



MINISTRY OF TRANSPORT
TE MANATŪ WAKA

**NZ TRANSPORT
AGENCY**
WAKA KOTAHI



**He Kaupare. He Manaaki.
He Whakaora.**
prevention. care. recovery.

Road Safety Objectives

30 June 2025

Second Road Safety Objectives report

The following monitoring report tracks progress against actions in the Government's Road Safety Objectives (RSO).

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 actions are reported by lead agencies over two quarters from 1 January to 30 June 2025.

Road safety data is reported from 1 October 2024 to 31 March 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. The data for this report was extracted on 12 June 2025.

Key updates

- For the period October to December 2024, there were 96 fatalities and 686 reported serious injuries. Provisionally, for the period of January to March 2025, there were 81 fatalities and 636 reported serious injuries. Fatalities and reported serious injuries have increased since the last report.
- NZTA is procuring section 1 of the Northland Corridor, Ara Tūhono - Warkworth to Te Hana project. The NZTA Board has endorsed the investment cases for two Roads of National Significance - Stage 1 of Mill Road in Auckland and Tauriko West in the Bay of Plenty.
- The SH2 Melling Road of Regional Significance delivery contract has been signed. Construction is scheduled to begin in September 2025.
- Police continues to exceed desired activity levels for most measures in the Road Policing Investment Programme (RPIP) 2024-2027. Police is making good progress towards implementing the new oral fluid drug testing regime by the end of 2025.
- The Ministry has completed public consultation on proposed improvements to the Graduated Driver Licensing System. Over 4,000 submissions were received during public consultation.



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Update on Key Actions and Areas

1 January – 30 June 2025

] Increase road policing and enforcement – RPIP quarterly update

Road policing activity	2024/25 Target	YTD Target as at Q3*	YTD Delivery as at Q3*	Difference to Q3* target	YTD Delivery as at Q4*	Difference to Q4* target
Passive breath tests and breath screening tests conducted	3,300,000	2,475,000	3,286,094	+ 33%	4,191,069	+27%
Passive breath tests and breath screening tests conducted in high and extreme risk times	2,145,000	1,608,750	2,117,179	+ 35%	2,796,926	+30%
Officer issued speed offences	430,000	322,500	390,356	+ 21%	518,905	+21%
Officer issued speed offences under 11km/h over the speed limit	64,500	48,375	79,545	+ 64%	106,386	+65%
Officer issued speed offence notices on open roads	301,000	225,750	248,333	+10%	332,584	+11%
Restraint offences	60,000	45,000	36,928	- 18%	46,143	-23%
Cell phone offences	40,000	30,000	42,688	+ 42%	55,395	+39%
Commercial Vehicle Inspection Reports completed	50,000	37,500	38,638	+ 3%	52,469	+4.9%

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)

*Financial quarter

Road Safety Objectives – Progress summary

1. Safer roads: lift the quality of our road infrastructure

Action/Area	Update
Roads of National Significance	NZTA: Procurement is underway for section 1 of the Northland Corridor, Ara Tūhono - Warkworth to Te Hana project. The emerging preferred corridor for Te Hana to Whangārei was announced in April 2025. In April 2025, the NZTA Board endorsed the investment cases for Stage 1 of Mill Road in Auckland, and Tauriko West in the Bay of Plenty.
Roads of Regional Significance	NZTA: SH2 Melling Transport Improvements alliance delivery contract has been signed, and additional funding has been agreed by Cabinet. Construction is scheduled to begin in September 2025.
Road maintenance and renewal with complementary investment in safety treatments	NZTA: In the quarter ending in March 2025, 97% of potholes were repaired within 24 hours of being logged by contractors. 7% of the state highway network has been resurfaced. 0.8% of the state highway network has been rehabilitated, with rehabilitation works (asphalt) continuing.
Develop and deliver innovative, cost-effective safety infrastructure measures on high-crash areas of the road	NZTA: Work on the design and implementation of various projects within the 2024/27 National Land Transport Programme continues. More information is available at: www.nzta.govt.nz/planning-and-investment/national-land-transport-programme/2024-27-nltp/
Motorcycle safety-specific treatments to reduce deaths and serious injuries (DSIs)	NZTA & ACC: Safety treatments on 48 out of the 50 identified high risk motorcycle routes have now been completed, with two routes not progressing. NZTA has identified an additional four routes, three of which have been completed, with the final route to be completed in the next quarter. Against its targets, ACC has completed 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). The next stage for this programme is under development.

Road Safety Objectives – Progress summary

2. Safer drivers: ensure road users are alert, unimpaired and comply with road rules

Action/Area	Update
Increase road policing and enforcement	Police: In 2024/25, Police met or exceeded all performance measures except for restraint offences. Police reached record levels of enforcement activity across several key areas. A record total of 4.2 million breath alcohol tests were conducted. To date, 518,905 is the highest annual total officer-issued infringement notices for speeding offences recorded. The low number of infringement notices issued for seatbelt offences is considered an indication of high compliance rates.
Implement roadside oral fluid testing (OFT)	Police: OFT implementation is in progress. Police is working towards the December 2025 go-live date. Roadside equipment procurement is in progress. NZTA: New drug driving campaign launched in February 2025, with planning underway for more targeted communications to tie in with OFT implementation. MoT: Development of regulations to support implementation of the OFT regime is underway.
Reset delivery of road safety promotion to ensure it is aligned with RSO and nationally consistent	NZTA: New quarterly and annual reporting processes for councils implemented. NZTA continues to work with councils to progress alignment of 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: Campaigns continue to be run for high-risk audiences and behaviours (drink driving, speeding, safe vehicles, motorcycles, and drug driving). A new campaign against distracted driving was launched in partnership with ACC in May 2025. NZTA partnered with ACC, Police and 24 councils to run Better Together V5 in the Wellington, Central and Eastern Police Districts from May-June 2025, focusing on distracted driving. www.nzta.govt.nz/safety/what-new-zealand-transport-agency-waka-kotahi-is-doing/current-marketing-campaigns/

