

Roadmarking News



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NZRF Update

Dear NZRF members

Welcome to our final edition of the NZRF Newsletter for 2024. It's almost hard to believe we are here already, where did this year go?

In the lead up to the Christmas break and the last push to get work completed before the holiday season we are seeing T8 registrations still trickling through but there are a few expired certificates outstanding. As a reminder, T8 certification is required for all equipment that is working on contracts that specify TNZ P/12 and P/22. Please take a moment to review the [T8 Register](#) on our website and check that the details are as you expect. If there are any errors with the details, or plant listed which is no longer in use, please let us know so we can update or remove this from the register accordingly.

As we look ahead to 2025, we are already in the midst of planning the NZRF 2025 conference. We have taken on board the feedback we have received and are planning for this to be a larger scale event similar to yesteryears. This is not without its challenges for us as an Executive team on top of our regular day jobs, but we see this is a fantastic opportunity to get our supplier and contractor members together for some in depth collaboration and a good deal of fun while we are at it!

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

SAVE THE DATE – NZRF CONFERENCE 2025

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

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

Our agenda outline so far includes internal and external speakers, social activities, AGM, Testing Officer workshop and we will have the space for equipment display/demonstrations/activities in the carpark. There will also be space within the venue for larger supplier displays. One night will involve a dinner and we are hoping to include a social activity on the other night. We will be on the lookout for speakers to share insight about new products/equipment (demonstrations are welcome), interesting projects or other topics that would be relevant across our member group. Please get in touch via admin@nzrf.co.nz if you have any suggestions for topics you would like to hear more about or even better if you'd like to present something!

A final note as we head towards the end of the year and with the 'silly season' fast approaching, on behalf of the Executive Team, we wish you a well-earned rest and hope you enjoy spending time with friends and family over the festive season. Please do take care out there, whether you are working or travelling around our beautiful country, and we look forward to connecting again in 2025.

I am hoping for some decent weather, lack of phone reception and some 'tight lines' somewhere off the Coromandel! Cheers!

Jen Fox – NZRF Exec





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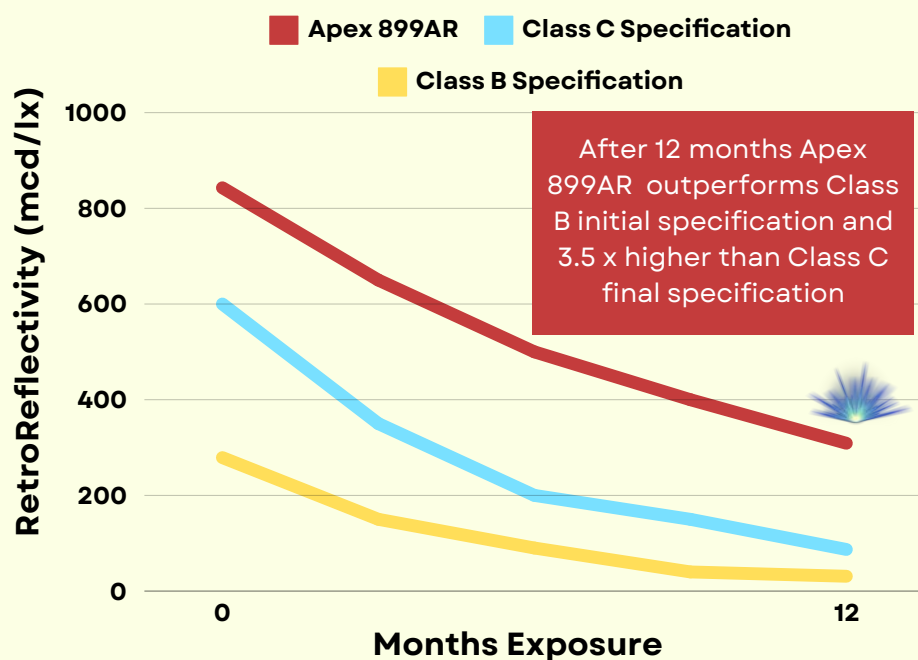
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NZ Transport Agency Updates

1

Ministerial expectations in GPS 2024

NZ Transport Agency Waka Kotahi (NZTA) has sent letters to local government outlining specific requirements for the Minister's expectations set out in the Government Policy Statement on land transport (GPS 2024). Approved organisations (AOs) must provide NZTA with quantitative information about pothole repairs, temporary traffic management costs and public transport private share, and self-assessment reporting on other Ministerial expectations.

More information is available on our [website](#).

The reporting deadline for the October to December quarter is 20 January 2025. NZTA will use this information to help refine the reporting arrangements and set targets for future reporting.

2

National Transport Research Organisation (NTRO) iPAVE4 is out

Loaded with the newest innovations in data capture technology including improved sensors, HD lidars, dual-beam deflection tech, real time data processing & uploads, and ground penetrating radar – this vehicle gives a deeper and richer understanding of pavement conditions above and below the surface. NTRO's iPAVE4 will be based in Wellington surveying their entire road network on a yearly basis for the NZTA.

3

Upcoming work on the State Highways

This [interactive map](#) shows the state highways we're rebuilding or resealing over the next six months:

In total we'll be rebuilding or resealing over 1800 lane kilometres* of state highways. This work forms part of the Government's \$2.07 billion investment into road and drainage renewals and maintenance between 2024 and 2027. We're using this funding to invest more in rebuilding roads over the next three years. This'll mean more disruptive roadworks in summer but better roads to drive on for years to come.

You might've seen roadworkers out on state highways already. With so much work to do they've been making the most of any fine weather to complete pre-seal repairs and start on the rebuild programme.

Roadworkers will do their best to minimise disruption – all you need to do is travel safely through their worksites. Follow any instructions roadworkers give you and slow down as you're travelling through roadworks.

This work takes place alongside our other programmes, such as large-scale infrastructure delivery and ongoing recovery works.

NZ Transport Agency Updates

4

Temporary traffic management reporting – Q2 dates

The quarter 2 reporting requirements for temporary traffic management (TTM) productivity and costs for road controlling authorities have been confirmed.

The purpose of this new reporting is to enable road controlling authorities to understand their TTM costs better and to help them make improvements over time.

GPS 2024 directs the Road Efficiency Group Te Ringa Maimoa (REG) to report on TTM productivity and costs for road controlling authorities on behalf of NZTA.

REG has developed TTM reporting in the Transport Insights web portal to enable all RCAs to report financial performance and site effectiveness. The Q1 results will be released in Transport Insights next month.

Q2 key dates

- 6 January – TTM reporting opens in Transport Insights for the quarter October – December 2024
- 20 January – TTM reporting closes (end of day)

Roading teams will be sent a reminder closer to the 20 January deadline.

