



Safety Business Report – March and April 2021

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1. Recommendation

That the Board:

- Note the Safety report for Auckland Transport (AT) for March and April 2021.

Prepared by: AT Safety Team

Endorsed by: Bryan Sherritt, Executive General Manager Safety

1.1 Strategic Alignment

AUAHATANGA <i>Better, Bolder, Together</i>	<i>This report details business-wide actions, and Key Performance Indicators to assist the board in meeting their due diligence obligations.</i>
MANAAKITANGA <i>We Care ... Full Stop</i>	<i>This report demonstrates integrity associated with meeting ethical and legal obligations.</i>
TIAKITANGA <i>Safe with us</i>	<i>This report comments on the work our people are undertaking and the Critical H&S Risk areas facing AT, including the work being done to address these.</i>
WHANAUNGATANGA <i>We Connect</i>	<i>This report details workplace safety audit results and reports findings and updates to the Executive Leadership Team and Board.</i>



2. Executive Summary

This report provides an overview of AT's safety matters for the period March to April 2021. There were four notifications to NZ regulators during this reporting period, four in March and none in April. There were 10 road deaths recorded from 1 March to the 27th of April 2021 in Tāmaki Makaurau, all on AT roads. Half of the 10 people were vulnerable road users; one motorcyclist, two cyclists and two people on foot. There have been 19 road deaths recorded on Tāmaki Makaurau Local Roads and State Highways from 1 January to 27th April 2021, four more than the five-year average and twelve more than in 2020 for the same period.

A detailed look into Tamaki Makaurau's road safety performance in 2020 based on safe system areas, highlights that although DSI reduced in 2020 by 13% from 607 in 2019 to 526 in 2020, there was a 25% increase in DSI of people walking (from 77 in 2019 to 96 in 2020); there was a 15% increase in run off road crash types (from 170 in 2019 to 195 in 2020); there was a 12% increase in speed related DSI (from 117 in 2019 to 131 in 2020) and there was an 11% increase in young driver DSI (from 47 in 2019 to 52 in 2020).

A review is being undertaken of the Road Safety Business Improvement Review 2018 (BIR) by Mr. Eric Howard to establish progress made against the intended actions, and areas of focus have been identified to further lift our road safety performance. Mr. Howard is making good progress with this piece of work.

The Road Safety Programme Business case reforecast is being finalised by Service Delivery and Safety with final expenditure and DSI reduction figures from 2018 -21 Three Year Programme currently being confirmed. The draft reforecast currently indicates a change in DSI reduction from 66% to 63% which will reduce the total number of DSI saved over the 10 years by 245 from 1863 to 1691. The 2021-24 road safety programme has been workshopped and agreed with Waka Kotahi and is currently progressing through their endorsement process to maintain alignment with the national Road to Zero programme.

The Ministry of Transport (MoT) has advised us that public consultation on the draft "Setting of Speed Limits Rule 2021" started on 23 April 2021 and is running to 25 June 2021. The Speed Management Guide will be updated after policy decisions are made and the draft rule has been finalised, which is expected to be in November 2021. 23 new positions in the National Road Policing Centre are being created which will increase capacity to do analysis and deep dives into enforcement data.

Safety concerns have been raised at the Eastern Busway (EB1) site where there have been a number of recent safety issues and events. It has been identified that lack of a consistent application of critical risk controls is a common feature of the safety incidents that have occurred on site which is what the safety team are looking to rectify. AT and Fulton Hogan's SLT have had safety conversations over the last few months including Shane Ellison speaking with Cos Bruyn, Fulton Hogan's Managing Director. AT are continuing conversations about safety and Shane Ellison and Bryan Sherritt have been invited to attend a site-wide safety reset meeting on the 2nd of June. A review has been carried out to understand future requirements to enhance and support assurance activities for Integrated Networks scope of responsibilities following lessons learnt from DIDP and more recently EB1. The Safety Team have approval to appoint six new safety roles, an assurance lead and five safety specialists to support projects and services.



Throughout March and April, a Health Safety and Wellbeing Representative (HSWR) Committee campaign was rolled out including AT wide internal communication from Bryan Sherritt, an engine room article, ELT targeted email and conversations highlighting high risk groups with low or no representation to ensure safety and HSWR representation is prioritised and encouraged. The nomination period closed at the end of April and early results are promising. 100% representation has been achieved in terms of total numbers of potential representatives nominating although every nominated representative still needs to be contacted at time of report writing so the final number is still to be confirmed.

AT's existing Synergi - H&S Incident Management and Reporting tool is currently being upgraded to the latest version which will remove the current impediments around usage and adoption of the tool across AT employees and external partners. The software upgrade is now expected to complete User Acceptance Testing (UAT) by end of May; and coupled with change control completion to go-live in June.

3. Key Matters

This section aims to ensure that specific and significant changes in health and safety matters and material risk are set out to the board. This section also presents matters which represents further opportunity to provide sector and regional leadership opportunity for the board at the strategic level.

The proposed matters for this reporting period are:

- Auckland fatality overview for the current reporting period – March and April 2021
- A detailed look into Tamaki Makaurau Road Safety Performance by Safe System Area 2016 - 2020
- Assurance activities - EB1 update

3.1 Auckland Fatalities Overview for March and April

There were nineteen road deaths recorded on Tāmaki Makaurau Local Roads and State Highways from 1 January to 27th April 2021, four more than the five-year average and twelve more than in 2020 for the same period, which was affected by covid 19.

March road deaths

Tāmaki Makaurau recorded six road deaths in the month of March. All fatalities died on AT roads and included a driver (aged 50), two passengers (aged 32 and 34), a motorcyclist (aged 33), a person on a bike (aged 50) and a child on foot (aged 5). All three of the vehicle deaths were unrestrained.

- Three of the deaths (driver, passenger and motorcyclist) were from loss of control crashes into roadside objects, where excessive speed is suspected.
- A heavy motor vehicle had not seen the person on a bike travelling on the marked cycle lane and turned left into a side street into the cyclist's path.
- A passenger who was emotionally upset alighted from a moving vehicle suspected to be travelling at an inappropriate speed.
- The five-year old child on foot was hit by a vehicle on school grounds whilst it was manoeuvring into a parking space and struck the accelerator instead of the brake.



April road deaths

As of 27th April, Tāmaki Makaurau recorded four road deaths. All four were killed on AT roads. A person on foot (aged 82), a passenger (aged 1), another passenger (aged 31) and a person on a bike (aged 70).

- It was reported that the one year old was unrestrained and had fallen out of the moving vehicle onto the road where the vehicle had run the child over.
- In another crash, while a vehicle was reversing in a lane to manoeuvre into the other lane, they did not see the 82-year-old crossing the road behind their vehicle and struck her.
- A 31-year-old was a passenger in a vehicle travelling at an inappropriate speed, where it crossed over to the other side of the road, struck a raised pedestrian island, lost control on the wet road then travelled through a low-lying concrete fence eventually colliding into a tree. The learner driver (aged 30) and the three other vehicle occupants in that crash (aged between 26 and 31) also sustained serious injuries and were transported to hospital.
- The person on the bike had been cycling on a local open road with a 100kmh speed limit when a SUV turning left out of an intersection struck the rear wheel of the bike sending him off his bike onto the ground head first.

