Roadmarking News

The New Zealand Roadmarkers Federation Inc

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Sections

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NZRF Update

Dear NZRF members,

I trust everyone has had a well-deserved summer break. Now that we're back to work it's a good time to refocus on our safety practices that aren't as 'front of mind' as they were prior.

As most of you will be aware NZTA has confirmed the preferred suppliers for the Integrated Delivery Contracts prior to Christmas. This is for the original road maintenance scope excluding roadmarking. In late January 2026, NZTA issued the preferred suppliers with a variation price request for the addition of the annual roadmarking remarking.

This basically means, the whole country's NZTA network is up for tender over a 4-week period at a time of year that we're already busy. There will be a lot of additional pressure in the industry during this time.

The new specification and requirements mark a shift in the direct from the outgoing NOCs method spec to an increased performance outcome and reporting, with third party reflectivity monitoring.

Some specific examples are:
"The Principal will develop an annual forward works programme for pavement marking"....this will be based off deterioration modelling from the reflectivity data and the application rate and method used.

...."the Contractor shall collect the following records daily and provide them to the Principal as part of the monthly Quality Assurance Information reporting for completed works."

- *Date*
- *Operator Name*
- *Application Plant registration and T8 or T12 Certificate*
- *Location*
- *Air temperature*
- *Ground temperature*
- *Humidity*
- *Pavement moisture (i.e., dry, damp or wet)*
- *Plate test information – (location and results)*
- *Material records*
- *Any issues encountered*

I would advise members to ensure they take the time to understand the implications before pricing these 10-year contracts and if you're unsure please don't hesitate to reach out to the NZRF for clarification.

Looking ahead - NZRF Conference 2026

Planning is underway for a larger-scale NZRF Conference in 2026.

Dates: 11–13 August 2026
Venue: Waipuna Hotel and Event Centre, Auckland

You can book accommodation now at waipunahotel.co.nz using the code NZROAD26 for a 20% Early Bird discount (available for bookings made 30+ days in advance, subject to availability).

Over the so called summer holidays our family used one of the rare nice days to take the kids over the Haast River and up to Mt Brewster Hut. The river was high, following recent rain and ice cold which made for an exciting crossing to start the hike. By the time we returned from the hut everyone was looking forward to the crossing to cool off and wash the mud off our shoes!

Dominic Elder- NZRF Exec

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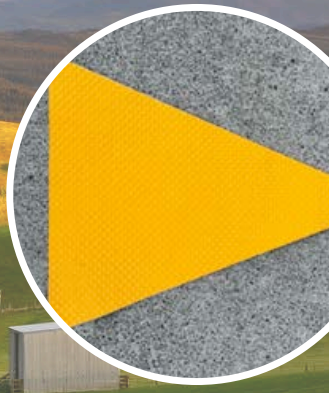

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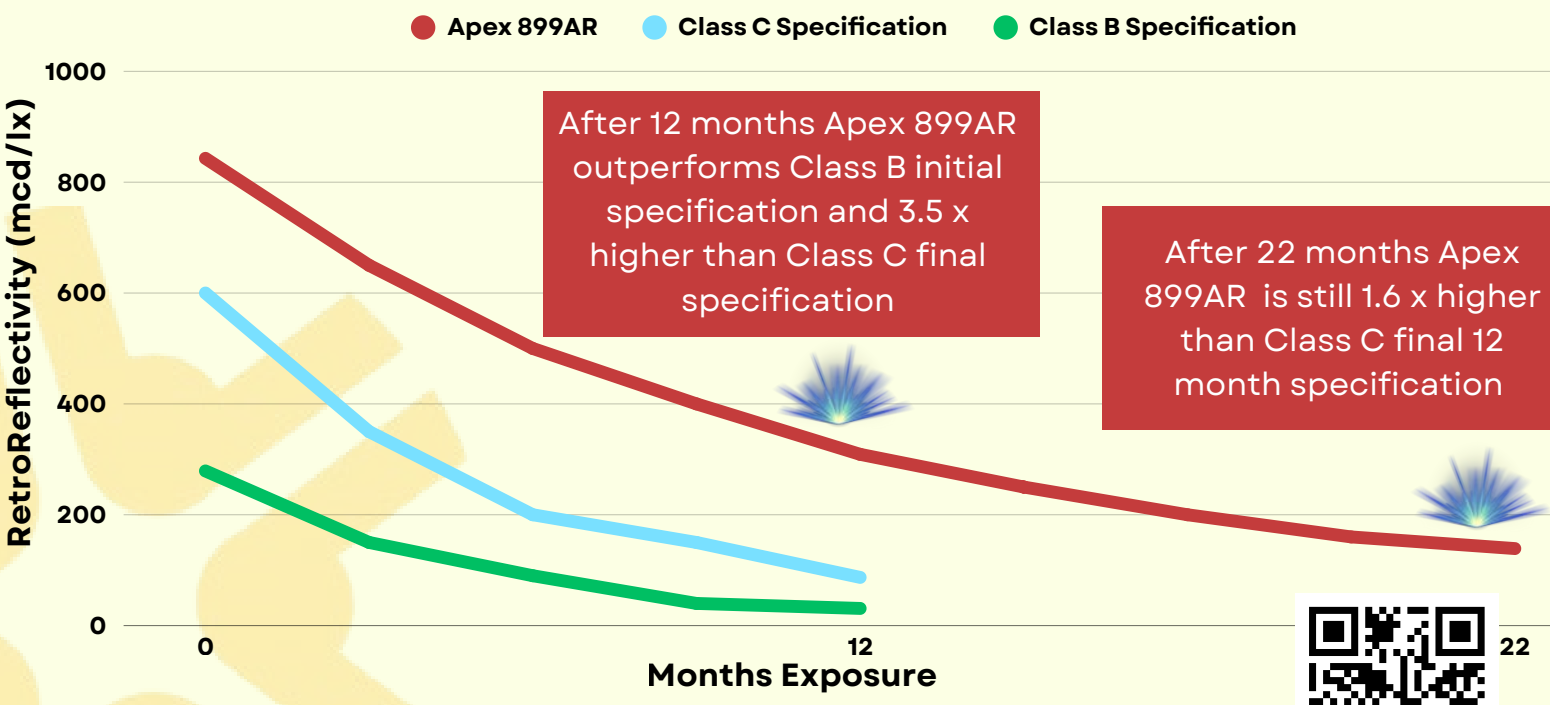

Specify Safety. Specify Glass Faced.
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NZ Transport Agency Updates

1

Work begins this week on SH2 as crews prepare for additional in-road scales in Napier

Crews working on Napier's new Commercial Vehicle Safety Centre (CVSC) are getting ready to install the 3rd set of in-road scales.

The in-road scales, set to be installed on the southbound lane of SH2 just north of the airport, are one of 4 sets to be installed as part of Napier's new Commercial Vehicle Safety Centre.

Work to prepare for installation was set to get underway in mid January but overnight work will now begin on Wednesday (28 January). There will be no work Saturday and Sunday night and work is expected to finish mid next week.

There will be minimal traffic impact during the work, as southbound traffic will be directed onto the road shoulder.

As works continue, the southbound lane will be reopened. From the following week, Monday 9 February, work will continue during the day on the shoulder.

During that week of work, temporary traffic management and a temporary reduced speed will be in place – please drive to the conditions.

Further work to install the in-road scales will happen in March with details to be confirmed.

2

Buying a car? Check the stars

NZ Transport Agency Waka Kotahi (NZTA) has updated the safety ratings for used vehicles on Rightcar.govt.nz.

People are twice as safe in a 5-star safety-rated vehicle compared to a 1-star vehicle. Based on data analysed by the Monash University Accident Research Centre (MUARC), this year's ratings draw from 9.5 million vehicles and 2.6 million injured road users involved in police-reported crashes across Australia and New Zealand between 1987 and 2023. Vehicle safety continues to improve, with the average risk of death or serious injury in the event of a crash for drivers in 2023 models 43 percent lower than in vehicles manufactured in 2001. The overall safety of the light vehicle fleet has improved by more than 50 percent.

Full article

3

Wellington's SH1 Terrace Tunnel is due for its annual WoF

Wellingtonians can expect to see a week of night closures of the Terrace Tunnel next month while the inspection takes place. This will take five nights to complete. The tunnel will have to be closed while this work is underway, so drivers will need to use alternative local road routes through the city. Full article

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New Zealand

NZTA confirms preferred suppliers for Integrated Delivery Contracts
(*Price request for road marking out 23rd Janaury 2026*)

Following a thorough procurement process, NZTA has confirmed its preferred suppliers for Integrated Delivery Contracts (IDCs), covering state highway road maintenance and renewals, which will commence in May 2026.

