

NZ TRANSPORT AGENCY BOARD PAPER

Meeting Date	Wednesday 18 December 2019
Agenda Item	4.1
Paper No	2019/12/1466
Title of Paper	Health, Safety, Wellness and Road Safety Update
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Board function	Regular Reporting
Version	Final
Date	02 December 2019
No of pages	4 + 3 Attachment(s)
Legal Review	Anna Moodie, Group General Counsel

Purpose

This paper provides the “Our People” and “Our Contractors” dashboards and the Safe System summary of road deaths infographic (Attachments One, Two and Three) that provide an update on incidents and events affecting health, safety and wellbeing of NZ Transport Agency staff and contractors and on road safety performance.

Recommendations

It is recommended that the NZ Transport Agency Board resolves to **note** the Health, Safety, Wellness and Road Safety Update.

Strategic Relevance

The “Our People” and “Our Contractors” dashboards and the Safe System summary of road deaths:

- Show progress against the NZ Transport Agency’s Strategic Objective (24) for a safe and healthy workplace;
- Provide information relating to performance and effectiveness of risk controls relating to NZTA Critical Risk: Health & Safety (A Transport Agency employee, visitor, or contractor working for the Transport Agency experiences a significant health/safety incident); and

- Relate to the NZ Transport Agency's transport safety position statement that it is unacceptable for anyone to be killed or seriously injured while travelling or working on the land transport system.

Background

As part of the Transport Agency Board's Health, Safety and Wellbeing Charter, the Board is committed to ensuring the health, safety and wellbeing of all Transport Agency people – it is about caring. This includes proactive oversight on all matters relating to health, safety and wellbeing.

The Board also has a role in proactive oversight of road safety performance. Regular review of the attached dashboards and information is part of this oversight role.

Health and Safety and Wellness

Incidents and Serious Near Misses

Our People

During October there were 14 incidents reported. They consisted of two verbally aggressive or abusive customers, two driving-related incidents (one damage only and one with a mild back injury), one psychological harm, one biological near miss (measles suspected but false alarm), two slips and trips involving cable protectors, and six ergonomic related incidents.

Warmer weather has created some issues for our staff working in temporary accommodation in Palmerston North and measures are being sought to resolve this. Nationally the trend for reported measles cases have been tracking strongly downwards from a peak in September. We are continually monitoring this to ensure we are aware of any resurgence in measles cases.

Our Contractors

During October our construction and maintenance contractors experienced 15 first aid injuries, seven medical treatment injuries and one lost time injury. Six of the first aid treatments related to strains and sprains, one an existing medical condition, and six medical treatment injuries which were lacerations which required stitches. The lost time injury was a result of crushing fingers.

During October our contractors reported 59 serious near misses. The majority of serious near miss reports relate to risks associated with Temporary Traffic Management, driving for work, mobile plant and equipment, workplace vehicles, and working at height.

Incident Details	Outcome	Status and Improvement Actions
Worker's finger tips were crushed when caught under steel hatch.	Lost Time Injury	Hospital treatment including washing out. Potential tendon damage to middle finger. Reviewing work method.
Two incidents of drivers falling asleep and leaving road	Serious Near Miss	Fatigue and driving for work are part of audit and monitoring programme.
Two survey personnel were within the blast exclusion zone.	Serious Near Miss	Supervisor stopped work and questioned why they were there. NZTA Lessons Learnt re. exclusion zones was sent to PM.

Recent Incidents (note these will also be covered in future reporting)

Cyclist injured in accident 7 November 2019

A cyclist fell off their bike and was injured on the Grafton Cycleway. He suffered a dislocated shoulder and concussion. The cyclist fell when he rode over and became entangled in a protest banner that had been left on the cycleway, despite a plan being made to remove it. WorkSafe will be carrying out a Duty Holder Review regarding this incident, which will be managed by the Transport Agency's legal team, and the contractors' legal teams.

