

Submissions considered by the Board on 2 December 2022 for proposals to alter existing and assign new railway station names in central Auckland:

Waitematā Railway Station	[altered from Britomart Station, unofficial recorded]
Te Waihorotiu Railway Station	[new name]
Karanga-a-Hape Railway Station	[new name]
Maungawhau / Mount Eden Railway Station	[altered from Mount Eden Station, unofficial recorded]

Map provided by proposer, annotated by Board Secretariat
Inset LINZ 'Topo' basemap, Crown copyright reserved



Summary

On 17 August 2022 the Board declined four proposals jointly proposed from Auckland Transport (AT) and City Rail Link (CRL) and accepted four new proposals after consulting with Ngāti Whātua Ōrākei 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 name Mount Eden Station to an official name, Maungawhau / Mount Eden Railway Station.

Changes to the original proposals were to ensure consistent use of the generic term 'Railway Station', standardised orthography (Karanga a Hape to Karanga-a-Hape and Te Wai Horotiu to Te Waihorotiu), and to retain the existing name Mount Eden

Station as part of a dual name, Maungawhau / Mount Eden Railway Station, based on long term use of the existing name serving the suburb of Mount Eden and for consistency with the associated official name for the maunga. During the notification period from 23 August 2022 to 9 November 2022 the Board received 428 submissions from 177 submitters:

Proposed name	Supporting	Objecting
Waitematā Railway Station	35	107
Te Waihorotiu Railway Station	33	91
Karanga-a-Hape Railway Station	50	29
Maungawhau / Mount Eden Railway Station	41	42

Of the 177 submitters at least 160 are from Auckland, indicating the proposals are mainly of local interest. However, this is a low response given the population of Auckland and the significant estimated number of future users of the railway stations. The overall public response may suggest acceptance, indifference, and/or a lack of awareness of the proposed names.

The themes in the submissions are summarised under the 'Submissions' heading below with comments from the Secretariat to some. The main reasons given in the submissions are:

Proposed name	Main submission reasons
Waitematā Railway Station	Mostly objections, supporting the existing name Britomart Station for heritage and identification reasons. They consider the proposed name is imprecise in terms of location, is not really associated with the area, and is strongly associated with the North Shore (rather than central Auckland). Waitematā is duplicated all over Auckland so will be confusing.
Te Waihorotiu Railway Station	Mostly objections on the basis the earlier provisional name Aotea was better and more readily identifiable with the location. They consider the proposed name is related to a relatively unknown water feature which provides no physical reference for the destination/departure for travellers.
Karanga-a-Hape Railway Station	Mostly supporting. Objections are concerned the corrected orthography is inconsistent with the well-known road name and propose 'Karangahape' instead.
Maungawhau / Mount Eden Railway Station	Split between supporting and objecting. Objecting submissions want just Maungawhau or just the existing name Mount Eden. Both sets of objecting submissions consider dual naming inappropriate and confusing.

Some of the objecting submitters proposed a variety of other alternative names considered to relate to (or describe) the locations of the four railway stations more appropriately, and which they think would better aid travellers and tourists.

The Board may consider rejecting the objecting submissions and recommend to the Minister for Land Information that the names as proposed become official.

Alternatively, the Board may consider some of the objecting submissions to have merit and uphold those:

- supporting the existing name 'Britomart' (recommended to be Britomart Railway Station), instead of the proposed Waitematā Railway Station,

- proposing 'Aotea' (recommended to be Aotea Railway Station), be made official instead of the proposed Te Waihorotiu Railway Station;
- supporting the existing name 'Mount Eden' (recommended to be Mount Eden Railway Station), instead of the proposed Maungawahu / Mount Eden Railway Station.

Secretariat recommendations

At its 2 December 2022 hui the Board resolved options W1 and T1 with modifications, resolved option K1, and resolved to recommend to the Minister an alteration of Mount Eden Station to Maungawahu Railway Station.

Proposed name – Waitematā Railway Station

Consider the **35** supporting submissions and **107** submissions objecting to the proposal to alter Britomart Station (unofficial recorded) to an official name **Waitematā Railway Station**,

AND

- Option W1** **Reject** the **107 objecting submissions**, including those supporting the existing name or proposing alternative names, based on the reasons given not outweighing the reasons ~~that the Board originally accepted the proposal, (and notes) that the Board originally accepted for~~ **Waitematā Railway Station**, and taking account of these additional considerations:
- The main objections, which are not upheld, are about losing the connection with the Britomart Station name. Britomart Station is a recent name, opened in 2003 (less than 20 years ago) and did not go through an official naming process.
 - Britomart Precinct, Britomart Place and any other businesses using Britomart are not affected by the naming of the railway station. The connection to the history of and respect for the name, as raised by some objections, will remain because the name Britomart is still in the area.
 - Disagreeing that Waitematā is not associated with the area as it is a name more commonly associated with just the northern locations specified in some objections. Waitematā reflects the name given to the wider area/harbour by Te Arawa, who were the first peoples to arrive here and who anchored their waka on what is now a small island to the west side of the harbour bridge called 'matā'¹. The name therefore is the most ancient name in the area. That harbour, and the further marine transport connections that operate there (3 minutes' walk), can be considered a destination for trains arriving at the station.
 - Train stations are destinations for travellers, tourists and the community, and should align with and give a clear understanding of the area and harbour to which they relate, in this case Waitematā, not the Britomart precinct.
 - Waitematā was the place where Ngāti Whātua invited Hobson to found the capital in 1840, which indicates its significance and importance.
 - Manukau and Waitematā are two preeminent harbours that are original Māori names. The rail network will eventually connect the two harbours, so it is appropriate to use the Waitematā harbour name to reflect that connection.

