

Roadmarking News



Edition 168
August 2024



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NZRF Update

Dear NZRF members

I'm looking forward to catching up with many of you at our conference next week. It's great to see that the numbers attending have increased from last year. We have a range of topics on the agenda that I hope you will find informative and relevant to your role in our industry. I hope you take the opportunity to share your views on our industry and the direction and performance of the NZRF.

I will provide an update on the progress with the NZRF TTM Practice note, which is being trialled on the Northland NOC this week. It's been great to see the urgency put on the transition from CoPTTM to the NZGTTM from central government, as this supports the approach we take in our Practice note.

In addition to the Minister's comments, there is further support for the transition from senior levels at NZTA. Brett Gliddon, General Manager Transport Services at NZTA recently released the following commentary on this topic:

"Do I have to apply the NZGTTM or CoPTTM? The NZTA is in the process of adopting the NZGTTM on our state highway network, to meet our legal obligations as a person conducting a business or undertaking (PCBU) under HSWA. The only mandatory H&S requirements are HSWA and the applicable parts of WorkSafe's Good Practice Guidelines. WorkSafe will not consider what guide is used – it will consider how PCBUs have identified and managed their risks. The NZGTTM is a specifically designed to support a risk-based approach to TTM.

WorkSafe states: "While PCBUs should check if there are widely used control measures for [a specific] risk (such as industry standards), they should always keep their specific circumstances in mind. A common industry practice might not be the most effective or appropriate control measure to use."

Is applying the NZGTTM a big shift in accountabilities?

Actually no. These accountabilities have existed since the Health, Safety at Work Act 2015 has been in place. CoPTTM may have made people feel safer if they applied it – but in fact, as outlined by WorkSafe's statement above, applying CoPTTM does not remove a PCBU's accountability to identify and manage risks."

The risk based approach to TTM is exactly what our Practice note has been built on, so it's fantastic to see the industry transitioning to the approach we have already taken – it's great to be leading the way!

See many of you next week and all the best.

Bruce Goodall – NZRF Executive



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
- Guest speakers
- GTTM, GPS
- 3:00pm finish

Accommodation - Delegates to book and pay for own accommodation

Booking Info: Delegates to contact the hotel direct to book accommodation via phone (04 896 9150) or email (reservations_rydgeswellingtonairport@evt.com)

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NZ Transport Agency Updates

1

State Highway 1 over the Brynderwyn Hills north of Auckland opened

State Highway 1 over the Brynderwyn Hills north of Auckland opened in late June. We've created a shoulder space, stabilised the hillside, and moved an initial 180,000 cubic metres of soil, followed by a further 60,000 following the slips in late April. The shoulder space we've created means that in future roadworkers can work on repairing the road without lengthy closures.

Thank you to the over 900 people involved in this project, working day and night in all kinds of conditions to keep things on track so the road could reopen as quickly as possible, and thank you again to Northland communities for their support during the closure. We know the closure has been disruptive, and we've really appreciated everyone's patience.

SH1 is now more reliable for Northland. The huge amount of earth cut away, the levels (benches) made in the hillside, and the piles and retaining walls we've installed will help the road withstand the next severe weather event. That's vital for Northland communities and businesses, including freight and tourism.



2

All new roads of national significance may be tolled

Transport Minister Simeon Brown says the seven new roads of significance which are being fast-tracked may be tolled to help pay for them.

On Friday, it was announced NZTA expects to start procurement, and construction on the seven roads within the next three years.

The projects are Belfast to Pegasus (including the Woodend Bypass), the Hawke's Bay Expressway, SH1 Cambridge to Piarere, State Highway 29 Tauriko, Takitimu North Link Stage 2, Mill Road, and Warkworth to Wellsford.

Brown said the time frames for completion and final cost were not yet known, but NZTA would have more information by the end of September.

The government was open to the roads being tolled if NZTA recommended it, he said.

"We need to pay for the roads, and we need to raise the revenue to be able to pay for it. Tolling is a great way to bring forward that investment.

"So where NZTA recommends a toll, we will support tolling of that infrastructure to pay for it. It is a user-pays approach."

Brown made the announcement at the entry to the town of Pegasus on the outskirts of Christchurch.

NZ Transport Agency Updates

3

Finals GPS 2024 released

The Government has released the final [Government Policy Statement on land transport 2024 \(GPS 2024\)](#) which guides how we'll plan, build and maintain a transport system to support New Zealand's long-term economic growth and productivity. Through GPS 2024, \$22 billion will be invested in the land transport system during the next three years – an increase of more than 30 percent, compared to GPS 2021. The four priorities for investment during 2024–27 remain economic growth and productivity, increased maintenance and resilience, safety, and value for money.

The Government's overarching priority for investment in GPS 2024 is to support economic growth and productivity. Efficient investment in our land transport system will quickly and safely connect people and freight, supporting economic growth and creating social and economic opportunities, including access to land for housing. It targets investments in major Auckland and Wellington public transport projects to reduce congestion, travel times, and emissions, and unlock economic potential in these main centres. With the release of the final GPS, we'll now finalise the Investment Prioritisation (IPM) to use for prioritising activities for funding in the 2024–27 National Land Transport Programme (NLTP). This is expected to be published next week.