The contracts, which are expected to be signed early next year, will see contractors accountable for the majority of maintenance and renewal activity on regional state highway network, with up to 20 percent of work available to other pre-qualified suppliers through a contestable process.

The IDC contracts represent a significant change from the previous Network Outcomes Contracts (NOC), with NZTA taking greater ownership of asset management, from the gathering and analysing asset condition data through to the development of short, medium and long-term programmes.

Other key changes include a refreshed quality management framework and better use of design standardisation to speed up the path from programming to delivery.

NZTA National Manager Maintenance and Operations Andrew Clark says the contracts will build on NZTA's focus on ensuring value for money through quality delivery.

"New Zealanders depend on a safe, accessible and high-quality state highway network, and NZTA is committed to providing this. Through the current Government Policy Statement for land transport 2024 (GPS) we have embarked on a significant programme of road rebuilding, which will deliver long term benefits for everyone using the state highway network.

"The preferred suppliers have been chosen based on a range of factors, including proven ability to deliver, mobilisation approach and price. Our thorough tender review process has ensured the selection of suppliers with the ability to deliver the best results over the tenure of the contract.

"The new contracts reward delivery – contractors that deliver on time and to a high standard will be rewarded with greater volumes of work. At the same time, we want to enable market growth and diversity by using a wider range of suppliers through the contestable work programme that will complement these contracts.

"We look forward to working with the preferred suppliers to finalise contracts ahead of signing early in the New Year. This is a once in a generation moment to drive improved road maintenance outcomes for New Zealand."

The table below lists the nominated preferred suppliers for the new Integrated Delivery Contract networks. Tenures are for 10 years from 1 May 2026 unless otherwise stated.

Area	IDC Contractor
Northland	Fulton Hogan
West Waikato	Fulton Hogan (to June 2029)
East Waikato	Higgins
Central Waikato	Downer
Bay of Plenty	Higgins
Taranaki	Downer (to June 2029)
Manawatū-Whanganui	Fulton Hogan
Hawke's Bay	Higgins
Tairāwhiti	Downer (to June 2029)
Nelson-Tasman	Fulton Hogan
Marlborough	HEB/Fulton Hogan (to March 2029)
West Coast	Fulton Hogan
North Canterbury	HEB
South Canterbury	Isaac Construction
Coastal Otago	Downer
Central Otago	Fulton Hogan
Southland	SouthRoads

New Zealand

South Island road deaths down 28 percent as national toll falls 7 percent

The South Island road toll has dropped sharply this year, with 59 people killed on the island's roads, down from 82 deaths last year and well below higher tolls in the past four years.

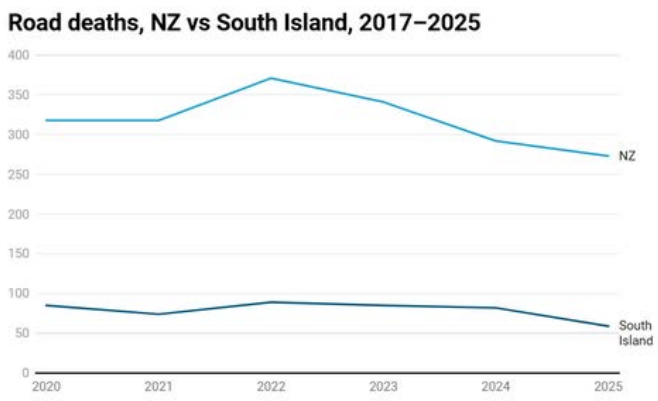
Across New Zealand, 272 people died on the roads, down from 292 at the same point last year and from a recent peak of 378 deaths in 2017.

That amounts to a drop of about 28 percent in the South Island, compared with about 7 percent for the country.

Nationally, this continues a slow downward trend from 371 in 2022, while in the South Island the toll held steady at high levels for several years and 2025 is the first clear drop.

Police are putting the improvement down to a tough three–year crackdown on dangerous driving and say New Zealand is finally starting to move off the bottom rung of international road safety rankings, even though the toll remains high by global standards.

Superintendent Steve Greally, director of road policing, said New Zealand had spent years in the worst quarter of OECD countries for deaths per 100,000 people, which he called "a real stain on our history" for a developed country.



He said the last three years had been different, with a national campaign known as Operation Open Roads targeting high-risk parts of the network and taking a much harder line on poor driving.

"We're out there in huge numbers, we've got a very low threshold for excuses, and we hold people to account quite significantly and without apology," he said. "We know that this effort is having an impact."

Greally said police now carry out about 4.3 million breath tests a year, up from about 1.5 million in earlier years, and issue more than half a million officer-written infringements a year.

The South Island appears to be where the change is biting hardest. Within the island, Canterbury still has the biggest toll, but that toll and those in the upper South have fallen sharply.

Greally said enforcement levels in Canterbury in particular had "increased dramatically" over the past year.

"What you're looking at there is a quantum change," he said. "So we're very pleased with what's going on with our front line down there. They're making some really good decisions, and they're working bloody hard to keep people safe."

Motorcycles make up a bigger slice of the South Island toll than in previous years. Since 2020, about one in seven people killed on South Island roads has been a motorcyclist. This year it is about one in four. Greally said that was not surprising given the island's appeal to riders.

"When you think about the scenery in South Island, it is beautiful," he said. "A lot of people take to the motorcycles to really take that in and get the best experience they can whilst doing that."

Cont....

New Zealand

Men in their mid-50s are often trying to relive their youth by buying big bikes like the ones they rode decades ago, he said, but they are now older, slower and less sharp, while the machines are far more powerful, creating a gap between what they think they can handle and what they actually can.

The underlying causes of fatal crashes have not changed. Greally said police were focused on what they call the "fatal four" – not wearing seatbelts, impairment, distraction and speed.

Impairment includes alcohol, drugs and fatigue. Police have just started roadside drug testing in Wellington and plan to roll it out nationwide next year. Distraction is largely mobile phones, which Greally said were now "prevalent" behind the wheel. Speed remains the hardest sell.

"Speed is probably the big thing that people just don't get," he said. "It's really hard to understand why they don't. The greater the speed, the greater the force at the time of impact, the trauma is going to be greater.

"I've really struggled to grapple with people's lack of understanding around speed, or refusal to accept that greater speeds cause greater trauma."

Targeted speed limit reviews – Canterbury, West Coast, Southland

NZTA is proposing lower speed limits at selected South Island locations. These changes include Intersection Speed Zones (ISZ) at high-risk rural intersections, as well as new permanent speed limits for project-related areas and a small number of community-requested locations.

Each proposal meets the criteria and funding requirements for formal speed reviews under the Setting of Speed Limits Rule 2024 (the Rule), which includes 6 weeks of public consultation. The final decision on speed limits will be legally enforceable once signs are installed and uncovered.

These proposals cover around 12 km of the more than 5,000 km that make up the South Island's state highway network – roughly 0.22 percent of the network.
(Canterbury: 9.77 km, West Coast 1.79 km and Southland 0.36 km – 11.92 km total).

The changes are highly targeted and will have little effect on overall travel times, while improving safety where it matters most.

We're consulting on 13 short sections of state highway where changes to speed limits are proposed.

Have your say on these proposed speed limit changes. Your input will help shape final decisions under the Setting of Speed Limits Rule 2024.

Fill out the survey by 5pm on Friday 6 March 2026.

You are welcome to choose as many sections as you want to give feedback on.

Full article

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New Zealand

Broadspectrum road fraud case: Final subcontractor sentenced in Auckland

The fifth and final defendant of the Broadspectrum road maintenance case was sentenced today at the Auckland District Court, concluding the Serious Fraud Office's prosecution of the case.

Coastal Roading Contractors' Frederick Pou, one of three subcontractors who were part of the scheme, pleaded guilty in May 2024 to corruptly giving $582,000 worth of gifts to an agent in exchange for being awarded road maintenance work.

Those gifts were given to former Broadspectrum roading contract manager Jason Koroheke, who was the architect of several schemes that involved subcontractors submitting both real and false invoices to Broadspectrum.

