

HUTT VALLEY PROCUREMENT STRATEGY



Approved on behalf of the Hutt City Council:

Signed: _____


J. Miller
CHIEF EXECUTIVE

Date: _____

17.5.2020



Approved on behalf of the Upper Hutt City Council:

Signed: _____


P. Kelly
CHIEF EXECUTIVE

Date: _____

19/5/2020

REVISION HISTORY

ISSUE	DATE	AMENDMENTS
1.0	October 2010	First Issue
2.0	November 2012	Reviewed. <ul style="list-style-type: none"> • Revision History added • Section 1.0 wording • Section 2.1 Title of Figure 1 changed • Section 5.2 wording • Section 5.3.1 wording and format • Section 5.3.2 wording and format • Section 5.4.1 updated • Section 6.3 updated • Appendix A updated
3.0	October 2016	Reviewed <ul style="list-style-type: none"> • Revision History updated • References to LTCCP updated to refer to LTP • Section 1.0 – period of document updated. • Section 4.1 – Statistics updated. • Section 5.3.1 – NZS Document Updated • Section 5.4.1 – Combined Purchasing updated • Section 6.3.5 – Review dates updated • Appendix A – Updated
4.0	November 2019	Reviewed Minor additions and changes as noted in the document <ul style="list-style-type: none"> • Appendix A – Updated
4.1	March 2020	Incorporated feedback from NZTA <ul style="list-style-type: none"> • Section 2.3 Broader outcomes added to NZTA Requirements • Section 2.4 added 'Broader outcomes' to Policy Context. Subsequent section renumbered. • Section 5.3.3 added additional criteria for alternative conditions of contract. • Section 5.4 added 'Meeting Broader Outcomes'. Subsequent sections renumbered. • Section 6.3 added 'Communication Plan'. Subsequent sections renumbered. • Appendix A – Updated

1 EXECUTIVE SUMMARY

This procurement strategy describes the approach of Hutt City Council (HCC) and Upper Hutt City Council (UHCC) to delivering their New Zealand Transport Agency (NZTA) subsidised transport programmes for the period 2019-2022.

1.1 Key Outcomes and Opportunities to Obtain Value for Money

The key outcomes for this procurement strategy are:

- the procurement procedures used meet the requirements of the Land Transport Management Act (2003) to ensure continued NLTP subsidy of the Hutt City and Upper Hutt City roading programmes;
- roading physical works and professional services purchased using the procurement processes provide best value for money to funding stakeholders; including New Zealand Transport Agency and ratepayers;
- staff are provided with direction to make good procurement decisions;
- the procurement processes will provide suppliers with a fair and consistent process for having their tenders assessed; and
- the procurement process supports and maintains a competitive local supply environment.

Joint purchasing between Hutt City Council and Upper Hutt City Council potentially offers an opportunity to increase value for money in cases where economies of scale can be identified.

1.2 Recommendation

THAT: New Zealand Transport Agency endorses this Hutt Valley Procurement Strategy for use by Hutt City Council and Upper Hutt City Council.

1.3 Evidence of Corporate Ownership

The procurement strategy has been approved by the Chief Executives of Hutt City Council and Upper Hutt City Council on behalf of their respective local authorities.

2 POLICY CONTEXT

2.1 Strategic Objectives and Outcomes

s25 of the *Land Transport Management Act (2003)* states that HCC and UHCC, as Approved Organisations (AOs), must use procurement procedures that are designed to obtain best value for money:

25 Procurement procedures

- (1) *For the purposes of this Part, the Agency must approve 1 or more procurement procedures that are designed to obtain the best value for money spent by the Agency and approved organisations, having regard to the purpose of this Act.*
- (2) *In approving a procurement procedure, the Agency must also have regard to the desirability of—*
 - (a) *enabling persons to compete fairly for the right to supply outputs required for approved activities, if 2 or more persons are willing and able to provide those outputs; and*
 - (b) *encouraging competitive and efficient markets for the supply of outputs required for approved activities.*
- (3) *Every approved procurement procedure must specify how procurement is to be carried out (which may differ for different kinds of procurement).*
- (4) *It is a condition of every procurement procedure that the Agency or an approved organisation must procure outputs from a provider other than the Agency or that organisation (as the case may require), or its employees.*
- (5) *However, nothing in subsection (4) prevents an approved organisation from procuring from the organisation's own business units the provision of minor and ancillary works on terms approved by the Agency.*
- (6) *Nothing in this section compels an organisation or person to accept the lowest tender received by it for the provision of any outputs.*

The NZTA Procurement Manual which replaces the Competitive Pricing Procedures Manual (CPP) with effect from 1 October 2010 considers that best value is achieved by adopting a strategic approach to procurement and that all AOs need to have an NZTA endorsed Procurement Strategy to achieve this. .

