

Entered by Board Secretary

AGENDA ITEM 21 BOARD DECISION PAPER	
To:	Board
From:	Murray Burt, Director Infrastructure and Place
Reviewed:	Dean Kimpton, Chief Executive
Date:	22 October 2024
Title:	CRL Surface Road Stopping

Aronga / Purpose

1. To seek approval for the disposal of road, being a strategic asset.

Tuku mana / Delegation

2. Board approval is required to dispose of a strategic asset. The applicable delegation is Auckland Transport (AT) delegation DFA 4.2 – Approve the acquisition or disposal of land.

Ngā tūtohunga / Recommendations

That the Auckland Transport Board (board):

- a. Approves the disposal of a strategic asset (if the road is stopped) being land that is part of the surface of the road within the locality of the City Rail Link Project (Project) indicated below:
 - i. Te Waihorotiu railway station, Auckland Central – Victoria Street entrances (x2) immediately either side of Albert Street station entrance and vent;
 - ii. Karanga-a-Hape railway station, Auckland Central – station entrance and vents;
 - iii. Maungawhau railway station and precinct, Mount Eden – Shaddock Street; and
 - iv. North Auckland Line – Haultain Street and Fenton Street, Eden Terrace;
(collectively Road Land).

Te whakarāpopototanga matua / Executive summary

3. City Rail Link Limited (CRL) is undertaking works to close out all property related matters for the Project.
4. Those works include applying to AT for the stopping and disposal of legal road within the location of the Project.
5. This report provides an overview of the proposed stopping and disposal of road, to be undertaken in accordance with relevant statutory and AT processes.

Ngā tuhinga ō mua / Previous deliberations

6. The board approved AT entering into a City Rail Link (CRL) Asset Transfer Agreement with CRL in 2017 which included provisions with respect to road stopping for the CRL project. These provisions are explained in more detail in the Background section below.

Te horopaki / Background

7. Agreements dated between 2017 and 2023 were entered into between the Crown, Auckland Council (Council) and CRL; and between the Minister of Transport and Council; providing amongst other things, the terms on which CRL is to deliver the Project and for the facilitation of the acquisition and taking of land for the Project (respectively). AT and CRL entered into an Asset Transfer Agreement in 2017 that sets out the basis on which AT is transferring all Project assets to CRL.
8. Council, AT and CRL are negotiating an Agreement for Road Stopping and Vesting: Local Roads City Rail Link, Cadastral Survey Zones 1-14 (Agreement).
9. The Agreement relates to the stopping of certain parts of the road beneath and on the surface of the local roads (vested in Council and controlled by AT) within the location of the Project and for Council to transfer the resulting stopped road land to CRL or a designated nominee. The areas of road to be stopped are grouped into zones and the stopping of the road will be undertaken in stages in line with the zones.

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10. Board approval was obtained prior to AT entering into the Asset Transfer Agreement. That Agreement provides, amongst other things, for the transfer of subterranean road land once stopped, and consequently the board has approved the disposal of that subterranean land.
11. The Agreement provides that the disposal of stopped surface road land within each zone is conditional upon Board approval.
12. An overview of the location of the zones within the Project, and indicative locations of the Road Land is provided in Attachment 1. Detailed descriptions of the Road Land are not available as the locations are indicative only, subject to conclusion of final land requirements and final survey.

Te hononga ki te “Statement of Intent 2023 - 2026”/ Alignment to Statement of Intent 2024 - 2027

13. Road stopping is a statutory process managed by AT. Where AT stops a section of legal road consideration is given to any impact on road users and Aucklanders’ immediate needs or future outcomes.

Me mōhio koe / What you need to know

14. Consultation will be undertaken and any identified risks in relation to the proposed road stopping will be mitigated before completing the stopping.
15. Any relevant impact on customer experience will be mitigated to align with the requirements of the Programme.
16. There are no relevant health, safety, or wellbeing considerations.

Ngā ritenga-ā-pūtea me ngā rauemi / Financial and resource impacts

17. All costs associated with the road stopping, including AT staff time, are to be met by CRL.

18. Any consideration payable for the Road Land will be determined by the Group Manager Strategic Development Programmes and Property in line with the board delegation (April 2018). In the case of the subterranean road land this may be \$1.00 (this will match the price agreed to be paid by CRL for the subterranean road under the earlier agreements with AT and Council).

Ka whaiwhakaaro ki te Tiakanga Taiao / Climate change and sustainability considerations

19. No environmental or climate change considerations have been identified.

Ngā whakaaweawe atu anō / Other impacts

Relationship	Consulted Y/N	Views and Perspectives Received
Māori	Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/>	Mana whenua engagement is undertaken for road stoppings.
Elected members	Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/>	The AT Elected Member Relationship team are advised of the applications.
Council Controlled Organisations (CCO)	Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/>	Engagement with other CCOs is not required.

20. Consultation will be undertaken with AT internal technical teams and relevant stakeholders prior to progressing the road stoppings.

Ā muri ake nei / Next steps

21. Following board approval, the road stoppings will be processed through the relevant statutory process as each application is received from CRL.
22. The Group Manager Strategic Development Programmes and Property will report the final details of Road Land locations, survey (including land areas), and price to the board in the quarterly property update.

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23. The timeframe for stopping of road and associated actions can be up to 18 months or longer from the date work started.

Te whakapiringa / Attachment

Attachment #	Description
1.	Locations of Road to be Stopped

Te pou whenua tuhinga / Document ownership

Submitted by	Recommended by	Approved for submission
Jane Small (Author) Group Manager Strategic Development Programmes and Property	Murray Burt Director Infrastructure and Place	Dean Kimpton Chief Executive
		