



Transport Safety Performance Report

August 2025

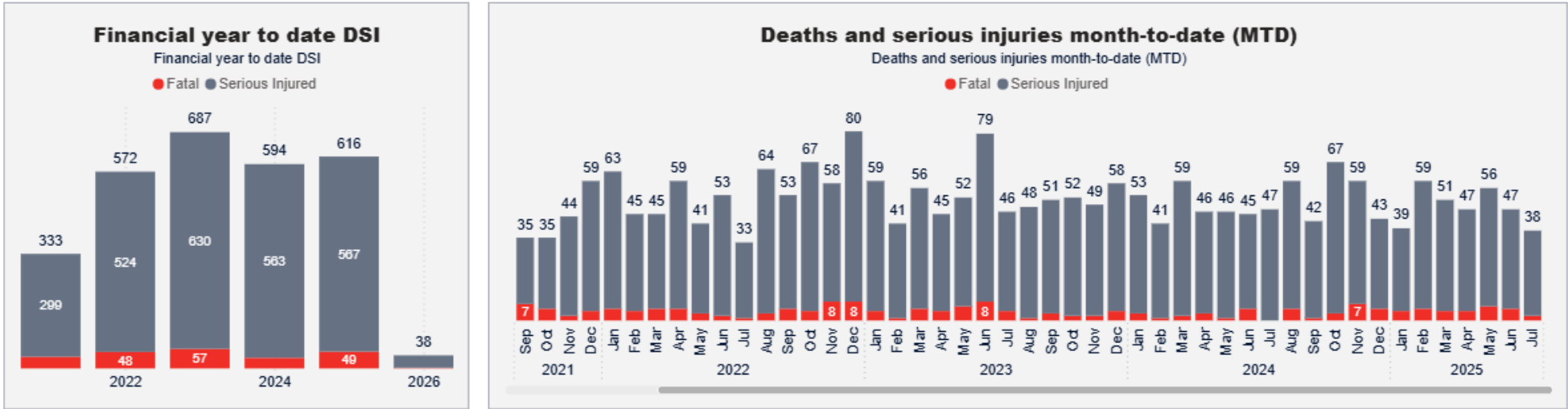


1. Executive Summary

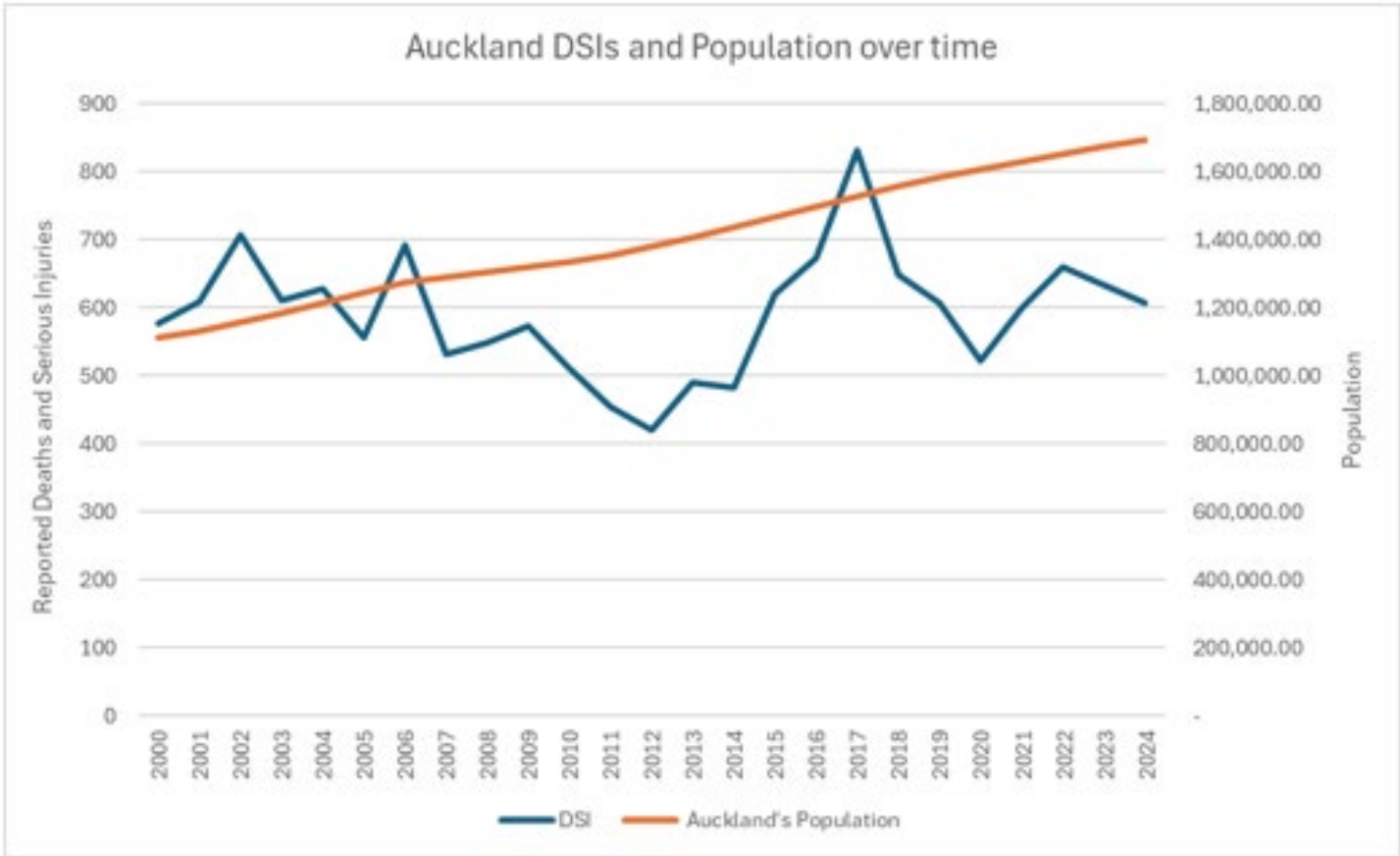
Key progress

Road Safety Fatal Crash Reporting

- Auckland Transport (AT) road safety engineering continue to undertake fatal crash investigations in partnership with New Zealand Police.
- In 2025, we have nineteen fatal crash investigations in progress on local (AT) roads with seven recommendations for safety improvements, two have been completed and five remain open.
- In 2024, we have investigated twenty-five fatal crashes on local (AT) roads, with twenty-five recommendations for safety improvements on those roads. Of these, twenty one have been implemented and four remain open.



