

National Land Transport Programme 2009-12
Wellington



What has been happening in Wellington

The Wellington region has delivered a significant amount of work over the past 18 months of the first three-year NLTP.

Highlights include the Wellington Northern Corridor road of national significance (RoNS) programme, with public and stakeholder engagement well underway on a number of projects. The NZTA remains on track to meet its key milestone of lodging all of the notice of requirements for the RoNS by 2012/13. Significant progress has also been made on The Terrace Tunnel and Mt Victoria safety improvement projects, with construction works recently commencing on The Terrace Tunnel.

While the majority of the state highway programme remains on track, a number of projects are facing delays or deferrals. This includes: the construction of safety improvements on SH1 (Otaihangā to Waikanae and MacKays Crossing to Centennial Highway); the investigation and design of safety improvements on SH58 Pauatahanui; investigation and design of the SH53 Waihenga Bridge replacement in South Wairarapa; and design of the SH2 Melling interchange and construction of the SH2/58 grade separation. Deferral of these projects has 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.

The local roading programme is progressing well, with the region's largest local roading project (Westchester to Glenside, Wellington city) receiving construction funding approval in September 2009. All maintenance, operations and renewals budgets for local authorities were fully committed and any unspent funds were cash flowed into the current year.

While there has been a substantial amount of investment in the region's rail infrastructure over the last 18 months, the NZTA is continuing to work with Greater Wellington and the Ministry of Transport to resolve some outstanding funding issues in the Public Transport Services and Infrastructure activity classes. Good progress has also been made in establishing the Wellington City Golden Mile public transport corridor, with the recent completion of the Manners Mall link road and dedicated bus lanes.

Other achievements

- SH2 Dowse to Petone interchange completed.
- SH2 Muldoons Corner safety improvements are well underway, with SH1 Emerald Glen/Waterfall Road connection completed.
- The review of the Hutt Corridor Plan is anticipated to be completed in the first half of 2011.
- Greater Wellington Regional Council's Public Transport Feasibility Study is to be progressed over the balance 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. Funding pressures also mean the NZTA will continue to work closely with Greater Wellington to ensure public transport funding delivers the desired outcomes and best value for money.

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	\$ C1	\$ C2	\$ C3
Total	\$173.2m	\$185.6m	\$228.2m	\$405.0m
Spent/ committed	\$163.9m	\$80.3m	\$77.7m	\$91.4m
Planned	\$9.3m	\$85.3m	\$150.5m	\$313.6m

Of the R funds available to the Wellington region to 2015, \$9.3m remain. The NZTA is planning to allocate the balance to The Terrace Tunnel and Mt Victoria safety improvements.

The Wellington region has three types of C funds allocated to it. C1 is committed to roading and rail activities, C2 to transport activities in the western corridor and C3 to Transmission Gully. The amounts in the table have been adjusted to account for the transfer to Crown rail funding. The balance of C funds is planned to be directed to the Wellington Northern Corridor RoNS.