He accepted gifts in exchange for awarding this work and submitted false invoices to obtain significant benefits for himself, with Koroheke receiving gifts in the form of cash, goods or services worth more than $1 million.

Serious Fraud Office (SFO) director Karen Chang said Pou was one of several subcontractors who helped to enable Koroheke's offending.

"The case highlights the various roles involved in a corruption case, from the 'corrupter' who masterminds the criminal scheme, to the 'enablers' who facilitate the offending," Chang said.

"The case also highlights the potential consequence of placing too much trust in a senior employee without sufficient internal controls.

These are critical counter fraud prevention measures that can reduce the possibility of organisations becoming a victim of fraud and corruption."

Pou was sentenced to 12 months' home detention for his role in the scheme.

Last of five

Pou is the last of five total defendants in the case to be sentenced; all pleaded guilty to the charges they faced.

Koroheke pleaded guilty in July 2024 to three charges of obtaining by deception and 14 charges of acceptance of gifts by agent between January 2015 and November 2018. He was sentenced to four years and five months' imprisonment on December 4, 2024 in the Auckland District Court.

Brian Ravening pleaded guilty in February 2024 to one charge of obtaining by deception of approximately $631,000 and two charges of corruptly giving gifts to an agent amounting to approximately $615,000. He was sentenced in June 2024 to 12 months' home detention and made a reparation payment of $300,000.

Richard Motilal, of Engineering & Aviation Supplies, pleaded guilty in February 2023 in the Auckland District Court to three charges of corruptly giving gifts to an agent. He was sentenced in August 2023 to nine months' home detention and to pay $25,000 in reparations.

Broadspectrum maintenance manager Aurelian Mihai Hossu pleaded guilty in April 2022 in the Auckland District Court to four charges of acceptance of gifts by an agent. He was sentenced to 11 months' home detention in June 2022 and made a reparation payment of $90,000.

New Zealand

2025 Road Safety: a year of two halves

Something remarkable happened in the last five months of 2025: a massive reversal in outcomes from the first seven months of the year meant New Zealand recorded its best ever road safety result.

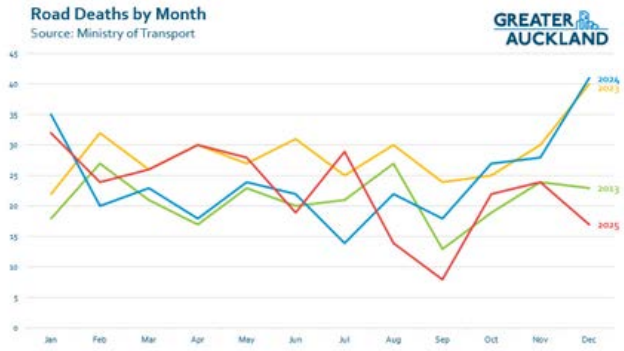
Or perhaps "least bad" is the better phrase. In total, 273 people tragically and unnecessarily lost their lives on our roads last year. And while that is still way too high – especially compared to many of our peer nations – it is arguably the lowest total we've ever seen, since records began.

That we achieved this at all is remarkable, given where things were in the middle of the year. In 2024, 292 people died on our roads – a big improvement on previous years, and the first time since 2013 there had been fewer than 300 deaths.

However, by the end of July 2025, the 12-month rolling total had jumped back up to 324, meaning 2025 wasn't looking great.

Then in August, just 14 people died – the lowest ever result for an August – and that was followed by just 8 people in September: not only the lowest September result on record, but the lowest for any month. It was even lower than April 2020, when almost everyone was at home during the nationwide COVID Level 4 emergency.

The numbers were a bit higher in October and November, but were still some of the lowest on record for each of those respective months. Then, another lowest ever result in December when just 17 people died. This was a huge change from the 41 people who died on our roads in December 2024, and less than half of the average December for the previous 10 years.



There will be a few reasons for the outcomes we're seeing. Likely the biggest of these is the substantial increase in enforcement by police. For example, since mid-2022, the number of speeding tickets issued by officers has increased by around 50 percent, in line with both the previous government and the current one requiring more from police on road safety.

It is also likely we're starting to see the benefits of the investments made by the previous government into things like median barriers and other, smaller highway upgrades.

Adjusting for population and distance traveled

The total of 273 deaths last year is still higher than the 253 people who died in 2013 (a previous record low) – however, New Zealand is also a lot bigger than it was then, by nearly 900,000 people.

The number of deaths per 100,000 people is a common metric used internationally to compare the road safety performance of different areas, and on that basis 2025 was arguably our best ever year.

Cont....

New Zealand

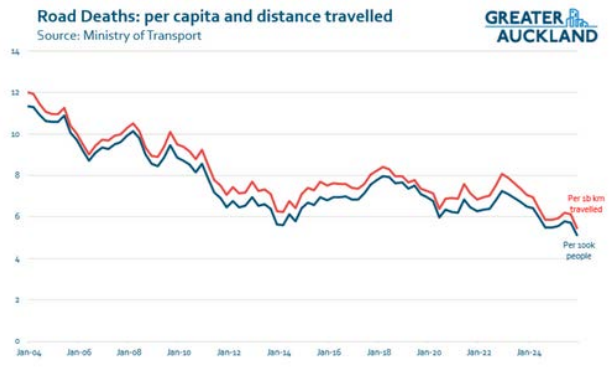
Our population increase means that last year saw 5.1 deaths per 100,000 people, below the 5.5 of 2024 and 5.7 of 2013. You have to go all the way back to 1922 and 1923 to get a lower result – and cars certainly weren't as common in society then as they are now.

Even so, it is worth noting that this figure is still much higher than many of the countries we like to compare ourselves to. In 2025, Norway – with a population only slightly higher than New Zealand and with a more difficult geography and climate – had its highest number of road deaths in years, with 111 people dying, which is just less than 2 per 100,000 people.

Many other countries in Europe are in the 2-4 range. And, for our immediate neighbours across the Tasman, the Australian state of Victoria was just over 4 for 2024, with the whole of Australia at 4.78 deaths per 100,000 people in 2024 (the most recent available data).

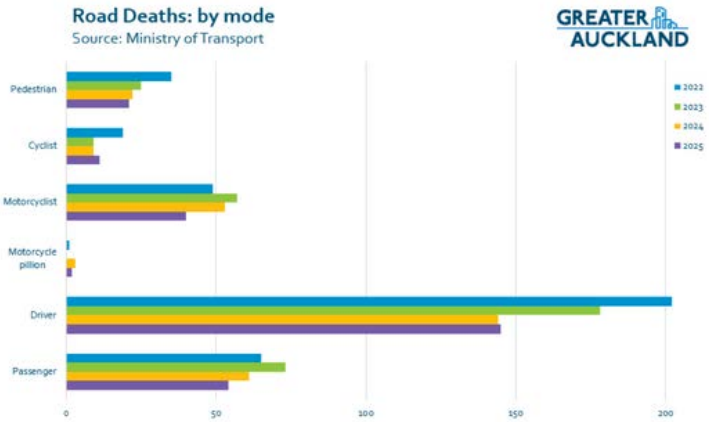
There is also the suggestion that the state of our economy may be playing a part, resulting in fewer people travelling. However, this isn't borne out by the numbers. In the year to the end of September 2025, vehicles travelled 49.92 billion km on New Zealand's roads (VKT). That is the highest it's ever been, up from 49.2 billion the year before and 40.3 billion in 2013

Both the per capita and per km travelled metrics are shown below. As you can see, they follow a very similar path. Note that both the population and VKT data are only available up until September 2024, so I've extrapolated the trend for December.



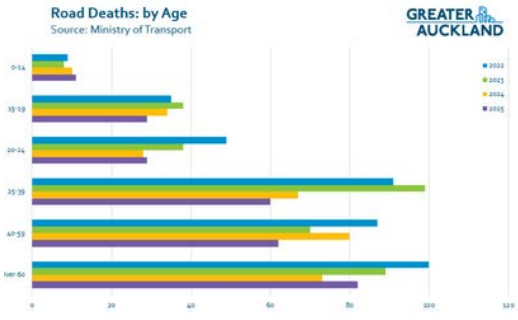
Who is it that's dying on our roads?
These charts are based on some quick breakdowns by the Ministry of Transport, and show where the change in the last few years has come from.

By mode
As you can see below, deaths in 2025 (purple) were down for most of the ways people move around on our roads.



