

NAMING OF INFRASTRUCTURE ASSETS PROCEDURE

1 **Scope:**

This procedure applies to infrastructure assets under Rockhampton Regional Council's control.

This procedure does not include naming of parks, reserves or sport facilities.

2 **Purpose:**

To ensure a consistent and transparent approach to the naming of Council's infrastructure assets.

3 **Related Documents:**

Primary

Naming of Infrastructure Assets Policy

Secondary

Local Government Act 2009

AS/NZS 4819:2011 Rural and Urban Addressing

AS 1742.5-1997 Manual of Uniform Traffic Control Devices – Part 5 Street Name and Community Facility Name Signs

4 **Definitions:**

To assist in interpretation, the following definitions apply:

Council	Rockhampton Regional Council
Council Table	The body of elected Councillors of Rockhampton Regional Council.
Infrastructure Asset	Roads and any other road related infrastructure under the control of Council.
New Development	A development which has been approved by Council through the development assessment process.
Region	Area defined by the electoral boundaries of Rockhampton Regional Council.
Road	As per section 59(2) of the <i>Local Government Act 2009</i> : (a) An area of land that is dedicated to public use as a road; or (b) An area of land that – (i) Is developed for, or has as one of its main uses, the driving or riding of motor vehicles; and (ii) Is open to, or used by, the public; or (c) A footpath or bicycle path; or (d) A bridge, culvert, ford, tunnel or viaduct.
Theme Name	Where all roads in an area are named according to a particular subject.

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5 Procedure:

The naming of infrastructure assets provides an opportunity to honour individuals and groups for contributions and achievements that deserve recognition. It also presents an opportunity to emphasise important landmarks, geographical features or history.

5.1 Naming Criteria for Infrastructure Assets Other Than Roads

When Council is approached or decides to consider naming or renaming an infrastructure asset, the following will be given a higher priority:

- A name that is suggestive of the peculiarity of a geographical feature, eg shape, vegetation, etc;
- A name that has historical, cultural or local significance;
- Nominees who have contributed time, money or services to the community that were not part of their work, for at least 10 years;
- Nominees who have been recognised in their field of expertise at a national level or higher;
- A name that receives more than 50% of nominations; or
- A name that satisfies multiple criteria.

Family names that have already been used will not be considered even though it refers to a different family. In this case, consideration will be given to using the person's full name, eg Jo Bloggs Bridge.

Names will be appropriate to the physical, historical or cultural character of the area concerned. Except where an individual receives significant community support, personal names will only be given posthumously.

The origin of each name will be clearly stated and subsequently recorded.

5.2 Naming Criteria for Road Assets

Nominations to name road assets, including roads created by a 'new' development, are to be assessed against the following criteria:

5.2.1 Uniqueness

Name duplication within the local government area will be avoided. Where possible, duplication of names in proximity to adjoining local government areas will also be avoided. However, roads crossing local government boundaries will have the same name.

Where a curved road loops back to the same road from which it started, the consequent existence of two nearby intersections with the same name pairs should be avoided.

5.2.2 Sources

Preferred sources for road names include:

- Aboriginal names;
- Locality history;
- Early explorers, pioneers, settlers;
- War/casualty lists; or
- Thematic names such as flora, fauna or ships.

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Department: Regional Services
Section: Civil Operations
Page No.: Page 2 of 5

The relevant aboriginal authority should be consulted when choosing aboriginal names, unless Council already has an agreed list of appropriate names.

5.2.3 Propriety

Names which are characterised as follows should be avoided:

- Offensive or likely to give offence;
- Incongruous or out of place; or
- Commercial or company.

5.2.4 Communication

In order to assist the public to read, understand and recognise names quickly and efficiently, the following should be observed:

- Names should be reasonably easy to read, spell and pronounce; and
- Unduly long names and names composed of two or more words should be avoided; in particular:
 - The use of given names will only included with a family name where it is essential to identify an individual or avoid ambiguity.
 - Whilst street and cul de sac names should have only one word, it is recognised that some roads require a two-word name because of their geographical relationship, eg Hidden Valley Road.

5.2.5 Spelling

Where it is intended that a road has the same name as a place or feature with an approved or accepted geographical name, particular care should be taken to ensure that the correct spelling is adopted unless there are exceptional circumstances requiring a different spelling to be used.

