1. **Introduction**

White on brown tourist signs are designed to provide clear, useful directional information to help motorists and visitors safely access major tourist destinations. When used well, they promote safe and expeditious movement of traffic, without proving a distraction to drivers or an environmental eyesore.

A number of considerations must be made when determining when and where tourism signage is appropriate. Whilst a range of destinations may wish to be signed, excessive signing can provide distraction and confusion for motorists, and have a negative effect on the streetscape. To minimise sign ‘clutter’, the Redbridge Tourist Signs Policy has been adopted to determine which tourist destinations it is appropriate to sign, and where such signs can be placed. A fundamental premise of this policy is that tourist signs are purely directional; they are not intended to provide advertisement for or raise awareness of a tourist destination, rather to help visitors who are already en route to that destination with the final stages of their journey.

This policy applies only to those roads for which the London Borough of Redbridge (LBR) is the Highways Authority. Roads within Redbridge for which the Highways Agency or Transport for London (TfL) are the Highways Authorities (see Appendix 2 for a list of these roads) are subject to different signage regulations. The purpose of this policy is therefore to provide a clear framework for signage on publicly maintained Borough roads. This document also provides guidance on the application procedures and associated costs for any businesses interested in applying for tourism signs.

2. **Eligibility**

White on brown tourist signs are only available for tourist destinations; they cannot be used for facilities which are used primarily by local residents, such as retail centres or garden centres. For such sites, the general black on white directional signs will be more appropriate.

To qualify as a tourist destination, the site must:

- Be permanently established;
- Attract or be used by visitors; and
- Be open to the public, without prior booking, for at least 4 hours a day on at least 120 days per year

Tourist destinations include both attractions and facilities.

An **attraction** is a place of interest open to the public offering recreation, education or historic interest, including (but not limited to) theme parks, historic buildings, museums and art galleries, zoos, parks and gardens and natural attractions (such as nature reserves).

A **facility** is an establishment which provides services for tourists, including public houses (which serve food), camping sites, picnic sites and Tourist Information Centres. In general, tourist attractions will have priority over tourist facilities in terms of signage.
The eligibility criteria for different types of tourist destination are described in Appendix 1. Potential applicants are encouraged to review these criteria carefully before making an application for tourist signs.

It must be noted that eligibility for tourism signage does not infer entitlement. Not all eligible applications will be approved, particularly in areas where there is already a proliferation of signs.

**Road Safety and other Considerations**
Regardless of the eligibility of a site, road safety considerations will take priority in determining whether signs can be permitted. When evaluating an application, the Council’s Highways Engineer will consider:

- The capacity of junctions along the route to accommodate the additional signs (see section 3 below on restrictions regarding number of signs)
- The junctions at which signing is sought have verge space to cater for additional signage
- The ability of the route to carry the anticipated traffic
- The additional signing will not spoil the designated character of the urban streetscape, especially in conservation areas
- The presence of the new sign will not compromise safety by interfering with driver sightlines at the junction
- Parking arrangements and the safety of pedestrian routes to the site (for example, on-street parking must not be expected to cause inconvenience to residents or traffic)
- In conservation areas, the application will be referred to the Council’s Conservation team for consideration.

3. **Sign Placement**

Placement of all directional signs must conform to national policy and guidance, including the guidance given by the Traffic Signs Manual, Traffic Signs Regulation and General Directions, Highways Agency Guidance for Tourist Signing – Local Roads, and Transport for London’s Traffic Sign Guidance for Commercial and Tourist Destinations. This guidance limits the number of signs permitted at junctions due to safety and environmental considerations. Larger signs with more destinations are both more visually intrusive and can compromise road safety, since it takes drivers longer to assimilate all the information provided. Overloading of signs can also compromise safety by masking key warning, informative, directional or regulatory signs, which become lost in the background.

