

# HEALTH & SAFETY PERFORMANCE GRAPHS

May 2019 Board Report



## KEY TRENDS



A continued downward trend in customer injury frequency rates



**0.5 Customer injury**  
frequency rate

A stable trend in the lost time injury frequency rate (LTIFR) (all AT employees)



**5 Lost time injuries**  
3 in March 2019 (2 in February)

# SUMMARY OF H&S PERFORMANCE INDICATORS

for April 2018 to March 2019



## Total injury frequency rate for all AT activities

There is a slight increase in total recordable injury frequency rates in March due to lack of working hours reported from external operators.



## Auckland Transport employee injuries

There is no change in the total recordable injury frequency rate for employees in January



## Injuries to other persons

There is an overall downward trend in customer injury frequency rates



## Monitoring and inspection

The number of inspections decreased due to staff availability and Christmas break.



## Hazard & near miss reporting

There has been an increase in the total of hazard and near miss reporting by workers



## Drug and alcohol testing

There has been a reduction in the drug and alcohol reporting due to a lack of information reported from external operators.

# AT STAFF, OPERATOR AND CONTRACTOR INJURIES FOR AT ACTIVITIES



**There is a slight increase in the Total Recordable Injury Frequency Rate reported by AT staff, operators and contractors**

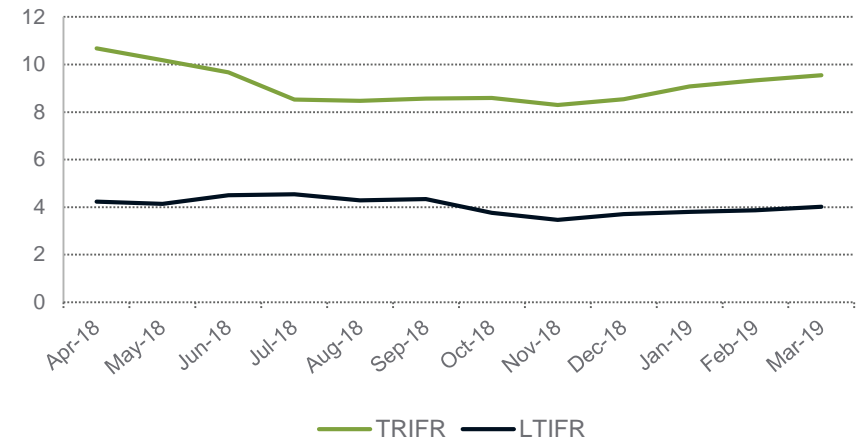
There is one WorkSafe Notifiable Event in February 2018.

An Auckland Transport contractor was out on their maintenance truck for a South Road Maintenance contract when he noticed it start to roll forward unattended. While attempting to get into the moving truck to stop it rolling, he suffered concussion and lacerations to his forehead and requiring stitches. The truck rolled approximately 50 meters across the park hitting minor trees and came to rest against trees/bank.

Auckland Transport has requested and waiting for a full investigation report from the company. Following up with the contractor personnel to check for his wellbeing and the progress of return to work plan arrangement in the company (LTI).

Over the two month period, there were 11 reported injury events (6 for AT employees and 5 for Contractors). In addition, there is also 1 reported threatening behaviour to gate line staff at Britomart train station where he was shoved aside by a female fare evader who presented a (toy) gun to run away. The event has been reported to the police for investigation. It is now noted to that all gate line staff and station staff should be aware and briefed of the protocols to follow for such an incident.

Injury frequency rate for all AT activities  
(per 1,000,000 Hours Worked)



# AT EMPLOYEE INJURIES



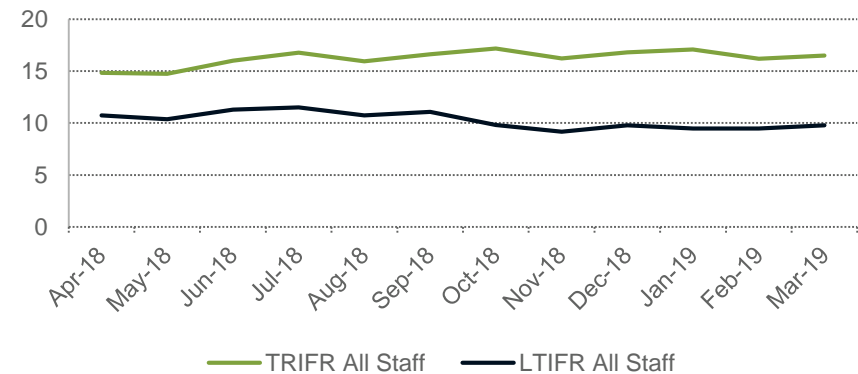
## There is no change in the total recordable injury frequency rate (TRIFR) for AT employees

