

# **Attachment 1**

## **Safety business report**

### **November and December 2022**

- 1. Health, safety and wellbeing dashboard**
  - 1.1 AT people
  - 1.2 Public transport operators
  - 1.3 Physical works contractors
- 2. Road safety performance**

# 1. Health, safety and wellbeing dashboard

*Let's go there*



# Executive summary – November and December 2022

## Actions from previous meetings

Action	Owner	Update
Provide options to address the scale of harm taking place on road networks	EGM Safety – Stacey Van Der Putten	Being reviewed
EGM Safety to brief Councillors Lee and Baker on the Safety, Health and Wellbeing Strategy	EGM Safety – Stacey Van Der Putten	Date to be confirmed
EGM Safety Inspector Webb to connect Councillor Lee with the New Zealand Police Auckland City District Commander regarding plans for addressing public safety concerns in the city centre	EGM Safety – Stacey Van Der Putten	Completed December 2022

## Key notifiable and serious events

Date	Description	Action taken
07/11	Electric shock (Slide 19): Fullers employee received electric shock through damaged cable on vacuum cleaner. Non-fatal and no medical treatment req.	Medical review undertaken, reported and closed out.
19/12	Dropped object from height (Slide14): Unsafe working at height activities resulting in object falling from height and striking near by person. No injury sustained.	Facilities Lead informed and contractors addressed.
03/11	Cable strike (Slide 22): Unidentified live cable struck by excavator. Cable severed but no harm to person or plant resulted.	Site isolated and Vector emergency response contacted.
Dec	Unsecured load (Slide 22): Subcontractor unloaded mesh sheets from back of truck by lifting hoist and tipping off onto sloping ground. Mesh slid into live lane.	Further investigation required. Not reported via Synergi. Picked up on monthly report.

## Key progress in reporting and insights

### Health, safety and wellbeing

- There was a notable decline in reporting in December. While there was an increase of 7.9% from October to November in the number of AT health and safety events reported, from 38 to 41, there was a decrease of 29.3% in December from 41 in November to 29 in December. In November, 27 of the 41 events related to AT critical risks, In December, 20 out of 29 events related to AT critical risks.
- There were noteworthy increases of 108.3% and 112% in November and December respectively in the number of AT health and safety hazards reported in Synergi, from 12 in October to 25 in November, and from 25 in November to 53 in December.
- There was a decrease of 52.9% in the number of AT events informed as high potential (including near misses) from 17 in October to eight in November. There was a decrease of 37.5% from eight in November to five in December.
- The AT critical risk of Violence, Threats & Aggression remains the highest category representing 46.3% (19 of 41) in November and 44.8% (13 of 29) in December, down from 60.5% in October. Of these critical risks, those that also are high potentials have decreased; 14 in October, seven in November and three in December.
- The AT health and safety critical risk implementation and verification plan has been approved and to be published once resources have been allocated.
- Leadership safety walks rollout with AT executives (tier 2) and tier 3 managers are in the final stages of peer review. Acceleration is on track for the next quarter. Workshops with the business are being booked and implementation of technology to support the walks have been tested, with deployment underway.
- Enhancements of Synergi 2.0 continue developing by the Safety team and Business Technology to improve quality of data and support board reporting processes. The executive dashboard validation progressed with a plan to move into production in Power BI in January 2023. This will help simplify board reporting, insights and provide visibility of performance measures.
- Public transport operators' health and safety events reported in Synergi had a 30.8% decrease from 65 to 45 in November and 8.9% increase in December from 45 to 49. In November, there was a decrease of 31.4% in events identified as critical risks from 51 events in October to 35 in November. However, there was an increase of 14.3% in December from 35 events in November to 40 in December. Public transport operators are being prepared to start reporting monthly KPIs via Synergi and the need for improvements in reporting accuracy was identified.

### Road safety

- Provisional analysis of DSI on Tāmaki Makaurau roads indicates DSI increased in 2022 by 10% from 590 to 648. We have ended the year exceeding our 2022 DSI Statement of Intent (SOI) target by 111 DSI; no more than 537 vs. reported 648.
- Overall, in 2022 DSI growth was driven by an increase in serious injuries of 12% (531 to 594) and a decrease in the number of lives lost by 8%(59 to 54). Growth in serious injuries were predominantly observed in drivers and motorcycle riders. Driver DSI increased by 20% from 211 to 253, with an increase of 22% in serious injuries from 188 to 229. Motorcycle DSI increased by 15% from 128 to 147 with an increase of 14% in serious injuries from 121 to 138.
- In 2022, key DSI reductions were seen in contributing factors for alcohol and non-restraint use. Alcohol related DSI reduced 21% from 97 in 2021 to 77 in 2022 and non-restraint use DSI reduced 31% from 67 in 2021 to 46 in 2022.
- In 2022, the high-risk behaviour of inappropriate speed contributed to a 6% increase in DSIs from 144 in 2021 to 153 in 2022 and 70% (107 of 153) of these were on urban local roads. Of the crash types, loss of control / head-on type increased 19%, crossing / turning type increased 17%, and rear-end / obstruction type increased 13%.

## Key risks

### Health, safety and wellbeing

- Sourcing data from our Public transport operators and physical works contractors continues to present risk to AT. System use uptake and consistency remain a challenge impacting collection of data as well as accuracy and we continue to work to optimise this process for our partners.
- The design of the Safety Management System is tracking to programme; however, the business adoption is lower than expected due to operational demands and complexity of deployment across PCBUs. The PCBU framework commenced rolling out in Integrated Networks in December 2022.

### Road safety

- The Vision Zero Business Improvement Review (BIR) remediation is gradually progressing, but is still constrained by resourcing levels. There is on-going engagement with Tāmaki Makaurau Transport Safety Governance Group partners with greater emphasis on aligning safety priorities. To assist with tracking, a BIR dashboard has been created.

## Key initiatives update

### Health, safety and wellbeing

- Critical risks: Phase I - AT safety critical risks implementation and verification plan was approved in December 2022. The resource allocation workshop will be on 10th February 2023 to assign actions. Phase II – Public transport critical risks were identified and approved. The draft improvement plan will be published by end of February 2023.
- New data sources: Saint John Ambulance has acknowledged the data request and further information has been request. A request to update Ministry of Health data was submitted.
- Risk framework programme: Review of system capability to determine the most effective technology solution for health and safety risk management is ongoing.
- MPOWER: The design of Year 1 of the MPOWER 3 Year Plan is complete and planning is underway for the launch event on 21 March. The focus for 2023 is building a solid foundation of worker engagement, participation and representation.
- Safety capability: The PCBU support package (including eLearning) was launched on 23 Jan 2023. Work is now underway on the next module – reviewing the existing health, safety and wellbeing induction materials.
- Risk profiling: This workstream has been completed with daily risks documented into risk registers and will now be linked into critical risks.

### Road safety

- Advocacy focused on engagement with future Speed Management Plan (2023-2026), drafting and endorsing of the safety advocacy plan 2023 and Tāmaki Makaurau Transport Safety Governance Group partnerships.
- Road Safety Programme Business Case: Gap analysis of the first four years is currently being undertaken, with a view to refresh content and focus areas,
- The DSI statement of intent measurements are being investigated for the possibility of an update and a workshop to develop a road safety insights dashboard is planned with KPMG February 2023.

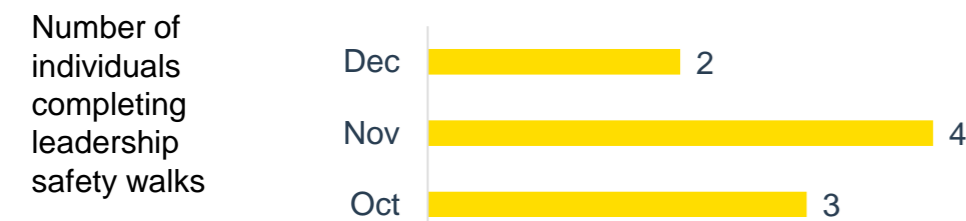
# Our critical success factors dashboard – November and December 2022

## Leadership

Leaders, leading safety

### 1 Safety observations

10 x safety observations per year for senior leaders.



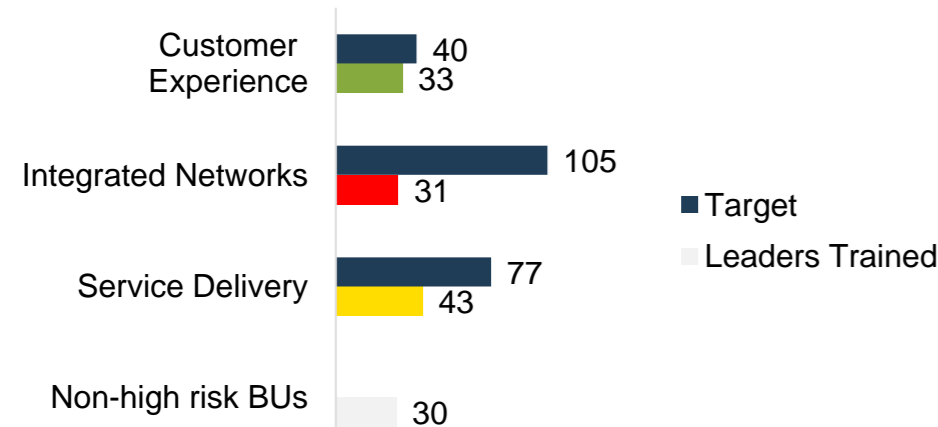
Note: Moved to amber in October as implementation is early in process

In total, six leaders completed leadership safety walks in November and December. Leadership safety walks were conducted at 20 Viaduct Harbour Office, the red CityLink route, back of house at Britomart Train Station and the last walk at the Downtown ferry terminal. Rollout to AT executives and tier 3 managers is being reviewed.

We are in the final stages of development of the leadership safety walks form in Synergi 2.0.

### 2 Safety leadership training

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



Three leading safety workshops were conducted in November and December. 40 AT leaders were trained, of which 35 were from high risk BUs.

- 8 Leaders trained from Services Delivery,
- 19 Leaders from Integrated Networks, and
- 8 Leaders trained from Customer Experience.

## Engagement

Positive change in safety culture

### 3 Culture engagement score

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



Indication of progress towards the DuPont Bradley Curve target of 33% to 40% is supported by an ongoing quarterly pulse survey, focused on AT peoples' experience of safety in their everyday roles. Recent pulse results from October 2022 indicate overall good perceptions and positive increase over July 2021 (+3%pts).

AT currently sits in the reactive quadrant with a culture health and safety score of 27% on the Dupont Bradley Curve. The target is to increase from Reactive to Dependent (33% – 40%) when next assessed in Q4 FY23.

### 4 Critical safety risks

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

		Likelihood				
		Rare May occur once in 20 years	Unlikely May occur once in 5-20 years	Possible May occur in 2-5 years	Likely May occur in the next 2 years	Almost certain May occur this year
Consequences	Extreme	5		1-CR1(D)		
	Major	4				
	Moderate	3		1-CR2 (N) 1-CR3 (N)	2-CR1 (N) 1-CR3 (D)	5-CR1 (N) 2-CR1 (D)
	Minor	2		1-CR1 (N) 1-CR1 (D) 1-CR5 (D)	1-CR1 (N) 2-CR3 (N) 1-CR1 (D) 3-CR3 (D)	1-CR1 (N) 1-CR3 (N) 2-CR1 (D)
	Insignificant	1	1-CR1 (N) 2-CR2 (N)	2-CR1 (D) 2-CR2 (D)	1-CR1 (N) 2-CR1 (D)	5-CR1 (N) 2-CR1 (D)

KEY (CR1) Violence, Threats and Aggression, (CR2) Working inside or outside of a vehicle on our network and (CR3) Exposure to Psychological Harm, (CR5) Working on an operational site. N: November, D: December

There was a total of 47 AT events identified as critical risks in November (27) and December (20); decrease of 3.6% in November to October and decrease of 25.9% from December to November. Critical risk CR1 (Violence, Threats and Aggression) continues to account for the largest number of reported events for AT people representing 45.7% (32 over 70) of the total of events reported.

## Safe Systems

Data driven insight influencing design

### 5 Learning reviews

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



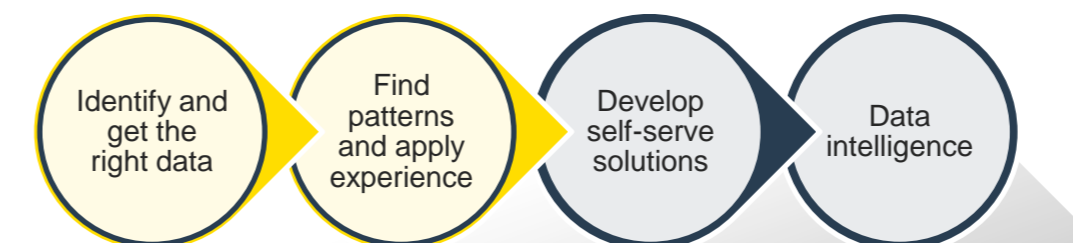
Note: When there is a consistent theme of events that require a learning review for AT people, a joint learning review will take place with representation from the relevant business units involved.

There was one full learning review conducted in November triggered by multiple events involving negative interactions when engaging with members of the public.

No full learning reviews were conducted in December.

### 6 Data eco-system maturity

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



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

The executive dashboard validation progressed with a plan to move into production in Power BI in January 2023. This will help simplify board reporting, insights and provide visibility of performance measures.

Saint John Ambulance has acknowledged the data request and we are working on providing further information to access new data.

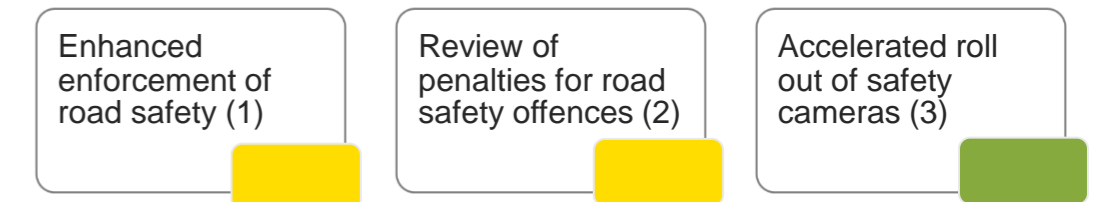
Analysis of MoH and ACC data has been prioritised by Corporate analytics and development is scheduled in Q3 FY23.

## Advocacy

Progress against advocacy plan

### 7 Action and enforcement

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



AT continues to advocate for NZ Police support enforcing new lower speed limit (1).

Ministry of Transport is ready for public consultation and we continue to await Cabinet decision to consult on framework. AT has been advised by MoT that no further action is required (2).

Delivery of infrastructure planned to commence in December /January with cameras operational by mid 2023. Advocating for legislation change to allow point-to-point camera operation and enforcement (3).

### 8 Safety governance engagement

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



The last Tamaki Makaurau Governance Group for the year took place in November 2022. AT continues to push for closer integration with partner priorities to improve road safety with our partners.

External stakeholders, including public transport operators and physical works contractors attended AT's external safety strategy launch on 29 November.

