

Entered by Board Secretary

Safety Business Report

Aronga / Purpose

1. To assist the Auckland Transport (AT) Board (board) to meet its due diligence obligations and provide an overview of progress against the Safety, Health, and Wellbeing (SHW) Strategy.

Te tūhunga / Recommendation

That the board:

- a) Receives the report.

Te horopaki / Background

2. In August 2023, AT's plan on a page (Business Plan) was updated to provide clearer objectives, results and deliverables in response to the direction outlined in the Statement of Intent (SOI). 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 and sustainability, building trust, confidence, and mana (Whirinaki) and a focus on safety and wellbeing in life, work, and travel.
3. The SHW Strategy brings together the building blocks for transport safety, workplace safety, health, and wellbeing. This 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.

Me mōhio koe / What you need to know

4. SHW progress in reporting period

- a. Safety Culture has shifted in a positive direction while balancing costs, efficiency, and quality of customer experience. Further, we had high safety perception survey participation rates indicating strong engagement with our people. Total recordable injury rates to AT have reduced overall and outstanding shifts have occurred in business units with frontline workers. Belief that all injuries can be prevented, role modeling

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positive safety behavior by leaders, training for AT people and recognition of safety success are key areas to focus on for continued improvement.

- b. AT Safety Risk framework is being developed: The draft safety risk procedure is completed and is currently in peer review, the development of the SHW risk capability module is 50% completed and the critical risk framework draft is completed and is being peer reviewed by an external expert.
- c. The learning review module and two operational dashboards "AT case management" and "AT critical risks" were released in August 2023. People leaders will now be able to view all adverse safety events for which they are responsible. Drop-in sessions have been organised and are available to all people leaders to guide them in these new Synergi modules/ dashboards.
- d. To provide our suppliers an improved reporting experience, a redesign of the supplier reporting module in Synergi is currently being developed. The outcome of the redesign is to optimise reporting via a single system to help streamline event entry and drive an increase in reporting of adverse safety events by our suppliers.

5. SHW key insights in reporting period

- a. Adverse safety work events identified as AT critical risks decreased 42% in August 2023, from 33 to 19 events. There were five classified as moderate risk consequence and were related to violence, threats, and aggression (VTA), working inside or outside of a vehicle on our network and exposure to psychological harm.
- b. VTA remained the highest AT critical risk category accounting for 80% of all AT critical risk events in the last 12 months to August 2023.
- c. In August 2023, our total recordable injury frequency rate (TRIFR) and lost time injury frequency rate (LTIFR) increased 5% and 11% respectively due to an increase of 33% in the lost time injuries (4) in August compared to July (3) and an increase of 13% in worked hours in August 2023.
- d. In August 2023 for public transport operators, VTA remain a major focus; 43% of the total reported safety work events presenting a critical risk to public transport operators were related to violence towards staff. There was a notable decrease of 63% (27 to 10) in safety work events classified as violence towards staff compared to July 2023. Property damage continues to be the largest outcomes 184 safety work events in the last 12 months to August 2023.
- e. For physical works contractors, the highest hazard categories for safety work events identified as critical risks in the last 12 months to August 2023 were VTA, collision with vehicles and underground services strike.

6. Deaths and Serious Injuries (DSI) progress in reporting period

- f. The SOI target for Tāmaki Makaurau's roads is no more 640 deaths and serious injuries (DSI). The target was realigned, baselined from FY23 performance results to improve the correlation between the work plan, the actual budget and schedule.

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- g. A short-term resource has been approved to progress the next phase of transport harm insights with Accident Compensation Corporation (ACC) and Ministry of Health (MoH) data.
- h. Self-serve transport harm dashboards were developed with Crash Analysis System (CAS) data and have been released to parts of the business. These include views of DSI performance at a summary level with the ability to drill into local board views. Wider release across AT is planned in September 2023.
- i. Katoa Ka Ora public consultation closed on the 28 August 2023.

7. DSI key insights in reporting period

- a. 665 people were killed or seriously injured on Tāmaki Makaurau roads in the last 12 months to August 2023; 56 people were killed and 609 were seriously injured. 88% of deaths and serious injuries occurred on local roads.
 - Drivers and motorcyclists remain the largest groups harmed on our roads, representing 57% of DSI. Motorcyclist fatalities continue to trend up, with a rise in serious injuries for pedestrians, cyclists and passengers.
 - The largest crash movement types were run-off road (32%) and side impact (23%), with notably growing pedestrian crashes now representing 18% of crashes.
 - Vulnerable road users (motorcyclists, pedestrians, and cyclists) represent 46% of deaths and serious injuries. Waitemata had the highest DSI for vulnerable road users; 59% of these occurred at intersections.
 - Fatalities related to speed and alcohol/drugs represent the largest contributing factors to the deaths.
- b. From the beginning of the year to August 2023, 410 people were killed or seriously injured, 16 more than the same time in 2022.
- c. In August alone, three people lost their lives (one reported in CAS and two in Ministry of Transport data). One person was aged between 20-24, one was aged between 40-59 and one was aged over 60. One person died on a local urban road and two on state highways.
- d. AT Road Safety Engineering continue to undertake fatal crash investigations in partnership with New Zealand Police. There were 21 fatal crashes reported on AT roads year-to-date (January – August 2023) with 30 recommendations for safety improvements on those roads, of which 10 have been implemented and 19 remain open.

Ā muri ake nei / Next steps

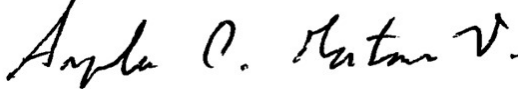


- 8. The Safety Business Report with September 2023 data will be presented to the board in October 2023.

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Te whakapiringa / Attachment

Attachment number	Description
1	September 2023 Safety Business Report Dashboard

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	
Approved for submission	Dean Kimpton Chief Executive	