

Road and street naming

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Objective	1.1 We will have proud and inviting communities
Strategy	1.1.2 Respect the heritage of the region by highlighting and enhancing our unique characteristics

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1. Introduction

1.1 What are the aims of this Policy?

The aim of the Clarence Valley Council Road and Street Naming Policy is to provide guidelines for the naming of roads and streets within the Clarence Valley Local Government Area (LGA). The road naming provisions supplement relevant sections of the Roads Act 1993, Roads (General) Regulation 2000 and the Geographical Names Board of NSW Addressing User Manual March 2015.

1.2 What are the objectives of this Policy?

The objectives of the Clarence Valley Council Road and Street Naming Policy are:

- To provide a consistent procedure to local road naming within the Clarence Valley LGA.
- To ensure that the road and street names comply with the relevant legislation and locality requirements.
- To increase the use of names within the Clarence Valley LGA which have a locally relevant historical, botanical and/or aboriginal theme.
- To provide staff, the local community and intending developers with clear information on Council's requirements for the naming of roads and streets.

1.3 Where does this Policy apply?

This Policy applies to the whole of the Clarence Valley Council local government area.

1.4 When did the Policy take effect?

This Policy was first adopted by Council on 16 August 2005 and took effect from 26 August 2005.

2. Procedure for adopting a name

2.1 What information shall be provided to Council and when?

In order for Council to adopt a name for a road or street, a written proposal together with a plan indicating the location of the road to be named should be submitted. Typically this would be lodged prior to the submission of a Subdivision Certificate Application and must include a reason for the preferred road name.

***NOTE:** Where the need for a name is not caused by a subdivision (such as with a highway deviation) Council staff will be required to advise Council of the need for a new name as soon as possible together with a suggested name.*

2.2 What is the assessment process?

Council's Planning staff will initially assess the proposed name(s) against the guidelines as outlined in Part 3.0 and Appendices 1 and 2 of this Policy. Assuming the name is in

accordance with these guidelines, the proposed road name will be advertised and authorities notified.

NOTE: *Approval will also be sought from the relevant Aboriginal Land Council and Council's Aboriginal Liaison Committee prior to the use of any Aboriginal names in any locality.*

2.3 Advertisement of proposed name

Once assessed and found to be in accordance with the requirements of this Policy, the proposed road name will be advertised in the local press, exhibited for 28 days and submissions invited.

2.4 Notification to authorities

Council will notify the following authorities of the proposed road name and invite submissions during the exhibition period. Advice to these authorities is to include a copy of the map showing the location of the proposed new road:

- Australia Post (in the locality relating to the development)
- The Registrar General, Land and Property Information
- Local Ambulance Station
- Local Police Station
- Fire Control Officer
- Regional Cadastral Information Sourcing, Land and Property Information
- Local Emergency Management Committee
- Roads and Maritime Services (RMS) (in the case of a classified road)
- Local Aboriginal Land Council and/or Council's Aboriginal Liaison Committee (where a name of Aboriginal derivation is proposed).

2.5 End of Notification Period

After 28 days of advertising and where no objections are received, the road name will be adopted and re-advertised as approved in the local press and Government Gazette.

2.6 Adoption of approved road name

After adoption of a road or street name under the Roads Act 1993 and Roads (General) Regulation 2000, a letter is to be sent to the authorities (as outlined in 2.4 above) and the applicant, advising that the new road name has been adopted.

A copy of the adopted road name is to be supplied to Council's GIS section, Civil Services Section (for update of road register), Rates Section and Customer Services Coordinator.

3. Principles of road naming

The following principles for the naming of roads (including waterways or islands) conform to the road naming principles outlined in various sections of AS/NZS 4819:2011 Rural and Urban Addressing. They are designed to ensure that naming practices in NSW will be of the highest possible standard and will result in intuitively clear road names for all, minimising confusion, errors and omissions.

3.1 Ensuring public safety and service delivery

Road names shall not risk public and operational safety for emergency response, or cause confusion for transport, communication and mail services. Many emergency responses and other public services (such as mail) are determined by the clarity of road names and their extents, and all road name proposals shall ensure that operations will not be adversely affected. Emergency and other public services shall also actively discourage the use of road names which are known to be unofficial.