¹ English name is Boat Rock (recorded name)

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- Waitematā is the gifted name for the railway station and is supported by Ngāti Whātua who are mana whenua for central Auckland.
 - The number of objections received is very low as a percentage of the population of Auckland and could suggest that most Aucklanders have no concern with the proposed Waitematā Railway Station name.
 - A dual name as suggested by some objections, mainly Waitematā / Britomart Railway Station, is too long for practical use as a railway station name, may cause confusion and may be shortened to Britomart anyway.

and

Confirm the Board's earlier decision to alter the unofficial recorded name Britomart Station to the official name, to **Waitematā Railway Station,**

and

Report the Board's decision to the Minister for Land Information **and request** the Minister to make the final determination on the proposal.

OR

Option W2 Uphold in terms of section 18(1)(b) of the NZGB Act 2008 the **four** objecting submissions that support an alternative proposal for **Britomart Railway Station,** **Noting** but rejecting the **91** other objecting submissions that supported the existing name Britomart Station (which does not have the generic term Railway), or supported 'Britomart' without being specific about the generic term, or proposed dual or alternative official names including 'Britomart' as a compromise to retain the existing name. These total **95** submissions provided compelling and detailed reasons to retain the existing name 'Britomart' and make it official, based on:

- the historical/heritage values, local use, and strong identification of the name 'Britomart' with the area, eg starting with HMS Britomart, the ship from which Captain William Hobson landed in the vicinity to negotiate with Ngāti Whātua for use of the land to found Auckland; Point Britomart as named for the ship, which was later used to reclaim the land on which the railway station is situated; as the (general) site of Auckland's first railway station; local use of the name Britomart for the area and bus terminus for many years, through to use of the name for the current Britomart Station from 2003 and the redevelopment of the 'Britomart Precinct' further associating the name to the area, and,
- concerns for accurate and precise location identification on the railway network, which may be impacted if the name 'Britomart Station' is replaced, including that 'Waitematā' is more strongly associated with the North Shore due to former local government names and Waitematā District Health Board, and other parts of Auckland through duplication of the name,

Notwithstanding that the original proposers City Rail Link and Auckland Transport did not share these concerns, and **35** submissions support the proposed Waitematā Railway Station,

and

Reject the other **12** objecting submissions proposing other alternative names or objecting without specifying their preferred name,

and

~~Report~~ the Board's decision to the Minister for Land Information ~~and request~~ the Minister to make the final determination on the proposal, without notifying a new 'alteration' proposal for Britomart Railway Station as Britomart Station is the existing name, so submitters have generally considered the relative merits of 'Britomart' compared to 'Waitematā'.

Proposed name – Te Waihorotiu Railway Station

Consider the **33** supporting submissions and **91** submissions objecting to the proposal to assign a new official name **Te Waihorotiu Railway Station**,

AND

Option T1 **Reject** the **91 objecting submissions**, including those proposing alternative names, based on the reasons given not outweighing the reasons (and notes) that the Board originally accepted for Te Waihorotiu Railway Station, and taking account of these additional considerations:

- The main objections, which are not upheld, preferred Aotea as an original name and were based on the destination being Aotea Square and Aotea Centre in the immediate vicinity of the new railway station. However, those are considered specific sites (like a precinct) rather than the locality and have only been used recently (1979 and 1989).
- Many of these objectors thought that Aotea is the original Māori name for this place. However, Aotea is the original Māori name for Great Barrier Island and seems to have been arbitrarily used here with no customary connection.
- Other objections, also not upheld, felt that the old stream name has no connection. However, Te Waihorotiu is the original Māori name for the stream that originally ran down Queen Street and provides a connection to the immediate history at this location.
- Not agreeing with the many objectors who thought that the proposed name is too long and hard to pronounce and spell.

~~that the Board originally accepted the proposal,~~

and

Confirm the Board's earlier decision to assign the new official name Te Waihorotiu Railway Station,

and

Report the Board's decision to the Minister for Land Information **and request** the Minister to make the final determination on the proposal.

OR

Option T2 **Uphold** in terms of section 18(1)(b) of the NZGB Act 2008 the ~~three~~ objecting submissions that support an alternative proposal for **Aotea Railway Station**, **Noting** but rejecting the ~~62~~ other objecting submissions that supported an alternative proposal for Aotea Station (which does not have the generic term Railway) or supported 'Aotea' without being specific about the generic term, or proposed two alternative official names with one including 'Aotea', or other alternative names including 'Aotea' (Aotea Square, Aotea Central). These total ~~65~~ submissions provided compelling and detailed reasons to make the name 'Aotea' official, based on:

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- concerns for accurate and precise location identification on the railway network, the provisional name Aotea being more logical by proximity to Aotea Square as a destination and prominent feature, and the name Aotea accordingly having become strongly associated with the wider area, and
 - concerns the proposed name Te Waihorotiu Railway Station is inappropriate, being named for a geographic feature that is not visible above ground and considered to be relatively unknown,

