

Attachment 1 Safety Business Report – September 2022

1. Health, Safety and Wellbeing Dashboard
 - 1.1 AT People
 - 1.2 Public Transport Operators
 - 1.3 Physical Works Contractors
2. Road Safety Performance

1. Health, Safety and Wellbeing Dashboard

Executive Summary – September 2022

Actions from previous meetings

Action	Owner	Update
No actions from the previous Board meeting	-	-

Key insights

- A significant decrease in events and hazards reporting occurred in September, 52.3% and 100% respectively.
- Public Transport Operators and Physical Works Contractors are working with AT to improve the reporting process and streamline activity in Synergi. This will substantially improve visibility and accuracy of data of the safety metrics; however, there is still an interim digital form being used to collect all data which requires manual management of discrepancies.
- Excellent progress has been made with Waka Kotahi and Police. Detailed designs are complete for 10 locations and cameras to be installed January 2023, subject to final confirmation. Waka Kotahi have agreed in principle to fund and maintain all of the cameras and added point-to-point sites planned for October 2023.
- Good progress is being made from the Safety Enablement team in undertaking learning reviews with both AT and our PCBU partners. Where the team see a common theme occurring in our event data we will conduct a joint learning review with all relevant stakeholders.
- There were two Lost Time Injuries (LTI) reported in September for AT people resulting in a total of 27 lost days. Although there was the same amount of LTIs reported last month, there was a decrease of 3.6% in lost days compared to August (28 lost days). AT's Occupational Health Specialist is currently working with the individuals and teams involved in these events and will develop and injury prevention program to mitigate this risk to AT people.
- September saw a significant increase of 57.1% in assurance activities conducted across AT.

Notifiable and serious events

Date	Description	Action taken
18/09/22	Te Atatu Road - Damage to underpass through excavation work activities being undertaken above underpass.	<ul style="list-style-type: none"> • Stopped work and isolated underpass and worksite • Structural engineer review undertaken • Waka Kotahi instructed Fulton Hogan to notify WorkSafe
28/09/22	Pinching / crushing event, causing injury to little finger	<ul style="list-style-type: none"> • Freyssinet reported injury requiring stitches • Reported to Worksafe with no further investigation notified • Seeking further information and confirmation

* Additional notifiable and high potential events are noted within the summary pages.

Key risks



Sourcing data from our partners continues to present risk to AT. Firstly, sourcing the data from the systems our partners use is challenging. Hence, we are looking to optimise this process for our partners. Secondly, our partners collect and report Health and Safety data; however, it may not be the data that AT requires for its own reporting.



The design of the Safety Management System is on time; however, the business adoption is lower than expected due to operational demands and complexity of deployment across PCBU's.



The Vision Zero Business Improvement Review (BIR) remediation is gradually progressing, still constrained by resourcing levels. On the 31 August there was positive engagement with the Police at the Tāmaki Makaurau Transport Safety Governance Group (TMTSGG) meeting. To assist with tracking, a BIR dashboard has been created and shared with the Safety Leaders Council on 24 August.

Health and safety initiatives update

- **Vision Zero:** FY23 Vision Zero Action plan is being developed.
- **Critical risks:** Phase I - AT safety critical risks implementation and verification plan has been drafted and will be approved by end of November. Phase II – Public transport critical risks have been identified and they are under review for approval. Once approved, the improvement plan will be published to mitigate the risks.
- **Data:** Historical data for 10 years was acquired from ACC and an update requested for MoH data. Leveraging both, a new initiative for a Safety Intelligence tool was submitted to the Q2 Corporate Analytics planning and is set for development in Q3.
- **Risk framework programme** Discovery phase is progressing well. Moved to review of system capability to determine the most effective technology solution for health and safety risk management.
- **Synergi 2.0:** Working through a programme of enhancements to improve user experience and assist in data accuracy for reporting purposes. Reviewing additional modules for suitability.
- **MPOWER:** A 3-Year Plan has been developed and the concept has been endorsed by the Worksafe Development Lead. The plan focuses on increasing the capability of Health, Safety and Wellbeing representatives so that they can become a self-governing community, with support from the AT Safety Team as needed.
- **Safety Capability:** The first module (PCBU) is on track for delivery in November 2022 – including an eLearning module and enhanced tools/templates available on a refreshed PCBU page on the AT Safety Hub.
- **Risk Profiling Initiative:** This workstream is progressing with the Safety Enablement team undertaking "Show us your day" sessions with our frontline AT People. The key outcome of this initiative is to understand the risks that AT's People are exposed to everyday whilst undertaking their role with AT and the "on the day controls" that they put in place to reduce the risks they are exposed to. This workstream is due to be completed by November 2022.

Our Critical Success Factors Dashboard – September 2022

Leadership

Leaders, leading Safety

1 Safety Observations

10 x safety observations per year for senior leaders.

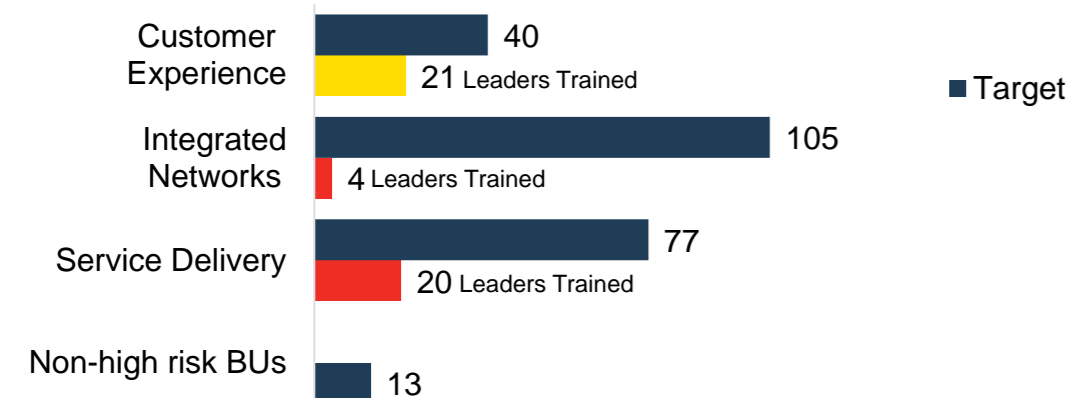


Two leadership safety walks were completed. One by a director and the other by an executive general manager. To improve participation, leadership safety walks were promoted to tier 3 managers at the Safety Leadership Council meeting on 21st Sept.

Final stages of development of the Safety Leadership walks form in Synergi 2.0.

2 Safety Leadership Training

Target all AT leaders in high safety risk operational areas to be trained through the safety leadership programme.



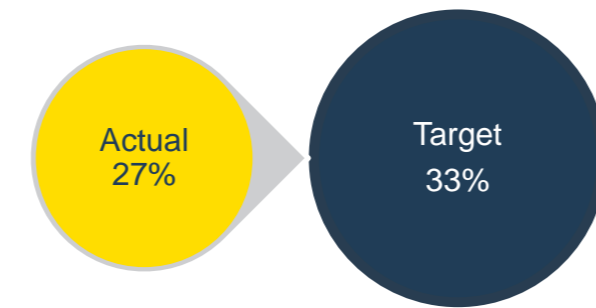
No additional safety leadership training has been conducted in September. The graph remains the same as the previous board report.

Engagement

Positive change in Safety Culture

3 Culture Engagement Score

Target a shift in category for AT overall from reactive to dependent, measured via the Bradley curve.



AT currently sits in the reactive quadrant with a culture health and safety score of 27% on the Dupont Brady Curve. The target is to increase from Reactive to Dependent (33% – 40%).

This measure will be supported by the quarterly check-in survey which will support understanding organisational progression.

4 Critical Safety Risks

Identification of ATs organisational critical safety risks including owners and implementation plan in action.

- 1 Violence, Threats & Aggression (Vanessa Ellis)
- 2 Working inside or outside of a vehicle on our network (Andrew Allen)
- 3 Exposure to Psychological Harm (Acting Rodger Murray)
- 4 Exposure to Infectious Diseases (Rodger Murray)
- 5 Working on an operational site (Murray Burt)
- 6 Lone and remote working (Stacey van der Putten)

In an acting capacity, Rodger Murphy has been identified as the owner for Exposure to Psychological Harm.

Implementation and verification plan for each AT critical risk has been developed and they are under review by their owners.

Critical risks for Public Transport Operators have been identified, and they are under review for approval. Once approved, the improvement plan will be published to mitigate the risks.

Safe Systems

Data driven insight influencing design

5 Learning Reviews

Target for all moderate to extreme safety events to have a learning review completed and implemented.



Note: When there is a consistent theme of events that require a learning review for AT People, a joint learning review will take place with representation from the relevant business units involved.

There were two full learning reviews identified by the AT Safety team and reviews were conducted in September: (1) Red Light behaviour with contracted Bus Operators (2) Duress activation and CCTV failure at Britomart Station

6 Data Eco-system Maturity

Target collation of data sources across data eco-system for reporting of all harm to enable insights for infrastructure improvement planning.

Data Source	Status	Notes
Police Crashes CAS	✓	Informs AT strategy, investment and reporting ✓ Only data for motor vehicle and cycle crashes
SHW Synergi	✓	Synergi 2.0 released 15-08-22
	X	Partners data is inconsistent
Hospitalisations MoH	✓	Data agreement with 10 years data
	X	Analytics scope in plan with D&A Q2
Accident Claims ACC	✓	Data agreement and 10 years data
	X	Analytics scope in plan with D&A Q2
Regional Transport Waka Kotahi	X	Waka Kotahi is waiting on resource to develop external use

GOAL
High quality and frequent data intelligence is easily sourced, validated and quickly informs business plans and decisions

We have progressed with our ACC data sharing agreement with and received 10 years of historical data. In addition, we have requested an update to the MoH data.

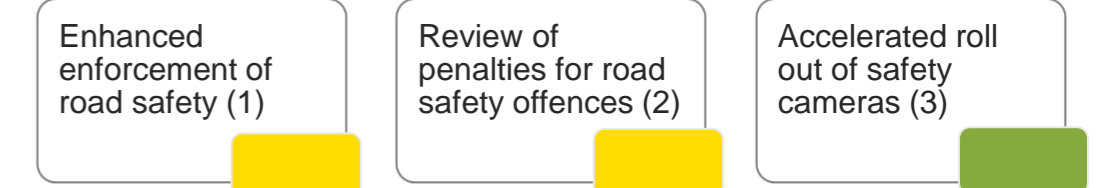
A request to develop a Safety Intelligence tool was submitted to Corporate analytics in their Q2 prioritisation. We are currently number four of 39 initiatives and slated for development in Q3.

Advocacy

Progress against advocacy plan

7 Action and Enforcement

Target completion of all advocacy plan actions to influence higher penalties for offences & enhanced enforcement of Road Safety.



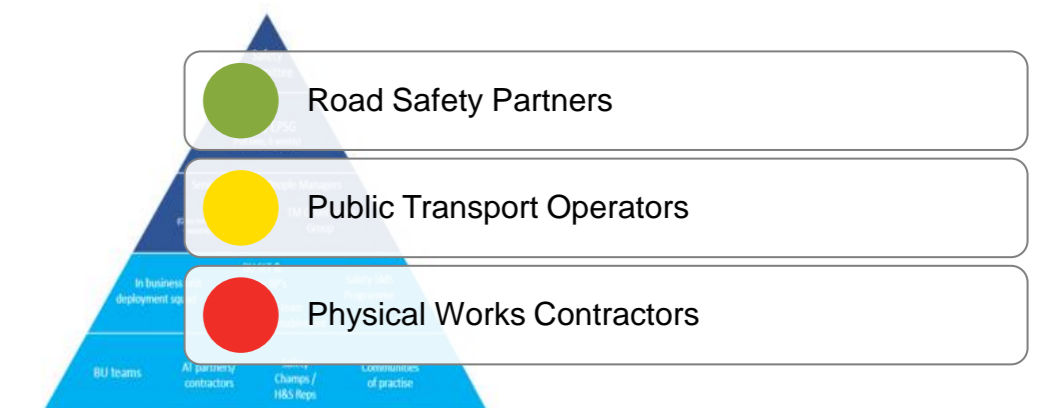
Enforcement with NZ Police Impairment team with solutions underway to increase alcohol checkpoints in all weather (1).

Ministry of Transport (MoT) is ready for public consultation; however, no definitive progress. AT have been advised by MoT that no further action is required (2).

Delivery of infrastructure planned to commence in December /January with cameras operational by mid 2023(3).

8 Safety Governance Engagement

Target the development of a transport network inclusive safety governance forum.



The Tamaki Makaurau Governance Group met in August with updates from all Partners and the new NZ Police deployment dashboard. AT updated the group with the findings from the People Outside of Vehicles Deep Dive.

External stakeholder engagement continues to positively progress.

