

October 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)

- Leadership safety walks in the current reporting period have increased in number following process improvements. Eight leadership safety walks were completed in September 2024. The sites visited were Birkenhead Town Centre light replacement programme, Manukau City Customer Service Centre, Eastern Busway Bus Facility/Interchange, Eastern Busway construction site, Pt Chevalier Meola Rd Active Mode Project and the Ferry Terminal & Ferry trip Birkenhead and Bayswater (Fig 1).

Safety assurance activities

- There were three site safety assurance activities conducted in September. One at Project K Road (improvements on housekeeping, updated hazard board, excavations sloped, PPE, etc.), one at Wellesley St Bus Improvement (Improvement hazardous substance storage, pollution controls, test and tag, etc.) and one at PT Newmarket and Grafton Glazing Renewals with a 100% compliance.

Case types

- An increase of 44% for hazards and 22% for adverse work events is noted in the month of September 2024 compared to August 2024 and no change in pain and discomfort reports in September 2024 compared to August 2024 (Fig 3).

Moderate, major and extreme adverse work events

- Three events classified as high potential: one extreme risk consequence and two major risk consequence, all related to property damage outcomes. There were seven events as moderate risk consequence, all related to violence, threats and aggression.
- From the ten reported events, one investigation has been completed so far in September 2024 (Fig 4).

Total frequency injury rates

- There were three lost time injury reported in September 2024 (Facial and hand contusions, lumbar fracture and ankle sprain) and one medical treatment injury (Ankle and knee sprain) (Fig 5).
- There was an increase of 9% in TRIFR and an increase of 7.7% in LTIFR, in September 2024 compared to August 2024. There was not change in the total of recordable injuries (4) in September 2024 compared to August 2024, however, worked hours decreased by 2% compared to August 2024 (Fig 5 & 6).

Engagement

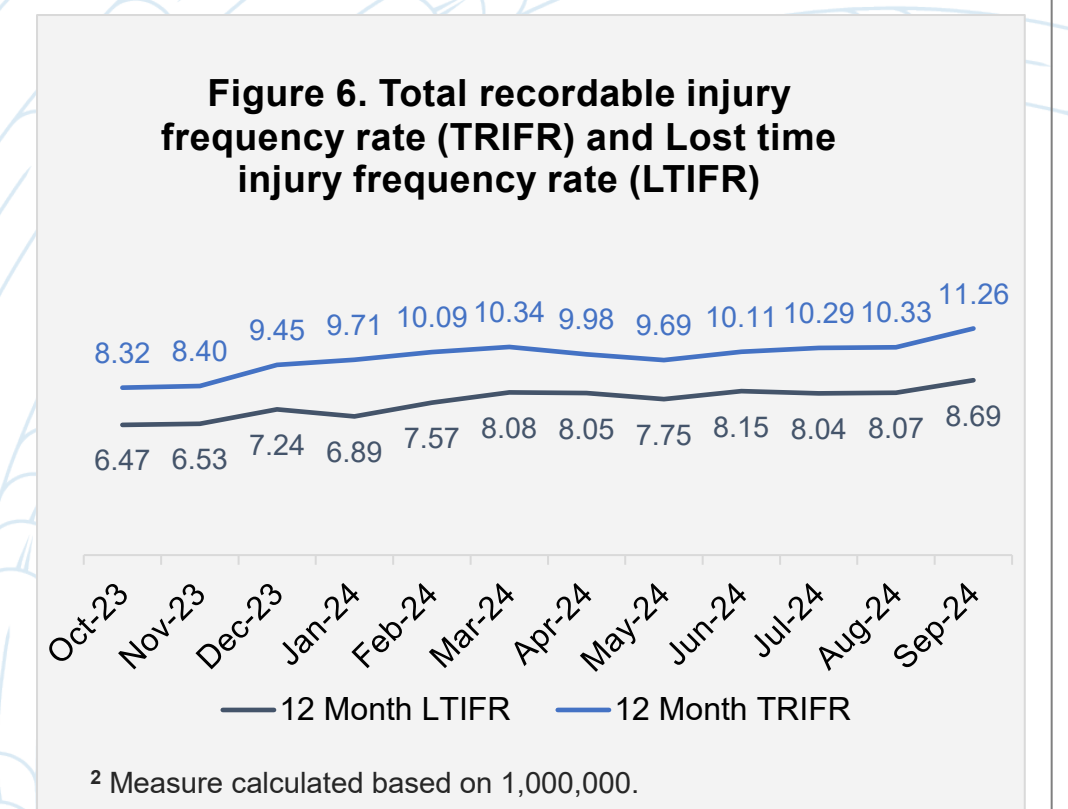
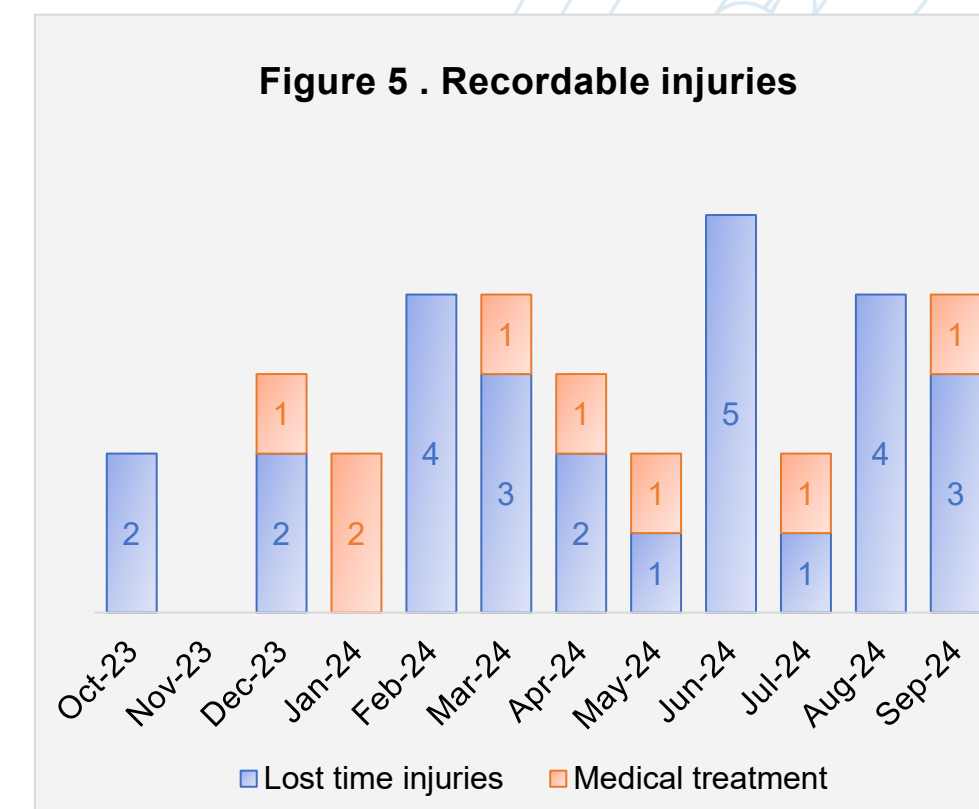
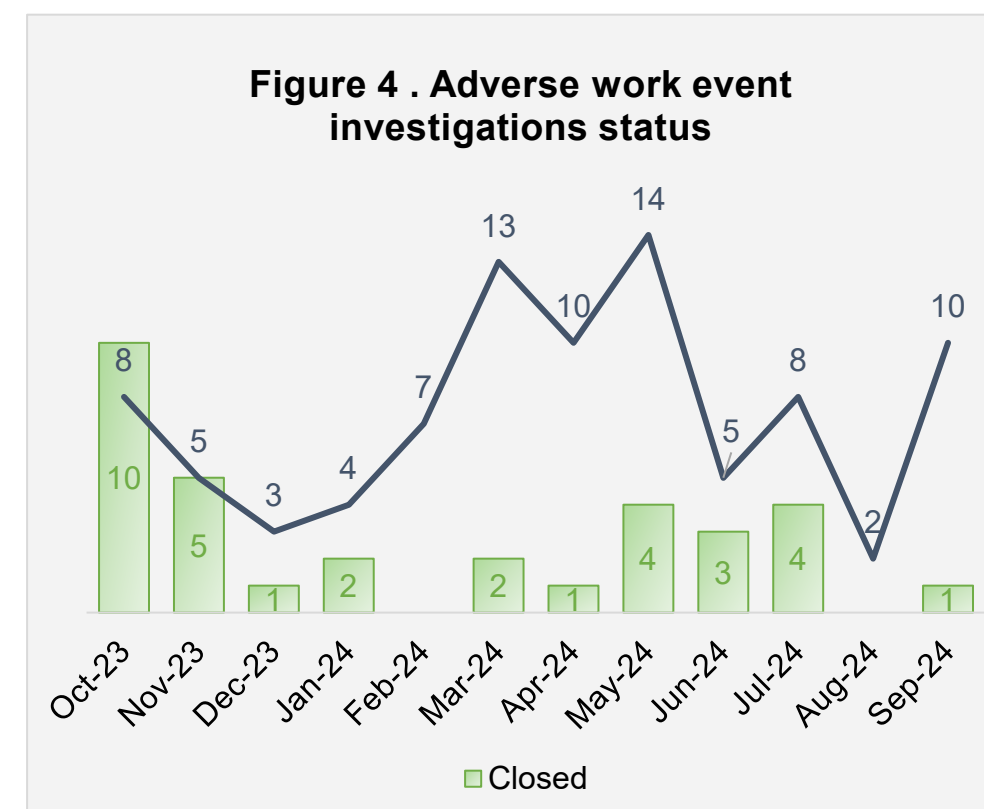
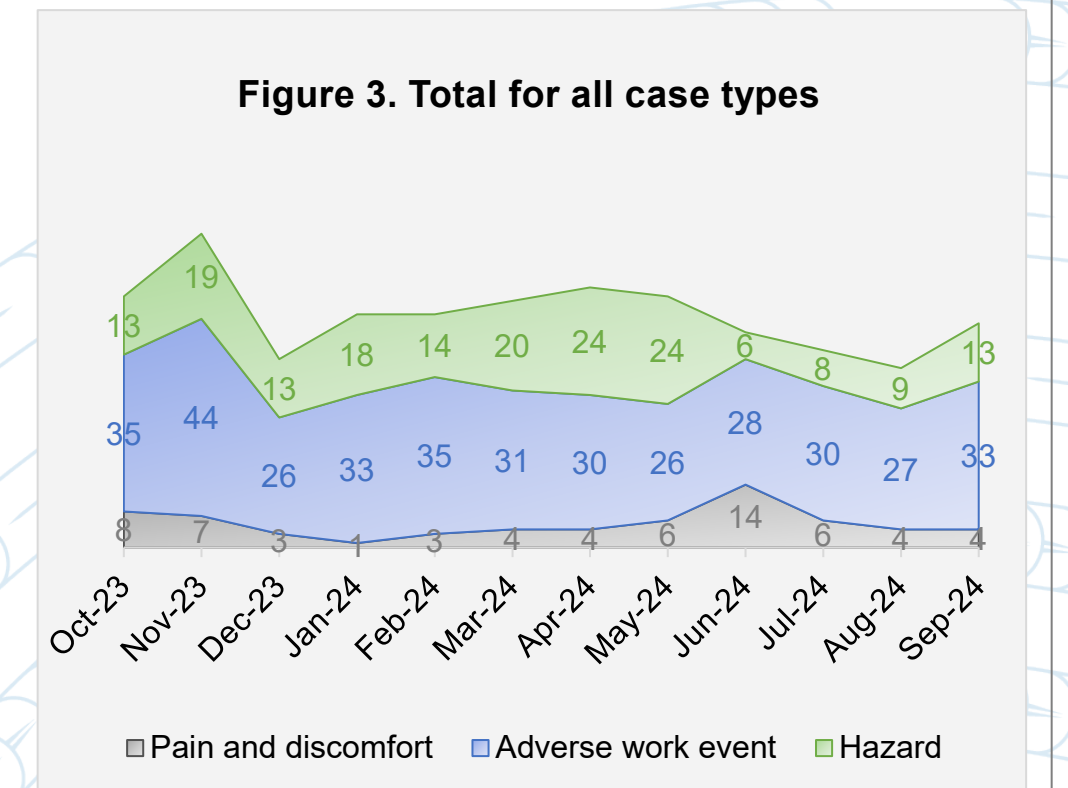
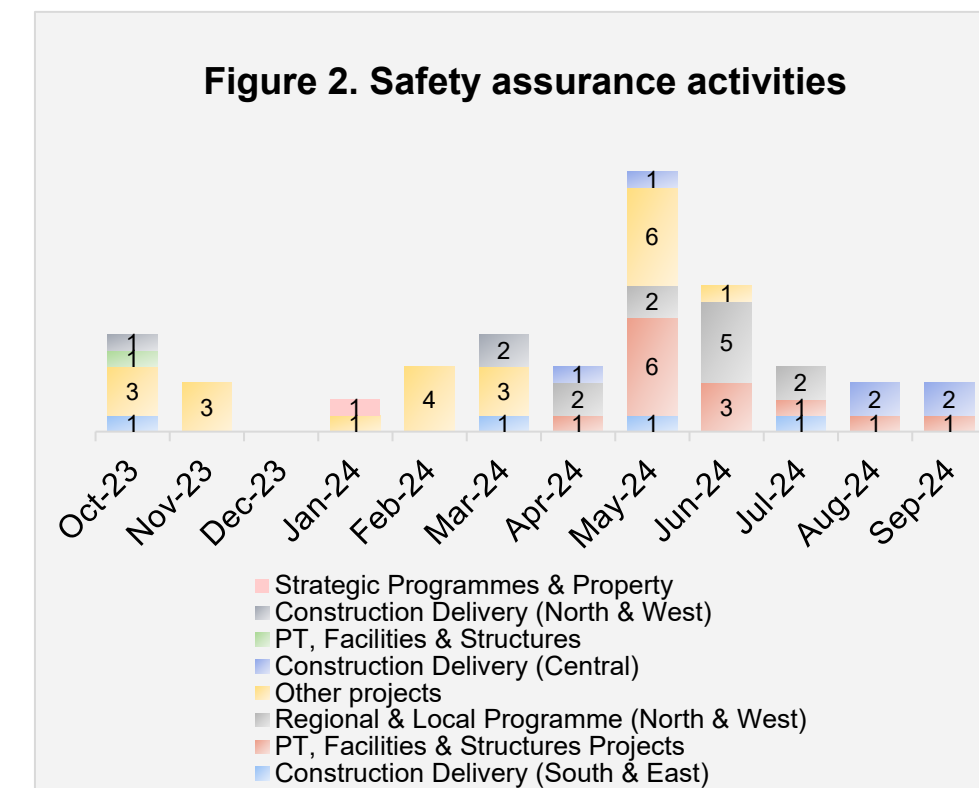
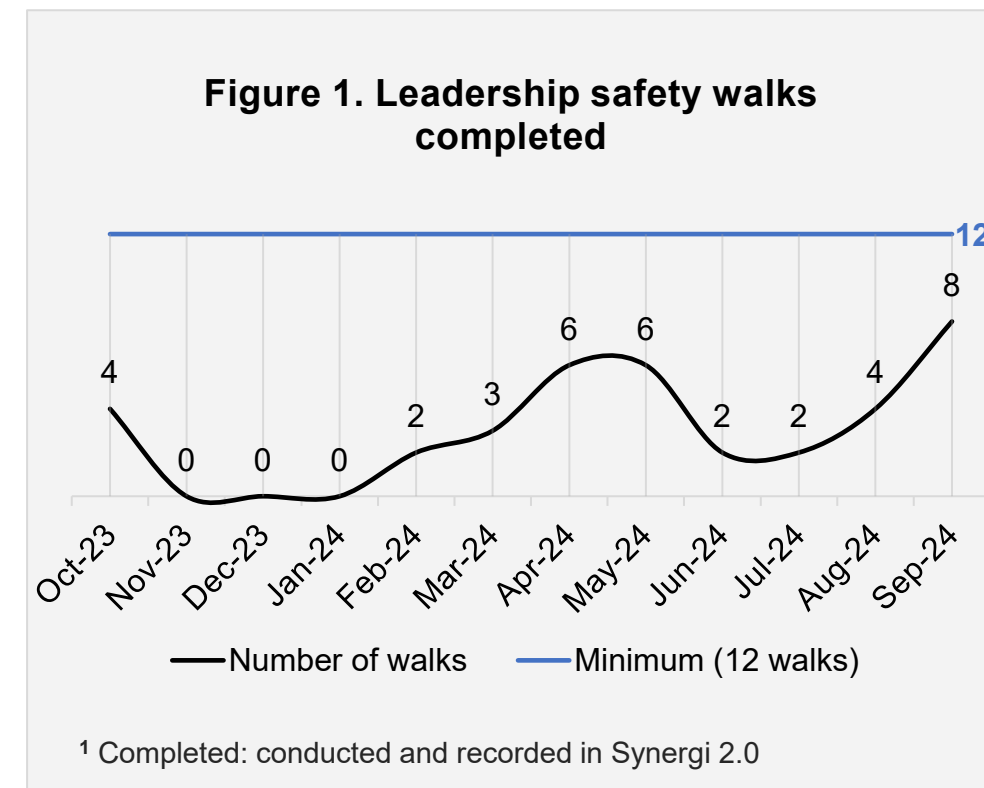
- A Senior Leaders Council (SLC) meeting held in Sept 2024 with 43% attendance (13/30). Main focus was on encouraging employee engagement.
- Two Health and Safety Representatives committee meetings were held in September: one corporate (Tuis) with an attendance of 32% (8/25) and one operational (Kiwis) with an attendance of 30% (10/30). Discussion on HSW reps training scheduled for October 2024 and encouraging participation.

