

# Naming of Infrastructure Policy

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# 1. Policy statement

Department of Transport and Main Roads (TMR) seeks to have a transparent and consistent approach for naming TMR owned or operated transport infrastructure.

This policy replaces *Policy and Procedures for Bridge Naming (2001)*.

## 1.1 Policy principles

This policy establishes key principles to ensure an open and transparent process for naming transport infrastructure assets. The transport infrastructure assets owned or operated by TMR are varied and therefore the overarching principles of the policy are implemented with support from specific internal guidelines.

## 1.2 Scope

### 1.2.1 In scope

This policy applies to transport infrastructure assets owned or operated by TMR including, but not limited to:

- state-controlled roads (SCRs)
- bridges
- bikeways
- walkways and pedestrian overpasses
- rail overpasses
- rest areas
- busways, busway stations and bus stops
- park n ride facilities
- bus layover and driver amenities
- light rail stations
- aids to navigation (AtoN)
- jetties, pontoons and boat ramps.

### 1.2.2 Out of scope

The following are not included within the scope of this policy:

- a 'place' as defined under the *Place Names Act 1994*
- existing named infrastructure unless section 3.8 (Longevity) applies
- sub-sections of a state-controlled road
- intersections, including roundabouts
- franchised roads
- vehicles or vessels owned or operated by TMR
- assets owned by local government, and anything generally not owned or operated by TMR
- commercial naming arrangements.

## 1.3 Legislative head of power

The *Transport Infrastructure Act 1994* is the governing legislation for management of transport infrastructure in Queensland.

- **State-controlled roads**
  - Chapter 6 (Road transport infrastructure), Part 5 (Management of State-controlled roads), Part 2 (State-controlled roads), Division 1, section 24 (Declaration of State-controlled roads) and section 25 (Consultation before declaration)
- **Heavy rail**
  - Chapter 7 (Rail transport infrastructure and other matters)
- **Busways**
  - Chapter 9 (Busways and busway transport infrastructure)
- **Light rail**
  - Chapter 10 (Light rail and light rail transport infrastructure)
- **Marine**
  - Chapter 15 (Public marine transport infrastructure)

### 1.3.1 Other legislation and policies

- *Transport Operations (Road Use Management) Act 1995*
- *Transport Operations (Passenger Transport) Act 1994*
- *Transport Operations (Marine Safety) Act 1994*
- *Place Names Act 1994*
- AS/NZS 4819:2011 Rural and Urban Addressing
- Manual of Uniform Traffic Control Devices (TMR)

## 2. Context

### 2.1 Purpose

The purpose of this policy is to:

- establish the principles that will be considered when naming transport infrastructure assets owned or operated by TMR
- identify who may submit a naming proposal for particular transport infrastructure assets.

## 2.2 Background

The name associated with transport infrastructure assets becomes a reference to use when referring to a spatial location. Naming supports critical functions including:

- navigation for emergency services
- local and tourism wayfinding
- historical, cultural and heritage recognition and identity
- communications, including postal and news services
- urban and regional planning
- map, atlas and navigation data production.

The naming of 'places' is the responsibility of the Department of Natural Resources, Mines and Energy (DNRME) under the *Place Names Act*. The definition of 'place' does not include a road, as defined in the *Transport Operations (Road Use Management) Act*, or a building or similar structure.

TMR is responsible for the naming of:

- a SCR
- other parts of the transport network which it owns or operates, examples include marine infrastructure, busway and light rail stations.

## 2.3 Objectives

The objective of the policy is to ensure transparent and consistent decision making in relation to naming transport infrastructure assets owned or operated by TMR. This policy aligns with the TMR Strategic Plan 2016-2020 (revised for 2018-19):

- **Customer focus:** naming infrastructure assets can provide an opportunity to honour individuals for their contribution to the community and help develop strong stakeholder relationships. Infrastructure names can also promote a sense of identity by recognising historical, cultural and natural linkages. The naming of TransLink Division's infrastructure in a consistent and common sense way will provide a quality journey from decision to destination.
- **Liveable regions and active cities:** names support the critical function of identifying transport infrastructure for the purpose of navigation. Names will not compromise the customer experience and will help to promote community cohesion.

# 3. Principles for the naming of transport infrastructure

When naming transport infrastructure assets, the following general principles should be applied.

## 3.1 Wayfinding

Names for transport infrastructure assets must support the community in orientating, navigating, or identifying the infrastructure. Any new names or changes to existing names for infrastructure must:

- not negatively impact on navigation for emergency services
- promote local and tourism wayfinding

- maintain current communication systems, including postal and delivery services
- prevent confusion to transport services
- consider urban and regional planning.

