

Roadmarking News



Edition 173
June 2025



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From the Archives

Published by: The New Zealand Roadmarkers Federation Inc

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NZRF Update

Dear NZRF members

Roadmarking update: Autumn–Winter 2025

As we settle into the colder months across New Zealand, roadmarking crews are adjusting to the seasonal shifts that come with autumn and winter.

Cooler temperatures and wetter conditions are making their mark, affecting application windows and requiring more agile planning across the country.

In recent weeks, there has been a noticeable emphasis on durability and safety, with several new initiatives focusing on improving road user visibility during darker, wetter conditions.

We're also seeing growing interest in sustainable materials and advanced technologies designed to boost performance and efficiency on the road.

We are excited to announce that the NZRF Annual Conference 2025 will be held at the Russley Golf Club and Function Centre, 428 Memorial Avenue, Christchurch, from the 12th to the 14th August.

This year's gathering is shaping up to be a fantastic opportunity for knowledge-sharing, networking, and looking ahead to the future of our industry.

Recommended accommodation is available at the Commodore Hotel, 449 Memorial Avenue, at a special delegate rate.

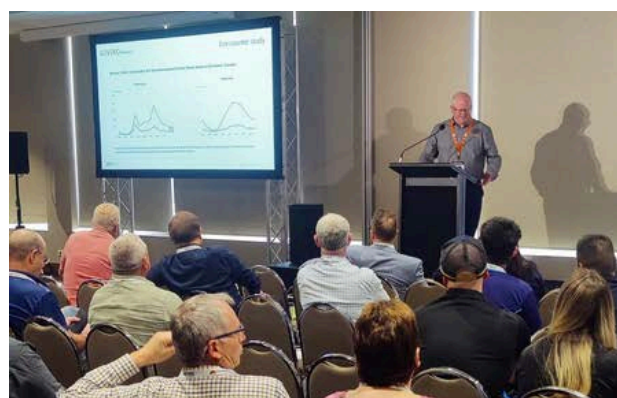
Please note that all NZRF members and their employees are welcome to attend. Non members can also attend at a cost of \$350/pp.

Delegates are responsible for their own accommodation and breakfast each day. Dinner will be provided on Day 2 of the conference.

We look forward to coming together in Christchurch to reconnect, reflect, and shape what's next for roadmarking in New Zealand.

Until then, stay safe and warm out there!

Photos from the 2024 conference below



Gareth Noble– NZRF Exec

2025 Conference

NZRF Conference and Networking Event

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

Full agenda will be sent prior to the conference.

Day 1 – Tuesday 12th August 2025

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

Day 2 – Wednesday 13th August 2025

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



Day 3 – Thursday 14th August 2025

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



Accommodation – Delegates to book and pay for own accommodation

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

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



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

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NZ Transport Agency Updates

1

TCD focus change – Rural limit lines

Limit line markings play a critical role in ensuring road safety and effective traffic management. As part of NZTA's rural crossroad interventions the research highlighted the potential benefits and considerations surrounding wider limit lines, particularly in rural settings.

As published in the current October 2024 release of the TCD, Part 4 has increased the rural limit line width to 450mm from the previous 300mm. The rule says a minimum of 300mm but NZTA is recommending 450mm for rural.

4.2.3. Limit lines

Limit lines for controlled approaches to intersections must be at least 300 mm wide. Table 4-3 below describes the width at which limit lines should be marked.

Table 4-3: Limit line specifications at controlled approaches

Application	Give-way control	Stop control
Colour	White	Yellow
Width (minimum)	300 mm	300 mm
Width (typical urban)	300 mm	300 mm
Width (typical rural)	450 mm	450 mm
Dash	Continuous	Continuous

From a risk management perspective, upgrading limit lines to a width of 450mm is highly desirable. The broader markings can enhance visibility for drivers, especially in challenging environments common to rural areas. Enhanced visibility contributes to improved adherence to road safety regulations and reduces the likelihood of crashes.

While there is a strong case for prioritising wider limit lines, the implementation of such upgrades is contingent upon funding, which is controlled by individual Road Controlling Authorities (RCAs).

The current guidelines encourage adopting a 450mm limit line width but also provide flexibility for RCAs to maintain the existing 300mm markings based on their assessment of risks and available funding. This pragmatic approach ensures that decisions are tailored to the unique needs of each locality.

<https://www.nzta.govt.nz/resources/traffic-control-devices-manual/>

2

Co-sponsor Road Safety Week in New Zealand

NZTA is proud to co-sponsor Road Safety Week in New Zealand again this year, as improving road safety is a key focus for them.

Supporting Road Safety Week helps demonstrate our commitment to road safety. It's also a great opportunity to highlight all those helping ensure we have safer roads, safer drivers and safer vehicles and a chance to engage others in road safety, because everyone can play a part.

Special thanks to Brake (New Zealand), the road safety charity who organises Road Safety Week and to our co-sponsors Beca.

NZ Transport Agency Updates

3

Request for Information

Are you part of a professional services organisation working in the transport sector and think you might be able to support our future road maintenance requirements?

We're undertaking a Request for Information and we're looking for as many organisations as possible to respond within the next three weeks.

We're looking at both enduring requirements and those required during the transition and implementation phases of the Integrated Delivery Model. The Integrated Delivery Model will replace the Network Outcomes Contracts from April 2026:

<https://lnkd.in/gUWaUCe8>

This'll help us understand the overall capacity and capability in the market and where you might be best placed to support us once the Integrated Delivery Model goes live in April 2026.

The more information you provide now, the better we'll understand your ability to help us.
The RFI closes at 4pm on Friday 6 June 2025:



4

Next steps for state highway speed reversals programme

Community consultation has concluded, results have been analysed, and decisions have been made on speed limits for 49 state highway corridors, with most locations set to return to their previous higher speed limits.

On 29 January 2025, the Minister of Transport confirmed that 38 sections of state highway were subject to speed limit auto-reversal under the Setting of Speed Limits Rule 2024, with a further 49 sections open to community consultation to confirm whether there was public support to retain current lower speed limits.

NZ Transport Agency Waka Kotahi (NZTA) carried out six weeks of public consultation on these 49 sections of state highway between 30 January and 13 March, and the NZTA Board considered the consultation results earlier this month.

Over 21,500 people had their say, and based on their feedback, 43 locations will return to their previous higher speed limits, with six remaining at their current lower speed limits.

Read full article [here](#).



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New Zealand

Up-skill in safe traffic management with Connexis

Three new risk-based Temporary Traffic Management (TTM) micro-credentials are now available through Connexis.

TTM training has shifted toward a risk-based framework, as outlined in the New Zealand Transport Authority Waka Kotahi's New Zealand Guide to Temporary Traffic Management (NZGTTM). In late 2024, Connexis, training provider to infrastructure sectors including civil, energy, telecommunications and water, released the first of a new suite of micro-credentials developed to align with the requirements of the NZGTTM.

The first two micro-credentials were *Temporary Traffic Management Risk Assessment (Level 4)*, aimed at professionals with a health and safety role or responsibility in ensuring safe outcomes for activities conducted in, or impacting, the road corridor; and *Temporary Traffic Management Design (Level 4)*, which is aimed at professionals who design, plan and develop TTM plans with the goal of ensuring good health and safety outcomes for activities conducted in, or impacting on, the road corridor.

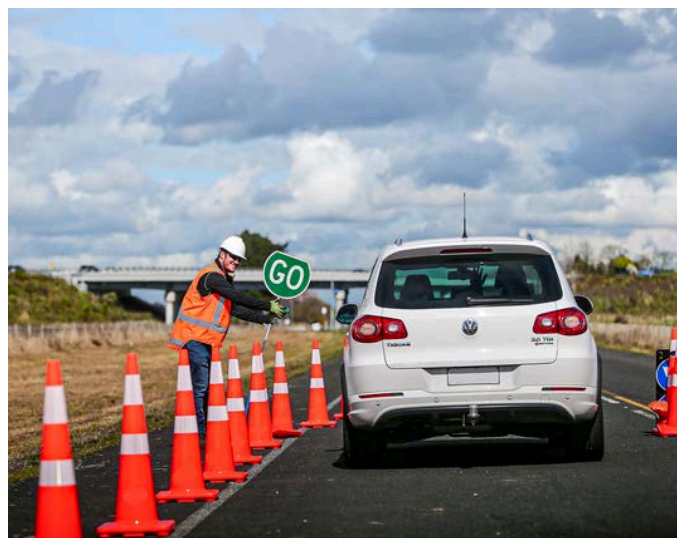
The three additional new micro-credentials released are: *TTM Applying Controls to Low-risk, Low-impact Activities in the Road Reserve (Level 3)*, *TTM Assist with TTM within the Road Reserve (Level 3)*, and *TTM Mobile Operations (Level 3)*. These micro-credentials are designed for frontline teams which are setting up and working on the road corridor and road reserve.

