

# Roadmarking News



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April 2024



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# NZRF Update

Dear NZRF members

Entering my second term as Executive Chair, I have reflected on what the NZRF means to the industry and what its' future holds. I see our place as the voice of the industry, facilitating engagement and discussion with Central and Local Government on all things roadmarking, while also working proactively for the betterment of the industry. In recent times this has meant such things as the review of the industry training qualifications and the development of the GTTM practice note.

I believe we need to remain an independent voice in the industry to maintain our ability to engage at a high level. But the challenge of working as a 100 percent volunteer organisation has dampened our ability to be as active as we have or would like to be. To ensure the future we will need to consider how the workload is spread.

Thank you to the Exec team, Testing Officers and members of workings groups that have gladly given up their time to assist in NZRF tasks over the last year. We cannot achieve without your assistance.

As the season draws to a close I hope all members have managed to complete their respective workloads and are looking forward to a well earned rest over the quieter months ahead.

One of the key off-season tasks for many of us is the completion of the annual NZTA T/8 certification of our roadmarking equipment.

NZTA T/8 ensures that "The applicator is to be equipped such that it is capable of consistently achieving all of the requirements for both reflectorised and non-reflectorised painted pavement markings as specified by P/12 or P/22" while also confirming it meets minimum health and safety standards.

Certification is required for all equipment that is working on contracts that specify TNZ P/12 and P/22 and NZTA's view is that "any uncertified plant should be removed from our job sites immediately."

To assist NZTA, the NZRF maintains a register of T/8 certificates on our website:

<https://nzrf.co.nz/t8/> which shows the equipment's current certificate and status.

2024 sees work beginning on the revision to NZTA T/8:2008. While this is driven primarily by NZTA, the NZRF is assisting with a working group providing input and feedback. In the meantime the status quo remains with NZTA T/8:2008 being the specification we are to adhere to. When the new version is ready for release you won't have to test in accordance with it until your current certificates are due to expire. The new version won't make it harder to comply with, so just stick to your normal renewal timeframe.

## **2024 NZRF Testing Officer Workshop / AGM / Conference!**

Following on from the success of last year's format we're doing it again! The venue, Rydges Wellington Airport is booked for the 7th and 8th August 2024. We are still fine tuning the agenda but it's likely to focus on the GTTM and the Government's Policy Statement and what that means for our industry. Save those dates and watch this space for further details.

Dominic Elder (NZRF Executive Chair)



*3hr sunset family kayak tour at Kaikoura*



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# 2024 Conference

**Rydges Wellington Airport  
28 Stewart Duff Drive  
Rongotai  
Wellington 6022**

**Full agenda will be sent prior to the conference.**

## Day 1 - Wednesday 7th August 2024

- 1pm - 4pm NZRF Testing Officer Workshop (only NZTA and Testing Officers required)
- 4pm - 5pm NZRF AGM (ALL MEMBERS WELCOME)
- 6pm - 10pm Dinner & Drinks

## Day 2 - Thursday 8th August 2024

- 9:00am start
- NZTA update - NOC contracts, etc
- Morning tea and Lunch provided
- Sponsor talks
- GTTM, GPS
- 3:00pm finish

## Accommodation - Delegates to book and pay for own accommodation

Room and Breakfast Rate for 1 pax: \$269.00 per room night  
Room and Breakfast Rate for 2 pax: \$299.00 per room night

Booking Info: Delegates to contact the hotel direct to book accommodation via phone (04 896 9150) or email ([reservations\\_rydgeswellingtonairport@evt.com](mailto:reservations_rydgeswellingtonairport@evt.com)) and Quote "<R-NZR0824>"



# NZ Transport Agency Updates

## 1

### State Highway 2 in the Hutt Valley is about to be safer

Travel along State Highway 2 in the Hutt Valley is about to be safer with the construction of safety improvements at two critical intersections with Hebden Crescent.

The two intersections are the southern intersection near Owen Street and the northern intersection by Liverton Road. Work to make them safer will begin next month.

Emma Speight, Director Regional Relationships, says both intersections have longstanding safety issues.

“This is particularly the case for the intersection by Liverton Road, where vehicles turning right onto State Highway 2 have to turn across two lanes of heavy traffic in a 100km/h speed zone.”

“There have been 29 crashes at these two intersections between 2014 and 2023, with one person losing their life,” Ms Speight says.

She says the improvements are the best way to improve safety at these intersections and ensure efficient and reliable journeys for the 37,000 vehicles that drive this section of the highway daily.

“We appreciate the change will affect how residents access the highway and change traffic patterns on local roads. However, the changes are not being made lightly and are essential if we are to make this section of State Highway 2 safer,” Ms Speight says.

## 2

### Funding update

We’re continuing to make funding decisions from the National Land Transport Fund for the next phase of activities. This is where the timing is critical to keep work progressing and prepare for next summer’s construction season. These decisions are being made on a case-by-case basis.

With activities we fund now for delivery beyond 30 June 2024, we must ensure these enable us to give effect to the government’s new transport investment priorities and that there remains sufficient funding for competing sector demands in the 2024–27 NLTP. For a next phase activity that extends into the 2024–27 NLTP period, we will need assess the priority under the 2021–24 Investment Prioritisation Method and a draft 2024–27 Investment Prioritisation Method.

During this time it is critical you continue to submit Price Level Adjustments (PLAs) for activities as soon as these are known.



# NZ Transport Agency Updates

## 3

### Lyttelton Tunnel

Today marks 60 years since the Lyttelton Tunnel first opened on State Highway 74 in Christchurch.

It was built for £2.7 million in 1964 and held the record for the longest road tunnel in the country until the opening of Waterview Tunnel in Auckland in 2017.

