

TOURISM INFRASTRUCTURE FUND

March 2023 – Round 7



Contents

About the Tourism Infrastructure Fund.....	3
Eligibility Criteria.....	3
Assessment Criteria	3
Tourism Infrastructure Fund – Round Seven Priorities Statement.....	4
Important Conditions of Contract Changes	4
FNDC - 2018 TIF R3 Project Status.....	5
FNDC - August 2019 TIF R4 Project Status (December 2019 Award)	5
FNDC - April 2021 TIF R5 Project Status (August 2020 Award).....	6
FNDC - March 2022 TIF R6 Project Status (August 2022 Award).....	6
FNDC - March 2023 TIF R7 Options	9
1. Maitai Bay Road Seal Extension.....	10
2. Taipa Beachfront Remedial Works	11
3. Waipapa Campervan Dump Station	12
4. Russell Boat Ramp Carpark Upgrade	13
5. Windsor Landing Boat Ramp Toilet	14
6. Smart Bins (Additional 10).....	15
7. Boat Ramp Side Safety Guides	16
8. Smart Technologies Bundle (Nothing but Net)	17
9. Visitor Data Study	19

About the Tourism Infrastructure Fund

The Tourism Infrastructure Fund is administered by MBIE and provides up to \$25 million annually to develop tourism-related infrastructure that supports regions facing pressure from tourism growth.

The fund aims to protect and enhance New Zealand's reputation both domestically and internationally. Supporting robust infrastructure contributes to quality experiences for visitors and maintains the social licence for the sector to operate.

The Tourism Infrastructure Fund is open to all local councils and not-for-profit community organisations that can demonstrate support from their local council.

Eligibility Criteria

The following criteria set out which types of projects are eligible for grants from the Tourism Infrastructure Fund.

- Only publicly available infrastructure used significantly by tourists is eligible.
- Projects need to be for new facilities, or enhancements. Like-for-like replacement will not be funded.
- Development of new attractions, accommodation, and commercial activity is not eligible.
- Projects must demonstrate that they do not compete with commercial activities in the region.
- Projects will not be eligible if seeking funding under \$25,000 (though a series of linked projects can be joined in one application).
- Projects already receiving funding from NZTA are not eligible.
- Councils must meet at least one of the following tests (now or within 5 years), priority will be given to councils that meet two or more of these tests:
 - Visitor: rating unit ratio >5
 - Revenue from tourism in the region <\$1 billion per annum
 - Local Government Finance Agency lending limits have been reached.

Applicants are expected to co-fund their project to the maximum extent they are able, and to a minimum of 50%.

Assessment Criteria

In summary, the key assessments criteria are:

- | | |
|--|---|
| • <i>Addresses Infrastructure capacity constraints</i> | • <i>Supports the attraction of visitors to a region</i> |
| • <i>Represents value for money</i> | • <i>Otherwise, may not happen, or happen more slowly</i> |
| • <i>Other funding options have been investigated</i> | • <i>Applicant has maximised funding contribution</i> |
| • <i>The balance of visitor and resident demand</i> | |

In addition to these criteria each round will open with a priorities statement.

Tourism Infrastructure Fund – Round Seven Priorities Statement

Government's priorities for Round Seven have yet to be released. A likely approach is to prioritise projects which provide infrastructure resilience to weather events (climate change).

Further details

Further information on the TIF, including the eligibility and assessment criteria, can be found on MBIE's website at:

<https://www.mbie.govt.nz/immigration-and-tourism/tourism/tourism-funding/tourism- infrastructure-fund/>

Important Conditions of Contract Changes

The Round 5 and Round 6 funding approval letters outlined additional conditions of contract from previous funding rounds.

