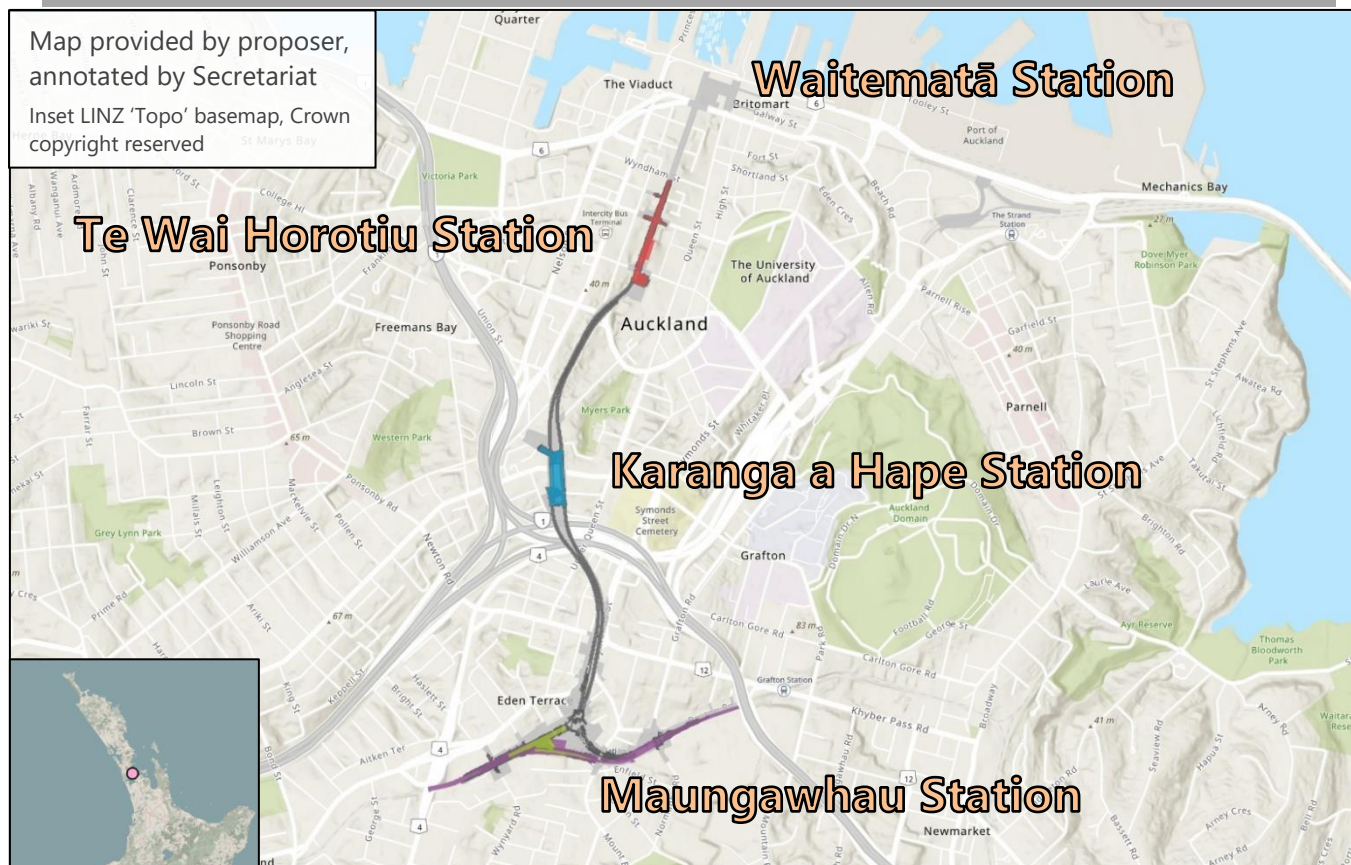


Proposals considered by the Board on 26 July 2022 to alter and assign railway station names in Auckland:

Waitematā Station	[altered from Britomart Station, unofficial recorded]
Te Wai Horotiu Station	[new name]
Karanga a Hape Station	[new name]
Maungawhau Station	[altered from Mount Eden Station, unofficial recorded]



Summary

The four proposals made by Auckland Transport and City Rail Link (CRL), are to:

- Alter the unofficial recorded name Britomart Station to an official name, Waitematā Station,
- Assign a new official name, Te Wai Horotiu Station,
- Assign a new official name, Karanga a Hape Station,
- Alter the unofficial recorded Mount Eden Station to an official name, Maungawhau Station.

