

TRANSPORT PROCUREMENT STRATEGY



1.	Executive Summary.....	3
1.1	Introduction	3
1.2	Recommendations	4
1.3	Approvals	4
1.4	Endorsements	5
2	Policy Context	5
2.1	Government Procurement Rules	5
2.2	Strategic Objectives and Outcomes	6
2.3	Objectives And Outcomes for This Procurement Strategy	7
2.4	NZTA Procurement Requirements and What They Mean For HDC	7
2.5	Broader Outcomes	8
2.6	Competitive and Efficient Markets	9
2.7	Collaboration.....	10
2.8	Professional Services.....	10
2.9	Health and Safety.....	10
3	Procurement Environment	11
3.1	Analysis Of Current Supplier Market	11
3.2	Analysis of the Impact of the Procurement Programmes of Other Approved Organisations And Other Entities.....	11
4	Procurement Programme	11
4.1	Summary	Error! Bookmark not defined.
4.2	Significant Procurement Activities.....	12
4.3	Streetlight Operation and Maintenance.....	12
4.4	Professional Services.....	12
4.5	Shared Delivery	13
4.6	Procurement Approach.....	13
4.7	Collaboration With Others	13
4.8	Direct Appointments.....	13
4.9	Identification Of Any Pending High-Risk or Unusual Procurement Activities.....	13
5	Implementation	14
5.1	Internal Capability and Capacity	14
5.2	Internal Procurement Processes.....	14
5.3	Performance Measurement and Monitoring.....	14
5.4	Review Plan.....	15
5.4.1	Section 17A Review.....	15
5.5	Communications	15
5.5.1	Roading Team	15

5.5.2	Other Local Authorities	15
5.5.3	Elected Representatives.....	15
5.5.4	New Zealand Transport Agency	15
5.5.5	Suppliers & Public	15
5.6	Table 1 – Approved Programme and Forecast	16
5.7	Table 2 – Summary of Procurement	17
5.8	Table 3 – Significant procurement activities to be undertaken during the term of the strategy	19

1. Executive Summary

The Hurunui District is one of New Zealand’s largest territorial authorities by land area, ranking seventh nationally. Amberley, the district’s administrative centre, is located approximately one hour north of Christchurch and benefits from access to a diverse pool of suppliers, including a range of small to medium-sized enterprises operating within the district.

The district’s roading network spans a wide variety of terrain and climate, with many remote areas experiencing significantly different traffic demands. This complexity presents unique challenges for infrastructure planning and service delivery.

Hurunui plays a vital role in supporting New Zealand’s economy, contributing significantly to export logistics, regional and local supply chains, tourism flows, and acting as a key corridor for State Highway detours. As such, the district’s transport infrastructure must be strategically aligned with the Government Policy Statement (GPS) on Land Transport 2024, which outlines national priorities for investment and development.

This 2025 version of Hurunui District Councils (HDC) transport procurement strategy supersedes the previously endorsed December 2022 version.



**ECONOMIC GROWTH
AND PRODUCTIVITY**



**INCREASED
MAINTENANCE AND
RESILIENCE**



SAFETY



**VALUE FOR
MONEY**

1.1 Introduction

This document sets out HDC’s strategic approach to transport related procurement of works and services in the district.

Best value and efficiency goals require a positive approach to fair competition, taking advantage of opportunities for innovation and partnerships with the public, contractors, other Councils and other organisations. The strategy seeks a balance between two priorities:

- 1) Delivering quality and efficiency (safe, on-time and best value for money)
- 2) Engaging with local and regional suppliers to promote the local economy which provides long-term competition and resilience (resource capability and willingness) to respond to increased demand in times of need.

The procurement strategy takes a balanced approach to risk management and right-sizing the maintenance or renewal plans. As the purchasing organisation, the Council must establish the level of risk it is prepared to shoulder in relation to its dealings with suppliers. Understanding risk and appropriate apportionment, between supplier and Council, is a key consideration when it comes to delivering value for money. Equally, it is important that the product is affordable and meets the desired performance levels.

1.2 Recommendations

- a) That NZTA endorses the Strategy.
- b) That NZTA approves the continued use of in-house Professional Services.

1.3 Approvals

NZTA previously approved HDC request to use a maximum contract term greater than five years for a term service contract by approving the requested maximum term for the new road network maintenance contract of 9 years with a contract structure of 5+2+2 years details are provided below.



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1 March 2022

Dan Harris
Chief Operations Officer
Hurunui District Council
66 Carters Road
Amberley 7410

Dear Dan

Hurunui District Council – Approval to use a maximum contract term greater than five years for a term service contract

Thank you for your request seeking approval for a variation to the Rules in the Procurement manual, section 10.21 *Maximum term of a term service contract for infrastructure or planning and advice* to use a maximum contract term of nine years (5+2+2 years) for the new road network maintenance term service contract.