[Road Safety Objectives – Progress summary

2. Safer drivers: ensure road users are alert, unimpaired and comply with road rules

Action/Area	Update
Deliver and support others in their delivery of school-based road safety education	NZTA: NZTA’s education portal for schools had 75% more visits at the end of March 2025 than the previous quarter, and 25% more engagement compared to the previous year at the end of June 2025. From January to June 2025, 15,541 students were trained in the Cycle Skills initiative. The first early childhood road safety resources launched in Road Safety Week (12 May 2025). NZTA and Students Against Dangerous Driving trialled a peer-to-peer student support programme using Drive. Training of Police School Community Officers continues.
Identify opportunities to improve the Graduated Driver Licensing System (GDLS)	MoT: Public consultation on the Government’s proposed improvements to the GDLS closed in June 2025, with over 4,000 submissions. Proposals included removing the full licence test, introducing a clean driving record requirement to progress to the full licence, halving the demerit threshold for licence suspension and introducing a zero-alcohol limit for drivers on their restricted and learner licences. The Government is considering feedback from consultation and finalising which proposals will be progressed.
Continue optimising engagement in training and education programmes/development of new programmes	ACC: The Drive programme for young drivers had 25,892 registrations from January to March 2025. From April to June 2025, there were 19,167 new registrations. Both quarters exceeded the 15,000 target. From January to March 2025, 2,490 motorcyclists completed Ride Forever courses, exceeding the target of 2,480. From April to June 2025, 1,870 motorcyclists completed Ride Forever courses.
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 15,414 YTD (FY25) enrolments against an annual target of 19,000, with 10,545 licences obtained at an 89% pass rate.

Road Safety Objectives – Progress summary

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

Action/Area	Update
Safer vehicles work programme	MoT: The Minister of Transport’s Land Transport Rules Reform Programme was agreed by Cabinet on 9 June 2025. The programme aims to reduce compliance costs and regulatory burden and will investigate mandating additional safety features for vehicles entering the fleet. The programme includes work to review Warrant of Fitness (WOF) and Certificate of Fitness (COF) frequency and inspection requirements for light vehicles. Public consultation on proposals to reduce WOF and COF inspection frequency for vintage/veteran vehicles and privately-owned heavy motorhomes ended on 4 April 2025. There was strong public support for the proposals. NZTA: National awareness campaigns on the importance of safe vehicles continues, including promotion of rightcar.govt.nz at significant community events such as Hamilton Fieldays.
Commence building of nationwide Commercial Vehicle Safety Centres	NZTA: Upgrades to the Stanley Street commercial vehicle safety centre (CVSC) in central Auckland were completed in April 2025. The CVSC outside Ohakea officially opened in May 2025. Construction on the Rakaia northbound CVSC is expected to be complete in late 2025.

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: Road Controlling Authorities (RCAs), including NZTA, continued work to implement speed limit reversals by 1 July 2025 under the Land Transport Rule: Setting of Speed Limits 2024 (the Rule). NZTA is continuing to work with RCAs to provide advice on the Rule and sent follow-up letters to RCAs that had not submitted their reversals lists by 1 May 2025. Work to install variable speed limits outside of schools continues.
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[Road Safety Objectives – Progress summary

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

Action/Area	Update
Complete transfer of existing safety camera function from Police to NZTA by June 2025	NZTA & Police: NZTA and Police have met the transfer requirements for the safety camera programme. As at 30 June 2025, all safety cameras have been transferred from Police to NZTA. www.nzta.govt.nz/safety/driving-safely/safety-cameras/safety-camera-partners/partnering-with-nz-police/
Complete rollout of speed camera signs on fixed speed cameras by June 2025	NZTA: This action is complete.
Investigate measures to increase the effectiveness of, and expand, the speed camera network	NZTA: The first NZTA mobile safety camera was successfully deployed in Auckland on 13 May 2025. Work on the development of a 10-year strategic safety plan investigating the expansion of safety cameras and safety infrastructure has commenced.

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: Work to identify road safety opportunities has begun. Work to review and prioritise any initiatives against criteria in section 263 of the Accident Compensation Act will begin in the next quarter.
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Update on Key Statistics

1 October 2024 – 31 March 2025

How are our outcomes tracking?

