

Attachment 1 - February 2024 Safety Business Report Dashboard

- 1. Safety, health and wellbeing dashboard**
 - 1.1. Safety, health and wellbeing FY24 critical success factors
 - 1.2. Safety management system
 - 1.3. Safety assurance and legal environment
 - 1.4. Safety operational activity
 - 1.5. Supplier management

- 2. Death and serious injuries (DSI) dashboard**
 - 2.1. DSI reporting

1. Safety, health and wellbeing dashboard

1.1 Safety, Health and Wellbeing (SHW) FY24 critical success factors - Auckland Transport

Legend: ● On track ● On watch ● Off track

Leadership – Safety, Health and Wellbeing

Context: Leadership safety walks (LSWs) are an opportunity for senior leaders to directly engage with teams on the frontline. It is a methodology to undertake their due diligence or Health and Safety at Work Act (HSWA) 2015 officer duties. It also builds engagement and improves safety culture. Board members conduct one LSW per quarter and EGMs conduct 10 LSW per year. The programme is still to be rolled out to tier three people leaders. Work is underway to develop a role-specific capability framework based around the number of leaders attending Safety training.



* Completed: conducted and recorded in Synergi 2.0

Leadership Safety Walks update ●

- No leadership safety walks were recorded for November and the decision was made to cancel the requirement for the December walks due to the operational changes and the oncoming holiday break period.
- Directors and General Managers are still encouraged to conduct and record their own LSWs.

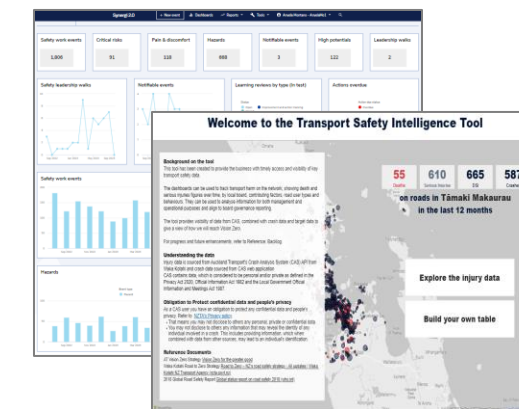
Role-specific capability framework update ●

- A discovery phase has been started.

Safe Systems – SHW and Transport Safety

Context: Design of Critical Safety Risk Framework, Transport Safety refreshed business case action plan and safety reporting will help to manage critical controls, transport safety outcomes and provide visibility and insights for decision making. These will be measured through progress on design of the Critical Safety Risk Framework and status of actions plans completed (future), and growth in business units using Safety dashboards (future).

Safety Synergi/Transport dashboards



Safety, Health & Wellbeing-Critical Safety Risk Framework update ●

- The final draft of the Safety Critical Risk Framework is complete, including the foundation documents, visual maps and supporting resources.
- The framework will be reviewed with a sample group of end users in February/March 2024, and training resources are currently being developed to assist with implementation.

Transport Safety - Strategy update ●

- In support of the increased road side breath testing being conducted by NZ Police (BIR recommendation), AT partnered to deliver joint on the ground operations and social media content. This was supported by joint planning informed by external experts and will be evaluated using community awareness rates alongside breath testing numbers and DSI. There has been positive feedback from NZ Police on the value of this partnership.
- In recognition of the importance of taking our communities with us on the road safety journey, AT commissioned media research to understand how transport safety is reported on and discussed in the media. This has been used to draft a media strategy which will be delivered in partnership with the Tāmaki Makaurau transport safety governance group (TMTSGG).
- Work has begun to identify opportunities that align to the direction set through the Mayor's letter of expectation and central government direction. This will continue in early 2024 and will inform the revised safety investment strategy.

Transport Safety - Insights update ●

- Accident Compensation Corporation investigation identified missing levels of data and we are awaiting updates.
- Waiting on St John Locality Review team to approve final stage of data request.
- Investigation and further exploration of Ministry of Health underway.
- Gathering the status and priority of existing safety epics in our GIS team backlog

Engagement – Safety, Health and Wellbeing

Context: Safety culture and leadership upskilling are measured as indicators of Safety engagement. Safety culture is measured by the Bradley Curve and reviewed annually supplemented by the quarterly AT Checking in Survey where four questions are analysed to understand the pulse of Safety. Upskilling of people leaders is measured by the number of simple/full learning reviews conducted by people leaders.

Checking-in survey results 2021 -2023
Overall measure is based on all four survey questions



Safety culture update ●

- A key learning from the Dupont survey was to improve safety culture, visible leadership and risk management. The program "Show us your day" will be launched in the first quarter of 2024 this deepens engagement of our Safety Leadership Council members with frontline workers.
- AT's Safety Leadership training course has been reviewed and rebranded to "Betterwork Leadership Program", in line with Worksafe's "Betterwork" initiative. From this new program we will start to see safety being redefined in the following ways:
 - Sharing of safety stories and improved collaboration between business units
 - Safety is created in real time
 - Empowerment of our SHW reps
 - Operational learning
 - Creation of psychological safety
 - Shift to seeing safety as the creation on "Betterwork",
 - Doing "Safety" with the people NOT to or for.

Advocacy – Transport Safety

Context: The Safety Advocacy Plan identifies the priority focus areas for policy and legislative changes to improve road safety outcomes across Tamaki Makaurau. The priority focus areas for 2023 are alcohol and drug enforcement, automated enforcement and review of motorcycle safety. These are long term priorities which will require Central Government support and commitment to achieve.

Advocacy plan implementation update ●

- In November AT hosted the TMTSGG. The invite was extended to Wayne Donnelly and Henare Clarke to strengthen the connection between the AT Safety Committee and our governance partners. This was well received by all members and further work is planned for 2024 to strengthen the role of the TMTSGG.
- International road safety expert Dave Cliff visited AT in December to share global insights and latest best practice. A knowledge sharing session was hosted for staff across partner agencies and a media briefing alongside AT and Mackie Research.



1.2 Safety management system (SMS) - Auckland Transport

AT SMS framework progress

Context

The SMS framework is the foundation of AT's health and safety system. It aligns with ISO 45001 and is essential to ensure professional management and innovation with safety across Auckland Transport.

There is significant work to be completed to ensure the SMS meets the required standard. Please note that the SMS activities listed on this slide are only part of the overall framework (under development).

Key progress and insights

- The FY24 Work Programme is underway. See details in the Key initiatives section.
- The core focus for this year is health and safety risk management, including the development of risk and critical frameworks and learning module resources.

Key risks

- The key risk for the AT SMS Framework is resource availability for development and implementation activities within the Safety team and across the organisation, especially in the context of the recent restructure. This is mitigated by effective prioritisation of the SMS activities.



Key initiatives

Initiatives	Goal	Stage	Progress and insights	Risks
Critical risk	Development of framework to manage critical health and safety risks across AT and networks.	Development	<ul style="list-style-type: none"> • The final draft of the Safety Critical Risk Framework is complete, including the foundation documents, visual maps and supporting resources. • The framework will be reviewed with a sample group of end users in February/March 2024, and training resources are currently being developed to assist with implementation. • The focus in April 2024 will shift to working with our PCBUs to focus on public transport, physical works and member of the public safety critical risks. 	<ul style="list-style-type: none"> • Significant volume of work and further resource may be required. Two-year timeframe, noting that critical risks will be reviewed on an ongoing basis. • Obtaining engagement from other PCBUs to manage the public transport, physical works and member of the public safety critical risks.
Health and safety risk framework programme	Development of a framework for health and safety risk management across AT.	Development	<ul style="list-style-type: none"> • SHW Risk Capability module was launched in November 2023. Monitoring of completion shows good uptake. Safety Hub support resources have gone live. Final internal review of procedure awaited from Risk & Audit Team. 	<ul style="list-style-type: none"> • Engagement with business units on content of risk register.
Safety in procurement	Development of a Health and Safety Risk Management Standard for contract management.	Development	<ul style="list-style-type: none"> • Final draft has been completed and compiled into a single document. • Phase two (associated processes and documents) scheduled to commence in February 2024. 	<ul style="list-style-type: none"> • No current risks.
Person conducting a business or undertaking (PCBU)	Development of Contractor Health and Safety Management Framework.	Implementation	<ul style="list-style-type: none"> • Practical resources (e.g., How-to videos, meeting agenda/checklist) will be developed for internal staff to refer to and use when working with PCBUs. 	<ul style="list-style-type: none"> • Risk of legislative non-compliance.
Safety Capability	Development of safety resources to increase knowledge and capability across AT.	Development	<ul style="list-style-type: none"> • The Safety Risk Management module has been launched in November 2023. • Funding and resource for the fourth module has been approved, and the topic is Roles and Responsibilities. Design has commenced, with discovery sessions being completed in January 2024. 	<ul style="list-style-type: none"> • Funding may impact the delivery of further work streams beyond the Roles and Responsibilities module.

1.3 Safety assurance and legal environment - Auckland Transport

Safety assurance review progress

Context

Safety assurance activities are conducted by safety subject matter experts. Safety assurance audits are currently carried out against the international best practice standard ISO 45001 Occupational Health and Safety, while our safety management system (SMS) continues to be developed and grows in maturity. The safety assurance process is currently an indication of the base line for future reference with flexibility to shift focus to key areas throughout the year. We are also identifying, designing and implementing solutions for areas we assess.

Key progress and insights

- Figure 1 summarises the key findings and action types based on the relevant ISO45001 clauses.
- The predominant area of concern is Clause seven which covers resources, competence, awareness, communication and documented information.
- Assurance activities will start to increase now that the restructure has been completed. An assurance activity plan will need to be developed once the new Manager – Safety Assurance Development has been appointed.
- A relaunch of the leadership safety walks (LSWs) initiative is planned in Q3 of this FY to retrain and set expectations for the new Directors and GMs of the new structure. This could be amalgamated into the Show Us Your Day (SUYD) program.

Key risks

- A key part of the LSWs is recording the walks in Synergi. This assists in “closing the loop” with workers, and ensures actions are recorded and progressed. If LSWs 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.

Key progress against Audit Plan

Type	Name	Key information
Internal	Authorisation to Work Process	<ul style="list-style-type: none"> Review conducted April 2023. Actions reviewed in August 2023 and additional work needed to close out actions. Feedback provided on the follow up evidence provided.
Internal	Leadership Safety Walks (LSW)	<ul style="list-style-type: none"> Review planned for how the LSWs are organised post restructure. Individual EAs to take responsibility for arranging walks. LSWs may be amalgamated into the Show Us Your Day (SUYD) program. Directors and GMs are still encouraged to conduct and record their own LSW.
Internal	Compliance Auditor Vehicle Review	<ul style="list-style-type: none"> Review conducted in May 2023 and all actions have been completed and closed out by November.
Internal	Project Management Office (PMO) Review	<ul style="list-style-type: none"> Review conducted in November 2022. Actions stalled due to organisational consultation. Business Technology funding procured to implement filing system for organisational standardisation for safety record keeping. First draft of the filing structure guideline out for consultation, which allows for enterprise solution. Awaiting restructure to see where the project lands.

Figure 1 Review Trends Analysis Rolling Totals FY23



Safety legal environment

Context

Update on recent legal cases and other regulatory activity that may impact AT, including recommended actions where applicable.

What it means for AT

Risk assessments must be carried out before work commences, and safety-critical information must be made available to all workers in a format that is easy to understand. If an aspect of the job changes (such as the planned method is not able to be used), work needs to pause so it can be reviewed, re-assessed and a new workplan agreed and communicated. In some cases, expert advice needs to be sought before continuing.

These safety actions are considered to be reasonably practicable, and failure to complete them may result in injuries, fatalities and prosecution (Sections 36 and 48 of the Health and Safety at Work Act 2015, with a fine up to \$1.5m).

The consequences of attempting to adapt working processes on the fly

The death of a 21-year-old in the construction sector shows how easily stopgap measures can endanger workers. The worker was removing steel beams when one fell and killed him at a Newmarket construction site in October 2021.

The WorkSafe investigation found that when the original method could not be used to get the job done, workers moved to an ad-hoc approach. Unfortunately, the workers did not have access to safety-critical information about the security of the 500kg steel beam, and when the worker stood on a stack of five pallets in order to use an angle grinder, the beam fell on him.

WorkSafe's investigation found that the PCBU (Grouting Services Limited) needed to:

- Carry out an effective risk assessment to protect workers
- Ensure that when there was no obvious way to safely work, the work was stopped and reassessed rather than attempting to adapt the work methods on the fly
- Involve experts to develop a new safe working method – given the high-risk nature of the work (removing 500kg steel beam)
- Consider the fast-moving and dynamic nature of the work site and how the risks to the health and safety of workers associated with those factors could be managed

Grouting Services Limited was sentenced in December 2023, charged under sections 36(1)(a), 48(1) and 48(2)(c) of the Health and Safety at Work Act 2015:

- Having a primary duty of care to ensure, so far as was reasonably practicable, the health and safety of workers who were deconstructing beams (Section 36)
- Failed to comply with that duty and this failure exposed workers to a risk of death or serious injury arising from a falling beam. (Section 48)

Grouting Services Limited was fined \$180,000 and reparations of \$110,000 were ordered.

1.4 Safety operational activity - Auckland Transport

Activity update

Context

Event management reporting provides confidence that AT is on top of health and safety, highlights areas for improvements and training, and helps manage safety risks. Classification of risk consequences are commonly misunderstood. For the benefit of all system users, the definitions to the right have been implemented.

	Injury	Ill-Health
Extreme (21-25)	Multiple fatalities or long-term widespread health impacts. Includes notifiable incidents with potential for outcome.	Multiple fatalities or long-term widespread health impacts. Includes notifiable incidents with potential for outcome.
Major (16-21)	LTI>14 days or life-threatening consequences and notifiable deaths. Includes notifiable incidents with potential for outcome.	Permanent disability or irreversible health problems from injury and occupational illness, unlikely to return to work with significant modifications. Includes notifiable incident with potential for outcome.
Moderate (9-15)	LTI> One day and up to 14 days.	A diagnosed occupational illness case and moderate, minimal, local, or non-invasive intervention indicated up to severe but not immediately life threatening.

Key progress and insights

- There were no adverse work events identified as high potential (major and extreme risk consequence) in November and December 2023.
- Overall, in **December 2023** compared to November 2023
 - Adverse work events decreased by 41% (Figure 1 and 4)
 - Hazards and work pain and discomfort events decreased by 32% and 57% respectively (Figure 4)
 - Adverse work events identified as critical risks decreased by 27% (Figure 2)
 - Customer & Network Performance was the only business unit that reported adverse work events which were identified as critical risk, however, there was a decrease in reporting by 30% (Figure 5)
 - Total recordable injury frequency rate (TRIFR) increased by 9% and lost time injury frequency rate (LTIFR) increased by 11% due to an increase in lost time injuries (zero to one) and medical treatment (zero to one) in December 2023. In addition, there was a decrease of 15% in worked hours in December 2023 (Figure 6).

Key risks

- Low levels of adverse work event reporting from all AT business units raise the possibility that AT's representation of safety occurrences may not be accurate. We'll continue to communicate to these teams to determine what the barriers are to reporting.

