

Safety Performance Dashboard

29th April 2021 Board meeting
Open session



73%



KEY TRENDS

March 2020 to February 2021

DSI Trends

In the 12 months to end of February 2021, 42 people died on Tāmaki Makaurau roads, compared to 35 to the end of February in 2020.

In the 12 months to the end of November 2020, 476 people sustained serious injuries* on Tāmaki Makaurau roads. This is 94 less than the 12 months to the end of November 2019.

Health and Safety Reported Cases 2021

The number of overall Health and Safety reported cases has decreased slightly compared to the previous year. However, we have also experienced the Covid-19 lockdown in 2020, which reduced the number of work activities. Noting the Covid-19 effects on work patterns, we may be observing an increase overall in this reporting year.

Lost Time Injury Numbers

Lost Time Injury (LTI) rate for Auckland Transport (AT) employees has a steadily reducing rate for across 2020.



42 Tāmaki Makaurau road deaths Mar 2020 to Feb 2021



476 Tāmaki Makaurau roads serious injuries* in Dec 2019 to Nov 2020



274 average per month Mar 2020 to Feb 2021
341 average per month Mar 2020 to Feb 2020

240 cases reported in Jan 2021
241 cases reported in Feb 2021



Seven Lost Time Injuries (Jan – Feb 2021)

- Five in January
- Two in February



*Note: A high proportion of serious injuries are not reported in CAS, so are only Police reported serious injuries.

SUMMARY OF H&S PERFORMANCE INDICATORS

for March 2020 to February 2021



Total injury frequency rate for AT Suppliers activities

The trend is stable for the total recordable injury frequency rate for AT operators and contractors.



Auckland Transport employee injuries

There is a stable and slightly reducing trend noted in the last time injury frequency rate for AT employees in the last 12 months albeit the slight increase of LTI in January from the previous month.



Injuries to other persons

With the increased customer data from CRM and lowered patronage numbers over the reporting rolling 12 month period, there is an increase in customer injury frequency rates.



Monitoring and Inspection

There were 138 safety inspections carried out in January 2021 and 130 in February 2021. This is starting to stabilise following the large fluctuations reflected throughout 2020.



Hazard & near miss reporting

There continues to be a downward trend on the number of lead (unsafe or near miss) cases reported over the last 12 months.



Drug and alcohol (D&A) testing

There is an upward trend in the number of D&A tests being conducted in the last 12 months, despite lower numbers for reporting over the lockdown period.





OPERATOR AND CONTRACTOR INJURIES FOR AT ACTIVITIES

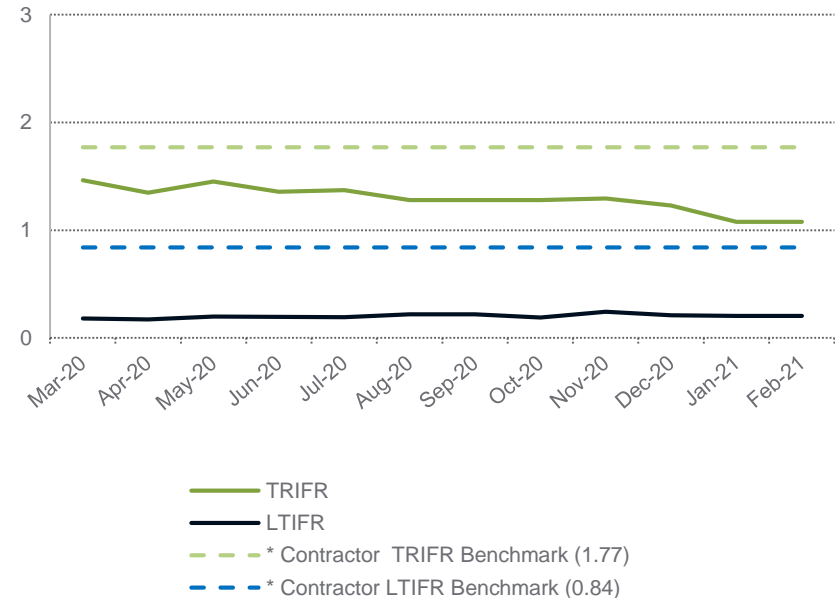
There is a stable trend in the Total Recordable Injury Frequency Rate reported by operators and contractors

There were four New Zealand regulator (WorkSafe and NZTA/Waka Kotahi) notifications over the January and February period specifically involving AT suppliers. One involved a bus operator which resulted lost time and three contractors.

