



SOUTHERN  
AFRICAN  
DEVELOPMENT  
COMMUNITY

# GUIDANCE SIGNS – 6 LOCAL DIRECTION SIGNS

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- 13.2 Signs
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- 13.6 Symbols – Minor Traffic Generator (Low Use)

MAY 2012



SADC RTSM – VOL4

**CHAPTER 13**

# CHAPTER 13: GUIDANCE SIGNS - 6

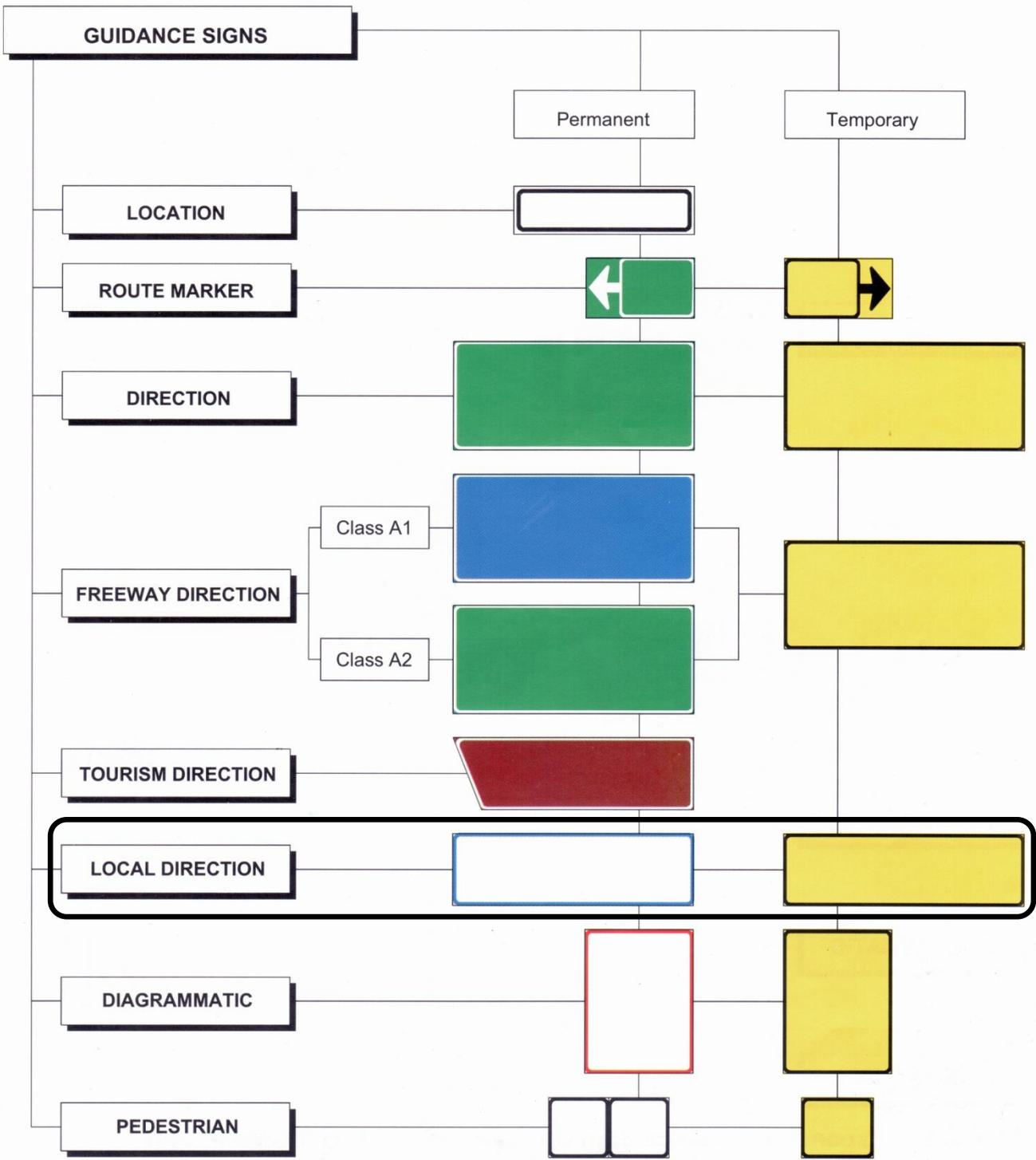
## LOCAL DIRECTION SIGNS

### 13.0 CONTENTS

This contents listing illustrates each officially approved type of sign in the local direction signs sub-class. A page reference is given within this chapter where the signface layout is detailed and cross reference is given to Volume 1 where details

of the use of each sign are covered.

The front page of the contents shows how local direction signs fit into the guidance sign class and the overall class permanent and temporary colour codes.



## Section 13.1: INTRODUCTION

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Figure 13.2	Basic Local Direction Signface Layout Rules	page 13.1.4
Figure 13.3	Less Common Local Direction Signface Options	page 13.1.5
Figure 13.4	Local Direction Sign Letter and Symbol Details	page 13.1.7

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Section 13.2: LOCAL DIRECTION – Guidance Signs and Symbols

<p><b>GDL1</b></p>  <p>Refer V1 4.11.12 V4 13.2.1</p> <p>Advance Local Direction</p>	<p><b>GDL2</b></p>  <p>Refer V1 4.11.14 V4 13.2.10</p> <p>Local Direction</p>	<p><b>GDL3</b></p>  <p>Refer V1 4.11.17 V4 13.2.17</p> <p>Local Fingerboard</p>
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Group A1 - Major Traffic Generators - High Use Level

<p><b>GDLS A1-1</b></p>  <p>Refer V4 13.3.1</p> <p>Central Business Area</p>	<p><b>GDLS A1-2</b></p> <p>Refer V4 13.3.1</p> <p>University</p>	<p><b>GDLS A1-3</b></p> <p>Refer V4 13.3.2</p> <p>Technicon</p>	<p><b>GDLS A1-4</b></p> <p>Refer V4 13.3.2</p> <p>Education College</p>	<p><b>GDLS A1-5</b></p>  <p>Refer V4 13.3.3</p> <p>Shopping Centre</p>
<p><b>GDLS A1-6</b></p>  <p>Refer V4 13.3.3</p> <p>Railway Station</p>	<p><b>GDLS A1-7</b></p>  <p>Refer V4 13.3.4</p> <p>Airport</p>	<p><b>GDLS A1-8</b></p>  <p>Refer V4 13.3.4</p> <p>Bus Station</p>	<p><b>GDLS A1-9</b></p>  <p>Refer V4 13.3.5</p> <p>Minibus Rank</p>	<p><b>GDLS A1-10</b></p>  <p>Refer V4 13.3.5</p> <p>Harbour</p>
<p><b>GDLS A1-11</b></p>  <p>Refer V4 13.3.6</p> <p>Parking</p>	<p><b>GDLS A1-12</b></p>  <p>Refer V4 13.3.6</p> <p>Parking Garage</p>	<p><b>GDLS A1-13</b></p> <p>Refer V4 13.3.7</p> <p>Modal Transfer Station</p>	<p><b>GDLS A1-14</b></p>  <p>Refer V4 13.3.7</p> <p>Mine</p>	

Group A2 - Major Traffic Generators - Regular Use Level

<p><b>GDLS A2-1</b></p>  <p>Refer V4 13.4.1</p> <p>Information Centre/Layby</p>	<p><b>GDLS A2-2</b></p>  <p>Refer V4 13.4.1</p> <p>Post Office</p>	<p><b>GDLS A2-3</b></p> <p>Refer V4 13.4.2</p> <p>Automatic Teller</p>	<p><b>GDLS A2-4</b></p>  <p>Refer V4 13.4.2</p> <p>Industrial Area</p>	<p><b>GDLS A2-5</b></p> <p>Refer V4 13.4.3</p> <p>Park 'n Ride</p>
<p><b>GDLS A2-6</b></p>  <p>Refer V4 13.4.3</p> <p>Waste Disposal Site</p>	<p><b>GDLS A2-7</b></p>  <p>Refer V4 13.4.4</p> <p>Produce Market</p>	<p><b>GDLS A2-8</b></p> <p>Refer V4 13.4.4</p> <p>Abattoir</p>	<p><b>GDLS A2-9</b></p>  <p>Refer V4 13.4.5</p> <p>Conference Facilities</p>	<p><b>GDLS A2-10</b></p> <p>Refer V4 13.4.5</p> <p>Research Organisation</p>

**Group A2 - Major Traffic Generator - Regular Use Level (continued)**

<p><b>GDLS A2-11</b></p>  <p>Refer V4 13.4.6 Power Station</p>	<p><b>GDLS A2-12</b></p>  <p>Refer V4 13.4.6 School</p>	<p><b>GDLS A2-13</b></p>  <p>Refer V4 13.4.7 Library</p>	<p><b>GDLS A2-14</b></p>  <p>Refer V4 13.4.7 Swimming Pool</p>	<p><b>GDLS A2-15</b></p>  <p>Refer V4 13.4.8 Border/Customs Post</p>
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**Group A3 - Minor Traffic Generator - Irregular Use Level**

<p><b>GDLS A3-1</b></p> <p>Refer V4 13.5.1 Cemetery</p>	<p><b>GDLS A3-2</b></p> <p>Refer V4 13.5.1 Garden Refuse</p>	<p><b>GDLS A3-3</b></p> <p>Refer V4 13.5.2 Places of Worship</p>	<p><b>GDLS A3-4</b></p> <p>Refer V4 13.5.2 Broadcast Station</p>	<p><b>GDLS A3-5</b></p> <p>Refer V4 13.5.3 Drive-In Theatre</p>
<p><b>GDLS A3-6</b></p> <p>Refer V4 13.5.3 Nursery (Plants)</p>	<p><b>GDLS A3-7</b></p> <p>Refer V4 13.5.4 Sports Club</p>	<p><b>GDLS A3-8</b></p> <p>Refer V4 13.5.4 Traffic Department</p>	<p><b>GDLS A3-9</b></p> <p>Refer V4 13.5.5 Electricity Department</p>	<p><b>GDLS A3-10</b></p> <p>Refer V4 13.5.5 Testing Grounds</p>
<p><b>GDLS A3-11</b></p> <p>Refer V4 13.5.6 Licence Offices</p>				

**Group A4 - Minor Traffic Generator - Low Use Level**

<p><b>GDLS A4-1</b></p> <p>Refer V4 13.6.1 Clinic</p>	<p><b>GDLS A4-2</b></p> <p>Refer V4 13.6.1 Medical Centre</p>	<p><b>GDLS A4-3</b></p>  <p>Refer V4 13.6.2 Fire Station</p>	<p><b>GDLS A4-4</b></p> <p>Refer V4 13.6.2 Community Centre</p>	<p><b>GDLS A4-5</b></p>  <p>Refer V4 13.6.3 Heliport</p>
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**Group A4 - Minor Traffic Generator - Low Level Use**

**GDLS A4-6**

Refer V4 13.6.3  
SPCA

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## CHAPTER 13: GUIDANCE SIGNS – 6

### LOCAL DIRECTION SIGNS

#### 13.1 INTRODUCTION

##### 13.1.1 General

1 Due to the number of signs involved, the contents of Volume 1, Chapter 4, Guidance Signs have been split into eight chapters for coverage in this Volume. The coverage of these eight chapters is as follows:

Chapter 4	- Guidance Signs 1 -	Location Signs and Route Marker Signs
Chapter 5	- Guidance Signs 2 -	Direction Signs
Chapter 6	- Guidance Signs 3 -	Freeway Direction Signs
Chapter 7	- Guidance Signs 4 -	Tourism Direction Signs
Chapter 8	- Guidance Signs 5 -	Diagrammatic Signs
<b>Chapter 13</b>	<b>- Guidance Signs 6 -</b>	<b>Local Direction Signs</b>
Chapter 14	- Guidance Signs 7 -	Pedestrian Signs
Chapter 15	- Guidance Signs 8 -	Toll Direction Signs

2 This Chapter therefore details the dimensions of LOCAL DIRECTION signs and the symbols used on them so that they may be accurately specified and manufactured. LOCAL DIRECTION signs are a new sub-class of direction sign within the GUIDANCE sign class. They may be used in a similar manner to TOURISM DIRECTION signs to supplement DIRECTION signs or they may be used on their own at lower levels in the road hierarchy to indicate local (non-orientational) destinations. The most important signface layout and dimensioning rules are detailed in Figures 13.1 and 13.2. Further display details are illustrated in Figure 13.3.

3 **LOCAL DIRECTION signs shall not be provided on freeways.** In general, because of the local level of destination type displayed on the signs, they are appropriate for use at a local street level in urban areas.

4 LOCAL DIRECTION signs conform to the basic rectangular shape code of the guidance sign class. They are STACK-TYPE signs with all the characteristics of the DIRECTION sign class, with the exception that they are dimensioned in the same style as TOURISM DIRECTION signs (see Chapters 5 and 7 respectively). The reason for adopting this style of dimensioning is that the LOCAL DIRECTION sign sub-class is also related largely to the use of symbols. Whilst text only signs are not precluded, it is recommended that signs generally display an approved symbol in conjunction with a minimum amount of text, preferably one word.

5 Although two and three STACK signs may be specified, the most common applications are likely to be single STACKS. Unlike DIRECTION signs it is not necessary to provide a stack for each direction of departure from a junction because the objective is not driver orientation, *per se*.

6 The sign examples given in Section 13.2 cover a representative range of signface options, including a selection of less common types. There are three basic types of LOCAL DIRECTION signs, namely:

- (a) Advance Local Direction signs GDL1;
- (b) Local Direction signs GDL2;
- (c) Fingerboard Local Direction signs GDL3.

7 In line with developments in the DIRECTION sign class, LOCAL DIRECTION signs may also be provided as Composite Local Direction signs GDL1/GDL2. These signs

combine the characteristics of Advance Local Direction and Local Direction signs.

8 Local destinations may be displayed on a DIRECTION sign under certain circumstances, either as an insert panel or as a full STACK. Examples are given in Section 13.2 (see also Subsection 13.1.6).

9 It may also be convenient due to spatial limitations to combine TOURISM DIRECTION and LOCAL DIRECTION signs or signs elements in one position. Tourism and Local Destination information may be presented in the same position by:

(a) displaying separate TOURISM and LOCAL DIRECTION sign STACKS on common supports - this method is appropriate when the direction of movement towards the two destinations is different; or

(b) displaying a TOURISM insert panel on a LOCAL DIRECTION sign STACK - this method is appropriate when the direction of movement towards the two destinations is the same (the reverse application i.e. a white insert panel on a brown backboard may also be used but for general uniformity the first mentioned combination is preferred).

Refer to Figure 13.2 and to Section 13.2. for examples of the above treatments.

10 **Symbols other than those detailed in this Manual shall not be used without the prior consent of the Road Traffic Signs Technical Committee. If the need arises for a symbol which is not detailed in this Chapter, or cannot be covered by the principle indicated above, the designer or manufacturer shall make this need known to:**

The Secretary  
Route Numbering and Road Traffic Signs Sub-Committee  
c/o Department of Transport  
Private Box X193,  
Pretoria,  
0001.

##### 13.1.2 Sign Sizing

1 The majority of dimensional details given in this Chapter are based on the factor "d". This factor represents one seventh (1/7) of the height of the upper case DIN 1451 Part 2 lettering specified for the principle message on the signface, and is equal to the stroke width of this lettering. Once the letter height appropriate to the amount of message to be displayed has been selected, the sign height can be determined, and the length may be found from a combination of spacings based on the factor "d" plus the length of the message to be displayed. Sign sizes for the full range of letter sizes available may thus be determined from one detail.

2 The selection of an appropriate letter size is based on the number of "bits" of information required on the signface, the approach speed of traffic and the lateral distance from the drivers eye to the sign (see Volume 1, Chapter 4 for full details relating to letter size selection).

3 All arrows and symbols used on LOCAL DIRECTION signs are also specified in terms of factor "d". In a limited number of cases the sign design requires letters, symbols or other components in more than one size on the signface. In these

- cases the secondary factor size is represented by a variation of "d" such as "dj" or "djj".
- 4 It should be noted that the vertical spacings between components and the horizontal spacings between certain components are not the same as on DIRECTION signs. The spacings used on LOCAL DIRECTION signs are to a lower standard than DIRECTION sign standards, consistent with the supplementary role of local direction signs and with the objective to limit overall sizes of the signs. **Letter spacings remain standard.**
  - 5 Sizing a sign around the stroke width factor "d" may result in a vertical sign height which is not a multiple of 200 mm. Since the construction of guidance signs from standard 200 mm planks is common with some authorities this will result in a need to "round-up" the sign height to a multiple of 200 mm. The extra dimension should be distributed evenly through the vertical spaces. "Rounding-down" is not recommended with tourism signs since the inter-line spaces are a minimum in terms of the reduced standards adopted, unless the symbol being used is less than 15d in the height, and there is only one line of text in the stack or panel.
  - 6 Whilst a wide range of local direction sign examples are detailed in Section 13.2 it is likely that all possible types are not covered. Certain message combinations are likely, from time to time, to require an arrangement not specifically detailed. In such a case designers or manufacturers should consult a selection of similar sign types including tourism sign details in Chapter 7 and evolve the required spacings following the general rules used for the examples provided.

### 13.1.3 Sign Text

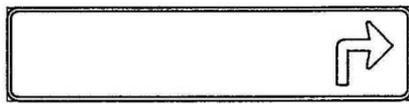
- 1 Local direction sign displays normally include a symbol plus a "primary name" for all destinations. If a symbol is not available for the destination type a text only message may be used.
  - 2 If a name is not relevant to the type of local destination being signed the sign may display a symbol only. This type of display may be used on intermediate "follow-up" type signs to reduce such sign sizes.
  - 3 Basic local destination sign displays, as illustrated in Figure 13.2, can, because of the symbol size, carry one or two lines of text without an increase in sign size. When the primary name of a destination is in two parts, or is long but capable of being hyphenated, it is highly recommended that the name be displayed in the two lines available. **Although this is not the style of display used for DIRECTION signs, it is consistent with the supplementary role of local direction signs that this method be used to limit sign length.** When the name of a destination is displayed in this manner the text shall be justified to the right of the sign to differentiate the display from that of two names of two separate facilities, which shall be displayed in the normal left justified manner (see Figures 13.2).
  - 4 As implied, the term "primary name" of a local destination is that part of the name of the destination which **CANNOT** be represented by a symbol on the sign. It is the name which will identify a particular destination from others of the same type located in close proximity. **The display of all other superfluous text should be avoided.**
  - 5 When the primary name requires only one line it shall be centred vertically in the stack on the symbol centre line. If it is required to indicate a distance in addition to the destination name this can be an acceptable variant. Examples of these variants are given in Section 13.2.
  - 6 Occasionally two names to be displayed on a local direction sign may be of considerably different lengths. This will result in a very unbalanced signface layout. The possibility of centring the shorter message over, or under, the longer message may be considered.
- 7 The lettering used on local direction signs should normally be DIN 1451 Part 2, Style "B". Style "A" lettering may be used when space is severely limited and speeds are not high.

### 13.1.4 Symbols

- 1 **Only approved symbols given in Sections 13.3 to 13.6, as amended from time to time, shall be used on local direction signs.** Several symbols used in this sub-class are also used in other sub-classes of guidance sign, in particular for direction signs. **It should be noted however that the sizes of the symbols are different in each sub-class. For this reason common symbols are repeated in the relevant chapters at the correct scales for the sizing range of that sub-class.**
- 2 If a local direction sign display includes a symbol plus a primary name **the symbol shall always precede the primary name irrespective of the direction indicated by the sign** (see Figure 13.2).
- 3 Approved symbols have been designed within a range of basic sizes with a **nominal** height of 15d and **nominal** widths of 11d, 15d and 25d. Many symbols, however, vary from these nominal dimensions either vertically or horizontally, or in both dimensions. **The actual** values of height and width are given in terms of "d" in Sections 13.3 to 13.6 for each symbol. The dimensioned sign examples in Section 13.2 all illustrate one or other, or several, of these nominal sizes. **All symbols are centred vertically on the stack, and stack heights are fixed as a multiple value of factor "d", irrespective of the actual vertical dimensions of the particular symbol(s) in use, or the text displayed, UNLESS noted otherwise.** Vertical centre marks are indicated with each symbol for this purpose.
- 4 Sign dimensions will vary horizontally according to the symbol, or symbols, specified. As the **actual** symbol width is greater or less than the **nominal** sizes shown on the dimensioned examples in Section 13.2 so will the final sign length become greater or less. **The standard spacing between symbols, or between symbols and text, should be maintained irrespective of the variation in actual symbol width, UNLESS noted otherwise.** Horizontal centre marks are indicated with each symbol to assist accurate positioning and the correct vertical application of symbols. This latter aspect may be difficult with circular symbols and symbols which are not symmetrical.
- 5 The local direction sign symbols detailed in Sections 13.3 to 13.6 are drawn to a scale of 1 in 5 for "d" = 40 mm, or in other words for a sign letter size of 280 mm, unless noted otherwise. The symbols are superimposed on a grid of 4 mm x 4 mm squares so that "d" equals two grid squares. If the local direction sign display includes three or more lines of text the symbol may be increased in size to maintain its proportion with the overall sign size. The symbol is specified by "d" where "d" is normally the next largest standard value of "d".
- 6 In order to prepare a full size symbol the detail given may be enlarged photographically, by projection, or by drawing. In each case the grid should be such that the line centres are a distance of one half (1/2) "d" apart, where "d" is the stroke width of the letter size with which the symbol is to be used.

Values of "d" for the more standard letter sizes are :

- d = 60 for 420/300 letters
- d = 50 for 350/250 letters
- d = 40 for 280/200 letters
- d = 30 for 210/150 letters
- d = 25 for 175/125 letters
- d = 20 for 140/100 letters
- d = 16 for 112/80 letters.



GDL1 Advance Local Direction Sign

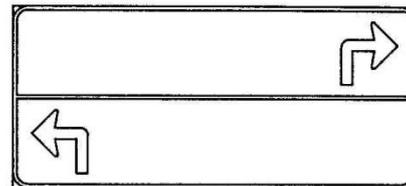
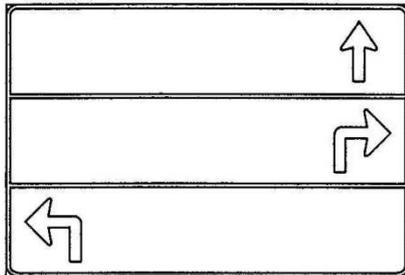


GDL2 Local Direction Sign

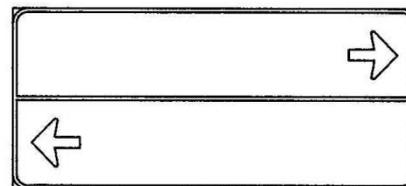
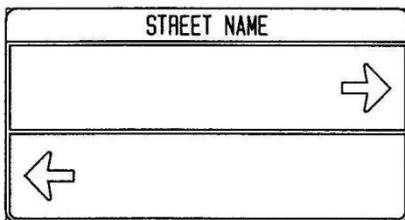


GDL3 Fingerboard Sign

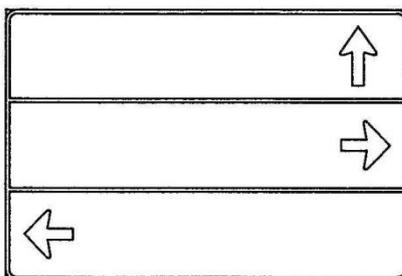
Detail 13.1.1 Basic Local Direction Sign Stacks



Detail 13.1.2 Multi-Stack Advance Local Direction Signs



Detail 13.1.3 Multi-Stack Local Direction Signs



Detail 13.1.4 Multi-Stack Composite Advance/Local Direction Sign

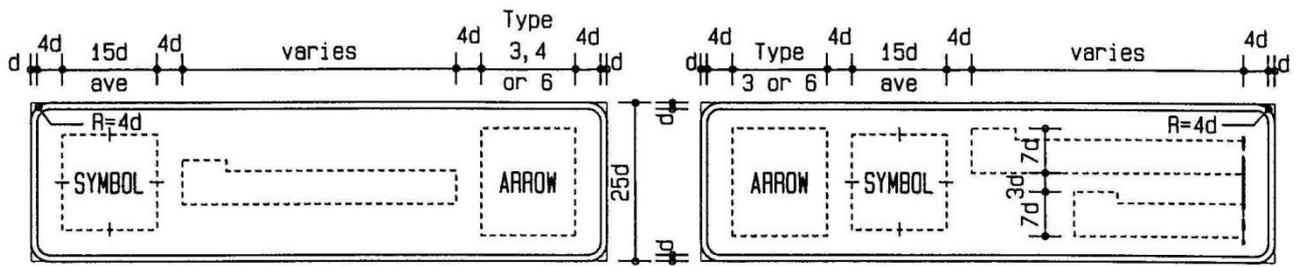
NOTES:

- (1) Detail 13.1.1 shows three basic advance, local and fingerboard LOCAL DIRECTION signs.
- (2) Details 13.1.2 to 13.1.4 illustrate other possible STACK combinations for LOCAL DIRECTION signs

including the possible use of a LOCATION street name panel on top of a two-stack LOCAL DIRECTION sign GDL2.

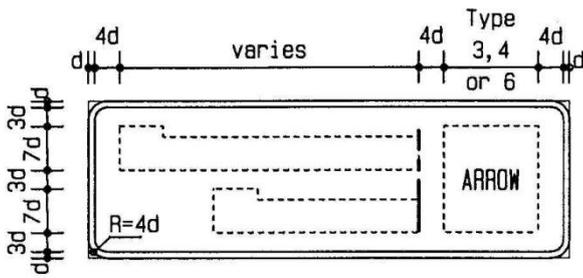
- (3) Refer also to Figure 13.2 and to individual signface details in Section 13.2.

Fig.13.1 Local Direction Sign Stack Options

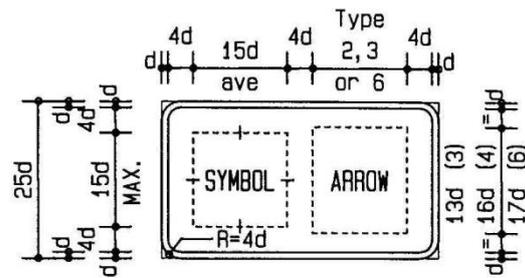


Detail 13.2.1

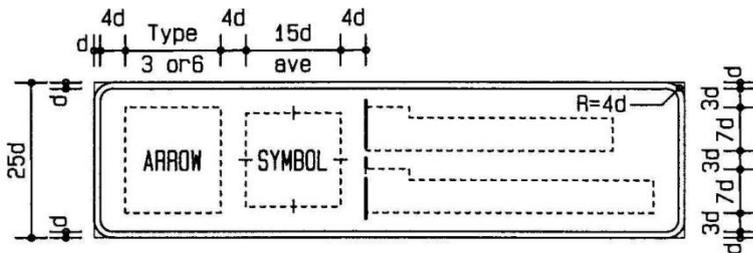
Detail 13.2.2



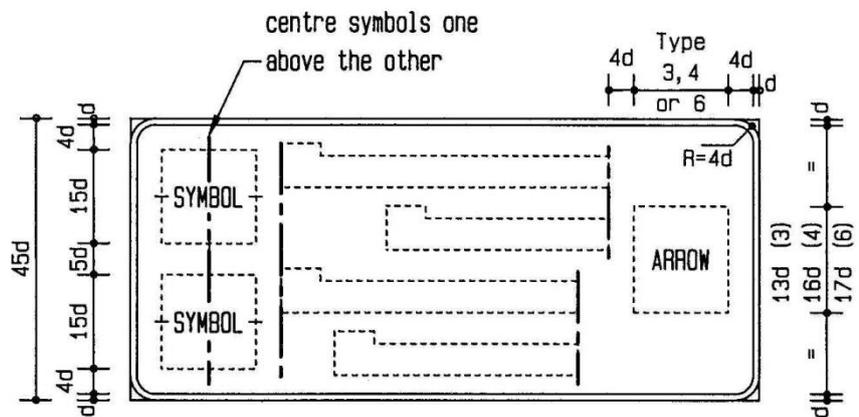
Detail 13.2.3



Detail 13.2.4



Detail 13.2.5



Detail 13.2.6

**NOTES:** (Figs 13.2 and 13.3)

- (1) Details 13.2.1 to 13.2.4 illustrate the basic LOCAL DIRECTION signface spacing rules. Note symbol always precedes name and options for text and symbol only display.
- (2) Details 13.2.1 to 13.2.6 show text justification rules in simple stack signs - right justification for a 2-line destination and left justification in Details 13.2.5 and 13.2.6 when 2 names are displayed in the same direction.

