

Attachment 1 - October 2023 Safety Business Report Dashboard

- 1. Safety, health and wellbeing dashboard**
 - 1.1. Safety, health and wellbeing FY24 critical success factors
 - 1.2. Safety management system
 - 1.3. Safety assurance and legal environment
 - 1.4. Safety operational activity
 - 1.5. Supplier management

- 2. Death and serious injuries (DSI) dashboard**
 - 2.1. DSI reporting

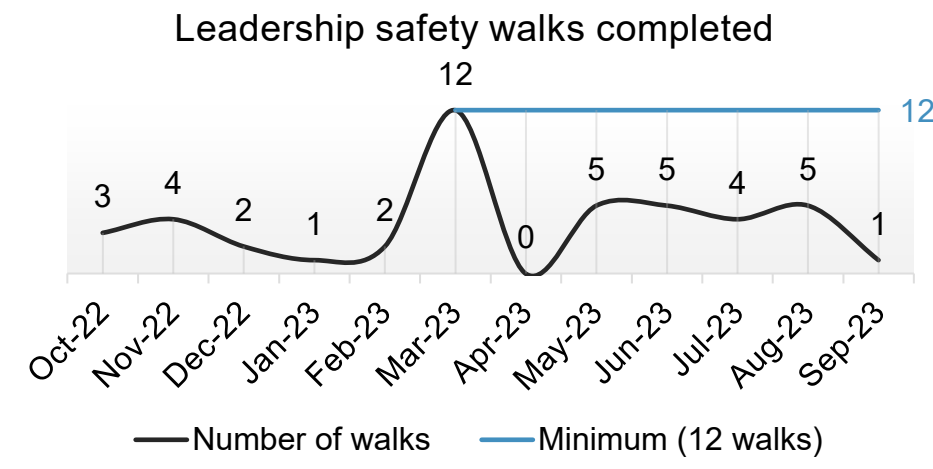
1. Safety, health and wellbeing dashboard

1.1 Safety, Health and Wellbeing (SHW) FY24 critical success factors - Auckland Transport

Legend: ● On track ● On watch ● Off track

Leadership

Context: Leadership safety walks (LSWs) are an opportunity for senior leaders to directly engage with teams on the frontline. It is a methodology to undertake their due diligence or Health and Safety at Work Act (HSWA) 2015 officer duties. It also builds engagement and improves safety culture. Board members conduct one LSW per quarter and EGMs conduct 10 LSW per year. The programme is still to be rolled out to tier three people leaders. Work is underway to develop a role-specific capability framework based around the number of leaders attending Safety training.



Leadership Safety Walks update ●

- Wiri Train Depot LSWs completed (conducted and recorded in Synergi) by one EGM in September 2023, reaching only 8% of the target expected for the month of September (average 12 LSWs per month between EGMs and Board), affecting risk awareness, frontline engagement and safety culture
- Next EGM leadership safety walks scheduled for 18/10/2023

Role-specific capability framework update ●

- A discovery phase has been started.

Engagement

Context: Safety culture and leadership upskilling are measured as indicators of Safety engagement. Safety culture is measured by the Bradley Curve and reviewed annually supplemented by the quarterly AT Checking in Survey where four questions are analysed to understand the pulse of Safety. Upskilling of people leaders is measured by the number of simple/full learning reviews conducted by people leaders.

Comparison Relative Culture Strength (RCS) 2021 -2023

BU	Participants	2021 RCS		Participants	2023 RCS
Service Delivery	113	34	SD – In a compliance Role	177	30
			SD - other	124	41
Integrated Networks	210	33	IN – in a project delivery role	77	38
			IN - other	153	35
Corporate	107	25	Business Technology	99	28
			Culture & Transformation	35	32
			Safety	24	40
Customer Experience	104	17	CE – in a customer services role	134	41
			CE - Other	104	23
Stakeholder, communities and communications	24	13	Stakeholder & Communication	45	24
Corporate Finance-Risk and assurance	43	11	Finance	59	27
			Risk & Assurance	24	22
Planning and investment	29	Insufficient data	Planning & Investment	54	22

Auckland Transport RCS 2023	Rail Transportation RCS
32	47

Safety culture update ●

Results from the latest Dupont Safety Culture survey showed:

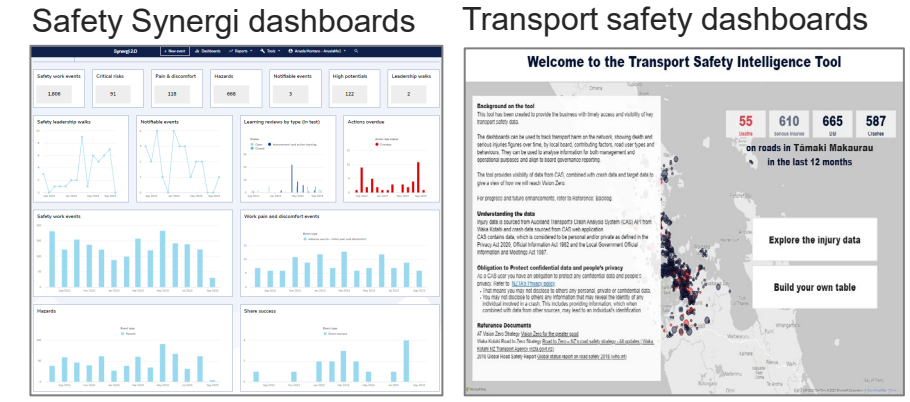
- Across AT there is a very strong sense of the Value of Tiakitanga – Safe with us.
- More Senior Leaders prioritise costs, efficiency & quality of customer service over Safety.
- The Safety Strategy Year one theme of "Building the Foundation" has impacted positively on people following our policies, processes and procedures however results indicate that there is a lack of recognition of following them or consequence for doing so.

AT people upskilling update ●

- Utilising the Dupont survey results, a business unit specific safety upskilling program will be developed using a risk-based approach that will complement the one-day SHW Training Program.

Safe Systems

Context: Design of Critical Safety Risk Framework, Transport Safety refreshed business case action plan and safety reporting will help to manage critical controls, transport safety outcomes and provide visibility and insights for decision making. These will be measured through progress on design of the Critical Safety Risk Framework and status of actions plans completed (future), and growth in business units using Safety dashboards (future).



Critical Safety Risk Framework update ●

- The first draft of the AT Critical Risk Framework has been reviewed by an external advisor, with minor adjustments remaining. The framework will be internally peer reviewed in October and creation of supporting tools is in progress.
- The Critical Risk Implementation and Verification Plan is on hold while a decision is made on how to progress this work.

Transport safety strategy update ●

- The discovery phase is complete. Due to competing deadlines, specifically Katoa Ka Ora and the summer alcohol project the next major milestone will be April 2024.

Safety reporting update ●

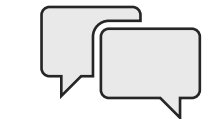
- Ongoing knowledge sharing sessions are being held for the Safety Synergi dashboards and the Transport Safety Intelligence Tool. Enhancements have been made to the Transport Safety Intelligence Tool based on user feedback, with the current focus on sharing insights and enabling evidence-based decision making into business processes.

Advocacy

Context: The Safety Advocacy Plan identifies the priority focus areas for policy and legislative changes to improve road safety outcomes across Tamaki Makaurau. The priority focus areas for 2023 are alcohol and drug enforcement, automated enforcement and review of motorcycle safety. These are long term priorities which will require Central Government support and commitment to achieve.

Advocacy plan implementation update ●

- The Land Transport (Road Safety) Amendment Act 2023 was passed in September and enables the delivery of average speed / point to point cameras. This has been a focus of our advocacy plan for 2023 and will see the delivery of six cameras across Auckland in partnership with Waka Kotahi. The Matakana Road site will be the test corridor and will be active from December- February to assess the new technology with no enforcement of offences during this time.
- Auckland Transport hosted the Trafinz conference and Road to Zero Road Show to support building capability across the sector.
- Governance group established for joint marketing and communications across Road to Zero partners to better align efforts and amplify effects of activities.
- Planning is underway with NZ Police and Waka Kotahi for a summer alcohol project to increase awareness of increased enforcement of impaired driving.



1.2 Safety management system (SMS) - Auckland Transport

AT SMS framework progress

Context

The SMS framework is the foundation of AT’s health and safety system. It aligns with ISO 45001 and is essential to ensure professional management and innovation with safety across Auckland Transport.

There is significant work to be completed to ensure the SMS meets the required standard. Please note that the SMS activities listed on this slide are only part of the overall framework (under development).

Key progress and insights

- The FY24 Work Programme is underway. See details in the Key initiatives section.
- The core focus for this half of the financial year is health and safety risk management, including the development of risk and critical frameworks and learning module resources.

Key risks

- The key risk for the AT SMS Framework is resource availability for development and implementation activities within the Safety team and across the organisation, especially in the context of the recent restructure. This is mitigated by effective prioritisation of the SMS activities.



Key initiatives

Initiatives	Goal	Stage	Progress and insights	Risks
Critical risk	Development of framework to manage critical health and safety risks across AT and networks.	Development	<ul style="list-style-type: none"> • The first draft of the AT Critical Risk Framework has been reviewed by an external advisor, with minor adjustments to be made. The framework will be internally peer reviewed in October. The development of tools to support the framework is underway. • The Critical Risk Implementation and Verification Plan is on hold while a decision is made on how to progress this work. 	<ul style="list-style-type: none"> • Significant volume of work and further resource may be required. Two-year timeframe, noting that critical risks will be reviewed on an ongoing basis.
Health and safety risk framework programme	Development of a framework for health and safety risk management across AT.	Development	<ul style="list-style-type: none"> • Final draft of the Health and Safety Risk Management framework complete. • The SHW Risk Capability module is on track for launch in November 2023 and will be supported by a range of resources on the Safety Hub. 	<ul style="list-style-type: none"> • Engagement with business units on content of risk register.
Safety in procurement	Development of a Health and Safety Risk Management Standard for contract management.	Development	<ul style="list-style-type: none"> • Final draft of the standard is completed and awaiting final feedback from internal stakeholders. 	<ul style="list-style-type: none"> • Operational processes impacting delivery.
Person conducting a business or undertaking (PCBU)	Development of Contractor Health and Safety Management Framework.	Implementation	<ul style="list-style-type: none"> • The PCBU implementation high level plan has been drafted and to be shared internally within Safety to obtain feedback and resource management. The new PCBU implementation plan will be ready for deployment in 2024. The PCBU e-learning module is available and work is underway to mandate the for all roles that manage or interact with PCBU's. 	<ul style="list-style-type: none"> • Risk of legislative non-compliance.
MPOWER (worker engagement and representation in occupational health & safety)	Development of Worker Engagement, Participation and Representation Framework.	Implementation	<ul style="list-style-type: none"> • Launched the SHW Representative nominations process on mid September to early October 2023, with 92 SHW representative positions available across AT. 	<ul style="list-style-type: none"> • Risk of legislative non-compliance • Team Members do not have representation for SHW Matters/ concerns.
Safety Capability	Development of safety resources to increase knowledge and capability across AT.	Development	<ul style="list-style-type: none"> • The Health and Safety Risk eLearning module build is underway, with the first digital version confirmed with the designer and expected to launch in November 2023. • Consideration is being given to potential topics for further modules. 	<ul style="list-style-type: none"> • Funding may impact the delivery of further work streams beyond the Safety, Health and Wellbeing Risk module.

1.3 Safety assurance and legal environment - Auckland Transport

Safety assurance review progress

Context

Safety assurance activities are conducted by safety subject matter experts. Safety assurance audits are currently carried out against the international best practice standard ISO 45001 Occupational Health and Safety, while our safety management system (SMS) continues to be developed and grows in maturity. The safety assurance process is currently an indication of the base line for future reference with flexibility to shift focus to key areas throughout the year. We are also identifying, designing and implementing solutions for areas we assess.

Key progress and insights

- Figure 1 summarises the key findings and action types based on the relevant ISO45001 clauses.
- The predominant area of concern is Clause 7 which covers resources, competence, awareness, communication and documented information.
- Assurance activities will reduce during the restructure to assist with a smoother implementation.

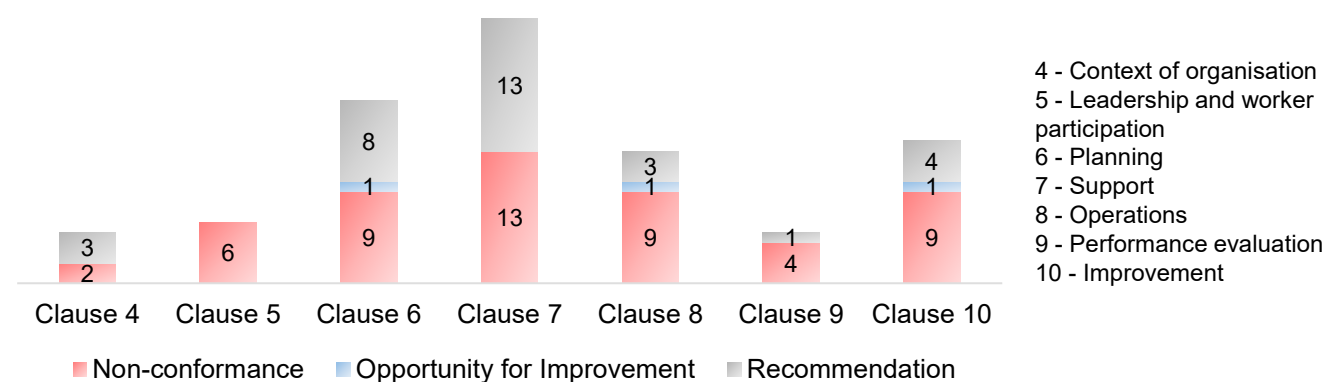
Key risks

- A key part of the Leadership safety walks (LSWs) is recording the walks in Synergi. This assists in “closing the loop” with workers, and ensures actions are recorded and progressed. If LSWs are not recorded, a key piece of evidence is lost to demonstrate that officers and leaders are doing their due diligence, and abiding by the commitments made in the Safety, Health and Wellbeing Policy.

Key progress against Audit Plan

Type	Name	Key information
Internal	Authorisation to Work Process	<ul style="list-style-type: none"> • Review conducted April 2023. • Actions reviewed in August and additional work needed to close out actions.
Internal	Leadership Safety Walks (LSW)	<ul style="list-style-type: none"> • Wiri Train Depot LSWs completed (conducted and recorded in Synergi) by EGM in September. • Review planned for how the LSWs are organised post restructure. Individual EAs to take responsibility for arranging walks. • Next EGM LSWs scheduled for 18/10/2023
Internal	Compliance Auditor Vehicle Review	<ul style="list-style-type: none"> • Review undertaken in May 2023. Actions agreed and underway. • Service Delivery still waiting for additional information from Auckland Council to follow up on progress.
Internal	Project Management Office (PMO) Review	<ul style="list-style-type: none"> • Review conducted in November 2022. • Actions stalled due to organisational consultation. • Business Technology funding procured to implement filing system for organisational standardisation for safety record keeping. • First draft of the filing structure guideline out for consultation, which allows for enterprise solution. • Awaiting restructure to see where the project lands.

Figure 1 Review Trends Analysis Rolling Totals FY23



Safety legal environment

Context

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

Case:

What it means for AT

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

Whakaari White Island:

In late 2020, Worksafe laid 20 charges against 13 defendants for alleged failures to manage Whakaari’s volcanic risks before and during the December 2019 eruption that killed 22 people and critically injured 25. During September 2023, there have been a number of developments in the case.

- **Whakaari Management Ltd (WML)** still faces two charges – primary duty of care to ensure the health and safety of workers, and primary duty of care to ensure the health and safety of others from work it carries out – Health and Safety at Work Act 2015 (HSWA) s36(1) and (2).
- **The directors** of WML Andrew, James and Peter Buttle have had Section 44 HSWA (duty of officers) charges dismissed as a result of their third appeal. WorkSafe failed to prove there was a case to answer because its prosecution dealt with the brothers collectively when the law requires such charges be proven individually – i.e. directors cannot be lumped together to create joint liability.
- **The National Emergency Management Agency (NEMA)** had charges dismissed and was awarded \$40,000 in costs in relation to this dismissal. The judge dismissed the case against NEMA after ruling that the primary duty of care (HSWA s36) was not intended to create the broad public liability that Worksafe was claiming.
- **The Institute of Geological and Nuclear Sciences (GNS)** was dismissed on one charge (primary duty of care to ensure the health and safety of others from work it carries out, HSWA s36(2)) but pleaded guilty to a second charge (primary duty of care to ensure the health and safety of its workers HSWA 36(1)).
- **White Island Tours Ltd and three helicopter operators** (Volcanic Air Safaris Ltd, Aerius Ltd and Kahu NZ Ltd) – have pleaded guilty to failing to meeting the primary duty of care to ensure the health and safety of workers and to others from the work it carries out (HSWA s36(1) and (2))and are awaiting sentencing at the conclusion of the trial.
- **Inflite Charters Ltd** – arranged the flights to the island through local subcontractors and admitted a charge under s36(2) (primary duty of care to others from work it carries out). It was fined \$227,500 and ordered to pay court costs of \$40,000.
- **ID Tour New Zealand Ltd and Tauranga Tourism Services Ltd** – primary duty of care (s 36 HSWA) charges dismissed September 2023 due to the judge’s ruling that this section of the act was being interpreted more broadly than the legislation intended and the s36 health and safety obligations do not apply in this part of the supply chain.