Notwithstanding that the original proposers City Rail Link and Auckland Transport did not share these concerns, and **33** submissions support Te Waihorotiu Railway Station as proposed by the Board (some noting they might have preferred Aotea),
and

Reject the other **26** objecting submissions proposing other alternative names or objecting without specifying their preferred name,

and

Report the Board's decision to the Minister for Land Information **and request** the Minister to make the final determination on the proposal, without notifying as a new proposal to 'assign' for further consultation, based on 'Aotea' having been used provisionally for the new station, meaning submitters have generally considered the relative merits of 'Aotea' compared to 'Te Waihorotiu',

Proposed name – Karanga-a-Hape Railway Station

Recommendation **Consider** the **50** supporting submissions and **29** submissions objecting to the proposal to assign a new official name **Karanga-a-Hape Railway Station**,

K1

and

Reject the **29 objecting submissions**, including those proposing alternative names, based on the reasons given not outweighing the reasons that the Board originally accepted in the proposal,

and

Confirm the Board's earlier decision to assign **Karanga-a-Hape Railway Station**,

and

Report the Board's decision to the Minister for Land Information **and request** the Minister to make the final determination on the proposal.

Proposed name – Maungawhau / Mount Eden Railway Station

Consider the **41** supporting submissions and **42** objecting submissions to the proposal to alter Mount Eden Station to **Maungawhau / Mount Eden Railway Station** as an official name,

AND

Uphold in terms of section 18(1)(b) of the NZGB Act 2008 all objections against the name proposed, and supports the **four** objecting submissions that proposed the alternative name **Maungawhau Railway Station**, based on their reasons and these additional considerations outweighing the

reasons that the Board originally accepted for the dual name proposal Maungawhau / Mount Eden Railway Station:

- Dual names are not appropriate for railway stations, based on their unwieldy length, the potential for confusion especially if the forward slash is interpreted as two different stations, and the possibility of only one part of the dual name being used in practice, notwithstanding the dual name being used for the nearby maunga.
- The name Mount Eden Railway Station (on its own) not being appropriate because it is poorly associated with other potential 'Mount Eden' destinations:
 - the railway station is some distance (1.3 km) from Mount Eden's shops, and
 - the railway station is at the northern edge of the Mount Eden suburb, which extends some 3 km to the south, while also serving the suburbs to the north (eg. Eden Terrace).
- Railway stations are destinations for travellers, tourists and the community, and should align with and give a clear understanding of the area or geographic feature that they relate to, in this case the significant geographic maunga.
- The Treaty settlement in 2014 recognised Maungawhau as the original Māori name for the maunga, although Mount Eden was also accepted through the dual naming of the maunga for historical reasons and naming the railway station for the original Māori name reinforces the mana and significance of the maunga.
- Maungawhau is already used for some nearby facilities including a school and tennis courts within Mount Eden suburb.
- Several supporters clearly supported Maungawhau but conceded the inclusion of 'Mount Eden' as a compromise.
- Several objecting submissions made alternative proposals for Mangawhau or Mangawhau Station.
- The above considerations outweigh the Board's original support for including Mount Eden in the dual name, as well as the alternative proposals in objections seeking Mount Eden Station, both of which were largely based on its long-term use (142 years).
- Maungawhau is the gifted name for the railway station and is supported by Ngāti Whātua who are mana whenua for central Auckland.

The number of objections received during the three-month notification/consultation period was a very low percentage of Auckland's population, which suggests that most Aucklanders have no concerns about the naming.

AND

Noting the Board does not support the other reasons provided for the objections that suggested different alternative names or supported the existing name.

AND

Confirm the Board's new decision to alter the unofficial recorded name Mount Eden Station to the official name, **Maungawhau Railway Station**,
and

Report the Board's decision to the Minister for Land Information **and request** the Minister to make the final determination, without re-notifying as a new proposal for further consultation, as submitters have generally considered the relative merits of Mount Eden versus Maungawhau including their use together as a dual name, Maungawhau / Mount Eden.

Option M1 **Reject** the **42 objecting submissions**, including those supporting the existing name or proposing alternative names, based on the reasons given not outweighing the reasons for originally accepting the proposal,
and

Confirm the Board's earlier decision to alter to **Maungawhau / Mount Eden Railway Station**,

and

Report the Board's decision to the Minister for Land Information **and request** the Minister to make the final determination on the proposal.

OR

Option M2 **Uphold** in terms of section 18(1)(b) of the NZGB Act 2008 the one objecting submission supporting an alternative proposal of **Mount Eden Railway Station**,

Noting but rejecting the **25** other objecting submissions that supported the existing name Mount Eden Station (which does not have the generic term Railway) or supported 'Mount Eden' without being specific about the generic term, or proposed two alternative official names including 'Mount Eden Station'. These total **26** submissions provided compelling and detailed reasons to retain the existing name 'Mount Eden' and make it official and not to alter to a dual name, based on:

- concerns a dual name will impede the ability of travellers and tourists to quickly and accurately navigate, including that in typical communication use of just one name or the other rather than both together will lead to confusion,
- preferring the existing name 'Mount Eden' over 'Maungawhau' for reasons of long term use as the existing railway station name and its strong associations with the area, particularly with the suburb name, and that the railway station should just be named in association with the populated place it serves,

and

Notwithstanding 41 submissions supporting a dual name Maungawhau / Mount Eden Station as proposed by the Board, though some noted they would have preferred just the existing name, and **notwithstanding** that the original proposal from Auckland Transport and City Rail Link was for just 'Maungawhau Station',

and

Reject the remaining **16** objecting submissions proposing other alternative names, mostly for 'Maungawhau',

and

Report the Board's decision to the Minister for Land Information **and request** the Minister to make the final determination on the proposal.