Twin 3.45km railways under the Auckland CBD will connect the two existing railway stations, with the two new railway stations established between them. CRL aims to be operational by the end of 2024, with the proposed Te Wai Horotiu Station anticipated to become New Zealand's busiest railway station.

A Mana Whenua Forum of eight iwi gifted the names and have provided mātauranga Māori advice throughout the City Rail Link project. The connection of the proposed names to the landscape and their stories are intended to be told through unique designs for each station.

Amended proposals are recommended to uphold standardised orthography and consistent generic terms with other official names. This affects Te Wai Horotiu

(expert advice: Te Waihorotiu) and Karanga a Hape (expert advice: Karanga-a-Hape) and amending 'Station' to 'Railway Station' for the four proposed names.

The proposal provides few reasons about why the existing names should be altered. Mount Eden Station in particular is in long term use. While the proposal considers the names will 'restore the cultural landscape', the original Māori name Maungawhau was officially restored to the maunga as a dual name, Maungawhau / Mount Eden. A dual name for the railway station could meet the intent of the proposal, while retaining the existing long term use name. This would also be consistent with the official dual name of the maunga.

A media release is suggested given the high profile of the CRL project and the extensive media attention to date.

The Secretariat has discussed with Auckland Transport about a proposal to officially name the railway line itself, eg 'City Rail Link' (by default) or any other name. Auckland Transport will consult with its Mana Whenua Forum, with a view to proposing a name for the Board's December 2022 hui.

Secretariat recommendation

At its 26 July 2022 hui the Board resolved to '**defer** to consult directly with Ngāti Whātua Ōrākei to confirm its views on the names proposed by Auckland Transport, and to request its views on the Board's recommended names in Recommendation 1 (Waitematā Railway Station, Te Waihorotiu Railway Station, Karanga-a-Hape Railway Station, Maungawhau / Mount Eden Railway Station).'

By email on 17 August 2022, the Board resolved Recommendation 1 below with the updates following its additional consultation shown in red. The Chairperson also made an executive decision to notify for eleven weeks to conclude on 9 November 2022 and align with other proposed railway station names in south Auckland (Agenda item 18.6).

Recommendation 1

Decline the proposals to:

- Alter Britomart Station to Waitematā Station,
- Assign Te Wai Horotiu Station,
- Assign Karanga a Hape Station,
- Alter Mount Eden Station to Maungawhau Station,

and

Accept new proposals from the Board to:

- Alter the unofficial recorded name Britomart Station to an official name **Waitematā Railway Station**,
- Assign a new official name, **Te Waihorotiu Railway Station**,
- Assign a new official name, **Karanga-a-Hape Railway Station**,
- Alter the unofficial recorded Mount Eden Station to an official name **Maungawhau / Mount Eden Railway Station**,

Based on:

- expert orthographic advice from a Te Taura Whiri i te Reo Māori licenced translator,
 - ensuring standard and consistent generic terminology for official railway station names, ie 'Railway Station' not 'Station',
-

-
- support from eight iwi groups for the proposed Māori names (notwithstanding changes to the orthography and consideration of a dual name, **including no concerns raised in direct consultation with Ngāti Whātua Ōrākei for three of the four names: Waitematā Railway Station, Karanga-a-Hape Railway Station, and Maungawhau / Mount Eden Railway Station,**
 - 'Britomart Station' being named relatively recently (2003), not having gone through an official naming process, notwithstanding its widespread use,
 - recognising the connection of the proposed names to the landscape, as original Māori names for features near and associated with each railway station, and which mana whenua consider will contribute to 'healing' and 'reclaiming cultural narratives', and that the naming of the existing stations was not considered to reflect Treaty partnership values,
 - retaining the intent of the original proposal by accepting Maungawhau, but as part of a dual name for consistency with the feature after which it is named, officially named Maungawhau / Mount Eden, and based on long term use of the existing name Mount Eden Station (142 years) as the original name for the railway station,
 - meeting the operational needs of Auckland Transport and KiwiRail for the completion of the City Rail Link project,

