

Safety Performance Dashboard

December Board meeting
Open session



KEY TRENDS

November 2020 to October 2021

DSI Trends

In the rolling 12 months to October 2021, 64 people died on Tāmaki Makaurau roads, compared to 31 at the same time last year in 2020.

In the rolling 12 months to October 2021, 535 people sustained serious injuries* on Tāmaki Makaurau roads. This is 47 more than the 12 months to the end of October 2020.

Health and Safety Reported Cases 2021

The overall number of Health and Safety reported cases has decreased compared to the previous year; albeit a lowered number of reporting compared to the previous months due to reduced work capacity and activities over the lockdown period in August.

Lost Time Injury Numbers

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



64 Tāmaki Makaurau road deaths November 2020 to October 2021



535 Tāmaki Makaurau roads serious injuries* in November 2020 to October 2021



260 average per month Nov 2020 to Oct 2021
310 average per month Nov 2019 to Oct 2020

208 cases reported in October 2021



One Lost Time Injury in October.

* 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 September 2020 to August 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 a continual reducing trend noted in the last time injury frequency rate for AT employees in the last 12 months albeit the slight increase of LTI since March.



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 248 safety inspections carried out in October 2021. This upwards trend is encouraging to return to pre-lockdown levels.



Hazard & near miss reporting

There has been a continued downward trend in near-miss reporting, particularly from external contractors over the last 12 months.



Drug and alcohol (D&A) testing

There is a stable trend in the number of D&A tests being conducted in the last three 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.

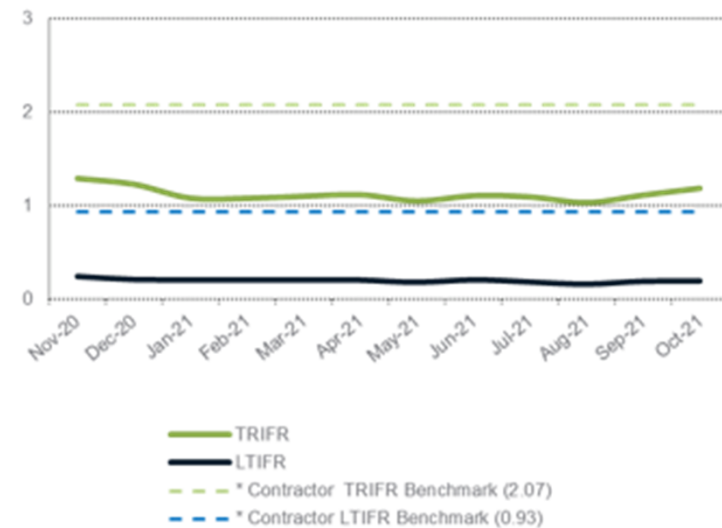
There was one WorkSafe notification in September 2021 involving a bus incident on the network.

A bus driver was seriously assaulted by a passenger. Emergency staff arrived and stabilised the operator and he was transferred to the closest hospital. The driver was admitted to hospital and later transferred to a specialist clinic that specifically treats serious head injuries as the driver was suffering from a brain bleed. Police attended and took a statement. The driver has been supported by the Employee Assistance Programme (EAP).

Whilst the overall trend is stable, we note that there is an increased average number of threats and aggression incidents towards bus operators during the September and October lockdown.

AT have partnered with Auckland Council to launch a public campaign that advocates for our people's wellbeing and asks our customers to treat us with respect. The key message is there is no excuse for abuse. The campaign launched 20 September 2021.

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 2019 Benchmarking Report {Business Leaders' Health & Safety Forum (Zero Harm Workplaces)}.