Dashboard

Reporting period: January23-December23 from Synergi 2.0 system data

26

Adverse work events including near misses
Dec 2023

13

Hazards
Dec 2023

0

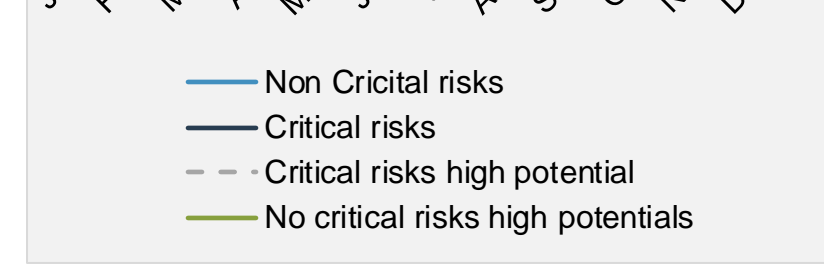
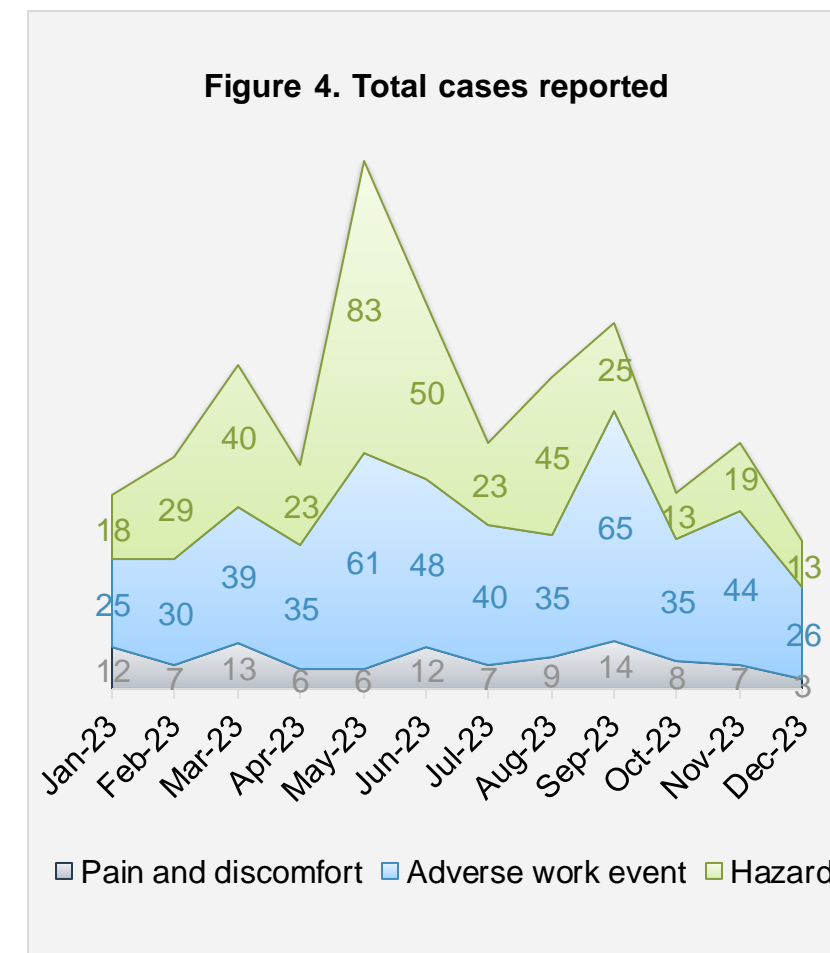
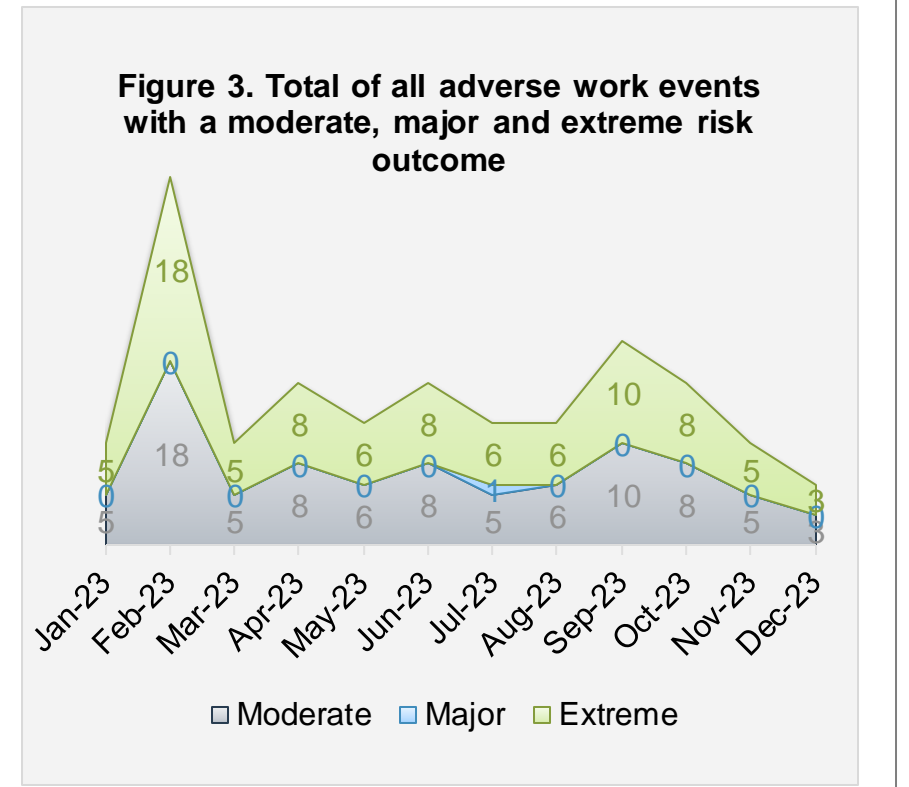
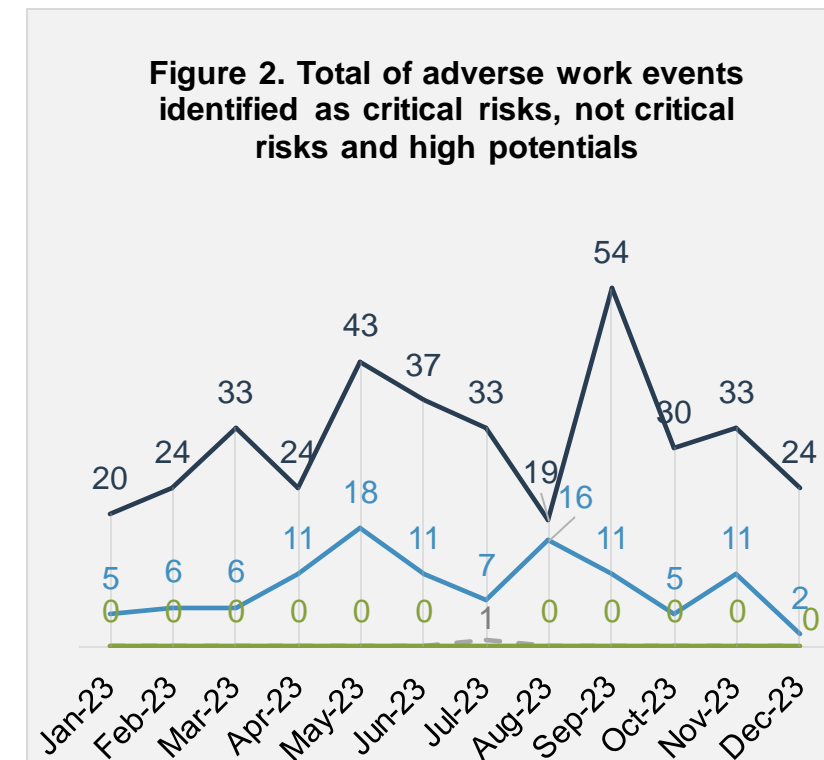
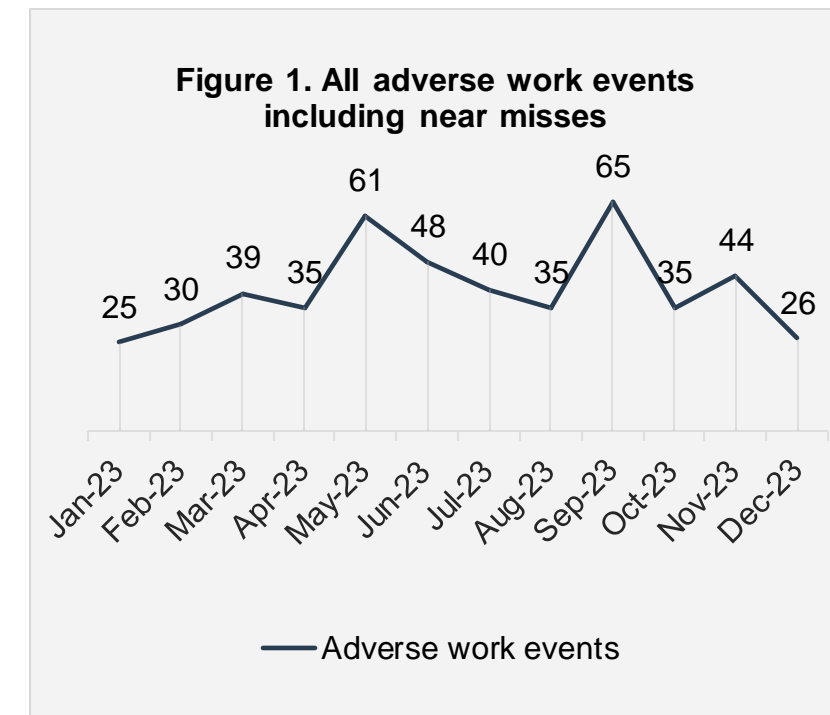
High potential adverse work events
Dec 2023

3

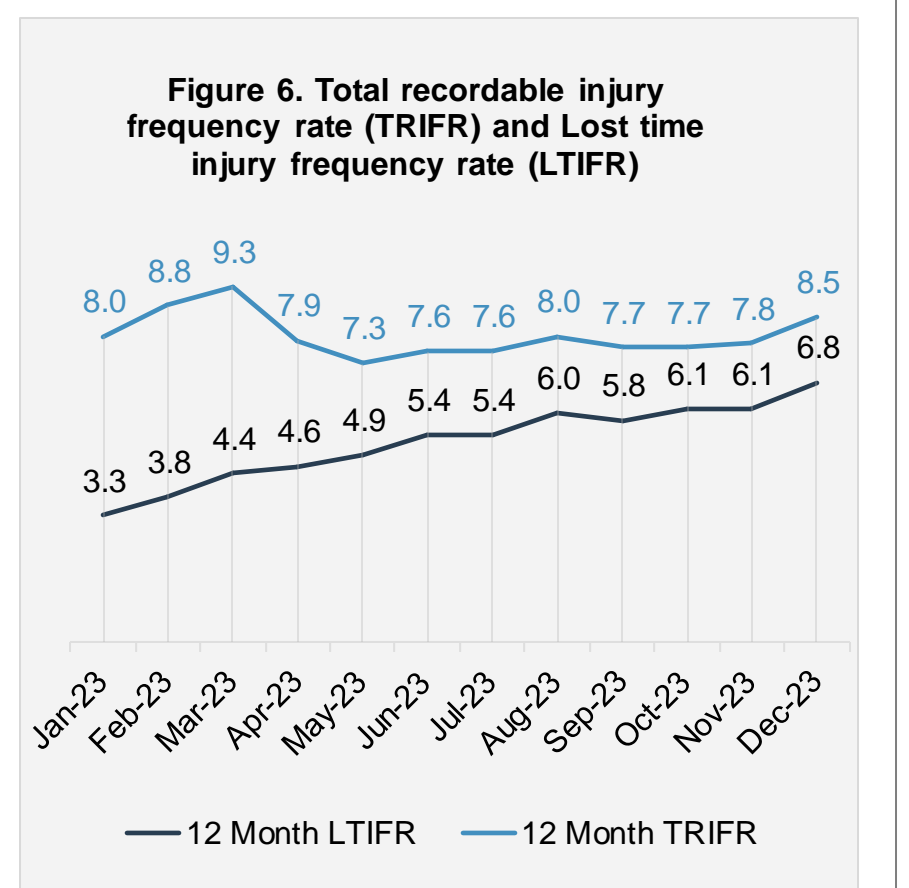
Adverse work events with a moderate risk consequence
Dec 2023

0

Notifiable adverse work events reportable to WorkSafe
Dec 2023



Due to the new structure, the business units name has been changed from November 2023.



1.4 Safety operational activity - Auckland Transport critical risks spotlight

Spotlight

AT Critical Risks

Context

Health and safety work starts with identifying and understanding what AT's work-related health and safety risks are. WorkSafe's guidance is for businesses to focus on critical risks first before managing less serious risks.

Key insights

- In December 2023, there was a decrease of 27% in the number of critical risks identified compared to November (33 to 24) (Figure 3).
- Violence, threats and aggression (VTA) represented 81% of critical risk (CR) events from January 2023 to December 2023. The lowest number of adverse work events were reported in CR5 working on an operational site (1.1%) and CR4 exposure to infectious diseases (0.3%) (Figure 1).
- In December 2023, 90% (17 of 24) of the total of the reported adverse work events presenting a critical risk to AT people were related to VTA, an increase of two percentage points compared to November 2023 (73%) (Figure 3).
- In December 2023, the risk consequence heat map indicated most adverse work events identified as critical risks fell into the lower risk consequence (21) and three in the moderate risk consequence (Figure 2). One is related to VTA with an outcomes of Grade 4 - Intimidation and Threats (Threatening Behavior) and two were related to exposure to psychological harm being identified as near misses.
- In December was a decrease of adverse work events with an outcome Grade 1 - Verbal Abuse (Direct/Indirect Frustration Venting) (from seven to three) and Grade 5 - Intimidation and Threats (Verbally threaten to harm or kill) (from five to zero) (Figure 4).
- Grade 4 and Grade 1 continue trending the highest outcomes types with the most of adverse work events reported from January 2023 to December 2023 (Figure 5).