# HSW performance scorecard for AT people – November and December 2022

## Key insights in reporting period\*

- While there was an increase of 7.9% in November in the number of health and safety events reported compared to October, there was a decrease of 29% in December compared to November.
- There was a sharp 78% decrease in number of events open in November. The low number of open events remained in December.
- There was a noteworthy increase of 108% and 112% in November and December respectively in the number of AT health and safety hazards reported in Synergi compared to October and November.
- There was a decrease of 53% in the number of events informed as high potential (including near misses) in November compared to October and a decrease of 37% from November to December. A total of 10 were identified as the AT critical risk of Violence, Threats & Aggression for the months of November and December.
- In December, TRIFR had an increase of 2.4% and LTIFR had a decrease of 2.6% compared to October.
- There was a notable decrease of 55.6% in the EAP usage from October to November, with a further 12.5% from November to December. The proportion of EAP usage for work-related issues versus personal has been growing. In November there was a 27.7 percentage point jump to 57.2% and in December, 71.4% of EAP usage was work related.
- There was a slight decrease of 3.6% in the number of events identified as critical risks in November compared to October, with a further decrease of 26% from November to December.
- Board Directors are in the process of scheduling 2023 leadership safety walks. AT executives (tier 2) and tier 3 launch schedule for March/April 23.
- There was a noteworthy increase of 133% in assurance activities conducted in November compared to October, however, there was a decrease of 68% in December compared to previous month.
- Representation of business units reporting in Synergi increase by 37 percentage points in November compared to October. Two business units did not report events in Synergi in November and December: Governance and Stakeholder, Communities and Comms.

## Update on KPIs for AT people

		On track	Watch	Off track
Category	Scorecard measures	Oct 22	Nov 22	Dec 22
Performance Indicators	1 Number of events reported	38	41	29
	2 Number of events open	27	6	7
	3 Number of learning reviews outstanding (over 21 days)	0	1	1
	4 Number of corrective actions overdue	0	0	0
	5 Number of hazards reported	12	25	53
	6 Number of near misses reported	7	2	3
	7 Number of events informed as high potential (including near misses)	17	8	5
	8 Total recordable injury frequency rate (TRIFR)	8.3	8.1	8.5
	9 Lost time injury rate (LTIFR)	3.9	3.9	3.8
	10 Number of notifiable events to the NZ regulator	None	None	None
	11 Number of active work-related ACC cases	1	0	1
	12 EAP usage	18	8	7
	13 Safety engagement score	27%	27%	27%
Critical Risk Areas	14 Number of events identified as critical risks	28	27	20
	15 Number of control verifications completed vs planned*	-	-	-
Culture, behaviour, engagement	16 Number of share success reported	0	0	0
	17 Number of full learning reviews started	4	1	0
Assurance and monitoring	18 Number of safety assurance activities completed	12	28	9
	19 Number of individuals completing leadership safety walks	3 ***	4	2
	20 Number of safety audits completed	-	-	1**
Training and development	21 Number of individuals completing safety leadership training in key areas	26	27	8
	22 % of completion of safety training	91%	91%	92%
Business reporting	23 % of business units reporting in Synergi	45%	82%	82%

• Measurement will commence after EGM approval of measure  
 \*\* This metric is in amber as we are building the safety management system for business units' success.  
 \*\*\* Moved to amber in October as implementation is early in process

## February 2023 key comments and actions

### Key risks, challenges, mitigations and/or actions

- General: Reporting accuracy e.g. severity
- Risks:** Inaccurate data and severity's reported
  - Challenges:** AT people need to have a clear consistent understanding of reporting categories. Near misses are either under reported or over reported due to miss understanding. Some near misses should be captured as events and others removed, where not applicable to AT.
  - Mitigations:** AT to clearly define expectations, communicate and monitor.
  - Key actions (Owner/Due):** Align on reporting categories. Educate AT employees to enable ability to review information and guide third parties. (Safety Team/ July 2023)

*\*Safety team = Enablement, BP, Data & Insights*

16. Number of share successes
- Risks:** lack of continuous improvement
  - Challenges:** Upskilling of AT people to understand why this is important for reporting
  - Mitigations:** Safety team need to develop and education piece on shared successes.
  - Key actions (Owner/Due):** Training to be developed to upskill AT people on why it is important to report shared success in Synergi (Jo Zoricich / July 2023)

# HSW Performance Scorecard for partners - November and December 2022

## Key insights in reporting period

### Partners summary

- Public transport operators** are providing monthly Safety data via the interim digital form. Significant improvement has been noted on time spent gathering further information, which is now minimal. H&S reporting incidents via Synergi have increased providing better data for the board report. Better definitions are required for High Potential Near Miss reporting.
- Physical works contractors** are providing their monthly KPI data via the interim digital form. Discrepancies and requests for further data has improved with only one query for November and December.

### Reporting in Synergi

- Public transport operators** continue using the interim reporting solution (Microsoft form) for this. All public transport operators (12) reported in November and December. TRIFR and LTIFR have been calculated for five PT Operators and information is waiting for the other seven PT operators to be able to provide those metrics. In November, there was a decrease of 31% in reporting events in Synergi compared to October. There was an increase of 8.9% in reporting events in Synergi compared to November.
- Physical works contractors** continue reporting via the interim digital form (Microsoft form). Discussions have been held to identify the best way for contractors to report and an agreement has been made to report in a corporate level. Communications with procurement is being undertaking to communicate the new agreement and request the data to calculate TRIFR and LTIFR. There were three and four and two events reported in Synergi in October, November and December, respectively.

Key actions	Owner	Due
Investigation into PWC access to Synergi to enable external reporting of incidents is ongoing	Mickala Smith / Integrated Networks	April 2023
Enable revised KPI reporting via Synergi for PT Operators. Including Onboarding and consultation	Mickala Smith / Integrated Networks	March 2023
Present back data to business and those contributing data	Mickala Smith / Integrated Networks	March 2022

## Update on KPIs for public transport operators – November 2022

Category		Relating to public transport operators	AOR	Ritchies Murphys	Bayes	GoBus	Pavlovich	NZBus	SeaLink	H&E	Belaire	Fullers	Waiheke Bus	Ritchies
Performance indicators	1	Number of events reported	1	13	3	9	5	0	0	5	3	98	17	4
	2	Number of event investigations outstanding (over 21 days)	10	2	0	0	0	0	0	0	0	11	0	1
	3	Number of corrective actions overdue	0	0	0	0	0	0	0	0	0	16	0	1
	4	Number of hazards reported	12	0	0	0	0	0	0	1	0	10	2	0
	5	Number of near misses reported	11	1	0	5	0	0	0	2	0	20	2	0
	6	Number of events informed as high potential (including near misses)	11	1	0	4	0	0	0	2	0	2	0	0
	7	Total recordable injury frequency rate (TRIFR) *	2.23	-	0	-	-	55.9	-	36.3	0	-	-	-
	8	Lost time injury rate (LTIFR) *	0.96	-	0	-	-	30.6	-	23.5	0	-	-	-
	9	Number of notifiable events to the NZ regulator	24	0	0	0	0	0	0	0	0	2	0	0
Critical risk areas	10	Number of events identified as critical risks	11	6	0	0	4	0	0	2	0	0	0	0
	11	Number of control verifications related to industry trends analysis	Commencement of critical risk workstream is underway											
Culture, behaviour, engagement	12	Number of safety engagement activities completed	13	0	1	3	5	14	20	200	1	6	0	30
	13	Number of shared learnings across PCBUs including subcontractors	Work to define measure is underway											
Assurance and monitoring	14	Number of safety observations completed	13	0	0	0	0	0	0	6	0	25	0	2
	15	Number of H&S audits completed	13	0	1	2	0	14	0	20	0	0	0	2
Training and development	16	Number of safety training hours completed per month	1056	712	3	24	192	38	0	100	56.24	4817	0	30

**Note: These figures do not include Synergi data. They include only the data that was reported via the interim Microsoft form.**

\* Metrics to calculate TRIFR ad LTIFR (12 months rolling) have been requested to PT Operators.

# HSW performance scorecard for partners - November and December 2022

## Update on KPIs for public transport operators – December 2022

Category		Relating to public transport operators	AOR	Ritchies Murphys	Bayes	GoBus	Pavlovich	NZBus	SeaLink	H&E	Belaire	Fullers	Waiheke Bus	Ritchies
Performance indicators	1	Number of events reported	1	31	0	9	6	0	0	5	2	71	19	0
	2	Number of event investigations outstanding (over 21 days)	10	0	0	0	0	0	0	0	0	12	0	0
	3	Number of corrective actions overdue	0	0	0	0	0	0	0	0	0	36	4	0
	4	Number of hazards reported	13	0	0	4	0	0	0	2	0	8	4	0
	5	Number of near misses reported	11	11	0	5	0	5	0	10	0	13	3	0
	6	Number of events informed as high potential (including near misses)	11	1	0	0	0	0	0	1	0	0	1	0
	7	Total recordable injury frequency rate (TRIFR) *	2.02	-	0	-	-	53.1	-	31.8	0	-	-	-
	8	Lost time injury rate (LTIFR) *	0.87	-	0	-	-	31.2	-	19.1	0	-	-	-
	9	Number of notifiable events to the NZ regulator	15	0	0	0	0	0	0	0	0	0	0	0
Critical risk areas	10	Number of events identified as critical risks	0	0	0	0	6	0	0	2	1	4	6	0
	11	Number of control verifications related to industry trends analysis	Commencement of critical risk workstream is underway											0
Culture, behaviour, engagement	12	Number of safety engagement activities completed	0	0	2	3	1	14	12	750	2	35	4	20
	13	Number of shared learnings across PCBUs including subcontractors	Work to define measure is underway											
Assurance and monitoring	14	Number of safety observations completed	0	0	0	0	0	0	0	22	0	8	0	1
	15	Number of H&S audits completed	0	0	0	0	0	7	0	1	0	15	4	1
Training and development	16	Number of safety training hours completed per month	2644	750	6	8	161	15	12	1650	21.75	1850	0	20

**Note: These figures do not include Synergi data. They include only the data that was reported via the interim Microsoft form.**

\* Metrics to calculate TRIFR ad LTIFR (12 months rolling) are been requested to PT Operators .

# HSW performance scorecard for partners - November and December 2022

## Update on KPIs for physical works contractors – November 2022 \*\*

Category	Relating to AT worksites for physical works contractors	Fulton Hogan	Naylor Construction Ltd	Wharehine Contractors Ltd (PWSP4-Safety)	Mason Contractors Ltd	Phoenix Solutions	Sansom Construction	Dempsey Wood	Traffic Systems Ltd	Fulton Hogan	Fulton Hogan	Electrix	Downer	Freyssinet	Heron Construction	Wharehine Contractors Ltd (Construction)	John Fillmore Contracting	Legacy Construction Ltd	Naylor Construction Ltd	Coll Electrical	STF Limited	Dempsey Wood	CSLi	Downer	Electrix	Fulton Hogan	Liveable Streets	McKay Electrical	North-power	Traffica	Ventia	
	Physical works contractor area	Central	West	North Rural	North Rural	Central	Central	North/West	Central	North/East	South Urban			Central	Waiheke Island	North Rural	Central	Central	Central	Central	North/East	Central	AMM*	AMM*	AMM*	AMM*	AMM*	AMM*	AMM*	AMM*	AMM*	
Performance indicators	1	Number of events reported	0	0	3	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	8	6	6	17	0	0	0	1	
	2	Number of event investigations outstanding (over 21 days)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3	Number of corrective actions overdue	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0
	4	Number of hazards reported	0	0	3	1	0	0	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5	Number of near misses reported	0	0	0	2	0	0	1	2	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	2	4	1	0	0	0	0
	6	Number of events informed as high potential (including near misses)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0
	7	Total recordable injury frequency rate (TRIFR) ***	-	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	8	Lost time injury rate (LTIFR) ***	-	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	9	Number of notifiable events to the NZ regulator	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Critical risk areas	10	Number of events identified as critical risks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11	Number of control verifications related to industry critical risks trends analysis																														
Culture, behaviour, engagement	12	Number of safety engagement activities completed	7	3	27	5	5	26	3	24	0	25	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	13	Number of shared learnings across PCBUs including subcontractors	3	0	0	2	0	0	2	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Assurance and monitoring	14	Number of safety observations completed	1	0	4	2	2	0	0	0	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	15	Number of H&S audits completed	1	5	1	2	1	0	0	4	0	25	0	0	0	0	0	4	0	0	0	0	0	4	112	6	21	9	11	0	0	0
Training and development	16	Number of safety training hours completed per month	20	10	27	25	3.25	50	4	8	0	54	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Note: These figures do not include Synergi data. They include only the data that was reported via the interim Microsoft form.

\* Asset Management/Maintenance

\*\* PW Contractors reporting process is under review and conversations are being held with managers to report in a corporate level. Discussions with Procurement are being undertaken by Safety partners to provide a clear and consistent comms to contractors.

\*\*\* Metrics to calculate TRIFR and LTIFR (12 months rolling) for physical works contractors are being reviewed and validated to ensure accuracy of data and to obtain the right insights for decision making.



# HSW performance scorecard for partners - November and December 2022

## Update on KPIs for physical works contractors – December 2022 \*\*

Category	Relating to AT worksites for physical works contractors	Fulton Hogan	Naylor Construction Ltd	Wharehine Contractors Ltd (PWSP4-Safety)	Mason Contractors Ltd	Phoenix Solutions	Sansom Construction	Dempsey Wood?	Traffic Systems Ltd	Ventia	Fulton Hogan	Fulton Hogan	Electrix	Downer	Freyssinet	Heron Construction	Wharehine Contractors Ltd (Construction)	John Fillmore Contracting	Legacy Construction Ltd	Naylor Construction Ltd	Coll Electrical	STF Limited	Dempsey Wood	CSLi	Downer	Electrix	Fulton Hogan	Liveable Streets	McKay Electrical	Northpower	Traffica	Ventia	
	Physical works contractor area	Central	West	North Rural	North Rural	Central	North/East	North/West	Central	Central	North/East	South Urban			Central	Waiheke Island	North Rural	Central	Central	Central	Central	North/East	Central	AMM*	AMM*	AMM*	AMM*	AMM*	AMM*	AMM*	AMM*	AMM*	
Performance indicators	1	Number of events reported	0	0	2	0	0	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0	6	0	17	0	1	8	0	0	1	1	
	2	Number of event investigations outstanding (over 21 days)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3	Number of corrective actions overdue	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	9	
	4	Number of hazards reported	0	0	1	1	0	0	4	1	0	0	18	0	0	2	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0
	5	Number of near misses reported	0	0	2	2	0	0	5	0	0	0	2	0	0	0	0	0	1	0	0	0	5	0	16	0	1	7	0	0	1	1	
	6	Number of events informed as high potential (including near misses)	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
	7	Total recordable injury frequency rate (TRIFR) ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	8	Lost time injury rate (LTIFR)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	9	Number of notifiable events to the NZ regulator	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Critical risk areas	10	Number of events identified as critical risks	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11	Number of control verifications related to industry critical risks trends analysis	Commencement of critical risk workstream is underway																														
Culture, behaviour, engagement	12	Number of safety engagement activities completed	21	5	18	4	3	25	23	24	37	0	24	0	0	47	0	0	3	0	0	0	0	23	0	0	0	0	0	0	0	0	
	13	Number of shared learnings across PCBUs including subcontractors	5	0	2	1	0	0	3	1	0	0	2	0	0	5	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
Assurance and monitoring	14	Number of safety observations completed	2	0	3	2	3	0	6	0	8	0	18	0	0	16	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	
	15	Number of H&S audits completed	2	2	0	2	0	4	0	4	4	0	18	0	0	8	0	0	2	0	0	0	0	4	83	8	13	2	2	0	0	18	
Training and development	16	Number of safety training hours completed per month	51	0	18	15	2.5	50	10.5	4	37	0	20	0	0	59	0	0	3	0	0	0	10.5	0	0	0	0	0	0	0	0		

**Note: These figures do not include Synergi data. They include only the data that was reported via the interim Microsoft form.**

\* Asset Management/Maintenance

\*\* PW contractors reporting process is under review and conversations are being held with managers to report in a corporate level. Discussions with Procurement are being undertaken by Safety partners to provide a clear and consistent comms to contractors.

\*\*\* Metrics to calculate TRIFR and LTIFR (12 months rolling) for physical works contractors are being reviewed and validated to ensure accuracy of data and to obtain the right insights for decision making.

