Transport Safety Performance Report

18 December 2025

1. Executive Summary

Transport Safety Progress

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.

Key progress

- **Road Safety 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. The tool is in final production phase, is being used internally and will be complete for external sharing by the end of the year.

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.
- In 2025, we have had 21 fatal crash investigations in progress on local (AT) roads with 13 recommendations for safety improvements, of which four have been completed and nine remain open.

Temporary Traffic Management Road Worker Survey

- Highlighted that road works feel unsafe on the network with increased incidents of verbal and physical assaults

Rail Safety

- Although historical data shows a consistent downward trend from 2018 through 2024, the latest 12-month total now exceeds the annual figures for 2020 - 2024
- Trespassing incidents have increased by approximately 15% compared to the same period in 2024
- However, trespassing incidents associated with PSH (Potential Self-Harm) have declined by more than 60% during the same timeframe
- Barrier arm collisions have decreased compared to the same months last year.

To mitigate future trespass risks, the following initiatives are being developed:

- Installation of tunnel intruder alarms across CRL tunnels and the wider rail network
- Development of a comprehensive rail network trespass mitigation plans
- Level crossing risk assessments are underway for completion by January 2026

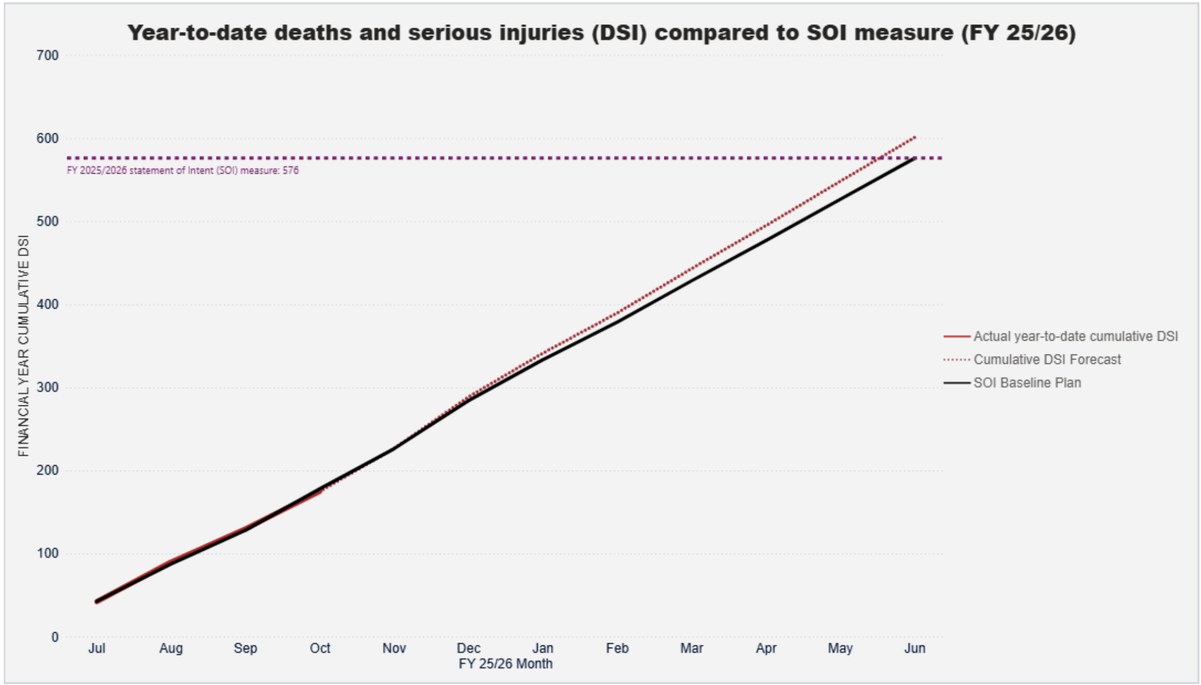
Key insights

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

- Our SOI target for the financial year (2025/26) is no more than 576 DSIs. There have been 175* provisional DSIs, 11 fatalities and 164 serious injuries on Tamaki Makaurau roads as of 3 November 2025.
- The graph below shows that while the figures are provisional, they are still tracking to not make the 576 DSIs in the SOI.
- In the previous FY 2024/25, the final DSI figure is 620; despite Auckland's steadily growing population, road safety interventions have helped maintain relatively stable DSIs.

SOI Performance tracking:

- This graph uses a baseline of the 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.



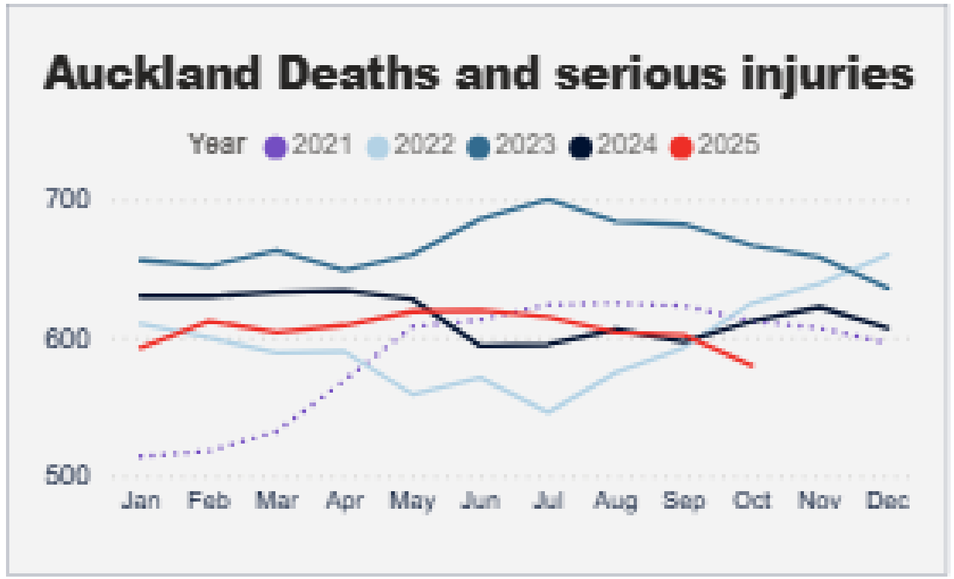
Injury data has been sourced from the Waka Kotahi NZTA Crash Analysis System (CAS) into the Auckland Transport Safety Intelligence Tool database.

Deaths and serious injuries (DSI) reporting

Key insights

DSI insights over the past twelve months, from November 2024 to October 2025

- 580 people were killed or seriously injured on all Tamaki Makaurau roads in the past 12 months, compared to 612 in the previous 12 months.
- There has been an increase in fatalities, from 30 to 50, and a decrease in serious injuries from 582 to 530. The overall number of DSIs remain relatively static over the past five years.
- The majority of harm continues to happen on our local roads at 85%.
- 50% of reported deaths and serious injuries are experienced by people outside of vehicles (people walking, people cycling and motorcyclists).
- Young people aged 15 to 24 years are overrepresented in deaths and serious injuries. This age group represents 18% of Auckland's population, and 24% of people killed or seriously injured on our roads.
- 68% of deaths and serious injuries occur at our midblock locations, with 32% at intersections, over the past twelve months.



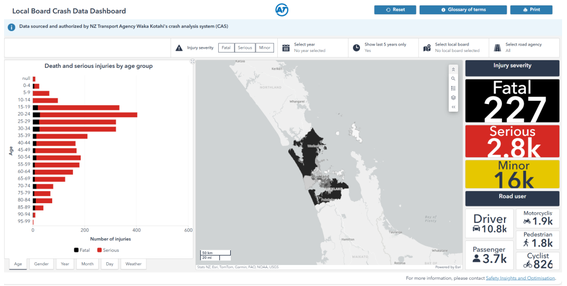
Deaths and Serious injuries over past five calendar years 2021-2025 (2025 provisional data)

Transport safety FY24/25 critical success factors - Auckland Transport

Legend: On track | On watch | Off track

Safe System

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

- Our partnership work with New Zealand Police on deterring drink-driving was awarded an Excellence in Road Safety – Highly Commended award at the Australasian Road Safety Conference in October. NZ Police have been outstanding partners throughout this operation and provided Auckland Transport with proactive and transparent communications and data quality assurance, including for breath testing data recently received for project evaluation purposes. Although there has been some media coverage of testing results, this has not had any impact on the quality of our data or the outcome of the project.
- The Auckland Transport Safety Committee has an approved Road Safety Action Plan, which will shape the Transport Safety team's work programme for the next 12-18 months.
- The Tamaki Makaurau Road Safety Governance Group met in November to progress work on key issues impacting AT and our partners. AT presented out proposed Safety Performance Indicators (SPI) and gained support and agreement to progress further with the group's advice. There are many organisational changes and challenges with our partner agencies, this may change how the group looks in 2026, however, there is strong support for the governance work to continue, we have scheduled meetings for 2026.
- The Local Board Transport Safety Engagement Tool is progressing well. These are designed to guide our Elected Members to understand the issues in their area, comparing it to the wider region, helping them to better understand the priority of the Road Safety Engineering Programme. The first drafts will be available mid-December 2025. Presentations and workshops are expected to be held with the Elected Members in the first six months of 2026.