I am pleased to confirm that Waka Kotahi has considered the request against the requirements outlined in the Waka Kotahi Procurement Manual. We are satisfied that extending the maximum term for the new road network maintenance term service contract has potential to increase market interest and attractiveness in the tender opportunity, leading to improved value for money, as well as enabling competition and encouraging competitive and efficient markets for supply.

If you would like to discuss this matter further, please do not hesitate to contact me directly on 021 633 986 or at philip.walker@nzta.govt.nz

Yours sincerely

A handwritten signature in black ink, appearing to read 'Philip Walker'.

Phil Walker
Approved Organisations Senior Procurement Advisor

No other approvals were requested for any previous contracts or supply arrangements within the last procurement strategy period.

Contract HDC 21/03: Road Maintenance and Renewals Contract is due to expire on 30 June 2027. The contract has a performance framework in place to determine future contract extensions, with 2 extensions of 2 years each available. If no extensions are granted it is expected that approvals will be sought from NZTA for any future contract.

No further approvals are planned to be requested for any other upcoming contracts or supply arrangements.

1.4 Endorsements

NZTA previously endorsed this strategy on 22 December 2022

2 Policy Context

This document is the Transport Procurement Strategy (the “**Strategy**”) for the Hurunui District Council (the “**Council**”). Its development is required under Rule 10.4 of the NZTA Procurement Manual (the “**Manual**”) and Section 25 of the Land Transport Management Act (LTMA) 2003 (amended 2008) for transport activities funded through the NLTP published by NZTA.

This strategy is set in the context of the Council’s overall procurement policy that details what is required by the organisation when procuring products and services. In instances where this strategy specifies an approach that differs to the general approaches set out in the Councils’ overall procurement policy, a specific procurement plan will be developed.

2.1 Government Procurement Rules

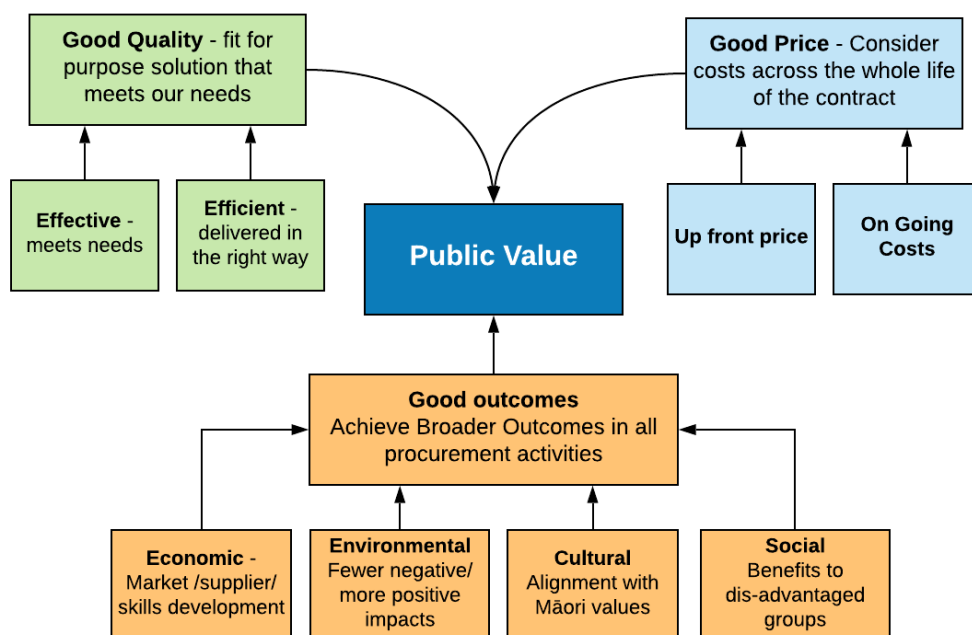
New Zealand government procurement is shaped by the Government Procurement Charter, which sets out Government’s expectations of how agencies should conduct their procurement activity to achieve public value, and these five principles.



To facilitate these expectations and principles Government Procurement Rules have been created to support good market engagement, improve cost efficiencies and help drive better outcomes for agencies, businesses and New Zealand.

Public value includes considerations that are not solely focused on price, for instance what benefit the procurement could bring to the local community or environment. Selecting the most appropriate procurement process that is proportionate to the value, risk and complexity of the procurement will help achieve public value. Good procurement is about being risk aware, not risk averse.

NZTA also has a procurement manual, with Amendment 6 being effective from 1 April 2022. Section 10.6A “Supplier selection process requirements” details rules that RCA’s must follow



2.2 Strategic Objectives and Outcomes

The Council's Long-Term Plan contains the following 'aim' in relation to the provision of transport infrastructure services:

"To provide a transport network that is safe, affordable and accessible for all people throughout the district".

