

## 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 and provide an overview of progress against the Safety, Health, and Wellbeing (SHW) Strategy.
2. The dashboard has been redesigned in consultation with the board to provide clear safety information and gain a better understanding of safety performance and insights to support governance duties. It is comprised of two sections:
  - Safety, Health, and Wellbeing including SHW strategy, safety management system (SMS), safety assurance and legal environment, safety operational activity and supplier management, and
  - Death and serious injuries (DSI), including DSI reporting, Fatalities reporting, DSI summary factors reporting and DSI local board reporting.
3. 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.

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

5. In July 2022, Auckland Transport (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 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.

## Ngā matapakinga me ngā tātaritanga / Discussion and analysis

### Progress in reporting period

#### 7. SHW:

- a. The DuPont Safety Perception survey ran for two weeks in July 2023. The participation rate grew from 30% in 2021 to 58% this year. This survey measures our safety culture maturity on the Bradley curve whilst benchmarking it against other companies in the transport sector. Detailed results will be received in September 2023.
- b. The new SHW Policy was approved by the board in June 2023. Communications and distribution has begun across AT.
- c. A high-level map of the AT SMS is 90% completed including mapping of the legislation, international standards and other requirements that determine the content of the system. Once complete, this map will be shared on the AT Safety Hub in a summarised visual model.
- d. AT Safety Risk Framework is being developed including critical risk management and the development of SHW Risk Capability module has commenced.
- e. Currently, 50% of leadership safety walks (LSW) are recorded in Synergi. If LSW are not recorded, a key piece of evidence is lost to demonstrate that officers and leaders are doing their due diligence, and abiding by the commitments made in the Safety, Health, and Wellbeing Policy.
- f. People leaders will now be able to view all adverse safety events for which they are responsible due to the release of the Learning Review module and the two Synergi operational dashboards "AT Case Management" and "AT Critical Risks". Drop-in sessions have been organised to guide people leaders in these new Synergi modules.
- g. To provide our suppliers an improved reporting experience, a redesign of the supplier reporting module in Synergi has been started. The outcome of the redesign is to increase reporting of adverse safety events by our suppliers as the system will become easier to use. This module is due to go live in September 2023.

## 8. DSI:

- a. We did not meet our SOI target of no more than 501 DSI by the end of calendar year 2022 in Tāmaki Makaurau. With the reductions on deaths and serious injuries target not being achieved, there are a few factors to consider:
  - The cost to deliver has scaled from 20 to 40% following the COVID-19 pandemic, which means the delivery of the approved funded programme would already be compromised.
  - Beyond that constraint, the funding proposed for FY24 Regional Land Transport Plan road safety has been reduced to 30 million from 74 million.
- b. The current visionary DSI targets have been reviewed and new targets are being realigned, based on the current performance results to improve the correlation between the work plan and the actual budget and schedule. A new SOI target reflecting the re-baselined DSI targets was sent to Council end of July 2023 for approval.
- c. We are progressing with a statement of work to develop transport harm insights from Accident Compensation Corporation (ACC) and Ministry of Health (MoH) data. Resource availability challenges remain for the next phases of transport harm insights and the Road Safety Programme Business Case refresh.
- d. Transport harm dashboards have been developed sourcing AT's Crash Analysis System (CAS) and will be shared with the wider business in Q1 FY24. Local board dashboard views have been developed to draw deeper localised insights for prioritisation and decision making.
- e. Katoa Ka Ora was open for public consultation on the 24 July 2023.
- f. 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 –July 2023) with 28 recommendations for safety improvements on those roads, of which 10 have been implemented and 18 remain open.

## Key insights in reporting period

### 9. SHW:

- a. Adverse safety work events identified as AT critical risks had a decrease of 11% in July 2023, from 37 to 33 events. There were five classified as moderate risk consequence. The safety work event classified as moderate are all related to violence, threats, and aggression (VTA) against our front-line teams.
- b. Violence, threats, and aggression remained a consistent trend from the prior months and represented 81% of AT critical risk events attributed to it between August 2022 to July 2023.
- c. In July 2023, our total recordable injury frequency rate (TRIFR) and lost time injury frequency rate (LTIFR) decreased 3% and 4% respectively due to a decrease of 33% in the lost time injuries (2) in July 2023 compared to June 2023 (3) and a decrease of 12% in worked hours in July 2023.

- d. For public transport operators, violence threats and aggression remain a major focus. In July 2023, 69% of the total of reported safety work events presenting a critical risk to public transport operators were related to violence towards staff. There was an increase of 93% (14 to 27) in safety work events classified as violence towards staff compared to June 2023.
- e. Property damage continues trending as the largest outcome of safety work events identified as critical risks for public transport operators and physical work contractors.

#### 10. DSI:

- a. In the last 12-months from August 2022 to July 2023, vulnerable road users represent 45%. There were 669 DSI on Tāmaki Makaurau roads, including 58 deaths and 611 serious injuries.
  - Drivers and motorcyclists are the largest groups harmed, representing 57% of DSI. Motorcyclist fatalities are growing the fastest.
  - Run off road and side impact continue to be the most common crash movements. 40% of fatalities occurred in run off road crashes, representing the highest proportion.
  - Under 50% of injuries occurred in six local boards: Rodney, Franklin, Manurewa, Henderson-Massey, Otara-Papatoetoe and Waitemata.
  - There was a 400% and 300% increase in fatalities in Howick and Henderson-Massey Local Board areas -year to date (January to July) compared to the same period last year.
- b. In the month of July 2023, a total of five people lost their lives (one death recorded in CAS and four additional deaths reported in the Ministry of Transport data has been included). This is the highest number of people killed in the month of July since 2018.

### 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 haumarū me ngā whaiwhakaaro hauora / Safety, health, and wellbeing considerations

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

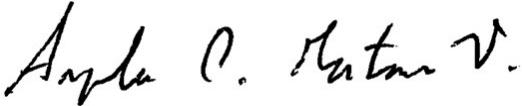


## Ā muri ake nei / Next steps

19. The Safety Business Report with August 2023 data will be submitted to the board in September 2023.

## Te whakapiringa / Attachment

Attachment number	Description
1	August 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>	
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Approved for submission	Dean Kimpton <b>Chief Executive</b>	