

# Attachment 1

## May 2022 Safety Business Report

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



# 1. Health, Safety and Wellbeing Dashboard

*Let's go there* 

# Executive Summary

## Actions from previous meetings

Action	Owner	Update
Ensure regular culture pulse check	Rebecca Cook, Anthony Hall	Questions have been drafted and will be surveyed quarterly


## Key highlights


- Positive feedback received from Board members on the Leadership walks
- Completed facilitation of technical workshops for the speed management plan and consumer sentiment research
- Completed equity research for penalties and fines in line with AT's advocacy for a fit-for-purpose policy and regulatory framework.

## Notifiable and serious incidents

Date	Description	Action taken
7 May 2022	Metro Services – Waiheke Bus Company. A cyclist overtook a bus at the junction of Fourth Ave & Waiheke Road. The cyclist collided with the front of the bus and subsequently was trapped underneath it. Emergency services were called, and the cyclist was taken to hospital. The cyclist was released from hospital on 9 May 2022.	<ul style="list-style-type: none"> <li>• The Police interviewed the passengers and other witnesses</li> <li>• The Police breathalysed the bus driver.</li> <li>• Waiheke Bus Company performed a drug &amp; alcohol test on the driver.</li> <li>• Waiheke Bus Company has reviewed the CCTV footage of the events</li> <li>• EAP services have been offered to the bus driver.</li> </ul>
May 2022	AOR had 17 notifiable incidents to Waka Kotahi – the notifiable incidents under the Waka Kotahi framework for rail regulation include, vandalism (predominantly graffiti), animal collision, barrier arm collision (due to displacement) and assault. There were no SPAD's, critical infrastructure failure, or MOP vs Train in the reporting period.	<ul style="list-style-type: none"> <li>• Working with AOR to understand trend in vandalism and devise additional mitigations.</li> </ul>


## Key risks & areas for discussion


- 


The Safety Management System (SMS) programme scope is being assessed to accommodate the resourcing constraints across a number of key areas brought about by the imminent departure of key resources including workstream leads, Business Partners plus the departure of key programme support resources in the Programme Specialist and the Programme Manager roles. The business units are also facing resourcing issues, meaning deployment of the SMS is being delayed in the high-risk areas of Integrated Networks.
- 

Acquiring accurate and timely safety metrics from public transport operators and physical works contractors is proving to be a challenge due to a lack of standardisation and an expected disparity with operator data, practices and systems being used for reporting. The integrity of safety data being held by AT is also inconsistent.

## Health & Safety initiative updates

- 

The SMS programme has continued to focus on the deployment of key outcomes across the prioritised workstreams - Critical Risks, PCBUs, KPIs and Event Management and Learning Reviews. Some Critical Risk Control workshops have been undertaken, including threats and aggression, others have extended into June due to limited EGM availability.
- 

Extended time to manage the change and communications around adoption of new leader led safety roles and responsibilities across the business has led to delays in the Synergi Phase 2 launch. The Safety Systems gap analysis project has experienced some delays due the availability of key members in the Safety Team to help assist with the discovery and requirements analysis work being carried out by Leap Thought (BT third-party consultant). The Risk Management functional requirements have been assessed and have formed the basis for how the remainder of the functions will be analysed. This will help accelerate the process.
- 

The Safety Leadership Programme, has been piloted with 30 Leaders from Customer Experience and Service Delivery and the feedback is extremely positive. The programme is ready now to be deployed as part of Leading at AT.

# AT Safety Strategy Dashboard

## Strategy

### Advocacy

#### Number of initiatives, policies and regulatory input that AT was involved in writing/ updating in the drafting stage

The AT Safety Advocacy Plan identifies the priorities for advocacy efforts, this has been presented to the Safety Committee on the 15<sup>th</sup> March. The Tāmaki Makaurau Transport Safety Governance Group met in February to review delivery against the Vision Zero Action Plan. Improving enforcement levels continues to be a high priority for the group. Police launched a deployment dashboard trial in February, this trial is based on the principles of general deterrence and allows police to ensure that the available resource is being used in the most effective way. As part of this work regional activity levels have been set, we are working with Police to finalise these targets and confirm how progress will be reported.

We continue to advocate in support of the road safety penalties review, during February letters were sent to Ministers who are represented on the recently established Road to Zero Ministerial oversight committee. In preparation for their meeting we have provided research undertaken by AT gauging New Zealanders attitudes towards current road safety regulations along with evidence on the need for this review provided by Eric in the Road Safety Business Improvement Review 2021.

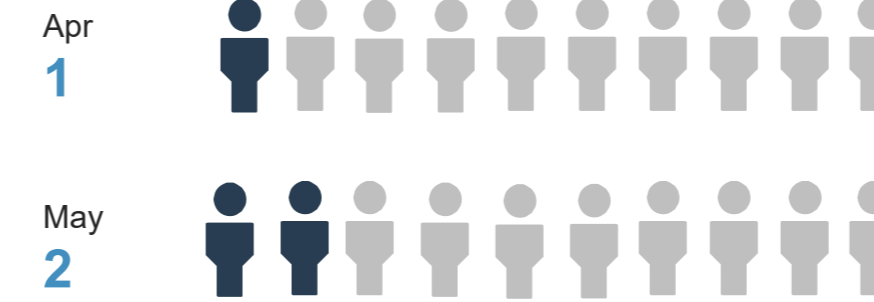
#### External recognition of AT in HSW e.g. awards

As an organisation, we strive to be thought leaders in safety. We regularly undertake or commission research, and sharing this information more widely to our partners and across the sector to drive behaviours could be considered a measure of success. We are currently working through the details on what specific criteria would need to be met to be added to this metric to enable consistent and relevant data is captured and shared.

This will be presented at the next board report.

### Leadership

#### # of leader walks conducted by Board and Executive Leadership Team



All scheduled Leadership Safety walks took place as planned for April and May.

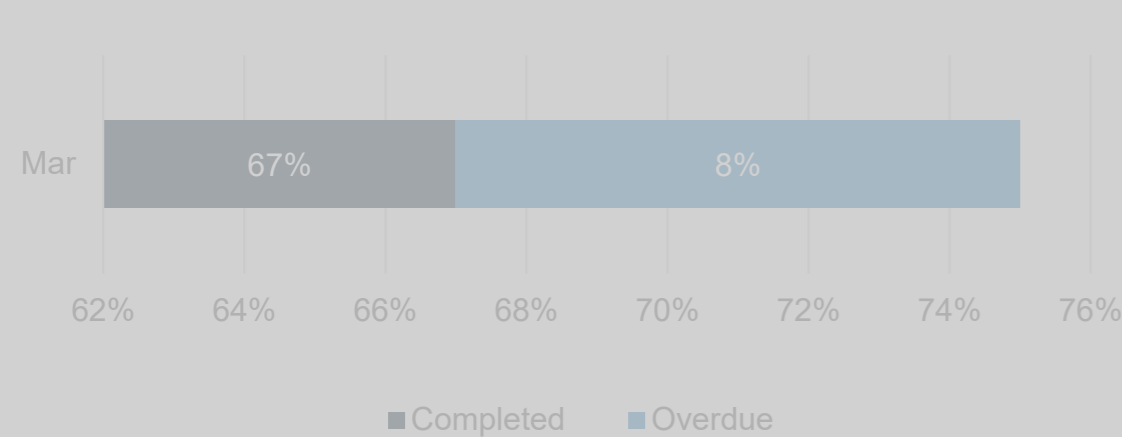
### Key Insights & Actions Required

The measures on this page are those that were identified as measures of success in developing the safety strategy. These measures have not been approved by the safety committee and need to be updated to be more quantitative so these metrics may change in future board reports.

Action	Owner	Due

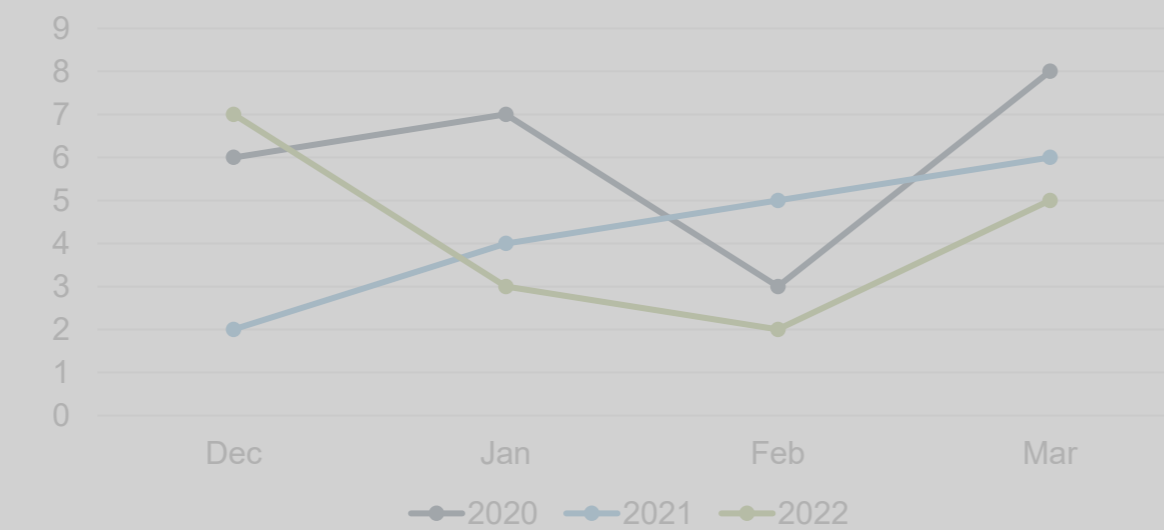
### Engagement

#### Safety Culture Check in Score



Process still being established. This measure could possibly come out of the Viewpoint survey results which is currently being completed company wide.

#### # of PCBUs reporting KPIs to AT



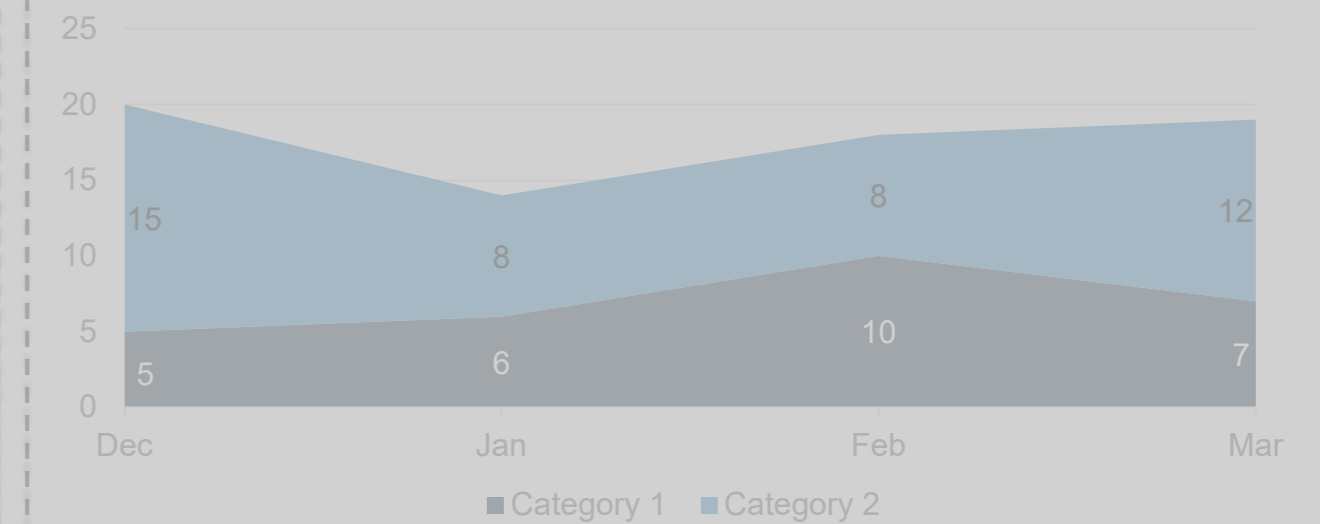
Need data for May

### Safe System

#### Vision Zero

Need to confirm what is covered in here

#### SMS audit (Van Sheik BIR)



Measure and process still to be determined.

# AT People HSW Performance Scorecard

**Dashboard information**

Date: June 2022

Prepared by: M Palalagi

Endorsed by: J Zoricich

**Key:**

- ≥ target
- Within 10% of target
- ≥ 10% below target

### Critical Risk Areas

# Number of critical risks identified and mitigated within vs. outside tolerance across business units

### Training & Development

88% % of worker safety training completed

Safety Leadership training

### Performance Indicators

- 0 Incident investigations o/s >21 days
- 8 H&S open cases by Business unit
- 5 Actual number of corrective actions overdue
- 159 Number of incidents reported
- 46 Number of hazards reported
- 27% Current H&S Culture Engagement score
- 8.85 Total Recordable Injury Frequency Rate (TRIFR) 6 month average
- 3.59 Lost Time Injury Rate (LTIFR) 6 month average
- 15 EAP usage
- 1 Number of active work-related ACC cases
- 1 Number of near misses reported
- 1 Number of high potential near misses and incident reported

### Assurance & Monitoring

- 9 Safe work observations completed
- 12 Number of H&S audits/reviews completed
- # Critical control verifications completed vs. planned

### Key Insights

This dashboard is still being refined and populated. The Safety Strategy is being refined with quantitative and qualitative measures before launch is planned in July. Indicators will be adjusted based on best practice and relative for the business complexity and reporting expected from AT people.

### Culture, Behaviour & Engagement

- 4 Number of positive safety conversations
- 1 Integrated Networks EGM carried out 1 Leadership Safety Walk in May. Target for EGMs: 1 a month.
- 0% % of H&S reps received training

### Actions Required

Action	Owner	Due
Closure of open cases and corrective actions	Jo Zoricich	Sept 2022
Executive Leadership walks to be scheduled	H&S Business Partners	Aug 2022

### AT Business Units Reporting vs Non Reporting

Jan 22

Feb 22

Mar 22

At risk business units:

- Business Unit Name
- Business Unit Name
- Business Unit Name
- Business Unit Name

**Dashboard information**

Date: June 2022  
 Prepared by: M Palalagi  
 Endorsed by: J Zoricich

**Key:**

- On track
- Watchlist
- At Risk

# Supplier HSW Performance Scorecard

## May 2022

### Reporting vs Non-reporting

### Key Insights

All Public Transport Operators are reporting; the data quality and improved coverage of KPI information remains a work in progress. The Safety team are due to meet with operators in late June to go through definitions and interim reporting with Public Transport Operators.