Changes made to the final GPS include:

- signalling a programme of investment in regionally important corridors through the Roads of Regional Significance programme, including two more Roads of National Significance. The final GPS 2024 now details 17 Roads of National Significance and 11 Roads of Regional Significance.
- additional funding announced through Budget 2024 for the North Island Weather Event rebuild, investments in rail, and \$1 billion of funding tagged to accelerate the Roads of National Significance and the Northwest Rapid Transit project.
- clarifying that investment in walking and cycling can be made where there is either existing demand, or demand that can be reliably forecast, and that 25 percent of funding from the Walking and Cycling activity class will be spent on footpaths and other walking projects.
- clarifying that multi-modal transport projects, for example projects that include walking and cycling components, that are already consented, can continue to be funded from their primary activity class, so that these projects can be progressed and delivered.
- updating the safety strategic priority to refer to the work underway on setting speed limits, outline proposed work by NZTA on third party investment in safety, and to note the work underway on the new road safety objectives document.
- further strengthening the requirements that the NZTA's Performance and Efficiency Plan will need to meet, by requiring NZTA to outline how it will respond to the Ministerial Expectations in GPS 2024 and how it will meet the outcomes the Government expects to achieve in GPS 2024.
- funding for coastal shipping activities through a new \$30 million Coastal Shipping Resilience Fund over three years.

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New Zealand

A risk-based TTM approach

Brett Gliddon, General Manager Transport Services at the NZ Transport Agency.

It's been an incredibly busy six months. While we wait for the final Government Policy Statement (GPS), my team is preparing for the next National Land Transport Programme period (NLTP 24–27) so we can hit the ground running.

A key area we're progressing is our approach to Temporary Traffic Management (TTM) on state highways in partnership with our suppliers. Working together we aim to drive efficiency and effectiveness to help improve value for money and customer experience.

This year, we've completed national reviews of TTM at over 800 state highway worksites and considering how we improve safety and customer experience. We've identified areas to resolve, like leftover TTM equipment, unattended sites, and confusing layout.

We also want to leverage our new risk-based approach to TTM. The New Zealand guide to temporary traffic management (NZGTTM), was published last year in line with the Health and Safety at Work Act 2015 (HSWA 2015) and WorkSafe's Good Practice Guidelines.

Since then, we've moved at pace to transition from the compliance-based Code of Practice for Temporary Traffic Management (CoPTTM) to the new risk-based approach. Our NZGTTM pilots in Northland, Horowhenua Manawatu, Marlborough, and North Canterbury are testing different work activities like cyclic maintenance, emergency response and processes and are gearing up to make this our standard approach to TTM on our state highways with some new contracts starting in July.

Our contracts with our suppliers are being updated to ensure a consistent national approach to risk-based TTM planning, set up, maintenance and monitoring across state highways.

An updated state highway assurance programme will be trialled over the winter and launched in time for the 2024/25 summer maintenance season.

From October we'll start reporting TTM cost and performance metrics via the Road Efficiency Group (REG). The GPS directs NZTA and all other RCAs to start reporting their cost and performance metrics to show efficiency in the way transport projects are delivered.

Faster adoption of the new risk-based guidance means the NZTA will retire CoPTTM by end-October 2024. This means NZTA will no longer use CoPTTM as the basis of our decision-making for TTM at worksites on our state highway network.

As we progress our transition from CoPTTM to the NZGTTM, we're being asked questions about roles and accountabilities.

Do I have to apply the NZGTTM or CoPTTM?

No. The NZTA is in the process of adopting the NZGTTM on our state highway network, to meet our legal obligations as a person conducting a business or undertaking (PCBU) under HSWA. The only mandatory H&S requirements are HSWA and the applicable parts of WorkSafe's Good Practice Guidelines. WorkSafe will not consider what guide is used – it will consider how PCBUs have identified and managed their risks. The NZGTTM is specifically designed to support a risk-based approach to TTM.

WorkSafe states: *"While PCBUs should check if there are widely used control measures for [a specific] risk (such as industry standards),*

Cont...

New Zealand

they should always keep their specific circumstances in mind. A common industry practice might not be the most effective or appropriate control measure to use."

Is applying the NZGTTM a big shift in accountabilities?

Actually no. These accountabilities have existed since the Health, Safety at Work Act 2015 has been in place. CoPTTM may have made people feel safer if they applied it – but in fact, as outlined by WorkSafe's statement above, applying CoPTTM does not remove a PCBU's accountability to identify and manage risks.

What is the role of the Temporary Traffic Management industry steering group (TTM ISG)?

The group is made up of representatives from TTM suppliers, utilities, contractors, engineering consultants, road controlling authorities and road workers. The role of the TTM ISG is to represent the views of the collective TTM industry and to take the lead on how the industry can adopt the new guidance at worksites. The NZTA is playing a support role to the TTM ISG to redevelop the wider sector's training requirements – this will create an uplift in skills that the TTM sector needs to support the shift to risk-based TTM. A new national training and competency framework has been proposed which will see all major training move to new standards endorsed by NZQA – these will be independent of NZTA.

Next steps

The NZGTTM gives contractors and TTM suppliers the tools to focus on the risk to people at work sites, to plan and mitigate the risks to road workers and road users to keep them safe. I encourage NZTA contractors to get on board. We want to work with the transport sector to put people and safety first, and to champion efficient and effective TTM practice so that people working on our roads or travelling through work sites return home safely, every day

Updated NZTA M28 : 2024

In June 2024, the New Zealand Transport Agency Waka Kotahi released the updated NZTA M28: 2024: Specification for Colours for Traffic Control Devices.

