

Attachment 1 - May 2023

Safety Business Report Dashboard

- 1. Health, safety and wellbeing dashboard**
 - 1.1. Safety, health and wellbeing strategy
 - 1.2. Safety management system
 - 1.3. Safety assurance and legal environment
 - 1.4. Safety operational activity
 - 1.5. Supplier management
- 2. Road safety dashboard**
 - 2.1. DSI performance
 - 2.2. Fatal crash reporting

1. Health, safety and wellbeing dashboard

1.1 Safety, Health and Wellbeing (SHW) strategy - Auckland Transport

Leadership

Leaders leading safety

Leadership safety walks progress

Focus on completing walks for senior leaders

Context: Previously leadership safety walks were conducted by board members who aim to complete one safety walk every quarter. In March 2023 the Executive Leadership Team (ELT) had their first official walk with a goal 10 per year.

Update: The ELT conducted their first official leadership safety walk focusing on flood recovery in March. Overall, it was an opportunity to understand the challenges being faced by our contractors and see for themselves the complexity of the tasks to restore the situation. Due to the organisational change consultation the April EGM walks were postponed and will recommence in May 2023.

Safety leadership training progress

Focus on completing in high risk operational areas

Area	Progress (%)	Count
Service Delivery	79%	61
Integrated Networks	44%	46
Customer Experience	88%	35
Non-high risk BUs	No target	50

Context: Safety leadership training is part of the "Leading at AT" programme. Our goal is to train all leaders in Customer Experience (CX), Integrated Networks (IN) and Service Delivery (SD) before the financial year end 2023.

Update: The 1st & 2nd cohorts of the "Leading at AT" programme have completed all training. The programme is on hold until next financial year (FY) due to budget constraints and the AT change programme will further inhibit progress. Given there was no training in Feb or March or April our goal will not be reached by end of FY. Continued Safety leadership training using in house resource only is currently being considered.

Engagement

Positive change in safety culture

Culture engagement progress

Focus on greater safety culture maturity

People's safety and wellbeing is a focus every day in my job

Period	Percentage
2023 Mar	84%
2022 Oct	80%
2021 Jul	75%

Context: AT's target is to shift our safety culture category from reactive to dependent, measured via the Bradley curve and tracked through interim pulse surveys. The first measurement in September 2021 resulted in AT reporting an early "reactive" safety culture, with reassessment in July/August 2023.

Update: A recent pulse survey conducted in March demonstrated a notable increase in the focus on safety and wellbeing in everyone's roles at AT over the past 21 months, shifting from 75% in July to 84% in March. Overall, the Safety Culture Index is at 82% against a goal of 85%.

Critical safety risks implementation progress

Focus on identifying and implementing action plans

Safety events identified as AT critical risks

Context: Development of a framework to manage critical Health & Safety risks across AT

Update: Critical risks have been identified and owners allocated to each risk. More resource has now been allocated to this project with a project team model being implemented. The Discovery Report and high level project plan for 2023 have been completed. The focus for 2023 will be on completing the activities in the Implementation and Verification Plan and building the Critical Risk Management Framework for AT critical risks.

Safe systems

Data driven insights influencing design

Learning reviews progress

Focus on completing for all moderate to extreme events

Context: A full learning review or a simple learning review will be conducted in response to an adverse event in Synergi based on the classification and risk consequence. Adverse events with a risk consequence of extreme or major will require the Safety Enablement team to conduct a full learning review. Simple learning reviews are conducted by AT people leaders for moderate and minor adverse events.

Update: Progress in the Learning Review module in Synergi has slowed down due to the availability of the software designer.

Data eco-system progress

Focus on improving harm reporting and insights

Context: Underreporting in transport harm has been reported and our goal is to better use data to improve decision making and understanding across the transport network.

Update: Engagement to analyse underreporting using Ministry of Health (MOH) and Accident Compensation Corporation (ACC) data with consultants was approved and planned to begin April 2023 after final legal approval. Internal permissions and data governance steps are taking longer than expected, delaying start of underreporting dashboard.

Development of Synergi operational dashboards is in progress to have a better visibility of health and safety reporting for AT, public transport operators and physical works contractors.

Advocacy

Progress against advocacy plan

Advocacy plan progress

Focus on influencing government to improve transport policies

Context: The 2021 Road Safety Business Improvement Review (BIR) identified policy responses at central government level to achieve Vision Zero. The 2023 plan endorsed by the Safety Committee sees advocacy priorities as alcohol enforcement, automated enforcement and motorcycle safety.

Update: Land Transport (Drug Driving) Amendment Act: Discussions and meeting with NZ Police Senior Engagement Advisor and MoT. Motorcycle safety review: On-going discussions with MoT. Automation: On-going discussions with Waka Kotahi.

Safety governance forum progress

Focus on engagement and inclusion of the transport network

Context: Establish an affective transport safety engagement group that includes key contracted operators and suppliers by the end of the financial year 2023.

Update: A public transport operator forum took place in April 2023. The engagement session was themed around safety policy updates and topics for discussion focussed on personal safety etiquette for passengers and an update in review of the bus driver safety screens. In addition, the importance of reporting and how it supports change initiatives was widely covered throughout each agenda topic.



1.2 Safety management system (SMS) - Auckland Transport

AT SMS framework progress

Context

The SMS framework is the foundation of AT's health and safety system. It aligns with ISO 45001 and is essential to ensure professional management and innovation with safety across Auckland Transport.

There is significant work to be completed to ensure the SMS meets the required standard. Please note that the SMS activities listed on this slide are only part of the overall framework (under development).

Key progress and insights

- The current SMS workstreams and elements from the Van Schaik 2022 Business Improvement Review will be integrated into the ISO 45001 framework. An action plan was endorsed at the March 2023 Safety committee and is due to start implementation.
- The FY24 work programme plan is under development and will be completed before 30 June 2023.

Key risks

- The key risk for the AT SMS Framework is resource availability for development and implementation activities within the Safety team and across the organisation. This is mitigated by effective prioritisation of the SMS activities; further business planning is underway to ensure prioritisation is correct.



Key initiatives

Initiatives	Goal	Stage	Progress and insights	Risks
Critical risk	Development of framework to manage critical health and safety risks across AT and networks.	Implementation	The Discovery Report and high level project plan for 2023 have been completed. The focus for 2023 will be on completing the activities in the Implementation and Verification Plan and building the Critical Risk Management Framework for AT critical risks.	There is a significant volume of work to complete in this area, and further resource may be required.
Health and safety risk framework programme	Development of a framework for health and safety risk management across AT.	Development	High level project plan being developed. The existing H&S Risk Management is being reviewed and updated.	Requires additional resource to support development.
Safety in procurement	Development of a health and safety risk management standard for contract management.	Development	Development of a draft document ongoing between the safety and procurement teams. Initial sections of draft with procurement for review. Remain on target for first draft in June 2023.	Complex document requires a number of stakeholders to jointly agree on the standards, requirements and resulting activities.
Person conducting a business or undertaking (PCBU)	Development of contractor health and safety management framework.	Implementation	The PCBU framework is currently being implemented in Integrated Networks, with a focus on relationship mapping and providing support to other PCBUs as required. Planning is underway to advance full PCBU implementation in Service Delivery, and introduction and relationship mapping workshops have occurred in Customer Experience. This is an ongoing piece of work anticipated to be completed within the next 12 months.	Resource availability across the organisation to implement the PCBU framework. Capability and knowledge of other PCBUs to meet consultation, co-operation and co-ordination requirements.
MPOWER (worker engagement and representation in occupational health & safety)	Development of worker engagement, participation and representation framework.	Implementation	Implementation of MPOWER year one is underway, with the first Safety, Health and Wellbeing Committees being held in mid-May. Safety, Health and Wellbeing Representatives Stage 1 and 2 training has been booked.	Resource and availability to implement the MPOWER year one programme, including availability of Safety, Health and Wellbeing representatives to commit up to two hours per week to the required activities.
Safety Capability	Development of safety resources to increase knowledge and capability across AT.	Development	The first version of the digital build for the Safety, Health and Wellbeing induction is complete. The project is on track to meet the 19 May deadline. A launch plan build is underway.	Significant amount of work to be completed by 19 May 2023 deadline, but currently on track.

1.3 Safety assurance and legal environment - Auckland Transport

Safety assurance review progress

Context

Safety assurance activities are conducted by safety subject matter experts. Safety assurance audits are currently carried out against the international best practice standard ISO 45001 Occupational Health and Safety, while our safety management system (SMS) continues to be developed and grows in maturity. The safety assurance process is currently an indication of the base line for future reference with flexibility to shift focus to key areas throughout the year. We are also identifying, designing and implementing solutions for areas we assess.

Key progress and insights

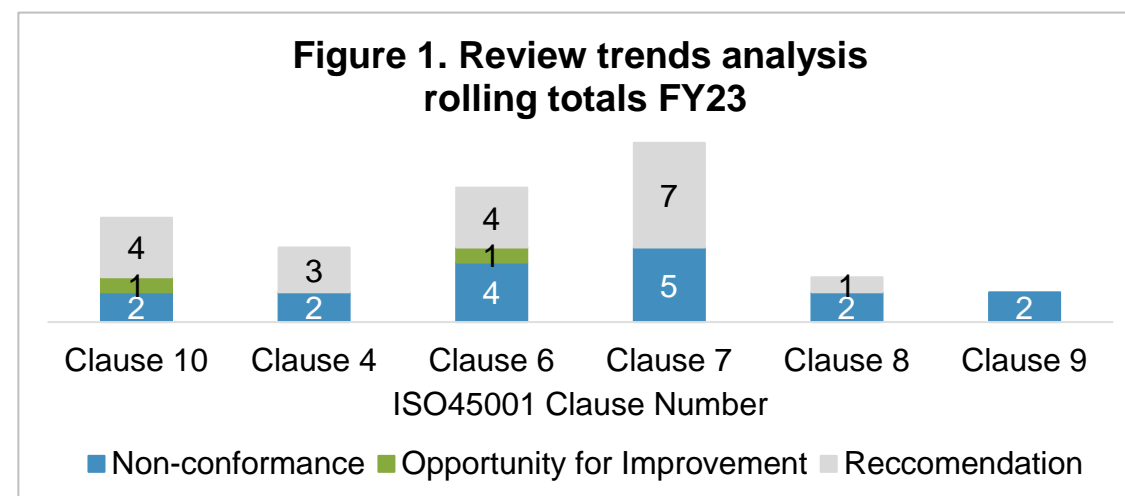
The safety assurance team are beginning to show trends analysis which has highlighted gaps in the management of safety within AT.

The Figure 1 below summarises the key findings and action types based on the relevant ISO45001 Clause.

- Clause 7 (Support) encompassing resources, competence, awareness, communication and documentation has been the predominant area of concern. Specifically, documentation and record keeping inviting the most opportunities for improvement required.

Key risks

The majority of our findings are organisational factors due to the SMS development stage. However, we are able to add value to the BU's by offering and building solutions and support that are in alignment with ISO 45001 best practice.



Clause 4 – context of organisation
 Clause 5 – leadership and worker participation
 Clause 6 – planning
 Clause 7 – Support
 Clause 8 – Operations
 Clause 9 – Performance evaluation
 Clause 10 - Improvement

SPOTLIGHT

Leadership safety walks

A board member and an executive leadership team member conducted their safety walk with transport officers on the Southern Line. They witnessed an event with a person appearing intoxicated on the train. They commended the transport officer's conduct during the situation witnessed, also, it highlighted some of the issues faced by the transport officers. Robust discussions between the transport officers and leadership team have led to meaningful actions to improve safety.

March / April 2023 update

Topic	Started	Status*	Commentary
PMO	Feb 23	Progressed	Actions stalled due to organisational restructure consultation.
SMS Safety Hub	Feb 23	Completed	Safety hub review
ATW	Apr 23	Progressed	Assurance activity undertaken of ATW process. Report to be finalised.
Building SMS Documentation	Feb 23	Progressed	Leadership safety conversations & Leadership safety walks procedure to Tier 3 Manager for approval. Worker Engagement, Participation & Representation (WEPR) Standard submitted for approval.
Building SMS Documentation	Mar 23	Completed	Safety, Health and Wellbeing Policy reviewed and has been presented to the FAC board in May 2023. Next step full board.
EGM Safety Walks	May 23	Upcoming	EGM safety walk booked for 17 th May.
Building SMS Documentation	April 23	Started	Organisational Safety folder structure has begun. Funding process begun.
Assurance Tools		Progressed	Synergi tools for assurance activities are still in the developing stages, which includes safety conversations, ISO 45001 report form, safety assurance specialists, facility inspection forms and project management assurance.

*Four stages of our process are upcoming, started, progressed and completed.

Safety legal environment

Context

Update on recent legal cases and other regulatory activity that may impact AT, including recommended actions where applicable.

March / April 2023 update

No critical changes or new legislation impacting AT.

Case law and legislation – legislative requirement for training

The Health and Safety at Work Act 2015, Section 36(3)(f) requires AT persons conducting a business or undertaking (PCBU) to ensure, so far as is reasonably practicable, the provision of any information, training, instruction, or supervision that is necessary to protect all persons from risks to their health and safety arising from work. This means AT has a duty to make sure all workers know about the hazards and risks in their work area and the dangers these pose, and to provide training/instruction on how to go about their work safely and to avoid harm arising from these hazards.

In addition, the Health and Safety at Work (General Risk and Workplace Management) Regulations 2016 Reg 9 requires PCBUs to ensure workers have adequate knowledge and experience to carry out the required work, or are supervised while carrying out the work, or are adequately trained in the safe use of all plant, objects, substances or equipment they are required to use or handle, including personal protective equipment. Any training provided must be suitable and adequate and must take into consideration the nature of the work, the nature of the risks involved and the controls measures in place. Training must be readily understandable by any person required to complete it.

Failure to meet these duties can result in prosecution, with recent examples as follows:

March 2023, Bakeworks fined \$36,000 for failing to safeguard machinery and failing to provide training or supervision to the worker. The worker had four fingers severed, has required seven surgeries to date and is still off work. [Machine guarding failures 'reprehensible' | WorkSafe](#)

March 2023, avocado orchard ordered to pay reparation of over \$62,000 when a casual worker become visually impaired while completing fencing work. The PCBU failed to train and supervise the worker, including regarding the use of PPE (eyewear). An additional fine of \$240,000 would have been imposed, but the inability of the orchard owner to pay meant it was waived. [Worker's eye injury caused by avocado company's safety oversights | WorkSafe](#)

February 2023, a bin skip business was fined \$250,000 and ordered to pay reparations of \$100,000 after a skip fell on a worker and inflicted a serious brain injury. Amongst other omissions, the PCBU failed to provide adequate information and training to the workers on how to empty skip bins and instead relied on informal, on-the-job observations to teach new workers. [Skip bin brain injury at work tragic and needless | WorkSafe](#)

Regulatory activity: No applicable regulatory activity to report in the reporting period



1.4 Safety operational activity - Auckland Transport

Activity update

Context

Event management reporting provides confidence that AT is on top of health and safety, highlights areas for improvements and training, and helps manage safety risks. Classification of risk consequences are commonly misunderstood. For the benefit of all system users, the definitions to the right have been implemented.

	Injury	Ill-Health
Extreme (21-25)	Multiple fatalities or long-term widespread health impacts. Includes notifiable incidents with potential for outcome.	Multiple fatalities or long-term widespread health impacts. Includes notifiable incidents with potential for outcome.
Major (16-21)	LTI>14 days or life-threatening consequences and notifiable deaths. Includes notifiable incidents with potential for outcome.	Permanent disability or irreversible health problems from injury and occupational illness, unlikely to return to work with significant modifications. Includes notifiable incident with potential for outcome.
Moderate (9-15)	LTI> One day and up to 14 days.	A diagnosed occupational illness case and moderate, minimal, local, or non-invasive intervention indicated up to severe but not immediately life threatening.

Key progress and insights

- The Learning Review module in Synergi is currently being developed, however, progress is slow due to the availability of the software developer.
- Safety events reported decreased 10%, hazards reported decreased 43% and pain and discomfort events decreased 54% in April over March.
- Safety events identified as critical risks decreased 27% in April (24) compared to March (33).
- There were no safety events identified as high potential in March and April.
- In April, our total recordable injury frequency rate (TRIFR) decreased by 15% (9.3 to 7.9) and our lost time injury frequency rate (LTIFR) increased by 5% (4.4 to 4.6). Although there was an increase of 21% in March of worked hours, there was a decrease of 26% in April and a decrease of 25% in recordable injuries compared to March including two lost time injuries and one medical treatment in April.

Key risks

- Limited safety event reporting from all AT business units. We will continue to interact with these teams to better understand the factors that are preventing them from reporting and remediate.

