



Transport Safety Performance Report

September 2025

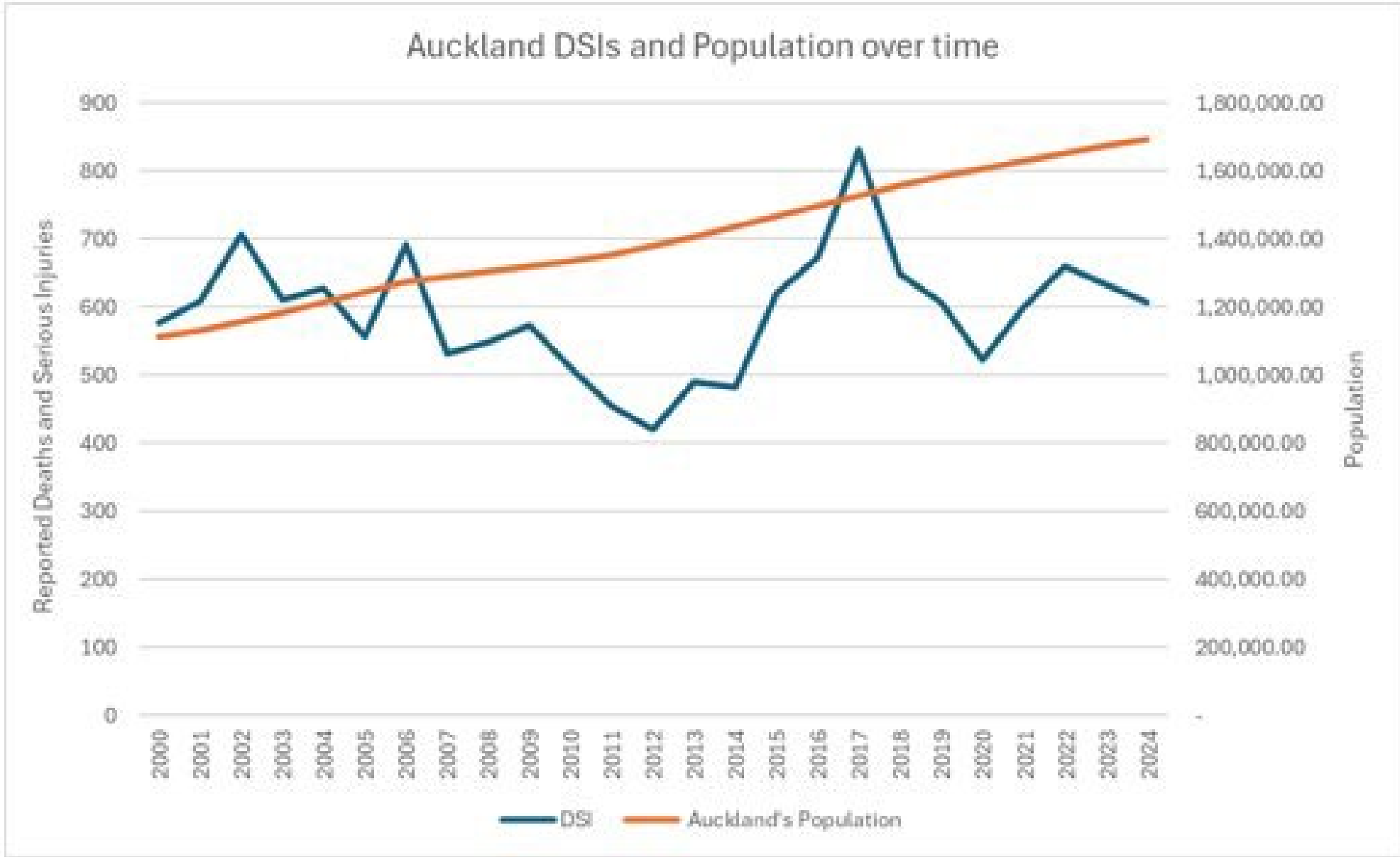


1. Executive Summary

Key progress

Road Safety Fatal Crash Reporting

- Auckland Transport (AT) receives weekly reports from the Police Serious Crash Unit. This information forms the basis of the Road Safety Engineering fatal crash reports.
- Fatal Crash Reports are only completed by AT for crashes on public local roads. State Highway reports are completed by New Zealand Transport Agency Waka Kotahi (NZTA).
- In 2025, we have had twenty fatal crash investigations in progress on local (AT) roads with twelve recommendations for safety improvements, of which two have been completed and ten remain open.



*Note this is preliminary data that will be verified once crash reports have been processed (there is a 3 month delay)

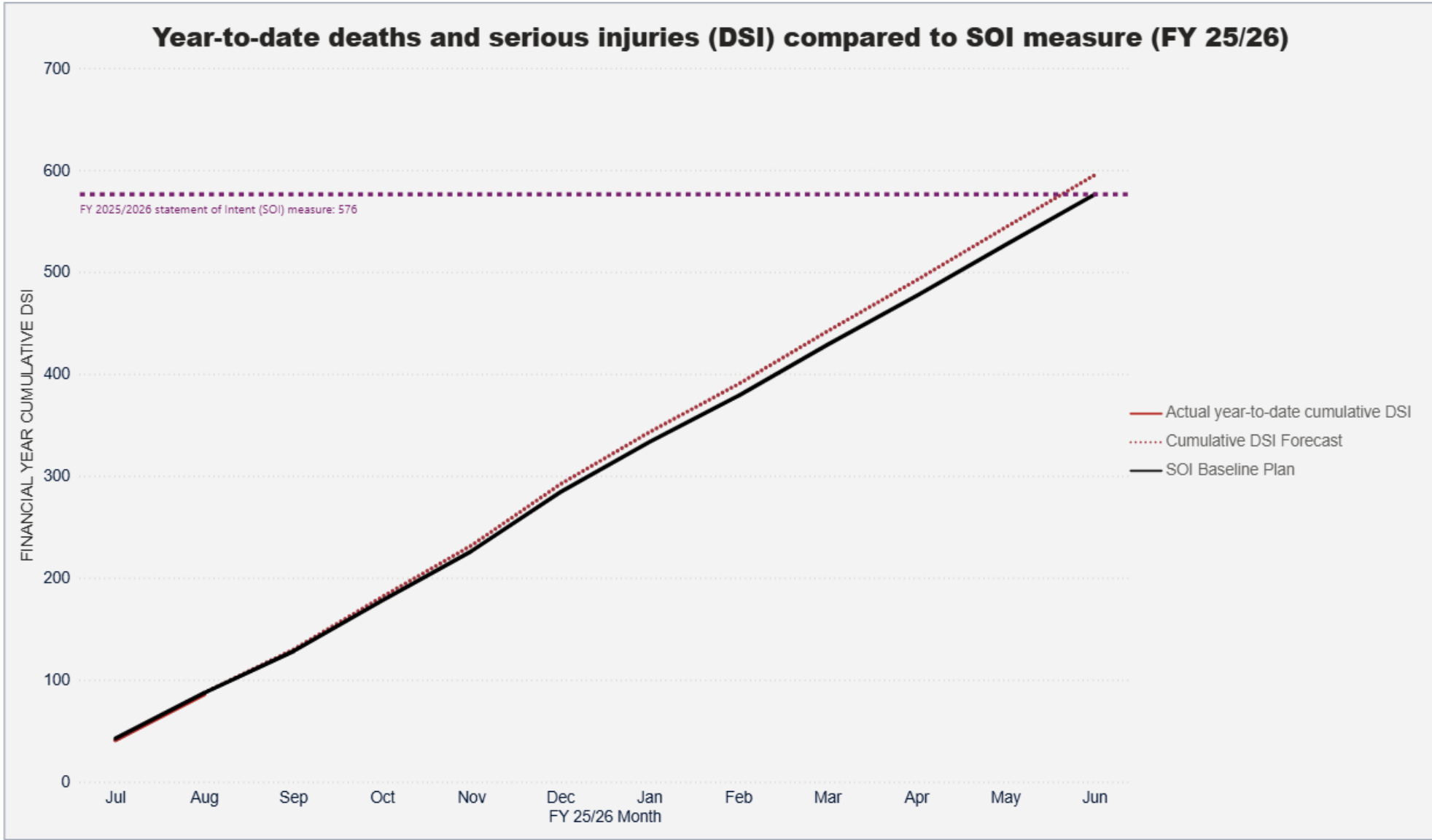
Key insights

The SOI measure for 2025/26 financial year is no more than 576 deaths and serious injuries (DSIs)

- There have been 82* provisional DSIs, five fatalities and seventy-seven serious injuries, on Tamaki Makaurau roads as at 3 September 2025.
- The previous year's measure was no more than 576, and as at 30 June 2025, we had 611* DSIs for the 2024/2025 financial year. We will report the final figure in the October report, following a three-month period to make sure that all information is entered into the Crash Analysis System (CAS).
- Despite Auckland's steadily growing population, road safety interventions have helped maintain relatively stable DSIs. This is illustrated on the previous graph.

SOI Performance tracking:

- This uses a baseline of previous five years data, plots the actual DSIs, and forecasts the performance monthly, towards meeting the measure or not by the end of each financial year.



Injury data has been sourced from the Waka Kotahi NZTA Crash Analysis System (CAS) into the Auckland Transport Safety Intelligence Tool database.

Deaths and serious injuries (DSI) reporting

Transport safety progress

Context

The Auckland Plan 2050 has a vision of a safe transport network, free from death and serious injury. Aucklanders expect to travel around their region safely.

The Government Policy Statement (GPS) on Land Transport 2024 reaffirms the government's commitment to safety, Road safety is a responsibility we all share, and improving road safety in an efficient manner is a priority for this Government.

This revised GPS provides us with opportunities to work towards the Auckland Plan 2050 outcomes by:

- Continuing the strong partnership with New Zealand Police supporting their enforcement and deployment activities.
- Advocating for the review of safety-related fines and penalties.
- Delivering fit-for-purpose safety infrastructure.
- Targeting behaviour change through our road safety education efforts.

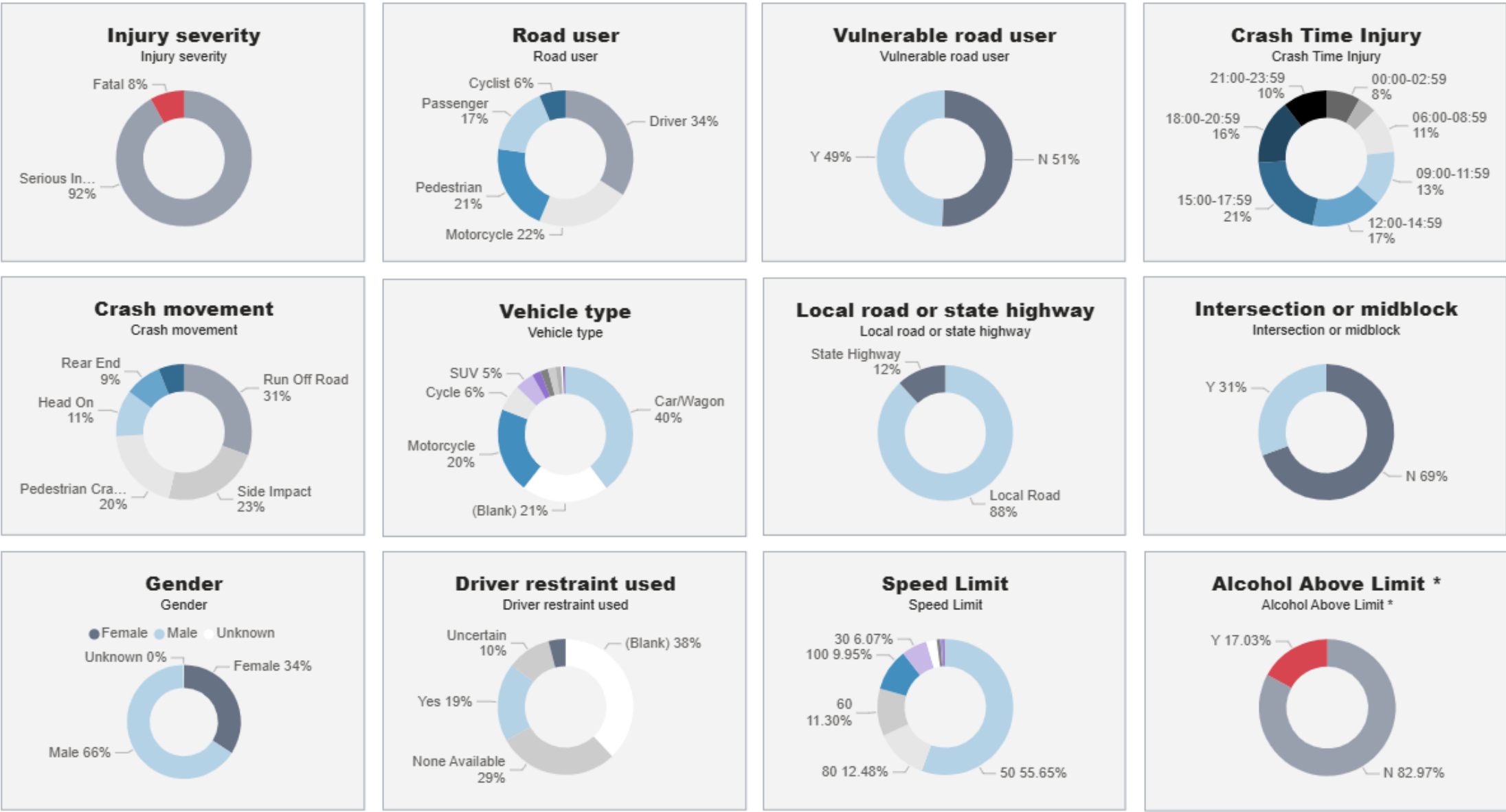
Key progress:

- Monitoring and Evaluation Tool:** This tool will support the road safety engineering programme by providing a standard method of evaluating the effectiveness of road safety interventions before and after implementation. This will be in use by the end of September.
- GIS refinement has been completed, there is additional work required to refine the tool, which is still on target for delivery September 2025.

