The Auckland Council has just endorsed the City Rail Link as its top priority transport project. An inner-city rail loop would allow more regular trains, increase the number of people who can catch the train, take pressure off clogged motorways and streets, and make it possible to expand the rail network to the North Shore and the Airport.

To complete the CRL, a tunnel under the CBD and three new stations are needed. This will cost approximately $2.3 billion, but the Council expects the benefits will be worth much more than this. The Government prefers motorways and is reluctant to help fund it.

Britomart is almost at full capacity with 20 trains per hour. Completing the CRL will allow up to 40 trains per hour.

The new tunnel (dug by a boring machine) will have two tracks, be 3.6km long, and climb 69m from Britomart to Mt Eden.
Aotea Station will draw on a huge pool of apartment-dwellers, and has the potential to overtake Britomart Station for number of patrons. It is positioned to service the Aotea Centre and Town Hall (although links to these venues need to be established), as well as the Sky City Conference Centre and Civic Theatre. The station will be part of a more pedestrian-oriented vision for the inner-city, offering a level connection to Queen St through lanes and retail arcades.
K ROAD STATION

Formerly Auckland’s red light district, Karangahape Road has a reputation for the unconventional, a site of difference and colour. K Road Station, proposed for Beresford St, is in close proximity to the Mercury Theatre, Artspace, the Auckland branch of the NZ Film Archive, Samoa House, the Baptist Tabernacle, the Synagogue of the Auckland Hebrew Congregation, St. Kevin’s Arcade, and Myers Park, as well as bars, loft apartments, and an eclectic mix of retail.
Spatial Design Project on the City

NEWTON STATION

In transition between the CBD and the suburbs, and with key connections to Mt Eden, Dominion Road, and Newmarket, Newton Station is expected to bring drastic increases in through traffic, as well as more people living and working in the area. The vicinity is currently run down and in need of rejuvenation, with empty tenancies, undeveloped properties, failing retail, poor-quality apartments, and a lack of quality public space.