# Roadmarking News

The New Zealand Roadmarkers Federation Inc

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Email: admin@nzrf.co.nz

# NZRF Update

Dear NZRF members

It has been a busy few months for the NZRF executive, preparing and delivering our annual conference in August which was held at the Rydges Wellington Airport. An interesting venue which certainly allowed for ease of travel and participation from key industry participants NZTA and the AA.

It was great to see everyone in person again and provide them with the opportunity to socialise with their counterparts. Thanks to those that could attend and we hope you found it enjoyable and informative.

Our current draft TTM Practice note is available from the NZRF on request and we will keep you updated as we push towards its formal approval.

The Integrated Delivery Contracts or IDCs, is the new contracting model for NZTA which will be replacing the Network Outcomes Contracts or NOCs. We received an update on the rollout of this by Mark Owen, Regional Manager Wellington & Top of the South for Maintenance & Operations from NZTA with the key takeaways being:

- All contracts nationwide will be tendered between Feb 2025 and May 2025
- How roadmarking will be delivered or specified is still yet to be confirmed
- There are no draft tender documents to review at this stage

All we know for now is the coming months are likely to be busy for those involved in the tender process.

**RIAA conference**

Both Gareth Noble and myself attended this conference primarily on behalf of our parent companies but also to represent the NZRF and continue our relationship with the RIAA.

The conference showed a lot of similar challenges to us such as traffic management, waste management and specification challenges but as we are different countries these challenges are not transferable and can't be solved together.

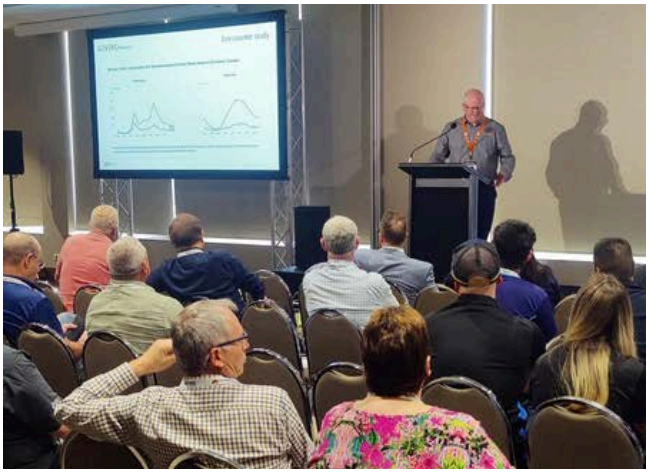
They had a session by Professor Richard Hopkins who spend 15 years in Formula 1 and was the Redbull team principle prior to Christian Horner. He spoke about forming and maintaining a high performance team and how the old KISS (keep it simple) approach works even in a high performing situation.

I presented the same NZRF update I did at the NZRF conference, to inform the RIAA members what we have been up to across the ditch.

Well done to the RIAA for putting on a well attended and well run conference full of interesting content.

It is well and truly NZTA T/8:2008 recertification season with a lot of certificates coming in. As a reminder our website has a list of all plant and their current certification status. Please check and make sure all your plant is certified for the start of the season to ensure you comply when working on TNZ P/12 and P/22 based contracts

*Dominic Elder - NZRF Chair*



# 2024 Conference

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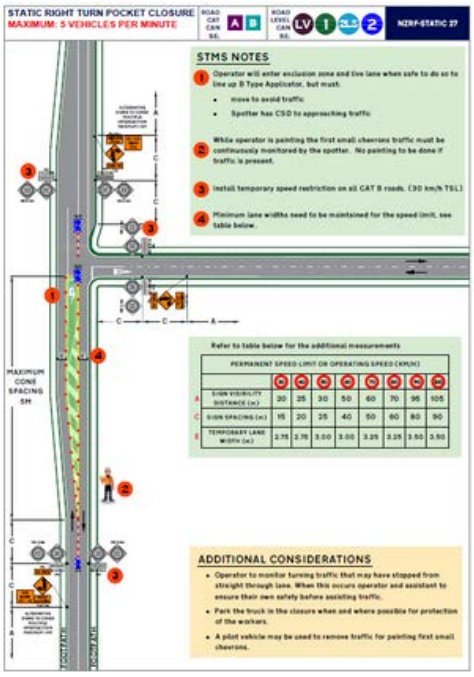
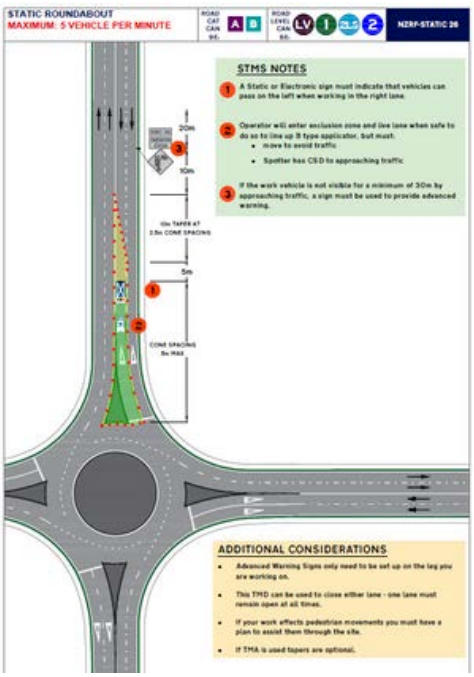
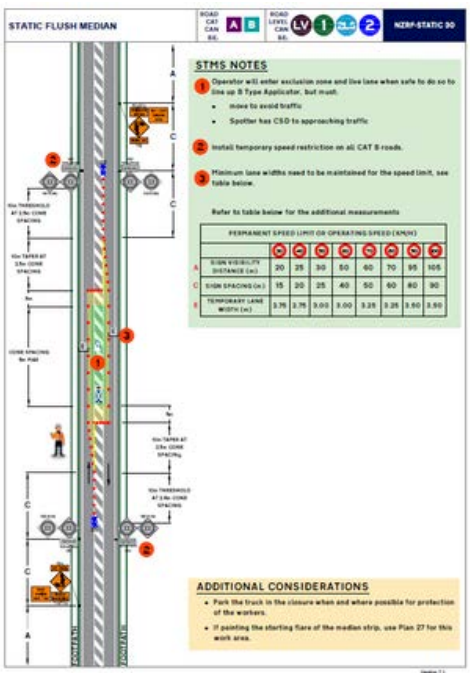
# 2024 Conference



**To get a copy of the Draft Practice Note presented at the conference please email admin@nzrf.co.nz**



# NZ Transport Agency Updates

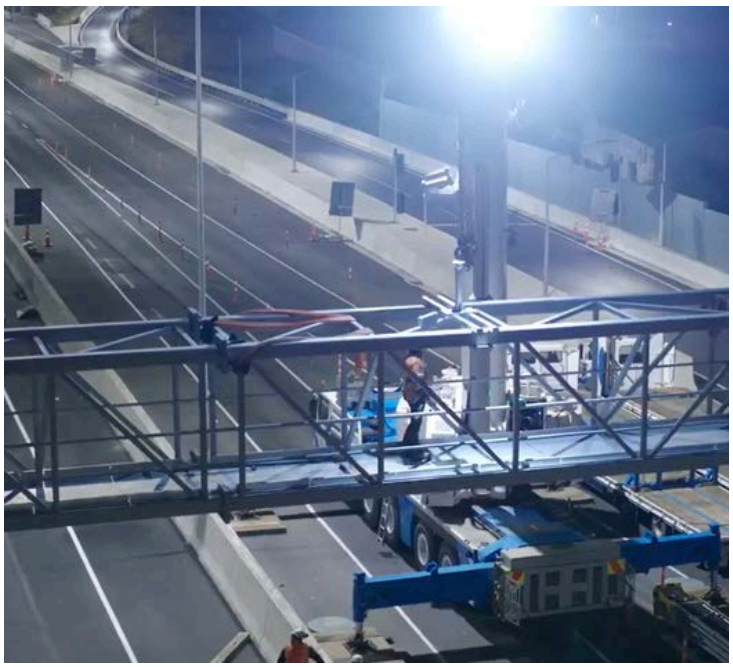
## 1

### State Highway 1 Papakura to Drury project

As part of the first stage of the State Highway 1 Papakura to Drury project, five gantries have been installed above the SH1 Southern Motorway.