1.4 Safety operational activity - Auckland Transport

Activity update

Context

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

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

Key progress and insights

- There were no safety work events identified as high potential (major and extreme risk consequence) in September 2023.
- Overall, in **September 2023** compared to August 2023
 - Safety work events increased 86% (Figure 1 and 4)
 - Hazards decreased 44% and work pain and discomfort increased 56% (Figure 4)
 - Safety work events identified as critical risks increased 184% (Figure 2)
 - Safety work events identified as critical risk in high-risk operational areas: Customer Experience (CX) up 250%, Integrated Networks (IN) up 200% and Service Delivery (SD) stayed the same as the previous month (Figure 5)
 - Total recordable injury frequency rate (TRIFR) and lost time injury frequency rate (LTIFR) decreased 4% and 3% respectively due to a decrease of 75% in the lost time injuries (4 to 1) and a decrease of 8% in worked hours in September 2023 (Figure 6).

Key risks

- Limited safety event reporting from all AT business units. We will continue to interact with these teams to better understand the factors that are preventing them from reporting and remediate.
- People leaders not understanding their role in event management. A training program has been developed and is available on the Safety Hub.
- People leaders not updating their teams Synergi cases within the agreed time period. The Safety team are working on an escalation process in Synergi to ensure people leaders update their cases within 48 hours as defined in the Event Management Procedure.

Dashboard

Reporting period: October22-September23 from Synergi 2.0 system data

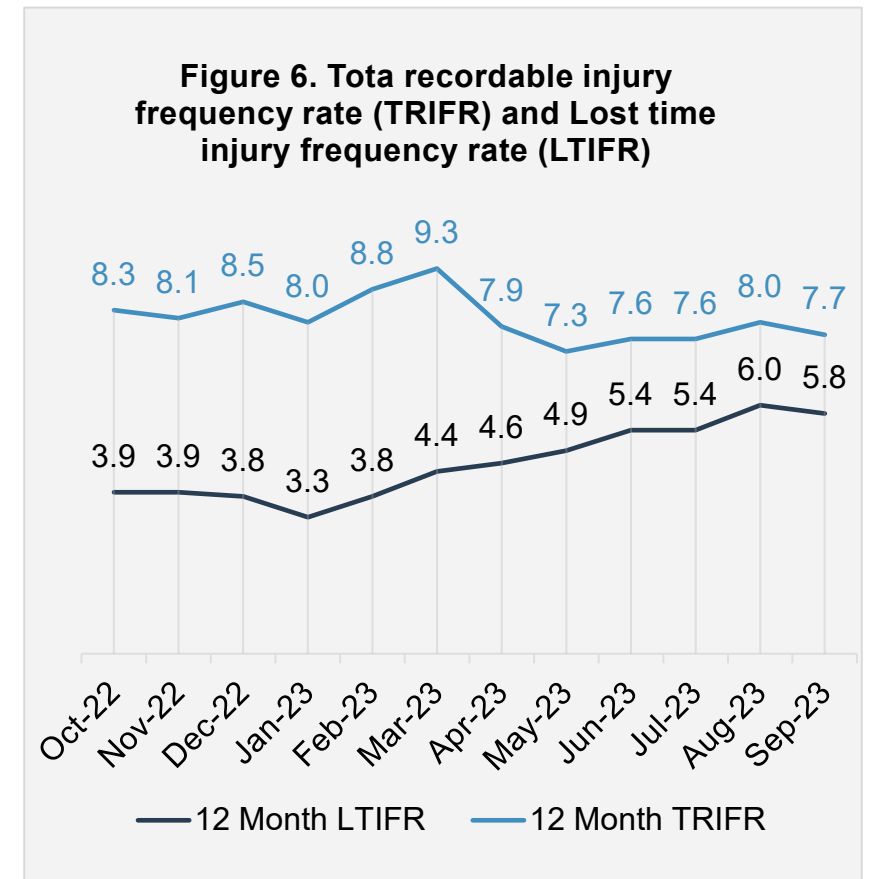
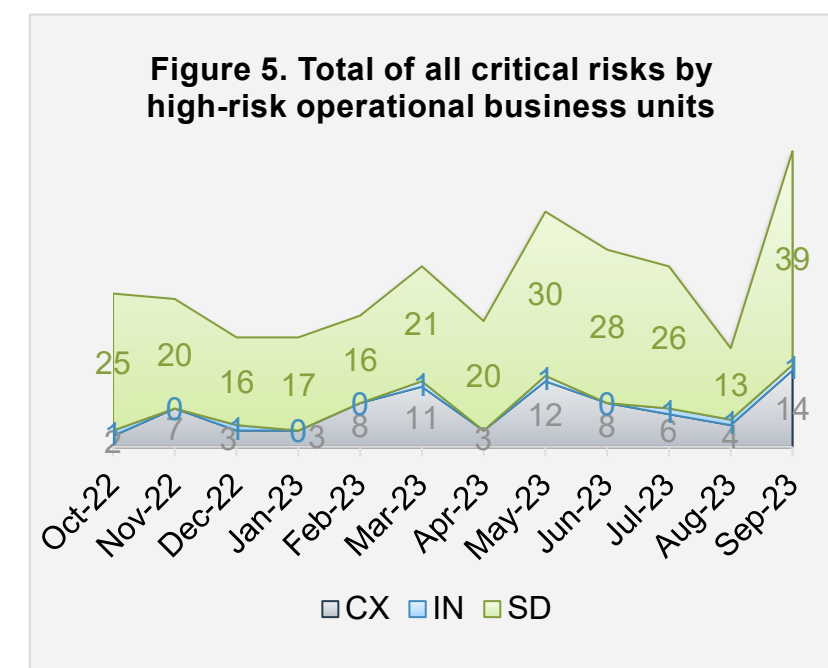
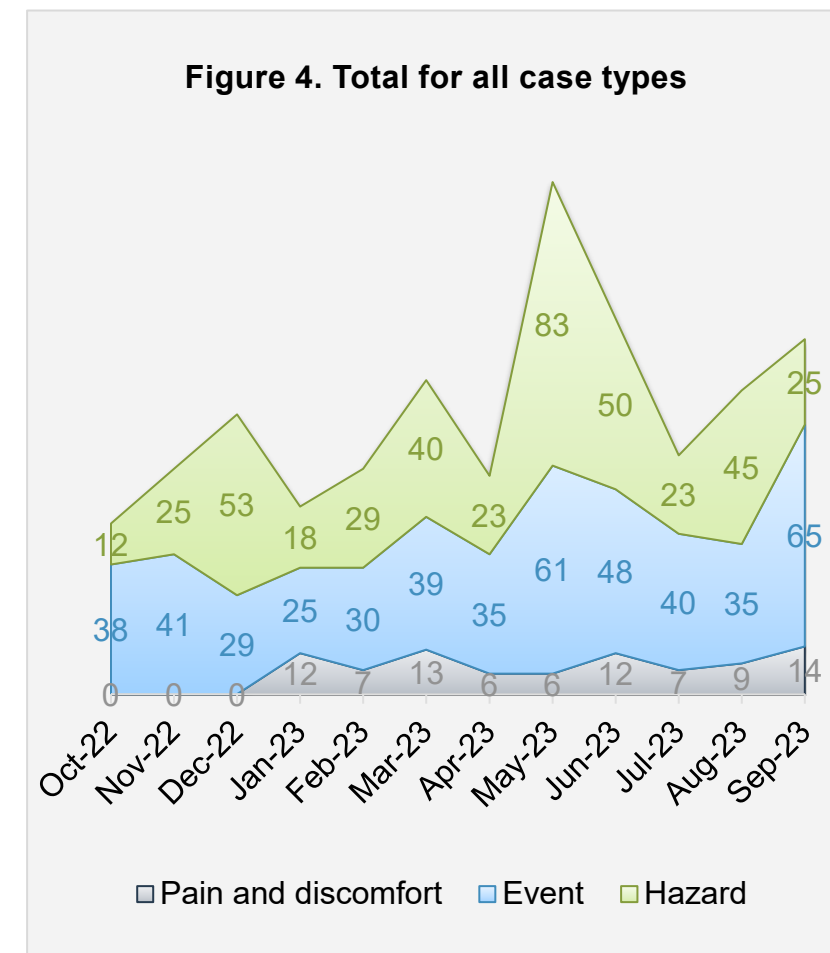
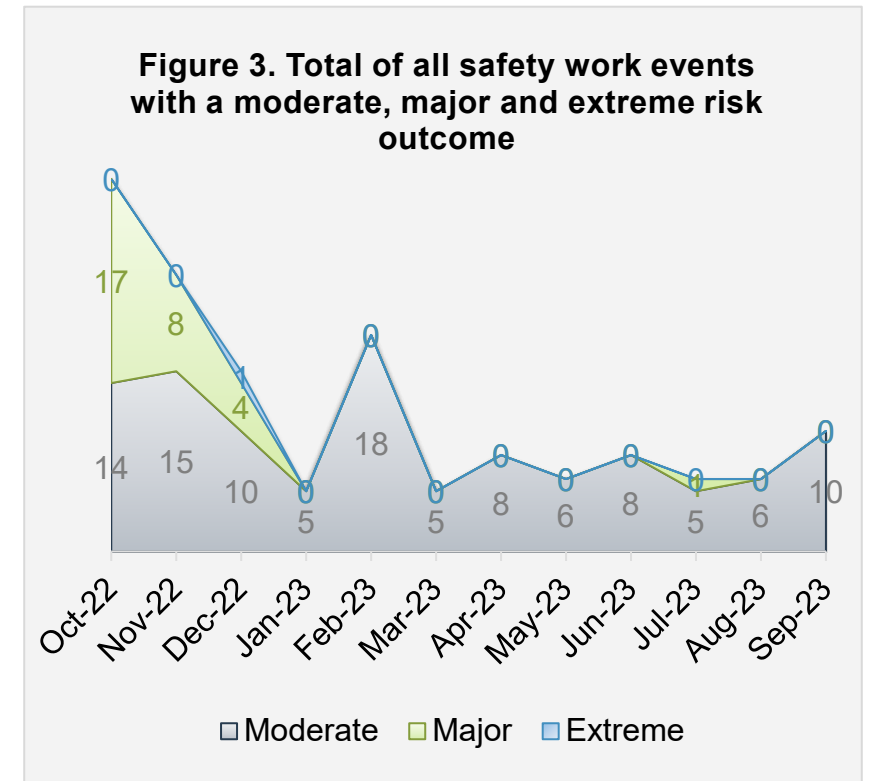
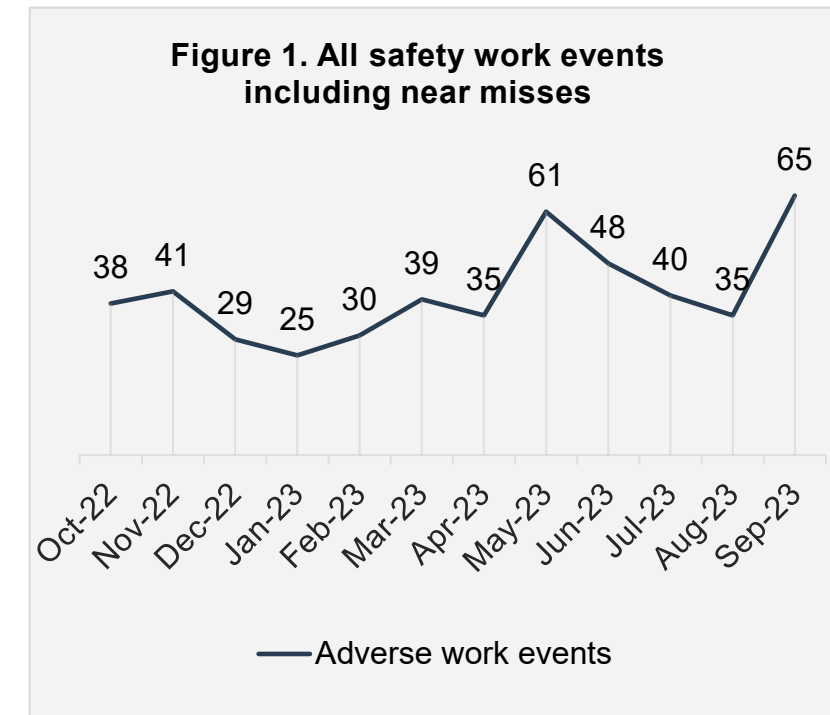
65 Safety work events including near misses
Sep 2023

25 Hazards
Sep 2023

0 High potential event
Sep 2023

10 Safety events with a moderate risk consequence
Sep 2023

0 Notifiable safety events reportable to WorkSafe
Sep 2023



1.4 Safety operational activity - Auckland Transport critical risks spotlight

Spotlight

AT Critical Risks

Context

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

Key insights

- In September 2023, there was a notable increase of 184% in the number of critical risks identified compared to August (19 to 54).
- Violence, threats and aggression (VTA) represented 80% of critical risk (CR) events from October 2022 to September 2023. The lowest number of safety work events were reported in CR5 working on an operational site (0.9%) and CR4 exposure to infectious diseases (0.5%) (Figure 1).
- In September 2023, 85% (46 of 54) of the total of the reported safety work events presenting a critical risk to AT people were related to VTA, an increase of 12 percentage points compared to August 2023 (74%) (Figure 3).
- In September 2023, risk consequence heat map indicated most safety work events identified as critical risks fell into the lower risk consequence (46) and eight in the moderate risk consequence (Figure 2). The eight were related to VTA with outcomes: Grade 3 - Verbal Abuse (Sustained) (3), Grade 4 Intimidation and Threats (Threatening Behavior) (3), Grade 2 - Verbal Abuse (Targeted but not sustained) (1) and Grade 1 - Verbal Abuse (Direct/Indirect Frustration Venting) (1).
- In September 2023, there were nine critical risk outcomes that increased versus August; however, the highest outcomes were: Grade 3 up 900% and Grade 7 up 400% respectively. Injury/illness was the only outcome that had a decreased of 100% ((Figure 4).
- Grade 4 and Grade 1 continue trending the highest outcomes types with the most of safety work events reported from October 2022 to September 2023 (Figure 5).

Dashboard

Reporting period: October22-September23 from Synergi 2.0 system data

54

Safety work events identified as critical risks
Sep 2023

Figure 1. Percentage of the total of critical risks (12 months)