Both Hutt City Council and Upper Hutt City Council are required to operate in accordance with the Local Government Act (2002).

This Act requires that Local Authorities:

- consult with the Community through the Long Term Plan (LTP) process to determine the desired community outcomes;
- prepare and consult on a forward programme of works on a ten year cycle; and
- fund the replacement cost of existing assets on a life cycle basis (Asset Management Plans).

Each of these requirements is audited annually by Audit New Zealand.

The planning, programming and implementation process followed is shown on the following process diagram.

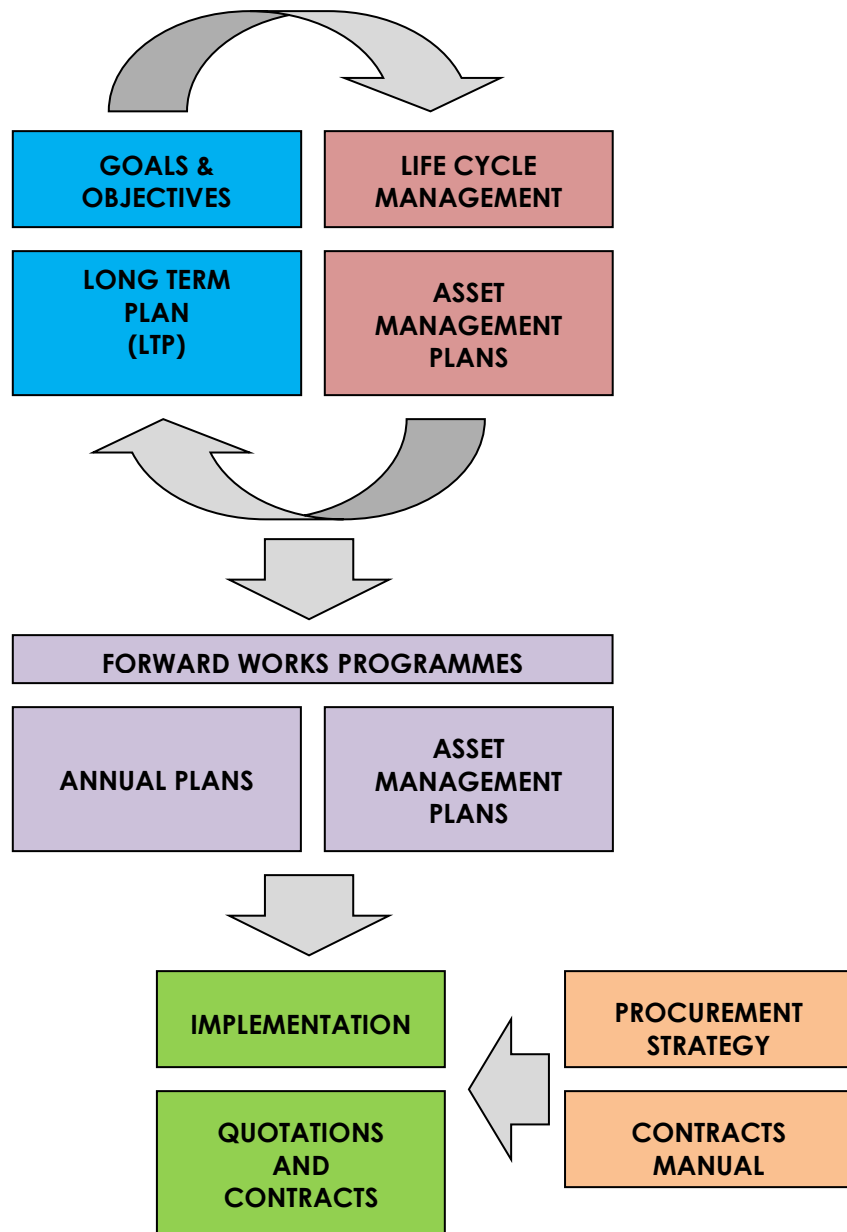


FIGURE 1: HCC AND UHCC PROCESS FOR PLANNING, PROGRAMMING AND IMPLEMENTING ROADING PROJECTS

2.2 Objectives and Outcomes for this Procurement Strategy

2.2.1 Outcome No.1

The procurement procedures used meet the requirements of the Land Transport Management Act (2003) to ensure continued NLTP subsidy of the Hutt City and Upper Hutt City roading programmes

2.2.2 Outcome No.2

Roading physical works and professional services purchased using the procurement processes provide best value for money to funding stakeholders; including New Zealand Transport Agency and ratepayers.