Having Lyttelton Tunnel meant the Port Hills were no longer a barrier to road transport. Christchurch and Lyttelton were originally connected by a zigzag path, then a tortuous hilly road, a railway tunnel, and finally a road tunnel—114 years after the first organised settlement.

In 1965, around 2800 vehicles travelled through the tunnel each day. These days, over 11,000 vehicles travel through the tunnel daily, including around 1200 heavy commercial vehicles—underlining the tunnel's importance as a key freight route.



## 4

### Safety through work sites

Every day people working on the road deal with dangerous behaviour around their worksites—such as people not slowing down, not following instructions, or being abusive and aggressive.

It's not acceptable.

They don't deserve to be put in danger or be subjected to abuse when they're doing their job.


These workers are out there undertaking a range of tasks such as making the roads better and safer, or repairing critical infrastructure such as power, internet, and water. Most of us are supportive of the job they're doing—we appreciate you and we know the workers do too.

Thanks to all of you who travel safely through worksites with respect for these workers. Stick to the posted speed limit, drive carefully, and follow signage and any instructions you receive.





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# New Zealand

## 'Nanny state' speed limit reductions to be reversed – Minister

Transport Minister Simeon Brown says the previous government's speed limit changes, described as "nanny state regulations", will be reversed by the end of the year.

In a media release, the minister announced that Cabinet has agreed on the "direction of travel" for signing on a new land transport rule by the end of 2024.

The new rules are currently being developed and will go out for public consultation in the coming months.

Brown said: "I am working with the Minister for Regulation, David Seymour, to ensure that the rule removes 'nanny state' regulations aimed at slowing Kiwis down and focuses on practical, targeted safety measures."

National pledged to reverse "blanket" speed limit reductions during the election.

The Transport Minister continued: "The new rule will ensure that when speed limits are set, economic impacts – including travel times – and the views of road users and local communities are taken into account, alongside safety.

"The previous government's untargeted approach resulted in blanket speed limit reductions across the country, rather than targeting high crash areas of the network.

"The new rule will lead to blanket speed limit reductions being reversed by the end of next year, except where it is unsafe.

"It is critical that we have the right settings in place to boost economic growth and improve road safety, enabling Kiwis to get to where they want to go, quickly and safely."

According to Brown, the new rule will require speed limits that have been reduced in urban areas to be reversed, except where the reduced speed limits are on main streets in town centres and approaching school gates during pick up and drop off times.

There would also be an exception for "targeted areas where there is strong evidence to support the reduced speed," according to the minister.

As part of the National–ACT coalition agreement, the new rule will require variable speed limits around schools during pick-up and drop-off times and enable 110km/h speed limits on new and existing Roads of National Significance.

Road safety experts have been critical of the new government's approach to road safety, warning it could lead to higher rates of deaths or serious injuries.

Brown said: "Implementing variable speed limits on roads approaching schools during pick-up and drop-off times, rather than permanent reductions, will keep young New Zealanders safe when they are arriving at or leaving school.

"Similar approaches are used in parts of the United Kingdom, Australia, the United States, and other countries to prioritise safety.



Cont....

# New Zealand

"In setting the direction for the new rule, the Government has found a pragmatic way to get Kiwis moving faster while ensuring that safety interventions are targeted and fit for purpose.

"It makes no sense to have roads that can safely accommodate higher speed limits, only to require motorists to drive more slowly."

Later this year, the Government would also publish "new objectives for road safety which focus on safer roads, safer drivers, and safer vehicles".

"This will target the highest contributing factors in fatal road crashes, particularly alcohol and drugs."

Changes made last December removed mandatory requirements for road controlling authorities – like the NZTA and local councils – to implement speed management plans.

Last year, former Labour prime minister Chris Hipkins backed away from proposals to lower speed limits on 4 percent of the state highway network to "safe and appropriate" speeds during his "bread and butter" policy bonfire.



## Road to Zero expert says speed limit changes will drive up deaths

An international road safety expert says the Government must keep applying targets to reduce road fatalities and serious injuries – and that reversing speed limit reductions will drive the road toll up.

It comes as officials are working on a new safety policy after the Road to Zero was scrapped.

Eric Howard is convinced the road toll will climb if speed limit reductions stop, and if lower limits are reversed across the country.

Howard was manager of road safety for VicRoads in Australia when the state reduced deaths by 20 percent. He's since provided advice on safety in over 30 countries – and has done so for Auckland Transport.

"Anybody who's prepared to put an hour's work into reading some of the literature and the research evidence, and practical evidence in case studies in this part of the world – would say why are we doing that, that's going to put the level of deaths and serious injuries up, unequivocally."

Howard backs vision zero strategies – which aim for zero deaths on road.

The previous Government's \$2.9 billion Road to Zero aimed to cut deaths and serious injuries by 40 percent by 2030 through safety upgrades and lower speeds.

It also aimed for zero deaths or serious injuries by 2050.

Ministry of Transport officials are now working on a new safety strategy.

Cont....

# New Zealand

A spokesperson said no decisions have been made on whether any new targets to reduce road deaths will be included in the policy.

Howard said that's concerning.

"If you don't have an idea where you're headed, it's unlikely that you'll arrive. It is important to have targets and it's important to be accountable for those targets."

The Road to Zero came under criticism for not making progress quickly enough – the road toll shot from 318 in 2020 and 2021 to 372 in 2022 and 341 in 2023.

A Waka Kotahi spokesperson said it had reduced road deaths by 10 percent and serious injuries by 7 percent by 2024.

Around \$1.9 billion was spent on the policy by 2024, and 225 kilometres of median barriers were installed by then.

