

# Roadmarking News



Edition 172  
Apr 2025



# Sections

## PAGE 3

Update from the  
NZRF

## PAGE 4

NZ Transport Agency  
Updates

## PAGE 6

New Zealand

## PAGE 16

Australia

## PAGE 25

Global

## PAGE 35

T8/T12 Information

## PAGE 36

From the Archives

**Published by: The New Zealand Roadmarkers Federation Inc**

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# NZRF Update

Dear NZRF members

With the summer holidays now a distant memory and another season nearing its' end, the rush is on to complete programmes before the cooler weather sets in. A reminder to stay safe out there as the days are getting shorter, the sun is lower in the sky causing sun strike and the roads become slippery.

From a road marking perspective, especially for those new to the industry, watch out for paint dry times increasing and the lowering of the dew point at night.

We continue to engage with NZTA on a range of matters including assisting with the update to NZTA T8 which we hope will be ready for release by the conference in August.

In February the NZRF Exec met in Wellington to present, in conjunction with Fergus Tate from WSP, a "Roadmarking 101" discussion to a room of engineers/consultants from the greater Wellington area. The presentation was well received and proved food for thought as to how we engage with our clients in the future.

We are already in the midst of planning the NZRF 2025 conference.

The dates and venue are booked and confirmed so put a reminder in your calendar now!

## SAVE THE DATE – NZRF CONFERENCE 2025

- Tuesday 12th to Thursday 14th August 2025
- Russley Golf Club and Function Centre Christchurch

Recommended accommodation will be at the Commodore Hotel which is walking distance to the conference venue (just across the road) and the venue for the annual dinner.

Our agenda outline so far includes internal and external speakers, social activities, AGM, Testing Officer workshop and we will have the space for equipment display/demonstrations/activities in the carpark.

There will also be space within the venue for larger supplier displays. One night will involve a dinner with a quiz night. We will be on the lookout for speakers to share insight about new products/equipment (demonstrations are welcome), interesting projects or other topics that would be relevant across our member group. Please get in touch via [admin@nzrf.co.nz](mailto:admin@nzrf.co.nz) if you have any suggestions for topics you would like to hear more about or even better if you'd like to present something!

As most of you will be aware by now Jen Fox, Damar Key Account Manager and NZRF executive member has decided to take on a new challenge and will be leaving the Roadmarking industry in April. We wish Jen all the best with her new career and thank her for her tireless service to the Roadmarking Industry over many years in her various roles, especially her volunteer work for the NZRF. You will be sorely missed.

On a personal note, my son and I went on a tramping mission in the Mt Aspiring National Park over summer, spending a night at French Ridge Hut at an altitude of 1500m, climbing 1000m over the last 3km and having to melt snow for water, the stuff lifelong memories are made of.



*Dominic Elder – NZRF Exec*

# NZ Transport Agency Updates

## 1

### Reopening SH1 between Tūrangi and Waiouru

We're reopening SH1 between Tūrangi and Waiouru, including Desert Road, this Friday afternoon (14 March).

In the past eight weeks roadworkers have rebuilt and repaired 28 lane kilometres of State Highway 1 – 12 lane kilometres more than we'd planned – and completely rebuilt the deck of Mangatoetoenui Bridge, 23 kilometres south of Rangipō.

Our thanks to the roadworkers for their tremendous effort – that's a massive amount of work achieved in such a short period of time, averaging 500 tonnes of asphalt laid each day over the past week to get the job done.

For anyone travelling on SH1 soon after it reopens: We'll have some parts of the Desert Road under traffic management when we reopen it, including with temporary speed limits, while the new surface beds in. We expect this to only be for 3–4 days because workers have already spent time getting this done with the machinery onsite.

These works were part of our accelerated maintenance programme on SH1 from Tīrau to Waiouru.

This work forms part of the Government's \$2.07 billion investment into road and drainage renewal and maintenance across 2024–27 through the State Highway Pothole Prevention fund.

## 2

### Change in the discount rate for benefit cost ratio (BCR) calculations

We've changed the discount rate to be used for benefit cost ratio and net present value calculations in economic analysis to align with the NZ Treasury's advice on public sector investments. We're updating the simplified procedures in the Monetised Benefits and Costs Manual (MBCM) to incorporate this change.


By the end of April we'll have updated the simplified procedures spreadsheets to incorporate the new discount rate. In April we're going to update the MBCM with the above changes, annual update factors, updated vehicle operating costs, and a new simplified procedure for resilience improvements.





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# New Zealand

## There's more to the road toll than government policy and speed limits

When Transport Minister Simeon Brown raised the speed limit, his rationale was it would help speed up the economy, as well as enabling Kiwis to get where they wanted more quickly and safely.

Whether that happens is open to debate; there is compelling evidence that a stronger economy combined with higher speed limits may in fact contribute to an increase in road deaths.

The changes enable speed limits up to 120kph on roads of national significance "where it is safe", and reduce variable speed limits outside schools during pick-up and drop-off times.

Dr Urie Bezuidenhout, director of Da Vinci Transport Planning and Research, who has looked into the impact of road safety measures across the globe, pinpoints gross domestic product (GDP) as influencing crash numbers.

During a recession, people – especially younger drivers who take more risks – often drive less, leading to a larger-than-usual drop in road crashes, Bezuidenhout explains.

In New Zealand, crash rates since the stock market collapse in 1987 have shown a significant downward trend of 10 fatal crashes yearly.

During recessions such the Global Financial Crisis 15 years ago, the rate decreased to 25 fatal crashes per year, with GDP and vehicle kilometres travelled being strong predictors, Bezuidenhout says.

When money is tight people drive less, tradies have fewer jobs, truckies have less to deliver, while the more risky young male

drivers are harder-hit than those more well-heeled.

Fewer cars on the road travelling shorter distances equates to fewer opportunities to crash, says Bezuidenhout, who is also a University of Auckland lecturer in transport safety and economic analysis.

Modern vehicles jam-packed with safety measures like snooze and lane alerts combined with a weak GDP are far more significant toll curtailers than all road safety policy interventions combined, Bezuidenhout has found.

"Now we have the police commissioner patting himself very firmly on the back to say 'look our strategy is working' but it's actually more the economy that's making those numbers fall; his strategies just happen to overlay at the same time," he says.

"The strongest predictor of whether crash rates are going to go up or down, is the economy. That's a very broad stroke variable; specifically GDP and vehicle kilometres travelled have a strong indication of which way it's going."

In the late 1980s the stock market crash saw road fatalities fall sharper than before, as they did during the Global Financial Crisis two decades later, during the Covid lockdown, and the recent recession. Otherwise, there has been a slight plateau, with vehicle safety and road infrastructure measures most responsible for cutting the death toll since 1987.

"Since about the mid-2000s onwards, the safety policy measures increased and they became more stringent and more restraining. I overlaid all the policies and what happened? The crash statistics went the wrong direction between 2014-2018.

Cont....

# New Zealand

"What actually has been driving the crash rate consistently down, were vehicle improvements and more forgiving roads... We are crashing a little bit better," Bezuidenhout says.

Two government summer road toll reports in the past decade were ambivalent about whether policy efforts and money poured into lowering the holiday toll had any effect. One, commissioned by ACC in 2014, was never released publicly.

Requested under the Official Information Act, it concluded: "It is unclear from the analyses precisely how much of the reductions in crashes, injuries and deaths can be attributed to [government] intervention. It can also not be determined how many additional crashes and casualties would have occurred in its absence".

Fatalities on state highways and rural roads dropped 37 percent when the 1973 oil crisis led to a need to conserve fuel, researchers Glen Koorey, a senior traffic engineer and transportation planner, and road safety specialist Bill Frith found in 2017.

As well as lowering speed limits, a speeding infringement system was introduced, as was compulsory blood alcohol testing of crash victims at hospitals, fitting and wearing of safety belts, and safety helmets for motorcyclists and pillion riders at all speeds.

