

Attachment 1

July 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

Executive Summary

Actions from previous meetings

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

Key highlights




- Our H&S technology system “Synergi” is being upgraded to support the event management and learning review process. There is a significant improvement as now our people will see what controls are applied or learning undertaken. This change supports the culture shift to line lead accountability, as our people leaders are required to take ownership of events when they are input. The Safety team will be supporting all Business Units during the implementation process.
- Public transport operators and physical works are working with AT to improve the reporting process and streamline in Synergi to have improved visibility and accuracy of data.
- Katoa, Ka Ora: Auckland speed management plan 2023-26. Early mapping work in progress to identify potential areas for review.
- Written to all RCAs on upcoming MoT Fines and Penalties consultation, including AT’s Advocacy Plan and its advocacy for more stringent fines and penalties, as per 2021 BIR recommendations.

Notifiable and serious events




Date	Description	Action taken
July 2022	Assault on an AT worker by a member of the public	<ul style="list-style-type: none"> • AT worker was assessed by a Doctor • EAP was offered • Police were informed
July 2022	AT vehicle incident	<ul style="list-style-type: none"> • AT workers were assessed by a Doctor • EAP was offered to both AT workers • Police were informed
July 2022	Water mains and telecommunication Services strike at Tamaki Drive 8 th & 22 nd)	<ul style="list-style-type: none"> • Works stopped and service providers notified • Safety Enablement Team undertaking learning review • Trend analysis on services strikes is underway

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

Key risks & areas for discussion

-  Sourcing Data from our partners continues to present risk to AT. Firstly, sourcing the data from the systems our partners use is challenging, so we are looking to optimise this process for our partners. Secondly, our partners collect and report Health and Safety data, however it may not be the data that AT requires for its own reporting.
-  The design of the Safety Management System in on time, however the business adoption is lower than expected due to operational demands and complexity of deployment across PCBU’s.
-  The Vision Zero Business Improvement Review remediation is behind target due to resourcing levels, and police enforcement is well behind target. Police have been engaged and a revised engagement and focus is in progress for Tāmaki Makaurau.

Health & Safety initiative updates

-  The SMS programme has continued to focus on the deployment of key elements across the prioritised workstreams - Critical Risks, PCBUs, KPIs and Event Management and Learning Reviews. The design phase of PCBU, and Critical Risks, Event Management and Learning reviews is complete, and is being deployed to the business dependant on business availability. The Safety Leadership Programme is designed and being deployed via Leading at A.T. The discovery phase of the MPOWER, and Public Transport Critical Risks is underway.
-  Scoping has commenced on refreshing Vision Zero awareness and learning, and the FY23 Vision Zero Action plan is being developed.
-  Learning review on Threats and Aggression undertaken with Bus Unions, AT and NZ Bus. A programme of actions was initiated and progressed, including security and Transport Officer deployment, depot driver engagement and revised de-escalation training. Outstanding action to trial driver screens which needs to be progressed with NZ Bus.

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 15th 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

Number of Leadership Safety Walks by Board and EGMs



For June, 2 Leadership safety walks were carried out by Board members.

No Board member Leadership safety walks were planned for July.

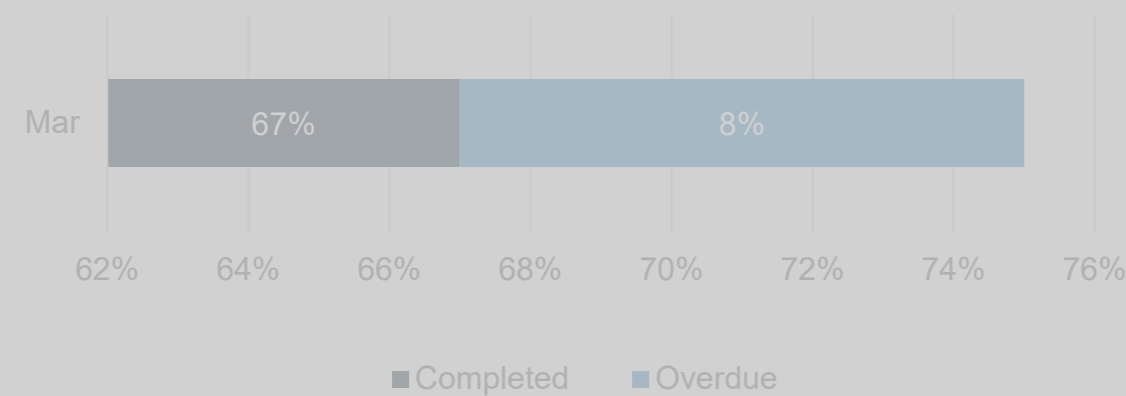
Key Insights & Actions Required

The measures on this page are those that were identified as measures of success in developing the Safety, Health & Wellbeing strategy. These measures are for year one 22/23.

Strategic Pillar	Critical Success Factor: Year one – 22/23
Leadership Theme: Leaders, leading Safety.	1. Target 10 x Safety Leadership walks per year achieved for each Business Unit. 2. Target all Auckland Transport Leaders in High Safety Risk areas to be trained through the Safety Leadership programme.
Engagement Theme: Positive change in Safety Culture.	3. Target a shift in category for Auckland Transport overall from Reactive to Dependent, measured via the Dupont Safety Culture survey. 4. Identification of AT Organisational Critical Safety Risks including Owners and Implementation Plan in action.
Safe Systems Theme: Data driven insight influencing design	5. Target for all moderate to extreme Health & Safety events to have a learning review completed and implemented. 6. Target collation of data sources across data eco-system for reporting of road harm to enable insights for infrastructure improvement planning.
Advocacy Theme: Progress against advocacy plan.	7. Target completion of all 2022 Advocacy Plan actions to influence Higher penalties for offences & Enhanced enforcement of Road Safety. 8. Target the development of a Transport network inclusive Safety Governance forum.

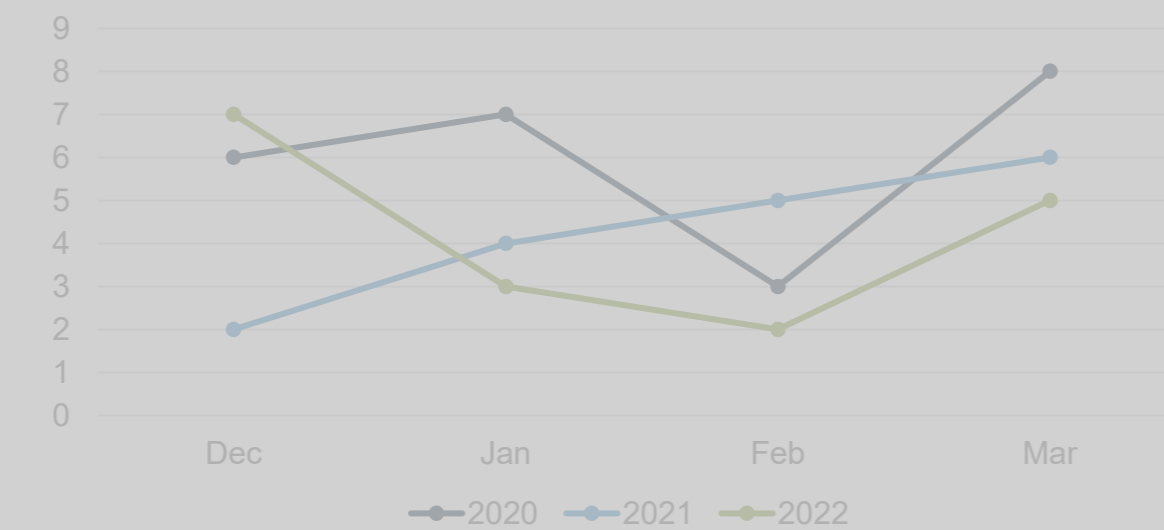
Engagement

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



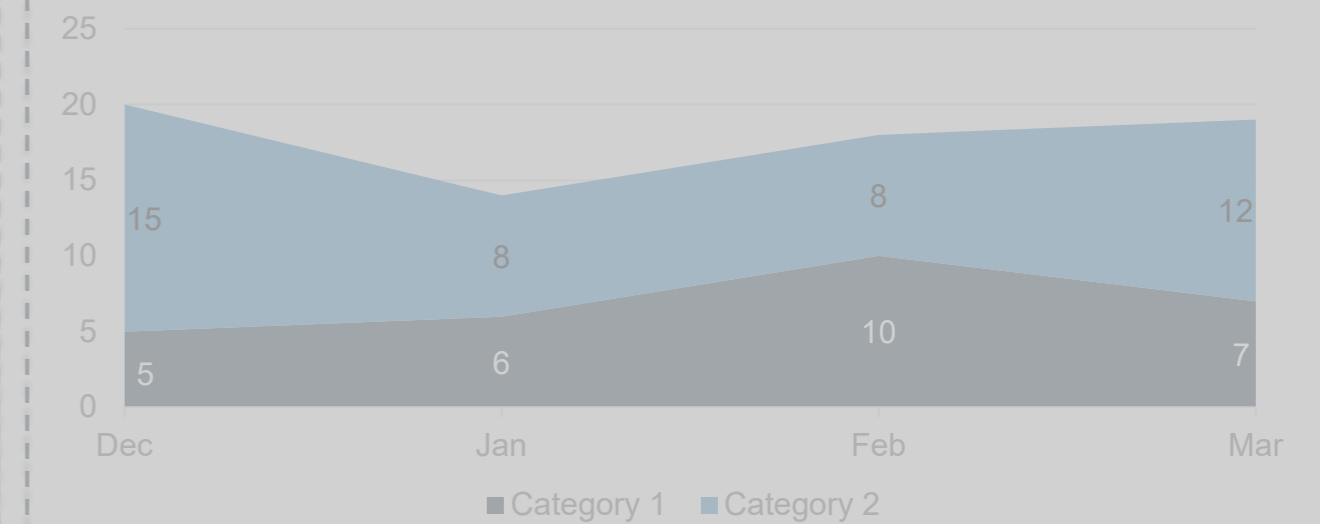
Need data for May

Vision Zero

Need to confirm what is covered in here

Safe System

SMS audit (Van Sheik BIR)



Measure and process still to be determined.

AT People HSW Performance Scorecard

Dashboard information

Date: July 2022

Prepared by: A. Montano

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

88.4%

% of worker safety training completed

32

Safety Leadership training

Performance Indicators

20

H&S open cases

13.5

Total Recordable Injury Frequency Rate (TRIFR) 6 month average

9

Actual number of corrective actions overdue

3.0

Lost Time Injury Rate (LTIFR) 6 month average

34

Number of events reported

3

Number of active work-related ACC cases

8

Number of hazards reported

0

Number of near misses reported

27%

Curent H&S Culture Engagement score

2

Number of high potential near misses and incident reported

Assurance & Monitoring

11

Number of Safety assurance activities conducted

0

Number of H&S audits/reviews completed

#

Critical control verifications completed vs. planned

Culture, Behaviour & Engagement

0

Number of Leadership safety walks by AT Leaders. Target 10 per year (including EGMs and T3)

0%

% of H&S reps received training

Key Insights

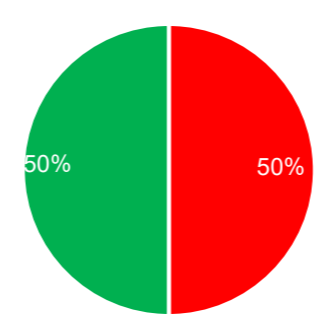
- This dashboard is still being refined and populated. The Safety Strategy is has been refined with quantitative and measures and is being launched in August. Indicators will be adjusted based on best practice and relative for the business complexity and reporting expected from AT people.
- We have reinvigorated our safety representative programme through our policy and have had high attendance and contribution from our employees to our developing MPOWER framework.
- The safety Leadership training has increased by 113% compared to June.

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

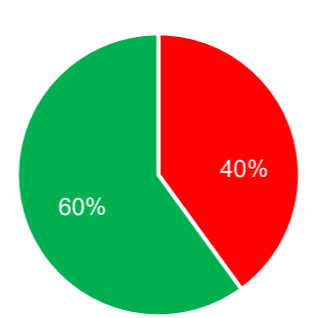
AT Business Units Reporting vs Non Reporting

May



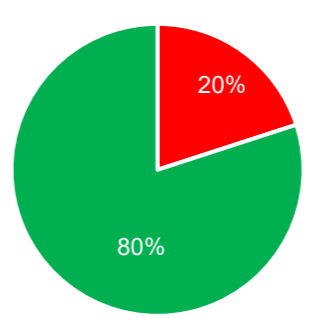
50% Reporting, 50% No reporting

June



60% Reporting, 40% No reporting

July



80% Reporting, 20% No reporting

Business units reporting in Synergi in July:

- Business technology
- Culture & Transformation
- Customer Experience
- Finance
- Integrated Networks
- Safety
- Service Delivery
- Stakeholder, Communities

Business units not reporting in Synergi in July:

- Planning & Investment
- Risk & Assurance

Dashboard information
 Date: July 2022
 Prepared by: A .Montano
 Endorsed by: J Zoricich

Key:

- On track
- Watchlist
- At Risk

Supplier HSW Performance Scorecard July 2022

Reporting vs Non-reporting

Key Insights

Public transport has reduce the data provided in terms of the safety performance KPIs. AT is working with them to streamline the reporting and get all data in Synergi.

Physical works has provide the KPIs information as required, however a reporting process improvement is being creating to improve the data quality.

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

Actions Required

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

PT Operators

All Public Transport Operators are reporting via Synergi under the original KPI's, these are to be updated via AT for the next reporting cycle.

Total Mobility are to be onboarded to facility reporting.

Physical Work Contractors

Some contractors are reporting in Synergi; however the data capture of KPI's a remains a work in progress.