~~without notifying as a new 'alteration' proposal for Mount Eden Railway Station for further consultation as Mount Eden Station is the existing name, so submitters have generally considered the relative merits of 'Mount Eden' compared to 'Maungawhau' including their use together as a dual name, 'Maungawhau / Mount Eden'.~~

Board's decisions of 26 July 2022

The Board noted that Auckland Transport and City Rail Link proposed the railway station names, which it had been gifted by a Mana Whenua Forum of eight iwi. The Board proposed the dual name Maungawhau / Mount Eden Railway Station, rather than just Maungawhau Station. The rationale being consistency with the official dual Treaty name for the maunga, and because the station would serve the suburb of Mount Eden. The Board agreed to add 'Railway' to each proposed name and updated the orthography for some, ie:

- Waitematā Railway Station, altered from Britomart Station
- Te Waihorotiu Railway Station, assigning a new name
- Karanga-a-Hape Railway Station, assigning a new name
- Maungawhau / Mount Eden Railway Station, altered from Mount Eden Station

After the Secretariat consulted Ngāti Whātua Ōrākei the Board agreed (by email) on 17 August 2022, to proceed with its modified proposals.

Ngāti Whātua Ōrākei advised 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 retaining Te Waihorotiu.

Notification

Timing The Board Chairperson decided public consultation would be for eleven weeks rather than three months to align with the closing date for the three proposed railway station names under consultation south of Auckland (Agenda item 7.2) to allow the Board to consider submissions at this December 2022 hui. The Board noted the proposers' desire for official decisions as soon as practicable to assist with the City Rail Link project.

Mana whenua The representatives of the eight groups forming City Rail Link's Mana Whenua Forum were advised that consultation would open for eleven weeks from 23 August 2022 to 9 November 2022:

Te Ākitai Waiohū	Ngāti Pāoa	Ngāti Te Ata Waiohū
Te Kawerau ā Maki	Ngāi Tai Ki Tāmaki	Ngāti Whātua Ōrākei
Ngāti Maru	Ngāti Tamaoho	

Te Patukirikiri (not part of the Forum) were also advised directly.

Advice to MPs The MPs for Auckland Central, Epsom, Tāmaki Makaurau, and all adjacent electorate MPs were advised that the proposals were open for submissions until 9 November 2022.

- Public notification including social media The Board advertised the four proposals:
- in the [New Zealand Gazette](#),
 - in the *Sunday Star Times, New Zealand Herald, and Central Leader*,
 - on the Toitū Te Whenua LINZ [Consultation](#) and [Facebook™](#) pages,
 - the New Zealand Government's [Consultation](#) page.
- Other notification [City Rail Link updated its website](#) with the modified names under consultation including on new maps and diagrams. The '[Meet your stations](#)' pages included information on the proposed names, a FAQ, and links to the Board's submission pages. Similarly, Auckland Council updated webpages with the modified names proposed by the Board, such as on '[Progress Auckland](#)'. Both however use 'Station' rather than 'Railway Station'.

Media

On 22 August 2022 the Board published a bilingual media release for the four proposed names. This was also [posted on the Toitū Te Whenua LINZ website](#). [Scoop.co.nz](#) and [Voxy.co.nz](#) syndicated the release the following day.

There appears to have been little to no reporting on the four proposed names by news media. However, following notification, some (inconsistent) use of the standardised orthography (Te Waihorotiu and Karanga-a-Hape) is noted in reporting on the progress of tunnel construction.²

Some discussion on Auckland transport blogs and social media was noted via media monitoring.

Submissions

Summary

During the notification period from 23 August 2022 to 9 November 2022 the Board received **428 submissions** from **177 submitters**:

Name	Supporting	Objecting	Totals
Waitematā Railway Station	35	107	142
Te Waihorotiu Railway Station	33	91	124
Karanga-a-Hape Railway Station	50	29	79
Maungawhau / Mount Eden Railway Station	41	42	83
	159	269	428

This table includes late submissions, detailed below.

Submissions are categorised below by theme, with similar themes grouped together. Some objections are commented on by the Secretariat. Submissions are summarised separately for each proposal. While some reasons for supporting or objecting to the proposed names are common to all four proposals, most are specific to each proposed place name.

² [What will it take to turn Auckland's CRL tunnels into a train service?](#) *Stuff*, 07 September 2022 – last accessed 11 November 2022

Full copies of all submissions are in the supporting information together with a combined summary spreadsheet.

Local engagement

This table has the location of all submitters based on volunteered information:

#	Auckland	Rest of New Zealand	International	Unknown
Total	159	9	1	8

This information is collected to inform on the level of local community engagement. It does not indicate that they have a greater influence on the outcome of the proposals. The locations indicate the proposals are mainly of local interest. Given the population of Auckland and the projected number of users of the City Rail Link railway stations, these numbers are considered low.

Affiliation field

The online submission form includes a voluntary option for 'affiliation' for the Board's reference when considering submissions. This information is available in each submission.

