



Health, Safety and Wellbeing & Transport Safety Update

19 June 2024



Health, Safety & Wellbeing



1.1 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

- In May 2024, there were no adverse work events identified as high potential compared to two in April 2024.
- Overall, in May 2024 compared to April 2024:
 - Adverse work events decreased by 13% (Figure 1 and 4)
 - Pain and discomfort increased by 50% while there was no change in Hazards compared to April 2024 (Figure 4)
 - Adverse work events identified as critical risks continue to decrease since March 2024. It decreased by 9% (Figure 2)
 - Customer & Network Performance (C&NP) reported less adverse work events identified as critical risk. It had a decrease in reporting by 14% (Figure 5)
 - Finance and Corporate Services (F&CS) and Public Transport & Active Modes (PT&AM) no change compared to April 2024 and Infrastructure & Place reported one adverse work event identified as critical risk (Figure 5)
 - Total recordable injury frequency rate (TRIFR) and lost time injury frequency rate (LTIFR) decreased by 3% each due to a decreased in lost time injuries (two to one), medical treatment injuries did not change (one). In addition, there was an increase of 15% in worked hours (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

Trend reporting period: Jun23-May24 from Synergi 2.0 system data

26

Adverse work events including near misses
May 2024

24

Hazards
May 2024

0

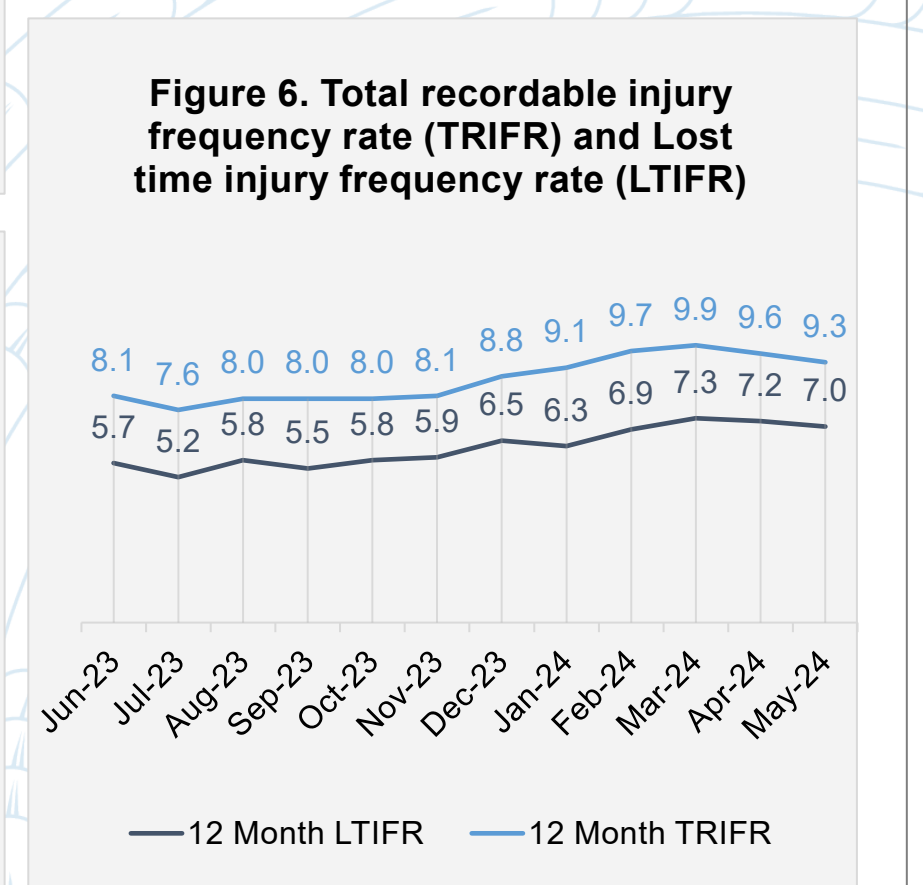
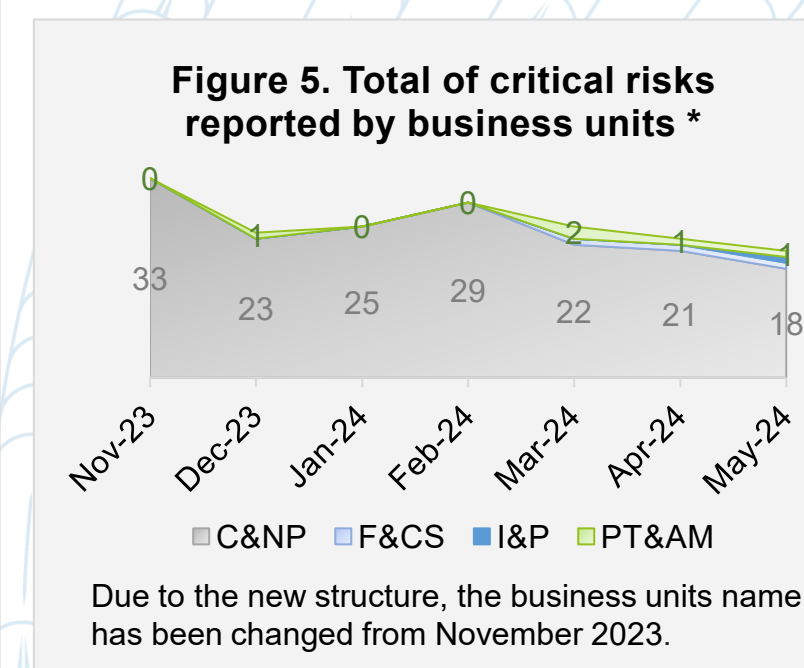
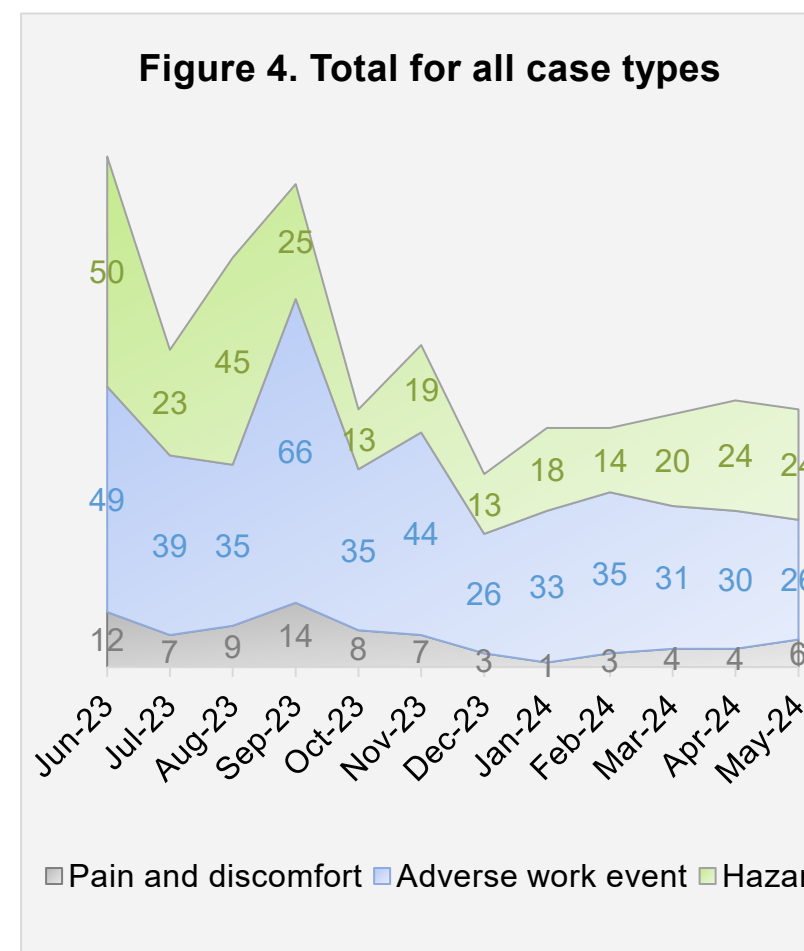
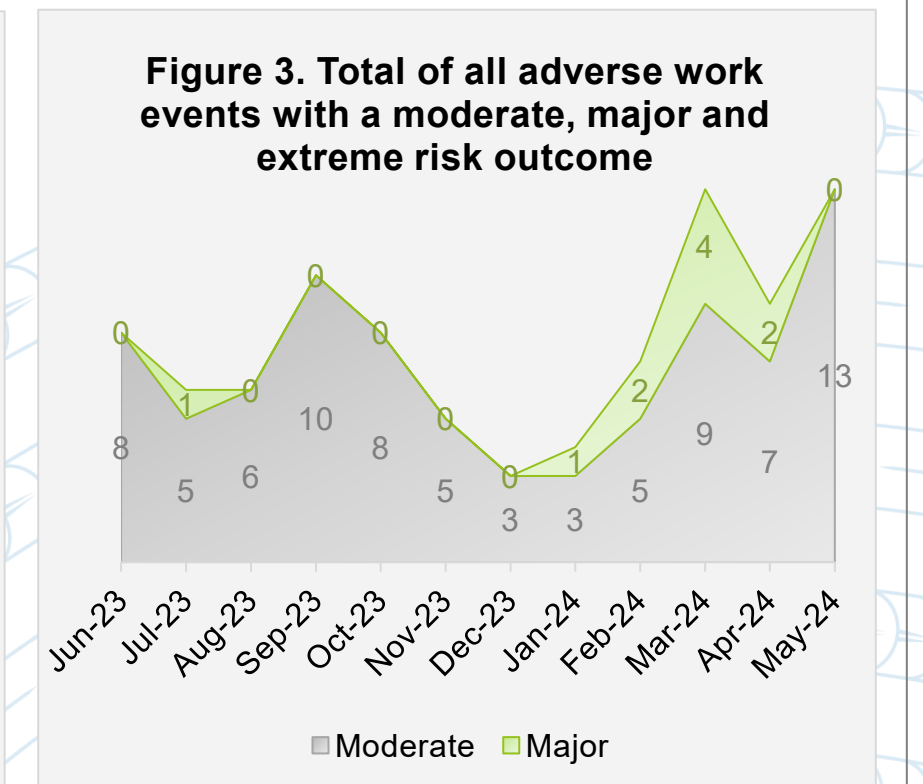
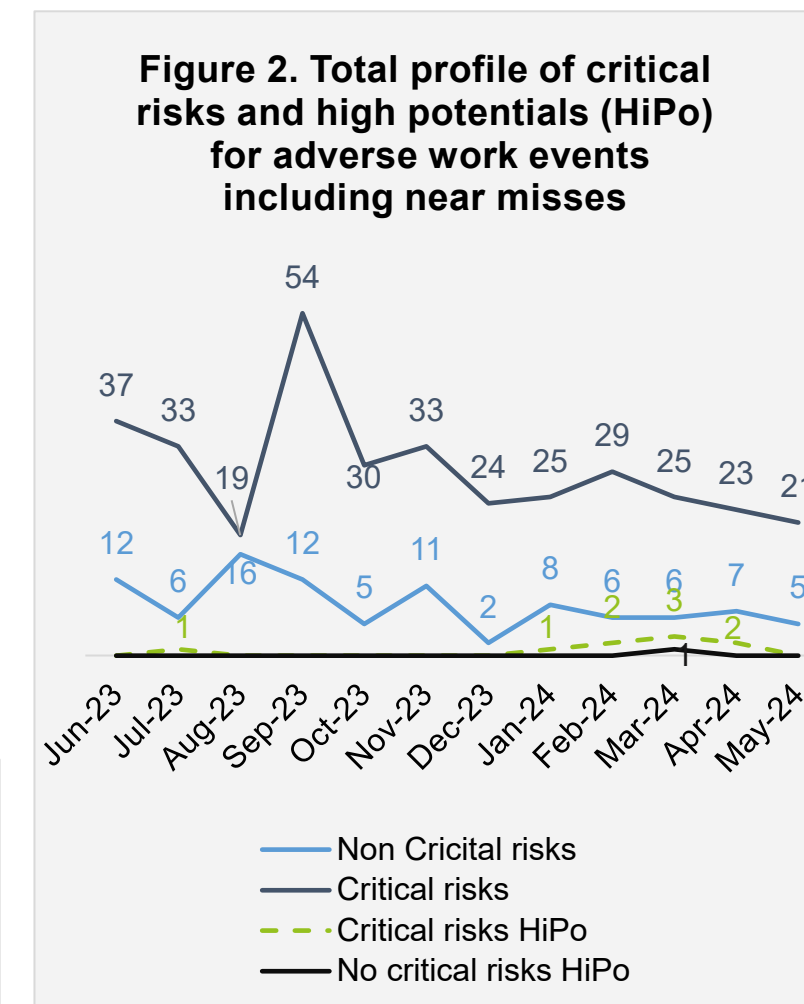
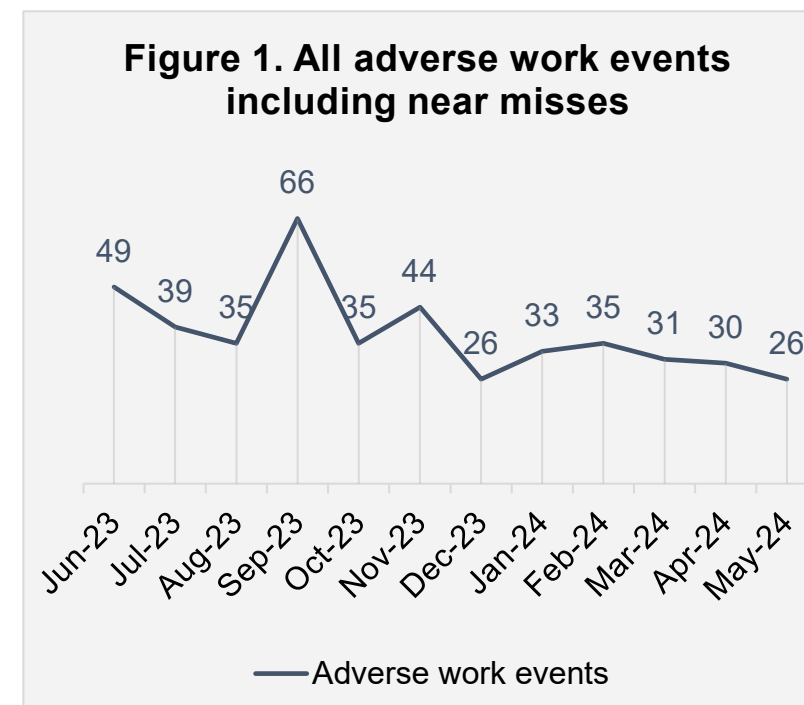
High potential adverse work events
May 2024

