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## Safety Business Report

For decision:  For noting:

### Te tūhonga / 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 has been redesigned in consultation with the Safety team to provide the board with clearer information and gain a better understanding of safety performance and insights to support decision making. It is comprised of two sections:
  - Health, Safety and Wellbeing including SHW strategy, safety management system (SMS), safety assurance and legal environment, safety operational activity and supplier management; and
  - Road Safety, including road safety performance, and fatal crash reporting. Other 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 to optimise the dashboard.

3. All sets of metrics in the redesigned dashboard 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.

### Ngā tuhinga ō mua / Previous deliberations

4. There are no previous deliberations.

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## Te horopaki me te tīaroaro rautaki / Context and strategic alignment

5. In July 2022, Auckland Transport's (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.
6. The SHW Strategy brings together the building blocks for transport safety, workplace health, safety, 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.

## Ngā matapakinga me ngā tātaritanga / Discussion and analysis

### Progress in reporting period

7. Health, Safety and Wellbeing
  - a. The progression of the SHW Strategy continues to produce measurable steps to achieve our strategic objectives against our four pillars of leadership, engagement, safety systems and advocacy. Leadership safety walks with board members have an end of year goal of one walk every quarter. In February 2023, two safety leadership walks were conducted, one at Bethells Beach related to flood recovery and the second, at a Britomart Train Station (secant piles). Leadership safety walks are being rolled out to the Executive Leadership Team in March 2023.
  - b. Currently, the SMS workstreams are on track. However, there is a key risk for SMS workstreams in resource availability for development and implementation within the Safety team and across the organisation. This is mitigated by effective prioritisation of the SMS activities, with the most critical aspects currently underway.
    - The SMS programme needs to be expanded to include ISO 45001 requirements and ensure all aspects of health and safety management are included. Work is underway to capture the required elements and assign work across the team.
    - The current SMS workstreams and elements from the Van Schaik 2022 Business Improvement Review (BIR) will be integrated into the ISO 45001 framework. An action plan has been submitted for endorsement at the March 2023 safety committee meeting.
    - An SMS framework has been submitted for endorsement at the March 2023 safety committee meeting. It is currently proposed that ISO 45001 Occupational Health and Safety Management System is adopted for AT's SMS Framework.

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- The MPOWER (worker engagement and representation in occupational health & safety) framework is ready for launch on 21 March 2023. Implementation planning for year one of the programme is underway and will start post-launch.
  - c. Flood recovery safety assurance activities were undertaken in February in response to weather impacts, additionally providing the opportunity to ensure frontline workers are not sacrificing their safety while under pressure to work quickly.
  - d. The reporting of operational safety events in Synergi has been stable over the past several months. Simultaneously, the Safety Enablement team have been analysing and revising the event management training materials to make them more user friendly and investigating technological solutions. A more human-centred design approach is being used and will introduce the importance of "safety discussions" with teams. The Safety team continue to improve reporting of critical risks including violence, threats, and aggression (VTA) and have incorporated into the board dashboard.
  - e. Monthly health and safety reporting from our suppliers (public transport operators and physical works contractors) is improving but continues to present risk of discrepancies and inaccurate information. We are working with our suppliers to move away from MS forms reporting and have Synergi as the single information entry point to optimise this process.
8. Road safety
- a. The 2019 AT Road Safety Programme Business Case (PBC) is under review based on a wider focus of transport safety, not solely road safety, and the timing of Regional Land Transport Plan (RLTP) cycle, with the goal of delivering a full refresh by mid to end of year FY24. A first draft of the gap analysis is being evaluated by the PBC working group. The road safety engineering RLTP bid submitted at the end of February was alignment to the current Road Safety PBC and Road to Zero.
  - b. AT's Statement of Intent (SOI) performance targets for Safety are currently under review. The initial direction will be to simplify from three targets to the single metric for death and serious injuries on all Tāmaki Makaurau roads.

