

# Roadmarking News



Edition 179  
Jun 2026



# Sections

## PAGE 3

Update from the  
NZRF

## PAGE 5

NZ Transport Agency  
Updates

## PAGE 8

New Zealand

## PAGE 21

Australia

## PAGE 28

Global

## PAGE 38

T8/T12 Information

## PAGE 39

From the Archives

**Published by: The New Zealand Roadmarkers Federation Inc**

Email: [admin@nzrf.co.nz](mailto:admin@nzrf.co.nz)

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

# NZRF Update

Dear NZRF members,

Welcome to this months' addition of Roadmarking News!

As always, you'll find a wide selection of relevant info contained within, I hope you enjoy your update.

I'm sure like many of you we're flat out wrapping up annual programmes as our clients near the end of their financial year.

Fuel prices and their flow-on impact continue to be a major factor in our day to day operations, as I know they are for our suppliers and contractors.

Unfortunately it appears we're going to be feeling this pain for some time yet.

Planning is well advanced for a larger-scale NZRF Conference in 2026.

This year we are having a keynote speaker on the Wednesday morning, as well as the usual plant demonstrations, supplier displays and breakout sessions.

We've made significant progress in a number of focus areas within the NZRF over the last 12 months and we're looking forward to updating our members on this.

There is an off-site activity planned as well as the dinner, always a great time to catch up with industry colleges.

So if you haven't booked your flights and accommodation yet then get onto it and I can't wait to see you all in Auckland in August!

*Bruce Goodall - NZRF Exec*

## Dates and Location - NZRF Conference 2026.

**Dates: 11-13 August 2026**

**Venue: Waipuna Hotel and Event Centre, Auckland**

You can book accommodation now at [waipunahotel.co.nz](http://waipunahotel.co.nz) using the code NZROAD26 for a 20% Early Bird discount (available for bookings made 30+ days in advance, subject to availability).



# NZRF ROADMARKING CONFERENCE AND AGM

## WAIPUNA HOTEL

Tuesday 11<sup>th</sup> - Thursday 13<sup>th</sup> Aug  
2026

58 Waipuna Road, Mt Wellington,  
Auckland



11

- DIL meeting
- AGM
- Own arrangements for dinner

12

- Keynote speaker
- Breakout sessions
- Off site activity
- NZRF Dinner and Quiz

13

- NZTA update
- Focus to the future
- Plant demonstrations

Click the QR code below for a 20% Early Bird discount (available for bookings made 30+ days in advance, subject to availability).

Use Promo code **NZROAD26**



## Confirmed Sponsors



# NZ Transport Agency Updates

## 1

### NLTP guidance now available

We've published guidance to help Approved Organisations (AOs) shape up bids for funding in the 2027–30 NLTP. This guidance will help inform the development of regional land transport plans, activity management plans, public transport programmes and road safety promotion programmes. We've also included an NLTP 101 slide pack, for anyone who is new to NLTP development, and an indicative timeline. You can access the NLTP guidance on our [website](#).

If you have any questions, please contact [nltp@nzta.govt.nz](mailto:nltp@nzta.govt.nz)

## 2

### Changes to Programme Investment

We've streamlined our Programme Investment process to simplify things for local government when they're developing their funding bids for the next NLTP.

The changes include:

- being able to assess, prioritise and approve a programme of improvement activities together rather than separately for each activity. The improvement activities within the programme may have an implementation cost of up to \$50m and the total cost of a programme can exceed \$50m.
- increasing the Low Cost Low Risk activity thresholds from \$2m to a maximum of \$5m for the 2027–30 NLTP, with the threshold depending on the type of project.

## 3

### New security feature for driver licence cards

NZ Transport Agency Waka Kotahi (NZTA) is adding a new security feature to driver licences by embossing the driver's date of birth over their photo on the licence card.

The change takes effect for new licence cards issued from today (Monday 13 April 2026).

The inclusion of an embossed date of birth is a commonly used security feature for driver licence cards overseas, and provides secondary verification of the date of birth already printed beside the photo.

"Embossing is difficult to replicate, which makes it an effective way to reduce the opportunity for fraud. It also means the photo on the card can't be easily modified and it provides an extra verification of the driver's date of birth," says NZTA Head of Driving Regulation Chris Rodley.

"People don't need to do anything with their existing licence – they are still valid until their expiry date. The change simply means that if you renew your licence or get a new licence from today, your licence card will include the new feature."



# NZ Transport Agency Updates

## 4

### Variable Speed Limits on the way for top of the South schools

If you are dropping off or collecting your child from schools in the top of the South Island, do not be surprised if you see new speed limit signs being installed over the coming weeks.

As part of the Government's Rule for setting speed limits, NZTA/Waka Kotahi is working to have safer speed limits implemented outside schools with a target date of July this year.

Mark Owen, Regional Manager Lower North Island / Top of the South, says there are seven schools on State Highways across Nelson, Tasman, and Marlborough that will benefit from the rollout.

"These schools will have new Variable Speed Limit (VSL) signs installed at their locations. Lower speed limits of 30 km/h will apply during school drop-off and pick-up times."

"It is all about safety. Speed determines how badly someone is injured when they are struck by a vehicle. Lower speeds increase the chance of surviving an impact. These changes will help keep children safe," Mr Owen says.

Mr Owen says drivers need to be aware of when the variable speed limits apply and drive accordingly.

"The VSLs operate for up to 90 minutes at the start of the school day and for a similar period when school ends."

"The signs are easily visible, and drivers must follow the speed limits in place. They will be legally enforceable," Mr Owen says.

All school VSL sites have been approved under the Land Transport Rule: Setting of Speed Limits 2024 and will be legalised through the National Speed Limit Register, making them subject to enforcement when they 'go live'.

The rollout is intended to begin on 30 May and all sites within the Top of the South are expected to be completed by the end of June this year. These dates are subject to change due to being part of a multi-region delivery programme. The work is also weather-dependent.

More information:

- School VSLs can be set for up to 45 minutes before and after the start of the school day, and for up to 45 minutes before and after the end of the school day. They can also be activated for short periods at other times when there are significant numbers of children around.
- Implementation of these school VSLs is funded out of the Value for Money Safety Improvements Programme. Costs of installation will vary according to location and specific requirements.
- [Safe speeds outside schools](#)
- [Setting speed limits](#)



## Precision – Performance – Proven Support

Tracgrip is your trusted Graco distributor. We proudly supply the full range of Graco pavement and roadmarking solutions & parts at the lowest prices New Zealand wide.

Graco equipment is trusted globally for reliability, accuracy, and durability. From municipal road networks to high-demand airport environments.

Our team understand the importance of consistent, high-quality line marking. Backed by 70 years of engineering expertise & hands-on servicing, we deliver more than just market-leading equipment—we keep your operations running at peak performance.



### What sets us apart?

Technical know-how and responsive local support. Our engineering-led approach ensures you get the right equipment for the job, while our service capability keeps downtime to a minimum.

Whether you're upgrading your fleet or maintaining existing equipment, partner with a team that speaks your language—and stands behind every machine we sell.



### Need Something Custom?

Tracgrip also offer a range of custom-built pavement & roadmarking equipment blending the best of Graco equipment, Tracgrip manufacturing, and your specifications.



#### Tracgrip Do It All

Petrol	Electric
Paint	Thermoplastic
Walk-behind	Ride-on

Graco Roadmarking Solutions. Supplied. Supported. Delivered in New Zealand.

Web: [www.tracgrip.co.nz](http://www.tracgrip.co.nz)  
 Address: 357 Tremaine Avenue, Palmerston North 4412  
 Phone: (06) 357 0999  
 Email: [sales@tracgrip.co.nz](mailto:sales@tracgrip.co.nz)

# New Zealand

## Northland SH1 toll road plan sparks backlash from businesses and drivers

More Northlanders, including businesses and AA members, are challenging a Government proposal to “heavily” toll State Highway 1 between Northland and Auckland.

Since the NZ Transport Agency Waka Kotahi (NZTA) announced plans to toll the first stage of the four-lane Northland Corridor between Warkworth and Te Hana, residents have questioned why Northland, along with Auckland and Tauranga, will be the only places with toll roads in the country.

Northland Chamber of Commerce chief executive Leah McKerrow said the proposal was disappointing from a business perspective.