13

Adverse work events with a moderate risk consequence
May 2024

0

Notifiable adverse work events reportable to WorkSafe
May 2024



1.1 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 May 2024, there was a decrease of 9% in the number of critical risks identified compared to April 2024 (23 to 21) (Figure 3).
- Violence, threats and aggression (VTA) continues trending with the most critical risk (CR) events identified represented by 80% from June 2023 to May 2024. The lowest number of adverse work events were reported in CR5 working on an operational site (2%) and CR6 lone and remote working (0.3%) and (Figure 1).
- In May 2024, 90% (19 of 21) of the total of the reported adverse work events presenting a critical risk to AT people were related to VTA, a decrease of 8% percentage points compared to April 2024 (83%) (Figure 3).
- In May 2024, there were no adverse work events identified as high potential and identified as critical risks. The risk consequence heat map indicated nine adverse work events identified as critical risks in May 2024 fell into the lower risk consequence and 12 in the moderate risk consequence where 11 were related to violence, threats and aggression (VTA) and one was related to working inside or outside a vehicle (Figure 2).
- In May 2024, the outcomes that increase the most were Grade 3 Verbal Abuse (Sustained) (one to three) and Grade 5 - Intimidation and Threats (Verbally threaten to harm or kill) (three to six) compared to April 2024 (Figure 4).
- Grade 4 and Grade 1 continue trending the highest outcomes types with the most of adverse work events reported from June 2023 to May 2024 (Figure 5).

