

Roadmarking News



Edition 174
Aug 2025



Sections

PAGE 3

Update from the
NZRF

PAGE 6

NZ Transport Agency
Updates

PAGE 9

New Zealand

PAGE 18

Australia

PAGE 27

Global

PAGE 35

T8/T12 Information

PAGE 36

From the Archives

Published by: The New Zealand Roadmarkers Federation Inc

Email: admin@nzrf.co.nz

Roadmarking News is published by the NZ Roadmarkers Federation Inc. Opinions expressed in Roadmarking News do not necessarily reflect the views of the NZRF.

NZRF Update

Dear NZRF Members,

We are getting very excited as we count down to the NZRF Annual Conference — now just two weeks away! This year's event will be held from 12th to 14th August at the Russley Golf Club and Function Centre, located at 428 Memorial Avenue, Christchurch.

We're also pleased to offer a special delegate accommodation rate (delegates cover own accommodation and breakfast costs) just across the road at the Commodore Hotel (449 Memorial Avenue). To access the discounted rate, be sure to use the booking code 4526443 for the New Zealand Road Marking Conference. A block of rooms has been set aside for us, but once these are filled, general bookings will apply — so we recommend booking soon.

We're pleased to confirm around 70 attendees for Days Two and Three of the conference, including the always-popular Annual Dinner on the Wednesday night.

The NZRF Executive has been working hard behind the scenes to bring you a dynamic and engaging event.

We believe this year's programme strikes the right balance between technical insight, practical demonstrations, industry updates, and quality networking opportunities.

The conference sessions will feature updates from NZ Transport Agency Waka Kotahi, guest presentations, Temporary Traffic Management (TTM) developments, competency frameworks, and a session focused on critical safety issues within the road marking sector. You'll also have the opportunity to explore plant demonstrations and connect with suppliers and sponsors in our dedicated exhibition area.

On the social side, we've planned an off-site afternoon event featuring racing simulators, golf simulators, and refreshments — a fun, informal way to unwind and connect. The Annual Dinner will also include a fast-paced one-hour quiz, offering a relaxed yet lively atmosphere to network with industry peers, old friends, and new faces alike. On the last day, weather permitting we have an Ambrose Golf event on site or Go Karts if the weather looks dodgy!

As we head into the busiest part of the road marking season, it's clear that increasingly frequent and intense weather events are adding further challenges to an already demanding time of year. Many across the country are dealing with storm damage, disrupted timelines, and the pressure of trying to complete work within tight seasonal windows. The unpredictability of these conditions highlights the need for more resilient planning, stronger collaboration, and spaces like this conference to share ideas, solutions, and innovations.

With all of this in mind, we hope this conference provides a valuable opportunity to pause, reflect, and prepare — both technically and mentally — for what lies ahead. We're proud of what the sector continues to achieve in tough conditions and look forward to celebrating that with you in Christchurch.

We can't wait to see you there.



Bruce Goodall – NZRF Exec

2025 Conference

NZRF Conference and Networking Event

Russley Golf Club and Function Centre
428 Memorial Avenue
Burnside
Christchurch 8053

Full agenda will be sent prior to the conference.

Day 1 – Tuesday 12th August 2025

- 10am – 12 pm – DILG Group (only DILG members required)
- 1pm – 4pm NZRF Testing Officer Workshop (only NZTA and Testing Officers required)
- **4pm – 5pm NZRF AGM (ALL NZRF MEMBERS WELCOME)**
- Own arrangements for dinner

Day 2 – Wednesday 13th August 2025

- 9am start
- NZTA update – NOC contracts, etc
- Morning tea and lunch provided
- TTM sessions
- **1:30pm – 5pm – Off site activity and networking**
- **6pm – 10pm Dinner, Drinks and Quiz night**



Day 3 – Thursday 14th August 2025

- 9am start
- Safety sessions
- Plant demonstrations
- Interactive session and close
- Morning tea and Lunch provided
- **1:30pm – 4:30pm Ambrose golf or wet weather activity**



Accommodation – Delegates to book and pay for own accommodation

Recommended accommodation – Commodore Airport Hotel
449 Memorial Avenue, Burnside, Christchurch 8053
walking distance to Russley Golf Course

Room Rate: \$275.00 per room night
Breakfast Rate: \$37/pp



Booking Info: Delegates to contact the hotel direct to book accommodation via phone (03 358 8129)
or through link <https://reservations.travelclick.com/86190?groupID=4526443>

CONFIRMED SPONSORS





ROADDATA

INFORMATION YOU CAN TRUST

Make evidence-based decisions with Mobile Retro reflectivity data



We specialise in providing top-tier retro-reflectivity services and products to ensure road safety and compliance with industry standards. Our offerings include:

- Mobile Retro-Reflectivity Measurement: On-site measurement of line-markings, road signs, and RRPMS using advanced mobile equipment.
- Sales of Hand-Held Retro-Reflectometers for Line-marking Road-signs and RRPM.
- Factory calibration for Zehntner hand-held retro reflectometers.
- Certifier of RRPM to AS/NZS 1906.3



Ph: +64 21 977 898 E: urban@roaddata.co.nz www.roaddata.co.nz

Address: 4 Culperry Rd, Unit L, Glendene, 0602, Auckland

GREAT PEOPLE GREAT RESULTS

NZ Transport Agency Updates

1

2027–30 NLTP key dates drafted

After consultation with representatives from local government and MOT, we've developed a high-level timeline for the development of the 2027–30 NLTP.

Date	What's happening
Early June 2025	NZTA release evidence to sector to inform development of RLTP strategic sections
Early March 2026	NZTA release modelling to sector to inform development of continuous programme bids
By May 2026	Draft GPS for consultation
By June 2026	NZTA release evidence to sector to inform development of improvement programme bids
Early November 2026	Draft continuous programmes submitted into TIO
Early December 2026	Draft improvement activities (including SHIP) submitted into TIO
Early April 2027	Final continuous programmes submitted into TIO
	Final improvement activities (including SHIP) submitted into TIO
Sunday, 1 August 2027	RLTPs submitted by relevant Regional Council to NZTA
Tuesday, 31 August 2027	Adoption of National Land Transport Programme (NLTP) 2027-31

Kevin has led big teams, delivered complex programmes, and helped shape strategy at both government and industry levels. He's known for his practical leadership, deep sector knowledge, and ability to bring people together to deliver complex projects that make a real difference.

Most recently he was with Beca, where he led a team of over 800 professionals across the Asia-Pacific, working closely with government, industry, and communities to advance transport outcomes and support system-wide improvements.

As we look to the future, Kevin's strong track record in leading public-facing teams, his commitment to collaboration, and his focus on long-term, sustainable solutions will be a great asset to NZTA and the communities we serve.

Kevin joins us on 21 July. A big thank you to Vanessa Browne for stepping into the Interim GGM role and leading the group so capably over the past few months.



2

New Group General Manager Transport Services

NZTA is excited to welcome Kevin Doherty as our new Group General Manager Transport Services.

Kevin brings a huge depth of commercial and large-scale infrastructure delivery experience to the role, with more than 30 years working across major projects in New Zealand and Australia.

NZ Transport Agency Updates

3

Grant Bosma retiring from NZTA

Grant Bosma is retiring from the NZ Transport Agency Waka Kotahi (NZTA) in August 2025 after nearly eight years in the role as Principal Surfacing Engineer, Programme and Standards.

In his role he was responsible for overseeing the specifications for the road marking industry including the M7, M12 and M29. He was also actively involved in overseeing the T8 and T18 requirements to ensure all operators were complying to industry standards.

He regularly attended conferences, T8 workshops and gave informative presentations to our members. Having our client on hand at these events was very important as we could get answers and advice readily.

He was the the chair for the Delineation Group (DILG) which is our current forum for industry and NZTA representation.

Prior to commencing his current role he had over 36 years in the contracting industry including Fulton Hogan and Technic.

Grant has been the main point of contact to the New Zealand Roadmarkers Federation throughout his tenure and will be sorely missed by all the members. His knowledge, approachable personality and willingness to assist the federation was amazing.

