

2.14 BLUE LIGHT YOUTH DRIVER NAVIGATOR PROGRAMME

PGF Application – Te Ara Mahi		For Approval	
Applicant:	Blue Light Ventures Inc	Pipedrive ID #	Commercial Information
Region	Bay of Plenty	PGF Funding Sought:	\$3,002,968
Region detail:	Bay of Plenty – Western, Eastern, Rotorua Waikato – North Waikato, South Waikato, Taupo/Turangi, Hauraki	Total Project Value:	Commercial Information
		Applicant co-funding:	Commercial Information
Entity Type:	Incorporated Society	Funding Structure:	Grant
Entity Detail:	Blue Light is a charity organisation that delivers and supports a multitude of youth programmes nationally and has been doing so for over 30 years.		

We recommend that the SROs:

- a) **Approve** \$3,002,968 from the Te Ara Mahi (TAM) portion of the Provincial Growth Fund towards the Blue Light Youth Driver Navigator Programme (Blue Light).
- b) **Note** that Blue Light's key point of difference comes through its provision of volunteer Navigators who act as positive mentor figures for each rangatahi referred to the programme, and who (in partnership with full-time Blue Light Co-ordinators) seek to remove all barriers to attaining Full driver's licence – including learning to drive, practising in registered and warranted vehicles, transport to tests and payment of all test fees.
- c) **Note** that Blue Light will support **2,000 marginalised and disadvantaged rangatahi over** Commercial Information years in the Bay of Plenty and Waikato regions to **gain a Full driver's licence through the Graduated Driver Licencing System**. This includes rangatahi with learning disorders, such as Dyslexia, ADHD or Foetal Alcohol Syndrome.
- d) **Note** that Blue Light, in partnership with ACC and MSD, has piloted similar programmes in South Auckland and the Bay of Plenty, with the following results:
 - South Auckland – 500 participants, of which Commercial Information % have achieved at least their Learners license
 - Bay of Plenty – 1147 participants, of which Commercial Information % have achieved at least their Learners license.
- e) **Note** that this application builds on and scales up this successful pilot and targets at-risk rangatahi in low-socio-economic communities in the following sub-regions: the Western Bay of Plenty; Eastern Bay of Plenty; Rotorua; North Waikato; South Waikato; Taupo/Turangi; and the Hauraki.
- f) **Note** that Blue Light has three sources of referrals:
 - Secondary schools (deciles 1-5 only) – provides a preventative measure for students at risk of disengaging from education
 - Social service providers – supports rangatahi Not in Employment, Education or Training (NEET) to gain a Full driver's license and gain employment

- Police – supports rangatahi who have been given 56 days to obtain a driver’s license to avoid conviction by Police (as a result of Police’s ‘Awhi’ programme, an app-based initiative that allows officers to refer rangatahi charged with traffic offences to local driver training programmes in real time).
- g) **Note** that the Police currently refer rangatahi to Blue Light via its Awhi app in the Bay of Plenty, and will extend this approach to the Waikato region at the beginning of 2020.
- h) **Note** that Blue Light’s programme costs approximately \$^{Commercial In} per participant, which is in line with NZ Transport Agency’s guidelines for Community Driver Mentor Programmes.
- i) **Note** that TAM funding includes \$^{Commercial Inform} in capital expenditure for the purchase of ^{Commercial} vehicles. The TAM team considers this a necessary investment because Blue Light has to customise the vehicles to make them suitable for driver training.
- j) **Note** that Blue Light has support letters from the Mayors’ Taskforce for Jobs and multiple secondary schools who utilise the programme.
- k) **Note** that Blue Light has the strong endorsement of the Bay of Plenty and Waikato regional cross-agency government groups, and support from the Ministry of Education, NZ Transport Agency, Police, and Te Puni Kōkiri.

Proposal:

This project is to have 2000 young people in the Bay of Plenty and Waikato district from low income or disadvantaged families to gain Full NZ Drivers licence through a Graduated Drivers Licensing System (GDLS) from Learners licence to Full Licence. The programme overcomes the barriers to youth gaining Full licence. Blue Light remains connected to young people until attaining Full Licence.

