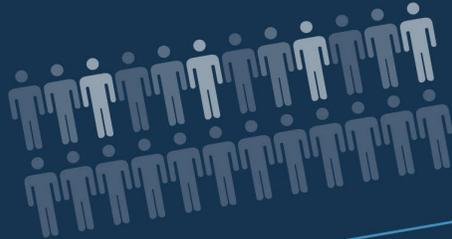


Safety Performance Dashboard

29 July Board meeting
Open session



73%



KEY TRENDS

Jan 2021 to May 2021

(*Includes June data where available)

DSI Trends

In the rolling 12 months to June 2021, 54 people died on Tāmaki Makaurau roads, compared to 29 at the same time last year in 2020.

In the 12 months to the end of June 2021, 550 people sustained serious injuries* on Tāmaki Makaurau roads. This is 35 more than the 12 months to the end of June 2020.



54 Tāmaki Makaurau road deaths July 2020 to June 2021



550 Tāmaki Makaurau roads serious injuries* in July 2020 to June 2021

Health and Safety Reported Cases 2021

The overall number of Health and Safety reported cases has decreased slightly compared to the previous year; albeit the number of cases being reported to the Safety team has slowly picked up over the last three months.



276 average per month June 2020 to May 2021
344 average per month June 2020 to May 2020

258 cases reported in Apr 2021
298 cases reported in May 2021

Lost Time Injury Numbers

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



Two Lost Time Injuries in May and June



*Note: A high proportion of serious injuries are not reported in CAS, so are only Police reported serious injuries.

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 since January.



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 356 safety inspections carried out in April and 305 in May 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

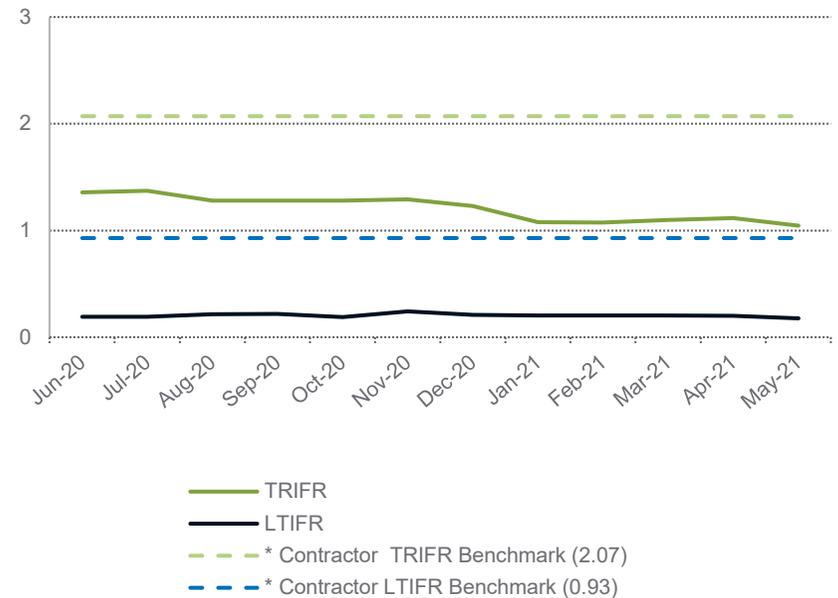
There is a stable trend in the Total Recordable Injury Frequency Rate reported by operators and contractors.

There was one New Zealand regulator (WorkSafe) notification in May relating to a service strike.

A contractor was digging to substrate level in the lower median strip on Oteha Valley Road and the excavator struck and damaged a service fitting on a 100mm medium pressure gas service line. This caused a slow gas leak from the fitting. Standard operating procedures were followed to identify the location and depth of the pipes, including hydrovac excavation and potholing before using the excavator for bulk earth moving. The pipe was found to be buried at a varying depth, and took an unexpected turn, which was 10m ahead of the turn shown on the Vector as-built plans. The service fitting was located at the top of the pipe instead of the side.

There were four other reported injuries relating to AT suppliers over the reporting period involving slip, trip and fall, violence and abuse and vehicle incident.

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.

