

Attachment 1

August 2022 Safety Business Report

1. Health, Safety and Wellbeing Dashboard
 - 1.1 AT People
 - 1.2 Public Transport Operators
 - 1.3 Physical Works Contractors
2. Road Safety Performance

1. Health, Safety and Wellbeing Dashboard

Let's go there 

Executive Summary – August 2022

3

Actions from previous meetings

| Action | Owner | Update |
|------------------------------------|---------------------------|---|
| Ensure regular culture pulse check | Rebecca Cook, Antony Hall | Partnering with C&T to identify new survey tool |

Key highlights

- The Safety, Health and Wellbeing (SHW) Strategy was launched on 31 August with a livestream, where our Safety EGM Stacey van der Putten, Interim Chief Executive Mark Lambert and a panel of our people presented. Around 500 people attended online and circa 50 in person to hear about AT's strategic commitment to safety always.
- The Safety technology system 'Synergi' 2.0 went live on 15 August. Good feedback has been received from the business units as it allows greater visibility, therefore increasing accountability and responsibility of all AT Leaders to manage the adverse work events.
- Public Transport Operators and Physical Works Contractors are working with AT to improve the reporting process and streamline activity in Synergi. This will substantially improve visibility and accuracy of data of the H&S metrics, however there is still an interim digital form being used to collect all data which requires manual management of discrepancies.
- Katoa, Ka Ora: Auckland speed management plan 2023-26. Mapping work in progress to identify potential areas for review and prioritisation.

Notifiable and serious events

| Date | Description | Action taken |
|----------------|---|--|
| 29 August 2022 | Pedestrian fatality – An AT bus operating a rail replacement service on route 394 was involved in a fatal crash with a female pedestrian. | <ul style="list-style-type: none"> Emergency services attended the scene The scene of the crash was closed for 4 hours AT bus was impounded Bus Operators H&S manager attended the scene to commence an internal investigation CCTV footage has been reviewed and passed on to the Police The bus driver is receiving victim support Regulator notified Scene and front of the bus was blessed by local Iwi. |
| 16 August 2022 | Window sash fell from height, whilst scaffold wrap removal was taking place no harm to workers or members of the public caused. | <ul style="list-style-type: none"> Investigation undertaken Learnings identified and shared WorkSafe notified WorkSafe investigated and confirmed no further action required. |

* Additional notifiable and high potential events are noted within the summary pages.

Key risks and areas for discussion



Sourcing data from our partners continues to present risk to AT. Firstly, sourcing the data from the systems our partners use is challenging. Hence, we are looking to optimise this process for our partners. Secondly, our partners collect and report Health and Safety data; however, it may not be the data that AT requires for its own reporting.



The design of the Safety Management System in on time; however, the business adoption is lower than expected due to operational demands and complexity of deployment across PCBU's.



The Vision Zero Business Improvement Review (BIR) remediation is gradually progressing, still constrained by resourcing levels. On the 31 August there was positive engagement with the Police at the Tamaki Makaurau Transport Safety Governance Group (TMTSGG) meeting. To assist with tracking, a Business Improvement Review (BIR) dashboard has been created and shared with the Safety Leaders Council on 24 August.

Health and safety initiatives update

- Vision Zero:** Scoping has commenced on refreshing Vision Zero awareness and learning, and the FY23 Vision Zero Action plan is being developed.
- AT Critical risks:** Phase I - AT Critical risks workshops completed. Development of verification & implementation plan commencing. Phase II - PT Critical risk discovery & define work has begun and will be completed by end of September.
- Data sources** have been mapped for the AT people and supplier KPIs within the executive dashboard. Stakeholder engagement has commenced to gather requirements for the operational dashboard.
- Risk framework programme** is in discovery phase to review current systems and capability and to map these against specific requirements for occupational health and safety risk management.
- Synergi 2.0** launched successful in August 2022. Positive feedback has been received regarding greater visibility of safety events and tracking of updates.
- MPOWER:** The workstream is progressing with a core focus on strengthening our approach to health and safety representatives and committees. The design phase has been extended to conclude at the end of January 2023.
- Safety Capability:** The first module (PCBU) is on track to be delivered to the business in November 2022 – including an online learning component as well as refined tools and templates to assist users with mapping and managing PCBU relationships across the business.
- Risk Profiling Initiative:** This workstream is progressing with the Safety Enablement team undertaking "Show us your day" sessions with our frontline AT People. The key outcome of this initiative is to understand the risks that AT's People are exposed to everyday whilst undertaking their role with AT and the "on the day controls" that they put in place to reduce the risks they are exposed to. This workstream is due to be completed by November 2022.

Our Critical Success Factors Dashboard – August 2022

Leadership

Leaders, leading Safety

1 Safety Observations

10 x safety observations per year for senior leaders.

Leadership Safety Walks

| | |
|----------------------------|---|
| Board of Directors - 9 ppl | 5 |
| Executives - 10 ppl | 0 |
| Senior Managers - TBD | 3 |

Final approval of the metric is with the Enterprise Portfolio Steering Group (EPSG). In the interim, processes and procedures for Leadership Assurance and Leader Walks are available on the Safety Hub Safety Management System (SMS) Library.

A form is under development within Synergi 2.0 with reporting enhancements to be released after.

2 Safety Leadership Training

Target all AT leaders in high safety risk operational areas to be trained through the safety leadership programme.

| | | |
|---------------------|-----|--------------------|
| Customer Experience | 40 | 21 Leaders Trained |
| Integrated Networks | 105 | 4 Leaders Trained |
| Service Delivery | 77 | 20 Leaders Trained |
| Non-high risk BUs | 13 | |

Two pilot groups participated in May and August in the Safety Leadership training including 17 leaders from Service Delivery and 16 from Customer experience.

25 leaders started the new Safety Leadership training 'Leading Safety' where five were from Customer Experience, four from Integrated Networks and three from Service Delivery.

Engagement

Positive change in Safety Culture

3 Culture Engagement Score

Target a shift in category for AT overall from reactive to dependent, measured via the Bradley curve.

Actual 27% Target 33%

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

This measure will be supported by the quarterly check-in survey which will support understanding organisational progression.

4 Critical Safety Risks

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

| | |
|---|--|
| 1 | Violence, Threats & Aggression (Vanessa Ellis) |
| 2 | Working inside or outside of a vehicle on our network (Andrew Allen) |
| 3 | Exposure to Psychological Harm - Waiting appointment of EGM |
| 4 | Exposure to Infectious Diseases (Rodger Murray) |
| 5 | Working on an operational site (Murray Burt) |
| 6 | Lone and remote working (Stacey van der Putten) |

Six AT critical risks have been identified, owners identified at the Executive General Manager (EGM) level, risk assessment workshops completed with bow-tie verification and a controls review has been started.

The implementation plans for each AT critical risk has been developed and they are under review by their owners. Once they are approved, this metric will indicate progress to plan.

Safe Systems

Data driven insight influencing design

5 Learning Reviews

Target for all moderate to extreme safety events to have a learning review completed and implemented.

Moderate to Extreme Events

| | |
|--------------------------------|----|
| Psychological Harm | 2 |
| Violence, Threats & Aggression | 15 |

There were 17 events reported in Synergi in August with a consequence rating of "Moderate" in August. No "Major" or "Extreme" events were reported.

No learning reviews have been processed in August due to release of the Synergi 2.0 upgrade. A processed has been introduced and effective from September 2023.

6 Data Eco-system Maturity

Target collation of data sources across data eco-system for reporting of all harm to enable insights for infrastructure improvement planning.

| | |
|--------------------------------|--|
| Police Crashes CAS | ✓ Informs AT strategy, investment and reporting ✓ Only data for motor vehicle and cycle crashes |
| SHW Synergi | ✓ Synergi 2.0 released 15-08-22 ! Partners data is inconsistent |
| Hospitalisations MoH | ✓ Data agreement and data sample ! Gap analysis with Business Technology |
| Accident Claims ACC | ✓ Data agreement and data sample ! Waiting on gap analysis |
| Regional Transport Waka Kotahi | ! Waka Kotahi is waiting on resource to develop external use |

GOAL
High quality and frequent data intelligence is easily sourced, validated and quickly informs business plans and decisions

The case for change: Auckland serious injury statistics for people travelling outside of vehicles recorded 30% less in CAS compared to MoH for the period 2016-19.

This provides an opportunity to investigate alternative data sources to enrich coverage of the population, insights and reporting.

Advocacy

Progress against advocacy plan

7 Action and Enforcement

Target completion of all advocacy plan actions to influence higher penalties for offences & enhanced enforcement of Road Safety.

Enhanced enforcement of road safety (1)

Review of penalties for road safety offences (2)

Accelerated roll out of safety cameras (3)

Police engagement, communication and reporting are improving (1).

MoT is ready for public consultation; however, no definitive progress. AT have been advised by MoT that no further action is required (2).

Excellent progress has been made with Waka Kotahi and Police. Detailed design are complete for 10 locations and cameras to be installed January 2023 (subject to final confirmation). Waka Kotahi have agreed in principle to fund and maintain all of the cameras and added point to point sites planned for October 2023 (3).