Insights update

- The mapping of roadside hazards with Vector power poles overlayed with deaths and serious injury crash data. This work is delayed due to complexity of data issues.
- The programme for capturing qualitative data, in addition to our quantitative data, is progressing well. We have analysed and reviewed 84 pieces of research, and are currently conducting a gap analysis to identify areas where we need to gather more information. The project is receiving strong support from our stakeholders and partners, who will also benefit from the deeper insights this work will provide.

Advocacy

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

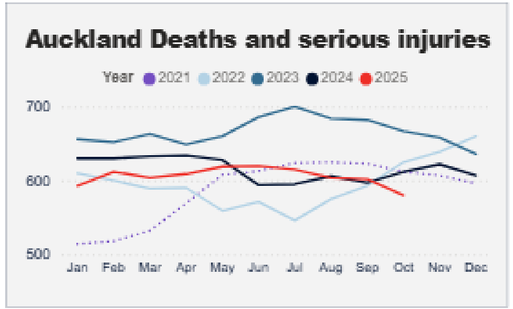
- Currently there is an ongoing focus on advocacy to NZTA to secure and progress our safety camera programme. NZTA plays a key role in this work after they have responsibility for the delivery of all safety camera infringements.
- We are still waiting on the outcome of the Graduated Driver Licensing consultation that was submitted in June 2025. Ministry of Transport had approximately 3000 submissions to work through, there is not currently any timeframes provided as to expected due date.
- 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.

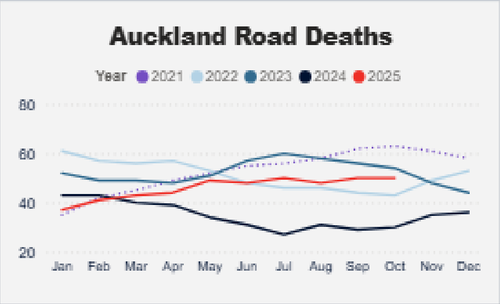
Safety always

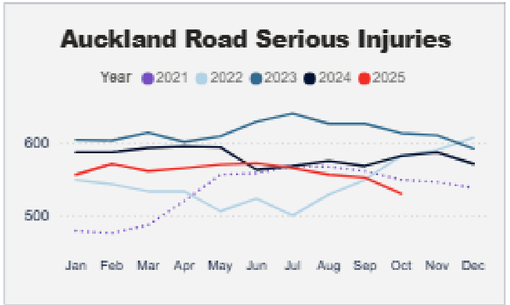
Deaths and serious injuries (DSI) reporting

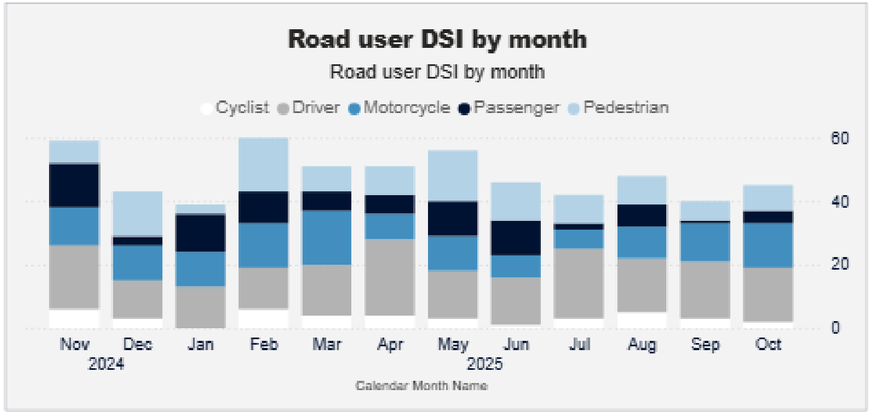
Road user DSI dashboard

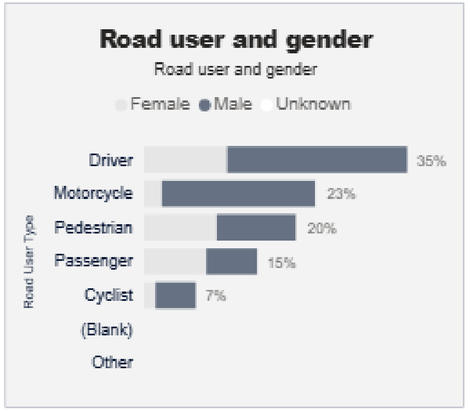
Death and serious injuries from Crash Analysis System (CAS) calendar years 2021 – 2025 (provisional data)

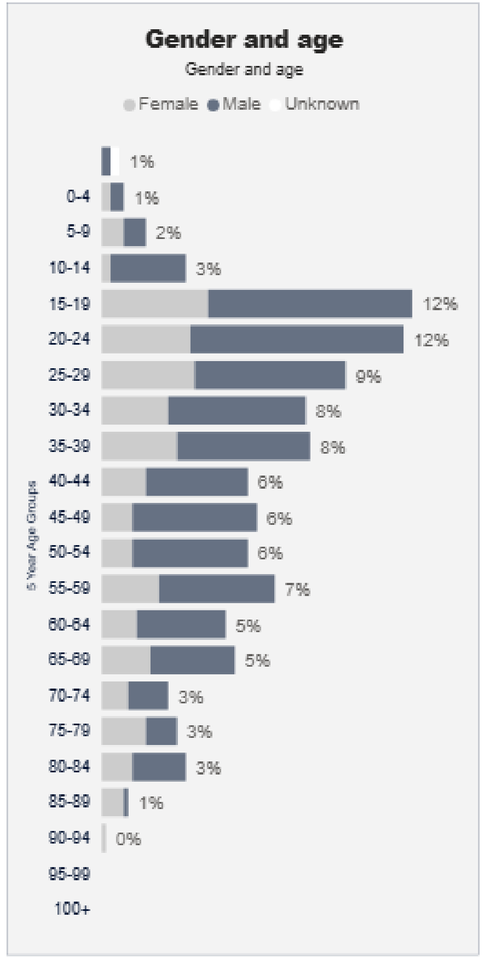


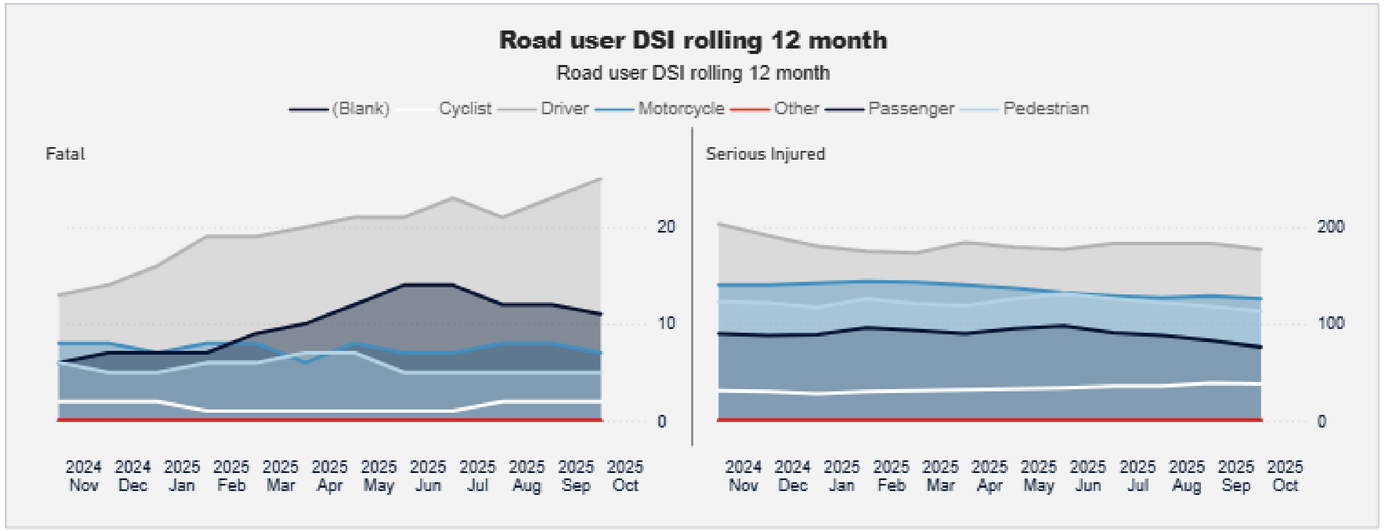












Injury data has been sourced from the Waka Kotahi NZTA Crash Analysis System (CAS) into the Auckland Transport Safety Intelligence Tool database
Definition: People walking include people on foot, wheeled recreational devices, wheelchairs and mobility scooters

