

Attachment 1 - August 2023 Safety Business Report Dashboard

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

- 2. Death and serious injuries (DSI) dashboard**
 - 2.1. DSI reporting
 - 2.2. Fatalities reporting
 - 2.3. DSI summary factors reporting
 - 2.4. DSI local board reporting

1. Safety, health and wellbeing dashboard

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

Leadership

Leaders leading safety

Leadership safety walks progress

Focus on completing walks for senior leaders

Context: Leadership safety walks were conducted by board members who aim to complete one per quarter. These are an opportunity to understand the challenges being faced by our workers. In March 2023, the Executive Leadership Team (ELT) had their first official walk with a goal of 10 per year.

Update: Only walks that are reported within Synergi are displayed in the measures. Currently 50% of walks are recorded and an emphasis on recoding walks by leaders will be recommunicated.

Safety leadership training progress

Focus on completing in high-risk operational areas

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

Update: No update in this reporting period. The programme remains on hold due to budget constraints. There has been no training since February 2023. Our FY23 goal was not reached. A total of 142 people leaders were trained from August 2022 to June 2023 in high-risk areas, representing 64% of the FY23 target.

Engagement

Positive change in safety culture

Culture engagement progress

Focus on greater safety culture maturity

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

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

Update: The Safety Culture Survey ran in July with a target of 50-60% AT wide participation. We achieved 58% reflecting high staff engagement. This was an increase from 30% in 2021. Noticeable contributions from operational areas include CX 77%, SD 64% and IN 53%. Detailed analysis will commence in September 2023

Critical safety risks implementation progress

Focus on identifying and implementing action plans

Safety work events identified as AT critical risks

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

Update: The focus for 2023 is on completing the activities in the Critical Risk Implementation and Verification Plan and building the Safety, Health and Wellbeing (SHW) Critical Risk Management Framework for AT critical risks.

Development of the AT Critical Risk Procedure is underway, with the purpose of detailing how AT identifies and manages critical risks (including process maps).

Safe systems

Data driven insights influencing design

Learning reviews progress

Focus on completing for all moderate to extreme events

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

Update: The Learning Review module in Synergi is due to go live in August 2023.

Data eco-system progress

Focus on improving harm reporting and insights

Context: Grow the use data to support and improve insights and evidence-based decision making.

Update: Safety, Health and Wellbeing operational dashboards went live in Synergi 2.0. The business was advised the dashboard will be released August 2023 and drop-in training sessions have been scheduled.

Two transport dashboards have been developed using AT's Crash Analysis System (CAS) and will be shared with the wider business in Q1 FY24.

Waiting on decision from St John Ambulance to share data.

Advocacy

Progress against advocacy plan

Advocacy plan progress

Focus on influencing government to improve transport policies

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

Update: Ongoing advocacy and support of Police to increase roadside breath testing, this is a proven measure to reduce the incidence of drink driving. Year to date there has been an increase breath testing numbers, a 40% increase completed from 2021/22-2022/23.

Safety governance forum progress

Focus on engagement and inclusion of the transport network

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

Update: AT met with the freight forum to brief them on Katoa Ka Ora.

AT attended the Road to Zero governance forums to advocate for accelerated delivery of key activities under this national strategy which will support local activities. We also attended the Rail Safety Week forum which was facilitated by Kiwi Rail.

* The safety critical success factor measurements for FY23/24 will be updated on this slide for the next board report.



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 development of the FY24 Work Programme is completed.
- A high-level map of the Auckland Transport Safety Management System is 90% completed, including mapping of the legislation, international standards and other requirements that determine the content of the system. Once complete, this map will be shared on the AT Safety Hub in a summarised visual model.

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; further business planning is underway to ensure prioritisation is correct.



Key initiatives

| Initiatives | Goal | Stage | Progress and insights | Risks |
|--|---|----------------|--|--|
| Critical risk | Development of framework to manage critical health and safety risks across AT and networks. | Development | The focus for 2023 is on completing the activities in the Critical Risk Implementation and Verification plan and building the Critical Risk Management Framework for AT critical risks. AT Critical Risk Procedure is being developed and it is underway, with the purpose of detailing how AT identifies and manages critical risks (including process maps). | Significant volume of work and further resource may be required. Two-year timeframe, noting that critical risks will be reviewed on an ongoing basis |
| Health and safety risk framework programme | Development of a framework for health and safety risk management across AT. | Development | Draft SHW Risk Procedure reviewed; feedback being implemented. SHW Risk Capability module underway. | Engagement with business units due to the restructure. |
| Safety in procurement | Development of a Health and Safety Risk Management Standard for contract management. | Development | Waiting to received feedback from Procurement. Content workshops have been completed between the Safety and Procurement teams. Final technical sections are in draft. | Ongoing delay in receiving feedback on the completed sections. Expected later this month. |
| Person conducting a business or undertaking (PCBU) | Development of Contractor Health and Safety Management Framework. | Implementation | The "SMS Implementation Programme Lead" is a brand-new position that has been added to the Safety Operations team. The project management for AT's SMS Programme will fall under the oversight of this job. Hence, the rollout of the PCBU framework has been paused while a project plan is being developed for the next stage of the PCBU framework to ensure that implementation is carried out consistently across AT. | Resource availability across the organisation to implement the PCBU framework. |
| MPOWER (worker engagement and representation in occupational health & safety) | Development of Worker Engagement, Participation and Representation Framework. | Implementation | The new MPOWER Program Lead recruitment completed and onboarding will commence mid-August 2023. The focus on the role is to engage the SHW Reps, coach and mentor them in developing their roles in the MPOWER Program. | SHW Reps engagement in the MPOWER Program |
| Safety Capability | Development of safety resources to increase knowledge and capability across AT. | Development | The new Safety, Health and Wellbeing Induction module launched May 2023 and has been well received based on feedback (Net Promoter Score of 39 has exceeded the target of 25 -30). Development of the module (SHW Risk) has commenced in July 2023. | Structure changes may impact the delivery of further work streams beyond the SHW Risk 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 Service Delivery Compliance Auditor Vehicle Review was welcomed by the senior leadership team and workers as it formally identified issues which were previously anecdotal. The review highlighted the SLT proactive management style. Short-term and long-term actions were identified and are currently underway.
- Synergi tools for assurance activities are still in the developing stages, which includes safety conversations, ISO 45001 report form, safety assurance specialists, facility inspection forms and project management assurance.

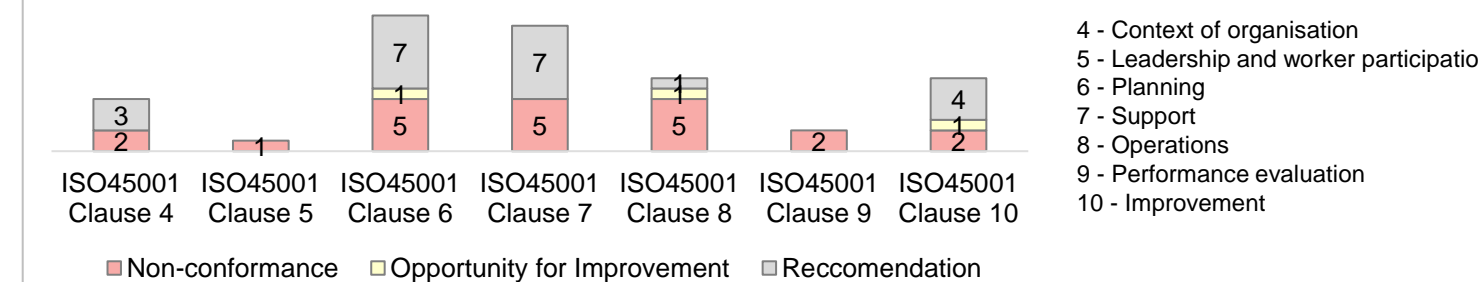
Key risks

- The majority of our findings are organisational factors due to the SMS being in the development stage. However, we are able to add value to the business units by offering and building solutions and support that are in alignment with ISO 45001 best practice.
- A key part of the Leadership safety walks (SLWs) 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 |
|------------------|---|--|
| Public Transport | Fullers Maintenance - Assurance Activity | • Assurance activity undertook in May 2023 after possible maintenance issues were noted at Fullers. Corrective plan in place by Fullers (including increasing headcount, software upgrades etc.). Safety Team will monitor progress to their plan. |
| Internal | Authorisation to Work Process | • Review conducted April 2023 • Actions stalled due to organisational consultation |
| Internal | SHW Policy against ISO45001 | • In June 2023, The Safety, Health and Wellbeing Policy was approved by board and published. It is now available to everyone. |
| Internal | Leadership Safety Walks (LSW) | • PT driver experience completed by EGMs in July. • Currently 50% of walks are recorded in Synergi. If LSWs are not recorded, we lose a key piece of evidence that officers and leaders are doing their due diligence, and abiding by the commitments made in the Safety, Health and Wellbeing Policy. • Leadership Safety Conversations and Leadership Safety Walks procedures for Tier 3 Managers have been developed and are in the approval process. |
| Internal | Incident Management and Investigation Procedure | • GAP Analysis of the Incident Management & Investigation Procedure conducted and is currently being externally peer reviewed. Report to be submitted to the Safety Committee in due course. |
| Internal | Compliance Auditor Vehicle Review | • Review undertaken in May 2023. Actions agreed and underway. |
| Internal | Project Management Office (PMO) Review | • Review conducted in November 2022 • Actions stalled due to organisational consultation • BT funding procured to implement filing system for organisational standardisation for safety record keeping. • First draft of the filing structure guideline out for consultation. It allows apply a solution workable across the entire organisation. |

Figure 1. Trends analysis of reviews conducted in FY23



Safety legal environment

Context

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

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

Case law and legislation: Two examples noted below

These cases are relevant to AT in terms of the management of contractors, their workers and PCBU relationships. AT must ensure that all workers (including contractors) and visitors are aware of the hazards and risks present, and when managing risks that could affect contractors, must consult, co-operate with and co-ordinate activities to prevent harm from occurring. These requirements are covered in AT’s PCBUs Working Together Framework.

1. Whakaari White Island: Four prosecutions regarding the Whakaari White Island eruption in 2019 have progressed.

White Island Tours: The tour operator (who had three boats near the island at the time of the 2019 eruption) has pleaded guilty to failing to complete sufficient risk assessments and implement the necessary controls to reduce the risk of serious injury or death to workers or visitors; and for failing to ensure the visitors were sufficiently informed about the hazards and risks associated with visiting the island (s36 HSWA – primary duty of care). Max fine \$1.5m.

Owners of the island (Buttle brothers): The Buttles are being charged as officers that did not meet the standard of due diligence required (directors of a PCBU that failed to meet its duties under the HSWA) and their second attempt to have the case dismissed was recently declined.

Helicopter tour operators: Three helicopter tour operators (Volcanic Air Safaris Ltd, Kahu NZ Ltd and Aerius Ltd) have pleaded guilty to s36 HSWA charges, specifically failing to comply with a duty to ensure the health and safety of workers and of other persons so far as is reasonably practicable – including failure to complete risk assessments, to inform tourists of the risks they faced, to provide PPE and to implement emergency procedures. The maximum fine for each operator is \$1.5m.

2. GNS Science: Crown Research Institute GNS Science has pleaded guilty to failure to ensure the health and safety of helicopter pilots (contractors) providing transport services for GNS staff to and from the island (the charge is unrelated to the eruption).

Although a risk assessment was completed for employees working on the island, GNS Science failed to sufficiently consult, co-operate and co-ordinate with the helicopter contractors about the risk assessment and management, and therefore failed to meet the primary duty of care.

GNS Science has pleaded guilty to the offence of failing to comply with the duty to consult, co-operate with, co-ordinate activities with all other PCBUs who had a duty in relation to the same matter (s.49 HSWA) with a maximum fine of \$500,000. GNS acknowledges a more structured approach to the exchange of information with the helicopter operators about the risk presented by travel to and from the island on GNS staff trips was needed.



1.4 Safety operational activity - Auckland Transport

Activity update

Context

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

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

Key progress and insights

- The Learning Review module is due to go live in August 2023. Drop-in sessions will be organised to guide people leaders through the on-line process.
- There were no safety work events identified as high potential (major and extreme risk consequence) in June 2023, however, there was one high potential classified as major risk consequence in July 2023, resulting in lost time injury (Figure 3). However, after review the consequence of this safety event will reduce to moderate.
- Overall, **in July 2023** over June 2023
 - Safety work events and hazards decreased 17% and 54% respectively (Figure 1 and 4)
 - Pain and discomfort increased 42% (Figure 4)
 - Safety work events identified as critical risks decreased 11% (Figure 2)
 - Safety work events identified as critical risk in high-risk operational areas: Customer Experience down 25%, Service Delivery down 7% and Integrated Networks up 100% (Figure 5)
 - Total recordable injury frequency rate (TRIFR) and lost time injury frequency rate (LTIFR) decreased 3% and 4% respectively: due to a decrease of 33% in the lost time injuries (2) in July compared to June (3) and a decrease of 12% in worked hours in July 2023 (Figure 6)

Key risks

- Limited safety event reporting from all AT business units. We will continue to interact with these teams to better understand the factors that are preventing them from reporting and remediate.
- People leaders not understanding their role in event management. A training program is currently under development and will be rolled out in August 2023. The training material will assist the People Leaders to be able to manage the safety event in Synergi.
- People leaders not updating their teams Synergi cases within the agreed time period. The Safety team are working on an escalation process in Synergi to ensure people leaders update their cases within 48 hours as defined in the Event Management Procedure.