This video captures the installation of the largest gantry in early August – it spans over 50 metres and crosses six lanes of motorway, which required a full motorway closure with a 160-tonne crane on site for installation. Route and destination signage have since been added to the gantry, which is also future-proofed for carrying electronic signage.

The work we're doing to improve SH1 between Papakura and Drury is part of our larger project to support growth in South Auckland.



## 2

### New speed limit for the State Highway 1 Kāpiti Expressway in Wellington

The Minister of Transport announced a 110km/h speed limit for the State Highway 1 Kāpiti Expressway in Wellington.

The new speed limit will apply to 24.5 kilometres of the expressway, from north of the Poplar Avenue interchange to south of the northern Ōtaki interchange. We expect to have the new speed in place by November 2024.

Until the change is made, the maximum speed limit you can travel in ideal conditions remains 100km/h. Remember to adjust your speed depending on the weather conditions and environment you're travelling in, and keep left unless you're passing other people.

The Kāpiti Expressway provides an important interregional connection while also reducing congestion and improving travel times. Our website has more information on the permanent speed limit change and our consultation summary, including people's submissions:

# NZ Transport Agency Updates

3

## Putting the spotlight on project development at NZTA

NZ Transport Agency Waka Kotahi (NZTA) is reviewing its project development processes from conception to construction.

This follows signals from the Government in the Government Policy Statement on land transport 2024 (GPS 2024) that NZTA needs to establish a more efficient business case process.

We see this as an opportunity to focus on core transport objectives, keep a tight control on project scope, make project decisions in a timely manner and deliver projects in a cost-effective way.

As part of this work, we're looking at how we can streamline our processes, so we have business cases that are right-sized and fit-for-purpose. We're piloting new ways of working for our state highway projects and because a large proportion of business cases we fund are developed by local authorities, we're also looking at improvements in this area.

We've talked to teams within NZTA and with a wide selection of councils to understand the pressure points and the opportunities. We'll be discussing this work in a Business Case Community of Practice session on 25 September, so if you're interested in learning more please make sure you're joined up with that network by emailing us at this address.

4

## Second commercial vehicle safety centre gets underway at Rakaia

The southbound Centre opened earlier this winter, operated by the Police.

The northbound Centre will be on the corner of SH1 and Weavers Road and is due to be completed late in 2025.

"This location will also include an Intersection Speed Zone to warn drivers on SH1 when a vehicle is approaching from Weavers Road and show 60km/h as the speed limit at those times. This will give drivers exiting the northbound site more time to make their turn safely," says Sean Bridge, NZTA Programme Manager.

The southbound CVSC has been running smoothly since it opened earlier this year, says NZTA. On the first day of operation Police issued one driver's truck a pink sticker indicating it was not fit to be on the road. In July, close to 700 vehicles were screened daily, around one heavy vehicle every two minutes. Of more than 21,000 heavy vehicles screened at Rakaia in July, 1493 were found to be potentially non-compliant.

The New Zealand Roadmarkers Federation Inc

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# New Zealand

## NZTA Integrated Delivery Model

The Integrated Delivery Model (IDM) will be the new delivery model for the majority of the state highway road maintenance requirements across Aotearoa New Zealand. NZ Transport Agency Waka Kotahi (NZTA) is developing this model following the NOC Review that took place during 2022, and the IDM will replace the NOC model from late 2025 onwards.

Our vision for the IDM is that those working in the road maintenance sector are empowered to bring their best selves to work every day, supported by an environment that links people together, inspires them, supports them and grows their skills to enable the delivery of great transport outcomes for Aotearoa.

The IDM will enable NZTA and the road maintenance sector to become more efficient and coordinated in the delivery of corridor-level improvements. At the heart of the new model is an aim to simplify commercial and delivery mechanisms to focus road maintenance requirements on outcomes that deliver value to New Zealanders.

We do however want to keep elements of the NOC model that have worked well. For example, our emergency response mechanism is considered world class, and we want to ensure that this is carried through into the IDM.

The IDM ensures NZTA gives effect to the State Highway Asset Management Plan (SHAMP), which shows how maintenance, operations, and improvements together provide services to customers. Maintaining and operating the existing state highway network ensures road users have safe and accessible roads to travel on.

The Government Policy Statement (GPS) for 2024–27 provides a significant increase in funding for road maintenance, along with increased scrutiny on performance and effectiveness.

Increased maintenance and resilience is one of four key strategic priorities within the GPS. Under the new Pothole Prevention Activity Class funding is ringfenced for road resealing, road rehabilitation and drainage maintenance, with the long-term aim being that we deliver 2 percent road rehab per year and 9 percent resealing per year across the state highway network - approximately 2700 lane kilometres per year.

However, before we reach that point, we need a significant uplift in capacity and capability across the sector. In the coming years we need to deliver more than 3000 lane kilometres per year to bring the network back to an efficiently maintainable standard. Throughout 2024 we are developing the new model and the contract form (the Integrated Delivery Contract) that will give life to our vision.

All existing NOCs will continue until procurement takes place, with contract extensions enabled in line with our procurement plan for the IDM. This will ensure we have consistency of delivery now while we develop the right model for the future.

The team delivering the IDM can be contacted via IDM@nzta.govt.nz

### Recent Updates

The recently confirmed GPS has outlined the investment the government is putting into road maintenance, particularly road renewals

*Cont....*

# New Zealand

(over $2 billion for 2024–27), and clear expectations around delivery and value for money outcomes from NZTA.

Initially we anticipated rolling out the IDM at the start of the 2025/26 construction season (October 2026). Since then, we have considered this approach, and determined that a split approach will work best to ensure continuity of delivery during this transition.

All expiring NOCs will be procured through 2025. If the procurement process results in the existing network contract holder being selected as the supplier for the main IDC for the same network, we will transition them across by October 2025, as originally planned.

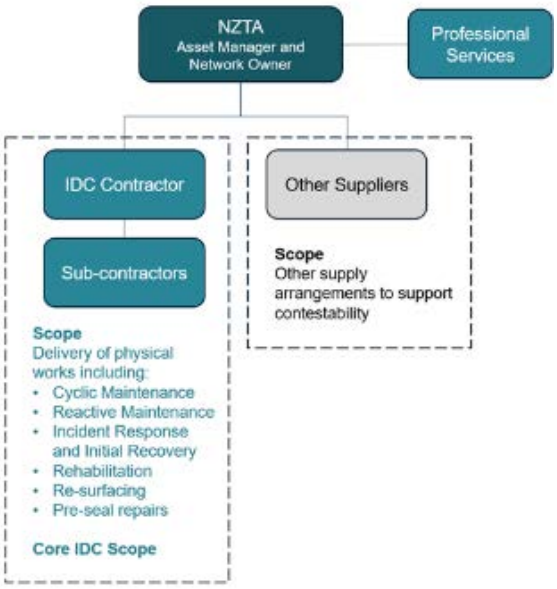
For networks where the procurement process results in a new supplier taking over the main contract the transition will take place by March 2026 - in other words, at the end of the 2025/26 renewal season.