A March and April performance summary is included in the Performance Section 5.

External Partnerships

Please refer to the external partnerships update included in the Chief Executive report.

3.2 A detailed look into Tamaki Makaurau Road Safety Performance by Safe System Area 2016 - 2020

The safety team has pulled out the following insights as a summary of Tāmaki Makaurau's road safety performance until the end of 2020. These insights support decision making toward our programme of deep dives, areas of focus, our work with our Tāmaki Makauru road safety partners and our delivery programme.

Summary for 2020 DSI:

- DSI had reduced in 2020 by 13% from 607 in 2019 to 526 in 2020
- Largest % reduction in 2020 DSI compared to 2019
 - Active school aged road user DSI (5-18yrs, weekday 7am-9am & 3pm-5pm) by 41% from 17 in 2019 to 10 in 2020
 - Distraction DSI by 41% from 34 in 2019 to 20 in 2020
 - Fatigue DSI by 31% from 16 in 2019 to 11 in 2020
 - Motorcycle & moped DSI by 24% from 143 in 2019 to 108 in 2020
 - Older road user DSI also by 24% from 37 in 2019 to 28 in 2020



Although overall DSI reduced in 2020, there had been increases in DSI in 2020 from 2019 in the following safe system themes:

- People walking (including wheeled pedestrians, scooter and e-scooter riders) DSI by 25% from 77 in 2019 to 96 in 2020
- Run-off road DSI by 15% from 170 in 2019 to 195 in 2020
- Speed related DSI by 12% from 117 in 2019 to 131 in 2020
- Young driver DSI by 11% from 47 in 2019 to 52 in 2020

Table 1 – Auckland Road Safety Performance by Safe System Area 2016 – 2020

Auckland Road Safety Performance by Safe System Area 2016 to 2020 (worsened 2020 performance compared to 2019 in yellow as at 27 th April 2021)							
Year	2011-2015 Baseline	2016	2017	2018	2019	2020 vs 2019 (%change)	Overall 5 year trend (2016-2020) Comparing 2020 to the most recent five year trend (not the baseline column)
OVERALL SAFE SYSTEM INDICATORS							
Fatalities	46	47	64	54	40	37 (-8%)	Trending down
Fatal & Serious injuries (DSI)	493	673	832	649	607	526 (-13%)	Trending down
Serious injuries	447	626	768	595	567	489 (-14%)	Trending down
<i>Auckland DSI as a % of NZ DSI</i>	19%	23%	26%	22%	21%	21%	
Hospitalisations of more than one day	869	969	1111	1060	1024	TBC	
ACC motor vehicle claims	10830	12813	12589	12791	12128	TBC	
Social cost of all crashes in 2019 \$billion (\$b)	NA	\$2.25	\$2.65	\$2.30	\$2.27	\$1.81	
Vehicle kilometres travelled (000million)	13	15	15	16	16	TBC	



**Auckland Road Safety Performance by Safe System Area 2016 to 2020
(worsened 2020 performance compared to 2019 in yellow as at 27th April 2021)**

Year	2011-2015 Baseline	2016	2017	2018	2019	2020 vs 2019 (%change)	Overall 5 year trend (2016-2020) Comparing 2020 to the most recent five year trend (not the baseline column)
SAFE ROADS & ROADSIDES							
Intersection DSI	175	219	267	213	201	162 (-19%)	Trending down
Run-off-road DSI	156	202	290	177	170	195 (15%)	Trending down
Rural Road Loss of Control/Head On DSI	90	128	155	126	91	93 (2%)	Trending down
Local Road DSI – SOI Measure	422	564	708	552	533	454 (-15%)	Trending down
Local Urban Roads	341	448	581	431	443	372 (-16%)	Trending down
Local Rural (open) Roads	82	116	127	121	90	81 (-10%)	Trending down
State Highways/Motorways DSI	71	109	124	97	74	72 (-3%)	Trending down
Rail crossing related DSI	1	2	0	0	0	0	Trending down
Red light running related DSI	13	19	37	17	19	15 (-21%)	Trending down
CRASH TYPES							
Run-off	156	202	290	177	170	195 (15%)	Trending down
Head-on	59	82	96	91	71	55 (-23%)	Trending down
Side impact	130	183	219	165	186	118 (-37%)	Trending down
Rear end	43	63	67	62	63	40 (-37%)	Trending down
Pedestrian	83	110	119	110	83	90 (8%)	Trending down
Other eg. Person falling inside vehicle, person fell from moving vehicle, vehicles v trains, parked vehicle runs away, car v equestrian	23	33	41	44	34	28 (-18%)	Trending down
SAFE SPEEDS							
Speed-related DSI	115	137	211	126	117	131 (12%)	Trending down



**Auckland Road Safety Performance by Safe System Area 2016 to 2020
(worsened 2020 performance compared to 2019 in yellow as at 27th April 2021)**

Year	2011-2015 Baseline	2016	2017	2018	2019	2020 vs 2019 (%change)	Overall 5 year trend (2016-2020) Comparing 2020 to the most recent five year trend (not the baseline column)
SAFE VEHICLES							
DSI bus occupants	0	1	0	0	5	0	Trending upwards
DSI truck related	39	68	66	43	40	38 (-5%)	Trending down
Non-Restraint Use	24	45	52	31	52	41 (-21%)	Trending down
SAFE ROAD USERS							
Alcohol/Other drug related DSI	100	115	200	90	119	89 (-25%)	Trending down
Alcohol driver deaths as a % of all driver deaths	0	18%	39%	32%	?	?	
Young driver DSI (16 to 24 years) excludes motorcyclists	54	74	98	64	47	52 (11%)	Trending down
Motorcycle & moped DSI	88	141	169	137	143	108 (-24%)	Trending down
Pedestrian DSI (includes wheeled pedestrian)	91	113	134	116	77	96 (25%)	Trending down
Cyclist DSI	41	42	56	52	42	41 (-2%)	Trending down
Active school aged road users DSI (5-18yrs) weekday 7am-9am & 3pm-5pm	18	10	24	18	17	10 (-41%)	Trending down
Older road user DSI (75 years plus)	28	33	41	34	37	28 (-24%)	Trending down
Fatigue-related DSI	25	28	35	22	16	11 (-31%)	Trending down
Distraction-related DSI	44	55	67	53	34	20 (-41%)	Trending down
Maori & Pacific Road User DSI	127	149	199	139	137	132 (-4%)	Trending down
Maori DSI ONLY	68	97	125	96	86	87 (1%)	Trending down



**Auckland Road Safety Performance by Safe System Area 2016 to 2020
(worsened 2020 performance compared to 2019 in yellow as at 27th April 2021)**