Funding Detail:

	Commercial Information	Commercial Information	Commercial Information	FY	TOTAL
Administration	\$ ^{Commercial Inform}	\$ ^{Commercial Informa}	\$ ^{Commercial Informa}		\$ ^{Commercial Informa}
HR costs	\$ ^{Commercial Informa}	\$ ^{Commercial Informa}	\$ ^{Commercial Informa}		\$ ^{Commercial Informa}
Programme Costs	\$ ^{Commercial Informa}	\$ ^{Commercial Informa}	\$ ^{Commercial Infor}		\$ ^{Commercial Information}
Capital expenditure	\$ ^{Commercial Inform}	\$ ^{Com}	\$ ^{Com}		\$ ^{Commercial inform}
Vehicle Costs	\$ ^{Commercial Inform}	\$ ^{Commercial Inform}	\$ ^{Commercial Inform}		\$ ^{Commercial Informa}
Total Funding	\$ ^{Commercial Information}	\$ ^{Commercial information}	\$ ^{Commercial Informa}		\$ ^{Commercial information}

HR and administration costs are for:

- ^{Comm} centralised Administrator who will ‘triage’ all referrals and applications, vet volunteers, book driver licences and organise training events
- ^{Comm} full-time Co-ordinators and ^{Comm} part-time Co-ordinators geographically based across BOP/Waikato-Hauraki to recruit and support volunteer Navigators and ensure participants progress through the GDLS.
- office spaces for the above FTEs to locate themselves

Programme costs are for:

- all driver license fees
- \$^{Comm} of support costs per participant (i.e. for birth certificates, optometrist fees)

Capital expenditure and vehicle costs are for:

- ^{Comm} vehicle purchases
- operating costs for ^{Comm} vehicles (^{Comm} existing vehicle) to be used for driving lessons.

Outcomes Sought:

	Response	PDU statement regarding achievability of target
Number of people expected to be targeted by the project/activity annually (on average):	1,230 p.a.	High confidence in applicant's ability to reach this number, given large volume of at-risk rangatahi likely to be referred from three separate sources across two regions. This number assumes a ^{Comm} % drop-out rate to date which is based on Blue Light's prior experience
Number of people expected to attain employment as a result of the project/activity annually (on average):	At least ^{Comm} p.a.	Blue Light will be working with at-risk rangatahi furthest from employment. Research in NZ has found that up to ^{Comm} % of jobs demand an applicant with a Full driver's licence. Blue Light will not only remove this barrier, but provide (through the Navigators) the mentoring/pastoral care required to support rangatahi towards employment or ongoing education/training

Wider Benefits:

- increased opportunities for employment and training
- Increased access to training for youth
- Balancing of inequities of opportunity for disadvantaged youth
- Safer drivers and reduced road trauma costs
- Safer driving habits modelled to family and peers
- Reduction in offences for breaches of licence conditions
- Reduction in young people introduced to the judicial system and custodial sentences and associated costs.

Assessment against the PGF criteria:

Eligibility Criteria

This application is eligible for TAM funding.

Productivity Potential


The project will:

- Improve the opportunity for employability and upskilling of young people in the BOP/targeted Waikato areas.
- Enable mobility to travel to employment or training.
- Reduce harm on NZ roads through experienced and suitably trained driver population.

Policy objectives

This project aligns with Te Ara Mahi principles by helping at-risk rangatahi improve their employability by

obtaining a Full driver's licence		
PGF Criteria	Assessment Commentary	Met (Yes/No/Partial)
Link with fund and government outcomes		
Increase economic output	<ul style="list-style-type: none"> Aligns with regional economic plans and priorities by: enhancing employment opportunities and enhancing their potential income. 	Yes
Increase productivity and growth	<ul style="list-style-type: none"> Building a workforce that is licenced is critical to enable travel to work or to train. Young talent can stay in the region, therefore growing the productivity of the region 	Yes
Increase local employment and wages (in general and for Maori)	<ul style="list-style-type: none"> Research in NZ over ^{Comm} % job adverts demand an applicant with a Full licence. Regions lack significant public transport. Target group for GDLS are disadvantaged or low income families – high percentage Maori in BOP/Waikato targeted areas. 	Yes
Increases local employment, education/and or training opportunities (in general and for Maori)	<ul style="list-style-type: none"> Blue Light provides to most at risk of not having driver licencing support – networks, guidance, funds. Blue Light Pilot programme indicated 70% participants identify as Maori. 	Yes
Enhance wellbeing, within and/or between regions.	<ul style="list-style-type: none"> Young people are supported through the process of getting ID, open bank accounts, compulsory eye testing (can uncover a range of undiagnosed eyesight problems and can resolved). A significant lift in person's self-esteem when they graduate with their Full licences. A licence enhances well-being by providing the means to transport safely and legally themselves and whanau. Able to transport themselves and family to access health care, oral health care, education, cultural support readily within their region and across the country. 	Yes
Additionality – adds value by building on what is already there		
Addresses a gap in current service provision e.g. does not cover activities that are already funded for (unless funding is to up-scale or re-start, existing projects)	<ul style="list-style-type: none"> This programme is an up-scale of a successful three year pilot – ends 2019. High number of referrals from police AWHI programme is identify the need for the region 	Yes
Demonstrates why third party	<ul style="list-style-type: none"> ^{Commercial} are involved in funding a one-off, short term 	Yes