The 2025 numbers are yet to be finalised, but so far it's great to see a continuing reduction in pedestrian deaths, which is also a new record low – although that is negated somewhat by the slight increase in deaths of people on bikes. Motorcyclists and passengers in cars are where the biggest reductions occurred. And by far the highest number of deaths are those who are at the wheel of a vehicle.

By age and gender
The MOT data for road deaths by age uses inconsistent age banding, which distorts the picture somewhat. However, on a per capita basis, it's clear that the youngest drivers (15-24) have the most deaths per 100,000 people, compared to other age groups.



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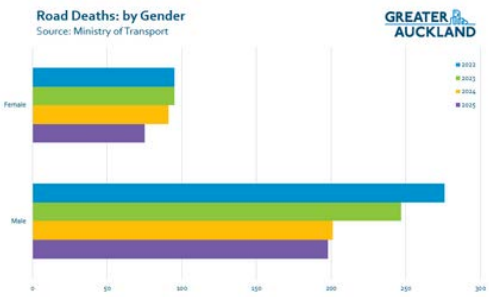
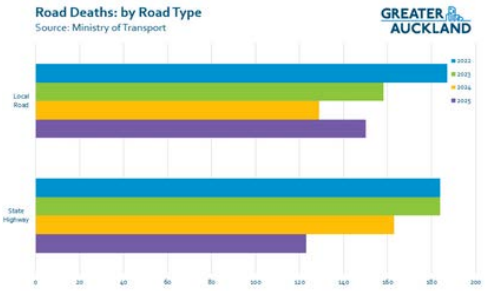
New Zealand

Despite the total coming down significantly in the last few years, still more than twice as many men are dying on our roads compared to women.



By road type and speed

We can see that deaths decreased significantly on state highways last year, while they notably increased again on local roads after a few years of reduction.

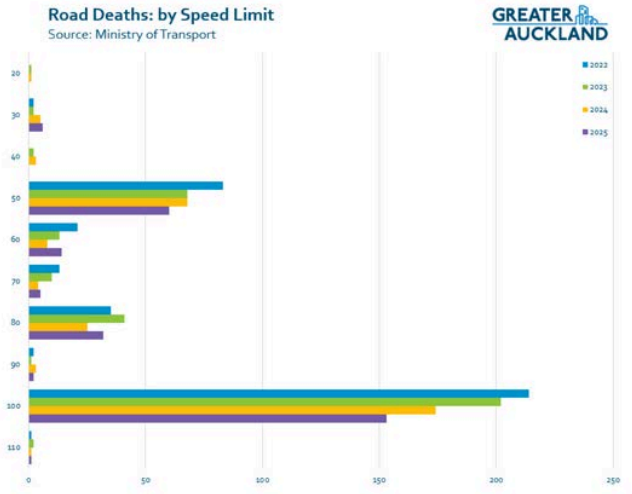


Looking at speed limits, the biggest decrease came on roads with 100km/h speed limits, which also happens to be where most deaths occur. This reduction is likely a reflection of the police being required to focus enforcement more on the open road.

Meanwhile, almost all of the increase in road deaths on local roads was in areas with 80 or 100km/h limits – and you have to wonder how many of these crashes may have been impacted by Simeon Brown's increased speed limit mandates.

n July 2025, for example, after speeds were reverted from 80 to 100, there was a death on the road between Ōtaki and Levin, with one local noting: "When the speed limit went down to 80kms we didn't have any fatalities on our road.

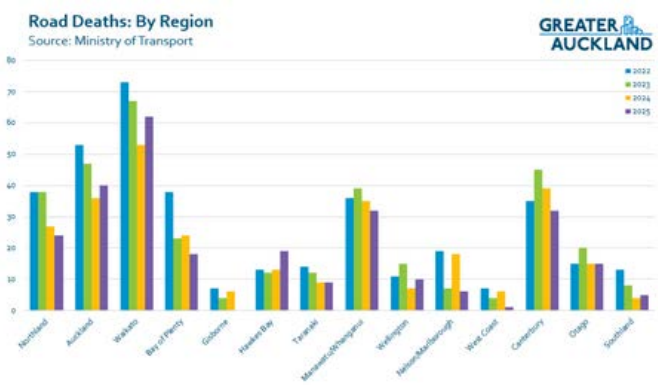
There wasn't any significant crashes on our road and then – as soon as it went up – there's been two crashes today that I know of." (It was one of a cluster of fatalities on affected roads that we noted at the time.)



A look at the regions

Finally, there were 40 deaths on Auckland's roads in 2025. That's up from 36 deaths across 2024.

And across all regions, there were also notable increases in the Waikato and Hawkes Bay. Impressively, there were no road deaths at all in Gisborne last year.



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Australia

Australia's 2025 road toll: NSW records highest number of deaths in eight years as fatalities rise nationwide

New South Wales has recorded the deadliest year on its roads in eight years, with indications that there was no progress in curbing road fatalities nationwide in 2025.

In 2025, 355 people died on roads in NSW, 28 more than in 2024, the state government announced on Friday.

It is the highest annual death toll on the state's roads since 2017, when there were 392 deaths.

The minister for roads, Jenny Aitchison, called on people not to drive when they were distracted or under the influence of drugs or alcohol, and "to take their foot off the accelerator".

Speeding remained the biggest killer in 2025, a contributing factor in 134 deaths.

"It doesn't have to be extreme speeding to be deadly, even a few kilometres over the limit can be the difference between a near-miss and a funeral," Aitchison said.

The government said evidence showed many deaths occurred at "relatively low levels of excess speed", including at less than 10km/h above the limit.

Australia as a whole appeared to be on track for another year of rising fatalities. In the 12 months to November 2025, there were 1,332 deaths on roads nationwide, according to the national road safety data hub, which has yet to publish its final statistics for the year.

Accumulated state and territory totals suggest the figure for the 2025 calendar year will be marginally up on 2024, when 1,300 people died on Australian roads, up from 1,258 in 2023.

Queensland experienced the largest number deaths after NSW, having recorded 302 by 24 December, the same as in the whole of 2024, according to the state government's road safety education program StreetSmarts.

Police said an additional four deaths over the Christmas period meant the number had risen to a 16-year high.

In Victoria, there were 288 road deaths in 2025, according to the state's Transport Accident Commission, four more than the previous year.

Victoria's road policing assistant commissioner, Glenn Weir, said: "Again in 2025, we have seen so many examples of the most simple and avoidable mistakes that have resulted in catastrophic road trauma."

The Tasmanian government said on Thursday there had been 44 road deaths in the state in 2025, an increase of 42 percent on 2024, when 31 people died.

Acting Insp Penny Reardon said it was "definitely frustrating" for police that "some drivers out there continue to disobey the rules and put people's lives in danger", after police intercepted more than 1,130 drivers exceeding the speed limit in the 11 days to Friday.

There were 181 deaths on roads in Western Australia last year, the state government said, 87 in South Australia, according to police, and 38 in the Northern Territory, all representing a reduction on last year's totals.

Cont....

Australia

Nine deaths were recorded in the Australian Capital Territory, according to police.

Nationwide deaths reached their lowest level in 75 years in 2020 during the pandemic but the toll has since been increasing at a rate not seen since the mid-1960s.

Wearing a seatbelt became compulsory in the front seat of cars in 1969 and in all seats by 1971.

Experts have considered a range of possible factors for the rise, including a significant rise in SUV use, the increasing presence of mobile phones and other devices in cars, deteriorating road quality, and the settings for speed limits on smaller and rural roads.

Mathew Hounsell, a transport expert at the University of Technology Sydney, said "heavier vehicles, with larger fronts" and improved acceleration meant that "all of the big wins we had about safety have been lost".

"What we really need is the lawyers to start getting in there with some serious class actions … to start pushing back against dangerous designs."

About two-thirds of road deaths in NSW last year (241) were in rural and regional areas.

Cyclist deaths increased from five to 15, including three e-bike riders.

More than 280 road safety upgrades announced

Safety improvements will be made at 284 high-risk road sites across Australia through the 2025-26 Black Spot Program.

The new projects include 84 black spot treatments in New South Wales and 20 in South Australia, supported by an increase in the program's annual budget from $110 million to $150 million.

Black Spot safety upgrades are estimated to reduce crashes causing death and injury by about 30 percent at treated sites.

Local Black Spot Consultative Panels – made up of local stakeholders – recommended the NSW and South Australia projects.

A further 180 upgrades have previously been announced in Western Australia, Victoria, Tasmania and Queensland for 2025-26.