Bon voyage Grant

4

NZTA confirms outcome of state highway urban connector speed reviews

The speed reviews were undertaken on 16 of 38 sections of state highway which were required to automatically reverse to previous higher speed limits under the Setting of Speed Limits Rule 2024, but where NZTA received strong community and stakeholder feedback on a preference to retain the lower speeds.

After considering all of the safety, technical, cost and consultation information, including whether the road environment had changed and become more urban since original speed limits were changed in the past few years, NZTA has confirmed that 13 of the 16 sections will retain their lower speeds limits. The majority of these locations are short stretches of state highway heading into or out of small townships, where drivers are already naturally slowing down, and the environment is more suited to the lower speed limit consulted on.

In some of these locations considerable population growth has occurred in recent years, and in other areas the road environment has changed, with large numbers of driveways, many public amenities and high pedestrian usage, including at schools and marae nearby. In making its decisions, NZTA assessed the findings of a range of factors including a formal Cost Benefit Disclosure Statement (CBDS), safety and technical information, alongside consultation feedback from both stakeholders and the wider public.

Read full article [here](#)

CIVIL ENERGY TELCO WATER

Skill-Up

Nationally Recognised
Qualifications developed
with industry, for industry.

LEVEL 2

NZ Certificate in Roadmarking

Kickstart your roadmarking career.

Gain essential skills in:

- Standard roadmarking processes
- Operating pilot vehicles (Piloting strand)
- Installing/removing raised pavement markers (RPM strand)

LEVEL 4

NZ Certificate in Roadmarking

Advance to a senior role.

Gain essential skills in:

- Health & safety compliance
- Coordinating and delivering roadmarking work
- Operating A/B-type applicators
- Supervising teams
- Certifying applicators (Testing strand)

Skill-up with New Zealand's leading provider of infrastructure industry training.

CONNEXIS
INFRASTRUCTURE TRAINING

Connexis is a Business Division of Te Pūkenga - New Zealand Institute of Skills and Technology

Enrol Now

CALL US: 0800 486 626
askus@connexis.org.nz
connexis.org.nz



New Zealand

Te Ahu a Turanga Manawatū Tararua Highway opens to motorists

The first journeys on the \$824 million Te Ahu a Turanga Manawatū Tararua Highway have begun.

The new 11.5km highway connecting Palmerston North and Ashhurst to Woodville, Dannevirke and beyond opened to motorists on Wednesday morning.

The highway was officially opened in a ceremony on Saturday, June 7, with Minister of Transport Chris Bishop on site to cut the ribbon.

Yet the road was still not quite ready for the public and the anticipation proved to be too much for some motorists.

NZTA told Hawke's Bay Today that eager drivers were turning up on Monday hoping to drive through.

They got their wish early on Wednesday morning.

An NZTA spokesman said it was estimated the road would be used by 9000 vehicles a day, with a spike in that number for the first few days after the opening.

The highway has become State Highway 3, replacing the old Manawatū Gorge Rd, which closed in 2017 following slips.



From the west, the road crosses the Manawatū River over the 300m-long Parahaki Bridge, and then over the Eco-Viaduct, which takes motorists across an ecologically sensitive wetland complete with swamp maire and raupō.

The road then climbs through the Ruahine Range, with cuts to the hills of 55m and embankments 28m high – many of which are “benched” – sloping backwards to minimise the risk of erosion.

The road weaves between the wind turbines, flanked by the shared user path on one side and thousands of new native plants along the highway.

More than 1.8 million plants have been added to the landscape – along the road and also away from it.

The highway ended up costing roughly \$200m more than initial estimates of \$620m, which prompted the Government to consider a toll of \$4.30 each way for light vehicles on it.

After a revolt from communities in Tararua in Palmerston North, who had noted the road was a replacement for the Manawatū Gorge Rd, the tolling proposal was abandoned.

Project manager Grant Kauri said seeing the first vehicles travel the road was a special moment.

“The closure of the Manawatū Gorge road had such a significant impact on people in Manawatū and Tararua. We know the surrounding communities have struggled with the closure so being able to build them a significantly more resilient, safer and efficient road has been a huge privilege.

Cont...

New Zealand

“The road’s importance to the wider central and lower North Island, including the East Coast, can’t be overstated. Te Ahu a Turanga will encourage more travel, while supporting economic growth in the regional economies,” said Kauri.

He said the alliance working on the project placed focus on genuine iwi partnership, health and wellbeing and environmental sustainability.

“We worked as partners with five iwi who were represented at all levels of the project, including governance, management and operations. Their crucial role on the project can be seen in many areas, but especially in the wetlands and stream diversions and in the array of stunning mahi toi artwork on the lookouts, structures and roundabouts.”

The highway project planted 46ha of native forest and created 28km of stream rehabilitation.

Kauri said it had also protected 48ha of existing forest and provided pest control of 300ha of already protected forest reserve.

More than 2500 people were inducted to work on the project, while an even wider group of suppliers provided materials and equipment.

“A key principle of the project is to create enduring community outcomes, which means there is a focus on helping people living in the communities around the project. Some of these aims included, a focus on local and iwi employment, procurement, cultural wellbeing, education and training, and support for schools, charities and community organisations.”

“Over the past few years, we’ve had so much support from communities on both sides of

the gorge, they’ve been with us since day one and we’re truly grateful to everyone for being so patient with us.

“We are honoured to share such a beautiful piece of road and landscape with those communities.”

RNZ reported that before dawn on Saturday, karakia rang out across the brand new Parahaki Bridge on the Ashhurst end of the new highway led by representatives of five iwi: Rangitāne ki Manawatū, Rangitāne o Tamaki nui a rua, Ngāti Kauwhata, Ngāti Kahungunu and Ngāti Raukawa, from both sides of the Ruahine/Tararua range.

Useful facts

- The speed limit will be 100km/h.
- The gradients at each end of the road are 10 percent (Ashhurst) in the west and 8.5 percent in the east (Woodville).
- There are roundabouts at each end. These are the only turning points on the highway.
- The highway has two lanes divided by a flexible median barrier.
- There are four lookouts on the highway and three rest areas.
- There are mahi toi cultural artworks at two lookouts, on bridges and at the roundabouts at each end.
- The Western Gateway Park at the Ashhurst end of the highway is open to the public but is expected to be fully completed later in 2025. The current carpark surface is chip seal but will be replaced with asphalt in coming months.
- Construction staff will be working in areas away from the highway until later in 2025. This work includes completing the planting, creating recreational tracks at the western end of the highway and removing site offices and compounds

New Zealand

Next steps for state highway recovery and repairs in the top of the South

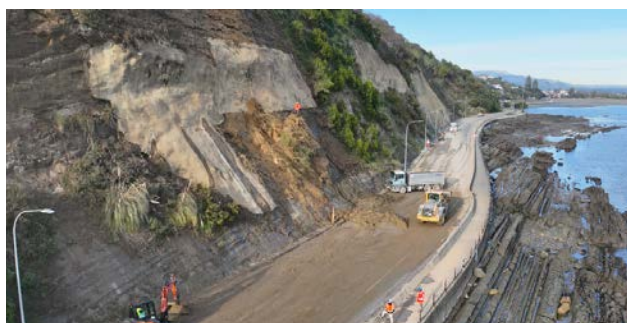
Planning is underway for recovery work on state highways in the top of the South Island.

The region's highways have taken a battering from two recent bad weather events, with key routes in Nelson/Tasman and Marlborough affected. Mark Owen, Regional Manager for the Lower North Island/Top of the South, says some areas have suffered significant damage and will need substantial repairs.

"On the Tākaka Hill, we have two slip sites and a slump site that will need remedial work. We expect single-lane stop/go traffic management to remain in place on the hill until the end of the year." There are also scour, slip, and washout repairs needed on State Highway 6 from Belgrove to Kohatu, and an underslip site at Coal Creek near Owen River that needs to be fixed."

"We also have work to do in Nelson. Everyone is well aware of the recent closures of State Highway 6 Rocks Road and the slips on this road. We are working on a long-term solution that will see new retaining works done along the top of the cliff face," Mr Owen says. And he says work is also required in Marlborough, particularly on State Highway 63 through the Wairau Valley.