A 2023 report identified that 1000 kilometres of median barriers needed to be installed to reach Road to Zero targets.

Plans to reduce speeds on a further 1 percent of the most dangerous roads were predicted to avoid 60 lives or serious injuries. That was also halted late last year.

Transporting New Zealand chief executive Dom Kalasih said the Road to Zero was nothing more than a marketing ploy.

He is expecting a more analytical approach to safety initiatives from the new government.

"By that I mean, things like benefit costs and whether investing in a road safety initiative is going to get return, those sorts of things will change, and I think that's a very good thing."

Auckland Transport brought in lower speeds on 800 kilometres of road across the region in 2020.

An interim report from AT found there were 30 percent fewer deaths on roads with the lowered limits.

Road safety manager Ping Sim said she's waiting to see whether old speed limits will return.

"What we found in Auckland's roads, is that we did see a significant drop in deaths in roads where we had changed the speed limits."

Howard said in Melbourne, streets that lowered speeds from 40 to 30 km/h showed serious injuries for pedestrians decreased by 71 percent, and by 49 percent for cyclists over four years.

He said people should watch changes in safety closely.

"I think it's an issue for discussion with the New Zealand community. What do you think about what's being proposed, what do you think about the measures being taken to reduce death and serious injury, or are you not interested in whether people are killed or not?"

"It could be you, it could be your family, it could be your friends, but the fact of the matter is, the level of death is not coming down."

The Minister of Transport Simeon Brown said in a statement that safety was critically important to him and that police officers will be required to roll out 50,000 roadside drug tests per year and three million alcohol breath tests per year.

# New Zealand

## Draft GPS 2024

The draft GPS outlines the Government's plan for investing in land transport over the next 10 years by directing \$7 billion per year in expenditure from the National Land Transport Fund.

Here's a 2 page summary: [Draft-GPS-2024-at-a-glance-March-2024.pdf](#)

The draft GPS prioritises economic growth and productivity, increased maintenance and resilience, safety, and value for money from transport expenditure. It also reintroduces the Roads of National Significance programme that was started under the previous National Government in 2009.

This draft replaces the GPS that the former Government consulted on in August 2023.

Following consultation, the Ministry of Transport will use the feedback to provide advice to the Minister of Transport on the final GPS 2024. The final GPS will into effect by July 2024.

Your feedback is welcomed: email: [GPS@transport.govt.nz](mailto:GPS@transport.govt.nz) or use the [online consultation survey](#).

Consultation will close at 12pm on 2 April 2024.

## Reckless driving blamed for rise in accidents

The NZ Automobile Association has expressed concerns of reckless behaviour on New Zealand roads causing an increasing proportion of fatal accidents following an analysis of previous holiday periods.

Thirty-five people died on New Zealand roads last month, eclipsing the four previous January totals.

AA road safety spokesperson Dylan Thomsen said analysis of fatal crashes over the Xmas–New Year holiday period revealed a concerning trend.

"Our analysis has raised some real concerns that not only are the numbers of fatal crashes staying high but there appears to be higher levels of reckless behaviour involved in them." Three quarters of fatal crashes over the two previous Christmas–New Year holiday periods involved alcohol and/drugs or a vehicle occupant not wearing a seatbelt – frequently both.

Thomsen said this was a much larger proportion than the 50 percent revealed in a previous analysis. While the holiday periods were a "small snapshot of crashes", he said it was a "concerning sign" that warranted wider investigation. "We think the [Ministry of Transport] urgently needs to do a bigger piece of analysis to understand whether the proportion of fatal crashes involving reckless and extreme behaviour has grown in recent times."

Police Superintendent Steve Greally told 1News there were several reasons that contributed to road deaths.

"Speed, alcohol, drugs, distraction and unrestrained drivers and passengers are still the main causes of death." Police urged people to consider other motorists and reminded them that actions while driving had consequences, he said. "We need to remove this mindset drivers have that, 'It wouldn't happen to me' because the fact is a serious crash can happen to anyone, at any time." Greally said drivers had a responsibility to keep their passengers, other road users and themselves safe at any time.

"Police can't control the actions of every driver 24/7. We can't be beside you in the car telling you to slow down, or to put your seatbelt on. "Road safety is something we all must take a greater responsibility for."

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# Australia

## SA Road Safety Program to begin

The South Australian Government has announced that a series of safety treatments across the state's roads will begin in April as part of the recently approved \$168 million investment in South Australia under the Federal Government's Road Safety Program.

The projects are designed to improve safety, support regional economic growth and reduce the risk of crashes causing death or serious injuries.

The upgrades will include shoulder sealing, curve widening, safety barrier installation, hazard removal and Audio Tactile Line Marking (ATLM).

Regions covered include the Yorke Peninsula, Murraylands, Mid North, Eyre Peninsula and Fleurieu Peninsula.

The funding includes upgrades for two sections of Upper Yorke Road, between Kulpara and Arthurton (35km section) and from Port Broughton to Bute (25km section).

Upper Yorke Road is a key route for heavy vehicles, especially during harvest season, and the proposed upgrades are expected to improve safety for the many truck drivers and residents in the Yorke Peninsula who use this road daily.

There will also be improvement works along RM Williams Way between Jamestown and Spalding, as well as the Mallee Highway between Tailem Bend and Geranium.

The 65km section of the Mallee Highway is a key transport link between Adelaide, Melbourne and the Murraylands agricultural region.

Works on Upper Yorke Road and RM Williams Way are expected to begin in May while works on the Mallee Highway are set to start in April, with all works due to be completed in 2025.

