

GUIDELINES FOR THE NAMING OF ROADS



Road names

When naming and renaming of roads and streets the following guidelines should be observed.

Uniqueness

- 1.1 Name duplication within a local government area should be avoided. If possible duplication of names in proximity to adjacent local government areas should also be avoided. Similarity in road names within these areas is also discouraged (e.g. White Street and Whyte Street).
- 1.2 However, roads crossing council boundaries should have a single and unique name.

Sources

- 2.1 Preferred sources for road names include:
 - Aboriginal names
 - local history
 - early explorers, pioneers, settlers and other eminent persons
 - war/casualty lists
 - thematic names such as flora, fauna or ships.
- 2.2 Names should be appropriate to the physical, historical or cultural character of the area concerned.
- 2.3 The origin of each name should be clearly stated and subsequently recorded.
- 2.4 The Local Aboriginal Land Council should be consulted when choosing Aboriginal names unless the road naming authority already has an agreed list of appropriate names.

Propriety

- 3.1 Names of living persons should not be used.
- 3.2 Names which are characterised as follows are to be avoided.
 - Offensive or likely to give offence.
 - Incongruous – out of place.
 - Commercial or company.

Communication

- 4.1 Names should be reasonably easy to read, spell and pronounce in order to assist both service providers and the travelling public.
- 4.2 Unduly long names and names composed of three or more words, including the road type, should be avoided. Roads names should be limited to less than 40 characters which include any spaces and the road type.
- 4.3 A given name should only be included with a family name where it is essential to identify an individual or where it is necessary to avoid ambiguity. The use of given names should generally be avoided.
- 4.4 Roads with double destination names should be progressively renamed.

Spelling

- 5.1 Where it is intended that a road have the same name as a place or feature with an approved geographical name, then particular care should be taken to ensure that the correct spelling is adopted.
- 5.2 Where names have been changed or corrupted by long established local usage, it is not usually advisable to attempt to restore the original form.
- 5.3 Spelling which is sanctioned by general usage should be adopted.
- 5.4 Generally road names proposed or approved should not contain abbreviations e.g. the Creek in Wallaby Creek Road must not be abbreviated. There is, however, one exception. ST should always be used in place of Saint.

Form

- 6.1 The apostrophe mark ' must be omitted in the possessive case e.g. Smith's Road should be Smiths Road.
- 6.2 It is further preferable to deter a possessive S unless the euphony becomes harsh e.g. Smith Road.
- 6.3 The use of hyphens, slashes and other diacritical marks should be avoided if possible.
- 6.4 The use of numbers and roman numerals in a road name should be discouraged, when numbers are applied to a name it should be in alpha rather than numeric form.
- 6.5 No spaces should be embedded in words within the road name, single spaces only are allowed between words and no spaces are allowed to surround hyphens.

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Road type

Proposals for road names should include an appropriate road type suffix.

Road type suffixes are grouped into three categories, Culs-de-sac, Open ended and Either. The use of appropriate types is strongly encouraged to assist the travelling public, delivery companies and emergency services. Existing exceptions to these rules are often the result of particular circumstances, and similar use is not encouraged.

Road types in the singular or plural form (e.g. GARDEN or VIEWS etc) to those included in these lists are strongly discouraged except in presently existing cases.

Road types should not be abbreviated when being proposed, advertised and gazetted. It is acceptable to use Road Type Codes on mail, road signs and maps.

Culs-de-sac

The types of cul-de-sac and a description are as follows.

Road type	Code	Description
BRAE	BRAE	A roadway running along a hill area.
CLOSE	CL	A short enclosed roadway.
COURT	CT	A short enclosed roadway.
COURTYARD	CTYD	An enclosed area
COVE	COVE	A short enclosed roadway
CUL-DE-SAC	CSAC	A street or road with only one entrance and exit.
END	END	A roadway that has a definite finishing point.
GREEN	GRN	A roadway often leading to a grassed public recreation area.
GROVE	GR	A roadway which features a group of trees standing together.
LOOKOUT	LKT	A roadway leading to or having a view of fine natural scenery.
MEWS	MEWS	A roadway having houses grouped around the end.
NOOK	NOOK	A short, secluded roadway with limited frontage indicating privacy.

PLACE	PL	A short sometimes narrow enclosed roadway.
PLAZA	PLZA	A roadway enclosing the four sides of an area forming a market place or open space.
POCKET	PKT	A short roadway leading to an intimate village environment.
POINT	PNT	A roadway leading to a focal point or river frontage.
PORT	PORT	A small roadway abutting a harbour, inlet, marina etc. in a coastal development.
REST	REST	A short roadway with limited residential frontage creating a quiet secluded environment.
RETREAT	RTT	A roadway forming a place of seclusion.
SHUNT	SHUN	A short, dead-end track used in State Forests only.
TARN	TARN	A roadway surrounding or leading to a lake or some other water feature.
TOP	TOP	A roadway constructed at the highest part of an area.
TOR	TOR	A roadway along a rocky height or hillside.

Open ended streets

The type of open ended street and a description are as follows.

