



MINISTRY OF TRANSPORT
TE MANATŪ WAKA



Road Safety Objectives Report

1 July - 30 September 2025



MINISTRY OF TRANSPORT
TE MANATŪ WAKA

Update on Key Actions and Areas

1 July to 30 September 2025

Road Policing Investment Programme Update

Road policing activity	2025/26 Target	Q3 Target	Q3 Delivery	Difference to Q3 target
Officer issued speed offences	430,000	107,500	137,298	+29,798
Officer issued speed offences under 11km/h over the speed limit	75,250	18,813	30,740	+11,927
Officer issued speed offence notices on open roads	301,000	75,250	85,886	+10,636
Restraint offences	60,000	15,000	10,387	-4,613
Cell phone offences	40,000	10,000	13,673	+3,673
Commercial Vehicle Inspection Reports completed	50,000	12,500	16,583	+4,083

RPIP outcomes framework: [www.beehive.govt.nz/sites/default/files/2024-08/Road Policing Investment Programme 2024-27.pdf](http://www.beehive.govt.nz/sites/default/files/2024-08/Road%20Policing%20Investment%20Programme%202024-27.pdf)

Note: Breath Screening Test figures are unable to be reported at this time.

Road Safety Objectives – Output summary

1. Safer roads: lift the quality of our road infrastructure	
Roads of National Significance and Roads of Regional Significance	NZTA: NZTA has completed all investment cases for the Roads of National Significance projects. The final case, Hamilton Southern Links, was endorsed by the NZTA Board in September. Funding has also been approved for the Hawke’s Bay Expressway and the Omanawa Bridge.
Road maintenance and renewal with complementary investment in safety treatments	NZTA: Road resurfacing programmes for the 2025/26 season have been confirmed. Rehabilitation and resealing work is in line with targets.
Develop and deliver innovative, cost-effective safety infrastructure measures in high-crash areas	NZTA: NZTA continues to implement 55 safety projects carried forward from the previous NLTP period. Work is continuing to plan and deliver the \$200M investment in safety projects in the 2024-27 NLTP, including: <ul style="list-style-type: none"> • Electronic variable speed limit signs at over 200 schools on State Highways by mid 2026. • delivery of 10 projects over \$2M. Four of these projects are underway. • delivery of approximately 130 projects under \$2M. 35 of these projects are underway.
Motorcycle safety-specific treatments to reduce deaths and serious injuries (DSIs)	NZTA & ACC: The \$6.335m programme is 97% spent. Safety treatments on 48 out of 50 identified high risk motorcycle routes have been completed. Against its targets to date, 86% of underrun barriers (36.6km), 100% of signage (292), 98% of driveway/shoulder sealing (2,543m ²) and 100% of line marking (63.9km) have been delivered.

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Road Safety Objectives – Output summary

2. Safer drivers: ensure road users are alert, unimpaired and comply with road rules	
Increase road policing and enforcement	Police: As at the end of September 2025, the Road Policing Investment Programme has exceeded all year-to-date targets across activity measures other than restraints offences. Breath Screening Test figures are unable to be reported at this time.
Reset delivery of road safety promotion to ensure it is aligned with RSO and nationally consistent	NZTA: NZTA continues to engage with councils to align road safety objectives and influence annual planning for 2025-26.
Deliver education initiatives and public information to support Police enforcement and encourage behavioural change focusing on high-risk behaviours	NZTA: NZTA continues to run campaigns for high-risk audiences and behaviours. July to September campaigns focus on speed (Through my eyes), safe vehicles (Last line of defence), motorcycles (Rider stories), drug driving (Don't let the drugs drive), distractions (Ghosting the right way) in partnership with ACC, seatbelts (Wear it for those you love) in collaboration with Northland and Canterbury NPC rugby teams.

Road Safety Objectives – Output summary

2. Safer drivers: ensure road users are alert, unimpaired and comply with road rules	
Deliver and support others in their delivery of school-based road safety education	NZTA: NZTA worked with TrackSAFE to support Rail Safety Week (11-17 August). Work has begun to develop resources for NZ Police’s School Community Officers to use with primary schools. NZTA has seen a 77% increase in use of its Education Portal for schools.
Continue optimising engagement in training and education programmes/development of new programmes	ACC & NZTA: NZTA and ACC launched a new campaign to promote the drive.govt.nz website and 'Drive Go' app to encourage more registrations and users. From July to September, the Drive programme had 17,264 new registrations, exceeding the 15,000 target. From July to August, 868 motorcyclists completed the Ride Forever course. However, enrolments are tracking to target for September.
Review penalties for traffic offences	The Ministry: The Ministry is reviewing fines and penalties for high-risk road safety infringement offences to ensure they are more reflective of the relative risk and harm caused by these offences.
Continue to explore initiatives to improve disproportionate outcomes for groups in NZ (i.e., young people, rural residents, motorcyclists)	ACC & NZTA: The Ministry of Social Development-funded Driver Licence Support programme has seen 21,063 year-to-date (FY25) enrolments against an annual target of 19,000, with 15,237 licences obtained at an 87% pass rate.