Out of time submissions

On 10 November 2022 the Board received late submissions from one submitter objecting to three of the proposed names – one day late. The Board Chairperson agreed they will be accepted in terms of Delegation #6.³

Issues/notes

A mandatory tick box on the online proposal form required submitters to confirm they understood that *'the proposed dual name Maungawhau / Mount Eden Railway Station means both names will be used together as one name'*. For a small number of submissions, it may still be ambiguous, ie, they give the impression they support/object to the name Maungawhau Station as initially proposed by City Rail Link and Auckland Transport.

Some submissions object to the names proposed for the two new railway stations but did not propose an alternative name. Some submissions objecting to the proposed altered names neither made an alternative proposal nor specified if they supported the existing names.

One submission ticking 'I object' for Maungawhau / Mount Eden Railway Station clearly supports the proposal based on the content of their submission. Four submissions ticking 'I support' are counted as objections as they clearly propose alternative names. In the summary spreadsheet these submissions are moved to the correct category and identified for the Board's reference.

Some submissions supporting Karanga-a-Hape Railway Station write it without hyphens and for Te Waihorotiu Railway Station write Te Wai Horotiu, both per the original City Rail Link proposals. Most submissions omit the macron for Waitematā Railway Station. Because these submissions do not specially comment on the orthography they are not treated as if proposing alternative names.

³ Delegation #6, Delegations schedule version 8 – 2019-04-11 (Linzone ID: A3473630). The Board may delegate any of its powers, functions, and duties in terms of Schedule 1, clause 6 NZGB Act 2008.

Submissions for Waitematā Railway Station (alteration from Britomart Station)

Supporting submissions (35)

Reasons categorised, grouped, and summarised ⁴	No.
The association with the harbour is appropriate, highly recognisable. Station is on land reclaimed from the harbour.	15
Existing name considered inappropriate.	11
Because it's gifted/supported by mana whenua. Locates the railway stations in te Ao Māori. Culturally appropriate.	10
Meets Treaty obligations.	4
General comments (ie 'good').	6
Endorses use of te reo Māori generally.	5
Name recalls Māori history of the area, tells its own story.	4
Because it's an original Māori name.	2
Easy to pronounce. Sounds good. Poetic.	2
Supports, but dual name with Britomart would also have been good.	1
Supports, but notes that the well-known Waitematā DHB is for a completely different area [<i>noting Waitematā DHB no longer exists</i>].	1

Objecting submissions (107)

Reasons categorised, grouped, and summarised	No.
Supports existing name: Britomart, Britomart Station.	95
Alternative name proposal: Britomart Railway Station.	4
Long term use of Britomart. Britomart is strongly associated with the surrounding area of the city. Britomart is well known, iconic.	58
Heritage value, history of the existing name Britomart. Recalls Point Britomart. Proposal is an attempt to erase other people's sense of place and culture. <i>Secretariat comment: In proposing Waitematā Railway Station the Board noted the name has only been used for the railway station for 20 years. The objecting submissions have provided evidence of the strength of association of the name to the railway station and offered further information on the heritage/historical values of the name Britomart in the area.</i>	35
Existing name is unique/distinct.	6
Waitematā is considered to be on the North Shore, has a strong association with Waitematā DHB; the former Waitemata County, the former Waitemata City, Waitemata electorate, etc. Waitematā refers to things and places all over the city. Naming after the harbour is imprecise. Communication with emergency services would be negatively affected and it would confuse tourists as it is not associated with a destination. Altering the name will cause confusion (generally); people will continue to call it Britomart as the proposed name is so vague. The station isn't even at the waterfront. Britomart isn't even the closest station to the harbour (citing Orakei Station). <i>Secretariat comment: The Board's Proposal Report of July 2022 noted the proposed name was relatively non-specific given the scale of the associated</i>	52

⁴ Noting that submissions generally give more than one reason.

<i>feature Waitematā Harbour. These concerns in the objecting submissions have some merit.</i>	
<p>Other alternative name proposals:</p> <ul style="list-style-type: none"> - Various iterations of a dual name: Waitemata – Britomart (2), Auckland – Britomart (1), Britomart (Waitemata) (2), Britomart / Waitemata (1), Waitemata – Britomart (2), Waitemata / Britomart (2), Waitematā / Britomart (4) - <i>a unique Māori name (unspecified)</i> (1) - Auckland Queen St (1) - Downtown (3), Down Town (1), Downtown Auckland, Waitematā/Downtown (1), Pokapū Tāone [translation of Downtown] (2) - Entirely Bilingual alternative names: Britomart Station - Waitematā Teihana (1) - Waitematā / something in English other than Britomart (unspecified) (1) - Central (1) - Hauraki (1) - Hobson (1) - Puhatanga (1) - Tamaki (1) - Taha Moana (1) - Tangihanga Pukeā (1) - Te Rerenga Ora Iti (1), Te Rerenga-ora-iti (1) - <i>'Just number the station'</i> (2) <p><i>Secretariat comment: While most objecting submissions support the existing name Britomart Station, various other alternative proposals were made. These alternative proposals sought to retain Britomart as part of a dual name, provide a more unique Māori place name than Waitematā, and/or to provide a name that more helpfully describes the relative location of the station.</i></p>	36
Proposal to change the existing name is weak, there is not much justification, there are no issues with Britomart. Not considered to be in the public interest and nobody was calling for this.	15
No balance, why does it need to be changed to a Māori name? Seems to be changed for the sake of it. Disrespectful to people of Auckland.	12
Proposals politically motivated. Proposals are racist, revisionist, etc. Crown has a duty to act for all people in the county.	5
<p>City Rail Link/Auckland Transport did not consult the public of Auckland. 'Gifted' names aren't a gift as they're taking something away.</p> <p><i>Secretariat comment: While it is the rail operators right to make proposals for railway station names, it is the Board's role to accept, decline, or modify those proposals for consideration under the statutory process. The Board's statutory consultation has provided an opportunity for the public of Auckland to have their say.</i></p>	4
<p>Every railway station must be named for the populated place it services.</p> <p><i>Secretariat comment: The Board noted its preference for railway station names is that they be named for the places they service.</i></p>	10
Objections based on costs to change.	7
Proposed name is hard to spell, pronounce.	4
Britomart is easy to spell, pronounce.	3
Remove 'Railway'; remove 'Railway Station' entirely.	3