Dashboard

Trend reporting period: Jun23-May24 from Synergi 2.0 system data

21

Adverse work events identified as critical risks
May 2024

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

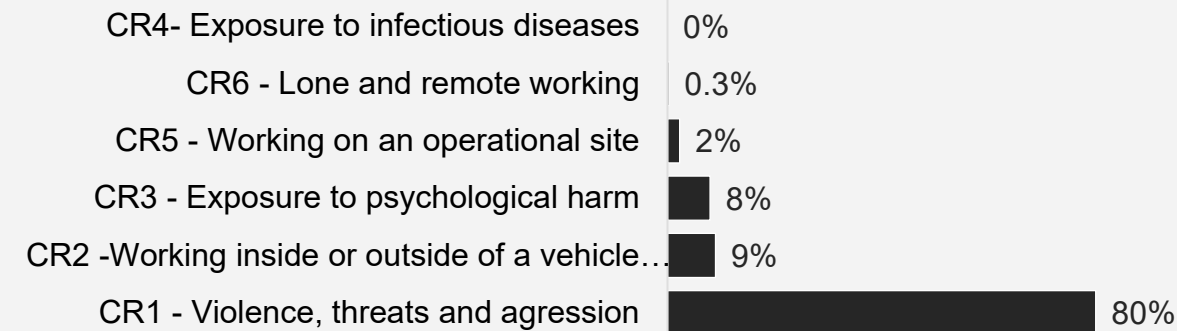


Figure 3. Adverse work events identified as critical risks

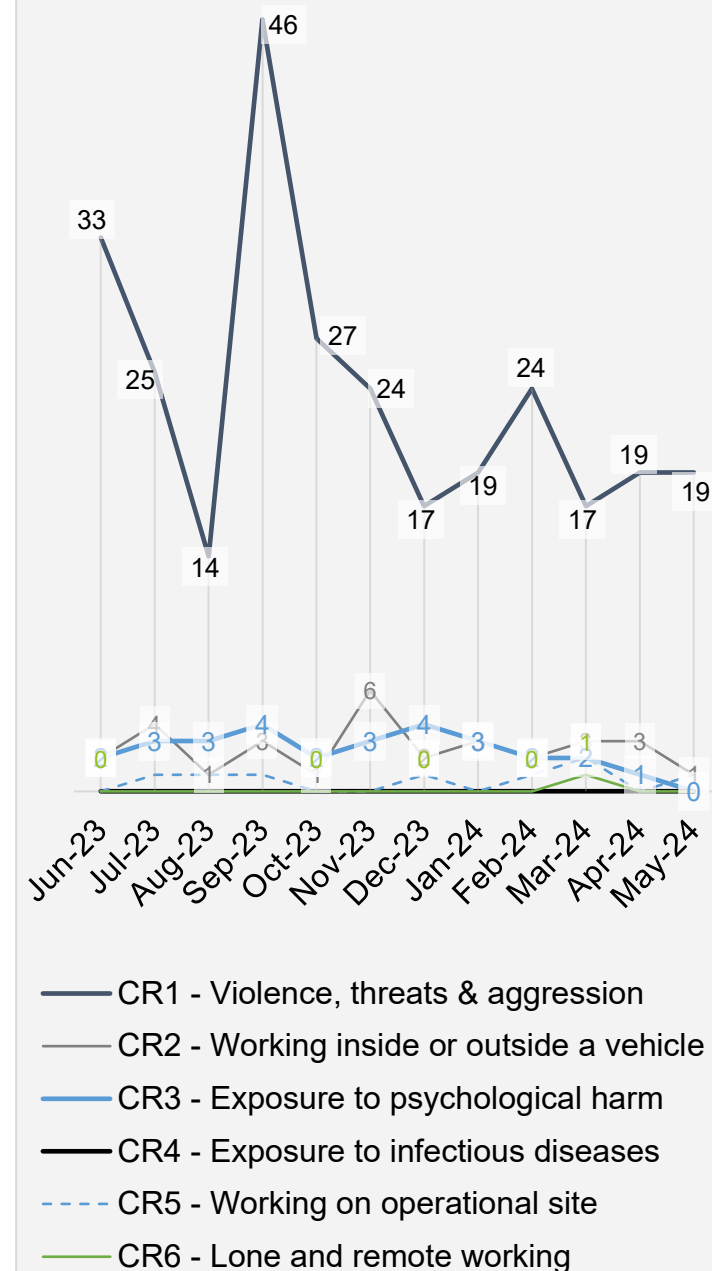


Figure 4. Trend in Auckland transport critical risk outcomes

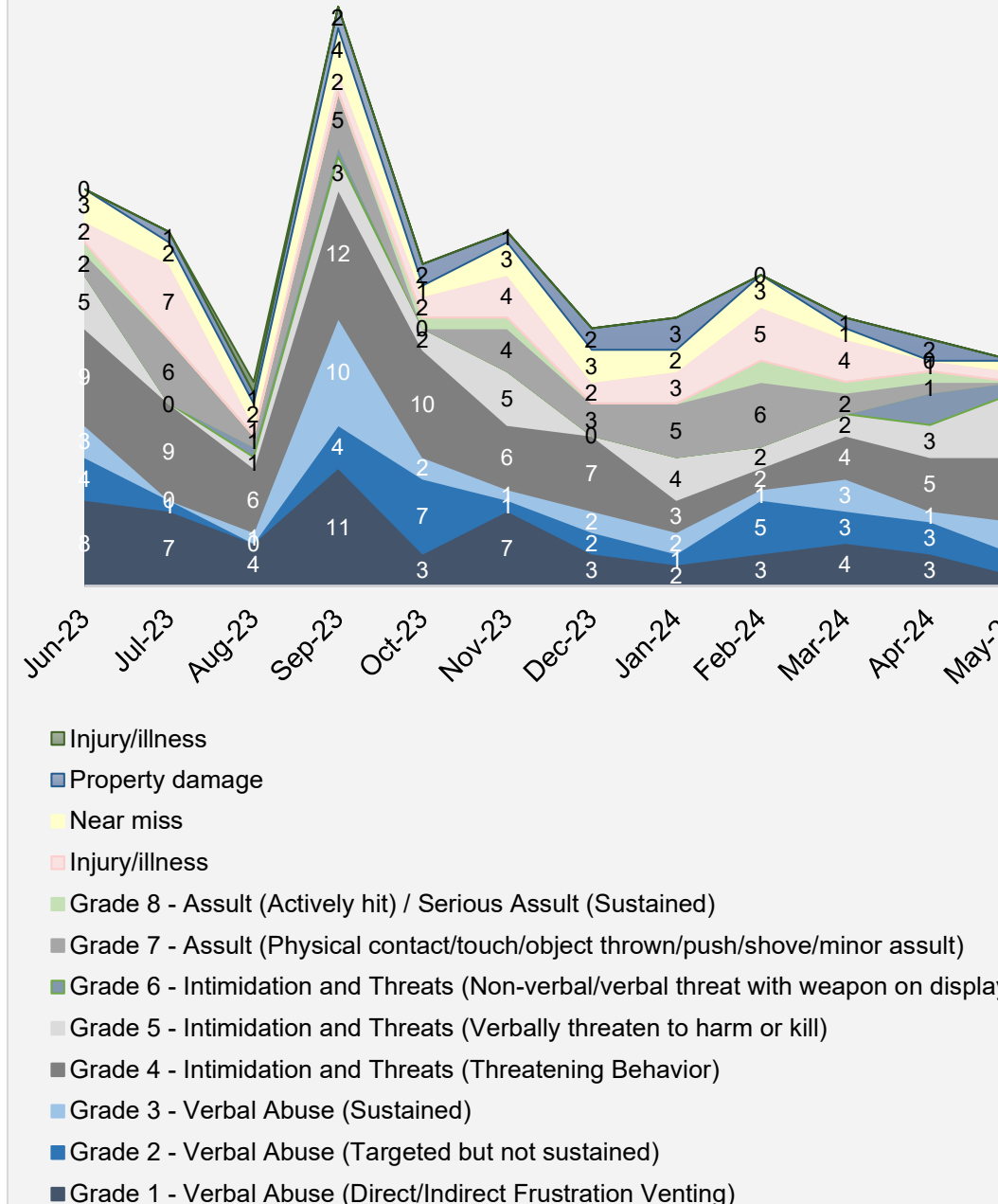


Figure 2. May 2024 heat map - Risk consequence for adverse work events identified as critical risks

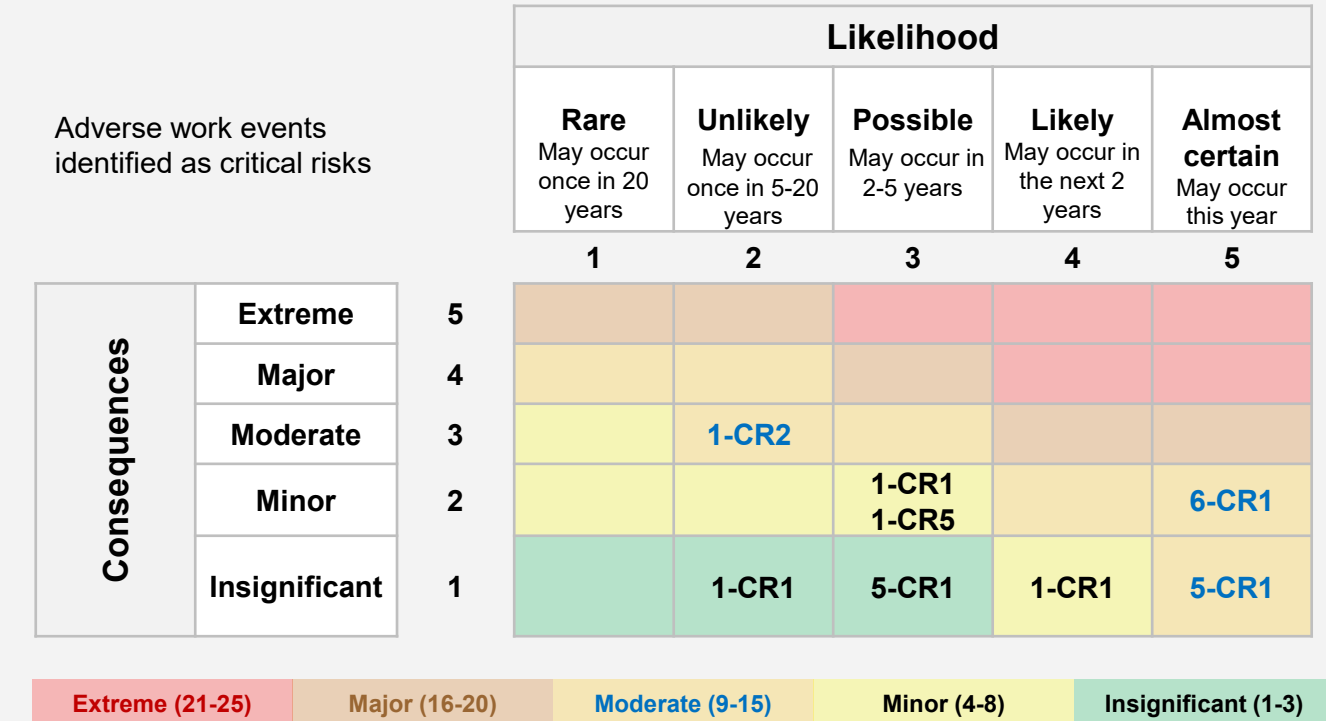
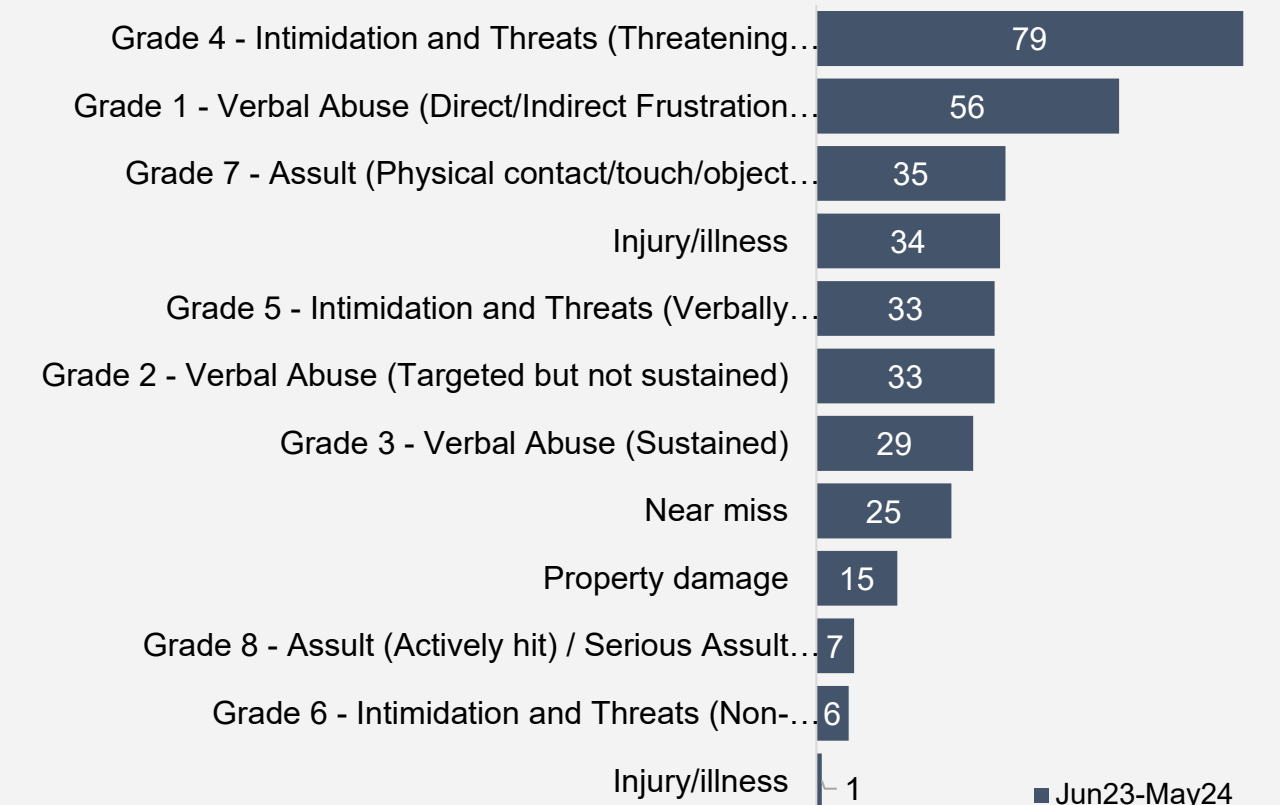


Figure 5. Outcome types for critical risks



1.2 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.

