

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

The purpose of this procedure is to ensure a consistent and transparent approach to the naming of Council's infrastructure assets.

3 Related Documents

3.1 Primary

Naming of Infrastructure Assets Policy

3.2 Secondary

Local Government Act 2009

Manual of Uniform Traffic Control Devices – Part 5 Street Name and Community Facility Name Signs (AS 1742.5-2017) - Australian Standard

Rural and Urban Addressing (AS/NZS 4819:2011) - Australian/New Zealand Standard

4 Definitions

To assist in interpretation, the following definitions apply:

Council	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	Rockhampton Regional Area defined by the Local Government Areas of Queensland.
Road	As defined in 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 1 of its main uses, the driving or riding of motor vehicles; and (ii) Is open to, or used by, the public; or

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	(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.

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 are given a higher priority:

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

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

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

The origin of each name is 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 assessed against the following criteria:

5.2.1 Uniqueness

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

5.2.2 Sources

Preferred sources for road names include:

- (a) First Nations people names;
- (b) Locality history;
- (c) Early explorers, pioneers, settlers;
- (d) War/casualty lists; or
- (e) Thematic names such as flora, fauna or ships.

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The relevant First Nations groups should be consulted when choosing First Nations people names, unless Council already has an agreed list of appropriate names.

5.2.3 Propriety

Names which are characterised as follows should be avoided:

- (a) Offensive or likely to give offence;
- (b) Incongruous or out of place; or
- (c) 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:

- (a) Names should be reasonably easy to read, spell and pronounce; and
- (b) Unduly long names and names composed of two or more words should be avoided; in particular:
 - (i) The use of given names are only included with a family name where it is essential to identify an individual or avoid ambiguity; and
 - (ii) 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, for example Hidden Valley Road.

5.2.5 Spelling

Where it is intended 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 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 does not attempt to restore the original form. The spelling which is sanctioned by general usage should be adopted, for example Berry/Barry, Schwarz/Schwartz.

Road names proposed or approved do not contain abbreviations, for example 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 is omitted in the possessive case, for example 'Smith's Road' should be Smiths Road.

Possessive 's' are not used unless the euphony becomes harsh, for example Smith Road.

The use of hyphens is 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, for example Ivey Street West.

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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:

- (a) Crescent - This should be a crescent or half moon, re-joining the road from which it starts.
- (b) Esplanade - This should be open, level and often along the seaside or a river.
- (c) 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, Circler, 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 are confined to word lengths which can be accommodated on street name signboards without exceeding the lengths recommended:

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

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5.3 Identification of Private Signage

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

Alternatively, if the organisation has no logo the sign is coloured in accordance with Table 2.2 of Manual of Uniform Traffic Control Devices (AS1742.5-). The standard service sign colours of white legend on blue background and directional sign colours of white legend on standard green background are not used, for this purpose, in the Region.

5.4 New Developments

5.4.1 Theme Name Areas

Where applicable, a developer submits 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 are given a generic based name.

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

5.4.2 New Roads

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 offers an appropriate name for each road created.

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

5.4.3 Approvals

Theme names proposed for a new development by private developers are approved by the Development Engineering unit.

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

5.5 Alternative Road Names

The Infrastructure Planning unit maintains a list of alternative names that may be utilised. Alternative names may be sourced from, but are not limited to, unsolicited submissions made by the public, or names previously submitted during public road naming consultation. Before a name is selected, it must be assessed against the criteria outlined in paragraph 5.2. Alternate road names may be utilised if public consultation for a new road yields minimal or no submissions and there is a need for additional names to be assessed against the criteria.

Road names must be in accordance with Australian Standards.

6 Review Timelines

This procedure is reviewed when any of the following occur:

- (a) The related information is amended or replaced; or
- (b) Other circumstances as determined from time to time by the General Manager.

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7 Document Management

Sponsor	Chief Executive Officer
Business Owner	General Manager Regional Services
Policy Owner	Manager Infrastructure Planning
Policy Quality Control	Legal and Governance



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