Road Safety Objectives – Output summary

3. Safer vehicles: improve the safety performance of our vehicle fleet

Safer vehicles work programme	NZTA: NZTA has continued delivering its 'last line of defence' campaign to raise awareness about safety ratings and encourage visitors to the Rightcar website. The website received around 600,000 page views from over 133,000 people.
Commence building of nationwide Commercial Vehicle Safety Centres	NZTA: Construction is underway at Taupō, Bombay, and Mackays Crossing safety centres.

4. Resetting speed: a balanced and targeted approach to speed limits

Implement speed limit reversals by 1 July 2025 and variable speed limits outside schools by 1 July 2026	NZTA: 65 of 68 Road Controlling Authorities (RCAs) increased speed limits on specified roads as required by the Setting of Speed Limits Rule by 1 July 2025. NZTA is working with the remaining RCAs to become compliant. 16 of 68 RCAs have submitted plans or proposals addressing variable speed limits outside school gates. 10 have been approved by the Director and 6 are in progress.
Investigate measures to increase the effectiveness of, and expand, the speed camera network	NZTA: NZTA is rolling out mobile safety cameras and delivering average speed corridors in specific high-risk locations across 10 regions to reduce road trauma.

5. Supporting action: enabling third-party funding

NZTA/ACC to identify options to increase use of ACC injury prevention funding for road safety initiatives	ACC & NZTA: A review of road safety investment opportunities to promote measures to reduce the incidence and severity of personal injury (under section 263 of the Accident Compensation Act) has been completed. NZTA and ACC delivered work on Motorcycle Awareness Month in September and the 'Ghosting the right way' driver distraction campaign aimed at young drivers.
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Update on Key Statistics

1 April 2025 – 30 June 2025

How are our outcomes tracking?