To prevent sign overload therefore, the number of tourist signs that will be permitted on the approach to and exit from a junction will be limited to:

- 3 on roads with speed limits of 50mph (80kph) or more
- 4 on roads with speed limits under 50mph (80kph)

When there is a request for a tourist sign, the cumulative impact of all existing signs (tourist and non-tourist) in close proximity will also be considered. In total, the Council will not permit more than 6 destinations to be shown on a directional sign at any junction.
If there are more requests for signs than can be accommodated given these limits, priority will be given based on the following criteria (listed in order of priority):

1. Pre-existing tourist destinations have priority over new applicants
2. Attractions have priority over facilities
3. Attractions that offer a unique experience or are of national significance
4. Priority is given to the attraction with the highest number of visitors
5. If visitor numbers give no clear priority, then priority will be based on proximity to junction

Whilst this priority ranking will generally be adhered to, LBR reserves the right to grant priority based on other factors if appropriate to a particular junction, based upon the expert judgement and local knowledge of the Council’s Highways Engineer.

In some cases, the Council will consider it more appropriate to redesign an entire sign assembly to incorporate additional destinations, rather than simply adding additional signs. Where this occurs, the entire costs for redesign will be borne by the new applicant (see section 5 on costs). The decision as to whether this is necessary will be made by the Council’s Highways Engineer based upon his/her expert judgement.

The Council considers continuity of signing to be crucial; as such, once a destination is signed, it will be signed at all further key junctions to the destination itself. Where this is not possible (due to sign limits at any particular junction along the route, or if an applicant is unwilling to pay), only signs closest to the destination will be permitted. The necessity for continuity may therefore limit the distance from which a destination can be signed. In general, signage will only be permitted for the last 3-5 kilometres travelling distance to the site, except under exceptional circumstances.

It will be appropriate to sign attractions from locations along an A or B class road, whereas the signing for Tourist Facilities will only be permitted in the immediate vicinity of the site. Generally Tourist Facilities would normally not be signed due to the high number of sites in London.

**Signs located on non-Borough maintained roads**

A full list of non-Borough maintained roads within LBR boundary can be found in Appendix 2. These include trunk roads on the Transport for London Route Network (TLRN) and the motorway, for which TfL and the Highways Agency respectively are the Highways Authorities. If signage is required on these roads, separate applications will have to be made to the respective Authorities.

If signage is required outside the Borough boundary, a separate application will need to be submitted to the relevant Highways Authority, which will be independently assessed (and therefore subject to any appropriate application fees imposed by that Highways Authority). If the destination is located within another Borough, LBR will still insist upon continuity of signage up to the destination, therefore signing at every junction to the destination from the Redbridge boundary must be approved by the relevant Highways Authority.

**4. Sign Design**

Details on sign design can be found in the Traffic Signs Manual Chapter 7 – The Design of Traffic Signs. Information on sign size, mounting, materials, x-heights etc. can be found there. All tourist signs will comply with these standards.
LBR will have a preference for the smallest recommended text and sign size, and lowest recommended mounting height. Where possible signs will be erected on existing assemblies or attached to structures rather than given new supports. To minimise sign clutter, brown tourist attraction panels will be permitted to be integrated into direction and advance direction signs. However, sign size will be kept to a minimum, therefore where integration would lead to wasted space on the panel it will be more efficient to use a second sign. For example, in Figure 4.1, removal of the brown tourist panel would significantly reduce overall sign size. In this case therefore a separate tourist sign would be used. Where a separate tourist sign is provided, this will be sited at a convenient interval after the main sign.

**Figure 4.1 Traffic sign integration which would not be permitted**

Where possible, symbols will be used instead of legends to reduce sign size. For the first sign on a route, a legend and symbol together will be permitted (Figure 4.2); subsequent signs will generally use only the symbol where this will not lead to confusion (Figure 4.3-4.5). Each tourist destination will only be permitted to use one symbol.

**Figure 4.2 Symbols with legends are permitted for the first occurrence of a destination**

**Figure 4.3 Symbol only sign**
A glossary of acceptable sign types is provided in Appendix 3.

5. Costs

All costs related to the application for and erection of brown tourist signs will be paid by the applicant. Whilst the full costs are covered by the applicant, once installed the sign will become the property of LBR as the Highways Authority, and the Council retains the right to remove the sign if necessary (see section 6 on removal). The costs associated are outlined below.

Application fee

A one-off, non-refundable application fee of £100 is to be paid by applicants to cover the administration costs associated with determining the application. However, informal advice can be obtained from the Council prior to submission of the application.

Design, manufacture and construction fee

If the application is approved, a fixed price will be quoted for the design, manufacture and erection of signs.
Design costs are charged at £170 (minimum) per sign.