2.2.3 Outcome No.3

Staff are provided with direction to make good purchasing decisions.

2.2.4 Outcome No.4

The procurement processes will provide suppliers with a fair and consistent process for having their tenders assessed.

2.2.5 Outcome No.5

The procurement process supports and maintains a competitive local supply environment.

- a) A reasonable proportion of the work programme is sized to enable a range of contractors to successfully compete
- b) A reasonable proportion of the work programme is sized to avoid 'barriers to entry' for new or external contractors

2.3 NZTA's Procurement Requirements

New Zealand Transport Agency requires that procurement meets the requirements of S25 of the *Land Transport Management Act* (2003) and that in particular they:

- obtain the best value for money spent by the Agency and approved organisations;
- enable persons to compete fairly for the right to supply outputs required for approved activities, if two or more persons are willing and able to provide those outputs;
- encourage competitive and efficient markets for the supply of outputs required for approved activities; and
- ensure outputs are procured from a provider other than the purchaser or its employees; and
- that AOs identify ways to contribute to the Government's broader outcomes.

2.4 Broader Outcomes

The requirement to meet the Government's broader outcomes is set out in Rule 16 of the *Government Procurement Rules 4th Edition 2019*. In particular the 4 focus areas are:

- Increasing access to government procurement contracts for New Zealand businesses, with particular focus on those less able to access opportunities and

those working in priority sectors (such as ICT, Māori and Pasifika businesses and businesses in the regions).

- Increase the size and skill level of the domestic construction sector workforce and provide employment opportunities to targeted groups.
- Improve conditions for workers and future-proof the ability of New Zealand business to trade.
- Support the transition to a zero net emissions economy and reduce waste from industry by supporting innovation.

2.5 Other Requirements

The following documents specific to each organisation set out additional purchasing requirements to be met.

2.5.1 Hutt City Council

- Hutt City Council Procurement Policy;
- Hutt City Council Contracts Manual.

2.5.2 Upper Hutt City Council

- Upper Hutt City Council Procurement Policy;
- Upper Hutt City Council Manual of Policies;
- Upper Hutt City Council Contracts Manual.

3 PROCUREMENT PROGRAMME

3.1 Programming

Both Councils set out their proposed procurement programme in their Long Term Plan (LTP). This sets out the proposed expenditure on maintenance, renewals and capital improvements for a ten year period. The LTP is reviewed every three years.

Significant contracts for both Councils operational and capital works are detailed in Appendix A.

Expenditure for each year is confirmed through the Annual Plan process and published each year in April-May for the coming financial year.

A programme by work category is shown in Appendix A

3.2 Expenditure

The annual expenditure on Land Transport for Hutt City Council is approximately \$23.5 million p.a. The annual expenditure on Land Transport for Upper Hutt City Council is approximately \$11.5 million p.a. The combined expenditure of the two local authorities is therefore approximately \$35 million p.a.

3.3 Programme Location

3.3.1 Hutt City Council

For Hutt City Council, details of the LTP and Annual Plan are available on the Council website at the following address:

<http://www.huttcity.govt.nz/>

3.3.2 Upper Hutt City Council

For Upper Hutt City Council, details of the LTP and Annual Plan are available on the Council website at the following address:

<http://www.upperhuttcity.com/>

4 PROCUREMENT PROGRAMME UNDERSTANDING OF THE PROCUREMENT ENVIRONMENT

4.1 Physical Environment

The Local Authorities of both Upper Hutt and Lower Hutt cities are geographically very similar in that they both have an urban sprawl along the flood plains of the Hutt River and the confining hillside slopes of the Hutt Valley itself. The two Local Authorities have a common boundary at Silverstream.