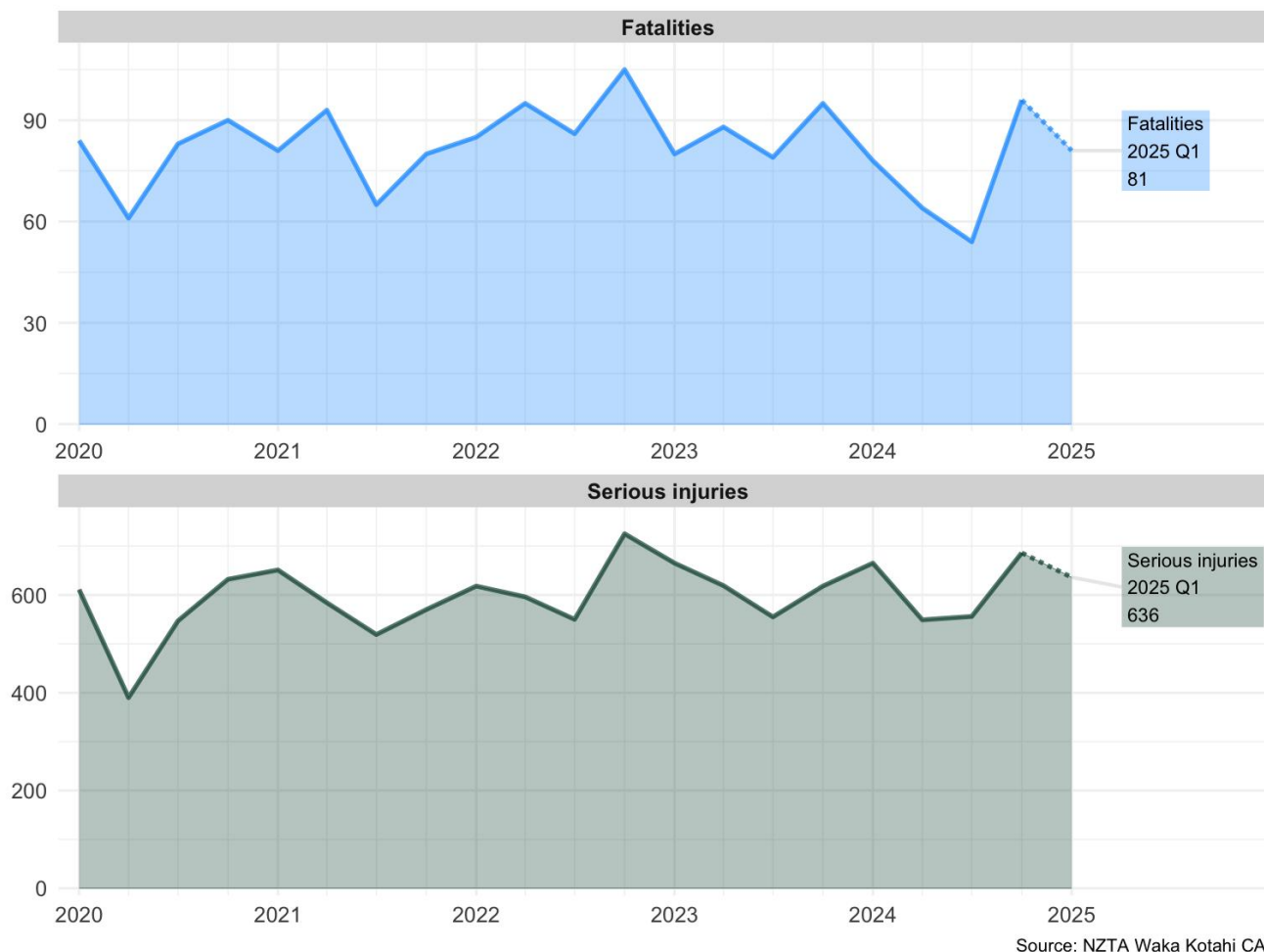


Figure 1: Quarterly road crash injuries

October to December 2024

- There were 96 fatalities over the period of October to December 2024. The average number of fatalities for this period since 2021 is 94.
- There were 686 reported serious injuries for the period of October to December 2024.

January to March 2025

- Provisionally, there were 81 fatalities over the period of January to March 2025. This is the average number of fatalities for this period since 2021.
- Provisionally, there were 636 serious injuries reported in the last quarter, from January to March 2025.

