

<b>AGENDA ITEM 23   BOARD NOTING PAPER</b>	
<b>To:</b>	Board
<b>From:</b>	Anyela Montano, Safety Lead- Reporting
<b>Reviewed:</b>	Stacey van der Putten, EGM Safety Dean Kimpton, Chief Executive Officer
<b>Date:</b>	16/11/2023
<b>Title:</b>	Safety Business Report

### Aronga / Purpose

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

### Te tūhanga / Recommendation

That the Auckland Transport Board (board):

- a) Receives the report.

### Te horopaki / Background

2. In August 2023, Auckland Transport's (AT's) plan on a page (Business Plan) was updated to provide clearer objectives, results and deliverables in response to the direction outlined in the Statement of Intent (SOI). The plan on a page outlines three strategic spotlights, recognising AT's unique position of influence and impact across Tāmaki Makaurau. The spotlights focus on the role AT plays impacting climate change and sustainability, building trust, confidence, and mana (Whirinaki) and a focus on safety and wellbeing in life, work, and travel.

3. The SHW Strategy brings together the building blocks for transport safety, workplace safety, health, and wellbeing. This amplifies the combined scale of what safety is, how it fits, and where it happens within our organisation and across our services and delivery programmes. Its purpose is to set the overarching strategic direction and present ways to achieve the highest standards of safety and wellbeing in life, work, and travel for the people we employ and work with, and those who use the transport infrastructure and services we provide.

### Me mōhio koe / What you need to know

#### 4. SHW progress in reporting period

- a. The October 2023 Checking In result supported the Dupont Safety survey results that Safety and AT overall remain in a reactive state. AT had a one percentage point negative shift overall of the SHW maturity measure from 82% to 81% over the survey period of March to October 2023.
- a. AT Safety risk framework is currently under development. The Safety, Health and Wellbeing Risk Management procedure and eLearning module are complete and will be launched in November 2023. The Safety Critical Risk Framework has been peer reviewed and is being refined further, with completion of the development stage expected in December 2023.
- b. The Safety Capability programme's fourth module, "Roles and Responsibilities," funding has been approved. Work on the design will start in late November 2023.
- c. Planning is underway for a new leadership safety walks scheduled for 2024 and will be relaunched following the organisational restructure.
- d. Training plans are being developed and deployed with AT operational teams to improve and imbed line led safety accountability. On-line training sessions have continued with the key output on improving safety knowledge across AT. The Safety Leadership training modules are currently being updated with proof of concept being tested with the Safety Leadership Council. The key updates to this module relate to understanding "better work" and improving safety conversations between people leaders and their teams.

- e. A new module in Synergi 'Supplier adverse event' has been developed and launched late October 2023 for our suppliers and copies the current adverse work event module. It is now aligned with the SHW Event Management Procedure developed and approved last year (June 2022) where our public transport (PT) operators are required to only report high potential (major and extreme risks) and notifiable events. The introduction of this module is likely to see a drop in safety work events identified as critical risks as the consequence will be moderate and below.
- f. All public transport operators now have access and use of the Synergi reporting platform. A survey has been sent to bus operators to determine and agree the best approach to retrofit bus driver screens on operational vehicles, route, type and age of vehicle. In October 2023, the bus operator's forum was resurrected (post Covid) to engage with all operators and relevant AT to reposition the industry. This was the first collective forum with an open agenda and discussion topics. A full review and update of the Public Transport Operating Model (PTOM) contract has been carried out to roll out with operators as and when current unit contracts expire.

#### 5. SHW key insights in reporting period

- a. Adverse safety work events identified as AT critical risks decreased by 44% in October 2023, from 54 to 30 events. There were eight classified as moderate risk consequence, and all were related to violence, threats, and aggression (VTA). VTA remained the highest AT critical risk category accounting for 81% of all AT critical risk events in the last 12 months to October 2023.
- b. In October 2023, our total recordable injury frequency rate (TRIFR) decreased by 4% and lost time injury frequency rate (LTIFR) increased by 2% due to an increase of 100% in the lost time injuries (one to two) and an increase of 2% in worked hours in October 2023.
- c. In October 2023, for PT operators, VTA was a major focus and 77% of the total reported safety work events presenting a critical risk to PT operators were related to violence towards staff. There was a decrease of 55% in October 2023 in safety work events classified as violence towards staff compared to September 2023 (from 22 to 10). While property damage is the largest outcome with 158 safety work events in the last 12 months to October 2023, Grade 3 - Verbal Abuse (Sustained) was the only outcome

that increased between September 2023 and October 2023 (from zero to one).