Key insights

DSI insights over the past twelve months from August 2024 to September 2025 as at 3 September 2025

- 593 people were killed or seriously injured on all Tamaki Makaurau roads.
- Year on year, there has been a small change in fatalities, from 50 to 48, and serious injuries from 561 to 545. The overall number of DSIs has remained relatively static over the past five years.
- The majority of harm continues to happen on our local roads.
- 51% of reported deaths and serious injuries are experienced by people outside of vehicles (people walking, people cycling and motorcyclists).
- Young people between 15-24 years. They are overrepresented in deaths and serious injuries. This age group represents 13% of Auckland's population, but 25% of people killed or seriously injured.
- 69% of deaths and serious injuries are occurring at midblock locations, with 31% at intersections.



Transport safety FY24/25 critical success factors - Auckland Transport

Legend:

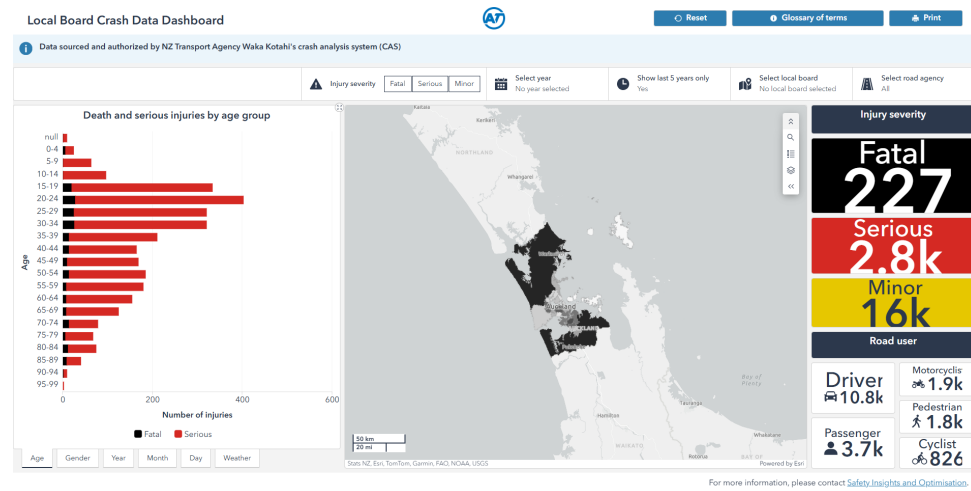
On track

On watch

Off track

Safe System

Context: The Safe System is the strategic tool used to improve the safety of the Auckland transport system. This approach acknowledges that people make mistakes and that we need to work with our partners to strengthen all parts of the system. As part of this work, we are focusing on providing relevant data and insights to inform planning and decision making.



Transport Safety dashboards

Partnership and strategy update

- The Tamaki Makaurau Road Safety Governance Group met in September to participate in the Hot Topic workshop, committing to actions to progress work on key issues impacting AT and our partners. We followed up on safety cameras and introduced what Safety Performance Indicators (SPI's) could look like for both New Zealand and the Auckland Region, and who has ownership of them. We have agreed as a leadership group to work together to create SPI's that can be measured for us and our road safety partners. AT has also committed to developing SPI's, a paper is on the agenda at the November Transport Safety Committee.
- Work has begun to develop individual local board road safety strategies. These will look at the key road safety issues for each local board and support conversations between the road safety team and local boards. They will sit alongside local road safety plans; together, they will provide a detailed picture for each board of their significant issues and projects that support the mitigation of these issues.

Insights update

- The mapping of roadside hazards with Vector power poles overlayed with deaths and serious injury crash data is in the prioritisation phase with Business Technology (BT). The preferred methodology, in light of the complexity of this work, has meant we are also including Scrim data, which will provide greater insights into our loss-of-control crashes with roadside hazards. An Information Sharing Agreement is in progress with Vector to support this work.
- We have recently completed an analysis on the Network Disruption Cost of Serious Crashes in Auckland. One of the most disruptive and unpredictable events that can have a major impact on the operation of the road network is a serious crash. This study sought to quantify the network disruption due to serious crashes for 4 case studies in Auckland. It shows that the total unexpected delay cost for a multi-vehicle motorway crash was between \$1,420,000 and \$3,500,000. The report is available here: [download Network disruption costs of serious crashes \(PDF, 315KB\)](#).
- We are developing a programme to capture qualitative data, alongside our quantitative data. This work will allow us to deep dive into our at-risk road users to understand how we can ensure the safe system supports them and their decisions. This information will strengthen our Advocacy Plan, Local Board Strategy, Community Transport, and Te Ara Haepapa Programmes.

Advocacy

Context: The Safety Advocacy Plan identifies the priority focus areas for policy and legislative changes to improve road safety outcomes across Tamaki Makaurau. These are long-term priorities which will require Central Government support and commitment to achieve.