Micro-credentials are short, NZQA nationally-recognised training courses of between five and 40 credits which can lead

to a full qualification or offer specific training in specialised skills. Connexis is the first training provider to offer the new micro-credentials.

Connexis Executive Director Kaarin Gaukrodger says the organisation is extremely pleased with the level of interest in the new programmes.

"Temporary traffic management is such a vital part of any infrastructure or local civil works project. It's the key project requirement that protects the safety of both workers and the public as they interact with a worksite. By managing that risk, it is also key to managing the timely and on-budget successful completion of a project.



"The three new micro-credentials extend the risk-based TTM offering to those implementing the strategies on-site where the risks are most immediate and visible to the public. It is essential that these teams are well-trained and confident in their ability to execute traffic safety plans. We're excited to see all the hard work that's gone into designing these micro-credentials be rolled out to support the safety of our workers and communities."

Cont....

New Zealand

Gaukrodger adds that the roll out of the TTM programmes is particularly timely given the Government's prioritising of 149 Fast Track infrastructure projects.

"Those projects represent a huge undertaking for New Zealand's infrastructure workforce and all stakeholders will be monitoring those initiatives for smooth, safe completion and the ability to keep the country moving around them as they're delivered.

"This suite of micro-credentials may seem like a minor detail given the scale of some of those projects but having highly skilled staff able to effectively and safely plan and implement traffic management, working to a risk-based framework, will play a vital role in their successful execution," she says.

About the TTM micro-credentials:

- **TTM Applying Controls to Low-risk, Low-impact Activities in the Road Reserve (Level 3):** for people working on the road reserve who need to apply appropriate TTM control measures to manage the associated risk while carrying out a low risk, low impact activity.
- **TTM Assist with TTM within the Road Reserve (Level 3):** for people who assist with the installation, operation, maintenance, and uplift of TTM within the road reserve.
- **TTM Mobile Operations (Level 3):** for people who perform mobile operations in the TTM industry.

While completing all of these micro-credentials, trainees are supported by a Connexis Customer Service Account Manager.

To complete a TTM micro-credential, trainees must also have access to a temporary traffic management worksite to meet the work-based learning component of these micro-credentials.

If you would like more information about changes to TTM training and the new micro-credentials please visit www.connexis.org.nz, call 0800 486 626, or email askus@connexis.org.nz.



New Zealand

Mobile safety cameras in cars (and trailers) coming soon

New Zealand Transport Agency Waka Kotahi (NZTA) will roll out its first mobile safety camera next week – the next step in the transition of safety camera operations from NZ Police to NZTA.

As part of the change, for the first time in New Zealand speeding vehicles will be detected by cameras operating in cars (SUVs), alongside the vans which NZ Police have traditionally used. Later this year NZTA will also add trailers to the fleet of safety camera vehicles.

A camera-equipped Sports Utility Vehicle (SUV) will be parking up on roadsides across Auckland from next Tuesday (13 May) to improve safety for all road users by detecting drivers exceeding speed limits. In the coming months, it will be joined by other SUVs and trailers as NZTA expands its mobile safety camera operations across the country to a total of 44 mobile cameras – 35 of which will be operating at any given time.

“Speeding drivers can cause serious and irreparable harm on the roads, including deaths and serious injuries. Evidence shows that we can reduce the chance of people being killed or seriously injured in crashes if drivers travel within speed limits, and that is why we have safety cameras,” says Tara Macmillan, Head of Regulatory Strategic Programmes.

“Mobile safety cameras reduce deaths and serious injuries by discouraging speeding generally, and they are most effective when they are deployed nationwide on a ‘anytime, anywhere’ basis. The exact timing and location of mobile safety cameras is informed by evidence, which may include crash data and feedback from local communities.

“Mobile cameras will be used in places where there is a risk of people being killed or seriously injured in a crash. Evidence shows that unsigned mobile safety cameras are twice as effective at reducing crashes than sign posted cameras, so while our safety cameras in SUVs and trailers will be visible to drivers and will not be hidden, they won’t be signposted.”

NZTA will not receive any incentives or funds from tickets issued. Safety camera infringement fees go into the Government Consolidated Fund.


From 1 July 2025, NZTA will be responsible for the operation of all safety cameras and NZ Police will no longer operate their mobile safety camera vans.

Police officers will continue to issue notices for the offences they detect.





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New Zealand

Cartel conduct in construction a lesson for contractors

Contractor Magazine

In late 2024, we saw the first criminal prosecution for a cartel following the 2021 shift from civil liability to criminal liability for this conduct. By Brendan Cash (Partner), Kate Rouch (Senior Associate) and Caitlin Hogan (Solicitor) in Dentons' Major Projects and Construction team.

What is a cartel? In simple terms, a cartel is an association of similar businesses that work together in order to prevent competition and control prices in their market.

The case, *R v Kumar* [2024] NZHC 3955 involved Munesh Kumar, the director of MaxBuild Ltd, a specialist bridge maintenance and concrete repair contractor. It provided an example of how the courts will handle cartel conduct under the new regime and underscored the risks of anti-competitive behaviour in the construction sector.

Given the construction industry's relatively small, relationship-based market and the use of joint ventures (JVs), the risk of anti-competitive behaviour (whether intentional or not) is one to be aware of, particularly in competitive tender processes.

The Commerce Commission actively monitors the industry, and this case demonstrates that enforcement action can and will be taken. Contractors must take proactive steps to ensure compliance and avoid significant legal and financial consequences.

Bid-rigging schemes uncovered

In this case, MaxBuild engaged in 'cover pricing' with a competitor company – a practice where companies collaborate to

submit fraudulent bids for a job

Mr Kumar entered into two unlawful agreements with a competitor company on two separate construction tenders. In both instances, Mr Kumar and the competitor company's director met and agreed that the competing company would bid higher than MaxBuild on the tenders.

The first agreement occurred during the Northern Corridor Project. MaxBuild was one of three companies invited by a JV to tender for concrete remediation work. Following a meeting between Mr Kumar and the competitor's director, the competitor submitted a bid five percent higher than MaxBuild's.

Shortly after, the JV contracted MaxBuild for urgent remediation work, from which the company made approximately \$160,000 in profit. Once completed, this work was removed from the remaining project scope.

Subsequent bids were then invited for the remaining work. This time, the competitor's bid was, on average, eight percent higher than MaxBuild's. However, during resubmission, the competitor inadvertently attached a copy of MaxBuild's pricing and failed to retrieve the email – accidentally exposing the collusion. The JV reported the matter to the Commerce Commission.

However, still encouraged by the success of the scheme, Mr Kumar and the competitor met again and agreed to continue the arrangement in response to a RFQ from Auckland Transport seeking tenders for the replacement of parts of the Middlemore Bridge.

Before a deal could go through, the Commerce Commission launched an investigation into MaxBuild and Mr Kumar.

Cont....

New Zealand

Sentencing for cartel conduct

Both agreements entered into by MaxBuild involved cartel conduct as they had the purpose, effect, or likely effect of fixing, controlling, or maintaining prices for both companies. Given that they operated in a highly specialised field, the agreements, and the conduct surrounding them, were deliberate and serious.

The Court considered the factors of the offending. Significant factors included that two contracts were involved, the action was not an isolated event, and it appears the conduct only stopped because it was discovered. The impact on public investment projects further compounded the severity of the offence.

As a result, Mr Kumar was sentenced to six months of community detention and 200 hours of community work. MaxBuild was fined \$500,000, a penalty set high enough to reflect the severity of the conduct but not so severe as to put the company out of business, as the court deemed the conduct serious but not egregious enough to warrant such a measure.

The competitor involved, whose identity remains suppressed, has also been charged with cartel conduct. Both the competitor company and its director have pleaded not guilty and are awaiting trial.