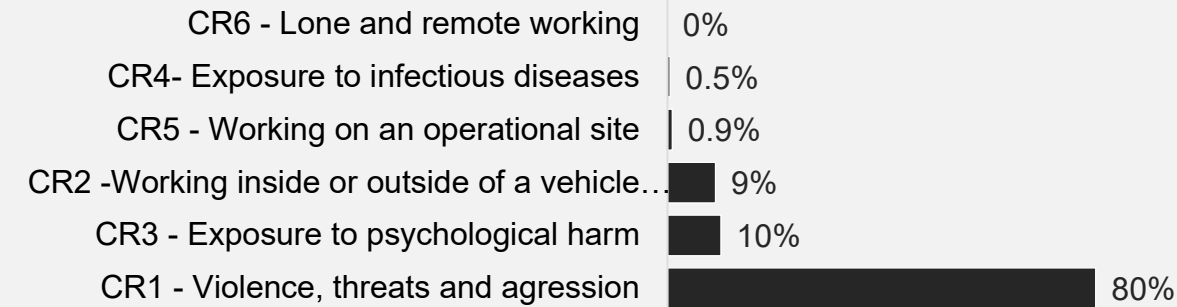


Figure 3. Safety work events identified as critical risks

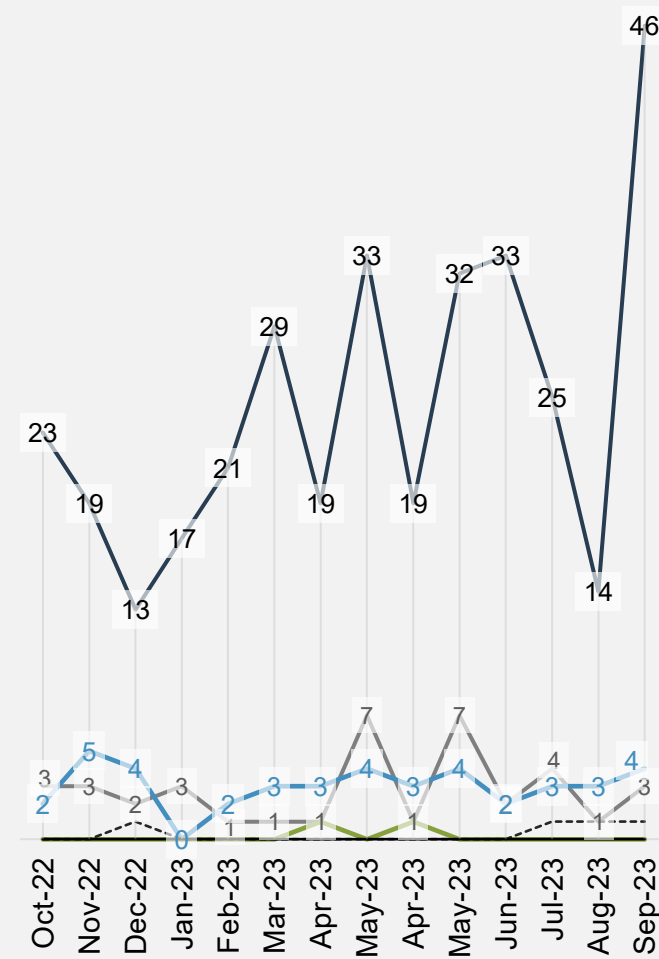


Figure 4. Trend in Auckland transport critical risk outcomes

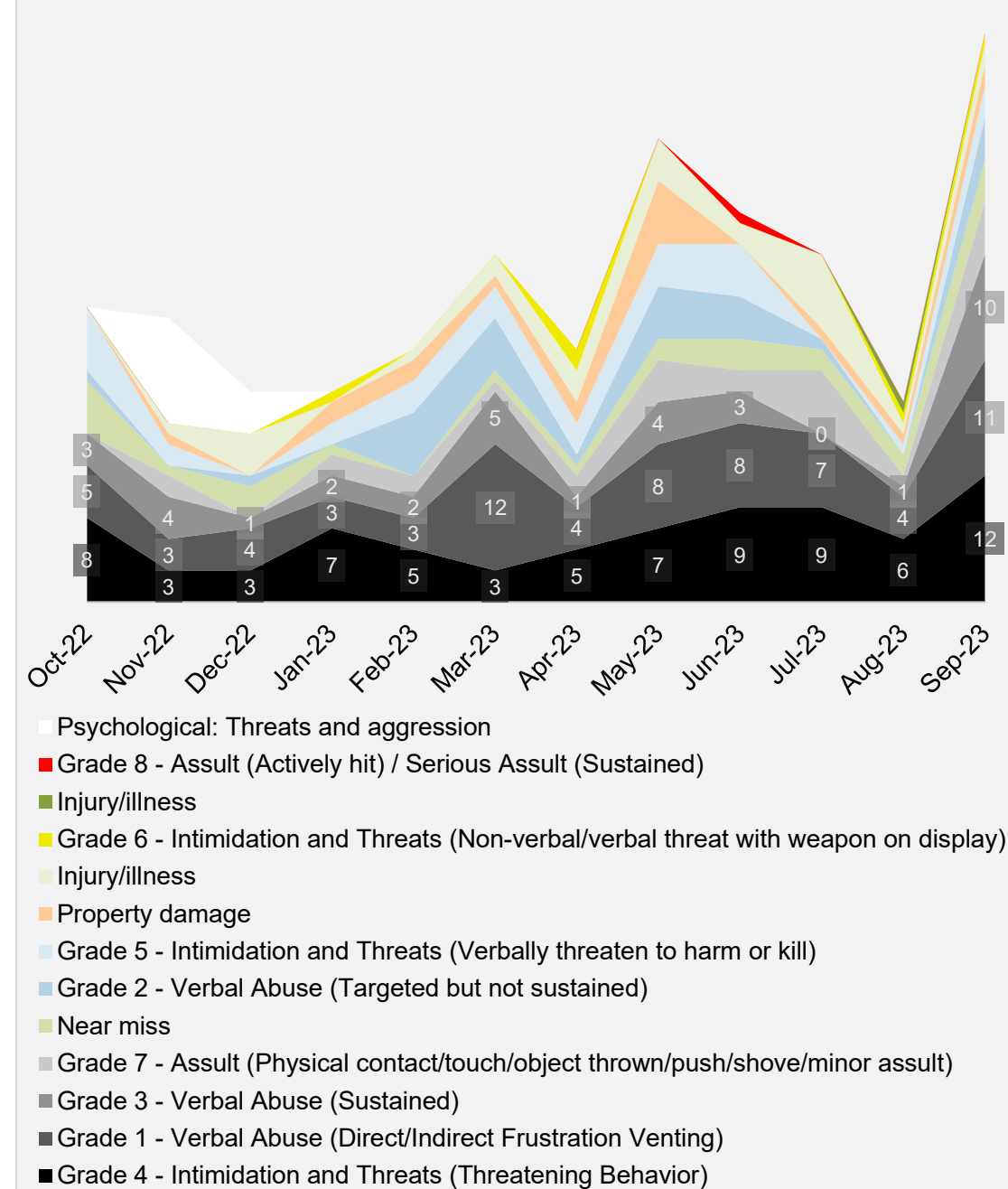


Figure 2. September 2023 heat map - Risk consequence for safety work events identified as critical risks

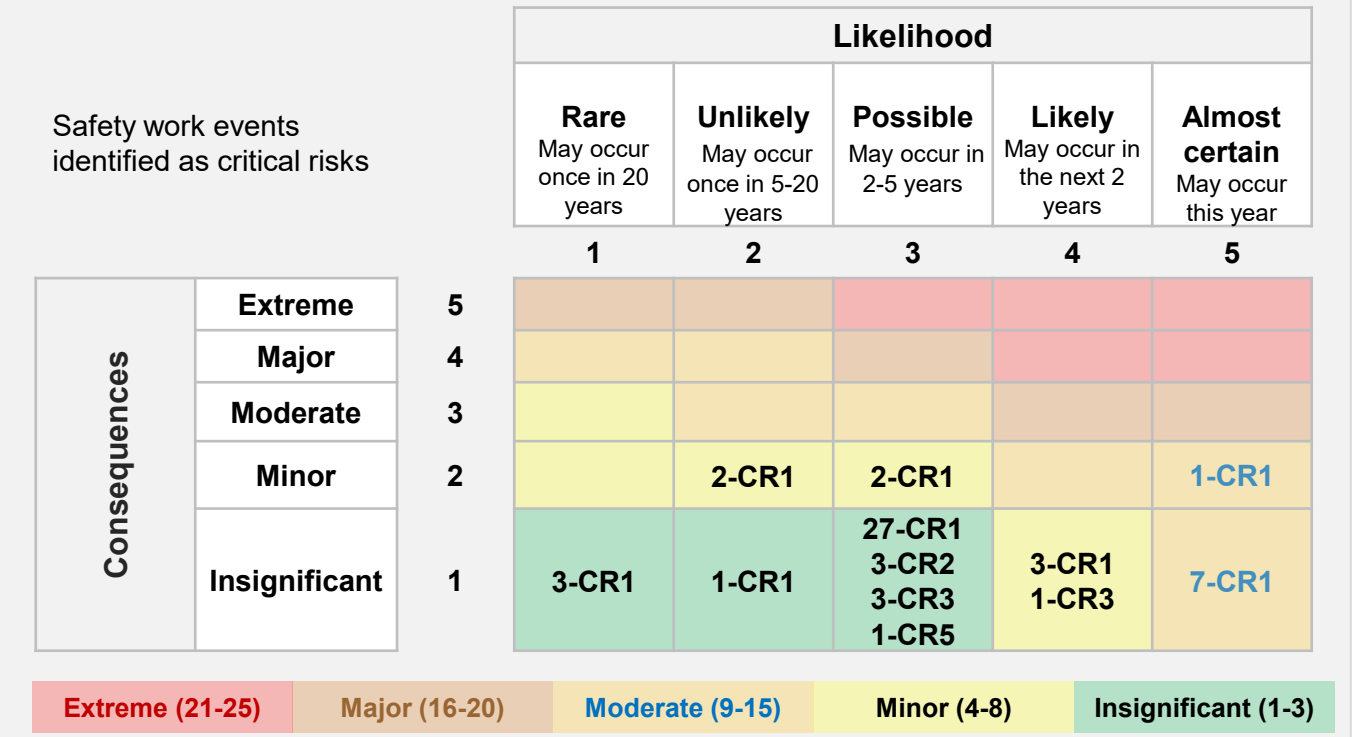
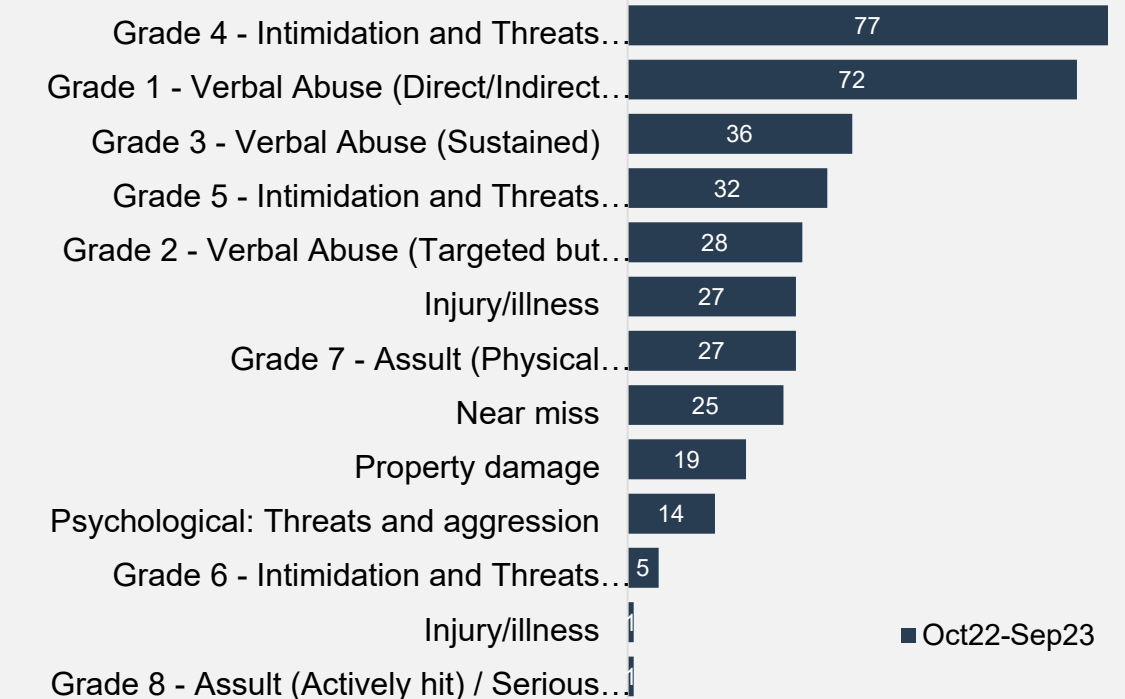


Figure 5. Outcome types for critical risks



Note: Psychological: Threats and aggression is an old field in Synergi that previously has not been classified by grades.



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

Update on key notifiable or high potential events

Context

Public transport (PT) operators and physical works (PW) contractors report through Synergi **notifiable events to the regulator, high potential events, and high potential near misses** to ensure our suppliers have the highest level of protection against harm to their health, safety, and welfare from work risks so far as is reasonably practicable.

Regulator	Notifiable definition
WorkSafe for PT and PW	When as a result of works being undertaken, a death, notifiable illness or injury or notifiable incident occurs.
Maritime NZ for PT	Accidents, incidents and mishaps reportable to Maritime New Zealand in accordance with Section 31 of the Maritime Transport Act 1994 and Section 56 of the Health and Safety at Work Act 2015.
Waka Kotahi for PT	Accidents and incidents associated with the operation of a rail vehicle, the use of the railway infrastructure or the use of railways premises in accordance to Railways Act 2005 and Health and Safety at Work Act 2015.

High potential event definition

A situation or group of situations that has the potential to cause significant harm to person or property. These are normally viewed and approached as actual events, due to the severity rating. According to the AT Risk Matrix, high potentials are all events classified as Major (16 -20) or Extreme (21 -25).

Key insights*

Public transport operators

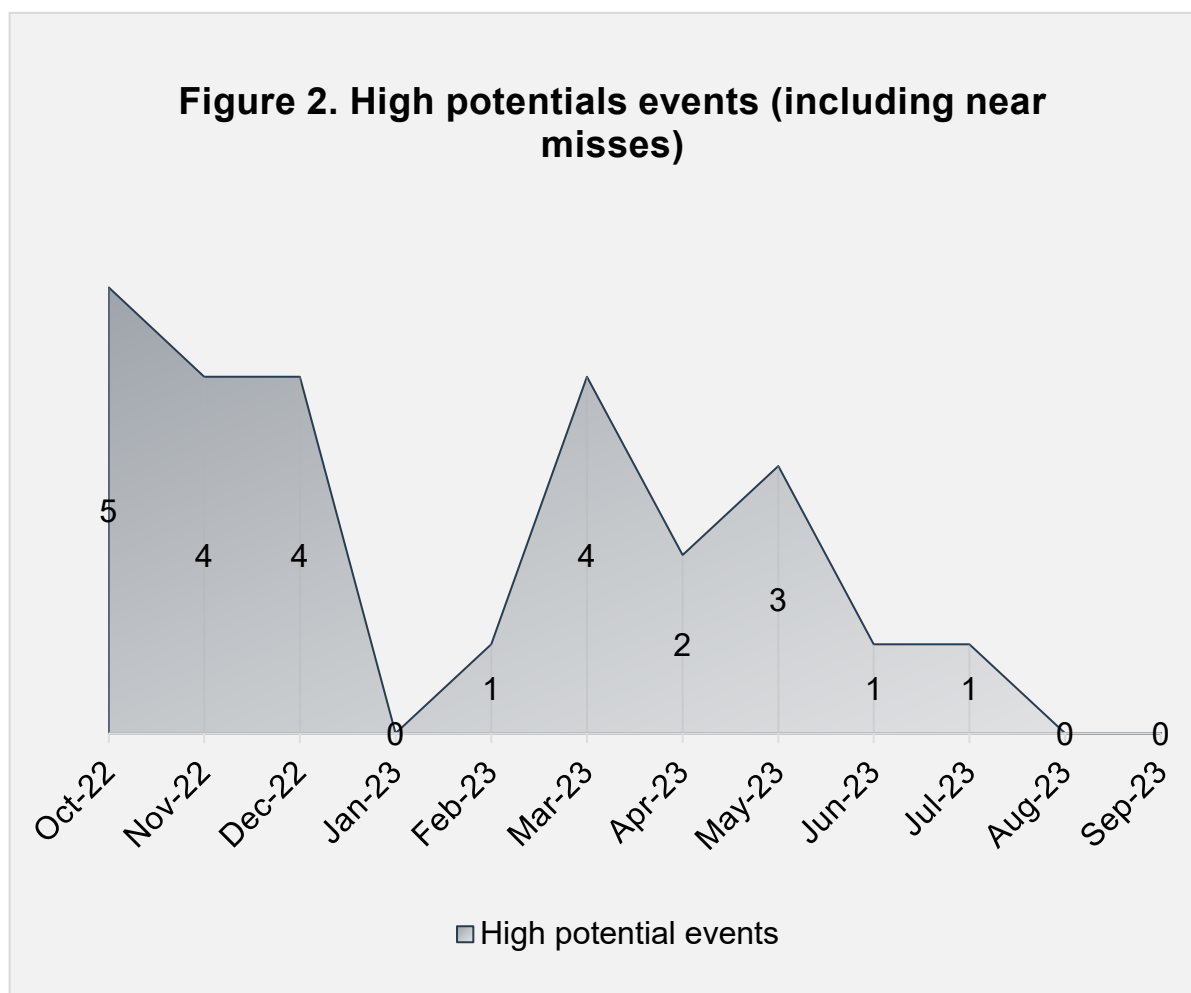
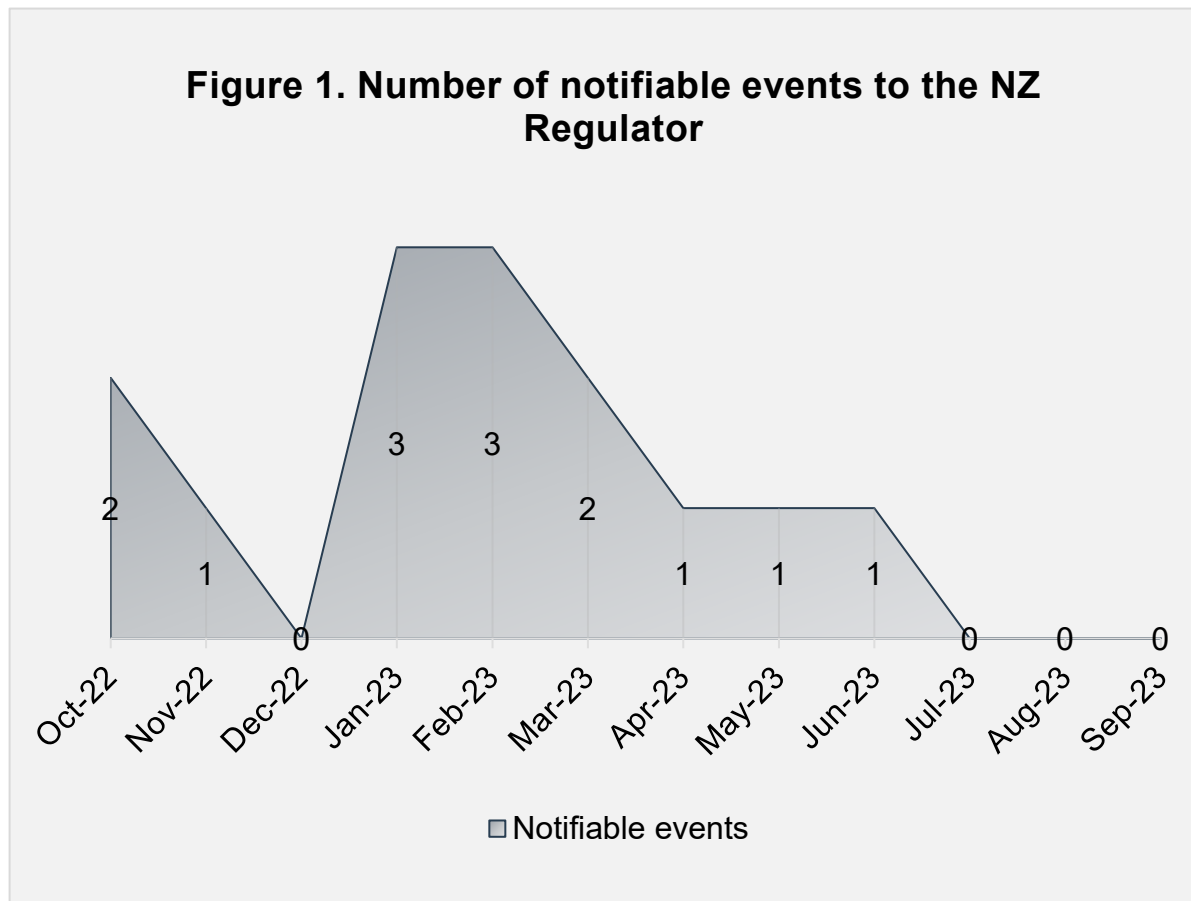
- In September 2023, there was no notifiable or high potential events reported in Synergi.
- There were a total of 12 notifiable events reported in September 2023 by AOR via their own system. The themes of the notifiable events were as follows: Passenger issues - Antisocial behaviour/assaults on passengers at stations and on trains with four and members of the public attempting self-harm. We will monitor these for any trends. See slide 11 for further details.