[Transport Insights web portal](#)

[Temporary Traffic Management reporting guidance \[PDF, 347KB\]](#)

5

Tīrau to Putāruru rebuilding

Since 9 September we've been rebuilding 2.2 kilometres of State Highway 1 from Tīrau to Putāruru. The work is part of one of the largest and most ambitious road rebuild projects undertaken in New Zealand, where we're doing approximately four years' worth of renewals in just 16 months.

To do this we're taking a new approach by doing a series of closures of the road in sections – this closure was the first. Closing the road in sections allows us to work quickly, reducing what would otherwise be much longer disruption to people travelling.

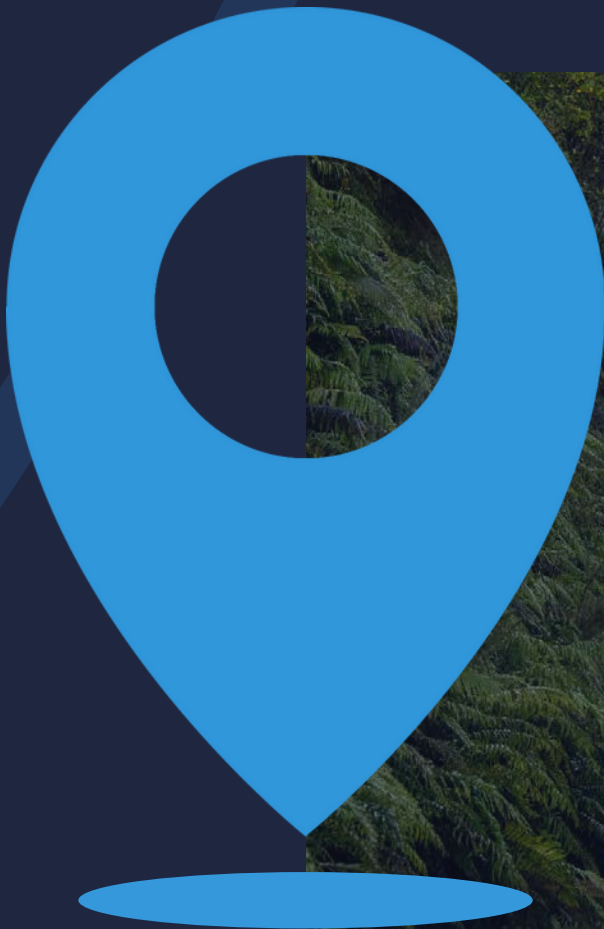
It also means we can attend to maintenance work such as upgrading drainage, clearing vegetation, and improving signage and road markings. For example, while this section of the road was closed, along with the 2.2 kilometres they rebuilt roadworkers did 330 square metres of smaller localised minor repairs, cleaned 10 culverts and seven catchpits, lowered 400 metres of road shoulder, and cleared vegetation.

We're having multiple crews of roadworkers working in shifts to get the job done as quickly as possible. Roadworkers work during daylight from dawn to dusk, and during the night we do planning and logistical work (such as refuelling and getting the site ready) so the team can start again at dawn the next day.

Visit our [website](#) to sign up, and to find out more about the project:

Are you wanting to advertise in the newsletter?

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



New Zealand

Join our webinars – NZGTTM transition

Temporary traffic management is changing in New Zealand. There are key changes underway which are raising lots of questions within the sector.

The TTM Industry Steering Group (TTM ISG) and NZTA are co-hosting two webinars to share information and answer key questions:

- **Wednesday 27 November 2024, 3pm – 4pm**
- **Monday 2 December 2024, 3pm – 4pm**

The joint TTM ISG and NZTA panel of speakers include:

- Darren Wu, Chair of the TTM ISG.
- Betty Mitrova, TTM ISG Training and Competency workstream lead, and National TTM Leader for Downer.
- Nick Miskelly, Secretary of the TTM ISG, and Manager Stakeholder, Consenting and Acquisition at Chorus NZ.
- Tracey Berkhan, RCA representative North Island for the TTM ISG, and Group Manager Road Corridor Access and Coordination at Auckland Transport.
- Ryan Cooney, Road Works Safety Programme Director, NZTA.
- Jacqui Hori-Hoult, Regional Manager Maintenance & Operations Auckland / Northland, NZTA.
- Joshua Kenney, Senior Project Manager, Infrastructure Delivery, NZTA.
- Fiona Jones, Health, Safety and Wellbeing Manager, NZTA.

Register here:

Choose a date that suits you best:

[Wednesday 27 November 2024, 3pm – 4pm](#)

[Monday 2 December 2024, 3pm – 4pm](#)

Click on a link above, fill in the details and you'll be sent a link via Zoom.

Send us your questions:

You can send your questions ahead of the webinars.

The TTM ISG are collating 'hot topic' questions – send them in via the MS Forms or email links below:

MS Forms

info@ttm-isg.org

For more details visit [website](#).



New Zealand

Commercial Vehicle Safety Centre under construction near Taupō by SH1 and 5

A new “high-tech weigh station” is currently under construction adjacent to State Highways 1 and 5 near Taupō.

The Commercial Vehicle Safety Centre (CVSC), formerly known as weigh stations, is one of 12 nationwide that NZ Transport Agency Waka Kotahi (NZTA) is building or upgrading for high-volume freight routes so that NZ Police can operate and improve road safety.

The Taupō CVSC, located on the southeast corner of the SH1/5 roundabout, will also have an effluent tank disposal facility to help stock carriers minimise spills on the highway and is expected to open in early 2026.

NZTA programme manager for on-road vehicle compliance Sean Bridge said he was pleased about the new facility.

“This site will give us a better view of risk in the heavy vehicle industry, allowing us to have a targeted approach to education and enforcement,” Bridge said.

“Once complete ... the data we collect will mean we can screen for a wider range of compliance issues, and work to level the playing field for industry.”

All CVSC are operated in partnership with NZ Police, and target non-compliant heavy vehicles. Those vehicles are directed to the CVSC for inspection.

The Taupō centre will use “advanced roadside technology” to screen passing vehicles and will include in-road weigh-in-motion scales, automatic number plate recognition cameras, and electronic signs installed on SH5, SH1, Crown Rd and Napier Rd.

It will screen and collect truck and operator information to monitor 24/7 roadside behaviour.

The main site will also have inspection bays, a weighbridge, and an office block, and maximise coverage of heavy vehicle compliance monitoring.

The CVSC centre is being built by a local company, Camex Civil.



New Zealand

District cuts road safety spend after NZTA funding gap

Tasman District Council was not successful in all its funding bids to the New Zealand Transport Agency, leaving a \$5 million hole between the council's budgets and the funds it has available for the work. The funding gap affects the 2024-27 period and left the council with the question of whether it can continue to fund all the work.