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



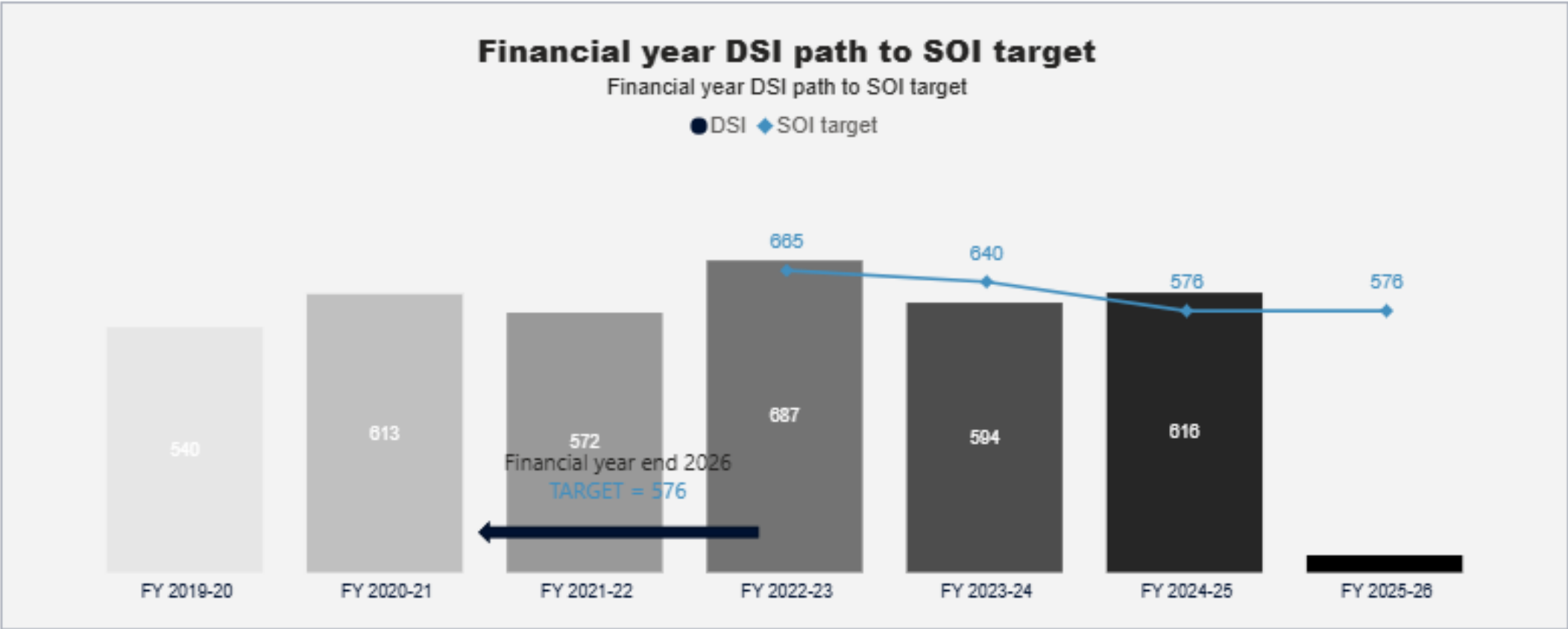
Key insights

The financial year 2024/25 deaths and serious injuries (DSIs) from July 2024 to July 2025 as of 6 August 2025:

- Our SOI target for the financial year (2024/25) was no more than 576. There have been 616* provisional DSIs on Tamaki Makaurau roads (1 July 2024 to 30 June 2025), which means we have not met this measure.
- Year on year, we have had an increase in fatalities (31 to 49) and a slight increase in serious injuries (563 to 567).
- DSIs are 22 more than in the 2023/24 financial year, but 70 less than in the 2022/23 financial year.
- Despite Auckland's steadily growing population, road safety interventions have helped maintain relatively stable DSI figures.

SOI Performance tracking:

- The current DSI figures are 3% higher than last year. Whilst not going in the direction we would like, it cannot be classified as significantly higher than the target. It is not uncommon to see a fluctuation of up to 10% in either direction. It is important to note that longer trend times, 5-10 years, give us a truer picture of how road harm is trending. Auckland saw a record high in 2017, with well over 800 DSI. There is still much to be done, and we will continue to invest in safe road design, managing speeds, supporting behaviour change and targeting investment to gain the greatest benefit.
- The new SOI target set for FY 2025/26 remains at no more than 576, as at 6 Aug 2025, we have 38 DSIs.



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





Transport safety dashboard



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.

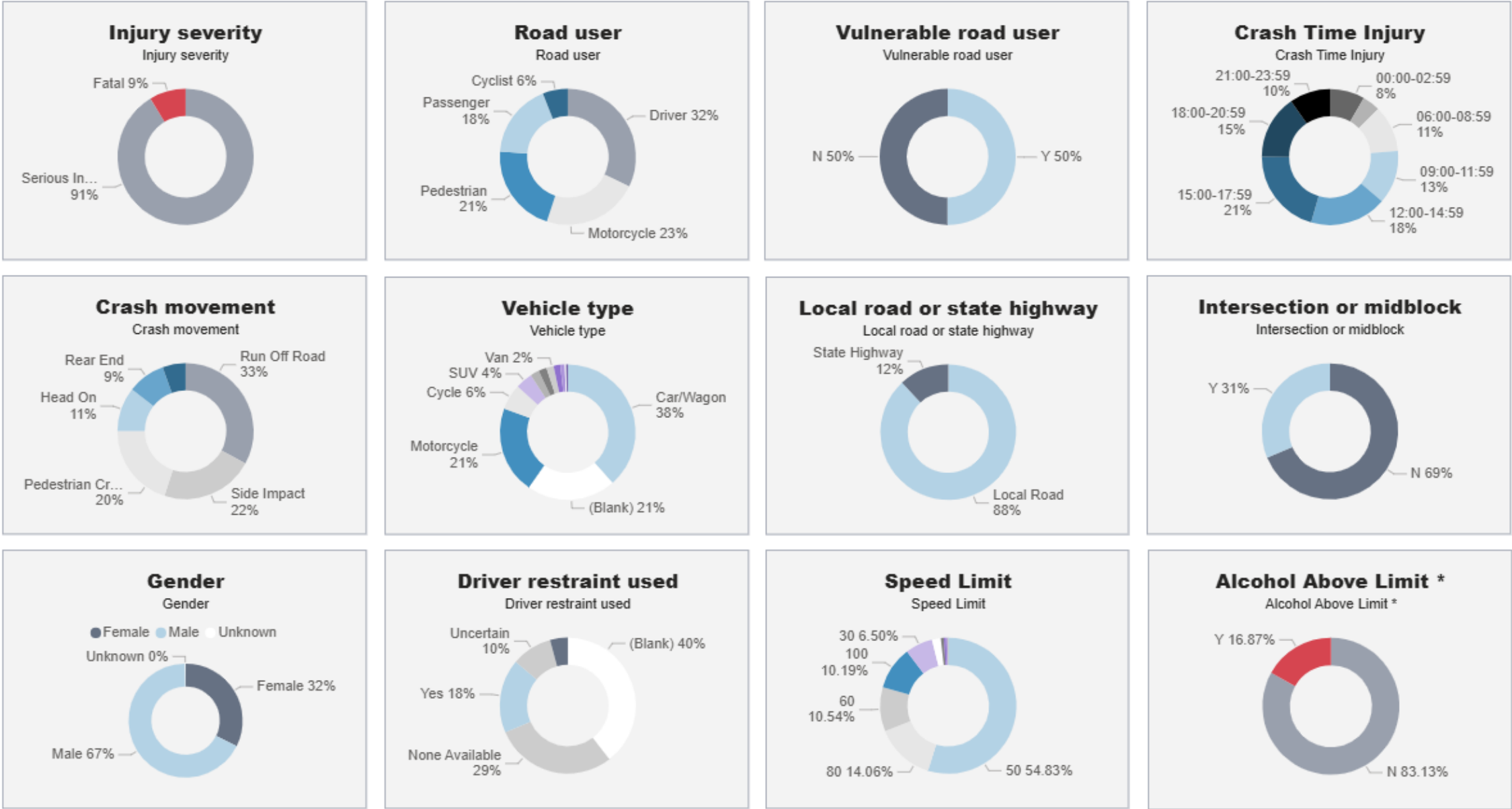
Key progress:

- 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.
- GIS refinement has been completed, the team are now working on the Python coding phase, and target for delivery is still September 2025.

