

Attachment 1 - November 2023 Safety Business Report Dashboard

- 1. Safety, health and wellbeing dashboard**
 - 1.1. Safety, health and wellbeing FY24 critical success factors
 - 1.2. Safety management system
 - 1.3. Safety assurance and legal environment
 - 1.4. Safety operational activity
 - 1.5. Supplier management

- 2. Death and serious injuries (DSI) dashboard**
 - 2.1. DSI reporting

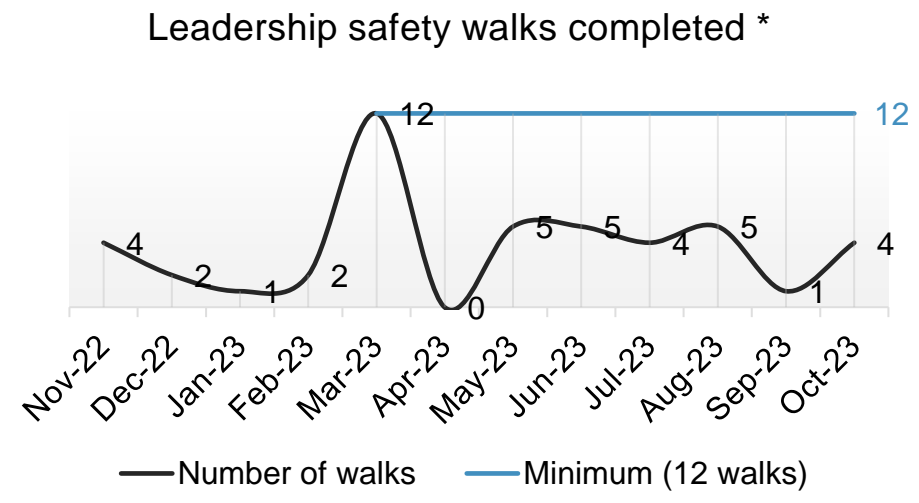
1. Safety, health and wellbeing dashboard

1.1 Safety, Health and Wellbeing (SHW) FY24 critical success factors - Auckland Transport

Legend: ● On track ● On watch ● Off track

Leadership

Context: Leadership safety walks (LSWs) are an opportunity for senior leaders to directly engage with teams on the frontline. It is a methodology to undertake their due diligence or Health and Safety at Work Act (HSWA) 2015 officer duties. It also builds engagement and improves safety culture. Board members conduct one LSW per quarter and EGMs conduct 10 LSW per year. The programme is still to be rolled out to tier three people leaders. Work is underway to develop a role-specific capability framework based around the number of leaders attending Safety training.



* Completed: conducted and recorded in Synergi 2.0

Leadership Safety Walks update ●

- Northwestern Busway experience was completed by four EGMs in October 2023. An improvement over September but still less than 50% of target (average 12 LSWs per month between EGMs and Board), affecting risk awareness, frontline engagement and safety culture
- The next EGM leadership safety walks have been postponed due to the organisational changes. EGMs are still encouraged to conduct and record their own LSWs.

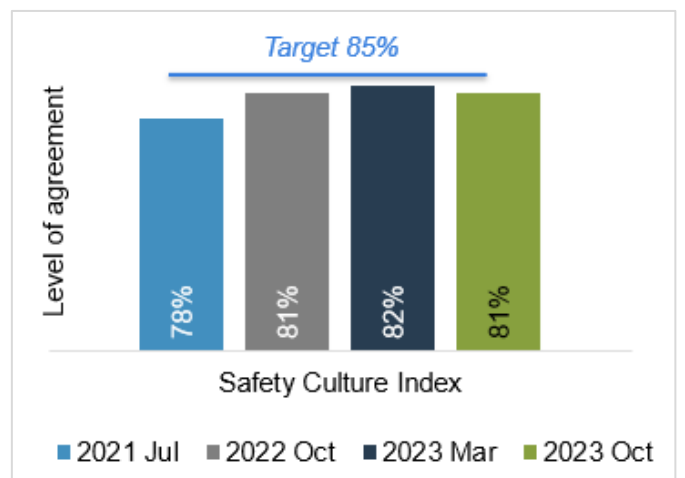
Role-specific capability framework update ●

- A discovery phase has been started.

Engagement

Context: Safety culture and leadership upskilling are measured as indicators of Safety engagement. Safety culture is measured by the Bradley Curve and reviewed annually supplemented by the quarterly AT Checking in Survey where four questions are analysed to understand the pulse of Safety. Upskilling of people leaders is measured by the number of simple/full learning reviews conducted by people leaders.

Checking-in survey results 2021 -2023
Overall measure is based on all four survey questions



Safety culture update ●

- Results from the latest Checking In survey:
- AT overall had a one percentage point negative shift overall of the SHW maturity measure from 82% to 81% over the survey period of March 2023 to October 2023.
 - In terms of safety culture perceptions, there is still a strong sense that our people a) feel free, safe, and able to give honest feedback to direct leaders and teammates (no change in perception score) and b) someone at work genuinely cares about me (1% positive increase)
 - There was a noticeable drop (84% to 80%) in the priority that our people are giving to SHW every day in their job. This is a similar sentiment to the result from the Dupont Safety survey where people are prioritising cost, customer quality and efficiency over safety.

AT people upskilling update ●

- A key learning from the Dupont survey was to improve safety culture, visible leadership and risk management. A program is being designed "Show us your day" which will seek to address these deficiencies in the system to improve the understand of "Everyday work". Key learning will be shared across AT to improve these outcomes.

Safe Systems

Context: Design of Critical Safety Risk Framework, Transport Safety refreshed business case action plan and safety reporting will help to manage critical controls, transport safety outcomes and provide visibility and insights for decision making. These will be measured through progress on design of the Critical Safety Risk Framework and status of critical controls, status of actions plans completed (future), and growth in business units using Safety dashboards (future).

Critical Safety Risk Framework update ●

- The peer review of the Safety Critical Risk Framework has been completed, and feedback is being processed.
- The AT Risk and Assurance Team are reviewing the framework, with feedback being provided early November 2023. The first draft of all supporting tools and templates is complete. The draft resource pages for the Safety Hub are complete.

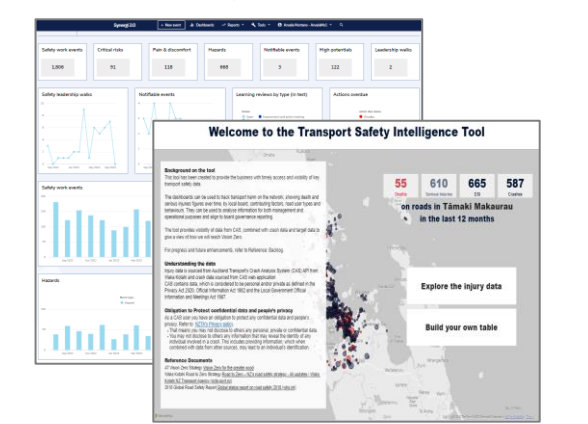
Transport safety strategy update ●

- Three of the priority top 12 recommendations from the BIR have been closed out due to lack of adequate funding and resources. These are:
- Deliver improved pedestrian (and other VRU) safety across the arterial and other roads in the network – safe cycling.
 - Expand safer urban infrastructure treatment programmes in association with safer speed limits to continue to lower DSI.
 - AT to substantially ramp up investment in/resourcing of capabilities for informed road safety partnership activities.

Safety insights update ●

- Engaged with Waka Kotahi's research group on the Study of Road Trauma Evidence and Data (SORTED) to share AT's Transport Safety Intelligence Tool work. Subsequently, we were invited to observe as part of the SORTED working group. Discussions have also led to the need and initiation of an insights sharing and data validation group, starting with Waka Kotahi - first use case on state highway DSI support in Auckland.
- Accident Compensation Corporation investigation identified missing levels of data and we are awaiting updates. In the interim we started Ministry of Health discovery.
- Investigation on Customer Relationship Management safety cases started.
- Waiting on St John Locality Review team to approve final stage of data request.
- Ongoing knowledge sharing sessions are being held for the Safety Synergi dashboards and the Transport Safety Intelligence Tool.

Safety Synergi/Transport dashboards

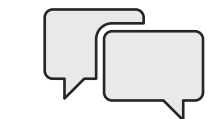


Advocacy

Context: The Safety Advocacy Plan identifies the priority focus areas for policy and legislative changes to improve road safety outcomes across Tamaki Makaurau. The priority focus areas for 2023 are alcohol and drug enforcement, automated enforcement and review of motorcycle safety. These are long term priorities which will require Central Government support and commitment to achieve.

Advocacy plan implementation update ●

- In October AT hosted a planning workshop with the Road Policing Managers from across Tāmaki Makaurau, this workshop focused on increased enforcement of impaired driving over summer and marketing and communications projects to amplify the effects of enforcement.
- Collaboration with Waka Kotahi to share insights from recent work with motorcycle communities, these insights will now feed into development of motorcycle safety messages which will be lead by Waka Kotahi and supported by the Community Partnerships team at AT.



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 FY24 Work Programme is underway. See details in the Key initiatives section.
- The core focus for this half of the financial year is health and safety risk management, including the development of risk and critical frameworks and learning module resources.

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, especially in the context of the recent restructure. This is mitigated by effective prioritisation of the SMS activities.



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.	Development	<ul style="list-style-type: none"> • The peer review of the Safety Critical Risk Framework has been completed, and feedback is being processed. • The AT Risk and Assurance Team are reviewing the framework, with feedback being provided early November 2023. • The first draft of all supporting tools and templates is complete. • The draft resource pages for the Safety Hub are complete. • The focus in 2024 will shift to working with our PCBU to focus on public transport, physical works and member of the public safety critical risks. 	<ul style="list-style-type: none"> • Significant volume of work and further resource may be required. Two-year timeframe, noting that critical risks will be reviewed on an ongoing basis. • Obtaining engagement from other PCBUs to manage the public transport, physical works and member of the public safety critical risks.
Health and safety risk framework programme	Development of a framework for health and safety risk management across AT.	Development	<ul style="list-style-type: none"> • The SHW Risk Capability module is complete. Launch activities scheduled for November 2023. Safety Hub support resources ready for go-live in line with the module. 	<ul style="list-style-type: none"> • Engagement with business units on content of risk register.
Safety in procurement	Development of a Health and Safety Risk Management Standard for contract management.	Development	<ul style="list-style-type: none"> • Feedback on final draft is being received from internal stakeholders. On target for completion of the document by the end of December 2023. • Planning underway for phase 2 (associated processes and documents). 	<ul style="list-style-type: none"> • No current risks.
Person conducting a business or undertaking (PCBU)	Development of Contractor Health and Safety Management Framework.	Implementation	<ul style="list-style-type: none"> • This month’s focus is on identifying roles within AT that are associated with projects or services that require completion of the PCBU eLearning module. • Two learning reviews will be conducted, one prior to end of this year 2023 with AT Integrated Networks Project Managers and the other one early February 2024 with the PCBU (Eastern Busway Alliance Project). This will help in understanding current PCBU expectations, responsibilities, and problem statement. • Practical resources (e.g., How-to videos, meeting agenda/checklist) will be developed for internal staff to refer to and use when working with PCBUs. 	<ul style="list-style-type: none"> • Risk of legislative non-compliance.
Safety Capability	Development of safety resources to increase knowledge and capability across AT.	Development	<ul style="list-style-type: none"> • The Safety Risk Management module is ready for launch in November 2023. • Funding and resource for the fourth module has been approved, and the topic is Roles and Responsibilities. Design work will commence late November 2023. 	<ul style="list-style-type: none"> • Funding may impact the delivery of further work streams beyond the Roles and Responsibilities module.

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

- Figure 1 summarises the key findings and action types based on the relevant ISO45001 clauses.
- The predominant area of concern is Clause seven which covers resources, competence, awareness, communication and documented information.
- Assurance activities will reduce during the restructure to assist with a smoother implementation.
- A relaunch of the leadership safety walks (LSWs) initiative is planned in Q3 of this FY to retrain and set expectations for the new Directors and GMs of the new structure.

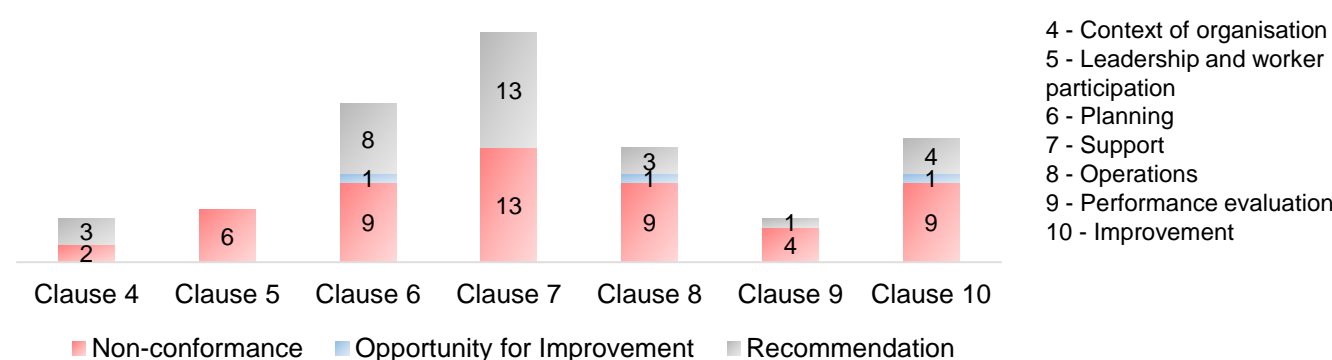
Key risks

- A key part of the LSWs is recording the walks in Synergi. This assists in “closing the loop” with workers, and ensures actions are recorded and progressed. If LSWs are not recorded, a key piece of evidence is lost to demonstrate that officers and leaders are doing their due diligence, and abiding by the commitments made in the Safety, Health and Wellbeing Policy.

Key progress against Audit Plan

Type	Name	Key information
Internal	Authorisation to Work Process	<ul style="list-style-type: none"> • Review conducted April 2023. • Actions reviewed in August and additional work needed to close out actions. • Nil updates
Internal	Leadership Safety Walks (LSW)	<ul style="list-style-type: none"> • Northwestern Busway experience conducted in October. 32 people total on the trip. Four EGMs recorded LSW into Synergi. • Review planned for how the LSWs are organised post restructure. Individual EAs to take responsibility for arranging walks. • Next EGM leadership safety walks have been postponed due to the organisational changes. EGMs are still encouraged to conduct and record their own LSW.
Internal	Compliance Auditor Vehicle Review	<ul style="list-style-type: none"> • Review undertaken in May 2023. Actions agreed and underway. • Vehicles have been progressively replaced. Compliance team have all received new vehicles to suit. • Final batch of vehicles (Four to Five) remaining to arrive.
Internal	Project Management Office (PMO) Review	<ul style="list-style-type: none"> • Review conducted in November 2022. • Actions stalled due to organisational consultation. • Business Technology funding procured to implement filing system for organisational standardisation for safety record keeping. • First draft of the filing structure guideline out for consultation, which allows for enterprise solution. • Awaiting restructure to see where the project lands.

Figure 1 Review Trends Analysis Rolling Totals FY23



Safety legal environment

Context

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

What it means for AT

The recent Whakaari White Island case has put the spotlight on PCBUs and the duties of officers. The duties of PCBUs and the duties of officers are separate sections in the Health and Safety at Work Act (HSWA) 2015. It is important that this distinction is noted and that AT is able to demonstrate it is meeting the primary duty of care as a PCBU (s. 36); while officers of AT as a PCBU can individually demonstrate how they meet their duties (s.44).

Whakaari Management Ltd (WML) - conviction

The remaining party charged by WorkSafe in the Whakaari White Island case has been convicted. WML (the company managing the island), was charged with breaching s.36 (primary duty of care) and s.37 (duties of a PCBU who manages or controls a workplace) under the HSWA 2015. The judge found that WML was not a passive landowner as it had overarching control over access to Whakaari, and therefore there was a duty to ensure that the health and safety of persons permitted by WML to be on Whakaari was not put at risk.

The conviction is in regard to s.37 in that WML failed to sufficiently mitigate the risk, failed to ensure adequate risk assessments were completed, failed to consult, co-operate and co-ordinate with other PCBUs, failed to ensure that workers and tourists were supplied with appropriate personal protective equipment, and failed to ensure there was an adequate means of evacuation. The s.36 charge (failure to ensure the health and safety of workers and tourists) was dismissed as WML did not influence or direct workers. Additionally, despite WorkSafe being found to have improperly obtained evidence, the judge found that the evidence obtained through this interview was still permissible. Excluding the evidence was not proportionate to the impropriety of demanding an interview with WML take place at a certain date/time (WorkSafe does not have the power to do that).

This conviction concludes this part of the Whakaari White Island court process – with sentencing of the six convicted PCBUs to occur in February 2024.

Duties of officers: Section 44, Health and Safety at Work Act 2015

The trial of the Buttle brothers as part of the Whakaari White Island case has highlighted the importance of understanding that duties of PCBUs and duties of officers are distinctly separate. Officers have six duties under HSWA (s.44) and are required to meet each one. Officers cannot to focus on one or two duties – all six must receive equal attention. Officers must be able to demonstrate how they are meeting the duties.

Additionally, the duties of officers are individual duties – directors are not assessed collectively when it comes to section 44 of HSWA and each officer must be able to demonstrate how they have met the duty.