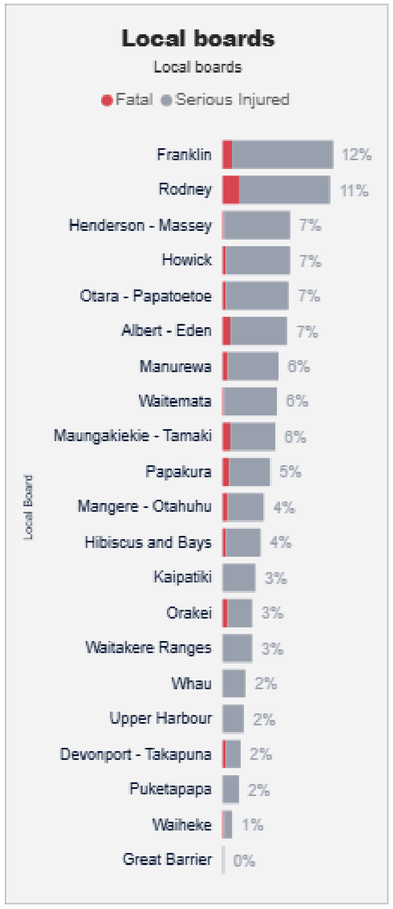
Deaths and serious injuries (DSI) reporting

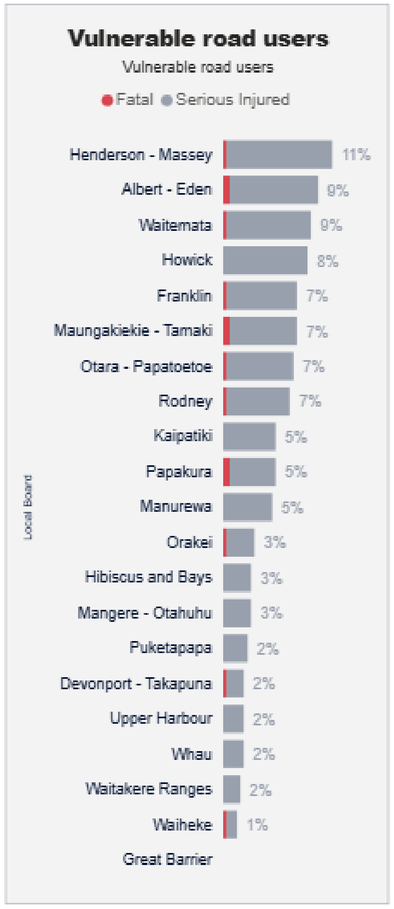
Local Board DSI Dashboard

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

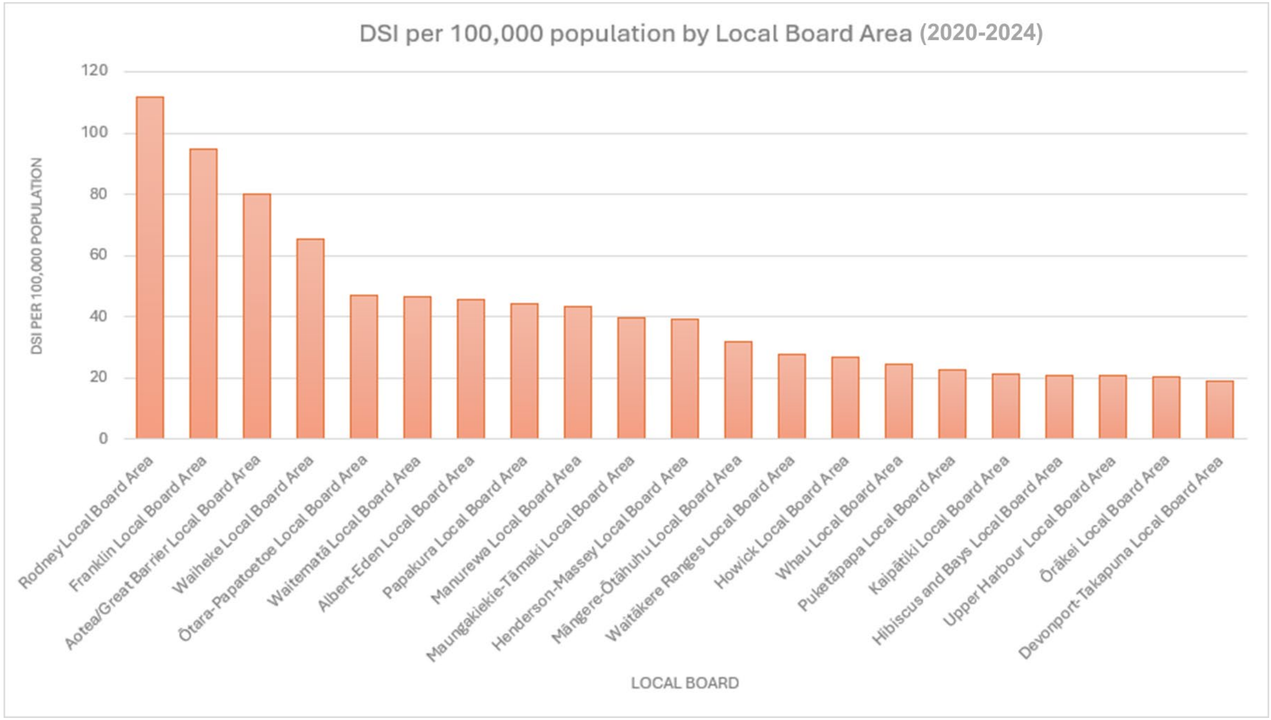
The graphs below show the total DSIs over the past twelve months by Local Board area, and by our vulnerable road users, cyclists, pedestrians and motorcyclists. We have added a DSIs per 100,000 population by Local Board graph, to give further context to the varying population and urban/rural network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

Franklin and Rodney local board areas are usually overrepresented in run off road and head on crashes; the severity of these crash types is closely linked with higher speed environments which is representative of the type of road network in these local board areas. Over the past twelve months (November 2024 – October 2025), within the Franklin local board boundary, 68% of DSIs are indicated in speed zones above 50kmh, and in the Rodney local board boundary 78% are above 50kmh. Our further work into the deeper insights with qualitative data for each Local Board will be available to share early in 2026.





The graph below also shows DSIs per population, which is critical because Local Boards vary significantly in size. Normalising the data by population ensures fair comparison across local boards. The analysis highlights that Rodney and Franklin have the highest DSI rates per capita, reflecting the increased risk on rural roads—driven in part by higher operating speeds.

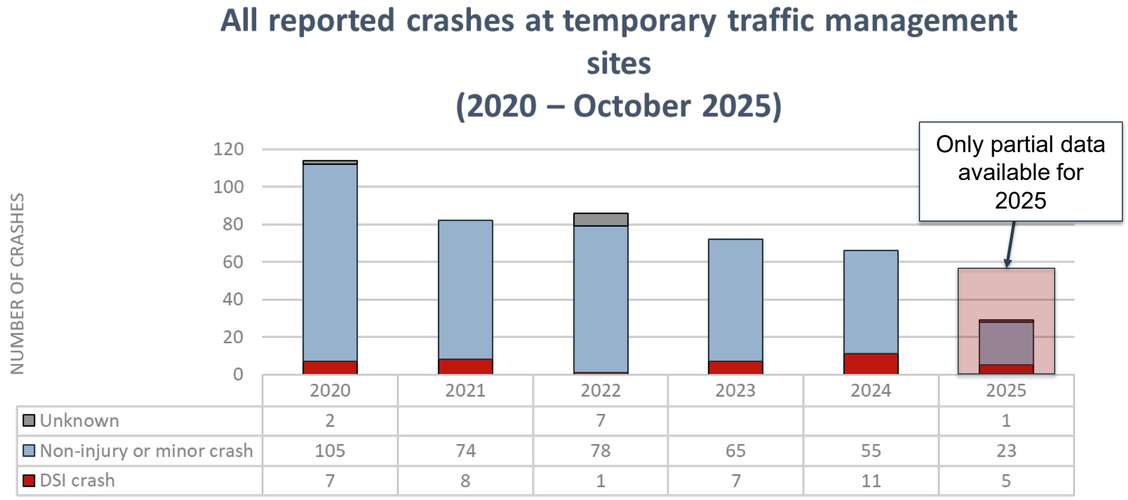


Temporary Traffic Management Events

Temporary Traffic Management Crashes

Temporary Traffic Management Crashes (2020 – October 2025)

- A total of 449 crashes were recorded at TTM sites over this five-year period.
- The number of crashes reported at Temporary Traffic Management (TTM) sites has shown a consistent decline between 2020 and 2025.
- The decline may be attributed to reduced levels of incident reporting rather than an actual drop in crash occurrences.
- From January to October 2025, only 29 crashes were reported—representing just 7% of the five-year total.
- This is a 46% decrease compared to the same period in 2024, which saw 54 reported crashes.
- The highest annual total was in 2020, with 114 crashes—an unexpected peak given the overall reduction in traffic volumes during COVID-19 lockdowns.