# Critical risks for AT people – November and December 2022

## Key insights and actions – November and December 2022

### Progress in reporting period

AT safety critical risks implementation and verification plan has been approved in December 2022. The plan provides the actions, priorities, action owners, and timeframes.

### Key insights in reporting period

- Critical risks identified as high potentials accounted for a total of 11 events in November and December, where the HSW consequence rating were 'Major'(10) and 'Extreme'(1):
  - 10 Violence, threats and aggression (high potential) events: outcome:
    - 1 Near miss (categorised as "Extreme": Unsafe behaviour, a driver try to run over the AT staff.
    - 2 Psychological: Threats and aggression
    - 2 Grade 1 - Verbal Abuse (Direct Frustration Venting)
    - 2 Grade 4 - Intimidation and Threats (Threatening Behaviour)
    - 2 Grade 3 - Verbal Abuse (Sustained)
    - 1 Grade 7 - Assault (Physical contact / touch/ small object thrown)
  - 1 Exposure to psychological harm (high potential) events: outcome:
    - 1 Injury/Illness
- In November, events identified as critical risks had a slight decrease from 28 events in October to 27 events in November however, in December had a bigger decrease from 27 events in November to 20 events in December.
- Violence, Threats and Aggression events continue to account for the largest number of reported events for AT people being 46% (19 of 41) in November and 44% (13 of 29) in December, down from 60% in October. There was a decrease of 14 percentage points from October to November, and a further decrease of two percentage points from November to December.
- All risk outcomes have started to be reviewed for accuracy and consistency

### Key risks, challenges, mitigations and/or actions

- Risks:** Not having consistent controls across the business.
- Challenges:** Appropriate controls per business unit.
- Mitigations:** Number of controls (Actions) are being developed in implementation & verification plan.

Key actions	Owner	Due
Resource allocation regarding the implementation & verification plan.	Mojtaba Ahmadi	Feb 2023
Development of injury prevention program	Jo Zoricich	Mar 2023

## Update on KPIs

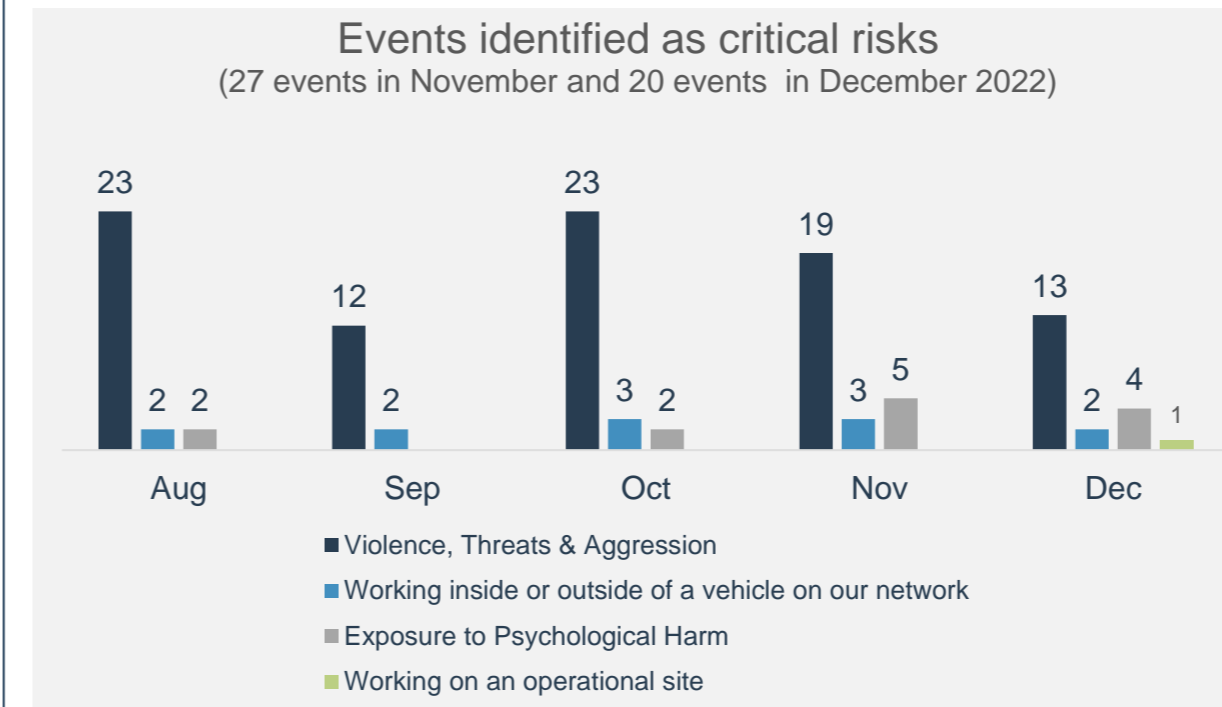
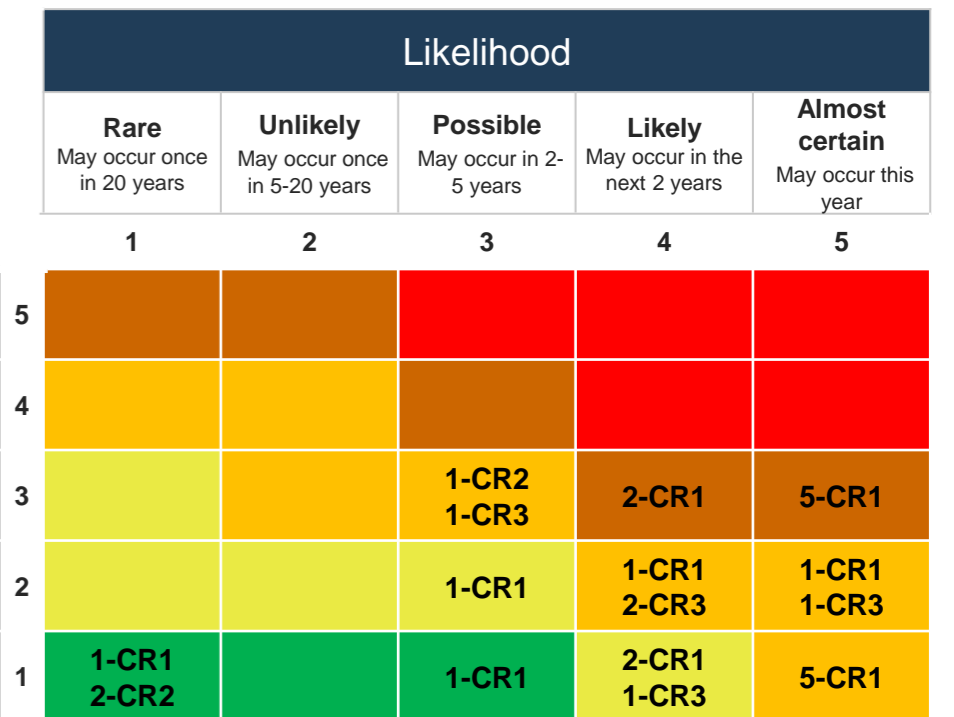
Month	Events reported	Events identified as critical risks	Events identified as non-critical risks	Events identified as high potential critical risk	Events identified as high potential non-critical risk
Dec 2022	29	20 of 29	9 of 29	4 of 20	1 of 9
Nov 2022	41	27 of 41	14 of 41	7 of 27	1 of 14
Oct 2022	38	28 of 38	10 of 38	15 of 28	2 of 10

No. CR	Critical risks (CR)	November 2022		December 2022	
		Events identified as critical risks	Events identified as high potential	Events identified as critical risks	Events identified as high potential
CR1	Violence, Threats & Aggression	19	7	13	3
CR2	Working inside or outside of a vehicle on our network	3	0	2	0
CR3	Exposure to Psychological Harm	5	0	4	1
CR4	Exposure to Infectious Diseases	0	0	0	0
CR5	Working on an operational site	0	0	1	0
CR6	Lone and remote working	0	0	0	0
<b>Total</b>		<b>27</b>	<b>7</b>	<b>20</b>	<b>4</b>

### NOVEMBER

Events identified as critical risks

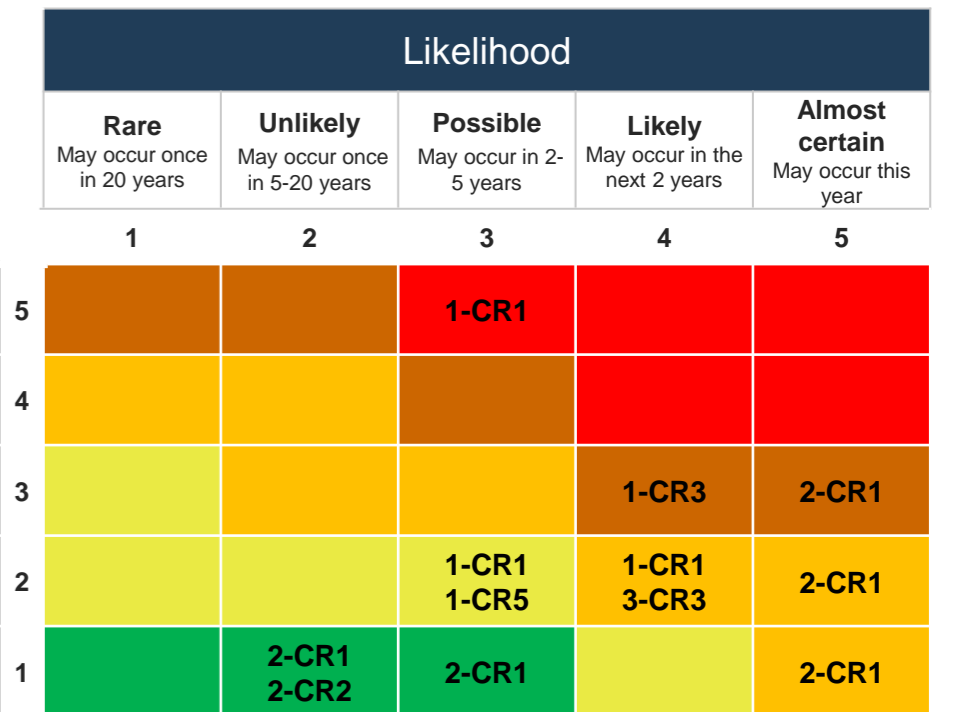
Consequences



### DECEMBER

Events identified as critical risks

Consequences



# Critical risks for public transport operators – November and December 2022

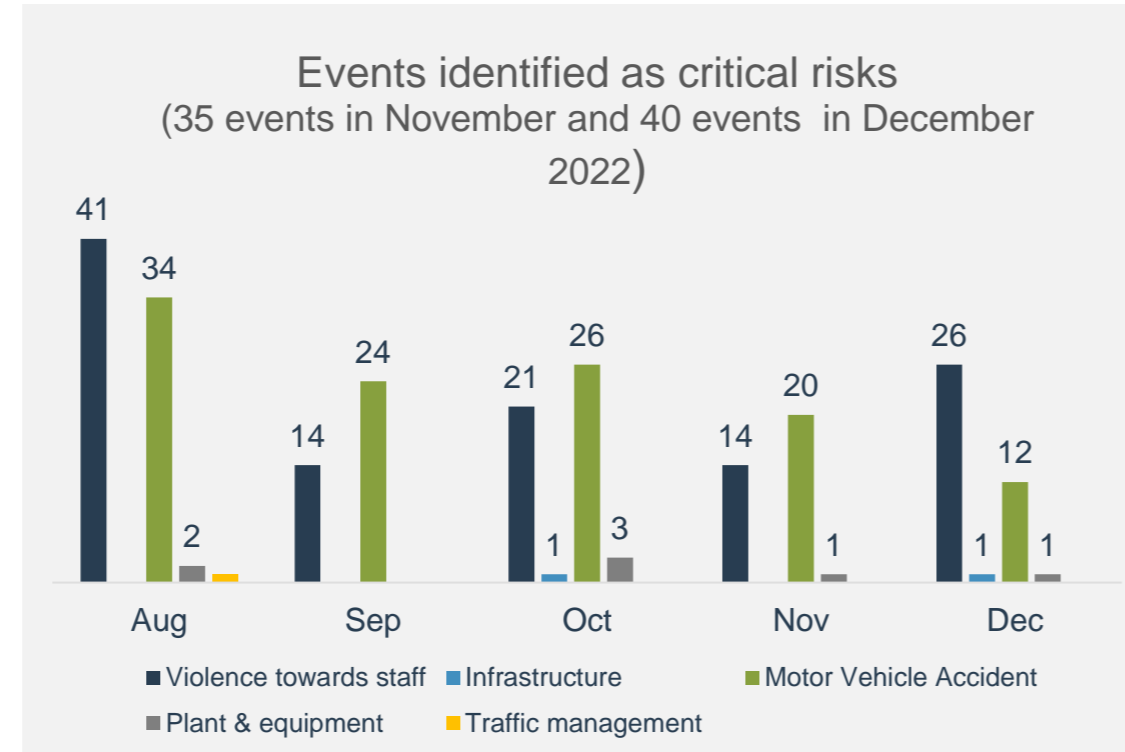
## Key insights and actions – November and December 2022

### Progress in reporting period

Public transport (PT) operators' critical risks have been approved and the draft of the improvement plan will be published by end of February 2023.

### Key insights in reporting period

- Out of 94 total events reported in Synergi by public transport operators, there were 75 health and safety events identified as a critical risks.
  - There were 42 additional events identified as a critical risks reported by public transport operators via the interim digital Microsoft form.
- In November, there was a decrease of 31% in events identified as critical risks from 51 events in October to 35 events in November. However, there was an increase of 14% in December from 35 events in November to 40 events in December.
- There were six events identified as high potentials in November and December.
- Categories of Motor Vehicle Incidents and Violence towards staff continue to be the largest reported events:
  - 20 in November compared to 26 in October and 12 in December compared to 20 in November in motor vehicle events.
  - 14 in November compared to 21 in October and 26 in December compared to 14 in November in violence towards staff.



### Key risks, challenges, mitigations and/or actions

Review of critical risks are currently underway for public transport operators. Consultation with the operators and AT support teams will be undertaken before critical risks are included as revised reportable metrics.

- Risks:** Inaccurate and untimely reporting.
- Challenges:** Ensuring that everyone across all sectors have clarity on what needs to be reported and the information required. Quality control and checking is required frequently via the safety team.
- Mitigations:** Training, education and more in-depth consultation is required. Clear guidance and support will help address issues and applying accountability to all responsible will ensure independent review outside of the safety team.

Key actions	Owner	Due
Public transport operators' critical risks improvement plan.	Mojtaba Ahmadi	March 2022

## Update on KPIs\*

Month	Events reported	Events identified as critical risks	Events identified as non-critical risks	Events identified as high potential critical risk	Events identified as high potential non-critical risk
Dec 2022	49	40 of 49	9 of 49	3 of 40	1 of 9
Nov 2022	45	35 of 45	10 of 45	3 of 35	1 of 10
Oct 2022	65	51 of 65	14 of 65	4 of 51	None

No. CR	Critical risks (CR)	November		December	
		Events identified as critical risks	Events identified as high potential	Events identified as critical risks	Events identified as high potential
CR1	Motor Vehicle Accident	20	1	12	0
CR2	Terrorism	0	0	0	0
CR3	Train Services	0	0	0	0
CR4	Fall from heights	0	0	0	0
CR5	Confined spaces	0	0	0	0
CR6	Violence towards staff**	14	1	26	3
CR7	Exposure to hazardous substances	0	0	0	0
CR8	Traffic management	0	0	0	0
CR9	Infrastructure	0	0	1	0
CR10	Plant & equipment	1	1	1	0
CR11	Drowning	0	0	0	0
CR12	Contact with services	0	0	0	0
<b>Total</b>		<b>35</b>	<b>3</b>	<b>40</b>	<b>3</b>

### NOVEMBER

#### Events identified as critical risks

Consequences	Extreme	Major	Moderate	Minor	Insignificant
	5	4	3	2	1

### DECEMBER

#### Events identified as critical risks

Consequences	Extreme	Major	Moderate	Minor	Insignificant
	5	4	3	2	1

Likelihood				
Rare May occur once in 20 years	Unlikely May occur once in 5-20 years	Possible May occur in 2-5 years	Likely May occur in the next 2 years	Almost certain May occur this year
1	2	3	4	5

5				
4			1-CR10	
3		1-CR6	7-CR1 9-CR6	1-CR6
2			11-CR1	1-CR6
1			1-CR1	

Likelihood				
Rare May occur once in 20 years	Unlikely May occur once in 5-20 years	Possible May occur in 2-5 years	Likely May occur in the next 2 years	Almost certain May occur this year
1	2	3	4	5

5				
4		1-CR6		
3		1-CR6	5-CR1 16-CR6 1-CR10	2-CR6
2			6-CR1 3-CR6	
1			1-CR6	1-CR1 1-CR9

\* All reporting of critical risks for is from Synergi based on the current definition. However, work is underway to redefine critical risks.  
 \*\* Violence towards staff is equivalent to Violence, Threats & Aggression in the AT critical risk.

