

Attachment 1

Safety Business Report – October 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

Let's go there 

Executive Summary – October 2022

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Actions from previous meetings

Action	Owner	Update
Provide options to address the scale of harm taking place on road networks	EGM Safety – Stacey Van Der Putten	In process – to be presented to board early 2023.

Progress in reporting and key insights

- A noteworthy increase of 81% in the number of AT health and safety events recorded in Synergi compared to last month, from 21 to 38; 28 events relate to AT critical risks.
- A notable increase of 183.3% in the number of events informed as high potential (including near misses) compared to last month, from 6 to 17. 14 are identified as the AT critical risk of Violence, Threats & Aggression.
- The AT Checking In pulse survey was recently conducted in October 2022 with intentions to be run quarterly to monitor employee perceptions of Safety related experiences and other people experiences as part of the AT Thrive indices. There was a good level of representational participation by business unit and AT overall with a positive shift overall of the maturity measure from 78% to 81% (+3%pt) over the survey period
- AT health and safety critical risk implementation and verification plan has been drafted and this plan is under review by owners (EGMs).
- Leadership Safety walks rollout to EGM's and Tier 3 Managers is being reviewed. Although the progression in Leadership Safety walks has not yet accelerated, workshops with the business and implementation of technology to support the walks is in the final stages and we expect to see growth in the next quarter.
- Enhancements of Synergi 2.0 continue developing by the Safety team and Business Technology to improve quality of data and support board reporting processes. Executive dashboards are being created to support divisional level insights and trends.
- The number of lives lost on Tāmaki Makaurau roads using a 12-month rolling average is trending downward from October 2021, while Ministry of Transport reported national deaths increased by 14% for 2022 YTD figures compared to 2021 YTD (from 267 to 305). During this time actual deaths dropped for Tāmaki Makaurau roads with 39 deaths 2022 YTD, compared to 53 deaths 2021 YTD. Actual serious injuries grew 2022 YTD to 450, compared to 436 2021 YTD. .

Notifiable and serious events

Date	Description	Action taken
October 2022	High potential near miss. Member of Public (MOP) threw a glass bottle at a Parking Officer (PO) who managed to move quickly out of its way, with the bottle hitting the windscreen of a parked vehicle.	<ul style="list-style-type: none"> • Reported event to people leader

* 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 accurate data or appropriately presented.



The design of the Safety Management System is tracking to programme; 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, but is still constrained by resourcing levels. There is on-going engagement with Tāmaki Makaurau Transport Safety Governance Group partners with greater emphasis on aligning safety priorities. To assist with tracking, a BIR dashboard has been created.

Health and safety initiatives update

- **Vision Zero:** FY23 Vision Zero Action plan is being developed. The quarter focus areas are as follows: 1. Engagement with future Speed Management Plan (2023-2026). 2. Community understanding on Vision Zero / Road to Zero. 3. Drafting and endorsing of safety advocacy plan 2023.
- **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:** A request for Saint John Ambulance data has been started to support injury location and severity insights. In addition, we have agreed with the CRM team to investigate Customer safety insights in Q3 FY23.
- **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:** Work on Year one of the three Year MPOWER plan is well underway and on track for completion before end of 2022. Programme will be launched in February 2023 (TBC).
- **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.

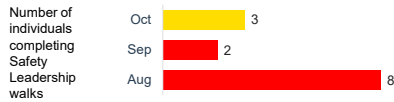
Our Critical Success Factors Dashboard – October 2022

Leadership

Leaders, leading Safety

1 Safety Observations

10 x safety observations per year for senior leaders.



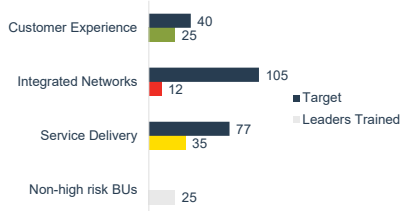
Note: Moved to amber in October as implementation is early in process

Three leaders completed leadership Safety walks in October. One by a director and one by an executive general manager in the Harbourmaster. The other walk was completed by a Director in a Land acquisition meeting. Rollout to EGM's and Tier 3 Managers is being reviewed.

We are in the final stages of development of the leadership Safety 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.



Three Leading Safety workshops were conducted in October. 39 AT leaders were trained, of which 26 were from high risk BUs.

- 15 Leaders trained from Services Delivery,
- 8 Leaders from Integrated Network, and
- 3 Leaders trained from Customer Experience.

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.



Indication of progress towards the DuPont Bradley Curve target of 33% to 40% is supported by an ongoing quarterly pulse survey, focused on AT people's experience of safety in their everyday roles. Recent pulse results from October 2022 indicate overall good perceptions and positive increase over July 2021 (+3%pts).

AT currently sits in the reactive quadrant with a culture health and safety score of 27% on the Dupont Bradley Curve. The target is to increase from Reactive to Dependent (33% – 40%) when next assessed in Q4 FY23.

4 Critical Safety Risks

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

Events identified as critical risks	Consequences	Likelihood				
		1	2	3	4	5
Extreme	5					
Major	4		1-CR1	1-CR1		
Moderate	3			2-CR1	3-CR1	10-CR1 1-CR3
Minor	2			2-CR1 2-CR2	3-CR1	1-CR1 1-CR3
Insignificant	1					1-CR2

KEY (CR1) Violence, Threats and Aggression, (CR2) Working inside or outside of a vehicle on our network and (CR3) Exposure to Psychological Harm.

There was an increase of 100% in events identified as critical risks from 14 events in September to 28 events in October.

Critical risk CR1 (Violence, Threats and Aggression) continues to account for the largest number of reported events for AT People representing 60.5% (23 over 38) of the total of events reported.

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.

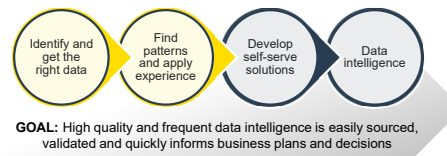


Note: When there is a consistent theme of events that require a learning review for AT People, a joint learning review will take place with representation from the relevant business units involved.

There were four full learning reviews identified by the AT Safety team and reviews were conducted in October: (1) Sealink Gang Plank, (2) Maritime Project, (3) Slips, Trips & Falls – Service Delivery and (4) Violence, Threats & Aggression – Service Delivery, Parking Officers.

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.



We continue to identify and develop new reporting capabilities within Synergi 2.0 to improve reporting efficiencies and insights.

A request for Saint John Ambulance data has been started to support injury location and severity insights. In addition, we have agreed with the CRM team to investigate Customer safety insights in Q3 FY23.