This specification for colour for traffic control devices has been written by practitioners, with consultation and stakeholder engagement. M28 is introduced to provide written confirmation for traffic control device (TCD) colours, some that have previously been fully specified but others that have been generally accepted on an informal basis within industry until now. Thus the document aligns with current industry practices in most cases (if not nearly all).

The specification mixes detailed technical specifications, such as chromaticity coordinates, with some more simplified colour matching (Pantone® codes) to arrive at a single industry standard in an easy-to-follow document that will assist many readers to gain a better understanding of how to achieve TCD colour compliance and the reasoning why an individual specification exists.

Section 8 Pavement Markings and Colouring

For the standard white and yellow road marking colour specification there is no change. White is still required to be AS 2700 Y35 Off White. Yellow is still specified at AS 2700 Y13 Vivid Yellow or Y14 Golden Yellow and colours between Y13 and Y14.

For coloured surfacing there are four preferred colour specifications for New Zealand roads, one for each colour.

- Red – AS 2700 – R13 Signal red
- Green – AS 2700 – G26 Apple Green
- Blue – AS 2700 – B24 Harbour Blue
- Terracotta – AS 2700 – R52 Terracotta.

Please review the full document [here](#)

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CONNEXIS
INFRASTRUCTURE TRAINING

New Zealand

Case study: Fixing weather-damaged state highways in Tairāwhiti in winter

New Zealand Transport Agency

Last year, in the aftermath of Cyclone Gabrielle, we had to repair pavements on state highways in Gisborne while dealing with the onset of winter. To manage these unfavourable conditions we changed our typical ways of working, using an uncommon solution to rehabilitate the road and a light-touch solution for traffic management.

The extreme weather that affected the top half of New Zealand in 2023 – Cyclone Hale and the Auckland Anniversary Weekend floods in January and Cyclone Gabrielle in mid-February – had a significant impact on the transport system across state highways, local roads, and rail. Along with landslips, damaged bridges, and culverts, there was significant damage to road surfaces and pavements, particularly in Tairāwhiti (Gisborne).

By autumn, our initial response phase to the impact of the weather on state highways had wrapped up, and we moved to considering next steps. Our network inspections identified the pavement condition on State Highway 2 between Ōpōtiki and Gisborne as a significant risk for the coming winter, and we needed to quickly improve its condition to ensure goods could continue to be transported in and out of Tairāwhiti.

We considered a range of options for improving the road's pavement, and the best solution we found was Foam Bitumen Stabilisation (FBS) rehabilitation treatments.

FBS is quick to build compared to standard pavements and under ideal conditions is less sensitive to moisture, so it provided the solution we required while not having the disbenefits of other options.

Delivery model

Once we'd selected FBS as our preferred treatment for the pavement, we engaged directly with specialist contractors HIWAY. We also required additional suppliers for other aspects of the work such as first coat seals, drainage, hi-lip removal, and temporary traffic management, and we used Downer, Fulton Hogan, and ProTraffic Solutions (PTS) for these works.

We selected SLC Technical Services to lead the programme, with assistance from Roothing Industry Support Services Limited (RISS) for its traffic management planning expertise. RISS used its robust framework to develop traffic management plans that considered the actual risks on site and site-specific needs. Cones weren't used throughout the worksite – this would've been obstructive to both roadworkers and the public travelling through the site. Instead, we used piloted vehicles to control the public's travel through worksites, managing speeds and delineation in a dynamic way.



Delivery

Work at the first site started three weeks after the project team was established. A typical site took eight days to construct following any enabling works required.

Cont....

New Zealand

As you might expect, weather was always going to be an issue over winter. To improve efficiency workers could move to different parts of the roading network depending on weather and whether designs or enabling works were ready. This ensured productivity remained high throughout.



Traffic management

The team used pilot vehicles to manage the public's speed past the worksite. Alongside this, they also aimed to remove people working on foot around moving plant or near traffic, while also reducing the setup and pack-down time required.

Based on site audit feedback and lessons learned, the team quickly added extra variable message boards to advise the public what to expect when travelling through worksites. The pilot vehicles allowed vehicle speeds to be managed dynamically, keeping people moving over newly constructed or sealed sections to minimise the risk of flushing.

Outcomes

43 lane kilometres were rehabilitated over 12 months, and the pavements have survived several subsequent weather events with minimal damage. This has allowed us to do recovery works on the road, goods to continue being transported, and communities to remain connected.

Our risk-based Temporary Traffic Management approach provided a safe system to enable the physical works to be delivered efficiently. The initial feedback we received from crews is that they've never felt so safe when working in a live road environment, which was a hugely positive result. The supporting processes ensured safety wasn't compromised, and lessons learned could be applied quickly. PTS also found the setup and pack-down time for equipment was significantly lower than usual, resulting in less time on the road and reducing another risk.

Achieving a complex pavement programme in the middle of winter at very short notice is a great outcome. The programme was also delivered under budget – that's a testament to the ways of working established by the various organisations involved.



New Zealand

Commerce Commission cartel case: High Court trial date set for companies and directors in NZ's first such prosecution

Two Auckland companies and two directors have appeared in the High Court and will continue to keep their names secret for now as part of New Zealand's first prosecution for alleged cartel conduct.