Noting the update from 2018 to 2019 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

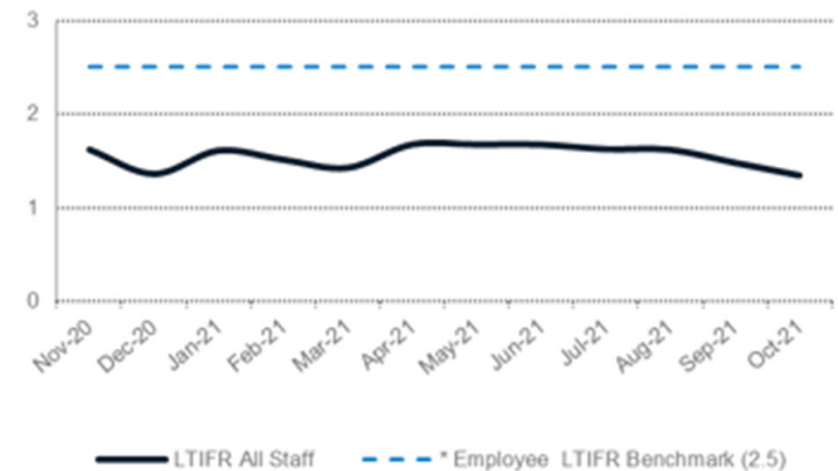
The overall trend is reducing for Lost Time Injury Frequency Rate (LTIFR) for AT employees.

There was one lost time injury at AT for October resulting in a total of two days lost time. The injury involved a parking compliance officer who sustained a medical injury from a dog bite. Action has been assigned to identify training to mitigate the risk in the future. The officer is on ACC and is supported for his health and wellbeing in a return-to-work plan.

There were two other health and safety events involving a parking compliance officer and deckhand operator from the harbourmaster where they required first aid at workplace.

The ACC work related monthly report shows there was an additional 19 ACC lost days accrued from a previous reported period injury. AT is presently working on identifying the scope of work for a Fit for Work programme.

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 2019 Benchmarking Report {Business Leaders' Health & Safety Forum (Zero Harm Workplaces)}.





INJURIES TO OTHER PERSONS (CUSTOMERS & GENERAL PUBLIC)

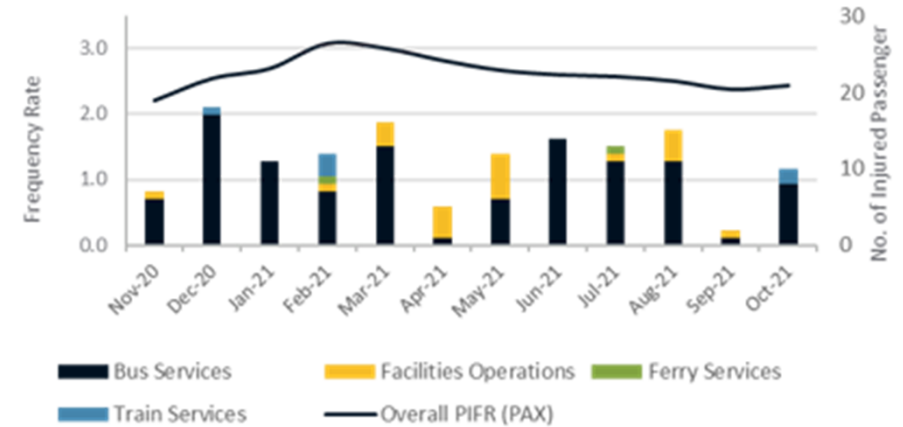
Reported injuries to customers and the general public has increased.

There were 12 reported passenger and road injuries over the September and October reporting period. The majority of these customer injuries reported were slip, trip and fall injuries, medical events and injuries associated with hard or sudden braking to avoid a collision with a car.

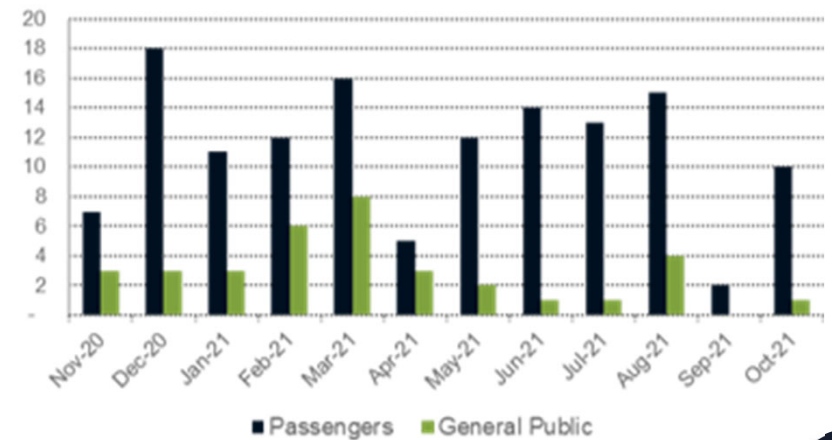
Customer injuries recorded in the CRM system have been included in the reported figures since March 2020. With the increased customer data from CRM and lowered patronage numbers over the reporting rolling 12-month period, there is an increase in customer injury frequency rates.

