

Roadmarking News



Edition 165
Feb 2024



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Published by: The New Zealand Roadmarkers Federation Inc

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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

Welcome to 2024. I trust everyone managed to spend quality time with family and friends over the festive season and you are all well rested, ready to attack 2024.

With it being mid-summer and the height of the marking season I'm sure every road marker is busy completing remark contracts, high performance marking and chasing reseal contractors.

Take care out there. Manage the hot days with sunscreen and hydration. There is often fatigue with the long days and heat. There are lots of holidaymakers and a marked increase of tourist activity checking out the spectacular scenery we all know and love here in New Zealand; sometimes a little too much looking and not enough concentration on the road. This is all part of managing our day to day as road markers.

Road marking companies and the teams within these companies, while small in numbers across New Zealand undertake a large task each season that often goes under recognised as road markings just happen. Keep up the good work team and just imagine the chaos without these road markings.

The NZRF team are working alongside NZTA Waka Kotahi and the wider industry on the draft NZTA T8 changes/updates discussed at T8 workshop August 2023. Please do not be afraid to put your view forward as part of the draft process. Now is the time to have a voice.

As part of Waka Kotahi's development of a new approach to how temporary traffic management will be delivered across New Zealand's roading network in the future; NZRF, headed by Bruce and his team are leading the way on what road marking could look like within the TTM space of the future. This involves many meetings, conversations, drafting of plans, consultation and again feedback views from New Zealand Road marking industry is welcomed and appreciated.

From the NZRF Executive team, enjoy summer, take care out there, look after yourselves and each other, remember straight lines matter.

Stay Safe!

Darcy Prendergast (NZRF Executive Member)





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NZ Transport Agency Updates

1

Update on the State Highway Investment Proposal

We released the draft State Highway Investment Proposal (SHIP) in September for consideration and prioritisation by Regional Transport Committees in their 2024–27 Regional Land Transport Plans.

With the new government signalling they will be rewriting the draft Government Policy Statement 2024 on land transport (GPS 2024), NZ Transport Agency Waka Kotahi in its capacity as a road controlling authority will be working to vary our draft SHIP in line with the new draft GPS when it is released early next year.

We want to recognise that this variation will cause disruption to your processes, developing Activity Management Plans/Long Term Plans and RLTPs. Our teams will work closely with you as we consider the removal of some activities, changing the timing of others and including some new activities.

While we wait for the new draft GPS, if you have any questions or enquiries about the draft SHIP, please reach out to teams and discuss how we can partner through this process to minimise the disruption.

2

NZ Transport Agency dumps Māori name first for English name

Waka Kotahi NZ Transport Agency is no more. It's now NZ Transport Agency Waka Kotahi.

The road-building agency is believed to be the first government department to dump its te reo Māori name first in favour of its English name.

The coalition agreement between National and NZ First included requiring public service departments to “have their primary name in English, except those specifically related to Māori”.



NZ Transport Agency Updates

3

Electric vehicles will start paying road user charges

From 1 April 2024, people with an electric vehicle or a plug-in hybrid will start paying road user charges (RUC), a levy that contributes to the maintenance of our roads.

Most people with a vehicle pay their share to help with upkeep. Petrol users pay through tax at the pump, while diesel users pay in advance by buying RUC. People with EVs and plug-in hybrids haven't had to pay RUC but will start paying from 1 April.

If you have an EV or a plug-in hybrid, you don't have to do anything now—you'll be able to buy RUC from 1 April, and you have until 31 May 2024 to buy your first RUC.

RUC is a prepay system—that means you have to pay for the distance you'll be travelling in advance.

You can buy RUC in units of 1000 kilometres. EV owners will pay \$76 per 1000km, plus an administrative fee. Plug-in hybrid owners will pay \$53 per 1000km plus an administrative fee—this reduced rate means plug-in hybrid owners won't be double-taxed.

People with an EV or a plug-in hybrid will start paying RUC from 1 April

Find out about road user charges at nzta.govt.nz/ruc-ev



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Marking the future with you

New Zealand

Future Roads – Annual roading sector event

Future Roads is an annual two-day conference for the New Zealand roading sector providing a forum for strategy, discussion and execution.

Delegates can expect:

- panel discussions boasting chief executives and government leaders
- updates on the latest roading projects
- local and international case studies
- expert speakers presenting within the New Zealand context
- interactive exhibition
- training and education opportunities
- networking
- industry gala dinner

The conference programme covers the following content areas – leadership and government strategy, procurement, materials, technology and smart traffic signals and control centres.

Innovation, information, and practical advice are shared with the knowledge that a better understanding and a more informed, cohesive sector can help you work together to achieve your roading goals sooner.

20 – 21 November 2024
Claudlands Events Centre
Hamilton

www.futureroads.co.nz



Lower speed limits needed for children cycling – Advocates

Cycling advocates are calling for safer conditions for children cycling to school, after the Minister of Transport told councils to stop work on imposing blanket speed reductions. As classes return from next week, Patrick Morgan of Cycling Action Network said children did not have freedom to cycle because of fast traffic, even though they wanted to. "As recently as the 1970s and 80s, it was very common for children to bike to school. That's quite uncommon now and most schools have fewer than one in 10 students getting to school by bike."