Year	2011-2015 Baseline	2016	2017	2018	2019	2020 vs 2019 (%change)	Overall 5 year trend (2016-2020) Comparing 2020 to the most recent five year trend (not the baseline column)
Road Policing & ACC District DSI (within the Auckland Council boundaries)							
Waitemata (Rural & Urban North, Urban West)	171	251	303	227	177	198 (12%)	Trending down
Auckland City (Urban Central, Gulf Islands)	146	195	203	179	186	121 (-35%)	Trending down
Counties-Manukau (Urban & Rural South)	175	227	326	243	244	207 (-15%)	Trending down
Road Policing Area DSI							
Auckland Central	35	51	41	43	41	37 (-10%)	Trending down
Auckland East	51	71	72	74	77	48 (-38%)	Trending down
Auckland West	59	73	90	62	71	37 (-48%)	Trending down
Manukau Central	27	33	72	39	46	35 (-24%)	Trending down
Manukau East	41	40	76	60	61	43 (-30%)	Trending down
Manukau South	63	86	94	93	92	72 (-22%)	Trending down
Manukau West	44	68	84	51	45	57 (27%)	Trending down
North Shore	42	83	94	71	51	43 (-16%)	Trending down
Rodney	74	106	111	102	76	75 (-1%)	Trending down
Waitakere	55	62	98	54	50	79 (58%)	Trending down
Road Safety Action Plan Area DSI							
Rural North	60	94	100	83	53	60 (13%)	Trending down
Urban North	58	95	109	91	78	65 (-17%)	Trending down
Urban West	45	50	80	43	38	62 (63%)	Trending down
Urban Central	157	208	218	188	192	134 (-30%)	Trending down
Urban South	118	154	242	169	173	151 (-13%)	Trending down



**Auckland Road Safety Performance by Safe System Area 2016 to 2020
(worsened 2020 performance compared to 2019 in yellow as at 27th April 2021)**

Year	2011-2015 Baseline	2016	2017	2018	2019	2020 vs 2019 (%change)	Overall 5 year trend (2016-2020) Comparing 2020 to the most recent five year trend (not the baseline column)
Rural South	52	68	77	71	68	50 (-26%)	Trending down
Year	2011-2015 Baseline	2016	2017	2018	2019	2020 vs 2019 (%change)	Overall 5 year trend (2016-2020)
Gulf Islands	3	4	6	4	5	4	Trending down
Local Board Area DSI (as at 26 April 2017)							
Rodney	60	94	100	83	53	60 (13%)	Trending down
Hibiscus and Bays	18	25	22	30	29	18 (-38%)	Trending down
Upper Harbour	13	14	29	22	18	21 (17%)	UP
Kaipatiki	15	36	27	20	16	15 (-6%)	Trending down
Devonport-Takapuna	12	20	31	19	15	11 (-27%)	Trending down
Henderson-Massey	29	31	47	29	22	39 (77%)	Trending down
Waitakere Ranges	16	19	33	14	16	23 (44%)	Trending down
Whau	19	26	31	21	23	17 (-26%)	Trending down
Great Barrier	0	1	0	2	1	2	UP
Waiheke	2	3	6	2	4	2	Trending down
Waitemata	44	56	49	64	45	35 (-22%)	Trending down
Albert-Eden	35	43	55	24	44	22 (-50%)	Trending down
Puketapapa	13	15	17	13	18	15 (-17%)	UP
Orakei	20	27	24	30	32	18 (-44%)	Trending down
Maungakiekie-Tamaki	25	41	42	36	30	27 (-10%)	Trending down
Mangere-Otahuhu	26	39	52	33	21	32 (52%)	Trending down



Auckland Road Safety Performance by Safe System Area 2016 to 2020
(worsened 2020 performance compared to 2019 in yellow as at 27th April 2021)

Year	2011-2015 Baseline	2016	2017	2018	2019	2020 vs 2019 (%change)	Overall 5 year trend (2016-2020) Comparing 2020 to the most recent five year trend (not the baseline column)
Otara-Papatoetoe	30	40	57	39	43	39 (-9%)	Trending down
Manurewa	23	29	59	33	38	33 (-13%)	Trending down
Howick	23	25	45	38	41	23 (-44%)	Trending down
Papakura	17	21	29	26	30	24 (-20%)	UP
Franklin	52	68	77	71	68	50 (-26%)	Trending down

Notes:

All figures unless otherwise stated represent road Deaths and Serious injuries (DSI) as reported by NZ Police in the NZTA Crash Analysis System (CAS).

Alcohol / Drug related DSI represent test above limit or test refused, intoxicated non-driver and drugs proven

Pedestrian, cyclist and rural road DSI are subject to significant levels of under-reporting and should be considered very conservative indications.

Five-year trends are indicated as **improving**, **worsening**, or **static** against the baseline

3.3 Assurance Activities - Eastern Busway Update (EB1)

As mentioned in previous board reports this year, AT's focus is taking the strategic learnings from a risk and assurance perspective from DIDP that are transferable across our delivery portfolio to lead the lessons learned across the sector. Key to increasing the assurance regime is developing an integrated Assurance Framework which will include activities at the first, second and third line. This is currently being developed.

With six months to go on the EB1 project, there have been a number of safety concerns that the project team have been experiencing on EB1. These are trending as high potential near misses that follow numerous service strikes and recent requests from AT to improve. AT have formally conveyed our concerns around observations and what we consider to be negative trends in relation to protection of existing services, general H&S behaviours, overall culture and poor temporary traffic management and have requested Fulton Hogan to demonstrate a real commitment to improve safety. The project was tendered on the understanding that Fulton Hogan was self-performing 80% and 20% subcontracted. Upon award, this was quickly turned to 20% self-perform and 80% subcontracted.



It has been identified that the main cause of the safety issues is the inconsistent application of critical risk controls on site, largely due to inadequate management supervision of Fulton Hogan subcontractors on site and:

- Lack of adequate/experienced supervision
- Lack of reviewing processes and procedures
- Lack of monitoring and auditing post incidents
- High turnover of Fulton Hogan engineers, supervision staff and management

In response to these issues and the learnings from DIDP, AT's safety team, the Chief Executive and members of the SLT have been involved in a number of conversations with Fulton Hogan regarding their safety performance:

- Shane Ellison has spoken with Cos Bruyn, Fulton Hogan's Managing Director.
- On 3 May 2021, a meeting with Andrew Johnson and Ian Yonkers from Fulton Hogan and Bryan Sherritt, Mark Lambert, Roger McRae and Mieszko Iwaskow was held to discuss safety performance. Safety leadership conversations are underway clarifying what a safe system is and the role of the first, second and third line.
- Shane Ellison and Bryan Sherritt have been invited to attend a site-wide safety reset meeting on the 2nd of June.
- AT engaged a safety consultant, Tony Rigg to provide support to the EB1 safety specialists.
- The Safety Team have approval to appoint six new safety roles, an assurance lead and five safety specialists and advisors to support projects and services capitalised against the program.

In regards to the 1st of March event where an uncontrolled load crossed traffic lanes and and the 6th of April event where an excavator hit a 12.6m long CLS pipe and dislodging it from its dunnage, works were stopped in both instances and the subcontractor was provided with a Fulton Hogan supervisor as they had previously been operating under a foreman and engineer.

A Safety focused culture and leadership, an integrated assurance framework which includes activities at the first, second and third line of defence, appropriately qualified and experienced resources and a focus on the application and verification of critical risk controls are required to mitigate the risk on this and all projects delivered by Auckland Transport.