Rockfall causes death, 14 November 2019

The driver of a car was killed when rockfall hit the car he was driving, on State Highway 6, near Murchison. A 50km/hr temporary speed limit has been in place since the road re-opened, and temporary fencing and netting is scheduled for installation from 9 December to 20 December. During this time single lane manual traffic control will be required while works are underway, with the intent that all traffic controls are lifted by 20 December. An application for funding a more permanent fence and netting installation is being prepared.

Truck driver serious near miss at Puhoi to Warkworth worksite, 25 November 2019

Serious incident reported where a truck and trailer unit rolled across SH1. Initial findings indicated the driver did not put the handbrake on – however the driver failed a subsequent drug test. A full investigation is underway. WorkSafe was advised but are not investigating.

Road Safety Performance

In October 2019, 18 people died from road crashes, including nine on state highways, with an estimated associated social cost of \$91m. Ten of those who died were vulnerable road users – pedestrians, cyclists and motorcyclists. Victims ranged in age from 13 years to 82 years. In addition, in the order of 150-200 people were likely hospitalised as a result of road crashes during October.

Road deaths in October highlight the importance of applying the safe system approach and strengthening all aspects of the system to prevent crashes happening and to minimise the impact when they do happen. Each crash highlights the need to scale up efforts to ensure crash forces are survivable, particularly for road users who have no or little protection.

As shown in Attachment 3, common system failures were unsurvivable impact speeds (for both vehicle occupants and vulnerable users), unforgiving rural roads and roadsides (trees, poles, ditches and undivided high-speed highways) and unrestrained occupants.

Most (80%) of the October casualties occurred on roads with a safe and appropriate speed (SAAS) lower than the posted speed limit, and over half (56%) occurred on roads in the top 10% requiring speed management treatment. Over a third (38%) of the light vehicle occupants died in 1- or 2-star vehicles. The Safe Networks Programme and the Safe Vehicles Programme are designed to reduce these risk factors over time.

The importance of creating a transport system that is safe for everyone was clearly apparent this month with more than half (56%) of fatalities being vulnerable users, and nearly half (44%) of victims not being responsible for any type of motorised vehicle when they died. Efforts to reduce speeds are particularly important for protecting vulnerable users in both urban and rural areas, as are efforts to physically separate incompatible users (e.g. trucks and cyclists) wherever possible.