# Critical risks for physical works contractors – November and December 2022

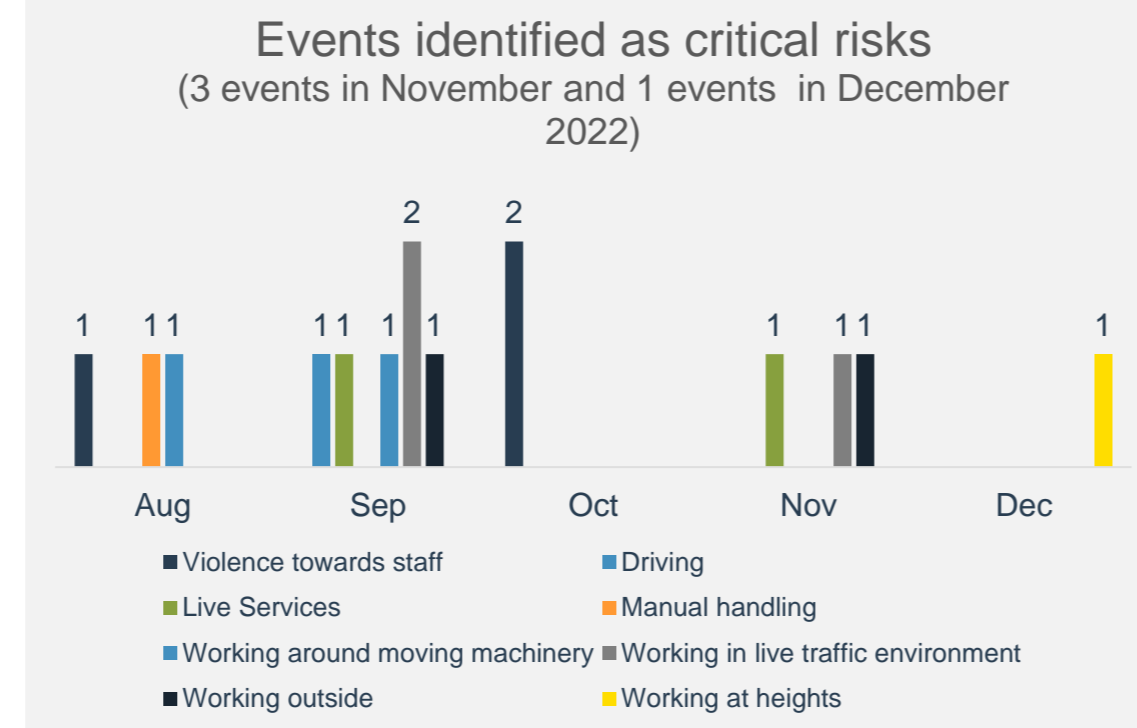
## Key insights and actions – November and December 2022

### Progress in reporting period

The discovery and define stage is in progress.

### Key insights in reporting period

- Out of six events reported in Synergi by physical works contractors, there were four health and safety events identified as a critical risks.
  - There were two additional events identified as a critical risk reported by physical works contractors via the interim digital Microsoft form.
- In November, there was an increase of 50% in events identified as critical risks from two in October to three events in November. However, there was a decrease of 66.7% in December from three events in November to one event in December.
- There was one event identified as high potential in November under the PW Contractor's critical risk: Live Services.
- There were no events event identified as high potential in December under the PW Contractor's critical risk.
- Working at Heights, Synergi Case #30275. Safe working at Height practices where not adhered to. Safe zone not established and objects where passed by throwing, resulting in object falling from height and impacting near by persons foot.



### Key risks, challenges, mitigations and/or actions

Identification of critical risks is currently underway for contractors. Consultation with contractors and AT support teams will be undertaken before critical risks are included as revised reportable metrics.

- Risks:** Missing, inaccurate and untimely reporting.
- Challenges:** Method in collecting data and under reporting across contracts / projects.
- Mitigations:** Refine methodology in how we request and collect information. Provide education internally on importance of reporting and the reasons why we seek information and what benefits it brings. reset expectations with our externals and PMs on need to report HIPO's and notifiable and procedures around this

Key actions	Owner	Due
Identify critical risks	TBC	April 2023

## Update on KPIs\*

Month	Events reported	Events identified as critical risks	Events identified as non-critical risks	Events identified as high potential critical risk	Events identified as high potential non-critical risk
Dec 2022	2	1 of 2	1 of 2	None	1 of 1
Nov 2022	4	3 of 4	1 of 4	1 of 3	None
Oct 2022	3	2 of 3	1 of 3	1 of 2	None

No. CR	Critical risks (CR)	November		December	
		Events identified as critical risks	Events identified as high potential	Events identified as critical risks	Events identified as high potential
CR1	Working in live traffic environment	1	0	0	0
CR2	Working in a live operating rail environment	0	0	0	0
CR3	Working outside	1	0	0	0
CR4	Assault towards team members**	0	0	0	0
CR5	Confined spaces	0	0	0	0
CR6	Working at heights	0	0	1	0
CR7	Live services	1	1	0	0
CR8	Working around moving machinery	0	0	0	0
CR9	Working near or over water	0	0	0	0
CR10	Chemical spills and handling hot materials	0	0	0	0
CR11	Suspended loads	0	0	0	0
CR12	Manual handling tasks	0	0	0	0
CR13	Presence of a person under the influence of alcohol or drugs	0	0	0	0
CR14	Driving	0	0	0	0
<b>Total</b>		<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>

### NOVEMBER

#### Events identified as critical risks

Consequences	Extreme	Major	Moderate	Minor	Insignificant
5	0	0	0	0	0
4	0	0	0	0	0
3	0	0	0	0	0
2	0	0	0	0	0
1	0	0	0	0	0

Likelihood				
Rare May occur once in 20 years	Unlikely May occur once in 5-20 years	Possible May occur in 2-5 years	Likely May occur in the next 2 years	Almost certain May occur this year
1	2	3	4	5

5	0	0	0	0	0
4	0	0	0	0	0
3	0	0	0	0	0
2	0	0	0	0	0
1	0	0	0	0	0

### DECEMBER

#### Events identified as critical risks

Consequences	Extreme	Major	Moderate	Minor	Insignificant
5	0	0	0	0	0
4	0	0	0	0	0
3	0	0	0	0	0
2	0	0	0	0	0
1	0	0	0	0	0

Likelihood				
Rare May occur once in 20 years	Unlikely May occur once in 5-20 years	Possible May occur in 2-5 years	Likely May occur in the next 2 years	Almost certain May occur this year
1	2	3	4	5

5	0	0	0	0	0
4	0	0	0	0	0
3	0	0	0	0	0
2	0	0	0	0	0
1	0	0	0	0	0

\* All reporting of critical risks for is from Synergi based on the current definition. However, work is underway to redefine critical risks.  
 \*\* Assault towards team members is equivalent to Violence, Threats & Aggression in the AT critical risk.

## 1.1 AT people

*Let's go there*



# Detailed dashboard for AT people – November and December 2022

## Performance indicators

### Number of events reported

Month	Number of events reported
Jul	34
Aug	44
Sep	21
Oct	38
Nov	41
Dec	29

There were 70 health and safety events reported by AT people in November and December. 47 of these events fall into AT's critical risk category (32 of Violence, Threats & Aggression, nine Exposure to psychological harm, five Working inside or outside of a vehicle on our network and one Working on operational site).

There was a decrease in reporting of 29.3% from November December.

### Number of events open

Category	Dec	Nov
Business Technology	1	1
Service Delivery	5	4
Integrated Networks	1	1
Customer Experience	1	1

The number of events open declined in November and December compared to October, which had 29 open events.

From the 70 events reported in November and December, six out of remained open November and seven in December.

### Number of event learning reviews outstanding (over 21 days)

Month	Number of reviews outstanding
Sep	3
Oct	0
Nov	1
Dec	1

There were two simple learning reviews in total overdue in November and December.

The simple learning review in November was related to an equipment hazard – moving/rotating parts. The learning review in December was related to a transport hazard – collision with vehicles.

Note: This metric will be investigated and reviewed.

### Number of corrective actions overdue

0 Corrective actions overdue

There were 157 actions identified from events (120) and hazards (37). However, there were no actions overdue in November and December from the events and hazards reported.

Note: This metric will be investigated and reviewed.

### Number of hazards reported

Month	Number of hazards reported
Jul	8
Aug	13
Sep	0
Oct	12
Nov	25
Dec	53

\*There were issues with Synergi hazards reporting in September which were identified in October. No data available for reporting in September.

78 hazards were reported in November and December, the largest category being Safety.

Hazard Category	Number of cases
Chemical	2
Electrical	4
Equipment	2
Ergonomic & musculoskeletal	3
Physical	13
Safety	37
Transport	9
Workplace	8

### Number of near misses reported

Month	Number of near misses reported
Jul	0
Aug	2
Sep	1
Oct	7
Nov	2
Dec	3

There were five near misses reported in November and December. Three Working inside or outside of a vehicle, one Violence, threats & aggression and one not related to AT's critical risk.

There was a decrease of 71.4% in near misses reported from October to November.

### Number of events reported as high potential (including near misses)

Month	Number of high potential events
Aug	0
Sep	6
Oct	17
Nov	8
Dec	5

There were 13 events reported as high potential (including near misses) in November and December of the total of events reported (70). All events were identified as AT critical risks.

Ten were under the critical risk Violence, Threats & Aggression, one Exposure to psychological harm and two as non critical risk

### Total recordable injury frequency rate (TRIFR)

Month	2020	2021	2022
Jan	22.0	15.0	8.0
Feb	24.0	14.0	8.0
Mar	23.0	14.0	8.0
Apr	21.0	14.0	8.0
May	20.0	14.0	8.0
Jun	19.0	14.0	8.0
Jul	18.0	14.0	8.0
Aug	17.0	14.0	8.0
Sep	17.0	14.0	8.0
Oct	17.0	14.0	8.3
Nov	16.0	14.0	8.5
Dec	15.0	14.0	8.1

There was an increase of 2.4% in the December TRIFR compared to October. TRIFR went from 8.3 in October to 8.1 in November and 8.5 in December.

There was a reduction in recordable injuries from two in October to zero in November and one in December.

### Lost time injury rate (LTIFR)

Month	2020	2021	2022
Jan	10.0	8.0	5.0
Feb	11.0	8.0	5.0
Mar	10.0	8.0	5.0
Apr	10.0	8.0	5.0
May	10.0	8.0	5.0
Jun	10.0	8.0	5.0
Jul	10.0	8.0	5.0
Aug	10.0	8.0	5.0
Sep	10.0	8.0	5.0
Oct	10.0	8.0	5.0
Nov	10.0	8.0	5.0
Dec	10.0	8.0	5.0

There was an increase of 2.6% in the LTIFR compared to last reporting period (October).

There were no lost time injuries in November and December. However, there was an increase of 11% in worked hours in November compared to October and a decrease of 6.7% in worked hours in December compared to November.

### Number of notifiable events to the NZ regulator

0 Notifiable events reported

There were none notifiable event reported to the regulator in November and December.

### Number of active work-related ACC cases

1 Work-related ACC cases reported

There was one ACC case reported in November and December.

A Transport officer twisted his right knee on a step by the train door while carrying out normal duties. The employee was diagnosed with acute meniscal tear and fit to return to work for light duties.

### EAP usage

Month	EAP usage
Jul	15
Aug	13
Sep	11
Oct	18
Nov	8
Dec	7

The top 3 presenting issues for November were Pressure/Stress, Relationships and Anxiety. 57.15% of EAP usage was for work-related issues whereas 42.85% was personal.

The top 3 presenting issues for December were Pressure/Stress, Emotional/General and Relationships. 71.43% of EAP usage was for work-related issues whereas 28.57% was personal.

### H&S engagement score

Year	Score
2021 Jul	78%
2022 Oct	81%

Indication of progress towards the DuPont Bradley Curve target of 33% to 40% is supported by an ongoing quarterly pulse survey, focused on AT peoples' experience of safety in their everyday roles. Recent pulse results from October 2022 indicate overall good perceptions and positive increase over July 2021 (+3%pts).

AT currently sits in the reactive quadrant with a culture health and safety score of 27% on the Dupont Bradley Curve. The target is to increase from Reactive to Dependent (33% – 40%) when next assessed in Q4 FY23.

### Project summary

Project	Owner	Due
Learning Reviews – Maritime Project	Jo Zoricich	Dec 2024

Learning Reviews – Maritime Project:

The Safety Enablement team are working with internal AT Teams and other PCBUs in the maritime environment to understand and jointly find solutions for issues that have the potential to occur in the ferry basin.

# Detailed dashboard for AT people– November and December 2022

## Culture, behaviour and engagement

### Number of share success reported

There was no share success reported in November and December.



## Assurance and monitoring

### Number of safety assurance activities completed

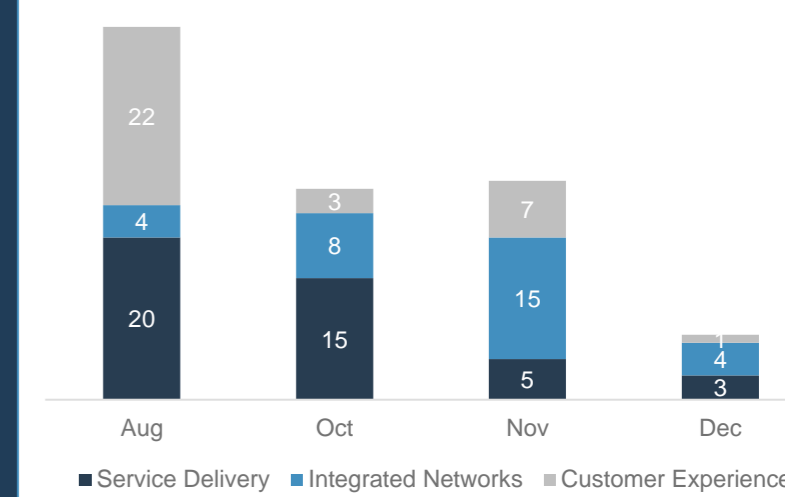
28 assurance activities were conducted in November by business units (26 Safety, one Integrated Network and one Customer Experience). Nine were conducted in December (eight Safety, one Integrated Network).



## Training and development

### Number of individuals completing Safety Leadership Training in key areas

Three Leading Safety workshops were conducted in November and December. A total of 35 AT leaders were trained in the key areas of Service Delivery, Integrated Networks and Customer Experience



### Number of full learning reviews undertaken

One full learning review was conducted in November triggered by multiple events involving negative interactions when engaging with members of the public.