4. Organisation

This section aims to report on the state of safety of the organisation at the end of the reporting period. This includes notifications to regulators, as this provides for a system-wide view of where defences are being breached.

4.1 Assurance

A review has been carried out to understand future requirements to enhance and support assurance activities for Integrated Networks Scope of Activities following lessons learnt from DIDP and more recently EB1. The review identified that the current safety capability that is attributed for the Integrated Networks portfolio of projects and programmes is insufficient for the size, scale and risk profile presented given our wider obligations. External suppliers are relied upon to support those obligations, however this is not a sustainable approach given the risk awareness that needs to be developed and sustained throughout the life of a particular project or programme. An additional six FTE within the Safety Team have been approved including a Safety Assurance Lead and five additional Safety Specialist/Advisor resources the majority of who will be capitalised to the relevant project/activity. An iterative approach to improving assurance activity will be used with further consideration made to understand longer term requirements across the full business portfolio in association with safety capability growth to embed across the organisation.

Safety Assurance Responsibilities

- Develop a Safety Compliance and Assurance Plan, including Critical Risk Management to align with intent of the integrated assurance framework
- Deliver requirements of the safety compliance and assurance plan to conduct health and safety inspections, compliance reviews, audits and other assurance activities across the organisation
- Regular health and safety inspections, compliance reviews and audits will be undertaken on all business activities to assess and evaluate the state of safety practices and activities of AT staff, suppliers and contractors
- Provide the Board, Chief Executive, Executive Leadership Team and senior management assurance on the effectiveness of safety management systems at AT and those of its contractors and third party suppliers
- Identify problem areas which require focused attention from the health and safety team, ELT and CE
- Allow for regular health and safety reviews to be undertaken to promote and build a culture of continuous improvement in safety practices
- Provide reporting on the effectiveness of prevention activities taken by managers, staff, contractors, suppliers and operators to mitigate risks through appropriate controls



4.2 Status Summary for inputs to the Safety Framework

Table 2 – Status summaries

Level	Intent	Status
Strategy	Safety Strategy Development	Safety vision, values and policy to enable the Safety Strategy 2021-24. Scoping and initiating the procurement process has commenced with a board workshop date to be scheduled at the earliest possible time. This Strategy development will involve organisation wide agreement on targets and will be co-designed with the business.
	Vision Zero	The Road Safety Programme Business case reforecast is being finalised by Service Delivery and Safety with final expenditure and DSI reduction figures from the 2018 -21 Three Year Programme currently being confirmed. The draft reforecast currently indicates a change in DSI reduction from 66% to 63% which will reduce the total number of DSI saved over the 10 years by 245 from 1863 to 1691. Service Delivery is undertaking a significant project of work with Safety and Integrated Networks to strengthen the deliverability of our next three-year programme and build a robust pipeline, work which will be informed by a Programme Methodology review undertaken in late 2020, the Vulnerable Road Users Deep Dive and the Road Safety BIR update. The 2021-24 road safety programme has been workshopped and agreed with Waka Kotahi and is currently progressing through their endorsement process to maintain alignment with the national Road to Zero programme.
System	AT Safety Management System Development	Review of current procedures and policies is underway to identify key improvement opportunities prior to completion of Safety Strategy in Q2 2021/22*. This will build on DIDP recommendations and areas of improvement. An AS/ANS ISO 45001 Health and Safety Accreditation Stage 1 audit will take place in Q2 to coincide with the safety strategy completion.
People	Health and Safety Representatives	<p>The prescribed minimum ratio of H&S representatives under section 65(1) of the Health and Safety at Work Act 2015 is one representative for every 19 workers.</p> <p>Until the last reporting period, the number of H&S representatives at AT was 63 which is approximately 66% representation. Throughout March and April, a Health Safety and Wellbeing Representative (HSWR) Committee campaign was rolled out including AT wide internal communication from Bryan Sherritt, an engine room article, ELT targeted email and conversations highlighting high risk groups with low or no representation to ensure safety and HSWR representation is prioritised and encouraged. The nomination period closed at the end of April and early results are promising. 100% representation has been achieved in terms of total numbers of potential representatives</p>



Level	Intent	Status
		nominating although every nominated representative still needs to be contacted at time of report writing so the final number is still to be confirmed.
Review	Road Safety Business Improvement Review 2018	A review has been undertaken of the Road Safety Business Improvement Review 2018 (BIR) by Mr. Eric Howard to establish progress made against the intended actions, and areas of focus have been identified to further lift our road safety performance. The review was due to be discussed with the board on the 17th of May, unknown outcome at time of board report writing.
Review	AT Critical Risk Review	Review of the current critical and catastrophic risks and their controls and ownership has commenced including appropriate methodology for a safety risk assessment within the enterprise Organisational Risk Management Framework. The safety team have now developed a four-phase programme with a planned start date of 13 May 2021. A consultant has been procured to prepare a fit for purpose critical/catastrophic risk framework and supporting documentation which will enable AT to establish robust and sustainable foundations for risk management and review current control plans and identification of catastrophic risk scenarios.
System	Health and Safety Case Management System	AT's existing Synergi - H&S Incident Management and Reporting tool is currently being upgraded to the latest version which will remove the current impediments around usage and adoption of the tool across AT employees and external partners. While the original scope of work is to upgrade the solution 'like-to-like' and for browser agility (current Synergi is only compatible with Internet Explorer 11 which is becoming obsolete in August 2021), we have identified the opportunities for further improvements both for reporting and customer experience through a change management strategy. The software upgrade needs to be coupled with a clear map of stakeholders, business processes and user support. It requires a significant change and communication strategy for effective relaunching the tool for both AT internal and external users reminding users to meet their H&S obligation and compliance. This level of change requires significant change management and communication activities to ensure that the Synergi 'relaunching' is effective, by preparing the AT internal and external users appropriately and by reminding users of their obligations around Health and Safety and Incident reporting. The Change Manager has recently joined the project and is working through the design phase to understand business process impacts and resistance across the different user groups. The Change Management vision is to re-iterate the importance of H&S and to truly connect everyone at AT, our external suppliers and partners to our Tiakitanga (Safe with Us) value. We will re-energise people's awareness to spot potential H&S events and demonstrate the new easy and user-friendly version of Synergi to capture events. Re-launch communications and training for the new improved version of Synergi are being planned for late May.



*Quarters align with financial years.

4.3 Notifications to NZ Regulators

There were four events that were notified to regulators during this reporting period, four in March and none in April.

