



Health, Safety and Wellbeing and Transport Safety Update

27 August 2024



August 2024 Health, Safety and Wellbeing Business Report Dashboard



1. Health, Safety and wellbeing dashboard

- 1.1 Safety operational activity including Leadership safety walks, Assurance Activities, Investigations and Safety Culture
- 1.2 Notifiable and high potential adverse work events
- 1.3 Adverse work events identified as critical risks

1.1 Safety operational activity - Auckland Transport

Key insights

Leadership safety walks (LSWs)

- Two leadership walks were conducted in July 2024 by People and Performance business unit: one Harbourmaster Offices and one Transport & Parking Team (Fig 1).
- We continue to have a significant gap between the annual target and current rates from Board members and Directors on completion for LSWs.

Safety assurance activities

- There were four site safety inspections in July 2024, one for PT, Facilities & Structures Projects, one for Construction Delivery (South & East) and two for Regional & Local Programme (North & West).

Case types and critical risks

- An increase of 7% for adverse work events and 33% for hazards is noted in the month of July 2024 compared to June while pain and discomfort reports decreased by 57% in July as compared to June 2024 (Fig 3).

Moderate, major and extreme adverse work events

- Two reported events were classified as major risk consequence, one resulted in a work-related injury and was notified to WorkSafe. Six reported events were classified as moderate and they all related to Violence, threats & aggression (VTA).
- Total of Four investigations were completed in July 2024. Three of these were for July 2024 reported events and one was for a June event. (Fig 4).

Total frequency injury rates

- There was one lost time injury reported in July 2024. It was a head Injury with momentary loss of consciousness due to fall accident. One reported medical treatment injury related to an eye discomfort (Fig 5).
- 12 month rolling total recordable injury frequency rate (TRIFR) and lost time injury frequency rate (LTIFR) does not show an increase or decrease. Of note though is that, month on month, recordable injuries decreased by 60% from five to two and worked hours increased 12% compared to June 2024 (Fig 5 & 6).

Engagement:

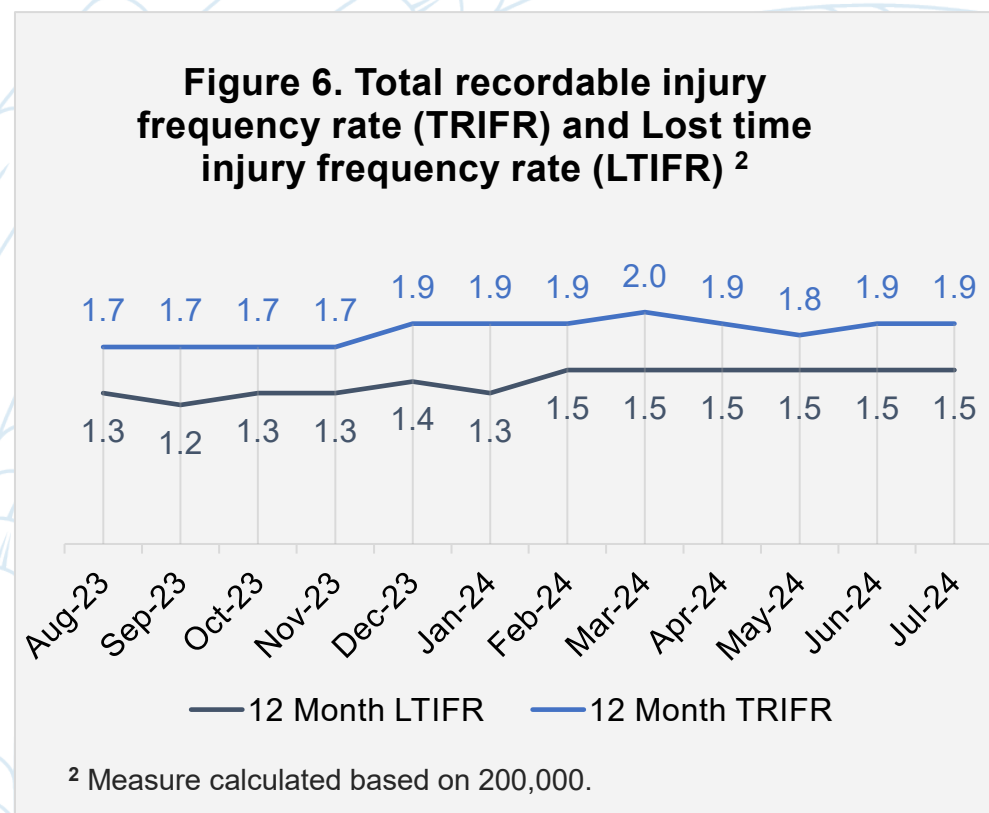
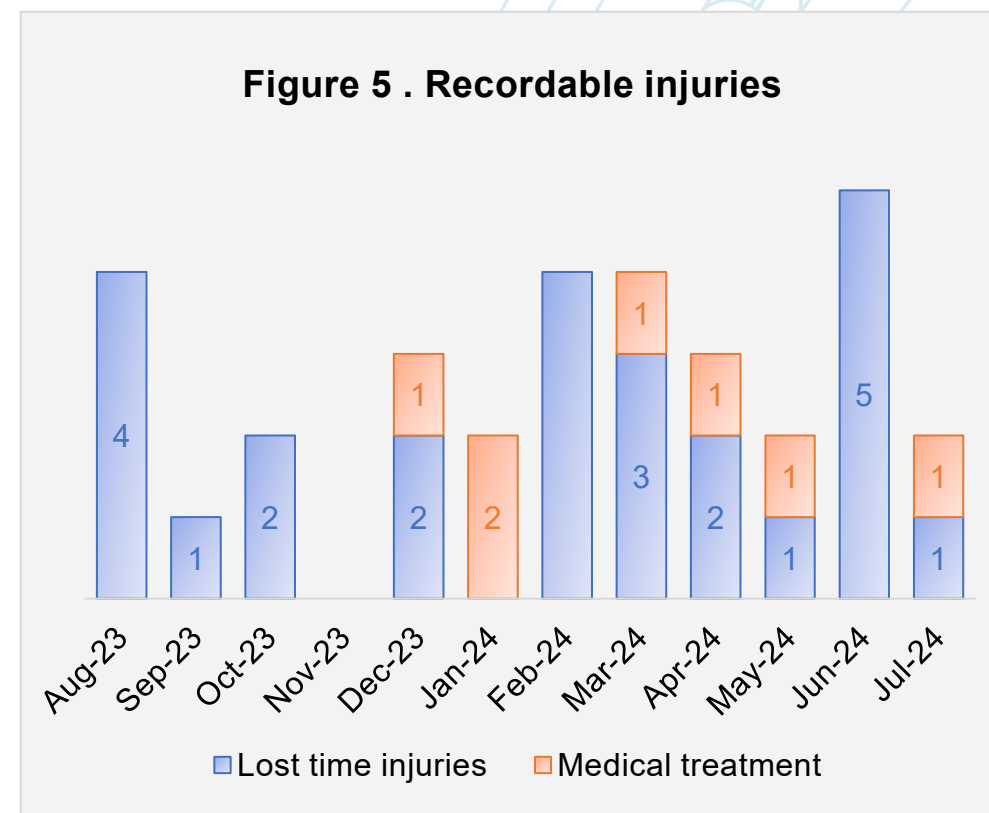
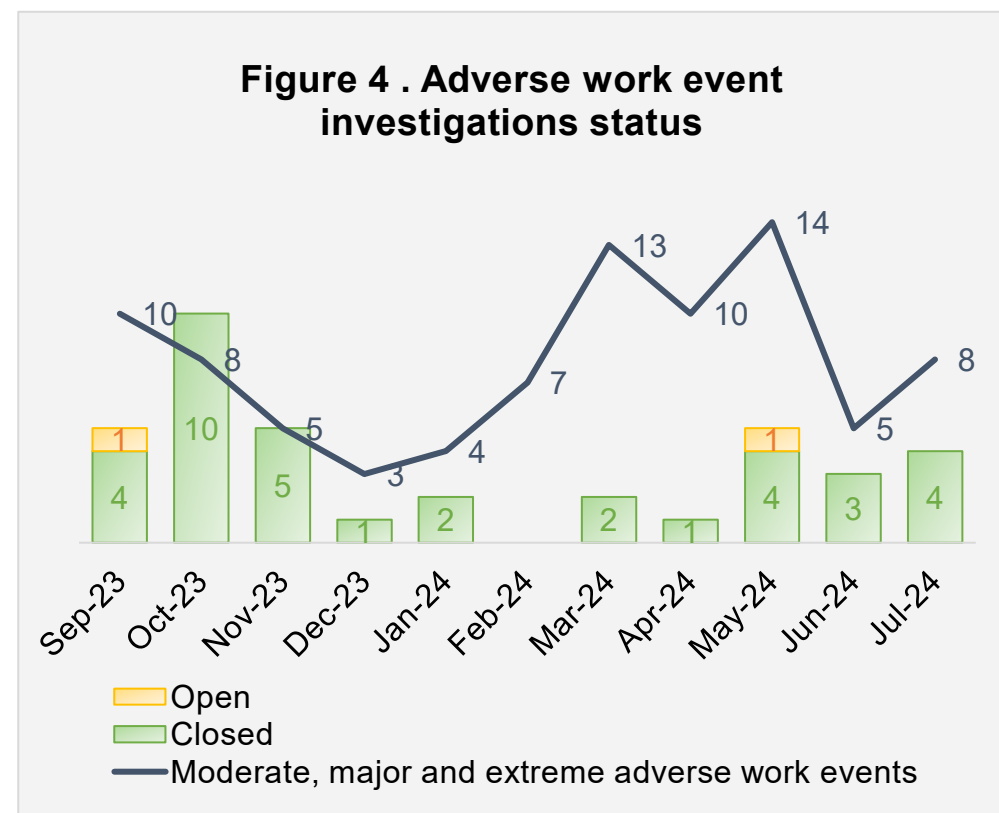
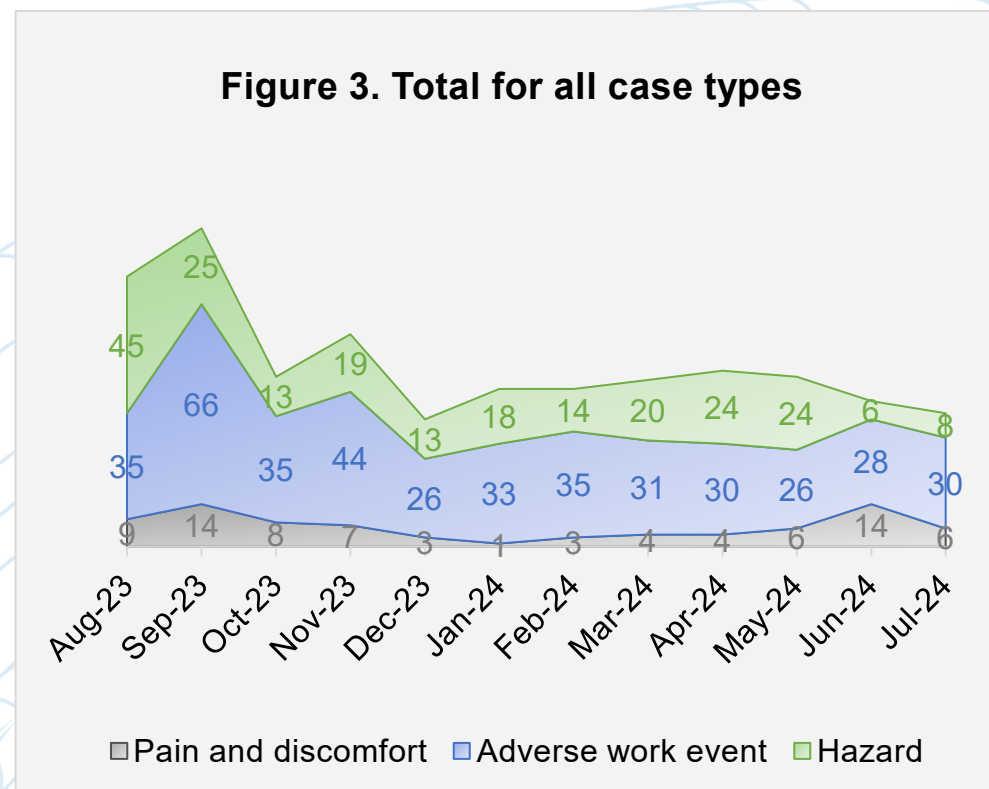
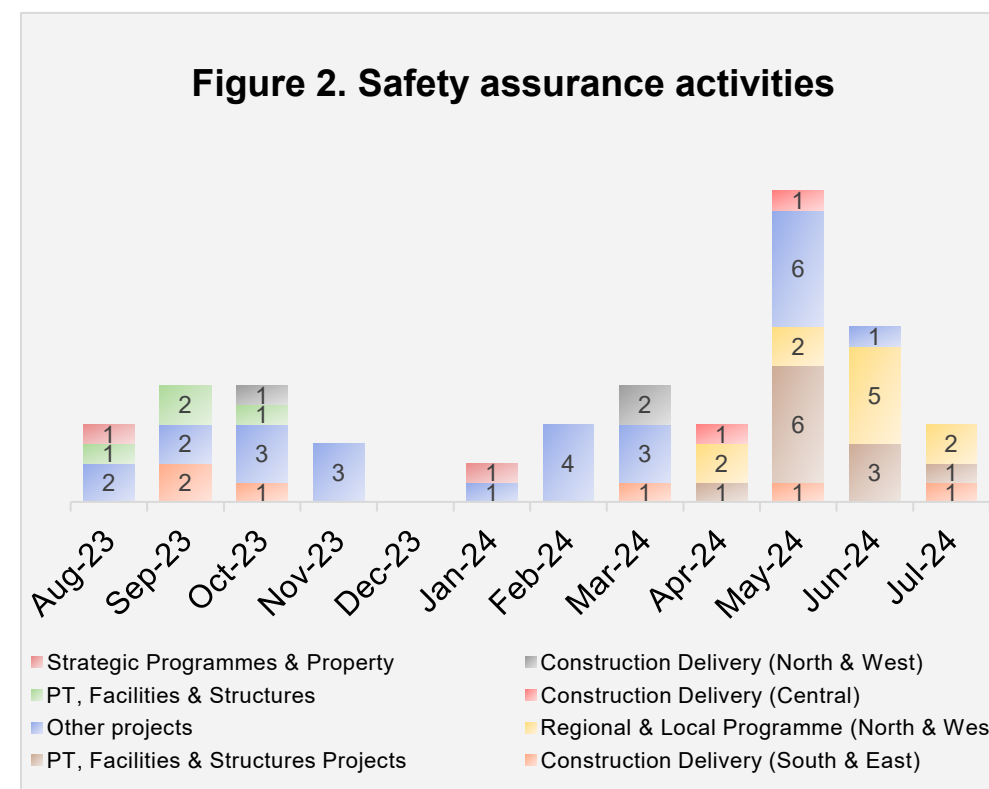
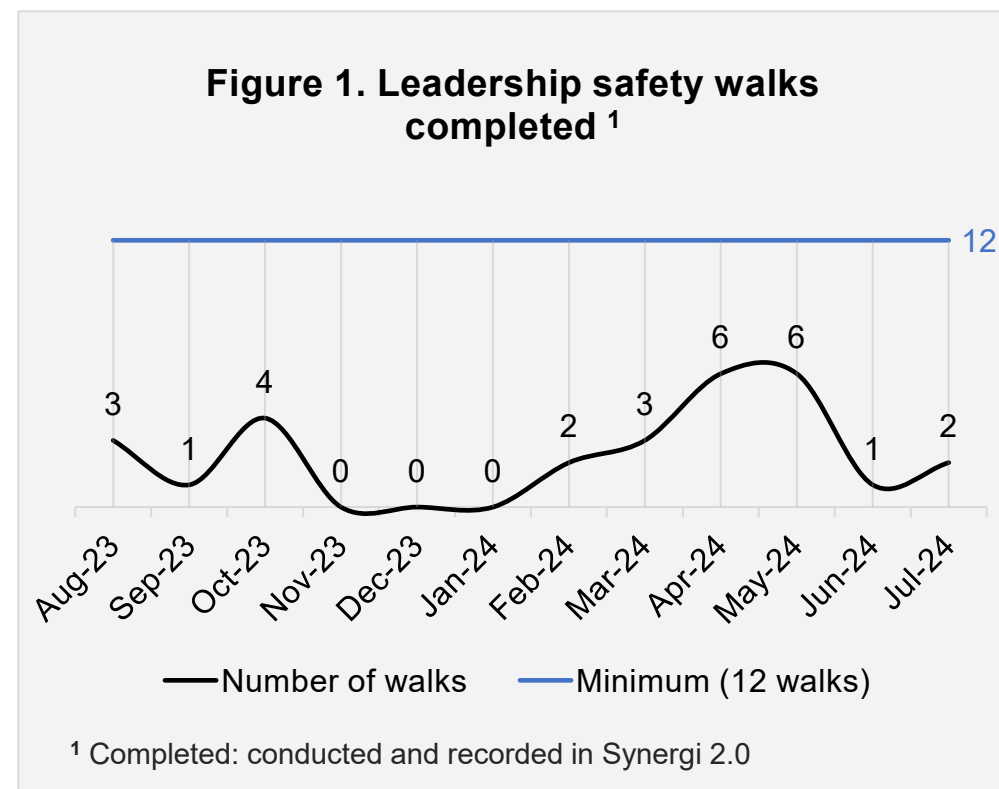
- One "Show us your day" SUYD event in July 2024 involving the Stakeholder and Comms team, our Board Chair and CEO conducting a meeting with Local Board Chairs.
- One Senior Leaders Council (SLC) meeting held in July 2024 with 55% attendance (16/29).
- Six weekly Health and Safety Representatives Forum held in July 2024 with 44% attendance (24/54).