Advocacy plan implementation update

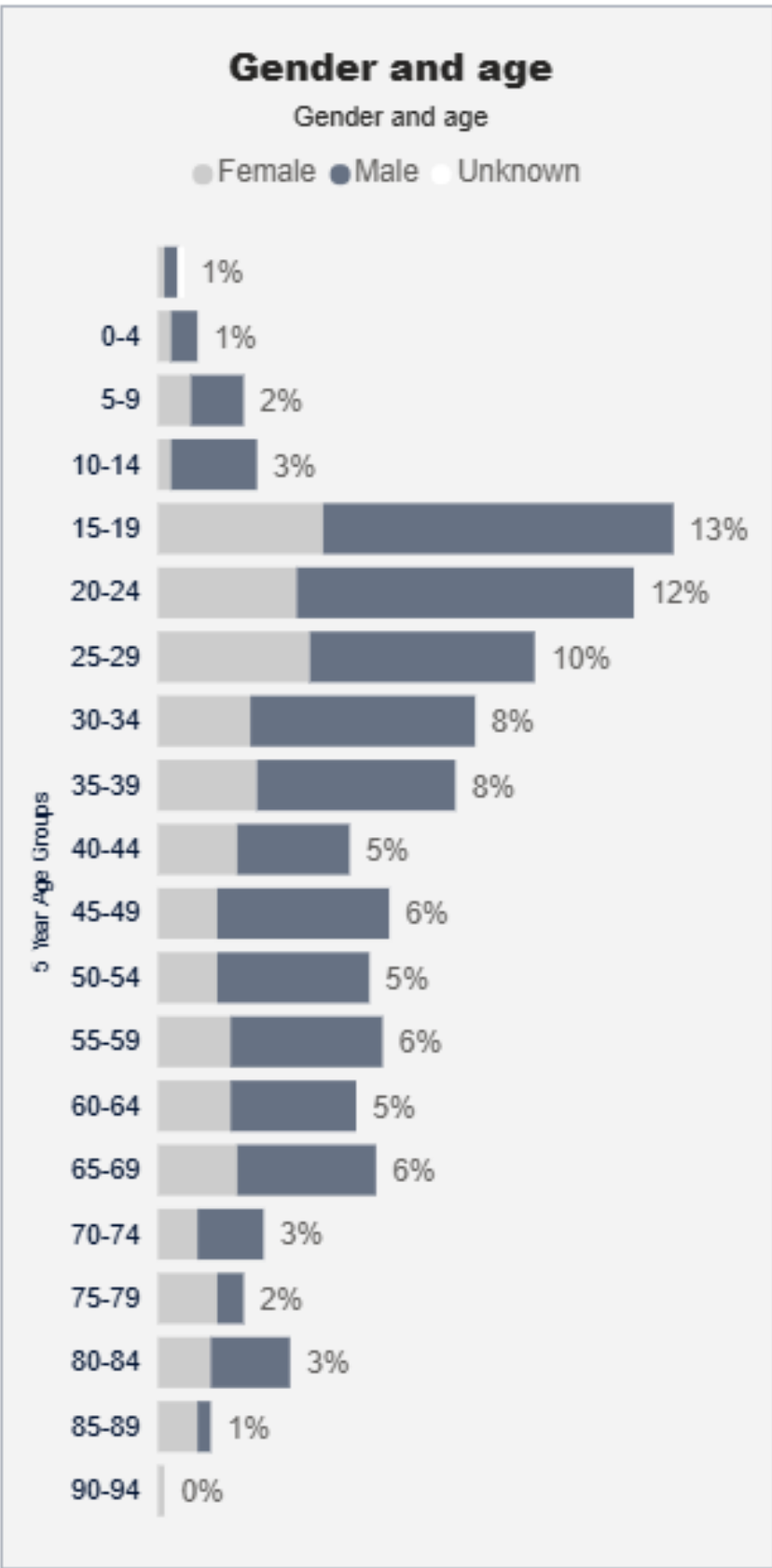
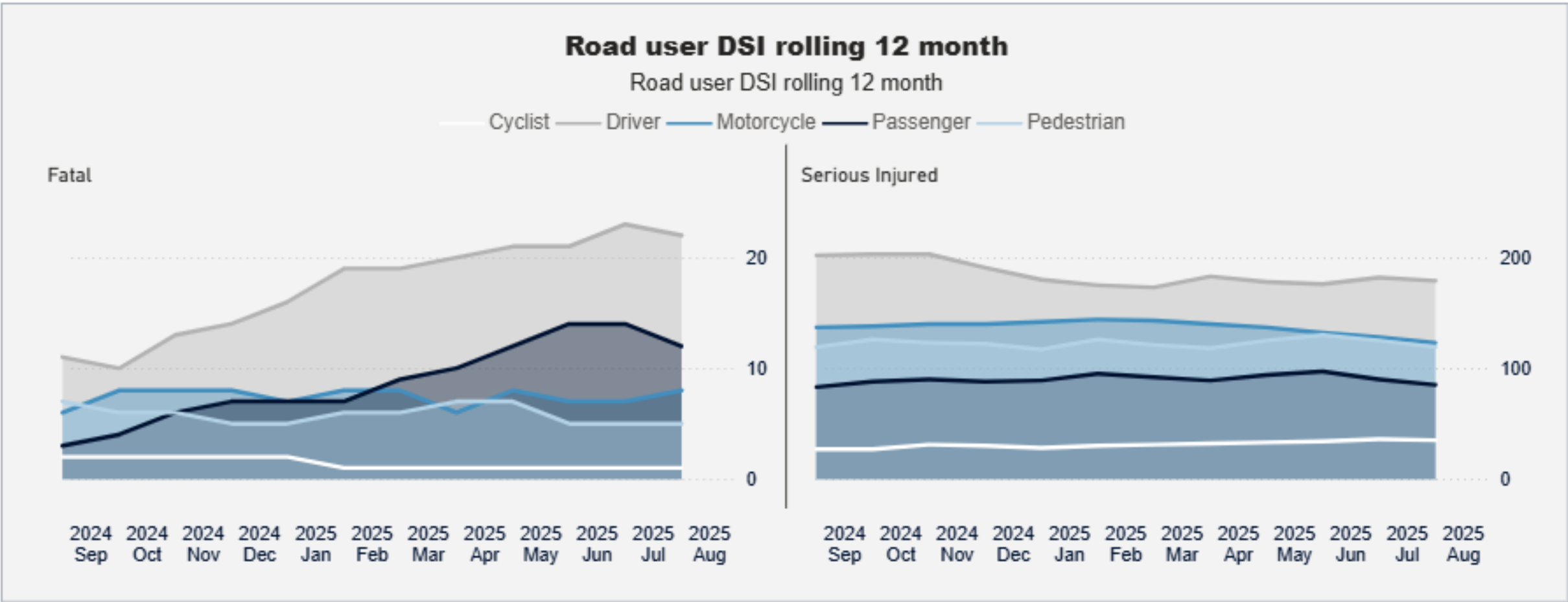
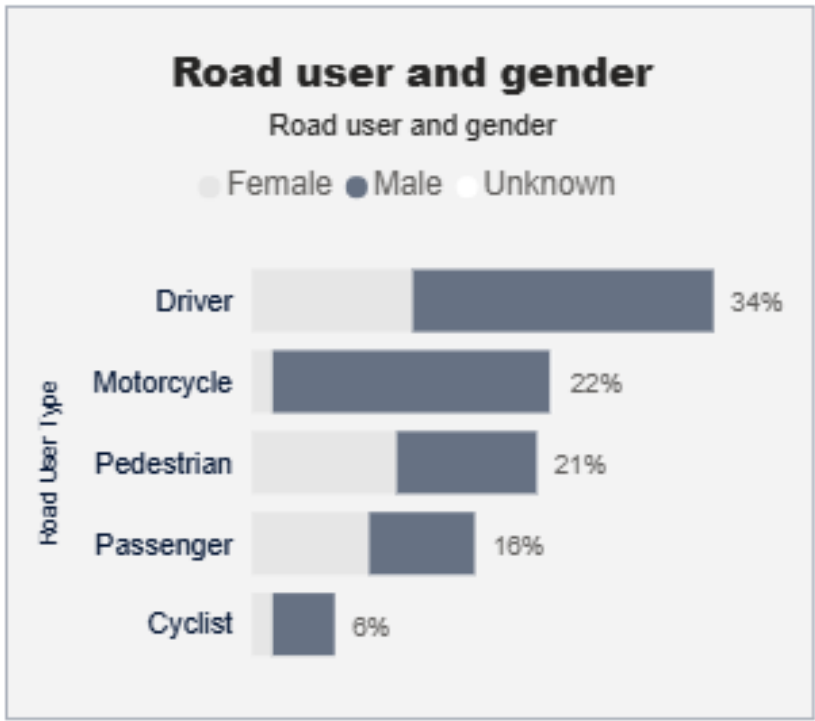
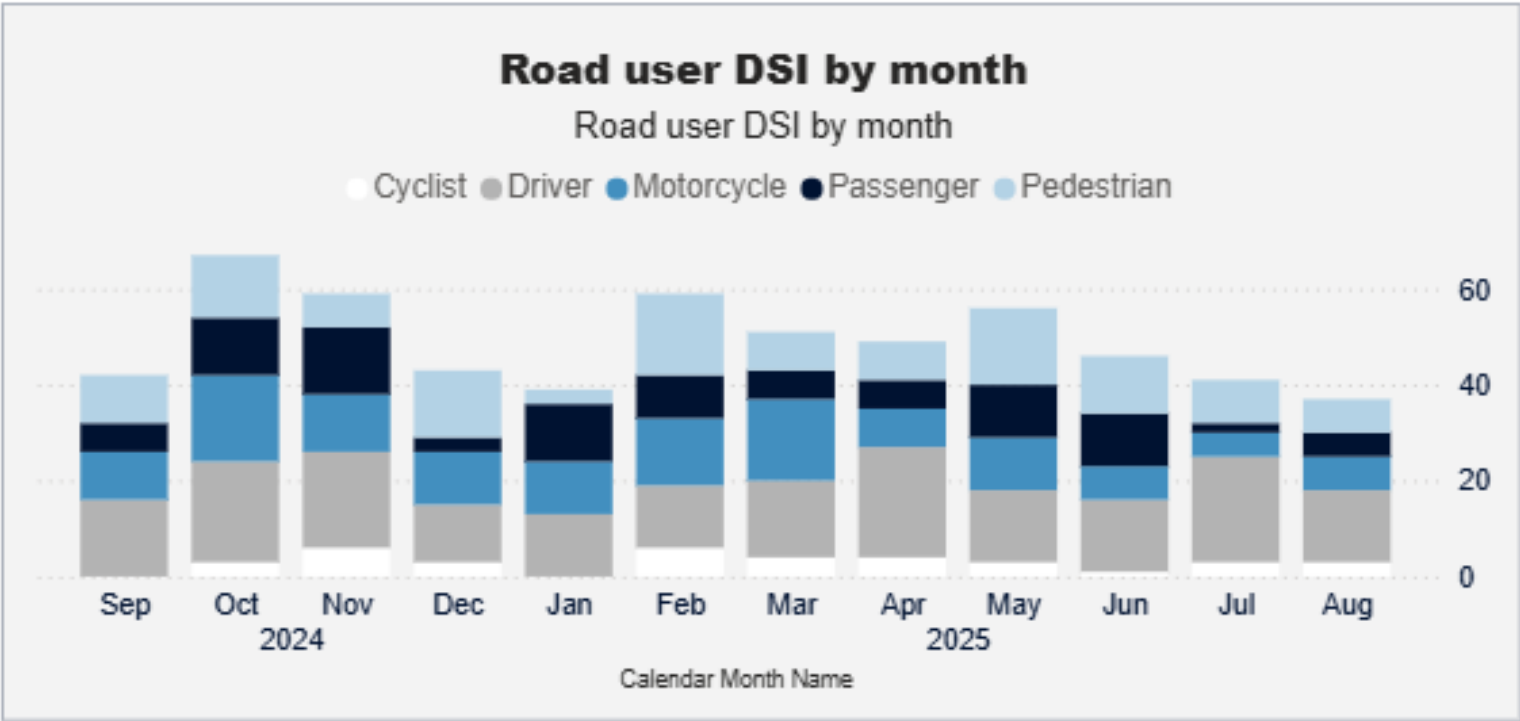
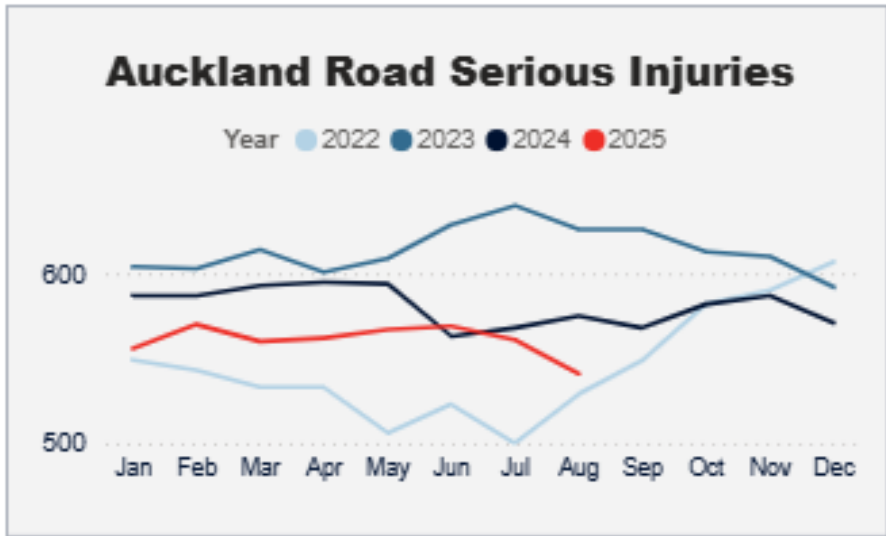
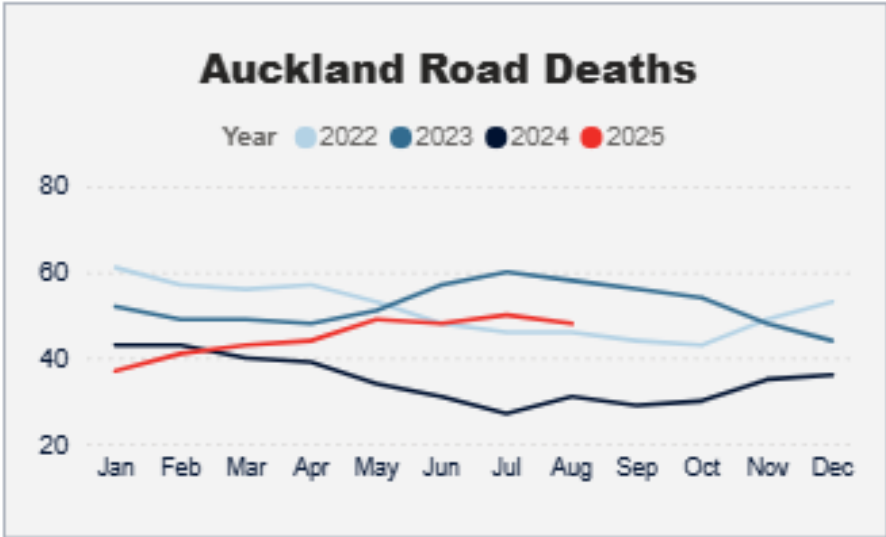
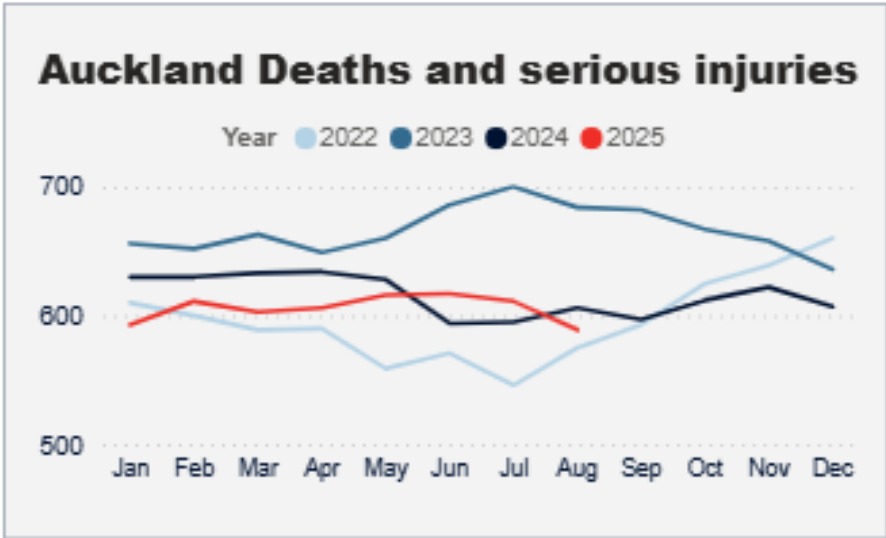
- Auckland Transport is committed to submitting feedback on key government proposals that impact the safety of road users in Auckland. In June 2025, we submitted our feedback on proposed changes to the graduated driver licensing system. The Ministry of Transport (MoT) has confirmed that the consultation period is now closed. They will analyse the submissions and advise the Minister of Transport on the consultation's outcome. The Minister plans to implement the changes by 1 July 2026. Once the final decisions are made, MoT will collaborate with NZTA on implementation and transitional arrangements.
- As part of our advocacy plan refresh, we will look at how we will continue to submit on relevant consultations and provide our partners with support for submissions they might wish to submit. An example is, fines and penalty change proposal.
- It is important that Auckland Transport stays on top of our relationships with our road safety partners. We need to keep looking at areas of mutual interest that ensure we are aligned in our advocacy. This plan is currently being updated and will be part of our wider transport safety documents.