Another lost time injury involving a contractor working in Matakana slipped, falling backwards and incurred a lost time injury. The worker was treated for a swollen wrist and sent home for recovery.

There were six other reported injuries relating to AT suppliers over the reporting period involving plant and equipment, manual handling and a slip, trip and fall.

Injury frequency rate for AT Suppliers Activities
(per 200,000 Hours Worked)



* Contractor frequency rate benchmarks are based on 200,000 hours worked extracted from 2018 Benchmarking Report (Business Leaders' Health & Safety Forum (Zero Harm Workplaces)).

TRIFR is the rate of recordable injuries that occur per 200,000-man hours worked.

LTIFR refers to the number of lost time injuries occurring in a workplace per 200,000-man hours worked. An LTIFR of seven, for example, shows that seven lost time injuries occur on a job site for every 200,000 man-hours worked. The formula gives a picture of how safe a workplace is for its workers.





AT EMPLOYEE INJURIES

The overall trend is reducing for Lost Time Injury Frequency Rate (LTIFR) for AT employees

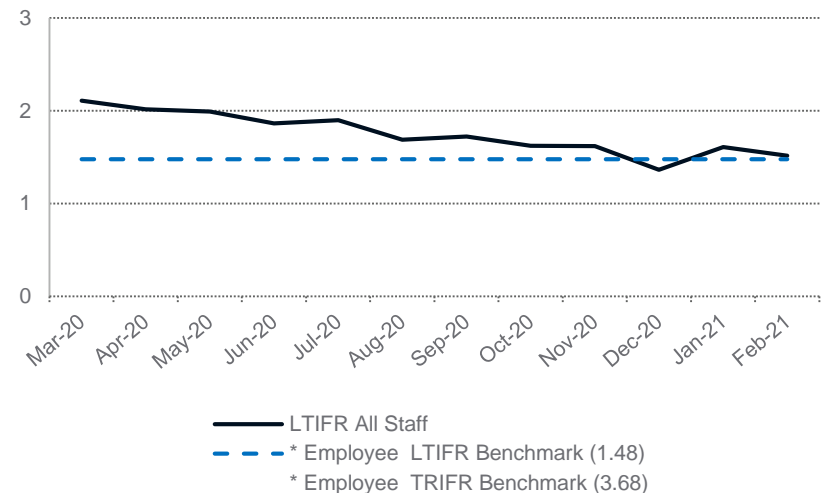
There were a total of seven lost time injuries over January (five) and February (two). Six of the seven were in Parking Services and Compliance and one is from Customer Services. The injuries included a staff member involved in a vehicle incident, violence and abuse and slip, trip and falls, all resulting a total of 33 days off work. The majority of these staff members have fully recovered and resumed their duties.

An incident that is worth noting:

A Transport Officer that was assaulted, towards the end of January at the Britomart train station by a male passenger who was attempting to travel without paying a fare. The incident was duly reported to the Police. In March the Transport Officer involved visited her GP complaining of neck pain and was diagnosed with a neck sprain. The officer is undergoing physiotherapy and has been advised to undertake restricted movement and put on a return to work programme.

A slip, trip and fall incident involving a Harbourmaster staff member in November 2020 had 17.5 days off work over the reporting period.

Injury frequency rate for all AT staff
(per 200,000 Hours Worked)



* Employees frequency rate benchmarks are based on 200,000 hours worked extracted from 2018 Benchmarking Report (Business Leaders' Health & Safety Forum (Zero Harm Workplaces)).