8 Safety Governance Engagement

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

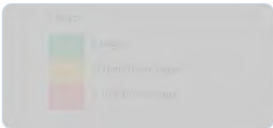
There is strong alignment between the Vision Zero plan and Road Safety BIR, with high engagement of AT People and executive attendance at the safety Governance Forum. The AT Policy Lead role has been established to support policy decisions and engagement.

External stakeholder engagement is progressing with Public Transport Operators and Physical Works Contractors. Planning activities are underway for an external launch of the Safety Strategy.

AT People HSW Performance Scorecard – August 2022

Dashboard information

Dashboard information



Date: August 2022
Prepared by: A .Montano
Endorsed by: J Zoricich

Key insights and actions required

There was an increase in the safety reporting relating to events and hazards of 35.3% and 62.5% respectively comparatively to last month.

There was a reduction of 33.3% in lost time injuries compared to last month. The LTFR and TRIFR has and increase of 9.1% and 0.7% respectively compared to July.

There was a reduction of 13.3% in the AEP usage in August being 61.54% for personal issues whereas 38.46% was work-related.

There was a reduction of 36.4% in assurance activities conducted in August.

After 2 pilots run for the safety Leadership training, 2 more groups has started the training programme 'Leading Safety' with 12 Leaders participating from the critical operational areas.

| Action | Owner | Due |
|-----------------------|-------------|----------|
| Closure of open cases | Jo Zoricich | Oct 2022 |

Performance indicators

| | Jul22 | Aug22 | |
|--|-------|-------|--|
| H&S open cases | 20 | 34 | |
| Actual number of corrective actions overdue | 9 | 0 | |
| Number of events reported | 34 | 44 | |
| Number of hazards reported | 8 | 13 | |
| Curent H&S Culture engagement score | 27% | 27% | |
| Total Recordable Injury Frequency Rate (TRIFR) | 7.6 | 7.7 | |
| Lost Time Injury Rate (LTIFR) | 3.0 | 3.2 | |
| EAP usage | 15 | 13 | |
| Number of active work-related ACC cases | 3 | 2 | |
| Number of near misses reported | 0 | 2 | |
| Number of high potential near misses and incident reported | 2 | 0 | |

Incident investigations 8/8 * 21 days

Culture, behaviour and engagement

| | Jul22 | Aug22 | |
|---------------------------------|-------|-------|--|
| Number of share success | 0 | 1 | |
| % of H&S reps received training | 0% | 0% | |

Critical risk areas

Number of critical risk areas and mitigated within business performance across businesses

Assurance and monitoring

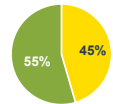
| | Jul22 | Aug22 | |
|--|-------|-------|--|
| Number of Safety assurance activities conducted | 11 | 7 | |
| Critical control verifications completed vs. planned | n/a | n/a | |
| Number of H&S audits/reviews completed | n/a | n/a | |
| Number of leadership safety walks by Executives and Directors (Target 10 pp/year) <small>* All 5 were Directors</small> | n/a | 5* | |
| Number of leadership safety walks by Senior Managers (Target 10 pp/year) | n/a | 3 | |

Training and development

| | Jul22 | Aug22 | |
|--|-------|-------|--|
| Safety Leadership training (Safety critical operational areas) | 32 | 45 | |
| % of worker safety training completed | 88.4 | 87.9% | |

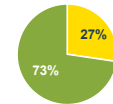
AT Business Units reporting vs not reporting

June



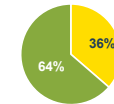
55% Reporting, 45% No reporting

July



73% Reporting, 27% No reporting

Aug



64% Reporting, 36% No reporting

There was a decrease in reporting in Synergi of 12.3% by the Business units compared to July.

Business units reporting in Synergi in August:

- Business technology
- Integrated Networks
- Safety
- Service Delivery
- Stakeholder
- Communities
- Governance
- Customer Experience

Business units not reporting in Synergi in July:

- Culture & Transformation
- Finance
- Planning & Investment
- Risk & Assurance

Partners HSW Performance Scorecard - August 2022

Dashboard information

Dashboard information

Date: August 2022
Prepared by: A.Montano
Endorsed by: J.Zoricich

Key insights

Public Transport Operators have had a decrease in events reporting in Synergi, however has an increase in the data provided via the interim digital form in terms of the safety performance KPIs. AT is working with them to streamline the reporting and get all data in Synergi.

Physical Works Contractors have provided the KPIs information as required, however a reporting process improvement is being creating to improve the data quality.

Efforts are being made to apply a consistent approach across both and enable reporting of KPI's via Synergi

Actions required

| Action | Owner | Due |
|--|-------------------------------------|----------|
| Follow up investigation into PWC access to Synergi to enable external reporting of incidents | Mickala Smith / Integrated Networks | October |
| Enable revised KPI reporting via Synergi for PT Operators. Including Onboarding and consultation | Mickala Smith / Integrated Networks | October |
| Present back data to business and those contributing data | Mickala Smith / Integrated Networks | December |

Reporting vs not reporting

| PT Operators | Physical Works Contractors |
|--|---|
| Public Transport Operators started using the interim reporting solution for this reporting cycle which is inclusive of the revised AT KPIs. | Physical work contractors are reporting well via the interim solution with both Asset Management and Construction providing good data for August. |
| All operators with the exception of one provided data as requested and were receptive and positive about the revised reporting requirements. | Work is underway to allow reporting via Synergi and the Safety team are working with both teams to find an appropriate solution. |

Public Transport Operators

| Performance Indicators | | | | | | | | Critical Risk Areas | | Culture, Behaviour & Engagement | | Assurance & Monitoring | | Training and Development | | | |
|------------------------|---------------|--|---|---|---|---|---|--|--|--|---|---|----------------------------------|---|---|---|---|
| Contractor | Contract Area | Number of health and safety events reported relating to PT Operators | Number of event investigations outstanding relating to PT Operators | Number of corrective actions overdue relating to PT Operators | Number of hazards reported relating to PT Operators | Number of near misses reported relating to PT Operators | Number of high potential near misses and events reported e.g. consequence high or above | Total Recordable Injury Frequency Rate (TRIFR) | Lost Time Injury Rate (LTIFR) | Number of notifiable events to the NZ regulator relating to PT Operators | Number of health and safety events related to identified critical risks | Number of critical risk control verification undertaken by PT Operators | Number of PCBU forums lead by AT | Number of shared learnings across PCBUs (including subcontractors) relating to PT Services (to be Completed by Safety team) | Number of safety Leader walks or site reviews conducted by AT | Number of health and safety audits or site reviews completed By PT Operator | Number of safety training hours completed per month |
| Ritchies | Murphys | 13 | 0 | 0 | 2 | 2 | 0 | Phase 2 for inclusion in October reporting | Phase 2 for inclusion in October reporting | 1 | 5 | Commencement of critical risk workstream is underway | 0 | Work to define measure is underway with Operators | 0 | 0 | 1013 |
| Bayes | | 2 | 0 | 0 | 0 | 0 | 0 | | | 0 | 5 | | 0 | | 0 | 10 | |
| Pavlovich | | 1 | 0 | 0 | 5 | 1 | 1 | | | 0 | 0 | | 4 | | 0 | 0 | 1084 |
| H&E | | 3 | 0 | 0 | 2 | 7 | 0 | | | 0 | 1 | | 5 | | 2 | 23 | 620 |
| Belaire | | 0 | 0 | 1 | 1 | 0 | 0 | | | 0 | 0 | | 77 | | 0 | 0 | 73.5 |
| Sealink | | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | | 14 | | 0 | 0 | 14 |
| Ritchies | | 25 | 0 | 0 | 19 | 2 | 1 | | | 0 | 0 | | 3 | | 1 | 3 | 36 |
| Tranzit | | 5 | 0 | 3 | 4 | 1 | 1 | | | 0 | 1 | | 2 | | 1 | 0 | 50 |
| GoBus | | 10 | 0 | 0 | 0 | 5 | 5 | | | 0 | 0 | | 3 | | 3 | 0 | 40 |
| NZBus | | 0 | 1 | 0 | 1 | 57 | 3 | | | 0 | 0 | | 14 | | 7 | 0 | 45 |
| AOR | | 456 | 7 | 83 | 17 | 0 | | | 16 | | | | 2 | | | | |