Dashboard

Reporting period status: September 2024 Data Source Synergi 2.0



Trend reporting period: Oct23 to Sep24 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. 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 September 2024:
 - There were no notifiable and high potential AT adverse work events reported in Synergi.

Public transport operators (PTO)

- In September 2024:
 - There were no notifiable adverse work events reported in Synergi.
 - There were five high potential 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 resulting in bleeding lip and two broken teeth, one where a car followed the bus, when it stopped two males pressed the emergency open button on the bus and punched the operator three times and one where driver was punched in face by passenger exiting bus. Police were called and attended for all of these events.
 - One adverse work event classified as Grade 7 – Assault (Physical contact /touch/ object thrown) where a lady passenger (youth) assaulted female driver slapping her head.
 - One adverse work event classified as Grade 5 - Intimidation and Threats (Verbally threaten to harm or kill) where a male passenger threatened driver stating he was lucky he didn't have a knife on him, or he would have stabbed him to death.

AOR reported:

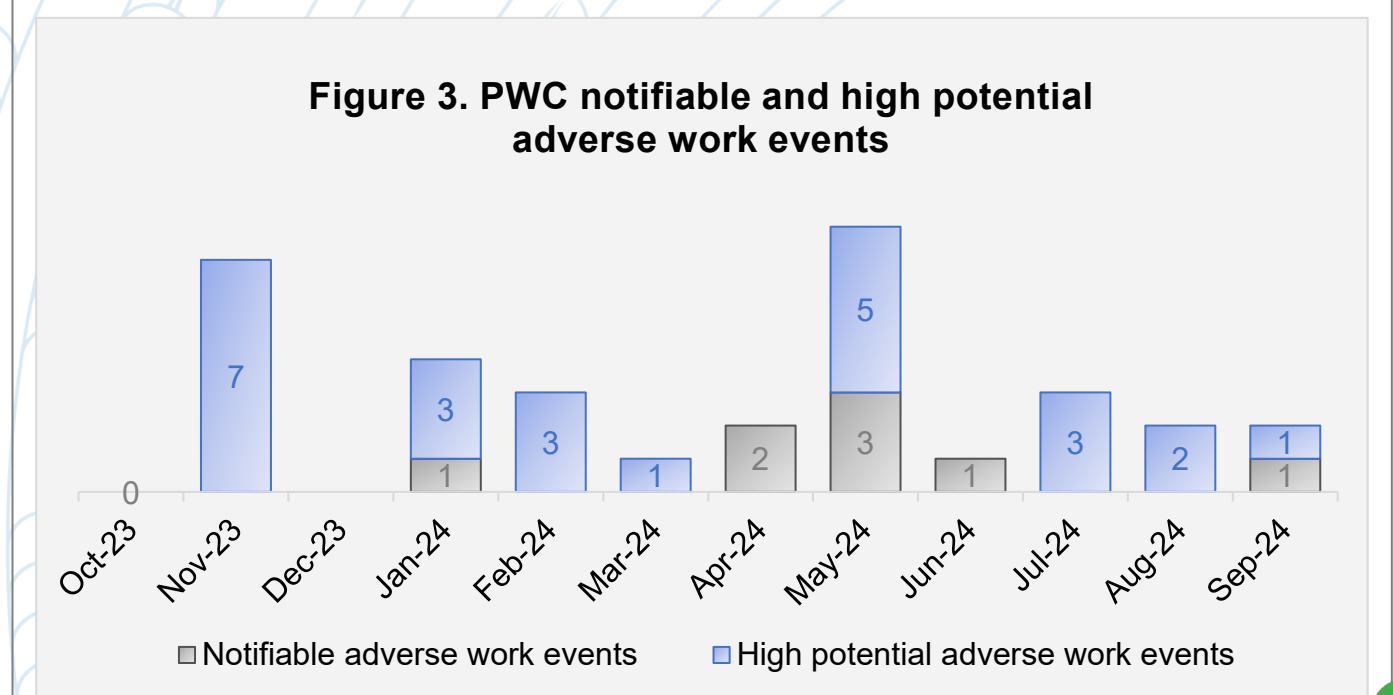
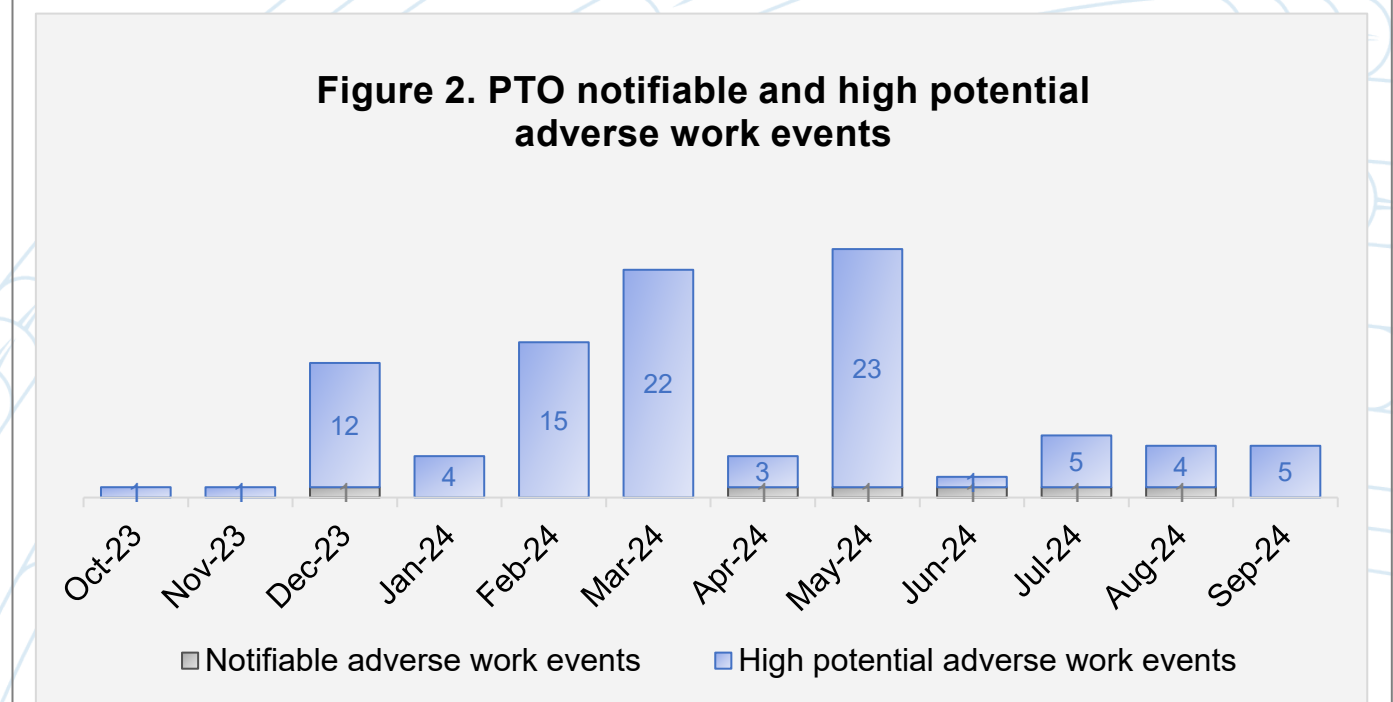
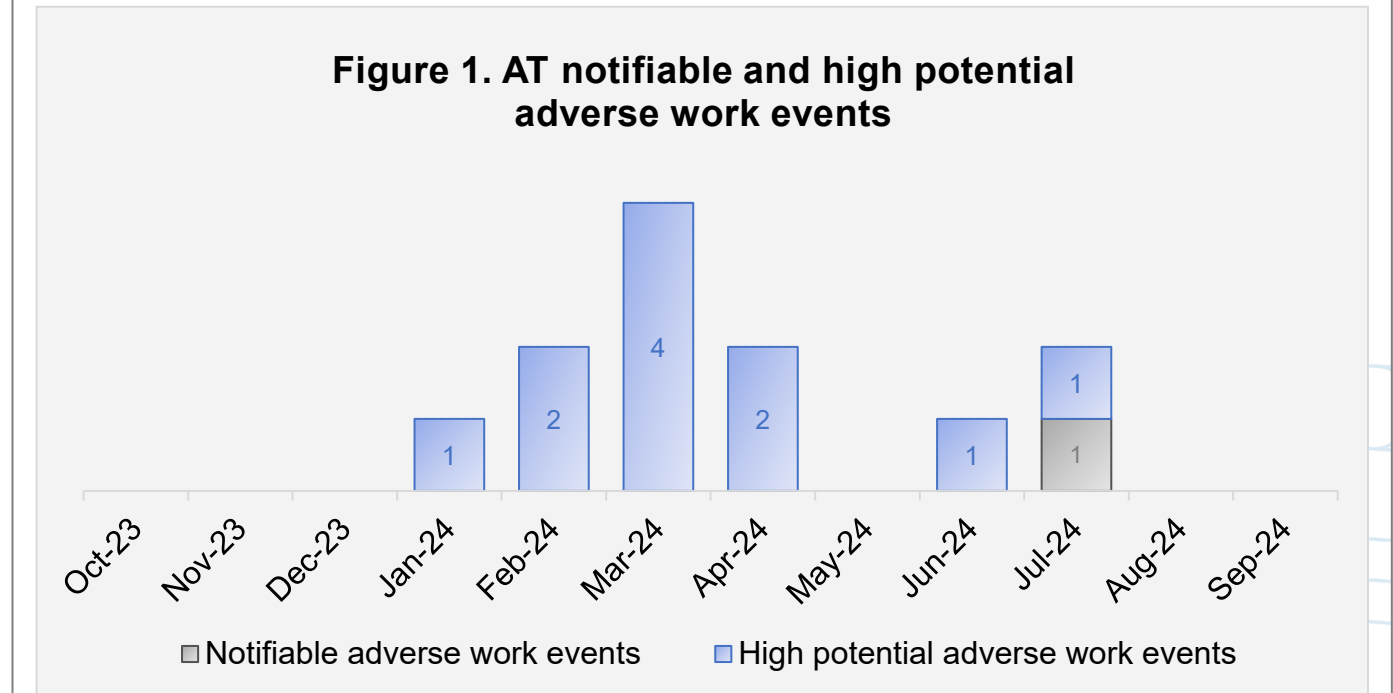
- Twenty- two Waka Kotahi NZ Transport Agency notifiable occurrences: Ten were near miss events being trespassers in rail corridor, suicidal attempts, level crossing by member of public, seven antisocial behavior events resulting in physical assault between members of public, one being vandalism where station windows smashed. Also, one injury to a cleaning contractor, the cleaner fell landed on back at Newmarket station. Ambulance called; one blockage to line, collision with a shopping cart resulting in emergency brakes applied; one SPAD signal passed at danger by freight train; one procedural breach – platform overrun at Parnell.
- WorkSafe notifiable event: One medical event where KiwiRail workers came in contact with an overhead power line resulting in hospitalisation of the two KiwiRail workers.
 - Root Cause: In-advertently operating beyond the defined isolation boundaries of overhead electric lines (OLE) due to a mis-understanding of these boundaries outlined at the pre- start meetings.
 - Contributing Factors: Communication & understanding of a “ Change of work programme and unclear testing procedures of OLE before starting work
 - Key changes and enhancements have been communicated to the operational teams and all relevant stakeholders.

Physical works contractors (PWC)

- In September 2024:
 - There was one notifiable event reported where a car driven erratically and at speed down Woodcocks Rd striking Wharehine’s Site Traffic Management Supervisor (STMS) as he opened the road closure entrance. The affected worker received stitches to the head and finger with substantial bruising, the worker has returned to work on light duties. WorkSafe have been notified.
 - There was a single high potential near miss reported by Fulton Hogan, a two-way stop-go was established on suburban two-lane road. The stop-go was controlled by two manned Electronic Stop lights, several people exited their vehicles approached the Traffic Controller asking why they could not go through the red light. It was explained politely that traffic was oncoming in a single direction and the lights would adjust shortly. Two members of public pulled out a knife and threatened the Traffic controller, pushing him back to his parked car.

Dashboard

Trend reporting period: Oct23 to Sep24 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 September 2024, there was an increase of 30% in the number of AT critical risks identified compared to August 2024 (20 to 26) (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 Oct 2023 to Sep 2024 (246 out of 303) (Fig 1).
- Out of the five outcome categories, psychological threats and aggression remain the highest proportion at 66% (200 out of 303) over the last 12-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)

- In September 2024, there was four adverse work events identified as PT critical risks and all classified as major risk consequences related to violence towards staff.
- There was no change in the number of PT critical risks identified compared to August 2024 (Fig 3)
- Violence towards staff continues to trend as the most reported PT critical risk (CR) events representing 77% of the total reported events from Oct 2023 to Sep 2024 (59 out of 77) (Fig 3).
- Out of the five outcome categories, physical assault represent the highest proportion at 45% (35 out of 77) over the last 12mth period, followed by property damage at 25% (19 out of 77) and psychological threats and aggression at 19% (15 out of 77) (Fig 4).