AT People HSW Performance Scorecard – September 2022

Key insights in reporting period

- There was a significant decrease in the safety reporting relating to events and hazards of 52.3% and 100% respectively comparatively to last month.
- LTFR and TRIFR have an increase of 21.9% and 10.4% respectively compared to August.
- Although there was no increase or reduction in lost time injuries compared to last month, there was a reduction of 8.3% in worked hours compared to August.
- Although there was a decrease of 15.4% in the overall EAP usage compared to last month, there was an increase of 2.1% EAP usage for work-related issues.
- There was an increase in the number of events reported as high potential (including near misses) compared to last month. Four of them were identified as the critical risk of Violence, Threats & Aggression.
- There was an increase of 57.1% in assurance activities conducted in September.
- There was the same percentage on business units reporting in Synergi in September (64% or 4 out of 11 business units) compared to last month. Four business units did not report events in Synergi:
 - Culture & Transformation
 - Stakeholder, Communities
 - Risk & Assurance
 - Governance

Update on KPIs for AT People

Category	Scorecard measures	Aug 22	Sep 22
Performance Indicators	1 Number of events reported	44	21
	2 Number of events open	34	16
	3 Number of learning reviews outstanding (over 21 days)	1	3
	4 Number of corrective actions overdue	0	3
	5 Number of hazards reported	13	0
	6 Number of near misses reported	2	1
	7 Number of events informed as high potential (including near misses)	0	6
	8 Total recordable injury frequency rate (TRIFR)	7.7	8.5
	9 Lost time injury rate (LTIFR)	3.2	3.9
	10 Number of notifiable events to the NZ regulator	None	None
	11 Number of active work-related ACC cases	2	2
	12 EAP usage	13	11
	13 Safety engagement score	27%	27%
Critical Risk Areas	14 Number of events identified as critical risks	27	14
	15 Number of control verifications completed vs planned*	-	-
Culture, behaviour, engagement	16 Number of share success reported	1	0
	17 Number of full learning reviews started	-	2
Assurance and monitoring	18 Number of safety assurance activities completed	7	11
	19 Number of safety leadership walks completed	8	2
	20 Number of safety audits completed **	-	-
Training and development	21 Number of safety leadership training completed in key areas	45	0***
	22 % of completion of safety training	88%	89%
Business reporting	23 % of business units reporting in Synergi	64%	64%

* Measurement will commence after EGM approval of measure
 ** Measure under review
 *** No further Leading Safety workshops have been delivered in September as part of the Safety Leadership programme

September 2022 key comments and actions



Key risks, challenges, mitigations and/or actions

- 16. Number of share successes
 - **Risks:** Learnings are not being shared across business and improvement opportunities are being missed
 - **Challenges:** Safety culture shift to identify opportunities for sharing and collaboration
 - Take time out to recognise and prioritise sharing of success and challenges
 - **Mitigations:** Promote sharing and provide a platform to facilitate
- 19. Number of safety leadership walks
 - **Risks:** KPI's not being communicated by their people leaders as a priority
 - **Challenges:** Safety culture shift to understanding the philosophy behind Safety Leadership walks
 - **Mitigations:** Execute role out plan.

Key actions	Owner	Due
16. Identify and role out platform to facilitate shared learnings. Clarify and confirm what and how.	Mickala Smith	Dec 2022

Partners HSW Performance Scorecard - September 2022

Key insights in reporting period

Partners summary

- **Public Transport Operators** are providing monthly Safety data via the interim digital form, however reporting incidents via Synergi appears to have dropped, resulting in the need to query the data provided by the operators in order to gather information for the board report. Significant time and effort was spent investigating September information.
- **Physical Works Contractors** are consistently providing their monthly KPI data via the interim digital form. Discrepancies and requests for further data was minimal for this month. Using the digital form has allowed us to identify incidents which have not been captured on Synergi.

Reporting in Synergi

- **Public Transport Operators** improve his performance reporting in September. They continue using the interim reporting solution (Microsoft form) for this reporting cycle which is inclusive of the revised AT KPIs. 11 Public transport operators reported this month and last month.
- **Physical Works Contractors** continue reporting well via the interim solution (Microsoft form), however Asset Management contractors have not provided five out 16 metrics in September.

Key actions	Owner	Due
investigation into PWC access to Synergi to enable external reporting of incidents is ongoing	Mickala Smith / Integrated Networks	Dec 2022
Enable revised KPI reporting via Synergi for PT Operators. Including Onboarding and consultation	Mickala Smith / Integrated Networks	Dec 2022
Present back data to business and those contributing data	Mickala Smith / Integrated Networks	Dec 2022

Update on KPIs for Public Transport Operators (PTO)

Category	Relating to Public Transport Operators	AOR	Murphys	Bayes	GoBus	Pavlovich	NZBus	Sealink	H&E	Belaire	Fullers	Waiheke Bus	
Performance indicators	1	Number of events reported	402	14	6	6	2	0	0	7	1	65	4
	2	Number of event investigations outstanding (over 21 days)	10	0	0	0	0	0	0	0	0	0	0
	3	Number of corrective actions overdue	109	0	0	0	0	0	0	0	0	0	0
	4	Number of hazards reported	13	1	1	4	0	0	0	3	0	15	0
	5	Number of near misses reported	0	0	0	1	5	66	0		1	13	2
	6	Number of events informed as high potential (including near misses)	0	0	0	0	3	2	0	0	0	1	1
	7	Total recordable injury frequency rate (TRIFR)	Phase 2 for inclusion in October reporting (December Board meeting)										
	8	Lost time injury rate (LTIFR)	Phase 2 for inclusion in October reporting (December Board meeting)										
	9	Number of notifiable events to the NZ regulator	17	0	0	0	0	0	0	0	0	1	0
Critical risk areas	10	Number of events identified as critical risks	0	8	0	0	0	0	0	1	1	0	0
	11	Number of control verifications related to industry trends analysis	Commencement of critical risk workstream is underway										
Culture, behaviour, engagement	12	Number of safety engagement activities completed	8	0	6	3	1	14	0	30	1	25	0
	13	Number of shared learnings across PCBUs including subcontractors	Work to define measure is underway										
Assurance and monitoring	14	Number of safety observations completed	21	0	0	3	0	0	0	22	0	0	0
	15	Number of H&S audits completed	1	0	1	3	0	7	0	1	0	0	0
Training and development	16	Number of safety training hours completed per month	227	543	20	48	180	45	9	130	135	0	0

Note: These figures do not include Synergi data. They include only the data that was reported via the interim Microsoft form.

Partners HSW Performance Scorecard - September 2022

Update on KPIs for Physical Works Contractors (PWC)

Category	Relating to AT Worksites for Physical Works Contractors	Fulton Hogan	Naylor Construction Ltd	Wharehine Contractors Ltd	Troy Wheeler Contracting	Phoenix Solutions	Alpha Rail	Libbet Limited	Traffic Systems Ltd	Heron Construction	Fulton Hogan	Fulton Hogan	Electrix	Downer	Freyssinet	Heron Construction	Wharehine Contractors Ltd	John Fillmore Contracting	Legacy Construction Ltd	Naylor Construction Ltd	Coll Electrical	STF Limited	Dempsey Wood	CSLi	Downer	Electrix	Fulton Hogan	Liveable Streets	McKay Electrical	North-power	Traffica	
	Physical Works Contractor Area	Central	Central	North Rural	North / East	Central	Central	West	North / East	Waiheke Island	Central	South Urban	North / West	West	Central	Waiheke Island	North Rural	Central	Central	Central	Central	North / East	Central	AMM*	AMM*	AMM*	AMM*	AMM*	AMM*	AMM*	AMM*	
Performance indicators	1	Number of events reported	0	0	0	3	0	0	0	0	0	0	0	0	1	0	4	6	0	0	0	0	0	0	9	0	0	11	0	0	0	
	2	Number of event investigations outstanding (over 21 days)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3	Number of corrective actions overdue	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	
	4	Number of hazards reported	0	3	2		0	0	2	0	0	0	16	0	5	5	0	4	5	0	3	0	0	28								
	5	Number of near misses reported	0	3	2	3	0	0	0	5	0	0	2	0	0	0	0	1	0	0	0	0	0	0	11	0	7	9	0	0	0	
	6	Number of events informed as high potential (including near misses)	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	1	0	1	1	0	0	0
	7	Total recordable injury frequency rate (TRIFR)	Phase 2 for inclusion in October reporting (December Board meeting)																													
	8	Lost time injury rate (LTIFR)	Phase 2 for inclusion in October reporting (December Board meeting)																													
	9	Number of notifiable events to the NZ regulator	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0		0	0	0	0	0	0	0	1	0	0	0	0	0	
Critical risk areas	10	Number of events identified as critical risks	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0									
	11	Number of control verifications related to industry critical risks trends analysis	Commencement of critical risk workstream is underway																													
Culture, behaviour, engagement	12	Number of safety engagement activities completed	23	65	21	38	11	1	10	0	23	22	16	2	10	29	23	26	72	10	45	12	17	21								
	13	Number of shared learnings across PCBUs including subcontractors	4	8	17	0	0	0	2	0	0	3	0	12	0	2	0	1	0	0	7	5	1	0								
Assurance and monitoring	14	Number of safety observations completed	3	15	13	1	0	0	1	1	0	2	16	1	2	7	0	1	0	1	12	1	6	5								
	15	Number of H&S audits completed	3	10	6	2	1	0	2	2	1	2	4	1	0	2	1	4	5	4	10	1	4	1	4	93	3	27	8	15	0	0
Training and development	16	Number of safety training hours completed per month	92	25	18	112	11	6	30	5	7.83	65	80	2	0	3	7.83	26	72	5	30	10	5.5	0								

* Asset Management/Maintenance

Note: These figures do not include Synergi data. They include only the data that was reported via the interim Microsoft form.

AT People Critical Risks – September 2022

Key insights and actions

Progress in reporting period

AT safety critical risks implementation and verification plan has been drafted and it will be approved by end of November. The plan provides the actions, priorities, action owners, and timeframes.

Key insights in reporting period

- Critical risks identified as high potentials accounted for six events, where the HSW consequence rating was ‘Major’
 - 1 Psychological: Threats and aggression - Grade 3 - Verbal Abuse (Sustained)
 - 2 Psychological: Threats and aggression - Grade 4 - Intimidation and Threats (Threatening Behaviour),
 - 1 Psychological: Threats and aggression - Grade 5 - Intimidation and Threats (Verbally threatened to harm or kill)
 - 1 Physical assault - Grade 7 - Assault (Push/ Shove/ Minor assault)
 - 1 Physical assault
- In September, there was a decrease of 48.1% in events identified as critical risks from 27 events in August to 14 events in September.
- Violence, Threats and Aggression events continue to account for the largest number of reported events for AT People being 57.1% (14 of 21) compared to the previous month of 59.1%, a reduction 2 percentage points.