The naming of busways, busway stations and bus stops is based only on wayfinding principles.

The name of busways should be directional, that is based on a compass using North, South, East and West. East/West and North/South would take their starting point from the Brisbane River.

Busway station names must be succinct and understandable. The following hierarchy, based on the location of the station, should be used for naming stations. Typically only one identifier will be used.

Suburb – Locality – Precinct - Major attractor – Landmark – Street name

Specific reference should be made to the Naming Guidelines – Busways and Busway Stations (2009).

Bus stops that are the responsibility of TMR are generally named according to the closest intersecting street.

For safety reasons an AtoN may be named after a natural feature in a particular area, for example Jeays Reef Buoy.

## 3.2 Community

The name selected for transport infrastructure assets should consider community expectations and provide a sense of identity. Names may be printed onto signs, maps, and guides, so should be easily written and read, and should have relevance to the area in which the transport infrastructure is located.

The name should fulfil one of the following:

- enable the community to identify with the infrastructure through historical, cultural, heritage, environmental or natural linkages
- commemorate an individual or individuals that have made a significant contribution to the local community, be of good character and enjoy broad community support.

Names should consider equity and diversity, with appropriate consideration given to people and groups outside colonial or traditional considerations. Where an Aboriginal or Torres Strait Islander name is selected, information about the name should be provided, for example in the media announcement, so that people have the opportunity to gain a deeper understanding of the culture and history associated with the name.

Specific reference should be made to the Guideline – Dedication and Naming of Aids to Navigation (2018) when an application for the dedicating and naming of AtoN is received by Maritime Safety Queensland Branch (MSQ).

## 3.3 Appropriateness

Names that are offensive, demeaning, or harmful to the reputation of individuals or to social, ethnic, religious or other groups, or are likely to cause offence generally, cannot be used for transport infrastructure. If a name that is in use has subsequent substantiated revelations which lead to the name becoming inappropriate, and where community sentiment is supportive, the name should be changed in a timely manner consistent with community expectations.

Proposals to commemorate living persons should not be considered. There is a risk that the individual could be associated with inappropriate actions or activities after the name is approved. This would necessitate a change to the name of the infrastructure. A proposal should only be considered when an individual or individuals have been deceased for at least two years.

### 3.4 Dual naming

Dual (or co-) naming of transport infrastructure assets is not supported. A dual name is contradictory to the principle of wayfinding where a single name is encouraged to prevent confusion in navigation and identification.

When naming transport infrastructure assets, as an alternative to dual-naming, consideration should be given to using an Aboriginal or Torres Strait Islander name. Naming with Aboriginal and Torres Strait Islander words will assist in recognising the unique position of Aboriginal and Torres Strait Islander peoples in our culture and history as the first people of this land, and support the implementation of the Queensland Government Reconciliation Plan 2018-2021.

### 3.5 Contiguous

A name must be for a single identifiable transport infrastructure asset or contiguous length of carriageway. The name of a road or discrete piece of infrastructure will:

- not be interrupted with a section that is identified under an alternative name
- not continue beyond unbridged waterways or geographical features that cannot be crossed.

### 3.6 Unique

Names that can be confused with, or duplicate other names in the same region will not be considered. In order to acquire uniqueness, consider avoiding:

- homographic names (words spelled the same but not necessarily pronounced the same)
- homophonic names (words that sound the same)
- adjectives such as Upper, Lower, Old, New or Little which can result in partially duplicated names (New Cleveland Road and Old Cleveland Road).

Origin to destination names should not be used (AS/NZS 4819:2011 Rural and Urban Addressing, s4.4.9).

A name may appear in another region, where there are no obvious conflicts with the principle of wayfinding.

### 3.7 Language

The language used in names must use English and Indigenous language only. Some of the more important aspects of language for consideration are:

- the length of the name
- pronunciation of the name
- hyphenated names (AS/NZS 4819:2011 Rural and Urban Addressing, s4.7.8)
- avoiding abbreviations, initials or articles ('a' and 'the', unless there are historical reasons for doing so)
- only including characters from the standard alphabet
- names which imply possessive case, for example Smiths Creek, should not show an apostrophe.

Names should be spelt in full and the use of acronyms avoided. In certain cases, acronyms may be used for the naming of busway stations where there is limited space, provided the use of the acronym does not reduce the effectiveness of the name to orientate customers.



Where alternative spellings of a specific Aboriginal or Torres Strait Islander name exist, only one official spelling should be used following consultation with the relevant community. It is accepted that a traditional name which might appear at first to be complex will, over time, become familiar and easy to use.