She believed Northland would be “disproportionately impacted” while other major roads, including the Waikato Expressway and Transmission Gully, were not tolled.

“Those businesses in Northland who need to travel will be impacted not once but three times if they need to travel to Auckland.

“However, most businesses understand and would probably say the most important thing is to build the road.

“The question is, however, why Northland is the only region that will be incurring these costs ... when our region, economically, is probably one of the most challenged?

“Why does the Government feel this region is the one they will heavily toll?”

The proposal includes two tolling points: the northern one would charge \$1.50 and the southern one \$3 for light vehicles, totalling \$4.50.

For heavy vehicles, tolls would cost \$3 for the northern toll point and \$6 for the southern, totalling \$9.

Motorists travelling the full length of the road would pass through both toll points, meaning return journeys would cost \$9 for light vehicles and \$18 for heavy vehicles.

Adding the existing Northern Gateway toll north of Auckland, which isn’t being removed until 2038/39, light vehicles would pay \$14.20 and heavy vehicles \$28.40 per return trip between Northland and Auckland.

NZ Palms owner Mike Wright, who transports plants from the Far North to landscapers in Auckland, Waikato and Wellington, said the extra tolls would make it hard work.

“It’s a standard roading improvement, therefore it’s part of what you pay for when you pay for your gas ... we shouldn’t be paying for it.”



Cont...

# New Zealand

The Northland corridor is a critical freight route, with about 1000 heavy trucks transporting essential goods daily between Auckland and Northland.

The National Road Carriers Association (NRC) wants decision-makers to consider how extra tolls add to freight costs.

The association said costs would become significant for transport operators and be passed on to customers and the wider economy.

AA senior policy adviser Sarah Geard understood people questioning the fairness of the proposed tolls.

“This is something AA members have questioned too.

“However, we are also mindful that tolling provides revenue to build roads earlier, and sometimes years earlier, than just relying on transport funds.

“The new road will be an addition to the network and give motorists a substantially quicker, more resilient and safer route.”

NZTA system design national manager Jess Andrew said the Warkworth to Te Hana route is expected to save up to 10 minutes of travel compared with SH1, as well as reducing the number and severity of crashes.

Andrew said all toll roads in New Zealand are required to have a feasible, untolled, alternative route available to road users.

“If tolled, the existing SH1 will become a free alternative route, so operators will be able to choose what is most economical for them.”

Whangārei real estate agent Hazely Windelborn, who also owns a house moving company, said he was happy with the “user pays” model.

“If you want the infrastructure, someone’s got to pay for it. That’s the price you pay for construction.

“People can always take the old road. I’m quite happy to pay because I want the comfort and speed to get to and from Auckland.”

The 26km stretch from Warkworth to Te Hana will include an 850m tunnel bored through the Dome Valley, and three interchanges, located at Warkworth, Wellsford and Te Hana.

Phase two of the 100km Northland Expressway covers Te Hana to Port Marsden, including the alternative to the Brynderwyn Hills, and phase three is Port Marsden to Whangārei.

NZTA says each new section “will be assessed and considered for tolling”.

The final decision on whether to toll each road rests with the Cabinet, on the recommendation of the Transport Minister.

Public consultation on the proposal runs until April 15 and submissions can be made via the NZTA website.



### PREMIUM LINEMARKING TAPE

Does your tape splinter and fall apart, allow paint to bleed and cost you valuable time on site? Damar has a solution with a tape that is made for Linemarkers.



#### KEY FEATURES

- 48mm wide x 50m
- Excellent Adhesion
- Solvent Resistant
- Heat & Moisture Resistant
- Clean Edges - no bleed
- Easy to remove
- Suitable for both water based & solvent paints

**Code: KPA3120**  
**24 rolls per box**  
**48 boxes per pallet**

# New Zealand

## Emergence of black ice as winter driving conditions arrive

With winter looming, New Zealand Transport Agency Waka Kotahi (NZTA) will be using a range of tactics to keep people safe from snow and ice on South Island highways, but road users are being encouraged to do their bit too.

“People living in the central and lower South Island will have been experiencing the chilly mornings that signal winter is close, and it’s also a reminder that winter roading conditions will be increasingly common,” says NZTA journey manager for Otago–Southland, Nicole Felts.

While still a couple of weeks before winter officially begins, road users have already had a taste of what is to come, with black ice (a transparent ice layer where the road surface shows through) reported at sites in Otago and Canterbury, alongside ice and fog warnings in the Mackenzie District and the Lindis Valley, over the last few days. A truck and trailer also jack-knifed in snow and closed State Highway 73/West Coast Road in late April.

“NZTA’s contractors will be out around the clock on the state highways through the winter months, monitoring the conditions and taking pre-emptive action to keep the roads safe and accessible,” Miss Felts says.

“We may close the roads to clear snow and ice and enable any stranded vehicles to be removed, or we may impose other restrictions such as temporary speed limits for peoples’ safety.”

NZTA contractors use different treatments on the roads to help with vehicle traction when snow and ice are present, or in advance of the freezing conditions. The main treatments are:

- CMA (Calcium Magnesium Acetate): A non-corrosive, biodegradable liquid or granular substance. It lowers the freezing point of water and is applied before frosts form.
- Grit: Fine gravel spread over roads and icy patches to improve tire grip in harsh conditions.

“If we’ve spread grit, we ask people to drive on it where possible, and not in a wheel track – this makes the grit more effective,” Miss Felts says.

“If you see one of our maintenance vehicles treating the road, please stay a safe distance behind it. When you’ve passed the maintenance vehicle, take care – the road treatment won’t have been applied ahead of it.”

As NZTA’s contractors do their part alongside local authorities and emergency services, there are several things people can do to keep themselves and others safe on the road in winter:

- Check before you drive: Always check the weather and road conditions before you leave, especially as it gets darker and if conditions are worsening. Check for traffic and travel updates on NZTA’s regional Facebook pages or Journey Planner, or for any warnings from MetService.
- Slow down: Adjust your speed to suit the conditions. If you’re driving in ice or snow, driver slower than you usually would to avoid skidding or losing control.
- Use your headlights: Make sure other people can see you – switch on your headlights if it’s raining, icy, snowing, or dark. If headlights switch on automatically when it’s dark, you might need to turn them on manually during the day.

Cont....

# New Zealand

- Increase your following distance: During poor weather such as rain, hail, snow and fog – it takes longer to stop on slippery roads.
- Be careful when braking: Avoid sudden braking or turning movements to reduce the risk of sliding.
- Don't drive when you're tired: When you're driving long distances, make sure you're well rested, take breaks often, and share the driving.
- Expect delays: Be prepared for delays –state highways are monitored and roads closed when conditions get too dangerous.

## Winter driving tips

"If you do need to travel in snow and ice conditions, aim to travel by day when you can and be prepared for road closures or delays," Miss Felts says.

"This includes carrying warm clothes, water and food in case you get stuck or need to stop and wait for weather to pass. Check you have enough battery range or at least half a tank of petrol in case there are detours and diversions."

"When road closures are in place, remember it is illegal to drive on that road, even if you are local and are familiar with the conditions.

Breaching a road closure not only puts you and others at risk, it can also extend the closure if you get stuck, and this affects many other road users including emergency services' vehicles."



## Roadside drug tests rolling out nationwide

Roadside drug tests are rolling out nationwide, as the government aims to crack down on impaired drivers. The new tests could detect THC, methamphetamine, MDMA and cocaine.

Transport Minister Chris Bishop said around 30 percent of road deaths involved an impairing drug.

"If you take drugs and drive, you are putting innocent lives at risk, and we will not tolerate it."

The tests were rolled out in several regions including Auckland, Wellington and Canterbury, and were on track to be in place nationwide by the start of July.

"This is about fixing a gap in our road safety system. Police have long been able to stop and breath test drivers for alcohol. It makes sense that they should also be able to screen drivers for impairing drugs," Bishop said.

Rolling out drug tests across the country was a practical step towards safer roads, he said. Police Minister Mark Mitchell said the nationwide rollout would strengthen police's ability to target a key contributor of death and serious injury in New Zealand.

"Since the roadside drug testing programme started late last year, police have used the operational knowledge, data and feedback from that first phase to train staff across the country."

