WAKA KOTAHI
NZ TRANSPORT AGENCY

MINISTERIAL BRIEFING NOTE

Subject	Proposed public consultation on next package of bilingual traffic signs
Date	26 April 2023
Briefing number	BRI-2749

Contact(s) for telephone discussion (if required)				
Name	**Position**	**Direct line**	**Cell phone**	**1st contact**
Kane Patena	Group General Manager Regulatory Services and Director of Land Transport	s 9(2)(a)		✓

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Action taken by Office of the Minister

- ☐ **Noted**
- ☐ **Seen by Minister**
- ☐ **Agreed**
- ☐ **Feedback provided**
- ☐ **Forwarded to**
- ☐ **Needs change [please specify]**
- ☐ **Withdrawn**
- ☐ **Overtaken by events**

26 April 2023

Hon Kiri Allan – Associate Minister of Transport

Proposed public consultation on next package of bilingual traffic signs

Purpose

1. To seek your approval to consult on the next package of proposed bilingual traffic signs as part of He Tohu Huarahi Māori Bilingual Traffic Signs Programme.

Key points

2. This briefing seeks your approval to consult on a package of proposed bilingual traffic signs. The draft consultation document for these proposals is attached as **Appendix 1**, and the draft Land Transport Rule: Traffic Control Devices (Bilingual Signs) Amendment 2023 as **Appendix 2**.

3. Te Manatū Waka Ministry of Transport (Te Manatū Waka) has provided your office with previous briefings sent to the Minister of Transport, Hon Michael Wood, on this programme. The most recent of which was dated 10 August 2022 regarding consultation on the proposed package of signs (OC220652 refers).

4. Subject to your approval, Waka Kotahi NZ Transport Agency will be ready to start public consultation on approximately Monday, 8 May, for a period of six weeks, ending 16 June 2023. Consultation requirements are set out in Section 161 of the Land Transport Act 1998 and Waka Kotahi has been delegated these statutory functions.

5. Once consulted and approved, the signing of this Amendment Rule will complete the first phase of the wider bilingual traffic signs project. The next phase of the programme will aim, where appropriate, to enable the rest of Aotearoa New Zealand's traffic signs to be replaced with bilingual signs as and when they are needed on the transport network.

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Background

6. In early 2021, the Minister of Transport made a commitment to having bilingual traffic signs implemented throughout Aotearoa New Zealand by the end of this Government's term. Waka Kotahi and Te Manatū Waka have been progressing this work.

7. The He Tohu Huarahi Māori Bilingual Traffic Signage work programme has been divided into 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.

8. A suite of Kura Schools was enabled in April and May 2022 when the Land Transport Rule: Traffic Control Devices (Kura/School Signs) Amendment 2021 came into force. This was separated from Phase 1 of the programme to align it with the Land Transport Rule: Setting of Speed Limits 2022.

9. The prioritised package of signs we are seeking your approval to consult on would complete Phase 1 of the programme.

We have categorised the signs in this proposed package by 'family'

10. Signs included in the prioritised package have been categorised by 'family' and covers:
    a. Destination signs
    b. Public and active transport signs
    c. Walking and cycling wayfinding signs
    d. General advisory and permanent warning signs
    e. Motorway and expressway advisory signs
    f. Temporary traffic management signs.

11. In most cases, the majority of signs within each family have been included in the package. This helps to ensure consistency across all signs of the same type. It also makes clear which types of signs communities see as most valuable to te reo Māori revitalisation.

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Subject to your approval, Waka Kotahi will undertake public consultation on your behalf

The proposed approach is a six-week consultation

12. The attached overview document and draft Amendment Rule describe the proposals and changes needed to enable the proposed package of bilingual traffic signs.

13. Subject to your approval, we intend for public consultation on this package to run over six weeks, from approximately 8 May to 16 June 2023.

14. We are working with Te Mātāwai on our communications and consultation approach for this package of signs. This includes ensuring consultation and communications documents are translated to standards approved by Te Mātāwai and Te Taura Whiri i te reo Māori, the Māori Language Commission.

15. We are also working in partnership with Te Mātāwai on identifying and informing Māori stakeholders, educating the public about the signs to ensure safety, and explaining how these signs will support the revitalisation of te reo Māori.

16. We plan to announce the launch of consultation through a joint media release and online media briefing to be attended by representatives from Waka Kotahi and Te Mātāwai. We will also work with your office on planning for the announcement.

17. An indicative timeline for the consultation and other key milestones is set out in the table below. The timeline takes into account when decisions need to be made before the period of restraint prior to this year's General Election.

Key milestones	Indicative timing
6-week consultation period	8 May – 16 June 2023
Review of submissions and consideration of any changes to proposals	19 June – 7 August 2023

s 9(2)(f)(iv)

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Waka Kotahi will be responsible for fulfilling the consultation requirements

18. The Land Transport Act 1998 empowers the Minister of Transport to make, amend, or revoke an ordinary rule without going through the Cabinet process.

19. Waka Kotahi has been delegated some powers and functions relating to consultation and will:
    a. ensure the consultation gives interested persons a reasonable time to make submissions on the proposal (section 161(2)(b) of the Land Transport Act 1998)
    b. consider who is appropriate to consult with and undertake that consultation (section 161(2)(c) of the Land Transport Act 1998)
    c. publish a notice in the Gazette, on your behalf, of your intention to make this ordinary rule (section 161(2) of the Land Transport Act 1998).

Next steps

20. Subject to your approval, Waka Kotahi will undertake public consultation on the package of bilingual traffic signs (and publish a notice of your intention to make the Rule).

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It is recommended that you:

1. **Note** that Waka Kotahi will be ready to begin public consultation from approximately 8 May 2023.

2. **Agree** to Waka Kotahi progressing consultation on the next package of bilingual traffic signs **Yes / No**

.....

Kane Patena

Group Manager Regulatory Services and Director of Land Transport

.....

Hon Kiri Allan, Associate Minister of Transport

Date: 2023

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APPENDIX 1: OVERVIEW DOCUMENT FOR CONSULTATION

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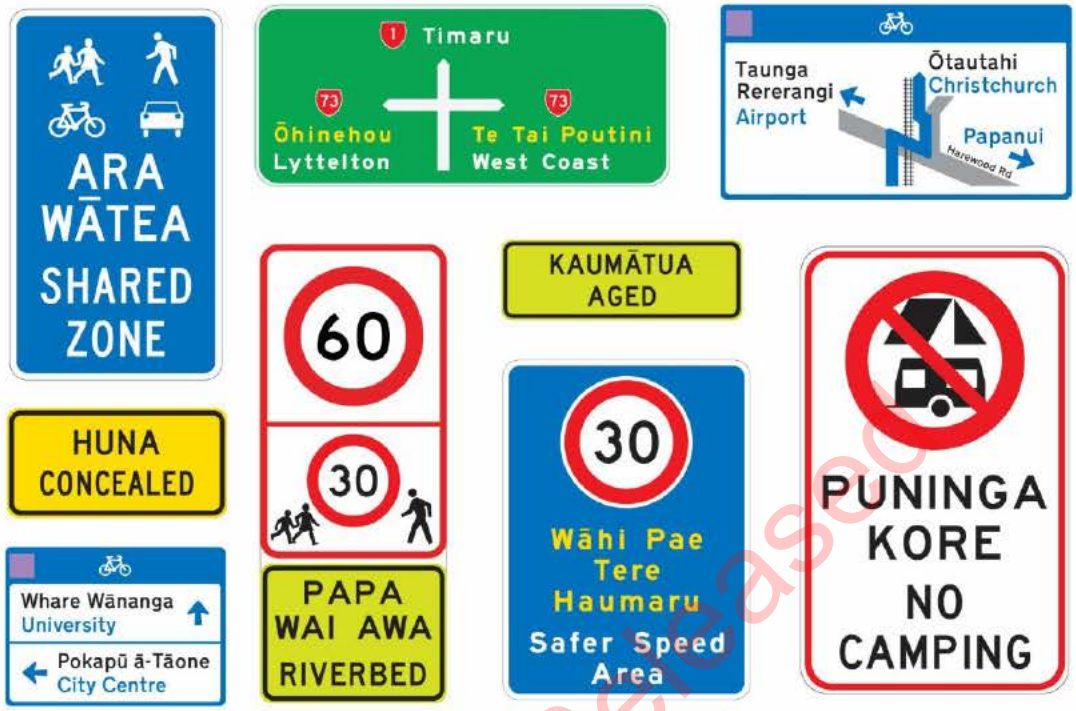
Te Mātāwai | WAKA KOTAHI NZ TRANSPORT AGENCY



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HE TOHU HUARAHI MĀORI BILINGUAL TRAFFIC SIGNS PROGRAMME

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

Overview for consultation

XX

Te Kāwanatanga o Aotearoa
New Zealand Government

Contents

Copyright information ... 3
Disclaimer ... 3
More information ... 3
FOREWORD ... 4
THE PROCESS FOR MAKING RULE CHANGES ... 5
What are land transport rules? ... 5
Scope and objective of the TCD Rule ... 6
Consultation on proposed rule changes ... 7
MAKING A SUBMISSION ... 8
Information to include in your submission ... 8
Sending your submission ... 8
Deadline for submissions ... 8
Submission is public information ... 8
WHY ARE WE DOING THIS? ... 9
Kura School traffic signs were introduced in April and May 2022 ... 9
Research was undertaken to determine the safety of bilingual signs ... 10
Benefits of bilingual signage ... 12
Implementation approach ... 12
THE PROCESS SO FAR ... 13
Deciding which signs would be made bilingual in this phase ... 13
Translation ... 13
Design principles ... 14
WHAT CHANGES ARE PROPOSED? ... 16
Families of signs approach ... 16
Proposal 1: Destination signs ... 16
Proposal 2: Public and active transport signs ... 22
Proposal 3: Walking and cycling wayfinding signs ... 23
Proposal 4: General advisory and permanent warning signs ... 25
Proposal 5: Motorway and expressway advisory signs ... 27
Proposal 6: Temporary Warning signs ... 30
Proposal 7: Other proposed changes ... 32
ANNEX 1: DESTINATION SIGNS ... 34
ANNEX 2: PUBLIC AND ACTIVE TRANSPORT SIGNS ... 38
ANNEX 3: WALKING AND CYCLING WAYFINDING SIGNS ... 40
ANNEX 4: GENERAL ADVISORY SIGNS PERMANENT AND WARNING SIGNS ... 42
ANNEX 5: MOTORWAY AND EXPRESSWAY SIGNS ... 45
ANNEX 6: TEMPORARY TRAFFIC MANAGEMENT SIGNS ... 48

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More information

If you have further queries, call our contact centre on 0800 699 000 or email us at rules@nzta.govt.nz

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

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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, everyway, 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.

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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;

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- 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.[1]

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).

[1] Marking or road surface treatment does not include 'roadway art' installed in accordance with clause 5.6(1) of the TCD Rule.

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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.

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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. The online submission form is available at [link to website be provided before public consultation begins].

Deadline for submissions

The deadline for submissions is XX

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.*

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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.

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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.

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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.

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Benefits of bilingual signage

"Ko te reo te mauri o te mana Māori" – Tā Hemi Henare.

The language is the lifeforce 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: [link to website be provided before public consultation begins].

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[2] 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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[2] 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 hapori 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.

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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 comprehendible.
   - 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.[3]
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).[4] 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.
     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

[3] 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.

[4] 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).

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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.

i. **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).

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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

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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:

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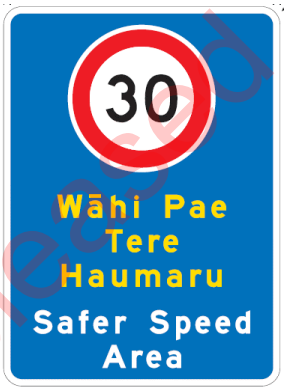
	Current	Examples of proposed signs
R1-5.2 Rural Threshold (Option A) Proposed Rule reference: clause 2.4(5)(b)		
R1-5.5 Safer Speed Area Threshold Proposed Rule reference: clause 2.4(5)(e)		
A11-4 Advanced direction 'map' Proposed Rule reference: clause 2.4(5)(mmm)		

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.

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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).

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	Proposed	
R1-5.2 Rural Threshold (Option B) Proposed Rule reference: clause 2.4(5)(b)		
	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, t**he 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

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Taunaha o Aotearoa) Act 2008.) Where there is no official name, an unofficial name can be used.[5] 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.[6] 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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[5] 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.

[6] 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
R4-9 Cycle Lane Proposed Rule reference: clause 2.4(5)(n)		
R4-7.1 Bus Only Proposed Rule reference: clause 2.4(5)(k)		

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

Currently the bus and coach stop signs provide RCAs two options for the colour of the bus/coach – red or back. 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

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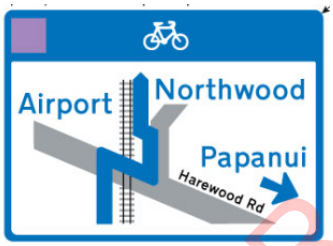
Geographic Board Ngā Pou Taunaha o Aotearoa is the authoritative source of information regarding official and unofficial names of places.

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.

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

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.

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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.

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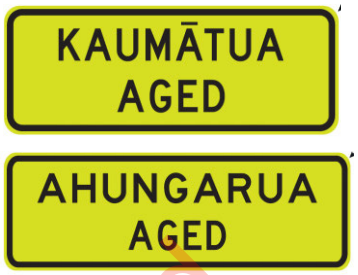
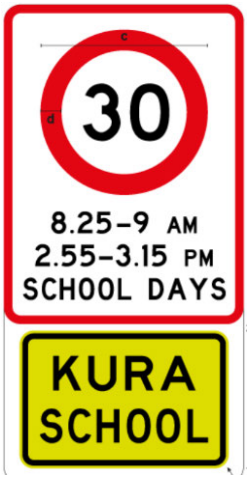
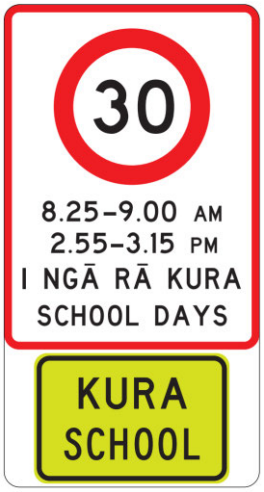
Proposal 4: General advisory and permanent warning signs

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

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

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.

