

| AGENDA ITEM 24 BOARD NOTING PAPER | |
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| To: | Board |
| From: | Anyela Montano, Health, Safety & Wellbeing Reporting Lead |
| Reviewed: | Karen Duffy, Director People & Performance Teresa Burnet, General Manager Transport Safety Dean Kimpton, Chief Executive Officer |
| Date: | 21 February 2024 |
| Title: | Safety Business Report |

Aronga / Purpose

1. To provide an overview of progress against the Safety, Health, and Wellbeing (SHW) Strategy.

Te tūhonga / Recommendation

That the Auckland Transport Board (board):

- a) Receives the report.

Te horopaki / Background

2. In August 2023, Auckland Transport's (AT's) plan on a page (Business Plan) was updated to provide clearer objectives, results and deliverables in response to the direction outlined in the Statement of Intent (SOI). 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 and sustainability, building trust, confidence, and mana (Whirinaki) and a focus on safety and wellbeing in life, work, and travel.
3. 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.

Me mōhio koe / What you need to know

Health and Wellbeing progress in reporting period

4. A key learning from the Dupont survey was to improve safety culture, visible leadership and risk management. The program "Show us your day" has been developed, which aligns to WorkSafe's "Betterwork" Strategy to improve AT's safety culture as this program will deepen engagement of all teams across AT.
5. AT Safety risk framework is currently under development. The Safety, Health and Wellbeing Risk Management procedure and eLearning module are complete were launched in November 2023. The final draft of the Safety Critical Risk Framework is complete and will be reviewed by end users in February/March 2024.
6. The Safety Capability programme's fourth module, "Roles and Responsibilities," funding has been approved. Work on the design has commenced.
7. Planning is underway for a new leadership safety walks scheduled for 2024 and will be relaunched following the organisational restructure, though this may be amalgamated into the Show Us Your Day (SUYD) program.
8. 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 is appointed.
9. On-line SHW training videos are currently being developed and shared with the business to continue to improve safety knowledge across AT.
10. Synergi reporting has been revised for external operators to enable a focus on only the high potential and notifiable adverse work events, all other adverse

Entered by Board Secretary

work events will be monitored through the public transport (PT) operators own health and safety management systems. Statistics for all adverse work events will be listed in monthly AT meetings. Survey results from the bus driver protection screen project have determined two focus areas for the retrofit of panels to the existing fleet, these were the City link vehicles and Manurewa/South Auckland routes.

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

SHW key insights in reporting period

12. Adverse work events identified as AT critical risks decreased by 30% in December 2023, from 33 to 23 events. They were classified as moderate risk consequence: one is related to Violence Threats and Aggression (VTA) with an outcome of Grade 4 - Intimidation and Threats (Threatening Behavior) and two were related to exposure to psychological harm being identified as near misses. VTA remained the highest AT critical risk category accounting for 81% of all AT critical risk events in the last 12 months to December 2023.
13. In December 2023, our 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.
14. In December 2023, for PT operators, VTA was a major focus and 63% of the total reported adverse work events presenting a critical risk to PT operators were related to violence towards staff. There was an increase of 25% in December 2023 in adverse work events classified as violence towards staff compared to November 2023 (from four to five). While property damage is the largest outcome with 126 adverse work events in the last 12 months to December 2023, 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 between November 2023 and December 2023.

15. For physical works contractors, the highest hazard categories for adverse work events identified as critical risks in the last 12 months to December 2023 were VTA, underground services strike and collision with vehicles.

Deaths and Serious Injuries (DSI) progress in reporting period

16. AT road safety engineering continue to undertake fatal crash investigations in partnership with New Zealand Police. There were 29 fatal crashes reported on local (AT) roads January to December 2023 with 38 recommendations for Safety Improvements on those roads. Of these, 27 have been implemented and 11 remain open.
17. The transport safety intelligence tool continues to be socialised across the business. The investigation of the Accident Compensation Corporation (ACC) and Ministry of Health (MoH) data structures to understand what insights can be brought into the Safety Intelligence Tool is on hold as there is no resource in the Transport Safety Team. BT may be able to assist with this.
18. In December 2023, 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 also 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.
19. A letter has been received from the Minister 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.

DSI key insights in reporting period (past 12 months from January 2023 to December 2023)

- 20. 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.
- 21. 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.
- 22. 89% of deaths and serious injuries occurred on local roads with 59% (390) occurring within a 50kmh speed limit environment.
- 23. 47% of deaths and serious injuries are experienced by vulnerable road users (people walking, people cycling and motorcyclists).
- 24. Males account for 67% of DSI and the remaining 33% are females.
- 25. Māori represents 11% of Tāmaki Makaurau’s population and 19% of deaths and serious injuries (42% of ethnicities are unknown)
- 26. Crash attributes: 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%. 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.
- 27. 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, Waitemātā, 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).

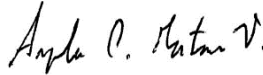


Ā muri ake nei / Next steps

- 28. The Safety Business Report with January and February 2024 data will be presented to the board in March 2024.

Te whakapiringa / Attachment

| Attachment # | Description |
|--------------|--|
| 1 | February 2024 Safety Business Report Dashboard |

Te pou whenua tuinga / Document ownership

| Submitted by | Recommended by | Approved for submission |
|--|--|---|
| Anyela Montano Health, Safety & Wellbeing Reporting Lead | Karen Duffy Director People & Performance | Dean Kimpton Chief Executive |
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