Work is underway to allow reporting via Synergi

Public Transport Operators

Performance Indicators							Critical Risk Areas		Culture, Behaviour & Engagement		Assurance & Monitoring		Training & Development			
Operator	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 events reported e.g. if consequence is high or above	Total Recordable Injury Frequency Rate (TRIFR)	Lost Time Injury Rate (LTIFR)	Number of notifiable events to the NZ regulator relating to AT services	Number of health and safety events related to identified critical risks	Number of critical risk control verification under taken 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 safety training hours completed per month
Tranzit	1			4	0						1			1		1 Session
NZBus	4			29	5						1			22		22 staff went through Chemical Management training
H&E	0			1	3						1			1		12 Drivers trained - 4x Safety Training and 8x Retrained
GoBus	0			3	0						1			3		0
Pavlovich	0			6	0						1					45 hours
Waiheke Bus	0			0	2						1			1		3 Drivers
Bayes	0			0	0						1			0		4 Drivers - 2x New Driver Inductions & 2 First AID Course
Ritchies	1			12	0						1			2		30 hrs
RMTS	7			2	0						1			1		
Belaire	0			1	2						1			0		103
AOR	328	2	67	13	1		2.03	1.27	6					2		

*Please note that no data from PT Ops was provided in July for any of the blank columns above

Physical Work Contractors

Performance Indicators												Critical Risk Areas		Culture, Behaviour & Engagement		Assurance & Monitoring		Training & Development
Contractor	Contract Area	Number of health and safety events reported relating to AT worksites	Number of event investigations outstanding relating to AT worksites	Number of health and safety events reported awaiting corrective actions to be identified	Number of corrective actions overdue relating to AT worksites	Number of hazards reported relating to AT worksites	Number of near misses reported relating to AT worksites	Number of high potential near misses and events reported e.g. if consequence is high or above	Total Recordable Injury Frequency Rate (TRIFR)	Lost Time Injury Rate (LTIFR)	Number of notifiable events to the NZ regulator	Number of health and safety events related to identified critical risks	Number of critical risk control verification undertaken by Contractor	Number of PCBU forums lead by AT	Number of shared learnings across PCBUs (including subcontractors) relating to AT worksites	Number of safety Leader walks or site reviews conducted by AT (completed by AT PM)	Number of health and safety audits or site reviews completed by Contractor	Number of safety training hours completed per month
John Fillmore Contracting	Central	6	0	0	0	10	8	0			0	0		0		3	0	16
Traffic Systems Ltd	Central	1	3	0	0	1	3	1			0			1		4	0	8
Naylor Construction Ltd	North/West	0	0	0	0	1	0	0			0	0		0		5	4	18
Lite Civil	West	0	0	0	0	0	0	0			0	1		2		3	2	24
Brian Perry Limited	West	0	0	0	0	0	0	0			0	0		0		2	1	10
Traffica Roding Services	Central	1	0	0	0	0	0	0			1	0		0		2	5	4
Rail Gating & Wiri Bio Hazard Wash Pit	Rail Corridor	0	0	0	0	1	0	0			0	0		0		1	1	50
Wharehine Contractors Ltd	North Rural	0	0	0	0	1	2	0			0	0		0		8	2	64
John Fillmore Contracting	Central	3	0	0	0	2	2	0			0	1		0		4	0	119
Fulton Hogan	South Urban	0	0	0	0	24	0	0			0	0		0		72	10	120
Fulton Hogan	Central	4	0	0	1	3	1	0			0	4		4		5	5	30
Wharehine Contractors Ltd	North Rural	1	0	0	0	1	1	0			0	0		0		1	0	383
Fulton Hogan	South Urban	0	0	0	0	5	1	0			0	0		0		24	15	60
Fulton Hogan	South Urban	2	0	0	0	0	2	0			0	0		0		18	18	24
CSLi	Asset Management/Maintenance	2	0	0	0	0	2	0			0	0		0		5	0	0
Downer	Asset Management/Maintenance	11	0	0	0	0	2	0			0	0		0		102	1	0
Electrix	Asset Management/Maintenance	9	0	0	0	0	9	0			0	0		0		5	0	0
Fulton Hogan	Asset Management/Maintenance	4	0	0	0	0	1	0			0	0		0		31	1	0
Liveable Streets	Asset Management/Maintenance	3	0	0	0	0	3	0			0	0		0		1	0	0
McKay Electrical	Asset Management/Maintenance	0	0	0	0	0	0	0			0	0		0		4	0	0
Northpower	Asset Management/Maintenance	0	0	0	0	0	0	0			0	0		0		0	0	0
Traffica	Asset Management/Maintenance	0	0	0	0	0	0	0			0	0		0		1	0	0
Ventia	Central	0	1	0	0	0	0	0			0	1		0		33	5	9

*Please note that no data from Physical Works Contractors was provided in July for any of the blank columns above

1.1 AT People

Let's go there



AT People - Critical Risk

Key Highlights

- Critical risks with high outcomes** – While there were no reports of high outcome critical risks in the month of July, the trend of abuse towards our people continues within 16 reports during July. Three of the 16 reports were as a result of physical assault on AT workers.
- Ergonomics** – There was an increase in requests for alternate equipment to be supplied to AT workers due to pain & discomfort caused by inadequate home office workstation set ups.
- Increased reporting** – The trend of increased hazard reporting did not continue this month, with only 8 hazard reports being reported this month.
- Injury trends** – there were three LTIs reported in the month of July, this was as a result of an assault on a staff member by a member of the public and a vehicle incident.

AT People Critical Risks

- Violence, Threats & Aggression** – 16 events were reported for July 2022.
- Working inside or outside of a vehicle on our network** – Two vehicle events were reported for July 2022.
- Exposure to Psychological Harm** - No events were reported for July 2022.
- Exposure to Infectious Diseases** - No events were reported for July 2022.
- Working on an operational site** - No events were reported for July 2022.
- Lone and remote working** - No events were reported for July 2022.

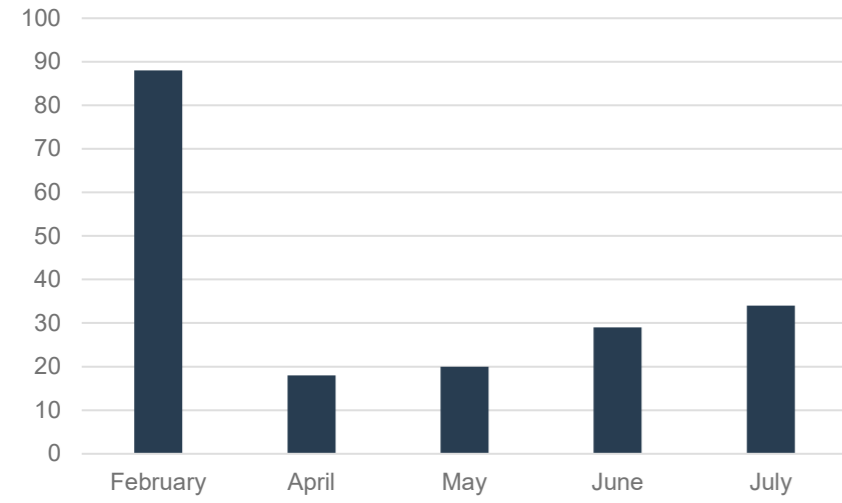
		Likelihood					
		1 Rare. May occur once in 20 years	2 Unlikely. May occur once in 5-20 years	3 Possible. May occur in 2-5 years	4 Likely. May occur in the next 2 years	5 Almost certain. May occur this year	
		A	B	C	D	E	
Consequences	Extreme	5	0	0	0	0	0
	Major	4	0	0	0	0	0
	Moderate	3	0	1	7	2	0
	Minor	2	1	2	2	1	0
	Insignificant	1	1	4	9	11	1

*Numbers in this table represent the total number of events reported for each Risk Rating in the past month in Synergi.

AT People – detailed dashboard

Performance Indicators

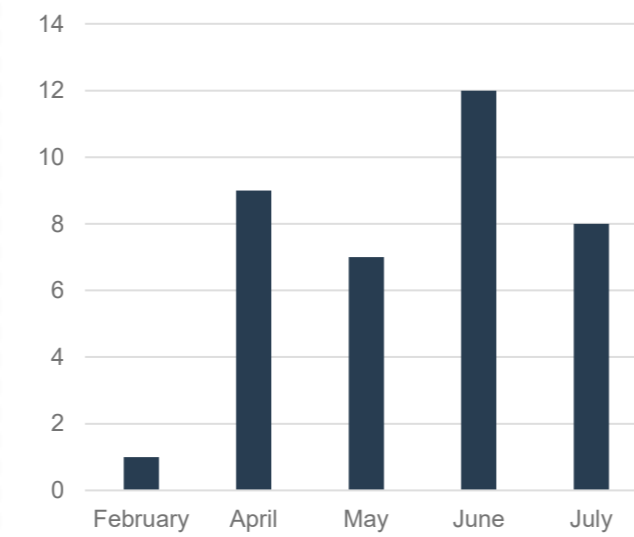
Number of health and safety events reported relating to AT employees



There were 34 health and safety events reported by AT People in July, 16 of these events fall into AT's critical risk category of Violence, Threats & Aggression and vehicle events.

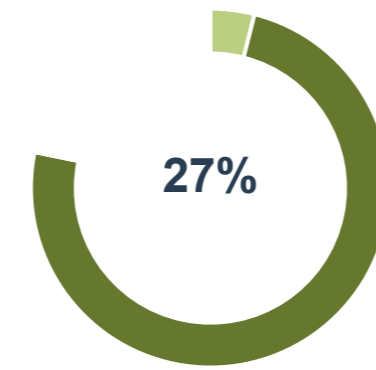
There continues to be an increase in violence and aggression events toward AT staff

Number of hazards reported relating to AT employees



Anti-social Behaviour	2
Ergonomic	2
Maintenance	2
Violence & Abuse	1
Welfare	1
Grand Total	8

Current health and safety culture engagement score

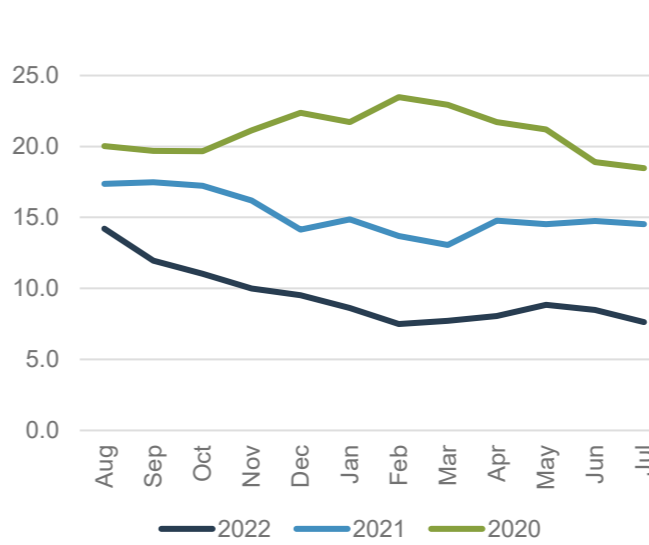


■ % to reach target ■ Current score

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)



There was a decrease from 8.5 in June to 7.6 in July due to a decrease of recordable injuries and worked hours.

Key Insights & Actions Required

- Violence and Abuse continue to account for the largest number of reported events for AT People being 47% of the total of events reported in July. Critical controls are currently being worked through for implementation across the relevant AT business units.

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

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

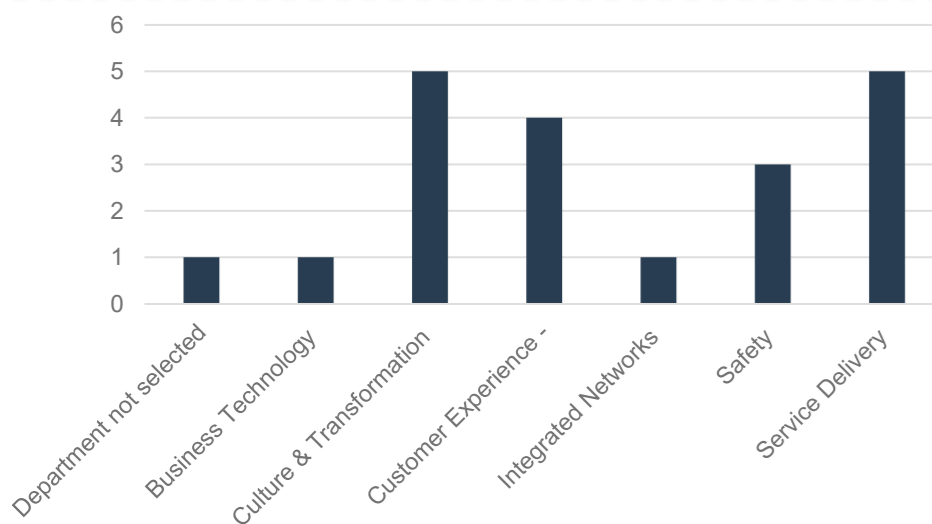


0

Investigations overdue

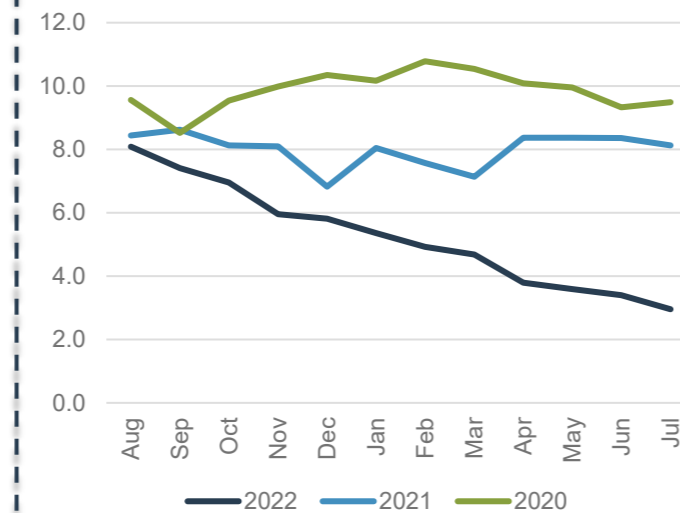
There are no investigations overdue for July.

H&S event reports open by Business Unit



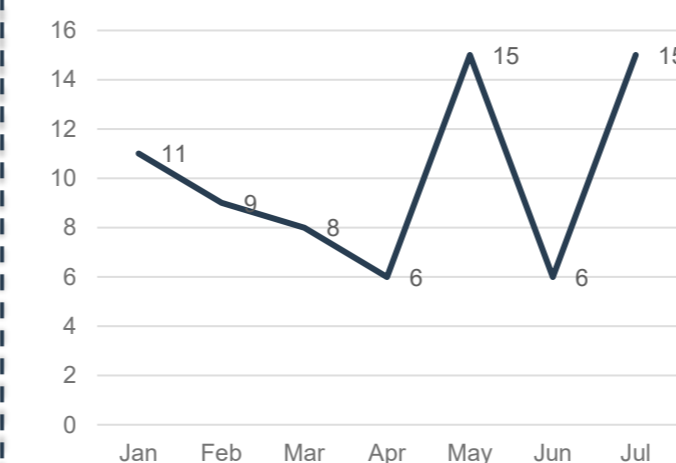
There were 20 H&S event reports opened being the 11.9% from C&T, 9.52% from Customer experience and Service delivery, 7.14% from Safety and 2.38% for the other BU's.

Lost Time Injury Rate (LTIFR)



There was a reduction of LTIFR from 3.2 in June to 3.0 in July due to a reduction of lost time injuries. There were three lost-time injuries in July.

EAP usage



This graph shows EAP referrals for the last six months.

Number of active work-related ACC cases

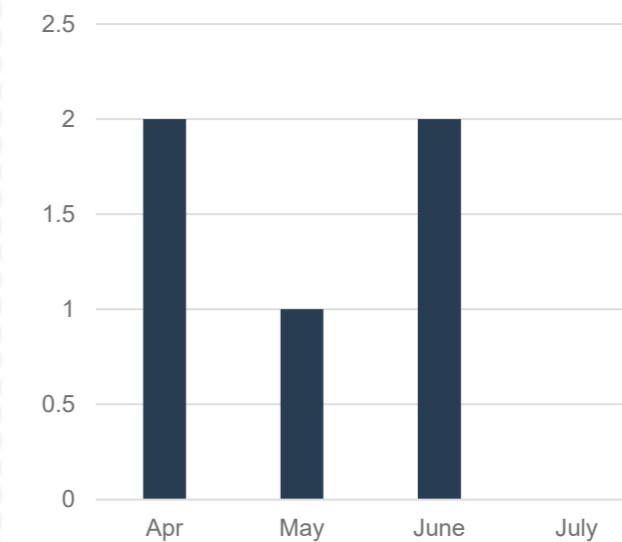


3

Active work-related ACC cases

- There are three ACC cases for July.
- Two of the cases relate to a vehicle incident where a car hit the AT parking officers' vehicle resulting in both officers sustaining a lumbar sprained. One officer was unfit for normal duties for 3 days and the other officer was unfit for normal duties for 5 days. They have returned to normal duties.
 - An AT worker was assaulted by a member of the public resulting in an injury to their back. The AT worker was declared unfit for normal duties for 3 days and is now fully recovered..