<i>Secretariat comment: The Board considered that official names for railway stations should consistently include the generic term when used on official documents but noted it might be dropped in everyday spoken use.</i>	
Costs to change station designs shouldn't be a relevant consideration of the Board (ie, this factor shouldn't preclude a decision <i>not</i> for Waitematā). <i>Secretariat comment: The Board's role is to determine the most appropriate official name and there are no statutory criteria requiring analysis or the Board's consideration of potential financial impacts of its decision.</i>	2
Objects, but doesn't specify if they support the existing name, nor proposed an alternative name.	2
Specifically racist content.	2
Britomart as an existing name not being official is a failure of the Board; it should have been rectified as soon as the failure was noticed. The statutory process was followed for other railway stations like Grafton. Britomart's unofficial status is a technicality.	1
Macron on Waitemata is incorrect/out of step with how the name is spoken. <i>Secretariat comment: The Board has received expert orthographic advice that based on the various meanings given for the name that it required a macron.</i>	1
A future light-rail platform/station may be more deserving of the name Waitematā, as it will be closer to the harbour and/or on the North Shore. <i>Secretariat comment: While this objection may have merit, this proposal is under consideration now for a railway station under construction.</i>	1
Proposed name will be confused by travellers and tourists with the proposed Te Waihorotiu (two Wai names). <i>Secretariat comment: This objection may have merit.</i>	1
Objecting to a proposal based on 'activating a talisman'. <i>Secretariat comment: This appears to be an objection based on one meaning given for Waitemata: that it refers to Tamatekapua placing a volcanic rock (matā) in the waters as a talisman.</i>	1
Auckland Council has completely changed after local elections, the input of the new Mayor and Council should be sought.	1

Submissions for Te Waihorotiu Railway Station (new name)

Supporting submissions (33)

Reasons categorised, grouped, and summarised	No.
Name recalls Māori history of the area, the name also tells the story of the history of Auckland, of human modification of the landscape. There is awareness of Te Waihorotiu (the stream) due to walking tours, signage, etc.	15
Because it's gifted/supported by mana whenua. Locates the railway stations in te Ao Māori. Culturally appropriate.	9
Meets Treaty obligations.	2
Because it's an original Māori name. Endorses use of te reo Māori generally, all names should be Māori.	6
General comments (ie 'Good').	6
Notes the provisional name Aotea had become well established. Possibly would have preferred Aotea, but the current proposal is acceptable and not objected to.	3

It's unique.	2
Easy to pronounce. Sounds good. Poetic.	2

Objecting submissions (91)

Reasons categorised, grouped, and summarised	No.
Alternative name proposal: Aotea, Aotea Station : Aotea is an original name, is appropriately associated with the area; this name still supports te reo Māori.	60
Alternative name proposal: Aotea Railway Station .	3
Aotea is simple and short and easy to pronounce, remember. Sounds better. Could use big letters on signage.	15
<p>People will call it Aotea Station anyway which will cause confusion. Or "Te Wai". If this will be the busiest station, you don't want confusion from people making up colloquial names.</p> <p>Te Waihorotiu is too similar to Waitematā (two Wai names). Could cause costs and disruption to travellers and tourists if they end up at the wrong one.</p> <p><i>Secretariat comment: The Board noted the use of Aotea by City Rail Link and Auckland Transport as an interim or provisional name during the construction of the new railway station. There is potentially a strong and logical association due Aotea Square and the Aotea Centre being nearby destinations. These objecting submissions may have merit, noting the Board accepted the proposed name Te Waihorotiu based on other criteria.</i></p>	12
<p>Other alternative name proposals:</p> <ul style="list-style-type: none"> - Albert Street (2), Arepeta (1) - Aotea / an English name (unspecified) (1) - Aotea Square (6) - Truly bilingual alternative names - Aotea Station - Te Wai Horotiu Teihana (1) - Auckland Central (2); Aotea Central (1), Central (1) ; City Centre (1), City (1) - <i>An English name (unspecified)</i> (2) - Awa ki te Moana (1) - Civic (1) - Midtown (3), Mid town (2), Mid Town / te taone nui (1), Te Waihorotiu / Midtown (1) - Queen Street River (1) - Sky Tower (1) - Victoria (2) - Waihorotiu (1) - Wellesley (1), Wellesley Street (1) <p><i>Secretariat comment: While most objecting submissions support an alternative proposal for 'Aotea', various other alternative proposals were made. These alternative proposals are mostly with the intention of giving a sense of the exact or relative position of the station within Auckland city, in English.</i></p>	35
<p>Proposed name has no relevance as the stream no longer exists; is not visible; is not known by the public; travellers will have no geographic frame of reference.</p> <p><i>Secretariat comment: The Board accepted the proposal for Te Waihorotiu Railway Station notwithstanding that the associated feature is no longer above ground. It may be fitting that the name is proposed for an underground railway station. Auckland Council have established information and signage around the name of the former stream along Queen Street.</i></p>	31