However, the council received an additional \$2.1 million from NZTA in the 2018-21 period, and an additional \$2.4 million in the 2021-24 period. As such, transportation manager Jamie McPherson told elected members on Thursday that he was "quietly confident" that the council would eventually receive additional funding for pothole prevention and local road operations, which includes maintaining bridges, retaining walls, the environment, road signs, and streetlights.

But it was road safety and hazard mitigation works, along with footpath and cycleway works and maintenance, where McPherson had concerns after NZTA had "pretty much closed the door" on any additional funding.

He requested the council approve an extra \$1.47 million over the next three years to top-up the work in those areas which had been budgeted for but now lacked funding.

Looking at 2024/25, that would mean an extra \$453,000 of spending – equivalent to a 0.4 percent rates increase. The consequences of not approving the funding could impact the council's ability to attend road safety issues as they arise, as well as worse footpath conditions and deferring projects wanted by the community, such as the Upper Moutere shared path.

"There are a range of impacts, but it's hard to get specific about exactly what those impacts would be," he said.

"It comes with risk. But some risks, as we know, don't pan out."

Elected members voted against topping-up the funding in a bid to keep the council to its forecast future rates increases.

"Any increase in expenditure, both in this year and the programme, will put significant pressure on the currently suggested 7 percent rate increase for the following year," Mayor Tim King said.

But councillor Mark Greening thought that instead of leaving the works unfunded, money should be re-directed from "less important" priorities, such as community facilities like the Tapawera community hub. Councillors didn't support that suggestion, though the district's planned community facilities are not funded by general rates and so diverting funds from that specific area would not have been possible anyway.

An NZTA spokesperson said that the Top of the South had received 66 percent more funding for local road operations and pothole prevention in the 2024-27 period than in 2021-24, a \$190 million increase. Tasman specifically requested \$76.3 million for 2024-27 and received \$73.9 million from NZTA, up from \$50.7 million in 2021-24.

Of the \$73.9 million allocated to the district, \$50.7m can only be used on pothole prevention. "Local councils will have to operate and make their decisions within the local road funding they have been allocated."

Funding allocated by NZTA is determined by the policy direction from the Government.

As such, the council received no contribution from NZTA for low-cost and low-risk improvements for public transport infrastructure, walking and cycling, and for local road improvements like hazard mitigation, and rural road and road safety improvements.



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New Zealand

Troubling new analysis: Why NZ needs tougher laws for serial speedsters

Tougher fines and measures may be needed to crack down on serial speeders, say researchers who've revealed a troubling link between tickets and road crashes.

Their just-published analysis suggests drivers ticketed for speeding are nearly three times more likely to be in a crash – with that risk compounding as they rack up more fines.

Speed was a contributing factor in around a third of the 341 fatal crashes recorded on our roads in 2023, when officers personally issued just over 400,000 speeding infringements.

Those fines range from \$30 and 10 demerit points for travelling 10km/h over the speed limit, to \$630 and 50 demerit points for 46km/m to 50km/h over the limit.

“Still, there’s a general appreciation that our fine regime might be set too low – and it hasn’t been changed for many years,” said Dr Darren Walton, director of the consultancy Crow’s Nest Research and adjunct associate professor at the University of Canterbury.

At the same time, the relationship between ticketing, driver behaviour and crash risk hasn’t been well-understood in New Zealand, which per capita has one of the highest road tolls in the world.

In their study, Walton and fellow researcher Dr Ross Hendy, of Melbourne’s Monash University, analysed driver data between 2017 and 2019.

After sorting drivers into groups based on their ticket count and their most excessive

speeding, they found a strong link between high-speed violations and the likelihood of future crashes.

Those who piled up more than four fines over two years faced the steepest increase, with roughly one in 10 being involved in a crash where they were at fault.

That stood in stark contrast to the overall crash rate of 1.2 percent for all drivers over the period – suggesting those repeat offenders could be targeted with more interventions.

“We do have a demerit system that attempts to address the problem, but we could have a much more sophisticated approach.”

That could include a wider demerit system, he said, or an escalating fine regime where each subsequent ticket had a multiplier applied.

In Switzerland, for instance, fines were scaled to a driver’s wealth, making penalties for speeding far more substantial and, potentially, a greater deterrent.

“A \$30 ticket can be less than a parking fine and that doesn’t seem right to me – so linking fines to incomes is likely to be more effective and equitable,” Walton said



Cont...

New Zealand

“However, it’s very hard to work out income, so adding to the burden on the courts to decide such issues is probably best reserved for extreme cases.”

In other insights, the research suggested being pulled over and given a ticket, rather than being snapped by a speed camera, was more likely to reduce risky driving behaviour.

That’s also been observed in Queensland, where officer-led enforcement of speeding has been shown to significantly cut crash rates, while camera-issued tickets have had a more limited effect.

One unexpected finding was the similarity in crash odds between drivers with a history of speeding and those with a blood-alcohol concentration at or just above the criminal threshold.

In fact, the data indicated a driver with just two speeding tickets had a comparable crash risk to a driver with a blood-alcohol level of 0.08 – a criminal offence in most jurisdictions.

That raised questions about the relative treatment of speeding and drunk driving in road safety policy, Walton said, as speeding offences typically faced lighter penalties.

Ultimately, he said the analysis couldn’t conclusively answer whether tougher fines would be enough to deter that hardcore group of speeders.

“If we changed the fines, would we find out that people who accumulated tickets reduce their crash risk?

“Or would a new fine system change the total profile of risk, reducing the overall likelihood of being in a crash?

“At least one advantage of undertaking this work is that it sets the benchmark for monitoring, whether future policy or regulatory changes work.”

Police and the Ministry of Transport referred Herald questions to Transport Minister Simeon Brown, who said the new findings showed why road policing was so important.

The Government’s Road Policing Investment Programme had targets to ensure police were focused on the most high-risk times, driver behaviours and locations, he said.

“I have made clear ... that the Government will instruct the Ministry of Transport to review penalties for traffic offences to ensure that they are fit for purpose and deterring dangerous behaviour.”

The study comes after the Government recently copped criticism for undoing blanket speed limit reductions introduced by Labour, while also raising the possibility of motorists travelling up to 120km/h on major motorways.

Among experts who’ve spoken out on those changes is the Ministry of Transport’s former chief science adviser, professor Simon Kingham, who welcomed the latest study.

“We just need to understand that speeding is a big part of crashes,” Kingham said, “and we’ve got to take speed limits seriously and not encourage people to drive fast”.



New Zealand

Auckland Councillors worried about less road safety funds

Auckland councillors have raised concerns that the road safety funding shortfall could result in more Aucklanders being impacted by deaths and serious injuries.

At a recent council Governing Body meeting, councillors agreed to continue the local share of transport funding despite the government's funding shortfall.

The National Land Transport Fund (NLTF) for the 2024–2027 period is \$564 million less than the council expected as a part of its long-term plan (LTP).

Transport strategy manager Robert Simpson said the council's Regional Land Transport Plan (RLTP) for the next three years budgeted \$146m for safety capital expenditure.