Physical works contractors (PWC)

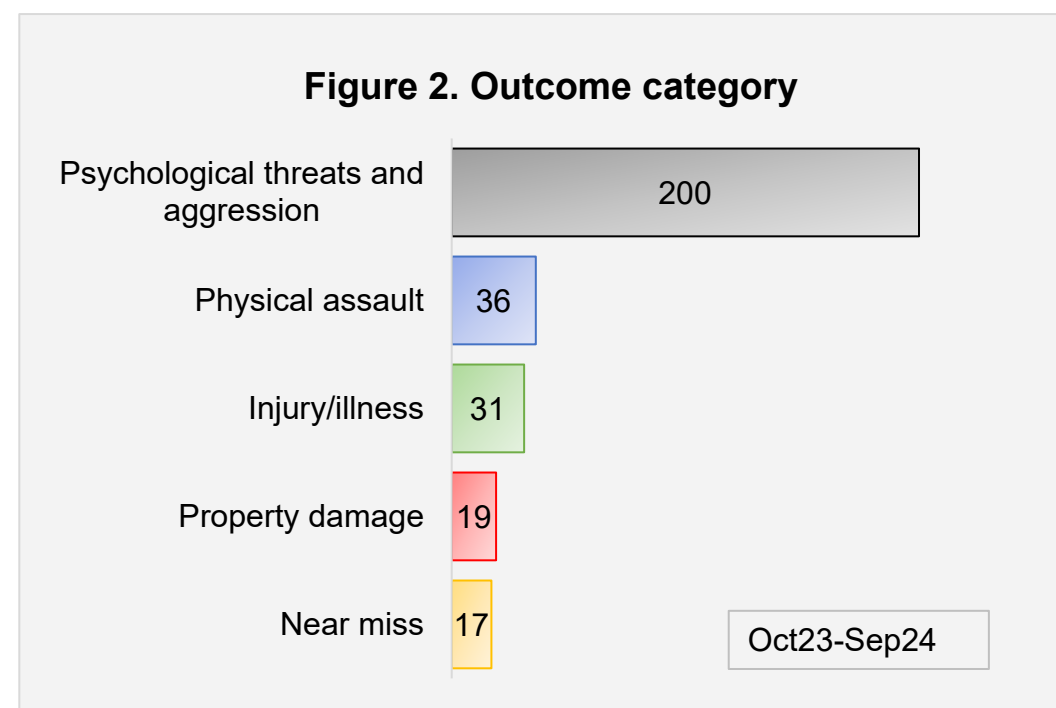
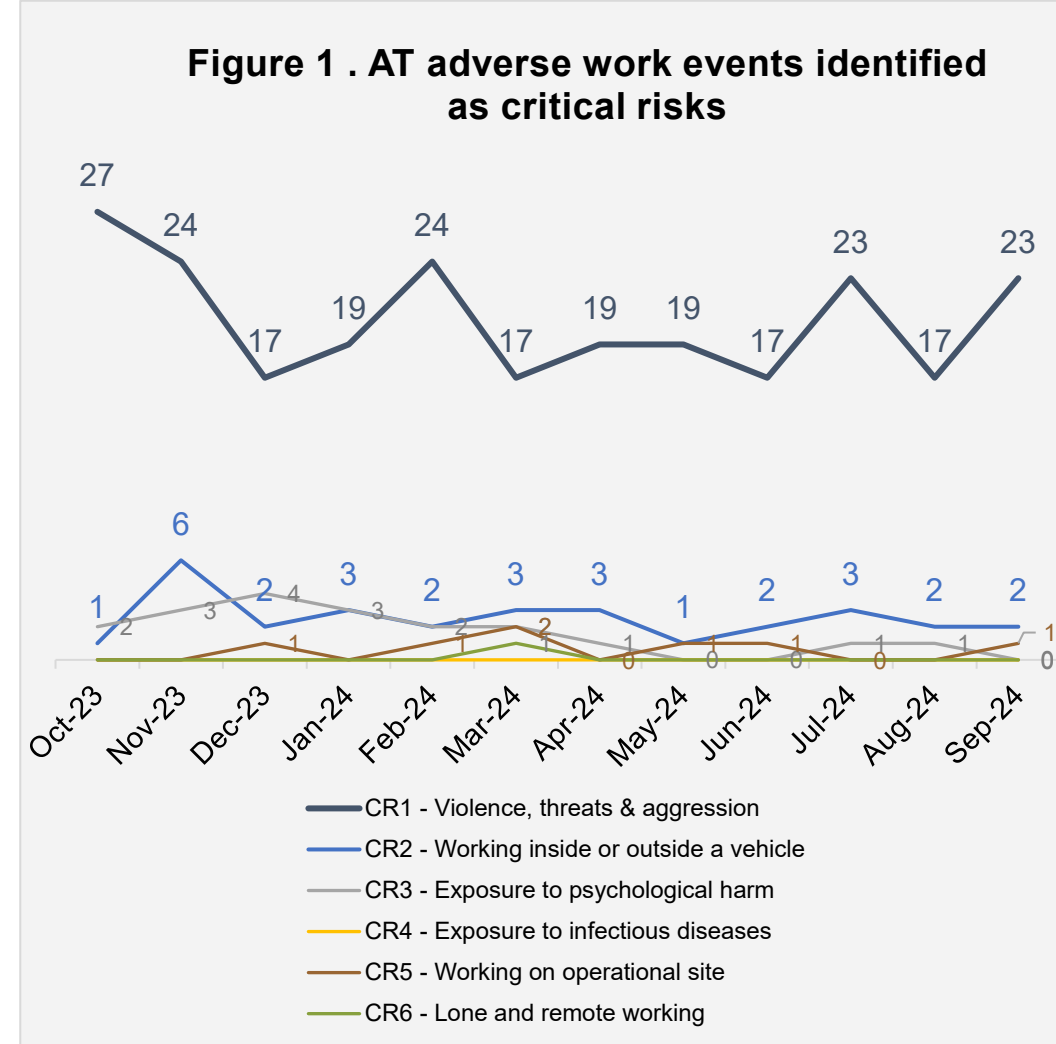
- In September 2024, there was one adverse work event identified as PW critical risk and classified as major risk consequence related to working in live traffic environment (Fig 5).
- Over the last 12-month period reported PW critical risks is still trending upward .
- Out of the five outcome categories, injury / illness represent the highest proportion at 41% (7 out of 17) over the 12-month period, followed by physical assault, near miss and property damage each at 18% (3 out of 17) (Fig 6).

AT dashboard

Reporting period status: September 24 Data Source Synergi 2.0



Trend reporting period: Oct23 to Sep24 Data Source Synergi 2.0

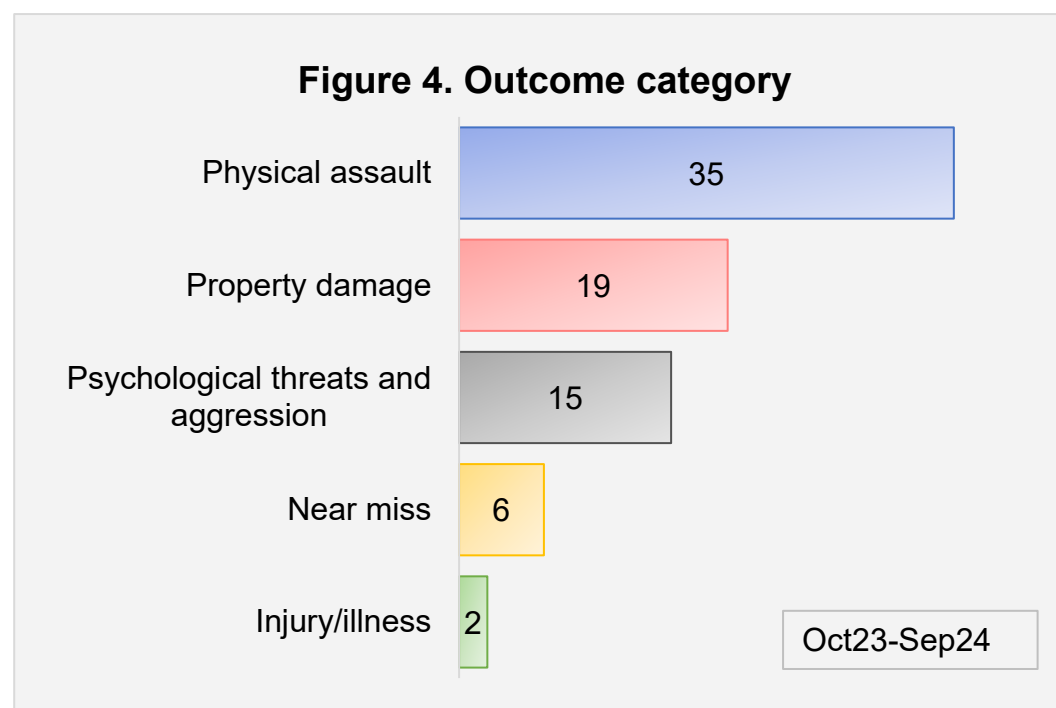
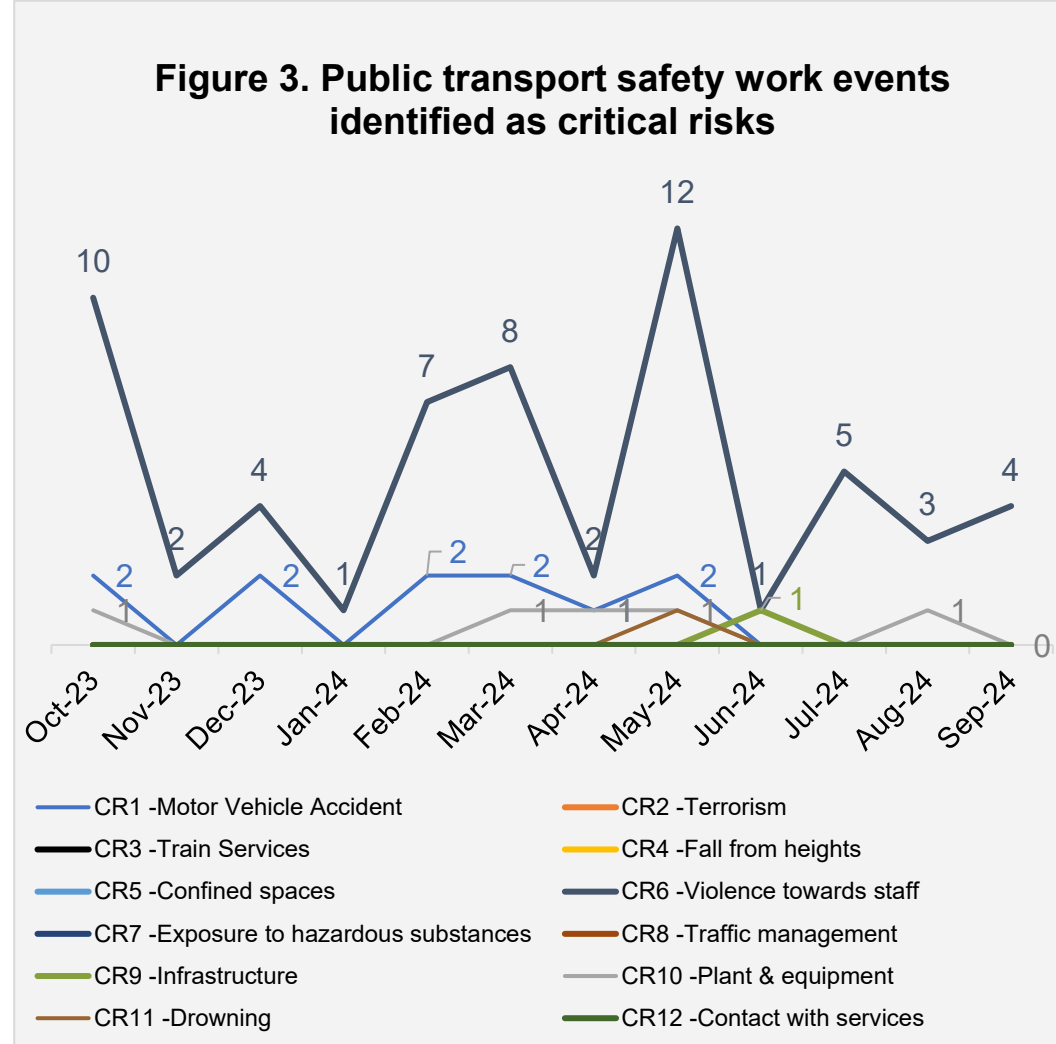


