

December 2024 Health, Safety and Wellbeing Business Report

1. Health, Safety and Wellbeing Report

- 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

Safety Engagement

- Leadership safety walks (LSW's) – In October 2024, two LSWs were completed by ELT members (Fig 1). The sites visited were Onehunga Kinetic Depot, Downtown Ferry Terminal and Waitemata station. Positive safety observations noted for these sites. The sites had appropriate signage, PPE usage and clear H&S messages on site boards. At the Waitemata station, interactions with AT employees were positive and they demonstrated good health and safety knowledge and great interaction with customers.
- Senior Leaders Council and Health and Safety Representatives meetings – Regular meetings for these groups were held in the reporting period. Attendance at these meetings has been consistently keeping low which has been noted and is being addressed. A new structure and meeting cadence are currently being developed and are under consultation to improve engagement and effectiveness. The plan is to have new structure and cadence in place by January 2025.
- In October 2024, 28 Health and Safety Representatives from across the organisation attended Stage 1 training to NZQA standard 29315: Describe the role and functions of Health and Safety Representatives in New Zealand Workplace

Safety assurance activities

- Total of seven assurance activities were carried out in October 2024 mainly in the physical works space (Fig 2). Good safety practices were commended, and actions reports were issued for follow up and close out on opportunities for improvement identified.
- Internal Safety Assurance is currently developing Assurance and CI framework with the intent to define audit schedule to have a good representation of Project and Partner activities. New assurance activities will supplement the existing physical works assurance activities and will begin in 2025.

Total frequency injury rates

- There were two lost time injuries reported in October 2024 (ankle sprain and suicidal ideation) (Fig 3).
- There was a decrease of 0.4% and 0.5% in TRIFR and LTIFR respectively in October 2024 compared to September 2024. There was a 50% decrease in the total of recordable injuries, two in October 2024 compared to four in September 2024, however, worked hours decreased by 1% compared to September 2024. On an average hrs worked in a month are 257,000.00 (Fig 3).
- Safety Service delivery team will have full strength in November 2024 with recruitment complete. This team will have a focus on event assessment and injury management to better manage reported adverse work events.

Adverse work event investigation status

- The trends are not encouraging but an action plan is in place. Overdue investigations on the events reported in the previous month had an increase of 350% on investigations overdue including open and not started from two in August 2024 to nine in September 2024. October 2024 is not included as the investigations are still within timeframe (30 days since event created in Synergy) (Fig 4).
- There will be a heightened focus on managing overdue investigations in the coming months. Safety Service delivery team will be supporting operations team to complete investigation within 30 days of event being reported going forward. This will bring a change in the trends on overdue investigations.

Dashboard

Reporting period status: Oct24 Data Source Synergi 2.0

2 Leadership safety walks

7 Safety assurance activities

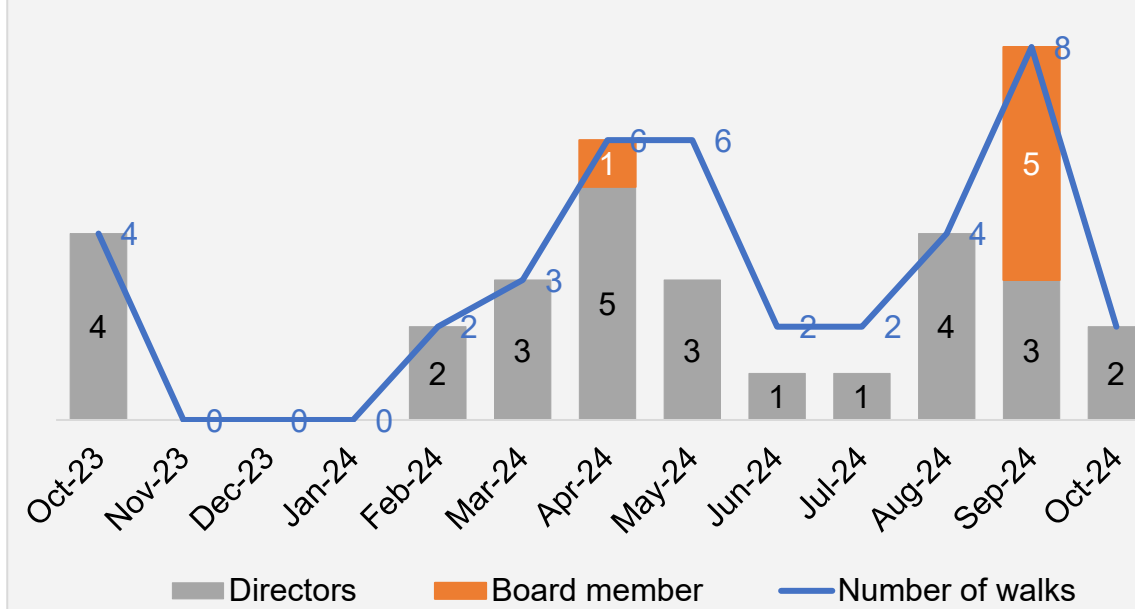
9 Investigations overdue

0 Major and extreme adverse work events

1 Notifiable adverse work events to WorkSafe*

Trend reporting period: Oct23 to Oct24 Data Source Synergi 2.0

Figure 1. Leadership safety walks completed by role



¹ Completed: conducted and recorded in Synergi 2.0

Figure 2. Safety assurance activities

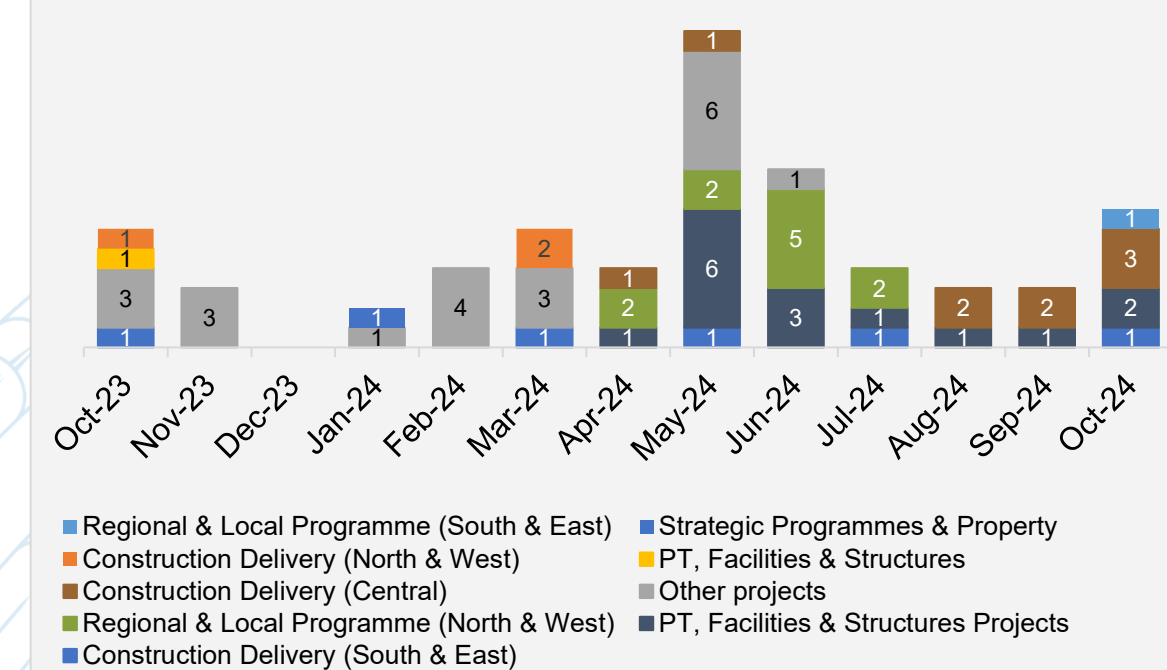
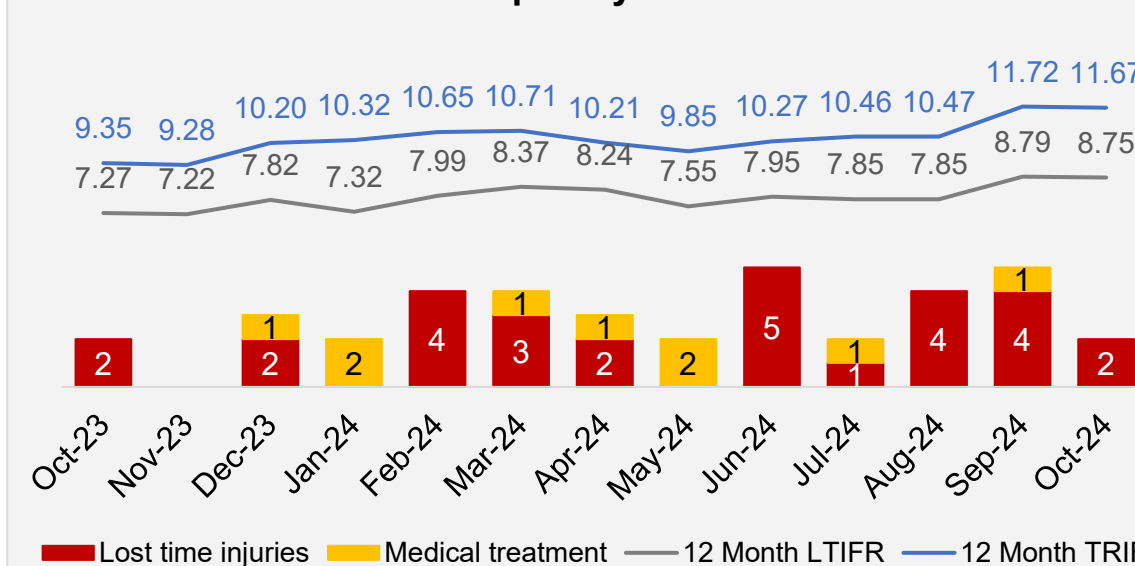
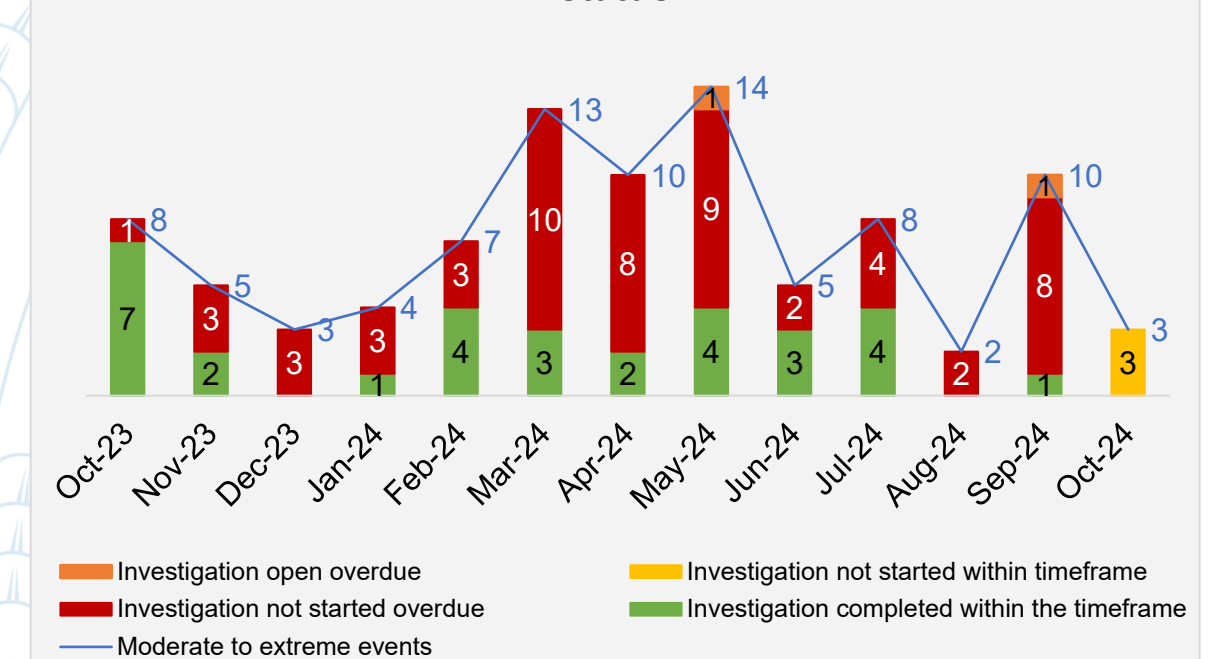