"Approximately \$6m or \$7m was made available through the NLTF," Simpson said.

Operating expenditure for safety was also hit by cuts and Simpson said the council had budgeted \$27m through the LTP but only \$12m had been approved.

Councillor Angela Dalton asked if any analysis had been done on how the reduced funding would impact Auckland Transport's Death and Serious Injuries (DSI) target.

AT's head of road safety engineering Michael Brown said the road safety programme would be 40 percent less effective.

"With the reduction in funding, there's also a reduction in the effectiveness but it's actually not as severe as we initially thought," Brown said.

Councillor Julie Fairey asked if there was analysis that suggested how many people would be impacted by DSI under the funding reduction.

"You have mentioned 40 percent but I wondered if you wanted to put that in numbers of people," Fairey asked.

Brown said it was projected that over the next 10 years 30 people would be impacted by a DSI, because of the funding shortfall.

"As it stands now – we had eight DSI saved under the LTP and that would be five DSI per annum saved under the new proposal," Brown said.

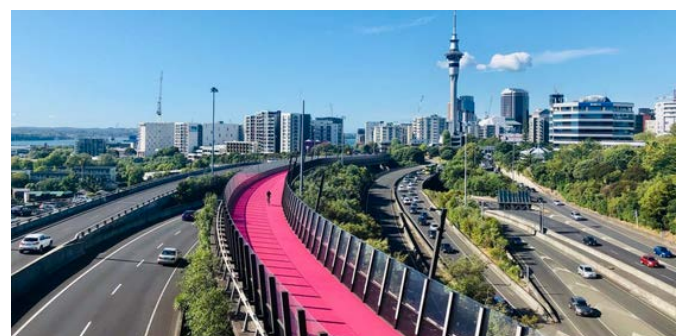
Councillor Richard Hills called the funding from the Government outrageous.

"We expected over \$70m and got \$6m, when on paper it could cost us up to \$12m to reverse our speeds," said Hills.

"Not only did we get only \$6m for safety projects across the city we might have to spend double that making the city less safe," Hills said.

He said the original funding arrangement incorporated high-risk intersection improvement and high-risk corridor improvements.

"They are not sexy. They are not pedestrian crossings. They are things to help save people."



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New Zealand

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Contractor Magazine

The association has recently submitted on two Government proposals that could make or break our ability to scale up – the review of vocational education and training, and the review of immigration settings, including the Accredited Employer Work Visa.

The civil construction industry is continuing to experience a significant slowdown in committed and funded projects coming to market, and the reality is there hasn't been enough work to go around. Businesses are continuing to restructure in an effort to be best placed to get through this period and ensure a foundation remains, in anticipation of an upswing in project activity. And that means that people will be losing their jobs.

The fact is, the medium to long-term outlook looks very positive, but the current situation is challenging. As central and local government organisations try to come to grips with infrastructure investment plans, the immediate impact of this pause in investment has been largely overlooked by a Government that seems, for once, long-sighted.

Announcements such as the Government Policy Statement on land transport; the vision and direction for Local Water Done Well; and the 149 projects identified for fast-track consenting announced recently are all very well (and welcomed by the industry). But announcements can take years to actually reach construction, and none offer the immediate stimulus the industry needs to retain its workforce.

The risk (and likelihood) is that, at the point in time the project tap gets turned on (and when it does it will happen quickly and at scale), there won't be enough industry capability and capacity to deliver the projects.

My own view is that we are not likely to see any material uptick in work for the next 12 to 24 months. During this time businesses will continue to make decisions focused on short-term survival. Some will prioritise their people so they can retain as much capability and capacity as possible when work comes to market. Others won't have that luxury.

So, it may seem unusual we are expressing serious concerns about how our future workforce will enter the industry and be trained, while in the same breath declaring there isn't any work to do.

The thing is, only a relatively small proportion of staff restructured out of their jobs will be available in 12 to 24 months' time – some will have moved offshore, some will have joined other industries.

And that's not taking into account the stigma of having lost employment. Many will be suspicious of rejoining the industry given their experiences, through no fault of their previous employers. So, we need to build the channels for bringing people into the workforce now.

Education and immigration

The industry has a preference for hiring from the local candidate pool because the immigration pathway is expensive, slow, cumbersome, and temporary (unless there is a pathway to residency).



Cont...

New Zealand

However, the vocational education proposal is to disestablish Workforce Development Councils (in our case Waihanga Ara Rau) at a time when our partnership with them is delivering positive outcomes for employers and trainees.

The Government's proposal centres around re-establishing polytechs, which historically have not been a successful vehicle for delivering infrastructure training (we rely largely on work-based training). And for funding that is currently being directed to work-based training to be redirected to classroom-based training

I'd argue this would have a terrible outcome, and that it makes no sense to interfere with a model that is largely working. The polytechnic model lacks the ability to deliver suitably qualified candidates at scale.

Similarly, the immigration settings were changed in April this year to remove seven key civil roles from the Construction and Infrastructure Sector Agreement, thereby making it harder to bring those roles into New Zealand. At the same time, the maximum continuous stay requirement was reduced from five years to three years.

The primary reason for the removal of the roles from the Sector Agreement appears to be based on the assumption they are unskilled roles. While we support the Government's actions to reduce the number of unskilled migrants from entering our country, we fundamentally disagree with this assumption. Most of these migrants either hold a qualification recognised in their home countries, or have considerable work experience, or a combination of both. However, the New Zealand Qualifications Authority currently does not recognise the international qualifications.

It is a serious mistake for Immigration New Zealand to compare unskilled MSD clients to

civil tradespeople who often operate large and complex machinery on worksites where the risk profile requires the highest levels of health and safety awareness and practice. There is no comparison between these skilled migrant workers and a new entrant who needs to learn how to work and to operate heavy machinery worth hundreds of thousands of dollars, with no quality or safety risk.

Members therefore face having to send their highly skilled and experienced workers home and try and replace them with similarly skilled and experienced workers to do exactly the same jobs. This makes no sense.

Immigration supports, rather than detracts from, training and education outcomes. Skilled migrants provide the capacity and capability needed to enable existing staff to be deployed to train domestic workers.

It can take up to five years to train a civil construction worker and I am deeply concerned about where our future workforce will come from when we need to quickly scale up. It is ludicrous for our ability to deliver the Government's infrastructure programme to be derailed by education and immigration policies imposed by that same Government.

We need genuine engagement from government (central and local) to agree on a way forward and support, rather than hinder, our ability to build a skilled and available workforce – we have said as much in our submissions in response to vocational education and immigration policies.

And, by writing to ministers, we have been calling for work to come to market so that civil construction businesses can train and retain their workers.

Now we await decisions from Government.

