

# Safety Performance Dashboard

27 May 2021 Board meeting  
Open session



73%



# KEY TRENDS

## May 2020 to April 2021\*

### DSI Trends

In the rolling 12 months to April 2021, 49 people died on Tāmaki Makaurau roads, compared to 30 at the same time last year in 2020.

In the 12 months to the end of December 2020, 489 people sustained serious injuries\* on Tāmaki Makaurau roads. This is 78 less than the 12 months to the end of December 2019.

### Health and Safety Reported Cases 2021

The number of overall Health and Safety reported cases has decreased slightly compared to the previous year; albeit a slight improvement in the March. However, we have also experienced the Covid-19 lockdown in 2020, which reduced the number of work activities. Noting the Covid-19 effects on work patterns, we may be observing an increase overall in this reporting year.

### Lost Time Injury Numbers

Lost Time Injury (LTI) rate for Auckland Transport (AT) employees has a steadily reducing rate for across 2020.

\* We aim to report the latest information in each reporting period however due to tighter turnaround timeframes for this month the H&S information is for March only, the DSI information covers March and April.



**49 Tāmaki Makaurau road deaths May 2020 to Apr 2021**



**489 Tāmaki Makaurau roads serious injuries\* in Jan to Dec 2020**



**267 average per month Apr 2020 to Mar 2021**  
**351 average per month Apr 2020 to Mar 2020**

**241 cases reported in Feb 2021**  
**304 cases reported in Mar 2021**



**One Lost Time Injuries in March**



# SUMMARY OF H&S PERFORMANCE INDICATORS

for April 2020 to March 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 in January from the previous month.



## 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 320 safety inspections carried out in March 2021. This upwards trend is encouraging and has almost returned to pre-lockdown levels.



## Hazard & near miss reporting

There continues to be a downward trend on the number of lead (unsafe or near miss) cases reported over the last 12 months.



## Drug and alcohol (D&A) testing

There is an upward trend in the number of D&A tests being conducted in the last 12 months, despite lower numbers for reporting over the lockdown period.





## OPERATOR AND CONTRACTOR INJURIES FOR AT ACTIVITIES

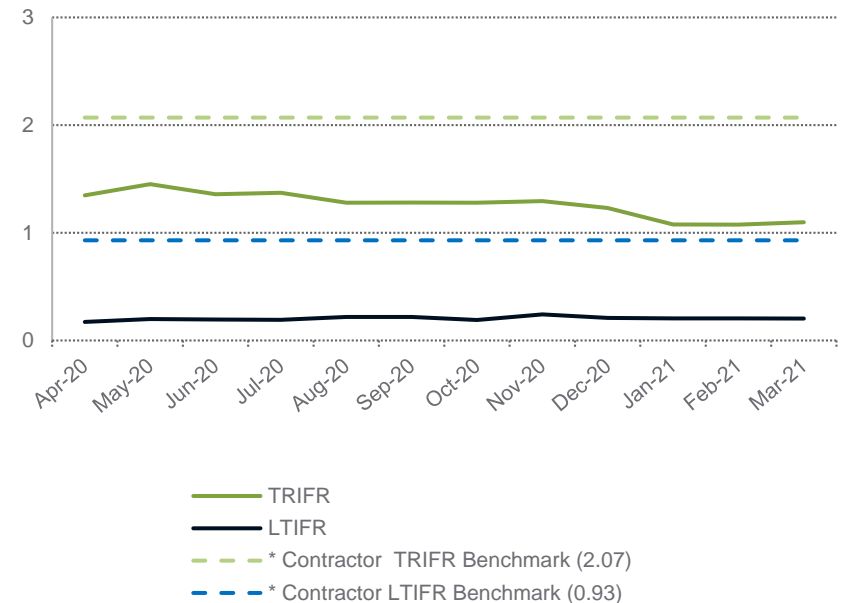
There is a stable trend in the Total Recordable Injury Frequency Rate reported by operators and contractors

There were four New Zealand regulator (WorkSafe) notifications over the March period relating to service strikes, a bus and vehicle incident and a subcontractor losing control of their load.

While running a scheduled service from Ormiston to Middlemore, a bus was involved in a serious collision at the intersection of Ormiston and Murphy's Road, Flat Bush. The driver of the other vehicle was admitted to hospital in a serious condition, while the bus driver and one other passenger was also admitted to hospital. The bus driver suffered a broken knee.