Noting:

- **advice from Ngāti Whātua Ōrākei that the [Te] in Te Waihorotiu Railway Station could be dropped in line with the use of Waihorotiu on historic maps and publications. Orthographic advice was reconfirmed for Te Waihorotiu. This would also align closer to the original name proposed,**
- the original name Maungawhau is recognised and restored in the official dual name Maungawhau / Mount Eden (altered 2014) for the maunga itself,
- possible loss of heritage/historic value of the name 'Britomart' that would no longer be used for any place name in Auckland,
- no concerns regarding the length of a dual name for a railway station,
- most existing railway stations are typically named for the populated place they serve,

and

Notify as proposals to assign and to alter for **three eleven weeks months,**

and

Issue a media release about the proposals.

Options

Option 2
[amends part of
recommendation 1
relating to the
proposed
Maungawhau
Station]

~~**Decline** the proposal to alter Mount Eden Station to Maungawhau Station,~~
and

~~**Accept** a new proposal from the Board to alter the unofficial recorded name Mount Eden Station to an official name, **Mount Eden Railway Station**, based on:~~

- ~~— long term use of the existing name Mount Eden Station (142 years), being the original name of the railway station,~~
 - ~~— that the existing name of the railway station may be considered to be associated with the suburb name, Mount Eden,~~
 - ~~— the original Māori name Maungawhau having been already recognised and restored in the maunga itself in the official dual name Maungawhau / Mount Eden,~~
-

Option 3
[amends part of
recommendation 1
relating to the
proposed
Maungawhau
Station]

-
- ensuring standard and consistent generic terminology for official railway station names, ie 'Railway Station' not 'Station';

Noting in consideration of a potential dual name

- the typical criteria relates to original Māori names for natural features and not necessarily structures such as railway stations, and the requirement for equal significance for both parts of the name relating to the named feature, ie, the Māori name is not original for the railway station;
- concerns as to the length;

and

Notwithstanding support from eight iwi groups, City Rail Link, Auckland Transport, and KiwiRail for the proposed name Maungawhau Station,

Notify as a proposal to alter for three months,

and

Issue a media release about the proposal.

Decline the proposal to alter Mount Eden Station to Maungawhau Station,

and

Accept a new proposal from the Board to alter the unofficial recorded name Mount Eden Station to an official name **Maungawhau Railway Station**, based on:

- ensuring standard and consistent generic terminology for official railway station names, ie 'Railway Station' not 'Station';
- support from eight iwi groups for the proposed name;
- recognising the connection of the proposed name to the landscape, as the original Māori name for a nearby associated feature, and which mana whenua consider will contribute to 'healing' and 'reclaiming cultural narratives', and that the naming of the existing station was not considered to reflect Treaty partnership values;
- meeting the operational needs of Auckland Transport and KiwiRail for the completion of the City Rail Link project;

Noting in consideration of a potential dual name

- no concerns in replacing the existing name, which remains commemorated in the name of the suburb Mount Eden (notwithstanding that the station serves this suburb) and the official dual name of the associated feature Maungawhau / Mount Eden;
- concerns as to the length;

and

Notify as a proposal to alter for three months,

and

Issue a media release about the proposal.

Secretariat assessment and advice

The proposal

The proposals from Auckland Transport, in partnership with City Rail Link and KiwiRail, are to:

- Alter the unofficial recorded Britomart Station to an official name, Waitematā Station,
- Assign a new official name, Te Wai Horotiu Station,
- Assign a new official name, Karanga a Hape Station,
- Alter the unofficial recorded Mount Eden Station to an official name, Maungawhau Station.

According to the proposers, the new 3.45km underground twin railway tunnels and the development of the stations are the '*largest transport infrastructure project ever to be undertaken in New Zealand*'. The proposal includes an online map with the extent of the underground twin railway line and footprints of the new and redeveloped existing railway stations.¹

The proposed names were determined unanimously and gifted by a Mana Whenua Forum of eight Auckland iwi. Up until their announcement in May 2022, CRL's public communications used the existing station names and provisional names Aotea Station (for Te Wai Horotiu) and Karangahape Station.