Dashboard

Reporting period: January23-December23 from Synergi 2.0 system data

24

Adverse work events identified as critical risks
Dec 2023

Figure 1. Percentage of the total of critical risks (12 months)

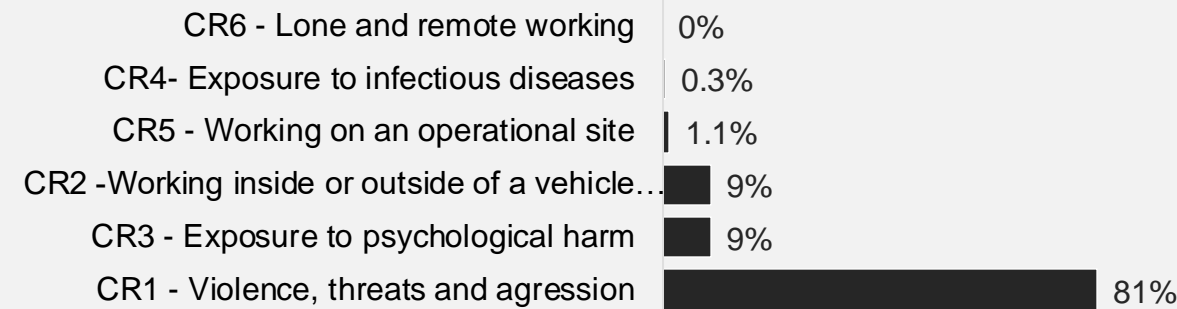


Figure 3. Adverse work events identified as critical risks

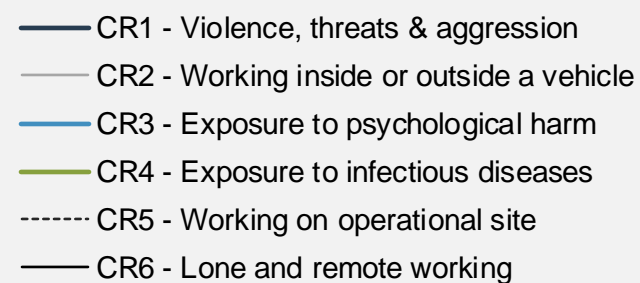
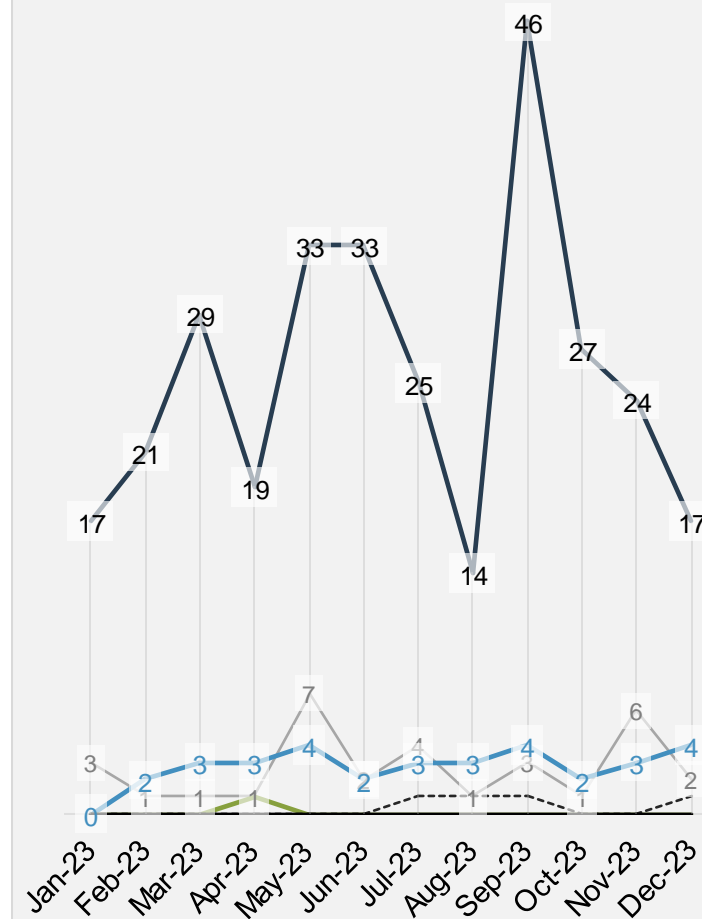


Figure 4. Trend in Auckland transport critical risk outcomes

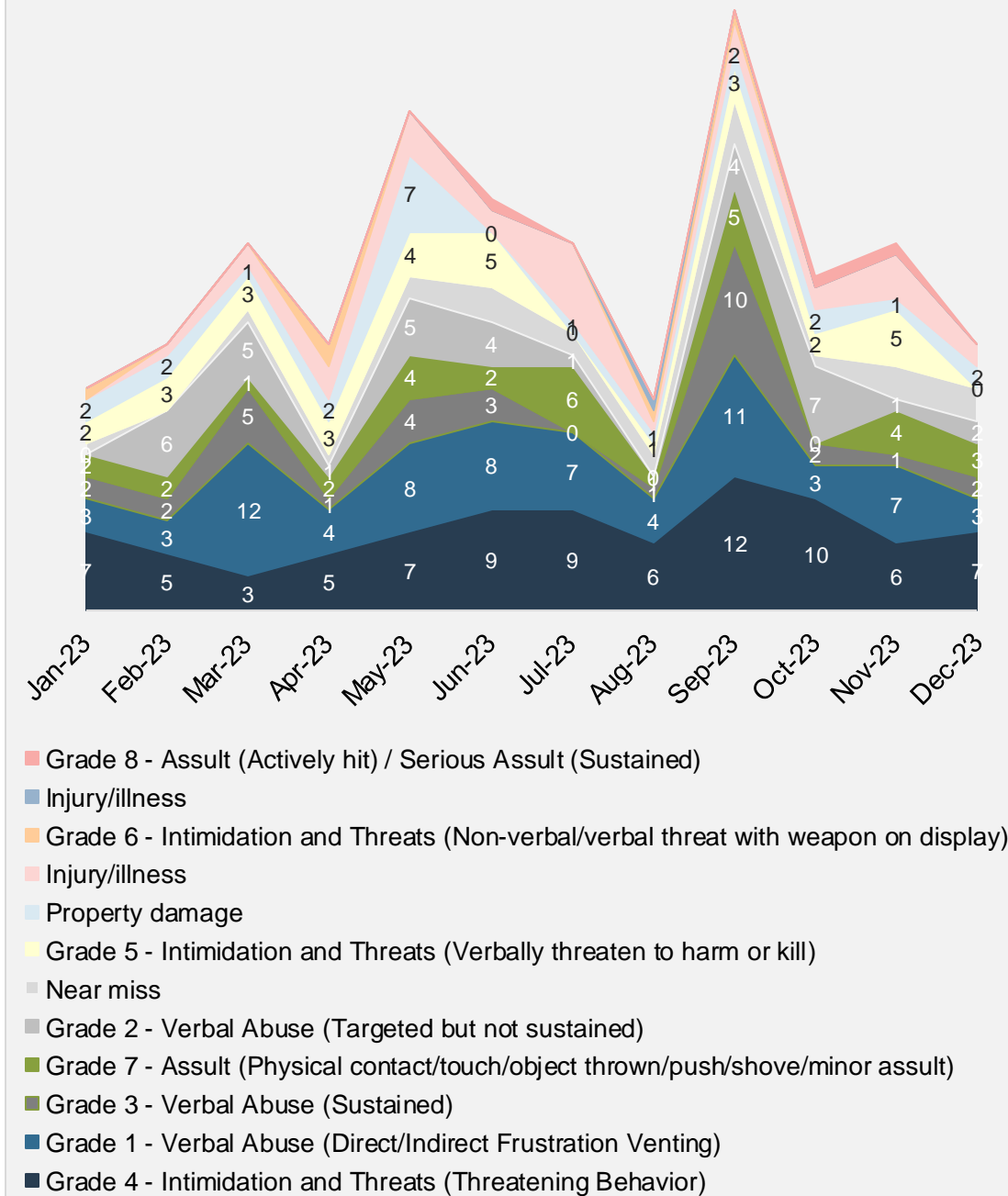


Figure 2. December 2023 heat map - Risk consequence for adverse work events identified as critical risks

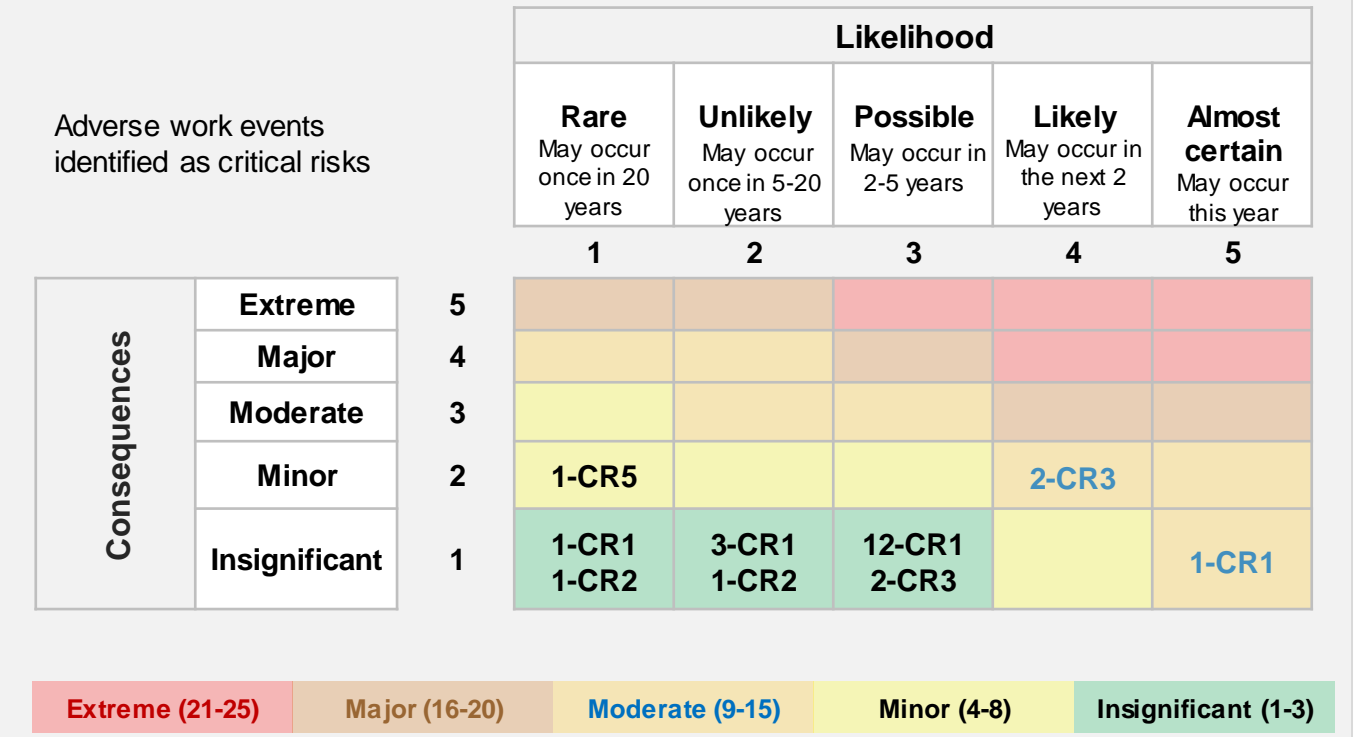
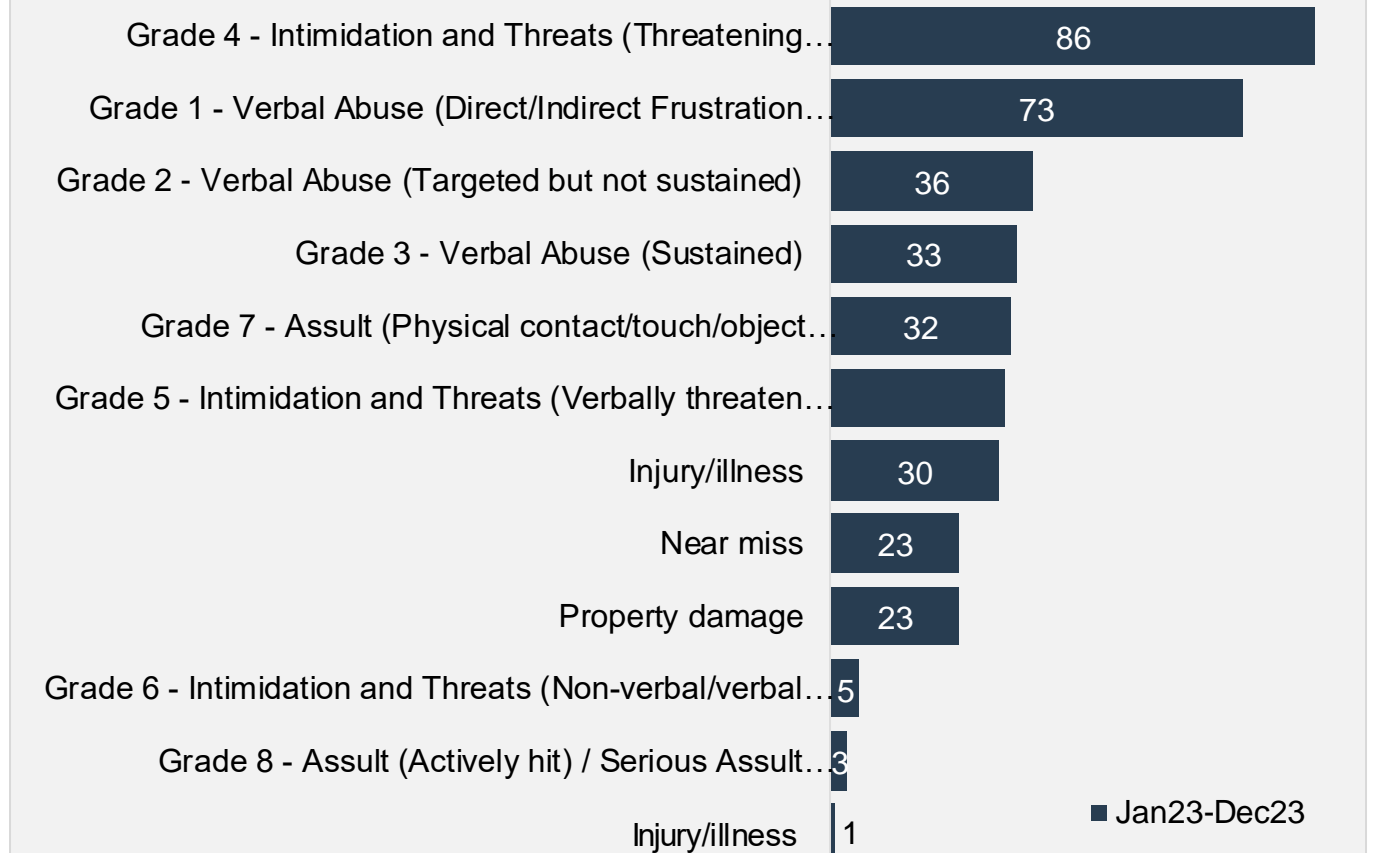


Figure 5. Outcome types for critical risks



1.5 Supplier management - Public transport (PT) operators and physical works (PW) contractors

Update on key notifiable or high potential adverse work events

Context

Public transport (PT) operators and physical works (PW) contractors report through Synergi **notifiable events to the regulator, high potential events, and high potential near misses** to ensure our suppliers have the highest level of protection against harm to their health, safety, and welfare from work risks so far as is reasonably practicable.

Regulator	Notifiable definition
WorkSafe for PT and PW	When as a result of works being undertaken, a death, notifiable illness or injury or notifiable incident occurs.
Maritime NZ for PT	Accidents, incidents and mishaps reportable to Maritime New Zealand in accordance with Section 31 of the Maritime Transport Act 1994 and Section 56 of the Health and Safety at Work Act 2015.
Waka Kotahi for PT	Accidents and incidents associated with the operation of a rail vehicle, the use of the railway infrastructure or the use of railways premises in accordance to Railways Act 2005 and Health and Safety at Work Act 2015.

High potential adverse work event definition

A situation or group of situations that has the potential to cause significant harm to person or property. These are normally viewed and approached as actual events, due to the severity rating. According to the AT Risk Matrix, high potentials are all adverse work events classified as Major (16 -20) or Extreme (21 -25).