Pre-Contract Conditions stipulated that No Contract will be entered into until the Ministry has confirmed to the Recipient in writing that it has received, and found, in its sole discretion, to be satisfactory to it in form and substance, the following evidence

- 1) The Recipient will provide the Ministry with evidence that it has consulted with the local community on the Project and has advised the Ministry of the outcome of that consultation; and*
- 2) The Recipient will provide the Ministry with evidence that it has secured all necessary consents, permissions, permits and approvals to enable it to deliver the Project.*

The applicant **only has six months to meet these precontract conditions** and an additional **18 months to deliver the project**. This creates a major limitation for some of the larger projects put forward by the Community Boards, such as board walks and for other more complex projects such as major road sealing. The majority of these projects are yet to have detail scoping completed which would include an outline of key stakeholders and any required consents.

In the current environment a major scoping, consultation and consent process would not be possible within six months.

FNDC - 2018 TIF R3 Project Status

Approved Project	Value	Status as at 31 January 2022
Waitangi Mountain Bike Park Toilet	\$ 138,000	COMPLETED
Waitangi Boat Ramp Toilet	\$ 250,000	Under Construction
Haruru Falls Car park Toilet	\$ 256,000	COMPLETED
Opononi i-Site Toilet	\$ 266,000	COMPLETED
Mitimiti Toilets and Showers	\$ 288,000	COMPLETED
	\$ 1,198,000	

FNDC - August 2019 TIF R4 Project Status (December 2019 Award)

Approved Project	Value	Status as at 01 March 2022
Project 1A: Waipapa Public Toilet Capacity Upgrade	\$ 172,000	COMPLETED
Project 1B: Waitangi Jetty Toilet Facilities Capacity Upgrade (BOI Yacht Club)	\$ 252,000	COMPLETED
Pungaere Road Seal Extension	\$ 1,600,000	COMPLETED
Cable Bay Car Parks	\$ 476,000	COMPLETED
Taipa Beach - Pohutukawa Protection	\$ 16,000	COMPLETED
Paihia Beach Toilet Upgrade to include Outdoor Shower	\$ 29,000	COMPLETED.
Kerikeri Stone Store Lighting	\$ 28,000	COMPLETED
Regional Boat Ramp Study Grant	\$ 75,000	COMPLETED
Freedom Camping Operational Plan Study Grant	\$ 75,000	COMPLETED.
	\$2,723,000	

FNDC - April 2021 TIF R5 Project Status (August 2020 Award)

Approved Project	Value	Status as at 01 March 2022
Smart Cities: Wi-Fi Network Lighting (Russell and Paihia)	\$ 186,306	COMPLETED
Smart Cities: Smart Bins	\$ 107,526	COMPLETED
Lake Manuwai Toilet	\$ 173,680	COMPLETED
Te Paki Stream Toilets	\$ 256,300	COMPLETED
Cape Reinga Road (Te Paki i-Site) Dump Station	\$ 115,500	COMPLETED
Sealing of Bayly Road (Waitangi Mountain Bike Park)	\$ 445,500	COMPLETED
	\$1,284,812	

FNDC - March 2022 TIF R6 Project Status (August 2022 Award)

Approved Project	Value	Status as at 31 March 2023
Kaikohe Freedom Camping	\$ 625,000	Under Construction. Incorporated with Lindvart Park Project
Smart Cities: Smart Bins	\$ 111,132	Installation scheduled for March 2023
Rangiputa Trailer Boat Parking	\$ 145,000	Under review post Gabrielle damage
Waipapa Landing Car Park	\$ 495,000	COMPLETED
	\$ 1,376,132	

TIF R4 Project - Pungaere Road Seal Extension



TIF R5 Projects – Ngati Kuri Te Paki Toilet & Lake Manuwai Toilet



TIF R5 Projects –Smart Bins in High Use Areas



TIF R6 Projects – Waipapa Landing Car Park Upgrade



FNDC - March 2023 TIF R7 Options

Table 1: March 2023 TIF Financial Data

Not including two years maintenance claim which is on top of the pricing below and does not require a FNDC contribution.