Of the 6 injuries involving AT employees, there were 4 reported lost time injuries all related to the Parking Officers and Transport Officers. Three were slip, trip and fall and one was an assault case. There were no serious injury (in the definition of the WorkSafe reference).

The LTI cases for Feb-March were:

- A Parking Officer tripped on a kerb on the corner of Auburn Street. He fell on his right side injuring his right knee, cuts and grazes on the wrist, elbow and face resulting in 2 days off (16 hours).
- A Parking Officer stepped into a hole in the footpath and injured her left leg and left hand resulting in 2 days off (16 hours).
- A Parking Officer missed a kerb and sprained his knee resulting in 5 days off (40 hours).
- A Transport Officer was assaulted by a fare evader whom is known to the Police authority. The officer was kicked and punched in the face resulting in 7 days off (56 hours).

Injury frequency rate for AT staff  
(per 1,000,000 Hours Worked)



# INJURIES TO OTHER PERSONS (CUSTOMERS & GENERAL PUBLIC)

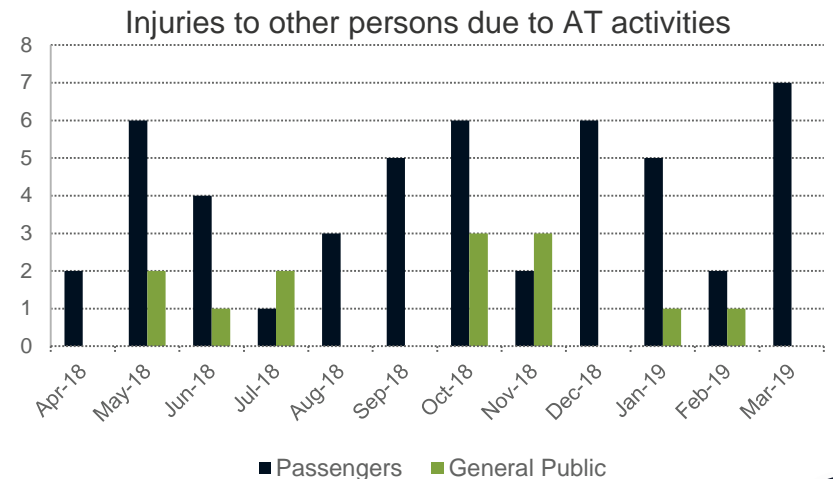
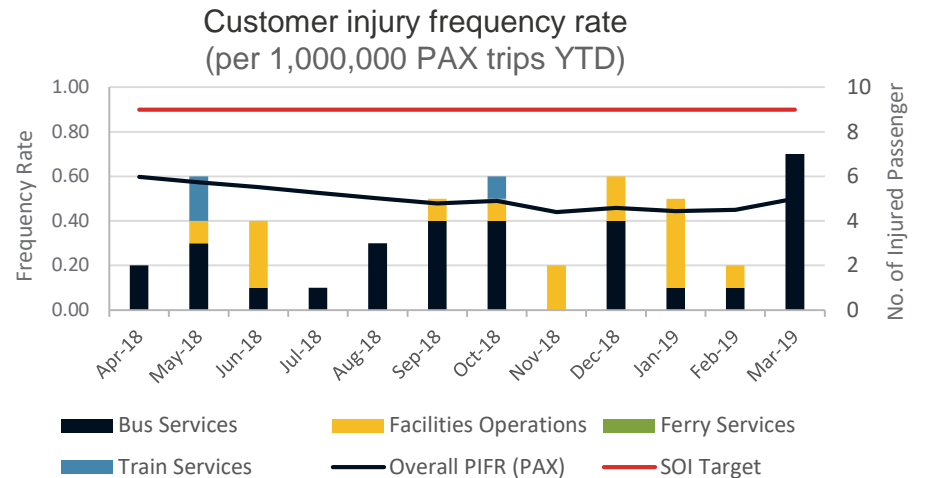


## Reported injuries to customers and the general public due to AT activities is stable

There were 10 reported injury events for AT customers during the Feb - Mar period. Nine of these customers were passengers on public transport.