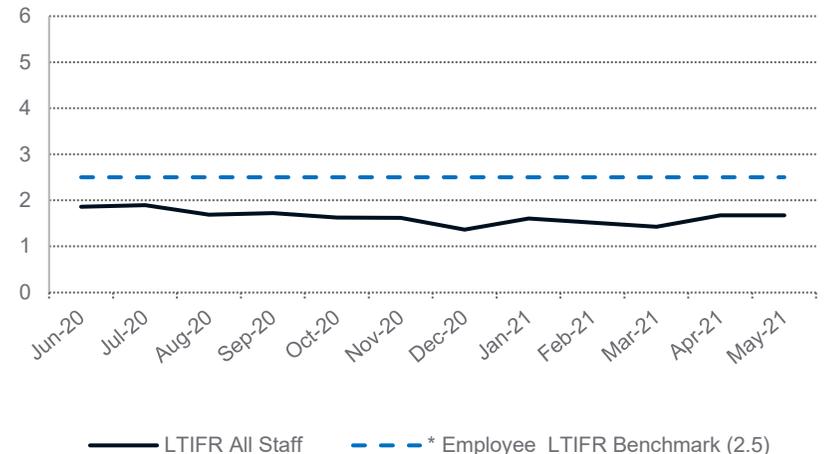
There were five lost time injuries in April and two in May resulting in a total of 37 days altogether involving compliance officers in Parking Services, and one Traffic Engineer.

One of the lost time injuries was due to an acute meniscal tear; the injury is an aggravation from a reported previous injury. Others were slip, trip and falls, vehicle incident and staff welfare.

Other cases worth noting were:

- A Parking Officer sustained abrasion/blisters and discomfort on his heels caused by new shoes provided by work. He is supported by an ACC claim and is cleared for work.
- A Traffic Engineer was arriving on his bike in the basement, which was wet due to rain. He slipped and hurt his ankle. He came into the office and took a paracetamol and rested his ankle which was starting to swell. He was seen by a GP for medical treatment for a fracture on his left fibula bone.

Injury frequency rate for all AT staff
(per 200,000 Hours Worked)



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





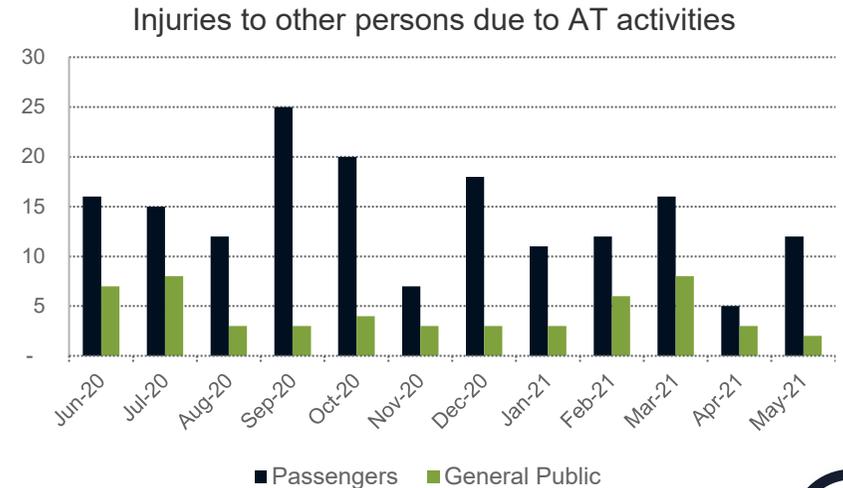
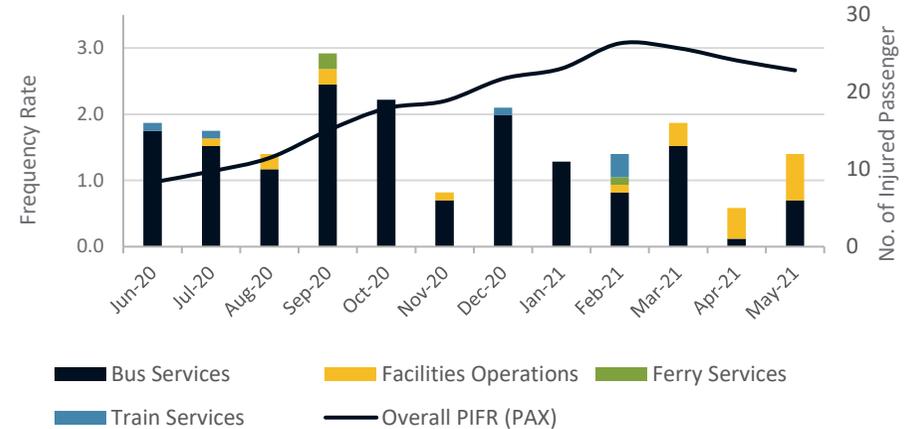
INJURIES TO OTHER PERSONS (CUSTOMERS & GENERAL PUBLIC)

Reported injuries to customers and the general public has increased.