Key insights

Overall DSI insights from July 2024 to July 2025, as at 6 August 2025

- 616 people were killed or seriously injured on all Tamaki Makaurau roads.
- Year on year, there has been an increase in fatalities, from 31 to 49, and a slight increase in serious injuries from 563 to 567. The overall number of DSIs has remained relatively static over the past five years.
- The majority of harm has occurred on our local roads, 88%.
- 50% 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 26% of people killed or seriously injured.
- 56% of deaths and serious injuries are occurring at midblock locations, with 44% at intersections.



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

Transport safety FY24/25 critical success factors - Auckland Transport

Legend:

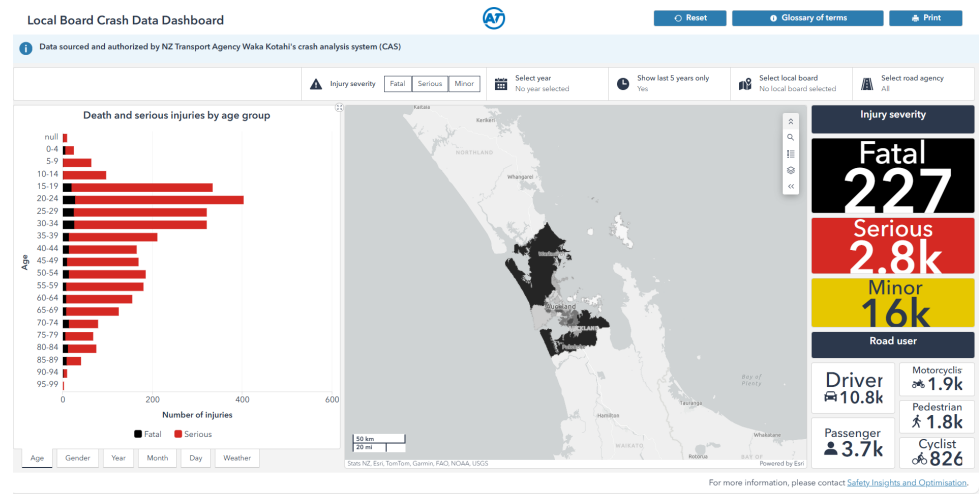
On track

On watch

Off track

Safe System

Context: Our strategy for improving the safety of the Auckland transport system is built on the Safe 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

- A partnership operation to reduce drink-driving through random breath testing, together with messaging, commenced in late May and was completed in July 2025. This communicates record levels of breath testing, which are at the highest levels in more than 10 years.
- The Tamaki Makaurau Road Safety Governance Group next meet in September to participate in the Hot Topic workshop committing to actions to progress work on key issues impacting AT and our partners, there will be a follow up on safety cameras and we will be introducing what safety performance indicators could look like for the Auckland Region and who had ownership of them.
- 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.

Insights update

- The Urban KiwiRAP risk mapping tool update is now complete, and available to the business. Here is the link: [Urban KiwiRAP Risk Indicator App \(2019-2023\)](#)
- The mapping of roadside hazards with Vector power poles overlayed with deaths and serious injury crash data, is in prioritization phase with Business Technology (BT) and we are providing the preferred methodology. Internal work has begun to understand the complexity to progress this data insight
- We are underway with development of a plan to provide transport safety qualitative data, alongside our quantitative data (a mixed method approach). This will give better insights and be used in conjunction with our Advocacy Plan and Local Board Strategy. This will provide greater insights to help form the 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.

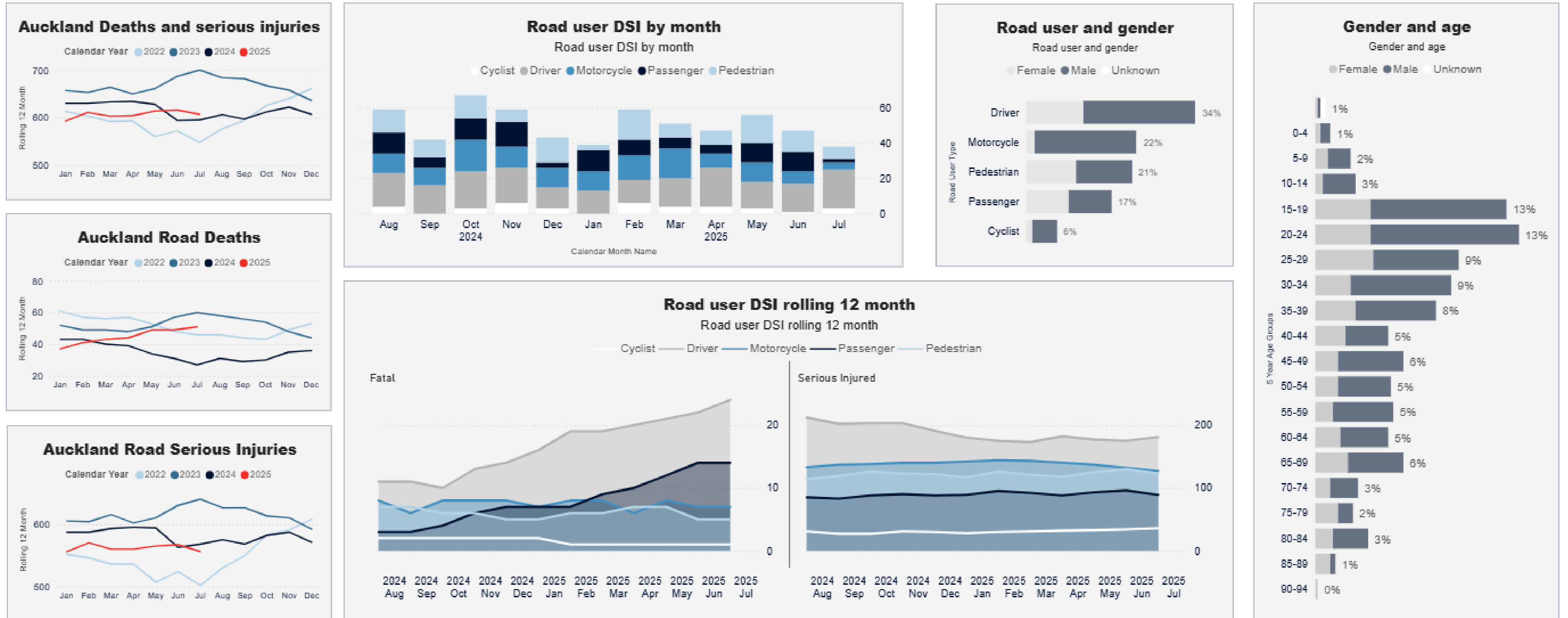
Advocacy plan implementation update

- Auckland Transport has provided a submission to the Governments proposed changes to the graduated driver licensing system. Our proposal supports longer times in license and a better system of education for young drivers, as they are overrepresented in Auckland deaths and serious injuries. The Minister intends to have changes implemented by 1 July 2026. Once final decisions are made on the changes, they will work with NZTA on implementation and transitional arrangements.
- Auckland Transport are in the process of updating our advocacy plan, the plan will reflect the priorities for Auckland Transport's external partnership engagement. This is expected to be ready in September.