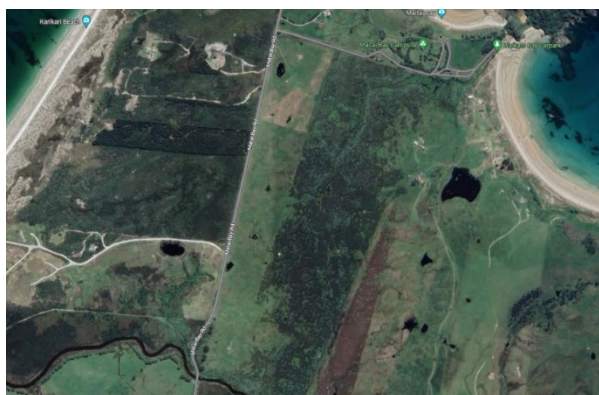
Ref	Project		FNDC	MBIE	Total
1	Maitai Bay Seal Extension	Unbudgeted	\$ 600,000	\$ 600,000	\$ 1,200,000
2	Taipa Beachfront Remedial Works	\$150k Applied for in budget FY24. \$200k Applied for in budget FY25	\$310,000	\$ 310,000	\$ 620,000
3	Waipapa Campervan Dump Station	\$200k Applied for in budget FY24	\$ 125,000	\$ 125,000	\$ 250,000
4	Russell Boat Ramp Carpark Upgrade	Budgeted FY23	\$ 240,000	\$ 240,000	\$ 480,000
5	Windsor Landing Boat Ramp Toilet	\$133k Applied for budget FY24	\$ 65,000	\$ 65,000	\$ 130,000
6	Smart Bins – (Additional 10)	Budgeted FY23/24	\$ 50,000	\$ 50,000	\$ 100,000
7	Boat Ramp Side Safety Guides	Resolution 2022/17 approves for FY24	\$ 34,650	\$ 34,650	\$ 69,300
8	Smart Technologies Bundle (Nothing but Net)	Budgeted FY23/24	\$ 140,000	\$ 140,000	\$ 280,000
9	Visitor Data Study – Joint Application: FNDC, WDC, KDC and Northland Inc. (will reduce to \$ 20k FNDC once funding from partners confirmed)	Budgeted FY23/24	\$ 60,000	\$ 60,000	\$ 120,000
Total			\$ 1,624,650	\$ 1,624,650	\$ 3,249,300

1. Maitai Bay Road Seal Extension

Maitai Bay, on the Karikari Peninsular, often ranks in the top few beaches in New Zealand and is very popular with holiday makers. The Te Papa Atawhai (DoC) camping ground at Maitai Bay is usually full during peak holiday periods. The road is unsealed and easily corrugated, requiring ongoing maintenance.

A 1.377km stretch of this road has been listed in the 2022 NTA Dust Matrix (tourism roads) report at number one. This runs from the end of the seal (bridge abutment) to the cattle stop (camping ground). NTA have confirmed that there is currently no FNDC Transport Budget available to use as the 50% Local share component, so this project would need approved unbudgeted funding.

Project Idea Source: Local Residents, NTA Matrix



Benefits

- Improved visitor experience
- Reduced dust nuisance for residents.
- Reduced negative environmental outcomes from dust and better management of water run-off
- Safer handling of vehicles
- Reduce wear on user vehicles

High Level Financial Planning Estimate

FNDC 50%	\$ 600,000	MBIE 50%	\$ 600,000	Total	\$ 1,200,000
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FNDC Funding Source: UNBUDGETED

Stakeholders

FNDC, Te Hiku Community Board, Iwi, Visitors, Residents, DOC, DOC Campers

Application Strength: Strong - Strong if not stronger as successful Pungaerere Road and Baylys Road applications

2. Taipa Beachfront Remedial Works

The foreshore at Taipa is a popular area for day trippers and boat users. While there is a considerable area of green space, there are proposals for community driven placemaking which would maximise the use of the available area.