Since 2022, more than 1000 Black Spot projects have been approved nationwide, with 453 completed. Around half of all funding goes to addressing dangerous roads in regional Australia.

Australia

2026 road rule changes: The new laws coming into force across Australia

With 2025 coming to a close, it sees the end of one of the deadliest years on Australian roads in more than a decade. With the new year comes new rules designed to keep all road users safe, with changes being introduced in every state.

Many jurisdictions already rolled out major changes such as lower speed limits, soaring penalties, and AI-powered enforcement in 2025. But there is more on the way, with drivers warned that breaching these new rules can come with significant fines.

Sydney-based lawyer Avinash Singh told Yahoo News what to expect in the coming months, along with some recent changes you may not be aware of.

NSW school zones could drop to 30km/h

This year, school zones and high pedestrian areas could soon see speed limits drop from 40km/h to 30km/h, a measure aimed at protecting kids and pedestrians. It's about giving the government and councils more flexibility to implement the globally recommended safe speed limit of 30km/h. This change is still before Parliament.

Meanwhile, novice motorbike riders will face a major overhaul of the Motorcycle Graduated Licensing Scheme (MGLS).

With changes expected mid-year, riders will be required to wear protective gloves and high-visibility vests, making safety gear as standard as helmets.

As part of the National Heavy Vehicle Driver Competency Framework (NHVDCF), scheduled to begin rollout in July 2026, there will also be competency-based assessments for people who have their driver's licence cancelled or refused "before they are allowed to be reissued with a licence", Singh said.

Victoria set to change penalties for fine defaulters

From July 1, the Fines Reform Regulations 2026 and Infringements Regulations 2026 will overhaul the penalties for fine defaulters, changing how much and how quickly people pay when they breach the law.

Another existing road rule in the state will be expanded on this year. Already, drivers are required to slow down to 40 km/h when approaching and passing stationary or slow-moving vehicles — and from July 1, this rule now also applies to roadside assistance vehicles, protecting workers at the side of the road.

"Drivers must slow to 40km/h when approaching and passing stationary or slow-moving vehicles to apply to roadside assistance vehicles," Singh said.

Tasmania

As Tasmania enters the final year of its decade-long Towards Zero Road Safety Strategy (2017–2026), the state remains focused on its ambitious short-term goal to reduce annual serious injuries and fatalities to fewer than 200 by 2026.
However, recent data indicate it's currently off-track to meet the milestone, with serious casualties remaining higher at over 300 annually, including 345 in 2023.

To bridge the gap in the final year of the strategy, the Tasmanian Government and local police are intensifying enforcement efforts and safety campaigns, such as Operation Safe Arrival, to target high-risk behaviour.

Meanwhile, the Road Safety Advisory Council (RSAC) is currently finalising a new Speed Management Strategy (2025–2030), which aims to better protect vulnerable road users by facilitating lower "posted" speed limits in high-risk zones.

Cont....

Australia

While Tasmania's standard school zone remains 40 km/h as of late 2025, the Australasian College of Road Safety (ACRS) and the Tasmanian Association of State School Organisations (TASSO) have been in formal discussions to advocate for a reduction to 30 km/h.

Under the proposed strategy, the first round of these new lower speed limits is expected to be implemented in various "posted" zones across the state starting in early 2026.

Queensland to reduce more speed limits

Queensland is gradually lowering speed limits in busy areas, with more changes on the horizon in 2026.

The rollout of reduced speed limits will continue over the next year, targeting high-traffic zones to improve safety for drivers and pedestrians alike.

Already, some areas have seen their limits drop from 50km/h to 40km/h under changes enabled by the Transport Operations (Road Use Management—Road Rules) Regulation 2009.

For instance, local authorities are phasing in 40 km/h zones in areas like the Hervey Bay Esplanade and parts of the Cairns CBD following crash reduction success, with further urban reductions expected across the state in 2026.

ACT's AI cameras cracking down on seatbelt offences

The ACT is stepping up road safety with a new AI-powered traffic camera network.

Passed in 2025, the enabling legislation allows cameras to automatically detect seatbelt offences.

"These are designed to detect offenders who do not wear seatbelts correctly," Singh said.

Enforcement began on November 3, 2025, and the system is now actively monitoring drivers across the territory.

Northern Territory and Western Australia

Australia is introducing stricter, more frequent licensing requirements for older drivers, with full nationwide integration planned for 2026.

From December 1, 2025, most eastern states began rolling out a national framework requiring drivers aged 75 and over to undergo mandatory medical checks.

These checks increase in frequency and stringency as drivers age, with those 80 and older requiring annual medical assessments.

Western Australia and the Northern Territory are set to complete their adoption of the framework by early 2026, meaning all older drivers across the country will face non-automatic licence renewals tied to health and driving ability.

More 40km/h school zones for South Australia

South Australia is expanding school zone safety with new speed limits on busy arterial roads.

By the end of 2026, all identified school-adjacent main roads will have 40 km/h time-based limits in place, protecting children during peak school hours.

The rollout began in late 2025 and is steadily progressing across the state.

Australia

Australia records five straight years of rising road deaths

Australia's national road toll has increased for a fifth consecutive year, marking the longest run of rising road deaths since the early 1950s, according to new data released by the Australian Automobile Association (AAA).

The AAA said Australia recorded 1,314 road fatalities in 2025, an increase of 1.7 percent from 2024. Road deaths have now risen every year since January 2021, a trend last seen in 1952.

The figures are published in the AAA's latest Benchmarking the Progress of the National Road Safety Strategy 2021–30, as the Commonwealth Government undertakes a review of the strategy.

National targets off track
The National Road Safety Strategy, agreed by all Australian governments in 2021, aims to halve road deaths by 2030. However, five years into the decade, fatalities are 19.8 percent higher than when the strategy commenced, and three of its five headline targets remain unmeasurable.

AAA Managing Director Michael Bradley said the review presents an opportunity for reform.

"The AAA is calling on the Commonwealth to extend its powers to conduct no-blame investigations of transport fatalities beyond aviation, rail and maritime incidents, to also examine the factors driving up our road toll," Mr Bradley said.

"The starting point to addressing our worsening road toll is to understand what's causing it to rise in the first place."

State-by-state results mixed
Road deaths increased in four of the six states in 2025. New South Wales recorded the largest numerical increase, up 28 deaths to 355, while Tasmania saw the largest percentage rise, up 41.9 percent to 44 fatalities.

Queensland and Victoria both recorded increases of 6 deaths, while South Australia and Western Australia saw small declines. The Northern Territory recorded a significant reduction in fatalities, falling from 60 to 38.

Despite the decline, the Northern Territory continued to record the highest fatality rate per 100,000 residents at 14.4, well above the national rate of 4.8.

Vulnerable road user deaths rise
Deaths among vulnerable road users increased 4.7 percent in 2025, with 512 fatalities recorded across pedestrians, motorcyclists and cyclists.

Pedestrian deaths rose sharply, increasing 13.2 percent nationally, while cyclist deaths climbed 32.4 percent. Motorcyclist fatalities fell by 4.3 percent compared with 2024.

Almost half of all road deaths involved drivers, while more than half of fatal crashes involved a single vehicle. Single-vehicle fatal crashes increased 7.5 percent over the year.

Call for national leadership
The AAA said reducing road trauma will require coordinated national action, including changes to road funding, regulation and public education.

"Reducing road trauma requires new road funding, regulatory change and public education campaigns," Mr Bradley said. "These measures will be more effective if they are informed by the work of a national investigative body."

The AAA said the current review of the National Road Safety Strategy is a critical opportunity to address Australia's worsening road safety outcomes.

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Global

General debate on road safety February 2026 - UK

In England and Wales, the bodies responsible for managing and maintaining public roads are called highway authorities, according to the Highways Act 1980. Apart from the Strategic Road Network in England (managed by National Highways) and trunk roads in Wales (managed by Welsh Ministers) highway authorities are local authorities. These are usually, but not always, country councils or unitary authorities.

Section 39 of the Road Traffic Act 1988 imposes a statutory duty on every highway authority in England, Wales and Scotland to promote and improve road safety. The Act states that each authority:

- Must carry out studies into accidents arising out of the use of vehicles on roads, or parts of roads, within their area;
- Must, in light of such studies, take measures as appear to be appropriate to prevent such accidents; and
- In constructing new roads must take such measures as appear to be appropriate to reduce the possibilities of such accidents when the roads come into use.