High potential or notifiable events with a risk consequence of major and extreme

Date/Type	Event	Commentary
N/A	None reported for March and April 2023.	

Dashboard

35

Safety events including near misses
April 2023

23

Hazards
April 2023

0

High potential
April 2023

8

Safety events with a moderate risk consequence
April 2023

0

Notifiable safety events reportable to WorkSafe
April 2023

Figure 1. All safety events including near misses

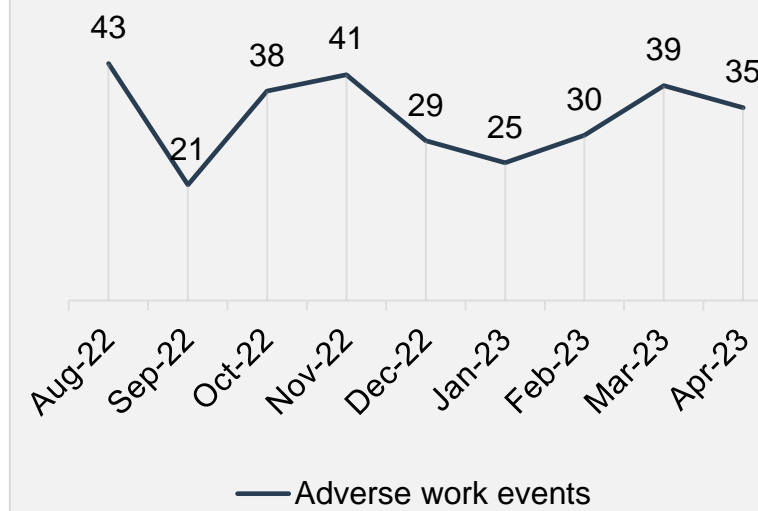


Figure 2. Total profile of critical risks and high potentials for safety events including near misses

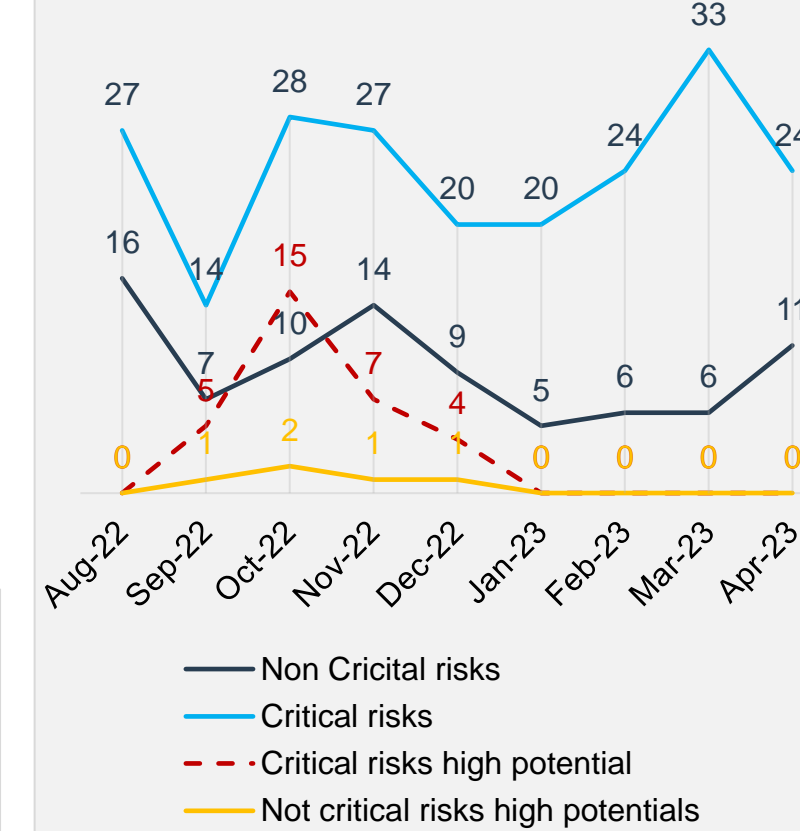
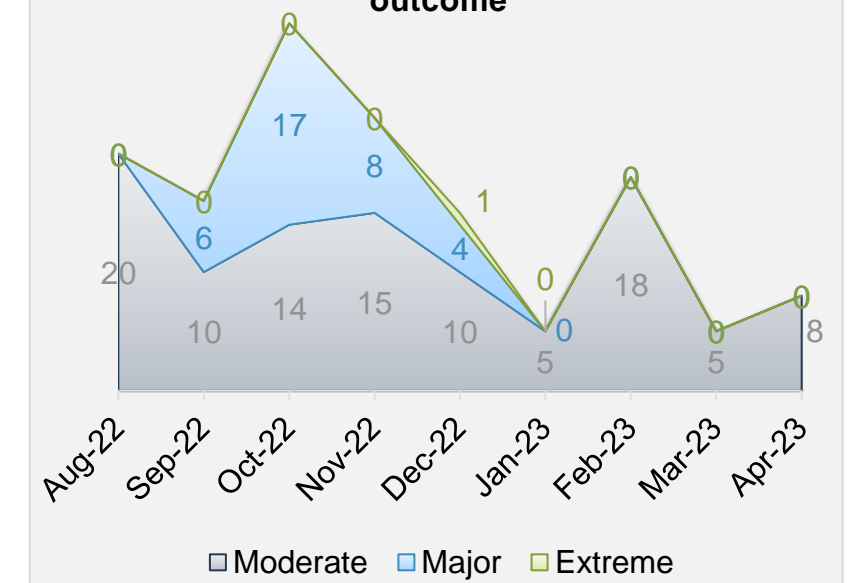


Figure 3. Total of all safety events with a moderate, major and extreme risk outcome



Technology enhancements are underway which will enable future measurement of percent of events where learning have been completed.

Figure 4. Totals for all case types

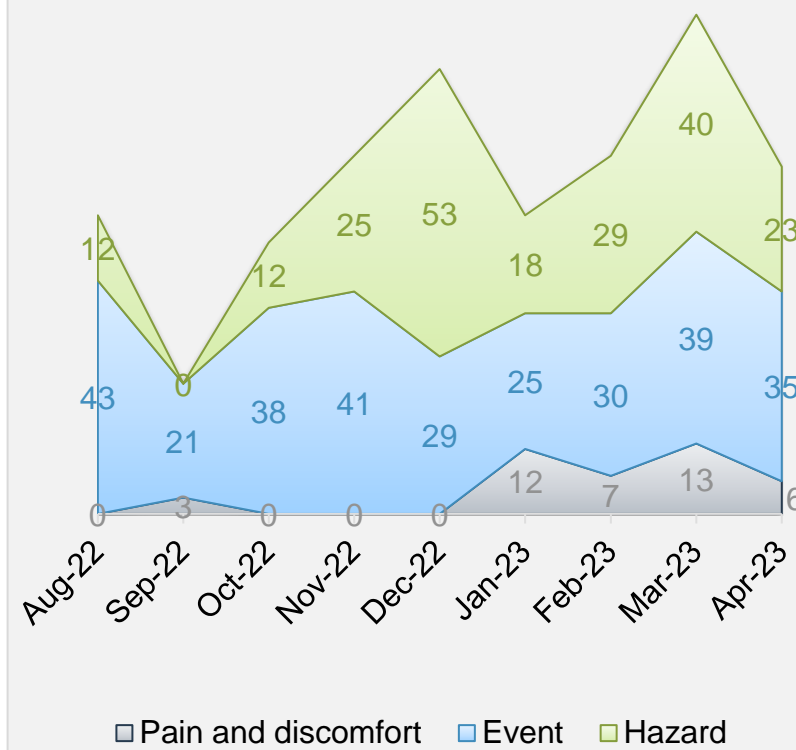


Figure 5. Total of all critical risks by business unit

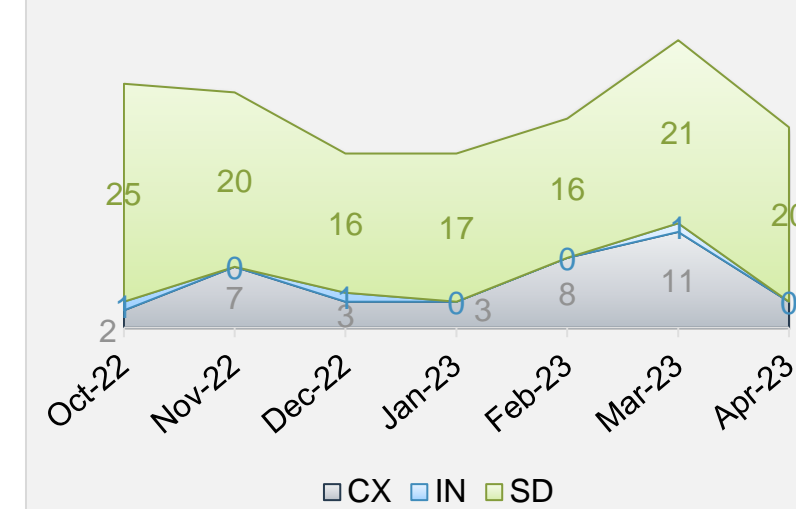
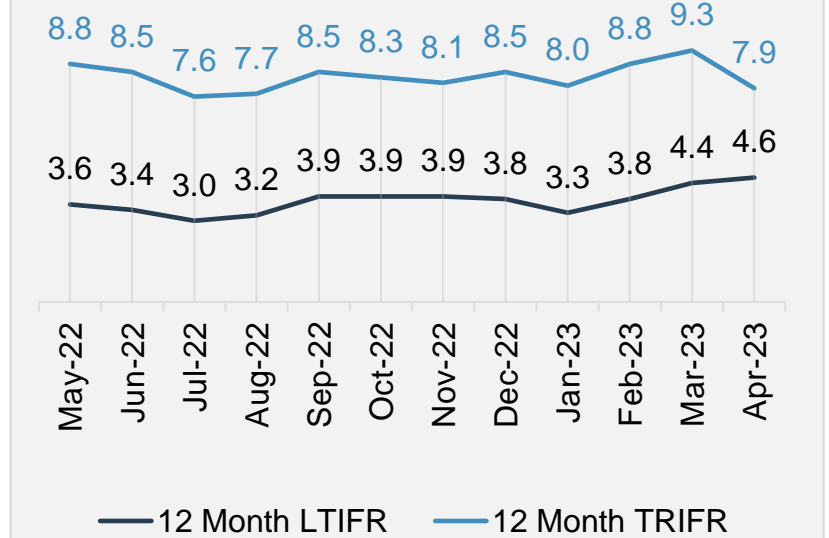


Figure 6. Total recordable injury frequency rate (TRIFR) and Lost time injury frequency rate (LTIFR)