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

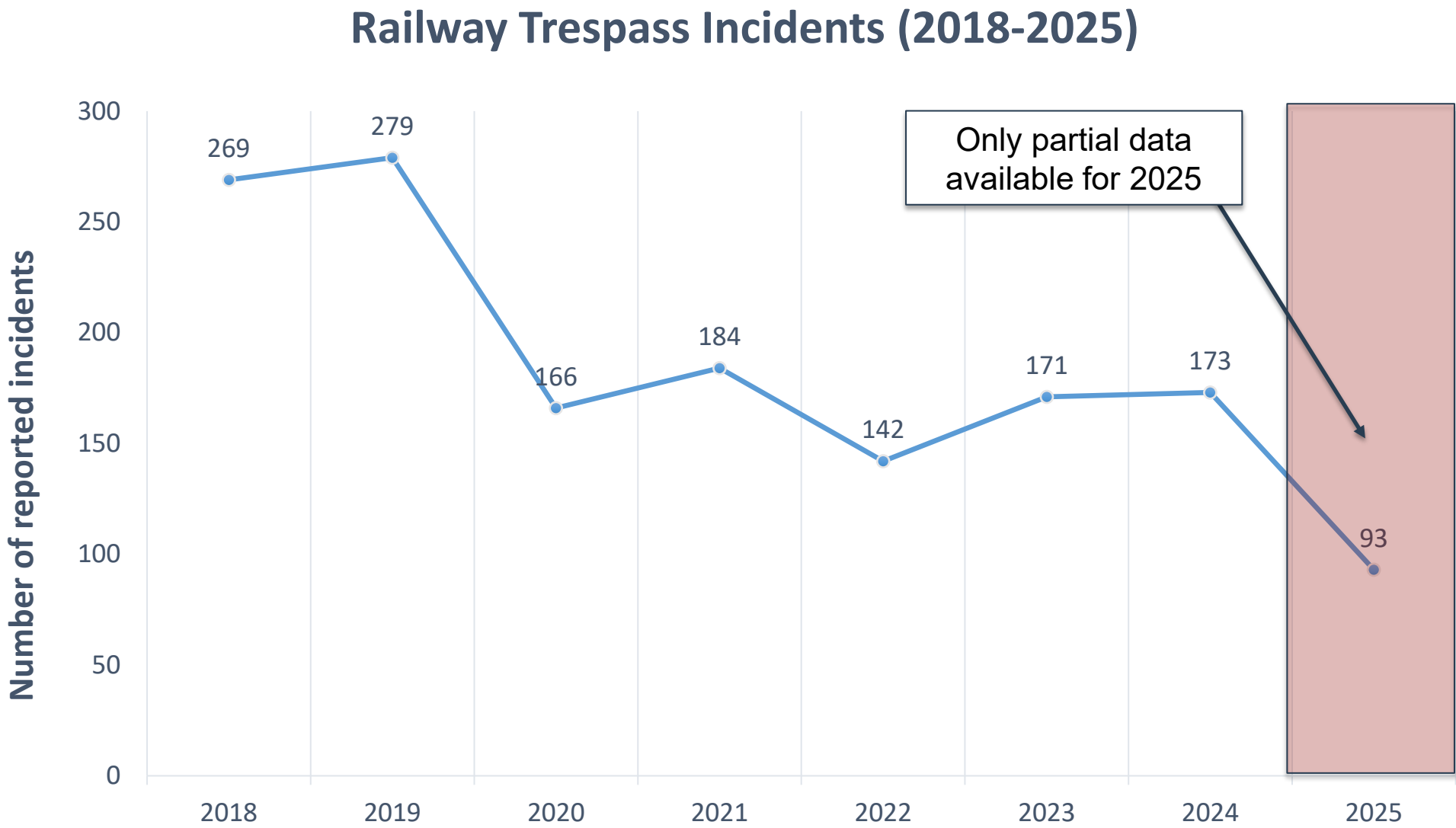
Definition: People walking include people on foot, wheeled recreational devices, wheelchairs and mobility scooters

Railway incidents Reporting

Railway Trespass Incidents

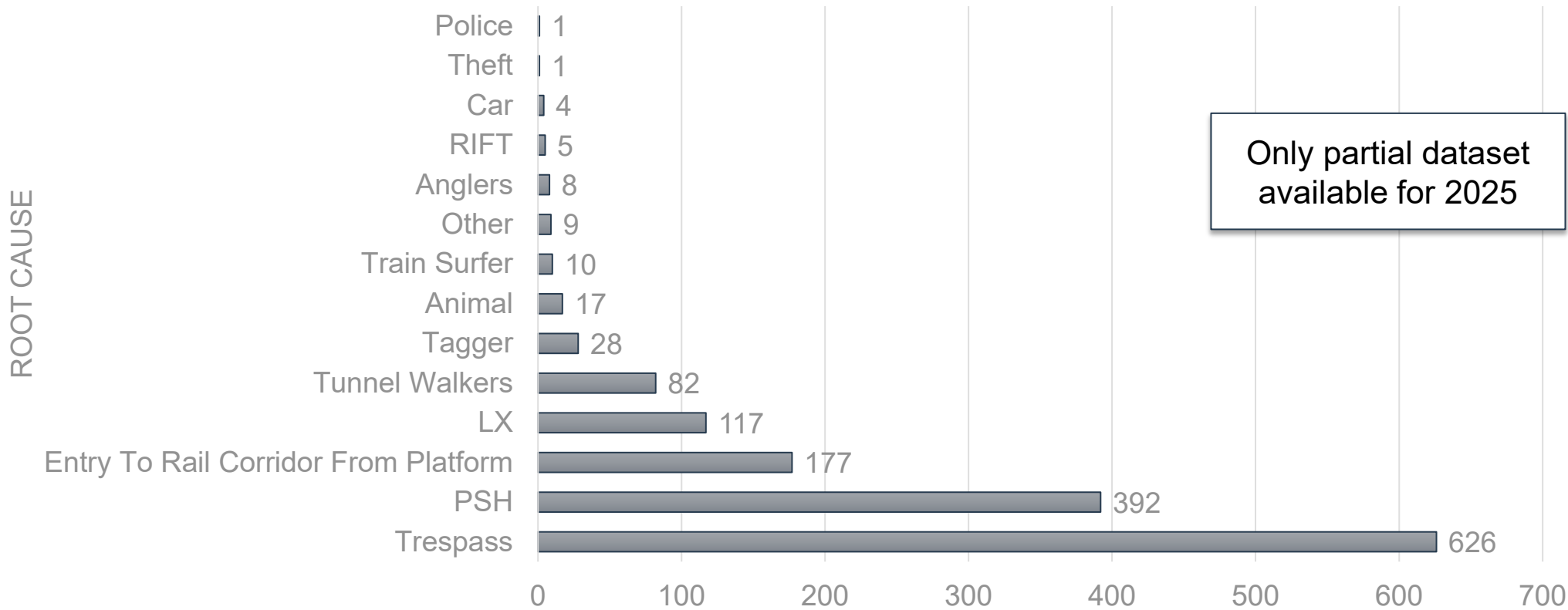
Reported Railway Trespass Incidents (2018-2025)

- A total of 1,477 trespassing incidents have been recorded on the railway network from 2018 to 2025 (to date). This includes 1,384 reported incidents between 2018 and 2024, and 93 incidents recorded so far in 2025; while the corresponding period of 2024 recorded 73 incidents (27% increase).
- From January to July 2025, 76 services were cancelled due to trespassing incidents, up from 73 services during the same period in 2024.
- The operator reported a rise in trespass incidents, increasing from 12 in June to 26 in July.
- Network initiatives such as the Network Fencing Programme, level crossing removals, and HOP gating are likely contributing factors to this reduction.



- From 2018 to 2025 (to date), the three most common types of trespassing incidents on the railway network have been:
 - General trespass (42%)
 - Potential self-harm incidents (27%)
 - Entry to rail crossings from platforms (12%)
 - Together, these categories account for approximately 81% 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 Root Causes (2018-2025)



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.

