

13 April 2018

Jo Lines-McKenzie
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REF: OIA-3646

Dear Jo

Request made under the Official Information Act 1982

Thank you for your email of 15 March 2018 in which you requested information relating to roading upgrades between Cambridge and Piarere under the Official Information Act 1982 (the Act). I have addressed each of your questions below.

How many properties had been purchased for improving/make alterations the road between Cambridge and Piarere before and after the change of government?

One property was purchased prior to 25 October 2017. No properties have been purchased after this date.

How many properties had been earmarked for further use for improving/make alterations to the road between Cambridge and Piarere before and after the change and government?

51 properties are affected by the current proposed route between Cambridge and Pairere. There has been no change to this number following the change in Government.

What has been the cost of purchasing properties for the project?

The purchase price of the one property was \$1.6m + GST.

How much work has gone into this section of the road already - things like research, surveying, consent?

Up until 16 March 2018, work has included the completion of the Initial Business Case, drafting of the Detailed Business Case, consultation with the community and stakeholders and preliminary design activities to support the Detailed Business Case documents.

Has any physical work been undertaken?

No physical work has been undertaken.

How much has this cost?

The cost of physical work to date is nil.

Can people still sell their properties to someone else?

Yes. Any landowner can sell their land to anyone at any time, up until the point where a binding contract is in place between the landowner and the Crown for the purchase of the property by the Crown.

What have landowners in the area were told about the state of the road?

All information supplied to landowners is publicly available through the project updates which are published on the Transport Agency website. In addition to this, a corridor alignment was individually discussed with land owners affected by the project during the week of 29 January 2018. Landowners were also provided with a folder showing how the proposed alignment would affect their property, as well as documents providing contact information and forms seeking landowners consents

How many options for improving the road are being considered before and after the change of government?

The initial business case was completed in July 2017 and contained six options, with a recommendation to adopt one of these six options. The option selected by the Transport Agency Board, which was advised to affected land owners in January 2018, remains the only option under consideration.

What is the approximate cost for this stretch of road?

As noted in the minutes of the 13 October 2017 Transport Agency Board meeting, the Initial Business Case identified the cost as between \$390M and \$620M. The minutes are available at the following address:

<http://www.nzta.govt.nz/assets/About-us-2/docs/Minutes-20171013.pdf>

When is a decision expected to be made on if the stretch of road will be improved?

The Minister of Transport has released the draft Government Policy Statement (GPS), on land transport which sets out the government's strategic direction as well as how the land transport system will be funded during the next ten years.

While the draft GPS provides guidance for transport investment decisions we'll be making through the National Land Transport Programme (NLTP), the Transport Agency cannot comment on future plans for specific transport projects until the public engagement process has been completed and the final GPS has been adopted. At that stage we will have greater certainty about what the final GPS will guide us to invest in through the next NLTP and which projects we will deliver to meet the new Government priorities.

Notwithstanding the above, interim minor safety improvements are underway on the existing SH1 alignment.

Are there any images of work that has been undertaken available?

As outlined above, no physical work has been undertaken to date so there are currently no images.

What is the total amount of money that has been spent on this stretch of road already?

As at 16 March 2018, \$2.6M has been spent on delivery of the Initial Business Case and the Detailed Business Case phases of the current Cambridge to Paere project. This does not include the routine

maintenance spend that occurs on this section of the existing highway or the property purchase outlined above.

How much are the changes expected to cost?

As outlined above, the Initial Business Case identified the expected costs as being between \$390M and \$620M. No further updates to the expected costs are currently available.

If you would like to discuss this reply with the NZ Transport Agency, please contact Bruce Waugh, Senior Project Manager, by email to Bruce.Waugh@nzta.govt.nz or by phone on 07 958 9616

Thank you again for writing.

Yours sincerely



Chris Gasson
Portfolio Manager