1.4 Safety operational activity - Auckland Transport critical risks spotlight

Spotlight

AT Critical Risks

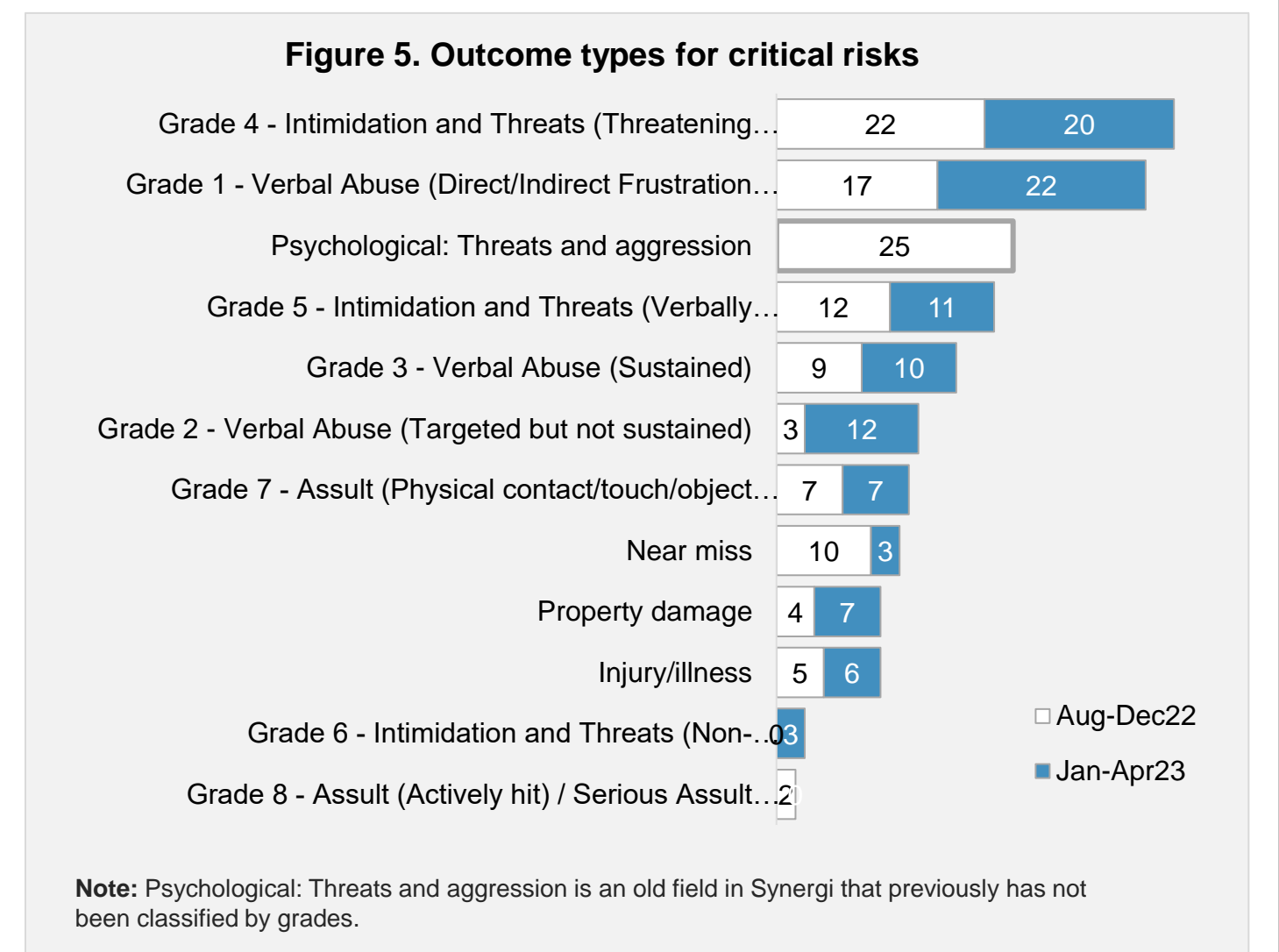
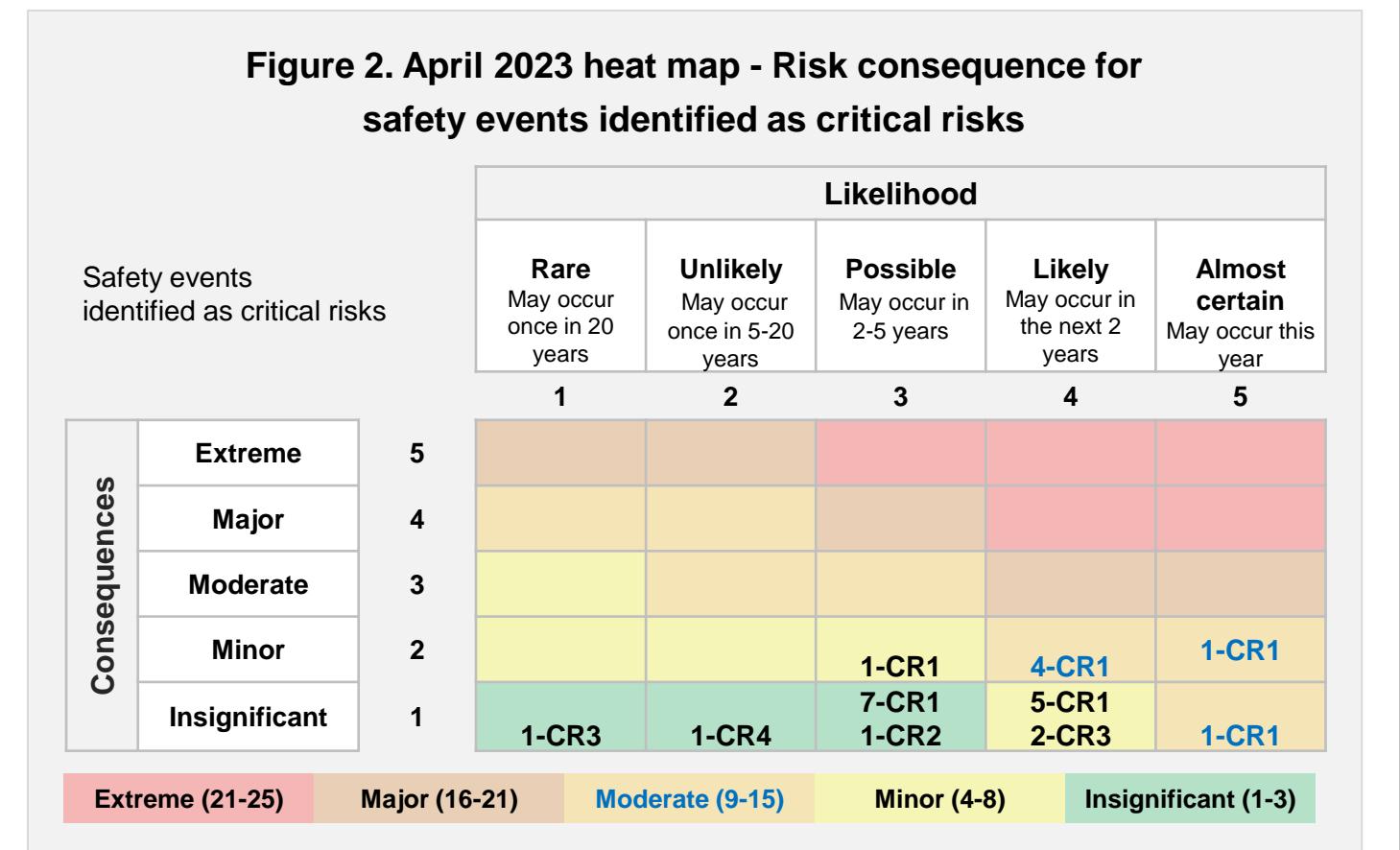
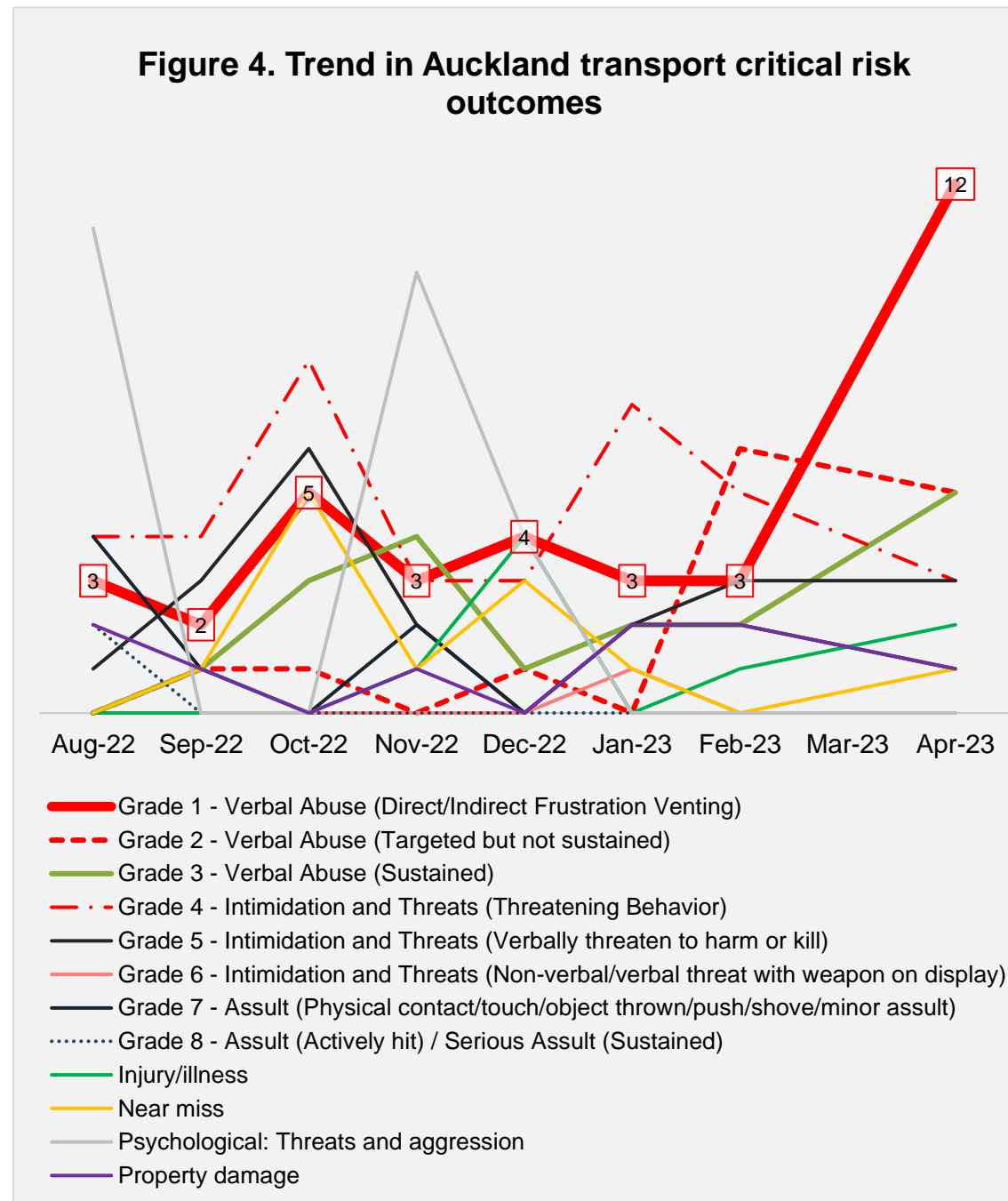
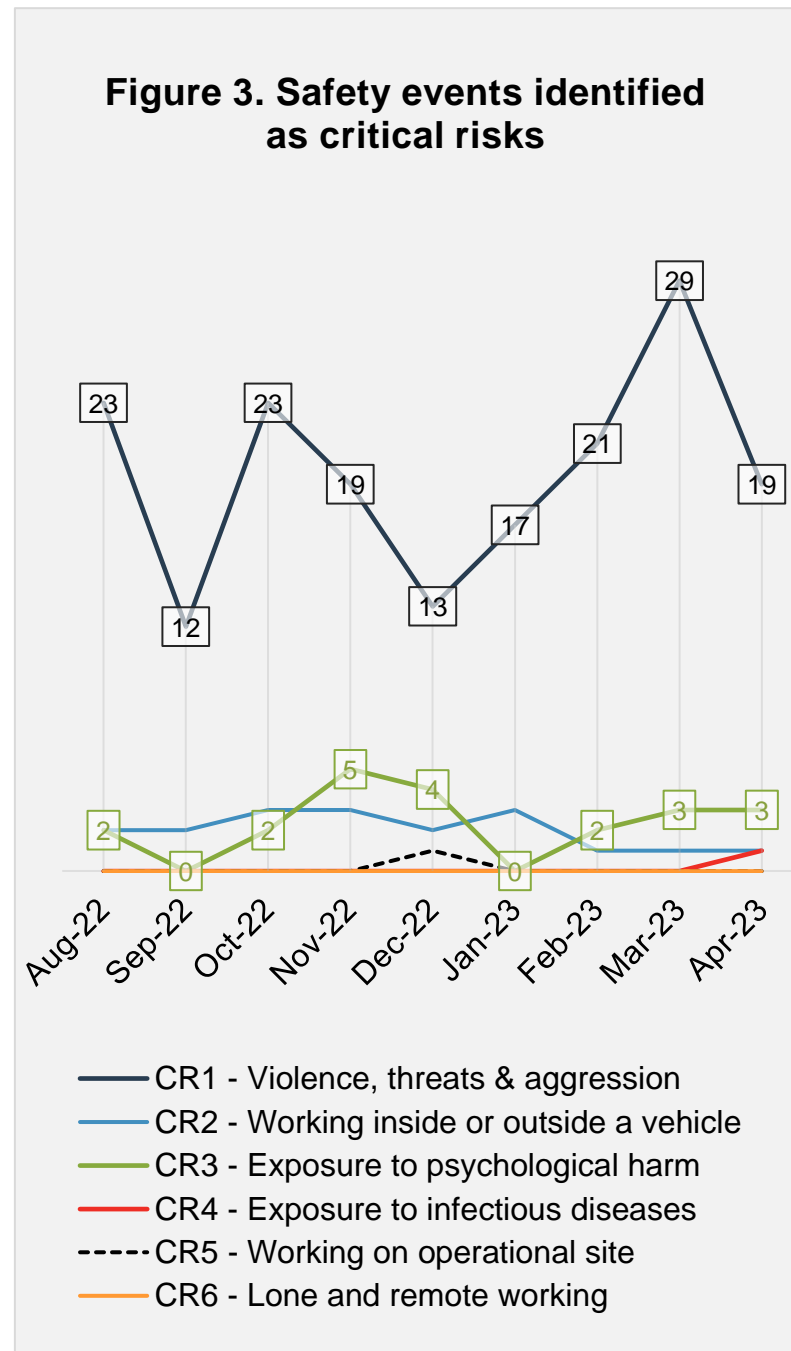
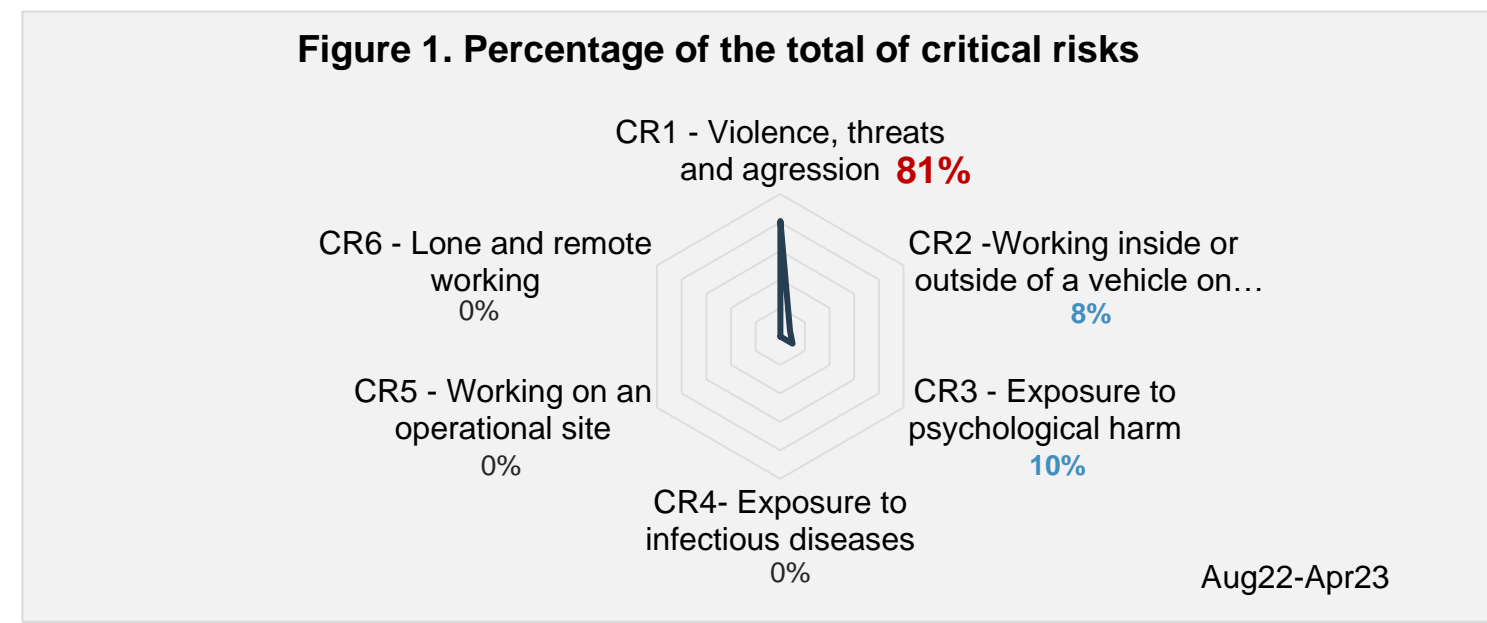
Context

Health and safety work starts with identifying and understanding what AT's work-related health and safety risks are. WorkSafe's guidance is for businesses to focus on critical risks first before managing less serious risks.

Key insights

- Violence, threats and aggression (VTA) maintains its consistent trend from the prior months with 81% critical risk events attributed to it since August 22 to April 23, with the lowest events reported involving working inside or outside of a vehicle on our network representing 8% of critical risks (Figure 1).
- According to risk consequence heat map for April, when a critical risk has been reported the risk consequence falls into the moderate or lower risk consequence category (Figure 2).
- In April, 79% (19 of 24) of the reported events presenting a critical risk to AT people were related to violence, threats and aggression (Figure 3).
- In April, the first event has been reported for the critical risk exposure to infectious diseases (CR4) (Figure 3).
- For the critical risk lone and remote working (CR6), zero safety events have been reported against this since August 2022 (Figure 3).
- There is a continuing trend with the increase in the number of safety events reported with a Grade 1 outcome (Figure 4).
- In April, no safety events with critical risk were classified as major or extreme risk consequence. However, six events were classified as moderate related to VTA: two verbal abuse (Grade 2 and 3), three intimidation and threats (Grade 5 and 6) and one assault (Grade 7).

Dashboard



1.5 Supplier management - Public transport (PT) operators

Update on key notifiable or high potential events

Context

The Health and Safety at Work Act 2015 discloses a notifiable incident as an unplanned or uncontrolled incident in relation to a workplace that exposes a worker or any other person to a serious risk to that person's health or safety, arising from an immediate or imminent exposure to several high potential events, such as but not limited to fall or release from height, collapse of structure, electric shock, collision of vessels, fire, explosions and spillages. Specific injuries and illnesses relating to a person must also be notified to regulatory bodies.

Area	Regulator	Notifiable Definition
Occupational Health & Safety (workplace)	WorkSafe	When as a result of works being undertaken, a death, notifiable illness, injury or incident occurs.
Ferry	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
Rail	Waka Kotahi	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

Continuous Improvement

Reporting has become much more consistent, and operators have the desire to provide quality meaningful data. A review and consultation will be undertaken with the operators in an effort to ensure both parties benefit from the reporting metrics and definitions are clear.

Key insights for notifiable events

Bus

- Bus operators did not report any notifiable events for April.

Ferry

- No Notifiable events were reported via ferry.

Rail (AOR)

- March, saw 24 notifiable events reported which demonstrated a number of antisocial incidents and passenger issues.
- For April there was a significant drop in notifiable events captured. The 11 notifiable events are inclusive of four near misses, two antisocial behaviour, a passenger issue, passenger injury, passenger slip trip fall and a passenger entrapment on closed down train, the remaining incident is in relation to train operations.
- Of note is the passenger injury which involved a young child. Their foot got trapped in the escalator resulting in medical assistance and damage to the escalator.
- The antisocial events reported were in relation to (1) an elderly lady who was assaulted by another member of the public. Police were informed and CCTV obtained for investigation. (2) A guard was assaulted which resulted in injury but no medical attention required.
- Three customers were trapped on a closed down train from door close at 1634 until 1649.
- For the past two reporting months, violence threats and aggression have not seen an increase, instead antisocial behaviours appear to be trending up, specifically with aggression between passengers and members of the public.

Key insights for high potentials

Bus

- There were two high potential near misses highlighted in the monthly reporting data pack. One capturing a car passing the bus at high speed and the other was an emergency stop incident due to an E-Scooter entering the pedestrian crossing without looking whilst the bus was at the crossing. Passengers on the bus were preparing to disembark at the next stop and were securely positioned. No harm to passengers was reported.
- It is not general practice to report on operators Lost Time and Recordable Injuries; however, AT does collect said data on a monthly basis. For the month of April a deeper dive was taken to review the types of injuries being reported. In summary, injuries to bus operators are not frequent and the data collected is inclusive of member of the public. Within the sample data reviewed, out of the nine injuries reported one is in relation to a bus driver assault and is under investigation.

Ferry

- Fullers reported ten near misses in April of which one was identified as high potential. The high potential highlighted in the monthly reporting, involved swimmers around the wharf area. Precaution was exercised until they had moved.
- Following a period of two months where mechanical faults have dominated reporting for ferry, there were no such events reported for April.