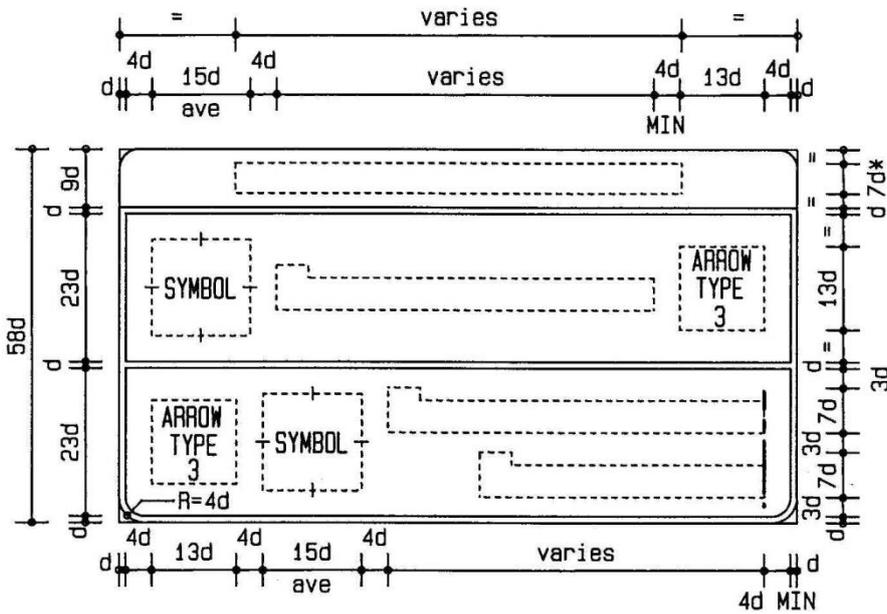
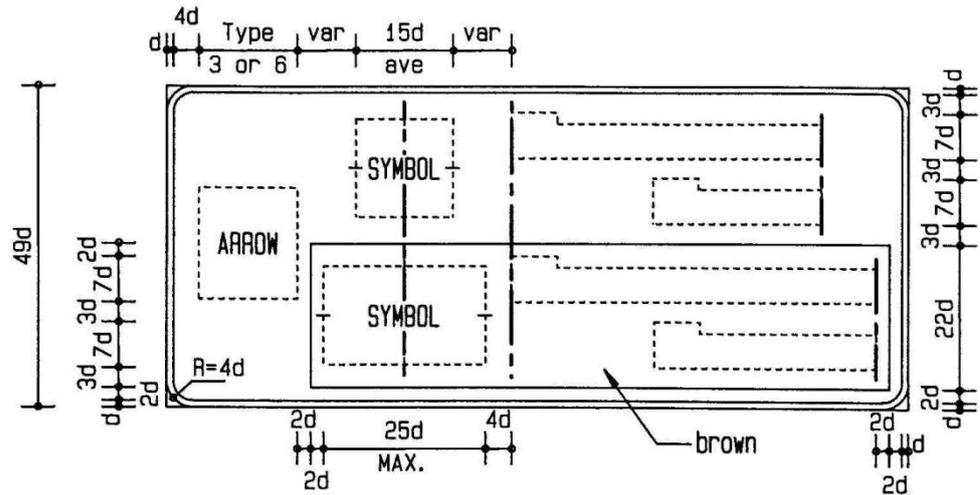
Note centring of symbols over each other.

- (3) Details 13.3.1 to 13.3.3 give options for combinations with LOCAL DIRECTION signs:

- Detail 13.3.1 - tourism insert panel
- Detail 13.3.2 - street name panel
- Detail 13.3.3 - direction/local direction stacks.

Fig.13.2 Basic Local Direction Signface Rules

Detail 13.3.1



Detail 13.3.2

Detail 13.3.3

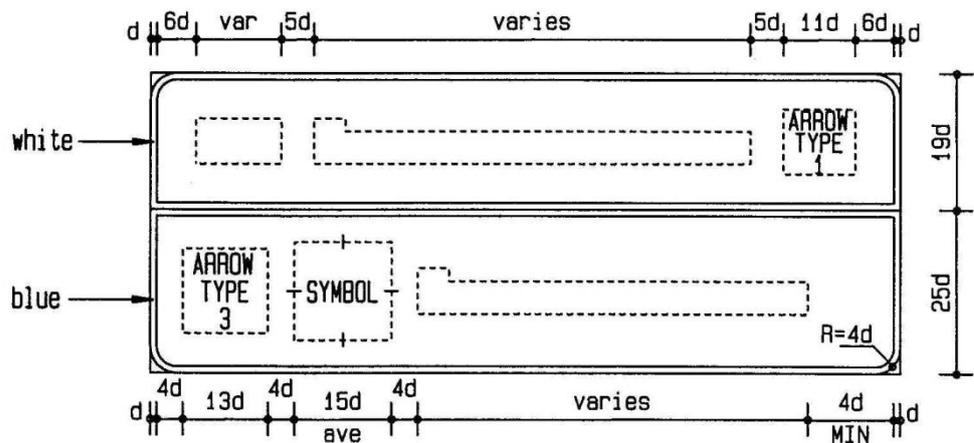


Fig. 13.3 Less Common Local Direction Signface Options



- 7 The symbol presentation in Sections 13.3. to 13.6 has been chosen to be the same as that used in Chapter 7 for TOURISM DIRECTION sign symbols for convenience, since design rules are essentially the same. However, because LOCAL DIRECTION signs are specifically for urban use, and will commonly be used on lower speed roads than TOURISM DIRECTION signs, the most commonly used letter sizes will be smaller than those for tourism signs. Sizes in the range 140 mm / 100 mm to 210 mm / 150 mm will be most common.
- 8 When a symbol is not symmetrical about its vertical centre-line, and the symbol implies a sense of direction, the symbol should be turned to face in the direction of the arrow or sloped sign edge, as appropriate.

### 13.1.5 Arrows

- 1 Arrows used on local direction signs are standard STACK-TYPE arrows as used on ground-mounted direction signs.
- 2 STACK-TYPE arrows are detailed in Chapter 5.

### 13.1.6 Sign Colours

- 1 The colours of the various signface components used on LOCAL DIRECTION signs are indicated on the individual sign pages in Section 13.2.
- 2 The basic background colour for LOCAL DIRECTION signs is white. The border is blue and all symbols and text shall be black (see Subsection 5.1.6 for details of the colours of "orientational" DIRECTION signs).
- 3 Due to the class based hierarchy of guidance signs, "interfaces" can be identified between the different direction sign sub-classes. At these interfaces, it is often an effective technique in terms of minimising sign area, and concentrating all messages within the driver's cone vision, to combine the colour codes of the different sub-classes on one sign. In this way the following options may be considered:
  - (a) the inclusion on a green DIRECTION sign of a brown TOURISM INSERT PANEL or whole STACK or a similar white LOCAL DIRECTION INSERT PANEL or whole STACK;
  - (b) the inclusion of a brown TOURISM INSERT PANEL on a white LOCAL DIRECTION SIGN;
  - (c) the combination of a white LOCAL DIRECTION and brown TOURISM DIRECTION sign STACKS on common supports.
- 4 When displayed as a full stack, in combination with a DIRECTION sign or TOURISM DIRECTION sign, a double horizontal border, one white and one blue, is required between adjacent DIRECTION or TOURISM stacks and the LOCAL DIRECTION stack.

### 13.1.7 Sign Examples

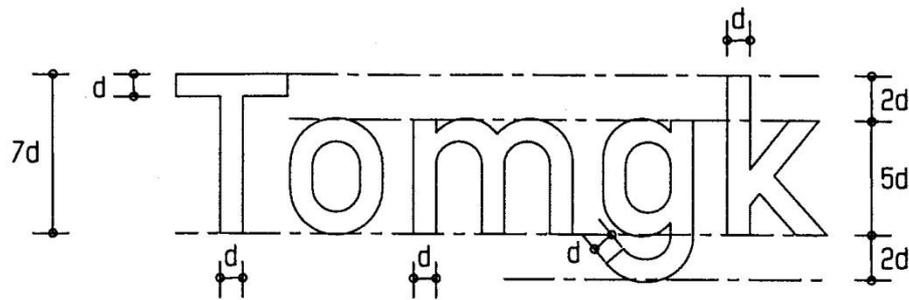
- 1 Wherever possible in this Chapter the examples given to illustrate a particular sign type have used real situations. This has not always been possible and to illustrate acceptable types of sign examples have been contrived which are as realistic as possible. These commonly use the names of real places. The examples thus contrived have not been as a result of the application of the various warrants which a road authority would apply before granting approval of such a sign. **The use of these examples shall therefore place no road authority under any obligation to approve or erect a sign of the type, or of a similar type, without going through the normal process of approval used by such an authority.**
- 2 Each page in Section 13.2 includes one or two dimensioned details and one or more typical examples which are related to the dimensioned details but not necessarily exactly the same. The dimensioned details may be handed left or right and

both left and right-handed versions are NOT illustrated. If a detail is handed to the left it is equally applicable, from a dimensional point of view, for a similar sign pointing to the right, **subject to the symbol ALWAYS preceding the primary name when both are used in one stack.** The typical examples illustrate this concept on a random basis and are NOT related specifically to the HAND of the dimensioned detail on the same page.

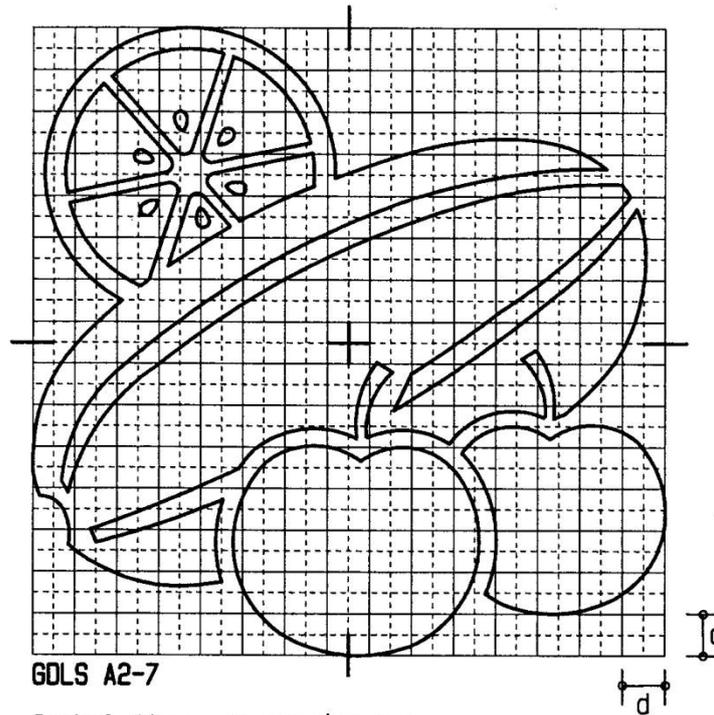
- 3 The most common applications of LOCAL DIRECTON signs are likely to be single STACK signs. Single STACK examples are therefore illustrated first under each sign type GDL1, GDL2 and GDL3.
- 4 A local authority may choose to use LOCAL DIRECTION signs exclusively at a signing level below that of orientational DIRECTION signs. This effectively means on un-numbered roads. The possibility of a need for multiple-stack signs, rather than the multiple-panel signs common to the TOURISM DIRECTION sign sub-class, is catered for by a range of representative examples.
- 5 The signface design of LOCAL DIRECTION signs can be considered as less rigidly controlled than that of DIRECTION signs, or even TOURISM DIRECTION signs. Although a local authority may adopt similar justification rules to those used for DIRECTION signs, when providing multiple-stack signs, most examples relax these justification rules to minimise sign size. The main benefit to lining up symbols, and the first letters of names vertically, is aesthetic, rather than for improved readability. It is, however, recommended that if there are two names in one stack, vertical justification by centring symbols and aligning text be adopted.

### 13.1.8 Materials of Manufacture

- 1 Sign materials will normally be specified with an order. Recommendations on types of material and methods of manufacture are covered in Volume 1, Chapter 1.
- 2 When it is necessary that the significance of a tourism sign should be evident at night the background should be provided in retroreflective material, otherwise the use of a retroreflective background material is optional. It is recommended that the smaller signs, with an area under 2 sq. m. be manufactured to be fully retroreflective.



Detail 13.4.1



GDLS A2-7

Symbol Size :  $h=15d$  /  $w=15d$

'd' mm	50	40	30	25	20	16
LEGEND	350/250	280/200	210/150	175/125	140/100	112/80

Detail 13.4.2

NOTES:

(1) LOCAL DIRECTION signs shall be designed and manufactured using DIN 1451 Part 2 lettering and shall be dimensioned in terms of the factor "d", where "d" is the DIN letter stroke width and the letter height is 7 "d". See Detail 13.4.1. These requirements apply to both DIN "A" and "B" lettering. Note that letter "o" is deliberately slightly oversize as standard.

(2) All LOCAL DIRECTION signs shall be specified in terms of factor "d" within a standard range of letter size related values of "d". Sign stack heights are dictated by the 15"d" standard symbol height irrespective of whether a specific symbol is less than 15d in height.

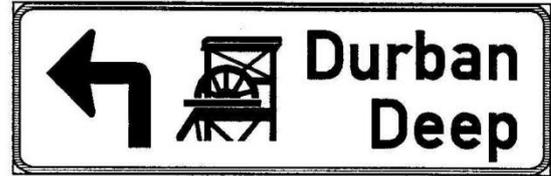
Fig. 13.4 Local Direction Sign Sign Letter and Symbol Details



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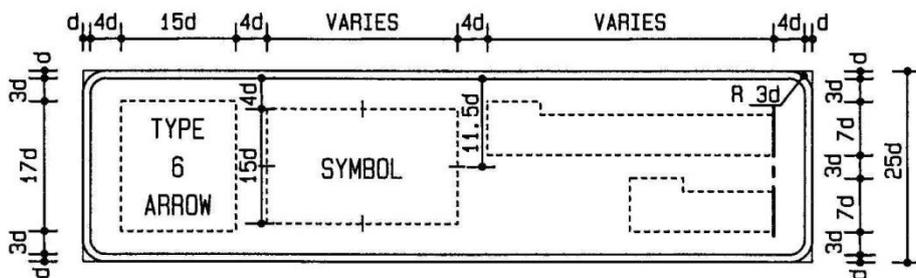
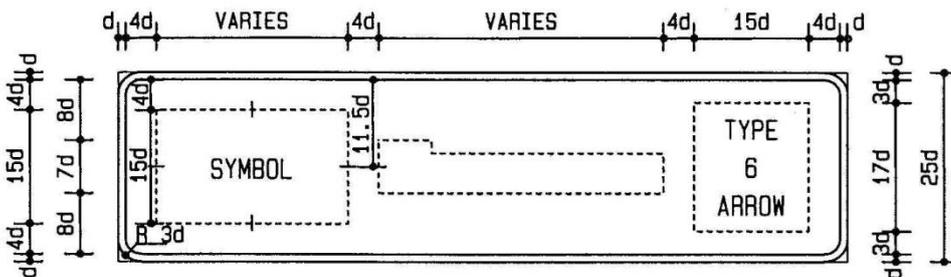
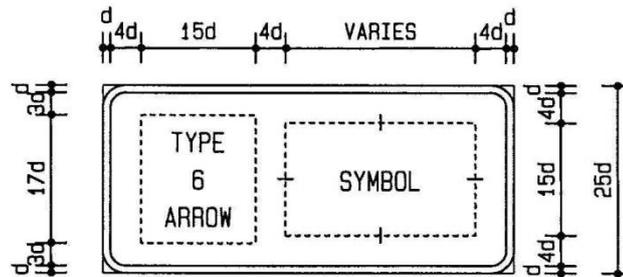
NOTES:

- 1 For details of sign use refer to SADC-RTSM Vol 1, page 4.11.12.
- 2 Dimensions are indicated in multiples of factor "d", where "d" is 1/7 of the letter height (in millimetres) used on the sign.
- 3 Use letter style DIN 1451, Part 2, Style "B". If space to accommodate a sign is limited, Style "A" may be used.
- 4 For details of Type 6 arrow see Chapter 5.
- 5 The examples illustrate basic single stack GDL1 signface layouts. Such a signface can carry one or two lines of text without alteration in vertical dimension, and should not be reduced in size for lesser symbol heights.
- 6 A single stack straight-on GDL1 sign may be used if required. For details see page 13.2.1 and utilize details of the upper stack.
- 7 A text only version of sign GDL1 may be used. To develop dimensions delete symbol from dimensioned details below.
- 8 When two lines of text representing a single destination are used the text should be right justified (see "Durban Deep").
- 9 Symbols which have a directional sense e.g. GDLS A2-6, should be oriented on the signface in the same direction as the arrow.



GDL1

COLOURS:  
 PERMANENT  
 Border: Blue Retroreflective  
 Arrows, text: Black semi-matt  
 Symbol: Black semi-matt  
 Background: White retroreflective  
 TEMPORARY  
 Border, arrows: Black semi-matt  
 Text & symbol: Black semi-matt  
 Background: Yellow retroreflective



ADVANCE LOCAL DIRECTION SIGN: EXAMPLE - 1

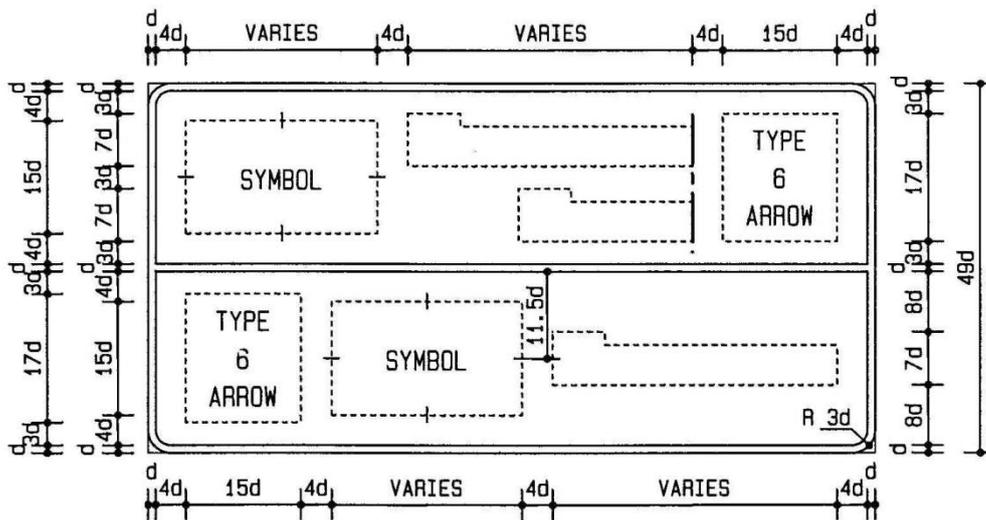


GDL1.011

COLOURS:	
PERMANENT	
Border:	Blue Retroreflective
Arrows, text:	Black semi-matt
Symbol:	Black semi-matt
Background:	White retroreflective
TEMPORARY	
Border, arrows:	Black semi-matt
Text & symbol:	Black semi-matt
Background:	Yellow retroreflective

NOTES:

- 1 See notes on page 13.2.1.
- 2 The example given shows the application of vertical centring of symbols and left justification of destination names between stacks. The lower stack illustrates the option to extend text under the right turn stack arrow. For the names used in the example is visually balanced and a minimum size.
- 3 The dimensioned detail shows no centring of symbols or justification of text between stacks and represents the minimum size of the sign of the symbol sizes shown and the text lengths shown. The example shown to the left could be made smaller if "Marie Louise" was placed in two lines and the detail of the dimensioned example followed.



Rep.

ADVANCE LOCAL DIRECTION SIGN: EXAMPLE - 2

NOTES:

- 1 See notes on pages 13.2.1 to 13.2.3.
- 2 The example given shows the application of vertical centring of symbols and left justification of destination names between stacks. Because both arrows are on the right of the sign and the lengths of the destinations are as shown, no advantage can be gained by not following the vertical alignment noted.
- 3 The dimensioned detail represents the same layout as the example.
- 4 For details of Types 4 and 6 arrows see Chapter 5.



GDL1.110

COLOURS:

PERMANENT

Border:

Arrows, text:

Symbol:

Background:

TEMPORARY

Border, arrows:

Text & symbol:

Background:

Blue Retroreflective

Black semi-matt

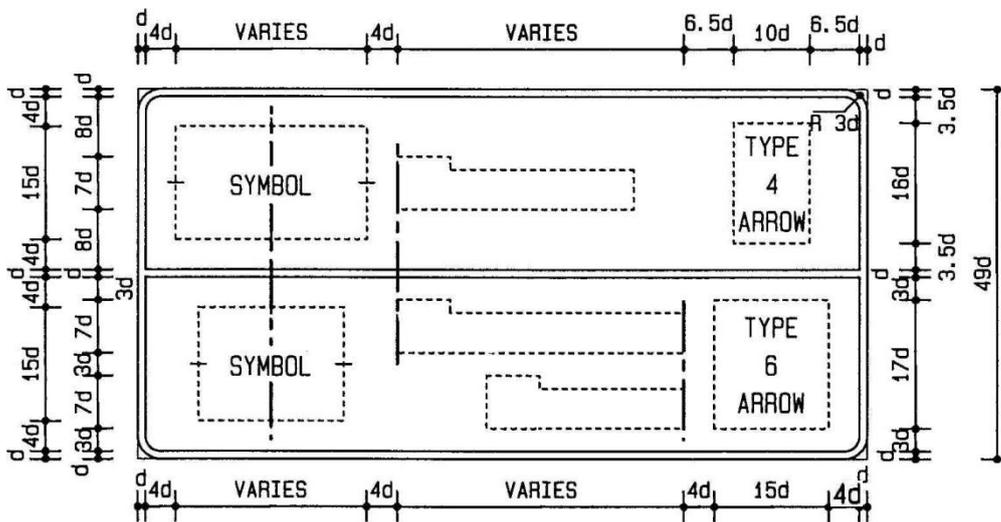
Black semi-matt

White retroreflective

Black semi-matt

Black semi-matt

Yellow retroreflective



Reprod

ADVANCE LOCAL DIRECTION SIGN: EXAMPLE - 3

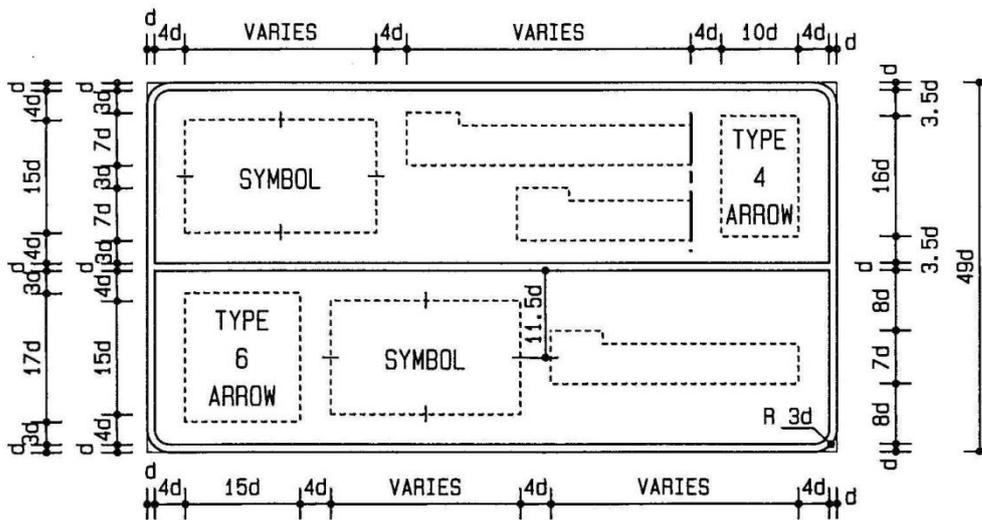


GDL1.101

NOTES:

- 1 See notes on pages 13.2.1 to 13.2.3.
- 2 The example shows vertical centring of symbols and left justification of the text whereas the dimensioned detail shows a minimum sign size approach.

COLOURS:	
PERMANENT	
Border:	Blue Retroreflective
Arrows, text:	Black semi-matt
Symbol:	Black semi-matt
Background:	White retroreflective
TEMPORARY	
Border, arrows:	Black semi-matt
Text & symbol:	Black semi-matt
Background:	Yellow retroreflective



ADVANCE LOCAL DIRECTION SIGN: EXAMPLE - 4

NOTES:

- 1 See notes on pages 13.2.1 to 13.2.3.
- 2 The example illustrate and dimensioned detail show show similar signface criteria in operation. In the example the top stack dictates the sign size. There is therefore no disadvantage in aligning symbols and text vertically between the top two stacks. To keep the sign size to a minimum, however, the message in these two stacks is extended over the arrow in the lowest stack (for comparison see page 13.2.4). In the dimensioned detail a longer name can be catered for by allowing it to extend below the arrows in the upper stacks, and occupy two lines if appropriate.



GDL1.111

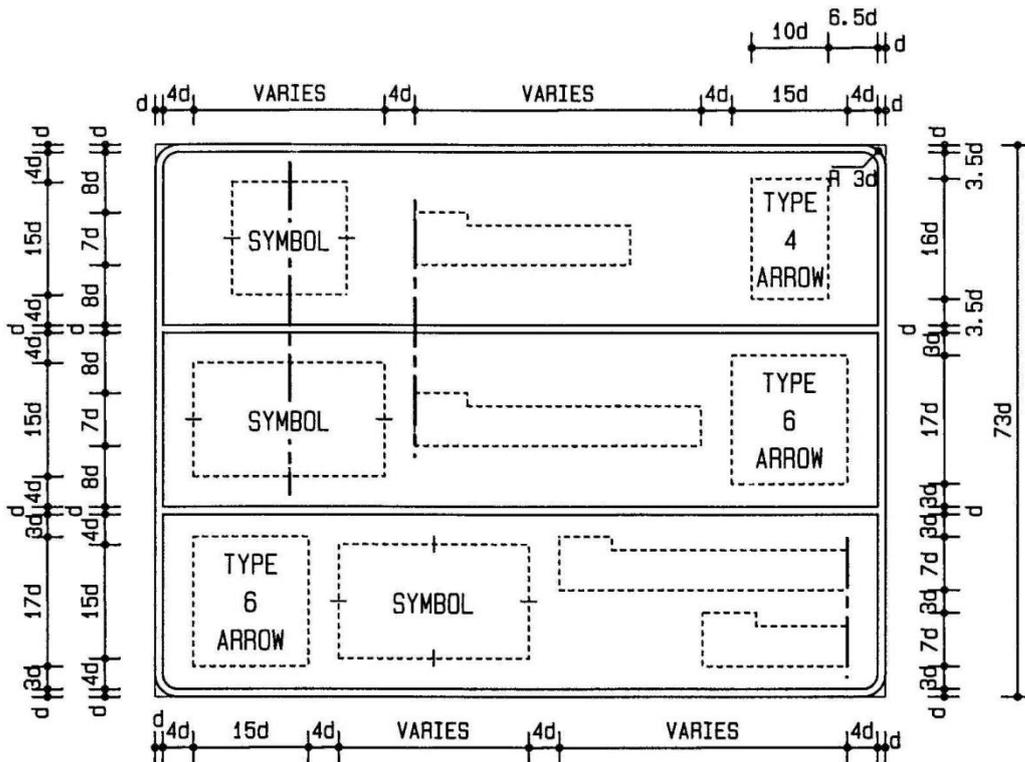
COLOURS:

PERMANENT

- Border: Blue Retroreflective
- Arrows, text: Black semi-matt
- Symbol: Black semi-matt
- Background: White retroreflective

TEMPORARY

- Border, arrows: Black semi-matt
- Text & symbol: Black semi-matt
- Background: Yellow retroreflective



ADVANCE LOCAL DIRECTION SIGN: EXAMPLE - 5

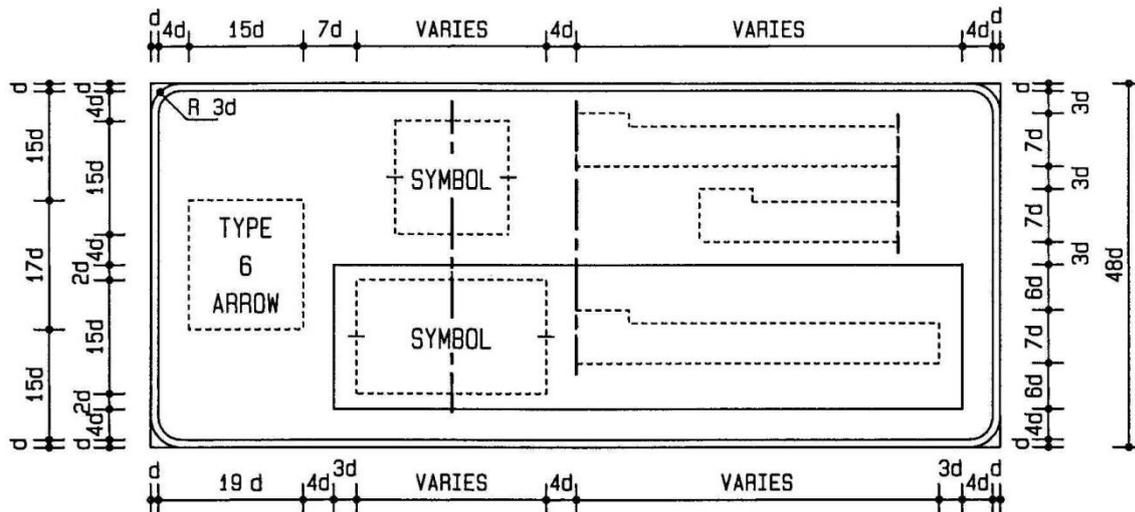


GDL1

COLOURS:	
PERMANENT	
Border:	Blue Retroreflective
Arrows, text:	Black semi-matt
Symbol:	Black semi-matt
Insert panel:	Brown retroreflective
Symbol, text (insert):	White retroreflective
Background:	White retroreflective

NOTES:

- 1 For details of sign use refer to SADC-RTSM Vol 1, page 4.11.12.
- 2 Dimensions are indicated in multiples of factor "d", where "d" is 1/7 of the letter height (in millimetres) used on the sign.
- 3 Use letter style DIN 1451, Part 2, Style "B". If space to accommodate a sign is limited, Style "A" may be used.
- 4 For details of Type 6 arrow see Chapter 5.
- 5 The example and dimensioned detail illustrate how a TOURISM DIRECTION message can be included in a GDL1 sign in the form of a brown insert panel.
- 6 Within one stack, as in this example, little advantage in reduction in sign size can be gained by not aligning the symbols vertically and justifying the text to the left. However, the example could be made a smaller sign if the two part destination names were displayed in two line text mode. Before deciding to adopt such a layout the overall balance of the sign should be considered. The effect of shortening the sign will be to make it nearly square (see example page 13.2.9). A longer horizontal layout may be considered more functionally and aesthetically pleasing.