Road safety outcomes by mode

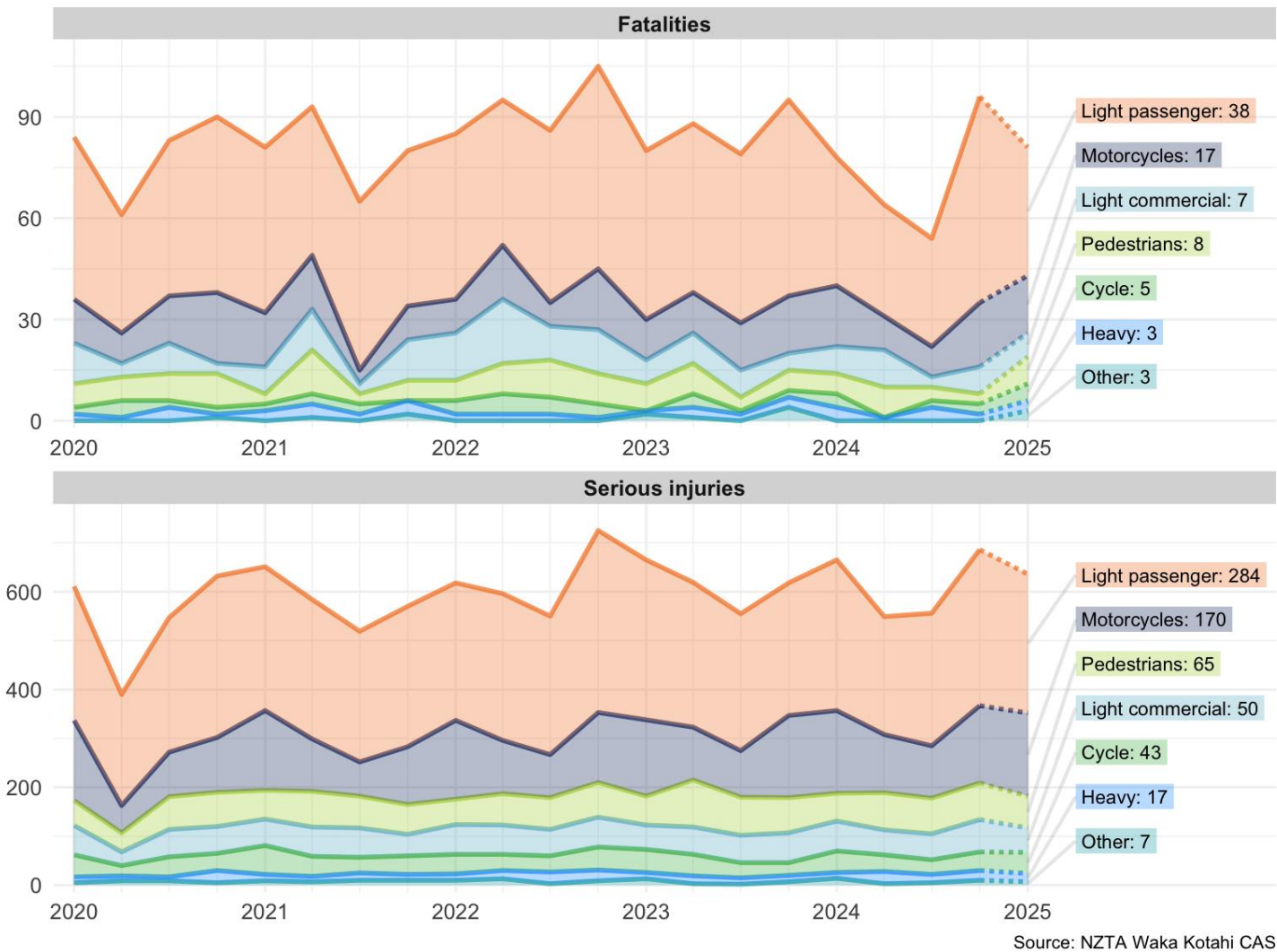
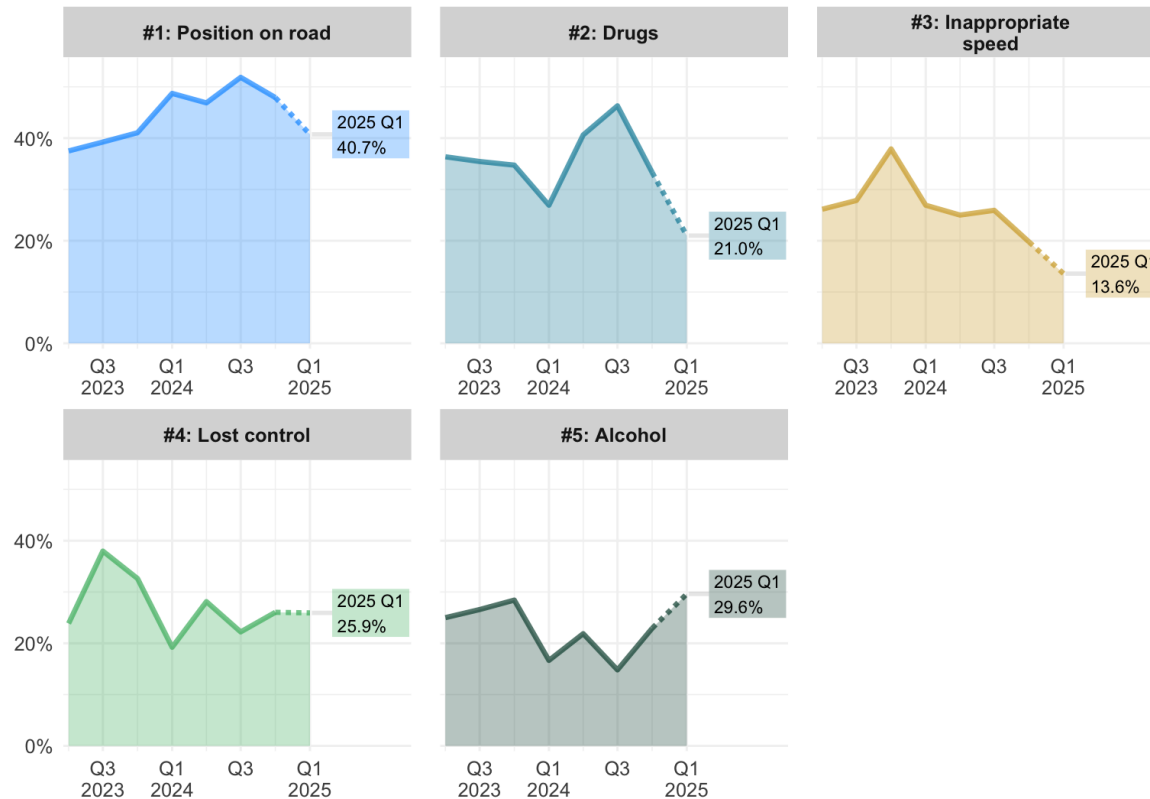