For example, a road naming authority may redesign the traffic flow for a road that results in portions of a road no longer being connected. In such instances Principle 3.9 - Amending Road Names states that renaming action shall occur and defines the time periods that apply. This is particularly important to ensure public and operational safety is prioritised.

3.2 Language

- a. Road names shall be written in standard Australian English or a recognised format of an Australian Aboriginal language local to the area of the road.
- b. Road names shall be easy to pronounce, spell and write, and preferably not exceed three words (including the road type) or 25 characters. An exception to this is in the use of Aboriginal 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.
- c. Diacritical marks (symbols such as ´ in é, ¸ in ç or : in ö) are not used in Australian English names, and shall be omitted from names drawn from languages that use such marks.
- d. The following types of punctuation as used in Australian English shall not be included as part of a road name: period (.), comma (,), colon (:), semi-colon (;), quotation marks (""), exclamation mark (!), question mark (?), ellipsis (...), hyphen (-), dash (/) and parenthesis (()). For surnames or other names that include a hyphen, the hyphen shall be omitted when used for a road name.
- e. An apostrophe mark shall not be included in road names written with a final 's', and the possessive 's shall not be included e.g. *St Georges Terrace* not *St George's Terrace*. Apostrophes forming part of an eponymous name shall be included (e.g. *O'Connor Road*).
- f. A road name shall not include a preposition e.g. *Avenue of the Allies*.

- g. Road names shall not include the definite article (the) as the sole name element of a road name e.g. *The Esplanade* is not acceptable.
- h. A road name shall not be abbreviated or contain an abbreviation, initial or acronym e.g. *Mount*, not *Mt*) except that *St* shall be used for Saint.
- i. 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 name.
- j. A road name shall not include Arabic numerals e.g. 3 or 4th or Roman numerals e.g. IV or X. Where numbers are included in a road name they shall be written in full e.g. *Fifth Avenue*, *Ten Mile Road*.
- k. A road name shall have the same spelling as any name from which it is derived. A road name shall not include initials e.g. J Jones Road is not acceptable.

3.3 Roads to be named

All formed roads, including private roads (roads for which the care and maintenance is not the responsibility of a Local Government) that are generally open to the public or to services shall be named in accordance with these principles. This includes, but is not limited to, highways, motorways and freeways; bike paths, bridle paths or walking tracks; roads within complexes such as universities, hospitals and retirement villages; roads within national parks and pedestrian only roads, such as malls.

The delivery of emergency and other services are often impeded for residents and businesses when private road names are not officially recorded. In order to minimise confusion, to standardise address assignment and support emergency services, all road naming principles, procedures and processes shall be applied to private roads in NSW. Driveways providing access to a small amount of dwellings are not automatically considered to be private roads, and owner/occupiers have no authority to install signs for such driveways, unless given consent from Local Government. This same principle applies to pathways, in cases where naming is not considered necessary for addressing purposes.

Unformed roads (usually surveyed but unconstructed) should not be named unless a name is, or will be, required for addressing purposes.

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 road.

Naming conventions should take into consideration cartographic requirements i.e. a considerably long name is difficult to represent on a short road line.

The use of an unofficial road name (a name that has not been endorsed by a naming authority) for addressing purposes is not acceptable. Such a road shall be assigned an official name (a name that has been endorsed by Local Government, approved by the GNB and gazetted). Each road shall have only one official name for addressing purposes.

A classified highway may include a section that is also assigned a local name where it passes through a town or suburb. Nonetheless, each section of road shall have only one official name for addressing purposes.

3.4 Uniqueness, duplication

Uniqueness is the most essential quality to be sought in proposing a new road name. A road name will be regarded as a duplicate if it is the same or similar in spelling or sound to an existing name, regardless of the road type. Road names shall not be duplicated:

- Within the same locality.
- Within an adjoining locality.
- Within a Local Government area.
- Within the following radius as applicable,
 - o within 10 kilometres in a metropolitan urban area
 - o within 20 kilometres in a regional urban area
 - o within 30 kilometres in a rural area
 - o within 50 kilometres in remote areas.
- Within a duplicated locality anywhere in NSW. Duplicated Localities.