The proposed project is to grade grass areas along the north side of Foreshore Road to remove low points, tar-seal two existing gravel car parking areas, install shade sails, picnic tables and timber bench seats, install a coastal walkway along the grass and move bollards back along road reserve boundary on south side of Foreshore Road, to make space for overflow parking on the grass during peak season.

Project Idea Source: Te Hiku Community Board



Benefits

- The improved recreational amenity makes the spaces more pleasant, encouraging people to visit and stay longer while improving the sense of community in the public space
- Safer to use due to demarcated traffic and parking areas
- The public areas become more sustainable in terms of climate change, due to improved water control
- Potentially brings economic growth to the commercial establishments by natural increase of foot traffic
- Protect native trees and birdlife

High Level Financial Planning Estimate

FNDC 50%	\$ 310,000	MBIE 50%	\$ 310,000	Total	\$ 620,000
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FNDC Funding Source: \$150k Applied for in budget FY24 \$200k Applied for in budget FY25 **PENDING**

Stakeholders

Te Hiku Community Board, Iwi, Visitors, Residents, Commercial Businesses,

Application Strength: **Strong – Especially which storm resilience approach**

3. Waipapa Campervan Dump Station

The current dump station at Cobham Rd Kerikeri is no longer fit for purpose. Now that the adjoining land has been sold, the space does not allow safe access and queuing by larger vehicles at busy times.

Kerikeri/ Waipapa is a high demand area and the existing public dump station at Cobham Rd is a one camper at a time set-up and is too small for larger vehicles.

This project incorporates the installation of a new purpose-built dump station at the proposed sports hub development in Waipapa.

- Dump station comprising a concrete holding tank with up to 10,000 litre capacity.
- Water connections
- Formed access, including kerb and channel for road drainage and separation from other park users.
- Turning area sufficient for large camper vans
- Smart Lighting including internet connection and camera for security

Project Idea Source: TIF R4 Freedom Camping Study



Benefits

- Reduced negative environmental outcomes
- Improved quality of camping in the Far North for a better visitor experience
- Increased stay duration to improve commercial benefit for the Far North

High Level Financial Planning Estimate

FNDC 50%	\$ 125,000	MBIE 50%	\$ 125,000	Total	\$ 250,000
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FNDC Funding Source: \$200k Applied for in budget FY24 **PENDING**

Stakeholders

FNDC, BOI-Whangaroa Community Board, NZ Motor Caravan Association, Domestic & International Self Contained Vehicle Users

Application Strength: **Strong – Freedom Camping Study provides strong support**

4. Russell Boat Ramp Carpark Upgrade

Russell is a highly popular visitor destination with the township experiencing extreme parking congestion during holiday periods. Notably boat trailer parking is at a premium.

The carpark at the Russell boat ramp was inspected as part of the 2020 TIF Boat Ramp Study.

- Gravel surface in poor condition with no marked parking
- No allocated trailer parks.
- Limited manoeuvring room.
- Poor lighting

The proposed project is to seal the carpark area, upgrade water control as needed, kerb and channel the perimeter, mark out parking and install a Smartlight with public WiFi and camera.

Project Idea Source: Boat Ramp Study (TIF R4)



Benefits

- Increased parking capacity due to improved parking behaviours
- Environmental outcomes (run off and gravel migration control)
- Online camera feed enables users to self-manage congestion.
- Data collection for unique visitor numbers

High Level Financial Planning Estimate

FNDC 50%	\$ 240,000	MBIE 50%	\$ 240,000	Total	\$ 480,000
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FNDC Funding Source: \$ 412k FNDC budget capex FY 23 **BUDGETED**

Stakeholders

FNDC, Far North Holdings, Iwi, Residents, Northland Regional Council, Bay of Islands-Whangaroa Community Board

Application Strength: **Strong** - Has same basic principals as successful Rd6 Waipapa Landing carpark

5. Windsor Landing Boat Ramp Toilet

Situated near Kerikeri, 10.6 kms from town, Windsor Landing Boat Ramp has been upgraded and is now open to the public. There is currently no toilet facility at the boat-ramp or nearby and environmental concerns have rightly been raised, as day visitors continue to increase..