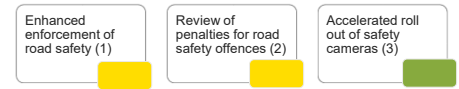
Analysis of MoH and ACC data has been prioritised by Corporate analytics and development is scheduled in Q3 FY23.

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.



AT continues to advocate for NZ Police support enforcing new lower speed limit. NZ Police are not always able to provide the level of support necessary due to other operational commitments (1).

Ministry of Transport is ready for public consultation; awaiting Cabinet decision to consult on framework. AT has 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. Advocating for legislation change to allow point-to-point camera operation and enforcement (3).

8 Safety Governance Engagement

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



The last Tamaki Makaurau Governance Group for the year took place in November 2022. AT continues to push for closer integration with partner priorities to improve road safety with our partners.

External stakeholders, including Public Transport operators and Physical Works contractors are invited to AT's external Safety Strategy launch to be held on 29 November. This is a key next step in establishing governance forums for operators and contractors.

AT People HSW Performance Scorecard – October 2022

Key insights in reporting period

- There was a noteworthy increase of 81% in the number of health and safety events reported compared to last month.
- There was an increase of 68.8% in the number of events open compared to September.
- There was a notable increase of 183.3% in the number of events informed as high potential (including near misses) compared to last month. 14 are identified as the AT critical risk of Violence, Threats & Aggression.
- TRIFR had a decrease of 2.3% and LTIFR had an increase of 0.8% compared to last month.
- Although there was an increase of 63.6% overall EAP usage compared to last month, there was a decrease of 34.2 percentage points in EAP usage for work-related issues.
- The number of events identified as critical risks doubled compared to last month.
- There was an increase of 9.1% in assurance activities conducted compared to last month.
- There was a decrease of 19 percentage points in business unit reporting in Synergi compared to last month. Six business units did not report events in Synergi in October:
 - Business technology
 - Culture & Transformation
 - Governance
 - Planning & Investment
 - Risk & Assurance
 - Stakeholder, Communities

Update on KPIs for AT People

Category	Scorecard measures	Sep 22	Oct 22
Performance Indicators	1 Number of events reported	21	38
	2 Number of events open	16	27
	3 Number of learning reviews outstanding (over 21 days)	3	0
	4 Number of corrective actions overdue	3	0
	5 Number of hazards reported	0****	12
	6 Number of near misses reported	1	7
	7 Number of events informed as high potential (including near misses)	6	17
	8 Total recordable injury frequency rate (TRIFR)	8.5	8.3
	9 Lost time injury rate (LTIFR)	3.86	3.89
	10 Number of notifiable events to the NZ regulator	None	None
	11 Number of active work-related ACC cases	2	1
	12 EAP usage	11	18
	13 Safety engagement score	27%	27%
Critical Risk Areas	14 Number of events identified as critical risks	14	28
	15 Number of control verifications completed vs planned*	-	-
Culture, behaviour, engagement	16 Number of share success reported	0	0
	17 Number of full learning reviews started	2	4
Assurance and monitoring	18 Number of safety assurance activities completed	11	12
	19 Number of individuals completing leadership safety walks	2	3*****
	20 Number of safety audits completed **	-	-
Training and development	21 Number of individuals completing Safety Leadership training in key areas	0***	26
	22 % of completion of safety training	89%	91%
Business reporting	23 % of business units reporting in Synergi	64%	45%

* 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
 **** There were issues with Synergi hazards reporting in September which were identified in October. No data available for reporting in September.
 ***** Moved to amber in October as implementation is early in process

October 2022 key comments and actions



Key risks, challenges, mitigations and/or actions

- Number of events open
 - **Risks:** Safety events not being reviewed by the appropriate AT People Leaders
 - **Challenges:** Upskilling of People Leaders
 - **Mitigations:** Safety Enablement Team are supporting People Leaders to close open events.
- Number of share successes
 - **Risks:** lack of continuous improvement
 - **Challenges:** Upskilling of AT People to understand why this is important for reporting
 - **Mitigations:** Safety team need to develop and education piece on shared successes.
- Number of individuals completing leadership Safety walks
 - **Risks:** Leadership Safety walks not conducted correctly or achieving desired outcomes
 - **Challenges:** Consistent implementation
 - **Mitigations:** Implementation plan to include training, coaching, KPI's, strategic Rollout and communications to the wider organisation on expectations.
- % of business units reporting in Synergi
 - **Risks:** nil - as not all business units may have events to report
 - **Challenges:** not understanding the "why" behind reporting
 - **Mitigations:** Education piece to be developed by the safety team.

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 - October 2022

6

Key insights in reporting period

Partners summary

- **Public Transport Operators** are providing monthly Safety data via the interim digital form. Significant time and effort is still spent gathering further information. H&S reporting incidents via Synergi have increased providing better data for the board report.
- **Physical Works Contractors** are providing their monthly KPI data via the interim digital form, however there was a dropped of information reported. Discrepancies and requests for further data increased from last month. Using the digital form has allowed us to identify incidents which have not been captured on Synergi.

Reporting in Synergi

- **Public Transport Operators** continue using the interim reporting solution (Microsoft form) for this. All Public transport operators reported this month and last month. There was an increase of 47.7% in reporting events in Synergi compared to September.
- **Physical Works Contractors** continue reporting well via the interim solution (Microsoft form). A plan is being set in place to address challenges around data capture. There was a notable decrease of 62.5% in events reported in Synergi compared to 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	Ritchies	
Performance indicators	1	Number of events reported	379	10	3	0	5	0	0	4	2	85	17	4
	2	Number of event investigations outstanding (over 21 days)	14	0	0	0	0	0	0	0	0	4	0	2
	3	Number of corrective actions overdue	35	0	0	0	0	0	0	0	0	2	0	0
	4	Number of hazards reported	16	0	0	6	0	0	0	2	0	17	0	0
	5	Number of near misses reported	0	1	0	6	0	0	0	33	0	13	3	1
	6	Number of events informed as high potential (including near misses)	0	1	0	0	0	0	0	0	0	2	0	1
	7	Total recordable injury frequency rate (TRIFR) *	2.3	-	-	-	-	-	-	-	-	-	-	-
	8	Lost time injury rate (LTIFR) *	1.06	-	-	-	-	-	-	-	-	-	-	-
	9	Number of notifiable events to the NZ regulator	7	0	0	0	0	0	0	0	2	1	0	0
Critical risk areas	10	Number of events identified as critical risks		8	0	0	3	0	0	0	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	2	3	8	3	5	14	23	3	1	50	4	24
	13	Number of shared learnings across PCBUs including subcontractors	Work to define measure is underway											
Assurance and monitoring	14	Number of safety observations completed	14	0	0	0	0	0	0	15	0	0	0	4
	15	Number of H&S audits completed	0	1	0	0	0	7	0	1	0	0	0	1
Training and development	16	Number of safety training hours completed per month	0	422	34	18	248	49	0	285	153	1945	0	24

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

* Metrics to calculate TRIFR and LTIFR (12 months rolling) are being reviewed. A validation of Worked hours, Lost time injuries and Total recordable Injuries is being conducted to ensure accuracy of data and to obtain the right insights for decision making.