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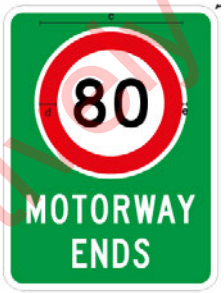
Design principles used for this family

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
A41-2 Expressway Proposed Rule reference: clause 2.4(5)(bbbb)		
A41-1 Motorway Proposed Rule reference: clause 2.4(5)(xxx)		
R1-5.3 Motorway ends threshold Proposed Rule reference: clause 2.4(5)(c)		
A12-3 Exit only supplementary Proposed Rule reference: clause 2.4(5)(ppp)	 	

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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.

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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
R1-8 Temporary speed limit Proposed Rule reference: clause 2.4(5)(g)		
W7-7 Thank You Proposed Rule reference: clause 2.4(5)(ccc)		

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W5-4 Detour Ends Proposed Rule reference: clause 2.4(5)(zz)		
W2-1.21 Hazard warning supplementary - Funeral 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,

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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:

Dual approach examples: W7-7 Thank You	

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.

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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?

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Annex 1: Destination signs

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

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	Current	Proposed
A11-1 Advanced direction – word message Proposed Rule reference: clause 2.4(5)(jjj)		
A11-2 Advanced direction - 2 localities Proposed Rule reference: clause 2.4(5)(kkk)		
A11-3 Advanced direction – stack Proposed Rule reference: clause 2.4(5)(lll)		
A11-4 Advanced direction - map Proposed Rule reference: clause 2.4(5)(mmm)		
A11-4.1 Advanced direction – map - overhead Proposed Rule reference: clause 2.3(6)	This is a new sign in the TCD Rule.	

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	Current	Proposed
A12-1 Advanced lane designation – word message Proposed Rule reference: clause 2.4(5)(nnn)		
A12-2 Advanced lane designation – overhead Proposed Rule reference: clause 2.4(5)(ooo)		
A13-1 Intersection direction – arrow board Proposed Rule reference: clause 2.4(5)(qqq)		
A13-1.1 Intersection direction – arrow board with distance Proposed Rule reference: clause 2.4(5)(rrr)		
A13-2 Intersection direction - arrow Proposed Rule reference: clause 2.4(5)(sss)		
A13-3 Intersection direction – arrow board two directions		

Proactively Released

	Current	Proposed
Proposed Rule reference: clause 2.4(5)(ttt)		
A15-1 Confirmation direction Proposed Rule reference: clause 2.4(5)(uuu)		
A17-1 Place name Proposed Rule reference: clause 2.4(5)(vvv)		

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Annex 2: Public and active transport signs

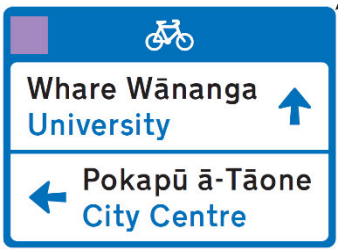
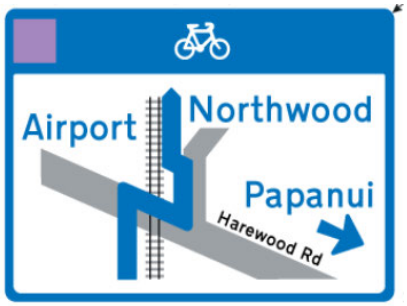
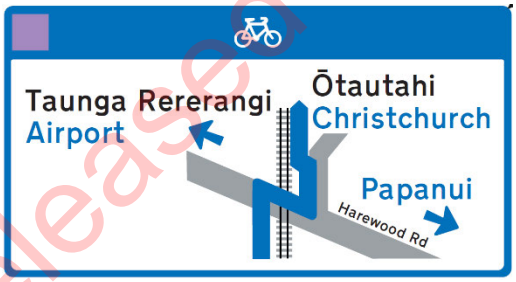
	Current	Proposed
R4-7 Bus lane Proposed Rule reference: clause 2.4(5)(j)		
R4-7.1 Bus only Proposed Rule reference: clause 2.4(5)(k)		
R4-7.2 Bus Lane or Bus Only - single period Proposed Rule reference: clause 2.4(5)(l)		
R4-7.3 Bus Lane or Bus Only - two periods Proposed Rule reference: clause 2.4(5)(m)		

Proactively Released

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

Proactively Released

Annex 3: Walking and cycling wayfinding signs

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

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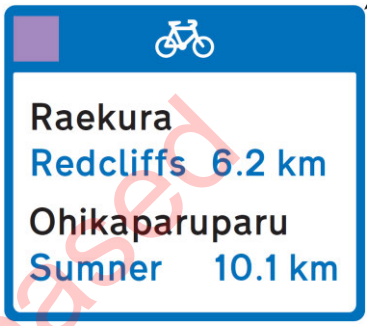
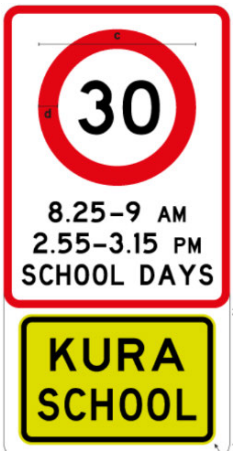
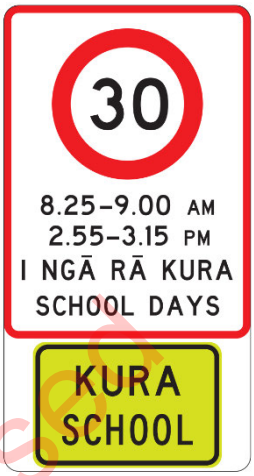
	Current	Proposed
A51-5 Cycle route direction– primary route Proposed Rule reference: clause 2.4(5)(jjjj)		
A51-8 Cycle route confirmation direction– primary route Proposed Rule reference: clause 2.4(5)(kkkk)		

Proactively Released

Annex 4: General advisory signs permanent and warning signs

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

Proactively Released

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

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

Proactively Released

Annex 5: Motorway and expressway signs

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

Proactively Released

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

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

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Annex 6: Temporary traffic management signs

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

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

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

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

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

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

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

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APPENDIX 2: DRAFT LAND TRANSPORT RULE: TRAFFIC CONTROL DEVICES (BILINGUAL SIGNS) AMENDMENT 2023

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DRAFT FOR CONSULTATION

Land Transport Rule

Traffic Control Devices (Bilingual Signs) Amendment 2023

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Draft for Consultation

Land Transport Rules are law produced by Waka Kotahi NZ Transport Agency for the Minister of Transport. This is the public consultation draft of **Land Transport Rule: Traffic Control Devices (Bilingual Signs) Amendment 2023**.

If you wish to comment on this draft Rule, please see the information about making a submission in the accompanying explanatory material. The deadline for submissions is 5pm day month 2023.

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Land Transport Rule

Traffic Control Devices (Bilingual Signs) Amendment 2023

Contents

Section 1 Preliminary provisions 1
1.1 Title 1
1.2 Commencement 1
1.3 Principal Rule amended 1
1.4 Objective of Rule 1

Section 2 Amendments to Principal Rule 1
2.1 Clause 4.4 amended 1
2.2 Clause 4.4(9) amended (Installation of traffic signs) 2
2.3 Part 2 amended (Definitions) 2
2.4 Schedule 1 amended (Signs) 2

Schedule Amendments to Schedule 1 of Land Transport Rule: Traffic Control Devices 2004 8

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Section 1 Preliminary provisions

1.1 Title

This Rule is *Land Transport Rule: Traffic Control Devices (Bilingual Signs) Amendment 2023*.

1.2 Commencement

This Rule comes into force on [*date to be confirmed*].

1.3 Principal Rule amended

This Rule amends *Land Transport Rule: Traffic Control Devices 2004*.

1.4 Objective of Rule

The objective of this Rule is to amend *Land Transport Rule: Traffic Control Devices 2004* to—

(a) create new traffic signs that convey messages in both te reo Māori and the English language; and

(b) change some traffic signs that previously prescribed specific English words on a sign, to prescribe words that convey the message in both te reo Māori and the English language; and

(c) to prescribe different formatting requirements that must be used when using both te reo Māori and English on the same sign (or on dual signs); and

(d) to make other minor amendments (including making changes to size and colour, enabling symbols to be used on certain signs, and adding the Te Rā Aro ki a Matariki/Matariki Observance Day to the definition of public holiday).

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Section 2 Amendments to Principal Rule

2.1 Clause 4.4 amended

2.1(1) After clause 4.4(3), insert:

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.

2.2 Clause 4.4(9) amended (Installation of traffic signs)

2.2(1) In clause 4.4(9)(b), after "any enactment", insert "(including, to provide greater clarity, Schedule 1)".

2.3 Part 2 amended (Definitions)

2.3(1) In Part 2, insert the following definition in the appropriate alphabetical order:

> **Official geographic name** has the same meaning as in section 4 of the *New Zealand Geographic Board (Ngā Pou Taunaha o Aotearoa) Act 2008*.

2.3(2) In Part 2, replace the definition of "Public holiday" with:

> **Public holiday** has the same meaning as provided in clause 1.6 of the *Land Transport (Road User) Rule 2004*.

2.3(3) In Part 2, in paragraph (b) of the definition of "School bus", replace (iii) with:

> (iii) is not disapplying a sign indicating it is a school bus.

2.4 Schedule 1 amended (Signs)

2.4(1) In Schedule 1, under the heading '**Signs**', above the last bullet point ("A traffic control device that conforms substantially with the form of a traffic control device prescribed in this Schedule is deemed to be an authorised traffic control device"), insert the following bullet points:

- If an official geographic name exists, then the name used on a sign (such as a destination, location or place name) must comply with the *New Zealand Geographic Board (Ngā Pou Taunaha o Aotearoa) Act 2008*. If the official geographic name is a dual name, the dual name should be treated as one language only for the purpose of this rule.

  For example, if the location is for the official geographic name 'Aoraki / Mount Cook' for an A15-1 sign, the specifications that apply are as per "Language, option B - If using one language only for the name of the locality".

- For letters 'a', 'e', 'o', or 'u' the formula for producing the macron is:

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- 0.5 x capital letter* height = length of macron
- 0.5 x stroke width of capital letter* = thickness of macron
- 1.5 x width of macron = space between top of letter and macron.

- For letter 'i', the formula for producing the macron is:
  - 0.33 x capital letter* height = length of macron
  - 0.5 x stroke width of capital letter* = width of macron
  - 1.5 x width of macron = space between top of letter and macron.

**Note: always apply the calculation as if the letter to which the macron applies is capitalised, regardless of whether the macron is being used on a capitalised or lower-case letter.*

2.4(2) In Schedule 1, item relating to 'R6-2B Text or symbols that may appear below or beside Symbol R6-1B' replace the table relating to 'Bus stop' with the following table:

Bus stop

A stop for buses to allow the loading or unloading of passengers or at a terminus or stage point of a bus route and the driver must stay with the vehicle.

Legend	Description	Colour	Dimensions
	'[bus symbol]'	red (R)	symbol see R6-2S
	'Tūnga Pahi'	black	NZ Tpt Med 'x' height 27.5mm
	'Bus Stop'	red (R)	NZ Tpt Med 'x' height 27.5 mm

2.4(3) In Schedule 1, item relating to 'R6-2B Text or symbols that may appear below or beside Symbol R6-1B' replace the table relating to 'Coach stop' with the following table:

Coach stop

A stop for coaches to allow the loading or unloading of passengers. Parking of the coach is not permitted and while the coach is stopped the driver must stay with the vehicle.

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Legend	Description	Colour	Dimensions
	'[bus symbol]'	red (R)	symbol see R6-2S
	'Tūnga Pahi'	black	NZ Tpt Med 'x' height 27.5mm
	'Coach Stop'	red (R)	NZ Tpt Med 'x' height 27.5 mm

2.4(4) In Schedule 1, revoke the following items:

(a) 'A11-5 Cycle route direction':

(b) 'A13-1.2 Intersection direction cycle route – arrow board':

(c) 'A13-3.2 Intersection direction cycle route – arrow board two directions':

(d) 'A15-2 Confirmation direction cycle route'.