There were five other reported injuries relating to AT suppliers over the reporting period involving plant and equipment, manual handling and an ergonomic issue. One contractor sustained a strained lumber (suspected torn ligament) from a manual labour injury at Oteha Valley. He is referred to a physiotherapist for recovery and treatment. The doctor confirmed he was fit to return to work for light duties for the following two weeks.

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.



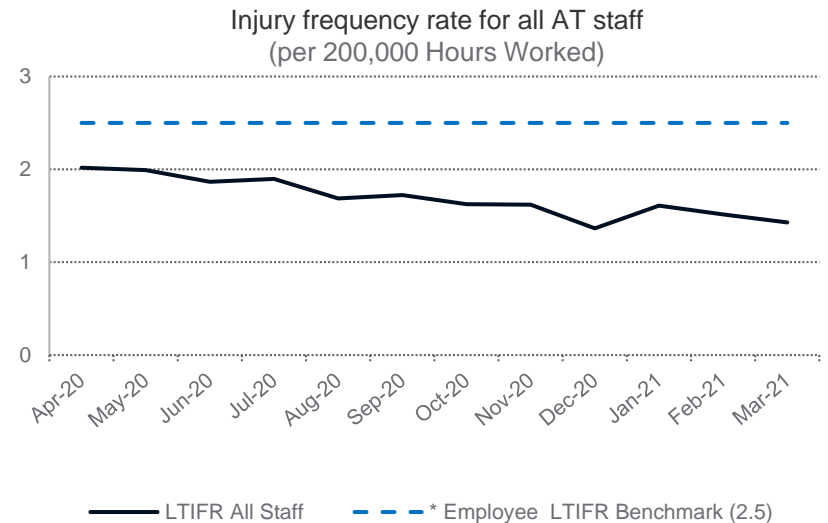


## AT EMPLOYEE INJURIES

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

There was one lost time injury in March involving a Transport Officer who, when stepping off the bus at Customs Street twisted her knee. Later during the day on the City Link buses, her knee cramped and felt worse with the constant jerking of the stop and starting of the bus. Her knee felt stiff the next day and she immediately advised her supervisor. She visited the GP and was advised unfit for her duty, and later resumed on light duties, resulting 18.5 days off. She underwent physiotherapy and was on knee braces. She is has fully recovered and resumed her full duties.

An additional 28.5 days ACC lost time were accrued by the previous staff injuries in March.



\* Employees frequency rate benchmarks are based on 200,000 hours worked extracted from 2019 Benchmarking Report (Business Leaders' Health & Safety Forum (Zero Harm Workplaces)).





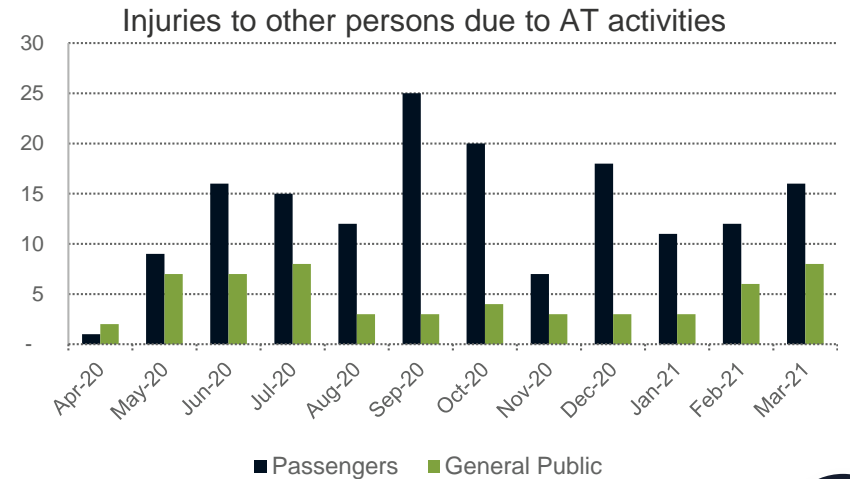
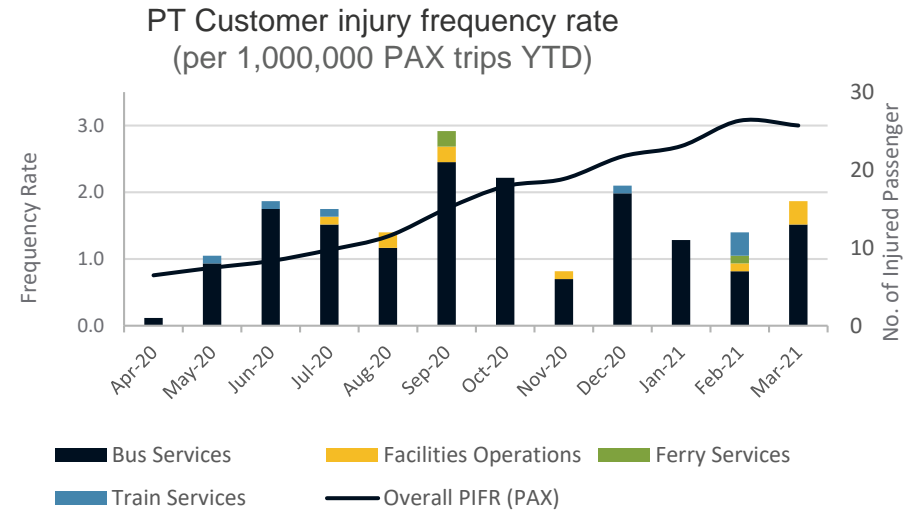
# INJURIES TO OTHER PERSONS (CUSTOMERS & GENERAL PUBLIC)