Proposed name is too long - won't fit on a digital timetable; hard to pronounce; hard to spell.	25
Objects, but haven't suggested an alternative. <i>Secretariat comment: It is unclear if these objections are supporting the provisional name, Aotea.</i>	10
Every railway station must be named for the populated place it services.	6
Duplication with Horotiu near Ngāruawāhia. Passenger services are likely to be re-established one day at Horotiu. Negative associations invoked by the Horotiu meat works. <i>Secretariat comment: Partial duplication of the name with Horotiu near Ngāruawāhia was noted by the Board previously but considered unlikely to cause confusion. Concern for (partial) duplication with a new passenger rail service at Horotiu is hypothetical.</i>	5
Objects to 'changing the existing name of the station' [although it doesn't exist yet]. <i>Secretariat comment: As the provisional name has been in use for some time, objecting submitters may consider it to be the 'existing' name already, although the railway station has yet to open.</i>	4
Te Waihorotiu is inappropriate/imprecise/Britomart Station is actually closer to the original to the historic stream. <i>Secretariat comment: Britomart Station is on/under land reclaimed from the former Commercial Bay and c.250m from the original mouth of Te Waihorotiu Stream (intersection of Shortland Street and Queen Street), so appears to be further from the original Te Waihorotiu Stream than the entrances to the new railway station.</i> <i>Mana whenua considered it appropriate to gift the name for this railway station rather than for the existing Britomart Station.</i>	3
Proposals politically motivated. Proposals are racist, revisionist, etc.	3
City Rail Link/Auckland Transport did not consult the public of Auckland. 'Gifted' names aren't a gift as they're taking something away.	2
General reasons/comments.	2
Objection based on cost.	2
Te Waihorotiu doesn't represent the diversity of Auckland. <i>Secretariat comment: This objection considers that a Māori name is not representative of the entirety of Auckland's demographics.</i>	1
Auckland Council has completely changed after local elections, the input of the new Mayor and Council should be sought.	1

Submissions for Karanga-a-Hape Railway Station (new name)

Supporting submissions (50)

Reasons categorised, grouped, and summarised	No.
Appropriate name in association with the street. Will aid identification and navigation. Effectively in long term use. Essentially the default, other names wouldn't make sense.	22
Proposed name has corrected orthography. It's distinctive. It's still obviously the same name and nobody will be confused.	10
Name recalls Māori history of the area. Because it's an original Māori name.	15

Because it's gifted/supported by mana whenua. Locates the railway stations in te Ao Māori. Culturally appropriate.	14
Meets Treaty obligations.	2
General comments (ie 'Good').	6
Endorses use of te reo Māori generally, all names should be Māori.	5
Supports, but considers abbreviation/colloquial use as 'K-Road' is inevitable.	3
The name will support tourism.	2
Easy to pronounce. Sounds good. Poetic.	2
Supports standardised generic term.	2

Objecting submissions (29)

Reasons categorised, grouped, and summarised	No.
Alternative name proposal: Karangahape Railway Station : otherwise, the name would be inconsistent with the well-known street. Will be easier for travellers and tourists.	17
Karangahape Road (in that form) is a byword for diversity and inclusion in Auckland.	2
A qualified submission – objects in favour of Karangahape Road unless the Board pursues alterations to the name of Karangahape Road (by Auckland Council) and Karangahape Peninsula (with the consent of Te Kawerau ā Maki in terms of Section 59 Te Kawerau ā Maki Claims Settlement Act 2015 ⁵) to ensure consistency. <i>Secretariat comment: Based on the meaning of the name, the Board has received expert orthographic advice that Karanga-a-Hape is correct.</i> <i>The Board could consider recommending to Auckland Council that it amend the road name for consistency. The Board could also contact Te Kawerau ā Maki to confirm its views on the spelling of the name of the peninsula.</i>	1
Alternative name proposal: K-Road, K Road, K'Rd.	6
Considers the railway station will be referred to as 'K-Road' station anyway. <i>Secretariat comment: Noting that the colloquialism is well known, it would not meet the Board's standards which discourage abbreviations in official names.</i>	5
Other alternative name proposals: <ul style="list-style-type: none"> - Karangahape / Uptown Station (1), Upper Town Station (1) - Newton Railway Station (1) - Pitt Railway Station (1) - Fully bilingual alternative names: Karangahape Station - Karanga-a- Hape Teihana (1) 	5
Objects to 'changing the existing name of the station' <i>[although it doesn't exist yet]</i> . <i>Secretariat comment: As the provisional name has been in use for some time, objecting submitters may consider it to be the 'existing' name already, although the railway station has yet to open. Alternatively, they may believe that the proposal relates to the name of Karangahape Road.</i>	4
Corrected orthography harder to pronounce. Looks weird.	4
City Rail Link/Auckland Transport did not consult the public of Auckland. 'Gifted' names aren't a gift as they're taking something away.	3
Objects to just Māori names being proposed.	3

