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Safety Business Report

For decision: For noting:

Te tūtohunga / 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.
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 future 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 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. There are no previous deliberations.

Te horopaki me te tīaroaro rautaki / Context and strategic alignment

5. In August 2021, 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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Ngā matapakinga me ngā tātaritanga / Discussion and analysis

Progress in reporting period

6. The enablement of the new AT Safety Management System (SMS) continues to produce measurable steps to facilitate improved data inclusion for the Safety Business Report. Within this reporting period, the following advancements have been made:
 - a. The Safety Leadership Programme, which focuses on shifting mindsets, is developed, and being fully integrated into the Leading at AT programme. The content of the safety leadership programme has been piloted with Customer Experience and Service Delivery and can be expected to commence organisation wide as part of Leading at AT in September 2022. Learning and development course activity will be included in future data reporting and improve AT safety ownership.
 - b. Two Leadership Walks took place in May 2022 under the new process and were attended by board members. Leadership walks support due-diligence activity and will contribute towards improving safety culture key performance indicators.
 - c. Critical risks were approved as a priority element of the SMS for development. Through extensive research and data analysis six critical risks were identified for AT employees – lone working, working on an operational site, violence, threats, and aggression, working inside and outside of vehicles, exposure to psychological harm and exposure to infectious diseases. These six AT critical risks have been verified by Deloitte and bowtie workshops have been completed on each of them. The Risk Management Policy and framework is scheduled to be developed with Risk and Assurance in Quarter Two FY23, and a risk profiling initiative with each of the business units is currently in progress. AT people understanding critical risks will improve event reporting and proactive identification of interventions which will flow through data.
 - d. The Person Conducting a Business or Undertaking (PCBU) policy and procedure have been approved. A number of tools and templates have been designed to support the business in deployment and workshops have been undertaken in Service Delivery and Metro Services. Understanding PCBU requirements will support reporting against the key performance indicators and improve assurance activity within future reporting periods.

Ngā tūraru matua / Key risks and mitigations

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

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

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

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

9. Safety is a key strategic spotlight alongside Climate and Whirinaki. 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

10. There are no impacts associated with this report.

Ngā mema pōti / Elected members

11. N/A.

Ngā rōpū kei raro i te Kaunihera / Council Controlled Organisations

12. N/A.

Ngā kiritaki / Customers

13. N/A.

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

14. 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



15. The June Safety Business Report will be submitted to the board in August 2022.

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Te whakapiringa / Attachment

Attachment number	Description
1	May 2022 Safety Business Report

Te pou whenua tuhinga / Document ownership

Submitted by	Jo Zoricich and Rebecca Cook Head of Safety Enablement and Head of Safety Development	
Recommended by	Stacey van der Putten Executive General Manager Safety	
Approved for submission	Shane Ellison Chief Executive	