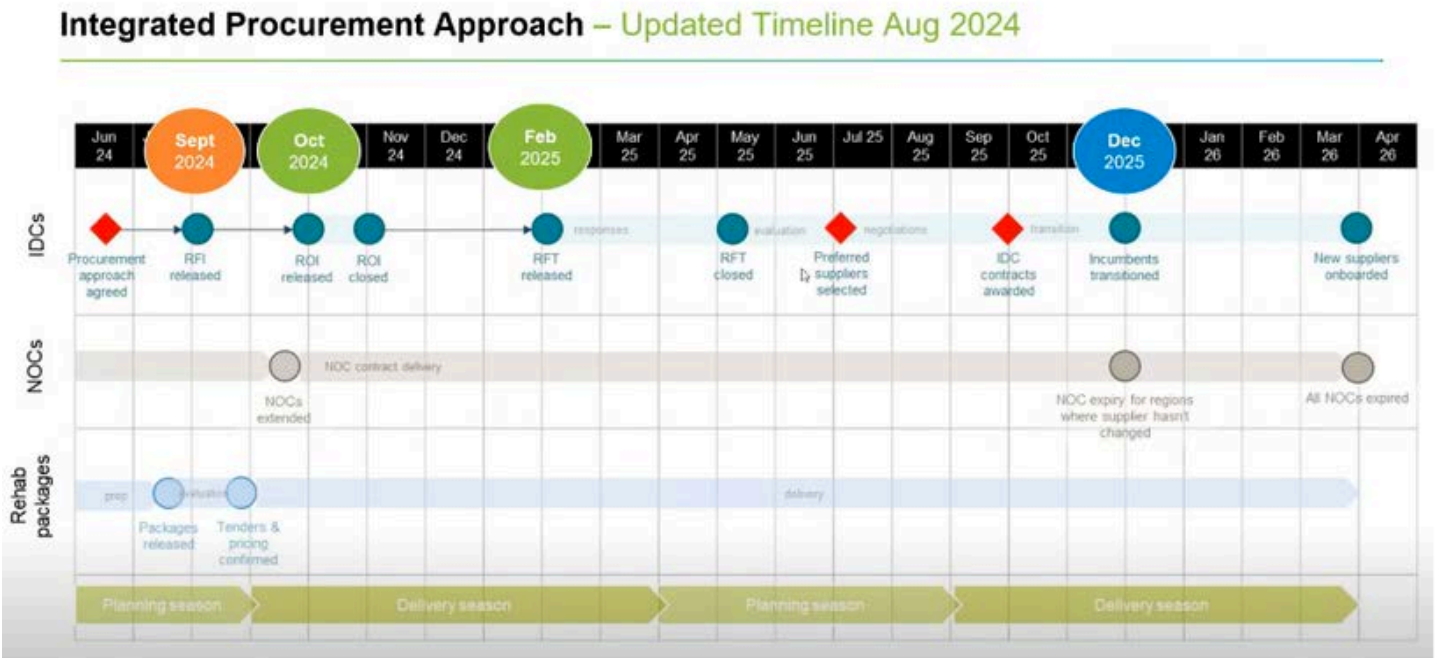
For up to date information please visit our website.

## IDM versus IDC

The Integrated Delivery Model (IDM) refers to the portfolio approach to delivering works through a single model, whereas the Integrated Delivery Contract (IDC) refers to the specific contract that will deliver the majority of the physical works requirements.

As the image shows, the IDC contractor may choose to sub-contract works, as happens under the NOC model. This 'core scope' will look familiar to those working in the NOC environment.



# New Zealand

## Artificial intelligence in construction

*Brendan Cash (Partner) and Miles Rout (Law Graduate) in Dentons' Major Projects and Construction team.*

As artificial intelligence technologies such as generative AI and machine learning continue to develop, and products integrating these technologies appear in the market, the pressure to adopt them is increasing.

Whether the hype around AI will be justified in the long term, there is no question that it is being used, and that its use is likely to increase over time. The construction industry is no exception to this trend. AI technologies are being investigated and used in a wide variety of areas, from the worksite, with the use of autonomous technologies (including drones), to the office, where generative AI tools are helping workers to write and manage documents.

But, as promising as these technologies are, care needs to be taken.

There are a number of legal and ethical challenges that need to be considered before using AI tools.

One big concern is just who is responsible when things go wrong. As AI systems tackle increasingly sophisticated tasks, the breadth of the AI risk-domain expands. For example, if a drone hits something or someone and causes damage or injury, who can be held responsible. Is it the manufacturer that should be held responsible? The operator?

The risk of a 'blame game' is high. But even beyond that, uncertainty about who is responsible creates the potential for these risks not to be properly managed if everyone assumes that it's someone else's job.

Our Health and Safety at Work Act 2015 creates another reason to be cautious about using AI-based technology anywhere there is the potential to cause risks to health and safety. The Act puts a large part of the responsibility for ensuring that worksites are safe on to you, the contractor.

You should, accordingly, be wary about adopting any technology if you aren't confident you understand what risks it poses and how they can be managed.

### Data ownership

Another set of issues arises around data. There are privacy, confidentiality, and intellectual property concerns with the use of any AI tools.

Do you have the right to use AI tools with the data and documents you have? Do you have all the rights you need to the outputs of those tools? There is also the matter of privacy and confidentiality.

There are potential legal and ethical risks associated with providing sensitive information to AI tools – especially given that the developers of most public AI tools are open about the fact that they use the information you provide to them as training data, which can end up being regurgitated by the AI tool to other users later – outside your organisation.

### Reliability

A big AI buzzword at the moment is "hallucination". This refers to when generative AI tools basically make things up.

*Cont....*

# New Zealand

The general awareness of this phenomenon is increasing: ChatGPT now includes a label at the bottom of each page that says “ChatGPT can make mistakes. Check important info” and Microsoft CoPilot says “AI-generated content may be incorrect” after every response.

You need to be particularly careful in New Zealand given the prevalence of overseas sources online – where these AI tools’ training data largely comes from. There has long been a risk of looking something up on the web and getting incorrect information, but it is easier to mitigate with web searches because you can check where the results are coming from i.e. just how authoritative is the source? Is it from this country? That isn’t easy to confirm with artificial intelligence; even ensuring that your prompt contains references to New Zealand doesn’t guarantee that the results will refer to our rules or be appropriate to our conditions. The result is that whatever you do with generative AI, the results need to be carefully checked by a human being.

There is also a commercial risk to relying on AI tools at this early stage in their development: it is likely that many of them will disappear. With any emerging technology there will be more misses than hits.

You may want to think twice before making your business reliant on cutting-edge technology from brand new startups.

**Ethical concerns**

One of the big problems with artificial intelligence systems today is that they are largely opaque.

Nobody, not even AI experts, can really tell why they give the answers that they do. “Explainable AI” is an open research problem in computer science.

This raises an issue: should you use AI systems to analyse or make decisions if you can’t explain the analysis or why those decisions were made?

For example, can an engineer legitimately use AI tools to help to resolve extension of time and variation claims if the engineer cannot explain to the principal or the contractor why the final result is the way that it is? To explain further, it is difficult to ensure that AI tools are taking into account only the relevant factors and not irrelevant factors – like the names of the individuals involved. There are documented cases of AI tools giving different scores to CVs that are identical except for the names of the individuals on them.

Even putting aside those extreme examples, the working and reasoning behind a report or decision is often as important as the final result. It doesn’t matter how quickly AI can be used to produce a report or make a decision if it can’t produce convincing reasons for its conclusions.

**Conclusion**

AI will undoubtedly have a significant impact on the construction industry. But it is important to stay measured and to be careful in adopting technology you do not understand, made by companies you do not recognise, using data the provenance of which you do not know.

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# New Zealand

## Building roads for 120km/h speed limits will cost more, Government warned

NZ Transport Agency Waka Kotahi has warned roads with 120km/h speed limits would be more expensive to build and require new safety and engineering standards.

The Government is pushing ahead with a new speed limit rule to enable motorists to travel 110km/h on new and existing "roads of national significance" where they are built to a high safety standard.

During public consultation on this, the Government also sought feedback on what people thought of a higher 120km/h speed limit on new roads. There are no existing state highways in New Zealand built to accommodate this limit.

Transport Minister Simeon Brown told the Herald that of the 4874 submissions received, just over half supported enabling the 120km/h speed limit and just under a third opposed it.

Many places across the world have speed limits on motorways that are 120km/h or more, Brown said.

"For example, according to the European Commission, the most common default speed limit on motorways across the European Union is 130km/h. This limit exists in 14 out of 27 countries within the EU."