While on a scheduled service, a route 349 bus hit a female pedestrian. Police and ambulance attended the incident and the injured person was taken to hospital. Initially not much was known of their injuries, but it is believed they have a wrist injury. The driver was drug and alcohol tested and returned a “not negative” result and was stood down.

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.

PT Customer injury frequency rate (per 1,000,000 PAX trips YTD)





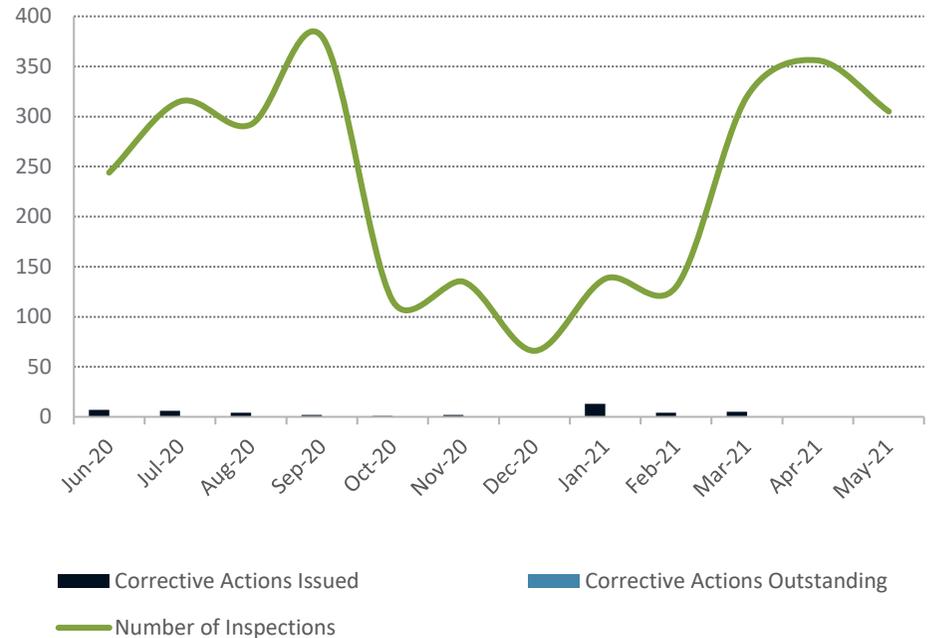
MONITORING AND INSPECTION

H&S Monitoring and Inspections (physical works)

The number of inspection rose to 356 in April 2021 and fell again to 305 in May 2021. The programmed work under the road corridor maintenance contracts begins tapering off towards the end of the financial year, so this reduction is expected.

No corrective actions were raised during the two months and consequently, there were no corrective actions still open.

H&S inspection and monitoring



NEAR MISS, UNSAFE BEHAVIOUR/ CONDITION REPORTING

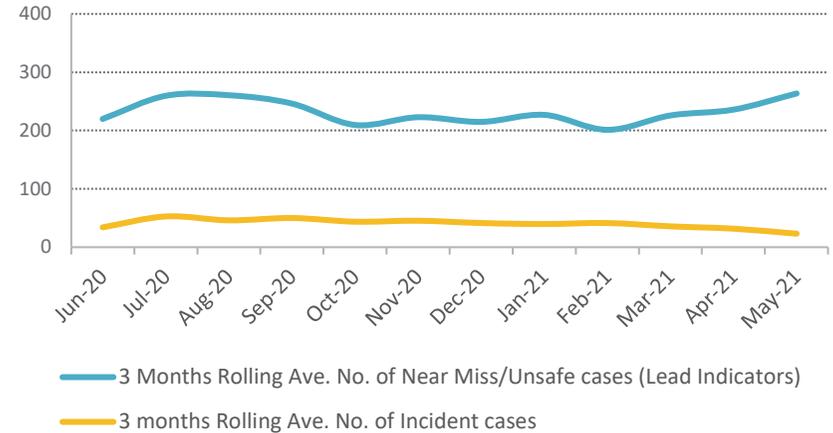
Near Miss, Unsafe Behaviour/Condition Reporting

The safety team are proactively encouraging reporting at all levels and the number of cases being reported to the safety team has picked up over the last three months with more near miss reporting from public transport operators.