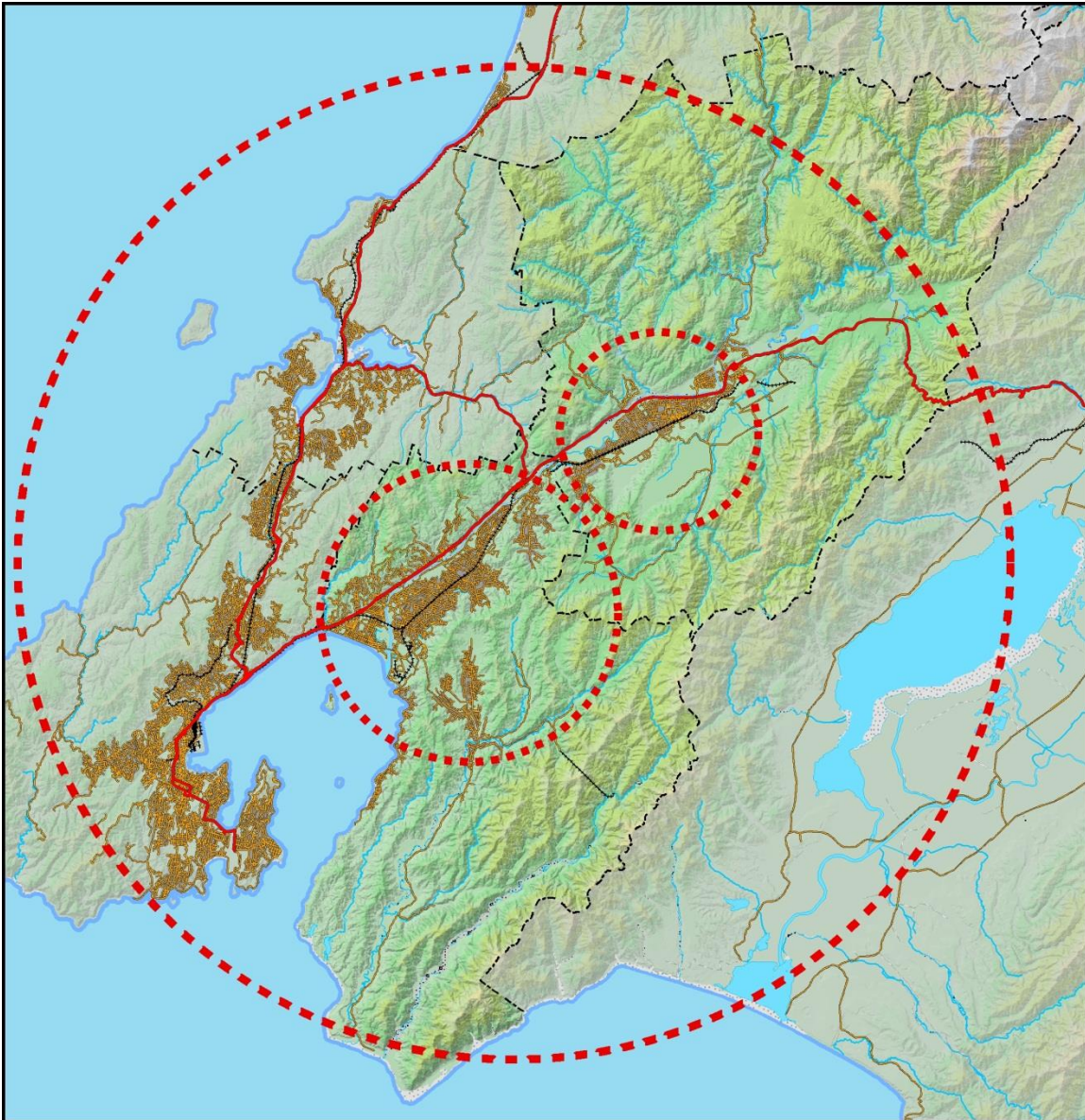


FIGURE 2: EXTENT OF LOCAL AND REGIONAL MARKETS

Upper Hutt 10km diameter
Lower Hutt 15km diameter
Wellington Region 50km diameter

Both Local Authorities have similar roading network layouts and share common issues relating to road maintenance and renewals. The two Councils roading networks comprise the following:

AO	Sealed Roads (km)	Unsealed Roads (km)	Urban Roads %	Bridges	Tunnels/ Underpasses
UHCC	246	1.3	66%	56	0
HCC	483.5	0	94%	73	6

4.2 Organisational Environment

Both organisations are in the process of developing organisation wide procurement policies and strategies, and it is expected that the approach to procurement will change in the coming three years to reflect this.

4.3 Analysis of the Market

The Hutt Valley and Wellington regions are well served by local and national suppliers both for civil contractors and professional services consultants. Because of their close proximity to one another, there is a larger pool of work available together with a larger number of suppliers to tender for works.

For physical works contracts there is a good number of contractors both locally and regionally to serve the market. Virtually all of the contractors within the region are well established and with known track records and competencies.

The larger professional services consultancies all have offices in nearby Wellington and have served the Hutt Valley for many years.