Key insights

Public transport operators

- In December 2023, there was one notifiable adverse work event to Maritime NZ reported where a cruise liner broke moorings at the Princess Wharf.
- In November and December 2023 , there were 27 high potential adverse work events reported: six related to bus damage by passengers or public, seven were due to bus collision with another vehicle, 13 related to VTA where two resulted in operators being physically assaulted.
- There were two serious adverse work events relating to ferry operations: one involved an intoxicated male who struck two ferry staff and one related to a docked cruise liner that got caught by a significant wind gust and broke its moorings, this closed all ferry operations into the ferry terminal until the vessel was back under control via side thrusters.
- There were a total of 41 notifiable adverse work events reported in November 2023 (18) and December 2023 (23) by **AOR** via their own system. **November:** Six were Anti-social / disorderly behavior, six vehicle collisions with barriers, one Robbery of PX on train, a power outage for approx. eight minutes to Swanson main line, two significant near miss events, one significant assault to a security guard from two youths and one serious collision (train v person) at Ranui pedestrian crossing resulting in a fatality. **December:** Six Anti-social behavior, four Barrier /vehicle collisions, four Near misses where emergency brakes were applied, three trespassers on rail corridor, one where a truck struck the overbridge at Titirangi causing delays, one signal passed at danger (SPAD), one points failure and one wheel slide in heavy rain, one where a track heat buckle and one where a damaged street lamp hit by vehicle and coming within one Meter of the rail overhead line electrification (OLE).

Physical works contractors

- In November 2023, there were three high potential adverse work events: two were service strikes involving Chorus cables, in both events, cables were not identified during the service location process, with the third adverse work event being a medical treatment injury to a contractor, contractor was stripping a cable and has slipped with the knife resulting in a laceration requiring six sutures, post treatment the contractor returned to work the same day.
- In December 2023, there were no high potential adverse work events reported in Synergi 2.0.
- Next steps will focus on streamlining PW contractors' processes, improving quality of data and presenting impactful insights.

PT dashboard

Reporting period: January23-Decemberr23 from Synergi 2.0 system data

Figure 1. Number of notifiable adverse work events to the NZ Regulator

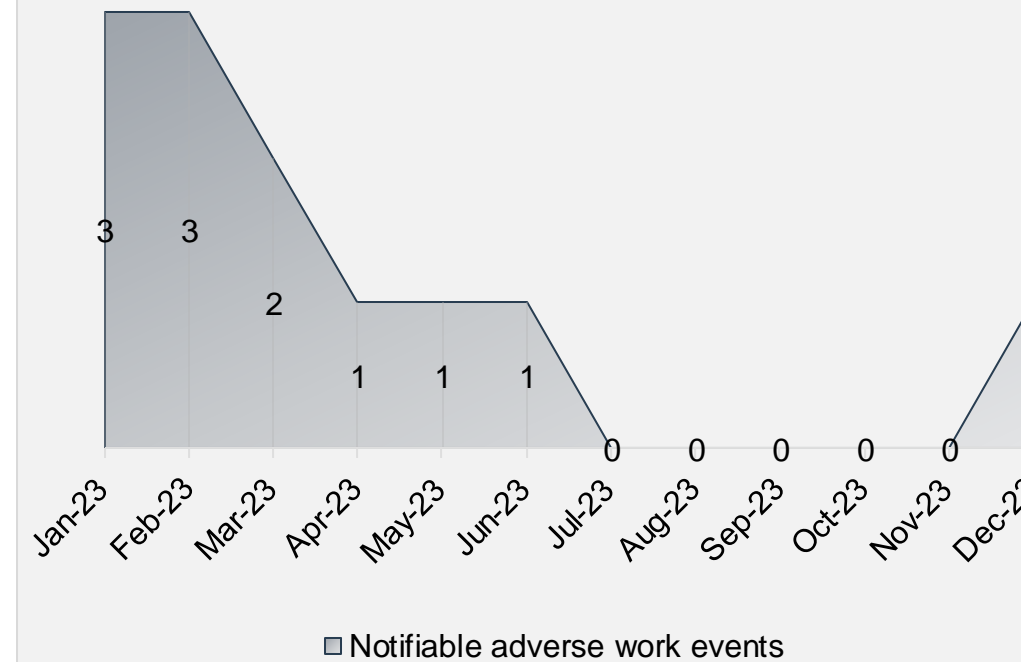
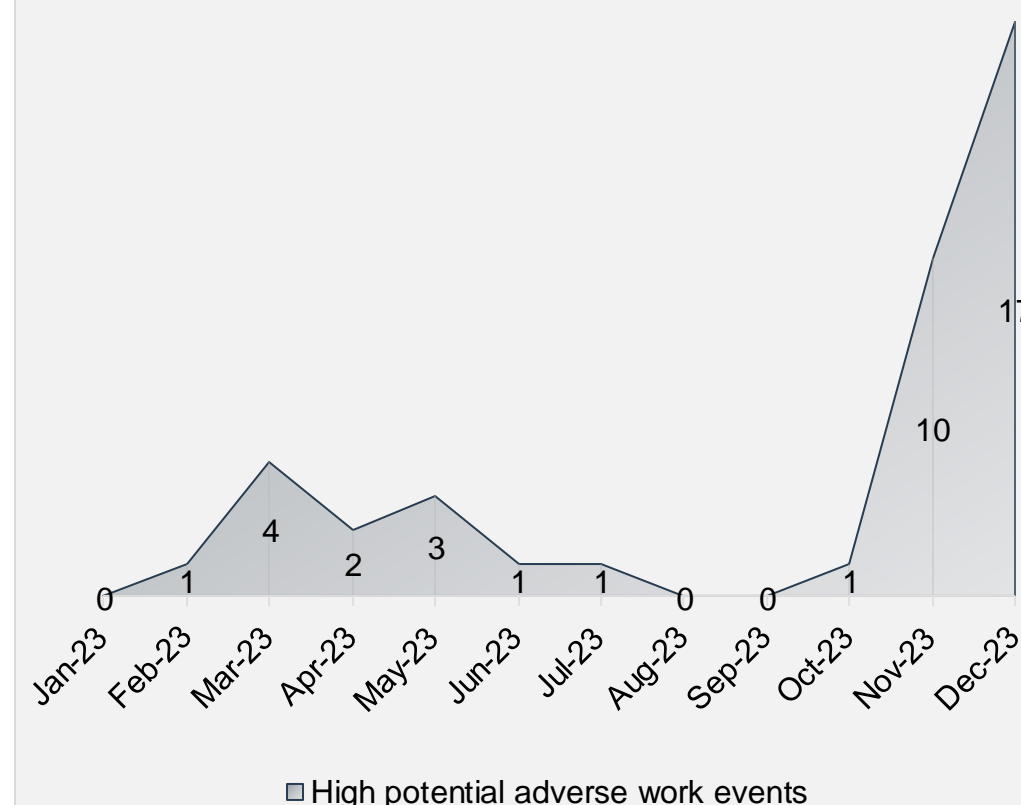


Figure 2. High potentials adverse work events (including near misses)



PW dashboard

Reporting period: January23-Decemberr23 from Synergi 2.0 system data and Microsoft list data

Figure 3. Number of notifiable adverse work events to the NZ Regulator

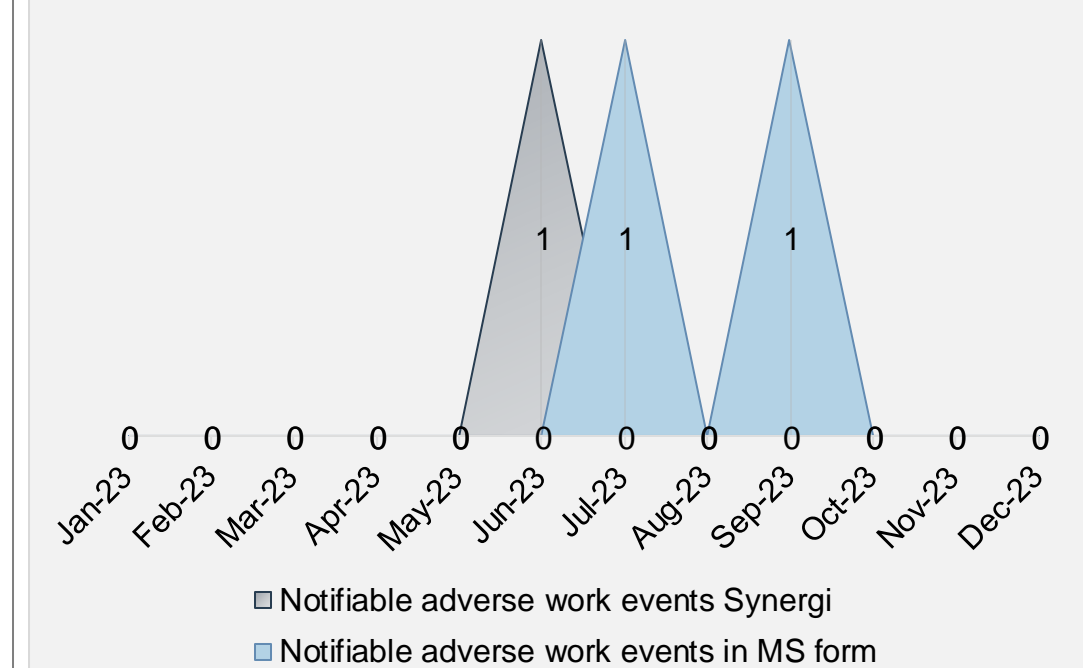
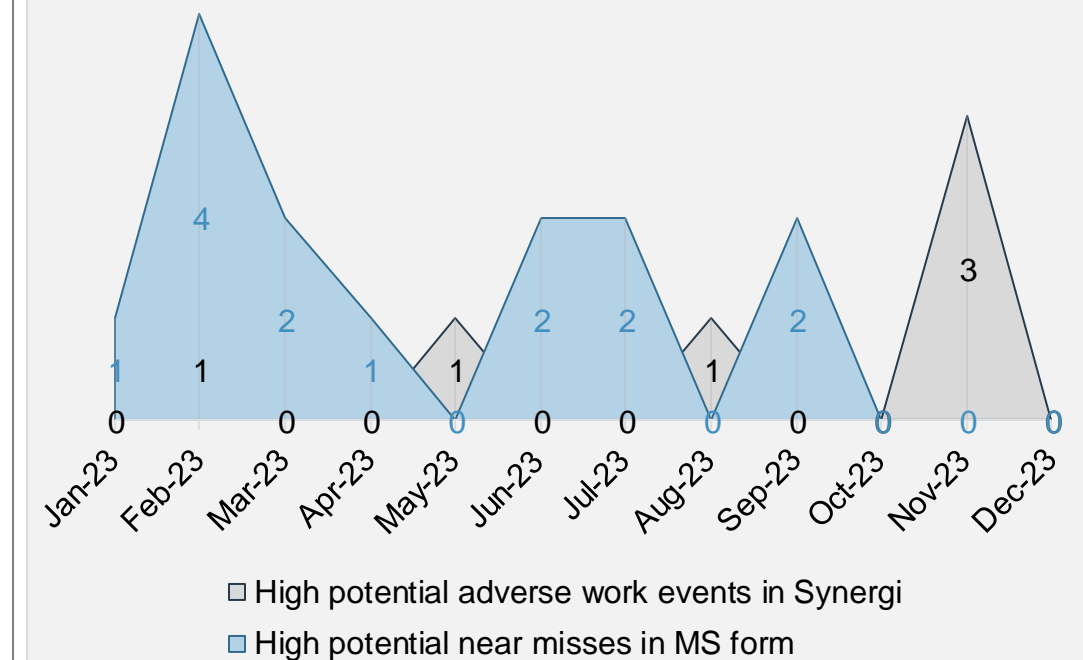


Figure 4. High potential adverse work events (including near misses)



- It is possible for duplication of reported adverse work events between reporting methods. The next steps will focus on streamlining PW contractors' processes, improving quality of data and presenting impactful insights.



1.5 Supplier management - Public transport (PT) operators critical risks spotlight

Spotlight

PT Critical Risks

Context

Identification and management of PT critical risks is essential in ensuring our partners are operating safely, PT workers are protected from risk of harm and service users are not exposed to harm, as far as reasonably practicable. AT is working with all operators to eliminate or contain significant risks via consultation, cooperation and coordination with other persons conducting a business or undertaking (PCBUs).