Manufacture and construction costs will vary on a case by case basis, and will be influenced by the number and size of signs required, as well as the location. Signs on high speed roads can cost considerably more due to the traffic management requirements during installation. As a rough guide, some indicative charges are:

- Standard road sign [approximate costs to be provided by LBR]
- Large road sign [approximate costs to be provided by LBR]

**Maintenance fee**

Applicants will be required to pay a one-off maintenance charge of 10% of the supply and construction costs (minimum of £50) for each sign. This covers cleaning and replacement or repair of fixings, however it does not cover replacement of the sign due to theft, damage, or the sign reaching the end of its useful life.

**Fees for Consolidated Signs**

For consolidated signs between two or more attractions (both/all of which are applying for new signs), the costs of design, manufacture, construction and maintenance for each sign will be divided equally between them. If one operator does not pursue the application, the costs to the others may change, and a revised quote will be given.

If sign consolidation is required at a junction, which already has tourist signs, the full costs of the change will be borne by the applicant who initiated the change.

### 6. Sign Removal

Once installed, all road signs will become the property of LBR. As such, the Council will retain the right to remove signs if an attraction’s eligibility status changes or there are safety concerns relating to the signs.

A review of tourism signing to ensure the establishments are still eligible for tourism signage will occur every 3 years, during which all the establishments with signing will be required to complete a compliance form. Ad hoc reviews may also be undertaken when new signs are introduced at a junction to ensure any obsolete signs are removed to reduce clutter.

The Council will remove signs if:

- The site no longer complies with eligibility requirements
- The triennial compliance form is not completed and returned to the Council
- It is subsequently found that questions were incorrectly answered on the application or compliance forms
- Complaints are received regarding the quality of the establishment
- There is persistent use of off-site advertising signs on the approach to the site
- Closure or lapse of licenses of the establishment
• There is the need to accommodate the introduction of a traffic order imposing relevant restrictions on the use of roads leading to the establishment. For example, if a road that leads to the tourist destination must be closed for safety reasons, signs directing visitors along this route will be removed.

• There is the need to accommodate generic or shared signage (the costs of which will be borne by the new applicant)

Any costs associated with the removal of a sign will be met by the tourist attraction in question.

7. The Application Process

The application process is detailed in Figure 7.1 on the following page. Please note that the timescales stated are purely indicative; where complex junctions are involved or collaboration between multiple establishments regarding consolidated signs is required, these processes may take longer.
Figure 7.1 The Application Process

**Stage 1: Seek advice**  
Contact LBR’s Highways Department to seek informal advice regarding eligibility on 020 8708 3679

**Stage 2: Apply**  
Complete application form and return it to the Highways Department. You must include a cheque for £100 and any supporting evidence required for your application (see the application form for further details on submission)

**Stage 3: Approval of eligibility**  
Your application will be assessed by the Highways Department to confirm your eligibility. If your application is refused at this stage, you will be informed in writing

**Stage 4: Approval by Highways Engineer**  
Your application will be assessed by the Council’s Highways Engineer in terms of safety, environmental impact and traffic management issues. The Highways Engineer may contact you to discuss sign locations

**Stage 5: Quote**  
You will be given a quote for sign design and installation and, if you accept, sign a contract committing to making a full payment for the work

**Stage 6: Design and Construction**  
Signs will be designed, produced and installed

**Stage 7: Ongoing monitoring**  
You will be required to submit a compliance form every 3 years confirming your continued eligibility for tourism signage. If you are found to be non-compliant, signs will be removed
8. Additional Information

LBR’s decision regarding eligibility and suitability of locations for signing is final. There is no right of appeal against such decisions.

Chapter 2 of the Traffic Signs Manual (Informatory Traffic Signs) which will cover tourism signage has not yet been published (as of February 2014). Once published, new applicants will have to abide by any additional standards which this chapter puts in place.

LBR will retain the right to review this tourism signage policy in future and make changes as appropriate.

Applicants will be informed of the decision on their application as soon as possible. If an application form is rejected, the applicant will be provided with an explanation of the decision.

It is the responsibility of the applicant to provide all the necessary supporting evidence for their application. The application will not be assessed until all such information has been supplied to the Council.