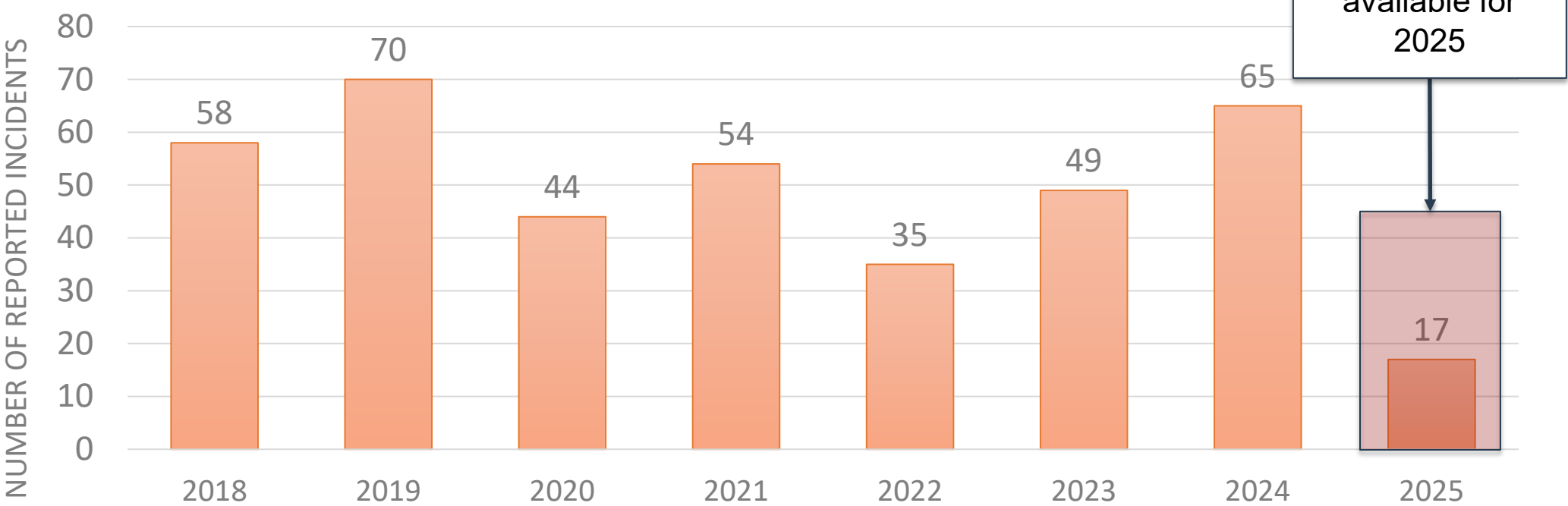
Railway incidents Reporting

Railway Potential self-harm Incidents insights

Reported Railway Potential Self-Harm Incidents

- A total of 392 potential self-harm incidents were reported on the railway network between 2018 and 2025 (to date).
- While the number of reported incidents has fluctuated year to year, there is no clear long-term trend over this period.
- Incident levels were generally lower during the COVID-19-affected years, likely due to reduced network activity and public movement.
- 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.

Annual Reported Railway Potential self-harm Incidents (2018-2025)



Mitigation

To Mitigate the future risk of self-harm events:

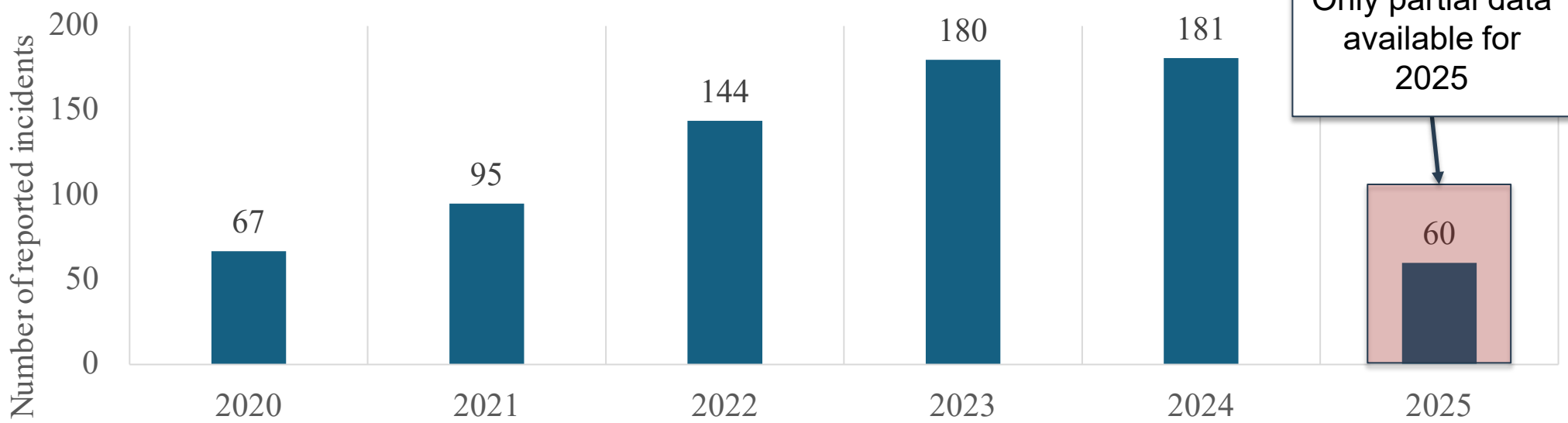
- A Suicide Prevention Group has been established to manage key risks across the network.
- Building on the success of Middlemore Station, a case study is being used to inform future interventions and best practices.

Barrier Arm Collision and Near miss Incidents

Barrier Arm Collisions

- Between 2020 and 2025 (to date), a total of 727 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.

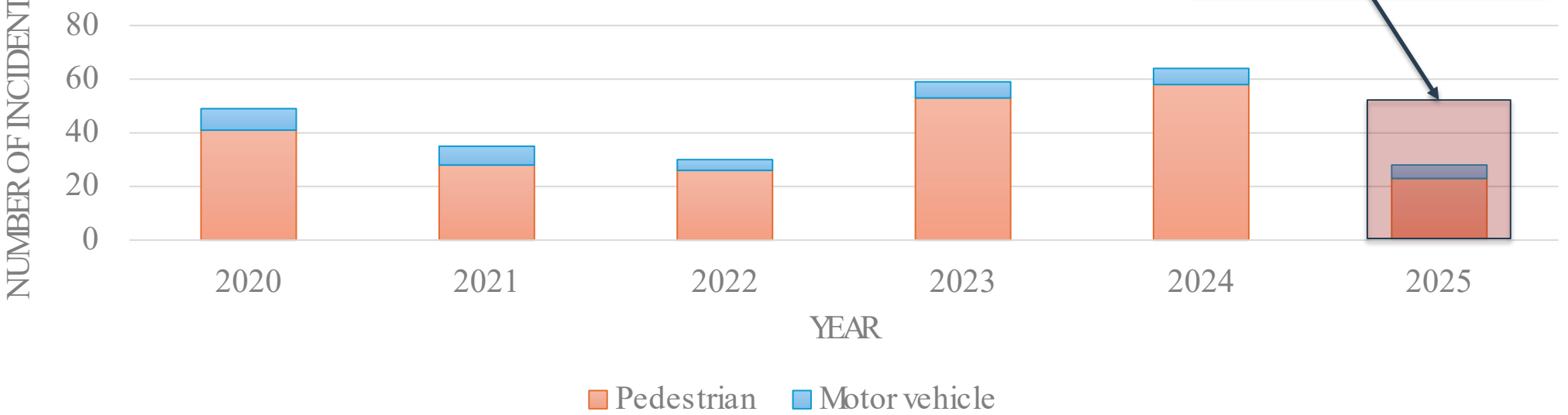
Barrier arm collisions (2020-2025)



Near misses

- Between 2020 and 2025 (to date), a total of 229 pedestrian vs train near misses and 36 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.