A corflute sign on a traffic management stand caught the wind and had fallen onto a member of public. He has been attended to by St Johns and appears to have a small cut. The signs were sandbagged but fell due to high wind. The corflute then moved onto solid infrastructure to mitigate any further issues.

Where possible, contact has been made to ascertain how the individual is.



# INJURIES TO OTHER PERSONS (CUSTOMERS & GENERAL PUBLIC)



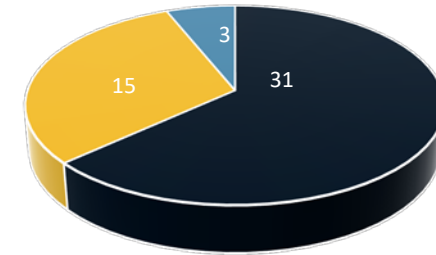
## Reported injuries to customers and the general public due to AT activities is stable

The majority of passenger incidents over the last 12 months were slip, trip and fall events.

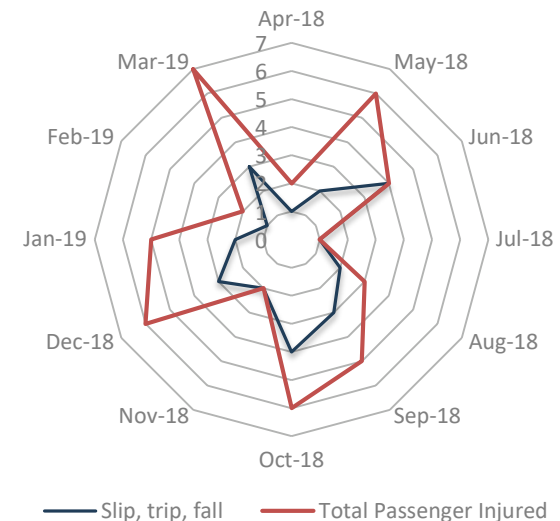
Incidents on bus transport services were largely due to sudden braking or passengers falling when leaving or entering the vehicle. Other injuries were mainly recorded following customers falling when accessing public transport facilities and passenger medical events.

A public awareness campaign is being developed to highlight customer safety when travelling on public transport. There has been an ongoing reminder for safety communication for passengers (e.g. stickers on public transport) and continuous risk conversations with operators, particularly with double decker bus operations.

Public Transport customer injuries last 12 months



Public Transport customer injury timing



# MONITORING AND INSPECTION



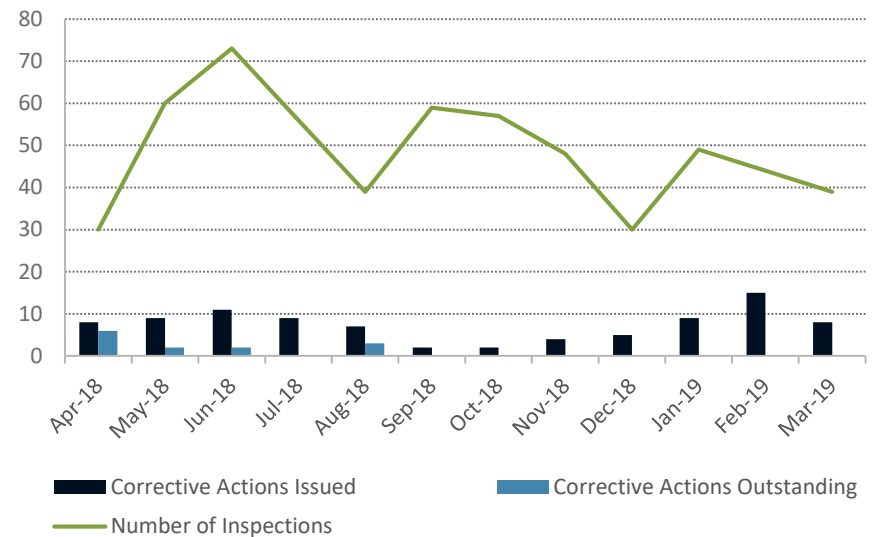
## Health and safety monitoring and inspections (physical works)

February noted a number of projects coming to an end along with the start of a few new projects which maintained the consistency in the number of inspections being undertaken. The Project Managers have continued to ensure their respective projects are well maintained.