Morgan said the Cycling Action Network were shocked by the government's decision for work to stop on speed reductions. Last December, Transport Minister Simeon Brown said work would begin on a new policy ensuring speed limits took into account travel times and the views of local communities as well as safety.

Variable speed limits would be allowed on roads approaching schools during pick-up and drop-off times, rather than permanent reductions, Brown said at the time: "I am writing to Road Controlling Authorities throughout the country to notify them of the changes and to advise them that work has begun on the new [policy]. "This allows them to stop work on current speed management plans until the [policy] is put in place."

But Morgan said the government needed to prioritise children's safety by lowering speeds to 30 kilometres per hour around school cycling routes. "Most children don't live next door to the school, so we're saying that residential streets where children go from home to school need to be safe enough so that most children can walk, bike or scoot. That means lower speed limits."



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New Zealand

Road safety: Almost everything we know has changed in the past 10 years

'New Zealand has one of the worst road safety records in the developed world. But we struggle to recognise what that says about our cars, our roads, our road rules and our driving. Simon Wilson reports.

Let's start with motorbikes. In the 12 months to October last year, four times as many bike riders were killed or seriously injured on Auckland roads as in the previous year. The spike was nationwide, but worst in the big city.

No, they weren't tearing up the motorway at 160km/h. Nor were they riding in convoy or weaving through the other traffic or running red lights.

As Auckland Transport executive Stacey Van Der Putten told the Herald in November, the spike came between 3pm and 6pm. Mostly, she said, it involved what traffic authorities call a "turn event". This is where another driver doesn't see the bike and turns across the traffic, hitting them.

There's a lot to unpick in this. Turn events, in the hours from school run to home time: that points pretty clearly to inattention by car drivers.

You're grumpy because congestion. Grumpy because kids in the back. Grumpy because you've had a day.

You're on the phone. Just quickly, to fix the GPS, change the music, take the work call, negotiate who's cooking dinner.

You spot the gap behind that ute, but you don't spot the bike, don't see until too late that it wasn't a gap at all.

It shouldn't be a surprise. Since Covid there are more motorbikes on our roads. And studies around the world suggest inattention contributes to about a third of serious crashes and about 80 percent of all crashes.

Inattention is not something "bad drivers" do. We're all capable of it. We've all had near misses; for some, it wasn't a miss. Probably, every driver knows how true this is.

Sure, those fools who drink, tailgate, speed and pass on blind corners – they're "bad drivers" and they cause crashes. But everyone can make a mistake, and being trained or experienced doesn't make you immune.

ROAD SAFETY is not what it used to be and the biggest changes have happened just in the past 10 years.

We know modern cars are "better": they're bigger, stronger and stuffed with airbags and electronics to keep us safe. SUVs and double cab utes, commonly built on a light-truck chassis, dominate new car sales.

This is true for conventionally powered vehicles and EVs alike. The EVs, with their large batteries, are even heavier than their petrol-fuelled counterparts.

But those big vehicles pose risks for everyone else. This year in Auckland, deaths and serious injuries to people hit by a vehicle accounted for 46 percent of all major crash victims.

This means road safety is no longer largely about keeping people safe in a car. It's also about keeping people safe from cars.

Cont...

New Zealand

This is why, in the suburbs, many intersections have been made safer for everyone, while traffic-calming measures like raised pedestrian “tables” are designed to slow everyone down. To make the streets safer for pedestrians.

It’s also why we have lower speed limits on many roads, and why new open roads have wide shoulders and median and side barriers. All these things are highly effective in preventing the horrors of a head-on collision with another car or a tree.

DESPITE THE improvements, though, our road toll is rising.

This is new. Until 2013, the rate was falling: that year, a record low in recent decades, 253 people died on our roads.

Then it started to rise, faster than the rate of population growth. It fell again during the pandemic but now it’s climbing again. In 2022, 374 people died on our roads.

This is not a condition of modern life. It’s not normal. It’s an aberration specific to this country.

In 2016, New Zealand had the third-highest rate of road deaths in the developed world. Only Poland and Greece were worse.

We have seven deaths per 1000 people, but in Australia it’s five, and falling. The death rate in France and Italy – countries many New Zealanders like to think are full of bad drivers – is only 75 percent of ours.

In Denmark, which has about the same number of people and cars, the rate is half ours.

There’s no single reason for this, but three factors do stand out. We have more cars, we use our phones all the time, and we have struggled to grasp the value of the Road to Zero approach to road safety.

In 2014, there were 3.6 million licensed vehicles in New Zealand. In 2023, that had grown to 4.5 million. There are about 4.2 million people of driving age in this country; we now have more cars than drivers.

And they’re everywhere. We drive all the time. Short trips that used to involve a walk, like nipping to the dairy or picking up the kids, are done by car. A third of all our car trips are shorter than 2km.

We commute by car, telling ourselves it’s more convenient than public transport, even as we sit there, stuck in traffic. And we pack the roads over summer.