Physical Works data collection consistency and reporting process requires considerable focus. IN are progressing resourcing to support data improvement.

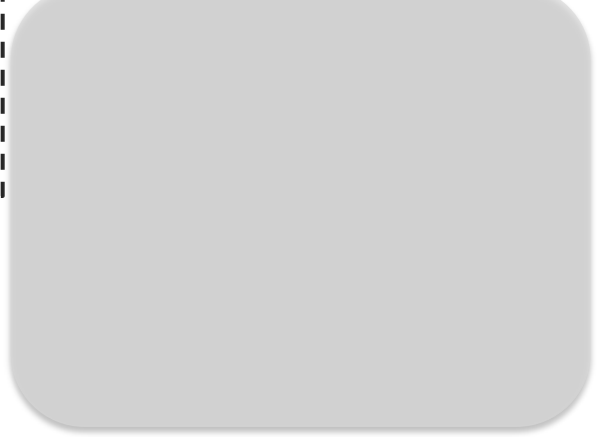
### Actions Required

Action	Owner	Due
Coverage of Integrated Networks data inclusion	Mickala Smith / Integrated Networks	August

### PT Operators

All Public Transport Operators are reporting; the data quality and improved coverage of KPI information remains a work in progress.

### Physical Work Contractors



### Physical Work Contractors

Contract Name	Performance Indicators							Critical Risk Areas		Culture, Behaviour & Engagement		Assurance & Monitoring		Training & Development		
	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 incidents reported e.g. if consequence is high or above	Total Recordable Injury Frequency Rate (TRIFR)	Lost Time Injury Rate (LTIFR)	Number of notifiable incidents 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
	#	#	#	#	#	#	#	#	#	#	#	#	#	#	#	#

### Public Transport Operators

Contract Name	Performance Indicators							Critical Risk Areas		Culture, Behaviour & Engagement		Assurance & Monitoring		Training & Development		
	Number of health and safety events reported relating to AT services	Number of event investigations outstanding relating to AT services	Number of corrective actions overdue relating to AT services	Number of hazards reported relating to AT services	Number of near misses reported relating to AT services	Number of high potential near misses and incidents reported e.g. if consequence is high or above	Total Recordable Injury Frequency Rate (TRIFR)	Lost Time Injury Rate (LTIFR)	Number of notifiable incidents to the NZ regulator relating to AT services	Number of health and safety events related to identified critical risks	Number of critical risk control verification undertaken by Operator	Number of PCBU forums lead by AT	Number of shared learnings across PCBUs (including subcontractors) relating to AT 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 Operator	Number of site inductions completed (incl. subcontractors) per month
AOR	775	7	53	17	12	12	1.44	1.44	17	N/A	N/A	0	0	0	7	
Fullers	6	0	0	30	16	0				N/A	N/A	1	0	0	0	11
Sealink	0	0	0	0	0	0				N/A	N/A	1	0	0	0	9
Belaire	0	0	0	0	0	0				N/A	N/A	1	0	0	0	9
NZBus	19	0	0	0	6	0				N/A	N/A	0	0	0	14	18
GoBus	11	0	0	0	5	6				N/A	N/A	0	0	0	3	10
Ritchies	20	0	0	0	1	0				N/A	N/A	0	0	0	2	0
Ritchies Murphy's	12	0	0	0	3	0				N/A	N/A	0	0	0	1	0
H&E	13	0	0	0	3	0				N/A	N/A	0	0	1	1	11
Pavlovich	4	0	0	0	1	1				N/A	N/A	0	0	0	5	5
Tranzit	3	0	0	0	0	0				N/A	N/A	0	0	0	1	0
Waiheke Bus										N/A	N/A					
Bayes	2	0	0	0	1	0				N/A	N/A	0	0	0	0	0



## 1.1 AT People & Public

- 1.1 AT People

## AT People - Critical Risk

### Key Highlights

- Violence and aggression (7) and Anti-social behaviour (6) by members of the public continue to be the greatest risk to AT People, with thirteen reports during May.
- There have been a slight increase in low risk increase for slips trips and falls. This is to be expected with the winter months impacting ground conditions at out sites.
- The large increase in overall reporting could be associated with increased safety conversations occurring across the business and an increase in AT controlled public transport facilities use.
- The large increase in reporting is a positive sign for AT and should be encourage amongst all staff.
- The two critical incidents were:
  - A man found discased in his dingy by a member of the public and notified to AT staff
  - A female member of the public was following a male member of the public with a knife.

### AT People Critical Risks

1. **Violence, Threats & Aggression** - There were sixteen reports of violence and aggression (including 9 reports of antisocial behaviour) toward AT staff. This is a large increase on the previous month.
2. **Working inside or outside of a vehicle on our network** – No incidents reported for May 2022
3. **Exposure to Psychological Harm** - No incidents were reported for May 2022.
4. **Exposure to Infectious Diseases** - No incidents were reported for May 2022.
5. **Working on an operational site** - No incidents were reported for May 2022
6. **Lone and remote working** - No incidents were reported for May 2022.

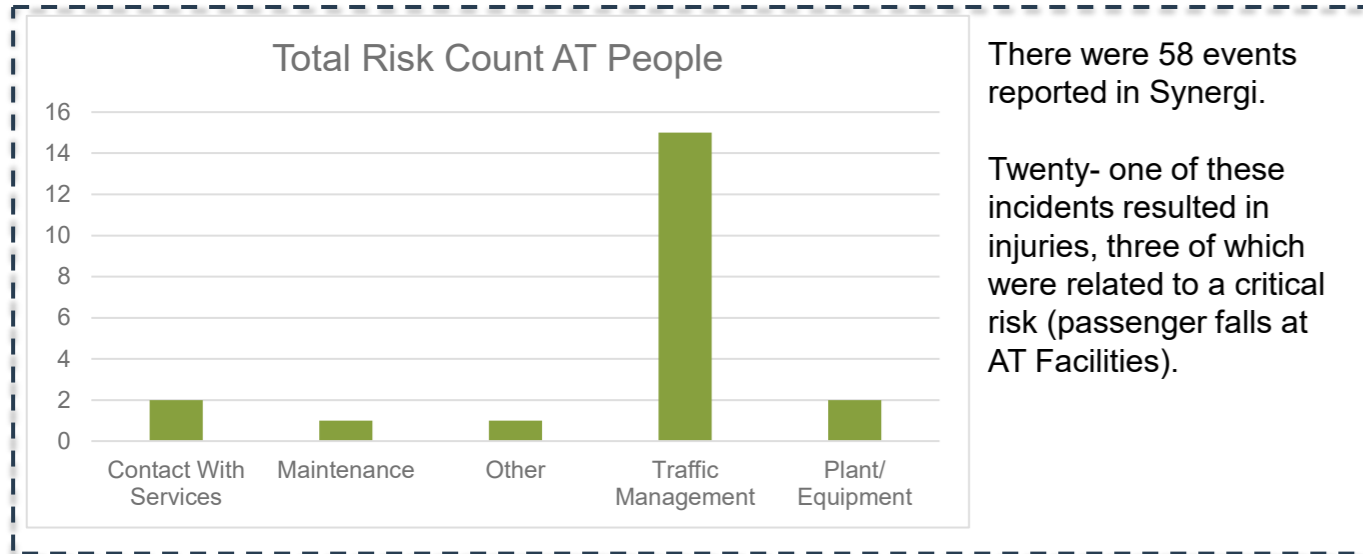
		Likelihood				
		1 Rare. May occur once in 20 years	2 Unlikely. May occur once in 5-20 years	3 Possible. May occur in 2-5 years	4 Likely. May occur in the next 2 years	5 Almost certain. May occur this year
		A	B	C	D	E
Consequences	Extreme	0	0	0	0	0
	Major	1	0	0	1	0
	Moderate	0	2	8	0	0
	Minor	0	4	5	0	0
	Insignificant	0	5	0	0	0



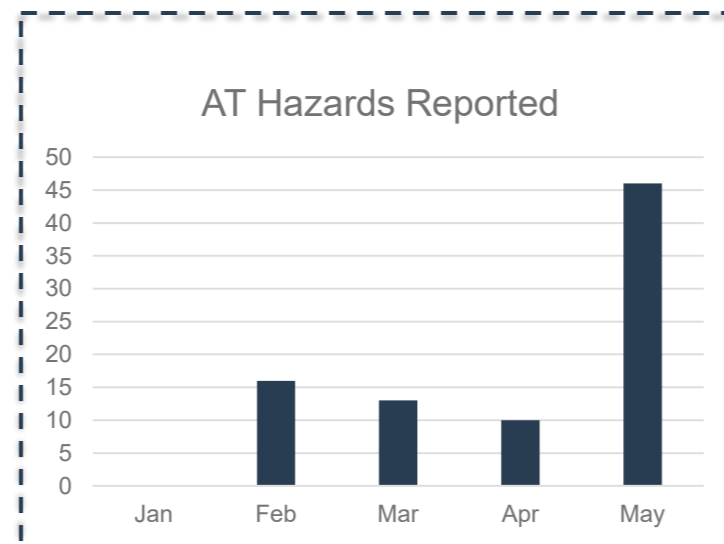
# AT People & Public – detailed dashboard

## Performance Indicators

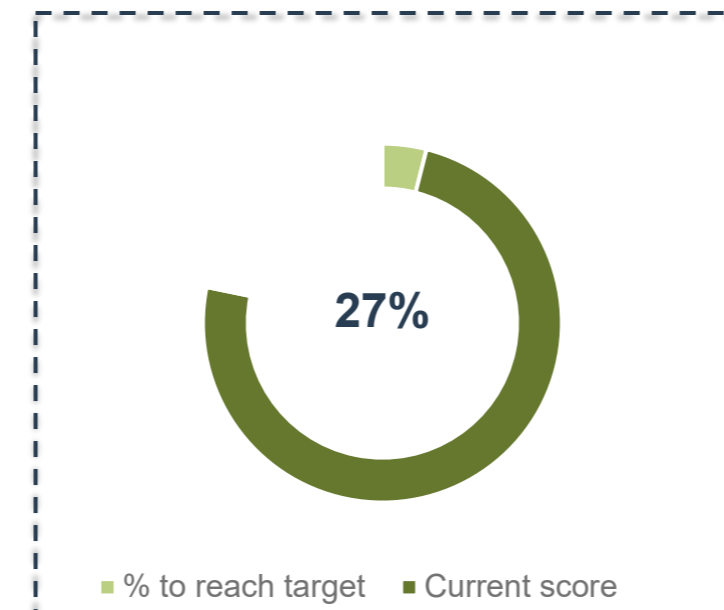
### Number of health and safety events reported relating to AT employees & Public



### Number of hazards reported relating to AT employees



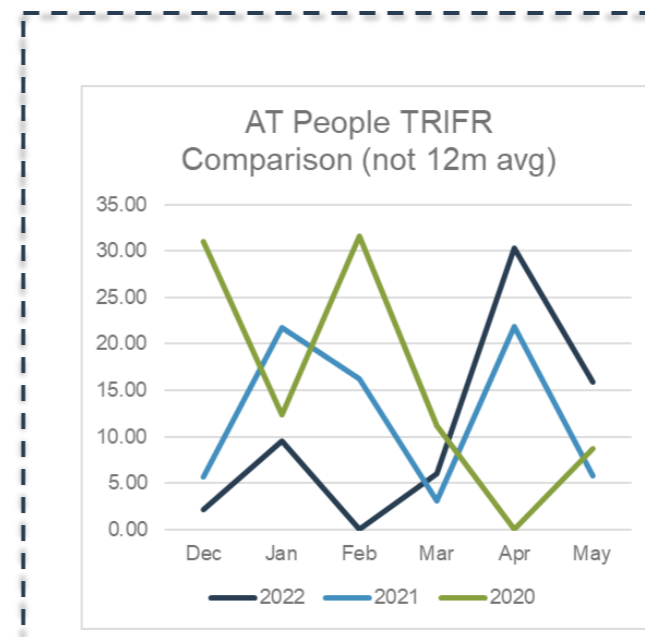
### Current health and safety culture engagement score



AT currently sits in the reactive quadrant of the Dupont Brady Curve.

NB: The DuPont™ Bradley Curve™ from DSS is a proven, proprietary system to benchmark safety and help achieve an effective safety culture. The DuPont™ Bradley Curve™, a proven, proprietary system, helps clients comprehend and benchmark their journey to world-class safety performance.

### Total Recordable Injury Frequency Rate (TRIFR)



The increase and change in TRIFR score is due to AT moving from measuring TRIFR from 200,000-man hours to 1,000,000-man hours.

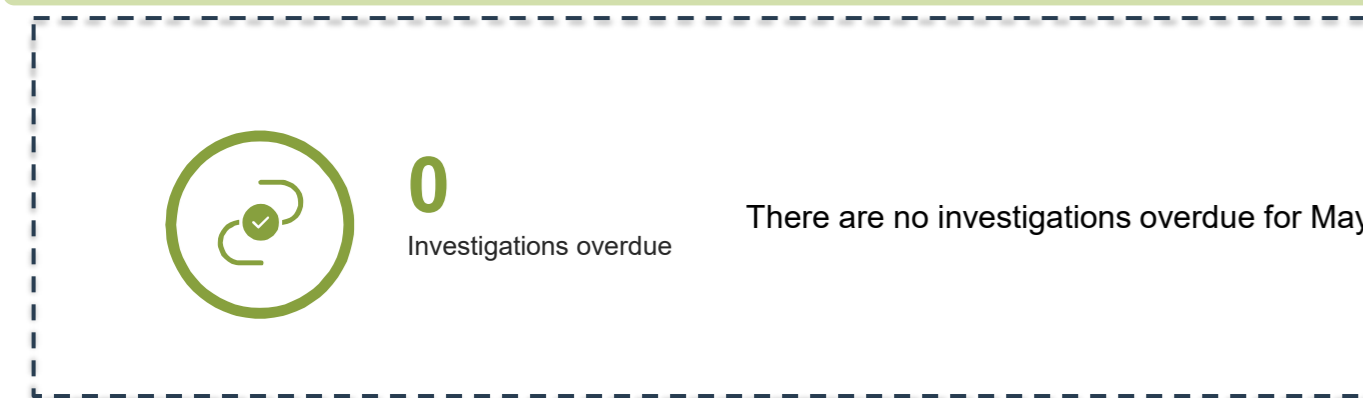
This shift aligns AT with other companies of a similar size and enable AT to benchmark itself against them.