This case is a significant development in New Zealand competition law enforcement. Previously, cartel conduct was addressed through civil penalties, but the 2021 law introduced the possibility of criminal charges, including imprisonment. Under the current framework, individuals convicted of cartel conduct face up to seven years in prison and companies can be fined up to \$10 million.

Key takeaways for contractors

To avoid the pitfalls of MaxBuild, contractors must ensure they are fully aware of their obligations under competition law. The following steps can help mitigate the risk of breaches and ensure compliance.

1. Strengthen Compliance Programmes

- Implement clear policies on competition law compliance.
- Provide regular training to staff to ensure they understand what constitutes cartel conduct or anti-competitive behaviour.
- Establish internal reporting mechanisms for employees to raise concerns.

2. Be Cautious with Information Sharing

- Avoid discussions with competitors that involve pricing, tendering, or market allocation.
- If engaging in joint ventures, ensure that appropriate safeguards are in place to prevent the improper exchange of competitive information.

3. Watch for Red Flags in Bidding

- Be mindful of bids that are unexpectedly similar or follow a pattern that suggests coordination.
- Look out for discussions that imply an understanding between competitors regarding pricing or market share.

4. Seek legal advice early

- Seeking legal advice immediately can help businesses navigate the process and mitigate risks.
- If a company becomes aware of potential cartel conduct, early engagement with the Commerce Commission, through legal counsel, may potentially help to reduce penalties.

Cont...

New Zealand

Lessons from MaxBuild

With increased regulatory scrutiny and the potential for criminal prosecution, contractors cannot afford to overlook competition law compliance. This case serves as a clear warning for contractors that breaches of competition law, whether intentional or inadvertent, can result in significant consequences.

It is also important to note that ignorance of the law is not a defence. While Mr Kumar stated he was unaware that bid-rigging was a criminal offence, the court made it clear that compliance is the responsibility of all business owners and industry participants.

As a result, contractors must know the law and ensure they operate within it – not just to avoid penalties, but to uphold fair competition and maintain trust in the industry.

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NZTA: 2024–27 NLTP lessons learned report

The NLTP development team has recently completed their lessons learned exercise. We received 120 improvement suggestions that we'll address through 56 specific improvement actions for the 2027–30 NLTP.

Key findings were that we need to:

- Better integrate work happening across NZTA into NLTP development.
- Develop NLTP 101 collateral.
- Be clear about the overall timeline earlier. Pre-approve first year of continuous programme funding.
- Involve partners in the design, development and implementation of work they'll be expected to use.
- Develop more robust models to come to a better evidenced view of the right allocation of funding for continuous programmes (at individual partner and aggregate levels).
- Rethink the approach to low cost, low risk.
- Develop better reporting in Transport Investment Online and make submission of plans/proposals easier.
- Be clear about our expectations relating to engagement with Māori but leave the 'how' with you.
- Provide fuller detail on activities included in the State Highway Investment Proposal (on time) and involve the sector in identifying the right activities.

Read the full lessons learned report [here](#)



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

TABLE 1 - PHYSICAL TESTS

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

TABLE 2 - DIMENSIONS

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

New Zealand

Driver licence changes: Government proposes to scrap second practical test, reduce eyesight tests

The Government wants to remove the practical driving test needed to attain a full licence and reduce the number of eyesight tests required to allow more people to become qualified drivers.

Transport Minister Chris Bishop said New Zealand was an international “outlier” in requiring a practical test for a person on a restricted licence who was applying for their full licence.

“Other countries such as Australia require those on restricted licences to have longer learner periods, reduced demerit thresholds or mandatory practice hours,” he said.

Bishop said the Government’s proposal, which will go out for public consultation on Monday, included new safety measures such as demanding a “clean driving record” of restricted drivers, halving the demerit threshold and introducing a zero-alcohol limit for learner and restricted drivers of any age. Currently, any driver under 20 years of age must adhere to a zero-alcohol limit.

Bishop also outlined potential changes to the necessary frequency of eyesight tests. Given tests were required at each of the three licence test stages, it meant a person over 25 years old could have their vision tested three times in nine months.

“Evidence suggests there is little safety benefit from this repeated eyesight testing. Instead, we propose that people would still need to have their vision tested when they apply for their first licence and when they first renew their licence after they turn 45,” Bishop said.

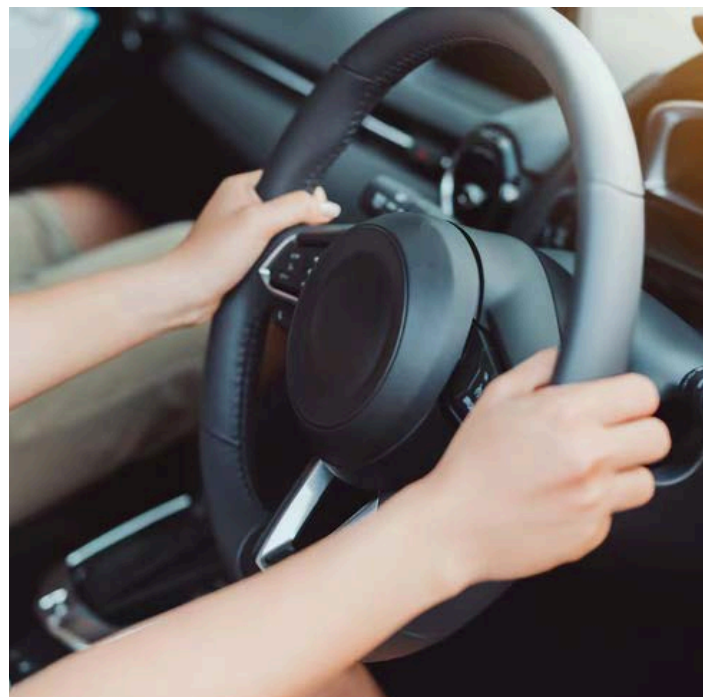
Current eyesight-testing standards would be retained for heavy vehicle licences and endorsements and for people over 75 years of age.

Bishop argued the changes were designed to make getting a licence more efficient and affordable, noting that going from a learner’s to a full licence cost a minimum of \$362.50.

“Around one million adults in New Zealand don’t have a full driver[’s] licence and nearly half of these people have no licence at all,” he said.

“Right now, the process for getting a driver licence is time-consuming and inefficient. It involves a theory test to get a learner licence and then two practical tests – one when going for a restricted licence and another when going for a full licence.”

The consultation document and a survey will be available from tomorrow on the Ministry of Transport’s website. The consultation period closed on June 9. Any changes would be implemented in July 2026.



New Zealand

Cost of Lower Hutt's Riverlink project doubles to \$1.5 billion

Big roadworks on State Highway 2 through Lower Hutt, called Riverlink, are going to cost more than twice as much as originally said.

The cost of replacing Melling Bridge and putting in a new interchange, and associated works is now forecast at \$1.5 billion, the government said on Friday.

Its original budget was \$700m, though RNZ reported in late 2023 there were rumours it would breach a \$1b, which were denied.

The government said on Friday the higher cost came even despite finding \$200m in savings. It agreed to extra funding for the Road of Regional significance project.

"The project has been undoubtedly challenging from a cost perspective," Transport Minister Chris Bishop said in a statement.

The wider programme includes flood protection and "city revitalisation", with the approximate \$1.5b budget met by \$1b from New Zealand Transport Agency / Waka Kotahi (NZTA), \$295m from the Greater Wellington Regional Council and \$180m from Hutt City Council.

It would "start this year" and take six years to replace the old bridge, Bishop said – though dozens of houses and businesses have been demolished over the last two years to make way for it.

However, NZTA would take several more months to finalise the design so it could work as efficiently as possible, he added.

Hutt City Council last year gave a start date of February 2025.

The regional council had previously said having to temporarily close the Melling rail line's two stops during the project was a "bitter pill". However that has changed, and the line would now remain open as far as Western Hutt station, midway between the Melling and Petone stations, until Melling was able to reopen south of where it was now.

A new walk-and-bike bridge south of the interchange paid for by Hutt City Council was included in the project, ending doubts it would not be funded.

Lower Hutt Mayor Campbell Barry said signing the final agreements and securing funding was a "once-in-a-generation deal" for the city.

