Road Naming Guidelines

PLEASE NOTE: Local Boards have been allocated responsibility for road naming by the Auckland Council Governing Body. Variations to these guidelines may occur between Local Boards.

Introduction

This document is the [xxxx] Local Boards’ guidelines and procedures on the naming and renaming of roads within their Local Board boundaries.

Local boards have been allocated decision making responsibility for the naming of roads pursuant to section 319(1)(j) of the Local Government Act 1974.

Purpose

This document will provide direction to staff, the local board, mana whenua and the community on the procedures for naming and renaming roads in Auckland, and encourage those names that are reflective of the history, culture, and identity of an area.

Objectives

- Consideration and decision making will occur in a consistent, transparent and impartial manner across Auckland.
- Names will be conducive from a safety and service perspective by ensuring that road names chosen are appropriate in order to prevent potential confusion or mistakes for users, including commercial and emergency services
- Names will reflect the environmental, historical, cultural and existing thematic identity of an area, recognising the unique characteristics of a community.
- Ancestral linkages to areas of land by mana whenua will be recognised through consultation with mana whenua and the allocation of road names as appropriate.

Definitions

Road: means a road as defined in section 315 of the Local Government Act 1974.

Name (in reference to a road): means the word or name used to identify the road but excludes the road type (e.g. Crescent, Place, Street etc).

Private roads and private ways are defined in section 315(1) Local Government Act 1974 (e.g. right-of-ways, common access lots).
Principles for naming roads

The following general principles for the naming of roads conform to the AS/NZS 4819: 2011 Rural and Urban Addressing (Australian/New Zealand Standard). They are designed to ensure that naming practices in Auckland will be of the highest possible standard and will result in intuitively clear road names for all, minimising confusion and errors.

All formed roads accessing six or more address sites, including private roads (roads for which the care and maintenance is not the responsibility of the council) and roads that are generally open to the public or to services shall be named in accordance with these principles.

Principle 1: Road Extents and Road Types will be clearly defined

1. The extent of a named road shall be defined by the formed road, and shall include only one section of road navigable by vehicles or foot. Unconnected navigable sections (for example where separated by an unbridged stream or physical barrier) shall be assigned separate names.

2. All road names must include a road type; unless reserving a road name, in which case the type might not yet be known.

3. The road type should be one that accurately reflects the type or roadway being named. A list of road types is included in Appendix 1.

Principle 2: Road names will promote public safety and service delivery

4. Road names must not risk public and operational safety for emergency responses, or cause confusion for transport, communication and mail services.

5. Many emergency responses (such as ambulance, police and fire) and other public services (such as mail) are impacted by the clarity of road names and their extents, and all road name proposals must ensure that operations will not be adversely affected.

Principle 3: Road names will reflect the heritage of an area

6. Mana whenua, early settlers, war servicemen and women and other persons who have contributed to the heritage of an area, local history themes, flora, fauna etc are examples of generally suitable types of road names.

7. Collaboration between mana whenua, local interest groups, developers and/or individuals is encouraged to develop new names according to these suggestions.

8. Naming often commemorates an event, person or place. The names of people who are still alive should be avoided as community attitudes and opinions can change over time.

9. Applicants must make every effort to gain consent from family members of the person being commemorated. Supporting evidence that shows attempts by
applicants to consult with family members should be provided during lodgement of
the proposal.

**Principle 4: The use of Māori road names is actively encouraged**

10. Tāmaki Makaurau, Auckland has a rich history that is reflected throughout the region.
Names often reflect significant events, people, and local landscapes and biodiversity.
In turn this creates and consolidates a sense of place and identity. Actively
encouraging the use of Māori road names supports the Auckland Plan outcome of “a
Māori identity that is Auckland’s point of difference in the world” and contributes to
the visibility of Auckland’s extensive and rich Māori history.

**Road Naming Criteria**

11. A road name must only use characters from a standard alphabet, although macrons
are permitted for a Māori name.

12. Where the location of a proposed road name has been identified as of significance to
mana whenua, consultation with identified mana whenua must occur to ensure
appropriateness and spelling of the road name.

13. Road names should be easy to pronounce, spell and write, and preferably not
exceed three words (including road type) or 25 characters. An exception to this is
the use of Te Reo Māori names when it is accepted that a traditional name may at
first appear to be complex, but will, over time, become more familiar and accepted by
the community.

14. Where there is an existing similar/same road name within Auckland Council’s
boundary or an adjoining territorial authority’s boundary, a new road name must not be:

(a) the same as an existing road name
(b) similar in spelling to an existing road name; or
(c) similar in sound to an existing road name

15. Road types do not distinguish different roads of the same or similar sounding names
(e.g. Smith Road, Smith Street, Smith Crescent)

16. The following punctuation shall not be used as part of a road name: fullstop (.),
comma (,), colon (:), semi-colon (;), quotation marks (" "), exclamation mark (!),
question mark (?), ellipsis (...), hyphen/dash (-), slash (/) and parenthesis (()). For
surnames or other names that include a hyphen, the hyphen shall be omitted when
used for a road name.