Partners HSW Performance Scorecard - October 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 (PWSP 4-Safety)	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 (Construction)	John Fillmore Contracting	Legacy Construction Ltd	Naylor Construction Ltd	Coll Electrical	STF Limited	Dempsy Wood	CSLi	Downer	Electrix	Fulton Hogan	Liveable Streets	McKay Electrical	Northpower	Traffic	Ventia	
	Physical Works Contractor Area	Central	Central	North Rural	North / East	Central	Central	West	North / East	Waiheke Island	North / East	South Urban		Central	Waiheke Island	North Rural	Central	Central	Central	Central	North / East	Central	AMM*	AMM*	AMM*	AMM*	AMM*	AMM*	AMM*	AMM*	AMM*	
Performance indicators	1	Number of events reported	0	0							0		0		10	1	0						0	12	6	7	6	0	0	2	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	
	3	Number of corrective actions overdue	0	1								0		0	0	0	0						0	0	0	1	0	0	0	0	0	
	4	Number of hazards reported	0	3								8		2		10	0	0						0	0	0	3	0	0	0	0	
	5	Number of near misses reported	0	3								1		0		7	2	0						0	21	3	2	4	0	0	1	0
	6	Number of events informed as high potential (including near misses)	0	0								0		0		0	0	0						0	0	3	0	1	0	0	1	0
	7	Total recordable injury frequency rate (TRIFR) **	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	8	Lost time injury rate (LTIFR)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	9	Number of notifiable events to the NZ regulator **	0	0								0		0		0	0	0						0	0	0	0	0	0	0	0	
Critical risk areas	10	Number of events identified as critical risks	0	1							0		0		0	18	0						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	4	16							12			23		27	18	25					0	0	0	0	0	0	0	0		
	13	Number of shared learnings across PCBUs including subcontractors	4	15							0			3		1	0	0						0	0	0	0	0	0	0	0	
Assurance and monitoring	14	Number of safety observations completed	2	5							8			6		5	2	0						0	5	0	9	2	0	0	2	
	15	Number of H&S audits completed	2	4							4			4		0	5	1						4	92	5	50	9	12	0	1	19
Training and development	16	Number of safety training hours completed per month	28	31							30			12		27	21	12					0	0	0	0	0	0	0	0		

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

* Asset Management/Maintenance

** Metrics to calculate TRIFR and LTIFR (12 months rolling) for Physical Works Contractors and the reporting process are being reviewed and validated to ensure accuracy of data and to obtain the right insights for decision making.

AT People Critical Risks – October 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 15 events, where the HSW consequence rating was 'Major':
 - 14 Violence, threats and aggression (high potential) events: outcome:
 - 2 Threats and aggression - Grade 1 - Verbal Abuse (Direct Frustration Venting)
 - 7 Threats and aggression - Grade 4 - Intimidation and Threats (Threatening Behaviour)
 - 5 Threats and aggression - Grade 5 - Intimidation and Threats (Verbally threatened to harm or kill)
 - 1 Near miss: Unsafe behaviour from Member of public - a glass bottle thrown in the AT employee direction, but it landed and hit a vehicle wind screen
- In October, events identified as critical risks doubled from 14 events in September to 28 events in October.
- Violence, Threats and Aggression events continue to account for the largest number of reported events for AT People being 60.5% (23 of 38) compared to the previous month of 57.1% (12 of 21), an increase of 3.4 percentage points.

Key risks, challenges, mitigations and/or actions

- **Risks:** Not having consistent controls across the business.
- **Challenges:** Appropriate controls per business unit.
- **Mitigations:** Number of controls (Actions) are being developed in implementation & verification plan.

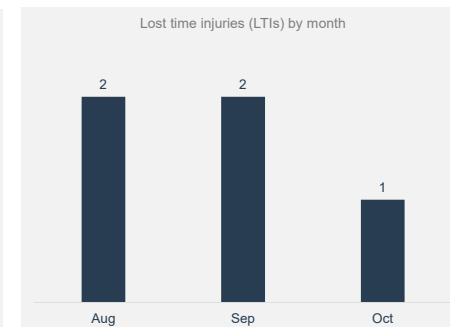
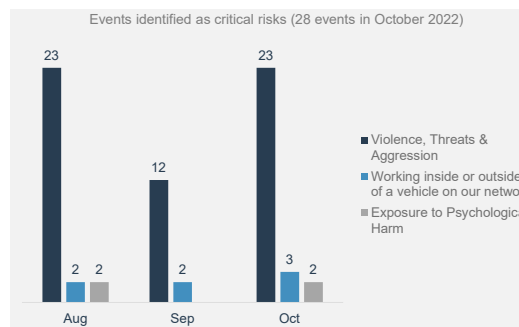
Key actions	Owner	Due
AT health & safety critical risk self-assessment	Mojtaba Ahmadi	Dec 2022
AT health & safety critical risk implementation and verification plan	Mojtaba Ahmadi	Dec 2022
Development of Injury Prevention Program	Jo Zoricich	Mar 2023

Update on KPIs

Month	Events reported	Events identified as critical risks	Events identified as non-critical risks	Events identified as high potential critical risk	Events identified as high potential non-critical risk
Oct 2022	38	28 of 38	10 of 38	15 of 28	2 of 10
Sep 2022	21	14 of 21	7 of 21	6 of 14	None

		Likelihood				
		Rare May occur once in 20 years	Unlikely May occur once in 5-20 years	Possible May occur in 2-5 years	Likely May occur in the next 2 years	Almost certain May occur this year
Consequences	Extreme	5				
	Major	4		1-CR1	1-CR1	
	Moderate	3			2-CR1	3-CR1
	Minor	2			2-CR1 2-CR2	3-CR1
	Minor	2				1-CR1 1-CR3
	Insignificant	1				1-CR2

No. CR	Critical risks (CR)	Events identified as critical risks	Events identified as high potential
CR1	Violence, Threats & Aggression	23	14
CR2	Working inside or outside of a vehicle on our network	3	0
CR3	Exposure to Psychological Harm	2	1
CR4	Exposure to Infectious Diseases	0	0
CR5	Working on an operational site	0	0
CR6	Lone and remote working	0	0
Total		28	15



