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## Safety Business Report

For decision:  For noting:

### Te tūhunga / 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 continued 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 (PT) 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. Nil.

### 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.

## Ngā matapakinga me ngā tātaritanga / Discussion and analysis

### Progress in reporting period

#### 7. Health, Safety and Wellbeing

- a) 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:
- AT health and safety critical risk implementation and verification plan has been approved and it will be published once resources have been allocated.
  - PT operators' critical risks were identified and presented to the Safety Enterprise Portfolio Steering Group (the management committee for health, safety and wellbeing matters, comprised of members of the Executive Leadership Team). Further work continues to progress controls and implementation plan, with support from operators.
  - Leadership safety walks for rollout to AT executives and tier 3 managers are in the final stages of peer review. Workshops with the business are being booked and implementation of technology to support the walks has been tested, with deployment underway.
  - Leadership safety training was held in November 2022 with two cohorts and in December 2022 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.
  - The MPOWER three-year plan (worker engagement in occupational health, safety and wellbeing) has been confirmed with agreement from WorkSafe. Year one of the plan is being launched on 21 March 2023, supported by a launch event. Year one is focused on establishing a solid foundation including onboarding, training, supporting wellbeing initiatives and ensuring work groups and health and safety committees are established and functioning effectively. Health, safety and wellbeing representatives will be involved in reviewing and adjusting the activities during year one.
  - Enhancements of Synergi 2.0 continue to be developed 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.

#### 7. Road safety

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

**Key insights in reporting period**

8. Health, Safety and Wellbeing

- a) There was a decline in reported health and safety events in December 2022. The Safety team is monitoring the trends and continue to upskill the business on Synergi reporting. While there was an increase of 8% from October to November 2022 in the number of AT health and safety events reported, from 38 to 41, there was a decrease of 29% in December from 41 events in November to 29 in December, which correlates to the holiday period.
- b) In November 2022, AT events identified as critical risks slightly decreased from 28 in October to 27 in November. However, there was a substantial decrease from 27 events in November to 20 in December.
- c) There has been a decline in the proportion of the AT critical risk category Violence, Threats & Aggression (VTA) from 61% in October to 46% of events (19 of 41) in November and 44% (13 of 29) in December. However, VTA remains the highest category of AT critical risks for both months.
- d) There was a decrease of 53% in the number of AT events defined as high potential (including near misses) from 17 in October 2022 to eight in November. There was a decrease in high potential events of 38% from eight in November to five in December.
- e) PT operators' health and safety events reported in Synergi had a 30% decrease from 65 to 45 in November 2022 and 8.9% increase in December from 45 to 49. In November, there was a decrease of 31% in events identified as critical risks from 51 events in October to 35 in November, however, events increased to 40 in December. PT operators are preparing to start reporting monthly key performance indicators via Synergi.
- f) The learning review in November was triggered by multiple events reported in Synergi involving negative interactions when engaging with members of the public. No learning reviews were undertaken during December 2022.
- g) Total Recordable Injury Frequency Rate (TRIFR) and Lost Time Injury Frequency Rate (LTIFR) for AT employees had a 2% increase from 8.3 in October 2022 to 8.5 in December, and a 3% decrease from 3.9 in October to 3.8 in December. There was a reduction in recordable injuries from two in October to nil in November and one in December. 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 7% in December compared to November.

9. Road safety

- a) Provisional analysis of DSI on Tāmaki Makaurau roads indicates a DSI increase in 2022 of 10% from 590 to 648. We have ended the year exceeding our 2022 DSI SOI target by 111 DSI.

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- b) 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.
- c) 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.
- d) 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%.

## Ngā tūraru matua / Key risks and mitigations

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

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

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

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

12. 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

13. There are no impacts associated with this report.

### Ngā mema pōti / Elected members

14. N/A.

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### Ngā rōpū kei raro i te Kaunihera / Council Controlled Organisations

15. N/A.

### Ngā kiritaki / Customers

16. N/A.

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

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

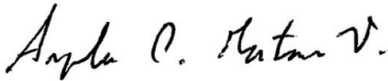


## Ā muri ake nei / Next steps

18. The January and February Safety Business Report will be submitted to the board in March 2023.

## Te whakapiringa / Attachment

Attachment number	Description
1	Safety Business Report – November and December 2022

## Te pou whenua tuhinga / Document ownership

Submitted by	 Anyela Montano Safety Systems and Process Improvement Lead
Recommended by	 Melissa Song Head of Insights & Optimisation
Endorsed by	 Stacey van der Putten Executive General Manager Safety

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Approved for submission

Mark Lambert  
Interim Chief Executive