### Key Insights & Actions Required

- Antisocial Behaviour, and Violence and Abuse continue to account for the largest number of reported incidents for AT People. Critical controls are currently being worked through for implementation across the relevant AT business units.
- The Safety Enablement Team are undertaking a Risk Profiling Project which will result in individual business unit risk registers and an enterprise risk register. These risk registers will enable the Safety Enablement team to understand and provide targeted support to individual business units.

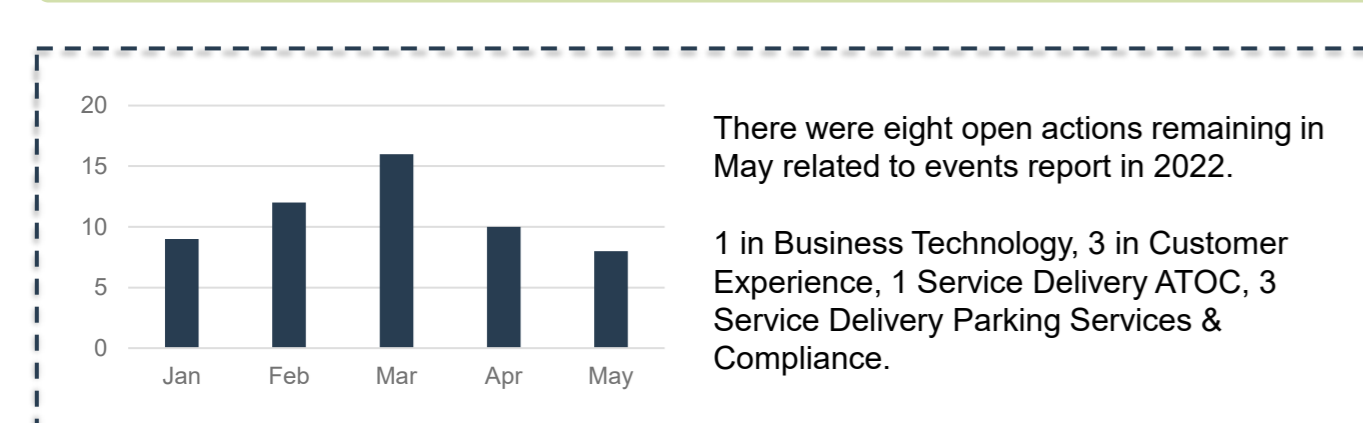
Action	Owner	Due
Event management and learning review change management (enabled by Synergi)	Reezelle Da Silva	Mid-June
Risk Profiling Project	Jo Zoricich	November 2022

### Number of health and safety event investigations outstanding relating to AT employees

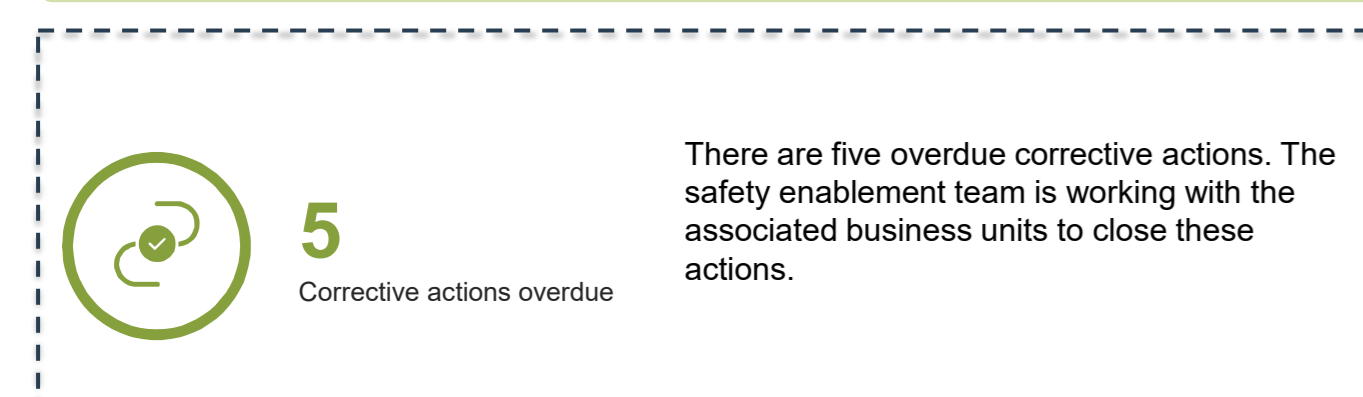


- Anti-social Behavior 13
- Bus Operations 1
- Ergonomic 1
- Ferry Operations 1
- Maintenance 2
- Noise 1
- Other 4
- Slip, trip, fall 1
- Staff welfare 1
- Traffic Management 16
- Trespass 1
- Vehicle Incident 4

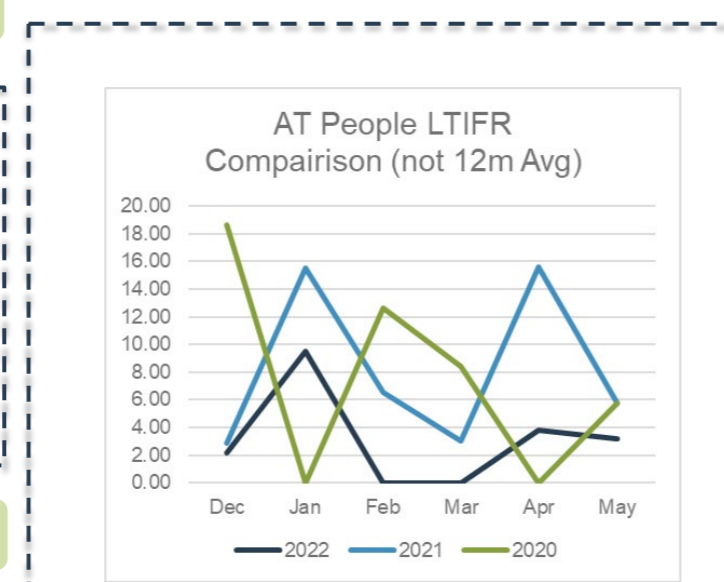
### H&S event reports open by Business Unit



### Number of corrective actions overdue relating to AT employees



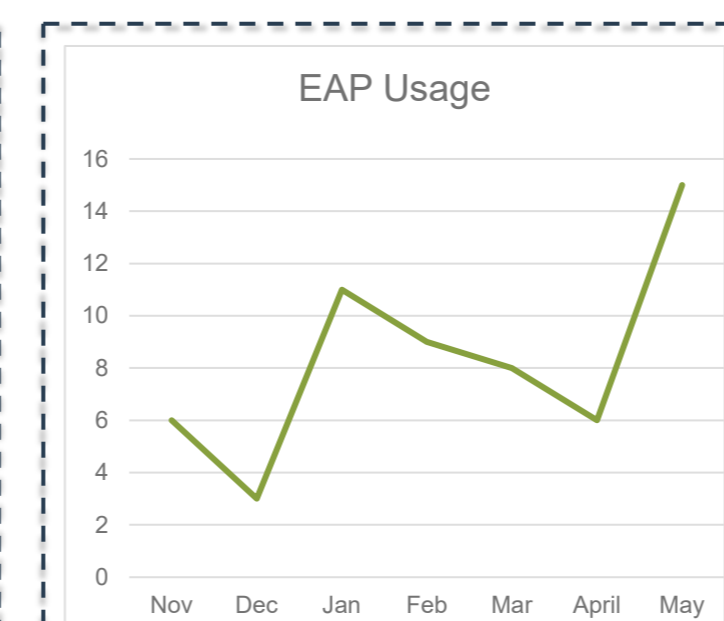
### Lost Time Injury Rate (LTIFR)



There continues to be an overall trend in a reduction in Lost Time Injury Frequency Rate (LTIFR) for AT employees.

There was one lost-time injury in May that was as a result of a slip, trips and falls.

### EAP usage



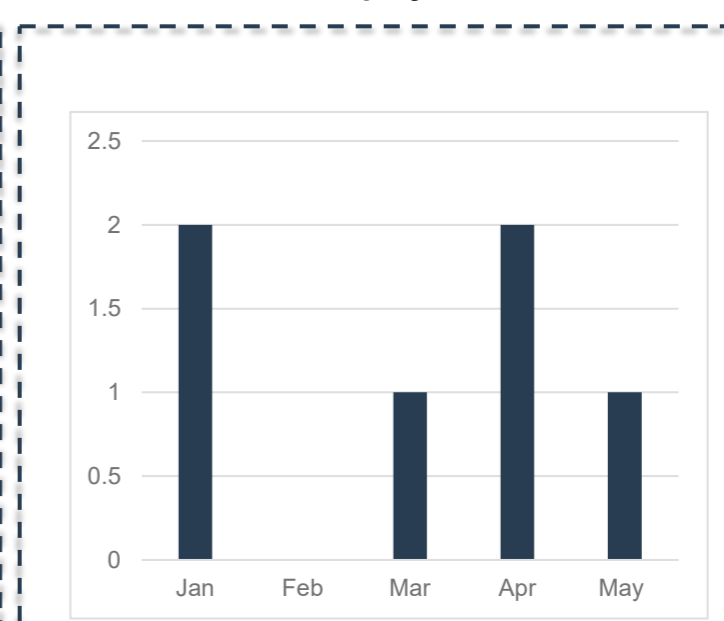
This graph shows EAP referrals for the last seven months. We are currently unable to give more details on the cases.

### Number of active work-related ACC cases



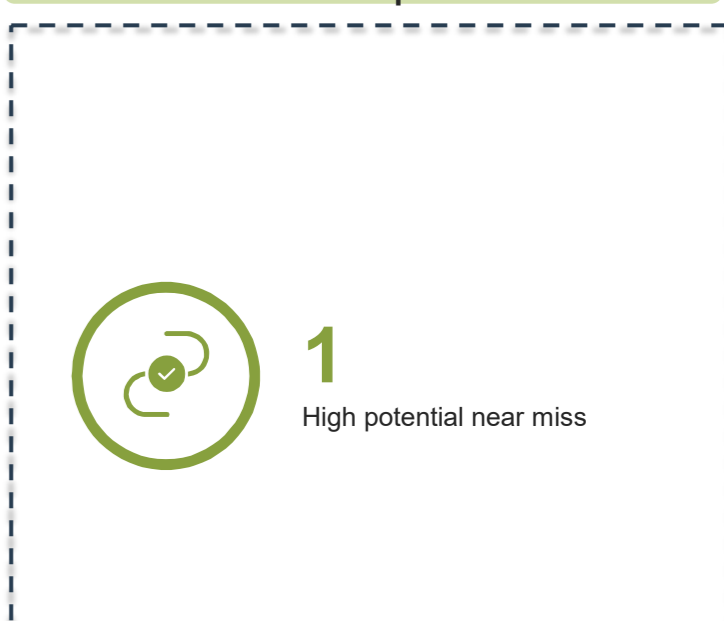
There is one active ACC cases for May. A parking officer injured the ligaments in his leg whilst on duty. The parking office has currently been signed off work, however alternative duties are being investigated.

### Number of near misses reported relating to AT Employees



There was one near misses reported in May for AT People.

### Number of high potential near misses and incident reported

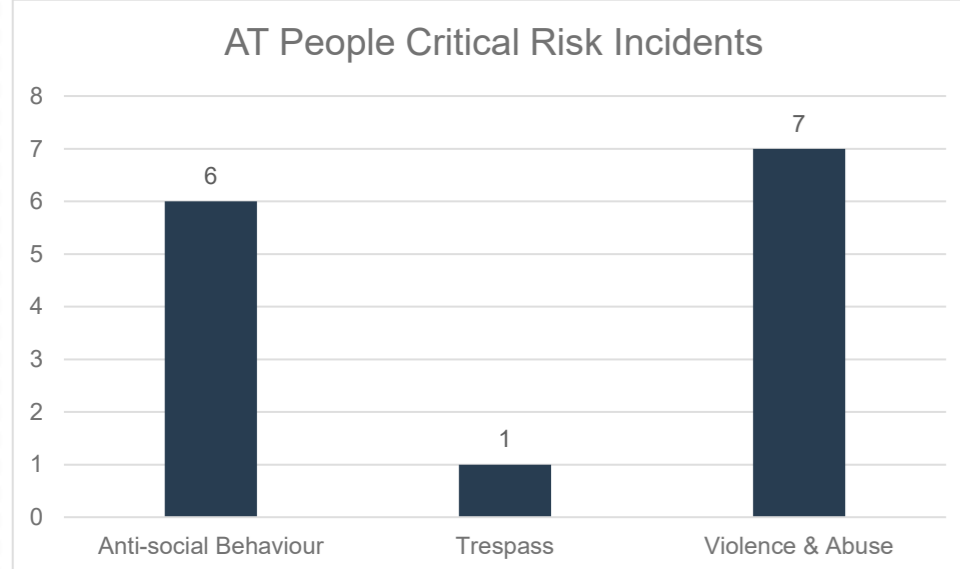


The high potential near miss in May related to a member of the public crossing railway tracks at Henderson

# AT People – detailed dashboard

## Critical Risk Areas

### Number of health and safety events related to identified critical risks



Antisocial Behaviour, and Violence and Abuse continue to account for the largest number of reported incidents for AT People

### AT People Critical Risks - Key Insights & Actions Required

Action	Owner	Due
Begun Review Workshops with bowtie workshop participants	EGM	May Complete
Risk Owner (EGM) Workshop booked for July 22	AT Critical Risk Lead	May Complete
Readjusting Bow ties after Review Workshops	AT Critical Risk Lead	June
Begin planning Control Implementation Plan	AT Critical Risk Lead	June

## Assurance & Monitoring

### Safety Leader walks completed by BU



Two Leadership Safety Walks took place on the 2<sup>nd</sup> and the 12<sup>th</sup> of May as Planned.