Key risks, challenges, mitigations and/or actions

Violence, Threats & Aggression

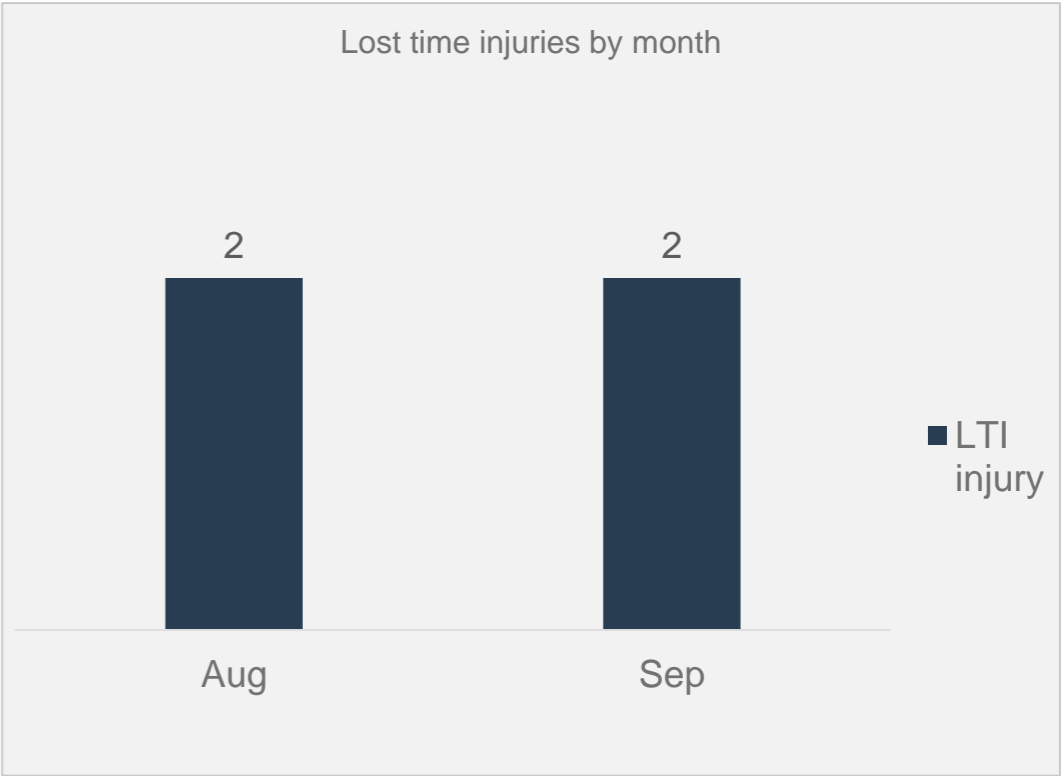
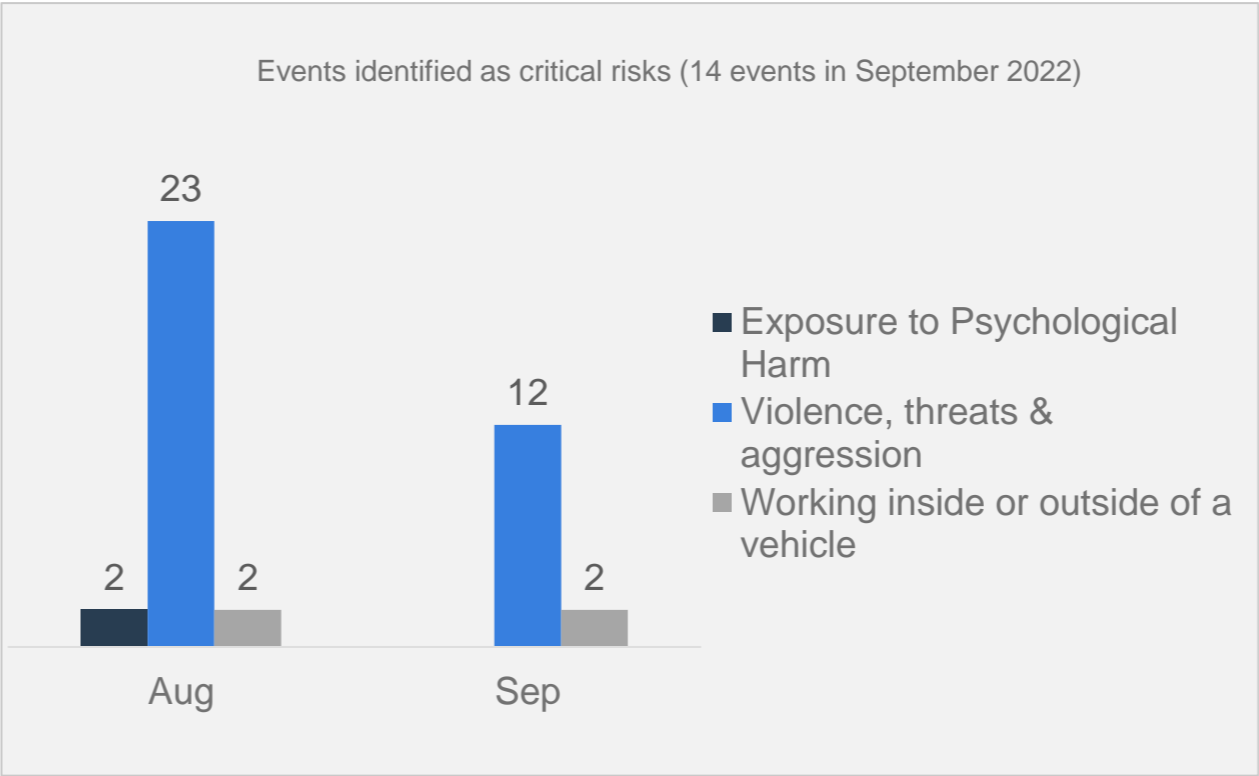
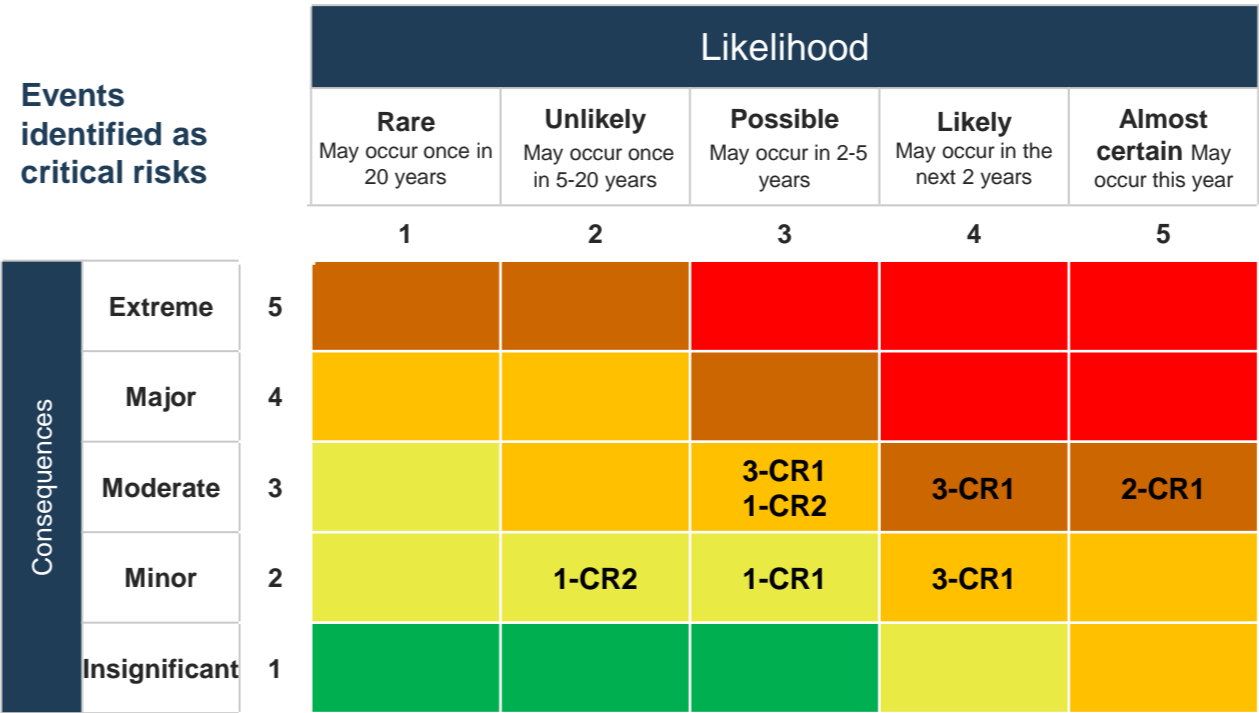
- Risks:** Not having consistent controls across the business
- Challenges:** Appropriate controls per business unit
- Mitigations:** Controls in relation to Violence, Threats and Aggression are currently being worked through for implementation across the relevant AT business units. A learning review will be undertaken to understand the issue and work through solutions to address this issue.

Key actions	Owner	Due
AT safety critical risk self-assessment	Mojtaba Ahmadi	Dec 2022
AT safety critical risk implementation and verification plan	Mojtaba Ahmadi	Dec 2022
Learning Review – Violence, Threats & Aggression	Jo Zoricich	Nov 2022
Development of Injury Prevention Program	Jo Zoricich	Mar 2023

Update on KPIs

Month	Events reported	Events identified as critical risks	Events identified as high potential
Sep 2022	21	14 of 21	6 of 21
Aug 2022	44	27 of 44	0 of 44

No. CR	Critical risks (CR)	Events identified as critical risks	Events identified as high potential
CR1	Violence, Threats & Aggression	12	5
CR2	Working inside or outside of a vehicle on our network	2	0
CR3	Exposure to Psychological Harm	0	0
CR4	Exposure to Infectious Diseases	0	0
CR5	Working on an operational site	0	0
CR6	Lone and remote working	0	0
Total		14	5



Public Transport Operators Critical Risks – September 2022

Key insights and actions

Progress in reporting period

The public transport critical risks are under review for approval. Once approved, the improvement plan will be published to mitigate the risks.

Key insights in reporting period

- Out of 44 events reported in Synergi by Public Transport operators, there were 38 health and safety events identified as a critical risks.
 - There were 10 additional events identified as a critical risk reported by Public Transport operators via the interim digital Microsoft form.
- In September, there was a decrease of 51.3% in events identified as critical risks from 78 events in August to 38 events in September.
- There were eight events identified as high potentials in September.
- Categories of Motor Vehicle Incidents and Violence towards staff continue to be the largest reported events
 - 29.4% decrease (24 in September compared to 34 in August) in motor vehicle events
 - 65.9% decrease in (14 in September compared to 41 in August) violence towards staff versus August.

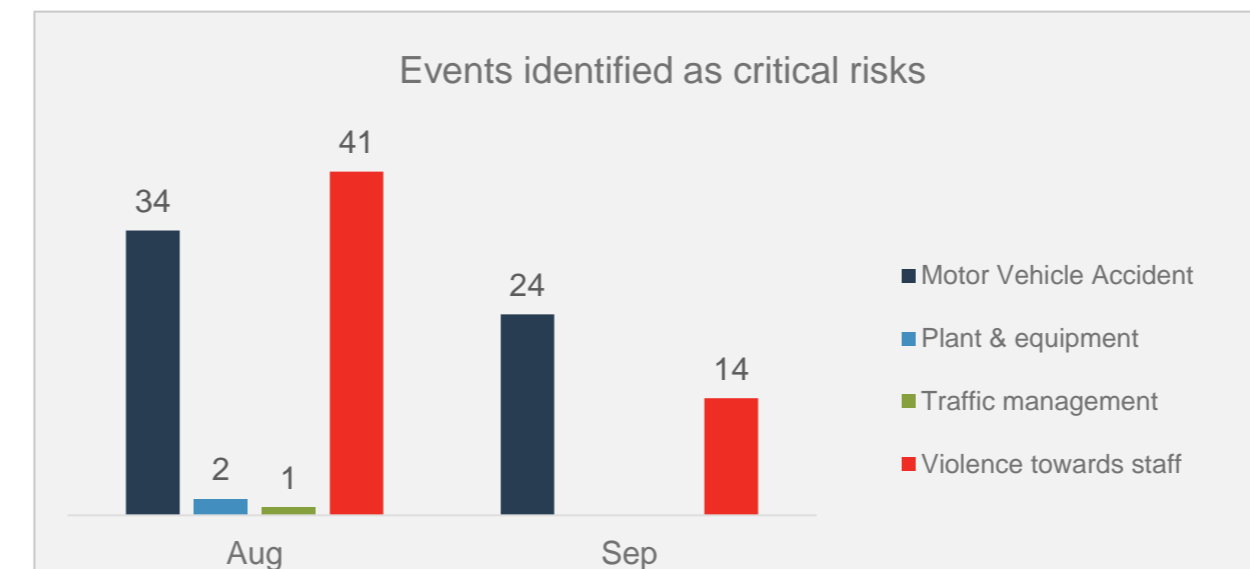
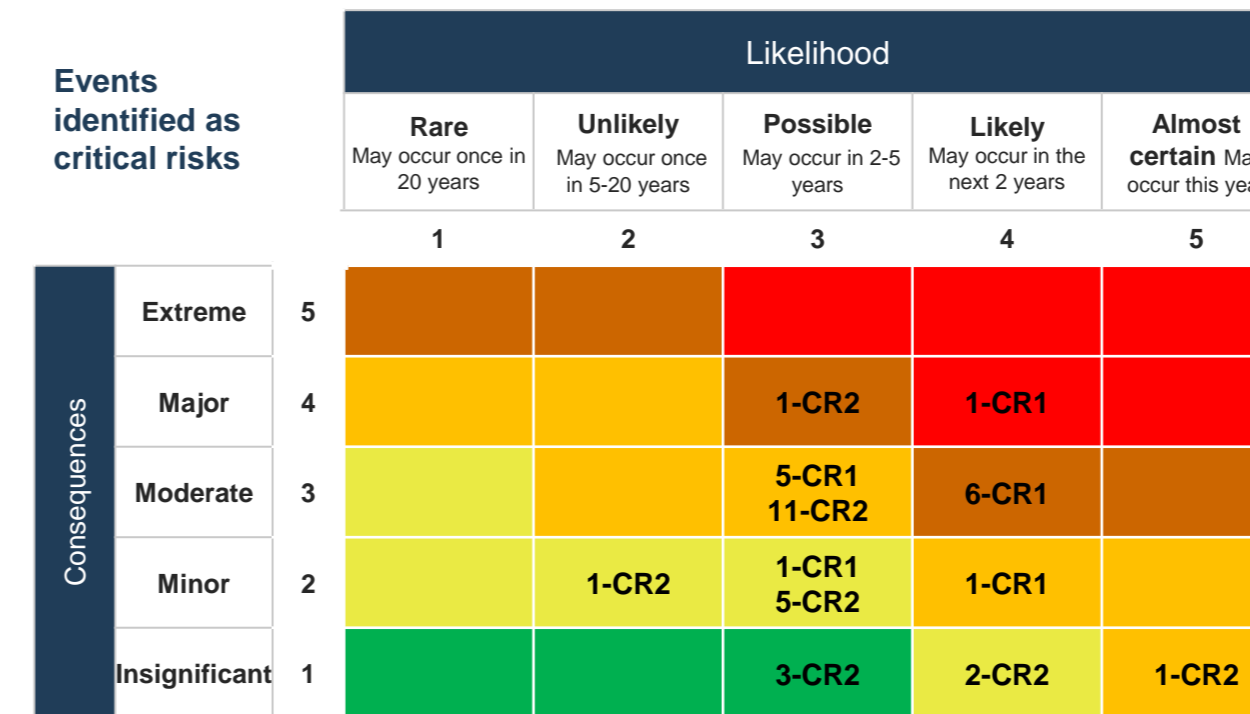
Key risks, challenges, mitigations and/or actions

Review of critical risks are currently underway for Public Transport operators. Consultation with the operators and AT support teams will be undertaken before critical risks are included as revised reportable metrics.

Key actions	Owner	Due
Public transport operator critical risks improvement plan.	Mojtaba Ahmadi	Dec 2022

Update on KPIs*

Month	Events reported	Events identified as critical risks	Events identified as high potential
Sep 2022	44	38 of 44	8 of 44
Aug 2022	97	78 of 97	7 of 97



No. CR	Critical risks (CR)	Events identified as critical risks	Events identified as high potential
CR1	Motor Vehicle Accident	24	1
CR2	Terrorism	0	0
CR3	Train Services	0	0
CR4	Fall from heights	0	0
CR5	Confined spaces	0	0
CR6	Violence towards staff**	14	7
CR7	Exposure to hazardous substances	0	0
CR8	Traffic management	0	0
CR9	Infrastructure	0	0
CR10	Plant & equipment	0	0
CR11	Drowning	0	0
CR12	Contact with services	0	0
Total		38	8

* All reporting of critical risks for is from Synergi based on the current definition. However, work is underway to redefine critical risks.

** Violence towards staff is equivalent to Violence, Threats & Aggression in the AT critical risk.

Physical Works Contractors Critical Risks – September 2022

Key insights and actions

Progress in reporting period

The discovery and define stage will commence in January 2023.

Key insights in reporting period

- Out of eight events reported in Synergi by Physical Works contractors, there were six health and safety events identified as a critical risks.
 - There were three additional events identified as a critical risk reported by Physical Works contractors via the interim digital Microsoft form.
- In September, there was an increase of 50% in events identified as critical risks from four events in August to six events in September.
- There were zero events identified as high potentials in September.