More cars means more danger, but at the same time we resist the idea things are different now and we need new ways to manage that danger. We think, shouldn’t we just be free to drive, like in the old days?

And mobile phones? They’re a big threat because, like cars, we use them all the time too.

Phones are different from other distractions. We can drive with the radio on, because our brains prioritise the risks on the road. But when we use the phone, we go into a “phone zone”. We stop paying attention to other things, even though we think we’re still alert.

You can test this without having to get in a car. Say something important to a friend while they’re texting. Count the seconds while they go “Mmm?” and carry on texting.

Cont...

New Zealand

As for Road to Zero, or Vision Zero as it's called by Auckland Transport, the programme has been widely scoffed at on talkback radio and elsewhere. But it works, as the data from Europe, America and elsewhere makes very clear. Where Road to Zero campaigns have been embraced by the population, the rate of deaths and serious injuries has fallen.

In some places, the results have been spectacular. The New Jersey town of Hoboken, across the Hudson River from New York, adopted a Vision Zero strategy in 2017. A courageous mayor dropped the urban speed limit to 20mph (32km/h), got the pedestrian crossings redesigned and put bike lanes into almost half the streets.

In six years, no deaths. Injuries down by 41 percent.

Road to Zero means recognising that everyone makes mistakes, so we need the roads and their users to be safer, in rural areas and in cities. That includes improvements to road design, more enforcement of the road rules and lower speeds wherever the dangers of going fast are too high.

Fundamentally, it means social acceptance that having people die in crashes is unacceptable, so we have to change the way we use the roads.

Why is there so much opposition to this in New Zealand? Why do we treat "drive to the conditions" as a licence to go as fast as we're allowed?

"Zero" is heroically aspirational, but we have zero tolerance for murder, too, and no one thinks that's wrong. On the contrary, it's generally regarded as the only acceptable policy.

Road to Zero is not an attack on the 110km/h limits on some new expressways. But it does address the driving conditions on many "normal" open roads and in built-up areas.

SPEED WAS a factor in 68 per cent of serious crashes in Auckland this year; alcohol or other drugs featured in 34 per cent.

Speed is important for several reasons. You have less control when you're driving fast and less time to react when something goes wrong. Because of these things, it's more likely even a little mistake will cause a crash.

And if you're speeding, that crash will do more damage.

The risk grows sharply. Researchers at the World Bank have shown that if you hit a pedestrian while driving at 30km/h, they have a 90 per cent chance of survival. That drops to less than 50 per cent if you're doing 50km/h. At 80km/h, the chances of their survival are 10 per cent.

This correlation of speed to deaths isn't disputed. The science is settled and it's supported by New Zealand data. Auckland Transport lowered speed limits on some roads in 2020. After two years, there had been a 39.8 per cent reduction in deaths on those roads.

This data has been criticised, because those were the lockdown years. But the figure relates to lower-speed sites compared to control sites where there were no speed-limit reductions in the same period.

When these results were announced, AT's chief executive at the time, Shane Ellison, said, "The evidence tells us that the faster you go, the more likely you are to make an error, and the heavier the consequences that people pay".

Cont...

New Zealand

SPEED LIMITS pose a significant test for the new transport minister, Simeon Brown.

In recent years New Zealand Transport Agency, Waka Kotahi has lowered speed limits from 100km/h to 80km/h on 4 percent of the highways. Auckland Transport and several councils have also reduced limits on some of the roads they control. More reductions are planned.

Under the National-Act coalition agreement, however, the Government will "reverse speed limit reductions where it is safe to do so".

There's been no explanation yet of what "safe to do so" means. After all, the limits were reduced because the roads were deemed unsafe at the old speeds. And the evidence does seem clear that lives have been saved because of it.

Two weeks before Christmas, Brown announced he was cancelling the "mandatory requirements for road controlling authorities to implement speed management plans". This was intended as a "first step" to reversing lower speed limits introduced under Road to Zero.

"This will allow work to begin on a new rule to ensure that when speed limits are set, economic impacts – including travel times – and the views of road users and local communities are taken into account, alongside safety," he added.

There's no evidence to suggest lower speed limits have undermined economic efficiency, especially as crashes cost not only pain and suffering, but a lot of money.

Brown did not instruct roading authorities to restore speed limits to their earlier levels, or to stop planning any further reductions. He simply said they could. At this point, the power to do it is theirs, not his.

What was the minister's aim, making this announcement just before the busy holiday season? He cannot be intending to signal to motorists that it's okay to speed.

But as the AA's road safety spokesperson Dylan Thomsen said about this policy when it was proposed back in March, "if the speed reductions aren't happening, what are we going to see instead to try and make our roads safer?"

The NZ toll of shame

- Denmark, with much the same number of people and vehicles as NZ, has only about half the death rate.
- We have more cars than people of driving age.
- Nearly half of all deaths and serious injuries are to people not in a car: motorcyclists, pedestrians and cyclists.
- Speed is a factor in 68 percent of serious crashes; alcohol or other drugs in 34 percent.
- The road toll is rising, except on roads where speed limits have been lowered.





