



April 2025 Health, Safety and Wellbeing (HSW) Business Report

Health, Safety and Wellbeing (HSW) Dashboard

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- 3.0 HSW Lag Indicators – Public transport operators
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0.0 Executive Summary

Key Updates

1. Governance and Assurance Oversight

Safety Assurance and Audits

- Operator safety systems at Bus Depots (Kinetic, Ritchies) demonstrated strong performance, averaging 92.3 % compliance for the four Audits undertaken in February and March 2025.
- Viaduct Harbour Office emergency preparedness review identified eight non-compliances (three critical) – drafts in development to address gaps.
- “Breaking Ground” safety guideline is in its second draft post-review from Project Managers.
- 83 Authorisation to Work (ATW) and four Change Variation (CV) applications reviewed to date – 36 ATWs and three CVs in March 2025.
- New OHSMS (Eco portal) Procurement - Business case approved; procurement progressing with vendor on Master Services Agreement sign-off.

2. Risk Management and Critical Incident Oversight

Risk Register and Critical Risk Reviews

- Operational HSW risk register being worked through. Proposal has been put through for operational risk matrix that better aligns with the frequency and nature of operational risks. Best practice approach is being worked through with Risk and Assurance team.
- Operational Site risk assessments conducted at Halfmoon Bay and Smales Farm.
- Safety in Design reviews active for Drury Stations.

Incident Oversight

- High potential incident at New Lynn undergoing learning review – details in Appendix 5.1 Adverse work events section.
- For note only: Armed incident involving a member of the public and Fulton Hogan crew has been escalated and managed through appropriate channels.

Emergency Response Readiness

- Subject matter expert input and Eastern Busway Alliance (EBA) attendance confirmed for response and rescue planning for Pakuranga Creek operations.
- Continued engagement with NZTA and NZ Police through ATOC Crisis Incident Management System (CIMS) on simulated and actual event management.
- Emergency Response Plan (ERP) documentation (flipcharts, posters) for VHO and field locations drafted, awaiting branding.

3. Workplace Wellbeing & Injury Management

Work-Related Health & Injury Data

- 34 active injury/illness cases; includes discomfort/pain.
- Targeted health monitoring - skin checks (~340 staff).
- Planning underway for flu and COVID vaccination.
- Health awareness events delivered (SunSmart, Brain Awareness, Self-Check Hearing).
- Draft health-focused submission for HSW Workplace Awards 2025 (podiatry service).

Employee Support & Counselling

- 79 counselling sessions delivered in March. Presenting issues: 45% work-related, 55% personal.
- High demand for support linked to workplace change, stress, and aggression.
- Ongoing development of wellbeing modules, including managing challenging conversations and vicarious trauma.
- Domestic Violence (DV) Tick Accreditation - Audit commenced April; manager training compliance improved to 64.1% toward the 70% target.

0.0 Executive Summary

Key Updates

4. Stakeholder and Engagement Activities

PCBU Management & Collaboration

- PCBU mapping in progress across the Area of responsibility for Auckland One Rail (AOR).
- Regular engagement through Safety Leaders Council, Health & Safety Rep Forum, and Risk Champion Forum.

5. Training & Capability Building

- JSEA drafts completed across six operational areas; ATOC documentation in progress.
- Synergi (H&S Reporting System) training rolled out to Rail Corridor, CRL, and Road Corridor teams.
- HSW audit tool development progressing to align with operational schedules.

6. Strategic Planning and Emerging Projects

- Middlemore Bridge extension and over-rail bridge designs being progressed collaboratively with engineering teams.
- Support provided to Tranz Urban Electrification and Low Emission Ferry projects.
- Workplace hygiene survey commissioned for Britomart Asset Management Team, aligning with tunnel EMU testing.

Key points the Board should note

- Four nominations submitted by Auckland Transport for the New Zealand Workplace Health and Safety Awards 2025. These being:
 - Category 1: Safety - Eliminating Risk for Parking Officers with License Plate Recognition(LPR) Technology
 - Category 2: Health - Workplace Health : Podiatry led Injury Prevention
 - Category 7: PCBU Collaboration - Collaborating for Driver Safety : A Unified Effort to Protect Frontline Worker
 - Category 13: Mental Health Champion - Mental Health Champion: Sirr Christoffersen
- First set of changes for health and safety reform - Workplace Relations and Safety Minister Brooke van Velden has announced a set of changes to the health and safety system on 4th April, 2025. The changes are part of the wider health and safety system reform and deliver on the ACT-National Coalition Agreement commitment to reform New Zealand's health and safety laws and regulations. The Government has indicated it will be progressing through changes to legislation later this year, coming into force in 2026.

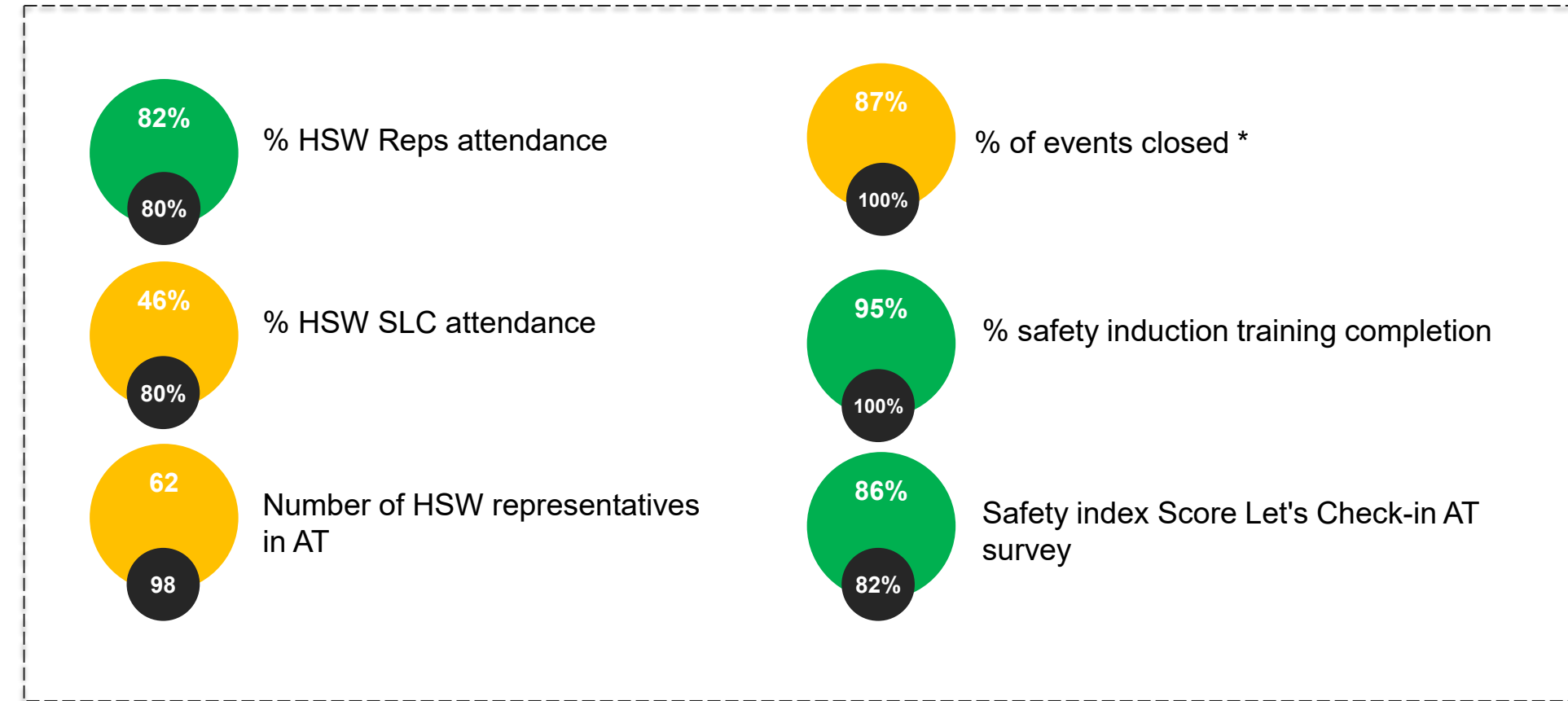
Matters Arising

- Refresh of the Board report – The current report has been refreshed to reflect the latest developments and outcomes for the reporting period February and March 2025.

2.0 Health, Safety and Wellbeing (HSW) lead indicators - Auckland Transport

Reporting period - February 2025 to March 2025

Leading indicators



* One month lag. Reporting period January25 – February25

Health, Safety and Wellbeing key performance indicators	Current period	Previous period	FY25 YTD	FY24
Leadership safety Walks	8	2	36	27
Safety inspections	15	13	52	67
Safety audits	4	2	*	*
Proactive safety documentation reviews (Authorisation to work (ATW) issued and Change variation notice (CVN))	72	30	236	331
Events closed in that period	46	62	274	398
Safety induction training completed	148	196	760	949