Table 3 – March and April Notifications to NZ Regulators

Date	Description of Event	Notification to Regulator
1 March 2021	<p>While unloading 17m long, 2.9-ton HDP pipes on the Western abutment site of the new Panmure Bridge with a 23-ton excavator and a tag line, a subcontractor lost control of the load. The pipe tilted and swung over a live traffic lane on one end. There was no traffic present at the time. While undertaking remedial actions the digger made contact with the truck and dented a panel.</p> <p>Works were temporarily stopped on site with the subcontractor March Cato and work instructions reviewed by Fulton Hogan, March Cato and AT. Fulton Hogan provided the incident investigation report on 10 March 2021. Corrective actions were undertaken including providing a Fulton Hogan supervisor for the western and eastern abutments work.</p>	Notified to WorkSafe
2 March 2021	While clearing debris from a shallow trench on Queen Street, the excavator being used contacted a gas line, damaging the service, and releasing gas.	Notified to WorkSafe
17 March 2021	In the early hours of the morning, while breaking out concrete around existing light poles on the Northcote Road offramp, the digger contacted with the power feed to the pole. The circuit tripped out, and three lights lost power.	Notified to WorkSafe
18 March 2021	While running a scheduled service from Ormiston to Middlemore, a bus was involved in a serious collision at the intersection of Ormiston and Murphy’s Road, Flat Bush. The driver of the other vehicle was admitted to hospital in a serious condition, while the bus driver and one other passenger was also admitted to hospital. The bus driver suffered a broken knee.	Notified to WorkSafe

Lessons learned around what AT have done in response to these events and establishing a close out process requires greater focus for the safety team moving forward. It is proposed that the events previously notified to the board will then be a standing item at the proposed Health, Safety and Regulatory Committee (HSRC) to close the loop and give Directors visibility on trends, risks and controls.




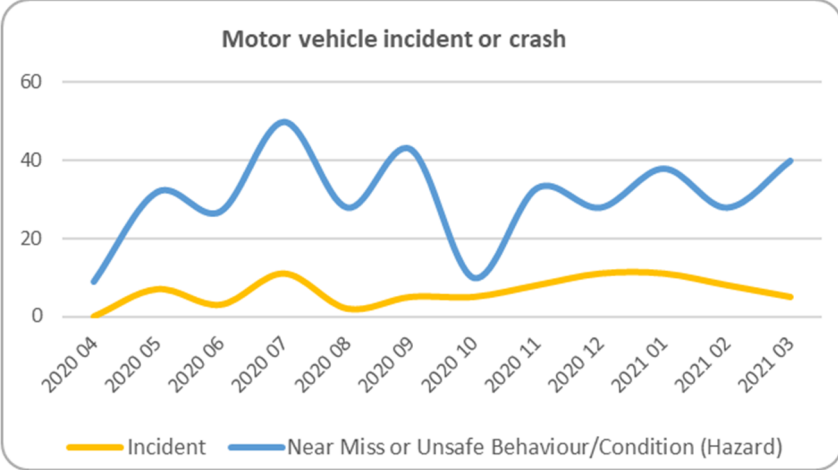
4.3 Safety Critical Risk Areas Update

A Critical Risk (CR) is a risk that has an assessed risk score of 15 and above on the AT Risk Matrix. AT's CRs are the risks that are most likely to cause single or multiple significant or disabling injuries, and/or a fatality. The table on the following pages highlights the AT CR areas that have had notable events during March 2021.


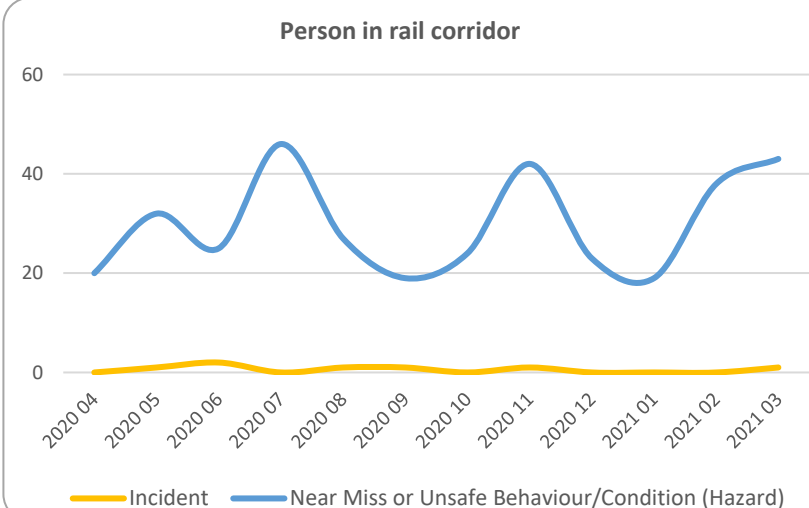
Please note that due to tighter turnaround times between board sessions this month, critical risk information is for March only. April figures will be presented in the next reporting period.





Table 4 – Top Five Critical Risks

Critical Risk		Comments	Trends																																							
<p>Motor vehicle incident or crash (Motor vehicle operation)</p>		<p>One of the 45 incidents for March was a WorkSafe notifiable event relating to a collision between a bus and a small truck at the Ormiston/Murphy's Road intersection.</p> <p>The majority (85%) of the events over the last 12 months are unsafe behaviour/condition (hazards) involving buses which is showing to have peaked between 3 -6pm broken down by:</p> <ul style="list-style-type: none"> • 45% Bus vs Vehicle • 19% Bus vs Bus • 17% Bus vs Object • 3% Bus vs Pedestrian <p>The BIR review identifies a number of recommendations to improve performance of bus operations including:</p> <ul style="list-style-type: none"> • Reviewing metro bus operations to proactively improve safety performance (ie. reporting on crashes, number of speeding tickets and red light running infringements incurred each month by AT bus drivers) • Make Metro bus operations a part of the safety solution rather than part of the problem eg. safe access to bus stops. • AT progressively introduce contract deduction provisions in contract renewals for speeding and red light offences. 	 <table border="1"> <caption>Motor vehicle incident or crash - Trend Data (Estimated)</caption> <thead> <tr> <th>Month</th> <th>Incident (Yellow)</th> <th>Near Miss or Unsafe Behaviour/Condition (Hazard) (Blue)</th> </tr> </thead> <tbody> <tr><td>2020 04</td><td>0</td><td>10</td></tr> <tr><td>2020 05</td><td>8</td><td>32</td></tr> <tr><td>2020 06</td><td>5</td><td>28</td></tr> <tr><td>2020 07</td><td>12</td><td>50</td></tr> <tr><td>2020 08</td><td>5</td><td>30</td></tr> <tr><td>2020 09</td><td>8</td><td>45</td></tr> <tr><td>2020 10</td><td>5</td><td>10</td></tr> <tr><td>2020 11</td><td>8</td><td>35</td></tr> <tr><td>2020 12</td><td>12</td><td>30</td></tr> <tr><td>2021 01</td><td>12</td><td>38</td></tr> <tr><td>2021 02</td><td>10</td><td>30</td></tr> <tr><td>2021 03</td><td>5</td><td>40</td></tr> </tbody> </table>	Month	Incident (Yellow)	Near Miss or Unsafe Behaviour/Condition (Hazard) (Blue)	2020 04	0	10	2020 05	8	32	2020 06	5	28	2020 07	12	50	2020 08	5	30	2020 09	8	45	2020 10	5	10	2020 11	8	35	2020 12	12	30	2021 01	12	38	2021 02	10	30	2021 03	5	40
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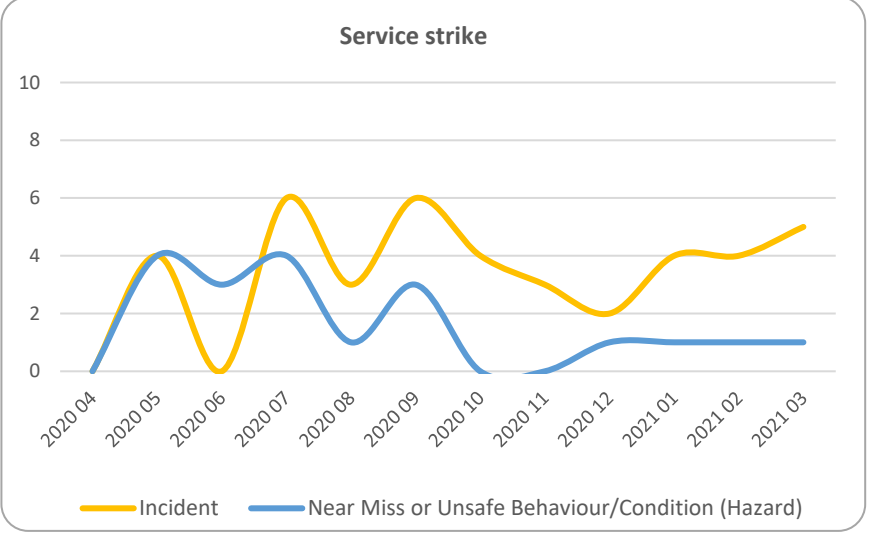