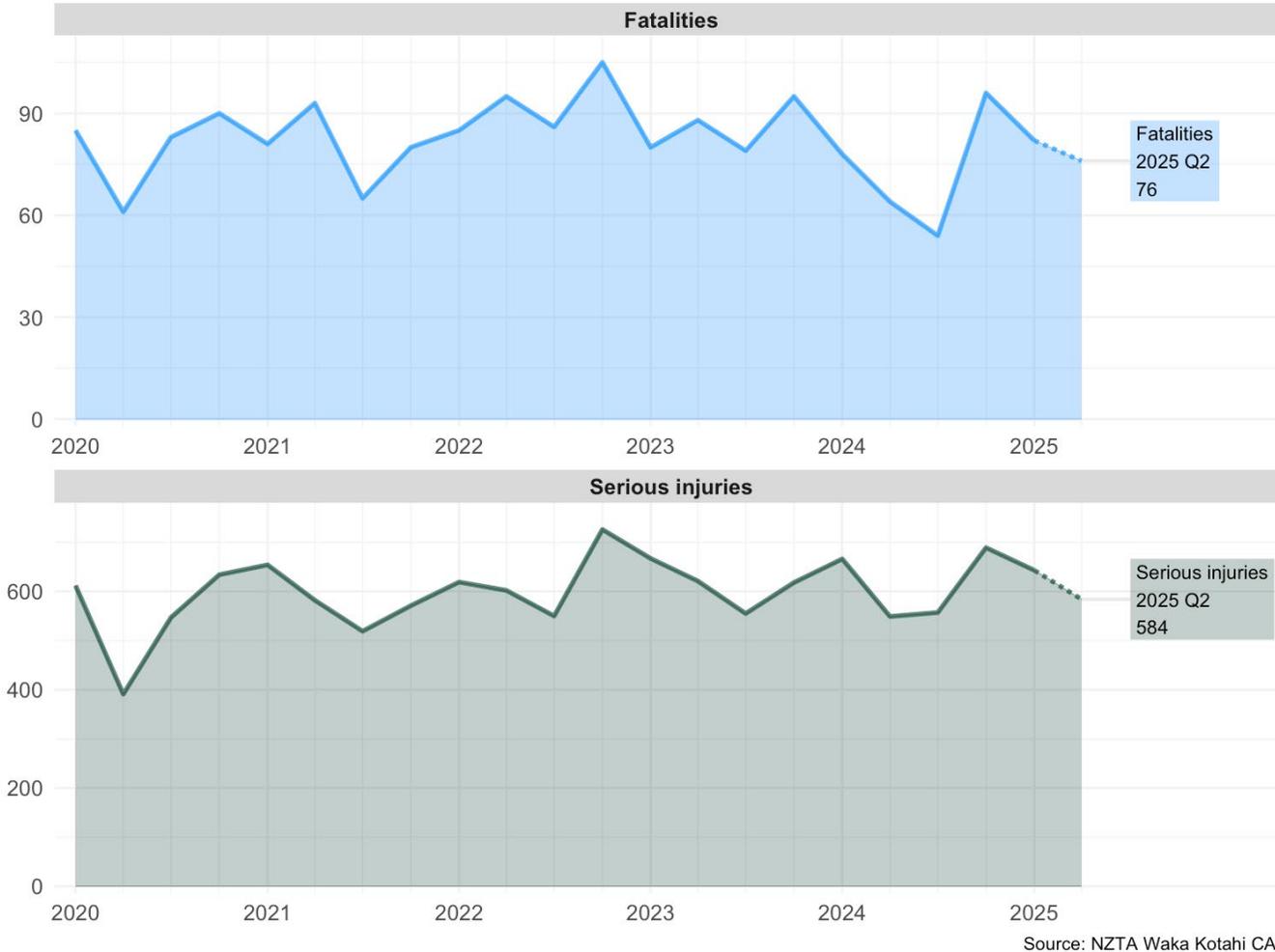
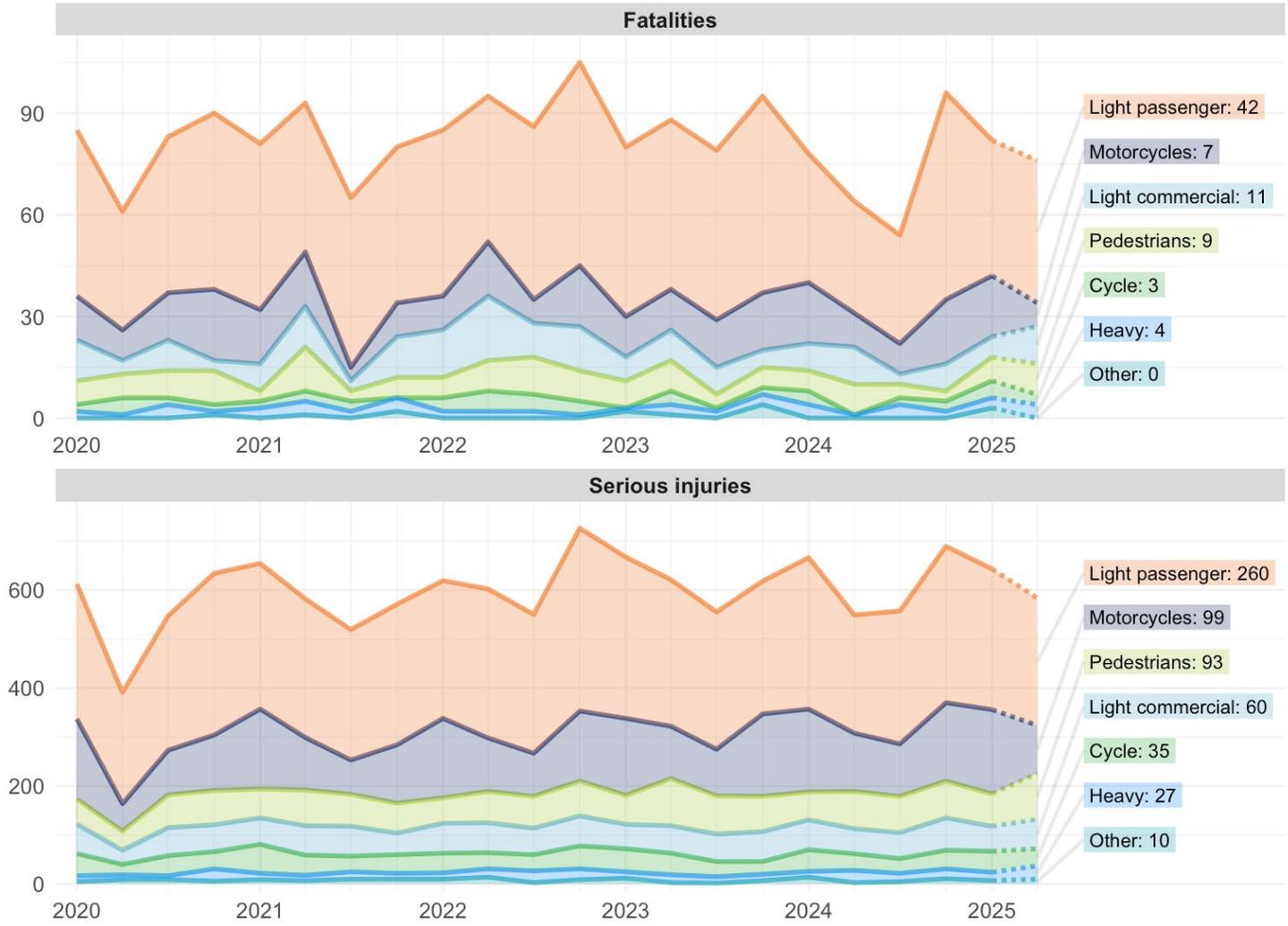


Figure 1: Quarterly road crash injuries

1 April - 30 June 2025

- There were 76 fatalities over this period. This is below the average of 83.2 fatalities for this period since 2021.
- There were 584 reported serious injuries for this period. This below the average of 587.6 serious injuries for this period since 2021.