Brown received advice in June from NZ Transport Agency Waka Kotahi (NZTA) about what it would have to consider as the road controlling authority for motorists to travel at 120km/h. This advice has been released to the Herald under the Official Information Act.

NZTA said current safety and engineering standards do not cover 120km/h speed limits and noted the maximum speed for motorway design in Australia was 110km/h.

This meant new safety standards would need to be prepared.

NZTA said roads would generally cost more to construct to support the 120km/h limit because they would need to be straighter, flatter and have wider shoulders for visibility.

More earthworks would be required on the crest of hills and wider spacing for interchanges, the advice said.

Safety issues were also identified.

"Increased speed reduces the width of a driver's visual field and peripheral vision, significantly compromising their ability to recognise hazards and increases the distance travelled to react to that hazard at higher speeds," NZTA said.

"Reduced ability of road users to judge vehicle speed and time before a crash and less opportunity for other road users to avoid a crash, increases likelihood of crashes."

Safety barrier systems were currently only tested up to 100km/h with a 10-tonne vehicle for wire rope and 90km/h with a 36-tonne truck for concrete, NZTA said.

There are barrier systems internationally that can support higher road speeds but there are currently none in New Zealand.

Energy in crashes increased by 20 percent over 100km/h and 44 percent over 110km/h, the advice said.

*Cont...*

# New Zealand

AA road safety spokesman Dylan Thomsen said it would be a significant task to change current standards to accommodate a 120km/h speed limit.

"There are a huge amount of rules and engineering detail about what is required for different types of roads and it would be a big thing in our view to look at putting together new standards for what you would need to build to.

"There are none in Australia or New Zealand at this point so it would be a completely new category."

There was not a universal design standard for speed limits, Thomsen said.

However, highways constructed in New Zealand recently have been built to the same 110km/h engineering standard applied in many countries, he said.

For example, Kāpiti Expressway, which opened in 2017, currently has a 100km/h speed limit despite it being built to a standard that can accommodate 110km/h.

Last week the Government announced the limit would be lifted to 110km/h by the end of November.

Consultation has now also started on 110km/h speed limits for the Northern Gateway Toll Road, Pūhoi to Warkworth and the Christchurch Southern Motorway.

Brown said if the 120km/h limit was enabled for new roads, NZTA would be responsible for ensuring there was a standard to support it and one that could be delivered cost-effectively.

"As Minister of Transport, I want to enable people and freight to get to where they want to go quickly and safely.

The roads of national significance projects, which began under the National Government in 2009, are some of the safest roads ever built in New Zealand."

Brown said he was finalising the Government's new speed rule to reverse Labour's "blanket speed limit reductions" and enable 110km/h speeds on roads of national significance from the day they opened.

No decisions have yet been made about increasing speed limits to 120km/h, Brown said.

Thomsen said the Government should focus on the standards New Zealand already has.

"Especially at a time when our transport budget is stretched and we need to put significant investment into upgrading and maintaining the road network that we've already got in the country.

"We think it would be better to focus more on work that's going to have highways at 100km/h or 110km/h limits rather than spending more to have a few stretches at 120km/h."

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# New Zealand

## Concerns raised over proposed speed limit changes

A group of local and international road safety experts, academics and health professionals have penned an open letter to the Government over its proposed moves to reverse speed limit reductions, saying it will result in lost lives if it proceeds.

The letter, headed by the Global Road Safety Partnership, is addressed to the Prime Minister Christopher Luxon and Minister of Transport Simeon Brown.

Non-profit Global Road Safety Partnership is based in Geneva and was created in 1999 in an attempt to minimise the lives lost or altered due to road accidents. The letter is co-signed by 46 New Zealanders, and 51 people from overseas, including Australia, the UK, Sweden, Hong Kong and the Netherlands.

The letter is in response to the Government's draft Speed Rule that would reverse the previous Government's move to reduce speed limits. It also aimed to ensure that when speed limits were set, "economic impacts - including travel times - and the views of road users and local communities are taken into account, alongside safety", according to a statement from Brown in March.

The letter warns raising speed limits would lead to more fatalities and severe, life-altering injuries on New Zealand roads, and disputes claims that higher speed limits will yield economic benefits, saying the assertion is flawed and unsupported by credible evidence.

Co-author, the University of Canterbury's Simon Kingham told 1News the letter was a "last ditch" attempt to persuade the Government not to proceed with the rule change.

He said it was a message from experts locally and around the world to say "this is madness".

"All the experts are saying 'this is a really bad idea' and it's inconsistent with what's happening in the rest of the world, it's against all science and evidence, please don't implement it, it's a bad policy."

Kingham was formerly the Ministry of Transport's chief science adviser from 2018 to May this year. The role has a six-year term.

He said lower speed limits were not about a "Nanny State" but rather what was safe and what reduced the chances of death and serious injury on the roads.

Those deaths and serious injuries also had a cost, he said, and when an economic value was placed on that it "far outweighs time savings".

"Overwhelmingly you get these huge benefits from lower speed limits."

Meanwhile, he said, the worst part of raising speed limits was that "people will die".

He said deaths on the road were down 20 percent on a year ago.

There were 223 deaths on the roads from January to August last year. In the same period this year, there have been 179.

"That's a huge saving, these are people's lives.

"People will die - without a shadow of a doubt - if you implement this. The benefits are negligible.

*Cont....*

# New Zealand

"There's nothing wrong with admitting you maybe got something wrong. Quite often Governments make a promise, they get in, they then look at the evidence and say maybe this isn't such a good policy."

He said while changes to make time-limited lower speed limits outside schools were better than not, they could be confusing for motorists and it was better practice to have a consistent 30 km/h zone outside schools.

**'A range of factors behind improving road safety on our roads'**

Asked his response to the letter and the concerns in it, Transport Minister Simeon Brown said there were "a range of factors behind improving road safety on our roads" and the Government was "deeply committed" to that.

"That's why the rule is going to actually require there to be a speed limit, a reduced speed limit outside all schools during pick-up and drop-off times because we know that's the most high-risk time for our children.

"But at the same time, we campaigned on reversing Labour's blanket speed limit reductions, and we're going to do that."

Asked what his response was to the contention people would die as a result of increasing speed limits, Brown said the highest risk times at schools were during pick up and drop off times.

"That's why we're going to ensure that all schools have a slower speed limit during those high-risk times, and that's actually about improving road safety."

He said the Government was doing other things in the transport portfolio, such as introducing oral roadside drug testing, increasing all breath testing and increasing road maintenance funding, as well as the Roads of National Significance programme.

"There's a range of factors behind road safety risks, and we need to address all of them.

"It's too simplistic to say that speed is the only factor to be focused on." He said he did not agree with Kingham that there would be fatalities as a result of the rule change.

"Ultimately, what we've been advised is there's a range of factors behind improving road safety outcomes on our roads, and that's what this government's focused on.

"It's about making sure we can enforce the law.

"You've got to have a reasonable approach to doing this.

"You've got to actually have enforcement, and you've got to focus on those high-risk behaviours, times and locations.

"It doesn't make sense to make a shift worker crawl to work at 30 kilometres per hour at 4am ... when the high-risk time is actually between 8 and 9.30[am]." He said it was also important to consider drugs, alcohol, driver inattention, road surfaces, and improving road quality, and statistics suggested that "in the last number of years, the number of deaths on roads with a speed limit of 20 to 50 - which are the roads we're talking about here - has not changed".

Road deaths on local roads between 20 km/h and 50 km/h between January 1 and September 16 in 2023 were 44 - the same number as this year to date.

# New Zealand

## New research paper puts driver licensing system under the microscope

*AA Research Foundation*

The AA Research Foundation released a study into driver licensing aiming to help address New Zealand's tragically high youth road death toll.

New Zealand drivers and motorcyclists under 25 years old are involved in more than a quarter of our fatal crashes. 18-24 year olds here are nearly three times more likely to die on the roads than young Australians.