Mechanisms and services for duplication checks are provisioned by LPI through the NSW Addressing Committee.

3.5 Acceptable road names

Names of early settlers, war servicemen and women and other persons who have contributed to the heritage of an area, local history themes, flora, fauna, ships etc. are usually most suitable for applying to roads.

Gender diversity in the selection of names is encouraged, as are names reflecting NSW multicultural heritage. Aboriginal names are also supported and shall be in a local language chosen in consultation with the Local Aboriginal Land Council.

Local interest groups, developers or individuals are encouraged to work with the Local Government to locate/define new names according to these suggestions.

When selecting road names, the following shall be considered:

- Road names shall not be offensive, racist, derogatory or demeaning (refer to NSW Anti-Discrimination legislation).
- Road names shall not be misspelt. In particular, the spelling of personal names shall be able to be validated by reference to primary sources.
- Commercial and business names shall not be used, particularly where the name can be construed to be promoting the business. However, business names no longer in use and which promote the heritage of an area are acceptable.
- Road types shall not be used in the formation of a road name, for example Promenade Road, Court Street etc. even if the road type is also a surname.
- The use of given or first names in conjunction with a surname is not acceptable for road naming but can be considered for feature naming. (Refer to GNB guidelines on feature naming).

3.6 Commemorative road names

Naming often commemorates an event, person or place. The names of people who are still alive shall not be used because community attitudes and opinions can change over time.

The initials of a given name are not to be used in any instances.

Local Government shall make every effort to gain consent from family members of the person who is being commemorated. Supporting evidence that shows attempts by a Local Government to consult with family members should be provided during the lodgment of the proposal, but it is acknowledged that some names may be from an era for which this is not possible.

3.7 Road extents

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

When a road extent is broken into separate sections by redevelopment or redesign, the name shall only be retained on one section and the other section(s) renamed as part of the development process.

The extent of each road shall be mapped according to the centreline of the road, and the name shall apply from one end of the road to the other i.e. the point where the road finishes or intersects with other roads.

A classified highway may be split by a section that is assigned a local name where it passes through a town. Each section of road shall have only one official name for addressing purposes.

3.8 Suffixes, prefixes and directional indicators

A road name shall not include qualifying terminology, a cardinal indicator or a similar prefix (e.g. *Upper, Lower, Old, New, East, West*) unless the road name is derived from a name which includes it.

A directional or similar device shall not be used as a suffix to uniquely define road extremities e.g. *Boundary Road East* and *Boundary Road West*.

Origin to destination names, such as *Bathurst-Oberon Road* shall not be used. It is too easy for such names to be confusing as there are too many aliases. Further to this, road name signs for origin-destination names can create confusion when the respective names are opposite in direction to the actual location of the places as indicate by their order on the sign e.g. *Bathurst Road, Oberon Road, Oberon-Bathurst Road*.

3.9 Amending road names

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. Where there are significant reasons for a change the GNB encourages authorities to undertake renaming action in conformity with these principles.

3.10 Road types

All road names shall include a road type selected from the list of acceptable road types. The road types available are distinguished between those for open-ended roads, culs-de-sac and pedestrian ways.

An exception to this mandatory assignation of road types only occurs on pre-approval of names for planning purposes or reserving of names, in which case the type might not yet be known.

Descriptions of the road types assist in the selection of types that suitably describe a road's characteristics, and they should be chosen with the ultimate configuration of the road in mind. A road which is a cul-de-sac in the early development of an estate should be assigned a closed-road type until such time as the road is extended and provides passage to another thoroughfare. When this occurs through road type shall be assigned.

Road types shall not be used to distinguish different roads of the same name or similarly sounding or spelt names. For example, the roads *Lambert Street*, *Lambert Close* and *Lambert Lane* are considered to be duplicates, which are not acceptable under Principle 3.4 - Uniqueness, Duplication. The same applies to *Brown Street*, *Broun Crescent* and *Browne Lane* (or similar combinations).