Adequate toilet facilities is an important environmental consideration and the ongoing public access to the boat ramp archaeological site is more secure if the environmental risks are mitigated.

The proposal is to construct a dry vault/holding tank toilet facility with concrete apron and bollards.

These units are built offsite and transported. There is no soakage field requirement, and the unit can be relocated in the future if required. These units have a low environmental impact and can be installed by local contractors.

Project Idea Source: FNHL and Local Users



Benefits

- Better environmental outcomes
- Reduced frustration for local users
- Improved visitor experience

High Level Financial Planning Estimate

FNDC 50%	\$ 65,000	MBIE 50%	\$ 65,000	Total	\$ 130,000
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FNDC Funding Source: \$133k Applied for in budget FY 24 **PENDING**

Stakeholders

FNDC, Bay of Islands-Whangaroa Community Board, Iwi, Boat Ramp Users, Residents, Day Visitors, Far North Holdings, Northland Regional Council

Application Strength: Strong - Environmental

6. Smart Bins (Additional 10)

Popular tourist destinations across the Far North region often struggle to deal with surges in visitors over short periods of time. This can result in overflowing rubbish bins. This situation causes operational strain on existing services and the additional contractor requirements add additional cost.

Technology and design advancements mean that Smart Bins are available to manage the volume and make the collection more cost effective. These bins utilise smart sensors that detect rubbish levels and alert maintenance contractors when they are nearing capacity and need to be emptied. A built-in solar cell-powered compactor means the bins can take up to eight times more rubbish than a standard waste bin, helping to deal with the influx of day-trippers and holiday season residents. The bins have an inbuilt SIM card, so the communications go out over the mobile cellular network.

The Smart Bin concept has been well received by the community, asset managers and servicing teams, subsequently demand is high for more Smart Bins. The project is for 10 additional bins.

The compacting and online alert systems also ensure optimum use of waste collectors' time while the technology prevents rubbish overflow. The additional data gathered from the bins will also help inform future infrastructure and services decisions.

Project Idea Source: Facilities Management, Nothing but Net, Community Groups



Benefits

- Reduces waste overflow.
- Reduces collection trips and operational cost.
- Compaction increases bin capacity.
- Supports the use of renewable energy.

High Level Financial Planning Estimate

FNDC 50%	\$ 50,000	MBIE 50%	\$ 50,000	Total	\$ 100,000
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FNDC Funding Source: FNDC Nothing but Net budget \$ 200,000 **BUDGETED**

Stakeholders

FNDC, All Community Boards and multiple community groups

Application Strength: **Moderate – We have been successful in Rounds 5 & 6 and may due be declined.**

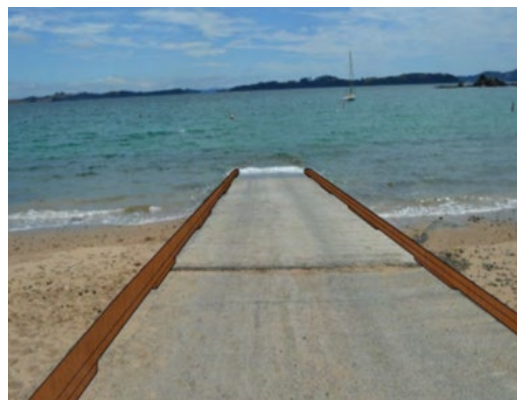
7. Boat Ramp Side Safety Guides

In 2022, the Boat Ramp Study Delivery Plan presented potential improvements at boat-ramps to address infrastructure issues including:

- Ramps which have a notable drop off on one or both sides (particularly at lower tide) pose a potential safety concern should a driver make a misjudgement while backing into position.
- Reduced user confidence.
- Congestion and frustration caused by the amount of time taken for an individual to manoeuvre on the ramp and clear the area.