Dashboard

Reporting period: August22-July23 from Synergi 2.0 system data

40

Safety work events including near misses
July 2023

23

Hazards
July 2023

1

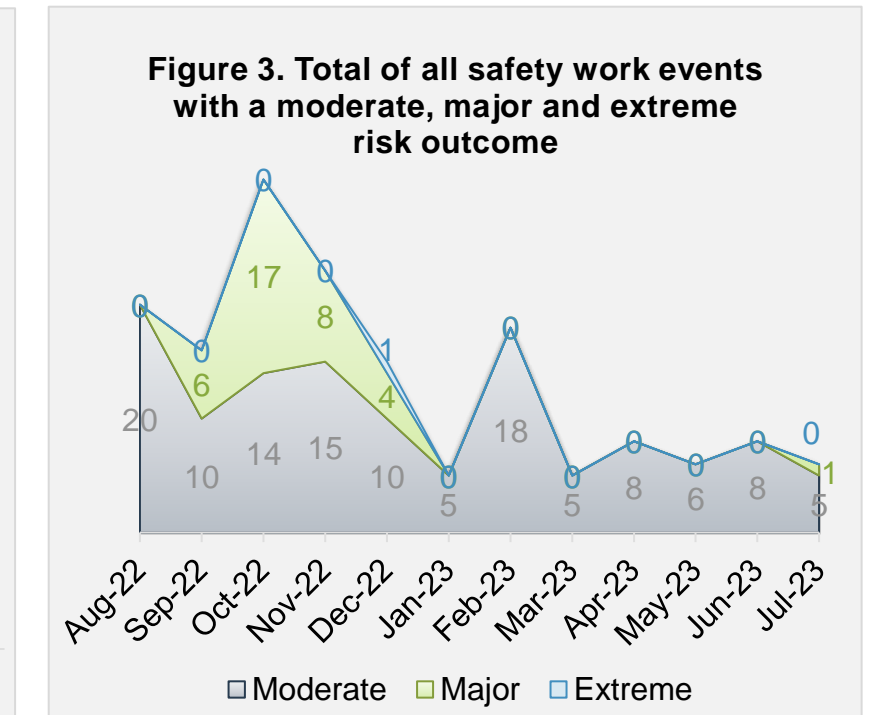
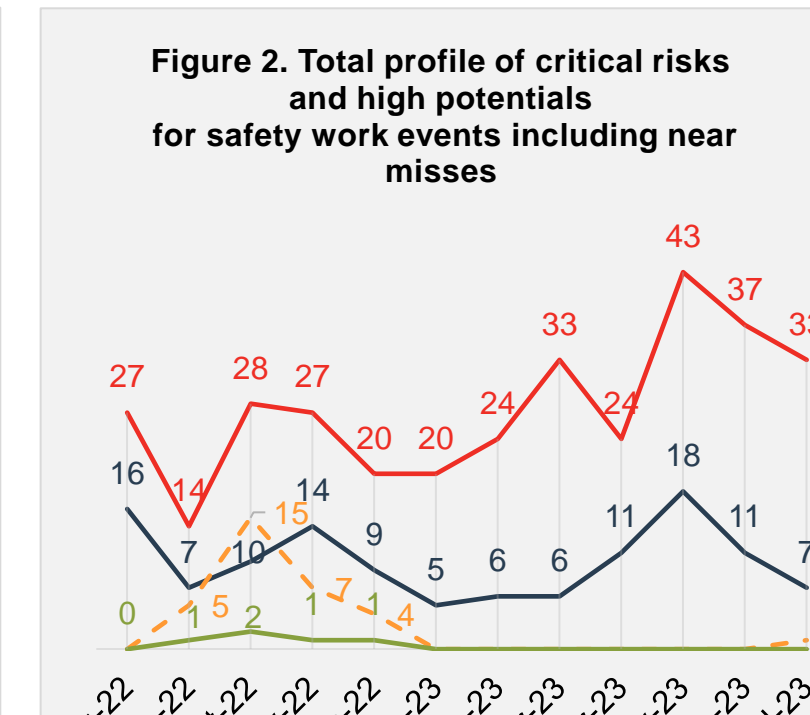
High potential event
July 2023

5

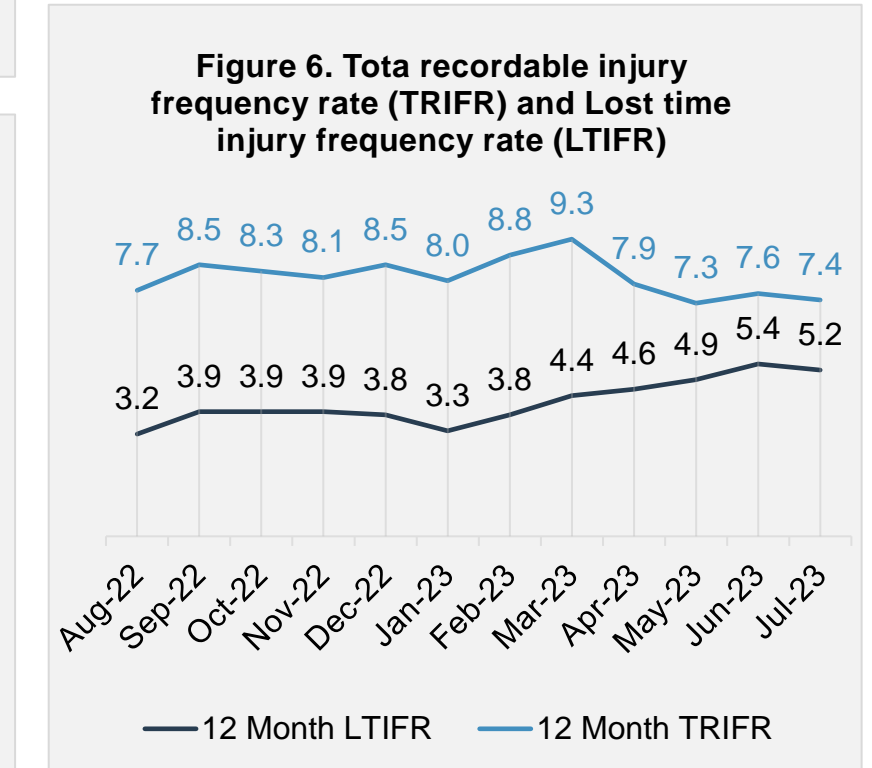
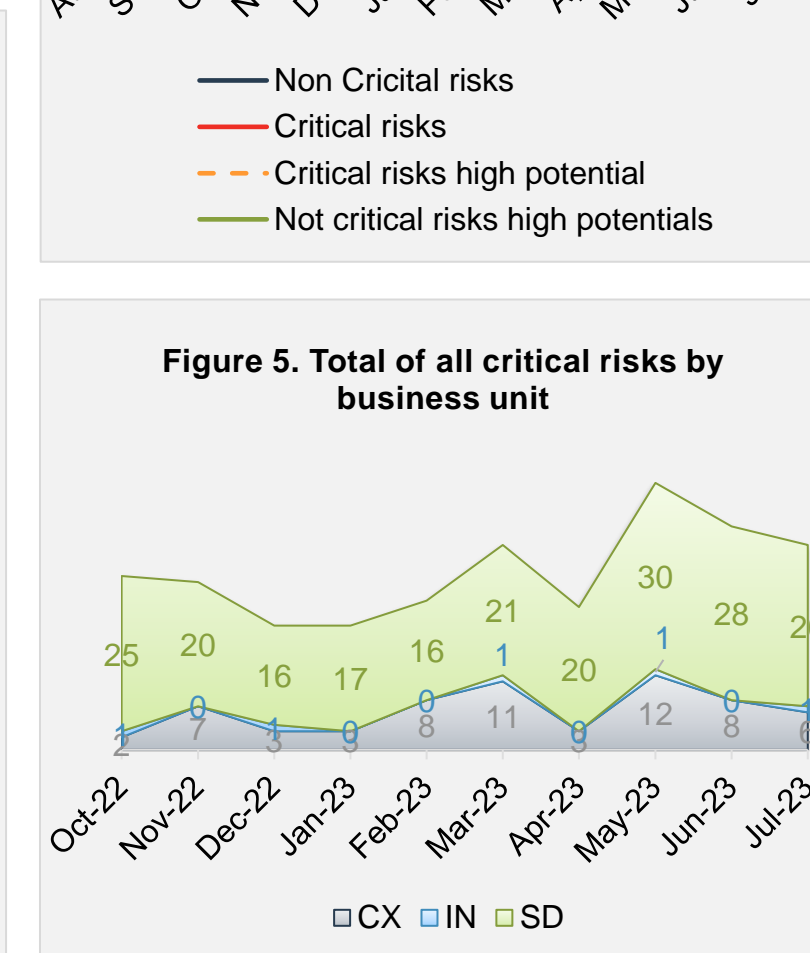
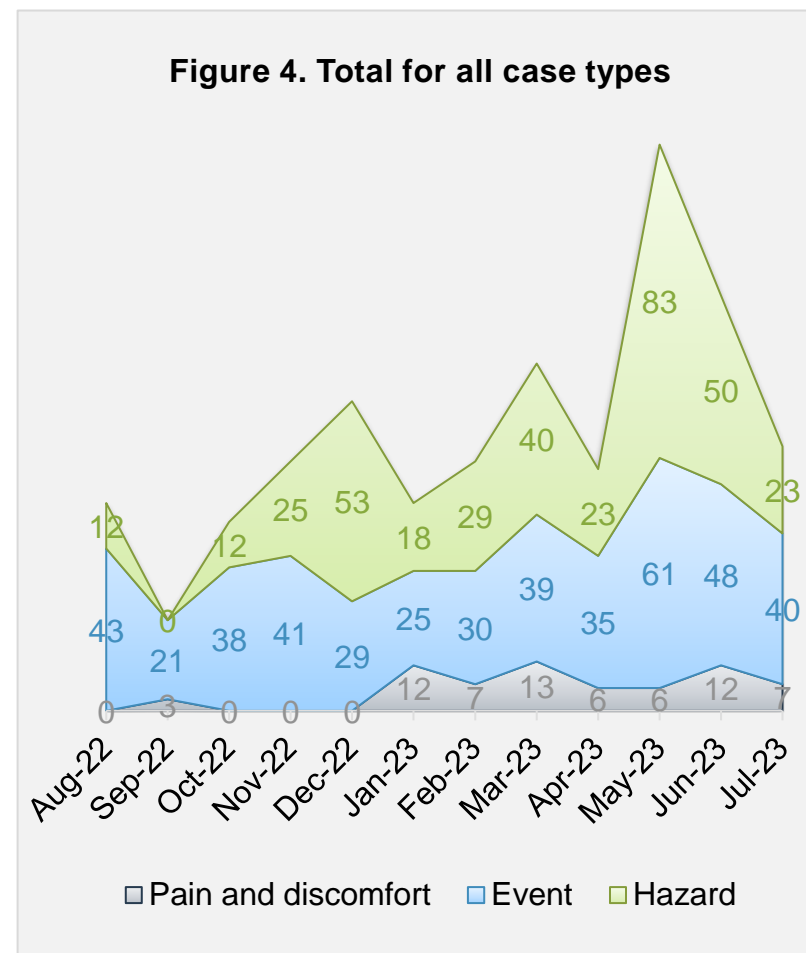
Safety events with a moderate risk consequence
July 2023

0

Notifiable safety events reportable to WorkSafe
July 2023



Technology enhancements are underway which will enable future measurement of percent of safety work events where learning reviews have been finished.