The Commerce Commission announced in December that it has filed criminal charges against two construction companies and two directors for alleged bid-rigging of publicly funded projects.

In a statement, the commission said it was the country's first-ever criminal prosecution for cartel conduct.

After several appearances in the Auckland District Court, lawyers for the defendants appeared in the Auckland High Court today. They earlier entered not guilty pleas and elected trial by jury.

Justice Mathew Downs told their lawyers they would need to make fresh applications if they wanted to keep their names and those of their companies under wraps.

The Judge continued the interim suppression orders to allow the lawyers to file their applications. Justice Downs then set a trial date of October 20 next year for a three-week fixture.

The charges followed a commission investigation into allegations the companies and their directors colluded to rig bids for infrastructure projects in Auckland.

The Herald understands the case relates to work being carried out for New Zealand Transport Agency Waka Kotahi (NZTA) by two large construction firms.

A source said the alleged offending had nothing to do with NZTA or the two large construction firms, but two subcontractors.

In the Auckland District Court in December, Judge Brooke Gibson made an interim suppression order for one of the accused directors and companies until the first appearance in court.

Cartel charges carry a maximum sentence of seven years in prison or a fine not exceeding \$500,000 for the directors, and a fine not exceeding \$10 million for the companies. Cartel conduct was introduced to the Commerce Act in 2021.

Bid-rigging is defined as when there is agreement among bidders about who should win a tender to support the proposed winner, or bidders agree on the prices each party will bid.

Commerce Commission chairman John Small said cartel conduct harms consumers through higher prices or reduced quality and harms other businesses trying to compete fairly.

"Bid-rigging of publicly funded construction contracts loads extra costs on to taxpayers and the New Zealand economy, as conduct of this type undermines fair competition."



New Zealand

Drunker than Australia: our damning drink-driving statistics

AA Directions Magazine

Comparing our drink driving toll with Australia's shows that we should be doing a lot better.

In 2022, there were 124 drunk driving deaths on our roads – the worst year in a decade. The same year, 65 people died in similar circumstances in Queensland, and 36 in New South Wales. When we consider the differences in our population size, these numbers are even more alarming: New Zealand's drunk driving deaths per capita were twice as many as Queensland, and six times that of New South Wales.

Cop-stops and interlocks

Drink driving researcher Gerald Waters says there's no conclusive reason as to why New Zealand's death rate should be higher than Australia's. On the surface, the two countries share social and cultural similarities. But there are differences in the way authorities on each side of the Tasman approach drink driving.

He believes missed roadside breath alcohol testing (RBT) targets and the patchy use of alcohol interlock convictions are contributing factors to New Zealand's tragic drink driving record.

Many road safety advocates, including the AA, see RBTs as a crucial anti-drink driving measure. It is a visible deterrent to would-be drink drivers and also a final line of defence to catch those over the limit in the act. Although Police aim to test three million Kiwi drivers for alcohol each year, 2023 was the first time in eight years that was achieved.

Gerald believes low levels of testing since the mid-2010s have contributed to a culture of people thinking they can get away with drinking and driving. For RBTs to be an effective deterrent, he says, drivers need to encounter them frequently.

New Zealand also needs to be making better use of alcohol interlocks – electronic devices linked to a vehicle's engine that won't allow it to start if alcohol is detected on a user's breath. They are fitted to the vehicles of people who have been convicted of drink driving and have been in use in Australia since the early 2000's and in New Zealand since 2012.

While both jurisdictions impose interlock sentences for serious drink driving convictions and on recidivist offenders, many Australian states require first time offenders to install an interlock while New Zealand does not and has more avenues for avoiding one.

A study, funded by the AA Research Foundation, found there was significant variation in the way courts in different regions impose interlock sentences.

"We looked at interlock convictions in New Zealand (in 2018) and found that 50 percent of people eligible for an interlock weren't getting them," Gerald says. "Health reasons, not having a New Zealand driver's license and not owning a vehicle were all reasons they were not being handed down."

Tougher penalties across the ditch

Dimitra Vlahomitros is an Australian road safety expert with the National Roads and Motorists' Association (NRMA) which advocates for road users in New South Wales and Australian Capital Territory.

Cont...

New Zealand

She is concerned the RBT numbers have fallen away significantly following the Covid-19 pandemic but says New South Wales uses other measures to strike a balance between deterrence and education. The state's approach to those caught drink driving is tougher.

"We're trying to really establish a separation between drinking and driving as opposed to 'you can have 'x' amount of drinks per hour' – because that's a bit of a guessing game."

For those who get behind the wheel after drinking, New South Wales imposes more severe penalties than New Zealand. Both New Zealand and New South Wales have low-level drink driving offences that don't go to court and higher level that result in criminal charges. A low-level drink driving offence in New South Wales starts with a fine of \$603 and an automatic three-month loss of licence; a similar level of offending in New Zealand would see a \$200 fine and a deduction of 50 demerit points – the loss of 100 demerit points will result in the loss of a licence.

There's always more to do

Dimitra says while drink driving has been socially unacceptable for a long time in New South Wales, alcohol is a factor in about 17 percent of road fatalities in the state. In New Zealand it's higher, with 20–30 percent of road deaths involving a driver over the legal alcohol limit.

While she says there is no silver bullet to curb drink driving, it's necessary for authorities to continue evolving policies and practices to keep shrinking the number of drink drivers.