Reported Train Near Misses (2020-2025)



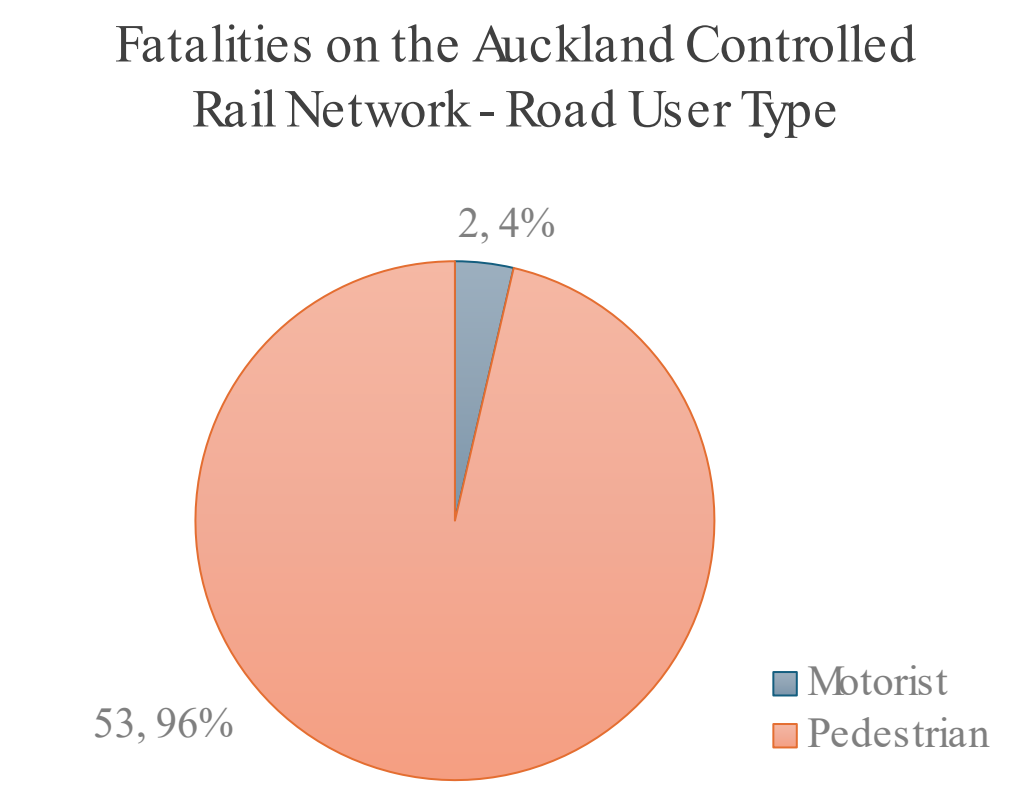
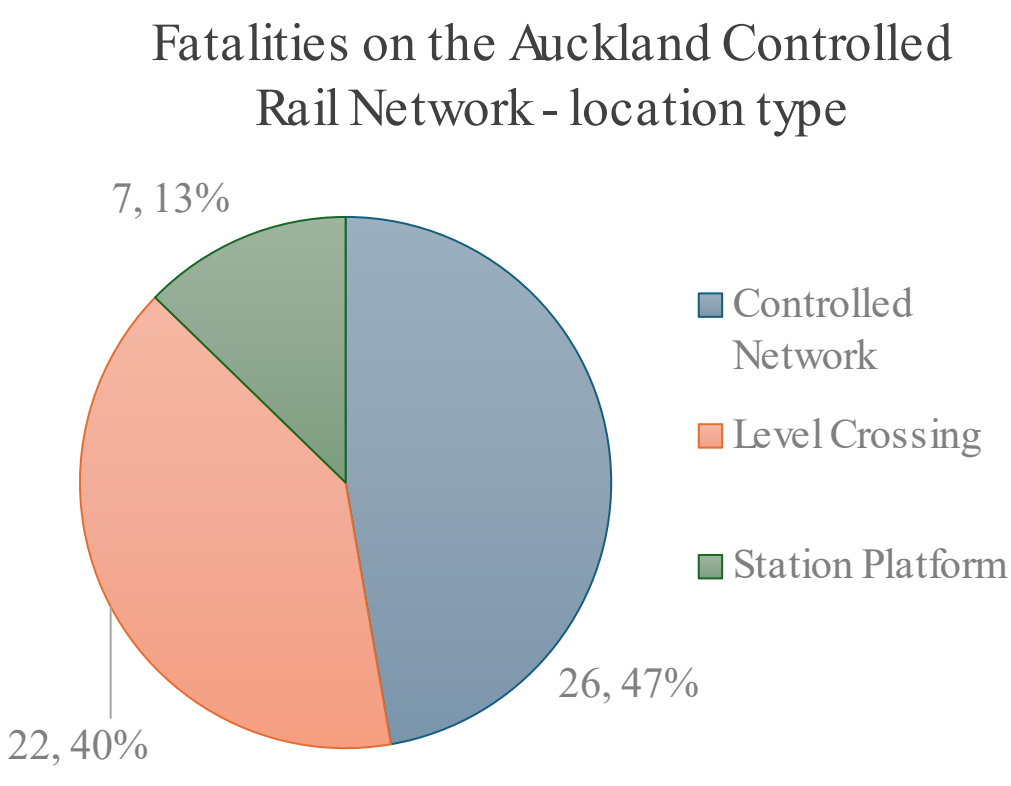
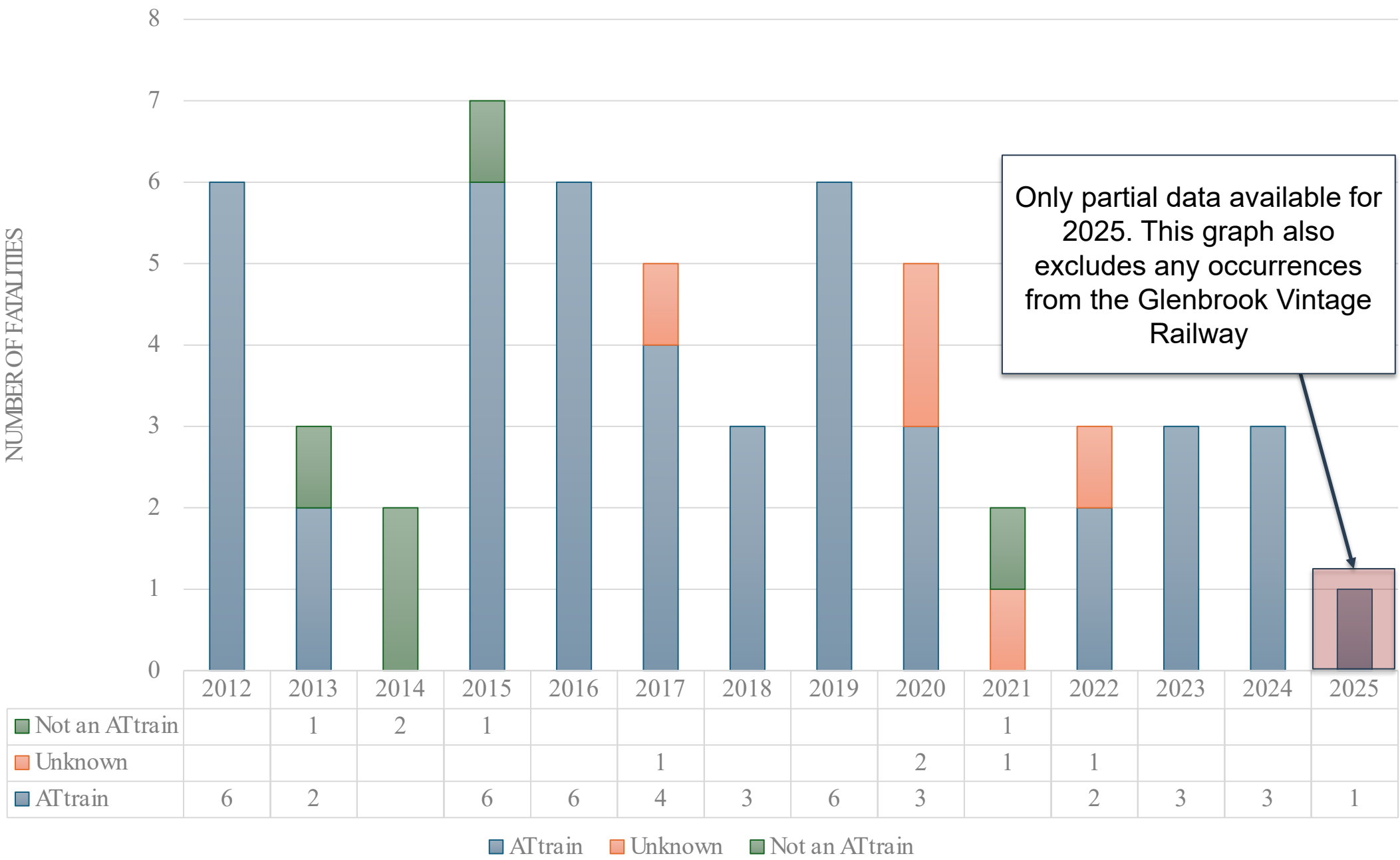
Railway incidents Reporting

