



MINISTRY OF TRANSPORT
TE MANATŪ WAKA

NZ TRANSPORT
AGENCY
WAKA KOTAHI



Road Safety Objectives Report

1 October 2025 – 31 March 2026

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 two quarters from 1 October 2025 to 31 March 2026.

Road safety data is reported from 1 July 2025 to 31 December 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 (eg, 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. CAS data for this report was extracted on 13 March 2026.



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Update on Key Actions and Areas

1 October 2025 – 31 March 2026

Road Policing Investment Programme (RPIP) update

Road policing activity	2025/26 Target	Quarterly Target	Q4 2025 Delivery	Difference to Q4 2025 target	Q1 2026 Delivery*	Difference to Q1 2026 target
Breath tests	3,300,000	825,000	1,239,327	+ 414,327	879,769	+ 54,769
Breath tests at high-risk times	2,145,000	536,250	858,875	+ 322,625	614,148	+ 77,898
Officer issued speed offences	430,000	107,500	140,281	+ 32,781	121,381	+ 13,881
Officer issued speed offences under 11km/h over the speed limit	75,250	18,813	29,959	+ 11,146	24,983	+ 6,170
Officer issued speed offence notices on open roads	301,000	75,250	88,283	+ 13,033	74,691	- 559
Restraint offences	60,000	15,000	12,876	- 2,124	11,280	- 3,720
Cell phone offences	40,000	10,000	14,755	+ 4,755	13,408	+ 3,408

* Q1 2026 data is not complete; this data is indicative only.

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)

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: All investment cases for the Roads of National Significance projects are complete. All projects are now in route protection or pre-implementation phase. Hawke’s Bay Expressway, Takitimu North Link, Ōtaki to North of Levin, and Ōmanawa Bridge are under construction. Public engagement has been completed on SH1 Wellington Improvements, and community sessions for Petone to Grenada are underway.
Road maintenance and renewal with complementary investment in safety treatments	NZTA: Resurfacing and rehabilitation programmes across the country have been impacted by weather events in January and February. Delivery is still expected to meet targets, but NZTA is working to understand the implications of the weather events on each region and nationally.
Develop and deliver innovative, cost-effective safety infrastructure measures in high-crash areas	NZTA: Of the 55 safety projects carried forward from the previous National Land Transport Plan, 12 were completed in the past year and 43 are now underway. 18 projects are expected to be completed by June 2026. Of the 200 variable speed limit electronic signs around schools on state highways, 16 were completed in the last quarter and 181 are in progress. All 10 safety projects over \$2m are now underway. Of the 200 small projects (under \$2m), 47 are complete and 58 are in progress.
Motorcycle safety-specific treatments to reduce deaths and serious injuries	NZTA & ACC: Development of the next programme of motorcycle safety work continues. Stage 1 of the previous motorcycle safety programme (installation of underrun barriers, signage, driveway/shoulder sealing, and line marking) is under review.

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: For both quarters, Police continued to exceed all targets across activity measures under the RPIP, other than restraint and open road speed offences.
Implement roadside oral fluid testing (OFT)	Police: The OFT regime was successfully initiated in Wellington on 15 December 2025. National rollout of the 50,000 OFTs per annum is on track to begin from 1 July 2026.
Reset delivery of road safety promotion to ensure it is aligned with Road Safety Objectives and nationally consistent	NZTA: Complete.
Deliver education initiatives and public information to support Police enforcement and encourage behavioural change focusing on high-risk behaviours	NZTA: To support the initial deployment of OFT in Wellington in December, NZTA developed educational content for road safety coordinators and other partners. The national <i>Don't let the drugs drive</i> awareness campaign continues to run on TV, online, and on billboards.
Identify opportunities to improve the Graduated Driver Licensing System, taking into account road safety outcomes	The Ministry: Cabinet agreed to the proposals, with some amendments, post consultation. The Minister announced the changes in February 2026. The Ministry worked with Parliamentary Counsel Office and NZTA to draft the amendment rule and regulations reflecting Cabinet's decisions. www.beehive.govt.nz/release/changes-driver-licensing-system-announced .

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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 has confirmed extra funding from the Road Safety Promotion Programme for the Bikes in Schools programme. A new road safety resource for junior students was released in March for Police School Community Officers and other educators. NZTA is proactively supporting the education sector with communications for national Road Safety Week. Around 38,000 students were trained in the Cycle Skills initiative.
Continue optimising engagement in training and education programmes/development of new programmes	ACC & NZTA: At the end of December 2025, there were 37,317 new registrations for the Drive app. The Drive programme remains on track to meet its financial year target of 66,150 new registrations.
Review penalties for traffic offences and investigate improvements to the alcohol interlock programme	The Ministry: Work to review penalties for road safety offences and investigate improvements to the alcohol interlock programme continues.
Continue to explore initiatives to improve disproportionate outcomes for groups in New Zealand (ie, young people, rural residents, motorcyclists)	ACC & NZTA: Work on the Ministry of Social Development-funded driver licence support programme continues. NZTA is progressing a research project into high-risk driving behaviours.