None full learning reviews were conducted in December.



**Note:** When there is a consistent theme of events that require a learning review for AT people, a joint learning review will take place with representation from the relevant business units involved.

### Number of safety audits completed

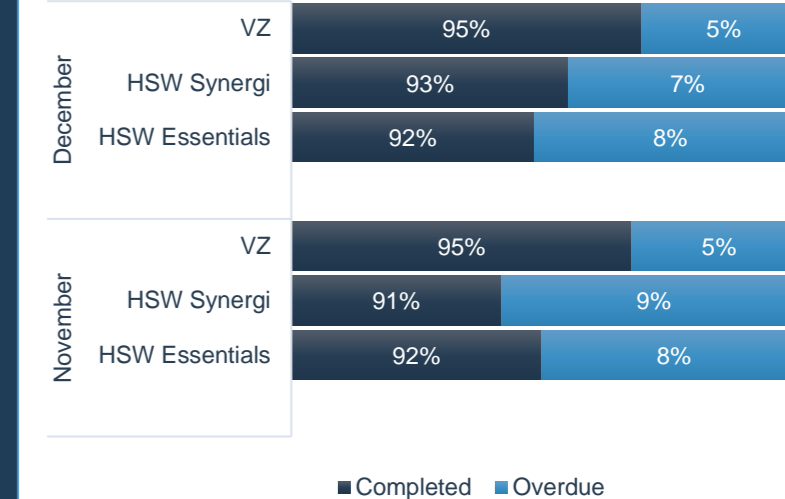
One audit/review was completed in December. This was an internal review was completed with the PMO. Findings included organisational factors and will help build our business Safety Management System.



### % completion of safety training

In November and December respectively:

- 95% of staff completed Vision Zero
- 91% and 93% of staff completed the HSW Synergi module
- 92% of staff completed the HSW Essentials module



## Key insights and actions

- Enablement Team is still being required to "hand hold" our people through the Synergi reporting process. This in turn affects the uptake of learning reviews and sharing of success. To improve this process simplified training is being developed.
- "Safety Shares" continue to be a habit amongst all AT SLT's at the beginning of weekly stand-ups, or team meetings. "Safety Shares" continue at the SLC to provide best practice of this habit and how it can capture the sharing of safety success.

Action	Owner	Due
Communication of the Safety Strategy and Critical Success factors to BU's (Specifically the culture change CSF)	BP's / Change Manager	Ongoing
BP Business Unit Monthly reporting template	BP's	Ongoing
Key tools to enable Critical Success Factors: e.g. Observation sheet for Leader walks, Checking in survey questions complete and integrated into monthly survey.	Design	Survey – Complete Ob sheet - Ongoing

## Key insights and actions

- Safety leadership walk Synergi Reporting tool is live
- Other assurance tools are being developed in Synergi 2.0 for assurance. These include ISO45001 audit review tool, Safety Conversation, Safety Specialists Assurance and Site Inspection Forms.
- Van Schaik business improvement review audit completed, submitted to Safety Committee. Action plan for findings will be submitted to Safety Committee March 2023

Action	Owner	Due
Build Safety Assurance Tools ongoing	Safety Assurance Lead	Jun 2023
Submitting to Safety Committee Safety Management system comparison SMS framework, Internal Review Findings BIR Van Shaik Action Plan	Safety Assurance Lead	March 2023

## Key insights and actions

- Leading safety is one of the modules of the Hōtaka Whakatipu – Growing Great Leaders – Programme. There is a total of 137 AT Leaders trained in "Leading Safety" being 107 Leaders in high safety risk operational areas trained.
- Leadership safety training was held in November with two cohorts and in December with one cohort. A total of 40 people leaders from across AT completed the training, including 35 people from high-risk business divisions across the two months.

Action	Owner	Due
Follow up with request from P&I / BT for Leaders to go through training.	Safety BP (P&I)	Completed
SD Debrief on suitability of training from Pilot experience	Safety BP (SD)	Completed
Measure taken across Safety Leaders Council SLC as to who in this forum have completed the Safety Leadership Training	Safety BP's	Feb 2023

## 1.2 Public transport operators



# Detailed dashboard for public transport operators– November and December 2022

## Performance indicators

### Key insights

Public transport (PT) operators are currently submitting their monthly H&S data via the interim digital form (Microsoft form). The Microsoft form allows for reporting against AT's revised KPIs and introduces additional measures. Public transport operators are being prepared to start reporting monthly KPIs in Synergi.

#### Notable, or significant events (November / December):

Two notifiable events (notified to Maritime NZ) were reported by Fullers in their November monthly report and not captured in Synergi due to system complications. No events were recorded for December.

- Joystick broke off arm-rest - lost steering at centre helm. Full investigation carried out by H&S team - only partial loss of steering - still had control at wing stations.
- Emergency situation response - recovery of person in capsized dinghy and towing of dingy

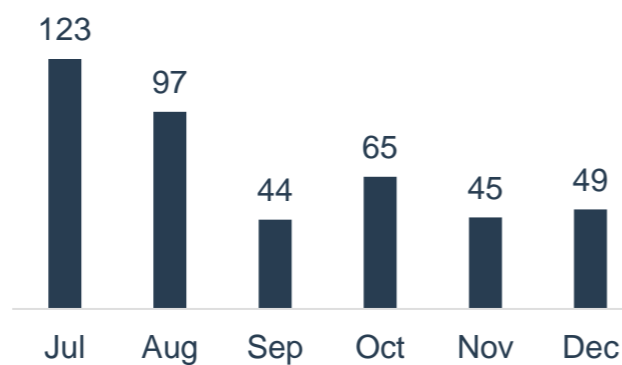
An event was recorded in Synergi: #30042 captured by AT is in relation to overcrowding on the pontoon due to ferry delays. This was captured as reported to the regulator and categorised as Major in the 'risk area' and property damage within consequences. An example of inaccurate reporting.

**High potential near misses:** Out of the 8 identified events captured in Synergi as high potential, 1 case is deemed as significant: Synergi Case # 29991 – Electric shock to Fuller's employee whilst operating vacuum cleaner resulting in medical review and sign off from work for the day. No ongoing health concerns or injuries resulted.

**AOR significant events:** 24 notifiable occurrences recorded as reportable to Waka Kotahi for November and 15 for December. Out of the 39 notifiable events we highlight the following:

- Collision: Young adult male gained access to the platform over the locked hording that is 2.4 meters high. He proceeded to the platform and jumped on to the deck of a passing freight vehicle. The freight vehicle did not have a deck and the man went into the wheels.
- Slip Trip Fall: Passenger slipped between the train and the platform. The train manager helped them and offered medical assistance that was refused. Service number 9514. Not known what injury was sustained but the customer made own way off the platform

### Number of events reported



This graph represents events reported in Synergi only.

There were a total of 94 health and safety events reported in Synergi by PT Operators in November and December. 75 of the 94 have PT critical risk categories.

There was a decrease of 30.8% in reporting events in Synergi in November compared to October and an increase of 8.9% in December compared to November.

### Number of events open



This figure represents events reported in Synergi only.

From 94 health and safety events reported by PT Operators in Synergi, 32 remained open and 62 were closed.

There were a total of 941 additional events reported outside of Synergi in November and December (opened and closed) inclusive of 641 AOR events.

### Number of corrective actions overdue



There were 212 corrective actions overdue reported by PT Operators in November and December, 155 from AOR 52 from Fullers, four from Waiheke Bus and one from Ritchies.

There were no corrective actions overdue in Synergi in November and December.

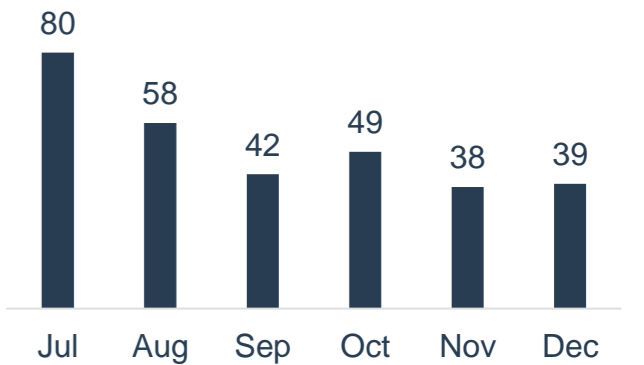
Note: This metric will be investigated and reviewed.

### Number of event investigations (over 21 days) relating to AT worksites



There were a total of 54 investigations outstanding reported by PT operators in November and December: 28 from AOR, 23 from Fullers, two from Ritchies Murphys, and one from Ritchies.

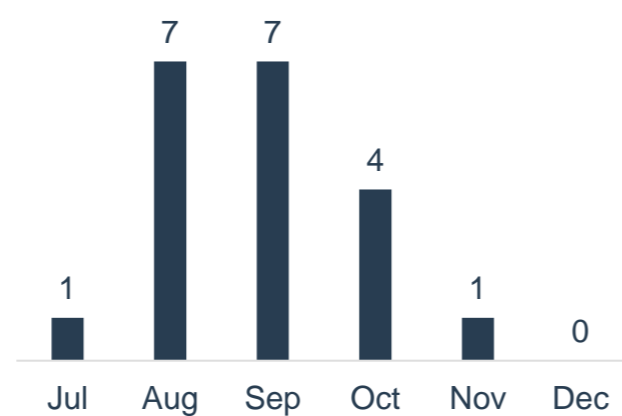
### Number of hazards reported



There were 77 hazards reported in November and December where 21 were reported via the interim form. Out of 56 not reported in Synergi (via interim digital form); the majority were reported by AOR (25) and Fullers (18).

There was a decrease in hazard reporting in November by 22.4%.

### Number of near misses reported



This graph represents events reported in Synergi only.

There was one near misses reported in Synergi in November related to motor vehicle incident and none reported in December.

There were 97 total additional near misses reported outside of Synergi. The majority were reported by AOR (33), Fullers (19) and Waiheke Bus (6).

### Number of events reported as high potential (including near misses)

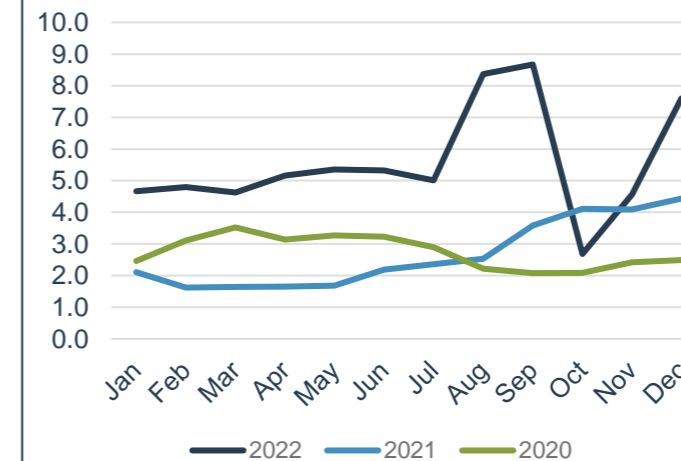


This figure represents events reported in Synergi only.

There were a total eight events identified as high potential (including near misses) in November and December in Synergi with a consequence rating as "Major". Two Verbal abuse, one threatening behaviour, one Physical assault, two injury/illness and two property damage.

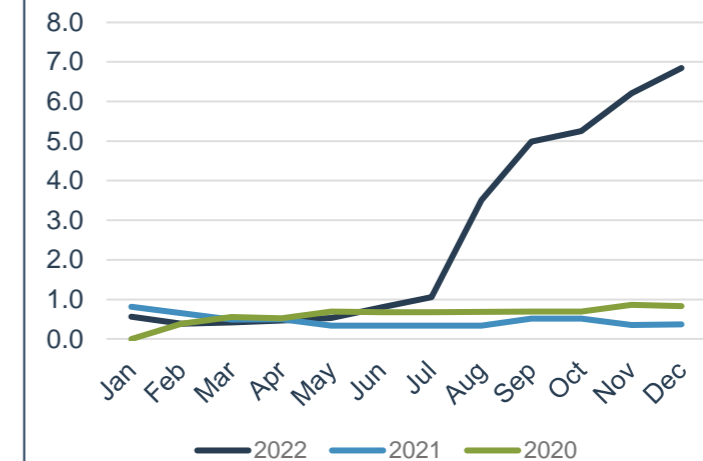
There were 30 near misses categorised as high potential events reported outside of Synergi. 22 of which are from AOR

### Total recordable injury frequency rate (TRIFR)



In December, TRIFR had a notable increase of 183.4% compared to last reporting period (October) due to a significant increase in the total of recordable injuries reported. In October there was one, November there were 15 in December there were 10.

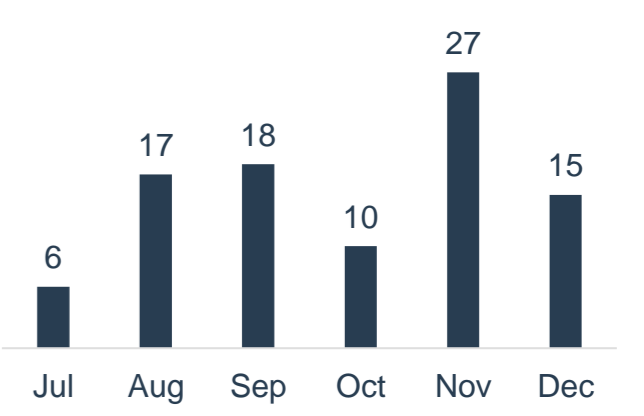
### Lost time injury frequency rate (LTIFR)



In December, LTIFR had an increase of 29.5% compared to last reporting period (October) due to an increase of 300% in November of lost time injuries, one reported in October and four in November.

There was a decrease of 25% in lost time injuries in December compared to November.

### Number of notifiable events to the NZ regulator



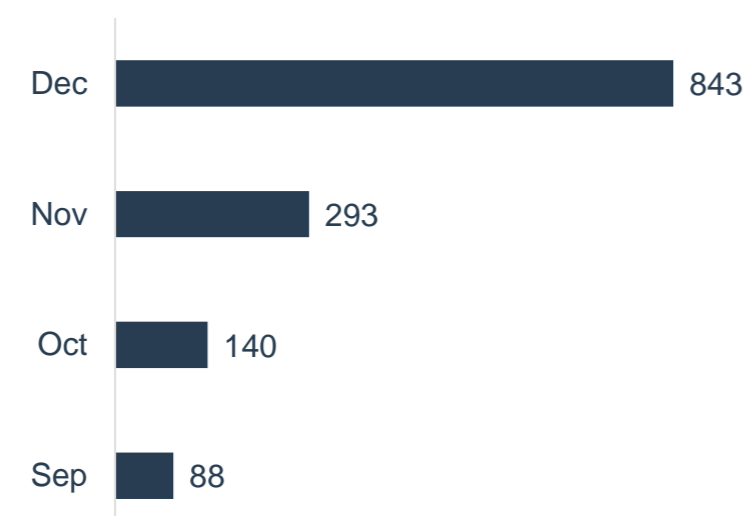
There were 42 notifiable events to the NZ regulator. One was reported in Synergi and 41 were reported outside of Synergi.

One notifiable event from AT, two from Fullers, and 39 from AOR.

## Culture, behaviour and engagement

### Number of safety engagement activities completed

- There were a total of 1136 safety engagement activities conducted in November and December by PT Operators. Fullers, Ritchies, SeaLink, H&E, AOR and NZBus were the PT Operators that undertook more safety engagements activities.
- Safety engagement activities include pre-starts, safety briefings, tool-box talks and H&S meetings
- In November there was an increase of 109.3% in Safety engagement activities compared to October and an increase of 187.7% from November to December.