2.4(5) In Schedule 1, replace the following items with the items set out in Part 1 of the Schedule of this Rule in their appropriate alphanumerical order:

(a) 'R1-5.1 Urban/urban threshold':

(b) 'R1-5.2 Rural threshold':

(c) 'R1-5.3 Motorway ends threshold':

(d) 'R1-5.4 Motorway begins threshold':

(e) 'R1-5.5 Safer Speed Area Threshold':

(f) 'R1-6.1 Kura School static variable speed limit':

(g) 'R1-8 Temporary speed limit':

(h) 'R1-8.1 Temporary speed limit':

(i) 'R1-8.3 Temporary speed limit for Unsafe Structure':

(j) 'R4-7 Bus lane':

(k) 'R4-7.1 Bus only':

(l) 'R4-7.2 Bus Lane or Bus Only – single period':

(m) 'R4-7.3 Bus Lane or Bus Only – two periods':

(n) 'R4-9 Cycle lane':

(o) 'R4-9.1 Cycle only':

(p) 'R5-11 No camping':

(q) 'W1-1.2 Road works supplementary – new seal':

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(r) ‘W1-1.3 Road works supplementary – mobile machinery (1-line)’:

(s) ‘W1-1.9 Road works supplementary – works end’:

(t) ‘W1-1.13 Road works supplementary – bridge repairs’:

(u) ‘W1-4 Road works supplementary – temporary speed limit ahead’:

(v) ‘W2-1.1 Hazard warning supplementary – flooding’:

(w) ‘W2-1.2 Hazard warning supplementary – washout’:

(x) ‘W2-1.3 Hazard warning supplementary – line crew’:

(y) ‘W2-1.5 Hazard warning supplementary – tree felling’:

(z) ‘W2-1.6 Hazard warning supplementary – trucks crossing’:

(aa) ‘W2-1.7 Hazard warning supplementary – logging trucks’:

(bb) ‘W2-1.8 Hazard warning supplementary – no road marking’:

(cc) ‘W2-1.9 Hazard warning supplementary – signals changed’:

(dd) ‘W2-1.10 Hazard warning supplementary – signals not working’:

(ee) ‘W2-1.11 Hazard warning supplementary – new road layout’:

(ff) ‘W2-1.13 Hazard warning supplementary – cycle race’:

(gg) ‘W2-1.14 Hazard warning supplementary – runners’:

(hh) ‘W2-1.15 Hazard warning supplementary – walkers’:

(ii) ‘W2-1.16 Hazard warning supplementary – cyclists ahead’:

(jj) ‘W2-1.17 Hazard warning supplementary – runners ahead’:

(kk) ‘W2-1.18 Hazard warning supplementary – walkers ahead’:

(ll) ‘W2-1.20 Hazard warning supplementary – fire’:

(mm) ‘W2-1.21 Hazard warning supplementary – funeral’:

(nn) ‘W2-1.23 Hazard warning supplementary – hidden queue’:

(oo) ‘W2-1.25 Hazard warning supplementary – pedestrians’:

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(pp) ‘W3-2.1 Slippery surface supplementary – ice/grit’:

(qq) ‘W3-2.2 Slippery surface supplementary – slow when wet’:

(rr) ‘W3-3.1 Gravel surface supplementary – new seal’:

(ss) ‘W3-3.2 Gravel surface supplementary – seal repairs’:

(tt) ‘W3-6.1 Supplementary – please stop on request’:

(uu) ‘W3-7 Site access distance ahead’:

(vv) ‘W3-8 Site access’:

(ww) ‘W4-7.1 One lane – supplementary sign’:

(xx) ‘W5-1 Road closed ahead’:

(yy) ‘W5-2 Detour ahead follow ‘symbol’’:

(zz) ‘W5-4 Detour ends’:

(aaa) ‘W6-6 Breakdown’:

(bbb) ‘W7-2 Vehicle mounted sign – road work’:

(ccc) ‘W7-7 Thank you’:

(ddd) ‘W7-7.1 Works end thank you’:

(eee) ‘W11-3.2 Intersection sign supplementary – concealed’:

(fff) ‘W16-5.2 Kindergarten’:

(ggg) ‘W16-5.3 Aged’:

(hhh) ‘W17-1.1 School bus – ‘school bus’’:

(iii) ‘W17-1.2 School bus – ‘school’’:

(jjj) ‘A11-1 Advance direction – word message’:

(kkk) ‘A11-2 Advance direction – multiple locality’:

(lll) ‘A11-3 Advance direction – stack’:

(mmm) ‘A11-4 Advance direction – map’:

(nnn) ‘A12-1 Advance lane designation – word message’:

(ooo) ‘A12-2 Advance lane designation – overhead’:

(ppp) ‘A12-3 EXIT ONLY supplementary’:

(qqq) ‘A13-1 Intersection direction – arrow board’:

(rrr) ‘A13-1.1 Intersection direction – arrow board with distance’:

(sss) ‘A13-2 Intersection direction – arrow’:

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(ttt) ‘A13-3 Intersection direction – arrow board two directions’:

(uuu) ‘A15-1 Confirmation direction’:

(vvv) ‘A17-1 Place name’:

(www) ‘A40-7 Shared zone’:

(xxx) ‘A41-1 Motorway’:

(yyy) ‘A41-1.1 Motorway begins’:

(zzz) ‘A41-1.2 Motorway ends advance information’:

(aaaa) ‘A41-1.3 Motorway ends’:

(bbbb) ‘A41-2 Expressway’:

(cccc) ‘A41-2.1 Expressway begins’:

(dddd) ‘A41-2.2 Expressway ends advance information’:

(eeee) ‘A41-2.3 Expressway ends’:

(ffff) ‘A51-1 Cycle route advance direction – primary route’:

(gggg) ‘A51-2 Cycle route advance direction map – primary route’:

(hhhh) ‘A51-3 Cycle route intersection direction – primary route’:

(iiii) ‘A51-4 Cycle route intersection direction arrow – local route’:

(jjjj) ‘A51-5 Cycle route direction – primary route’:

(kkkk) ‘A51-8 Cycle route confirmation direction – primary route’.

2.4(6) In Schedule 1, insert the items set out in Part 2 of the Schedule in this Rule in their appropriate alphanumerical order.

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Schedule
Amendments to Schedule 1 of Land Transport Rule: Traffic Control Devices 2004

Part 1
Items replaced in Schedule 1 of Land Transport Rule: Traffic Control Devices 2004

Ref: clause 2.5(5)(a)

R1-5.1	**Urban threshold**		
Highest speed limit is the number of km/h shown on the sign; combined with name of locality reached.			
Shape and size	rectangle 900 x 1200 mm		
Background	green (R) or blue (R)		
Border	white (R) 30 mm		
Legend	**Description**	**Colour**	**Size**
	R1-1 with surrounding halo,	R1-1: black, red (R) and white (R), surrounding halo: white (R)	as for R1-1, surrounding halo: 20 mm
	above,		
Language, option A	If using both te reo Māori and English names for the same locality:		
	‘[te reo Māori name of locality]’ (sentence case), above	yellow (R)	75/15
	‘[English name of locality]’ (sentence case)	white (R)	75/15
	or		
Language, option B	If using one language only for the name of the locality:		
	‘[locality]’ (sentence case)	white (R)	75/15

Ref: clause 2.4(5)(b)

R1-5.2	**Rural threshold**
Highest speed limit is the number of km/h shown on the sign; combined with name of locality reached. Two options.	
Option A	
Shape and size	rectangle 1900 x 3000 mm
Background	green (R) or blue (R)

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Border	white (R) 60 mm		
Legend	**Description**	**Colour**	**Size**
	R1-1 with surrounding halo, above	R1-1: black, red (R) and white (R), surrounding halo: white (R)	as for R1-1: 1200 mm diameter, surrounding halo: 40 mm
Language, option A	If using both te reo Māori and English names for the same locality:		
	'Haere Mai Ki' or 'Nau Mai Ki' above	yellow (R)	100/20
	'[te reo Māori name of locality]' (sentence case), above	yellow (R)	160/32
	'Welcome to', above	white (R)	100/20
	'[English name of locality]' (sentence case)	white (R)	160/32
Language, option B	If using one language only for the name of the locality:		
	'Haere Mai Ki' or 'Nau Mai Ki' above	yellow (R)	100/20
	'Welcome to' above	white (R)	100/20
	'[locality]' (sentence case)	white (R)	160/32

Option B

Note: option B includes a different sign on each side of the road. If using both te reo Māori and English names for the same locality, the te reo Māori name of the locality must be on the sign for the left side of the road, while the English name for the locality must be on the sign for the right side of the road. If just using one language only for the name of the locality, then the same language will be on both signs.

Sign for the left side of the road

Shape and size	rectangle 1800 x 2550 mm		
Background	green (R) or blue (R)		
Border	white (R) 50 mm		
Legend	**Description**	**Colour**	**Size**
	R1-1 with surrounding halo, above	R1-1: black, red (R) and white (R) surrounding halo: white (R)	as for R1-1; 1200 mm diameter, surrounding halo: 40 mm
Language, option A	'HAERE MAI' above	white (R)	100/15.5
	'KI'	white (R)	100/15.5
	or		

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Language, option B	'NAU MAI' above	white (R)	100/15.5
	"KI'	white (R)	100/15.5
	Language option A or B above,		
	'[locality]' (sentence case)	white (R)	160/32

Sign for the right side of the road

Shape and size	rectangle 1800 x 2550 mm
Background	green (R) or blue (R)
Border	white (R) 50 mm

Legend	**Description**	**Colour**	**Size**
	R1-1 with surrounding halo, above,	R1-1: black, red (R) and white (R), surrounding halo: white (R)	R1-1 as for R1-1: 1200 mm diameter, surrounding halo: 40 mm
	'WELCOME' above	white (R)	100/15.5
	'TO', above	white (R)	100/15.5
	'[locality]' (sentence case)	white (R)	160/32

Ref: clause 2.4(5)(c)

R1-5.3 Motorway ends threshold

Highest speed limit is the number of km/h shown on the sign and advises the motorway, with the special road rules that apply, ends.

Shape and size	rectangle 1350 x 1650 mm
Background	green (R)
Border	white (R) 30 mm

Legend	**Description**	**Colour**	**Size**
	R1-1 with surrounding halo	R1-1: black, red (R) and white (R), surrounding halo: white (R)	as for R1-1, surrounding halo: 20 mm
	above		
	'KUA MUTU'	white (R)	120/18.7
	'TE ARA'	white (R)	120/18.7
	'WHĀNUI'	white (R)	120/18.7
	'MOTORWAY'	white (R)	120/16.8
	'ENDS'	white (R)	120/16.8

Proactively Released

Ref: clause 2.4(5)(d)

R1-5.4 **Motorway begins threshold**

Highest speed limit is the number of km/h shown on the sign, advises the named motorway begins and informs that pedestrians and cycles are not permitted beyond the sign.

Shape and size rectangle minimum 1050 mm width may be increased to suit motorway name x 2200 mm

Background green (R)

Border white (R) 40 mm

Legend	**Description**	**Colour**	**Size**
	as for R1-1 with surrounding halo	R1-1: black, red (R) and white (R), surrounding halo: white (R)	as for R1-1, surrounding halo: 25 mm
	above		
	'TE ARA'	white (R)	120/18.7
	'WHĀNUI O'	white (R)	120/18.7
	'[motorway name]' above	white (R)	120/18.7
	'[motorway name]' above	white (R)	120/16.8
	'MOTORWAY' above	white (R)	120/16.8
	R5-2 'no pedestrian' beside	black, red (R) and white (R)	as for R5-2
	R5-1 'no cycling'	black, red (R) and white (R)	as for R5-1

Ref: clause 2.4(5)(e)

R1-5.5 **Safer Speed Area Threshold**

The speed limit shown on the sign has been set in accordance with Safe System principles and applies to the roads in the area beyond the sign.

Shape and size rectangle:

1200 x 1650 mm (approach speed < 60 km/h)

1200 x 2100 mm (approach speed 60 - 80 km/h)

1800 x 2550 mm (approach speed > 80 km/h)

Background blue (R) or green (R)

Border white (R):

1200 x 1650 mm sign size 30 mm

1200 x 2100 mm sign size 40 mm

1800 x 2550 mm sign size 50 mm

Proactively Released

Legend	Description	Colour	Size
	R1-1 with surrounding halo	R1-1: white (R), red (R) and black, surrounding halo: white (R)	As for R1-1: 600 mm diameter (approach speed < 60 km/h) 750 mm diameter (approach speed 60 - 80 km/h) 900 mm diameter (approach speed > 80 km/h), surrounding halo
	above		20 mm (600 mm diameter) 25 mm (750 mm diameter) 30 mm (900 mm diameter)
	"Wāhi Pae" "Tere" "Haumaru"	yellow (R)	100/20 (approach speed < 60 km/h) 120/24 (approach speed 60 - 80 km/h) 160/32 (approach speed > 80 km/h)
	"Safer Speed" "Area"	white (R)	100/20 (approach speed < 60 km/h) 120/24 (approach speed 60 - 80 km/h) 160/32 (approach speed > 80 km/h)

Ref: clause 2.4(5)(f)

R1-6.1 Kura School static variable speed limit

Highest speed limit is the number of km/h shown on the sign that applies to a road outside a school during the time specified. Must only be used on No exit or Give-way or Stop sign controlled side roads adjacent to a road outside a school signed by R1-6 signs.

Note: only a speed value of 60 or less that is appropriate to a road outside a school can be used with this sign.

Shape and size	rectangle backing board 980 x 1850 mm (white (R) background) incorporating: a 'School Days - static variable speed limit sign' (as specified below), above a 'Kura School – supplementary sign' (as specified below).

Proactively Released

'School Days' – static variable speed limit sign			
Shape and Size	980 x 1850 mm		
Background	white (R)		
Border	red (R) 30 mm		
Legend	**Description**	**Colour**	**Size**
	R1-1,	black, red (R) and white	as for R1-1
	above		
	'[time of day that static variable speed limit applies]'	black	'[hours]' and '[minutes]' 80/12.4, 'AM' or 'PM' 60/9.6
	for example,		
	'8:25-9:00 AM'	black	'[hours]' and '[minutes]' 80/12.4, 'AM' 60/9.6
	'2:55-3:15 PM',	black	'[hours]' and '[minutes]' 80/12.4, 'PM' 60/9.6
	'I NGĀ RĀ KURA'	black	80/13.8
	'SCHOOL DAYS',	black	80/12.4
ABOVE			
'Kura school' – supplementary sign			
Shape and size	rectangle 750 x 500 mm		
Background	yellow-green (RF)		
Border	black 20 mm		
Legend	**Description**	**Colour**	**Size**
	'KURA'	black	125/21
	'SCHOOL'	black	125/19.5

Ref: clause 2.4(5)(g)

R1-8	**Temporary speed limit**
Highest speed limit is the number of km/h shown on the sign.	
Shape and size	R1-1, 600 mm diameter sign (background, border and legend as for R1-1) above a 'Temporary' supplementary sign
'Temporary' supplementary sign	
Shape and size	rectangle 900 x 450 mm

Proactively Released

Background	orange (RF)		
Border	black 25 mm		
Legend	**Description**	**Colour**	**Size**
	‘Taupua’	black	Text: Tpt Med ‘x’ height 86 mm
	‘TEMPORARY’	black	120/16.8

Ref: clause 2.4(5)(h)

R1-8.1 **Temporary speed limit**

Highest speed limit is the number of km/h shown on the sign.

Shape and size rectangle backing board, 1200 x 1500 mm (white background, black border, legend as for R1-1 (900 mm diameter)) above a ‘Temporary’ supplementary sign

‘Temporary’ supplementary sign

Shape and size	rectangle 1650 x 750 mm		
Background	orange (RF)		
Border	black 30 mm		
Legend	**Description**	**Colour**	**Size**
	‘Taupua’	black	Text: Tpt Med ‘x’ height 125 mm
	‘TEMPORARY’	black	175/24.5

Ref: clause 2.4(5)(i)

R1-8.3 **Temporary speed limit for Unsafe Structure**

Combination R1-1 speed limit sign above a W1-1.13 bridge repairs, road works supplementary – bridge repairs sign to advise that the speed limit displayed is a temporary speed limit due to an unsafe structure. Two options.