ADVANCE LOCAL DIRECTION SIGN: EXAMPLE - 6

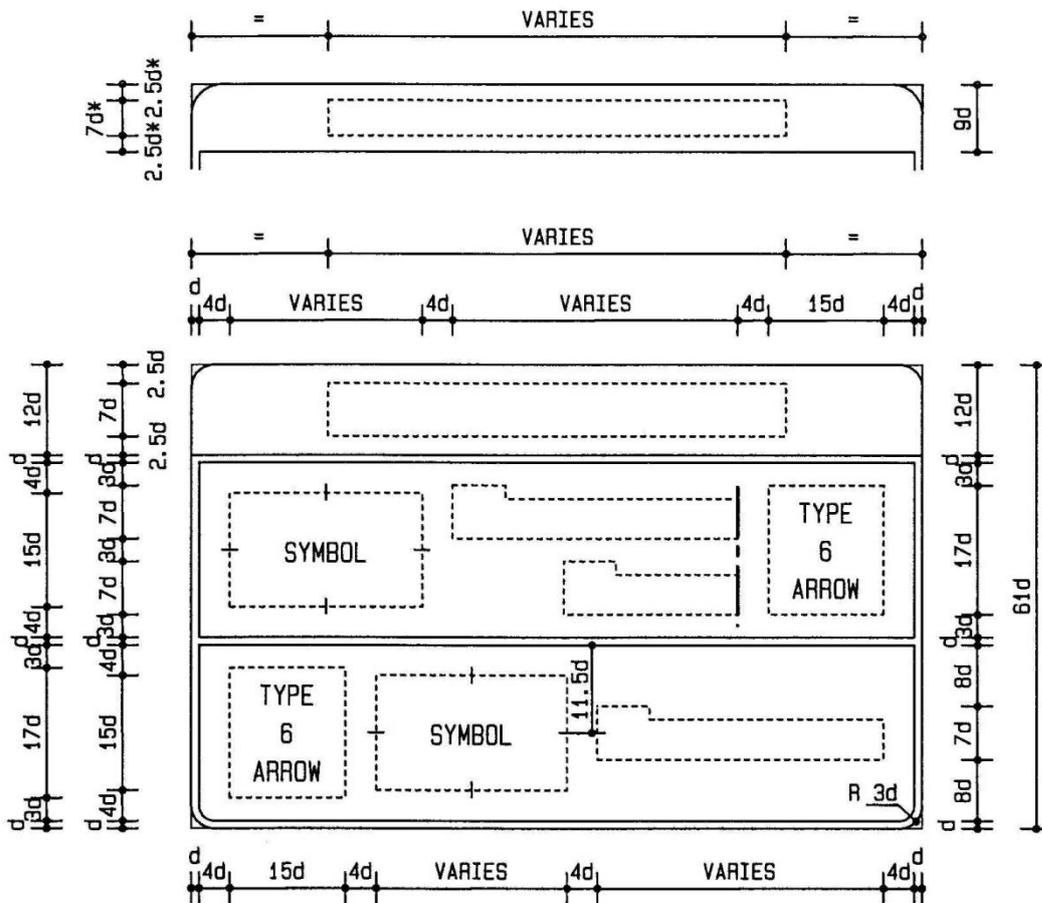
NOTES:

- 1 See notes on pages 13.2.1 to 13.2.3.
- 2 The example illustrates the option to include a street name location panel with a right/left stack GDL1 sign. The street name should be displayed in "BMOD" lettering and may be reduced to 2/3 to 3/4 of the text size used on the main sign – see dimensioned detail. "dj" represents 2/3 to 3/4 of "d".
- 3 Since the adjacent street name panel and the upper stack both have a white background it is necessary to provide a blue border between the two components of the sign. For aesthetic reasons the top corner fillets may also be created using blue material.



GDL1.011

COLOURS:	
PERMANENT	
Border:	Blue Retroreflective
Arrows, text:	Black semi-matt
Symbol:	Black semi-matt
Background:	White retroreflective
TEMPORARY	
Border, arrows:	Black semi-matt
Text & symbol:	Black semi-matt
Background:	Yellow retroreflective



ADVANCE LOCAL DIRECTION SIGN: EXAMPLE - 7

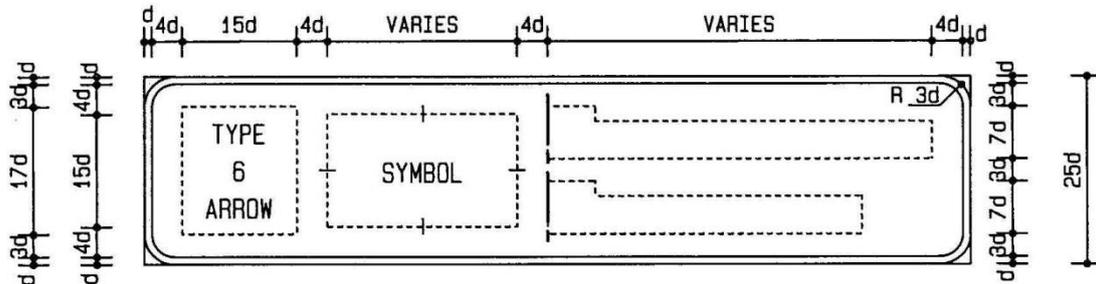


GDL1.2

COLOURS:	
PERMANENT	
Border:	Blue Retroreflective
Arrows, text:	Black semi-matt
Symbol:	Black semi-matt
Background:	White retroreflective
TEMPORARY	
Border, arrows:	Black semi-matt
Text & symbol:	Black semi-matt
Background:	Yellow retroreflective

NOTES:

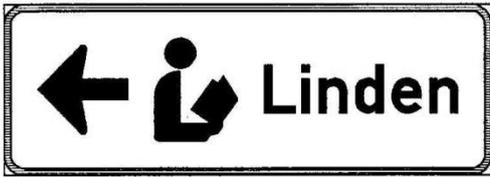
- 1 For details of sign use refer to SADC-RTSM Vol 1, page 4.11.12.
- 2 Dimensions are indicated in multiples of factor "d", where "d" is 1/7 of the letter height (in millimetres) used on the sign.
- 3 Use letter style DIN 1451, Part 2, Style "B". If space to accommodate a sign is limited, Style "A" may be used.
- 4 For details of Type 6 arrow see Chapter 5.
- 5 The example and detail show how two destinations of the same type (one common symbol) can be indicated in the same direction. Note the left justification of the two names within the single stack.
- 6 Options to use two lines of text for one or both destination names may be exercised (see page 13.2.9).



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**ADVANCE LOCAL DIRECTION SIGN: EXAMPLE – 8  
2 DESTINATIONS OF THE SAME TYPE**





GDL2

COLOURS:

PERMANENT

Border: Blue Retroreflective

Arrows, text: Black semi-matt

Symbol: Black semi-matt

Background: White retroreflective

TEMPORARY

Border, arrows: Black semi-matt

Text & symbol: Black semi-matt

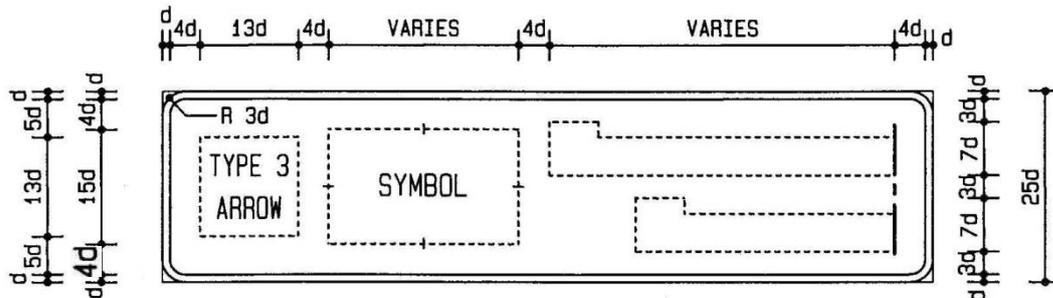
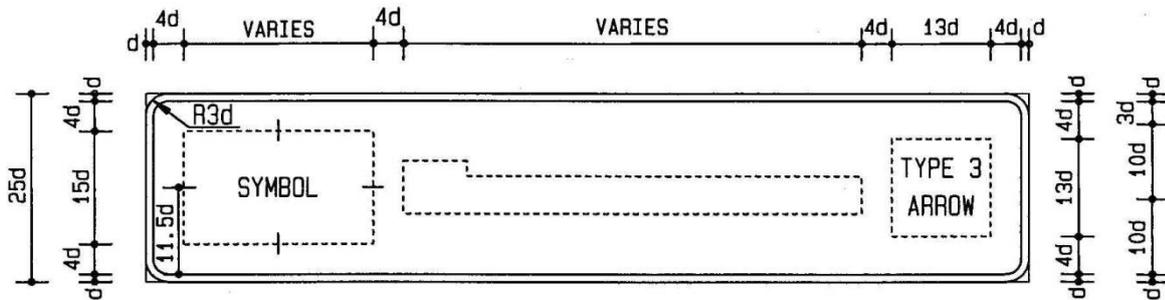
Background: Yellow retroreflective

Blue Retroreflective  
Black semi-matt  
Black semi-matt  
White retroreflective

Black semi-matt  
Black semi-matt  
Yellow retroreflective

NOTES:

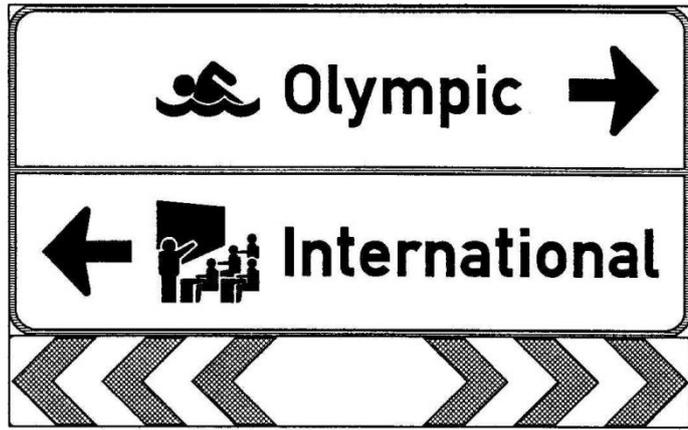
- 1 For details of sign use refer to SADC-RTSM Vol 1, page 4.11.12.
- 2 Dimensions are indicated in multiples of factor "d", where "d" is 1/7 of the letter height (in millimetres) used on the sign.
- 3 Use letter style DIN 1451, Part 2, Style "B". If space to accommodate a sign is limited, Style "A" may be used.
- 4 For details of Type 3 arrow see Chapter 5.
- 5 The examples illustrate basic single stack GDL2 signface layouts. Such a signface can carry one or two lines of text without alteration in vertical dimension, and should not be reduced in size for lesser symbol heights.
- 6 A text only version of sign GDL2 may be used. To develop dimensions delete symbol from dimensioned details below.
- 7 When two lines of text representing a single destination are used the text should be right justified (see "Marie Louise").
- 8 Symbols which have a directional sense e.g. GDLS A2-6, should be oriented on the signface in the same direction as the arrow.



LOCAL DIRECTION SIGN: EXAMPLE - 1

NOTES:

- 1 See notes on pages 13.2.10.
- 2 The example given shows the application of vertical centering of symbols and left justification of destination names between stacks. The lower stack illustrates the option to extend text under the right turn stack arrow. For the names used the example is visually balanced and a minimum size.
- 3 The dimensioned detail shows the same arrangement as the example. If the destination name in the lower stack was shorter the sign could be reduced in size by moving the arrow, symbol and text to the right until the 21d dimension given on the top stack reduces to the minimum standard of 4d. This will produce a minimum size sign without vertical alignment of symbols, and/or text.
- 4 The example also illustrates the option to display T-JUNCTION CHEVRON hazard marker sign W409 below a GDL2 sign when the sign is provided at a T-junction.



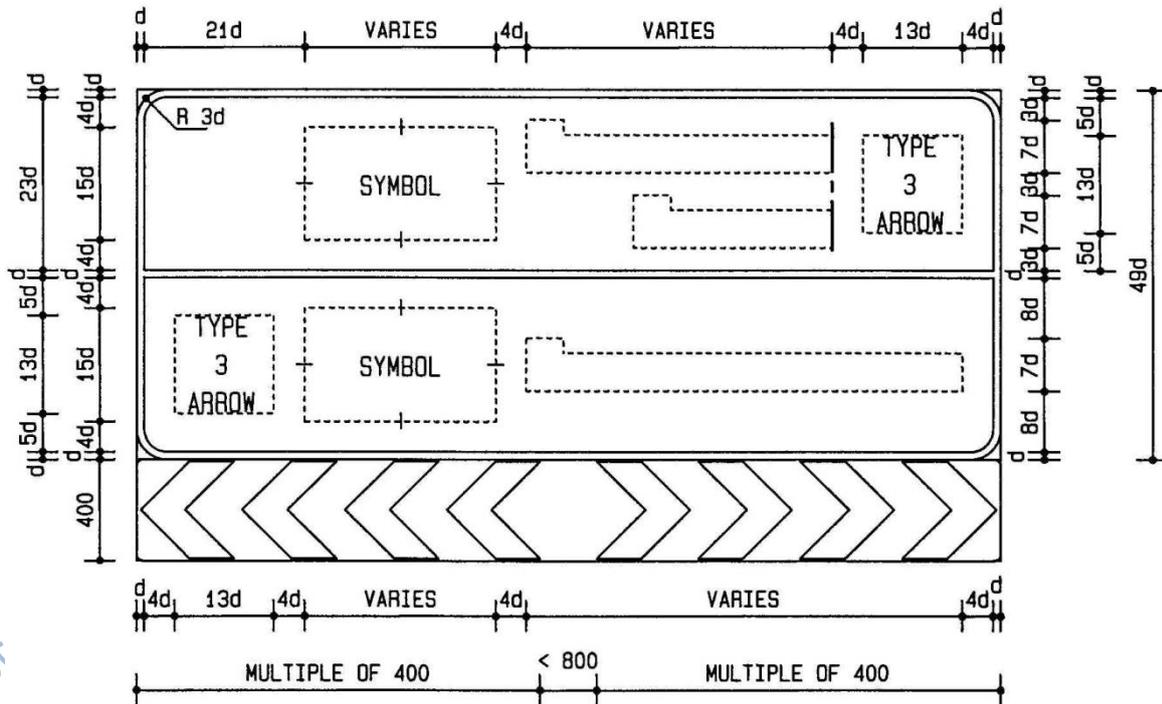
GDL2.11

COLOURS:  
PERMANENT

- Border: Blue Retroreflective
- Arrows, text: Black semi-matt
- Symbol: Black semi-matt
- Background: White retroreflective
- Chevron: Red retroreflective on white retroreflective

TEMPORARY

- Border, arrows: Black semi-matt
- Text & symbol: Black semi-matt
- Background: Yellow retroreflective
- Chevron: Black semi-matt on yellow retroreflective



LOCAL DIRECTION SIGN: EXAMPLE - 2



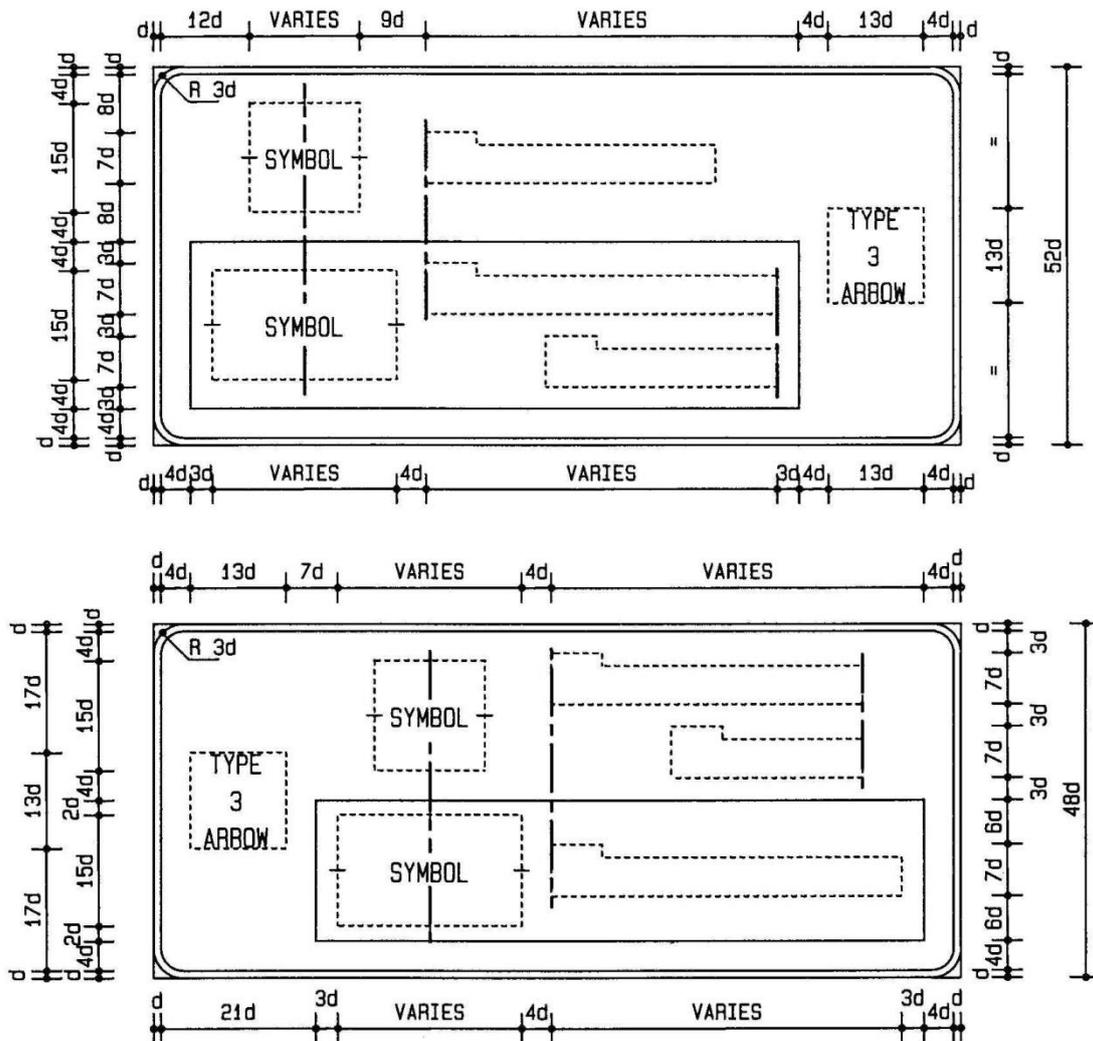
GDL2

COLOURS:  
 PERMANENT  
 Border:  
 Arrows, text:  
 Symbol:  
 Insert panel  
 Symbol, text  
 (insert)  
 Background:

Blue Retroreflective  
 Black semi-matt  
 Black semi-matt  
 Brown retroreflective  
 White retroreflective  
 White retroreflective

NOTES:

- 1 See notes on pages 13.2.6 and 13.2.10.
- 2 The example illustrates a common destination combination when considering local destination signing, namely that the "primary" name may be the same in both directions or for two destinations in the same direction. i.e. "Gaberone Station" and "Gaberone Hotel". In such a case the difference in destinations is given by the symbols. It can therefore be expedient to use symbol only versions of the sign. In the example, since one destination is local and the other tourist, the messages are reclassified by the colour code in addition to the symbols.
- 3 The dimensioned details show how the symbols always precede the destination names, irrespective of the direction indicated by the sign (stack).



LOCAL DIRECTION SIGN: EXAMPLE - 3





NOTES:

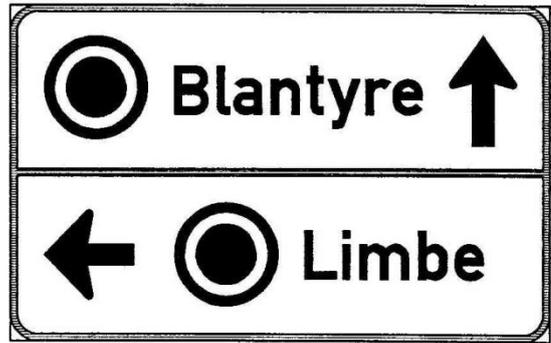
- 1 See notes on pages 13.2.14.
- 2 The example should be compared with that on page 13.2.14 to see the differences in layout between the use of vertical justification (page 13.2.14) and no vertical justification.

COLOURS:

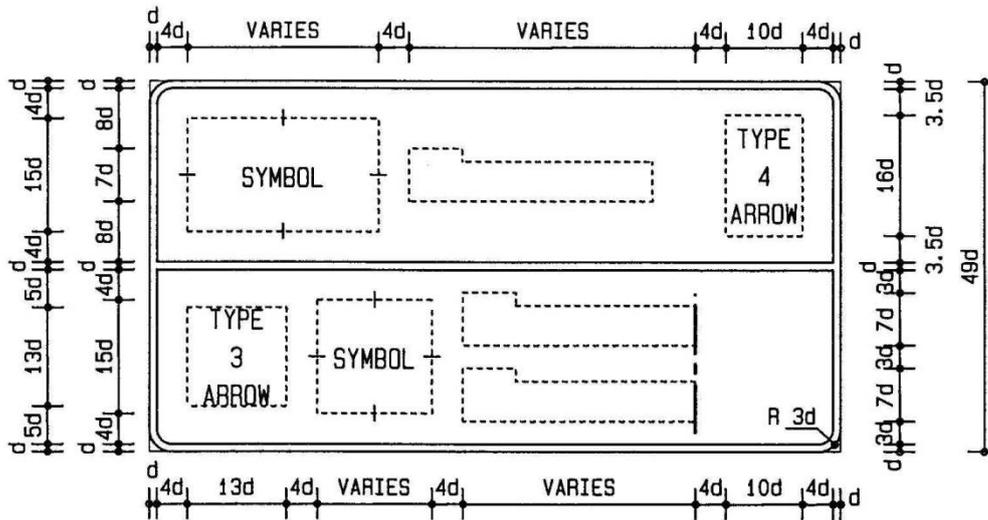
PERMANENT  
 Border:  
 Arrows, text:  
 Symbol:  
 Background:  
 TEMPORARY  
 Border, arrows:  
 Text & symbol:  
 Background:

Blue Retroreflective  
 Black semi-matt  
 Black semi-matt  
 White retroreflective

Black semi-matt  
 Black semi-matt  
 Yellow retroreflective



GDL1/GDL2



COMPOSITE LOCAL DIRECTION SIGN: EXAMPLE - 2



GDL1/GDL2

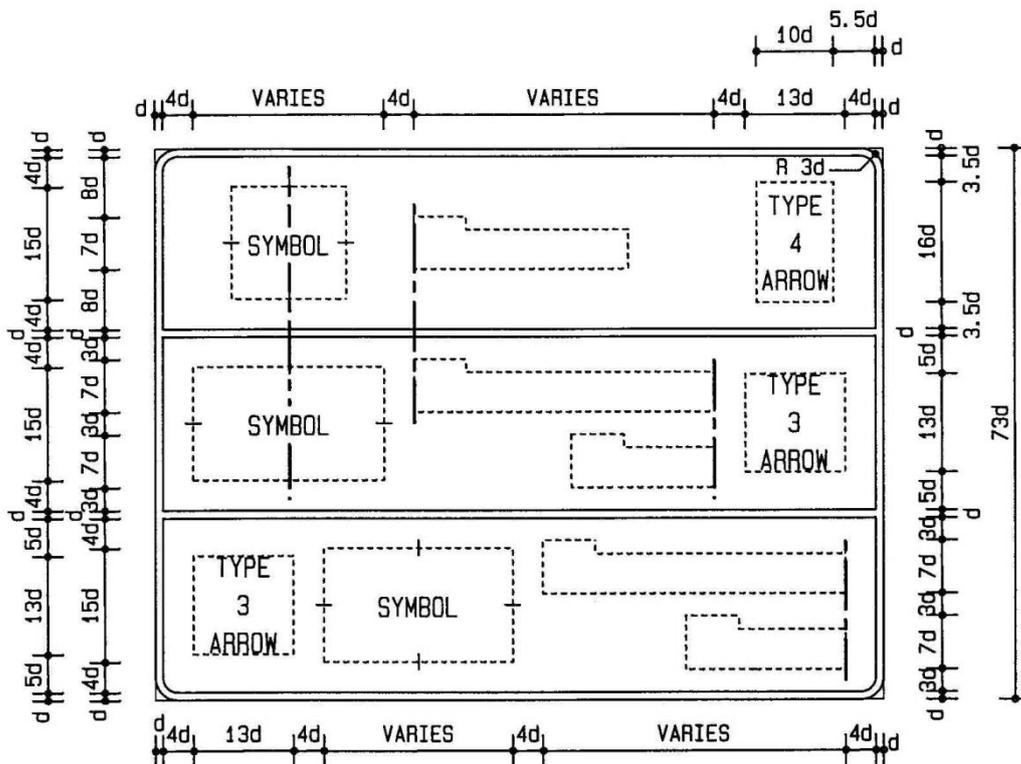
NOTES:

- 1 See notes on pages 13.2.14.
- 2 The example shows the maximum GDL1/GDL2 composite sign with three stacks. In the example the lowest stack message dictates the sign length. It is recommended that under such circumstances the symbol and text in the upper two stacks be centred and justified respectively.