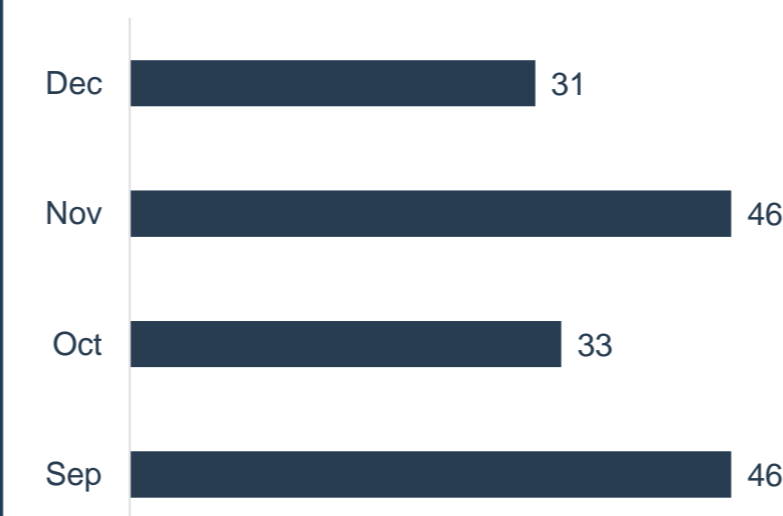


**Note: September was the first month of reporting using new measure**

## Assurance and monitoring

### Number of safety observations completed

- There were a total of 77 safety observations (including informal hazard spotting activities) were undertaken in November and December by Fullers (33), H&E (28) and AOR (13).
- In November there was an increase of 39.4% in safety observations compared to October. However, there was a reduction of 32.6% from November to December.

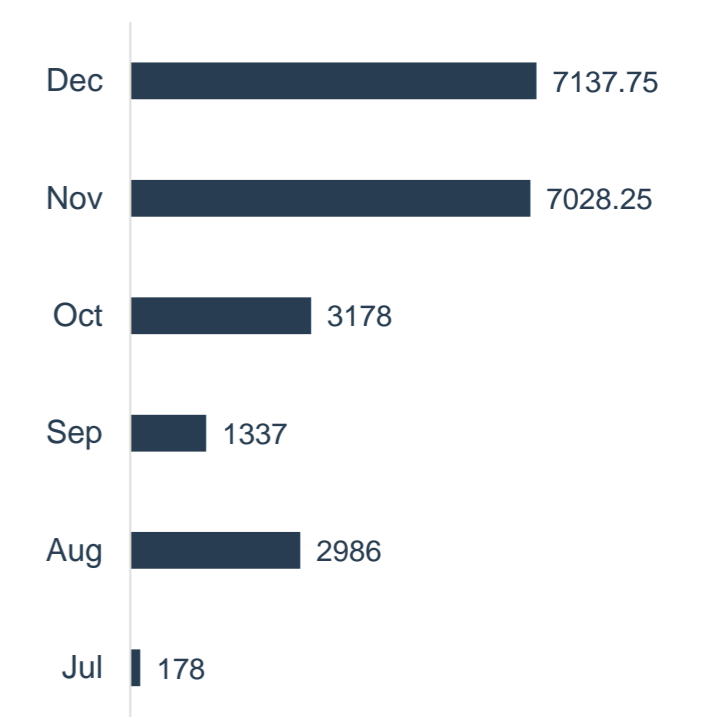


**Note: September was the first month of reporting using new measure**

## Training and development

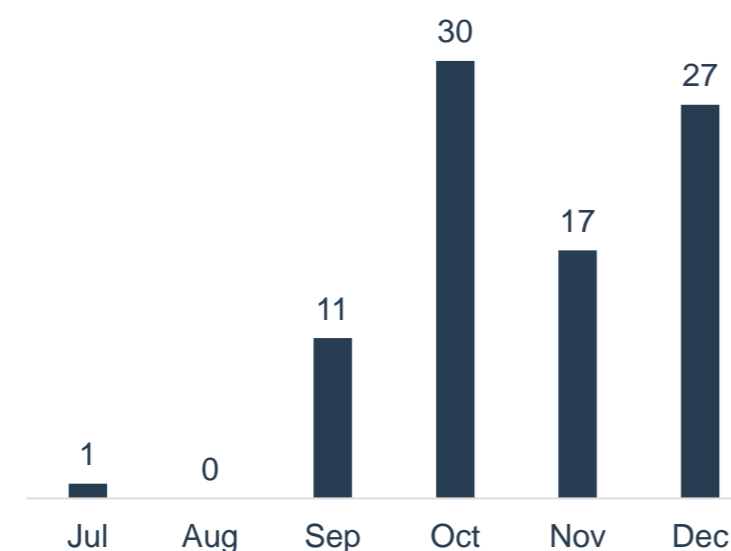
### Number of safety training hours completed per month

- There were a total of 14163 hours of safety training reported in November and December by PT operators.
- Fullers, AOR, H&E, Ritchies Murphys and Pavlovich reported more safety training hours.
- In November there was a notable increase of 121.1% in training hours compared to October and a slight increase of 1.6% from November to December.



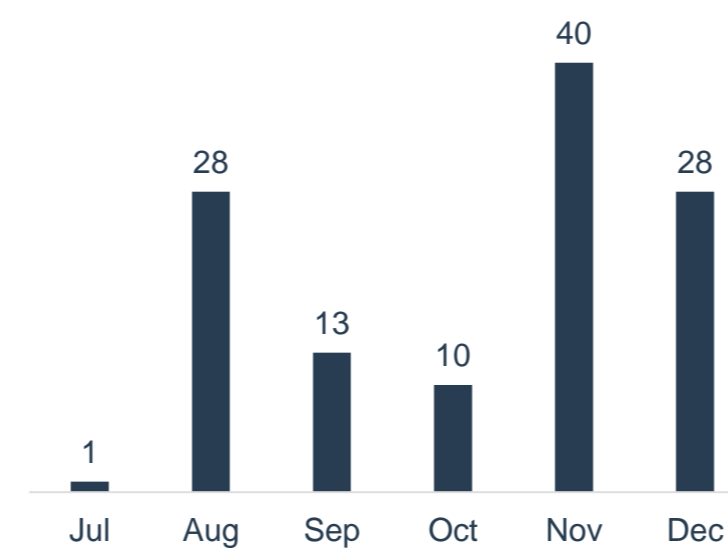
### Number of shared learnings across PCBUs including subcontractors

- There were 44 share learnings reported by PT Operators via the interim digital Microsoft form in November and December being Ritchies the main PT Operator who reported 24 shared learnings follow of H&E who reported 10 shared learnings.
- In November there was a decrease of 43.3% in Number of shared learnings compared to October. However, there was an increase of 58.8% from November to December.



### Number of H&S audits completed

- There were 68 audits conducted in November and December by PT Operators, being the majority from H&E (21), NZBus (21) and Fullers (15).
- In November while there was a notable increase of 300% in audits compared to October, there was a reduction of 30% from November to December.



## **1.3 Physical works contractors**

# Detailed dashboard for physical works contractors – November and December 2022

## Performance indicators

### Key Insights

#### Summary

- Physical works (PW) contractors submitted information through Synergi and an interim digital form (Microsoft form) provided to contractors for completion and return.

#### Reporting

- 10 physical works contractors submitted data for the month of November and December, many of which are represented across multiple sites. A total of six events were reported in Synergi in November and December.

- Data was received by:

Freyssinet NZ Ltd	Fulton Hogan
Traffic Systems Ltd	Naylor Construction Ltd
Mason Contractors Limited	Dempsey Wood
Wharehine Contractors Ltd	John Fillmore Contracting
Phoenix Solutions	Ventia

#### Notable, or significant events (November / December):

Two high potential near misses were reported in this cycle, both relating to unsecured loads. The were both reported outside of Synergi.

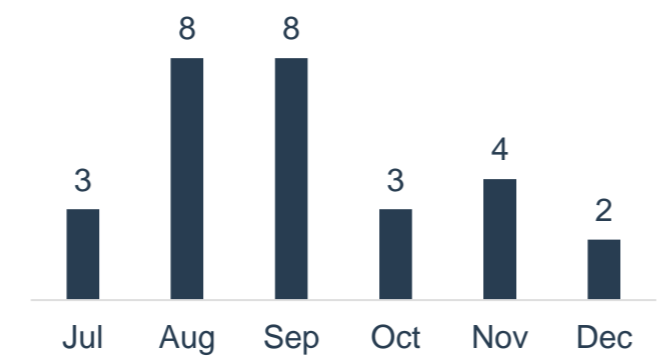
- Public drove through site with unsecured load knocking over cones
- Subcontractor unloaded mesh sheets from back of truck by lifting hoist and tipping off onto sloping ground - mesh slid into live lane.

Two significant high potential events reported in Synergi: #29963 cable strike and #30170 contractor collapse on site.

### Infrastructure Project Delivery team live construction site inspections

Month	Construction	Investigation & Design	Local & Safety Projects	PT, Facilities & Structure
<b>November</b>				
Live Construction Sites	10	0	10	4
Inspections Undertaken	28	0	16	3
<b>December</b>				
Live Construction Sites	11	0	7	4
Inspections Undertaken	19	0	9	0

### Number of events reported relating to AT worksites

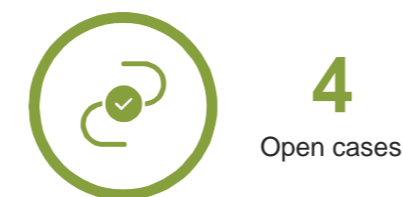


This graph represents events reported in Synergi only.

There were a total of six events reported in Synergi by PW contractors in November and December. Four have critical risk categories. An additional 82 events were reported via the interim form for November and December.

There was an increase of 33% in reporting events in Synergi in November compared to October and a decrease of 50% in December compared to November.

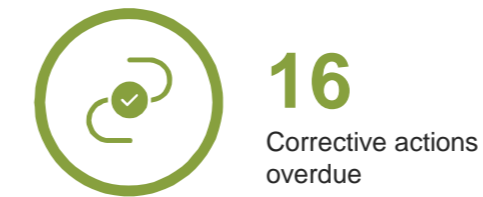
### Number of events open



This figure represents events reported in Synergi only.

From six health and safety events reported by PW Contractors in Synergi, four remained open and two were closed.

### Number of corrective actions overdue



There were no corrective actions in Synergi. However, there were a total of 16 overdue actions reported via the interim form in November and December; nine from Ventia, four from CSLi, two from Liveable Streets and one from Fulton Hogan.

### Number of event investigations (over 21 days) relating to AT worksites

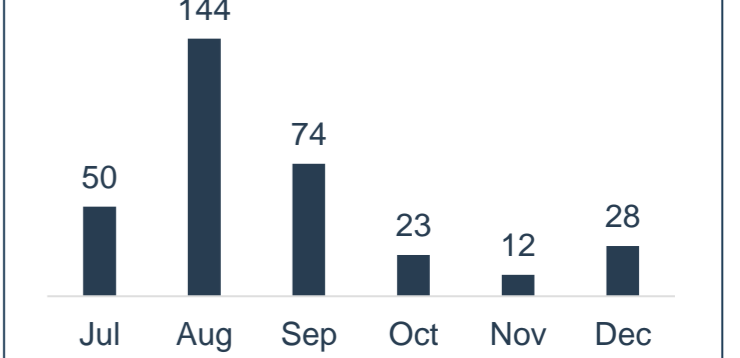


There was one investigation overdue reported via the interim form in November from Fulton Hogan.

There was no investigation overdue reported in December via the interim form.

There was no investigation overdue in Synergi.

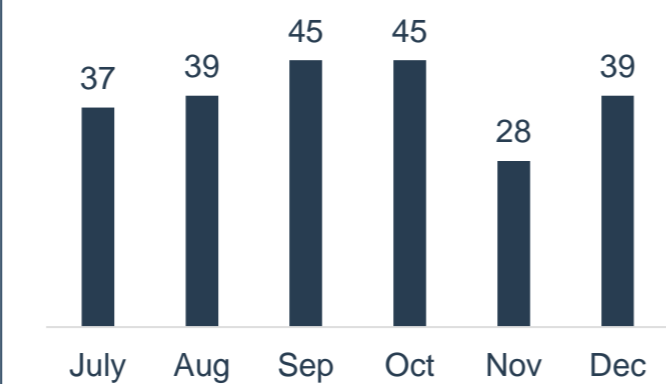
### Number of hazards reported relating to AT worksites



There were 40 hazards reported in November and December. Three hazards were reported in Synergi and 37 were reported via interim digital form.

There was a decrease of 48% in hazard reporting from October to November and an increase of 133% from November to December.

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



This figure represents events reported in Synergi only.

There were a total of two near misses reported in Synergi in November and December, one each month. An additional 65 near misses were reported via the interim form.

There was a decrease of 37.8% in reporting near misses in November compared to October and an increase of 39.3% in December compared to November.

### Number of events reported as high potential (incl. Near misses) relating to AT worksites

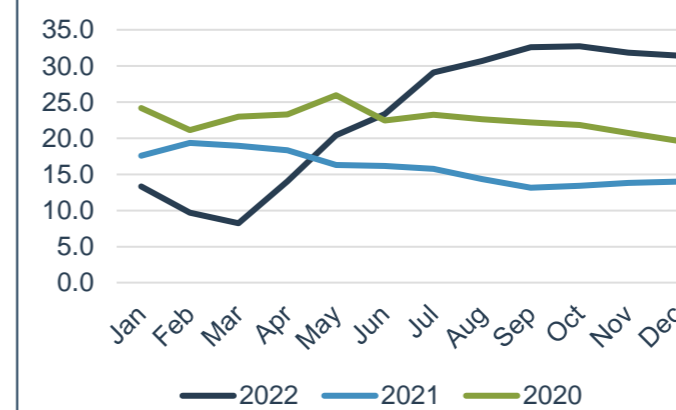


This figure represents events reported in Synergi only.

There were a total of two high potential events reported in Synergi in November and December, one each month. One was related to Live Services and one to an injury illness.

There were a total of two near misses categorised as high potential events reported outside of Synergi.

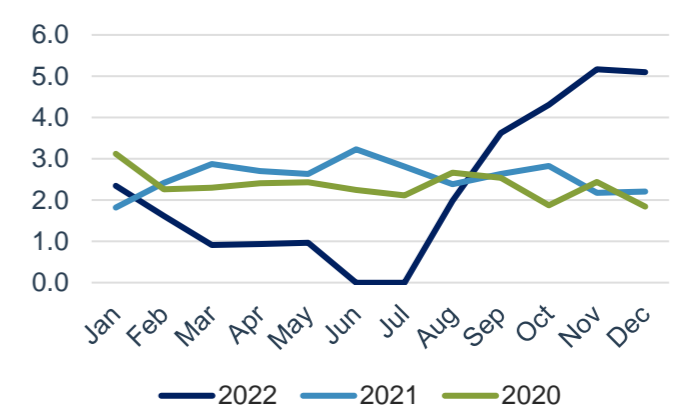
### Total recordable injury frequency rate (TRIFR)



In December, TRIFR had a decrease of 4.1% compared to last reporting period (October). There was a decrease of 50% and 100% in recordable injuries in November and December respectively,

Although there was an increase of 17% in worked hours in November compared to October, there was a decrease of 16% in December compared to November.

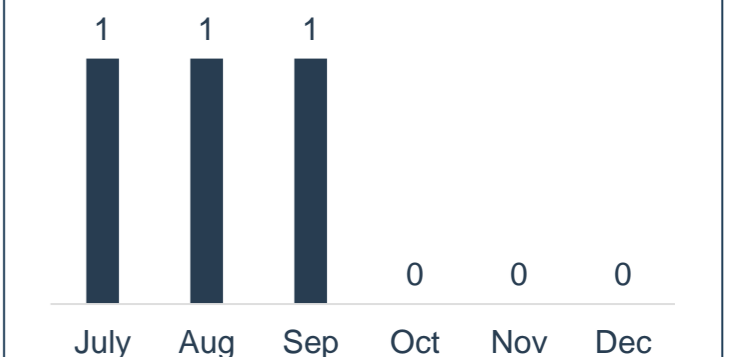
### Lost time injury rate (LTIFR)



In December, LTIFR had an increase of 18% compared to last reporting period (October).