So far the rate of positive tests was 3.6 percent, which was similar to the roadside alcohol breath testing rate, Mitchell said. If a driver returned a positive test, police would take a saliva sample for laboratory analysis, and then do a second test. If the second test was also positive, drivers could be prohibited from driving for 12 hours.

# Product Offerings

- Custom 3M Stamark shapes including fire hydrants
- Glass Bead Hand Held Dispenser
- Double Masking Tape Applicator Roller
- Masking Tape
  - available in various colours
- Approved RRPMS
- 3M Temp and Perm Stamark tape
- Bitumen adhesive



**SolFide**  
SOLUTIONS YOU CAN TRUST



# New Zealand

## Warrant of fitness inspection changes: What Government moves means for you and your car

The Government will allow most light vehicles under 14 years old to move to a two-year Warrant of Fitness inspection schedule, while new vehicles will have four years before they need to get their second Warrant of Fitness.

But one industry group is not convinced, arguing it could lead to more unsafe cars on the road. The adjustments, to come into effect in the coming years, are expected to deliver between \$2.6 billion and \$4.1b in net benefits over 30 years, Minister of Transport Chris Bishop said, due to reduced inspection fees, less time spent on compliance and fewer unnecessary repairs.

“Compared to other countries, New Zealand has very frequent inspections for light vehicles,” the minister said.

“Modern light vehicles are significantly safer and more reliable, but our rules haven’t kept pace, imposing unnecessary costs on motorists.

“Other countries including Ireland, Germany, Japan, and Australia inspect every one to two years or at ownership change and achieve comparable or better safety outcomes.”

Older vehicles, motorcycles and light rental vehicles will also move from needing inspections every six months, to yearly inspections.

Bishop said the changes would “align inspection effort with actual safety risk”.

The changes follow consultation by the Government last year, with Bishop saying 74 percent of respondents were in favour of reducing inspections for lower-risk vehicles.

## The key details

### From November 1, 2026:

- New light vehicles will require their second Warrant of Fitness (WoF) after four years instead of three.
- Light vehicles over 14 years old and motorcycles registered before January 1, 2000 will move to annual WoF inspections (up from six-monthly for some vehicles).
- Light rental vehicles will move from six-monthly to yearly inspections.
- WoF and CoF A inspections will be expanded to include certain Advanced Driver Assistance Systems (ADAS) features.
- Light vehicles aged 4-14 years and registered on or after November 1, 2019 will transition from annual to two-yearly WoF inspections.

### From November 1, 2027:

- Light vehicles aged 4-14 years and registered on or after November 1, 2013 will transition from annual to two-yearly WoF inspections.

“The Government’s changes mean that most light vehicles under 14 years old will move to two-yearly WoF inspections (up from yearly), and new vehicles will go four years before their second WoF. Older vehicles, motorcycles and light rental vehicles will move from six-monthly to yearly inspections.”

Associate Minister of Transport James Meager said the changes mean that compulsory inspections will be focused where they make the biggest difference to safety – older and higher-risk vehicles.

Cont....

# New Zealand

“Data on safety risk shows an increase in crashes where vehicle factors were recorded for vehicles from about 15 years of age,” he said

We’re confident that the changes will not come at the expense of road safety. Inspections are being expanded to include modern safety systems, and the Government will also strengthen penalties for non-compliance and increase public education.”

Meager said modelling showed there could be an estimated 0.6–1.3 percent increase in defect-related crashes.

“However, New Zealand crash data shows defects identified during inspections contribute to a small proportion of death and serious injury crashes (3.5 percent), far less than other factors like speed, alcohol and drugs (23 percent and 34 percent respectively).”

Motor Trade Association (MTA) head of advocacy James McDowall said while the Government was pitching the changes as helping with the cost of living, motorists “will probably end up paying more in other costs – larger maintenance and repair bills due to the delay in inspections”.

“When we canvassed MTA members, who conduct 80 percent of WoF inspections, for their views on the Government’s proposals last year there was widespread consensus that they would mean more unsafe vehicles on the roads,” McDowall said.

“The failure rate for [a] WoF is currently 41% with the existing rules and at any given time, there are over half a million vehicles on the road without a valid WoF. The new structure is hardly going to improve those figures.”

McDowall said the MTA had recommended the first warrant to last three years – not four – and for the twice-yearly check to end at seven years, rather than 14.

“Vehicles only needing a warrant every two years up to the age of 14 is going to mean more vehicles on the roads with dangerous faults like worn tyres and brakes. The reality is many motorists simply don’t keep a close eye on their vehicle’s condition, and rely on the WoF to find safety issues.”

**DRIVE  
AS IF  
EVERY  
CHILD  
ON THE  
STREET  
WERE  
YOU OWN.**



# ROADDATA

INFORMATION YOU CAN TRUST

## Make evidence-based decisions with Mobile Retro reflectivity data



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

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



Ph: +64 21 977 898 E: [urban@roaddata.co.nz](mailto:urban@roaddata.co.nz) [www.roaddata.co.nz](http://www.roaddata.co.nz)

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

**GREAT PEOPLE GREAT RESULTS**

# New Zealand

## Long-awaited Te Ara Tupua cycling and walking path to open to public

A \$348 million walking and cycling path between Ngauranga and Petone will open to the public on Saturday.

Transport Minister Chris Bishop said for people in Wellington and Lower Hutt, the opening of Te Ara Tupua was a long-awaited milestone.

"Construction on this path began in 2022, following site investigations, community engagement, design and consenting that took place from 2013," he said.

The project was jointly funded by the Crown: (\$80m), National Land Transport Fund: (\$261.7m), Wellington City Council (\$5m), Greater Wellington Regional Council (\$2m).

Bishop said previously there was no safe walking and cycling route between Wellington and Lower Hutt.

"The new shared path provides more ways for people to move around our region, with over 2100 trips on bikes, 360 walking or running trips, and around 290 trips on e-scooters or similar devices on the path each weekday expected by 2032 compared to approximately 450 daily trips estimated before the project got underway."

He said the Te Ara Tupua project also protected State Highway 2 and the Hutt Valley rail network from the impacts of severe weather.

"This new 4.5 kilometre-long, 5 metre-wide shared path is built on a foundation of extensive resilience works and coastal improvements. This includes 0.8 hectares of reclaimed land, 2.7 kilometres of sloping coastal defences, more than 6000 interlocking concrete blocks, and six vertical seawalls to strengthen the shoreline."

Bishop said parts of the coastline had been damaged by severe weather in the past, most recently in 2013 when land under the rail line was washed out.

"This resulted in millions of dollars in recovery work and days of travel disruption for commuters.

"The new shared path will prevent this from happening and has already demonstrated how it protects critical infrastructure in recent wet weather."

He said the new coastal path also provided an important lifeline connection for emergency services, should the highway ever be blocked after an earthquake or heavy rain.

Bishop said it was first and foremost a resilience project.

"And when you're building a seawall, it makes sense to put a cycleway on the top."



Cont...

# New Zealand

He expected more resilience projects like this would be needed over the next few years if climate change and extreme weather got worse.

"I think we're waking up to that as a community and as a country, that investment in resilience is a future proofing of our existing networks and it's an investment in our future."

While it was a day of celebration, Bishop noted he wasn't happy about the cost of the project.

The NZ Transport Agency project also worked in close partnership with mana whenua, whose connection to the land and waterways helped shape both the design and construction of the route.

Mana Whenua Steering Group chair Kim Skelton said the project "exceeded expectations".

"People have been asking me or saying, are you thrilled with how it's turned out?" she said.

"Of course we are. It's absolutely stunning."

## MPs try out the new path

First to hit the cycleway after the ribbon was cut was Green MP and former Wellington mayor Celia Wade-Brown.