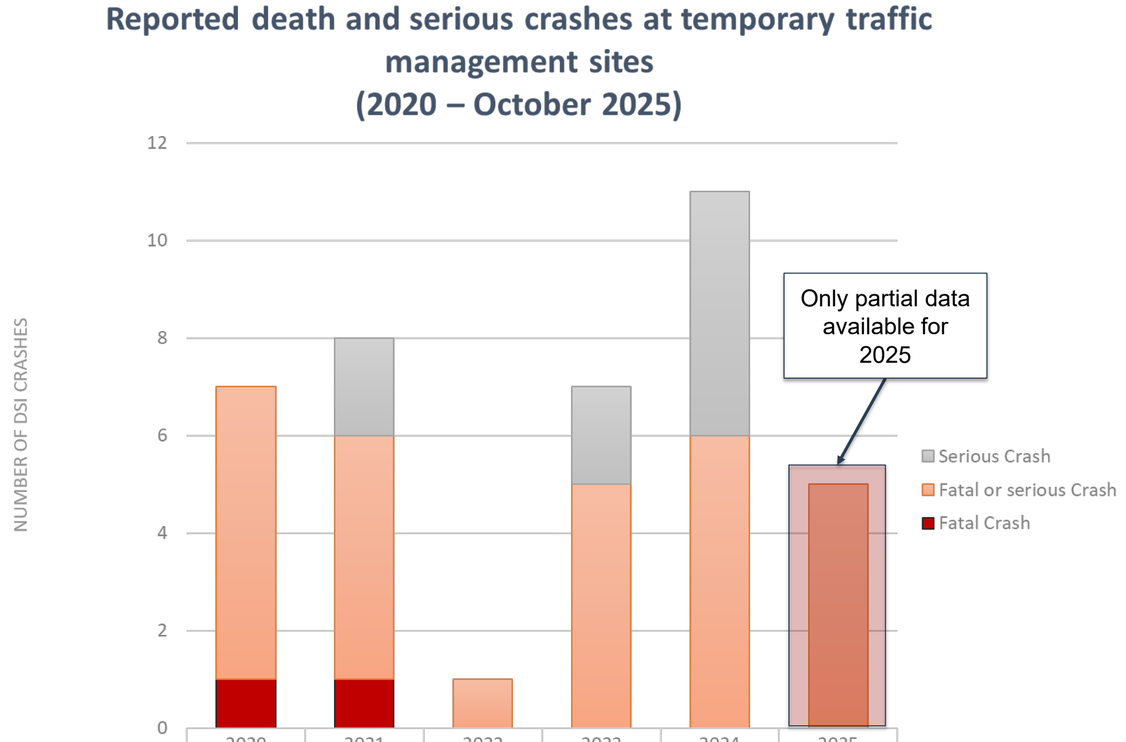


	2020	2021	2022	2023	2024	2025
Unknown	2		7			1
Non-injury or minor crash	105	74	78	65	55	23
DSI crash	7	8	1	7	11	5

*The crash data combines two key sources:
- NZTA Crash Analysis System (CAS) data
- Crashes reported by Temporary Traffic Management (TTM) teams to Auckland Transport

Both datasets are known to have underreporting issues when used independently. By joining these two sources, we can reduce gaps and improve the completeness of crash records. The integration provides a more accurate representation of crash incidents across the network.. Steps have been taken to identify and remove potential duplicates during the merging process.

- While the overall number of reported crashes at Temporary Traffic Management (TTM) sites has been declining, this trend does not apply to high-severity crashes.
- In 2024, TTM sites recorded the highest number of deaths and serious injuries (DSI), with 11 incidents.
- By contrast, 2022 had the lowest number of TTM-related DSI incidents.
- High-severity crashes are generally less prone to underreporting compared to minor crashes, making the data more reliable.
- However, the year-to-year variation in DSI figures remains high, likely due to the statistically small sample size.



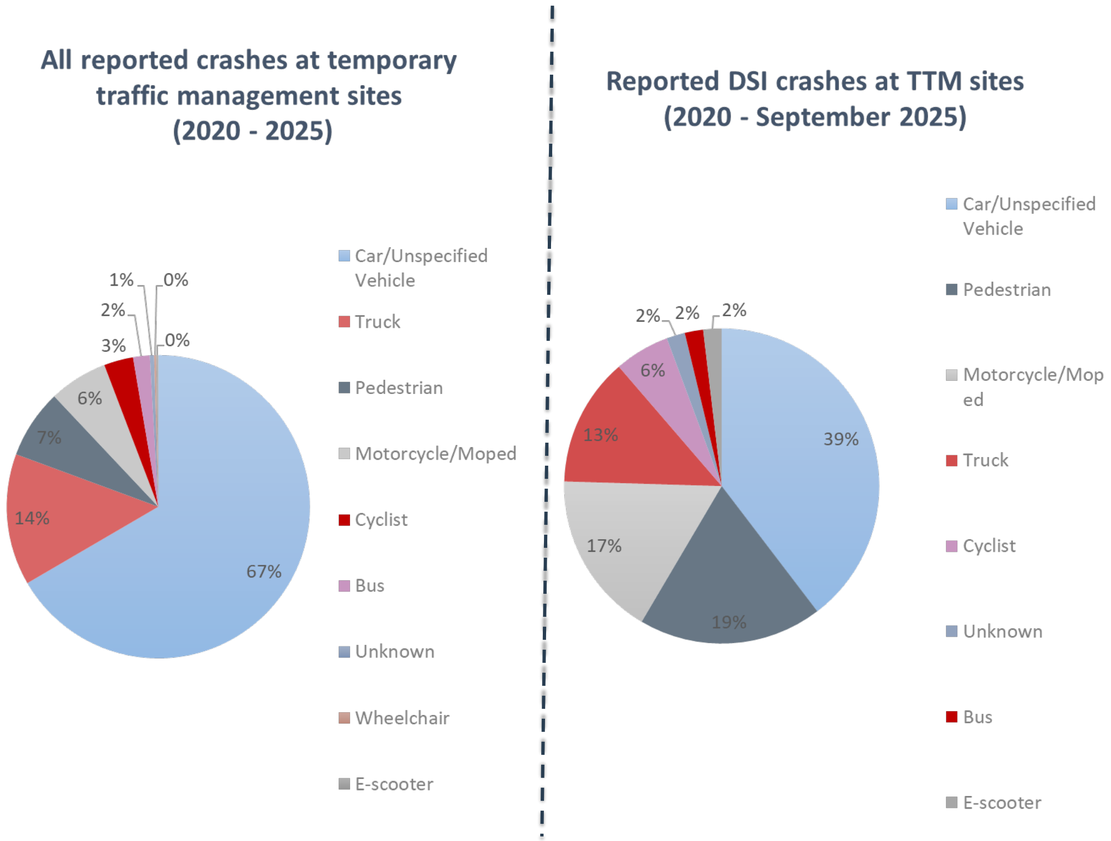
	2020	2021	2022	2023	2024	2025
Serious Crash		2		2	5	
Fatal or serious Crash	6	5	1	5	6	5
Fatal Crash	1	1				

Temporary Traffic Management Events

Temporary Traffic Management Crashes

Temporary Traffic Management Crashes (2020 – October 2025)

While only 19% of recorded crashes at TTM site involve vulnerable road users* (VRUs), VRUs account for 44% of DSI Crashes at TTMs sites. This is consistent with wider crash stats that show that VRU collisions often result in higher levels of severity than their counterparts.



*VRUs include any unprotected road users and are generally considered to be pedestrians, wheelchair pedestrians' cyclists, moped riders, micromobility users, motorcyclist, etc.

Road Worker Safety Survey 2025, Temporary Traffic Management Industry Steering Group

Highlighted that:

- Road workers feel vulnerable with 60% of respondents reporting verbal abuse at least once a week and 20% some form of physical assault in 2025.
- Over 65% of workers of workers have reported drivers refusing to stop at least once a week
- Half the workers have experienced near misses from distracted drivers or speeding vehicles
- 4% of respondents have been struck by a vehicles

Railway incidents reporting

Railway incidents

Trend up to 2024
Over recent years, up to the end of 2024, there has been a general reduction in rail-related incidents across the network, including decreases in trespassing incidents, fatalities, and bridge strikes.