There was one lost time injuries in November, the same as October. There was no lost time injury in December.

### Number of notifiable events to the NZ regulator relating to AT worksites



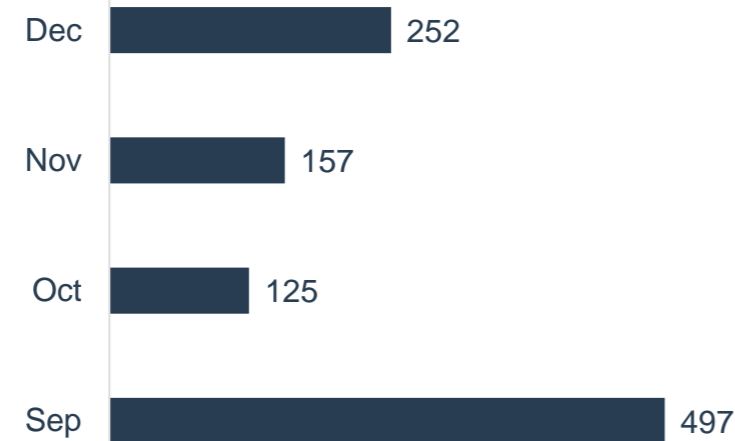
There was no notifiable event to the NZ regulator reported in Synergi or the interim form in November and December.

# Detailed dashboard for physical works contractors– November and December 2022

## Culture, behaviour and engagement

### Number of safety engagement activities completed

- There were a total of 409 safety engagement activities conducted in November and December by physical works contractors. Wharehine Contractors Ltd, Freyssinet, Fulton Hogan, Traffic Systems Ltd, Ventia and Dempsey Wood were the main PW contractors that undertook those safety engagements activities.
- Safety engagement activities include pre-starts, safety briefings, tool-box talks and H&S meetings
- There was a notable increase of 60.5% in Safety engagement activities from November to December

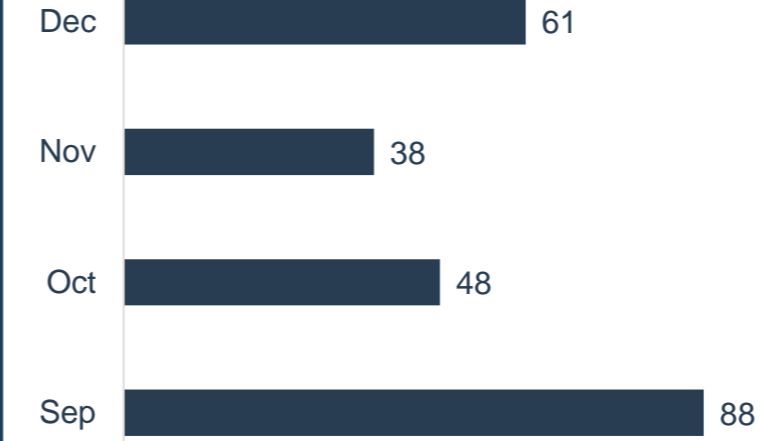


**Note: September was the first month of reporting using new measure**

## Assurance and monitoring

### Number of safety observations completed

- There were a total of 99 safety observations (including informal hazard spotting activities) undertaken in November and December, mainly with the contractors Fulton Hogan, Wharehine contractors Ltd, Freyssinet, Ventia and Dempsey Wood.
- Although there was a decrease of 20.8% in safety observations from October to November, there was an increase of 60.5% from November to December.

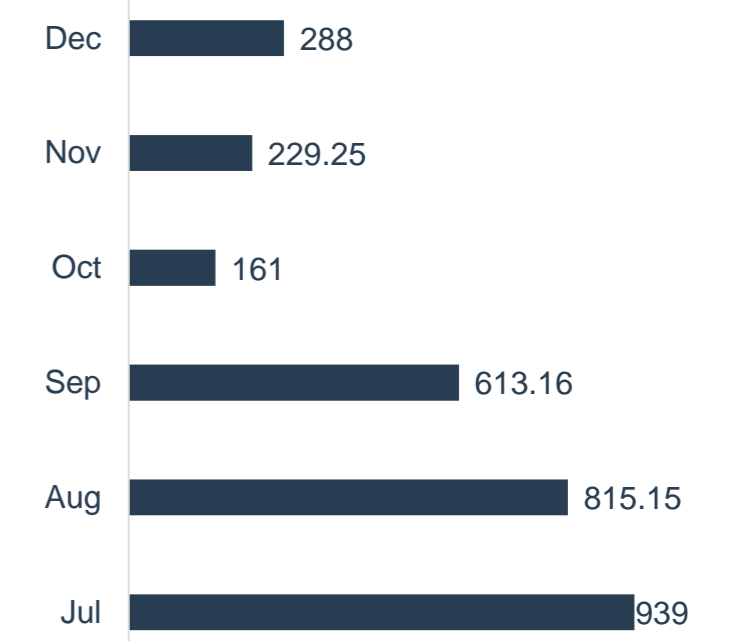


**Note: September was the first month of reporting using new measure**

## Training and development

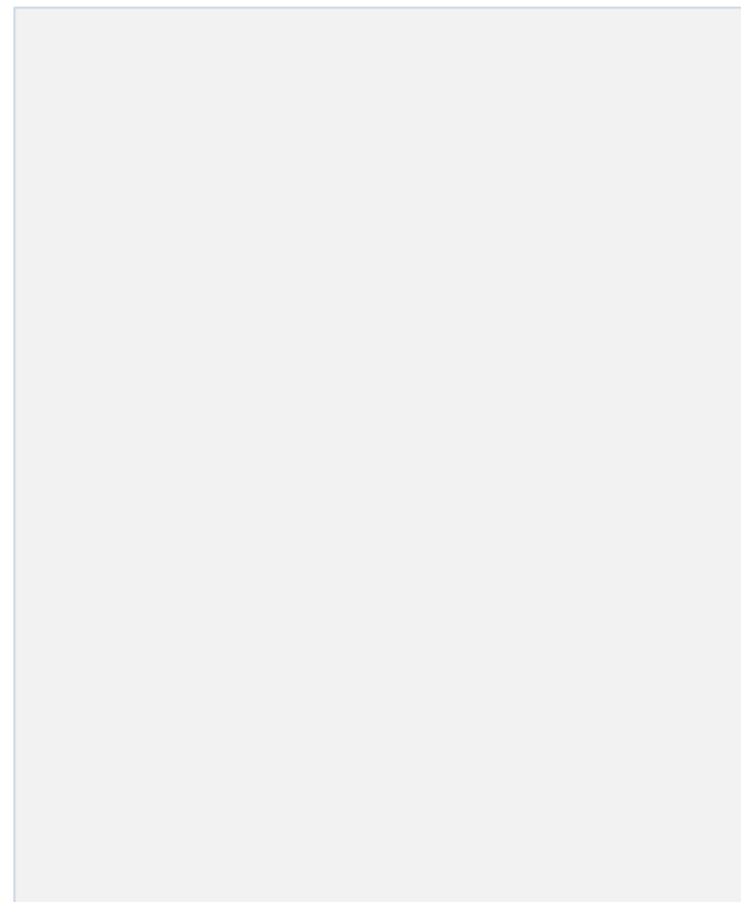
### Number of safety training hours completed per month

- A total of 517.3 Safety Training Hours were recorded by Physical works contractors in November and December. Inclusive of but not limited to inductions, toolbox talks, information refreshers.
- The contractors with the majority of safety training hours reported were Wharehine contractors Ltd, Fulton Hogan, Freyssinet NZ Ltd, Mason Contractors Limited and Ventia.
- There was an increase of 42.4% and 25.6% in training hours in November and December respectively compared to previous month.



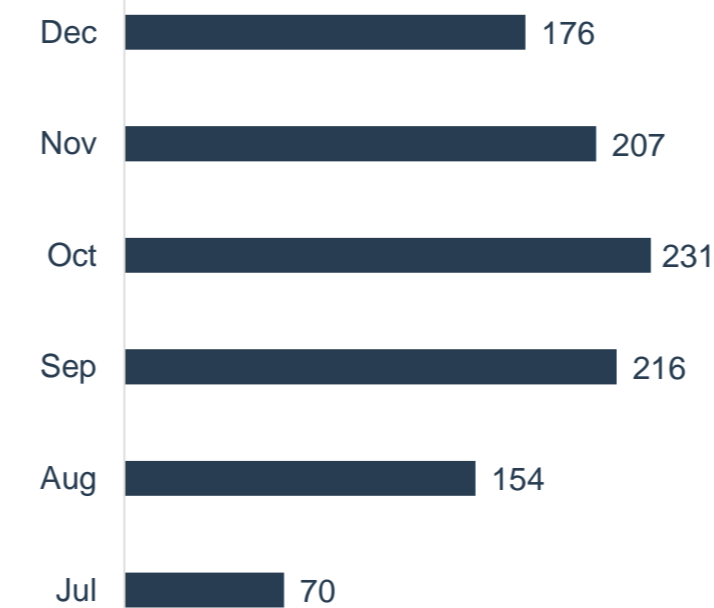
### Number of shared learnings across PCBUs including subcontractors

- No data available



### Number of H&S audits completed

- There were 383 H&S audits reported by physical works contractors in November and December. They were mainly by Downer, Fulton Hogan, Ventia and McKay Electrical.
- There was a decrease of 10.4% in audits completed from October to November and a decrease of 15% from November to December.



## **2. Road safety performance**

*Let's go there*



# Road safety performance dashboard – November and December 2022

## Provisional death and serious injury (DSI) overview

### Provisional 2022 reported DSI to December

	Tāmaki Makaurau year-to-date	Tāmaki Makaurau this-time-last-year	AT Roads year-to-date	AT Roads this-time-last-year
<b>Death</b>	54	59	42	50
<b>Serious Injuries</b>	594	531	508	465
<b>Total DSI</b>	648	590	550	515

- The 2022 provisional figures show that on Tāmaki Makaurau roads there has been a 10% increase in DSI from 590 to 648
- While deaths have decreased 8% from 59 to 54, there has been a sharp rise in serious injuries by 12% from 531 to 594, primarily within drivers and motorcycle riders
- High risk behaviours have contributed to the increase in DSIs including a 6% increase in speed, 19% increase in loss of control / head-on type, a 17% increase in crossing / turning type, and a 13% increase in rear-end / obstruction type

### 2022 Statement of intent (SOI) update on reported DSI

SOI Measure	2022 SOI target	2022 DSIs	2022 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 473 DSIs	550* DSIs	Not on track
A steady reduction in the number of deaths and serious injuries on Tāmaki Makaurau's road network, in line with Vision Zero Strategy, expressed as a number of DSI saved compared to the baseline (2016-18) of 716	179 DSIs saved (No more than 537 DSIs)	648* DSIs	Not on track
Number of vulnerable road user deaths and serious injuries on Tāmaki Makaurau's road network, in line with Vision Zero Strategy, expressed as a number of DSI saved compared to the baseline (2016-18) of 320	80 DSIs saved (No more than 240 DSIs)	285* DSIs	Not on track

- On Tāmaki Makaurau roads 68 lives were saved from the baseline of 716 falling short of the SOI target of 179
- All three SOI 2022 targets have not been met even though that these figures are provisional and are subject to increase
- Eight people lost their lives in the month of November and 50% were motorcycle riders. A further eight were killed in the month of December where four lost their lives on urban local roads to which two were motorcycle riders.

### Reported & estimated DSI January to December on Tāmaki Makaurau's road network

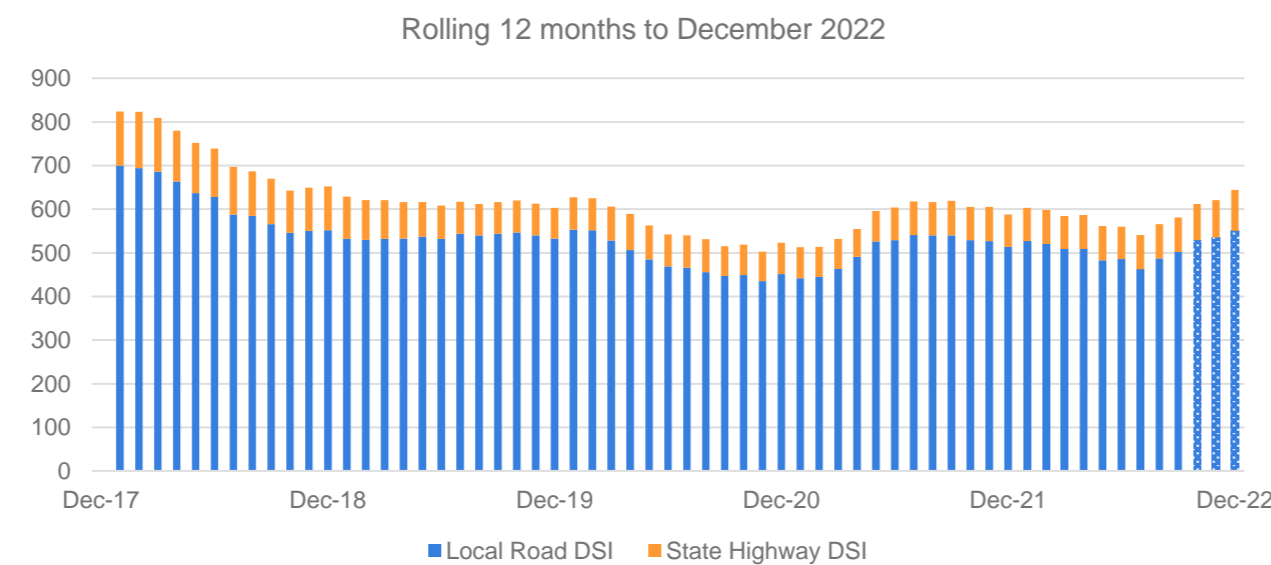
	2022 Reported DSI year-to-date	2021 Reported DSI year-to-date	2022 Estimated DSI year-to-date	2021 Estimated DSI year-to-date
<b>Driver</b>	253	211	494	414
<b>Passenger</b>	108	112	214	220
<b>Motorcycle</b>	147	128	426	371
<b>People on foot (vehicle involved only)</b>	101	99	254	248
<b>People on bikes</b>	37	35	263	249
<b>Other</b>	2	5	4	10
<b>Total DSI</b>	648	590	1654	1511

- Driver and motorcycle rider DSI in total increased by 18% from 2021 to 2022
- Vulnerable road user DSI (motorcycle, people on foot and on bikes) increased by 9% from 2021 to 2022
- Estimated 2022 harm on the network may have exceeded reported figures by 1006 DSI (1654 estimated versus 648 reported)