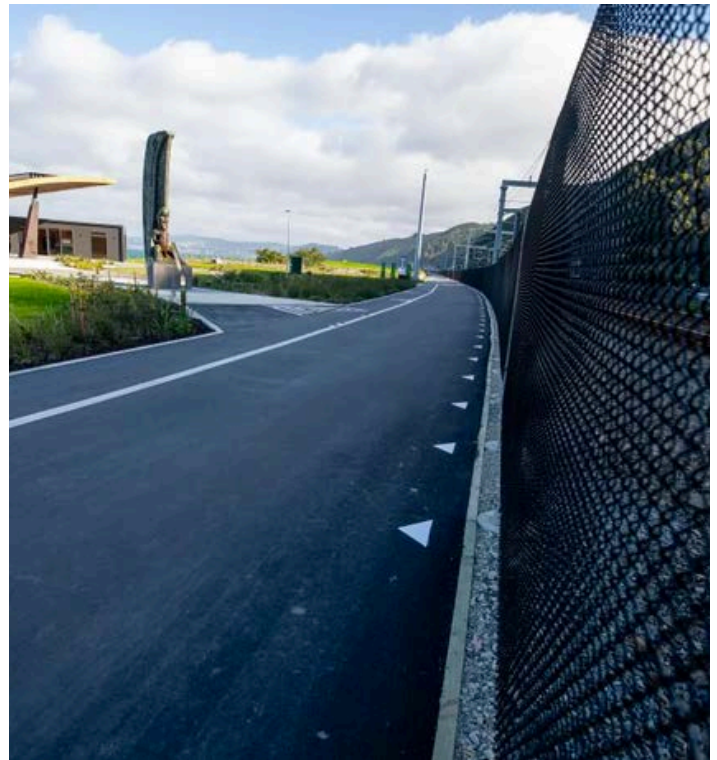
"I was ready to be the first cyclist on this trail," she told RNZ after her ride. "We worked hard to persuade people to build it and it's been done very well."

Wade-Brown was soon joined on the path by several others including Bishop and fellow Green MP Julie-Anne Genter.

Wade-Brown said she watched the path from the train every time she came in from the Wairarapa.

"It's so beautiful. I think it tells the Māori history of this part of the whenua beautifully."

The Wairarapa-based MP said Te Ara Tupua also played a part in allowing people to be able to walk, run or cycle from Wellington Airport all the way to Greytown.



# New Zealand

## Budget 2026: the public benefit of steady infrastructure funding is clear

Civil Contractors New Zealand has welcomed increased Government infrastructure investment in Budget 2026 and increased recognition of the critical role infrastructure plays in creating thriving, resilient communities.

"New Zealand's civil construction industry stands ready, willing and able to deliver on the proposed investment. Our members have the expertise and stand ready to get shovels in the ground, and these announcements must translate into funded, delivered projects," said CCNZ Chief Executive Alan Pollard.

Mr Pollard welcomed clarity in funding channels and the prioritisation of a sustainable pipeline of infrastructure investment. This clear and stable funding for infrastructure would provide communities with much-needed assets, and valuable certainty. In particular, a new package of transport resilience projects to protect transport networks from the impact of severe weather and natural hazards was welcome, and something contractors had long called for, as was funding for rail, hospital and school infrastructure. He said CCNZ had long advocated for decision-makers to focus on long-term, sustained infrastructure development supported by safeguards such as solid cost-benefit analysis, that prevented projects from being cancelled.

Mr Pollard said the industry was 'in recovery' from a significant downturn, and projects needed to come to market in a steady flow so companies could scale up workforce capability and capacity for delivery. He called on Kiwis to look to careers in infrastructure construction, which offered great opportunities for people who wanted to make a real difference.

Infrastructure existed to deliver public benefits, such as transport, water and electricity.

Projects supported with planning and investment needed to be carried through to completion, and more recognition of the true value of infrastructure delivery was needed.

"Our members build the roads and community infrastructure that New Zealanders depend on to improve their quality of life, and to boost the regional and national economy. So, we are pleased to see the Budget following through on infrastructure and providing great opportunities for people that are willing to get hands-on and make a real difference".

While the Budget proposals were welcome, more clarity was needed over regional delivery, particularly regarding to water infrastructure, with water networks excluded from the Government's 'Incentives for Growth' fund, leaving regional water entities to carry the can.

Announcing infrastructure project and maintenance funding was also only the first step. Mr Pollard said CCNZ was encouraged by the Crown making better use of its own balance sheet, ensuring projects were not just discussed and designed, but in the funnel for delivery.

With project budgets often spent on re-assessing, re-designing and re-thinking projects prior to any physical delivery, the country needed to stop paying the cost of the 'cancel culture' that all too often stopped projects with clear public benefit in their tracks.

"This is a movement toward delivery and action. When funding is withdrawn or delayed, businesses scale down, skilled workers leave the industry, and capacity to deliver future projects diminishes. Too often, the true value of infrastructure investment is undermined by dispute, cancellation and delay.

"While we have these challenges, I'm sure everyone can recognise quality of life is improved for everyday Kiwis through transport, health, education and other infrastructure. We're pleased to see consistency in these proposals, so we can retain and develop our workforce, to make the proposed ideas into real infrastructure to serve our communities."

## AquaRoute™

Fast, durable, eco-friendly waterborne paint



### AquaRoute™ Road 2C

Road 2C is a high-performance solution for durable road markings with lower environmental impact. This two-component waterborne paint delivers the same strength as MMA cold spray plastics while offering a more sustainable profile.

With rapid drying times, exceptional durability, and full compatibility with all airless machines, it ensures a reliable all-round performance.



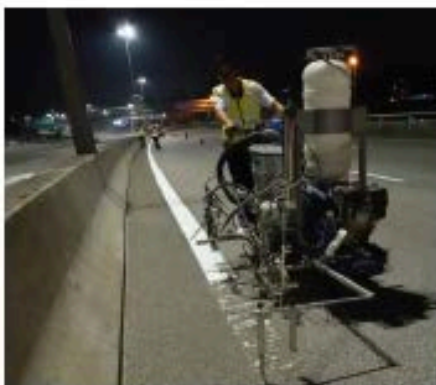
**Environmentally friendly** – Combines the same durability as MMA cold spray plastics with a more environmentally friendly waterborne formulation.



**Long-lasting results** – Provides long-lasting results with outstanding longevity (P7 = 4 million pass overs) and quick drying in less than 10 minutes.



**No additional equipment needed** – Fully compatible with all airless machines, eliminating the need for investment in additional equipment.



- AquaRoute Road 2C offers high performance and long durability that saves you time and resources by eliminating the need for frequent re-marking.
- AquaRoute Road 2C can be applied using any 1C paint application equipment and achieves the same performance to a MMA.
- Once applied, AquaRoute Road 2C has a fast drying-time, which keeps the shut-down of traffic to a minimum and minimises the disturbance of the traffic flow.
- After application, equipment can be easily cleaned with water.

Marking the future with you

# Australia

## \$30M Black Spot funding

The Federal Government has committed \$30.2 million to address road safety at 44 locations across Queensland under the 2026–27 Black Spot Program funding round.

Local councils will contribute \$3.1 million towards two of the projects.

The Black Spot Program funds safety measures such as traffic lights, safety barriers, roundabouts and pedestrian crossings at locations where serious crashes have occurred or are at risk of occurring.

The projects were recommended by the Queensland Black Spot Consultative Panel, which is made up of local stakeholders to ensure nominations of the highest priority and importance to the local community are recommended for approval.

The Black Spot Program provides \$150 million annually towards improving road safety at sites across the country.

It is a key part of the Federal Government's commitment under the National Road Safety Strategy 2021–2030 to reducing fatalities and serious injuries on Australian roads.

Anyone can nominate a Black Spot for consideration, including individuals, community groups and local councils.

Federal Minister for Regional Development, Local Government and Territories, Kristy McBain, said that this latest round of Black Spot projects in Queensland will see road safety improved at 44 sites

"The Black Spot Program delivers low-cost improvements that have demonstrated effectiveness in reducing the risk of serious crashes and fatalities on our roads," McBain said.

"I encourage individuals, organisations and local governments to nominate sites in their local communities at any time for consideration in the next funding round."

Federal Assistant Minister for Regional Development, Senator Anthony Chisholm, said that the Black Spot Program is a demonstration of the Federal Government's commitment to delivering safer roads and reducing road trauma across the country.

"These 44 projects across Queensland include intersection upgrades, safer pedestrian facilities, road widening, and signage and lighting infrastructure that improves safety for drivers, cyclists and pedestrians on our roads," Chisholm said.

"The program is a true collaborative effort between communities and governments, and I thank the Black Spot Consultative Committee Chairs for their work."

Federal Member for Blair, Shayne Neumann, said that, as Chair of the Queensland Black Spot Consultative Panel, he is proud to announce the much-needed safety improvements across Queensland.

"These projects have been recommended by those who know our local roads best — members of the public, local councils and road user groups — and we thank them for their efforts in nominating these locations," Neumann said.