Key insights

Public transport operators

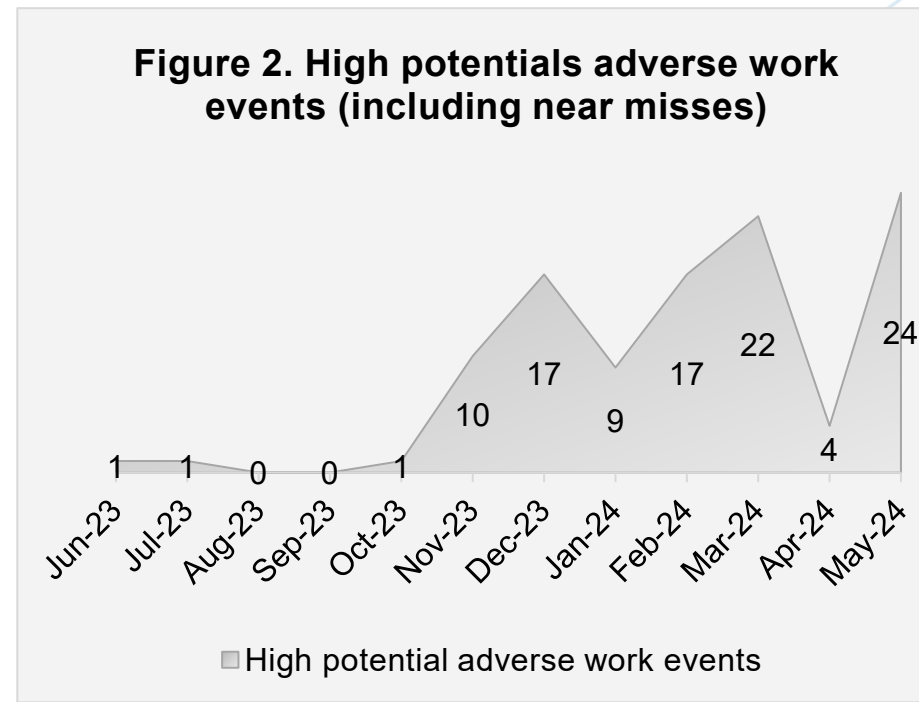
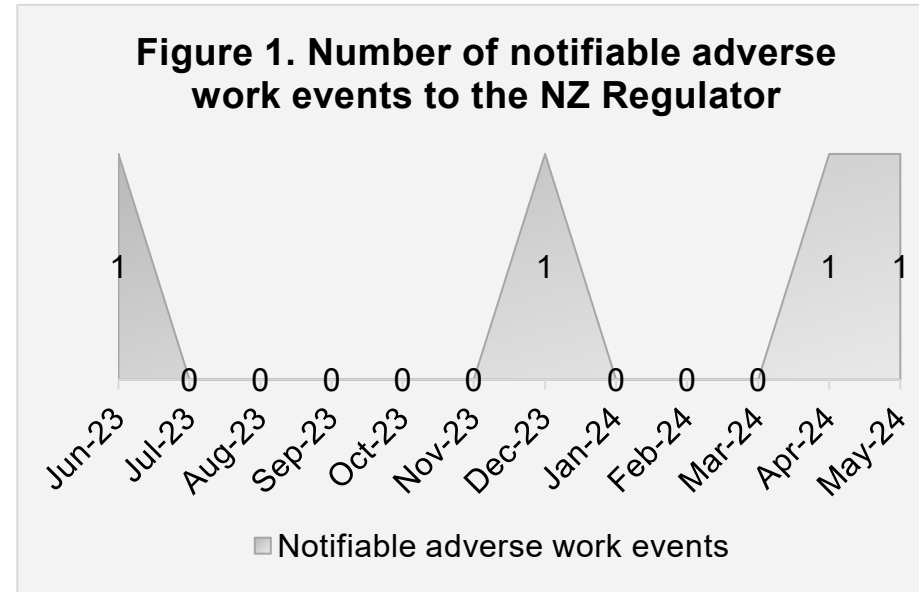
- In May 2024, there was one Maritime NZ notifiable adverse work event reported: A member of the ferry operator crew slipped between the vessel and the pier at Devonport. He did not enter the water as he was caught by other crew members. His legs were bruised, and he banged his head as he fell.
- In May 2024, there were 24 high potential adverse work events reported from bus operators: one single deck bus fire at Blockhouse Bay where a bus was parked without passengers on board, resulting in a total write off. Possible electrical fire. There were 18 Violence, Threats and Aggression (VTA) events to drivers notified, with 10 being Grade 7 or 8 (actively assaulted / struck).
- Four near misses recorded: two bus v other vehicles and one related to passengers fighting on the Bus, and one was two members of the public running down the rail tracks from New Lynn bus/train station.
- This was a significant increase compared to April 2024, inclement weather may be a contributing factor as transient people often board busses to get a break from the weather.
- In May 2024, AOR reported nine notifiable adverse work events: four near miss events; they were all trespasser on the rail corridor where emergency brakes had to be applied, one was noted as a potential self-harm, two collision events; train slid at Onehunga and struck concrete stopper and a possible lateral strike on Platform at Baldwin avenue, one procedural breach, train overran Platform, two disorderly behavior and three antisocial events with members of the public v members of the public.

Physical works contractors

- In May 2024, there were two notifiable adverse events reported:
 - An adverse work event from the Eastern Busway (EBA) project where a trench shield has dropped approximately 500mm whilst maneuvering and impacted with worker's leg (Synergi).
 - A truck operated by a subcontractor rolled out of control into the work site and struck one of the Downer paving crew. Emergency services were called immediately, and the injured person was taken to the Emergency Unit. Police and WorkSafe were immediately called to carry out their respective investigations. The injured person passed away in hospital (Synergi and MS form).
- In May 2024, there were four high potential adverse work events reported:
 - The PIDs renewal project CSLi's civil team was installing the pole at Bus Stop 5914- Stop E New Lynn Station. The civil team did not identify that the pole was located above the main train tunnel and while chipping down through the concrete to achieve the required embedment depth, the breaker broke through the roof of the train tunnel (Synergi).
 - A drunk driver has breached closure and had a near miss with member of the public and Fulton Hogan crew member. Police were called to site and the drunk driver has been arrested (Synergi and MS form)
 - A resident drove through site on berm, leading to near miss of WSP engineer (MS form)
 - A high potential near miss have been reported from Wharehine Contractors Ltd, no details provided (MS form).
- Next steps will focus on streamlining PW contractors' processes, improving quality of data and presenting impactful insights.

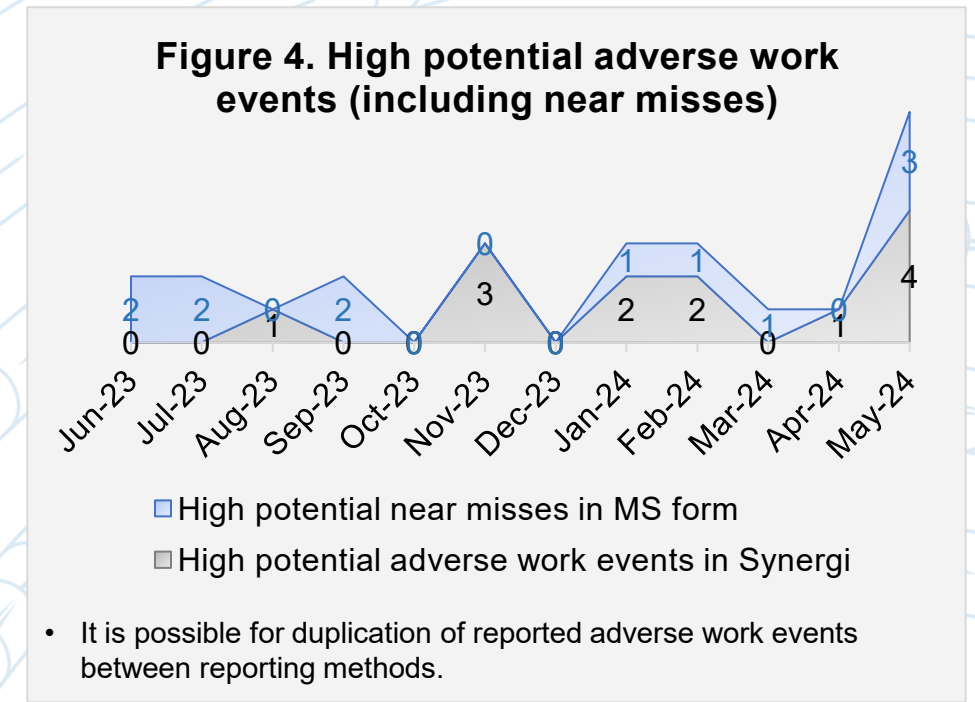
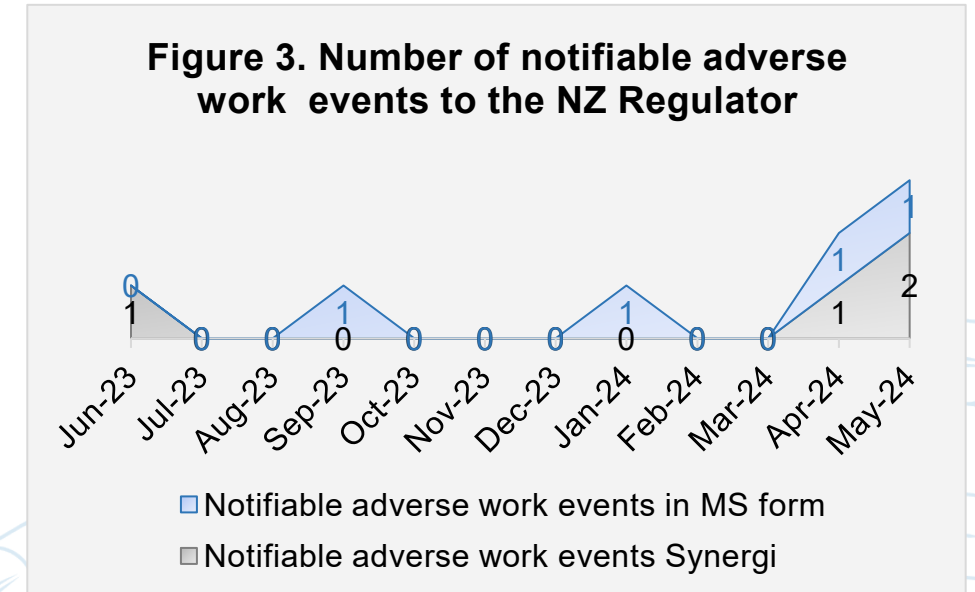
PT dashboard

Trend reporting period: Jun23-May24 from Synergi 2.0 system data



PW dashboard

Trend reporting period: Jun23-May24 from Synergi 2.0 system data and Microsoft Form data



Definitions

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.
NZTA 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).