Transport Infrastructure activities primarily contribute to two of our community outcomes, namely:

- A desirable and safe place to live:
 - We have attractive well-designed townships; and
 - Communities have access to adequate health and emergency services and systems and resources are available to meet civil defence emergencies.
 - Risks to public health are identified and appropriately managed.
- A place with essential infrastructure:
 - We have a strong emphasis on service delivery across all infrastructure including roads, footpaths, water (for drinking and development), wastewater, stormwater and solid waste).

Principles of HDC Procurement Policy:

- Value for money: selecting the best possible outcome for the total cost of ownership
- Transparency: being open in the administration of funds
- Accountability: ability to provide complete and accurate records of the use of public funds
- Fairness: acting reasonably and impartially to all parties involved in the procurement process

Objectives:

- To ensure purchasing is transparent, fair, consistent and lawful
- To achieve value for money in procurement activities
- To facilitate an efficient and effective approach to procurement

To provide this outcome, the Council procures:

- Professional services for studies, assessments and designs.
- Contractor services for maintenance and upgrades to its other existing infrastructure.
- Contractor services for construction of other new infrastructure.

2.3 Objectives And Outcomes for This Procurement Strategy

The Council's foremost primary infrastructure procurement objective is to:

"Deliver Council's Infrastructure programmes on time and at best value for money".

In addition, the Council requires transport procurement to achieve or contribute to the following outcomes:

- Council's transport infrastructure programmes and projects are aligned to the current LTP.
- Council processes that are timely, effective and deliver at an affordable cost of ownership.
- The procurement strategy supports and maintains safe working practices.
- Best value suppliers are participating in fair contestable processes to deliver Council projects and programmes.
- Council understands its supply market.
- Council supports the continuation and growth of local Small Medium Enterprises (SMEs) within the district through local sub-contractor engagement within the main contract. This includes education, training and mentorship from the main contractor for sub-contractor up-skilling.

2.4 NZTA Procurement Requirements and What They Mean For HDC

The procurement requirements are Value for money, Competitive and efficient markets and Fair competition among suppliers.

The measures that the Council is taking to achieve these requirements are as outlined below:

Value for money

- A robust asset management planning regime to identify an effective work plan and provide a whole-of-life approach to asset management.
- Use the most appropriate selection and engagement processes that suit the desired procurement and its level of risk.
- Successful delivery of works and services. The right outcome at the right time in the right place at the right price (within budget).
- Optimising asset life while meeting appropriate service levels.

Open and effective competition is the principal mechanism for achieving value for money. As the model demonstrates, effective competition is stimulated by the quality of specification, the transparency of the process and the quality of engagement with the supply markets.

Competitive and efficient markets

- Tender periods will be appropriate to ensure complete and comprehensive tenders are submitted.
- Clear specifications will be developed and engagement with the supply markets will be professional and transparent.
- The time between awarding of tenders and commencement is appropriate to enable suppliers to resource and programme with confidence.
- Contractors are aware of upcoming tenders and possible design options.

Fair competition among suppliers

- The Council will ensure that its forward works procurement programme is communicated to the market as soon as possible after it is finalised by the Council, allowing for early contractor/supplier engagement.

- The process for assessing and awarding contracts will be open, transparent, clear, logical and defensible.

2.5 Broader Outcomes

In October 2018, the Government recognised that it can better use its buying power to deliver improved social, economic, environmental and cultural outcomes (broader outcomes) for the benefit of all New Zealand. This meant leveraging a public sector agency's procurement function to incorporate broader outcomes to deliver long-term public value. This requirement has been captured in the Ministry of Business, Innovation and Employment (MBIE) Government procurement rules.

It involves four target outcome areas that drive our strategic actions and establishes clear expectations for Waka Kotahi commercial activities, being:

- Environment & sustainability
- Māori business & tangata whenua
- Economic & employment
- Community & culture

Public value is a fluid concept and should be considered at all stages of the procurement process. Officers should consider outcomes related to sustainability and local economic development when procuring goods. Promoting public value does not mean selecting the lowest price but rather the best possible outcome for the whole-of-life of the goods, services or works.

The Hurunui District Councils 21.03 Road Maintenance contract has Key Result Area's around sustainability, including emission reduction, recycling initiatives demonstrating the concept that broader outcomes is being considered at all levels of the procurement process.

3. Sustainability and Broader Outcomes	5%
Minimum Standard: To be considered further, Respondents shall show: • Evidence of waste minimisation processes and a commitment to reducing residual waste to landfill. • Evidence and commitment to recycling materials. • How they will report on energy use, material use, carbon footprint, water consumption and waste • Evidence that their organisation will have a positive economic footprint on the region. This includes contributing to the vibrancy and sustainability of the local economy, supporting job or market growth, as well as fostering opportunities for small and medium sized enterprises (SME's) including using local suppliers as sub-contractors. Added Value: To achieve high evaluation scores, Respondents shall provide the following: • Describe how you will identify and implement opportunities to reduce energy and greenhouse gas emissions, increase uptake of recycled and alternative materials, reduce use of virgin and high carbon intensity materials, reduce water consumption and reduce waste. • Describe any relevant initiatives that will be applied to the Contract and detail how these initiatives will be monitored, measured and the outcomes reported. • Engagement of community groups to complete aspects of the Contract. • Promoting diversity, acceptance, inclusiveness and access for people of all abilities • Involvement / upskilling of unskilled labour, trades, graduates and / or apprentices throughout the Contract. • Involvement / upskilling of local community groups through the project. • Annual sponsorship of community projects. • Use of local products, resources, plant, people and materials.	
<i>Sustainability and Broader Outcomes Summary</i>	
Non – Price Attribute Summary	40%