"Here, the most pressing task is the washout at Andersons Bridge. Although there are also



road repairs needed west of the Waihopai Bridge where the highway has suffered flood scouring."

Mr Owen says it is essential people realise these are areas which are likely to have ongoing work for some time. "We are still working through the details – getting geotechnical and site assessments completed and working on designs and solutions."

"Once these are finalised, we will be able to share more details about how long specific sites will be affected, and how long people can expect to experience travel delays while repairs are completed. We will keep the community updated," Mr. Owen says. He warns disruptions and delays will be ongoing.

"Our contractors will work as hard as they can to complete projects as quickly as they can. But it is important people appreciate the top of the South has experienced three major rain events in quick succession." "The damage caused will take time to fix. We are talking months, not weeks," Mr Owen says.

Mr Owen says there are areas, like the scour site on State Highway 6 at Kohatu, that will have temporary repairs in place ahead of permanent work later on. "For the highway at Kohatu, a full road rebuild is planned for our upcoming state highway summer maintenance season. It means there will be a temporary road surface in place ahead of that happening. "To be effective and durable, road rebuilds have to be done during warmer and drier weather. So, we can't get this section of State Highway 6 fully rebuilt over winter and early spring," Mr Owen says.

General advice

Drivers can expect road works at multiple locations on state highways across the top of the South Island over the coming months. These will create travel delays, and road users must allow extra time for their journeys.

New Zealand

Road safety: Average-speed cameras coming for BoP

Two sets of average-speed safety cameras will be installed on Bay of Plenty highways with the aim of improving safety.

Average-speed safety cameras are being used by NZ Transport Agency Waka Kotahi (NZTA) to reduce serious crashes along high-risk corridors and roads.

The technology has been internationally proven to be highly effective at reducing deaths and serious injuries on longer sections of road, the roading agency said in a statement.

The cameras work by calculating a vehicle's average speed over a length of road between two cameras.

One pair will be installed on SH2/Pacific Coast Highway between Ōtamarākau and Matatā and the other on SH5/Explorer Highway, Tumunui, south of Rotorua in the Bay of Plenty.

Work will begin at both sites on July 14 and take three to four weeks to complete.

NZTA regulatory strategic programmes head Tara Macmillan said speeding has a very real and devastating impact on communities.

"The types of crashes that happen, and are likely to happen, the volume of traffic and driver behaviour all tell us that there is a serious risk of people being killed or seriously injured in crashes on these roads.

"We also know that risk can be significantly reduced if more people drive to the speed limit. By installing safety cameras, we can reduce the chance of people being killed or seriously injured in crashes on these roads."

SH2 Matatā

In June 2024, NZTA undertook a speed survey on this stretch of road that showed around 45 percent of drivers were speeding. A new camera will be installed on SH2 near Herepuru Rd (by Murphy's Holiday Camp). The existing safety camera near Ōtamarākau on SH2 will be converted to an average speed camera.

SH5 Tumunui

In June 2024, NZTA undertook a speed survey on this stretch of road which showed around 47 percent of drivers were speeding. One camera will be installed at approximately 126 Thermal Explorer Highway (SH5 – Rotorua end) and the other near 2028 Thermal Explorer Highway near Waimangu.

When installed, each pair of cameras will work together, measuring the average speed drivers travel between them. Drivers will only be ticketed if their average travel speed over the entire distance between a pair of cameras is over the limit – they aren't "pinged" by a single camera or at a single point where they are over the speed limit.

Initial construction works include installing underground power supplies, completing foundation works and installing metal barriers that will protect maintenance workers and any vehicle that leaves the road in a crash.

The poles and cameras will not be installed until later this year. Before the cameras begin operating, "Average speed camera area" signs will be installed, giving drivers a reminder to check their speed and slow down if needed.

NZTA is expecting to begin operating its first average-speed safety cameras on SH1 at Matakana Rd, Warkworth later this year and will progressively bring other average-speed safety cameras online, including in Bay of Plenty in the following months.

Line Marking Gear Experts

- ✓ Largest Selection
- ✓ Specialist Advice
- ✓ Customer Support
- ✓ Spare Parts & Servicing

Ready to upgrade
your roadmarking
rig?

Let's build your setup.

Contact us for a quote.

info@strouds.co.nz

WWW.STROUDS.CO.NZ



New Zealand

NZTA completes transfer of safety camera network

New Zealand Transport Agency Waka Kotahi (NZTA) has completed the transfer of safety camera operations from NZ Police.

After a 12-month period of transition, as of today (1 July 2025) NZTA is solely responsible for the operation of the safety camera network of around 150 cameras formerly operated by Police. This is planned to expand to around 200 cameras by 2027, including fixed speed cameras, mobile speed cameras, red light cameras and average (point to point) speed cameras.

NZTA Head of Regulatory Strategic Programmes Tara Macmillan says the transfer of safety cameras from NZ Police to NZTA will strengthen the road safety partnership between the two agencies, improve the effectiveness of safety cameras as an enforcement tool, and make New Zealand's roads safer for everyone.

"Managing roadside infrastructure like cameras is what NZTA does every day. Having responsibility for safety cameras allows us to use them where and when they will be most effective in reducing crashes, preventing serious injuries and saving lives," says Ms Macmillan.

"We've now rolled out signs at all fixed speed camera sites, giving drivers a fair warning to check their speed and slow down if needed. "These fixed cameras are installed at high-risk locations for crashes. Reminding drivers of that gives them the opportunity to slow down to protect themselves and others from, at worst injury or death, and at minimum, to avoid a ticket." Ms Macmillan says the effectiveness of this approach in reducing speeds can be seen through data collected by NZTA at new speed camera sites collected before and after cameras and signs were installed.

"The percentage of drivers travelling at or below the maximum speed limit at our new camera site on Mill Road in Pukekohe has increased from just 39 percent before the camera was installed to 99 percent after. Similarly, at our new camera site on SH1 at Kawakawa, compliance with the speed limit has increased from just 34 percent before the camera was installed to 94 percent after.

"Across the ten new camera sites where we are currently tracking before and after data, the average compliance rate with speed limits has increased from 57 percent to 98 percent. "Fewer speeding vehicles at these high-risk sites make these roads safer for everyone who uses them. No matter what the cause of a crash, speed can be the difference between someone being killed, receiving a life changing injury or walking away unharmed."

As part of the transfer of cameras from Police, NZTA is also now operating mobile speed cameras in SUVs, alongside Police officers being highly visible on our roads. Both mobile cameras and officer enforcement deter speeding by operating anytime and anywhere. In addition to fixed and mobile speed cameras, NZTA is also planning the rollout of new average speed safety cameras along high-risk corridors and roads. This technology is internationally proven to be very effective at reducing deaths and serious injuries on longer sections of road. The cameras work by calculating a vehicle's average speed over a length of road between two cameras.

Ms Macmillan says NZTA's focus is on improving road safety, reducing crashes, preventing serious injuries and saving lives. "Speeding drivers can cause serious and irreparable harm on the roads, including deaths and serious injuries. Evidence shows that we can reduce the chance of people being killed or seriously injured in crashes if drivers travel within speed limits, and that is why we have safety cameras."

New Zealand

How effective has the road cone hotline been?

More than 650 reports have been made to the road cone hotline within its first month, but how effective has it been on the streets of Auckland?

It is lunchtime in central Auckland, and the Wellesley Street Upgrade project is well underway.

One day it will be a connection to the City Rail Link – but right now there is construction noise and a bright orange line of road cones.

"We work around here, so it's been like this forever. Just used to it now, but looking forward for them to go away," a woman who was heading out for lunch told First Up.

Minister for Workplace Relations and Safety Brooke Van Velden announced significant shifts to rebalance WorkSafe's focus last month, kicking off with a road cone hotline.

On the streets of Auckland, attitudes towards the hotline – which is actually an online form – were mixed.

Some welcomed it.

"I've been tempted (to report)," said one person. "I think there are way too many of them (road cones), I think they are overused."

Some opposed it.

"There's an excessive focus on road cones. They are a sign of progress, I love progress so I have no problem with excessive road cones."

Some were not sure whether that was the solution to their problems. four.