Contractors and consultants are available in a range of sizes to suit the magnitude of work on offer.

- Sub regional – Upper Hutt/Lower Hutt only
- Regional – Hutt Valley or Wellington Region
- National/Multi-National

The supplier market is open to all providers and regionally there are sufficient providers to meet the demands. It is a healthy competitive market. The programme by work category in Appendix A includes details of the number of tenderers for each type of work and shows that competition still exists in all the work categories.

There is an ongoing trend both locally and nationally for smaller suppliers being bought out and merged with larger suppliers. Currently this is not adversely affecting the choice in the supplier market locally to any large degree. However, should this trend continue, it will inevitably reduce supplier numbers and could lead to increased pricing.

Both authorities offer a low number of new contracts annually, with all the major contracts being of the three year plus one year plus one year (3+1+1) type.

In 2016 it was noted that

“the current approaches used for procurement within the sub-region and region have maintained competitive markets for some time now and it is difficult to envisage that changing unless there is some form of upheaval in the future that will disturb the balance between client and supplier as it currently exists.”

Since 2016 an emerging trend in the region has been the increase in resources required for the construction of the roads of national significance, with work on the Kapiti Expressway, Transmission Gully, and Peka Peka to Otaki all being during that period. This has resulted in a number of smaller contractors entering into subcontract agreements with the principal

contractors for these projects. As a result these smaller contractors have had insufficient resources to compete for local authority work. This has been offset to some extent by new contractors entering the market, and by other contractors increasing their capacity.

However, without any new major projects ready to start in the Wellington Region, it is likely that in approximately 2-3 years (2021-2022 financial year) a significant amount of contracting resources will be released onto the local market. This is likely to lead to increased competition for work, and potentially a corresponding decrease in quality of work and the long term health of the market.

Should further changes in market conditions from those outlined above be identified, the changing trends will be noted and strategies realigned following the proposed ongoing three yearly reviews of this document.

4.4 Procurement Spend and Profile

The procurement programme for both Hutt City and Upper Hutt City are set out in their respective Long Term and Annual Plans (see section 3.3 above) and is summarised in Appendix A.

5 APPROACH TO DELIVERING THE WORK PROGRAMME

5.1 Delivery Models

Refer New Zealand Transport Agency **Procurement Manual** Section 6.4

The staged delivery model is the preferred delivery model for contract works undertaken by the Councils for the following reasons:

- The scope of work is well defined.
- The level of complexity and uncertainty is low.
- The opportunities for innovation are limited (tenderers still have the opportunity to offer opportunities innovation).
- The process is a 'best fit' with the funding process of the Councils and NZTA as at the end of the design phase it provides an opportunity revise the estimate and to confirm that the work can be carried out within the approved budget.

The Design-Build Model is suited to medium large capital works projects. It has been used on-occasion in the past by both Councils for capital works. Its use will be considered for specific projects on a case by case basis. In particular its use will be considered under the following circumstances.

- Where more than one method of carrying out the work is possible, and preselecting a methodology would limit the number of tenderers for the work.
- Where a range of equally valid and equally acceptable design solutions are available and preselecting the solution would exclude some tenderers.
- Where the solution is based upon proprietary equipment and the final design is dependent on the make or model of equipment chosen.
- Where the outcomes are known but standard solutions will not achieve the desired result, and an innovative approach is required as part of the design-build process.

The Design and Build Model – PSMC is not considered suitable at this time, and would restrict the number of suppliers able to tender for the work.

5.2 Supplier Selection Methods

Refer New Zealand Transport Agency **Procurement Manual** Section 6.5 and Appendix C

The Hutt City and Upper Hutt City Contract Manuals set out the procedures for determining the most appropriate supplier selection method for each type of work. Any references to selection methods in those Manuals that refer to the requirements in the **Competitive Pricing Procedures (CPP) Manual** shall be taken to mean the equivalent requirements in the NZTA Procurement Manual.

Both local authorities will review their respective Contracts Manual to bring them in to line with the requirements in the Procurement Manual.

The preferred supplier selection method for each type of procurement activity is shown in Appendix A.

It is noted that NZTA no longer consider the Weighted Attribute method an acceptable method for evaluating tenders; but that the Price Quality method is an equivalent method producing the same result. Therefore for projects with NZTA funding the Price Quality method must be used in all cases where the Weighted Attribute method would previously have been used. For projects funded entirely by rates the use of the Weighted Attribute method remains at the discretion of the relevant local authority.