Deaths and serious injuries (DSI) reporting

Road user DSI dashboard

Death and serious injuries from Crash Analysis System (CAS) calendar years 2022 – 2025 (provisional data)



Injury data has been sourced from the Waka Kotahi NZTA Crash Analysis System (CAS) into the Auckland Transport Safety Intelligence Tool database
Definition: People walking include people on foot, wheeled recreational devices, wheelchairs and mobility scooters

Deaths and serious injuries (DSI) reporting

Local Board DSI Dashboard

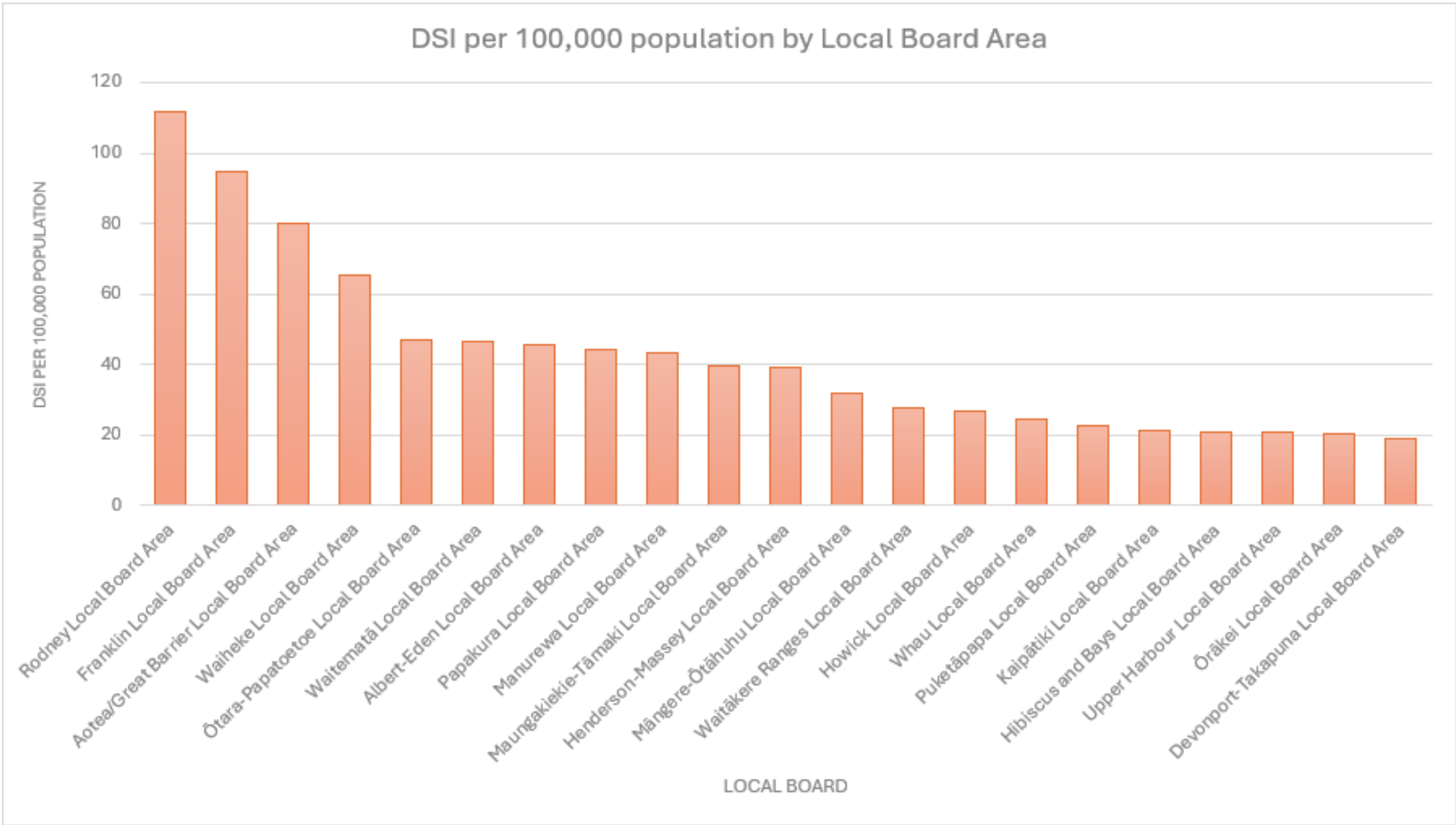
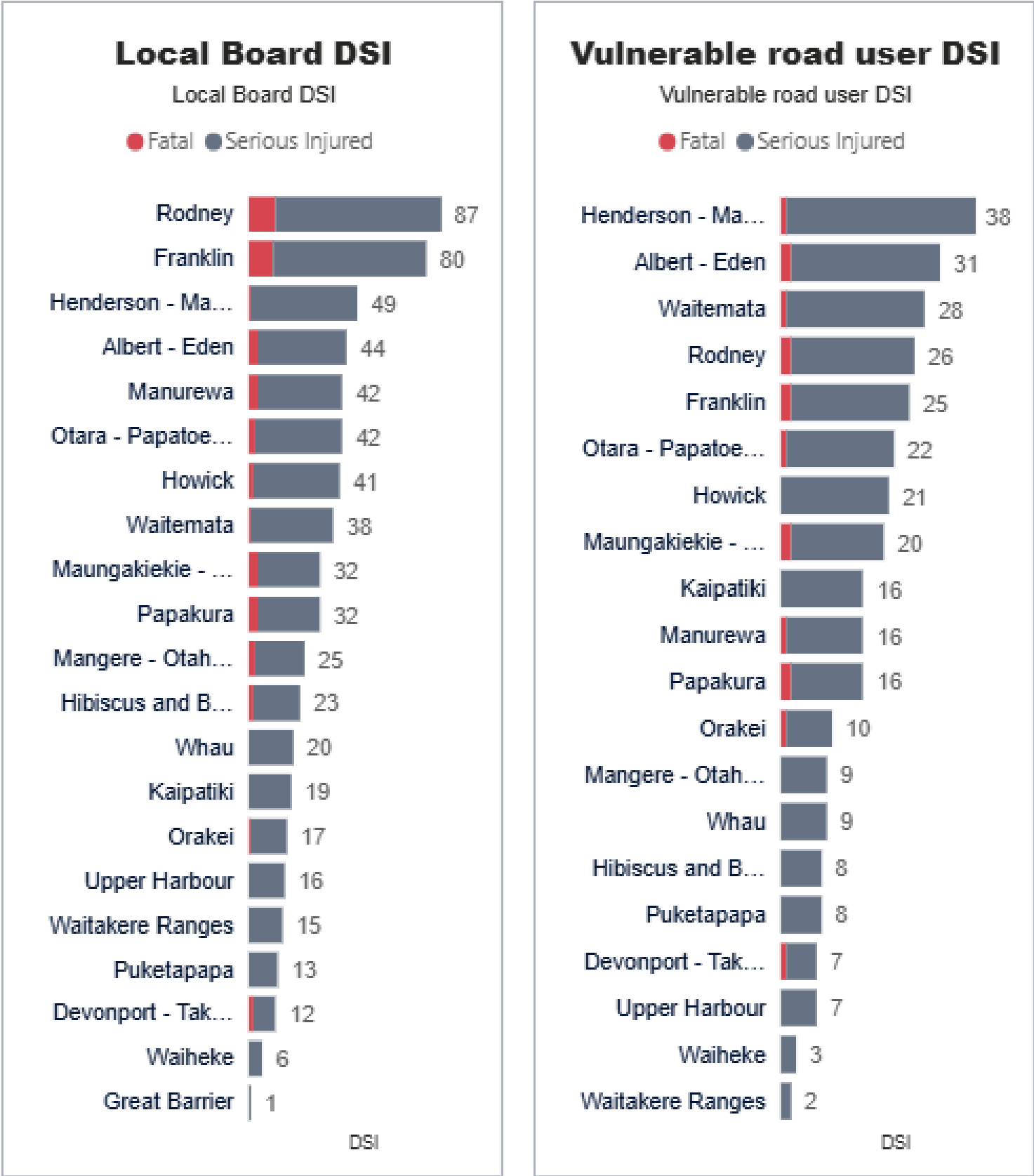
Death and serious injuries from Crash Analysis System (CAS) by Local Board area, over the past twelve months - Aug 24 to Sept 25 (provisional data)

The graphs below show the total DSIs over the past twelve months by Local Board area, and by our vulnerable road users, cyclists, pedestrians and motorcyclists. We have added a DSIs per 100,000 population by Local Board graph, to give further context to the varying population and urban/rural network each Local Board has in Tamaki Makaurau.

The Transport Safety Team are committed to working closer with our Local Boards, providing them with information to enable informed decisions about road safety issues and projects locally.

We expect to have the draft Local Board Road Safety plans available for workshops in February and March 2026, the draft plans will have in depth analysis containing quantitative and qualitative data to better understand the risks occurring in each area.

These graphs highlight the 12-month DSIs by local board, we have chosen to highlight the vulnerable road users, as this makes up around 50% of DSIs on Tamaki Makaurau roads.