In 1985, the 80kph open speed limit was raised to 100kph, and state highway and rural fatalities initially went up 23 percent, peaking in 1987.

A consistent decline ever since has been attributed to that recession buying time to roll out many road infrastructure improvements.

"This simple overview of the road casualty statistics is not sufficient to infer cause and effect, for a number of reasons," Koorey and Frith said.

Only the open-road speed limit changed, not the urban limit; changes in observed speed were omitted; nor were traffic volumes or road transport policy and regulation changes included.

Widespread changes in speed limits in New Zealand are nothing new, and lessons should be taken from these "natural experiments", they wrote.

Despite "vagaries of the available data" they felt the overall findings were quite clear:

- A reduction in the open speed limit, as seen in 1973, was accompanied by a notable reduction in rural fatalities and injuries relative to their urban counterparts.
- An increase in the open speed limit, as seen in 1985, was accompanied by a notable increase in rural fatalities and injuries relative to their urban counterparts.

So is New Zealand speeding headlong into trouble, unless the economy collapses?

Let's park that for now.



# New Zealand

## Integrated Delivery Model

Andrew Clark, the National Manager Maintenance and Operations at the Transport Agency explains changes to the state highway road maintenance landscape and the shift to a new contracting model. Maintenance, when performed at its best, is something that magically appears to happen without many people noticing.

Yet, it feels like the spotlight has never been so focused on the way roads are maintained across the state highway network. At times like this it can pay to reflect on how we reached the current situation, while we embark on the implementation of the delivery model that will drive a change in approach moving forward.

Little over a decade ago there were approximately 200 individual contracts across the country contributing to the delivery of the required road maintenance services. At a time of significant investment in capital infrastructure (i.e. new roading projects) a new approach was required to manage costs while still delivering the full suite of services required.

This scenario gave birth to the Network Outcomes Contract (NOC), which was rolled out in batches across the country. However, with only 20-odd contracts on offer, compared to the previous scenario with 10 times as many, there was a lot more risk and reward on offer for prospective suppliers.

The procurement of the NOCs was coupled with a change in the use of the state highway network. Fuelled by economic and population growth, traffic volumes in some areas increased significantly. As we became more connected, unexpected delays in travel times became increasingly unacceptable.

Ways of working were changing in an environment where any cost increases were hard to swallow on both sides of the contracting table.

Road maintenance is funded via the National Land Transport Fund (NLTF), which must reflect the priorities in the most recent Government Policy Statement on land transport (GPS). As such, with a priority on new roads, the funding to maintain and renew the existing state highway network was restricted. Therefore, increasing traffic volumes, decreasing road renewal volumes and changing expectations from customers created a tough environment for everyone involved.

The NOCs were designed to extend the life of our assets through strategic maintenance investment, with a focus on achieving outcome-based performance metrics. Payment mechanisms such as using lump sum for pavement maintenance were well intentioned but didn't always hit the mark as overall network condition deteriorated.

The inconsistent investment levels, coupled with varying performance across the networks, led to inconsistency in delivery around the country. As a consequence of this lack of investment we have also lost a large knowledge base across the industry as we have not replenished our retiring workforce.

This has created a perfect storm where the most tangible and high-profile outcome of this situation has been the increased number of potholes we see. Naturally, if funding limits our ability to renew the network at a sustainable level, and we don't have the appropriate skill sets to build and maintain high quality roads, potholes will start appearing, and frequently.

*Cont...*

# New Zealand

Over time the NZTA has looked at how to improve the NOC model, with each procurement round seeing a refreshed iteration of the contract documentation. However, this has potentially caused more harm than good, with differences in contracts leading to a lack of consistency across the country, which is a barrier to knowledge sharing and capability uplift.

In 2022 the NZTA, led by my predecessor Neil Walker, instigated a full review of the NOC model. Hundreds of people were engaged with, including Agency staff, incumbent suppliers, previous suppliers and sub-contractors, as well as other asset owners, both locally and overseas.

We heard a number of key themes: it was a hard contract, staff turnover was high, relationships were key to success, payment mechanisms weren't geared correctly, the list goes on. We also heard a consistent trend from other asset owners – that they were moving back towards more traditional models, where the decisions about what and where to invest were made by the owner.

These themes have influenced our thinking regarding how we can evolve our operating and commercial models so that we tackle the issues and enable the Agency to respond to the emerging demands of the network over time. In essence, we need the ability to direct the market to deliver the outcomes required at any point in time, based on the GPS and NLTF.

Core to this is opening up the market.

Under the NOC the contract holder dictates delivery, while they are required to sub-contract a portion of their work scope, and there are often issues around availability of resource across the country to deliver programmes at a national level (particularly if local roads are considered as well).

Moving forward, we will package works for high volume or national-level activities and make these available via tender to a pre-qualified list of suppliers who are appropriately skilled for the work. We're already trialling this concept in Northland and Taranaki this summer through packages of road rebuild sites, with some great learnings to take forward into the new model.

Contractors may have seen the recent 'Invitation to qualify' for the pre-qualification refresh project. The suppliers who pre-qualify through this project will be those who are able to tender for relevant packages of work.

For those who won't be pre-qualified, fear not, there will be future opportunities to join the list.

Professional service providers will ride shotgun with the NZTA, supporting delivery through management, surveillance, and quality assurance (MSQA), along with other services as required. We expect they will also be partnering with contractors to deliver services within the scope of the main contract, as they do under the NOC.

The Transport Agency will sit at the centre of this activity, in the driver's seat. With the role of integrating main contractor, packaged delivery and professional services, it was logical to arrive at a destination called the Integrated Delivery Model (IDM).

This model will be consistent across the country – outside our three alliance maintenance contracts in Auckland, Wellington and for the Milford Road. Some slight alterations to previous network boundaries will see 17 Integrated Delivery Contracts (IDCs) alongside the alliances.

*Cont....*

# New Zealand

This will simplify our operations, reporting and management functions, and will also help us in our efforts to improve the way we communicate and engage with our customers, stakeholders and partners.

Consistent journey times and efficient and effective communication of roadworks or any other causes of delays will enable road users to make better decisions about the best route to their destination.

There are lots of other improvements being packaged into the IDM, including consistent network data collection to drive our tactical planning approach, improvements in the digital space (particularly in terms of asset management and programme management), incorporating the guide to temporary traffic management (NZGTTM) as well as an improved performance management model to support delivery on the outcomes we are seeking.

We'll also be open to thinking differently about how we deliver programmes. We've shown this over the past six months through the development of the State Highway 1 Tirau to Waiouru programme, accelerating a traditional four years' worth of road renewals into less than two summers.

The methodology, which is seeing us consecutively close one or two sections of the state highway network at a time, is delivering high productivity within a safer environment, supported by a significant communication and engagement approach.

This is a really exciting opportunity, not just for the NZTA, but for the road maintenance industry and road users.

By opening up the market we will enable access to the level of resources we require, while building greater capability that will benefit the wider industry.

We have seen this in action over the past 18 months through the Transport Rebuild East Coast alliance, which has utilised local contractors for 80 percent of the recovery work across Tairāwhiti and Hawke's Bay.

The Integrated Delivery Contracts will be live in April 2026, following a significant procurement effort that will take place throughout the majority of this calendar year.

My goal is that in 2036 we can look back with satisfaction on a contracting model that has delivered an improved state highway network condition, with a positive contracting environment that has benefited all parties.

I often talk to Agency staff and our contracting partners about having pride in the network. In a decade's time I truly believe we will be proud of the work we have done, and that will continue into the distant future.