2.6 Competitive and Efficient Markets

The transportation financials in the LTP provide a statement to the community on what Council intends to procure, and which projects are likely to be achieved. This statement provides details of per annum amounts to be spent on operating, maintaining, upgrading and improving the transportation networks in the Hurunui District. Supplies will be procured in a manner as set out in this strategy to complete the work planned for each of the next 10 years.

However, suppliers will still need to recognise that there are uncertainties with this programme due to:

- Legislative changes
- Local and global economic factors (including volatility of oil prices) affecting the cost and availability of materials, equipment and personnel sourced from overseas markets
- Funding constraints affecting the National Land Transport Programme (NLTP)
- Changes to the NZ Transport Agency subsidy funding assistance rate (FAR)
- The impact of increased heavy commercial vehicles (HCV), including high productivity motor vehicles (HPMV), on existing infrastructure
- Loss of experienced engineering staff and contractors through transfer or retirement
- Council's obligations for fiscal responsibility possibly affecting their ability to fund the "local share"
- Limited service provider competition due to increased national work programmes, other markets and practical considerations
- Changes in rural land use throughout the district

- Effects of climate change on transportation infrastructure planning and assets

2.7 Collaboration

Hurunui District Council has established a joint arrangement with neighbouring RCAs to encompass best network outcomes for all the involved areas. There have been several projects that have shown efficiencies.

Council has a Memorandum of Understanding with NZTA for the State Highway & Local Road maintenance areas, and pathways to enable forward work planning, gaining efficiencies of working closely together.

Council has a Memorandum of Understanding and partnership with Kaikoura, Selwyn, and Waimakariri District Councils with the objective to:

- Improve safety on the networks
- Become smarter buyers
- Improve AMP processes
- Improve investment decision making

This initiative is known as Alpine to Ocean (A2O) and has been recently stood up with the first achievement being the production of a joint, delineation strategy produced at the end of 2025. This model follows the success of the Aoraki Roding Collaboration (ARC)

2.8 Professional Services

Hurunui District Council undertake various professional services through in-house resources. These services include:

- Contract management/supervision
- Forward works collation and programming
- Activity Management Plan and strategy preparation
- Data gathering and analysis/evaluation
- Document preparation and tender evaluation
- Traffic counting

Where time constraints or expertise dictate, outsourcing is undertaken in accordance with this strategy, some of the services provided by external suppliers include:

- Traffic counting
- Pavement condition testing and modelling
- Bridge inspections, design, and valuation
- Tender evaluation

2.9 Health and Safety

Hurunui District Council focuses on the health, safety and wellbeing of its people, our wider group of workers and our customers. Our health and safety culture and performance are the collective sum of all our efforts.

As an organisation, our people are committed to:

- Leading by example and demonstrating our safety commitment through visible leadership and performing tasks safely.
- Taking responsibility for their own health, safety and wellbeing.
- Managing risks and introducing controls that improve the way we work.
- Having a safety management system which will continuously improve through our people's participation.
- Providing the tools, equipment and knowledge to keep our workplaces safe.
- Empowering our people to assess every situation, speak up or stop work if their safety or the safety of another person is ever compromised.
- Complying with the provision of all relevant legislation, regulations, codes of practice and guidelines.
- Rewarding success, promoting event and near miss reporting, and sharing organisational learnings.
- Ensuring the safety of all people present at work during an emergency.
- Supporting our people through the promotion of health and wellbeing initiatives and return to work programmes.

- Consulting, cooperating and collaborating with our contractors and other stakeholders.
- Measuring our performance, reviewing our results and setting objectives to improve.

Expectations of robust Health and Safety practices by our contractors are included in the specific risk analysis of larger projects. All contractors working for the Hurunui District Council require submission of Health and Safety schedules providing information and commitments to training, planning, logging, monitoring, inspections, oversight and reporting, to ensure the requirements of the current Health and Safety in Employment Act are met.

3 Procurement Environment

3.1 Analysis Of Current Supplier Market

Table 4. Likely suppliers for Transport Activities

Activity	Potential Suppliers
Professional Services	WSP, BECA, AECOM, Stantec
Physical works (Tiers are based on capability to deliver large scale projects)	Tier 1: Downer, Fulton Hogan, Higgins, HEB
	Tier 2: Corde, Isaac Construction, NorWest Contracting, Civil and Land,
	Tier 3: Topp Contractors, Mt Lyford Contracting, North Canterbury Rutbusters, JR Civil
Specialist works	MainPower, Hunter Civil, Reefton Crane, KiwiRail

Despite being a low value and spread-out network, we have good access to large and small contractors, servicing other networks and private customers nearby. There is good breadth of experience and usually sufficient capacity to meet our needs. The wide range of Tier 3 contractors are ideally located around the district to provide good emergency response across a widespread network.