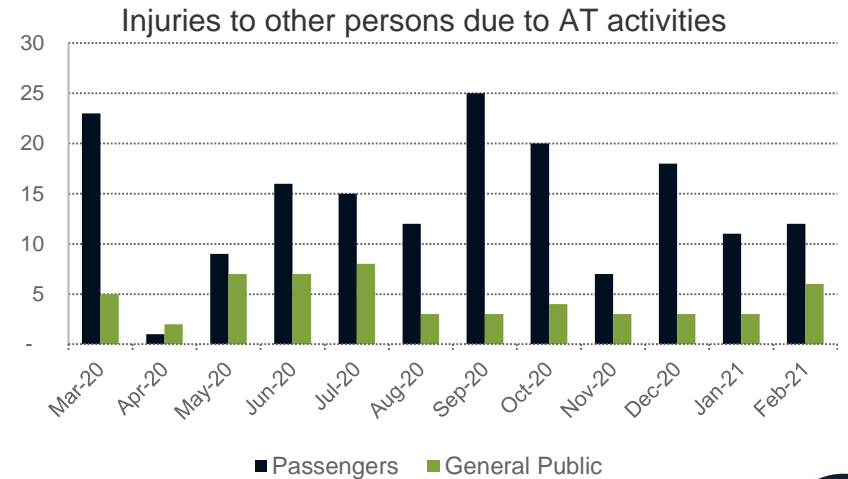
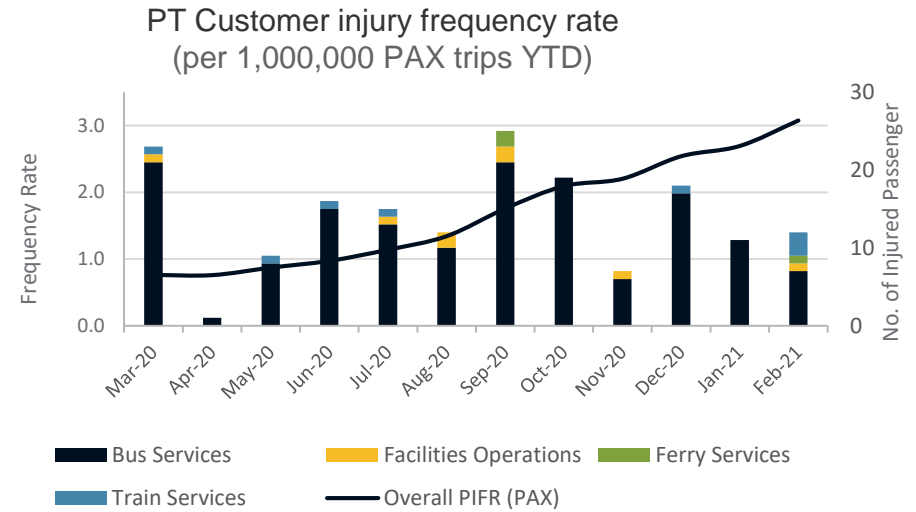


INJURIES TO OTHER PERSONS (CUSTOMERS & GENERAL PUBLIC)

Reported injuries to customers and the general public has increased due to Customer Relationship Management (CRM) data being incorporated.

One NX1 bus customer was injured when travelling on the northern motorway heading to the harbour bridge in February. The bus operator confirmed two passengers were standing behind the white safety line when the bus braked suddenly to avoid a crash when a car cut in front of the bus. Passenger 1 was thrown forward hitting their shoulder on the bus windscreen and cracking the glass, and Passenger 2 fell forward hitting the floor of the bus. An ambulance was called. Camera footage has been extracted and handed to the police for investigation to identify the car.

Passenger and customer injuries recorded in the CRM System have been included in the reported figure since March 2020. As we continue to improve the visibility of CRM data for the Safety team, the number of customer injuries reported in the bus operations has increased. Where possible, contact has been made to follow up on the welfare of the individuals concerned.