"We are ready to go," Barry said in a statement on Friday.

The stretch of SH2 at Melling carried 40,000 vehicles a day and faced years of roadworks and disruption.

A separate project to replace a big corroded sewer pipe under the highway, in danger of failing and spewing effluent into Te Awa Kairangi / Hutt River, was set to close one lane when work begins shortly.

Melling was "a severe bottleneck for traffic that slows down commuters and freight", Bishop said.



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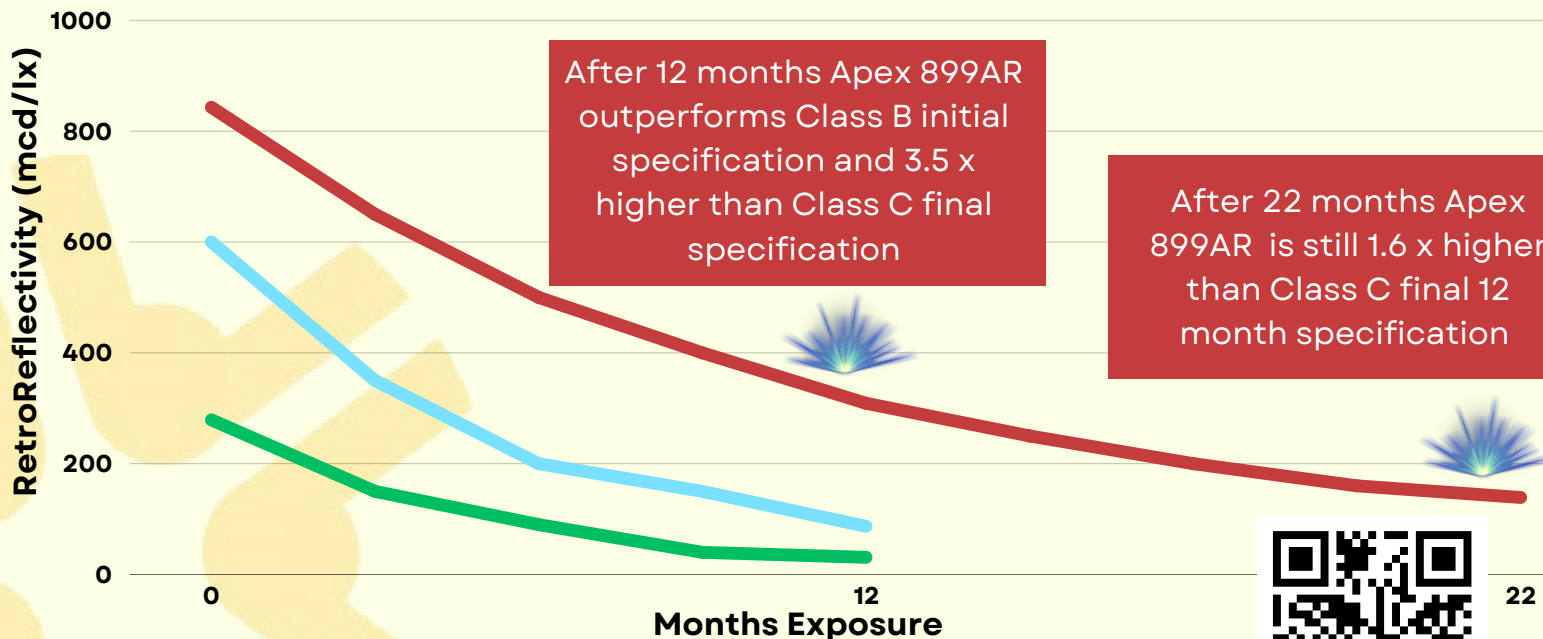
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New Zealand

A message from the new NZTA chief

Contractor Magazine

Last month, I officially started as the new Chief Executive of NZ Transport Agency Waka Kotahi (NZTA) after six years as Group General Manager, Transport Services.

Given my history at NZTA, I already had a good understanding of our work programmes and priorities, so I was able to hit the ground running. A key focus for me stepping into the CE role is delivery.

The Government Policy Statement on land transport 2024 (GPS) has clearly laid out what is expected from our land transport network and the 2024–27 National Land Transport Programme (NLTP) details how we will achieve that, including a greater focus on maintenance and renewals.

This summer maintenance season was one of the biggest in recent years. Thank you to those of you in the contracting market who have been part of the work programme on our state highway network this summer. We had a strong season with around 2000 kilometres of road renewals completed, and our suppliers did a great job in getting the work finished efficiently while still keeping people moving safely through our worksites.

The new GPS expects us to deliver more road rehabilitations than we have done in recent years, which means reducing the volume of reseal work.

This is a change to how we have operated, and we can expect a similar increase in rehabilitation work next season.

Rehabilitation is time-consuming and disruptive but investing in more high-quality rebuild treatments will mean a significant improvement in the overall network condition in the long-term.

We are doing so with a focus on more full road closures, as you would have seen on SH1 between Cambridge and the Desert Road this year.

This has allowed us to complete the work more quickly and to a better quality, and has helped to reduce costs, especially for TTM. We're also building momentum with the Roads of National and Regional Significance (RoNS and RoRS) programmes around the country. These large-scale infrastructure projects will boost economic growth and productivity for all regions, helping traffic move more efficiently and improving the safety and resilience of our roading network.

Getting started on the RoNS programme is a big focus for us as we look to create a pipeline of infrastructure projects over the next decade.

Planning work on the first seven RoNS is already underway.

They are: Ara Tuhono – Warkworth to Te Hana;
Tauriko West – Omanawa bridge replacement; Mill Road Stage 1; Belfast to Pegasus Motorway and Woodend Bypass; Hawke's Bay Expressway; Cambridge to Piarere; and Takitimu North Link Stage 2.

Much of the work to date is focussed on designation, consenting, property purchase and design work, with construction on all seven projects expected to be underway within the next few years.

Enabling works for the Hawkes Bay Expressway started last year and good progress is also being made on the Belfast to Pegasus Motorway and Woodend Bypass in Canterbury, where we recently awarded the design contract and are now working on the procurement plan for construction.

Cont....

New Zealand

Meanwhile, formal procurement for the first stage of the Northland Corridor – Ara Tuhono – Warkworth to Te Hana – has begun with the opening last month of the Registration of Interest for procurement of the project as a Public-Private Partnership (PPP). A preferred bidder is expected to be announced in early 2026 with the PPP contract finalised by the middle of next year.

Excellent progress is also being made on large-scale infrastructure projects as part of our Roads of Regional Significance programme. That includes O Mahurangi-Penlink, Takatimu Northlink, and SH1 Papakura to Drury.

Meanwhile, Te Ahu a Turanga: Manawatu Tararua Highway, the new route between Ashhurst and Woodville replacing the old route through the Manawatu Gorge, is meeting all its project milestones and looks set to be completed in mid-2025.

We have continued to think and work differently over all parts of our business over the last few years as we look to be more efficient, and this won't change with me as the Chief Executive.

As we profiled in last month's issue of Contractor magazine, one of the biggest changes is the move to the Integrated Delivery Model (IDM) – the new delivery model for the majority of the state highway network's road maintenance requirements.

In the coming years the NZTA needs to increase road rebuild work significantly to bring the network back to a suitable standard and the IDM will help us achieve that. Beginning in April 2026, the IDM will see a significant shift from the Agency, with more accountability and responsibility for asset management, greater cost transparency and a simplified and focused performance management framework.