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Australia

The real causes of Australian road trauma to be revealed nationally for the first time

Australia's states and territories have all finally agreed to share road trauma data with the Federal Government, in a bid to end the nation's rising road toll.

Today, the Australian Government announced it had reached a funding agreement with every state and territory to share critical data, which the Commonwealth will use towards influencing transport policies and funding through the Road Safety Program. The Road Safety Data Hub website has already gone live, and is available not only to those at government level but also to the wider public, providing transparency around the trauma on Australian roads.

"After detailed negotiations, a range of road data, including information about fatalities, hospitalisations, police enforcement and analysis of crash risk will be available," said Catherine King, Minister for Infrastructure, Transport, Regional Development and Local Government.

"A clear picture, underpinned by data, about where best to target road safety funding will save lives and ensure we are investing in the projects that will make the biggest difference. Through the Hub, this data will be provided in a searchable catalogue on data.gov.au.

"The Hub website also integrates links to a number of other road safety government websites and includes a submission form for public feedback." The Road Safety Data Hub was announced in May prior to the 2024-25 Federal Budget, coming as a part of the National Partnership Agreement on Land Transport Infrastructure Projects, and is the recipient of a \$21.2 million investment.

Though a five-year road funding deal for Australia's states and territories took effect

on July 1, 2024, Queensland had thus far been the only jurisdiction to announce its intention to share data on car crashes, traffic policing and road conditions with the Federal Government. Former Queensland Transport Minister Bart Mellish announced the Sunshine State's plans to share this data back in April.

Today's announcement was welcomed by the Australian Automobile Association (AAA), the peak body for the nation's motoring clubs, which has long been an advocate for road safety reform.. "Publishing this data will save lives, because it will help explain the crashes occurring today, and tell us how to prevent similar crashes in the future," said AAA managing director Michael Bradley.

"Australians will finally be able to see which road safety approaches are working, and those that are not. Importantly, publishing this safety data will also clip the wings of politicians who want to use road funding at election time to win votes in marginal electorates, rather than to save lives.

"Australian motorists strongly support data transparency because they want to be assured that their taxes are being spent on projects that help them and their communities, rather than the politicians that announce them. This is a commonsense reform that will make a real difference."

Tragically, Australia is in the midst of one of the deadliest periods on local roads in recent decades. Between October 2023 and September 2024, 1288 road users have died in Australia, a 5.6 percent increase on the same 12 months a year prior. 1310 people died on Australian roads in the 12-month period ending June 30, 2024, making it the deadliest year-long period since the end of November 2012, when an identical number of fatalities were recorded. From January to September 2024, a total of 956 road deaths have been recorded. That's the highest figure recorded for this period of the year since 2010. Australia's road toll in 2023 was 1258 deaths, with this year on track to surpass it.

Australia

Driving home road safety message to workplaces

A new workplace road safety guide has been released for employers aiming to reduce the number of workers being killed or injured on South Australian roads. With vehicle use the number one contributor to serious injuries and deaths at work, the State Government has launched the new Workplace Road Safety Guide – A guide for employers and workers.

The guide outlines steps employers and workers can take to support safer driving on the job, providing tools and resources to minimise risk and ensure road safety is a priority at work.

In South Australia, road incidents accounted for around half (36) of the 73 work-related deaths from 2019 to 2023 – and 11 of the 17 lives lost last year.

Safe Work Australia data also shows 75 of the 200 worker lives lost nationally in 2023 were on the road, making work-related driving one of the most significant workplace risks that organisations can manage.

A pre-driving checklist and workplace road safety policy templates are published with the guide to map clear reporting measures and responsibilities across organisations, from the top down.

Recommended policies include zero tolerance for failing to wear a seatbelt, making speeding a disciplinary issue, a no alcohol policy during work hours, eliminating mobile phone use to avoid driver distraction and promoting good driver behaviour.

Developing a fatigue management plan is recommended when shift work and long-distance travel is required, with employers encouraged to provide workers with specialised skills training such as towing trailers and driving on unsealed roads.

The guide emphasises the importance of workplaces choosing and maintaining safe vehicles, use of assistance technologies and carrying out regular safety checks.

Eliminating the need to drive altogether is also part of the messaging – by choosing virtual meetings and investing in end-of-trip facilities to encourage staff to walk or ride to work.

This initiative forms a key part of South Australia's Road Safety Action Plan 2023–2025, the State Government's commitment to deliver targets to reduce lives lost and serious injuries on SA roads. Employers and workers can access the new guide on the [Think! Road Safety website](#)

Quotes attributable to Minister for Police and Emergency Services Dan Cregan

- *Getting behind the wheel for your job is one of the biggest risks you can face at work.*
- *Every worker deserves to come home safe and workplaces need to ensure clear responsibilities and reporting measures are in place.*
- *The guide developed aims to get employers thinking about how they manage risk and improve road safety outcomes for their staff and wider community.*
- *We also want to encourage workers to play their part on the road and adopt safe driver behaviour.*

Quotes attributable to SafeWork SA Executive Director Glenn Farrell

- *This new guide will become a vital resource to help businesses who require their workers to drive on our roads, to understand their responsibilities and develop strategies to mitigate road safety risks.*
- *Identifying and then appropriately managing risks is one of the most important things businesses can do to keep workers and all other road users safe.*

Australia

Close to billion-dollar road blitz commences in VIC

The Victorian Government has launched its \$964 million road maintenance blitz program to rebuild, repair, and resurface roads right across the state, between now and mid-2025.

Over the next nine months, crews will complete thousands of projects on the road network, ranging from road rehabilitation and resurfacing, to patching potholes and maintaining bridges, traffic lights, signage and road infrastructure.

Fulton Hogan is just one of the many contractors that will begin delivering the equivalent of \$2.6 million worth of works for every day of the year – with around 70 percent of funding going to regional Victoria.

The warmer months will aid road rebuilding and rehabilitation for flood damaged connections. The Victorian Government says damage caused by rainfall necessitated the use of the maintenance program to first focus on rebuilding roads last year.

Now that this is complete, these resources will be once again re-directed back to resurfacing and rehabilitation throughout the maintenance season, while a number of flood recovery projects continue in the coming months.

The blitz will target the state's busiest travel and trade routes, with works set to be delivered on the Hume Freeway, the Princes Highway, the Western Highway, the Goulburn Valley Highway and Echuca-Mooroopna Road.

Other roads set to be repaired include Terang-Mortlake Road, Mornington-Flinders Road, Horsham-Kalkee Road and Tylden-Woodend Road.

Victorian Minister for Roads and Road Safety, Melissa Horne, said the funding package is the largest single-year investment in road maintenance in the State's history.

"We're investing nearly a billion dollars to rebuild and repair the roads that Victorians depend on every single day – from the highways connecting our major centres to the local roads that keep our communities moving."




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Australia

National road toll a tragedy as states miss targets

The national road toll is a tragedy, with states and territories all failing to meet road safety targets as the number of deaths continues to climb.