Dashboard

Reporting period status: July 2024 Data Source Synergi 2.0



Trend reporting period: Aug23 to Jul24 Data Source Synergi 2.0



* Adverse work events: Events that have or have the potential to cause harm and/or damage.
 ** Notifiable event: event notify to WorkSafe that have or have the potential to cause serious harm.



1.2 Notifiable and high potential adverse work events - Auckland Transport and other PCBUs

Key Insights

Auckland Transport (AT)

- In July 2024:
 - One notifiable adverse work event reported where an AT staff member was climbing up on to raised platform, lifting right leg to near hip height and left arm to climb up. As climbing, the employee got distracted by some shouting across the street then as they stood up and lost their balance and fell forward with first impact to right side of forehead and right shoulder. Blacked out for 1-2 minutes and when came around was a bit confused about how they got there and what happened. Employee is off work and the event is lost time injury.
 - One high potential adverse work event classified as violence, threats and aggression (VTA) where an AT staff member was verbally threatened harm by a member of the public whilst attempting to scan for a free ticket. Event with and outcome Grade 5 - Intimidation and Threats (Verbally threaten to harm or kill).

Public transport operators (PTO)

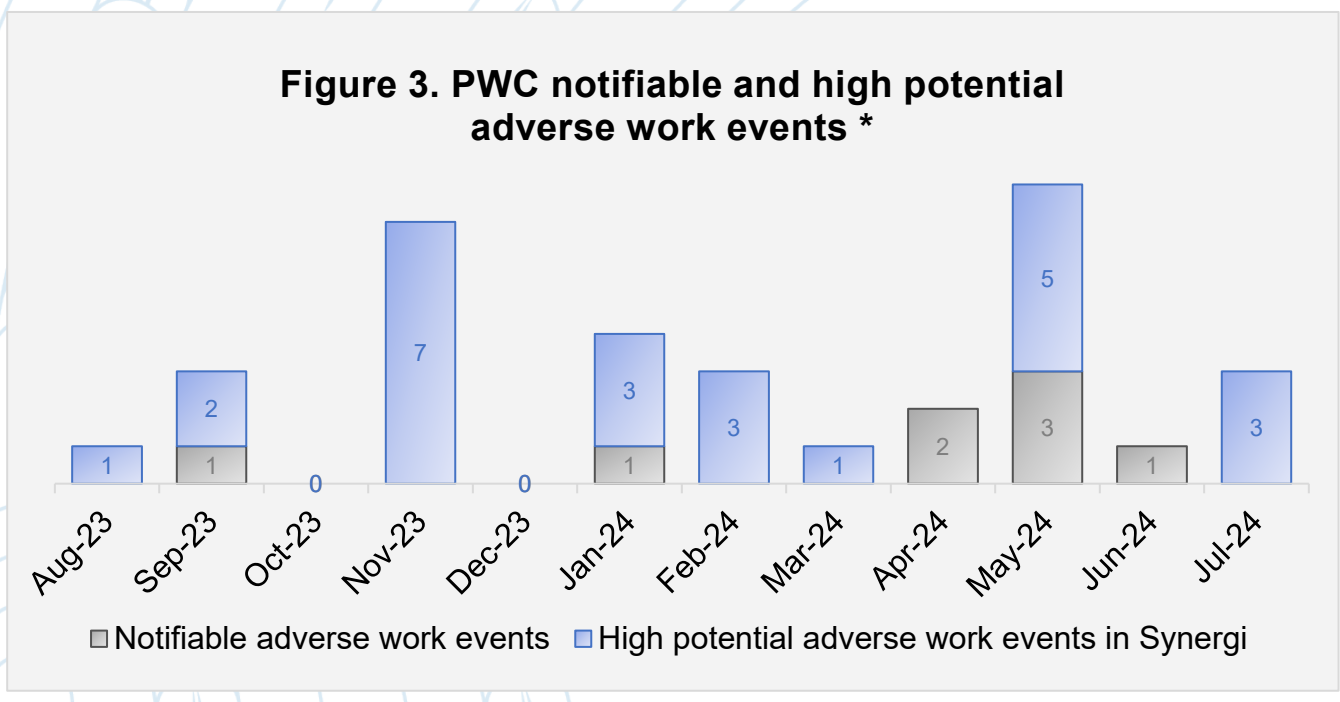
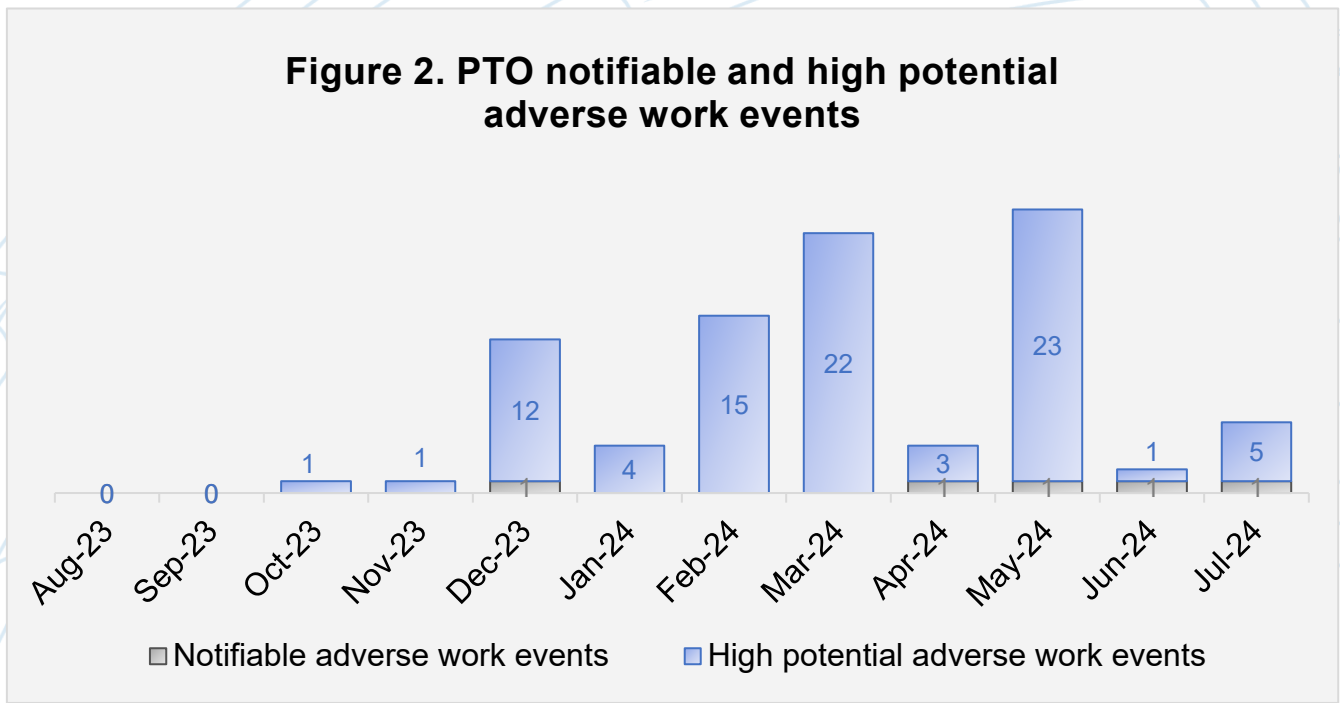
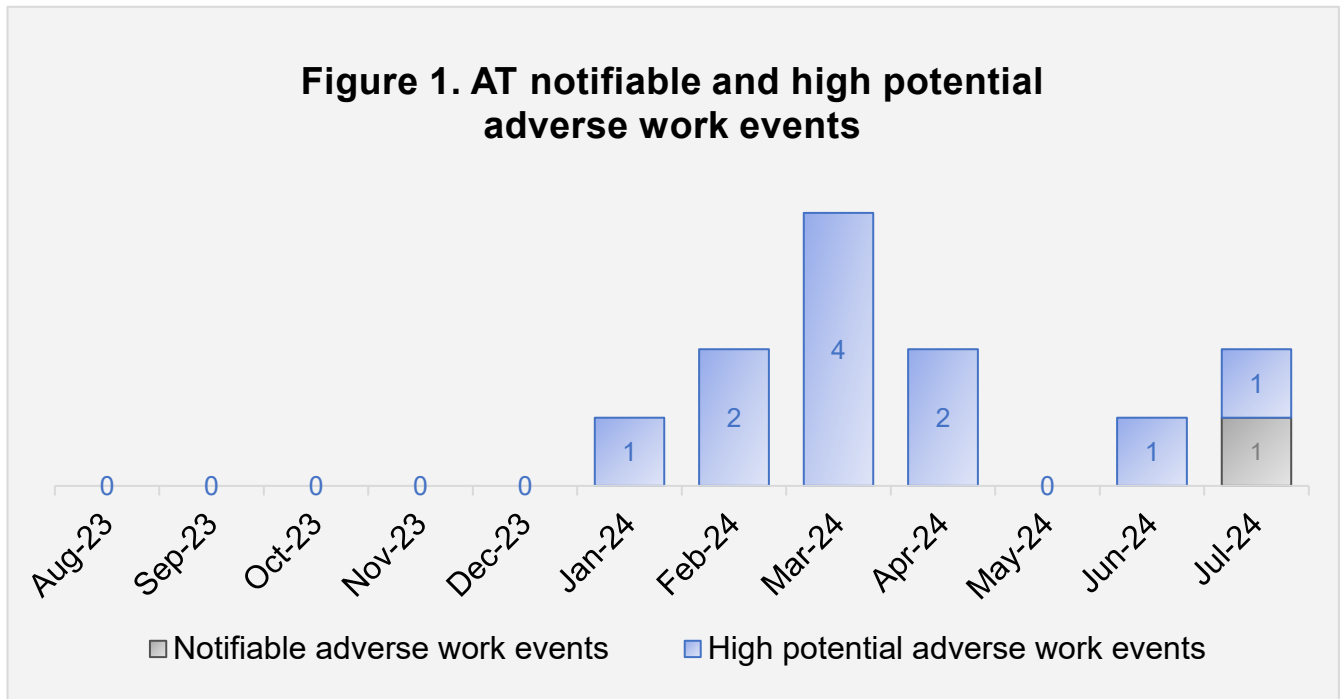
- In July 2024:
 - There was one notifiable adverse work events reported in Synergi where a bus operator at Otahuhu reported that a passenger came on board brandishing a knife and asked to be taken home. With the help of other passengers outside, the operator managed to unarm the attacker. Police called and arrested perpetrator. Driver had no injuries.
 - There were three high potential adverse work events, and two significant near miss events reported in Synergi.
 - Near Miss – Bottles thrown at bus driver at Waitakere City terminus and an event at Birkenhead ferry terminal where a red laser light was pointing to the ferry crew. Ferry crew called the Police due to Captains visibility was impaired when docking.
 - High potential events – all three events were Grade 7 - Assault (Physical contact/touch/object thrown/push/shove/minor assault): A male throws a steel bar towards driver it passed the driver and did not hit him. Police called for help, an operator travelling Huia Rd, a male passenger was continually swearing at him, when told to leave bus at stop he hit the operator on the head and an operator was not seriously hurt. At Mangere station a group of youths on the bus were blocking both access doors, when driver instructed them to get off, one youth punched the driver. Police called. Operator now fine Ambulance attended.
 - Auckland One Rail (AOR) reported 23 notifiable adverse work events. These being one injury, six near miss events, one security breach trespass rail corridor, four antisocial behavior assault members of public, one antisocial behavior assault other, one antisocial behavior assault passenger, two disorderly behavior passenger/people, one signal passed at danger SPAD - B1, three attempted/threatened self harm passengers, one collision infrastructure platform, one collision other and one fault infrastructure line side fire.