Partners HSW Performance Scorecard (August 2022)

| Physical Works Contractors | | | | | | | | | | | | | | | | | | |
|----------------------------|------------------------------|--|---|--|---|---|---|---|--|-------------------------------|---|---|---|----------------------------------|---|--|--|-------------|
| Performance Indicators | | | | | | | | | | | Critical Risk Areas | | Culture, Behaviour & Engagement | | Assurance & Monitoring | | Training and Development | |
| Contractor | Contract Area | Number of health and safety events reported relating to AT worksites | Number of event investigations outstanding relating to AT worksites | Number of health and safety events reported awaiting corrective actions to be identified | Number of corrective actions overdue relating to AT worksites | Number of hazards reported relating to AT worksites | Number of near misses reported relating to AT worksites | Number of high potential near misses and events reported e.g. if consequence is high or above | Total Recordable Injury Frequency Rate (TRIFR) | Lost Time Injury Rate (LTIFR) | Number of notifiable events to the NZ regulator | Number of health and safety events related to identified critical risks | Number of critical risk control verification undertaken by Contractor | Number of PCBU forums lead by AT | Number of shared learnings across PCBUs (including subcontractors) relating to AT worksites | Number of safety Leader walks or site reviews conducted by AT (completed by AT PM) | Number of health and safety audits or site reviews completed by Contractor | |
| Legacy Construction | Central | 2 | 1 | 2 | 3 | 1 | 1 | | | 1 | 0 | | | 64 | | 9 | 2 | 44 |
| Traffic Systems Ltd | North/East | 2 | 0 | 0 | 10 | 2 | 2 | | | 0 | 2 | | | 0 | | 16 | 4 | 137 |
| Coll Electrical | Central | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | | | 1 | | 1 | 1 | 5 |
| Troy Wheeler Contracting | Central | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | | | 16 | | 2 | 1 | 84 |
| Wharehine Construction | North Rural | 6 | 0 | 1 | 4 | 5 | 1 | | | 0 | 0 | | | 36 | | 6 | 3 | 58 |
| Electrix | North/East | 0 | 0 | 0 | 1 | 0 | 0 | | | 0 | | | | 3 | | 1 | 1 | 3 men hours |
| STF Ltd | Asset Management/Maintenance | 0 | 0 | 0 | 32 | 0 | 0 | | | 0 | 0 | | | 11 | | 2 | 1 | 18 |
| Downer | West | 0 | 0 | 0 | 4 | 0 | 0 | | | 0 | 0 | | | 1 | | 1 | 1 | 0 |
| Downer | Asset Management/Maintenance | 14 | 8 | 0 | | 13 | 0 | | | 0 | | | | 0 | | 106 | | |
| HEB | Central | 9 | 0 | 0 | 9 | 1 | 0 | | | 0 | 0 | | | 24 | | 5 | 12 | 50 |
| HEB | South Urban | 3 | 4 | 0 | 5 | 2 | 0 | | | 0 | 1 | | | 30 | | 3 | 4 | 110 |
| Heron Construction | Waiheke | 1 | 0 | 0 | 0 | 1 | 0 | | | 0 | 1 | | | 18 | | 1 | 2 | 11.15 |
| CSLi | Asset Management/Maintenance | 2 | 1 | 0 | | 2 | 1 | Phase 2 for inclusion in October reporting | Phase 2 for inclusion in October reporting | 0 | | Commencement of critical risk workstream is underway | Work to define measure is underway with Contractors | 4 | | | | |
| Electrix | Asset Management/Maintenance | 2 | 0 | 0 | | 1 | 1 | | | 0 | | | | 0 | | 5 | | |
| Fulton Hogan | Asset Management/Maintenance | 3 | 1 | 0 | | 1 | 0 | | | 0 | | | | | | 6 | | |
| Fulton Hogan | Central | 2 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | | | 25 | | 4 | 8 | 78 |
| Fulton Hogan | South Urban | 3 | 0 | 0 | 48 | 1 | 0 | | | 0 | 0 | | | 48 | | 48 | 48 | 160 |
| Liveable Streets | Asset Management/Maintenance | 3 | 0 | 3 | | 3 | 0 | | | 0 | | | | | | 1 | | |
| McKay Electrical | Asset Management/Maintenance | 0 | 0 | 0 | | 0 | 0 | | | 0 | | | | | | 18 | | |
| Northpower | Asset Management/Maintenance | 0 | 0 | 0 | | 0 | 0 | | | 0 | | | | | | 0 | | |
| Traffica | Asset Management/Maintenance | 2 | 0 | 0 | | 2 | 0 | | | 0 | | | | | | 1 | | |
| Freys Construction | Central | 1 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | | | 27 | | 2 | 0 | 6 |
| John Fillmore Contracting | Central | 0 | 0 | 0 | 5 | 1 | 0 | | | 0 | | | | 0 | | 8 | 0 | 38 |
| Dempsey Wood | North/West | 67 | 0 | 0 | 23 | 2 | 0 | | | 0 | 2 | | | 30 | | 4 | 66 | 16 |

1.1 AT People

Let's go there 

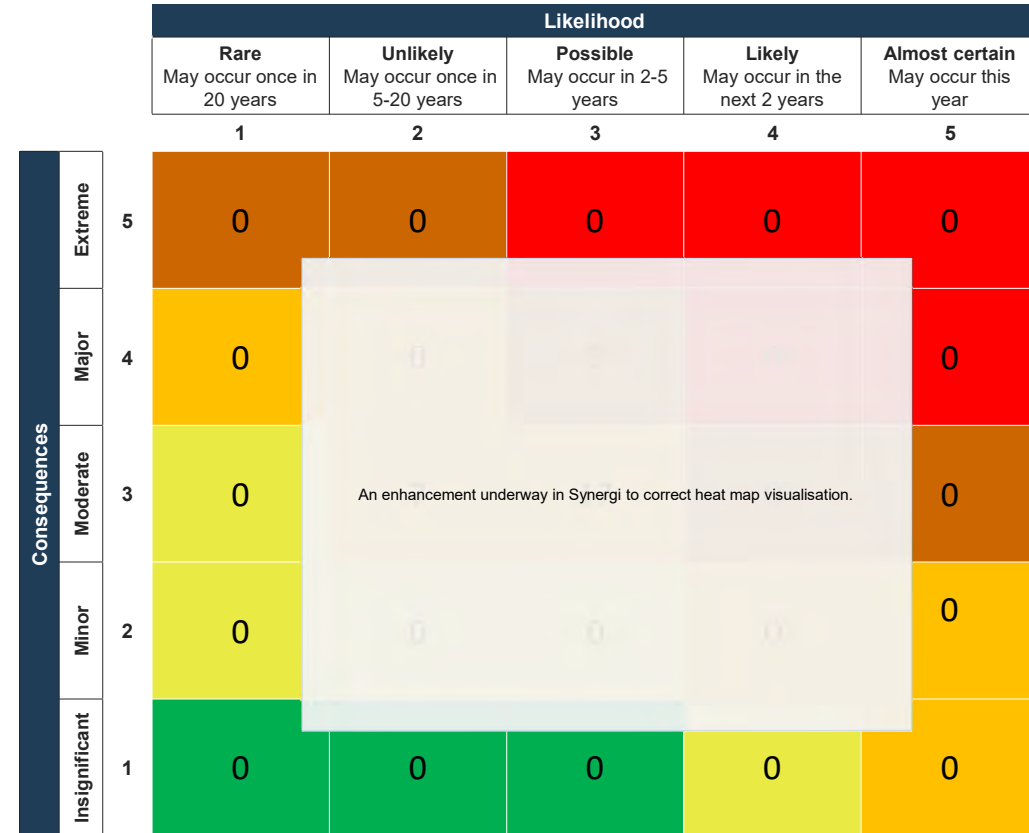
AT People Critical Risks – August 2022

Key insights

- Critical risks with high outcomes** – While there were no reports of high outcome critical risks in the month of August, the trend of Violence, Threats and Aggression towards our people continues within 23 reports during August. 22 of the 23 reports were categorised as work organisation hazard including Violence, Aggressive behaviour or Assault on AT workers.
- Increased reporting** – There was an increase of 50% in the adverse work events reporting from 18 events in July to 27 events in August related to critical risks.
- Injury trends** – There were two Lost Time Injuries (LTI) reported in August resulting in a total of 28 lost time days. AT's Occupational Health Specialist is providing support to the individuals involved.

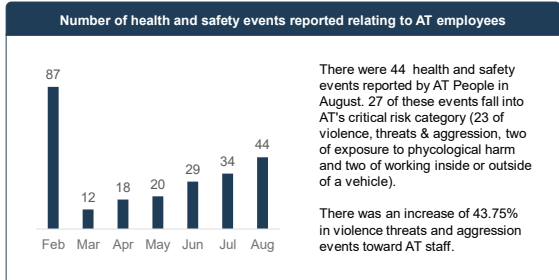
Critical risks

- Violence, Threats & Aggression** – 23 events were reported for August 2022.
- Working inside or outside of a vehicle on our network** – Two vehicle events were reported for August 2022.
- Exposure to Psychological Harm** - Two events were reported for August 2022.
- Exposure to Infectious Diseases** - No events were reported for August 2022.
- Working on an operational site** - No events were reported for August 2022.
- Lone and remote working** - No events were reported for August 2022.