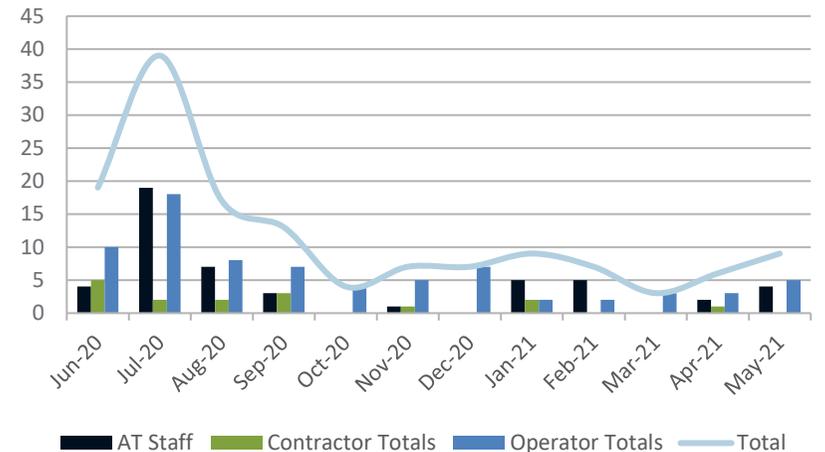
While 80% of the total Health and Safety events reported over the last month were lead indicators (near-miss or unsafe behaviour/condition events), there has been a continued downward trend in near-miss reporting from external workers since October 2019. This is a concern and AT will re-engage stakeholders in 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. A change management project for the Synergi upgrade is scheduled to be rolled out to the business in July/August to improve reporting across all functions internally and externally from AT suppliers.

AT events reported last 12 months



Near Miss reporting by activity area



DRUG AND ALCOHOL TESTING

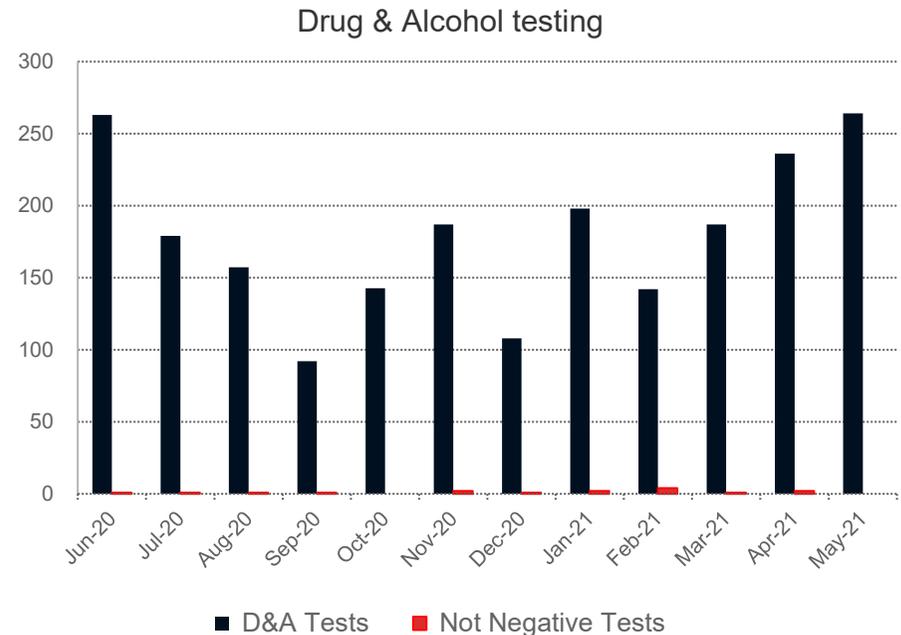
Drug and alcohol testing

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

There is an upward trend for the drug and alcohol testing numbers (contractors and operators) since the lockdown period in April 2020.

There was a total of 500 tests completed for external workers with two “not negative” random tests reported as part of contract key performance indicators for April and May 2021. The workers with “not negative” results were stood down pending further testing.

With the recruitment and hiring for sensitive roles impacted over the lockdown period, there has been two pre-employment tests in May 2021. There were a total of 24 pre-employment tests for AT staff (in safety-sensitive roles) performed with zero “not 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 June 2021, 54 people had lost their lives on Tāmaki Makaurau roads compared to 29 for the same time period in 2020. Since September 2020, the number of people being killed on our roads is showing an upward trend.

