

Written Parliamentary Question: **35376 (2025). Tangi Utikere to the Minister of Transport**

A breakdown of second or third pothole repair counts by contracted maintenance provider for the first half of 2025.

By Contractor	Total	2nd No.	3rd No.	2nd %	3rd %
HEB/FHJV	392	78	25	20%	6%
Higgins	2065	567	303	27%	15%
Downer	8455	2831	1426	33%	17%
FH	4093	1304	638	32%	16%
SouthRoads	647	215	101	33%	16%
Ventia	12	2	0	17%	0%
Total	15664	4997	2493	32%	16%

Please note the following caveats when reading this:

- The method of analysis has limitations, based on where the GPS signal was recorded when the data was captured. Often this is in a safe location, some distance away from the pothole.
- The analysis tracks repeat visits within 10 metres. This may be a different pothole from the first repair. This can be the case when dealing with a cracked section of pavement, however the analysis records it as a second or third instance to the original repaired pothole.
- Different networks have different pavement and traffic characteristics, making them more or less susceptible to potholes than others.