Physical works contractors

- There was one notifiable event reported by Eastern Busway Alliance in September 2023. See slide 11 for details.
- There were two high potential event reported by Liveable Streets in September 2023. See slide 11 for details.
- Next steps will focus on streamlining PW contractors' processes, improving quality of data and presenting impactful insights.

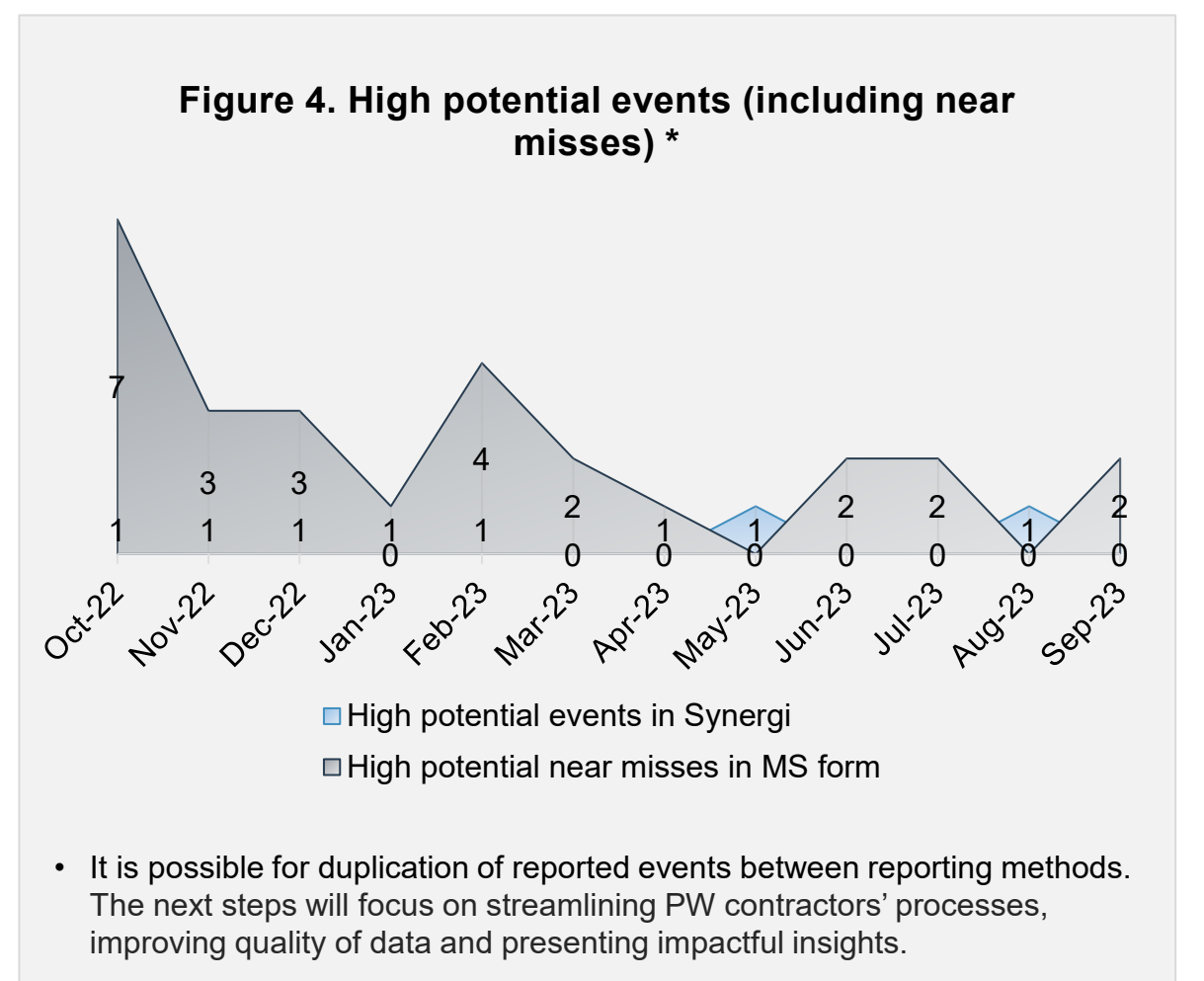
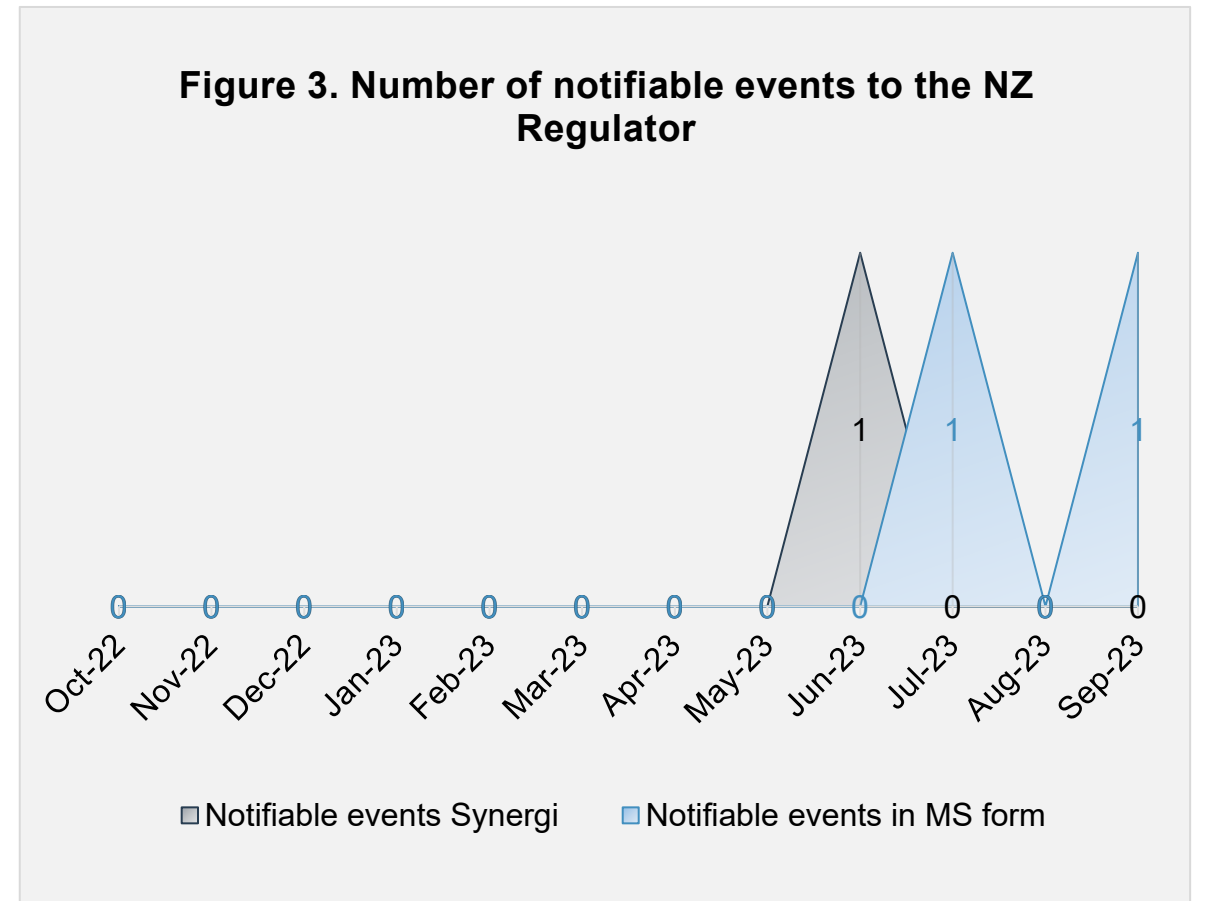
PT dashboard

Reporting period: October22-September23 from Synergi 2.0 system data



PW dashboard

Reporting period: October22-September23 from Synergi 2.0 system data and Microsoft list data



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

1.5 Supplier management - Public transport (PT) operators critical risks spotlight

Spotlight

PT Critical Risks

Context

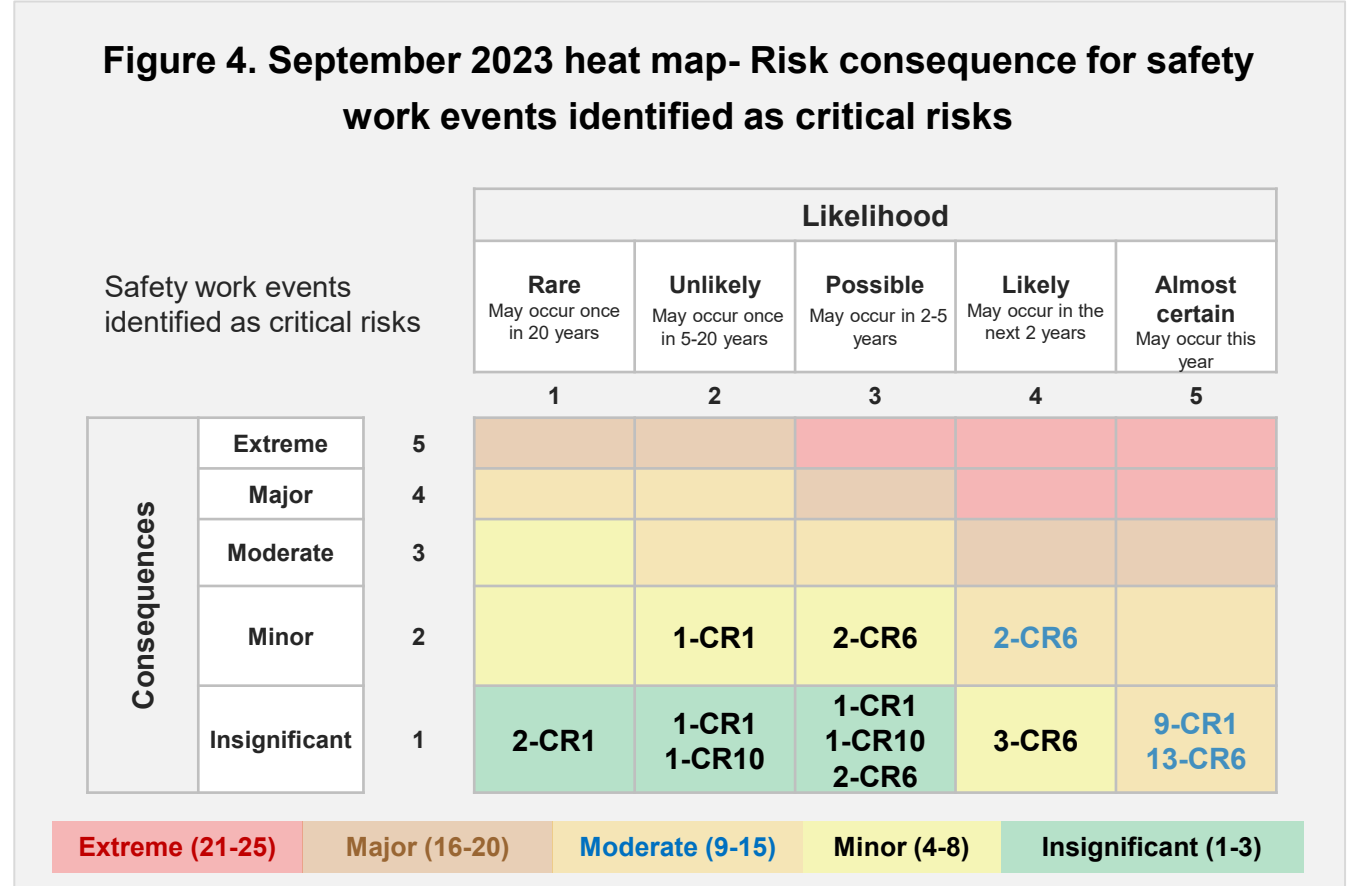
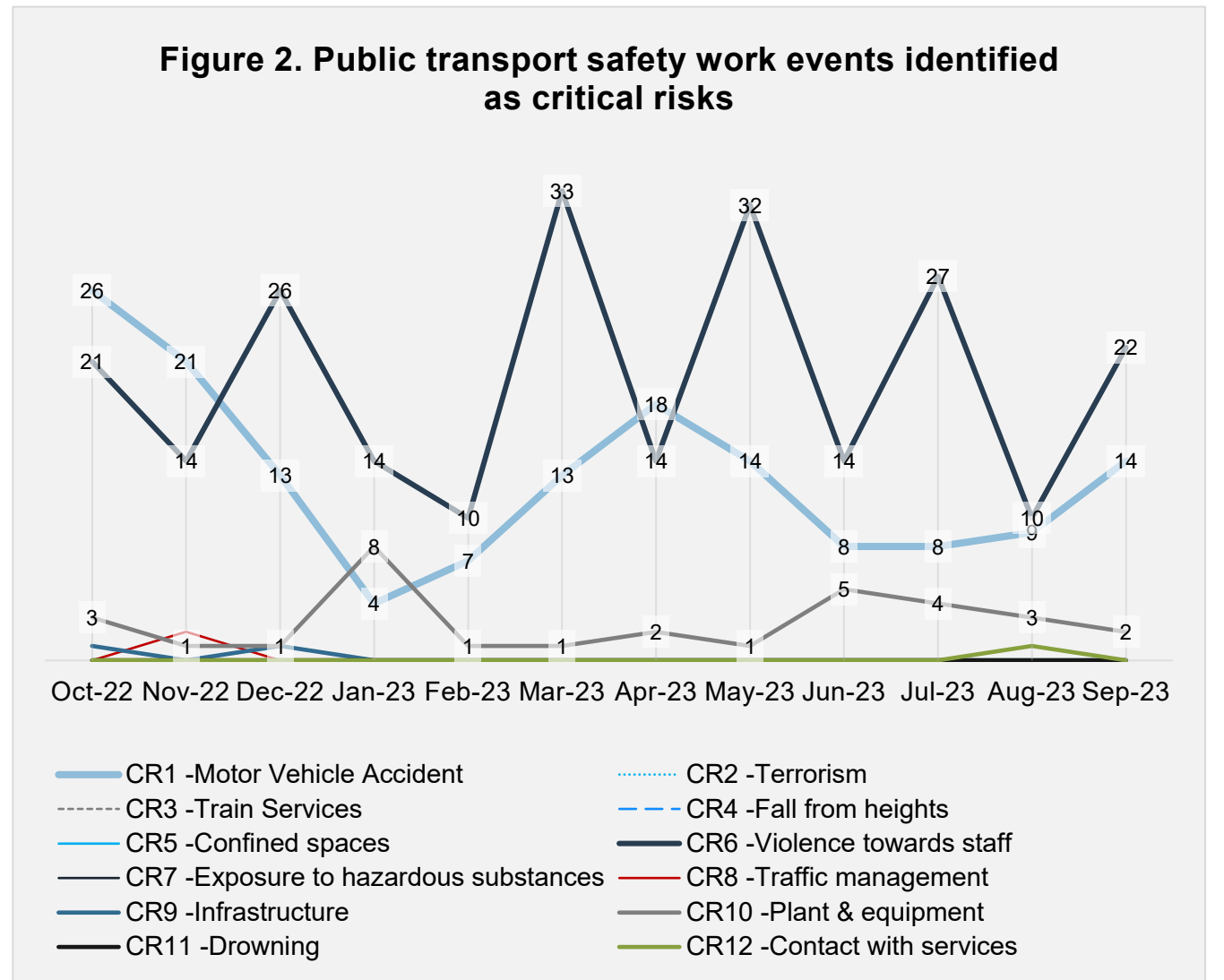
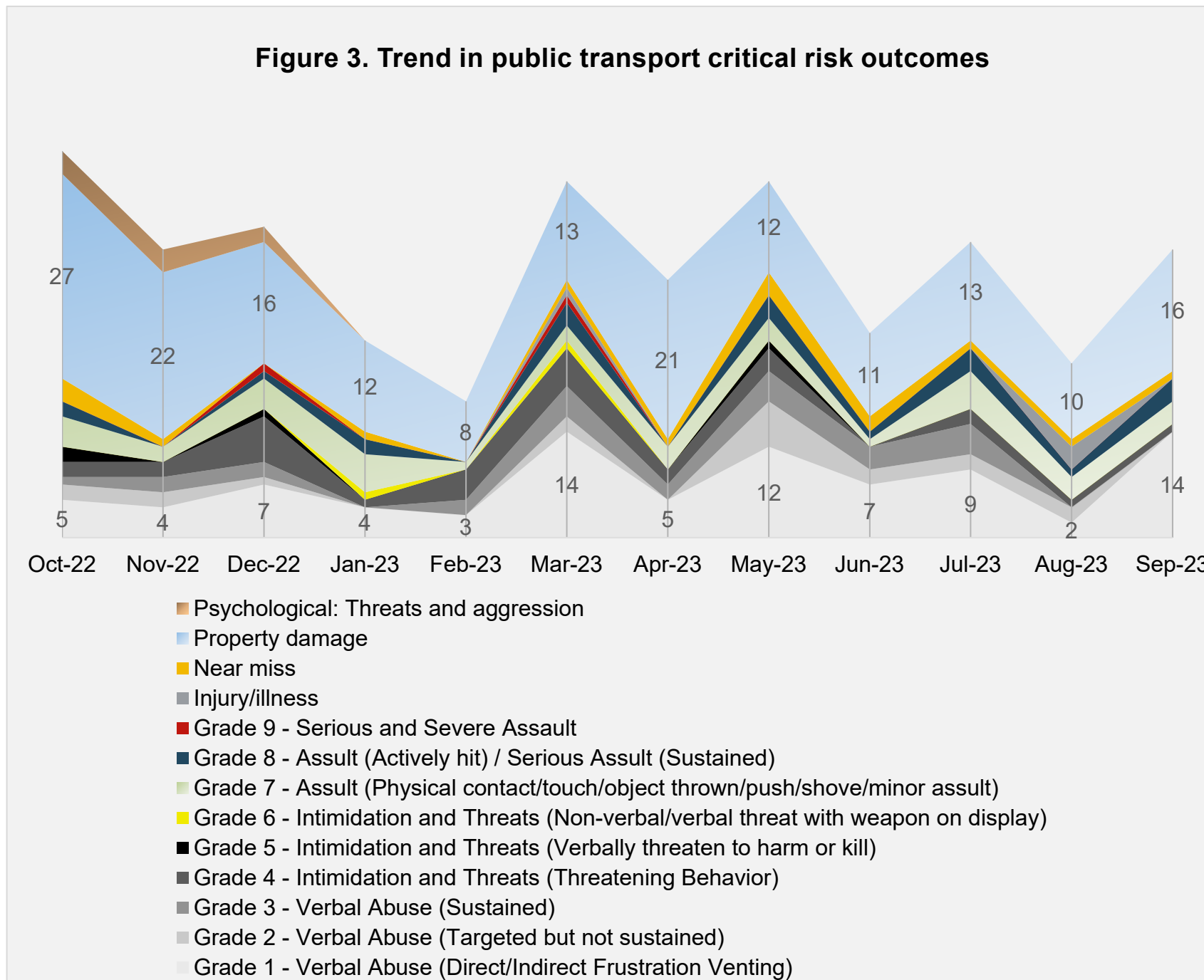
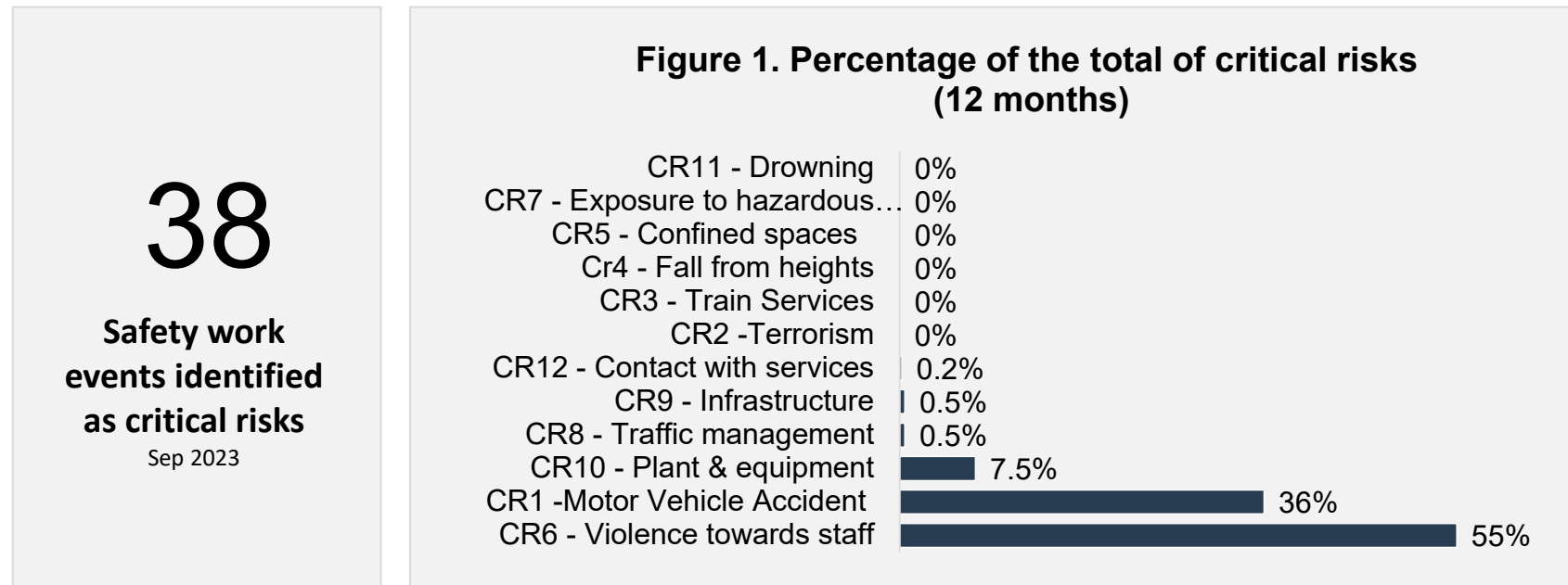
Identification and management of PT critical risks is essential in ensuring our partners are operating safely, PT workers are protected from risk of harm and service users are not exposed to harm, as far as reasonably practicable. AT is working with all operators to eliminate or contain significant risks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