Trespassing incidents, a lead indicator for train fatalities, have shown a significant decline:

- Incident levels between 2020 and 2022 were notably lower than in previous years, primarily due to COVID-related restrictions.

- Trespass incidents remain below 2019 levels, supported by:
  - Expanded station gating
  - Enhanced network fencing
  - Targeted interventions at hotspot locations.

Some incident types, such as level crossing barrier arm strikes, have trended upward:

- Increase from 2020 to 2023 likely influenced by rising traffic volumes after COVID-related declines.
- This trend has driven:
  - Enhanced level crossing risk reporting
  - Delivery of the CRL Safety improvement programme
  - Development of additional level crossing safety initiatives
  - Engagement with NZ Police
  - Development of the Level Crossing Removal Programme.

2025 Year-to-Date Incidents (January 2025 – October 2025)
There are mixed results:

- Although historical data shows a consistent downward trend from 2018 through 2024, the latest 12-month total now exceeds the annual figures for 2020, 2021, 2022, 2023, and 2024
- Trespassing incidents have increased by approximately 15% compared to the same period in 2024
- However, trespassing incidents associated with PSH (Potential Self-Harm) have declined by more than 60% during the same timeframe
- Barrier arm collisions have decreased compared to the same months last year.

Key Rail Safety Overall
Despite Auckland's growing population, the data indicates rail safety is tracking in the right direction with general reductions in incidents over recent years. However:

- No fatality is acceptable
- Continued trespassing, near misses, barrier arm collisions, and fatalities indicate ongoing risk.

Pedestrians remain the key user group at risk:

- They account for the vast majority of train near misses and fatalities
- With the implementation of the CRL, there is a risk that rail safety incidents could increase without the continued focus on the safety initiatives currently underway.

Railway incident Mitigation

To mitigate future trespass risks, the following initiatives are being developed:

- Installation of tunnel intruder alarms across CRL tunnels and the wider rail network
- Development of a comprehensive rail network trespass mitigation plans
- Ongoing hotspot analysis supported by regular reporting.

To reduce level crossing risks, the following initiatives are being in progress:

- Risk assessments have been completed for each level crossing, with a programme of pre-CRL improvements currently underway. These are scheduled for completion by January 2026.
- Safe System audits are planned for high-impact level crossings located near adjacent junctions. These aim to better understand short-stacking risks and barrier arm collision rates.
- Engagement with NZ Police on monitoring of frequent trouble spots, and education engagement with Truck and Bus operators and heavy commercial vehicle operators.
- 35 risk-based interventions have been developed. These will be implemented based on prioritisation and funding availability.
- Planned to discuss interventions through joint AT and Kiwi Rail Monthly meetings.

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 NZ Transport Agency Waka Kotahi (NZTA).
- Building on the success of Middlemore Station, a case study is being used to inform future interventions and best practices.

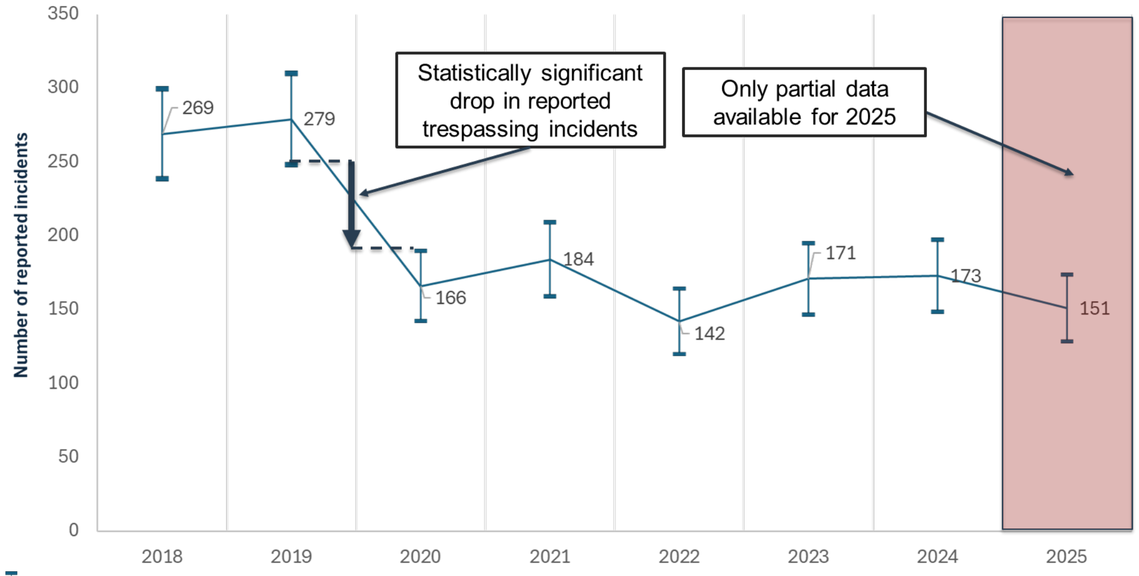
To mitigate the future risk of rail overbridge strikes the following measures will be implemented:

- 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.
- Review enforcement options in collaboration with NZ Police and NZTA.
- Engage with third-party traffic planning platforms to flag routes unsuitable for high vehicles.

Railway incidents reporting

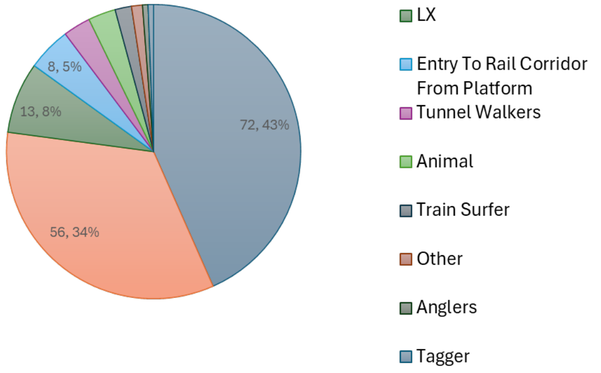
Railway Trespass and Barrier Arm Collision Incidents

Railway Trespass Incidents (2018-2025)

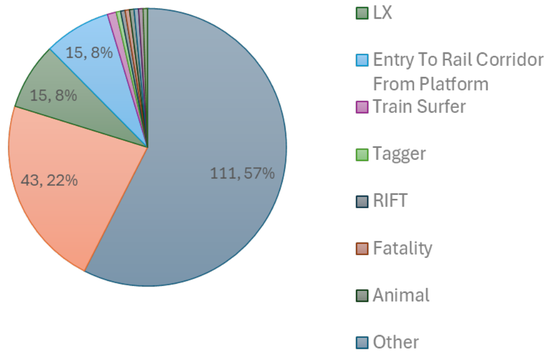


*The confidence intervals assume that the data follows a Poisson distribution. They do not account for any underreporting in the data.

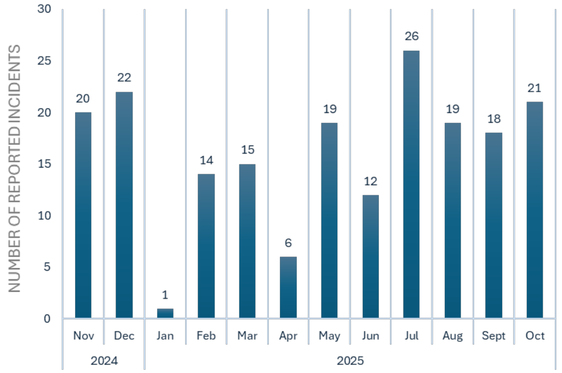
Railway Trespass Incidents (November 2023 - October 2024)



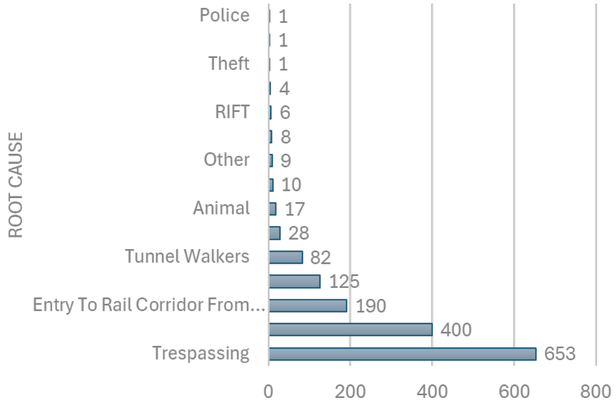
Railway Trespass Incidents (November 2024 - October 2025)