Duties of officers (s.44 HSWA 2015)

1. Keep up-to-date with health and safety matters
2. Understand the nature of the business and its hazards and risks
3. Ensure the person running the PCBU has appropriate resources and processes to manage H&S risks
4. Ensure there are appropriate reporting and investigation processes in place
5. Ensure the PCBU has and implements processes for complying with any duty or obligation under the Act
6. Verify the provision and use of resources and process (3-5)



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

- There were no safety work events identified as high potential (major and extreme risk consequence) in October 2023.
- Overall, in **October 2023** compared to September 2023
 - Safety work events decreased by 46% (Figure 1 and 4)
 - Hazards and work pain and discomfort events decreased by 48% and 43% respectively (Figure 4)
 - Safety work events identified as critical risks decreased by 44% (Figure 2)
 - Safety work events identified as critical risk in high-risk operational areas: Customer Experience (CX) decreased by 50%, Integrated Networks (IN) decreased by 100% and Service Delivery (SD) decreased by 41% (Figure 5)
 - Total recordable injury frequency rate (TRIFR) decreased by 4% and lost time injury frequency rate (LTIFR) increased by 2% due to an increase of 100% in the lost time injuries (one to two) and an increase of 2% in worked hours in October 2023 (Figure 6).

Key risks

- Low levels of safety event reporting from all AT business divisions raise the possibility that AT's representation of safety occurrences may not be accurate. We'll continue to communicate to these teams to determine what the barriers are to reporting.

Dashboard

Reporting period: November22-October23 from Synergi 2.0 system data

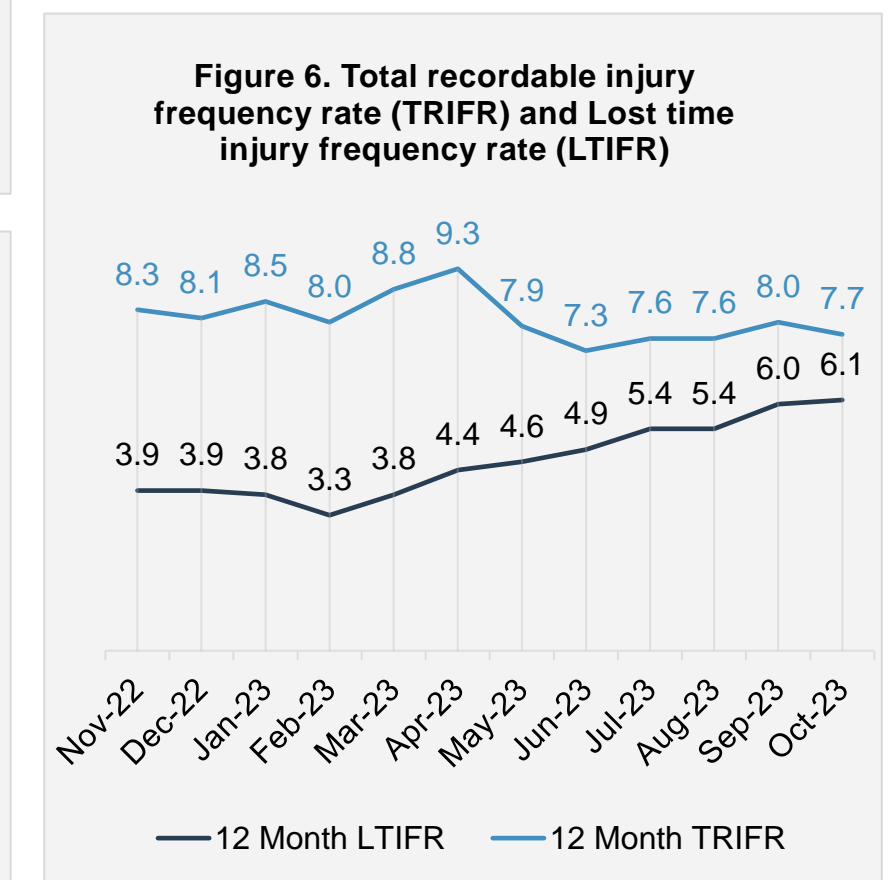
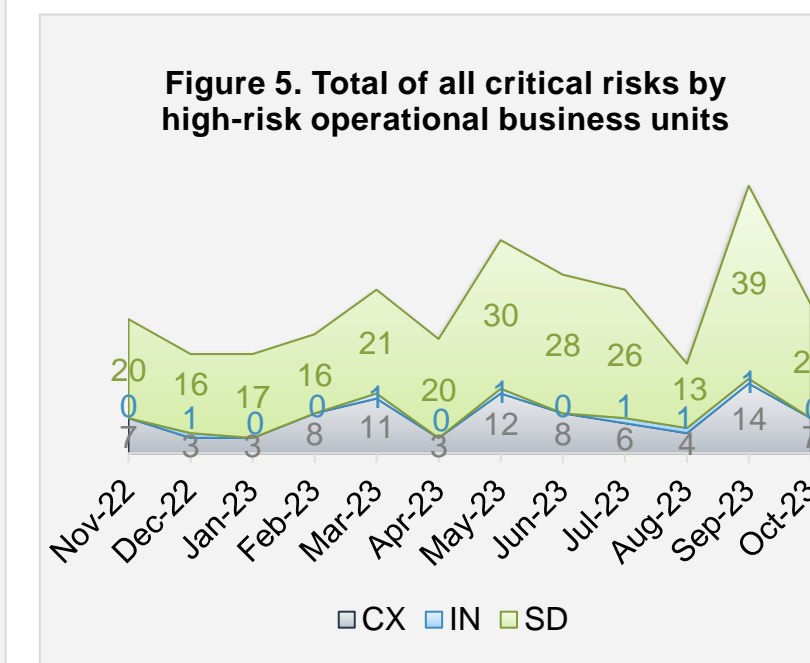
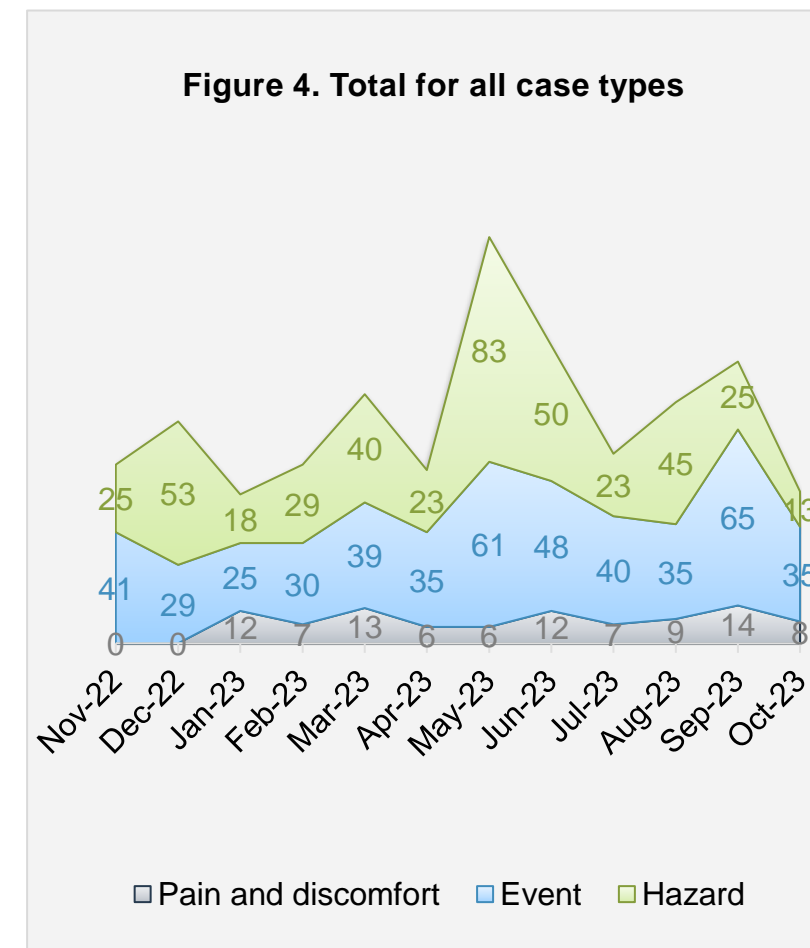
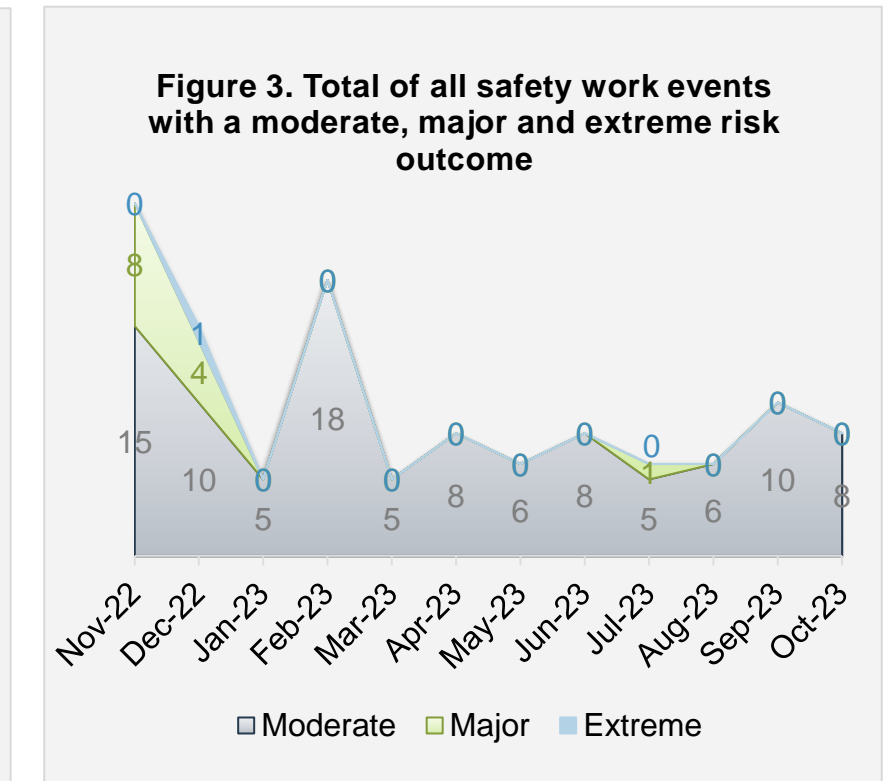
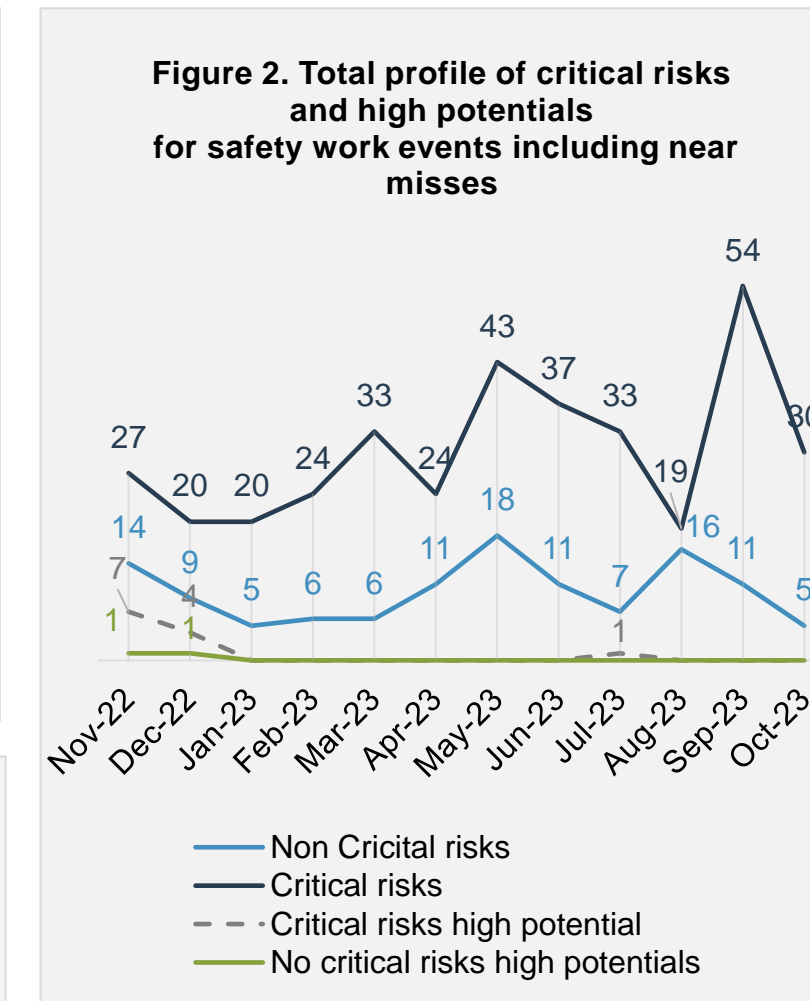
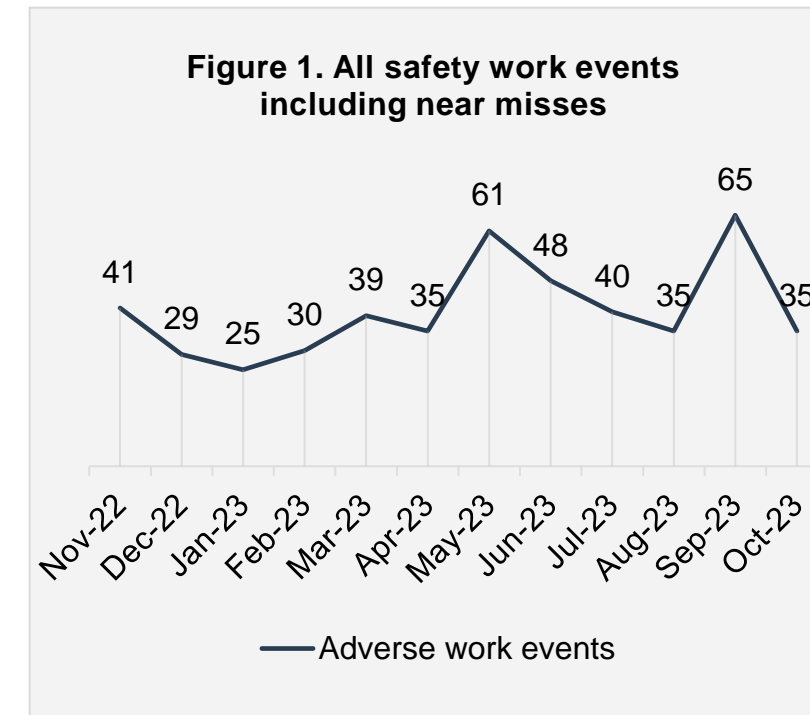
35 Safety work events including near misses
Oct 2023

13 Hazards
Oct 2023

0 High potential event
Oct 2023

8 Safety events with a moderate risk consequence
Oct 2023

0 Notifiable safety events reportable to WorkSafe
Oct 2023



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

- In October 2023, there was a decrease of 44% in the number of critical risks identified compared to August (54 to 30) (Figure 3).
- Violence, threats and aggression (VTA) represented 81% of critical risk (CR) events from November 2022 to October 2023. The lowest number of safety work events were reported in CR5 working on an operational site (1.1%) and CR4 exposure to infectious diseases (0.3%) (Figure 1).
- In October 2023, 90% (27 of 30) of the total of the reported safety work events presenting a critical risk to AT people were related to VTA, an increase of five percentage points compared to September 2023 (85%) (Figure 3).
- In October 2023, the risk consequence heat map indicated most safety work events identified as critical risks fell into the lower risk consequence (22) and eight in the moderate risk consequence (Figure 2). The eight were related to VTA with outcomes: Grade 2 - Verbal Abuse (Targeted but not sustained) (4), Grade 4 Intimidation and Threats (Threatening Behaviour) (3) and Grade 5 - Intimidation and Threats (Verbally threaten to harm or kill) (1).
- In October 2023, there were two critical risk outcomes that increased versus September: Grade 2 - Verbal Abuse (Targeted but not sustained) (four to seven) and Grade 8 - Assault (Actively hit) / Serious Assault (Sustained) (zero to one) (Figure 4).
- Grade 4 and Grade 1 continue trending the highest outcomes types with the most of safety work events reported from November 2022 to October 2023 (Figure 5).