PTO dashboard

Reporting period status: September 24 Data Source Synergi 2.0



Trend reporting period: Oct23 to Sep24 Data Source Synergi 2.0

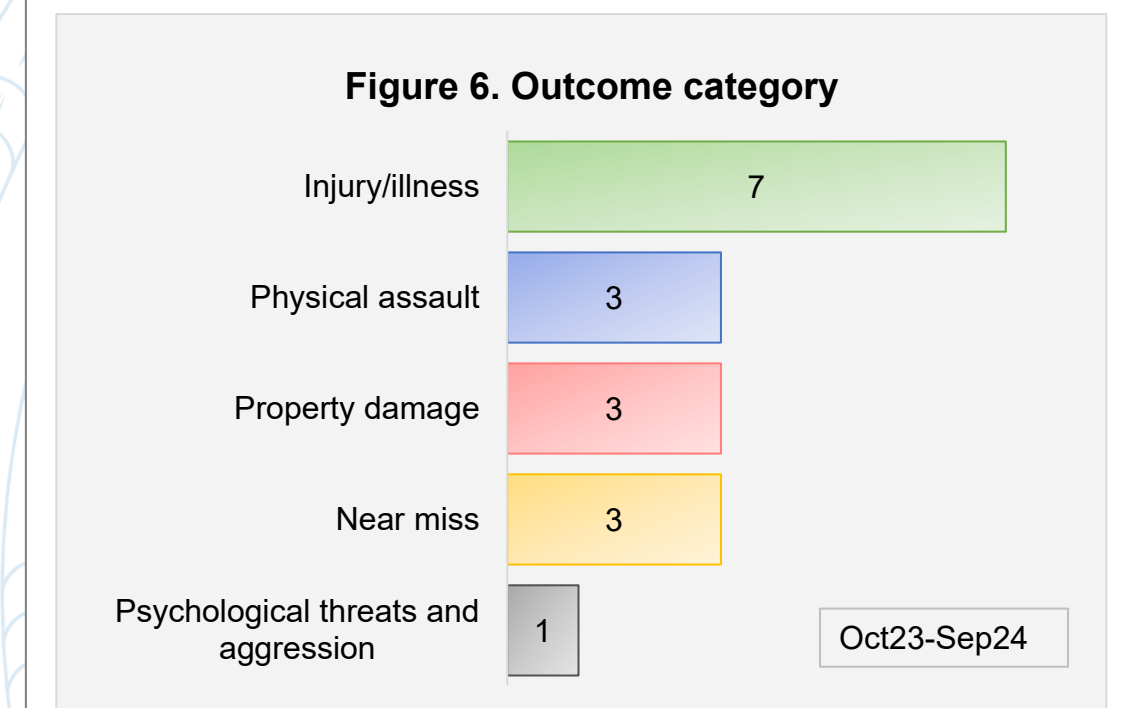
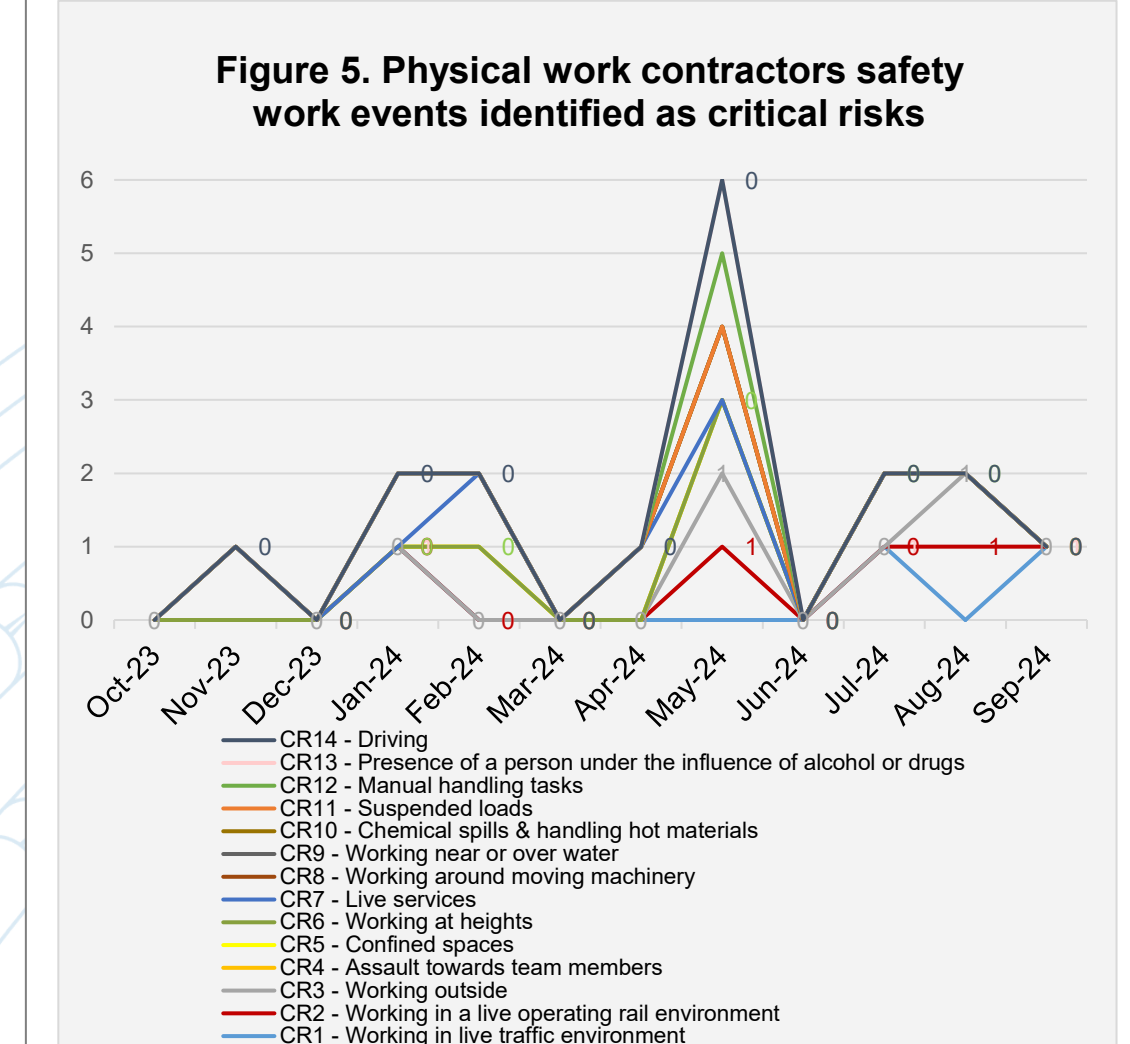


PWC dashboard

Reporting period status: September 24 Data Source Synergi 2.0



Trend reporting period: Oct23 to Sep24 Data Source Synergi 2.0





Transport Safety Update

October 2024 Board Report



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.
- Year to date, there were 15 fatal crashes reported on local (AT) roads 2024 with 13 recommendations for Safety Improvements on those roads. Of these, seven have been implemented and six remain open. To note all recommendations have been implemented for the 2023/24 financial year period.

2.2 Speed management Plan

- The final Land Transport Rule: Setting of Speed Limits 2024 was released in early October. A paper to cover the potential impacts of this rule is covered in a separate agenda item. Initial estimates are that approximately 1800 roads will be required to have speed limits increased back to the speed limits that existed prior to 1 January 2020. These represent around 57% of the roads where safe and appropriate speed limits were implemented under phases one to three of the speed management programme. The roads impacted are mainly urban local roads and a small number of urban arterials, while the lower rural speed limits are largely retained.

Key insights

TRANSPORT SAFETY

2.1 Rolling 12 months DSI reporting

- Year on year, we have seen a significant decrease in fatalities, and a steady decrease in serious injuries. This is consistent with the national trend, initial work to identify why we are seeing this reduction include the increased Police enforcement activity, road safety engineering improvements and the impacts of the economy on travel choices. The new Road Safety Engineering Monitoring and Evaluation tool will tell us where we have impacted these improvements. To note, the month of July 2024 recorded nil deaths in Tamaki Makaurau, the last time we had a month with no deaths was in April 2020.

Overall DSI insights (past 12 months from Oct 2023 to end of Sept 2024) *Please note there is a lag in DSI data entering the Crash Analysis System (CAS), so these figures are likely to change slightly.