Where possible, contact has been made to follow up on the welfare of the individuals concerned.

PT Customer injury frequency rate (per 1,000,000 PAX trips YTD)



Injuries to other persons due to AT activities





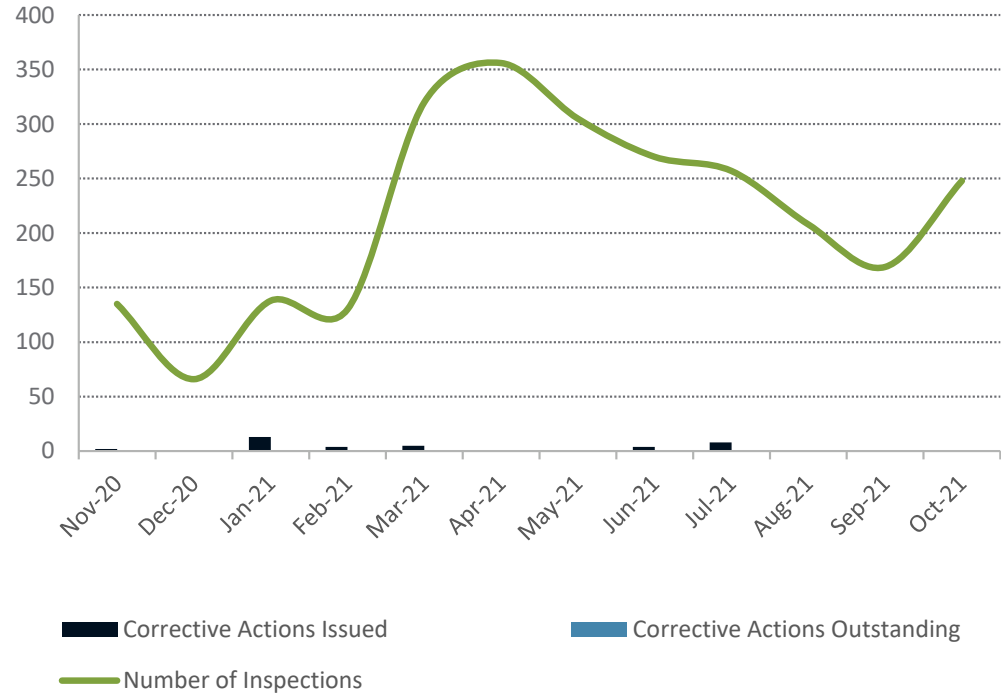
MONITORING AND INSPECTION

H&S Monitoring and Inspections (physical works)

The COVID-19 Level 4 lockdown, which continued into September, has resulted in reduced inspection levels in September, which increased through October once restrictions started easing.

Following a risk based approach, no inspections by AT project managers and other employees have been conducted in September and October and as a result, no corrective actions have been issued over this period.