July 2011

COLOURS:  
 PERMANENT  
 Border:  
 Arrows, text:  
 Symbol:  
 Background:  
 TEMPORARY  
 Border, arrows:  
 Text & symbol:  
 Background:

Blue Retroreflective  
 Black semi-matt  
 Black semi-matt  
 White retroreflective  
 Black semi-matt  
 Black semi-matt  
 Yellow retroreflective



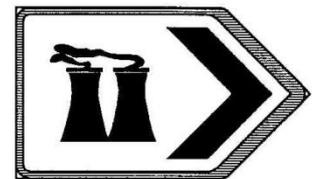
COMPOSITE LOCAL DIRECTION SIGN: EXAMPLE - 3

NOTES:

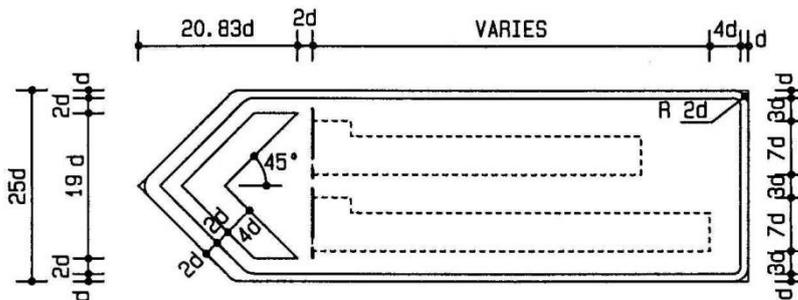
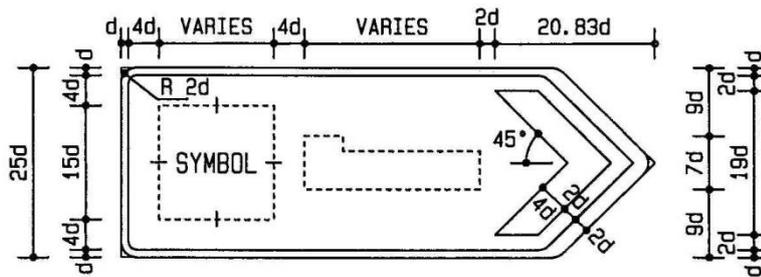
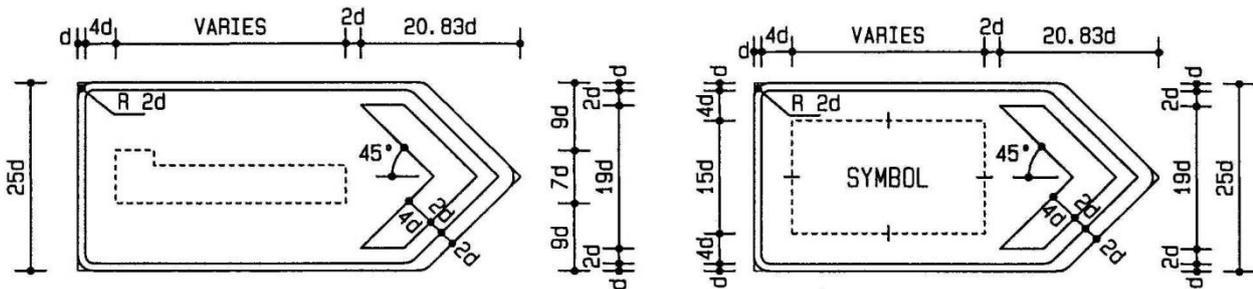
- 1 For details of sign use refer to SADC-RTSM Vol 1, page 4.11.17.
- 2 Dimensions are indicated in multiples of factor "d", where "d" is 1/7 of the letter height (in millimetres) used on the sign.
- 3 Use letter style DIN 1451, Part 2, Style "B". If space to accommodate a sign is limited, Style "A" may be used.
- 4 The examples and dimensional details illustrate the range of options available for message display on GDL3 signs, including:
  - (a) symbol plus text;
  - (b) text only;
  - (c) symbol only.
- 5 The standard GDL3 signface is 25d in height and should not be reduced for symbols less than 15d in height or for single lines of text. The 25d height can, as with all other LOCAL DIRECTION signs, carry two lines of text.

COLOURS:  
 PERMANENT  
 Border:  
 Arrows, text:  
 Symbol:  
 Background:  
 TEMPORARY  
 Border, arrows:  
 Text & symbol:  
 Background:

Blue Retroreflective  
 Black semi-matt  
 Black semi-matt  
 White retroreflective  
 Black semi-matt  
 Black semi-matt  
 Yellow retroreflective



GDL3



FINGERBOARD LOCAL DIRECTION SIGN



NOTES:

- 1 See notes on pages 13.2.10 and 13.2.11 and in Chapter 5 on page 5.2.41.
- 2 The example shows a special approach to the provision of mixed DIRECTION and LOCAL DIRECTION sign information in a single signface. In this instance the local destination information is displayed in an insert panel within a DIRECTION sign stack (see page 13.2.18 for an alternative layout). As a result of the insert panel the stack concerned is increased in height from 21d to 24d. The size of insert panel shown will only carry a symbol plus one line of text. This type of treatment may also be used for a combined (advance) GD1/GDL1 sign.

COLOURS:

PERMANENT

Border, text, arrows:

Insert panel:

Symbol, text

(insert)

Background:

Street name

panel

White retroreflective

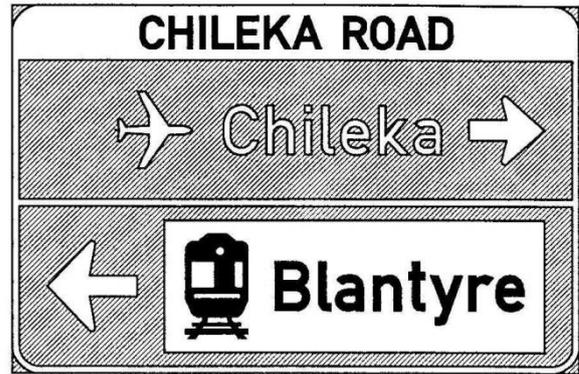
White retroreflective

Black semi-matt

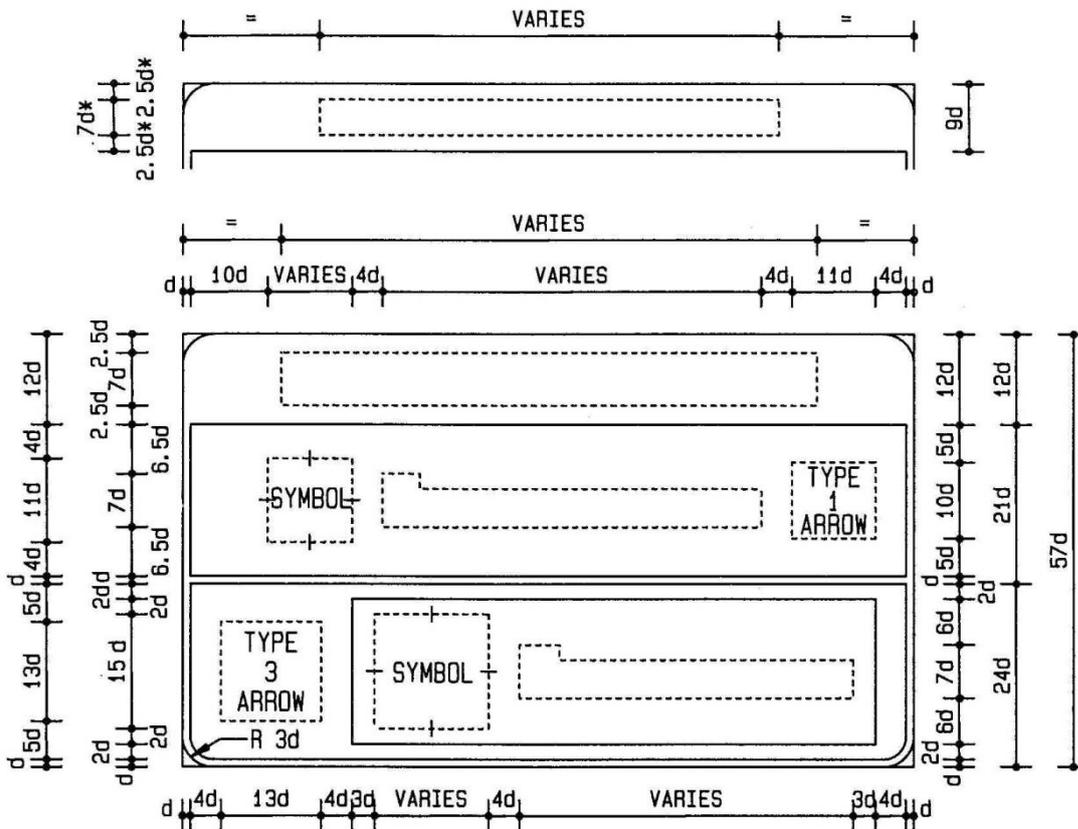
Green retroreflective

Black semi-matt

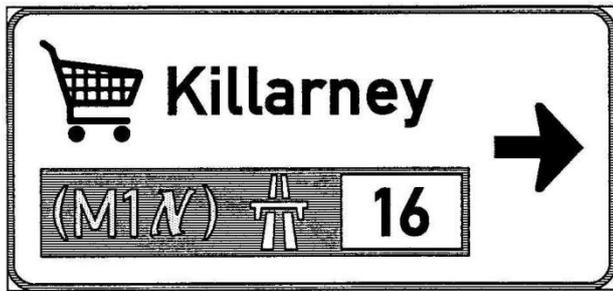
on white retroreflective



GD2



LOCAL DIRECTION SIGN: ADDITIONAL EXAMPLE – 2  
LOCAL DIRECTION INSERT PANEL



GDL1/GDL2

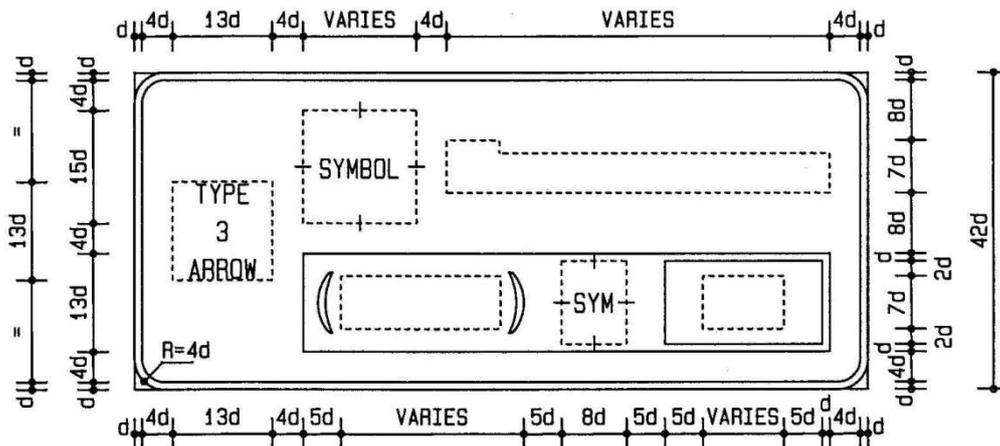
NOTES:

- 1 See notes on pages 13.2.10 and 13.2.12.
- 2 The example detailed here shows the inclusion of a Class A1 freeway trailblazer insert panel in a GDL2 sign. The display principle is similar to that used for tourism insert panels (see pages 13.2.6 and 13.2.12), although the shape of the insert panel is somewhat different. The trailblazer panel includes, from left to right, the route number of the freeway, Class A1 freeway symbol GDS-4 and the number of the interchange towards which drivers are being directed.

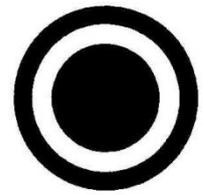
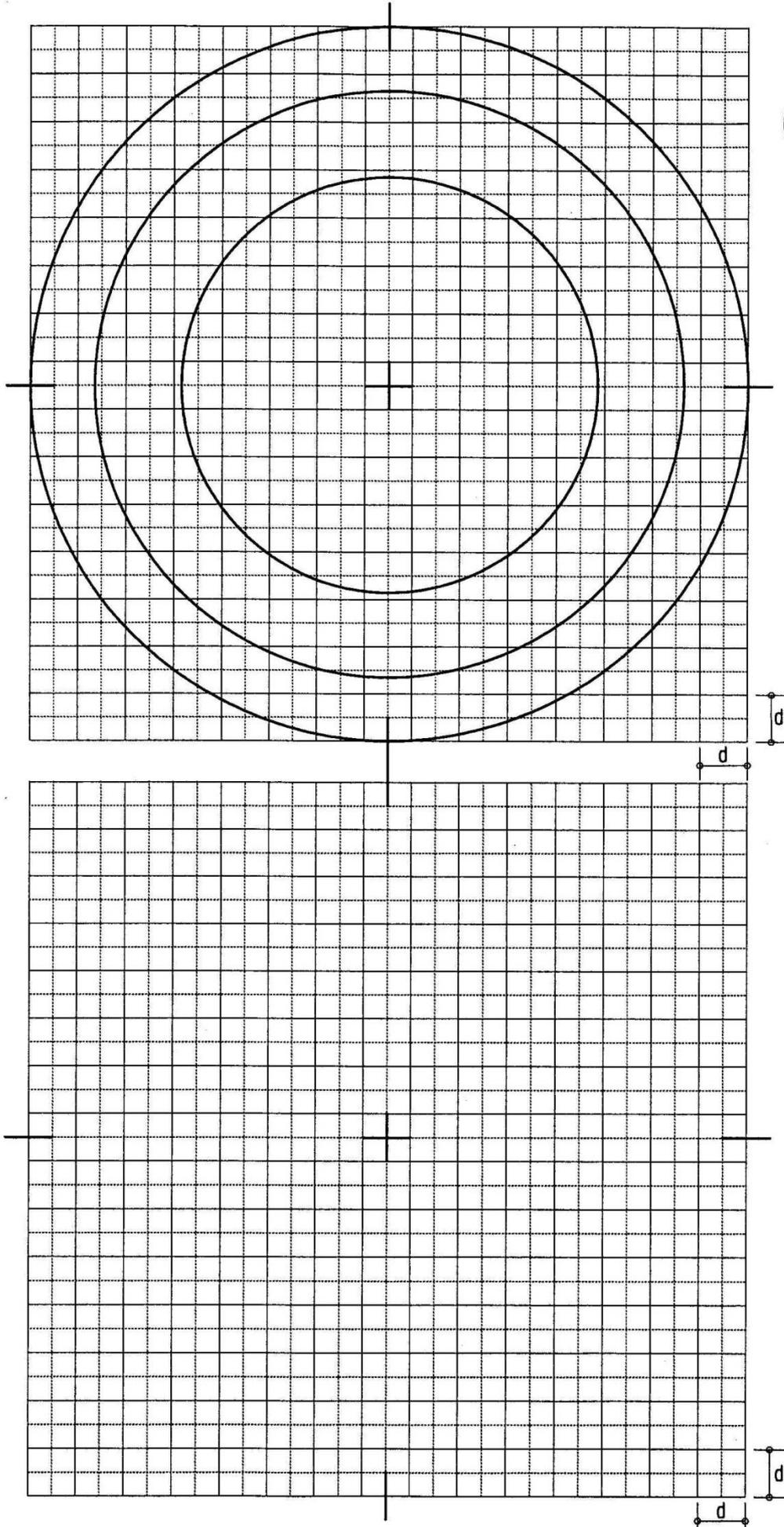
COLOURS:

PERMANENT

Border:	Blue Retroreflective
Arrows, text:	Black semi-matt
Symbol:	Black semi-matt
Insert panel:	Blue retroreflective
Route number:	Yellow retroreflective
Interchange Number:	Black semi-matt
Symbol (insert):	White retroreflective
Background:	White retroreflective



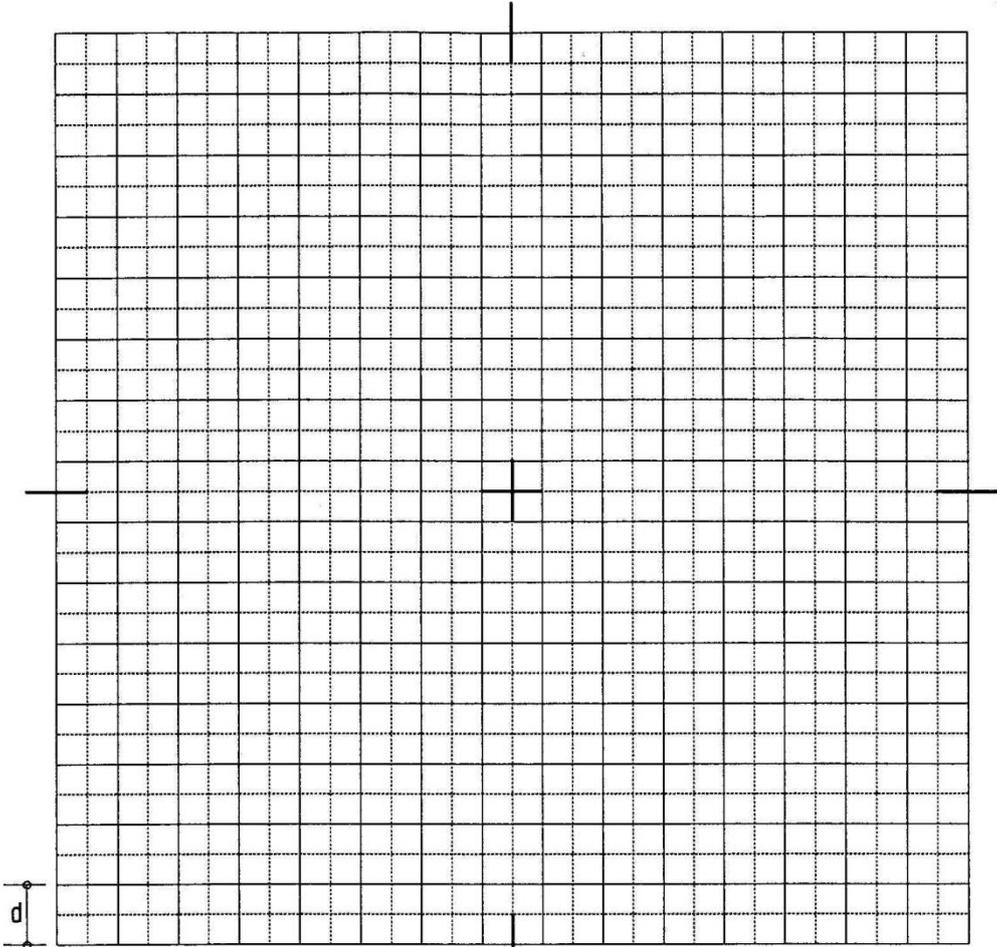
LOCAL DIRECTION SIGN: ADDITIONAL EXAMPLE – 3  
TRAILBLAZER INSERT PANEL



**GDLS A1-1**  
CENTRAL  
BUSINESS  
DISTRICT  
H=15d  
W=15d

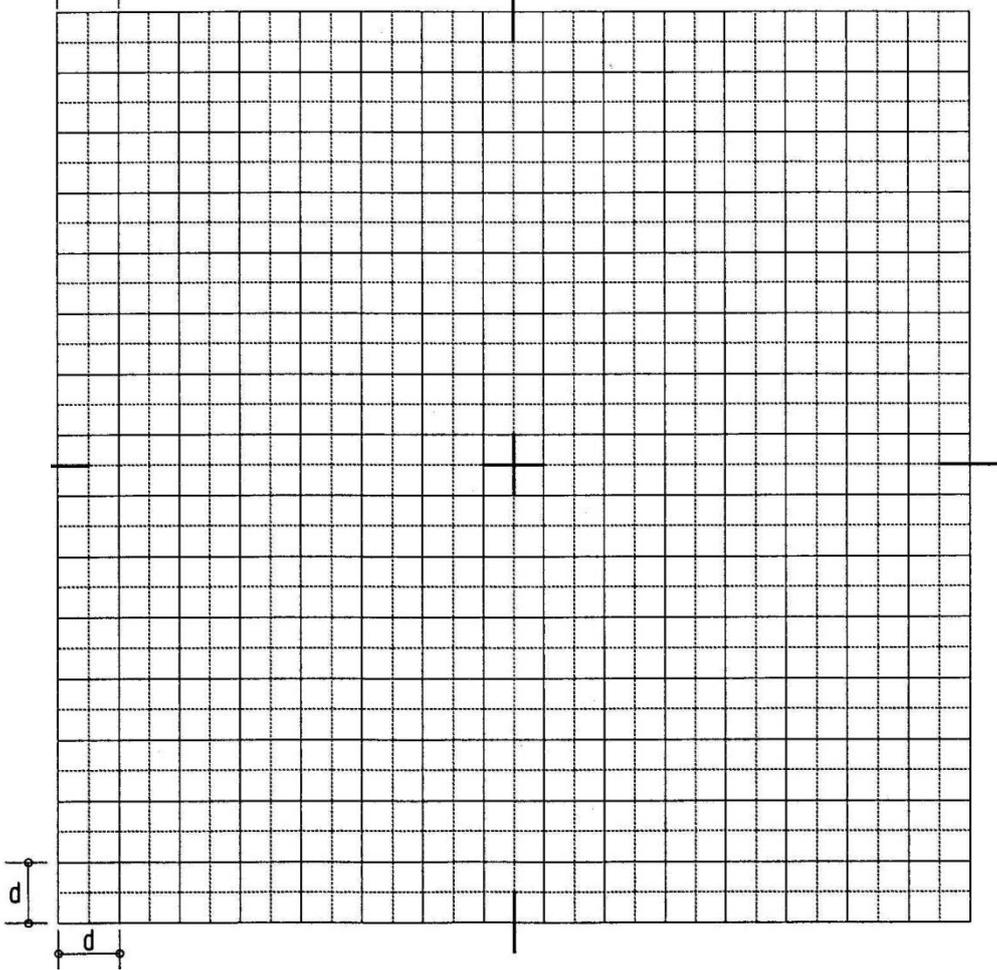
**GDLS A1-2**  
UNIVERSITY  
H=15d  
W=15d

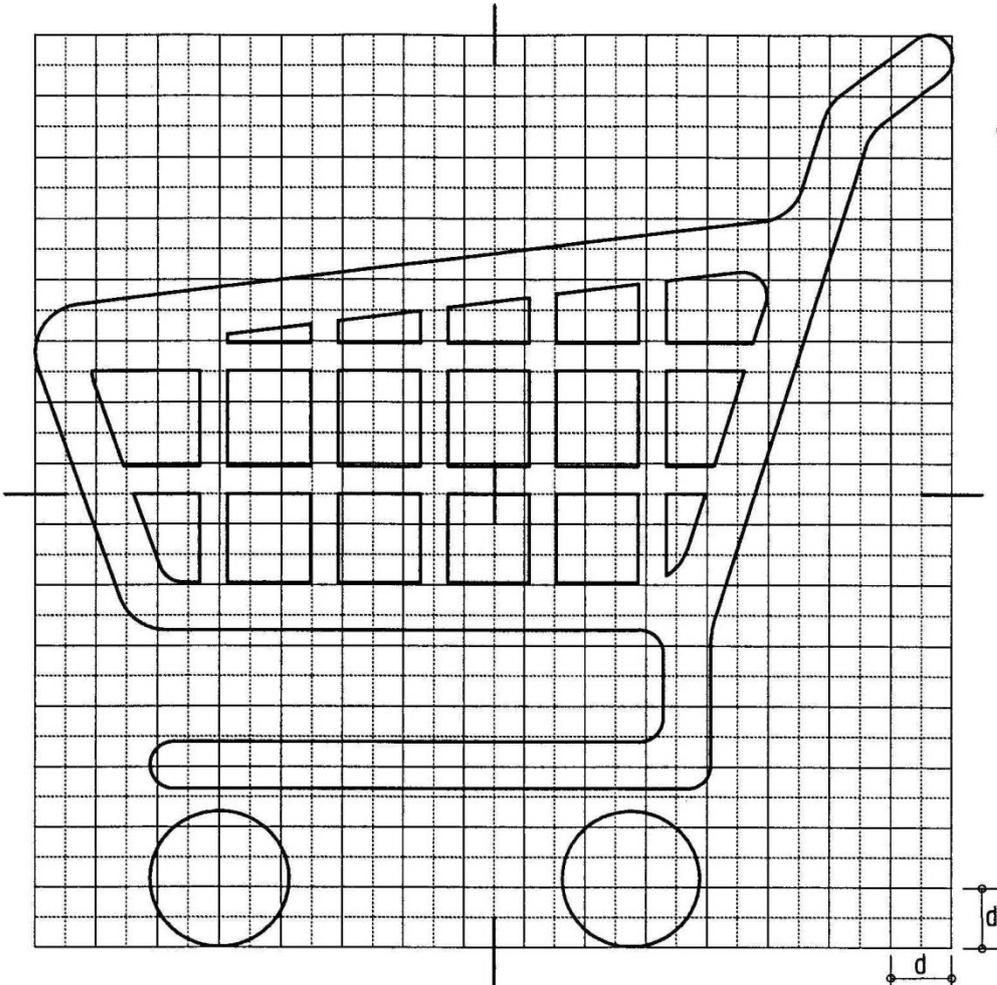
**GDLS A1-3**  
TECHNICON  
H=15d  
W=15d



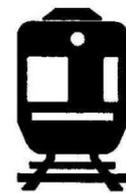
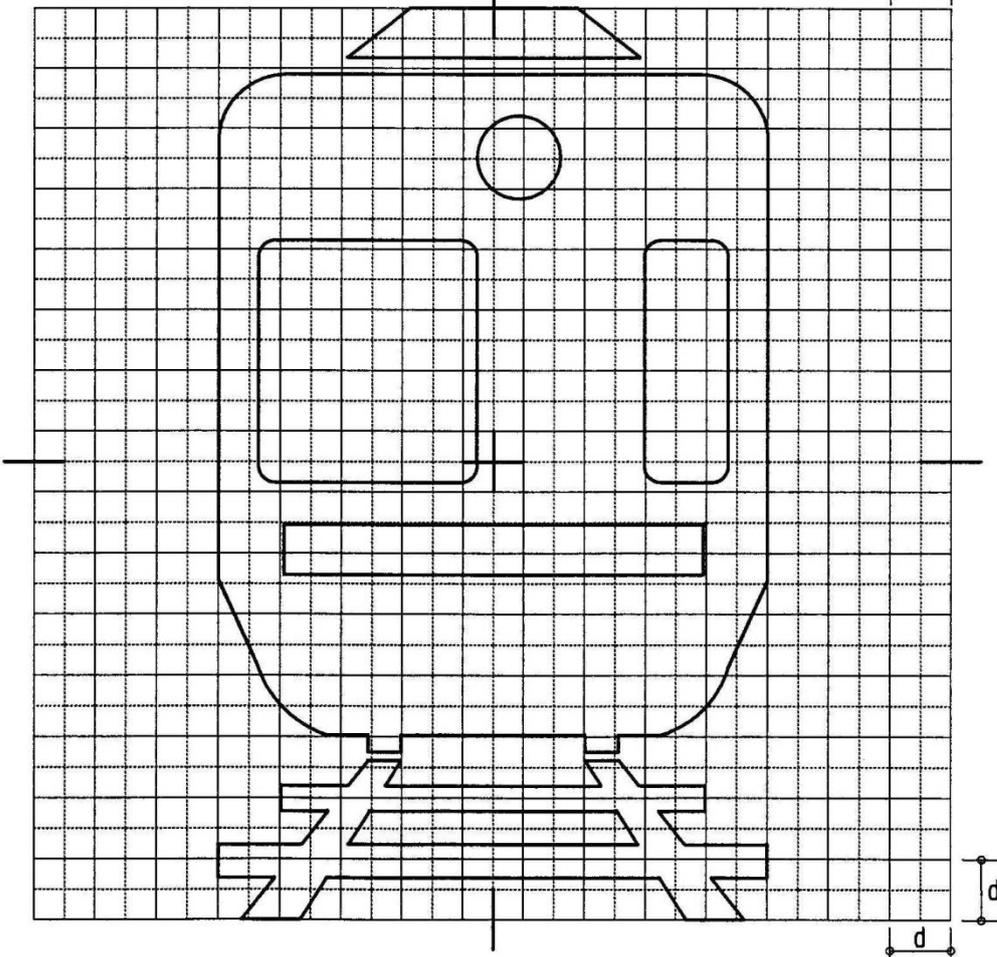
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**GDLS A1-4**  
EDUCATION  
COLLEGE  
H=15d  
W=15d