"We're still having this conversation about drink driving. It seems crazy that [roadside breath testing] was first introduced in the

1980s and yet we're still fighting the same fight of making sure people know they'll be caught drink driving.

"We've got to keep looking at what is best practice – what does the evidence tell us? How can we make a difference?"

The AA Says:

AA road safety spokesperson Dylan Thomsen says the fact New Zealand has more drink driving deaths than New South Wales or Queensland shows we still have a culture problem around drink driving in our country. Authorities need to set the tone with an approach combining education, deterrence, and punishment. More people need to feel they are likely to be caught if they drink and drive to stop them risking it in the first place. We also need to look at the penalties when people are caught, and support those with alcohol problems to break those habits.

Drink driving deaths are much higher than they were in New Zealand 10 years ago and it is clear the current policy and enforcement measures aren't doing enough, he says.

He was pleased to see Police once again hitting their roadside breath testing targets but said that that was only a part of the puzzle.

"It's a good foundation and we need police to continue hitting their targets, but to turn the tide on drink driving we also need look at what happens after a person is caught to stop them from making the same mistakes.

"We need penalties that are going to change people's behaviour and interventions like alcohol interlocks, specialist alcohol courts and rehabilitation treatment all have a role to play in stopping people drinking then driving and putting so many lives at risk."



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Australia

Australia records its deadliest year on the road in more than a decade

Australia has just recorded its deadliest 12 months on the roads in nearly 12 years, with 1,310 deaths to 30 June according to the Australian Automobile Association (AAA).

The figure is an 11.7 percent increase on the previous twelve months, the latest quarterly figures show, up from 1,173 deaths in 2022-23.

The figures include a 23 percent surge in fatalities in New South Wales to 358 deaths and a 107.7 percent increase in the Northern Territory to 54 deaths. In Victoria, deaths on the road increased by 9 percent to 290, while they were up 8.4 percent in Queensland to 296, and 8.6 percent in South Australia to 101.

Utes and SUVs make up entire top 10 in record year of new car sales in Australia

Meanwhile, deaths on the road decreased by 30.8 percent in Tasmania to 30 June, down to 27 fatalities, while the Australian Capital Territory recorded 20 percent fewer deaths, from 10 down to eight.

Fatalities on the road in Western Australia rose by one, to 176.

Road deaths have been trending upwards in recent years despite a long-term campaign to bring down fatalities, with the AAA pleading for an agreement from states and territories to collate road accident data so experts can better understand what is causing the uptick.

In its May budget, the federal government unveiled funding and plans to share the road data, but the data sharing agreement, slated to begin in July, has not yet been finalised.

Only the Queensland government has publicly agreed to provide its road safety data so far.

The AAA's managing director, Michael Bradley, called on state and territory leaders to comply with the road trauma data sharing initiative.

"States and territories must report data they hold about the causes of crashes, the quality of roads, and the effectiveness of policing, so it can be used to produce more effective road safety interventions," Bradley said.

"Data sharing will reveal which state's road safety measures are the most effective, and the safety interventions that are most needed. That will not only save lives, but also end the politicisation of road funding by revealing whether governments are investing in the roads that most need safety upgrades, rather than investing in road projects in marginal electorates to win votes."

Road safety academics have considered a range of possible factors behind the increasing road toll, including deteriorating road quality and speed limits which are too high for smaller and rural roads, as well as impatience and poor driving habits which developed on emptier streets during lockdowns.

Academics have also flagged the significant rise in SUV ownership over the past decade and their potential to lead to a sense of security which can make drivers less concerned about other road users' safety, as well as the larger vehicles being more dangerous in collisions.



Australia

New changes for Austroads safety guide

Austroads has published new updates to its Guide to Road Safety (AGRS), including infrastructure treatments and solutions that enhance safety.

Major revisions have been made to Guide to Road Safety Part 2: Safe Roads and Part 7: Road Safety Strategy and Management. Minor updates have been made to Parts 3, 4 and 5.

Austroads Road Safety and Design Program Manager, Michael Nieuwesteeg, said, "The Austroads Guide to Road Safety is an important resource for road safety practitioners across Australia and New Zealand.

"The Road Safety Task Force identifies projects each year to help ensure the content of the Guide is up-to-date and incorporates the latest findings and knowledge."

"The Guide provides road safety practitioners with the knowledge and techniques to enable the application of Safe System principles."

The updates to Part 2 have expanded the contemporary infrastructure treatments in the Guide including intersection treatments, treatments in urban environments and solutions to enhance the safety of people walking and cycling.

The new Part 2 is designed to promote a systemic approach to treating road safety risk and advocates the use of a hierarchical Safe System treatment approach. This new approach prioritises treatments that are most effective at reducing risk and identifies secondary treatments that could be considered if physical or financial barriers prevent the implementation of primary solutions.