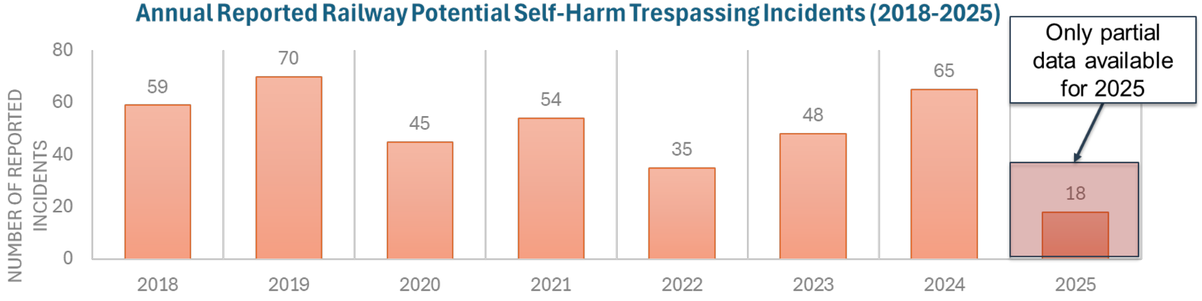
Railway Trespass Incidents (November 2024 – October 2025)



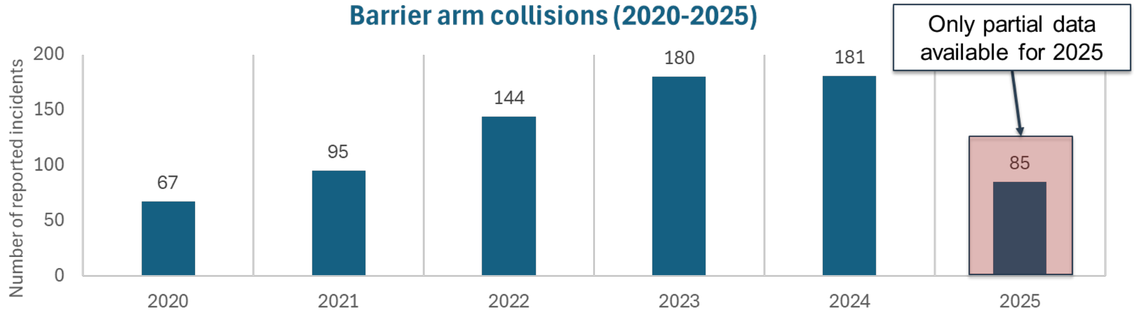
Railway Trespass Incidents (2018-2025)



Annual Reported Railway Potential Self-Harm Trespassing Incidents (2018-2025)



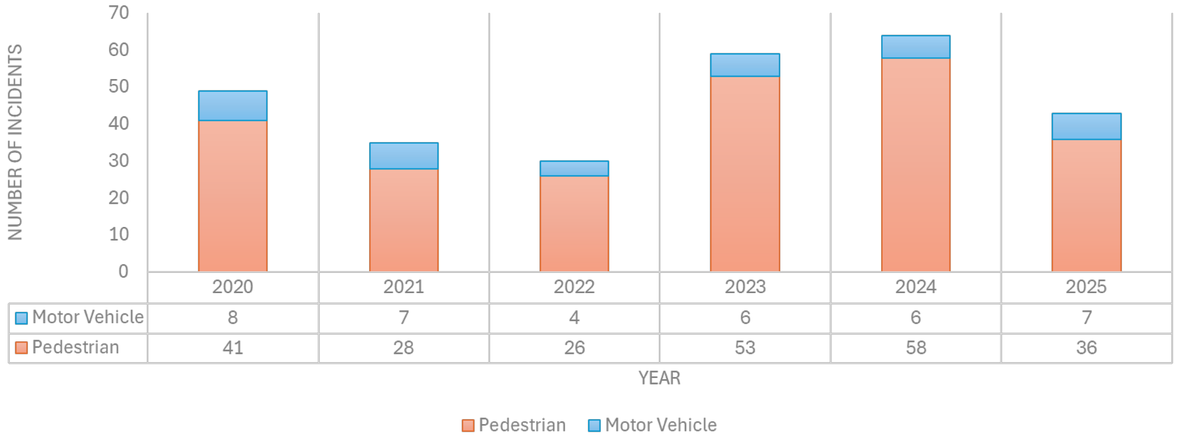
Barrier arm collisions (2020-2025)



Railway incidents reporting

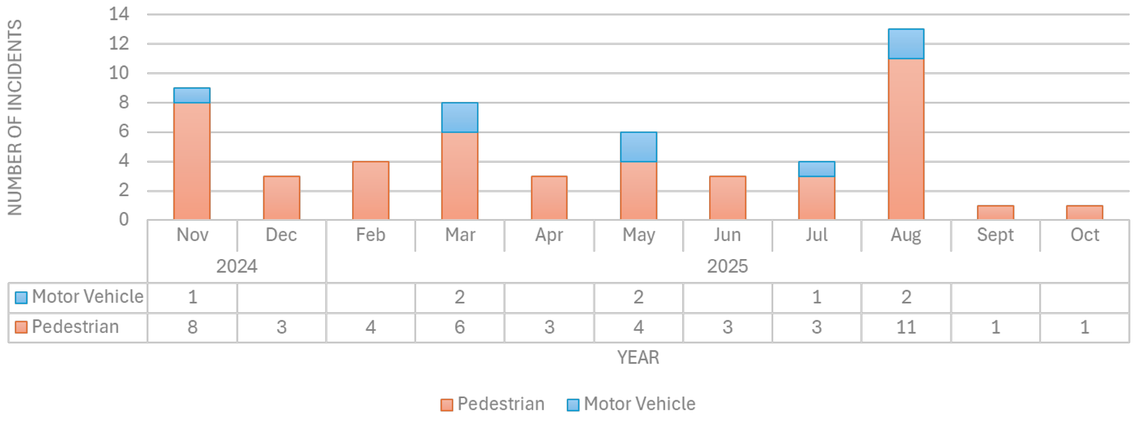
Reported Train Near Misses Incidents

Reported Train Near Misses (2020-2025)



	2020	2021	2022	2023	2024	2025
Motor Vehicle	8	7	4	6	6	7
Pedestrian	41	28	26	53	58	36

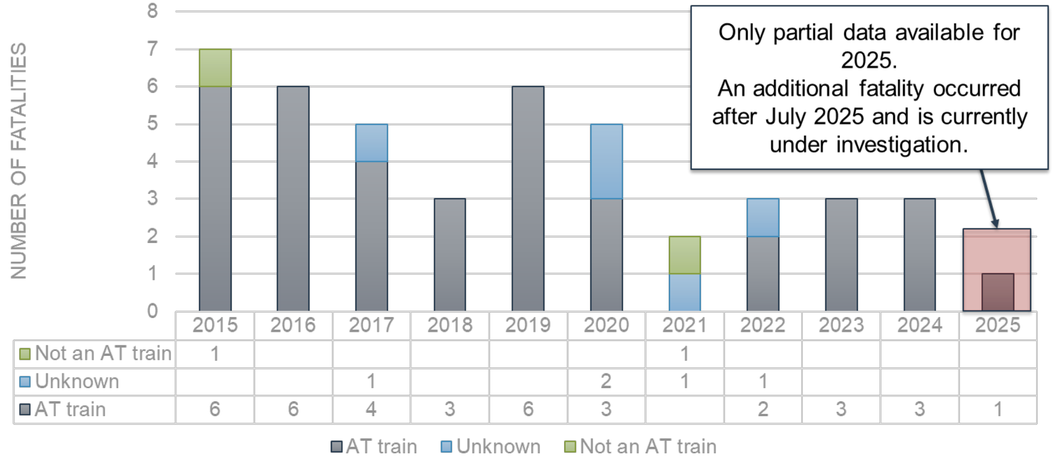
Reported Train Near Misses (November 2024 - October 2025)



	Nov	Dec	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct
Motor Vehicle	1			2		2		1	2		
Pedestrian	8	3	4	6	3	4	3	3	11	1	1

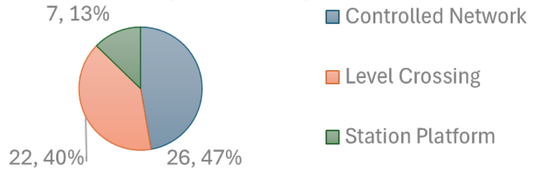
Railway Fatalities

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

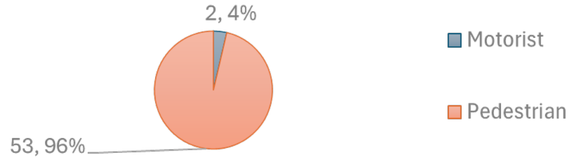


	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Not an AT train	1						1				
Unknown			1			2	1	1			
AT train	6	6	4	3	6	3		2	3	3	1