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\*NZTA M12 Conditions: Use is mandatory on state highways and recommended on other road controlling authority roads

**TABLE 1 - PHYSICAL TESTS**

<b>Water resistance</b>	Complies
<b>Heat Test</b>	Complies
<b>UV exposure test</b>	Complies
<b>Resistance to lens cracking</b>	Complies
<b>Compressive strength</b>	Complies

**TABLE 2 - DIMENSIONS**

<b>Length, mm</b>	125
<b>Width, mm</b>	80
<b>Height, mm</b>	18
<b>Weight, g</b>	110
<b>Reflecting area, mm<sup>2</sup></b>	>1520



# New Zealand

## Procurement underway for Northland Corridor Section 1, Ara Tūhono – Warkworth to Te Hana

NZ Transport Agency Waka Kotahi (NZTA) is inviting interested parties to express their interest in delivering the first section of the Northland Corridor Ara Tūhono – Warkworth to Te Hana, a major transport project designed to improve safety, resilience and efficiency between Auckland and Northland.

Following extensive market engagement, Registrations of Interest (ROI) for the project opened on Friday.

The ROI, which marks the start of the procurement process, was announced by Transport Minister, Hon. Chris Bishop, last week, in the lead up to the NZ Infrastructure Investment Summit.

“This is a major milestone for the development of Northland’s transport network,” says NZTA Northland Corridor Programme Director, Derek Robertson.

“The three Roads of National Significance that make up the Northland Corridor will support economic growth and productivity, reduce congestion, improve safety, support housing development, and improve freight connections to the wider Upper North Island.”

“The Ara Tūhono – Warkworth to Te Hana section is the most advanced part of the corridor in terms of consents, property acquisition and design, meaning we can start construction sooner than the other sections.”

The indicative design for the 26km four-lane highway includes an 850m tunnel in the Dome valley and three interchanges at Warkworth, Wellsford and Te Hana.

These improvements will address the known safety and resilience challenges in the Dome valley, a critical freight and passenger route.

The project will be delivered under a Public Private Partnership (PPP), with the current Registration of Interest process marking the first stage of procurement. This will be followed by formal Expression of Interest (EOI) process that will get underway before the end of the month, and a Request for Proposal (RFP) in mid-2025 for up to three shortlisted bidders, with a preferred bidder expected to be announced in early 2026 and contract finalised by the middle of next year.

“We would like to thank both the New Zealand based and international contractors, investors and maintenance and operations for their contributions during the market engagement process.

“We have heard a lot about how things can be done more collaboratively, quickly and with great outcomes for partners and the community. Their valuable insights have helped us shape up the PPP procurement approach.”

Detailed design and construction are expected to start in late 2026.

NZTA is also advancing plans for the remaining sections, including an alternative route to the Brynderwyn Hills. Decisions on section 2 Te Hana to Port Marsden Highway and section 3 Port Marsden Highway to Whangārei will be announced soon. Taking a corridor approach will enable NZTA to take advantage of scale and leverage efficiencies, improve innovation and deliver outcomes faster.

“This project is an important investment in Northland’s future and will deliver long-term benefits for both the region and New Zealand’s wider transport network.” says Mr Robertson.

# New Zealand

## NZTA confirms speed limits reviews for additional state highway sections

NZ Transport Agency Waka Kotahi (NZTA) has confirmed that formal speed reviews will be undertaken for sixteen additional sections of state highway which had been scheduled to automatically revert to previous higher speed limits.

Under the Land Transport Rule: Setting of Speed Limits 2024, sections of state highway that are classified as urban connectors where speed limits have been lowered since 1 January 2020 are required to automatically reverse back to their previous higher speed limit by 1 July 2025.

“Following publication of the list of auto-reversal locations in January this year, NZTA has received feedback on a number of urban connectors where the community is strongly in support of keeping the current lower speed limits, instead of seeing them reverse. Following careful consideration of this feedback and past evidence of community support, we can confirm that formal speed reviews on these urban connectors will now be undertaken,” says Vanessa Browne, NZTA Group General Manager Transport Services.

The formal speed limit reviews will include public consultation, which will be open for six weeks from early April 2025. Further information will be available when consultation opens, including an online consultation survey.

Once the consultation is completed, NZTA will analyse the feedback, alongside technical data and cost-benefit analyses, before decisions are made on the final speed limits for these sections of road.

List of state highway urban connectors subject to formal speed review and consultation can be [viewed here](#).

Separate to the speed reviews with link above, NZTA has also undertaken consultation on 49 state highway locations (rural connectors and interregional connectors) across the country which are also subject to the reversals provisions of the Rule. This consultation closed on Thursday, 13 March 2025. Decisions on the final speed limits for these sections of road will be made before 1 July 2025.

For more [information](#)

## Wellington’s rainbow crossing to stay after judicial review dismissed

Wellington’s controversial rainbow crossing on Cuba St can stay as it is.

In a just-released decision, Justice Jason McHerron has concluded the rainbow crossing at the junction of Dixon St and Cuba Mall was lawful in 2018 and is not contrary to the rules governing road markings and traffic control devices.

He found a 2020 amendment to the rules had no bearing on the original decision, as there was no suggestion the amendments were designed to be retrospective.

Last month, a group of concerned citizens challenging the legality and safety of the crossing took a judicial review to the High Court against the Wellington City Council and the NZ Transport Agency. It related to the WCC’s installation and maintenance of the colourful paint strips commonly known as the “rainbow crossing” on Dixon St, where it crosses Cuba St.

Cont...

# New Zealand

The group argued the crossing was a safety risk, as it caused confusion for pedestrians and road users “as the markings painted on the road look like a pedestrian crossing, even though it is not one and the intersection is controlled by lights.”

The crossing was also located on a road where many vehicles exceed 30km/h, and was likely to mislead or confuse drivers and pedestrians.

This was despite the court hearing there have been no accidents or deaths at the crossing, despite an estimated 500 cars using it each day.

The group claimed the crossing breached the Land Transport Rule and sought to overturn a 2021 declaration by the Director of Land Transport that the crossing did not contravene the rule. It also sought a declaration that NZTA be asked to reconsider the 2021 determination, taking into account the court’s determinations.

Justice McHerron ruled the rainbow markings served a purpose connected with the use of the road, and the additional purpose of supporting and celebrating LBGQTQIA+ pride and did not compromise safety.

“I am not persuaded either as a matter of law or from the available evidence that the rainbow markings mislead pedestrians into the mistaken conclusion that the crossing is a pedestrian crossing at which they always have the right of way,” the decision said.

Having regard to the additional safety features such as speed cushions and a report by Stantec New Zealand, which highlighted there was a “high level” of safety at the location, he concluded the rainbow crossing did not resemble a zebra crossing, nor did it mislead road users about its meaning.

Justice McHerron also concluded because the rainbow markings had a purpose related to the use of the road, the transport agency wasn’t required to give its approval. He ruled the rainbow crossing was lawful under the Land Transport Rule as it was in 2018 when the crossing was installed, and the subsequent amendments were not retrospective. He dismissed the application.

Justice McHerron ruled if the parties were not able to resolve the issues of costs between themselves, they should file memorandums with the High Court next month. Wellington mayor Tory Whanau described the decision as a “Pride month victory”.

“Today’s court ruling reaffirms Wellington’s Rainbow Crossing as a symbol of our city’s inclusive spirit, and is a victory for diversity and acceptance,” she said.

“The court decision also reinforces the message that our public spaces should reflect the diversity of our community. Yesterday, Wellington City Council voted unanimously to request officers to work with the Berhampore community to find a space to implement the trans flag as street art or a public mural. Leftover funds from the Berhampore town centre beautification project are to be used for this purpose.

“I’m committed to fostering a city where everyone feels welcome and valued, and proud to be Mayor of New Zealand’s rainbow capital.”