Road safety outcomes by mode

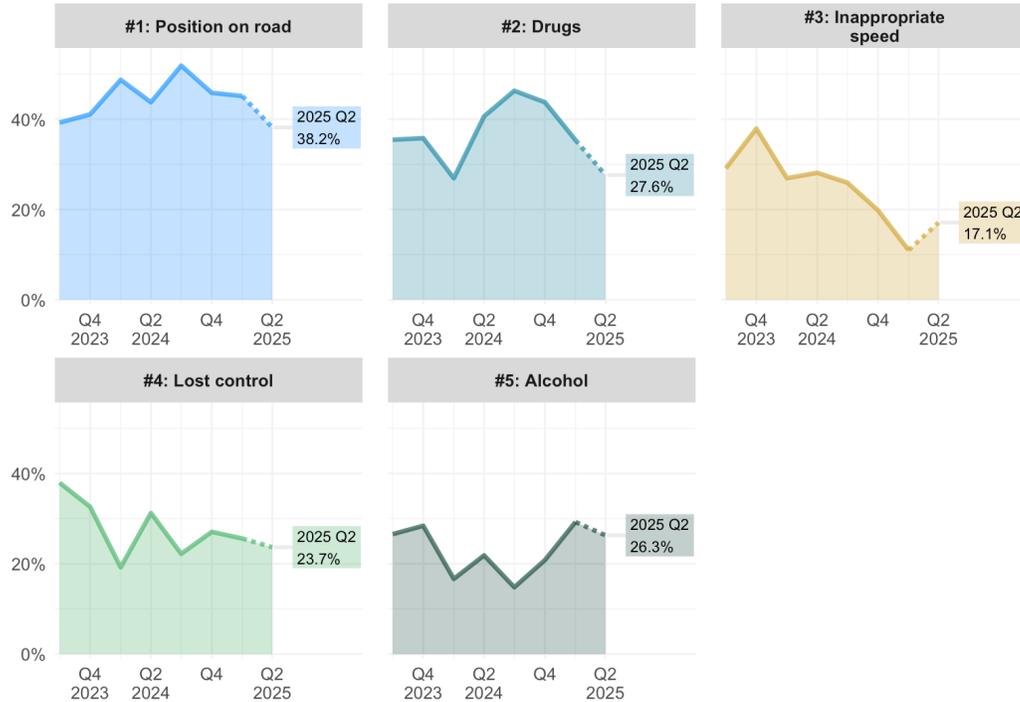


Source: NZTA Waka Kotahi CAS

Figure 2: Quarterly road crash injuries by mode

Road fatalities - Top five contributing factors

Quarterly proportion of fatalities

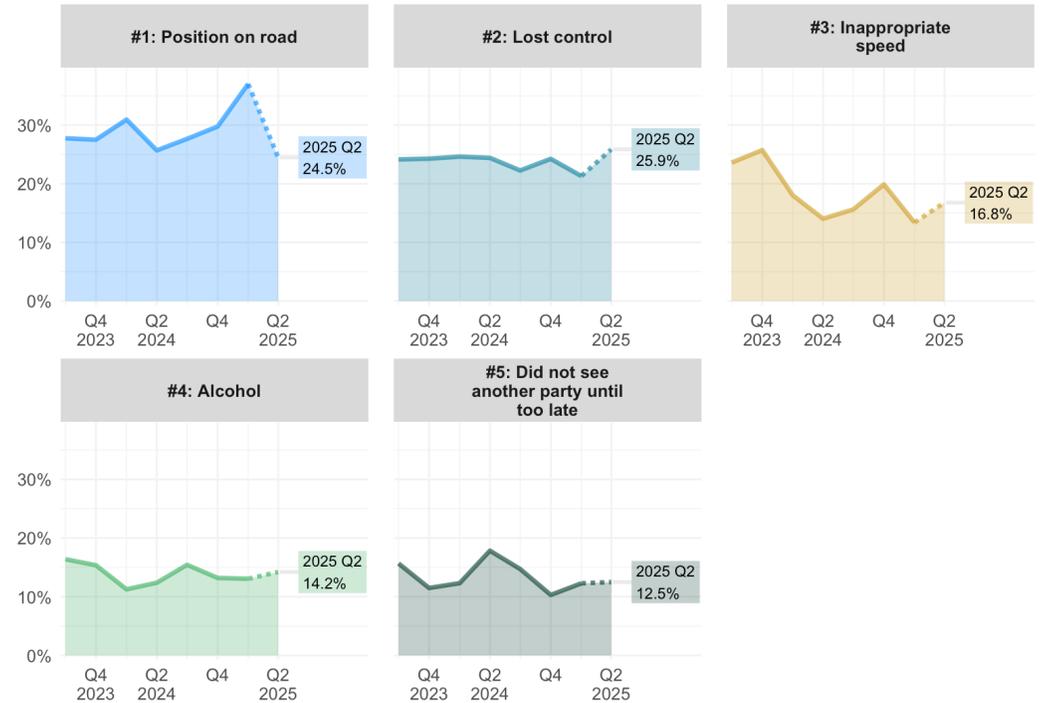


Source: NZTA Waka Kotahi CAS

Figure 3: Top 5 contributing factors

The most common contributing factor for road fatalities in the last quarter was position on road (38.2%) followed by drugs (27.6%).

