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Safety Business Report

For decision: For noting:

Te tūtohunga / Recommendation

That the Auckland Transport Board (board):

- a) Receives the report.

Te whakarāpopototanga matua / Executive summary

1. The purpose of this report is to assist the board to meet their due diligence obligations and provide an overview of progress against the Safety, Health and Wellbeing (SHW) Strategy.
2. The dashboard currently reports on a set of metrics that are aligned with best-practice safety governance reporting. It provides a combination of quantitative and qualitative reporting with the intention of drawing attention to key insights and notes of concern. The future focus is to lift visibility on quantitative facts, trend identification and integrate best-practice data-points.
3. The dashboard comprises four sections, Auckland Transport (AT) people, AT physical works contractors, AT public transport operators and Road safety performance. The metrics that do not have the data or process to support inclusion in the reporting period have been omitted. Commentary has been included where applicable to provide visibility of the next steps required to collect and report on the data.

Ngā tuhinga ō mua / Previous deliberations

4. There are no previous deliberations.

Te horopaki me te tīaroaro rautaki / Context and strategic alignment

5. In July 2022, AT's plan on a page (the organisational strategic focus) was refined to build further connection to AT's purpose of Easy Journeys and provide clarity of AT's strategic direction. The plan on a page outlines three strategic spotlights, recognising AT's unique position of influence and impact across Tāmaki Makaurau. The spotlights focus on the role AT plays impacting climate change, building trust, confidence and mana (Whirinaki) and a focus on safety and wellbeing in life, work and travel.

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6. The Safety, Health and Wellbeing strategy brings together the building blocks for Transport Safety, Workplace Health, Safety & Wellbeing, and amplifies the combined scale of what safety is, how it fits, and where it happens within our organisation and across our services and delivery programmes. Its purpose is to set the overarching strategic direction and present ways to achieve the highest standards of safety and wellbeing in life, work and travel for the people we employ and work with, and those who use the transport infrastructure and services we provide.
7. AT has made the commitment to keep our people safe and enable them to keep others safe. We also have made the commitment to deliver a great customer experience and build pride in what we do here at AT. While AT has a number of Safety related and targeted strategies and programmes, until now we have not had a fully integrated, over-arching and enterprise-wide strategy that sits across road, transport and our work activities and environments.

Ngā matapakinga me ngā tātaritanga / Discussion and analysis

Progress in reporting period

8. The progression of the new AT Safety Management System (SMS) continues to produce measurable steps to facilitate improved data inclusion for the Safety Business Report and progress against the SHW Strategy. Within this reporting period, the following advancements have been made:
 - a. AT safety critical risk implementation plan has been drafted and will be sent to the owners for approval.
 - b. Public transport operator critical risks are identified, and the improvement plan will be published by the end of November 2022.
 - c. Safety Leadership Walks (SLW) have been promoted to tier three managers at the Safety Leadership Council meeting on 21st September to improve participation and engagement. The development of the SLW form in Synergi 2.0 is in the final stages and will be deployed in November.
 - d. The Safety team have been working closely with all AT people leaders to support them with Synergi 2.0. There is visibility of simple learning reviews started and full reviews conducted to identify opportunities for improvement.
 - e. The Safety team is working closely with Business Technology for enhancements of Synergi 2.0 which will progressively improve quality of data. Executive dashboards for business units are in production to support divisional level insights and trends.
 - f. Historical data for 10 years was acquired from Accident Compensation Corporation (ACC). The gap analysis on Ministry of Health (MoH) data is progressing. The combination of ACC and MoH data will enable better insights and opportunities in transport harm reporting.

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Key insights in reporting period

9. There was a significant decrease of 47.8% in September of violence threats and aggression events to our AT people. However, violence, threats and aggression events continue to account for the largest number of reported events for AT People, being 57.1% of the total events reported in September.
10. There was a decrease of 48.1% in AT people in events identified as critical risks from 27 events in August to 14 events in September.
11. There was an increase of 50% in physical works contractors in events identified as critical risks from four events in August to six events in September.
12. There was a decrease of 51.3% in public transport operators reporting events in Synergi compared to previous reporting period; decrease in event reporting relates to a 29.4% reduction in motor vehicle incidents and a 65.9% reduction in violence towards staff.
13. Two full learning reviews were undertaken by the Safety team in September. The first learning review related to bus driver red light behaviour with contracted bus operators; review was initiated due to seeing an increase in events where buses have failed to stop at traffic lights. The second learning review related to duress activation failure at Britomart station.
14. Lost time injury frequency rate (LTIFR) and Total Recordable Injury Frequency Rate (TRIFR) have an increase of 21.9% and 10.4% respectively in September. There were two Lost Time Injuries (LTI) reported in September resulting in a total of 27 lost days. Although there was the same amount of LTIs reported last month, there was a decrease of 3.6% in lost days compared to August (28 lost days). AT's Occupational Health Specialist is currently working with the individuals and teams involved in these events and will develop and injury prevention program to mitigate this risk to AT People. Safety Enablement is completing a combined learning review on "Slips, trips and falls" to understand the possible solutions that we could put in place to proactively be involved and prevent these injuries happening going forward.
15. The number of lives lost on Tāmaki Makaurau roads is trending lower than for the same reporting period in 2021 from 47 in 2021, to 36 in 2022. Sadly, five people lost their lives in the month of September; four were vulnerable road users.

Ngā tūraru matua / Key risks and mitigations

16. There are no risks associated with accepting this report.

Ngā ritenga-ā-pūtea me ngā rauemi / Financial and resource impacts

17. There are no financial or resource impacts associated with this report.

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Ngā whaiwhakaaro ō te taiao me te panonitanga o te āhuarangi / Environment and climate change considerations

18. Safety is a key strategic spotlight alongside Whirinaki, Climate Change & Sustainability. These spotlights are intrinsically linked in terms of how we drive behavioural change and key outcomes across the system for our people, stakeholders, customers, and communities. Being able to provide assurance against AT's safety performance and progress on our safety ambitions will have a positive environmental impact in the links to supporting safer journeys, delivery of the Safer Speeds programme, and encouraging safer experiences of public and active modes of transport.

Ngā whakaaweawe me ngā whakaaro / Impacts and perspectives

Mana whenua

19. There are no impacts associated with this report.

Ngā mema pōti / Elected members

20. N/A.

Ngā rōpū kei raro i te Kaunihera / Council Controlled Organisations

21. N/A.

Ngā kiritaki / Customers

22. N/A.

Ngā whaiwhakaaro haumaruru me ngā whaiwhakaaro hauora / Health, safety and wellbeing considerations

23. The Safety Business Report relates directly to the health, safety and wellbeing of our people, stakeholders, customers, and communities.

Ā muri ake nei / Next steps

24. The October Safety Business Report will be submitted to the board in December 2022.

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Te whakapiringa / Attachment

Attachment number	Description
1	Safety Business Report – September 2022

Te pou whenua tuhinga / Document ownership

Submitted by	Anyela Montano Safety Systems and Process Improvement Lead	<i>Anyela C. Montano V.</i>
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Approved for submission	Mark Lambert Interim Chief Executive	<i>M.D. Lambert</i>