MONITORING AND INSPECTION

H&S Monitoring and Inspections (physical works)

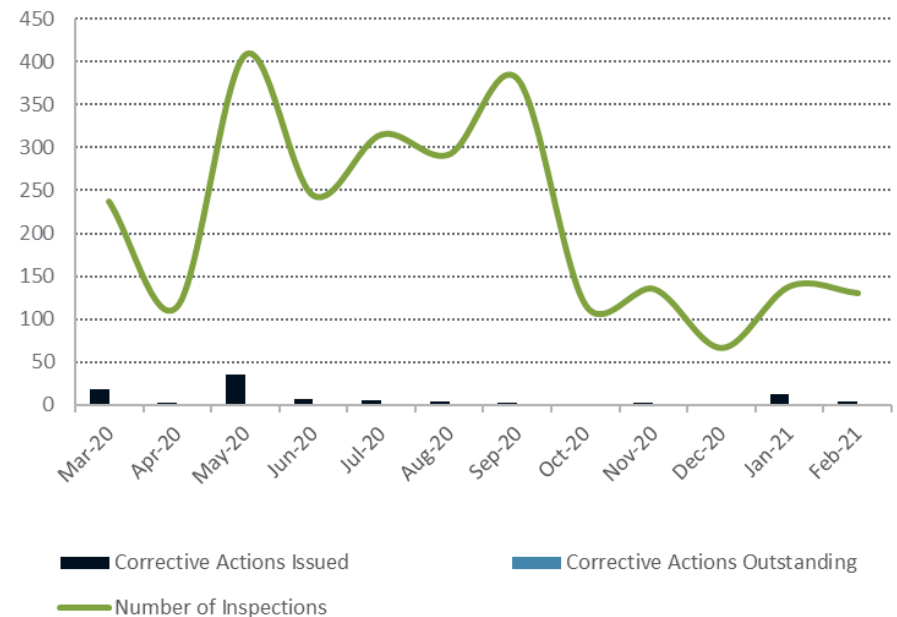
There were 138 safety inspections carried out in January 2021 and 130 in February 2021. This is starting to stabilise following the large fluctuations reflected throughout 2020.

13 corrective actions were raised in January and four in February. The high increase in January was due to a new project starting for the remediation of pile walls at the Britomart Transport Centre. This is an indicator that the inspection regime developed for the use of project managers is operating as intended. The action plan items on this project were all considered minor and were rectified within seven days. Major corrective action plans covered the following areas:

- On one site a hard copy of a traffic management plan (TMP) was not provided on site, which meant that if the electronic device with the TMP on it lost power, the STMS would not be able to refer to the plan. A first aider was also not on site for the same project.
- On a second site, the required COVID sign in register was not being used.

All corrective actions were resolved in the month in which they were raised.

H&S inspection and monitoring



NEAR MISS, UNSAFE BEHAVIOUR/ CONDITION REPORTING

Near Miss, Unsafe Behaviour/Condition Reporting

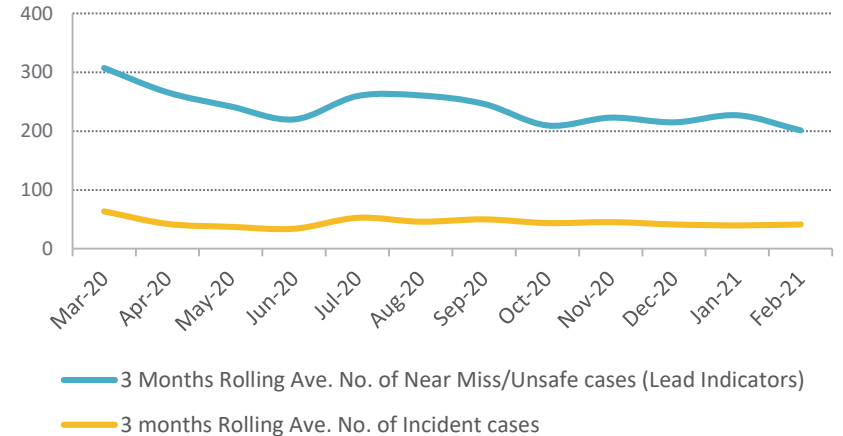
Over the past 12 months there has been a decreasing level of reporting of Health and Safety cases in Synergi.