Figure 3. Recordable injuries and total injury frequency rates



² Measure calculated based on 1,000,000 and 12 months rolling.
TRIFR: Total recordable injury frequency rate, LTIFR: Lost time injury frequency rate

Figure 4. Adverse work event investigations status



* 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. See slide 'Notifiable and high potential adverse work events - Auckland Transport and other PCBUs' for details on those events.



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

Key Insights

Auckland Transport (AT)

- In October 2024:
 - One WorkSafe notified event: Head Concussion injury to a member of the Board. The event has now been investigated. Corrective and preventative measures were put in place. The root cause identified is that the car park is in an area with a ceiling height and fire system of less than 2.2 meters, which does not comply with the Building Code and the NZ Standards NZS 4121:2001. The following table outlines the findings from the investigation and corrective actions to prevent recurrence:

Investigation findings	Action Required	Responsibility	Due date for completion	Responsible Manager sign off
Hazardous parking bays # 131, 132, 133, 133A not meeting NZ Building Code standards	Remove/Isolate dangerous parking spots from use	Owner (Bayleys)	Completed	Doug Jacques
	Insert Highlighting (caution tape) and padding to low lying areas of car park.			
	Allocate safer parking to A.T. for use.			
Limited knowledge of where Board Members Emergency contact details are held	Share info on where details are held for HSW team to make contact, if required.	A.T.	Completed	Karen Duffy

Public transport operators (PTO)

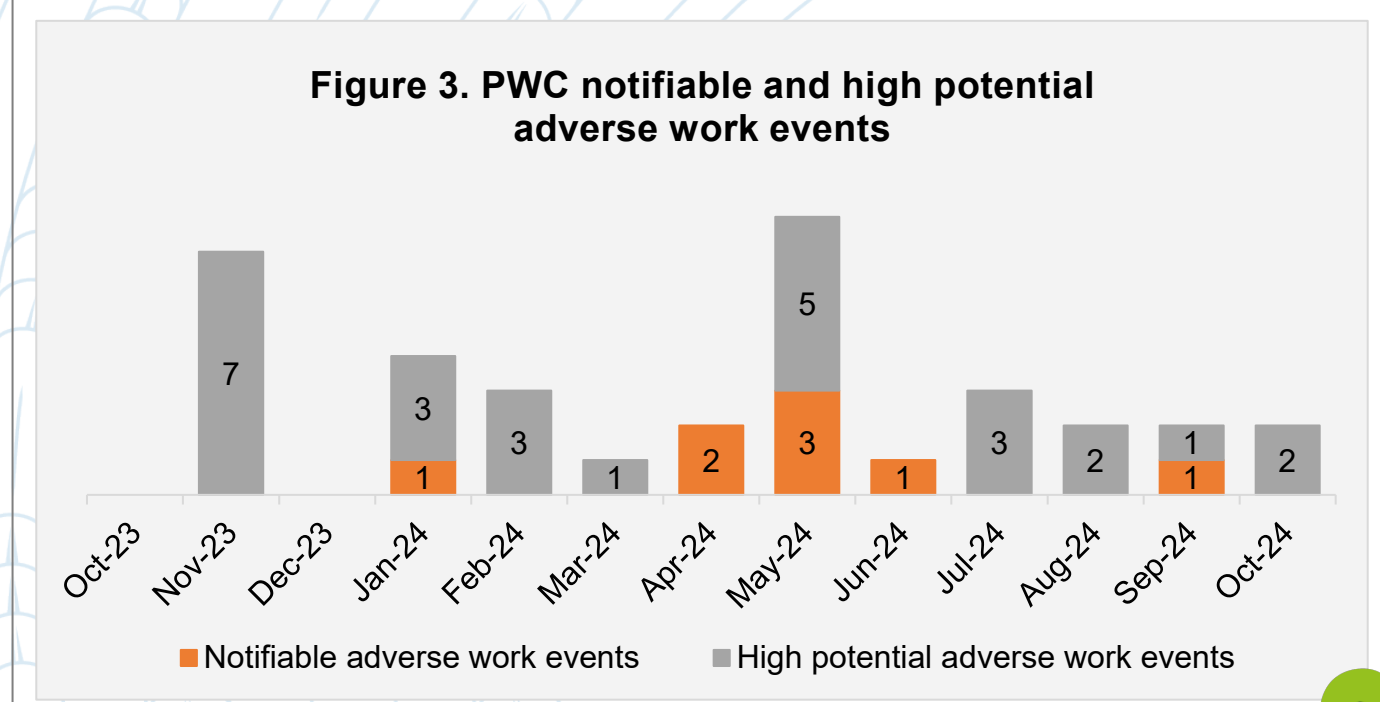
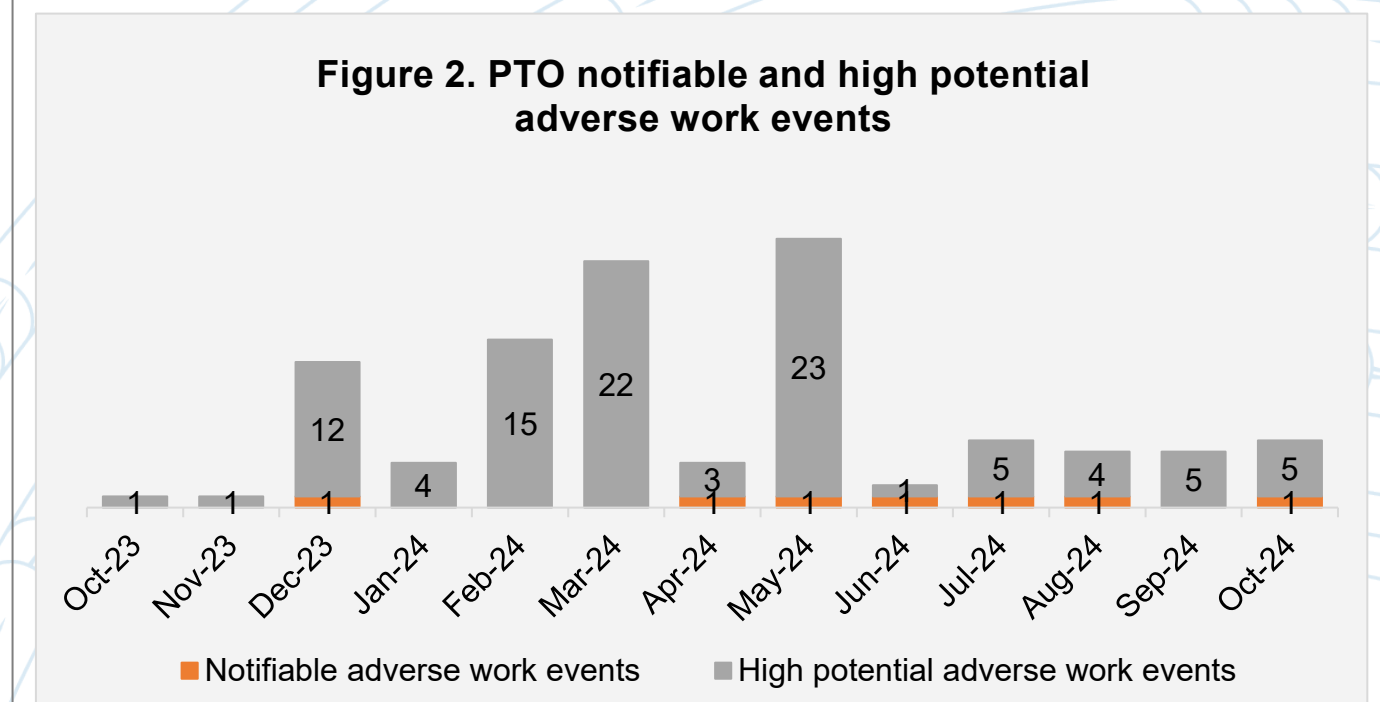
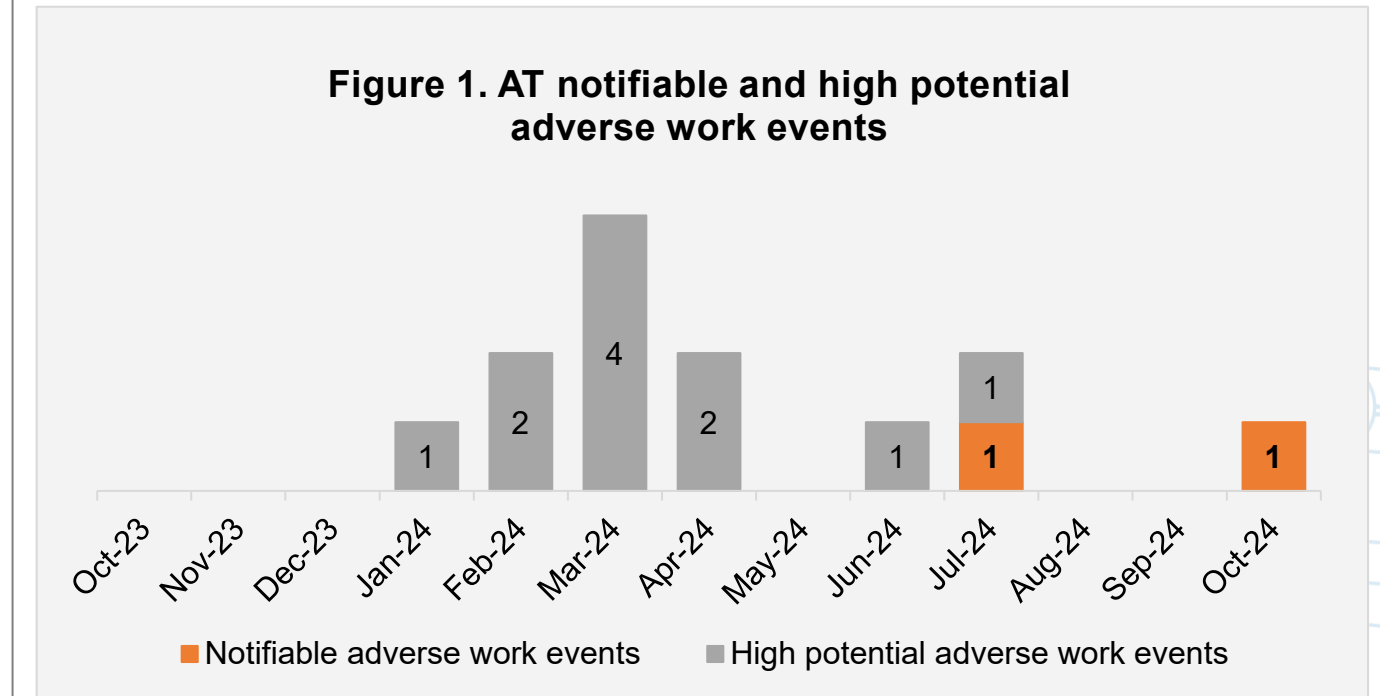
- In October 2024:
 - There was one notifiable PT event (high potential near miss) between Explore vessel and Pier fender. A hard landing occurred when Explore vessel reversed astern and didn't manage to clear Pier 1 fender. Vessel bounced out from fender and came within half a meter of Fullers disembarking vessel. The event was immediately notified to Maritime NZ. Investigation highlighted the event was due to the failure of a reversing camera on the vessel. They are required to use the camera due to the restricted visibility from the skipper's helm position.
 - There were five high potential PT adverse work events reported in Synergi:
 - Three adverse work events were classified as Grade 8 - Assault (actively hit/punched/struck): one driver refused entry to a passenger; driver was punched in face as the passenger went to exit..
 - One where a driver was tasered by a passenger exiting the bus. There was no interaction between the assailant and the driver before the assault. The driver was taken to hospital by his manager. Police did not attend.
 - One where a driver suffered lacerations to his head from a member of public who smashed his side window and hit him with a wrench. Police were notified and the driver was taken to hospital.
 - Two adverse work events were property damage. One where a driver was alerted to a group of school children who had smashed a window on the upper deck of a double decker bus. Nobody was injured during the event.
 - The other where a driver inadvertently had his foot slip off the brake pedal when trying to park at Manukau Bus Station and caused minor damage to the front of his vehicle.
 - AOR reported:
 - Twenty- eight NZ Transport Agency (NZTA) notifiable occurrences: Sixteen were near miss events being group of youngsters, others putting themselves in danger involving horseplay, trespassing and breaching rail corridor access, potential self-harm and breaching level crossing signals and barriers. There were five antisocial behavior events resulting in physical assault between members of public, one of those requiring medical treatment and police intervention. Also, five collisions including bikes, one blockage to line, collision with a shopping cart resulting in emergency brakes applied; one SPAD signal passed at danger by freight train; two procedural breaches, both platform overruns at Orakei and Parnell.