Key changes in reporting

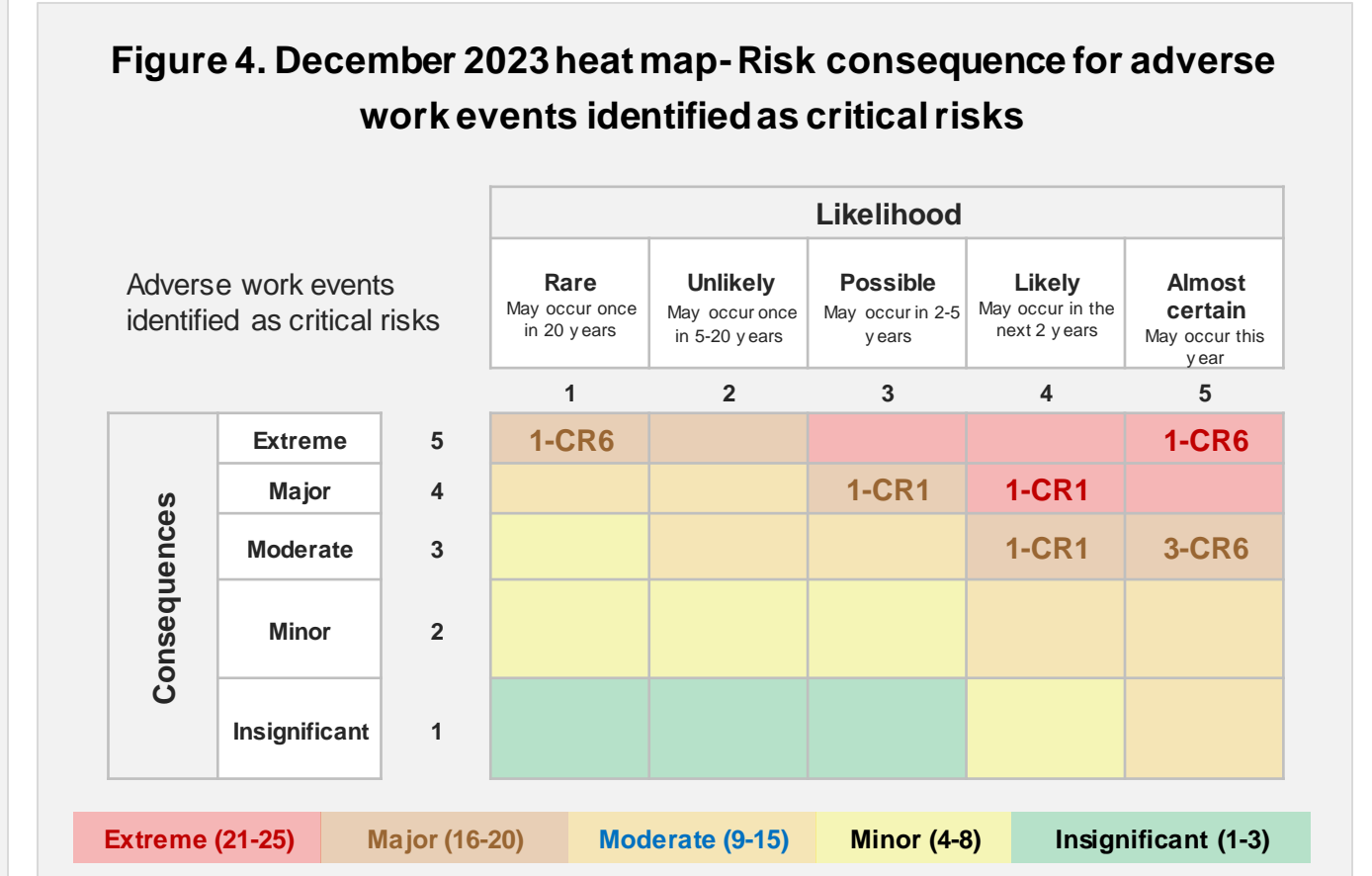
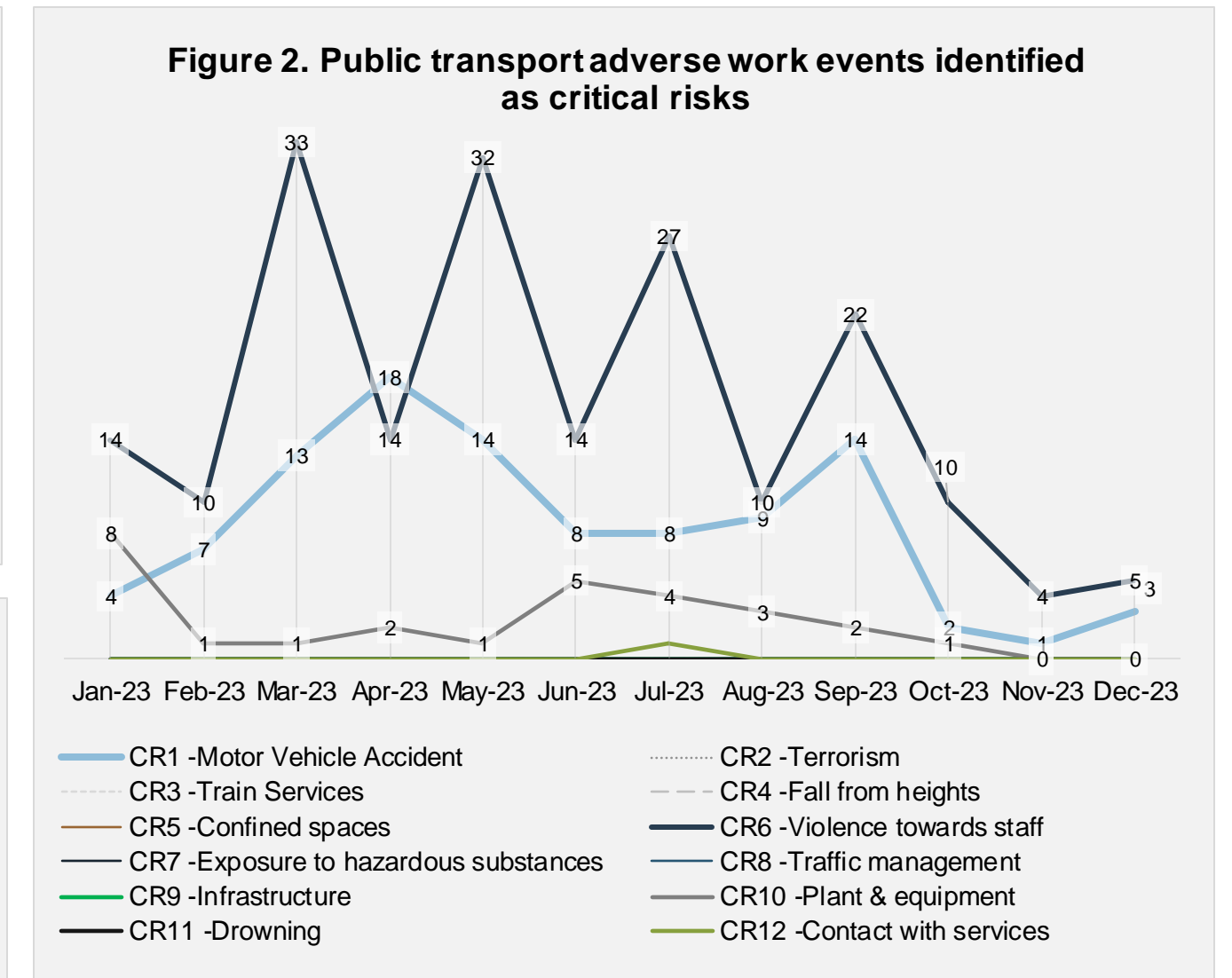
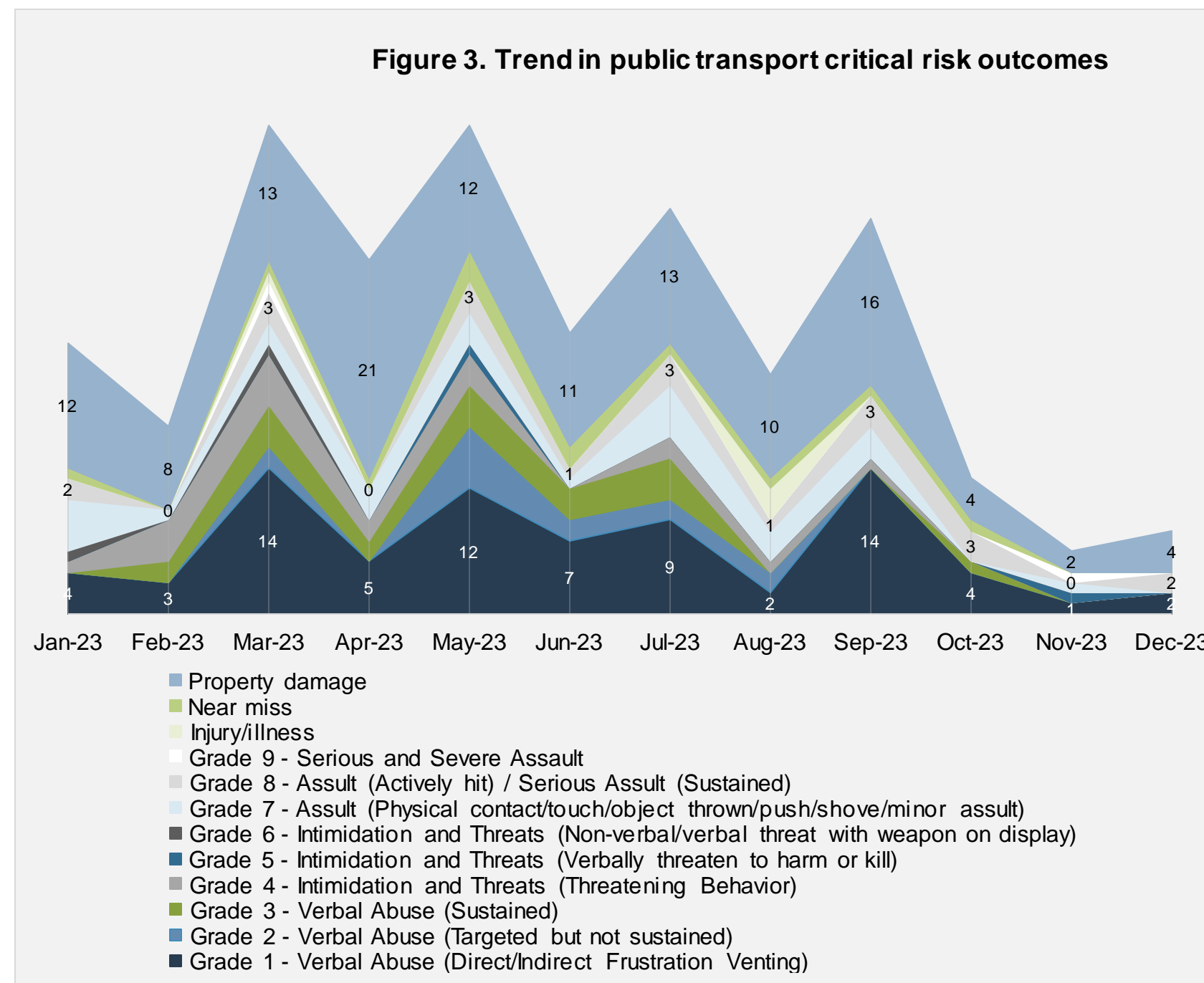
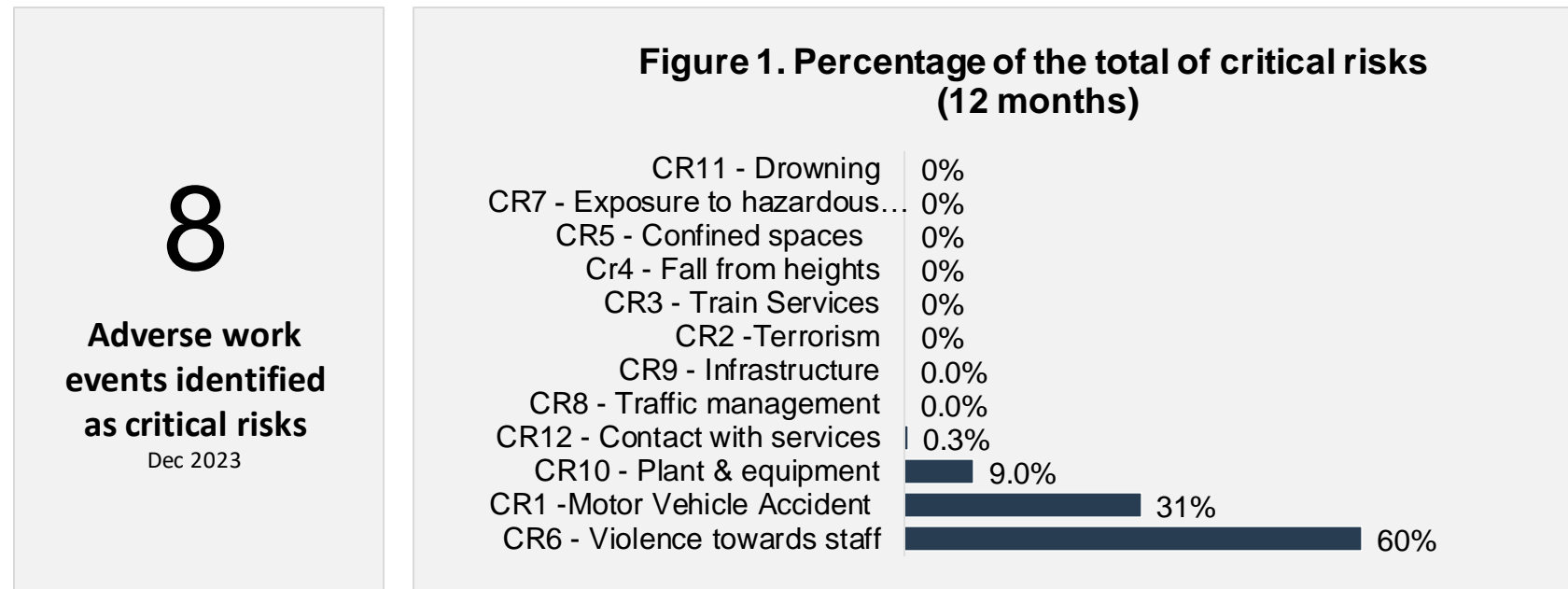
- The new module in Synergi 'Supplier adverse event' has been used for our suppliers for two months and it has evidenced a drop in adverse work events identified as critical risks as our PT operators are required to only report high potential (major and extreme risks) and notifiable adverse work events.

Key insights

- In December 2023, there were eight high potential adverse work events reported. Five related to violence towards staff and three to motor vehicle accident (Figure 4).
- CR6 violence towards staff (60%) and CR1 motor vehicle accident (31%) represent the largest percentage of critical risk events from January 2023 to December 2023 (total of 325 identified); The least number of adverse work events identified as critical risks was CR12 contact with services (0.3%) (Figure 1).
- Overall, in December 2023 versus November 2023 for adverse work events:
 - Adverse work events identified as critical risks increased by 60% (five to eight) (Figure 2).
 - 63% of the total reported adverse work events identified as critical risks were related to violence towards staff (Figure 2).
 - Violence towards staff events increased 25% from four to five (Figure 2).
 - Grade 1 - Verbal Abuse (Direct/Indirect Frustration Venting) (one to two), Grade 8 - Assault (Actively hit) / Serious Assault (Sustained) (zero to two) and Property Damage (two to four) were the outcomes that increased (Figure 3).

Dashboard

Reporting period: January23-December23 from Synergi 2.0 system data



1.5 Supplier management - Physical works (PW) contractors critical risks spotlight

Spotlight

PW Critical Risks

Context

Identification and management of PW critical risks is essential in ensuring our partners are operating safely, PW contractors are protected from risk of harm and are not exposed to harm, as far as reasonably practicable. AT is working with all contractors to eliminate or contain significant risks via consultation, cooperation and coordination with other persons conducting a business or undertaking (PCBUs).

Key changes in reporting

- The new module in Synergi 'Supplier adverse event' has been used for our suppliers for two months and it has evidenced a drop in adverse work events identified as critical risks as our PW contractors are required to only report high potential (major and extreme risks) and notifiable adverse work events.

Key insights

- In December 2023, there were no high potential and notifiable adverse work events reported, as a result, there are no adverse work events identified as critical risks and risk scores identified to add in the heat map (Figure 2).
- CR4 assault towards team members, CR7 live services, CR3 Working outside and CR1 working in live traffic environment continue representing the largest percentage of critical risk events from November 2022 to October 2023 representing 32%, 21%, 9% and 9% of adverse work events reported and identified as critical risks, respectively. The least number of adverse work events reported and identified as critical risks were CR6 working at heights and CR10 chemicals spills representing 3% each (Figure 1).
- In November 2023 there was one adverse work event identified as a critical risk related to CR7 live services with an outcome of property damage.
- Violence/aggressive behaviour/ assault, underground services and collision with vehicles are the highest hazard category identified for the adverse work events reported identified as critical risks from January 2023 to December 2023 (Figure 4).