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Australia

Congestion pricing offers potential alternative to gridlock

With increasing congestion in major cities, UNSW Sydney suggests that congestion pricing may offer an alternative strategy to managing gridlock in peak-hour traffic.

Congestion pricing is a traffic management strategy that is gaining traction in cities looking to seriously ease gridlock. The idea is to place a surcharge on driving in certain areas highly prone to congestion, encouraging more motorists to adjust their travel behaviour, including leaving their cars at home and taking public transport.

Dr Christopher Standen, a research fellow in applied urban development at the School of Population Health at UNSW Medicine & Health, said that cities that have already implemented congestion pricing have benefited greatly, and the strategy could be on the cards for many more.

“It has already shown to be very effective in reducing congestion in London, Stockholm and Singapore,” Dr Standen said. “It may also help to improve air quality, promote the use of public transport, and generate funds for infrastructure improvements.”

Why we have congestion

Traffic congestion occurs when demand for road space exceeds supply. In other words, there are too many cars for the amount of road available to allow free-flowing driving.

While governments can fork out money to build more road space, Dr Standen said that doing so does very little to ease congestion. Instead, widening roads or creating new ones only temporarily improves traffic flow and usually worsens congestion in the long run as it entices more people to drive.

Without any other intervention to manage demand, congestion is the default road rationing strategy. This is because congestion is so unpleasant that many of us intuitively change our travel plans to avoid it, whether it be making fewer trips, choosing a different route, or delaying departure times.

“In this way, congestion is self-limiting and won’t exceed a tolerable level, except for network disruptions like crashes,” Dr Standen said.

“So, it’s more a question of whether we want to continue to accept congestion, or do we look at other strategies that might save us from sitting in traffic – like a pricing mechanism.”

Reducing congestion through pricing

Congestion pricing works like a motorway toll, except instead of being charged to drive on specific roads, motorists pay a fee to drive in highly urbanised zones like the CBD. When enforced, the fee disincentivises driving in these areas, which helps improve traffic flow and clear up congestion.

The idea of introducing congestion pricing has been floated in Australia occasionally over the years, though no city has implemented it. However, Dr Standen said it could be effective in relieving congestion in places like Sydney if applied in the right way

Previous modelling indicates that a 5¢ per kilometre charge during peak times would significantly reduce congestion. The revenue could then be used to fund a 50 percent reduction in vehicle registration, leaving most motorists better off.

Cont...

Australia

“We could pay for urban driving per kilometre, with a discount for off-peak travel, like we have for train travel,” Dr Standen said. “This would clear up congestion around the CBD, especially if tolls on the Cross City Tunnel and other motorways passing through the CBD were reduced or eliminated.”

The potential roadblocks

However, introducing congestion pricing may have unintended impacts. For example, the costs are likely to be disproportionately felt by people on lower incomes, who may have less access to public transport alternatives.

“Wealthier people would find it easier to pay a congestion charge, though this is also true of other motoring costs, public transport and taxi fares,” Dr Standen said.

“Instead, the system’s fairness would depend on how it is implemented and how the revenue is used.”

The way to ensure equity amongst road users would be to provide subsidies for those on lower incomes while funding necessary upgrades to the public transport system.

“The revenue could also improve public transport or build social or affordable housing close to jobs or train stations, which would give many lower-income households the freedom to avoid the large expense of car ownership altogether,” Dr Standen said.

The future of congestion pricing in Australia

While it would be effective, Dr Standen said it would take a bold government in Australia to attempt to implement the strategy.

As cars remain firmly entrenched as the dominant mode of transport, a new tax targeting drivers is unlikely to garner much favour initially.

“Congestion pricing is essentially asking us to pay for something that many say should be free,” Dr Standen said. “But it could quickly gain public support, as we’ve seen with the cities worldwide that have implemented schemes, once motorists notice the benefits.”

While congestion pricing wouldn’t necessarily be the silver bullet for eliminating traffic everywhere, it could still help push at least a few more motorists to consider opting for more environmentally friendly modes of transport.

“We need to consider if we want free road access and a tolerable level of congestion, or congestion pricing which would give us more free-flowing roads and cleaner air,” Dr Standen said.

Ultimately, the best way for motorists to liberate themselves from the stress of traffic congestion would be to choose a different mode of transport.

“Congestion isn’t an issue if you’re zipping along on a train or an e-bike,” Dr Standen said. “But the planning and design of our cities and streets would need to change before the majority have the freedom to choose.”



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Australia

Road safety forum announced to tackle fatalities

Federal and state governments are coming together in an effort to reduce the increasing road toll across Australia, with a particular focus on regional road deaths.

Experts on road safety from across Australia and the world will come together for a forum designed to tackle the increasing road toll. Hosted by the NSW Government, the road safety forum in Sydney will hear from victims, academics, and stakeholders from federal and state organisations.

Experts from Scandinavian countries which have successfully lowered road tolls over the past two decades will also be invited to speak at the conference.

The conference comes after Australia's 2023 road toll figures showed a 7.3 percent increase compared with the previous year. It's expected a particular focus will be on preventing regional road deaths, with those in country areas over-represented in the national road toll.