* No data available in that period

Figure 1. Engagement activities in the current period

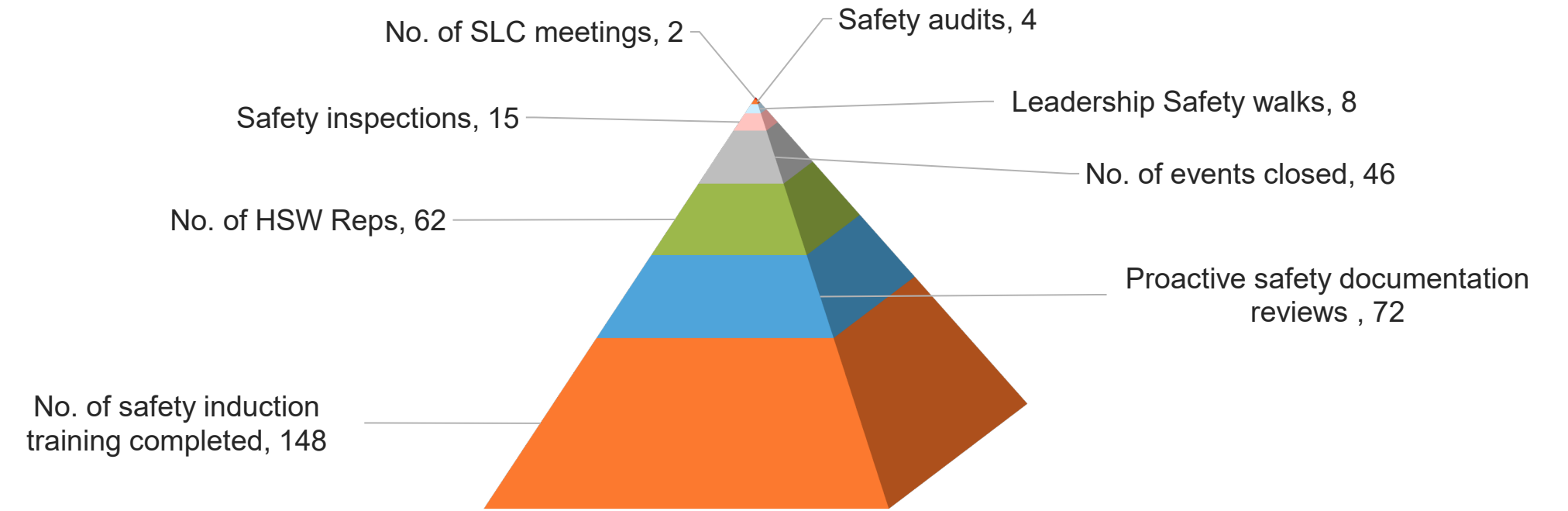
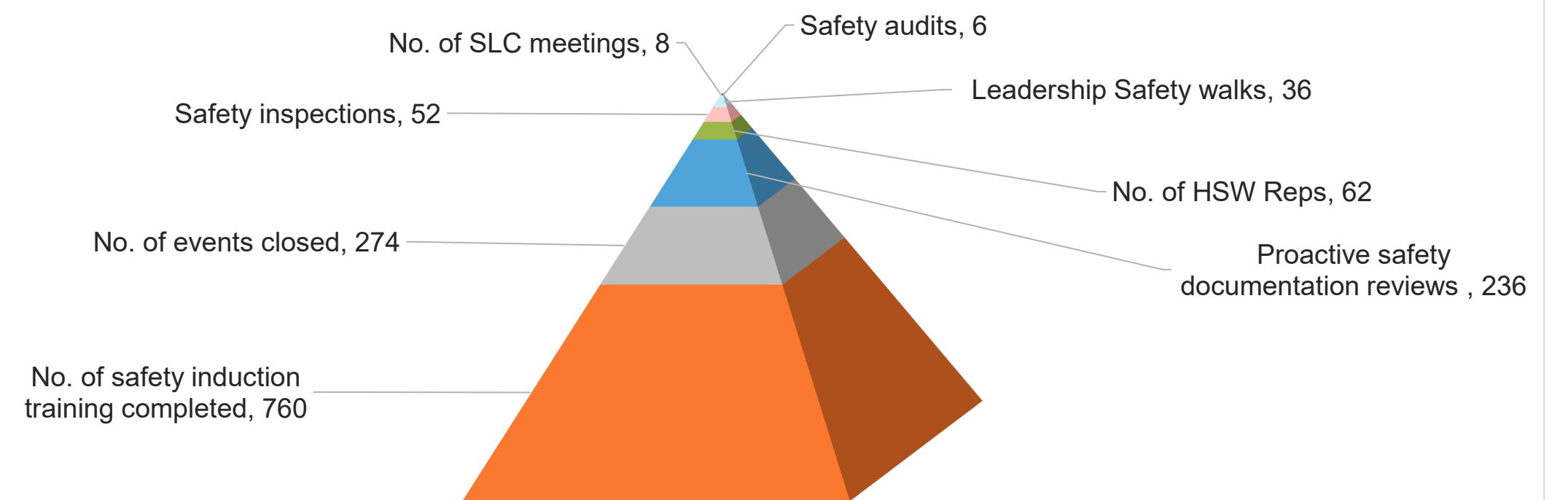


Figure 2. Engagement activities in the FY25 YTD



1.0 Health, Safety and Wellbeing (HSW) lag indicators - Auckland Transport

Reporting period - February 2025 to March 2025

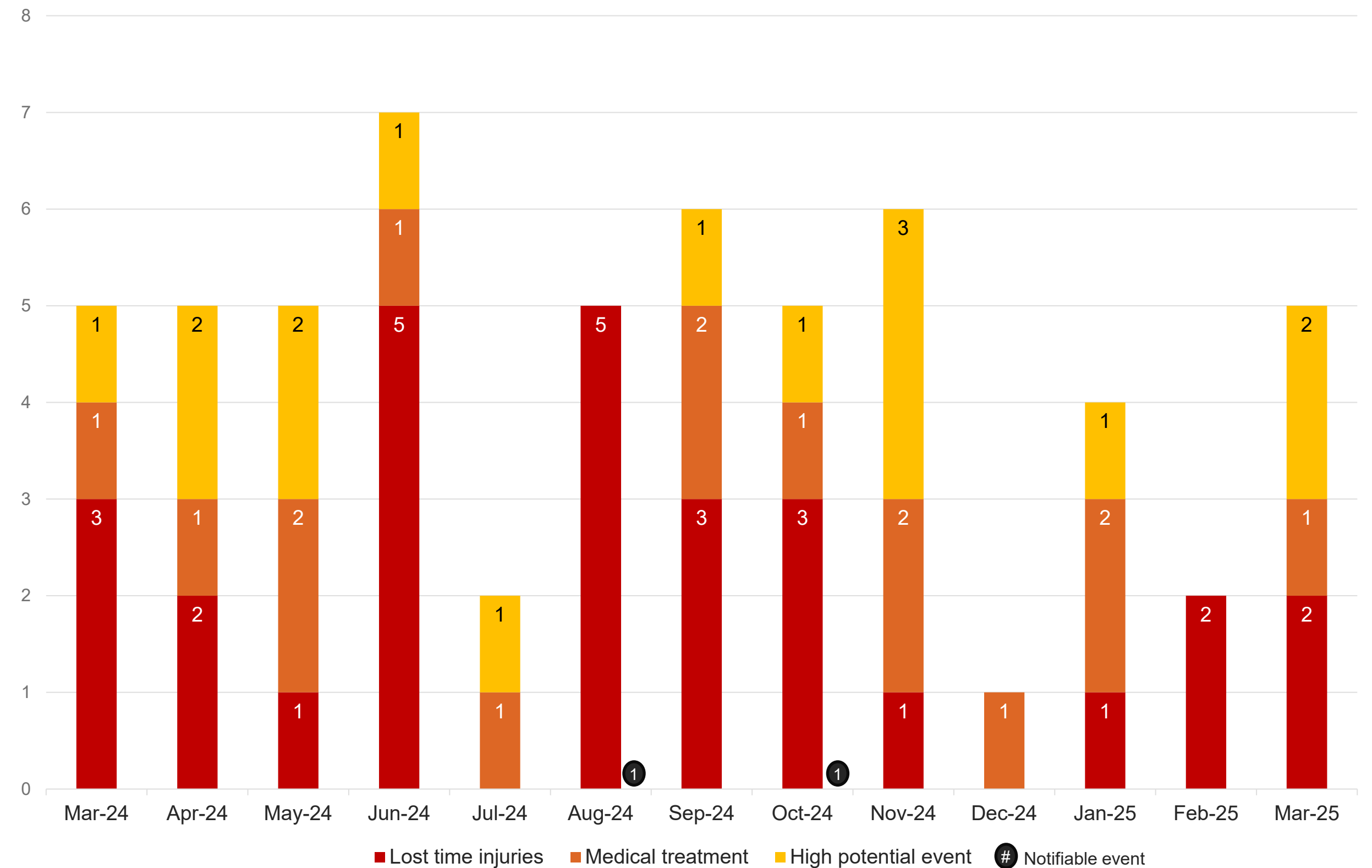
Totals of AT adverse work events this reporting period

- 0** **Notifiable to WorkSafe NZ**
An event which is notifiable to WorkSafe under the Health and Safety at Work Act 2015.
- 5** **Recordable injuries**
Incident resulting in an injury that requires medical treatment and lost days.
- 2** **High potential events**
An event with the potential major or extreme risk consequence that is not a recordable injury.
- 8.92** **LTIFR**
Lost Time Injury Frequency Rate
- 7.14** **TFIRF**
Total Recordable Injury Frequency Rate

Health, Safety and Wellbeing key performance indicators	Current period	Previous period	FY25 YTD	FY24
Notifiable events to WorkSafe	0	0	2	0
High potential events	2	1	9	11
Lost time injuries	4	1	17	27
Medical treatment Injuries	1	3	10	8
Recordable injuries	5	4	27	35
TRIFR *	8.92	8.56	11.32	11.60
LTIFR *	7.14	2.14	7.13	8.94

* Measure calculated based on 1,000,000.

Figure 1. High potential, recordable injuries and regulatory events



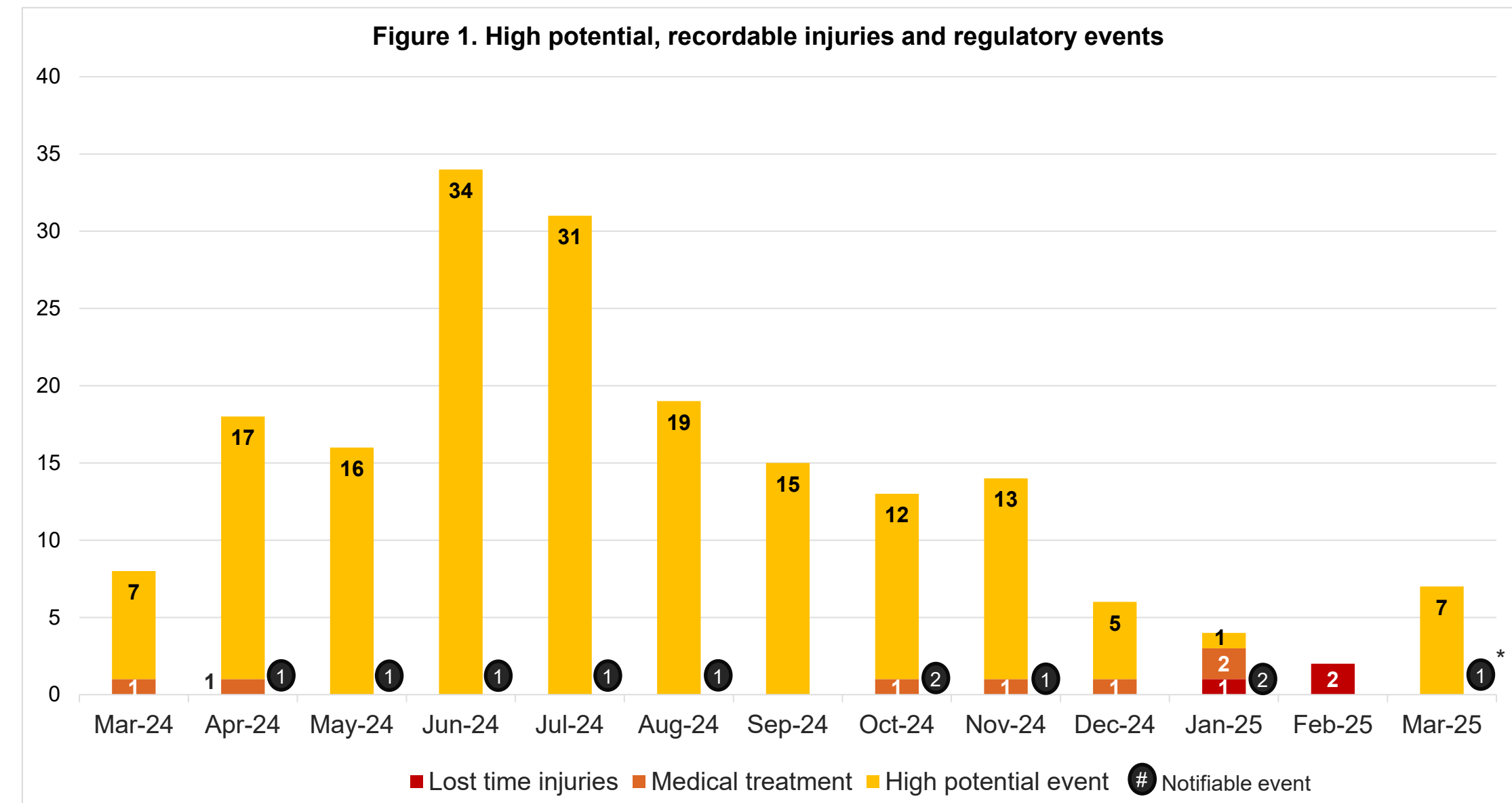
3.0 Health, Safety and Wellbeing (HSW) lag indicators - Public transport operators