Number of near misses reported relating to AT Employees



There were no near misses reported in July for AT People.

Number of high potential near misses and incident reported



2

High potential events

There were two high potential events reported for July, both of these events resulted in injuries to AT workers.

- One incident relates to a vehicle incident where a car collided with an AT parking officers' vehicle..
- The other incident relates to an assault on an AT worker by a member of the public..

Number of corrective actions overdue relating to AT employees



9

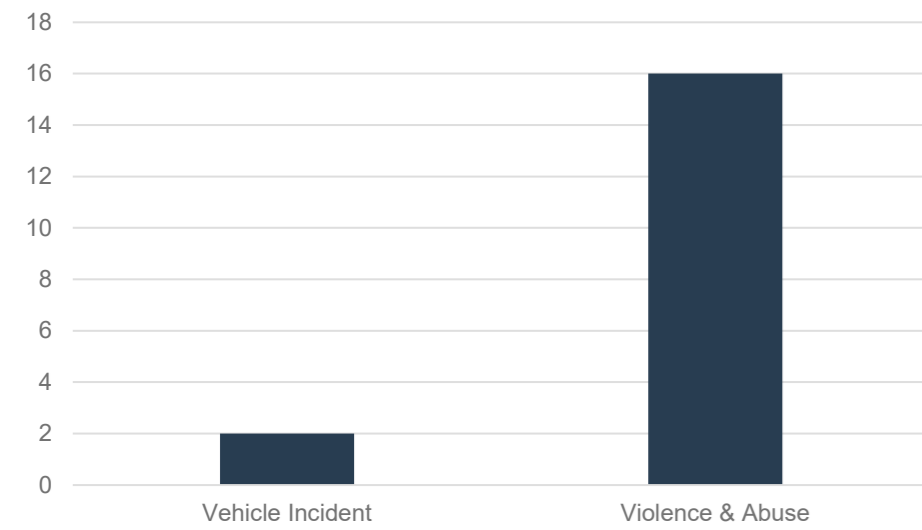
Corrective actions overdue

There are 9 corrective actions overdue.

AT People – detailed dashboard

Critical Risk Areas

Number of health and safety events related to identified critical risks



There were 18 H&S events identified as AT critical risk, 16 from Violence, Threats & Aggression and two relating to working inside or outside of a vehicle on our network.

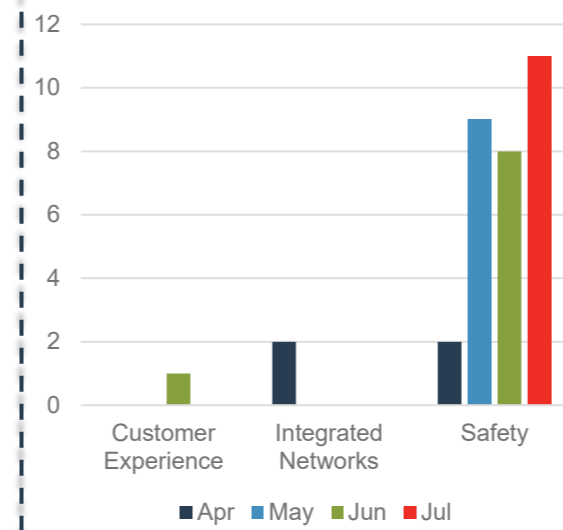
Violence, threats & aggression continue to account for the largest number of reported events for AT People

AT People Critical Risks - Key Insights & Actions Required

Action	Owner	Due
Began 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	Q2 Complete
Begin planning Control Implementation Plan Currently submitting Implementation & Verification Plan FY23 to Risk Owners	AT Critical Risk Lead	Q2 In progress

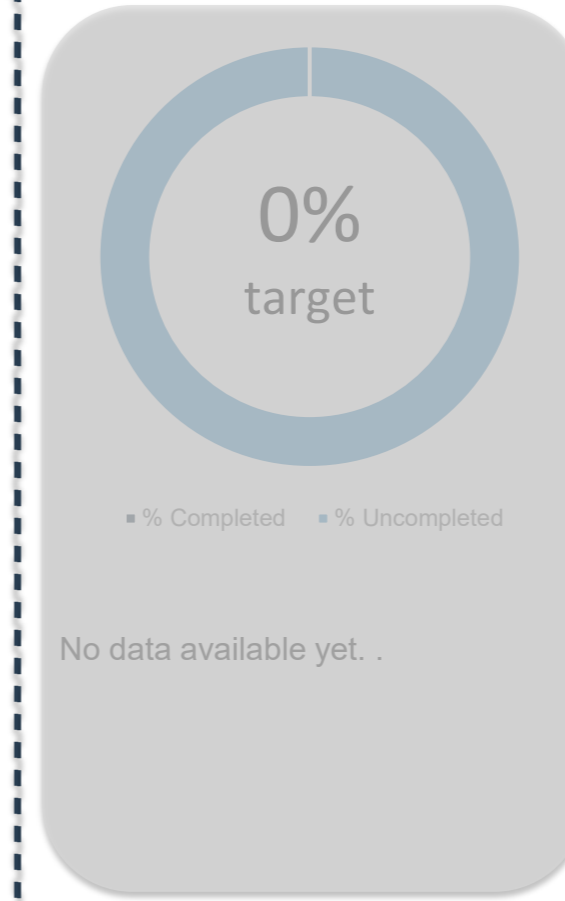
Assurance & Monitoring

Number of Safety Assurance activities completed by BU



For the Business units Service Deliver, Stakeholder, Communities, Planning & Investment, Risk & Assurance, Business technology, Culture & Transformation and Finance there is not data shown assurance activities undertaken.

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



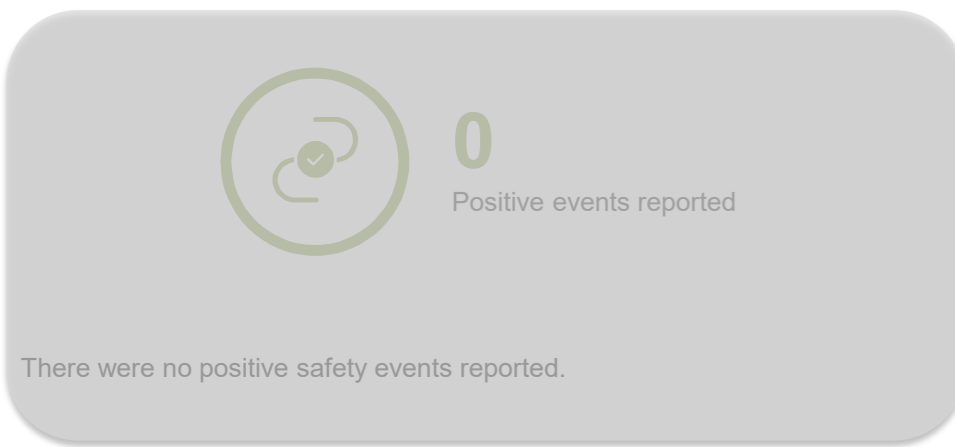
Key Insights & Actions Required

- Liaising with Risk & Assurance regarding procedure, tools and protocols.
- Awaiting for Synergi 2.0 as well.
- Safety Assurance plan is scheduled for August.
- Onboarding a Safety Assurance Specialist in August
- Actively recruiting for Safety Assurance support for Service Delivery

Action	@	Due
Build Safety Assurance Tools	Safety Assurance Lead	TBC
Building an assurance plan around our AT people	Safety Assurance Lead	August

Culture, Behaviour & Engagement

Number of positive safety events reported



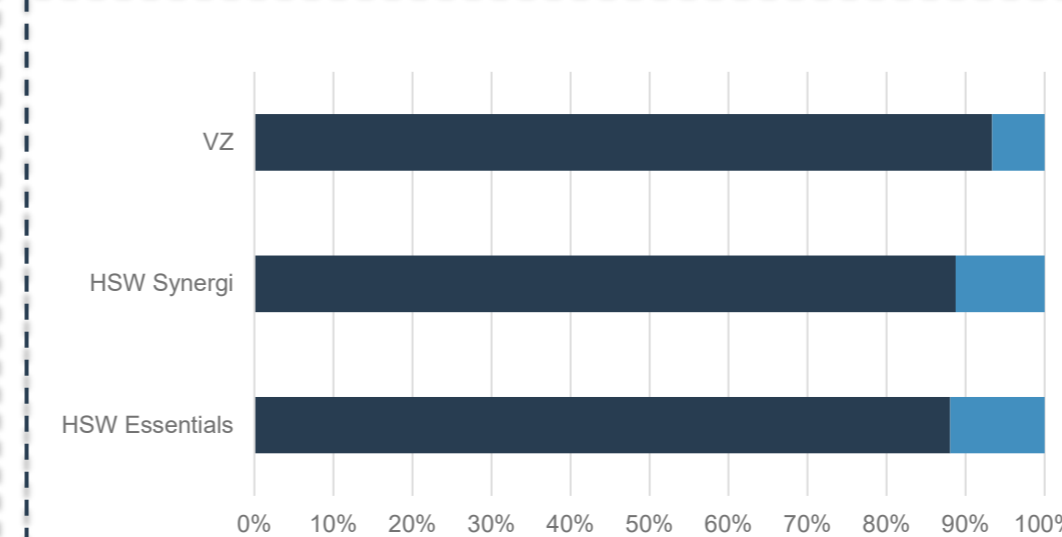
Key Insights & Actions Required

- 1: The Business has expressed positive feedback to the initial preview of the Safety Strategy. This documents expresses strongly the "why" we are doing Safety differently and sets up the foundation for further SMS release. A Communications plan has been developed for the release of the Strategy.
- 2: 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
Communication of the Safety Strategy to provide the direction for Safety to be communicated throughout the Business.	BP's / Change Manager	Sept
BP's to continue & complete Pilot programme within CX & SD.	BP's	August / Scheduled

Training & Development

% of training completed vs. overdue



88.75% of staff have completed the H&S reporting in Synergi module
 88.06% have completed the HS&W essentials module.
 93.37% of staff have completed the Vision Zero module

Key Insights & Actions Required

The Safety Leaders Council forum has emerged has a key leverage area for the deployment of the SMS. This is a T3 and T4 leader forum and encourages cross functional collaboration. Safety Moments are prepared ahead of time with key members and groups sharing real world situations and examples.

Action	Owner	Due
BP's to continue & complete Safety Leadership Training Pilot programme within CX & SD.	Safety BP's	August / Scheduled
Vision Zero implementation examples to be shared by S.D at upcoming SLC	Safety BP (SD)	August

Number of Learning Reviews



1 Learning Teams took place in July to have a better understanding of the contextual issues and factors involved in the increase of threats and aggression on buses (looking at the risk through the lens of the worker).

Safety Leadership training

CX workshop pilot completed in May (and extended for an additional ½ day in July however delayed because of Facilitators exposure to C19)

1.2 Public Transport Contractors

Public Transport - Safety Critical Risk

Key Highlights

There were three vehicle events of concern which could result in a serious injury or fatality:

- Unsafe AT bus driver – AT bus driver didn't stop or slow down to let a car pass as a consequence a boy on his bicycle was pushed onto the footpath. No injury presented.
- Unsafe passenger behaviour – Passenger pushed emergency stop and jumped off bus.
- Unsafe pedestrian behaviour – Pedestrian ran out in front of the bus.

From a total of 123 events reported in Synergi across AT for the month of July, 46.34% of the events relates to Vehicle events where 8 remains open for further investigation.

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

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

Public Transport Critical Risks

- 1. Motor Vehicle Accident** - there were 57 events involving vehicles in July, 4 resulted in injuries, 1 in property damage, 42 in Repair & Maintenance and 10 as no injuries.
- 2. Terrorism** – there were no events involving terrorism.
- 3. Fall from heights** – There were no events involving fall from heights or working at heights.
- 4. Confined spaces** - there were no events involving confined spaces.
- 5. Violence towards staff** – there was 46 events toward workers including Anti-social behaviour. There were 13 injuries where 1 resulted in medical treatment, 1 in first aid treatment and 11 no treatment required.
- 6. Exposure to hazardous substances** - there were no events involving exposure to hazardous substances.
- 7. Traffic management** – there were no events of traffic management issues.
- 8. Drowning** - there were no drownings reported in the month of July.
- 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
	Major	4	0	1	4	0
	Moderate	3	1	3	11	0
	Minor	2	0	12	22	41
	Insignificant	1	2	0	5	15

*Numbers in this table represent the actual risks of the total number of events reported for each Risk Rating in the past month in Synergi.

Public Transport Operators – detailed dashboard

Key Insights

All Public Transport operators reported for the month of July

Notable, or significant events (July):

There was seven reported passenger assaults and threatening behaviours to bus drivers for the month of July.

AOR significant events

Six notifiable occurrences reportable to Waka Kotahi

- One procedural breach
- One Antisocial behaviour / Assault
- One signal fault resulting in emergency stop
- Two near miss motor vehicle – Car
- One near miss member of public

Antisocial behaviour / Assault

Passenger reported being physically assaulted by another member of the public. Incident was reported to police via member of the public and victim report logged.

Near miss motor vehicle – Car

Car reversed onto to track but moved forward, avoiding collision. Emergency brakes were applied, and control room notified.

Near miss motor vehicle – Car

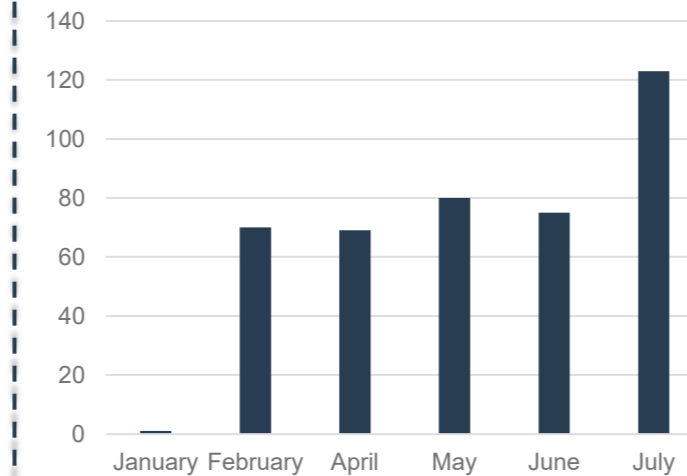
Vehicle overhanging track upon approach of train, causing train to apply emergency braking. Vehicle had become stuck under barrier arm but managed to free itself avoiding collision.

Near miss member of public

Suspected collision with member of the public who was standing on platform. Police investigation concluded that the loud noise of impact was likely an empty spray can which was discovered on the track.

Performance Indicators

Number of health and safety events reported relating to AT services



There were 123 health and safety events reported by PT Ops in Synergi in July, of these, 89 fall under the critical risk categories.

There was an increase of 98.36% in reporting events in Synergi during July.

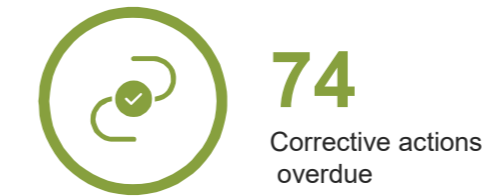
H&S event reports opened



There were 114 health and safety events reported by PT Ops in Synergi, 17 are still opened and 97 are closed.