5.3 Form Of Contract

Both Local Authorities currently use the same standard conditions of contract. These are:

5.3.1 Physical Works Contracts

For small works with a low risk of failure	a request for quotation and letter of agreement
For larger Contracts and/or those with a higher degree of risk	NZS 3910:2013 or NZS3917:2013

5.3.2 Professional Services Contracts

For small works with a low risk of failure	ACENZ Short Form Agreement
For larger Contracts and/or those with a higher degree of risk	Conditions of Contract for Consultancy Services (2009)

5.3.3 Alternative Conditions of Contract

Other conditions of contract may be considered on a case by case basis when either:

- the nature of the work means the standard conditions are not appropriate; or
- a particular market sector for specialist services has adopted their own industry standard set of conditions; or
- industry trends indicate that an alternative now represents industry best practice; or
- new options become available or and are identified as offering a better means of delivery.

Alternative conditions of contract will be considered as part of the procurement plan for each individual procurement and the preferred options will be reviewed as part of each review of the procurement strategy.

5.3.4 Handling of Cost Fluctuations

The variation in a contractor's operating costs over the period of the contract is a risk. When there is no provision for cost escalations in the contract the contractor is required to estimate this risk and price the costs into his tender. As a result the purchaser also accepts a risk that the cost is over estimated and that they will end up paying the supplier more than would otherwise be the case.

By using cost fluctuations purchasers remove the risk to the contractor and therefore obtain the best possible price at the time of tender. The contract period can be increased with a corresponding increase in the volume of work: without an increased risk to suppliers discouraging tenders.

For these reasons Hutt City Council and Upper Hutt City Council use the NZTA Cost Fluctuation Tables to assess cost variations for all contracts with a contract period of more than 12 months.

5.4 Meeting Broader Outcomes

As part of their long term plans both councils have identified how their work will contribute to community wellbeing.

In addition Hutt City Council are currently redrafting their *Organisation Procurement Strategy* and Procurement Policy. This document will explicitly incorporate broader outcomes.

It should be noted that

- Hutt City Council has already adopted a living wage policy. This is expected to be incorporated into all future procurement activities.
- Both HCC and UHCC are members of the *Wellington Region Waste Management and Minimisation Plan 2017–2023*.
- Both HCC and UHCC have developed a *Sustainability Plan* (available on their websites). These plans will continue to be reviewed and developed. As more specific requirements are developed in those plans contractors will need to be able to demonstrate how they are assisting in reaching the objectives set.

Further guidance on meeting broader outcomes will be provided through the *Broader Outcomes Framework* being prepared by MBIE, which is expected to be available in the middle of 2020.

5.5 OTHER OPTIONS TO OBTAIN VALUE FOR MONEY

5.5.1 Combined purchasing / collaboration

Both Hutt City Council and Upper Hutt City Council have expressed interest in exploring options for joint purchasing, where this represents best value for money. For other council services where savings have been identified this has already been done.

For roading contracts the following opportunities have been identified and will be further explored:

Traffic signals maintenance	<p>A combined Hutt Valley contract does not provide cost savings but does create the following efficiencies:</p> <ul style="list-style-type: none"> • The total volume of work is sufficient to make the tender economic • Fault reporting systems and responses can be streamlined <p>Traffic Signal Maintenance has now been combined on a Regional basis with NZTA, Hutt City Council, Upper Hutt City Council, Porirua City Council and Kapiti Coast District Council.</p>
Bridge Inspections	<p>NZTA have identified an opportunity for a regional bridge inspections contract. The principal benefits would be economies of scale and reduced travel per inspection. Both Councils will consider the relative merits.</p>

No other cost savings have been identified to date.

5.5.2 Advanced Procurement Methods

At this time it is intended that approval it is intended that approval for the use of advanced methods will be sought on a case by case basis if and when opportunities are identified.

5.5.2.1 Early Engagement Model

This is a model that has already been used successfully for non-subsidised work and has shown a number of benefits. It provides the opportunity to work collaboratively with contractors to address potential issues and risks before work begins. It can be considered in cases where in considering value for money the benefits of managing risk and providing delivery certainty need to be prioritised over obtaining the best up-front cost.

5.5.2.2 Contractor Panels

There are a number of local and national examples of contractor panels. Both organisations will consider panels where they identify doing so. Potentially, contractor panels could provide an opportunity for collaboration between HCC and UHCC with combined panels for activities. This opportunity has not been explored to date.

5.6 OTHER METHODS OF MANAGING RISK

For contracts with a higher than normal degree of risk, setting the minimum qualifications for tenderers technical skills or relevant experience attributes and excluding tenderers who do not meet those requirements can be as effective as using a more complex selection method, and at the same time it reduces the cost to tenderers of preparing a tender.