Dashboard

Reporting period: November22-October23 from Synergi 2.0 system data

30

Safety work events identified as critical risks
Oct 2023

Figure 1. Percentage of the total of critical risks (12 months)

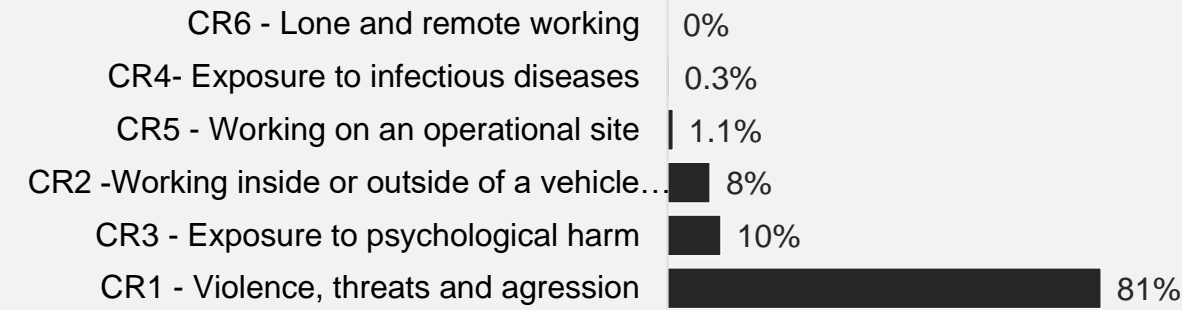


Figure 3. Safety work events identified as critical risks

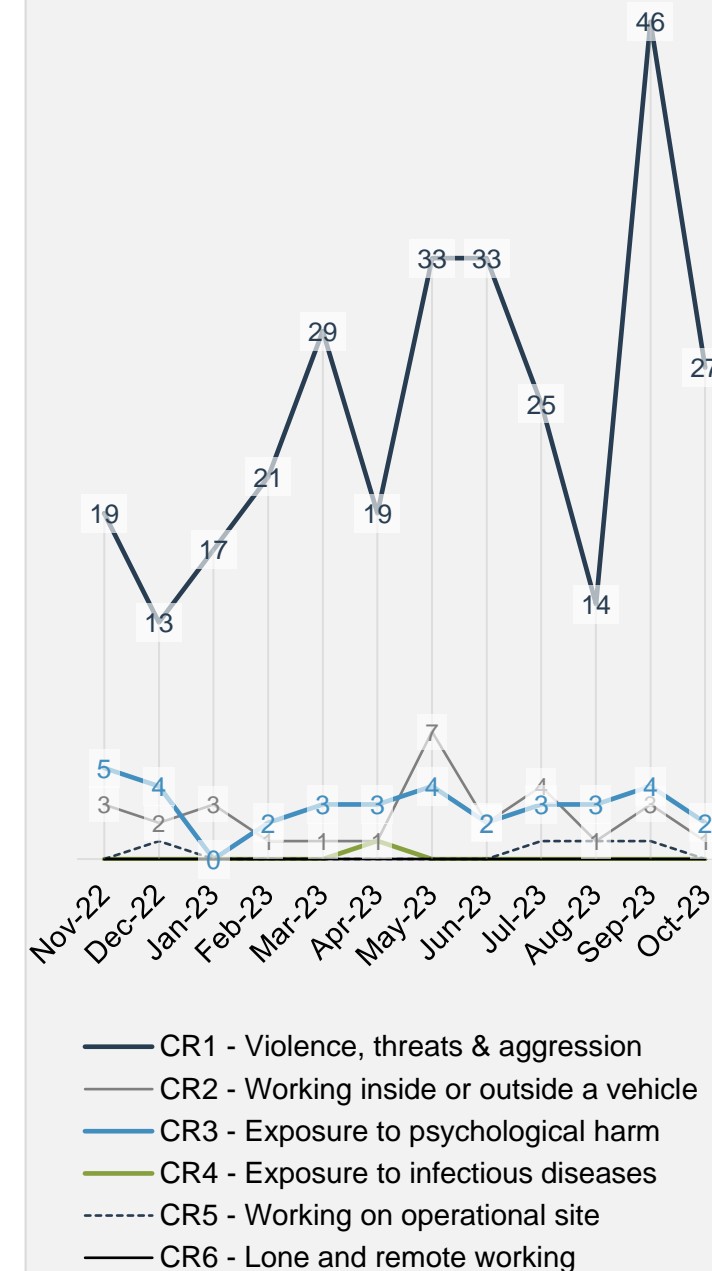


Figure 4. Trend in Auckland transport critical risk outcomes

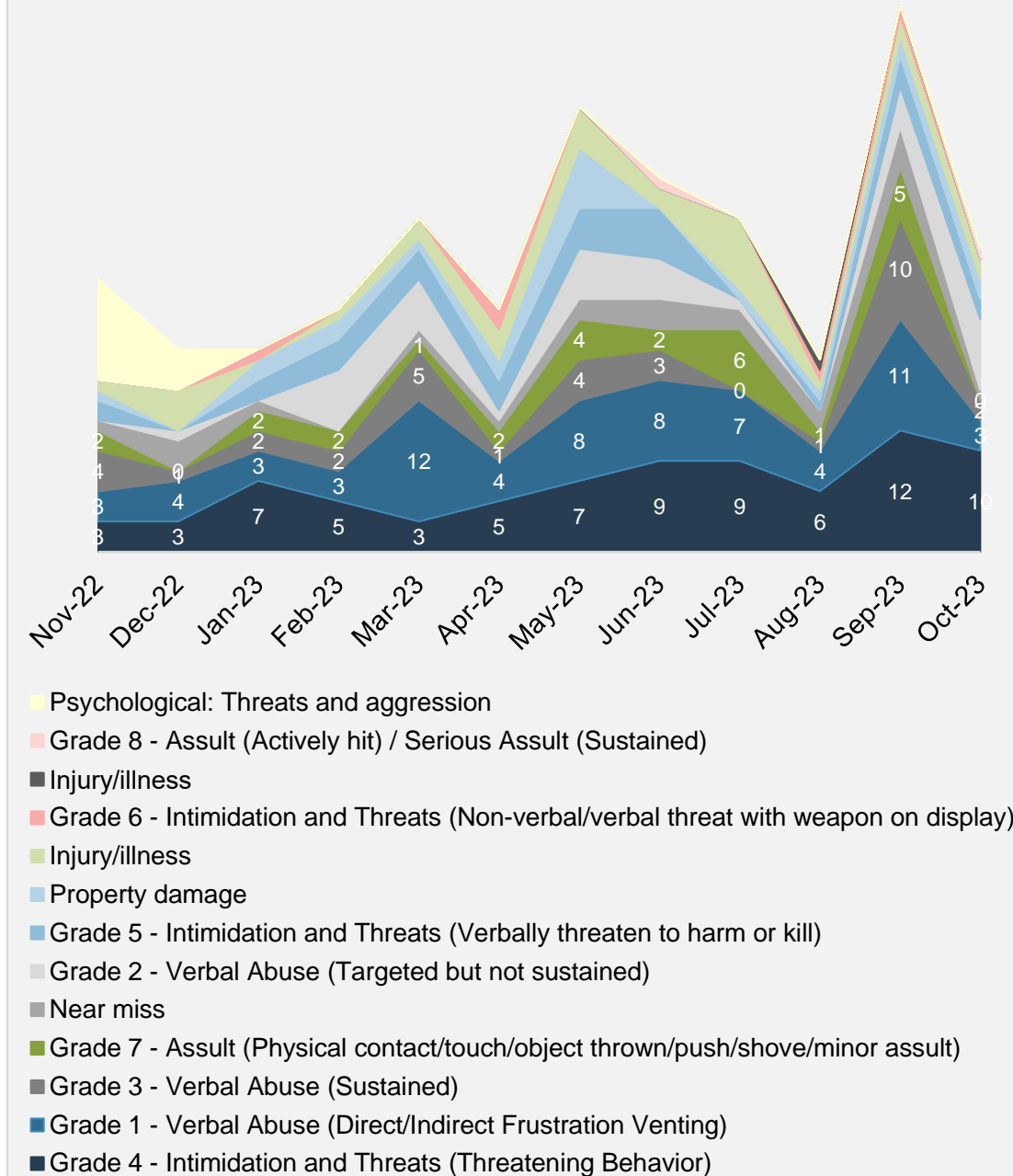


Figure 2. October 2023 heat map - Risk consequence for safety work events identified as critical risks

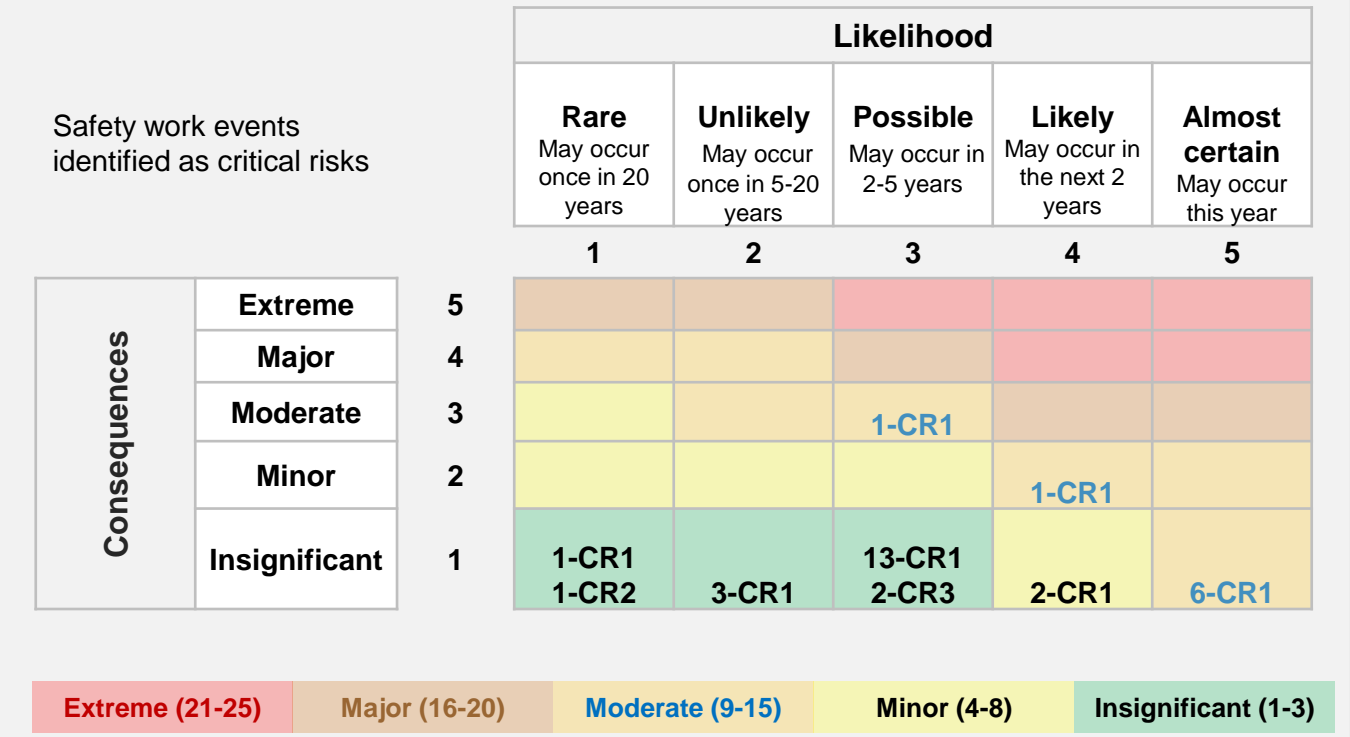
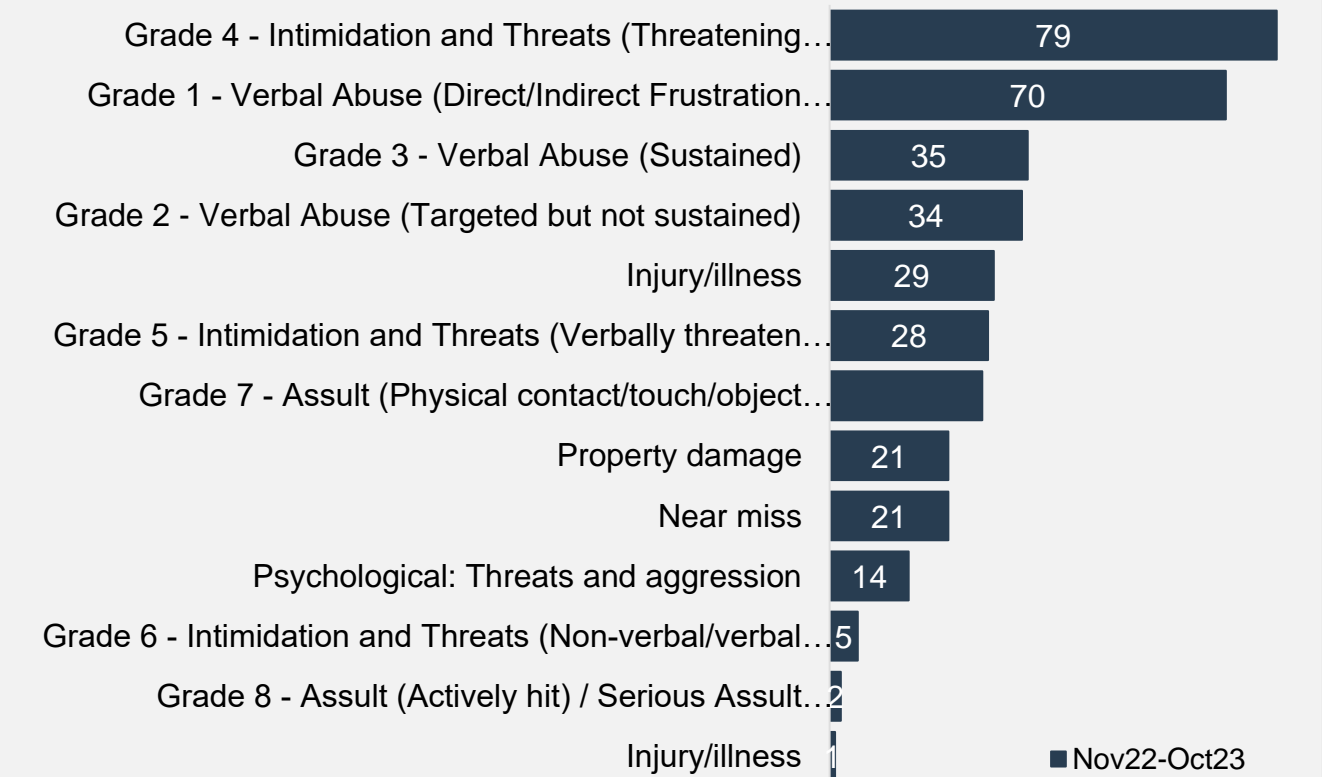


Figure 5. Outcome types for critical risks



Note: Psychological: Threats and aggression is an old field in Synergi that previously has not been classified by grades.



1.5 Supplier management - Public transport (PT) operators and physical works (PW) contractors

Update on key notifiable or high potential events

Context

Public transport (PT) operators and physical works (PW) contractors report through Synergi **notifiable events to the regulator, high potential events, and high potential near misses** to ensure our suppliers have the highest level of protection against harm to their health, safety, and welfare from work risks so far as is reasonably practicable.

Regulator	Notifiable definition
WorkSafe for PT and PW	When as a result of works being undertaken, a death, notifiable illness or injury or notifiable incident occurs.
Maritime NZ for PT	Accidents, incidents and mishaps reportable to Maritime New Zealand in accordance with Section 31 of the Maritime Transport Act 1994 and Section 56 of the Health and Safety at Work Act 2015.
Waka Kotahi for PT	Accidents and incidents associated with the operation of a rail vehicle, the use of the railway infrastructure or the use of railways premises in accordance to Railways Act 2005 and Health and Safety at Work Act 2015.

High potential event definition

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. According to the AT Risk Matrix, high potentials are all events classified as Major (16 -20) or Extreme (21 -25).