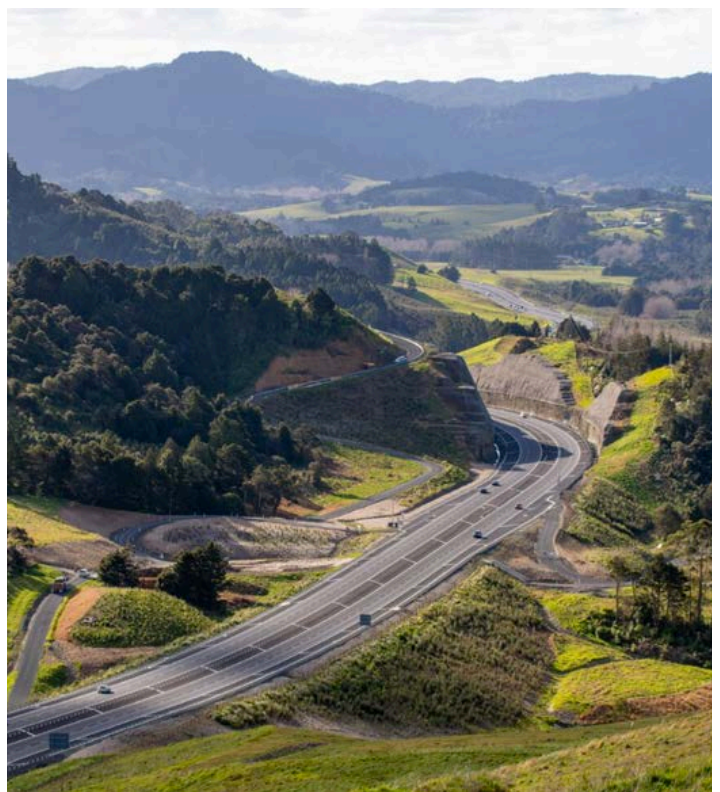
Greater use of the wider supplier market through contestable work packages across the country will help build a healthier market.

The change to the IDM will drive greater efficiency of delivery and provide the value for money outcomes we are seeking across our network.

This model will position us to deliver on the current GPS, while ensuring we have the flexibility to cater for any future direction. There's a lot to deliver this year; we don't work alone, and strong partnerships are critical for our success.

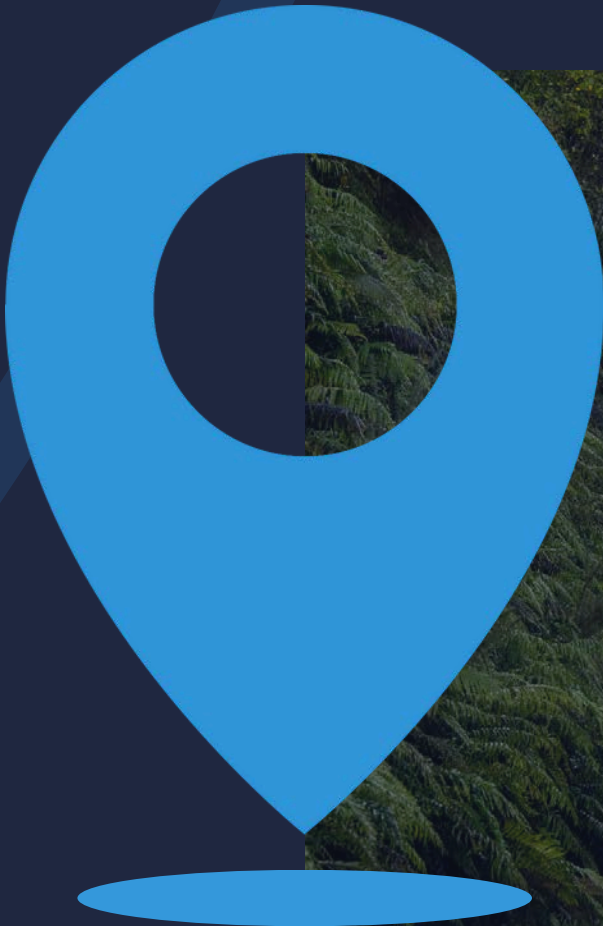
That includes our links with the members of the contracting sector, who play such an important role in the delivery of vital roading infrastructure.

We share common goals, and as CE of NZTA, I'm looking forward to continuing to work closely with the sector to deliver outcomes that make a positive difference for all New Zealanders.



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Australia

Roads Australia urges re-elected Federal Government to redouble efforts on net-zero

Roads Australia has urged the re-elected Albanese Government to redouble efforts towards transport sector decarbonisation, highlighting the strong support from industry to progress the net-zero agenda.

Ehssan Veiszadeh, Chief Executive of Roads Australia said: "Australia has made impressive progress in recent years to establish a policy framework to decarbonise transport. Having received a strong mandate at the recent Federal election and strong support from the transport sector, the re-elected Albanese Government has an opportunity to continue this momentum and cement Australia's position as a global decarbonisation leader.

"With the backing of industry, the Albanese Government is in the best possible position to drive the transformational change necessary to decarbonise Australia's transport sector. Pursuing a nationally harmonised approach must be a priority in this term of government if we are to prevent the transport sector from becoming our largest source of emissions."

In a new national policy platform released today, *On the road to net-zero*, Roads Australia has outlined 10 key recommendations to help reduce whole-of-life emissions for transport infrastructure.

Alongside harmonisation of measurement guidance and decision-making frameworks, a central theme is the need to ensure industry has an opportunity to bring forward innovation at multiple stages in the project lifecycle

"Innovations in the decarbonisation of infrastructure are occurring rapidly, so it is critical that government's create mechanisms for industry insights and innovation to be brought forward. Market sounding to understand no or low-carbon innovations must occur prior to going out for tender, especially if we want to encourage investment in new technologies," Mr Veiszadeh said.

"Roads Australia is also calling for a mechanism in the tender process to make it easy for industry to challenge standards that may be preventing innovation in decarbonising infrastructure delivery. This is particularly important given the current slim profit margins and environment for risk allocation, which make it difficult for constructors to challenge design standards," he said.

Key recommendations: *On the road to net-zero*

- Undertake market soundings to understand low- or no-carbon innovations
- Require consideration of carbon in Multi Criteria Analysis
- Keep carbon intensity benchmarks up-to-date for target setting
- Create a mechanism for bidders to challenge standards
- Develop nationally consistent Emissions Factors and calculation assumptions
- Develop technical guidance for whole-of-life carbon measurement
- Update supporting policies and procedures for the use of national carbon values
- Create a national decarbonising infrastructure library
- Develop foundational learning materials for carbon management in infrastructure
- Investigate the possibility of setting a carbon budget for the transport sector

Australia

Industry warning: lift productivity or risk blowouts

Australia's transport sector is urging the next federal government to confront declining construction productivity.

Roads Australia Chief Executive Ehssan Veiszadeh says the country's stagnant productivity – particularly in infrastructure delivery – is fuelling project delays, inflating costs and eroding public services.

"Delays in construction are pushing back community access to critical infrastructure by months or years," he said.

"They're also draining government budgets, leaving less for housing, health and social services."

The transport sector says inefficiencies in procurement, outdated standards and toxic workplace culture are adding to the burden.

Roads Australia members report that delays and poor site conditions can inflate project costs by up to 30 percent.

Veiszadeh singled out industrial relations as a major sticking point, describing a trend of unsafe or hostile behaviour on major public worksites.

"Workplace safety has not only been undermined – it's been weaponised," he said.

Shutdowns over disputed safety claims have, in some cases, cost millions of dollars a day.

Particularly damaging are disruptions to concrete pours and other critical-path tasks, which can add tens of millions to total build costs.

With geopolitical uncertainty, budget pressures and a cost-of-living crisis, Veiszadeh said Australia cannot afford to tolerate inefficiency.

"This isn't about cutting corners – productivity can rise without sacrificing fair pay or safe conditions. But it requires mutual respect, practical standards and fast resolution of disputes," he said.



Start early
Drive slowly
Reach safely

Australia

Every Aussie driver targeted in push to combat \$30 billion crisis: 'True epidemic'

One of Australia's leading road safety advocates is calling for urgent action to tackle the root causes of dangerous driving, warning that without a major shift in attitudes, road deaths will continue to rise.

National Road Safety Week began on Monday, serving as a powerful reminder of the devastating impact of road trauma, and a call to action for all Australians to help ensure everyone gets home safely.

The campaign was founded by Peter Frazer OAM, whose daughter was killed by a distracted truck driver. Speaking to Yahoo News Australia, Peter stressed that this year, a cultural shift is more critical than ever. He said Australia must urgently rethink not just driver behaviour, but also its stance on enforcement, speeding, and accountability on the roads.

At the same time, the financial cost of road trauma has soared to \$30 billion annually — and that figure is only expected to climb.

"The very first thing that we need to do is to flip everything on its head and start dealing with the reality of risk on our roads," he said. "That's the first thing. We've got to have our governments start doing much more active enforcement, both police enforcement and also automated enforcement, which we can do immediately.