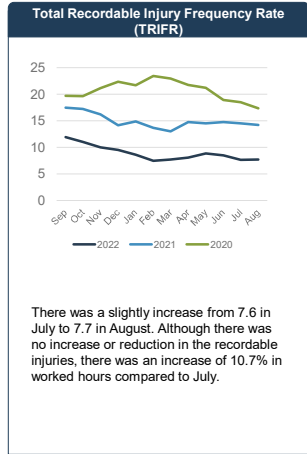
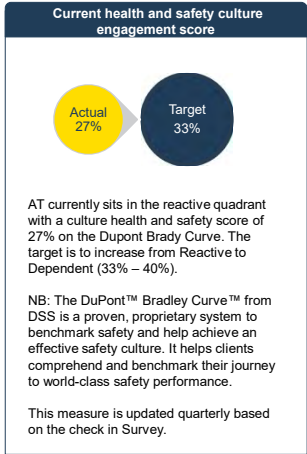


AT People Detailed Dashboard – August 2022

Performance indicators



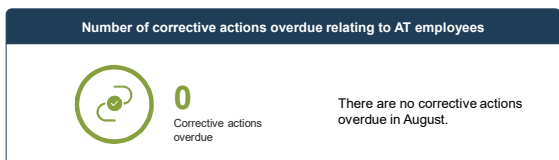
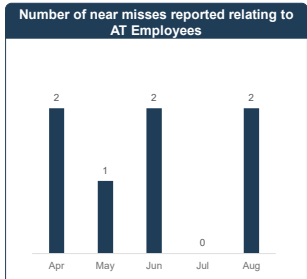
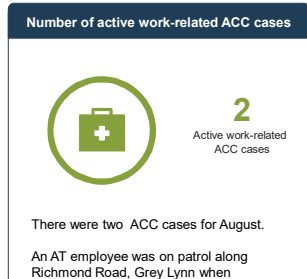
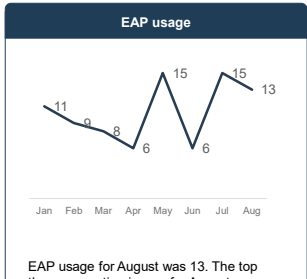
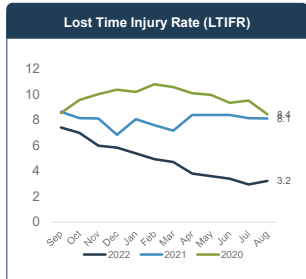
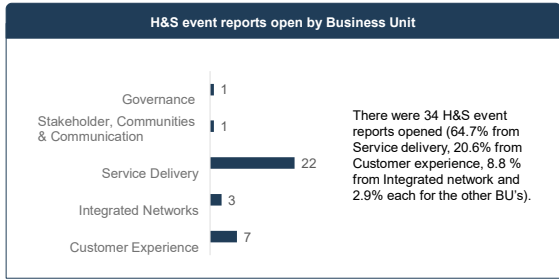
| Hazard category | Cases |
|---|-------|
| PHYSICAL - AT infrastructure - Transport fixtures | 5 |
| SAFETY - Trespassers | 2 |
| SAFETY - Working on an operational site | 2 |
| SAFETY - Customer/Member of Public | 2 |
| PHYSICAL - Emergency - Antisocial | 1 |
| PHYSICAL - Water | 1 |



Key insights and actions required

Violence / Aggressive behaviour / Assault continue to account for the largest number of reported events for AT People being 59.1% of the total of events reported in August. Further controls are currently being worked through for implementation across the relevant AT business units. A learning team will be undertaken to understand the issue and work through solutions to address this issue.

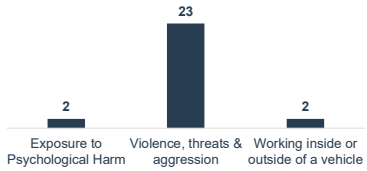
| Action | Owner | Due |
|---|-------------|---------------|
| Learning Teams – Violence, Threats and Aggression | Jo Zoricich | November 2022 |
| Risk Profiling Project | Jo Zoricich | November 2022 |
| Learning Teams Maritime Project | Jo Zoricich | December 2024 |



AT People Detailed Dashboard – August 2022

Critical risk areas

Number of health and safety events related to identified critical risks



There were 27 H&S events identified as AT critical risk being 23 of violence, threats & Aggression, 2 of exposure to phycological harm and 2 of working inside or outside of a vehicle.

Violence, threats & aggression continue to account for the largest number of reported events for AT People.

Key Insights & Actions Required

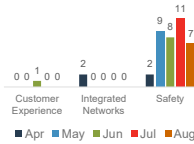
Through the workshops, the participants gave informative feedback on what controls they feel are the priorities, which are being considered for the EGM H&S Critical Risk Owners as they build the control and verification plans.

As part of PCBU obligations, PT operators critical risk portfolio is started. The main purpose of this project is to review the PT operators' critical risks and focus on gaining assurance over their critical controls.

| Action | Owner | Due |
|--|---------------------------------|-----------------------------|
| Readjusting Bow ties after Review Workshops | AT Critical Risk Lead | Q2 Complete |
| Begin planning Control Implementation Plan Currently submitting Implementation & Verification Plan FY23 to Risk Owners | AT Critical Risk Lead | Q2 In progress |
| <ul style="list-style-type: none"> Reviewing the PT operators risk register Reviewing the PT operators HSNO register Analysing Synergi and CRM data International benchmarking | PT Operators Critical Risk Lead | October 2022 In progress |

Assurance and monitoring

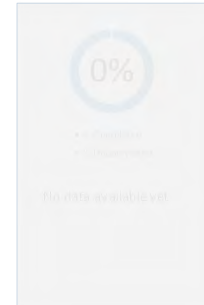
Number of Safety Assurance activities completed by BU



Seven assurance activities were conducted and reported by Safety. No data was sourced for assurance activities outside of Safety.

The metric is under review for the next report.

Number of H&S audits/reviews completed vs. target



Key Insights & Actions Required

Awaiting approval for health and safety assurance and compliance FY23 plan, the health and safety auditing and assurance procedure and the tool assurance Procedure and reporting tool.

We are waiting for Synergi 2.0 to develop online tools for assurance.

Onboarding a safety assurance specialist for support in service delivery in October 2022.

Scheduled assurance activities have begun.

| Action | Owner | Due |
|---|-----------------------|-------------------|
| Build Safety Assurance Tools | Safety Assurance Lead | TBC |
| Building an assurance plan around our AT people | Safety Assurance Lead | Awaiting approval |

Culture, behaviour and engagement

Number of Share Success reported



There was 1 share success reported in August related to Synergi. Our H&S technology system "Synergi" has been upgraded allowing more inclusive and transparency when informing and acting on SHW cases.

Number of Learning Reviews



No Learning Teams reviews conducted in August.

Key Insights & Actions Required

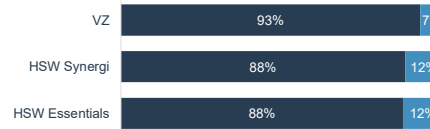
The Business has expressed positive feedback to the launch of the Safety Strategy. This document expresses the "why" we are doing Safety differently, it outlines the strategic direction, critical success factors and sets up the cascade for further elements of the HSMS.

When communicating to BU's about the strategy it is important that the Safety team are enabling the change we need in the critical success factors and tools are on hand for BP's to use as well as our BU's.

| Action | Owner | Due |
|--|-----------------------|------|
| Communication of the Safety Strategy and Critical Success factors to BU's | BP's / Change Manager | Sept |
| BP Business Unit Monthly reporting template | BP's | Sept |
| Key tools to enable Critical Success Factors: eg Observation sheet for Leader walks, Checking in survey questions complete and integrated into monthly survey. | Design | Sept |

Training and development

% of training completed vs. overdue



88.19% of staff completed the H&S reporting in Synergi module
87.51% of staff completed the HS&W essentials module.
92.91% of staff completed the Vision Zero module

Safety Leadership training

- CX & SD Pilot workshops have now been completed.

Key Insights & Actions Required

The Safety Leadership Training module has been included in the package of modules for "Leading at AT" managed by the learning and development team based in Culture and Transformation. Whilst this Training targets Senior leaders across AT we are also now getting requests directly from BU Leaders for the delivery of the Safety Leadership Training module on its own.

| Action | Owner | Due |
|---|-----------------------|----------|
| BP's to complete Safety Leadership Training Pilot programme within CX & SD. | Safety BP's (CX & SD) | Complete |
| Vision Zero implementation examples to be shared by S.D at upcoming SLC | Safety BP (SD) | August |
| Follow up with request from P&I for Leaders to go through training. | Safety BP (SD) | Sept |

1.2 Public Transport Operators

Public Transport Operators Critical Risks – August 2022

Key insights

From a total of 78 events reported in Synergi related to identified critical risks, there were five events of concern which could result in a serious injury or fatality:

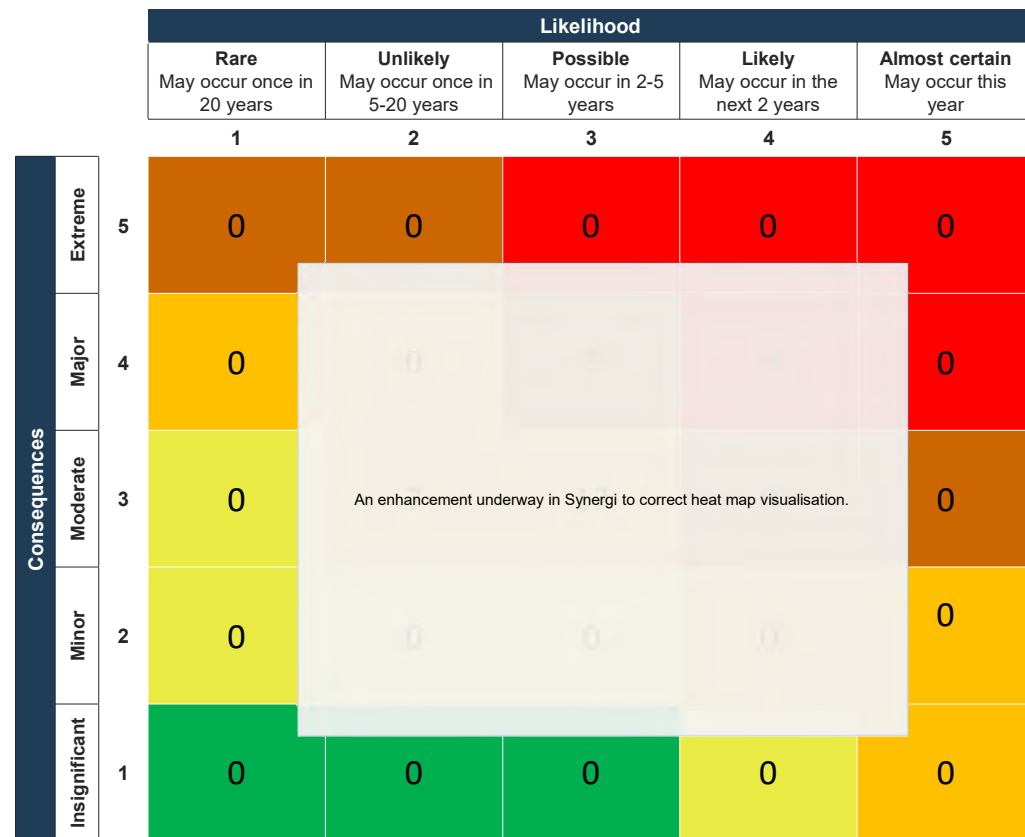
- Plant Equipment - Bus caught fire on Nelson street. Lot of smoke coming from engine (Extreme consequence)
- Manual handling - Employee was lifting the gangway at the new Waiheke temporary berth back to its upright stowed position causing lower back pain.
- Unsafe bus driver – bus driver driven over an island and in to a pedestrian area. No one was injured
- Unsafe motorcyclist behaviour – Bus driver was slowing down to go over a speed bump and a person on a motorcycle drove into the bus falling to the ground.
- Violence towards staff - Armouguard onsite guard from Henderson bus stop reported male threatening bus driver.

AOR has sixteen notifiable events to Waka Kotahi in August – the notifiable events under the Waka Kotahi framework for Rail regulation are related to motor vehicle, violence towards staff, antisocial behaviour, procedural breach, fault infrastructure and member of the public collision.

The data supplied by the PT Operators differs from the data held in Synergi (Events, hazards, corrective actions, investigations, etc.), this causes discrepancies in the reporting figures. Work is underway to facilitate consistent reporting mechanisms.

Critical risks

- 1. Motor Vehicle Accident** - there were 34 events involving vehicles in August, 1 resulted in injury, 3 in near misses and 30 in property damage.
- 2. Terrorism** – there were no events involving terrorism in August.
- 3. Member of Public vs Train** - there were no events involving member of public vs train in August.
- 4. Fall from heights** – there were no events involving fall from heights or working at heights in August.
- 5. Confined spaces** - there were no events involving confined spaces in August.
- 6. Violence towards staff** – there were 41 events toward workers in August. There were 29 categorised in Psychological: Threats and aggression being the main cause with verbal abuse (direct frustration venting) with 11 events, 11 categorised in physical assault being the main Grade 8 - Assault (actively hit /punched /struck) with 10 events and one categorised in property damage.
- 7. Exposure to hazardous substances** - there were no events involving exposure to hazardous substances.
- 8. Traffic management** – there was one event resulted in a near miss in August.
- 9. Infrastructure failure** - there were no events involving infrastructure in August.
- 10.Plant & equipment** - there were two events involving plant and equipment in August.
- 11.Drowning** - there were no drownings reported in the month of August.
- 12.Contact with services** – there were no instances of contact with services in August.



Public Transport Operators Detailed Dashboard – August 2022

Performance indicators

Key insights

For the month of August all Public Transport Operators were asked to submit their monthly H&S data via a Microsoft form. The Microsoft form allows for reporting against AT's revised KPIs and introduces additional measures. All operators but one managed to provide the data requested with very positive feedback provided. All discrepancies were followed up and resolved in a timely manner.

Notable, or significant events (August):

Pedestrian fatality as a result of bus impact. Details captured in the Executive Summary

AOR significant events

16 notifiable occurrences reportable to Waka Kotahi for August, broken down into the following safety event types:

- Two procedural breach
- Five Antisocial behaviour / Assault
- Four near miss
- Two Collision (No harm)
- Two passenger Issue
- One Fault.

Near Miss summary:

Two events involving members of the public, one appeared to be a self harm attempt and the other a young adult running Infront of the train causing emergency breaks to be applied.

One unsafe work event observed and reported involving a ladder on the edge of a working platform, no barriers were in place and no other workers to spot or help secure ladder.

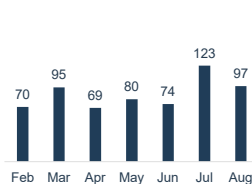
One motor vehicle (car) event. Vehicle stationary and blocking level crossing, emergency brakes applied, and train stopped ahead of crossing.

Antisocial Behaviour summary:

Two physical assaults to Train Managers via passengers, both involving impact to the head / face.

One passenger assault event, two males physically assaulted by group of teenagers on train platform.

Number of health and safety events reported relating to AT services



There were 97 health and safety events reported by PT Ops in Synergi in August, of these, 78 fall under the critical risk categories.

There was a decrease of 21.1% in reporting events in Synergi compared to July.

* This graph only represents events reported in Synergi

H&S event reports opened



There were 97 health and safety events reported by PT Ops in Synergi, 79 are still opened and 18 were closed.

There were a total of 515 additional events reported outside of Synergi (opened and closed) inclusive of 456 AOR events.

Actual number of corrective actions overdue relating to AT services



There were 87 overdue corrective actions where 83 relate to AOR for the month of August.

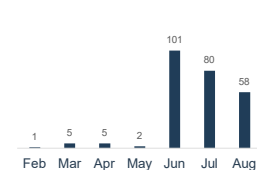
There were no corrective actions in Synergi in August compare to seen in July.

Number of event investigations outstanding relating to AT services



There were eight investigations outstanding where seven related to AOR and one to NZ bus.

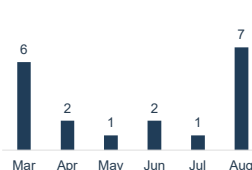
Number of hazards reported relating to AT services



There were 58 hazards reported in August where only seven were reported in Synergi. Out of 51 not reported in Synergi (via interim digital form); 19 were related to Ritchies and 17 to AOR.

There was a decrease of 27.51% in hazard reporting compared to July.

Number of near misses reported relating to AT services



There were 7 near misses reported in Synergi in August (3 Motor vehicle incidents, 2 passengers falling, 2 of traffic management).

There were 75 total additional near misses reported outside of Synergi inclusive of 57 NZ bus near misses.

* This graph only represents events reported in Synergi

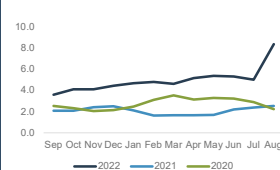
Number of high potential near misses and events reported



There were seven high potential near-misses and events reported in August in Synergi (one 'Extreme' consequence rating (bus caught fire), six 'Major' consequence ratings (two motor vehicle incidents, four plant and equipment, one violence toward staff).

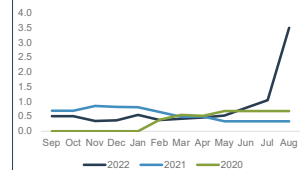
There were 11 total near misses categorised as high potential event reported outside of Synergi.

Total Recordable Injury Frequency Rate (TRIFR)



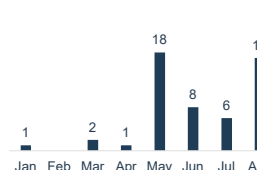
TRIFR has an increase of 66.9% compared to July due to a significant increase in the total of recordable injuries reported this month from 0 in July to 13 in August. This is demonstrative of receiving more consistent and visible data.

Last Time Injury Rate (LTIFR)



LTIFR has an increase of 232.4% compared to July due to a significant increase in the total of lost time injuries reported this month from one in July to nine in August.

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



There were 17 reportable events; being one reportable event from Ritchies Murphys and 16 from AOR, as outlined in key insights.