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

**12**  
Safety Assurance Activities

12 safety assurance activities were completed for May.

NB. Assurance activity was limited due to operational constraints

### Key Insights & Actions Required

Critical risk Bow Tie Review workshops have begun. These ensure the bow ties reflected the first workshop input and gather control priorities from workers, which in turn will compile the critical risk Control Implementation Plan.

Action	Owner	Due
Build Safety Assurance Tools	Safety Assurance Lead	30 June 2022
Building an assurance plan around our AT people	Safety Assurance Lead	30 June 2022

## Culture, Behaviour & Engagement

### Number of positive safety events reported



There were no positive safety events reported.

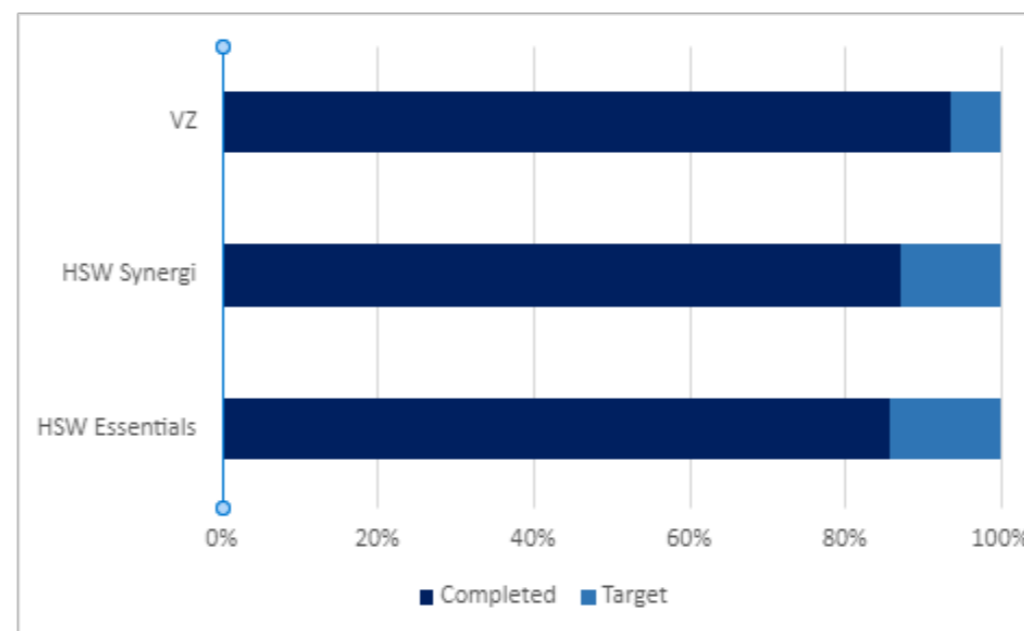
### Key Insights & Actions Required

Extension of Safety Leadership Training to Positively affect Safety Culture throughout Leaders at AT. By linking the Safety perception survey results (2021) with Safety Leadership Training we have raised awareness of positioning on the Bradley curve and the therefore the importance of Leaders, Leading Safety.

Action	Owner	Due
BP's to continue & complete Pilot programme within CX & SD.	BP's	End of June

## Training & Development

### % of training completed vs. overdue



87.3% of staff have completed the H&S reporting in Synergi module and 85.74% have completed the HS&W essentials module. 93.47% of staff have completed the Vision Zero module

### Key Insights & Actions Required

Within the one-day CX Safety Leadership Pilot there was a clear shift amongst the extended leadership team of 14 from Safety as compliance to Safety as a line led function & leaders need to empower workers. This was evident through storytelling, showing vulnerability and planning for success. To shift this mindset within our leadership group will be a powerful tool for us to change attitudes and behaviours toward Safety across the Business.

Action	Owner	Due
BP's to continue & complete Pilot programme within CX & SD.	Safety BP's	June

### Number of Learning Reviews



No learning reviews have been undertaken in May for AT people. AT are involved in the Maritime Project – Cruise ship return Learning Review being undertaken by Learning Teams Inc.

### Safety Leadership training

CX workshop pilot completed in May (and extended for an additional ½ day)

## 1.2 Public Transport Contractors

- 1.2 Public Transport Contractors

# Public Transport - Safety Critical Risk

## Key Highlights

There were two vehicle incidents of concern

- Cyclist v Bus. Prior to the event, cyclist were intoxicated and observed “wobbling” on their bikes prior to the incident. This was a notifiable event.
- Traffic violation by bus drivers

There was a large amount of vehicle incidents (47) this month and this should be investigated to ensure that this is addressed by the PT Operators

AOR had 17 notifiable incidents to Waka Kotahi – the notifiable incidents under the Waka Kotahi framework for Rail regulation include, vandalism (predominantly graffiti), animal collision, barrier arm collision and assault.

## Public Transport Critical Risks

- 1. Motor Vehicle Accident** - there were 47 incidents involving vehicles in May, five resulted in injuries; one of which was a WorkSafe NZ notifiable incident
- 2. Terrorism** – there were no incidents involving terrorism
- 3. Fall from heights** – There were two separate incidents involving customers falling that resulted in minor injuries.
- 4. Confined spaces** - there were no incidents involving confined spaces
- 5. Violence towards staff** – there were 15 incidents of aggression toward workers. None resulted in a reported injury
- 6. Exposure to hazardous substances** - there were no incidents involving exposure to hazardous substances
- 7. Traffic management** – there were no incidents of traffic management issues
- 8. Drowning** - there were no drownings reported in the month of May
- 9. Contact with services** – there were no instances of contact with services

		Likelihood					
		1 Rare. May occur once in 20 years	2 Unlikely. May occur once in 5-20 years	3 Possible. May occur in 2-5 years	4 Likely. May occur in the next 2 years	5 Almost certain. May occur this year	
		A	B	C	D	E	
Consequences	Extreme	5	0	0	0	0	0
	Major	4	0	0	2	0	0
	Moderate	3	2	10	70	6	0
	Minor	2	0	6	2	1	0
	Insignificant	1	1	0	0	0	0

# Public Transport Operators – detailed dashboard

## Key Insights & Actions Required

All Public Transport operators reported for the month of May

### Notable significant events (April and May):

- Pedestrian fatality on 5 April when AT Metro bus in service on route 70 hit pedestrian who stepped out in front of the bus on Ti Rakau Drive, East Auckland. Incident was investigated by the Police and outcome is yet to come. Bus driver was supported by operator and cooperated with Police investigation.
- Bus driver was physically assaulted on 22 April by passengers who boarded Tamaki Link bus in error and were not happy bus not going where they intended to travel.
- Bus driver was assaulted with an umbrella by group of four intoxicated teenagers.
- On 21 May a fight broke out between two passengers on the bus on route 70 to Britomart. Police attended and passengers were transferred to another bus to enable full police investigation.
- On 7 May a cyclist overtook a bus at the junction of Fourth Ave & Waiheke Road. The cyclist collided with the front of the bus and subsequently was trapped underneath it. Emergency services were called, and the cyclist was taken to hospital. The cyclist was released from hospital on 9 May 2022.

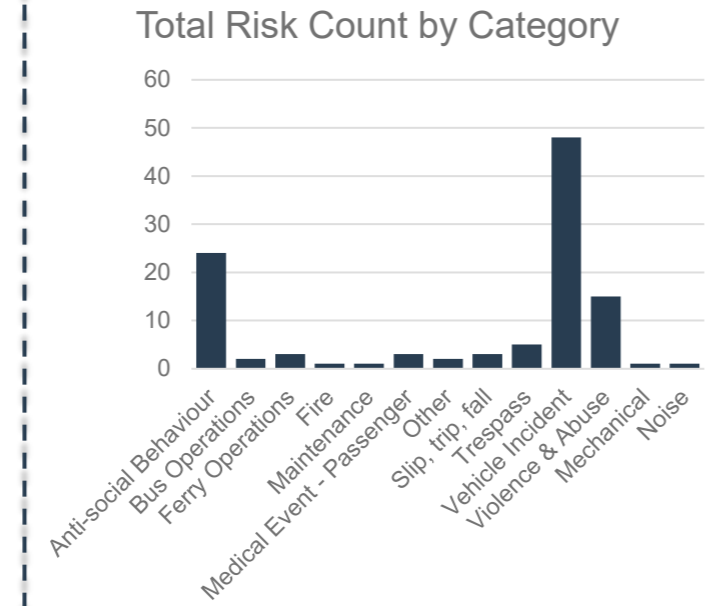
### AOR points of interest:

- A substantial increase in the number of incidences being reported month on month. This can be attributed to several factors including;
  - Increased patronage
  - One system for reporting
  - Defect reporting of assets (rolling stock), and the ongoing training in incident reporting
  - Every instance of fare evasion is recorded as an event.

Action	Owner	Due
Integrated Networks to submit the data from PT operators for the 7 <sup>th</sup> of the month.	Darek Koper	July
AT safety team to follow up on learnings opportunities following the events	Jo Z	June
Ensure our PT operators are reporting near misses.	Darek Koper	June

## Performance Indicators

### Number of health and safety events reported relating to AT services



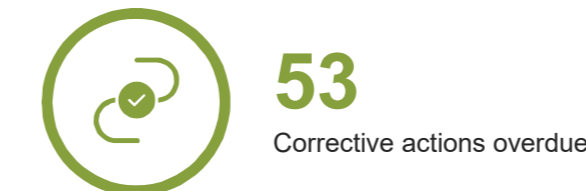
There were 101 health and safety events reported by PT Ops in Synergi in May, of these, 69 fall under the critical risk categories.

### H&S event reports opened



There were 101 health and safety events reported by PT Ops in Synergi in May; AOR reported a total of 775 incidents which are not recorded in Synergi.

### Actual number of corrective actions overdue relating to AT services



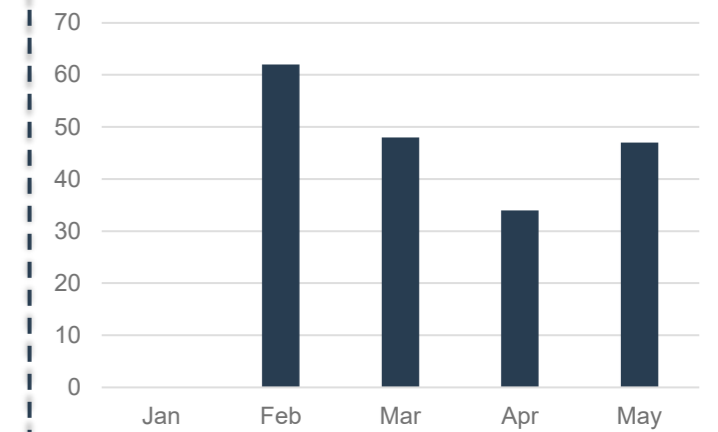
AOR reported 53 corrective actions overdue relating to AT services for the month of May.

### Number of event investigations outstanding relating to AT services



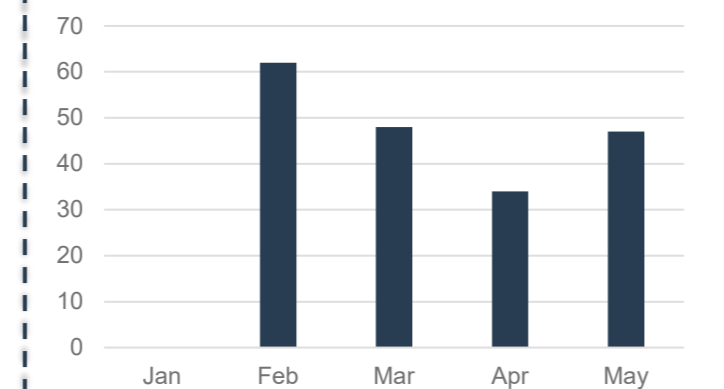
AOR reported 7 investigations are outstanding for May.

### Number of hazards reported relating to AT services



There were 47 hazards reported in Metro in the month of May; AOR 17 and Fullers 30.

### Number of near misses reported relating to AT services



47 near misses were reported in Metro in May.

### Number of high potential near misses and incidents reported



There were 19 potential near-misses reported in Metro.

### Total Recordable Injury Frequency Rate (TRIFR)

The TRIFR information currently being provided for the PT Operators is not in the same format as the chart produced by the H&S Team.

The base data to allow the chart to be produced by the H&S Team is not available at this stage.

The chart will therefore not be produced until compatible data can be sourced.

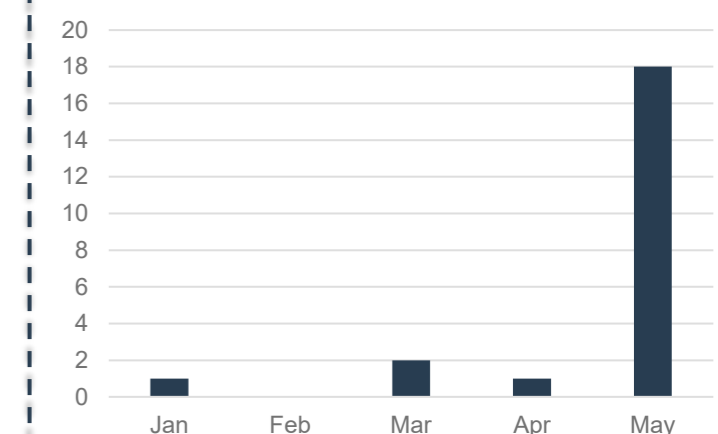
### Lost Time Injury Rate (LTIFR)

The LTIFR information currently being provided for the PT Operators is not in the same format as the chart produced by the H&S Team.

The base data to allow the chart to be produced by the H&S Team is not available at this stage.

The chart will therefore not be produced until compatible data can be sourced.