- 585 people were killed or seriously injured on Tāmaki Makaurau roads compared to 679 the previous year, a decrease of 14% year-on-year, where 29 people were killed and 556 were seriously injured.
- Year on year there has been a 48% decrease in fatalities, 56 to 29, and an 11% decrease in serious injuries, 623 to 556. The overall number of DSI crashes has remained relatively static over the past five years, however, we are seeing a reduction in the severity.
- The month of July recorded nil fatalities in Tamaki Makaurau, the last time we had a month with no deaths was in April 2020.
- We continue to see the majority of harm occurring on our local roads (89% 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).
- Over the past twelve months 64% 375 of DSI occurred at midblock locations, compared to 36% 210 at intersections.
- 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 43% of people were killed or seriously injured.
- Māori represent 14% of Tāmaki Makaurau’s population and 17% of deaths and serious injuries (44% of DSI ethnicities are recorded as unknown). [2023 Census population counts \(by ethnic group, age, and Māori descent\) and dwelling counts | Stats NZ](#)

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

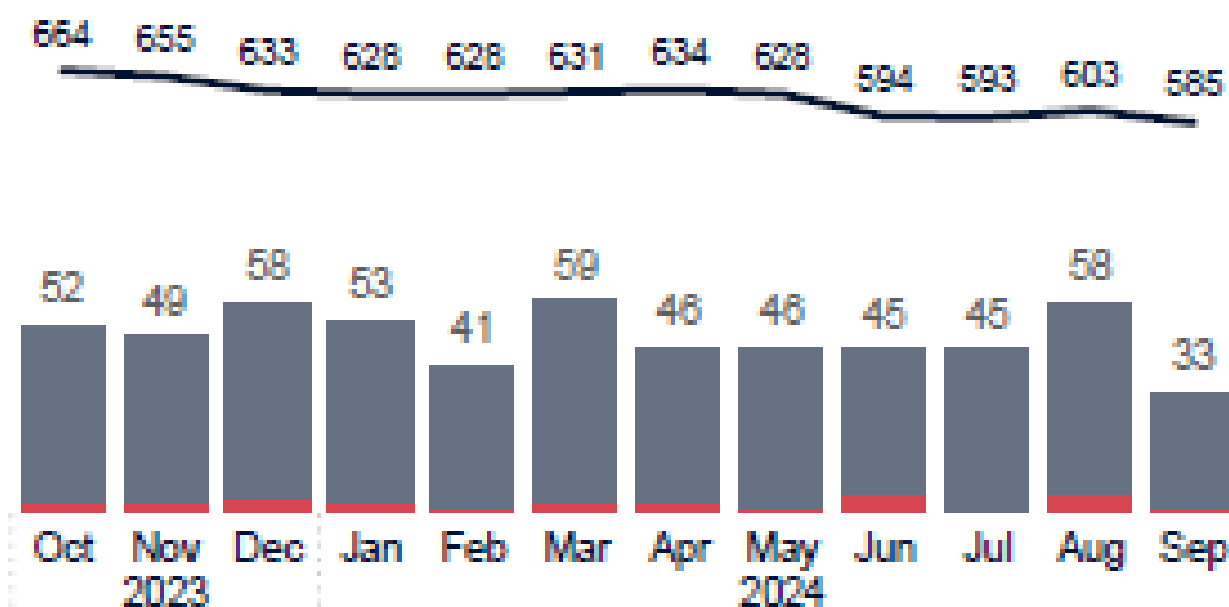
ACTUAL FY 2023/2024

587 DSI (Jul 23 - July 24)

DSI on Tāmaki Makaurau Roads

Period selected 1/10/2023 to 30/09/2024

● Fatal ● Serious Injured ● Rolling 12 Month ALL Count



Injury data has been sourced from Auckland Transport’s Crash Analysis System (CAS) database



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

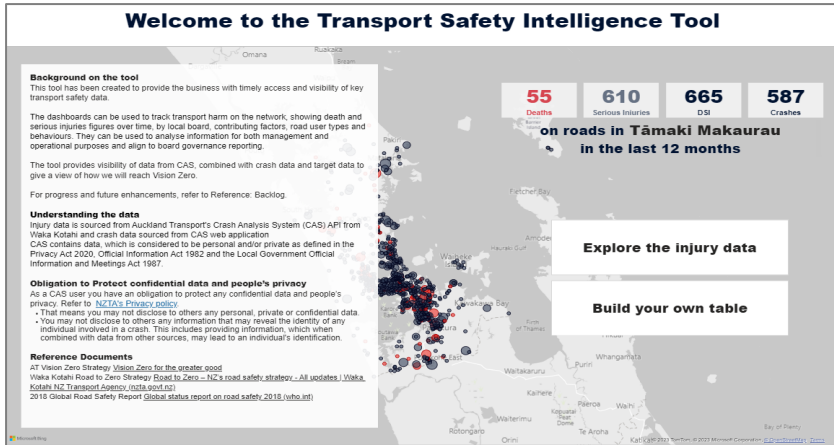


2.1 Transport safety FY24 critical success factors - Auckland Transport

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 completed. The Ministry of Health (MoH) raw data two-week sprint is complete with the outcome of the potential and larger scale analysis requirements this dataset presents. We have requested a quote for an updated MoH dataset, with a decision pending for an external Analyst to the Transport Safety Team Management. ●
- 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. Our Group Manager Data & Analytics Tony Aitken has approved this request, and we have included terms and conditions, one of which is to acknowledge appropriate credit to AT when using the tool. NZTA would like to create a national data dashboard, distributed to each regional council for reporting purposes. Further NZTA experts required to complete this project. ●
- 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. ●
- We are under final reviews of the updated Urban KiwiRAP tool and expectations for implementation into the business is on track for end of October 2024. ●
- The public facing Local Board crash data dashboard has gone through iterations with internal teams, and we expect to take the draft concept to a sample of Local Boards in November 2024. ●

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 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.
- Following the success of our joint drink driving operation with NZ Police over winter 2024, we are working with road safety partners 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 road-side breath testing to influence driver behavior.



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 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.

Speed management Plan

The final Land Transport Rule: Setting of Speed Limits 2024 was released in early October. Initial estimates are that approximately 1800 roads will be required to have speed limits increased back to the speed limits that existed prior to 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, while the lower rural speed limits are largely retained.

Key progress:

- **Growing insights:** 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. We are under final reviews of the updated Urban KiwiRAP tool and expectations for implementation into the business is on track for mid October 2024.
- **Fatal crash reporting:** A fatal crash dashboard showing key themes and safe system gaps is now operational. There were 15 fatal crashes reported on local (AT) roads 2024/25. 12 reports have been completed with 13 recommendations for safety improvements on those roads. Of these, 7 have been implemented and 6 remain open. To note all recommendations have been implemented for the 2023/24 period.
- **Monitoring and Evaluation Tool:** The tool is now operational, and training has been completed with the engineers. There has been some feedback through the testing and changes have been made. The next step is to complete the external peer review, three consultants have been asked to submit an offer of service by mid-October.

Key risks to Vision Zero

- There is currently no national target for reducing Deaths and Serious Injuries, historically a lack of national targets has led to operational resources being redeployed to other focus areas.
- Current uncertainty around funding levels for both road safety engineering and community road safety education programmes for the next three years.