Option A

Shape and size	R1-1 speed limit sign: circle 750 mm diameter above		
	W1-1.13 road works supplementary: rectangle 900 x 900 mm		
Background	R1-1 speed limit sign: white (R)		
	W1-1.13 road works supplementary – bridge repairs sign: orange (RF)		
Border	R1-1 speed limit sign: red (R) 95mm		
	W1-1.13 road works supplementary sign: black 25mm		
Legend	**Description**	**Colour**	**Size**
R1-1	‘[speed limit in km/h]’ above	black	250/40

Proactively Released

	W1-1.13	As for W1-1.13	As for W1-1.13

Option B

Shape and size	R1-1 speed limit sign on rectangle backing board 1200 x 1200 mm, above W1-1.13 road works supplementary – bridge repairs sign: rectangle 1350 x 1200 mm		
Background	backing boards: white (R)		
Border	black 30mm or may have no border		
Legend	**Description**	**Colour**	**Size**
	R1-1 speed limit sign on rectangle backing board 1200mm x 1200mm above	white (R), red (R) R1-1 speed limit sign above	900mm or 1200mm diameter
	W1-1.13 road works supplementary – bridge repairs sign	orange (RF) and black, as for W1-1.13	Rectangle 1200 x 600 mm

Ref: clause 2.4(5)(j)

R4-7	**Bus lane**		
Adjacent lane is a bus lane available to buses, cycles, mopeds and motorcycles.			
Shape and size	rectangle at least 600 x 800 mm		
Background	white (R)		
Border	red (R) 15 mm		
Legend	**Description**	**Colour**	**Size**
	'symbol of bus (side-on)' above	black	465 x 160 mm
	'ARA'	black	120/18.7
	'LANE'	black	120/16.8

Ref: clause 2.4(5)(k)

R4-7.1	**Bus only**		
Adjacent lane is available only to buses.			
Shape and size	rectangle at least 750 x 750 mm		
Background	white (R)		
Border	red (R) 15 mm		
Legend	**Description**	**Colour**	**Size**

Proactively Released

	‘symbol of bus (side-on)’ above	black	465 x 160 mm
	‘ANAKE’	black	120/18.7
	‘ONLY’	black	120/16.8

Ref: clause 2.4(5)(l)

R4-7.2 **Bus Lane or Bus Only – single period**

Adjacent lane is a special vehicle lane available only to heavy motor vehicles. Two options.

Shape and size rectangle 750 x height to fit text

Background white (R)

Border red (R) 15 mm

Option A

Legend	**Description**	**Colour**	**Size**
	‘symbol of bus (side-on)’, above	black	465 x 160 mm
	‘ARA’	black	120/18.7
	‘LANE’, above	black	120/16.8
	‘[time period]’, for example: 7.30 – 9.30 AM	black	‘[hours]’ 80/13.6, ‘[minutes]’ 40/6.8, ‘AM’ or ‘PM’ 30/5.2
	‘MANE – PARAIRE’	black	‘[days]’ 40/6.9
	‘MON – FRI’	black	‘[days]’ 40/6.2

Option B

Legend	**Description**	**Colour**	**Size**
	‘symbol of bus (side-on)’, above	black	465 x 160 mm
	‘ANAKE’	black	120/18.7
	‘ONLY’, above	black	120/16.8
	‘[time period]’, for example: 7.30 – 9.30 AM	black	‘[hours]’ 80/13.6, ‘[minutes]’ 40/6.8, ‘AM’ or ‘PM’ 30/5.2
	‘MANE – PARAIRE’	black	‘[days]’ 40/6.9
	‘MON – FRI’	black	‘[days]’ 40/6.2

Proactively Released

Ref: clause 2.4(5)(m)

R4-7.3 **Bus Lane or Bus Only – two periods**

Adjacent lane is a special vehicle lane available only to heavy motor vehicles. Two options.

Shape and size rectangle 750 x height to fit text

Background white (R)

Border red (R) 15 mm

Option A

Legend	**Description**	**Colour**	**Size**
	'symbol of bus (side-on)', above	black	465 x 160 mm
	'ARA'	black	120/18.7
	'LANE', above	black	120/16.8
	'[time periods]', for example: 7.30 – 9.30 AM 4.00 – 6.00 PM	black	'[hours]' 80/13.6, '[minutes]' 40/6.8, 'AM' or 'PM' 30/5.2
	'MANE – PARAIRE'	black	'[days]' 40/6.9
	'MON – FRI'	black	'[days]' 40/6.2

Option B

Legend	**Description**	**Colour**	**Size**
	'symbol of bus (side-on)', above	black	465 x 160 mm
	'ANAKE'	black	120/18.7
	'ONLY', above	black	120/16.8
	'[time periods]', for example: 7.30 – 9.30 AM 4.00 – 6.00 PM	black	'[hours]' 80/13.6, '[minutes]' 40/6.8, 'AM' or 'PM' 30/5.2
	'MANE – PARAIRE'	black	'[days]' 40/6.9
	'MON – FRI'	black	'[days]' 40/6.2

Ref: clause 2.4(5)(n)

R4-9 **Cycle lane**

Proactively Released

Adjacent lane is available to cycles.

Shape and size	rectangle 600 x 750 mm		
Background	white (R)		
Border	red (R) 15 mm		
Legend	**Description**	**Colour**	**Size**
	'symbol of cycle' above	black	305 x 200 mm
	'ARA'	black	120/18.7
	'LANE'	black	120/16.8

Ref: clause 2.4(5)(o)

R4-9.1 **Cycle only**

Adjacent path is available only to cycles.

Shape and size	rectangle at least 750 x 750 mm		
Background	white (R)		
Border	red (R) 15 mm		
Legend	**Description**	**Colour**	**Size**
	'symbol of cycle' above	black	305 x 200 mm
	'ANAKE'	black	120/18.7
	'ONLY'	black	120/16.8

Ref: clause 2.4(5)(p)

R5-11 **No camping**

No camping at any time in the area designated by the sign.

Shape and size	rectangle 600 x 1000 mm		
Background	white (R)		
Border	red (R) 30 mm		
Legend	**Description**	**Colour**	**Size**
	'circle' with	red (R)	diameter 400 mm border 40 mm
	'diagonal bar' superimposed on	red (R)	bar 30 mm wide
	'symbol A20-S5' (symbol of tent above a caravan) above	black	240 x 300 mm
	'PUNINGA'	black	75/12
	'KORE'	black	75/12
	'NO'	black	75/11.5
	'CAMPING'	black	75/11.5

Proactively Released

Ref: clause 2.4(5)(q)

W1-1.2	**Road works supplementary – new seal**		
Newly laid road surface.			
Shape and size	rectangle 900 x 450 mm [supplements W1-1]		
Background	orange (RF)		
Border	black 25 mm		
Legend	**Description**	**Colour**	**Size**
	'Hīra Hou'	black	Text: Tpt Med 'x' height 86 mm
	'NEW SEAL'	black	120/18.7

Ref: clause 2.4(5)(r)

W1-1.3	**Road works supplementary – mobile machinery (1-line)**		
A mobile machine of the type named is operating beyond the sign.			
Shape and size	rectangle 900 x 650 mm [supplements W1-1]		
Background	orange (RF)		
Border	black 25 mm		
Legend	**Description**	**Colour**	**Size**
	'[te reo Māori name of the type of mobile machine]' (sentence case)	black	Text: Tpt Med 'x' height 86 mm
	'[English name of the type of mobile machine]' (upper case)	black	120/18.7
	For example:		
	'Pararahi'	black	Text: Tpt Med 'x' height 86 mm
	'GRADER'	black	120/18.7

Ref: clause 2.4(5)(s)

W1-1.9	**Road works supplementary – works end**		
The area of road work has ended.			
Shape and size	rectangle 1050 x 450 mm [supplements W1-1]		
Background	orange (RF)		
Border	black 30 mm		
Legend	**Description**	**Colour**	**Size**
	'Otinga Mahi'	black	Text: Tpt Med 'x' height 86 mm
	'WORKS END'	black	120/16.8

Proactively Released

Ref: clause 2.4(5)(t)

W1-1.13	**Road works supplementary – bridge repairs**		
The bridge ahead is undergoing repairs.			
Shape and size	rectangle 900 x 900 mm [supplements W1-1]		
Background	orange (RF)		
Border	black 25 mm		
Legend	**Description**	**Colour**	**Size**
	'Whakatika'	black	Text: Tpt Med 'x' height 86 mm
	'Arawhiti'	black	Text: Tpt Med 'x' height 86 mm
	'BRIDGE'	black	120/18.7
	'REPAIRS'	black	120/18.7

Ref: clause 2.4(5)(u)

W1-4	**Road works supplementary – temporary speed limit ahead**		
There are road works with a temporary speed limit ahead.			
Shape and size	rectangle 1450 x 750 mm [supplements W1-1B]		
Background	white (R)		
Border	black 30 mm		
Legend	**Description**	**Colour**	**Size**
	'[speed]' to the left of	black	numerals 300/48
	'km/h'	black	Tpt Med 'x' height 85 mm
	'KEI MUA'	black	120/20.6
	'AHEAD'	black	120/18.7

Ref: clause 2.4(5)(v)

W2-1.1	**Hazard warning supplementary – flooding**		
There is likely to be water across the road ahead.			
Shape and size	rectangle 900 x 450 mm [supplements W2-1]		
Background	orange (RF)		
Border	black 25 mm		
Legend	**Description**	**Colour**	**Size**
	'Waipuke'	black	Text: Tpt Med 'x' height 86 mm

Proactively Released

	'FLOODING'	black	120/18.7

Ref: clause 2.4(5)(w)

W2-1.2 **Hazard warning supplementary – washout**

Part of the road ahead has been washed out.

Shape and size	rectangle 900 x 650 mm [supplements W2-1]		
Background	orange (RF)		
Border	black 25 mm		
Legend	**Description**	**Colour**	**Size**
	'Kua'	black	Text: Tpt Med 'x' height 86 mm
	'Horoa'	black	Text: Tpt Med 'x' height 86 mm
	'WASHOUT'	black	120/18.7

Ref: clause 2.4(5)(x)

W2-1.3 **Hazard warning supplementary – line crew**

Line crew are working ahead.

Shape and size	rectangle 1050 x 650 mm [supplements W2-1]		
Background	orange (RF)		
Border	black 30 mm		
Legend	**Description**	**Colour**	**Size**
	'Ohu Mahi'	black	Text: Tpt Med 'x' height 86 mm
	'Hiko'	black	Text: Tpt Med 'x' height 86 mm
	'LINE CREW'	black	120/18.7

Ref: clause 2.4(5)(y)

W2-1.5 **Hazard warning supplementary – tree felling**

Trees are being felled beside the road.

Shape and size	rectangle 900 x 900 mm [supplements W2-1]		
Background	orange (RF)		
Border	black 25 mm		
Legend	**Description**	**Colour**	**Size**
	'Tope'	black	Text: Tpt Med 'x' height 86 mm

Proactively Released

	'Rākau'	black	Text: Tpt Med 'x' height 86 mm
	'TREE'	black	120/18.7
	'FELLING'	black	120/18.7

Ref: clause 2.4(5)(z)

W2-1.6 **Hazard warning supplementary – trucks crossing**

Trucks are crossing where they do not normally or in greater numbers.

Shape and size rectangle 900 x 900 mm [supplements W2-1]

Background orange (RF)

Border black 25 mm

Legend	**Description**	**Colour**	**Size**
	'Whitinga'	black	Text: Tpt Med 'x' height 86 mm
	'Taraka'	black	Text: Tpt Med 'x' height 86 mm
	'TRUCKS'	black	120/18.7
	'CROSSING'	black	120/18.7

Ref: clause 2.4(5)(aa)

W2-1.7 **Hazard warning supplementary – logging trucks**

Logging trucks are crossing where they do not normally or there are more of them on the road than usual.

Shape and size rectangle 900 x 900 mm [supplements W2-1]

Background orange (RF)

Border black 25 mm

Legend	**Description**	**Colour**	**Size**
	'Taraka'	black	Text: Tpt Med 'x' height 86 mm
	'Tūporo'	black	Text: Tpt Med 'x' height 86 mm
	'LOGGING'	black	120/18.7
	'TRUCKS'	black	120/18.7

Ref: clause 2.4(5)(bb)

W2-1.8 **Hazard warning supplementary – no road marking**

Proactively Released

Road marking has been removed, obscured or is yet to be installed where it would be expected to be marked.

Shape and size	rectangle 900 x 900 mm [supplements W2-1]		
Background	orange (RF)		
Border	black 25 mm		
Legend	**Description**	**Colour**	**Size**
	'Rori Tohu'	black	Text: Tpt Med 'x' height 86 mm
	'Kore'	black	Text: Tpt Med 'x' height 86 mm
	'NO ROAD'	black	120/18.7
	'MARKING'	black	120/18.7

Ref: clause 2.3(5)(cc)

W2-1.9 **Hazard warning supplementary – signals changed**

The traffic signals ahead have had the displays or sequence of displays changed.

Shape and size	rectangle 900 x 900 mm [supplements W2-1]		
Background	orange (RF)		
Border	black 25 mm		
Legend	**Description**	**Colour**	**Size**
	'Tohu'	black	Text: Tpt Med 'x' height 86 mm
	'Rerekē'	black	Text: Tpt Med 'x' height 86 mm
	'SIGNALS'	black	120/18.7
	'CHANGED'	black	120/18.7

Ref: clause 2.3(5)(dd)

W2-1.10 **Hazard warning supplementary – signals not working**

The traffic signals ahead are not operating.

Shape and size	rectangle 1200 x 900 mm [supplements W2-1]		
Background	orange (RF)		
Border	black 25 mm		
Legend	**Description**	**Colour**	**Size**
	'Tohu Mahi'	black	Text: Tpt Med 'x' height 86 mm

Proactively Released

	'Kore'	black	Text: Tpt Med 'x' height 86 mm
	'SIGNALS NOT'	black	120/18.7
	'WORKING'	black	120/18.7

Ref: clause 2.4(5)(ee)

W2-1.11 **Hazard warning supplementary – new road layout**

The road layout ahead has been changed recently.

Shape and size rectangle 900 x 900 mm [supplements W2-1]

Background orange (RF)

Border black 25 mm

Legend	**Description**	**Colour**	**Size**
	'Takoto'	black	Text: Tpt Med 'x' height 86 mm
	'Rori Hōu'	black	Text: Tpt Med 'x' height 86 mm
	'NEW ROAD'	black	120/16.8
	'LAYOUT'	black	120/16.8

Ref: clause 2.4(5)(ff)

W2-1.13 **Hazard warning supplementary – cycle race**

There is a cycle race ahead – expect cyclists.