Key insights*

Public transport operators

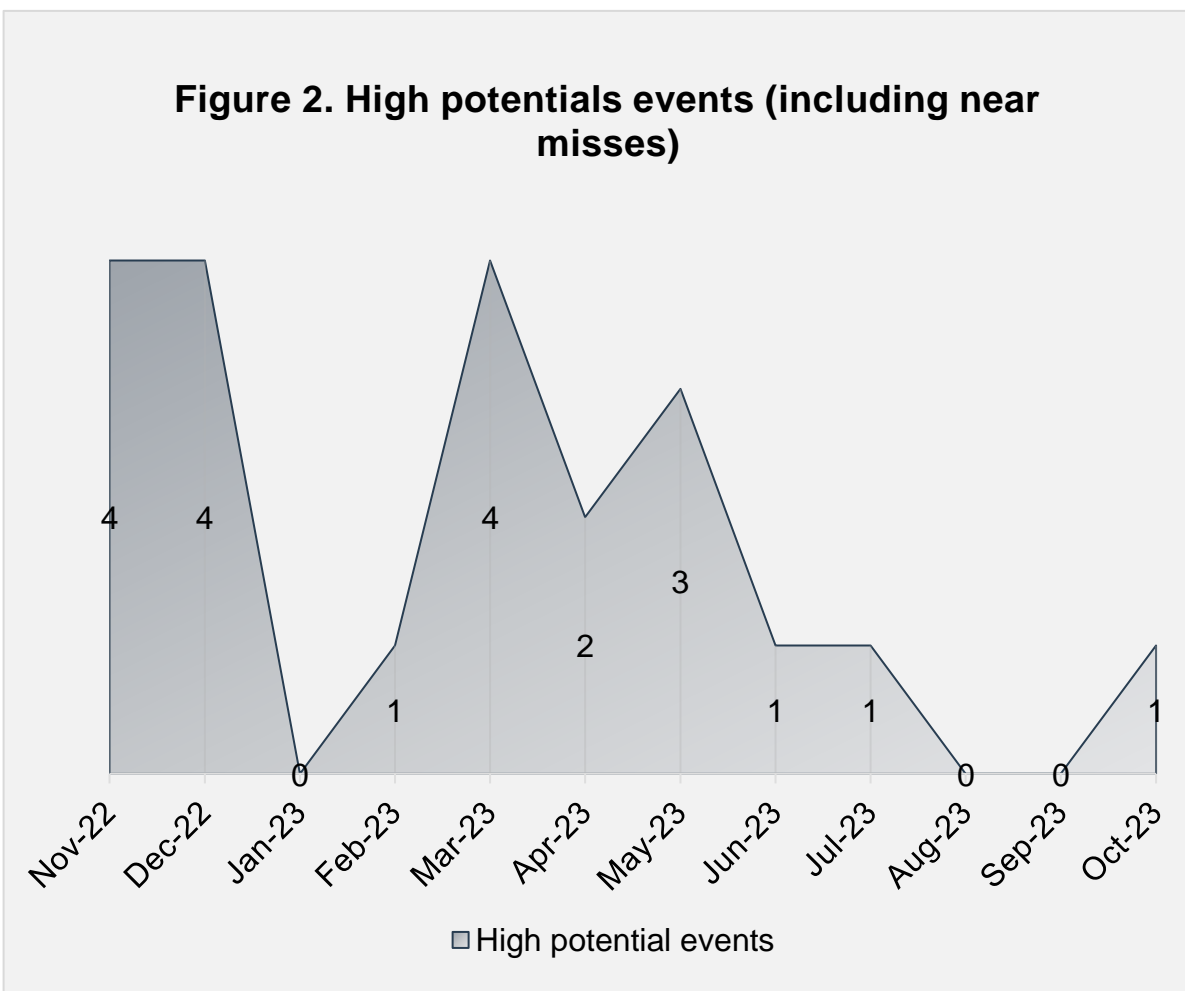
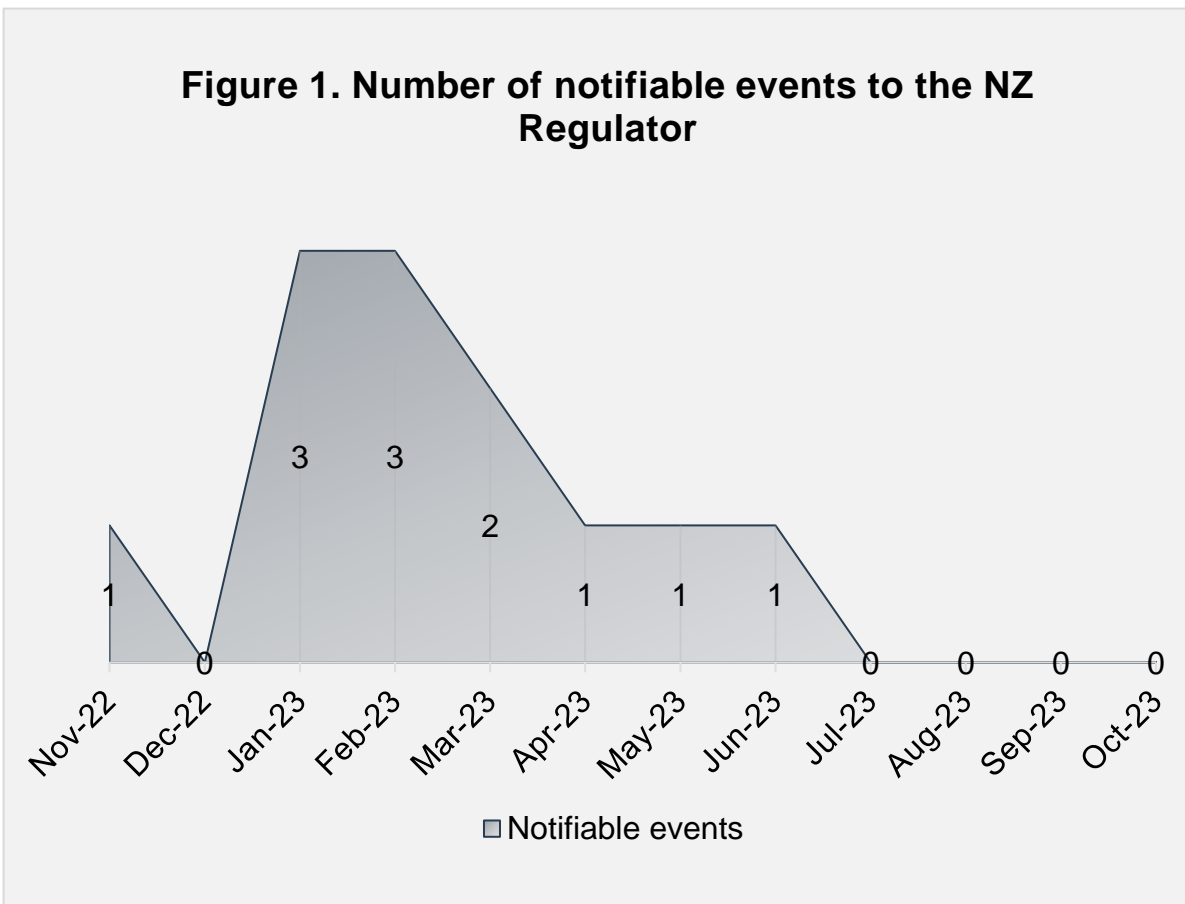
- In October 2023, there was no notifiable events reported in Synergi.
- There was one high potential event reported by Howick and Eastern Bus related to motor vehicle accident with a property damage outcome. See slide 11 for details.
- There were a total of three notifiable events reported in October 2023 by AOR via their own system. The themes of these notifiable events were as follows: Antisocial behavior /passenger - passenger assault, debris left on track (bicycle) and Signal Passed At Danger (SPAD) incident when train returning to Wiri yard. See slide 11 for details.

Physical works contractors

- In October 2023, there was no notifiable or high potential events reported in Synergi.
- Synergi training sessions are being carried out with both AT Project Managers and PW Contractors where gaps have been identified.
- Next steps will focus on streamlining PW contractors' processes, improving quality of data and presenting impactful insights.

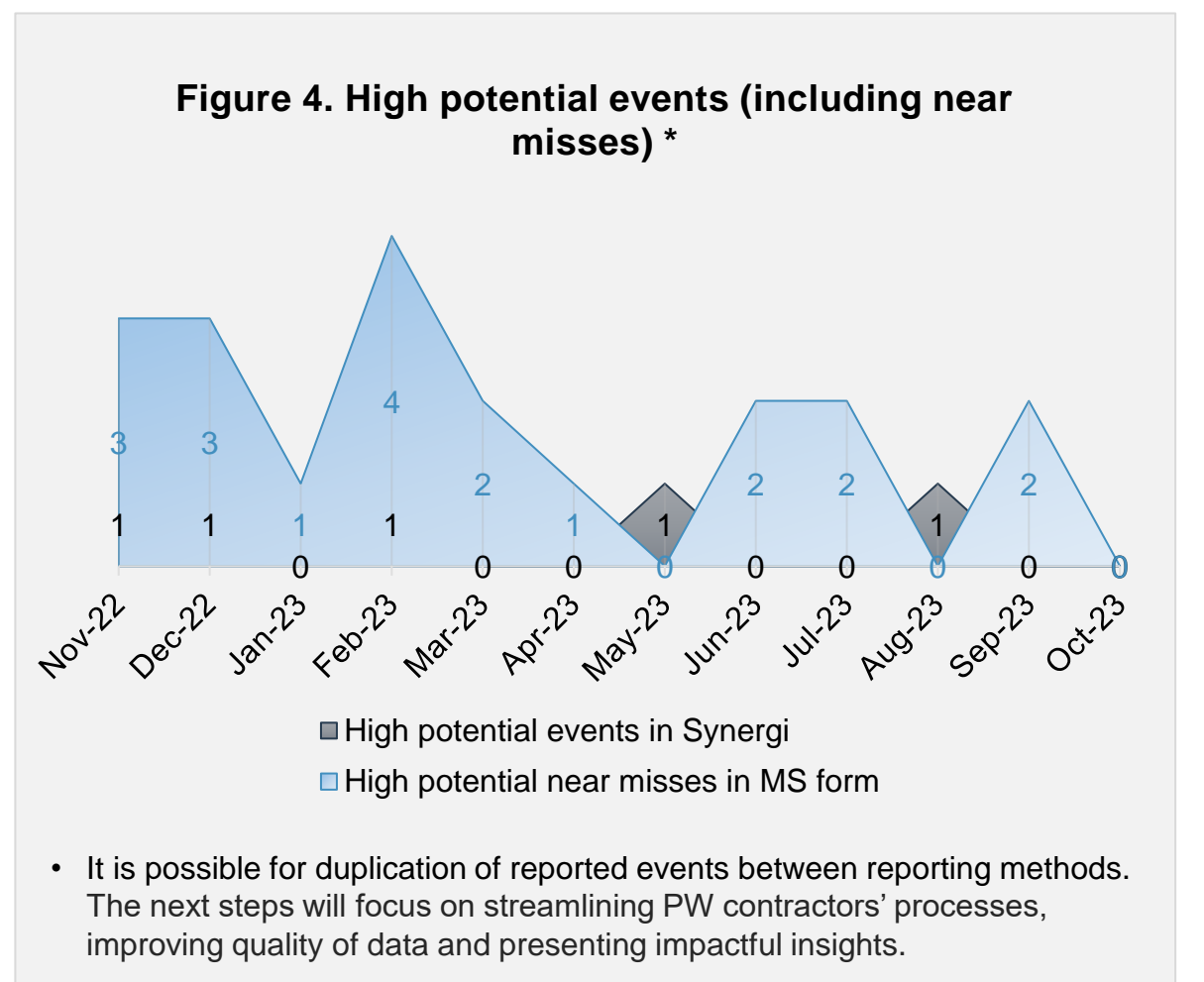
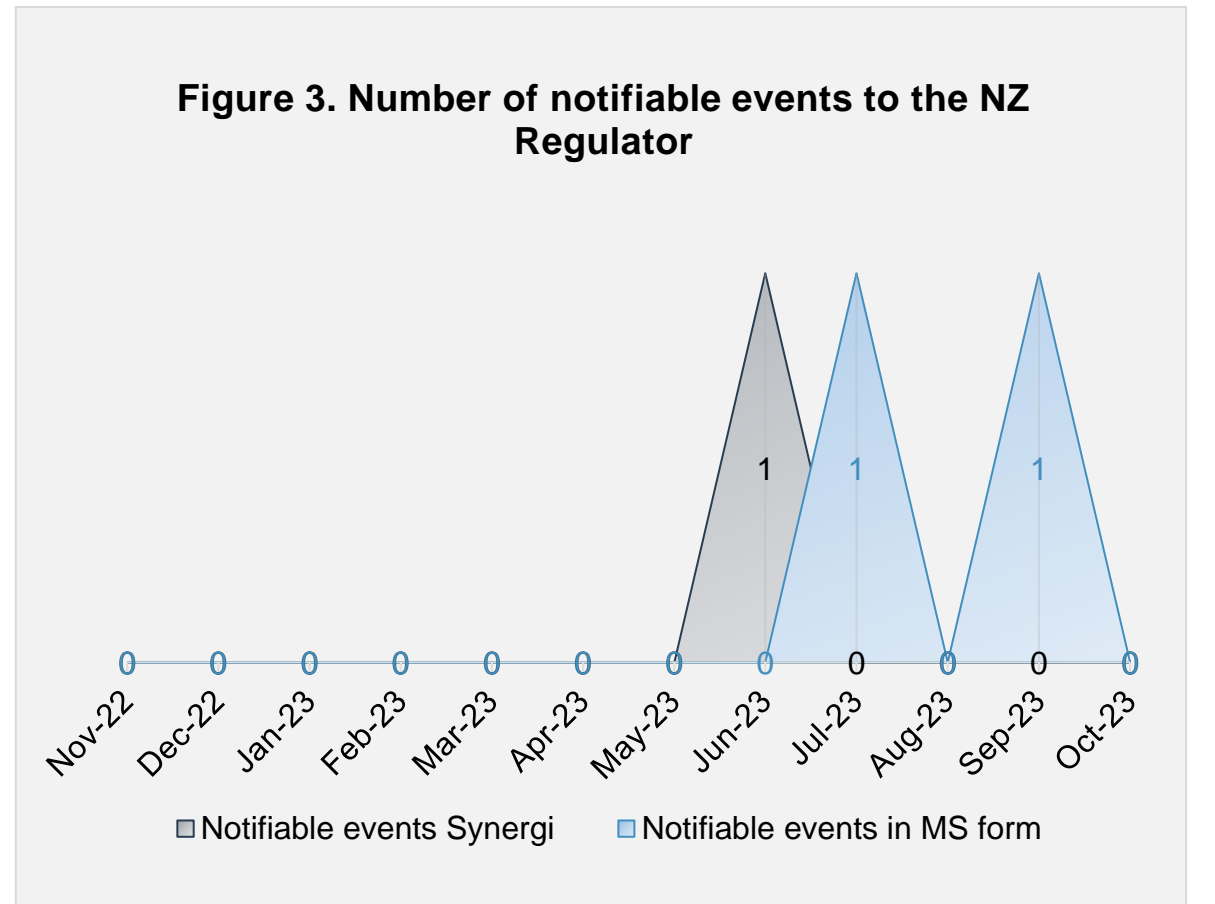
PT dashboard

Reporting period: November22-October23 from Synergi 2.0 system data



PW dashboard

Reporting period: November22-October23 from Synergi 2.0 system data and Microsoft list data



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 changes in future reporting