1.4 Safety operational activity - Auckland Transport critical risks spotlight

Spotlight

AT Critical Risks

Context

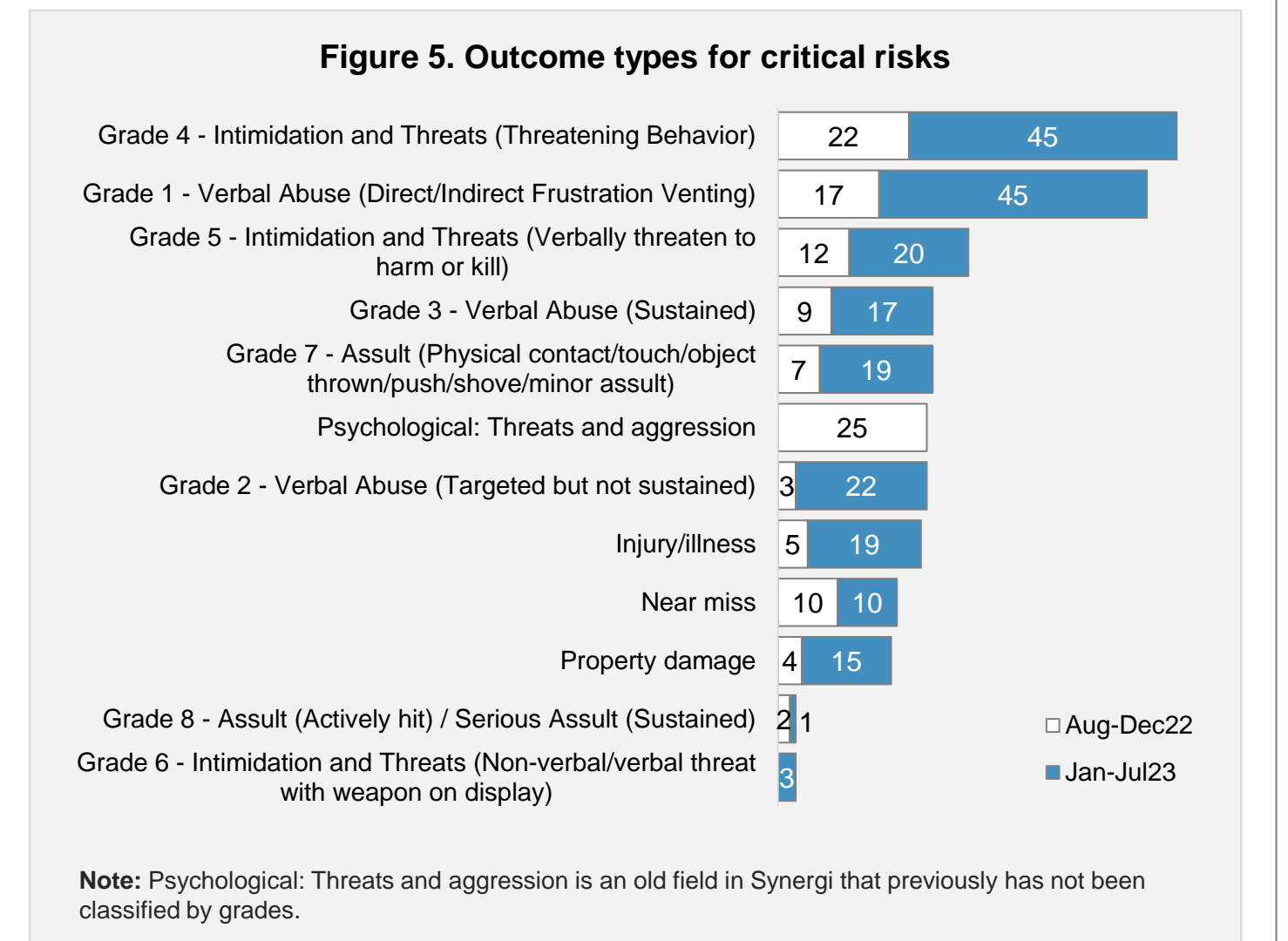
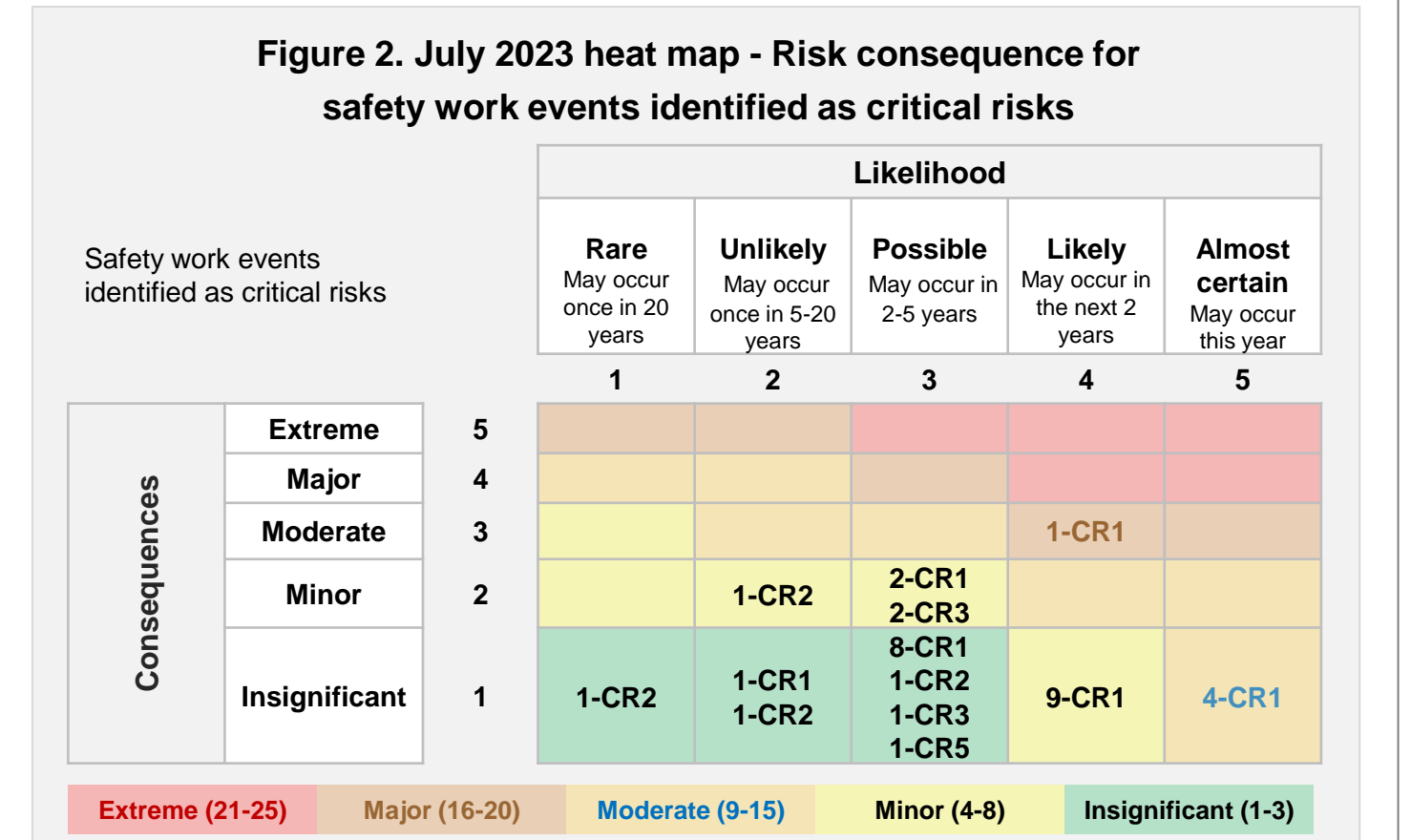
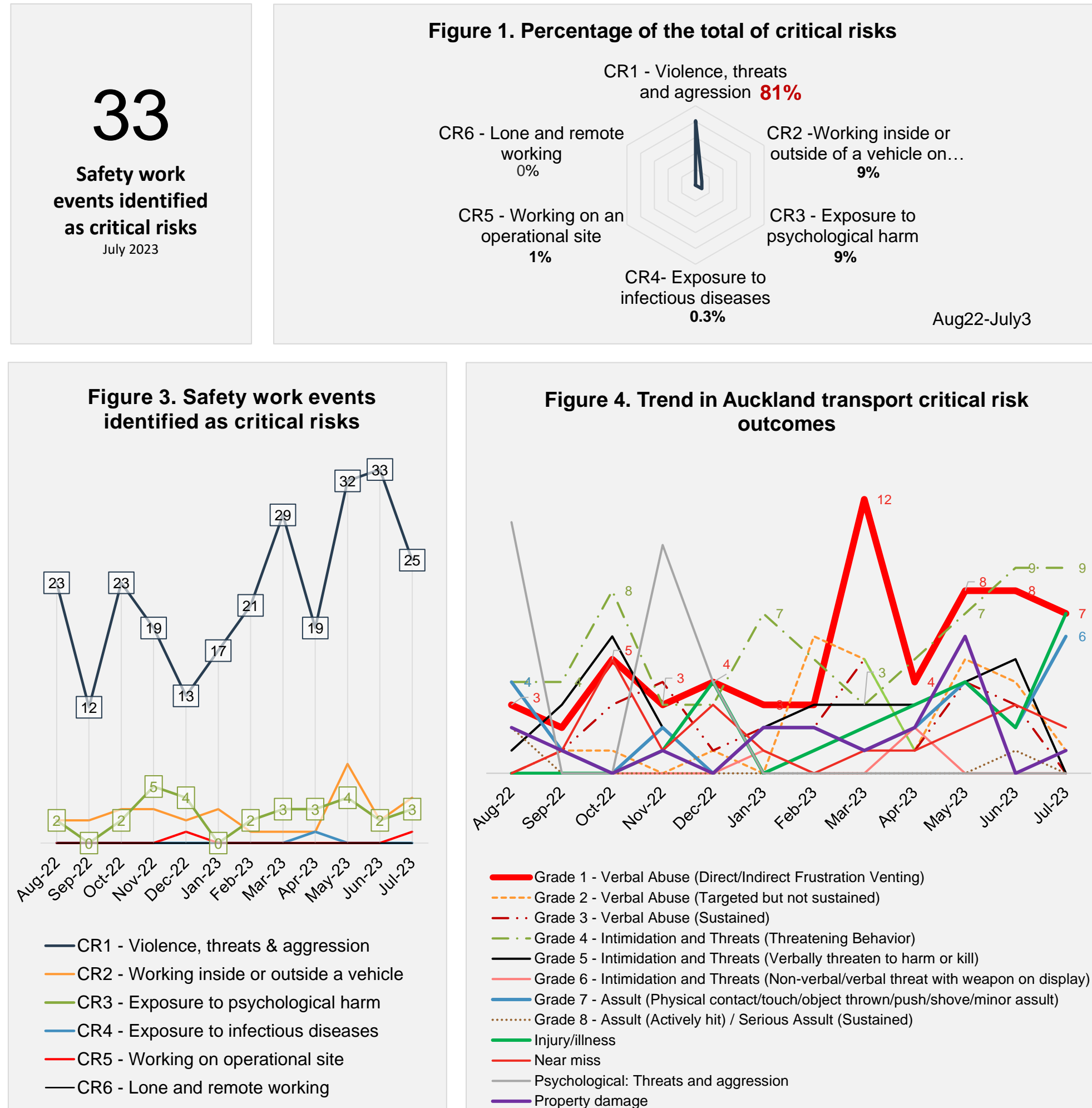
Health and safety work starts with identifying and understanding what AT's work-related health and safety risks are. WorkSafe's guidance is for businesses to focus on critical risks first before managing less serious risks.

Key insights

- Violence, threats and aggression (VTA) maintained a consistent trend from the prior months and represented 81% of critical risk (CR) events from August 2022 to July 2023. The lowest number of safety work events were reported in CR5 working on an operational site (1%) and CR4 exposure to infectious diseases (0.3%) (Figure 1).
- The risk consequence heat map for July 2023 indicates the majority of safety work events identified as critical risks fell into the lower risk consequence. One safety work event was classified as major risk consequence and four classified as moderate risk consequence (Figure 2).
- The major risk consequence was related to VTA with an outcome Grade 4 - Intimidation and Threats (Threatening Behaviour) (Figure 4)) After review the consequence of this event will reduce to moderate.
- The four moderate risk consequences were all related to VTA with outcomes: one Grade 1 - Verbal Abuse (Direct/Indirect Frustration Venting), one Grade 4 - Intimidation and Threats (Threatening Behaviour) and two Grade 7 - Assault (Physical contact/touch/object thrown/push/shove/minor assault).
- In July 2023, 76% of the total of the reported safety work events presenting a critical risk to AT people were related to violence, threats and aggression, being a decrease of 13 percentage points compared to June 2023 (89%) (Figure 3).
- In July 2023, there were three critical risk outcomes that increased compared to June being: injury/illness, Grade 7 - Assault (Physical contact/touch/object/throw/push/shove/minor assault) and property damage (Figure 4).
- Grade 4 - Intimidation and Threats (Threatening Behaviour) and Grade 1 - Verbal Abuse (Direct/Indirect Frustration Venting) were the outcome types with the most of safety work events reported from January to July 2023 (Figure 5).

Dashboard

Reporting period: August22-July23 from Synergi 2.0 system data



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

- There were a total of 32 notifiable events reported in July 2023. All were related to AOR (Figure 1). The themes of the notifiable events are as follows: anti-social behaviour, security breach, collision with barrier (generally by a third party), passenger issue and near misses with vehicles on level crossings.
- In July 2023, there was one high potential events reported in Synergi and three reported in MS form.
- There is inconsistency in the total events reported in MS form compared to the sum of events reported in Synergi. We are working with PT suppliers to move all reporting into a Synergi in September 2023.

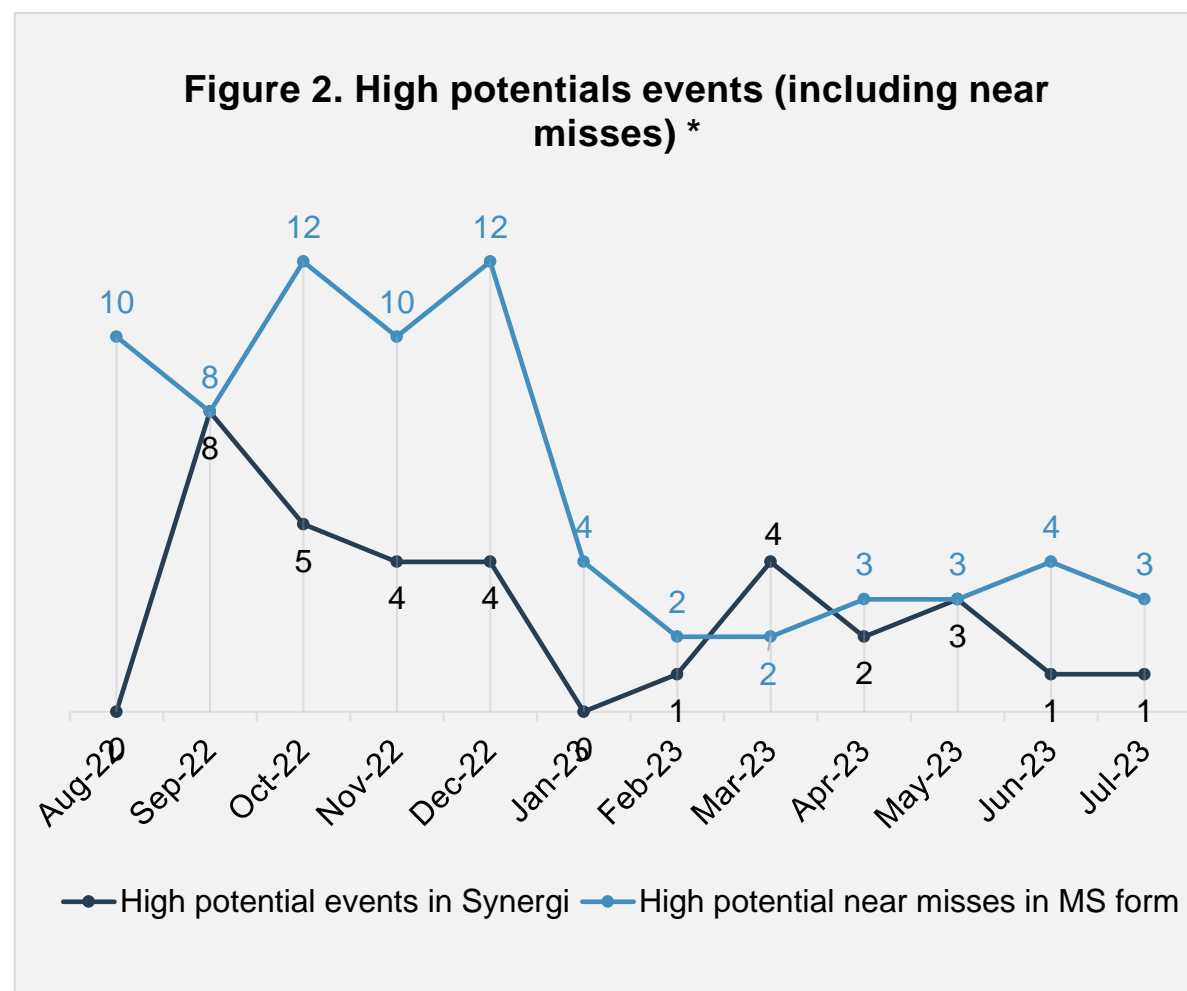
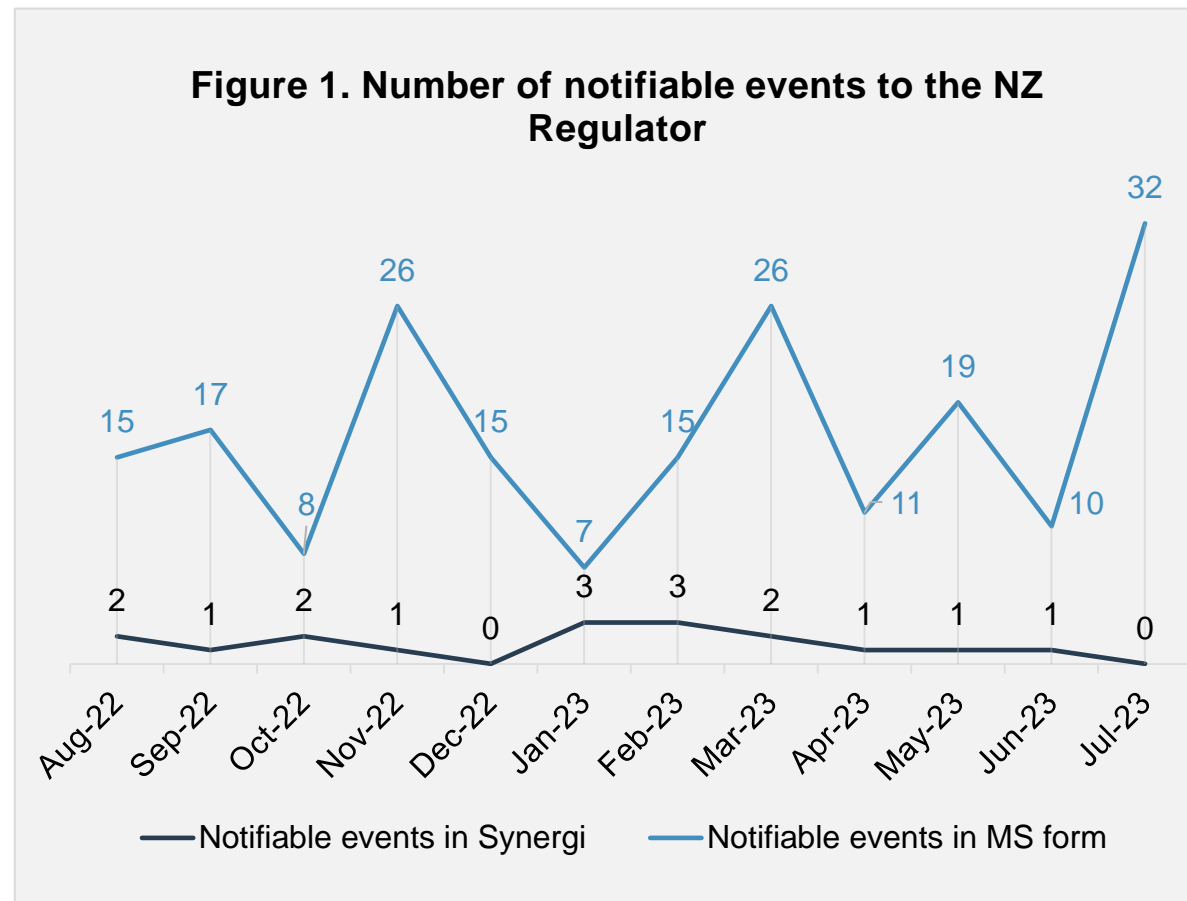
Physical works contractors

- There was one notifiable event reported by PW contractor (Downer NZ) in June 2023. See slide 13 for details.
- There was one notifiable event reported by PW contractor (Fulton Hogan) in July 2023 which has been the first from the last eight months (Figure 3). See slide 13 for details.