The proposers have provided these meanings/reasons for the proposed names:

Name	Meanings/reasons
Waitematā	<i>To honour the land around the station which was reclaimed from the Waitematā harbour. This large body of water is named after its resemblance to obsidian (Maori: Mata), for its flat, glassy waters. In the second interpretation, the harbour's name reflects a visit from a Te Arawa ancestor who placed an obsidian stone as a mauri (talisman) in the northern part of the harbour.</i>
Te Wai Horotiu	<i>"Arā noa atu ngā manga iti o Waihorotiu, e tupu nei te mauri, e tupu nei te ora" "There are many branches and watercourses of Waihorotiu where life and vitality flourishes".</i> <i>The name Te Wai Horotiu Station (Aotea) has been gifted in recognition of the Waihorotiu stream that flowed near the station, through Horotiu down to the Waitemata, providing fresh water for iwi living nearby.</i> <i>Te Wai Horotiu will become New Zealand's busiest station and the te reo name reflects that link between the past and present where the original water source provided a service to local people for cooking, cleaning, bathing and growing food, just as now it will provide the service of transport.</i>
Karanga a Hape	<i>Karanga a Hape station – which is a correction of the misspelled Karangahape – means "the call of Hape". Hape was an ancestor of the Tainui iwi who made his own way to Tāmaki Makaurau when his waka left him in Hawaiki. After performing a karakia (prayer) he was gifted a</i>

¹

https://echwxwsjs7tmysv6.maps.arcgis.com/apps/Embed/index.html?webmap=72da372a8d5b4202b275763e53cb04b1&extent=174.7389-36.8716,174.8023-36.8421&zoom=true&previewImage=false&scale=true&legendLayers=true&basemap_toggle=true&alt_basemap=topo&disable_scroll=true&theme=light – last accessed 30 June 2022

	<i>kaitiaki (guardian) who was a stingray and together they crossed the water to arrive in Aotearoa ahead of the Tainui waka that left before him.</i>
Maungawhau	<i>The nearby maunga is the namesake for Maungawhau station. Otherwise known as Mount Eden, Maungawhau is named for its whau trees. The gifted name Maungawhau literally translates to mountain (maunga) of cork tree (whau). The whau tree was used for fishing floats and medicinal purposes.</i>

The design of the new railway stations and redesign of the existing railway stations are intended to incorporate references/motifs relating to the names and the associated geographic features. For example, *'The design to the station's Wellesley Street entrance reflects the undulating water of the Waihorotiu'*, or that basalt rock from Maungawhau / Mount Eden will be used at the redeveloped station.

The Mana Whenua Forum consider these proposed names contribute to a healing process as *'significant cultural landscapes around the stations have been developed and renamed by others, creating a sense of loss and sadness. Naming these stations is a reclamation of place and cultural narrative.'* Auckland Transport also consider its partnership with the Mana Whenua Forum gives effect to the Treaty, and that the names will continue to encourage everyday use of te reo Māori and help educate the public on Auckland geographic and cultural heritage.

Once operational the four railway stations, particularly Te Wai Horotiu Station, are expected to be the busiest in the country. By connecting the current Britomart Station as a through-line, it will double the capacity of the network to 54,000 passengers an hour at peak times.

The proposal does not include specific documentary evidence of consultation with Auckland Council, noting however Auckland Transport is a Council organisation.

The proposal did not meet minimum requirements in terms of evidence of the correct orthography. However, the Chairperson considered that as the proposals were a high priority for the Board's consideration, they would proceed to be processed.

Since the announcement of the proposed names, some public feedback has been received (objecting) and added to the proposal information. The correspondents were advised to make a formal submission should the proposals be accepted.

City Rail Link has provided information about the Board's processes and links directing the public to the Board's consultation pages on its webpages.²

Names shown on maps

Britomart Station only appears to be named on one official topographic map, NZMS 260 R11 ([2006 ed.](#)).