3.11 Cross-jurisdictional naming or renaming

Where naming or amendments to an existing road are required, and the extent crosses Local Government or State boundaries the Local Government with the most residents affected by any naming or proposed change shall take the lead in these negotiations. Where unanimous decision is unable to be achieved, the matter shall be referred to the GNB for their advice.

Where a road is named the whole road shall be named (as per Principle 3.7 Road Extents) and therefore a road spanning one or many Local Government areas shall have the approval of affected Local Governments prior to being considered for gazettal.

3.12 Name of water feature or island

For water based addressing the name of the water feature or island replaces the name of a road. For sites facing a watercourse or bay, that name of that feature replaces the road name, and in the case of islands, the island name replaces the road name. In every instance, the name shall be a name approved by the GNB and recorded in the NSW GPN e.g. 29 Patonga Creek, Patonga, NSW.

4. Naming of roads within certain localities

The names included in Appendix 1 of this Policy, which are based on local associations, contain the themes and names preferred within each local area. If no locality can be found relating to a certain area, naming of roads will adopt one of the themes as outlined in Part 3 Principles of road naming.

APPENDIX 1 – PREFERRED THEMES AND LOCALITY NAMES TO BE USED WITHIN THE CLARENCE VALLEY COUNCIL LOCAL GOVERNMENT AREA

The following names listed are for consideration of new roads, and includes the names of early vessels which plied the Clarence and botanical names.

GULMARRAD

Within the Gulmarrad area the preferred theme for road and street naming is parrots and birds.

MACLEAN

Within the Maclean area the preferred themes for road and street naming is Scottish themes and former civic identities. Names also to be included are to reflect ferry or shipping names, the thematic history of the area or Yaegl language names as approved by the Aboriginal Land Council and/or Aboriginal Liaison Committee.

Where a Scottish name has been approved for use, both the Scottish and Gaelic versions of the name shall be displayed on the street sign.

YAMBA

Early ships/river boats, captains, pilots associated with the district and maritime themes are the preferred road and street naming sources within the Yamba area.

WOOMBAH

Within the Woombah area, flora and fauna are the preferred themes for road and street naming.

SOUTH GRAFTON

Early vessels (names marked with an asterisk are currently in use within the city or considered generally unsuitable) which plied the Clarence are the preferred theme for road and street naming in South Grafton.

Alexa*	Kleilawarra*	Perseverance*
Atlanta*	Kyogle	Platypus
Bessie*	Lorna	Ramornie*
Clarence*	Lady Beatrice*	Susan
Copmanhurst*	Macleay*	Taree
Electra*	Nixie	Tintinbar*
Favourite*	Mulga	Urara*
Florence McKenzie*	Nymboida*	Woolwich*
Grafton*	Orara*	William the Forth*
Iolanthe*	Phoenix*	Swallow*
Kallatatina*	Pulganbar	Induna*

GRAFTON CITY WIDE

The following pioneer family names listed are for consideration of new streets within the Grafton City area (names marked with an asterisk are currently in use or considered generally unsuitable). Botanical names are also to be considered for use within Grafton City.

Dahl*	Ships Captain	
Sanders, Charles*	Cabinet Maker/Undertaker	1850's
Andrews, John Kilton	Ferryman	1850's
Aspery, Henry	Early Farmer	
Balzar, Henry	Early German Settler	1850's
Berry, James	Stonemason	1850's
Morris, Jessie	Early Settler	1850's
Bender, Johann	Settler	1850's
Berini, Julius	Early Doctor	1860's
Krauss, Christian*	Early Chemist	1850's
Carson, John	Shoemaker	1840's
Ehlers, Carl	Photographer	1880's
Lindt, William	Photographer	1870's
Stevenson, W	Photographer	1860's
Selwyn, Rev	Early C of E Minister	1860's
Fiddler, William	Early Methodist Minister	1860's
Gibson, John	Early Presbyterian Minister	1850's
Flower, Willoughby	Early C of E Minister	1880's
Frazer, William	Early Flour Miller	1860's
Foott, George	Solicitor	1860's
Francis	Shoeman	
Hann, John	Early Resident	1840's
Wilkinson	Stationer	
Darke	Surveyor (laid out Grafton City)	1850's
Palmer	Brickmaker	
Law, RC	Solicitor	1890's
Batt, EC	Ramornie Meat Works Manager	1870's
Cordingly	Meat Works Chemist	
Caldwell, Robert	Meat Works Employee	
Winter, James	Early Hotelier Ramornie	
Schuhmacher	Early farmers, Ramornie	
Chalmers, George	Entrepreneur/ Alderman	