17. A road name should not be abbreviated or contain an abbreviation, initial or acronym,
excepting that “St” can be used for “Saint”.

18. “The” should not be used as the sole name element of a road name (e.g. The
Avenue).

19. A road name should not include a preposition (e.g. Avenue of the Allies).

20. Road names should not include an apostrophe unless part of a person’s name (e.g.
O’Connor Drive).
21. For the purposes of consistency, names starting with Mc or Mac shall not have a space included between the Mc or Mac and the rest of the road name.

22. A road name shall have the same spelling as any name from which it is derived.

23. Where numbers occur in a road name they must be in full form (e.g. Fifth Avenue, Nine Mile Road).

24. A road name shall not include initials (e.g. J Jones Road is not acceptable).

25. A road name must not be considered offensive, racist, derogatory, or demeaning (including when translated into another language).

26. A road name must not be commercially based, unless they are no longer in use and reflect the heritage of an area.

27. Road names shall not be misspelt. In particular, the spelling of personal names shall be able to be validated by reference to primary sources.

28. Road types shall not be used in the formation of a road name, for example Promenade Road, Court Street

29. The use of given or first names in conjunction with a surname is not normally acceptable, but may be considered if required to provide uniqueness for a significant name e.g. Kate Shepherd Drive

30. A road name should not include qualifying terminology, a cardinal indicator or similar prefix (e.g. Upper, New, East West) unless the road name is derived from a name which includes such a qualifying terminology, a cardinal indicator or similar prefix.

31. A directional word cannot be used to uniquely define a roads extremities e.g. Boundary Road East, Boundary Road West.

32. Origin to destination names shall not be used so as to not confuse eg Pukekohe-Waiuku Road.

33. Short roads with five or less address sites need not be named if the address sites within the road can be assigned numbers within the adjoining roads. Short roads that are named shall preferably have a short name.

Procedures

Procedure 1: Naming of new roads

Note: A Local Board may seek a meeting with mana whenua in the case of a large scale development to determine appropriate te reo names for the development as part of the subdivision release process.

34. Applications for new road names/renameing of roads must be submitted to Auckland Council Consents team

35. The application must include:
   - reason for requesting the road to be named
• clear definition of the extent and location of the proposed road to be named (e.g. annotated scheme plan)
• evidence of input/evidence of providing reasonable opportunity for mana whenua to submit road name suggestions, where the road falls within an area of significance to mana whenua;
• one preferred name and two alternative names for each road being named
• rationale/meaning for the proposed name(s)

36. Consents team will assess the suggested name(s) to ensure that general principles for selecting a name have been considered and applied.

37. Consents teams will prepare road naming reports and submit to Local Boards for decision making. The report will include suggested names from all interested parties, the rationale for these suggestions, outcome of assessment against the road naming criteria and provide recommended names for consideration for approval.

38. The Local Board will approve a road name for a particular road. The Local Board decision is final.

Procedure 2: Renaming an existing road

39. Road names are intended to be enduring, and the renaming of roads is discouraged unless there are compelling reasons for a change. Issues that can prompt renaming include the redesign of a road, changed traffic flow, mail or service delivery problems, duplication issues and addressing problems.

40. Where community members suggest the renaming of a road, the rationale and evidence that the majority of residents on the affected road support a rename must be submitted to the Auckland Council consents team.

41. Where emergency services request the renaming of a road, the rationale must be submitted to Auckland Council consents team.

42. The consents team will assess the rationale for the renaming of a road and prepare and submit a report to the relevant local board to decide whether the reasoning for change is compelling.

43. If the Local Board is decides against a rename, the applicant will be informed. The Local Boards' decision is final.

44. If the Local Board supports a renaming the selection of a name will be the same process as for the naming of a new road (i.e. Procedure 1)

Procedure 3: Notification to submitters and authorities

45. All applicants will be notified as to the road name that has been decided.

46. Council will also inform Land Information New Zealand of the new name. This organisation includes the Register General of Land and Surveyor-General. Informing these statutory officers is a requirement of s.319A of the Local Government Act 1974. It is noted that New Zealand Post, the Electoral Office and the Emergency Services source their address data either directly or indirectly from Land Information New Zealand.
Procedure 4: Entry into global database

47. The new road name will be entered into the global database detailing the following:

- Road Name
- Road Type
- Status
- Extent
- Locality
- Local Board Area
- Mana whenua Area
- Etymology/significance
### Appendix 1 – Road Types

The road types shall be selected from those suitable as either open ended roads, cul de sac or pedestrian only roads, as applicable