All governments aimed to halve road deaths by 2030 when they signed the National Road Safety Standards Agreement in 2021.

Three years later, the strategy is going backwards, with an increased road toll of 17.4 percent.

In the year to September 2024, 1288 people died on Australian roads, and no state or territory is on track to meet targets.

The timing of the report was critical, NRMA spokesman Peter Khoury said.

"The road toll is clearly a tragedy. It's higher than last year and last year was a terrible year," he told AAP.

"The next two months are critical as we head into what some call the silly season, alcohol consumption increases and so does the risk."

Data from the Australian Automobile Association, tracks deaths in each state and found 12-monthly increases in road deaths in NSW (up 6.5 percent), Victoria (8.5 percent), Western Australia (7.1 percent) and Tasmania (5.9 percent).

The Northern Territory had a 130.8 percent surge in crash fatalities during the period.

Road deaths declined in South Australia (-9.8 percent), Queensland (minus 4.2 percent) and the ACT (minus 22.2 percent), but those jurisdictions remain significantly off track due to previous increases.

NSW had the highest road toll with 343 deaths and the ACT had the least with seven.

Mr Khoury said the states' and territories' approach needed to be multifaceted and include educational programs, policing investment, and data analysis.

"Collecting and sharing data around fatalities and injuries is absolutely critical ... to understand the causes of crashes better," he said.

"(But) our research shows that the most effective way to change bad driver behaviour is by is the work of the police on cracking down."

Motorcyclist deaths rose particularly sharply, up more than 14 per cent since 2022, while 20 children died in comparison to 12 the year before.

"A change of direction is needed," AAA managing director Michael Bradley said.

"Governments must closely examine data about crash causes, road conditions and trends in police traffic enforcement to determine what is going wrong on our roads."



Australia

Making Australia's high-speed single carriageways safer

The installation of flexible barriers in wide median strips across all dual-lane highways has been recommended to improve Australia's road safety outcomes

The prevalence of crashes on two-lane highways across Australia and New Zealand is not only significant, but it's often deadly to those involved.

Head-on collisions frequently result in significant impact forces, making them more likely to cause serious injuries or fatalities than other types of vehicle crashes.

With large sections of Australia's freight network – including a significant section of Queensland's Bruce Highway – consisting of single carriageways, the importance of mitigating the risk of head-on collisions across the nation is crucial to improving freight efficiency and, more importantly, minimising serious injury and loss of life.

A new report from Austroads has recommended the implementation of a Safe System approach on two-lane roads across the country and advocates for the segregation of opposing traffic streams through the installation of a flexible safety barrier in a wide median strip.

This recommendation will see the providing of median barriers regardless of median width on high-speed roads across the country, whereas in the past policies have allowed medians of certain width to not have barriers.

The Austroads study focused on engineering treatments that reduce the risk of head-on crashes in high-speed rural environments by

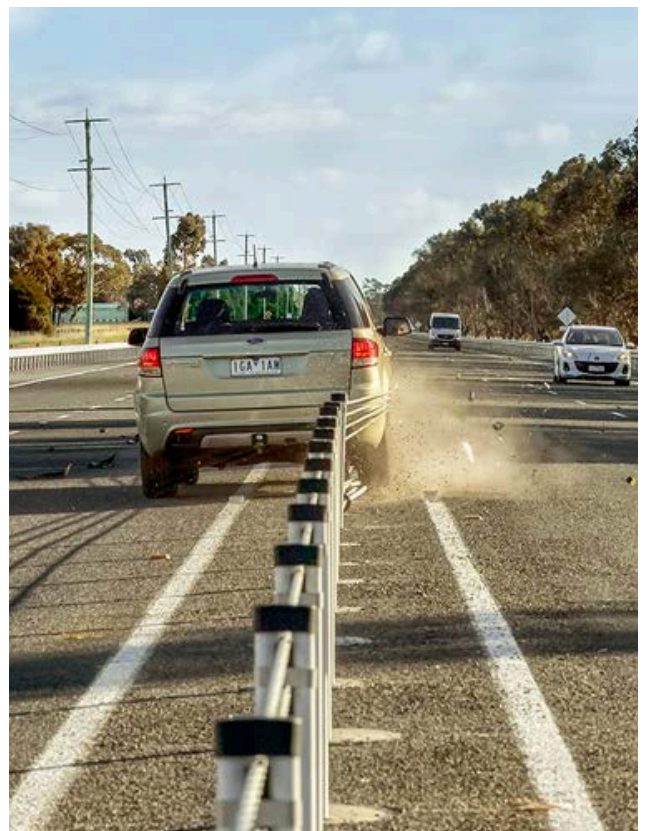
physically separating opposing traffic or reducing the likelihood of vehicles encroaching the opposing traffic lane.

The installation of flexible median barriers has occurred in some areas of Australia and New Zealand, and has been adopted more broadly by countries across the globe including Sweden, Japan and Ireland.

The report states the wider adoption of the method is integral to reducing the road toll in Australia and New Zealand.

Although the installation of a median barrier is the optimum solution to improve road safety in this scenario, the report has released a hierarchy of potential solutions depending on circumstances including road function, space or resource constraints and access requirements.

The use of wide centre lines and audio tactile line markings is also recommended as a potential solution.



Australia

A new Road Safety Commission campaign challenges common excuses for speeding

Everyone knows that the faster you are travelling the greater your risk of a crash, and if you do crash the more likely you are to die, be seriously injured, or harm others.

It's not rocket science. So why do 87 percent of WA drivers admit to speeding and 51 percent consider it to be okay?

A new Road Safety Commission campaign 'Speeding shatters your excuses' challenges common excuses for speeding:

- Even when it seems okay to speed a little...
- Even when it seems everyone else around you is speeding...
- Even if you know the road like the back of your hand...
- Even when you're running late...

Michael Francis, who was left with lifelong spinal injuries after a serious crash when he was 19, hopes the message will cut through.

'I know only too well the potential devastation of thinking it is okay to speed,'

he said at the campaign announcement.

Michael was just five minutes from home when the car he was a passenger in crashed into a tree. Despite the driver being told to slow down by two people in the vehicle, it was too late, and the consequences of poor decisions life changing.