"These important works will make our roads safer for all road users and will help save lives right across the state."



# Australia

## Safety cameras in WA

Too many Western Australians lose their lives or are seriously injured in crashes on our roads. The State Government is committed to reducing road trauma in WA. Safety cameras are a key part of helping us achieve that goal.

Safety cameras are an effective way to change behaviour. They can be placed anywhere, at any time. The risk of being caught is an effective way to motivate people to drive safer. It's not about catching people out. It's about preventing the behaviour in the first place.

### Types of safety cameras

#### Safety camera trailers



Safety cameras are mounted on large, bright yellow trailers with Road Safety Commission branding and can be moved to various locations across WA.

A fleet of eight safety camera trailers is currently in operation.

#### Fixed safety cameras



There are currently fixed safety cameras operating at two locations on the Kwinana Freeway at Gentilli Way (Salter Point) and Mill Point Road (South Perth) in the Perth metropolitan area.

From 1 June 2026, new fixed safety cameras will be in operation on the Mitchell Freeway at Vincent Street (Leederville).

The fixed safety cameras have the same capabilities as the safety camera trailers and operate in the same way. The only difference is they are stationary and cannot move to other locations.

#### Mitchell Freeway caution notice period

From 1 June 2026, there will be a six-month caution notice period to educate drivers about the dangers of mobile phone use and incorrect seatbelt use. During this time, drivers detected by the new Mitchell Freeway safety cameras will receive a caution notice instead of a traffic infringement, giving them a chance to change their dangerous driving behaviour before penalties apply.

This caution notice period only applies to mobile phone and seatbelt offences detected by the Mitchell Freeway safety cameras. Speeding offences detected by these safety cameras will be issued with a traffic infringement from 1 June 2026 with no caution notice period.

All other safety cameras will continue to issue infringements for all offences as normal.

#### What the safety cameras detect

Safety cameras can detect multiple offences simultaneously. This includes:

- drivers and front seat passengers not wearing or incorrectly wearing a seatbelt;
- drivers using, holding or resting a mobile phone on their body while driving; and
- speeding.

# Australia

## Drivers disabling safety features behind rise in common crashes, new report finds

New research has put a spotlight on the most common ways Australians have crashed their cars in 2026.

Fresh data released by NRMA Insurance ahead of National Road Safety Week shows Australians have already lodged more than 69,000 crash-related claims in 2026.

The most common causes of road incidents nationwide, according to the data are:

- Rear-end crashes
- Failing to give way
- Reversing mishaps
- Collisions with stationary objects and
- Single-vehicle accidents
- Animal collision
- Unsafe manoeuvre
- Head on collision

According to official data, 443 people have died on Australia's roads in 2026, that's up five percent over the same period last year.

Head of the NRMA Insurance Research Centre Shawn Ticehurst said many crashes could be prevented if drivers stopped switching off smart safety technology in their cars.

"The safety benefits of Advanced Driver Assistance Systems are well established globally," he said.

"However, 60 percent of Australian drivers tell us they are actively turning off driver-assist safety features in their cars, meaning those people are missing out on realising the safety benefits — and that's a major concern."

Insurance Australia Group, which owns NRMA Insurance, plans to release further findings from its ADAS research later this year.

## Familiarity leads to accidents

The research also aligns with broader road-safety data collected over the years, which shows that drivers are more likely to be involved in crashes on familiar roads close to home.

Experts say motorists can become too comfortable behind the wheel in areas they drive regularly, leading to lapses in concentration and more aggressive driving habits. Historical road data has also found the most dangerous times to be on the road are between 3pm and 4pm, when fading sunlight and fatigue can set in.

But there is a major concern about animal-related crashes, which ranked sixth on NRMA's list of the most common collisions. Accidents involving animals are increasing. Last year alone, NRMA received more than 15,000 animal collision claims, marking a 21 percent increase since 2024.

Most claims came from regional and rural roads, with kangaroos the animal most commonly involved in crashes.

NRMA Insurance Executive Manager of Claims Nick Kirkovski warned drivers need to stay alert during periods when wildlife is most active.

"Animal encounters on Australian roads increase through autumn and winter as the days become shorter and wildlife activity peaks at dusk, dawn and night," he said.

"Wildlife can appear on the road with little warning, which is why it's so important for drivers to stay alert, particularly when travelling long distances in regional areas."

Drivers are being urged not to get behind the wheel tired, to slow down in signposted wildlife zones and to brake steadily rather than swerve aggressively if an animal appears on the road. Motorists are also reminded to check on an animal's welfare and contact local wildlife rescue services.



Roadmarking Industry Association of Australia

# AUSTRALIAN PAVEMENT MARKING CONFERENCE

26-28 AUGUST 2026 | MELBOURNE

# Raising the Line

## Practical Innovation

For Every Pavement Marking Business

*Because the industry can't afford to stand still.*

Early Bird Rates

Ends 30 June 2026

From \$995 +GST

**REGISTER NOW**

**REAL CHALLENGES. PRACTICAL SOLUTIONS. INDUSTRY-WIDE IMPACT.**

### WHY ATTEND?

*Raising the line starts now*



#### REAL INDUSTRY ISSUES

Procurement delays, compliance pressures and delivery challenges.



#### PRACTICAL INNOVATION

New materials, methods and technologies that actually work.



#### BETTER OUTCOMES

Durability, safety, whole-of-life cost, and smarter asset decisions.

### WHAT YOU'LL EXPERIENCE



Contractor-led sessions with real delivery insights



Road authority + industry discussion forums



Technology showcases and product innovation



Live outdoor demonstrations



High-value networking with industry decision-makers

### WHO SHOULD ATTEND

- ✓ Contractor & Applicators
- ✓ Road Authorities & Councils
- ✓ Engineers & Consultants
- ✓ Asset Managers
- ✓ Suppliers & Manufactures



## REGISTER NOW

[Click here to secure your place](#)  
*Invoice to follow*



FOR ENQUIRIES CONTACT

ROB 0438 312 133  
[rob@riaa.com.au](mailto:rob@riaa.com.au)

GREG 0407 473 889  
[greg@riaa.com.au](mailto:greg@riaa.com.au)

### PROUDLY SUPPORTED BY INDUSTRY LEADERS

PRINCIPAL SPONSOR

# rayolite®

Supporting practical innovation across the industry

GOLD SPONSORS

# CRYSTALITE

# GEVEKO

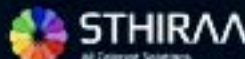
MARKINGS

SILVER SPONSOR

# LSA

Linemarking Supplies Australia

EVENT SPONSORS



And more to be announced.



MELBOURNE  
26-28 AUGUST 2026

Uniting our industry.  
Advancing our future.

[#RaisingTheLine](#)



# RIAA

Roadmarking Industry Association of Australia

# Australia

## Adelaide's new \$11 billion highway and tunnel

A new highway and tunnel project for Adelaide in South Australia is costing \$11 billion (A\$15.4 billion). The tunnel is being driven by three TBMs, with the first having been named Mary and made ready to play its part in driving the 4.5km tunnel. The other two TBMs have yet to be commissioned but will be named Catherine and Elizabeth. All three are named in honour of leading Australian women in history.

The first TBM is commencing its drive from Clovelly Park and will head in the direction of the Anzac Highway. The three large TBMs being used for the project have all been supplied by German firm Herrenknecht. Smaller tunnelling equipment is also being used for the project.

The T2D Project is for the construction of the last 10.5km stretch of the North-South Corridor (NSC).

Once it is complete, the new route will provide 78km of non-stop, traffic light free highway between Gawler and Old Noarlunga. The new link will reduce congestion in the city and cut journey times for drivers, allowing them to bypass 21 sets of traffic lights between the River Torrens and Darlington as they travel between two separate tunnels, connected by an open highway.



## Calls to fine utes and SUVs more than smaller cars on Aussie roads

Large and oversized vehicles are under the microscope again as more safety experts come forward and question their viability on Australian roads.

Reducing speed limits and a national road safety action plan were among the measures Dr Ingrid Johnston called for when Yahoo News spoke with Australasian College of Road Safety (ACRS) chief executive recently. But she also flagged the soaring popularity of oversized vehicles, which she said are much more dangerous than regular cars.

Dr Johnston asked drivers to consider whether the jumbo-sized vehicles were essential, pointing to the harm they can cause in accidents.