Key insights

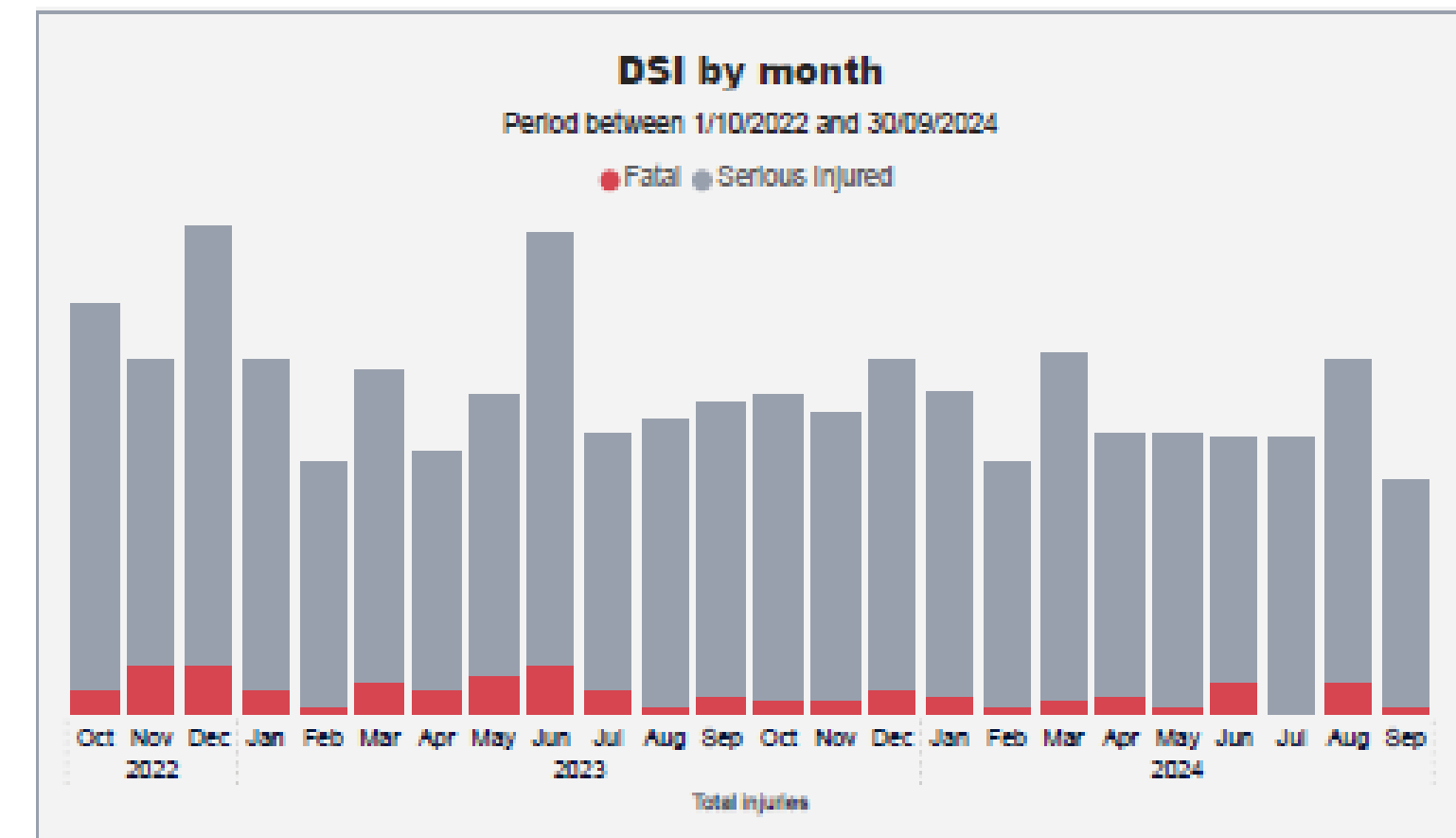
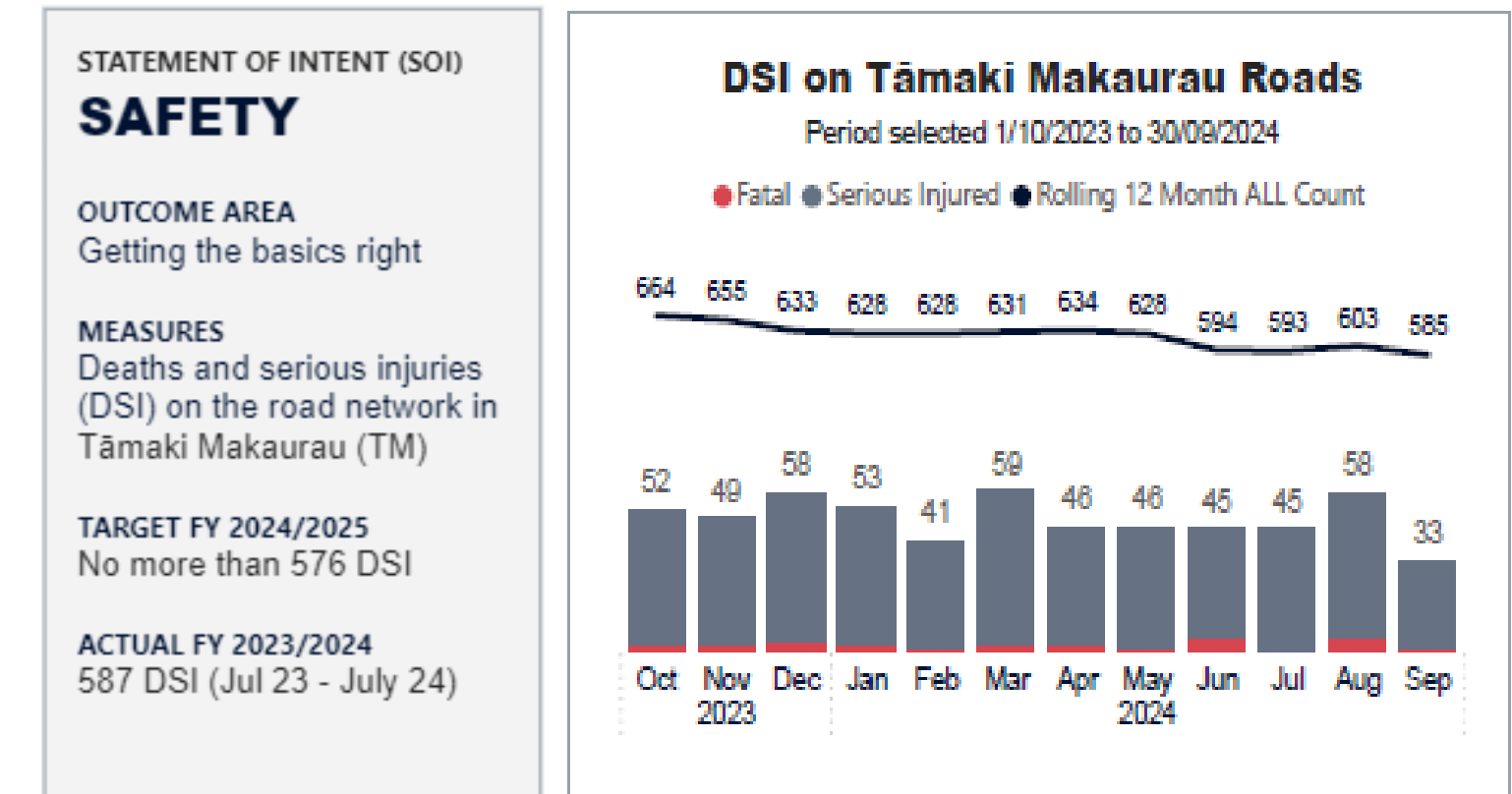
The Statement of Intent (SOI) deaths and serious injuries (DSI) targets on the road network in Tāmaki Makaurau for 2024/25 is no more than 575. The new targets have been approved for the next three years, reducing by 10 each year.

Overall DSI insights (past 12 months from Oct 2023 to end of Sept 2024)

**please note there is a lag in DSI data entering the Crash Analysis System (CAS), so these figures are likely to change.*

- 585 people were killed or seriously injured on Tāmaki Makaurau roads compared to 679 the previous year, a decrease of 14% year-on-year, where 29 people were killed and 556 were seriously injured.
- Year on year there has been a 48% decrease in fatalities, 56 to 29, and an 11% decrease in serious injuries, 623 to 556. The overall number of DSI crashes remains relatively static over the past five years, however we are seeing a reduction in the severity.
- The month of July recorded nil fatalities in Tamaki Makaurau, the last time we had a month with no deaths was in April 2020.
- We continue to see the majority of harm occurring on our local roads (89% 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).
- Over the past twelve months 64% 375 of DSI occurred at midblock locations, compared to 36% 210 at intersections.
- Males account for the majority of deaths and serious injuries (70% in the past twelve months).
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Death and serious injuries from Crash Analysis System (CAS)

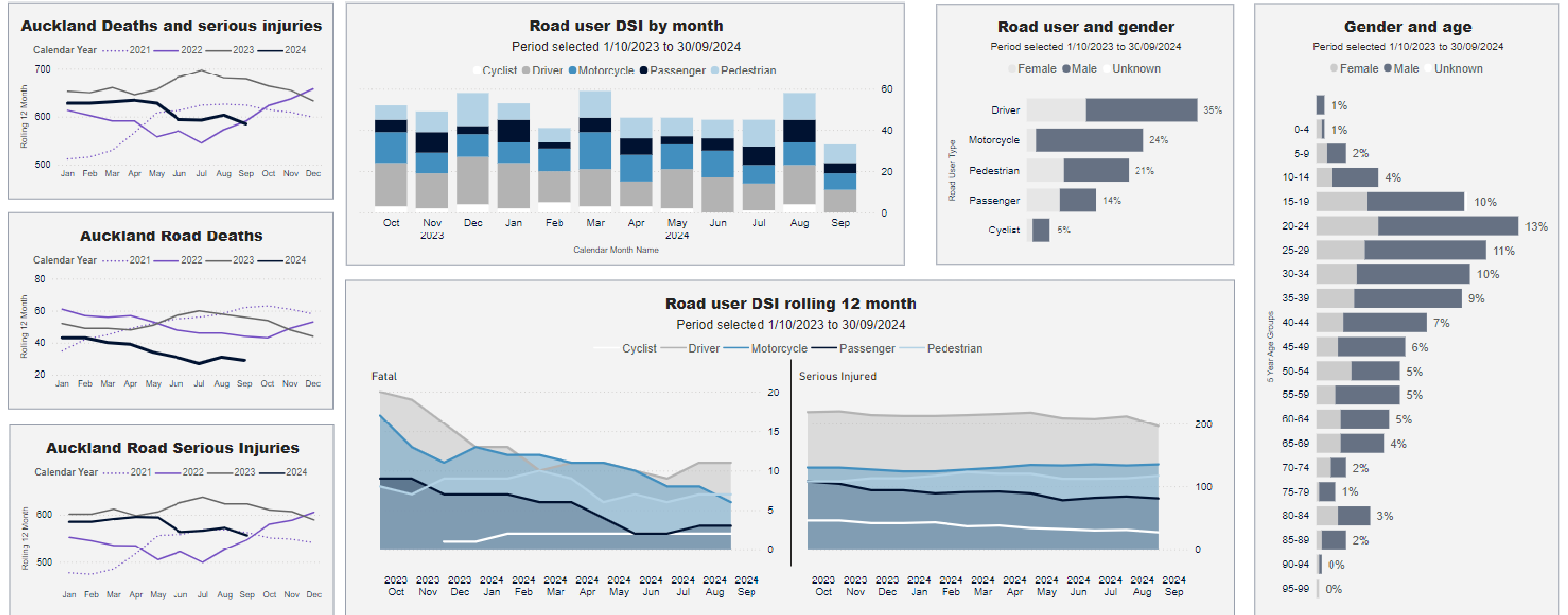


Injury data has been sourced from Auckland Transport's Crash Analysis System (CAS) database

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



Urban KiwiRAP update 2024

A proactive network risk mapping tool

We are in the final steps of updating the Urban KiwiRAP analysis for 2024, the most recent analysis was completed in 2021. KiwiRAP is part of the international family of Road Assessment Programmes (RAP) under the umbrella of the International Road Assessment Programme (iRAP). It is used to analyse the road safety of the state highway network in New Zealand by New Zealand Transport Agency (NZTA).

The Urban KiwiRAP is a similar process but modified to suit a local transport network (both urban and rural speed environments) through a national working group formed with the New Zealand Transport Agency (NZTA), Automobile Association (AA), Accident Compensation Corporation (ACC) and representatives from Road Controlling Authorities (RCA), including AT. **The risk method helps to understand the risks or the likelihood of death and serious injuries on the network based on the historical injury crash data collected from NZTA’s Crash Analysis System.**

The technique calculates an estimated number of Death and Serious injury (DSi) casualty equivalents based on relationships between, speed environment, intersection or road form, control type and crash movement type factors. This approach is founded on knowledge that crash outcomes vary as a function of speed, intersection / corridor road form, control type, and crash movement type.

The DSi casualty equivalents method acknowledges that actual fatal and serious crash data alone is not a good indicator of the underlying risk of a high-severity crash within the network, due to the randomness and scarcity of these events. It also acknowledges that we don’t need to wait for a fatal or serious crash to happen before the risks are identified.

The objectives are:

- Reduce deaths and serious injuries by systematically assessing risk and identifying safety shortcomings across the network in a consistent and transparent method, that can be addressed with practical road improvement measures.
- Include risk assessments as a key factor in strategic decisions on the level of road improvements, crash protection and standards of road management, operation and planning.