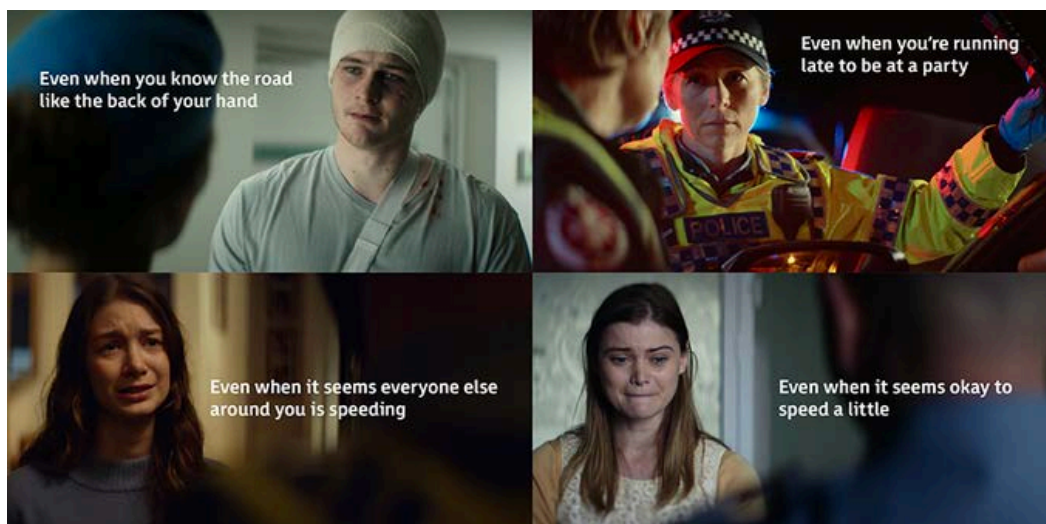
'Something has to change, there are no excuses for making poor choices on the road. We have a responsibility to all road users to drive safely,' Michael said.

Road Safety Commissioner Adrian Warner said that he hoped the campaign would help change the culture around speeding in WA by targeting people who largely held positive attitudes about road safety.

'Most of us try to do the right thing most of the time. But if we do the right thing more often, it will have a dramatic impact on our road trauma statistics,' he said.


'The new road safety campaign reminds us that seemingly small actions while driving can have catastrophic outcomes. And that if speed is a factor in your crash, there is no excuse for the harm you cause. The risk is just not worth it,' said the Commissioner.

The 'Speeding shatters your excuses' campaign will run across print, television, and radio as well as social media.





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- Strong body made from high-impact, chemically resistant polymer
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- 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, mm ²	>1520

Global

US\$676 million elevated toll highway for Malaysia

Construction work for a new US\$676 million elevated, tolled highway project in Malaysia is expected to start in 2025. Building the Juru-Sungai Dua Elevated Highway project should take until 2029 to complete. The work will help improve transport in Penang and is one of a series of infrastructure improvements planned for the area.

The 15km route will help reduce congestion on the North-South Highway, boosting transport for Penang, cutting journey times and helping economic development for the area.

£118 million road link for Scotland

Construction is underway for the £118 million Cross Tay Link Road (CTLR) in Perthshire, Scotland. This new stretch of road includes a bridge and will help cut chronic congestion at peak periods.

This is the biggest infrastructure project ever undertaken by Perth & Kinross Council and forms the central element of the Perth Transport Futures Project. The work involves the construction of a new three-span bridge over the River Tay and a 6km stretch of new carriageway linking the A9 and the A93 to Blairgowrie and the A94, just north of Scone. It also includes the construction of 2km of realigned dual carriageway on the A9 just north of the Inveralmond Roundabout.

The project will improve the local transport network and traffic flow, and reduce journey times. It will also boost pedestrian and cycle safety, increase network capacity as well as significantly reducing traffic congestion and related pollution in Perth city centre.

The project is being delivered by engineering and construction group BAM Nuttall (BAM).

iRAP 2025 road safety conference in Morocco

The road safety body iRAP is planning its 4th Global Ministerial Conference on Road Safety in Marrakesh, Morocco, from 17–20 February 2025. The event will see leaders from across the world gathering. They will assess progress made in implementing the Global Plan for the Decade of Action for Road Safety 2021–2030 during its initial five-year period. And they will also generate support for the new vision of safe and sustainable mobility.

Safer road infrastructure rated 3-star or better saves lives and prevents injuries, yet sadly less than half of roads assessed globally meet the standard. There are just five years left to reach the UN target of halving road deaths and injuries by 2030. Accelerated action for safer road design will be crucial.

The iRAP Partners will highlight initiatives for global leaders and road safety stakeholders to advance the safety of road designs in every country in the world.

iRAP is supporting partners to implement the Global Plan which recommends using Road Safety Audits and Star Ratings to lift the safety of roads and designs. UN Targets 3 and 4 include ensuring all new roads are built to a 3-star or better standard for all road users, and more than 75% of travel is on the equivalent of 3-star or better roads for all road users by 2030.

Global road death and injuries cost US\$3.6 trillion annually, equivalent to more than 3% of global GDP, according to iRAP's latest Safety Insights Explorer report.

Road deaths alone are estimated to cost \$753 billion annually, followed by limb fractures costing \$616 billion annually and severe acquired brain injury costing \$414 billion annually.

Global

A safer route for China

The Shaanxi Mountain Road Safety Demonstration Project has received an prestigious International Road Federation (IRF) global award.

The project was awarded IRF's Rural Roads and Mobility Award, recognising its contribution to road safety in the mountainous province as well as collaboration among government agencies, private enterprises, and civil society in achieving sustainable road development.

This prestigious award is a reward to the Asian Development Bank (ADB), Shaanxi Provincial Transport Department, the International Road Assessment Programme (iRAP), and the China Road Assessment Program (ChinaRAP) at the Research Institute of Highway (RIOH) for their work on the link.

The Shaanxi Mountain Road Safety Demonstration Project has achieved major road safety outcomes, with infrastructure upgrades on 850km of trunk and rural roads. This has resulted in a 33 percent reduction in fatalities and a 53 percent decrease in injuries, saving an estimated 32 lives and 868 injuries annually.

The percentage of the assessed roads meeting the global safety standard of 3-stars or better increased by 52 percent.

Infrastructure improvements included road realignments, extensive rock-fall protection and slope stability measures, the addition of paved shoulders, safety barriers, reduced speed limits, traffic calming measures, and pedestrian crossings.

Additionally, over 200 professionals participated in road safety design and

management training, while 2,400 community members took part in safety education activities.

Rebecca Stapleton, Senior Transport Specialist at the ADB said, "We are delighted to see the project recognised with an IRF Award today. The Shaanxi Provincial Government requested ADB financing support to upgrade trunk and rural roads to improve road safety, increase access and reduce poverty. We're really proud of the significant safety impact it has had for the local communities in Shaanxi and the replicable model it sets for other provinces and countries."

Greg Smith, Global Programme Director of iRAP, noted, "A key feature of the Shaanxi project is its primary focus on safety as part of this large-scale infrastructure investment. For the first time in China, road designers were able to apply the iRAP methodology to forecast the real-world safety implications of their design decisions; to optimise safety in the investment before the commencement of civil works, and measure impact post-construction."

Ma Xiaohong of the Shaanxi Provincial Transport Department, said, "The project has transformed road safety and access on this important corridor, coinciding with a 22 percent increase in household travel. It is the result of an extensive collaborative effort among transport bureaus, traffic police, and schools and sets a new standard for road safety in rural areas."