### Number of notifiable incidents to the NZ regulator relating to AT services



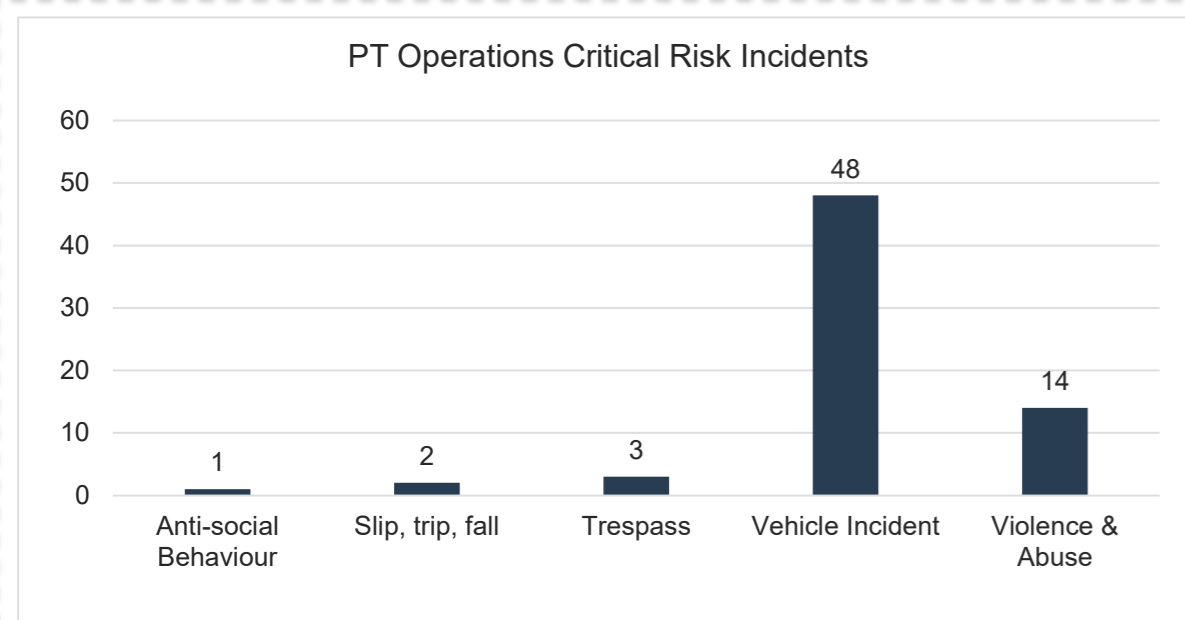
There was a single bus notifiable event in May relating to a Bus v Cyclist reported by the Waiheke Bus Company.

AOR reported 17 event notified to the rail regulator (Waka Kotahi), these related predominantly to vandalism.

# Public Transport – Overall detailed dashboard

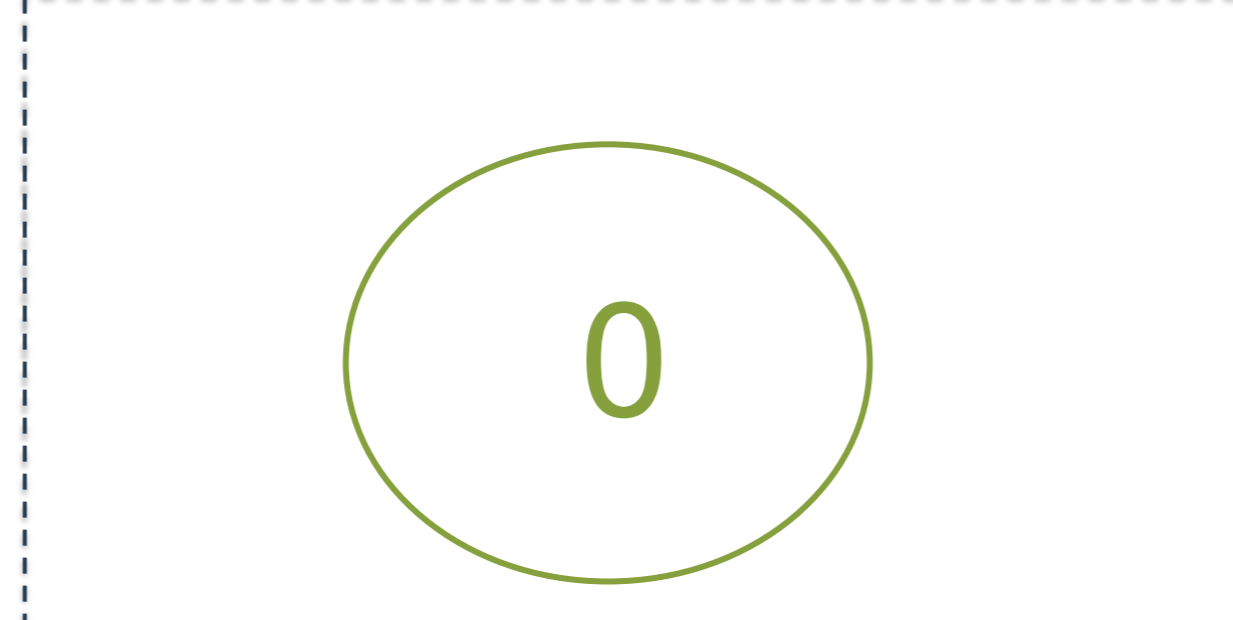
## Critical Risk Areas

### Number of health and safety events related to identified critical risks



Vehicle incidents continue to be the largest reported incidents for the Public Transport Operators

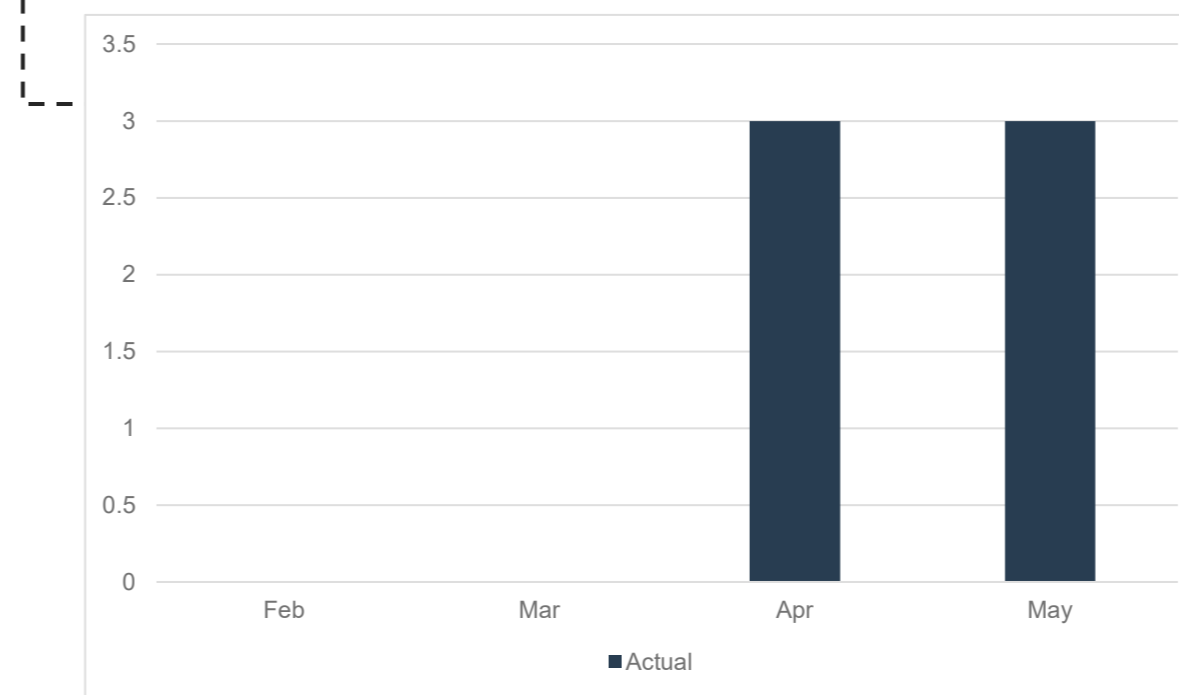
### Number of critical risk control verification undertaken by Operator



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

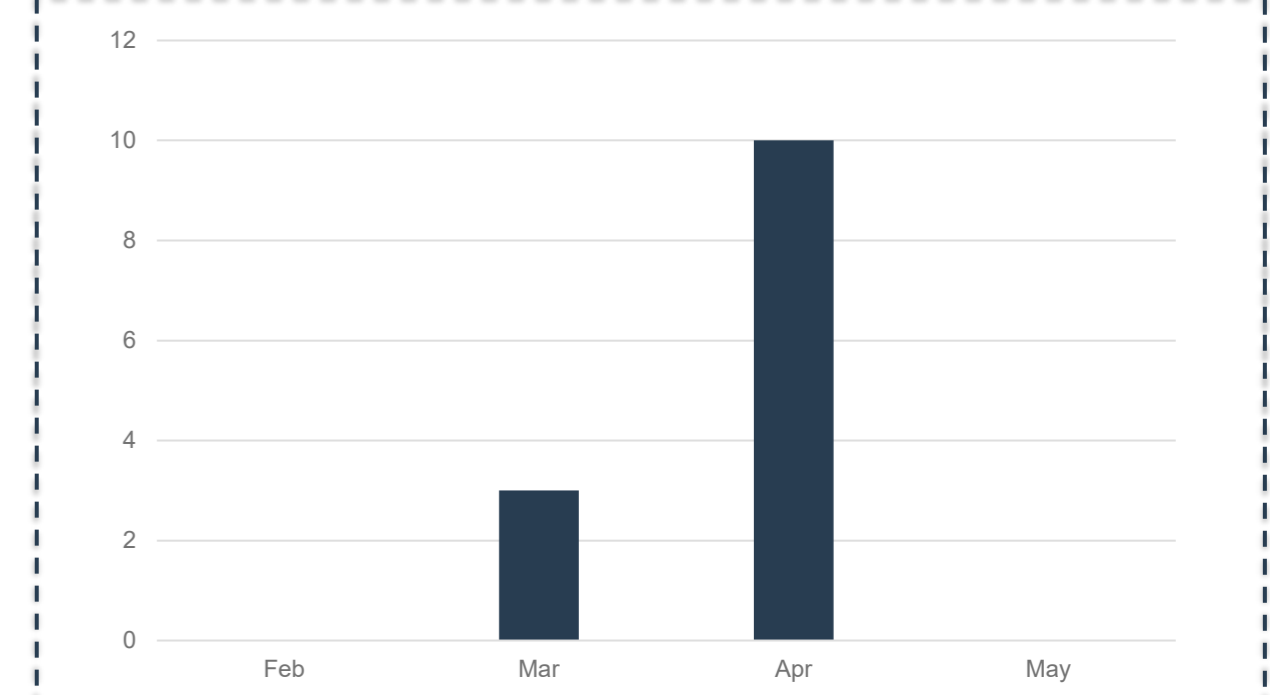
## Culture, Behaviour & Engagement

### Number of PCBU forums lead by AT



There were three PCBU forums conducted in May

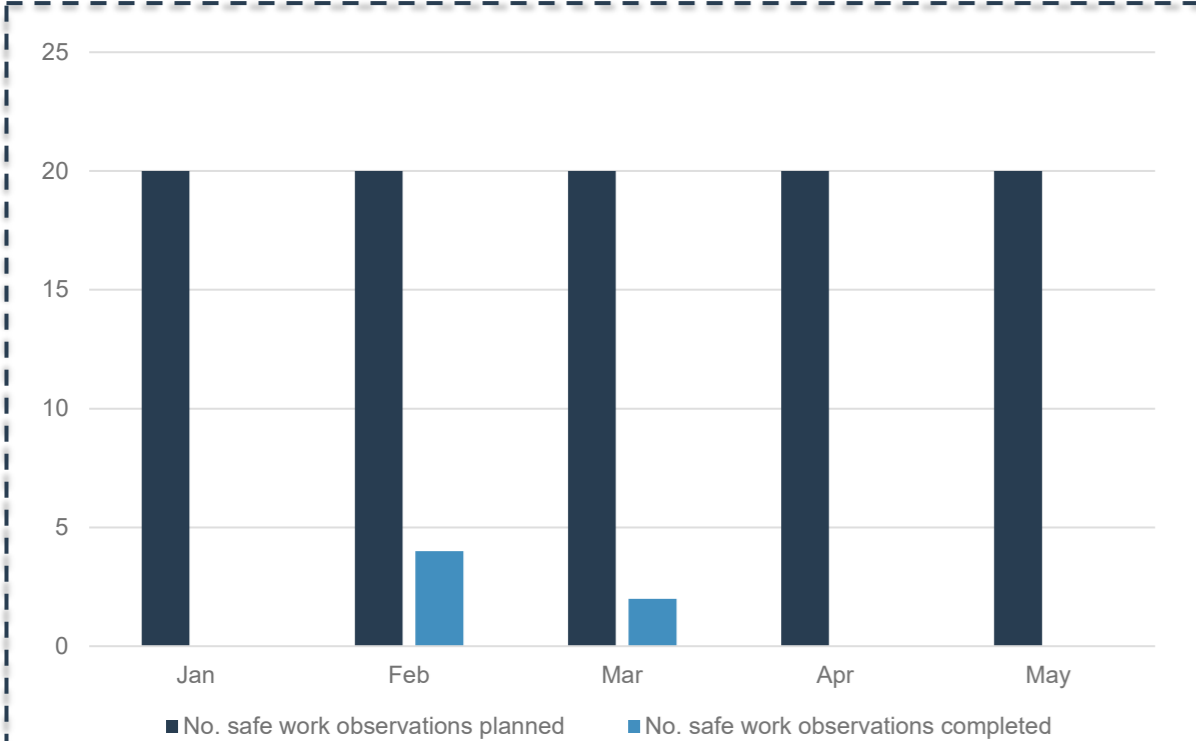
### Number of shared learnings across PCBUs (including subcontractors) relating to AT services (to be completed by Safety team)