Transport Safety

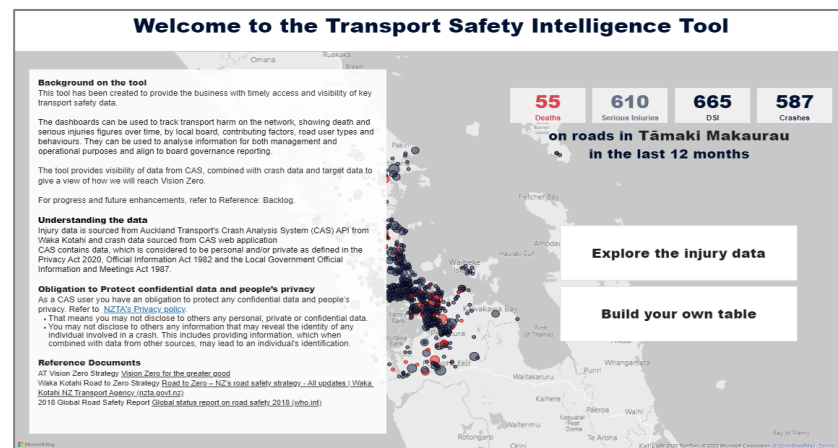


2.1 Transport safety FY24 critical success factors - Auckland Transport

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 Government Policy Statement on Land Transport 2024. Our feedback on the draft was 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 is underway, with further work required to understand the final output considerations of this data.
- The Safety Intelligence Tool continues to be enhanced for the business to improve data insights.
- Work has started on two new epics, the Local Board dashboard, and a mapping of roadside hazards with Vector power poles overlaid with deaths and serious injury crash data, these are in the initial concept stage.

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)

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 governments 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:** Data and Analytics team are progressing the Integration of Accident Compensation Corporation and Ministry of Health data ready for prioritization. Modelling of the raw St John’s data is underway. The Safety Intelligence Tool continues to be enhanced for the business to improve data insights.
- **Fatal crash reporting:** A fatal crash dashboard showing key themes and safe system gaps is now operational. There were 36 fatal crashes reported on local (AT) roads 2023/24 with 48 recommendations for Safety Improvements on those roads. Of these, 42 have been implemented and six 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.
- On Katoa, Ka Ora: draft speed management plan, following signals from Government about upcoming changes to the speed limit setting rule, we are re-engaging with schools, to better understand their views and needs.

Key risks to Vision Zero

- The draft 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 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 May 2023 to April 2024)

- 611 people were killed or seriously injured on Tāmaki Makaurau roads compared to 659 the previous year, a decrease of 7% year-on-year, where 34 people were killed and 577 were seriously injured.
- In this period, we have seen decrease in fatalities of 51 to 34 year on year, while serious injuries have remained static.
- We continue to see the majority of harm occurring on local roads (89% in the past twelve months).
- 48% 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 (67% in the past twelve months).
- In the past 12months the highest proportion of deaths and serious injuries at 33% 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 19% of deaths and serious injuries (44% of DSI ethnicities are recorded as unknown).

Crash attribute insights

- Side impact and run off road crash movement types account for 55% of all local road DSI (27% and 28% respectively).

Death and serious injuries from Crash Analysis System (CAS)

STATEMENT OF INTENT (SOI) SAFETY

OUTCOME AREA
Getting the basics right

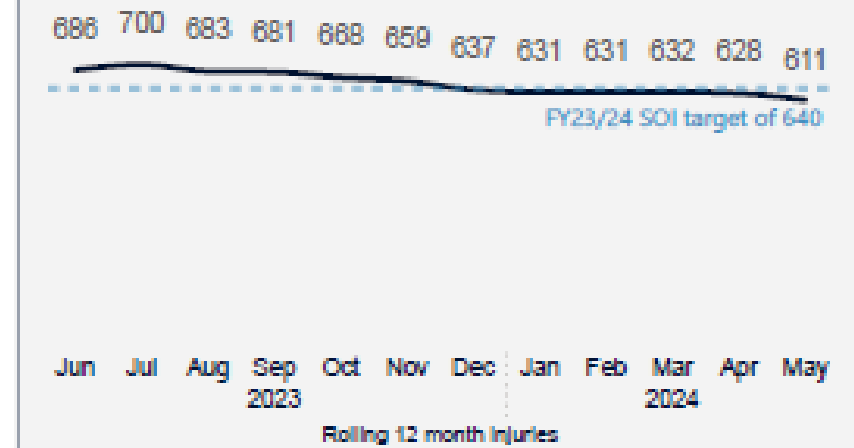
MEASURES
Deaths and serious injuries (DSI) on the road network in Tāmaki Makaurau (TM)

TARGET FY 2023/2024
No more than 640 DSI

ACTUAL FY 2023/2024
611 DSI (June 23 - May 24)