**GDLS A1-5**  
 SHOPPING  
 CENTRE  
 H=15d  
 W=15d

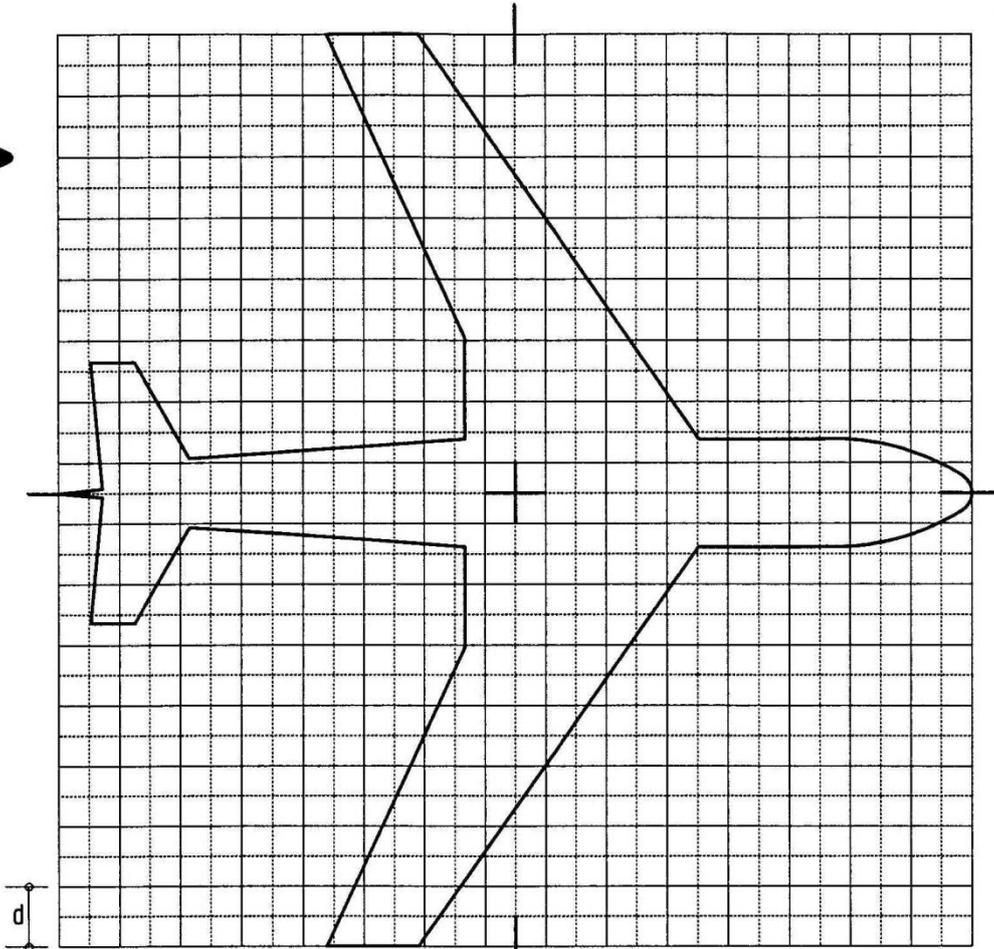


**GDLS A1-6**  
 RAILWAY  
 STATION  
 H=15d  
 W=9d

Repro



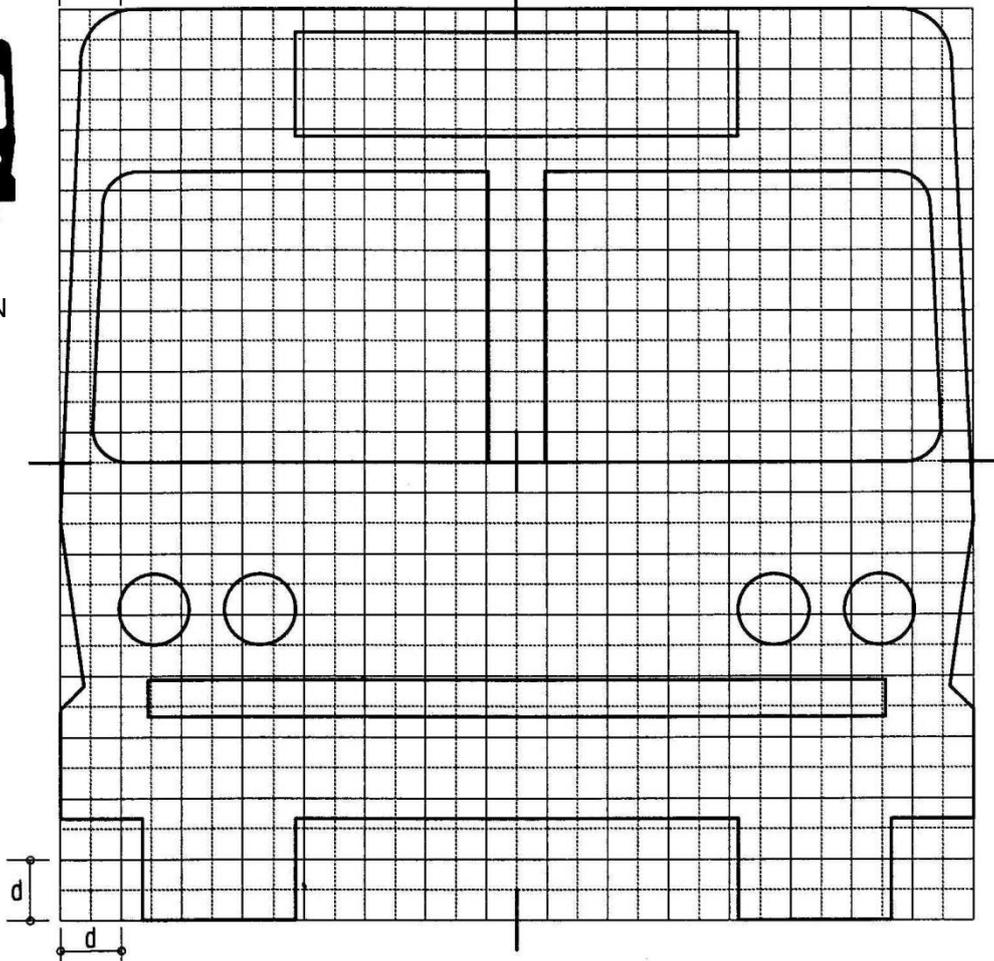
**GDLS A1-7**  
 AIRPORT  
 H=15d  
 W=15d

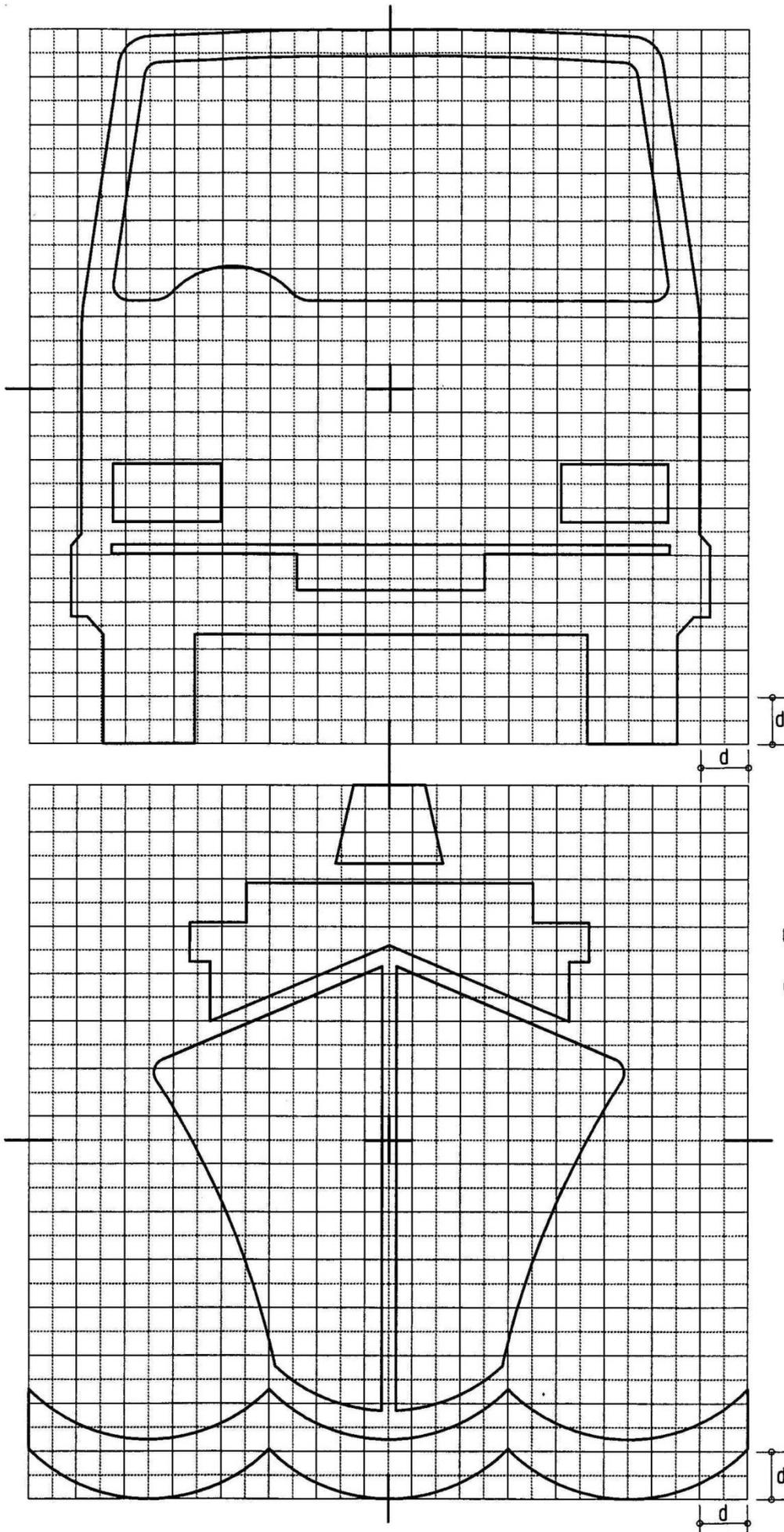


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**GDLS A1-8**  
 BUS STATION  
 H=15d  
 W=15d





**GDLS A1-9**

MINIBUS  
RANK  
H=15d  
W=13.3d



**GDLS A1-10**

HARBOUR  
H=15d  
W=15d

Rev

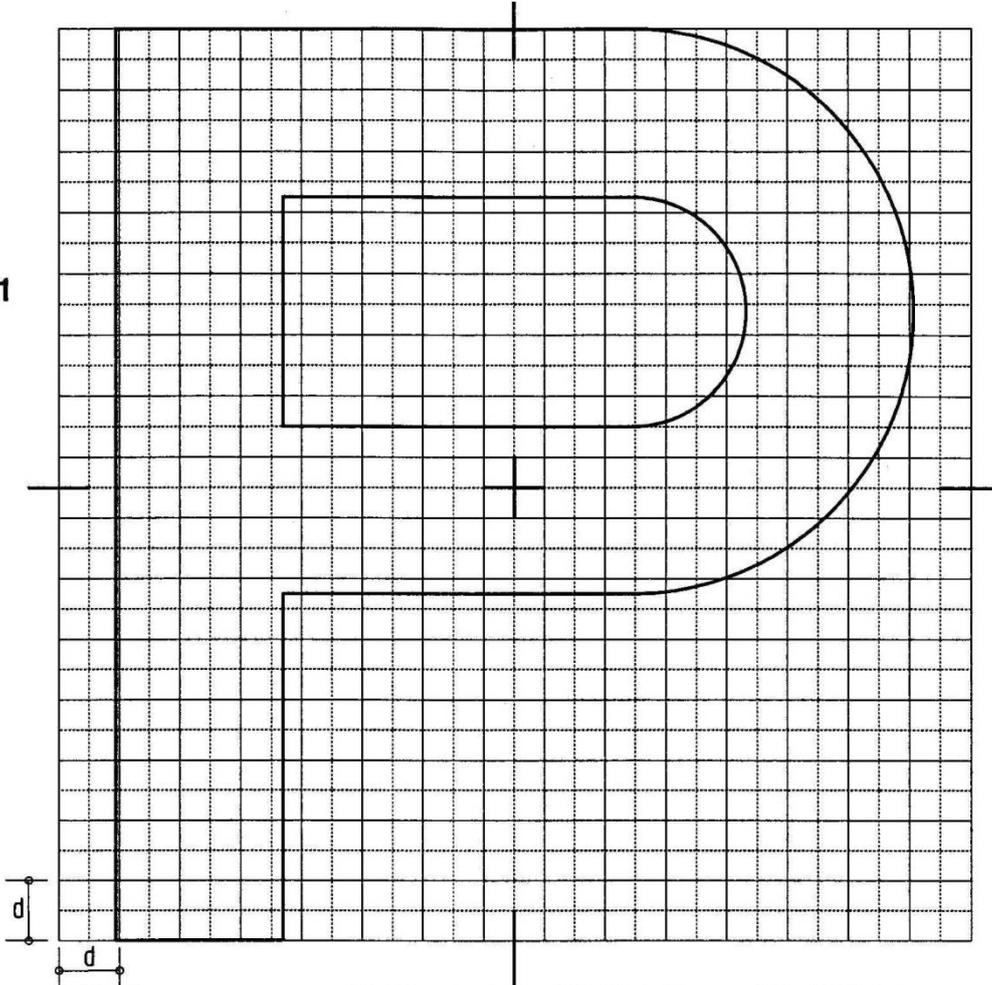
**P**

**GDLS A1-11**

PARKING

H=15d

W=12.5d



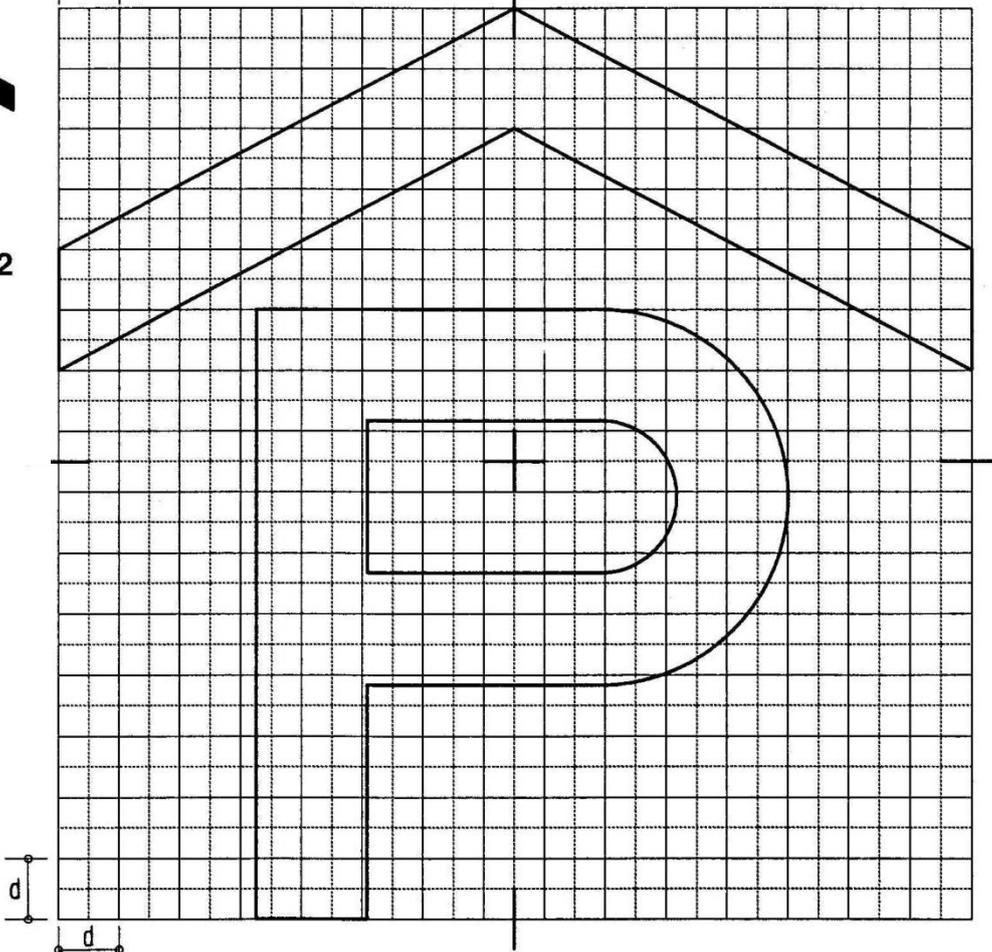
**P**

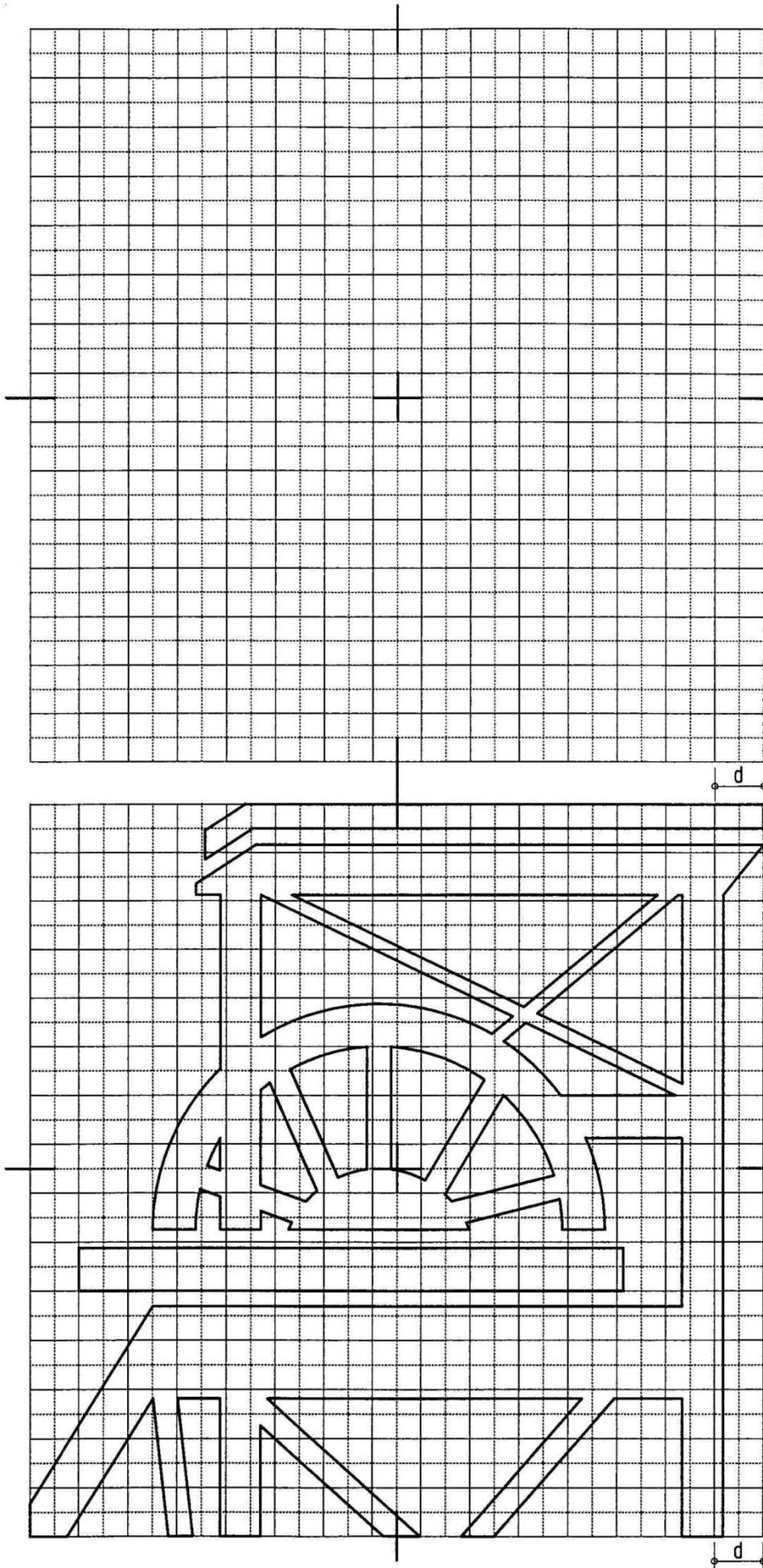
**GDLS A1-12**

PARKING  
GARAGE

H=15d

W=15d





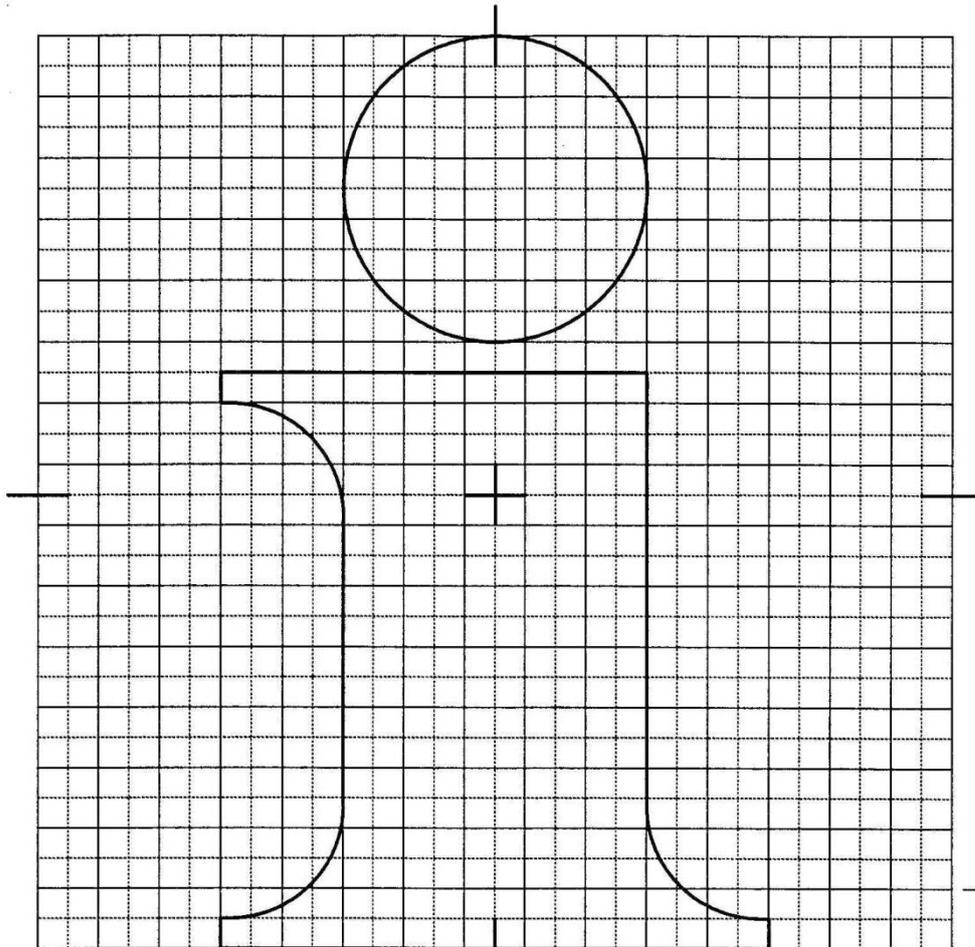
**GDLS A1-13**  
 MODAL  
 TRANSFER  
 STATION  
 H=15d  
 W=15d



**MINE**  
 H=15d  
 W=15d

Reprodur

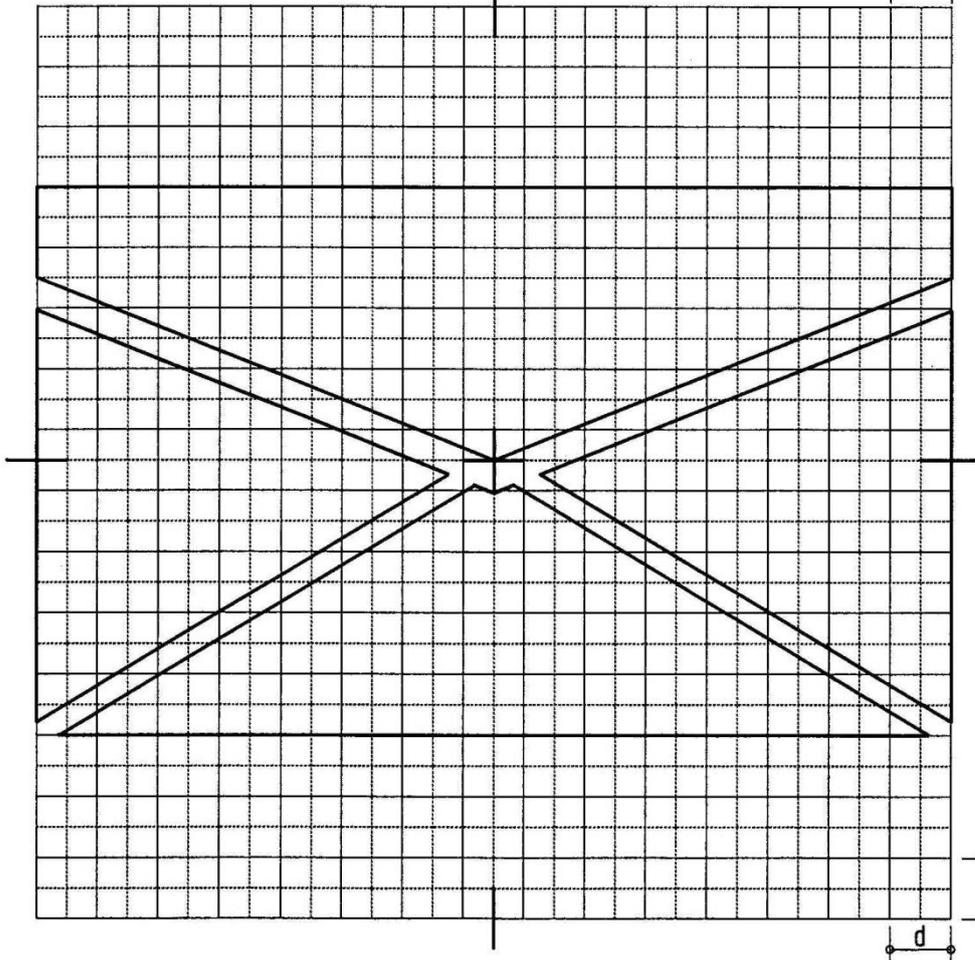




**GDLS A2-1**  
INFORMATION  
CENTRE/  
BUREAU  
LAYBY  
H=15d  
W=9d



**GDLS A2-2**  
POST OFFICE  
H=9d  
W=15d

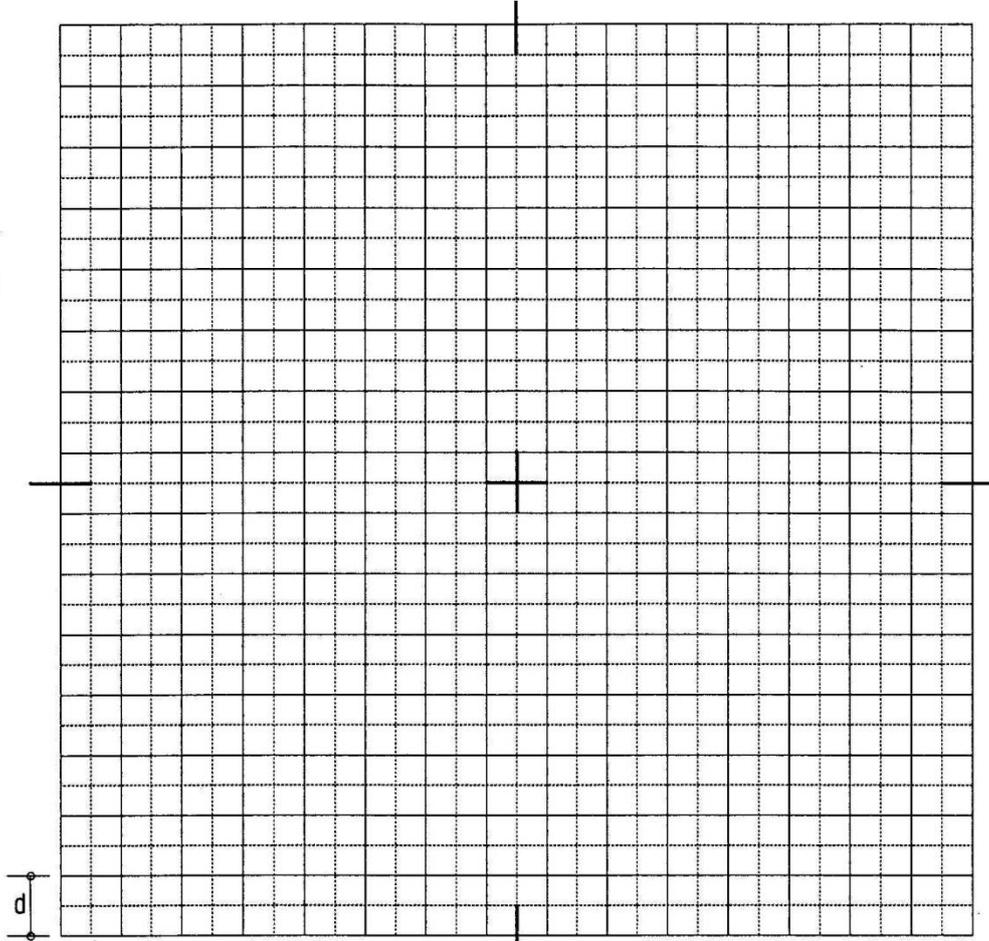


Reprod.