Physical works contractors (PWC)

- In October 2024:
 - There were two high potential PW events reported, both events were service strikes.
 - On the Point Chevalier to Westmere project, a gas service was struck, the asset owner, Vector and Fire Emergency N.Z (FENZ) attended site, and the pipe repaired, no injuries as a result.
 - There was a service strike event at Britomart where the main earth cable for the station was struck by contractors working to the rear of the station, no injuries or interruption of station operations as a result.

Dashboard

Trend reporting period: Oct23 to Oct24 Data Source Synergi 2.0



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

Key insights

Auckland Transport (AT)

- There was a decrease of 19% in the number of AT critical risks identified from 27 in September to 22 in October (fig 1).
- Violence, threats and aggression (VTA) continues to trend as the most reported AT critical risk (CR) events, representing 79% of the total reported events from Oct 2023 to Oct 2024 (258 out of 326) (Fig 1).
- Out of the five outcome categories, psychological threats and aggression remain the highest proportion at 65% (211 out of 326) over the last 13-month period (Fig 2).
- AT continues to work with Police and community groups to address this broader social problem that continues to occur across our network.

Public transport operators (PTO)

- There was an increase of 25% in the number of PT critical risks identified from four in September to five in October (fig 1). All are classified as major risk consequences related to violence towards staff (three), motor vehicle accident (one) and traffic management (one) (Fig 3).
- Violence towards staff continues to trend as the most reported PT critical risk (CR) events representing 76% of the total reported events from Oct 2023 to Oct 2024 (62 out of 82) (Fig 3).
- Out of the five outcome categories, physical assault represent the highest proportion at 45% (37 out of 82) over the last 13mth period, followed by property damage at 24% (20 out of 82) and psychological threats and aggression at 18% (15 out of 82) (Fig 4).

Physical works contractors (PWC)

- In October 2024, there was one PW critical risk with a major consequence related to live services.
- Service strikes are currently trending upwards and Violence threats and aggression (VTA) directed towards temporary traffic management on sites is also trending upwards particularly in South Auckland sites.
- Out of the five outcome categories, injury/illness remain the highest proportion at 39% (7 out of 18) over the last 13-month period (Fig 6).