There were no shared learnings reported for May

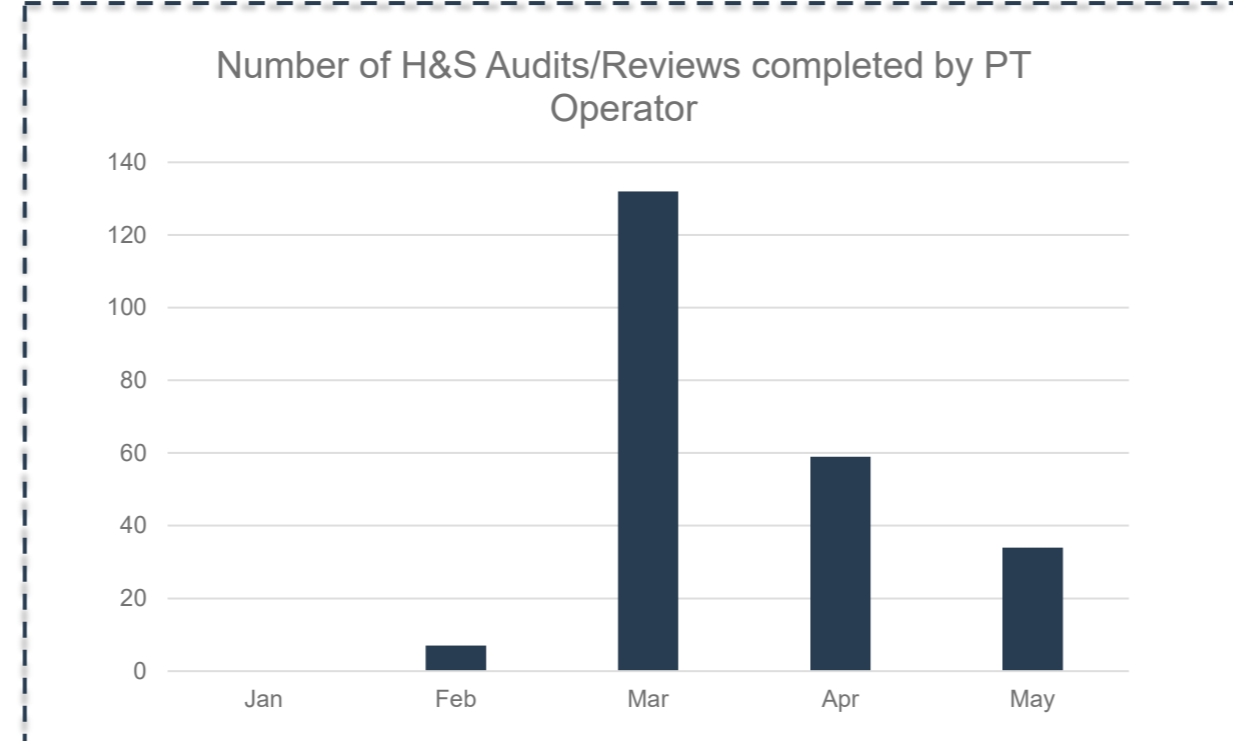
## Assurance & Monitoring

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



No Safety Leadership walks were completed by PT Ops in May

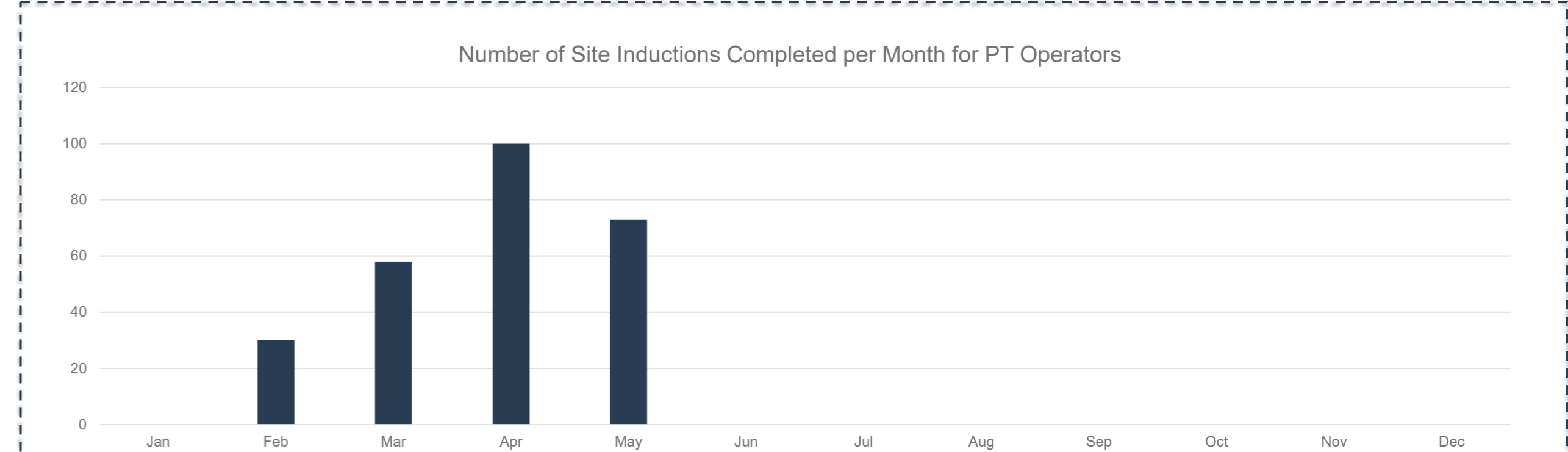
### Number of health and safety audits or site reviews completed by Operator



There were 34 audit reviews completed by operators across the network in May

## Training & Development

### Number of site inductions completed per month for PT Operators



There were a total of 73 people inducted in May. Note that this does not include the data reported by Ritchies and Ritchies Murphy's, who enter a total number of hours inducted rather than total number of people inducted.

## **1.3 Physical Works Contractors**

# Physical Works Contractors -Safety Critical Risk

## Key Highlights

- An underground telecommunications cable was struck whilst lifting up concrete footpath. (CR7)
- CAT Roller slipped off the road, whilst stuck, the roller operator tried to reverse the Roller to a more firmer position on the road when the steel drum slipped further around and faced front first down the bank – Conditions on the road was slippery and wet (CR8)
- Grader reversing caught the Roller with the blade, bent the bracket on the blade (CR8)

### Medium Risk Incident to note

Legacy Construction had recently closed of works and handed site operational to facilities. Glass Sliding Door shattered when Fullers Project Manager opened the door. Concerns had been raised around door and the Safety Team were enroute to inspect when the door shattered while in operation prior to safety teams arrival. First Aid was administered on site for cut to hand via a member of the Safety Team.

## Physical Works Critical Risks

1. **Working in a traffic environment** – there were no incidents reported as critical risks for working in a traffic environment. There were 16 reports that were Safety observations about the Traffic Management plans vs the actual running of the sites.
2. **Working in a live operating rail environment** - there were no incidents reported as critical risks for operating in the rail environment
3. **Working outside** - there were no incidents reported as critical risks for working outside
4. **Assault towards team members, threats of mental or physical harm** - there were no incidents reported as critical risks for assaults
5. **Confined spaces** - there were no incidents reported as critical risks for confined spaces
6. **Working at heights** –there were no incidents reported as critical risks for working at height
7. **Live services** - one incident reported as critical risks for utility service.
8. **Working around moving machinery** – two incidents reported as involving moving machinery
9. **Working near or over water** – there were no incidents reported as critical risks for working near or over water
10. **Chemical soils and handling hot materials** - there were no incidents reported as critical risks for chemicals, or hot materials
11. **Suspended loads** - there were no incidents reported as critical risks for suspended loads
12. **Manual handling tasks** there were no incidents reported as critical risks for manual handling incidents
13. **Presence of a person under the influence of alcohol, prescription drugs or illicit drugs** - there were no incidents reported as critical risks for drugs or alcohol
14. **Driving** – there were no incidents reported as critical risks for driving.

		Likelihood					
		1 Rare. May occur once in 20 years	2 Unlikely. May occur once in 5-20 years	3 Possible. May occur in 2-5 years	4 Likely. May occur in the next 2 years	5 Almost certain. May occur this year	
		A	B	C	D	E	
Consequences	Extreme	5	0	0	0	0	0
	Major	4	0	3	0	0	0
	Moderate	3	0	1	0	0	0
	Minor	2	0	10	1	0	0
	Insignificant	1	0	0	0	0	0



# Physical Work Contractors – Overall detailed dashboard

## Key Insights & Actions Required

The information contained in this physical works section was sourced from Synergi and a selection of reports provided directly via contractors..

### Physical Works contractors' reports reviewed for the month of May:

- Higgins – Park & Ride Warkworth
- Lite Civil Ltd - Hoani Waititi Marae Carpark and Access
- TSL Group - Orewa Boulevard Stage 3 Construction
- Wharehine – Matakana Link Road

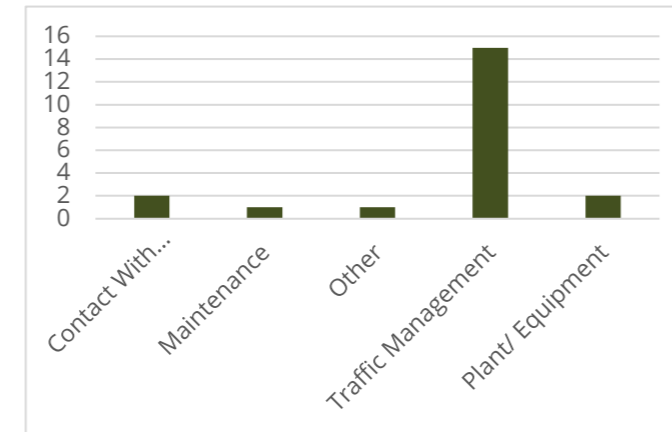
### Infrastructure Project Delivery Live construction site Audits

May 2022					
	Construction	Investigation & Design	Local & Safety Projects	PT, Facilities & Structure	Total
Live Sites	9	1	24	12	46
Audits	36	1	46	13	96

Action	Owner	Due
Integrated Networks to submit the data from physical works contractors for the 7 <sup>th</sup> of the month.	David Nelson Allan Wallace	July
AT safety team to follow up on learning opportunities following events reported	Jo Z	June
Ensure our physical works contractors are reporting as per requirements.	David Nelson Allan Wallace	July

## Performance Indicators

### Number of health and safety events reported relating to AT worksites



23 health and safety events were reported in Synergi in May inclusive of Physical Works (7) and TMP (16)

**Maintenance Worksites** (not captured in graph due to missed deadline, data provided separately to Synergi.)

- 48 Events
- 15 Hazard Observations

### H&S event reports open

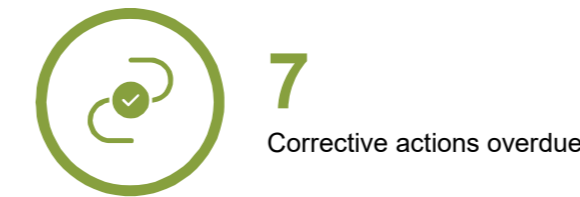


Information for open cases extracted from Synergi (only).

**Physical Works** Of 7 cases reported, 5 were closed out for the month of May. No high risk or critical risk cases were reported

**TMP:** 8 cases reported and remain open

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



**Physical Works:** Two corrective actions in progress and are related to the Two open cases

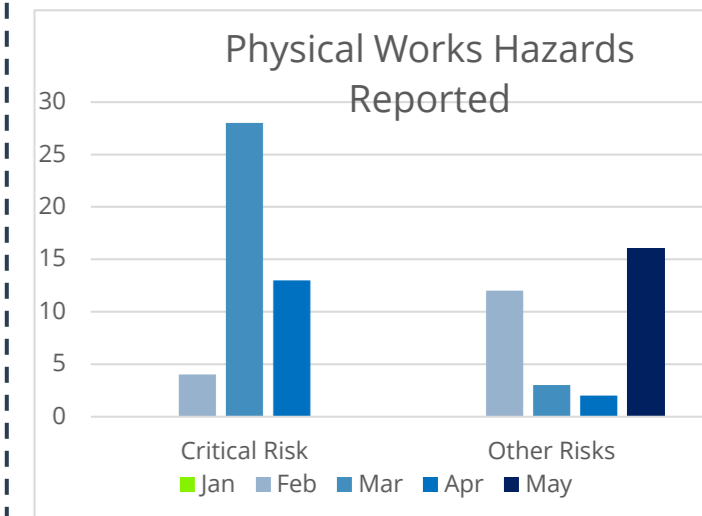
**TMP:** Five corrective actions overdue out of 16 cases reported

### Number of event investigations outstanding relating to AT worksites



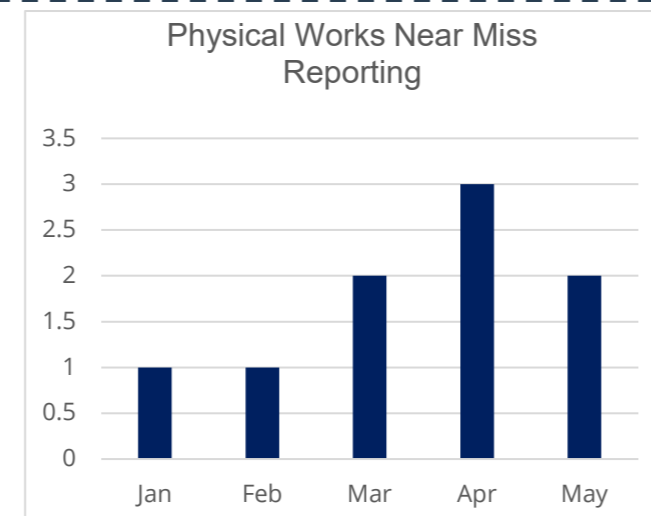
Incident: Glass Sliding Door shattered  
Investigation Status: Complete with door installation remediation including additional safety measures with alloy glides and stoppers installed.

### Number of hazards reported relating to AT worksites



There were no hazards relating to critical risks reported in Synergi for Physical Works in May.

### Number of near misses reported relating to AT worksites



The above chart relates to the information in Synergi. There were two reports in Synergi for May.

### Number of high potential near misses and incidents reported



There were no high potential near misses reported in Synergi in May

### Total Recordable Injury Frequency Rate (TRIFR) Panel one by Contractor

There was significant under reporting for the AT PW group. This has made it impossible to provide accurate data and graphing for the month of may, and thus the figures have been omitted from this report.