An example of this is the requirement for tenderers carrying out vegetation control to have a minimum level of formal weed spraying qualifications.

6 STRATEGY IMPLEMENTATION

6.1 Capability and Capacity

Both local authorities currently maintain small in-house professional teams responsible for the day to day running of their roading network and overseeing the implementation of their respective asset management plans. The use of the in-house teams has been previously approved by NZTA.

The in-house staffs are supplemented by external consultants who provide additional resources and expertise as required. The supply of additional services is managed to meet the demands placed upon it.

The current processes are sufficient to meet the future demands placed on both local authorities as foreseen at this time.

6.2 Performance Measurement and Monitoring

Audit New Zealand audits both Local Authorities including:

- financial performance;
- their performance in terms of the asset management plans; and
- the compliance with the Long term Council Community Plan.

New Zealand Transport Agency carries out a procedural and financial audit of all work jointly funded by local and central government at regular intervals.

NZTA carries out technical audits at random intervals to assess technical quality of the roading work carried out.

Both local authorities collect the mandatory KPI data required by NZTA and have processes in place to ensure that they meet the requirements of existing audits in addition to the Annual Achievement Report (AAR) on network condition. KPIs are detailed in Appendix E of the NZTA Procurement Manual

6.3 Communication Plan

6.3.1 Internal Stakeholders

The Roding Department within each Council will identify the appropriate internal stakeholders for their organisation. All stakeholders will have access to this strategy.

6.3.2 Wider Community

A copy of this *Procurement Policy* will be made available to the public and interested parties through each Council's website.

6.3.3 Supplier Market

6.3.3.1 General

Hutt City Council and Upper Hutt City Council will consider and develop ways to create either individual or combined forums to engage with current and potential suppliers. This forum will be dependent on there being sufficient interest from the supplier markets to sustain it.

6.3.3.2 Existing Suppliers

Both Councils will continue to work with existing suppliers, providing feedback on their progress and communicating relevant information about extending or re-tendering their work in a timely manner.

6.3.3.3 Potential Suppliers

Both Councils will work with any potential supplier who approaches them and will endeavour to assist them in any way that does not breach commercial confidentiality with an existing supplier or tenderer.

6.3.3.4 Specific Procurements

For procurements that are identified as a procurement that is either:

- large (e.g. greater than \$2,000,000); or
- critical; or
- unusual or unique;

the Council carrying out the procurement will assess whether there is a benefit if they engage with the market prior to going to tender. Any consultation carried out before the request for proposal (RFP) is put out will be done on a no prejudice basis. In particular:

- contractors or consultants will only be engaged with if they are willing to participate;
- if a contractor or consultant chooses not to participate it will not adversely affect their participation on any subsequent RFP;
- any feedback provided by a contractor or consultant who participates will not adversely affect their participation on any subsequent RFP;
- when a contractor or consultant identifies information as confidential, commercially sensitive, or proprietary; it will not be directly incorporated into an RFP.

For each procurement a procurement plan will be prepared. The procurement plan will cover the approach to market, and the will include:

- how the request for procurement will be publicised;
- where the documents will be available;
- how potential tenderers will be engaged with during the tender period; and
- how and when tenderers will be advised of the result.

6.4 Implementation Plan

6.4.1 Review of existing documentation and manuals

Both local authorities will continue to review their internal documentation and manuals to ensure that they are consistent with the procurement strategy.

ONGOING

6.4.2 Review of strategy

6.4.2.1 Procedure

The strategy will be jointly reviewed by the Roading Managers of the two road controlling authorities to determine its effectiveness and the need for any changes.

6.4.2.2 Current Review

The most recent review (Issue 4.0) of the policy was completed and endorsed by the two Local Authorities in October 2019. During the review, minor editing and correction of typographical errors was carried out, and the schedules of contracts and the implementation programme were updated. Changes requested by NZTA were incorporated.

**COMPLETED
April 2020**

6.4.2.3 Next Review

On-going reviews of the policy will be carried out at three yearly intervals.

Significant issues that could affect the timing of the next review are:

- A significant change in the Government Policy Statement (GPS) for roading
- A significant change in Government rules related to procurement and procurement objectives
- A major early change in the local contracting and procurement environment as the major roading projects currently under way in the region conclude.
- Major changes in policy direction within one or other organisation as a result of the recent local body elections.
- Changes to Government policy as part of the COVID-19 recovery plans.

