

National Land Transport Programme 2009-12
Manawatu/Whanganui



What has been happening in Manawatu/Whanganui

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

Highlights include awarding the tender for investigations into the Levin to Otaki section of the Wellington Northern Corridor road of national significance (RoNS), and construction progress on the SH1 Ohingaiti-Makohine Realignment, which is expected to be completed within the next six months.

Another major highlight for the region has been the completion of the Joint Manawatu Strategic Transportation Study, led by Horizons Regional Council with its study partners, Palmerston North City Council, Manawatu District Council and the NZTA. This represents a significant step forward in transportation planning in the area and will put transport development in the growth area around Palmerston North on a sound footing.

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. For example, land purchase and stakeholder negotiations on the SH3 Rangitikei Line Tremaine Ave Intersection improvements are likely to delay construction until post June 2012. The SH1 Mangaweka South realignment project and construction of the SH56/57 Drainage Safety profiling have also been deferred due to a fall in funding priority. Construction on the SH2 Manawatu Hill Realignment and investigations into the SH2 Tahoraiti Railway Crossing have also been deferred due to NLTP cash flow constraints. 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 projects will be made as part of the 2012-15 NLTP.



Other achievements and challenges

- SH2 Papatawa and SH2 Corby Road realignments – under construction.
- All maintenance, operations and renewals budgets for the state highway and local road networks are fully committed, with the balance of the programme on track for delivery by the end of the current NLTP period.

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.

	\$ R
Total	\$112.4m
Spent/committed	\$72.0m
Planned	\$40.4m

Of the regionally distributed funds (R) available to Manawatu/Whanganui to 2015, approximately \$40.4m remain. The NZTA is planning to best utilise these remaining funds by allocating them to regional activities that align with national funding priorities. While this could be on either local road or state highway projects, it is likely that a substantial proportion will be allocated to the RoNS.