Related Documents

Attachment One

Our People Dashboard

Attachment Two

Our Contractors Dashboard

Attachment Three

Safe System summary of road deaths infographic

RELEASED UNDER THE OFFICIAL INFORMATION ACT 1982



HSW - OUR PEOPLE DASHBOARD

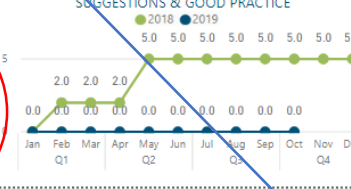
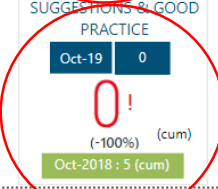
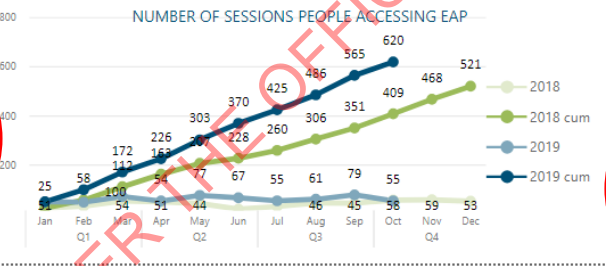
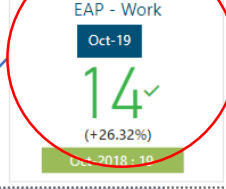
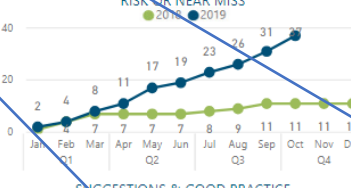
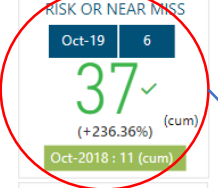
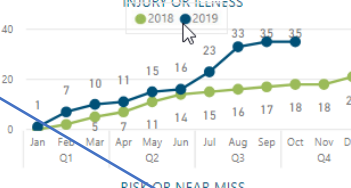
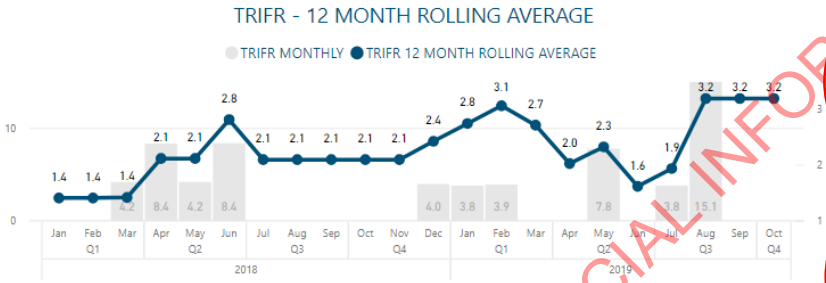
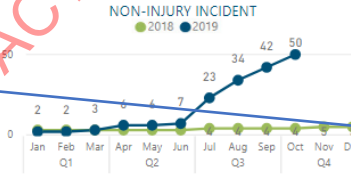
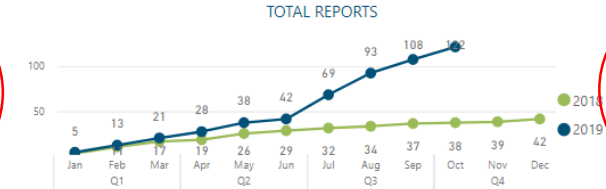
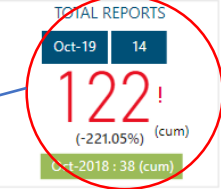
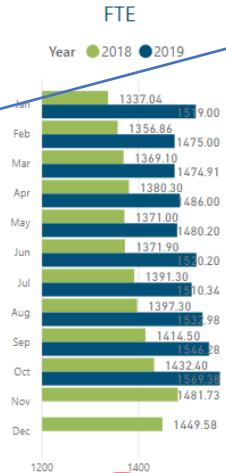
Current Month : October - 2019

All

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Total Number of :
Non-Injury Incidents +
Injuries Or Illness +
Risk or Near Miss +
Suggestions & Good
Practice

Allows NZTA to demonstrate the
trend of reporting culture and
whether there are any insights to
causal factors for any individual
areas



NZTA HS Incident Tracker
Total of Harassment or bullying, Hostile customer, Notifiable Event, Property damage and Service Strike Incidents
Allows NZTA to demonstrate HSWA compliance
Develop trends analysis and insight to develop local / org initiatives. Enable benchmarking with comparable organisations
Identify areas for our executive and people leaders to focus HS interactions and conversations

NZTA HS Incident Tracker
Total of First Aid, Lost Time, Medical treatment (MTI), Notifiable and Recordable Injury Incidents
Develop trends analysis and insight to develop local / org initiatives. Enable benchmarking with comparable organisations
Identify areas for our executive and people leaders to focus HS interactions and conversations

Employee Assistance Programme data

Total of EAP visits related to the following areas
Bullying, Career, Conditions, Discipline, Discrimination, Environment, Harassment, Performance, Redundancy, Relationship with Co-Worker, Relationship with Manager, Restructuring, Safety, Technology, Trauma, Work Hours and Workload
Allows NZTA to gain insight into sources of work related psychological harm to our people.
The EAP data may be used to assess the impact of interventions and improvement programmes related to psychological harm reduction.
Demonstrate, through its presence on the dashboard, that our leaders and executive want to know about effects of work on people's mental wellbeing and psychological health.