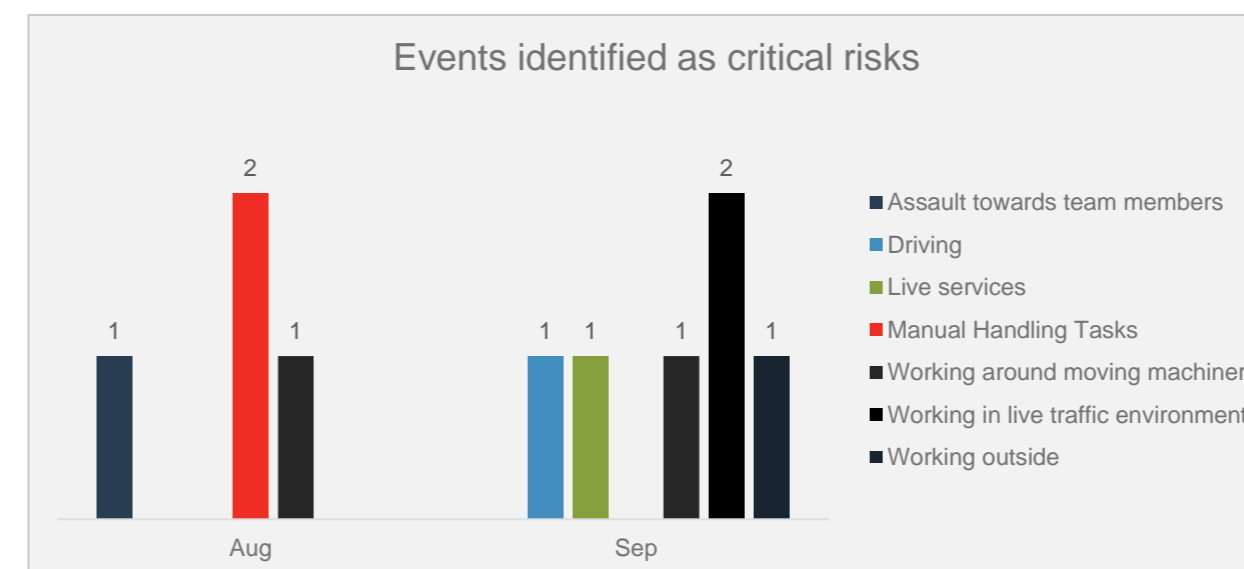
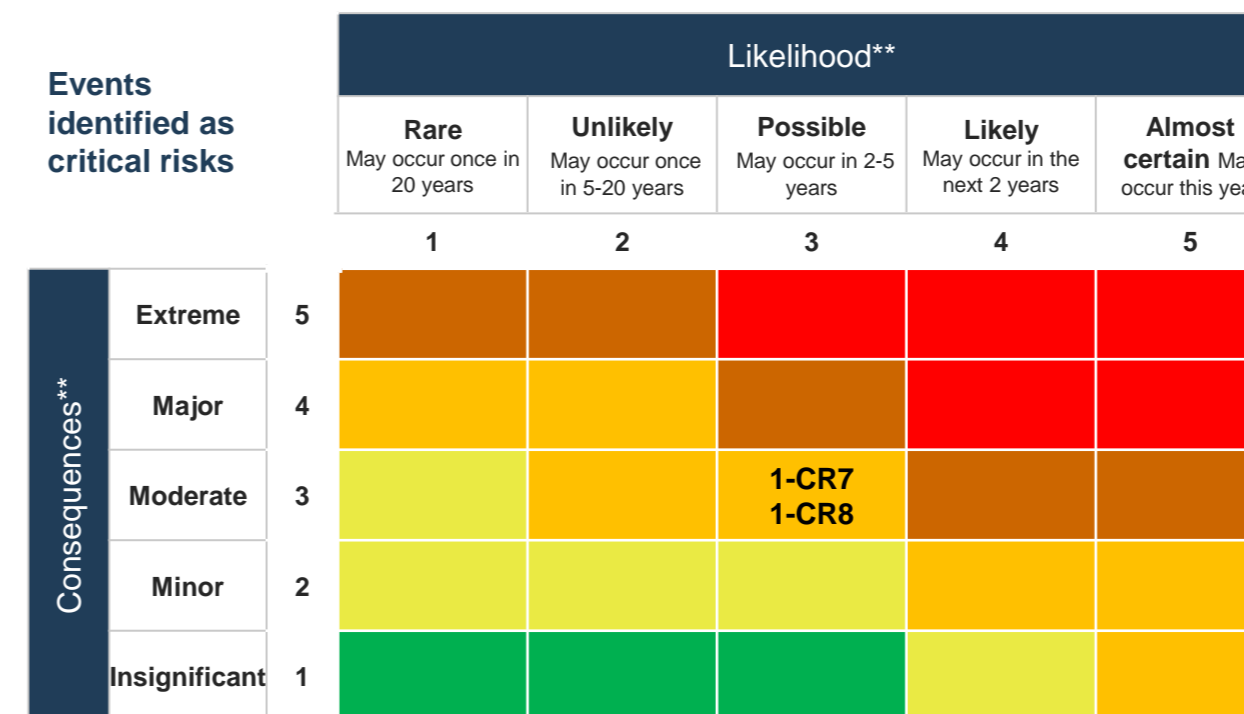
Key risks, challenges, mitigations and/or actions

Identification of critical risks are currently underway for contractors. Consultation with contractors and AT support teams will be undertaken before critical risks are included as revised reportable metrics.

Key actions	Owner	Due
Identify critical risks	Mojtaba Ahmadi	Feb 2023

Update on KPIs*

Month	Events reported	Events identified as critical risks	Events identified as high potential
Sep 2022	8	6 of 8	0 of 8
Aug 2022	8	4 of 8	7 of 8



No. CR	Critical risks (CR)	Events identified as critical risks	Events identified as high potential
CR1	Working in live traffic environment	2	0
CR2	Working in a live operating rail environment	0	0
CR3	Working outside	1	0
CR4	Assault towards team members***	0	0
CR5	Confined spaces	0	0
CR6	Working at heights	0	0
CR7	Live services	1	0
CR8	Working around moving machinery	1	0
CR9	Working near or over water	0	0
CR10	Chemical spills and handling hot materials	0	0
CR11	Suspended loads	0	0
CR12	Manual handling tasks	0	0
CR13	Presence of a person under the influence of alcohol or drugs	0	0
CR14	Driving	1	0
Total		6	0

* All reporting of critical risks for is from Synergi based on the current definition. However, work is underway to redefine critical risks.

** The risk matrix is showing two out of six events identified as critical risk. People leaders have now the responsibility to complete the risk assessments based in the upgraded Synergi 2.0

*** Assault towards team members is equivalent to Violence, Threats & Aggression in the AT critical risk.

1.1 AT People

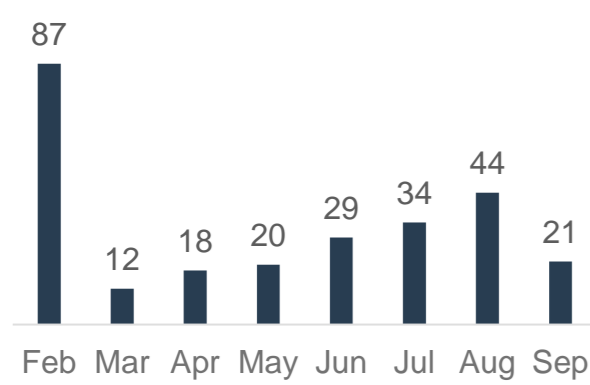
Let's go there



AT People Detailed Dashboard – September 2022

Performance indicators

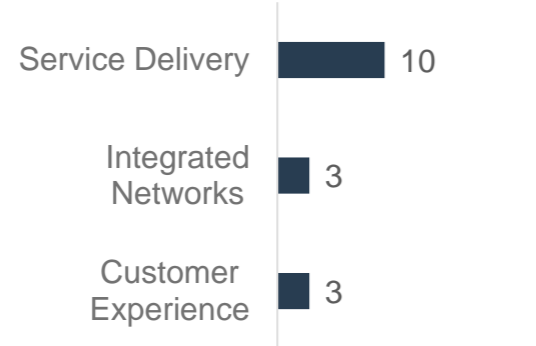
Number of events reported



There were 21 health and safety events reported by AT People in September. 14 of these events fall into AT's critical risk category (12 of Violence, Threats & Aggression and two Working inside or outside of a vehicle on our network).


There was a decrease of 47.83% in Violence, Threats & Aggression events toward AT staff.

Number of events open



From the 21 events reported in September, 16 are open, being 62.5% from Service delivery, 18.8% from Customer experience and 18.8% from Integrated network.


Number of event learning reviews outstanding (over 21 days)



3 Learning reviews overdue

There were three simple learning reviews overdue in September. Two were related to two injuries sustained in the hazard category of Slips, trips and falls and one was related to a consequence of Psychological: Threats and aggression.

Number of corrective actions overdue



3 Corrective actions overdue

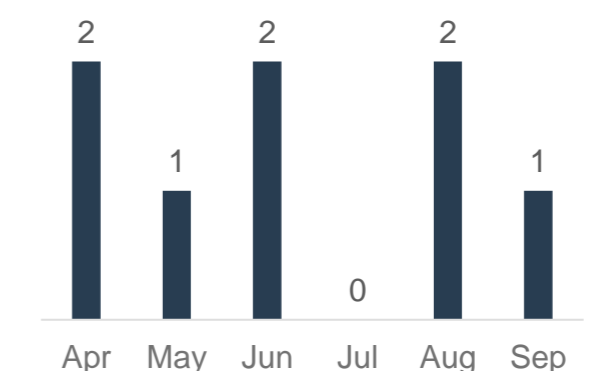
There were three corrective actions overdue in September from the events reported.

Number of hazards reported



There were no hazards reported in September.


Number of near misses reported



There was one near miss reported in September related to a non compliant unsafe closure. The near miss was identified as a critical risk in Working inside or outside of a vehicle on our network

There was a decrease of 50% in near misses compared to last month.

Number of events reported as high potential (including near misses)

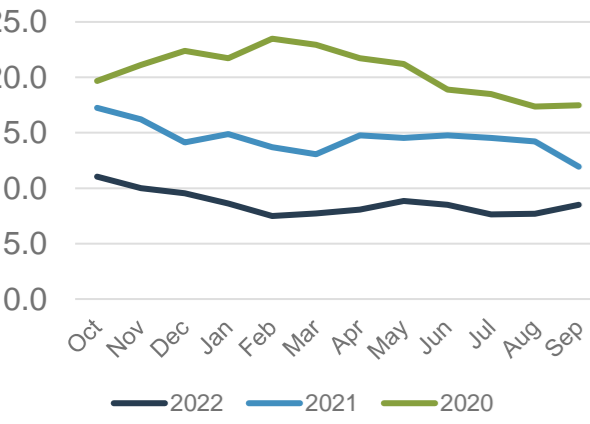


6 Events reported as high potential

There were six events reported as high potential (including near misses) in September. 5 were under the critical risk Violence, Threats & Aggression.

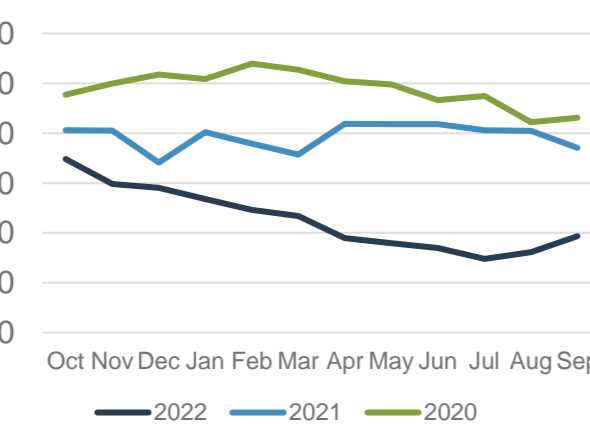
Four of the high potential events had a consequence Psychological: threats and aggression' including threatening behaviour, verbal abuse and verbal threatened to harm or kill; and two event had a consequence Physical assault.

Total recordable injury frequency rate (TRIFR)



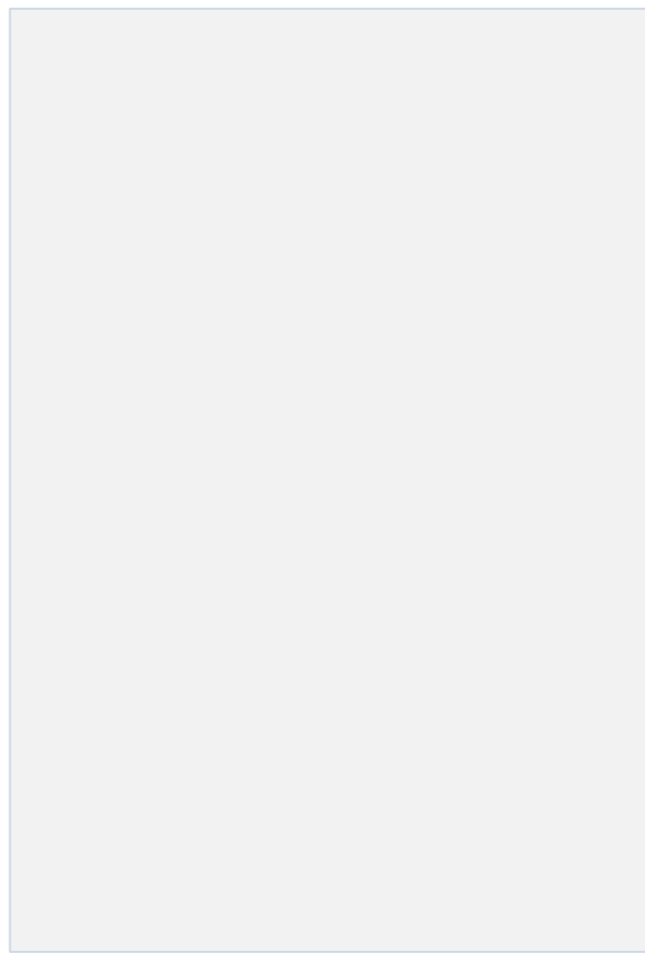
There was an increase from 7.7 in August to 8.5 in September. There was a reduction of 33.3% in the recordable injuries and a reduction of 8.3% in worked hours compared to August.

Lost time injury rate (LTIFR)




There was an increase of 10.4% in the LTIFR in September. Although there was no increase or reduction in the lost time injuries compared to last month, there was a reduction of 8.3% in worked hours compared to August.

Number of notifiable events to the NZ regulator



Number of active work-related ACC cases



2 Work-related ACC cases reported


There were two ACC cases in September.