Road Safety Objectives – Output summary

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

Safer vehicles work programme	<p>NZTA: Delivery of the <i>Last line of defence</i> campaign, raising awareness of safety ratings and the RightCar website, continues.</p> <p>The Ministry and NZTA: Public consultation on new safety feature requirements for light and heavy vehicles entering the New Zealand fleet closed on 17 December 2025. NZTA received 113 submissions. Officials are preparing post-consultation advice for the Associate Minister of Transport.</p> <p>The Ministry and NZTA: NZTA carried out public consultation on the WoF and CoF A review from 29 October 2025 to 17 December 2025. 5,215 submissions were received, with 69% expressing broad support for the package of reforms. Following consultation, the Ministry provided advice to the Associate Minister of Transport on options to modernise inspection requirements for light vehicles.</p>
Commence building of nationwide Commercial Vehicle Safety Centres	<p>NZTA: Commercial Vehicle Safety Centres (CVSC) in Ohakea, Rakaia (northbound) and Stanley Street went live in 2025. CVSC Taupō went live on 24 March 2026.</p>

Road Safety Objectives – Output summary

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: 66 of the 68 Road Controlling Authorities (RCAs) have met speed-limit reversal requirements. RCAs have set 30km/h variable speed limits outside a total of 475 schools since the Rule commenced on 30 October 2024.
Investigate measures to increase the effectiveness of, and expand, the speed camera network	NZTA: Enforcement on the first average speed safety camera system has commenced, supported by public awareness campaigns. Initial results show that compliance with the speed limit has improved from 88% to 99%. The second average speed safety camera system has been implemented in Auckland. NZTA is operating mobile safety camera trailers alongside SUVs to enhance enforcement effort. Mobile safety camera operations continue to expand across the regions, increasing from the previous quarter. NZTA is monitoring the safety camera network, working with key partners in NZ Police and local government to ensure road safety benefits.
5. Supporting action: enabling third-party funding	
NZTA/ACC to identify options to increase the use of ACC injury prevention funding for road safety initiatives	ACC & NZTA: ACC and NZTA continue to develop proposals to increase ACC investment into infrastructure interventions to be assessed against the ACC investment criteria.