- d. For physical works contractors, the highest hazard categories for safety work events identified as critical risks in the last 12 months to October 2023 were VTA, underground services strike and collision with vehicles.
- e. Two learning reviews are planned with the topic being underground services, the first will be carried out in December 2023 with AT Integrated Networks Project Managers and the second in February 2024 with the Eastern Busway Alliance Project.

#### 6. Deaths and Serious Injuries (DSI) progress in reporting period

- a. AT road safety engineering continue to undertake fatal crash investigations in partnership with New Zealand Police. There were 25 fatal crashes reported on local (AT) roads January to October 2023 with 38 recommendations for Safety Improvements on those roads. Of these, 25 have been implemented and 13 remain open.
- b. Engaged with Waka Kotahi New Zealand Transport Agency's (Waka Kotahi's) research group on the Study of Road Trauma Evidence and Data (SORTED) to share AT's Transport Safety Intelligence Tool work. Subsequently, we were invited to observe as part of the SORTED working group. Discussions have also led to the need and initiation of an insights sharing and data validation group, starting with Waka Kotahi - first use case on state highway DSI support in Auckland.
- c. The transport safety intelligence tool continues to be socialised across the business. Accident Compensation Corporation (ACC) and Ministry of Health (MoH) data structures are under investigation to understand what insights can be brought into the Safety Intelligence Tool.
- d. Work is being undertaken with GIS team to investigate possibility of interaction with Customer Relationship Management, traffic volumes, vehicle kilometres travelled, and other data sources to develop deeper insights around DSI and make it available to the business as a live tool.
- e. 18 local boards have passed resolutions supporting Katoa, Ka Ora, two are neutral and one not supporting.

**7. DSI key insights in reporting period (past 12 months from November 2022 to October 2023)**

- a. The Statement of Intent (SOI) deaths and serious injuries (DSI) target on the road network in Tāmaki Makaurau is no more 640 DSI by end of financial year 2023/2024. We are not on track with 647 DSI reported in the last 12 months, 2% above the target.
- b. Tāmaki Makaurau has endured 4% growth in DSI year on year from 620 the previous year to now 647. Tragically, 53 people were killed and 594 people were seriously injured.
- c. 46% of deaths and serious injuries were experienced by vulnerable road users (motorcyclists, cyclists, pedestrians).
- d. Males account for 66% of DSI and the remaining 34% are females.
- e. Motorcyclist deaths have grown 400%, resulting in 15 deaths in the last 12 months, up from three the prior 12 months.
- f. Serious injuries grew the fastest for people cycling from 35 to 44 serious injuries in the last 12 months.
- g. Where people have died, older road users had the highest growth, nearly tripling from four to 11 deaths.
- h. Out of the six contributing factor groups, evidence of speeding is largest at 68% and alcohol/drugs is the second largest at 34% out of the total number of captured contributing factors (note that a single person can have multiple contributing factors).
- i. Māori represents 11% of Tāmaki Makaurau’s population and 18% of deaths and serious injuries (42% of ethnicities are unknown).
- j. **Crash attributes:** Out of 647 people who died or were seriously injured, 50% are experienced at intersections. Run off road and side impact crash movements account for 53% of all deaths and serious injuries.
  - There was a spike in motorcyclist DSI where the crash movement was a vehicle turning, and although 56% of Motorcyclist DSI happened in midblock road segments, 92% of the “vehicle making turn” crash movement DSI happened at intersections.
- k. **Local board insights:** Seven of 21 local boards represented just over 56% (363 out of 647) of people who died or seriously injured: Rodney, Franklin,

Henderson-Massey, Ōtara-Papatoetoe, Manurewa, Waitemātā and Albert-Eden. Waitemata had the highest DSI for vulnerable road users (motorcyclists, people walking and people cycling). Albert-Eden had the highest growth of serious injuries and nearly doubled from 21 to 41. Ōtara-Papatoetoe had the highest growth in people killed at 400%, from two to 10.

**Ā muri ake nei / Next steps**

- 8. The Safety Business Report with November and December 2023 data will be presented to the board in February 2024.

**Te whakapiringa / Attachment**

Attachment #	Description
1	November 2023 Safety Business Report Dashboard

**Te pou whenua tuinga / Document ownership**

Submitted by	Recommended by	Approved for submission
Anyela Montano <b>Safety Lead - Reporting</b>	Stacey van der Putten <b>Executive General Manager Safety</b>	Dean Kimpton <b>Chief Executive</b>
		