3.2 Analysis of the Impact of the Procurement Programmes of Other Approved Organisations And Other Entities

The following other organisations are procuring or may procure significant projects that may attract local suppliers interested in the Council's future transport infrastructure maintenance projects:

- New Zealand Transport Agency (NZTA)
- Kaikoura District Council (KDC)
- Waimakariri District Council (WDC)
- Christchurch City Council (CCC)
- Selwyn District Council (SDC)

The Council is mindful that the normal activities of Waka Kotahi, KDC, WDC, CCC and SDC, if all procured at the same time as this Council, could place undue pressure on the industry by creating work 'spikes' and thus reducing competition or tender box interest for individual contracts.

4 Procurement Programme

The details of the Hurunui District procurement programme for the current LTP period (2024-27) are set out below. Expenditure per year can vary dependent on various factors including; reactive maintenance work, emergency events and additional projects identified during the period. The Council contracts external resources to undertake tasks and various activities that cannot efficiently or effectively be addressed by internal staff due to limitations around time, commitments or expertise. This may include providing specific analysis and advice such as modelling, surveying, structural assessments and valuations

The Council delivers the majority of transport services through term service contracts for professional services, maintenance and operation works, renewal works and capital works. In addition to these contracts, the Council procures individual contracts for other capital works as and when required (e.g. low cost low risk (LCLR) works

or emergency works). Some of the contracts will include planned Council work which does not receive subsidy from NZTA, mainly because the work does not qualify, but is included because it is of a similar nature to work that does qualify for subsidy, and increasing the scope generally improves the best value for money for the Council.

The Council's primary transport infrastructure objective is to:

"Deliver Council's Infrastructure programmes on time and at best value for money".

This strategy has considered how to achieve best value for money through the procurement process. Through the consultation process, initiatives to ensure the on-time delivery of the programme have also been identified.

The Council does not provide any ferry or bus services, or any form of public transport.

The value of projects to be procured varies from year to year, dependent upon the term service duration and the Council endorsed and approved budget amounts (designed bill of quantities/schedule of prices).

A summary of all procurement activities are included in [Table 2](#).

4.1 Significant Procurement Activities

No significant changes to the category supply arrangements which are provided in [Table 2](#) are intended to be implemented during the term of the strategy.

[Table 3](#) sets out the significant procurement activities to be undertaken during the term of the strategy.

During the period of this strategy the Road Maintenance and Renewals Contract will be eligible for a contract extension. If it is determined that an extension is not to be granted a Section 17A review will be undertaken to determine the strategic direction of this contract model and how this could be delivered in the future.

4.2 Streetlight Operation and Maintenance

Council has an existing lighting operation and maintenance contract with Power Joining Limited. The contract includes the Roadway assets from HDC, WDC, as well as NZTA streetlights on the district's State Highways. This will be a joint procurement managed through WDC Procurement processes.

Contract value	\$987k
Supplier selection	Price Quality Method
Contract duration	5 years (3 + 1 + 1)
Start Date	1 April 2025
End Date	31 March 2028

4.3 Professional Services

Approximate Expenditure	Varies
Proposed Delivery Model	Staged
Proposed Supplier Selection	Direct Appointment OR Price Quality Method

The NZTA Procurement manual permits direct appointment of a single willing and able supplier in the activity of professional services when the contract cost estimate is less than \$50,000.

The professional services work will be made up of several separate contracts which may fall below the \$50,000 limit so the supplier selection process will be carried out in terms of Appendix C Section C.2 of the NZTA Procurement manual.

Where applicable other professional services will be obtained using "price quality".

There is currently an agreement for professional services providing advice and specialist services in regard to Councils Bridge stock. This agreement expires on the 30th June 2026 and a new agreement will be negotiated in advance of the expiry date.

4.4 Shared Delivery

In the past HDC has combined planned work with the State Highway operations team when similar work has been carried out by them adjacent to the Council work site

There are no combined works planned for 2024-27 other than the normal pre-reseal and resurfacing activities. The funding share of the Council work is met through the approved Council annual plan budget.

While there is potential to combine with State Highway contracts for the delivery of some services, HDC considers there is more opportunity for collaboration with its neighbouring Councils.

Council requires notification of all works carried out in the road corridor by third parties, and ensures contractors undertake works to council specified requirements. This allows liaison to occur where required and any project planning to coincide for resource and road user advantage.