Public Transport Operators Critical Risks – October 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 65 events reported in Synergi by Public Transport operators, there were 51 health and safety events identified as critical risks.
 - There were 12 additional events identified as a critical risks reported by Public Transport operators via the interim digital Microsoft form.
- In October, there was an increase of 34.2% in events identified as critical risks from 38 events in September to 51 events in October.
- There were four events identified as high potentials in October.
- Categories of Motor Vehicle Incidents and Violence towards staff continue to be the largest reported events:
 - 8.3% increase (26 in October compared to 24 in September) in motor vehicle events
 - 50% increase (21 in October compared to 14 in September) in violence towards staff

Key risks, challenges, mitigations and/or actions

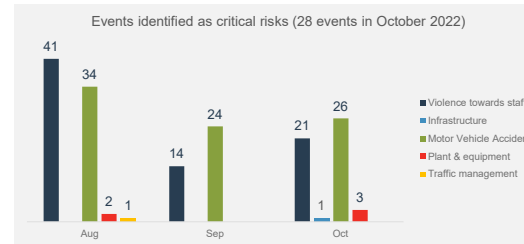
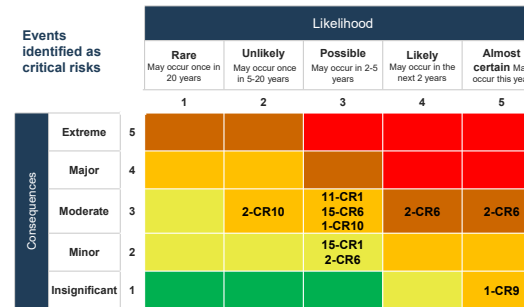
Review of critical risks are currently underway for Public Transport operators. Consultation with the operators and AT support teams will be undertaken before critical risks are included as revised reportable metrics.

- Risks:** Reporting miss information, across reporting in general.
- Challenges:** Ensuring that everyone across all sectors have clarity on what needs to be reported and the information required. Quality control and checking is required frequently via the safety team.
- Mitigations:** Training, education and more in-depth consultation is required. Clear guidance and support will help address issues and applying accountability to all responsible will ensure independent review outside of the safety team.

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 non-critical risks	Events identified as high potential critical risk	Events identified as high potential non-critical risk
Oct 2022	65	51 of 65	14 of 65	4 of 51	None
Sep 2022	44	38 of 44	6 of 44	8 of 38	None



No. CR	Critical risks (CR)	Events identified as critical risks	Events identified as high potential
CR1	Motor Vehicle Accident	26	0
CR2	Terrorism	0	0
CR3	Train Services	0	0
CR4	Fall from heights	0	0
CR5	Confined spaces	0	0
CR6	Violence towards staff**	21	4
CR7	Exposure to hazardous substances	0	0
CR8	Traffic management	0	0
CR9	Infrastructure	1	0
CR10	Plant & equipment	3	0
CR11	Drowning	0	0
CR12	Contact with services	0	0
Total		51	4

* 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 – October 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 three events reported in Synergi by Physical Works contractors, there were two health and safety events identified as a critical risks.
 - There were 22 additional events identified as a critical risk reported by Physical Works contractors via the interim digital Microsoft form.
- In October, there was a decrease of 66.7% in events identified as critical risks from six event in September to two events in October.
- There was one event identified as high potential in October under the PW Contractor's critical risk: Assault towards team members.

Key risks, challenges, mitigations and/or actions

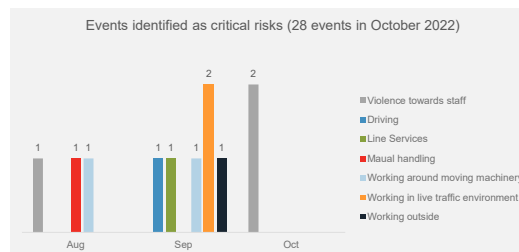
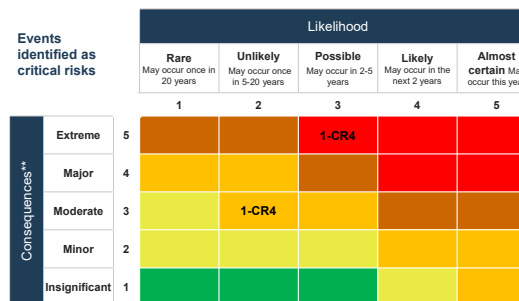
Identification of critical risks is currently underway for contractors. Consultation with contractors and AT support teams will be undertaken before critical risks are included as revised reportable metrics.

- Risks:** Reporting miss information, across reporting in general, inaccuracies in data collected.
- Challenges:** method in collecting data and under reporting across contracts / projects.
- Mitigations:** Refine methodology in how we request and collect information. Provide education internally on importance of reporting and the reasons why we seek information and what benefits it brings. reset expectations with our externals and PMs on need to report HIPO's and notifiable and procedures around this.

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 non-critical risks	Events identified as high potential critical risk	Events identified as high potential non-critical risk
Oct 2022	3	2 of 3	1 of 3	1 of 2	None
Sep 2022	8	6 of 8	2 of 8	0 of 8	None



No. CR	Critical risks (CR)	Events identified as critical risks	Events identified as high potential
CR1	Working in live traffic environment	0	0
CR2	Working in a live operating rail environment	0	0
CR3	Working outside	0	0
CR4	Assault towards team members**	2	1
CR5	Confined spaces	0	0
CR6	Working at heights	0	0
CR7	Live services	0	0
CR8	Working around moving machinery	0	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	0	0
Total		2	1

* All reporting of critical risks for is from Synergi based on the current definition. However, work is underway to redefine critical risks.
 ** 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 – October 2022

Performance indicators

Number of events reported

There were 38 health and safety events reported by AT People in October. 28 of these events fall into AT's critical risk category (23 of Violence, Threats & Aggression, three Working inside or outside of a vehicle on our network and two Exposure to psychological harm).

There was an increase of 81% in events reported compared to September.

Number of events open

From the 38 events reported in October, 27 are open, being 85% Service delivery, 11% Integrated network and 4% Customer experience.

Number of event learning reviews outstanding (over 21 days)

0 Simple learning reviews overdue

There were no simple learning reviews overdue in October.

Number of corrective actions overdue

0 Corrective actions overdue

There were 29 actions identified from events (17) and hazards (12); there were no actions overdue in October from the events reported.

Number of hazards reported

There were 12 hazards reported in October.

Hazard category	Number of cases
Safety Hazards - Slips, trip and falls	2
Safety Hazards - Trespassers	3
Safety Hazards - Housekeeping	5
Ergonomic & musculoskeletal	1
Hazards - Office ergonomics	1
Physical Hazards - Noise	1

*There were issues with Synergi hazards reporting in September which were identified in October. No data available for reporting in September.