There were 23 corrective actions issued over the February/March period. This aligns with the start of the new projects and getting the sites up to the required standard.

Several corrective actions related to Temporary Traffic Management (TTM) including Speed limits within the construction zone in conflict with Traffic Management Plan (TMP). Other corrective action plans included site welfare for operatives; sound barriers for noisy works, daily checks of excavations and an emergency preparedness plan to be updated. All actions have been closed.

H&S inspection and monitoring





# NEAR MISS, UNSAFE BEHAVIOUR/ CONDITION REPORTING



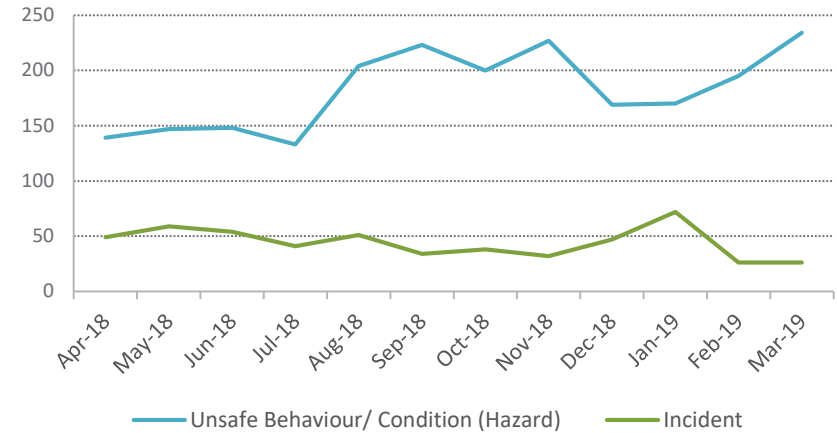
## Near Miss, Unsafe Behaviour/ Condition Reporting

We have a continued increase in total cases reported of 526 over the period of Feb - March 2019.

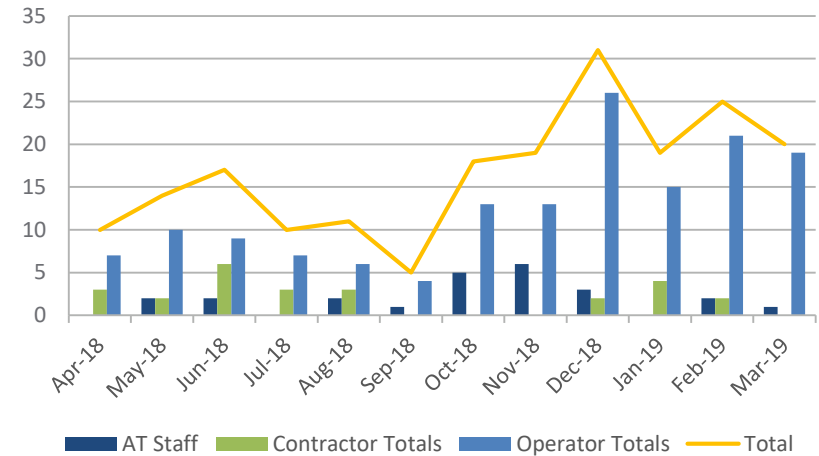
Of the 526 Health and Safety events reported, 474 cases were near miss or unsafe behaviour/condition events.

We continue to encourage staff and suppliers to report these lead indicator events, and will focus in particular on contractor engagement on near misses.

Total reported events 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.

Due to a number of challenges for our operators to complete their KPI reporting into the system, the number of drug and alcohol tests performed by our operators has dropped for this report.

There were a total of 62 tests completed over the period of February and March 2019 by contractors and operators. Three 'not negative' tests were recorded over these period.

Over the last 12 months to March 2019, 121 pre-employment tests for AT staff were performed with no positive results.

Drug & Alcohol testing across AT contractors and operators