"While one third of our population lives in regional NSW, over two thirds of fatalities (70 per cent) occur on regional roads," NSW Regional Roads Minister Jenny Aitchison said in a written statement.

"I have been out in the far north-west of regional, rural and remote NSW this week hearing directly from those communities about the road toll. Any death on a road is one too many but for regional communities where everyone knows everyone, it hits particularly hard," she added.

"We all need to take responsibility for our actions when it comes to road safety. We need community involvement, particularly in the regions, if the government's road safety initiatives are to succeed."

"Catastrophic" number of fatalities on Australian roads in 2023

The 2023 Road Deaths Australia notice released by the Australian Governments Bureau of Infrastructure and Transport Research Economics (BITRE) reveals the catastrophic number of people who were killed on Australian roads in 2023. There were 1,266 road deaths from January to December 2023, which is a 7.3 per cent increase compared to the road safety statistics from 2022.

The Australian Government, along with all state and territory Governments, are committed to Vision Zero, which is zero deaths and serious injuries on our roads by 2050. This commitment to road safety is outlined through the National Road Safety Strategy (2021-2030) and the National Road Safety Action Plan (2023-25).

The Action Plan focuses on delivering tangible and measurable actions, provides clear lines of responsibility and clear timeframes for actions to commence or be finalised.



Through the Action Plan, the Australian Government is delivering several key initiatives and changes, aimed entirely at reducing road trauma across the country.

Cont...

Australia

This includes actions such as:

- Targeted road safety infrastructure programs to improve regional and remote road safety
- Progressing the roll-out and uptake of new vehicle safety features and technologies through new Australian Design Rules
- Building and upgrading heavy vehicle rest areas across the country
- Commencing the review of road safety research to develop a national road safety research picture
- Working with state, territory and local governments to develop a framework to support local governments to conduct road safety network risk assessments and implement road safety policies.

In addition to the work outlined in the Action Plan, the Australian Government is delivering infrastructure and non-infrastructure funding that directly targets road safety outcomes.

This funding includes:

- A National Road Safety Conference in the first quarter of 2024 to bring together Road Safety Ministers and Police Ministers from across the country to engage in the troublesome road safety trends;
- The creation of a National Road Safety Education Campaign to reinforce the country's road safety culture;
- \$976 million to life saving road safety treatment measures across the country with all projects to be completed by mid 2025. The funding is particularly focused on safety measures on rural and regional roads and to provide better protection for vulnerable road users (such as bike riders and pedestrians) in urban areas;

- \$40 million per year boost to the popular Black Spot Program, increasing the annual funding from \$110 million to \$150 million. The Black Spot Program provides individuals, community groups, local and state governments with the opportunity to nominate dangerous intersections or road segments for funding for road safety treatments;
- The Safer Local Roads and Infrastructure Program, which brings together funding for two former programs: the Bridges Renewal Program and the Heavy Vehicle Safety and Productivity Program. The amount of funding for the new program will also gradually increase so that \$200 million will be available per year, up from the current \$150 million total annual investment;
- A \$250 million funding boost to the Local Roads and Community Infrastructure program to assist regional local councils to deliver road maintenance works;
- The first rounds of the new \$43.6 million National Road Safety Action Grant Program are being rolled out, with new rounds opening in January 2024;
- A partnership with the Amy Gillett Foundation to deliver a \$6 million Safe Roads for Safe Cycling Program which aims to empower leadership and action for safe cycling infrastructure across the country;
- \$16.5 million over the next 5 years for the Car Safety Rating Program, which will be delivered by the Australasian New Car Assessment Program (ANCAP) and the Monash University Accident Research Centre (MURAC) for safety rating evaluations for both new and used vehicles.



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Global

Road safety has improved worldwide

A global improvement in road safety has seen a drop in road fatalities worldwide. There were 1.19 million road deaths during 2021, a fall of 5% from 2010 according to the Global Status Report on Road Safety by the World Health Organization (WHO).

However, this slight drop in road deaths globally is still not meeting the target for improved road safety.

The report shows that the number of road traffic deaths has fallen slightly and that efforts to improve road safety are having an impact. Yet the price paid for mobility remains far too high, and further action is needed if the goal of halving road traffic deaths and injuries by 2030 is to be achieved.

The Global status report on road safety 2023 is the fifth report in a series and provides an overview of progress between 2010 and 2021, and sets a baseline for the United Nations Decade of Action for Road Safety 2021–2030 target of halving road traffic deaths and injuries by 2030.

According to the report, there are more than two road deaths/minute and over 3,200/day. Road traffic crashes remain the leading killer of children and youths aged 5–29 years.

Among UN Member States, 108 countries reported a drop in road traffic-related deaths between 2010 and 2021. Of those, 10 countries succeeded in reducing road traffic deaths by over 50%: Belarus, Brunei Darussalam, Denmark, Japan, Lithuania, Norway, Russian Federation, Trinidad and Tobago, United Arab Emirates and Venezuela. Thirty-five more countries made notable progress, reducing deaths by 30–50%.