AT dashboard

Reporting period status: Oct24 Data Source Synergi 2.0

22 Critical risks

0 Major and extreme risk consequence critical risks

Trend reporting period: Oct23 to Oct24 Data Source Synergi 2.0

Figure 1 . AT adverse work events identified as critical risks

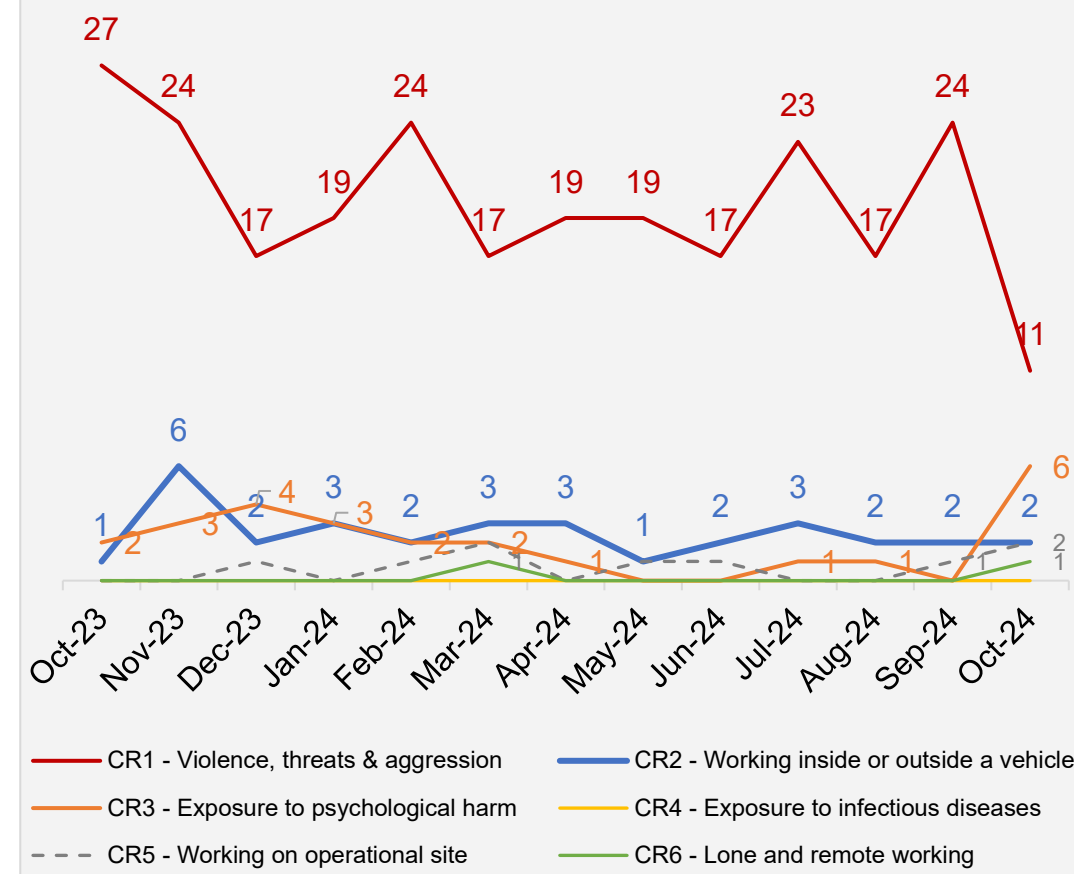
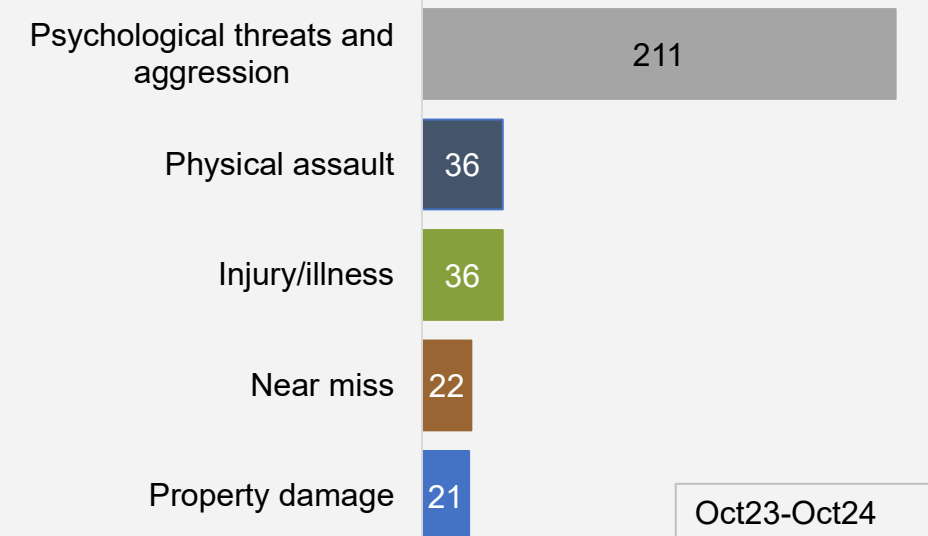


Figure 2. Outcome category



PTO dashboard

Reporting period status: Oct24 Data Source Synergi 2.0

5 Critical risks

5 Major and extreme risk consequence critical risks

Trend reporting period: Oct23 to Oct24 Data Source Synergi 2.0

Figure 3. Public transport safety work events identified as critical risks

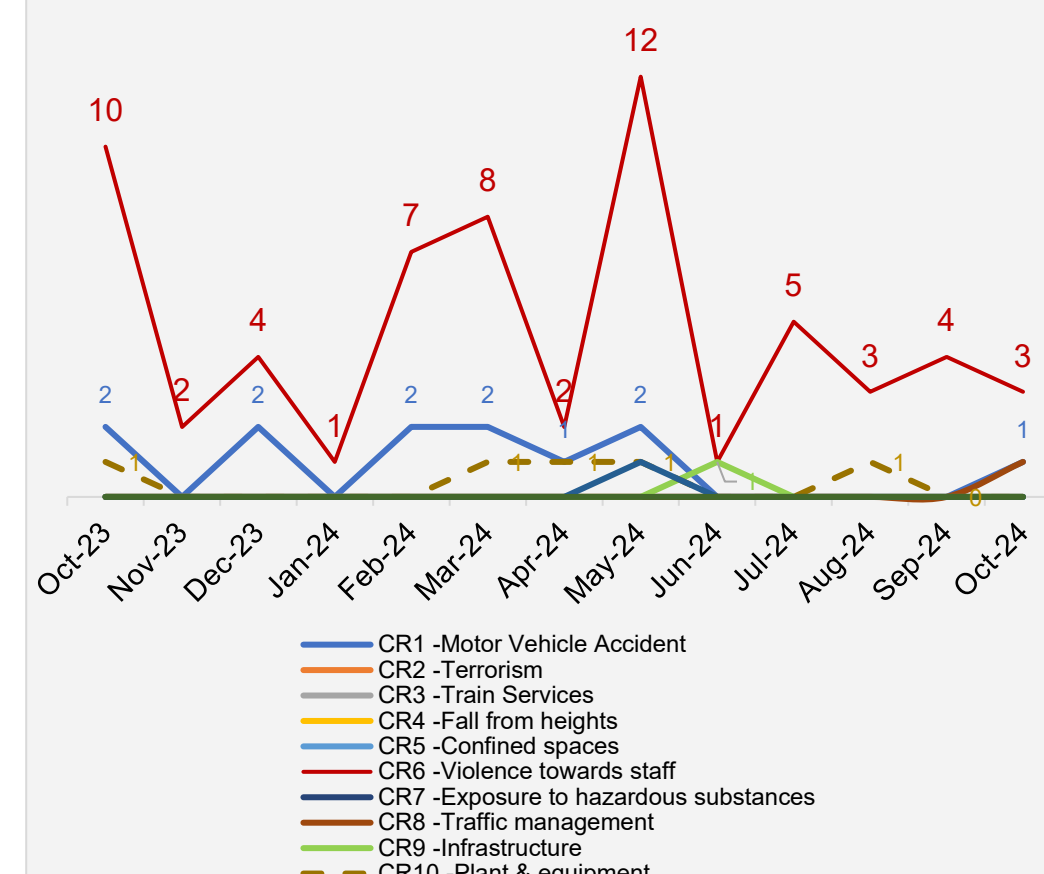
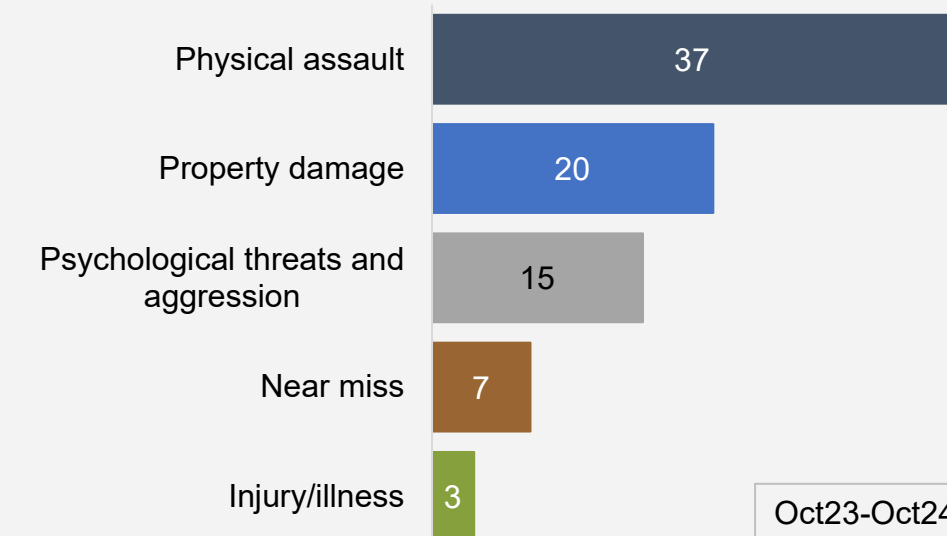


Figure 4. Outcome category



PWC dashboard

Reporting period status: Oct24 Data Source Synergi 2.0

1 Critical risks

1 Major and extreme risk consequence critical risks

Trend reporting period: Oct23 to Oct24 Data Source Synergi 2.0

Figure 5. Physical work contractors safety work events identified as critical risks