<table>
<thead>
<tr>
<th>Road Type</th>
<th>Abbreviation</th>
<th>Description</th>
<th>Open Ended</th>
<th>Cul de sac</th>
<th>Pedestrian Only</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alley</td>
<td>Ally</td>
<td>Usually narrow roadway in cities or towns</td>
<td>Y</td>
<td>Y</td>
<td></td>
</tr>
<tr>
<td>Arcade</td>
<td>Arc</td>
<td>Covered walkway with shops along the side</td>
<td></td>
<td></td>
<td>Y</td>
</tr>
<tr>
<td>Avenue</td>
<td>Av</td>
<td>Broad roadway, usually planted on each side with trees</td>
<td>Y</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Boulevard</td>
<td>Bvd</td>
<td>Wide roadway, well paved, usually ornamented with trees and grass plots</td>
<td>Y</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Circle</td>
<td>Cir</td>
<td>Roadway generally forms a circle, or a short enclosed roadway bounded by a circle.</td>
<td>Y</td>
<td>Y</td>
<td></td>
</tr>
<tr>
<td>Close</td>
<td>Cl</td>
<td>Short, enclosed roadway</td>
<td>Y</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Court</td>
<td>Ct</td>
<td>Short, enclosed roadway</td>
<td>Y</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Crescent</td>
<td>Cr</td>
<td>Crescent shaped thoroughfare, especially where both ends join the same thoroughfare</td>
<td>Y</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Drive</td>
<td>Dr</td>
<td>Wide main roadway without many cross-streets</td>
<td>Y</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Esplanade</td>
<td>Esp</td>
<td>Level roadway, often along the seaside, lake or a river</td>
<td>Y</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Glade</td>
<td>Glde</td>
<td>Roadway usually in a valley of trees</td>
<td>Y</td>
<td>Y</td>
<td></td>
</tr>
<tr>
<td>Green</td>
<td>Gm</td>
<td>Roadway often leading to a grassed public recreation area</td>
<td>Y</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Grove</td>
<td>Gr</td>
<td>Roadway that features a group of trees standing together</td>
<td>Y</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Highway</td>
<td>Hwy</td>
<td>Main road or thoroughfare, a main route</td>
<td>Y</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lane</td>
<td>Lane</td>
<td>Narrow roadway between walls, buildings or a narrow country roadway</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>Loop</td>
<td>Loop</td>
<td>Roadway that diverges from and rejoins the main thoroughfare</td>
<td>Y</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mall</td>
<td>Mall</td>
<td>Wide walkway , usually with shops along the sides</td>
<td></td>
<td></td>
<td>Y</td>
</tr>
<tr>
<td>Mews</td>
<td>Mews</td>
<td>Roadway in a group of houses</td>
<td></td>
<td></td>
<td>Y</td>
</tr>
<tr>
<td>Parade</td>
<td>Pde</td>
<td>Public promenade or roadway that has good pedestrian facilities along</td>
<td>Y</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Road Type</td>
<td>Abbreviation</td>
<td>Description</td>
<td>Open Ended</td>
<td>Cul de sac</td>
<td>Pedestrian Only</td>
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<td>------------</td>
<td>------------</td>
<td>-----------------</td>
</tr>
<tr>
<td>Place</td>
<td>Pl</td>
<td>Short, sometimes narrow, enclosed roadway</td>
<td></td>
<td></td>
<td>Y</td>
</tr>
<tr>
<td>Promenade</td>
<td>Prom</td>
<td>Wide, flat walkway, usually along the water’s edge</td>
<td></td>
<td></td>
<td>Y</td>
</tr>
<tr>
<td>Quay</td>
<td>Qy</td>
<td>Roadway alongside or projecting into water</td>
<td>Y</td>
<td></td>
<td>Y</td>
</tr>
<tr>
<td>Rise</td>
<td>Rise</td>
<td>Roadway going to a higher place or position</td>
<td>Y</td>
<td></td>
<td>Y</td>
</tr>
<tr>
<td>Road</td>
<td>Rd</td>
<td>Open roadway primarily for vehicles</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Square</td>
<td>Sq</td>
<td>Roadway which generally forms a square shape, or an area of roadway bounded by four sides.</td>
<td></td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>Steps</td>
<td>Stps</td>
<td>Walkway consisting mainly of steps</td>
<td></td>
<td></td>
<td>Y</td>
</tr>
<tr>
<td>Street</td>
<td>St</td>
<td>Public roadway in an urban area, especially where paved and with footpaths and buildings along one or both sides.</td>
<td></td>
<td>Y</td>
<td></td>
</tr>
<tr>
<td>Terrace</td>
<td>Tce</td>
<td>Roadway on a hilly area that is mainly flat</td>
<td></td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>Track</td>
<td>Trk</td>
<td>Walkway in natural setting</td>
<td></td>
<td></td>
<td>Y</td>
</tr>
<tr>
<td>Walk</td>
<td>Walk</td>
<td>Thoroughfare for pedestrians</td>
<td></td>
<td></td>
<td>Y</td>
</tr>
<tr>
<td>Way</td>
<td>Way</td>
<td>Short enclosed roadway</td>
<td></td>
<td></td>
<td>Y</td>
</tr>
<tr>
<td>Wharf</td>
<td>Whrf</td>
<td>A roadway on a wharf or pier</td>
<td></td>
<td>Y</td>
<td>Y</td>
</tr>
</tbody>
</table>