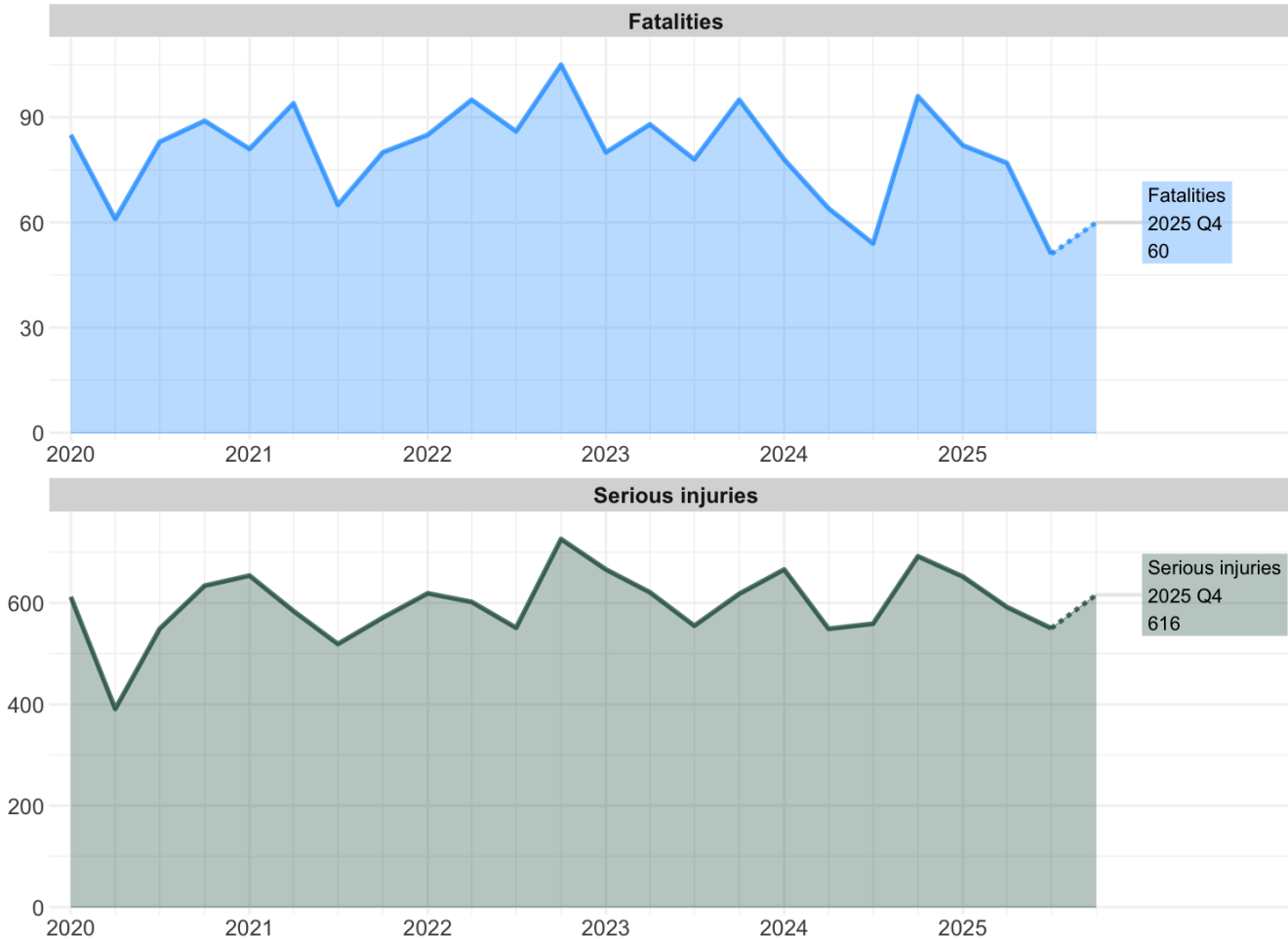


MINISTRY OF TRANSPORT
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Update on Key Statistics

1 July 2025 – 31 December 2025

How are our outcomes tracking?



Source: NZTA Waka Kotahi CAS

Figure 1: Quarterly road crash injuries

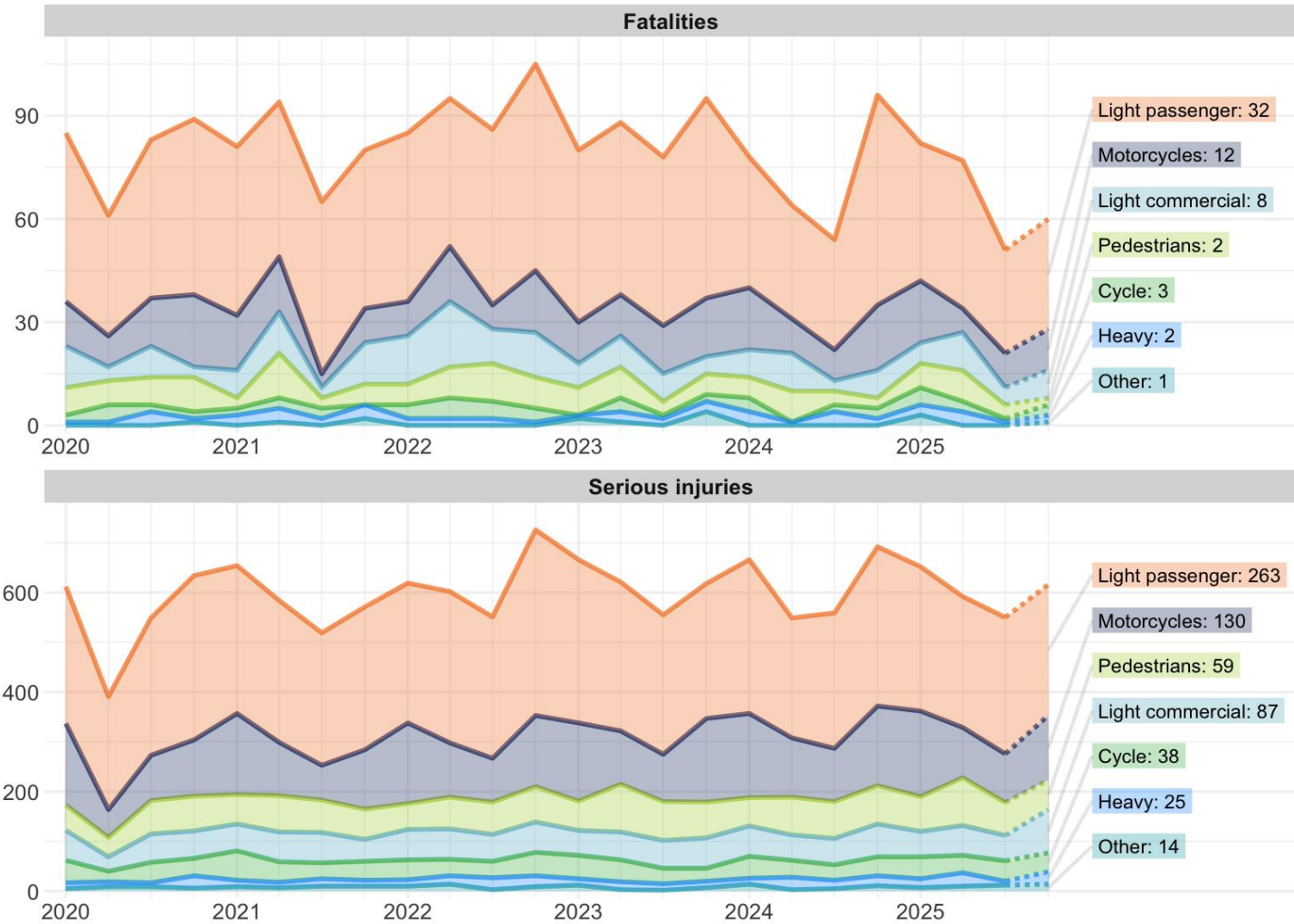
1 July to 30 September 2025

- There were 51 fatalities over this period. This is below the average of 66.8 fatalities for this period since 2021.
- There were 550 reported serious injuries over this period. This is above the average of 546.8 serious injuries for this period since 2021.