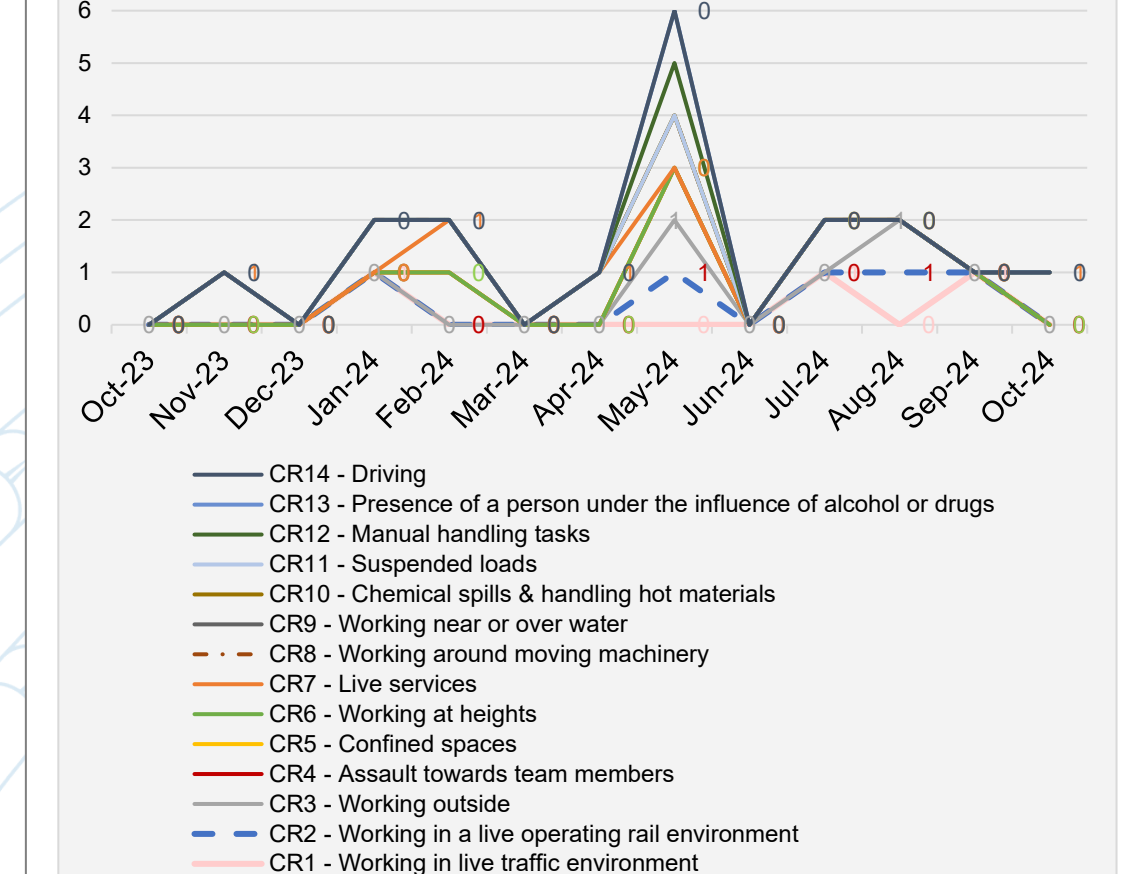
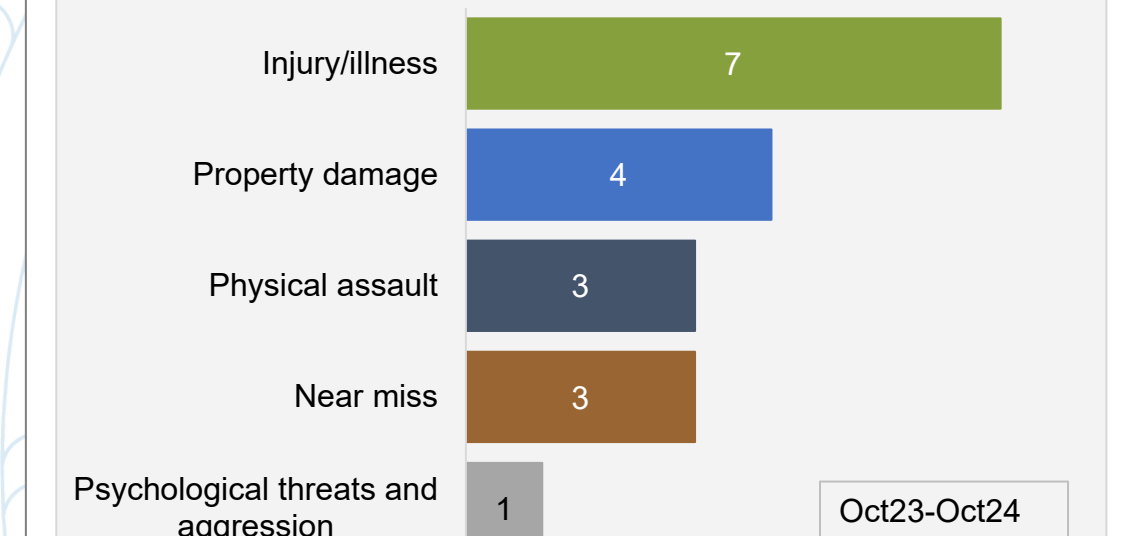


Figure 6. Outcome category





December 2024 Transport Safety Board Update



1. Executive Summary

Key progress

Fatal Crash Reporting

- AT Road Safety Engineering continues to undertake fatal crash investigations in partnership with New Zealand Police.
- Year to date, there were twenty-one fatal crashes requiring an investigation on local (AT) roads in 2024 with fourteen recommendations for Safety Improvements on those roads. Of these, twelve have been implemented and two remain open. To note all recommendations have been implemented for the 2023/24 financial year period.

Speed management

- The Land Transport Rule: Setting of Speed Limits 2024 came into effect on 31 October 2024. Approximately 1,700 roads will be required to have speed limits increased back to the speed limits that existed before 1 January 2020. These represent around 57% of the roads where safe and appropriate speed limits were implemented under phases 1 to 3 of the speed management programme. The roads impacted are mainly urban local roads and a small number of urban arterials. The changes that have been made to the rural network are largely retained.

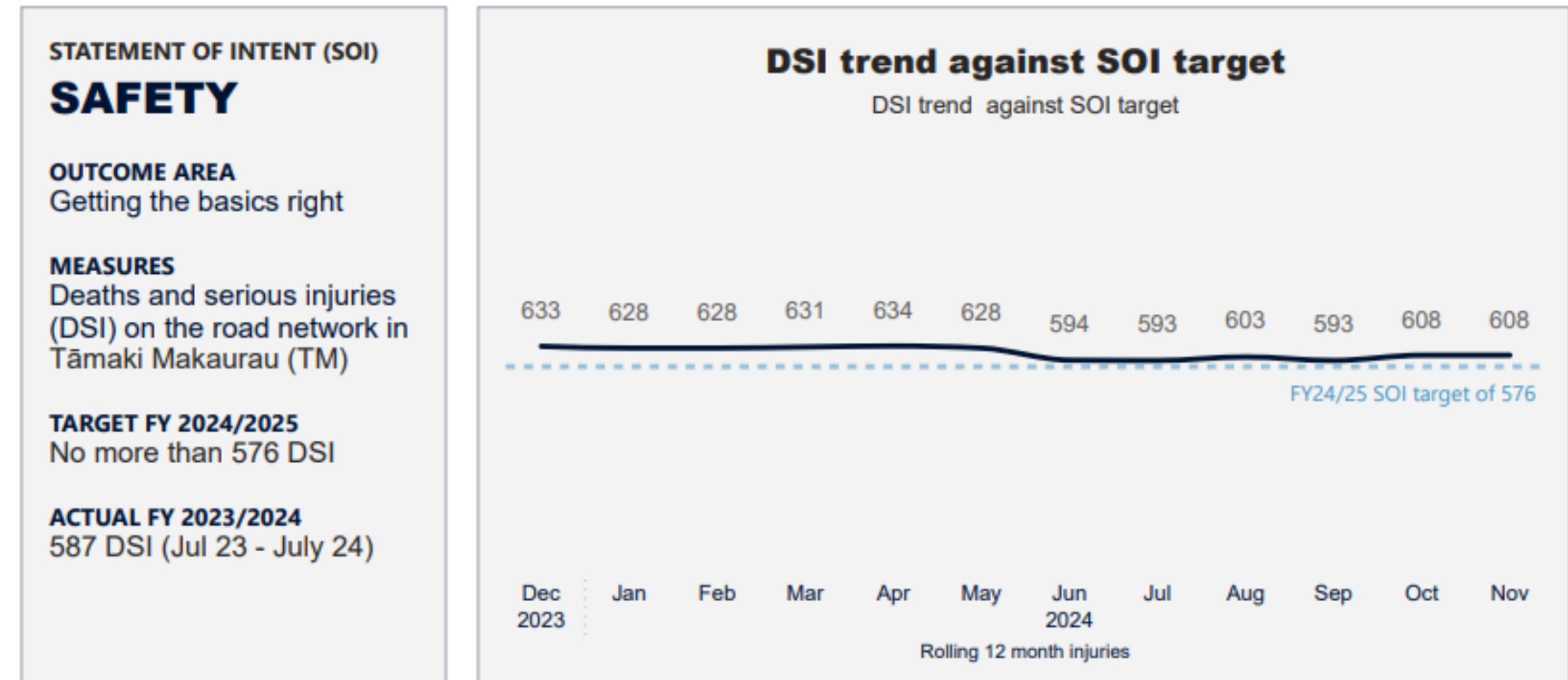
Work has started on identifying the infrastructure that needs to be changed as part of the reversal process. Existing data on the roads will be captured early next year and used to evaluate the impacts from the change in speed limits.

Key insights

Rolling 12 months DSI reporting from 1 December 2023 to 30 November 2024

- We continue to see a significant decrease in fatalities over the rolling twelve months period, with serious injuries also decreasing, although remain relatively static over the past five-year period.
- There were 608 death and serious injuries reported on Auckland roads in the 12 months from 1 December 2023 – 30 November 2024.
- Our target for the 2024/25 financial year is 576.