A parking officer tripped on the kerb and twisted his right ankle causing an ankle sprain. The injury resulted in 19 days lost time. The employee has returned to work normal duties.

A parking officer tripped and fell causing a foot sprain. This injury resulted in eight days lost time. The employee has returned to work normal duties.

There was a decrease of 3.6% in lost days compared to August (28 lost days).

EAP usage

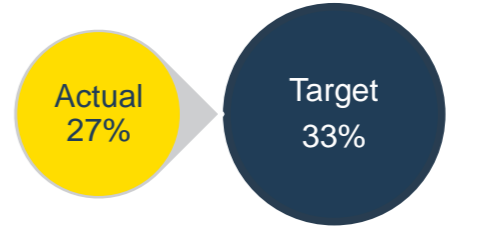


EAP usage in September was 11. The top three presenting issues for September were:

1. Relationships
2. Grief
3. Emotional/General

63.64% of EAP usage was for work-related issues whereas 36.36% was personal.

H&S engagement score



AT currently sits in the reactive quadrant with a culture health and safety score of 27% on the Dupont Brady Curve. The target is to increase from Reactive to Dependent (33% – 40%).

NB: The DuPont™ Bradley Curve™ from DSS is a proven, proprietary system to benchmark safety and help achieve an effective safety culture. It helps clients comprehend and benchmark their journey to world-class safety performance.

This measure is updated quarterly based on the check in Survey.

Project summary

Project	Owner	Due
Learning Reviews – Maritime Project	Jo Zoricich	Dec 2023
Risk Profiling Project	Jo Zoricich	Nov 2022

Learning Review – Maritime Project:
The Safety Enablement team are working with internal AT Teams and other PCBUs in the maritime environment to understand and jointly find solutions for issues that have the potential to occur in the ferry basin.

Risk Profiling Project:
The Safety Enablement Team are working with all front-line staff to understand what risks they are exposed to whilst undertaking their role for AT. The outcome from this project will be an enterprise risk profile.

AT People Detailed Dashboard – September 2022

Culture, behaviour and engagement

Number of share success reported

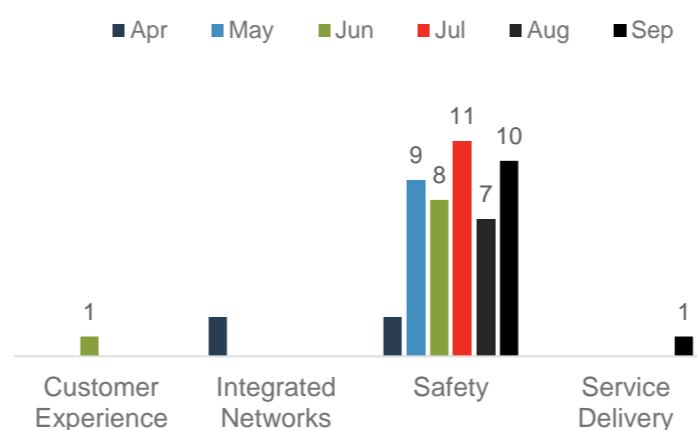
- There was no share success reported in September.



Assurance and monitoring

Number of safety assurance activities completed

- There were 11 assurance activities conducted in September by business units (10 Safety, one Service Delivery)



Training and development

Number of safety leadership training completed in key areas

- No safety leadership training was completed in September.



Number of full learning reviews started

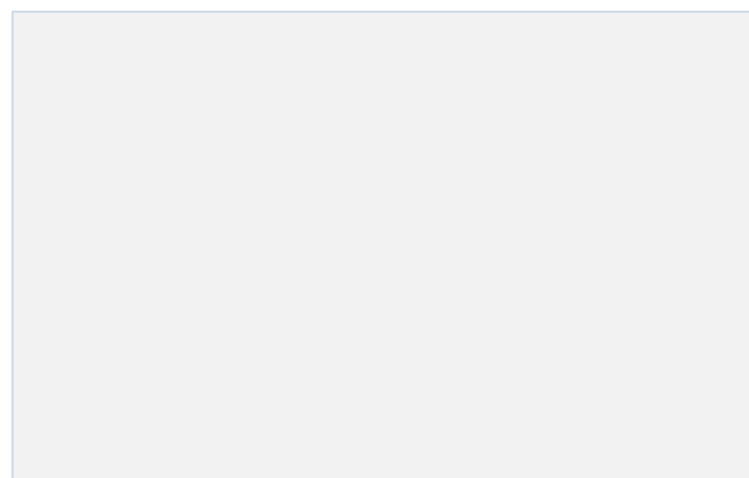
- There were two full learning reviews identified by AT Safety team and reviews were conducted in September: one Red Light Behaviour with Contracted Bus Operators, two Duress activation and CCTV failure, Britomart Station



Note: When there is a consistent theme of events that require a learning review for AT People, a joint learning review will take place with representation from the relevant business units involved.

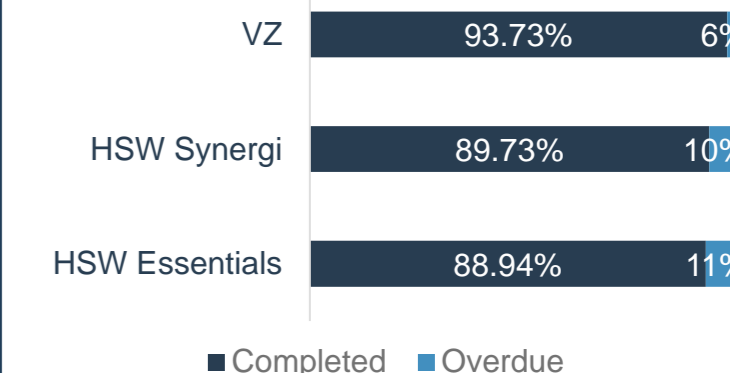
Number of safety audits completed

- No data available



% completion of safety training

- 89.73% of staff completed the H&S reporting in Synergi module
- 88.94% of staff completed the HS&W essentials module
- 93.73% of staff completed Vision Zero module



Key insights and actions

- The Business has expressed positive feedback to the launch of the Safety Strategy. This document expresses the "why" we are doing Safety differently, it outlines the strategic direction, critical success factors and sets up the cascade for further elements of the SMS.
- Focus now shifts to the Critical success factors contained within the strategy and what it means for each business unit.

Action	Owner	Due
Communication of the Safety Strategy and Critical Success factors to BU's	BP's / Change Manager	Complete
BP Business Unit Monthly reporting template	BP's	Complete
Key tools to enable Critical Success Factors: eg Observation sheet for Leader walks, Checking in survey questions complete and integrated into monthly survey.	Design	Survey – Oct Ob sheet - Nov

Key insights and actions

- Approval for the FY23 Plan has approval. The process has had robust feedback and adjustments are being made.
- The building of Synergi 2.0 reporting tools are in the process of being developed.
- Onboarding a safety assurance specialist for support in service delivery in October 2022.
- Scheduled assurance activities have begun.

Action	Owner	Due
Build Safety Assurance Tools	Safety Assurance Lead	TBC

Key insights and actions

- The Safety Leadership Training module has been included in the package of modules for "Leading at AT" managed by the learning and development. Whilst this training targets people leaders across AT we are also now getting requests directly from business unit leaders for the delivery of the Safety Leadership Training module on its own.

Action	Owner	Due
BP's to complete Safety Leadership Training Pilot programme within CX & SD.	Safety BP's (CX & SD)	Complete
Vision Zero implementation examples to be shared by Service Deliver at upcoming Safety Leaders Council	Safety BP (SD)	Complete
Follow up with request from P&I for Leaders to go through training.	Safety BP (P&I)	October

1.2 Public Transport Operators

Performance indicators

Key insights

For the month of September Public Transport Operators were asked to submit their monthly H&S data via the interim digital form (Microsoft form). The Microsoft form allows for reporting against AT's revised KPIs and introduces additional measures. Numerous discrepancies and follow up for information were required. Identified a need for additional support, education and training with reporting internally and externally.

Notable, or significant events (September):

1x notifiable reported via Belaire, Synergi Case #29666 – *“Yacht Monotone came out of G pier and turned to starboard into fairway on collision course towards us. We had to stop and go in to reverse to avoid them hitting us.”*

16 Psychological & Physical Assaults were reported via Synergi for the month of September.

AOR significant events – awaiting report

- 17 notifiable occurrences reportable to Waka Kotahi for September, broken down into the following safety event types:
 - Two procedural breach
 - Six antisocial behaviour / Assault
 - Five near miss
 - Three collision (No harm)
 - One passenger Issue

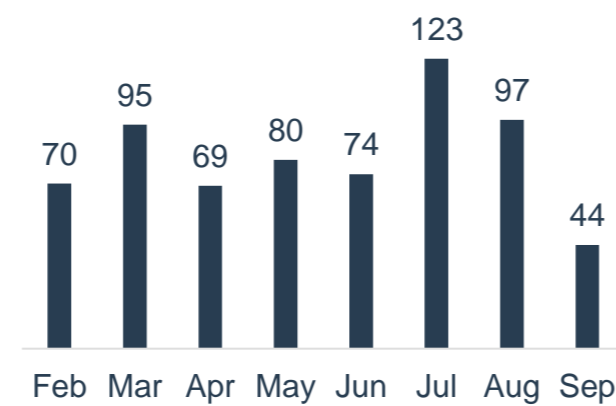
Near Miss summary

- All five near misses reported via AOR are related to members of the public and mostly involve trespassing activities such as jumping crossing barriers. One of the reported near misses was a member of the public standing on the track, as detailed:
- *“Train service 1127 was travelling between Otahuhu and Middlemore when the operator observed a lady standing on the track in front of the train. Horn and full braking used. The lady moved clear just before being struck.”*

Antisocial Behaviour summary

- Four physical assaults to passengers were recorded this month, in contrast to the report submitted last month where there were a number of assaults to train managers. No worker assaults were reported for September
- There was a suspected sexual assault which is being further investigated. No official complaint was made and CCTV footage is being reviewed.

Number of events reported



There were 44 health and safety events reported by PT Ops in Synergi in September, of these, 38 fall under the critical risk categories.

There was a decrease of 54.6% in reporting events in Synergi compared to August.

* This graph only represents events reported in Synergi

Number of events open



There were 44 health and safety events reported by PT operators in Synergi, 36 are still opened and 8 were closed.

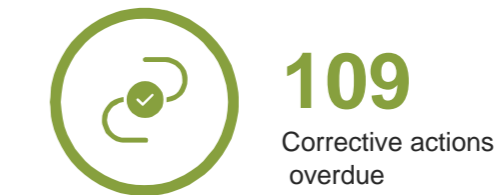
There were a total of 507 additional events reported outside of Synergi (opened and closed) inclusive of 402 AOR events.

Number of event investigations outstanding (over 21 days)



There were 10 investigations outstanding reported by PT operators related to AOR.

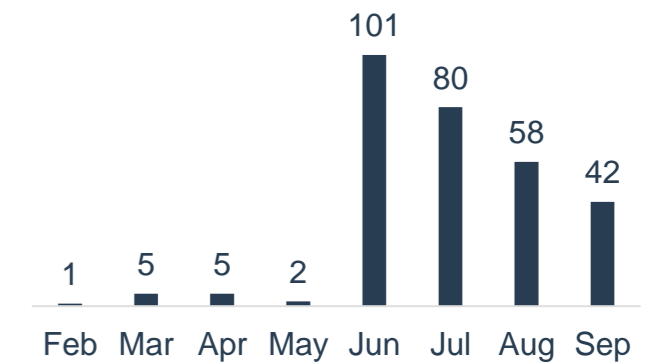
Number of corrective actions overdue



There were 109 corrective actions overdue reported by PT operators related to AOR for the month of September.

There were no corrective actions in Synergi in September.

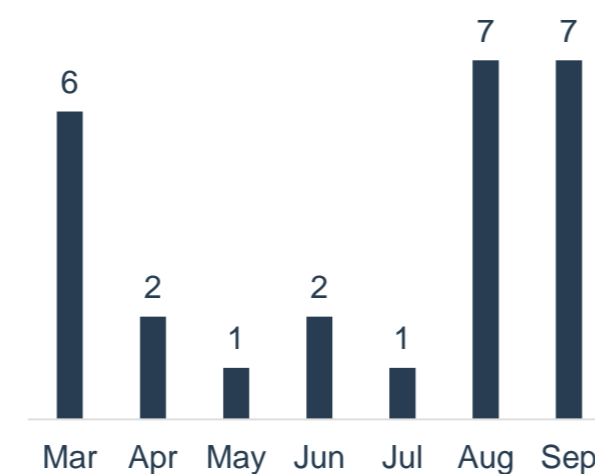
Number of hazards reported



There were 42 hazards reported in September where five were reported in Synergi. Out of 37 not reported in Synergi (via interim digital form); the majority were reported by Fullers (15) and AOR (13).

There was a decrease of 27.6% in hazard reporting compared to August.

Number of near misses reported



There were seven near misses reported in Synergi in September (six motor vehicle incidents and one safety trespasser).

There were 88 total additional near misses reported outside of Synergi inclusive of 66 NZ bus near misses.

* This graph only represents events reported in Synergi

Number of events reported as high potential (including near misses)

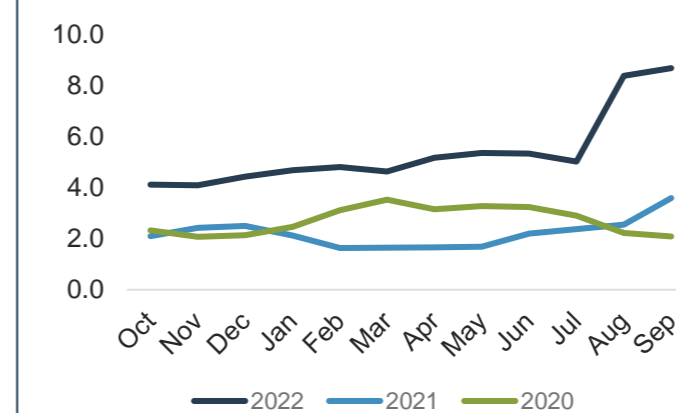


There were eight events identified as high potential (including near misses) in September in Synergi

- One 'Extreme' consequence rating (Physical assault - Grade 8 - Serious Assault)
- Seven 'Major' consequence rating (four Physical assault, two Psychological: Threats and aggression and one Property damage).