Shape and size rectangle 1050 x 650 mm [supplements W2-1]

Background orange (RF)

Border black 25 mm

Legend	**Description**	**Colour**	**Size**
	'Taetae'	black	Text: Tpt Med 'x' height 86 mm
	'Pahikara'	black	Text: Tpt Med 'x' height 86 mm
	'CYCLE RACE'	black	120/16.8

Ref: clause 2.4(5)(gg)

W2-1.14 **Hazard warning supplementary – runners**

There is a running event ahead – expect runners.

Shape and size rectangle 900 x 450 mm [supplements W2-1]

Background orange (RF)

Proactively Released

Border	black 25 mm		
Legend	**Description**	**Colour**	**Size**
	'Ope Oma'	black	Text: Tpt Med 'x' height 86 mm
	'RUNNERS'	black	120/18.7

Ref: clause 2.4(5)(hh)

W2-1.15	**Hazard warning supplementary – walkers**		
There is a walking event ahead – expect walkers.			
Shape and size	rectangle 900 x 450 mm [supplements W2-1]		
Background	orange (RF)		
Border	black 25 mm		
Legend	**Description**	**Colour**	**Size**
	'Ope Hīkoi'	black	Text: Tpt Med 'x' height 86 mm
	'WALKERS'	black	120/18.7

Ref: clause 2.4(5)(ii)

W2-1.16	**Hazard warning supplementary – cyclists ahead**		
There is a cycling event ahead – expect cyclists.			
Shape and size	rectangle 900 x 1050 mm [supplements W2-1]		
Background	orange (RF)		
Border	black 30 mm		
Legend	**Description**	**Colour**	**Size**
	'Ope Eke'	black	Text: Tpt Med 'x' height 86 mm
	'Pahikara'	black	Text: Tpt Med 'x' height 86 mm
	'Kei Mua'	black	Text: Tpt Med 'x' height 86 mm
	'CYCLISTS'	black	120/18.7
	'AHEAD'	black	120/18.7

Ref: clause 2.4(5)(jj)

W2-1.17	**Hazard warning supplementary – runners ahead**		
There is a running event ahead – expect runners.			
Shape and size	rectangle 900 x 900 mm [supplements W2-1]		

Proactively Released

Background	orange (RF)		
Border	black 25 mm		
Legend	**Description**	**Colour**	**Size**
	'Ope Oma'	black	Text: Tpt Med 'x' height 86 mm
	'Kei Mua'	black	Text: Tpt Med 'x' height 86 mm
	'RUNNERS'	black	120/18.7
	'AHEAD'	black	120/18.7

Ref: clause 2.4(5)(kk)

W2-1.18	**Hazard warning supplementary – walkers ahead**		
There is a walking event ahead – expect walkers.			
Shape and size	rectangle 900 x 900 mm [supplements W2-1]		
Background	orange (RF)		
Border	black 25 mm		
Legend	**Description**	**Colour**	**Size**
	'Ope Hīkoi'	black	Text: Tpt Med 'x' height 86 mm
	'Kei Mua'	black	Text: Tpt Med 'x' height 86 mm
	'WALKERS'	black	120/18.7
	'AHEAD'	black	120/18.7

Ref: clause 2.4(5)(ll)

W2-1.20	**Hazard warning supplementary – fire**		
There is a fire ahead.			
Shape and size	rectangle 600 x 450 mm [supplements W2-1]		
Background	orange (RF)		
Border	black 25 mm		
Legend	**Description**	**Colour**	**Size**
	'Ahi'	black	Text: Tpt Med 'x' height 86 mm
	'FIRE'	black	120/18.7

Ref: clause 2.4(5)(mm)

W2-1.21	**Hazard warning supplementary - funeral**

Proactively Released

There is a funeral ahead – there could be a large number of slow-moving or parked cars and pedestrians.

Shape and size	rectangle 1200 x 450 mm [supplements W2-1 (Option A or Option B)]		
Background	orange (RF)		
Border	black 25 mm		
Legend	**Description**	**Colour**	**Size**
	'Tangihanga' or 'Hui Mate'	black	Text: Tpt Med 'x' height 86 mm
	'FUNERAL'	black	120/16.8

Ref: clause 2.4(5)(nn)

W2-1.23 **Hazard warning supplementary – hidden queue**

There is likely to be a queue ahead which may be obscured.

Shape and size	rectangle 750 x 900 mm [supplements W2-1]		
Background	orange (RF)		
Border	black 25 mm		
Legend	**Description**	**Colour**	**Size**
	'Rārangi'	black	Text: Tpt Med 'x' height 86 mm
	'Huna'	black	Text: Tpt Med 'x' height 86 mm
	'HIDDEN'	black	120/18.7
	'QUEUE'	black	120/18.7

Ref: clause 2.4(5)(oo)

W2-1.25 **Hazard warning supplementary – pedestrians**

There are likely to be pedestrians on the road ahead.

Shape and size	rectangle 1050 × 450 mm [supplements W2-1]		
Background	orange (RF)		
Border	black 25 mm		
Legend	**Description**	**Colour**	**Size**
	'Hunga Hīkoi'	black	Text: Tpt Med 'x' height 86 mm

Proactively Released

	‘PEDESTRIANS’	black	100/14

Ref: clause 2.4(5)(pp)

W3-2.1	**Slippery surface supplementary – ice/grit**		
Danger of skidding ahead due to ice or grit.			
Shape and size	rectangle 1500 x 450 mm [supplements W3-2]		
Background	orange (RF)		
Border	black 30 mm		
Legend	**Description**	**Colour**	**Size**
	‘Haupapa / Pūriki’	black	Text: Tpt Med ‘x’ height 86 mm
	‘ICE / GRIT’	black	120/18.7

Ref: clause 2.4(5)(qq)

W3-2.2	**Slippery surface supplementary – slow when wet**		
Warns road users to slow down to avoid the danger of skidding due to the wet road surface.			
Shape and size	rectangle 900 x 900 mm [supplements W3-2]		
Background	orange (RF)		
Border	black 25 mm		
Legend	**Description**	**Colour**	**Size**
	‘Āta Haere’	black	Text: Tpt Med ‘x’ height 86 mm
	‘Inā Mākū’	black	Text: Tpt Med ‘x’ height 86 mm
	‘SLOW’	black	120/20.6
	‘WHEN WET’	black	120/18.7

Ref: clause 2.4(5)(rr)

W3-3.1	**Gravel surface supplementary – new seal**		
Loose stones or chips – new seal ahead.			
Shape and size	rectangle 900 x 450 mm [supplements W3-3]		
Background	orange (RF)		
Border	black 25 mm		
Legend	**Description**	**Colour**	**Size**
	‘Hīra Hou’	black	Text: Tpt Med ‘x’ height 89.3 mm
	‘NEW SEAL’	black	125/18

Proactively Released

Ref: clause 2.4(5)(ss)

W3-3.2	**Gravel surface supplementary – seal repairs**		
Loose stones or chips – patches of new seal ahead.			
Shape and size	rectangle 1050 x 900 mm [supplements W3-3]		
Background	orange (RF)		
Border	black 25 mm		
Legend	**Description**	**Colour**	**Size**
	'Whakatika'	black	Text: Tpt Med 'x' height 86 mm
	'Hīra'	black	Text: Tpt Med 'x' height 86 mm
	'SEAL'	black	120/18.7
	'REPAIRS'		120/18.7

Ref: clause 2.4(5)(tt)

W3-6.1	**Supplementary – please stop on request**		
Stop when requested to do so, may supplement a W6-2 or W2-1.12, and, where appropriate, may replace a W6-2.			
Shape and size	rectangle 1200 x 900 mm		
Background	orange (Rf)		
Border	black 25 mm		
Legend	**Description**	**Colour**	**Size**
	'Kia Mau'	black	Text: Tpt Med 'x' height 86 mm
	'Inā Tonoa''	black	Text: Tpt Med 'x' height 86 mm
	'PLEASE STOP'	black	120/16.8
	'ON REQUEST'	black	120/16.8

Ref: clause 2.4(5)(uu)

W3-7	**Site access distance ahead**		
Access to the work site is the specified distance and road side indicated.			
Shape and size	rectangle 1200 x 1350 mm		
Background	orange (Rf)		
Border	black 30 mm		
Legend	**Description**	**Colour**	**Size**

Proactively Released

'Urunga'	black	Text: Tpt Med 'x' height 89.5 mm
'Rohe'	black	Text: Tpt Med 'x' height 89.5 mm
'Mahi'	black	Text: Tpt Med 'x' height 89.5 mm
'SITE'	black	125/19.5
'ACCESS'	black	125/19.5
'[distance] m' all beside	black	numerals 160/24.5, 'm' Tpt Med 'x' height 100 mm
'symbol indicating access location'	black	100 x 900 mm

Ref: clause 2.4(5)(vv)

W3-8 **Site access**

Sign indicating site access location.

Shape and size rectangle 1200 x 1800 mm

Background orange (Rf)

Border black 30 mm

Legend	**Description**	**Colour**	**Size**
	'Urunga'	black	Text: Tpt Med 'x' height 86 mm
	'Rohe'	black	Text: Tpt Med 'x' height 86 mm
	'Mahi'	black	Text: Tpt Med 'x' height 86 mm
	'SITE'	black	160/25
	'ACCESS'	black	160/25
	'arrow pointing to left or right'	black	shaft 100 mm

Ref: clause 2.4(5)(ww)

W4-7.1 **One lane – supplementary sign**

Warn road users the road ahead narrows to one lane.

Shape and size rectangle 900 x 650 mm [Supplements W4-7 or W4-8]

Background orange (Rf)

Border black 25 mm

Legend	**Description**	**Colour**	**Size**
	'Kotahi'	black	Text: Tpt Med 'x' height 86 mm

Proactively Released

	'Te Ara'	black	Text: Tpt Med 'x' height 86 mm
	'ONE LANE'	black	120/16.8

Ref: clause 2.4(5)(xx)

W5-1	**Road closed ahead**		
Road closed ahead.			
Shape and size	rectangle 1200 x 900 mm		
Background	orange (Rf)		
Border	black 30 mm		
Legend	**Description**	**Colour**	**Size**
	'Rori Kati'	black	Text: Tpt Med 'x' height 86 mm
	'Kei Mua'	black	Text: Tpt Med 'x' height 86 mm
	'ROAD CLOSED'	black	120/18.7
	'AHEAD'	black	120/18.7

Ref: clause 2.4(5)(yy)

W5-2	**Detour ahead follow 'symbol'**		
Detour ahead – the alternative route is indicated by a symbol in form of W5-2.11, 2.12 or 2.13.			
Shape and size	rectangle 1350 x 900 mm		
Background	orange (Rf)		
Border	black 30 mm		
Legend	**Description**	**Colour**	**Size**
	'Autaki Kei Mua'	black	Text: Tpt Med 'x' height 86 mm
	'Whāia', beside	black	Text: Tpt Med 'x' height 71.4 mm
	'detour symbol, W5-2.11, 2.12 or 2.13'	black and white (R)	as for W5-2.11, 2.12 or 2.13
	'DETOUR AHEAD'	black	12/18.7
	'FOLLOW' beside	black	100/15.5
	'detour symbol, W5-2.11, 2.12 or 2.13'	black and white (R)	as for W5-2.11, 2.12 or 2.13

Ref: clause 2.4(5)(zz)

W5-4	**Detour ends**

Proactively Released

Detour ends – normal route continues.

Shape and size	rectangle 750 x 900 mm		
Background	orange (Rf)		
Border	black 25 mm		
Legend	**Description**	**Colour**	**Size**
	'Otinga'	black	Text: Tpt Med 'x' height 86 mm
	'Autaki'	black	Text: Tpt Med 'x' height 86 mm
	'DETOUR'	black	120/18.7
	'ENDS'	black	120/18.7

Ref: clause 2.4(5)(aaa)

W6-6 **'Breakdown'**

Breakdown ahead (for use by a worker involved in removing the temporary hazard caused by a breakdown).

Shape and size	rectangle 900 x 650 mm		
Background	orange (Rf)		
Border	black 25 mm		
Legend	**Description**	**Colour**	**Size**
	'Waka'	black	Text: Tpt Med 'x' height 86 mm
	'Pakaru'	black	Text: Tpt Med 'x' height 86 mm
	'BREAKDOWN'	black	120/16.8

Ref: clause 2.4(5)(bbb)

W7-2 **Vehicle mounted sign – road work**

The vehicle is involved with work on road – pass with care.

Shape and size	rectangle 900 x 900 mm		
Background	orange (RF)		
Border	black 25 mm		
Legend	**Description**	**Colour**	**Size**
	'Mahinga'	black	Text: Tpt Med 'x' height 86 mm

Proactively Released

	'Rori'	black	Text: Tpt Med 'x' height 86 mm
	'ROAD'	black	120/18.7
	'WORK'	black	120/18.7

Ref: clause 2.4(5)(ccc)

W7-7	**Thank you**		
Thank you.			
Shape and size	rectangle 900 x 450 mm		
Background	orange (Rf)		
Border	black 25 mm		
Legend	**Description**	**Colour**	**Size**
	'Tēnā Koe'	black	Text: Tpt Med 'x' height 86 mm
	'THANK YOU'	black	120/16.8

Ref: clause 2.4(5)(ddd)

W7-7.1	**Works end thank you**		
The road works have ended.			
Shape and size	rectangle 1050 x 900 mm		
Background	orange (Rf)		
Border	black 25 mm		
Legend	**Description**	**Colour**	**Size**
	'Otinga Mahi'	black	Text: Tpt Med 'x' height 86 mm
	'Tēnā Koe'	black	Text: Tpt Med 'x' height 86 mm
	'WORKS END'	black	120/16.8
	'THANK YOU'	black	120/16.8

Ref: clause 2.4(5)(eee)

W11-3.2	**Intersection sign supplementary – concealed**
The intersection ahead is concealed.	
Shape and size	rectangle 750 x 450 mm [supplements W11 series signs where appropriate]
Background	yellow (R)
Border	black 25 mm

Proactively Released

Legend	Description	Colour	Size
	'HUNA'	black	100/15.5
	'CONCEALED'	black	100/14

Ref: clause 2.4(5)(fff)

W16-5.2 Kindergarten

The pedestrians or crossing is associated with a kindergarten.