**NEXT REVIEW
November 2022**

**(Endorsement
required by 15
May 2023)**

6.5 Corporate Ownership

The owners of this policy are:

Head of Transport
Hutt City Council
Private Bag 31912
LOWER HUTT

Roading Manager
Upper Hutt City Council
Private Bag 907
UPPER HUTT

This completed strategy is endorsed and approved by the Chief Executives of Hutt City Council and Upper Hutt City Council on behalf of their respective organisations.

APPENDIX A

CONTRACTS FOR SIGNIFICANT OPERATIONAL AND CAPITAL WORKS

HUTT CITY COUNCIL CONTRACTS

Physical Works

Contract Name	START	TERM	PREFERRED SUPPLIER SELECTION METHOD	NUMBER OF TENDERERS FOR EXISTING CONTRACT
Resurfacing and Pavement Reconstruction	July 2018	3+1+1	Price Quality	3
Maintenance Reseals	July 2018	3+1+1	Price Quality	3
Street Utility Cleaning	Dec 2019	3+1+1	Price Quality	3
Street Maintenance	Aug 2018	3+1+1	Price Quality	2
Collection: Recyclables	Dec 2014	3+1+1	Price Quality	2
Collection: Refuse Bags	Oct 2014	3+1+1	Price Quality	2
Street Lighting Maintenance	July 2016	3+1+1	Price Quality	4
Vegetation Control	July 2019	3+1+1	Price Quality	1
Roadmarking	Aug 2016	3+1+1	Price Quality	2
Street Sign Maintenance	Aug 2016	3+1+1	Price Quality	5

Professional Services

Contract Name	START	TERM	PREFERRED SUPPLIER SELECTION METHOD	NUMBER OF TENDERERS FOR EXISTING CONTRACT
Resurfacing and Pavement Treatment	July 2016	3+1+1	Quality Based	2
RAMM Condition Rating	June 2015	3+1+1	Price Quality	2
Bridge Inspections	July 2016	3+1+1	Price Quality	3

UPPER HUTT CITY COUNCIL CONTRACTS

Physical Works

Contract Name	START	TERM	PREFERRED SUPPLIER SELECTION METHOD	NUMBER OF TENDERERS FOR EXISTING CONTRACT
RENEWALS				
General Maintenance	Jul 2019	3+1+1	Lowest Price (or Price Quality)	3
Resurfacing	Nov 2018	3+1+1	Lowest Price	2
Kerb and Channel Reconstruction ⁽¹⁾	Jan 2019	To Aug 2020		2
Maintenance & Reconstruction of Footpaths ⁽²⁾	Jun 2015	5		4
Footpath and Kerb and Channel	Aug 2020	3+1+1	Contractor's Panel	N/A
TRAFFIC SERVICES				
Signs and Other Roadside Furniture Maintenance	May 2019	3+1+1	Lowest Price	1
Roadmarking Maintenance	Jul 2018	3+1+1	Lowest Price	1
Streetlight Maintenance ⁽³⁾	Apr 2017	3+1+1	Lowest Price	3
Regional Traffic Signal Maintenance (NZTA 2018395)	Dec 2018	3+1+1	Lowest Price	2
AMENITY MAINTENANCE				
CBD Cleaning 2018-2021	Sep 2018	3+1+1	Lowest Price	3
Street Sweeping 2018 - 2021	Sep 2018	3+1+1	Lowest Price	2
Vegetation Control 2018-2021	Feb 2019	3+1+1	Lowest Price (or Price Quality)	2
OTHER				
Construction of Retaining Walls 2019-2022	Apr 2019	3+1+1	Lowest Price	1
New and Replacement Structures	As required	As required	Price Quality (or Lowest Price)	N/A
<p>(1) Kerb and Channel contract let as a short –term contract to bring it into line with the footpath contract.</p> <p>(2) Footpath contract originally let as a non-subsidised contract with a 5 year fixed term.</p> <p>(3) Streetlight contract to be retendered for April 2021 to incorporate changes to LED lights</p>				

Professional Services

Contract Name	START	TERM	PREFERRED SUPPLIER SELECTION METHOD	NUMBER OF TENDERERS FOR EXISTING CONTRACT
RAMM Condition Rating and Roughness Survey	Apr 2018	3+1+1	Price Quality	2
Bridge Inspections	Oct 2017	3+1+1	Price Quality	5
Traffic Counting	Feb 2019	3+1+1	Price Quality	2
Engineering Services for Emergency Works	Jul 2016	3+1+1	Expedited Procedures	N/A