Reported injuries to customers and the general public has increased due to Customer Relationship Management (CRM) data being incorporated.

Emergency services were called to attend a fatality at the Wiri Depot when a body was found on the southern line of Otahuhu. An investigation was carried out by CAF and the police attended the case.

One of the passengers from the Ormiston bus crash mentioned earlier was transported to hospital; injuries were unknown at the time of the event.

Passenger and customer injuries recorded in the CRM System have been included in the reported figure since March 2020. As we continue to improve the visibility of CRM data for the safety team, the number of customer injuries reported in the bus operations has increased. Where possible, contact has been made to follow up on the welfare of the individuals concerned.



# MONITORING AND INSPECTION

## H&S Monitoring and Inspections (physical works)

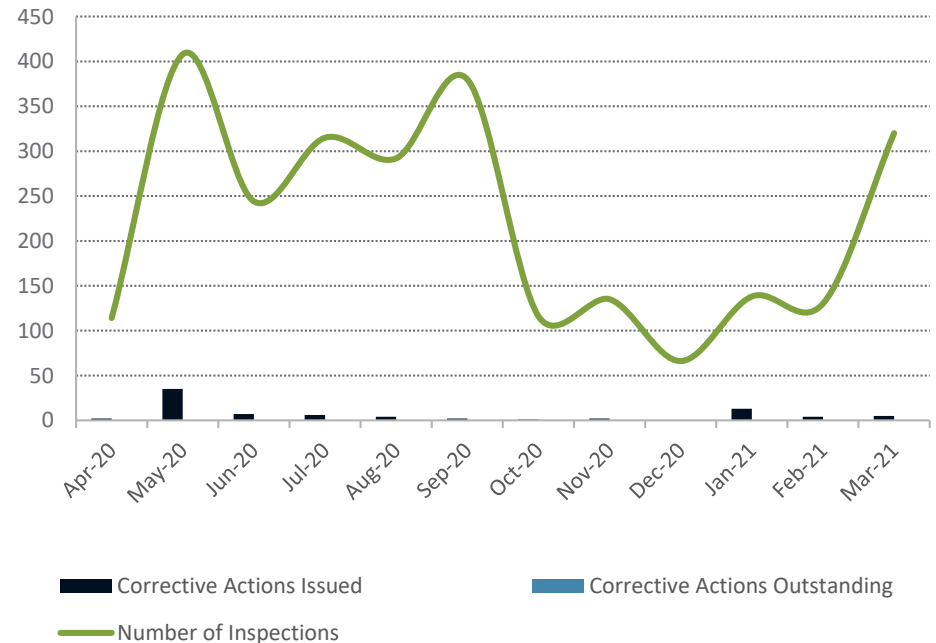
There were 320 safety inspections carried out in March 2021. This upwards trend is encouraging and has almost returned to pre-lockdown levels.

Only five corrective actions were raised on the safety inspections. These were for site housekeeping concerns which could lead to slip, trip and fall injuries, as well as minor improvements needed on one site with regards to COVID-19 declarations on the site sign in register.

No major corrective actions were issued during March.

All corrective actions were resolved in the month in which they were raised.