There were a total of 341 additional events reported outside of Synergi (opened and closed) inclusive of 328 AOR events.

Actual number of corrective actions overdue relating to AT services



There are 74 overdue corrective actions where 67 relate to AOR for the month of July.

There are 7 corrective actions in Synergi with a decrease of 58.82% compared in June.

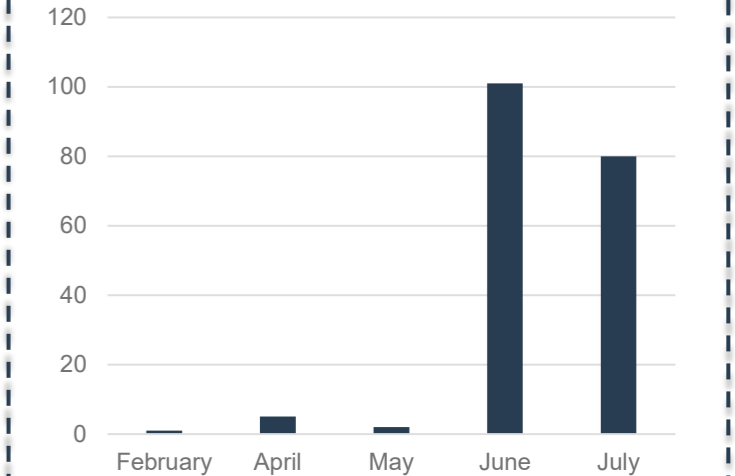
Number of event investigations outstanding relating to AT services



There were 122 investigations outstanding where two related to AOR and 120 investigations are reported in Synergi by PT Ops.

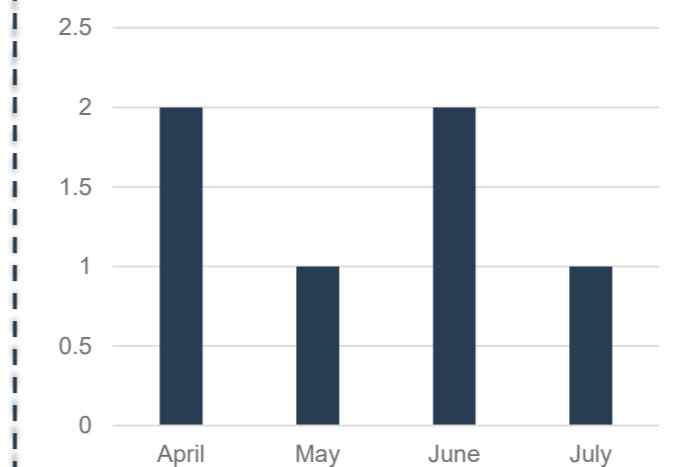
There was an increase of 37.08% compared to 89 investigations outstanding in June.

Number of hazards reported relating to AT services



There were 80 hazards reported in July where only 9 were reported in Synergi. Out of 71 not reported in Synergi; 13 were related to AOR and 58 via interim digital form.

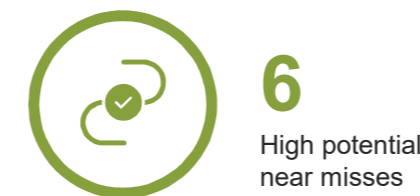
Number of near misses reported relating to AT services



There was one near miss reported in Synergi in July related to an unsafe pedestrian behaviour on Road. Pedestrian run out in front of the bus.

* This graph only represents bus and ferry services as AOR do not report directly into Synergi.

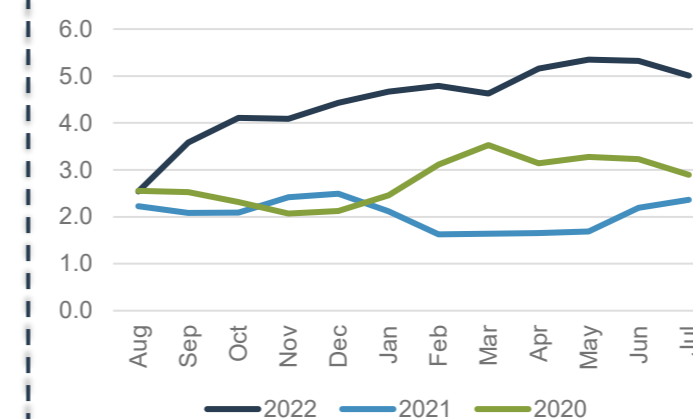
Number of high potential near misses and events reported



There were six high potential near-misses reported in July, three related to vehicle events, two violence and abuse including anti-social behaviour and one fall.

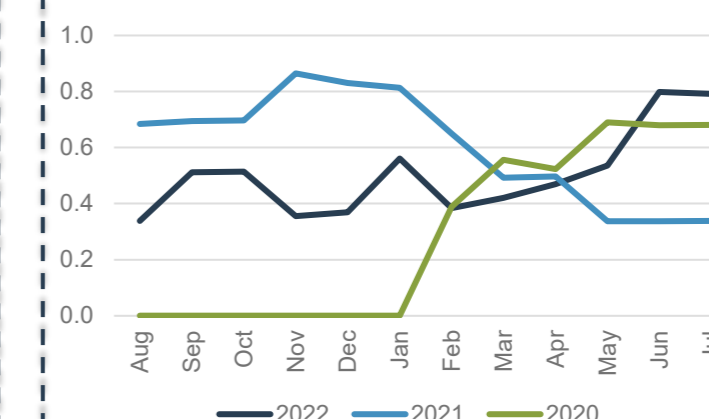
All high potential near misses categorised as High risk (Class B) that could, in other circumstances, have realistically resulted in one or more serious injuries or fatalities.

Total Recordable Injury Frequency Rate (TRIFR)



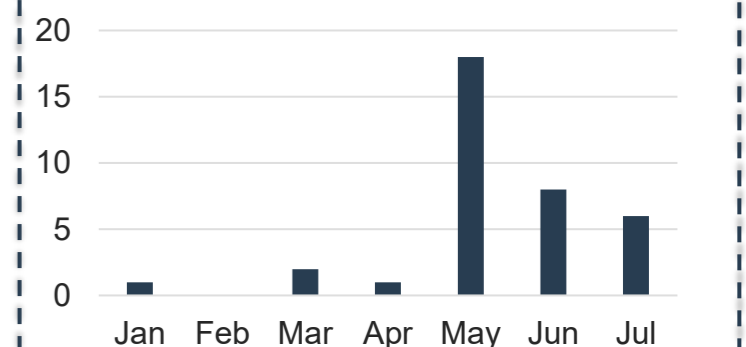
PT operators didn't report any recordable injuries in July.

Lost Time Injury Rate (LTIFR)



PT operators didn't report any lost time injuries in July compared to 1 LTI in June.

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

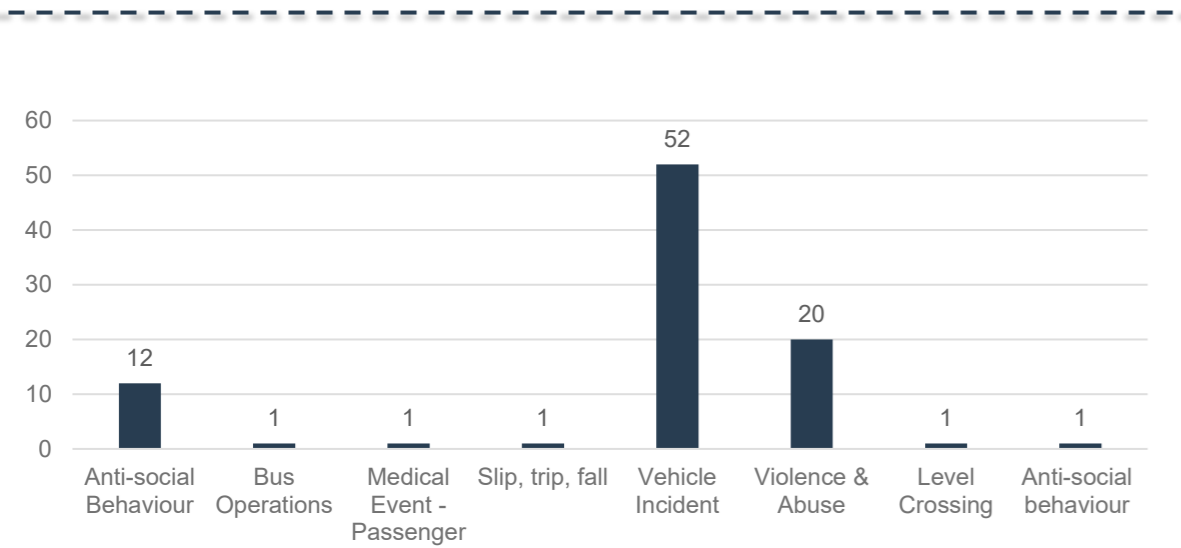


There was six reportable events; all reportable events were from AOR, as outlined in key insights.

Public Transport – Overall detailed dashboard

Critical Risk Areas

Number of health and safety events related to identified critical risks

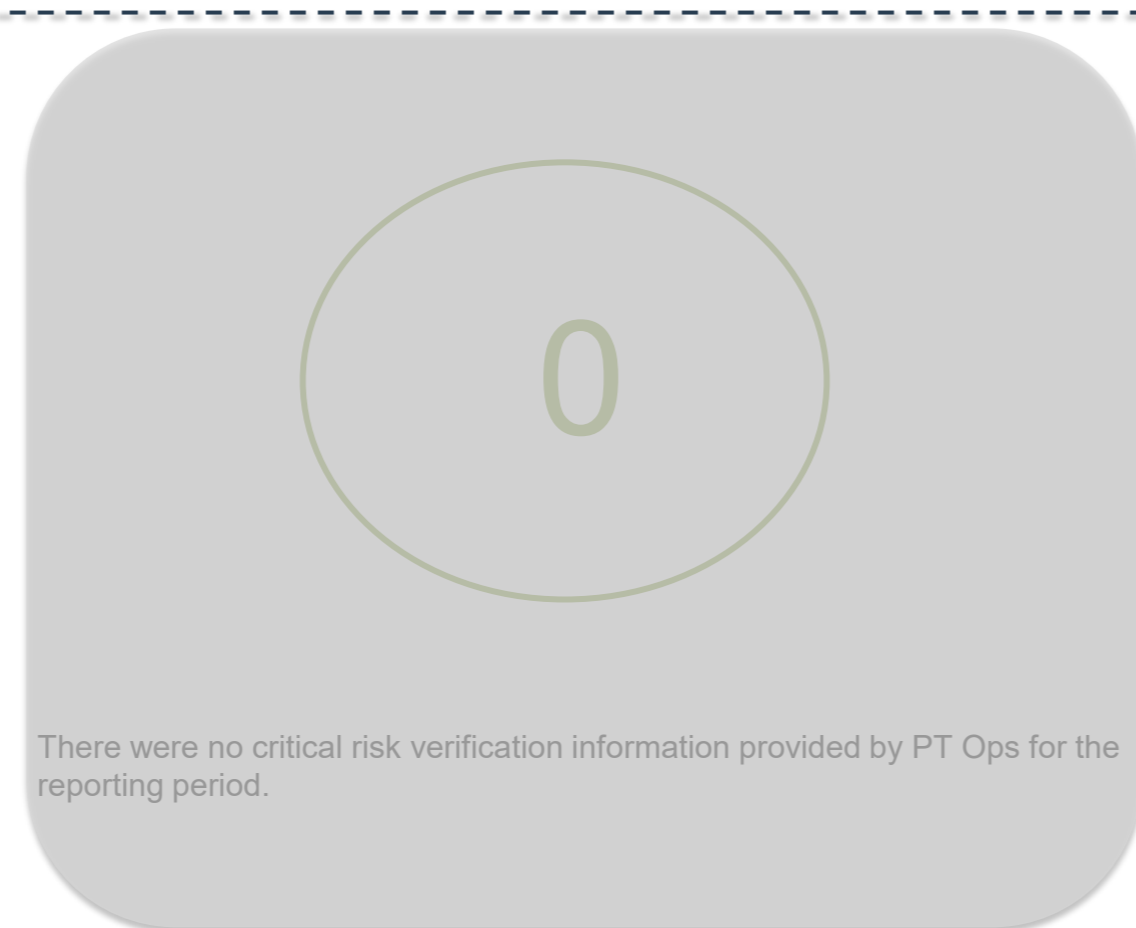


There were 89 H&S events identified as a critical risk in Synergi.

Vehicle events and violence and abuse continue to be the largest reported events for the Public Transport operators having an increase from June of:

- 53.8% in Vehicle events
- 45.9% Violence & Abuse

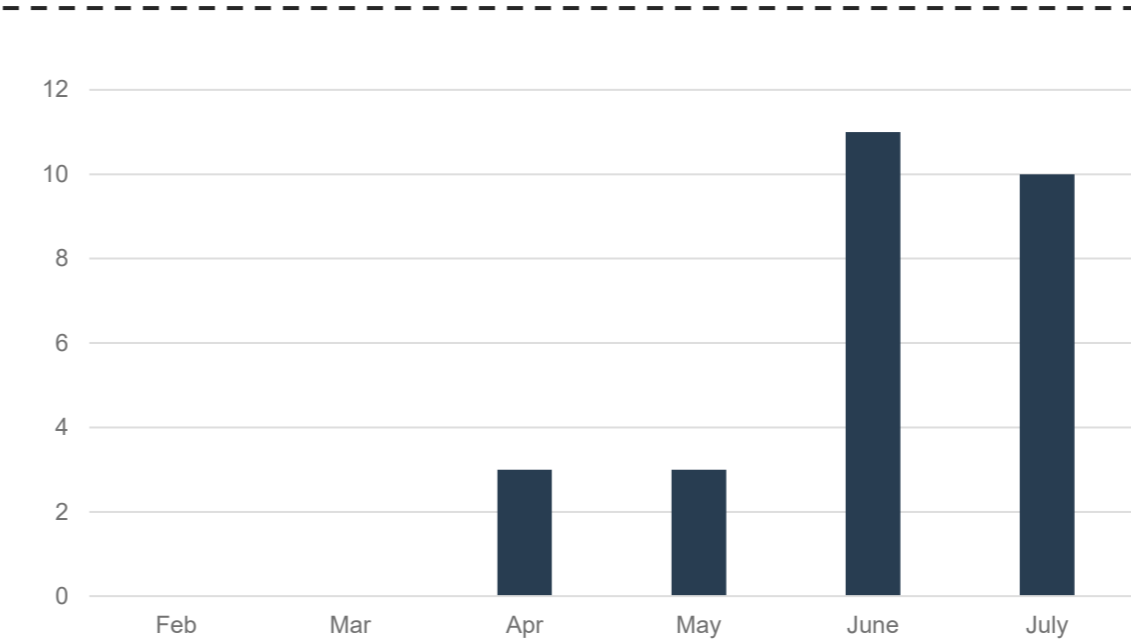
Number of critical risk control verification undertaken by Operator