### Project insights

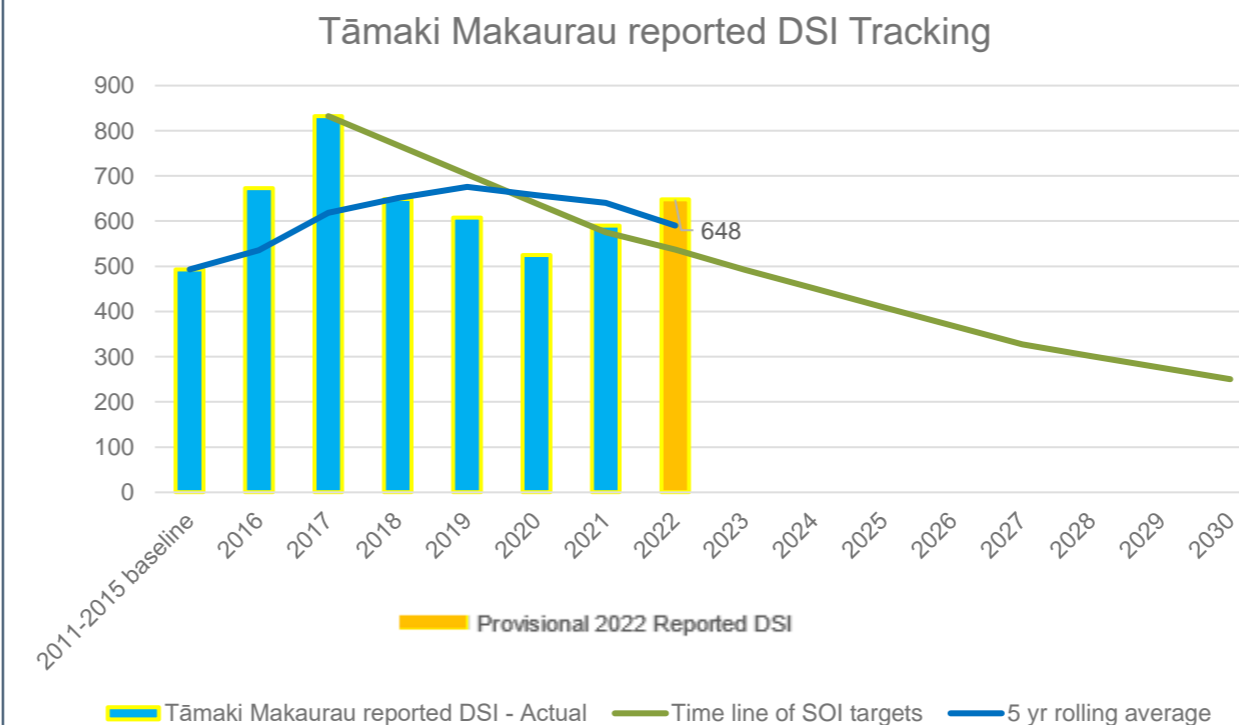
- Katoa Ka Ora workshops with elected members and stakeholders on speed limits near schools completed.
- Speed management workshops with freight industry completed.
- Media briefing on road safety, speeds and bus driver safety completed.
- Road Safety Programme Business Case is under review to refresh the direction.
- Drafting 2023 Safety Advocacy Plan for March Safety Committee.
- Preparing for February 2023 TMTSGG

### Provisional 12 month rolling reported DSIs to December on Tāmaki Makaurau's road network

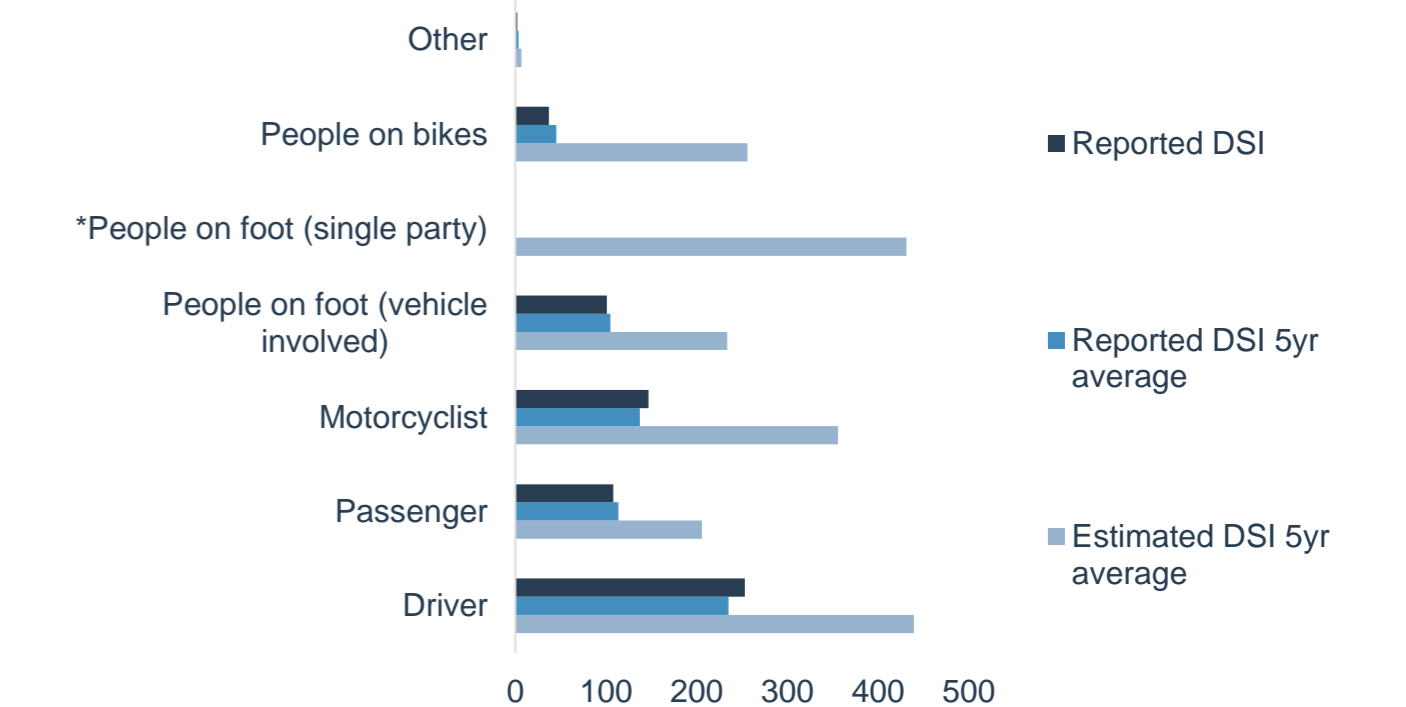


- State highway DSI has increased 31% over 2021 (from 75 to 98)
- Local road DSI has increased 7% over 2021 (from 515 to 550)

### 2022 Long term reported DSI trends against Vision Zero targets



### YTD to December 2022 reported DSI compared to 5 year averages on Tāmaki Makaurau's road network

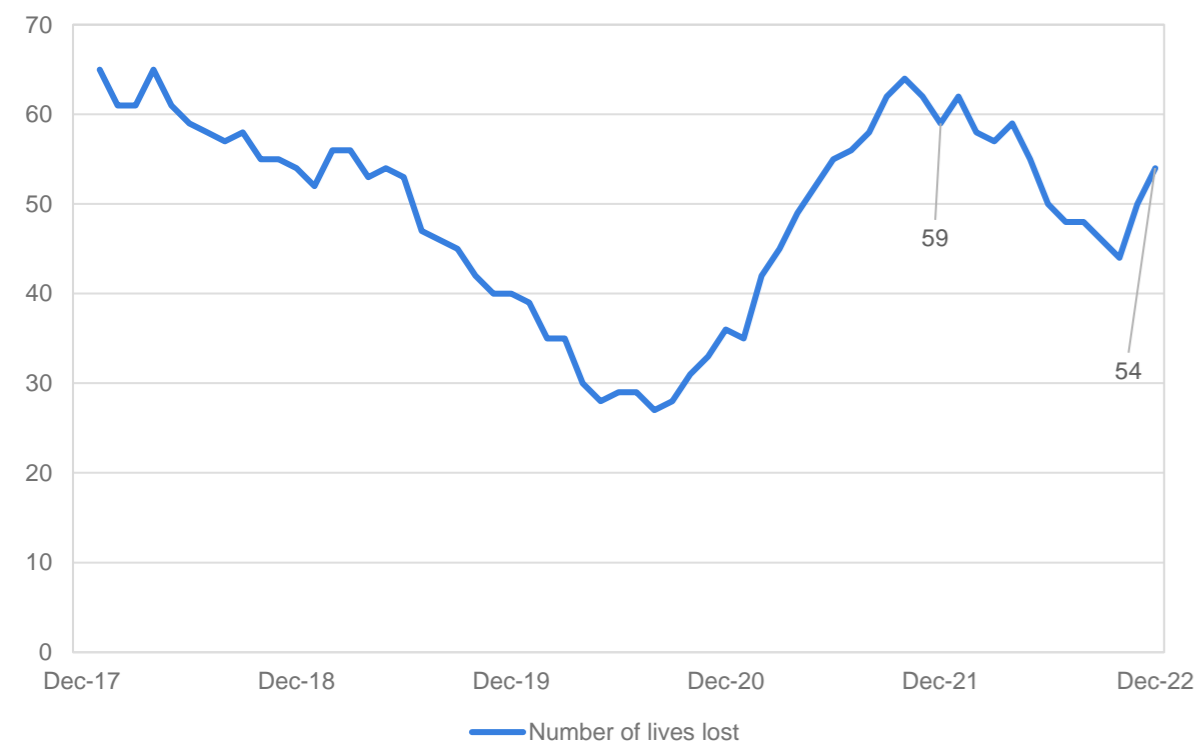


\* This report covers reported and estimated death and serious injuries figures. Estimated figures are used to adjust for underreporting rates, particularly in serious injuries involving people outside vehicles. Provisional data for the report was sourced on 17 January 2023 noting the 3 month lag in CAS data meaning that values are likely to be lower than actual numbers. For road deaths Ministry of Transport (MoT) is sourced, while serious injuries are sourced from the Crash Analytics System (CAS). For SOI tracking, calculations are based on provisional data and long term trend data to give a best assessment of likelihood of meeting or exceeding targets. For estimated DSI numbers, calculations are based on reported DSI with an applied scaling factor due to under-reporting in CAS (based on 'Safety of people travelling outside vehicles' research using hospitalisation data from 2016-19 Estimated DSI includes single (e.g. people on foot path) but excluded from CAS). Rolling 12 months graph the faded bars is representative of provisional death and serious injury figures for the months of October, November and December due to the three month lag in CAS.

# Fatal crashes dashboard – November and December 2022

## Fatality trends and modal data to December 2022 (YTD as reported by Ministry of Transport)

Number of lives lost on Tāmaki Makaurau roads rolling 12 months to December 2022



	Number of lives lost					
	Year to date			Rolling 12months		
	2021 Tāmaki Makaurau Roads	2022 Tāmaki Makaurau Roads	5yr average	Previous 12months 2021	Latest 12months 2022	5yr rolling average
<b>Drivers</b>	23	24	20	23	24	25
<b>Passengers</b>	19	7	9	19	7	13
<b>Motorcyclists</b>	7	9	8	7	9	4
<b>People on foot</b>	7	9	9	7	9	7
<b>People on bikes</b>	3	5	3	3	5	4
<b>Other</b>	0	0	0	0	0	0
<b>Total people killed</b>	<b>59</b>	<b>54</b>	<b>49</b>	<b>59</b>	<b>54</b>	<b>53</b>

## December 2022 fatality details as reported by Ministry of Transport

Description of incident	Consequence	Causal Factors
<b>Saleyards Road</b> The motorcycle rider collided into the rear driver's side corner of a parked and unattended car. He was thrown off the motorcycle and landed in the median strip. He died three days after the incident.	One fatality – 18yr old male on a motorcycle	Inappropriate speed and suspected alcohol
<b>Mill Road</b> For unknown reason the deceased's vehicle had crossed the centreline into the path of a light truck. She was transported to hospital in a status 2 condition and was conscious and talking. She died six days after the incident.	One fatality – 78yr old female driver	Unknown
<b>Great South Road</b> The motorcycle rider fled from Police, who did not pursue. It proceeded through a red light and T-boned a turning vehicle. The rider died at the scene. The occupants of the Holden were transported to hospital with minor injuries.	One fatality – 43yr old male on a motorcycle	Suspected alcohol and inappropriate speed
<b>SH 16</b> The driver lost control of her vehicle whilst travelling at high-speed causing the vehicle to leave the road colliding with a power pole causing it to rotate and the driver's side to impact with another power pole intruding into the driver's compartment. Driver died at the scene and male front seat passenger was seriously injured.	One fatality – 20yr old female driver	Inappropriate speed and suspected alcohol
<b>SH 22</b> Vehicle was travelling westbound has crossed the centre line moving into the path of an east bound car. The two vehicles have crashed head on in the east bound lane.	One fatality – 91yr old female driver.	Unknown
<b>SH 20</b> The deceased was passenger in a vehicle that was travelling at speed and lost control colliding with the median During the collision, the deceased was ejected from the vehicle. She was pronounced dead at the scene from injuries sustained in the collision.	One fatality – 19yr old female passenger.	Inappropriate speed and suspected alcohol
<b>Don Buck Road Two killed in this crash.</b> The driver lost control of vehicle on a bend. The vehicle struck the kerb, a 6-foot wooden fence, flax bushes, shrubs, and a brick block wall. The drivers head and his body have struck the brick block wall, causing serious injuries which were fatal. The female front seat passenger was found dead but revived and whilst being transported to hospital, she has died.	One fatality – 25yr old unrestrained male driver. One fatality - 29yr old, restrained female passenger	Inappropriate speed and alcohol

## Fatal crash reporting

As reported by AT Road Safety Engineer Team*				
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	50	All closed
2021	46	86	80	6 remain open
2022	39	46	43	Three remain open

\* Fatalities investigated by the AT Road Safety Engineering Team may be less than the number of deaths reported from CAS reporting

## 2022 Local road Fatal crash reporting as reported in CAS

1. Roadsides			2. Speeds			3. Vehicles			4. Road Users		
Metric	2022 Insights	BIR Alignment	Metric	2022 Insights	BIR Alignment	Metric	2022 Insights	BIR Alignment	Metric	2022 Insights	BIR Alignment
<b>Road Star rating summary</b>	2.66 is the average safety rating of roads on which fatalities have occurred in 2022.		<b>Percentage of FCRs on roads with SaAS</b>	83% of the 36 fatalities occurred on roads where the posted speed limit isn't aligned to the SaAS.  SaAS have been proposed on four roads during phase 3 therefore not yet implemented	Lower travel speeds across higher risk sections of the Auckland network	<b>Vehicle star rating summary</b>	The average vehicle star rating of vehicles containing fatalities or involved with VRUs is 3.4 stars.	Note that Policy changes such as the speeding up of EV transition are likely to bring road safety benefits, as an increased number of these vehicles on our roads would have a higher safety (ANCAP) rating	<b>Alcohol</b>	44% of the 36 fatalities have alcohol above legal limit confirmed as a causation factor.	Substantially improve deterrence of drink driving
<b>Involved unprotected roadside hazards</b>	72% of the 36 fatalities involved an unprotected roadside hazard		<b>Percentage of FCRs where speed limit exceeded</b>	50% of the 36 fatalities involved a vehicle exceeding the posted speed limit	Substantially improve deterrence of speeding	<b>Vehicles with WoF</b>	39% of the 36 fatalities involved a vehicle without a valid WoF		<b>Restraints</b>	26% of driver/passenger fatalities involved the non-use of restraints where one was available.	Substantially improve deterrence of seat belt non-wearing.
<b>Involved VRUs with insufficient infrastructure</b>	100% of VRU fatalities occurred where there weren't primary treatments	Deliver improved pedestrian (and other VRU) safety across the arterial and other roads in the network				<b>Number of FCRs involving public transport operators</b>	One of the 36 fatalities involved public transport operator.	Review Metro bus operations to proactively improve safety performance	<b>Distraction</b>	11% of the fatalities to date have noted distraction as confirmed or suspected.	Trial camera-based detection of mobile phone use in a pilot area.
<b>Urban locations with non-primary safety treatments</b>	All urban FCRs occurred at locations without primary safety treatments.	Expand safer urban infrastructure treatment programmes in association with safer speed limits introductions to continue to lower DSI							<b>Learner/restricted licensing</b>	17% of the 36 fatalities involved a party with a learners license. 28% of the 30 fatalities involved parties with restricted licenses.	