Many highway authorities are part of Road Safety Partnerships which operate across the country based around police force areas; some are called Casualty Reduction Partnerships. Partnerships are made up of multiple agencies who coordinate the pooling of resources with the aim of reducing the number of road casualties.

In addition to highway authorities, the Driver and Vehicle Standards Agency (DVSA), Driver and Vehicle Licensing Agency (DVLA), police, fire brigade and employers (given that a high proportion of road journeys are work-related) also maintain partial responsibility for road safety.

Scotland

The Scottish Parliament has competence to legislate on road safety, though some related topics, such as driver and vehicle standards, are reserved where there is a need to ensure consistency of treatment and approach between Scotland and the rest of the UK. In February 2021, Transport Scotland published Scotland's Road Safety Framework to 2030. This sets out a vision for Scotland to have the best road safety performance in the world. It also sets out targets to reduce the number of people killed and seriously injured by 50 percent, with 60 percent reductions in the number of children killed and seriously injured.

Northern Ireland

In Northern Ireland, the Department for Infrastructure is the sole roads authority. It is responsible for coordinating the implementation of the Road Safety Strategy for Northern Ireland to 2030 and the Road Safety Action Plan to 2027 [PDF]. Similar to Scotland, the Road Safety Strategy sets targets to reduce the number of people killed and seriously injured by at least 50 percent, with a 60 percent reduction in the number of children killed and seriously injured. It also sets a target to reduce the number of young people (aged 16-24) killed or seriously injured in road collisions by 60 percent. On 27 January 2026, Northern Ireland Infrastructure Minister Liz Kimmins MLA announced plans to introduce Graduated Driver Licensing on 1 October 2026. This will include:

- A mandatory minimum learning period of six months before a learner driver can undertake their practical driving test
- An increase in the restriction period from the current 12 months to 24 months requiring new drivers to display a distinguishing mark (plate) on the vehicle for two years after receiving a full licence
- A period of six months with nighttime driving restrictions for new drivers under 24
- Age related nighttime passenger restrictions for newly qualified drivers, with exemption for immediate family members.

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Global

Road safety strategy
The Department for Transport's (DfT) Road Safety Strategy was published in January 2026. The strategy aims to improve road safety in Great Britain.

The government's overarching targets are a "65 percent reduction in the number of people killed or seriously injured on roads in Great Britain by 2035" and a "70 percent reduction in the number of children (under 16) killed or seriously injured on roads in Great Britain by 2035". Both will use 2022-2024 data as a baseline to measure progress. To support each overarching target, policy commitments have been grouped under four themes:

- supporting road users
- taking advantage of technology, data and innovation for safer vehicles and post collision care
- ensuring infrastructure is safe
- robust enforcement to protect all road users

Significant proposals included in the road safety strategy include:

- consulting on introducing a three or six month minimum learning period for learner drivers
- consulting on introducing mandatory eyesight testing for drivers over age 70 and develop options for cognitive testing for older drivers
- undertaking further research on the vehicle design factors that may be responsible for increased headlamp glare
- publishing a new edition of the Department for Transport best practice guidance 'Setting Local Speed Limits' and updating the separate guidance on the use of speed and red-light cameras
- consulting on lowering the drink drive limit in England and Wales
- reviewing the penalties and mandatory training for drink and drug driving offences, including consulting on the use of alcohol interlock devices
- considering bringing in new powers to suspend the driving licence for people suspected of committing a drink and/or drug driving offence and those under investigation for the most serious motoring offences resulting in a fatality or serious injury
- exploring alternative methods for collecting and processing evidence of drug driving

Reaction to the strategy
Many in the industry have welcomed the Road Safety Strategy, including the Royal Society for the Prevention of Accidents which noted that it was the first strategy for 10 years. The Parliamentary Advisory Council for Transport Safety welcomed the inclusion of clear targets, as well as the establishment of a Road Safety Investigation Branch, a review of the licensing regime for younger drivers and the proposed consultation on the 18 new safety technologies for vehicles.

The AA welcomed the introduction of targets for reducing road deaths, but criticised the government for not introducing restrictions on the age at which young drivers can carry passengers of a similar age. The RAC also welcomed the strategy, saying that it addressed a number of issues its members were concerned about, including drink and drug-driving, 'ghost' plates and dazzling headlights. It particularly welcomed the inclusion of a commitment to consult on the use of alcohol interlocks. Organisations representing motorcyclists, including the British Motorcycle Federation and National Motorcyclists Council welcomed the consultation on improving moped and motorcycle training, testing and licensing.

Catherine Woodhead, Chief Executive of Living Streets, a charity that aims to achieve a better walking environment and inspire people to walk more, welcomed the strategy's focus on vulnerable road users, including pedestrians, but said that the vision should be for zero fatalities rather than a 65 percent reduction.

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Global

Pedestrian safety impacts of dedicated right-turn lanes - Minnesota

While research has found that right-turn-only, or dedicated right-turn lanes, at intersections reduce traffic delays and vehicle crashes, their impact on pedestrian safety has been unclear. To better understand these impacts for future intersection design and countermeasure considerations, this project investigated driver response to pedestrians in or near crosswalks at dedicated right-turn lanes.

Pedestrian safety at intersections is critical, specifically in urban areas given the initiatives to increase livability in Minnesota communities. However, intersection variables such as location, design, traffic and pedestrian volume, and proximity to other amenities can be challenging to evaluate.

To assess the impact of right-turn-only lanes on pedestrian safety, researchers observed and compared driver behavior in dedicated right-turn lanes and in right-turn through lanes (lanes that allow drivers to turn right or go straight). The results will inform state and local traffic engineers and policymakers as they work to evaluate and improve pedestrian safety at intersections while also maintaining vehicle mobility and safety.

What Did We Do?
To begin, researchers conducted a literature review of right-turn lanes and examined publicly available data on pedestrian crashes collected from 2016 to 2019 in Minnesota. The dataset included right-turn crash data in urban and suburban centers.

Next, investigators collected field data from mounted cameras at locations in St. Paul that had right-turn lane features of particular interest, focusing on nonchannelized dedicated right-turn lanes. They observed driver behavior at these locations, noting how right-turning vehicles responded to crossing pedestrians.

These observations also included an extended study of the intersection at White Bear and Larpenteur avenues from 2023 to 2025 before and after two dedicated right-turn lanes were installed.

A driving simulation provided the final component of the analysis, presenting participants with dangerous crossing scenarios and simulated pedestrians in an immersive driving simulator.

The simulations measured turning speed, braking distance, yielding rates and other behaviors. For example, for both right-turn-only and right-turn through lanes, participants encountered scenarios where simulated pedestrians either remained on the sidewalk or crossed the street, or where there were no pedestrians at all.

What Did We Learn?
Many factors and variables influence driving behavior at these intersections. Often dedicated right-turn lanes are implemented in areas with high traffic volume, which is also commonly correlated with additional factors that may distract drivers and encourage higher pedestrian traffic through the crosswalks.

“These findings shed light on the challenges we encounter with intersection safety. Additional research will continue to offer valuable insight,” said Brad Estochen, traffic engineer, Ramsey County.

The results indicated that dedicated right-turn lanes generally lead to a slight increase in driver–pedestrian conflicts at the crosswalk, making dedicated right-turn lanes primarily a concern in areas with both high pedestrian and high traffic volumes.

On roads with lower traffic volumes (less than 12,000 average annual daily traffic), dedicated right-turn lanes were beneficial or at least neutral for pedestrian safety.

Cont.....

Global

However, dedicated right-turn lanes on roads with more than 16,000 average annual daily traffic had mixed results for pedestrian safety because they are associated with slower turning speeds but also a slightly lower rate of stopping for pedestrians, particularly at the secondary crosswalk, which typically has the walk signal active for pedestrians to cross when the traffic signal is green. Turning drivers and pedestrians most commonly interact at this crosswalk because pedestrian crossings and driver turns are permitted at the same time.

Looking specifically at right-turn crashes with pedestrians at urban signalized intersections, the risk is greater with increasing traffic volume, number of lanes and any other factors that result in complex traffic interactions with multiple conflict points. These busier environments can distract drivers and reduce attention to nearby pedestrians who may enter the crosswalk.

The pedestrian crash risk may be highest at secondary crosswalks as drivers accelerate through the right turn when pedestrians traverse the intersection while the walk signal is active.