"Auckland has a lot of road works, but I don't know if I would call a hotline."

Since launching in June, the hotline received nearly 400 valid reports in week one, 126 in week two, 71 in week three and 70 in week

Road controlling authorities say

The digital hotline collects complaints and sends reports to road controlling authorities.

Among all road controlling authorities, Auckland Transport received the most complaints, with nearly 200 reported.

Auckland Transport group manager for road corridor access Tracey Berkahn said she was not surprised.

"I think that's fairly expected because we're the largest city, we've got the most people and we've also got quite a lot of development going on. So there are a lot of work sites."

Berkahn said investigating all of the complaints had created quite a bit of extra work for her team of six, but it had led to improvements.

"We had one particular case in Albany where it was in a business area where there was a piece of electrical maintenance work being done. We had diggers and generators and tools on site. But when we went out, we realised that the site probably had about 30 too many cones. The work site was larger than the plan what's submitted to us for approval, and we talked to the site supervisor and they removed about 30 cones to make that site smaller, to be less disruptive on the businesses and the motorists in the area."

Berkahn said on an average day, there were 2000 active sites in Auckland.

Cont...

New Zealand

Among the 200 sites investigated from the hotline reports, 30–40 percent of them had either too many or too few cones.

"Quite often when we go out (to investigate), we find where the customer thinks there are too many cones, it might be that there's been a lane created for pedestrians. And if you're driving past in a car, all you can see are orange cones. But if you're walking down that lane as a pedestrian, you're much safer because you're kept away from the machinery on the work site and the cars on the road are kept away from you."

Berkahn said Auckland Transport had an existing cone reporting system, but the hotline generated greater public awareness.

"The one thing that I would like listeners to understand is that it's been really positive having this relationship with WorkSafe and being able to contact customers about their queries and explain sometimes why those sites are necessary and how they're providing safety."

Wellington City Council received 57 complaints in the first week but after a month that had dropped to just 8. The council declined to be interviewed but in a statement said they believed complaints had fallen because the novelty of the hotline is wearing off, and that no cones has been removed due to a hotline report.

Meanwhile, Christchurch City Council has received 40 complaints.

In a statement, transport operations manager Stephen Wright said while they found most of the sites were compliant, any issue that needed to be addressed by the contractor were discussed from an education approach in the first instance, but it was up to the contractor to decide whether the cones were needed or not.

NZTA, who received the 140 complaints, did not respond to First Up's request for comment.

Word on the streets

Back on the streets, Temporary Traffic Management workers were split on whether the road cones themselves – and the hotline – worked.

"I think there's too many of them and it's a great idea there is an 0800 number," a worker with four years' experience in site management told First Up.

"I think that (the hotline) is an overkill. There isn't a problem unless it's blocking a car park or it's limiting businesses to customers. Now I think the problem is people like myself are kind of bending those rules – more cones have been putting out than what's needed and some don't pick up their gear after they've finished their site. But then the other flip side to that coin is gear getting stolen, so therefore what was safe before was not safe anymore because there weren't enough cones.

"If it weren't for people like me, people would be driving into trenches and driving into holes," a TTM manager with more than 10 years of experience told First Up.


RNZ asked another worker how he would feel if I took half of the cones away from his site.

It was a definite "no" from him. He said sometimes when pedestrians saw a gap between the cones they would try to cross the road, and the closely lined up cones kept pedestrians safe and made sure they followed the rules.

WorkSafe said the road cone hotline will be reviewed at the end of the year.



ROADLINZ
GROUP

JetLine 



GLASS BEAD GUNS

INNOVATIVE MARKING SYSTEMS

**DAKOTA
MICRO**

CAMERA SYSTEMS



RETROREFLECTIVITY



AIRLESS BEAD
& SPRAY GUNS



T8 & T12 TESTING · RETROREFLECTIVITY SURVEYS · PLANT SERVICES & OPERATION

WWW.ROADLINZ.COM

Australia

ICAC hearing in NSW for \$343 million in corrupt Government deals

The tentacles of an allegedly corrupt NSW government official extended to businesses in all corners of NSW, as he gave them “crazy” amounts of work in return for millions in cash and cryptocurrency, an ICAC hearing has heard.

Former Transport for NSW worker Ibrahim Helmy is under investigation by ICAC for allegedly taking \$11.5 million in corrupt kickbacks in exchange for roadworks contracts.

Operation Wyvern, a public inquiry centred around Mr Helmy, this week heard claims that when he was on the clock for the taxpayers, he was also busy working for himself – collecting cash envelopes in dodgy carpark meetings and “coaching” companies on how to send him millions in cryptocurrency.

The company directors who have already fronted ICAC say after they began allegedly corrupt relationships with Mr Helmy, work for their businesses suddenly went “crazy” and “got out of hand”.

“When it started it was, it was only supposed to be ... I thought it was just a little, little operation,” Jason Chellew, the founder of Grafton-based company Protection Barriers Pty Ltd, told the hearing this week. “(I thought) it was never going to go (as) crazy as it did, like, all this work went, went through the roof ... it just got out of hand.”

Mr Chellew’s company Protection Barriers allegedly received \$100 million in taxpayer-funded Transport for NSW contracts – the most of any roadworks firm – in return for allegedly giving “kickbacks” to Mr Helmy.

Rob Ranken SC, counsel assisting the inquiry, outlined this week that over the next month-and-a-half they will call on eight other

businesses who like Protection Barriers allegedly shared in a combined \$343 million in government contracts.

Among the biggest winners of relationships with Mr Helmy was Campbelltown-based Direct Traffic Pty Ltd, directed by Mechelina Van Der Ende-Plakke, which allegedly received \$48m in contracts between 2018 and 2025, the inquiry was told.

Companies under the microscope for alleged involvement with Ibrahim Helmy:

• Protection Barriers Pty Ltd	\$100m
• Direct Traffic Pty Ltd	\$48m
• Kerway Asphaltting Pty Ltd	\$35m
• Southern Pavement Services Pty Ltd	\$20m
• Roadverge Pty Ltd	\$25m
• Capital Lines and Signs Pty Ltd	\$36m
• Complete LineMarking Pty Ltd	\$12m
• Avijohn Contracting Pty Ltd	\$17m
• Lack Group Traffic Pty Ltd	\$50m

TOTAL: \$343m

Deik Lack, the director of Lack Group Pty Ltd, allegedly oversaw receipt of some \$50m in TfNSW contracts in the space of just two years across 2023 to 2025, Mr Ranken said.

Kerway Asphaltting, a company from Sydney’s north west directed by Wayne Harrison, was allegedly paid \$35m in taxpayer funds. As the hearings proceed though, there is an elephant in the room – the exact whereabouts of Mr Helmy, which are currently unknown.

It is understood the allegedly corrupt ex-TfNSW employee, who worked for the government agency for 15 years until his employment was terminated this year, is meant to be the final witness of the hearings. However he has not been seen since early May and is currently believed to be on the run.

NSW Police have issued an arrest warrant for Mr Helmy and as Mr Ranken told the hearing earlier this week, authorities have no reason to believe he has left Australia.

Australia

Melbourne's new \$20.4 billion ring road

Construction work for the first section of the ring road for the ring road around Melbourne, Australia will have to be ahead of schedule. This initial stretch of the \$20.4 billion Outer Metropolitan Ring Road was due for completion in 2036 but will have to be ready by 2031 to avoid gridlock for the city. This is the opinion of planners working for the city's government.

Melbourne has become a victim of its own success as a livable city, with the population in its suburbs expanding fast. The vast increase in vehicle numbers that has arisen due to the population expansion has resulted in increasing congestion levels and this looks set to worsen.

The Outer Metropolitan Ring Road will be 100km-long, linking the M80 in Thomastown with the Princes Freeway in Little River. The whole project is due for completion in 2046.

According to the city authorities, the Outer Metropolitan Ring/E6 reservation will provide new road and rail transport links through the Werribee, Melton, Tullamarine, Craigieburn/Mickleham and Epping/Thomastown areas.

The planning for the transport corridor calls for a road with four lanes in either direction plus four railway tracks in the median for interstate freight and high-speed passenger trains between Werribee and Kalkallo.