Mount Eden Station is named on government maps after opening in 1880 (eg, [Railway, postal and telegraph map of the North Island, New Zealand, 1889](#)), through to the official street map NZMS 271 Auckland ([1994](#)).

Toitū Te Whenua LINZ no longer produces street maps and over time the topographic NZMS 260 map series dropped off most station names due to scale limitations. Only seven railway stations are named on the current NZTopo50 series.

² <https://www.cityraillink.co.nz/meet-your-stations> - last accessed 29 June 2022

Location of the features, generic terms, and geographic feature types

The features are railway stations on a new, underground twin railway line through the Auckland CBD, which is still under construction. From the current Mount Eden Station on the North Island Main Trunk, it extends 3.45km to the current Britomart Station, near Viaduct Basin at the Waitematā Harbour waterfront.

The proposed names include the generic term 'Station'. However, 'Railway Station' is more appropriate for feature identification and for consistency with other official railway station names.

Of 91 official railway station names in the Gazetteer, 89 are 'Railway Station', one includes 'Terminal', and one is 'Station'. For unofficial recorded railway station names, there are 84 'Railway Stations' and 49 'Stations', noting that over time on different official documents either term (or just the specific part of the name) may have been used, before being recorded.

New Zealand Gazetteer, associated names, duplication

There are some associated names and many duplications of the specific parts for some of the proposed railway station names. None of these are likely to cause confusion as the four proposed railway station names are unique with the generic term Station (or Railway Station).

Britomart, Waitematā

[Britomart Station](#) is an unofficial recorded name in the Gazetteer. [Waitematā Harbour](#) (official) is associated with the proposed railway station name. [Britomart Memorial Historic Reserve](#) at Akaroa Harbour in Te Waipounamu partially duplicates the existing name.

Te Wai Horotiu

There are no associated names in the Gazetteer. There are two unofficial recorded names that partially duplicate the name: [Horotiu](#) (locality) north of Hamilton and [Horotiu](#) (hill) 24km west-southwest of Kaikohe.

Karanga a Hape

[Karangahape Peninsula](#) (official) 21km southwest of the new railway station is associated with the proposed name. Two unofficial recorded names are partial duplications: [Karangahape](#) (hill) and [Karangahape Cliffs](#), both at the south of Western Bay, Lake Taupō / Taupōmoana.

Mount Eden, Maungawhau

[Mount Eden Station](#) is an unofficial recorded name in the Gazetteer. [Eden Terrace](#) and [Mount Eden](#) (unofficial recorded suburb names) are associated with the existing railway station name, as is [Maungawhau / Mount Eden](#) (official hill name) which is the namesake for proposed name.

A duplication of [Mount Eden](#) (official) is at Auckland Island for a hill, and there are many further partial duplications of 'Eden' and 'Whau', including in Auckland, eg [Glen Eden](#) and [Whau River](#), to the west.

Research, history and references to the features, Board archives

Britomart, Waitematā

The Railway Heritage Trust records that Britomart Station was opened and named on 7/7/2003³. An earlier Auckland Station occupied a similar footprint in 1885, before moving east near the current Strand Station in 1930.

³ Juliet Scoble (2010), [Names & Opening & Closing Dates of Railway Stations in New Zealand 1863 to 2010](#), Rail Heritage Trust of New Zealand – last accessed 29 June 2022.

Britomart Station was named for Point Britomart, which no longer exists as a coastal 'point' feature. It was immediately east of the current railway station. In the 1870s-1880s the point was flattened, and the debris used to reclaim parts of Waitematā Harbour⁴⁵. Britomart Point was named for HMS Britomart which surveyed Waitematā Harbour in 1840. An original Māori name was Te Rerenga-o-Raiti⁶, and it may be of interest if this name was considered.