January to June 2021, 33 people have been killed so far on Tāmaki Makaurau roads, 18 more than the same time period in 2020, which was affected by COVID-19.

Seven people died in the month of June 2021, two people on foot, two passengers and three drivers.

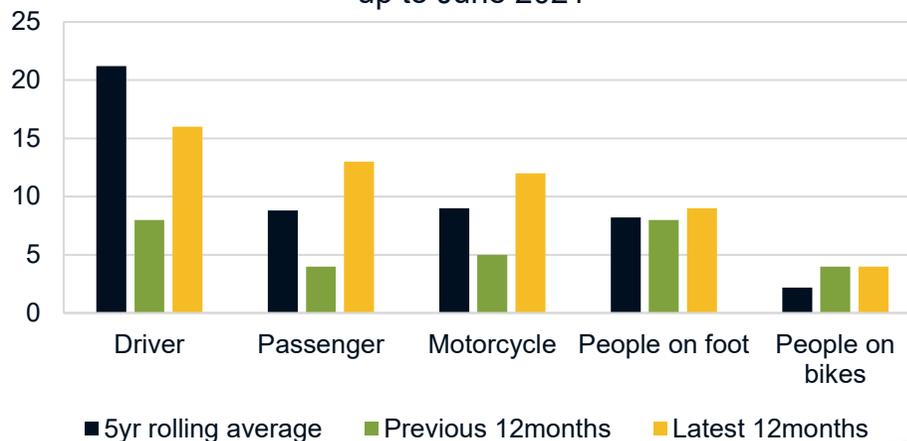
Seven people died in the month of May 2021, a person on foot, a passenger, a driver, a person on a bike and three motorcycle riders.

In the rolling 12 months to date, passenger, motorcycle, people on foot, and people on bikes deaths are higher than the 5 year averages (by four, three, one and one respectively)

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



Number of lives lost by mode of travel up to June 2021



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

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 June 2021, 550 people sustained serious injuries on Tāmaki Makaurau roads compared to 515 in the 12 months to the end of June 2020, however over the last few months this seems to be trending upwards.

The number of serious injuries sustained by inside vehicle occupants is slightly higher than our more vulnerable road users* (306 as opposed to 244).

Over the 12 months to the end of June 2021 the number of people on foot seriously injured increased by 30% and the number of people on bikes seriously injured increased by 14% compared to the same time in 2020.

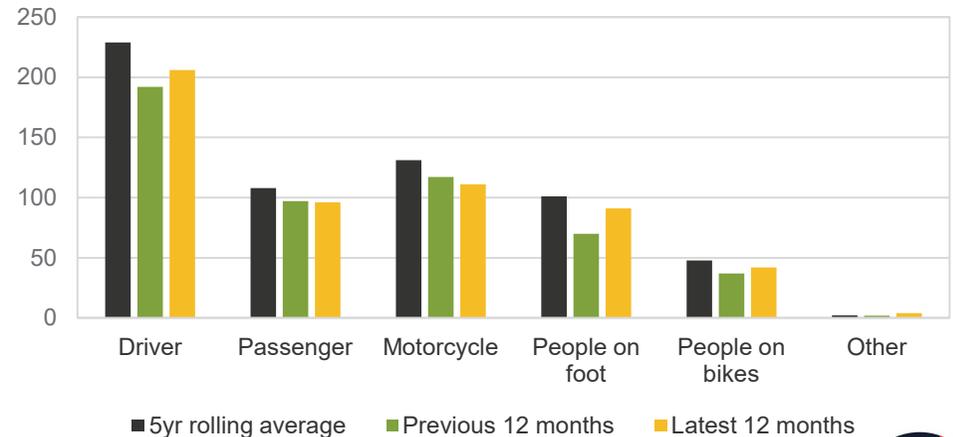
*Note: Police reported serious injuries only as a high proportion of serious injuries are not reported in CAS. Vulnerable road users include: Motorcyclists, people on foot and people on bikes

Number of people seriously injured on Tāmaki Makaurau roads rolling 12 months June 2021



Dotted line is representative of provisional serious injury figures for the months of April, May and June 2021 due to the 3 month lag in the Crash Analysis System (CAS)

Number of people seriously injured by mode of travel up to June 2021



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.