While 80% of the total Health and Safety events reported over the last month were lead indicators (near-miss or unsafe behaviour/condition events), there has been a continued downward trend in near-miss reporting from external workers since October 2019. This is a concern.

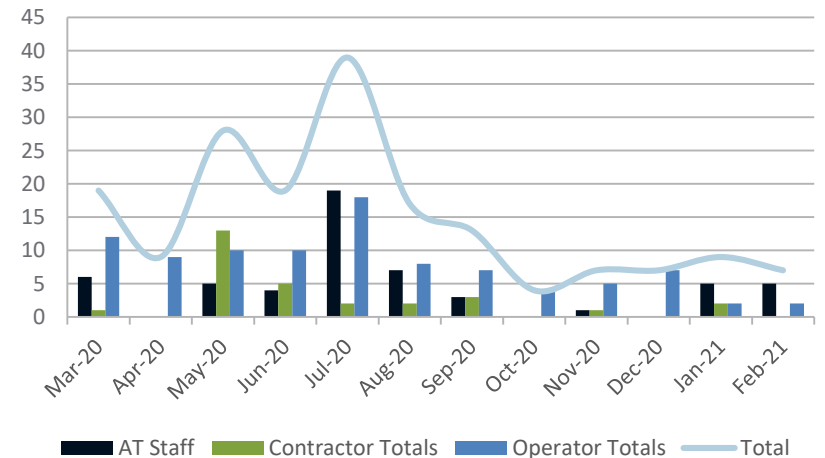
We continue to encourage staff and suppliers to report these lead indicator events in our H&S Blog on the AT Intranet, and will focus on contractor engagement with near misses.

The H&S team are proactively encouraging reporting at all levels.

AT events reported last 12 months



Near Miss reporting by activity area



DRUG AND ALCOHOL TESTING

Drug and alcohol testing

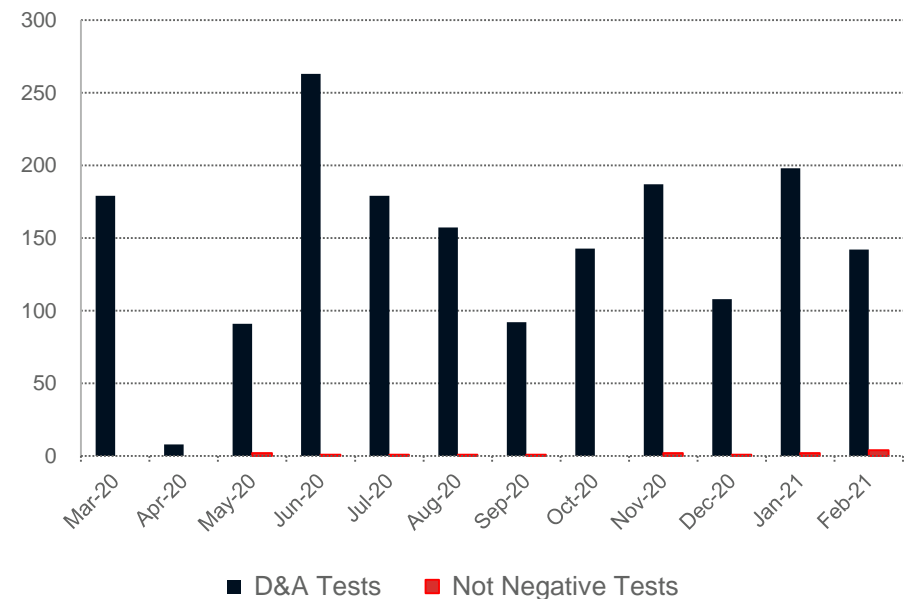
Drug and alcohol testing is performed by contractors and operators including tests for 'reasonable cause' and post incident.