Tourist signs put in place before the publication of this policy may be retained for their useful life (usually 10 years from new), unless they have to be removed for safety, environmental or traffic management issues. When being replaced, a new application will have to be submitted to ensure the attraction meets the current policy’s eligibility criteria.
9. Bibliography

Any national policies or guidance notes referred throughout this document are listed here. Additional relevant policies which may be useful to applicants are also detailed.

Department for Transport (2011) *Signing the Way*

Department for Transport (2013) *The Design of Traffic Signs; Traffic Signs Manual, Chapter 7*

Department for Transport (2013) *Traffic Advisory Leaflet 01/13: Reducing Sign Clutter*


The Stationery Office (2002) *Traffic Signs Regulation and General Directions; and subsequent amendments*


In addition, when creating this policy the following documents were used for reference:


Essex County Council (no date) *Essex Brown and White Tourism Signs Policy and Guidance Notes*

Kent County Council (no date) *Applying for Tourism Signs*

Torbay Council (no date) *Provision of Traffic Signs to Tourist Destinations: Policy and Guidance for Applicants*

Wiltshire Council (no date) *Brown and White Tourism Signs Guidance Notes*
Appendix 1 – Eligibility Criteria
This Appendix details the eligibility criteria and supporting evidence required for all applications for brown tourist signing.

Minimum Standards for All Sites
To be considered for tourism signage, all applicants must qualify as a tourist destination, i.e. be permanently established, attract or be used by visitors, and be open to the public without prior booking for at least 4 hours a day on at least 120 days a year. In addition, all applicants must meet the following minimum criteria, and provide the supporting evidence detailed below:

<table>
<thead>
<tr>
<th>Eligibility Criteria for All Applicants</th>
<th>Supporting Evidence Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adequate onsite parking must be available. This provision should be sufficient to accommodate the volume and type of vehicles expected to be attracted.</td>
<td>Details of parking provision.</td>
</tr>
<tr>
<td>Note: The parking standards outlined in the LBR’s Borough Wide Primary Policies Development Plan Document (2008) will be referred to when assessing parking provision. (1 space per 25 sq. metres gross floor area (maximum))</td>
<td>Forecasts of parking demand, based on future visitor numbers projections and any analysis of visitor modal split available. If evidence is deemed insufficient or there is some concern regarding future parking demand, LBR may require a survey of modal split to be conducted to support the application.</td>
</tr>
<tr>
<td>Proposed signing must direct visitors to the attraction’s car park, not the attraction itself.</td>
<td></td>
</tr>
<tr>
<td>Establishments must be accredited by a relevant nationally approved quality assurance scheme, and the front line staff must have undertaken customer care training.</td>
<td>Copy of current certificate/invoice for assurance scheme. Accreditation scheme must be relevant to the business, but could include VisitBritain, AA, RAC, Camping and Caravanning Club, Youth Hostel Association etc. as appropriate.</td>
</tr>
<tr>
<td>Establishments should provide adequate public toilet with changing facilities for children (including provision for visitors with disabilities)</td>
<td>Copy of customer care training certificate.</td>
</tr>
<tr>
<td>Establishments must have planning permission and hold all the necessary fire, health &amp; safety and environmental health certificates.</td>
<td>Proof of planning permission (only required if facility has been established for less than 10 years)</td>
</tr>
<tr>
<td>No off-site advertising signs are to be placed at the road side. Any existing off-site signage must be removed prior to installation of tourism signs.</td>
<td>Copies of required certificates.</td>
</tr>
<tr>
<td>Sites must be adequately advertised, and the main promotional materials must include details on public transport access and clear directional information for motorists</td>
<td>Copies of leaflets, adverts, website promotions etc. and details of target markets and publicity distribution.</td>
</tr>
</tbody>
</table>
If any of these priority criteria are not met, the applicant will not be eligible for white on brown tourist signs.

**Attraction/Facility Specific Minimum Standards**

For certain types of site, additional criteria must be met to be eligible for tourist signing. This is in addition to the requirements for all sites detailed above.