Key insights

- In September 2023, there was an increase of 65% in the number of critical risks identified compared to August (23 to 38).
- While 12 critical risks (CR) categories are identified for PT operators, six categories have not been reported against from October 2022 to September 2023 involving: CR2 terrorism, CR3 train services, CR4 fall from heights, CR5 confined spaces, CR7 exposure to hazardous substances and CR11 drowning (Figure 1).
- CR6 violence towards staff (55%) and CR1 motor vehicle accident (36%) represent the largest percentage of critical risk events from October 2022 to September 2023 (total of 429 identified); The least number of safety work events identified as critical risks were CR12 contact with services (0.2%), CR8 traffic management (0.5%) and CR9 infrastructure (0.5%) (Figure 1).
- In September 2023, 58% (22 of 38) of the total of reported safety work events were identified as the critical risk CR6 violence towards staff. There was an increase of 120% (10 to 22) in safety work events classified as CR6 violence towards staff compared to August 2023 (Figure 2).
- Property damage continued trending as the largest outcome for all safety work events identified as critical risks with 181 safety work events from October 2022 to September 2023 (Figure 3).
- In September 2023, there were three critical risk outcomes that increased versus August: Grade 1 – verbal abuse (direct/indirect) up 600%, Grade 8 - Assault (Actively hit) / Serious Assault (Sustained) up 200% and property damage up 60%. Injury/illness and Grade 2 - Verbal Abuse (Targeted but not sustained) were the only outcomes that had a decreased of 100% ((Figure 4).
- The risk consequence heat map for September 2023 indicates 14 PT critical risks fall into the lower risk consequence and 24 PT critical risks fall into the moderate risk consequence (15 related to CR6 and nine related to CR1) (Figure 4).

Dashboard

Reporting period: October22-September23 from Synergi 2.0 system data



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

Spotlight

PW Critical Risks

Context

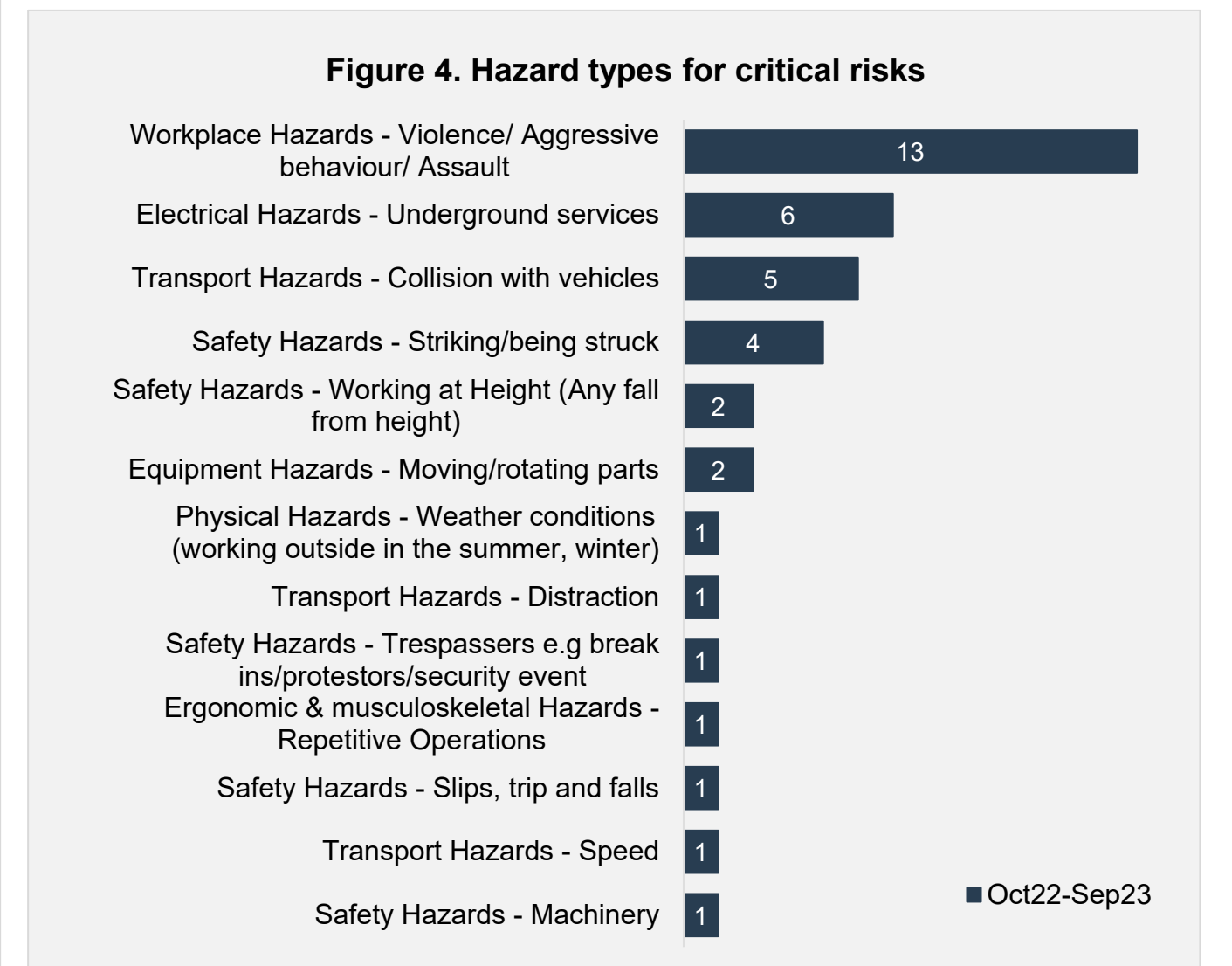
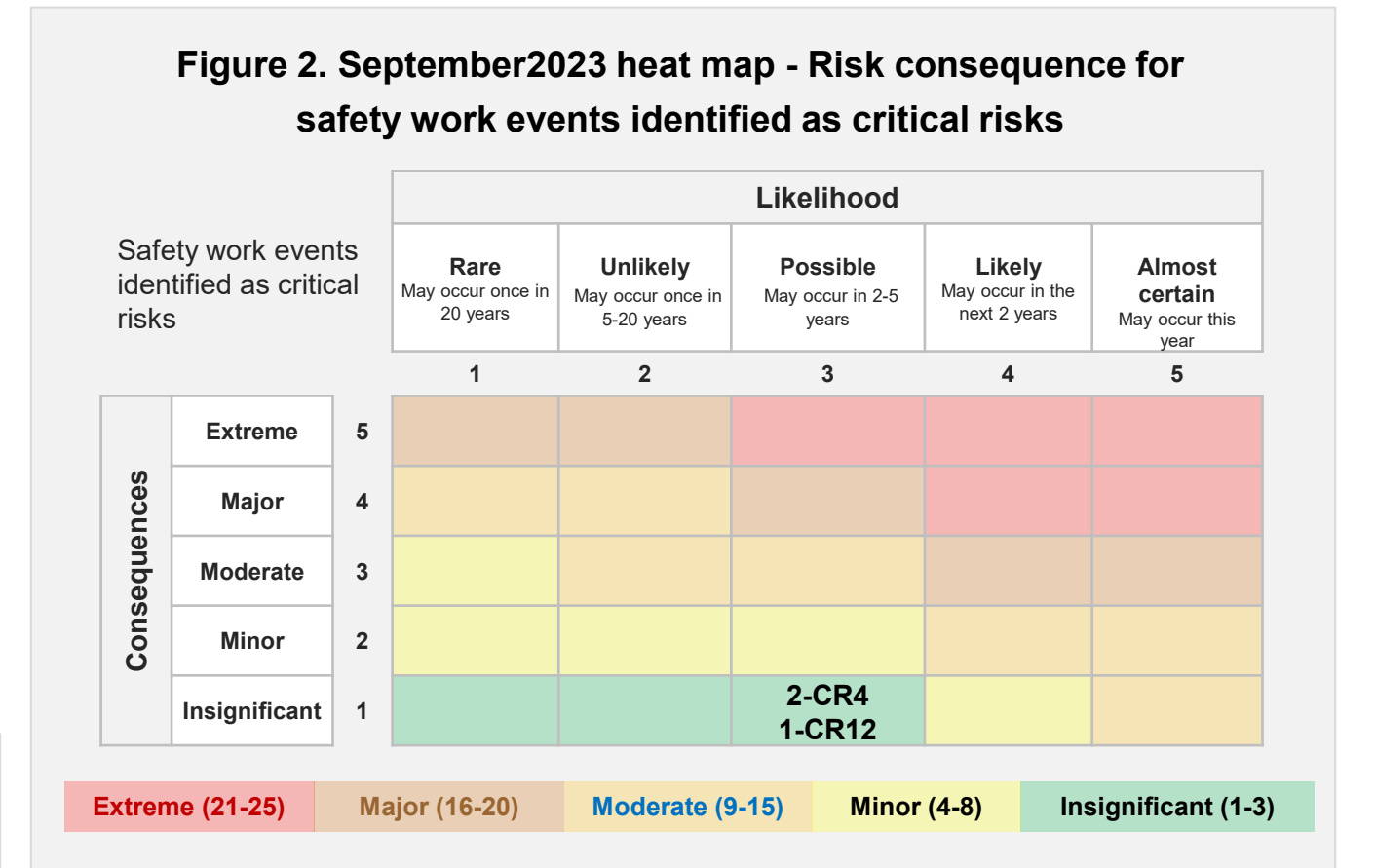
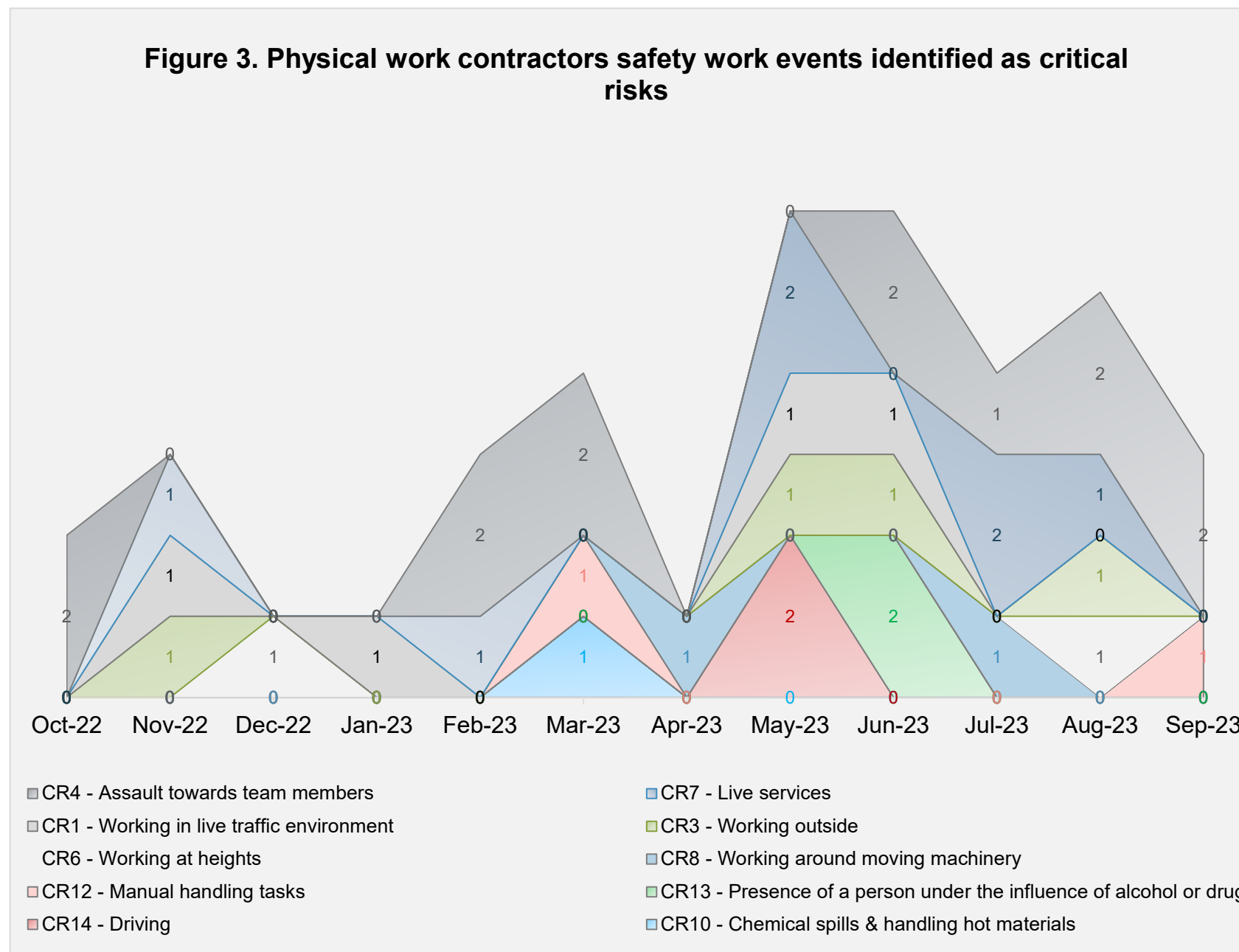
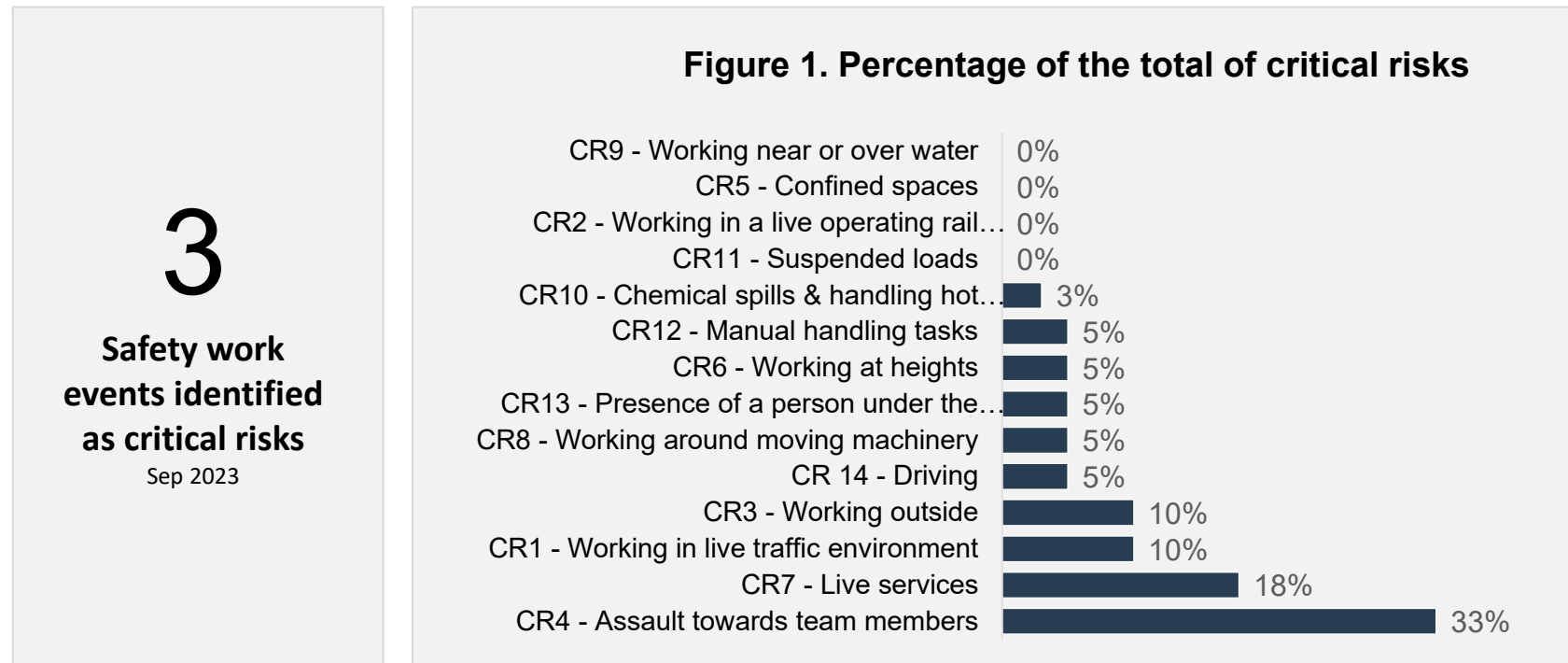
Identification and management of PW critical risks is essential in ensuring our partners are operating safely, PW contractors are protected from risk of harm and are not exposed to harm, as far as reasonably practicable. AT is working with all contractors to eliminate or contain significant risks via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