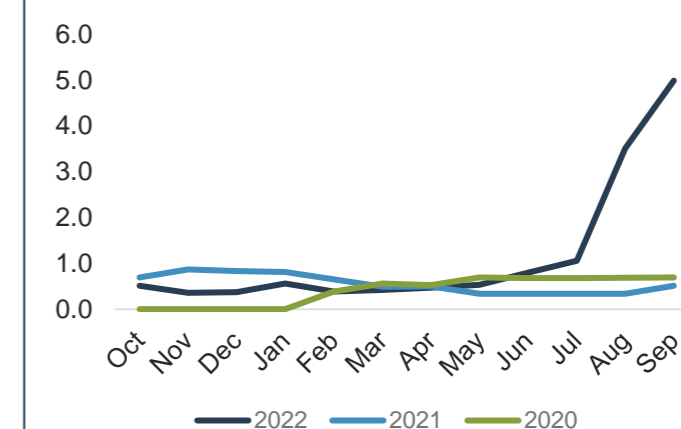
There were seven total near misses categorised as high potential event reported outside of Synergi.

Total recordable injury frequency rate (TRIFR)



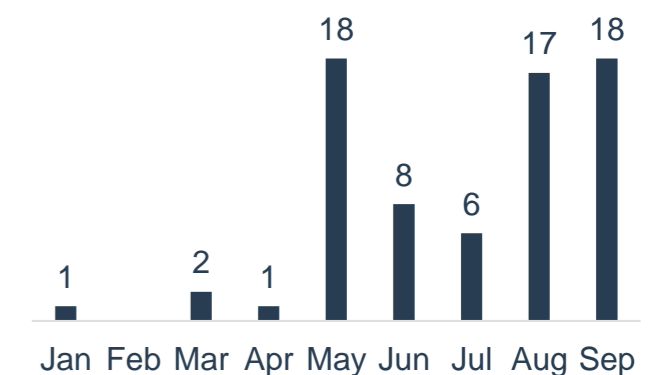
TRIFR has an increase of 3.6% compared to August due to a decrease in the total of recordable injuries reported this month (38.5%) from 13 in August to eight in September and an increase of 14.8% in worked hours.

Lost time injury frequency rate (LTIFR)



LTIFR has an increase of 42.9% compared to August due to a decrease of 22.2% in the total of lost time injuries, seven reported in September and nine in August.

Number of notifiable events to the NZ regulator



There were 18 reportable events; being one reportable event from Belaire and 17 from AOR, as outlined in key insights.

Culture, behaviour and engagement

Number of safety engagement activities completed

- There were 88 safety engagement activities conducted in September by PT Operators. Howick & Eastern Bus, Fullers and NZBus were the PT Operators that undertook more safety engagements activities.
- Safety engagement activities include pre-starts, safety briefings, tool-box talks and H&S meetings



Note: first month of reporting using new measure

Assurance and monitoring

Number of safety observations completed

- Forty-six safety observations (including informal hazard spotting activities) were undertaken in September, mainly in AOR (21), Howick & Eastern Bus (22) and GoBus (3).

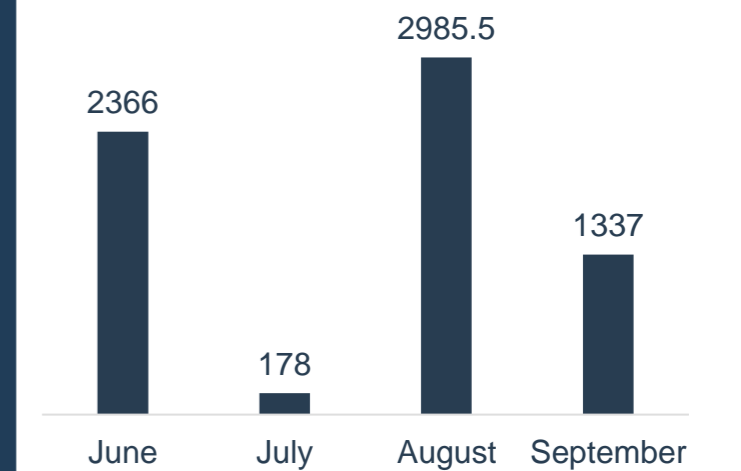


Note: first month of reporting using new measure

Training and development

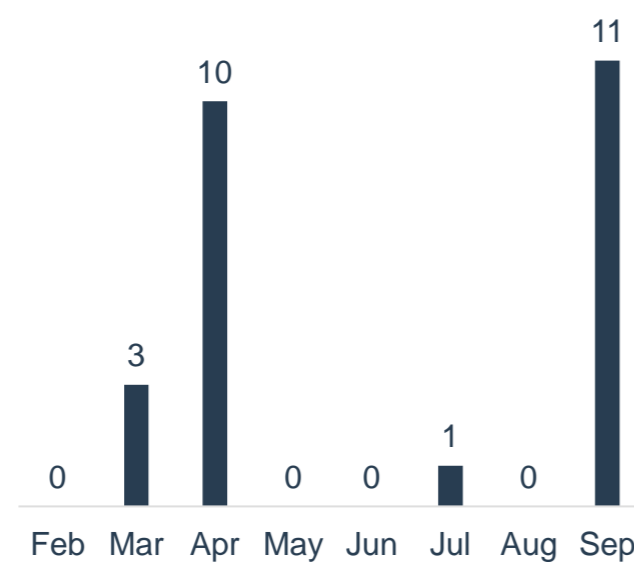
Number of safety training hours completed per month

- There were 1337 hours of safety training reporting in September by PT operators.
- Ritchies Murphys, AOR, Pavlovich, Belaire and Howick & Eastern Bus were the PT Operators that reported more safety training hours.
- There was a decrease of 55.2% in training hours compare to August – spikes in data are largely driven by recruitment activity.



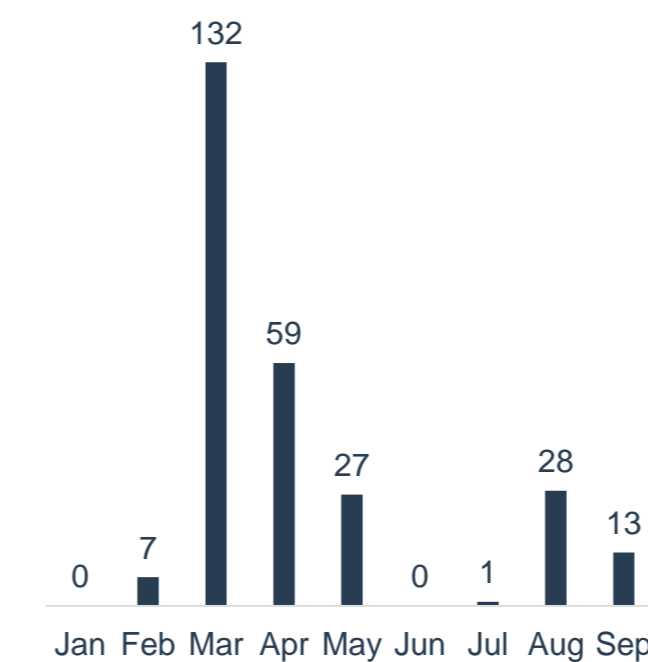
Number of shared learnings across PCBUs including subcontractors

- There were 10 share learnings reported by PT Operators via the interim digital Microsoft form in September being GoBus the main PT Operator who reported five shared learnings.
- There was one learning review undertaken in September by AT related to Red Light Behaviour with the participation of Contracted Bus Operators (GoBus, NZBus, Pavlovich and Ritchies Murphys).



Number of H&S audits completed

- There were 13 audits conducted in September by PT Operators, being the majority from NZBus (7) and GoBus (3).
- There was a decrease of 53.6% in audits compared to August.



1.3 Physical Works Contractors

Let's go there



Physical Works Contractors Detailed Dashboard – September 2022

Performance indicators

Key Insights

Summary

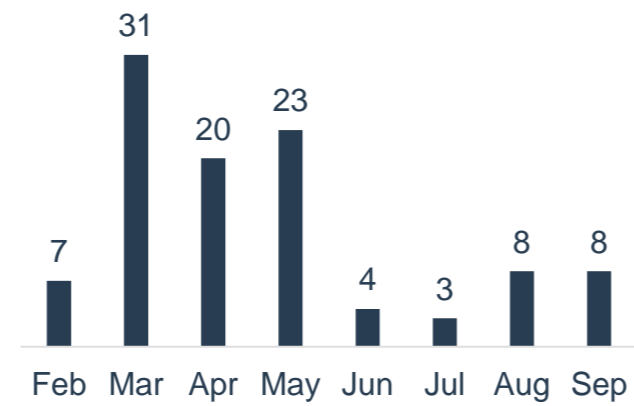
- The information contained in this Physical Works contractors section was sourced from Synergi and an interim digital form (Microsoft form) submitted to contractors for completion and return. This however only provides data in numbers and does not provide a deep dive of information. Efforts are being made to engage and enable external reporting into Synergi as gaps in information are evident within reported data.

Reporting in Synergi

- 20 Physical Works Contractors submitted data for the month of September, reporting 134539.5 working hours across Asset Management and Construction, 29129.23 more working hours than last month. 21 PWC's provided Safety data for August

CSLi	Libbet Limited
Coll Electrical	Liveable Streets
Dempsey Wood	McKay Electrical
Downer	Naylor Construction Ltd
Electrix	Northpower
Freyssinet	STF Limited
Fulton Hogan	Traffic Systems Ltd
Heron Construction	Traffica
John Fillmore Contracting	Troy Wheeler Contracting
Legacy construction ltd	Wharehine Contractors Ltd

Number of events reported relating to AT worksites



There were eight events reported into Synergi by Physical Works Contractors in September. 6 fell under critical risk categories. 34 additional events were reported by via the interim digital form.

There was no significant difference in the events reported in Synergi; however, there was a decrease of 72.1% in events reported via the interim form versus August.

* This graph only represents events reported in Synergi

Number of events open



There were eight open health and safety events in Synergi, seven were in the status as 'Informed' and one in 'Learning review'.

Number of corrective actions overdue



There were no corrective actions in Synergi and via the interim form in September.

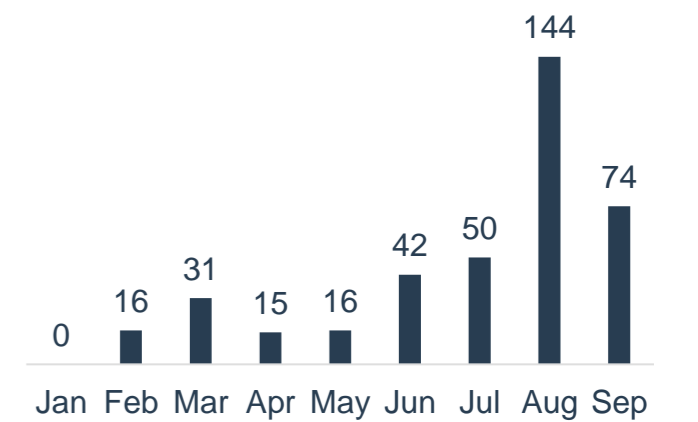
Number of event investigations (over 21 days) relating to AT worksites



There was one investigation overdue Synergi in September.

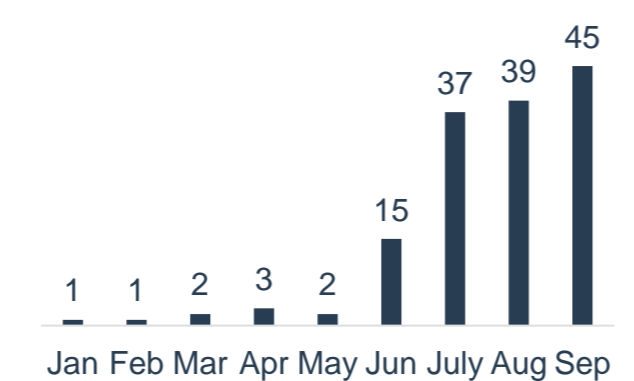
There were no investigations reported via the interim form.

Number of hazards reported relating to AT worksites



There were 74 hazards in September, one hazard report in Synergi related to an excavator driver who didn't have license to operate a digger (organisational work factor); 73 were reported via interim digital form.

Number of near misses reported relating to AT worksites



There were two near misses reported in Synergi in September related to 'Working in live traffic environment (Speed)'.

43 additional near misses were reported via the interim digital form.

There was an increase of 15.4% in reporting near misses in Synergi compared to August.

Number of events reported as high potential (incl. Near misses) relating to AT worksites

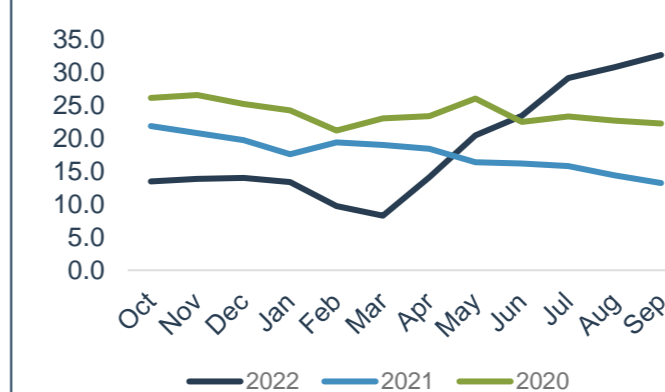


There were no high potential near miss reported in Synergi in September.

There were a total of 14 near misses categorised as high potential event reported outside of Synergi.