The study, undertaken by the University of Adelaide's Centre Automotive Safety Research (CASR) for the AA Research Foundation, benchmarks New Zealand's three-stage Graduated Driver Licensing System (GDLS) against overseas schemes. It identifies a number of measures with beneficial outcomes for novice drivers that could be used to strengthen New Zealand's licensing system.

With the Government to establish its priorities for the next three years in its Road Safety Objectives Document later this year, AA Research Foundation manager Dylan Thomsen says driver licensing should be looked at as a part of this review.

"The current system is good, but it could be better with young people overrepresented in crash data," he says.

The latest Ministry of Transport figures show young drivers under 25 were involved in nearly a third - 96 of 337 – of fatal crashes in 2022. They were judged to be responsible for 82 of them.

"New Zealand could be doing more to prepare novice drivers, and we think licensing should be looked at as a key component of the upcoming road safety plan. We're not saying it needs a total overhaul, but there's no harm in looking for areas where we could do better."

"The licensing system is about making sure people are equipped with the skills and knowledge to be safe on the road and investigating potential ways to improve the scheme is a no-brainer," Dylan says.

"We know that access to supervisors and vehicles can be difficult for some, as can the cost of progressing through the licensing system, so potential changes would need to be considered from all angles. Maintaining a fair system that makes driving easily attainable to everyone needs to be balanced with an ambition to reduce road related harm and deaths."

**Some approaches to licensing overseas as highlighted in the AARF study**

(1) Extended learner period:

Several Australian states have a minimum learner's period of 12 months - double New Zealand's minimum six-month period - which gives novice drivers more time to accumulate supervised driving experience and develop safer practices.

(2) Mandatory supervised driving hours:

Several countries require learners to complete a certain number of supervised driving hours before being able to drive alone. Most Australian and US states require 50 to 120 hours (including night hours) - these help drivers gain experience under different conditions. More time behind the wheel as a learner is acknowledged to

*cont....*

# New Zealand

improve a driver's readiness for solo driving. A past Swedish study showed novice drivers with 120 hours of supervised driving experience were involved in 35 percent fewer crashes than those with 40 to 50 hours.

(3) Hazard perception test:

Hazard perception tests are a prerequisite for progressing from a learner to a restricted license in several jurisdictions. This is in use in Australia and the UK to enhance young drivers' abilities to anticipate and react to potential hazards. The tests are undertaken in a safe environment such as a simulator or using video clips.

(4) Zero blood alcohol concentration (BAC) limit until full licence:

In New Zealand only novice drivers under the age of 20 are subject to a zero BAC limit. There is a zero-alcohol limit in all Australian states for learner and restricted drivers regardless of age.

(5) Tougher penalties for traffic offenses:

In New Zealand all licence holders accumulate the same number of demerit points before losing their licence, but in Australia, novice drivers have a lower threshold and any offences stay on their record for a longer period of time. Increasing the severity of penalties for traffic violations committed by novice drivers could act as a deterrent against risky behaviours.

"This study provides a good starting point for an investigation into how our licensing system might be improved," Dylan says.

"We should be open to exploring different ideas that have the potential to produce drivers with skills and behaviours that make our roads safer."

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# Australia

## Melbourne road named Australia's worst crash hotspot

Plenty Road in Bundoora has emerged as Australia's most risky road for car crashes over the past decade, according to a new report released by insurer AAMI. The "Decade of Driving" report, covering data from Jan. 1, 2014, to Dec. 31, 2023, has revealed a concerning trend in road safety.

The report identified Plenty Road as the nation's worst crash hotspot, recording the highest frequency of accidents compared to other roads with reported crashes.

AAMI's motor claims manager, Leah James, said that similar hazardous locations exist across Australia. "The number-one crash hotspots in each state and territory are all notorious for accidents and share similar attributes of being busy major roads or main thoroughfares through industrial, educational, shopping centre precincts, or central business districts," James said.

### High-risk roads

In New South Wales, the Hume Highway in Liverpool tops the list of accident-prone roads, while Queensland's Bruce Highway in Rockhampton and Western Australia's Albany Highway in Cannington also feature prominently in the report.

In South Australia, Marion Road in Marion is deemed the worst, and in Tasmania, Sandy Bay Road in Sandy Bay is the most dangerous. The Stuart Highway in Darwin and Canberra Avenue in Fyshwick, ACT, complete the list of most risky roads in the Northern Territory and Australian Capital Territory, respectively.

### Trends in crash timing and frequency

James identified a clear pattern in crash timings, noting that afternoons, particularly during school pick-up times, are when collisions most frequently occur. "[This is] a time when roads are busy, patience is wearing thin, drivers are tired from the day and racing to get home or to their next destination," she said.

The report indicated that nose-to-tail crashes are the most common type of collision, accounting for 26 percent of all accidents. Other frequent causes include drivers failing to give way (19 percent) and parking-related incidents (17 percent). Additionally, Fridays are the most accident-prone day of the week, with 16 percent of crashes occurring, followed by Thursdays and Wednesdays.

## Supalux Paint Co transitions to SWARCO RMS

Supalux Paint Co Pty Ltd is excited to announce its rebranding, effective October 2024. This rebrand reflects the evolution of our manufacturing company into SWARCO RMS Pty Ltd, integrating it with the global expertise of the SWARCO Group. As a global specialist in the development and manufacturing of Road Marking Systems, SWARCO RMS is dedicated to improving road safety through innovative, high-performance materials and sustainable solutions designed for Australia.

**About SWARCO:**
Founded in 1969, SWARCO is a global expert in road safety and intelligent traffic management, providing high-performance road marking systems and intelligent traffic systems for the urban, interurban, parking, and public transport sectors. Operating in over 80 countries, SWARCO employs more than 5,600 professionals, generating revenues over 2 billion AUD. SWARCO's innovative products and services aim to improve road safety, sustainability, and efficiency across the globe.

# Australia

## Fatigue is the silent killer on Western Australian roads

Annually, around 20 lives are lost in crashes in which WA Police suspect fatigue is a factor. Fatigue-related road deaths and serious injuries are not restricted to rural and regional roads, nor are they restricted to people driving long distances.

When you are driving tired, you can drift in and out of sleep without knowing it. Sleep experts call this a micro-sleep and it can last three to five seconds. They are the main cause of fatigue-related crashes. A micro-sleep of five seconds at 110km/h is like travelling the length of an Aussie rules football field with your eyes closed.

The effects of fatigue when driving can be compared with drink driving. For example, driving after being awake for 17-19 hours is equivalent to driving with a blood alcohol concentration (BAC) of 0.05. Driving after being awake for 24 hours is equivalent to a BAC of 0.10.

**Don't ignore the yawning signs**
Early danger signs of fatigue include:

- wandering thoughts
- missing a gear, road sign or exit
- slowing or speeding up unintentionally
- braking too late.

If you are driving, you should get off the road if you:

- yawn
- blink more than usual
- have trouble keeping your head up
- notice your eyes closing for a moment or going out of focus
- forget driving the last few kilometres.

**Driving long distances**

Plan your journey if you are going to be driving long distances. Get at least 7.5 hours sleep the night before. You should not be driving if you feel tired. When driving, take a break every two hours and if possible, swap drivers.

**Burning the candle at both ends**

Fatigue-related road deaths and serious injuries can also be a risk for metro drivers. Shift-workers, poor sleep patterns and those balancing study-work-social commitments are all at risk of driving fatigued.

Factors increasing your risk of being involved in a sleep-related vehicle crash include:

- working a night shift
- averaging less than 7.5 hours sleep per night
- poor overall quality of sleep
- excessive daytime sleepiness
- frequent night-time driving (especially between midnight and 6am)
- use of medications that cause drowsiness
- driving after being awake for more than 15 hours
- driving for extended periods of time
- air toxic emissions from new motor vehicle interiors.

To guard against fatigue know how much sleep you need, and get it regularly.

# Australia

## Towards Zero – Road Safety Program allocated further funding in NSW

The NSW state government has announced the commitment of a further $202 million to deliver safety upgrades to the state's regional road network in efforts to continue to reduce the impact of road trauma on communities.