Further South Australia works to begin in 2024 under the Road Safety Program include:

- Thiele Highway (Kapunda to Eudunda)
- Main South Road (Sellicks Beach to Second Valley)
- Lincoln Highway (Whyalla to Cowell)
- Lincoln Highway (Cowell to Lipson)
- Lincoln Highway (Lipson to Tumby Bay)
- The program of works will support approximately 305 full-time equivalent jobs over the construction period.

The \$168 million investment under the national Road Safety Program is equally funded by the Australian and South Australian governments, each contributing \$84 million.

The Road Safety Program also invests in infrastructure that improves safety of people walking and riding including new crossings, safety upgrades at existing intersections and improvements to strategic walkways.



# Australia

## WA introduces high-tech driving simulator

A new State Government-funded high-tech, custom-made driving simulator is set to help researchers at the University of Western Australia make WA roads safer.

The simulator, the only one of its kind in the world, will be based at UWA's Western Australian Centre for Road Safety Research, enabling researchers to test the safety of new road designs.

Jointly funded by the Road Safety Commission (\$450,000), Main Roads WA (\$160,000) and UWA(\$100,000), the simulator will provide new opportunities for researchers to study a wide range of road safety issues with a high degree of realism – all free from the risk of a crash.

Research opportunities include:

- testing new road layouts;
- assessing driver distraction from roadside advertising;
- studying at risk groups such as young and older drivers; and
- testing the impact of the use of drugs, fatigue, and alcohol on driving skills.



The simulator will enable collaboration between researchers across multiple disciplines including road safety, engineering, ophthalmology, psychology, physiology and mathematics.

The simulator has the advantage of:

- Adaptability – controlling and manipulating input variables such as behaviour of virtual traffic and pedestrians, weather conditions, and road design;
- Repeatability and standardisation – participants can drive under exactly the same conditions;
- Ease of data collection – accurate and efficient measuring of driving performance; and
- Safety – safe environments free from crash risk and physical harm allowing drivers to be exposed to hazardous situations in a systematic way, which can be difficult to study in a natural driving environment..

WA Minister for Transport, Rita Saffioti, discussed the benefits of the investment from road safety partners.

“Funding new technology is another way we can help to reduce the number of people killed and seriously injured on our roads,” Minister Saffioti said.

“This technology will help us to better plan our road network by allowing us to test new designs in a simulated environment.

“Testing new road initiatives before they are implemented will save both time and money, enabling us to mitigate risks and cost effectively utilise our resources to make Western Australian roads safer and more efficient.”

# Australia

## New star ratings for Australia's arterial roads

As part of a new strategy released by Austroads, all of Australia's states and territories are set to begin publishing updated AusRAP star ratings, with the intention of publishing a rating for every major arterial road by 2025.

The release of the new AusRAP Strategy and Business Plan by Austroads members outlines 12 targets geared towards supporting the national road safety objective of ensuring that at least 80 per cent of travel occurs on roads with a three-star rating or higher by 2030.

As the custodian of AusRAP, Austroads will take on the responsibility of coordinating the program and supporting partners in its delivery. Austroads will coordinate AusRAP activity across Australia, including reporting, data analysis and training of road managers.

The Australian Automobile Association (AAA) introduced AusRAP to Australia in 2001 and has been a strong promoter of the value of road safety data and road star ratings.

Leadership of AusRAP was passed from the AAA to Austroads in 2021.

AusRAP star ratings are measured on a scale from one to five stars and provide an indication of a road's safety performance, with the level of risk halving with each additional star. A five-star rating represents the highest level of safety, while a one-star rating indicates a higher risk.

Austroads has said that the analysis of AusRAP data will contribute to an overall improvement in road safety by supporting the optimisation of investment in the safety of roads, and

that the commitment to publish star ratings and achieve the 2030 minimum three-star target represents a critical step in enabling Australia's long-term vision of zero deaths and serious injuries in road crashes by 2050. Austroads, as the lead for AusRAP, will collaborate with a diverse array of stakeholders, including the AAA, the Australasian College of Road Safety, the Australian Local Government Association, the Department of Infrastructure, Transport, Regional Development, Communications and the Arts, iRAP, the National Transport Research Organisation, state and territory governments, and local governments.

Austroads CEO, Geoff Allan, said that road star ratings are a robust tool for communicating road safety information to the public.

"The process of collecting and processing the road rating data takes time and effort and the commitment by Austroads member organisations to publish the data is an important step forward," Mr Allan said.

Infrastructure Australia Chief of Project Advisory and Evaluation, David Tucker, said that sharing data across industry and government can lead to better outcomes for communities, especially when it comes to the planning and designing of the nation's major road infrastructure and ensuring they are safer, more sustainable, and resilient.

"Infrastructure Australia looks forward to collaborating with AusRAP and Austroads to achieve these outcomes," Mr Tucker said.

A spokesperson for the Australasian College of Road Safety (ACRS) said that the ACRS values AusRAP's role in knowledge sharing, both locally and globally.

"By actively contributing insights and best practices, AusRAP facilitates a collaborative

*Cont...*

# Australia

effort to improve road safety outcomes,” the spokesperson said.

“ACRS recognises the importance of sharing expertise not only within Australia but also on the global stage, fostering a collective approach to address road safety challenges.

“As AusRAP continues to contribute to this knowledge-sharing initiative, ACRS looks forward to supporting and participating in these efforts for the betterment of road safety practices worldwide.”

A spokesperson for the International Road Assessment Programme (iRAP) said that the iRAP commends the AusRAP partners for their pivotal role in advancing road safety in Australia.

“Of particular note is Australia’s ambitious objective of ensuring that at least 80 percent of travel occurs on roads with a three-star rating or higher by 2030, surpassing the international target of 75 percent,” the spokesperson said.