Physical works contractors (PWC)

- In July 2024:
 - There were no notifiable adverse work events reported.
 - Three high potential adverse work events including near misses were reported:
 - A traffic control company sub-contracted to Fulton Hogan has had a member of the public (MOP) drive at speed through a stop-go site, the vehicle has impacted with the Traffic Controller's sign or paddle and a road cone, breaking the vehicles mirror, the driver of the vehicle has stopped and verbally abused the Traffic Controller before leaving the site. Police were notified and vehicle details were taken.
 - Two members of the public have attempted to draw on freshly poured concrete, they were confronted by the work crew and instructed to stop. One of the MOP has taken exception to being told to stop and an altercation has taken place with the workers and the MOP, Police were called and attended site. No injuries reported to persons involved.
 - Site Traffic Management Supervisor (STMS) and Traffic Controllers (TCs) have witnessed an assault involving MOP. The STMS has exited her vehicle in an attempt to stop them, at this point the MOP being assaulted has presented a firearm. The STMS has retreated with her team back to the work vehicle and called Police who upon arrival commence interviews.
- Plant vs people interactions remain as the trending events for this period.
- Next steps will focus on streamlining PW contractors' processes, improving quality of data and presenting impactful insights.

Dashboard

Trend reporting period: Aug23 to Jul24 Data Source Synergi 2.0



1.3 Adverse work events identified as critical risks - Auckland Transport and other PCBUs

Key insights

Auckland Transport (AT)

- In July 2024, there was an increase of 35% in the number of AT critical risks identified compared to June 2024 (20 to 27) (Fig 1).
- Violence, threats and aggression (VTA) continues to trend as the most reported AT critical risk (CR) events, representing 81% of the total reported events from Aug 2023 to July 2024 (266 out of 330) (Fig 1).
- Out of the five outcome categories, psychological threats and aggression remain the highest proportion at 67% (222 out of 330) over the last 12-month period (Fig 2).

Public transport operators (PTO)

- In July 2024, there were five adverse work events identified as PT critical risks and classified as major risk consequence and all related to violence toward staff with an increase of 400% (one to five) compared to June 2024.
- In July 2024, there was an increase of 150% in the number of PT critical risks identified compared to June 2024 (two to five) (Fig 3).
- Violence towards staff continues to trend as the most reported PT critical risk (CR) events representing 65% of the total (84 out of 130) in the period August 2023 to July 2024 (Fig 3).
- Out of the five outcome categories, physical assaults represent the highest proportion at 35% (45 out of 130) over the last 12mth period, closely followed by psychological threats and aggression (30%) (Fig 4).

Physical works contractors (PWC)

- In July 2024, there were two adverse work events identified as PW critical risks and classified as major risk consequence one related to working in live traffic environment and the other assault towards team members (Fig 5).
- Reported critical risks is showing a downward trend over the last 12-months period.
- Out of the five outcome categories, injury / illness represent the highest proportion at 32% (7 out of 22) over the 12-month period (Fig 6).

AT dashboard

Reporting period status: July 24 Data Source Synergi 2.0

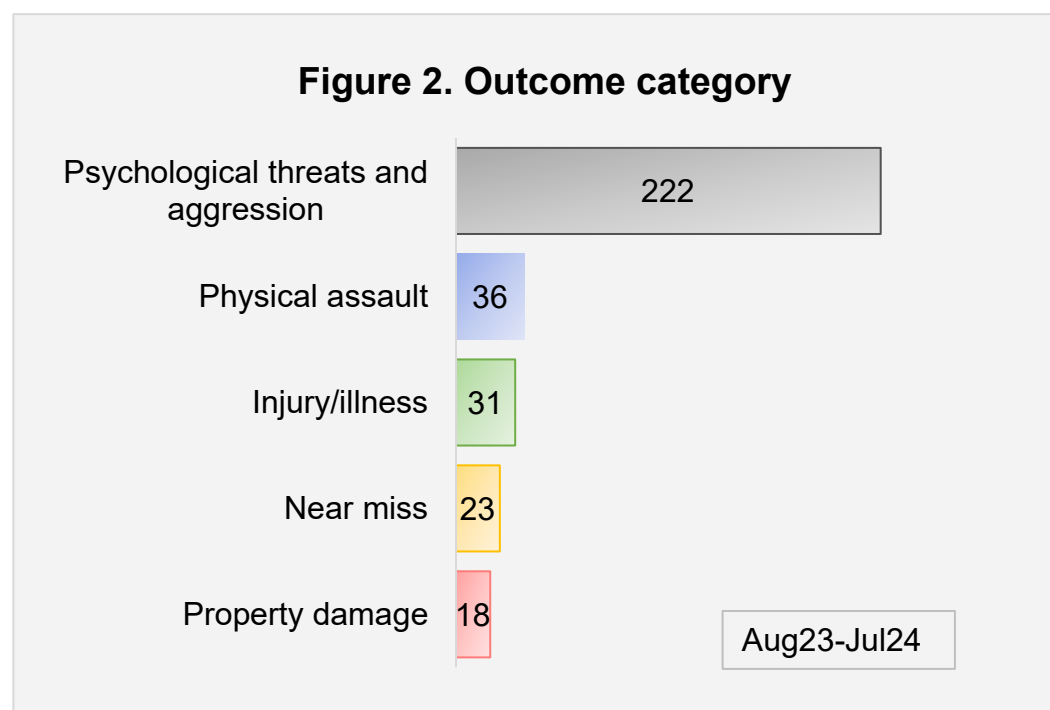
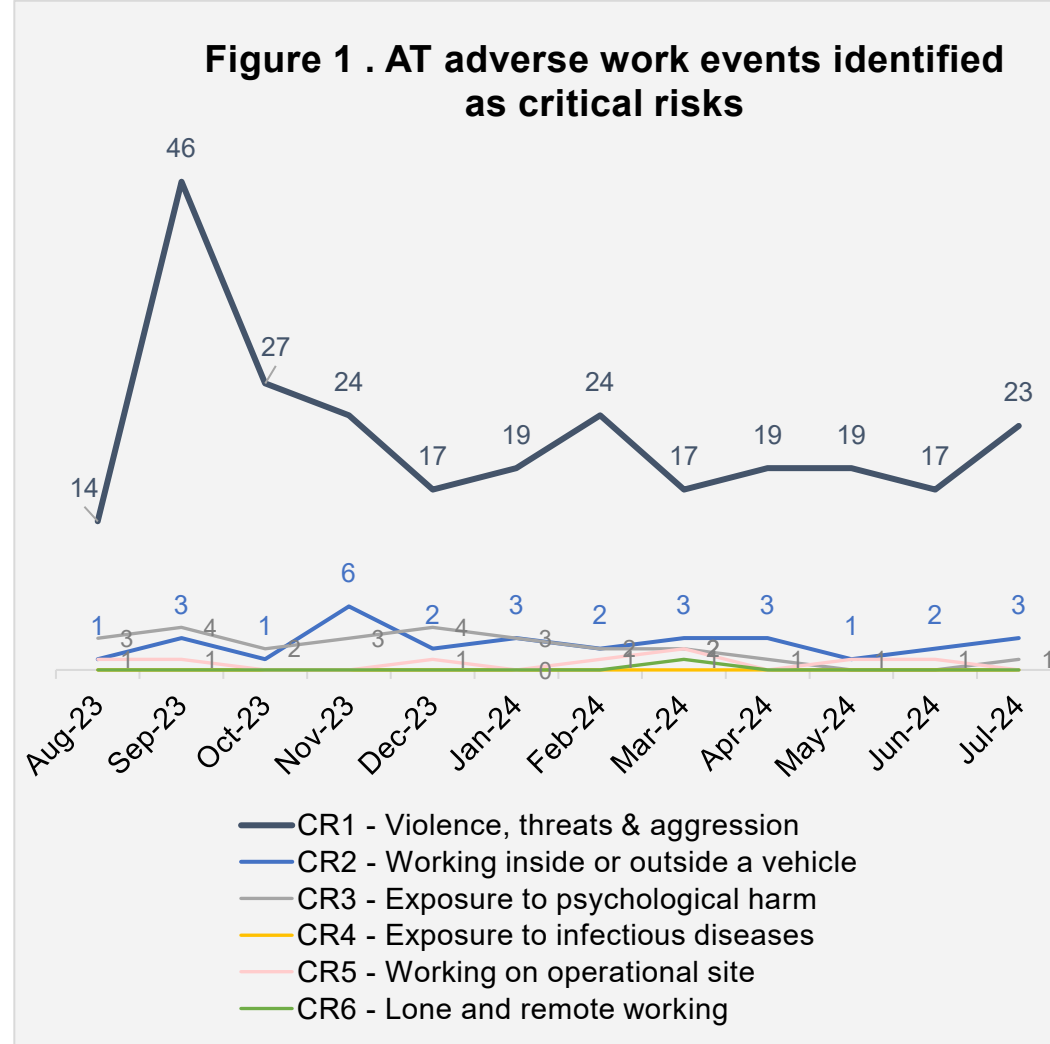
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Critical risks

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Major and extreme risk consequence critical risks