To address the concerns for higher-volume intersections, especially driver–pedestrian conflicts at secondary crosswalks, countermeasures should be considered that improve sightlines, slow traffic, and remind or alert drivers to the presence of pedestrians.

What's Next?
Because of the high number of variables present at intersections, isolating the effects of right-turn-only lanes is challenging. This research provides valuable findings for state and local engineers to consider as they construct and redesign intersections and consider potential countermeasures.

Future research will provide additional strategies and designs to improve pedestrian safety while maintaining traffic efficiency and safety.

AI helps human experts improve road maintenance - Sweden

Traditional road maintenance planning is usually based on procuring specific measures at the lowest possible price. However, when contractors are awarded design, construct and maintain (DCM) contracts of up to 15 years, there is a greater need for more dynamic and sustainable methods.

A new project is using interaction between AI and human expertise to improve road maintenance planning.

A new research project is studying the use of artificial intelligence (AI) to improve the planning and quality of road maintenance. Managed by Thomas Lundberg at VTI and Richard Nilsson at Skanska, the two-part project will explore the use of AI and machine learning to analyse large datasets that are more extensive than simply road surface measurements. The main purpose of the project is to determine which technology provides the best results and how it can be applied to long-term DCM contracts.

The project focuses specifically on Skanska's DCM contract for the E22 highway through the counties of Kalmar and Östergötland. The contract combines traditional ocular inspections and advanced technology: mobile apps document damage on a weekly basis, deflectometers and ground-penetrating radar mounted to HGVs assess pavement strength and road structure, and VTI's new advanced measurement vehicle – the VTI Mobile Research Platform – detects cracks and surface damage down to millimetre level.

Evaluation is carried out using two different methods that are compared against one another, one traditional and the other data-driven.

Cont....

Global

Data is also retrieved from several open sources to create a more complete picture, including the National Road Database (NVDB), which contains data on the entire Swedish road network, and PMSv4, a database of road surface measurements of state-owned roads dating back to 1987.

The project also uses soil moisture maps, soil-type maps and meteorological data on precipitation and temperature, as well data from sensors that measure frost boundaries on roads. All of this data is collected, positioned and analysed with the aid of AI models.

The results are then reviewed by researchers at RISE Research Institutes of Sweden, who search for patterns and trends on which to base future decisions.

"One vital element of the project is exactly this combination of human expertise and automated analysis, the so-called human-in-the-loop (HITL) approach. While the goal is to automate parts of the process, it is crucial to balance the models against experience-based assessments," Lundberg emphasises.

The project also underlines the importance of being able to explain why certain damage occurs – and proposing measures rather than simply identifying that something is wrong.

The potential to change the industry

"We have high hopes for the project. The results can provide both contractors and road operators with better data on which to base decisions and lead to more durable roads at a lower cost.

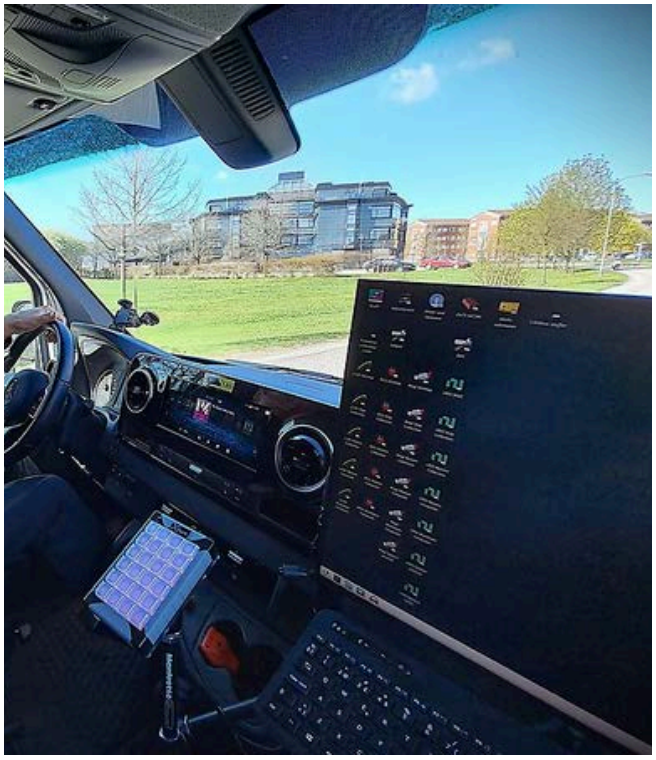
With a planning horizon of one year for a maintenance measure, by extrapolating conditions one year in advance hopefully the model can select the section of road with the highest priority while at the same time providing a versatile basis for choosing measures," says Lundberg.

The objective is to develop a robust method for predicting the condition of the road. These forecasts can be used as a basis for selecting stretches of road for maintenance, the methods used and the ideal time for maintenance, from both durability and economic perspectives.

The method is also expected to detect other types of damage and to improve response times. In the long term, the results may affect maintenance planning across the entire industry.

A robust forecasting model should contribute to improving requirement specifications in future DCM contracts, increase awareness of how maintenance should be planned and lead to more cost-effective contracts – not just for the Swedish Transport Administration but also for municipalities and other road operators. Of course, ultimately the aim is to increase the working life of roads while reducing the need for urgent interventions.

The project is funded by the Swedish Competence Centre in Road Technology (KCV) and the Development Fund of the Swedish Construction Industry (SBUF). A final report is due in 2028.



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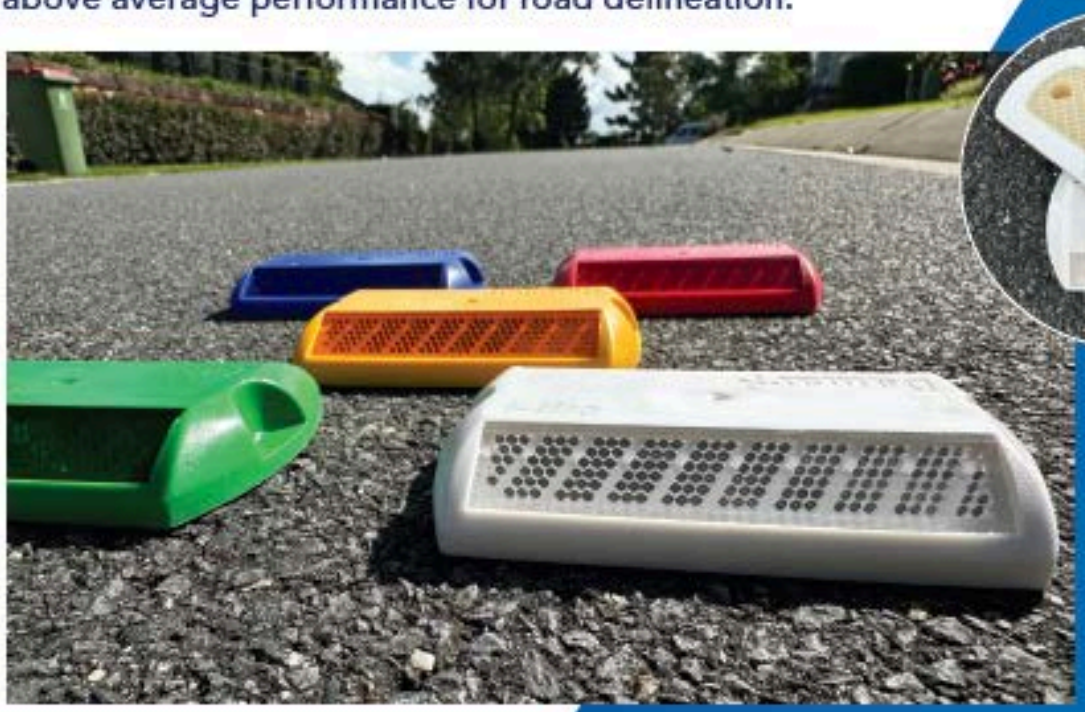

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EU's mega transport projects delayed

A new report by the European Court of Auditors (ECA) highlights how the construction of Europe's flagship transport infrastructures has been affected by rising costs and delays.

The report is an update of observations and findings from a similar audit performed in 2020.

As a result, the EU auditors have changed their assessment of the 2030 goal for the completion of the core Trans-European Transport Network (TEN-T) from "unlikely to be met" five years ago to a clear "will not be met" now.