Figure 2: Quarterly road crash injuries by mode

Road fatalities - Top five contributing factors

Quarterly proportion of fatalities

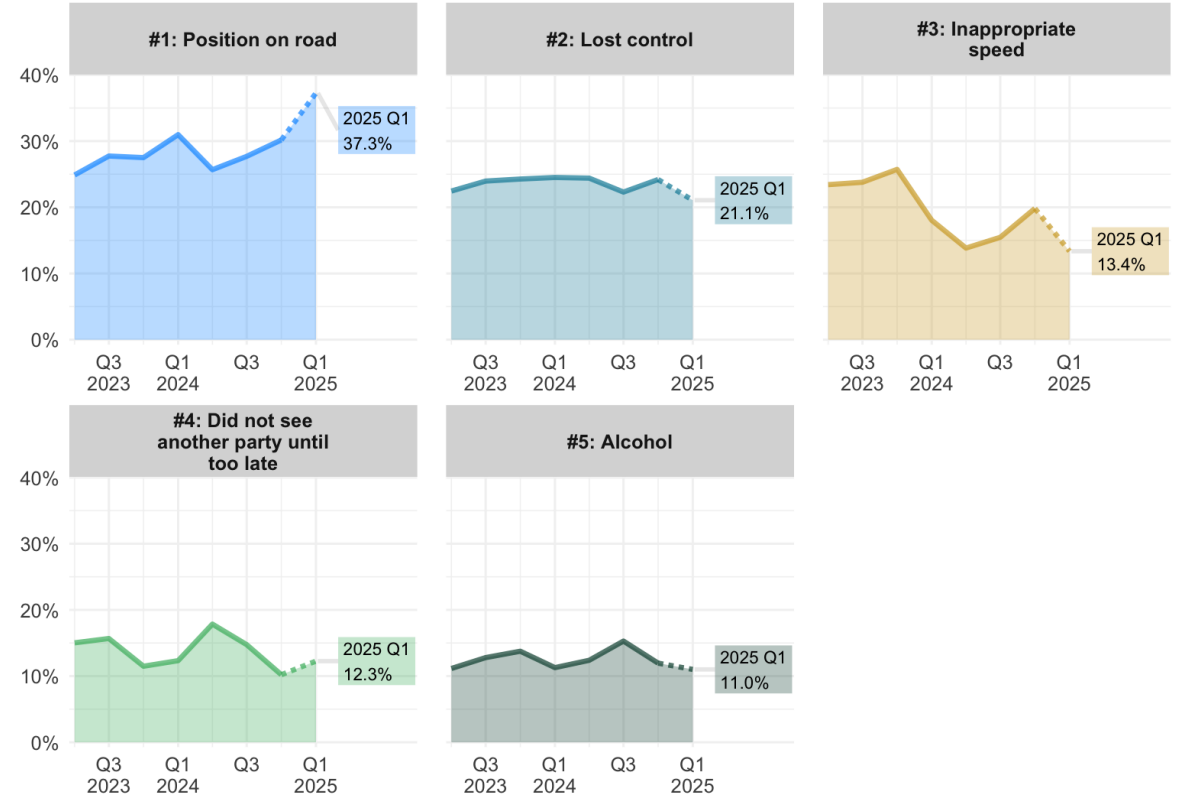


Source: NZTA Waka Kotahi CAS

Figure 3: Top 5 contributing factors

The most common contributing factor for road fatalities in the last quarter was position on road (40.7%) followed by alcohol (29.6%).