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



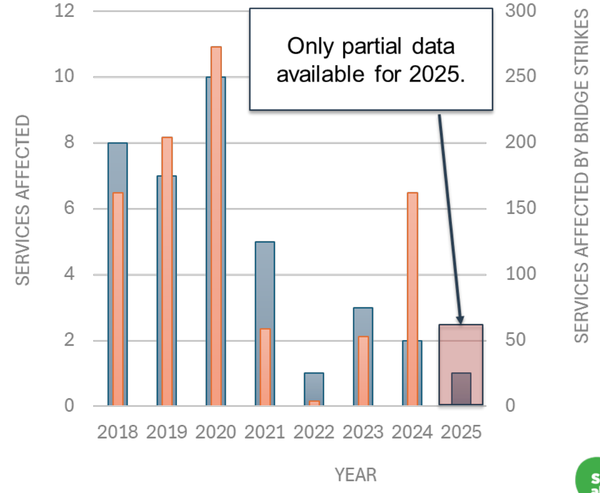
Fatalities on the Auckland Controlled Rail Network - Road User Type (2015-2025)



*These graphs exclude incidents at the Glenbrook Vintage Railway

Rail over-bridge strike

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



Bus Safety

Auckland Bus Related Deaths and Serious Injuries (2020 to 2025)

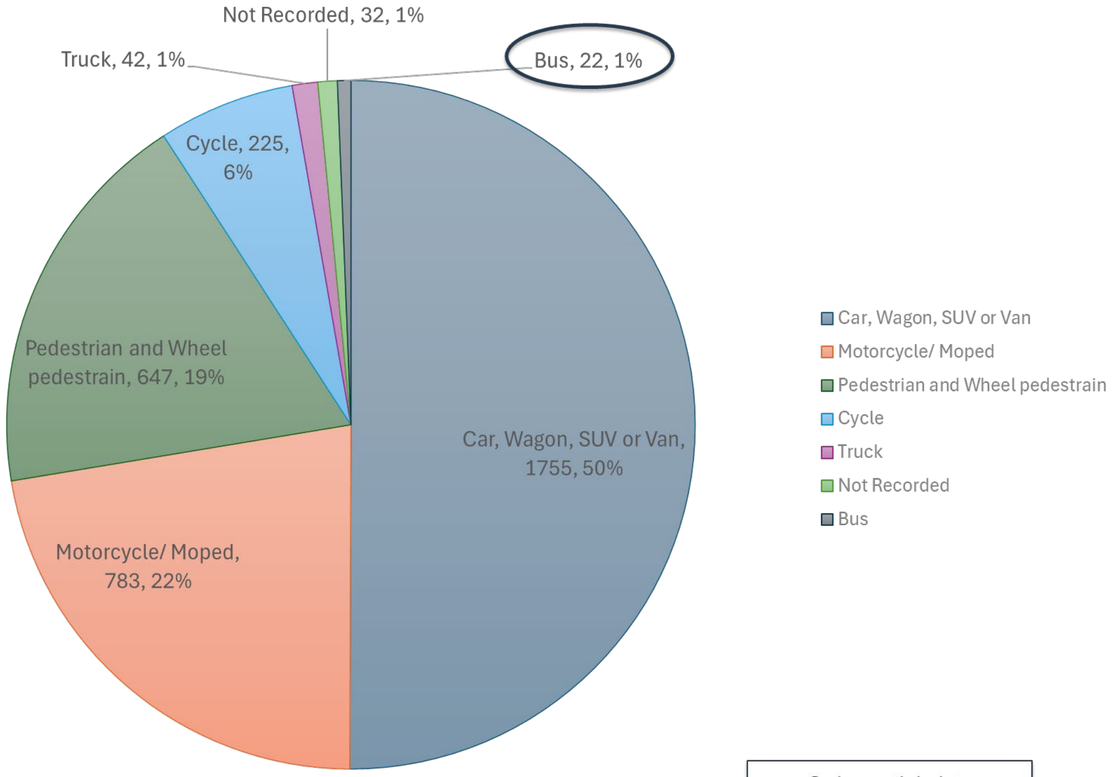
Bus related crashes (2020-2025) as at 5/11/2025

Public Transport Safety
- Globally, public transport is widely recognised as one of the safest modes of travel.
- Auckland's crash data supports this view: bus drivers and passengers account for less than 1% of all Death and Serious Injury (DSI) cases, highlighting the strong safety record for those on board.
- Bus travel remains one of the safest modes of transport in Auckland.

Contribution of Bus-Related Crashes
- While buses themselves are safe for occupants, other road users are also affected.
- These incidents represent around 3% of Auckland's total DSIs.

Trends Over Time (2020–2024)
- Bus-related DSIs have remained relatively stable, fluctuating between:
  - Maximum: 19 cases in 2021
  - Minimum: 16 cases in 2024
- This stability has occurred despite both an increase in public services and Auckland's population growth, meaning the rate of bus-related DSIs per capita has actually declined, reinforcing the overall safety of bus travel.

Auckland reported Deaths and Serious injuries by travel mode (2020-2025)

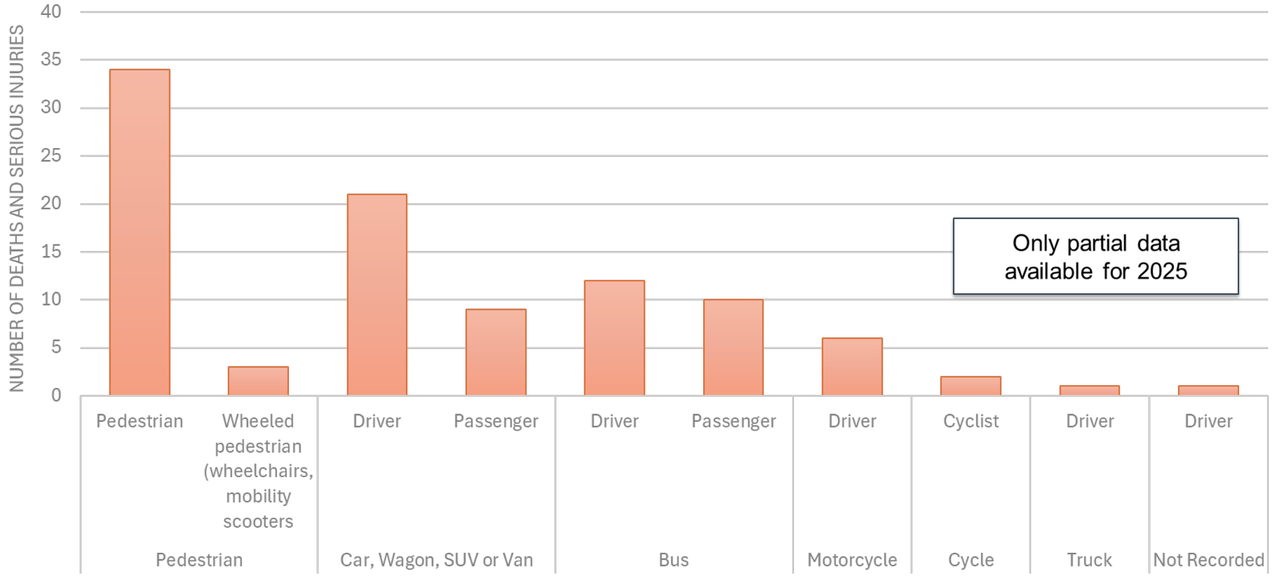


Only partial data available for 2025

*The CAS data extraction was completed on 17 November 2025. The 2025 data is only partial because the year is still in progress and there is a reporting lag between when a crash occurs and when it is entered into the CAS system. Additionally, this dataset reflects only recorded crashes, and serious injury crashes are known to be underreported in CAS. All graphs also include crash data for all bus services, covering public transport, commercial operators, and private operators.