Quarterly proportion of serious injuries



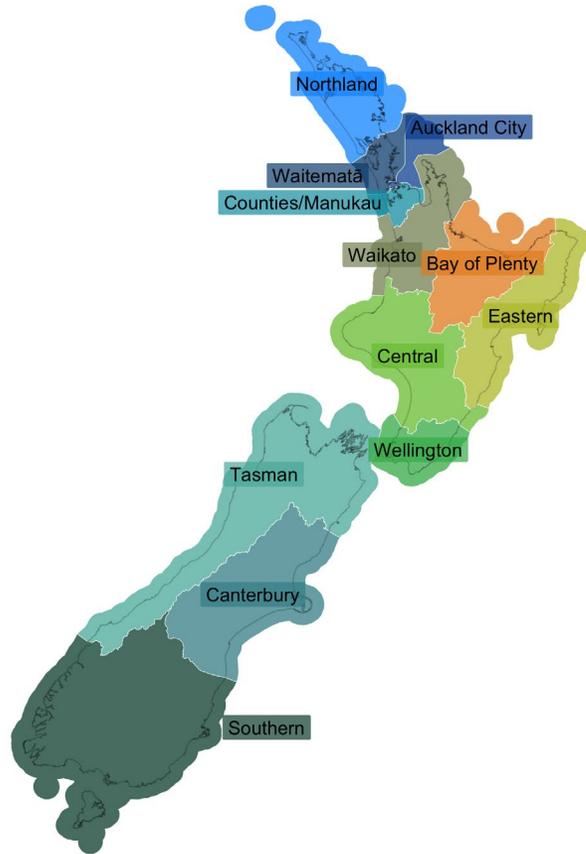
Source: NZTA Waka Kotahi CAS

Figure 4: Top 5 contributing factors

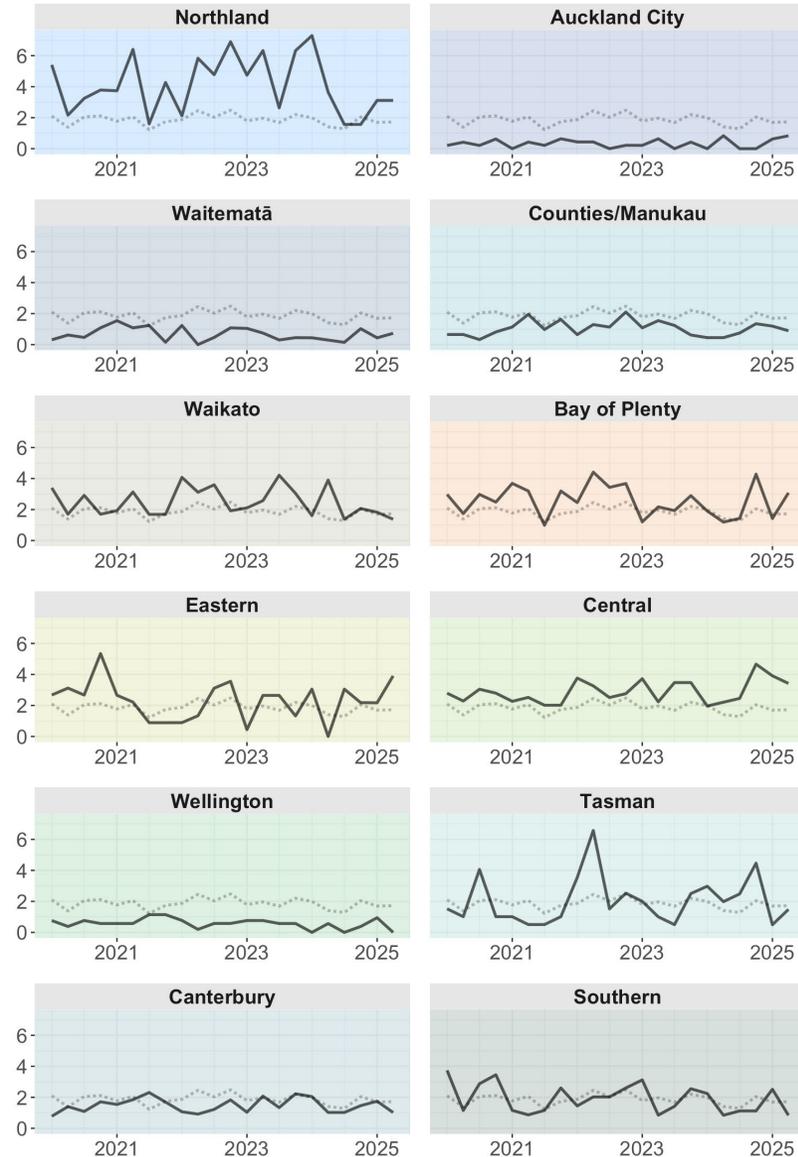
The most common contributing factors for reported serious injuries in the last quarter were losing control of the vehicle (25.9%) and position on road (24.5%).