“iRAP applauds dedication by Australian road jurisdictions to exceeding global benchmarks and sees this as a commendable step towards achieving significant improvements in road safety outcomes.”

Roads Australia CEO, Ehssan Veiszadeh, said that Roads Australia welcomes this collaboration between industry and government to share insights and data and publish assessments nationwide.

“With the road toll on the rise, road safety is a shared responsibility. This is a practical step towards improving transparency of safety standards of major arterial roads, in the hope this informs future planning and investment.”

## Roadmarking Industry Association of Australia (RIAA)

### Conference 2024

21st and 22nd August 2024

Shangri – La Hotel  
The Marina, Cairns

Gala Dinner at The Pullman Cairns  
International.

<https://www.riaa.com.au/>



# Australia

## Western Freeway upgrade nears completion

Upgrades to Victoria's Western Freeway are almost complete with final asphaltting works underway, providing safer journeys on one of the State's most important travel routes.

More than \$9.2 million of asphaltting works are nearing completion on sections of the freeway between Hopetoun Park to Leigh Creek and Gordon to Myrningong as part of the Victorian Government's \$770 million major road maintenance blitz.

It comes on top of major works at multiple locations including Western Highway at Windermere and Trewalla.

The Western Freeway is a key freight route for agricultural industries to get their goods to market, serving as an important connection for commuters to jobs and services in Melbourne, Ballarat, Bacchus Marsh and Melton.

Crews will be on-site at multiple locations along the freeway, with reduced speeds and traffic management in place for the safety of road workers and the whole community.

The works are scheduled for completion by the end of May 2024, weather permitting.

The funding for these works is part of the State Government's \$6.6 billion, ten-year, investment towards road maintenance and renewal works, including flood recovery.

As part of the current state-wide maintenance program, crews are continuing to mow, slash and spray grass and weeds across more than 45,000km of the state's roadsides, repair or replace thousands of signs, deliver emergency

road repairs and respond to emergency call-outs from the community.

The Victorian Government introduced performance-based road maintenance contracts in 2023, which is providing Victorians with better value for money, less disruptions during works, and higher-quality road maintenance where it is needed most.

Victorian Minister for Roads and Road Safety, Melissa Horne, said that the government is supporting one of Victoria's fastest growing regions by upgrading the Western Freeway – the West's busiest freight and travel route.

"This upgrade means getting produce to market faster, a smoother ride for workers and a safer journey for families.





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# Global

## Consent for UK's £1.36 billion Trans-Pennine road upgrade

The UK's £1.36 billion Trans-Pennine A66 road upgrade project has been given development consent by the UK Government. The work will see the A66 Northern Trans-Pennine stretch being upgraded and widened to dual carriageway status.

The firms Balfour Beatty, Kier and Keltbray have the respective contracts for the work and have to receive final approvals before starting the construction work. The project involves improving a 29km stretch of the A66 as well as a number of junctions, including those with the M6 J40 and the A1 at Scotch Corner.

Improving the road will deliver a better transport route between the North East and North West of England. The A66 is an important route and carries a high percentage of heavy vehicles, with the existing lane in either direction being unable to cope with demand.



## India's US\$1.7 billion Mumbai Coastal Highway

The first phase of India's US\$1.71 billion Coastal Road Project in Mumbai has been inaugurated officially. The northbound carriageways will be ready by May 2024. This stretch of the road stretches 10.6km and has been constructed on reclaimed land, featuring four lanes in either direction. The project will stretch 29km when complete and will cut journey times for drivers to just 9 minutes compared with 40 minutes previously.

In addition, the 19km section of the Haryana section of the Dwarka Expressway linking Delhi and Gurugram has been inaugurated by India's prime minister, Narendra Modi. The highway is of note as it is India's first elevated highway.

Meanwhile, India's National Highways Infra Trust (NHIT) aims for a \$549 million acquisition of a further two road links from the National Highways Authority of India (NHAI). NHIT is an Infrastructure Investment Trust (InvIT) subsidiary of NHAI and originally intended to buy seven road projects from NHAI but is now looking to purchase seven instead. The financial deal will be achieved through various measures including raising equity.

And work is planned for eight sections of National Highway-913, costing \$808 million. This has been approved by India's Ministry of Road Transport and Highways (MoRTH). The route will extend 265.5km and improve transport to and from Arunachal Pradesh.



# Global

## Road deaths: 'something must change' – GHSA

This year, the US will reach a total four million deaths on the road since 1899, according to the Governors Highway Safety Association (GHSA).

To mark this 'grim and tragic milestone', the organisation's chief executive, Jonathan Adkins, is calling for a renewed sense of urgency to tackle this "safety crisis". He says more enforcement and better road design are key areas in which improvements can be made.

"This year, the US will mark a grim and tragic milestone: four million roadway deaths since 1899," said the GHSA in a written statement. "Every single one of these people left behind countless family members, friends, colleagues and neighbours. It's impossible to fully comprehend the grief and tragedy caused by a single death, let alone four million. Something must change."

The US Department of Transportation's National Roadway Safety Strategy provides a roadmap for preventing crashes, injuries and deaths by using a holistic approach of interconnected countermeasures. While roadway fatalities have declined slightly in the past year, this modest progress pales in comparison to the large increases we saw at the start of and during the height of the pandemic, noted the GHSA. "The road to zero traffic deaths is long, but we know how to get there – doubling down on the strategies that improve safety."

The GHSA wants to see a more equitable enforcement focused on dangerous driving behaviours, infrastructure that slows down speeding drivers and protects people outside of vehicles, community outreach and engagement programmes, improved vehicle technology and better post-crash care.