Dashboard

Figure 1. Total of events reported

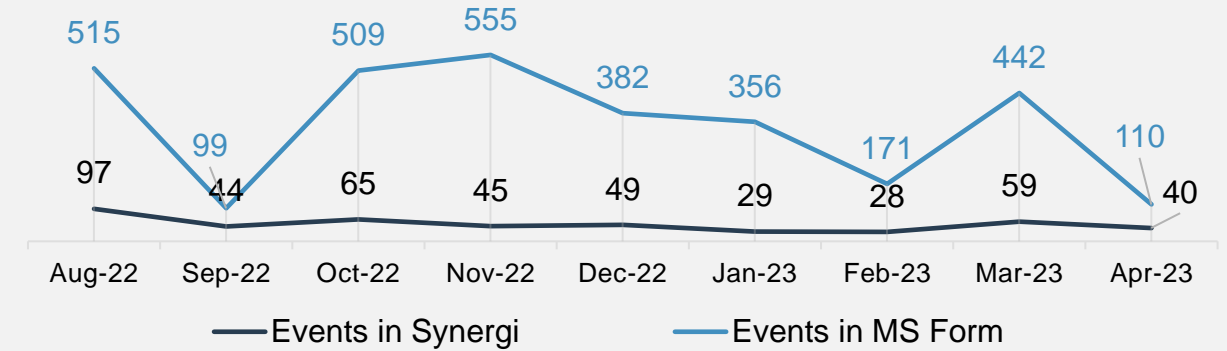


Figure 2. Total of hazards reported



Figure 3. Total of near misses and high potentials reported

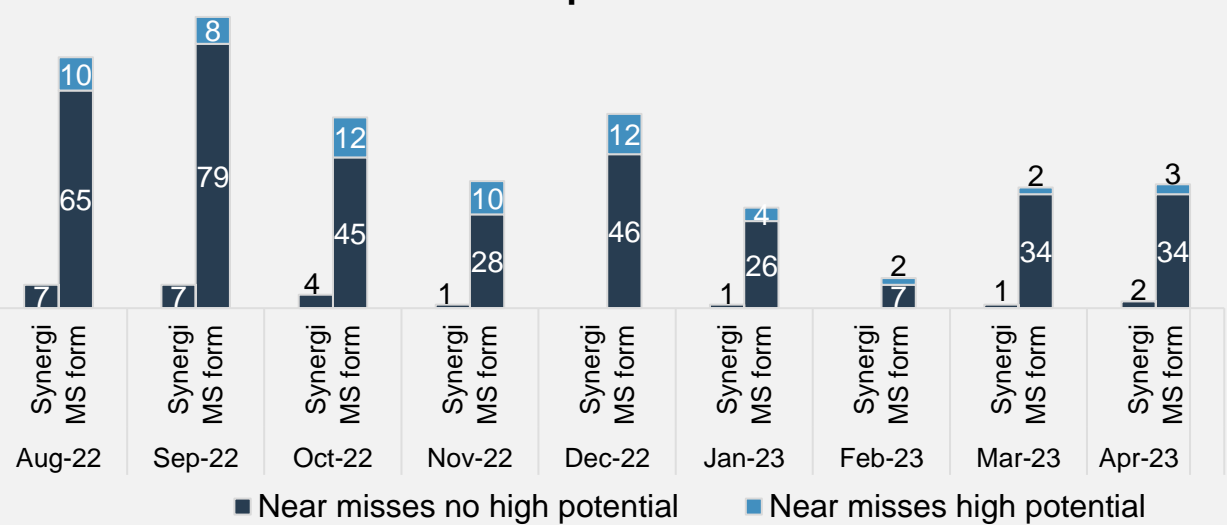
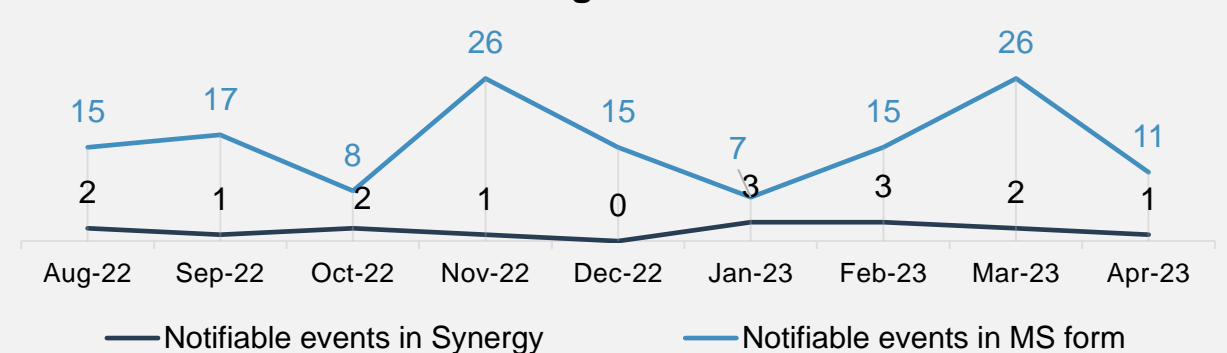


Figure 4. Number of notifiable events to the NZ Regulator



1.5 Supplier management - Public transport (PT) operators critical risks spotlight

Spotlight

PT Critical Risks

Context

Identification and management of PT critical risks is essential in ensuring our partners are operating safely, PT workers are protected from risk of harm and service users are not exposed to harm, as far as reasonably practicable. AT is working with all operators to eliminate or contain significant risks via consultation, cooperation and coordination with other persons conducting a business or undertaking (PCBUs).

Key insights

- Violence towards staff and motor vehicle accident maintain its consistent trend from the prior months with 50% and 43% respectively of critical risk events attributed to it, with the least number of events reported involving traffic management and Infrastructure representing 1% of critical risks (Figure 1).
- While 12 critical risks (CR) categories are identified for PT operators, seven categories have not been reported against from August 2022 until now involving: terrorism (CR2), train services (CR3) fall from heights (CR4), confined spaces (CR5), exposure to hazardous substances (CR7), drowning (CR11) and contact with services (CR12) (Figure 1).
- In April, 41% (14 of 34) of the reported events presenting a critical risk to PT operators were related to violence towards staff. In March, 33 events were related to violence towards staff (Figure 2).
- Events related to motor vehicle accidents continue to increase from four in January to 18 in April (Figure 2).
- According to the risk consequence heat map for April, when a critical risk has been reported the majority of risk consequence falls into the moderate or insignificant risk consequence category with an exception of one extreme risk categorised as violence towards staff (Grade 7 – Assault) (Figure 3).
- In April, there was nine safety events identified as critical risks with a moderate risk consequence. Those nine were related to: six violence towards staff and two plant and equipment (Figure 3).
- Property damage continue trending as the largest outcome for all safety events identified as critical risk with 54 events from January to April 2023 (Figure 4 and 5).

Dashboard

34

Safety events identified as critical risks
April 2023

Figure 1. Percentage of the total of critical risks

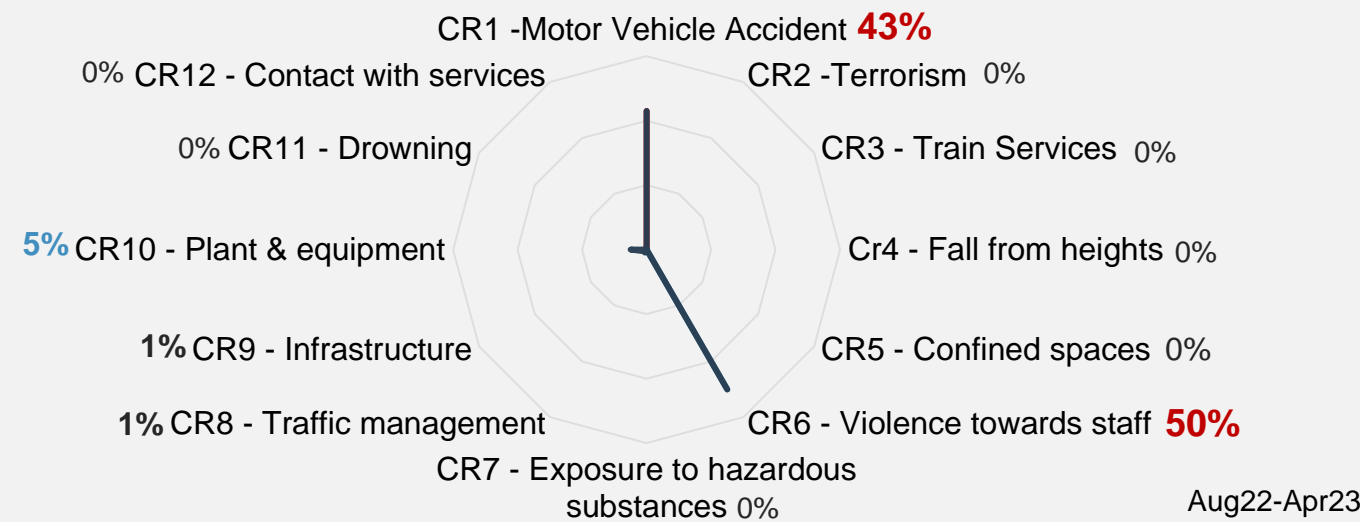


Figure 3. April 2023 heat map- Risk consequence for safety events identified as critical risks