H&S inspection and monitoring



NEAR MISS, UNSAFE BEHAVIOUR/ CONDITION REPORTING

Near Miss, Unsafe Behaviour/Condition Reporting

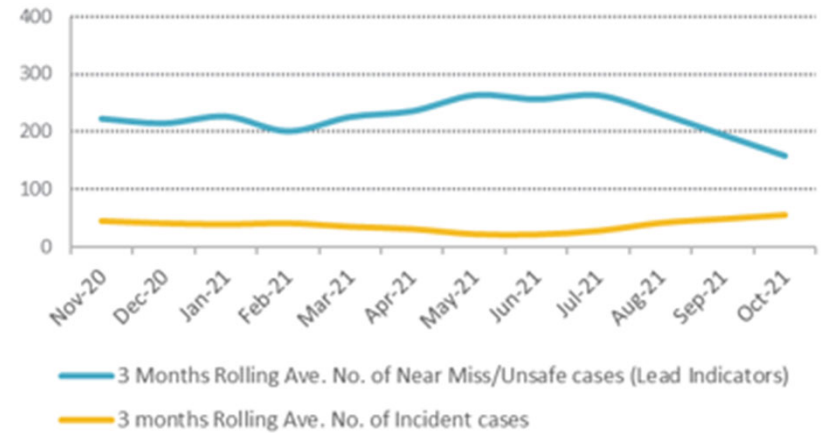
There was an overall decrease in the number of cases reported over the last 12 months. A lowered number of reporting (approximately by a third over September and October) compared to the previous months due to reduced work capacity and activities over the pandemic lockdown period.

While there has been a continued downward trend in near-miss reporting from external workers since October 2019, there has been a slight upward trend since February 2021. The data does show however that there is under reporting of cases from contractors even prior to COVID-19 lockdowns. This is a concern.

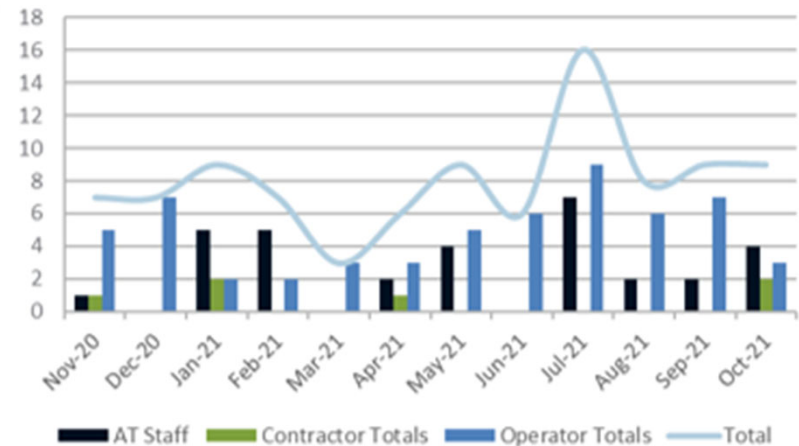
AT's safety team continues to capture COVID-19 related events and workstation requests for working from home in Synergi for case management purposes.

Further improvements were identified from the previous Synergi upgrade project and a second phase of the project will require a significant change and communication strategy for effective relaunching of the tool for both AT internal and external users.

AT events reported last 12 months



Near Miss reporting by activity area



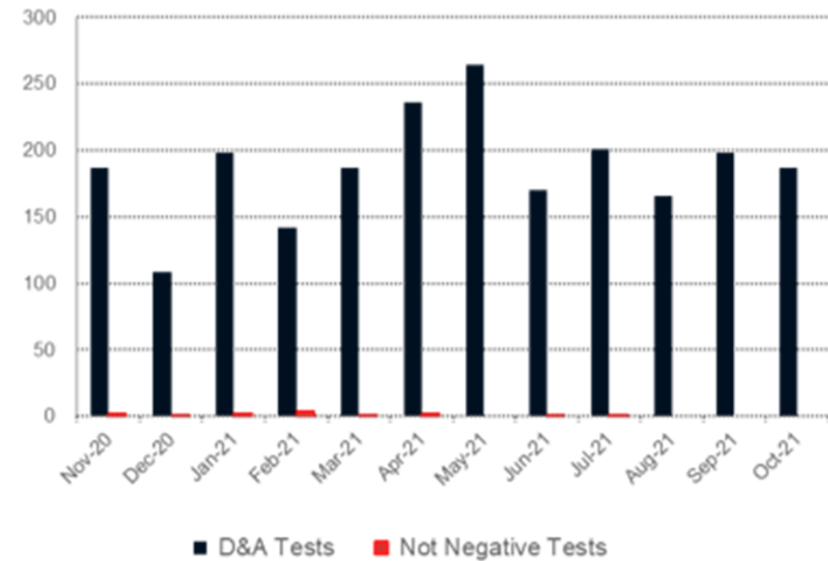
DRUG AND ALCOHOL TESTING

Drug and alcohol testing

Drug and alcohol testing is performed when we engage new people and includes tests for 'reasonable cause' and post incident.