Number of near misses reported

There were seven near misses reported in October. 3 Working inside or outside of a vehicle, 1 Violence, threats & aggression, 1 Exposure to psychological harm and 2 no related to AT's critical risk.

There was an increase of 600% in near misses compared to last month.

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

17 Events reported as high potential

There were 17 events reported as high potential (including near misses) in October of the total of events reported (38).

14 were under the critical risk Violence, Threats & Aggression, one Exposure to psychological harm and two were not identified as AT's critical risks.

Total recordable injury frequency rate (TRIFR)

There was a slight decrease from 8.5 in September to 8.3 in October. Although there was no increase or reduction in the total of recordable injuries compared to last month, there was a reduction of 3.4% in worked hours compared to September.

Lost time injury rate (LTIFR)

There was a slight increase of 0.8% in the LTIFR in October. There was a reduction of 50% in Lost time injuries compared to last month and there was a reduction of 3.4% in worked hours compared to September.

Number of notifiable events to the NZ regulator

0 Notifiable events reported

There were none notifiable event reported to the regulator in October.

Number of active work-related ACC cases

1 Work-related ACC cases reported

There was one ACC case reported in October.

A Transport officer slipped on the yellow tactile while leaving the escalator and walking onto platform one at Newmarket train station. The employee felt a sharp pain on his left ankle which resulted in an ankle sprain and six days lost time.

There was a reduction of 77.8% in lost days compared to September (27 lost days).

EAP usage

EAP usage for October was 18.

The top 3 presenting issues for October were:

1. Depression
2. Emotional / General
3. Relationships / Marriage

29.4% of EAP usage was for work-related issues whereas 70.6% was personal.

H&S engagement score

Indication of progress towards the DuPont Bradley Curve target of 33% to 40% is supported by an ongoing quarterly pulse survey, focused on AT people's experience of safety in their everyday roles. Recent pulse results from October 2022 indicate overall good perceptions and positive increase over July 2021 (+3%pts).

AT currently sits in the reactive quadrant with a culture health and safety score of 27% on the Dupont Bradley Curve. The target is to increase from Reactive to Dependent (33% – 40%) when next assessed in Q4 FY23.

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 PCBU's 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 – October 2022

Culture, behaviour and engagement

Number of share success reported


- There was no share success reported in October.



0
Share success reported

Number of full learning reviews started

- Four full learning reviews were conducted in October: (1) Sealink Gang Plank, (2) Maritime Project, (3) Slips, Trips & Falls – Service Delivery and (4) Violence, Threats & Aggression – Service Delivery, Parking Officers.



4

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.

Key insights and actions

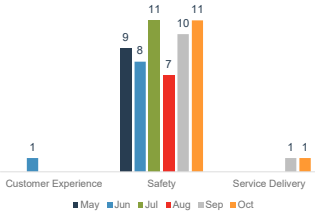
- The Dupont Survey and corresponding result measured on the Bradley curve continues to be a good tool for communicating the culture change, particularly as Leaders grasp the concept of various elements of the Health & Safety Management System. Planning for this next culture check in has begun for 2023.
- Enablement Team is still being required to "hand hold" our people through the Synergi reporting process. This in turn affects the uptake of learning reviews and sharing of success.

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

Assurance and monitoring

Number of safety assurance activities completed

- There were 12 assurance activities conducted in October by business units (11 Safety, one Service Delivery)



Month	Customer Experience	Safety	Service Delivery
May	1	0	0
Jun	0	9	0
Jul	0	8	0
Aug	0	11	0
Sep	0	7	0
Oct	0	10	1

Number of safety audits completed

- For review in Q3 FY23

Key insights and actions

- The building of Synergi 2.0 reporting tools are in the process of being developed.
- Onboarding of a safety assurance specialist for support in service delivery onboarding plan is underway.
- Van Schaik Business Improvement Review Audit completed, and recommendations report has been submitted to the Board of directors Safety Committee .

Action	Owner	Due
Build Safety Assurance Tools	Safety Assurance Lead	Dec 2022

Training and development

Number of individuals completing Safety Leadership Training in key areas

- Three Leading Safety workshops were conducted in October, being a total of 26 AT leaders trained in key areas.
- 15 Services Delivery, 8 Integrated Network and 3 Customer Experience.



26
AT Leaders completed the Safety Leadership Training

Leading Safety is one of the modules of the Hōtaka Whakatipu – Growing Great Leaders – Programme. There is a total of 97 AT Leaders trained in "Leading Safety" being 72 Leaders in high safety risk operational areas trained.

% completion of safety training

- 91.09% of staff completed the H&S reporting in Synergi module
- 90.61% of staff completed the HS&W essentials module
- 94.49% of staff completed Vision Zero module



Module	Completed	Overdue
VZ	94.49%	6%
HSW Synergi	91.09%	9%
HSW Essentials	90.61%	9%

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
Follow up with request from P&I for Leaders to go through training.	Safety BP (P&I)	Done
Follow up with request from BT for Leaders to go through training.	Safety BP (BT)	Done
SD Brief on suitability of training from Pilot experience	Safety BP (SD)	November

1.2 Public Transport Operators

Let's go there 

Public Transport Operators Detailed Dashboard – October 2022

Performance indicators

Key insights

Public Transport Operators are currently submitting 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. The need for additional support, education and training for internal and external personnel is being addressed.

Notable, or significant events (October):

Fullers 1x notifiable, Fullers, Synergi Case TBC

Belaire 2x Notifiables (notified to Maritime NZ & AT)

- Synergi Case #29719

"Large wake/ wash from unknown vessel caused vessel to lurch forward and back. Starboard cleat on vessel broke in to two pieces and vessel came Loose"

- Synergi Case #. 29801

Engine failure, no passengers onboarded, and engineer called upon to address broken linkage.

22 Psychological & Physical Assaults were reported via Synergi for the month of October. 6 more than reported during the month of September.

AOR significant events

7 notifiable occurrences notified as reportable to Waka Kotahi for October, broken down into the following safety event types:

- One procedural breach
- Two antisocial behaviour / Assault
- One near miss
- Two Security Breach
- One Fault

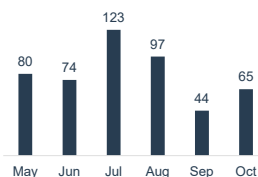
Near Miss summary

- The reported Near Miss is in relation to 'car on tracks at level crossing'. A significant drop in comparison to last months five Near Misses reported via AOR relating to members of the public mostly involving trespassing activities.

Antisocial Behaviour summary

- There were no physical assaults recorded this month. The two antisocial behaviour events are both related to vandalism, which involved a cone being placed on the track and temporary signage being set on fire
- The two Security Breaches are in relation to a person on the tracks resulting to an emergency stop and another individual, train surfing, trespassing and stone throwing. This event was reported to the police.