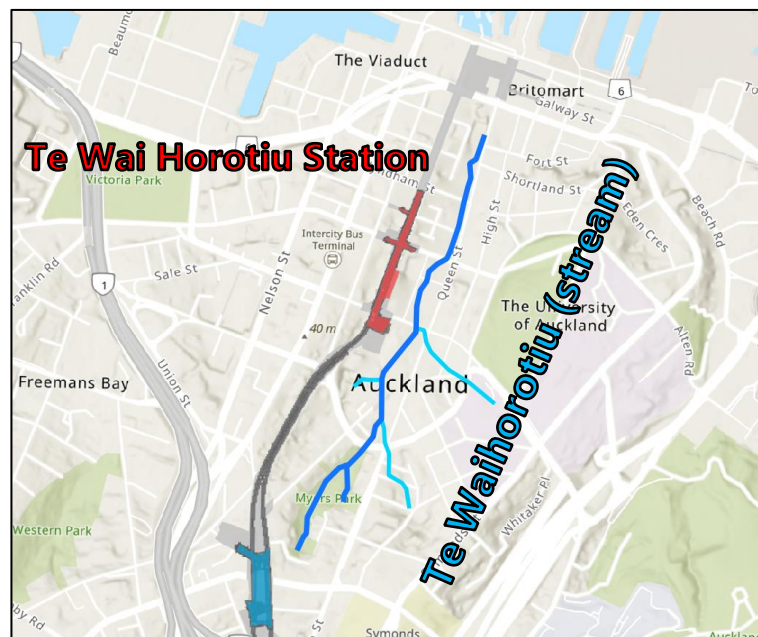
Reed's *Place Names of New Zealand* records for Waitematā: *'In full, Waitemata-o-Kahumatamomoe. The intrepid explorer Kahumatamomoe of the Arawa canoe visited the harbour and left a mauri stone at Te Mata (Boat Rock)'*⁷.

Te Wai Horotiu

The proposed railway station name refers to Te Waihorotiu (stream), which flowed mostly parallel and to the west of Queen Street, to wetlands and the (former) waterfront. The stream is shown on early plans⁸. Horotiu pā/settlement was at the stream, south of Auckland Town Hall.

In the 1840s the stream was channelled on the initiative of Charles Ligar (NZ's 1st Surveyor-General) and known as Ligar Canal. This quickly became polluted⁹ so was rechannelled and covered over. In 2008 the (then) Auckland Regional Council investigated 'daylighting' (exposing) Te Waihorotiu but found it impractical¹⁰.

This diagram shows the course of the stream as traced from old plans in the daylighting technical report, relative to the railway station:



⁴ [ON THE EASTERN SLOPE](#). *New Zealand Herald*, Volume LX, Issue 18555, 13 November 1923, Page 20 (Supplement) – last accessed 29 June 2022

⁵ Deveril, Herbert, 1840-1911. [Point Britomart being demolished](#). Auckland, Scott, Mrs: Original and mounted photographic prints. Ref: PA7-45-45. Alexander Turnbull Library, Wellington, New Zealand. /records/23177494

⁶ Eg, refer map commissioned by Ngati Whatua o Orakei Maori Trust Board, Linzone ID: A4862215

⁷ Reed, AW & P Dowling. *Place Names of New Zealand*. Auckland: Raupo, 2010

⁸ O'Mealy, J.B. fl 1842: [Plan of Auckland as it stood in January 1842](#) [ms map]. J.B. O'Mealy, Asst. Surveyor. MapColl-832.1291gbbd/1842/Acc.22934

⁹ Frith, Samuel George, [Queen Street sewer 1866](#), Auckland Libraries Heritage Collections 1043-034 ; *'the greatest, and more important! blunder that was ever made by any practical man': THE CABINET!* *Auckland Chronicle And New Zealand Colonist*, Volume 2, Issue 12, 25 October 1843, Page 2; *'that sublime abomination': Public V. Clerk Of Weather*. *New Zealand Herald*, Volume VIII, Issue 2170, 9 January 1871, Page 2

¹⁰ Stream Daylighting [pt1](#) ; [pt2](#), Auckland Regional Council Technical Report TR2008/027 – last accessed 29 June 2022

Karanga a Hape

The proposal provides the meaning 'the call of Hape'. Other meanings given for the name for the road/original trail/ridgeline are: karangahape, a generic term for molluscs, related to gathering activities of settlements near the harbour, or 'the winding path of human activity', related to its role as an overland route¹¹. It is not known if mana whenua endorses these meanings.