Public Transport Operators Detailed Dashboard – August 2022

Critical risk areas

Number of health and safety events related to identified critical risks

| | |
|------------------------|----|
| Violence towards staff | 41 |
| Traffic management | 1 |
| Plant & equipment | 2 |
| Motor Vehicle Accident | 34 |

There were 78 Safety events identified as a critical risk in Synergi

Motor vehicle incidents and violence towards staff continue to be the largest reported events for the Public Transport Operators

- 34.6% decrease in motor vehicle events versus July
- 105% increase in violence towards staff versus July

There were seven additional events identified as a critical risk reported by PT Ops via the interim digital Microsoft form

Number of critical risk control verification undertaken by Operator

0

There were no critical risk verification information provided by PT Ops for the reporting period.

Assurance and monitoring

Number of safety Leader walks or site reviews conducted by AT (completed by AT relationship manager and safety team)

| Month | Feb | Mar | Apr | May | Jun | Jul | Aug |
|-------|-----|-----|-----|-----|-----|-----|-----|
| Count | 4 | 2 | 1 | 2 | 2 | 0 | 2 |

Two Safety Leadership Walks took place in August, one was at Wiri Depot and one at Go Bus.

Number of health and safety audits or site reviews completed by Operators

| Month | Jan | Feb | Mar | Apr | May | June | July | August |
|-------|-----|-----|-----|-----|-----|------|------|--------|
| Count | 0 | 7 | 132 | 59 | 27 | 0 | 1 | 28 |

There were 28 audits/ site reviews conducted in August by PT Operators, being 23 the majority of audits by H&E and two audits by AOR.

Culture, behaviour and engagement

Number of PCBU forums lead by AT

| Month | Feb | Mar | Apr | May | June | July | August |
|-------|-----|-----|-----|-----|------|------|--------|
| Count | 0 | 0 | 1 | 1 | 4 | 4 | 52 |

There were 52 PCBU forums conducted in August lead by AT. Sealink and NZ Bus both contributing 14 forums each.

Number of shared learnings across PCBUs (including subcontractors) relating to AT services (to be completed by Safety team)

| Month | Feb | Mar | Apr | May | June | July | August |
|-------|-----|-----|-----|-----|------|------|--------|
| Count | 0 | 3 | 10 | 0 | 0 | 1 | 0 |

In the previous month reported (July), one Learning Teams took place with NZ Bus to have a better understanding on the contextual issues and factors involved in the increase of threats and aggression on buses (looking at the risk through the lens of the worker).

There were no shared learnings reviews undertaken in August.

Training and development

Number of safety training hours completed per month for PT Operators

| Month | June | July | August |
|-------|------|------|--------|
| Hours | 2366 | 178 | 2985.5 |

This measure started to be recorded from June by PT operators, there was an increase of reporting this metric compared to July.

There were 2986 hours of safety training reporting in August by PT operators.

1.3 Physical Works Contractors

Let's go there 

Physical Works Contractors Critical Risks – August 2022

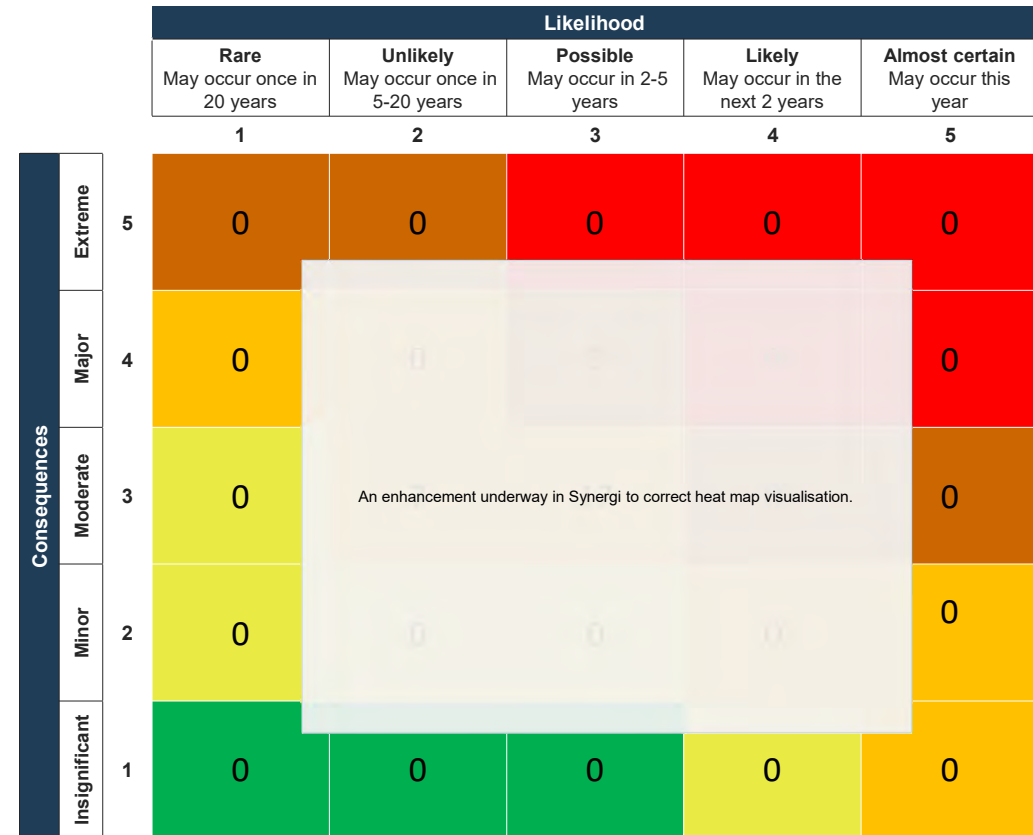
Key insights

A total of four events reported in Synergi related to identified critical risks:

- Assault towards team members - A known unreasonable customer complainant visited the worksite twice on Surrey Crescent and the person was issued with a trespass notice.
- Working around moving machinery - A worker was cleaning a saw dust extractor and in the other hand had a planner blade spinning, it caught his glove and received a minor cut to his finger. The injury resulted in 15 days lost time.
- Handling manual tasks – two events for the same company (Scartan Ltd.)
 - Manual handling and use of the incorrect tool for the job resulted in bruising of the labourer's hand. Worker injury resulted in five days lost time.
 - Worker working on the wharf assembling site shelving in container and general housekeeping duties resulting in back pain. The employee was suffering pain before resulting in medical treatment.
- None of the events were reported to WorkSafe NZ.
- Reporting for Physical Works contractors has substantially improved, however is not consistent and requires manual data handling. A programme of work is underway to facilitate better reporting and on-boarding of Physical Works contractors to Synergi 2.0.

Critical risks

1. **Working in live traffic environment** – there were no events reported as critical risks for working in a traffic environment..
2. **Working in a live operating rail environment** - there were no events reported as critical risks for operating in the rail environment.
3. **Working outside** - there were no events reported as critical risks for working outside.
4. **Assault towards team members** - there was one event reported as critical risks for assaults.
5. **Confined spaces** - there were no events reported as critical risks for confined spaces.
6. **Working at heights** –there were no events reported as critical risks for working at height.
7. **Live services** – There were no events reported as critical risks for utility service.
8. **Working around moving machinery** – there were one event involving moving machinery.
9. **Working near or over water** – there were no events reported as critical risks for working near or over water.
10. **Chemical spills and handling hot materials** - there were no events reported as critical risks for chemicals, or hot materials.
11. **Suspended loads** - there were no events reported as critical risks for suspended loads.
12. **Manual handling tasks** there were two events reported as critical risks for manual handling tasks.
13. **Presence of a person under the influence of alcohol or drugs** - there were no events reported as critical risks for drugs or alcohol.
14. **Driving** – there were no events reported as critical risks for driving.



Physical Works Contractors Detailed Dashboard – August 2022

Performance indicators

Key Insights

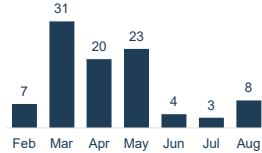
The information contained in this Physical Works Contractors section was sourced from Synergi and an interim data capture form submitted to contractors for completion and return. This however only provides data in numbers and does not provide a deep dive of information. Efforts are being made to engage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

Physical Works Contractors reporting

21 Physical Works Contractors submitted data for the month of August, reporting 105410.27 working hours across Asset Management and Construction.

| | |
|--------------------------------|---------------------------|
| Legacy construction ltd | CSLi |
| Traffic Systems Ltd | Liveable Streets |
| Coll Electrical | McKay Electrical |
| Troy Wheeler Contracting | Northpower |
| Wharehine Contractors Ltd | Traffica |
| Electrix | Freyssinet |
| STF Ltd | Dempsey Wood |
| Fulton Hogan | Libbet Limited |
| Downer | John Fillmore Contracting |
| HEB | Naylor Construction Ltd |
| Heron Construction Company Ltd | |

Number of health and safety events reported relating to AT worksites



There were eight events entered into Synergi by Physical Works Contractors in August.