Shape and size rectangle 1200 x 450 mm [supplements W16-2 or W16-4]

Background yellow (R) or yellow-green (RF)
[same colour as the W16 sign supplemented]

Border black 30 mm

Legend	Description	Colour	Size
	'KURA PŪHOU'	black	100/17
	'KINDERGARTEN'	black	100/15.5

Ref: clause 2.4(5)(ggg)

W16-5.3 Aged

The pedestrians are most likely to be older persons.

Shape and size rectangle 1200 x 400 mm [supplements W16-1]

Background yellow (R) or yellow-green (RF)
[same colour as the W16-1 sign supplemented]

Border black 30 mm

Legend	Description	Colour	Size
	'AHUNGARUA' or 'KAUMĀTUA'	black	100/17
	'AGED'	black	100/15.5

Ref: clause 2.4(5)(hhh)

W17-1.1 School bus – 'school bus'

Drivers must slow to 20 km/h if a bus has stopped to pick up or drop off children – clause 5.6 of Land Transport (Road User) Rule 2004.

Shape and size rectangle 1200 x 525 mm

Background yellow (F) or yellow-green (RF)

Border black 30 mm

Legend	Description	Colour	Size
	'PAHI KURA'	black	150/23

Proactively Released

	'SCHOOL BUS'	black	150/21

Ref: clause 2.4(5)(iii)

W17-1.2 **School bus – 'school'**

Drivers must slow to 20 km/h if a bus has stopped to pick up or drop off children – clause 5.6 *of* Land Transport (Road User) Rule 2004.

Shape and size	rectangle 900 x 525 mm		
Background	yellow (F) or yellow-green (RF)		
Border	black 25 mm		
Legend	**Description**	**Colour**	**Size**
	'KURA'	black	150/23
	'SCHOOL'	black	150/21

Ref: clause 2.4(5)(jjj)

A11-1 **Advance direction – word message**

Advises road users direction to follow at intersection ahead to reach a specific locality.

Shape and size	rectangle sized to suit message		
Background	green (R) or blue (R)		
Border	white (R) 40 mm		
Legend	**Description**	**Colour**	**Size**
	Optional A20-S11 (emergency medical services), above or beside the locality names	As for A20-S11	As for A20-S11
	Optional A20-S18 (airfield), above or beside the locality names	As for A20-S18	As for A20-S18
	Optional an A16 series route indicator symbol, above or beside the locality names, which may be:	As for A16	As for A16
Language, option A	If using both te reo Māori and English name for the locality:		
	'[te reo Māori name of locality]' (sentence case),	yellow (R)	120/24
	above a direction, which may be:		

Proactively Released

Direction, option 1	‘HURI MAUĪ’	yellow (R)	100/15.5
	or		
Direction, option 2	‘HURI MATAU’	yellow (R)	100/15.5
	or		
Direction., option 3	‘PUTANGA’	yellow (R)	100/15.5
	above,		
	‘[English name of locality]’ (sentence case),	white (R)	120/24
	above a direction, which may be:		
Direction, option 1	‘TURN LEFT’	white (R)	100/15.5
	or		
Direction, option 2	‘TURN RIGHT’	white (R)	100/15.5
	or		
Direction., option 3	‘EXIT’	white (R)	100/15.5
	Direction to sit beside or above distance, which may be:		
Distance, option 1	‘[distance] m’	white (R)	100/15.5 numerals Tpt Med ‘x’ = 65 letter
	or		
Distance, option 2	‘[distance] km’	white (R)	100/15.5 numerals Tpt Med ‘x’ = 65 letter
Language, option B	If using one language only for the name of the locality:		
	‘[locality]’ (sentence case)	white (R)	120/24
	Above a direction, which may be:		

Proactively Released

Direction, option 1	'HURI MAUĪ'	yellow (R)	100/15.5
	'TURN LEFT'	white (R)	100/15.5
	or		
Direction, option 2	'HURI MATAU'	yellow (R)	100/15.5
	'TURN RIGHT'	white (R)	100/15.5
	or		
Direction., option 3	'PUTANGA'	yellow (R)	100/15.5
	'EXIT'	white (R)	100/15.5
	Direction option 1, 2 or 3 beside or above distance, which may be:		
Distance, option 1	'[distance] m'	white (R)	100/15.5 numerals Tpt Med 'x' = 65 letter
	or		
Distance, option 2	'[distance] km'	white (R)	100/15.5 numerals Tpt Med 'x' = 65 letter

Ref: clause 2.4(5)(kkk)

A11-2 **Advance direction – 2 localities**

Advises road users direction to follow at intersection ahead to reach either of the two listed localities.

Shape and size	rectangle sized to suit message		
Background	green (R) or blue (R)		
Border	white (R) 40 mm		
Legend	**Description**	**Colour**	**Size**
	Optional A20-S11 (emergency medical services), above or beside the locality names	As for A20-S11	As for A20-S11
	Optional A20-S18 (airfield), above or beside the locality names	As for A20-S18	As for A20-S18

Proactively Released

	Optional an A16 series route indicator symbol, above all locality names or beside the name of each locality	As for A16	As for A16
Language, option A	If using both te reo Māori and English names for locality 1:		
	'[te reo Māori name of locality 1]' (sentence case), above	yellow (R)	120/24
	'[English name of locality 1]' (sentence case),	white (R)	120/24
	or		
Language, option B	If using one language only for locality 1:		
	'[locality 1]' (sentence case),	white (R)	120/24
	Language option A or B beside:		
	'arrow (type D) aligned appropriately',	white (R)	shaft 70 mm
	above,		
Language, option A	If using both te reo Māori and English names for locality 2:		
	'[te reo Māori name of locality 2]' (sentence case), above	yellow (R)	120/24
	'[English name of locality 2]' (sentence case),	white (R)	120/24
	or		
Language, option B	If using one language only for locality 2:		
	'[locality 2]' (sentence case),	white (R)	120/24
	Language option A or B beside:		
	'arrow (type D) aligned appropriately'	white (R)	shaft 70 mm

Notes: where road users would follow the same direction to reach either locality, a single arrow may be used.

Ref: clause 2.4(5)(lll)

A11-3 Advance direction – stack

Advises road users direction to follow at intersection ahead to reach the localities described.

Proactively Released

Shape and size	rectangle sized to suit message		
Background	green (R) or blue (R)		
Border	white (R) 40 mm		
Legend	**Description**	**Colour**	**Size**
	sign separated into 2 or 3 panels by lines	white (R)	25 mm
	Each panel contains:		
	Optional A20-S11 (emergency medical services), above or beside the locality names	As for A20-S11	As for A20-S11
	Optional A20-S18 (airfield), above or beside the locality names	As for A20-S18	As for A20-S18
	Optional, an A16 series route indicator symbol above all locality names in a given panel or beside name of each locality	As for A16	As for A16
Language, Option A	If using both te reo Māori and English names for locality:		
	'[te reo Māori name of locality]' (sentence case), above	yellow (R)	120/24
	'[English name of locality]' (sentence case)	white (R)	120/24
	or		
Language, Option B	If using one language only for locality:		
	'[locality]' (sentence case),	white (R)	120/24
	Language option A or B, beside:		
	'arrow (type D) aligned appropriately'	white (R)	shaft 70 mm

Ref: clause 2.4(5)(mmm)

A11-4	**Advance direction – map**

Advises road users direction to follow at intersection ahead to reach the localities described.

Shape and size	rectangle sized to suit message
Background	green (R) or blue (R)
Border	white (R) 50 mm

Proactively Released

Legend	Description	Colour	Size
	Optional, A20-S11 (emergency medical services), above or beside the locality names	As for A20-S11	As for A20-S11
	Optional, A20-S18 (airfield), above or beside the locality names	As for A20-S18	As for A20-S18
	Optional, an A16 series route indicator symbol above or beside all locality names for a given direction on the map	As for A16	As for A16
	A symbolic map of the intersection depicted by lines which include a pointed end that illustrates a departure from the intersection, and	white (R)	120 mm line width
Language option A	If using both te reo Māori and English names for the locality:		
	'[te reo Māori name of locality]' (sentence case), above	yellow (R)	120/24
	'[English name of locality]' (sentence case)	white (R)	120/24
	or		
Language option B	If using one language only for the name of the locality:		
	'[locality]' (sentence case)	white (R)	120/24
	(repeat above as needed if multiple localities)		

Note: multiple locality names may be positioned relative to the map.

Ref: clause 2.4(5)(nnn)

A12-1 **Advance lane designation – word message**

Advises road users which lane to enter at intersection ahead to reach the localities described.

Shape and size	rectangle sized to suit message
Background	green (R) or blue (R)
Border	white (R) 40 mm

Legend	Description	Colour	Size

Proactively Released

	Optional, A20-S11 (emergency medical services), above or beside the locality names	As for A20-S11	As for A20-S11
	Optional, A20-S18 (airfield), above or beside the locality names	As for A20-S18	As for A20-S18
	Optional, an A16 series route indicator symbol, above all locality names in a given panel or beside the name of each locality	As for A16	As for A16
Language, option A	If using both te reo Māori and English names for the locality:		
	'[te reo Māori name of locality]' (sentence case),	yellow (R)	120/24
	above direction, which may be:		
Direction option A	'ARA MAUĪ'	yellow (R)	100/15.5
	or		
Direction option B	'ARA MATAU'	yellow (R)	100/15.5
	or		
Direction option C	'te reo Māori other descriptor of the lane', (upper case) above	yellow (R)	100/15.5
	'[English name of locality] (sentence case)	white (R)	120/24
	above direction, which may be:		
Direction option A	'LEFT LANE'	white (R)	100/15.5
	or		
Direction option B	'RIGHT LANE'	white (R)	100/15.5
	or		
Direction option C	'English other descriptor of the lane' (upper case)	white (R)	100/15.5
Language, option B	If using one language only for the name of the locality:		
	'[locality]' (sentence case),	white (R)	120/24
	above direction, which may be:		

Proactively Released

Direction, option A	'ARA MAUĪ', above	yellow (R)	100/15.5
	'LEFT LANE'	white (R)	100/15.5
	or		
Direction, option B	'ARA MATAU', above	yellow (R)	100/15.5
	'RIGHT LANE'	white (R)	100/15.5
	or		
Direction, option C	'te reo Māori other descriptor of the lane' (upper case), above	yellow (R)	100/15.5
	'English other descriptor of the lane' (upper case)	white (R)	100/15.5

Ref: clause 2.4(5)(ooo)

A12-2 Advance lane designation – overhead

Advises road users which lane or lanes to enter at intersection ahead to reach localities described. The arrow or arrows are erected directly over the lane to which they refer.

Shape and size	rectangle sized to suit message
Background	green (R) or blue (R)
Border	white (R) 40 mm

Legend	**Description**	**Colour**	**Size**
	Optional A20-S11 (emergency medical services), above or beside the locality names	As for A20-S11	As for A20-S11
	Optional A20-S18 (airfield), above or beside the locality names	As for A20-S18	As for A20-S18
	Optional, an A16 series route indicator symbol, above or beside name of locality	As for A16	As for A16
	Optional, an A16 series route indicator symbol, above or beside name of locality	As for A16	As for A16
Language, option A	If using both te reo Māori and English names for the locality:		
	'[te reo Māori name of locality]', (sentence case) above	yellow (R)	120/24

Proactively Released

	'[English name of locality]' (sentence case)	white (R)	120/24
	or		
Language, option B	If using one language only for the name of the locality:		
	'[locality]' (sentence case)	white (R)	120/24
	Language option A or B above,		
	'arrow (type D) or arrows aligned appropriately'	white (R)	shaft 65 mm
	(repeat above as needed if multiple localities)		

Notes: straight ahead is depicted by a downward-facing arrow. Multiple locality names may be positioned relative to the arrows.

Ref: clause 2.4(5)(ppp)

A12-3 **EXIT ONLY supplementary**

Advises road users the lane does not continue beyond the exit and they should move to an adjacent lane as soon as they may safely do so unless leaving the road by the exit indicated. Two options.

Shape and size rectangle panel 700 mm high with width sized to suit the sign being supplemented

Background yellow (R)

Border white (R) 40 mm

Option A

Legend	**Description**	**Colour**	**Size**
	'PUTANGA ANAKE', above	black	200/34
	'EXIT ONLY'	black	200/31
	or		

Option B

Legend	**Description**	**Colour**	**Size**
	'PUTANGA ANAKE', above	black	250/43
	'downward-facing arrow', between	black	shaft 65 mm
	'EXIT' and 'ONLY'	black	250/39

Proactively Released

Ref: clause 2.4(5)(qqq)

A13-1	**Intersection direction – arrow board**		

Advises road users direction to follow at intersection to reach a specific locality.

Shape and size	rectangle with a pointed end, height of 450 mm, and length to suit the message. Pointed end to point in the direction of the locality and be formed by an isosceles triangle, with its base being a vertical line equal to the height of the rectangle, and its height being a horizontal line approximately 40% of its base dimension		
Background	green (R) or blue (R)		
Border	white (R) 25 mm		
Legend	**Description**	**Colour**	**Size**
	Optional A20-S11 (emergency medical services), above or beside the locality names	As for A20-S11	As for A20-S11
	Optional A20-S18 (airfield), above or beside the locality names	As for A20-S18	As for A20-S18
	Optional, an A16 series route indicator symbol beside the localities, above	As for A16	As for A16
Language, option A	If using both te reo Māori and English names for the locality:		
	'[te reo Māori name of locality]' (sentence case), above,	yellow (R)	160/32
	'[English name of locality]' (sentence case)	white (R)	160/32
	or		
Language, option B	If using one language only for the name of the locality:		
	'[locality]' (sentence case),	white (R)	160/32
	Language option A or B above,		
	a chevron parallel to, and located at the pointed end of the sign	white (R)	chevron 350 mm high, stripe width 130 mm.

Ref: clause 2.4(5)(rrr)

A13-1.1	**Intersection direction – arrow board with distance**

Proactively Released

Advises road users direction to follow at intersection to reach the localities described and the distance to each locality.