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

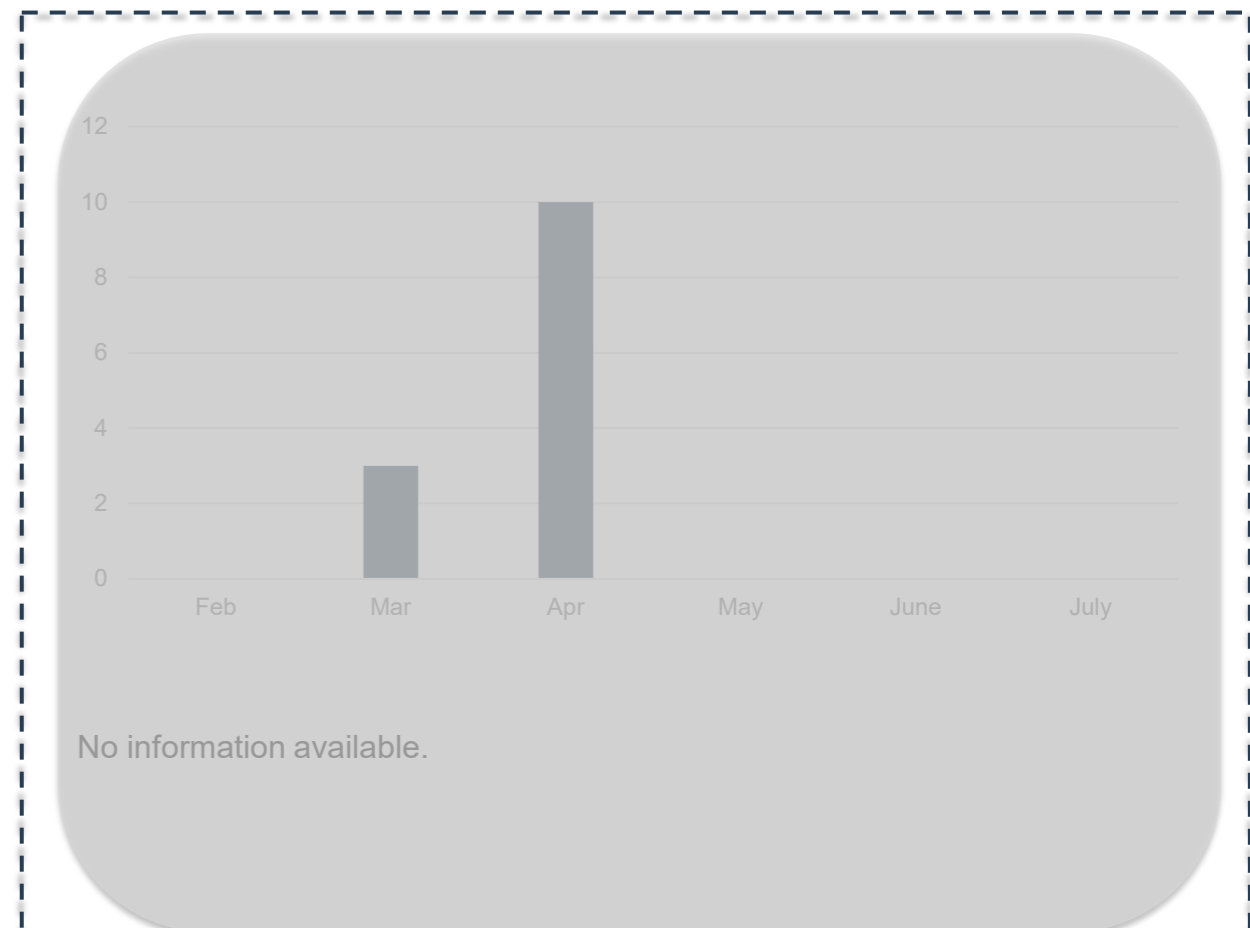
Culture, Behaviour & Engagement

Number of PCBU forums lead by AT



There were ten PCBU forums conducted in July.

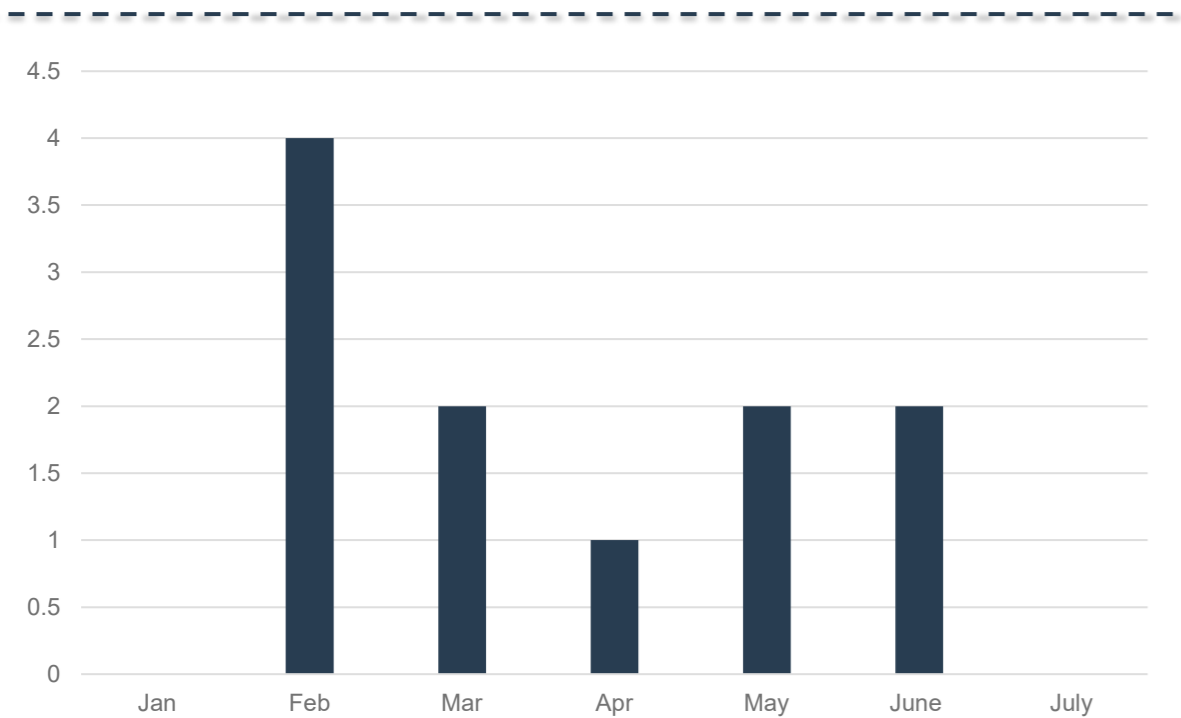
Number of shared learnings across PCBUs (including subcontractors) relating to AT services (to be completed by Safety team)



No information available.

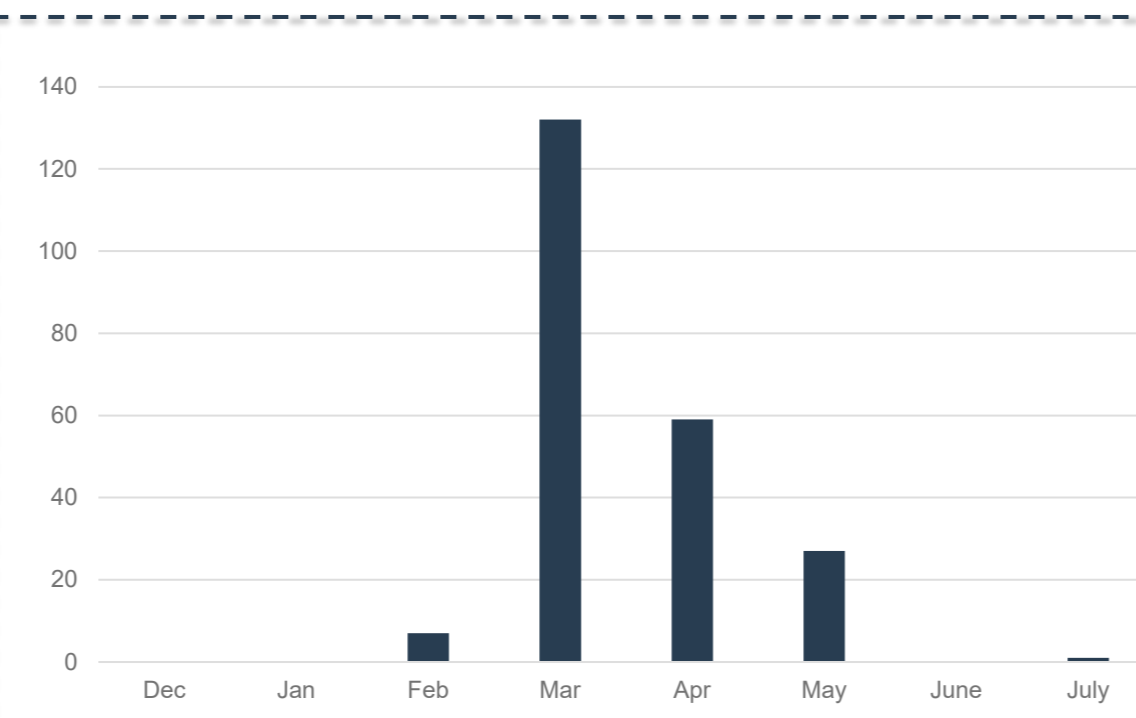
Assurance & Monitoring

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



There were two Safety Leadership walks completed by PT Ops in June and zero in July.

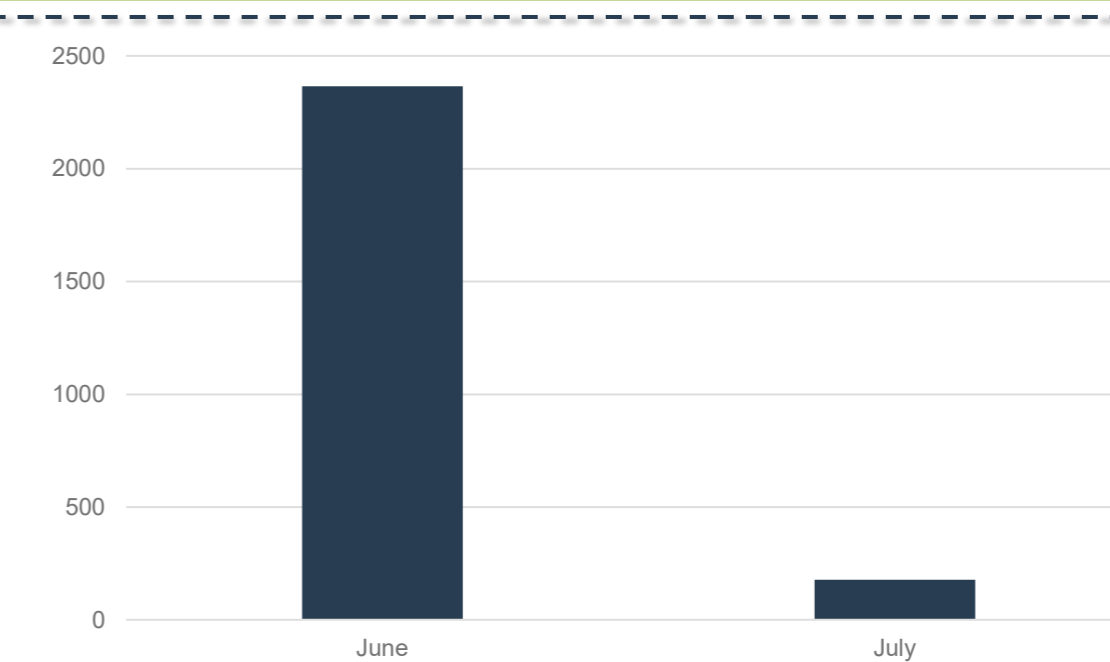
Number of health and safety audits or site reviews completed by Operators



There was one audit conducted by AOR in July.

Training & Development

Number of safety training hours completed per month for PT Operators



This measure started to be recorded from June by PT operators, however in July was a reduction in reporting this metric from some operators.

Definitions need to be clarified and communicated across AT relationship managers and PT operators to allow of consistent and concise reporting

1.3 Physical Works Contractors

Let's go there



Physical Works Contractors - Safety Critical Risk

Key Highlights

- Two service strikes were reported during July at the same physical works site in Mission Bay. The service strikes involved mobile plant (excavators).
 - One instance of a domestic water line strike
 - One instance of a telecommunication cable strike.
- There were no injuries as a result of these events. None of the events were reported to WorkSafe NZ.
- A trend analysis will be undertaken to gain an understanding on severity of occurrences.
- Additionally, a learning review is to be undertaken to gain better insights and put a plan in place to address concerns, which will be in line with findings from trend analysis.
- Reporting for physical works has substantially improved, however is not consistent and requires manual data handling. A programme of work is underway to facilitate better reporting and on-boarding of physical works contractors to Synergi 2.0.

Physical Works Critical Risks

- Working in a traffic environment** – there were no events reported as critical risks for working in a traffic environment..
- Working in a live operating rail environment** - there were no events reported as critical risks for operating in the rail environment.
- Working outside** - there were no events reported as critical risks for working outside.
- Assault towards team members, threats of mental or physical harm** - there were no events reported as critical risks for assaults.
- Confined spaces** - there were no events reported as critical risks for confined spaces.
- Working at heights** –there were no events reported as critical risks for working at height.
- Live services** – two events reported as critical risks for utility service.
- Working around moving machinery** – there were no events involving moving machinery.
- Working near or over water** – there were no events reported as critical risks for working near or over water.
- Chemical soils and handling hot materials** - there were no events reported as critical risks for chemicals, or hot materials.
- Suspended loads** - there were no events reported as critical risks for suspended loads.
- Manual handling tasks** there were no events reported as critical risks for manual handling events.
- Presence of a person under the influence of alcohol, prescription drugs or illicit drugs** - there were no events reported as critical risks for drugs or alcohol.
- Driving** – there were no events 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	0	0	0	0
	Moderate	3	0	0	1	0	0
	Minor	2	0	1	1	0	0
	Insignificant	1	0	0	0	0	0

*Numbers in this table represent the total number of events reported for each Risk Rating in the past month in Synergi.

Physical Work Contractors – Overall detailed dashboard

Key Insights

The information contained in this physical works section was sourced from Synergi and an interim data capture form submitted to contractors for completion and return. This however only provides data in numbers and does not provide a deep dive of information. Physical works contractors will be on-boarded into Synergi 2.0 over the coming months.

Physical Works Contractors reporting

23 Physical Works contractors submitted data for the month of July and 977468.33 working hours were captured for this reporting period

Brian Perry Limited	Legacy construction
Coll Electrical	Lite Civil
CSLi	Liveable Streets
Dempsey Wood	Mason Contractors Ltd
Downer	McKay Electrical
DTFT Cable Trays Pier	Naylor Construction Ltd
Electrix	Northpower
Fulton Hogan	Rail Gating & Wiri Bio Hazard Wash Pit
HEB	STF Ltd
Higgins	Traffic Systems Ltd
JFC/Traffica	Ventia
John Fillmore Contracting	Wharehine Contractors Ltd

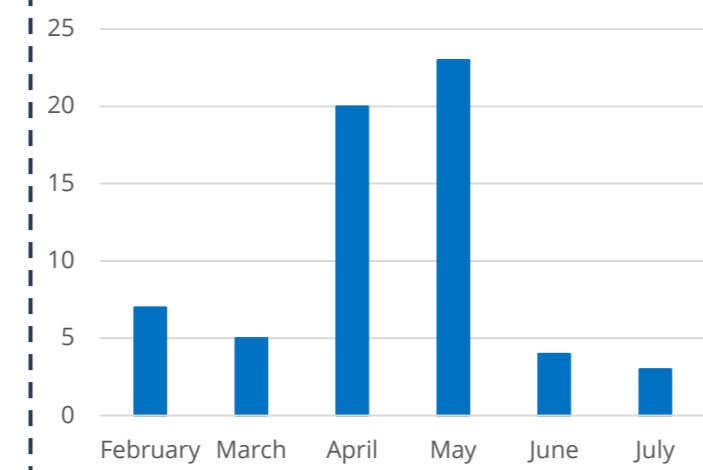
Infrastructure Project Delivery Live construction site Audits July

	Construction	Investigation & Design	Local & Safety Projects	PT, Facilities & Structure
Live Construction Sites	10	1	44	7
Audits Undertaken	22	1	44	8

Action	Owner	Due
Integrated Networks to submit the data from physical works contractors for the 7 th of the month.	David Nelson Allan Wallace	August
Look into service strike frequency and produce trend analysis for review	Jo Z	August
Prepare and support contractors for reporting H&S KPI data via Synergi	David Nelson Allan Wallace	October

Performance Indicators

Number of health and safety events reported relating to AT worksites



There were three events entered into Synergi by Physical Works Contractors in July.

