

National Land Transport Programme 2009-12

Taranaki



What has been happening in Taranaki

There has been significant activity in the Taranaki region over the first 18 months of the NLTP, with good progress across the majority of the programme.

Highlights include the completion of the Bell Block Bypass and the Rugby Road Realignment on SH3. Detailed design has also been completed for the SH3 Normanby Overbridge realignment, with construction scheduled to start within the next six months. Investigations into the SH3 Vickers Road to City improvements are also on track and due to be completed in 2011/12.

Another major highlight for the region was the selection of the New Plymouth proposal as one of two programmes to receive funding under the Model Communities initiative. Work has now commenced on implementing the two-year programme, involving approximately \$3 million of Model Communities funds.

While the majority of the region's smaller projects either have been completed or are tracking on target, a number of projects are likely to be delayed and/or deferred. This includes the design and construction phases for the SH3A Inglewood-SH3 passing lanes and SH45 Hangatahua River bridge replacement projects. Commencement of these phases will be subject to alignment with national funding priorities.

While investigations into the SH3 Midhurst Rail Overbridge realignment are due to start within the next six months, the property phase has been deferred due to NLTP cash flow constraints, as has the property phase for Vickers to City. These constraints have largely been driven by the quantum and timing of expenditure on higher-priority projects in the national programme. Decisions around the reprogramming of these phases will be made as part of the 2012-15 NLTP, subject to the outcome of investigations.



Other achievements and challenges

- Commencement of the SH3 Mugeridge Road South Realignment.
- Construction of the SH3 Kakaramea and Waverly passing lane suites is on track for completion by June 2011, with four sites completed to date.
- All approved organisations have endorsed procurement strategies.
- All maintenance, operations and renewals budgets for the state highway and local roading networks are fully committed, with the balance of the programme on track for delivery by the end of the current NLTP period.

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Total	\$50.1m
Spent/committed	\$28.6m
Planned	\$21.5m

Of the regionally distributed funds available to Taranaki to 2015, approximately \$21.5m remain. The NZTA is planning to best utilise these remaining funds by allocating them to regional activities that align with national funding priorities. These projects are likely to include the Normanby Realignment project and Midhurst Rail Overbridge Replacement and Realignment.

Investment signals

The availability of funding from the NLTP is tight and will remain so into the next NLTP. This pressure on funding means that only high-priority state highway and local road projects will be considered for investment, and close scrutiny of proposed programmes is expected to ensure outcomes will be delivered and best value for money is achieved.

It is critically important for the NZTA to be informed by approved organisations as early as possible about any funded projects or group allocations that are not likely to proceed as planned over the next 18 months, or any maintenance/renewal allocations that will not be used, so that funds can be reallocated to other high-priority projects.

Looking forward, the NZTA should be in a position to provide early investment signals to approved organisations in the first half of 2011 to inform development of their 2012-15 regional land transport programmes.