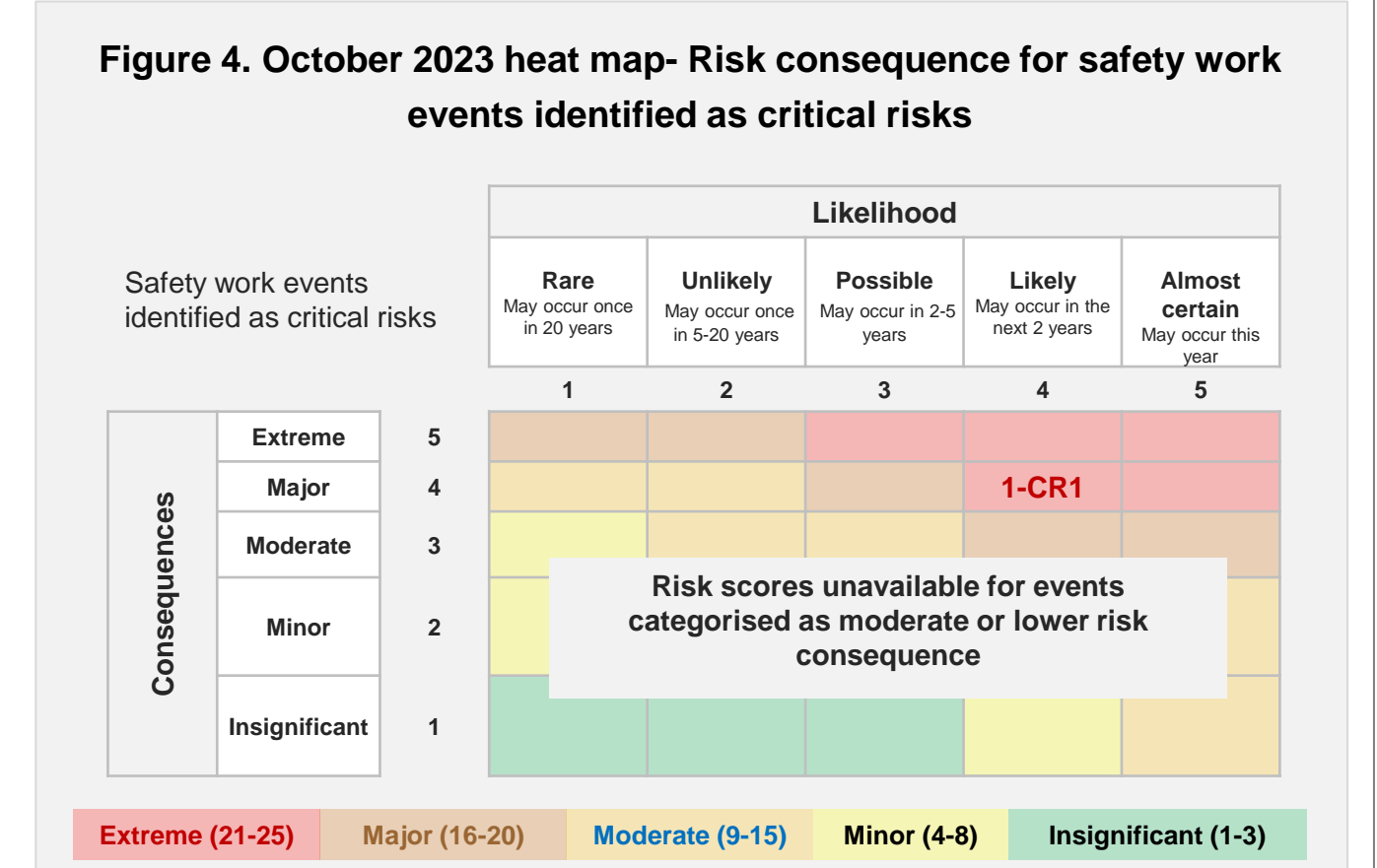
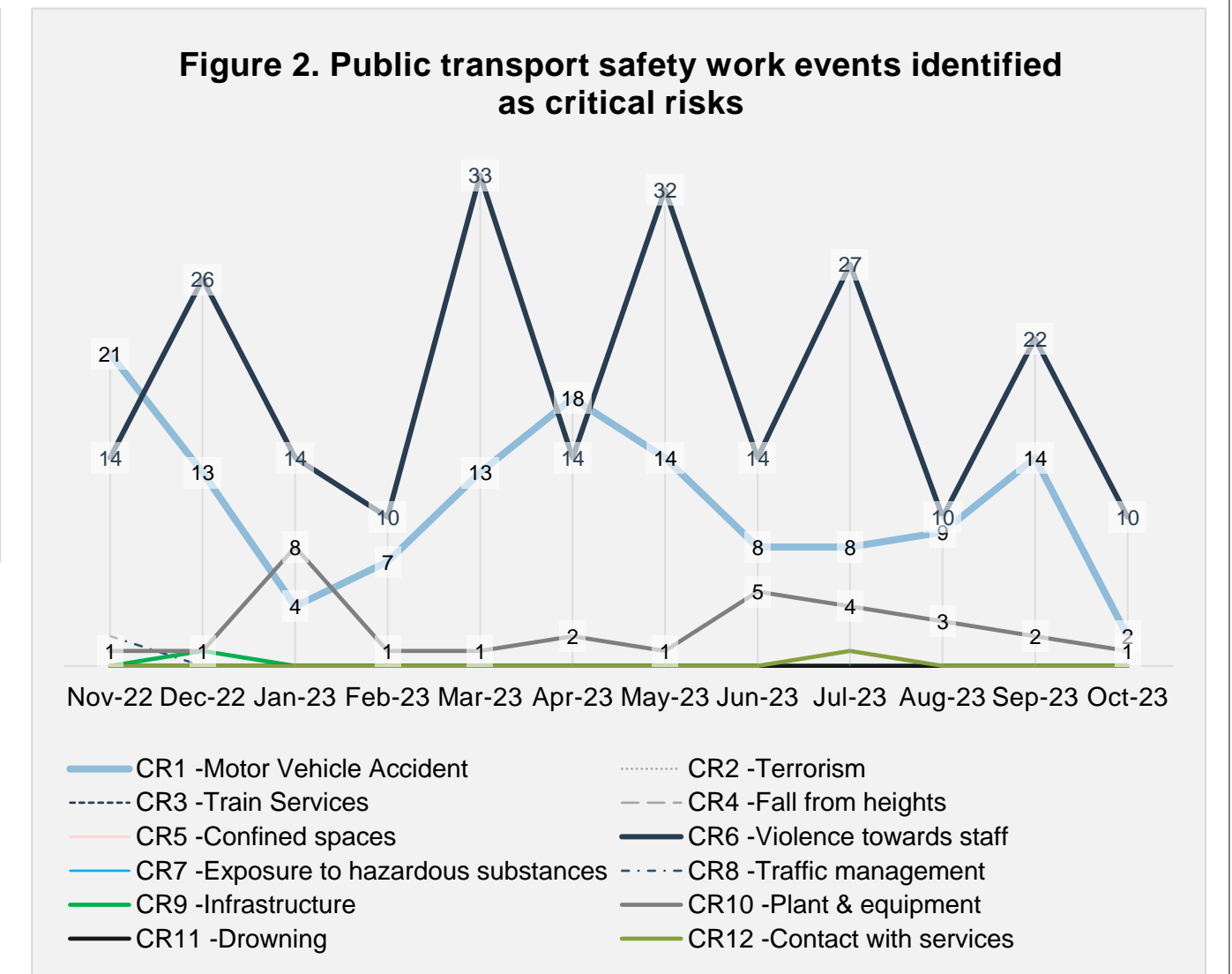
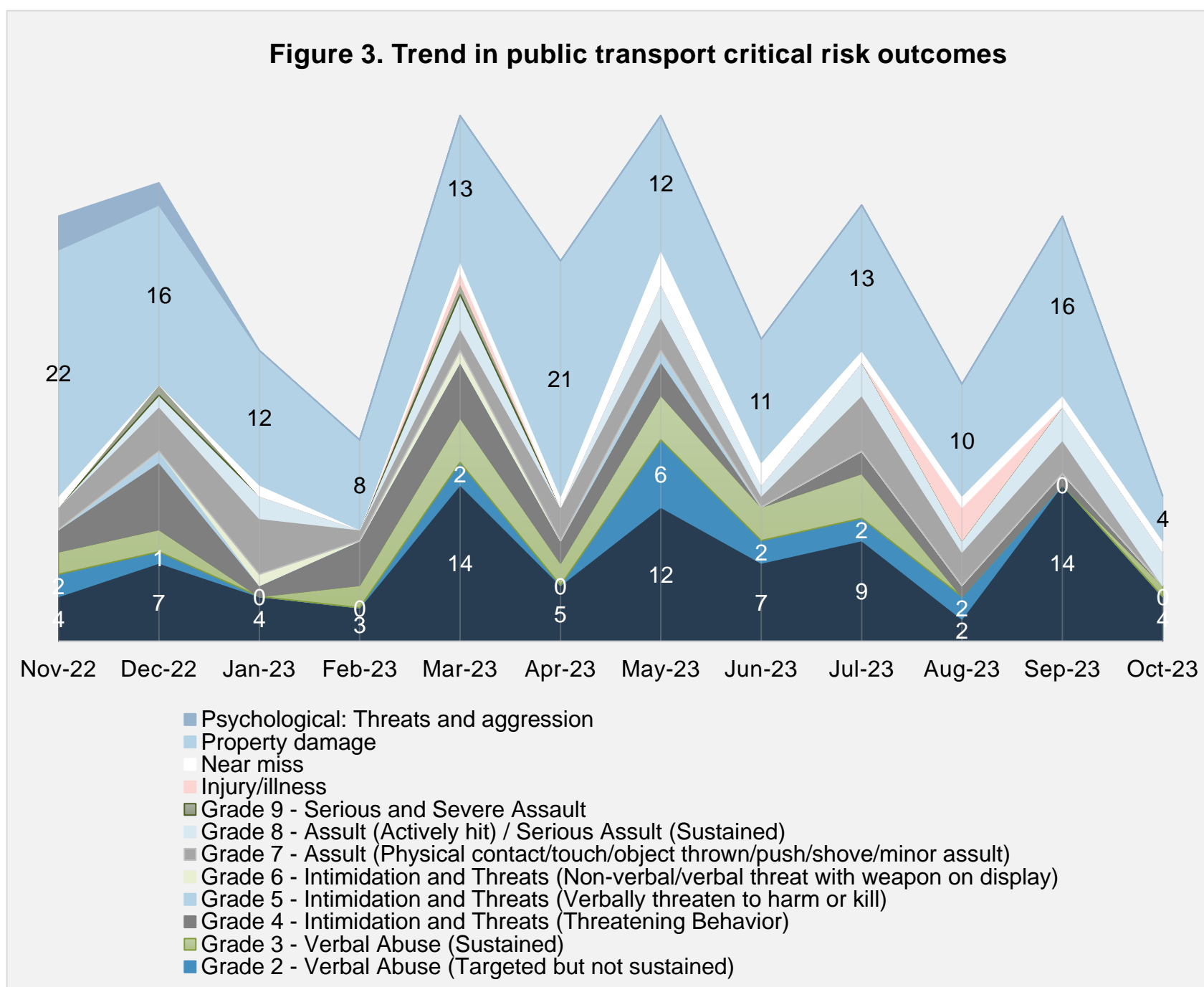
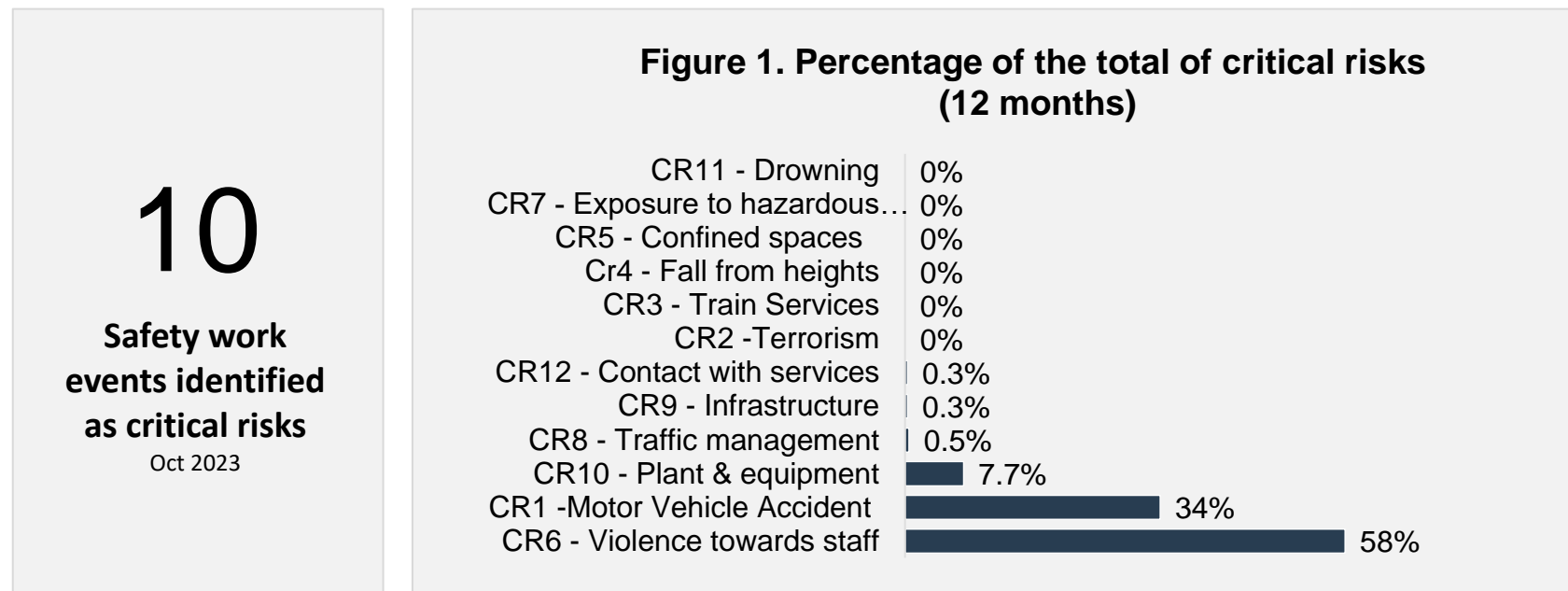
- A new module in Synergi 'Supplier adverse event' has been developed and launched late October 2023 for our suppliers and copies the current adverse work event module. It is now aligned with the Safety, Health and Wellbeing Event Management Procedure developed and approved last year (June 2022) where our PT operators are required to only report high potential (major and extreme risks) and notifiable events.
- The introduction of this module is likely to see a drop in safety work events identified as critical risks as the consequence will be moderate and below.
- The risk consequence map will be used only if high potential and notifiable events are reported and they will be classified in the major or extreme risk consequence with risk scores between 16 to 25. The system will not add any risk score for safety work events classified as moderate or lower risk consequence.

Key insights

- In October 2023, there was one high potential event reported by Howick and Eastern Bus related to the PT critical risk motor vehicle accident with a property damage outcome. See slide 17 for details (Figure 4).
- CR6 violence towards staff (58%) and CR1 motor vehicle accident (34%) represent the largest percentage of critical risk events from November 2022 to October 2023 (total of 357 identified); The least number of safety work events identified as critical risks were CR12 contact with services (0.3%), CR9 infrastructure (0.3%) and CR8 traffic management (0.5%) (Figure 1).
- Overall, in **October 2023 versus** September 2023 for safety work events:
 - Events identified as critical risks declined by 66% (38 to 13) (Figure 2).
 - 77% of the total reported events identified as critical risks were related to violence towards staff (Figure 2).
 - Violence towards staff events declined 55% from 22 to 10 (Figure 2).
 - Grade 3 - Verbal Abuse only outcome that increased Zero to one (Figure 3).

Dashboard

Reporting period: November22-October23 from Synergi 2.0 system data



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 changes in future reporting

- A new module in Synergi 'Supplier adverse event' has been developed and launched late October 2023 for our suppliers and copies the current adverse work event module. It is now aligned with the Safety, Health and Wellbeing Event Management Procedure developed and approved last year (June 2022) where our PT operators are required to only report high potential (major and extreme risks) and notifiable events.
- The introduction of this module is likely to see a drop in safety work events identified as critical risks as the consequence will be moderate and below.
- The risk consequence map will be used only if high potential and notifiable events are reported and they will be classified in the major or extreme risk consequence with risk scores between 16 to 25. The system will not add any risk score for safety work events classified as moderate or lower risk consequence.

Key insights

- In October 2023, there were no high potential and notifiable events reported, as a result, there are no safety work events identified as critical risks and risk scores identified to add in the heat map (Figure 2).
- CR4 assault towards team members, CR7 live services, CR3 Working outside and CR1 working in live traffic environment continue representing the largest percentage of critical risk events from November 2022 to October 2023 representing 30%, 19%, 11% and 11% of work events reported and identified as critical risks, respectively. The least number of safety work events reported and identified as critical risks was CR10 chemicals spills (3%) (Figure 1).
- Violence/ aggressive behaviour / assault, underground services and collision with vehicles are the highest hazard category identified for the safety work events reported identified as critical risks from November 2023 to October 2023 (Figure 4).

Dashboard

Reporting period: November22-October23 from Synergi 2.0 system data

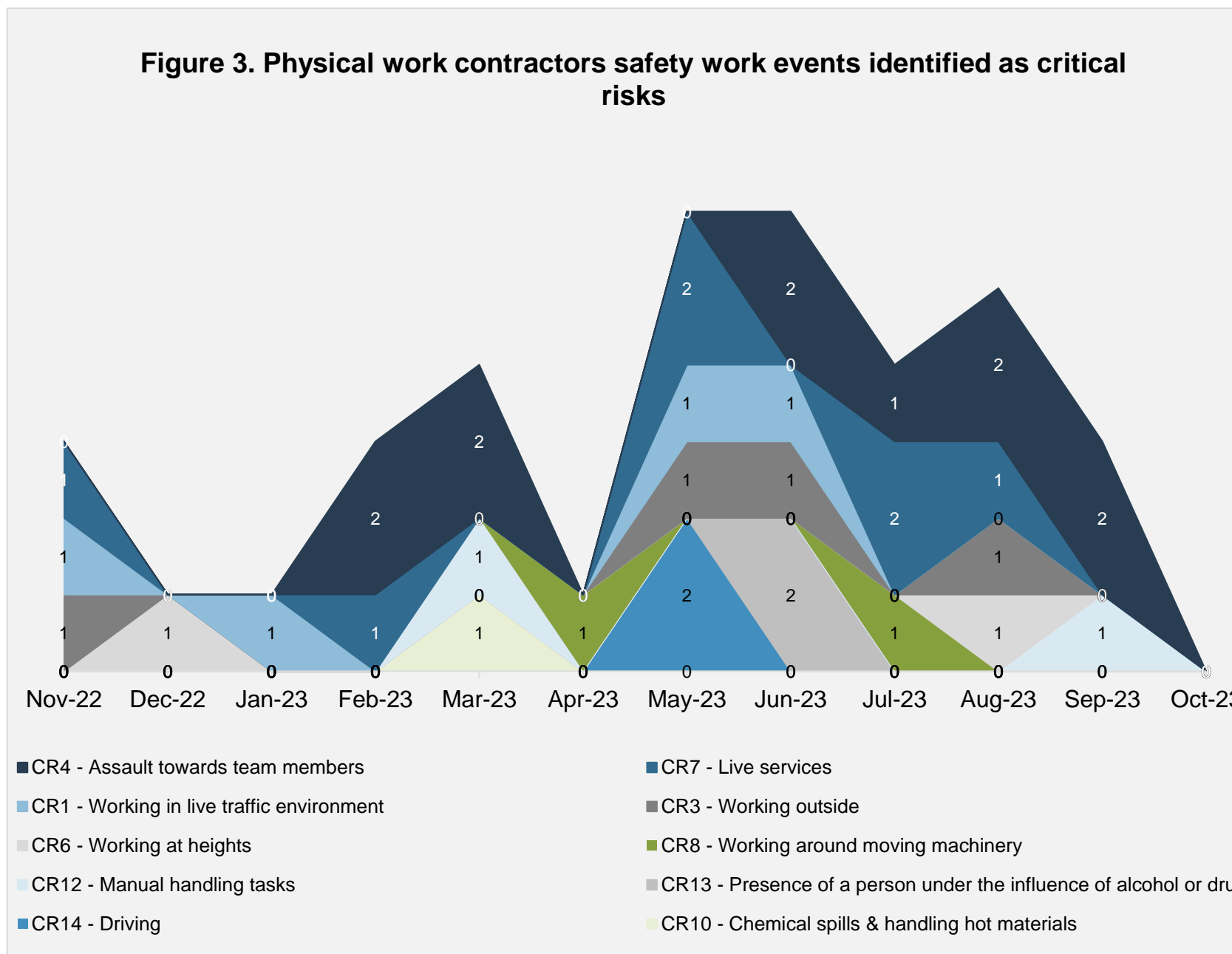
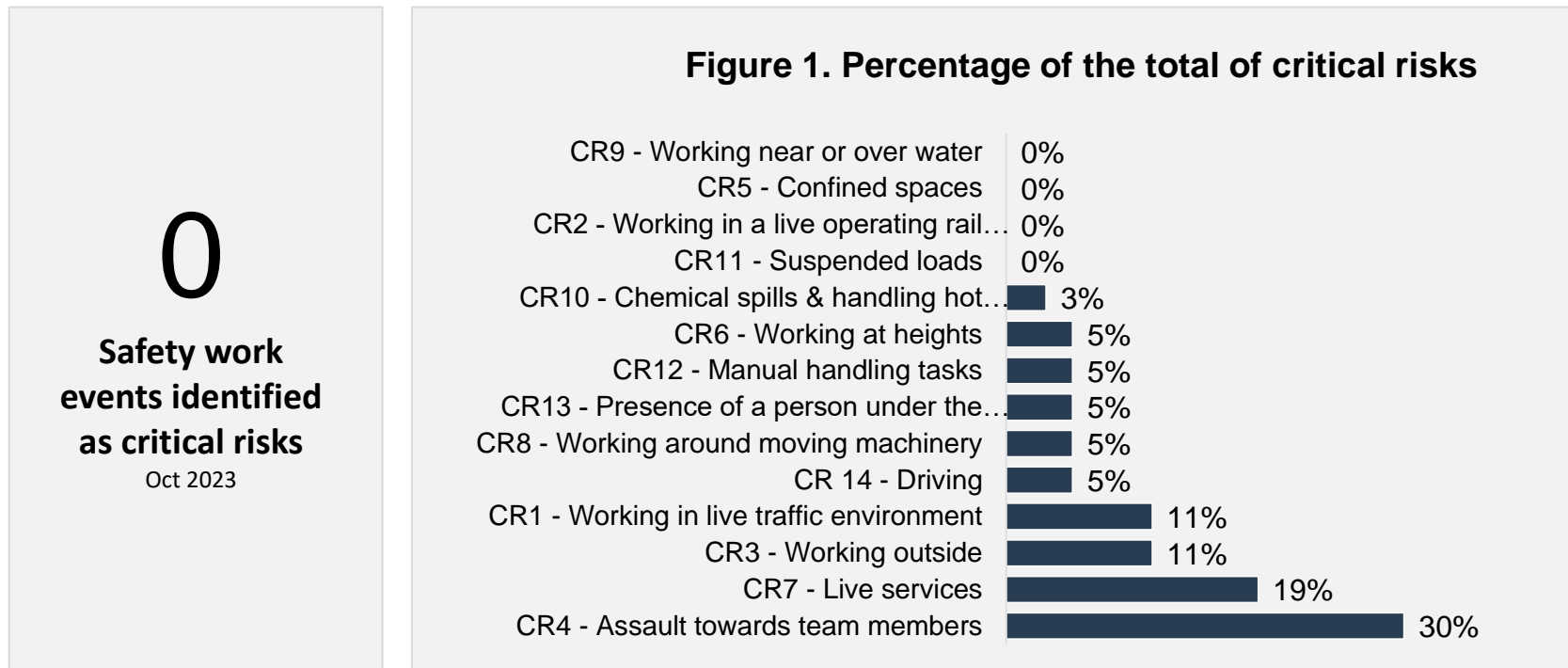