Auckland Bus Related Deaths and Serious Injuries (2020 to 2025)

Recorded Bus related Deaths and Serious Injuries by affected road user (2020 - 2025)



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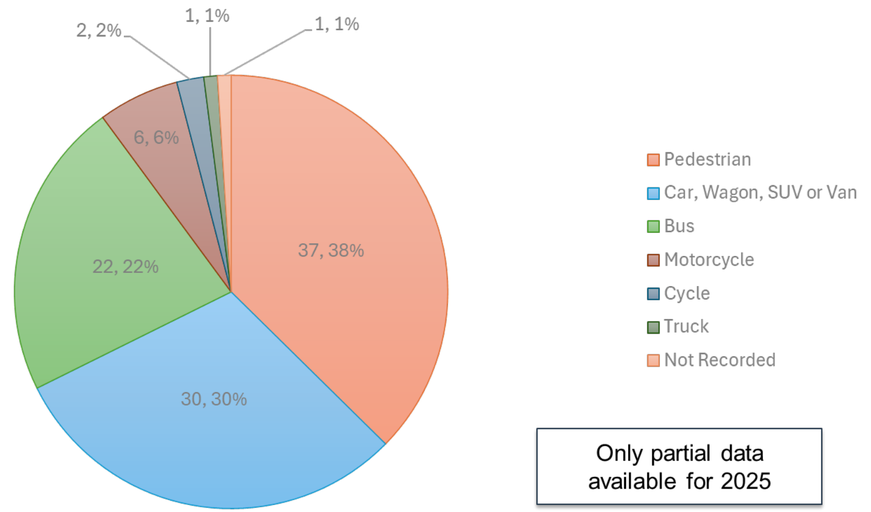
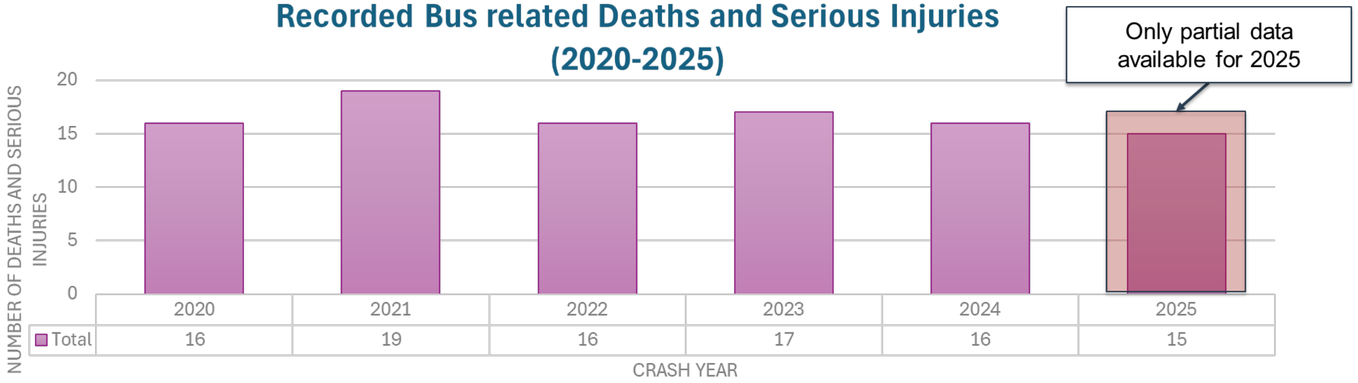
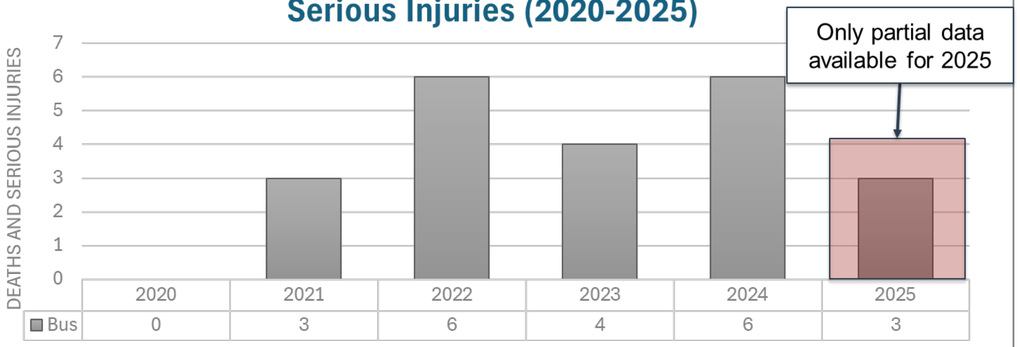


Recorded Bus related Deaths and Serious Injuries (2020-2025)



Recorded Bus Driver and Passenger Deaths and Serious Injuries (2020-2025)



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Public self-reported events

Bus Traffic signal non- compliance events

Bus Traffic signal non- compliance events (October 2024 - October 2025)

The AI-enabled CRM (Customer Response Management) system has flagged a number of red-light running allegations involving an AT bus, based on submissions from the public. These reports span from September 2024 to September 2025, with red-light running allegations averaging approximately 30 incidents per month.

It is important to emphasise that these reports are perception-based and have not been independently verified. They reflect public concern rather than confirmed safety breaches.

Each report is provided to the bus operator to investigate and apply appropriate corrective actions. Further analysis is being undertaken to classify these reports by operator and route.

Consideration(s):

- Some cases may involve crash-related events, while others may reflect perceptions of unsafe driving without physical incidents.

Bus Traffic signal non- compliance events trends and observations :

- The number of reported red-light running cases over the last 12 months fluctuated between 19 and 37 cases per month.
- The highest number of reports occurred in February 2025 (37 cases), correlating with high utilisation of the transport network.
- A noticeable dip was observed in December 2024 (19 cases), which can be attributed to seasonal reporting patterns due to fewer bus services operated over public holidays, and less congestion on the roads.
- The data shows a relatively consistent pattern of monthly reporting, with the majority of months falling within the 29–34 case range.

*These figures reflect only the cases detected and recorded by the AI system. While the system provides valuable insights, it is not perfectly accurate. It can flag cases that should not have been identified and, conversely, fail to detect cases that should have been. The actual 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.

Public self-reported events

Customer and public safety events

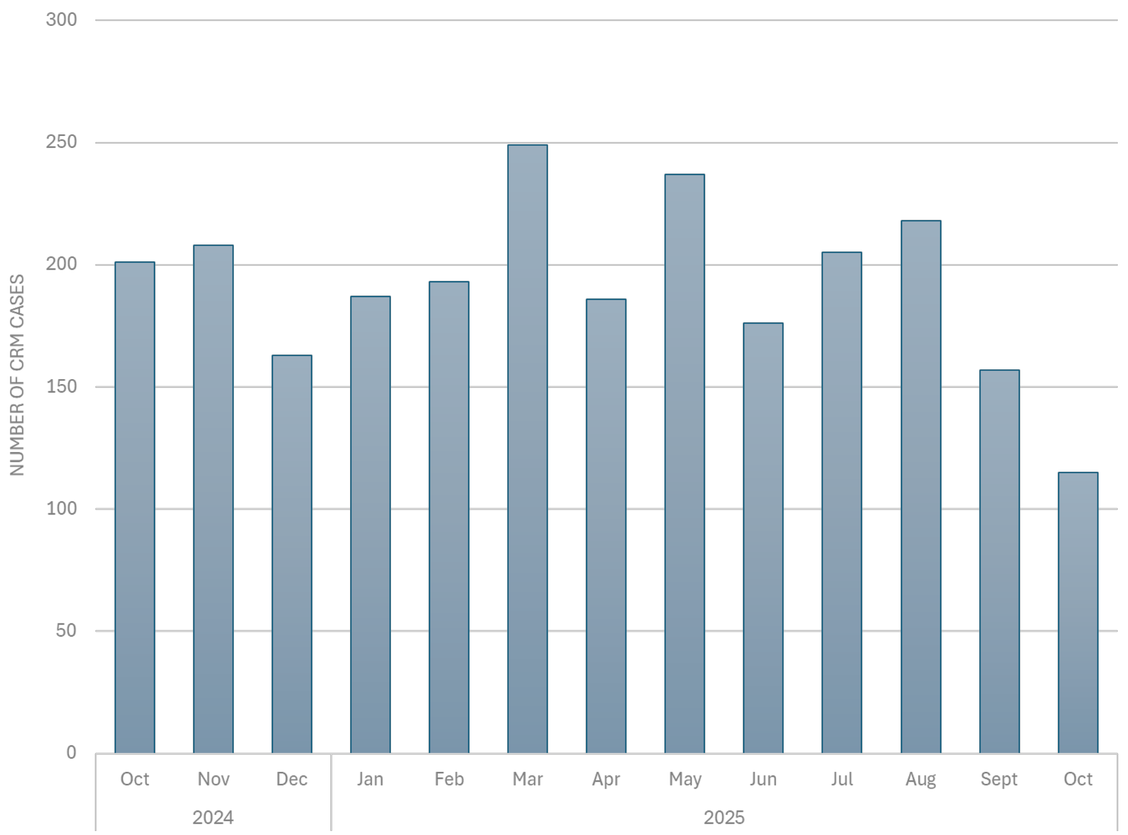
Harmful interactions (October 2024 - October 2025)

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:

- 2,294 incidents were recorded in the 12-month period from November 2024 to October 2025.
- The number of reported cases fluctuates across the months, ranging from a low of 115 cases in October 2025 to a peak of 249 cases in March 2025.
- There has been a 43% decrease in reported incidents, dropping from 201 in October 2024 to 115 in October 2025.



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