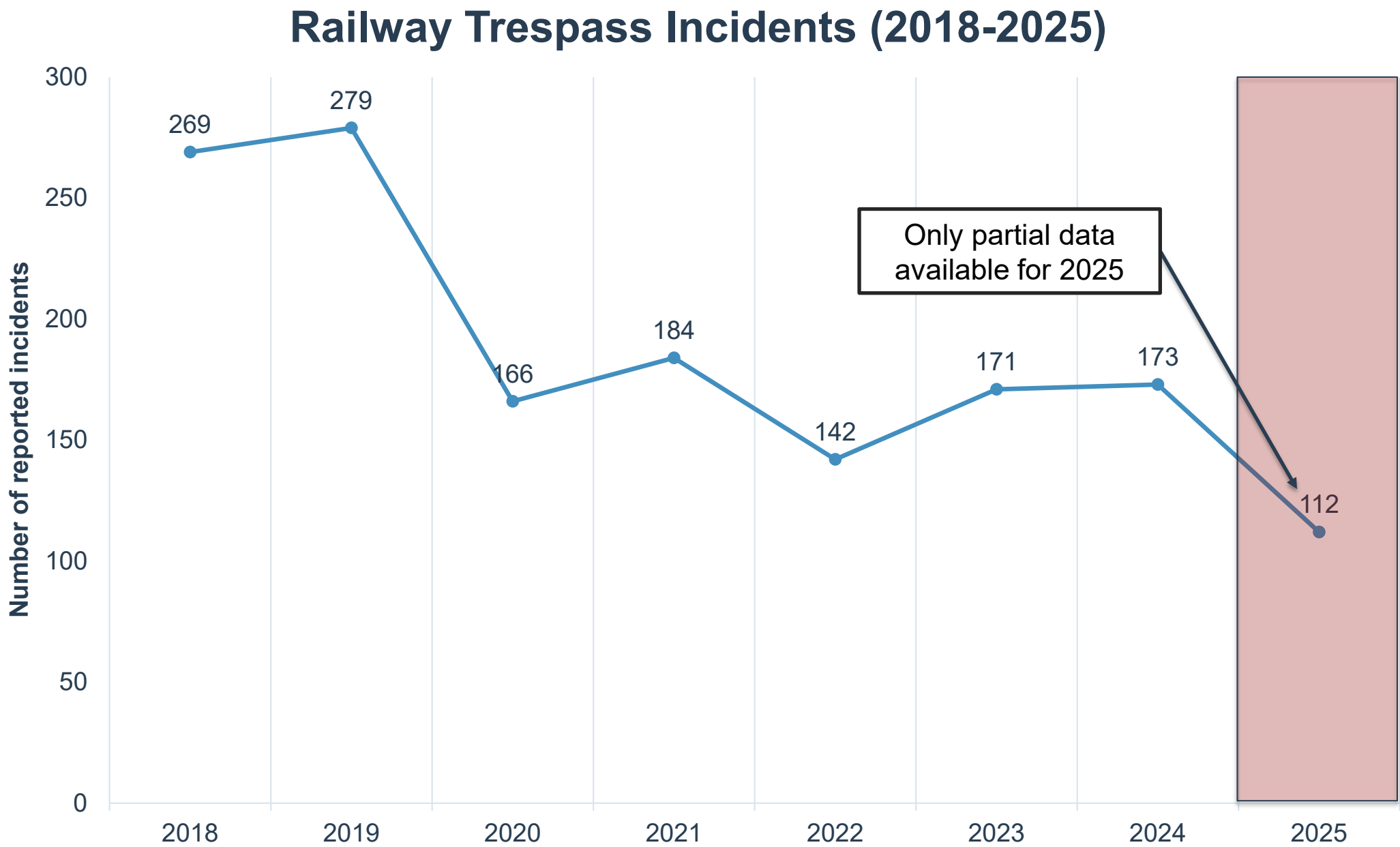


Railway incidents reporting

Railway Trespass Incidents

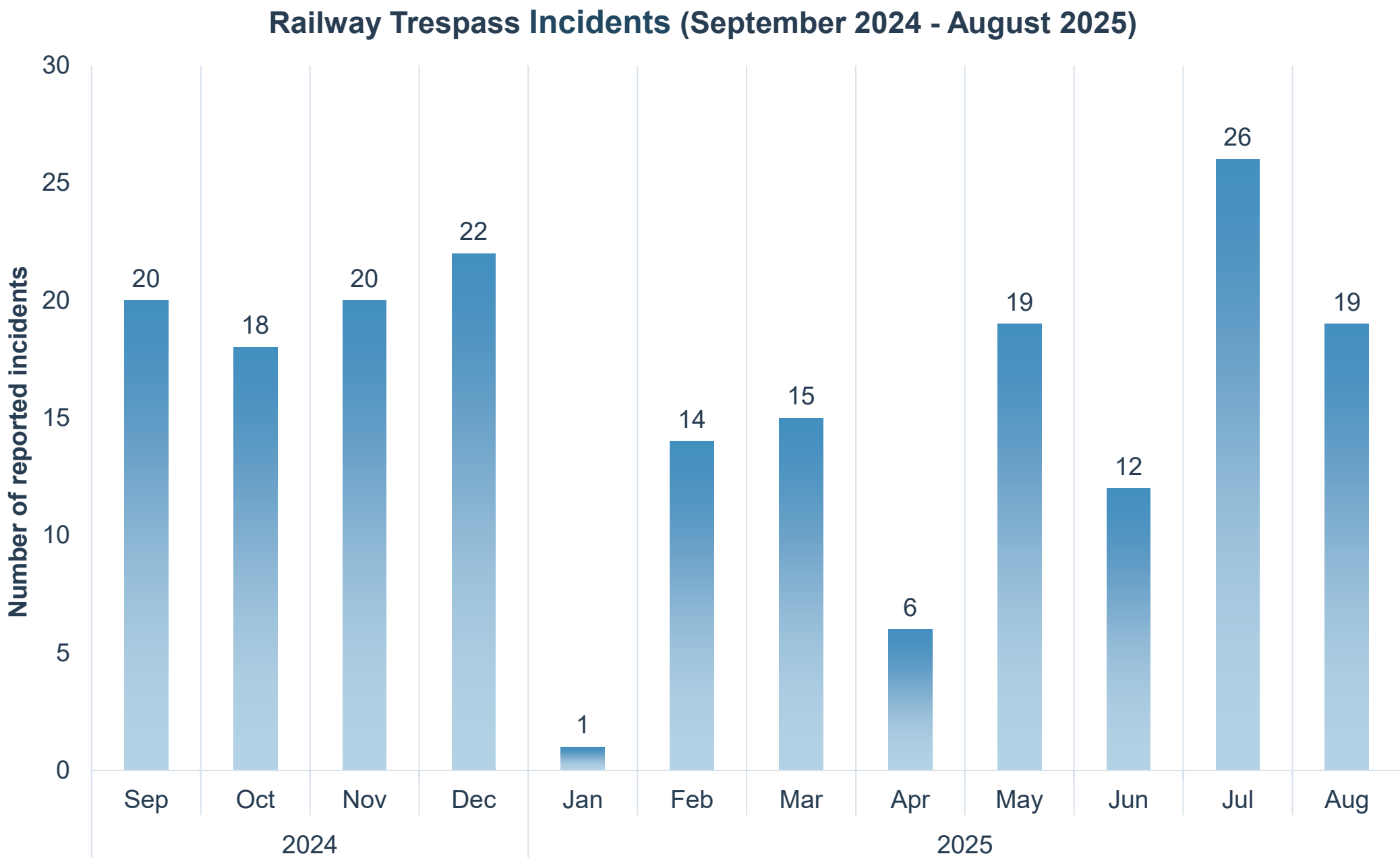
Reported Railway Trespass Incidents by year (2018- August 2025)

- Between 2018 and August 2025, a total of 1,496 trespassing incidents were recorded on the railway network. This includes 1,384 incidents reported from 2018 to 2024, and 112 incidents recorded so far in 2025. For comparison, the same period in 2024 saw 93 incidents, marking a 20% increase year-on-year.
- From January to July 2025, 76 train services were cancelled due to trespassing, up slightly from 73 cancellations during the same period in 2024.
- The operator reported a decrease in incidents from 26 in July 2025 to 19 in August 2025.
- Incident levels from 2020 to 2022 were notably lower, largely due to COVID-related restrictions, a pattern reflected across other incident categories.



Reported Railway Trespass Incidents by month (September 2024 - August 2025)

- Over the 12 months from September 2024 to August 2025, the total count reached 192, averaging 16 incidents per month.
- While historical data shows a notable downward trend from 2018 through 2024, this 12-month total exceeds the annual figures for 2020, 2021, 2022, 2023, and 2024—suggesting that trespassing cases may be rising again.
- Although monthly counts vary considerably—likely reflecting the influence of relatively small sample sizes—there is no discernible pattern indicating a consistent upward or downward trend in the graph below.
- The highest monthly count was 26 in July 2025, while the lowest was just 1 in January 2025.

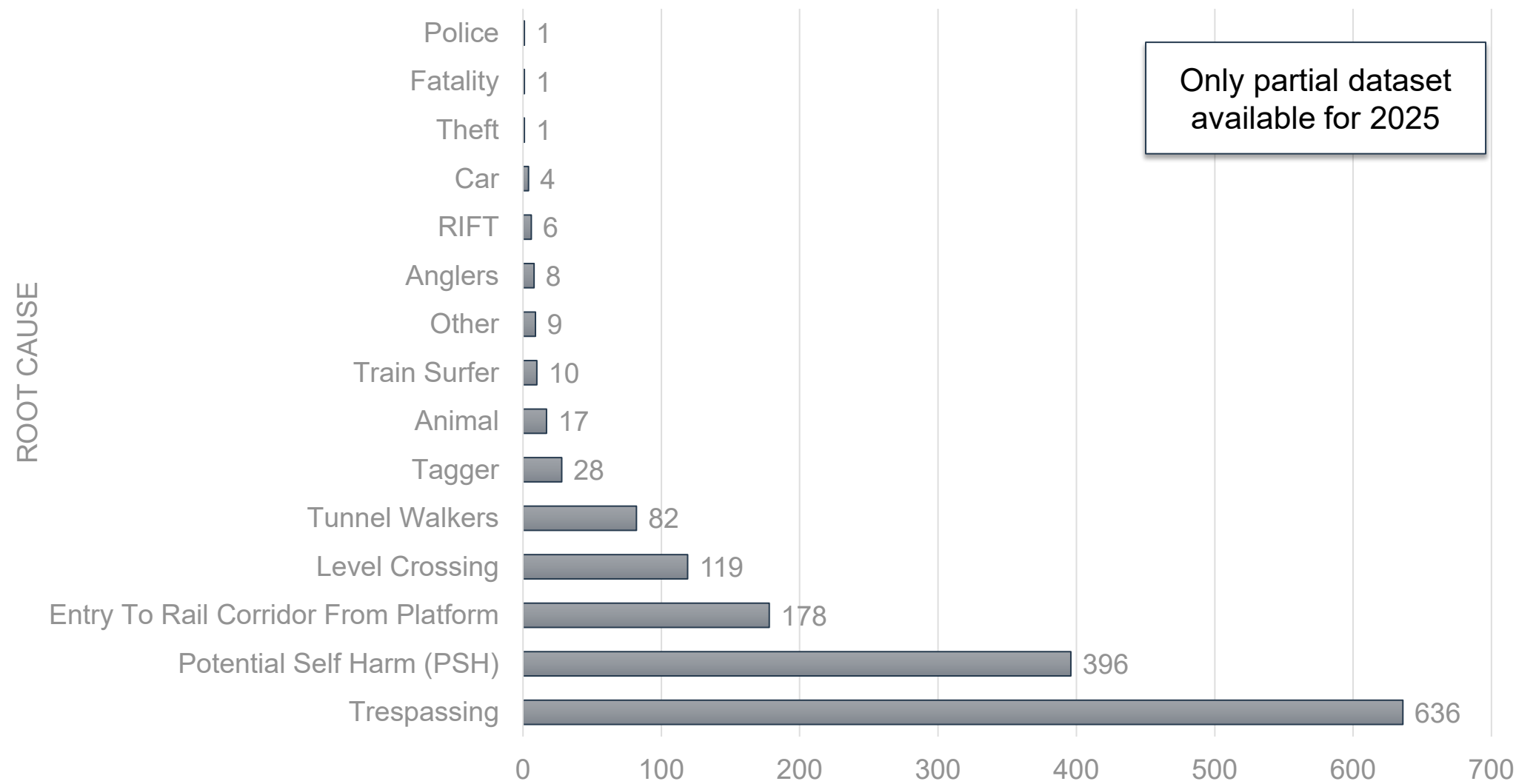


Railway incidents reporting

Railway Trespass Incidents

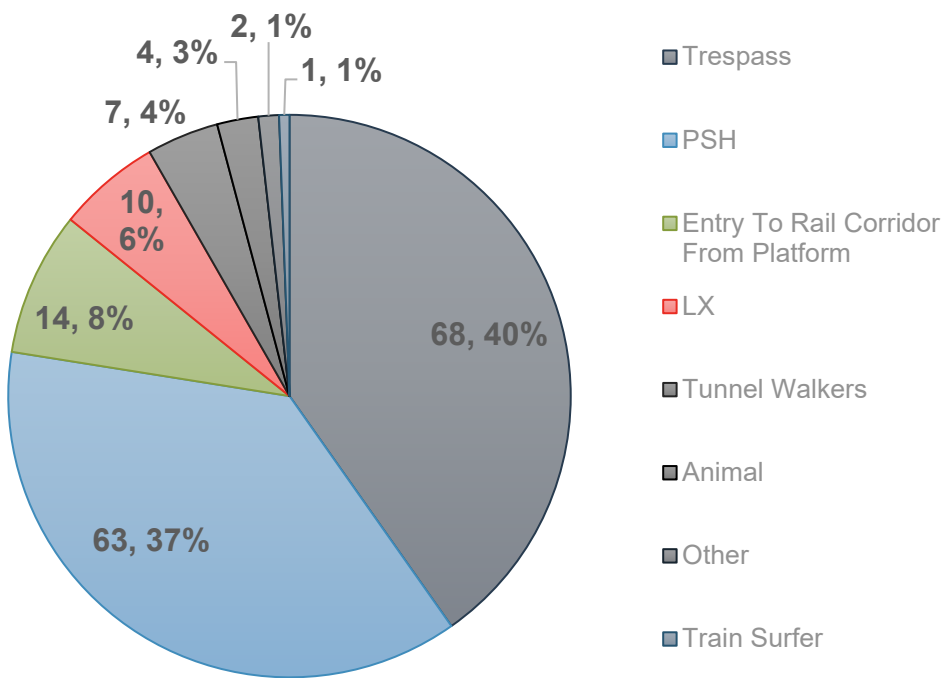
- From 2018 to 2025 (to July 2025), the three most common types of trespassing incidents on the railway network have been:
 - General trespass (60%)
 - Potential self-harm incidents (PSH) (24%)
 - Entry to rail crossings from platforms (8%)
- Together, these categories account for approximately 92% of all reported trespassing incidents during this period.
- There has also been a significant decline in train surfing incidents. In 2014 alone, there were 108 recorded cases, compared to just 10 incidents between 2018 and 2025. This reduction is largely attributed to the introduction of electric multiple units (EMUs), which have design features that discourage train surfing.

Railway Trespass Incidents (2018-2025)

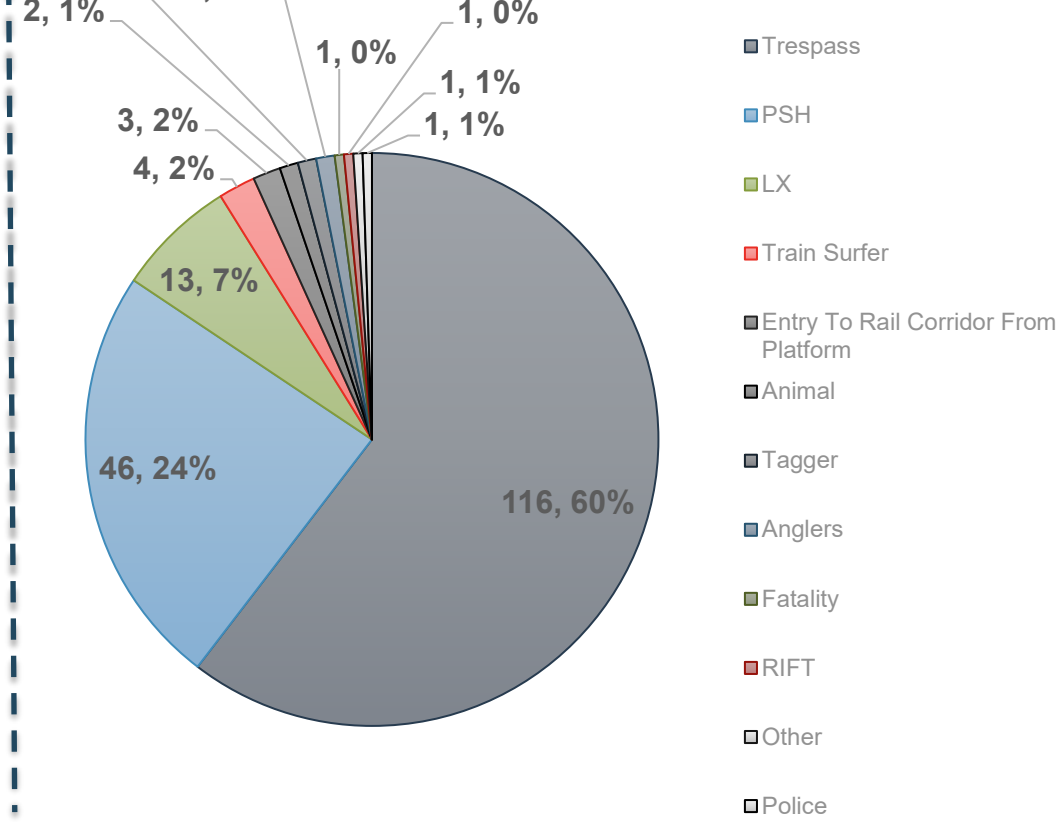


- In the past 12 months with data, 192 trespassing incidents were recorded—representing a 13% increase compared to the preceding 12-month period.
- While trespassing incidents have risen, it is important to note that PSH incidents have declined during the same timeframe.
- Although the calendar year trend from 2020 to 2025 shows an overall decline, this recent increase in the rolling 12-month total suggests that railway trespassing cases—an indicator of potential train collision risk.