Number of events reported



There were 65 health and safety events reported by PT Ops in Synergi in October, of these, 51 fall under the PT critical risk categories.

There was an increase of 47.7% in reporting events in Synergi compared to September.

* This graph only represents events reported in Synergi

Number of events open



From 65 health and safety events reported by PT operators in Synergi, 18 are still opened and 47 were closed.

There were a total of 509 additional events reported outside of Synergi (opened and closed) inclusive of 379 AOR events.

Number of event investigations outstanding (over 21 days)



There were 20 investigations outstanding reported by PT operators in October, 14 from AOR, four from Fullers and two from Ritchies.

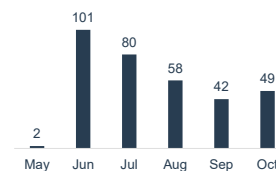
Number of corrective actions overdue



There were 37 corrective actions overdue reported by PT operators in October, 35 from AOR and two from Fullers.

There were no corrective actions overdue in Synergi in October.

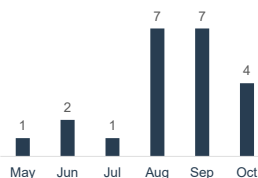
Number of hazards reported



There were 49 hazards reported in October where eight were reported in Synergi. Out of 41 not reported in Synergi (via interim digital form); the majority were reported by Fullers (17) and AOR (16).

There was an increase of 16.7% in hazard reporting compared to September.

Number of near misses reported



There were four near misses reported in Synergi in October (two plant and equipment, one motor vehicle incidents and one electrical issue with a bus fleet).

There were 57 total additional near misses reported outside of Synergi inclusive of 33 Howick & Eastern Bus near misses.

* This graph only represents events reported in Synergi

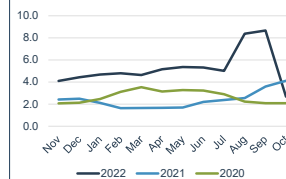
Number of events reported as high potential (including near misses)



There were two events identified as high potential (including near misses) in October in Synergi with a consequence rating as "Major". Both events were identified as Physical assault.

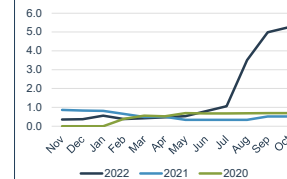
There were four total near misses categorised as high potential event reported outside of Synergi.

Total recordable injury frequency rate (TRIFR)



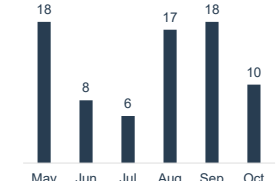
TRIFR had a decrease of 69.1% compared to September due to a decrease in the total of recordable injuries reported this month (85.7% from eight in September to one in October and a decrease of 8.1% in worked hours.

Lost time injury frequency rate (LTIFR)



LTIFR had an increase of 5.3% compared to September due to a decrease of 85.7% in the total of lost time injuries, seven reported in September and one in October.

Number of notifiable events to the NZ regulator



There were 10 notifiable events to the NZ regulator; being two reported in Synergi and ten reported outside of Synergi (including the two events in Synergi).

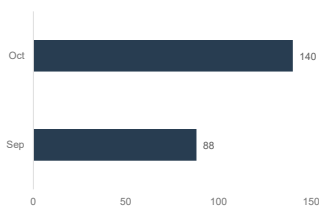
One notifiable event from Fullers, two from Belaire, and seven from AOR.

Public Transport Operators Detailed Dashboard – October 2022

Culture, behaviour and engagement

Number of safety engagement activities completed

- There were 140 safety engagement activities conducted in October by PT Operators. Fullers, Ritchies, Sealink 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
- There was an increase of 59.1% in Safety engagement activities compared to September.

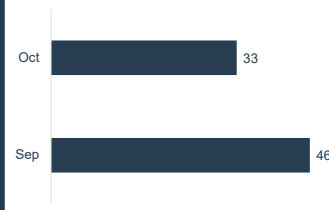


Note: September was the first month of reporting using new measure

Assurance and monitoring

Number of safety observations completed

- Thirty-three safety observations (including informal hazard spotting activities) were undertaken in October by AOR (14), Howick & Eastern Bus (15) and Ritchies (4).
- There was a decrease of 28.3% in safety observations compared to September.

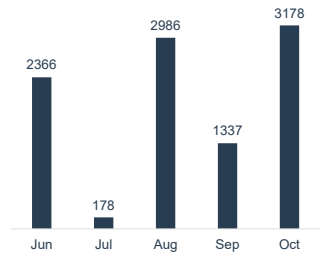


Note: September was the first month of reporting using new measure

Training and development

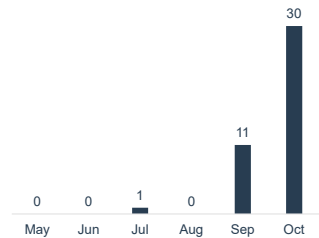
Number of safety training hours completed per month

- There were 3178 hours of safety training reported in October by PT operators.
- Ritchies Murphys, Pavlovich, Belaide and Howick & Eastern Bus, Belaide and Fullers were the PT Operators that reported more safety training hours.
- There was an increase of 137.7% in training hours compared to September



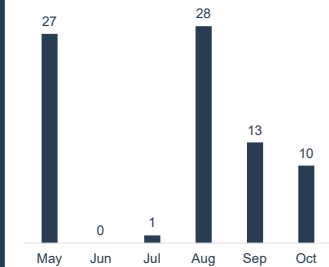
Number of shared learnings across PCBUs including subcontractors

- There were 29 share learnings reported by PT Operators via the interim digital Microsoft form in October being Fullers the main PT Operator who reported 21 shared learnings.
- There was one learning review undertaken in October by AT related to Maritime Project with the participation of Fullers, Belaide and Sealink.
- There was an increase of 172.7% in Number of shared learnings compared to September.



Number of H&S audits completed

- There were 10 audits conducted in October by PT Operators, being the majority from NZBus (7).
- There was a decrease of 23.1% in audits compared to September.



1.3 Physical Works Contractors

Let's go there 

Physical Works Contractors Detailed Dashboard – October 2022

Performance indicators

Key Insights

Summary

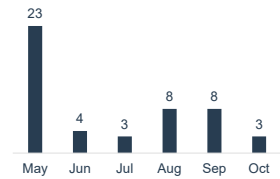
- The information contained in this Physical Works contractors section was sourced from Synergi and an interim digital form (Microsoft form) submitted to contractors for completion and return. This however only provides data in numbers and does not provide a deep dive of information. Efforts are being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

Reporting in Synergi

- 16 Physical Works Contractors submitted data for the month of October, some are represented across multiple sites reporting 117964.81 working hours across Asset Management and Construction, 16574.69 less working hours than last month.