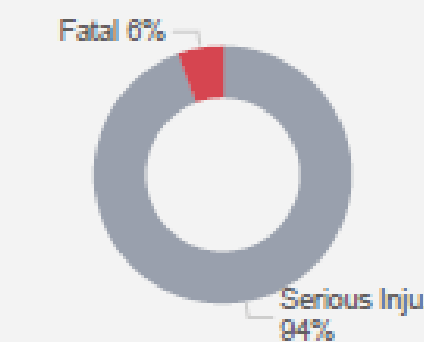
DSI trend against SOI target

Period selected 1/06/2023 to 31/05/2024



DSI

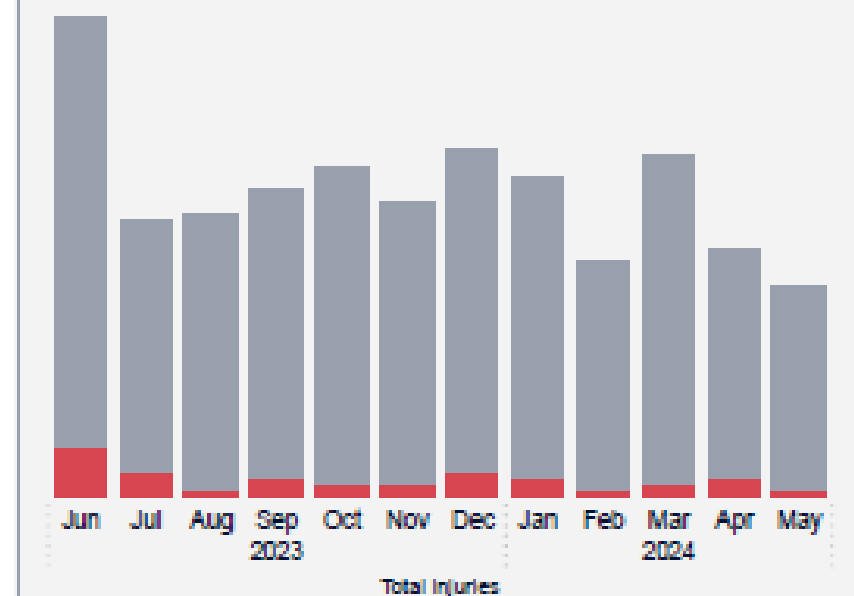
Period selected 1/06/2023 to 31/05/2024



DSI by month

Period selected 1/06/2023 to 31/05/2024

● Fatal ● Serious Injured

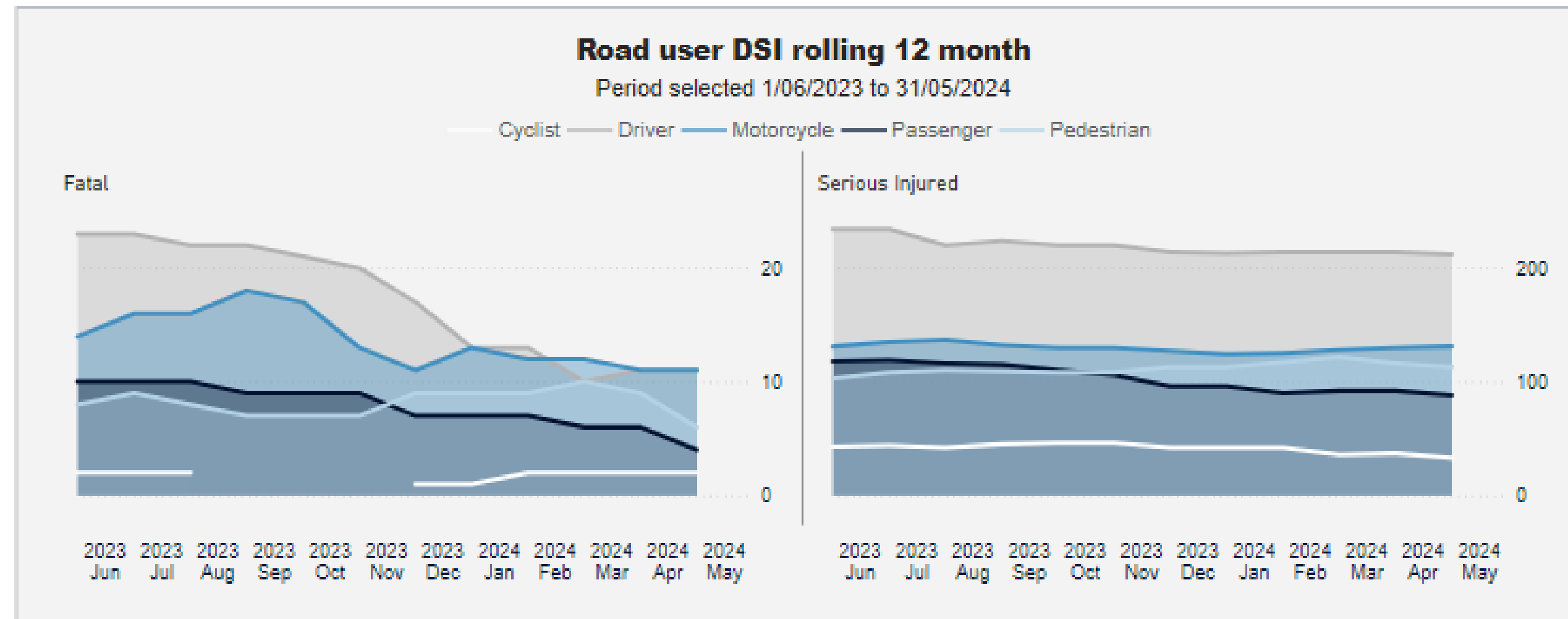
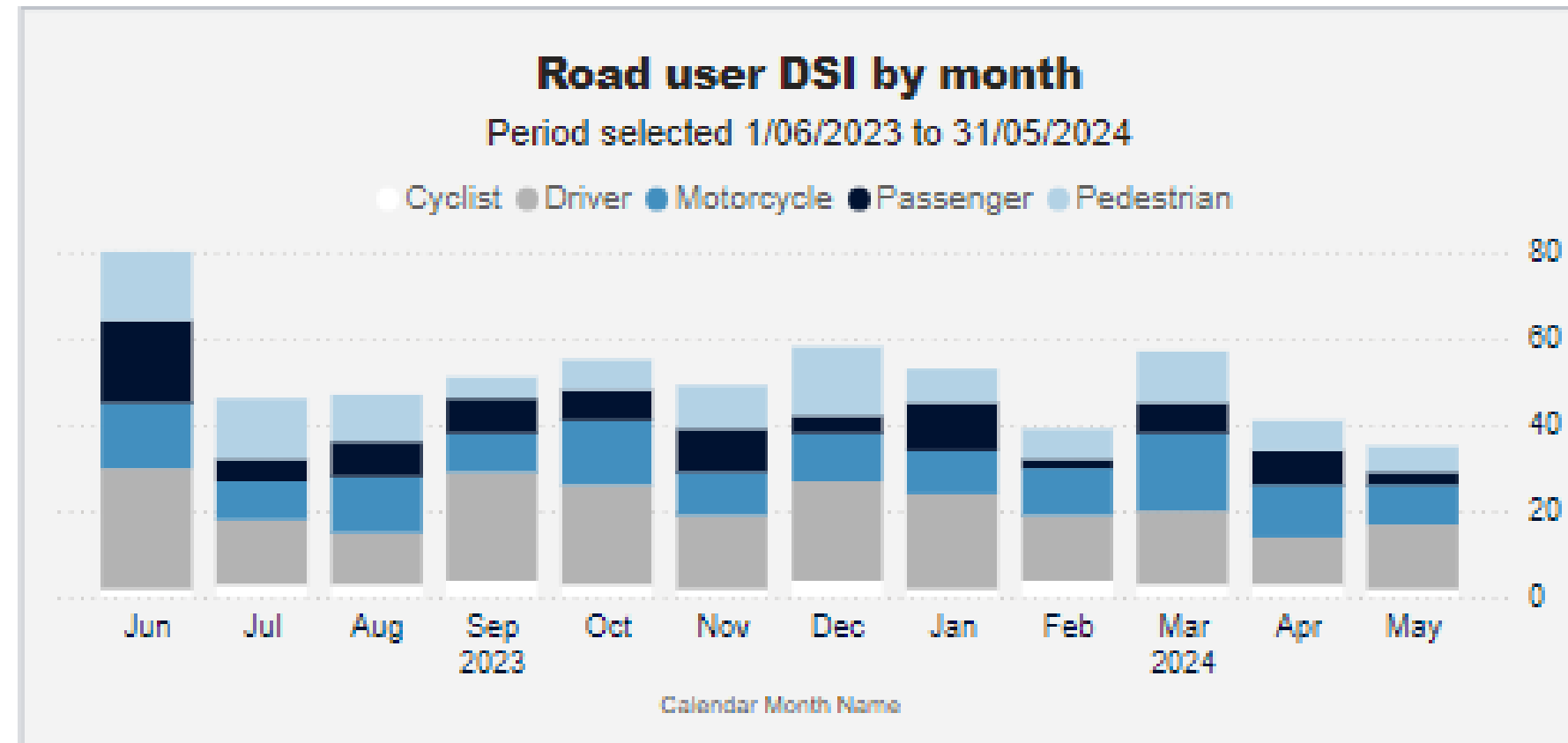
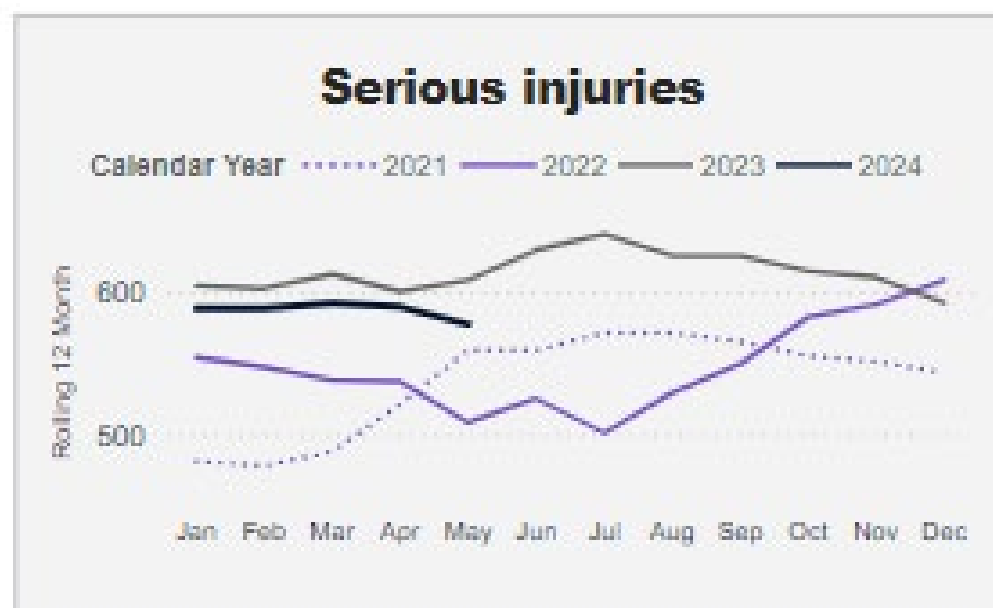
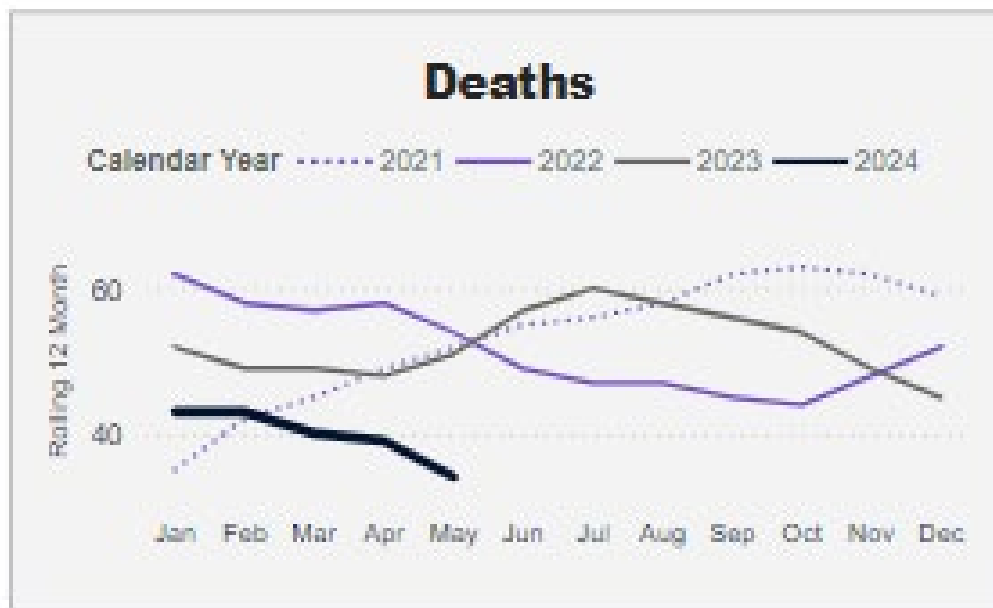
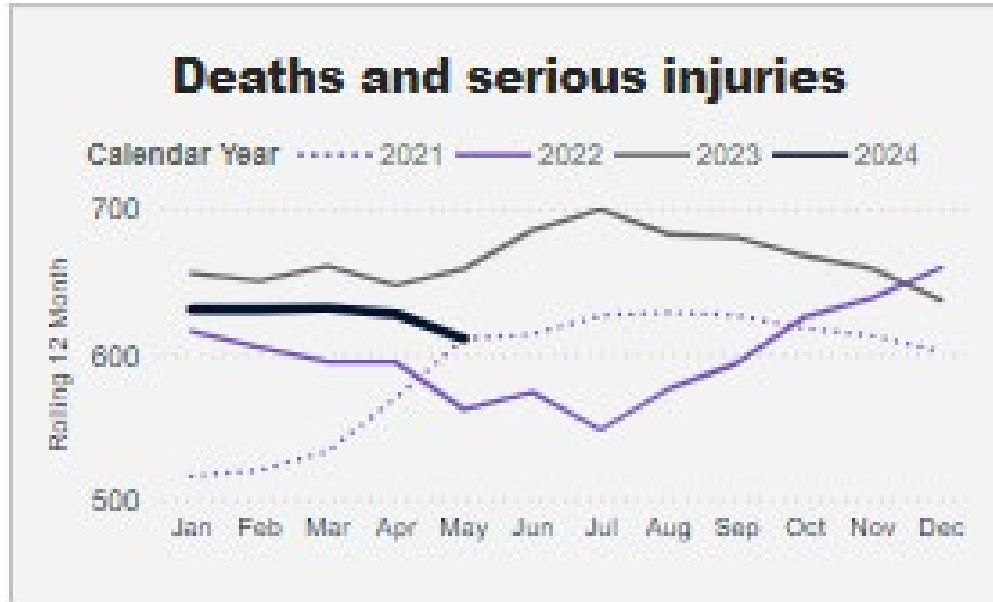


Injury data has been sourced from Auckland Transport’s Crash Analysis System (CAS) database via Waka Kotahi API.