Drug and alcohol testing numbers (contractors and operators) were stable, except during the lockdown period in April.

There was a total of 340 tests over the reporting period completed for external workers with six 'not negative' random tests over the reporting period. The workers with non-negative results were stood down pending further testing.

With the recruitment and hiring for sensitive roles impacted over the lockdown period, there has been zero pre-employment tests in January and February 2021. There were a total of 28 pre-employment tests for AT staff (in safety-sensitive roles) performed with zero 'non-negative' results in the last 12 months.

Drug & Alcohol testing





TĀMAKI MAKAURAU ROAD DEATHS BY TRAVEL MODES

Tāmaki Makaurau Road Deaths By Travel Modes

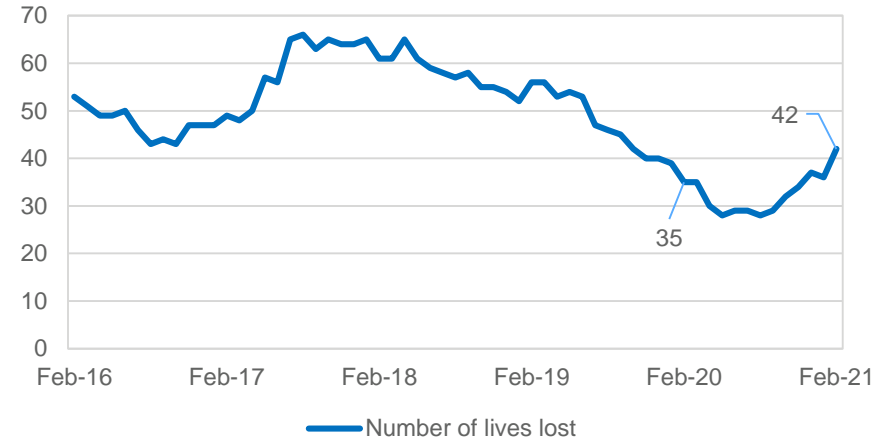
In the 12 months to the end of February 2021, 42 people had lost their lives on Tāmaki Makaurau roads compared to 35 for the previous 12 months.

January and February 2021, nine people were killed on Tāmaki Makaurau roads. Five more than the same time period in 2020.

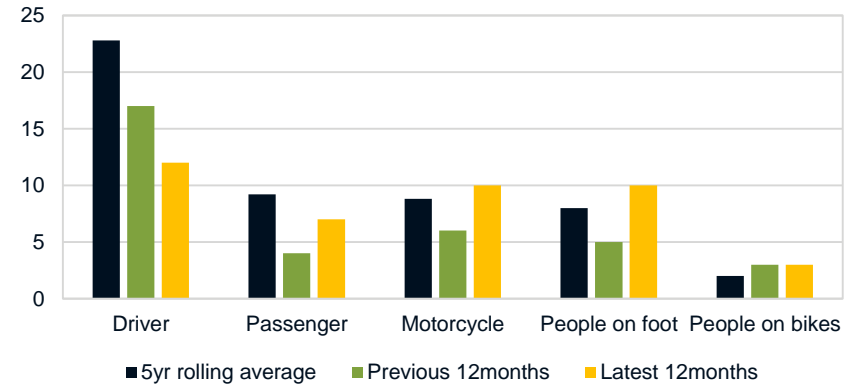
Two people died in the month of January 2021, a passenger in a vehicle and a person on foot.

In the month of February 2021, seven people were killed. One passenger in a vehicle, three vehicle drivers and three motorcyclists. In the rolling 12 months to date, the motorcycle deaths is one higher than the five year average and four above the previous 12 months.

