

Subject AUCKLAND CITY RAIL PROBLEM SOLUTION - December 2014

I believe there is another solution to the rail problem in Auckland, and it would not cost anything like \$2 Billion dollars. As I see the way ahead, it would be a relatively easy matter to make Newmarket station the terminus for trains from the southern and western lines, and have a continuous two train shuttle between Britomart and Newmarket station.

Yes it would mean changing trains at Newmarket for a lot of commuters, but this no big deal, as in most large cities in the world people do it all day and every day, a good example being London.

Auckland commuters would not even have to change platforms, as it would be short walk across the platform from one train to the next, and if planned well, no waiting between trains.

The bonus would be a saving of billions of dollars, no more congestion in Britomart, and the system could be up and running in no time at all. To make the planned inner city rail system work to our advantage, I believe it would need a much larger population than Auckland, as most major cities in the world with efficient rail systems have more people than the total population of NZ.

Please see the diagrams on the next page.

- Train or trains depending on requirements would circle from Newmarket to Britomart on the CENTRAL LINE using two tracks. Trains could be added or removed depending on demand using one track in and one track out.
- Trains from the WEST and SOUTH would enter Newmarket on one track and exit on the other.
- This terminus could be further enhanced with a frequent bus service to Parnell, Karangahape Road, Queen Street, and beyond.

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