It would feature three lanes in either direction for the rest of its length. This massive project is expected to deliver the substantial boost in transport capacity that Melbourne requires, given its fast growing population.

Meanwhile, in New South Wales, Australia, contractors are being invited to show interest for the \$1.47 billion (A\$2.24 billion) design and build improvement works for Elizabeth Drive, Mamre Road Stage 2, and Garfield Road East. The bidding will be handled by Transport for New South Wales (NSW).

The project is intended to improve transport in Western Sydney. Construction for the new Western Sydney International (Nancy Bird Walton) Airport should be complete shortly and will boost the need for better transport links.

Roads leading to Sydney's new airport will be upgraded to cope with demand. The \$525.7 million (A\$800 million) improvement for Elizabeth Drive will see the route being widened to dual carriageway status between Devonshire Road and Western Road, as well as the construction of new junctions for Kemps Creek, Badgerys Creek, Luddenham and Bradfield city.

The link between Erskine Park Road and Kerrs Road is benefiting from the \$657 million (A\$1 billion) Mamre Road Stage 2 upgrade project. And the link from Piccadilly Street and Windsor Road will be upgraded to a dual carriageway with the \$289 million (A\$440 million) Garfield Road East project.





RAISED RETROREFLECTIVE PAVEMENT MARKER

Raised Pavement Markers (RRPM) play a key role in road safety. The NEW *i:lite+* marker is designed to provide above average performance for road delineation.



The *i:lite+* marker has many key features including a unique based-design that provides superior adhesion.



KEY FEATURES:

- Compliant to AS/NZS 1906.3
- Strong body made from high-impact, chemically resistant polymer
- Reflecting lens made from high impact, abrasion resistant acrylic to maximise reflectivity
- Innovative base design for superior adhesion
- UV resistant
- Packaging 100 units per box
- NZTA M12 Approved* - Class C

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

TABLE 1 - PHYSICAL TESTS

Water resistance	Complies
Heat Test	Complies
UV exposure test	Complies
Resistance to lens cracking	Complies
Compressive strength	Complies

TABLE 2 - DIMENSIONS

Length, mm	125
Width, mm	80
Height, mm	18
Weight, g	110
Reflecting area, mm²	>1520

Australia

Road safety expert suggests reduced urban speed limit to keep people safe in WA

A road safety expert has called for the speed limit in all urban areas in Western Australia to be reduced to 30 kilometres per hour, calling it the only sure-fire way to protect vulnerable road users.

While often proving controversial with the public, multiple local governments across Perth and regional WA have moved to the lower limit in busy areas such as shopping and cafe strips.

Western Australian Centre for Road Safety Research deputy director Paul Roberts said dropping the speed limit was the only way to keep people safe.

"In any area where there is high volume or where cars and pedestrians and other vulnerable road users mix, we have to have lower speed limits," he said.

"It's not about whether it's a metropolitan or regional area.

Geraldton, Bunbury and Subiaco have already implemented lower speed limits.

Subiaco Mayor David McMullen said the benefits of the decision were clear.

"Speed limits on Rokeby Road were reduced to 30kph in 2021, which has resulted in an almost 50 percent reduction in reported accidents," he said.

The City of Subiaco is also one of five inner-city councils that plan to expand 40kph residential areas, along with the cities of Perth, South Perth, Vincent and Victoria Park.

Together, they form the Perth Inner City Group.

"Following a review of community feedback, and a technical review of the proposed area-wide speed zones, the Perth Inner City Group will submit the 40kph proposal to Main Roads WA and the Road Safety Commission for consideration," Mr McMullen said.

"In the City of Subiaco, only local residential streets would have the reduction in speed limits.

"This means minimal to no appreciable impact on transit times in many cases because it's not long before drivers get back onto bigger distributor roads."

Pedestrian survival

Associate Professor Roberts said a pedestrian only had a 10 percent chance of survival if they were struck at 60kph.

"If we take it down to 30 kilometres an hour, which is the gold standard for pedestrian areas around the world, the survival rate, instead of being 10 percent, is 90 percent," he said.

Local governments in regional areas such as Albany are also taking action on urban speed. Earlier this year, the City of Albany expanded 40kph zones to encompass areas with high pedestrian activity, including two children's crossings on Lockyer Avenue and Middleton Road.

Great Southern Traffic Unit officer in charge Derek Grimes said it was a good move for safety.

"When you look down York Street, it's pretty hard to do more than 40kph when it's busy anyway, just with traffic congestion," Senior Sergeant Grimes said.

"But on the surrounding roads, for example Aberdeen Street and some of the other ones, there has been a remarkable decrease in speed, which is good.

Cont....

Australia

"Getting hit by a car even at 40 can cause serious injury, let alone 50, so it's certainly a move in the right direction for safety."

Road Safety Minister Reece Whitby said lowering urban speed limits was a discussion for local governments and communities.

"I welcome that discussion, and if we can have common-sense approaches that increase community safety it's a good thing," he said.

"We know there are 40kph limits outside schools during drop-off and pick-up times, and that makes sense, that's common sense.

"I think there could be other parts of suburbs and towns where it makes sense to have that lower speed limit."



A major Australian tunnel project is being carried out in Victoria.

Tunnelling work is underway for the North East Link project in Victoria State, Australia. The two massive tunnel boring machines (TBMs), nicknamed Gillian and Zelda, have been restarted for the second portion of their work for the project.

The two TBMs both weigh in excess of 4,000 tonnes, are 90m long and are boring diameters of 15.6m. Gillian and Zelda completed their first drives in March 2025, having started in September 2024 and August 2024 respectively. Both TBMs bored over 1.9km for their initial drives (around 36 percent of the total distance they have to complete), with around 7,700 tunnel segments having been installed in each bore.

When complete, each of the twin tube tunnels will carry three lanes of traffic, measure 6.5km in length and will be at a depth of 45m. The new tunnels will reduce congestion on the existing road network and cut journey times for drivers in and around Melbourne.

Other work forming part of the project includes changing the alignment of Bullen Road, upgrades to the M80 Ring Road and Eastern Freeway and building foundations for the new link roads to the tunnels.

The project is being funded jointly by the Australian Government and Victorian Government, with completion expected in 2028. The project was originally expected to come with a price tag of US\$6.25 billion (A\$10 billion) but now looks as if could cost as much as \$16.24 billion (A\$26 billion). The project is being carried out by the SPARK joint venture, which includes the Italian contractor Webuild.

New Product Offering

3M Stamark (long life)