The funding has been allocated as part of the second round of the Towards Zero – Safer Roads Program and will support 72 different road safety projects in regional, rural and remote parts of the state.

Rural and regional road deaths account for roughly two thirds of all Australian road deaths, and the announcement comes ahead of the upcoming Australian Rural Road Safety Month.

Upgrades to improve road safety through the Towards Zero – Road Safety Program could include the widening of road shoulders and installation of safety barriers. Teletrac Navman's Chris L'Ecluse said in a recent interview with ATN that gravel road shoulders in disrepair can play a key role in drivers losing control of their vehicles.

Minister for Regional Transport and Roads Jenny Aitchison says the projects the funding will support will vary in size and scope.

"With $202 million to target and improve safety on roads in our regional areas, lives will be saved," Aitchison says.

"These upgrades will make our roads safer for all road users, locals and visitors, and this investment will go a long way towards achieving the goal of ensuring everyone gets home safely every time to their loved ones.

"The projects under this program vary in size, location and cost, but the really important thing they have in common is that they will improve the safety of the people driving on them."

The Towards Zero – Safer Roads Program is part of the NSW government's wider $2.8 billion road safety budget, which aims to support the goal of halving deaths and reducing serious road injury by 30 percent by 2030 as part of the 2026 Road Safety Action Plan.

The first round of the program delivered $41 million in funding to the prioritised planning of 27 projects and completion of a further 11 regional road safety projects.

NSW Premier Chris Minns says it's up to everyone to ensure roads remain as safe as possible.

"We ask drivers to take every precaution they can to be safe on our roads," Minns says. "It's important the government also does everything we can to make our roads as safe as possible for those travelling on them.

"Any life lost on our roads is a tragedy.

"Regional NSW is a beautiful place, whether someone is visiting for the weekend or is an engrained member of the community, we want to ensure when they get in their car they know they are safe on our state's roads."

# Australia

## Rise in Australian regional road incidents

Following a 4.9 percent increase in fatal crashes on Australian rural roads last year1, the Australian Road Safety Foundation (ARSF) has released research to help drive down the heightened risk in regional areas.

Conducted as part of the launch of this year's Rural Road Safety Month (September), the new ARSF data2 has shown that an alarming trifecta of individual attitudes towards risk, consequence and overall lack of rural road safety resilience may be fuelling fatal and serious incidents.

Despite being less populated areas, almost two thirds (64 percent) of fatalities recorded last year (811 deaths) occurred on regional roads, reaffirming the ARSF's stance that rural road safety is a cause for national concern, no matter where drivers may call home.

According to the latest ARSF research, more than 9 in 10 Australian drivers (93 percent) have used the regional, rural and remote road network within the past 12 months and a similar number (88 percent) plan to over the coming year.

Alarmingly, the ARSF's research confirmed that half of Australians (50 percent) admit to unsafe driving practices on rural roads. Nearly half (47 percent) admitted to speeding on country roads, 20 percent acknowledged driving despite feeling fatigued, and 14 percent are guilty of using a mobile phone behind the wheel.

Notably, metropolitan drivers are more likely to disregard rural road safety, with more than a third (34 percent) admitting that they are less vigilant about road safety in regional areas (compared to 24 percent of local rural drivers).

The primary reason Australian drivers are breaking laws on regional roads is that they believe it's safe (41 percent) but distraction (18 percent) and not getting caught (11 percent) are also key factors.

The ARSF research has also shed light on a lack of preparedness for regional road risks with a startling 85 percent of drivers failing to check safety guidance before road trips. Additionally, many neglect essential preparations, with 63 percent not carrying emergency supplies, 51 percent failing to plan rest stops, and 46 percent not checking the weather or planning routes.

Founder and Chair of ARSF, Russell White, said these disheartening statistics around dangerous driver attitudes, behaviour and lack of road safety resilience underscore the critical need for enhanced safety measures as we enter Rural Road Safety Month.

"We are urging all Australians to prioritise safety, especially during Rural Road Safety Month. By choosing to put safety first and undertaking simple actions, such as planning routes, taking rest breaks, and avoiding distractions, we can prevent death or serious injury on the road," White said.

"That said, our research also unveiled encouraging news for our mission to enhance road safety in regional areas by confirming the positive impact campaigns such as Rural Road Safety Month have on behaviour and attitudes," he said.

Almost half (47 percent) of Australians recognise their role as individual road users and also believe that road safety messaging and campaigns can change road safety outcomes. In fact, when it comes to improving their own individual behaviour, 8 in 10 Aussies (82 percent) say road safety messaging makes them a better road user.

# Australia

## South Australian regional roads identified for key safety upgrades

Important regional highways and roads have been identified to receive critical upgrades as part of the South Australian Government's commitment to reduce the risk of fatal and serious injuries and increase road safety.

The State Government has allocated $10 million over four years (2024-2027) to undertake regional road safety treatments including shoulder sealing, Audio Tactile Line Marking (ATLM), safety barriers and rural junction activated warning system signage.

The highways and roads to receive upgrades are:

- Southern Ports Highway and Southend Access Road junction
- Spencer Highway (Wallaroo to Moonta)
- Flinders Highway (south of Wangary to the junction at Western Approach Road)
- Goolwa Road (Mount Compass to Goolwa)
- Gorge Road (Amber Gully to Corkscrew Road)

The junction at Southern Ports Highway and Southend Access Road will be upgraded to include a left turning lane at the cost of $400,000, which will improve safety and accessibility.

Sections of the Spencer Highway between Wallaroo and Moonta will receive shoulder sealing and ATLM. Construction is expected to start in early 2025. This section of highway recorded three crashes from 2019 to 2023.

Shoulder sealing, safety barrier installation and ATLM will be undertaken on sections of the Flinders Highway from Wangary to the junction at Western Approach Road. Four crashes were recorded along this section of highway from 2019 to 2023.

Safety barriers and ATLM will be installed along sections of Goolwa Road from Mount Compass to Goolwa. There were 11 recorded crashes along this section of road from 2019 to 2023.

Safety barriers will also be installed along Gorge Road from Amber Gully to Corkscrew Road, where there were 10 recorded crashes from 2019 to 2023.

A review of regional intersections will also be undertaken to consider installation of rural junction active warning systems. These systems involve installing electronic variable speed limit signs at approaches to intersections, which are radar triggered by the presence of side road traffic, slowing traffic for a short section of road and reducing the likelihood of crashes.

This $10 million investment forms part of the State Government's $98 million road safety package – one of three being delivered under a combined $346.1 million investment in partnership with the Commonwealth Government – and the South Australian Road Safety Action Plan 2024-26.

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# Global

## Iraq-Turkey highway discussions

The new 1,200km highway connecting Iraq and Turkey will revitalise transport for the region. The respective transport ministers of Turkey, Iraq and also the United Arab Emirates and Qatar have been involved in discussions over the planned highway project.

Building a new highway between the port of Basra in Iraq with Mersin in Southern Turkey will provide an important trade route for the region. This would provide an overland transport route that would potentially rival the Suez Canal in Egypt, linking the Persian Gulf with the Mediterranean.

Financing for the project has yet to be revealed but the highway will cost as much as US$17 billion to construct.

The first phase will be completed in 2028, the second in 2033 and the third in 2050, according to a statement from Qatar's Ministry of Transport. It will create a land route and railway extending from Iraq to Turkey and its ports in order to export and import from Europe.