Core cross-border transport corridors are crucial for the European economy and the EU auditors have updated the key data and observations from the 2020 special report on the subject.

The outlook in 2025 is worse than in 2020, and falls far short of what was envisaged. Since 2020, these megaprojects have faced a series of additional challenges arising from the COVID-19 pandemic and Russia's war of aggression against Ukraine.

New regulatory requirements and unexpected technical issues have also arisen.

"EU transport flagship infrastructures are supposed to reshape Europe, bringing people closer together and facilitating economic activity", said Annemie Turtelboom, the ECA Member who led this update report. "But three decades after most of them were designed, we are still a long way from cutting the ribbon on these projects, and a long way from achieving the intended improvements in passenger and freight flows across Europe."

Many megaprojects have been dogged by cost increases. In 2020, the EU auditors reported that the eight examined megaprojects had experienced an overall real cost increase (i.e. net of inflation) of 47 percent, compared to original estimates.

Today, the difference is almost twice as high, at +82 percent.

One of the major projects delayed is the 18km Fehmarnbelt crossing, a road and rail link under the Baltic Sea. The tunnel connects the German island of Fehmarn with the Danish island of Lolland.

The project was intended to be ready in 2018 but will be delayed. The cost of the work meanwhile has ballooned by over 50 percent.

The project is expected to cost over €7.6 billion just for the tunnel. Further expenditure will be needed to connect the tunnel to road and rail links.

Global

U.S. Traffic fatalities fall to pre-pandemic levels—but big safety gaps remain

After more than a decade of rising roadway deaths, new federal data offers a rare piece of encouraging-yet-still-sobering news: traffic fatalities in the first half of 2025 have fallen back to pre-pandemic levels.
According to preliminary estimates from the National Highway Traffic Safety Administration (NHTSA), 17,140 people died on U.S. roadways from January through June, resulting in fatality numbers not seen this low since 2019 and 2020. While this still represents an unacceptably high toll, it signals that the surge in dangerous driving and severe crashes during the pandemic years may finally be letting up.
The fatality rate, fatalities per 100 million vehicle-miles traveled (VMT), peaked at 1.33 during the first half of 2021. The latest official figures now show the fatality rate at 1.06 during the first half of 2025, its lowest point in over a decade and close to 2014 levels.

How the U.S. compares internationally

Despite this progress, the U.S. still trails far behind peer nations. In the U.K., traffic fatalities have steadily fallen, even throughout the pandemic years. Fatalities dropped from 1,752 in 2019 to 1,602 in 2024, an 8.5 percent decline. When adjusted for the amount people drive: the U.K. recorded just 0.47 deaths per 100 million VMT in 2024, less than half the U.S. rate. Germany stands between the two at 0.64.

Much of Western Europe failed to see similar increases in fatality rates as the U.S. Often these differences are chalked up to improved road quality, generally lower speeds (with exceptions), tougher licensing requirements, and generally smaller vehicles.
Yet throughout COVID-19, behavioral differences like speed and distraction likely play a key factor in the relatively high fatality rate seen in the U.S.

Speed: A persistent and preventable killer

Speed remains one of the largest contributors to severe roadway crashes. NHTSA estimates that speeding is involved in nearly 29 percent of all road deaths. That reality has prompted several U.S. cities like Los Angeles, New York, San Diego, and Tucson, to reduce speed limits, often by substantial margins. Early evidence shows mixed but meaningful outcomes: in Santa Monica, for example, speed reductions varied by corridor, with Michigan Avenue seeing a sharp drop in excessive speeding along an area that also saw roadway redesigns, while Colorado Avenue showed smaller but still noteworthy declines.

The rise of automated speed enforcement

As speeding continues to be a major factor in the severity of crashes, more cities are turning to automated enforcement technology. Minneapolis, Baltimore, and newly authorized California cities like San Francisco have begun using speed cameras in an effort to deter high-risk driving. Abroad, major European cities like Dublin, Amsterdam, Madrid, and Barcelona have expanded camera networks as part of broader Vision Zero strategies.

Recent research from UC Berkeley's SafeTREC, using INRIX data, examined driver behavior near new speed cameras in San Francisco. Their study found that speeds decreased at camera locations, but detouring increased, as some drivers attempted to avoid enforcement zones. Researchers also mentioned that speeding tended to resume once drivers passed the monitored area.

Commentary

The decline in fatalities and fatality rates in 2025 is undoubtedly encouraging. But sustaining this progress will require continued investment in safer road design, stronger enforcement strategies, and data-driven policymaking – not sound bites or theories. The U.S. may be on the right trajectory, but closing the safety gap with other nations will take a sustained commitment to making our roadways safer.

Global

Safety concern for mobility scooter users

There is concern in the UK over the road safety of mobility scooter users. The insurance intermediary, Surewise, provides cover for many mobility scooter users and has joined forces with charities, mobility retailers and academics to urge the UK Government to act on rising casualties, inadequate infrastructure and the growing tide of hostility and verbal abuse faced by many users. Despite being legally used by people with disabilities and mobility issues, mobility scooters are often seen as a nuisance.

"People shout at me in the street - telling me I shouldn't be using a scooter, that there's nothing wrong with me, or that I'm just lazy," said Dean Brook (56), from Nuneaton in Warwickshire.

Brook began using a mobility scooter after losing both legs below the knee due to complications from type 2 diabetes and neuropathy. Prior to that Dean was fit and healthy, worked full time and enjoyed playing football. He added "I've lost count of how many times I've had to lift my trouser leg to prove to complete strangers that I have prosthetic limbs. It's humiliating."

Surewise launched the Safer Mobility Campaign in April 2024 after uncovering a troubling 20 percent year-on-year rise in serious injuries and deaths involving mobility scooter users over the past decade. In 2023 alone, 16 mobility scooter users were killed in collisions - nearly double the nine fatalities recorded in 2022. But since launching the campaign, it has become increasingly clear that stigma, social hostility and everyday obstructions pose an equally serious threat to mobility scooter users' wellbeing and independence as the physical dangers on the roads.

David Dixon (65), from Hampton Magna, Warwick, suffered a major stroke in 2023, leaving him dependent on his mobility scooter to maintain his independence. He said: "People shout at you on the road to get on the pavement - and on the pavement to get off it. It's constant.

Richard Hannan, Director of Surewise, said: "These are already vulnerable people, many of whom face serious medical conditions - and yet they're insulted, ignored, mocked and blocked, simply for trying to live independently.

"This inequality in perception and treatment can no longer be ignored. We need formal recognition, national guidance and visible support to change how mobility scooter users are seen – and to make our streets safer and more inclusive for everyone."

The call is backed by organisations across the disability, research and retail sectors - including Wheels for Wellbeing, Nottingham Trent University, Warwickshire Road Safety Partnership and Mobility and Lifestyle. The Safer Mobility campaign is urging the Department for Transport to update the Highway Code to explicitly include mobility scooter users in the "Hierarchy of Road Users" - a framework introduced in 2022 that prioritises the safety of the most vulnerable.
Professor Duncan Guest, Head of Psychology at Nottingham Trent University, is leading a research study into the lived experiences of mobility scooter users. "Our research shows that after access difficulties, the negative attitude of others to mobility scooter users is the biggest disadvantage experienced by users. They feel they are seen as a nuisance, treated with hostility and looked down on and treated as second-class citizens.

"Given that users are already mobility impaired and vulnerable, it is clear that the way society thinks about and treats mobility scooter users has to change. "This also needs to go hand in hand with education about safe use of mobility scooters both for users and non-users, so that collectively users of the road and pedestrian areas are better able to understand mobility scooter behaviour."

Global


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DONT'T DRINK
AND DRIVE

NZTA/NZRF T 8 and T 12

The T 8 and T 12 applicator testing programme is a key component of industry self-regulation.

NZTA P 22 and P 12 specification states in Section 6:
At the time of tender contractors shall forward copies of current T/8 certificates for the plant they propose to use on the contract. The applicator(s) certification is to be kept valid for the period of the contract.

There is a .pdf version of the applicator certificates associated with each registration line.

Originals of certificates are no longer being mailed to contractors and the website register is evidence of registration.

These can be accessed via a hyperlink from the certificate registration number.

The certificates include a photograph of the applicator.

T 12 certificates include schedules setting out the scope of certification covering plain flat markings, structured markings and audio-tactile markings or any combinations of these.

From the Archives

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01 Jan to
29 Jan 2026

Road Toll New Zealand