Reporting period - February 2025 to March 2025

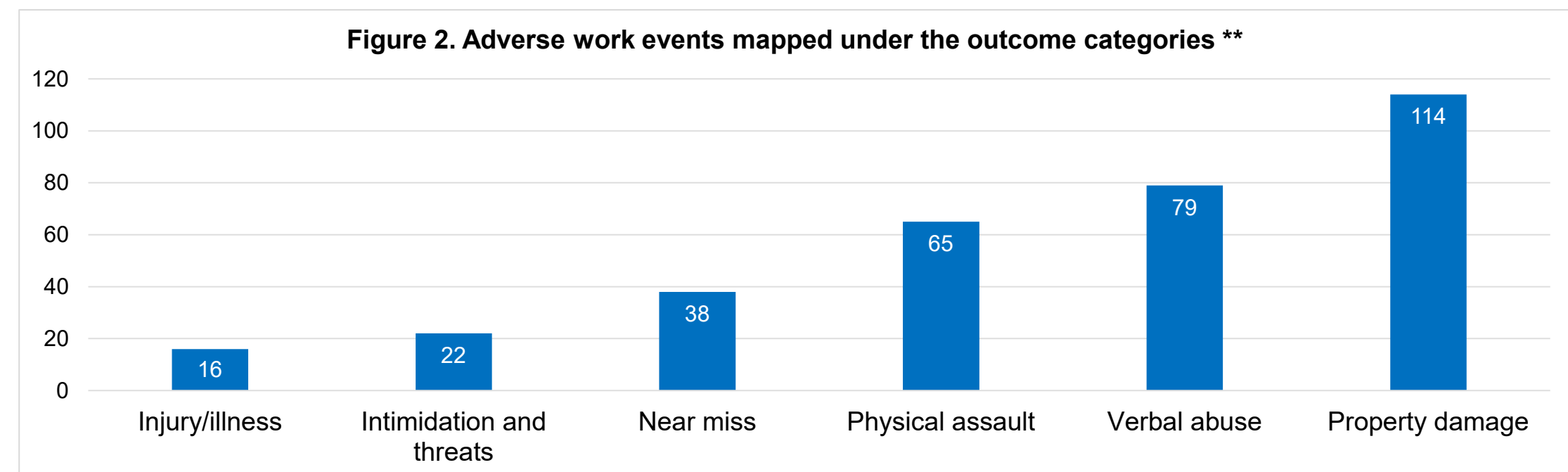
Totals of PT adverse work events this reporting period

- 1** **Regulatory notifiable events**
An event which is notifiable to WorkSafe and Maritime NZ.
- 2** **Recordable injuries**
Incident resulting in an injury that requires medical treatment and lost days.
- 7** **High potential events**
An event with the potential major or extreme risk consequence that is not a recordable injury.

Health, Safety and Wellbeing key performance indicators	Current period	Previous period	FY25 YTD	FY24
Regulatory notifiable events	1	2	8	7
High potential events	7	6	103	142
Lost time injuries	2	1	3	0
Medical treatment Injuries	0	3	6	5
Recordable injuries	2	4	9	5



* Notifiable event not classified as high potential or recordable injury.



** Synergi data source from March 2024 to March 2025



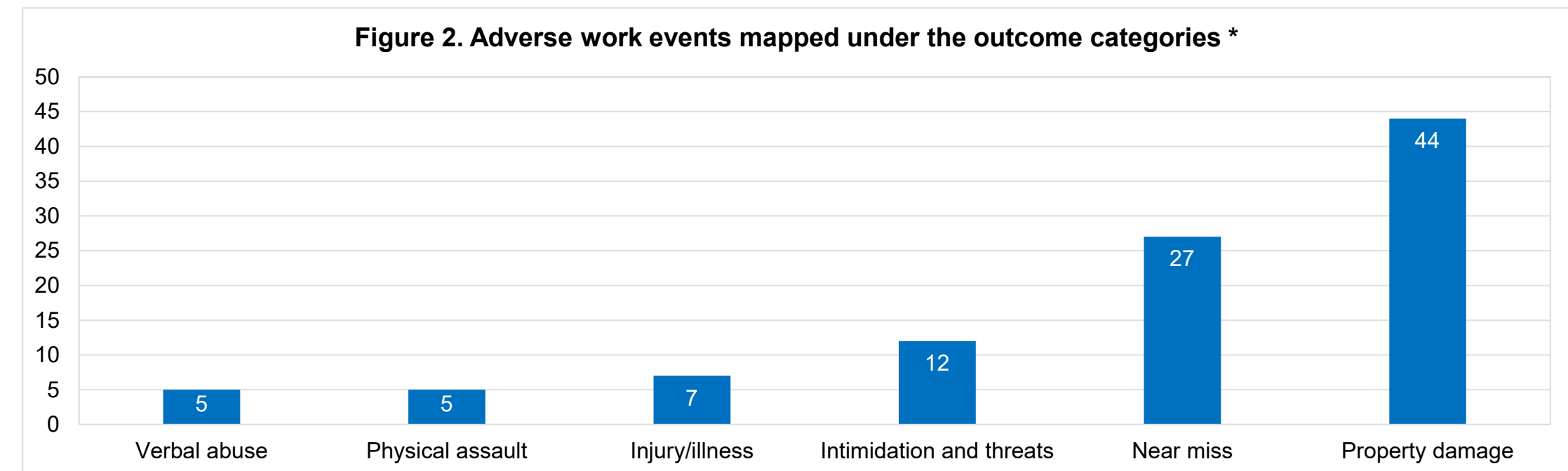
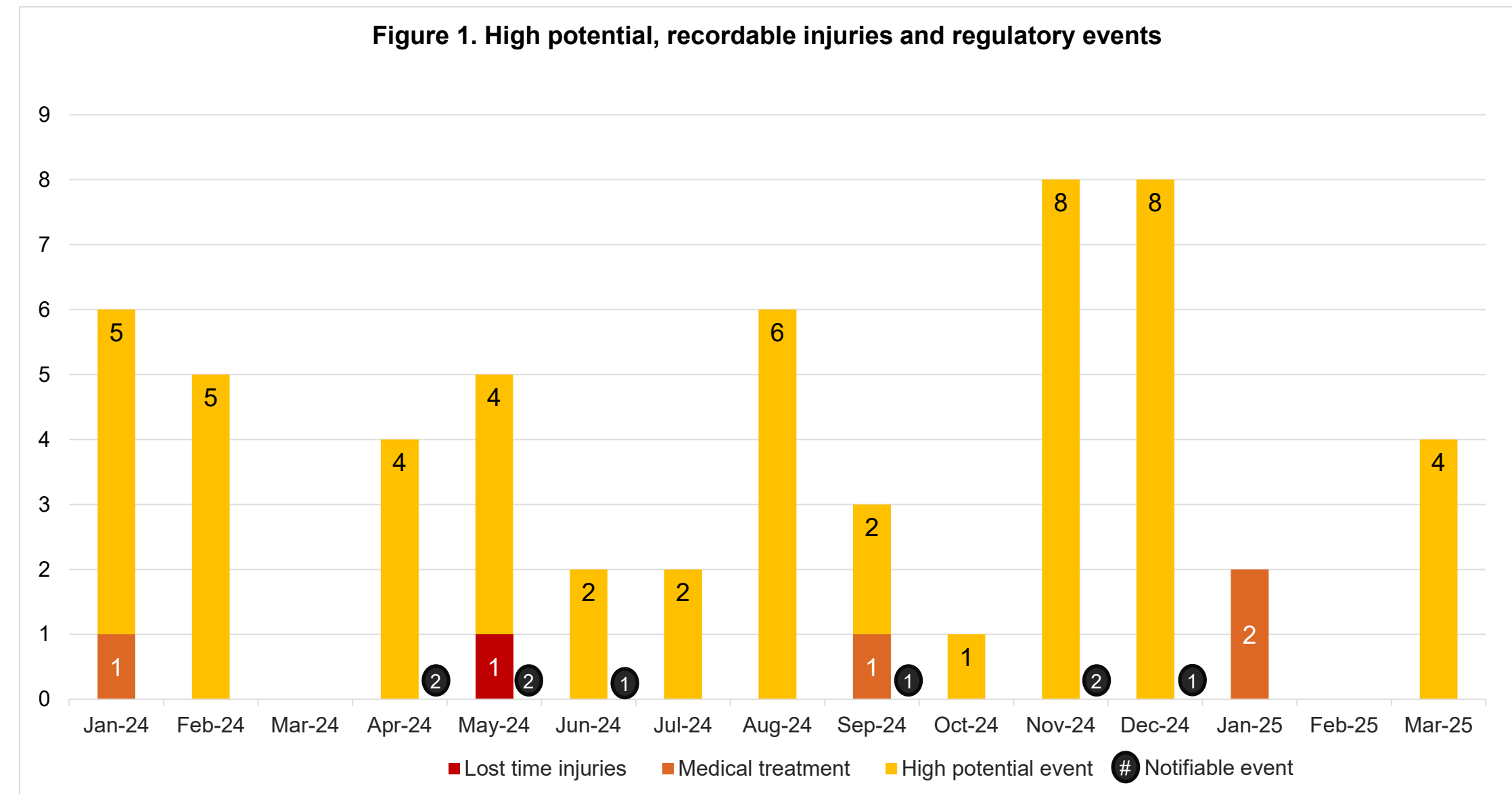
4.0 Health, Safety and Wellbeing (HSW) lag indicators - Physical work contractors

Reporting period - February 2025 to March 2025

Totals of PW adverse work events this reporting period

- 0** **Regulatory notifiable events**
An event which is notifiable to WorkSafe under the Health and Safety at Work Act 2015.
- 0** **Recordable injuries**
Incident resulting in an injury that requires medical treatment and lost days.
- 4** **High potential events**
An event with the potential major or extreme risk consequence that is not a recordable injury.