“The tragic tally of road crash deaths is heading in the right direction, downwards, but nowhere near fast enough,” says WHO director-general, Dr Tedros Adhanom Ghebreyesus. “The carnage on our roads is preventable. We call on all countries to put people rather than cars at the centre of their transport systems, and ensuring the safety of pedestrians, cyclists and other vulnerable road users.”

The report shows that 28% of global road traffic deaths occurred in the WHO South-East Asia Region, 25% in the Western Pacific Region, 19% in the African Region, 12% in the Region of the Americas, 11% in the Eastern Mediterranean Region and 5% in the European Region.

The European Region reports the largest drop in deaths since 2010 – a 36% decline. The Western Pacific Region reports a 16% decline, the South-East Asia Region a 2% decline and the number of deaths has remained constant in the Region of the Americas. Reductions in the number of deaths were observed in 108 countries, including 10 where the 50% was achieved by 2021. Of note is that road traffic deaths fell 13% in the European Region in 2020 as a consequence of rapid government COVID-19 restrictions.

And 90% of deaths occur in low- and middle-income countries, while fatalities in these countries are disproportionately higher when set against the number of vehicles and roads they have. The risk of death is three times higher in low-income than high-income countries, yet low-income countries have just 1% of the world’s motor vehicles.

Cont....

Global

Of those killed, 53% of all road traffic fatalities are vulnerable road users including: pedestrians (23%); riders of powered two- and three-wheelers such as motorcycles (21%); cyclists (6%); and users of micro-mobility devices such as e-scooters (3%). Deaths among car and other four-wheeled light vehicle occupants fell slightly to 30% of global fatalities.

“Our mission at Bloomberg Philanthropies is to save and improve as many lives as possible, and one of the best ways to do that is to make more of the world’s roads safe for all,” said Michael R Bloomberg, founder of Bloomberg LP and Bloomberg Philanthropies and WHO Global Ambassador for Noncommunicable Diseases and Injuries, who also wrote a foreword for the report. “For more than a decade now, we’ve made encouraging progress together with the World Health Organization and our partners. Still, as this new report makes clear, road safety demands stronger commitments from governments worldwide – and we’ll continue to urge more leaders to take lifesaving action.”

Pedestrian deaths rose 3% to 274,000 between 2010 and 2021, accounting for 23% of global fatalities. Deaths among cyclists rose by nearly 20% to 71,000, accounting for 6% of global deaths. Meanwhile, research indicates that 80% of the world’s roads fail to meet pedestrian safety standards and just 0.2% have cycle lanes, leaving these road users dangerously exposed. And while 90% of people surveyed identify as pedestrians, just a quarter of countries have policies to promote walking, cycling and public transport.

The report reveals an alarming lack of progress in advancing laws and safety standards. Just six countries have laws that meet WHO best practice for all risk factors (speeding, drink-driving, and use of motorcycle helmets, seatbelts and child

restraints) while 140 countries (two-thirds of UN Member States) have such laws for at least one of these risk factors. Of note, 23 of these countries modified their laws to meet WHO best practice since the Global status report on road safety 2018.

The global motor-vehicle fleet is set to double by 2030. Yet just 35 countries – less than a fifth of UN Member States – legislate on all key vehicle safety features (such as advanced braking systems, front- and side-impact protection,). The report also reveals major gaps in ensuring safe road infrastructure, with just 51 countries – a quarter of UN Member States – having laws that require safety inspections that cover all road users.

The WHO Global status report on road Safety 2023 is the fifth in a series measuring progress in reducing road traffic deaths. This report covers progress between 2010 and 2021 and sets a baseline for efforts to meet the United Nations Decade of Action 2021–2030 target to halve road traffic deaths by 2030.

This report was produced with support from Bloomberg Philanthropies. Since 2007, Bloomberg Philanthropies has committed \$500 million to support road safety interventions in low- and middle-income countries and cities across the world.



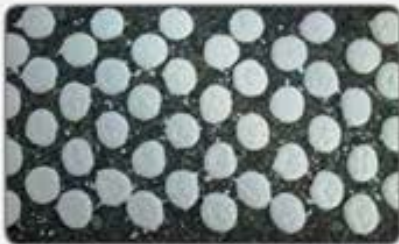
Road crashes in the developing world account for a disproportionately high percentage of road fatalities on a global basis

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Global

Major new roads for Morocco in 2024

New road projects are planned for Morocco's Casablanca region in 2024. Work will start on a new highway linking Berrechid and Tit Mellil as well as the Casablanca bypass, while work will commence on the final stretches of the highway linking Berrechid with Casablanca.

A steady increase in the numbers of vehicles on Morocco's roads has seen existing links suffer heavy congestion. The area to the south of Casablanca does suffer heavy traffic volumes at peak periods, particularly around the international airport, with these road works helping to lower congestion. The Casablanca region is one of the most economically active areas for Morocco.

In addition, plans are being drawn up for the US\$494 million highway to connect Casablanca and Rabat. The 60km highway should be complete by 2026 and the work is being managed jointly by the Ministry of the Interior and the country's road firm, Autoroutes du Maroc (ADM). The new highway will pass close to the new stadium at Benslimane, which will be one of the six being used for the 2025 African Cup of Nations and for co-hosting the 2030 World Cup.