"We also must renew our sense of urgency in addressing this safety crisis," said the

association. "The National Highway Traffic Safety Administration has been without a confirmed leader for much of the past seven years. Since January 2017 – a span of more than 2,500 days – the agency has had a Senate-confirmed Administrator for a total of only 96 days. GHSA continues to call for the swift confirmation of a proven safety leader to help guide the agency during this critical time for roadway safety."

The GHSA said it continues to prioritise equity in traffic safety and the need to address the risky driving behaviours that kill people on our roads every day. Over the past year, the association has updated its Policies and Priorities to reflect GHSA's support for lower state Blood Alcohol Content limits for impaired drivers, commitment to advancing equity in every aspect of traffic safety and dedication to the Safe System approach. Last year, GHSA formed an Equity and Engagement Committee to address key barriers to greater equity, promote outreach and engagement in underserved communities, and guide efforts to prioritize equity in all association initiatives.

Meanwhile, the GHSA has raised public awareness of the pedestrian safety crisis and how to make roads safer for people on foot. Drivers struck and killed more than 7,500 people walking in 2022 – the most since 1981 and an average of 20 deaths every day – according to GHSA's data analysis. GHSA will release a preliminary look at pedestrian fatality data for the first half of 2023 later this month.

The GHSA has also offered competitive grants to State Highway Safety Offices to support access to safe, equitable mobility and youth active transportation safety projects in underserved areas, prevent alcohol and drug-impaired driving during the holidays (when 'driving under the influence' rates rise) and throughout the year and combat the widespread but preventable problem of distracted driving.

# Global

## UK's potholes pose problems

The UK's pothole problem is a cause of traffic delays and damage to vehicles, as shown by the Asphalt Industry Alliance's (AIA) annual Alarm survey. Insufficient maintenance is a serious issue and local councils anticipate having to repair up to 2 million potholes during the current financial year. This represents a jump of 43 percent from the 1.4 million potholes repaired in the previous financial year. The figure of 2 million potholes is almost as high as the 2.2 million seen for the 2015–2016 financial year.

To tackle the problem, councils have increased their road repair budgets by 2.3 percent for the 2023–2024 financial year compared with the 2022–2023 financial year. But this increase is failing to match the 16 percent increase in costs from carrying out the repairs required. An estimated £16.3 billion will be needed to address the potholes on UK roads.

Modern vehicles do collect data as they drive along roads, which could be used more efficiently to identify problem areas requiring repairs. However, this is not being utilised adequately at present.

The increase in the number of potholes on UK roads mirrors the reduction in budgets local councils have been allotted from central government over the last 14 years.



## Safety impact of Advanced Driver Assistance Systems in Europe

As of July 2022, multiple ADAS have become mandatory for all new vehicle models within the EU. A Master's thesis carried out at VTT has assessed the potential impact of these systems on traffic safety in the region. The study is particularly focused on projections for the year 2030, aligning with the EU's goal of reducing traffic accidents resulting in injuries or fatalities by 50 percent in that year, from the 2019 baseline

The study focused on four mandatory ADAS (EU General Safety Regulation 2019/2144): Automatic Emergency Braking (AEB), Lane Keeping Assistance (LKA), Intelligent Speed Assistance (ISA) and reversing detection systems with camera. The safety impact was estimated based on market penetration rate estimates until year 2030, literature review findings of effect sizes, and the target accidents per ADAS.

### ADAS can contribute to reaching the EU traffic safety goals

The EU has set the goal to halve the number of road deaths and serious injuries from 2019 to 2030. The results of the study suggest that the four mandatory systems investigated are likely to contribute to reaching this target. AEB would be the most effective of all four mandatory ADAS investigated, as it was estimated to account for a 5.6 percent accident reduction in the region in 2030, compared to the 2019 baseline. Advisory ISA was the second most effective system, bringing an estimated 0.8 percent accident reduction. LKA was the third most effective system, estimated to reduce accidents by 0.4 percent. Finally, reverse cameras were estimated to reduce the number of injury and fatal accidents in the EU-27 in 2030 by 0.2 percent.

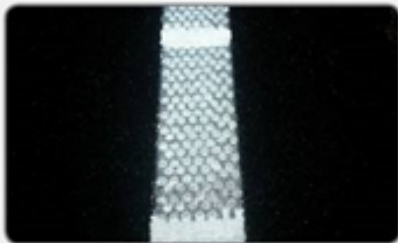
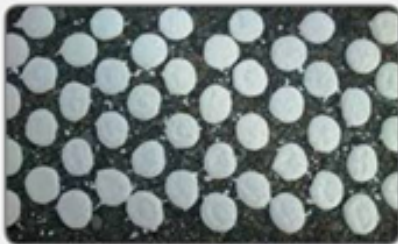
[Full thesis and article](#)

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# Global

## Wrong time to end right turns?

More and more cities in North America are encouraging mobility alternatives such as walking and cycling in built up urban areas. New road layouts and revamped intersections now offer separated cycle lanes and pedestrian-only paths. Rightly or wrongly, e-scooters are now adding to the mix, sometimes in cycle lanes, sometimes in traffic, sometimes on pavements, shooting out from nowhere into an intersection.

Drivers negotiating a right turn on a red light, after coming to a complete stop, now need to be much more aware of street movements than they were 30 years ago. With all this urban mobility going on, has the day come to disallow turning right on a red light for safety reasons?

Many city authorities and regional transportation agencies say yes, the time is right. But it is an emotional topic to many alternative mobility users and vehicle drivers. It is emotive for pedestrians and cyclists who have either suffered injuries by a right-turning car or had a near miss where the driver hadn't even noticed what could have happened. Meanwhile, some advocacy groups for protecting the rights of drivers claim it is just another do-good move by city authorities, many of which want to punish people for using their vehicles.