Health, Safety and Wellbeing key performance indicators	Current period	Previous period	FY25 YTD	FY24
Regulatory notifiable events	0	1	4	8
High potential events	4	8	31	24
Lost time injuries	0	0	0	2
Medical treatment Injuries	0	2	3	3
Recordable injuries	0	2	3	5



* Synergi data source from March 2024 to March 2025



5. Appendices

5.1 Adverse work event details

- A. Auckland Transport
- B. Other PCBUs

5.2 Safety legal environment

5.3 Health and safety definitions

- A. Injury severity classification
- B. Event definitions

5.1A WorkSafe notifiable, recordable injuries and high potential adverse events (Major & Extreme potential severity) - Auckland Transport

Event Details – March 2025 reported events

Event Details	Event Description	Event Type	Actual Severity	Potential Severity	Findings and Remedial Actions	Status
<p>Synergi No: 36007 Date of Event: 23/03/2025 Date Created: 23/03/2025 Notifiable: No</p>	<p>An aggressive customer visited the New Lynn Customer Service Centre around 4:15 PM, demanding a pass to board the train. When informed that he needed to pay to enter, the customer responded with threats, stating he had just gotten out of jail and that he would return the next day with a gun and shoot the staff. He also directed additional racial insults at the employees. Due to his behavior, the customer was refused service</p>	<p>Harm - Intimidation and Threats (Grade 4 - 6)</p>	Moderate	Major	<ul style="list-style-type: none"> Provide and develop regular training on handling aggressive customers Review and reinforce security protocols, ensure interoperability between AROC and CSC Ensure Security are fit for roles in areas with high potential for VTA Collaborate closely with law enforcement to ensure swift actions against potential threats Develop and implement regular scenario-based training sessions for de-escalation Address employees concerns by improving communication, taking visible actions to support health, safety and wellbeing. Ensure incidents of this nature are reviewed with a full learning review. 	Investigation complete
<p>Synergi No: 36030 Date of Event: 26/03/2025 Date Created: 26/03/2025 Notifiable: No</p>	<p>A customer approached a service window to inquire about the \$50 weekly cap on his HOP card, displaying aggressive behavior from the start. Despite explaining the cap's timeline and the customer's balance, he accused the employee of lying and used offensive language. After the customer continued to yell and threaten, the employee pressed the duress alarm, prompting security to intervene. The customer left after further insults, leaving the employee feeling humiliated and distressed in front of other customers.</p>	<p>Harm - Verbal Abuse (Grade 1-3)</p>	Moderate	Major	Under Investigation	Under investigation

Event Details – February 2025 reported events

Event Details	Event Description	Event Type	Actual Severity	Potential Severity	Findings and Remedial Actions	Status
No open cases for WorkSafe notifiable, recordable Injuries and high potential adverse events (Major & Extreme potential severity) reporting in February 2025.						

5.1B WorkSafe notifiable, recordable injuries and high potential adverse events (Major & Extreme potential severity) – Other PCBU's

Event Details –March 2025 reported events

Organisation	Event Details	Event Description	Event Type	Actual Severity	Potential Severity	Findings and remedial actions	Status
PT – Bus	Synergi No: 35857 Date of Event: 1/03/2025 Date Created: 1/03/2025 Notifiable: No	A car driver, in a rush, attempted to move from the left to the right lane and collided with a bus. Following the collision, the driver tried to assault the bus operator. The police arrived at the scene, but the car driver fled. Fortunately, no injuries were reported.	Harm - Verbal Abuse (Grade 1-3)	Minor	Major	De-escalation completed by the driver, no injury, reporting to police protocol was followed	Under investigation
PT – Bus	Synergi No: 35860 Date of Event:2/03/2025 Date Created:2/03/2025 Notifiable: No	A passenger assaulted the driver, prompting a call to the police. The driver is fine and does not require medical assistance. Mangere Service Depot Station was informed. The police did not attend and advised the driver to continue when the offender left the bus. The Operation Control Centre instructed the driver to wait for assistance from the depot. A standby from Mangere Depot was dispatched to pick up the driver.	Harm - Assault (Grade 7 - 9)	Minor	Major	De-escalation completed with all drivers.	Under investigation
PT – Bus	Synergi No: 35971 Date of Event:15/03/2025 Date Created:15/03/2025 Notifiable: No	A car suddenly appeared in front of bus, causing the driver to apply the brakes. As a result, one passenger fell and hit their head on the seat in front of them. No injuries were reported. The passenger got off at Newmarket and took another bus.	No treatment	Minor	Major	Under investigation. HSW team had followed up with PT operator and waiting for response.	Under investigation
PT – Bus	Synergi No: 35972 Date of Event:15/03/2025 Date Created:15/03/2025 Notifiable: No	A car jumped a red signal and came in front of bus, causing the driver to apply the brakes. As a result, a female passenger was injured when her head bumped into the seat in front of her. Emergency services were called.	FAI	Moderate	Major	Under investigation. HSW team had followed up with PT operator and waiting for response.	Under investigation
PT – Bus	Synergi No: 36035 Date of Event:18/03/2025 Date Created:27/03/2025 Notifiable: No	A driver reported that a drunk passenger was asked to leave the bus. The passenger became aggressive, started throwing cans, and made threats. The police were called for assistance and attended the incident.	Harm - Intimidation and Threats (Grade 4 - 6)	Moderate	Major	De-escalation training completed. Actions recorded, Incident is caused by a passenger under the influence (uncontrolled member of public).	Under investigation
PT – Bus	Synergi No: 36066 Date of Event: 28/02/2025 Date Created: 31/03/2025 Notifiable: No	The driver was finishing the bus trip at 21:45hrs trip and was passing stop G at the Lincoln Rd interchange, he stopped at the traffic lights. When the lights turned green, he proceeded towards The Concourse. At the intersection where lanes reduced from three to two, a car sped up the bus lane on the left side of the bus and cut in front to avoid hitting a traffic light post. This caused the car to collide with the left-hand corner of the bus, resulting in extensive damage. The driver of the car did not stop and drove off at speed.	Property damage	Moderate	Major	Police and emergency services called and attended. Bus driver taken to Waitakere Hospital for check-over but was uninjured and released. Bus towed back to depot. Welfare checks made with driver over the weekend and Monday. Driver given two days off to recover. No recommendations for actions or for bus driver as incident not preventable from bus driver perspective. Bus driver not at fault.	Closed

5.1B WorkSafe notifiable, recordable injuries and high potential adverse events (Major & Extreme potential severity) - Other PCBU's

Event Details –March 2025 reported events

Organisation	Event Details	Event Description	Event Type	Actual Severity	Potential Severity	Findings and remedial actions	Status
PT – Bus	Synergi No: 36068 Date of Event: 31/03/2025 Date Created: 31/03/2025 Notifiable: No	The operator reported a passenger smoking on the bus and requested police assistance. The police were informed and took the operator's contact details, indicating they would contact the operator directly.	Harm - Verbal Abuse (Grade 1-3)	Minor	Major	Under investigation. HSW team had followed up with PT operator and waiting for response.	Under investigation
PT – Rail	AOR report Reported date: 31/03/2025 Notifiable: No	Rail bus driver who was using a phone had slammed the brakes, and a male passenger jerked forward and fell on Customer Service Assistance staff - Newmarket Station (NWMKT). She suffered injuries to her right side of face and left knee.	LTI	Minor	Major	Medical support provided and returned to work after 2 days	Closed

5.1B WorkSafe notifiable, recordable injuries and high potential adverse events (Major & Extreme potential severity) – Other PCBU's

Event Details –March 2025 reported events

Organisation	Event Details	Event Description	Event Type	Actual Severity	Potential Severity	Findings and remedial actions	Status
PW - Contractor	Synergi No: 35863 Date of Event: 27/02/2025 Date Created: 03/03/2025 Notifiable: No	A subcontractor, was operating an excavator on the right side of the lane heading toward Smiths Road for excavation work. While loading excavated material onto a truck, he was distracted by a small amount of dirt that fell into the live lane. Concerned about cars running over it, he moved to remove the dirt and accidentally struck the overhead telephone cable. The issue arose from his approach to the work, as he excavated uphill towards the cable instead of away from it. Earlier that morning, during the pre-start meeting, the overhead cable was mentioned, and the team was reminded to be cautious of overhead hazards. All team members had completed the induction and signed the SWMS document, and it was believed that everyone understood their tasks and associated risks for the day.	Property damage	Major	Major	The operator excavating did not follow the pre-start meeting requirements to avoid the overhead lane. Contractors decided to implement flags to mark overhead lines as a preventative measure.	Closed
PW - Contractor	Synergi No: 36015 Date of Event: 19/03/2025 Date Created: 32503/2025 Notifiable: No	Subcontractor workers were found working within a 3-meter open pit excavation without the necessary critical controls in place. This situation posed significant safety risks due to the lack of proper measures to ensure the workers' safety.	Property damage	Moderate	Major	Under investigation.	Under investigation
PW - Contractor	Synergi No: 36016 Date of Event: 6/03/2025 Date Created: 25/03/2025 Notifiable: No	A subcontractor was involved in an unsafe excavation process. The subcontractor was directed to cease work by an Auckland Transport representative due to inadequate excavation and environmental controls.	Harm - Assault (Grade 7 - 9)	Moderate	Major	There was no evidence to support a safe system of work had been formulated, discussed or implemented to deconflict the movements of both machines. The investigation was unable to review contributing factors or examine in the event in detail as the contractor did not provide a record of the pre-start brief, a formal methodology, or evidence of a safe system of work to coordinate the movements of the two excavators during benching excavation work.	Closed

5.1B WorkSafe notifiable, recordable injuries and high potential adverse events (Major & Extreme potential severity)

– Other PCBU's

Event Details – February 2025 reported events

Organisation	Event Details	Event Description	Event Type	Actual Severity	Potential Severity	Findings and remedial actions	Status
PT – Rail	AOR report Reported date: 28/02/2025 Notifiable: No	Train Manager assaulted by passenger at Newmarket.	MTI	Moderate	Major	No LTI – medical support provided stood down for the remainder of shift and returned to work two days later.	Closed
PT – Rail	AOR report Reported date: 28/02/2025 Notifiable: No	A security guard was assaulted by an intoxicated male who was been consuming alcohol on the station platform at Glen Innes. The security approached the male and he punched the security personnel in the face causing a tooth to fall out. Security called police but the male left the station before they could attend.	LTI	Moderate	Major	Security guard attended hospital, was stood down from work and return to work programme managed by Security Provider Police involved.	Closed