Dashboard

Reporting period: January23-December23 from Synergi 2.0 system data

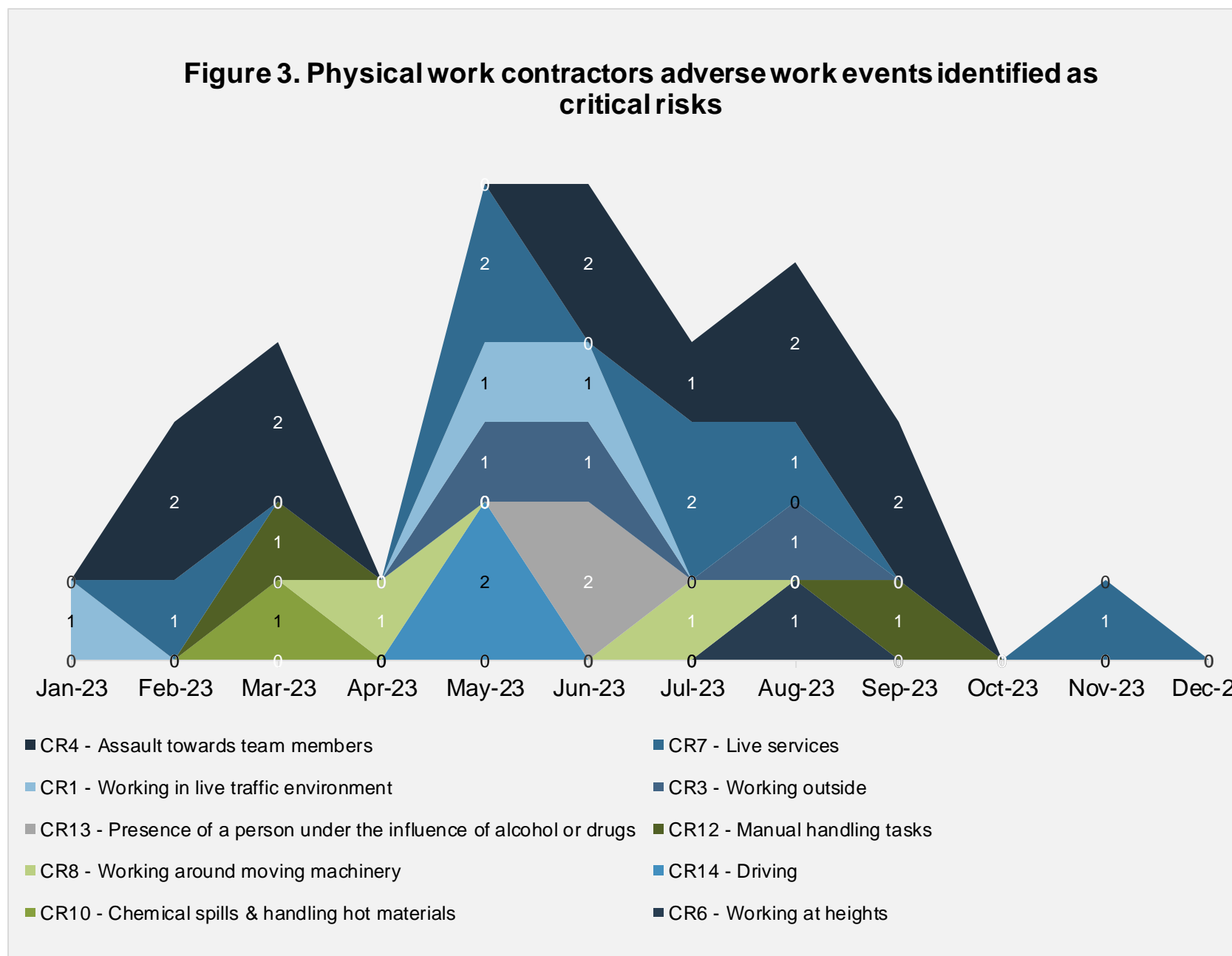
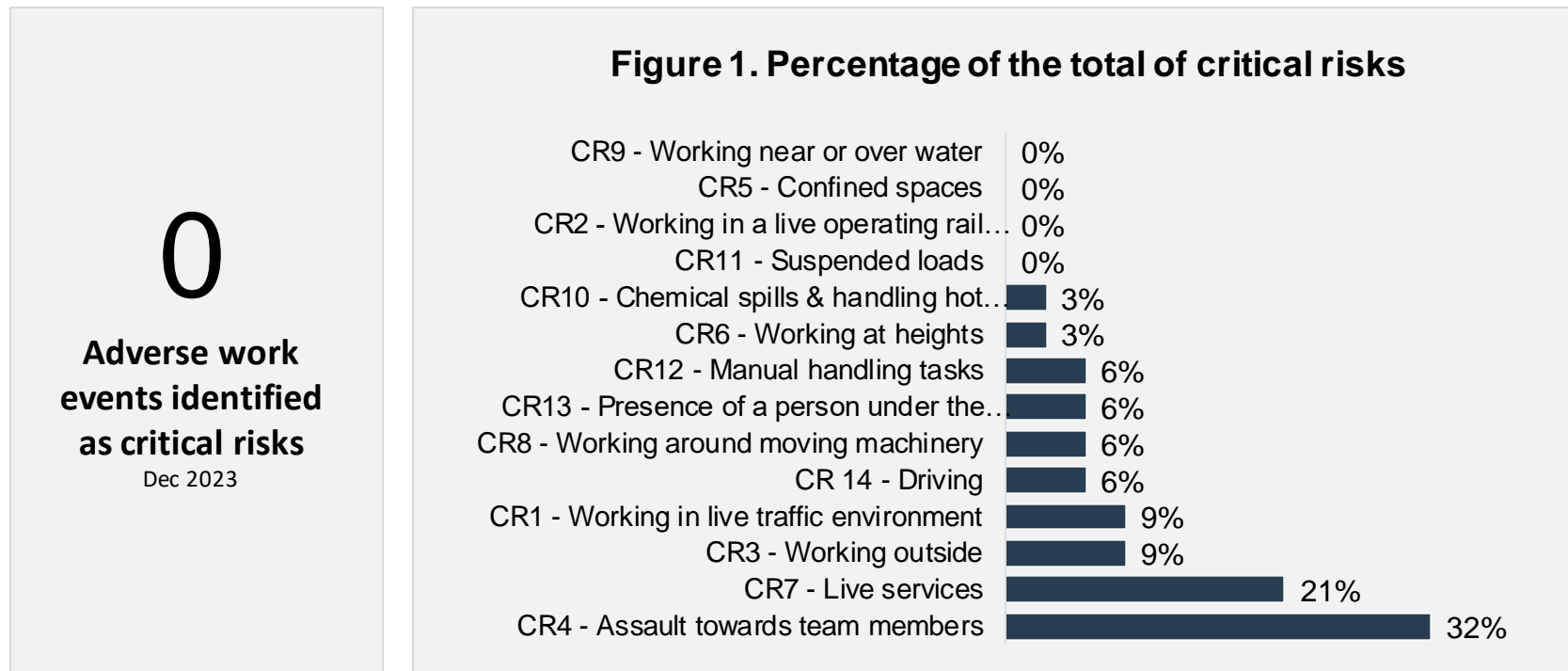


Figure 2. December 2023 heat map - Risk consequence for adverse work events identified as critical risks

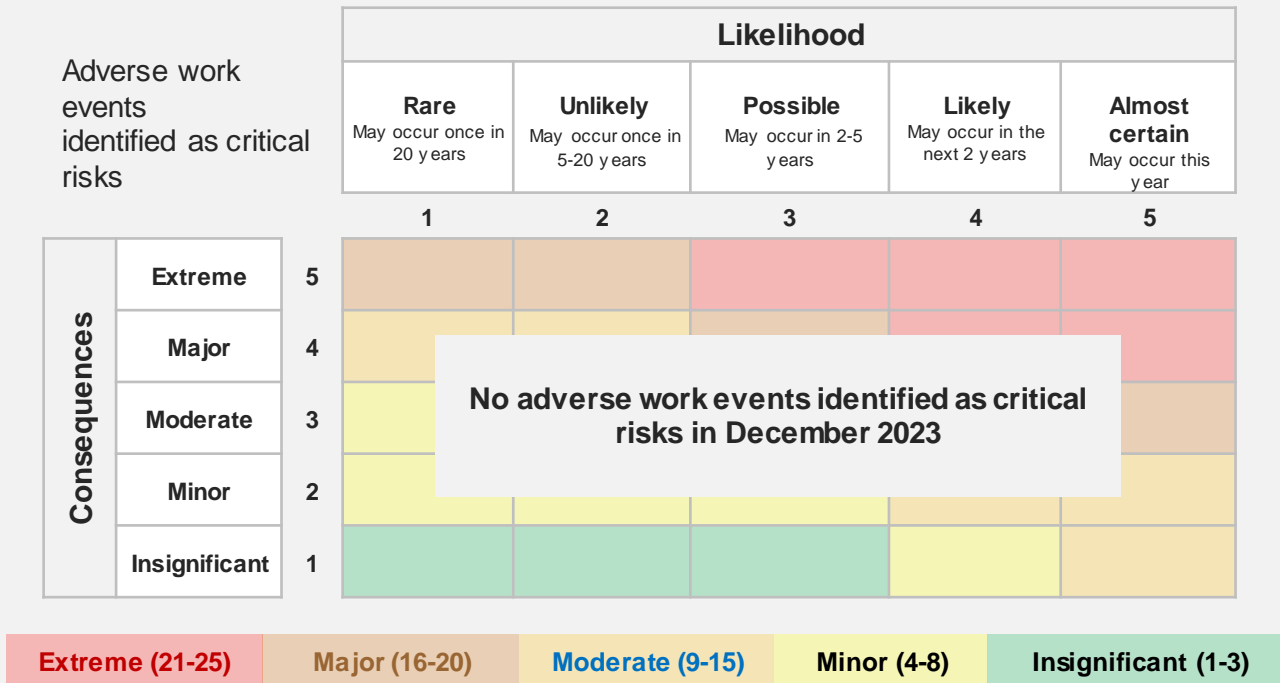
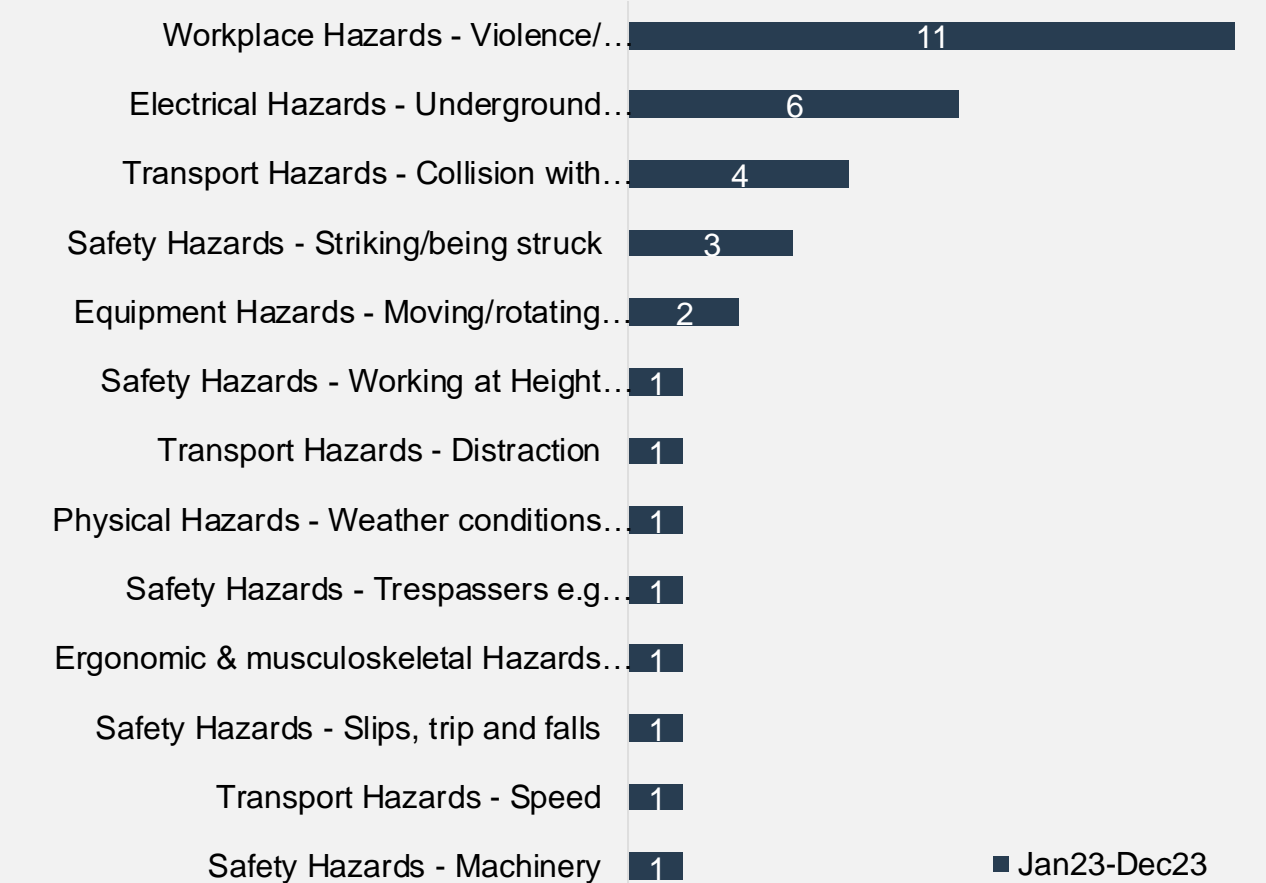


Figure 4. Hazard types for critical risks



2. Death and serious injuries (DSI) dashboard

NOTE: Ministry of Transport (MOT) data will report a higher number of fatalities than the Crash Analysis System (CAS) and is to be noted when reviewing section 2.1 compared to section 2.2 of this report

2.1 Deaths and serious injuries (DSI) reporting

Transport safety progress

Context

Tāmaki Makaurau's commitment to Vision Zero is an ambitious transport safety vision with the goal of no deaths or serious injuries on our transport network by 2050. This strategy is aligned with the Auckland Plan 2050, Waka Kotahi's Road to Zero road safety strategy, the Government Policy Statement on land transport and is acknowledged by the World Health Organisation.

Key progress

- **Growing insights:** Safety Intelligence Tool continues to be socialised across the business. Investigation into ACC and MoH data will be required to be picked up by BT as there is no longer resource in the Transport Safety Team.
- **Fatal crash reporting:** A fatal crash dashboard showing key themes and safe system gaps is now operational. There were 29 fatal crashes reported on local (AT) roads November to December 2023 with 38 recommendations for Safety Improvements on those roads. Of these, 27 have been implemented and 11 remain open.
- **Draft Katoa Ka Ora:** In December, the Transport and Infrastructure committee noted public consultation, mana whenua and local board feedback on the draft Katoa, Ka Ora: Auckland Speed management plan 2024-2027. The committee provided feedback acknowledging the diverse range of views expressed and the significant impact of speed in road safety death and serious injuries. The committee advocated to endorse the principles, objectives and measures in the plan and in support of the three-year implementation plan and ten-year vision. They also noted the need to obtain clarity from new government policy changes prior to submitting to the Regional Transport Committee for approval.
- A letter has been received from the Transport Minister Simeon Brown removing mandatory requirements for speed management plans and remove deadlines for local Road Controlling Authorities to submit these by 29 March 2024. Work has begun on a new Land Transport Rule, new Rule will ensure that when speed limits are set, economic impacts – including travel times – and the views of road users and local communities are taken into account, alongside safety.

Key risks to Vision Zero

- FY24 RLTP road safety funding has been reduced to 30 million from 74 million.
- The cost to deliver has scaled between 20 and 40% post COVID-19, which means the delivery of programmes are compromised.

Key insights

The Statement of Intent (SOI) deaths and serious injuries (DSI) target on the road network in Tāmaki Makaurau is on track which is no more than 640 DSI by end of the financial year 2023/2024.

Overall DSI insights (past 12 months from January 2023 to December 2023)

- 612 people were killed or seriously injured on Tāmaki Makaurau roads compared to 657 the previous year, a decrease of 7% year-on-year, where 41 people were killed and 571 were seriously injured.
- 89% of deaths and serious injuries occurred on local roads with 59% (390) occurring within a 50kmh speed limit environment
- 47% of deaths and serious injuries are experienced by vulnerable road users (people walking, people cycling and motorcyclists).
- Males account for 67% of DSI and the remaining 33% are females.
- Vehicles turning right in front of non-turning vehicle crashes highest growth from 40 to 64 people who died or were seriously injured with 27 being vehicle passengers.
- Māori represents 11% of Tāmaki Makaurau's population and 19% of deaths and serious injuries (in 42% of DSI ethnicities are recorded as unknown)

Crash attributes insights

- Out of 612 people who died or were seriously injured 50% occurred at intersections.
- Of the crashes that did not occur at an intersection, run off road crash movements result in the highest proportion of DSI at 32%.

Local board insights

- Five of 21 local boards represented just over 40% (251 out of 612) of people killed or seriously injured: Rodney, Franklin, Howick, Waitematā, Henderson-Massey.
- The local boards that had the highest number of deaths were Rodney, Howick and Franklin (6,6,5). The largest increase in road deaths occurred in Hibiscus and Bays, Howick and Papakura (one to two, three to six, and two to four respectively).