* It is possible for duplication of reported events between reporting methods. The next steps will focus on streamlining processes, improving quality of data and presenting impactful insights.

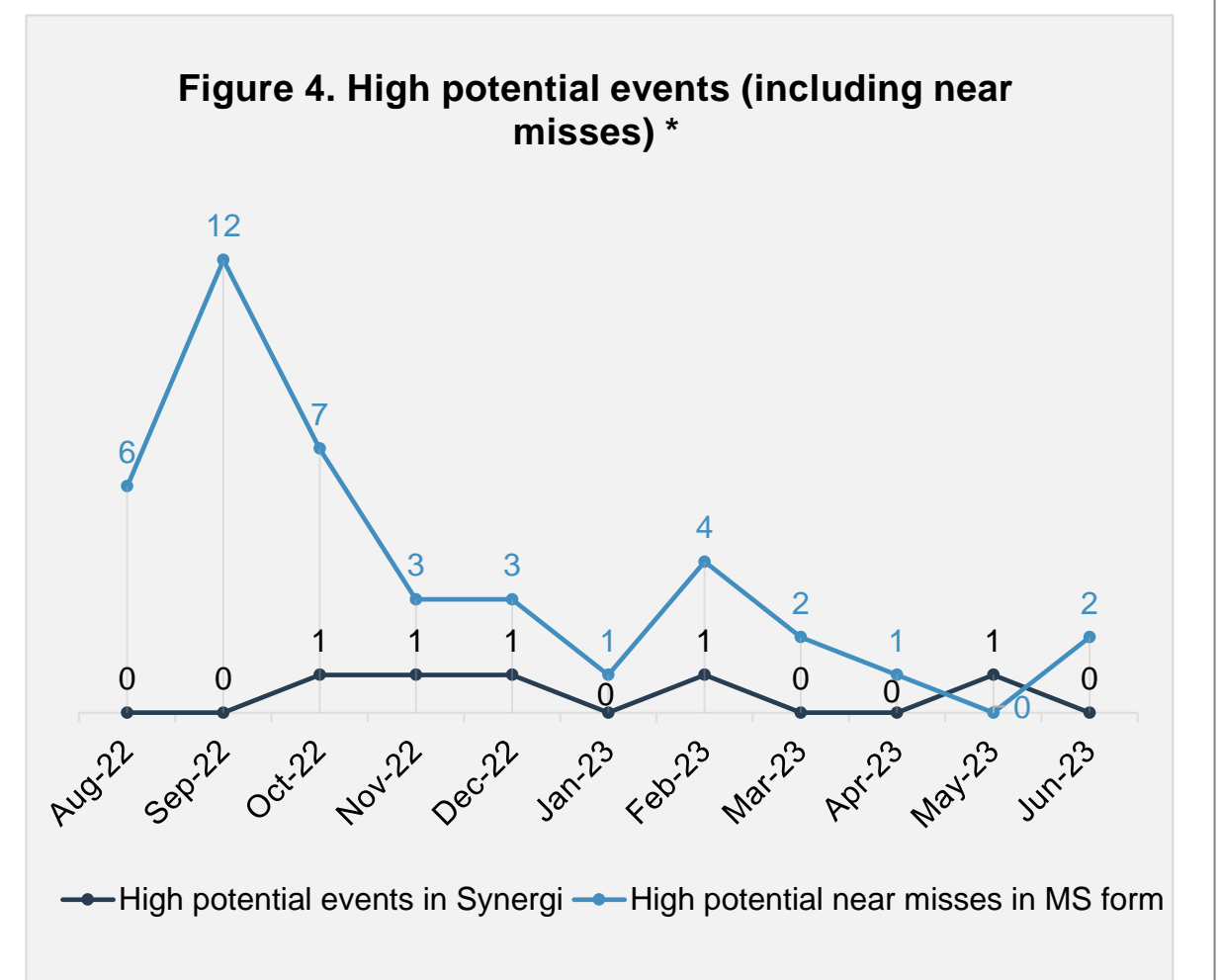
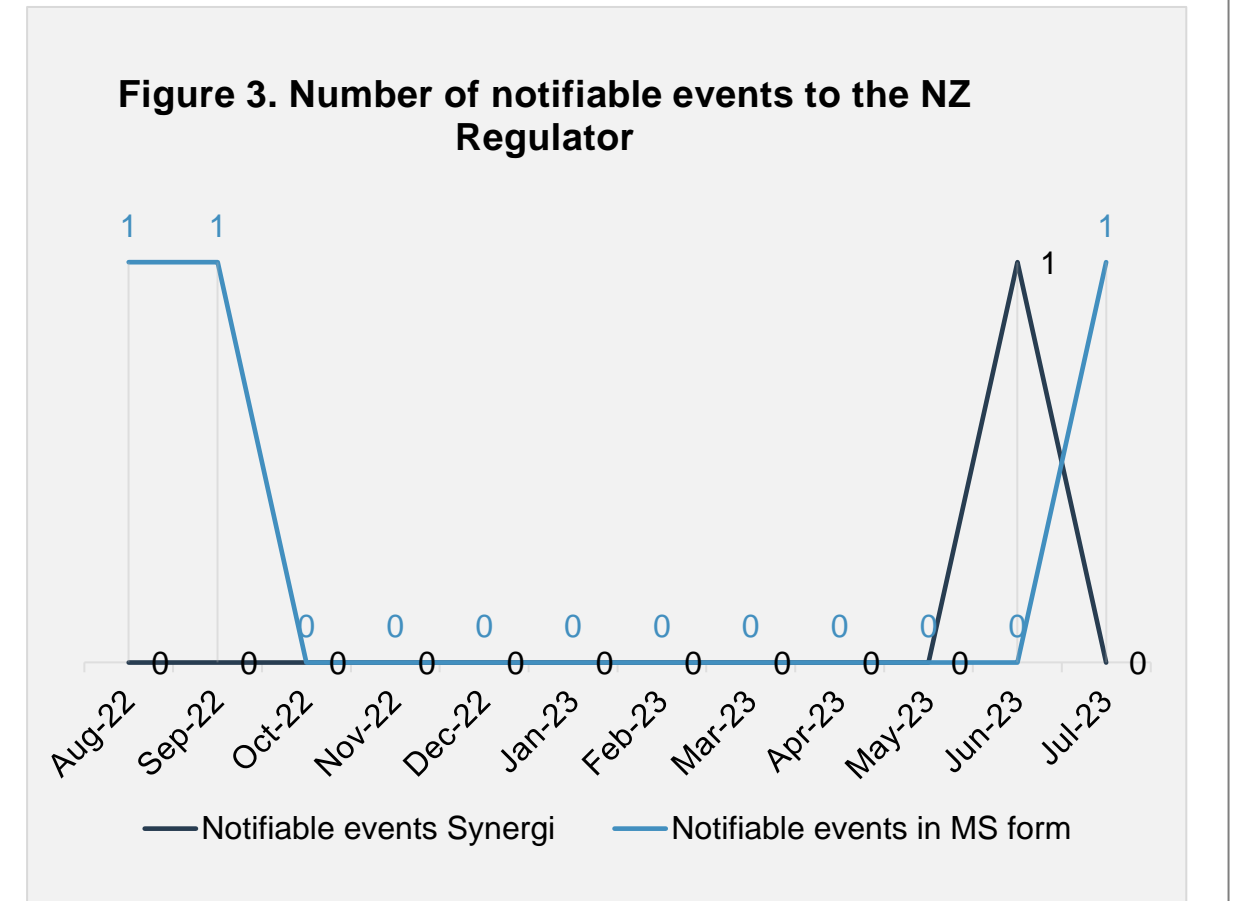
PT dashboard

Reporting period: August22-July23 from Synergi 2.0 system data and Microsoft list data



PW dashboard

Reporting period: August22-July23 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