Number of lives lost on Tāmaki Makaurau roads rolling 12 months to February 2021



Number of lives lost by mode of travel rolling 12 months to February 2021



*Vulnerable road users include: Motorcyclists, people on foot and people on bikes

Figures sourced from the Ministry of Transport official road death count





TĀMAKI MAKAURAU ROAD SERIOUS INJURIES BY TRAVEL MODES

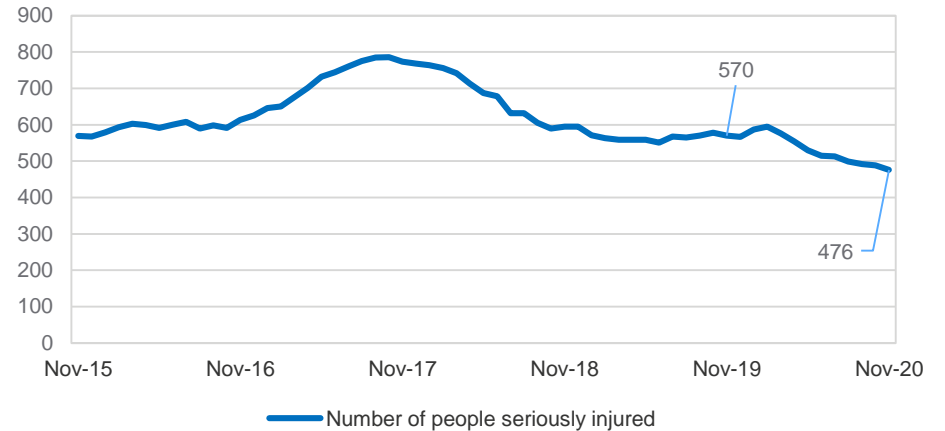
Tāmaki Makaurau Road Serious Injuries* By Travel Modes

In the 12 months to the end of November 2020, 476 people sustained serious injuries on Tāmaki Makaurau roads compared to 570 in the 12 months to the end of November 2019.

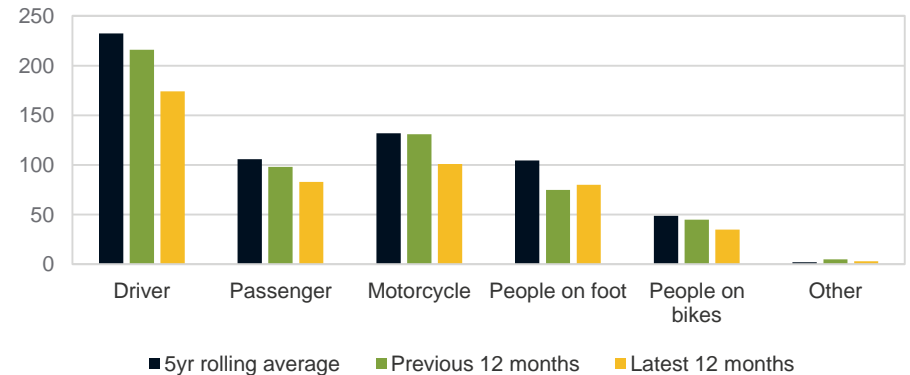
Overall, the number of serious injuries sustained by motor-vehicle occupants is slightly higher than our more vulnerable road users* (260 as opposed to 216). However, over the 12 months to the end of November 2020 the number of people on foot seriously injured is eight higher than the previous 12 months in the same period.

A completed report into the nature and extent of the safety of people travelling outside a vehicle is in the final stages of development.

Number of people seriously injured on Tāmaki Makaurau roads rolling 12 months to November 2020



Number of people seriously injured by mode of travel up to rolling 12 months to November 2020



*Note: Police reported serious injuries only as a high proportion of serious injuries are not reported in CAS. Vulnerable road users include: Motorcyclists, people on foot and people on bikes

Please note that there is a three-month delay for serious injury information from Waka Kotahi NZ Transport Agency Crash Analysis System (CAS), and that monthly figures can vary over time due to Police investigation outcomes and reporting timelines.