In cities, often where separated cycle lanes run parallel to a traffic lane, a right turn is forbidden until the vehicle has a green light. Priority must then be given to the pedestrian or cyclist. In some cases, the right turn lane will also have its own traffic light to hold the driver to a red light while the straight-ahead traffic has turned green light.

The capital Washington DC is on the growing list of US cities reportedly trying to ban, or which already have banned, right-hand turns on a red.

In October 2022, the city passed the Safer Streets Amendment Act of 2022 covering many areas of traffic safety, of which turning right on a red was only one. However, the ban, slated to come into effect in 2025, will prohibit the turns on around 50 city centre intersections.

Media reports at the time noted that Colin Brooke, a director of Washington Area Bicyclists Association, said it was for the safety of pedestrians. Also, the city's transportation department will evaluate which intersections will be affected by the ban when it is due to come into effect.

In the US state of Michigan, the city of Ann Arbor recently banned the turn at around 50 busy city centre intersections close to a large University of Michigan campus. The city council noted that between 2017 and 2021 there were 90 road incidents involving pedestrians in the area.

Meanwhile, in New York City, it is illegal to make a right turn when the traffic light is red, except at certain intersections on Staten Island. These intersections have a sign that reads right turns are actually allowed.

### Analysis

One city in particular has attempted to analyse the effects of a ban. A report late last year by the SFMTA – San Francisco Municipal Transportation Agency – noted that turn-on-red crashes account for less than 1 percent of all injury crashes, but 20 percent of pedestrian or bicycle related injury crashes involving turning drivers at signalised intersections. In Fall 2021, the SFMTA posted No Turn On Red signs at more than 50 intersections in the Tenderloin area of the city centre.

Findings from the SFMTA's before/after study showed that No Turn on Red restrictions can keep crosswalks clear and reduce close calls on major intersections.

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On average, 92 percent of vehicles comply with the ban. Close calls for vehicle–pedestrians incidents have decreased from five before no–turn signs were posted to one close call after restrictions were in place at observed intersections. Vehicles blocking or encroaching onto crosswalks on a red signal has been reduced by more than 70 percent after the restriction was implemented.

Based on these results, San Francisco is looking to expand the ban.

The national Governors Highway Safety Association has reported that over 7,500 pedestrians were killed by vehicles in 2022, the highest number since 1981. However, there is a lack of data about how many people are injured and killed specifically by a driver turning right on a red. Also, just as more mobility alternatives are being seen in inner cities, there is increase in the number of bigger vehicles. Pick-up trucks are now more often an urban domestic vehicle than a working truck trundling around rural roads. As well, more SUVs – sports utility vehicles, are on the roads. This has been mooted as cause for the increased deaths.

The Insurance Institute for Highway Safety, based in the US state of Virginia, found that in the US the chances that a pedestrian being killed when hit by a vehicle turning right were 89 percent higher if the vehicle were a pickup truck and 63 percent higher if it were an SUV rather than a small traditional domestic vehicle. Importantly, it noted, the driver of a pickup or an SUV likely has larger blind spots than a driver in a smaller traditional urban vehicle.

“While recent studies of right–turn–on–red are limited, there are several studies from the 1980s and 1990s that indicate that RTOR is associated with increased crash risk with pedestrians, bicyclists and other vehicles,” says Joseph Young, a director with the institute. “A 1984 review of available research found that all right turning crashes increased

by about 23 percent after intersections allowed RTOR, while pedestrian crashes increased 60 percent and bicyclist crashes increased by 100 percent.”

Young also points to a 1994 report from the National Highway Traffic Safety Administration that showed 84 fatal crashes happened from 1982–1992 involving right turning vehicles at an intersection where RTOR was permitted. Slightly less than half of these were pedestrians.



## Research

Young acknowledges that he is not aware of research that has looked specifically at bike lanes in conjunction with RTOR. However, he says, regardless of right turns on a red, separated bike lanes are associated with a reduction in bicycle crashes. “IHS research shows that how these lanes are designed is very important. Designs that minimise crossings and interactions with vehicle traffic are associated with lower crash and fall rates. Where there are crossings, designers need to be careful to implement adequate signage and visibility.”

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Importantly, says Young, banning a right turn on a red is done by city authorities not in isolation of other legislation. “These bans are part of broader efforts to improve pedestrian safety and/or part of Vision Zero efforts (see italics at end of article) aimed at dramatically reducing crash deaths. Other tactics include lowering speed limits, implementing road diets, increasing use of automated speed enforcement, especially in school zones and adding better pedestrian infrastructure,” he says.

“These efforts are in line with the (federal government’s) Safe System approach to roadway safety, which assumes that people are going to make mistakes. The approach builds in redundancies to reduce or limit the harm of these mistakes.”

Putting a ban in place won’t automatically get a green light from all city councillors. There is also likely to be a lot of push-back from various motoring organisations and pressure groups which remain adamant that there is still little factual evidence that a ban will reduce road injuries and deaths. The National Motorists Association (NMA) in the US was founded in 1982 to combat the 55mph national maximum speed limit, is one such membership organisation. It says it continues “to support efforts to retain motorists’ freedoms and rights”. It supports “traffic laws based on sound engineering principles and public consensus — not political agendas”.

Jay Beeber, executive director of policy for the NMA, has questioned whether a ban would add to the safety of drivers and mobility users and pedestrians. He says banning a right-on-red adds fuel costs from idling at red lights and increases time spent by the driver in traffic, adding to congestion. Beeber also says that data from a study the association conducted did not find a ban would make things safer.