Trend reporting period: Aug23 to Jul24 Data Source Synergi 2.0



PTO dashboard

Reporting period status: July 24 Data Source Synergi 2.0

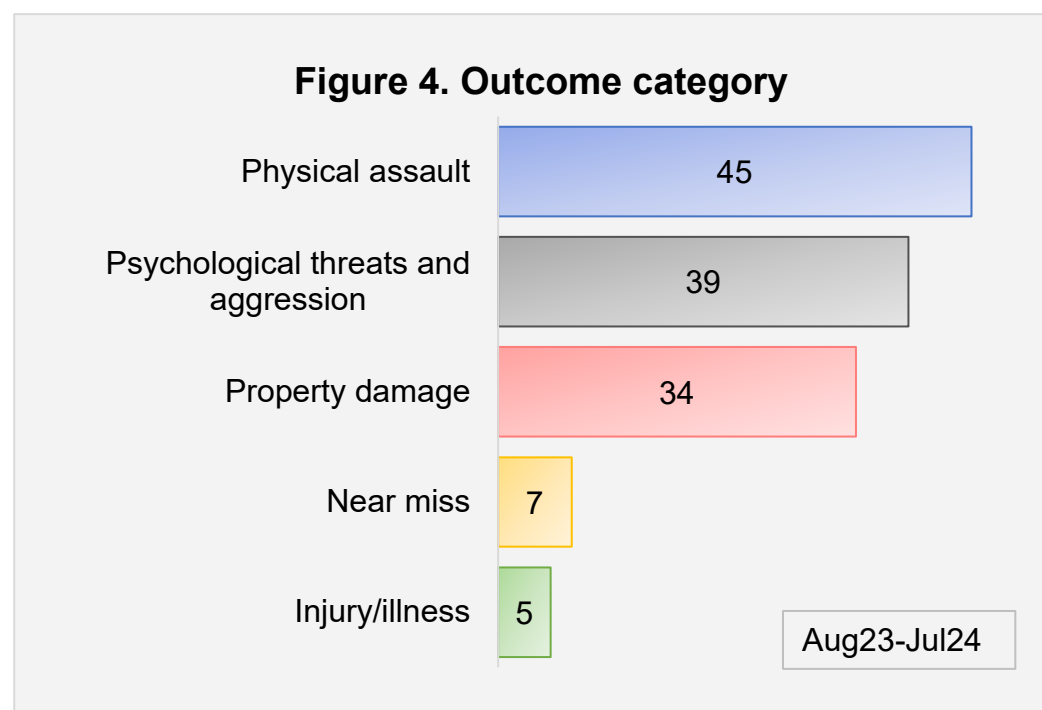
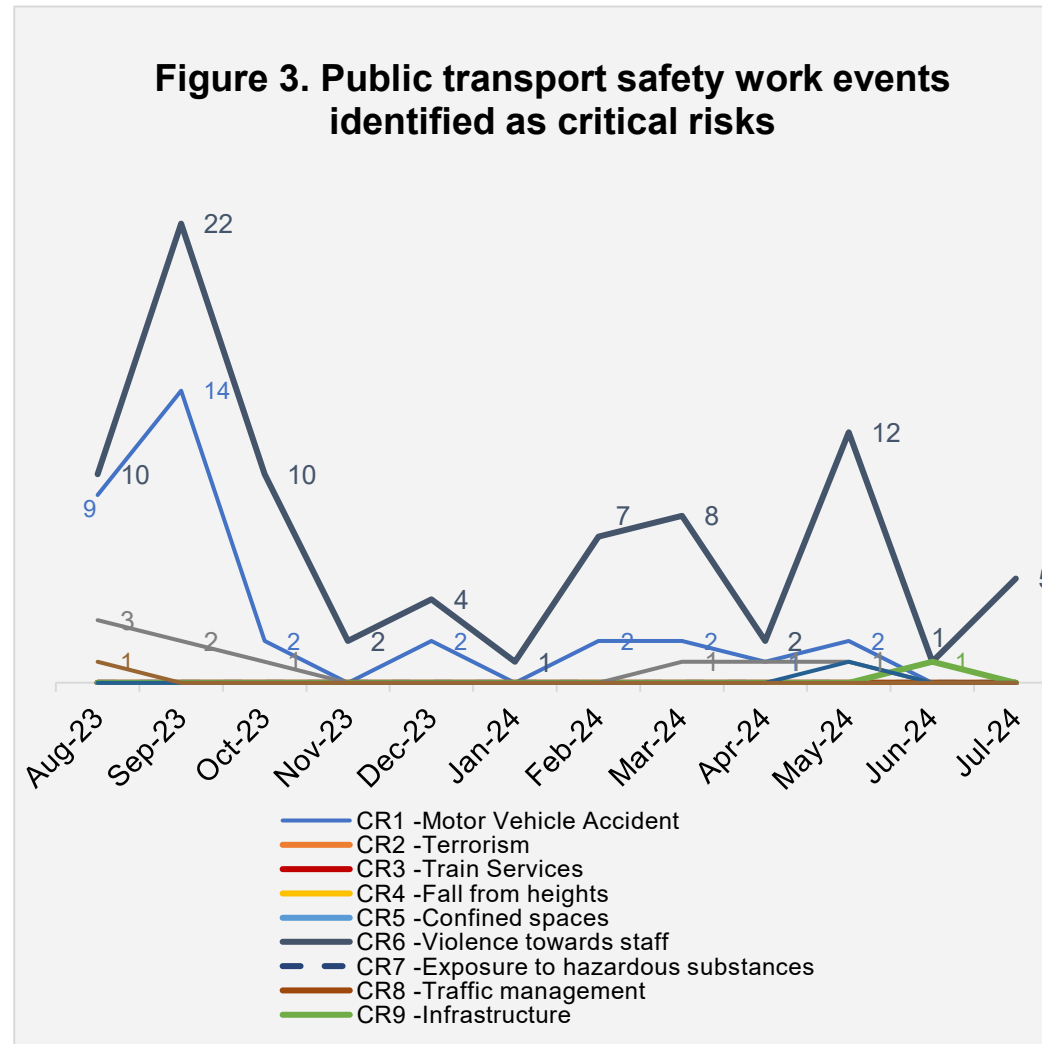
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Critical risks

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Major and extreme risk consequence critical risks

Trend reporting period: Aug23 to Jul24 Data Source Synergi 2.0



PWC dashboard

Reporting period status: July 24 Data Source Synergi 2.0

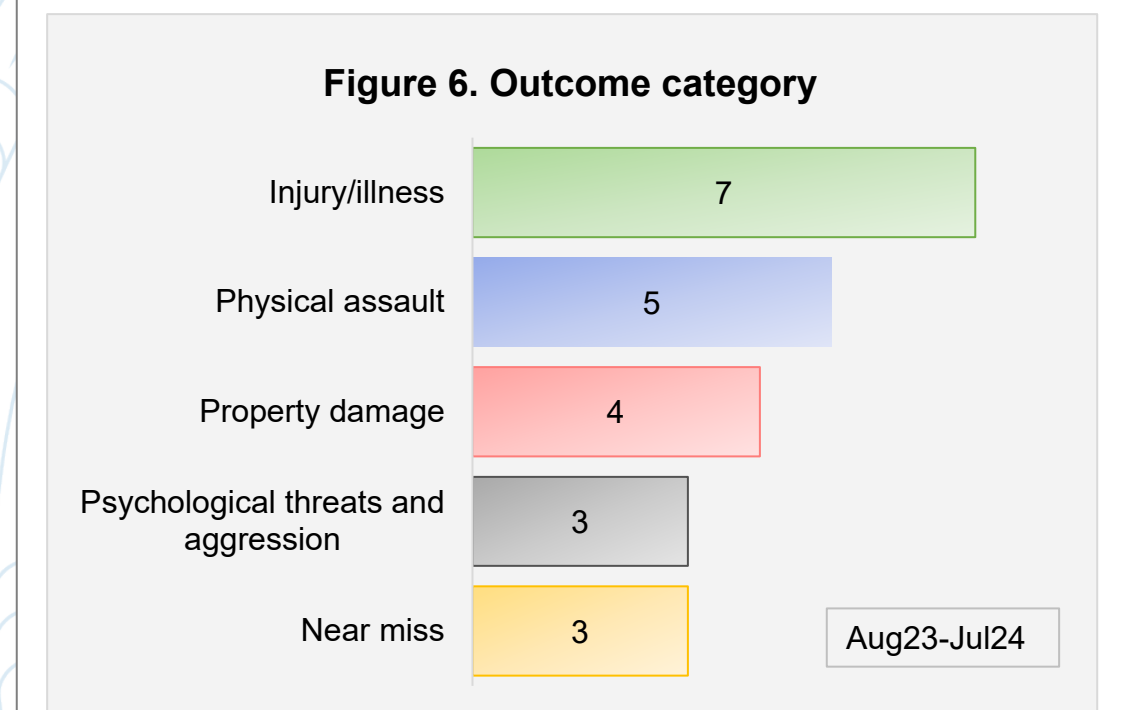
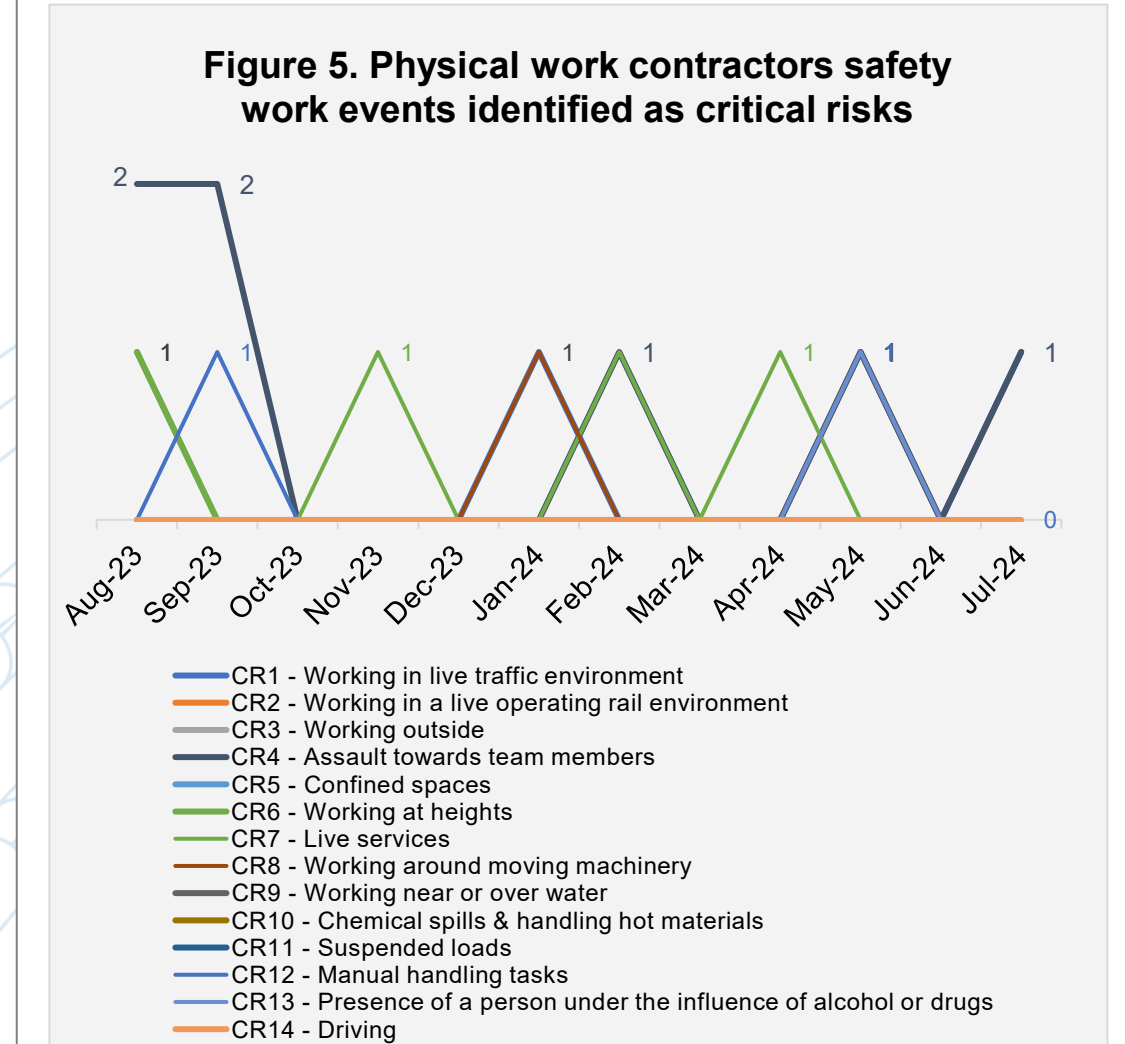
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Critical risks

2

Major and extreme risk consequence critical risks

Trend reporting period: Aug23 to Jul24 Data Source Synergi 2.0



Transport Safety



1. Executive Summary

Key progress

TRANSPORT SAFETY

2.1 Fatal Crash Reporting

- AT road safety engineering continue to undertake fatal crash investigations in partnership with New Zealand Police.
- There were 41 fatal crashes reported on local (AT) roads 2023/24 with 54 recommendations for Safety Improvements on those roads. Of these, 47 have been implemented and seven remain open.
- The draft speed limit setting rule consultation has closed and we would expect new legislation in November 2024.

Financial year performance

- The Statement of Intent (SOI) deaths and serious injuries (DSI) target on the road network in Tāmaki Makaurau for 2023/24 was no more than 640 DSI. We have met this target with the provisional figure of 586. (there is a known lag in the reporting of serious injuries of up to three months). The new proposed SOI target for 2024/25 is explained on slide 8 of this report

Key insights

TRANSPORT SAFETY

2.1 Rolling 12 months DSI reporting

Overall DSI insights (past 12 months from Aug 2023 to end of July 2024)

- In the past 12 months (August 2023 – July 2024) 582 people were killed or seriously injured on Tāmaki Makaurau roads compared to 696 the previous year, a decrease of 16% year-on-year, where 27 people were killed and 555 were seriously injured.
- In this period, we have seen a 55% decrease in fatalities of 60 to 27, year on year. The overall number of DSI crashes remains relatively static over the past five years, however we are seeing a reduction in the severity.
- We continue to see the majority of harm occurring on our local roads (88% in the past twelve months).
- 49% of reported deaths and serious injuries are experienced by people outside of vehicles (people walking, people cycling and motorcyclists).
- Males account for the majority of deaths and serious injuries (70% in the past twelve months).
- In the past 12 months the highest proportion of deaths and serious injuries were seen in the 15-34yr age group. This age group represents 29% of Auckland's population, but 45% of people killed or seriously injured.
- Māori represents 11% of Tāmaki Makaurau's population and 17% of deaths and serious injuries (44% of DSI ethnicities are recorded as unknown).