funding, including other government agencies, cannot be used to address the current gap in service provision	<p>pilot contract</p> <ul style="list-style-type: none"> Currently funded by local community grants and philanthropic organisations who cannot continue their existing level of funding beyond 2019 		
Connected to regional stakeholders and frameworks			
Alignment with regional priorities	<ul style="list-style-type: none"> The applicant's project aligns with local and regional employment and skills gaps. 	Yes	
Support from local employers, central and local government, and governance groups (inc. Councils, Iwi/Hapu)	<ul style="list-style-type: none"> Support letters has been provided from Mayor's Taskforce for jobs, NZ Police, TPK, MOE, NZTA, as well as multiple secondary schools 	Yes	
Governance, risk management and project execution			
Robust project management and governance systems	<ul style="list-style-type: none"> The applicant is an experienced NGO (35 years) with a strong governance board and experienced senior management team. 	Yes	
Demonstrates the capacity and technical capabilities to effectively implement the initiative	<ul style="list-style-type: none"> Three year successful 'pilot' has demonstrated Blue Light Ventures have a proven model for delivery. 	Yes	
Risk management approach	<ul style="list-style-type: none"> An appropriate risk management approach for this proposal has been identified. 	Yes	
Future ownership / operational management	<ul style="list-style-type: none"> Not applicable 		
Funding Arrangements			
Appropriate milestones and deliverables will be put in place with regular monitoring with payments made at appropriate time frames. It is expected that the initial payment will be for project initiation costs.			
Due Diligence and Ownership			
Due Diligence has been undertaken. No key findings were identified or areas for further Due Diligence.			
Risk Assessment			
The key risks to the PDU and proposed mitigations of this investment are as follows:			
Type of risk	Risk description	Mitigations	Risk Rating L/M/H
Under delivery	To not be able to meet the targets set in the project of 2000	<ul style="list-style-type: none"> Robust project management planning and implementation with key milestones reporting back to the funder. Good governance oversight. 	<small>Commerc</small> 

		Realistic timeframes. Specific measurements and achievable numbers.	
Client Welfare	To ensure all clients are safe at all times	<ul style="list-style-type: none"> Robust vetting processes for all staff and volunteers. Pastoral care processes in place. Strong triage and follow up processes 	Commercial
Cost over-runs	That costs for the project are more than funding allocated	<ul style="list-style-type: none"> Strong financial planning and oversight. Ability still to source funding locally from sponsors/philanthropic 	Commercial
Oversubscribed service	The numbers of 'need' and referrals are greater than ability to respond.	<ul style="list-style-type: none"> The pilot has identified whole whanau who need support, such as single parents, long-term unemployed and released prisoners. Therefore, robust vigour on selection is required as well as sourcing other community providers that these people can be referred on to. 	Commercial Information

Consultation undertaken or implications:

Regional Governance Group View:

This application has been to the Bay of Plenty cross-agency government group who are strongly supportive of this programme which will continue to address a major need for more rangatahi with Full driver's licenses. PDU's Waikato officials are also fully supportive of this application. It has also received support from TPK, DIA, Police and MOE regionally-based officials.

Central Government Agency Views:

Te Puni Kōkiri provided feedback on the application as follows:

Free and frank opinions

[Redacted]

NZ Transport Agency provided feedback on the application as follows:

Free and frank opinions

[Redacted]

Supporting proposal:	Yes
Appendices:	Yes – Application and supporting letters Withheld - Commercial Information
Author of paper:	CN

PROACTIVELY RELEASED