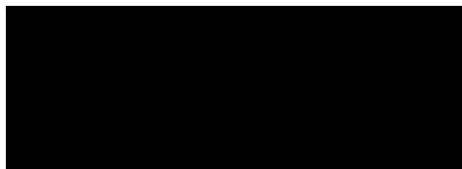




20 June 2024

File Ref: 5-IM-2



Local Government Official Information Request

Thank you for your request for information from Council. All requests to the Council for information are required to be considered in accordance with the Local Government Official Information and Meetings Act 1987 (LGOIMA). More information about how the Council handles LGOIMA requests can be found in the Council's LGOIMA Request Policy, which is available on the Council's website.

Your request for information was received on 6 June and related to the expenditure RDC expends on pothole repairs. Our response is below:

I am interested in the expenditure RDC expends on pothole repairs and those repaired how long they last, accordingly, pursuant to the LGOIMA 1987 please provide the following information.

1. How are contractors paid to repair a pothole i.e., is it sized based, or volume of hot mix used or undertaken on hourly rate repair time. If repairs fall within a wider contract, please supply that contract together with the associated repair cost.
2. What cost is paid to repair a pothole based on answer to above, does the cost include traffic management, and if not, how is that charged, and at what rate?
3. What record is kept of repair (where and when) and what system/record is kept whether same pothole is again repaired, and if so when.
4. Does RDC impose a quality assurance/performance clause for the work undertaken and if so copy please.

Response:

The RDC Road Maintenance Contract 980 is for the roading network within Rangitikei District Council's jurisdiction. The contract is generally the same as the MDC Road Maintenance Contract 1505 and I understand you have made the same request to them. Both Contracts were tendered at the same time and both contracts were subsequently awarded to Higgins Contractors Ltd.

These contracts include the maintenance, and renewal works on the local road network. The contractor provides all labour, plant and materials required to undertake and complete the works included in the accepted contract programmes in accordance with the contract documents or the instruction of the Engineer.

The Road Maintenance Contract 980 is 297 pages long, excluding Appendices. Most of the contract is not applicable to your questions so has not been supplied. You are however welcome to view the contract at our office if you so desire, please contact us if you wish to take up this offer.

In answer to your questions payment is made per pothole for the identification, complete repair and recording of pothole repairs throughout the sealed road network, maintained in accordance with Maintenance Specification Section 6 Clause 5 (please see attached document).

The rate is an all-inclusive rate per pothole required for the identification, complete repair and recording of all potholes as defined by the level of service nominated in, Maintenance Specification Section 6 Clause 5 within the sealed road network at all times during the period of the month.

The contractor tendered \$2.39 in 2015, the contract has a cost fluctuation clause which allows for tendered rates to be adjusted in line with inflation (See [Contract price adjustment for cost fluctuation: infrastructure contracts \(nzta.govt.nz\)](#)). The average all-inclusive rate for each pothole repair carried out during the 2023-24 financial year was \$6.59.

The Contractor is required to use the RAMM (Road Assessment and Maintenance Management) database for all contract management tasks such as (but not limited to) entering jobs, creating work programmes, prioritising work, entering claims, producing reports, monitoring job progress, asset detail updates, contract claim preparation, tracking service requests. It is required that the system is updated continuously through monthly claim periods, as work is completed, to allow for timely completion of claims and asset updates.

The Engineer audits the quality of data entered into RAMM and the RAMM Contractor. If the data is found to be incomplete or erroneous, the Engineer will hold the associated claim line on the basis that the data is not acceptable, the claim line can be represented by the contractor once the data is correct. (See [ASSET & WORK MANAGER | Simple management & maintenance \(thinkproject.com\)](#)).

You have the right to seek an investigation and review by the Ombudsman of this decision. Information about how to make a complaint is available at www.ombudsman.parliament.nz or freephone 0800 802 602.

Please note that it is our policy to proactively release our responses to official information requests, where appropriate. Our response to your request will be published shortly at <https://www.rangitikei.govt.nz/council/about/contact-us/official-information> with your personal information removed.

If you wish to discuss this decision with us, please feel free to contact Lisa Daniels 0800 422 522.

Yours sincerely



Carol Gordon

Group Manager Democracy & Planning

RDC Road Maintenance Contract 980 Maintenance Specification Section 6 Clause 5.

5 Potholes

Based on TNZ HM19:2006

5.1 Scope

This Section sets out the requirements for repairing potholes in sealed roads.

5.2 Definition

A hole in the Pavement, frequently round in shape, resulting from loss of Pavement material caused by the action of traffic. As a defect, potholes are defined as:

- a) Where surface attrition has occurred in areas of Pavement, over an area greater than 100mm in diameter but not exceeding 1m², and the underlying Pavement is exposed. (This does not include Scabbing and Stripping on a chip seal),
- b) Where the defect exceeds 50mm depth in Asphaltic Concrete, including porous asphalt and/or surfacing layers.

5.3 Response Times

All potholes shall be repaired within the response times set out in Appendix 1.4.

5.3.1 Large Potholes

If an individual pothole exceeds 1m² in area, the Contractor must:

- a) within the response times, provide the most practical repair that is reasonably possible given the conditions of the surrounding pavement.
- b) notify the Engineer in writing, within 24 hours of first observing and repairing the pothole, of the location of the area of pavement which is considered to have failed or is unsound, and the proposed method of permanent repair.

programme and complete the permanent repair of the area, as urgent work.

5.3.2 Unstable Pavement

When, in the opinion of the Contractor, the pothole is due to underlying instability of the road pavement, the Contractor shall report such potholes after repair to the Engineer.

5.4 Specific Requirements

5.4.1 Repair Method

The immediate area surrounding the pothole shall be excavated to remove distressed material.

Ragged and/or proud edges shall not be permitted and vertical squaring up of the existing edge around the perimeter of the area to be treated is required. In unbound granular materials the sides of the excavation shall be trimmed to a battered slope.

The Contractor shall select the repair method most appropriate to correct the defect. The materials used shall comply with TNZ M/ 10 or any other mix approved by the Engineer.

5.4.2 Temporary Repair Method

When the weather is unsuitable for a permanent repair, the pothole will be filled with a suitable material to make the area safe until a permanent repair can be effected.

5.4.3 Surfacing

The finished running surface of the repair shall be waterproof, dense and stable and not move under the action of traffic.

5.5 Performance Criteria

The performance of the Contractor during the Contract period will be measured by the following criteria:

- a) the safety of road users is not impaired due to potholes not being repaired
- b) potholes are repaired within the response times required
- c) the pothole repair remains intact
- d) repaired potholes continue to remain waterproof and maintain a smooth riding surface
- e) there is no flushing or bleeding of the surface of potholes
- f) appropriate notification to the engineer within the response time required, of individual potholes exceeding 1m² and/or where unstable
- g) the excavation of the repaired area is carried out in such a manner that the integrity of adjacent sections of pavement is not disturbed
- h) The finished surface of the repair shall match the general profile of the adjacent surface have no sharp ridges and shall be such that it does not allow water to pond nor is higher than the adjacent pavement by more than 10mm when measured by a 2m straightedge.