2. Transport safety 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

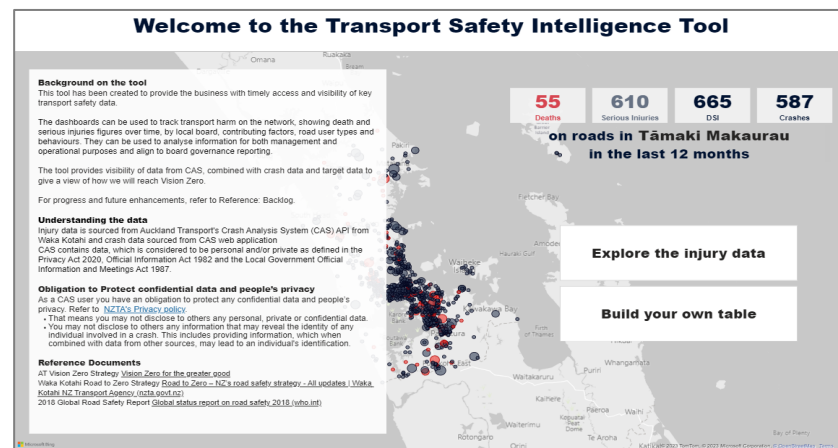


2.1 Transport safety FY24 critical success factors - Auckland Transport

Legend: ● On track ● On watch ● Off track

Safe Systems

Context: The refreshed Vision Zero Action Plan will help to manage transport safety outcomes and provide visibility of progress towards targets. As part of this work we are focusing on providing relevant data and insights to inform decision making.



Safety Transport dashboards

Strategy update ●

- We are awaiting the release of the new national Objectives document for Road Safety, this will replace the Road to Zero Strategy and Action Plan. We have provided feedback to Ministry of Transport in support of retaining the safe system approach, ensuring a national Deaths and Serious Injuries target is set and that the new national road safety approach recognizes the role of local government in improving safety outcomes.

Insights update ●

- The Transport Safety team are progressing the 'Integration of continuous data feed of Accident Compensation Corporation and Ministry of Health data' project ready for prioritization with the Business Technology team. Modelling of the raw St John's data two-week sprint completed, with a summary report and recommendations for next steps to be completed. The next focus will be Ministry of Health (MoH) raw data two-week sprint, to ascertain which dataset is best to continue with.
- The Safety Intelligence Tool continues to be enhanced for the business to improve data insights. We have had a request from Waka Kotahi NZTA to share the PowerBI dashboard functionality that the AT Safety Insights & Optimisation team created in 2023. NZTA were extremely impressed with what we had created. We are going through approval processes with BT team. NZTA would like to create a national data dashboard, distributed to each regional council for reporting purposes.
- The mapping of roadside hazards with Vector power poles overlaid with deaths and serious injury crash data, is in the prioritization mapping with BT phase and will progress alongside the updated Urban KiwiRAP risk mapping tool.

Advocacy

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

Advocacy plan implementation update ●

- As signaled in the draft Government Policy Statement on Land Transport 2024 we are anticipating consultation on a review of safety related fines and penalties, preparations are underway to ensure we can provide a solid evidence base in support of this key piece of work. AT have been advocating for this review since 2021.
- The Transport Safety team met with Ministry of Transport officers to brief them on our priority focus areas;
 - Substantial increase in the number of safety cameras across Auckland, delivered at pace.
 - Prioritisation of a review of safety related fines and penalties.
 - Ensure the new road safety direction from central government addresses Auckland's road safety needs (e.g. urban road safety, vulnerable road users)
 - We have had an event with NZ Police to debrief on recent drink-driving partnership operations and commend record numbers of breath tests delivered.

2.2 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.

The draft Government Policy Statement (GPS) on Land Transport 2024 reaffirms the government’s commitment to safety, *Road safety is a responsibility we all share, and improving road safety in an efficient manner is a priority for this Government.* The initial opportunities we see for delivering Vision Zero through this GPS are in continuing to partner strongly with NZ Police, advocating for the review of safety related fines and penalties, delivering fit for purpose safety infrastructure and targeting road safety education efforts. We will be engaging with our road safety partners over the next month to better understand these opportunities, this will then feed into our updated joint action plan.

Key progress

- **Growing insights:** Modelling of the raw St John’s data two-week sprint completed, with a summary report and recommendations for next steps to be completed. The next focus will be Ministry of Health (MoH) raw data two-week sprint, to ascertain which dataset is best to continue with.
- The Safety Intelligence Tool continues to be enhanced for the business to improve data insights. We have had a request from Waka Kotahi NZTA to share the PowerBI dashboard functionality that the AT Safety Insights & Optimisation team created in 2023. NZTA were extremely impressed with what we had created. We are going through approval processes with BT team. NZTA would like to create a national data dashboard, distributed to each regional council for reporting purposes.
- The mapping of roadside hazards with Vector power poles overlaid with deaths and serious injury crash data, is in the prioritization mapping with BT phase and will progress alongside the updated Urban KiwiRAP risk mapping tool.
- **Fatal crash reporting:** A fatal crash dashboard showing key themes and safe system gaps is now operational. There were 41 fatal crashes reported on local (AT) roads 2023/24 with 54 recommendations for Safety Improvements on those roads. Of these, 47 have been implemented and seven remain open. The work undertaken to refresh the Fatal Crash reporting has been submitted for an Association of Consulting and Engineering (ACE) award, and we await the results.

Key risks to Vision Zero

- The Government Policy Statement on Land Transport 2024 moved the infrastructure component from the safety activity class to local road improvements. This will mean funding for safety infrastructure will be limited due to competing priorities.
- There is no target for reducing Deaths and Serious Injuries in the draft Government Policy Statement, historically a lack of national targets has led to operational resources being redeployed to other focus areas.

Key insights

The Statement of Intent (SOI) deaths and serious injuries (DSI) target on the road network in Tāmaki Makaurau for 2023/24 was no more than 640 DSI. We have met this target with the provisional figure of 586. (there is a known lag in the reporting of serious injuries of up to three months). The new proposed SOI target for 2024/25 is explained on slide 8 of this report.

Overall DSI insights (past 12 months from Aug 2023 to end of July 2024)

- 582 people were killed or seriously injured on Tāmaki Makaurau roads compared to 696 the previous year, a decrease of 16% year-on-year, where 27 people were killed and 555 were seriously injured.
- In this period, we have seen a 55% decrease in fatalities of 60 to 27, year on year, while serious injuries show a 13% decrease of 636 to 555.
- We continue to see the majority of harm occurring on our local roads (88% in the past twelve months).
- 49% of reported deaths and serious injuries are experienced by people outside of vehicles (people walking, people cycling and motorcyclists).
- Males account for the majority of deaths and serious injuries (70% in the past twelve months).
- In the past 12 months the highest proportion of deaths and serious injuries at 23% were seen in the 15-24yr age group, which represents 13% of Tamaki Makaurau’s population.
- Māori represents 11% of Tāmaki Makaurau’s population and 17% of deaths and serious injuries (44% of DSI ethnicities are recorded as unknown).

Death and serious injuries from Crash Analysis System (CAS)

STATEMENT OF INTENT (SOI)
SAFETY

OUTCOME AREA
Getting the basics right

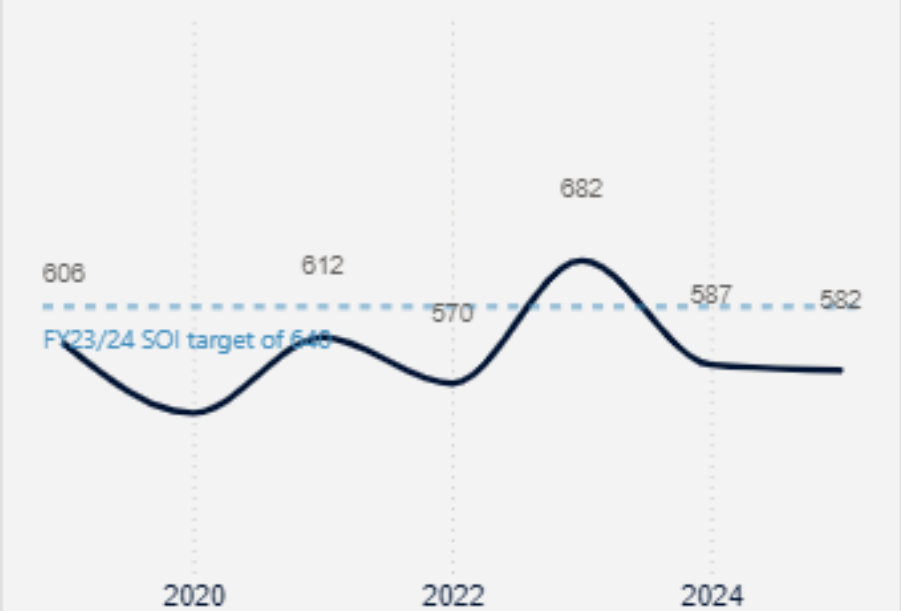
MEASURES
Deaths and serious injuries (DSI) on the road network in Tāmaki Makaurau (TM)

TARGET FY 2023/2024
No more than 640 DSI

ACTUAL FY 2023/2024
582 DSI (Jul 23 - July 24)