Quarterly proportion of serious injuries



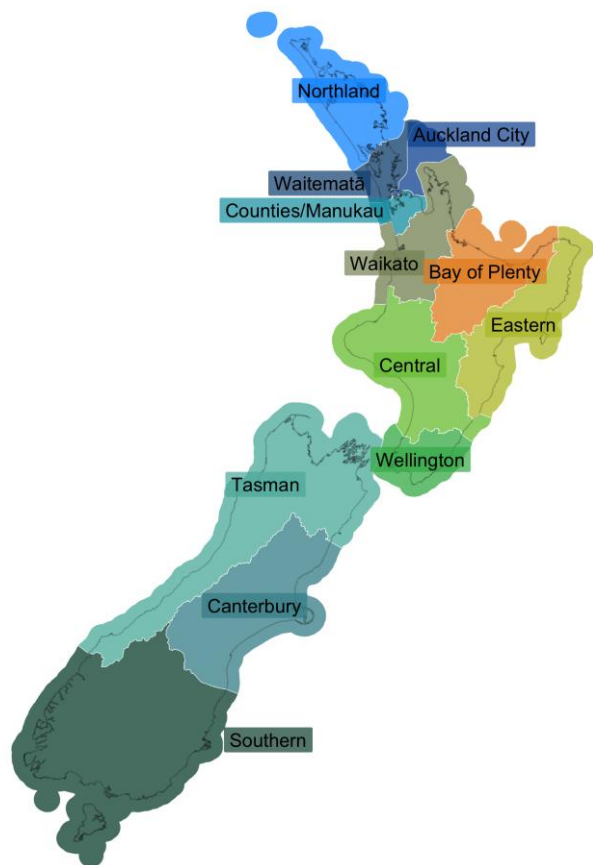
Source: NZTA Waka Kotahi CAS

Figure 4: Top 5 contributing factors

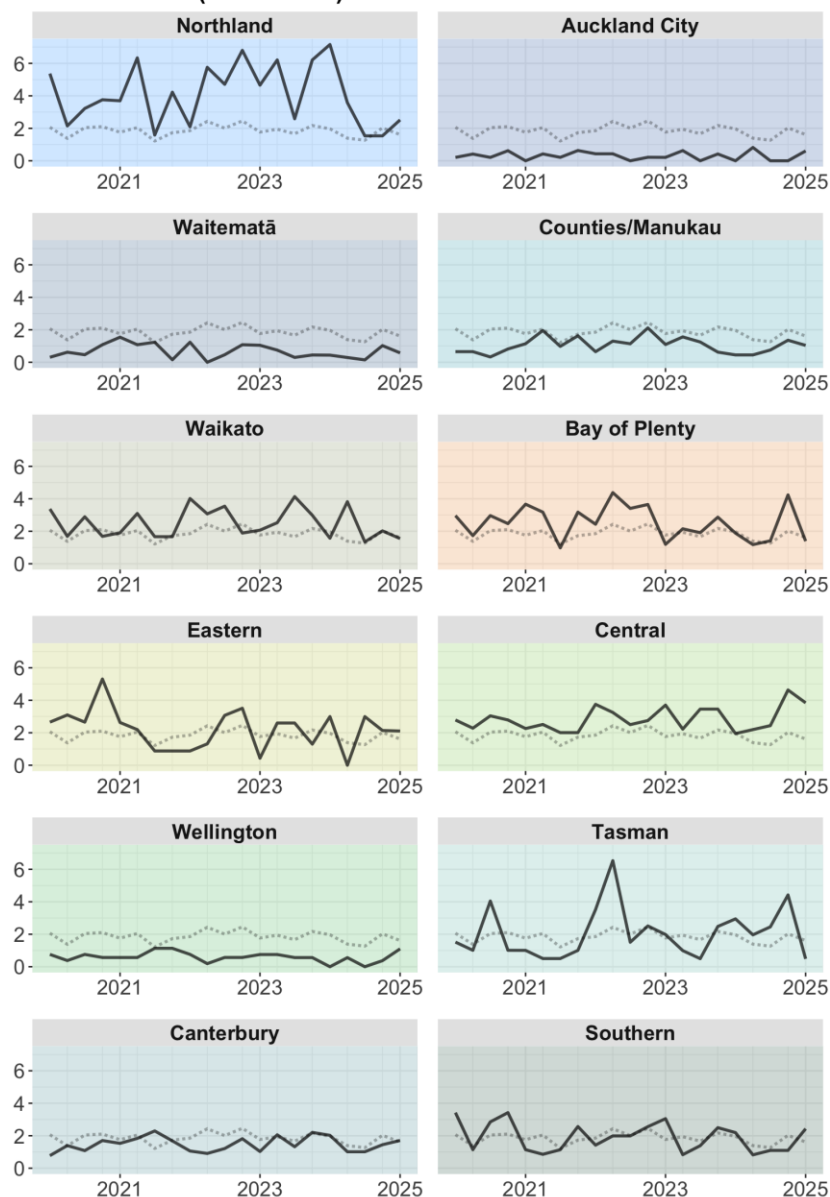
The most common contributing factors for reported serious injuries in the last quarter were position on road (37.3%) and losing control of the vehicle (21.1%).

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

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Serious injuries by police district