Death and serious injuries from Crash Analysis System (CAS)

STATEMENT OF INTENT (SOI)

SAFETY

OUTCOME AREA
Getting the basics right

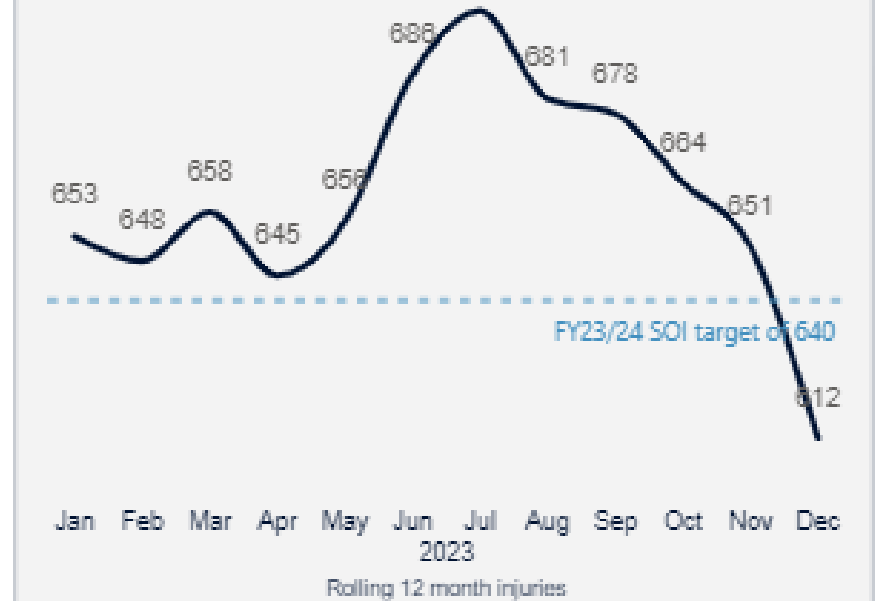
MEASURES
Deaths and serious injuries (DSI) on the road network in Tāmaki Makaurau (TM)

TARGET FY 2023/2024
No more than 640 DSI

ACTUAL FY 2023/2024
281 DSI (Jul - Dec)

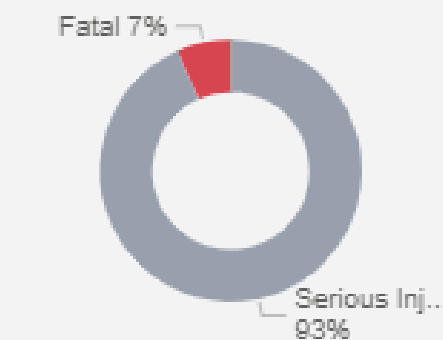
DSI trend against SOI target

Period selected 1/01/2023 to 31/12/2023



DSI

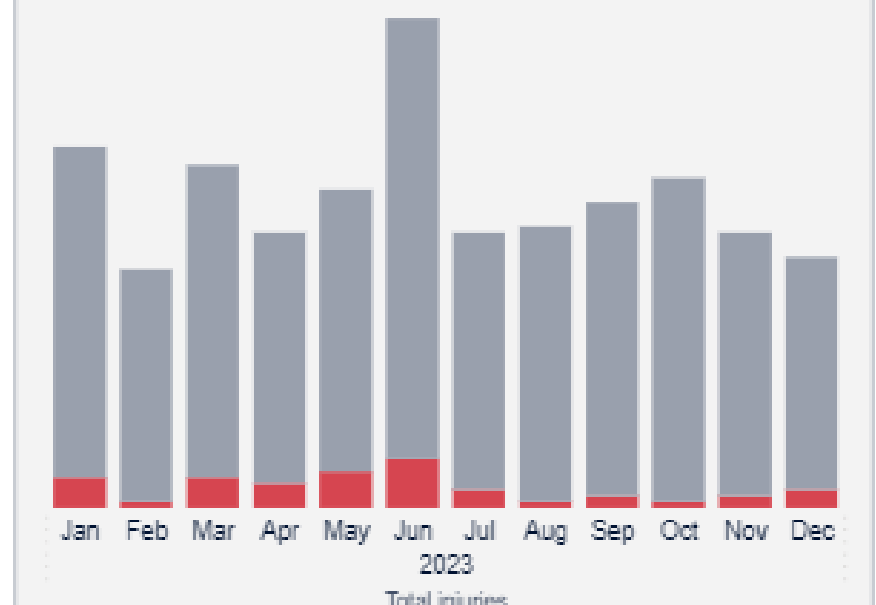
Period selected 1/01/2023 to 31/12/2023



DSI by month

Period selected 1/01/2023 to 31/12/2023

● Fatal ● Serious Injured

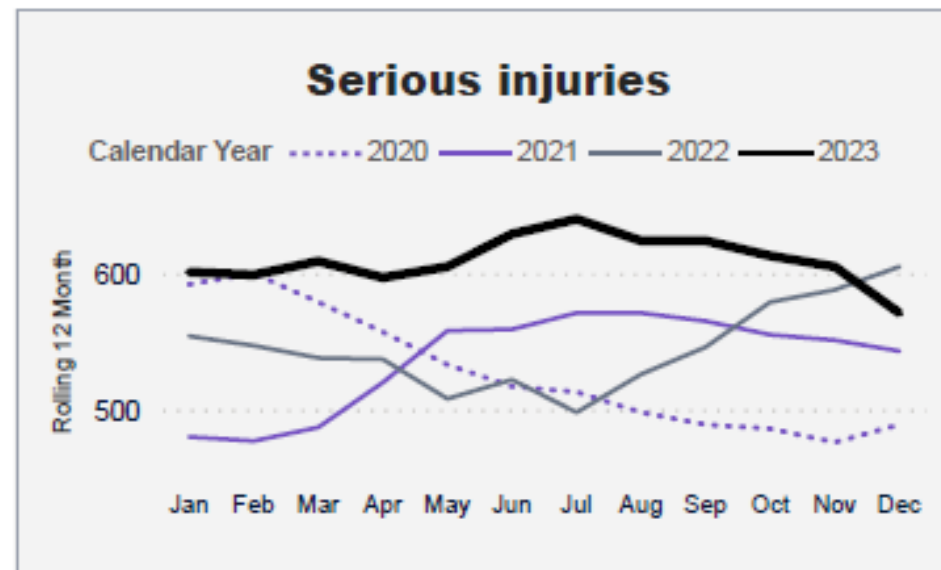
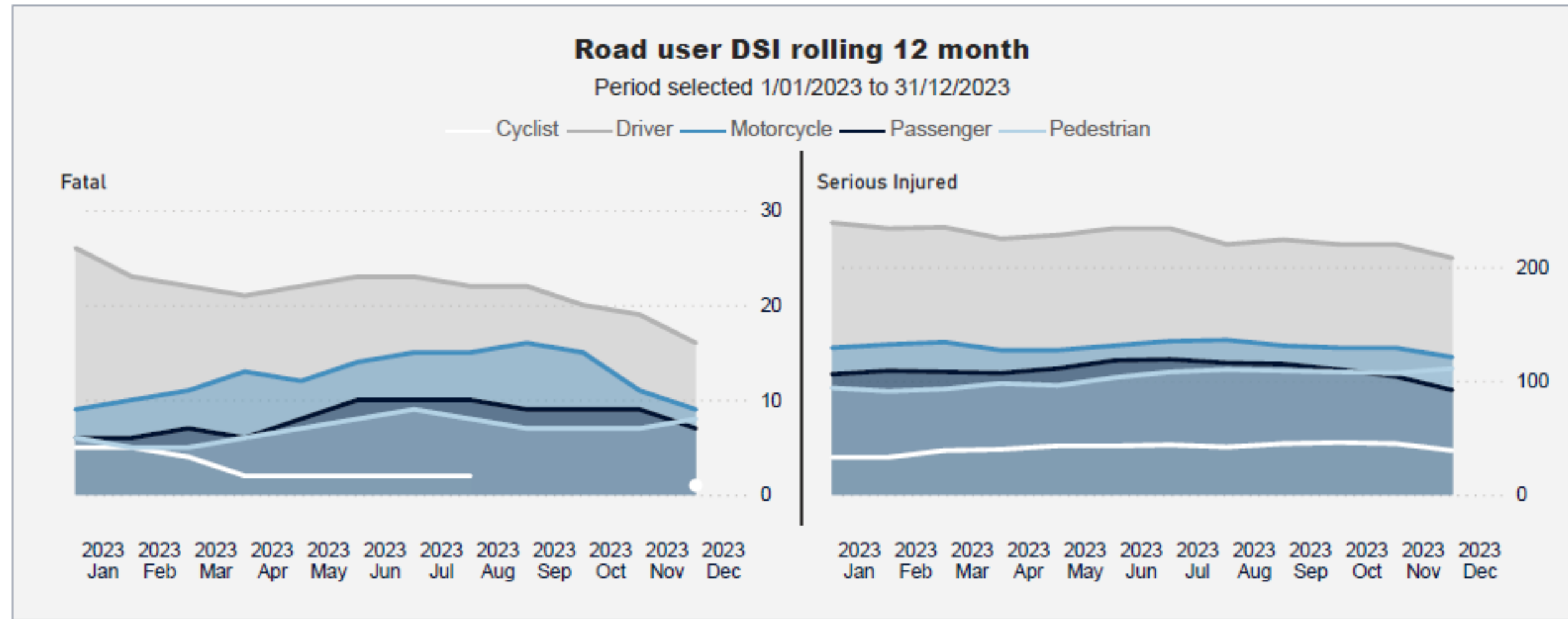
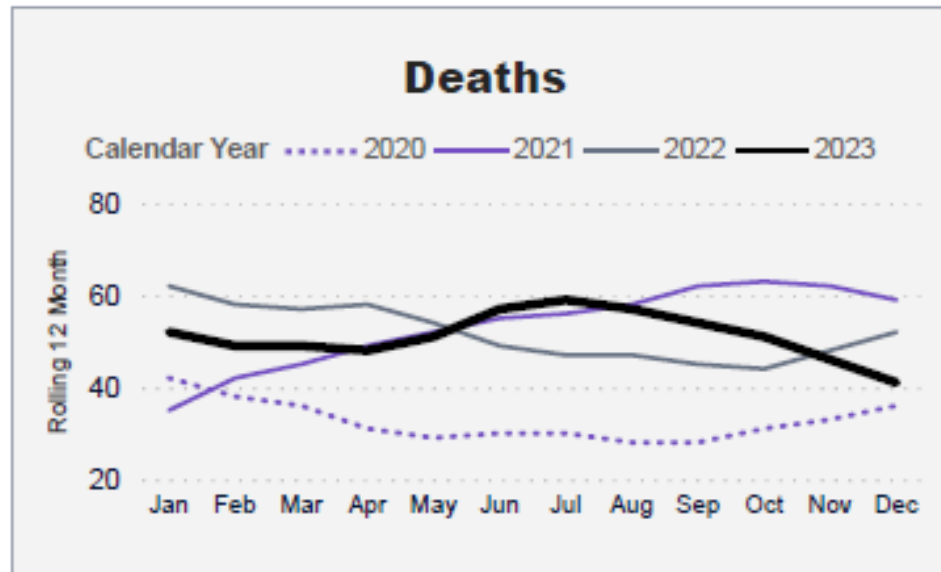
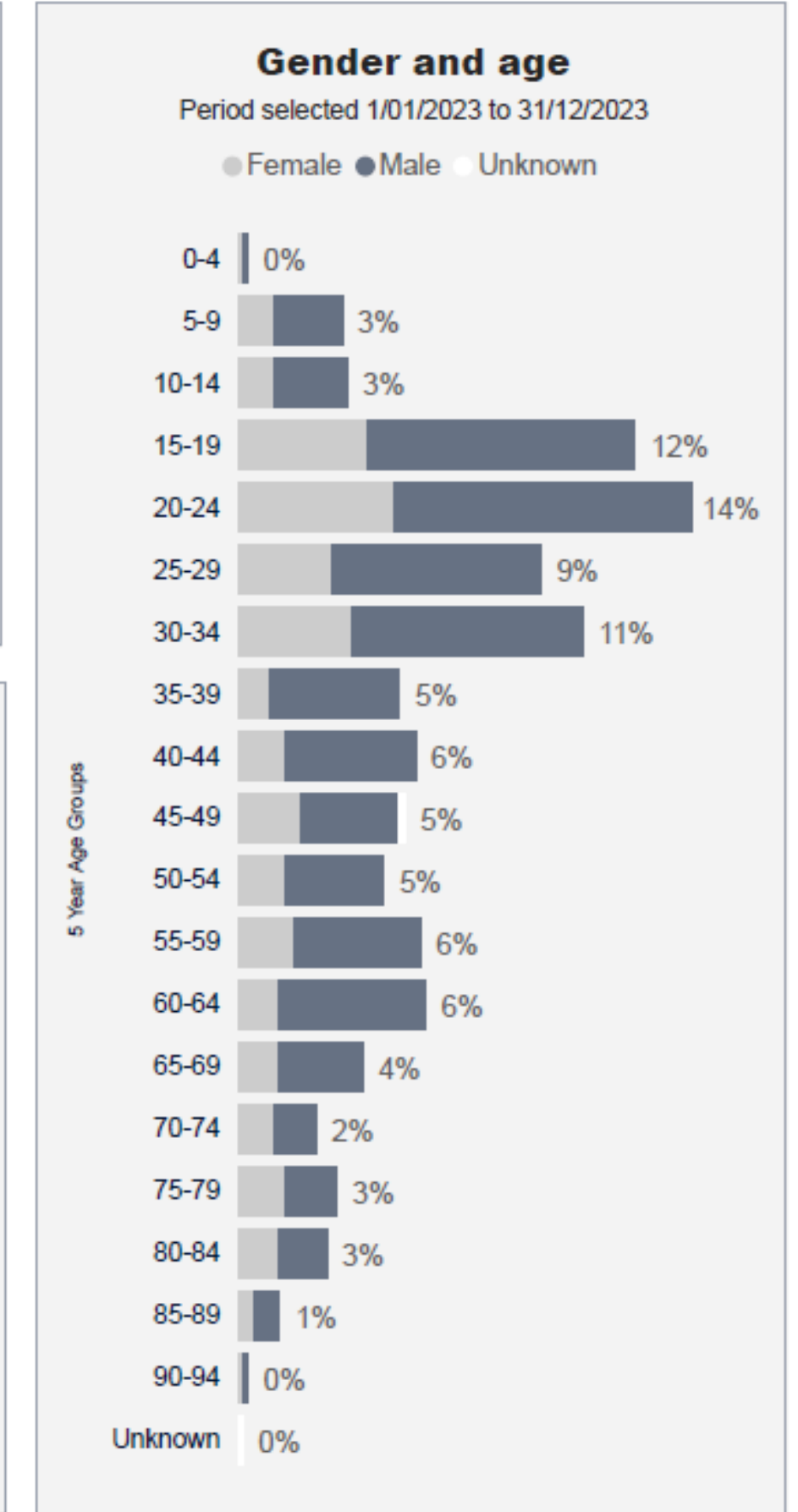
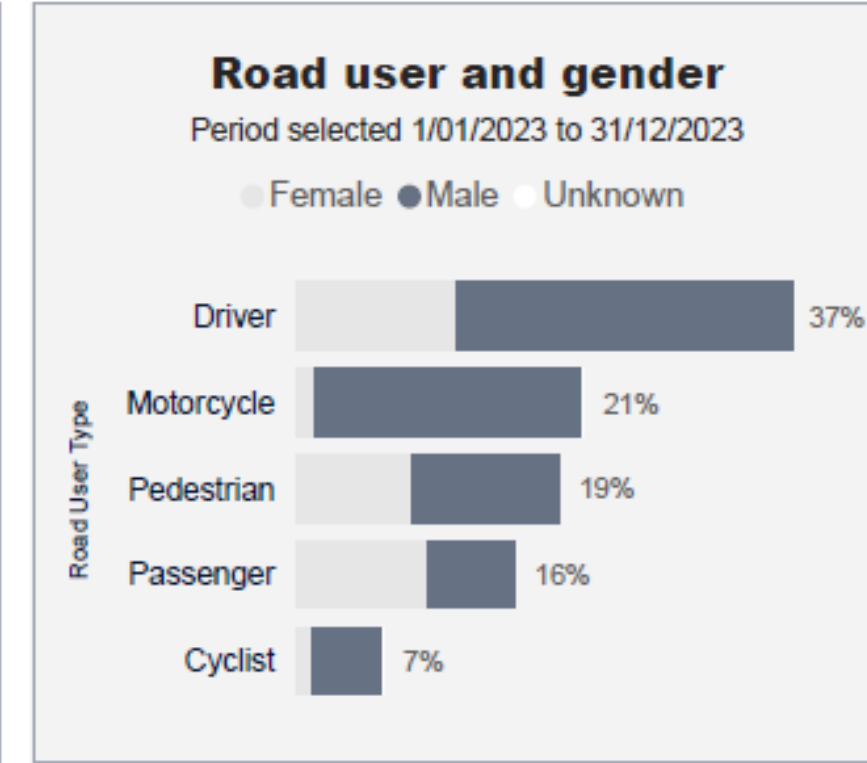
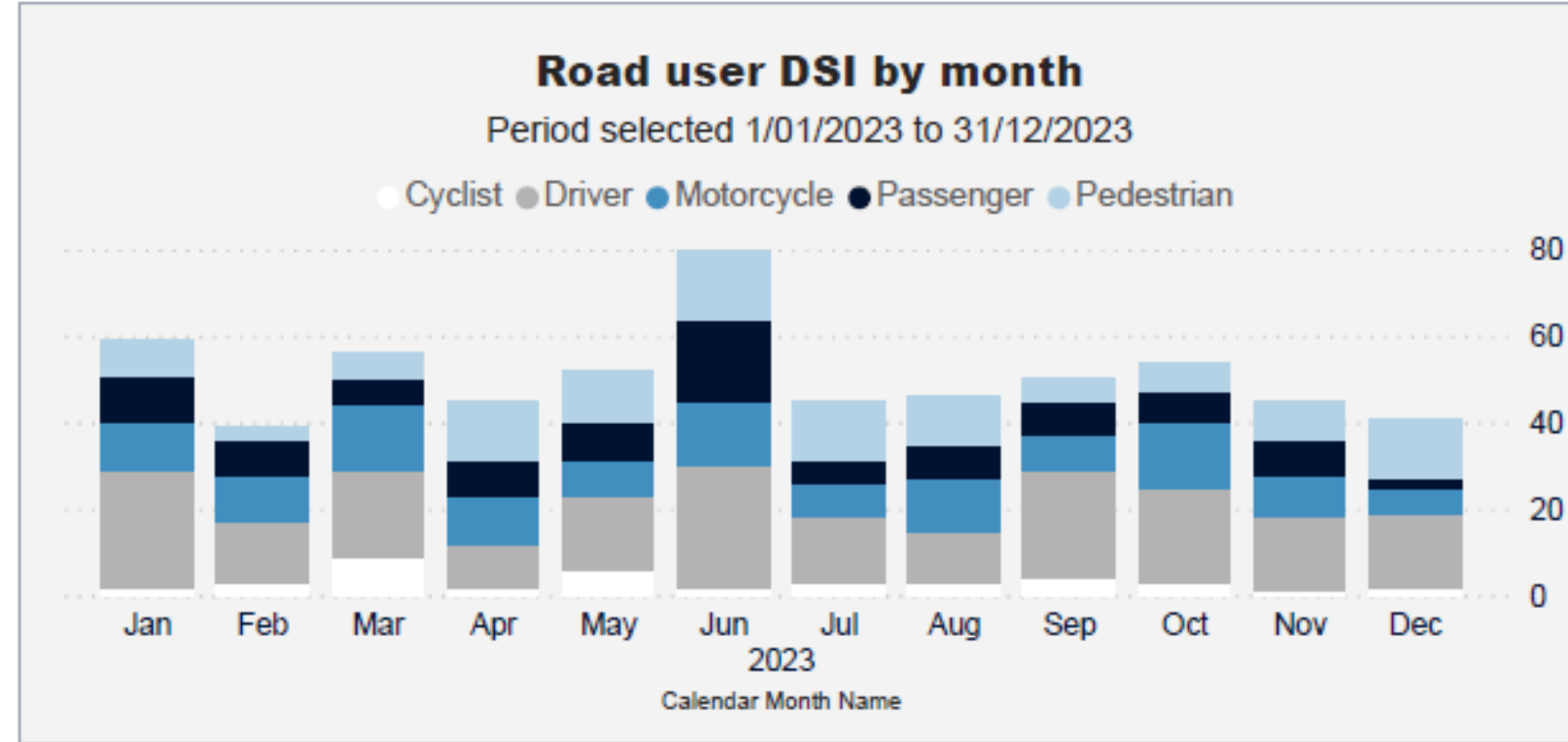
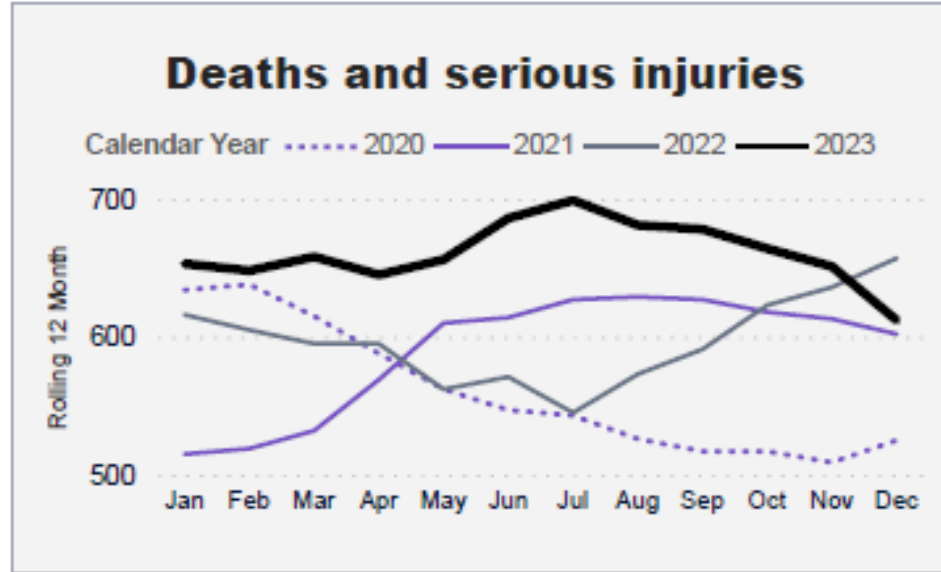