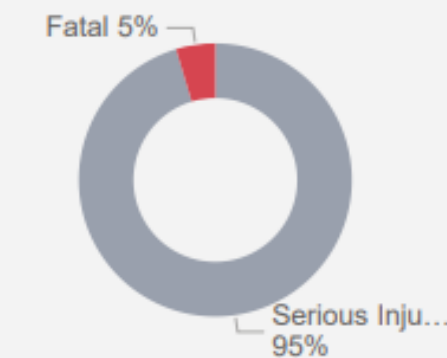
Financial year rolling 12 month DSI

Period selected 1/07/2018 to 31/07/2024



DSI

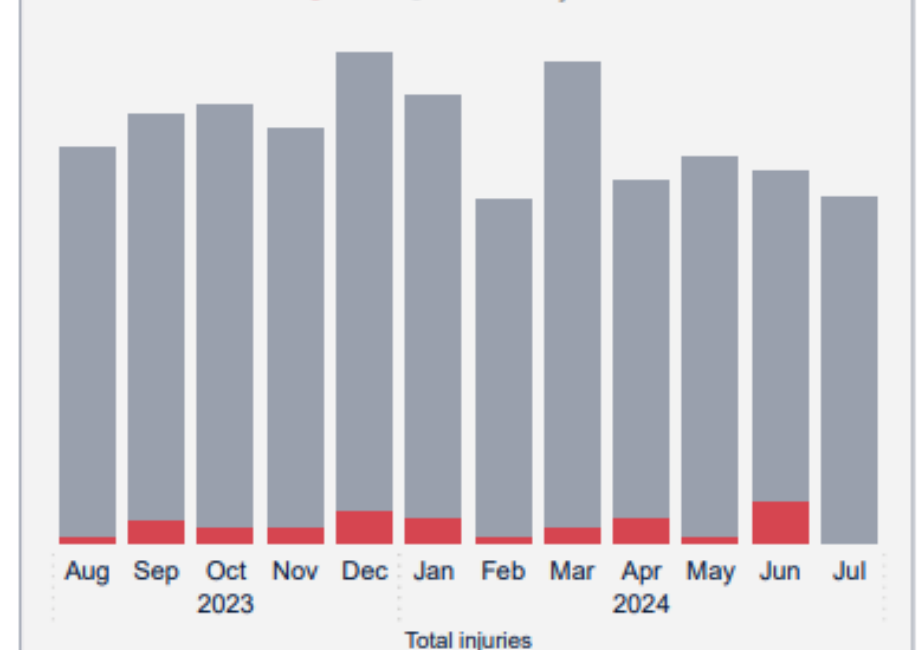
Period selected 1/08/2023 to 31/07/2024



DSI by month

Period selected 1/08/2023 to 31/07/2024

● Fatal ● Serious Injured

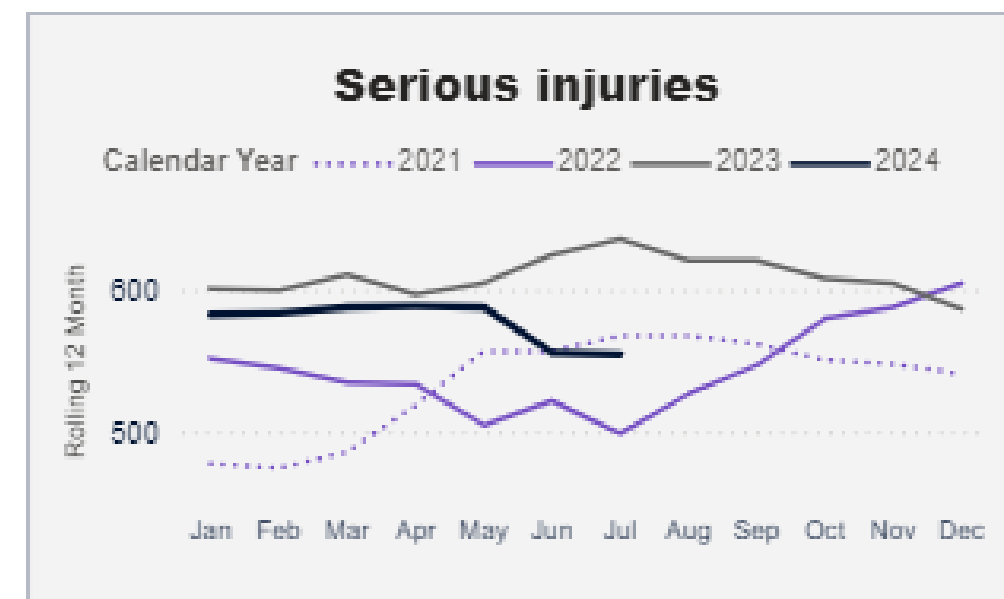
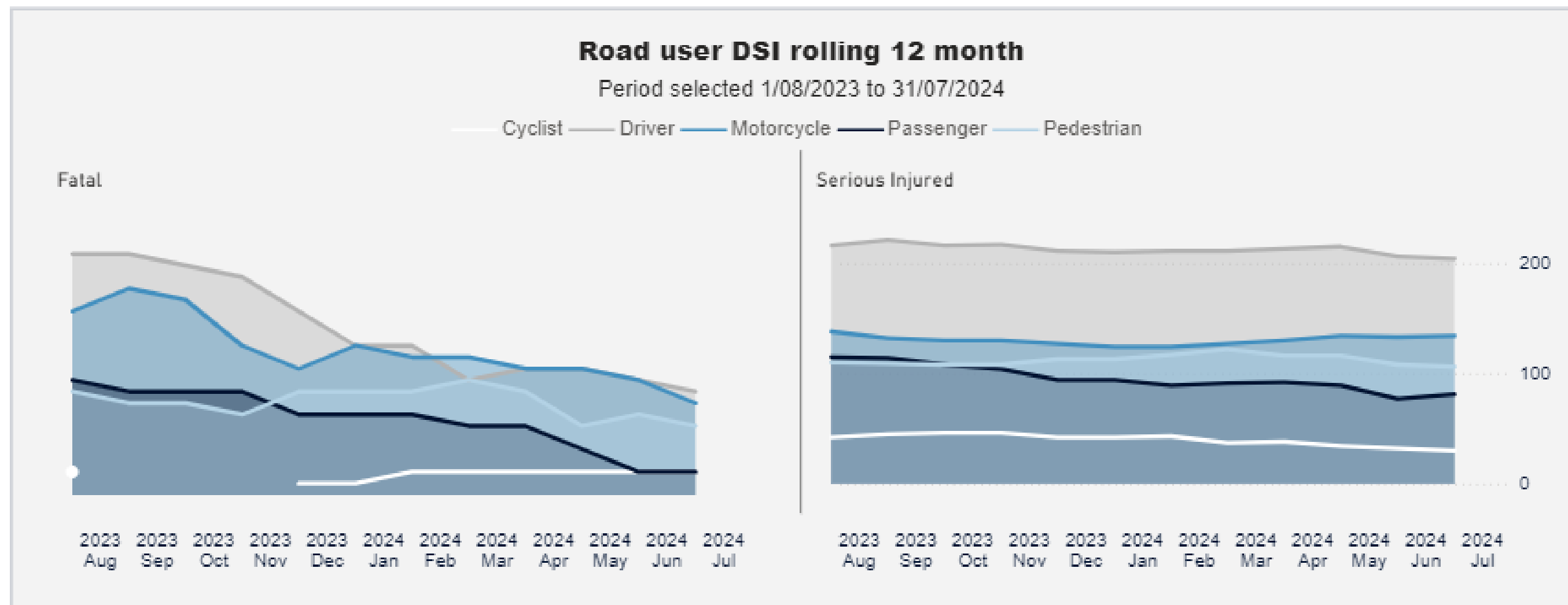
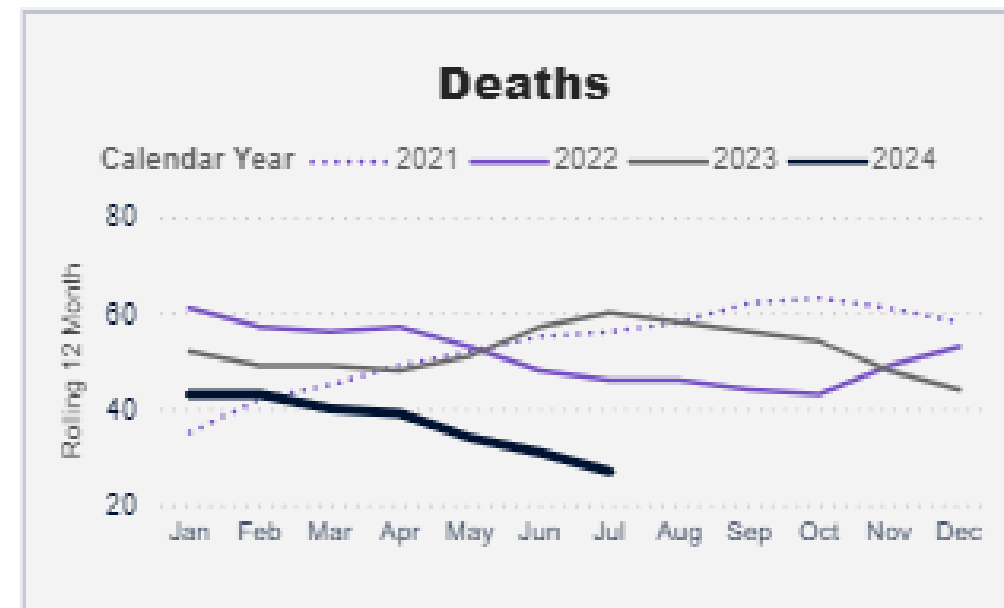
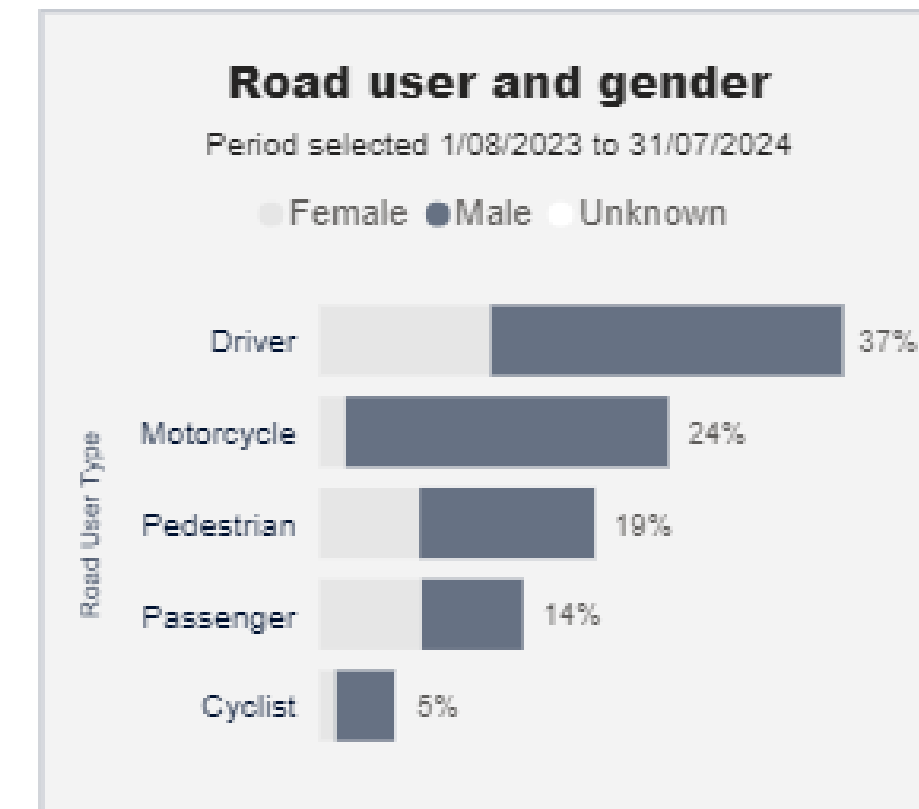
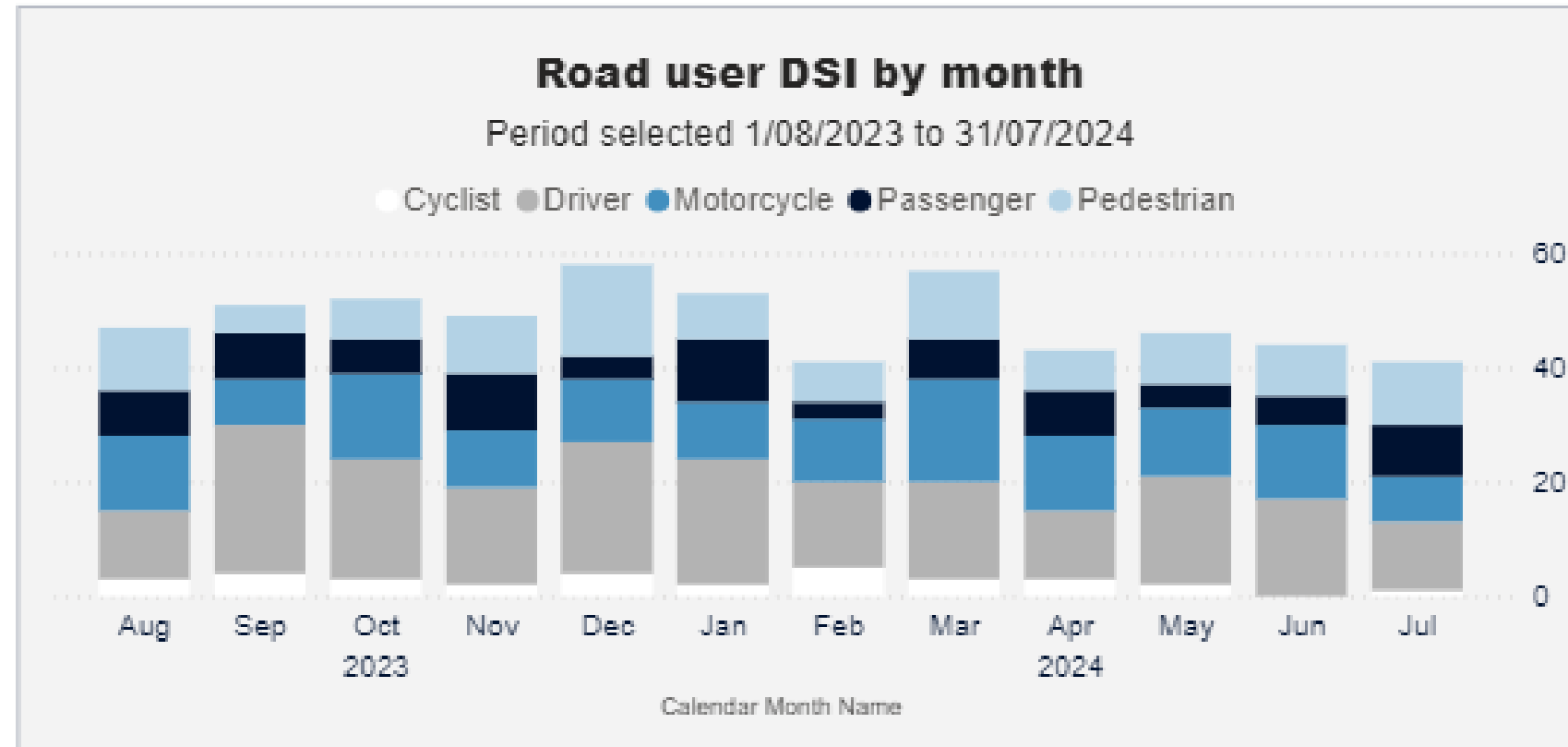
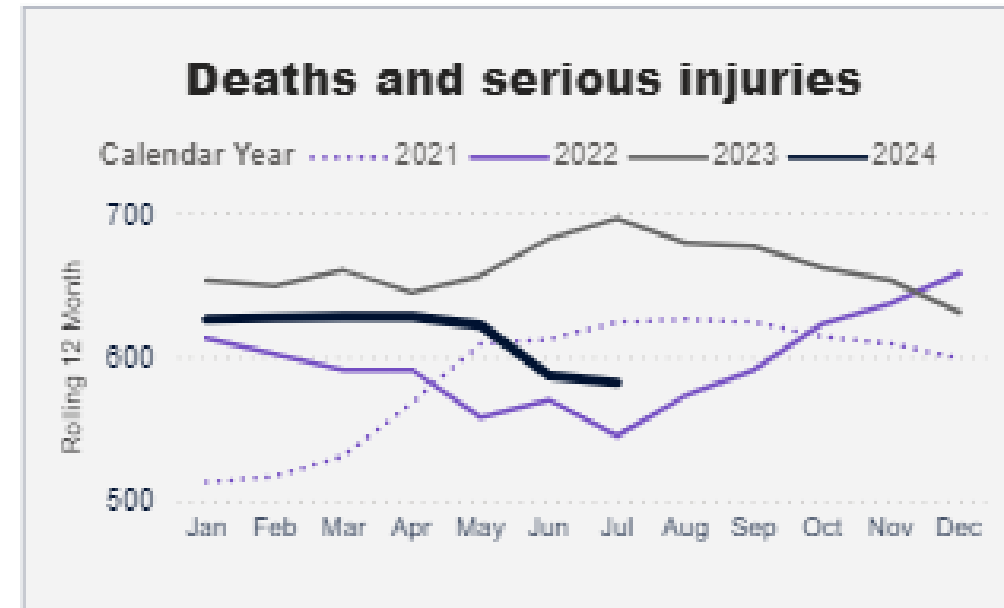


Injury data has been sourced from Auckland Transport’s Crash Analysis System (CAS) database via Waka Kotahi API.