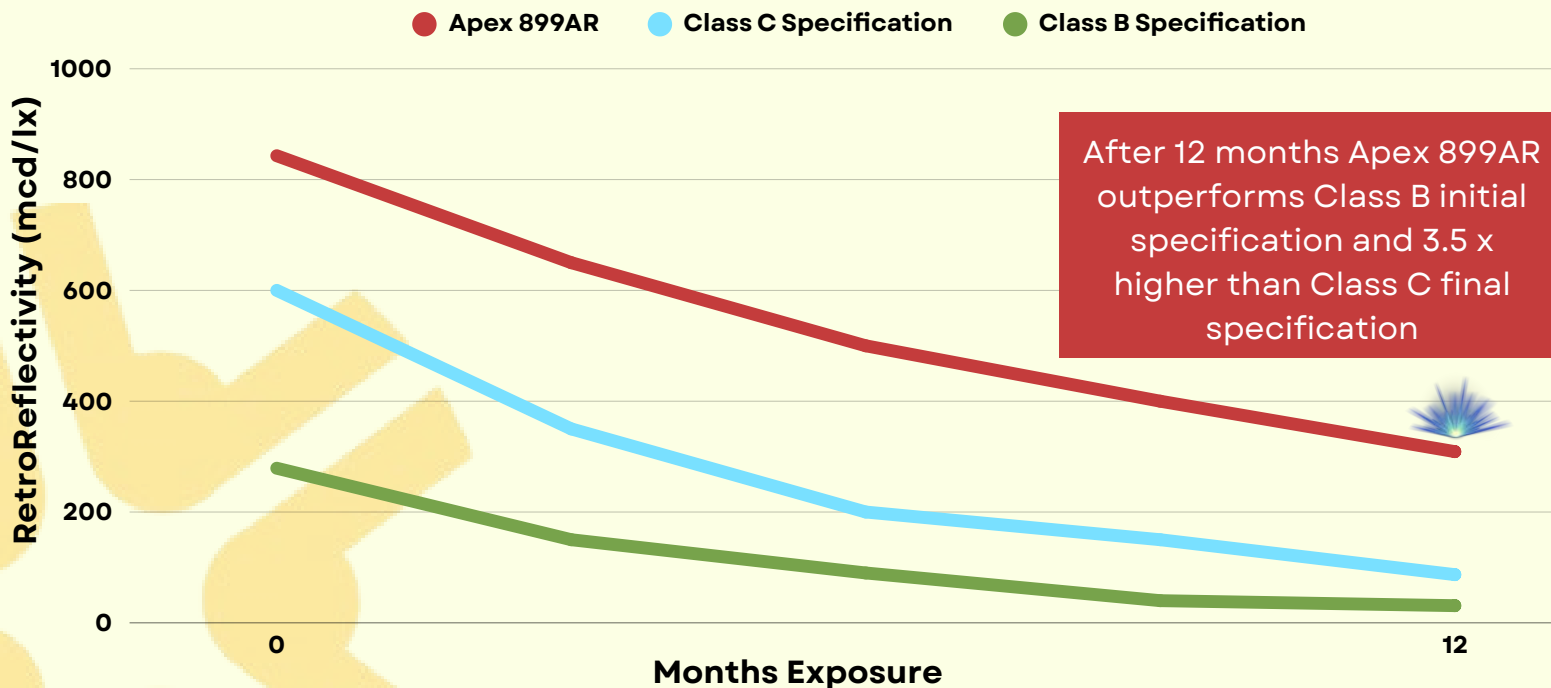
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# Australia

## State's major speed camera move reflects growing trend across Australia

Across Australia, states and territories are upgrading their speed camera technology in an effort to reduce road trauma. New systems are being introduced to replace outdated equipment, with authorities arguing the improvements will enhance enforcement and ultimately save lives.

This week, it was revealed that during a recent trial of new automatic speed cameras on the Tasman Bridge in Tasmania, more than 700 drivers were caught speeding each week.

The Sensys Gatso monitoring systems, introduced in February, replaced outdated 1990s-era cameras that were decommissioned in 2022–23, with data from the Tasmanian Department of State Growth highlighting the stark difference in enforcement.

While the old cameras detected just 624 speeding drivers in 2020–21 and 458 in 2021–22, the new system is identifying more than 700 weekly offenders. A State Growth spokesperson said the upgrade enhances enforcement efforts. "The new technology will detect speeding vehicles in all bridge lanes and multiple vehicles at once, making them a strong speeding deterrent," they said.

### Tasmania latest to adopt speed camera upgrade

With the testing phase now complete, the new automatic speed cameras on the Tasman Bridge are fully operational. "The testing phase has now ended and any suspected offences will be reviewed by suitably trained staff within the Department of Police, Fire and Emergency Management," the spokesperson said.

State Growth said the upgraded technology also enables motorists who receive infringement notices to view images and videos of their alleged offences via the road user portal — mirroring efforts in other jurisdictions around the country.

Sensys Gatso is responsible for 16 mobile speed cameras across Tasmania, which have detected 60,000 traffic infringements in the past year alone.

### States beef up road safety tech across the country

While speed cameras remain a contentious issue among drivers, road safety experts and authorities maintain they are an effective deterrent. Critics argue cameras are primarily revenue-raising tools, but research consistently shows they lead to lower average speeds and fewer serious accidents.

In NSW, it was announced this week that average speed cameras, which previously only monitored heavy vehicles, will begin detecting all drivers in a trial from May 1 at two locations. The shift aligns NSW with other states that already use the technology for all motorists, following global studies showing average speed enforcement significantly reduces crashes.

In Victoria, mobile speed cameras have been expanded in both number and operational hours, while Queensland recently introduced AI-equipped cameras to detect mobile phone use and seatbelt offences.

Western Australia at the end of last year heralded the rollout of six new mobile cameras across the state, and it was later revealed a tender is out for four new 'smart cameras' for Perth freeways.

Cont...

# Australia

Once in place, motorists will face one of the most camera-concentrated stretches of road in the nation as WA ramps up its Road Safety Strategy after recording its highest road toll in 10 years in 2024, when 190 people lost their lives.

Despite public debate, road safety bodies point to statistics demonstrating the effectiveness of automated enforcement. The NSW government cites a 40 per cent reduction in fatal crashes in areas with average speed cameras, while studies in other states show fixed and mobile cameras contribute to significant decreases in serious injuries.

As speed remains one of the leading causes of road fatalities, authorities argue that these technological upgrades are necessary to curb dangerous driving and prevent further loss of life.

## Australia's costly A\$26 billion East Link Project

Australia's tolled East Link project in Victoria has increased in cost significantly since it was first planned. The project was originally expected to come with a pricetag of US\$6.25 billion (A\$10 billion) but now looks as if could cost as much as \$16.24 billion (A\$26 billion).

This massive jump in the price for the project has been attributed to a series of factors. Materials and labour have become far more expensive, particularly in the wake of the COVID 19 pandemic. Environmental legislation has also been a factor in the increased cost.

Once the new tolled highway is complete, it will connect the Eastern Freeway with the M80 Motorway. The project is expected to help reduce congestion at peak periods, cutting journey times for drivers.

We build is part of Spark consortium working on the project. Webuild will design and build twin three-lane tunnels 6.5km-long, among other works. Once completed, it will be the longest road tunnel in Victoria.

The tunnelling work is part of the primary package awarded to the Spark consortium by the North East Link Program, which is overseeing the project's development on behalf of the Victorian Government. Construction on the North East Link Tunnels is now underway.

Concrete culverts made in regional Victoria are being installed inside the North East Link tunnels to create a maintenance tunnel to service Victoria's largest road project. The 3m-high by 3m-wide box culverts each weigh 20tonnes and are being installed throughout the 6.5km twin tunnels to create a service tunnel underneath the road surface, providing clear access for maintenance vehicles and staff when the tunnels open to traffic.

The project involves connecting the Eastern Freeway to the new 6.5km North East Link tunnels from Bulleen to Watsonia. The new tunnels and freeway upgrades will link Melbourne's east up to the M80 Ring Road in Greensborough, cutting travel times by 35 minutes and taking 15,000 trucks off local roads/day. North East Link is expected to open in 2028.