5.1B WorkSafe notifiable, recordable injuries and high potential adverse events (Major & Extreme potential severity) – Other PCBU's

Status update on previously reported open events

Organisation	Event Details	Event Description	Event Type	Actual Severity	Potential Severity	Findings and remedial actions	Status
PT – Bus	Synergi No: 35635 Date of Event: 19/01/2025 Date Created: 20/01/2025 Notifiable: No LTI Days – 3	The driver had arrived at the Countdown Botany stop and after a verbal altercation with a group of a group of teenagers, one member of the group used a fire extinguisher to spray the driver which causing an eye injury. Another other driver flagged down a passing police car for assistance. A medical check was completed on the driver and was given 3 days off by the doctor. Police were given CCTV footage of the incident.	LTI	Moderate	Major	<ul style="list-style-type: none"> This assault could have been a serious harm event due to having fire propellant sprayed in the eyes. PT operators completed de-escalation training. 	Closed
PT – Bus	Synergi No: 35576 Date of Event: 12/01/2025 Date Created: 12/01/2025 Notifiable: No LTI Days – 4	A white Skoda collided with an operator's bus at 337 Manukau Road, Epsom. The impact caused the car to spin around. Emergency services were notified, and both drivers were taken to the hospital for assessment. The bus driver suffered minor lacerations to their shin and is off work until January 17, 2025. The car driver sustained bruising and a concussion but was discharged from the hospital the following day.	LTI	Moderate	Major	The driver was given 4 days off work after undergoing a medical assessment at the hospital. The root cause was the member of the public driving dangerously along Epsom Road which resulted in the incident taking place.	Closed
PT – Bus	Synergi No: 35695 Date of Event: 30/01/2025 Date Created: 31/01/2025 Notifiable: Yes LTI Days - 20	A driver was assaulted by a group of youths on the North Shore after he ran after them down the road because they evaded paying the fare. Event reported to WorkSafe NZ.	LTI	Moderate	Major	<ul style="list-style-type: none"> The driver had a broken nose and was admitted to the hospital. Operator completing an ICAM investigation and review of driver response. WorkSafe have come back saying they will not be intervening. ICAM Investigation completed by Operator but has not been yet communicated to AT. Operator managed the driver's response and conducted de-escalation refresher training. 	Closed

5.2 Safety legal environment

From the Courts

The report details four court cases involving workplace safety incidents with decisions made in February and March 2025.

Penalties and fines were imposed on the involved parties, highlighting the importance of adhering to safety regulations and ensuring the well-being of workers.

Crush Fatality

A man was crushed to death by a hydraulic tailgate on a trailer at a Farm near Temuka in March 2022. The 45-year-old had been standing at the back of a dark, narrow shed as a spotter while grass seed was being tipped off the trailer.

- WorkSafe investigators found Turley Farms had no specific plan in place for managing farm traffic indoors. In addition, workers should not have been permitted in such a restricted space.

Penalty

- A fine of \$247,500 was imposed, and reparations of \$201,477 were ordered
- Turley Farms was charged under sections 36(1)(a), 48(1) and 48(2)(c) being a PCBU, having a duty to ensure, so far as is reasonably practicable, the health and safety of workers who work for the PCBU, the worker, while at work in the business or undertaking, namely acting as a spotter while plant was being unloaded into a drying shed, did fail to comply with that duty and that failure exposed workers, to a risk of death or serious injury arising from exposure to the risk of being struck or crushed by plant.
- The maximum penalty is a fine not exceeding \$1.5 million.

PT Operator (Tranzit Group Limited)

On the 16th February 2023 in Tauranga, a heater failed on a bus, so was removed for repairs. The hoses were then given a temporary join and left inside the bus. The temporary join failed while students were on the bus on the way home from school, resulting in hot engine water/coolant being released and burning three students.

- All three students suffered superficial but painful burns.
- TGL was charged under s36(2), s 49(1) and (2) as they did not ensure, so far as is reasonably practicable, that the provision and maintenance of safe plant and structures; and the health and safety of other persons is not put at risk from work carried out as part of the conduct of the business or undertaking.

Penalty.

- Fine. \$21,000 to TGL with \$10,000 awarded to two victims for emotional harm and \$7,500 for victim who did not provide victim impact statement and \$2,672.37 awarded for legal costs.
- The maximum penalty is a fine not exceeding \$500 thousand.

Failing Duties as an Officer

Anthony Michael Gibson

On 30th August 2020 a Port of Auckland worker was working night shift, he and a fellow worker were lashing containers on a vessel. A crane operator was not able to see the lashers, began lifting two containers. A lock mechanism caught a third container before falling. As a result, the third container fell and fatally crush a worker.

- The former Ports of Auckland CEO has been found guilty of breaching s 48 (1) of the HSW Act in that his failure to comply with s 44 – the Officers duties – exposed a worker lashing containers on vessels to the risk of serious harm or death.
- Maritime NZ (MNZ) alleged that MR Gibson failed to exercise the care, due diligence and skill that a reasonable "Officer" would exercise.
- This case represents the first time that an officer of a large organisation has been found guilty.

Penalty: Awaiting sentence.

Construction Fall (shared PCBU duty)

In May 2023 on Waiheke Island a construction worker (Joan Carpenter Limited) standing on a scaffold erected by Church Bay Services Ltd received an electric shock when the Aluminum cladding the worker was carrying touched a high voltage power line. The worker then fell 4m from the scaffold, fracturing their spine and ribs, with major burns to their hands and feet. The scaffold had been erected too close to the overhead power line.

- No close approach consent had been obtained nor the risk assessed.
- Church Bay Services Ltd was charged under s 43 (2) (b) relating to its failure to ensure a plant or structure it erected was safe for its intended use.

Penalty

- Fine \$16,500 for the Joan Carpenters Ltd & \$13,500 for Church Bay Services, with \$21,414 reparations each. (apportioned 55% to JCL and 45% to CBSL)
- The maximum penalty is a fine not exceeding \$1.5 million.

5.3 Health and safety definitions

A. Injury severity classification

Event Consequence Severity				
Insignificant	Minor	Moderate	Major	Extreme
No Injury or illness, near miss, minor soreness or discomfort requiring no treatment; Little damage or no threat to health; Property damage	Injuries with service up to first aid; Discomfort requiring intervention i.e. Physio up to 2 visits; Minor health effect, fully reversible in short time; Asymptomatic or mild symptoms; clinical or diagnostic observations only, intervention not indicated; Non-physical stress	Medical treatment injury/ Lost time injury/ Restricted work injury/ Notifiable event*; A diagnosed occupational illness case; Moderate, minimal, local, or non-invasive intervention indicated but not immediately life threatening; Moderate, minimal, local, or non-invasive medical intervention indicated.	Major lost time/ Notifiable event**; Permanent disability or irreversible health problems resulting from injury or occupational illness; Unlikely to return to work with significant modifications	Fatality; Notifiable event

* It could be a cut requiring stitches due to contact with a sharp object, a minor fractured limb after being caught in something or falling from height, minor electric shock (not static)

** It could be an escalation of any of the moderate/minor examples of incidents. Major electric shock or burn injury, admittance to hospital, loss of consciousness or entrapment of a person, loss of limb or feeling

B. Event definitions

Event type	Definition
LTI	Lost time injury: A lost-time injury is defined as an occurrence that resulted in a fatality, permanent disability or time lost from work of one day/shift or more.
MTI	Medical treatment injury. Requiring treatment by, or under the specific order of a registered Medical Practitioner or any injury which could be considered as being one that would normally be treated by a registered Medical Practitioner; and • Results in less than a full shift being lost from work; and • Requires treatment beyond the scope of normal first aid treatment such as sutures or the issuing of prescribed medication.
Recordable injuries	A recordable injury is a work-related incident that results in: medical treatment beyond first aid and one or more days away from work.
Notifiable events	An event reported to: <ul style="list-style-type: none"> • WorkSafe: When as a result of works being undertaken, a death, notifiable illness or injury or notifiable incident occurs. • Maritime NZ: Accidents, incidents and mishaps reportable to Maritime New Zealand in accordance with Section 31 of the Maritime Transport Act 1994 and Section 56 of the Health and Safety at Work Act 2015. • Waka Kotahi NZ Transport Agency: Accidents and incidents associated with the operation of a rail vehicle, the use of the railway infrastructure or the use of railways premises in accordance to Railways Act 2005 and Health and Safety at Work Act 2015.
High potential event	An event classified as major or extreme risk consequence that is not a recordable injury.
Near miss	Any unplanned incidents that occurred at the workplace which, although not resulting in any injury, disease or damage, had the potential to do so.
Harm	An event involving Verbal abuse, Intimidation and threats or Assault
Hazard	A source or a situation with a potential for harm in terms of human injury or ill-health, damage to property, damage to the environment, or a combination of these.



Transport Safety Performance Report

April 2025



1. Executive Summary

Key progress

Fatal Crash Reporting

- Auckland Transport (AT) road safety engineering continues to undertake fatal crash investigations in partnership with New Zealand Police.
- In 2024, the team investigated twenty-five fatal crashes on local (AT) roads, with twenty-four recommendations for safety improvements on those roads. Of these, thirteen have been implemented and eleven remain open.
- In 2025, we have six fatal crash investigations in progress on local (AT) roads with recommendations for safety improvements on those roads yet to be confirmed.

Speed Management Reversals

- The Land Transport Rule: Setting of Speed Limits 2024 (the Rule), which came into effect on 31 October 2024. requires us to establish a programme of work to reverse the speed limits on approximately 1,500 roads to those speed limits that existed prior to 1 January 2020.
- The roads impacted are urban local roads and urban arterials. The changes to the rural network speed limit change of January 2020 will be mostly unaffected.
- As of April 2025, identified arterial roads have had the speed limit reversed; the law requires the remaining roads to have the speed limit reversed by 1 July 2025. An application for a judicial review of the Rule to be reviewed has been lodged. The situation is being monitored, and Auckland Transport will respond accordingly when the outcome of that process is made available. There is currently no timeline provided for this process.

Key insights

Rolling 12 months of deaths and serious injuries (DSIs) reporting from March 2024 to March 2025

- **The rolling** 12 months fatality rate (March 2024 – March 2025) is 42 compared to 40 in the previous 12 months. This is tracking along an expected average for this time of year over the previous five years. 2024 had a lower than average fatality rate, it would be expected that the next three months will be more likely to follow the average of the previous five years, than that of 2024.
- Given the low sample size, there is a general fluctuation due to the partially random nature of crashes.
- While serious injuries have decreased, from 591 to 547, they remain relatively static.
- The majority (89%) of harm continues to occur on our local roads, with over half (52%) of these being people outside of vehicles (people walking, cycling and motorcyclists).