Where names have been changed or corrupted by long established local usage, Council will not attempt to restore the original form. The spelling which is sanctioned by general usage should be adopted, eg Berry/Barry, Schwarz/Schwartz.

Road names proposed or approved will not contain abbreviations, eg the 'Creek' in Limestone Creek Road' should not be abbreviated. The exception to this is 'ST', which should always be used in place of 'Saint'.

5.2.6 Form

The apostrophe mark will be omitted in the possessive case, eg 'Smith's Road' should be Smiths Road.

Possessive 's' will be deleted unless the euphony becomes harsh, eg 'Smith Road.

The use of hyphens will be avoided.

5.2.7 Additional Suffix or Prefix

The use of a compass point prefix or an additional suffix such as 'north' or 'extension' should be avoided, eg Ivey Street West.

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Adopted/Approved: Adopted, 12 March 2013
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Department: Regional Services
Section: Civil Operations
Page No.: Page 3 of 5

5.2.8 Road Type Principles

When a road type with a geometric or geographic connotation is chosen, it will reflect the form of the road. Examples include:

- Crescent - This should be a crescent or half moon, rejoining the road from which it starts.
- Esplanade - This should be open, level and often along the seaside or a river.
- Cul-de-sac - For a cul-de-sac, one should use Place, Close, Court or a road type with a similar connotation.

A list of recommended road types and abbreviations is given in the table below.

Arcade	ARC	Junction	JNC
Avenue	AV	Lane	LA
Boulevard	BVD	Parade	PDE
Circuit	CCT	Parkway	PWY
Circle, Circlet, Circus	CIR	Place, Plaza	PL
Close	CL	Quay	QY
Court	CT	Road	RD
Crescent	CR	Square	SQ
Drive	DR	Street	ST
Esplanade	ESP	Terrace	TCE
Gardens	GDN	Way	WY
Grove	GR		

5.2.9 Signboard Length

Whenever practicable, names will be confined to word lengths which can be accommodated on street name signboards without exceeding the lengths recommended:

- No more than 1200mm for single post end mounted.
- No more than 1800mm for single post centre mounted.
- Signs at intersections on roads of 80km/h and greater will be 200mm deep with 130mm lettering on the sign facing the high speed traffic.

5.3 Identification of Private Signage

Where a signpost is erected at the entry to a private road by a developer, a logo will be located at the support end of an end mounted sign.

Alternatively, if the organisation has no logo then the sign will be coloured in accordance with Table 2.2 of AS 1742.5-1997 Manual of Uniform Traffic Control Devices – Part 5 Street Name and Community Facility Name Signs. The standard service sign colours of white legend on blue background and directional sign colours of white legend on standard green background will not be used in the Region.

5.4 Theme Name Areas

Where applicable, a developer will submit to Council a proposal to establish a theme name area including a detailed explanation of the theme basis and the suggested names.

Roads leading from one theme area to another will have a generic based name.

The use of theme names in areas where theme names have been established will be continued where possible.

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Department: Regional Services
Section: Civil Operations
Page No.: Page 4 of 5

5.5 New Developments

When a new road is created, whether it be taken over by Council as a public asset or retained within a development as a private road or street; the developer will offer three alternative names, in order of preference, for each road created.

Council may choose to select one of the three names offered by the developer or if inconsistent with an adopted theme or specifically non-secular, adopt an alternative.

5.5.1 Approvals

Theme names proposed for a new development by private developers will be approved by the Strategic Planning unit.

Road names proposed for a new development by private developers will be approved by the Development Engineering unit.

5.6 Alternative Road Names

The Strategic Infrastructure unit will maintain a list of alternative names that may be utilized. Alternative names may be sourced from, but are not limited to unsolicited submissions made by the public. Before a name is selected, it must be assessed against the criteria outlined in section 5.2.

Road names must be in accordance with Australian Standards.

6 Review Timelines:

This procedure will be reviewed when any of the following occur:

- 6.1 The related information is amended or replaced; or
- 6.2 Other circumstances as determined from time to time by the General Manager.

7 Responsibilities:

Sponsor	Chief Executive Officer
Business Owner	General Manager Regional Services
Procedure Owner	Manager Civil Operations
Procedure Quality Control	Corporate Improvement and Strategy

EVAN PARDON
CHIEF EXECUTIVE OFFICER

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Section: Civil Operations
Page No.: Page 5 of 5