

24 April 2024

██████████  
████████████████████

REF: OIA-14989

Dear ██████████

**Request made under the Official Information Act 1982**

Thank you for your email of 24 March 2024 to Fulton Hogan requesting information on road repairs under the Official Information Act 1982 (the Act). Your questions have been numbered for ease of reference below.

1. *[...] why are we seeing such poorly repaired roads after they have been seen as needing repair, like the ones near the rabbit island turn off that I have contacted you about, another halfway up the passing lane heading east towards Bronte Rd East, there are multiple roughly repaired places, some then are re-surfaced over when general re-surfacing is done, these patches then become a problem again very quickly?*
2. *who signs these off these repairs for payments saying they are satisfactory?*
3. *What warranty length is given for these repairs?*
4. *What make and model vehicle is used for road roughness evaluation?*
5. *And who exactly (what companies or agencies) in the transport industry are you receiving your roading condition information from? [...]*

Your request was transferred to NZ Transport Agency Waka Kotahi (NZTA) on 25 March 2024.

I will address each question in turn.

***1. Why are we seeing such poorly repaired roads after they have been seen as needing repair, like the ones near the rabbit island turn off that I have contacted you about, another halfway up the passing lane heading east towards Bronte Rd East, there are multiple roughly repaired places, some then are re-surfaced over when general re-surfacing is done, these patches then become a problem again very quickly?***

The patches you have referred to are undertaken as part of pre works prior to the full reseal, to ensure we have a satisfactory surface to apply the new seal. The site near Rabbit Island that you have referred to is planned for a longer-term pavement rehabilitation. However, the repairs or reseal have occurred to extend the last usable life of the current pavement. In relation to the patch near Bronte Road East, the repair extent was reviewed prior to the reseal and monitored. Since the reseal has been constructed we are comfortable that this site meets the contract specification.

**2. Who signs these off these repairs for payments saying they are satisfactory?**

Repair quality is reviewed by NZTA and the contractor against the contract specification and quality requirements.

**3. What warranty length is given for these repairs?**

The warranty period is covered off in the highway maintenance contract document which has several mechanisms to measure performance. In this case, the works were undertaken as a part of the long-term maintenance contract which spans a number of years.

**4. What make and model vehicle is used for road roughness evaluation?**

The vehicle used is Volvo FM 460. More information can be found at Pavement condition surveys on our website: <https://www.nzta.govt.nz/roads-and-rail/road-composition/pavement-condition-surveys/>

**5. And who exactly (what companies or agencies) in the transport industry are you receiving your roading condition information from?**

We have a variety of ways to receive road condition information. One of these is the Top of the South freight forum which is held regularly with the industry and encompasses many different organisations in the transport sector. It also includes the local leadership of Ia Ara Aotearoa – Transporting New Zealand. This is an open forum for members to share feedback which also leads to connections for individuals to reach out to the agency directly about specific issues much like you have done yourself.

In line with NZTA policy, this response will soon be published on our website, with personal information removed.

If you would like to discuss this reply with NZTA, please contact us by email to [official.correspondence@nzta.govt.nz](mailto:official.correspondence@nzta.govt.nz).

Yours sincerely



**Andrew Clark**

National Manager Maintenance and Operations