SOI Performance tracking



Injury data has been sourced from the Waka Kotahi NZTA Crash Analysis System (CAS) into the Auckland Transport Safety Intelligence Tool database

Please note: all data is correct as of 2 December 2024





Transport Safety dashboard

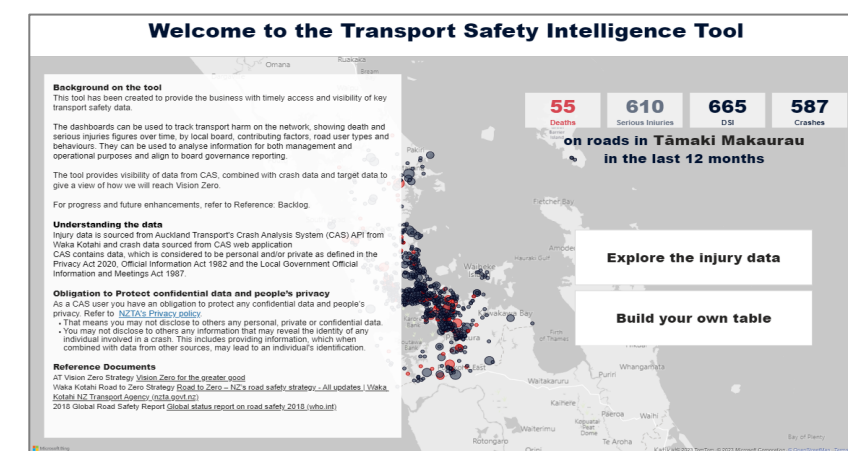


Transport safety FY24 critical success factors - Auckland Transport

Legend: ● On track ● On watch ● Off track

Safe Systems

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 ●

- In October the government released the New Zealand Road Safety Objectives Document. This replaced the previous Road to Zero strategy and action plan. The objectives build on the Government Policy Statement on Land Transport 2024, which directs investment towards road policing and enforcement, new and safe roading infrastructure (via roads of national and regional significance, maintenance investment, and cost-effective safety and infrastructure improvements), and targeting the highest contributing factors to fatal crashes, including alcohol and drugs.
- The Ministry of Transport, working with other Government road safety partners, will be accountable to the Minister of Transport for monitoring road safety outcomes and the delivery of road safety actions. It is expected that quarterly monitoring will be developed to ensure performance and delivery remains on track.
- New opportunities with our Partners were offered at the recent Tamaki Makaurau Transport Safety Governance Group meeting. In particular, endorsement of the joint general deterrence work with NZ Police. The Group acknowledged the outstanding performance NZ Police have made in their enforcement targets. Accident Compensation Corporation (ACC) identified opportunities for further partnership work on building evidence on the effectiveness of key safety interventions.

Insights update ●

- We are delighted to confirm the sharing of the data and analytics of the Safety Intelligence Tool has begun with NZTA. This collaboration presents a huge opportunity on a national scale. NZTA would like to create a national data dashboard, accessible by each regional council for reporting purposes.
- The Urban KiwiRAP risk mapping tool update is underway with implementation expected by February 2025.
- The mapping of roadside hazards with Vector power poles overlaid with deaths and serious injury crash data, is in the prioritization mapping phase with Business Technology (BT).
- The public-facing Local Board crash dashboard has been well received by the Kaipatiki Local Board, with Rodney in December 2024, and Otara-Papatoetoe and Devonport-Takapuna to follow early in 2025. We expect to launch it in mid-2025.

Advocacy

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 ●

- The Government's NZ Road Safety Objectives identify reviewing penalties for traffic offenses as an action that will bring significant change. Currently, this action is in the 'outer years' section of the document. We are seeking clarity on what this timeframe will look like. AT has been advocating for this review since 2021.
- Following the success of our joint drink-driving operation with NZ Police over the winter of 2024, we are working with road safety partners, including neighboring road controlling authorities to plan a further operation for summer 2024/25. This will be based around a general deterrence model of raising the awareness of the increased levels of roadside breath testing to influence driver behavior.



Deaths and serious injuries (DSI) reporting

Transport safety progress

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 Government Policy Statement (GPS) on Land Transport 2024 reaffirms the government’s commitment to safety, Road safety is a responsibility we all share, and efficiently improving road safety 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 have been engaging with our road safety partners to better understand these opportunities.

Key progress:

Monitoring and Evaluation Tool: No updates this month as the consultants continue with the peer review.

Key insights

SOI Performance tracking

The Statement of Intent (SOI) deaths and serious injuries (DSI) targets on the road network in Tāmaki Makaurau for 2024/25 is no more than 576. The new targets have been approved for the next three years, reducing by 10 each year.

Overall DSI insights for the past 12 months (1 December 2023 to 30 November 2024)

- 608 people were killed or seriously injured on Tāmaki Makaurau roads.
- Year on year there has been a 31% decrease in fatalities, 48 to 33, and a 5% decrease in serious injuries, 607 to 575. The overall number of DSI crashes has remained 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).
- 50% 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 (69% 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 represent 14% of Tāmaki Makaurau’s population and 16% of deaths and serious injuries (43% of DSI ethnicities are recorded as unknown).

STATEMENT OF INTENT (SOI) SAFETY

OUTCOME AREA
Getting the basics right

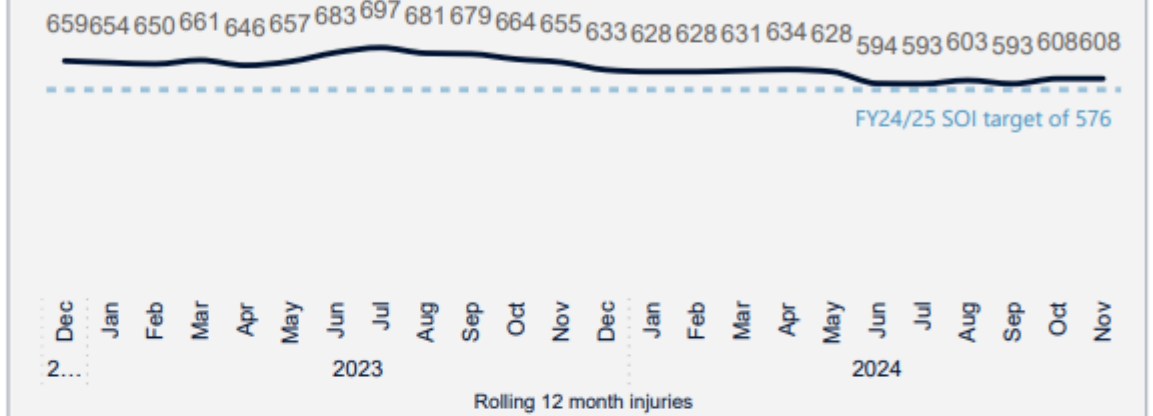
MEASURES
Deaths and serious injuries (DSI) on the road network in Tāmaki Makaurau (TM)