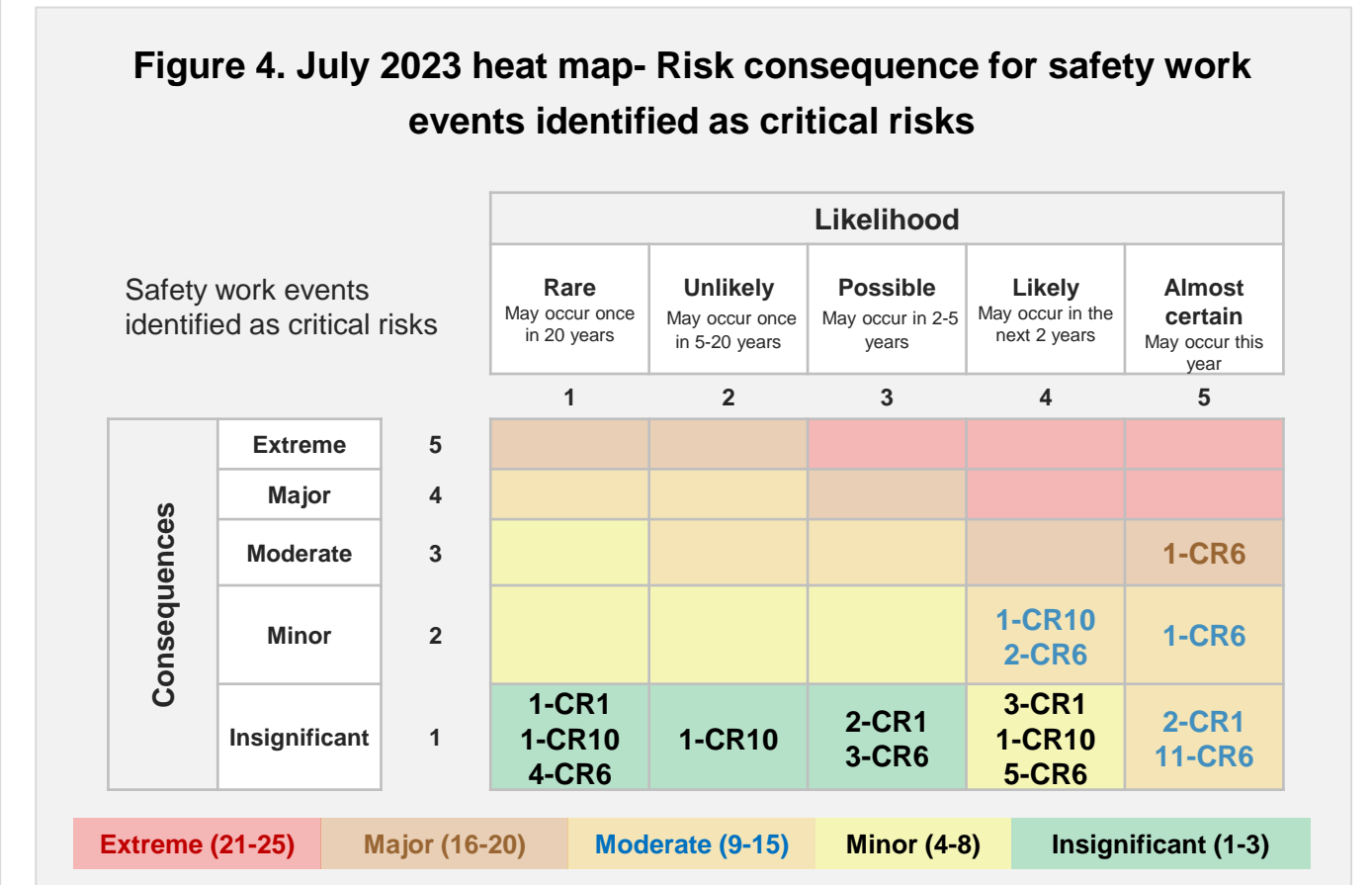
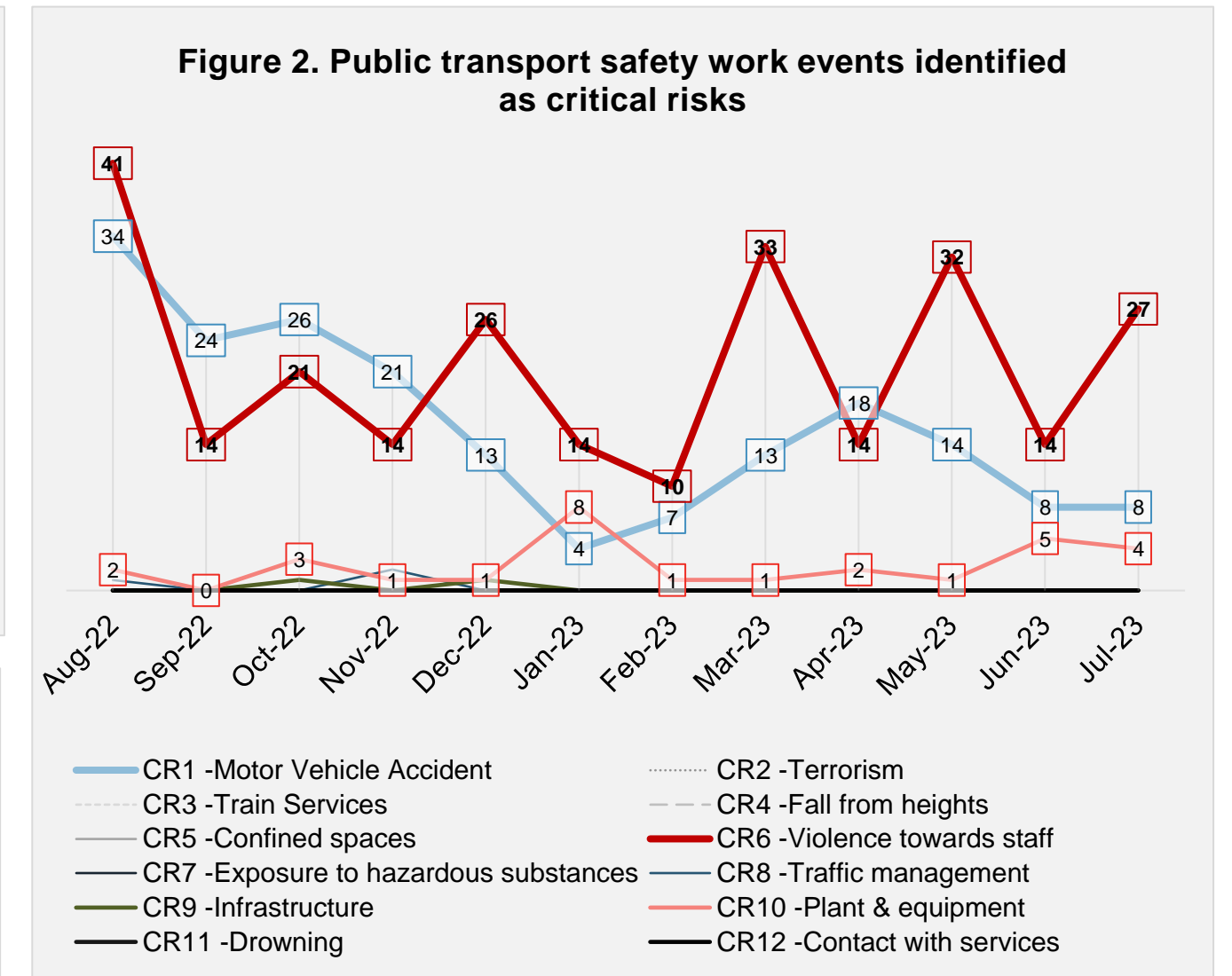
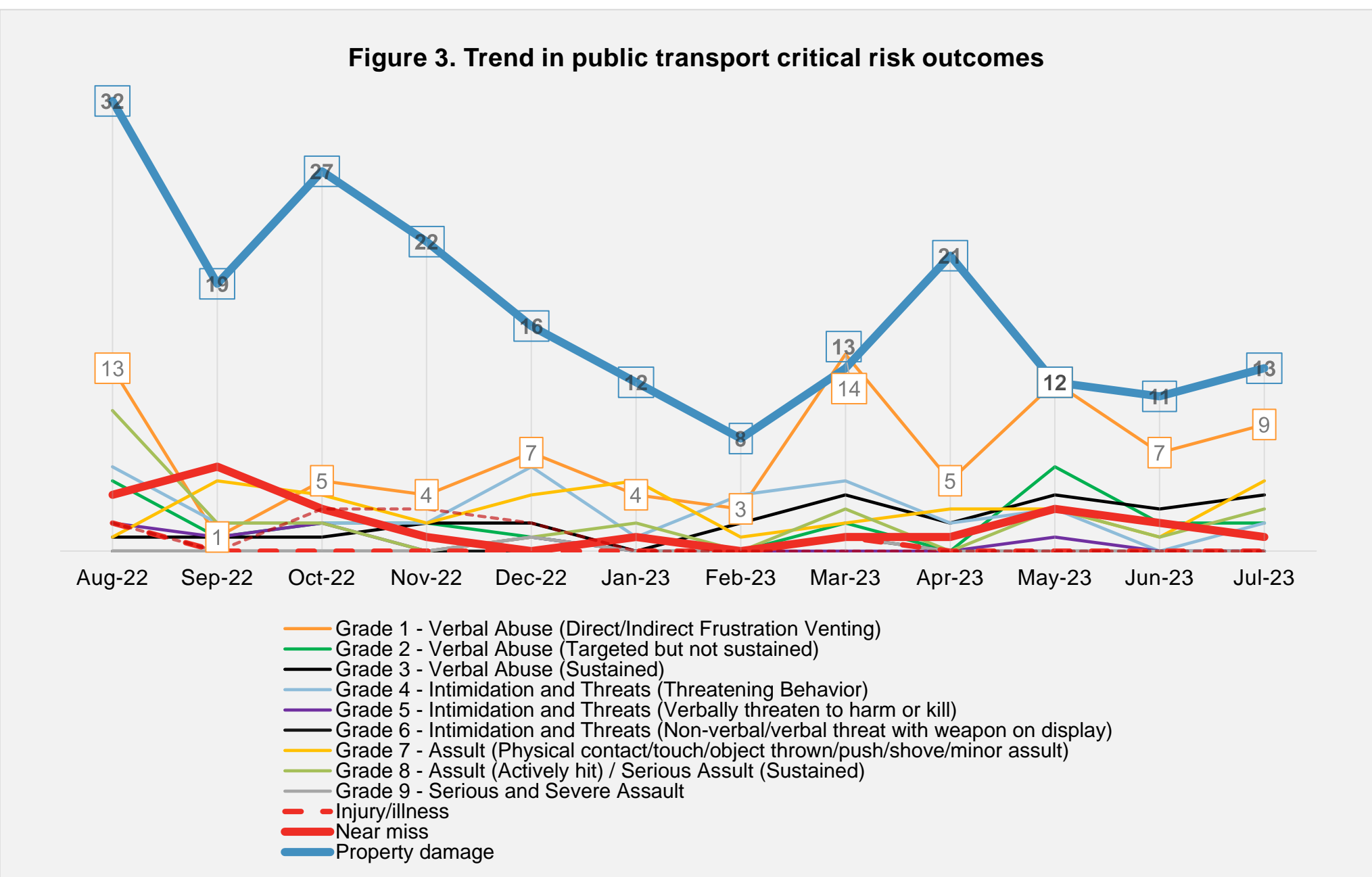
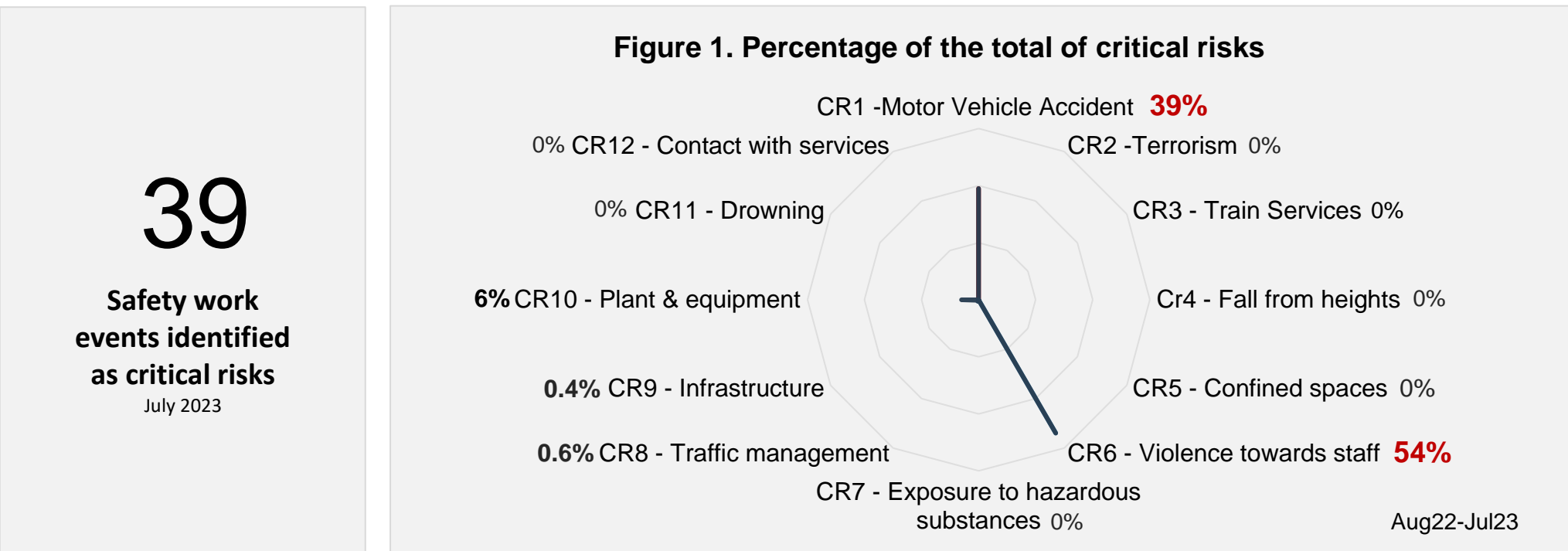
Identification and management of PT critical risks is essential in ensuring our partners are operating safely, PT workers are protected from risk of harm and service users are not exposed to harm, as far as reasonably practicable. AT is working with all operators to eliminate or contain significant risks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

Key insights

- While 12 critical risks (CR) categories are identified for PT operators, seven categories have not been reported against from August 2022 to July 2023 involving: CR2 terrorism, CR3 train services, CR4 fall from heights, CR5 confined spaces, CR7 exposure to hazardous substances, CR11 drowning, and CR12 contact with services (Figure 1).
- CR6 violence towards staff (54%) and CR1 motor vehicle accident (39%) represent the largest percentage of critical risk events from August 22 to July 23 (total of 484 identified); The least number of safety work events identified as critical risks were CR8 traffic management and CR9 infrastructure representing 0.6% and 0.4% respectively (Figure 1).
- In July 2023, 69% (27 of 39) of the total of reported safety work events were identified as the critical risk CR6 violence towards staff. There was an increase of 93% (14 to 27) in safety work events classified as CR6 violence towards staff compared to June 2023 (Figure 2).
- Property damage continued trending as the largest outcome for all safety work events identified as critical risks with 90 safety work events from January to July 2023. Although property damage has been increasing, there was a decrease of 8% (12 to 11) over May 2023 and an increase of 18% (11 to 13) over June 2023 (Figure 3).
- Grade 7 Assault (Physical contact/touch/object/throw/push/shove/minor assault), Grade 4 Intimidation and Threats (Threatening Behaviour) and Grade 8 Assault (Actively hit) / Serious Assault (Sustained) were outcomes with the highest increase in July 2023 compared to June 2023 (Figure 3).
- The risk consequence heat map for July 2023 indicates 17 PT critical risks fall into the moderate risk consequence and one under major (Figure 4). The major critical risk is related to violence towards staff.