Railway Fatalities Insights

Railway Fatalities (2012-2025)

- From 2012 to 2025 (to date), a total of 55 people outside of trains have lost their lives on the Auckland controlled rail network.
- Between 2012 and 2024, the network averaged approximately four fatalities per year.
- In 2024, there were three reported fatalities, indicating a slightly lower number than the historical average. However, due to the relatively small sample size, this difference is likely the result of natural variation rather than a confirmed reduction in risk or a sustained safety improvement.

Fatalities on the Auckland Controlled Rail Network (2012-2025)



Mitigation

To mitigate future risks of trespassing and train collisions, AT has implemented the following measures:

- 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.
- Seasonal interventions have been mapped for specific level crossings to mitigate issues such as water overflow.
- An additional 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

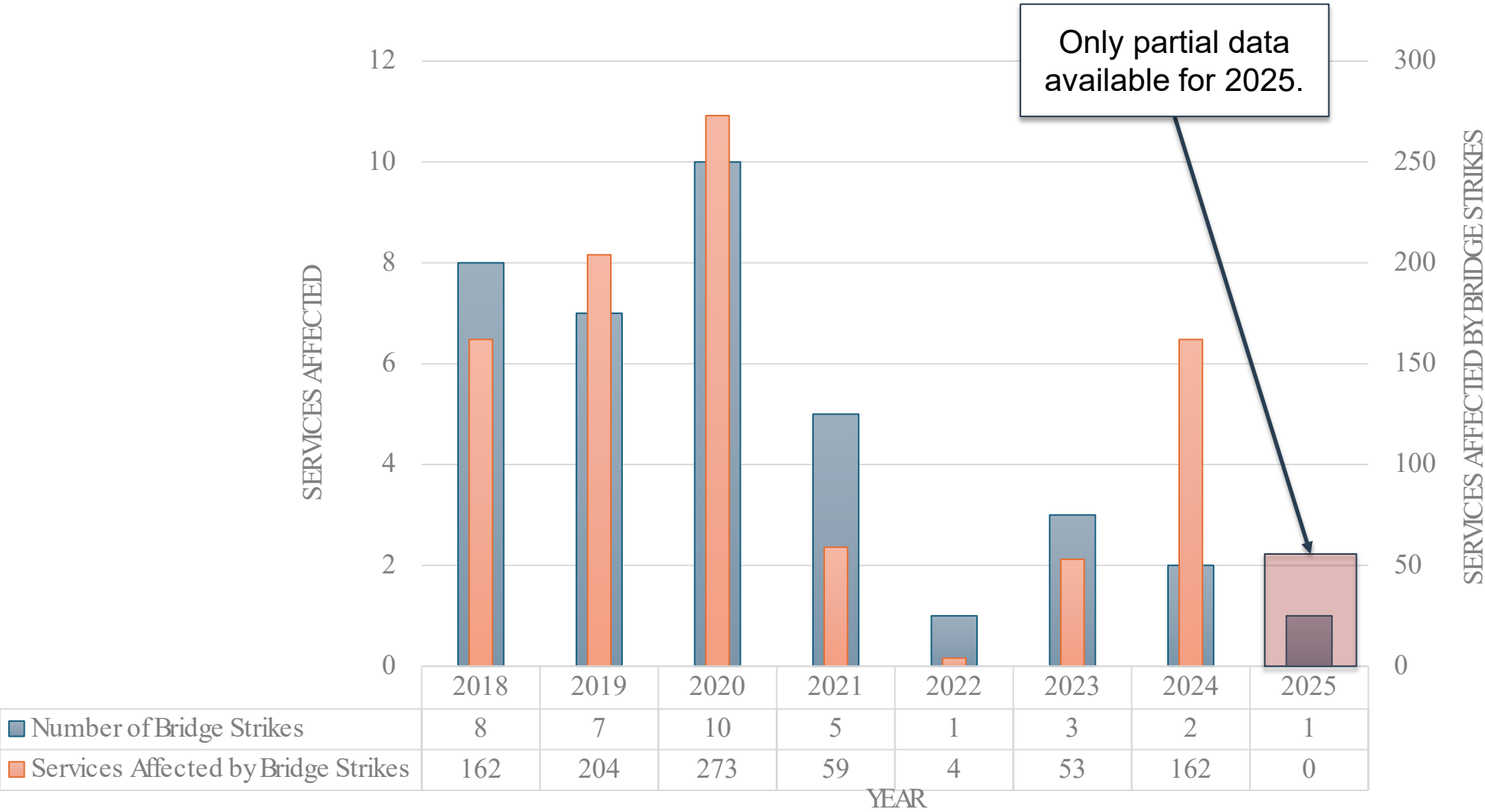
Railway incidents Reporting

Rail over-bridge strike incidents

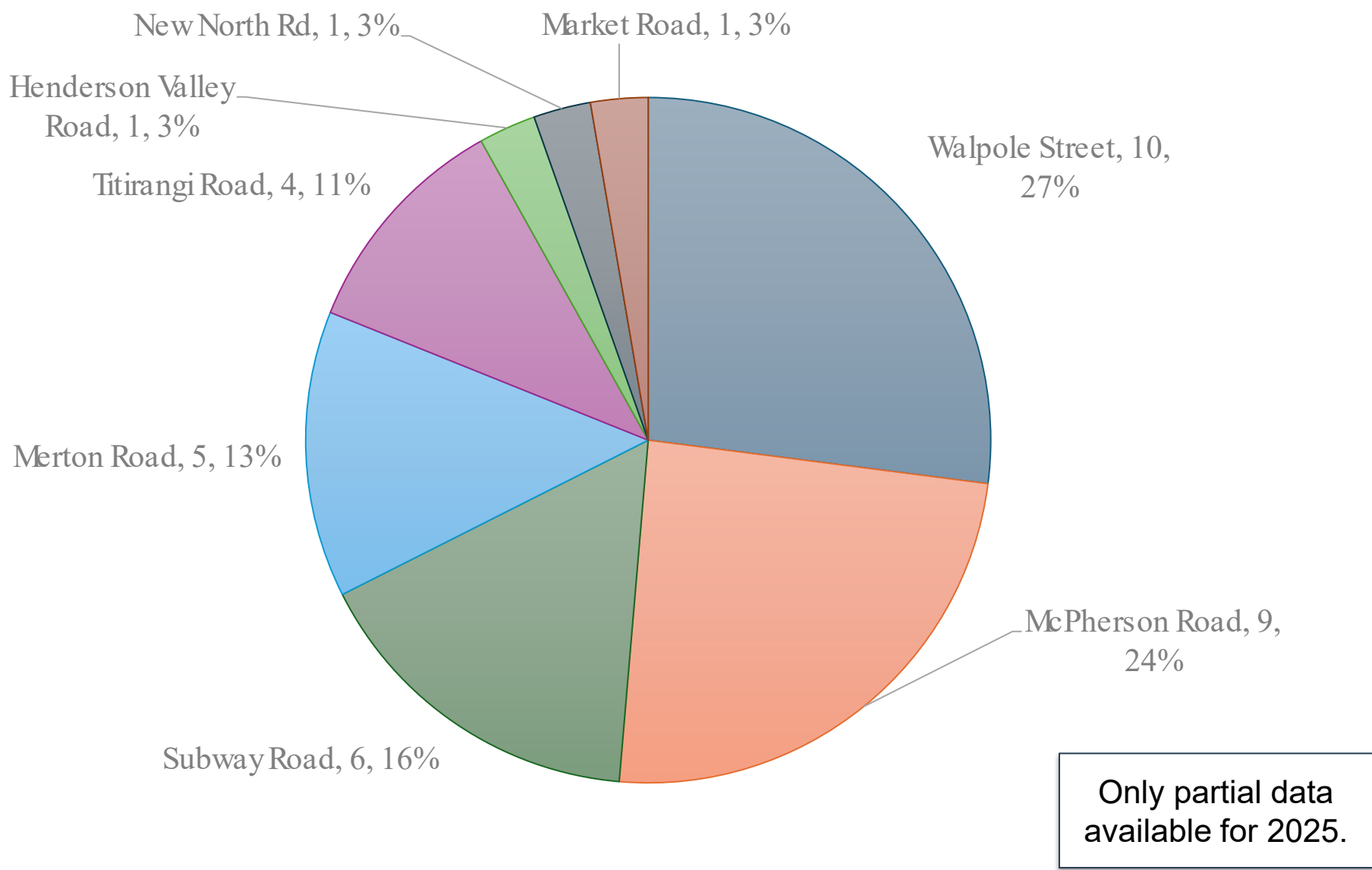
Rail over-bridge strike incidents (2018-2025)

- 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 shows a positive downward trend, the impact on customers—measured through cancelled and delayed services—continues to rise. This impact is expected to increase further with the introduction of the City Rail Link (CRL) and, specifically for McPherson Road, with the opening of Ngākōroa Station.

Rail over-bridge strike incidents and services affected by year



Rail over-bridge strike incidents by location



Mitigation Plan

To mitigate the future risk of rail overbridge strikes AT will:

- 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.

Bus incidents Reporting

AT bus red light running and bus driver falling asleep

AT bus red light running and bus driver falling asleep (January 2024- February 2025)