Figure 2. October 2023 heat map - Risk consequence for safety work events identified as critical risks

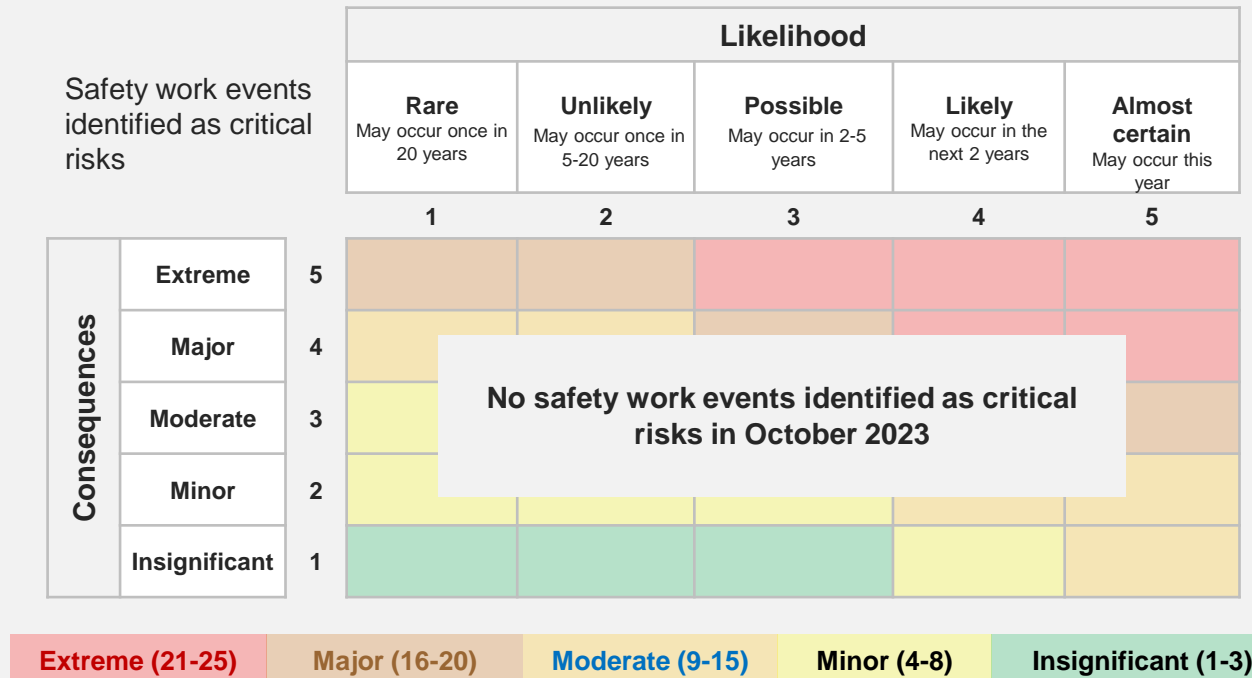
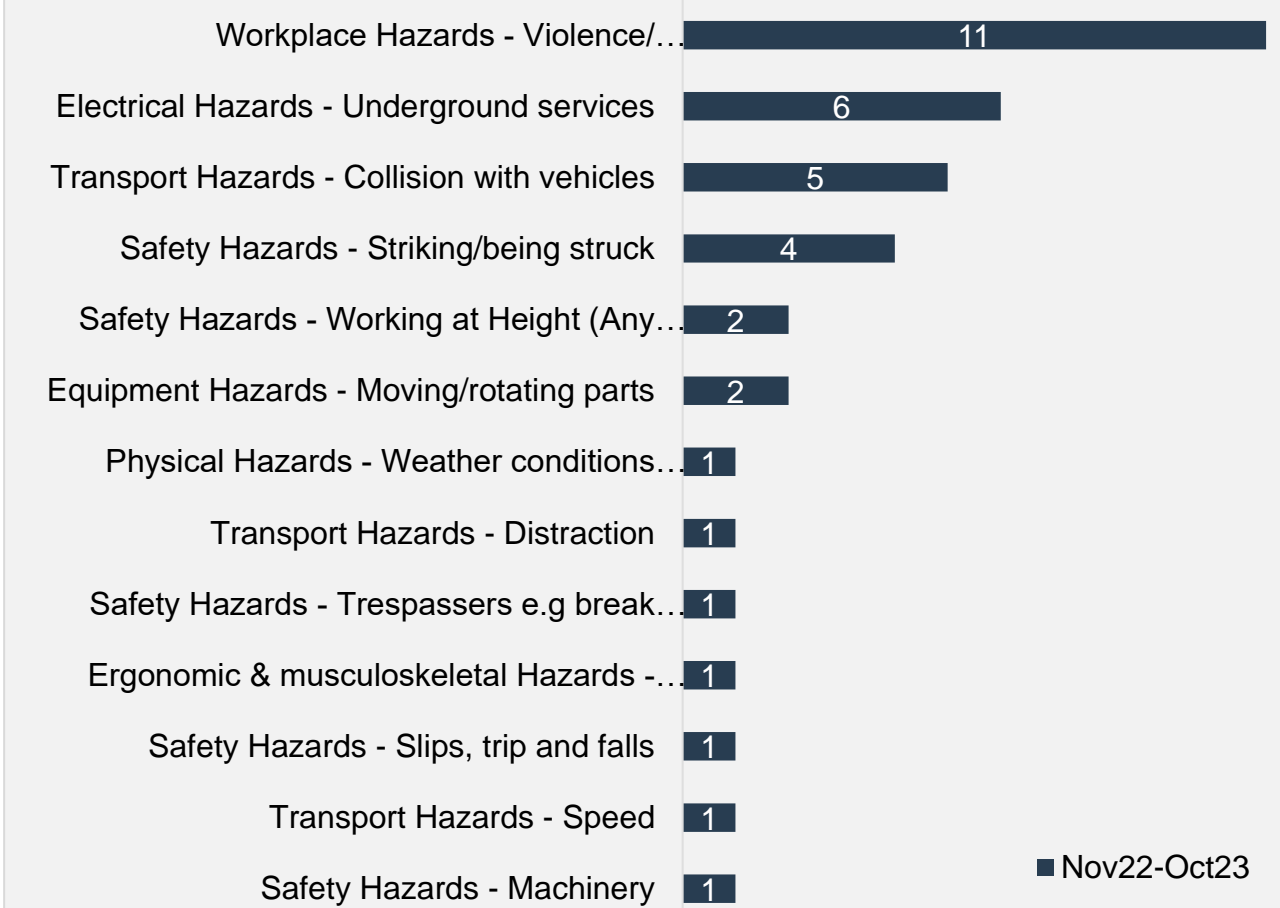


Figure 4. Hazard types for critical risks



1.5 Supplier management - Public transport (PT) operators and physical works (PW) contractors

Key events in August 2023

Public transport operators			
Mode	Type	PTO	Key insights for <u>notifiable</u> events and <u>high potential</u> events
No notifiable events reported in Synergi for PT operators in the reporting period.			
Rail	Notifiable to Waka Kotahi	AOR	<p>October 2023</p> <p>Three notifiable events were reported: One relating to anti-social behavior, Passenger under the influence verbally abusing Māori Warden another passenger intervened and punched the intoxicated, abusive passenger. Police informed but did not attend.</p> <ul style="list-style-type: none"> Near miss - Train hit bicycle left on line at Grafton. Train inspected at station, no damage. SPAD (Signal passed at danger) at Papakura 2234 signal. This reduced operations to one main between Wiri and Papakura from 2000hrs causing one full cancellation, three expressed services and one service arriving at destination > 10mins late. The driver has been relieved of duty pending investigation.
Bus	High potential	Howick & Easter Bus	<p>Vehicle incident - bus versus car</p> <p>Bus in service was travelling towards Manukau station on Chapel road at green light when a third-party vehicle failed to stop and wait, instead, pulled out from Smale road and turned left into Chapel road, bus had to applied emergency braking to avoid a major collision, as a result, both some minor damages on both vehicle but no injuries. Third party vehicle at fault.</p>

Physical works contractors			
Mode	Type	PWC	Key insights for <u>notifiable</u> events and <u>high potential</u> events
No notifiable or high potential events reported in Synergi for PW contractors in the reporting period			

2. Death and serious injuries (DSI) dashboard

NOTE: Ministry of Transport (MOT) data will report a higher number of fatalities than the Crash Analysis System (CAS) and is to be noted when reviewing section 2.1 compared to section 2.2 of this report

2.1 Deaths and serious injuries (DSI) reporting

Transport safety progress

Context

Tāmaki Makaurau’s commitment to Vision Zero is an ambitious transport safety vision with the goal of no deaths or serious injuries on our transport network by 2050. This strategy is aligned with the Auckland Plan 2050, Waka Kotahi’s Road to Zero road safety strategy, the Government Policy Statement on land transport and is acknowledged by the World Health Organisation.

Key progress

- **Growing insights:** Safety Intelligence Tool continues to be socialised across the business. ACC and MoH data have started investigating.
- Engaged with Waka Kotahi’s research group on the Study of Road Trauma Evidence and Data (SORTED) to share AT’s Transport Safety Intelligence Tool work. Subsequently, we were invited to observe as part of the SORTED working group. Discussions have also led to the need and initiation of an insights sharing and data validation group, starting with Waka Kotahi - first use case on state highway DSI support in Auckland.
- Work is being undertaken with GIS team to investigate possibility of interaction with CRM, Traffic Volume, VKT and other data sources to develop deeper insights.
- **Fatal crash reporting:** A fatal crash dashboard showing key themes and safe system gaps is now operational. There were 25 fatal crashes reported on local (AT) roads January to October 2023 with 38 recommendations for Safety Improvements on those roads. Of these, 25 have been implemented and 13 remain open.
- **Draft Katoa Ka Ora:** 18 local boards have passed resolutions to support safer speeds around schools. A workshop will be conducted with TIC at the beginning of December to seek feedback.

Key risks to Vision Zero

- FY24 RLTP road safety funding has been reduced to 30 million from 74 million.
- The cost to deliver has scaled between 20 and 40% post COVID-19, which means the delivery of programmes are compromised.

Key insights

Overall insights (past 12 months from November 2022 to October 2023)

- The Statement of Intent (SOI) deaths and serious injuries (DSI) target on the road network in Tāmaki Makaurau is no more 640 DSI by end of financial year 2023/2024. We are not on track with 647 DSI reported in the last 12 months, 2% above the target.
- Tāmaki Makaurau has endured 4% growth in deaths and serious injuries year on year from 620 the previous year to now 647. Tragically, 53 people were killed and 594 people were seriously injured.
- 87% of deaths and serious injuries occurred on local roads.
- 46% of deaths and serious injuries were experienced by vulnerable road users (motorcyclists, cyclists, pedestrians).
- Drivers and motorcyclists remain the largest groups harmed on our roads, representing 58% of DSI. Overall, serious injuries have grown 3% and deaths have grown 23%.
- Drivers, motorcyclists and passengers account for 87% of deaths on our roads.
- Motorcyclist deaths have grown 400%, resulting in 15 deaths in the last 12 months, up from three the previous 12 months.
- Serious injuries grew the fastest for people cycling from 35 to 44 serious injuries in the last 12 months.
- Male account for 66% of deaths and serious injuries and the remaining 34% are females.
- Where people have died, older road users had the highest growth, nearly tripling from four to 11 deaths.
- Out of the six contributing factor groups, evidence of speeding is largest at 68% and alcohol/drugs is the second largest at 34% out of the total number of captured contributing factors (note that a single person can have multiple contributing factors*).
- Māori represents 11% of Tāmaki Makaurau’s population and 18% of deaths and serious injuries.

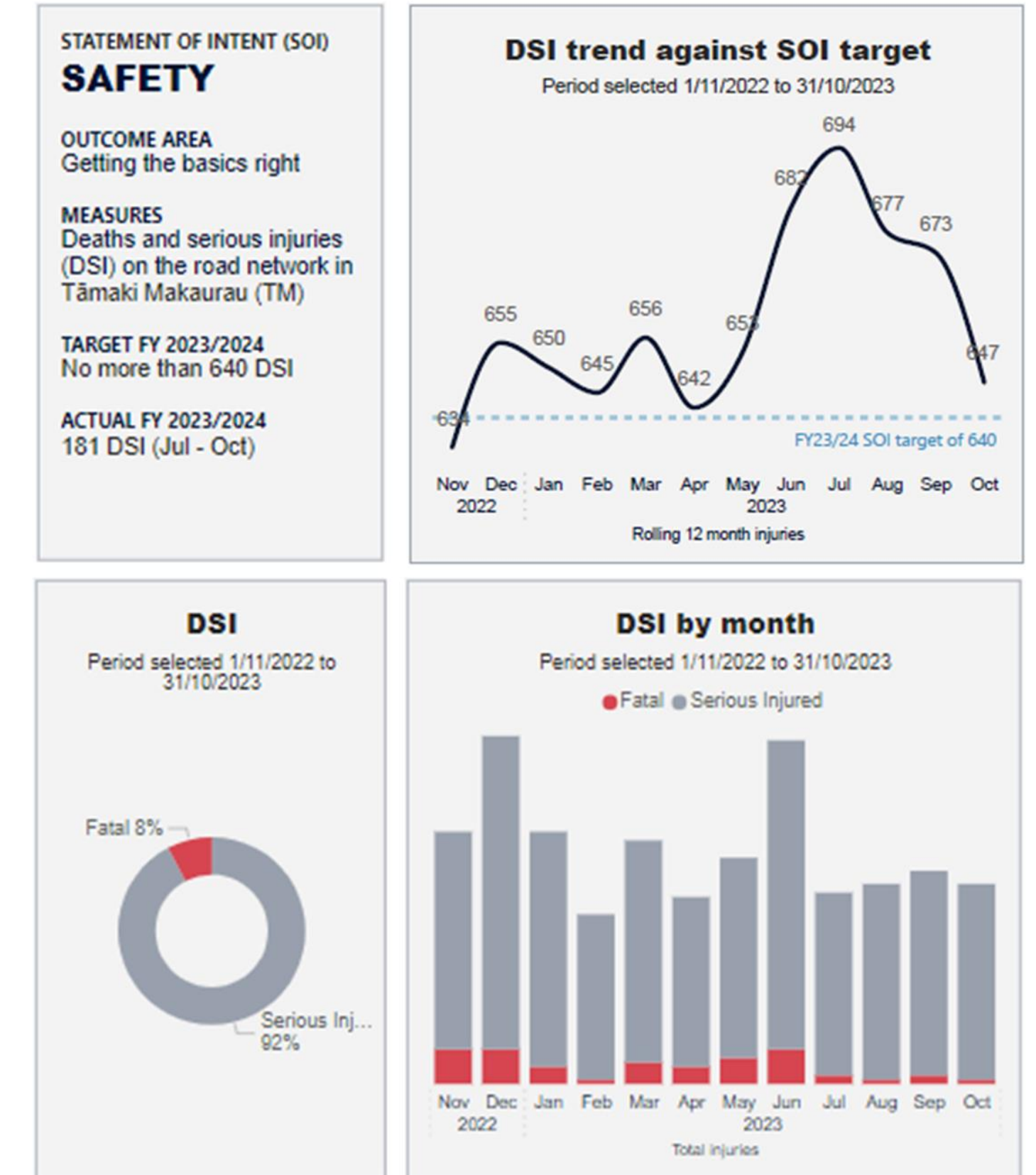
Crash attribute insights:

- Out of 647 people who died or were seriously injured 50% are experienced at intersections.
- At intersections, side impact crash movements result in the highest proportion of DSI at 39% and where not at an intersection, run off road crash movements result in the highest proportion of DSI at 37%.
- Run off road and side impact crash movements account for 53% of all deaths and serious injuries
- Overtaking crashes had highest growth from three to 10 people who died or were seriously injured with eight being motorcyclists.
- Where people died, side impact crash movements had the highest growth, from five to nine deaths of 53

Local board insights:

- Seven of 21 local boards represented 56% (363 out of 647) of people who died or seriously injured: Rodney, Franklin, Henderson-Massey, Ōtara-Papatoetoe, Manurewa, Waitemata and Albert-Eden.
- The local boards with the largest growth in DSI were Albert - Eden (doubled from 21 to 42) and Upper Harbour (13 to 20).
- In Albert-Eden (the highest growth of 95%) was led by serious injuries.
- Where people have died, Ōtara-Papatoetoe had the highest growth of 400%, from two to 10.