"Just giving the example of NSW, for 13 years we've been pushing for average speed cameras to be used, not just for heavy vehicles but for all vehicles, for light vehicles. NSW — and we congratulate it — but they're only just doing a trial. If we're trying to change behaviour, these obvious things that should be implemented immediately need to be done.

"We need to go back to the concept of 'anywhere, anytime' in terms of compliance and enforcement. We're almost apologetic to the community if we're talking about trying to save people's lives and prevent serious injuries. "We've got to have our governments come on board and say, yeah, this is quite a serious circumstance."

Australia falls behind its own targets

Speeding remains one of the most dangerous and widespread behaviours on Australian roads, including in school zones where children are at serious risk. Peter stressed that tackling speed alone could dramatically reduce the road toll, noting it's linked to 40 percent of all fatalities. A focused, year-long effort to reduce speeding, he said, could save around 550 lives. Peter said that since Covid, there's been a noticeable increase in dangerous and erratic driving across Australia. Over the past four years, the national road toll has risen from around 1,140 to more than 1,300 deaths annually. He described it as a "true epidemic" — one he believes is preventable, saying "we've got the vaccines" to stop it.

"We need to recognise, back in 2021, the Commonwealth and state governments decided that we were going to have another National Road Safety Strategy," he said. "[That] we were going to reduce the number of people killed by 2030 by 50 percent, and that would reduce it from those original 2021 numbers down to 570.

"And right now, if we were on target in 2024, there would have been no more than 900 people killed on Australia's roads. We're almost at 50 percent above our own target. "We've got to also recognise — it costs \$30 billion in road trauma in Australia every year. Can you imagine the savings to the national economy if we reduced the number of people killed by that 50 percent? But [we're] headed in the wrong direction — and we have been for the last four years."

Australia

Councils secure funding for road safety upgrades in Victoria

More than 30 councils across Victoria will roll out targeted infrastructure upgrades aimed at reducing road trauma, after securing funding through the Transport Accident Commission's (TAC) Local Government Grant Program.

In total, 38 local government authorities will share in more than \$2.5 million in funding, announced this week by Minister for Roads and Road Safety Melissa Horne.

The grants will support projects designed to protect vulnerable road users – particularly pedestrians and cyclists – by improving local road infrastructure and safety measures. The program aligns with the 'Safe System' approach to road safety, which focuses on four pillars: safe roads and roadsides, safe vehicles, safe speeds and safe road users.

In metropolitan Melbourne, the City of Maribyrnong will install portable, solar-powered speed advisory signs in Footscray to raise awareness of vehicle speeds in busy local areas. In the City of Stonnington, funding will go towards a raised pedestrian crossing between the Stonnington Sports Centre and Chadstone Shopping Centre – improving visibility and safety for foot traffic.

In regional Victoria, Colac Otway Shire Council will use its grant to develop a strategy to improve safety infrastructure at intersections and pedestrian crossings, as well as to explore the provision of dedicated cycling infrastructure.

The funding comes as the state continues to grapple with the toll of road trauma on vulnerable users. In 2023, 48 pedestrians and 12 cyclists were killed on Victorian roads, while more than 950 others were hospitalised due to road crashes. Applications for the next round of TAC Local Government Grant Program funding will open in mid-June 2025.

SA road safety program helping to educate school students

The South Australian Government is once again rolling out the Prevent Alcohol and Risk-Related Trauma in Youth (P.A.R.T.Y.) Program, designed to get high school students thinking about the consequences of risky decision-making on roads. The program will be delivered to more than 2000 students across South Australia this year, including 70 metropolitan sessions and 30 regional sessions. Road crashes are one of the major causes of death for 15- to 24-year-olds in the state. Between 2019 and 2023, an average of 19 people aged 16 to 24 lost their life on South Australian roads each year, while 148 were seriously injured. Young people living in regional or remote areas were more than twice as likely to lose their life or be seriously injured in a crash compared with Adelaide residents. Students who undertake the program follow the journey of a trauma patient through the emergency department and ICU, meeting healthcare professionals and emergency services along the way.

The P.A.R.T.Y Program is delivered across South Australia's three major trauma hospitals – the Royal Adelaide Hospital, Flinders Medical Centre and Lyell McEwin Hospital – as well as at schools in rural and remote regions. South Australian Minister for Education, Training and Skills Blair Boyer said the program would help to improve road safety outcomes for young drivers. "We want to do everything we can to inform the next generation of road users on the impact their decision making can have which will in turn improve the health and safety of our communities," Boyer said. "The power of the program is in its realness. This is a one-day experience that sticks with young people long after they leave the hospital. The program is a unique opportunity for young people to see firsthand the consequences of risky behaviour." Since its launch in 2014, the program has reached more than 7000 students.



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Australia

Australia's most dangerous regional roads revealed

As more vehicles travel across regional parts of Australia, road authorities are warning drivers to remain alert, particularly in regional areas where crashes on regional roads continue to surge.

Across most states and territories, a vast majority of road crashes and fatalities occur in regional areas, prompting governments to invest millions to curb the growing rate of deaths occurring on regional roads.

But which regional roads are more prone to fatal car crashes? To find out, Drive reached out to transport authorities in all Australian states and territories. Here's what they said.

New South Wales

Out of the 340 people who passed away on New South Wales roads in 2024, approximately 68 percent – or 234 people – died on regional roads.

The Newell and Pacific highways ranked first in terms of the highest rate of collision, with 10 fatal crashes in 2024. The Hume and New England highways followed in second, both with eight, while the Central Coast, Gwydir, Princes and Snowy Mountain freeways recorded four deaths each.

In the case of NSW, the state government is investing \$1 billion towards upgrading its road network on regional roads, which will see the introduction of new infrastructure like flexible barriers, rumble strips, wide centrelines and electronic rural intersection warnings.

A Transport for NSW spokesperson said basic road safety rules, regardless of whether you're a driver, a motorcycle rider, or a pedestrian, apply.

"This is a timely reminder for everyone to do the right thing. We can't do it alone – road safety is a shared responsibility. Simple actions can save lives, whether you're walking, driving or riding.

"We all have the power to make safe, informed and responsible decisions that help everyone reach their destination safely," they told Drive.

Victoria

The Department of Transport in Victoria does not record the data relating to which regional roads are the deadliest in the state.

However, a 2024 survey by the Royal Automotive Club of Victoria (RACV), the state's peak motoring body, identified the Melba Highway from Coldstream to Yea as the most dangerous regional road in the state.

The survey, which polled more than 7000 people, revealed that Tylden-Woodend Road from Woodend to Tylden was the second-most dangerous, followed by Kilmore Road from Monegeetta to Gisborne in third.

The Goulburn Valley Highway from Nagambie to Shepparton ranked fourth, with the Princes Highway between Warrnambool to Portland rounding out the top five.

According to the RACV, respondents said potholes and poor road conditions were cited as the biggest issues among regional roads in Victoria.

James Williams, the RACV's Head of Policy, said the survey data revealed that the "number of responses received is a strong indicator that Victorians are concerned about safety on regional roads and are calling for urgent improvement".

Broadly speaking, rural roads with a speed limit of more than 100km/h accounted for 31 per cent of fatalities and a further 13 percent of serious injuries in the past five years.

Cont....

Australia

These roads are generally two-lane, undivided carriageways, and most accidents in Victoria's regional roads are attributed to head-on collisions and run-off road accidents.

In response, a Department of Victoria spokesperson told Drive, "The contributing factors to road trauma this year are not new, it includes speeding, not wearing a seatbelt, drink- and drug-driving and high-speed country roads".

Queensland

For Queensland drivers, the Department of Transport and Main Roads (TMR) said, on average, "58 percent of fatalities on Queensland roads occur in regional areas, despite only 32 percent of the population living there".

TMR data sent to Drive revealed the regional roads and intersections with the highest collision rates between July 1, 2021, and July 4, 2024.

A TMR spokesperson confirmed that all the mentioned Queensland areas listed above have been upgraded to better address the high collision rates. These roadworks include resurfacing surface areas, separation kerbs, updated line markings, modification of traffic signals, and reduced speed limits.

Of the \$37.4 billion budget between 2024–2025 to 2027–2026, \$21.19 billion will be allocated to regional areas for road transport infrastructure projects.

A further \$9 billion fund, split 80:20 between the Australian and Queensland governments, is going towards road upgrades on the Bruce Highway, a major arterial that connects Brisbane to Cairns in Far North Queensland.