Fire Hydrants

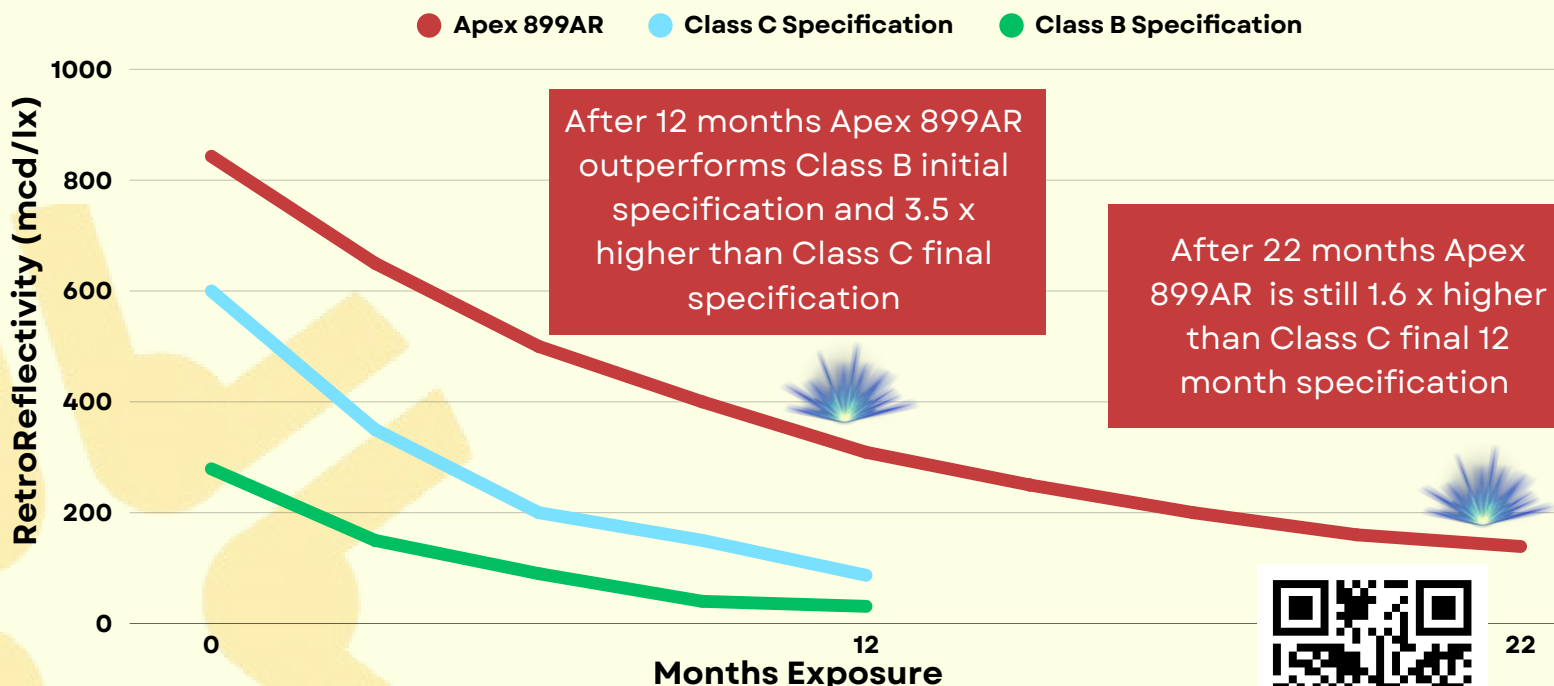


www.solfide.co.nz

office@solfide.co.nz

021 440 900

Apex 899AR Results - NZTA RetroReflectivity Specification



Specify Safety. Specify Glass Faced. Specify Apex 899AR



Australia

Feedback invited on innovative road safety system – Bundaberg

Bundaberg Regional Council is encouraging residents and road users to have their say on a new road safety initiative at the intersection of Hummock Road and Windermere Road.

In February 2025 Council installed a Rural Intersection Activated Warning System (RIAWS) using Australian Government funding to enhance road safety at the high-risk area.

This \$175,000 project is fully funded under the Australian Government's Black Spots Program, which provides funding for low-cost, high-benefit improvements on the road network to address actual or potential crashes that lead to high severity outcomes (fatalities and hospitalisations).

The system is designed to alert drivers on Windermere Road when a vehicle is approaching from Hummock Road, prompting them to reduce speed and proceed with increased caution.

Roads and Infrastructure (urban) portfolio spokesperson Cr Larine Statham-Blair said the system was the first of its kind in Queensland and represented a smarter approach to reducing road risk in rural areas.

"This technology provides targeted, real-time warnings to drivers rather than relying on permanent speed limits that may not reflect changing conditions," she said.

"By encouraging safer speeds only when necessary, the system is helping to reduce the potential for serious crashes.

"We're proud to lead the way with this innovation but the real measure of success is how safe our community feels on the road – and that's why your feedback is so important."

Council is now inviting residents, road users and nearby property owners to share their experiences and observations since the system was introduced.

The feedback will help evaluate the system's performance and guide future road safety initiatives.

To have your say, visit

www.ourbundabergregion.com.au/rural-intersection-activated-warning-system-survey.



Australia

One in five drivers admit disabling car safety features

One in five drivers in Australia admit that they disable their car's safety features according to the 31st edition of AAMI Crash Index research released in July 2025.

Australian Associated Motor Insurers (AAMI) is an Australian general insurance company and the AAMI Crash Index 2025 released in July 2025 has been compiled through a national survey with a representative sample of 2,007 Australian car drivers aged 18 and above. The survey was conducted in June 2025.

The survey findings reveal that the participating drivers who admitted disabling their car's safety features often do so for the following reasons:

- Hit the "off" button because they found safety features "annoying", "distracting", and "too sensitive" (69 percent).
- Believe they "don't need" the assistance of in-car safety features (23 percent).
- Said they just "don't trust" the safety features (13 percent).
- The safety features most commonly dialled down or turned off were lane departure warning and lane keeping assist (45 percent), adaptive cruise control (17 percent), parking assist (17 percent), automatic emergency braking (16 percent) and forward collision warning (11 percent).

AAMI motor prevention manager Mary Kennedy said, "In-car safety features aren't just gadgets, they're designed to help protect us and make our roads safer.

We should be embracing these features, not turning them off.

Ms Kennedy said, "Many of the safety features, the drivers are turning off, like collision warning and automatic emergency braking, are really effective at preventing the crashes."

She said for more than three decades, the AAMI Crash Index has been educating drivers on the importance of using safe driving habits and avoiding those that lead to accidents.

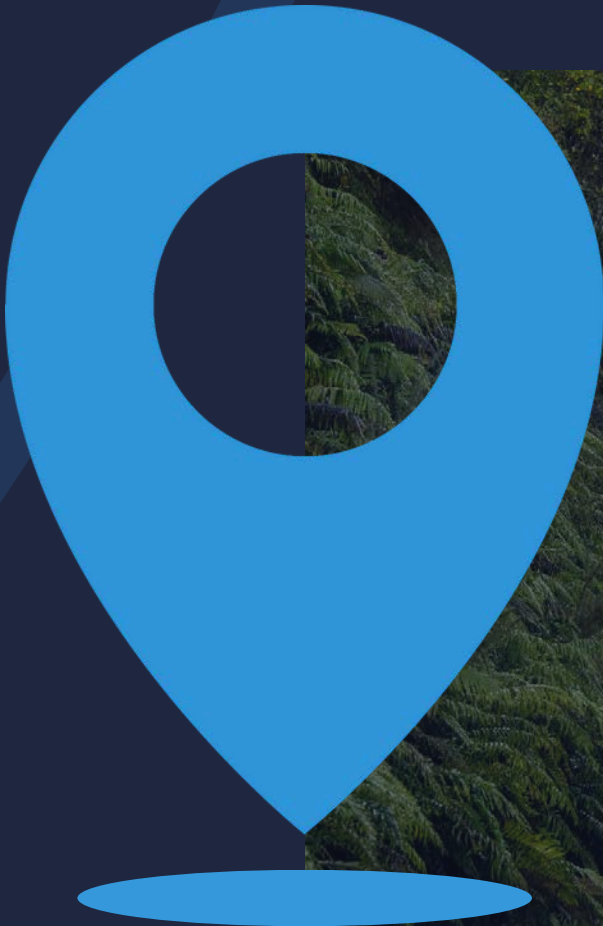
More than half of the drivers participating in the study (59 percent) agreed that safety features are proven methods for improving road safety, and that they reduce the severity and frequency of accidents.

AAMI's claims data also supports this with insights from February 2024 through to February 2025 showing Advanced Driver Assistance Systems enabled vehicles (with autonomous braking) are less likely to be involved in an accident when compared to vehicles which do not have this technology.



Are you wanting to advertise in the newsletter?

Contact admin@nzrf.co.nz to get more details



Global

€900 million German Autobahn project

Planning is underway for a project to upgrade a stretch of the A8 Autobahn that links Stuttgart and Munich in South Germany. The work will see major improvements to the A8, with a new alignment to replace the current A8 Alb ascent. The existing section of the A8 is prone to congestion, with the new route planned measuring around 7.6km, cutting 3.8km from the Autobahn.

The new link will feature three lanes in either direction, with two tunnels and two bridges along the route. The section will be located between Mühlhausen im Täle and Hohenstadt. The existing route meanwhile will become a country road, while there will also be facilities for cyclists.

The Filstal Bridge will measure around 800m while the Gosbachtl Bridge will measure around 460m. The Sky Loop Tunnel will be 1,170m long while the Drackenstein Tunnel will be 1670m long, with both featuring parallel tubes. The preparation work is expected to take two years to complete, with construction scheduled to commence in 2027. This will be the largest infrastructure project for Germany's Baden-Württemberg State.