Now, the University of Melbourne Associate Professor and Principal Fellow in Urban Risk and Resilience, Milad Haghani, has gone one step further. He suggests higher fines for drivers of larger SUVs and utes.

"It reinforces the notion that vehicle size matters and that the risks imposed on others are not equal across all vehicle types," Professor Haghani told Drive.

According to Associate Professor Haghani, penalties for offences like speeding should take into account a vehicle's "impact potential", with heavier vehicles attracting harsher fines or more demerit points because of the increased danger they can present in a crash.

"Speeding or running a red light is never acceptable, and we penalise those behaviours because they create risk for others as well as the driver themselves," he said.

Cont....

# Australia

## Australia's road toll is on the rise

Australia's road toll has now spiked for five consecutive years, with fatalities increasing both in raw numbers and per capita rates.

"One of the potential factors [contributing to road trauma] is the rise in the size of vehicles — these overgrown utes and SUVs, enormous RAM trucks and things that people are driving around now," Dr Johnston said.

"They've got so much more weight behind them, so if there is a collision, it's doing more physical damage.

"They're higher, which means there is a much bigger blind spot for the driver, including when turning corners."

## Australia's obsession with oversized vehicles

According to official VFACTS data released by the Federal Chamber of Automotive Industries (FCAI), SUVs and utes completely dominate the Australian market, accounting for over 83 percent of all new vehicle sales.

A consumer preference has pushed large models like the Ford Ranger to the top of the national sales charts.

The FCAI reports that traditional passenger cars like sedans and hatchbacks are suffering a sharp structural decline as manufacturers pivot to meet this massive demand for larger vehicles.

"They're so much more damaging to anyone they might hit, be it a pedestrian, a cyclist or someone in a small vehicle," Dr Johnston said.

"The highest demographic groups in which we're seeing the increase in trauma numbers are pedestrians, cyclists and motorcyclists."

Where do big cars belong?

Research shows that for every 10 new vehicles hitting Australian roads, roughly six are SUVs, two are utes, and barely more than one is a traditional sedan or hatchback.

"Those [larger] vehicles have a role and a place, but we need to really consider what that is, and it's not dropping your kid at school and picking up a loaf of bread," Dr Johnston added.

Some parents say that bigger cars provide more space for car seats, plus a larger boot for prams, bikes and pets.

But while they're often seen as safer, the reality is more complicated.

"The idea that everyone should just be in a bigger vehicle so we're all safer — that's a race to the bottom," Dr Johnston said.

"School pick-up is a really good example of where all of this stuff comes together.

"You've got way too many kids being driven 600 metres to school because parents don't feel like it's safe to let the kids get themselves that very short distance to school.

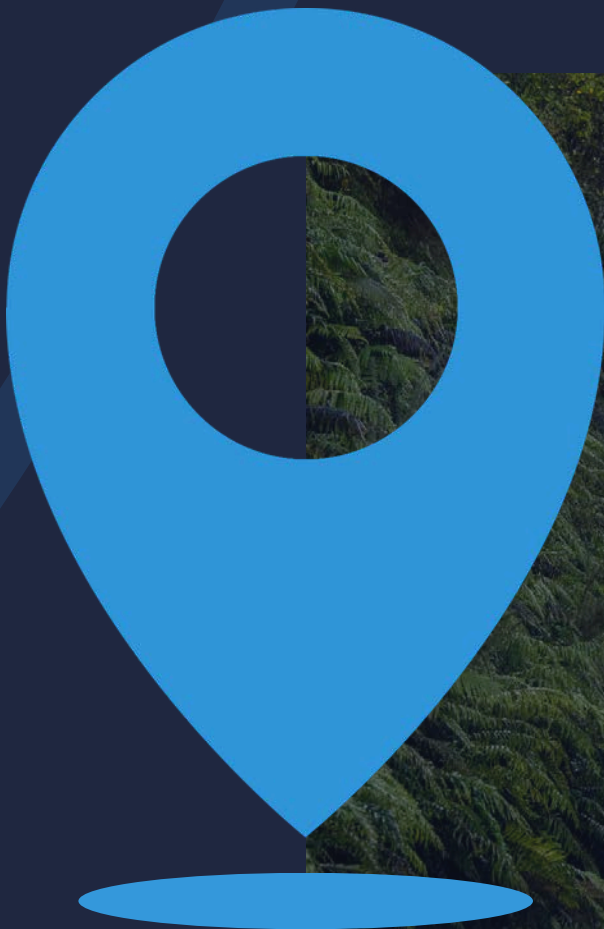
"And why don't they think it's safe?"

"Well, because there are too many of these enormous vehicles there, and there's no safe, separated path for them to follow to get themselves to school."



# Are you wanting to advertise in the newsletter?

Contact [admin@nzrf.co.nz](mailto:admin@nzrf.co.nz) to get more details



# Global

## Dangerous US roads revealed

A recent study reveals shows that the US has poor road safety levels, with some states have shockingly high rates of road deaths. According to the research, South Carolina has the worst rate of road deaths, with 24.9 fatalities/100,000 residents between 2019 and 2023, more than double the national average of 12.2 deaths/100,000 of population. The study was conducted by the personal injury attorneys at Anidjar & Levine.

The research analysed traffic fatality data from the National Highway Traffic Safety Administration's (NHTSA) Fatality Analysis Reporting System (FARS) across all 50 US states. The figures compared each state's total against its population number to provide a fair comparison. The analysis then mapped each state's vehicle inspection requirements against its fatality rate.

Some important findings emerge from this close analysis of the data. Deficient windshield wipers or washing systems are an issue for 20 percent of the 231 million vehicles on US roads. Bad windshield wipers contribute to an estimated 1.2 million crashes and over 6,000 road fatalities in the US/year. Shockingly, 6 of the 10 deadliest states in America require no mandatory vehicle safety inspections. Over 20 percent of all U.S. vehicle crashes involve adverse weather conditions. States with mandatory inspections show a 5–9 percent reduction in crash rates. A full vehicle safety inspection costs just \$20–\$70 per year, yet 24 states do not require one.

The US has a poor record when it comes to addressing speeding and DUI. With the latter, police forces in many states still rely on archaic ability tests for drivers rather than proven breath and saliva testing kits that have been used across rest of the developed world successfully for decades. Penalties for driving offenders are also minimal in many US states when compared with other developed nations.

Similarly, distracted driving is common in the US and measures to prevent drivers from using cellphones at the wheel have been minimal.

South Carolina heads the list of shame, with 24.9 road deaths/100,000 of population. West Virginia is second, with 24.7 road deaths/100,000 of population, Maryland is in third, with 20.7 road deaths/100,000 of population and Hawaii is fourth at 19.4 road deaths/100,000 of population. Arkansas is fifth, with 19.4 deaths/100,000 of population, Alabama is sixth with 19.1 road deaths/100,000 of population and Maine is seventh with 18.5 road deaths/100,000 of population. Tennessee is eighth with 18.4 road deaths/100,000 of population, Nevada is ninth with 18 road deaths/100,000 of population and New Hampshire is 10th, with 17.7 road deaths/100,000 of population.

The research reveals that in 24 states, including 6 of the 10 deadliest on this list, no law requires a driver to have their vehicle checked at any point after purchase. Windshield wipers have a functional lifespan of 6–12 months. In states with no inspection requirements, a driver can operate the same deteriorating wiper blades for years without a single legal nudge to replace them. When rain or snow hits, that deferred maintenance becomes a visibility crisis at highway speed.

The top 6 states for rain-related traffic fatalities/100,000 residents all lack mandatory vehicle inspection requirements. The top 3 states for snow-related fatalities/100,000 residents also operate without mandatory inspections. These are not dry-climate states where wiper performance rarely gets tested. These are states where adverse weather is a recurring, predictable danger, and where the policy environment does the least to ensure vehicles are equipped to handle it.

Cont....

# Global

Put those two factors together, and the line runs straight from deferred wiper maintenance to a FARS fatality entry. That line runs faster and more often in these 10 states than anywhere else in the country.

The gap between South Carolina, at 24.9 deaths/100,000, and California, at 10.9/100,000 of population, is not fully explained by population, road design, or driver behaviour alone.

It tracks directly against the presence or absence of mandatory vehicle safety requirements. States with inspections show a 5–9% reduction in crash rates.