1 October to 31 December 2025

- There were 60 fatalities over this period. This is below the average of 87.2 fatalities for this period since 2021.
- There were 616 reported serious injuries over this period. This is below the average of 644.6 serious injuries for this period since 2021.

Road safety outcomes by mode

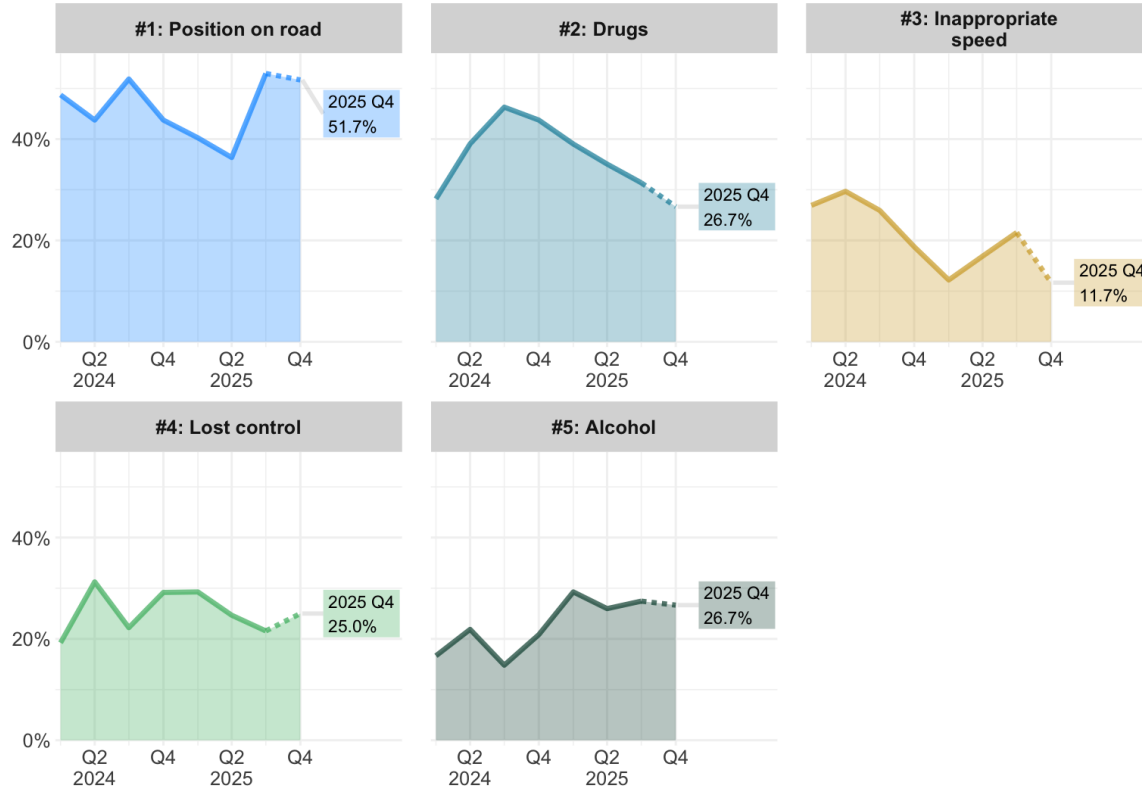


Source: NZTA Waka Kotahi CAS

Figure 2: Quarterly road crash injuries by mode

Fatal and serious injury road crashes: Top five contributing factors

Quarterly proportion of fatalities