<table>
<thead>
<tr>
<th>Type of site</th>
<th>Eligibility criteria</th>
<th>Supporting evidence required</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Houses and Restaurants</td>
<td>Must be recognised of either historical or culinary significance</td>
<td>Evidence such as an up to date culinary award (e.g. Michelin Star) or special recommendation (e.g. entry in Good Pub Guide)</td>
</tr>
<tr>
<td></td>
<td>Hot meals must be served both at lunchtimes and in the evenings, and must be available to both pre-booked and casual visitors</td>
<td>Details of opening hours, times food is served, and sample menus</td>
</tr>
<tr>
<td></td>
<td>Must be willing to accommodate children indoors</td>
<td></td>
</tr>
<tr>
<td>Retail Establishments</td>
<td>Must have facilities and features specifically aimed at tourists. It should have either tours of facilities/demonstrations, or displays/exhibitions for visitors</td>
<td>Evidence of special interest to tourists. Note: decision as to whether the destination is of particular interest to the tourist market will be made by LBR</td>
</tr>
<tr>
<td></td>
<td>Should be the venue for at least 10 major events each year, and should be able to prove that each event attracts a significant number of visitors (minimum 25%) from outside the local area</td>
<td>Evidence of visitor origins, through survey if necessary</td>
</tr>
<tr>
<td>Camping and Caravan Sites</td>
<td>Should have at least 20 pitches for casual overnight use by touring caravans</td>
<td>Details of facilities offered onsite</td>
</tr>
<tr>
<td></td>
<td>Must be open to non-members without the need to book</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Must be registered under the Caravan Sites and Control of Development Act 1960 and/or the Public Health Act 1936</td>
<td>Evidence of up-to-date licensing</td>
</tr>
<tr>
<td>Youth Hostels</td>
<td>Hostels managed by the Youth Hostel Association (YHA) may be granted tourism signs with the YHA symbol. Other hostels may be signed, but not with the YHA symbol</td>
<td>Evidence of management by YHA, if appropriate</td>
</tr>
</tbody>
</table>
### Priority Criteria

Assuming the minimum standards above are met, assessment of eligibility will be based upon the following priority criteria:

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Eligibility</th>
<th>Supporting Evidence</th>
</tr>
</thead>
<tbody>
<tr>
<td>Visitor Numbers</td>
<td>Higher visitor numbers implies more people arriving by car, and subsequently a greater need for signage on traffic management grounds. The median number of visitors for a tourist attraction in London is 24,000 visitors per year. Based on this, sites with over 40,000 visitors annually will be given highest priority, sites with 20,000-40,000 visitors annually will be given medium priority, and sites with fewer than 20,000 visitors annually will be given low priority for signage. Attractions with fewer than 5,000 visitors annually will not be considered for signage. This is in line with GLA recommendations. (See PRIORITY MATRIX below for further information)</td>
<td>The highest priority will be given to destinations with more than 50% of first time visitors while the lowest rating will be given to those with less than 25% new visitors.</td>
</tr>
</tbody>
</table>
| Visitor Origin            | Higher priority will be given to sites which attract visitors from outside the local area (who will be less familiar with the local road network). Sites with under 25% of their visitors from outside the borough will not be eligible for tourism signs.  

The extent of regional and national marketing activity will be taken into account when assessing this criterion. Those with no evidence of marketing beyond the local area will receive low priority for signage.

Consideration will also be made of the proportion of new visitors to repeat visitors, where such information is known.  

Details of marketing strategies and copies of marketing materials should be provided.  

Where possible, evidence of visitor origin should also be provided. If it is deemed necessary, LBR will request that applicants conduct a survey of visitor origin, at their own expense, to support the application. |
| Location and Accessibility| Sites which are easily accessible by public transport will be given low priority for road signage, although pedestrian signage may be considered. The public transport accessibility should be measured using TfL’s Public Transport Accessibility Levels (PTALs). Sites with a PTAL of 6a or 6b (the highest levels) are unlikely to be deemed eligible for road signing.  