**GDLS A2-3**

AUTOMATIC  
TELLER

H=15d  
W=12d



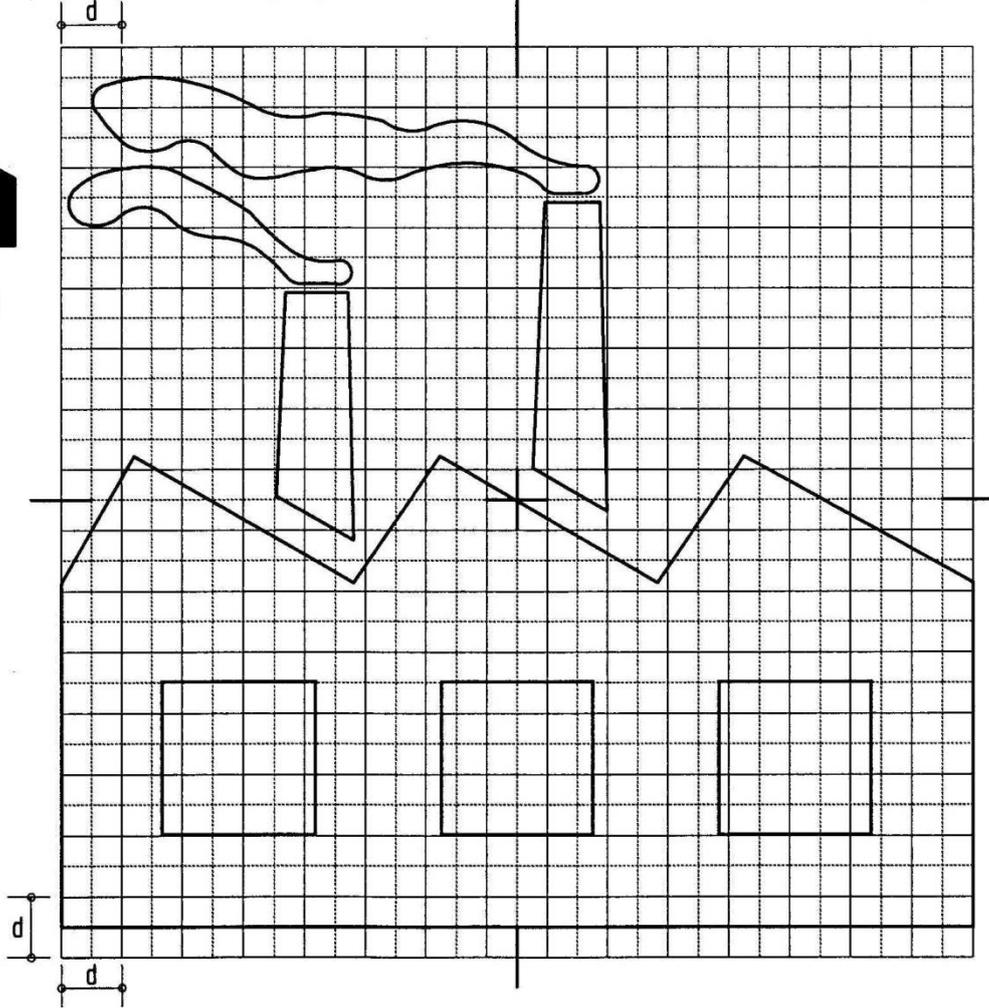
1 July 2017

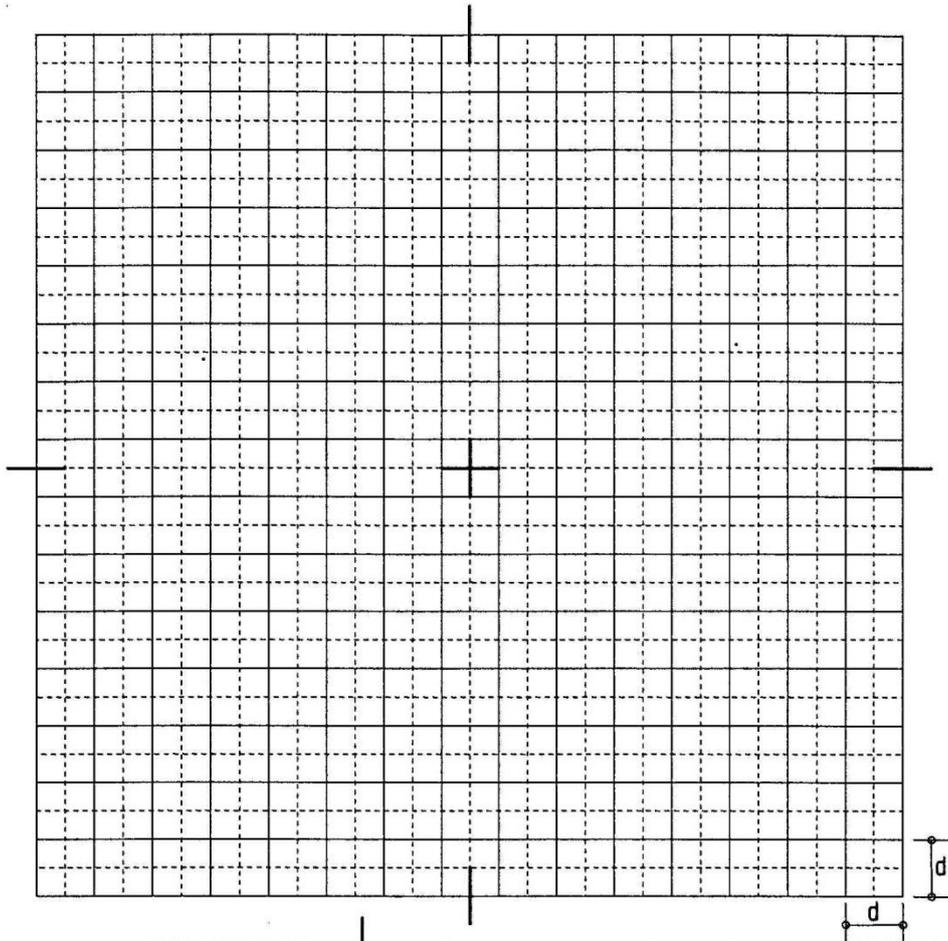


**GDLS A2-4**

INDUSTRIAL  
AREA

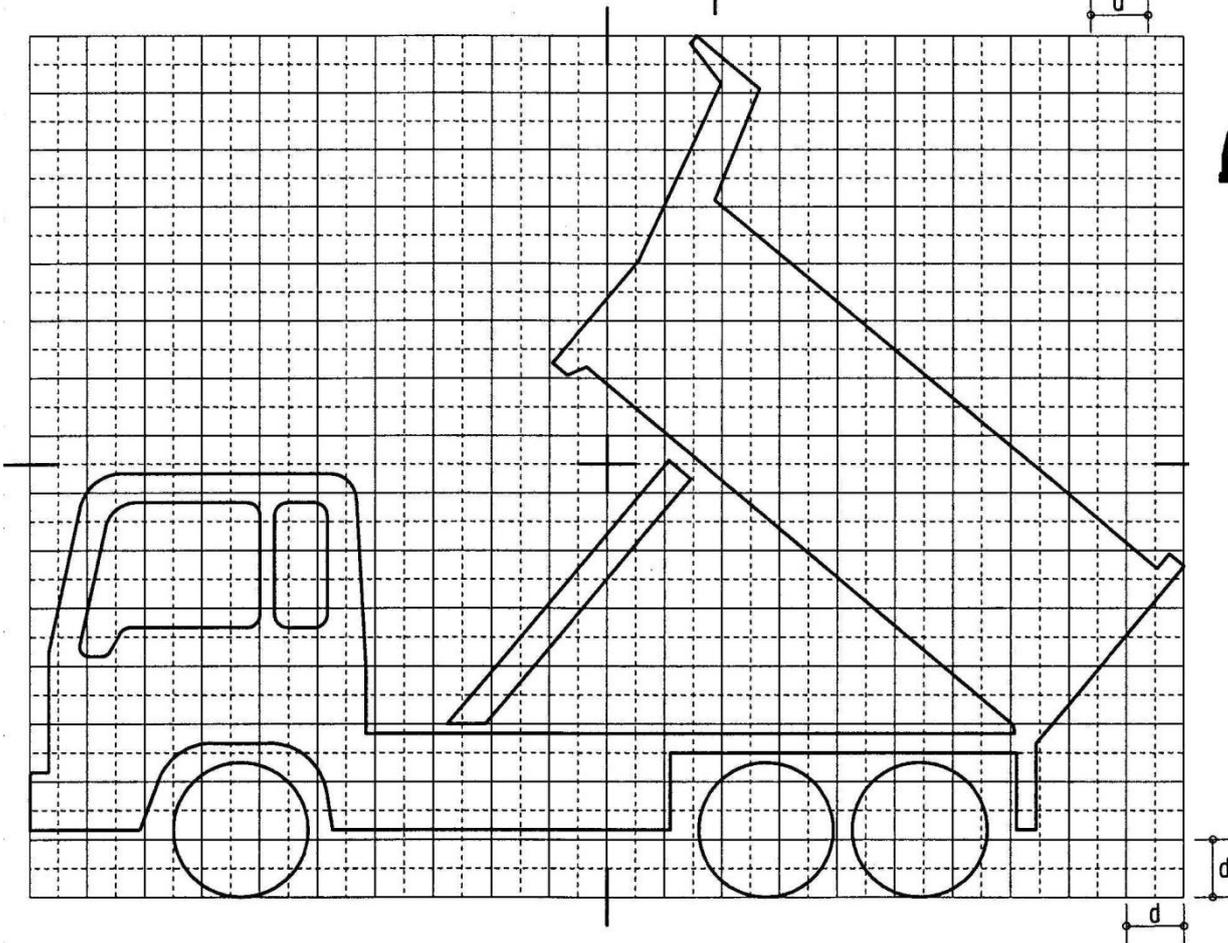
H=14d  
W=15d





**GDLS A2-5**

PARK 'N  
RIDE  
H=15d  
W=15d



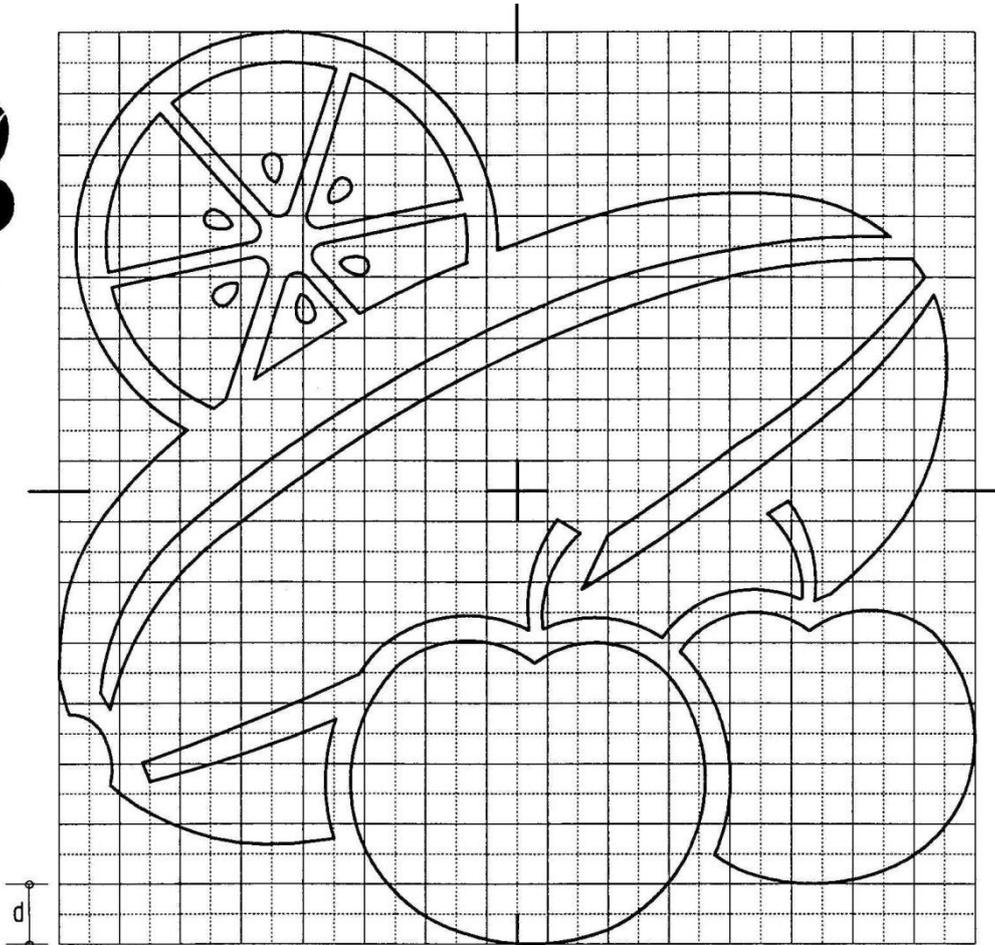
**GDLS A2-6**

WASTE  
DISPOSAL  
SITE  
H=15d  
W=20d



**GDLS A2-7**

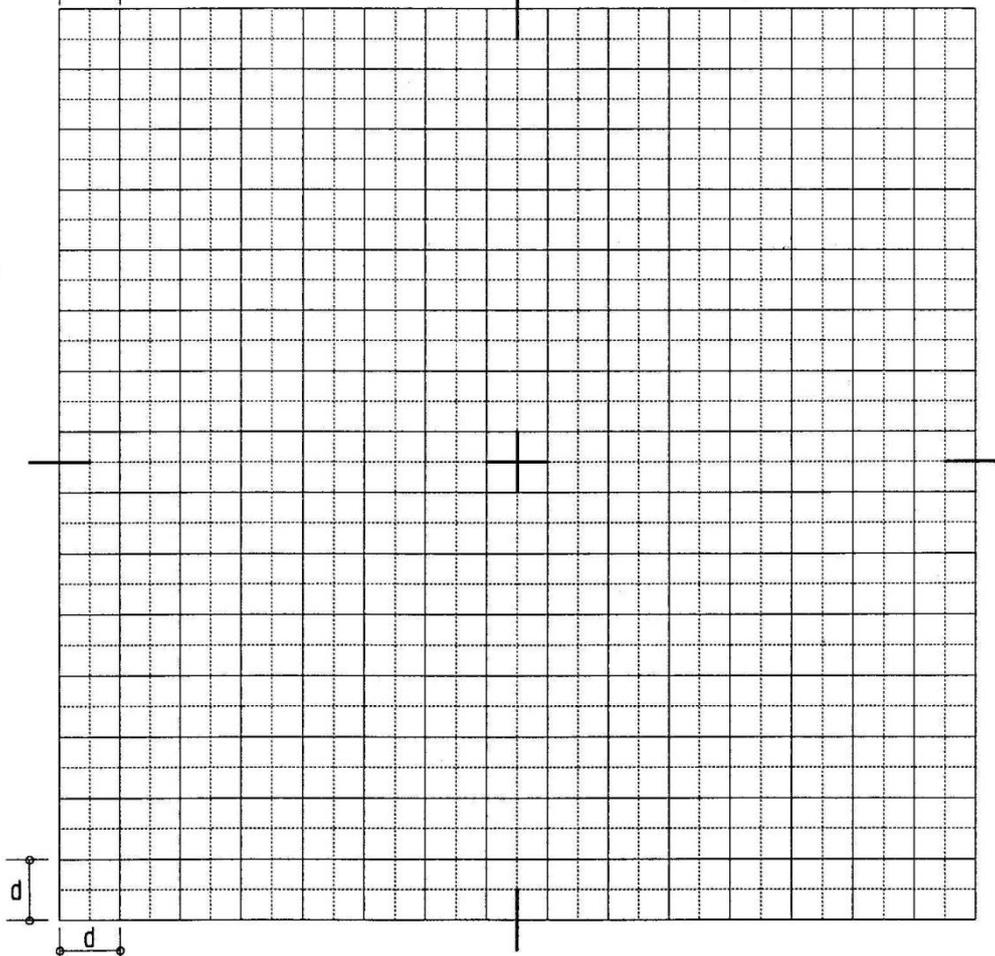
PRODUCE  
MARKET  
H=15d  
W=15d

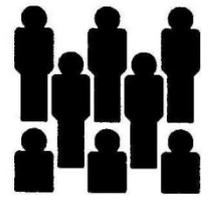
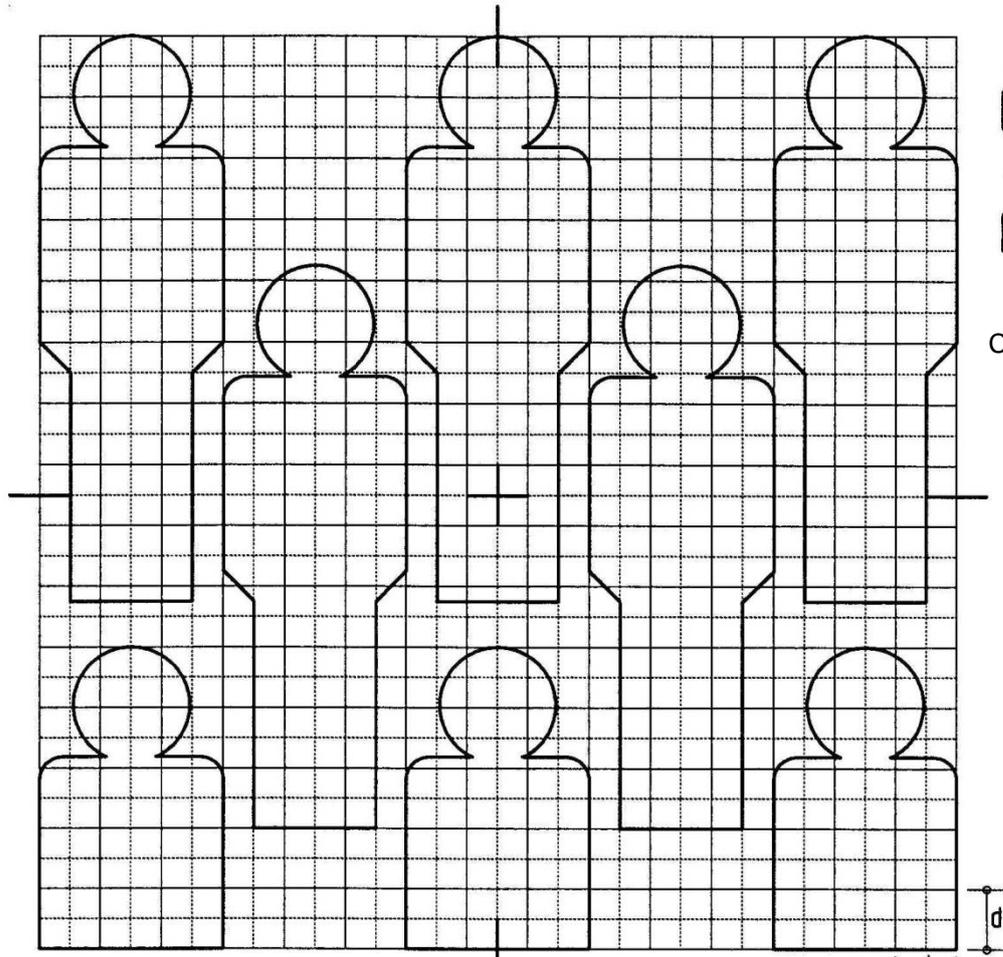


MAY 2017

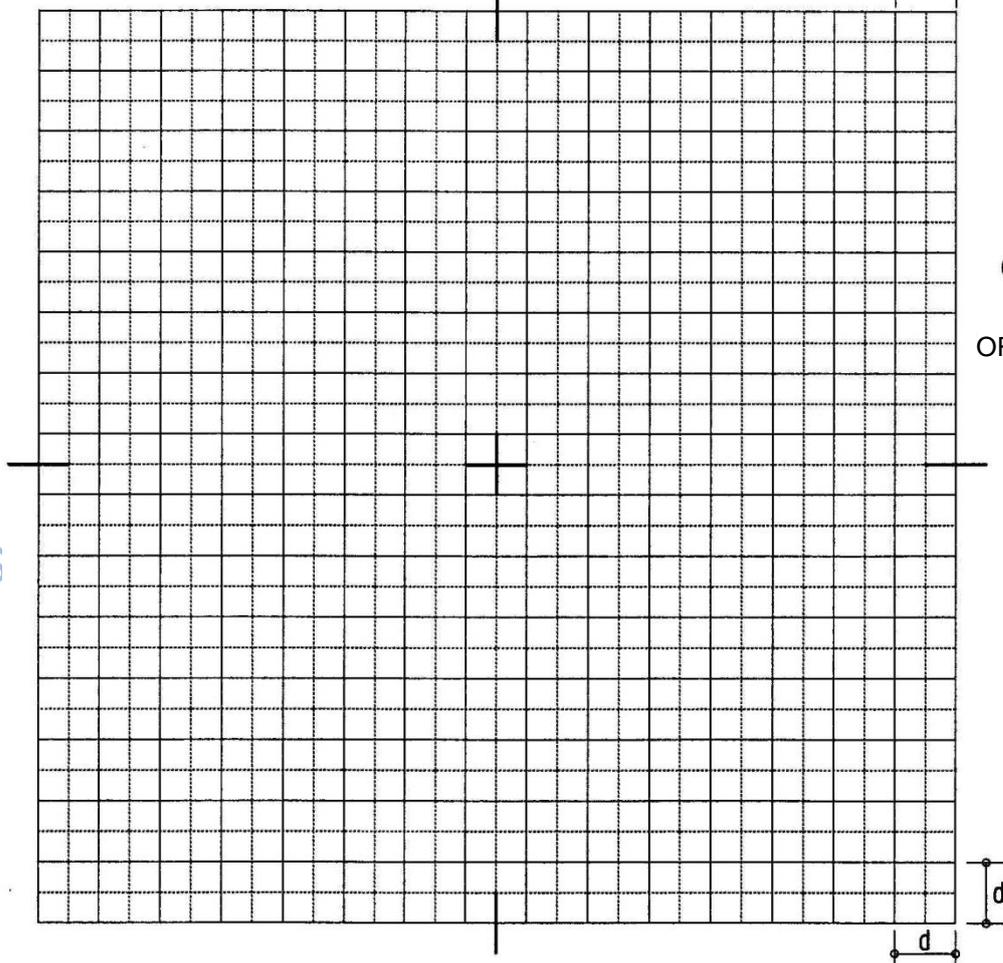
**GDLS A2-8**

ABATOIR  
H=15d  
W=15d





**GDLS A2-9**  
 CONFERENCE  
 FACILITIES  
 H=15d  
 W=15d



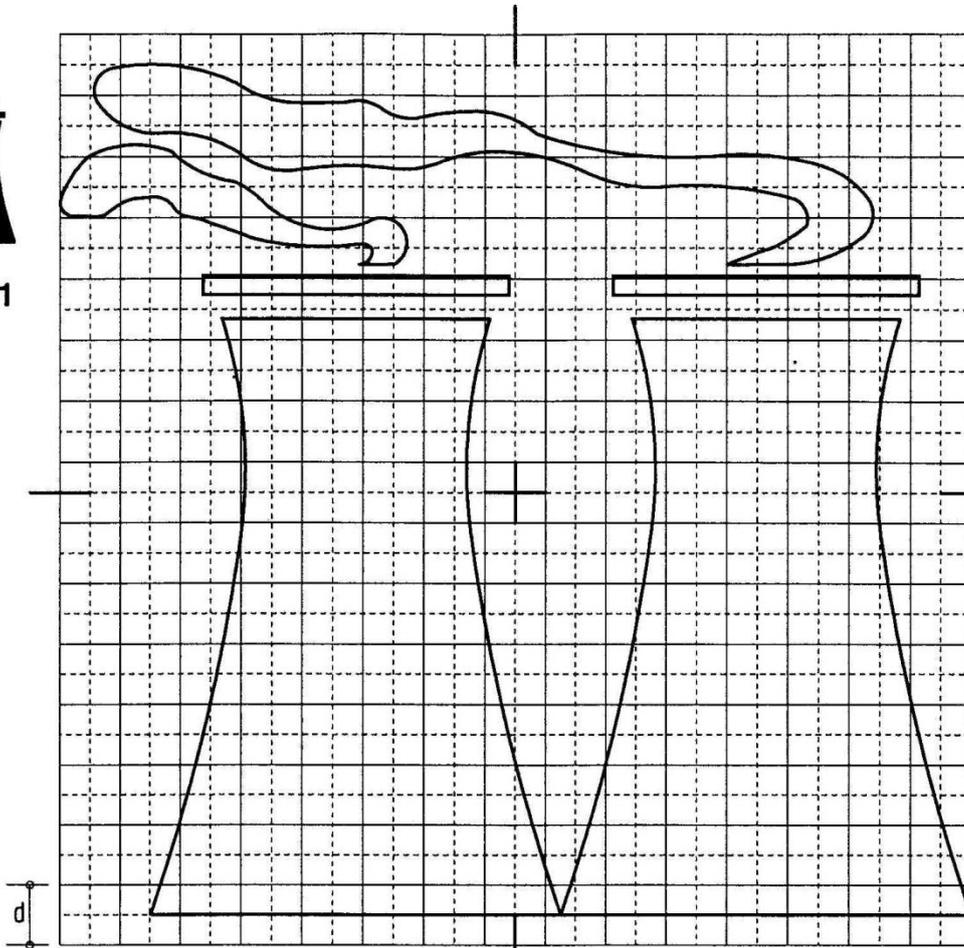
**GDLS A2-10**  
 RESEARCH  
 ORGANISATION  
 H=15d  
 W=15d

Reprod.