Financial Year to date: 405 DSI

- Our SOI target for the 2024/25 financial year is no more than 576 DSI. Financial Year to date, there have been 405 DSI on the Auckland Transport network (1 July 2024 to 31 March 2025)

SOI Performance tracking

STATEMENT OF INTENT (SOI)

SAFETY

OUTCOME AREA

Getting the basics right

MEASURES

Deaths and serious injuries (DSI) on the road network in Tāmaki Makaurau (TM)

TARGET FY 2024/2025

No more than 576 DSI

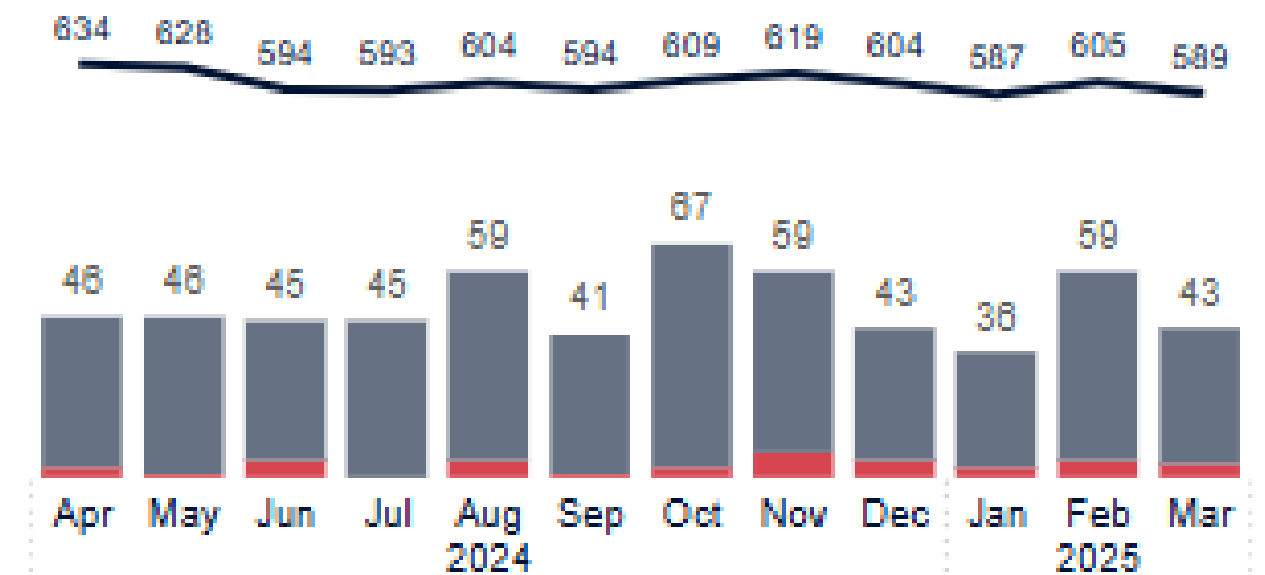
ACTUAL FY 2023/2024

587 DSI (Jul 23 - July 24)

DSI on Tāmaki Makaurau Roads

DSI on Tāmaki Makaurau Roads

● Fatal ● Serious Injured ● Rolling 12 Month ALL Count



Injury data has been sourced from the Waka Kotahi NZTA Crash Analysis System (CAS) into the Auckland Transport Safety Intelligence Tool database

Please note: all data is correct as at 2 April 2025



Deaths and serious injuries (DSI) reporting

Transport safety progress

Context

The Auckland Plan 2050 has a vision of a safe transport network, free from death and serious injury. Aucklanders expect to travel around their region safely.

The Government Policy Statement (GPS) on Land Transport 2024 reaffirms the government's commitment to safety. *Road safety is a responsibility we all share, and improving road safety in an efficient manner is a priority for this Government.*

This revised GPS provides us with opportunities to work towards the Auckland Plan 2050 outcomes by:

- Continuing the strong partnership with New Zealand Police supporting their enforcement and deployment activities.
- Advocating for the review of safety-related fines and penalties
- Delivering fit-for-purpose safety infrastructure,
- Targeting behaviour change through our road safety education efforts.

Key progress:

- **Monitoring and Evaluation Tool:** This tool will support the road safety engineering programme by providing a standard method of evaluating the effectiveness of road safety interventions before and after implementation

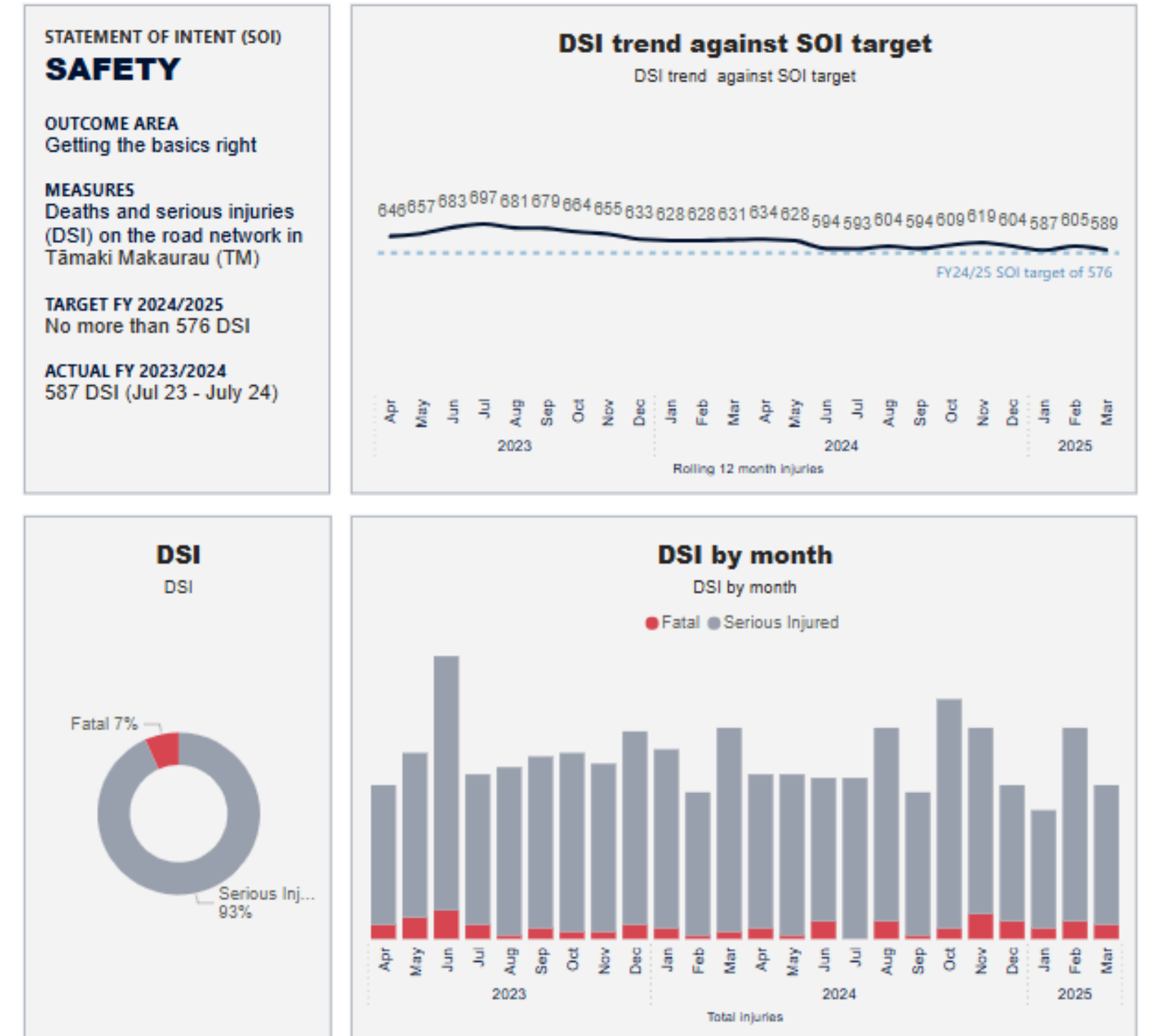
Key insights

SOI Performance tracking

The Statement of Intent (SOI) deaths and serious injuries (DSI) target on the road network in Tamaki Makaurau for 2024/25 is no more than 576.

Overall DSI insights (past 12 months from March 2024 to March 2025)

- 589 people were killed or seriously injured on Tamaki Makaurau roads.
- Year on year there has been a 5% increase in fatalities, 40 to 42, and a 7% decrease in serious injuries, 591 to 547. Although 2024 was an anomaly year with an 18% reduction in fatalities and an overall 5% reduction in DSI. The overall number of DSI crashes does remain relatively static over the past five years.
- The majority of harm has occurred on our local roads (89% in the past twelve months).
- 52% of reported deaths and serious injuries are experienced by people outside of vehicles (people walking, people cycling and motorcyclists).
- Males account for the majority of deaths and serious injuries (70% in the past twelve months).
- Young people between 15-24yrs. are overrepresented in deaths and serious injury. This age group represents 13% of Auckland's population, but 25% of people killed or seriously injured.



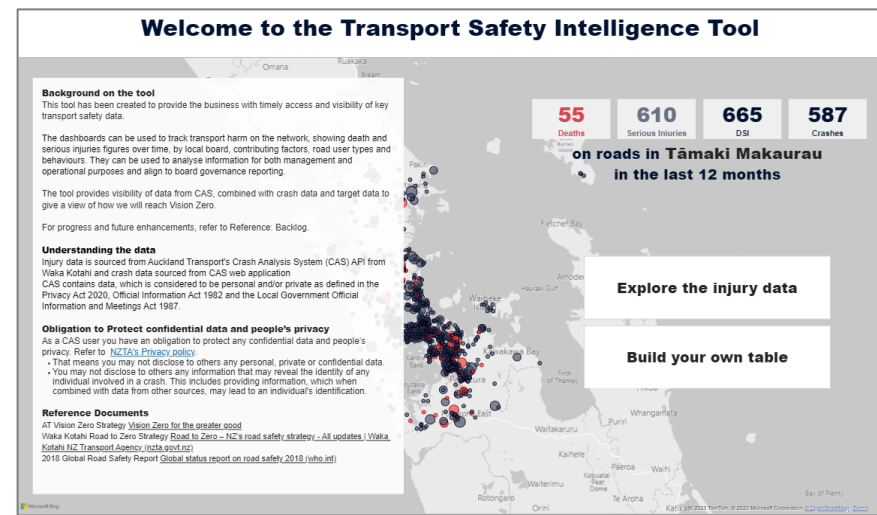
Injury data has been sourced from the Waka Kotahi NZTA Crash Analysis System (CAS) into the Auckland Transport Safety Intelligence Tool database

Transport safety FY24/25 critical success factors - Auckland Transport

Legend: ● On track ● On watch ● Off track

Safe System

Conwork,ur strategy for improving the safety of the Auckland transport system is built on the Safe System. This approach acknowledges that people make mistakes and that we need to work with our partners to strengthen all parts of the system. As part of this work we are focusing on providing relevant data and insights to inform planning and decision making.