# Australia

## What's on the horizon for Australia's road safety?

As Australia's road toll continues to rise, with more than 1300 fatalities in 2024 marking an increase of 6 percent compared to 2023, a new study reveals the reasons why Australia won't achieve its zero-fatalities vision by 2050.

The study, published in the journal *Injury*, applied an advanced forecasting algorithm to 30 years of nationwide historical road traffic data to forecast the future of Australian road traffic fatalities (RTFs).

Flinders University data analytics expert Dr Ali Soltani applied the Facebook Prophet algorithm, an advanced predictive model, to data from 1989 to 2024, to forecast RTF trends up to 2050 by analysing factors such as geographic location, age, gender and speed limits.

The projections of the study highlight gaps in current safety interventions and reveal where safety initiatives could be tailored to address specific community risks.

"Despite substantial progress in road safety and a commitment to Vision Zero – zero road deaths by 2050 – road traffic fatalities continue to be a major issue in Australia," says Flinders Health and Medical Research Institute (FHMRI) researcher Dr Soltani.

"Our analysis not only gives projections for fatalities across the next 25 years, but also identifies the people and regions at higher risk, offering useful insights into road safety initiatives and prioritisation.

"The algorithm forecasted 998 fatalities across Australia in 2030, declining to 838 in 2040, and 715 by 2050, with older drivers (above 65 years old), men and motorcyclists continuing to be at greatest risk.

"We expect older drivers (above 65 years old) whose driving ability has declined, and male drivers, especially motorcyclists, will continue to be at the greatest risk of becoming a fatality statistic.

"In contrast we anticipate a much quicker drop in women driver fatalities, which could point to the more high-risk driving behaviours characterised by men."

The findings also reveal disparities between states with Queensland, Northern Territory, South Australia and Western Australia being slower to reduce road fatalities when compared to the Australian Capital Territory and New South Wales.

"It is anticipated that the Australian Capital Territory and New South Wales will have the most optimistic reduction in fatalities which may reflect the successful implementation of road safety measures and advancements in vehicle safety technologies in these regions," says Dr Soltani.

"Importantly, we expect the slowest fall in fatalities in Queensland and the Northern Territory, indicating the need for stricter traffic regulations if we are to mitigate road crash frequencies in these states.

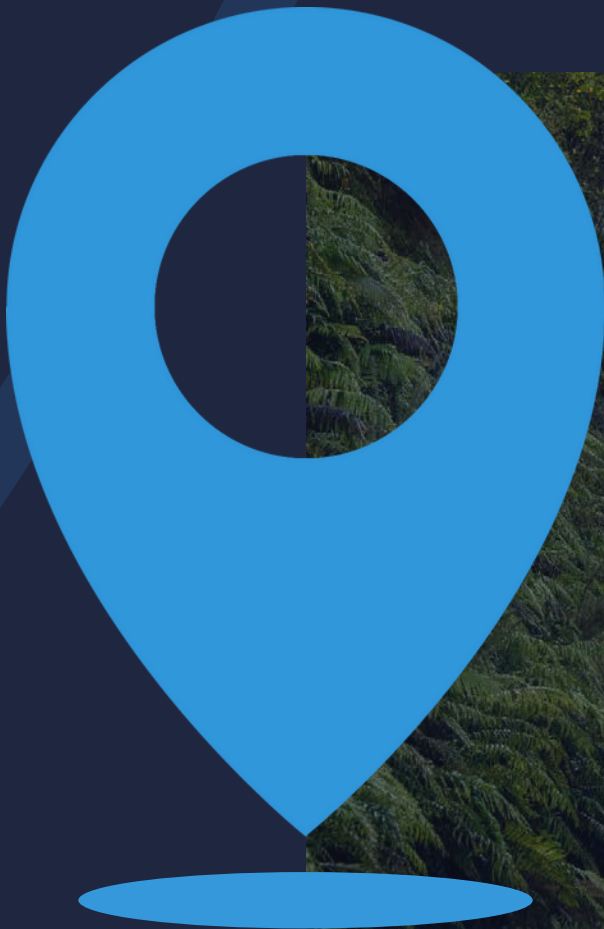
"The results of our study show that if Australia wants to achieve its zero-fatalities vision, it cannot rely on business-as-usual scenario, and existing strategies.

"There must be a collaborative effort between governments, researchers, and industry to refine safety interventions.

"We need to see more prevention strategies such as gender-targeted safety campaigns, stricter penalties for traffic violations, and raising more awareness in vulnerable groups, such as the elderly and motorcyclists," adds Dr Soltani.

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# Australia

## Is your next text message worth your last breath?

Everyone thinks they're the exception. You hear the ping, pick up your phone, and tell yourself, "It's just a quick glance." You assume you'll notice the car braking ahead or the pedestrian stepping out.

But looking at your phone, even for a moment, is like driving blindfolded. In fact, two seconds on your phone at 60km/h is equal to 33 metres – that's longer than a full basketball court.

In 2023 alone, inattention contributed to crashes that resulted in the death or serious injury of 59 Western Australians.

To combat mobile phone distraction on our roads, the Road Safety Commission has launched "Headstone Phone," a bold new campaign aimed at confronting drivers with the deadly consequences of distracted driving.

A two-metre-tall "Headstone Phone" has been erected at Yagan Square, etched with the stark reminder: "Your next text message isn't worth your last breath." This sobering monument, crafted by a local stonemason, serves as a powerful symbol of the fatal consequences of a momentary lapse in attention.

"We understand the powerful pull of our phones," said Rebecca Hamilton, Acting Road Safety Commissioner. "But we need drivers to understand that even a quick glance can have devastating, irreversible consequences".

"This campaign calls on WA drivers to help make every journey safe by choosing to put their phone away. No text message is worth your life."

As of last weekend, new safety cameras capable of detecting spot speed, average speed, seatbelt and mobile phone offences began rolling out on WA roads.

Anyone detected by these safety cameras using their mobile phone while driving will receive a caution notice in the mail. That's where this campaign also comes into play.

"We are doing everything we can to educate people on the risks of using their phone while driving and giving them the opportunity to change their dangerous driving behaviour before infringements are issued", Rebecca said.



# Australia

## Innovative road safety project funding announced at UNSW Sydney

Five UNSW research programs will share in \$29 million of federal government funding for road safety awareness projects. In 2024, Australia's road toll was the deadliest in more than a decade, with 1300 fatalities. And it's not just car passengers that are included in the sobering statistics, with the number of cyclists and pedestrians killed on the roads also going up. These active transport users are particularly vulnerable, as they have little to no protection in the event of an incident or crash. Transport engineering expert at UNSW, Professor Taha Hossein Rashidi, said more investment in road safety research was vital.

"Improving road safety is crucial to reduce injuries and save lives," said Prof. Rashidi, Director of the Research Centre for Integrated Transport Innovation (rCITI) at the School of Civil & Environmental Engineering. "Cycling is a healthy, eco-friendly mode of transport to get around, but safety concerns with infrastructure and road conditions deter many would-be cyclists from riding."

Assistant Minister for Regional Development, Senator Anthony Chisholm, visited Prof. Rashidi's team at rCITI today, awarding them \$233,965 to evaluate cyclist behaviour through a VR street simulator, VRStreetLab. It's one of five UNSW projects to share in \$29 million in new National Road Safety Action Grants Program funding, which is awarded to non-infrastructure road safety projects focused on expanding new technology, research and education.

The VRStreetLab project explores ways to improve rider safety, such as advanced sensors that alert cyclists to hazards and live signage that can update with changing traffic and weather conditions. Virtual simulations that re-create the conditions of real street settings test how road users respond to the interventions and determine their feasibility.

"VRStreetLab is a novel VR transport simulator that tests smart cycling infrastructure and safety measures to make our streets safer," said Prof. Rashidi. "Our technology allows us to better understand how cyclists interact with safety interventions like smart sensor traffic lights, collision warning systems and digital signage with real-time updates in a fully immersive simulated environment.