Railway Trespass Incidents (August 2023 - July 2024)



Railway Trespass Incidents (August 2024 - July 2025)



Mitigation

To mitigate the impact of rail network trespass AT is:

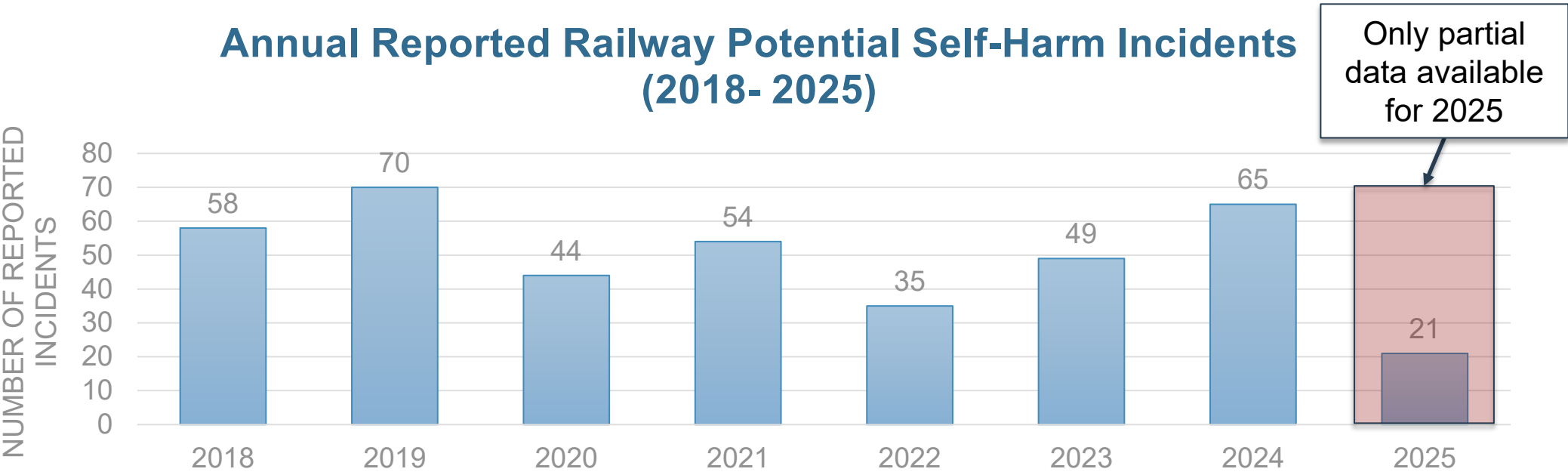
- Developing a rail network trespass mitigation plan and to progress to delivery
- Conducted a hotspot analysis continues through regular reporting.
- Developing an AI enabled CCTV project deployment
- Tunnel intruder alarms (CRL and wider network tunnels)
- Planned to discuss interventions through joint AT and Kiwi Rail Monthly meetings.

Railway incidents reporting

Railway Potential self-harm Incidents insights

Reported Railway Potential Self-Harm Incidents

- A total of 396 potential self-harm incidents were reported on the railway network between 2018 and 2025 (to August 2025).
- In contrast, 2024 recorded a higher-than-usual number of incidents, with reported potential self-harm cases rising from 49 in 2023 to 65 in 2024 — a 33% increase. Additionally, the average annual number of incidents from 2018 to 2023 was 52, meaning the 2024 figure was approximately 25% higher than the six-year average.
- Between January and August 2024, there were 40 reported PSH incidents, compared to just 21 incidents during the same period in 2025. This sharp decline suggests that 2024 was an unusually high year for PSH activity. It also indicates that the upward trend observed from 2022 through 2024 has not continued into 2025.
- The incidence of self-harm on the rail network remains a persistent challenge both locally and nationally, with serious implications for public safety, mental health, and operational resilience.



Mitigation

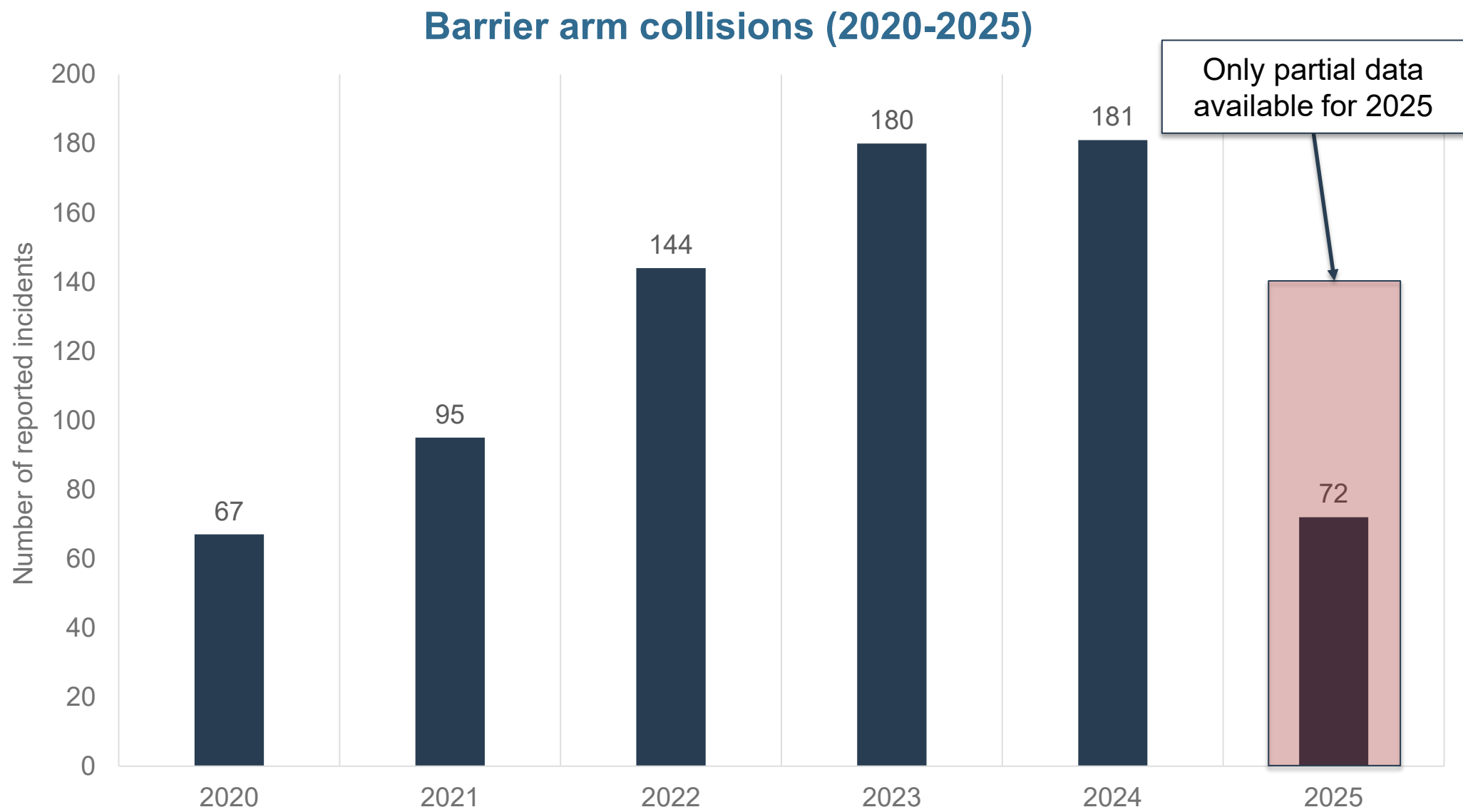
To Mitigate the future risk of both suicide and other self-harm events:

- A multi-agency Suicide Prevention working group—chaired by Auckland One Rail (AOR)—convenes regularly to review and strengthen mitigation strategies. Participating partners include Auckland Transport (AT), AOR, Te Whatu Ora, Transdev, Greater Wellington, KiwiRail (KR), and Waka Kotahi NZ Transport Agency (NZTA).
- Building on the success of Middlemore Station, a case study is being used to inform future interventions and best practices.

Barrier Arm Collision and Near miss Incidents

Barrier Arm Collisions

- Between 2020 and 2025 (to August 2025), a total of 739 level crossing barrier arm impact incidents have been recorded.
- From 2020 to 2023, there was a year-on-year increase in these incidents, with 2024 figures remaining consistent with those of 2023.
- Between January and August 2024, there were 113 reported barrier arm collisions, compared to just 72 incidents during the same period in 2025. This notable decline suggests that the upward trend observed from 2020 to 2024 has not continued to 2025.
- The upward trend in incidents from 2020 to 2023 is likely influenced by rising traffic volumes. This follows a notable decline during the COVID years, consistent with broader incident patterns. The recent increase has been a key catalyst for initiating level crossing risk reporting and advancing the development of the Level Crossing Programme.



Railway incidents reporting

Near miss Incidents

Near misses

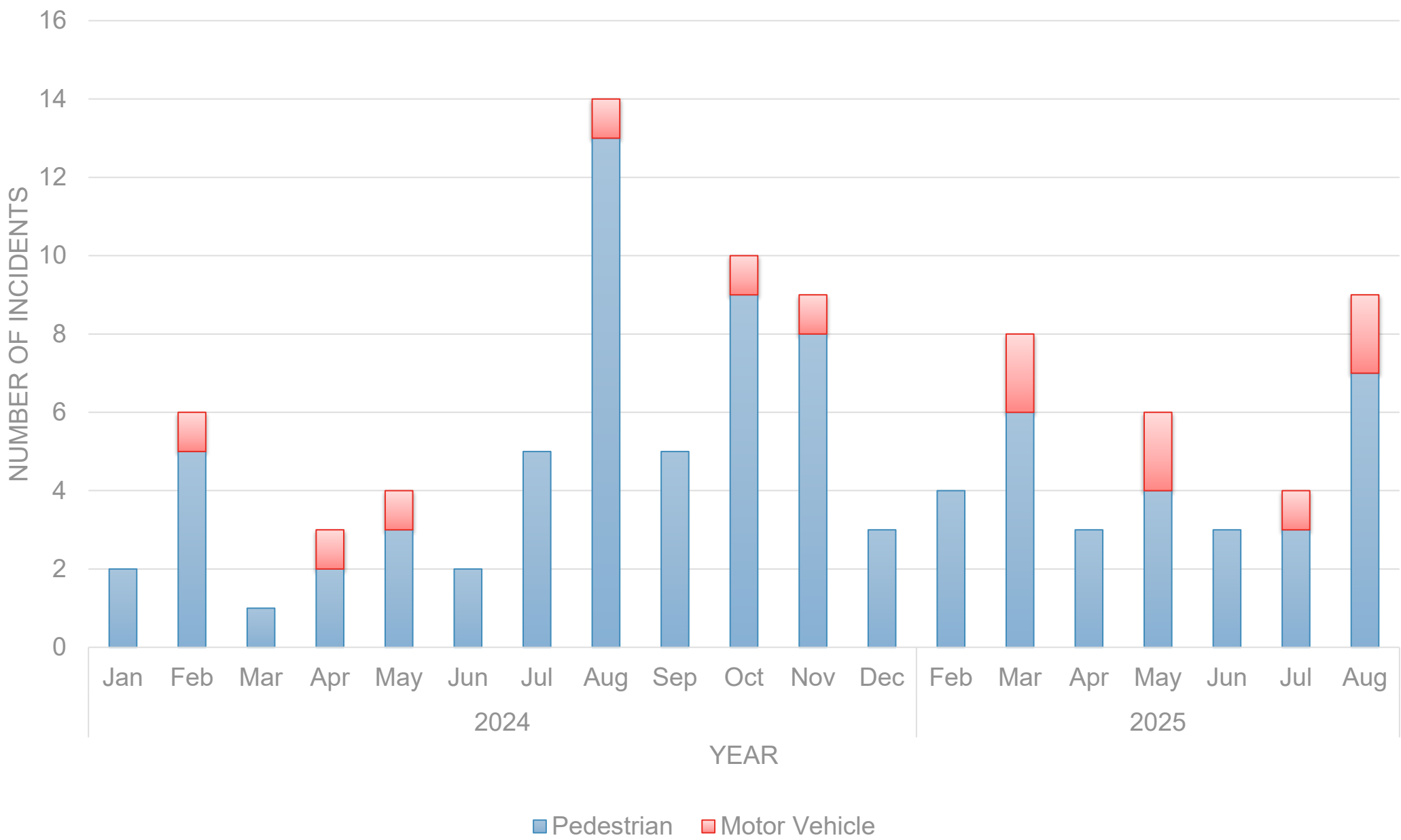
- Between 2020 and 2025 (to August 2025), a total of 236 pedestrian vs train near misses and 38 motor vehicle vs train near misses have been recorded.
- While there was a downward trend in near misses from 2020 to 2022, a significant increase was observed in 2023, with 2024 showing a further rise in incidents.
- Between January and August 2024, there were 37 reported near miss incidents, there has been the same number of incidents over the same period in 2025.