4.5 Procurement Approach

OBJECTIVE	MECHANISM TO ADDRESS
Council programmes and projects are aligned to the current three (3) year LTP	Programming updates of this strategy to take into account programme changes in the Long-Term Plan and any other policy changes.
Council processes are timely, effective and deliver at lowest cost of ownership	Helping remove questions about the way projects will be procured in the future and reduce the need to produce individual procurement strategies for projects that do not meet the Council's procurement policy. Investigating and applying within each asset management plan and during project planning a whole-of-life analysis process.
Best value suppliers are participating in contestable processes to deliver Council projects and programmes	Determining the value suppliers will bring to a project through attribute testing during the tendering process. Using local professional consultants who have historically provided Council with valued advice and innovative considerations to achieve improved outcomes at the same or lower cost.
Council understands the supply market	Conducting workshops with consultants and contractors, requesting and receiving feedback, and reviewing recently awarded contracts.

4.6 Collaboration With Others

This strategy does not preclude the Council from entering joint or shared procurement of services with relevant partners to enable shared services and deliver better value to the community. The Council already collaborates with other agencies/road controlling authorities for shared service agreements (e.g. current Lighting Contract shared with WDC) and continues to seek other opportunities for more efficiencies and cost-effectiveness in delivering our road maintenance and renewal services to the district.

Council works with other agencies such as Department of Conservation and Environment Canterbury on a wide range of activities, to improve efficiency and customer outcome.

4.7 Direct Appointments

The Council issues for tenders or negotiates with historic professional service providers under \$50,000 per annum.

4.8 Identification Of Any Pending High-Risk or Unusual Procurement Activities

There are no identified pending high-risk or unusual procurement activities currently taking place or planned to take place in relation to HDC's procurement strategy for transport infrastructure services prior to the review of this strategy in 3 years' time.

5 Implementation

5.1 Internal Capability and Capacity

The following people / positions are involved in Transport related activities.

Title	Role & Responsibility
Roading Manager	Managing the Roothing Team; development and implementation of the District Land Transport programme; regional land transport planning
Road Asset Management & Planning	Assist with developing and implementation of the district land transport programme; activity management and asset management planning; procurement and financial strategies
Roothing Engineer	Field investigation and contract supervision, development and management of maintenance; supervision of renewal work and improvement contracts; supervision of major activities on the network, auditing contract work.
Field Services Officer	Field investigation, development and management of maintenance; supervision of renewal work and improvement contracts; supervision of minor activities on the network; auditing contract work.
Roothing Administration Officer	Management of road corridor activities including CAR (corridor access requests), processing of permits and applications, carriageway access requests; auditing TTMP; road closures and event management.
Roothing Technician	Implementation of footpath maintenance programme, assist the rooding engineer, unsealed road maintenance and forward work programming
Capital Programme Manager	Prioritise and review forward work programmes, manage large structure renewals. Develop processes and manuals for procurement and tender process.

Within the internal roles there are Council assigned delegations, and this compliments the Procurement Manual. Given the small size of the team, there is a continual need to provide services from suitably resourced consultants, mainly in the area of specialised investigation work such as bridge inspections, pavement investigation and design, plan preparation and project management.

5.2 Internal Procurement Processes

The Council's procurement policy sets out how goods and services should be purchased by the Council. This policy has been developed with reference to the Auditor General's Procurement guidance for public entities (Controller and Auditor General, 2008).

5.3 Performance Measurement and Monitoring

The Council collects information on its procurement activities through the following methods:

- Contract reviews
- Maintenance of project files with all key information

- Discussions with suppliers
- Liaison with affected third parties
- Internal discussions between technical staff
- Customer and neighbour feedback during and after contract implementation

The present system obtains the information required by Waka Kotahi under Section 11 of the Procurement Manual and sufficient information to enable Council to monitor progress against its own procurement goals.

The Council will undertake regular reviews of the quality and quantity of information obtained, and the results of any audits, in order to ensure the Council is working towards meeting its goals and objectives.

5.4 Review Plan

5.4.1 Section 17A Review

Section 17A was inserted in the Local Government Act 2002 by an amendment in 2014. It requires every local authority to review all their services under the following conditions:

- When considering any significant change to service levels.
- Within 2 years of the expiry of a contract to deliver any service.
- At least every 6 years.

The most recent review was completed in October 2021. The next review will be due late 2027 (within 6 years) or earlier if HDC consider changing levels of service significantly.

Strategy Reviews or updates will be made when there is any significant change to the strategic direction the Council wishes to take toward the procurement of services, or every three years, whichever comes first.

Generally, this strategy should be updated at least every three years to ensure that the procurement processes are consistent with the objectives of the Council LTP.

5.5 Communications

5.5.1 Roothing Team

All staff in the Roothing team will be using this strategy to implement the subsidised programme.

5.5.2 Other Local Authorities

Copies will be sent to surrounding authorities, such as Waimakariri, Kaikoura, and Selwyn District Councils.

5.5.3 Elected Representatives

As the roading team reports regularly to the Council, including any contracts awarded, current expenditure, and optioneering for alternative solutions, a copy of this strategy will be included for informative purposes.