Drug and alcohol testing numbers (contractors and operators) were stable over the last three months despite a lockdown period for contractors. As part of contract key performance indicators, there was a total of 187 tests completed for external workers with zero 'not negative' over the reporting period.

Drug & Alcohol testing





TĀMAKI MAKAURAU ROAD DEATHS BY TRAVEL MODES

Tāmaki Makaurau Road Deaths By Travel Modes

January to October 2021, 53 people have been killed so far on Tāmaki Makaurau roads, 28 more than the same time period in 2020, which was affected by COVID-19.

Six people died in the month of October 2021, four drivers and two passengers.

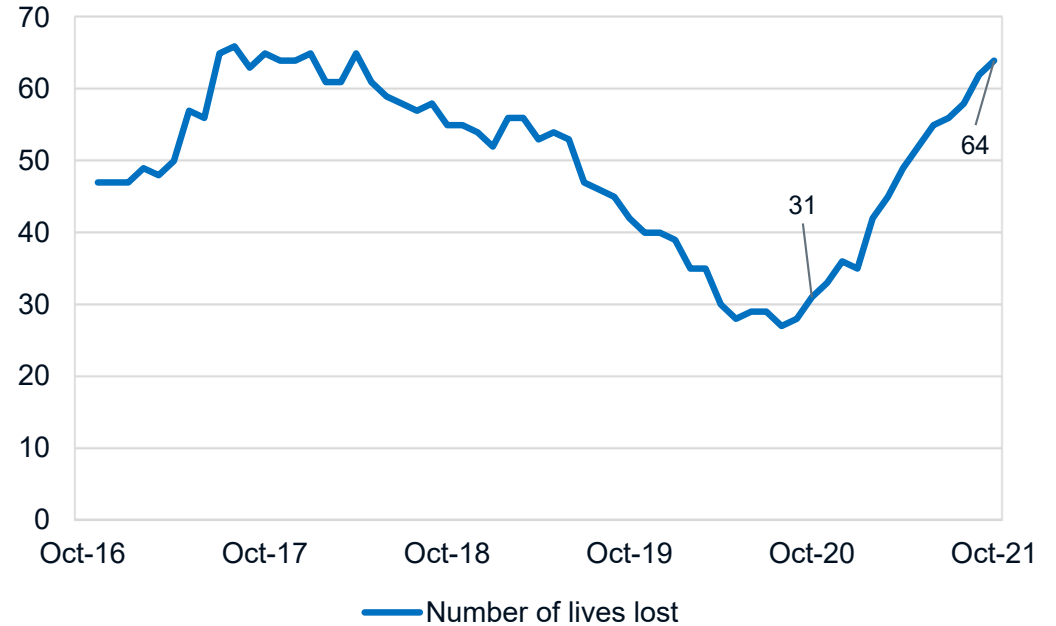
In the rolling 12 months to October 2021, 64 people had lost their lives on Tāmaki Makaurau roads compared to 31 for the same time period in 2020. Since October 2020, the number of people being killed on our roads is trending upward.

In the rolling 12 months to date, driver, passenger and people on bike deaths are higher than the five-year rolling averages (by five, fourteen and one respectively).