GDLS A2-11

POWER  
STATION  
H=14d  
W=15d

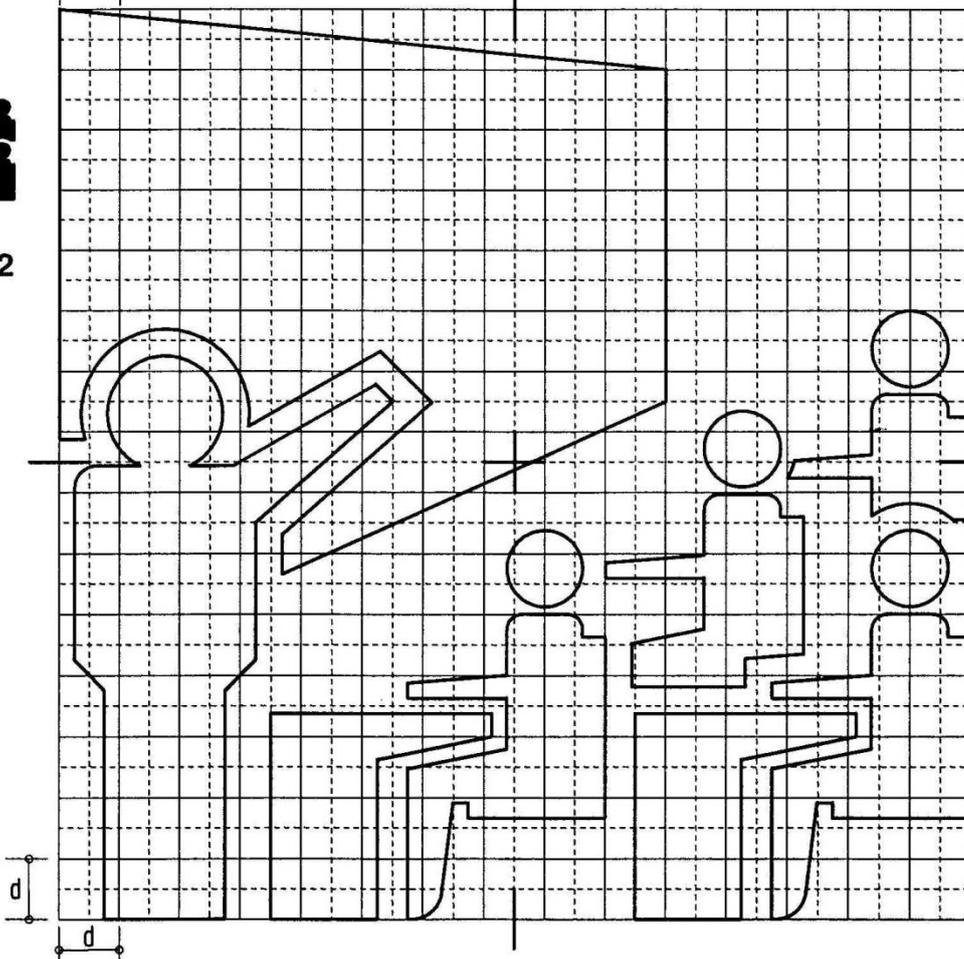


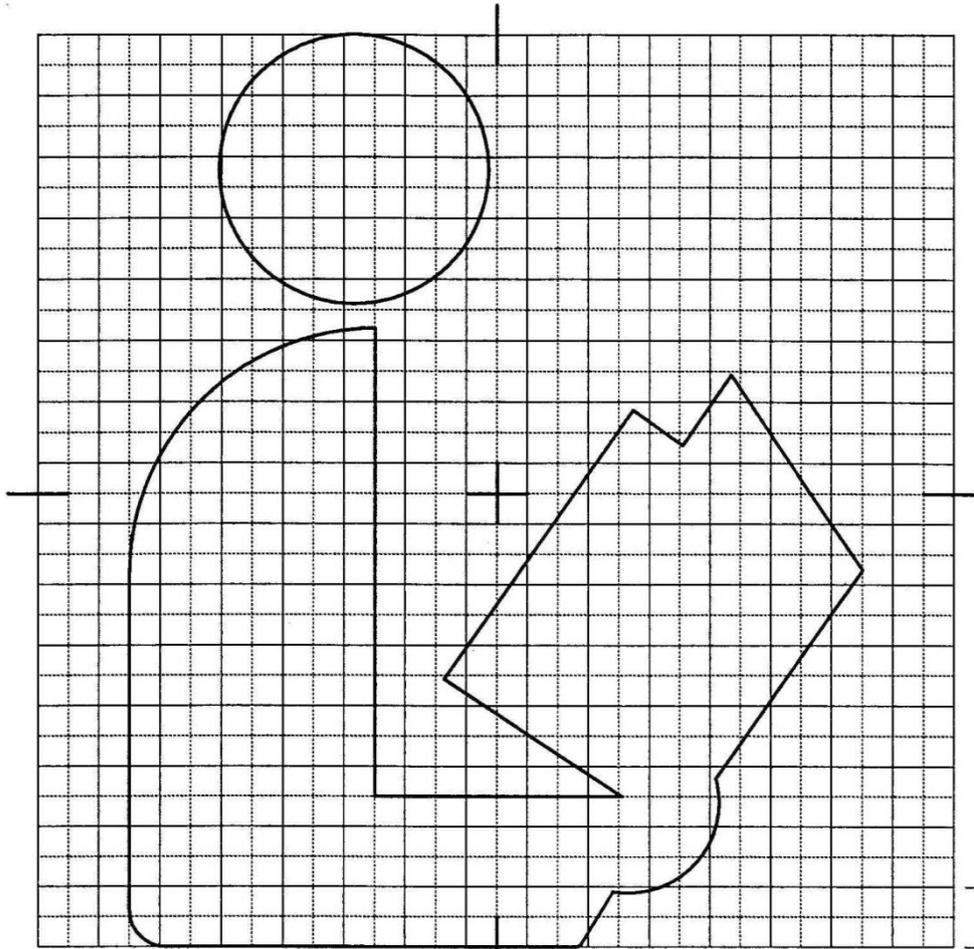
1 July 2017



GDLS A2-12

SCHOOL  
H=15d  
W=15d



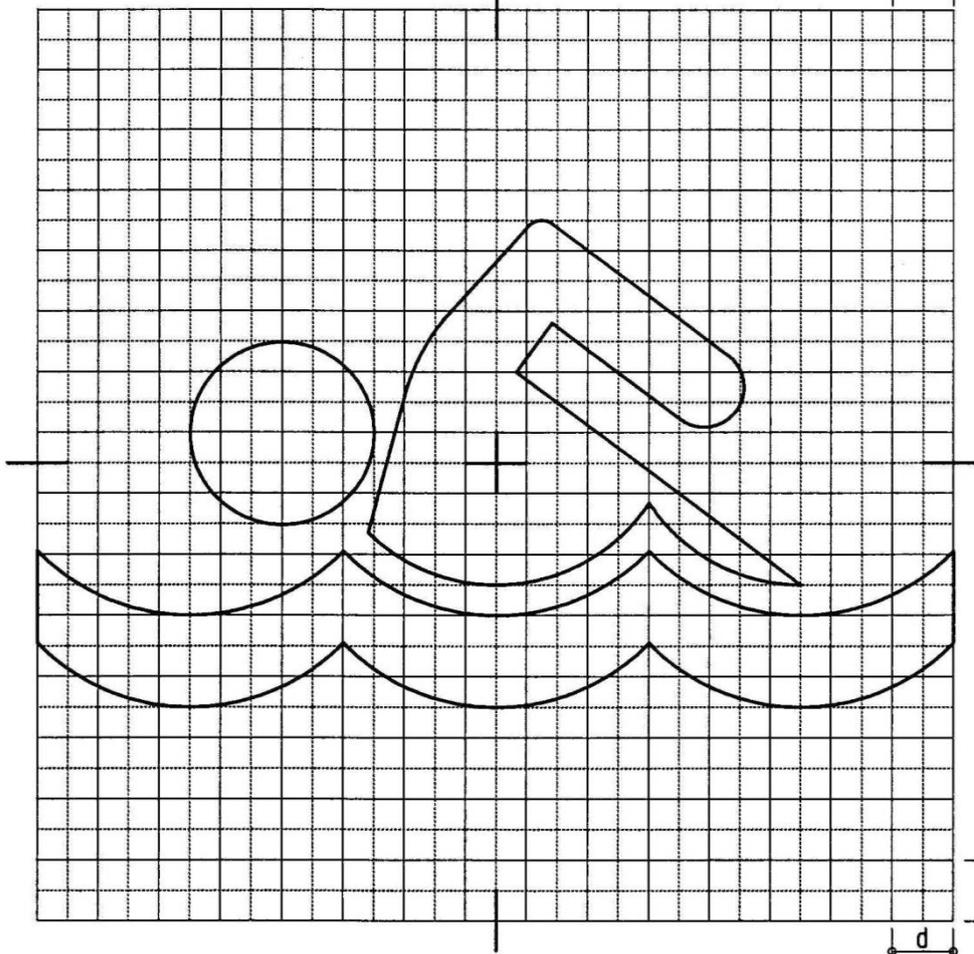


**GDLS A2-13**

LIBRARY

H=15d

W=12d



**GDLS A2-14**

SWIMMING

POOL

H=8d

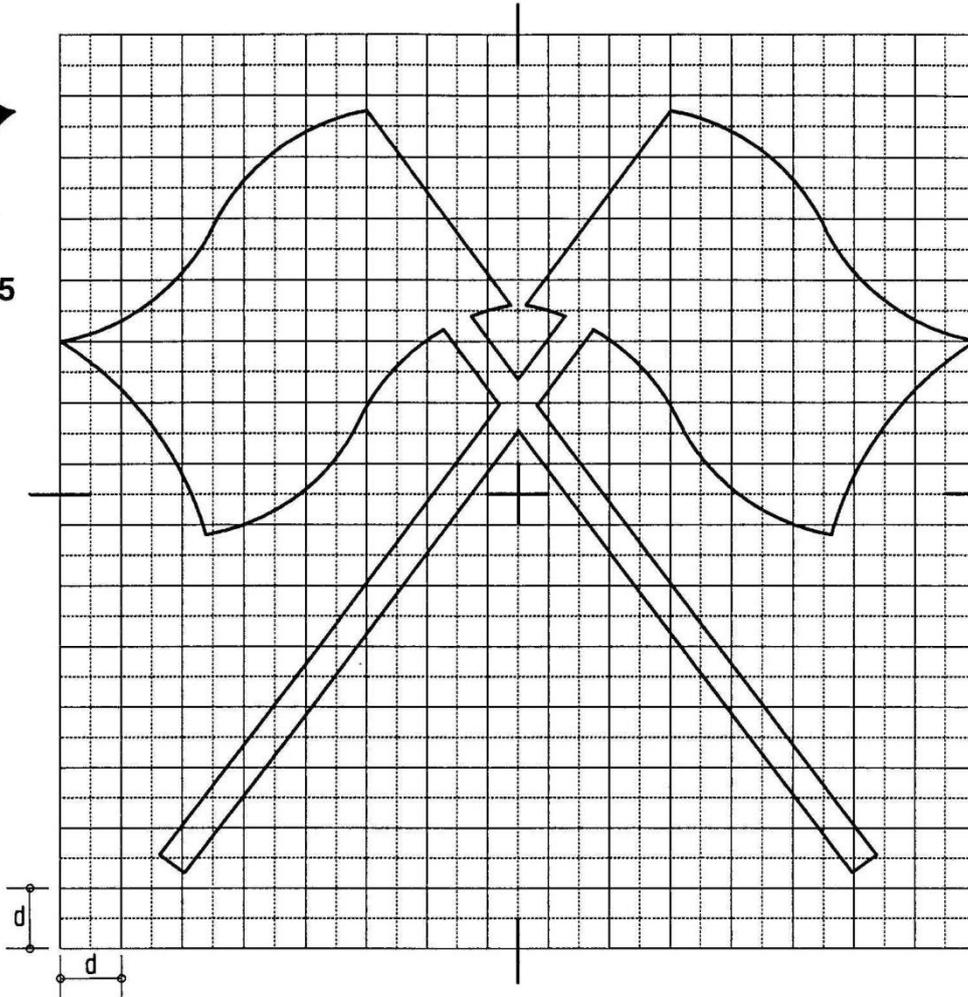
W=15d

Reprodi-



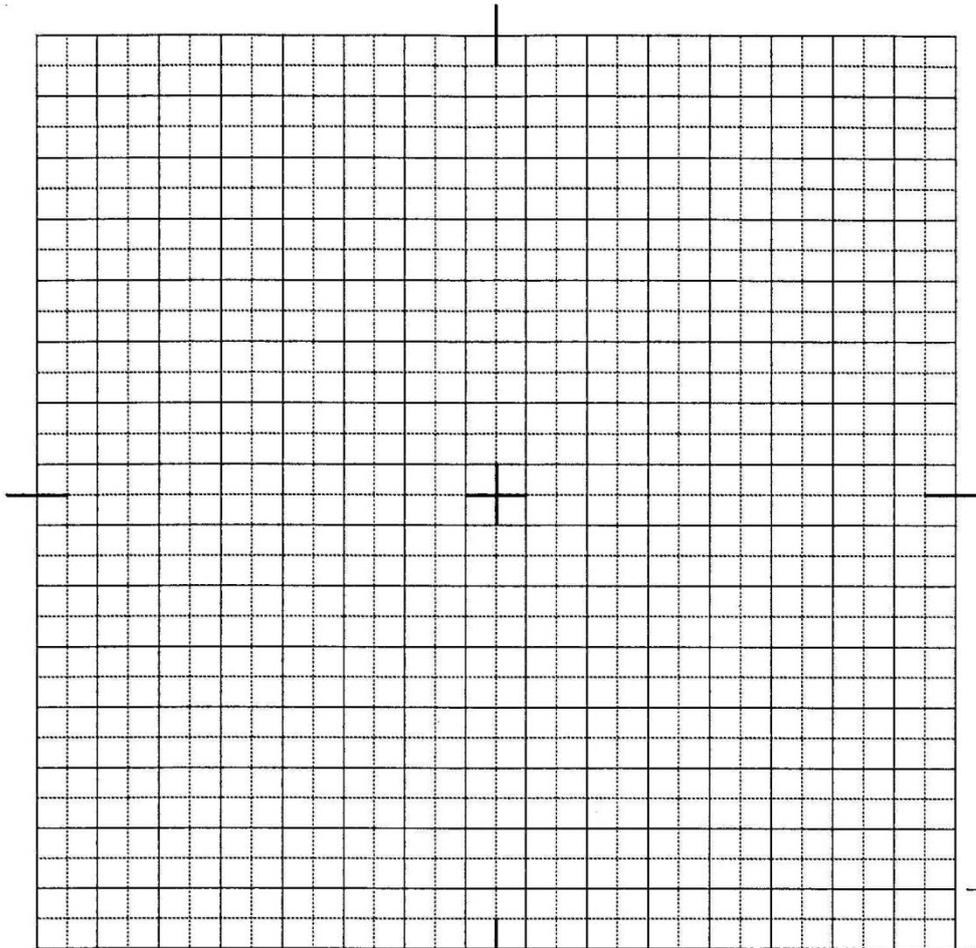
**GDLS A2-15**

BORDER/  
CUSTOMS  
POST  
H=15d  
W=12.5d

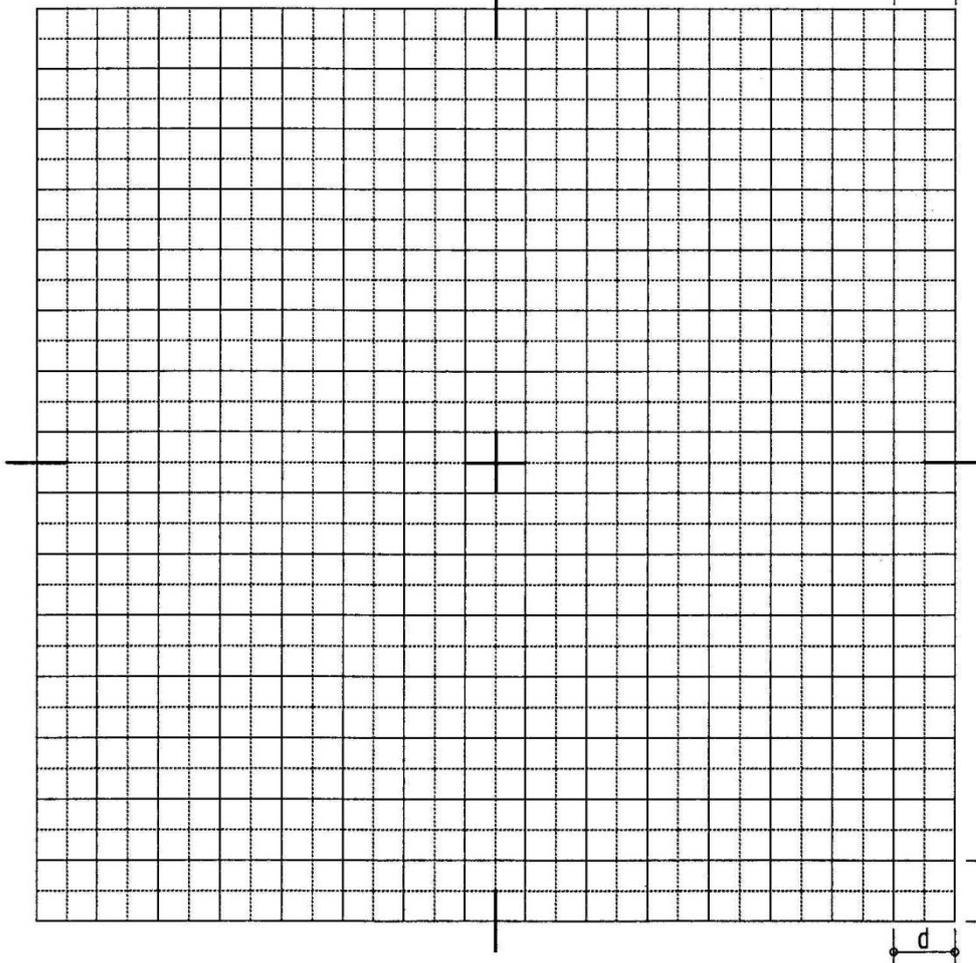


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**GDLS A3-1**  
CEMETARY  
H=15d  
W=15d



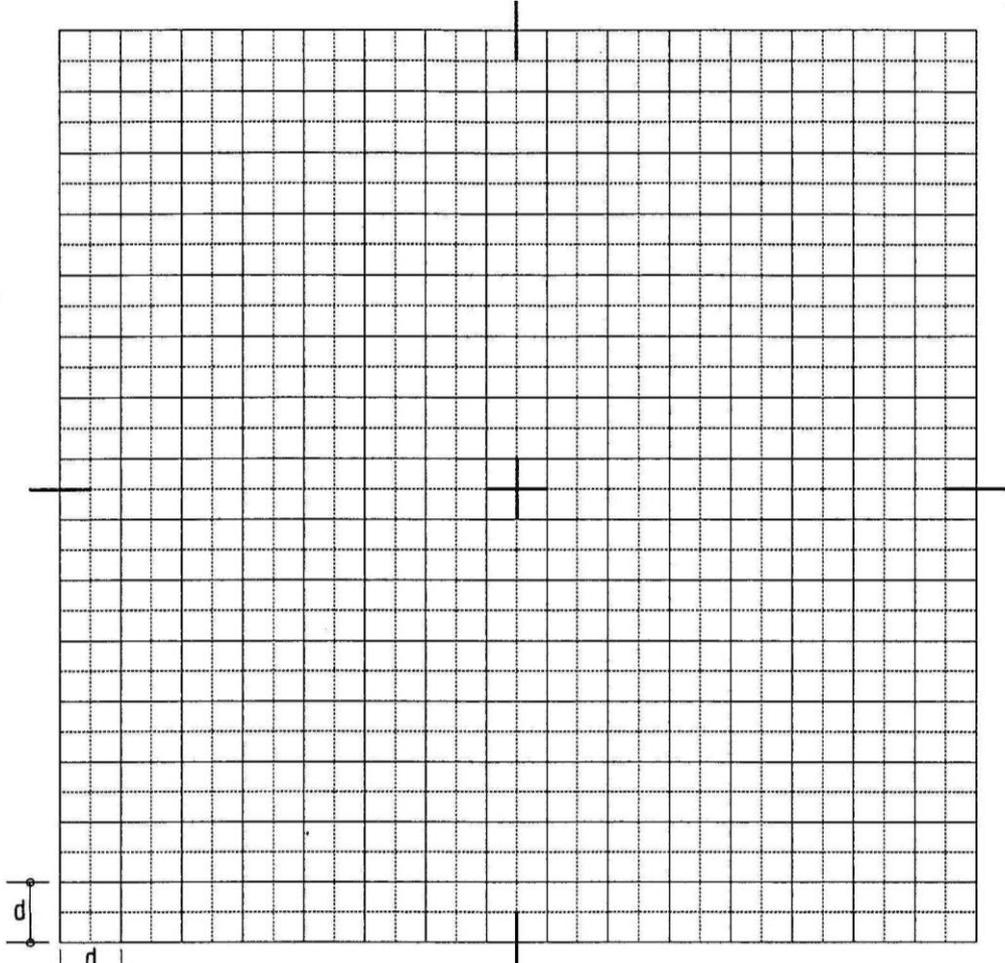
**GDLS A3-2**  
GARDEN  
REFUSE  
H=15d  
W=15d

Reprod.

**GDLS A3-3**

PLACE OF WORSHIP

H=15d  
W=15d

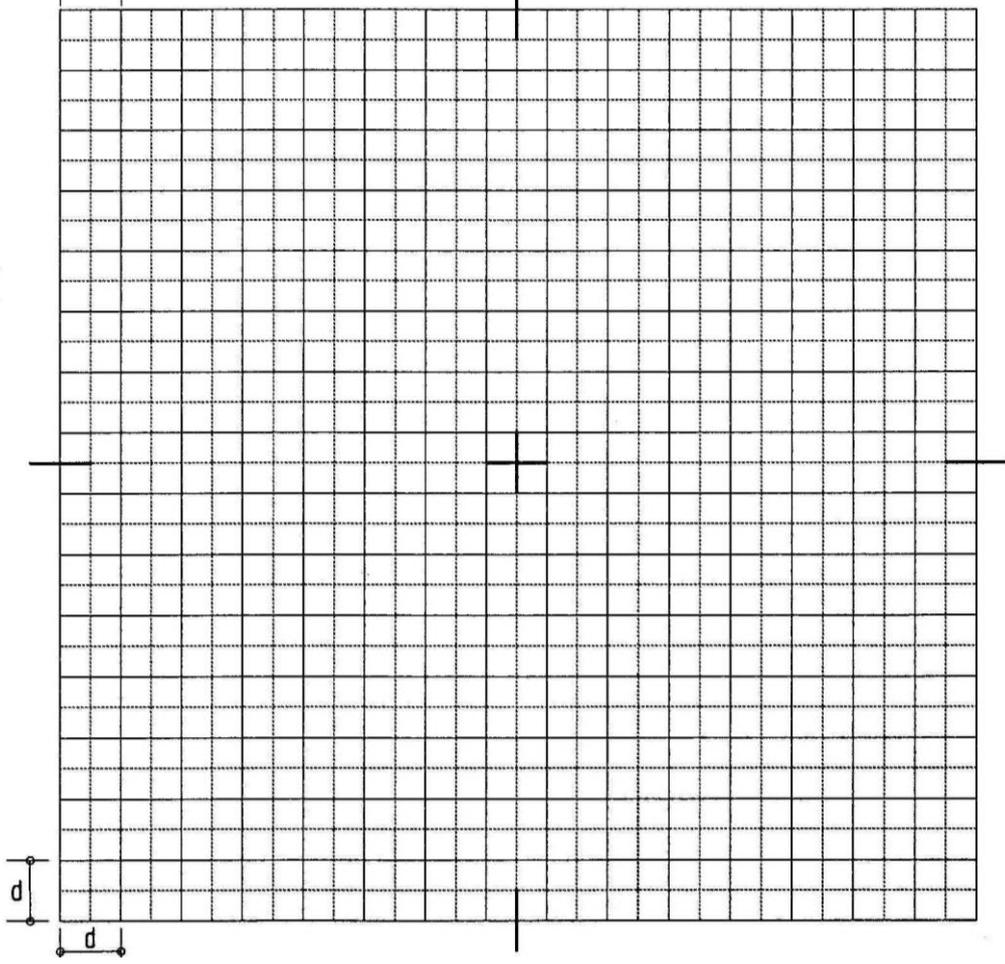


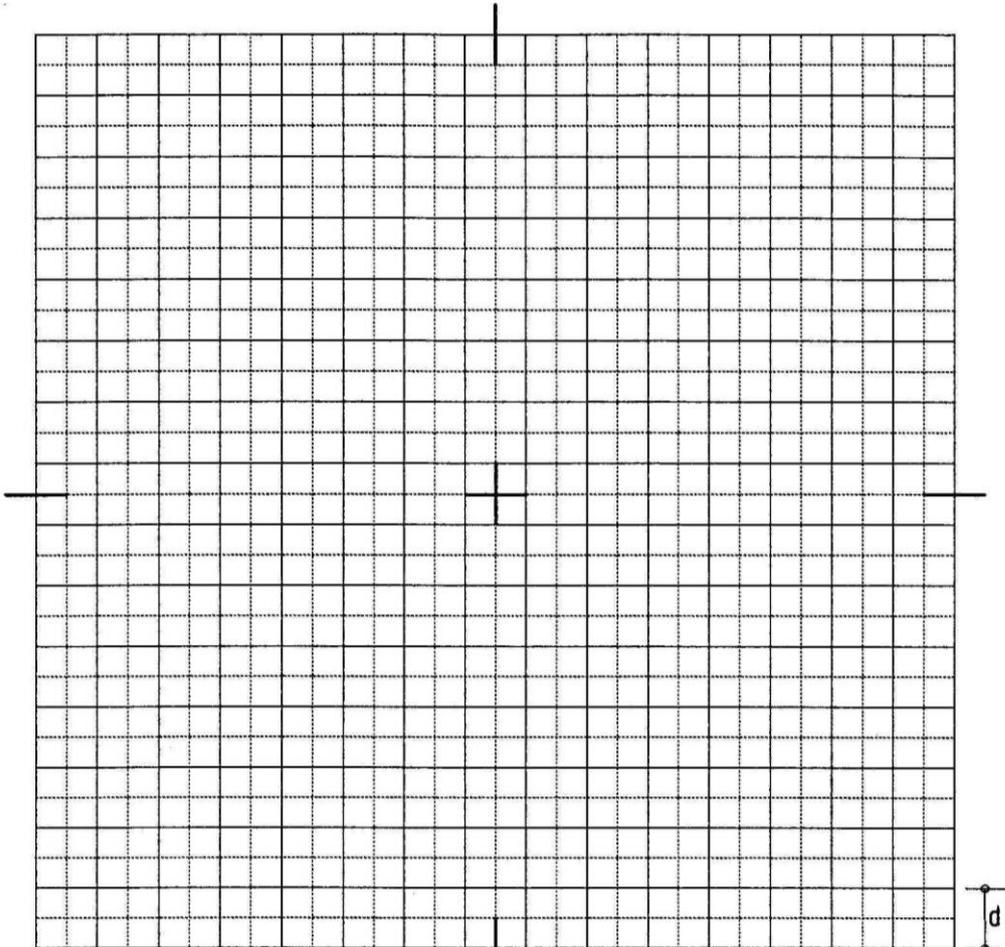
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**GDLS A3-4**

BROADCAST STATION

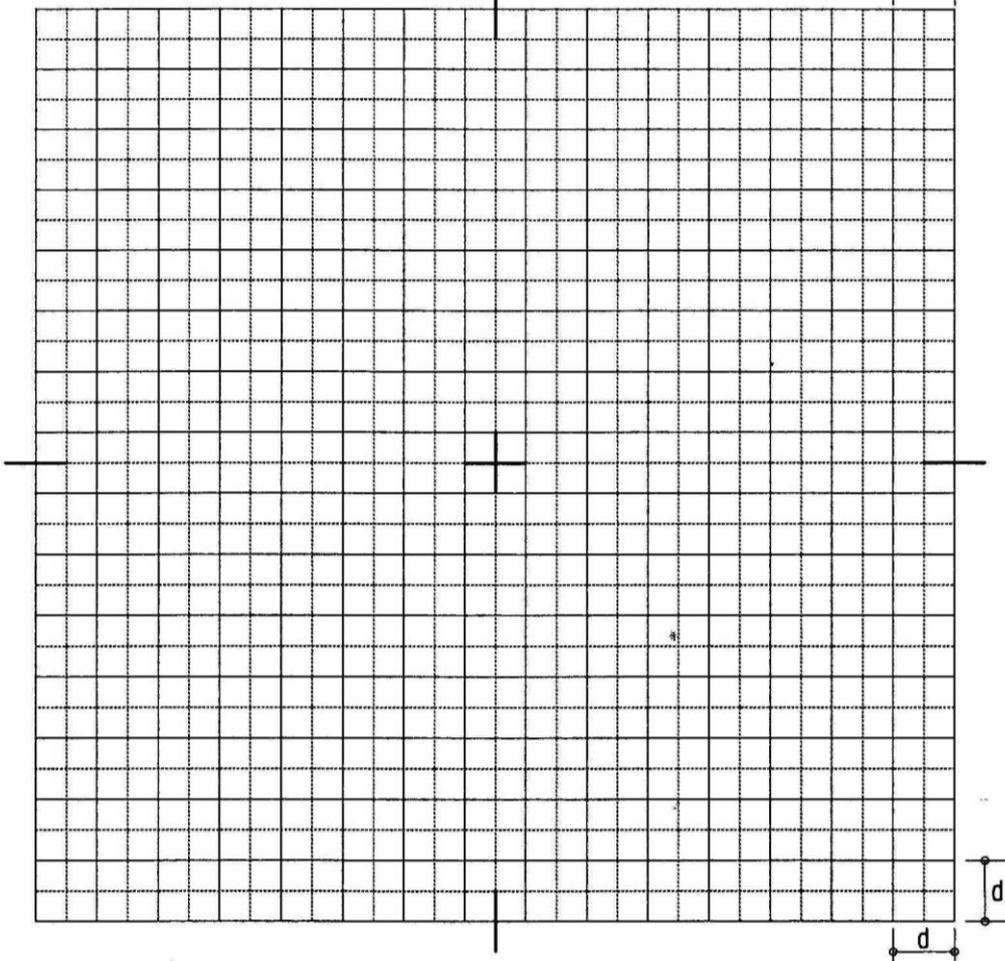
H=15d  
W=15d





**GDLS A3-5**  
DRIVE-IN  
THEATRE  
H=15d  
W=15d

J17



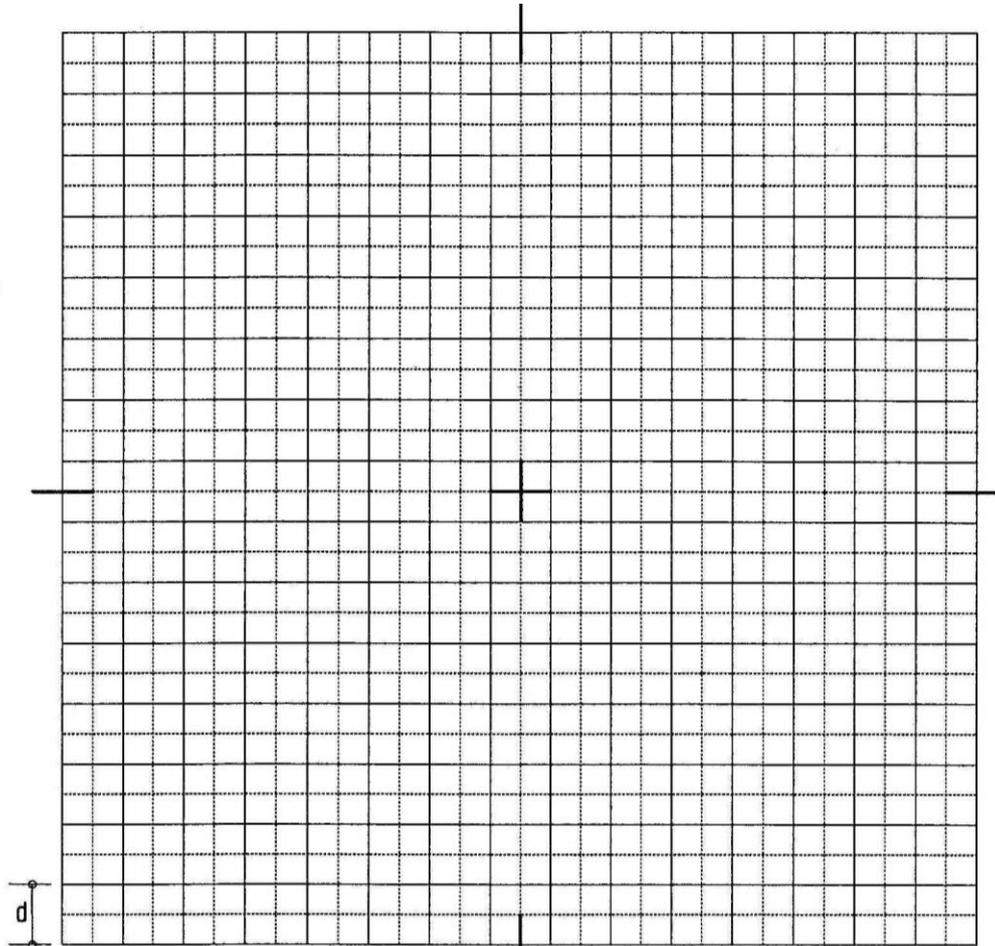
**GDLS A3-6**  
NURSERY  
(PLANTS)  
H=15d  
W=15d