122 additional events were reported by via the interim digital form.

Increase of 166.7% in reporting events in versus July.

* This graph only represents events reported in Synergi

H&S event reports open



There were eight open health and safety events in Synergi, seven were in the status as "Informed" and one in "knowledge review".

Number of health and safety events reported awaiting corrective actions to be implemented



There were six overdue corrective actions where three relates to Liveable streets, two to Legacy Construction Ltd, and one to Wharehine Contractors Ltd.

There were no corrective actions in Synergi in August.

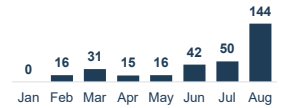
Number of event investigations outstanding relating to AT worksites



There were fifteen incomplete investigations for August, eight for Downer, four for HEB, one for CSLi, one for Fulton Hogan and one for Legacy Construction Ltd.

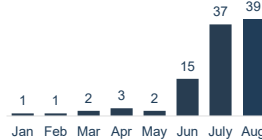
There was an increase of 275% in investigations outstanding compared to July (this should be attribute to improved visibility)

Number of hazards reported relating to AT worksites



There were 144 hazards reported by Physical Works Contractors in August, however, there is no detail of those as they are reported via interim digital form.

Number of near misses reported relating to AT worksites



There was one near miss reported in Synergi by Physical Works Contractors in August.

38 additional near misses were reported via the interim digital form.

Increase of 5.4% in reporting events in Synergi compared to July.

* This graph only represents events reported in Synergi

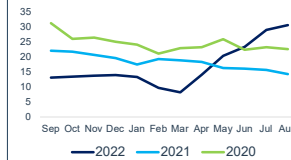
Number of high potential near misses and events reported



There was one high potential near miss reported in Synergi with a consequence rating of "Major"

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

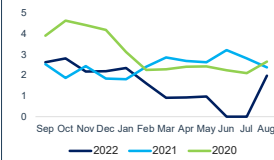
Total Recordable Injury Frequency Rate (TRIFR)



TRIFR has an increase of 5.5% compared to July.

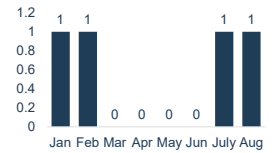
There was a reduction in recordable injuries being eight in July and four in August. There was an increase of 4.6% in worked hours compared to July.

Lost Time Injury Rate (LTIFR)



There was an increase in Lost Time Injuries reported by contractors in August, being two reported in August against none in July.

Number of notifiable events to the NZ regulator AT worksites



There was one notifiable event reported by Legacy Construction Ltd. in August.

Window sash fell from height, whilst scaffold wrap removal was taking place no harm to workers or members of the public caused.

*Noted in Executive Summary

Infrastructure Project Delivery team live construction site inspections

| | Construction | Investigation & Design | Local & Safety Projects | PT, Facilities & Structure |
|-------------------------|--------------|------------------------|-------------------------|----------------------------|
| Live Construction Sites | 7 | 0 | 9 | 9 |
| Inspections Undertaken | 21 | 0 | 30 | 10 |

A review is underway with the Infrastructure Project Delivery team to determine if continued Live Construction Site Inspections are providing value.

Physical Works Contractors Overall Detailed Dashboard – August 2022

Critical risk areas

Number of health and safety events related to identified critical risks

| Critical Risk Category | Number of Events |
|---------------------------------|------------------|
| Violence, threats & aggression | 1 |
| Working around moving machinery | 1 |
| Manual Handling Tasks | 2 |

There were four H&S events identified as a critical risk in Synergi reported by Physical Works Contractors.

There were six additional events reported by contractors via interim digital form.

* This graph only represents events related to critical risks reported in Synergi.

Number of critical risk control verification undertaken by AT

Physical Works Risk Verifications Completed by AT

No Physical Works risk verifications were completed in May

Assurance and monitoring

Number of safety Leader walks or site reviews conducted by AT (completed by AT relationship manager and safety team)

| Month | Number of Walks/Reviews |
|-------|-------------------------|
| Jan | 0 |
| Feb | 10 |
| Mar | 0 |
| Apr | 0 |
| May | 2 |
| Jun | 1 |
| Jul | 0 |
| Aug | 0 |

No Leadership safety walks took place in August in the Physical Works Contractors space.

Number of health and safety audits or site reviews completed by Physical Works Contractors

| Month | Number of Audits/Reviews |
|-------|--------------------------|
| Jan | 0 |
| Feb | 0 |
| Mar | 0 |
| Apr | 267 |
| May | 0 |
| Jun | 62 |
| Jul | 70 |
| Aug | 154 |

154 H&S audits or Site Reviews were reported by Contractors for August

Increase of 120% in audits or site reviews compared to July

Culture, behaviour and engagement

Number of PCBU forums lead by AT

| Month | Number of Forums |
|-------|------------------|
| Jan | 0 |
| Feb | 0 |
| Mar | 0 |
| Apr | 0 |
| May | 0 |
| Jun | 31 |
| Jul | 7 |
| Aug | 334 |

There was a significant increase in reporting the number of PCBU forums lead by AT in August. Physical works contractors reported 334 where 235 related to Construction, 83 to Local Board & Safety Portfolio Programmes (PWSP4 – Safety), five to PT Facilities & Structures and 11 to Asset Management / Maintenance.

Number of shared learnings across PCBUs (including subcontractors) relating to AT worksites

No information available

Training and development

Number of safety training hours completed per month by Physical Works Contractors

| Month | Number of Training Hours |
|--------|--------------------------|
| June | 718 |
| July | 939 |
| August | 815.15 |

815.2 Safety Training Hours were recorded by Physical Works Contractors in August. Inclusive of but not limited to inductions, tool box talks, information refreshers.

The contractors with the majority of safety training hours reported were Fulton Hogan (South urban) (160), Traffic Systems Ltd (123) and HEB (110).

There was a decrease of 13.2% in training hours compare to July.

2. Road Safety Performance

Let's go there 

Road Safety Performance – August 2022

Death and Serious (DSI) Injury overview

This report covers reported and estimated death and serious injuries figures. Estimated figures are used to adjust for underreporting rates, particularly in serious injuries involving people outside vehicles.

Provisional 2022 reported DSI figures to the end of August

| | Tāmaki Makaurau year-to-date* | Tāmaki Makaurau This time last year | AT Roads year-to-date | AT Roads This time last year |
|------------------|-------------------------------|-------------------------------------|-----------------------|------------------------------|
| Deaths | 31 | 40 | 26 | 32 |
| Serious injuries | 359 | 379 | 313 | 337 |
| DSI | 390 | 419 | 339 | 369 |

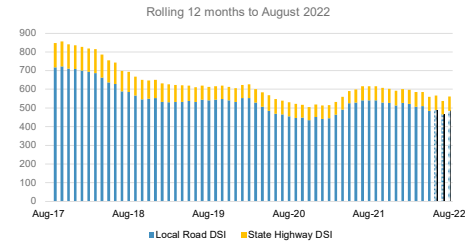
- 2022 reported DSI is provisional as at 01.09.2022. Reported road deaths is from MoT and reported serious injuries is from Crash Analysis System (CAS). Given the delay in CAS reporting the year-to-date numbers will be lower than finalised numbers.

Reported & estimated DSI figures to the end of August

| | 2022 Reported DSI | 2022 Estimated DSI | 2021 Reported DSI | 2021 Estimated DSI |
|--|-------------------|--------------------|-------------------|--------------------|
| Driver | 159 | 312 | 143 | 280 |
| Passenger | 60 | 118 | 78 | 153 |
| Motorcycle | 82 | 238 | 94 | 273 |
| People on foot (vehicle involved only) | 63 | 158 | 73 | 183 |
| People on bikes | 24 | 170 | 27 | 192 |
| Other | 2 | 4 | 4 | 8 |
| Total people killed or seriously injured | 390 | 999 | 419 | 1089 |

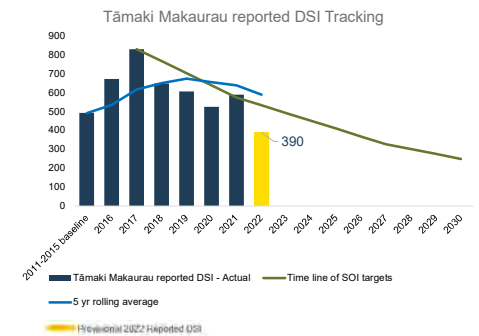
- Reported road deaths is from MoT and reported serious injuries is from CAS. Given the delay in CAS reporting the year-to-date numbers will be lower than finalised numbers.
- Estimated DSI is reported CAS DSI scaled up to derive estimates of overall deaths and/or serious injuries in Tāmaki Makaurau, based on hospitalisation data (2016-19) due to the under-reporting rate in CAS.
- Estimated DSI includes single party and vehicle involved crashes for all modes except people on foot as these are not reported in CAS.

Provisional 12 month rolling reported DSIs



- Faded bars are representative of provisional death and serious injury figures for the months of June, July and August due to the three month lag in CAS.