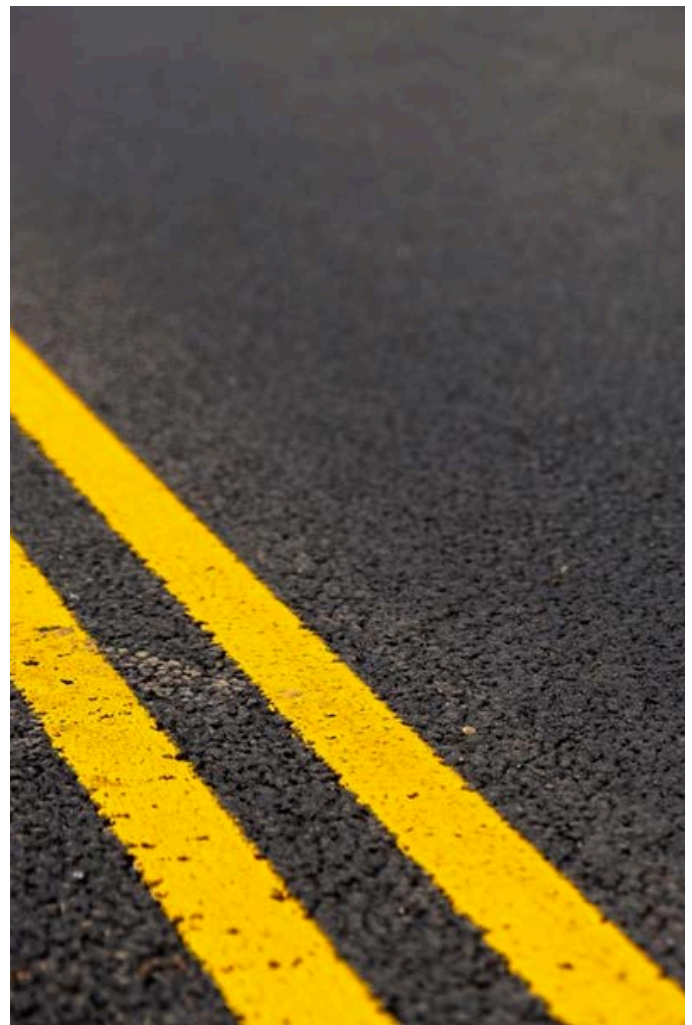
The new Part 2 also highlights infrastructure solutions suited to local roads. This is crucial given the scale of road trauma on local roads and the need of local government practitioners for solutions tailored to their local road environments.

The changes to Part 7 of the Guide have also broadened its scope. Part 7 now encompasses broader network-wide concepts and procedures. It includes network safety planning, future state modelling and movement and place frameworks.

Mr Nieuwesteeg said the new changes make the guide more accessible and relevant to a broader audience.

"It's not only road safety practitioners.

"Decision-makers, planners, elected officials and other stakeholders will find benefit in the updated guides."



Australia

Brisbane's US\$5.1–6.5 billion tunnel project

A new road tunnel for Brisbane in Queensland, Australia could cost from US\$5.1–6.5 billion but would help address severe road congestion issues. The proposed Gympie Road Bypass Tunnel would link Kedron and Carseldine as a potential solution to ease congestion and reduce traffic on Gympie Road.

The Queensland Government has allocated \$212.8 million (A\$318 million) to finalise plans for the tunnel.

A tolled bypass tunnel between Kedron and Carseldine would deliver faster travel times in Brisbane's northern region while also reducing pressure on Gympie Road and return the corridor to local road users, as well as public and active transport. Gympie Road is a key route for north Brisbane and a major route linking Brisbane and the Sunshine Coast. However, it is one of Queensland's busiest, most congested roads. A new tunnel solution would benefit business and industry by improving productivity and efficiency for freight and commercial vehicles.



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



Australia

\$81 million Road Safety Program announced for New South Wales

State and Federal governments fund upgrades announced in the wake of Australia's highest road toll since 2012.

An \$81 million Road Safety Program has been announced for greater Sydney and New South Wales' rural areas in the wake of the state leading surging national road toll figures.

A joint project by the New South Wales (NSW) state and Australian Federal governments – with funding split evenly between them – the Road Safety Program (RSP) will include 49 projects in greater Sydney in addition to 179 upgrades across urban and rural areas.

The plan includes 23 road safety projects as well as 25 cycling and pedestrian projects, with all expected to be completed by 30 June 2025.

The announcement comes after the Bureau of Infrastructure and Transport Research Economics (BITRE) released figures showing an 11.7 percent rise in fatalities on the nation's roads in the 12 months leading up to 30 June 2024.

New South Wales recorded 358 deaths – the most of any state or territory over that period – a year-on-year rise of 23 percent, with only the Northern Territory posting a greater increase (107.7 percent).

"The rising number of fatalities on roads across Australia is extremely concerning," said NSW Minister for Roads, John Graham, in a statement announcing the RSP.

"This is a practical boost to road safety ... The first major projects for NSW under this tranche of the Road Safety Program will see

some of our key Greater Sydney roads and highways get the improvements they urgently need to make them safer for years to come."

"In the recent NSW and Australian Government budgets we confirmed our \$2.8 billion partnership in road safety over four years, delivering on commitments in the 2026 Road Safety Action Plan."

The state's 2026 Road Safety Action Plan (RSAP) has a goal of reducing the number of road deaths and serious injuries by 30 percent from 2018–2020 levels by 2030.

The target is a step towards an ambition of zero deaths and serious injuries on NSW roads by 2050.

The Victorian State Government's Transport Accident Commission (TAC) has similar aims, looking to halve its road deaths and serious injuries between 2020 and 2030, with a goal of zero by 2050.

The southern state's previous Towards Zero 2016–2020 Road Safety Strategy fell short of its aim of less than 200 deaths annually on Victoria's roads, with 294 killed in 2023 alone, a 23 percent year-on-year increase.