Critical Risk		Comments	Trends																																							
<p>Person in rail corridor (Train operation)</p>		<p>There were 44 passenger events on trains in March; with one fatality on the network (Wiri).</p> <p>The majority of cases (97%) reported over this reporting period are unsafe behaviours (lead indicators) relating to trespassing, train operation and level crossing incidents.</p> <p>At the end of 2020 the safety team did look into suicide data to establish any high risk areas on the train network that potentially require greater attention. The safety team will again refocus efforts in this area.</p> <p>Bryan Sherritt sits on the Tracksafe Board who regularly discuss learnings from Tracksafe Australia for insights into best practice to apply in New Zealand.</p>	<p style="text-align: center;">Person in rail corridor</p>  <table border="1"> <caption>Person in rail corridor - Trends Data</caption> <thead> <tr> <th>Month</th> <th>Incident</th> <th>Near Miss or Unsafe Behaviour/Condition (Hazard)</th> </tr> </thead> <tbody> <tr><td>2020-04</td><td>0</td><td>20</td></tr> <tr><td>2020-05</td><td>1</td><td>32</td></tr> <tr><td>2020-06</td><td>2</td><td>25</td></tr> <tr><td>2020-07</td><td>1</td><td>45</td></tr> <tr><td>2020-08</td><td>1</td><td>28</td></tr> <tr><td>2020-09</td><td>1</td><td>20</td></tr> <tr><td>2020-10</td><td>1</td><td>22</td></tr> <tr><td>2020-11</td><td>1</td><td>42</td></tr> <tr><td>2020-12</td><td>1</td><td>25</td></tr> <tr><td>2021-01</td><td>1</td><td>18</td></tr> <tr><td>2021-02</td><td>1</td><td>38</td></tr> <tr><td>2021-03</td><td>1</td><td>42</td></tr> </tbody> </table>	Month	Incident	Near Miss or Unsafe Behaviour/Condition (Hazard)	2020-04	0	20	2020-05	1	32	2020-06	2	25	2020-07	1	45	2020-08	1	28	2020-09	1	20	2020-10	1	22	2020-11	1	42	2020-12	1	25	2021-01	1	18	2021-02	1	38	2021-03	1	42
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Critical Risk		Comments	Trends																																							
Threats and Aggression		<p>Previous incidents involving cashbox thefts have tapered off due to them no longer being on buses.</p> <p>Some identified problems include transport users frustrations around people wanting to get off at temporarily closed bus stops, customers demanding to a pay cash fare and people under the influence of drugs and alcohol.</p> <p>AT have developed some guidance for staff around attending public meetings. This guidance is currently being trialled and feedback being sought.</p>	<p style="text-align: center;">Threats and aggression towards AT staff</p> <table border="1"> <caption>Estimated data for Threats and aggression towards AT staff</caption> <thead> <tr> <th>Month</th> <th>Incident</th> <th>Near Miss or Unsafe Behaviour/Condition (Hazard)</th> </tr> </thead> <tbody> <tr><td>2020 04</td><td>0</td><td>15</td></tr> <tr><td>2020 05</td><td>5</td><td>18</td></tr> <tr><td>2020 06</td><td>18</td><td>25</td></tr> <tr><td>2020 07</td><td>15</td><td>28</td></tr> <tr><td>2020 08</td><td>10</td><td>25</td></tr> <tr><td>2020 09</td><td>25</td><td>18</td></tr> <tr><td>2020 10</td><td>15</td><td>20</td></tr> <tr><td>2020 11</td><td>15</td><td>42</td></tr> <tr><td>2020 12</td><td>10</td><td>25</td></tr> <tr><td>2021 01</td><td>5</td><td>38</td></tr> <tr><td>2021 02</td><td>5</td><td>22</td></tr> <tr><td>2021 03</td><td>5</td><td>35</td></tr> </tbody> </table>	Month	Incident	Near Miss or Unsafe Behaviour/Condition (Hazard)	2020 04	0	15	2020 05	5	18	2020 06	18	25	2020 07	15	28	2020 08	10	25	2020 09	25	18	2020 10	15	20	2020 11	15	42	2020 12	10	25	2021 01	5	38	2021 02	5	22	2021 03	5	35
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Loss of control over vehicle (TTM)		<p>There were nine traffic management events in March. All of the reported events were unsafe behaviour/condition such as inadequate temporary traffic management on site and reported in the portfolio delivery space (Asset & Maintenance).</p>	<p style="text-align: center;">Loss of control over vehicle</p> <table border="1"> <caption>Estimated data for Loss of control over vehicle</caption> <thead> <tr> <th>Month</th> <th>Incident</th> <th>Near Miss or Unsafe Behaviour/Condition (Hazard)</th> </tr> </thead> <tbody> <tr><td>2020 04</td><td>0</td><td>1</td></tr> <tr><td>2020 05</td><td>1</td><td>10</td></tr> <tr><td>2020 06</td><td>1</td><td>18</td></tr> <tr><td>2020 07</td><td>1</td><td>10</td></tr> <tr><td>2020 08</td><td>1</td><td>3</td></tr> <tr><td>2020 09</td><td>1</td><td>18</td></tr> <tr><td>2020 10</td><td>1</td><td>15</td></tr> <tr><td>2020 11</td><td>1</td><td>11</td></tr> <tr><td>2020 12</td><td>1</td><td>14</td></tr> <tr><td>2021 01</td><td>1</td><td>10</td></tr> <tr><td>2021 02</td><td>1</td><td>2</td></tr> <tr><td>2021 03</td><td>1</td><td>10</td></tr> </tbody> </table>	Month	Incident	Near Miss or Unsafe Behaviour/Condition (Hazard)	2020 04	0	1	2020 05	1	10	2020 06	1	18	2020 07	1	10	2020 08	1	3	2020 09	1	18	2020 10	1	15	2020 11	1	11	2020 12	1	14	2021 01	1	10	2021 02	1	2	2021 03	1	10
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Critical Risk		Comments	Trends																																							
<p>Service Strike (work area with passing services)</p>		<p>Two of the five service strikes were WorkSafe notified in March; and one unsafe behaviour/conditions over the reporting period, relating to a gas strike from excavation work resulting in property damage.</p> <p>We generally expect to see the reported number of near misses and unsafe behaviour to be higher than the number of incidents, which is the case across other critical risks. Service strikes is trending differently.</p> <p>Although some incidents are isolated, an identified issue commonly associated with these service strikes is related to AT's relationship with the utility service providers. This is an area of focus for the safety team.</p>	<p style="text-align: center;">Service strike</p>  <table border="1"> <caption>Service Strike Data (Estimated from Chart)</caption> <thead> <tr> <th>Month</th> <th>Incident</th> <th>Near Miss or Unsafe Behaviour/Condition (Hazard)</th> </tr> </thead> <tbody> <tr><td>2020 04</td><td>0</td><td>0</td></tr> <tr><td>2020 05</td><td>4</td><td>4</td></tr> <tr><td>2020 06</td><td>0</td><td>3</td></tr> <tr><td>2020 07</td><td>6</td><td>4</td></tr> <tr><td>2020 08</td><td>3</td><td>1</td></tr> <tr><td>2020 09</td><td>6</td><td>3</td></tr> <tr><td>2020 10</td><td>4</td><td>0</td></tr> <tr><td>2020 11</td><td>3</td><td>0</td></tr> <tr><td>2020 12</td><td>2</td><td>1</td></tr> <tr><td>2021 01</td><td>4</td><td>1</td></tr> <tr><td>2021 02</td><td>4</td><td>1</td></tr> <tr><td>2021 03</td><td>5</td><td>1</td></tr> </tbody> </table>	Month	Incident	Near Miss or Unsafe Behaviour/Condition (Hazard)	2020 04	0	0	2020 05	4	4	2020 06	0	3	2020 07	6	4	2020 08	3	1	2020 09	6	3	2020 10	4	0	2020 11	3	0	2020 12	2	1	2021 01	4	1	2021 02	4	1	2021 03	5	1
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5. Performance