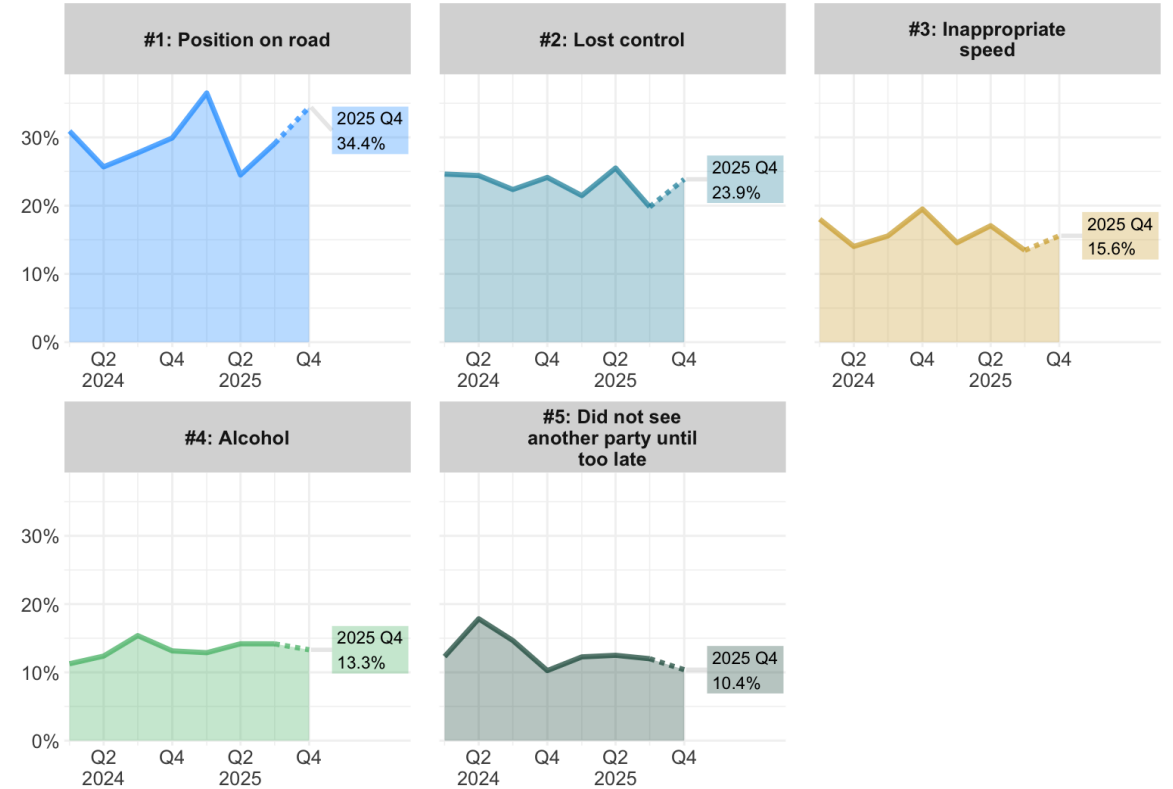


Source: NZTA Waka Kotahi CAS

Figure 3: Top 5 contributing factors

The most common contributing factors for road fatalities in the last quarter were position on road (51.7%), drugs (26.7%) and alcohol (26.7%).

Quarterly proportion of serious injuries



Source: NZTA Waka Kotahi CAS

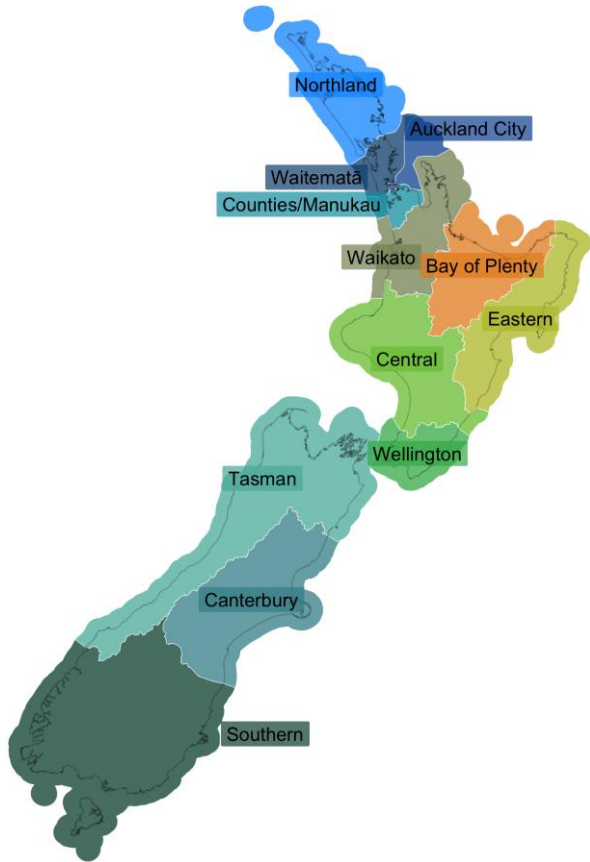
Figure 4: Top 5 contributing factors

The most common contributing factors for reported serious injuries in the last quarter were position on road (34.4%) and losing control of the vehicle (23.9%).