Reported Train Near Misses (2020-2025)



- Month-to-month near misses show a high level of fluctuation.
- Between January and August 2024, there were 236 pedestrian near misses and 38 motor vehicle near misses.
- Pedestrian near misses were consistently higher than motor vehicle incidents, making up 87.5% of all reported near misses. The data highlights pedestrians as the most frequent road user group involved in near misses with trains.
- The highest number of pedestrian near misses occurred in August 2024 (13 incidents), followed by October 2024 (9) and November 2024 (8).

Reported Train Near Misses (January 2024 – August 2025)



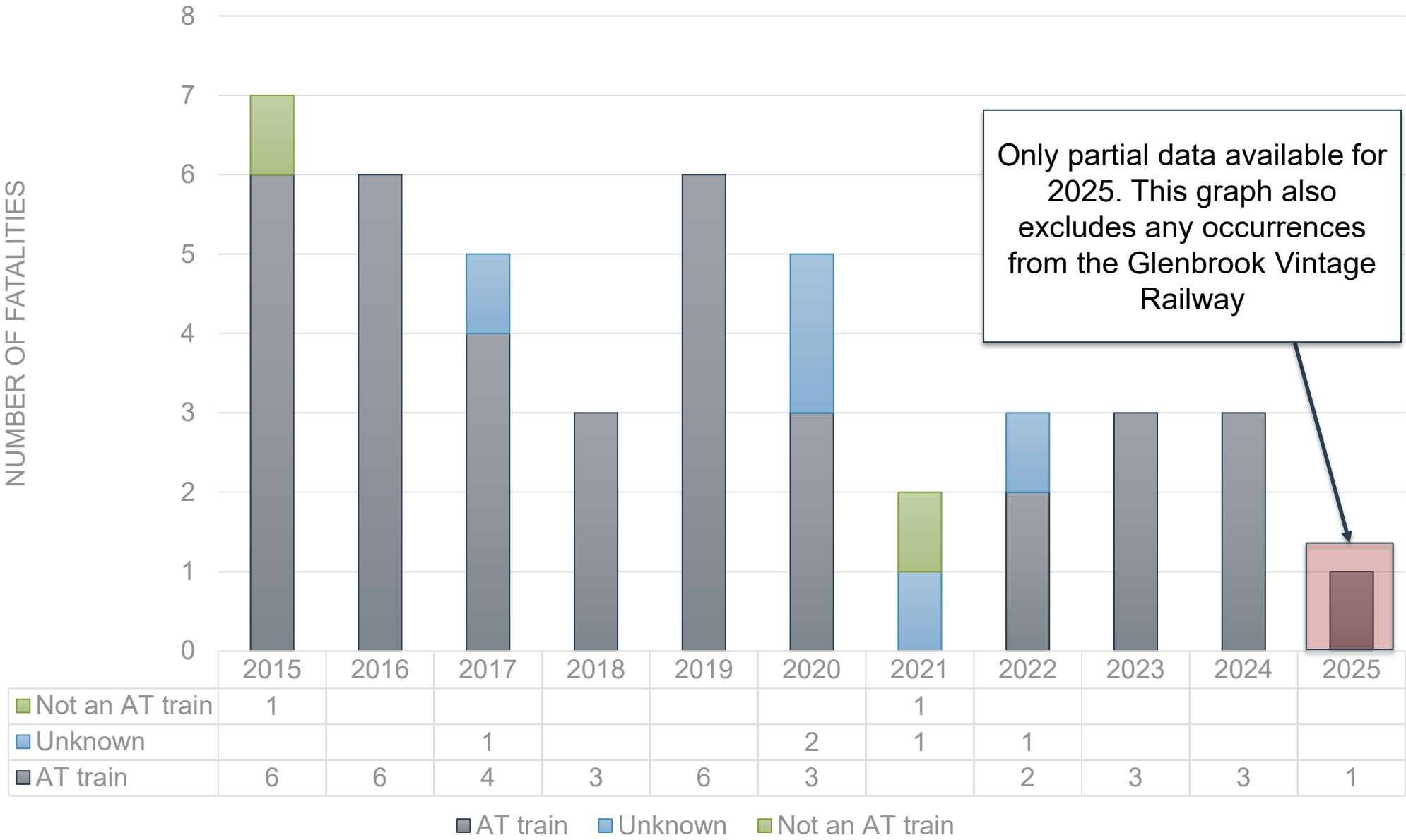
Railway incidents reporting

Railway Fatalities Insights

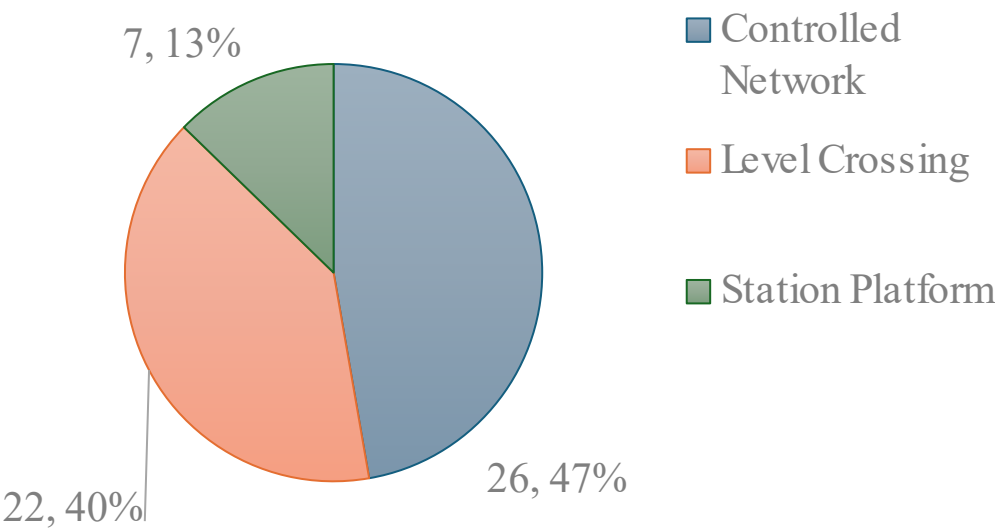
Railway Fatalities (2015-2025)

- Between 2015 and July 2025, a total of 44 people not aboard trains lost their lives on the Auckland controlled rail network.
- An additional fatality occurred after July 2025 and is currently under investigation.
- The long-term trend indicates a gradual decline, with the five-year average decreasing from 5.4 fatalities (2015–2019) to 3.2 fatalities (2020–2024).
- In 2024, there were three reported fatalities, which is slightly below both the 10-year average of 4.3 fatalities (2015–2024) and the five-year average of 3.2 fatalities (2020–2024).

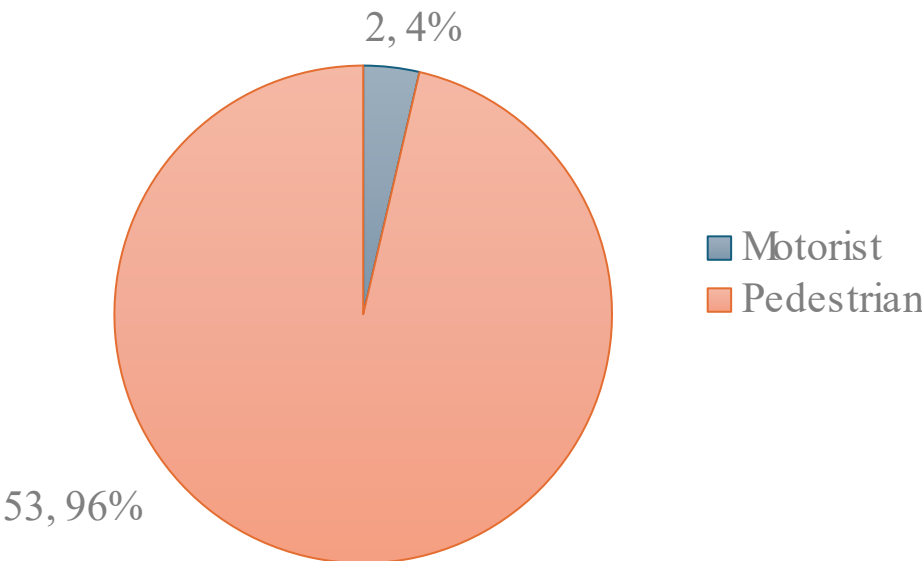
Fatalities on the Auckland Controlled Rail Network (2015-2025)



Fatalities on the Auckland Controlled Rail Network - location type (2015-2025)



Fatalities on the Auckland Controlled Rail Network - Road User Type (2015-2025)



Mitigation

To mitigate future risks of trespassing and train collisions, the following measures have been implemented:

- Risk assessments have been completed for each level crossing, with a programme of pre-CRL improvements currently underway. These are scheduled for completion by October 2025.
- A programme to deliver AI-enabled CCTV, including red light cameras, is in development. This is subject to approvals from NZ Police, NZTA, and funding partners.
- Road safety audits have been requested for high-impact level crossings located near adjacent junctions. These aim to better understand short-stacking risks and barrier arm collision rates.
- 35 risk-based interventions have been developed. These will be implemented based on prioritisation and funding availability.

Only partial data available for 2025. Please note that one of the fatalities included in the analysis occurred on a section of railway not used by AT train services. These graph also excludes any occurrences from the Glenbrook Vintage Railway