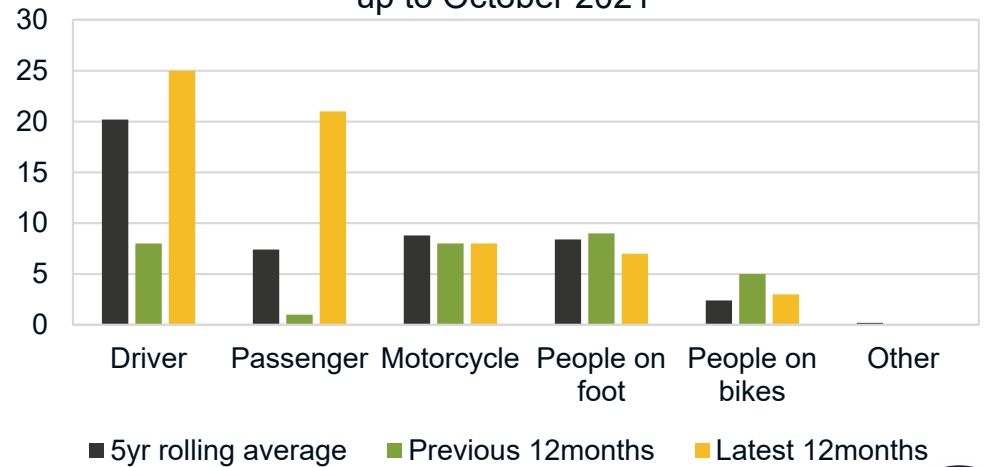
The Tāmaki Makaurau Road Safety Governance Group partners have, and continue to, put a strong focus on police deterrence through their Operation Deterrence programme, Drive Calmer road safety campaign by AT and the speed bylaw consultation.

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

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



Number of lives lost by mode of travel up to October 2021



■ 5yr rolling average ■ Previous 12months ■ Latest 12months

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

January to October 2021, 427 people have been seriously injured so far on Tāmaki Makaurau roads, 46 more than the same time period in 2020, which was affected by COVID-19.

In the rolling 12 months to October 2021, 535 people sustained serious injuries on Tāmaki Makaurau roads compared to 488 for the same time period in 2020.

Over the rolling 12 months to October* 2021 the number of drivers seriously injured increased by 17%, passengers seriously injured increased by 22% and motorcycle riders seriously injured increased by 4% compared to the same time in 2020 (Covid affected) however all are still less than the five-year averages.

The number of serious injuries sustained by inside vehicle occupants is higher than our more vulnerable road users* (305 as opposed to 230).

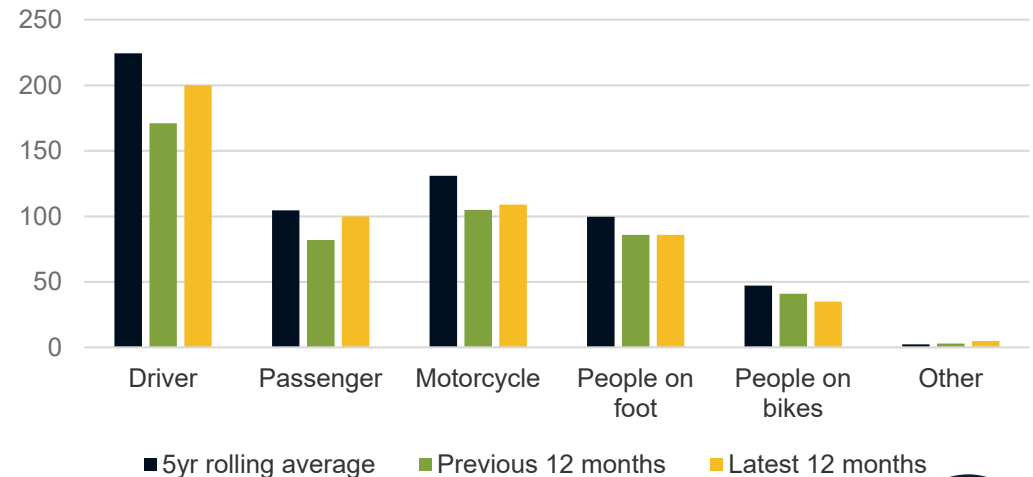
*Note: Police reported serious injuries only as a high proportion of serious injuries are not reported in CAS. Vulnerable road users include: Motorcyclists, people on foot and people on bikes

Number of people seriously injured on Tāmaki Makaurau roads rolling 12 months October 2021



Dotted line is representative of provisional serious injury figures for the months of August, September and October* 2021 due to the 3 month lag in the Crash Analysis System (CAS)

Number of people seriously injured by mode of travel up to October 2021



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.