H&S inspection and monitoring



# NEAR MISS, UNSAFE BEHAVIOUR/ CONDITION REPORTING

## Near Miss, Unsafe Behaviour/Condition Reporting

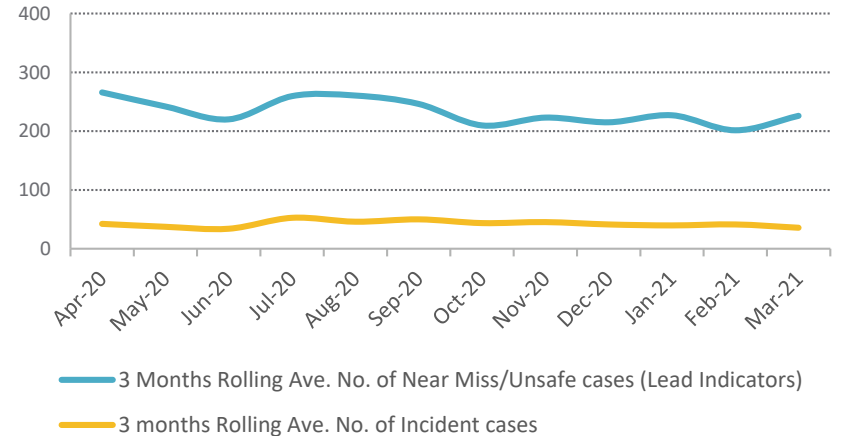
Over the past 12 months there has been a decreasing level of reporting of H&S cases in Synergi; albeit a slight improvement in March.

While 80% of the total Health and Safety events reported over the last month were lead indicators (near-miss or unsafe behaviour/condition events), there has been a continued downward trend in near-miss reporting from external workers since October 2019. This is a concern and AT will re-engage stakeholders by a change management project.

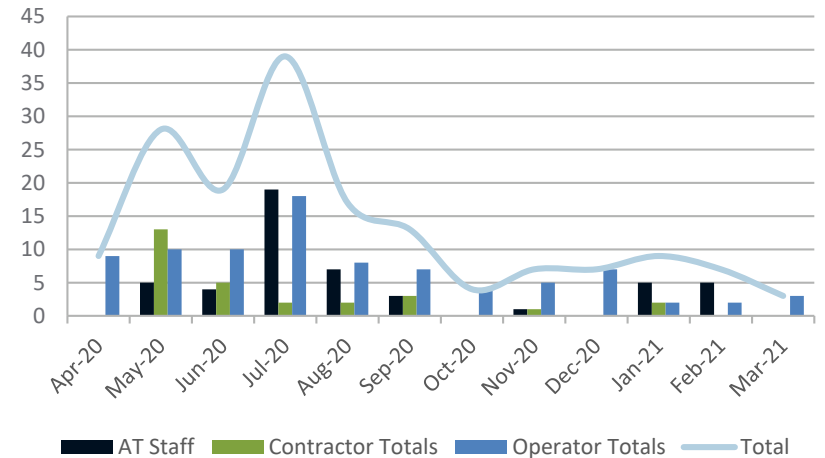
We continue to encourage staff and suppliers to report these lead indicator events in our H&S Blog on the AT Intranet, and will focus on contractor engagement with near misses.

The H&S team are proactively encouraging reporting at all levels.