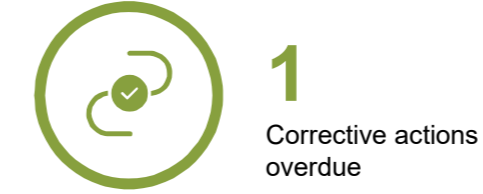
There were 47 additional events reported from a different report by contractors.

H&S event reports open



There are not open health and safety events in Synergi.

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



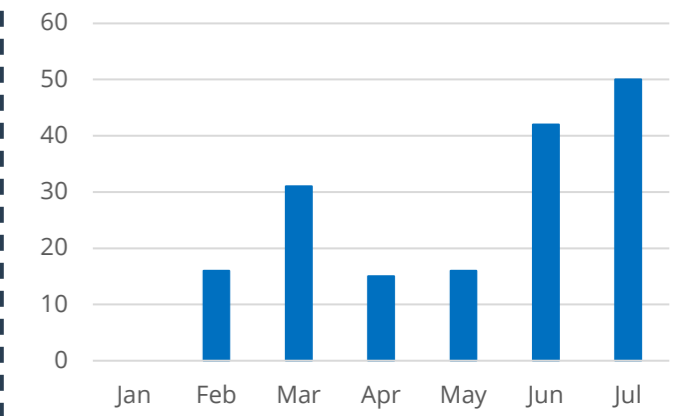
There were one corrective action outstanding reported by Fulton Hogan Central for July.

Number of event investigations outstanding relating to AT worksites



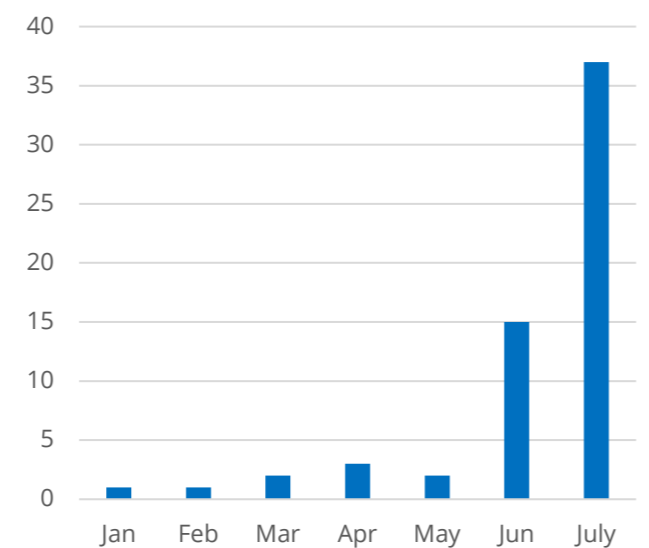
There were four incomplete investigations for July, three for Traffic Systems Limited Central, and one for Ventia.

Number of hazards reported relating to AT worksites



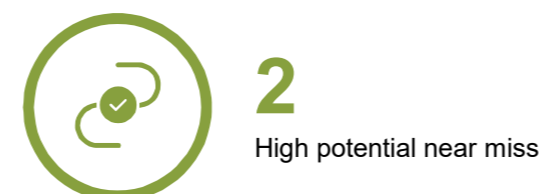
There were 50 hazards by Physical Works Contractors in July, however, there is no detail of those as 49 are not reported in Synergi.

Number of near misses reported relating to AT worksites



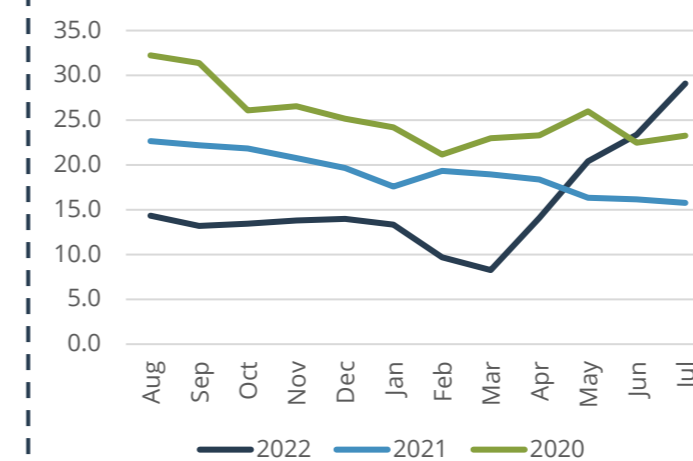
The data from the PW Safety Performance – Monthly Summary indicates that there were 37 Near Misses reported by Physical Works Contractors in July.

Number of high potential near misses and events reported



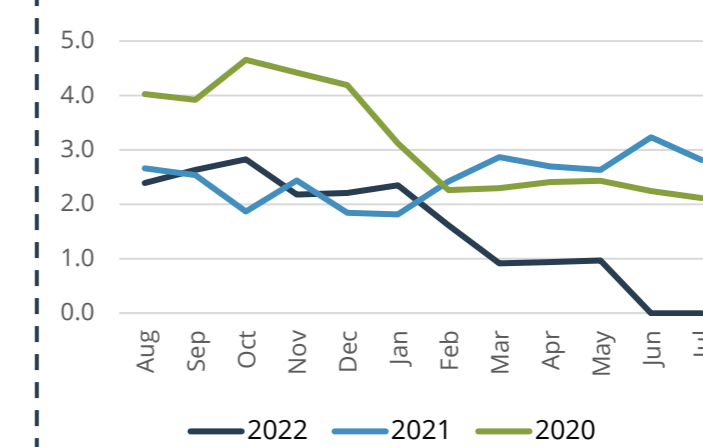
There was two of the near miss in July that was identified as high potential reported by Fulton Hogan regarding service strikes.

Total Recordable Injury Frequency Rate (TRIFR)



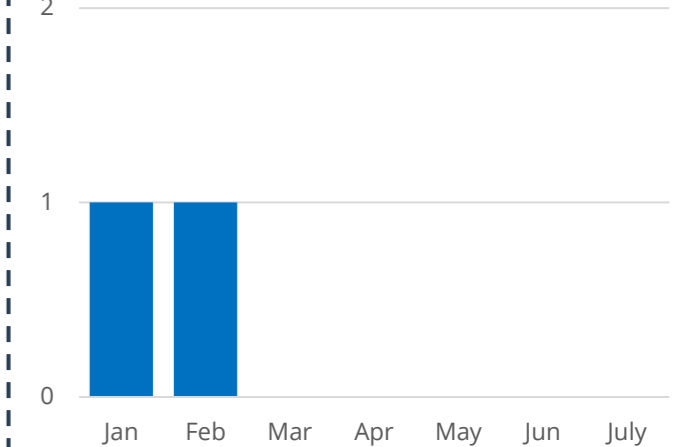
TRIFR has an increase of 24.3% due to an increase of the recordable injuries being 3 in June and 8 in July.

Lost Time Injury Rate (LTIFR)



There were no Lost Time Injuries reported in July by contractors.

Number of notifiable events to the NZ regulator AT worksites



There were no notifiable events in July

Physical Work Contractors – Overall detailed dashboard

Critical Risk Areas

Number of health and safety events related to identified critical risks



There were 2 events listed in Synergi for Physical works related to underground service strikes (telecommunication line and water line).

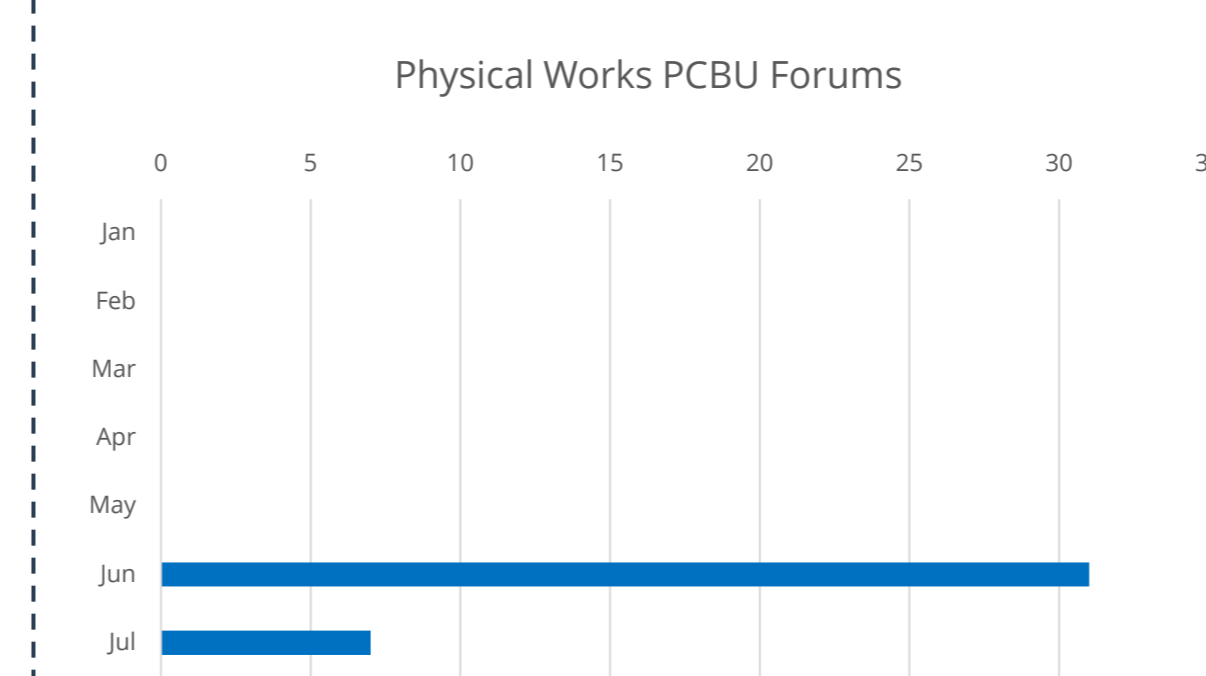
There were seven events recorded related to critical events reported in the Safety Performance Monthly Summary Data for July.

Number of critical risk control verification undertaken by AT



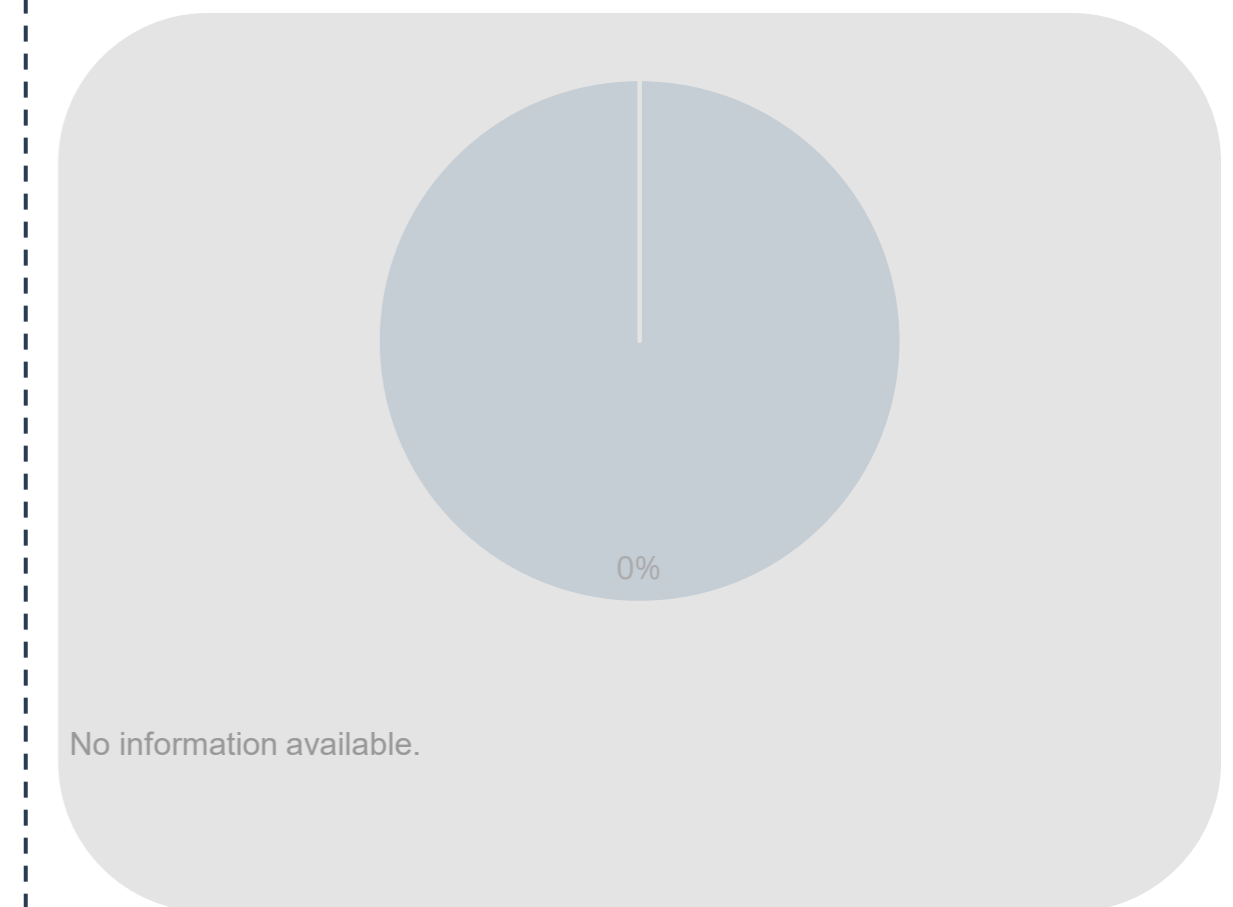
Culture, Behaviour & Engagement

Number of PCBU forums lead by AT



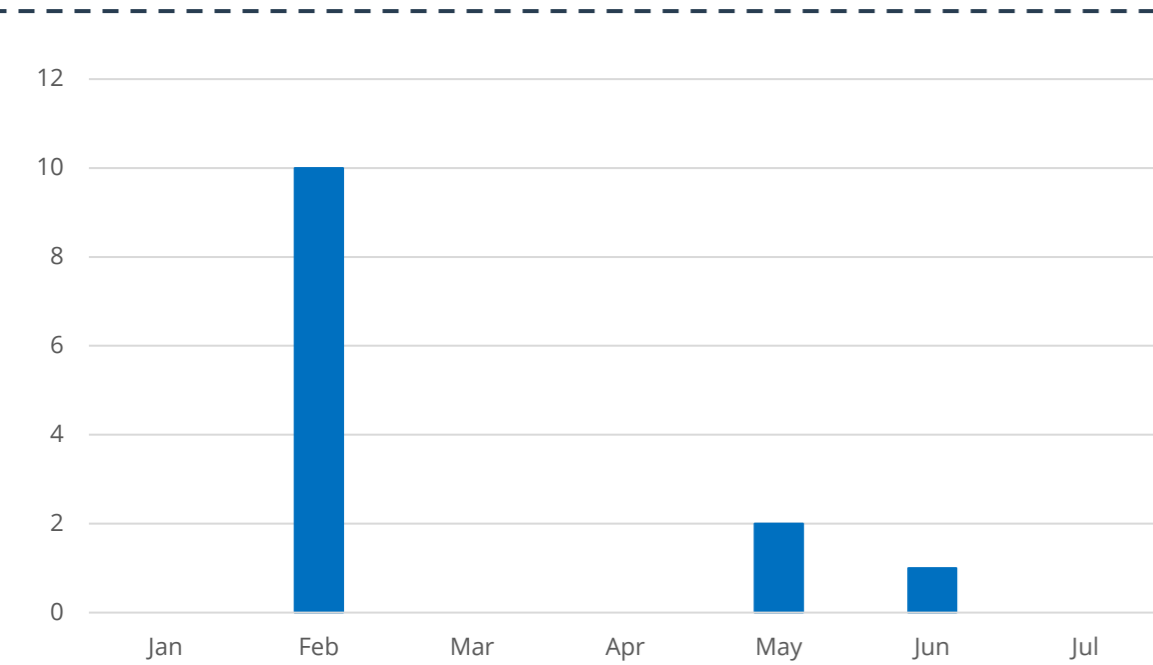
There were 7 PCBU forums reported as being conducted in July.