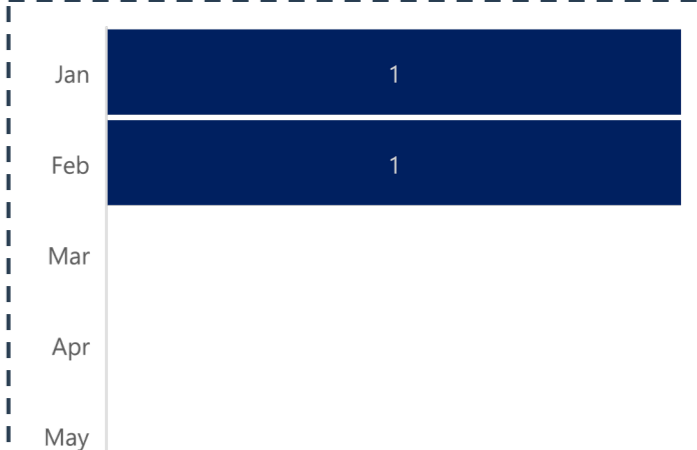
The health and safety team are working with IN to facilitate better reporting.

### Lost Time Injury Rate (LTIFR)

There was significant under reporting for the AT PW group. This has made it impossible to provide accurate data and graphing for the month of may, and thus the figures have been omitted from this report.

The health and safety team are working with IN to facilitate better reporting.

### Number of notifiable incidents to the NZ regulator AT worksites



There were no notifiable incidents reported in Synergi for May

# Physical Work Contractors – Overall detailed dashboard

## Critical Risk Areas

### Number of health and safety events related to identified critical risks



There were no critical incidents reported by the AT PW group in the month of May in Synergi

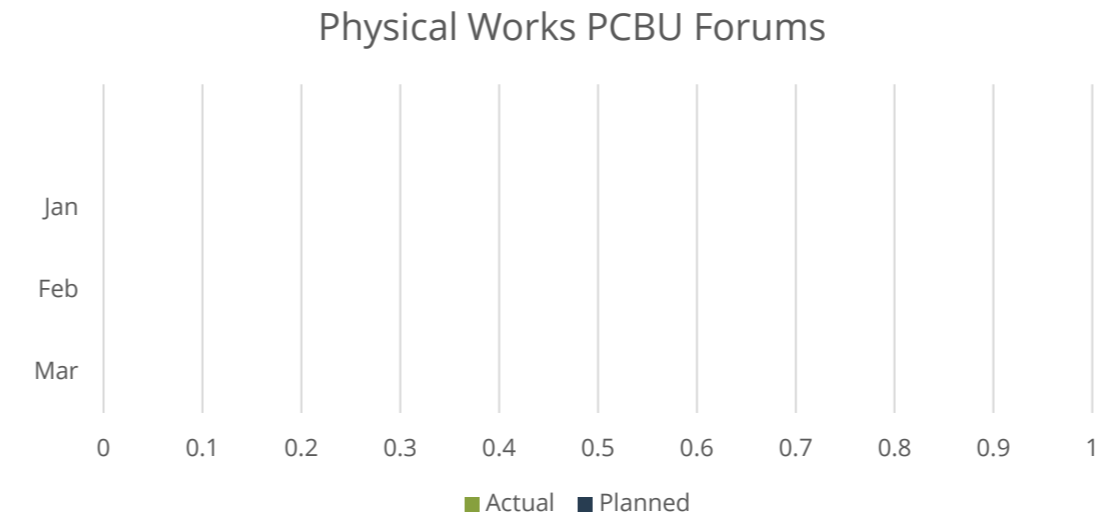
### Number of critical risk control verification undertaken by AT



No Physical Works risk verifications were completed in May

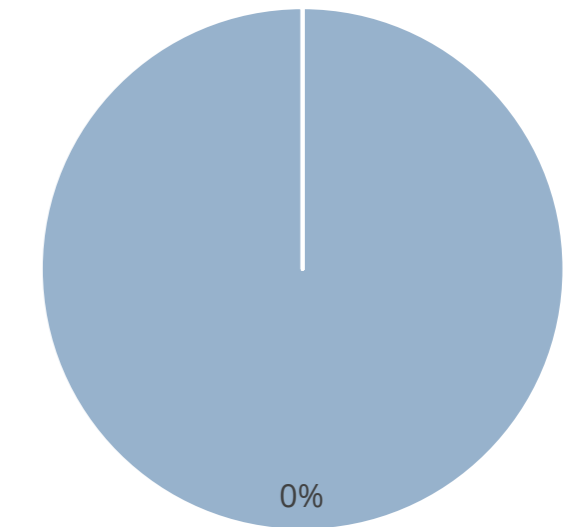
## Culture, Behaviour & Engagement

### Number of PCBU forums lead by AT



There were no PCBU forums reported as being conducted in May.

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



There were no shared learnings.

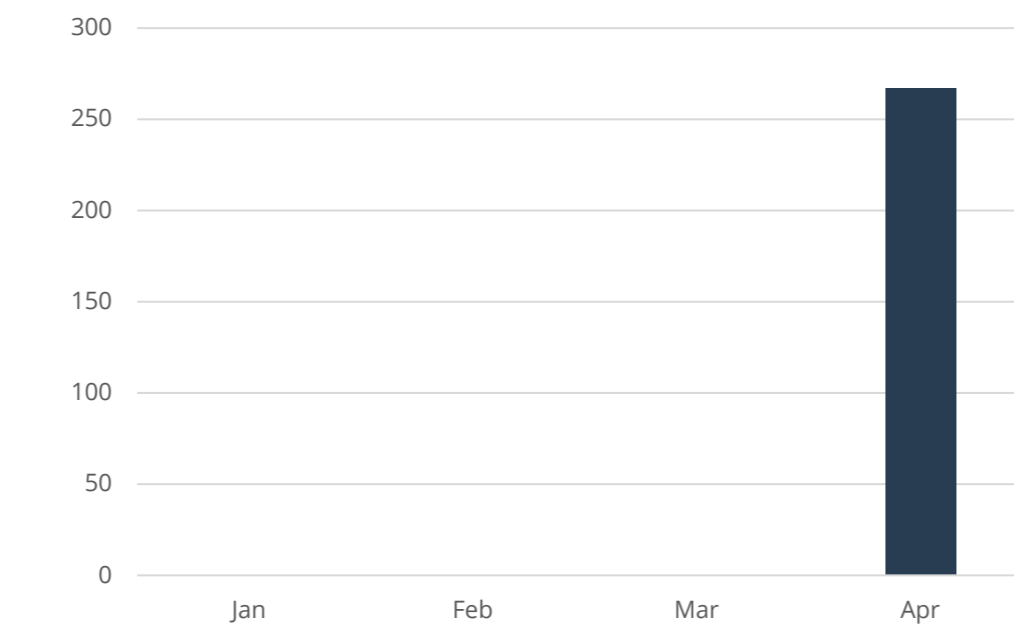
## Assurance & Monitoring

### Number of assurance activities undertaken by AT



Two Leadership Walks took place in May, both at physical work sites: Ormiston Link and CPO ( Britomart) Works

### Number of health and safety audits or site reviews completed by Contractor



No information provided.

## Training & Development

### Number of site inductions completed (incl. subcontractors) per month



No information provided.



## **2. Road Safety Performance**

*Let's go there*



# Road Safety Performance – May 2022

## Key project highlights

- The Safety team are currently undertaking a review of what is included in the road safety performance section of the board report.
- Katoa, Ka Ora: Auckland speed management plan 2023-26. Technical workshops to involve key stakeholders in option development completed in late May and early June. Introducing Katoa, Ka Ora document to outline why we are making a speed management released to accompany workshops
- Completed equity research for penalties and fines in line with AT's advocacy for a fit-for-purpose policy and regulatory framework.

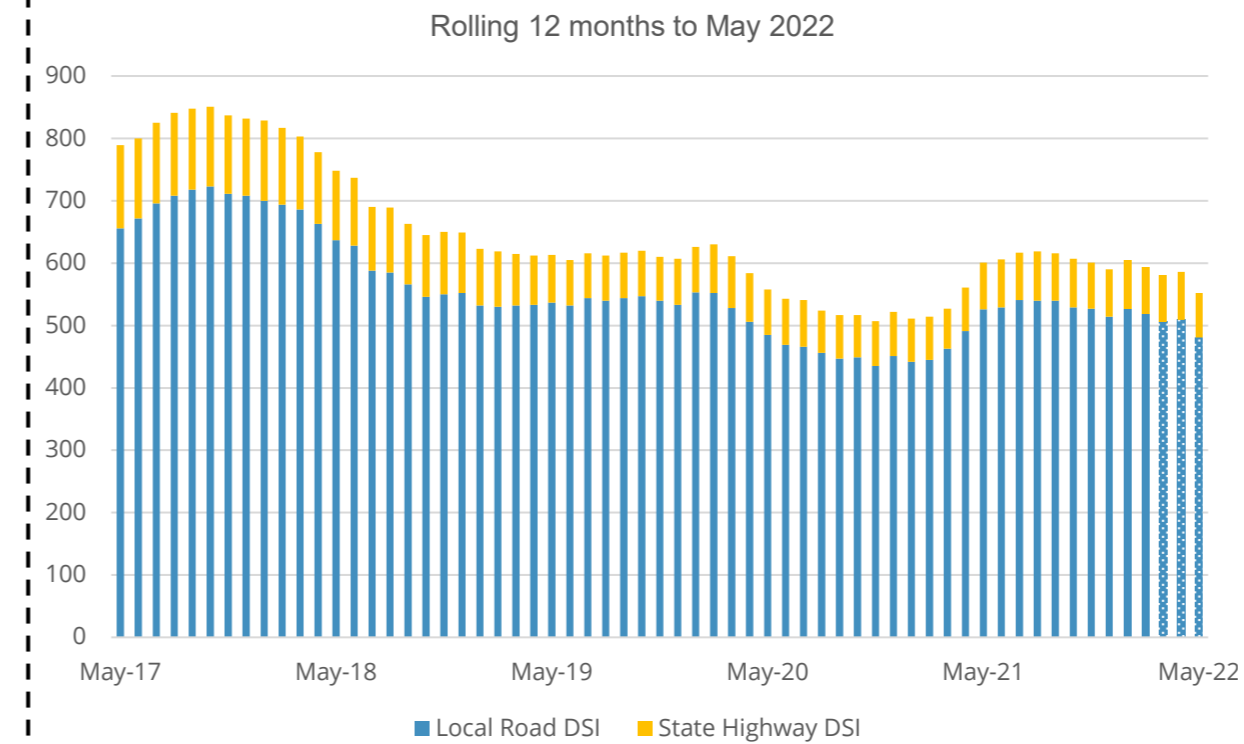
## Death and Serious (DSI) Injury Overview

### Provisional 2022 Figures to the end of April

	Tāmaki Makaurau Year to date	Tāmaki Makaurau This time last year	AT Roads Year to date	AT Roads This time last year
Deaths	27	27	22	23
Serious injuries	220	259	195	228
DSI	247	286	217	251

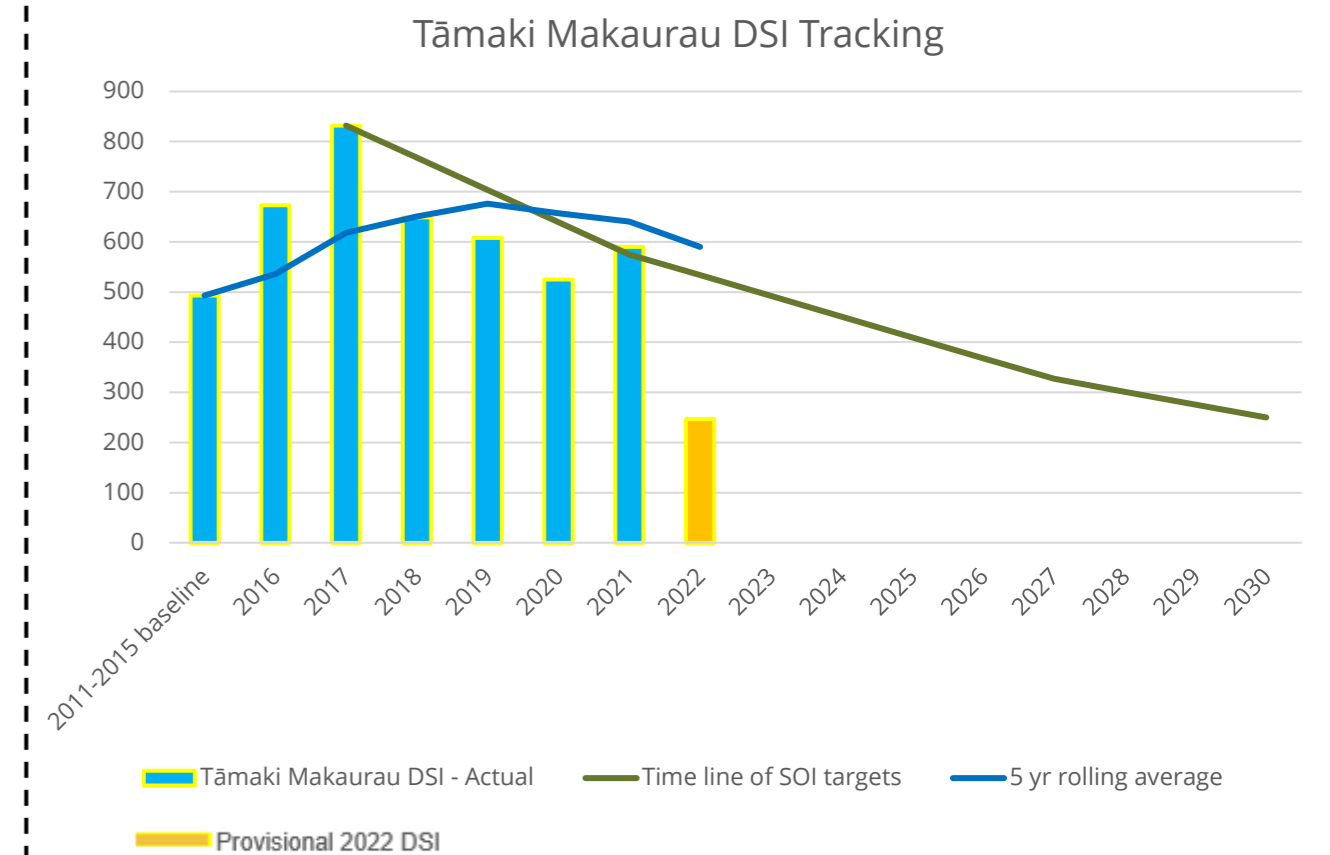
2022 Data is provisional as at 01.06.2022. Road deaths is from Ministry of Transport and serious injuries is from CAS. Given the delay in CAS reporting the year to date numbers will be lower than finalised numbers.