Across the country, Victoria's figure was second only to NSW (351), contributing to a 7.3 percent increase in overall road deaths for the full 2023 calendar year.


In January 2024, the NSW Government announced a Road Safety Forum to tackle the increasing road toll, while in March 2024 Sydney's Inner West Council voted to introduce 40km/h speed limits on local streets.

In Melbourne, South Yarra Council extended a 30km/h speed limit trial on the majority of streets in the inner-city suburbs of Fitzroy and Collingwood.



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Global

RSMA UK urge Government to take action on road markings

The Road Safety Markings Association (RSMA) has written to the new Secretary of State for Transport, Louise Haigh MP, to urge action on road markings.

Often overlooked, road markings are one of the most cost-effective safety solutions for policy makers and authorities and yet they continue to deteriorate and even disappear altogether as the state of UK roads declines overall. Whilst we understand that potholes continue to make headlines due to their cost impact on the public, road markings also require attention to ensure safety on UK roads. Supporting the progress of in-vehicle safety improvements, road markings are vital for autonomous and driver-assist safety functions to work, so improved maintenance is paramount.

The RSMA has requested that road markings are considered within overall policy decisions going forward, focussing on the following key areas:

Increased funding for road markings maintenance and upgrades

Secure ring-fenced funding for the continuous upkeep, growth and improvement of road safety markings across the country, delivered by local government and regional Mayors.

Implementation of advanced road marking technologies

Invest in research and deployment of advanced road marking technologies and ensure their adoption in new and existing road projects.

Focus on vulnerable road users

Prioritise the safety of vulnerable road users by incorporating dedicated markings and infrastructure in urban planning and road design projects. Improved investment and growth of active travel not only protects vulnerable users but helps work towards net zero and healthier communities.

Standardisation and modernisation of road marking guidelines

Review and update national road marking standards and guidelines to reflect current best practices and ensure uniform implementation across all regions.

Promotion of road safety education and awareness campaigns

Support nationwide road safety education campaigns that highlight the role of road markings and encourage responsible road use among all age groups and demographics.

Rob Shearing, CEO at the RSMA, said: "We are hopeful that the new Government will engage with us to ensure that road markings are given consideration when developing or making change to policies. Road infrastructure in the UK is chronically underfunded and the approach to road maintenance is fragmented across authorities so we hope that voices across the sector are heard to improve conditions, quality and overall safety in the future."



Global

Road safety gain for Argentina

Road safety is improving slowly in Argentina according to the latest official statistics. The country's National Road Safety Agency (ANSV) revealed statistics showing a 2 percent drop in road deaths for 2023 compared with 2022.

There were 4,369 fatalities on Argentina's roads due to crashes in 2023, compared with 4,567 in 2022. This is the lowest figure for road deaths in Argentina since 2008 (discounting the figures for 2020 when travel restrictions due to the COVID-19 pandemic brought Argentina's road deaths down to 3,513).

Of the 4,369 people killed in crashes, 40 percent were riding powered two wheelers, 25 percent were in cars, 7 percent were in pick-up trucks and 2 percent were in trucks. Meanwhile, the statistics also show the risks to vulnerable road users as 10 percent of the casualties were pedestrians and 4 percent were cyclists. Of note is that data shows 75 percent of those killed in crashes were male and 21 percent were female, with the gender of the remaining 4 percent having not been recorded.

Latin America's record on road safety is patchy, so this comes as good news. There have been signs of improvement in some Latin American countries, including Chile, Brazil and now Argentina. Peru however still has some way to go. Implementation of the iRAP methodology in some Latin American nations appears to be helping to make advances in overall road safety.



US\$3.1 billion for US bridges and highways

The US president Joe Biden is requesting US\$3.1 billion from congress to rebuild Baltimore's Francis Scott Bridge, as well as a number of other key highway links. The largest chunk of the funding will be for the bridge replacement project.

The bridge suffered a catastrophic collapse in March 2024 when a large container vessel that had lost power rammed into it. The crew of the stricken vessel were able to warn the bridge authorities who stopped traffic but six construction workers carrying out deck maintenance were unable to escape in time and were killed. Although the Francis Scott Bridge had passed its most recent safety inspections and was in comparatively good order, it opened for use in 1977 and was never built to withstand a collision from such a large vessel. Research is being carried out in the US at present to see how many other older bridges are at risk from collapse in the event of being struck by a vessel.

The emergency funding package would allow the US Department of Transport to pay for a new bridge, which is likely to take until 2028 to be ready for traffic. The wreckage of the old bridge has been cleared aside allowing ships to use the busy channel in and out of the port of Baltimore. However, the 30,000/day drivers who previously used the link to traverse the Patapsco River on I-695 now face a lengthy diversion to use the I-895 crossing instead and which now suffers additional congestion.



Global

Ingenious bridge in Switzerland reduces traffic jams on major motorways with new technology

The ASTRA Bridge is a mobile construction site that can be used during maintenance work on motorways – and allows traffic to pass over the works.

Last month saw its debut on a Swiss highway, ingeniously enabling vehicles to glide over the bridge while workers toil away below, thus eliminating the need for daytime closures or cumbersome detours.

For motorists in the opposite direction, the usual hassles of lane closures, narrowed lanes, or reduced speed limits are typically avoided. Moreover, the construction footprint can sometimes be more compact.