"The benefit is a rapid, cost-effective platform to evaluate the impact of safety measures to inform transport policy before large-scale investment." Prof. Rashidi said the funding will fully support the team in conducting innovative transport research that enhances safety for everyone on the road, with the potential for further initiatives upon project completion. UNSW research received a total of \$2,384,656 in funding, including:

- a project using linked data to understand predictors of road crashes in NSW.
- a project unravelling the role of prescription medicine use in the causes and consequences of serious and injury.
- a project improving the quality and analysis of data on fatal road crashes in Australia.
- a project measuring and monitoring the state of Australia's road safety culture.

A further 53 road safety projects across the country will benefit from over \$29 million in total federal government grant funding, which prioritises five key areas critical to reducing deaths and serious injuries on Australian roads: vulnerable road users, community education and awareness, First Nations road safety, technology and innovation, and research and data. "Keeping people safe on our roads is a critical priority of our government, which is why we're rolling out this much-needed funding to support projects that will make a real difference in changing the way we think about road safety," said Senator Chisholm. "Everyone has a role to play when it comes to road safety, and by working together to deliver projects like these, we can support better road safety outcomes for Australia."

# Australia

## Common myth about Aussie road deaths exposed: 'Something serious is going on'

A collaborative effort from both the public and the authorities is desperately needed to curb the skyrocketing number of deaths on Australian roads, one of the country's leading safety experts has urgently warned. It's a widely held belief in the country among some drivers that Australia's death toll on roads is merely a reflection of our rising population. Many have argued that as our population increases, it's only natural that more people will be killed on roads as a result. And while it's true that population increases do in part contribute to official figures, the argument oversimplifies the issue and ignores key statistical and contextual factors.

Speaking to Yahoo News Australia, Dr Ingrid Johnston, CEO of the Australasian College of Road Safety (ACRS) said that if road deaths were purely a result of population growth, the rate of deaths per 100,000 people would remain steady. However, Australia's road toll is rising at a faster rate than population growth, meaning something else is driving the increase. "Since 2020, the death rate per 100,000 people has gone from 4.3 to 4.4 to 4.5 to 4.7 to 4.8 and for the year to date, in 2025, it's 4.9," she explained.

"It's been consistently trending upwards for the last four years, and it's looking like it's going to be another year again."

Johnston said the situation hasn't been this bad since the 1960s, which is particularly troubling given the fact that was prior to compulsory seat belts and random breath testing. "It was before improvements in vehicle standards, before we really started getting serious about this whole problem," she said. "We made really good progress for a few decades, we were implementing really big changes, and Australia was even a world leader. We were the first ones to bring in a lot of really fundamental things.

But in the last decade or so, it started to plateau, and now we've seen a consistent increase for the first time since the 60s. People sometimes say, 'oh, maybe it's something to do with Covid, maybe it's a bit of a blip' — no, we're way past that. Now, something really serious is going on, and it needs to be taken seriously if it's going to be addressed." As to what's the driving force behind these fatalities, Johnston said it's "complex".

"There are always multiple reasons for any crash occurring," she said. "We also know that enforcement levels in some jurisdictions are down on what they used to be, and you're constantly getting a new lot of drivers coming through." Johnston said new drivers who rarely encounter roadside breath tests or speed cameras may not develop the mindset that safe driving is always necessary. We must reinforce the message that checks can happen anytime, and it's crucial to improving road safety, she added. "There's a statistic that's often thrown around that says, if you survey people, 80 percent of us think we are above-average drivers," she said.

"Now, if you think that through, it's impossible, and it means that we'll often look at crashes or community awareness campaigns and think, 'those bad drivers really need to lift their game, lucky that's not me'. We all think that we are better at driving than we actually are, and I think we see driving as a right in this country, but we need to be considering it much more as a privilege and as a massive responsibility."

Johnston called for lower speed limits in areas with high pedestrian and cyclist activity, noting that fatalities are increasing in these areas. She also stressed the need for Australia to "catch up" to Europe in vehicle safety standards, where cars come equipped with life-saving features like automatic crash alerts and driver drowsiness detection—technologies still lacking in many Australian vehicles. Additionally, she called for tougher penalties for offenders, greater public awareness and education, and a stronger focus on pedestrian-friendly spaces and improved public transport.

# Australia

## Joint \$260M Vic road safety funding

The Federal and Victorian governments are joining forces to deliver 16 new life-saving projects across the state under the Federal Road Safety Program.

Both governments will provide contributions of more than \$69.7 million each, for a joint investment of more than \$139.4 million – bringing the total combined investment by both governments under the program to \$259.5 million.

This boost in funding aims to ensure greater levels of safety by targeting notorious crossings, intersections and thoroughfares across Victoria, further reducing the risk of crashes that cause fatal or serious injuries.

For instance, traffic lights will be installed at the intersections of Deakin Avenue (Sturt Highway) and Sixteenth Street in Mildura – a known black spot – and at Stud Road and McFees Road in Dandenong.

Upgraded traffic signals to boost pedestrian safety will also be rolled out at notorious intersections in Frankston, Banyule and Bayside, while dedicated right turns will be introduced at four intersections across Ararat, Ballarat and Horsham.

In regional Victoria, a \$22 million package of works will deliver line marking improvements at high-risk intersections across the Gippsland, Hume, Loddon-Mallee, Grampians, and Barwon south-west regions.

An additional \$10 million will also be provided to improve safety for motorcyclists, through improved protections on barriers, skid resistance, shoulder sealing, and curve signage.

Approximately 172 new construction jobs are expected to be created over the life of the program across Victoria.

Federal Assistant Minister for Regional Development, Anthony Chisholm, said, “This additional funding is all part of our collective promise to do what we can to significantly reduce the number of road deaths and serious injuries on our roads, and it’s great to see the Victorian Government come to the table and collaborate with us on this.”

Mr Chisholm said these projects won’t just improve safety, they’ll also provide those living in regional communities across Victoria with employment opportunities in the construction and planning industry.

“The wider Road Safety Program forms part of the Federal Government’s ongoing commitment to work with state and territory governments to fund the priority road safety works they identify.”

Victorian Minister for Local Government, Ports and Freight, Roads and Road Safety, Melissa Horne, said, “Any life lost on our roads is a tragedy, that’s why we’re working with the Federal Government to reduce road trauma.

“These new projects build on our record investment in road safety infrastructure which is saving lives, reducing injuries and preventing crashes before they happen.”



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# Global

## Examining driver preferences for lane line patterns and widths in Minnesota

Pavement markings that clearly delineate lanes are important for reducing crashes and improving the safety of drivers. The configurations of these pavement markings—primarily the width and length of the line and the spacing of broken lines—vary from state to state. This project identified driver preferences for pavement marking patterns and widths, which can increase visibility and improve safety.

Pavement marking visibility is important to driver safety. Federal policies provide guidance for pavement marking dimensions, including a standard width of 4 to 6 inches for lane markings.

While Minnesota currently uses the minimum width of 4 inches for center lines and lane lines and 6 inches for edge lines, many states have started using 6-inch-wide markings for all lines based on research that indicates safety benefits. Additionally, the spacing of markings that divide lanes on Minnesota roads does not meet current federal guidelines. These issues highlighted the need for MnDOT to reconsider its pavement marking policies.

“This project helped determine which pavement marking dimensions and spacings people need on Minnesota roadways. That should lead to an increase in safety and driver comfort,” said Ethan Peterson, pavement markings and crashworthy devices engineer, MnDOT Office of Traffic Engineering.

The purpose of this study was to identify driver preferences for pavement marking patterns, dimensions and contrast through a human factors study conducted on Minnesota roads. Additionally, this research collected data regarding machine vision technology used in automated vehicles that was evaluated in previous research.

### What did we do?

Fifty-six participants with valid driver’s licenses drove an instrumented vehicle through 11 study segments that included different configurations of pavement markings. These configurations differed by:

- Width of lane marking (4 inch or 6 inch).
- Length and spacing (marking lengths from 10 to 20 feet and spacing from 25 to 40 feet).
- Contrast style (black bordering a white marking or a black stripe following the white marking).