(a) Map of police districts

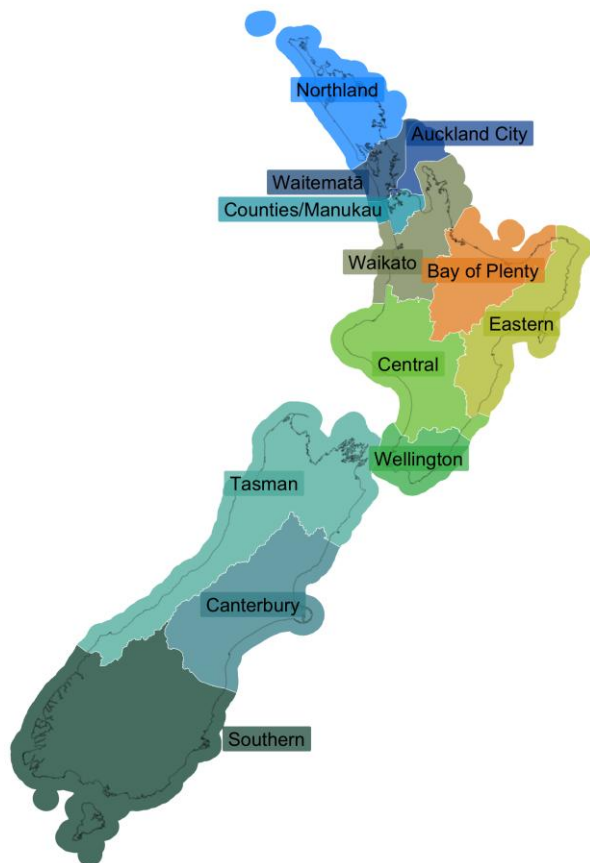
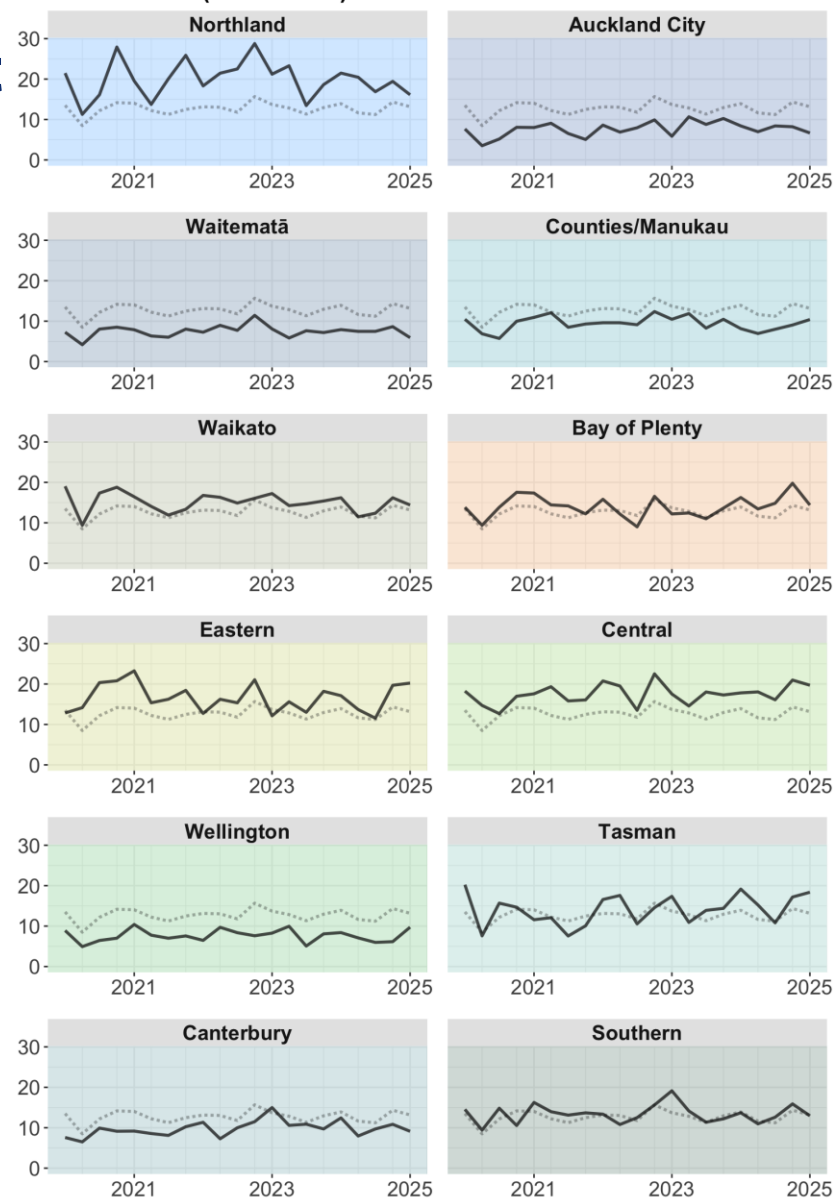


Figure 6: Quarterly total serious injuries by police district

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.