TARGET FY 2024/2025
No more than 576 DSI

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

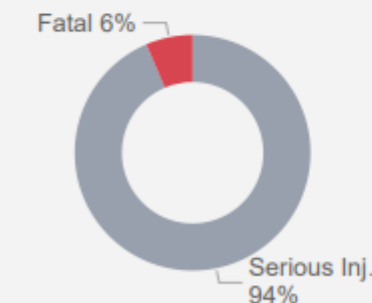
DSI trend against SOI target

DSI trend against SOI target



DSI

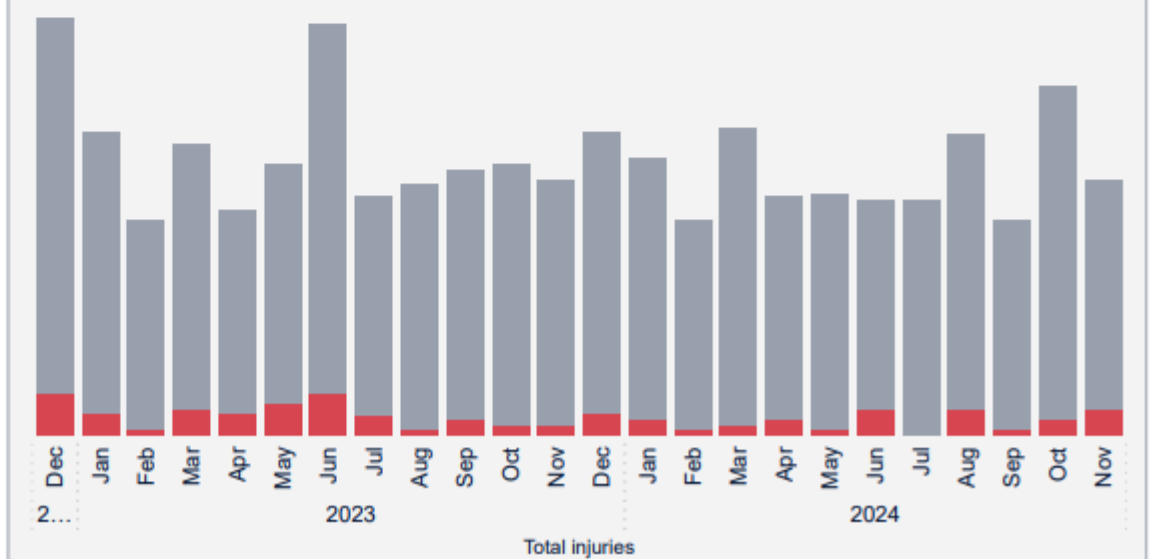
DSI



DSI by month

DSI by month

● Fatal ● Serious Injured

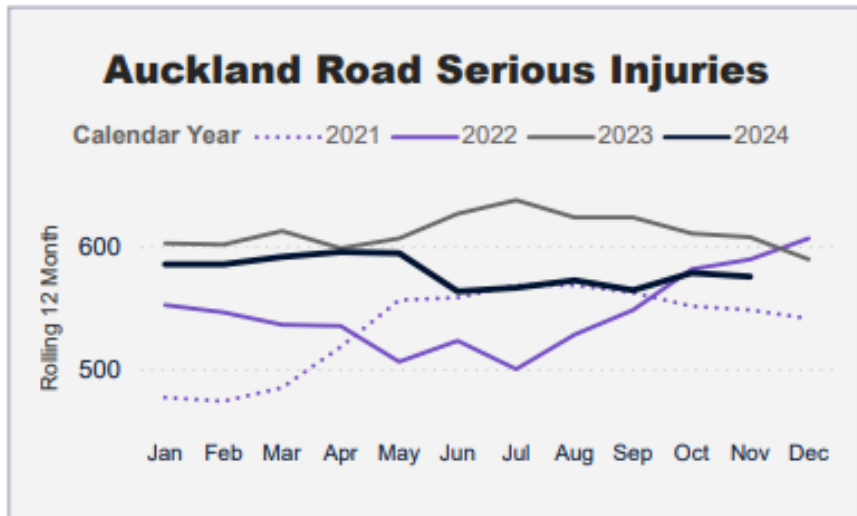
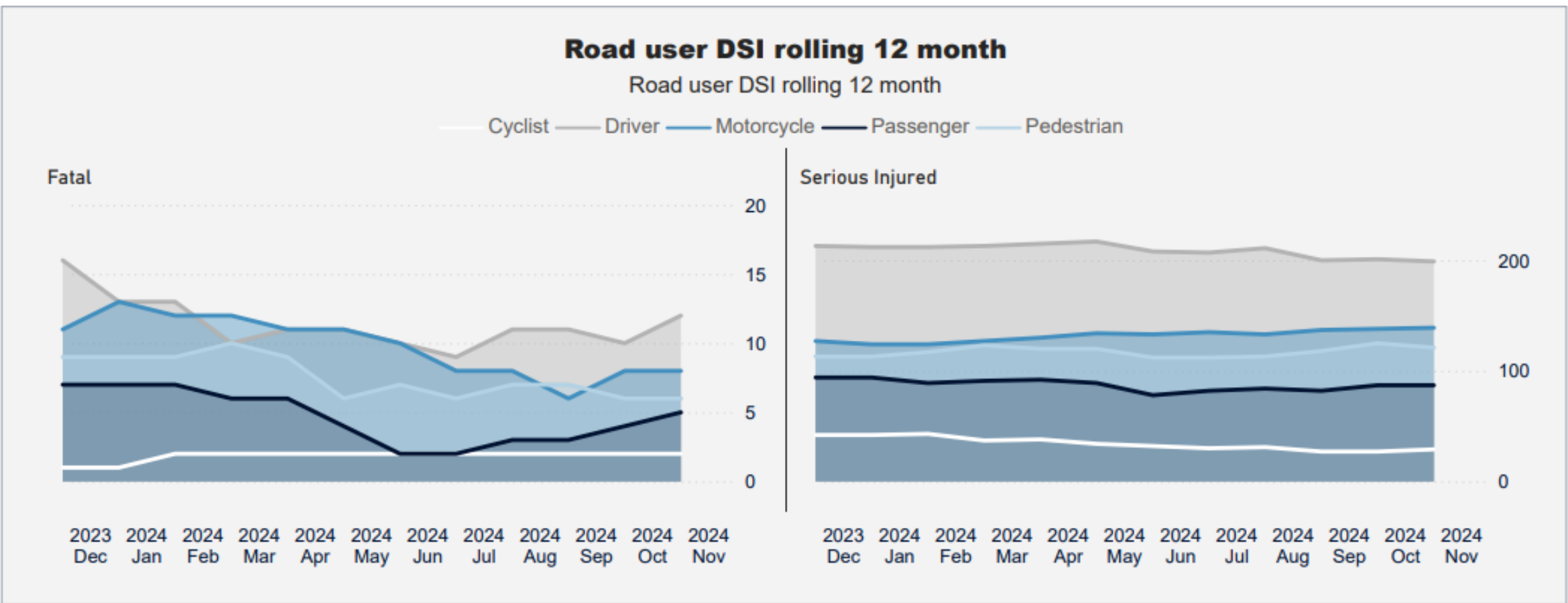
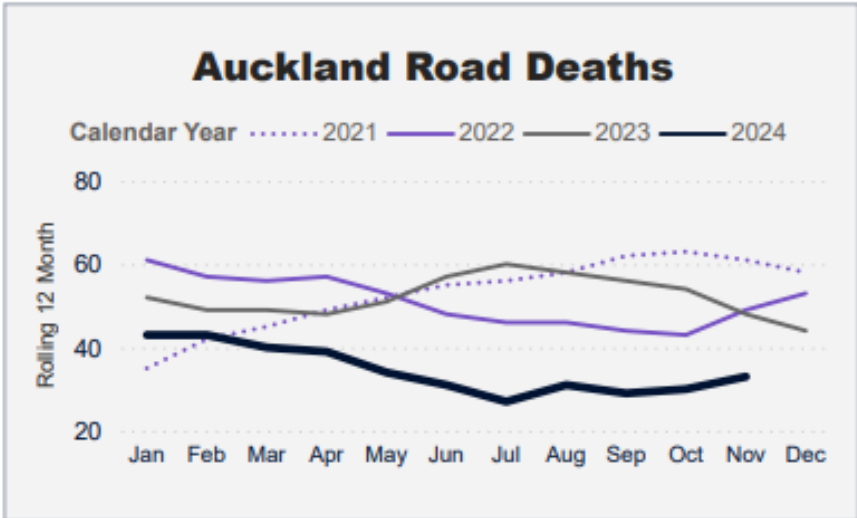
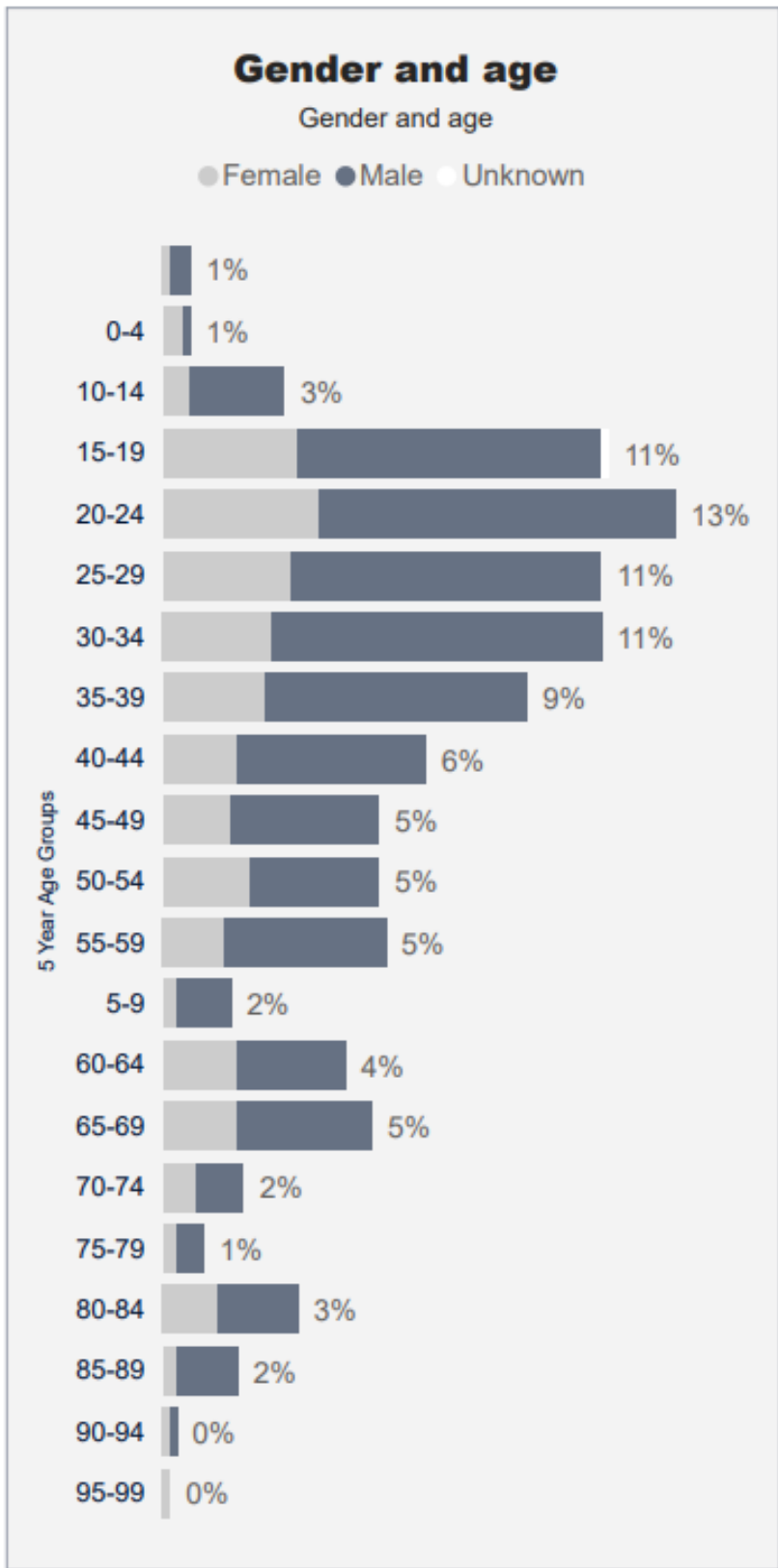
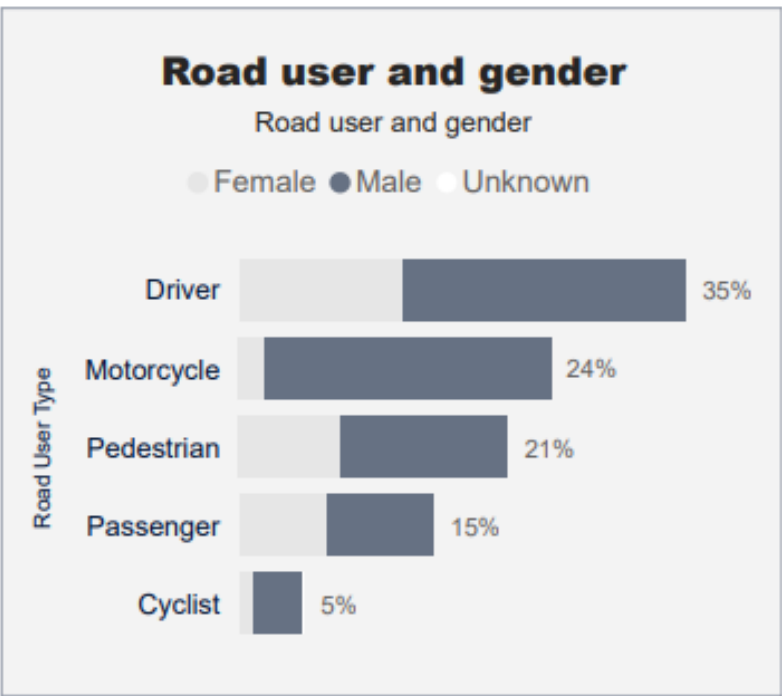
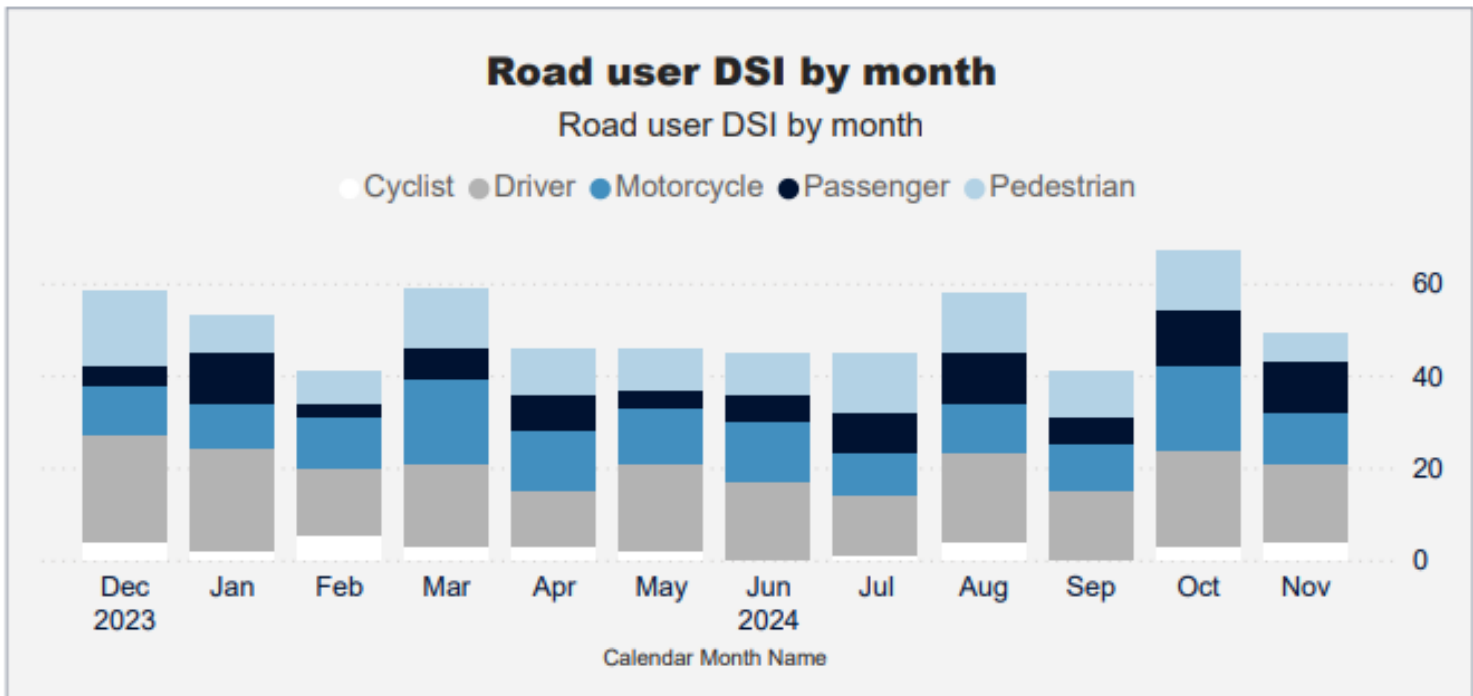
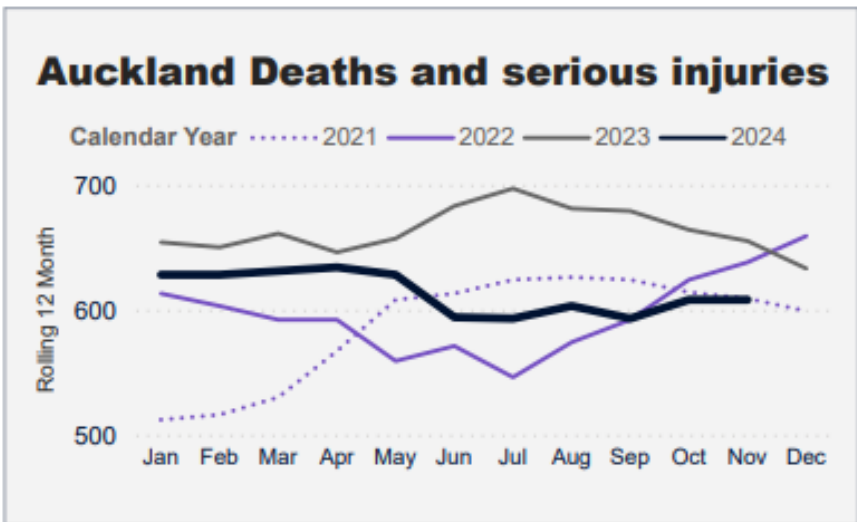