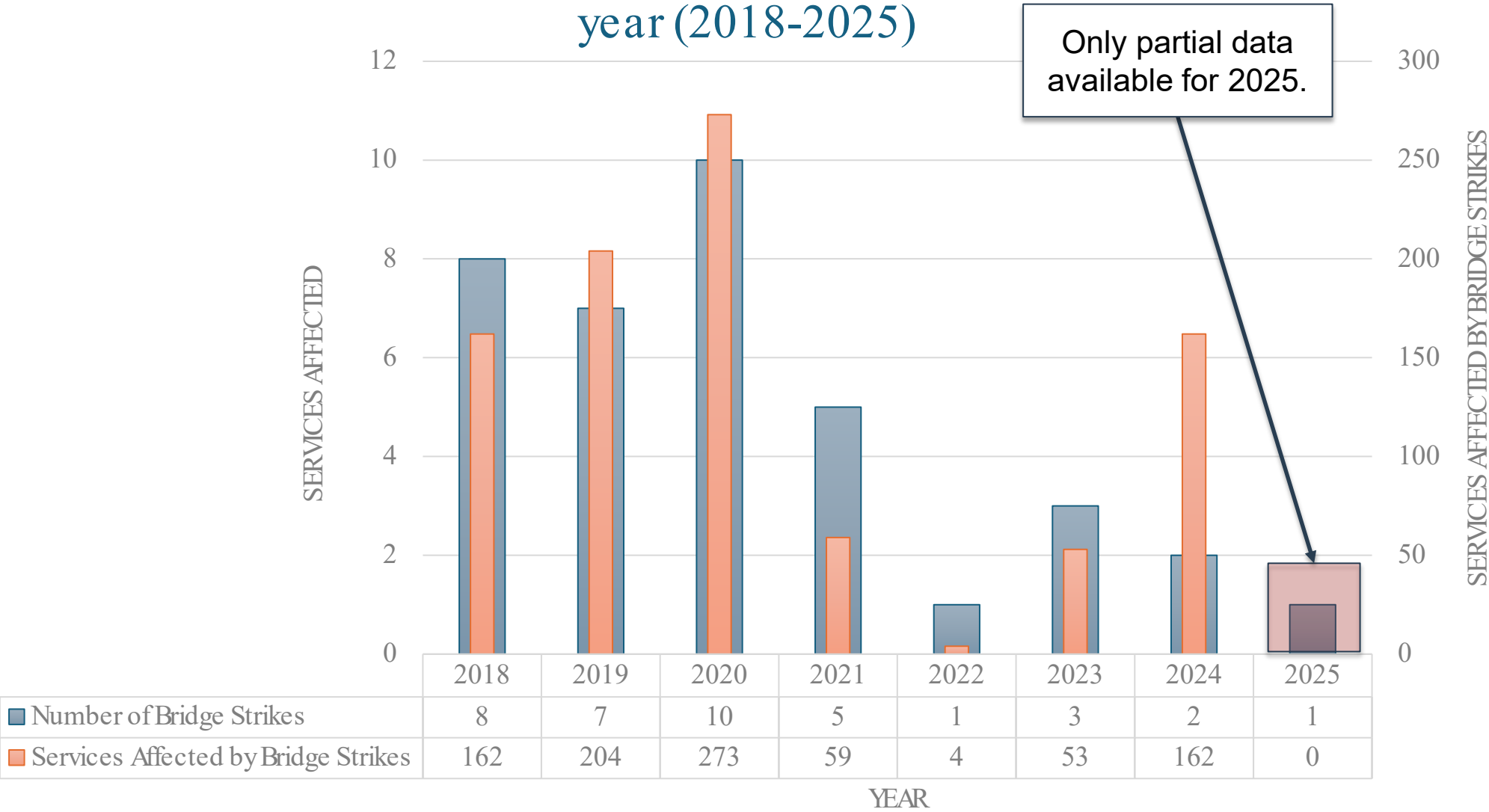
Railway incidents reporting

Rail over-bridge strike incidents

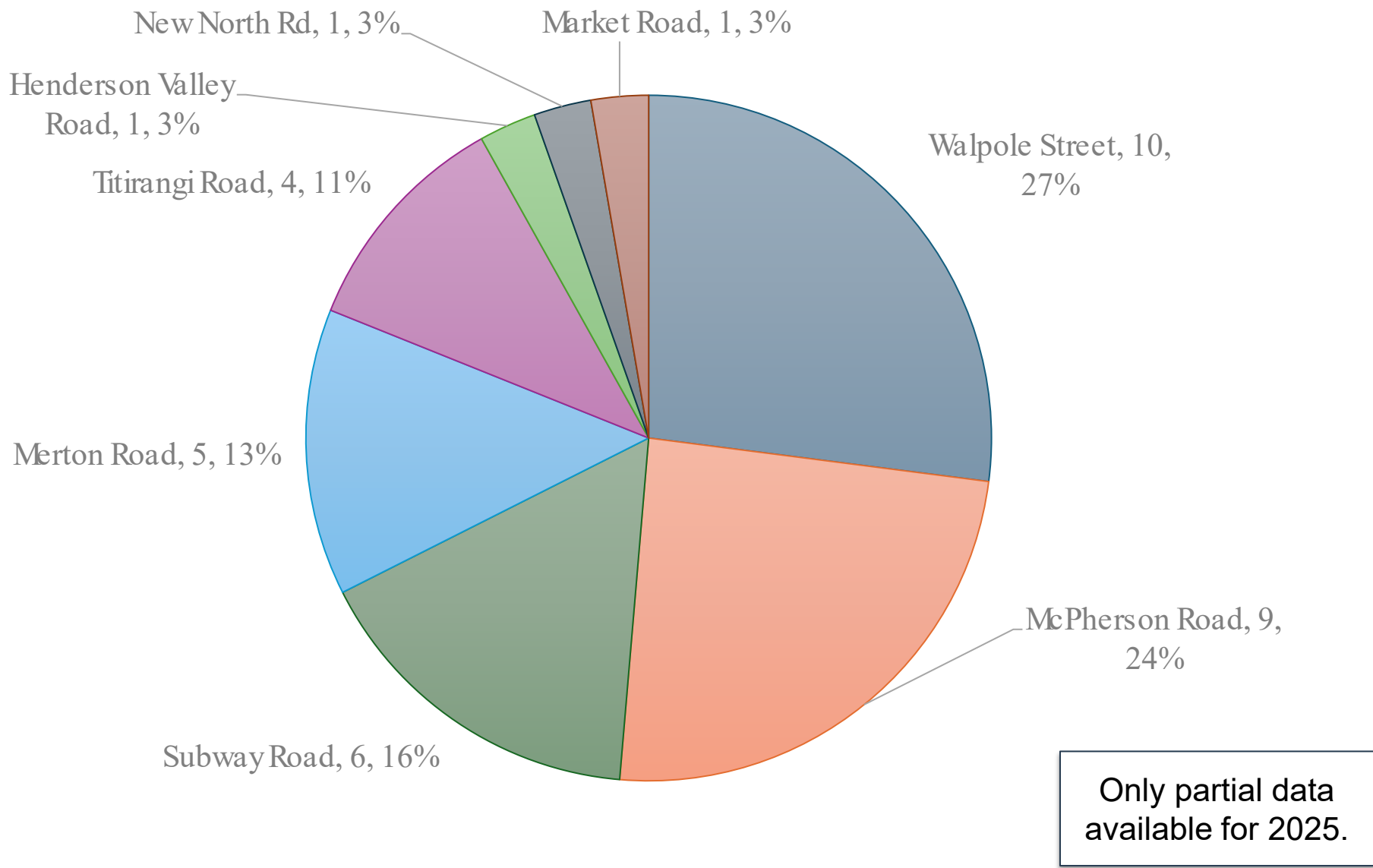
Rail over-bridge strike incidents (2018-August 2025)

- This report presents incidents where railway bridges, carrying the railway over a road carriageway, are struck by large vehicles, including buses or heavy commercial vehicles.
- Road vehicle collisions with rail bridges have not resulted in serious injuries to date; however, they can cause significant disruption to railway operations.
- Between January 2018 and July 2025, combined data from the operator and KiwiRail recorded 37 incidents involving road bridges. These incidents led to the cancellation of 189 Metro train services and delays to 917 others, amounting to over 4,000 minutes of delay.
- While the overall incident rate is trending downward, the disruption caused by each incident—measured through service cancellations and delays—has increased. This rising impact per event is expected to intensify with the opening of the City Rail Link (CRL) and, specifically for McPherson Road, the launch of Ngākōroa Station. Future bridge strikes following CRL implementation are likely to result in more severe network delays, even if incident frequency remains stable or declines.

Rail over-bridge strike incidents and services affected by year (2018-2025)



Rail over-bridge strike incidents by location (2018-2025)



Mitigation Plan

To mitigate the future risk of rail overbridge strikes the following measures will be implemented:

- Engage with bus and heavy commercial vehicle operators to raise awareness and support mitigation efforts.
- Review and update advance clearance signage and ensure vegetation is cleared to maintain visibility.
- Inspect and repair over-height detection gauges at key bridge strike locations.
- Explore technology solutions, including the use of CCTV for monitoring and incident analysis.
- Assess the implementation of the Land Transport Rule: Street Layouts 2023 at high-frequency locations—such as McPherson Road in Drury—which may include consideration of full road closures.
- Review enforcement options in collaboration with NZ Police and NZTA.
- Engage with third-party traffic planning platforms (e.g., Google Maps) to flag routes unsuitable for high vehicles.

Trends - Reported Events

Customer and public safety events

Harmful interactions (September 2024- August 2025)

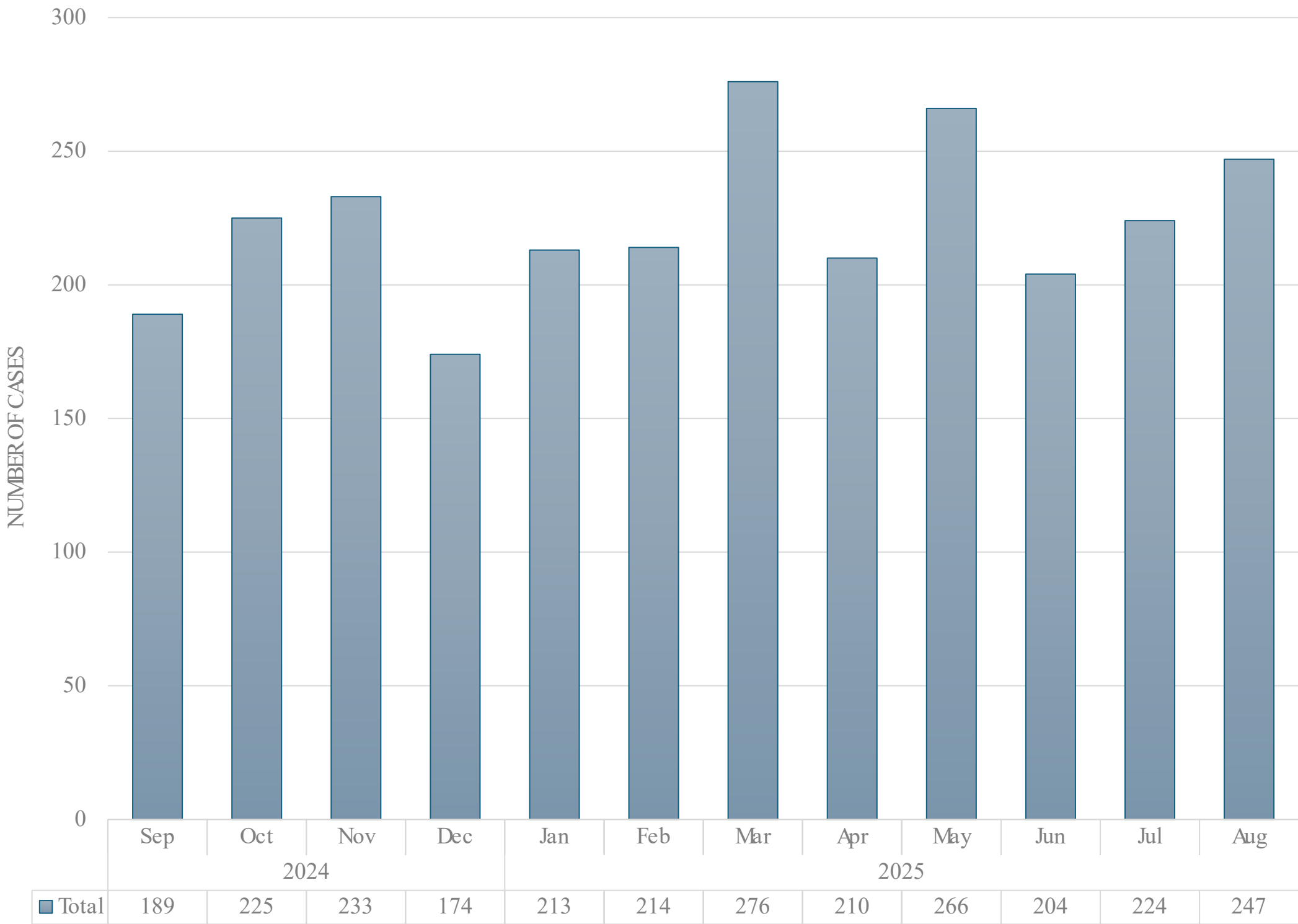
The graph displays the monthly count of customer-reported incidents—identified through CRM AI analysis—where a member of the public has reported an incident involving:

- Aggression
- Violence
- Racism
- Discrimination
- Inappropriate behavior

Observations:

- 2,765 incidents were reported from September 2024 to August 2025.
- The number of reported cases fluctuates across the months, ranging from a low of 174 cases in December 2024 to a peak of 276 cases in March 2025. The reporting trend coincides/relates with patronage numbers.
- Crimestoppers anonymous reporting is being relaunched in September to encourage customers to report incidents they experience or witness while using public transport.
- The noticeable dip occurred in December 2024 likely reflects seasonal factors.

Member of public reported harmful interactions*
(September 2024 - August 2025)



*Please note that these figures reflect only the cases recorded and identified by the AI system. While the system offers valuable insights, it is not fully accurate, and the extent of underreporting remains unknown.

These numbers are expected to evolve as we continue with data quality assurance and refine the AI model to more effectively assess CRM cases.

Additionally, the data is based solely on public submissions and may include subjective or anecdotal accounts. As such, they represent perceived incidents rather than confirmed legal breaches or verified violations of operational policy.