"This historic \$9 billion funding commitment is the single largest investment made to the Bruce Highway and will focus on reducing the severity and frequency of crashes impacting our communities and industry," a TMR spokesperson told Drive.

South Australia

In South Australia, approximately 67 percent – or 57 – of the 91 people involved in fatal car crashes in 2024 were on regional roads.

However, a Department of Transport South Australia spokesperson said it does not rank regional roads in terms of crashes "due to the varying types and conditions of roads across the state".

According to the Royal Automotive Association, the peak motoring body of South Australia, which analysed data from South Australia Police, the Barossa Valley regional area recorded the highest rate of road fatalities in 2024 at 15.

Based on the RAA's report, of the regional areas analysed, the Limestone Coast and Fleurieu/Kangaroo Island ranked second and third, recording 11 and nine, respectively.

"While every effort is made to identify and improve road safety along the road network, driver behaviour is also a major contributing factor to road crashes," a Department of Transport South Australia spokesperson told Drive.

"Between 2019 and 2023, more than 20 per cent of drivers and riders killed in regional South Australia were over the legal blood-alcohol limit, while 32 percent were not wearing a seatbelt," they added.

Cont...

Australia

Western Australia

In 2024, of the 66 total Western Australian residents who lost their lives on the road, 39 – or 59 percent – of them occurred in regional areas.

While the Department of Transport WA doesn't specifically record which roads had the highest collision rates, a survey by the Royal Automobile Club (RAC), the state's peak motoring body, highlighted the top 10 'high risk' regional roads.

The survey, which was published in February 2025, garnered over 18,000 respondents and found that participants cited the Great Northern Highway between Pithara to Wubin, and Newman to Port Hedland as the most dangerous regional road in the state.

This was followed by the Great Eastern Highway (the Lakes to Coolgardie) in second, with the South Western Highway located between Boyanup and Walpole came in third.

Bussell Highway in Cowaramup ranked fourth, and Indian Ocean Drive between Yancheep and Arrowsmith took the fifth most dangerous regional road in WA.

According to Will Golsby, the RAC's general manager of External Relations, the survey data proves local drivers need more support in regional areas in the state.

"With over 50 percent of nominators having been involved in or witnessed a serious crash or near-miss at a risky road or intersection, there's clearly urgent work that needs to be done," Golsby said in a media statement.

Tasmania

Between 2022 and 2024, 64 Tasmanians lost their lives on regional roads in the state. A spokesperson for the Department of State Growth identified the sites with the highest collision rates, but stopped short of naming the regional roads.

"The five regional highways with the highest number of fatal and serious injury crashes in Tasmania are the Bass, Tasman, Lyell Huon and the Midlands," they told Drive.

Since 2020, the Tasmanian state government has invested \$75 million into its road safety initiatives such as infrastructure upgrades, but Eric Abetz, the Minister of Transport, previously said reducing road trauma falls on everyone.

"Our roads are becoming safer, as are many vehicles, but we need to remember that road safety is a shared responsibility that requires commitment from all sectors of our community – from governments to individual users," he said in a media statement earlier this year.

ACT

According to an Australian Capital Territory (ACT) Government spokesperson, the entire ACT jurisdiction is "classified as an 'urban' environment, based on the Australian Bureau of Statistics' definition", meaning all roads in the ACT are classified as urban roads.

However, some roads in less populated areas of the ACT function as rural roads in a similar manner to those in the other Australian states and territories, with the ACT Government spokesperson confirming Brindabella Road and Paddys River Road were the highest-ranked in terms of accident history.

"These two roads are located in the more rural area of ACT and are popular weekend routes for local motorcycle riders and recreational cyclists," an ACT Government spokesperson told Drive.

"In both locations, motorcyclists make up a disproportionate number of the vehicle types involved in accidents. As such, mitigating treatments on these roads have been focused on improving safety for motorcyclists and cyclists."

Cont....

Australia

Northern Territory

Between January to December 2024, of the 60 people who lost their lives on state roads in the Northern Territory, 39 were in regional areas.

Drive has reached out to Road Safe NT to find out which regional roads are the most deadly in the territory and will update the story with its response.

Why are Australian regional roads so deadly?

According to the National Transport and Research Organisation (NTRO), a transport research industry body, Australia's regional road networks have a few common factors that contribute to a high fatality rate.

These include high speed limits, underdeveloped roads, and outdated infrastructure trying to accommodate a wide range of road users.

David McTiernan, the National Leader of Transport Safety from the NTRO, said "Fundamental [to the problem] is that regional roads have higher speed limits" than urban and metropolitan areas and crashes occurring at fast speeds "are more likely to result in more severe road trauma".

"Australia's regional road networks were largely developed during bygone eras when road travel was different," McTiernan told Drive.

"Roads in metropolitan areas are more likely to have been upgraded and reflect more modern road design standards, with more capacity to cater for increased traffic volumes.

"As urban development expands into regional areas and the freight task increases, adding more and larger vehicles onto the older regional network, we see the pressure increase and materialise in the form of

traffic congestion, road damage, and, tragically, increased occurrence in road crashes," he added.

It's worth noting that a mix of various road users who use different vehicles is a common factor on this list, with most of the regional roads identified in this story relating to major arterials in each state and territory.

Additionally, underdeveloped regional roads are also a key contributor, as McTiernan pointed out, "Our regional road network is predominantly made up of undivided, high-speed road rules: they will typically have no or narrow-sealed shoulders, gravel shoulders and vegetated roadsides".

"While there will usually be marked centrelines, often edge-line markings on the higher volume roads; these offer only guidance to drivers who are paying attention to their travel," he told Drive.



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Global

8th UN Global Road Safety Week – May 12–18

UN Global Road Safety Week is here once again, from 12–18 May, and is focussing on “Streets for Life: #MakeWalkingSafe and #MakeCyclingSafe”.

iRAP is proud to join this global effort to raise awareness and promote advocacy and action for safer road infrastructure for pedestrians and cyclists with a suite of free evidence-based tools and data insights.

Road traffic injuries are a leading cause of death and disability worldwide, with nearly 1.2 million people killed and as many as 50 million people injured each year. They are the leading killer of young people aged 5–29 years. Globally, more than one in four deaths occur among pedestrians and cyclists. The 8th UN Global Road Safety Week offers an opportunity to spur action at national and local levels to make walking and cycling safe, by highlighting concrete and specific interventions that can be taken by different stakeholders – governments, international agencies, civil society, businesses and schools.

These actions will help promote and facilitate a shift to walking and cycling, which are healthier, greener, more sustainable and economically advantageous modes of transport. This will also contribute, directly and indirectly, to the attainment of many Sustainable Development Goals.

iRAP offers a suite of free, evidence-based tools and resources to support the creation of safer environments for vulnerable road users, in use by its partners in more than 130 countries. The tools support the

achievement of UN Targets 3 and 4 which include ensuring all new roads are built to a 3-star or better standard for all road users (Target 3), and more than 75 percent of travel is on the equivalent of 3-star or better roads for all road users by 2030 (Target 4).

Adapting to climate change also requires efforts to shift travel to less carbon-intensive travel modes. Safety is a key factor in creating this change. When people feel that an environment is safe, they are more likely to feel comfortable walking and cycling and using public transport.

The iRAP methodologies and tools are available to help planners and designers ensure that pedestrian and cycling facilities are rated 3-stars or better for safety.



Global

Germany's crumbling roads costing billions

Germany has a massive problem with its road infrastructure, following years of neglect and insufficient maintenance. Much of the highway (Autobahn) network is reaching the end of its service life, with many of the key bridges built in the 60s and 70s now in need of upgrades or replacement. This mirrors similar problems with poor road infrastructure now being seen in the UK.

To tackle the issue, the German Government is planning a €500 billion special fund that will help finance infrastructure projects, with the transport network being amongst the priority segments. The country's 16 states will also be allowed to borrow up to €15 billion each for infrastructure works.

A new study from Transport & Environment (T&E) shows that 16,000 of Germany's bridges are inadequate. The Federal Ministry of Transport (BMDV) is prioritising work to rebuild 4,000 bridges. A total of 6,000 bridges will have to be replaced according to the BMDV data, while 10,000 will need to be repaired or upgraded. The report shows that 36 percent of Germany's bridges on federal routes need to be improved or replaced, with a similar percentage of municipal bridges requiring attention.