* This figure represents events as high potential reported in Synergi

Total Recordable Injury Frequency Rate (TRIFR)

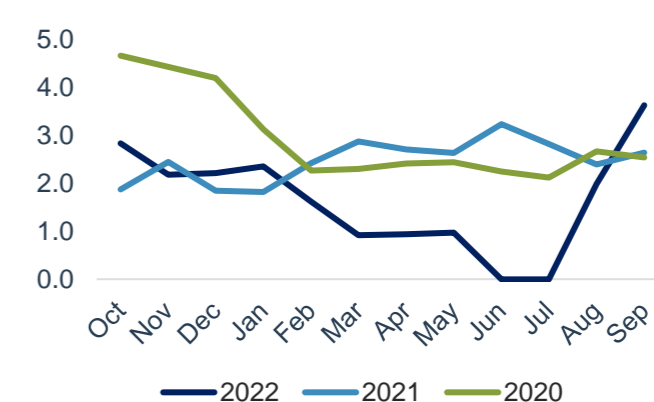


TRIFR had an increase of 6.2% compared to August.

There was an increase of 25% in recordable injuries being four in August and five in September.

There was an increase of 28.6% in worked hours compared to August.

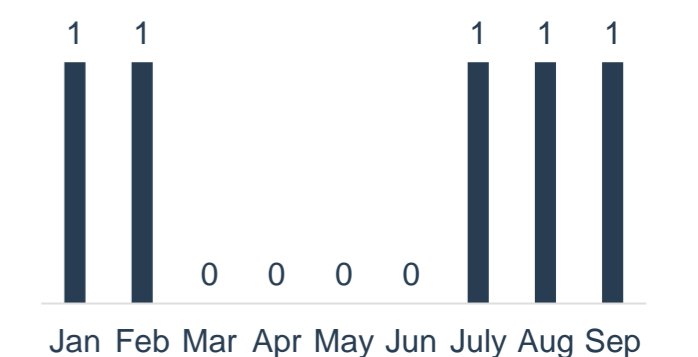
Lost Time Injury Rate (LTIFR)



LTIFR had a increase of 80% compared to August.

There was no increase or decrease in lost time injuries compared to last month.

Number of notifiable events to the NZ regulator relating to AT worksites



There was one notifiable event reported by Freyssinet in September.

Injury to little finger requiring stitches. WorkSafe are not investigating further.

FH incident not captured – damage to underpass. Not AT worksite. Waka Kotahi led with AT involvement.

*Noted in Executive Summary

Infrastructure Project Delivery team live construction site inspections

	Construction	Investigation & Design	Local & Safety Projects	PT, Facilities & Structure
Live Construction Sites	5	1	4	9
Inspections Undertaken	20	0	5	7

32 site inspections across the 19 live construction sites for the month of September. A review is underway to get higher visibility and overview of outcomes.

Physical Works Contractors Detailed Dashboard – September 2022

Culture, behaviour and engagement

Number of safety engagement activities completed

- There were 497 safety engagement activities conducted in September by Physical Works contractors. Naylor Construction Ltd., Troy Wheeler Contracting and John Fillmore Contracting were the PW contractors that undertook more safety engagements activities.
- Safety engagement activities include pre-starts, safety briefings, tool-box talks and H&S meetings



Note: first month of reporting using new measure

Assurance and monitoring

Number of safety observations completed

- Eight-eight safety observations (including informal hazard spotting activities) were undertaken in September, mainly with the contractors Naylor Construction Ltd. (27), Fulton Hogan South Urban (16) and Wharehine contractors (13).

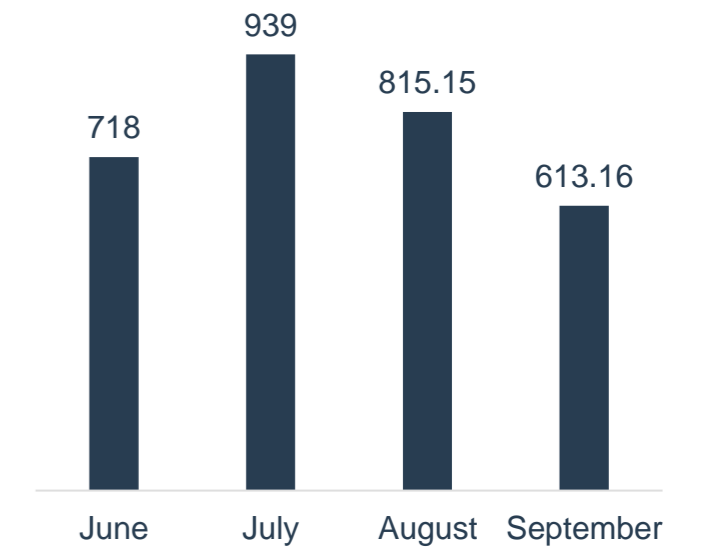


Note: first month of reporting using new measure

Training and development

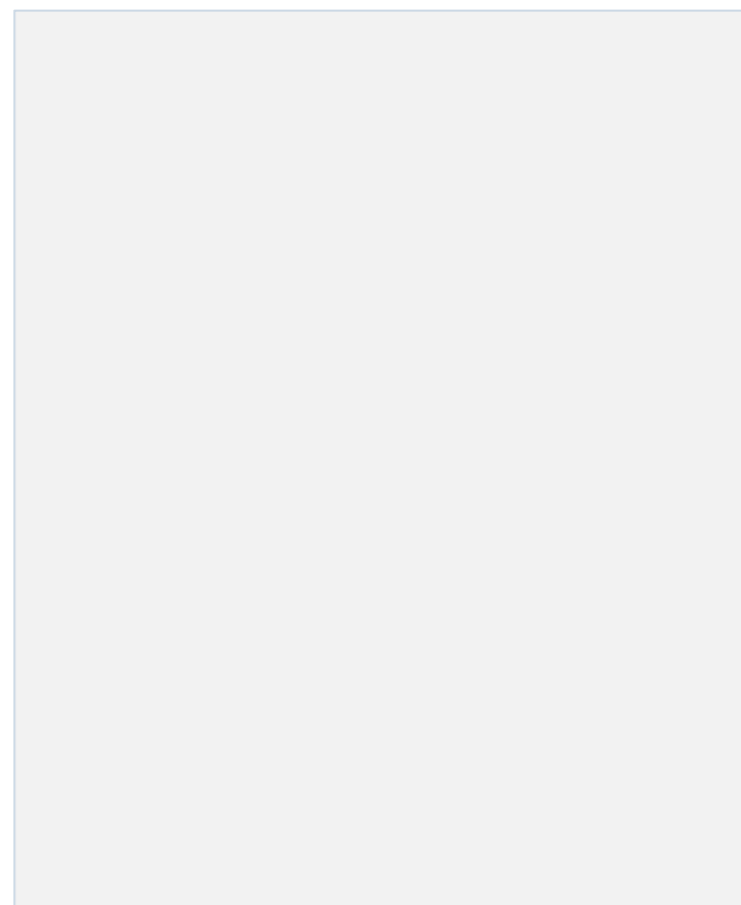
Number of safety training hours completed per month

- 613.16 Safety Training Hours were recorded by Physical Works Contractors in September. Inclusive of but not limited to inductions, toolbox talks, information refreshers.
- The contractors with the majority of safety training hours reported were Fulton Hogan (237), Troy Wheeler Contracting (112) and John Fillmore Contracting (72).
- There was a decrease of 24.8% in training hours compare to August.



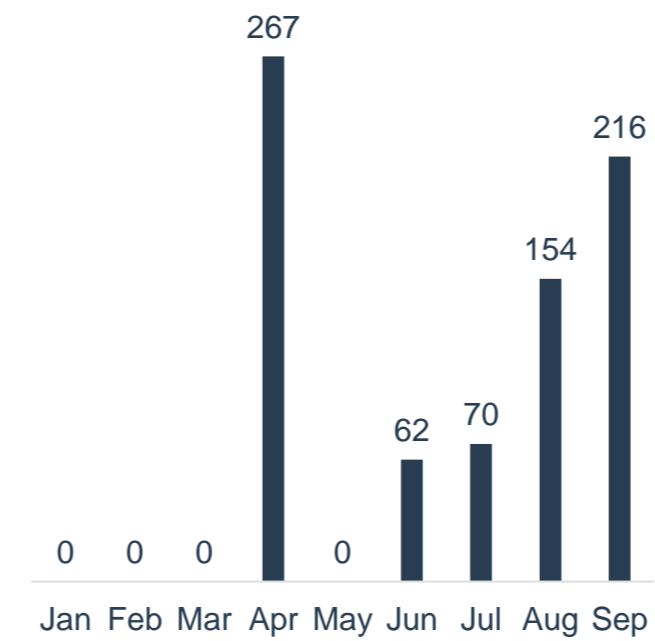
Number of shared learnings across PCBUs including subcontractors

- No data available



Number of H&S audits completed

- 216 H&S audits were reported by Contractors for September. They were mainly by Road maintenance / renewals contractors (Downer, Fulton Hogan and McKay Electrical).
- There was an increase of 40.3% in audits compared to August.



2. Road Safety Performance

Let's go there



Road Safety Performance – September 2022

Death and Serious (DSI) Injury overview

Provisional 2022 reported DSI

	Tāmaki Makaurau year-to-date	Tāmaki Makaurau this-time-last-year	AT Roads year-to-date	AT Roads this-time-last-year
Death	36	47	30	39
Serious Injuries	406	406	353	361
DSI	442	453	383	400

- Deaths on Tamaki Makaurau roads and AT local roads reduced by over 23% & 21% compared to the same time in 2021.
- MoT had reported a road death in May had occurred on an AT road however it is a state highway death. The Safety team has notified MoT.

Statement of Intent (SOI) update on reported DSI

SOI Measure	2022 SOI target	2022 DSIs	2022 SOI tracking
The change from the previous calendar year in the number of deaths and serious injuries on the local road network, expressed as a number	No more than 473 DSIs	383 DSIs	Not on track
A steady reduction in the number of deaths and serious injuries on Tāmaki Makaurau's road network, in line with Vision Zero Strategy, expressed as a number of DSI saved compared to the baseline (2016-18) of 716	179 DSIs saved (No more than 537 DSIs)	442 DSIs	Not on track
Number of vulnerable road user deaths and serious injuries on Tāmaki Makaurau's road network, in line with Vision Zero Strategy, expressed as a number of DSI saved compared to the baseline (2016-18) of 320	80 DSIs saved (No more than 240 DSIs)	199 DSIs	Not on track

- All SOI targets are not on track and it is very likely that they will remain not on track for the rest of year.
- In September, five people were killed where four were active road users. This is the highest number of active road users killed in the one month over the past 10 years. Prior, it was three active road users killed in the one month.

Reported & estimated DSI figures to the end of September

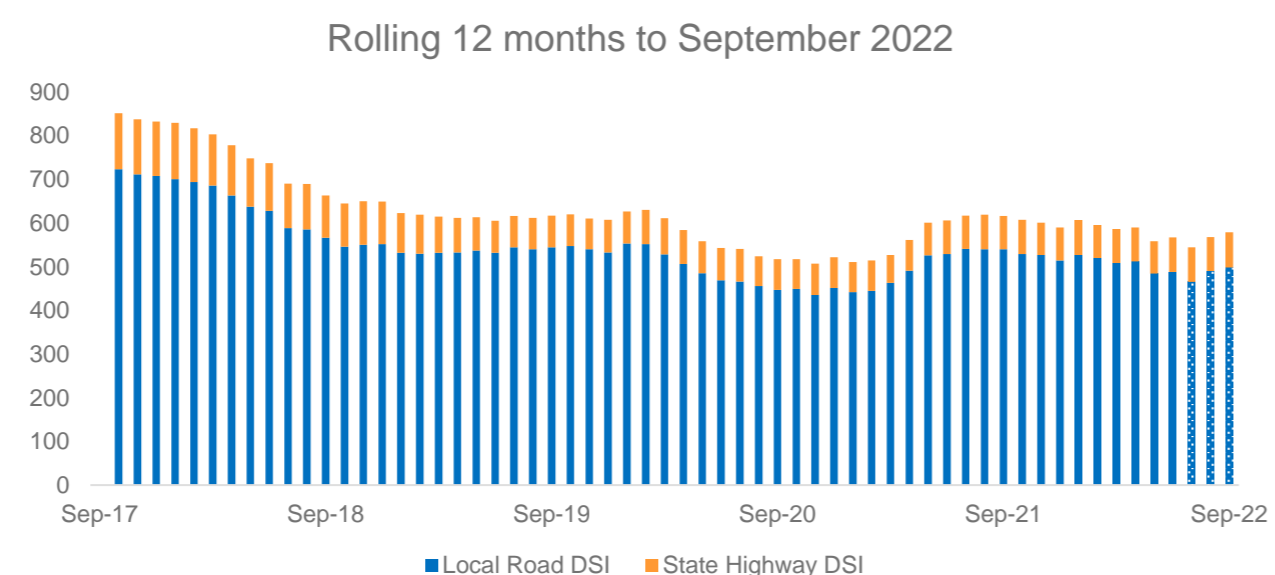
	2022 Reported DSI year-to-date	2022 Estimated DSI year-to-date	2021 Reported DSI year-to-date	2021 Estimated DSI year-to-date
Driver	174	341	160	314
Passenger	67	131	87	171
Motorcycle	96	278	97	281
People on foot (vehicle involved only)	75	188	76	191
People on bikes	28	199	28	199
Other	2	4	5	8
Total people killed or seriously injured	442	1141	453	1164

- 2022 estimated DSI YTD is 2% lower than estimated DSI YTD in 2021 at the same period.
- Estimated DSI includes single party and vehicle involved crashes for all modes except people on foot as these are not reported in CAS.