## 3.8 Renaming

A name is intended to endure for the life of the infrastructure and have inter-generational significance. Renaming existing transport infrastructure will only be considered in exceptional circumstances. Changing a name may involve considerable cost to the wider community as well as impact the critical function of the name, such as location identification for essential services. Changing a name could require alterations to signage, updates to wayfinding devices, resource reprinting and modification of legal documents.

Infrastructure should not be renamed unless there are compelling reasons for the change. Reasons for a change to named infrastructure include:

- a structure is replaced
- an overpass or interchange is upgraded
- to reduce problems associated with a non-unique name
- the name is misspelt
- the name is no longer appropriate or acceptable.

Long-term benefits to the community must outweigh any private or corporate interests, short-term effects, and the impact on the community in making the change.

Aids to navigation are not necessarily permanent features and their position is dictated by the need to provide safe navigation. It may be necessary to reposition an aid to navigation, including those that have been dedicated and named, for their position or to permanently withdraw them as appropriate. If an aid to navigation is withdrawn, MSQ may assign the name to another aid to navigation in the vicinity of the original structure.

## 4. Name selection

With the exception of public transport infrastructure assets managed by TransLink Division, infrastructure may only be named with the approval of the Minister for Transport and Main Roads. The Deputy Director-General (TransLink) is responsible for the approval of busways, busway stations and bus stops where wayfinding is the only relevant principle for naming.

The Minister's decision is to be published on the website and communicated to the community.

The process for considering a proposal and progressing a suggestion for approval is detailed in the Naming of Infrastructure Procedure.

### 4.1 Publicly initiated proposals

Members of the public, including community interest groups can develop a proposal to name, or change the name, of transport infrastructure owned or operated by TMR. The written proposal must be submitted to the appropriate area of TMR who will assess the proposal against the principles of this policy and supporting procedure.

## 4.2 Department initiated proposals

TMR can initiate a proposal to name new or upgraded transport infrastructure and may invite members of the public to become involved in the process to make a naming suggestion. TMR will manage the involvement of the community in a consultation process that will provide submissions from which TMR will develop a proposal for consideration by the Minister.

## 4.3 Consultation

Consultation is a key component in the process of naming and renaming transport infrastructure assets. The level and method of engagement will vary depending on the characteristics and significance of the infrastructure and the interest of the community.

Naming transport infrastructure assets is an opportunity for TMR to engage with the community in a positive and interactive way.

Where an Aboriginal or Torres Strait Islander name is proposed, the relevant Aboriginal or Torres Strait Islander group must be consulted and their clear endorsement obtained about the most appropriate name/words to be used, prior to any other consultation.

# 5. Public information

The effective application of any policy relies heavily on access to the relevant information. This applies to both internal staff who administer the policy and external customers wishing to find out what is required.

The process for submitting a naming proposal and the principles to be applied are detailed on the Queensland Government website.

# 6. Implementation and revision

This policy will be implemented through the relevant business units involved in the naming of transport infrastructure assets, including Program Delivery and Operations Branch, TransLink Division and MSQ Branch.

The policy will be reviewed on an as needs basis.

# 7. Associated policy documents

This document should be read together with:

- Guideline – Dedication and Naming of Aids to Navigation (2018) (MSQ Branch)
- Naming Guidelines – Busways and Busway Stations (2009) (TransLink Division)
- Naming of Infrastructure Guideline (2018) (Infrastructure Management and Delivery Division)
- Strategy for Naming and Co-naming of public buildings and facilities (2017) (DNRM&E)

## 8. Glossary

Term, abbreviation or acronym	Description
Aid to Navigation	A device or system external to ships that is designed and operated to enhance the safe and efficient navigation of ships and/or ship traffic.
Franchised roads	A road to which a road franchise agreement applies, and includes facilities identified in the road franchise agreement that are on or adjacent to the road and relate to the operation or servicing of the road or facilities for road users.
MSQ	Maritime Safety Queensland
Place	
State-controlled road (SCR)	A road or route, or part of a road or route, declared by gazette notice to be a State-controlled road under Section 24 (1) of the TIA.
Transport Infrastructure Act (TIA)	<i>Transport Infrastructure Act 1994</i> - the objective of which is to provide a regime that allows for and encourages effective integrated planning and efficient management of a system of transport infrastructure.
TMR/Department	The Queensland Department of Transport and Main Roads, or any future department that may undertake the responsibilities of the sections of TIA mentioned in this document.
TransLink	An agency of TMR responsible for the coordination of public transport across the whole of Queensland.
Transport and Main Roads' Regions and Districts	Refer to TMRs' website for information about Transport and Main Roads' Regions and Districts.