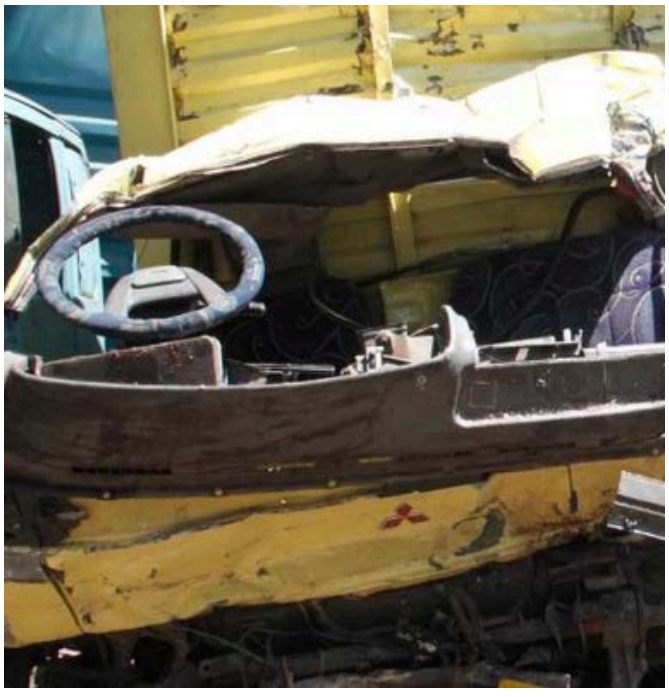
## Casualties on Africa's dangerous roads

Africa's dangerous roads have seen an increase in fatalities between 2010 and 2021. Data from the World Health Organization (WHO) shows that road deaths increased 17 percent in Africa during this period.

Around 20 percent of all road deaths in the world occur in Africa, with close to 250,000 fatalities in 2021.

Road casualty statistics for vulnerable road users such as pedestrians, cyclist and motorcyclists are particularly worrying in Africa. The WHO data shows that deaths amongst motorcyclists doubled for the 2010-2021 period compared with the previous 10 years.

A huge growth in the number of registered vehicles in Africa accounts for some of the rise in road deaths. The total number of four-wheeled vehicles on Africa's roads almost doubled between 2013 and 2021, a high percentage of which were second hand and imported from elsewhere. Meanwhile, numbers of registered two and three wheeled vehicles tripled in the same period.



# Global

## US$12.2 billion for new Indian tunnels

A US$12.2 billion budget will boost tunnel construction in India. The plans from the Ministry of Road Transport & Highways calls for 74 new tunnels to be built. These will measure 273km in total, boosting India's network of National Highways.

So far 35 new tunnels have been built in India, totalling 49km in length at a cost of $1.83 billion. A further 69 new tunnels are being built at present meanwhile and will measure a total of 134km in length when complete, with a total cost of $4.88 billion.

The Ministry of Road Transport and Highways says it has allowed firms from outside India to hold up to 51 percent shares in joint venture projects building new tunnels.

Meanwhile, a tunnel section will be included as part of the second phase of the Mumbai Coastal Road Project. Twin tubes will be built, measuring around 3.8km each. Both tubes will have three traffic lanes each and the project will include building five cross passages as well as installing ventilation systems, emergency fire control technology and sensor systems.

## Greater Manchester to trial cameras that detect distracted drivers

State-of-the-art cameras which can automatically detect drivers using mobile phones behind the wheel or not wearing a seat belt are being trialed in Greater Manchester in the UK. The new Heads Up technology from tech firm Acusensus captures footage of passing vehicles before the images are processed using AI to detect potential offending drivers.

Footage deemed to contain evidence of an offence is sent for a secondary human check to confirm that an offence has occurred. If an image shows that no offence has been committed, it is deleted immediately by the software and no further action is taken. The trial will be used by Safer Roads Greater Manchester as a traffic survey so it can understand how many drivers still choose to break the law. This will be used to refine future road safety campaigns aiming to improve compliance of mobile phone and seat belt use by drivers.

Research shows that you are four times more likely to be in a crash if you use your phone while driving and twice as likely to die in a crash if you don't wear a seat belt. Peter Boulton, Transport for Greater Manchester's (TfGM) network director for highways, said, "In Greater Manchester we know that distractions and not wearing seat belts are key factors in several road traffic collisions on our roads which have resulted in people being killed or seriously injured.

"By utilizing this state-of-the-art technology provided by Acusensus, we hope to gain a better understanding of how many drivers break the law in this way, whilst helping to reduce these dangerous driving practices and make our roads safer for everyone," he added.

Read more

# Global

## Lower speed limits in Wales mean safer roads

There has been a 26 percent drop in casualties on roads in Wales in the first quarter of 2024, after the default 20mph (30kmh) speed limit was introduced. The number of fatalities dropped by 55 percent while the number of serious casualties dropped 19 percent, according to the latest figures. Meanwhile, there has been a 27 percent drop in minor injuries.

The new lower speed limits have been controversial. Many drivers have complained about the low speeds that they are now required to drive at on many roads.

However, the improved road safety data provides a strong case for the lower limits. In addition, data from London where speed limits have also been reduced back up the case that lower speed limits reduce casualties. The data from London also shows that urban journey times are relatively unchanged in most instances, despite the lower top speeds allowed. There are also suggestions that far from increasing pollution and fuel consumption, these are also being reduced due to the fact that vehicles accelerate less to reach cruising speed at the allowed limit.


## Latin America, Caribbean, road safety concern

Poor road safety is a major concern for many of the nations of Latin America and the Caribbean. Data from the United Nations shows the scale of the problem. Annual road deaths for Latin America and the Caribbean countries total over 110,000. In addition, more than 5,000,000,000 people suffer injuries arising from road crashes.

The United Nations introduced a target of halving road deaths between 2020 and 2030. But the Caribbean and Latin American nations have fallen behind schedule in achieving this target. More work is needed to boost road safety, cutting road deaths and injuries.

Driving under the influence (DUI) of drink or drugs and speeding are the key causes of crashes for Latin America and the Caribbean. Distracted driving is another major issue.

The International Road Assessment Programme (iRAP) is a registered charity dedicated to preventing the more than 3,500 road deaths that occur every day worldwide. And according data from iRAP, global road death and injuries cost US$3.6 trillion annually, equivalent to more than 3 percent of global GDP.

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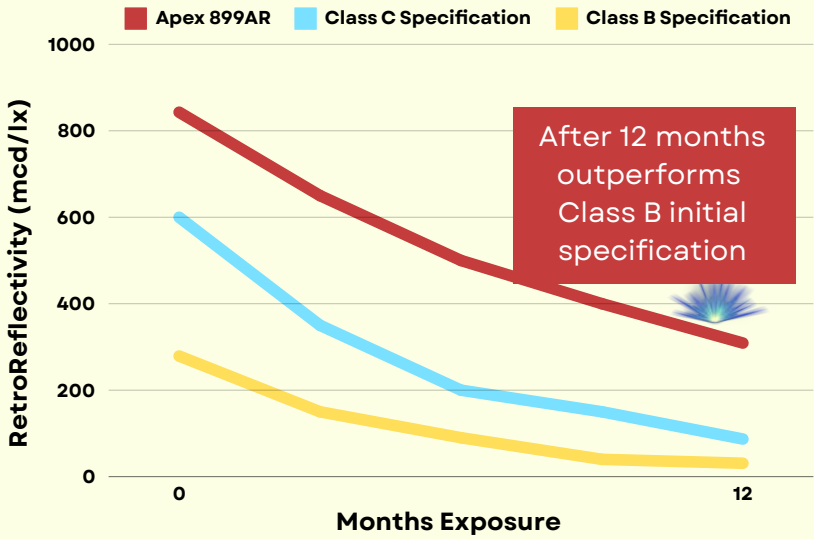



## Specify Safety. Specify Class C

# Global

**New UK-based tech trial reduces delays for drivers and cuts cost of roadworks**

New technology developed to help ease the pain of roadworks for road users and businesses in the UK saw 2,100 fewer journeys being delayed on the M6 in a two-month trial and saved an estimated £45,000 by consolidating work and enabling the cancellation of one in 28 shifts.

The time-saving technology, which was developed by Alchera Technologies, was one of three finalists in a National Highways competition launched to find new ways to improve people's experiences of roadworks.

A shortlist of 10 finalists was whittled down to three, which were then given the opportunity to trial their products in real-life situations on England's motorways and A-roads with each receiving £60,000 to take their ideas forward.

Traffic flow levels are an important aspect of planning roadworks as numbers must be at an appropriate rate to enable road crews to work safely, whilst considering the impact on road users, including freight services.