2.2 Deaths and serious injuries (DSI) reporting

Road user DSI dashboard

Death and serious injuries from Crash Analysis System (CAS)



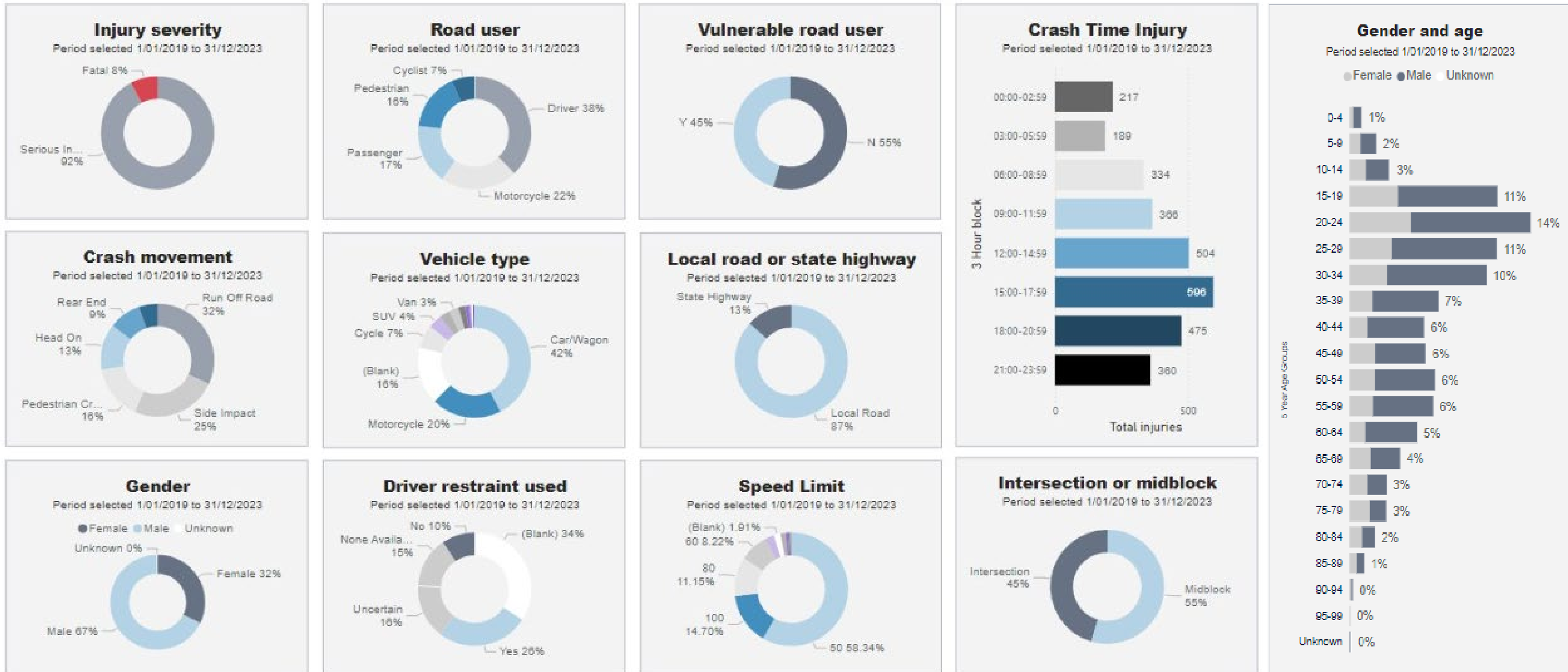
Injury data has been sourced from Auckland Transport's Crash Analysis System (CAS) database via Waka Kotahi API.

Definition: People walking include people on foot, wheeled recreational devices, wheelchairs and mobility scooters

2.2 Deaths and serious injuries (DSI) reporting

Five-year Summary factors DSI dashboard – 2019 - 2023

Death and serious injuries from Crash Analysis System (CAS)



Ill injury data has been sourced from the Waka Kotahi NZTA Crash Analysis System (CAS) into the Auckland Transport Safety Intelligence Tool database via the NZTA API.

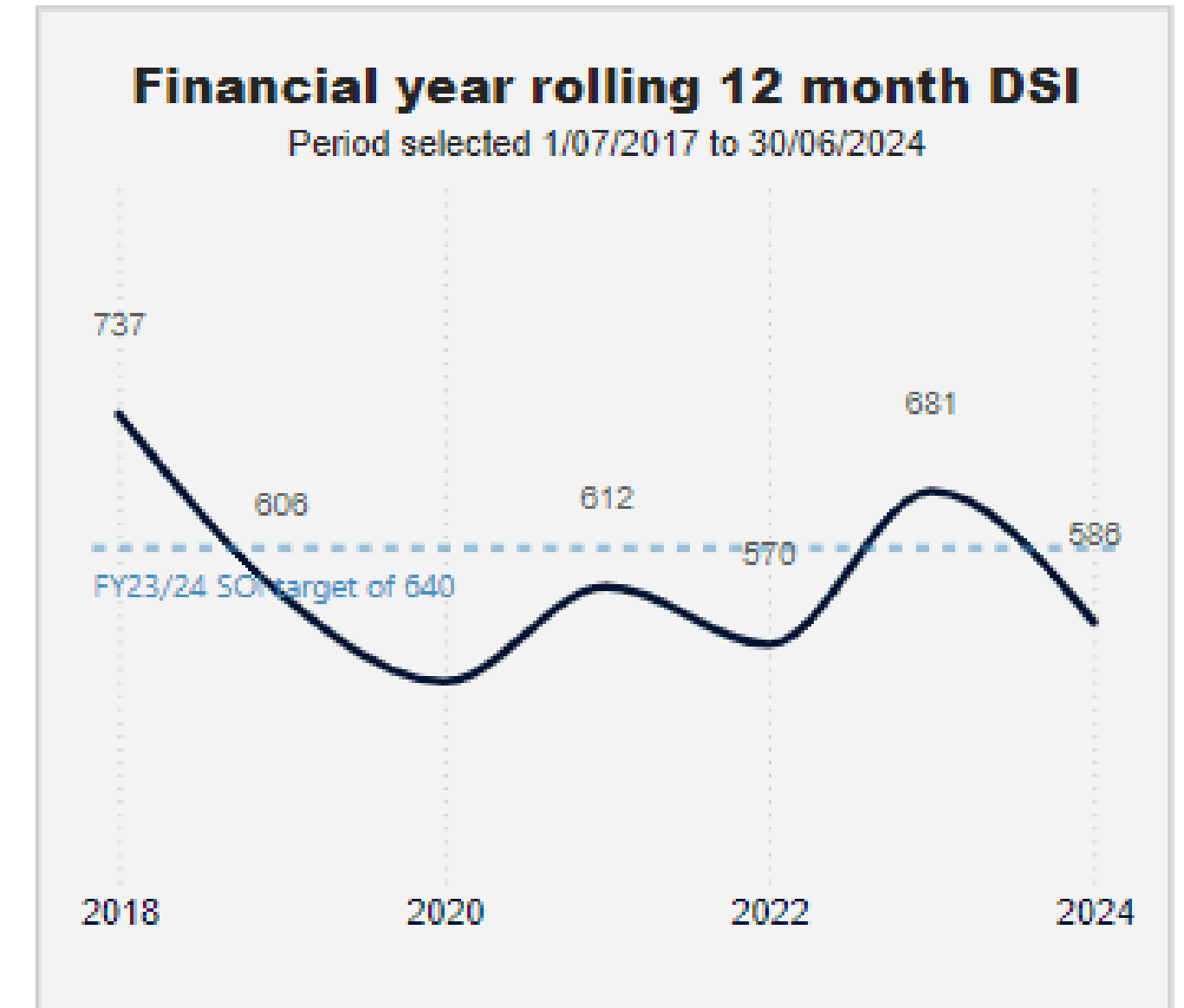
2.2 Deaths and serious injuries (DSI) reporting

Statement of Intent (SOI) Measures

Statement of Intent – results 2023/24

- As seen in previous years DSI figures can fluctuate year on year, the previous financial year 2022/23 was a 18% increase, whereas this year we've seen a 14% reduction. This reflects random statistical variation as well as external factors, such as petrol prices, demographic changes and population and traffic increases. We will continue to monitor both three and five year trends, alongside year on year changes to measure progress.
- As at 22 July 2024 we have met our 2023/24 SOI target of no more than 640 DSI by end of June 2024 with the provisional figure of 585.
- The new proposed SOI targets are shown below, these have been updated to reflect 2023/24 performance (note these were set as at 22 July, there has since been one further serious injury added to the total for the 2023/24 financial year).

2023/24 actual	24/25 target	25/26 target	26/27 target
585	575	565	555



Statement of Intent

OUTCOME: Getting the basics right

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

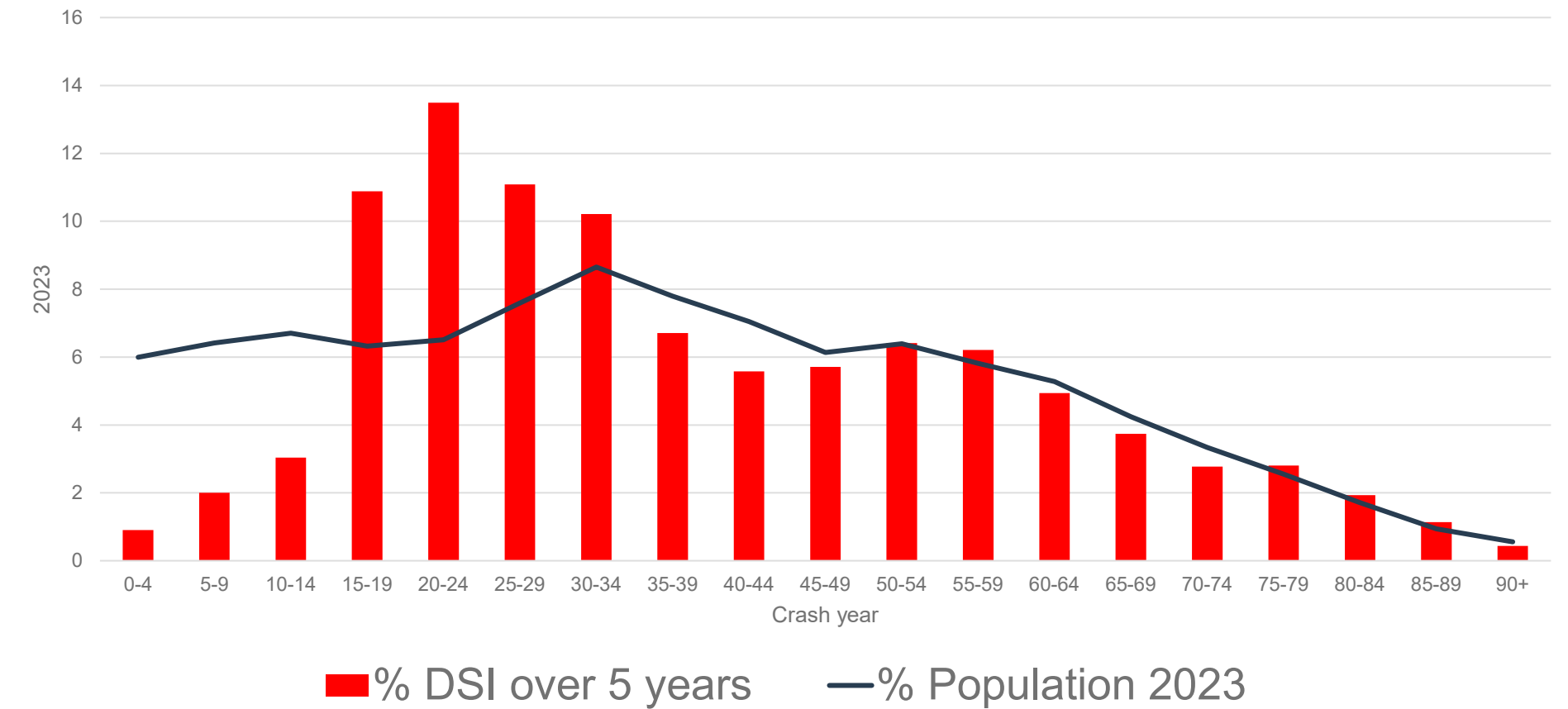
TARGET: No more than 640 DSI by financial year end 2024