Injury data has been sourced from the Waka Kotahi NZTA Crash Analysis System (CAS) into the Auckland Transport Safety Intelligence Tool database

Deaths and serious injuries (DSI) reporting

Road user DSI dashboard

Death and serious injuries from Crash Analysis System (CAS) - rolling twelve months data – 1st December 2023 to 30th November 2024



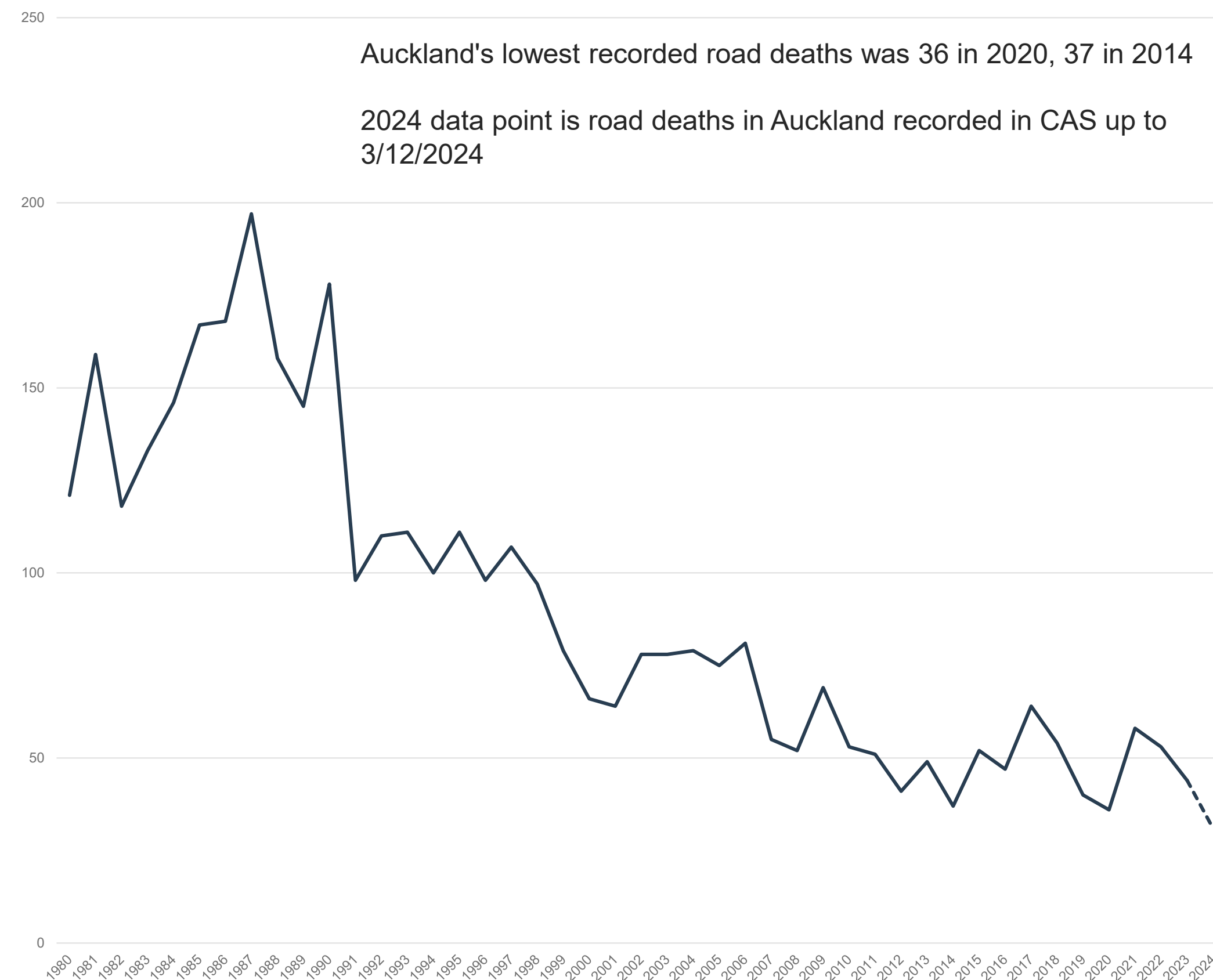
Injury data has been sourced from the Waka Kotahi NZTA Crash Analysis System (CAS) into the Auckland Transport Safety Intelligence Tool database
Definition: People walking include people on foot, wheeled recreational devices, wheelchairs and mobility scooters



End of year summary update

Highlights:

- In the month of July 2024, we had nil deaths recorded in the NZTA Crash Analysis System across Tāmaki Makaurau.
- We continue to see a reduction in fatalities and serious injuries across the network.
- Our Monitoring & Evaluation tool has progressed to the external peer review stage.
- We have been able to pivot with agility towards the new opportunities presented by the new Government direction for road safety interventions.
- Strong success in joint general deterrence marketing and enforcement operations with our partners.



Creative for June/July 2024 Operation Multiplier general deterrence project