Some states have worse problems than others. The state of North Rhine-Westphalia has a particular problem with highway bridges and a recent survey highlighted the worrying fact that 30 percent are listed in the two worst categories for condition. This data on the state of road bridges in North Rhine-Westphalia has been compiled jointly by the Bridge Monitor of the NRW Chamber of Commerce and Industry and RWTH Aachen University.

A total of 2,440 highway bridges North Rhine-Westphalia are in poor condition and this

compares unfavourably with other German States. In Bavaria just 10 percent of bridges need upgrading while in Rhineland-Palatinate 14 percent of bridges require upgrading and in Baden-Württemberg the figure is 19 percent.

The state of North Rhine-Westphalia includes some of Germany's key cities such as Cologne, Düsseldorf, Dortmund and Essen. Located close together, these cities even resemble a massive megacity from the air.

Replacement of the Rahmede Valley Bridge, demolished in 2023 due to its poor condition, will take until 2027 to complete, with traffic being able to use part of the new structure from 2026.

However, the problems arising from poor transport infrastructure are not limited to North Rhine-Westphalia, with several key bridges in Berlin also known to be in a poor state of repair. A repair and replacement programme for bridges in Berlin has been drawn up, although additional funding and a speedier approvals process for the work will be required.

In addition, the state of Saxony-Anhalt will face budget cuts for road works during 2025. The State Roads Authority will have just €70 million to invest in works to state roads during 2025. This represents a 25 percent cut from 2024. Repair and maintenance works will be prioritised, with new road projects being delayed. Meanwhile, the budget for work to Federal roads in Saxony-Anhalt has been cut by 15 percent to €133 million.

By contrast, Baden-Württemberg invested more than any other German state in road works during 2024. The German Federal Government contributed €638 million of the €1 billion spent by the state on road improvements for 2024. A total of 506km of roads as well as 132 bridges and tunnels in Baden-Württemberg benefited from road works in 2024.

Global

New UK research center aims to reduce serious road collisions

A new research and innovation center, which will work toward reducing road deaths and serious injuries, will be officially launched in the UK next month at an event that brings together experts in road safety, research and emergency care.

IMPACT is the Centre for Post-Collision Research, Innovation and Translation, which started its work in September 2024. The event, on Wednesday June 25, will mark its formal launch in Devon, bringing together the research and insights that have been developed so far and looking at how it can be used to reduce road collisions and the resulting injuries and fatalities.

Devon has one of the highest rates of serious road injury in England when adjusted for population. Every year, Devon Air Ambulance (DAA) responds to around 200 serious road traffic collisions, and more than half of the trauma patients it attends are injured on the roads.

Devon also has the highest rate of medical events at the wheel in the country and is among the worst areas for road injury involving children and young people.

IMPACT was founded by Devon Air Ambulance, harnessing the charity's clinical and research experience and commitment to innovation.

It is entirely grant-funded, meaning that any public donations to Devon Air Ambulance continue to support its frontline operations.

Professor Tim Nutbeam, lead for IMPACT at Devon Air Ambulance said, "While road injury is a global issue, the need for action is deeply

local. IMPACT was created because we know more can be done to prevent serious injury and to give every patient the best possible chance after a collision."

Globally, road traffic injury is the leading cause of death for people aged five to 30. Yet it often goes underfunded and under-researched compared to other health priorities. "IMPACT is helping to change that narrative, starting right here in the Southwest," added Professor Nutbeam.

Since beginning work in late 2024, IMPACT has been nominated for national awards, delivered leading research and collaborates closely with Vision Zero South West, the Road Safety Trust, and international partners to drive change. IMPACT's mission is to generate new knowledge, develop practical solutions, and translate research into better care, both locally and internationally.

"We're building a Centre of Excellence in post-collision care, rooted in Devon but with global reach," said Prof Nutbeam. "The work we do here will influence practice not just in the Southwest, but around the world."



Global

New study in USA highlights dangers of distracted driving

A new study by smart mobility technology firm Verra Mobility has revealed that 85 percent of Americans believe distracted driving is equal to or more dangerous than drinking and driving.

The study, which is being released during Distracted Driving Awareness Month, surveyed 2,000 Americans aged 18+, who drive multiple times per week, and explored their perceptions of driving behaviors, including distracted driving.

It found that Americans are witnessing dangerous driving behaviors regularly. Key findings included: 89 percent witness speeding at least a couple times a week; 67 percent witness red light running at least once a month; 65 percent witness a driver using their phone behind the wheel at least a couple times a week, and 60 percent have witnessed speeding in a school zone. The survey also found 63 percent of Americans feel the average driver has gotten worse in recent years, and 78 percent think drivers in their state are reckless.

Distracted driving remains a serious problem for American roadways, with the National Highway Traffic Safety Administration (NHTSA) reporting that in 2024 alone, distracted driving was the cause of more than 3,000 deaths and over 400,000 injuries nationwide.

While drivers reported witnessing reckless driving daily, when asked to self-report their own behavior the numbers were surprising. 65 percent of respondents reported that they have 'never' driven distracted in the past year. Meanwhile, 74 percent claimed they had not used their phone while driving in the past year; 49 percent reported they typically drove the speed limit, and an additional 45 percent said they typically drove 5-10mph over the speed limit,

and 85 percent said they had never exceeded the speed limit in a school zone.

These numbers are in stark contrast to other driving behavior studies. For example, AAA Foundation for Traffic Safety found that 87 percent of drivers engage in unsafe behaviors behind the wheel. The National Highway Traffic Safety Administration reports distracted driving claimed 3,308 lives in the US in 2022. And, according to data from the National Safety Council, an average of nine lives are lost each day due to distracted driving.

"The biggest takeaway from this survey is that Americans understand and recognize the dangers of distracted driving but may not be so inclined to recognize it in their own driving behaviors," said Jon Baldwin, executive vice president of government solutions at Verra Mobility.

"I believe that the average American is a good driver and cares about safety on the roads. However, being self-aware is key to making our roads safer so that everyone takes responsibility for their own driving behavior. Fortunately, we found most Americans support a critical tool to help change these unsafe behaviors – automated photo enforcement."

When surveyors were asked about their opinions of technology-enabled safety programs that improve driving behavior, most Americans (59 percent of respondents) were in support of automated enforcement. Where the support becomes really apparent is when it comes to children – 77 percent support these programs for school zones and 96 percent support them for school buses.

"Americans supporting automated enforcement is comforting to know as this helps uphold our state laws while freeing up law enforcement to focus on other key matters," added Baldwin. "The fact that an overwhelming majority support this to uphold safety measures for our children is something we all should be proud of."

Global



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

NZTA P 22 specification states in Section 6:

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

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

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

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

Applicant Type: A
 Registration No: 188 686
 Operator: Spray Mark Road Marking Ltd
 Address: PO Box 2
 Auckland

Applicator Chassis No: JH00700000100
 Applicator Make: 2010 IVECO 500
 Applicator Fleet No: #178
 No. & Capacity of Paint Tanks (White/Yellow): 2
 No. & Capacity of Road Guns (1.5 TM): 2

Line Width	0.5mm	1.0mm	2.0mm
Travel Speed (kph) - 100 Litres	5.5	4.5	4.0
No. of Paint Reservoirs Front	2	2	2
No. of Road Guns (1.5 TM)	N/A	N/A	2

Description	Make & Model	Serial Number
White Paint Pump	Green Day 80	84307
Yellow Paint Pump	Green Day 80	84308
Compressor	Sturtevant 100000	10001000
Compressor Motor	Sturtevant 100000	1000000000
Spray Gun 1.5	Sturtevant	N/A
Road Gun 1.5	Sturtevant	N/A

APPLICATOR PHOTOGRAPH

Previous TR Certification Expiry Date: 31/11/2023

REGISTRATION DETAILS

NEW LEASE & LICENSE NUMBER: 188 686
 Roadmarkers
 PO Box 2000, Auckland

RECORD OF COMPLIANCE

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

EXPIRY DATE: 31st November 2023

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

The certificates include a photograph of the applicator.

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

From the Archives



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01 Jan to
28 May 25

Road Toll New Zealand



New Zealand Road Toll (2018 - 2024)