(b) Serious injuries reported per 100,000 population

Health data: Hospitalisations

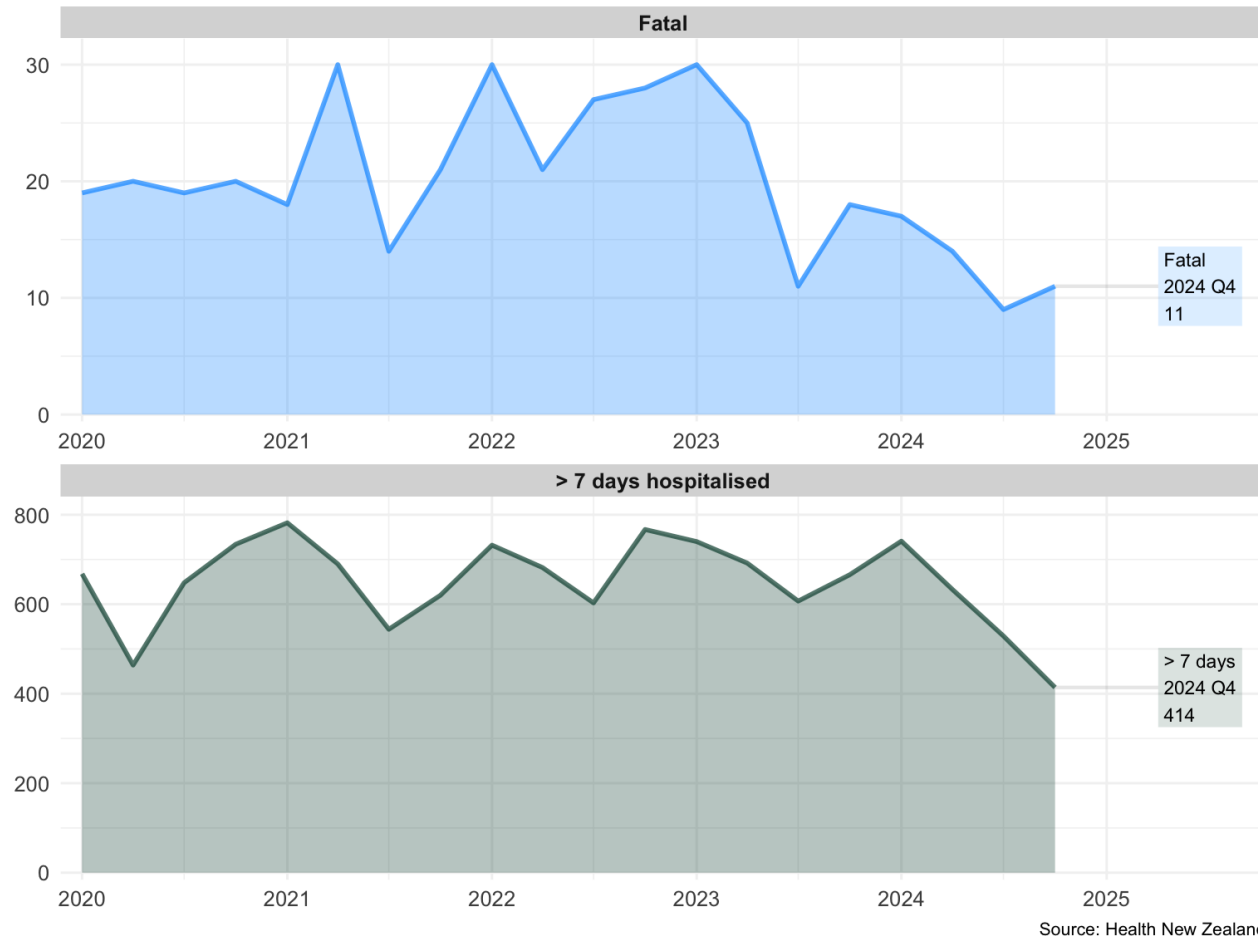


Figure 7: Quarterly hospitalisations from road crashes as of January 2025

- 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 11 fatalities and 414 hospitalisations for over 7 days from October to December 2024.*

*Data for January to March is unavailable at this time.

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

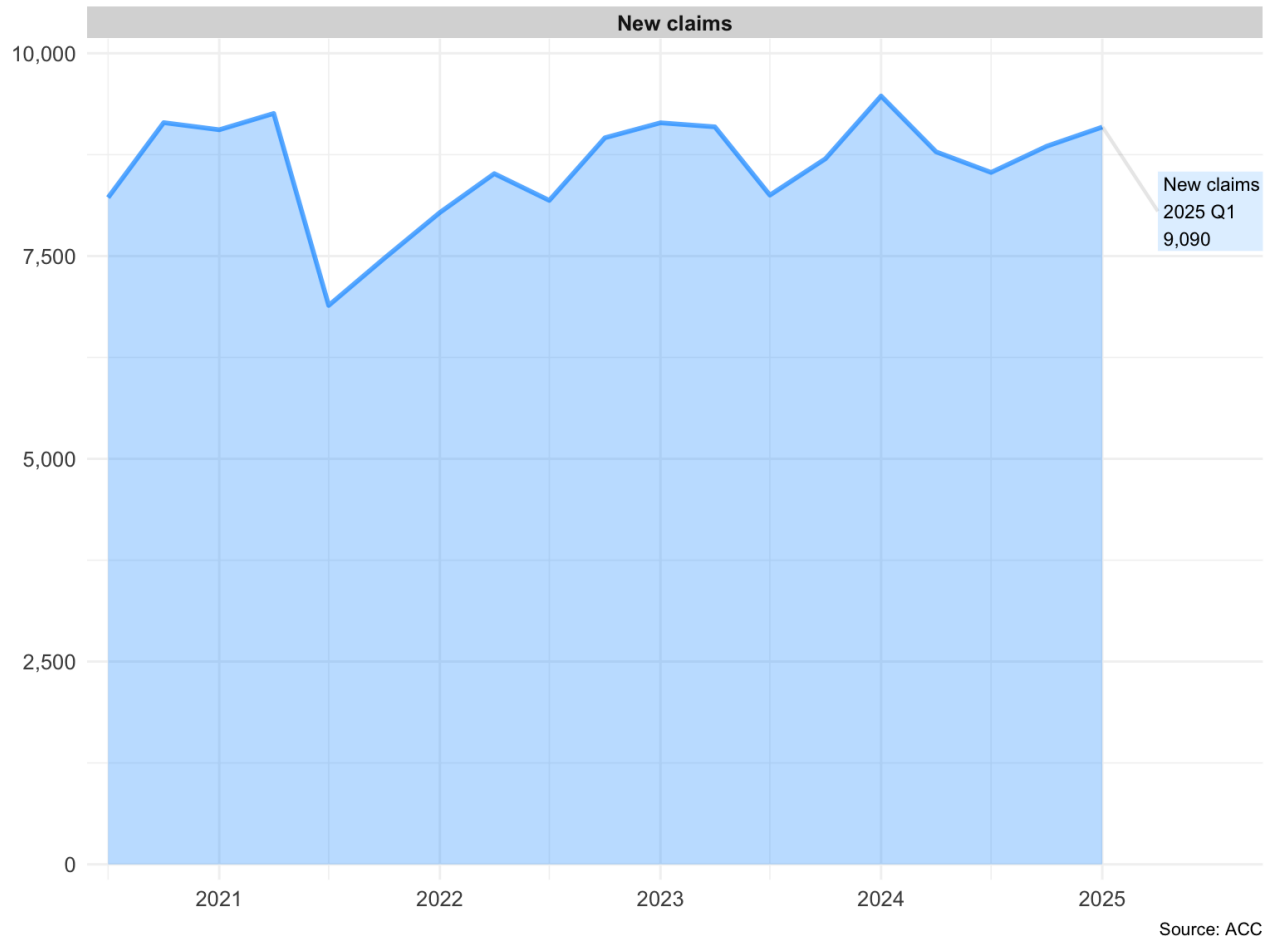


Figure 8: Quarterly new ACC claims funded from 'Motor Vehicle' account

- This data shows new ACC claims for accidents funded from the motor vehicle account, lodged between 1 May 2020 and 30 April 2025.
- There were 9,090 new ACC claims for accidents funded from the motor vehicle account from January to April 2025.