⁵ <https://www.legislation.govt.nz/act/public/2015/0075/latest/whole.html#DLM6055438> – last accessed 14 November 2022

Proposals politically motivated. Proposals are racist, revisionist, etc.	1
Cost as a reason.	3
Too long. Lengthened unnecessarily by correcting orthography.	2
Alternative name proposal:	1
Alternative name proposal:	1
Objects, but no alternative suggested.	1
Remove 'Railway' specifically; remove 'Railway Station' entirely	1

Submissions for Maungawhau / Mount Eden Railway Station (alteration from Mount Eden Station)

Supporting submissions (41)

Reasons categorised, grouped, and summarised	No.
Appropriate name in association with other place names which are well known. Will aid identification and navigation.	18
A dual name respects both languages. Is representative of New Zealand. Supports adding the Māori name to make it bicultural.	16
Because it's gifted/supported by mana whenua.	4
Meets Treaty obligations.	2
A dual name is an acceptable compromise but has concerns about adding Maungawhau. Removing Mount Eden would certainly create confusion.	2
A dual name is an acceptable compromise but has concerns about keeping Mount Eden.	4
General comments (ie 'Good').	6
Easy to remember, pronounce.	1
Supports standardised generic term.	1

Objecting submissions (42)

Reasons given for objecting to the proposed Maungawhau / Mount Eden Railway Station are grouped into those seeking just one name or the other, reasons against having a dual name, and the further alternative proposals and miscellaneous reasons.

Reasons categorised, grouped, and summarised	No.
Alternative name proposal: just Maungawhau, Maungawhau Station, Maungawhau Railway Station	15
Existing name has no real connection to the place; Mount Eden (suburb) is actually quite far, so the existing name is misleading. <i>Secretariat comment: The name Mount Eden for the suburb is used more broadly than the objections imply. The redeveloped railway station is on the northern side of the suburb and will also be accessible from Mount Eden Road meaning there is a further connection to the name 'Mount Eden'.</i>	7
Use the name as gifted by mana whenua.	3
Maungawhau is appropriate in relation to the geographic feature as it is now physically connected, ie through tunnelling	1
Maungawhau will meet Treaty obligations.	1
Maungawhau is already in common use.	1

Supports use of te reo Māori generally.	1
Dual name better than existing name, but undesirable compromise.	1
Supports existing name: Mount Eden, Mount Eden Station	25
Alternative name proposal: Mount Eden Railway Station	1
Existing name has strong connections to place. Is loved. Mount Eden Station is historic. The name is in long term use.	17
Can't pronounce Maungawhau.	3
Mount Eden / Maungawhau Railway Station would be better, if it had to be a dual name.	2
Every railway station must be named for the populated place it services.	3
Existing name is easy to pronounce. Sounds better.	3
Inappropriate/unnecessary to change to or add a Māori name. Proposal more about removing English names.	2
The mountain, Maungawhau / Mount Eden is a km away, but you get off the train at Mount Eden Road.	2
Existing name is unique.	1
Objecting reasons relating to dual naming	
Will inevitably be shortened to one or the other in conversation and common use, which will create ambiguity and confusion. Too complicated and confusing in general. Too long. <i>Secretariat comment: The Board role is concerned with consistent and correct use of official place names on official documents. The Board cannot prevent shortening of the names in casual conversation. However, these reasons may have merit.</i>	12
A dual name will impede the ability to quickly navigate. The solidus and having two names will make people think there are two railway stations coming up. A dual name will negatively impact those with hearing or visual impairment. <i>Secretariat comment: Dual names whether in the bracketed format or the solidus [/] format since the late 1990s are in long term use for place names in New Zealand including populated places. The Board is not aware of any impact of dual names to those with aural or visual impairments.</i>	6
Inconsistent, there are no dual named suburbs or other railway stations. <i>Secretariat comment: It is correct there are no existing dual named railway stations, however there are populated places which are dual named.</i>	2
Dual naming appropriate for geographic features, but not railway stations.	1
Dual name has a bilingual tautology (maunga, mount) which is inappropriate.	1
Other objecting reasons	
Change an unnecessary expense	5
City Rail Link/Auckland Transport did not consult the public of Auckland. 'Gifted' names aren't a gift if they're taking something away. Proposals are disrespectful.	4
Proposals politically motivated. Proposals are racist, revisionist, etc.	2
Other alternative name proposals: - Boston (1) - Just number the stations (1)	4

- Fully bilingual alternative names: Mount Eden Station - Maungawhau Teihana (1) - Uptown (1)	
No specific reasons [<i>proposals must provide reasons</i>]	1
Auckland Council has completely changed after local elections, the input of the new Mayor and Council should be sought.	1
Remove 'Railway'; remove 'Railway Station' entirely.	1

Supporting information

1. Board Proposal Report – Proposals to alter and assign railway station names in Auckland - 2022-07-26
2. Combined submission summary spreadsheet – CRL Railway Stations
3. Unedited copy of online Qualtrics platform submissions output
4. Copies of supporting submissions not received through online Qualtrics platform
5. Copies of objection submissions not received through online Qualtrics platform
6. Copies of late objecting submissions