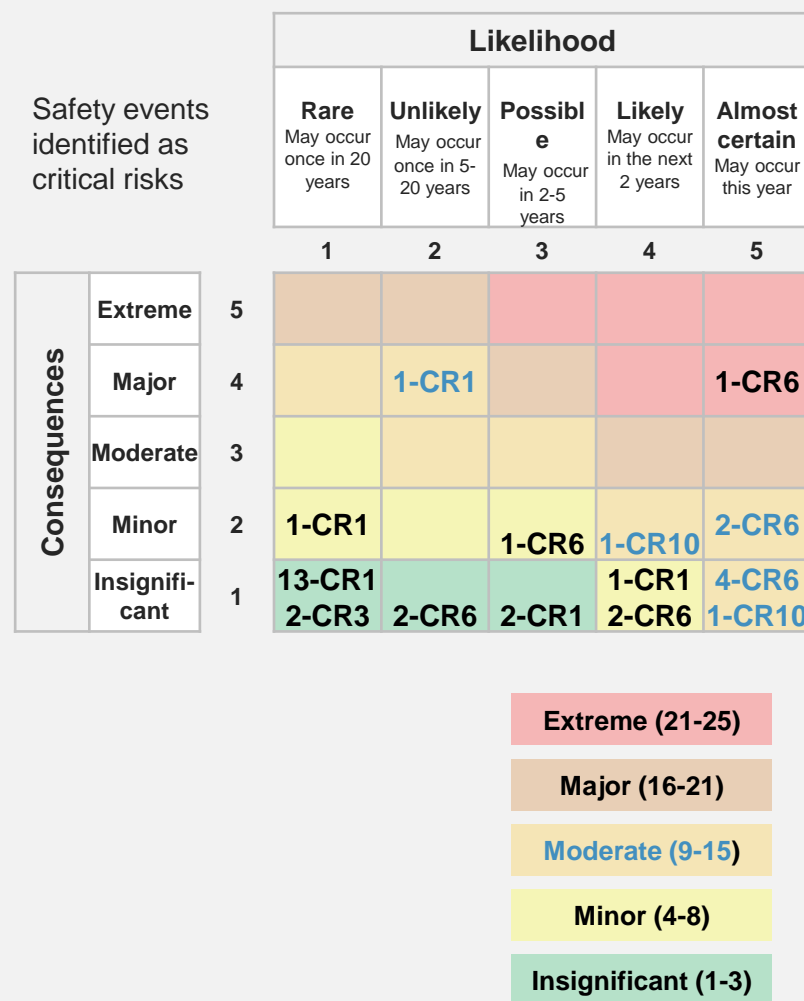


Figure 4. Trend in public transport critical risk outcomes

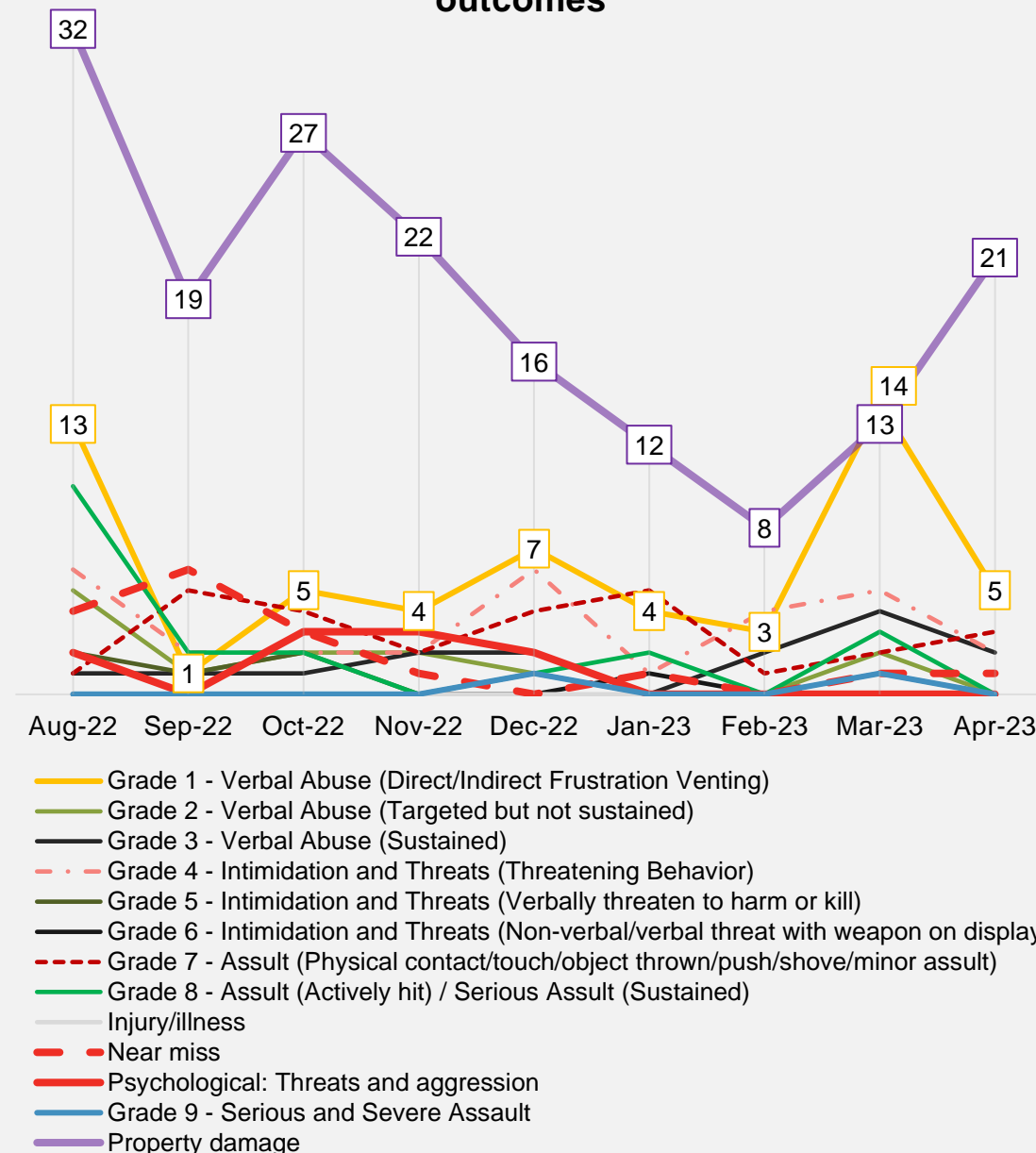


Figure 2. Public transport work events identified as critical risks

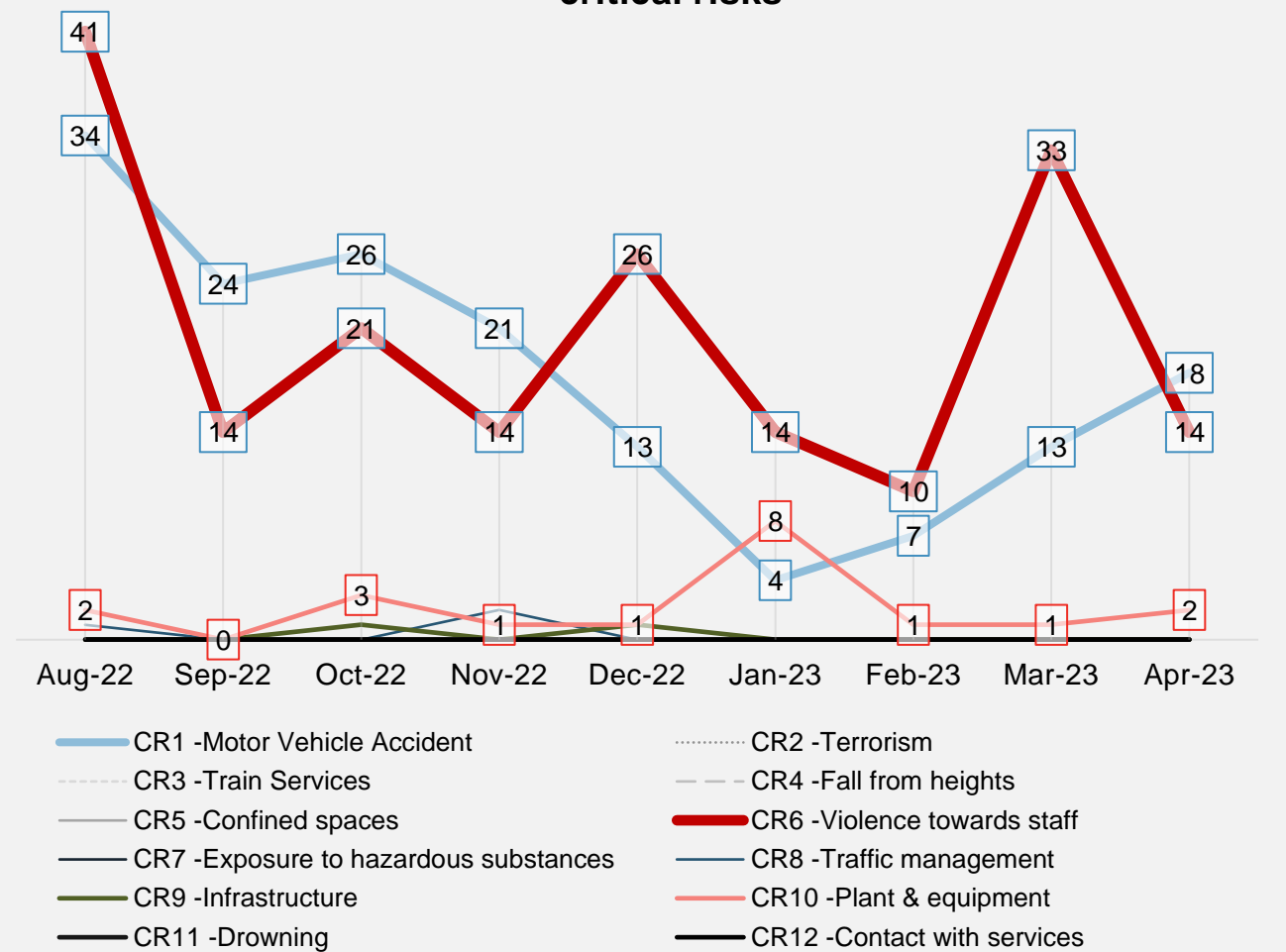
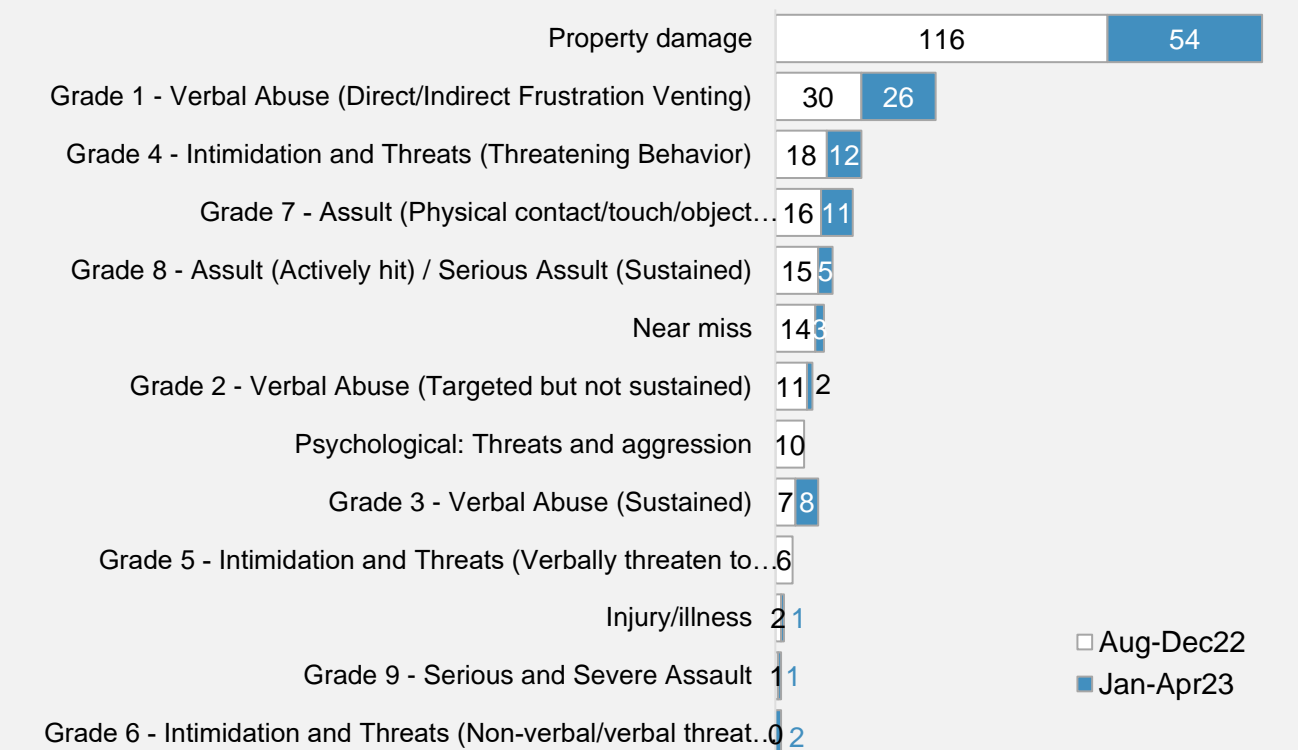


Figure 5. Outcome types for critical risks



1.5 Supplier management - Physical works (PW) contractors

Update on key notifiable or high potential events

Context

The Health and Safety at Work Act 2015 discloses a notifiable event as an unplanned or uncontrolled event in relation to a workplace that exposes a worker or any other person to a serious risk to that person’s health or safety arising from an immediate or imminent exposure to several high potential events, such as but not limited to fall or release from height, collapse of structure, electric shock, collision of vessels, fire, explosions and spillages. Specific injuries and illnesses relating to a person must also be notified to regulatory bodies.

Area	Regulator	Notifiable definition
Occupational Health & Safety (workplace)	WorkSafe	When as a result of works being undertaken a death, notifiable illness, injury or incident occurs.

Term	Definitions
High potential event	Is classified as a situation or group of situations that has the potential to cause significant harm to person or property. These are normally viewed and approached as actual events, due to the severity rating.
Near miss	Is classified as a dangerous occurrence which could have caused harm but didn't, there is often some debate around what constitutes as a near miss and contributes to several different reporting styles throughout safety management.

key insights for notifiable events

no notifiable events have been reported since september 2022.

key insights for high potentials or near misses

- Liveable streets reported an incident involving live services where an overhead cable was struck resulting in power outage. See below incident description.

Truck driver spreading metal on the shoulder of Whitford Park Road. His rear bin came into contact with overhead lines causing the power pole to be pulled down striking a parked ute on site, causing damage, and cutting power to one house. There were no cones or flags to mark the overhead lines as these had to be removed to gain access to the shoulder. A spotter was in place and called out to the driver to stop but the driver thought it was ok and continued to move forward. The truck driver had not been present at the morning prestart but had been signed on to the contractor’s daily hazard id. The spotter was told that all trucks must be spotted around the lines as cones could not be used. Driver and spotter underwent drug and alcohol (D&A) testing. One house had been left without power until the pole was reinstated and reconnected.

- Fulton Hogan reported a serious injury occurrence to a sub-contractor (Synergi id 32061)

A subcontractor suffered a laceration to head after removing the chain from the ramps of his transporter unit. The wind has caught the ramp forcing it down and striking the operative in the head, causing him to fall to the ground. Injuries sustained were a laceration to the head and potential concussion. Person received medical attention for injuries sustained.

Fulton Hogan are in the process of closing out the investigation and will make available to AT for review and close out of incident.

Assurance activities

Context

The assurance activities undertaken by AT project managers demonstrates our internal due diligence of construction activities and progress. We highlight live sites as this puts into context the data we receive, and the number of reports submitted via our external physical works contractors.

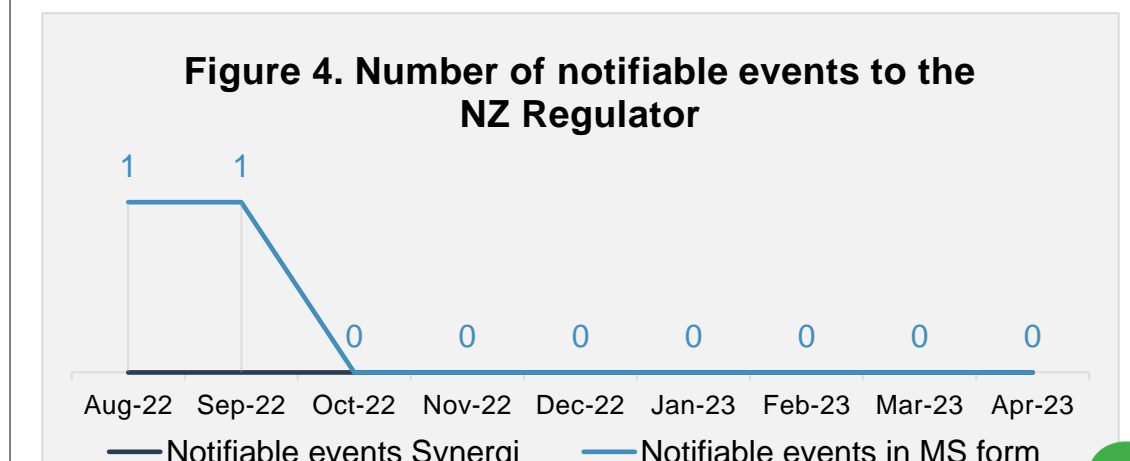
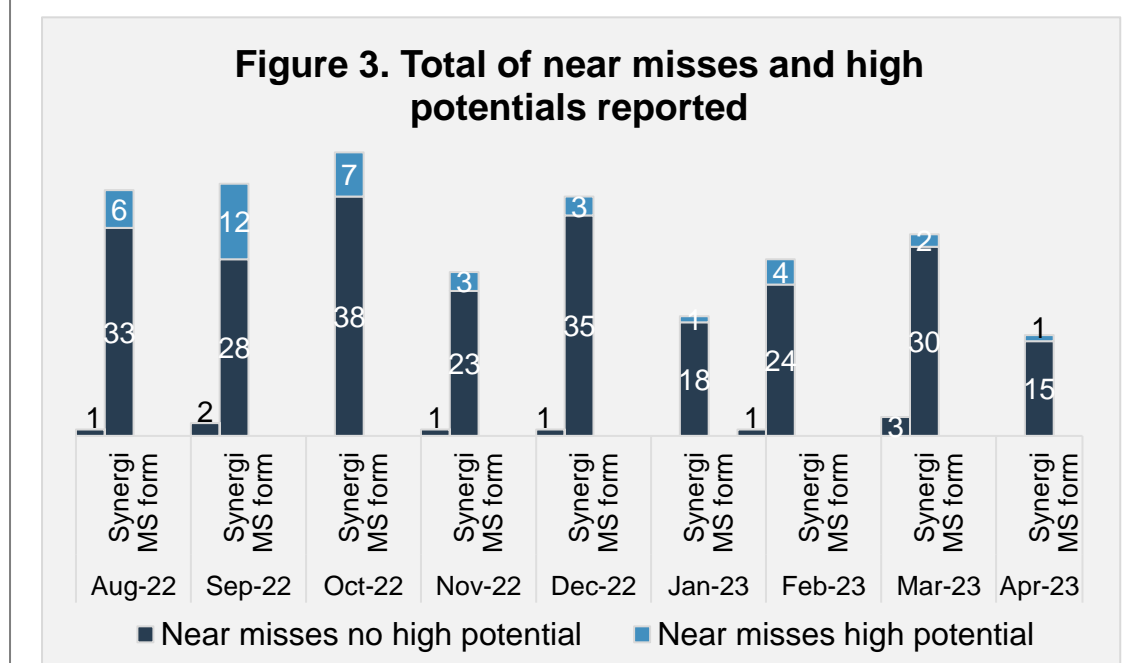
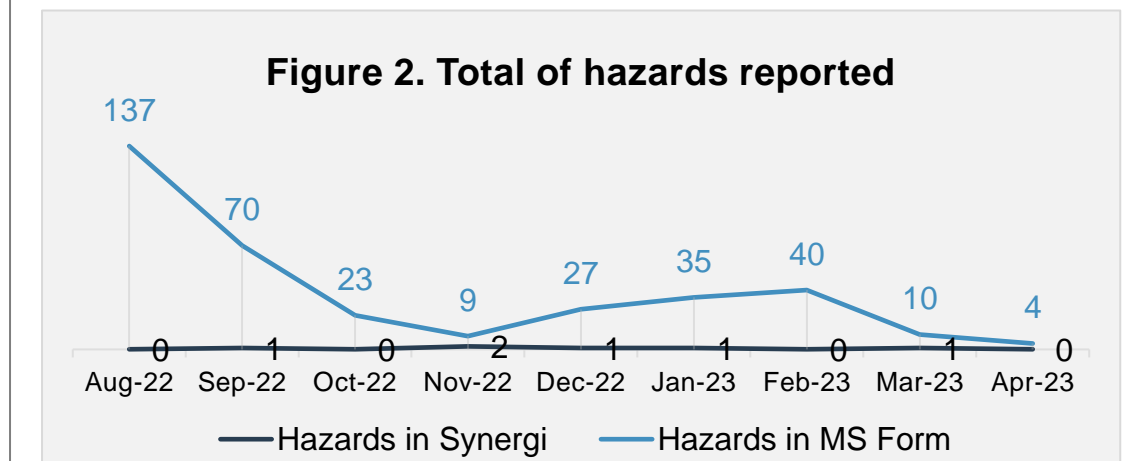
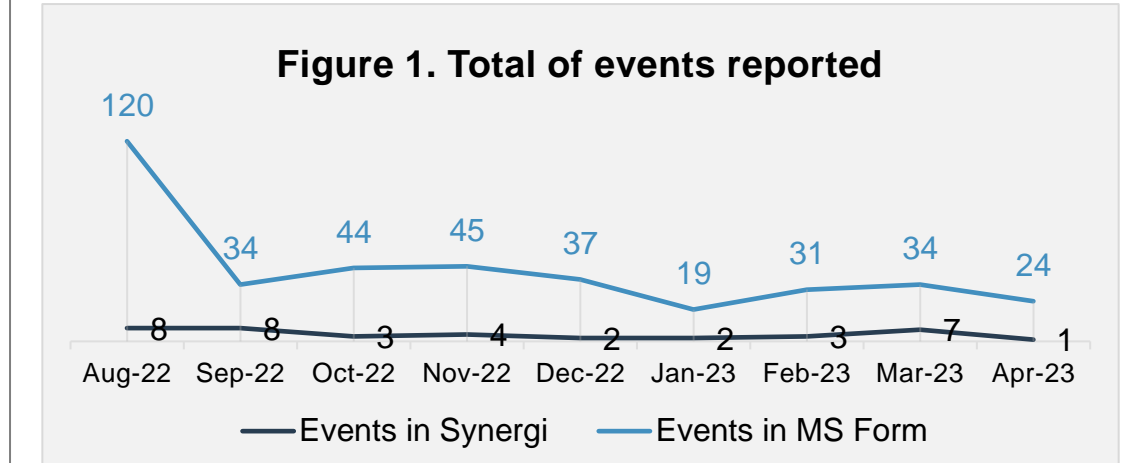
Key insights

- Many of our contractors work across multiple sites, for which they provide individual reports. Going forward we are seeking consolidation of information received, resulting in contractor level reporting over project level reporting. AT project teams shall be responsible for ensuring project level safety is maintained and reported against for the purpose of ongoing contractor safety management and assurance. The reporting system is under review and the process will be reflective of this.
- 19 reports were submitted across infrastructure construction and asset maintenance contractors for the reporting month April. Information was provided via 14 contractors, as highlighted below. In total, there were 22 live sites within infrastructure and 10 for Asset maintenance, which indicates not all sites are providing monthly data.
- It is recommended that a sense check is undertaken to ensure that there have in fact been zero notifiable incidents for the past seven months, as our current information reflects.