These projects are all being managed by ADM. An increase of 3 percent to \$375.4 million is being seen for ADM's 2024 budget compared with 2023.



€21.5 billion Italian highway expansion programme

Italy plans to invest €21.5 billion over 50 years in a bid to develop its highway network. The programme will include ensuring that transport in Italy is climate neutral so as to avert climate change.

The programme has been drawn up by the country's roads firm, Autostrade per l'Italia (ASPI). By improving the network and addressing issues of traffic congestion at current hotspots, emissions would be reduced by 20 percent.



Safer roads are planned for the UAE

A road safety programme is being planned in the UAE for cyclists, electric bicycle riders and motorcyclists. The programme is called Safe Riding for Bicycle Users and aims to encourage safe use of bicycles, electric bicycles and motorcycles by riders.

The country's unified traffic campaign for 2024 is being managed by the Federal Traffic Council on behalf of the Ministry of Interior. The campaign will be carried out over the first three months of 2024 and in three languages, Arabic, English and Urdu.

This campaign follows positive road safety moves seen in the UAE, which saw a 10 percent drop in road deaths for 2022 compared with 2021, according to the data from the Ministry of Interior.

Global

Ireland releases National Cycle Network plan

The Irish government has released its National Cycle Network plan outlining how 3,500km of cycle routes will crisscross the country, serving around 2.8 million people.

Almost 90 percent of jobs and 80 percent of households in more than 200 villages, towns and cities as far north as Buncrana in County Donegal and as far south as Kinsale in County Cork are expected to be located within 5km of the network. There are 85 corridors of routes designed to integrate future and existing greenways and other cycling infrastructure, such as the Eurovelo routes.

According to the plan, released by Eamon Ryan, Ireland's minister of transport, the routes will also link to other transport hubs to ensure more comprehensive mobility for as many people as possible. The network will act as a "core spine" for Ireland's towns and cities. Eamon also said that cycling infrastructure will be separate from motor traffic wherever possible.

The basic plan designates the urban network's destinations as either primary, secondary or 'other' nodes.

Primary nodes are cities and large towns with populations of more than 20,000. These include Cork, Galway, Limerick, Bray, Portlaoise, Wicklow, Wexford, Letterkenny and Tralee.

Secondary nodes are towns with populations of 10,000 to 20,000, as well as major tourist attractions outside urban areas.

The 'other' nodes include small towns and settlements of fewer than 5,000 people, as well as educational and employment centres and transport hubs.

Around 400km of the network's 3,500km are already in use while 900km of it are part of planned regional and national greenway programmes. The remaining 2,200km will be new routes.

Delivery of the plan will be in three phases; the first is already under way. The second phase consisting of around 660km will be rolled out between 2026 and 2030, while the final 2,510km should be open between 2031 and 2040.

The government is hoping the cycling network will help it achieve its target of reducing transport emissions by 51 percent by 2030.

Ireland is already home to part of a Eurovelo route, the 11,000km EV1. Its route runs from North Cape in northern Norway and hugs the North Sea and Atlantic Ocean coastlines of western Europe going as far south as Spain and Portugal.



Global

India's US\$2.2 billion Mumbai Trans Harbour Link opens

The opening of the US\$2.2 billion Mumbai Trans Harbour Link in India will help address the city's chronic congestion problems. This new sea bridge connects Mumbai with the mainland and the route has been inaugurated by India's prime minister, Narendra Modi.

The project has been managed by the Mumbai Metropolitan Region Development Authority. The new route will provide a major boost for the Mumbai Metropolitan Region.

The 29km link has four lanes in either direction and has been designed to carry 130,000 vehicles/day. Measuring just over 29km, the route links South Mumbai with the city's western suburbs, reducing journey times for drivers to just 40 minutes, compared with two hours previously. It also connects with the new Navi Mumbai airport and Mumbai-Pune Expressway. The toll rates, speed limits and permitted vehicle types have also been announced for the bridge. One of the most complex components of the projects was for the 7.8km-long bridge section across the Mumbai Bay.



Electric road expansion for India

India aims to develop a network of electric highways. The 6,000km network is planned for India's Golden Quadrilateral. The Indian Government intends for this network to be ready over the next seven years.

Sustainable energy will provide the electrical power for the charging network being installed. Solar power will be utilised to supply much of the power required.

As part of the programme, up to 800,000 electric buses will be phased in by 2030 to replace the diesel buses still in use in many areas. In time the electric buses will also replace the lower emission buses fuelled by LPG and natural gas now mandated in some parts of India.

US\$195 million Tunisian highway deal for Chinese contractor

The Chinese firm Sichuan Road & Bridge will handle a US\$195 million road contract for the Ministry of Equipment and Housing of Tunisia. The work is for a bridge linking the port city of Bizerte with the A4 highway. Construction work is expected to commence shortly.

The improved link between the city and the highway will boost transport for the area. This will make transport for heavy vehicles to and from the port, located in the north of Tunisia, easier and deliver an economic boost to the area.



Global

Dubai plans to be best cycling city by 2040

The plan, by URB urban planning consultancy, is a “paradigm shift” for a city where car is king.