Road type	Code	Description
APPROACH	APP	A roadway leading to an area of community interest i.e. public open space, commercial area, beach etc.
ARCADE	ARC	A passage having an arched roof, or any covered passageway, especially one with shops along the sides.
ARTERIAL	ARTL	A major roadway within a city, generally of high capacity and providing connectivity between collector roads and limited access freeways.
ARTERY	ARTY	A major roadway within a city, generally of high capacity and providing connectivity between collector roads and limited access freeways.
AVENUE	AV	A broad roadway, usually planted on each side with trees.
BANAN	BA	Aboriginal word meaning 'Street' or 'Path'.
BEND	BEND	A roadway containing a bend.
BOULEVARD	BVD	A wide roadway, well paved, usually ornamented with trees and grass plots.
BRACE	BR	A small roadway, which connects other roads or a major road to

		another feature.			
BREAK	BRK	Vehicular access on a formed or unformed surface, which was originally prepared as a firebreak.	JUNCTION	JNC	A roadway making a transition from a major to a minor road in an estate, etc. A through road leading from one minor road to another as a link.
BYPASS	BYPA	An alternative roadway constructed to enable through traffic to avoid congested areas or other obstructions to movement.	LINE	LINE	A generally long and straight road.
CENTRE	CTR	A roadway, which runs into or around a group of buildings forming the central point of an area of activity i.e. commercial, community, public open space, etc.	LINK	LINK	A roadway which links similar land uses i.e. pockets of residential, other roadway, etc.
CIRCLE	CIR	A roadway, which forms a circle or part of a circle.	LOOP	LOOP	A roadway that diverges from and rejoins the main thoroughfare.
CIRCUIT	CCT	A roadway enclosing an area.	MALL	MALL	A sheltered walk, promenade or shopping precinct.
CIRCUS	CRCS	A circular open place where many roadways come together.	MEANDER	MNDR	A sinuous winding roadway, wandering at random through an area or subdivision.
CONCOURSE	CON	A roadway which runs around a central area, e.g. public open space or a commercial area.	MOTORWAY	MTWY	A highway, usually between cities, designed to carry large traffic volumes. Predominantly dual-carriageway, with three or more lanes in each direction and grade-separated access.
CRESCENT	CR	A crescent thoroughfare allowing traffic without many cross streets.	PARADE	PDE	A public promenade or roadway which has good pedestrian facilities along the side.
DRIVE	DR	A wide thoroughfare allowing a steady flow of traffic without many cross streets.	PARKWAY	PWY	A roadway through parklands or an open grassland area.
EDGE	EDGE	A roadway constructed along the edge of a cliff or ridge.	PASS	PASS	A roadway connecting major thoroughfares or running through hills.
ENTRANCE	ENT	A roadway connecting other roads.	PATH	PATH	A roadway usually used for pedestrian traffic.
ESPLANADE	ESP	A level roadway, often along the seaside or a river.	PATHWAY	PWAY	A narrow roadway of any length meandering through an estate.
EXPRESSWAY	EXP	An express, multi-lane highway, with limited or controlled access.	PROMENADE	PROM	A roadway like an avenue with plenty of facilities for the public to take a leisurely walk, a public place for walking.
FAIRWAY	FAWY	A short open roadway between other roadways.	QUADRANT	QDRT	A loop road forming a circular path or a curved deviation from another road.
FOLLOW	FOLW	A roadway meandering through wooded or undulating country.	QUAYS	QYS	A roadway leading to a landing place alongside or projecting into water.
FORMATION	FORM	A formed surface, once a timber railway which now provides vehicular access.	RAMBLE	RMBL	A roadway that meanders from place to place.
FREEWAY	FWY	An express, multi-lane highway, with limited or controlled access.	RIDGE	RDGE	A roadway along the top of a hill.
GATE	GTE	A roadway leading into an estate, main entrance to a focal point, public open space.	ROAD	RD	A place where one may ride, an open way or public passage for vehicles, persons and animals, a roadway forming a means of communication between one place and another.
GRANGE	GRA	A roadway leading to a country estate, or focal point, public open space, shopping area, etc.	ROTARY	RTY	An intersection of two or more carriageways at a common level where all traffic travels around a central island.
HIGHROAD	HIRD	A main road; a highway.	ROUTE	RTE	A roadway allowing steady traffic flow with limited cross streets.
HIGHWAY	HWY	A main road or thoroughfare, a main route.			
INTERCHANGE	INTG	A highway or freeway junction designed so that traffic streams do not intersect.			