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



Assurance & Monitoring

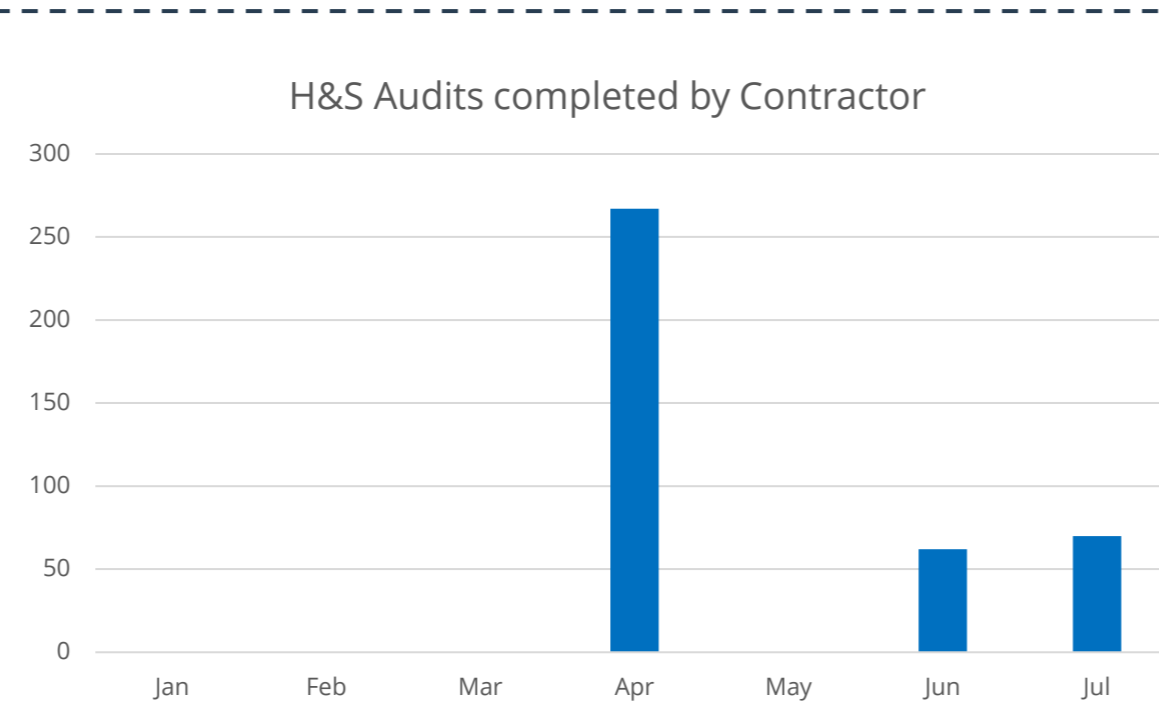
Number of assurance activities undertaken by AT



Two Leadership Walks took place in June, one was at physical work at Matakana link and there was not Leadership walks in July.

© 2021. For information, contact Deloitte Touche Tohmatsu Limited.

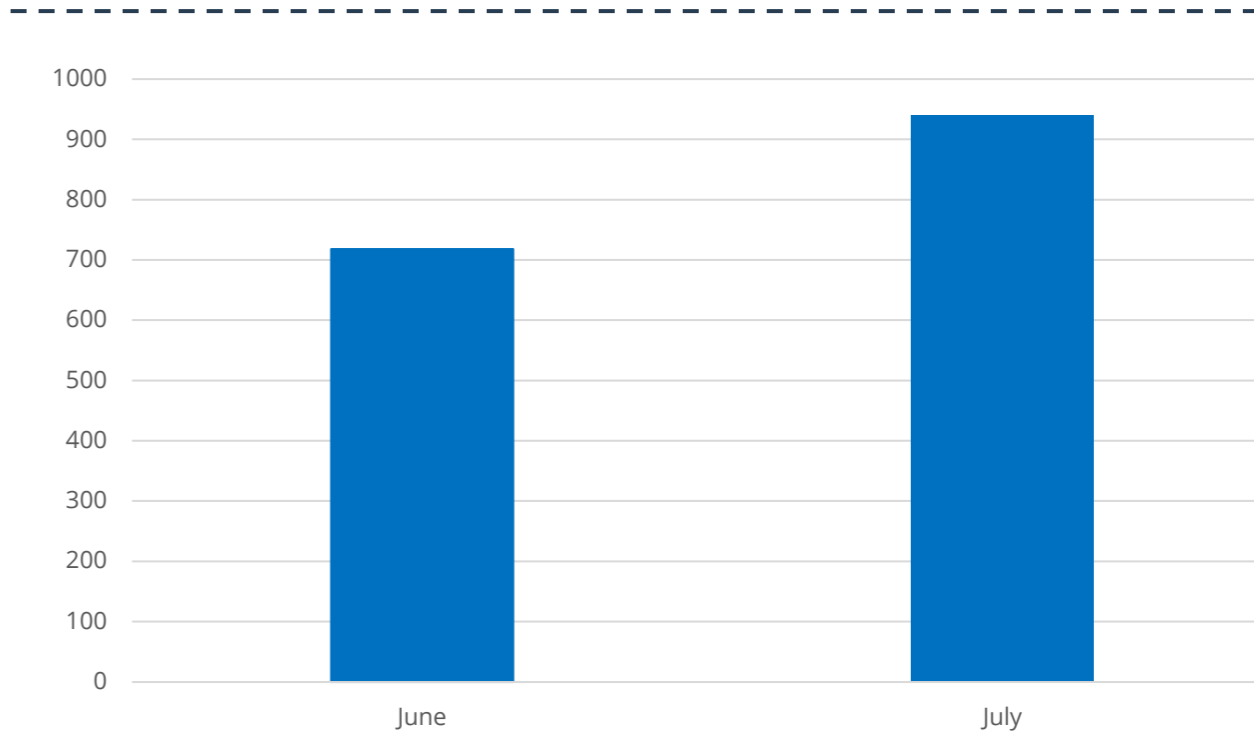
Number of health and safety audits or site reviews completed by Contractor



70 H&S audits or Site Reviews were reported by Contractors for July

Training & Development

Number of safety training hours completed per month



939 Safety Training Hours were recorded by PWC's in July. Inclusive of but not limited to Inductions, Tool Box Talks, Information Refreshers.

2. Road Safety Performance

Let's go there



Road safety performance – July 2022

Death and Serious (DSI) Injury Overview

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

Provisional 2022 reported DSI figures to the end of July

	Tāmaki Makaurau year-to-date*	Tāmaki Makaurau This time last year	AT Roads year-to-date	AT Roads This time last year
Deaths	28	37	23	23
Serious injuries	295	346	256	228
DSI	323	383	279	251

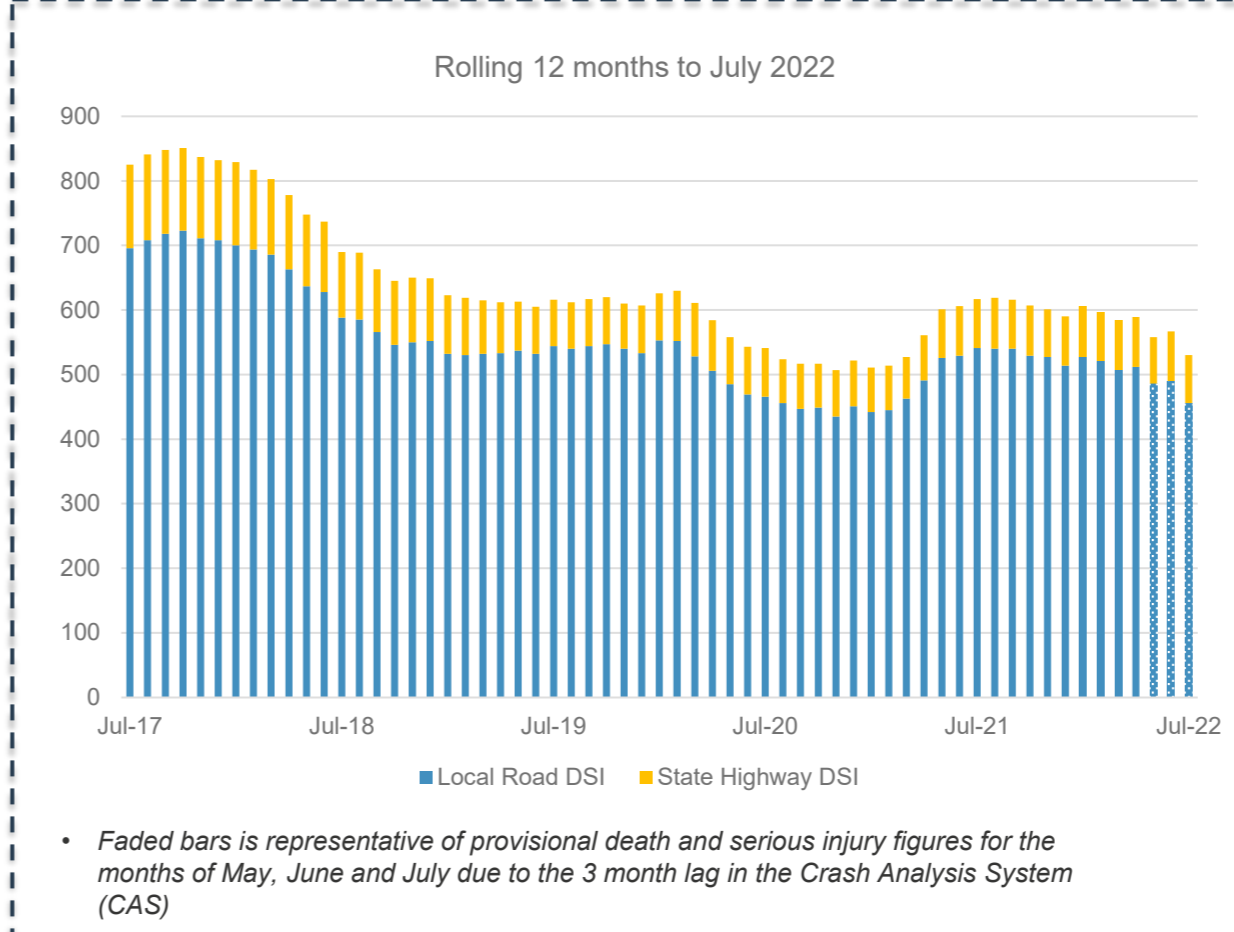
2022 reported DSI is provisional as at 01.08.2022. Reported road deaths is from MoT and reported serious injuries is from CAS. Given the delay in CAS reporting the year-to-date numbers will be lower than finalised numbers.

Reported & estimated DSI figures to the end of July

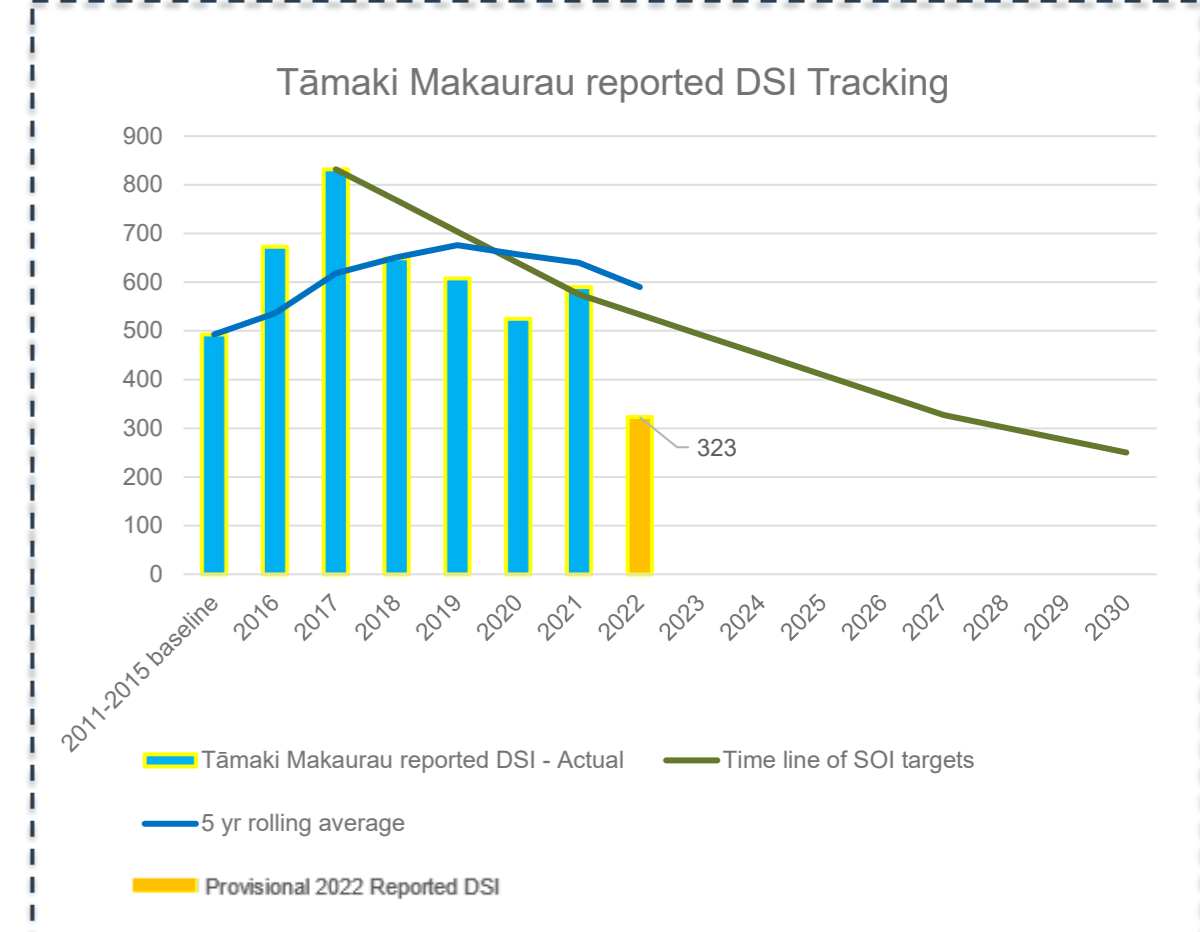
	2022 Reported DSI	2022 Estimated DSI	2021 Reported DSI	2021 Estimated DSI
Driver	127	249	133	261
Passenger	47	92	73	143
Motorcycle	76	220	87	252
People on foot (vehicle involved only)	53	133	62	156
People on bikes	18	128	25	178
Other	2	4	3	6
Total people killed or seriously injured	323	826	383	995

- Reported road deaths is from MoT and reported serious injuries is from CAS. Given the delay in CAS reporting the year-to-date numbers will be lower than finalised numbers.
- Estimated DSI is reported DSI adjusted using scaling factors produced in the Safety of people travelling outside vehicles deep dive, 2021.
- Estimated DSI includes single party and vehicle involved crashes for all modes except people on foot as these are not reported in CAS.