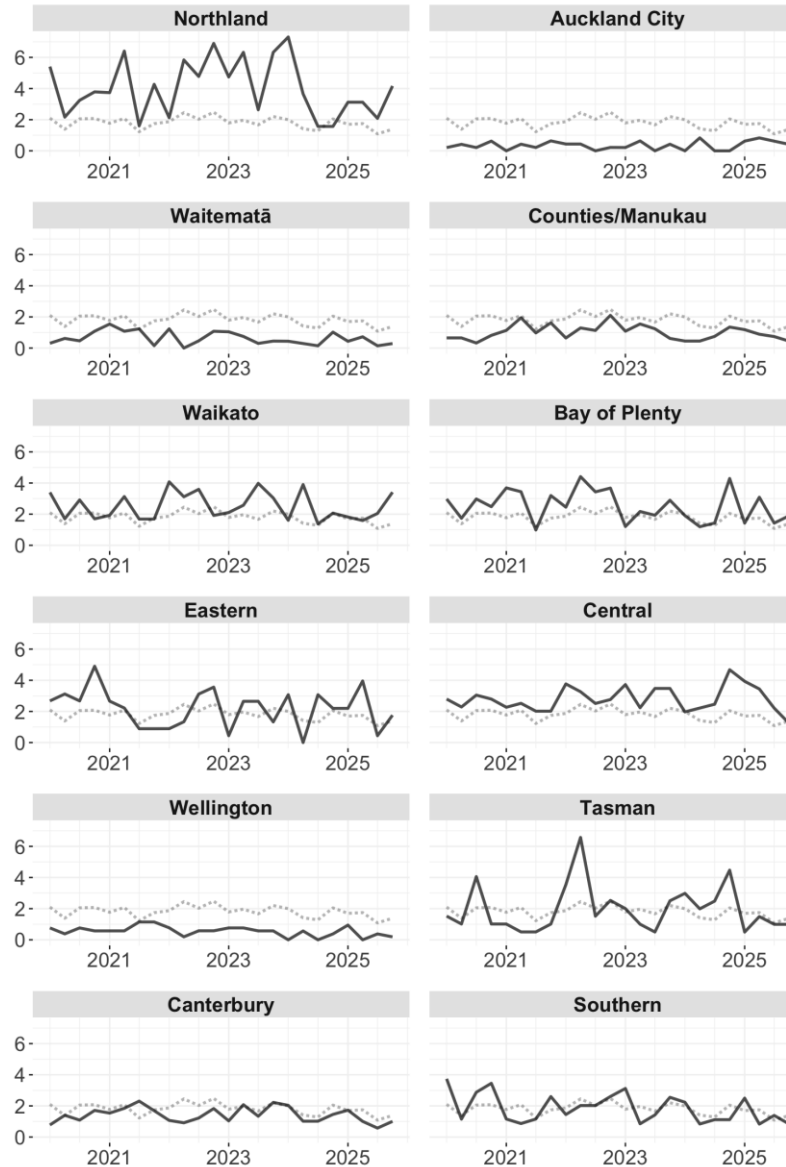
Graph panels are shown in order of prevalence of contributing factors over the last two years.

Fatalities 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 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

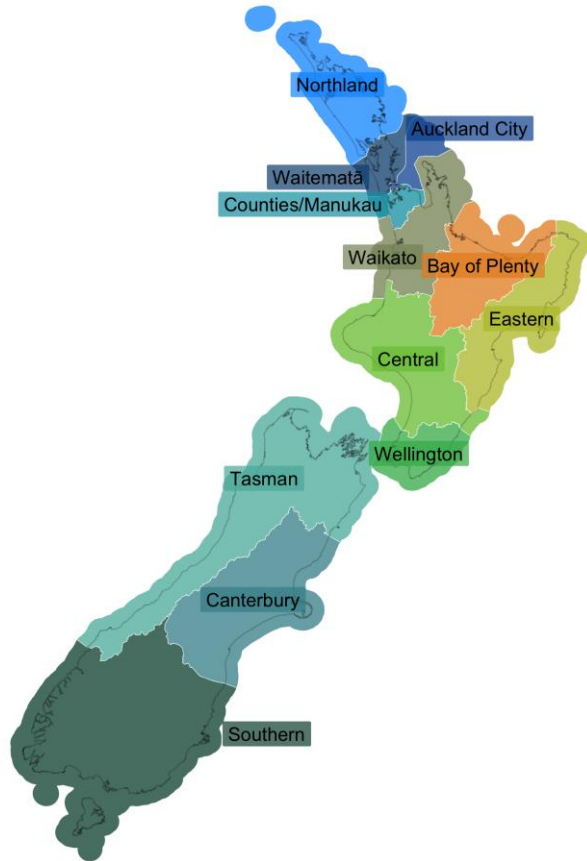
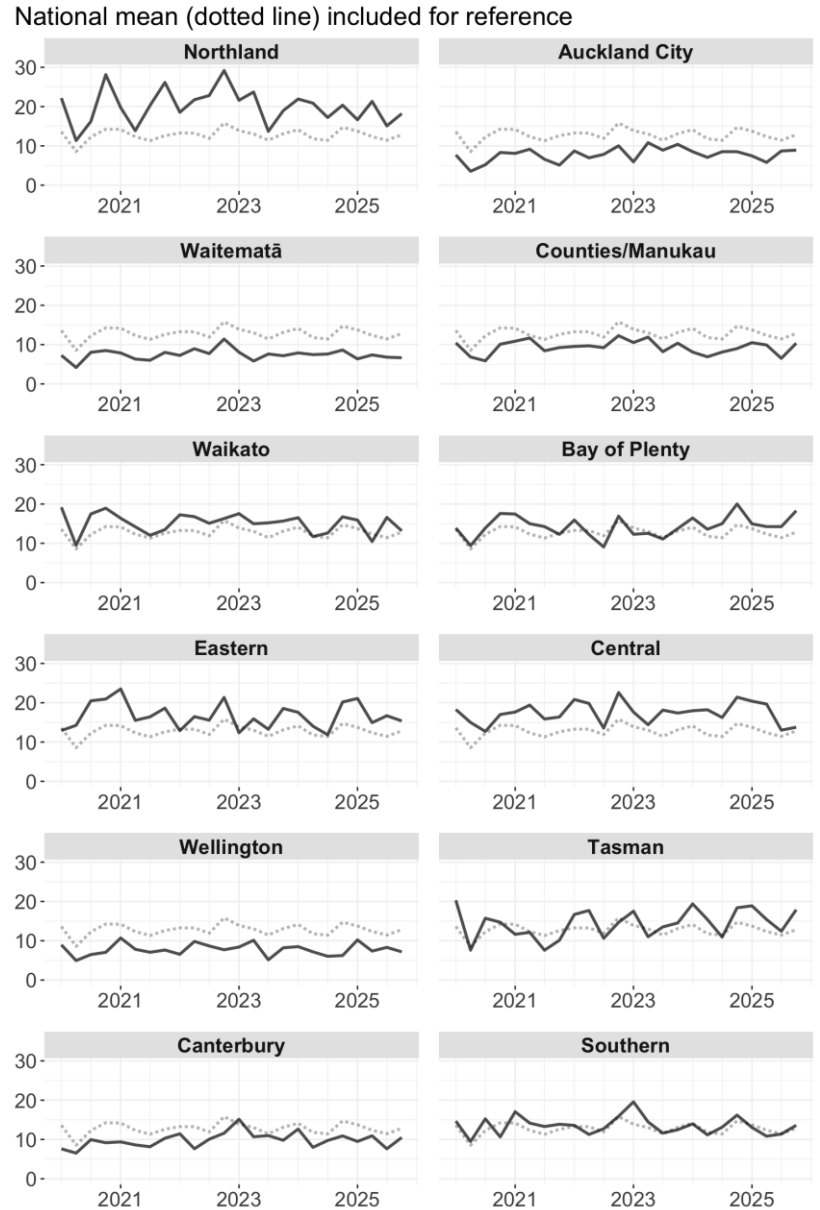