Key insights

- In September 2023, there was a decreased of 40% in the number of critical risks identified compared to August (5 to 3).
- While 14 critical risk (CR) categories are identified for PW contractors, four categories have not been reported against from October 2022 to September 2023 involving: CR2 working in a live operating rail environment, CR5 confined spaces, CR9 working near or over water, and CR11 suspended loads (Figure 1)
- CR4 assault towards team members, CR7 live services, CR1 working in live traffic environment and CR3 Working outside represent the largest percentage of critical risk events from October 2022 to September 2023 representing 33%, 18%, 10% and 10% of work events reported and identified as critical risks, respectively. The least number of safety work events reported and identified as critical risks was CR10 chemicals spills (3%) (Figure 1).
- According to the risk consequence heat map for September 2023, all safety work events identified as critical risks fell into the insignificant risk consequence (3) (Figure 2).
- In September 2023, there were three safety work events identified as critical risks being two related to CR4 assault towards team members and one CR12 manual handling tasks (Figure 3). The CR4 events had an outcome Grade 7 - Assault (Physical contact/touch/object thrown/push/shove/minor assault) and the CR12 had an outcome of injury/illness.
- Violence/ aggressive behaviour / assault, underground services and collision with vehicles are the highest hazard category identified for the safety work events reported identified as critical risks from October 2022 to September 2023 (Figure 4).

Dashboard

Reporting period: October22-September23 from Synergi 2.0 system data



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

Key events in August 2023

Public transport operators			
Mode	Type	PTO	Key insights for <u>notifiable</u> events and <u>high potential</u> events
No notifiable or high potential events reported in Synergi for PT operators in the reporting period.			
Rail	Notifiable to Waka Kotahi	AOR	<p>September 2023</p> <p>Twelve notifiable events were reported: six relating to anti-social behaviour, four were for passengers attempting self-harm (two male – two female), one power outage due to a fault and one near miss.</p> <ul style="list-style-type: none"> Near Miss - Emergency button activated by train driver when youths were standing on crossing at Taka St, Papakura reportedly playing "Chicken" with the oncoming train. Train Manager assaulted by a female on the train at Newmarket after asking her to take feet of seat.

Physical works contractors			
Mode	Type	PWC	Key insights for <u>notifiable</u> events and <u>high potential</u> events
Construction	Notifiable	Eastern Busway Alliance	<ul style="list-style-type: none"> Service strike - 10mm temporary gas main was struck whilst completing sub-soil drainage. Permit to dig procedure in place, works carried out outside of permitted location.
Asset Management/Maintenance	High potential	Liveable Streets	<ul style="list-style-type: none"> Worker unlatched top of tailgate on truck, not realising the truck driver had released the bottom latches from inside the truck. The tailgate dropped down on one side narrowly missing the workers feet.
Asset Management/Maintenance	High potential	Liveable Streets	<ul style="list-style-type: none"> Traffic control staff wearing harness while on the back of the truck, however the harness was not tethered to the truck. Safe work method statement review, work at height and post event lessons learned to be reviewed and followed up by A.T. Safety Operations.

2. Death and serious injuries (DSI) dashboard

NOTE: Ministry of Transport (MOT) data will report a higher number of fatalities than the Crash Analysis System (CAS) and is to be noted when reviewing section 2.1 compared to section 2.2 of this report

2.1 Deaths and serious injuries (DSI) reporting

Transport safety progress

Context

Tāmaki Makaurau’s commitment to Vision Zero is an ambitious transport safety vision with the goal of no deaths or serious injuries on our transport network by 2050. This strategy is aligned with the Auckland Plan 2050, Waka Kotahi’s Road to Zero road safety strategy, the Government Policy Statement on land transport and is acknowledged by the World Health Organisation.

Key progress

- **Growing insights:** Safety Intelligence tool has been published to the business. Further awareness work is being planned to embed the tool as into business-as-usual processes across AT. The short-term resource was onboarded and will begin analysis of Accident Compensation Corporation (ACC) mid-October. In Q3 we will investigate feasibility and development of a monitoring dashboard for capex and/or opex programmes with Vision Zero outcomes.
- **Fatal crash reporting:** A fatal crash dashboard showing key themes and safe system gaps is now operational. There were 23 fatal crashes reported on local (AT) roads January to September 2023 with 36 recommendations for Safety Improvements on those roads. Of these, 17 have been implemented and 19 remain open.
- **Draft Katoa Ka Ora:** Early summary reports on feedback by local board on Katoa, Ka Ora, the draft speed management plan are being sent to local boards together with a briefing and request for formal feedback.

Key risks to Vision Zero

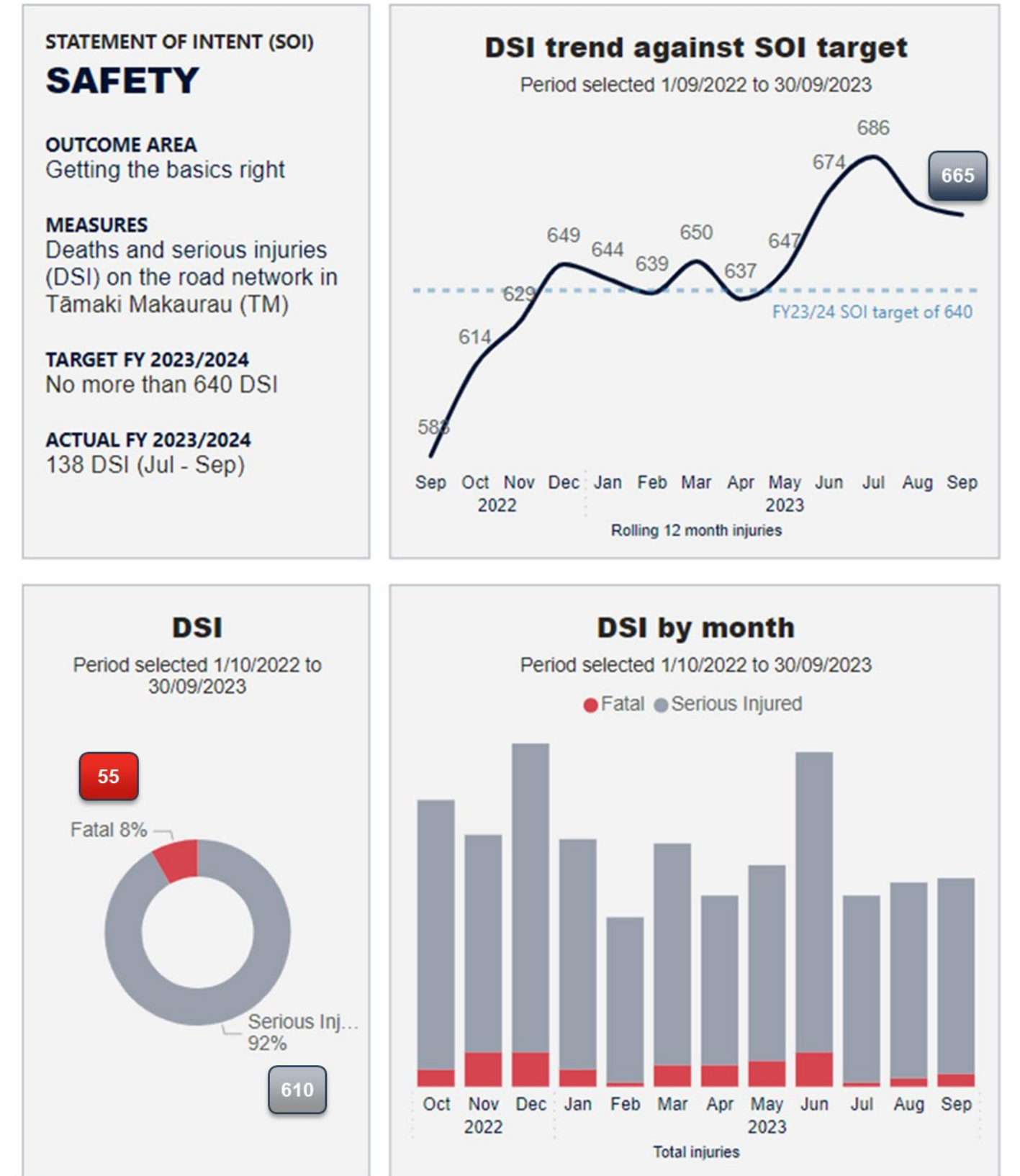
- FY24 RLTP road safety funding has been reduced to 30 million from 74 million.
- The cost to deliver has scaled between 20 and 40% post COVID-19, which means the delivery of programmes are compromised.

Key insights

Overall insights (past 12 months from October 2022 to September 2023)

- The Statement of Intent (SOI) deaths and serious injuries (DSI) target on the road network in Tāmaki Makaurau is no more 640 DSI by end of financial year 2023/2024. We are not on track with 665 DSI reported in the last 12 months, 4% above the target.
- Tāmaki Makaurau has endured 14% growth in deaths and serious injuries year on year from 583 the previous year to now 665. Tragically, 55 people were killed and 610 people were seriously injured.
- 87% of deaths and serious injuries occurred on local roads.
- 46% of deaths and serious injuries were experienced by vulnerable road users (motorcyclists, cyclists, pedestrians).
- Drivers and motorcyclists remain the largest groups harmed on our roads, representing 58% of DSI. Overall, serious injuries have grown 13% and deaths have grown 25%.
- Drivers, motorcyclists and passengers account for 87% of deaths on our roads.
- Motorcyclist deaths have grown 700%, resulting in 16 deaths in the last 12 months, up from two.
- Serious injuries grew the fastest for cyclists from 30 to 44 serious injuries in the last 12 months.
- Male drivers and motorcyclists account for 42% of deaths and serious injuries, and half are ages 20-39.
- Where people have died, older road users had the highest growth, nearly tripling from 4 to 11 deaths.
- Out of the six contributing factor groups, evidence of speeding is largest at 55% and alcohol/drugs is the second largest at 28% out of the total number of recorded contributing factors (note that a single person can have multiple contributing factors*).
- Māori represents 11% of Tāmaki Makaurau’s population and 18% of deaths and serious injuries.
- **Crash attribute insights:**
 - Out of 665 people who died or were seriously injured, 48% are experienced at intersections.
 - Run off road and side impact crash movements account for 54% of all deaths and serious injuries.
 - Side impact crashes had the highest deaths and serious injuries growth from 125 to 164 for people.
 - Where people died, side impact crash movements had the highest growth, from 5 to 10 deaths of 55.
- **Local board insights:**
 - Six of 21 local boards represented 50% (330 out of 665) of people who died or seriously injured: Rodney, Franklin, Henderson-Massey, Manurewa, Otara-Papatoetoe and Waitemata.
 - The local boards with the largest growth in people who died or seriously injured were Albert - Eden (doubled from 21 to 43), Papakura (19 to 31) and Waitemata (13 to 21). Waitemata had the highest DSI for vulnerable road users (motorcyclists, people walking and people cycling).
 - Where people were seriously injured, Albert-Eden had the highest growth, doubling from 21 to 42.
 - Where people died, Henderson - Massey and Otara-Papatoetoe had the highest growth of 200%, from 2 to 6 and 3 to 9 deaths, respectively.