AT events reported last 12 months



Near Miss reporting by activity area





# **DRUG AND ALCOHOL TESTING**

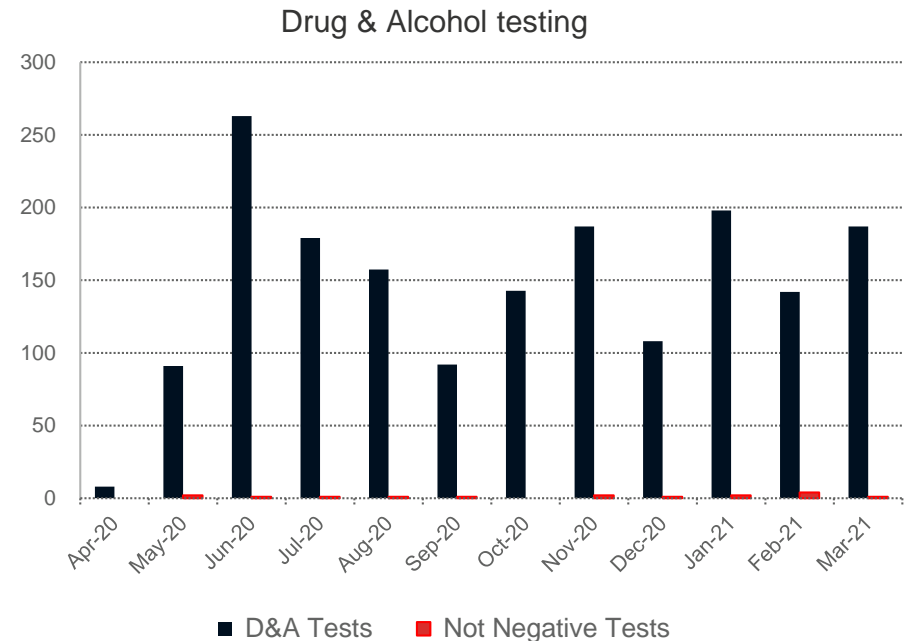
## Drug and alcohol testing

Drug and alcohol testing is performed by contractors and operators including tests for 'reasonable cause' and post incident.

Drug and alcohol testing numbers (contractors and operators) were stable, except during the lockdown period in April.

There was a total of 187 tests completed for external workers with one 'not negative' random test over the reporting period. The workers with non-negative results were stood down pending further testing.

There were a total of 23 pre-employment tests for AT staff (in safety-sensitive roles) performed with zero 'non-negative' results in the last 12 months.





# TĀMAKI MAKAURAU ROAD DEATHS BY TRAVEL MODES

## Tāmaki Makaurau Road Deaths By Travel Modes

In the 12 months to the end of April 2021, 49 people had lost their lives on Tāmaki Makaurau roads compared to 30 for the same time period in 2020. There appears to have been an increasing trend since mid 2020.

January to April 2021, nineteen people have been killed so far on Tāmaki Makaurau roads. Six more than the same time period in 2020.

Six people died in the month of March 2021, a driver, two passengers, a motorcyclist, a person on foot and a person on a bike.

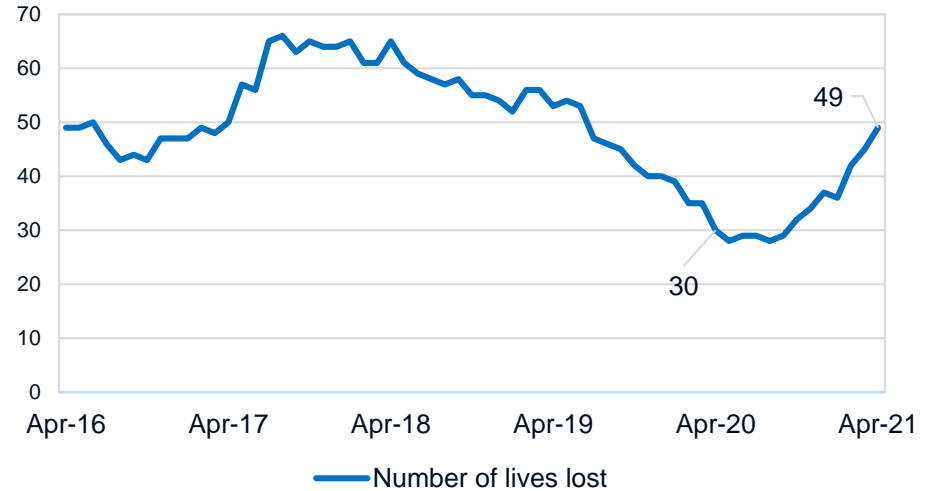
In April 2021, up to the 23<sup>rd</sup> of April, four people were killed. Two passengers, a person walking and a person riding a bike.

In the rolling 12 months to date, passenger, motorcycle and people walking deaths is higher than the five year averages (by two, one and four respectively).