Dashboard

Reporting period: August22-July23 from Synergi 2.0 system data



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

Spotlight

PW Critical Risks

Context

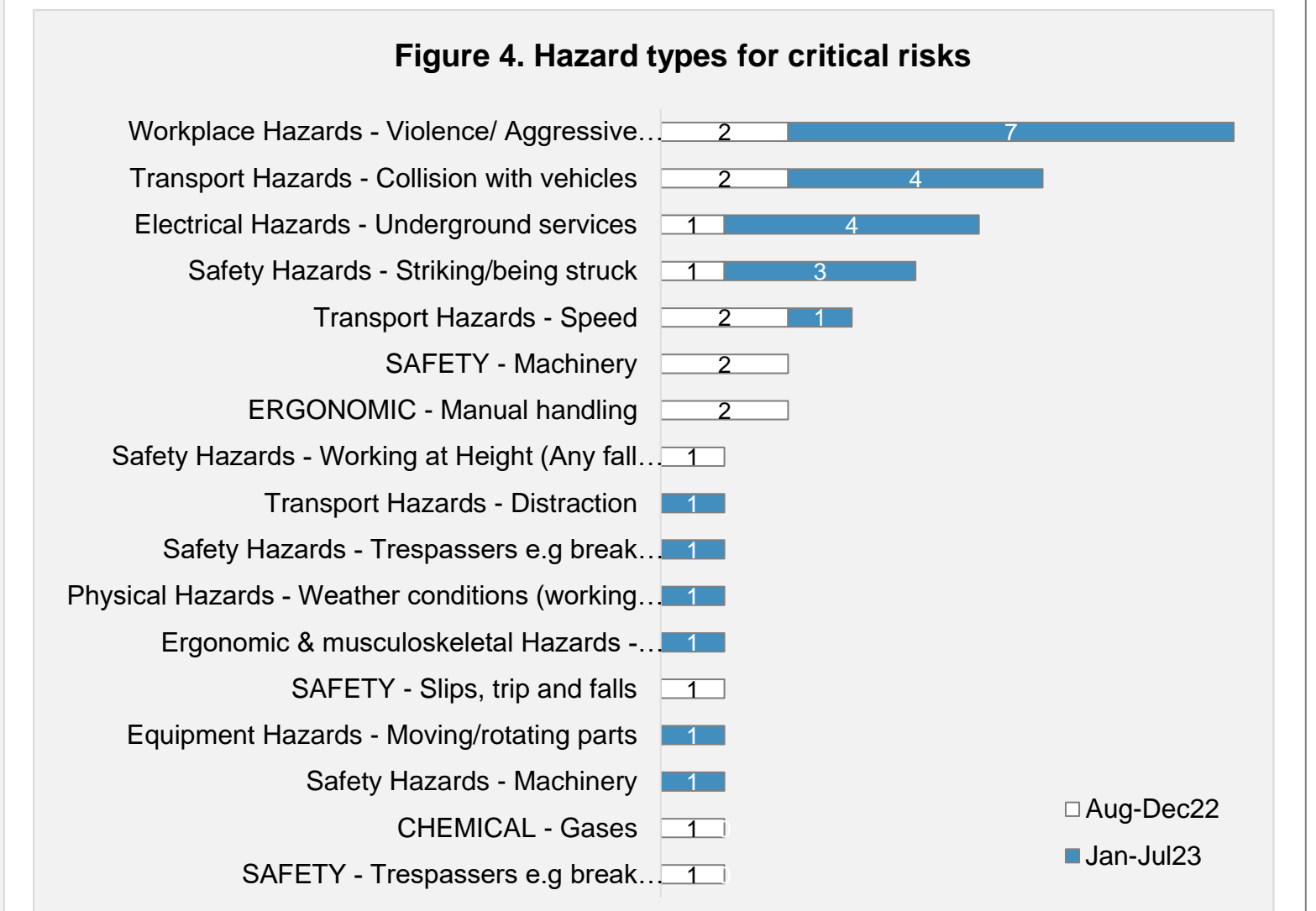
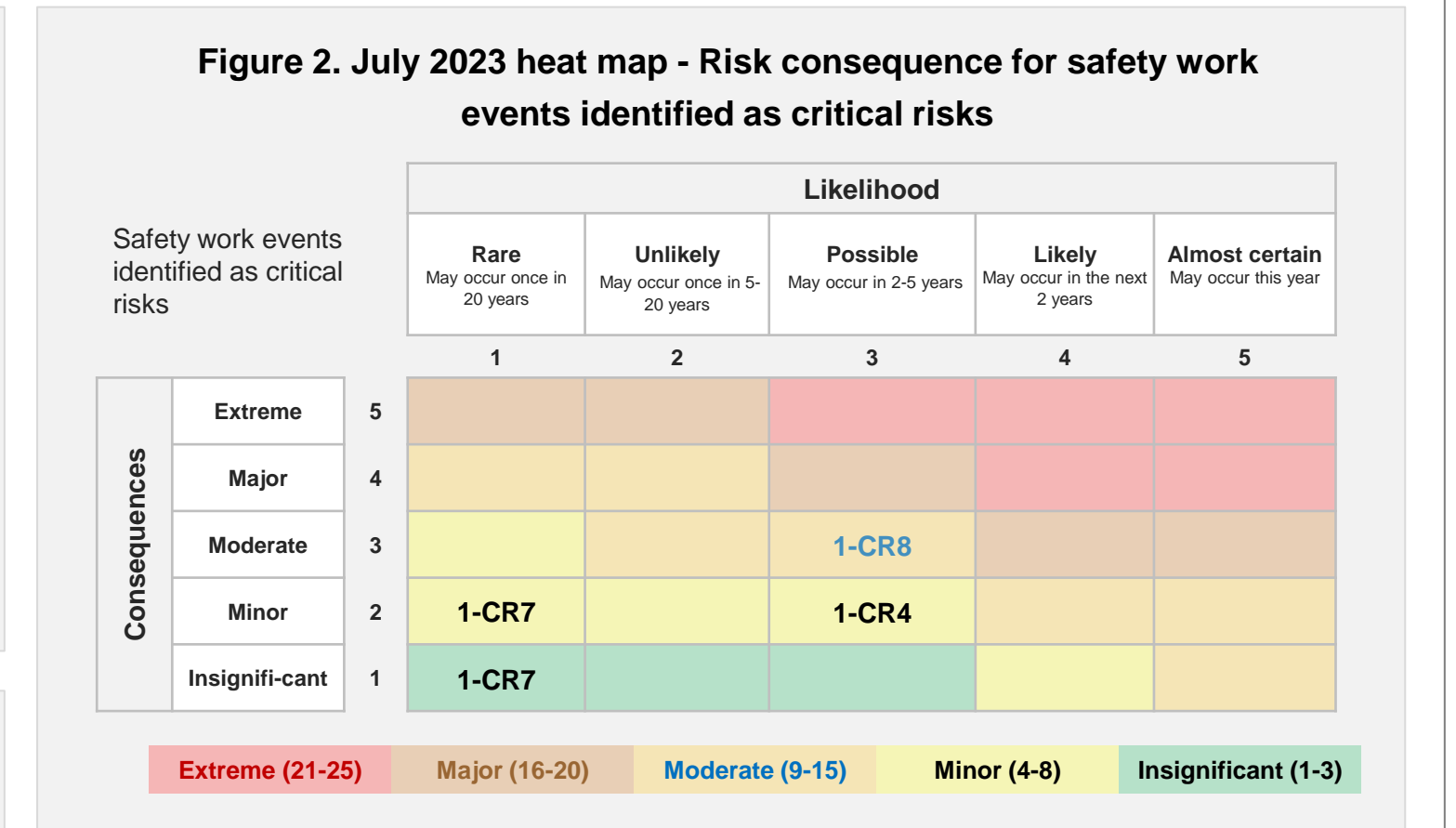
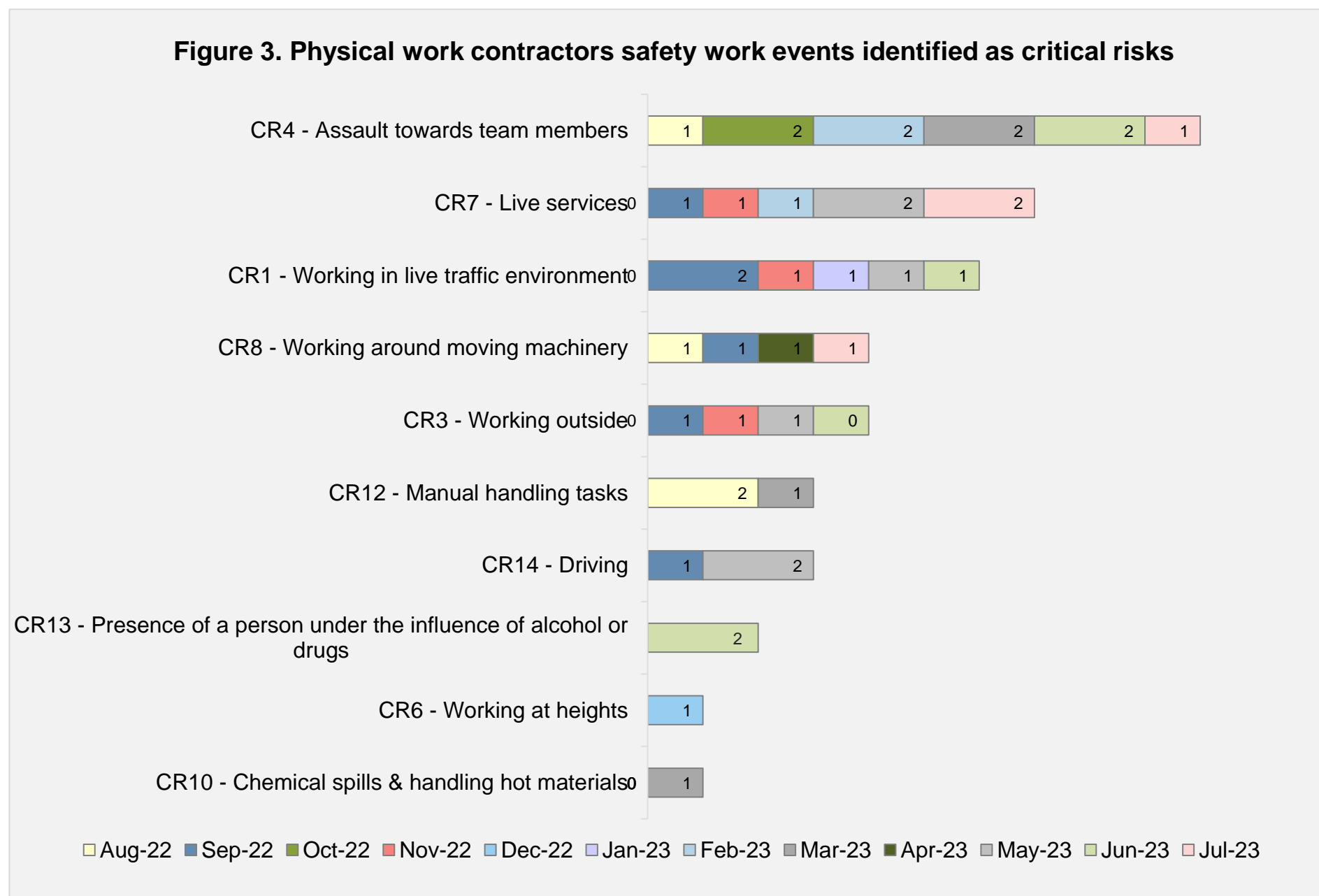
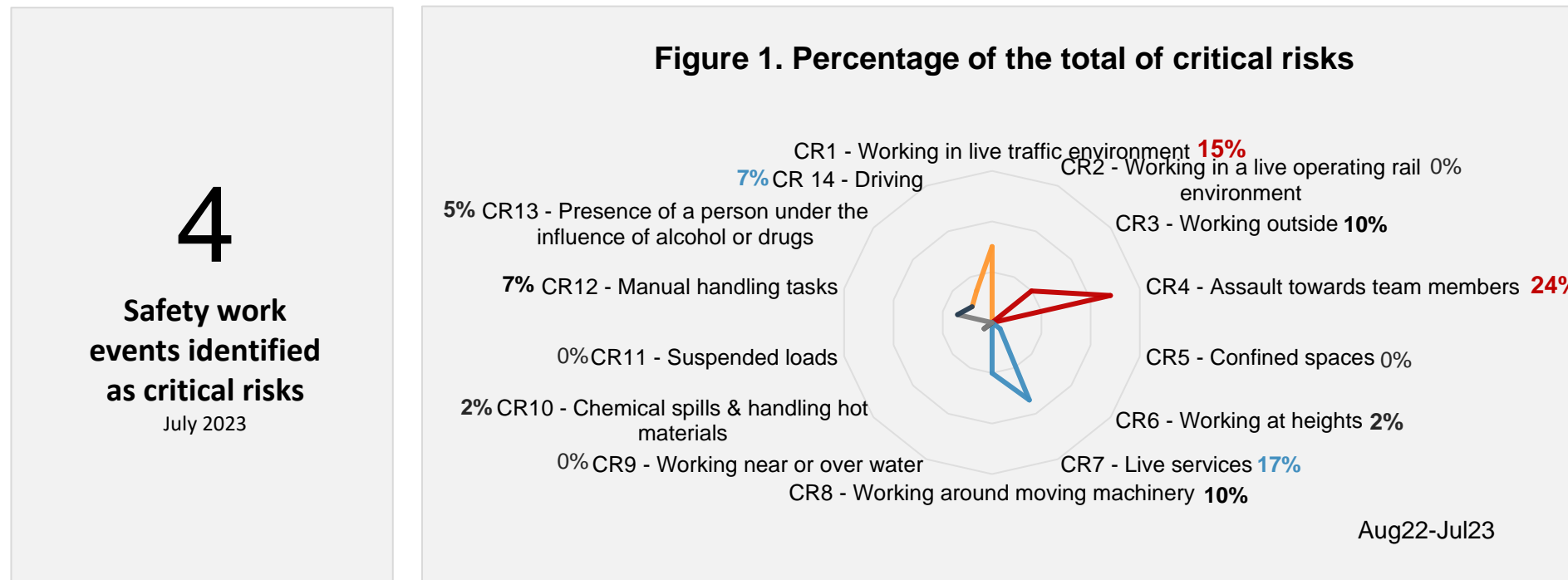
Identification and management of PW critical risks is essential in ensuring our partners are operating safely, PW contractors are protected from risk of harm and are not exposed to harm, as far as reasonably practicable. AT is working with all contractors to eliminate or contain significant risks via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

Key insights

- While 14 critical risk (CR) categories are identified for PW contractors, four categories have not been reported against from August 22 to July 23 involving: CR2 working in a live operating rail environment, CR5 confined spaces, CR9 working near or over water, and CR11 suspended loads (Figure 1)
- CR4 assault towards team members, CR7 live services and CR1 working in live traffic environment maintained a consistent trend from the prior months and represented 24%, 17% and 15% respectively of critical risk events from August 22 to July 23. The least number of safety work events reported and identified as critical risks involved working at heights and chemicals spills, each representing 2% of critical risks (Figure 1).
- According to the risk consequence heat map for July 23, the majority of safety work events identified as critical risks fell into the lower risk consequence. There were no safety work event with a risk consequence of major (Figure 2).
- There was one safety work events identified as critical risk and classified as moderate (Figure 2). It was related to CR8 working around moving machinery and reported as a near miss.
- In July 2023, there were four safety work events identified as critical risks being two related to CR7 live services, one CR4 assault towards team members and one CR8 working around moving machinery (Figure 3).
- Violence/ aggressive behaviour / assault, collision with vehicles and underground services are the highest hazard category identified for the safety work events reported identified as critical risks from January to July 23 (Figure 4).

Dashboard

Reporting period: August22-July23 from Synergi 2.0 system data



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

Key events in June and July 2023

| Mode | Type | PTO | Key insights for <u>notifiable</u> events and <u>high potential</u> events |
|-------|---------------------------|-------------|---|
| Ferry | Notifiable | Belaire | <p>June 2023</p> <ul style="list-style-type: none"> Deckhand secured the vessel alongside the Pier and walked down the back of the vessel and put out the ramp. They were about to put the stern line on when the bowline slipped off cleat and the vessel lurched forward approx. 2 metres down the pontoon with the ramp coming to rest against a bollard on the pier. |
| Rail | Notifiable | Kiwi rail | <p>June 2023</p> <ul style="list-style-type: none"> Signal Passed at Danger (SPAD) - Te Huia passenger train passes a red-light signal at Penrose station. The Te Huia train continued into an area where two tracks converged and an Auckland Transport passenger train had right of way, setting up a potential collision. Te Huia damaged points during the initial incident. The Transport Accident Investigation Commission (TAIC) are investigating. Out of control vehicle crossed the road then the footpath on to the embankment, through the rail corridor fencing and on to the track nose first. The car came to a stop at 14.58 whilst the AOR service 1751 passenger train travelling between Otahuhu and Middlemore then struck the very front of the car. Waka Kothai have been informed of the incident. |
| Rail | Notifiable to Waka Kothai | AOR | <p>June 2023</p> <ul style="list-style-type: none"> Nine notifiable events were reported. Many of the notifiable events involved trespassers on the tracks and events at level crossings: <ul style="list-style-type: none"> A train hit road cones that had been placed on the tracks causing damage to the train resulting in the train being removed from service. Emergency parking needed to be applied when school children went across the tracks while the warning devices were activated. Road vehicle under towing had tow rope snap leaving the vehicle stranded on the track. <p>July 2023</p> <ul style="list-style-type: none"> There were 32 notifiable events reported to Waka Kohtai during this time period. The themes of the notifiable events are as follows: : anti-social behaviour, security breach, collision with barrier (generally by a third party), passenger issue and near misses with vehicles on level crossings. |
| Bus | High potential | Bayes | <p>June 2023</p> <ul style="list-style-type: none"> Bus rolled down a hill and through a major intersection on Hibiscus Coast Highway. The bus hit a traffic light and stopped. No pedestrians or other vehicles were impacted. |
| Bus | High potential | Waiheke Bus | <p>July 2023 - Only in the MS form not in Synergi</p> <p>Near miss -Oncoming car was on wrong side of road to overtake and turned back into lane in front of the bus.</p> |
| Ferry | High potential | Fullers | <p>June 2023</p> <ul style="list-style-type: none"> Crew member leaning outboard of the vessel. Potential risk of drowning, crushed body parts caught between vessel and wharf. |

| Mode | Type | PWC | Key insights for <u>notifiable</u> events and <u>high potential</u> events |
|-------------------------------|----------------|--------------|---|
| Asset Management /Maintenance | Notifiable | Downer NZ | <p>June 2023</p> <ul style="list-style-type: none"> One notifiable event was reported for June. A Tier 1 contractor was renewing a footpath as part of the Central Urban Road Maintenance contract. A one-way detour was put in place. A member of the public allegedly drove their vehicle into a worker who was on site at the time. Police were informed and an ambulance attended the scene. |
| Construction | Notifiable | Fulton Hogan | <p>July 2023 – Only in the MS form not in Synergi</p> <ul style="list-style-type: none"> Chorus Service Strike on 17 July 2023 while carrying out stabilisation works. |
| Asset Management /Maintenance | High potential | Electrix | <p>June 2023</p> <ul style="list-style-type: none"> After removing a concrete pole from an existing location, the contractors loaded the pole onto a work truck, the pole then rolled off the work truck. No injuries occurred. |
| Asset Management/ Maintenance | High potential | Electrix | <p>June 2023</p> <ul style="list-style-type: none"> A member of the public altered AT that electric wires were exposed on a streetlight in West Auckland. A member of the publics dog came in contact with the wires, the dog did not sustain any injuries. |
| Asset Management /Maintenance | High potential | Downer | <p>July 2023 - Only in the MS form not in Synergi</p> <ul style="list-style-type: none"> Digger operator went to swing into Live Lave missing car going past site. The car stopped and digger stopped just in time. As the spotter just saw the car. |