Safety Transport dashboards

Partnership and strategy update

- In October the Government released the New Zealand Road Safety Objectives Document. This replaced the previous Road to Zero strategy and action plan. The Ministry of Transport, working with other Government road safety partners, will be accountable to the Minister of Transport for monitoring road safety outcomes and the delivery of road safety actions. It is expected that quarterly monitoring will be developed to ensure performance and delivery remains on track.
- NZ Police and NZTA have supported an upcoming partnership operation on deterring drink-driving through combined random breath testing and marketing and communications that align with police enforcement. This aligns with the TMTSGG endorsement to oversee partnership based general deterrence. The operation will commence in May 2025 and run to July 2025. This will follow on from a 350% increase in breath tests completed by NZ Police in the last 12 months accounting for a 26% reduction in alcohol related DSI.

Insights update

- The Urban KiwiRAP risk mapping tool update is in pre-production stage, with full production to the business expected by the end of April 2025.
- The public-facing Local Board crash data dashboard has received positive feedback from the four Local Boards presented to recently: Kaipatiki, Rodney, Otara-Papatoetoe and Devonport-Takapuna. We are underway with making changes based on the feedback from those local boards. There is an engagement plan from the Communications Team, and we expect to launch it at the Local Board Training webinars on 15 and 16 May 2025.
- The mapping of roadside hazards with Vector power poles overlaid with deaths and serious injury crash data is in the prioritisation mapping phase with Business Technology (BT), and we are providing the preferred methodology. This work is on hold until the Urban KiwiRAP update is complete.

Advocacy

Context: The Safety Advocacy Plan identifies the priority focus areas for policy and legislative changes to improve road safety outcomes across Tamaki Makaurau. These are long term priorities which will require Central Government support and commitment to achieve.