Alpha rail	Liveable Streets
CSLi	McKay Electrical
Downer	Naylor Construction Ltd
Electric	Northpower
Freyssinet	Traffic Systems Ltd
Fulton Hogan	Traffic
John Fillmore Contracting	Ventia
Legacy construction	Wharehine Contractors Ltd

Number of events reported relating to AT worksites



There were three events reported into Synergi by Physical Works Contractors in October. Two fell under critical risk categories. 44 additional events were reported by via the interim digital form.

There was a notable decrease of 62.5% in events reported in Synergi compared to September.

* This graph only represents events reported in Synergi

Number of events open



There were two open health and safety events in Synergi in the status as 'Informed'.

Number of corrective actions overdue



There were no corrective actions in Synergi, however there were two overdue actions reported via the interim form in September, one from Wharehine Contractors Ltd and one from Fulton Hogan.

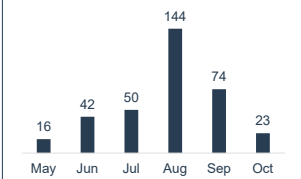
* This figure only represents actions reported in Synergi

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



There was no investigations overdue in Synergi and via the interim form in October.

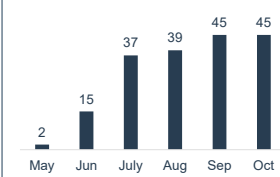
Number of hazards reported relating to AT worksites



There were 23 hazards in October, no hazards were reported in Synergi; 23 were reported via interim digital form.

There was a decrease of 68.9% in hazard reporting compared to September.

Number of near misses reported relating to AT worksites



There were no near misses reported in Synergi in October.

45 near misses were reported via the interim digital form.

There was no increase or decrease in reporting near misses compared to September.

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

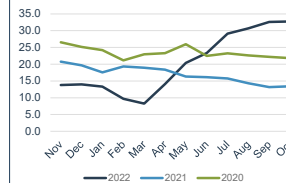


There was one high potential near miss reported in Synergi in October related to an assault towards team members.

There were a total of seven 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)

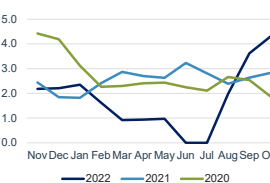


TRIFR had a slight increase of 0.4% compared to September.

There was a decrease of 60% in recordable injuries being five in September and two in October.

There was a decrease of 6.6% in worked hours compared to September.

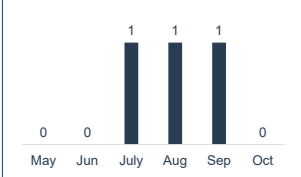
Last Time Injury Rate (LTIFR)



LTIFR had an increase of 18.9% compared to September.

There was a decrease of 50% in lost time injuries and decrease of 6.6% in worked hours compared to September.

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



There were no notifiable events to the NZ regulator in October.

Infrastructure Project Delivery team live construction site inspections

	Construction	Investigation & Design	Local & Safety Projects	PT, Facilities & Structure
Live Construction Sites	7	1	5	4
Inspections Undertaken	17	0	4	4

October
25 site inspections across the 17 live construction sites for the month of September.

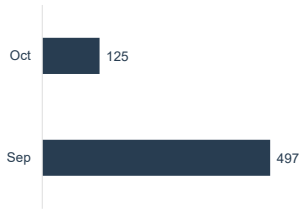
September (Last month)
32 site inspections across the 19 live construction sites for the month of September.

Physical Works Contractors Detailed Dashboard – October 2022

Culture, behaviour and engagement

Number of safety engagement activities completed

- There were 125 safety engagement activities conducted in October by Physical Works contractors. John Fillmore Contracting, Wharehine Contractors Ltd, Freyssinet, Fulton Hogan and Legacy construction were the PW contractors that undertook those safety engagements activities.
- Safety engagement activities include pre-starts, safety briefings, tool-box talks and H&S meetings
- There was a decrease of 74.8% in Safety engagement activities compared to September. From 17 Physical contractors that reported in October, ten from Asset Management / Maintenance didn't provide number of safety engagement activities.

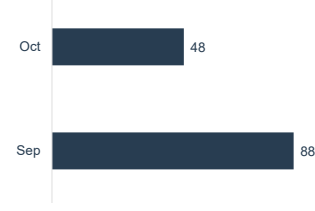


Note: September was the first month of reporting using new measure

Assurance and monitoring

Number of safety observations completed

- Forty-Eight safety observations (including informal hazard spotting activities) were undertaken in October, mainly with the contractors Fulton Hogan (21), Wharehine contractors (10), Freyssinet (6) and Downer (5).
- There was a decrease of 45.5% in safety observations compared to September.

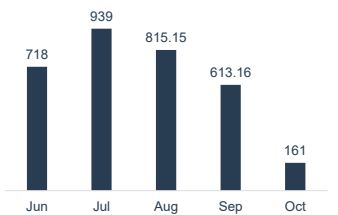


Note: September was the first month of reporting using new measure

Training and development

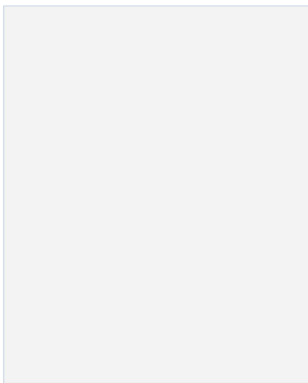
Number of safety training hours completed per month

- 161 Safety Training Hours were recorded by Physical Works Contractors in October. Inclusive of but not limited to inductions, toolbox talks, information refreshers.
- The contractors with the majority of safety training hours reported were Wharehine contractors (58) and Fulton Hogan (58).
- There was a decrease of 73.7% in training hours compare to September.
- From 17 Physical contractors that reported in October, ten from Asset Management / Maintenance didn't provide number of safety training hours.



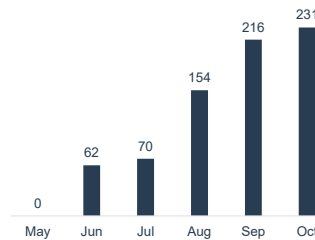
Number of shared learnings across PCBUs including subcontractors

- No data available



Number of H&S audits completed

- 231 H&S audits were reported by Contractors for October. They were mainly by Road maintenance / renewals contractors (Downer, Fulton Hogan, Ventia and McKay Electrical).
- There was an increase of 6.9% in audits compared to September.