The debate about the rights and wrongs of a

right turn remains complex, explains Jon Baldwin, executive vice president for government solutions at Verra Mobility, a provider of safe mobility technologies and smart transportation solutions, based in the state of Arizona. The discussion has been around for decades since the turn was first allowed in the US in the 1970s and seems to cycle through the political scene every couple of years.

“One of the arguments I’ve heard for not allowing right-on-red is because of the increased number of distracted drivers – which seems to be a growing concern in every corner of the globe,” he says. “So then the problem isn’t really about turning on red. It’s about changing driver behaviour to be more alert.”

Verra Mobility recently surveyed 2,000 Americans about their thoughts on driver behaviour. The average driver is worse now than before the pandemic, according to 54 percent of respondents, and 40 percent of respondents said they feel less safe on the roads. “These numbers show that Americans have bigger safety and traffic concerns today than ever before.”

To this end, Baldwin believes safety shouldn’t be a political football. It should be about prioritising the safety of everyone who uses roads. “That’s where technology can and should come into play,” he says.

“From a technology perspective, it’s not about whether someone should be allowed to turn right-on-red. It’s about the safety solution options on both sides of the argument. We have the capability to satisfy the needs of the individual city, state or customer – whatever enforcement type a jurisdiction prefers.”

For example, Baldwin points to Verra Mobility data from 2022 that shows that 4.4 million

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drivers ran red-lights. But of those who were fined, nearly 70 percent did not receive a second violation, proving that technology safety solutions change driver behaviour. "Instead of asking if we should allow right-on-red, we should ask how the technology can be adapted to change the behaviour that results in the negative outcomes of turning right-on-red," says Baldwin.

Customers are asking for solutions to a multitude of safety concerns and enforcing a ban on turning right is just one of many. "The great thing about evolving technology and machine learning is that we no longer have to solve one problem at a time. Instead, technology can be used to solve a multitude of problems in one location."

Meanwhile, the debate continues. Baldwin believes that what's right for one community isn't going to solve the problems of another. "This is an issue for individual communities to figure out," he says "I don't see how doing a blanket ban – or on the contrary, mandating all cities to allow for this type of turn – is going to solve the core safety issue. What has been proven to work is safety enforcement solutions."

## **Vision Zero – Safe System**

*Vision Zero as a strategy was first adopted by the Swedish parliament in 1997. The aim was to eliminate pedestrian deaths by improving road and infrastructure design with a focus on safety. The strategy has been taken up by the US Department of Transportation's Safe System Approach, which is an acknowledgement that humans will make mistakes. It is the job of engineers and planners to design public spaces that reduce the potential for severe injuries and fatalities.*

*The Safe System Approach is basically a template for improving safety by mitigating risks inherent in large and complex*

*According to the Department of Transportation, it works by "building and reinforcing multiple layers of protection to both prevent crashes from happening in the first place and minimise harm caused to those involved when crashes do occur".*

*The shift is away from a conventional safety approach because it focuses on both human mistakes as well as human vulnerability and designs a system with many redundancies in place to protect everyone. In support of this approach, safety programmes focus on infrastructure, human behaviour, responsible oversight of the vehicle and transportation industry and emergency response.*

*But Vision Zero remain elusive for many cities. San Francisco has been working on a Vision Zero strategy since 2014 – and spent hundreds of millions of dollars revamping it intersections, setting out bike lanes, improving pedestrian signals and daylighting intersections – moving visual obstructions in approaching intersections so users can better see and more safely cross each other's paths. The aim is to slow traffic and prevent vehicles colliding with pedestrians and cyclists. Despite San Francisco's efforts, in 2023, the city had 25 people killed in traffic crashes; in 2014 it was 35. In 2022, 39 people were killed in collisions.*



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**CONNEXIS**  
INFRASTRUCTURE TRAINING

# Global



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

NZTA P 22 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.

**NZ TRANSPORT AGENCY**  
ROADMARKING PAINT APPLICATOR  
CERTIFICATE OF COMPLIANCE WITH NZTA/NZRF T 8, 2018

Applicator Type: A  
Registration No: LRB 440  
Owner: Spray Mark Road Marking Ltd  
Address: PO Box 2  
Auckland

Applicator Chassis No: JRB07PUN0000100  
Applicator Make: 2011 Iba 500  
Applicator Fleet No: #175  
No. & Capacity of Paint Tanks (White, Yellow, & 3 yellow 100L)  
No. & Capacity of Road Tanks (1 x 700 kg)

Line Width	100mm	150mm	200mm
Travel Speed (kph) - 1K Line	0.5	4.5	4.5
No. of Paint Reservoirs Used	2	2	2
No. of Road Reservoirs Used	N/A	N/A	1

Designation	Make & Model	Serial Number
White Paint Pump	Green Pkg. 8kg	84207
Yellow Paint Pump	Green Pkg. 8kg	84208
Compressor	Hydraulic 1000 PSI	8208 1100
Compressor Motor	Ward Leonard 1000 PSI	8208 1100
Spray Gun x 2	NA	NA
Road Gun x 2	NA	NA

**ENTRY QUALIFICATION**  
Previous TR Certificate Entry No: 0000

**REGISTRATION DETAILS**  
NEW ZEALAND LICENSE NUMBER: 5506  
Roadmarkers Registration Ltd  
PO Box 91 000, Auckland

**RECORD OF COMPLIANCE**  
Testing Officer: Bruce Nelson  
Signed: [Signature]  
Company: Mark Roads Ltd

**EXPIRY DATE:** 23rd November 2021

*Copied from T 8 Register*

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



1938

The old Rakaia combined road and rail bridge : at right the new road is under construction.

2023



# 81

01 Jan to 2  
April 2024

# Road Toll New Zealand



New Zealand Road Toll