**Key insights in reporting period**

9. Health, Safety and Wellbeing
- a. The key theme identified during flood recovery safety assurance activities was frontline management systems for persons conducting a business or undertaking (PCBU). Discussions with the contractor have assisted with actions to address the findings. Actions include AT attending the contractor's safety meeting to reinforce client expectations and review of de-escalation training providers. The contractor has taken our concerns seriously and is in the process of rapid improvements.
  - b. There was a total of four flood recovery incidents that included elements of violence threats and aggression from the public. Safety is heading a real time reflection review and capturing what went well and identifying opportunities for improvement.
  - c. Fulton Hogan Ltd pleaded guilty under the Health and Safety at Work Act 2015 and was fined after an employee was struck and killed by a driverless runaway truck in Wellington in March 2019. The company failed to identify all other PCBUs working at the site, and therefore failed to ensure all workers on site had been informed of safe systems of work and its health and safety expectations. This case provides insight into the importance of managing PCBU relationships and the 3Cs (consultation, co-operation, and co-ordination).

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- d. There was an increase of 20% and 61% in safety events and hazards reported by AT respectively compared to January 2023 and there was a decrease of 42% in February attributed to work pain and discomfort events compared to January.
- e. Safety events identified as AT critical risks had an increase of 20% compared to January, from 20 events in January to 24 events in February. No events were classified as major or extreme risk consequence, however, there were 11 events classified with a risk consequence of moderate.
  - VTA remains a consistent trend from the prior months with 80% of critical risk events attributed to it, with the least number of events reported involving working inside or outside of a vehicle and being exposed to psychological injury.
  - The outcome trend from safety events in the last seven months shows that where VTA events have occurred, they typically entail verbal abuse from members of the public.
- f. In February, Total Recordable Injury Frequency Rate (TRIFR) and Lost Time Injury Frequency Rate (LTIFR) for AT employees had an increase of 10% and 16% respectively due to the increase of recordable injuries including two lost time injuries and one medical treatment in February compared to only one lost time injury in January.
- g. Violence towards staff and motor vehicle accidents continue account for the greatest number of critical risks for PT operators, representing 48% and 45% respectively. In February, there was one safety event identified as critical risks under VTA classified as major risk consequence.
- h. There were no notifiable events reported within the PW contractors for January or February 2023, however there was one event identified as high potential reported in Synergi related to a physical assault and four high potentials reported MS form related to two violence, threats and aggression and two plant and equipment failures.

**10. Road Safety**

- a. Over the last 12 months from March 2022 to February 2023, 643 deaths and serious injuries occurred on Tāmaki Makaurau roads. Fifty people lost their lives and 593 were seriously injured. Drivers and motorcyclists remain the largest groups harmed on our roads.
- b. Year to date from January to February 2023, 95 people have been killed or seriously injured on Tāmaki Makaurau roads, 12 less than the same period in 2022. Eight people lost their lives and all five deaths in January were in-vehicle occupants; four drivers and one passenger. All died on local roads and 60% of these roads had speed zones 80kmh or higher. The three deaths in February included one driver, one pedestrian and one motorcyclist. Two died on local roads with speed zones of 50kmh.
- c. Adding minor injuries to deaths and serious injuries for fatal and serious crashes on Tāmaki Makaurau roads increased harm by 30%, from 643 deaths and serious injuries to 841 deaths, serious and minor injuries over the 12 months from March 2022 to February 2023.
- d. Over the 12 months from March 2022 to February 2023, 49% of injuries on Tāmaki Makaurau roads occurred in six local board areas of Rodney, Franklin, Otara-Papatoetoe, Manurewa, and Maungakiekie – Tamaki.

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## Ngā tūraru matua / Key risks and mitigations

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

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

12. 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

13. 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

14. There are no impacts associated with this report.

### Ngā mema pōti / Elected members

15. N/A.

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

16. N/A.

### Ngā kiritaki / Customers

17. N/A.

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

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

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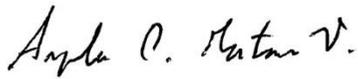
## Ā muri ake nei / Next steps

19. The March and April Safety Business Report will be submitted to the board in May 2023.

## Te whakapiringa / Attachment

Attachment number	Description
1	March 2023 Safety Business Report Dashboard

## Te pou whenua tuhinga / Document ownership

Submitted by	Anyela Montano <b>Safety Systems and Process Improvement Lead</b>	
Recommended by	Melissa Song <b>Head of Insights &amp; Optimisation</b>	
Endorsed by	Stacey van der Putten <b>Executive General Manager Safety</b>	
Approved for submission	Mark Lambert <b>Interim Chief Executive</b>	