Death and serious injuries from Crash Analysis System (CAS)



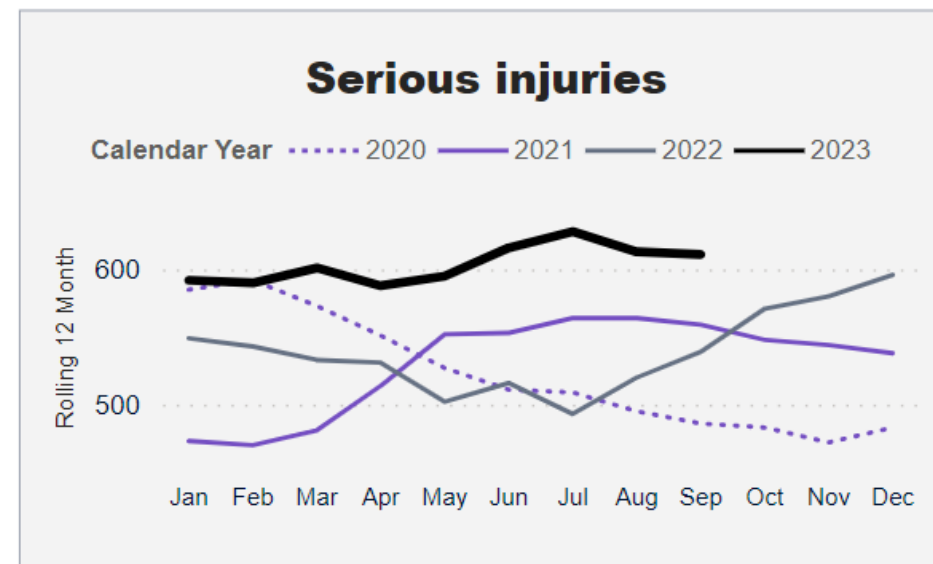
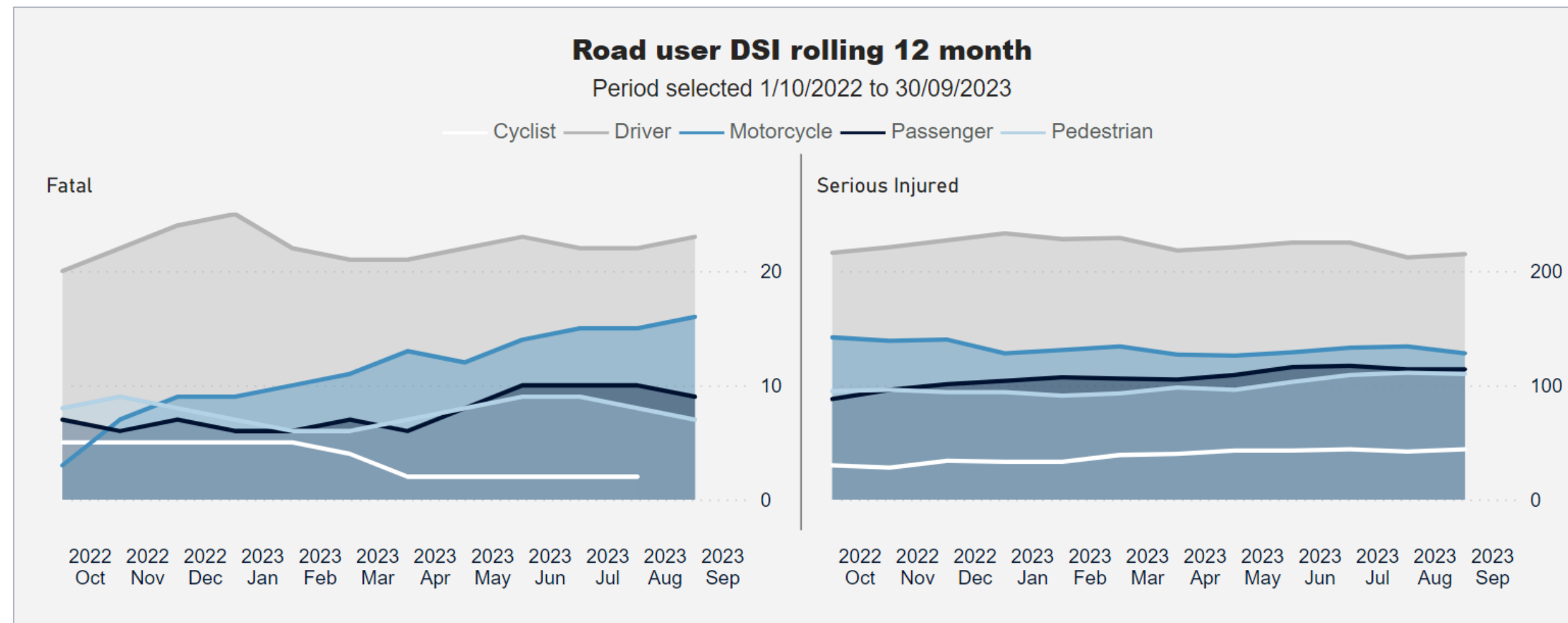
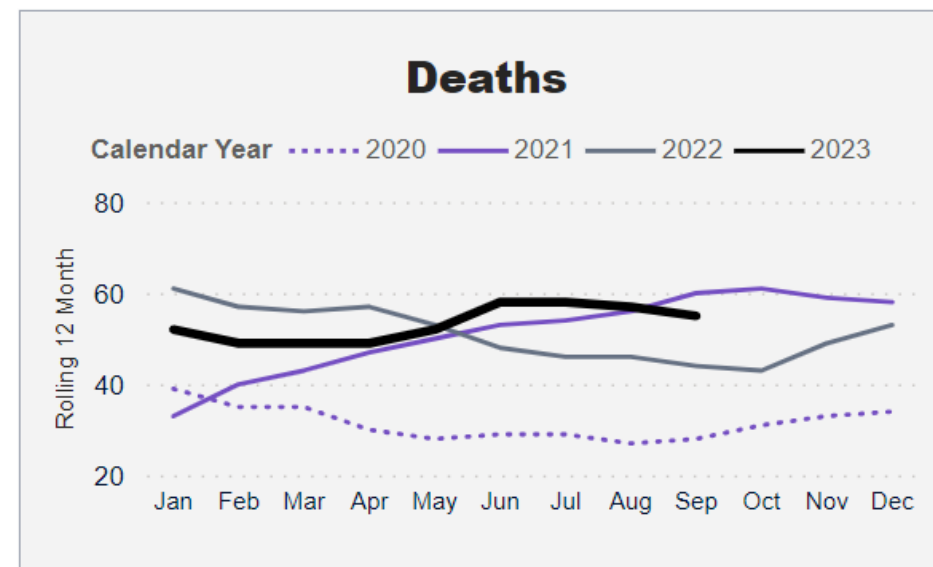
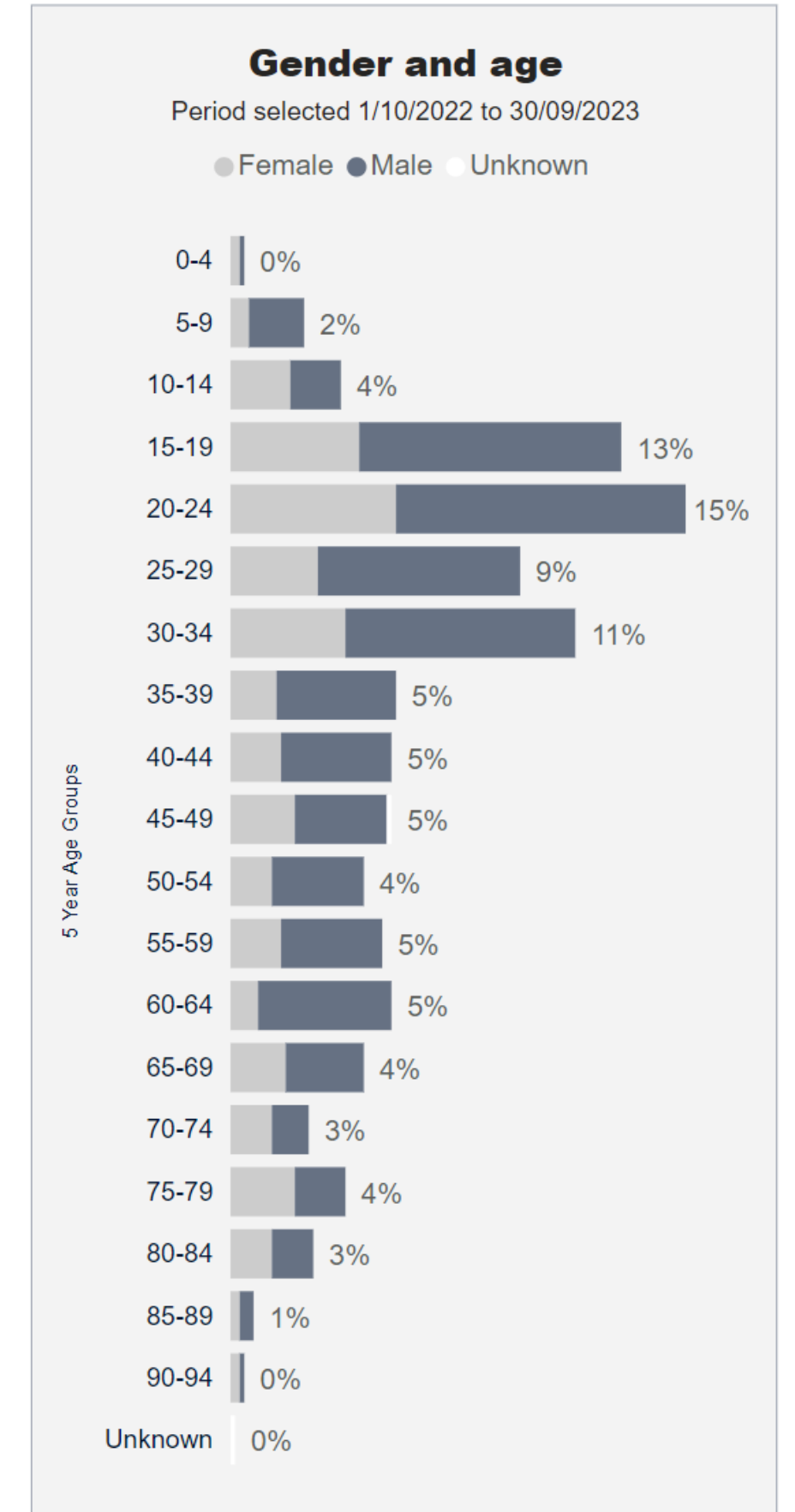
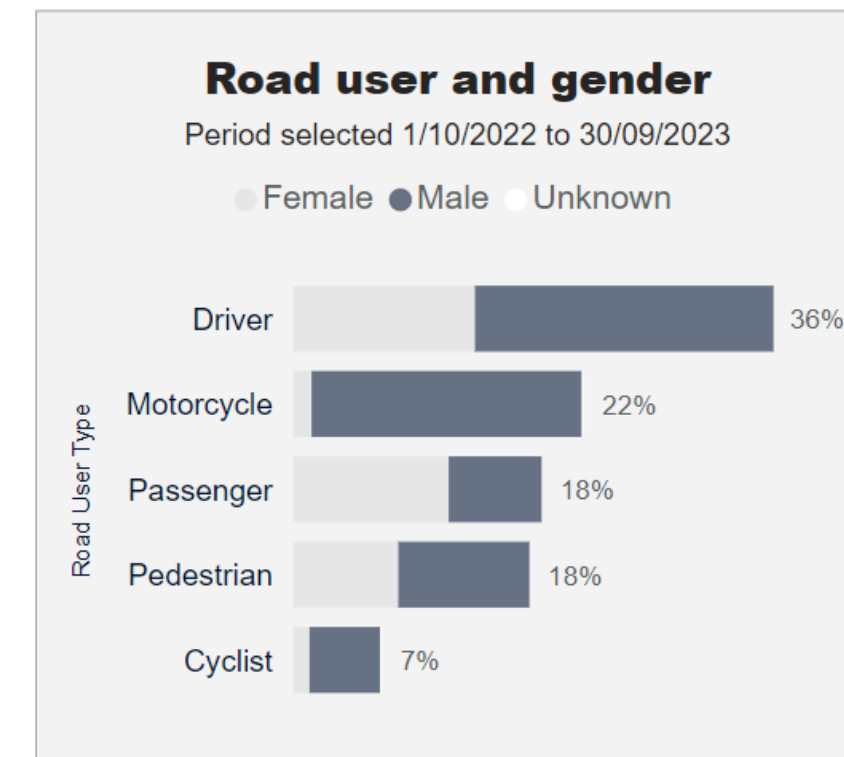
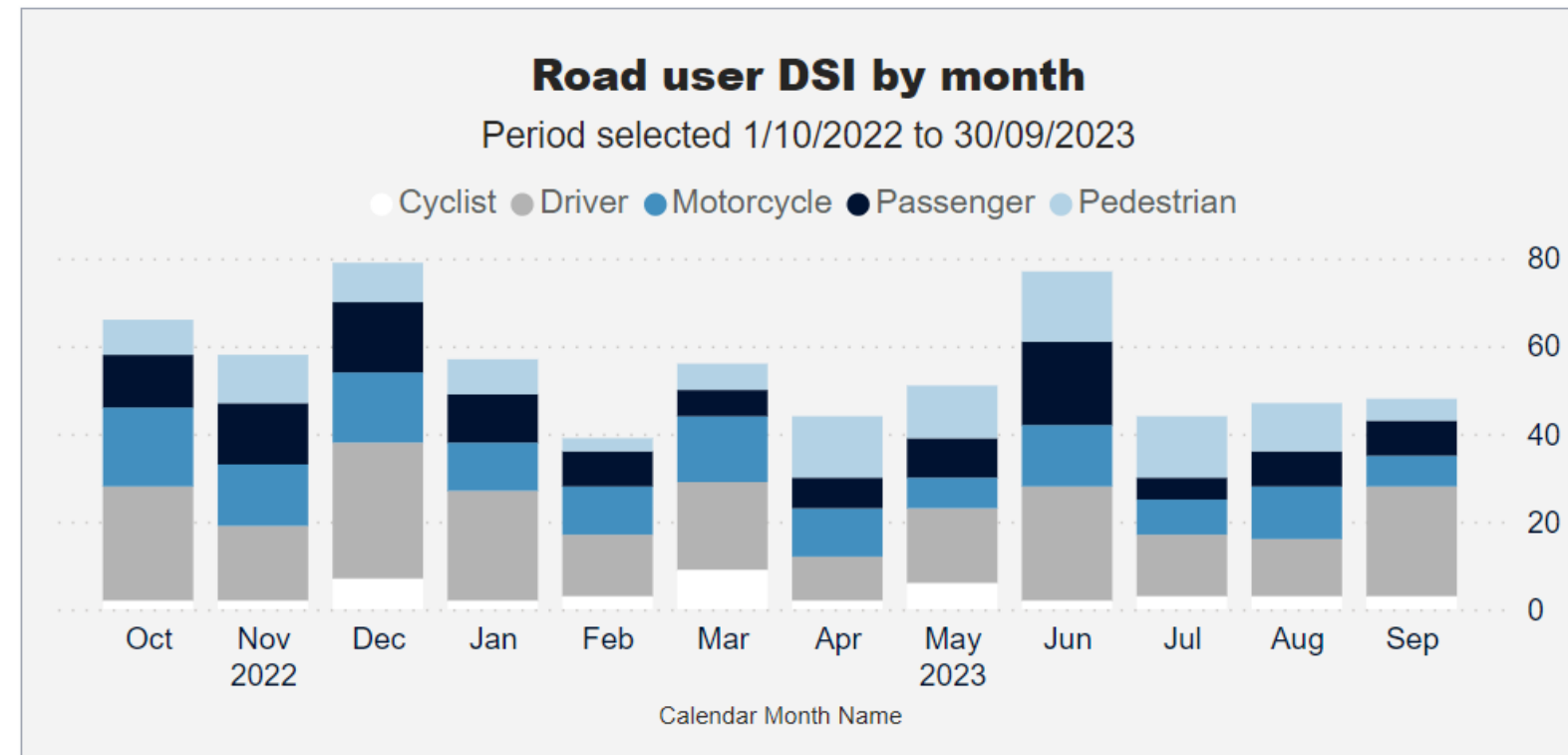
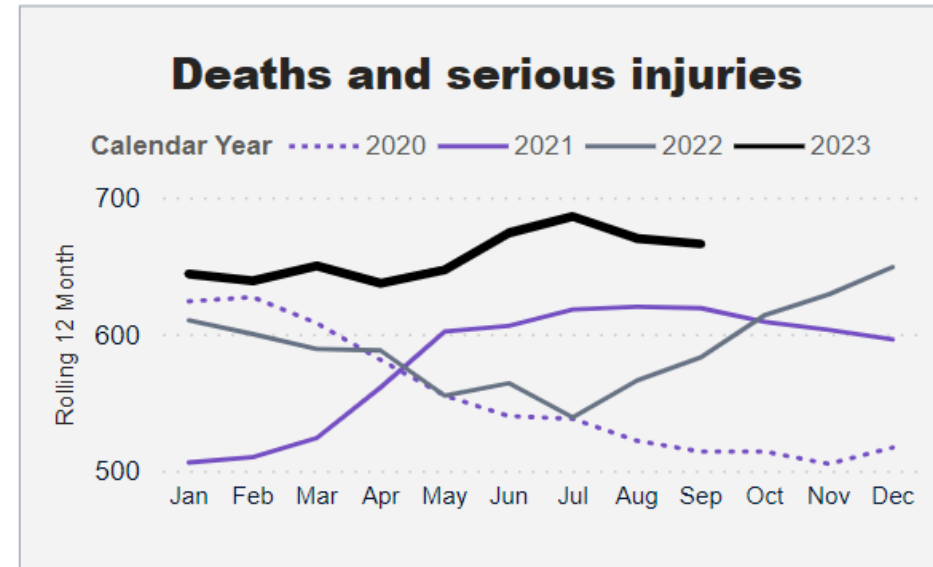
* Not all entries in CAS capture the contributing factor of the crash. Hence, contributing factor percentages in this view are calculated as a proportion of the captured data, not to the overall DSI.
 ➤ Insights where people have died