The Hurunui District Council will adopt this strategy as a formal procedure.

5.5.4 New Zealand Transport Agency

This strategy is required to be endorsed by NZTA and failure to obtain this endorsement may put at risk the ability of Council to receive NZTA subsidy funding.

The Council has had a reporting responsibility to NZTA and its predecessors for a very long time. There is an active partnership between Council and NZTA to operate, maintain, redevelop and improve the transport network in Hurunui District with positive results, and for many years a high return in the value for money spent has been achieved.

There is increasing pressure on the demand for local share funding, and increased stresses on the network which requires the relationship to remain strong to ensure we continue to achieve the best value for district road users.

5.5.5 Suppliers & Public

This strategy will be available to all current, prospective suppliers and the general public via the Hurunui District website, or at the Council offices.

5.6 Table 1 – Approved Programme and Forecast

10 Year Roding Transport Programmes Forecast										
Hurunui District Council	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10
Funding Year	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
Operational Expenditure										
Roding Transport Programmes	\$6,675,200	\$6,574,896	\$6,759,448	\$7,219,553	\$7,236,781	\$7,460,334	\$7,696,360	\$8,694,945	\$8,876,669	\$8,941,029
Capital Expenditure										
Roding Transport Programmes	\$5,314,018	\$6,939,596	\$7,120,224	\$11,460,315	\$12,599,604	\$12,527,698	\$12,732,356	\$13,407,086	\$13,826,328	\$14,531,651
Total Expenditure	\$11,989,219	\$13,514,493	\$13,879,672	\$18,679,868	\$19,836,385	\$19,988,031	\$20,428,716	\$22,102,030	\$22,702,996	\$23,472,680
DESCRIPTION	WC	BUDGET Y1	SUBSIDY Y1	BUDGET Y2	SUBSIDY Y2	BUDGET Y3	SUBSIDY Y3	UNSUB Y1	UNSUB Y2	UNSUB Y3
Sealed Pavement Maintenance	111	\$ 2,255,714	\$ 1,528,647	\$ 2,345,943	\$ 1,556,667	\$ 2,439,780	\$ 1,584,687	\$ 727,067	\$ 789,276	\$ 855,093
Unsealed Pavement Maintenance	112	\$ 993,195	\$ 556,467	\$ 1,032,923	\$ 566,667	\$ 1,074,239	\$ 576,867	\$ 436,728	\$ 466,256	\$ 497,372
Routine Drainage Maintenance	113	\$ 672,989	\$ 654,667	\$ 650,679	\$ 666,667	\$ 674,377	\$ 678,667	\$ 18,322	\$ (15,988)	\$ (4,290)
Structures Maintenance	114	\$ 177,642	\$ 114,572	\$ 143,147	\$ 116,673	\$ 148,873	\$ 118,773	\$ 63,070	\$ 26,474	\$ 30,100
Environmental Maintenance	121	\$ 857,529	\$ 818,375	\$ 797,986	\$ 833,375	\$ 815,105	\$ 848,376	\$ 39,154	\$ (35,389)	\$ (33,271)
Network Services Maintenance	122	\$ 310,383	\$ 278,247	\$ 312,398	\$ 283,348	\$ 324,894	\$ 288,448	\$ 32,136	\$ 29,050	\$ 36,446
Cyclepath Maintenance	124	\$ -	\$ 2,062	\$ -	\$ 2,100	\$ -	\$ 2,138	\$ (2,062)	\$ (2,100)	\$ (2,138)
Footpath Maintenance	125	\$ 118,102	\$ 25,925	\$ 50,000	\$ 26,400	\$ 50,000	\$ 26,875	\$ 92,177	\$ 23,600	\$ 23,125
Level Crossing Warning Devices	131	\$ 13,307	\$ 18,830	\$ 50,000	\$ 19,175	\$ 14,393	\$ 19,520	\$ (5,523)	\$ 30,825	\$ (5,127)
Unsealed road metalling	211	\$ 1,050,386	\$ 818,333	\$ 100,000	\$ 833,333	\$ 1,236,097	\$ 848,333	\$ 232,053	\$ (733,333)	\$ 387,764
Sealed Pavement Resurfacing	212	\$ 2,062,387	\$ 1,800,333	\$ 2,000,000	\$ 1,833,333	\$ 2,200,000	\$ 1,866,333	\$ 262,054	\$ 166,667	\$ 333,667
Drainage renewals	213	\$ 250,000	\$ 491,000	\$ 366,600	\$ 500,000	\$ 381,264	\$ 509,000	\$ (241,000)	\$ (133,400)	\$ (127,736)
Pavement Rehabilitation	214	\$ 1,100,000	\$ 932,900	\$ 1,144,000	\$ 950,000	\$ 800,000	\$ 967,100	\$ 167,100	\$ 194,000	\$ (167,100)
Structures component replacements	215	\$ 143,000	\$ 523,760	\$ 849,920	\$ 533,360	\$ 763,420	\$ 542,961	\$ (380,760)	\$ 316,560	\$ 220,459
Bridge and structures renewals	216	\$ 100,000	\$ -	\$ 1,100,000	\$ 300,000	\$ 1,405,000	\$ 300,000	\$ 100,000	\$ 800,000	\$ 1,105,000
Traffic services renewals	222	\$ 597,776	\$ 327,350	\$ 267,422	\$ 333,350	\$ 323,118	\$ 339,350	\$ 270,426	\$ (65,928)	\$ (16,232)
Footpath renewal	225	\$ 10,470	\$ 72,177	\$ 10,889	\$ 73,500	\$ 11,324	\$ 74,823	\$ (61,707)	\$ (62,611)	\$ (63,499)
Road Safety	432	\$ 52,666	\$ 52,666	\$ 52,666	\$ 52,667	\$ 52,666	\$ 52,667	\$ -	\$ (1)	\$ (1)
Network and asset management	900	\$ 1,223,674	\$ 1,014,785	\$ 1,139,155	\$ 1,033,385	\$ 1,165,121	\$ 1,051,986	\$ 208,889	\$ 105,770	\$ 113,135
Total		\$ 11,989,219	\$ 10,031,096	\$ 12,413,727	\$ 10,514,000	\$ 13,879,672	\$ 10,696,904	\$ 1,958,123	\$ 1,899,727	\$ 3,182,768