Complexity of the road network will also be considered. Road systems deemed difficult to navigate for first time visitors (for example, where there are one-way roads or narrow lanes) will be more eligible for signage. |
Signs are unlikely to be permitted within conservation areas, where their environmental impact will be high. Where it is decided that signage is appropriate, tourist signs will normally be consolidated with pre-existing signs, rather than allowing installation of an additional, separate sign. Redbridge has 13 conservation areas, details of which can be found here: [http://www2.redbridge.gov.uk/cms/planning_and_the_environment/land/conservation_areas.aspx](http://www2.redbridge.gov.uk/cms/planning_and_the_environment/land/conservation_areas.aspx)

| Type of Site | An attraction which provides a unique experience or is regarded to be of national significance will be given higher priority for signage. Sites which have only local significance are less likely to be deemed eligible. Attractions generally are given higher priority than facilities. |

Applications which are deemed high priority on all or most of the priority criteria, and which meet the minimum criteria, are eligible for tourist signage. Applications which are deemed low priority on all or most of the priority criteria will not be eligible for tourist signage. Applications with mixed priority based on the priority criteria will be judged on a case by case basis. A matrix of priority criteria is provided below for reference. The decision of LBR on eligibility is final.

### PRIORITY MATRIX

<table>
<thead>
<tr>
<th></th>
<th>Low Priority</th>
<th>Medium Priority</th>
<th>High Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td>Visitor numbers</td>
<td>Under 20,000 visitors annually (under 5,000 will not be considered)</td>
<td>20,000-40,000 visitors annually</td>
<td>Over 40,000 visitors annually</td>
</tr>
<tr>
<td>First time visits</td>
<td>Under 25% of visits by first-time visitors</td>
<td>25-50% of visits by first-time visitors</td>
<td>Over 50% of visits by first-time visitors</td>
</tr>
<tr>
<td>Visitor origin</td>
<td>Under 25% of visitors are from outside the Borough</td>
<td>25-50% of visitors are from outside the Borough</td>
<td>Over 50% of visitors are from outside the Borough</td>
</tr>
<tr>
<td>Marketing activity</td>
<td>Only local marketing takes place</td>
<td>Some evidence of regional and national marketing</td>
<td>Extensive national marketing campaign</td>
</tr>
<tr>
<td>PTAL</td>
<td>PTAL ≥5</td>
<td>PTAL 3-4</td>
<td>PTAL ≤2</td>
</tr>
<tr>
<td>Environmental areas</td>
<td>Located in a conservation area</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Road network</td>
<td>Simple surrounding road network which is easy to navigate</td>
<td>Moderately complex surrounding road network, for example multiple similar junctions within close proximity</td>
<td>Complex surrounding road network, for example one-way roads, narrow lanes, or large multi-directional junctions</td>
</tr>
<tr>
<td>National significance</td>
<td>Establishment is of only local significance</td>
<td>Establishment is of regional/London-wide significance</td>
<td>Establishment is of national/international significance</td>
</tr>
</tbody>
</table>
Appendix 2 – Non-Borough Roads

This section lists roads within the Borough for which LBR is not the Highways Authority, and details the Authority to which tourist sign applications should be made for such roads. If a site is located on Borough roads but signage is desired on both Borough and non-Borough roads, confirmation that signage will be permitted on Borough roads leading to the attraction should be agreed with LBR before an application to the Highway Authority is made. Transport for London (TfL) and the Highways Agency are the Highway Authorities for the non-Borough roads in the Borough and both of them will insist upon continuity of signage from their road to the destination, therefore LBR approval will be necessary.

Highways Agency Roads

The road listed below is owed and maintained by the Highways Agency

- M11

The application details for signage on the M11 can be found on the Highways England website - https://highwaysengland.co.uk/

Transport for London Route Network

The roads listed below are owned and maintained by Transport for London (TfL)

- A406 (North Circular Road)
- A1400 (Southend Road – Woodford Avenue)
- A12 (Eastern Avenue)

For more information on the application process, please contact londonstreets@dft.gov.uk

Neighbouring Boroughs

For signed routes which cross the Borough’s boundaries, separate applications must be made to the Highways Department of the appropriate neighbouring Local Council. Contact details for neighbouring Councils in Greater London are provided here:

- London Borough of Barking & Dagenham – 020 8215 3005 (Highways, streets and parking)
- London Borough of Havering – 01708 434343 (Main switchboard)
- London Borough of Newham – 020 8430 2000 (Main switchboard)
- London Borough of Waltham Forest – 020 8496 3000 (Main switchboard)
- Epping Forest District Council - 01992 564608 (Environment and street scene)
Appendix 3 – Glossary of Permitted Tourist Signs

Figure numbers refer to those in the Traffic Signs Regulations and General Directions 2002, which should be consulted for more information.