The Urban KiwiRap is a two-stage process namely:

- Risk Mapping – using historical traffic crash data to produce colour-coded maps to illustrate the relative level of risk on sections of the road network.
- Performance Tracking – involving a comparison of crash rates over time to establish whether fewer or more people are being killed or injured and determine if countermeasures have been effective.

Two primary risk assessment processes form the basis of Urban KiwiRAP; one for intersections and another for corridors. This is done under the categories of:

- All road users
- Active Road Users (ARU) = bicycles, skateboards, inline skaters, pedestrians, wheelchairs, power chairs or mobility scooters
- Motorcycles / Mopeds

There are two types of risk metric:

- Collective Risk is measured as the actual total number of fatal and serious crashes or estimated deaths and serious injuries at an intersection or per kilometer of corridor (i.e. crash density)
- Personal Risk is the risk of death or serious injuries per 100 million vehicle kilometers travelled within an intersection or per kilometer of corridor (i.e. risks per vehicle)

2024 Urban KiwiRap Update (preliminary results only)

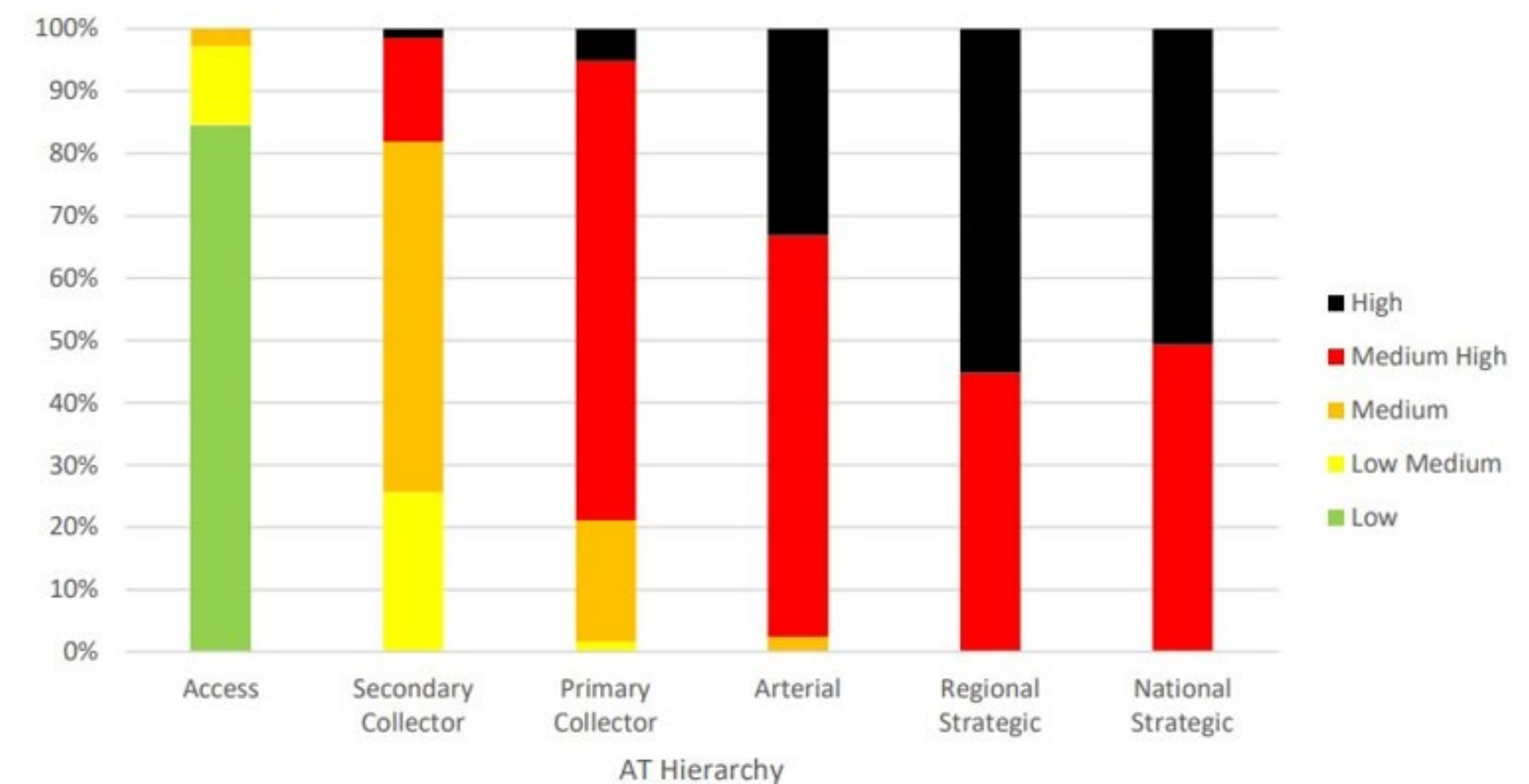
Overall, there are 877 intersections in Auckland that meet the definition of a high-risk intersection based on either the Collective Risk or Personal Risk metric. These intersections represent 4.7% of all intersections yet account for 45% of all injury crashes and 49% of all fatal and serious injuries at intersections.

1,302 km (16%) of the network (by length) has a Collective Risk value of ‘High’ or ‘Medium-High’. However, this part of the network contains approximately 63% of all injury crashes and 64% of all deaths and serious injuries. In addition, 192 km (2.3%) of Auckland’s transport network (by length) has a Personal Risk value of ‘High’.

There are 720 intersections that have an ARU Collective Risk of ‘High’ or Medium High’. These intersections represent approximately 4% of all intersections in the region, yet account for 89% of all injury crashes at intersections involving ARU. In addition, 303 km of the network have an ARU Collective Risk of ‘High’ or Medium High’. This represents approximately 4% of the network by length yet accounts for 52% of all injury crashes on corridors involving ARU.

674 intersections have a motorcycle Collective Risk of ‘High’ or Medium High’. These intersections represent less than 4% of all intersections in the region, yet account for 100% of all injury crashes at intersections involving motorcyclists. 505 kilometers of corridors have a motorcycle Collective Risk of ‘High’ or Medium High’. This represents approximately 5% of the network by length, yet account for 52% of mid-block injury crashes involving motorcycles.

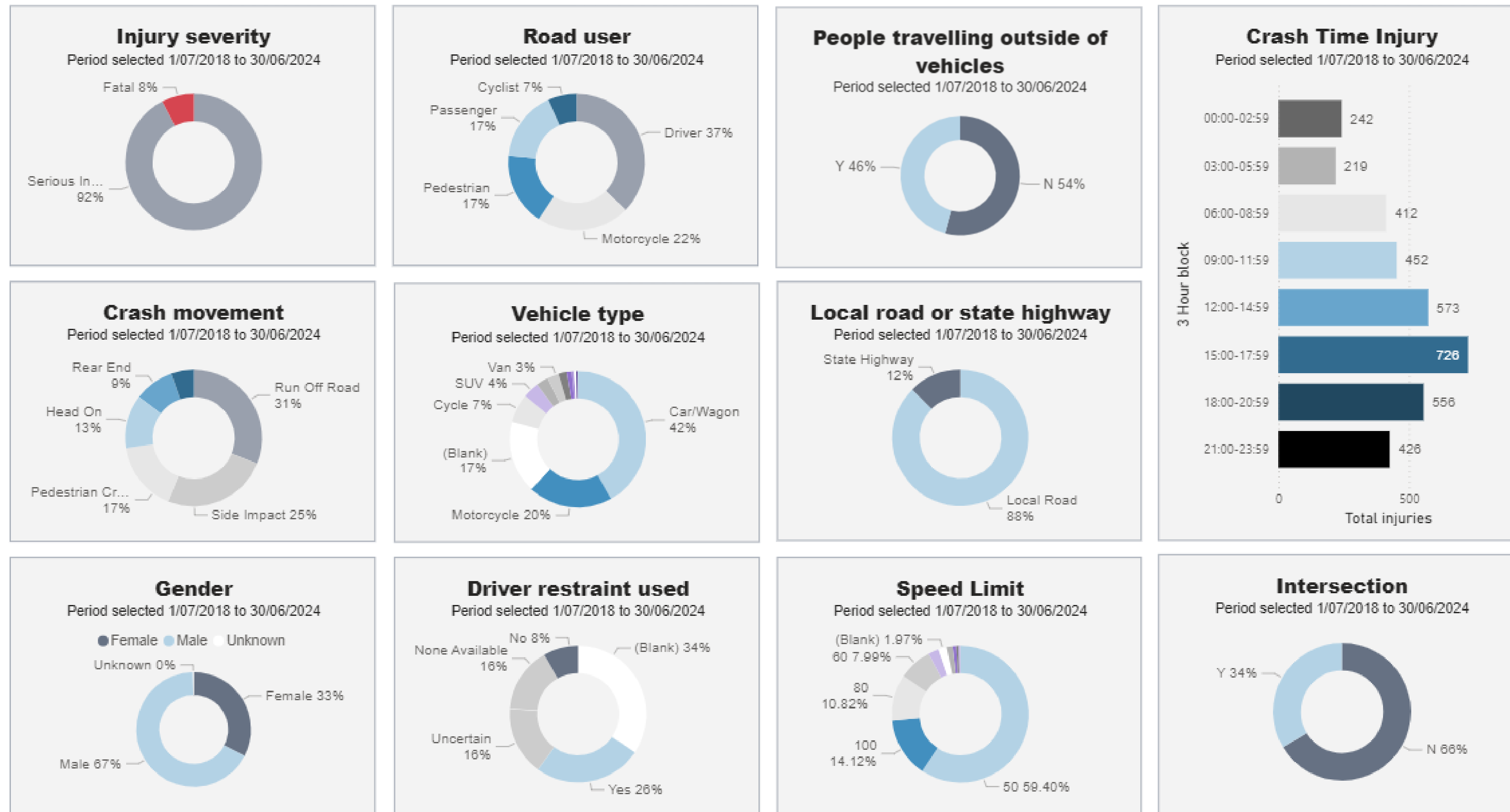
Below is the collective risk profile of AT Roads:



Appendix slide 1

Five-year Summary factors DSI dashboard by financial year – 2018/19 – 2023/24 – to be updated every six months

Death and serious injuries from Crash Analysis System (CAS)



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