Area	Live Infrastructure Construction sites				Audits undertaken			
	Jan23	Feb23	Mar 23	April 23	Jan23	Feb23	Mar 23	April 23
Construction	7	11	11	10	15	28	32	21
Investigation & design	0	0	0	0	0	0	0	0
Local and safety projects	2	10	8	9	0	5	4	16
PT facilities & structure	5	5	3	3	3	4	4	3

Contractors Reporting			
March 2023		April 2023	
CSLi	Masta Maintenance Services	CSLi	McKay Electrical
Dempsey Wood	McKay Electrical	Downer	Naylor Construction Ltd
Downer	Naylor Construction Ltd	Electrix	NorthPower
Electrix	NorthPower	Fulton Hogan	Phoenix Solutions
Fulton Hogan	Traffica	HEB	Traffica
Legacy Construction	Ventia	Legacy Construction	Ventia
Liveable Streets	Wharehine Contractors Ltd	Liveable Streets	Wharehine Contractors Ltd

Dashboard



1.5 Supplier management - Physical works (PW) contractors critical risks spotlight

Spotlight

PW Critical Risks

Context

Identification and management of PW critical risks is essential in ensuring our partners are operating safely, PW contractors are protected from risk of harm and are not exposed to harm, as far as reasonably practicable. AT is working with all contractors to eliminate or contain significant risks via consultation, cooperation and coordination with other persons conducting a business or undertaking (PCBUs).

Key insights

- Assault towards team members and working in live traffic environment maintain its consistent trend from the prior months with 28% and 16% respectively of critical risk events attributed to it, with the least number of events reported involving working at heights, Chemicals spills and handling hot materials and driving representing 4% of critical risks respectively (Figure 1).
- While 14 critical risks (CR) categories are identified for PW contractors, five categories have not been reported against from August 2022 until now involving: working in a live operating rail environment (CR2), confined spaces (CR5), working near or over water (CR9), suspended loads (CR11) and presence of a person under the influence of alcohol or drugs (CR13) (Figure 1).
- In March, 50% (2 of 4) of the reported events identified as critical risk to PW contractors were related to assault towards team members. However, there was no events in April under this critical risk (Figure 2).
- In March, there were four safety events identified as critical risks being two related to assault towards team members, one manual handling tasks and one chemical spills and handling hot materials. In April, there was only one event reported related to working around moving machinery causing an injury (Figure 2).
- No major or extreme risk consequence were identified in April. There was only one event reported identified as critical risks and it falls into the insignificant risk consequence category (Figure 3).
- Property damage, near misses and injury/illness continue trending as the largest outcome for all safety events identified as critical risk with six events each one from August 2022 to March 2023, however this year Grade 1 – Verbal abuse has the same amount of events reported (2) (Figure 5).

Dashboard

1

Safety events identified as critical risks April 2023

Figure 1. Percentage of the total of critical risks

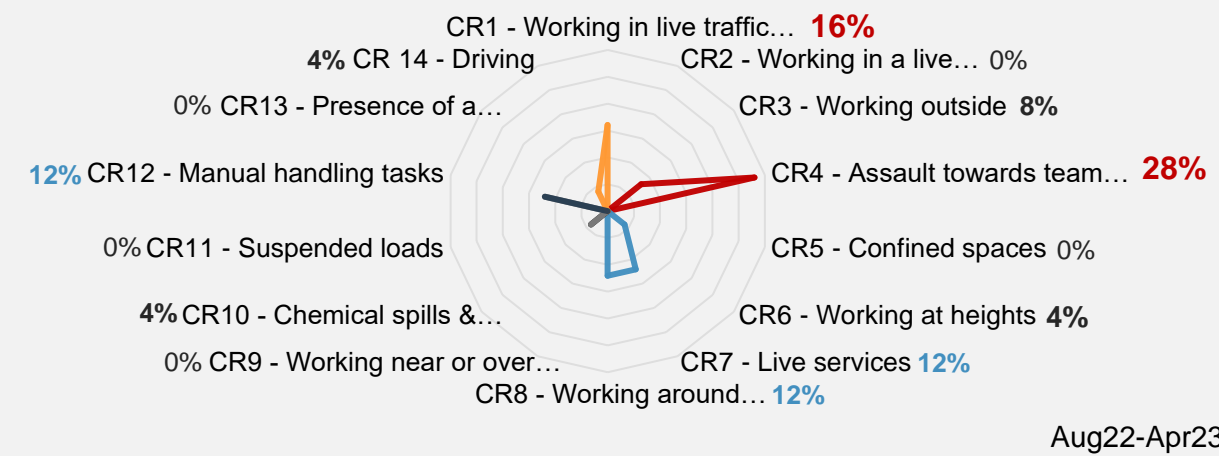
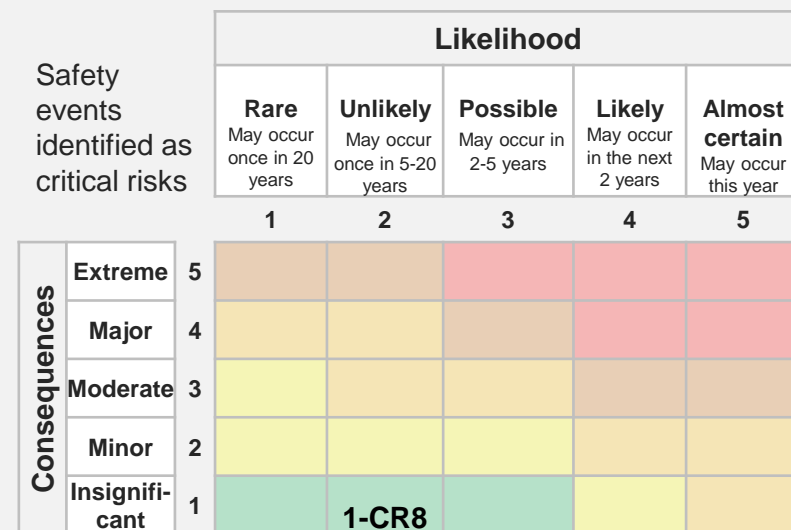


Figure 3. April 2023 heat map - Risk consequence for safety events identified as critical risks



- Extreme (21-25)
- Major (16-21)
- Moderate (9-15)
- Minor (4-8)
- Insignificant (1-3)

Figure 4. Hazard types for critical risks

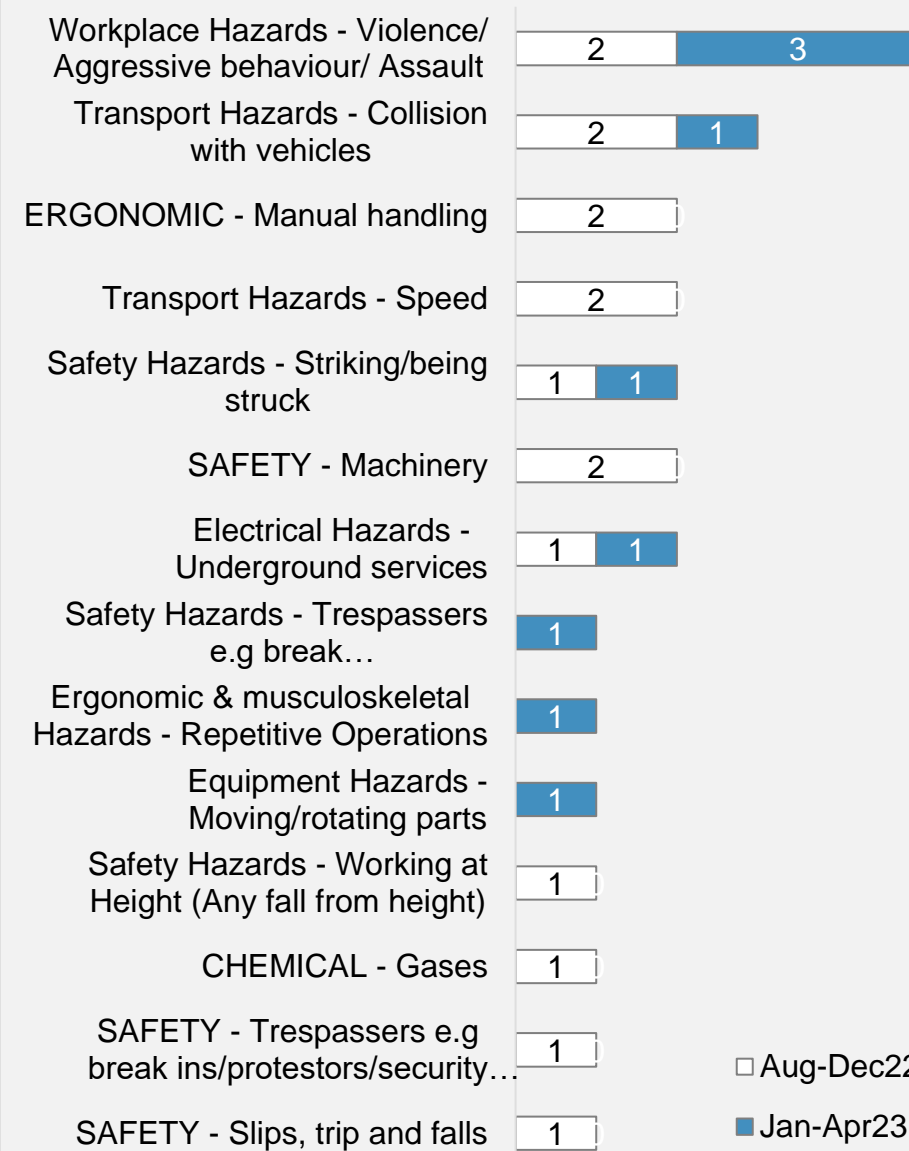


Figure 2. Physical work contractors events identified as critical risks

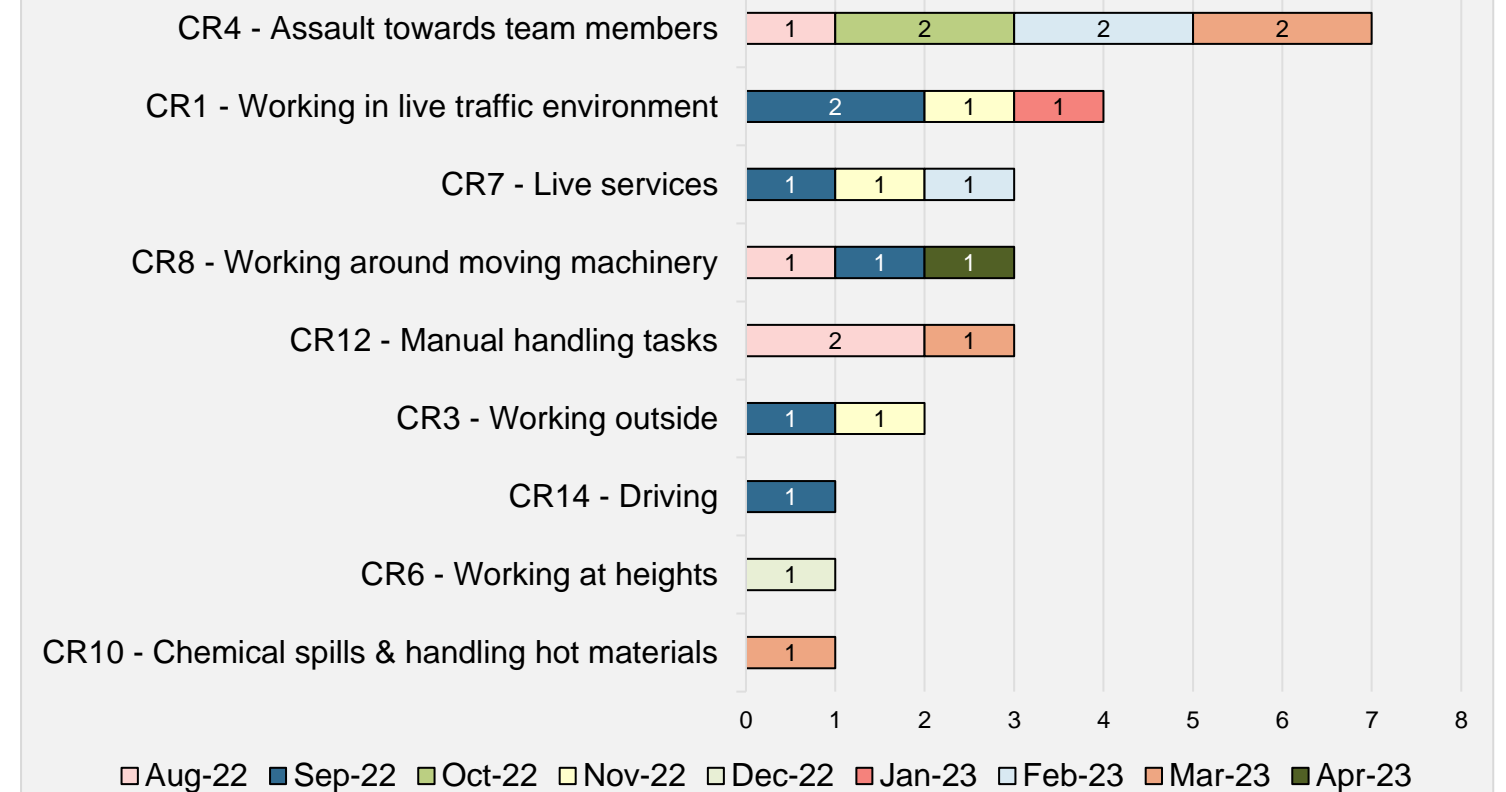


Figure 5. Outcome types for critical risks



2. Road safety dashboard

2.1 DSI performance

Performance update

Context

One of AT's strategic focus areas is to make Tāmaki Makaurau's transport system safe through the adoption of the Safe System approach and eliminating harm. The programme is divided into four CAPEX branches of high-risk intersections, high risk corridors, speed and vulnerable road users. OPEX component include enforcement, technology (e.g. speed and red-light cameras including monitoring), education, policy and operations (e.g. CAPEX land and fees and OPEX monitoring and maintenance).

Key progress and insights

Transport Safety

In the four months January to April 2023, 189 people have been killed or seriously injured on Tāmaki Makaurau roads, 21 less than the same time period in 2022. This is due to a 21% reduction in lives lost from 19 to 15, while serious injuries reduced 9% from 191 to 174.

- This includes two drivers that were involved in crashes that occurred in March and died weeks later in April. Both drivers were females aged 15-19yrs and were wearing seatbelts.
- In April, three people were killed; a driver, two motorcycle riders and a person on foot.
- AT's draft Statement of Intent (SOI) was submitted to Auckland Council recommending a single measure of deaths and serious injuries in Tāmaki Makaurau and we await direction.
- The 2019 AT Road Safety Programme Business Case (PBC) is under review based on a wider focus of transport safety, not solely road safety, and the timing of Regional Land Transport Plan (RLTP) cycle, recommending a full refresh in AT's Statement of Intent during FY24 - FY25. A gap analysis has been developed by WSP as the starting point for the full refresh. A timeline will be developed with new stakeholders identified based on the wider transport view.

Katoa Ka Ora Engagement and Technical Work

- At meeting of Transport and Infrastructure Committee (TIC) 20 April the Katoa, Ka Ora paper was unanimously carried, and feedback provided. Formal feedback has been received from all local boards and work to finalise mapping work is well in progress.

2023 Safety Advocacy Plan

- Ongoing partnership with Tāmaki Makaurau Transport Safety Governance Group members to progress on 2023 Transport Safety Advocacy Plan priorities in full swing.

Key risks across

- Resource availability and competing priorities across the organisation throughout change.
- The transport safety PBC is a complex document requires several stakeholders to jointly agree on the standards, requirements and resulting activities.
- Internal permissions and data governance steps took longer than expected, delaying start of underreporting dashboard development works. However, to continue progressing with this piece of work we have shifted current version into a proof-of-concept using CAS and GIS speed data.