Injury data has been sourced from Auckland Transport's Crash Analysis System (CAS) database via Waka Kotahi API.

2.1 Deaths and serious injuries (DSI) reporting

Road user DSI dashboard

Death and serious injuries from Crash Analysis System (CAS)



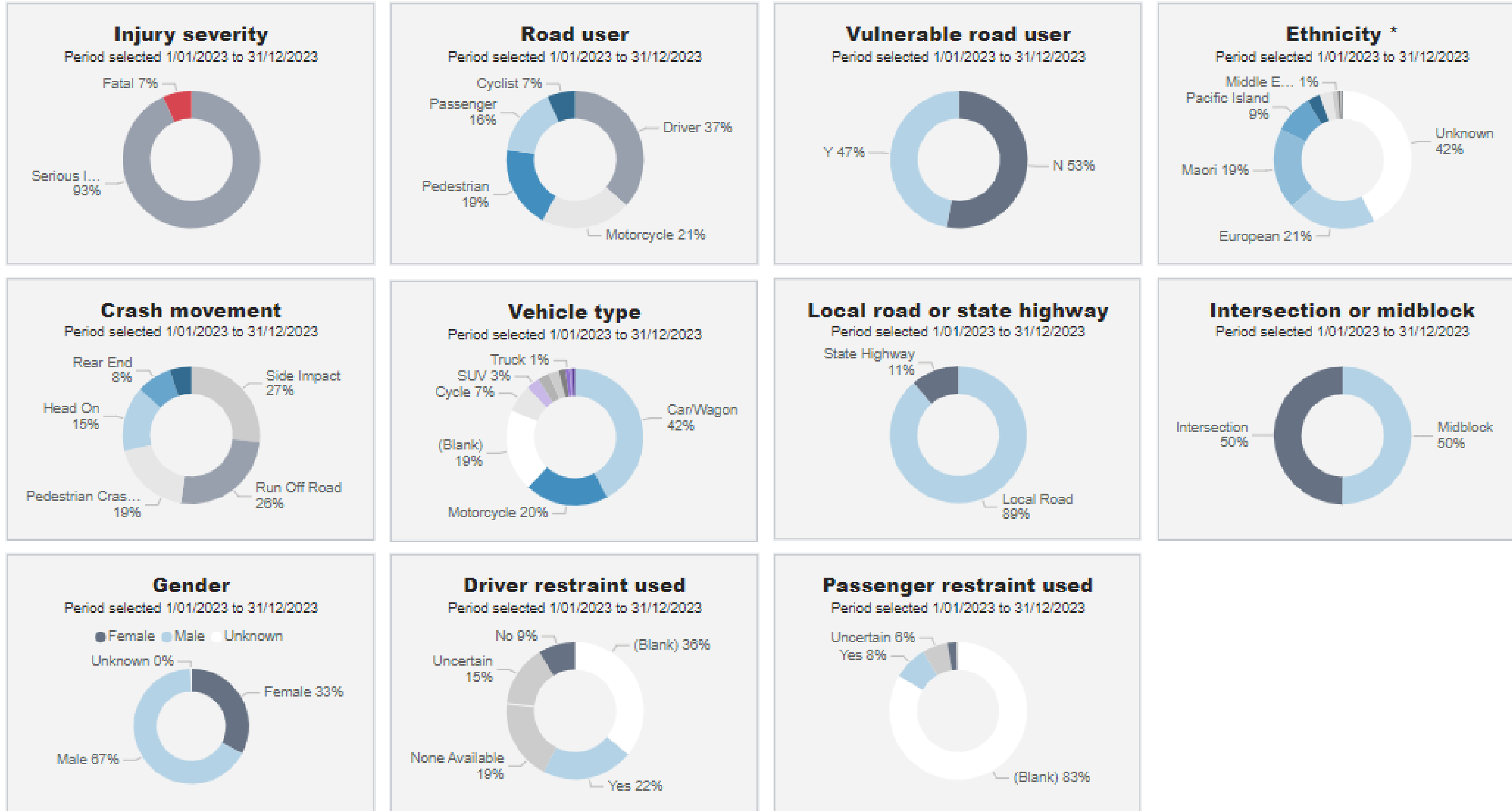
Injury data has been sourced from Auckland Transport's Crash Analysis System (CAS) database via Waka Kotahi API.
Definition: People walking include people on foot, wheeled recreational devices, wheelchairs and mobility scooters



2.1 Deaths and serious injuries (DSI) reporting

Summary factors DSI dashboard

Death and serious injuries from Crash Analysis System (CAS)



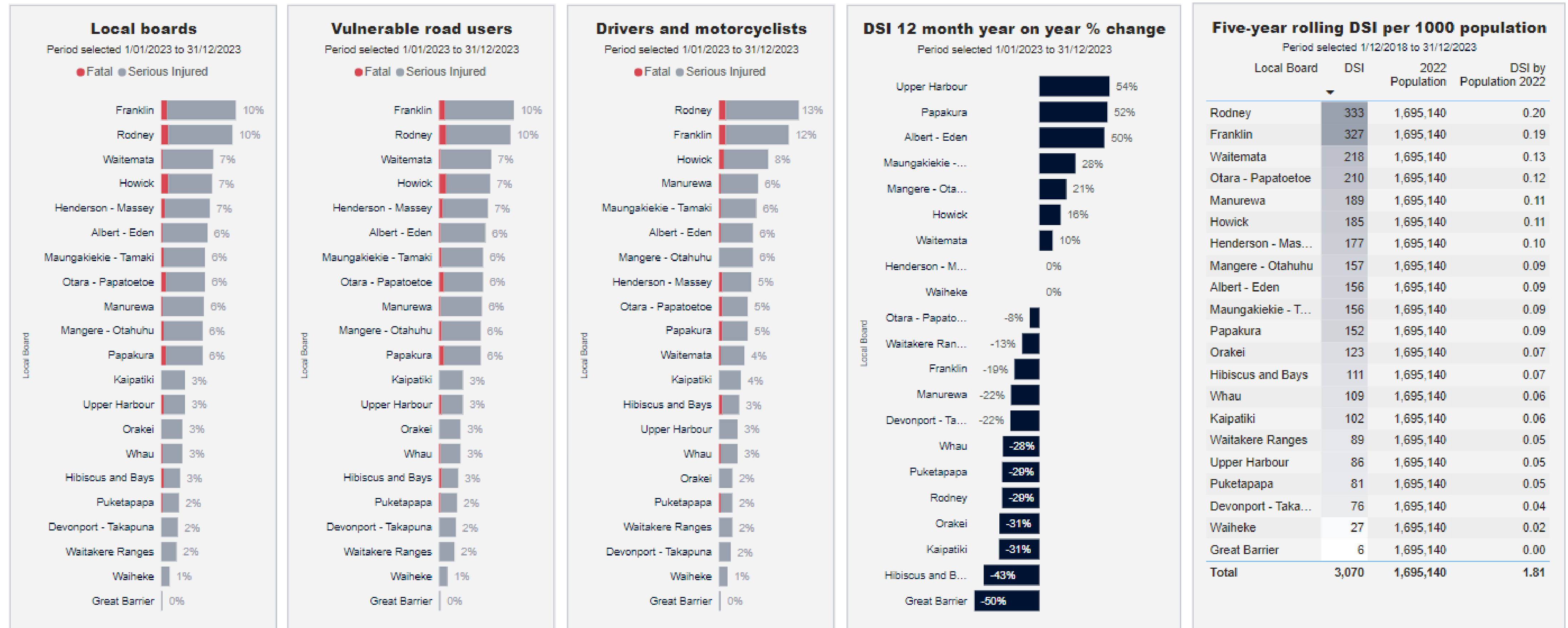
Injury data has been sourced from Auckland Transport's Crash Analysis System (CAS) database via Waka Kotahi API.

* Ethnicity in CAS is based on the Traffic Crash Reports (TCRs) and, as such, dependent on visual identification by the attending Police Officer.

2.1 Deaths and serious injuries (DSI) reporting

Local boards DSI dashboard

Death and serious injuries from Crash Analysis System (CAS)



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* Ethnicity in CAS is based on the Traffic Crash Reports (TCRs) and, as such, dependent on visual identification by the attending Police Officer.