AI analysis has been conducted on Auckland Transport’s Customer Relationship Management (CRM) system to identify incidents of bus red-light running and drivers falling asleep. The CRM system, along side other functions, stores cases where customers have reported specific issues.

Between January 2024 and February 2025, the system recorded 398 cases of bus drivers running red lights and 40 cases of bus drivers falling asleep.

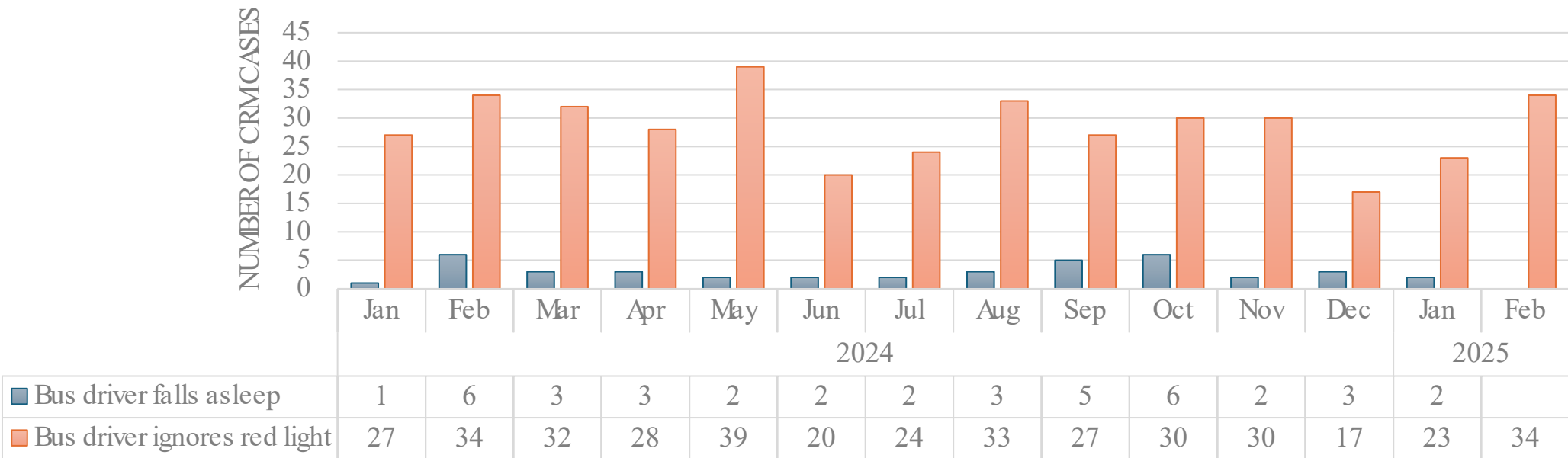
In January 2025, there were:

- 23 cases of bus drivers ignoring red lights.
- 2 case of a bus driver falling asleep.

In February 2025:

- Bus drivers ignoring red lights increased to 34 red-light running cases. The highest number since per month since May 2024.
- These figures fluctuate monthly, with red-light running consistently appearing in the 20–40 case range, and fatigue-related incidents typically between 1–6 per month

Number of CRMcases related to bus red light running and bus driver falling asleep



Please note that these figures reflect only the cases that have been recorded. The extent of underreporting is currently unknown.

AT bus dangerous driving

AT bus dangerous driving (January 2024- February 2025)

The AI-enabled CRM system has also identified AT bus driver dangerous driving. From January 2024 to February 2025, the number of bus driver dangerous driving incidents showed month-to-month fluctuations. The average monthly incident count during this period was approximately 291.

- The highest number of incidents occurred in February 2025, with 359 cases.
- The lowest was in December 2024, with 193 cases.

The notable dip in December was followed by a sharp rise in January and February 2025, suggesting possible seasonal or operational influences—such as holiday schedules, staffing changes, or reduced enforcement.

While the overall trend is variable, the elevated counts in months like May 2024 and February 2025 may warrant further investigation into contributing factors such as driver fatigue, route adjustments, or incident reporting practices.

Number of CRMcases related to bus driver dangerous driving