Overall dashboard

Crash Analysis System (CAS) data and Ministry of Transport (MOT) data*

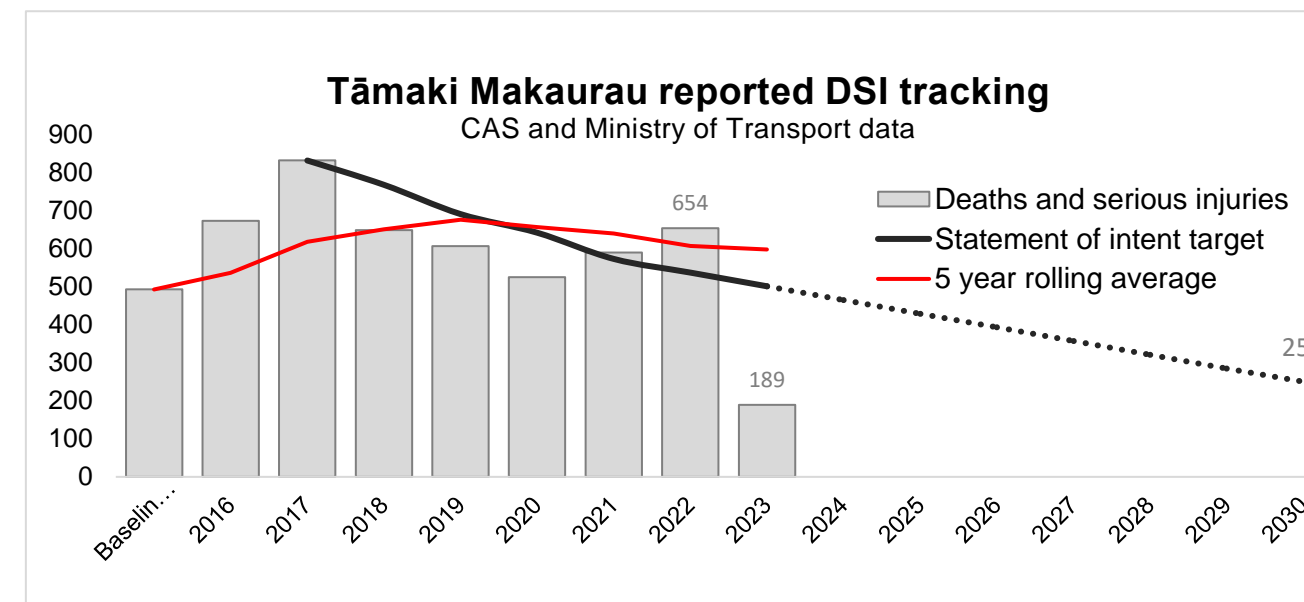
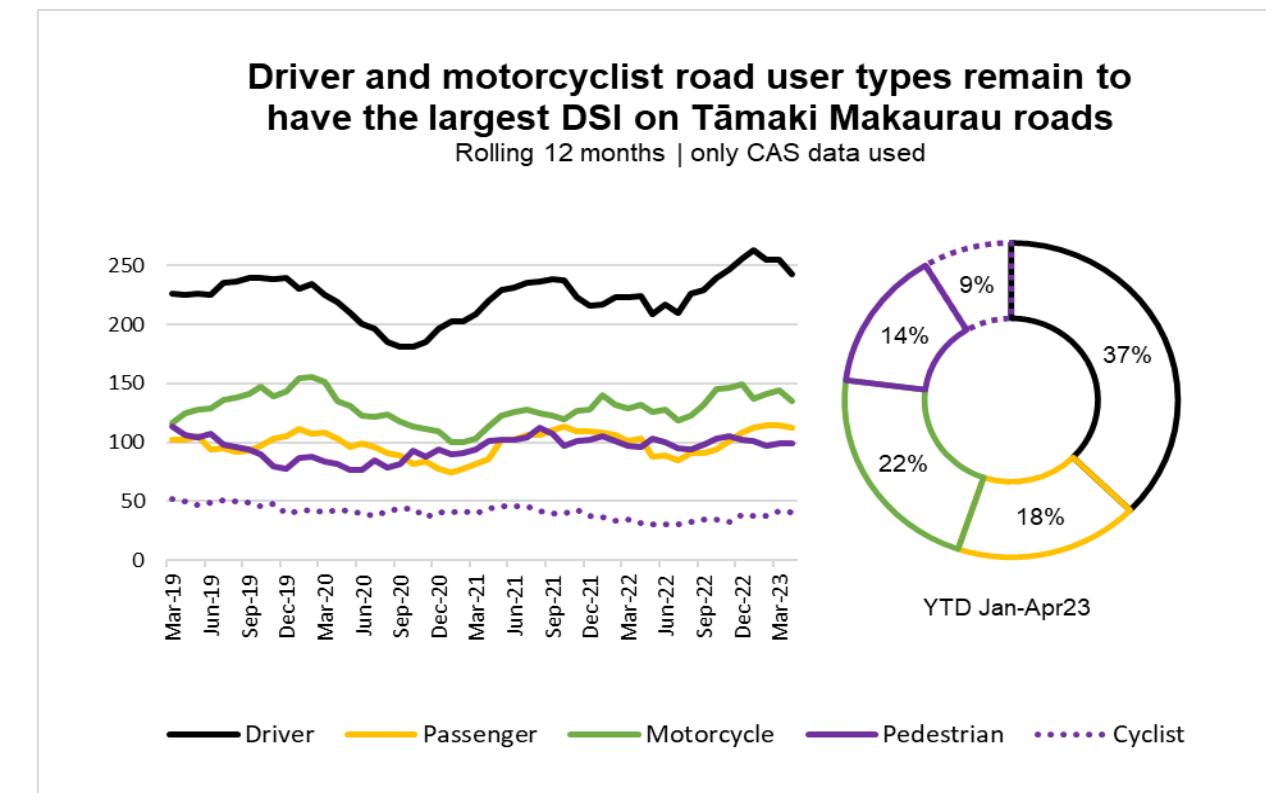
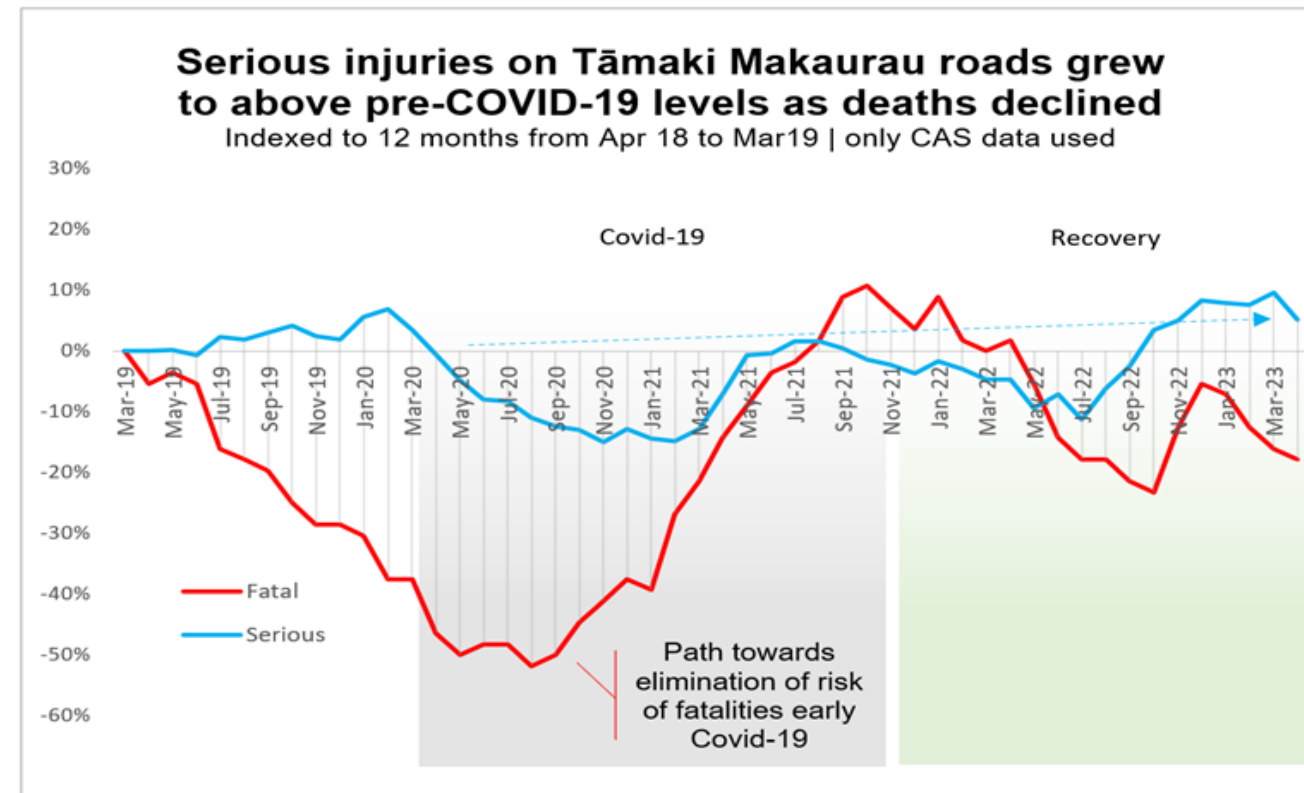
Deaths and serious injuries (DSI)

633 DSI on Tāmaki Makaurau roads in the 12 months May22 to Apr23
CAS combined with MOT

Year-to-date (YTD) DSI on Tāmaki Makaurau roads

189 DSI YTD Jan23 to Apr23 versus 2023 Statement of Intent (SOI) target of 501
CAS combined with MOT

Serious injuries 174 (Jan - Apr 23) / 191 (Jan - Apr 22)
Deaths 15 (Jan - Apr 23) / 19 (Jan - Apr 22)



Statement of Intent measures** CAS combined with MOT		
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	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	The change from the previous calendar year in the number of deaths and serious injuries on the local road network, expressed as a number (2022 = 550 minus 41)
Target: 215 DSIs saved - no more than 501 DSIs by end of 2023 calendar year	Target: 96 DSIs saved - no more than 224 DSIs by end of 2023 calendar year	Target: No more than 509 DSIs by end of 2023 calendar year
189 DSIs year-to-date Jan-Apr23	83 DSIs year-to-date Jan-Apr23	175 DSIs year-to-date Jan-Mar23

* Provisional injury data for the report was sourced 4 May 2023 noting approximately a two-month lag in CAS data, meaning CAS values are likely to be lower than actual numbers. Deaths statistics are further sourced from Ministry of Transport to remove the lag, particularly when reporting short interval year to date figures. For SOI tracking, calculations are based on provisional data and long-term trend data to give the best assessment of the likelihood of meeting or exceeding targets.

** The Statement of Intent (SOI) Safety performance measures of deaths and serious injuries is currently based on calendar year 2022. We are currently reviewing the 24/25 – 26/27 SOI. The SOI DSI target is not being met at present. Safety division will investigate what other areas of the business are delivering to the Vision Zero targets and work on developing a holistic view to allow this board to discuss and guide steps moving forward.



2.1 DSI performance

Summary factors view

12 months May 2022 to April 2023 Crash Analysis System (CAS) data

Summary factors breakdown

Deaths and serious injuries

- Vulnerable road users represent 44% of DSIs, comprised of 21% motorcycle, 16% pedestrian and 7% cyclist.
- Men between 16 and 34 years of age are largest representation proportion in DSIs. Men represent 67% of DSIs.
- Run off road and side impact are the most common crash movements.
- 98% of DSI occur on sealed roads. Eight serious injuries occurred on unsealed or end of seal roads and zero fatalities; two occurred in both Rodney and Howick and one occurred in each of Manurewa, Howick, Otara – Papatoetoe and Waitakere Ranges.
- Speed and Alcohol/drugs represent the largest contributing factors to deaths and serious injuries.*

* Crash related metric: contributing factors may have more than one contributing factors.

DSI	Driver	Passenger	Motorcycle	Pedestrian	Cyclist	Grand Total
Serious Injured	224	106	122	93	39	584
Fatal	19	6	13	6	2	46
Grand Total	243	112	135	99	41	630

Speed DSI *

51%

Alcohol/drug DSI*

28%

Driver DSI

39%

Run Off Road DSI

31%

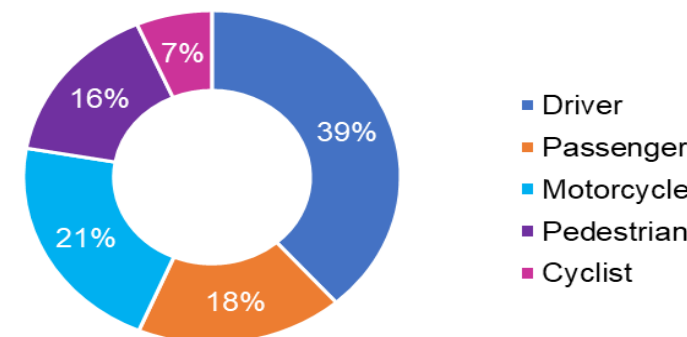
Male DSI

67%

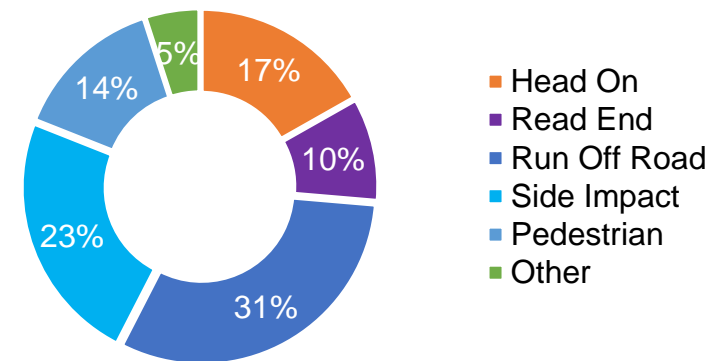
Sealed Roads DSI

98%

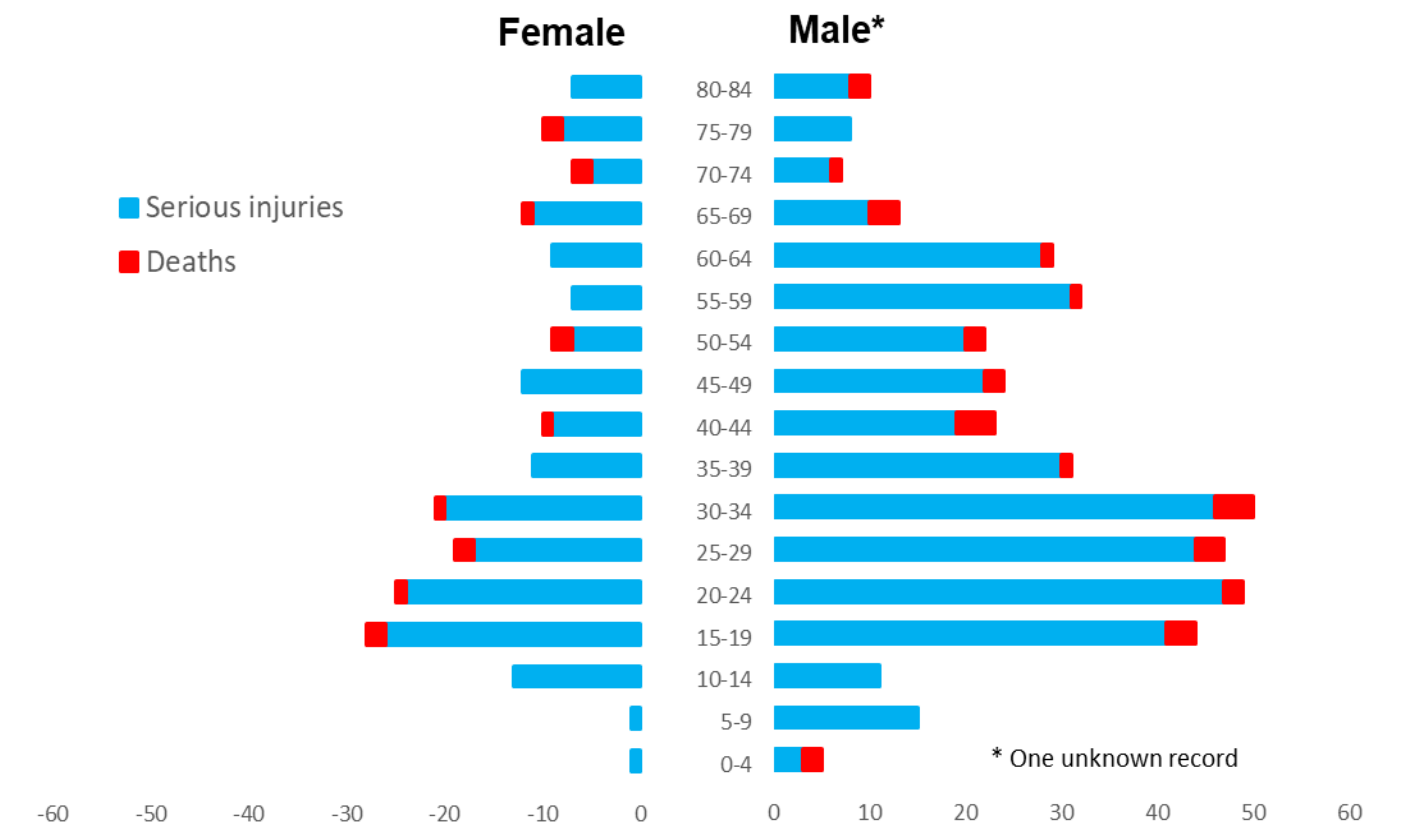
Road user type
CAS May 2022 - April 2023