Installation of ramp side guides will not only improve safety, convenience, and user confidence, but will also assist to lower congestion by improving the time taken for boat launch and retrieval. Side guides would be installed on both sides or just one side, as required for the circumstance. Local contractors to be engaged for this work, on the advice of FNHL.

The six locations identified were: Kohukohu, Omapere, Opononi, Rawene, Tapeka Point, and Totara North.



Benefits

- Improved safety
- Less congestion at Boat Ramp
- User confidence

High Level Financial Planning Estimate

FNDC 50%	\$ 34,650	MBIE 50%	\$ 34,650	Total	\$ 69,300
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FNDC Funding Source: RESOLUTION 2022/17 approves \$ 34,650 capital expenditure for 2023/2024 for FNDC local share for a future TIF funding application for boat ramp safety guides

Stakeholders

FNDC, Bay of Islands-Whangaroa Community Board, Kaikohe-Hokianga Community Board, Far North Holdings, residents and visiting trailer boat users

Application Strength: Strong – H&S aspect

8. Smart Technologies Bundle (Nothing but Net)

Smart technologies and sensors are now a proven and cost-effective opportunity to deliver additional capabilities and benefits that not only support operational and strategic decision-making but also provide enhanced services for visitors and residents. (Paihia and Russell public WiFi was deployed as a TIF Round 5 project and the uptake has exceeded all expectations)

These projects have dual benefits in terms of supporting both tourism and the wider community. These are planned in conjunction with the FNDC *Nothing but Net* program and will provide the infrastructure for public Wi-Fi to be available in popular tourist areas that can also be leveraged to support services for residents.

Of particular relevance is the additional communications capability that this infrastructure brings to the wider region, including future options to provide additional satellite back up services that will enable networks to operate when fibre lines and cell towers are out.

There is also a strong Health and Safety component to a number of these projects where we have an adventure activity such as the cycle trail ending in an areas of poor cell phone coverage (Horeke) or tourist attractions in communities not currently well served with communications coverage (Motuti).

Tourism and infrastructure related data can be gathered to inform decision making for future infrastructure investment. The public WiFi not only provides a service for visitors but will also help fill existing data gaps around the flow of visitors around the North and anonymous WiFi data can be used to show individual travel patterns as visitors move between WiFi locations.

Other key benefits come from the infrastructure enabling the deployment of technology to provide;

- Traffic monitoring and measuring
- Air quality sensors
- Rates of use of FNDC facilities
- Weather event monitoring
- Public safety Monitoring
- Security CCTV
- Localised Information services
- Options for revenue through commercial applications – (advertising, camera feed, Wi-Fi access)