2.2 Deaths and serious injuries (DSI) reporting

Road user DSI dashboard

Death and serious injuries from Crash Analysis System (CAS)

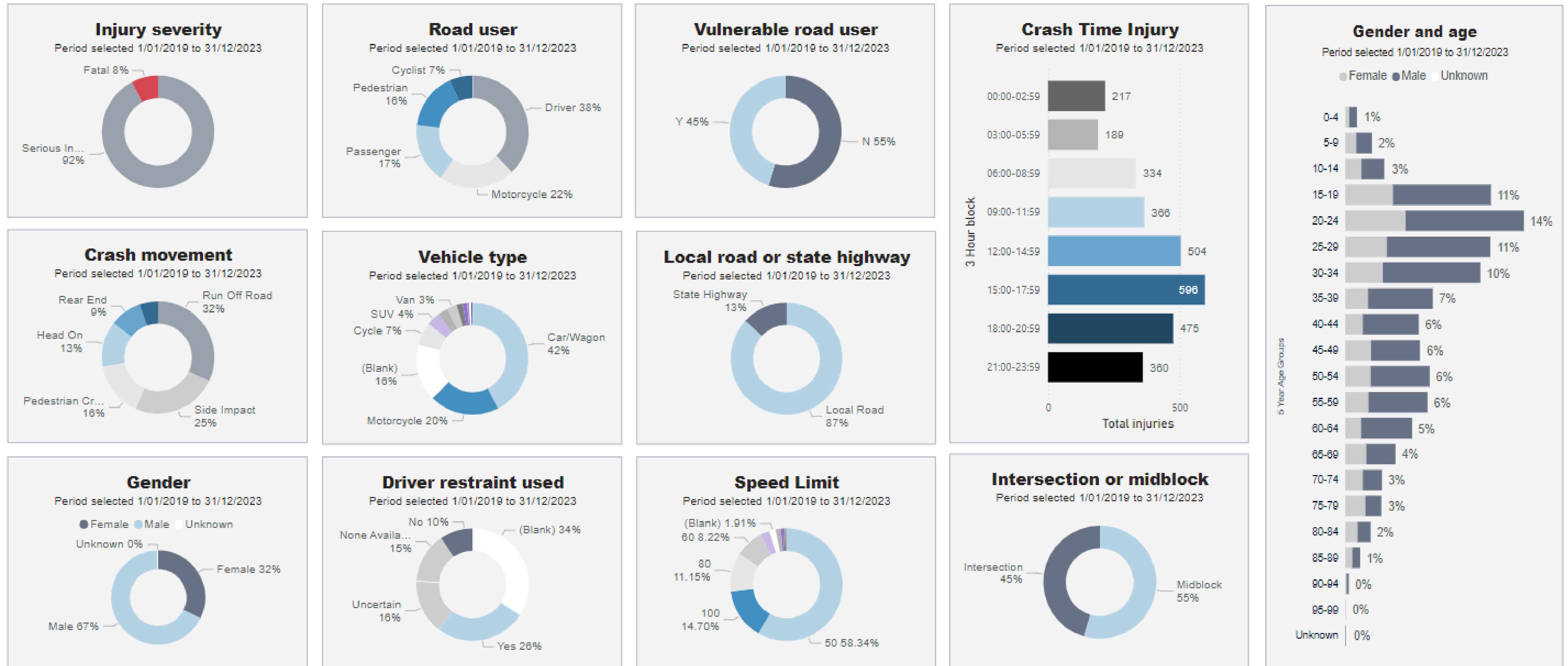


Injury data has been sourced from Auckland Transport's Crash Analysis System (CAS) database via Waka Kotahi API. Definition: People walking include people on foot, wheeled recreational devices, wheelchairs and mobility scooters

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)



||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

Setting Speed Limits – new rule update

Placeholder – details to be added - public consultation expected to be open before this Board Meeting

2.2 Deaths and serious injuries (DSI) reporting

NZ Police Tāmaki Makaurau – Road Policing update

Enforcement is a key part of a Safe System response to improving the safety of our transport network.

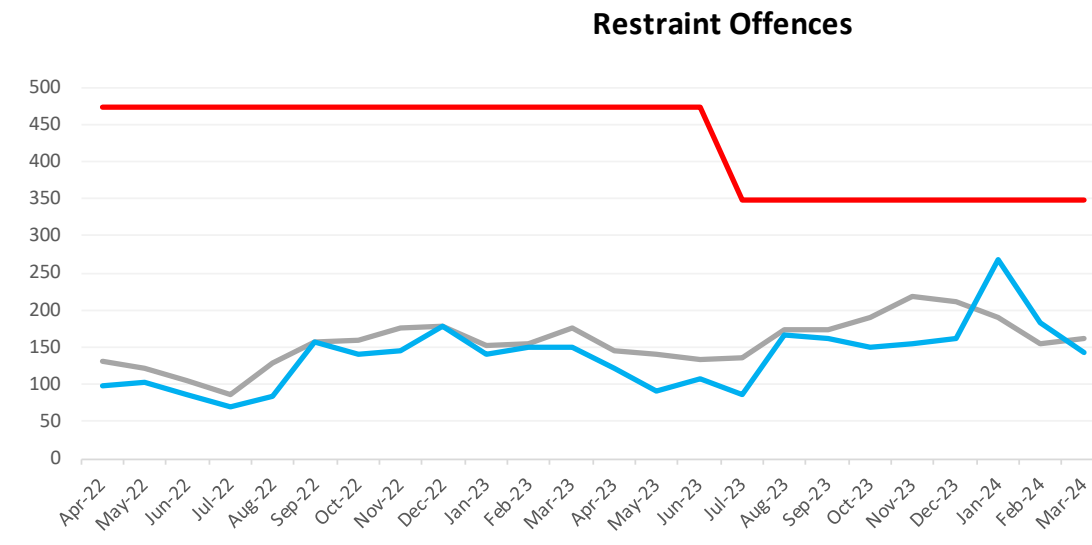
The Police are funded to deliver road policing via the Road Safety Partnership 2021-24, this is currently under review.

The measures in the current agreement focus on high-risk behaviours restraints, impairment, distractions and speed (RIDS).

Across Tāmaki Makaurau and nationally there has been a significant improvement in activity, with Police having met or exceeded the majority of the desired activity levels. Restraint offences are challenging on multi-lane roads, including the motorway. A significant push is underway to lift performance.

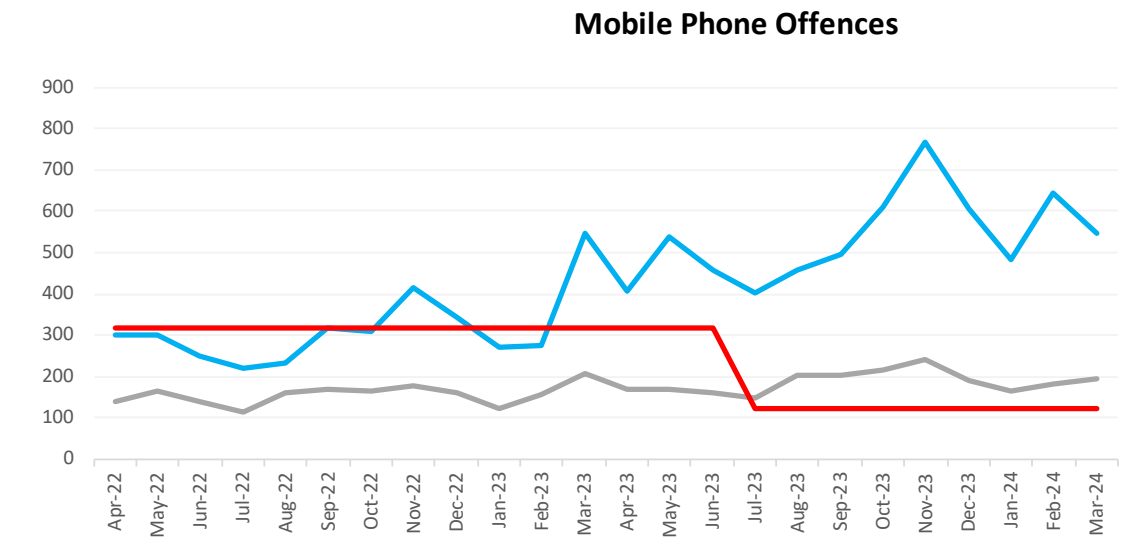
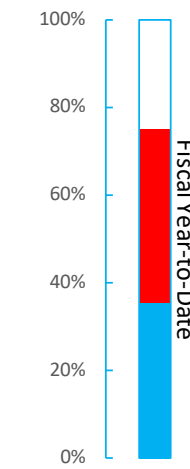
There is an opportunity for automated enforcement of restraint and mobile phone use, as shown in other countries, cameras are used successfully. This is part of the AT safety advocacy priority to accelerate the roll out of automated enforcement.

In support of the Police activity our Community Partnership team deliver road safety promotion activities. The Whitiki (restraint) programme includes community education clinics, joint roadside checkpoints with police and training.