This Autobahn upgrade has been discussed for some time. It was previously put forward in 2005 but stalled in 2008 due to a financial shortfall. In 2014 the project was again put forward, with further political discussions then taking place. After more discussions, planning approval was given in 2024.



£24 billion spending on UK roads

A road investment budget of £24 billion has been set by the UK Government. This will be spent on improving roads in England between 2026 and 2030, forming part of the 2025 Spending Review. The funding will be provided to the state-owned roads firm, National Highways, as well as local authorities with the aim of boosting transport to cut transport delays and increase economic development. Bridge repairs, better signage, new roadside barriers and upgraded junctions will be amongst the work carried out. Potholes will be repaired and general maintenance works will be carried out on both national and local routes. This will speed journeys and also increase safety for road users of all categories.

There will be spending on improvements to major routes, including the addition of EV charging facilities. Decarbonising the UK's transport will be one focus for the spending.

Facilities for cyclists will also benefit, with the intention of boosting active travel and reducing transport emissions in urban areas. Included in the spending is £590 million for the Lower Thames Crossing (LTC) project, which will provide a new highway and 4.2km tunnel connection under the River Thames, linking the A2 and M2 in Kent with the A13 and M25 in Essex. Private financing is intended to pay for the major portion of the project. The link is intended to cut traffic at the existing Dartford Crossing, which features two tunnels and a bridge, by 20 percent and preventing delays. The LTC has been described as being a national priority due to the importance of the link to cutting costly congestion.

The improved spending does mark a significant change for the UK, which has been criticised by industry bodies for under-investing in infrastructure over the past three decades.

Global

A road safety collaboration will cut road crash casualties in Asia

A new collaboration for road safety is expected to deliver reduced crashes and casualties in parts of Asia. A new collaboration between UNESCAP, iRAP, EASST and the International Road Federation (IRF) is reviewing and improving local road geometrical design standards for safer and more inclusive roads across Central Asia. This has been achieved with a workshop in Tashkent, Uzbekistan. The event also marked the launch of a new suite of road safety design guidance for road infrastructure designers across Kyrgyzstan, Tajikistan and Uzbekistan.

The new resource package includes a full project report of approach and methodology, including details of existing GOST-SNiP design standards in each country. It provides the results of iRAP star rating assessments at standard cross sections in the region.

The guidance has been developed in close cooperation with national stakeholders and with input from the Asian Development Bank (ADB), European Bank for Reconstruction and Development (EBRD) and European Investment Bank (EIB) – with financial support provided by the United Nations Road Safety Fund (UNRSF). The aim of these resources is not to replace existing standards but to supplement them and offer valuable guidance to road engineers and other stakeholders on how to incorporate evidence-based safety measures derived from international best practice into future road projects.

In particular, the guidance emphasises the importance of early intervention into the project planning process, especially during feasibility studies, to reduce the risks that can lead to serious crashes, injuries, and

deaths. It promotes a Safe System Approach, which recognises that road users, as human beings, can make mistakes, and that those mistakes should not cost lives or result in serious injury. The approach calls for road design that mitigates risk, especially for vulnerable road users such as pedestrians, cyclists, and children.

Safe road design is not only lifesaving but also cost-effective. It helps to avoid the economic losses incurred by countries due to road crashes with early intervention also serving as a mechanism to avoid costly mistakes in the road development process. The guidance for each country covers key areas including: a review of existing national standards; practical design solutions based on road safety design principles such as lower speeds and forgiving infrastructure; detailed guidance on specific design elements and the role they play in mitigating risk; and why consultation and stakeholder engagement is a vital part of the design process.

By implementing and updating national road design standards in line with international standards such as the UN Global Plan for the Decade of Action for Road Safety 2021-2030 and CAREC's Safely Connected: A Regional Road Safety Strategy, our aim is to minimise road traffic fatalities and injuries through safer road infrastructure. And we hope that the pilots in Kyrgyzstan, Tajikistan and Uzbekistan that have been a focus of this project will scale up to have CAREC-wide implications.



Global

Enhancing safety for USA pedestrians and bicyclists at roundabouts

Compared to traditional intersections, roundabouts have been proven to decrease serious crashes. However, because drivers yield rather than stop upon entering roundabouts and at crosswalks, public concerns about pedestrian and bicyclist safety remain. Research and field evaluations into driver yielding and speed behaviors generated insights to guide local transportation agencies and MnDOT to further enhance pedestrian safety at roundabouts.

Roundabouts have been a successful traffic safety alternative to other intersection types, decreasing potential driver conflict points and severe crashes. To keep traffic flowing, drivers yield rather than stop when entering the roundabout, which has raised questions about the safety of pedestrians and bicyclists. Even if crosswalks are present, the absence of stop signs or traffic lights poses unique challenges for nonmotorized road users.

While previous MnDOT research showed a 70 percent decrease in fatal and serious crashes for pedestrians and bicyclists, pedestrian impressions of roundabouts are mixed and some safety concerns remain. MnDOT and local transportation agencies sought to better understand driver behavior toward pedestrians and bicyclists to design and manage safe roundabouts for all road users.

What Did We Do?

To evaluate factors that impact driver behavior at roundabouts when pedestrians and bicyclists are present, researchers worked with the project's Technical Advisory Panel to choose Minnesota roundabout locations for observing pedestrian and bicyclist crossings. The selected sites included a mix of multi- and single-lane roundabouts in both urban and suburban

contexts. Other factors included varied traffic volumes, speed limits and the presence of traffic control technologies such as rectangular rapid flashing beacons (RRFBs).

Researchers staged 100 crossings at each of 16 roundabouts over two summers during good weather and off-peak times. Half of the staged crossings involved pedestrians and half involved bicyclists. Half of the crossings were observed at the roundabout entries and half at the exits. Three roundabouts had RRFBs, and multiple geometric variables were recorded at each site. Naturalistic crossings were also included, for a total of more than 2,800 observed vehicle-pedestrian interactions.

In addition to collecting video data on vehicles and crossing locations, lane positions and whether an RRFB was present and activated, researchers observed two main variables: driver yielding behavior toward a pedestrian or bicyclist attempting to cross, and driver speed changes (measured by handheld lidar) both in the presence and absence of pedestrians or bicyclists.

What Did We Learn?

A statistical analysis of the collected data showed that overall, 80 percent of drivers yielded for pedestrians and bicyclists crossing at roundabout entries while only 40 percent yielded at the roundabout exits. The significantly lower yielding rate at exits was likely due to drivers not realizing that they should be yielding,



Cont....

Global

accelerating as they left the roundabout, hesitating to impede circulating traffic and the lack of storage for queued vehicles at crosswalks on exit sides.

Several additional variables were associated with higher yielding rates:

- Smaller, single-lane roundabouts where driver speeds may be slower, and drivers do not have to consider other drivers in adjacent, same-direction lanes.
- More conspicuous pedestrians and bicyclists, such as crossings off a median island, walking rather than riding a bicycle across and improved pedestrian visibility for drivers turning right.
- The presence of RRFBs, whether or not they were activated, which may be due to their being installed in locations where drivers are accustomed to high pedestrian use.

The analysis of driver speeds revealed faster speeds at larger roundabouts and where no pedestrians or bicyclists were visible. Drivers generally started braking more rapidly within 450 feet of a crosswalk but accelerated as they exited the roundabouts.

What's Next?

Local agencies and MnDOT will continue efforts to ensure and enhance safety for all road users at roundabouts. A current MnDOT project to better understand the traffic calming impacts of roundabouts on vehicle speeds compared to other intersection types is already underway.

Several additional issues highlighted in this project could be further explored, such as evaluating a variety of pedestrian signage at roundabouts and speed calming measures for roundabout exit lanes. Also, because most of the observed pedestrian crossings in this research were staged, future observations of naturalistic crossings could support the objective evaluation that the impacts of pedestrian behaviors have on crossing at roundabouts.

\$491 million improving roads for the Philippines

Work is underway in the Philippines for the \$491.32 million project, Improving Growth Corridors in Mindanao Road Sector Project (IGCMRSP). The project is being managed by the Department of Finance (DoF), with much of the financing from the Asian Development Bank (ADB).