Figure 6: Quarterly total serious injuries by police district



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

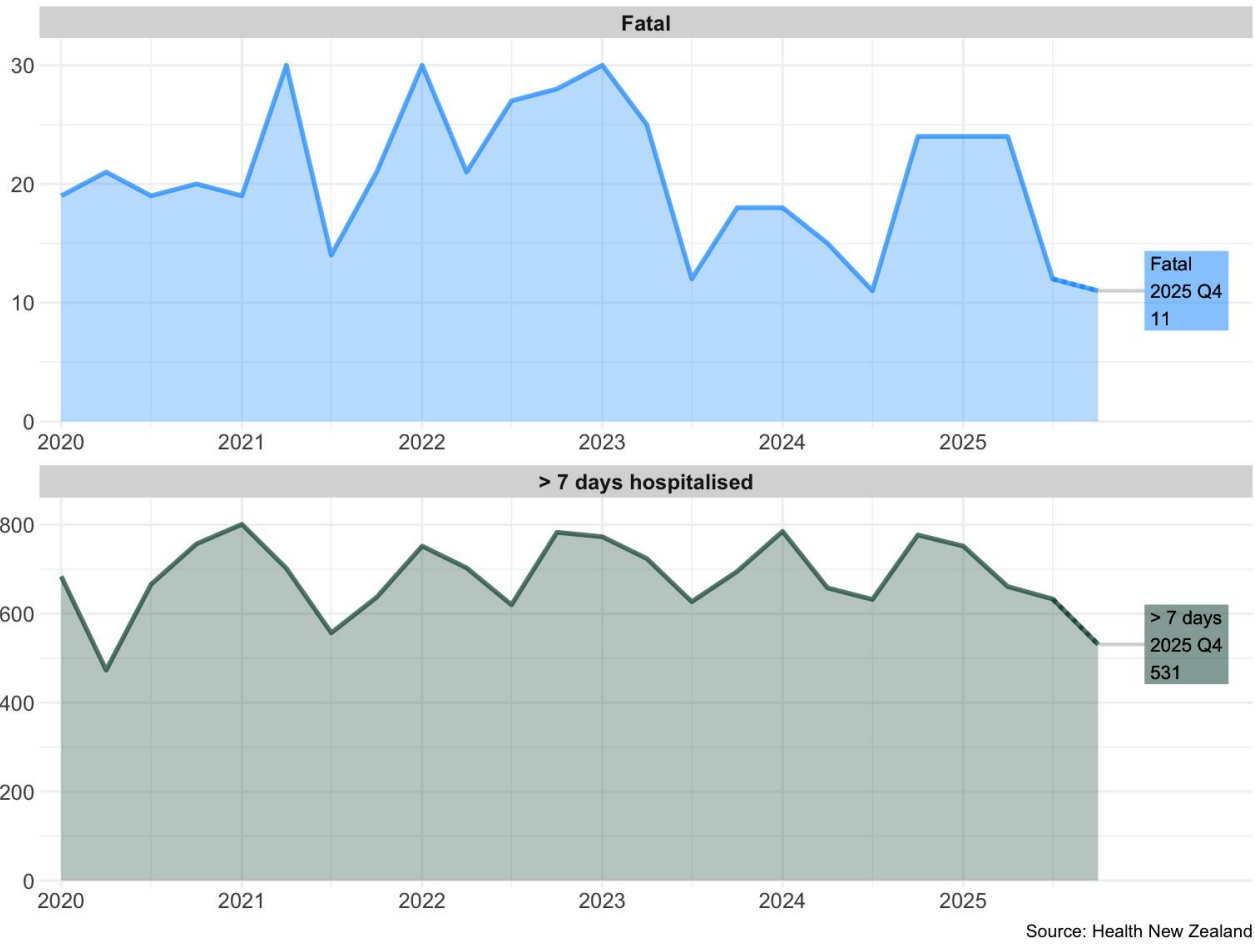
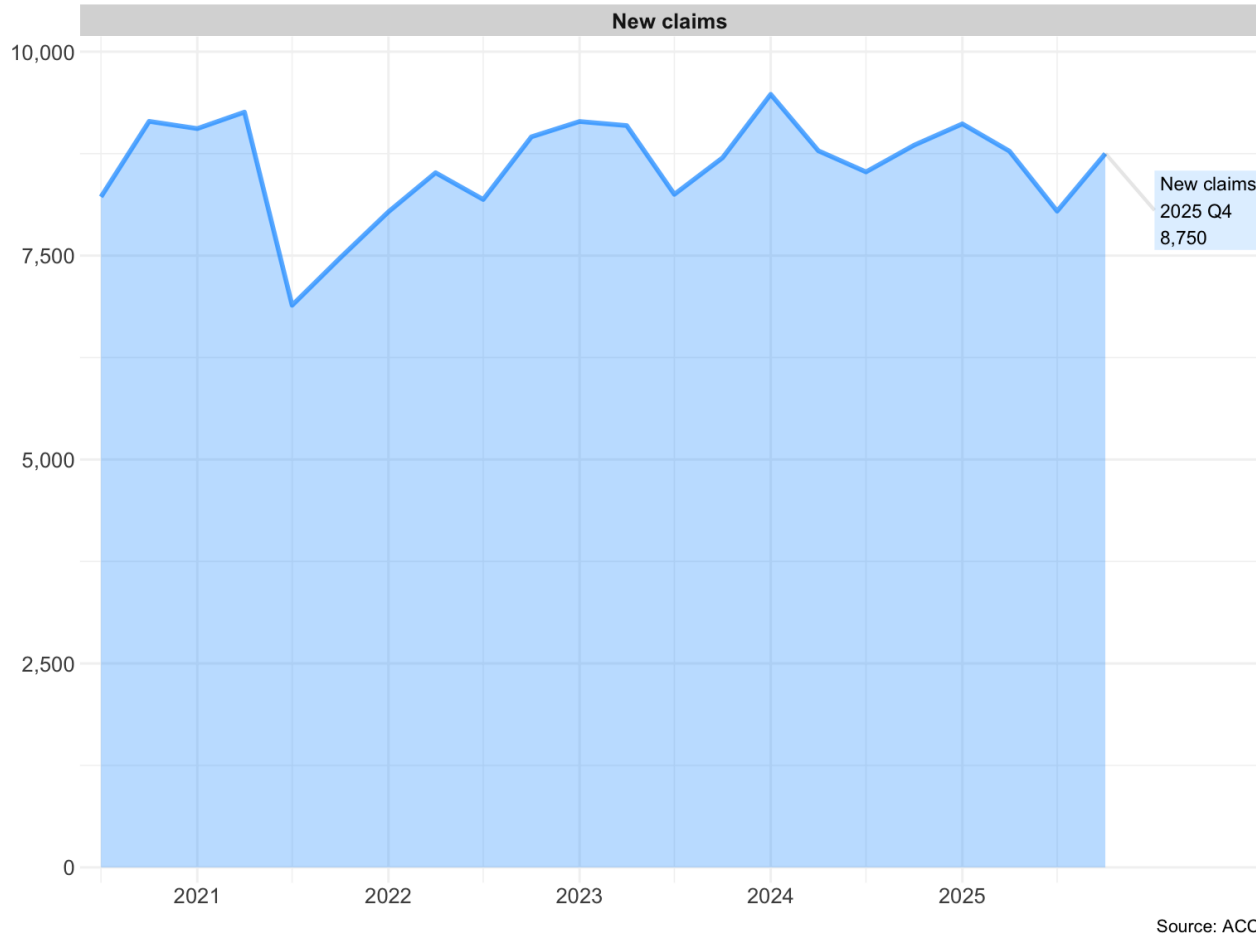


Figure 7: Quarterly hospitalisations from road crashes

- 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 Crash Analysis System (CAS) record.
- From 1 July - 30 September 2025, this data shows 12 fatalities and 633 hospitalisations for over 7 days.
- This data shows 11 fatalities and 531 hospitalisations for over 7 days from 1 October - 31 December 2025.
- Data was provided on 5 February 2026. Recent data is provisional for up to 6 months, as denoted by the dotted lines.

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



- This data shows new ACC claims for accidents that were funded from the motor vehicle account.
- From 1 July to 30 September 2025, there were 8,045 new ACC claims for accidents that were funded from the motor vehicle account.
- From 1 October to 31 December 2025, there were 8,750 new ACC claims for accidents that were funded from the motor vehicle account.

Figure 8: Quarterly new ACC claims funded from 'Motor Vehicle' account
Data was extracted on 2 March 2026.