### Provisional 12 month rolling DSIs



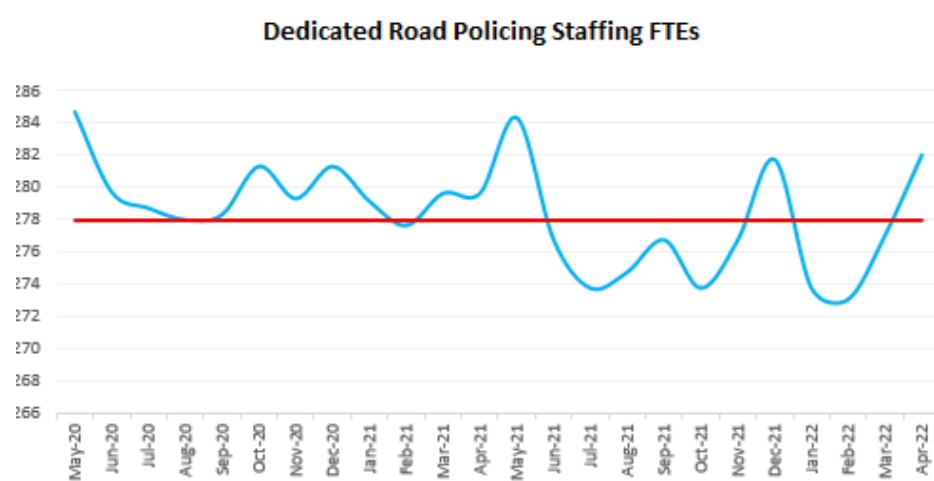
Faded bars is representative of provisional death and serious injury figures for the months of February, March and April 2022 due to the 3 month lag in the Crash Analysis System (CAS)

### Long Term DSI Trends against Vision Zero Targets



## Summary Insights

Road Policing staffing has improved from the January low which is resulting in increased enforcement activity.



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## Statement of Intent – Update to May 2022

Based on the year to date figures and our long term trending we would be of the view that these targets are currently on track. Vulnerable Road Users is considered to be the most at risk measure based on the early data that we are seeing in 2022 and remains a focal area for AT and our road safety partners.

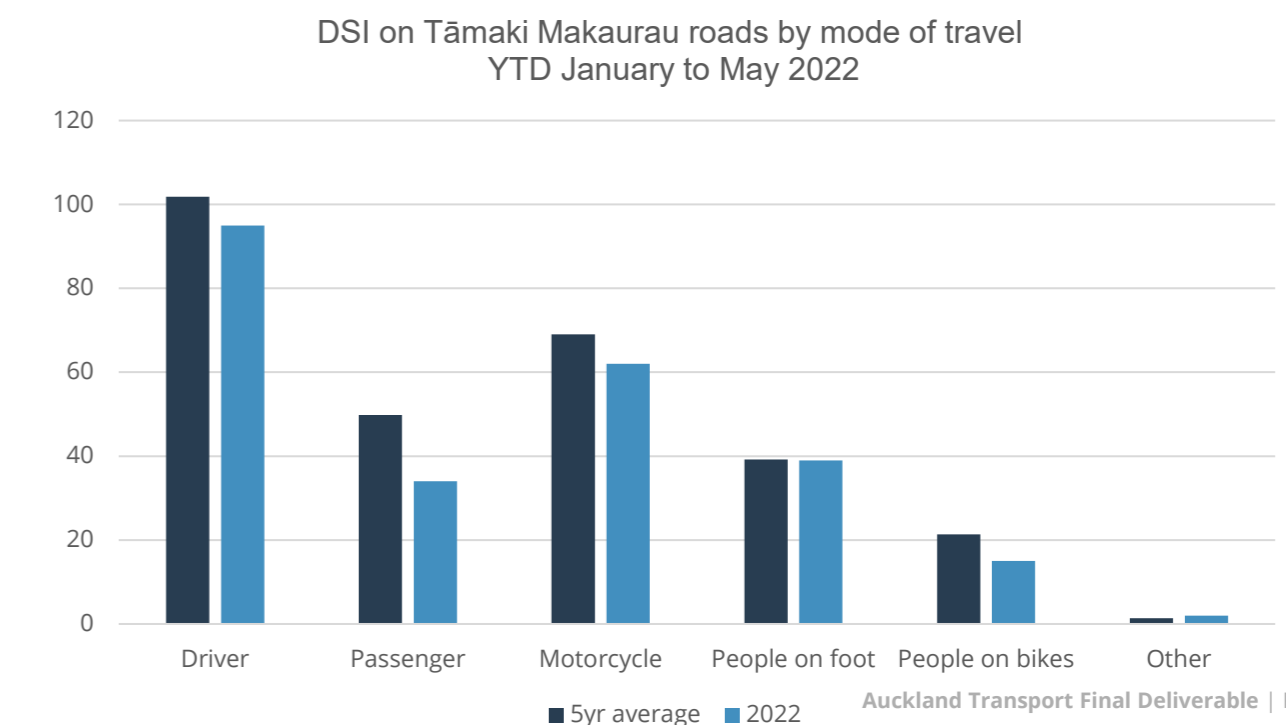
SOI Measure	2022 Target	2022 DSIs to date*	SOI Tracking
The change from the previous calendar year in the number of deaths and serious injuries on the local road network, expressed as a number	483 DSIs	217 DSIs	On Track
A steady reduction in the number of deaths and serious injuries on Tāmaki Makaurau's 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 (537 DSIs)	247 DSIs	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 (240 DSIs)	117 DSIs	On Track

\* Based on provisional data to 31 May 2022 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.

## DSI by mode of travel

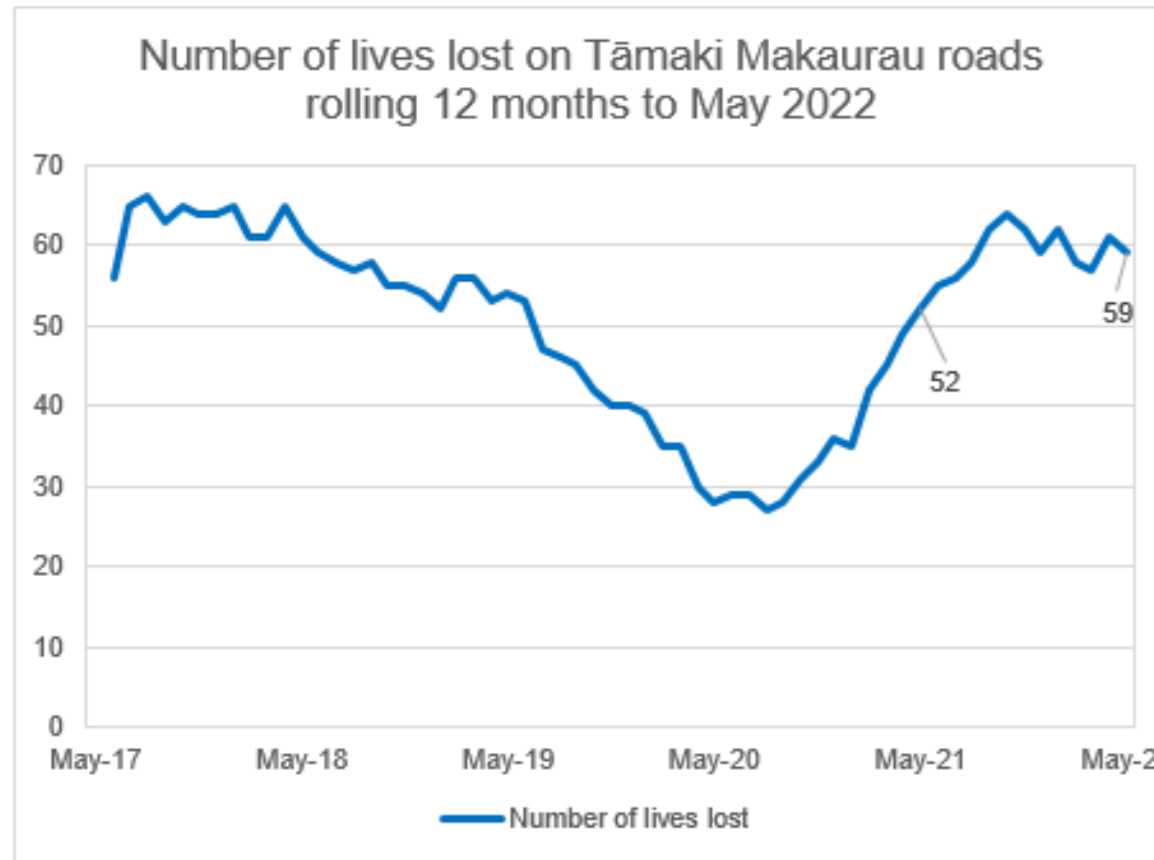
### DSIs by mode for previous 5 years



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# Fatal Crashes Analysis and Reporting

## Fatality Trends and Modal Data



	Number of lives lost on Tāmaki Makaurau roads by travel mode					
	Year to date to May			Previous 12 months to May		
	2021	2022	5yr average	2021	2022	5yr rolling average
<b>Inside Vehicle</b>						
Driver	5	13	8	13	31	20
Passenger	8	4	4	13	15	9
<b>Outside Vehicle</b>						
Motorcyclist	7	2	5	12	2	10
People walking	4	5	4	10	8	9
People on bikes	3	3	2	4	3	3
Other	0	0	0	0	0	0
<b>Deaths outside of vehicle</b>	52%	37%	50%	50%	22%	44%
<b>Total people killed</b>	<b>27</b>	<b>27</b>	<b>22</b>	<b>52</b>	<b>59</b>	<b>50</b>

Provide Insights into the fatal crash 12 month rolling average and modal split if desired.

## May - Fatality Details

Description of incident	Consequence	Causal Factors
<b>George Bolt Memorial Drive</b> A vehicle and a motorcyclist was travelling in different lanes on George Bolt Memorial Drive heading the same direction. At the intersection with Ihumatao Road the vehicle performed a U-turn in-front of the motorcycle rider.	One fatality – 44yr old male motorcycle rider	Unknown
<b>Wakefield Road</b> The deceased was lying on the road and was run over and dragged him down the street. The deceased died at the scene from injuries sustained.	One fatality – 30yr old male lying on the road	Unknown
<b>Cammish Lane</b> The deceased vehicle suddenly reversed out onto the road striking the left rear of an oncoming vehicle, before continued the footpath into the rear of a parked unattended vehicle before coming to rest.	One fatality – 84yr old male unrestrained driver	Unknown
<b>Coatesville-Riverhead Highway</b> The deceased vehicle was seen drifting across the centre line into the opposing lane. It travelled across the opposing lane before striking a set of raised islands as the vehicle was going off the road onto a grass verge. It continued travelling across the grass verge and a footpath before colliding into a large tree. As a result of the impact the vehicle spun out and was bounced back onto the grass verge. The deceased was the sole occupant of this vehicle who was subsequently pronounced dead at the scene.	One fatality – 63yr old male driver	Unknown
<b>Queen Street, Otahuhu</b> The four year old boy ran out between two parked vehicles and was struck by a vehicle from the motorist's right side. He was thrown forwards and possibly run over by the front left wheel of the vehicle. He was assessed at the scene as status 1 and was taken to Hospital where he died a short time later.	One fatality – 4yr old boy (male) 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	41	Nine remain open
2021	46	87	34	53 remain open
2022	15	6	6	

## Fatality Crash Reporting – Systems Summary

Roadsides		
Metric	2022 Insights	BIR Alignment
<b>Road Star rating summary</b>	Average road star rating of roads involved in fatal crashes is 2.71	
<b>Involved unprotected roadside hazards</b>	Of the 14 fatal crashes reported upon 4 have involved road side hazards	
<b>Involved VRUs with insufficient infrastructure</b>	Of the 8 VRU fatalities, 7 have involved locations without primary safety VRU infrastructure	Deliver improved pedestrian (and other VRU) safety across the arterial and other roads in the network
<b>Urban locations with non-primary safety treatments</b>	Of the 10 urban fatalities all have occurred where there are no primary safety treatments	Expand safer urban infrastructure treatment programmes in association with safer speed limits introductions to continue to lower DSI

Speeds		
Metric	2022 Insights	BIR Alignment
<b>Percentage of FCRs on Roads with SaAS</b>	64% of the 14 fatal crashes have occurred on roads where the speed limit doesn't match the SAAS	Lower travel speeds across higher risk sections of the Auckland network
<b>Percentage of FCRs where speed limit exceeded</b>	29% of the 14 fatal crashes have involved vehicles that were considered to be exceeding the posted speed limit	Substantially improve deterrence of speeding

Vehicles		
Metric	2022 Insights	BIR Alignment
<b>Vehicle star rating summary</b>	The average vehicle safety rating of vehicles involved in the 14 fatal crashes is 3.84	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
<b>Vehicles with WoF</b>	Of the 14 fatal crashes only 1 has involved a vehicle without a valid WoF	
<b>Number of FCRs involving Public Transport Operators</b>	1 of the 14 fatal crashes has involved a public transport operator.	Review Metro bus operations to proactively improve safety performance

Road Users		
Metric	2022 Insights	BIR Alignment
<b>Alcohol</b>	Of the 14 fatal crashes 21% have involved alcohol as a confirmed causation factor.	Substantially improve deterrence of drink driving
<b>Restraints</b>	Of the 7 fatal crashes where a restraint was available to the fatality, there were 2 instances of non-restraint use.	Substantially improve deterrence of seat belt non-wearing.
<b>Distraction</b>	There were no noted instances where distraction was confirmed as a causation factor.	Trial camera-based detection of mobile phone use in a pilot area.
<b>Learner/Restricted Licensing</b>	Of the 14 fatal crashes, 2 involved drivers on a learner licence and none involved drivers on a restricted licence	