The Swiss brainiacs initially trialled this game-changer last year, but the traffic didn't quite take to it as hoped during the test phase

After huddling with both internal and external experts including the boffins at the Swiss Federal Laboratories for Materials Science and Technology EMPA and consulting various transport groups, tweaks were made to enhance the bridge's traffic flow.



A key improvement was flattening the access ramps; they've been lengthened, and the gradient transition smoothed out, slashing the initial steepness from a knee-wobbling 6.1 percent down to a more manageable 1.25 percent.

The Swiss Federal Roads Office has given it the thumbs up, confirming: "The optimisations were successfully tested with a wide variety of vehicles – including sports cars, caravan trailers, coaches, trucks and semi-trailers."

"All vehicles were able to drive over the ASTRA Bridge at 60 km/h without restrictions. The tests confirmed the practical suitability of the construction site bridge."

The ASTRA bridge was deployed on 5 April in the Swiss region of Rechterswil-Luterbach on a highway to Zurich. It is expected to be in operation until mid-August.



Work takes place under the bridge



An Aerial view of the new bridge

Global

The UK's poor road conditions

"The results of the National Audit Office report clearly echo those of our Annual Local Authority Road Maintenance (ALARM) survey reports across the years and confirm what we already know – the condition of our local roads is now at an all-time low and there are significant challenges ahead if we are to see significant improvements.

"The report consistently refers to the results of our ALARM survey, highlighting its importance as a credible source of data, and the AIA welcomed the opportunity to provide information for review in this process.

"The NAO report makes some strong recommendations for how the DfT can help improve its understanding of the condition of the network in England, its approach to funding and its support and guidance for local authorities to help them deliver effective and efficient highways maintenance.

"We stand by the calls made in our 2024 ALARM survey report for sustained, targeted and accountable funding for local roads, which are complementary to those NAO recommendations. Without clarity on how much money will be made available over the life of this Parliament, as well as an effective ring-fence mechanism, local authorities will be unable to carry out the proactive maintenance required to improve conditions for the benefit of all road users.

"Swift action needs to be taken and we look forward to working with the new Ministerial team at the DfT to support efforts to improve local road conditions and address the £14.4 billion carriageway maintenance backlog reported in England in this year's ALARM survey."

Concern over Taiwan's road safety

A drop in road crashes has been recorded for Taiwan in the first quarter of 2024. There were 97,436 road crashes in the first quarter of 2024, a drop of 5.4 percent compared with the same period in 2023.

However, road deaths increased to 772 for this period and of these deaths, 119 were of pedestrians, a jump of 15.5 percent. The majority of pedestrian deaths, 69 percent, involved a vehicle collision, of which 73 percent were of older victims. According to the MOTC report, a worryingly high percentage of the crashes involving pedestrians being knocked down by motor vehicles were due to drivers not yielding at intersections.

There are growing calls for better facilities for vulnerable road users and for a greater awareness on road safety.

The MOTC is keen to improve road safety in Taiwan in a bid to address its poor record. Between January 2023 and April 2023, 1,039 people were killed in road crashes. In addition, 179,930 people suffered injuries in the 133,972 road crashes recorded during this period.



Global



A local roading authority found over 200 dead birds and there was concern they may have died from Avian Flu. A Bird Pathologist examined the remains of the magpies, and to everyone's relief, confirmed the problem was not Avian Flu. The cause of the death appeared to be vehicular impacts. Further studies showed that 98% of the magpies had been killed by impact with trucks while only 2% were killed by an impact with a car. They hired an Ornithological Behaviorist to determine if there was a cause for the disproportionate percentages of truck kills versus car kills. He very quickly determined the cause. When magpies eat roadkill, they always have a look-out in the nearby tree to warn of impending danger. They discovered that while all the lookout birds could shout "Cah", not a single one could shout "Truck".



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.

ROADMARKING PAINT APPLICATION
CERTIFICATE OF COMPLIANCE WITH NZTA/NZRF T 8

Applicator Type: 8
 Registration No: 188 68
 Operator: Space Mark Road Marking Ltd
 Address: PO Box 2
 Auckland

Applicator Chassis No: JH00700000100
 Applicator Make: 2011 IVECO
 Applicator Year No: 4175
 No. & Capacity of Paint Tanks (Litre): 250 & 1 gallon 20L
 No. & Capacity of Road Tanks (L x 700 kg):

APPLICATOR SPEEDS FOR 30 (20) MINIMUM 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

Description	Make & Model	Serial Number
White Paint Pump	Graco 200, 80	84207
Yellow Paint Pump	Graco 200, 80	84208
Compressor	Robtson 10000	1000100
Compressor Motor	Wegor 10000	820010000
Spray Gun x 1	SA 100 P	NA
Road Gun x 1	Graco 1000	NA

ENTRY QUALIFICATION
 Previous TR Certificate Entry No:

REGISTRATION DETAILS
 NEW LEASE & LICENSE NUMBER
 5504
 Roadmarkors
 PO Box 2000, Auckland

RECORD OF COMPLIANCE
 Testing Office: Space Marking
 Signed: [Signature]
 Company: Mark Roads Ltd

APPLICATOR PHOTOGRAPH

EXPIRY DATE: 31st November 2012

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

The certificates include a photograph of the applicator.

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

From the Archives



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01 Jan to
31 July 2024

Road Toll New Zealand



New Zealand Road Toll