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

DSI update from Crash Analysis System (CAS)

Context

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

Key progress and insights

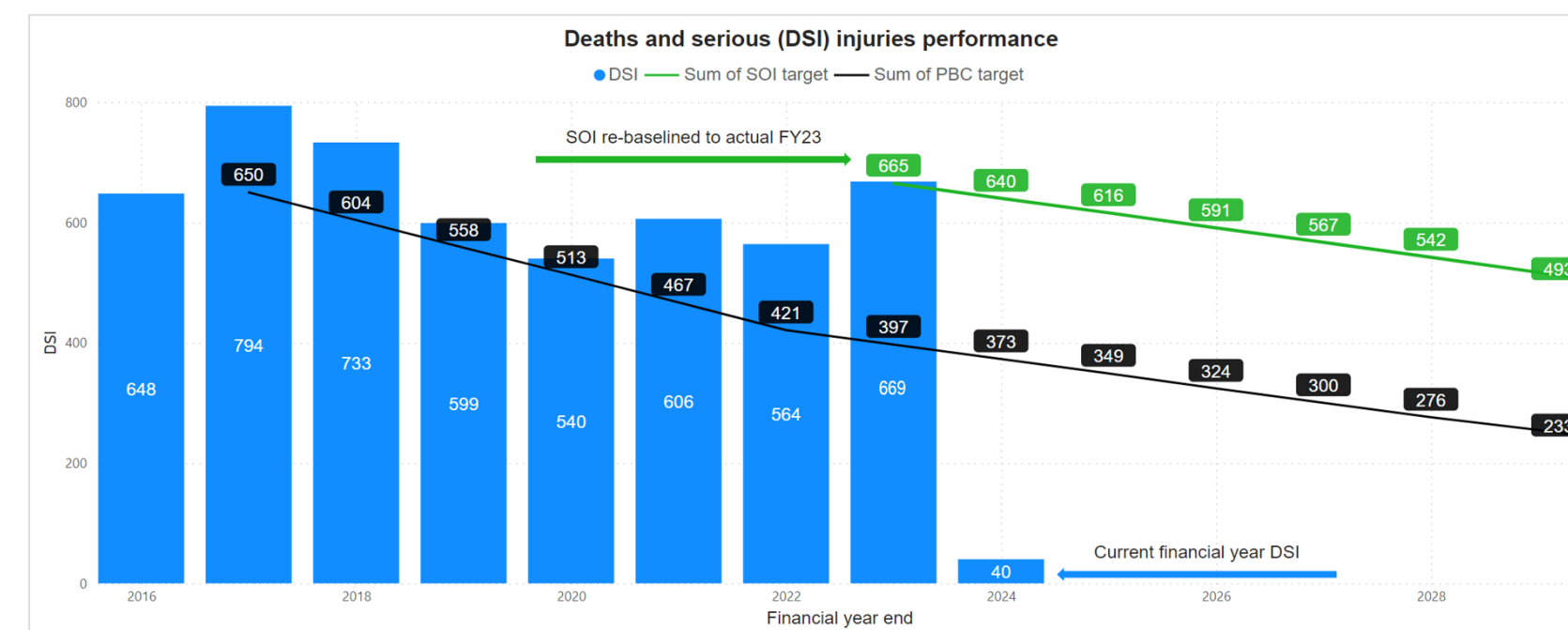
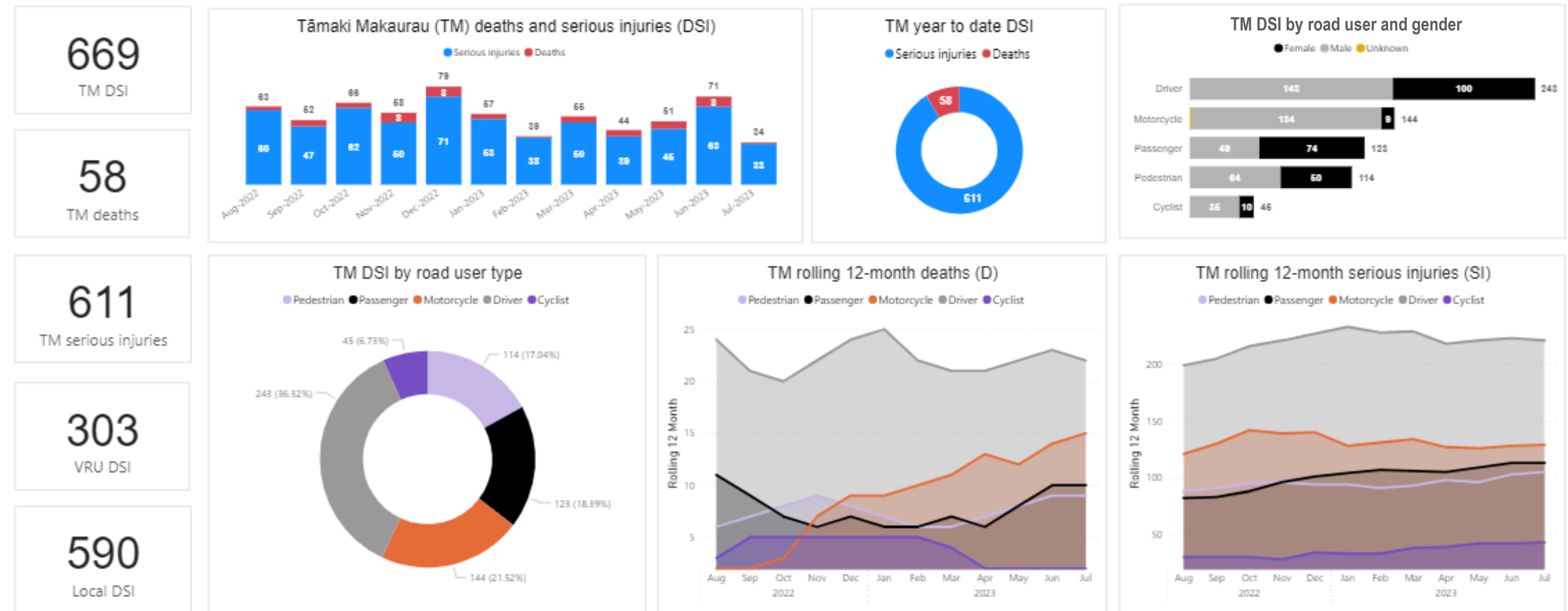
- Drivers and motorcyclists remain the largest groups harmed on our roads, representing 57% of DSI. Motorcyclist fatalities continue to grow the fastest, while drivers represent the largest proportion
- DSI in the last 12-months August 2022 to July 2023: there were 669 deaths and serious injuries (DSI) on Tāmaki Makaurau roads, including 58 deaths and 611 serious injuries.
- DSI in the last seven months January to July 2023 (YTD): there were 351 people killed or seriously injured, 20 more than the same time in 2022.
- Deaths in July 2023: Five people lost their lives (One reported in CAS and four in Ministry of Transport data). This is the highest number of people killed in the month of July since 2018 with eight deaths. This year; four were aged between 25-29 and one was aged between 15-19.
 - One died on local urban roads, two on local rural roads and two on state highway.
- DSI Targets: The current visionary DSI targets have been reviewed and new targets are being realigned, baselined from the current performance results to improve the correlation between the work plan and the actual budget and schedule. A new target reflecting the re-baselined DSI targets is included in the SOI.
- Reporting: Transport harm dashboards have been developed sourcing AT's CAS and will be shared with the wider business in Q1 FY24. Local board dashboard views have been developed to draw deeper localised insights for prioritisation and decision making. This will also be released to wider AT in Q1 FY24.
- Draft Katoa Ka Ora: Draft was opened for public consultation 24 July 2023.

Key risks- Vision Zero

- We did not meet our SOI target of no more than 501 DSI by the end of calendar year 2022 on the road network in Tāmaki Makaurau with a few factors to consider:
 - The cost to deliver has scaled between 20 and 40% post COVID-19, which means the delivery of the approved funded programme was compromised.
 - Further, the funding proposed for FY24 RLTP road safety has been reduced to 30 million from 74 million.

Death and serious injuries from Crash Analysis System (CAS)

Reporting period: August22-July23 from Crash Analysis System (CAS) data



| Statement of Intent measure Crash analysis system (CAS) | | |
|--|-------------------------------------|-----------------|
| Measure | Target DSI FY24 | Actual DSI FY24 |
| Deaths and Serious Injuries on the road network in Tāmaki Makaurau | No more than 640 DSI by end of FY24 | 34 DSI Jul 2023 |



2.2 Deaths and serious injuries (DSI) summary factors reporting

Summary factors update

Summary factors breakdown

Reporting period: August22-July23 from Crash Analysis System (CAS) data

DSI in 12 Months August 2022 to July 2023:

- Vulnerable road users represent 45% of DSIs.
- Men between 15 and 34 years of age are largest representation proportion in DSIs. Men represent 64% of DSIs.
- Run off road and side impact continue to be the most common crash movements.
- Out of the six contributing factor groups, speed and alcohol/drugs represent the largest contributing factors to deaths and serious injuries.*
- Māori represents 11% TM population and 30% of DSIs.

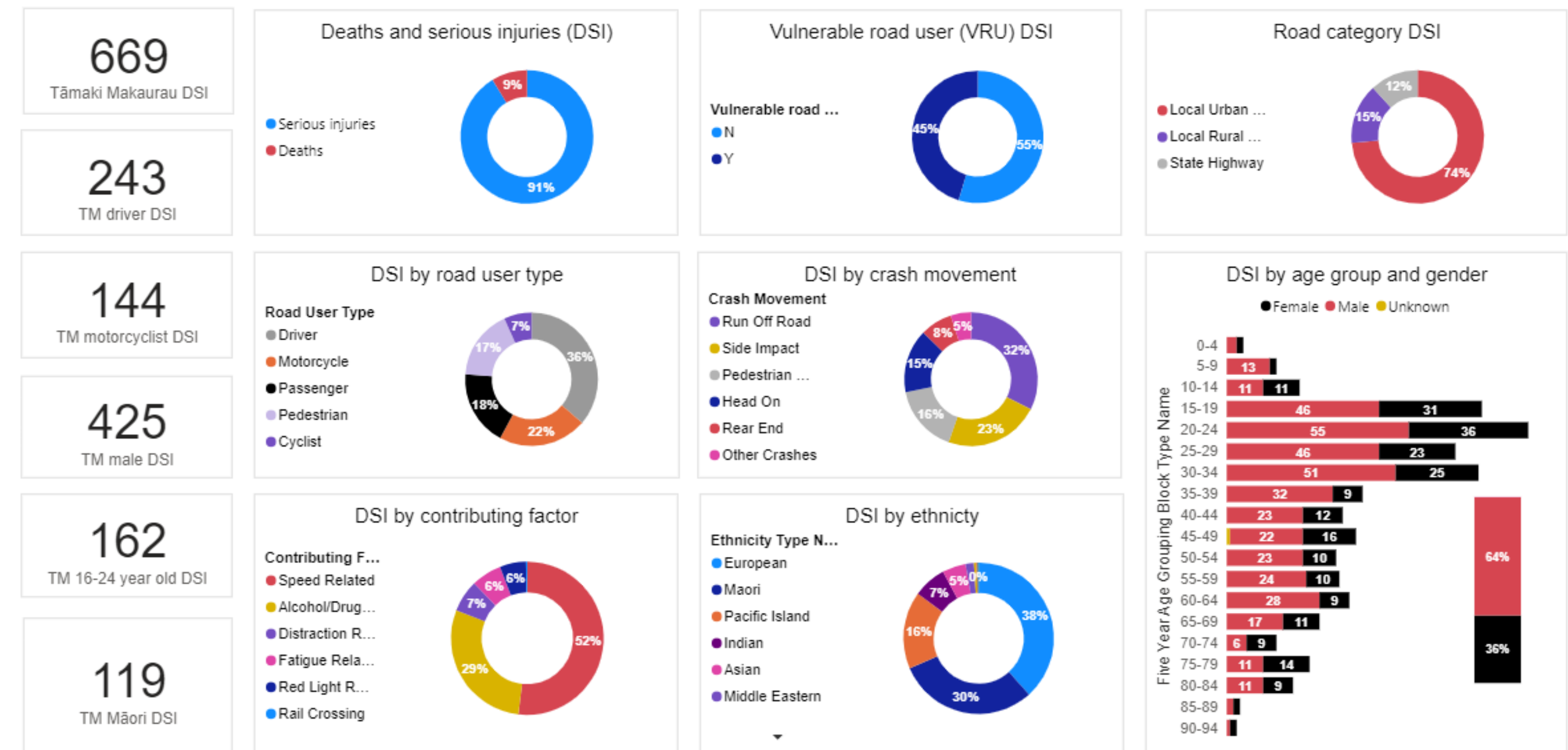
DSI in the last seven months January to July 2023 (YTD):

- There were 351 people killed or seriously injured, 20 more than the same time in 2022.
- Top three crash types: Run off road (96), side impact (90) and pedestrian crashes (68).

*Crash related metric: contributing factors may have more than one contributing factors. Contributing factors – percentage (%) is across the contributing factors captured in the pie graph. It is not the percentage across all DSI.

