p> <p>Proposed Rule reference: clause 2.4(5)(ccc)</p>		
<p><b>W7-7.1 Works end thank you</b></p> <p>Proposed Rule reference: clause 2.4(5)(ddd)</p>	