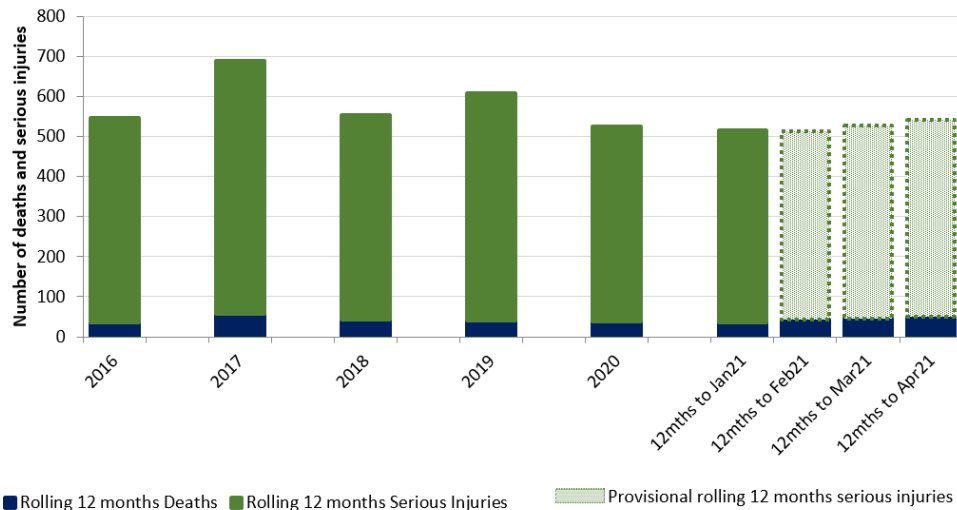
5.1 Safety Performance Dashboard

A safety performance dashboard has been included on the following page. *Once the Safety Strategy has been developed, further measurements of safety performance can be added to this dashboard.*

5.2 Statement of Intent

The 12-month rolling DSI to end of January 2021 for all roads in Tāmaki Makaurau is 515, 111 less than the same 12 month rolling period in 2020 (626). For the 12 months rolling DSI to end of January 2021, road deaths have decreased by 8% (from 39 to 36) and road serious injuries decreased by 18% (from 587 to 479).

Figure 3 - Local Road DSI SOI Update to January 2020 (provisional to April 2020)



As at 27.04.2021

Please note: The draft 2021 SOI for DSI on all roads in Tāmaki Makaurau is currently with Council. We hope to hear back from them by 28 May (deadline for this), and then Integrated Network Planning will be working towards preparing the final document to be taken to ELT and Board in July.

**Local Roads are roads that are operated by Auckland Transport. Please note that there is a three-month time lag for local road death and serious injuries information, and that monthly figures can vary over time due to Police investigation outcomes and reporting timelines. **Please note that historically there has been and still is a lag of up to three months for road serious injury information from Waka Kotahi and as such the serious injury data is only shown up to end of September. However, we are presently working with Waka Kotahi on how we might address this.*

Safety Performance Dashboard for March and April 2021

10 FATALITIES in March and April 2021 on Tāmaki Makaurau Roads

ONE driver

FOUR passengers

ONE motorcyclists

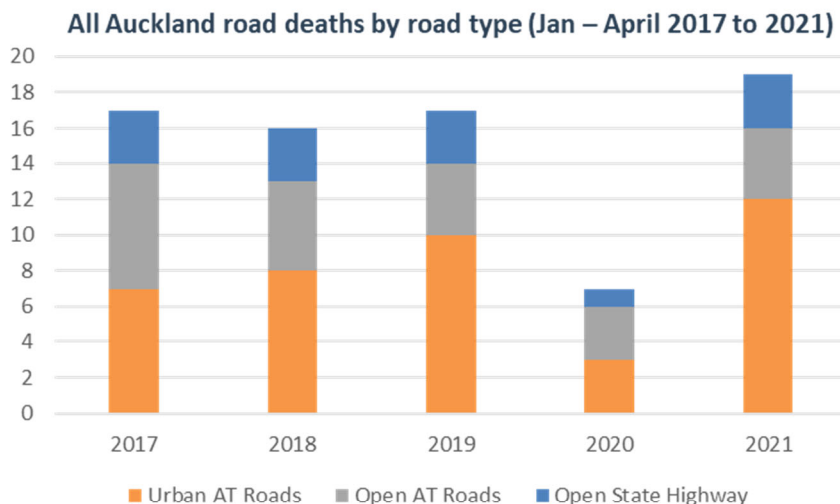
TWO cyclists

TWO people on foot

1 AT LOST TIME INJURY

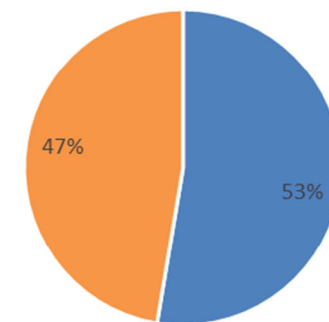
ONE transport officer

In 2021, 84% of road deaths occurred on AT roads. Of the AT road deaths 75% were on urban AT roads and 25% on open AT roads.