Advocacy plan implementation update

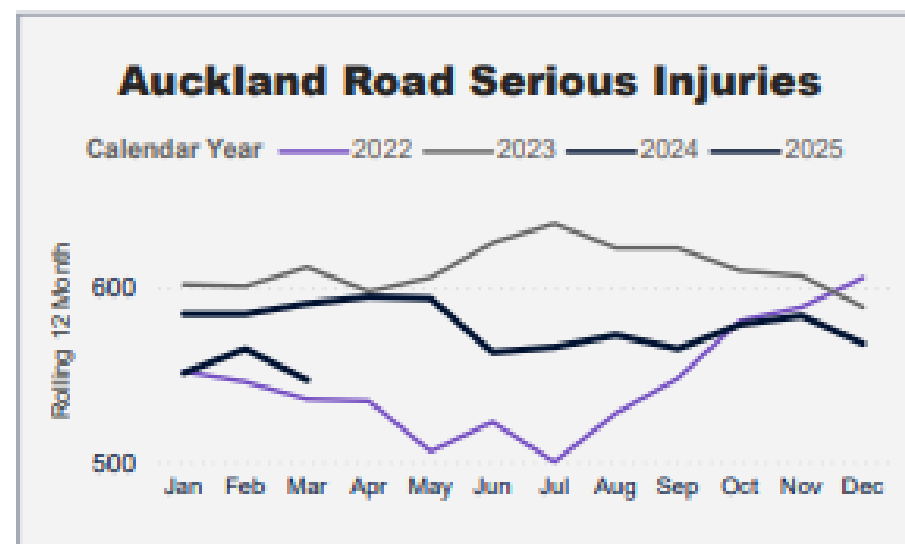
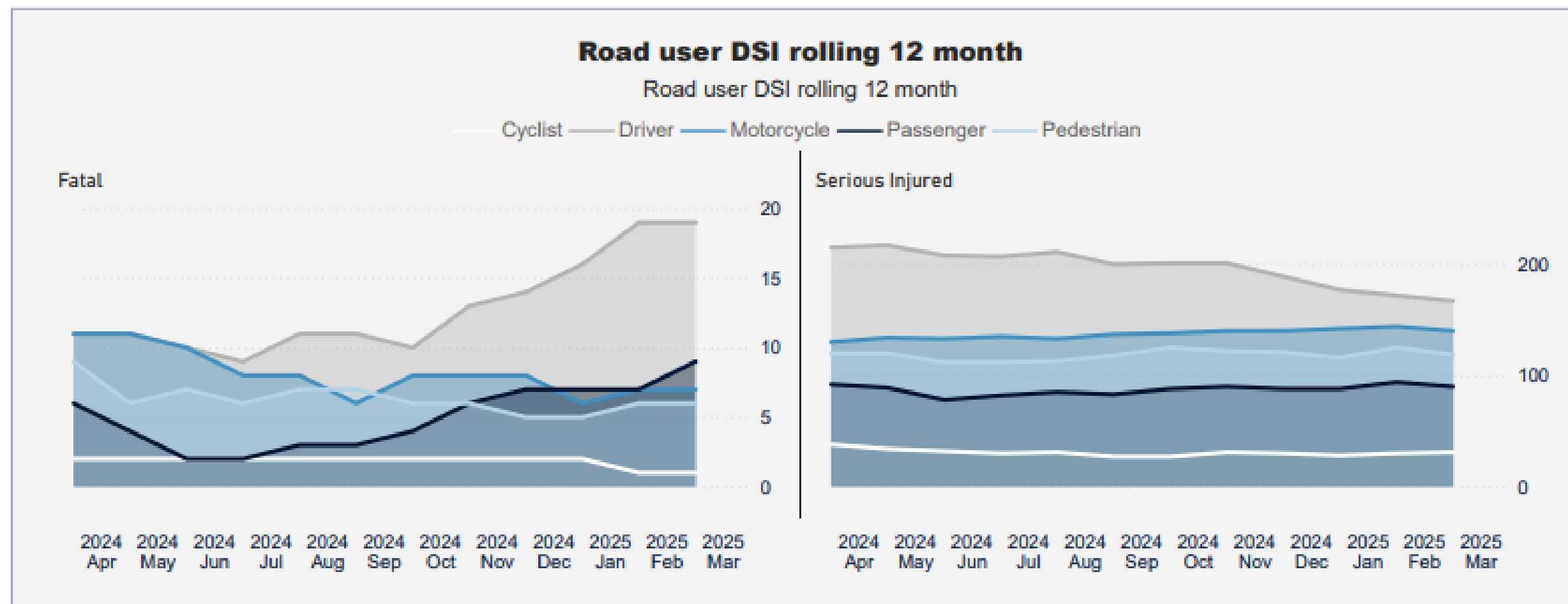
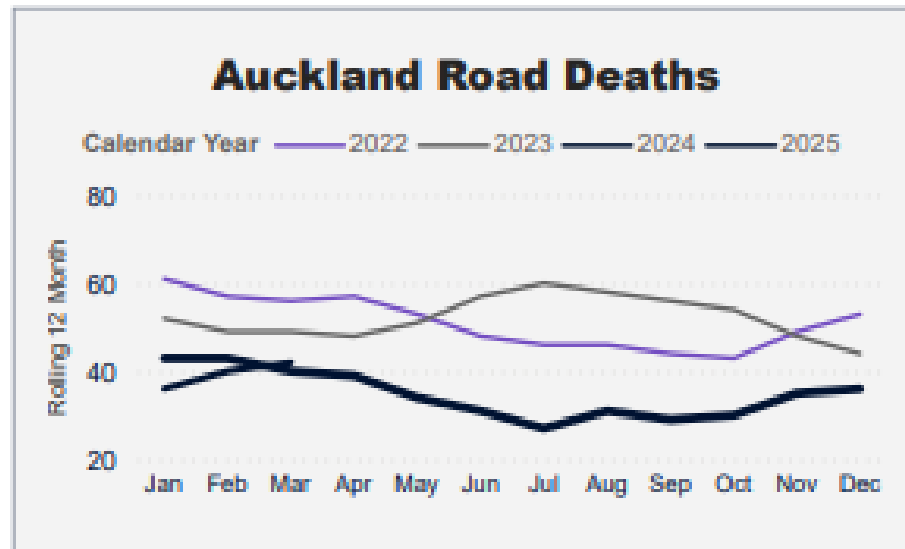
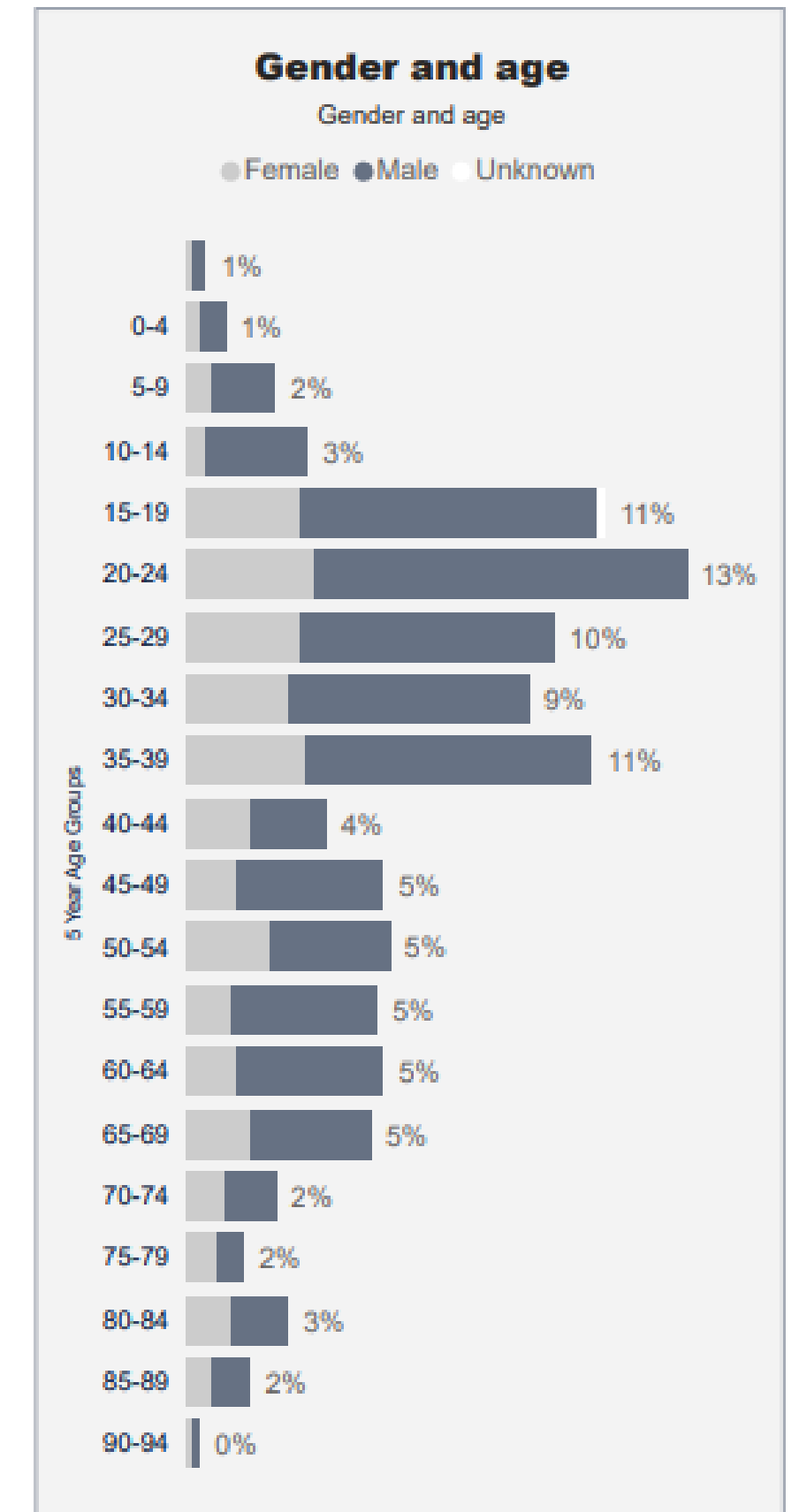
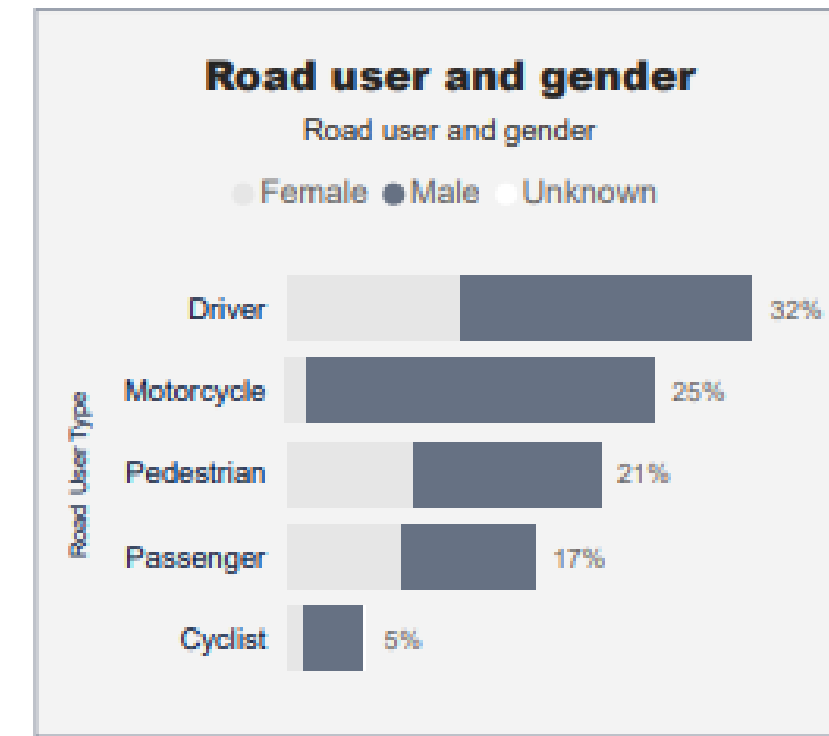
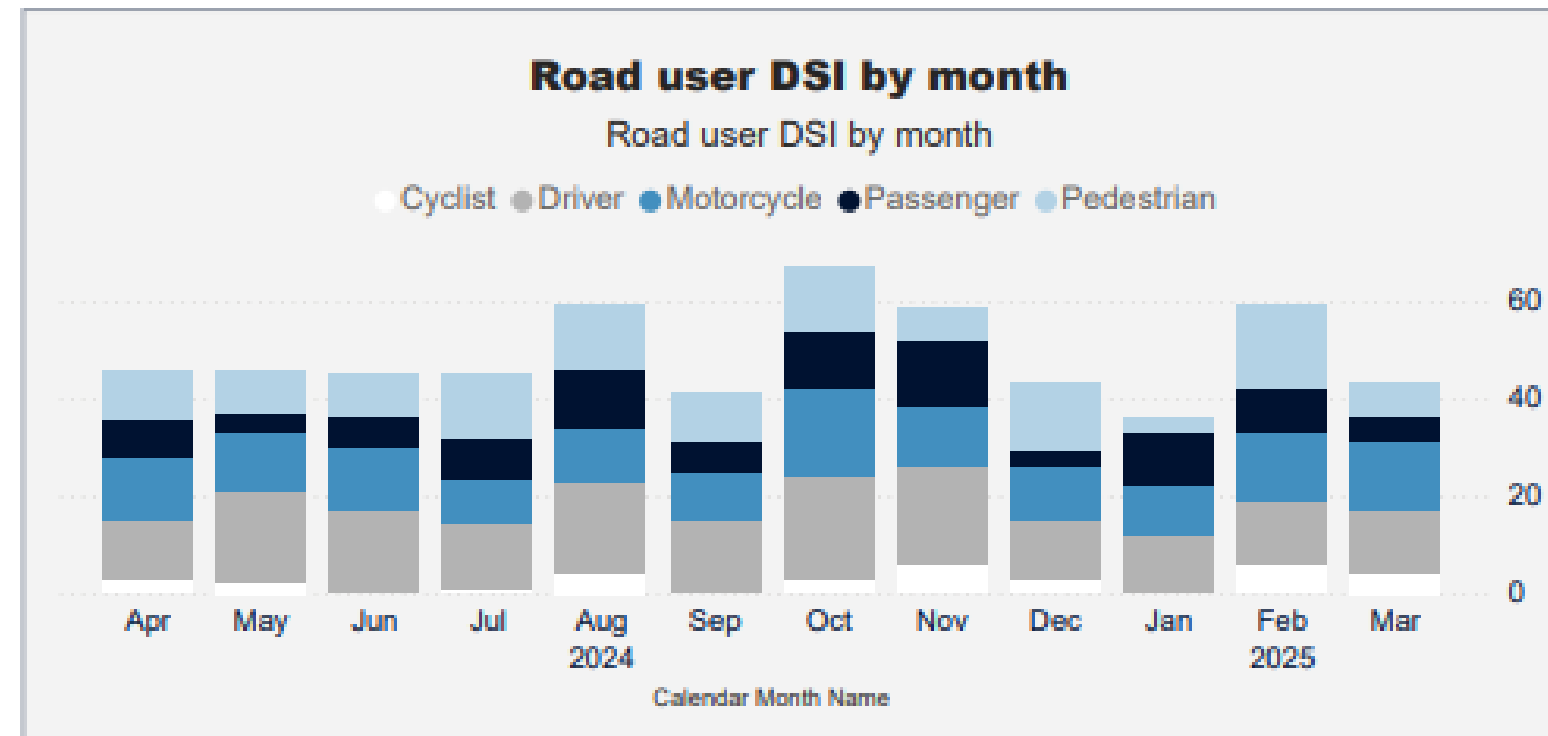
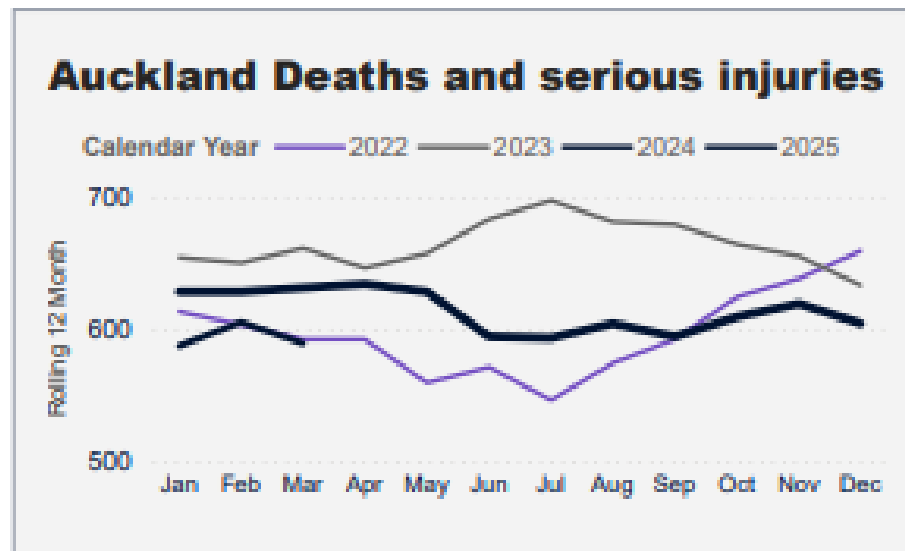
- The Government’s NZ Road Safety Objectives identifies reviewing penalties for traffic offences as an action that will bring significant change. Currently this action is in the ‘outer years’ section of the document. We are seeking clarity on what this timeframe will look like. AT have been advocating for this review since 2021.
- **Enabling automated enforcement** – Currently all safety cameras are operated and enforced by NZ Police but will be taken over by NZTA commencing now with a complete target date of end of June 2025.
- Historically, we have delivered the infrastructure for red light cameras on behalf of NZ Police at signalised intersections, this has significantly accelerated the roll out of safety cameras at these sites across the region.
- NZTA has recently published a national safety camera framework (this is for all cameras including mobile enforcement), the rollout programme for the Auckland region has not yet been confirmed. Discussions between AT and NZTA have commenced to discuss ways to accelerate the role out of the camera programme, as part of the wider national roll out.
- In the interim we are continuing to proactively address red-light running issues by trialling lower cost dual red-light/speed cameras, which are currently undergoing the gazettal process. Once being approved, this will offer AT further opportunities to install more cost-effective cameras, outside the NZTA national programme, to address speeding and red-light running issues across the network.



Deaths and serious injuries (DSI) reporting

Road user DSI dashboard

Death and serious injuries from Crash Analysis System (CAS) - rolling twelve months data – April 2024 to March 2025



Injury data has been sourced from the Waka Kotahi NZTA Crash Analysis System (CAS) into the Auckland Transport Safety Intelligence Tool database
 Definition: People walking include people on foot, wheeled recreational devices, wheelchairs and mobility scooters