Drivers rated the different pavement markings based on visibility and preference using a scale of 1 to 5, with 1 being the least visible or preferred and 5 being the most visible or preferred. Cameras on the vehicle monitored its position relative to the broken lane line pavement markings during the drive.

After the test drive, the drivers completed a survey indicating their marking configuration preference or no preference. The drivers also provided general comments about the pavement markings, suggested improvements that could be made to pavement markings to increase daytime and nighttime visibility, and described their understanding of the meaning or purpose of the black markings in combination with the white markings.

### What was the result?

The lane line markings preferred most by drivers were 6 inches wide and 12.5 feet long spaced 37.5 feet apart. Segments that had 6-inch-wide markings at 20 to 30 feet and 15 to 25 feet were also highly preferred. MnDOT’s current standard marking of 4 inches wide and 10 feet long spaced 40 feet apart was one of the lowest-rated configurations. Survey results further indicated a preference for 6-inch-wide markings compared to 4-inch-wide markings.

Cont....

# Global

The research team recommended MnDOT change its policy from the current 10 feet long spaced 40 feet apart pattern to the 12.5 feet long spaced 37.5 feet apart broken lane line marking configuration. This pattern was more visible, preferred by drivers and maintains MnDOT's current 50-foot cycle length.

Some but not all participants liked the contrast markings and understood their value. Results further indicated there was no preference for the style of contrast marking. Contrast markings were recommended in areas where the contrast of the pavement markings with the pavement is low.

## What's next?

MnDOT is incorporating recommendations from the project for the 6-inch-wide by 12.5-foot-long marking spaced 37.5 feet apart into its guidance policies, including the MnDOT Traffic Engineering Manual, MnDOT Provisions for Pavement Marking Operations and MnDOT Pavement Marking Field Guide. Beginning in 2026, these dimensions will be the standard for pavement markings on new roads and remarking roads in Minnesota.

Additionally, MnDOT will begin to incorporate lag contrast pattern (white followed by black) on concrete roads, which are light in color. A 10- or 12.5-foot-long black stripe will be painted immediately after the white lane marking. While this project did not find definitive evidence for using the black stripe, related MnDOT research has demonstrated its benefits.



## **Vietnam's massive transport infrastructure development**

The elevated stretch of Vietnam's HCMC Ring Road 3 project in Thu Duc City should be complete by April 2026. This will be two months earlier than originally anticipated.

So far the 10 construction works being carried out in HCMC are around 500 percent complete. The final stretches for Binh Chanh District, Hoc Mon District, and Cu Chi District should be complete by June 2026.

Work for the HCMC Ring Road 3 segment in Nhon Trach District is over 20 percent ready for package 32, 30 percent finished for package 29 and over 20 percent complete for package 26.

Key bridge projects in Vietnam will further boost connectivity. The \$313 million Dai Ngai Bridge project will cut the distance between the Ca Mau peninsula and Ho Chi Minh City.

The \$266 million Rach Mieu 2 Bridge project is ahead of schedule and will help reduce traffic delays on Highway 60 once the remaining 20 percent of the project is complete. Other important bridge projects include three bridges for Hanoi, the Thuan An Estuary Bridge in Vietnam's Central region and new road works for Da Nang City.



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# Global

## Lower speed limits help to boost road safety in London

Newly published data has shown that the introduction of the 20mph (30km/h) speed limit across the London Borough of Richmond has improved road safety. This has wider implications for other countries also, showing that lower speed limits can save lives, while making little difference to journey times for drivers.

Similar information has been published regarding the improved road safety in Wales, following the widespread introduction of 20mph speed limits in many areas.

In Richmond, the 20mph (30km/h) speed limit was implemented in March 2020 and covers 97 percent of the borough's roads. Taking speed recordings at 152 locations over a one-week period in May 2024, the researchers found that the measures introduced have produced a noticeable drop in overall traffic speeds, with average speeds on all the borough's roads reducing by 2.6mph (4.2km/h). The story on Richmond's roads recording the highest speeds, saw average speeds reduce by an even greater margin of 4.4mph (7km/h).

Data shows that significant speed reductions were achieved without causing delays for drivers. Research showed that journey times remain largely unchanged. For example, driving along Kew Road in 2023 took only 14 seconds longer than it did in 2019.

This reduction in speed has led to fewer injury collisions overall and its success has been underpinned by the fact the reduction in speeds have been achieved mostly through road signs and markings. The noted reductions in speed were achieved without expensive physical traffic-calming measures or any change to the enforcement regime by the Metropolitan Police.

Since the introduction, the average number of collisions per year has gone down from 338 before the 20mph limit was introduced to 301. At the same time, the number of pedestrian incidents has decreased, with the number recorded, falling by 24 percent making the borough's streets safer for active travellers.

Meanwhile, new data from Wales backs up the growing evidence that lower speed limits reduce both the incidence and severity of road crashes. There are increasing calls for the 20mph limits to be introduced for all urban areas in the UK, given the success with regard to boosting safety.

Many drivers have complained about the lower speed limits, saying that these slow journeys and result in greater fuel consumption and exhaust emissions. However, data also shows that in parts of London where the 20mph limits are in force, journey times remain unchanged. There is also evidence that because cruising speeds are lower between junctions or traffic lights, acceleration periods from rest are reduced, which actually reduces fuel consumption and exhaust emissions as a result.



# Global

## Improving road safety in West Africa

Key moves could help boost road safety across West Africa. A common problem comes from overloaded trucks, with goods often piled high and people even sitting on top.

This overloading causes additional road wear and puts both passengers and other road users at considerable risk.

The Union Commission of West African Economic and Monetary Union (UEMOA) says that tackling truck overloading and also harmonising road maintenance procedures could help cut crashes on West African roads.

Road safety is a key concern in West Africa. The rate of deaths and serious injuries is unacceptable, which is why UEOMA is keen for new measures to be introduced to address the issue.



**FAST DRIVE  
COULD BE  
LAST DRIVE**

## Delhi raised expressway proposed

A new 14km elevated expressway is being proposed for India's traffic choked capital, Delhi. The new route would also include a tunnel stretch and help improve transport to and from the Indira Gandhi International Airport (IGIA).

The possible cost of the work has yet to be revealed.

The project is being managed by the National Highways Authority of India (NHAI). The plans call for a new route connecting INA and Nelson Mandela Marg in Vasant Kunj.

This link would help to reduce traffic levels on Delhi's busy Ring Road. The route would pass through a recently redeveloped area of the city.

Funding for the work is expected to be provided by the Indian Government. Approval for the project was given as far back as 2021 by the Unified Traffic and Transportation Infrastructure (Planning and Engineering) Centre (UTTIPEC).

The project stalled however due to a number of complications. The work is desperately needed as Delhi's traffic congestion at peak periods is well known.



# Global

## Massive German road investment required

Germany has a serious problem with its road and rail transport infrastructure, which could cost billions to maintain and repair.

Estimates suggest that anything from 1,000–2,000 bridges on the country's Autobahn highway network and trunk road network are in need of major repairs or replacement.

Many of the bridges built in the 1960s and 1970s are reaching the end of their working life, with most carrying far higher traffic volumes and much heavier vehicles than they were designed for.

The 453m Rahmede Valley Bridge carrying the A45 route in North Rhine–Westphalia had to be closed to traffic as it was found to be in an extremely poor state of repair. The bridge was completed in 1968 and there had been concern in recent years over its condition. After 17 months while investigations were carried out and potential solutions discussed, it was then demolished in 2021 by controlled explosion.

A bridge on the A8 linking Munich with Salzburg in Austria is to be renewed. The contract for the work has been announced by Die Autobahn GmbH des Bundes – Southern Bavaria Branch. The work is expected to commence in mid-2025.