The proposal for Karangahape Peninsula, a Treaty name considered by the Board in 2010, stated Karangahape Road is named after the trail to the settlements at the peninsula. The proposal indicated the name was derived from 'Karanga a Hape' so it is unclear why the name was recommended as Karangahape. The name became official by the Te Kawerau ā Maki Claims Settlement Act 2015.

Mount Eden, Maungawhau

The Railway Heritage Trust records Mount Eden Station opened 29/03/1880¹². Mount Eden for the mountain (now officially Maungawhau / Mount Eden) was named for George Eden - Baron Eden and Earl of Auckland (also Auckland's namesake)¹³. The feature was spelled 'Maunga Wau' in the Waitemata purchase deed in 1841.

Reed's *Place Names of New Zealand* also suggests Maungawhau may be a corruption of 'Maungahau'¹⁴. It is not known if this is an alternative tradition with any legitimacy.

Consultation with
mana whenua

A Mana Whenua Forum of eight iwi unanimously gifted the proposed names:

Te Ākitai Waiohia	Ngāti Pāoa	Ngāti Te Ata Waiohua
Te Kawerau ā Maki	Ngā Tai Ki Tāmaki	Ngāti Whātua Ōrākei
Ngāti Maru	Ngāti Tamaoho	

In terms of the Board's *Kaupapa for Māori Place Names*, the Secretariat requested advice from Te Puni Kōkiri on further groups that might have an interest. Based on Te Kāhui Māngai, the Secretariat wrote to Te Patukirikiri requesting any views on the proposal. No response was received.

Advice on
orthography¹⁵

A Te Taura Whiri i te Reo Māori licenced translator confirmed Waitematā and Maungawhau are correct. However, Te Wai Horotiu should be Te Waihorotiu, and Karanga a Hape should be Karanga-a-Hape.

The Mana Whenua Forum may have views on the Board amending the orthography of the gifted names (noting the proposal documents also use 'Waihorotiu') and will have an opportunity during the three month public notification period to make any submissions.

¹¹ <https://www.karangahaperoad.com/heritage> - last accessed 29 June 2022

¹² Juliet Scoble (2010), *Names & Opening & Closing Dates of Railway Stations in New Zealand 1863 to 2010*, Rail Heritage Trust of New Zealand – last accessed 29 June 2022.

¹³ Reed, AW & P Dowling. *Place Names of New Zealand*. Auckland: Raupo, 2010

¹⁴ Ibid

¹⁵ The conventions and rules of how to write a language

Relevant section from the [NZGB Act 2008](#)

Section 4 Interpretation: geographic feature and feature mean (b) a railway or railway station.

Section 8 Extent of Board's jurisdiction (1) The Board has jurisdiction to exercise its powers and to carry out its functions and duties under this Act or any other enactment in relation to geographic feature.

[Standard for New Zealand place names](#) criteria

1.1 Acceptable names (b) The surname or traditional ancestral Māori name of a person who...was a notable leader, of good character, and/or contributed to, or had a strong association with the feature, place or area.

The proposed Karanga a Hape Station is named for the tupuna Hape with associations across Tāmaki-makaurau.

1.3 Undesirable names and other considerations (d) Long-term existing names or names that are in common local use may take precedence over new names if they conform to this standard.

1.6 Altered names - a name may be altered when:

- it is culturally inappropriate,
- the location of a feature or place is unclear,
- there are compelling reasons for safety,
- it corrects a significant wrong or grievance,
- it is confusing or ambiguous,
- it does not follow established long-term local or common use,
- Any alteration should balance the cultural and historical significance of the name against long-term use and the practical need for location identification

Mount Eden Station is in long term use (142 years). Britomart Station is newer (19 years). The proposal does not make a case that the existing names are undesirable, inappropriate, confusing, dangerous, etc, or any case to alter based on safety. In at least the short term, retaining existing names would be conducive to location identification.

1.4 Generic terms (a) A generic term should accurately describe the type of feature being named; (g) Generic terms should not be abbreviated.

'Railway Station' is preferable over 'Station' for consistency and the NZGB Act 2008 refers to 'railway station'. It describes the features which will be used by a very large number of commuters including tourists.