Death and serious injuries from Crash Analysis System (CAS)



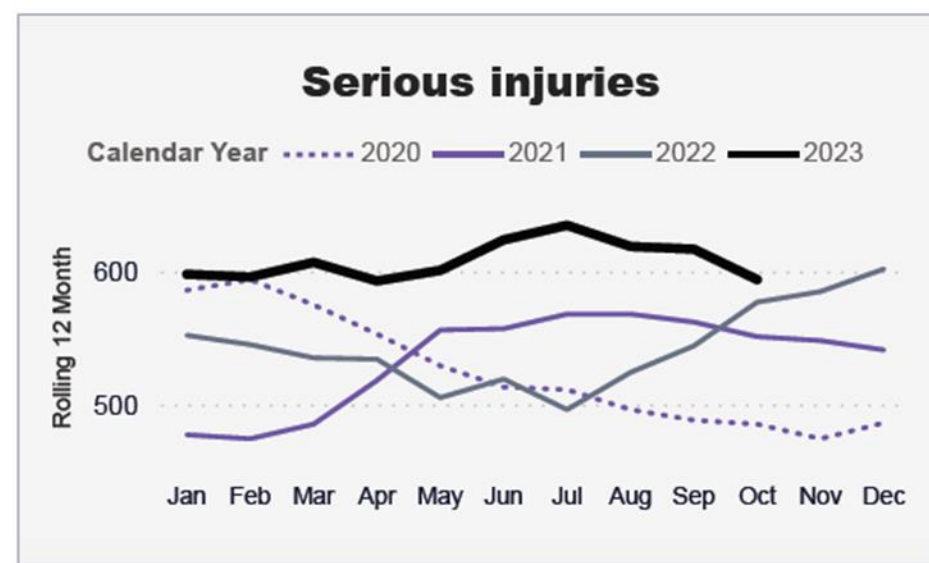
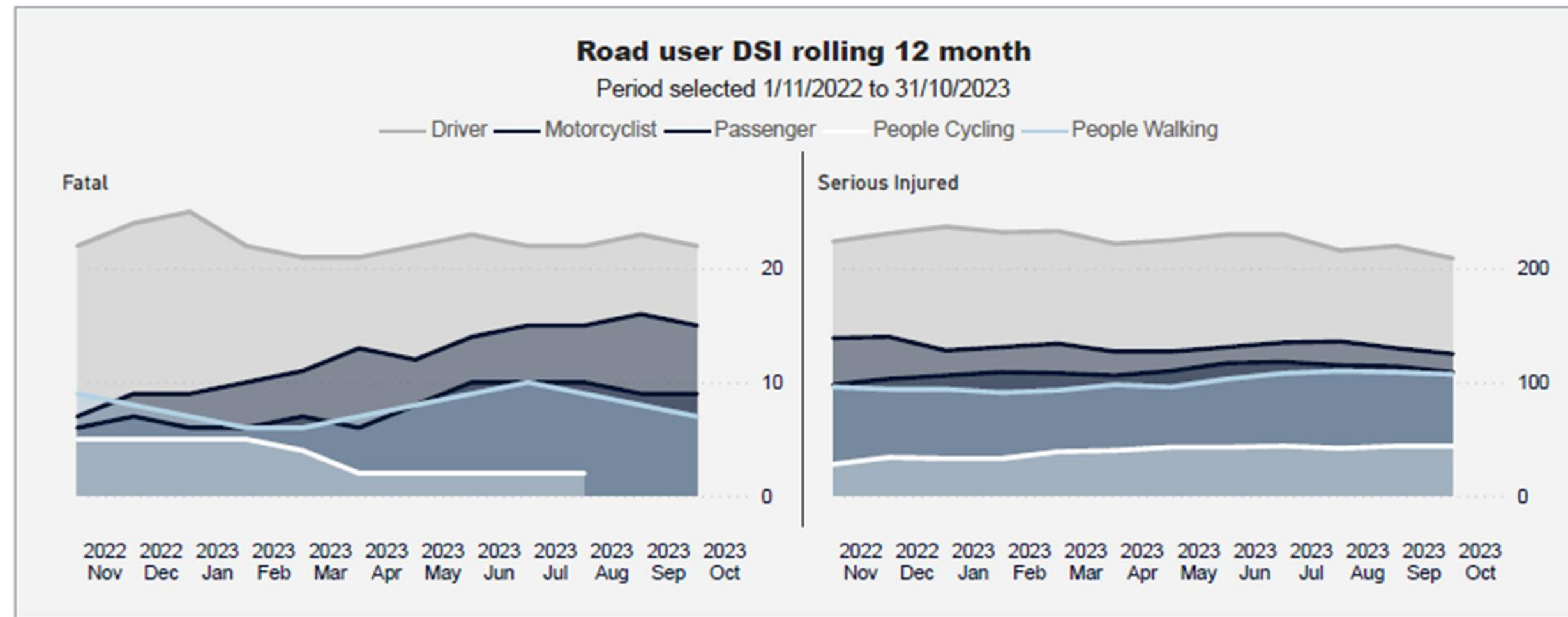
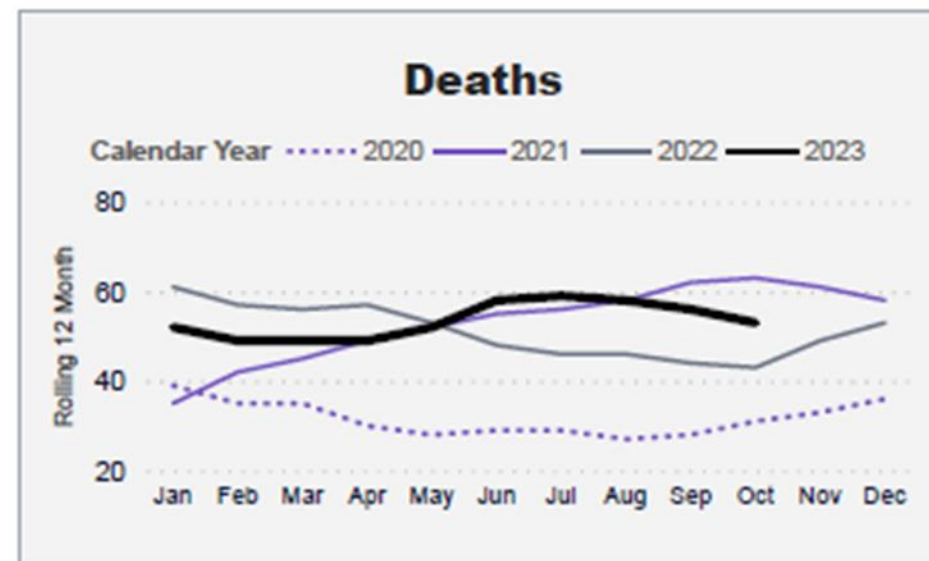
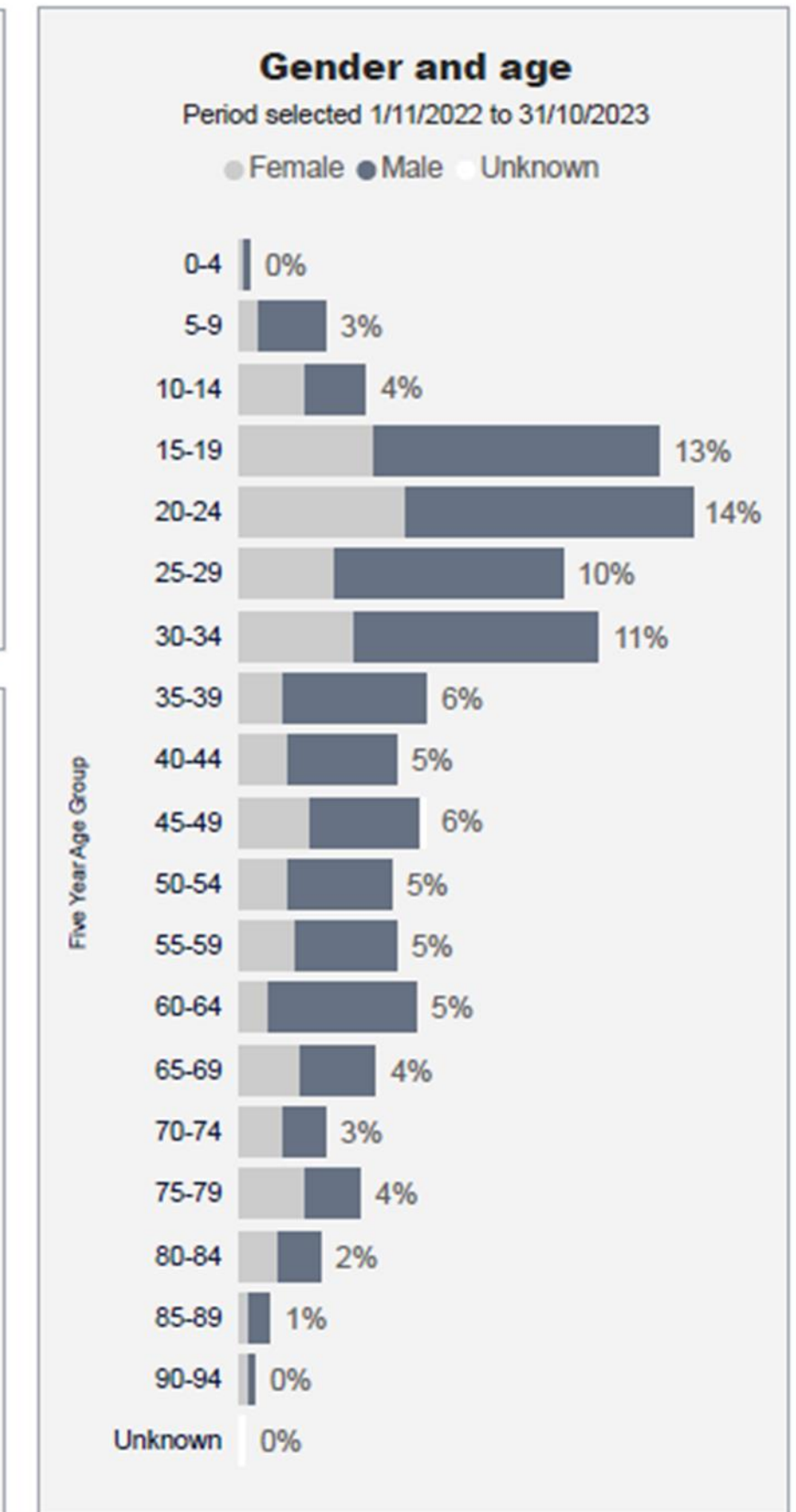
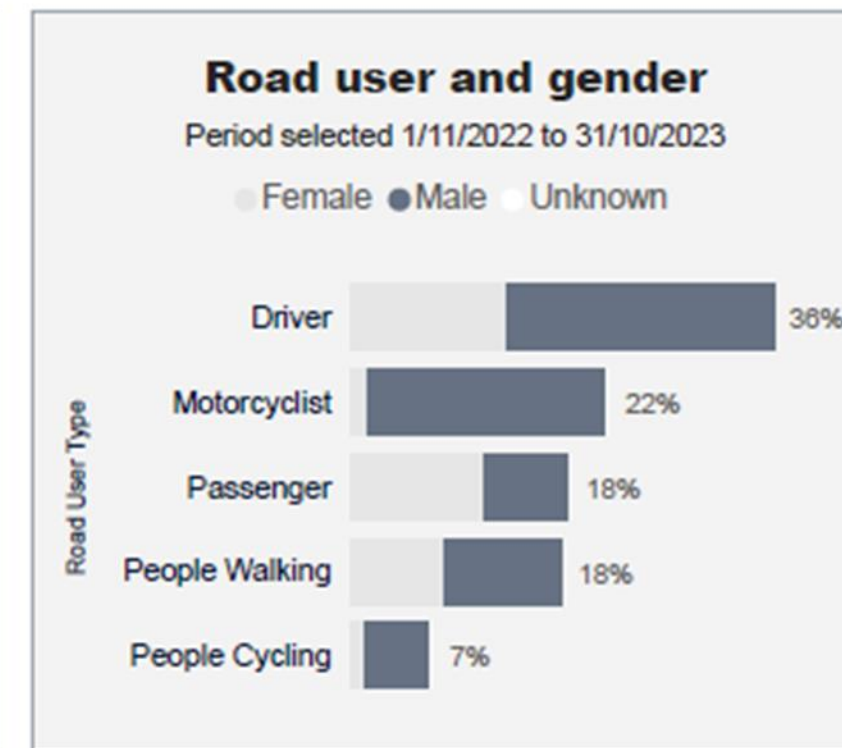
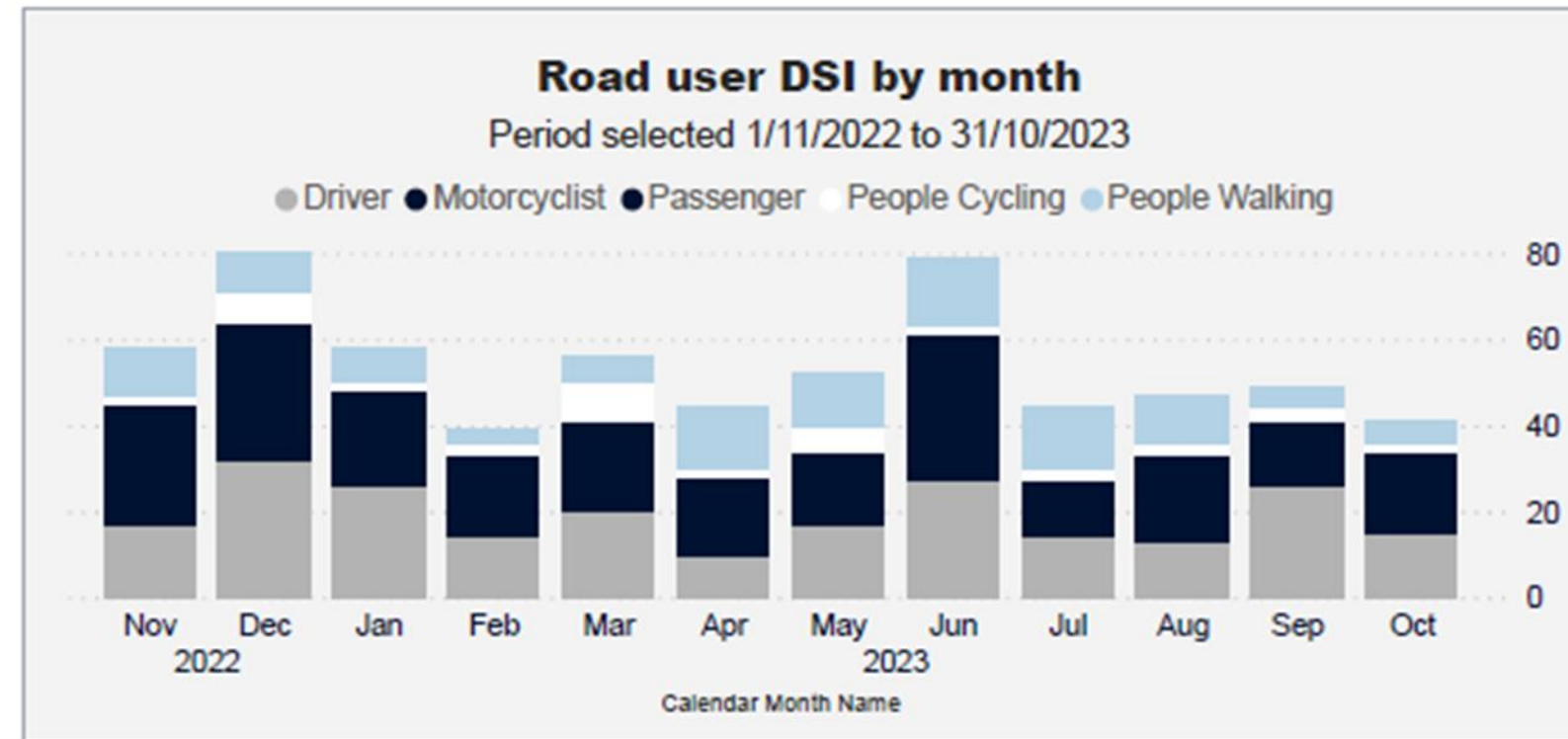
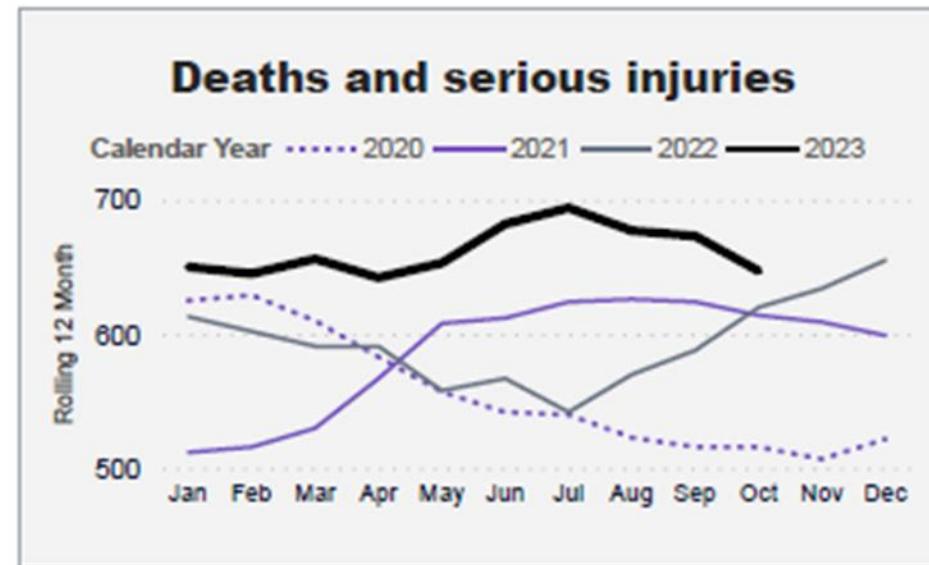
Injury data has been sourced from Auckland Transport’s Crash Analysis System (CAS) database via Waka Kotahi API.