And in the third quarter of 2024, the Carola Bridge in Dresden, which carried trams, pedestrians and cyclists, collapsed into the River Elbe, halting water traffic. The bridge was demolished and removed quickly within just two days of its collapse, but questions remain as to how it had got into such a poor state of repair. The Carola Bridge was built between 1967 and 1971, replacing an earlier structure destroyed at the end of WWII. A box girder design, the bridge had suffered from severe corrosion of the steel reinforcement and had been due for maintenance work prior to the collapse.

The collapse of the Carola Bridge has highlighted the issue with regard to ageing bridges in Germany. Restrictions have been placed on a number of bridges in South West Germany, limiting the size and weight of vehicles allowed to pass over them, although there have been no closures as yet. There are 73 bridges that are considered at risk and that will have to be replaced by 2030.

Meanwhile in the German Schleswig–Holstein State there is a more positive outlook with regard to roads. There has been a €279 million investment in roads and cycle paths during 2024. This was a record for the state, with €125.6 million of this budget being spent on state roads.

Maintenance and upgrade work was carried out worth €90 million to improve 105km of roads in Schleswig–Holstein, an increase of 20 percent over the budget for 2023. Around 2,700km of district roads received repairs worth a total of €23.5 million, with cycle facilities benefiting from €35 million for construction and upgrade works.

But Federal funding of road works to the 1,400km network in Schleswig–Holstein dropped by €12.5 million to €130 million compared to 2023.





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# Global

## England's National Highways completes key safety upgrades for all-lane-running smart motorways

England's National Highways has published its fourth and final Smart Motorways Stocktake Progress Report, outlining the completion of key safety initiatives and providing updated analysis on smart motorway performance.

The report confirmed that all 2020 stocktake actions have been implemented, including the installation of radar-based Stopped Vehicle Detection (SVD) technology on all All Lane Running (ALR) motorways. More than 700 additional signs have been placed to inform drivers of emergency stopping points, and enforcement cameras have been upgraded to improve compliance with Red X lane closures.

As a result, traffic officer response times have improved, and automated systems can now detect stopped vehicles and close lanes more rapidly.



National Highways chief executive, Nick Harris said: "Our latest analysis continues to show that overall, in terms of deaths or serious injuries, smart motorways remain our safest roads."

However, he acknowledged ongoing public concerns regarding motorways without a hard shoulder and reaffirmed the organisation's commitment to driver confidence and safety.

The report highlighted that no new smart motorways will be built following the UK Government's 2023 decision to halt further expansion. However, £900m in additional safety enhancements is being delivered on existing smart motorways, including the construction of over 150 new emergency stopping areas by March 2025.

Updated safety data in the report indicates that smart motorways continue to perform better than conventional motorways in key safety metrics. Between 2018 and 2022, smart motorways had lower fatal and serious injury rates than conventional motorways, with 37 out of 39 schemes showing reductions in these incidents after implementation. The report also notes that motorway collisions involving stopped vehicles accounted for just 4 percent of all incidents, with the highest risks occurring on A-roads rather than smart motorways.

As part of future monitoring, smart motorway safety performance will now be incorporated into the broader annual Road Safety Performance Overview Report, rather than being reported separately. National Highways will continue to assess long-term safety trends and invest in new technologies to improve driver experience and road safety.

The findings reinforce that while smart motorways remain a debated issue, ongoing safety measures and infrastructure improvements are helping to enhance their performance and reliability for road users.

# Global

## ALARM report on UK's crumbling roads

The backlog of carriageway repairs in England and Wales has reached new heights at almost £17 billion while roads are only surfaced, on average, once every 93 years. The figures come from the 2025 Annual Local Authority Road Maintenance (ALARM) survey report shows that more than half (52 percent), equivalent to around 170,000km, of the local road network has less than 15 years' structural life remaining. And almost a third of these, 55,630km, may only have up to five years life left.

David Giles, Chair of the Asphalt Industry Alliance (AIA), which commissions the ALARM survey, said: "Over £20 billion has been spent on carriageway maintenance in England and Wales over the last decade, including spending to fill the equivalent\* of one pothole every 18 seconds, every day, for 10 years. "However, due partly to the short-term nature of the allocation of funding, it has resulted in no quantifiable uplift in the condition and resilience of the network.

"In fact almost all (94 percent) local authority highway teams reported that, in their opinion, there has been no improvement to their local network over the last year: a view no doubt shared by the majority of road users."

The ALARM survey reports local road funding and conditions in England and Wales based on information provided directly by those responsible for the maintenance of the network. This year's survey, the 30th, received a record 78 percent response rate from local authorities. Over the past three decades ALARM has reported a repeated pattern of short-term cash injections in an effort to stem the accelerating decline in road conditions, followed by longer periods of cuts and underfunding.

Giles continued, "It was encouraging to hear the Chancellor recognise the importance of roads in the October Budget statement. Her remark that 'potholes have been an all too

visible reminder of our failure to invest as a nation' echoes our own calls for sustained, targeted investment and a longer-term funding horizon for local roads.

"But is the new Government's manifesto promise to fix an additional one million potholes each year enough to have any real impact on the condition of our local road network? It's well documented that any investment made in local roads provides an effective return on investment for tax payers. The DfT's own 2024 economic appraisal for investing in local highways maintenance sets out that 'for every additional £1 invested there is an absolute minimum return of £2.20, with analyses identifying typical returns of up to £9.10 at a national level. Why then are local authorities, which manage 97 percent of roads in England and Wales not provided with the five-year funding horizons that National Highways benefits from for the strategic network? The UK has suffered from deterioration of its road network over the past 14 years. This has resulted from local councils having budgets slashed by an average 40 percent by the previous central government.

"This year authorities actually reported a drop in their total highway maintenance budgets. However, they have spent a higher percentage on the carriageway itself in an effort to sustain increasingly necessary carriageway maintenance.

"In fact, some local authorities have told us that they need their budgets to more than double for the next five to 10 years if they are going to be able to make any lasting improvements to the condition and resilience of the network.

So, what's the answer? There needs to be a complete change in mindset away from short-term to long-term funding commitments. Local authorities need a minimum five year funding horizon and there needs to be a substantial, sustained increase in investment with budgets ring-fenced specifically for local roads maintenance. "Investing in local roads, which support communities and enable connectivity, will allow local authorities to plan and provide better value for money while helping kickstart the Government's stated economic growth plans.

# 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.

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Applicator Chassis No: JH007000000000  
 Applicator Make: 2011 IVECO  
 Applicator Year No: #175  
 No. & Capacity of Paint Tanks (Litre): 20L & 1 gallon 20L  
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APPLICATOR SPEEDS FOR 30µm NOMINAL THICKNESS			
Line Width	100mm	150mm	200mm
Travel Speed (kph) - 100 Litre	5.5	4.5	4.0
No. of Paint Tanks Front	2	2	2
No. of Road Registers Front	N/A	N/A	2

APPLICATOR EQUIPMENT		
Designation	Make & Model	Serial Number
White Paint Pump	Graco 200, 80	84207
Yellow Paint Pump	Graco 200, 80	84208
Compressor	Robtson 10000	1000 1100
Compressor Motor	Wegmann 10000	8200000000
Spray Gun x 1	SA 100 P	NA
Road Gun x 1	Graco 200	NA

ENTRY QUALIFICATION

Previous TR Certificate Entry No:

REGISTRATION DETAILS

NEW LEASE & LICENSE NUMBER  
 5504  
 Roadmarkers  
 PO Box 2000, Auckland

RECORD OF COMPLIANCE

Testing Office: Steve Mackintosh  
 Signed: [Signature]  
 Company: Mackintosh Ltd

EXPIRY DATE: 31<sup>st</sup> November 2012

APPLICATOR PHOTOGRAPH

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



# 75

01 Jan to  
27 Mar 25

# Road Toll New Zealand



New Zealand Road Toll (2018 - 2024)