Provisional 12 month rolling reported DSIs



Long term reported DSI trends against Vision Zero targets



Key project highlights

- A gap analysis on MoH data is currently being carried out to identify if we have acquired all the data that we need to enable us to identify communities and vulnerable road users at most risk for injury. This will allow us to prioritize actions and funding in these areas.
- Written to all Road Controlling Authorities on upcoming MoT Fines and Penalties consultation, including AT's Advocacy Plan and its advocacy for more stringent fines and penalties, as per 2021 BIR recommendations.
- Equity of Road Safety Fines and Penalties research commissioned with an All Hands for AT internal staff and other activities planned in September.
- Katoa, Ka Ora: Auckland speed management plan 2023-26. Early mapping work in progress to identify potential areas for review.

Summary Insights

Deaths on Tamaki Makaurau roads are trending lower than the same time 2021. There is a noted improvement in vulnerable road user statistics; 43% (YTD) of all road deaths occurred to people outside of the vehicle in 2021, compared to 32% in 2022.

Enforcement levels across Tamaki Makaurau continue to under perform; the next Tamaki Makaurau Governance Group is scheduled for 31st of August which will provide for review of most recent data.

Statement of Intent – reported DSI update to July 2022

The vulnerable road user target is no longer on track while other targets remain on track. This report includes both reported and estimated death and serious injury rates applying scaling factors identified in the Safety of people outside vehicles research. This is part of wider work to focus efforts on the safety of this group.

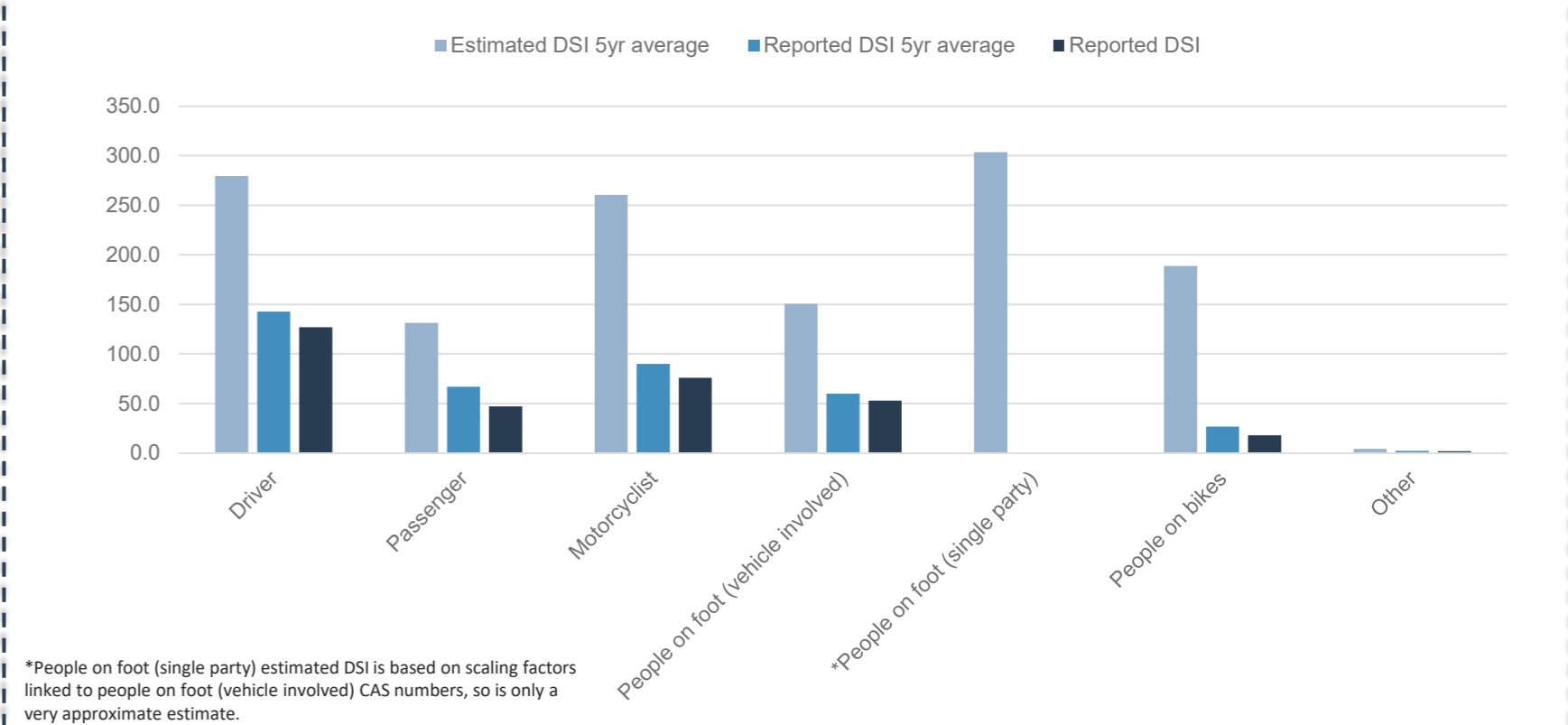
SOI Measure	2022 Target	2022 DSIs to date*	SOI Tracking
The change from the previous calendar year in the number of deaths and serious injuries on the local road network, expressed as a number	No more than 483 DSIs	279 DSIs	On Track
A Steady reduction in the number of deaths and serious injuries on Tāmaki 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)	323 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)	147 DSIs	Not on track

* Based on provisional data to 01.08.22 noting the 3 month lag in CAS data meaning that values are likely to be lower than actual.

** Based on provisional data and long term trend data to give a best assessment of likelihood of meeting or exceeding targets.

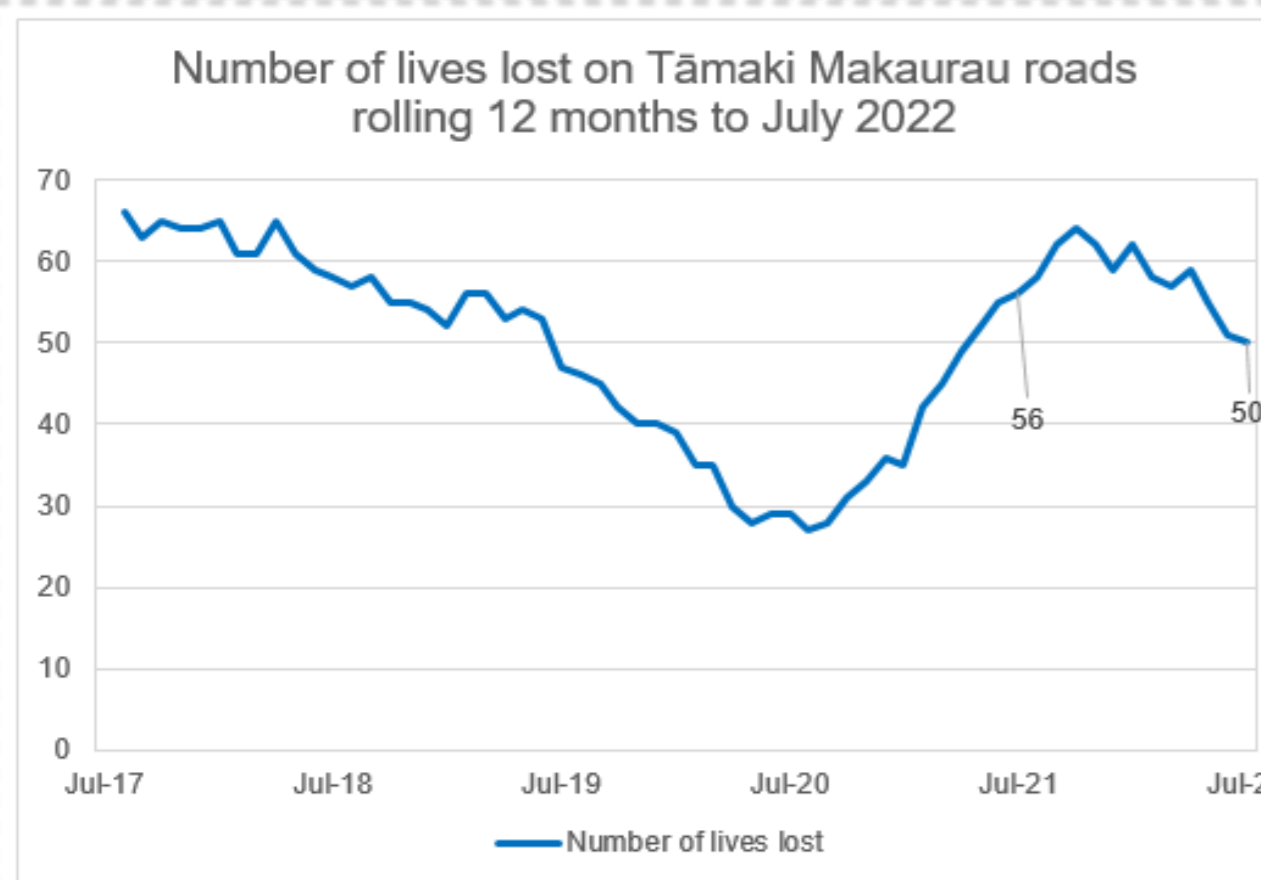
Reported DSI by mode of travel

YTD to July reported DSI compared to 5 year averages



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 July			Previous 12 months to July		
	2021	2022	5yr average	2021	2022	5yr rolling average
Inside Vehicle						
Driver	9	15	12	16	29	20
Passenger	12	4	6	16	11	10
Outside Vehicle						
Motorcyclist	7	2	5	12	2	9
People walking	6	4	6	9	5	10
People on bikes	3	3	2	3	3	3
Other	0	0	0	0	0	0
Deaths outside of vehicle	43%	32%	41%	43%	20%	43%
Total people killed	37	28	32	56	50	51

June & July- fatality details

Description of incident	Consequence	Causal Factors
Glenbrook Road The deceased had driven his vehicle on the opposite side of the road and collided head-on with a truck.	One fatality – 40yr old male driver	Suspected alcohol
Awhitu Road Deceased was found in a vehicle that had turned upside down in a stream. It appeared the deceased vehicle had lost control on a moderate left corner before leaving the road on the western side, rolling along the culvert before sliding down a bank into a stream upside down. The driver was still strapped into the car when the vehicle was recovered.	One fatality – 50yr old female driver	Suspected alcohol
Coronation Road The deceased was allegedly detoxing from painkiller medication and had declining mental health. She had driven her vehicle straight down the boat ramp into the water at between approximately 50-60km/h. The deceased and vehicle were extracted by dive squad.	One fatality – 65yr old female driver	Suspected drugs
Philomel Crescent The deceased had driven her vehicle straight ahead at the intersection at a very slow speed, going up the kerb, across the footpath and into the property of number 32 Philomel Crescent. The vehicle has collided with a letterbox which has caused it to come to a stop. The driver was slumped forward inside the vehicle and when the fire service arrived, they had to break into the vehicle so that they could extract the driver. CPR was preformed and the driver was revived but she eventually died at the scene.	One fatality – 60yr old female unrestrained driver	Unknown
Ara Weiti Road The deceased failed to take the bend and travelled straight ahead into a grassed area of land. The vehicle has continued across the area for a distance of approximately 150 metres and finally came to a rest in a sculptured drain. Whilst in the drain, the vehicle has become totally immersed in fire and the driver has died at the scene. How the fire started and engulfed the vehicle can not be explained.	One fatality – 17yr old male driver.	Suspected inappropriate speed

Fatality crash report completion

Fatal crash year	Number of fatal crash reports on AT roads*	Number of actions	Number closed	Comments
2019	29	107	106	One in progress
2020	24	50	43	Seven remain open
2021	46	86	48	38 remain open
2022	15	16	7	Nine remain open

Fatality crash reporting – systems summary*

Roadsides		
Metric	2022 Insights	BIR Alignment
Road Star rating summary	2.67 is the average safety rating of roads on which fatalities have occurred in 2022. The rural road value is 2.29	
Involved unprotected roadside hazards	33% of the 18 fatalities involved an unprotected roadside hazard	
Involved VRUs with insufficient infrastructure	88% of VRU fatalities occurred where there weren't primary treatments for VRUs present.	Deliver improved pedestrian (and other VRU) safety across the arterial and other roads in the network
Urban locations with non-primary safety treatments	Eight of the nine FCRs occurred at locations without primary safety treatments.	Expand safer urban infrastructure treatment programmes in association with safer speed limits introductions to continue to lower DSI

Speeds		
Metric	2022 Insights	BIR Alignment
Percentage of FCRs on Roads with SaAS	50% of the 18 fatalities occurred on roads where the posted speed limit isn't aligned to the SaAS.	Lower travel speeds across higher risk sections of the Auckland network
Percentage of FCRs where speed limit exceeded	33% of the 18 fatalities involved a vehicle exceeding the posted speed limit	Substantially improve deterrence of speeding

Vehicles		
Metric	2022 Insights	BIR Alignment
Vehicle star rating summary	The average vehicle star rating of vehicles containing fatalities or involved with VRUs is 3.63 stars.	Note that Policy changes such as the speeding up of EV transition are likely to bring road safety benefits, as an increased number of these vehicles on our roads would have a higher safety (ANCAP) rating
Vehicles with WoF	6% of the 18 fatalities involved a vehicle without a valid WoF	
Number of FCRs involving Public Transport Operators	0 of the 18 fatalities has involved public transport operators.*	Review Metro bus operations to proactively improve safety performance

Road Users		
Metric	2022 Insights	BIR Alignment
Alcohol	28% of the 18 fatalities have alcohol confirmed as a causation factor.	Substantially improve deterrence of drink driving
Restraints	20% of 10 fatalities involved the non-use of restraints where one was available.	Substantially improve deterrence of seat belt non-wearing.
Distraction	None of the fatalities to date have noted distraction as confirmed or suspected.	Trial camera-based detection of mobile phone use in a pilot area.
Learner/Restricted Licensing	Two of the 18 fatalities involved a party with a learners license. None involved parties with restricted licenses.	

* Note: 2 fatalities previously included in the analysis and contained within the Waka Kotahi Crash Analysis System (CAS) have been removed as confirmed non reportable events i.e. medical events.