

12 June 2023

██████████
████████████████████
██
██████████@nzme.co.nz

REF: OIA-12766

Dear ██████████

Request made under the Official Information Act 1982

Thank you for your email of 26 May 2023 requesting information regarding potholes and road construction under the Official Information Act 1982 (the Act). I have addressed each of your questions below.

The total number of potholes over the past five years broken down yearly and by region.

For the Bay of Plenty specifically, please provide the number of potholes by each state highway in the region over the same five-year period.

Please find enclosed with this request a spreadsheet containing the amount of pothole repair attendances in each region and each state highway in the Bay of Plenty for the past five years. Waka Kotahi does not record how many individual potholes are repaired, as multiple may be repaired at each attendance, however the repair attendance figure is a fair representation.

Please provide the different pavement/roading build styles used in New Zealand - specifically, how these different pavements differ from one another and what regions are these styles used in.

Please provide a cost breakdown of building 100km of road using the different styles.

Road construction is generally standardised across New Zealand, with the majority of roads (including state highways) being built using granular materials from quarries and surfaced with chip seal or asphaltic concrete (hotmix). The methodology for constructing and replacing pavements is also standardised, though has some variances depending on the variances of the materials used.

Because of the geomorphology of New Zealand, the construction and maintenance of most of our state highways relies on the use of flexible pavement construction and surfacing such as chip seal. Cost is also a factor as asphalt is much more expensive than chipseal. We tend to use chipseal on long straight sections of state highways and those that have lower volumes of traffic. Asphalt tends to

be used on tight corners, at intersections or high-volume sections of road such as in urban areas, where the stress factors related to vehicle movements are increased.

The average cost for road rehabilitation/replacement works per lane kilometre for the 2022/23 construction season is estimated at \$33,818. There are variances in construction, so there is not a consistent national rate for this work.

To ensure the road pavement is protected and to extend the life of the pavement resurfacing is undertaken at more frequent intervals.

The cost and lifespan of road surfacing materials varies and the cost has substantially increased over recent years. Chip seal has an approximate life span of 8-12 years and has an average cost of \$31.19m². Thin asphalt has an approximate life span of 8-12 years and has an average cost of \$236.55m². Structural asphalt has an approximate life span of 20+ years, but has an average cost of \$1,195m². The life span of the materials is dependent on several factors, including the environment of the road, and impacts of severe weather events.

There are also many factors to consider when calculating the cost for a length of road, using the above. These factors include the width of road (width of shoulders, wide centreline and passing lanes, etc), whether there is roadside furniture along the length of road (signs, wire rope barriers, guardrails, audible tactile paving (rumble strips)) and any additional depth of the pavement due to underlying ground conditions, etc.

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

If you would like to discuss this reply with Waka Kotahi, please contact Natasha Utting, Media Manager, by email at natasha.utting@nzta.govt.nz.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Wayne Oldfield', is written over a light blue rectangular background.

Wayne Oldfield

Senior Manager Maintenance and Operations