

Entered by Board Secretary

Safety Business Report

Aronga / Purpose

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

Te tūhunga / Recommendation

- a) That the Auckland Transport Board (board):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 recent Safety survey results have indicated there is a strong sense of the value of Tiakitanga - safe with us. However, the majority of leaders are placing costs, efficiency and quality of customer service ahead of safety outcomes. This has been discussed with the executive and senior leadership teams. A safety upskilling program will be developed utilising the survey results.

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- b. AT Safety risk framework is being developed: The draft safety risk procedure is completed and is currently in peer review, the SHW risk capability module is 80% developed and the draft Critical Risk Framework (CRF) is completed and ready for internal peer review.
- c. Ongoing knowledge sharing sessions have been organised for the Safety Synergi dashboards and the learning review module to upskill people leaders and help them to identify trends and develop valuable insights for strategic decision making, planning and delivery.
- d. SHW representative nominations have been brought forward from March 2024 and went live mid-September 2023 with 92 SHW representative positions available. It is a legal requirement that provides team members representation for SHW matters or concerns.
- e. We continue to support suppliers with access and use of the Synergi reporting platform, as well as transitioning those suppliers who are not yet onboarded. An access issue restricting some suppliers from entering data was identified and the issue has been resolved.

5. SHW key insights in reporting period

- a. As indicated in the recent Safety Culture Survey, AT leadership needs to be engaged with their people and actively be seen implementing controls. Leadership safety walks (LSWs) are a good indication of leadership engagement and one of our FY24 critical success factors. In September 2023, there was one LSW completed (on average we expect 12 per month between EGMs and Board).
- b. Adverse safety work events identified as AT critical risks increased 184% in September 2023, from 19 to 54 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 80% of all AT critical risk events in the last 12 months to September 2023.
- c. In September 2023, our total recordable injury frequency rate (TRIFR) and lost time injury frequency rate (LTIFR) decreased 4% and 3% respectively due to a decrease of 75% in the lost time injuries (from 4 to 1) and a decrease of 8% in worked hours in September 2023.
- d. In September 2023, for public transport (PT) operators VTA is a major focus and 58% of the total reported safety work events presenting a critical risk to PT operators were related to violence towards staff. There was a notable increase of 120% in September 2023 in safety work events classified as violence towards staff compared to August 2023 (from 10 to 22). While property damage is the largest outcome with 181 safety work events in the last 12 months to September 2023, Grade 1 – verbal abuse (direct/indirect frustration venting) increased 600% between August 2023 and September 2023 (from 2 to 14).
- e. For physical works contractors, the highest hazard categories for safety work events identified as critical risks in the last 12 months to September 2023 were VTA, underground services strike and collision with vehicles.

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 23 fatal crashes reported on local AT roads year-to-date (January – September 2023) with 36 recommendations for safety improvements on those roads, of which 17 have been implemented and 19 remain open.
- b. A fatal crash dashboard showing key themes and safe system gaps is now operational with the road safety engineering team.

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- c. The transport safety intelligence tool has been published and released to the business with further awareness work underway.
- d. The short-term resource has been onboarded and will begin analysis in Accident Compensation Corporation (ACC) data mid-October.
- e. Early summary reports on feedback by local board on Katoa, Ka Ora, the draft speed management plan is being sent to local boards with a summary briefing and request for formal feedback.

7. DSI key insights in reporting period (past 12 months from October 2022 to September 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 665 DSI reported in the last 12 months, 4% above the target.
- b. Tāmaki Makaurau has endured 14% growth in deaths and serious injuries year on year from 583 the previous year to now 665. Tragically, 55 people were killed and 610 people were seriously injured.
- c. 46% of deaths and serious injuries were experienced by vulnerable road users (motorcyclists, people walking and people cycling).
- d. Male drivers and motorcyclists account for 42% of all deaths and serious injuries, and half are ages 20-39
- e. Motorcyclist deaths have grown 700%, resulting in 16 deaths in the last 12 months, up from two the prior period.
- f. Where people have died, older road users had the highest growth, nearly tripling from 4 to 11 deaths.
- g. Out of the six contributing factor groups, evidence of speeding is largest at 55% and alcohol/drugs is the second largest at 28% out of the total number of recorded contributing factors (note that a single event can have multiple contributing factors).
- h. Māori represents 11% of Tāmaki Makaurau's population and 18% of deaths and serious injuries (41% of ethnicities are unknown).
- i. **Crash attributes:** Out of 665 people who died or were seriously injured, 48% are experienced at intersections. Run off road and side impact crash movements account for 54% of all deaths and serious injuries. Where people have died, side impact crash movements had the highest growth, doubling from 5 to 10 deaths out of the 55.
- j. **Local board insights:** The local boards with the largest growth in people killed or seriously injured were Albert - Eden (doubled from 21 to 43), Papakura (19 to 31) and Waitemata (13 to 21). Waitemata had the highest DSI for vulnerable road users (motorcyclists, people walking and people cycling).

Ā muri ake nei / Next steps

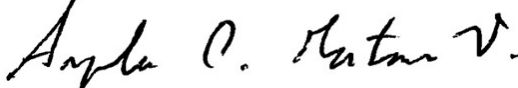


- 8. The Safety Business Report with October 2023 data will be presented to the board in November 2023.

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Te whakapiringa / Attachment

Attachment number	Description
1	October 2023 Safety Business Report Dashboard

Te pou whenua tuhinga / Document ownership

Submitted by	Anyela Montano Safety Systems and Process Improvement Lead	
Recommended by	Melissa Song Head of Insights & Optimisation	
Endorsed by	Stacey van der Putten Executive General Manager Safety	
Approved for submission	Dean Kimpton Chief Executive	