1.5 Orthographic standards (b) The correct use of macrons, hyphens, etc on Māori place names is dependent on expert advice from a licensed translator. The orthographic conventions of Te Taura Whiri i te Reo Māori (the Māori Language Commission) should be followed. However, advice from relevant hapū or iwi associated with the name will be taken into account.

Two of the proposed names require amendments to conform with standard orthographic conventions.

1.7 Dual names (a) Dual names, where both names are used together as one name, recognise the equal and specific significance of both names.

Typically, dual naming is used when an original Māori name is restored to a natural geographic feature, while recognising equal significance of an existing non-Māori name. Other criteria in the standard would accept naming after an

associated feature, which in this case is an existing official dual name, Maungawhau / Mount Eden.

1.3 Undesirable names and other considerations (b) New names should be distinctive and preferably unique...generic terms, may be used to distinguish between associated features with the same specific name.

(c) associated names with different generic terms are allowed.

The proposal to alter Mount Eden Station to Maungawhau Station is based on its association to the mountain feature officially dual named Maungawhau / Mount Eden. For consistency, Maungawhau / Mount Eden Railway Station may be preferable, noting that the existing name could be considered more associated with the name of the suburb, Mount Eden, which it serves.

(f) Long names are undesirable but may be acceptable when they do not impact emergency services, or the name is culturally, traditionally, or historically important.

Should the Board propose a dual name Maungawhau / Mount Eden Railway Station, this would be the longest name for any railway station, noting the generic term is often omitted in operational use.

Concerns or issues for emergency services

The Board has considered that railway station names should relate to the populated places they service or other well-known features nearby, for emergency response and identification purposes.¹⁶

Three of the proposed names would meet these criteria, being associated with Waitematā Harbour, Karangahape Road, and Maungawhau / Mount Eden. It is unclear how well known Te Waihorotiu (stream) might be to the general public, noting efforts (above) to tell the story of the feature above ground, which are ongoing. Auckland Council are currently redeveloping Queen Street, using 'Wai Horotiu' or Waihorotiu for the project name.¹⁷ Topically for Matariki 2022 an event/visual display told the story of Waihorotiu.¹⁸ Waitematā might also be relatively non-specific, given the extent of the associated feature.

Costs

City Rail Link intend to incorporate the histories/meanings/associations of the proposed railway station names into the architecture/design of the railway stations as they're built. Should different names be determined to be more appropriate through the Board's statutory process, this may incur costs should CRL choose to redesign accordingly.

Compliance and railway station names

Operationally, for signage, timetables, etc, the generic term 'Station' (or Railway Station) is frequently omitted. The station designs for example, only show the specific part of the names on the signs.

Media

CRL and Auckland Transport together with the Mayor of Auckland and Minister of Transport announced the proposed names in a press conference on 6 May 2022, accompanied by a press releases and videos¹⁹. On submitting the

¹⁶ Board hui 29 April 2011 (regarding Tāmaki Railway Station)

¹⁷ <https://akhaveyoursay.aucklandcouncil.govt.nz/waihorotiu-queen-street> - last accessed 5 July 2022

¹⁸ <https://www.aucklandlive.co.nz/show/turama> - last accessed 5 July 2022

¹⁹ [CRL station names and designs reflect "unique" Auckland](#), City Rail Link - last accessed 29 June 2022

proposals to the Board, a further media release was distributed on 31 May 2022.²⁰ The CRL project has had considerable media attention over many years.²¹

The railway stations and their proposed names are high profile, so media attention is assured. The Board should consider its own press release, particularly should it modify the proposed railway station names with correct orthography.

Supporting information

1. Proposals to assign and alter four railway station names – 31 May 2022
2. Media articles filed to date
3. Additional public correspondence forwarded by Auckland Transport or received directly (ie, 'objections')
4. Orthographic advice – 1 June 2022

²⁰ [Te Reo Maori Station Names Go To Geographic Board](#), Scoop, 31 May 2022 – last accessed 29 June 2022

²¹ [City Rail Link delays hitting businesses around Auckland's K Rd](#), *New Zealand Herald*, 11 June 2021