Zhang Tiejun of the ChinaRAP team at the Research Institute of Highway (RIOH), said, "This project used more scientific methods to enhance safety throughout its entire lifecycle, from design to future operation. Through capacity building, the awareness of safety designers was enhanced and solutions were implemented."

Global

European Union Road Federation (ERF) position on the possible revision of the EU ecolabel criteria for paints and varnishes

Road markings, as essential safety devices, are crucial for reaching the goals of the EC on road safety contained in the Vision Zero strategy (zero fatalities on road accidents by 2050). Road markings are dissimilar from any other kind of paints with regards to the composition – they are systems comprising a coating layer and a glass beads layer (note that anti-skid particles used to prevent slippage belong to the glass beads layer).

Being highly specialised unique type of industrial maintenance coatings, they are applied by professional sector. For these reasons, road markings should be treated separately from decorative and other types of paints and varnishes.

In their dual layer characteristics, glass beads are inalienable components playing critical role: they simultaneously protect the underlying coating layer from abrasion and deliver retroreflectivity, which assures visibility of road markings for drivers.

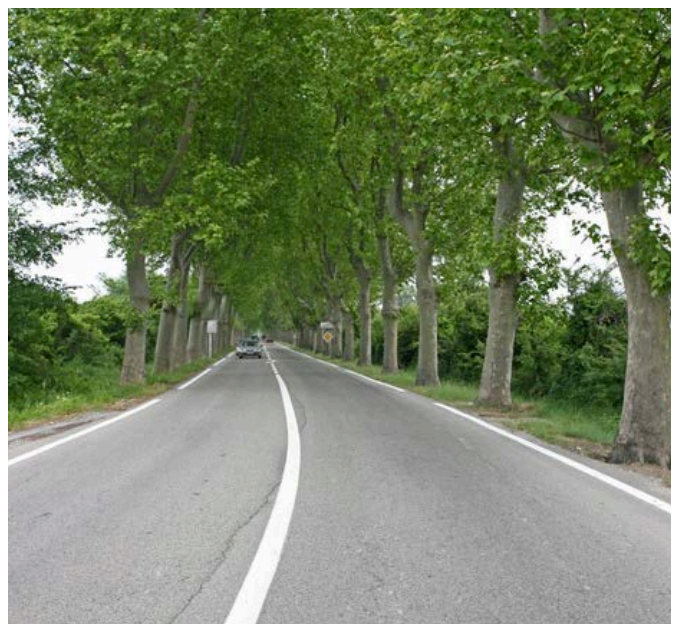
Due to their unique features, road markings are applied almost exclusively with special machines; only in limited cases, manual application is used. Unlike decorative or other kind of paints, they are not brushed to the soil.

Therefore, the ERF welcomes the exclusion of road markings from the scope of the possible revision as stated in the draft of the Science for Policy Report released by the Joint Research Center (JRC) of the European Commission (EC), for the following reasons:

- Road markings are not “decorative” paints, but essential safety devices;
- Road markings are complex products made of a coating layer and a glass beads layer;
- Road markings are applied by professionals (they are neither designed nor used by the DIY market);
- Road markings are not brushed, but applied with techniques that simultaneously minimize the diffusion of materials to the environment and maximize material efficiency and performance;
- Road markings are already included in the scope of the EU GPP Criteria for Road Design, Construction, and Maintenance, so their inclusion in the revision of the Ecolabel for Paints and Varnishes would create unnecessary redundancies.

Conclusions

Having exposed the critical issues related to the inclusion of road markings in the scope of the possible revision of the EU Ecolabel criteria for indoor and outdoor paints and varnishes, the ERF reiterates its constructive approach to the deployment of common European GPP criteria and would be happy to offer its expertise on this crucial matter for the future of our sectors and the European industry overall.



Global

London's Cycleways network expands to more than 400km

London's Cycleways network has reached a key milestone, as the expansion of eight Cycleways across the capital means the total network is now more than 400km (250 miles).

As part of the Mayor of London and Transport for London's (TfL's) commitment to making cycling around the capital safer and easier, the network has more than quadrupled in size from just 90km in 2016.

This expanding cycling network plays a vital role in ensuring that Londoners can travel safely and sustainably, and helps to tackle air pollution, congestion and the climate crisis, improving the health and wellbeing of people in neighbourhoods across the capital.

Last month, TfL published new data which shows that road fatalities have reduced by 30 percent in London compared to 7 percent for the rest of Great Britain*. Improvements in infrastructure, including new Cycleways, are key to further reducing danger on the capital's roads.

The newly created or upgraded Cycleways include new sections of protected Cycleway on busier roads, as well as sections delivered on quieter residential streets, with clear signage to make navigation easier. The success of London boroughs in reducing traffic and speed limits on residential streets continues to enable this vital expansion of London's Cycleway network.

"We are excited to see a network of Cycleways continuing to emerge across London, helping unlock safer and more accessible cycling to even more Londoners," says Helen Cansick, TfL's head of Healthy Streets Investment.

"These high-quality cycling networks bring a range of benefits to network."

local communities, and we are continuing to work closely with boroughs and invest in further active travel schemes. We look forward to continuing our work to enable Londoners easy access to our cycle network."

The Mayor of London, Sadiq Khan, adds: "London's rapidly expanding cycle network is helping people get from A to B safely and sustainably, and is enabling hundreds more Londoners to try cycling. I'm delighted that these recent improvements mean Londoners living and working across our city – from Hounslow to Camden, Redbridge to Waltham Forest – will now benefit from new Cycleways."



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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 APPLICATION
CERTIFICATE OF COMPLIANCE WITH NZTA/NZRF T 8 and T 12**

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

Applicator Chassis No: JH007030000120
 Applicator Make: DSI (Dsa 500)
 Applicator Fleet No: #175
 No. & Capacity of Paint Tanks (Litre): 25L & 1 gallon 20L
 No. & Capacity of Road Tanks (L & 700 kg)

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

Designation	Make & Model	Serial Number
White Paint Pump	Scoro 200 Kg	84207
Yellow Paint Pump	Scoro 200 Kg	84208
Compressor	Skidmore 1000 PSI	8200 1430
Compressor Motor	Skidmore 1000 PSI	8200 000 000
Spray Gun x 1	SA 100 P	NA
Road Gun x 1	SA 100 P	NA

REGISTRATION DETAILS

NEW LEASE & FINANCE NUMBER
 5504
 Roadmarkors
 PO Box 2000, Auckland

RECORD OF COMPLIANCE

Testing Officer: Bruce Nelson
 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



PETER SIGVERTSON



LINDSAY MCNICHOL

243

01 Jan to
26 NOV 2024

Road Toll New Zealand



New Zealand Road Toll

