POINT OF ENTRY ASSESSMENT

Date *01-January-2015*

Author *Simon Barnett*

File Ref. *NAP-130513*

Subject *Port of Napier to HB Expressway and SH2/5*

PART A – ASSESSING THE ENTRY POINT

DESCRIPTION OF PROBLEM / OPPORTUNITY & BENEFITS

There is no:

1. NZTA endorsed vision for what the sustainable, effective, fit for purpose, multimodal transport corridor between the Port of Napier to the HB Expressway and sustainable access from the north might look like;
2. Understanding of quantity of investment needed to deliver that vision, programme to deliver that investment and SMART objectives for that investment in a National / Regional context;
3. Co-ordinated, collaborated or partnership approach to managing the growing transport needs across the partner organisations;
4. . Forum to co-ordinate the region's development needs at the Port of Napier and the Airport, understanding of how the development of the Ahuriri suburb will impact on freight movement, and no clear programme to revoke (or not) the historical SH that now functions as a local road.

PRE-EXISTING WORK & ENTRY POINT ASSESSMENT

Review of Pre-Existing Work:	There are no pre-existing Strategic Cases or Programme Business Cases that are either presently looking at, or could be readily adapted to incorporate, the issues identified above. The Hawkes Bay's State Highway Strategic Plan identified the strategic importance of this corridor.	
Recommended Point of Entry:	~~*Select from:* Amend Existing (*define*)/~~ **New** *Select from:* **Strategic Case** / ~~Programme Business Case / Indicative Business Case / Detailed Business Case / Pre-Implementation / Implementation~~	
Point of Entry Supported by Regional Transport Planning Manager	*Regional TP Manager to Sign*	Date: 01 January 2015
Regional TPM Comments:	*Comments from TP Manager* To enable effective investment there needs to be a supported strategic case. This will lay the foundation for any collaborative delivery on individual activities whiah is highly likely given the known complexities around the Napier Airport.	

PART B – PLANNING THE STRATEGIC CASE

In the majority of instances it is expected that the Point of Entry would be the Strategic Case phase. In these instances Part B must be completed and approved[1] by the Regional TP Manager and Cost Centre Manager paying for the Accredited ILM facilitator. In a minority of cases the assessment might point to commencing at a later Phase. In these instances a more thorough paper should be prepared for regional Business Unit Decision Making Teams seeking approval of the proposed way forward[1].

Strategic Case Project Manager:	Simon Barnett
Strategic Case Author:	Simon Barnett
ILM Facilitator[1]:	~~Internal /~~ **External**

SCOPING THE ILM WORKSHOP

Who are the ILM Participants (up to **Eight**)	
1. A.Bee (P&I Case Manager)	5. I. Jaye (Napier Airport)
2. C. Dee (NZTA – HNO)	6. K. Elle (KiwiRail)
3. E. Eff (The Port of Napier)	7. M. Enn (Mana Ahuriri)
4. G. Aitch (Napier City Council)	8. -
Who are the proposed invited observers? (unlimited)	O. Pea (HNO Transport Planning) Q. Are (HNO Safety)

STRATEGIC CASE TIMING

Estimated Dates of ILM	March 2015
Estimated Date of Completion	April 2015

PHASE BUDGET

Budget Estimate:	$5k	
Cost Centre Code:	12345	
Cost Centre Manager Approval:	*Cost Centre Mgr Signature*	Date:

THIS IS AN EXAMPLE ONLY FOR THE PURPOSE OF DEMONSTRATING THE USE OF THE POINT OF ENTRY FORM.

EXAMPLE ONLY

[1] NZTA Significance Policy applies