Shape and size	rectangle with a pointed end, height of 450 mm, and length to suit the message. Pointed end to point in the direction of the locality and be formed by an isosceles triangle, with its base being a vertical line equal to the height of the rectangle, and its height being a horizontal line approximately 40% of its base dimension		
Background	green (R) or blue (R)		
Border	white (R) 25 mm		
Legend	**Description**	**Colour**	**Size**
	Optional A20-S11 (emergency medical services), above or beside the locality names	As for A20-S11	As for A20-S11
	Optional A20-S18 (airfield), above or beside the locality names	As for A20-S18	As for A20-S18
	Optional, an A16 series route indicator symbol may be included beside each locality name	As for A16	As for A16
Language, option A	If using both te reo Māori and English names for the locality:		
	'[te reo Māori name of locality]' (sentence case), above	yellow (R)	160/32
	'[English name of locality]' (sentence case),	white (R)	160/32
	or		
Language, option B	If using one language only for the name of the locality:		
	'[locality]' (sentence case),	white (R)	160/32
	Language option A or B beside,		
	'[distance] km'	white (R)	160/32 numerals Tpt Med 'x' = 80 letters
	a chevron parallel to, and located at the pointed end of the sign,	white (R)	chevron 350 mm high, stripe width 130 mm.
	(repeat above as needed if multiple localities)		

Proactively Released

Ref: clause 2.4(5)(sss)

A13-2 **Intersection direction – arrow**

Advises road users direction to follow at an intersection to reach the localities described. Used where the road is not approximately at right angles to the approaching driver.

Shape and size	rectangle sized to suit message		
Background	green (R) or blue (R)		
Border	white (R) 25 mm		
Legend	**Description**	**Colour**	**Size**
	Optional, A20-S11 (emergency medical services), above or beside the locality names	As for A20-S11	As for A20-S11
	Optional, A20-S18 (airfield), above or beside the locality names	As for A20-S18	As for A20-S18
	Optional, an A16 series route indicator symbol may be included above or beside the list of localities	As for A16	As for A16
Language, option A	If using both te reo Māori and English names for the locality:		
	'[te reo Māori name of locality]' (sentence case), above	yellow (R)	160/32
	'[English name of locality]' (sentence case)	white (R)	160/32
	or		
Language, option B	If using one language only for the name of the locality:		
	'[locality]' (sentence case)	white (R)	160/32
	Language option A or B beside,		
	'an arrow (type D) aligned appropriately' beside the list of localities	white (R)	shaft 68 mm
	(repeat above as needed if multiple localities)		

Proactively Released

Ref: clause 2.4(5)(ttt)

A13-3	**Intersection direction – arrow board two directions**		
Advises road users the direction to follow at an intersection to reach localities described.			
Shape and size	rectangle with a pointed end (isosceles triangle, base the height of the rectangle, height approximately 40% of base) at each end pointing in the direction of the localities length sized to suit message x 700 mm height		
Background	green (R) or blue (R)		
Border	white (R) 25 mm		
Legend	**Description**	**Colour**	**Size**
	Optional, A20-S11 (emergency medical services), above or beside the locality names	As for A20-S11	As for A20-S11
	Optional, A20-S18 (airfield), above or beside the locality names	As for A20-S18	As for A20-S18
	Optional, an A16 series route indicator symbol may be included beside or above the list of localities	As for A16	As for A16
	Two localities separated by a gap of 500 mm, with each locality consisting of		
Language, option A	If using both te reo Māori and English names for the locality:		
	'[te reo Māori name of locality]' (sentence case), above	yellow (R)	160/32
	'[English name of locality]' (sentence case)	white (R)	160/32
	or		
Language, option B	If using one language only for the name of the locality:		
	'[locality]' (sentence case),	white (R)	160/32
	Language option A or B beside,		
	A chevron parallel to, and located at, each pointed end of the sign	white (R)	chevron 350 mm high, stripe width 130 mm

Ref: clause 2.4(5)(uuu)

A15-1	**Confirmation direction**

Proactively Released

Located beyond an intersection to reassure road users they are travelling toward the correct destination.

Shape and size	rectangle sized to suit message		
Background	green (R) or blue (R)		
Border	white (R) 40 mm		
Legend	**Description**	**Colour**	**Size**
	Optional, A20-S11 (emergency medical services), above or beside the locality names	As for A20-S11	As for A20-S11
	Optional, an A16 series route indicator symbol, above all locality names or beside the name of each locality	As for A20-S18	As for A20-S18
	Optional, an A16 series route indicator symbol above the localities or beside each locality if more than one route indicator symbol is applicable	As for A16	As for A16
Language, option A	If using both te reo Māori and English names for the locality:		
	‘[te reo Māori name of locality]’ (sentence case), above	yellow (R)	120/24
	‘[English name of locality]’ (sentence case)	white (R)	120/24
Language, option B	If using one language only for the name of the locality:		
	‘[locality]’ (sentence case)	white (R)	160/32
	Language option A or B beside,		
	‘[distance] km’ beside each locality	white (R)	120/24 numerals Tpt Med ‘x’ =80 letters
	(repeat above as needed if multiple localities)		

Notes: sign normally contains no more than 3 localities and distances.

Ref: clause 2.4(5)(vvv)

A17-1	**Place name**

Indicates to the road user the place reached.

Shape and size	rectangle length to suit message x 375 mm height

Proactively Released

Background	green (R) or blue (R)		
Border	white (R) 40 mm		
Legend	**Description**	**Colour**	**Size**
Language, option A	If using both te reo Māori and English names for the locality:		
	'[te reo Māori name of locality]' (sentence case), above	yellow (R)	120/24 urban 160/32 rural
	'[English name of locality]' (sentence case)	white (R)	120/24 urban 160/32 rural
	or		
Language, option B	If using one language only for the name of the locality:		
	'[locality]' (sentence case)	white (R)	120/24 urban 160/32 rural

Ref: clause 2.4(5)(www)

A40-7	**Shared zone**		
The roadway beyond the sign is within a shared zone for the purposes of clause 10.2 of the Land Transport (Road User) Rule 2004.			
Shape and size	rectangle 600 x 1050 mm		
Background	blue (R)		
Border	white (R) 25 mm		
Legend	**Description**	**Colour**	**Size**
	"symbol of two children" beside	white (R)	160 x 135
	"symbol of pedestrian" both above	white (R)	90 x 150
	"symbol of cycle" beside	white (R)	160 x 100
	"symbol of car" both above	white (R)	120 x 100
	"ARA"	white (R)	100/15.5
	"WĀTEA"	white (R)	100/15.5
	"SHARED"	white (R)	100/14
	"ZONE"	white (R)	100/14

Proactively Released

Ref: clause 2.4(5)(xxx)

A41-1 **Motorway**

Advises road users they are on a motorway and rules applying to motorway use apply. The sign may also be used on an on-ramp to a motorway to indicate the motorway begins.

Note: A41-1 series motorway signs may include the name of the motorway. Vertical dimensions of the signs must be increased by the amount required to fit the name above the word 'MOTORWAY'

Shape and size	rectangle 1800 x 600 mm		
Background	green (R)		
Border	white (R) 30 mm		
Legend	**Description**	**Colour**	**Size**
	'TE ARA WHĀNUI''	white (R)	150/23
	'MOTORWAY'	white (R)	150/21

Ref: clause 2.4(5)(yyy)

A41-1.1 **Motorway begins**

Advises road users they are about to enter a motorway and rules applying to motorway use apply.

Shape and size	rectangle 2850 x 2200 mm		
Background	green (R)		
Border	white (R) 40 mm		
Legend	**Description**	**Colour**	**Size**
	'KUA TĪMATA'	white (R)	250/43
	'TE ARA'	white (R)	250/43
	'WHĀNUI'	white (R)	250/43
	'MOTORWAY'	white (R)	250/39
	'BEGINS'	white (R)	250/39

Ref: clause 2.4(5)(zzz)

A41-1.2 **Motorway ends advance information**

Advises road users the motorway ends in the specified distance.

Shape and size	rectangle 2700 x 2200 mm		
Background	green (R)		
Border	white (R) 40 mm		
Legend	**Description**	**Colour**	**Size**
	'TE ARA'	white (R)	250/43
	'WHĀNUI KA'	white (R)	250/43

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	'MUTU [distance] m'	white (R)	numerals 250/39, 'm' 150/23
	'MOTORWAY'	white (R)	250/39
	'ENDS [distance] m'	white (R)	numerals 250/39, 'm' 150/23

Ref: clause 2.4(5)(aaaa)

A41-1.3 Motorway ends

Advises road users the motorway has ended and all normal road rules apply.

Option A	erected at the point where the motorway ends		
Shape and size	rectangle 2550 x 2200 mm		
Background	green (R)		
Border	white (R) 40 mm		
Legend	**Description**	**Colour**	**Size**
	'KUA MUTU'	white (R)	250/43
	'TE ARA '	white (R)	250/43
	'WHĀNUI'	white (R)	250/43
	'MOTORWAY'	white (R)	250/39
	'ENDS	white (R)	250/39
Option B	erected on an off-ramp from the motorway where the motorway ends		
Shape and size	rectangle 900 x 900 mm		
Background	green (R)		
Border	white (R) 25 mm		
Legend	**Description**	**Colour**	**Size**
	'KUA MUTU'	white (R)	100/15.5
	'TE ARA'	white (R)	100/15.5
	'WHĀNUI'	white (R)	100/15.5
	'MOTORWAY'	white (R)	100/14
	'ENDS	white (R)	100/14

Ref: clause 2.4(5)(bbbb)

A41-2 Expressway

Advises road users they are on a road often with similar characteristics to, but that is not, a motorway. It may have special conditions applying to its use and these should be clearly signed. The sign may also be used on an on-ramp to an expressway to indicate the expressway begins.

Proactively Released

Note: A41-2 series expressway signs may include the name of the expressway. Vertical dimensions of the signs must be increased by the amount required to fit the name above the word 'EXPRESSWAY'.

Shape and size	rectangle 1350 x 800 mm		
Background	green (R) or blue (R)		
Border	white (R) 30 mm		
Legend	**Description**	**Colour**	**Size**
	'TE ARA PUAKI'	white (R)	150/23
	'EXPRESSWAY'	white (R)	150/21

Ref: clause 2.4(5)(cccc)

A41-2.1 Expressway begins

Advises road users they are about to enter an expressway.

Shape and size	rectangle 2850 x 2200 mm		
Background	green (R) or blue (R)		
Border	white (R) 40 mm		
Legend	**Description**	**Colour**	**Size**
	'KUA TĪMATA'	white (R)	250/43
	'TE ARA'	white (R)	250/43
	'PUAKI'	white (R)	250/43
	'EXPRESSWAY'	white (R)	250/39
	'BEGINS'	white (R)	250/39

Ref: clause 2.4(5)(dddd)

A41-2.2 Expressway ends advance information

Advises road users expressway ends in the specified distance

Shape and size	rectangle 2700 x 2200 mm		
Background	green (R) or blue (R)		
Border	white (R) 40mm		
Legend	**Description**	**Colour**	**Size**
	'TE ARA'	white (R)	250/43
	'PUAKI KA'	white (R)	250/43
	'MUTU [distance] m'	white (R)	letters and numerals 250/43 'm' 150/23

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	'EXPRESSWAY'	white (R)	250/39
	'ENDS [distance] m'	white (R)	letters and numerals 250/39 'm' 150/23

Ref: clause 2.4(5)(eeee)

A41-2.3 **Expressway ends**

Advises road users the expressway has ended. Two options.

Option A erected at the point where the expressway ends

Shape and size rectangle 2550 x 2200 mm

Background green (R) or blue (R)

Border white (R) 40 mm

Legend	**Description**	**Colour**	**Size**
	'KUA MUTU'	white (R)	250/43
	'TE ARA'	white (R)	250/43
	'PUAKI'	white (R)	250/43
	'EXPRESSWAY'	white (R)	250/39
	'ENDS'	white (R)	250/39

Option B erected on an off-ramp from the expressway where the expressway ends

Shape and size rectangle 990 x 900 mm

Background green (R) or blue (R)

Border white (R) 25 mm

Legend	**Description**	**Colour**	**Size**
	'KUA MUTU'	white (R)	100/15.5
	'TE ARA'	white (R)	100/15.5
	'PUAKI'	white (R)	100/15.5
	'EXPRESSWAY'	white (R)	100/14
	'ENDS'	white (R)	100/14

Proactively Released

Ref: clause 2.4(5)(ffff)

A51-1	**Cycle route advance direction – primary route**		
Advises cyclists the direction to follow at the intersection ahead to reach named destinations.			
Shape and size	rectangle at least 600 x 450 mm and large enough to accommodate the message, in two panels: top panel 150 mm high, lower panel at least 300 mm high.		
Background	top panel blue (R), lower panel white (R)		
Border	blue (R) 20 mm		
Legend	**Description**	**Colour**	**Size**
Top panel	"cycle symbol" centralised in panel	white (R)	130 x 85 mm
	and optional symbol associated with the locality or the route	As for the symbol	100 x 100 mm maximum
Lower panel	Optional "[Route name]" (sentence case), above	white (R) text on a black background	Text: Tpt Med 'x' height 20 mm background: width to suit main legend x 60 mm high
Language, option A	If using both te reo Māori and English names for the same destination:		
	"[te reo Māori name of primary route destination]" (sentence case), above	black	Text: Tpt Med 'x' height 43 mm
	"[English name of primary route destination]" (sentence case), beside 'arrow (type D) aligned appropriately'	blue (R), blue (R)	Text: Tpt Med 'x' height 43 mm, arrow shaft: 27 mm
Language, option B	or If using one language only for the name of the destination:		
	"[Primary route destination]" (sentence case), beside 'arrow (type D) aligned appropriately'	blue (R), blue (R)	Text: Tpt Med 'x' height 43 mm, arrow shaft: 27 mm
Language, option A	Language option A or B above, a horizontal line, above	blue (R)	10 mm
	If using both te reo Māori and English names for the same destination:		
	"[te reo Māori Alternate destination]" (sentence case), above	black	Text: Tpt Med 'x' height 43 mm

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	"[English alternate destination]" (sentence case), beside 'arrows (type D) aligned appropriately' (repeat above as needed if multiple alternative destinations) or	blue (R), blue (R)	Text: Tpt Med 'x' height 43 mm, arrow shaft: 27 mm
Language, option B	If using one language only for the name of the destination:		
	"[Alternate destination]" (sentence case) or "[Alternative destinations]" (sentence case), beside 'arrows (type D) aligned appropriately'	blue (R), blue (R)	Text: Tpt Med 'x' height 43 mm, arrow shaft: 27 mm