The trial of the technology developed by Cambridge-based Alchera used AI to generate the most favorable works bookings, by using accurate traffic flow predictions and balancing the trade-off between creating financial efficiencies and giving road users the most positive experience. The solution optimized traffic management, reducing road closures and saving taxpayers money.

Working with construction and engineering firm Costain, the system was successfully put to the test on the M6 between junctions 21a and 23 in the Northwest. As a result, Alchera estimates that use of the technology across all National Highways' roads could reduce the number of delayed journeys by 900,000 and save the public purse £18.2m.

The other two winners trailing their ideas as part of the National Highways competition include Robok and WordNerds.

Robok uses AI-powered computer vision technology to analyze CCTV footage offering a better understanding of both road user and roadworker behavior and helping to improve people's experiences of roadworks. This trial was supported by Balfour Beatty on the M25 J10/A3 Interchange. Robok processed over 10,000 hours of video footage and successfully enhanced hazard detection capabilities.

Meanwhile, WordNerds brought together over a quarter of a million pieces of textual customer feedback on roadworks and pulled out useful, actionable insights using AI models. Working in partnership with Costain, Kier and Balfour Beatty, the trial led to 16 major actions, from auditing signage issues to exploring EV charging options to improving communications, all based on road user comments.

National Highways executive director for major projects, Nicola Bell, said, "When we launched this competition, our goal was to find new ideas to help reduce the impact of roadworks on road users and people living near works.

"So, it's fantastic news that we are already starting to see how effective these new innovations can be both in reducing delays and costs. We know roadworks are frustrating for people but they are an essential part of keeping our roads safe and moving so anything we can do to ease the impact of these important works is to be welcomed," Bell added. The competition, run in collaboration with Connected Places Catapult, has been funded through National Highways' Designated Funds. This is ring-fenced funding dedicated to investing in and supporting initiatives that deliver lasting benefits for road users, the environment and communities across England.

# Global

## The country with the safest roads in the world

Every nation in the world is working towards lowering its road toll and improving driver safety, but some countries are having more success than others.

As of July 2024, Australia's national road toll is sitting at 761 lives lost so far this year, while the 12-month total of 1327 road deaths is up 10 percent on the year prior.

According to 2023 data, the annual rate of road fatalities in Australia is currently sitting at 4.8 deaths per 100,000 people.

Meanwhile, the United States saw an estimated 8650 road fatalities in the first three months of 2024 alone – with an annual fatality rate of roughly 12.8 deaths per 100,000 people.

So which country is leading the charge when it comes to reducing the road toll and creating safer roads for all? And what, exactly, are they doing right?

### The country with the lowest road toll in the world

A nation's road toll is typically most accurately depicted by recording the number of deaths per 100,000 population.

By that tally, Iceland has the world's safest roads – with an average fatality rate of 2.1 deaths per 100,000 people, according to the most recently available 2023 data from the European Union.

Not far behind are Norway, Switzerland and Sweden, each of which has an annual average of 2.2 fatalities per 100,000 people.

Unfortunately, Australia is a long way behind the top performers for road safety with an average fatality rate of 4.8 deaths per 100,000.

However, the list of the countries with the lowest road tolls changes when you use a different metric: fatalities per 10,000 registered vehicles.

Under that measure, Australia performs slightly better, with 0.57 fatalities per 10,000 vehicles (based on 2022 data), while Iceland still takes the top spot for having the fewest road deaths, with a fatality rate of 0.25 per 10,000 registered cars based on 2022 data.

With roughly 13,000km of main roads, Iceland doesn't have particularly stringent road legislation compared to Australia.

The minimum age to hold a driver's licence is 17, seatbelts are compulsory, handheld mobile phone use is banned and speed limits are typically 30–50km/h in populated areas, 80km/h on gravel roads in rural areas and 90km/h on paved roads, according to Visit Rejkjavik.

In 2018, Iceland also lowered its legal blood alcohol concentration (BAC) limit from 0.05 percent to 0.02 percent.

Iceland has committed to lowering the number of people killed and seriously injured by five percent per year until 2034, with a focus on promoting the use of car alternatives like public transport, cycling and walking, as well as improving infrastructure for cyclists and buses.

Unfortunately, however, even Iceland is not immune to the challenges posed by modern motoring – recording an alarming rise in fatalities in the early months of 2024 with five deaths in just 17 days.

"The last 10 years or so have seen issues ranging from mobile phone use while driving to an increase in the number of tourists, electric scooters, and more," an Icelandic Transport Authority spokesperson told local media.

*Cont....*

# Global

**The country with the highest road toll in the world**

Based on 2021 data from the World Health Organisation, the country with the highest road fatality rate in the world is Guinea in West Africa.

In Guinea, there are approximately 37.4 road deaths per 100,000 people each year. More than 5000 people died on Guinea's roads in 2021 alone.

Unfortunately, other African nations also feature prominently on the list of the world's highest road tolls, Libya also recording death rates above 30 people per 100,000, while Zimbabwe's fatality rate sits at 29.9 per 100,000.

If you remove population from the equation and focus solely on the number of road deaths, India has the highest road toll of any country in the world, with 205,894 people killed on India's roads in 2021. That's 177 times greater than Australia's 2021 road toll of 1163.

## US$1 billion to improve US road safety

A US$1 billion budget from the US Department of Transportation will help to boost road safety. A series of upgrade works will be carried out across the US aiming to reduce the high rate of deaths and serious injuries (KSIs) from road crashes.

There has been an improvement in road safety for 2024 in the US however. There were 18,720 road deaths in the US in the first six months of 2024, a drop of 3.2 percent compared to the 19,330 road deaths in the US during the first six months of 2023.

The US does not have a good record for road safety compared with other developed nations in Europe or Japan or Australia for example. Poor driver training, high levels of DUI and speeding and a lack of regular vehicle checks in many states have contributed to high crash rates. During the COVID-19 crisis when road journeys were reduced due to travel restrictions, crash rates dropped in virtually all countries in the world. But in the US, the COVID-19 crisis saw a rapid spike in DUI and speeding offences that increased road crash rates, deaths and serious injuries. Some states have particularly poor records for road safety. Texas has topped the list for DUI offences while Florida and North Carolina for example also very poor road safety standards and high levels of KSIs. New York State by contrast is amongst the US states with the best road safety standards.

A budget of $20 million is being put towards boosting safety for Chicago's North Avenue corridor. Meanwhile, $15 million will be used to upgrade 15 intersections in Savannah, Georgia.

# Global


# NZTA/NZRF T 8 and T 12

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.


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

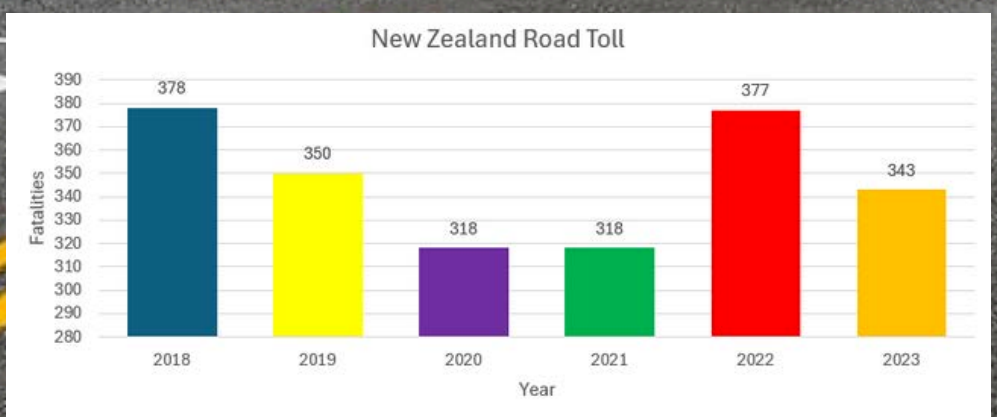

BRIAN COX – AUSTRALASIAN ROADMARKERS


TOM GRANT

# 195

01 Jan to
30 Sept 2024

# Road Toll New Zealand

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