2. Road Safety Performance

Let's go there



Road Safety Performance – October 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	39	53	33	44
Serious Injuries	450	436	391	386
DSI	489	489	424	430

- Although road deaths in Tāmaki Makaurau and on AT roads have reduced, YTD (January to October 2022) serious injuries has increased compared to the same time last year, respectively by 3% and 1%

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	424 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)	489 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)	215 DSIs	Not on track

- All SOI targets are tracking above the baselines.
- All three people that lost their lives in October, died on roads with 50kmh speed limits

Reported & estimated DSI on Tāmaki Makaurau's road network

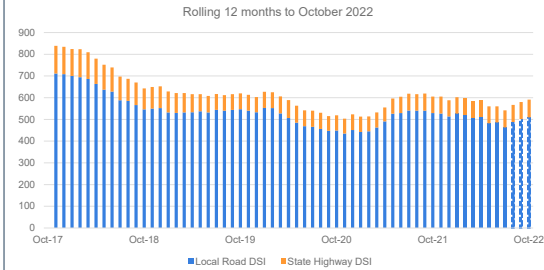
	2022 Reported DSI year-to-date	2022 Estimated DSI year-to-date	2021 Reported DSI year-to-date	2021 Estimated DSI year-to-date
Driver	198	388	178	349
Passenger	74	145	96	188
Motorcycle	109	316	102	296
People on foot (vehicle involved only)	78	196	78	196
People on bikes	28	199	30	213
Other	2	4	5	10
Total people killed or seriously injured	489	1248	489	1251

- 2022 estimated Active Road Users (people on foot, people on bikes) DSI YTD is 4% lower than the 2021 estimated ARU DSI YTD for 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

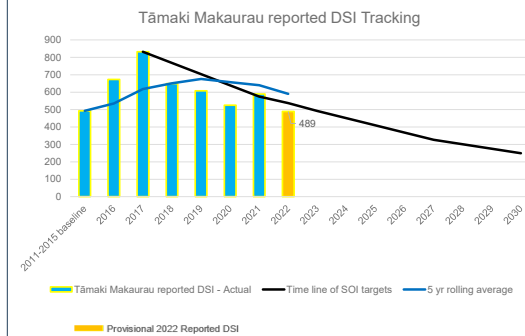
- A request for 10yrs of St John Ambulance Car Summary data has started. This data will support injury location and injury severity insights.
- Delivery of infrastructure planned for the roll out of Safety cameras to commence in December / January with cameras operational by mid 2023.
- We are in the process of preparing more Katoa Ka Ora workshops with our partners to consult with the new elected Council members.

Provisional 12 month rolling reported DSIs

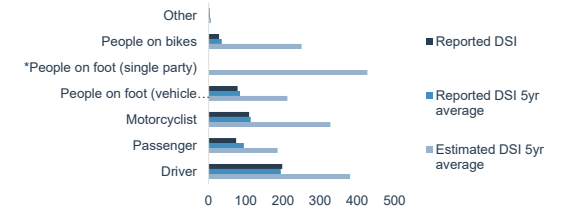


- The rolling 12months local road DSI to October 2022 is 529 compared to 529 for the same period, however since August 2022 it is showing an upward trend.

Long term reported DSI trends against Vision Zero targets



YTD to October reported DSI compared to 5 year averages



- Reported driver DSI is higher than the five year average at the same period by 2% (198 / 194)
- Reported DSI of 489 is 160 less than the 5-year rolling average of 649.

* 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 1 November 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). Rolling 12 months graph the faded bars is representative of provisional death and serious injury figures for the months of August, September and October due to the three month lag in CAS.

Fatal Crashes Analysis and Reporting – October 2022

Fatality trends and modal data to October 2022 (YTD as reported by Ministry of Transport)

Number of lives lost on Tāmaki Makaurau roads rolling 12 months to October 2022



Number of lives lost

	Year to date			Rolling 12months		
	2021 Tāmaki Makaurau Roads	2022 Tāmaki Makaurau Roads	5yr average	Previous 12months 2021	Latest 12months 2022	5yr rolling average
Drivers	20	18	17	25	21	21
Passengers	17	5	9	21	7	10
Motorcyclists	7	3	7	8	3	8
People on foot	6	8	8	7	9	9
People on bikes	3	5	2	3	5	3
Other	0	0	0	0	0	0
Total people killed	53	39	43	64	45	51

October 2022 fatality details as reported by Ministry of Transport

Description of Incident	Sequence	Causal Factors
West Coast Road – The deceased attempted to turned right into a driveway, he has missed the drive slightly travelling across the grass verge into the driveway, before driving through a closed gate. The deceased then reversed out of the driveway onto Kamara Road colliding with the right rear corner of an oncoming vehicle. The driver then drove forward mounting the kerb slightly before driving straight down Kamara Road towards West Coast Road which runs across the end of Kamara Road forming a T intersection. He drove straight through the intersection across West Coast Road into a solid steel pole that formed the entrance to a driveway. The male was taken to Hospital as a status 2 patient but died 10 days later on his birthday at the age of 81 yrs.	One fatality – 81yr old male driver not wearing safety belt	Suspected impairment
Mahia Road – The deceased was amongst a group that was having a physical altercation. He ran out into the northbound lane and was hit by a vehicle and died at the scene from injuries sustained.	One fatality – 29yr old male on foot	Suspected impairment
Portage Road – Deceased on motorcycle was hit in the left side by an SUV that came out of an address. The motorcycle and rider was knocked to the ground and slide into the south bound lane, where the motorcycle and rider were hit by a south bound vehicle.	One fatality – 42yr old male motorcycle rider	Unknown

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	45	Five remain open
2021	46	86	71	15 remain open
2022	30	41	32	Nine 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	72% of the 30 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 30 fatalities have alcohol above legal limit confirmed as a causation factor.	Substantially improve deterrence of drink driving
Involved unprotected roadside hazards	56% of the 30 fatalities involved an unprotected roadside hazard			SaAS have been proposed on four roads during phase 3 therefore not yet implemented		Vehicles with WoF	22% of the 30 fatalities involved a vehicle without a valid WoF		Restraints	28% of driver/passenger fatalities involved the non-use of restraints where one was available.	Substantially improve deterrence of seat belt non-wearing.
Involved VRUs with insufficient infrastructure	100% 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	44% of the 30 fatalities involved a vehicle exceeding the posted speed limit	Substantially improve deterrence of speeding	Number of FCRs involving Public Transport Operators	One of the 30 fatalities involved public transport operator.	Review Metro bus operations to proactively improve safety performance	Distraction	6% 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 30 fatalities involved a party with a learners license. 28% of the 30 fatalities involved parties with restricted licenses.	