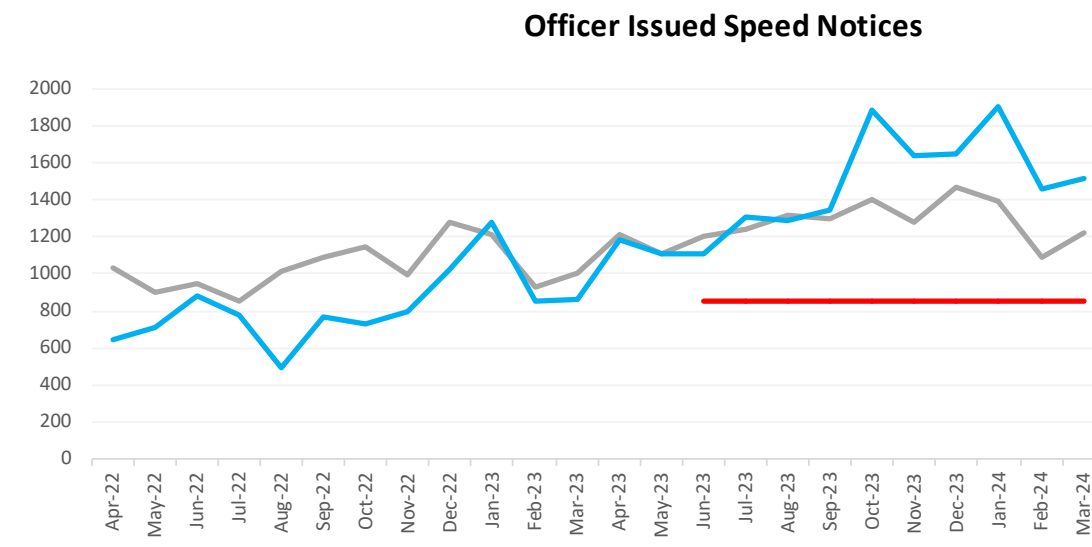
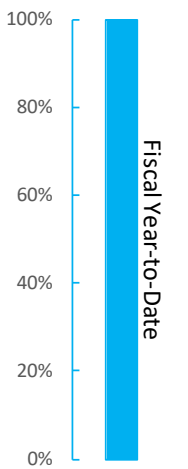


Desired Activity Level - 4,180 Offences Detected this Fiscal Year (348 Offences per Month)

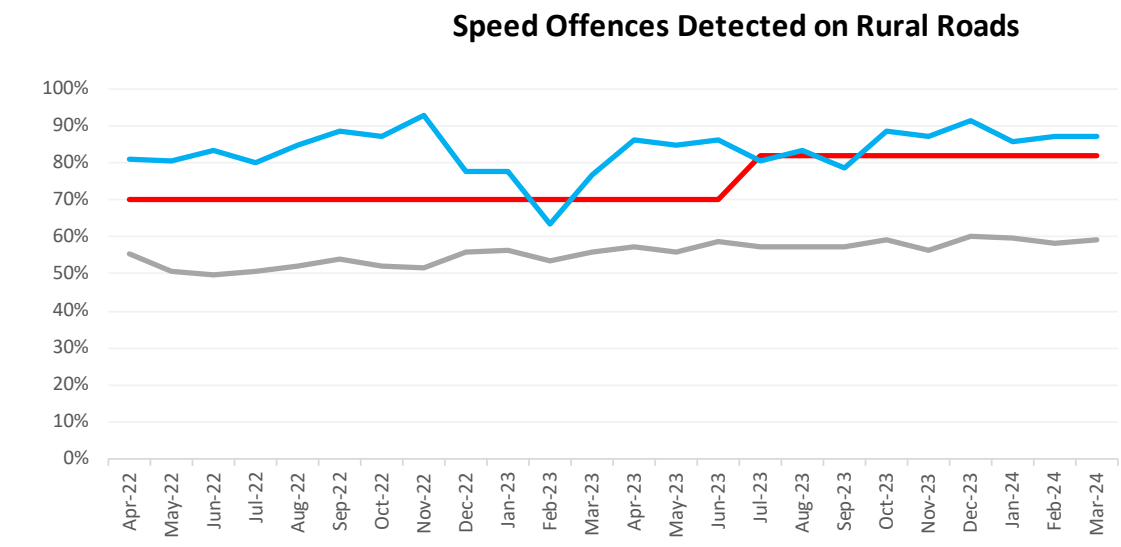
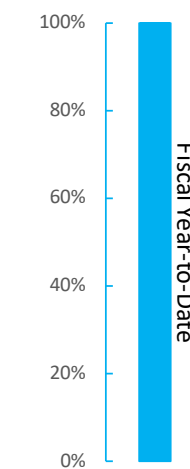
Metrics with Desired Activity Levels



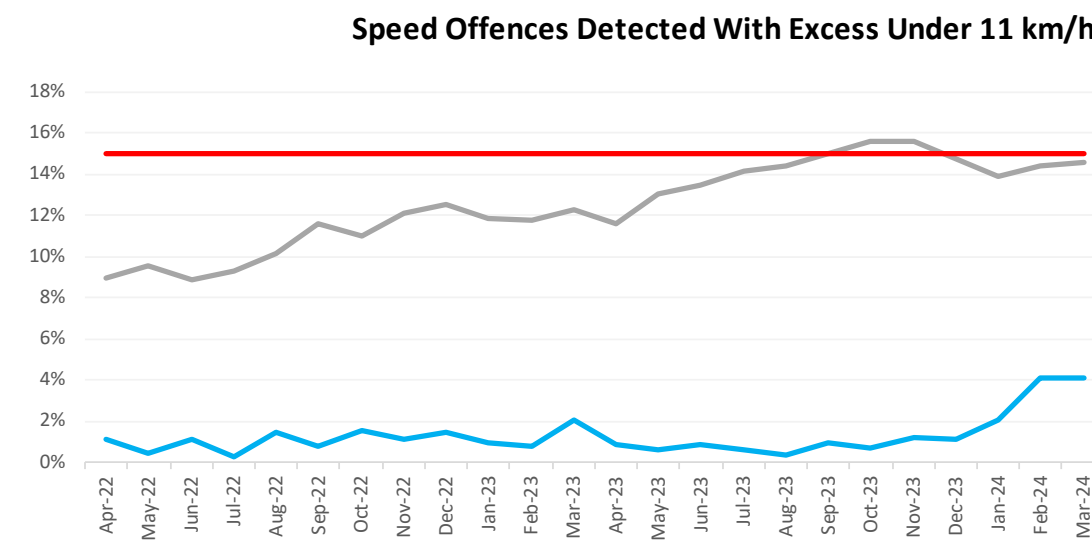
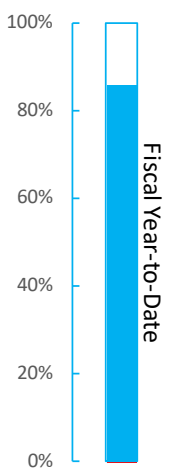
Desired Activity Level - 1,460 Offences Detected this Fiscal Year (122 Offences per month)



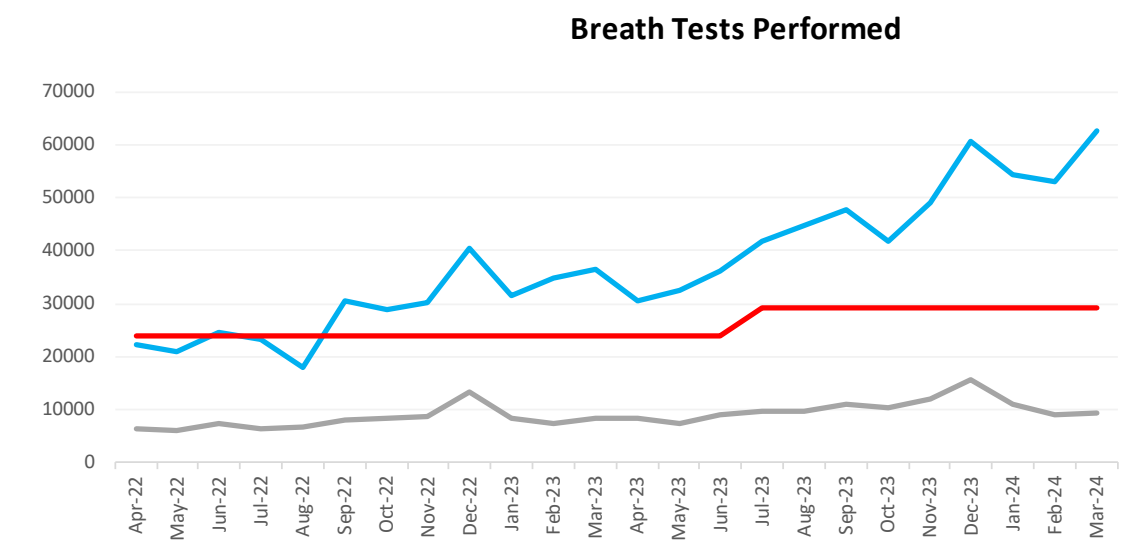
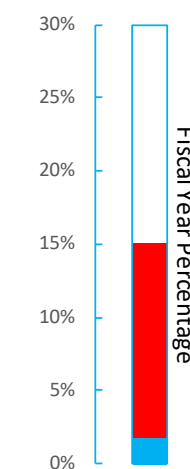
Desired Activity Level - 10,190 Offences Detected this Fiscal Year (849 Offences per month)



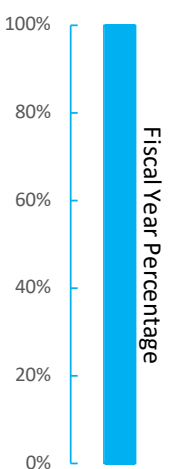
Desired Activity Level - 82%



Desired Activity Level - 15%



Desired Activity Level - 350,000 Tests this Fiscal Year (29,167 Tests per month)



— Monthly Activity
 Fiscal Year-to-Date Activity
 — Monthly Desired Activity
 Fiscal Year-to-Date Desired Activity
 — National Average Based on Equivalent FTE's