5.7 Table 2 – Summary of Procurement

Category	Scope	Forecast average annual spend	Current supply arrangement/contract	Procurement method	Contract start	Contract End	Optional renewal	NZTA approvals granted	Supplier name
Road Maintenance and Renewals Contract	Encompasses the maintenance and renewal work for the roading network.	\$9,500,000	NZS3917 contract	Open tender	01/07/2022	30/06/2027	2 x 2 year extensions available	Yes	Corde
Light Touch wheeled digger drainage - WK113	Drainage maintenance such as clearing culvert ends, swale drain clearance and general maintenance.	\$195,000	NZS3910 contract	Open tender	8/04/2025	30/04/2026	Annual Rollover	No	JR Civil
Streetlight Operation and Maintenance Contract- WK122	Street lighting operation and maintenance.	\$200,000	NZS3917 contract	Open tender	01/04/2025	31/03/2028	2 x 1 year extensions available	No	Power Jointing Limited
Bridging component	Bridge component replacements	\$785,000	To be sourced individually - NZS3910 contract	Open tender				No	

Category	Scope	Forecast average annual spend	Current supply arrangement/contract	Procurement method	Contract start	Contract End	Optional renewal	NZTA approvals granted	Supplier name
replacement - WK215									
Bridge renewal programme - WK216	Bridge replacements	\$1,100,000	To be sourced individually - NZS3910 contract	Open tender				No	
Bridging professional services	Miscellaneous minor professional services regarding bridge and large culvert assets	\$90,000	ACENZ Short Form Agreement	Direct award	01/07/2023	30/06/2026		No	WSP

5.8 Table 3 – Significant procurement activities to be undertaken during the term of the strategy

Category	Scope	Forecast average annual spend	Proposed Supply arrangement/contract	Evaluation method	Tender release date	Planned Contract start	Planned Contract End	Planned Optional renewal
Road Maintenance and Renewals Contract – Granting of extension	Encompasses the maintenance and renewal work for the roading network.	\$9,500,000	NZS3917 contract	N/A current contract. Review of performance and determine if contract extension is to be granted.	01/07/2026 – Award of extension	01/07/2022	30/06/2029	1 further 2 year extensions available
Light Touch wheeled digger drainage - WK113	Drainage maintenance such as clearing culvert ends, swale drain clearance and general maintenance.	\$195,000	NZS3910 contract	Open tender – Lowest price conforming		1/07/2026	30/06/2027	Annual Rollover
Streetlight Operation and Maintenance Contract – Granting of extension	Street lighting operation and maintenance.	\$200,000	NZS3917 contract	N/A current contract - Review of performance and determine if contract extension is	01/04/2027 – Award of extension	01/04/2028	31/03/2029	1 further 1 year extensions available

Category	Scope	Forecast average annual spend	Proposed Supply arrangement/contract	Evaluation method	Tender release date	Planned Contract start	Planned Contract End	Planned Optional renewal
				to be granted.				
Bridging component replacement - WK215	Bridge component replacements - annual contract dependant on budget	\$785,000	To be sourced individually - NZS3910 contract	Open tender				
Bridge renewal programme - WK216	Bridge replacements- annual contract dependant on budget	\$1,100,000	To be sourced individually - NZS3910 contract	Open tender				
Bridging professional services	Miscellaneous minor professional services regarding bridge and large culvert assets	\$90,000	ACENZ Short Form Agreement	Direct award	01/03/2026	01/07/2026	30/06/2029	