

# POINT OF ENTRY BUSINESS CASE.

Project initiation date:

1 July 2023

Project title:

**Aramoho Pedestrian Bridge to Mitchell St**

## **shared pathway**

**Hapū/iwi active partnership consideration:** Collaborate (part of decision-making journey but WDC decision)

Note: your consideration for active partnership must take into account [Tupua te Kawa](#) – a set of indigenous values at law.

*Local Iwi and Hapu have been actively engaged throughout the Aramoho growth project. The Mountains to Sea trail provides an essential link between the Mountains and the Sea, this project will form part of the trail. Any works adjacent to the Awa require active Iwi/Hapu engagement throughout the design and construction process.*

Business case prepared by: Damien Wood

Business owner: General Manager Community Property & Places

[\[Link\] to guidelines "The PoE template explained..."](#)

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## PROBLEM / OPPORTUNITY STATEMENT

- The Aramoho Pedestrian Bridge to Mitchell St section of the mountains to Sea trail is an on-road section with little provision for cyclists or pedestrians.
- The Mountains to Sea Trail is a nationally recognised trail. Attracting a number of tourist visitors to the town.
- The upgrade of this section of the trail is supported by Waka Kotahi (NZTA).
- The city marina counter attracts around 150,000 user counts each year. With figures showing a consistent increase in users since original construction. The Aramoho Pedestrian Bridge currently attracts around 126,000 user counts.

## BENEFITS STATEMENT

### Social Benefits:

- Connectivity between existing shared pathways for all active and mobility user groups
- Provides a safer option for cyclists (Off road solution vs on road)

### Economic Benefits:

- Continues to promote the use of active transport modes within Whanganui.
- Provides connectivity with existing shared pathways and recreational trails.

### Environmental Benefits:

- Continues to promote the use of active transport modes producing less carbon emissions

### Cultural Benefits:

- Provides opportunity for local Iwi/Hapu to promote the Awa and connection between the Mountains and the Sea.

## STRATEGIC CASE

The project aligns with the Council objective to provide a safe transport network. The project aligns with the Active Transport Strategy 2017.

## FINANCIAL CASE

Detailed design and construction is proposed to be undertaken in the 2024/25 financial year. Funding is proposed through Waka Kotahi Low Cost Low Risk Programme in the walking and cycling fund. Waka Kotahi is generally accepting of projects in this category. Whanganui DC portion of costs would be debt funded. On-going opex costs have been roughly estimated at \$1k per annum

Year of LTP for delivery:	Y 1	Y 2	Y 3	Y 4	Y 5	Y 6	Y 7	Y 8	Y 9	Y 10
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	\$430k	\$	\$	\$	\$	\$	\$	\$	\$	\$
	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34

External funding contributions: Awaiting application outcome

Capex \$	Opex \$	Funded by
\$430k Design and construction	1k per annum	\$258k Waka Kotahi \$172k Whanganui DC

\*Note: providing explanation via free text is also acceptable in the above boxes.

## RISK EVALUATION

Item	Potential Risk Event	Likelihood	Consequence
1	Under utilisation of Mountains to Sea trail	Almost certain	Moderate
2	Lack of safe active transport corridor	Almost certain	Moderate
3		Choose an item.	Choose an item.

## OPTIONS APPRAISAL

**Option 1:** Construct Shared pathway

**Option 2:** Utilise footpaths and on road cycleways

**Do Nothing / Status quo** Undesirable on road section to a national trail

## STAKEHOLDER ANALYSIS

Stakeholder	Influences	Key interests & issues
Waka Kotahi (NZTA)	High power/highly interested (Manage closely)	Walking and Cycling
Iwi/Hapu	High power/highly interested (Manage closely)	Cultural and ecological
Residents	Low power/interested (Monitor)	Accessibility & Safety

## KEY CONSTRAINTS, DEPENDENCIES AND ASSUMPTIONS

Waka Kotahi funding application needs to be advanced for the 2024-27 LTP period.

Co-ordination with Hapu

## NEXT STAGE

- Apply for Waka Kotahi Funding
- Engage with Iwi/Hapu

Please contact the PMO (interim Stuart White: [stuart.white@whanganui.govt.nz](mailto:stuart.white@whanganui.govt.nz) or 021738273) for any inquiries relating to this form or the business case process.

Team Leader/Project Manager Self-Review		Strategic Panel FINAL score	
Strategic Fit	3	Strategic Fit	3
Benefits	4	Benefits	4
Economic Impact	2	Economic Impact	2
Level of Service Improvements	3	Level of Service Improvements	3
Risk of doing nothing	2	Risk of doing nothing	2

\*Note a copy of the anchored scoring matrix is available at the end of this document.

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## PROJECT MANAGEMENT OFFICE TO COMPLETE

Communications team level of involvement: Choose an item. *(PMO to liaise with the Communications team)*

### ELT REVIEW

Date: Click or tap to enter a date.

ELT Minutes Reference: Click or tap here to enter text.

Agreed next steps:

Click or tap here to enter text.

If this project is **approved for a detailed business case**, then –

Name and job title of **Project Sponsor**

Click or tap here to enter text.

# ANCHORED SCORING MATRIX

SCORE	Strategic Fit: <i>How well is this project aligned with our Strategic Vision for Whanganui?</i>	Benefits: <i>How valuable are the benefits this project delivers?</i>	Economic Impact: <i>How will this project contribute to the wider economic activity of the Whanganui District?</i>	Level of Service: <i>How well does this projects address shortfalls in our Level of Service?</i>	Risk of Doing Nothing: <i>What risks would NPDC be exposed to, if the investment is not made?</i>
Weight	35%	25%	20%	15%	5%
5	This investment plays a critical contribution to Council Objectives, Goals and Strategy.	This investment has a measureable Costs Benefit Ratio (CBR) and the benefits will return more than double the costs.	This investment is a key enabler for ongoing economic activity (i.e. ongoing annual GDP or employment) with the economic benefit being at least three times the cost of the project.	This investment addresses critical (e.g. regulatory non-compliance or safety issues) shortfalls in our current levels of service.	WDC could be exposed to very high risks.
4	This investment is a direct component or enabler to achieve Council Objectives, Goals and Strategy.	This investment has a measureable Cost Benefit Ratio (CBR) and the benefits will return more than the costs.	This investment is a key enabler for ongoing economic activity (i.e. ongoing annual GDP or employment) with the economic benefit being greater than the cost of the project.	This investment addresses significant (material user experience issues) shortfalls in our current levels of service	WDC could be exposed to high risks.
3	This investment contributes to a wider programmes of work designed to progress the Council strategic objectives and goals.	This investment has no measureable Cost Benefit Ratio but our community are clearly willing to pay for the benefits.	This project is the catalyst or key enabler for one-time only economic activity that is at least three times the cost of the project.	This investment addresses small (nuisance level issues) shortfalls in our current levels of service	WDC would be exposed to medium risks.
2	This investment is aligned to at least one of the Council strategic objectives and/or goals with limited direct contributions.	This investment has no measureable Cost Benefit Ratio and we think our community is willing to pay for the benefits, but we have not confirmed this.	This project is the catalyst or key enabler for one-time only economic activity that is greater than the cost of the project.	This investment makes no change to levels of service.	WDC would be exposed to low risks.
1	This investment has no direct contribution to Council goals and strategy.	The costs outweigh the benefits.	The economic benefit of this project is less than the cost of delivering the project.	This investment reduces levels of service.	WDC would have to put in a work around or keep using a poor or inefficient process.