Long term reported DSI trends against Vision Zero targets



Key project insights

- The gap analysis on MoH data is progressing. Have identified that the Injury Severity scale data is not available from MoH therefore will need to be obtained from the National Trauma Registry.
- Katoa, Ka Ora: Auckland speed management plan 2023-26. Mapping work in progress to identify potential areas for review.

Summary insights

- Deaths on Tamaki Makaurau roads and AT local roads reduced by over 18% compared to the same time in 2021
- There was a 7% reduction in estimated DSI on Tāmaki Makaurau roads compared to the same time in 2021; there was a 13% reduction in vulnerable road user DSI compared to same time in 2021.
- Enforcement activity report with data to end of June 2022, overall, on track with restrained offences just under 1400 a month, cell phone offences are above target. Tamaki Makaurau will benefit from the new deployment dashboard, that provides additional insight to current deployment areas.

Statement of Intent – reported DSI update to August 2022

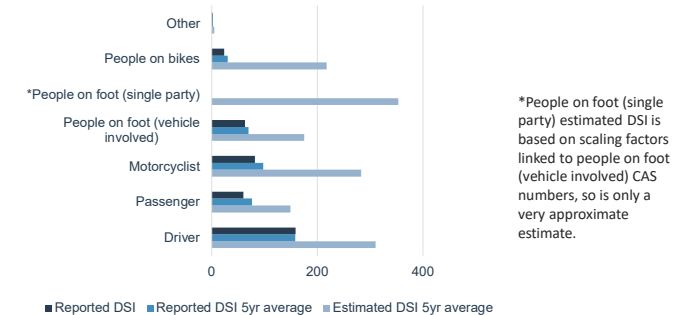
- All SOI targets are not on track and with four months left to year end it is unlikely to see them back on track if the DSI figures are above the monthly average. August had the 3rd highest number of DSI across all Tāmaki Makaurau roads and Local roads.

| SOI Measure | 2022 Target | 2022 DSIs to date* | SOI Tracking |
|--|--|--------------------|--------------|
| The change from the previous calendar year in the number of deaths and serious injuries on the local road network, expressed as a number | No more than 483 DSIs | 339 DSIs | Not on track |
| A steady reduction in the number of deaths and serious injuries on Tāmaki Makaurau's road network, in line with Vision Zero Strategy, expressed as a number of DSI saved compared to the baseline (2016-18) of 716 | 179 DSIs saved (No more than 537 DSIs) | 390 DSIs | Not on track |
| Number of vulnerable road user deaths and serious injuries on Tāmaki Makaurau's road network, in line with Vision Zero Strategy, expressed as a number of DSI saved compared to the baseline (2016-18) of 320 | 80 DSIs saved (No more than 240 DSIs) | 169 DSIs | Not on track |

* Based on provisional data to 01.09.22 noting the 3 month lag in CAS data meaning that values are likely to be lower than actual.
 ** Based on provisional data and long term trend data to give a best assessment of likelihood of meeting or exceeding targets.

Reported DSI by mode of travel

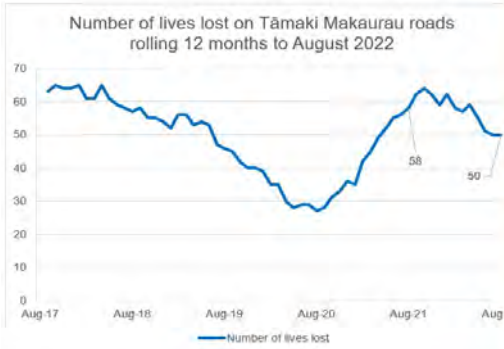
YTD to August reported DSI compared to 5 year averages



*People on foot (single party) estimated DSI is based on scaling factors linked to people on foot (vehicle involved) CAS numbers, so is only a very approximate estimate.

Fatal Crashes Analysis and Reporting – August 2022

Fatality trends and modal data



| | Number of lives lost on Tamaki Makaurau roads by travel mode | | | | | |
|----------------------------------|--|-----------|-------------|------------------------------|-----------|---------------------|
| | Year to date to August | | | Previous 12 months to August | | |
| | 2021 | 2022 | 5yr average | 2021 | 2022 | 5yr rolling average |
| Inside Vehicle | | | | | | |
| Driver | 12 | 16 | 13 | 19 | 27 | 21 |
| Passenger | 12 | 5 | 7 | 16 | 12 | 10 |
| Outside Vehicle | | | | | | |
| Motorcyclist | 7 | 2 | 6 | 11 | 2 | 9 |
| People walking | 6 | 5 | 7 | 9 | 6 | 9 |
| People on bikes | 3 | 3 | 2 | 3 | 3 | 3 |
| Other | 0 | 0 | 0 | 0 | 0 | 0 |
| Deaths outside of vehicle | 40% | 31% | 43% | 40% | 22% | 41% |
| Total people killed | 40 | 31 | 35 | 58 | 50 | 51 |

Fatality details

| Description of Incident | Sequence | Causal Factors |
|---|---|--|
| Massey Road - A witness reports the deceased had been driving the vehicle at speed when the vehicle mounted the kerb on the left side of the road and collided with a bus shelter before continuing on where it came to rest after hitting a tree. Both the driver and front seat passenger were extracted by FENZ and transported to Hospital. The driver later died in hospital. | One fatality – 22yr old male driver | Suspected inappropriate speed and impairment |
| Papakura-Clevedon Road - The deceased had been travelling in the vehicle with three other occupants. On a slight right corner the vehicle crossed the centreline and left the roadway on the right side before rotating. The rear left corner of the vehicle struck a power pole and the passenger sitting rear left died at the scene. | One fatality – 28yr old unrestrained female passenger | Suspected inappropriate speed |
| Massey Avenue - A commuter bus (with passengers onboard) had turned left at the roundabout from Manukau Road onto Massey Avenue, Pukekohe. At about this time, the 69-year-old woman on foot crossing Massey Avenue from near the Mobil Service Station towards King Street. As the bus turned the corner, the woman was struck and thrown onto the road. The woman died at the scene. | One fatality – 69yr old woman on foot | Unknown |

Fatality crash report completion

| Fatal crash year | Number of fatal crash reports on AT roads* | Number of actions | Number closed | Comments |
|------------------|--|-------------------|---------------|-------------------|
| 2019 | 29 | 107 | 106 | One in progress |
| 2020 | 24 | 50 | 43 | Seven remain open |
| 2021 | 46 | 86 | 50 | 36 remain open |
| 2022 | 24 | 23 | 13 | Ten remain open |

Fatality crash reporting – systems summary

| 1. Roadsides | | | 2. Speeds | | | 3. Vehicles | | | 4. Road Users | | |
|---|---|--|--|--|---|--|---|---|-------------------------------------|---|---|
| Metric | 2022 Insights | BIR Alignment | Metric | 2022 Insights | BIR Alignment | Metric | 2022 Insights | BIR Alignment | Metric | 2022 Insights | BIR Alignment |
| Road Star rating summary | 2.66 is the average safety rating of roads on which fatalities have occurred in 2022. | | Percentage of FCRs on Roads with SaAS | 41% of the 22 fatalities occurred on roads where the posted speed limit isn't aligned to the SaAS. SaAS have been proposed on two roads during phase 3 therefore not yet implemented | Lower travel speeds across higher risk sections of the Auckland network | Vehicle star rating summary | The average vehicle star rating of vehicles containing fatalities or involved with VRUs is 3.4 stars. | Note that Policy changes such as the speeding up of EV transition are likely to bring road safety benefits, as an increased number of these vehicles on our roads would have a higher safety (ANCAP) rating | Alcohol | 23% of the 22 fatalities have alcohol above legal limit confirmed as a causation factor. | Substantially improve deterrence of drink driving |
| Involved unprotected roadside hazards | 41% of the 22 fatalities involved an unprotected roadside hazard | | Percentage of FCRs where speed limit exceeded | 32% of the 22 fatalities involved a vehicle exceeding the posted speed limit | Substantially improve deterrence of speeding | Vehicles with WoF | 14% of the 22 fatalities involved a vehicle without a valid WoF | | Restraints | 27% of 15 fatalities involved the non-use of restraints where one was available. | Substantially improve deterrence of seat belt non-wearing. |
| Involved VRUs with insufficient infrastructure | 89% of VRU fatalities occurred where there weren't primary treatments | Deliver improved pedestrian (and other VRU) safety across the arterial and other roads in the network | | | | Number of FCRs involving Public Transport Operators | One of the 22 fatalities has involved public transport operators. | Review Metro bus operations to proactively improve safety performance | Distraction | None of the fatalities to date have noted distraction as confirmed or suspected. | Trial camera-based detection of mobile phone use in a pilot area. |
| Urban locations with non-primary safety treatments | All urban FCRs occurred at locations without primary safety treatments. | Expand safer urban infrastructure treatment programmes in association with safer speed limits introductions to continue to lower DSI | | | | | | | Learner/Restricted Licensing | 9% of the 22 fatalities involved a party with a learners license. 18% of the 22 fatalities involved parties with restricted licenses. | |