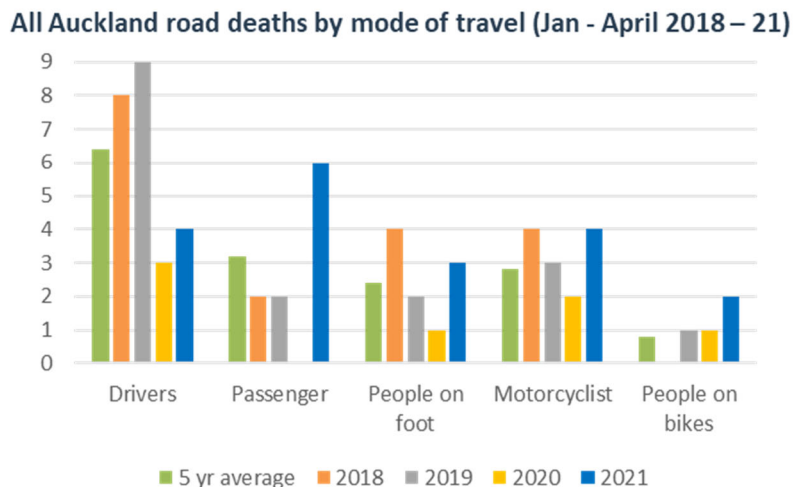


47% of road deaths in 2021 have so far been outside of the vehicle.

Proportion of inside/ outside vehicle deaths (year to date)



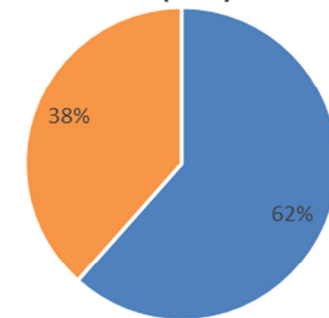
In 2021, compared to the five-year average, both in vehicle (passenger) and our vulnerable road-user deaths are trending upwards (increase of three and three respectively)



Deaths of vulnerable road users and is higher than the previous year and the 5-year average by three and continues to be on an upward trend

Vehicle passenger deaths is also higher than the previous year and the 5-year average by three.

Proportion of inside/ outside vehicle deaths (five year average)



inside vehicle outside vehicle



6. Monitoring and Assurance

6.1 Board Health and Safety Engagement Activities

The following visits were undertaken by board members during the reporting period:

Table 5 - Site visits undertaken by board members in March and April

Name	Site visited	Date
Darren Linton	Matakana Link Road - the focus on health and safety was impressive from the briefing to site management to 'safety huts' and training and onboarding. It was very evident Wharehine take health and safety very seriously.	10 March 2021
Dr Jim Mather	New Lynn to Avondale shared path - overall I formed a very positive view of the health and safety practices at this site (albeit I was surprised with the complexity of the work being undertaken for a shared pathway / cycleway). The visit was also greatly enhanced by having an AT safety team member at the site.	25 March 2021
Kylie Clegg	Karangahape Road – there appears to be a good focus on health and safety but this is also driven by AT. Project manager very new to project which did raise some questions for me. Good working relationship between head contractor and AT.	26 March 2021

6.2 Audit and Assurance Activity

Status of external reviews in relation to critical risk management

The following summaries reflect the status of recommendations from external reviews into safety and risk management for the reporting period and will continue to remain within this report until verified as closed, which will be reported to the board.

Status of Close-Out of Fatal Crash Investigations

As a road controlling authority, AT are responsible for completing fatal crash investigations for all road deaths that occur on the local road network. These investigations are led by Road Safety Engineering and reviewed by the Safety Team and the final report is submitted to the Coroner. A separate report is also completed by the Police serious crash unit and submitted to the Coroner. A summary of recommendations and close-outs overall is included below. The safety team will bring the close outs to the HSRC for further discussion when ready.



Table 6 – Status of fatal crash report recommendations

Year	Number of recommendations	As of 1 December 2020				As of 1 March 2021				As of 22 April 2021			
		Completed		Outstanding		Completed		Outstanding		Completed		Outstanding	
2017	139					90	65%	49	35%	105	76%	34	24%
2018	165					94	57%	71	43%	116	70%	49	30%
2019	109					93	85%	16	15%	99	91%	10	9%
Total	413	126	31%	287	69%	277	67%	136	33%	320	77.5%	93	22.5%

The safety team will work with the road safety engineering team further to establish what the current outstanding recommendation types are and find out where the issues are in closing them out. The main categories of outstanding recommendations identified at this stage include, 1) further investigative or detailed scheme design work required, 2) minor works including small civil works, dropped kerbs and sign and line improvements, 3) programme works that form part of the future safety programme and are prioritised against other safety schemes.

A complete review of the fatal crash investigation process, including the report itself and how we use the information to identify and report on trends is to be carried out as a priority, timeframes to be confirmed.

Table 7 - Status of External Reviews

Date released	Title	Number of Recommendations	Number of Recommendations Open	Verification of Closed Recommendations (indicate if independent verification)
12 August 2020	IMPAC Review of Health and Safety Management – DIDP	7	7 Provisionally completed in Feb 2021, subject to independent validation	Independent validation underway, completion 7 May 2021
18 December 2020	Van Schaik Health and Safety Solutions, Downtown Joint Venture Critical Risk Review – Executive Report	6	6	Workshops held on 21 and 22 December 2020 to address recommendations and agree future actions and timeframes



Date released	Title	Number of Recommendations	Number of Recommendations Open	Verification of Closed Recommendations (indicate if independent verification)
15 January 2021	Van Schaik Report, Downtown Joint Venture Critical Control Evidence Review Summary Report	5	5	Validation wrapped into next stage of DJV response and Van Schaik Report dated 5 March 2021
5 March 2021	Van Schaik Report, HSEMP & Critical Risk Standards Review	3	3	Independent validation underway, completion by late May 2021
28 March 2021	IMPAC Investigation Report – Motorcycle incident at intersection of Pakuranga Road and Ti Rakau Drive on 14 February 2021	1	1	Internal meeting to discuss scope to address recommendation to be confirmed soon

6.3 Critical Control Verification

The following number of controls have been assessed in detail against Verification Expectations as set out in the report referred to below. This control verification activity relates to the ongoing management of the DIDP critical risk improvements. They will remain in this board report until verified as closed or that the re-submitted documentation meets requirements to enable verification.

Table 6 – Controls Verification Activity

Evidence Summary	Controls Verified against Verification Expectation	Summary of Recommendation
Van Schaik Report, Downtown Joint Venture Critical Control Evidence Review Summary Report, dated 15 January 2021.	5	The Downtown JV has developed a 'Site Audit and Critical Risk Controls' form to support weekly verification reporting. The Downtown JV has revised their HSEMP.