Fatalities by police district

(a) Map of police districts



National mean (dotted line) included for reference



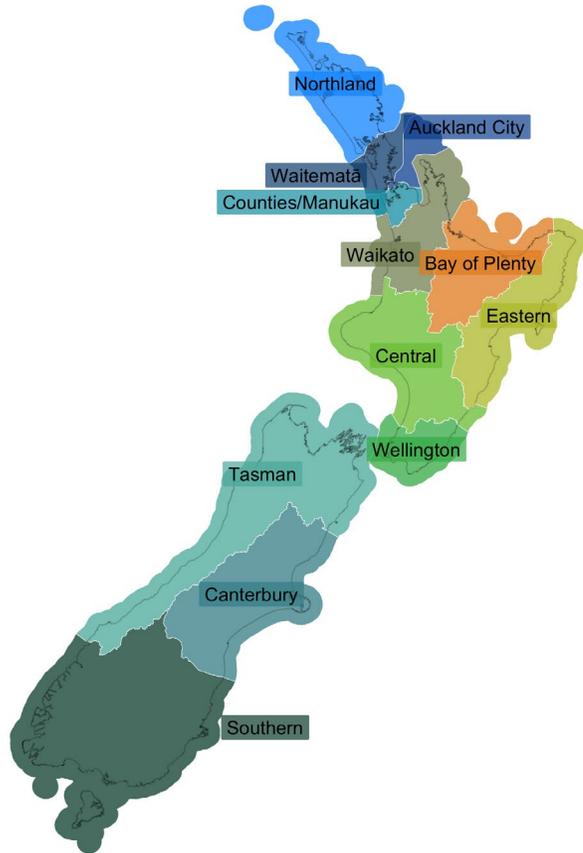
Auckland City, Counties/Manukau, Waitematā, and Wellington police districts remain consistently below the national mean for fatalities.

(b) Fatalities per 100,000 population

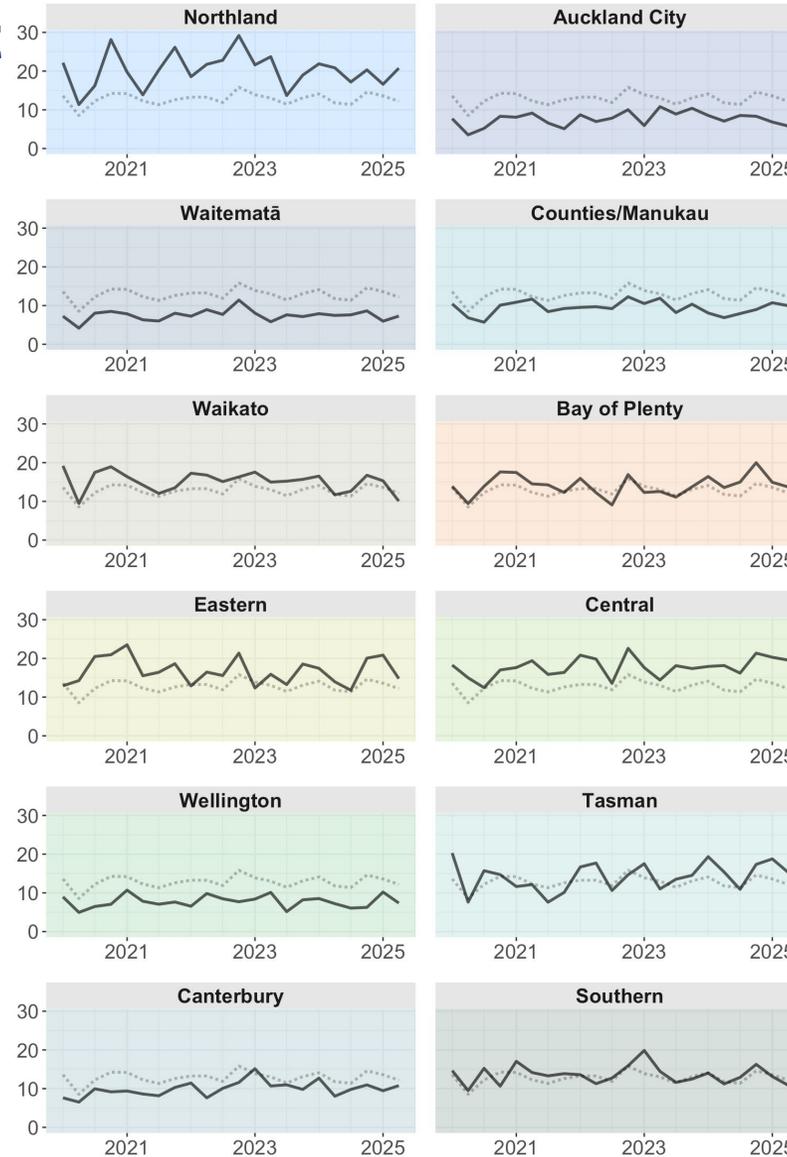
Figure 5: Quarterly total fatalities by police district

Serious injuries by police district

(a) Map of police districts



National mean (dotted line) included for reference



Auckland City, Counties/Manukau, Waitematā, Wellington, and Canterbury police districts remain consistently below the national mean for reported serious injuries.