Death and serious injuries from Crash Analysis System (CAS)

Reporting period: August22-July23 from Crash Analysis System (CAS) data



2.3 Fatalities reporting

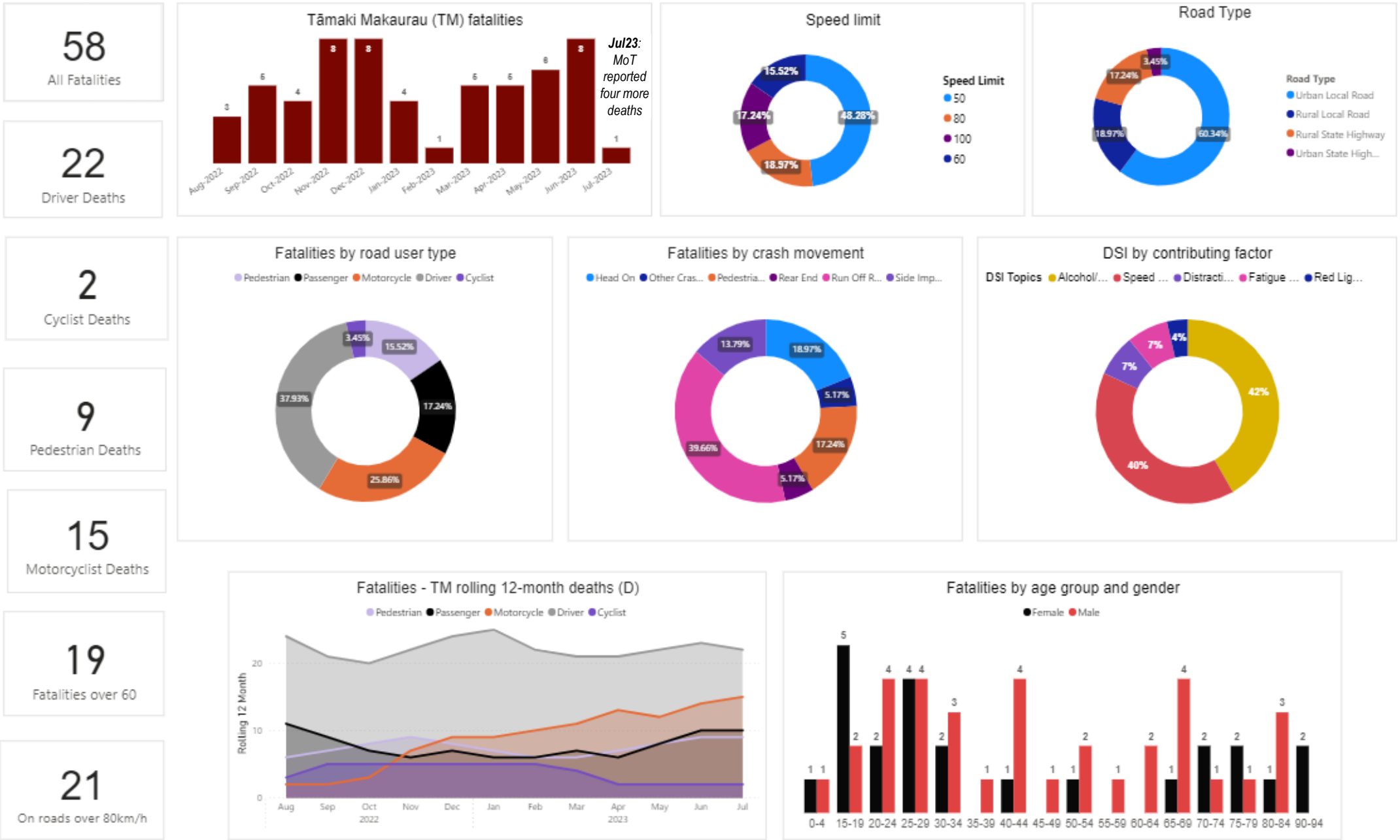
Fatalities update

CAS reporting on fatalities

Reporting period: August22-July23 from Crash Analysis System (CAS) data

- In the 12 Months August 2022 to July 2023**, 58 people died on Tāmaki Makaurau roads:
 - Driver fatalities remain the largest road user group.
 - 79% of the 58 fatalities occurred on local roads.
 - The highest proportion of fatalities (40%) died in run off road crashes.
 - Howick had largest increase in fatalities (5), with 100% increases seen in pedestrian crashes (3) and side impact crashes (2) compared to same time in 2022 with no DSI in these crash types
 - Out of the five contributing factor groups, speed and alcohol/drugs represent the largest contributing factors to deaths.*
- In the seven months year to date January to July 2023 (YTD)**, it is reported in CAS that 30 people lost their lives thus far on our roads (this excludes five deaths reported in Ministry of Transport data).
- In the month of July 2023**, a total of five people lost their lives (one death recorded in CAS and four additional deaths reported in the Ministry of Transport data has been included). This is the highest number of people killed in the month of July since 2018 with eight.
 - Four aged between 25-29 and one aged between 15-19
 - One died on a local urban road, two on local rural roads and two on state highways

*Crash related metric: contributing factors may have more than one contributing factors. Contributing factors – percentage (%) is across the contributing factors captured in the pie graph. It is not the percentage across all DSI



AT fatal crash reporting on local roads

Reporting period: January23-July23 from Road Safety Engineering Team

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

- There were 21 fatal crashes reported on AT roads year-to-date (January –July 2023) with 28 recommendations for Safety Improvements on those roads, of which ten have been implemented and 18 remain open.

| 2023 Local road fatal crashes recorded in CAS | | | |
|--|--|---|--|
| Safe roads | Safe speeds | Safe road user behaviour | Safer vehicles |
| <ul style="list-style-type: none"> Average road star rating (0%) Involved unprotected hazards (33%) Involved VRUs with insufficient infrastructure (33%) No primary treatment where urban fatality (69% of 16) | <ul style="list-style-type: none"> Do not align to safe speeds (57%) Exceeded posted speed limit (29%) | <ul style="list-style-type: none"> Alcohol confirmed (5%) Non-use of restraint where available (25% of 12) Drugs confirmed (0%) Distraction suspected (0%) Learner license (14%) Restricted license (19%) | <ul style="list-style-type: none"> Average vehicle star rating (3.2) No warrant of fitness (19%) Public transport involved (5% one fatal crash out of 21) |



2.4 Deaths and serious injuries (DSI) local board reporting

Local board update

Data source: Crash Analysis System (CAS) data

DSI breakdown matrix - Aug 22 - July 23

| DSI Topics | Cyclist | Driver | Motorcycle | Passenger | Pedestrian | Total |
|--------------------|-----------|------------|------------|------------|------------|------------|
| Run Off Road | 6 | 104 | 51 | 53 | 3 | 217 |
| Side Impact | 30 | 43 | 51 | 26 | 4 | 154 |
| Pedestrian Crashes | 2 | 1 | | 2 | 105 | 110 |
| Head On | | 65 | 11 | 27 | | 103 |
| Rear End | 3 | 26 | 14 | 9 | | 52 |
| Other Crashes | 4 | 4 | 17 | 6 | 2 | 33 |
| Total | 45 | 243 | 144 | 123 | 114 | 669 |

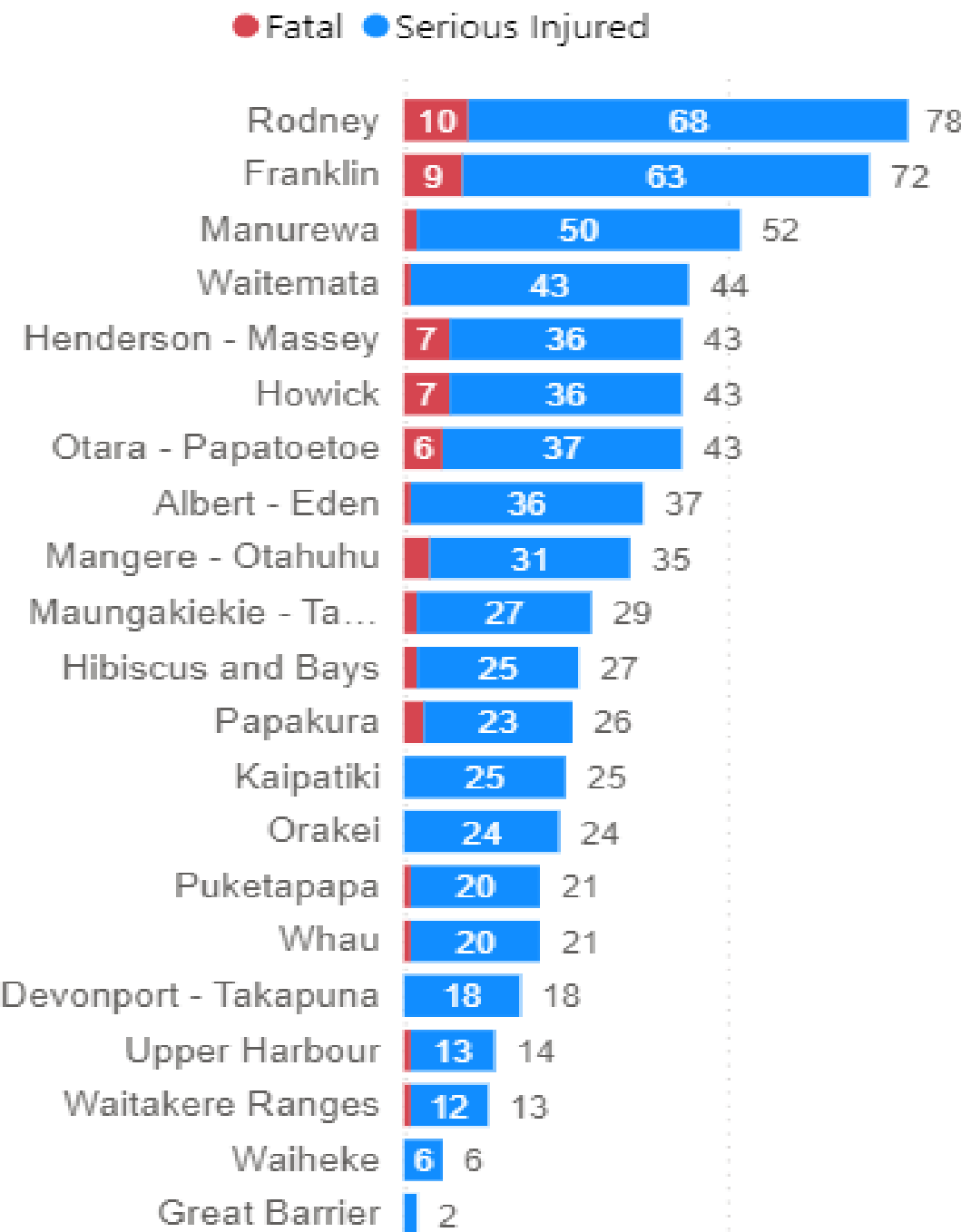
DSI breakdown matrix Aug 21-Jul22

| DSI Topics | Cyclist | Driver | Motorcycle | Passenger | Pedestrian | Total |
|--------------------|-----------|------------|------------|-----------|------------|------------|
| Run Off Road | 3 | 84 | 34 | 44 | 4 | 169 |
| Side Impact | 15 | 34 | 54 | 7 | 7 | 117 |
| Pedestrian Crashes | 2 | 3 | | | 82 | 87 |
| Head On | 1 | 47 | 14 | 15 | 1 | 78 |
| Rear End | 6 | 32 | 9 | 14 | | 61 |
| Other Crashes | 3 | 8 | 8 | 7 | 1 | 27 |
| Total | 30 | 208 | 119 | 87 | 95 | 539 |

Key insights

- **In the last 12 months** the largest crash movement growths were in side impact and head-on crashes, growing by 32% each.
- For motorcyclists, the biggest increase DSI was due to overtaking (from 8 in 21/22 to 17 in 22/23).

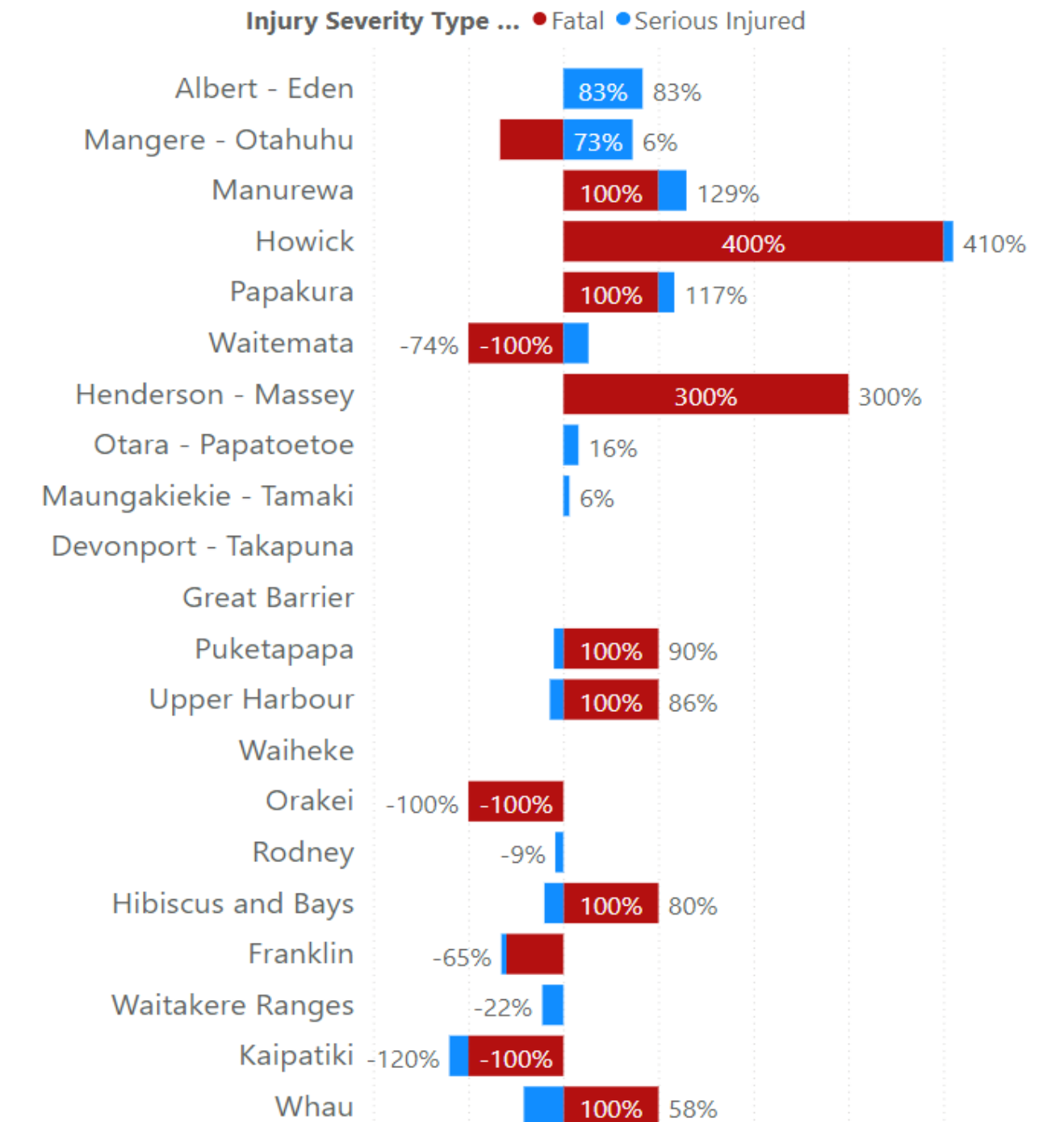
DSI by Auckland local board



Key insights

- **In the last 12 months** just under 50% of injuries occurred in six local board areas: Rodney, Franklin, Manurewa, Henderson-Massey, Otara-Papatoetoe and Waitemata (absolute totals).

Year to date DSI % change by Auckland Local Board



Key insights

- **Year to date** (Jan-Jul) compared to the same period last year, there was an increase in fatalities in Howick (400%), Manurewa (100%), Papakura (100%), Henderson-Massey (300%), Puketapapa (100%), Upper Harbour (100%), Hibiscus and Bays (100%) and Whau (100%). There was a reduction in fatalities in Mangere-Otahuhu, Waitemata, Orakei, Franklin and Kaipatiki.