Project insights

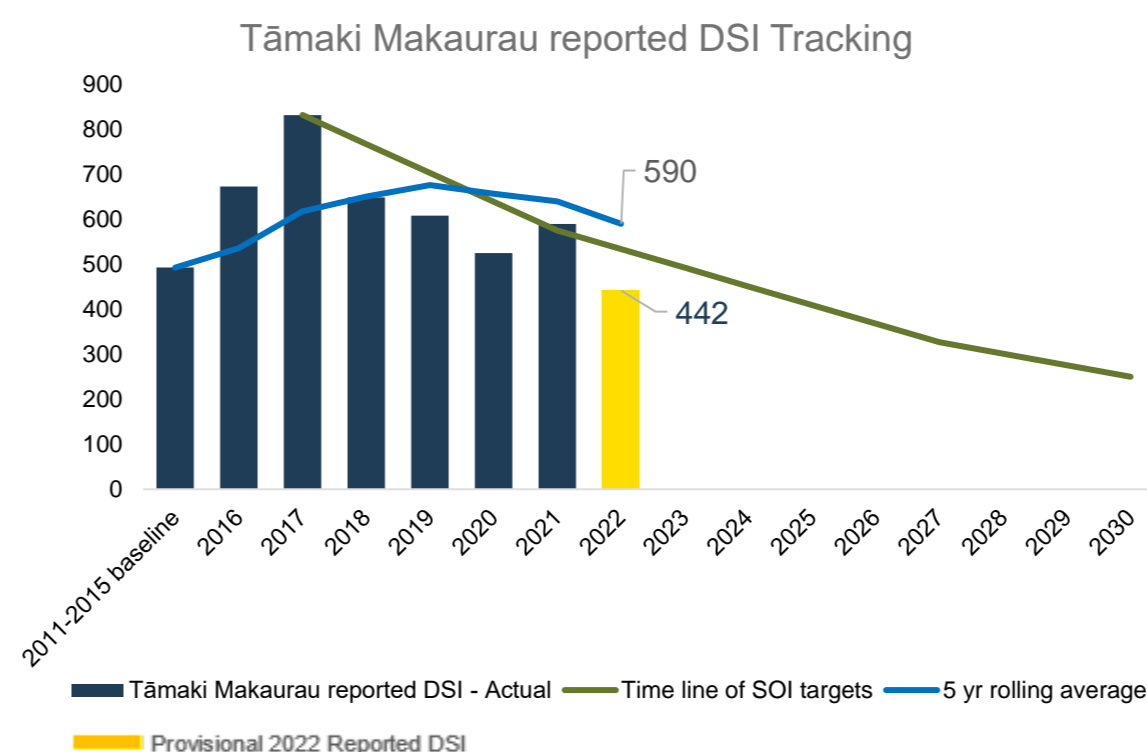
- The gap analysis on Ministry of Health (MoH) data is progressing. Discussion with the Senior Information Analyst at MoH improved understanding of how to use data.
- Two key research projects are in progress for Katoa, Ka Ora. They are on equity in road harm and the relationships between speed management and emissions.
- AT continues to support Te Manatū Waka Ministry of Transport (MoT) as it works on the road safety fines and penalties framework review. We have extended communications, stakeholder and community engagement support. AT is also working with Mana Whenua to get them involved with MoT consultation, when it opens.

Provisional 12 month rolling reported DSIs

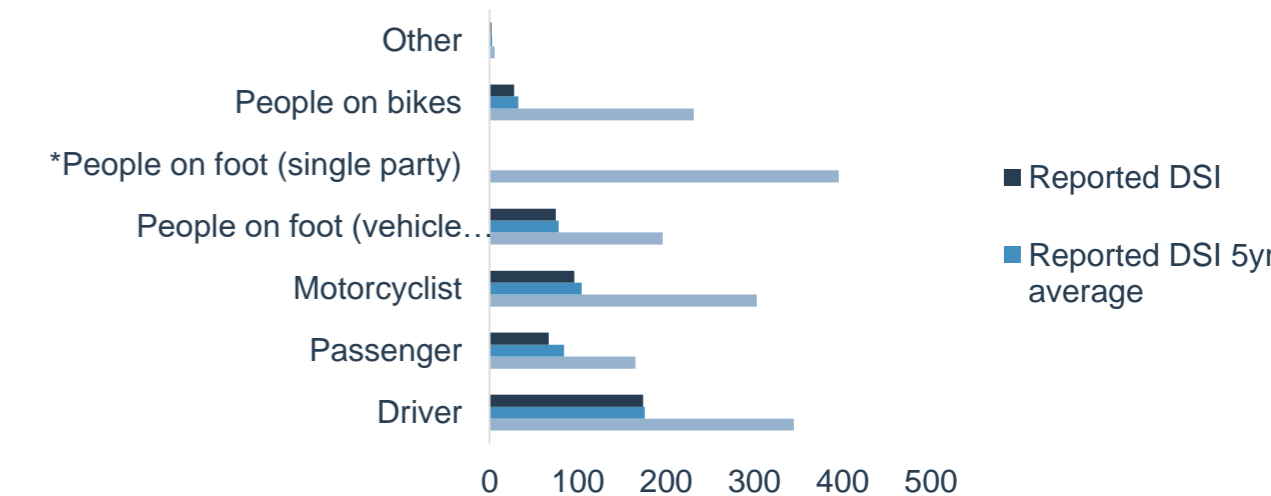


- Faded bars is representative of provisional death and serious injury figures for the months of July, August and September due to the three month lag in CAS.

Long term reported DSI trends against Vision Zero targets



YTD to September reported DSI compared to 5 year averages

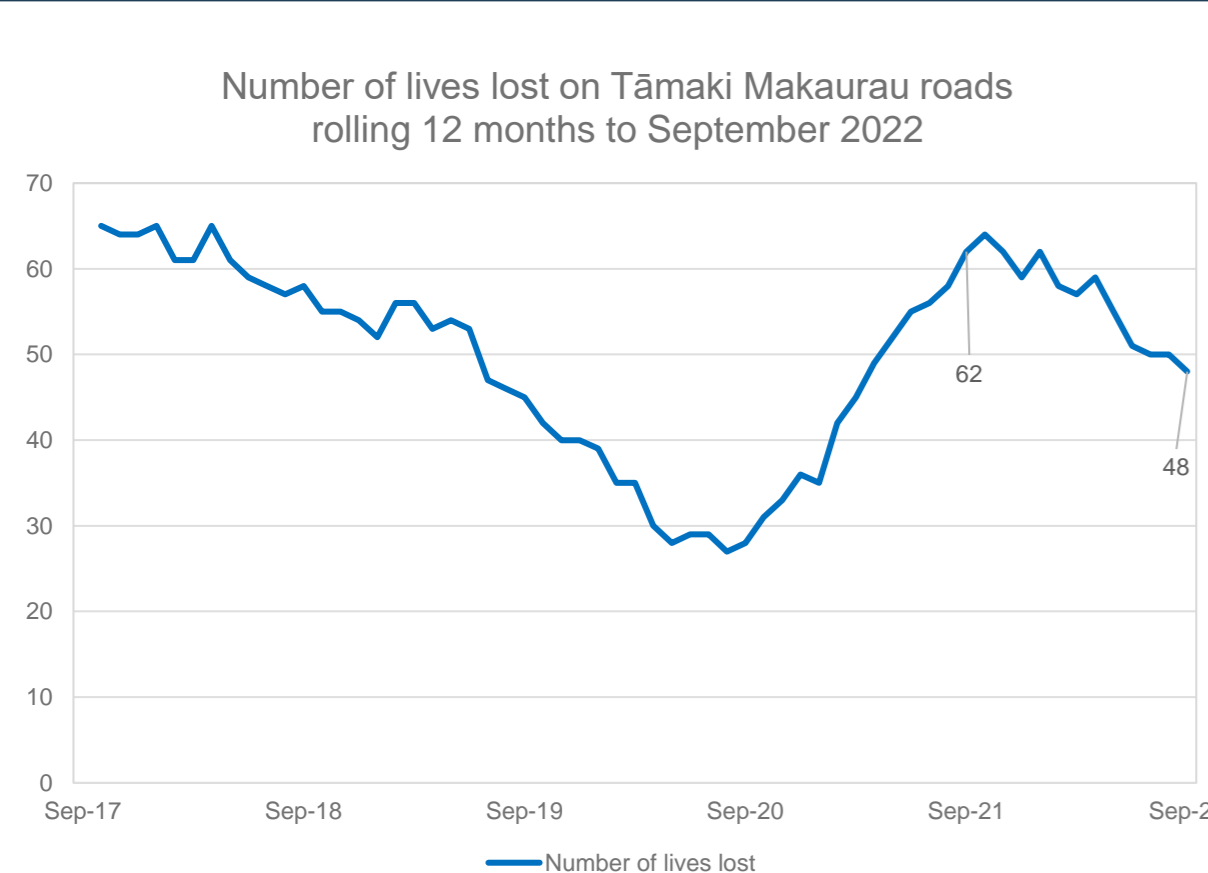


- Vulnerable road user DSI is lower than the five year average of 215 at the same period.
- Reported DSI of 442 is 148 less than the 5-year rolling average of 590.

* This report covers reported and estimated death and serious injuries figures. Estimated figures are used to adjust for underreporting rates, particularly in serious injuries involving people outside vehicles. Provisional data for the report was sourced at 3 October 2022 noting the 3 month lag in CAS data meaning that values are likely to be lower than actual numbers. For road deaths Ministry of Transport (MoT) is sourced, while serious injuries are sourced from the Crash Analytics System (CAS). For SOI tracking, calculations are based on provisional data and long term trend data to give a best assessment of likelihood of meeting or exceeding targets. For estimated DSI numbers, calculations are based on reported DSI with an applied scaling factor due to under-reporting in CAS (based on 'Safety of people travelling outside vehicles' research using hospitalisation data from 2016-19).

Fatal Crashes Analysis and Reporting – September 2022

Fatality trends and modal data as reported by Ministry of Transport



	Number of lives lost					
	Year to date			Rolling 12months		
	2021 Tāmaki Makaurau Roads	2022 Tāmaki Makaurau Roads	5yr average	Previous 12months to Sept 2021	Latest 12months to Sept 2022	5yr rolling average
Drivers	16	17	15	22	24	21
Passengers	15	5	7	19	9	10
Motorcyclists	7	2	6	10	2	8
People on foot	6	7	7	8	8	9
People on bikes	3	5	2	3	5	3
Other	0	0	0	0	0	0
Total people killed	47	36	38	62	48	51

Fatality details as reported by Ministry of Transport

Description of Incident	Sequence	Causal Factors
Botany Road – The deceased fell off a moving vehicle and sustained serious injuries. She died four days later.	One fatality – 70yr old female on foot	Unknown
Stancombe Road – A four wheel drive impacted the deceased from behind while in a cycle lane, shunting the deceased into the back of a parked van.	One fatality – 69yr old male on a bike	Suspected impairment
Dairy Flat Highway – The deceased and another person on a bike accidentally nudged one another causing both of them to lose control and fall off their bikes. Deceased died two days after the incident.	One fatality – 66yr old male on a bike	Unknown
Waiuku Road – The deceased's vehicle a SUV and a 4WD collided in an offset head on collision. She died one day after the incident.	One fatality – 44yr old female driver	Suspected inappropriate speed and impairment
The Concourse - CCTV shows the deceased can be seen to walk off the curb onto road just prior to being hit by a truck. The truck does not stop.	One fatality – 39yr old male on foot	Suspected inappropriate speed and impairment

Fatal crash reporting

As reported by AT Road Safety Engineer Team				
Fatal crash year	Number of fatal crash reports on AT roads	Number of actions	Number closed	Comments
2019	29	107	106	One in progress
2020	24	50	43	Seven remain open
2021	46	86	59	27 remain open
2022	30	28	15	13 remain open

Fatal crash reporting as reported in CAS

1. Roadsides			2. Speeds			3. Vehicles			4. Road Users		
Metric	2022 Insights	BIR Alignment	Metric	2022 Insights	BIR Alignment	Metric	2022 Insights	BIR Alignment	Metric	2022 Insights	BIR Alignment
Road Star rating summary	2.66 is the average safety rating of roads on which fatalities have occurred in 2022.		Percentage of FCRs on Roads with SaAS	50% of the 26 fatalities occurred on roads where the posted speed limit isn't aligned to the SaAS.	Lower travel speeds across higher risk sections of the Auckland network	Vehicle star rating summary	The average vehicle star rating of vehicles containing fatalities or involved with VRUs is 3.4 stars.	Note that Policy changes such as the speeding up of EV transition are likely to bring road safety benefits, as an increased number of these vehicles on our roads would have a higher safety (ANCAP) rating	Alcohol	33% of the 26 fatalities have alcohol above legal limit confirmed as a causation factor.	Substantially improve deterrence of drink driving
Involved unprotected roadside hazards	50% of the 26 fatalities involved an unprotected roadside hazard			SaAS have been proposed on two roads during phase 3 therefore not yet implemented		Vehicles with WoF	22% of the 26 fatalities involved a vehicle without a valid WoF		Restraints	25% of 16 fatalities involved the non-use of restraints where one was available.	Substantially improve deterrence of seat belt non-wearing.
Involved VRUs with insufficient infrastructure	91% of VRU fatalities occurred where there weren't primary treatments	Deliver improved pedestrian (and other VRU) safety across the arterial and other roads in the network	Percentage of FCRs where speed limit exceeded	39% of the 26 fatalities involved a vehicle exceeding the posted speed limit	Substantially improve deterrence of speeding	Number of FCRs involving Public Transport Operators	One of the 26 fatalities has involved public transport operators.	Review Metro bus operations to proactively improve safety performance	Distraction	None of the fatalities to date have noted distraction as confirmed or suspected.	Trial camera-based detection of mobile phone use in a pilot area.
Urban locations with non-primary safety treatments	All urban FCRs occurred at locations without primary safety treatments.	Expand safer urban infrastructure treatment programmes in association with safer speed limits introductions to continue to lower DSI							Learner/ Restricted Licensing	11% of the 26 fatalities involved a party with a learners license. 28% of the 22 fatalities involved parties with restricted licenses.	

Ngā mihi

Thank you

Let's go there 