Figure 6: Quarterly total serious injuries by police district

(b) Serious injuries reported per 100,000 population

Health data: Hospitalisations

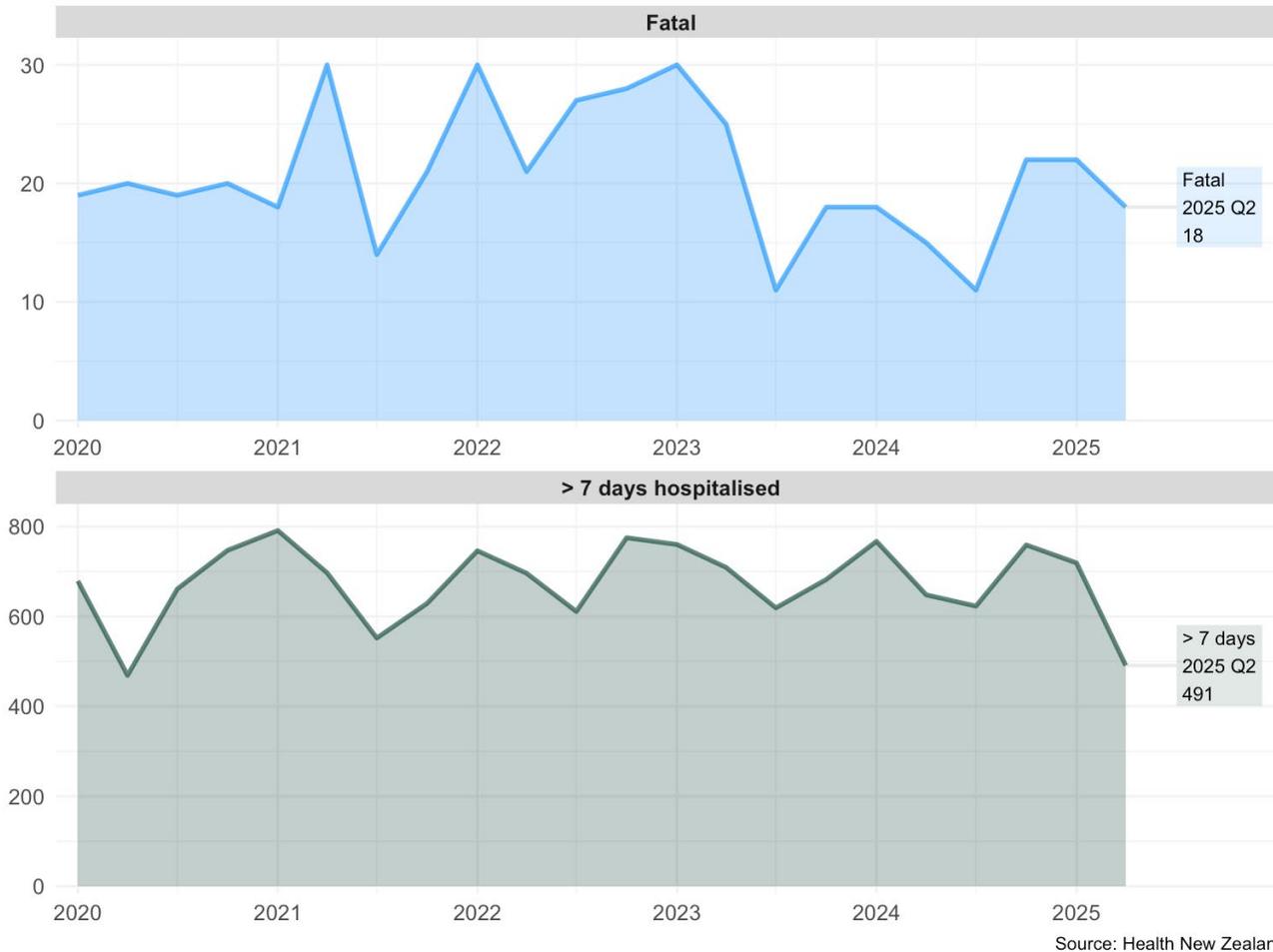
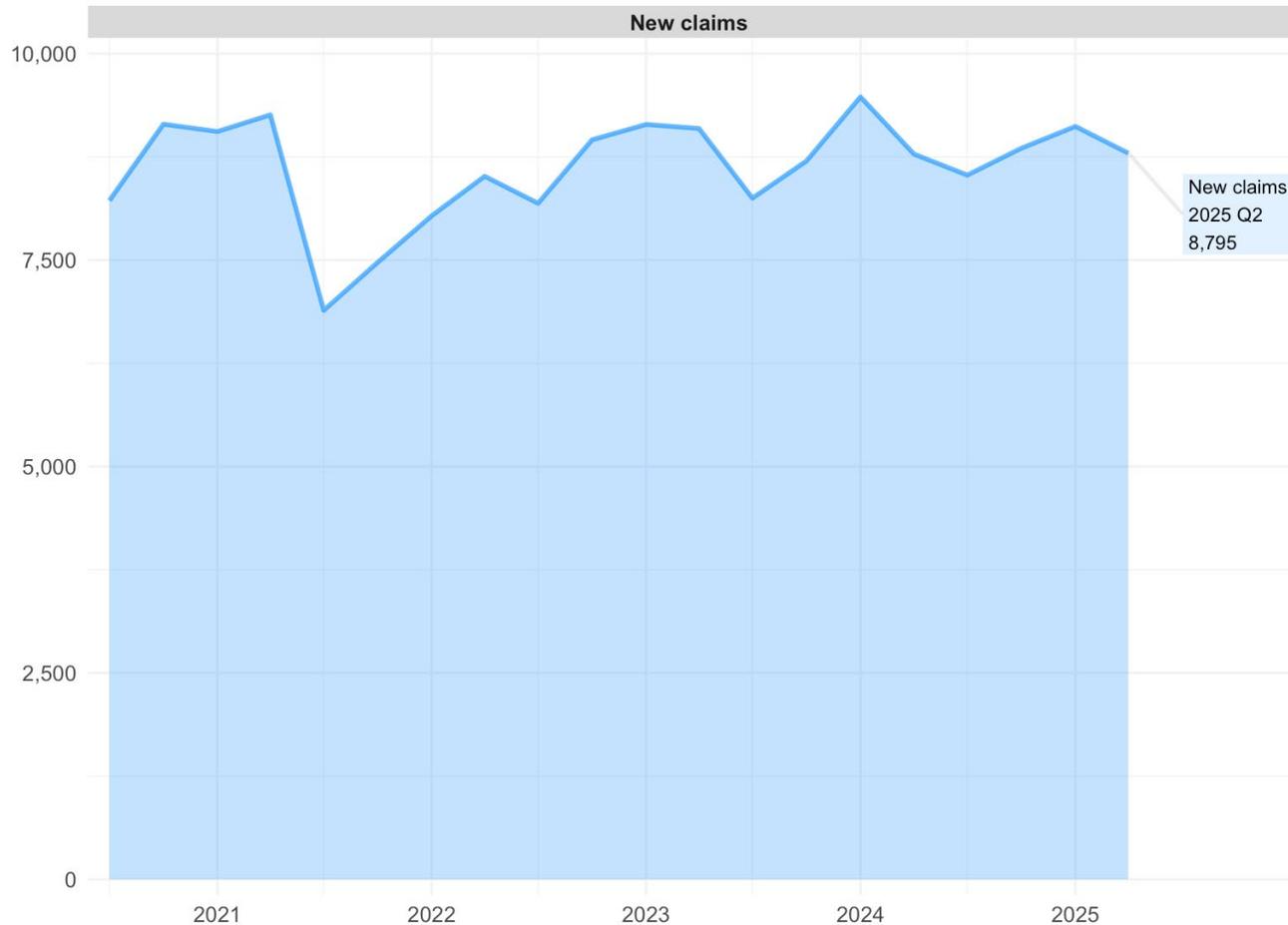