2.1 Deaths and serious injuries (DSI) reporting

Road user DSI dashboard

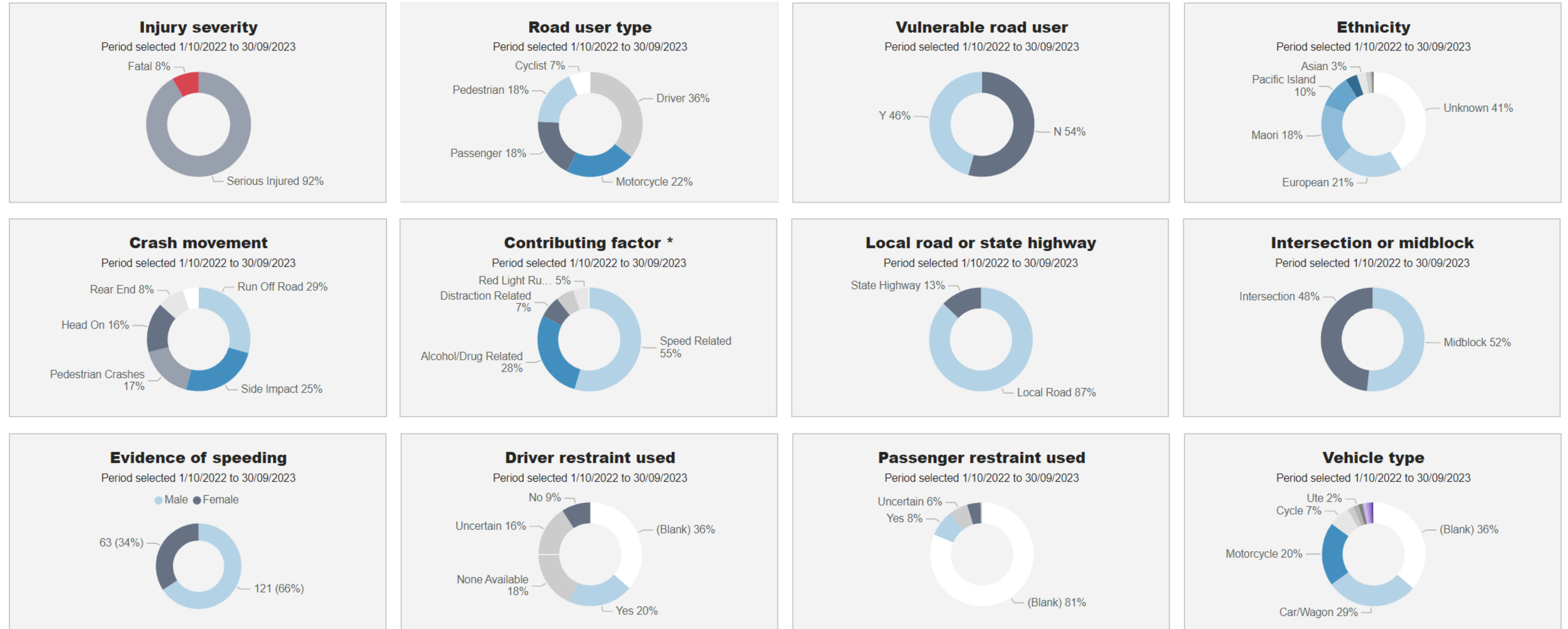
Death and serious injuries from Crash Analysis System (CAS)



2.1 Deaths and serious injuries (DSI) reporting

Summary factors DSI dashboard

Death and serious injuries from Crash Analysis System (CAS)

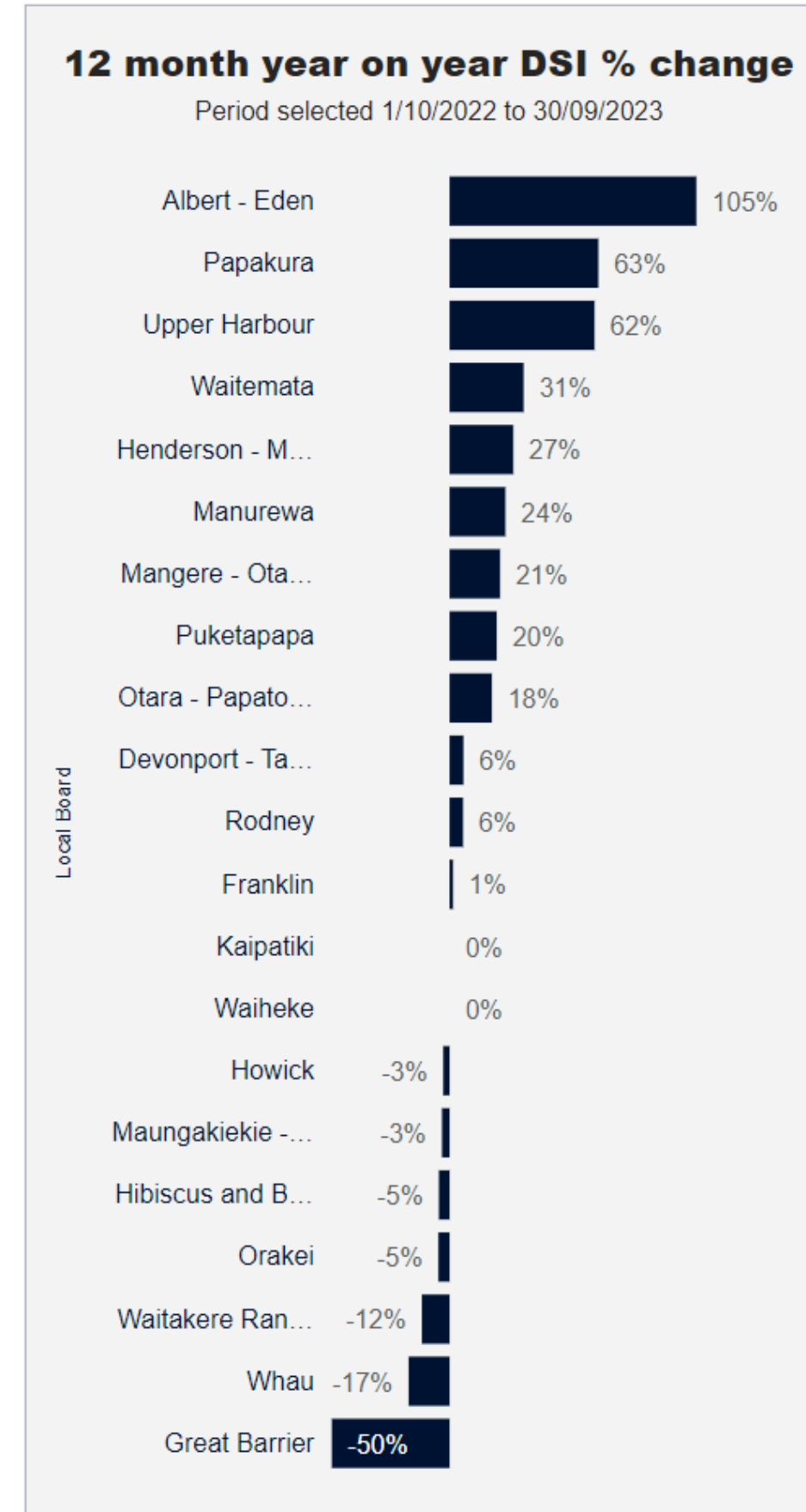
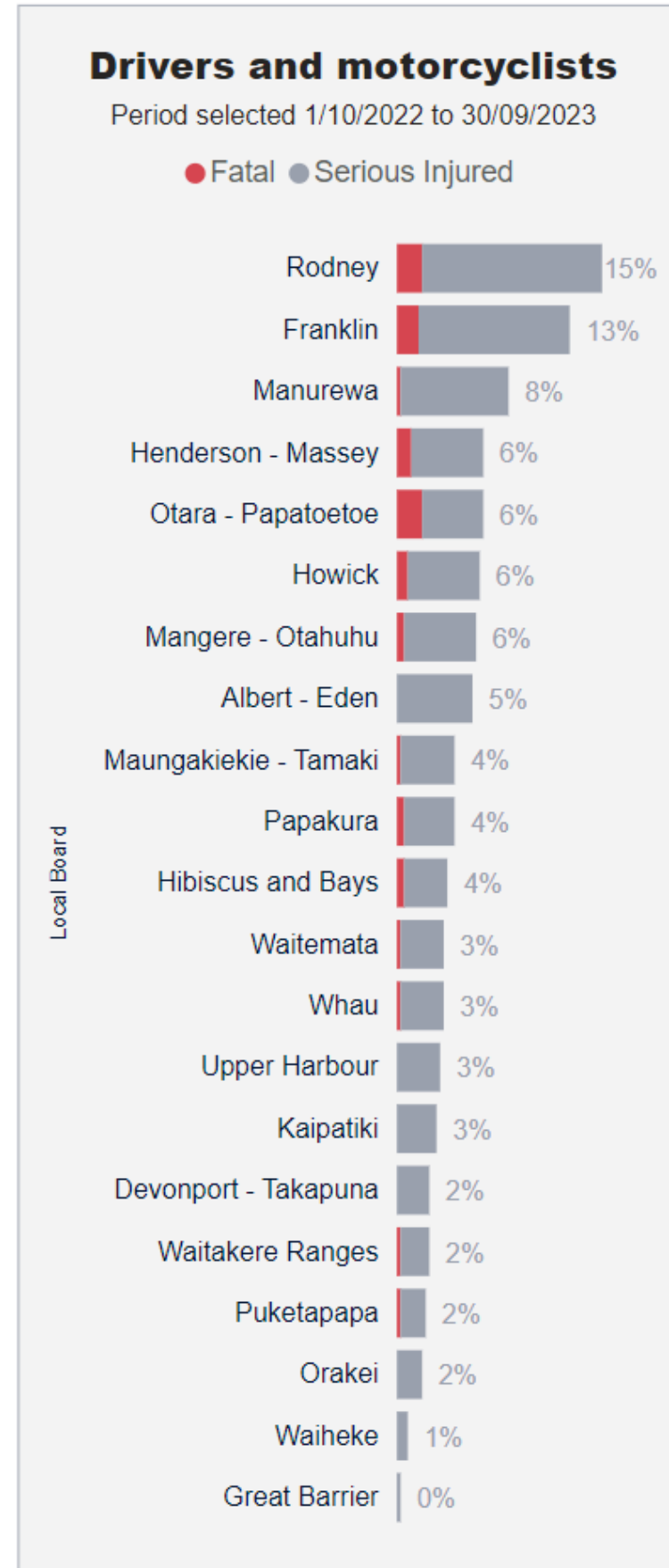
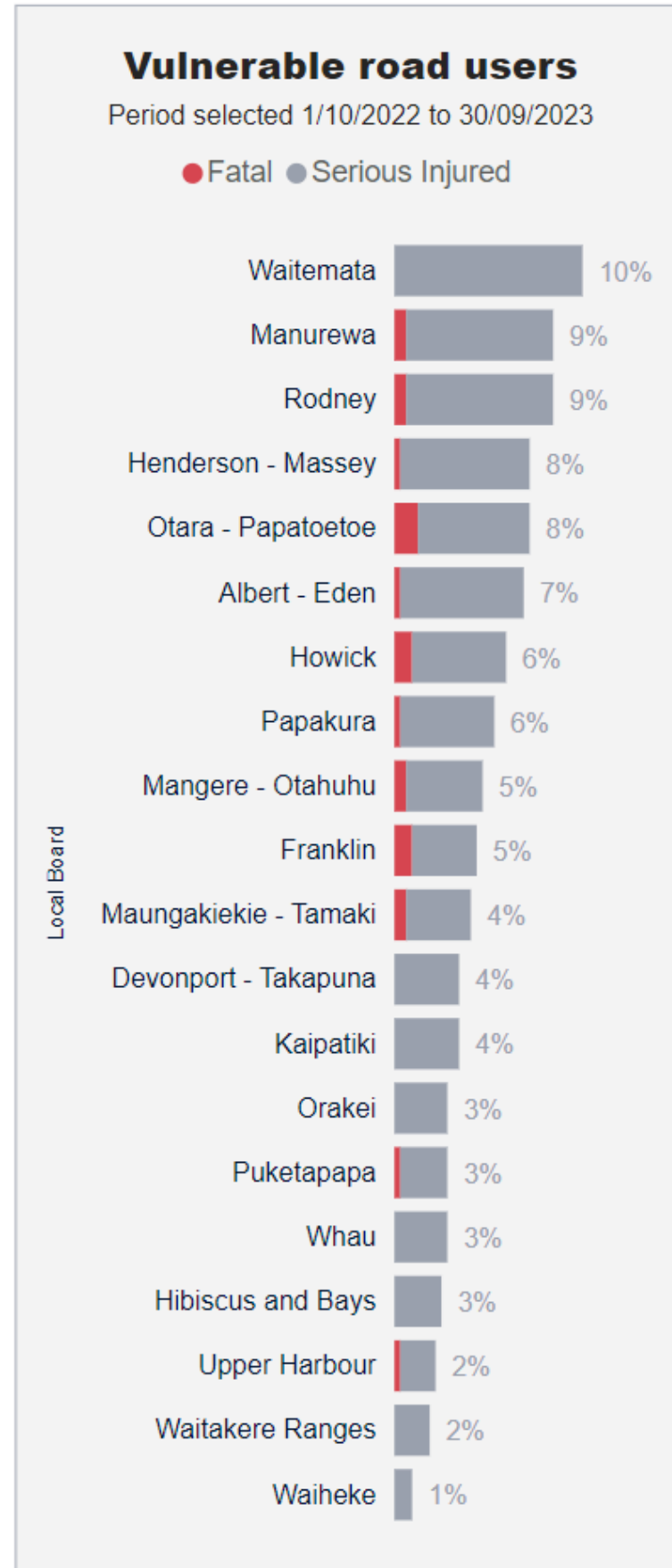
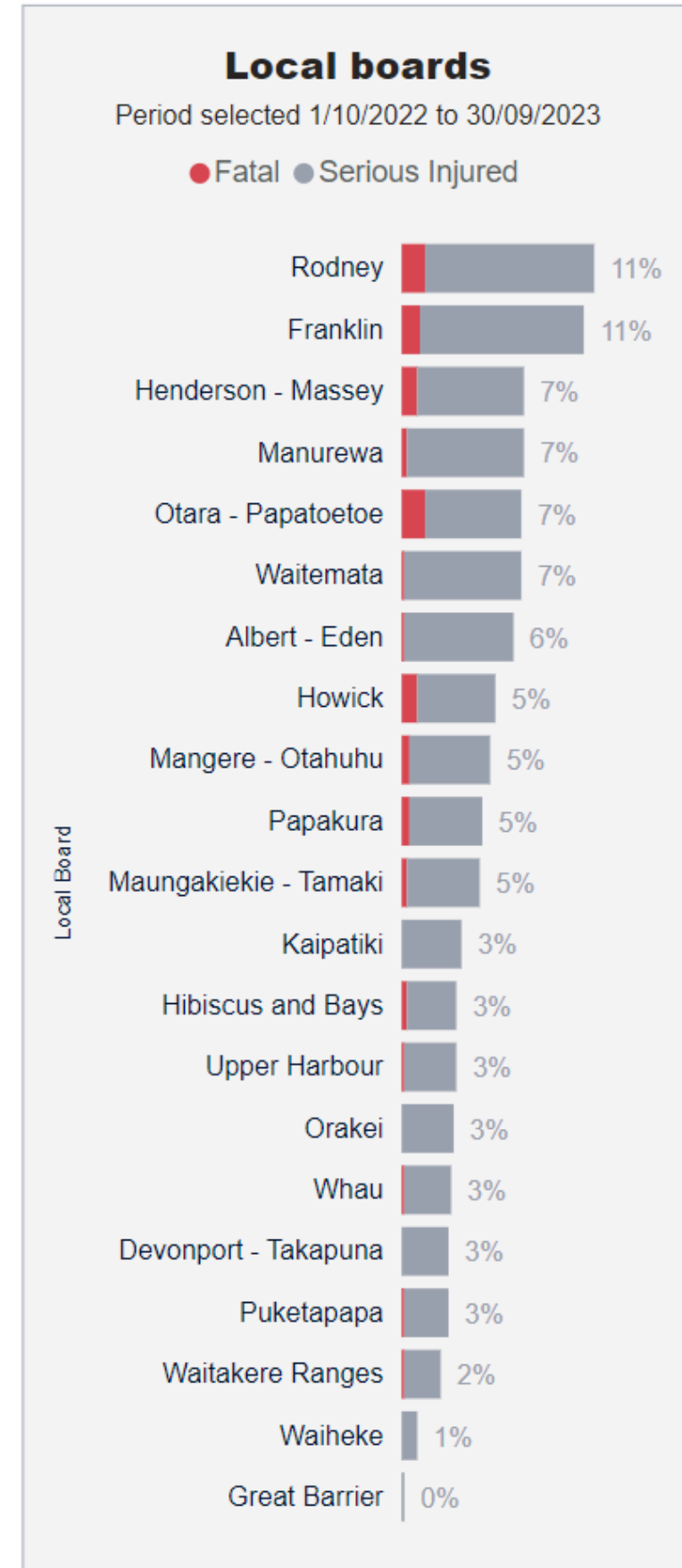


* Not all entries in CAS capture the contributing factor of the crash. Hence, contributing factor percentages in this view are calculated as a proportion of the captured data, not to the overall DSI.

2.1 Deaths and serious injuries (DSI) reporting

Local boards DSI dashboard

Death and serious injuries from Crash Analysis System (CAS)



Five-year rolling DSI per 1000 population

Period selected 1/10/2018 to 30/09/2023

Local Board	DSI	2022 Population	DSI by Population 2022
Franklin	318	83,600	3.80
Rodney	312	79,400	3.93
Waitemata	223	83,500	2.67
Otara - Papatoetoe	209	93,900	2.23
Manurewa	186	107,700	1.73
Howick	176	152,500	1.15
Henderson - Massey	173	128,500	1.35
Albert - Eden	158	98,000	1.61
Mangere - Otahuhu	150	86,300	1.74
Maungakiekie - Tam...	149	81,900	1.82
Papakura	141	72,900	1.93
Orakei	122	85,600	1.43
Hibiscus and Bays	115	113,400	1.01
Whau	108	84,000	1.29
Kaipatiki	93	89,500	1.04
Waitakere Ranges	91	55,200	1.65
Upper Harbour	87	71,000	1.23
Puketapapa	77	59,700	1.29
Devonport - Takapuna	76	58,100	1.31
Waiheke	23	9,390	2.45
Great Barrier	6	1,050	5.71
Total	2,993	1,695,140	1.77