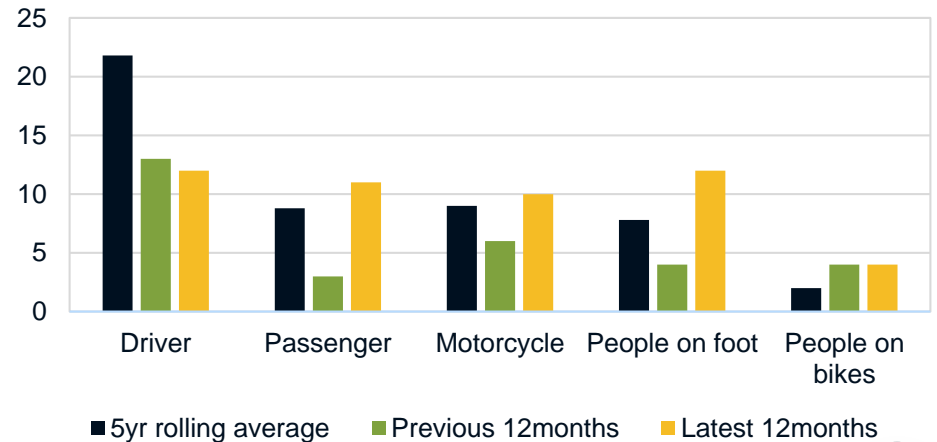
\* Vulnerable road users include: Motorcyclists, people on foot and people on bikes

\* Due to reporting timelines April road deaths is as of 27<sup>th</sup> April 2021

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



Number of lives lost by mode of travel up to April 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

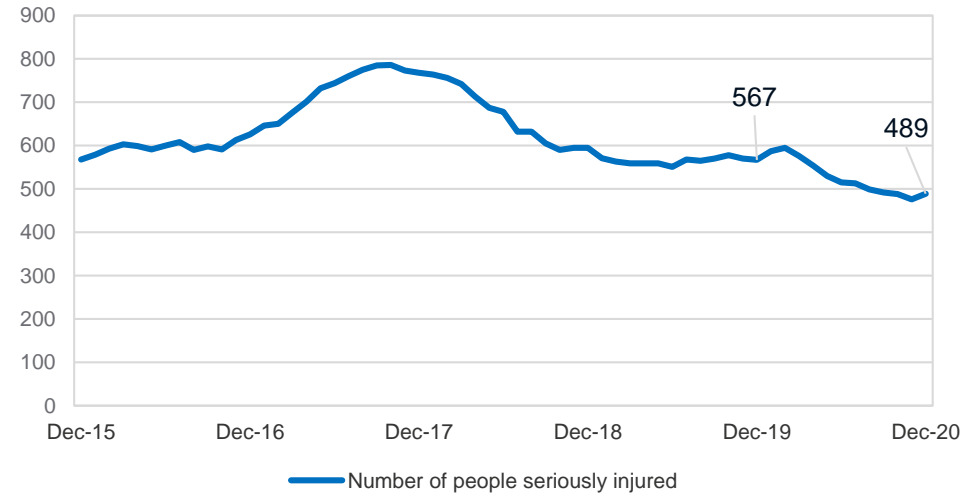
## Tāmaki Makaurau Road Serious Injuries\* By Travel Modes

In the 12 months to the end of December 2020, 489 people sustained serious injuries on Tāmaki Makaurau roads compared to 567 in the 12 months to the end of December 2019.

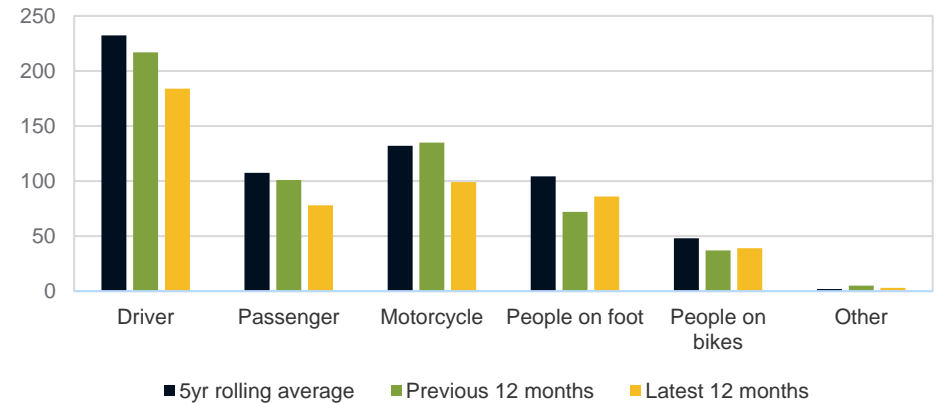
Overall, the number of serious injuries sustained by motor-vehicle occupants is slightly higher than our more vulnerable road users\* (265 as opposed to 224).

Over the 12 months to the end of December 2020 the number of people on foot seriously injured increased by 19% compared to the same time in 2019.

Number of people seriously injured on Tāmaki Makaurau roads rolling 12 months December 2020



Number of people seriously injured by mode of travel up to December 2020



\*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

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.