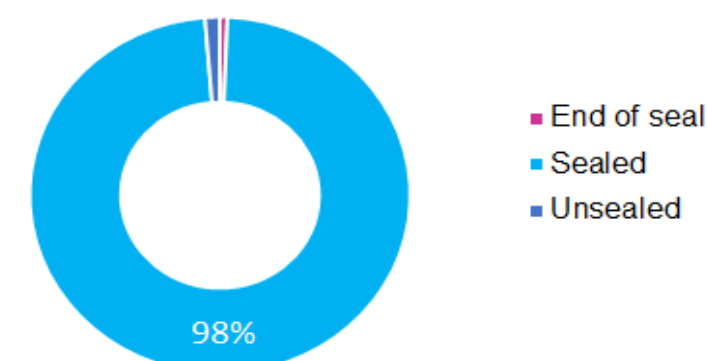
Crash movement
CAS 12 months May22 - Apr23



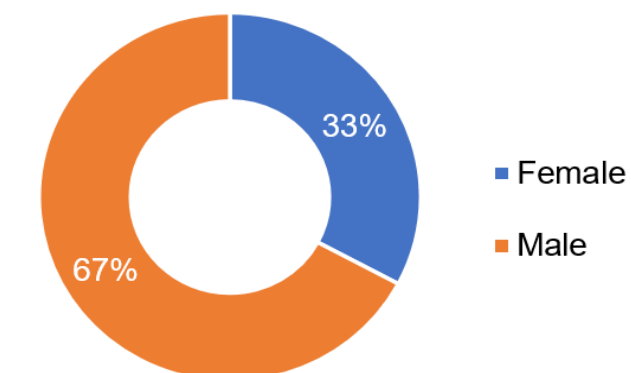
Age group and gender
CAS 12 months May22 - Apr23



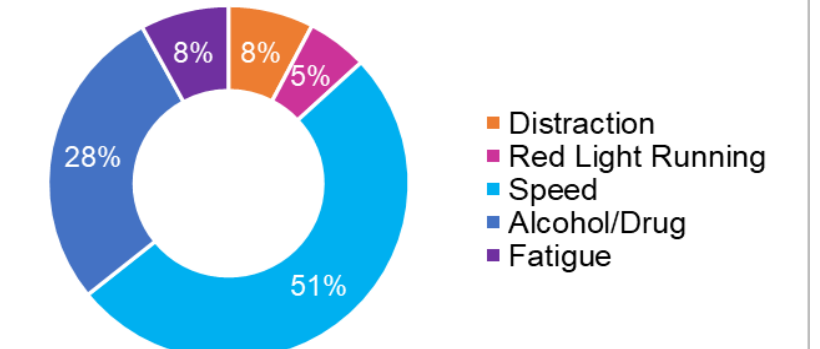
Road surface type
CAS May 2022 - April 2023



GENDER
CAS 12 months



Contributing factor *
CAS May 2022 - April 2023



2.1 DSI performance

Local board view

12 months May 2022 to April 2023 Crash Analysis System (CAS) data

Local board performance breakdown

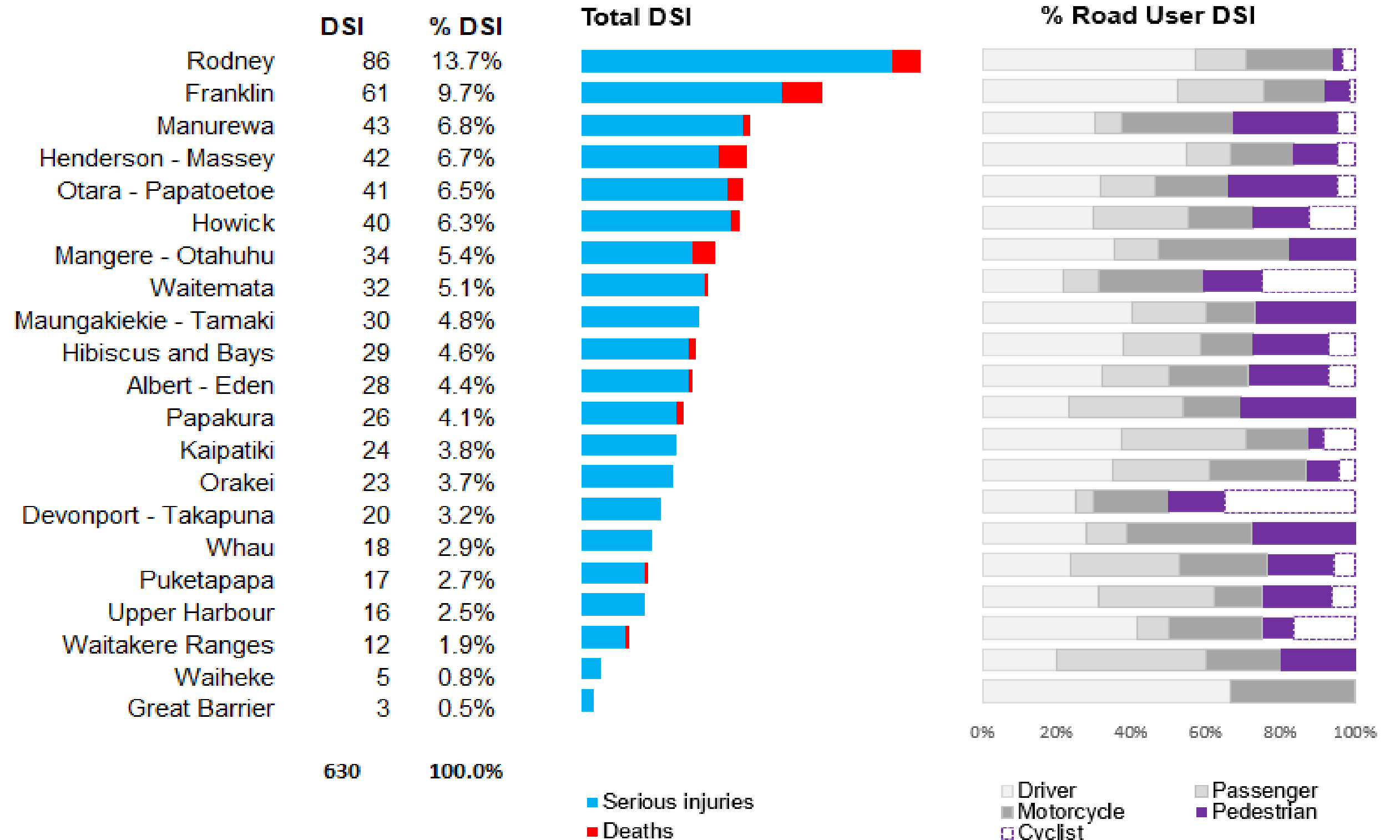
Deaths, serious injuries and minor injuries

- 31% more injuries occurred on Tāmaki Makaurau roads when adding minor injuries from fatal and serious crashes to death and serious injuries (DSI over the last 12 months. This equates to 825 injuries versus 630 when only including only DSIs.
- 51% of injuries occurred in six local board areas: Rodney, Franklin, Manurewa, Henderson-Massey, Otara – Papatoetoe and Howick.
- 43% of injuries for pedestrians and cyclists occurred in five local board areas: Otara-Papatoetoe, Manurewa, Waitemata, Howick and Devonport.

12 months deaths and serious injuries by local board

DSI = deaths and serious Injuries (excludes minor injuries)

May 2022 - April 2023



2.2 Fatal crash reporting

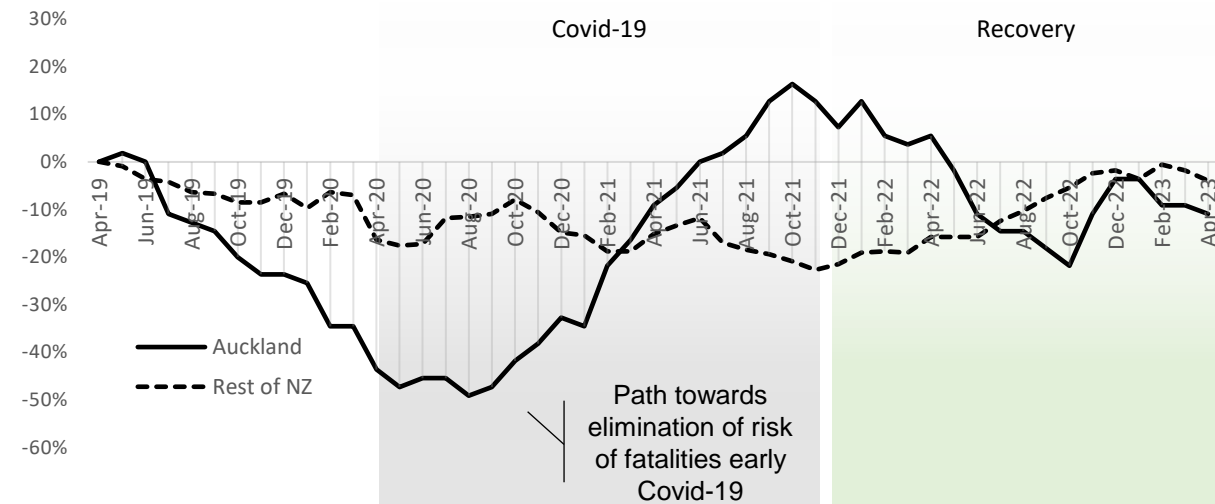
Performance update

Ministry of Transport (MOT) data



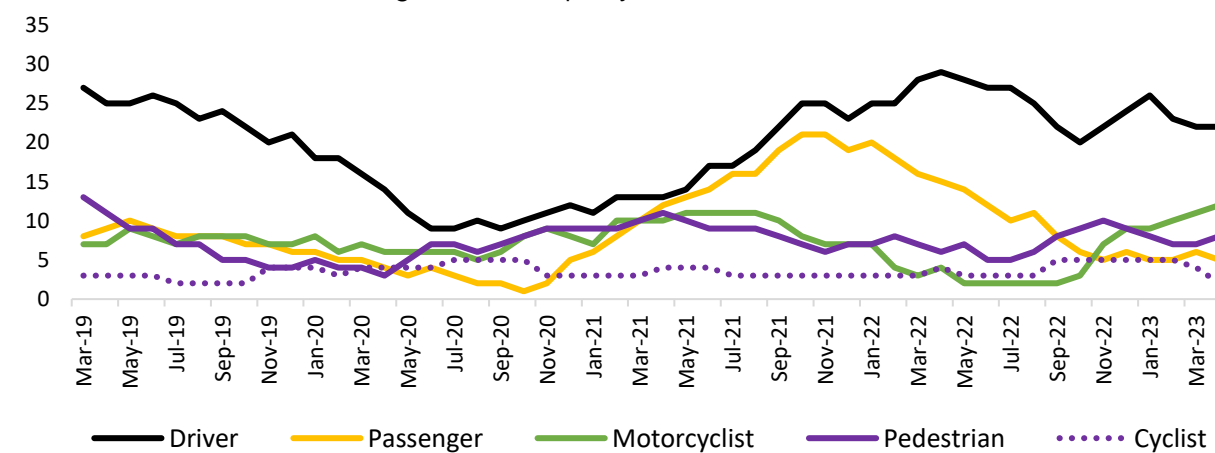
Lives lost in Auckland have declined to pre-COVID-19 levels, but are growing elsewhere

Indexed to 12 months from May 18 to Apr19 | only CAS data used



Drivers remain the largest road user DSI group on Tāmaki Makaurau roads

Rolling 12 months | only MOT data used



Summary factors view

Ministry of Transport (MOT) data and AT fatal crash reporting (FCR) data

Context

AT fatal crash reporting

AT's Road Safety Engineering team undertake fatal crash investigations in partnership with New Zealand Police. The primary focus of the AT team is to identify operational deficiencies that may have contributed to the cause of the fatal crash. The team identify defects and recommend remedial work that is required. The fatal crash report will also identify any safe systems gaps at fatal crash locations. The final report is submitted to the Police, and they use this in their report to the coroner.

Key insights

14 crashes with 15 fatalities reported in MoT, being:

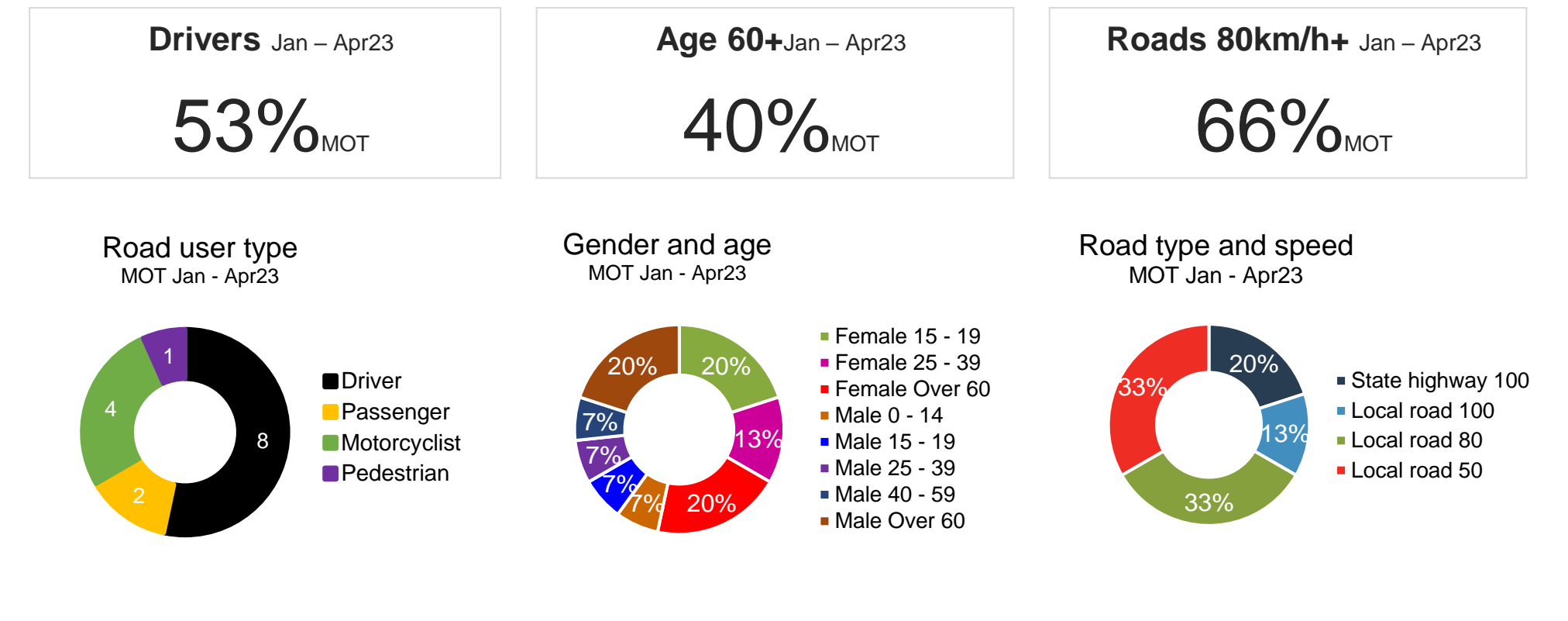
- 11 on AT roads (12 fatalities)
- 3 on WK roads (3 fatalities)

10 Crashes with 11 fatalities reported in CAS being:

- 7 on AT roads (8 fatalities)
- 3 on WK roads (3 fatalities)

From the fatal crash investigation reports (FCRs) performed by Road Safety Engineers, seven recommendations for Safety improvements to the roads were made. Four of those recommendations have been implemented and three are still open.

All roads – MoT fatalities



AT (local) roads – CAS fatal crashes

Fatal crashes involving public transport (PT)

Two separate fatal crashes involved PT

- One on an AT road involving a PT bus and a car (fatality), as reported in CAS.
- One on the Northern Motorway involving a PT bus, a car and a motorcyclist (fatality); as reported in MoT.

Summary of seven fatal crash reports in CAS only Jan – Apr23

Safe roads	• Average road star rating	-
Safe speed	• Involved unprotected hazards	29%
	• Involved VRUs with insufficient infrastructure	-
Safe road user behaviour	• No primary treatment where urban fatality	80% (of 5)
	• Do not align to safe and appropriate speed	57%
	• Exceeded posted speed limit	14%
	• Alcohol suspected	71%
Safer vehicles	• Non-use of restraint where available	50% (of 2)
	• Drugs suspected	0%
	• Distraction suspected	0%
	• Learner license	29%
Safer vehicles	• Restricted license	14%
	• Average vehicle star rating	3.8
	• No warrant of fitness	29%
Public transport involved	14% (1 fatal crash out of 7)	