Every state in the top 10 shares at least one of two problems: no inspection requirement at all, or an inspection interval that does not match the pace at which critical safety equipment like wiper blades degrades.

The fix is not complicated. A \$20–\$70 annual inspection is all it takes to catch a defective wiper blade before it costs a life. The states leading this list have made a policy choice not to require it. The NHTSA data shows exactly what that choice costs.

This study was conducted by the personal injury attorneys at Anidjar & Levine, a law firm dedicated to protecting the rights of Floridians and visitors injured in vehicle accidents. Traffic fatality data were sourced from NHTSA's Fatality Analysis Reporting System (FARS) for the years 2019 through 2023.

All figures are reported/100,000 population and/100 million vehicle miles travelled to allow accurate comparison across states of different sizes and driving volumes. Vehicle inspection requirement classifications were sourced from publicly available state DMV and legislative records.

Population figures are based on US Census estimates.

It is shocking that some states in a wealthy and developed nation such as the US have such appalling rates of road deaths.

Not only does this come with a heavy human cost in terms of families losing loved ones or people being maimed for the rest of their lives, it has a massive financial cost to the US economy also.

Even small investments in improving road safety could reduce the heavy human and financial toll.



CIVIL

ENERGY

TELCO

WATER

# Skill-Up

NATIONALLY-RECOGNISED  
MICRO-CREDENTIALS

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

Keep your workers and the public safe on the roads with these short course micro-credentials in temporary traffic management. Designed for front line teams.

LEVEL  
4

System Foundation  
Principles

LEVEL  
4

Monitoring TTM  
Controls

LEVEL  
4

Mobile Supervision

IMAGE CREDIT:  
MIKE SMITH, STANTEC

**CONNEXIS**  
INFRASTRUCTURE TRAINING

**Enrol Now**

CALL US: 0800 486 626

askus@connexis.org.nz

connexis.org.nz



# Global

## £27 billion for UK road improvements

The UK Government is committing to spending £27 billion on improving roads over the next five years. The programme of works will include widening and upgrading existing links and resurfacing motorways as well as more basic repairs such as patching potholes.

Titled the Road Investment Strategy (RIS3), the programme will target major schemes that unlock growth and improve connectivity across the country and allow National Highways (NH) to resurface over 9,000 kilometres worth of motorway and major A-road lanes, almost 25 percent of the network.

Upgrades include the dualling of the A66 between Cumbria and North Yorkshire. There will also be government support to bring private investment into the Lower Thames Crossing, which will reduce congestion and improve connections across the South East.

A record £8.4 billion will be used for repairing and renewing England's motorways and major A-roads before problems arise. And £7.3 billion has already pledged by government at the Spending Review for local authorities to fix potholes and invest in long-term measures to maintain local roads.

The green light is being given to a further 16 road schemes on the major road network and local roads, supporting thousands of new jobs and homes in communities across England.

The schemes, including bypasses and junction improvements that local authorities could not deliver alone, have been chosen on their value for money and long-term deliverability, ensuring taxpayers' money goes into projects that will deliver growth for left behind communities.

Transport Secretary, Heidi Alexander, said: "For too long this country has failed to tackle and fix our crumbling infrastructure, but this huge

£27 billion investment in our roads will secure the future of our road network for years to come. Not only are we investing in renewing our roads, meaning smoother and faster journeys for drivers, we are getting on with investing into brand new projects and fixing potholes, which will deliver benefits across the country from Norwich to Manchester."

Roads and Buses Minister, Simon Lightwood, said: "This government is firmly putting its money where its mouth is, and this new funding will be transformational for the millions of drivers and thousands of businesses that rely on our motorways and A roads every day. By investing in existing infrastructure and new schemes, such as the Lower Thames Crossing and long-awaited dualling of the A66, we are giving everyone the confidence they can get from A to B faster and smoother than ever before."

National Highways Executive Director Elliot Shaw said: "This major investment will help boost economic growth by improving and maintaining motorways and major A roads which keep the country moving. When roads are well maintained, businesses and communities feel the benefit, so this funding enables us to tackle an ageing network head-on and keep drivers safe."

The £27 billion investment supports the government's central mission of kickstarting economic growth, giving businesses and regions the long-term certainty they need to invest and create jobs. Improved road reliability will also help keep supply chains moving and support the freight networks that keep goods and prices stable for consumers.

RIS3 sets stretching targets for National Highways on safety, journey reliability, network condition and environmental performance, allowing the government to hold them to account on delivery over the 5-year period.

Cont....

# Global

While the government has committed to tackling potholes on motorway and major A-road surfaces, it also recently committed to investing over £7 billion over the next four years to help councils tackle their potholes.

Karl Horton, data services director at BCIS, said: "The £27 billion commitment under Road Investment Strategy 3 is a significant and reassuring signal from the government at a time of heightened geopolitical uncertainty. With pressure on interest rates and investor confidence potentially mounting, long-term public investment of this scale provides much-needed stability for the infrastructure pipeline."

BCIS forecasts point to robust growth in the infrastructure sector over the next five years, underpinned by major transport and energy programmes. But attracting private finance remains challenging in the current climate. Clear, sustained public sector commitments, particularly to essential assets like the strategic road networks, is one of the most effective ways to mobilise private investment and maintain momentum across the sector.

David Giles, Chair of the Asphalt Industry Alliance (AIA) said: "The Government's commitment to another five-year funding package for the strategic road network (SRN) is great news for users of England's motorways and major A roads.

"RIS3 continues to provide National Highways, which manages the SRN, with sustained and targeted investment supported by a long-term funding horizon, allowing it to implement a planned, proactive approach to the maintenance of this infrastructure – exactly what we've been calling for local roads.

"In her Ministerial Foreword, Secretary of State for Transport, the Rt Hon Heidi Alexander MP, said: 'By investing in the SRN, we will reduce regional inequalities, ensuring that all parts of the UK benefit from free running, safer and more reliable road travel.' I think most road

users would agree that achieving the same ambition on our local road network – which makes up more than 97 percent of roads in England – is a very, very long way off.

"RIS3 sets out a target of maintaining the SRN so that at least 96.2 percent is in good condition; a target that National Highways is able to meet, in part, due to structure of its funding. In contrast our recent Annual Local Authority Road Maintenance (ALARM) survey reported that only 52 percent of local roads in England are in good structural condition – the legacy of decades of underfunding and short-term cash injections.

"The Government's pledge to allocate £7.3 billion over the next four years to local roads is an important step forward. However, it will be some time before the impact of increased funding levels, if fully delivered, will be noticed by the public. However, the dial could be moved quicker if the Government's commitment to additional funding was frontloaded, rather than ramping up in the years to 2030.


Ian Spellacey, Market Director Strategic Highways at global engineering and project management company AtkinsRéalis said: He said: "We welcome the publication of the Roads Investment Strategy today and the certainty that it provides to organisations across the sector. More funding for renewals and improvement will improve England's strategic roads network and support economic growth around the country. It is particularly positive to see investment into major projects, where it will help to de-risk early-stage investment and bring forward private finance to support the scale and breadth of renewal mapped out over the next five years and beyond.

"We look forward to supporting and working with our National Highways colleagues and delivery partners through RIS3 and beyond to develop truly sustainable solutions to today's infrastructure and mobility challenges and improve connectivity across the country."



# ROADLINZ

GROUP

JetLine 



GLASS BEAD GUNS

## INNOVATIVE MARKING SYSTEMS

DAKOTA  
MICRO

CAMERA SYSTEMS



RETROREFLECTIVITY



AIRLESS BEAD  
& SPRAY GUNS



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

[WWW.ROADLINZ.COM](http://WWW.ROADLINZ.COM)

# Global

## More than a fifth of UK drivers avoid roads at night due to visibility worries, new survey shows

A new survey from the Road Safety Markings Association (RSMA) suggests that more than one in five drivers (23 percent) avoid using certain roads at night at least once a week due to visibility worries. This rises to 41 percent for those aged 18 to 24.

The survey, which informed RSMA's recent whitepaper 'No Margin for Error: How Edge Lines Impact Safety and Rural Economies', polled 2,000 drivers across the UK.

It revealed that 1 in 5 drivers (20 percent) plan their routes to avoid roads with inadequate markings at least once a week.