Location	Equipment/Services	Indicative Cost	Comments		
Kaitaia	Public wi-fi and Smart lighting/CCTV	\$ 55,000	Provide public wi-fi and provide additional smart infrastructure		
Mangonui (incl Mill Bay)	Public wi-fi and Smart lighting/CCTV	\$ 35,000	Provide public wi-fi and provide additional smart infrastructure		
Kohukohu	Starlink and Smart lighting/CCTV - Mobile Booster	\$ 20,000	Utilise Starlink for wi-fi and mobile coverage boosters		
Horeke	Starlink and Smart lighting/CCTV - Mobile Booster	\$ 20,000	Utilise Starlink (end/start) cycle trail, for wi-fi and mobile coverage		
Motuti	Public wi-fi and mobile boosters	\$ 35,000	Public wi-fi and mobile boosters for the wharf area, marae and museum, also to cover Pompallier church		
Kerikeri	Public wi-fi and Smart lighting/CCTV	\$ 40,000	Provide public wi-fi and provide additional smart infrastructure		
Kororipo Basin	Public wi-fi and Smart lighting/CCTV - Smart Precinct - mobile booster etc	\$ 20,000	Provide public wi-fi and provide additional smart infrastructure. Stone Store/ Te Ahurea		
Opuā	Public wi-fi and Smart lighting/CCTV	\$ 25,000	Provide public wi-fi and provide additional smart infrastructure		
Waitangi	Public wi-fi and Smart lighting/CCTV - Extension of Paihia smart project	\$ 15,000	Provide public wi-fi and provide additional smart infrastructure - supporting Tourists from Cruise ships		
Benefits					
<ul style="list-style-type: none">Improved visitor experienceData capture to support better decision making (cost effectiveness)Continuation of <i>Nothing but Net</i> linking of data sourcesImproved Security and environmental monitoring and communications resilienceFar North Communities can leverage off this infrastructure					
High Level Financial Planning Estimate					
FNDC 50%	\$ 140,000	MBIE 50%	\$ 140,000	Total	\$ 280,000
FNDC Funding Source: FNDC Nothing but Net budget \$ 200,000 BUDGETED					
Stakeholders					
FNDC, Iwi, All Community Boards, Multiple Community Groups					
Application Strength: Strong – Especially with a communications and H&S focus post Cyclone					

9. Visitor Data Study

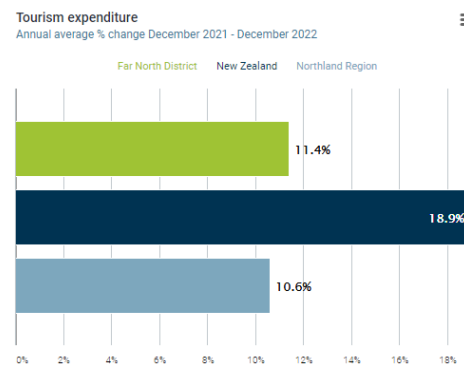
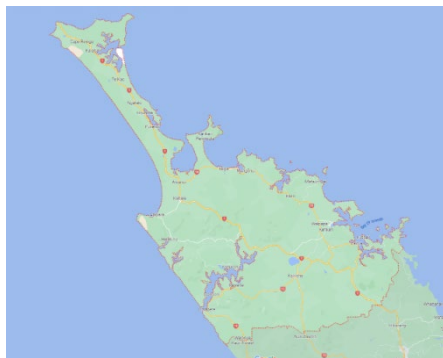
There is currently no single source of data on the number of visitors to the Far North or Northland, or their travel patterns. While visitor numbers are captured in some areas, such as through commercial accommodation statistics, there is limited data collated to present a district wide (or regional) picture. The district and the region therefore lacks empirical data and business intelligence to guide policy and planning for tourism-related infrastructure spend.

The Visitor Data Study is aimed at identifying existing internal and external data sources and recommending the way to capture, collate and report on and use the data. The study will also identify information gaps and explore options to address the data shortfall.

Better visibility of visitor data which can be analysed and turned into business intelligence would support better decision making at a local and potentially central government level. It would enable targeted and therefore more value for money-based development of infrastructure and service needs.

This project will be a collaboration between the Far North District Council, the Whangarei District Council and the Kaipara District Council, providing a data set for the Northland region.

Project Idea Source: Nothing but Net



Benefits

- Better informed decision making
- More targeted and cost effective future planning for tourism infrastructure
- Northland wide tourism data

High Level Financial Planning Estimate

FNDC 33%	\$ 20,000	MBIE 50%	\$60,000	Total	\$ 120,000
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FNDC Funding Source: FNDC budget has entire \$ 60k if others default **BUDGETED**

Stakeholders

FNDC 'Nothing but Net' project, FNDC Strategic Planning & Policy Group, FNDC Infrastructure & Asset Management Group, External Stakeholders as identified

Application Strength: Strong -