The following names have been listed for information for use within the Grafton area:

Adrian	Englert	Meskill
Alderson	Essex	Neale
Allison	Evans	Oakes
Aspinall 10/12/01	Everingham	Penrose
Bechman	Fairweather	Rae
Boehm	Ferguson	Reimer
Brandy	Geary	Sellers
Bridle	Gerard	Sharple
Burkhardt	Hall	Smithers
Busch	Hines	Sorenson
Cameron	Hiran *28/6/99	Stuckley
Champion	Jordan	Walker
Clare	Klaus	Wiseman, Captain
Clark	Layton	Wunderlich
Clements	Livingstone *23/10/00	
Crispin	Mann, Captain	
Daniels	Manning	
Doberer	Maxted	
Duggan	McGowan	

**HIRAN is the name of the village in northwestern India where the Hayer Family originally migrated from almost 100 years ago. The Hayer family have made a significant contribution to the commercial development of Grafton and a small token of recognition is considered apt.*

The following names of past mayors and former bishops are to be included in the list for consideration in the naming of roads and streets.

Baldock	Past Mayor
Hampson	Former Traffic Sergeant
Sheather, Wilfred Charles	Former Town Clerk
John William Yarra ("Jack" or "Slim")	Meritorious World War II Service

Former Anglican Bishops of Grafton & Armidale	
The Right Reverend William Collinson Sawyer	1868
The Right Reverend James Francis Turner	1869-1892
The Right Reverend Arthur Vincent Green	1894-1900
The Right Reverend Henry Edward Cooper	1900-1914

Former Anglican Bishops of Grafton	
The Right Reverend John William Aston	1921-1938
The Right Reverend William Henry Webster Stevenson	1938-1945
The Right Reverend Christopher Storrs	1946-1955
The Right Reverend Kenneth John Clements	1956-1961
The Right Reverend Robert Gordon Arthur	1961-1973
The Right of Reverend Bruce Allan Shultz	1985-1998

Catholic Parish Priests	
Rev Fr. Timothy McCarthy	First Pastor to the Grafton District
Rev Fr. John J Murphy	First Parish Priest of Grafton
Rev Fr. W X Johnson	Built the first St Mary's Church
Rev Fr. Daniel Lawton	Built the present church, presbytery and school buildings
Rt Rev Mons Joachim Hennessy	Longest serving Parish Priest

APPENDIX 2 – ROAD TYPES

The following road types, derived from AS/NZS 4819:2011, shall be selected as applicable to open ended roads, cul-de-sac or pedestrian only roads.

Road Type	Abbreviation	Description	Open ended	Cul-de-sac	Pedestrian only
Alley	Ally	Usually narrow roadway in cities or towns, often through city blocks or squares.	X	X	
Approach	App	Roadway leading to an area of community interest (e.g. public open space, commercial area, beach etc.)	X		
Arcade	Arc	Passage having an arched roof, or any covered passageway, especially one with shops along the sides.			X
Avenue	Av	Broad roadway, usually planted on each side with trees.	X		
Boardwalk	Bwlk	Promenade or path, especially of wooden planks, for pedestrians and sometimes vehicles, along or overlooking a beach or waterfront.			X
Boulevard	Blvd	Wide roadway, well paved, usually ornamented with trees and grass plots.	X		
Break	Brk	Vehicular access on a formed or unformed surface, which was originally prepared as a firebreak.	X		
Bypass	Bypa	Alternative roadway constructed to enable through traffic to avoid congested areas or other obstructions to movement.	X		
Chase	Ch	Roadway leading down to a valley.	X	X	
Circuit	Cct	Roadway enclosing an area.	X		
Close	Cl	Short, enclosed roadway.		X	
Concourse	Con	Roadway that runs around a central area (e.g. public open space or commercial area).	X		
Court	Ct	Short, enclosed roadway.	X		