The ADB has provided the majority of the funding, \$380 million, with the remaining \$111.32 million being provided by the Philippines Government. The project is one of several intended to boost capacity for the Brunei Darussalam–Indonesia–Malaysia–Philippines East ASEAN Growth Area road network.

Work on the RT Lim–Siocon Road linking Zamboanga Sibugay and Zamboanga del Norte is close to completion with the route due to be ready for use in September 2025. Construction work for the Nalil–Sikkiat Bridge No 1 in Tawi–Tawi Province is also close to completion. The 541m bridge will link Bongao Island and Sanga–Sanga Island and is due to open to traffic in August 2025.

According to the ADB, the project will improve an estimated 280km of national primary, secondary, and tertiary roads in Mindanao.

Maintenance and repairs will be carried out, with some unmade roads being surfaced and bridges being repaired. Work carried out will ensure climate resilience and environmental protection, with improved drainage as well as safety for road users being prioritised.

The ADB says that the project will also provide the financing to improve a further 300km of national roads in Mindanao.



Road Marking
Solutions



Waterborne and Solvent Roadmarking Paints
Prefomed and Hot Melt Thermoplastics
Glass Beads
Cold Applied Plastics
Raised Pavement Markers

Marking the future with you

Global

USA pedestrian deaths fall for second year

Even though pedestrian deaths in the US were down 4.3 percent last year, drivers struck and killed 7,148 people, according to the GHSA.

Pedestrian fatalities remain nearly 20 percent above the 2016 level and reached a 40-year high in 2022.

The decline in 2024 was the second consecutive annual drop after surging throughout the prior decade, notes the GHSA. The Governors Highway Safety Association is a nonprofit association representing the highway safety offices of US states, territories, the District of Columbia and Puerto Rico.

GHSA's new data analysis, *Pedestrian Traffic Fatalities by State: 2024 Preliminary Data*, provides a first look at pedestrian safety trends and changes in fatalities at the state level. The analysis builds upon a report GHSA issued earlier this year that focused on fatalities for January-June.

The latest report includes an in-depth analysis of 2023 data from the National Highway Traffic Safety Administration (NHTSA). It reaffirms troubling trends regarding deaths of people on foot happening in hit-and-runs, at night, in crashes with SUVs and pickups and where there are no sidewalks (pavements).

The report highlights how State Highway Safety Offices (SHSOs) and their partners are using enforcement, data, technology, education, infrastructure and other solutions to improve pedestrian safety.

"The second straight year of fewer pedestrian deaths is a step in the right direction, but much more must be done to

protect people walking," said GHSA Jonathan Adkins, chief executive officer of the GHSA.

"Now is the time to double down on what works, more and better infrastructure, enforcement to deter dangerous driving behaviour, engaged and informed communities and vehicles designed to protect people on foot. An all-in strategy to address pedestrian safety will help us build on this recent momentum and save even more lives."

In addition to providing a first look at state-level fatality figures, the GHSA report examines 2023 data from the report *Fatality Analysis Reporting System*, published by NHTSA, the National Highway Traffic Safety Administration, an agency within the US Department of Transportation. The report examines when, where and how drivers strike and kill people who are on foot.

It concludes that one in four pedestrian deaths is the result of a hit-and-run incident. Over the past five years, 25 percent of fatalities have involved an incident where the driver flees the scene. Also, pedestrian deaths are increasing at a rate far faster than overall traffic fatalities. Between 2009 and 2023, pedestrian deaths rose a 80 percent, while all other traffic fatalities increased 13 percent.

There were 225 fewer pedestrian deaths in 2023 compared to the year before, but there were 1,478 fewer fatalities from all other traffic crashes.

The share of pedestrian deaths caused by SUVs and pickups has surged in recent years. The number of pedestrian deaths involving passenger cars and light trucks, including pickups, vans and SUVs – sport utility vehicles – was largely similar for much of the 2010s. However, a significant gap has emerged and grown since 2019. Light trucks accounted for 54 percent of pedestrian fatalities where a vehicle type was known in 2023, compared to 37 percent for passenger cars.

Cont...

Global

Meanwhile, more than three-quarters of pedestrian fatalities occur after dark, and number has “skyrocketed” recently. Fatal pedestrian crashes at night nearly doubled from 3,030 in 2010 to 5,578 in 2023. That’s an 84 percent increase, compared to a 28 percent rise in daylight fatalities –from 1,092 in 2010 to 1,396 in 2023.

Nearly two-thirds of pedestrian deaths occurred in locations without a sidewalk (pavement) in 2023. Since 2017, the number of pedestrian fatalities in places without a sidewalk noted on the crash report has risen by 1,164, compared to an increase of 167 in locations with a sidewalk. The GHSA noted that sidewalks are missing or in poor condition in many parts of the country.

In 2023, nearly 1,200 people died on freeways (motorways) and interstate highways, both of which are not designed for pedestrian use. Yet, while not traditionally thought of as pedestrians, stranded motorists exiting their vehicles, first responders and tow-truck drivers are all examples of people killed on freeways.

All states have ‘Move Over’ laws designed to address this problem. But they are difficult to enforce. Digital alerting technology that warns drivers of vehicles on the roadside can help reduce these types of crashes, says the GHSA.

Alcohol impairment by both drivers and pedestrians is a significant safety concern. In 2023, 29 percent of pedestrians aged 16 years and older killed in motor vehicle crashes had a blood alcohol concentration of 0.08 or higher. Looking at driver impairment, around 16 percent of fatal pedestrian crashes involved a driver with a concentration over 0.08.

Alcohol and/or drug impairment by pedestrians can put them at risk while walking near vehicle traffic, but drivers bear the brunt of responsibility as the operators of multi-ton machines with the kinetic potential to kill or injure someone.

The GHSA’s members are appointed by their US state governors to administer federal and state highway safety funds and implement state highway safety plans. GHSA said it will hold a webinar later this month to share an overview of the data and highlight approaches to pedestrian safety being taken by US states.

Next month, traffic safety, law enforcement, technology, government, nonprofit and business leaders will come together in the US city of Pittsburgh for the GHSA 2025 Annual Meeting.

The safety of people walking and also using rolling and riding mobility devices, will be woven throughout the conference in numerous workshops and general sessions. Several sessions will focus on data and the future of traffic safety.

To view the programme of the AGM and register for the event from August 23–27, visit:

www.ghsa.org/events/2025-annual-meeting



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.

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

Applicator Type: 8
 Registration No: 188 688
 Operator: Spray Mark Road Marking Ltd
 Address: PO Box 2
 Auckland

Applicator Chassis No: JH00700000100
 Applicator Make: 2011 IVECO 500
 Applicator Year No: # 178
 No. & Capacity of Paint Tanks (litre): 2 x 1000 L
 No. & Capacity of Road Tanks (x 700 kg)

APPLICATOR SPEEDS FOR 300 µm SCREENING THICKNESS			
Line Width	0.5mm	0.8mm	1.0mm
Forward Speed (kph) - 100 Litre	4.5	4.5	4.5
No. of Paint Reservoirs Front	2	2	2
No. of Road Registers Front	N/A	N/A	1

APPLICATOR EQUIPMENT		
Description	Make & Model	Serial Number
White Paint Pump	Spray Pak 80	84307
Yellow Paint Pump	Spray Pak 80	84308
Compressor	Sturtevant 100000	1000 1430
Compressor Motor	Sturtevant 100000	8000000000
Spray Gun x 1	SA 100	NA
Road Gun x 1	SA 100	NA

ENTRY QUALIFICATION
 Previous TR Certificate Entry No: 188 688

REGISTRATION DETAILS
 NEW LEASE & LICENSE NUMBER: 188 688
 Roadmarkers
 PO Box 2000, Auckland

RECORD OF COMPLIANCE
 Testing Office: Bruce Wilson
 Signed: [Signature]
 Company: Mark Roads Ltd

EXPIRY DATE: 31st November 2021

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



187

01 Jan to
30 July 25

Road Toll New Zealand



New Zealand Road Toll (2018 - 2024)