ROW	ROW	A roadway with a line of professional buildings on either side.	ALLEYWAY	ALWY	A narrow street or passageway between or behind city buildings.
RUE	RUE	French for street or road	AMBLE	AMBL	A public road with pavements and buildings at the side or sides, especially in a town.
STREET	ST	A public roadway in a town, city or urban area, especially a paved thoroughfare with footpaths and buildings along one or both sides.	BOARDWALK	BWLK	A promenade or path, especially of wooden planks, for pedestrians and sometimes vehicles, along or overlooking a beach or waterfront.
SUBWAY	SBWY	An underground passage or tunnel that pedestrians or vehicles can use for crossing under a road, railway, river, etc.	BROW	BROW	A roadway that runs along or over the top of a hill.
TERRACE	TCE	A roadway usually with houses on either side raised above the road level.	BYWAY	BYWY	A little travelled side road, usually in the country, not regularly used by people or traffic.
THOROUGH-FARE	THFR	A main road or public highway.	CAUSEWAY	CSWY	A road raised above water, marshland or sand.
TOLLWAY	TLWY	A road on which a toll authority collects a fee for use.	CHASE	CH	A roadway leading down to a valley.
TRACK	TRK	A roadway with a single carriageway. A roadway through a natural bushland region. The interpretation for both Track and Trail is limited to roadways, whereas in many areas (e.g. Tasmania) these are more often associated with walking rather than vehicular movement.	COPSE	CPS	A roadway running through or to a public open space or woodland area.
TRAIL	TRL	See TRACK	CORNER	CNR	A roadway containing a sharp bend or corner.
TURN	TURN	A roadway containing a sharp bend or turn.	CREST	CRST	A roadway running along the top or summit of a hill.
UNDERPASS	UPAS	A passage having an arched roof, or any covered passageway, especially one with shops along the sides.	CROSS	CRSS	A roadway forming a 'T' or cross.
VIADUCT	VIAD	A roadway which crosses a bridge consisting of several small spans.	CUTTING	CUTT	A road through a narrow excavation made through high ground.
WALK	WALK	A thoroughfare with restricted vehicle access used mainly by pedestrians.	DALE	DALE	A roadway situated between hills.
WALKWAY	WKWY	A roadway on which traffic travels at a slow pace.	DIP	DIP	Short roadway through a steep valley or gully.
WAY	WAY	An accessway between two streets.	DRIVEWAY	DVWY	A private road that connects a house/s, or garage/s, or other buildings with the street.
WYND	WYND	A short narrow roadway or alley.	ELBOW	ELB	A roadway containing a sharp bend or turn.
			FOOTWAY	FTWY	A walkway or path for pedestrians.
			FRONTAGE	FRTG	A roadway passage a point of interest or significance with lots fronting only one side e.g. public open space, coastline, etc.
			GAP	GAP	A roadway that traverses a passage or a pass through a ridge or hill.
			GARDENS	GDNS	A roadway with special plantings of trees, flowers etc. and often leading to a place for public enjoyment.
			GLADE	GLDE	A roadway usually in a valley of trees.
			GLEN	GLEN	A roadway usually in a valley of trees.
			HEIGHTS	HTS	A roadway traversing high ground.
			HILL	HILL	A roadway going up a natural rise.
			KEY	KEY	A roadway serving
			LANE	LANE	A narrow way between walls, buildings etc. a narrow country or city roadway.

Either culs-de-sac or open ended streets

When these types are used for a cul-de-sac it is essential that a 'No Through Road' sign also be erected.

The types and descriptions are as follows.

Road type	Code	Description
ACCESS	ACCS	A minor road built specially to give access to a house, motorway, etc.
ALLEY	ALLY	A usually narrow roadway for people or vehicles in cities and towns. A minor roadway through the centre of city blocks or squares.

LANEWAY	LNWY	A narrow street or alley running between or behind urban buildings, especially houses or stores.
OUTLOOK	OTLK	A roadway leading to an area which affords a view across surrounding areas.
PASSAGE	PSGE	A narrow street.
PIAZZA	PIAZ	A public square or paved open space, without grass or planting, often in front of shops or significant buildings.
RISE	RISE	A roadway going to a higher place or position.
SERVICEWAY	SVWY	A narrow lane or access way to provide services or access to adjacent properties.
SPUR	SPUR	A minor roadway running off at less than 45 degrees.
SQUARE	SQ	A roadway bounding the four sides of an area to be used as open space or a group of buildings.
VALE	VALE	A roadway along low ground between hills.
VIEW	VIEW	A roadway commanding a wide panoramic view across surrounding areas.
VISTA	VSTA	A road with a view or outlook.
WHARF	WHRF	A roadway running alongside a water feature creating a wharf-like impression.

Prefixes

Road name prefixes should not be used. A notional prefix that relates directly to a locality name may be included as part of a road name (e.g. Lower Plenty Road, where Lower Plenty is a gazetted locality). However, where a directional or similar device is used to uniquely define road extremities, it should be used as a road suffix (e.g. Palmerston Road West).

Segments

While directionals (e.g. Smith Road East and Smith Road West) used to achieve uniqueness for segments of the same road name are acceptable, where such segments are unconnected, such as where an intervening segment of road is unconstructed or where they are separated by a barrier and are likely to remain unconnected for the foreseeable future, consideration should be given to renaming one or each of the unconnected segments.

References

Standards Australia/Standards New Zealand, 26 October 2006, Amendment No. 1 to AS/NZS 4819:2003 Geographic information – Rural and urban addressing.

Legislation

The Roads Act 1993 - Section 162 provides the authority for the naming of roads. The Roads (General) Regulation 2000 (Government Gazette No112) Part 2; Division 2 sets out the procedures to be observed when naming roads.

For further advice or assistance on the naming of roads in NSW

Contact the GNB.
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