2.2 Deaths and serious injuries (DSI) reporting

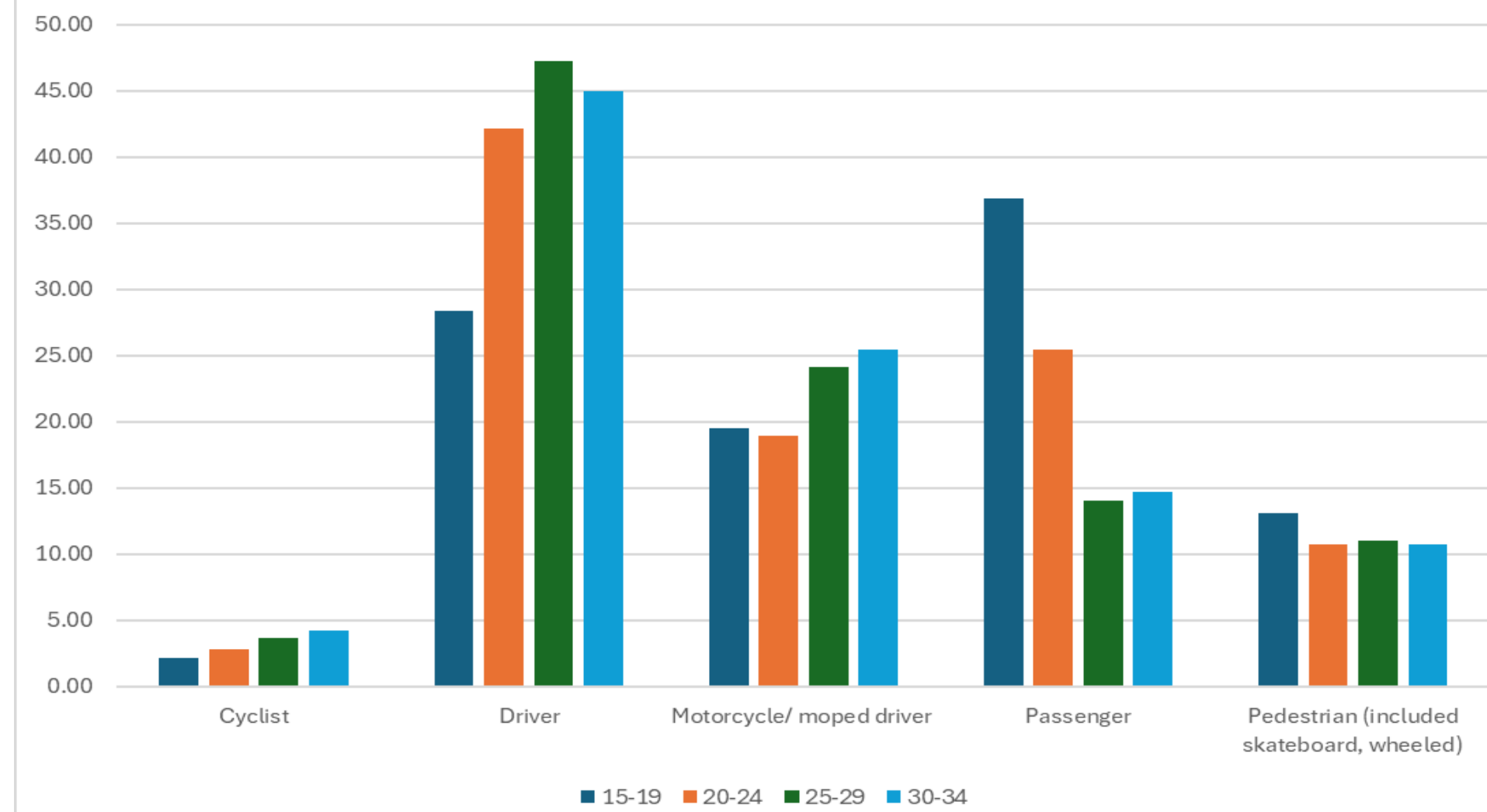
Over representation of 15 -34 year olds in DSI

- Road users between 15-34 years are overrepresented in deaths and serious injuries on our roads.
- This age group represents 29% of Auckland’s population, but 45% of people killed or seriously injured.
- The number of drivers in this age group involved in DSI increases as their age increases, this likely reflects increased exposure.

Tāmaki Makaurau Population Age distribution, DSI by Age



Road user type, 5 year age range, DSI 2019-2023

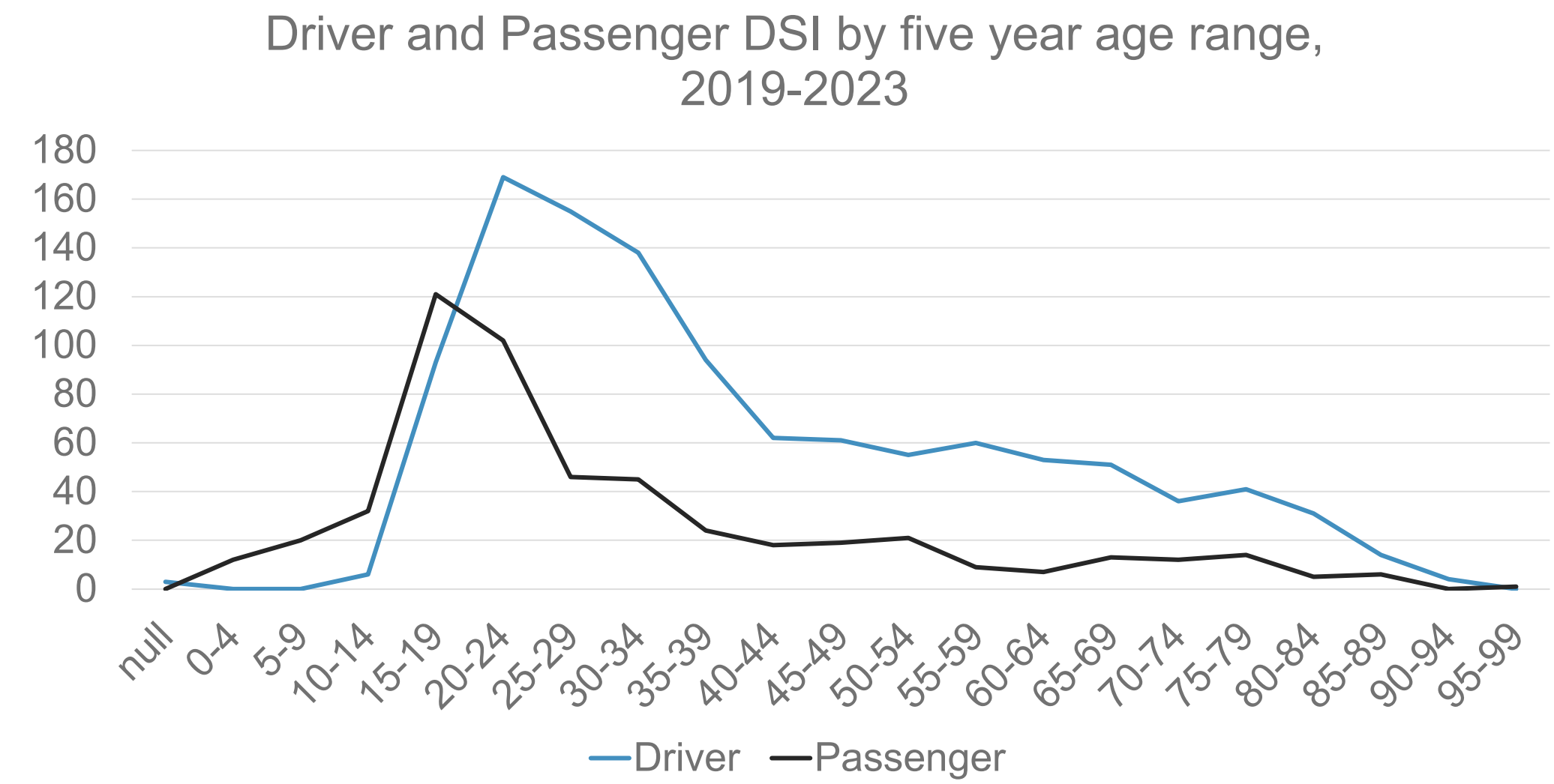
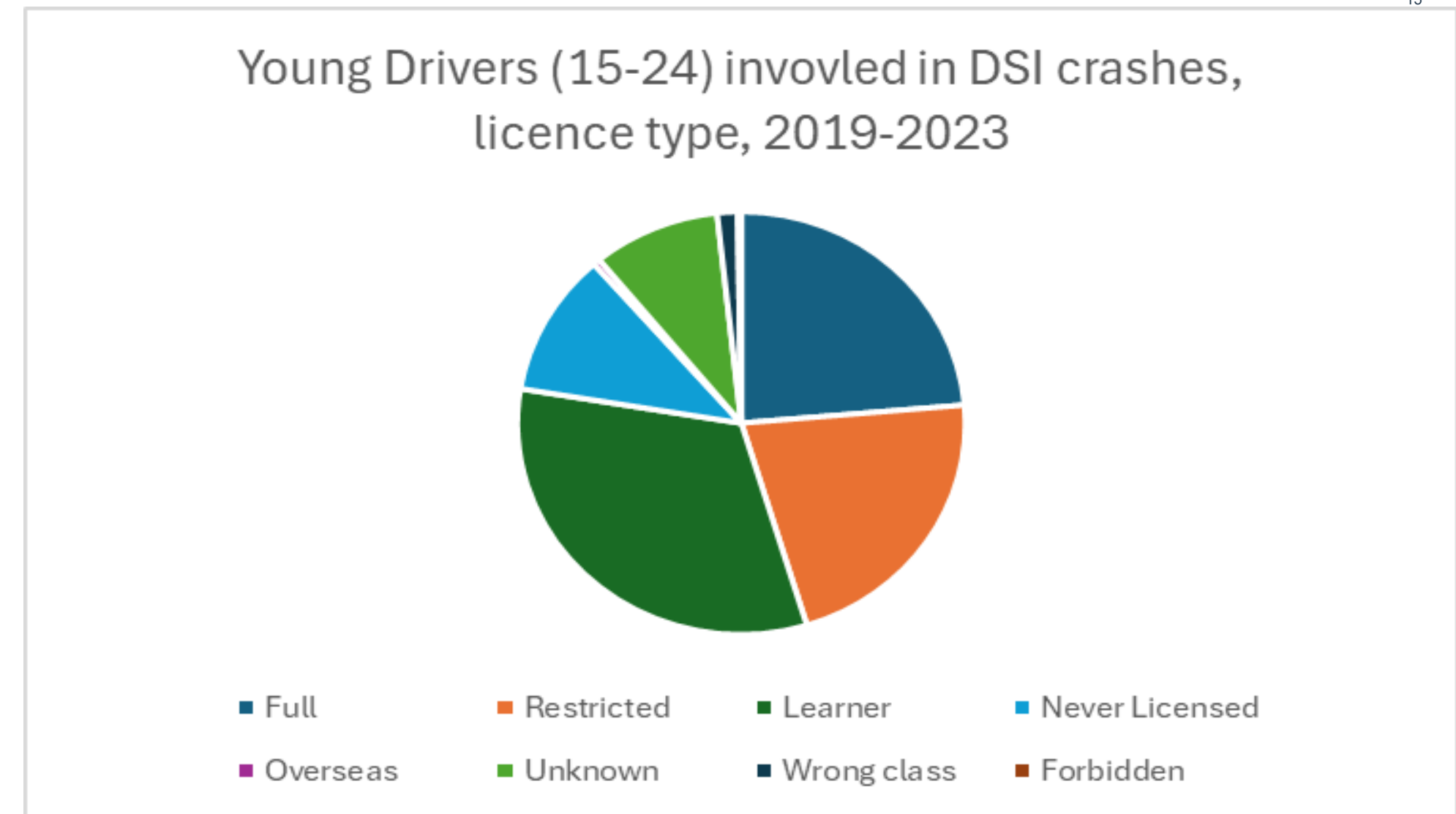


2.2 Deaths and serious injuries (DSI) reporting

Young Driver risk – 15- 24 year olds

- Drivers on a restricted licence are seven times more likely to be involved in a fatal or serious injury crash than other drivers. Data also shows that young restricted drivers are more at risk of having a serious crash in the first six to 12 months of driving solo on their restricted licence than at any other time in their lives. This increased risk is partly due to driving inexperience.
- The risk of crashing diminishes with experience and the development of decision-making skills to recognise risky situations and make safe choices.
- Two of the riskiest situations for young drivers are driving at night and carrying passengers. That's why the conditions of the restricted licence prohibit driving without a supervisor between 10pm and 5am and carrying passengers without a supervisor at any time (with a few exceptions).*
- Road users aged 15-24 make up 42% of all passengers killed or seriously injured on our roads in the past five years.

* <https://www.nzta.govt.nz/safety/building-your-driving-skills/young-drivers/>



2.2 Deaths and serious injuries (DSI) reporting

System Response to over representation of 15 -34 yr olds