*Not all entries in CAS capture the contributing factor of the crash. Hence, contributing factor percentages are calculated as a proportion of the captured data, not to the overall DSI.

2.1 Deaths and serious injuries (DSI) reporting

Road user DSI dashboard

Death and serious injuries from Crash Analysis System (CAS)



Injury data has been sourced from Auckland Transport's Crash Analysis System (CAS) database via Waka Kotahi API.
 Definition: People walking include people on foot, wheeled recreational devices, wheelchairs and mobility scooters



2.1 Deaths and serious injuries (DSI) reporting

Summary factors DSI dashboard

Death and serious injuries from Crash Analysis System (CAS)



Injury data has been sourced from Auckland Transport's Crash Analysis System (CAS) database via Waka Kotahi API.

*Not all entries in CAS capture the contributing factor of the crash. Hence, contributing factor percentages in this view are calculated as a proportion of the captured data, not to the overall DSI.

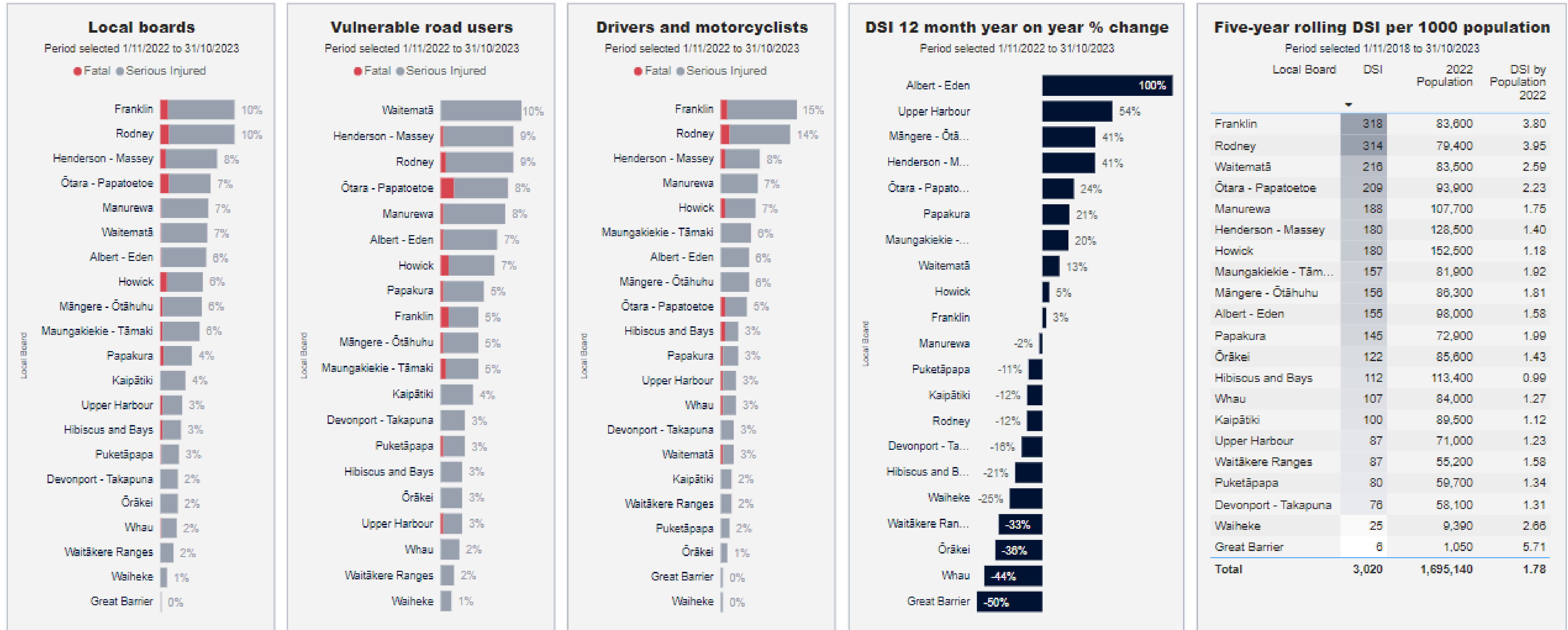
**Ethnicity in CAS is based on the Traffic Crash Reports and, as such, dependent on visual identification by the attending Police Officer.

Definition: Vulnerable road user = motorcyclists, people cycling and people walking (includes people on wheeled recreational devices, wheelchairs and mobility scooters)

2.1 Deaths and serious injuries (DSI) reporting

Local boards DSI dashboard

Death and serious injuries from Crash Analysis System (CAS)



Injury data has been sourced from Auckland Transport's Crash Analysis System (CAS) database via Waka Kotahi API.
Definition: Vulnerable road user = motorcyclists, people cycling and people walking (includes people on wheeled recreational devices, wheelchairs and mobility scooters)



2.1 Deaths and serious injuries (DSI) reporting

Motorcycling DSI dashboard

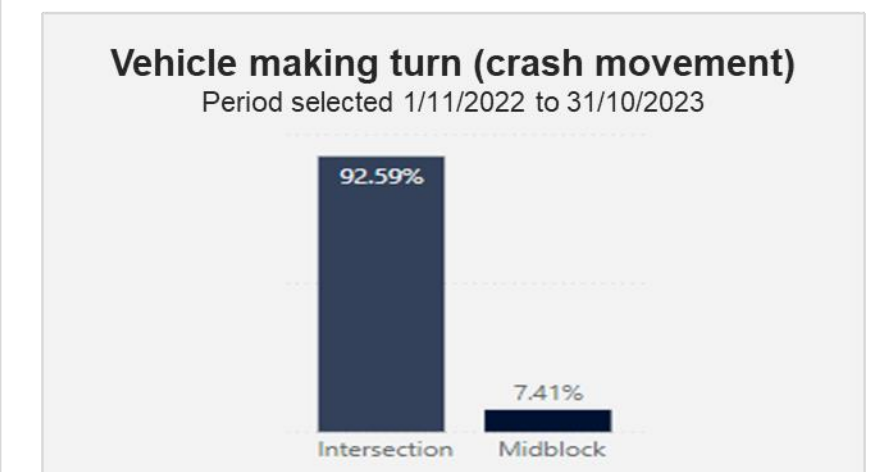
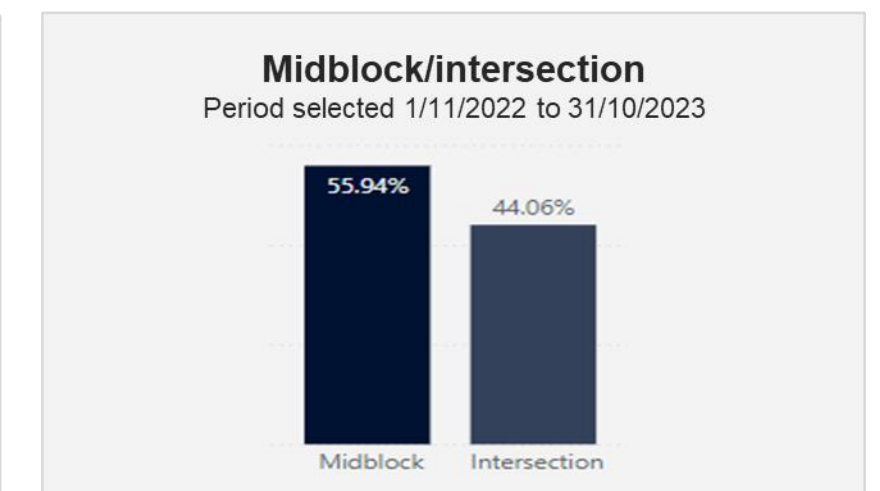
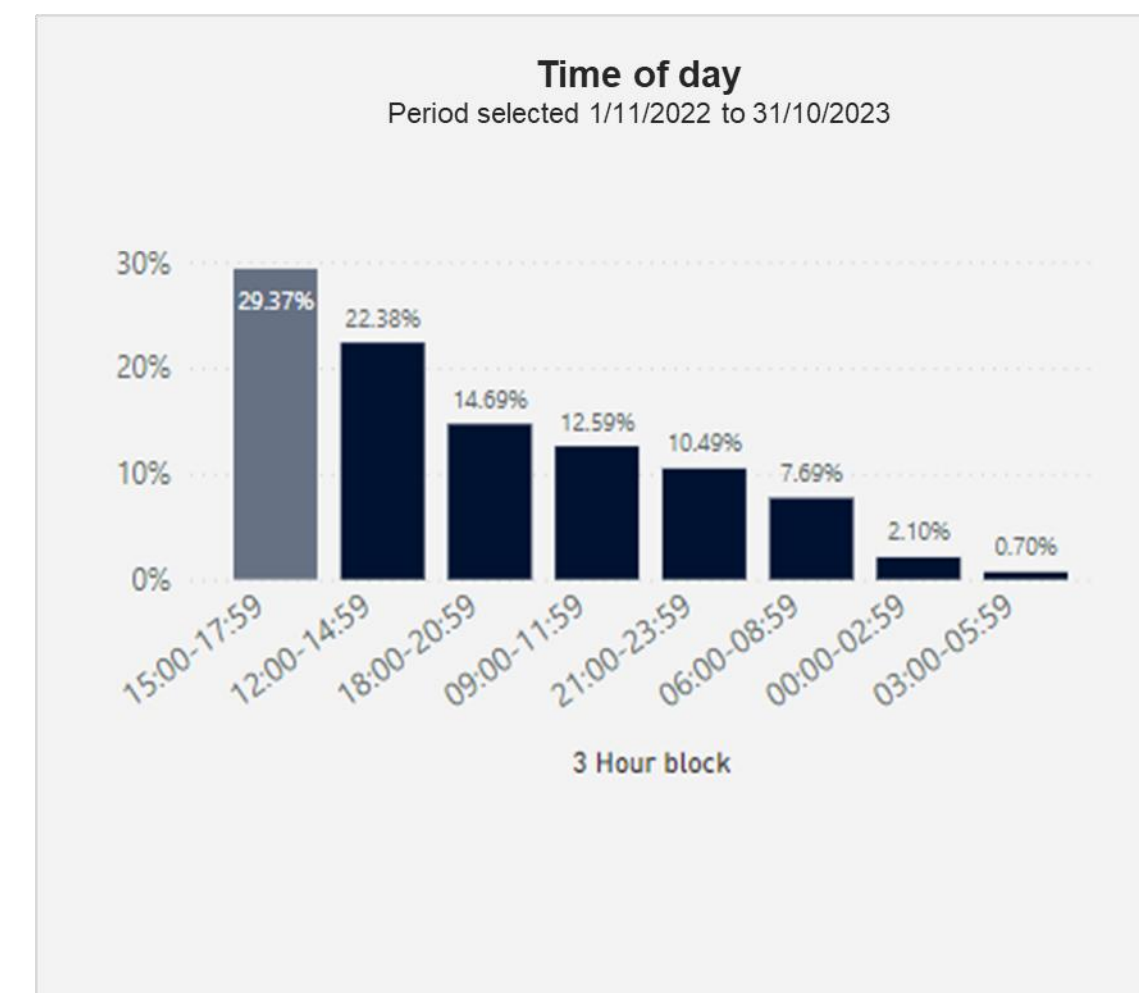
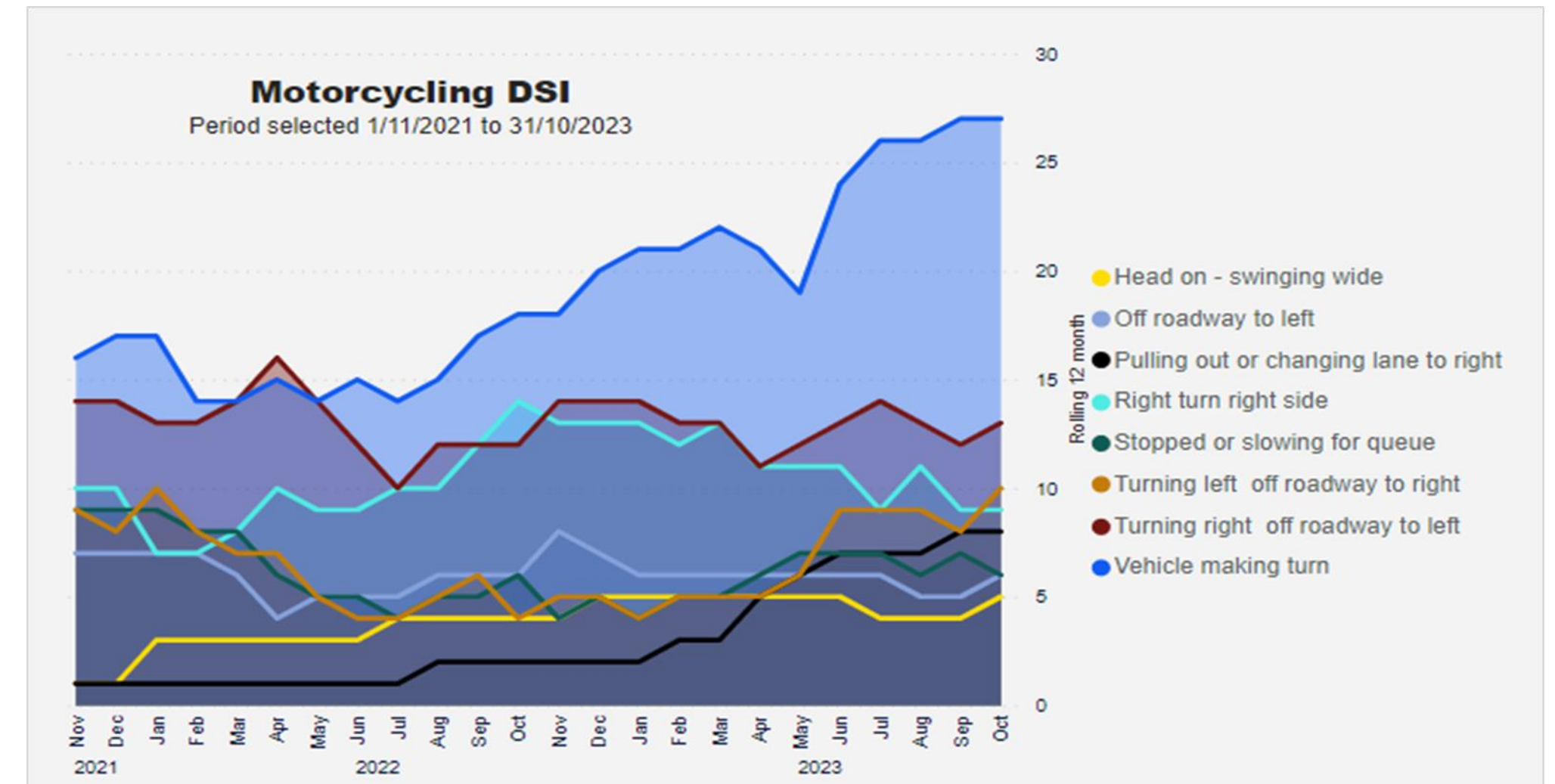
Motorcycling insights

From Crash Analysis System (CAS)

- In the last 12 months Tāmaki Makaurau there were 15 motorcyclist deaths, compared to 3 in the previous period.
- Motorcyclists and drivers remain the largest groups harmed on our roads, representing 58% of DSI (22% and 36% respectively).
- 52% of motorcyclist DSI happened between 12:00 (noon) and 17:59 (time of day).
- Overall, the largest growth in motorcyclists killed or seriously injured were in Upper Harbour at 150% from 2 to 5 and in Howick 100% from 5 to 10.
- From the crash movement types most seen in motorcyclist DSI, CAS data is showing a progressive increase and a spike in 2023 for "vehicle making turn" movement (as in the image to the right).
- 56% of motorcyclist DSI happened in midblock road segments. Although for the "vehicle making turn" crash movement, 92% of them happened at intersections.

External research

- In Auckland, motorcycling or travelling by moped makes up 0.3% of distance and 0.2% of hours travelled, but makes up 18% of deaths and serious injuries.¹
- Nationally, motorcyclists are 45 times more likely to die on the road than a vehicle occupant and 164 times more likely to be hospitalised.²
- Motorcycle users are predominantly in urban areas.²
- For each serious injury reported in Waka Kotahi's Crash Analysis System, there are three in the Ministry of Health data systems.²
- Motorcycling is one of the fastest growing transport choices in Auckland due to its low-cost and efficient use on the urban transport network. However, motorcycle safety is also one of Auckland's fastest growing road trauma challenges, particularly in urban areas where the existing network has not been designed for their visibility or safety.²



1 Auckland Transport (2022), Equity in road harm in Auckland: Analysis of equity factors in road deaths and serious injuries
 2 ViaStrada (2022), Safety of people travelling outside vehicles. Deep dive review: First and second phase