For drivers under 35, this increases to 33 percent and reaches 67 percent in the past six months, showing the impact of inadequate road markings on younger drivers' daily lives.

Notably, the survey, implies that poor road markings have the biggest impact rural communities and businesses. 45 percent of drivers have avoided using rural roads in the past six months due to visibility worries.

36 percent of drivers have chosen not to visit rural businesses in the past six months because of poor visibility, rising to 59 percent for drivers under 35. It suggests that footfall-dependent rural businesses, such as retail and hospitality, will feel this avoidance more strongly than most.

The research was prompted by questions over whether simply marking roads with white edge lines could improve safety.

Almost three quarters (73 percent) of UK drivers agreed that they feel safer on roads where edge lines were present, and 67 percent would be more willing to drive at night on rural roads.

Drivers also reported that edge lines have a bigger impact than other safety measures such as reducing speed limits (51 percent) and introducing speed humps (40 percent).

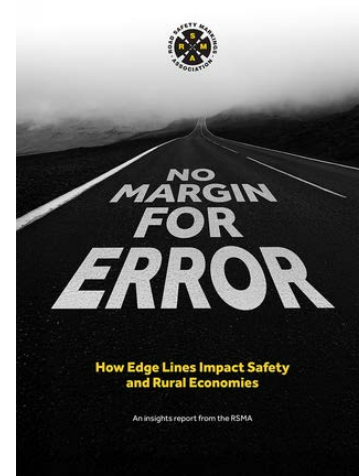
Rob Shearing, CEO at the Road Safety Markings Association, said: "Edge lines aren't necessarily the first road safety solution that springs to mind for local authorities, but there is clearly a strong demand for them from drivers.

These results show clearly that the absence of this critical visual deters people from driving on rural roads and roads at night, especially younger drivers.

The next generation of drivers need to be confident in navigating any road at any time of the day, and it's clear, they currently aren't.

"Issues regarding poor visibility can be rectified by getting the basics right. Road markings should be refreshed regularly, with an emphasis seen to rural roads that are seeing the most avoidance from drivers.

If we don't do this, we will continue to see rural businesses impacted. We know local authorities are cash-strapped, but we also know that the cost of applying edge lines is far less than for other safety enhancing measures. If we are serious about maintaining road safety, saving businesses and, above all, lives, edge lines can no longer be overlooked."



# Global

## US needs transport infrastructure investment

The Transportation Construction Coalition (TCC), the united voice of America's transportation construction industry, has commended leadership of the US House Transportation and Infrastructure Committee for the bipartisan introduction of the BUILD America 250 Act.

Momentum is growing for US Congress to enact the next surface transportation authorisation before the September 30th deadline.

Representing 34 national trade associations and labour unions across the US transportation construction sector, the coalition sent a letter to Chairman Sam Graves (R-Mo.) and Ranking Member Rick Larsen (D-Wash.), thanking both lawmakers for advancing a bipartisan, multi-year authorisation bill that prioritises long-term funding certainty, efficient project delivery, and safer transportation systems nationwide.

"The [BUILD America 250 Act] would deliver long-term funding certainty for highway, transit and safety improvements, while delivering policy reforms to ensure funds are put to use quickly and effectively," the coalition wrote.

"This proposal would allow communities to continue benefitting from safer, modern transportation systems."

Current federal surface transportation programs expire on September 30th, 2026.

Failure to enact a new authorisation by that date would create uncertainty and risk costly delays on critical infrastructure upgrades.

"We encourage all members of the committee to support the BUILD America 250 Act, which would allow the nation's transportation construction industry to continue to deliver on federal investments," the coalition continued.

"Enacting a new authorisation of highway, transit and safety programs by Sept. 30 will ensure economic and quality of life benefits can continue for all Americans."

Earlier this year, the coalition released updated Principles for Surface Transportation Reauthorisation, outlining key priorities for the next authorisation.

Several priorities are included in the BUILD America Act and include maintaining current investment levels, while advancing practical project delivery improvements to ensure dollars are efficiently put to use.

They also include protecting workers in construction zones by providing more resources to improve work zone safety and the traveling public's safety.



# Global

## New Project: Using Satellite Technology to Monitor Ground Deformations Adjacent to Roads

Geohazards generated by ground movements (e.g., landslides, subsidence, sink holes, etc.) cause substantial damage and interruptions to Minnesota's highway network.

Reactive monitoring approaches and borehole-based instrument sensing both have limited spatial coverage and are limited to sites already known to be in distress.

This research explores the establishment of continuous satellite-based InSAR monitoring of ground deformations adjacent to roads on a broad geographic scale that would enable detection of pending hazards before they develop into large failures.

This warning system will combine data from high spatial resolution InSAR measurements, optical remote sensing data, and deep learning algorithms to automatically detect and continuously monitor deformations across large spatial regions.

The research team will create MnDOT training modules to demonstrate the utility of the deformation data and automated warning system.

InSAR monitoring is expected to improve the safety and reliability of Minnesota's transportation system and reduce costs and delays associated with emergency repairs.

It would also support the state's geotechnical asset management program by assessing the feasibility of InSAR for tracking performance of geotechnical assets (e.g. retaining walls, slopes, pavement foundations, etc.).

"This research project will help us determine if InSAR technology is ready for prime time for transportation agencies as a remote sensing tool to track performance of assets," said Raul Velasquez, geomechanics research & deployment engineer at MnDOT's Office of Materials and Road Research.

### The Objectives:

- Develop an automated warning system that can alert MnDOT staff of areas where abnormal ground deformation (e.g., landslides, subsidence, and sinkholes) is occurring along Minnesota interstate highways, allowing them to proactively intervene.
- Assist MnDOT in continuing to build its geotechnical asset management program by assessing the feasibility of InSAR for tracking performance of geotechnical assets such as retaining walls, slopes, and pavement foundations.

### Project Details

Start Date: 05/16/2025

Estimated Completion Date: 08/31/2027

Funding: MnDOT

Principal Investigator: Ali Khosravi

Co-Principal Investigators: Anand Puppala, Jack Montgomery

Technical Liaison: Raul Velasquez



# Global



**CHINA**



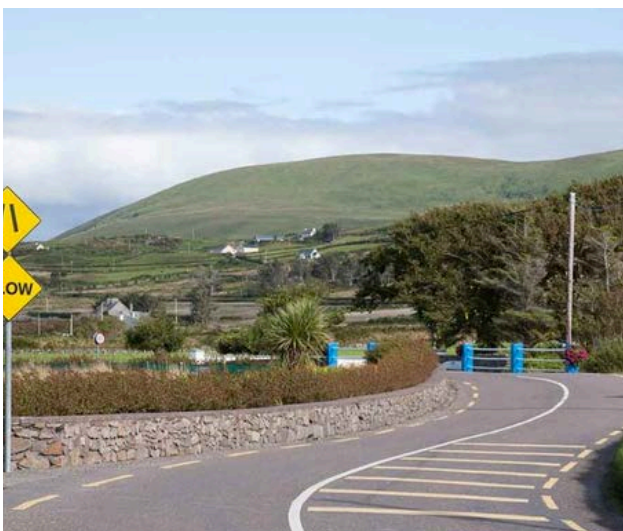
**ITALY**



**SINGAPORE (3D)**



**ALASKA**



**IRELAND**



**ZIMBABWE**

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

NZTA P 22 and P 12 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, 2008**

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

Applicator Chassis No: JH00700000100  
 Applicator Model: 2011 (Max 300)  
 Applicator Year No: # 1/15  
 No. & Capacity of Paint Tanks (White, Yellow, Red)  
 No. & Capacity of Road Tanks (1 x 700 Lit)

Line Width	30µm	45µm	60µm
Travel Speed (kph) - 100 Lit	5.5	4.5	4.0
No. of Paint Tanks Front	2	2	2
No. of Road Registers Front	N/A	N/A	1

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

**REGISTRATION DETAILS**

NEW LEASE & FINANCE NUMBER  
 5506  
 Roadmarkers  
 PO Box 999, Auckland

**RECORD OF COMPLIANCE**

Trading Office: Bruce Murray  
 Sign: [Signature]  
 Company: Mark Roads Ltd

EXPIRY DATE: 31st November 2015

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



# 141

01 Jan to  
29 May 2026

# Road Toll New Zealand



**New Zealand Road Toll (2018 - 2025)**