Road Type	Abbreviation	Description	Open ended	Cul-de-sac	Pedestrian only
Crescent	Cr	Crescent-shaped thoroughfare, especially where both ends join the same thoroughfare.	X		
Crest	Crst	Roadway running along the top or summit of a hill.	X		
Drive	Dr	Wide thoroughfare allowing a steady flow of traffic without many cross- streets.	X	X	
Entrance	Ent	Roadway connecting other roads.	X		
Esplanade	Esp	Level roadway, often along the seaside, lake or a river.	X		
Firetrail	Ftrl	Vehicular access on a formed or unformed surface, which was originally prepared as a firebreak.	X		
Freeway	Fwy	Express, multi-lane highway, with limited or controlled access.	X		
Glade	Glde	Roadway usually in a valley of trees.	X	X	
Grange	Gra	Roadway leading to a country estate, or focal point, public open space, shopping area etc.	X		
Grove	Gr	Roadway that features a group of trees standing together.	X	X	
Highway	Hwy	Main road or thoroughfare, a main route.	X		
Lane	Lane	Narrow way between walls, buildings or a narrow country or city roadway.	X	X	
Loop	Loop	Roadway that diverges from and rejoins the main thoroughfare.	X		
Mall	Mall	Sheltered walk, promenade or shopping precinct.			X
Mews	Mews	Roadway in a group of houses.		X	
Parade	Pde	Public promenade or roadway that has good pedestrian facilities along the side.	X		
Parkway	Pwy	Roadway through parklands or an open grassland area.	X		
Passage	Psge	Narrow street for pedestrians.			X

Road Type	Abbreviation	Description	Open ended	Cul-de-sac	Pedestrian only
Path	Path	Roadway used only for pedestrian traffic.			X
Place	Pl	Short, sometimes narrow, enclosed roadway.		X	
Plaza	Plza	Roadway enclosing the four sides of an area forming a market place or open space.		X	
Promenade	Prom	Roadway like an avenue with plenty of facilities for the public to take a leisurely walk, a public place for walking.	X		
Quays	Qys	Roadway leading to a landing place alongside or projecting into water.	X		
Ramp	Ramp	Access road to and from highways and freeways.	X		
Retreat	Rtt	Roadway forming a place of seclusion.		X	
Ridge	Rdge	Roadway along the top of a hill.	X		
Rise	Rise	Roadway going to a higher place or position.	X	X	
Road	Rd	Open way or public passage primarily for vehicles.	X		
Square	Sq	Roadway bounding the four sides of an area to be used as an open space or a group of buildings.	X	X	
Steps	Stps	Route consisting mainly of steps.			X
Street	St	Public roadway in a town, city or urban area, especially a paved thoroughfare with footpaths and buildings along one or both sides.	X		
Subway	Sbwy	Underground passage or tunnel that pedestrians use for crossing under a road, railway, river etc.			X
Terrace	Tce	Roadway usually with houses on either side raised above the road level.	X	X	
Track	Trk	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 often associated with walking rather than vehicular movement.	X		

Road Type	Abbreviation	Description	Open ended	Cul-de-sac	Pedestrian only
Trail	Trl	See 'Track'.	X		
View	View	Roadway commanding a wide panoramic view across surrounding areas.	X	X	
Vista	Vsta	Roadway with a view or outlook.	X	X	
Walk	Walk	Thoroughfare with restricted access used mainly by pedestrians.			X
Way	Way	Roadway affording passage from one place to another. Usually not as straight as an avenue or street.	X		
Wharf	Whrf	A roadway on a wharf or pier.	X	X	X