URB, an urban design consultancy, has unveiled a masterplan to make Dubai the world’s most bike friendly city by 2040, surpassing even Amsterdam and Copenhagen.

The company’s plan is a “paradigm shift in urban mobility” for a city in which the car is king. URB’s study, Dubai Cycle City 2040, envisions various types of cycling infrastructure, including The Loop which will be a 93km “cycling highway”. The goal is to allow residents to cycle or walk to key services and locations within the city within minutes.

“By 2040, Dubai’s car-centric population is expected to more than double, reaching eight million urban dwellers,” said the company in a press release. “Dubai’s urban evolution and sprawl have made cars a necessity for travel and, thus, an indispensable part of the everyday lifestyle. As such, flipping the mode of travel towards cycling requires more than a new way of thinking in mobility; it requires entrepreneurship.”

Baharash Bagherian, chief executive of URB, said urban planners have evolved to become changemakers. “It is no longer about just planning new sustainable cities,” he said. “It is about planning new types of assets for existing cities with a sense of purpose, to make them more sustainable. It is about becoming an agent of change. The Dubai Cycle City 2040 is an embodiment of that entrepreneurial spirit.

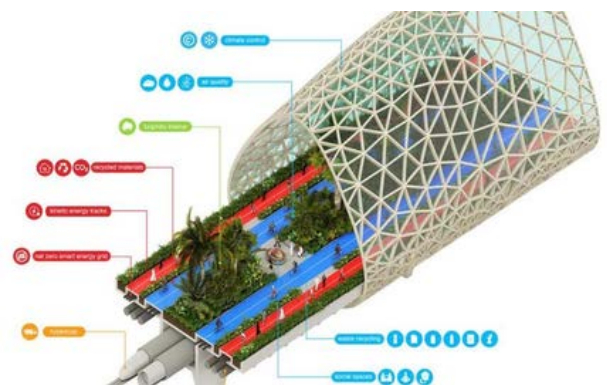
The project, still in the research stage, aims to provide additional utilities and amenities to

various neighbourhoods, including urban, agriculture, social spaces and sports facilities. It is also designed to accelerate Dubai’s 20-minute city initiative where city dwellers should to be able to walk or bike to 80% of their daily needs and destinations in just 20 minutes. This means that in the coming years, half of Dubai’s population should be living within 800m of the nearest public transportation facility.

According the study by URB, most of the 1,000km-long cycling network will connect to public transport to decarbonise the last mile. Elevated cycling tracks is proposed in areas which lack enough space for dedicated or shared lanes. Various types of cycling bridges will re-connect communities that are disconnected by major highways. The Loop – an enclosed and at times elevated cycle way – will also have so-called pocket parks, areas of greenery that are intended to facilitate exercise and social and leisure gatherings, as well as sports facilities.

URB’s proposal also supports Dubai’s 2040 Master Plan that was unveiled in 2021 and intended to increase, among other things, public beach spaces and nature reserves.

URB consists of urban planners, landscape designers and architects whose aim is to accelerate the world’s transition towards net-zero developments.



The Loop – an enclosed and at times elevated cycle way – will also have so-called pocket parks, areas of greenery that are intended to facilitate social and leisure gatherings, as well as sports facilities (image courtesy URB)

Global



Why are we not doing this. It would be great for driving with no lights on. 🤖



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

NZTA P 22 specification states in Section 6:

At the time of tender contractors shall forward copies of current T/8 certificates for the plant they propose to use on the contract. The applicator(s) certification is to be kept valid for the period of the contract.

There is a .pdf version of the applicator certificates associated with each registration line.

Originals of certificates are no longer being mailed to contractors and the website register is evidence of registration.

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

Applicator Type: 8
 Registration No: 1388 688
 Owner: Spray Mark Road Marking Ltd
 Address: PO Box 2
 Auckland

Applicator Chassis No: JH00P1000001200
 Applicator Make: 2010 IVECO 300
 Applicator Year No: 1/1/10
 No. & Capacity of Paint Tanks (litre): 2 x 1000 L
 No. & Capacity of Road Tanks (x 100 kg): 2

APPLICATION SPEEDS FOR 100 µm SURFACIAL THICKNESS			
Line Width	100µm	150µm	200µm
Forward Speed (gph) - 100 Gph	4.5	4.4	4.3
No. of Paint Tenders Used	2	2	2
No. of Road Registers Used	N/A		1

APPLICATION EQUIPMENT		
Description	Make & Model	Serial Number
White Paint Pump	Graco 200 20	84207
Yellow Paint Pump	Graco 200 20	84208
Compressor	Graco 1000 1000	1000 1000
Compressor Motor	Graco 1000 1000	1000 1000 1000
Spray Gun x 1	Graco 1000	N/A
Road Gun x 1	Graco 1000	N/A

ENTRY QUALIFICATION
 Previous TR Certificate Entry No: 1388 688

REGISTRATION DETAILS
 NEW ZEALAND ROAD MARKING
 The Road Marking Association
 PO Box 1000, Auckland
 01 773 1234

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

EXPIRY DATE: 31st November 2011

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



36

01 Jan to 31
Jan

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