Figure 7: Quarterly hospitalisations from road crashes

- This data shows people admitted to hospital and tagged as ‘traffic accidents.’
- Hospital stays for over 7 days capture more severe serious injuries. This data includes cases with or without a matched CAS record.
- This data shows 18 fatalities and 491 hospitalisations for over 7 days.

ACC data: New claims funded from the 'Motor Vehicle' account



- This data shows new ACC claims for accidents funded from the motor vehicle account.
- There were 8,795 new ACC claims for accidents funded from the motor vehicle account from 1 April to 30 June 2025.

Figure 8: Quarterly new ACC claims funded from 'Motor Vehicle' account
Data was extracted on 3 September 2025.

Source: ACC

This report has been compiled by the Ministry of Transport (the Ministry) with input from New Zealand Transport Agency (NZTA), New Zealand Police (Police), and the Accident Compensation Corporation (ACC). Updates on outputs are reported by lead agencies over one quarter from 1 July to 30 September 2025.

Road safety data is reported from 1 April 2025 to 30 June 2025. This is due to the lag in data availability. The Crash Analysis System (CAS) contains data on crashes as reported by Police. Data from recent months is considered provisional (denoted by dotted lines), as some crash information may not be complete (e.g. tests for drugs and/or alcohol have been performed but the results have not yet been entered into CAS). This is more common for serious injury crashes. Crash Analysis System data for this report was extracted on 16 September 2025.