Repro

**GDLS A3-7**

SPORTS  
CLUB

H=15d  
W=15d

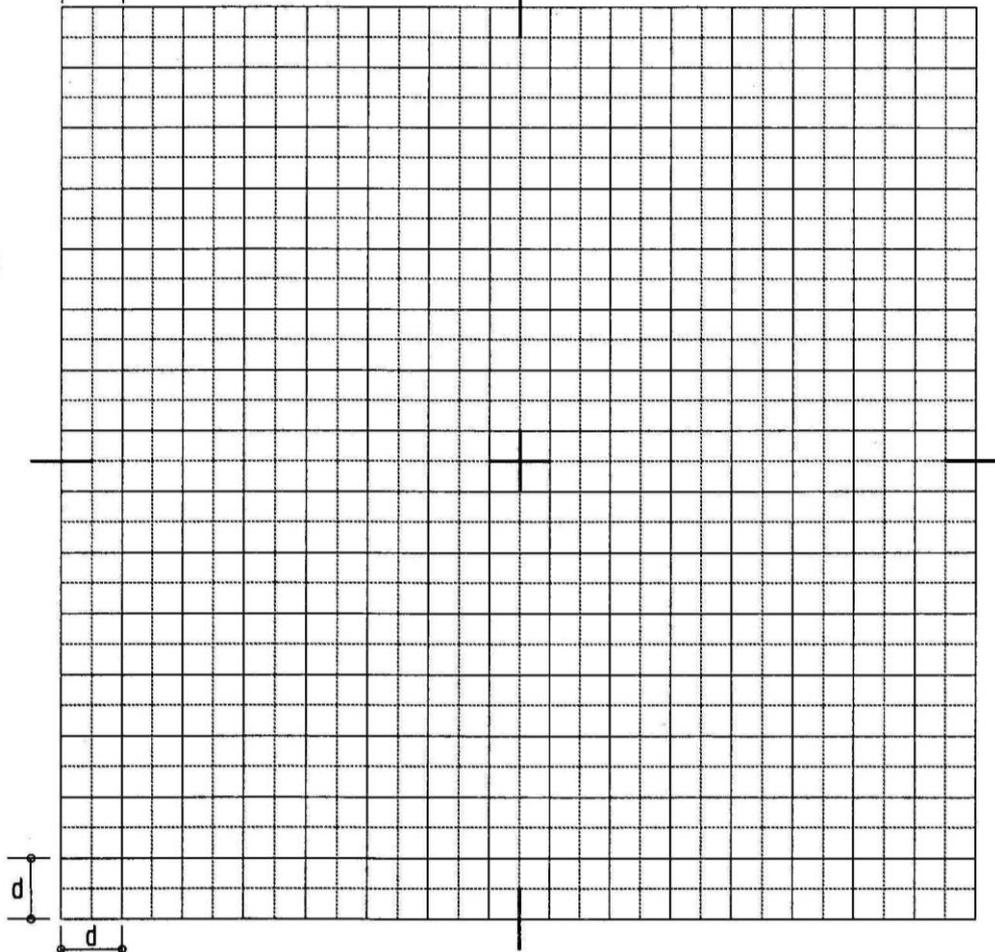


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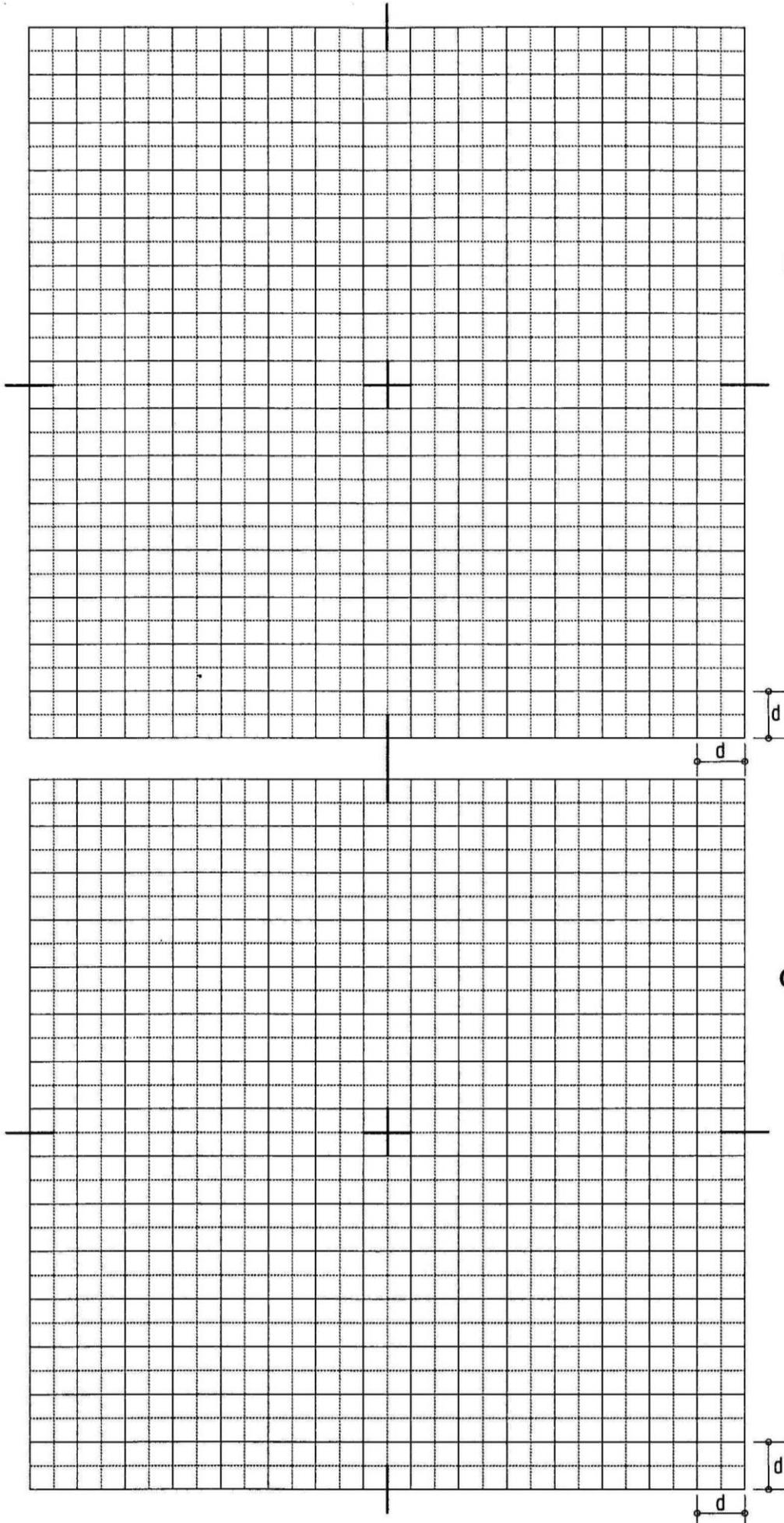
**GDLS A3-8**

TRAFFIC  
DEPT.

H=15d  
W=15d



4



**GDLS A3-9**  
ELECTRICITY  
DEPT.  
H=15d  
W=15d

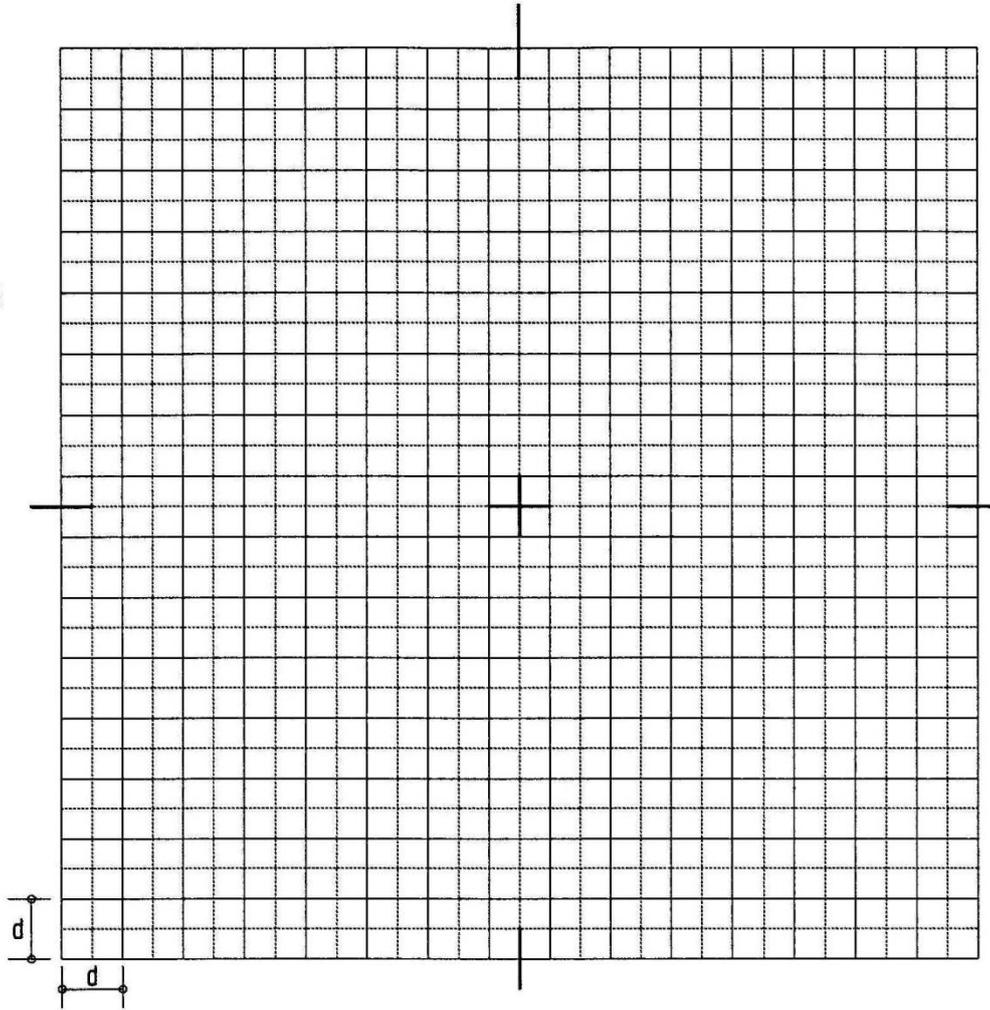
**GDLS A3-10**  
TESTING  
GROUND  
H=15d  
W=15d

Reprodi

**GDLS A3-11**

LICENCE  
OFFICES

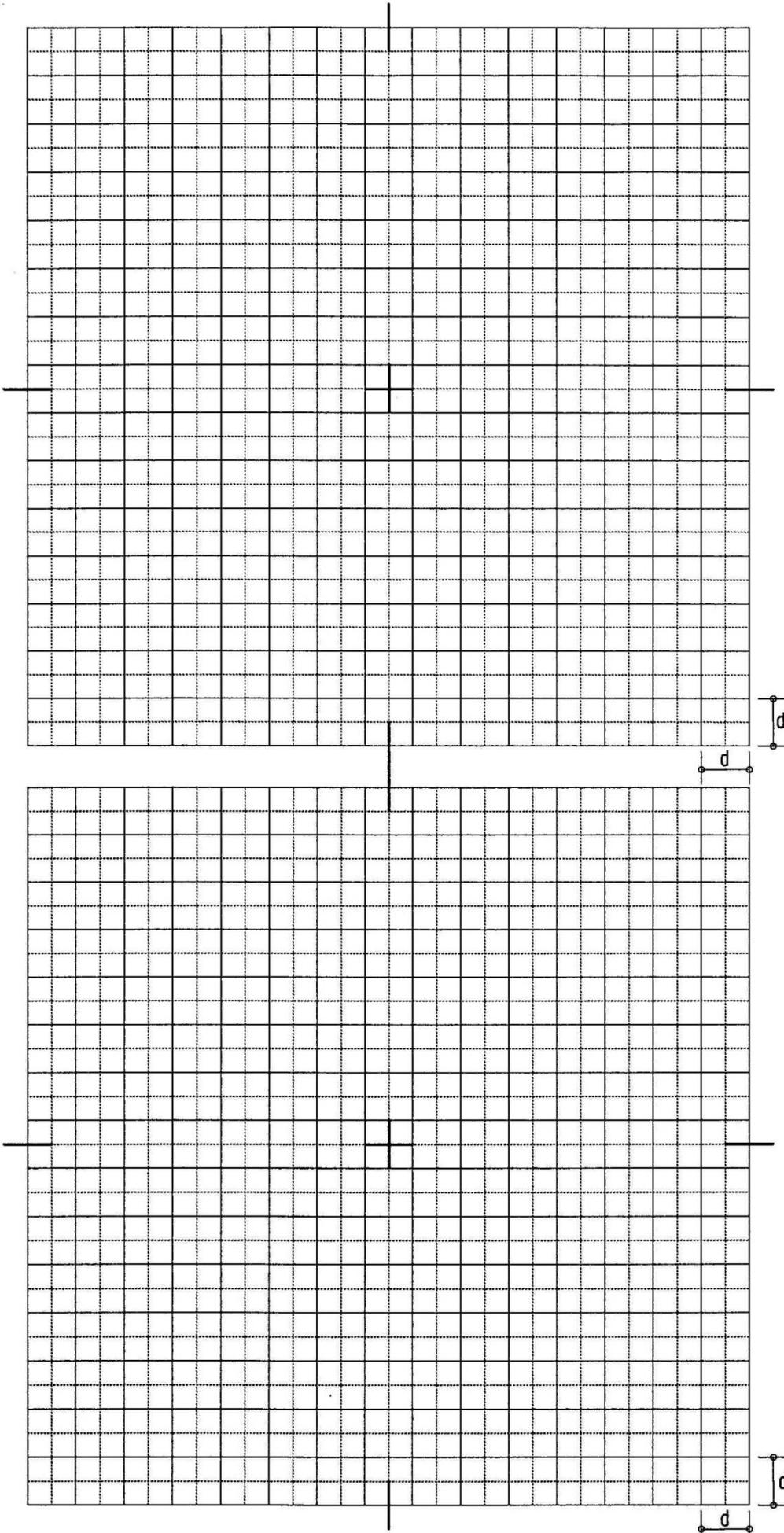
H=15d  
W=15d



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**GDLS A4-1**

CLINIC  
H=15d  
W=15d

**GDLS A4-2**

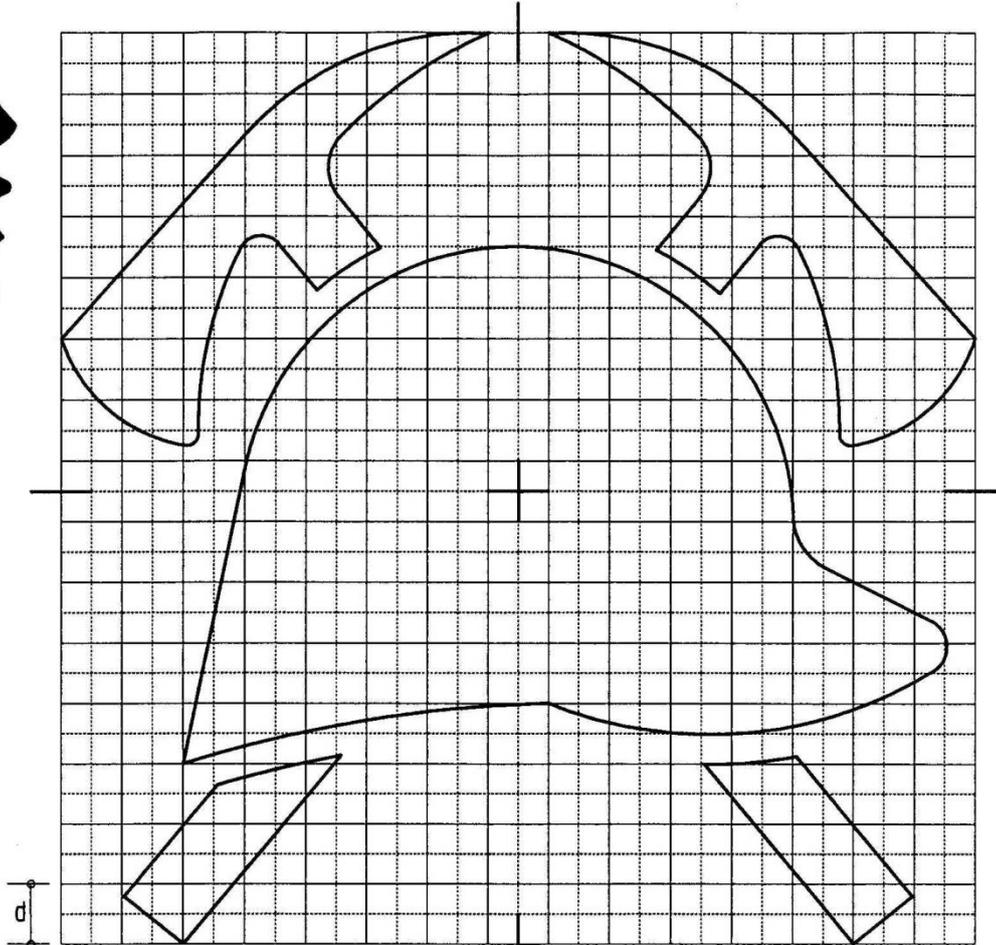
MEDICAL  
CENTRE  
H=15d  
W=15d

Repror



**GDLS A4-3**

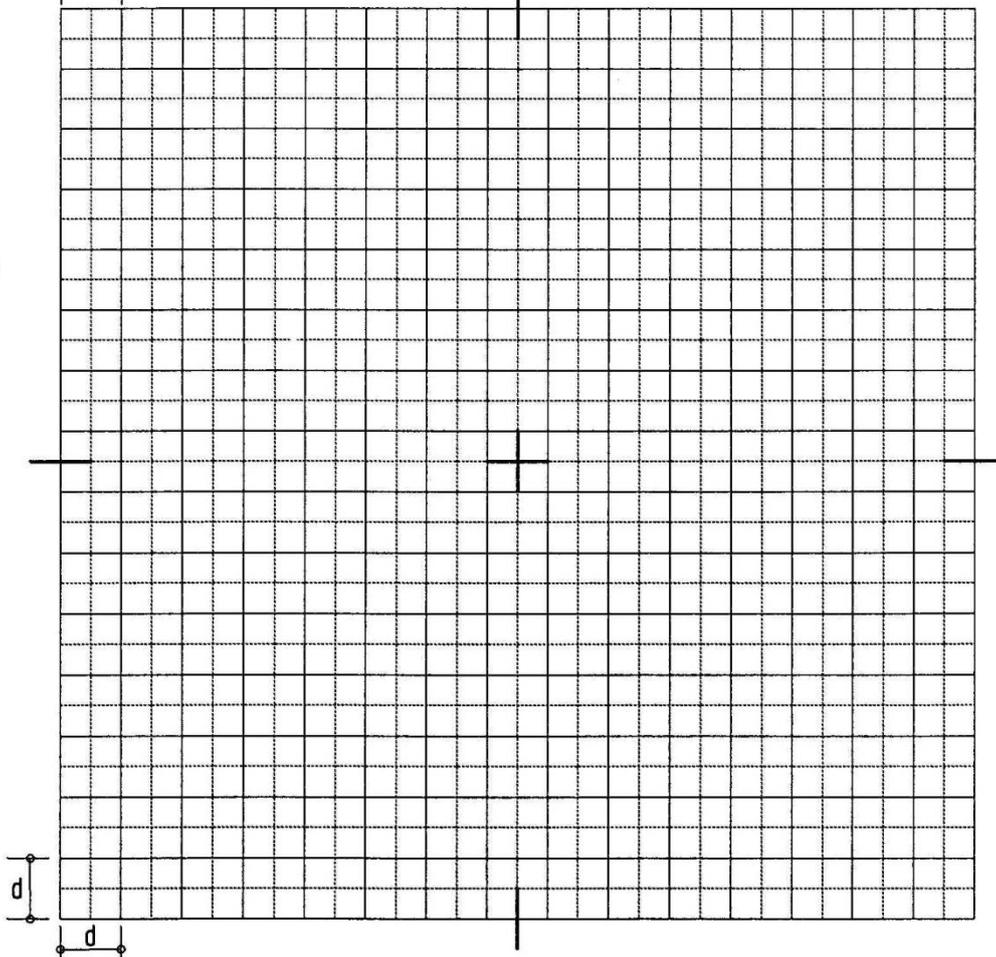
FIRE  
STATION  
H=15d  
W=15d



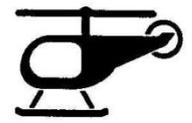
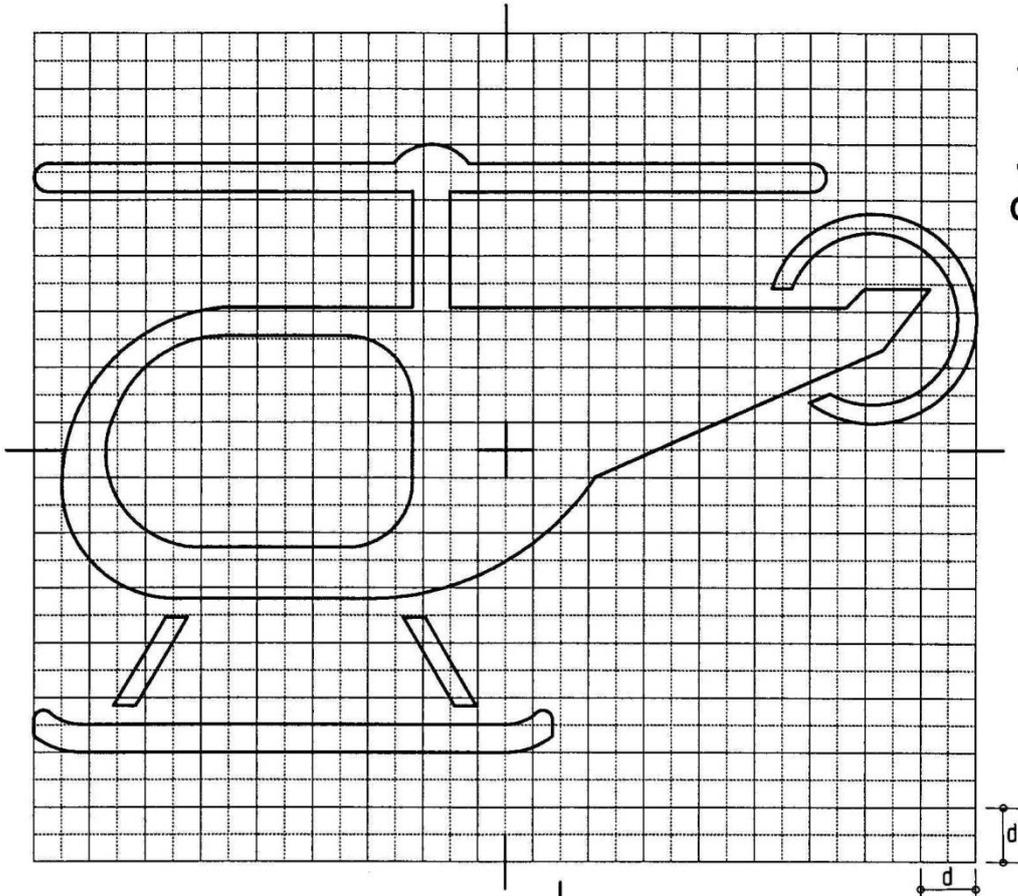
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**GDLS A4-4**

COMMUNITY  
CENTRE  
H=15d  
W=15d



P

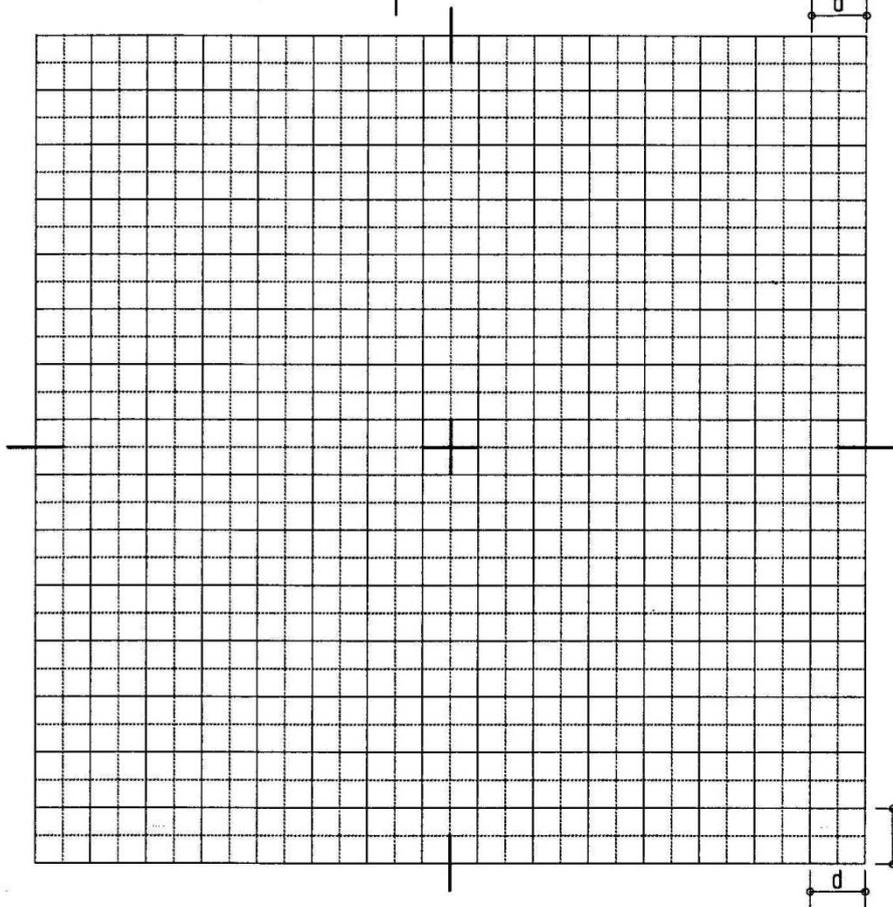


**GDLS A4-5**

HELIPORT

H=11d

W=17d



**GDLS A4-6**

SPCA

H=15d

W=15d

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