Ref: clause 2.4(5)(gggg)

A51-2	**Cycle route advance direction map – primary route**		
Advises cyclists the direction to follow at the intersection ahead to reach named destinations.			
Shape and size	rectangle sized to suit the message, in two panels: top panel 150 mm high, lower panel sized to accommodate the map		
Background	top panel blue (R), lower panel white (R)		
Border	blue (R) 20 mm		
Legend	**Description**	**Colour**	**Size**
Top panel	"cycle symbol" centralised in panel	white (R)	130 x 85 mm
	and optional symbol associated with the locality or the route	As for the symbol	100 x 100 mm maximum
Lower panel	"[Graphical representation of the intersection ahead, showing details as necessary to explain the path of the cycle route and directions to alternative destinations.]" The map may include "road name" or "road names" and/or "destination" or "destinations" (destination may be in te reo Māori and English or one language only) and directional arrows (type D). When a te reo Māori word is used it is placed above the relevant destination name. All words in sentence case.	cycle route: blue (R)	50 mm
		If using both te reo Māori and English names for the same destination:	
		Te reo Māori name of destination: black	Tpt Med 'x' height 43 mm
		English name of destination: blue (R)	Tpt Med 'x' height 43 mm
		If using one language only for the name of the destination:	

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		destination name: blue (R)	Tpt Med ‘x’ height 43 mm
		arrows: blue (R)	shaft width 27 mm
		road names: black, roads: grey, other details: black	Tpt Med ‘x’ height 21.5 mm 80 mm (main roads) 65 mm (other roads) as appropriate for the detail

Ref: clause 2.4(5)(hhhh)

A51-3	**Cycle route intersection direction – primary route**		
Advises cyclists the direction to follow at an intersection and the distances to named destinations.			
Shape and size	rectangle with pointed end (isosceles triangle, base the height of the rectangle, height approximately 40% of the base), length to suit message x 150 mm high (1 line of text) or 250 mm high (2 lines of text).		
Background	blue (R) rectangle at least 160 mm wide x the height of the sign for the cycle symbol and optional symbol associated with the locality or route; white (R) for destination and chevron		
Border	blue (R) 10 mm		
Legend	**Description**	**Colour**	**Size**
	“Cycle symbol” (on blue background at square end of sign)	white (R)	130 x 85 mm
	and optional symbol associated with the locality or route (on blue background at square end of sign), beside	as for the symbol	100 x 100 mm maximum
Language, option A	If using both Māori and English names for the same destination:		
	“[te reo Māori destination name]” (sentence case), above	black	Tpt Med ‘x’ height 43 mm
	“[English destination name]” (sentence case),	blue (R)	Tpt Med ‘x’ height 43 mm
	beside,		
	“[distance] km” or “[distance] m”, beside	blue (R)	Tpt Med ‘x’ height 43 mm
	A chevron pointing in the direction of the destination, parallel to and located at the pointed end of the sign	blue (R)	110 mm high, stripe width 45 mm (1 line of text), 210 mm high, stripe width 85

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			mm (2 lines of text)
	(repeat above as needed if multiple destinations, limited to 1 or 2 lines of text)		
	or		
Language, option B	If using one language only for the name of the destination:		
	"[Destination]" (sentence case) or "[Destinations]" (sentence case) (limited to 1 or 2 lines of text),	blue (R)	Tpt Med 'x' height 43 mm
	beside		
	"[distance] km" or "[distance] m", beside	blue (R)	Tpt Med 'x' height 43 mm
	A chevron pointing in the direction of the destination, parallel to and located at the pointed end of the sign	blue (R)	110 mm high, stripe width 45 mm (1 line of text), 210 mm high, stripe width 85 mm (2 lines of text)

Ref: clause 2.4(5)(iiii)

A51-4 **Cycle route intersection direction arrow – local route**

Advises cyclists the direction to follow at an intersection and the distance to a named destination and the services available at the destination.

Shape and size	rectangle length to suit the message x 200 mm high, in two panels: panel 1 at least 200 mm wide, panel 2 sized to accommodate the message		
Background	panel 1 blue (R), panel 2 white (R)		
Border	blue (R) 10 mm		
Legend	**Description**	**Colour**	**Size**
Panel 1 (closest to mounting post)	"Cycle symbol"	white (R)	130 x 85 mm
	and optional symbol associated with the locality or route, beside	as for the symbol	100 x 100 mm maximum
Panel 2, Option A	1 destination and service symbols		
	If using both te reo Māori and English names for the same destination:		
Language, option A	"[te reo Māori destination name]" (sentence case), above	black	Tpt Med 'x' height 43 mm
	"[English destination name]" (sentence case), above	blue (R)	Tpt Med 'x' height 43 mm
	or		

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Language, option B	If using one language only for the name of the destination:		
	"[Destination]" (sentence case),	blue (R)	Tpt Med 'x' height 43 mm
	Language option A or B, beside		
	"[distance] km" or "[distance] m",	blue (R)	Tpt Med 'x' height 43 mm
	above		
	Up to 6 "A20-S symbols" or "A30-S symbols or "A51-S symbols", beside	white (R) symbol on blue (R) background	each symbol, including a border, maximised to fit an area 45 x 45 mm
	'arrow (type D) aligned appropriately'	blue (R)	shaft width 27 mm
Panel 2, Option B	2 destinations		
Language, option A	If using both te reo Māori and English names for the same destination:		
	"[te reo Māori destination 1 name]" (sentence case), above	black	Tpt Med 'x' height 43 mm
	"[English destination 1 name]" (sentence case),	blue (R)	Tpt Med 'x' height 43 mm
	or		
Language, option B	If using one language only for the name of the destination:		
	"[Destination 1]" (sentence case)	blue (R)	Tpt Med 'x' height 43 mm
	Language option A or B, beside		
	"[distance] km" or "[distance] m", above	blue (R)	Tpt Med 'x' height 43 mm
	'arrow (type D) aligned appropriately'	blue (R)	shaft width 27 mm
Language, option A	If using both te reo Māori and English names for the same destination:		
	"[te reo Māori destination 2 name]" (sentence case), above	black	Tpt Med 'x' height 32 mm
	"[English destination 2 name]" (sentence case)	blue (R)	Tpt Med 'x' height 32 mm
	or		
Language, option B	If using one language only for the name of the destination:		

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	"[Destination 2]" (sentence case),	blue (R)	Tpt Med 'x' height 32 mm
	Language option A or B, beside		
	"[distance] km" or "[distance] m", beside	blue (R)	Tpt Med 'x' height 32 mm
	'arrow (type D) aligned appropriately'	blue (R)	shaft width 27 mm

Ref: clause 2.4(5)(jjjj)

A51-5	**Cycle route direction – primary route**		
Advises cyclists the direction to follow to reach named destinations.			
Shape and size	rectangle at least 600 x 300 mm and large enough to accommodate the message, in two panels: top panel 150 mm high, lower panel at least 150 mm high.		
Background	top panel blue (R), lower panel white (R)		
Border	blue (R) 20 mm		
Legend	**Description**	**Colour**	**Size**
Top panel	"cycle symbol" centralised in panel	white (R)	130 x 85 mm
	and optional symbol associated with the locality or the route	as for the symbol	100 x 100 mm maximum
Lower panel			
Language, option A	If using both te reo Māori and English names for the same destination:		
	"[te reo Māori destination name]" (sentence case), above	black	Text: Tpt Med 'x' height 43 mm,
	"[English destination name]" (sentence case)	blue (R)	Text: Tpt Med 'x' height 43 mm,
	(repeat above as needed if multiple destinations)		
	or		
Language, option B	If using one language only for the name of the destination:		
	"[Destination]" (sentence case) or "[Destinations]" (sentence case),	blue (R)	Text: Tpt Med 'x' height 43 mm,
	Language option A or B, beside		

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	'arrows (type D) aligned appropriately'	arrows: blue (R)	shaft width 27 mm

Ref: clause 2.4(5)(kkkk)

A51-8	**Cycle route confirmation direction – primary route**		
Confirms the route that cyclists are on and advises the distances to the named destinations.			
Shape and size	rectangle at least 600 x 300 mm and large enough to accommodate the message, in two panels: top panel 150 mm high, lower panel at least 150 mm high.		
Background	top panel blue (R), lower panel white (R)		
Border	blue (R) 20 mm		
Legend	**Description**	**Colour**	**Size**
Top panel	"cycle symbol" centralised in panel	white (R)	130 x 85 mm
	and optional symbol associated with the locality or the route	as for the symbol	100 x 100 mm maximum
Lower Panel	Optional "[Route name]" (sentence case), above	white (R) text on a black background	Text: Tpt Med 'x' height 20 mm background: width to suit main legend x 60 mm high
Language, option A	If using both te reo Māori and English names for the same destination:		
	"[te reo Māori destination name]" (sentence case), above	black	Tpt Med 'x' height 43 mm
	"[English destination name]" (sentence case),	blue (R)	Tpt Med 'x' height 43 mm
	beside,		
	"[distance] km" or "[distance] m"	blue (R)	Tpt Med 'x' height 43 mm
	(repeat above as needed if multiple destinations)		
Language, option B	If using one language only for the name of the destination:		
	"[Destination]" (sentence case) or "[Destinations]" (sentence case),	blue (R)	Tpt Med 'x' height 43 mm
	beside		
	"[distance] km" or "[distance] m"	blue (R)	Tpt Med 'x' height 43 mm

Proactively Released

Part 2
New items inserted in Schedule 1 of Land Transport Rule: Traffic Control Devices 2004

Ref: clause 2.3(6)

R1-8.4 **Emergency speed limit**

Highest speed limit is the number of km/h shown on the sign. Sign combination only used for emergency speed limits as defined by the Land Transport Rule: Setting of Speed Limits 2022.

Shape and size R1-1, 600 mm diameter sign (background, border and legend as for R1-1) above a 'Emergency' supplementary sign

'Emergency' supplementary sign

Shape and size	rectangle 1050 x 450 mm		
Background	orange (RF)		
Border	black 25 mm		
Legend	**Description**	**Colour**	**Size**
	'Ohotata'	black	Text: Tpt Med 'x' height 86 mm
	'EMERGENCY'	black	120/16.8

R1-9.1 **Beach variable speed limit**

The speed limit is 60 km/h except when pedestrians are present then speed limit is 30km/h.

Shape and size	rectangle backing board 1770 x 800 mm		
Background	white(R); two panels - standard speed limit top panel, bottom panel speed limit when pedestrians present, separated by 20 mm line red		
Border	red 30 mm		
Legend	**Description**	**Colour**	**Size**
Top panel	R1-1, 60km/h speed ABOVE	white (R), red (R) and black	as for R1-1 (600 mm diameter)
Lower Panel	Symbol of children facing right, left of	black	180 x 212 mm
	R1-1, 30km/h speed, centred,	white (R), red (R) and black	as for R1-1 (400 mm diameter)
	left of,		
	Symbol of pedestrian facing left ABOVE	black	242 x 137 mm

Supplementary beach sign (on same backing board):

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Shape and size	rectangle 800 x 400 mm		
Background	yellow (R)		
Border	20 mm		
Legend	**Description**	**Colour**	**Size**
	'TĀTAHI'	black	100/17
	'BEACH'	black	100/15.5

R1-9.2	**Riverbed variable speed limit**		
The speed limit is 60 km/h except when pedestrians are present then speed limit is 30km/h.			
Shape and size	rectangle backing board 1970 x 800 mm		
Background	white(R); two panels - standard speed limit top panel, bottom panel speed limit when pedestrians present, separated by 20 mm line red		
Border	red 30 mm		
Legend	**Description**	**Colour**	**Size**
Top panel	R1-1, 60km/h speed ABOVE	White (R), red (R) and black	As for R1-1 (600 mm diameter)
Lower Panel	Symbol of children facing right, left of	black	180 x 212 mm
	R1-1, 30km/h speed, centred, left of	White (R), red (R) and black	As for R1-1 (400 mm diameter)
	Symbol of pedestrian facing left ABOVE	black	242 x 137 mm

Supplementary riverbed sign (on same backing board):

Shape and size	rectangle 800 x 600 mm		
Background	yellow (R)		
Border	20 mm		
Legend	**Description**	**Colour**	**Size**
	'PAPA'	black	100/17
	'WAI AWA'	black	100/17
	'RIVERBED'	black	100/15.5

Proactively Released

A11-4.1 Advance direction – map - overhead

Advises road users lanes available to use at an interchange ahead to reach the localities described and the distance to the interchange. The line or lines for each lane are erected directly over the lane to which they refer.

Shape and size	rectangle sized to suit message		
Background	green (R) or blue (R)		
Border	white (R) 50 mm		
Legend	**Description**	**Colour**	**Size**
	Optional, A20-S11 (emergency medical services), above or beside the locality names	As for A20-S11	As for A20-S11
	Optional, A20-S18 (airfield), above or beside the locality names	As for A20-S18	As for A20-S18
	Optional, an A16 series route indicator symbol, above or beside all locality names for a given direction on the map	As for A16	As for A16
	A symbolic diagram of the approach to the interchange depicted by lines which include a pointed end, and	white (R)	100 mm width line 100 mm shaft arrow
Language, option A	If using both te reo Māori and English names for the locality:		
	'[te reo Māori name of locality]' (sentence case), above	yellow (R)	240/48
	'[English name of locality]' (sentence case)	white (R)	240/48
	or		
Language, option B	If using one language only for the name of the locality:		
	'[locality]' (sentence case)	white (R)	240/48
	(repeat above as needed if multiple localities)		

Notes: multiple locality names may be positioned relative to the diagram. A distance may be positioned relative to the diagram.

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A12-4	**Exit number supplementary**		
Advises road users the reference number of the exit to which a sign refers.			
Shape and size	rectangle 430 mm high with width sized to suit the sign being supplemented		
Background	green (R) or blue (R) to match the sign being supplemented		
Border	white (R) 40 mm		
Legend	**Description**	**Colour**	**Size**
	‘PUTANGA’, above	yellow (R)	100/15.5
	‘EXIT’, beside	white (R)	100/15.5
	‘[the exit reference or number]’	white (R)	150/23

Proactively Released