NZTA HS Employee Assistance Programme data

Total of EAP visits related to the following areas :
Abuse, Alcohol, Anger, Anxiety, Children, Civil Emergency, Confidence, Cultural Differences, Depression, Domestic Violence, Drugs, Earthquake, Eating disorder, Family, Financial and other personal related issues.
Allow NZTA to understand what out of work areas are of significant concern / impact to our people. This informs what information and support can be provided across the organisation through its wellbeing programme

NZTA HS Incident Tracker

Total of any suggestions made in relating to Design, Equipment Selection, Job Safety Planning, innovation, Training, Excellence, Intervention Provides overt and structured way for our people to provide input to improvement programmes.
Allows NZTA to surface our people's ideas and base HS stories / communications around as part of moving NZTA to more generative HS culture and practice

NZTA HS Incident Tracker

Total reports that involve being hit by moving objects, Biological factors, Sprains Strains, 'Fall, slip, trip', 'Heat, radiation, energy', Hitting objects with the body, Fire or explosion and Mental Stress Incidents
Allows NZTA to demonstrate HSWA compliance
Develop trends analysis and insight to develop local / org initiatives. Enable benchmarking with comparable organisations
Identify areas for our executive and people leaders to focus HS interactions and conversations

OUR CONTRACTORS DASHBOARD



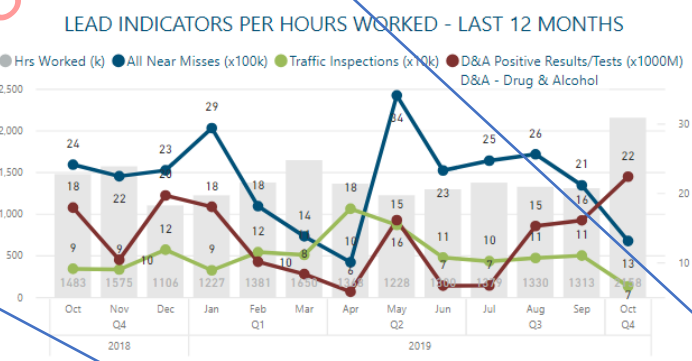
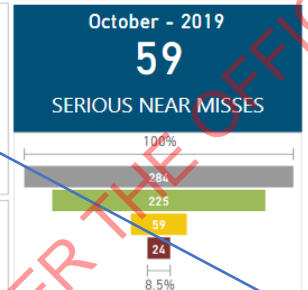
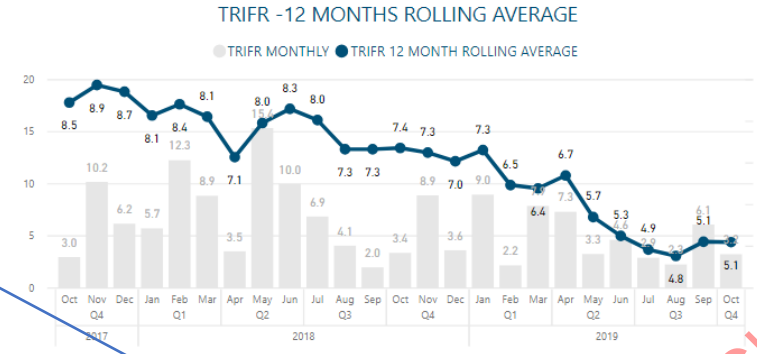
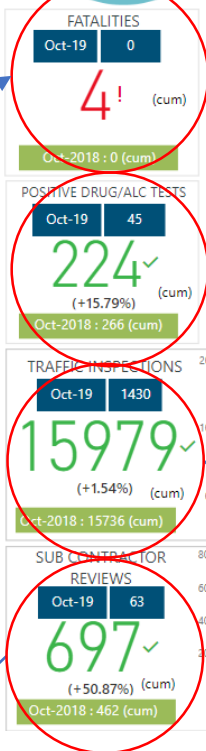
Current Month : **October - 2019**

All

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Immediate Reporting Protocols
Number of fatalities incurred by our contractor groups whilst conducting activities on behalf of NZTA



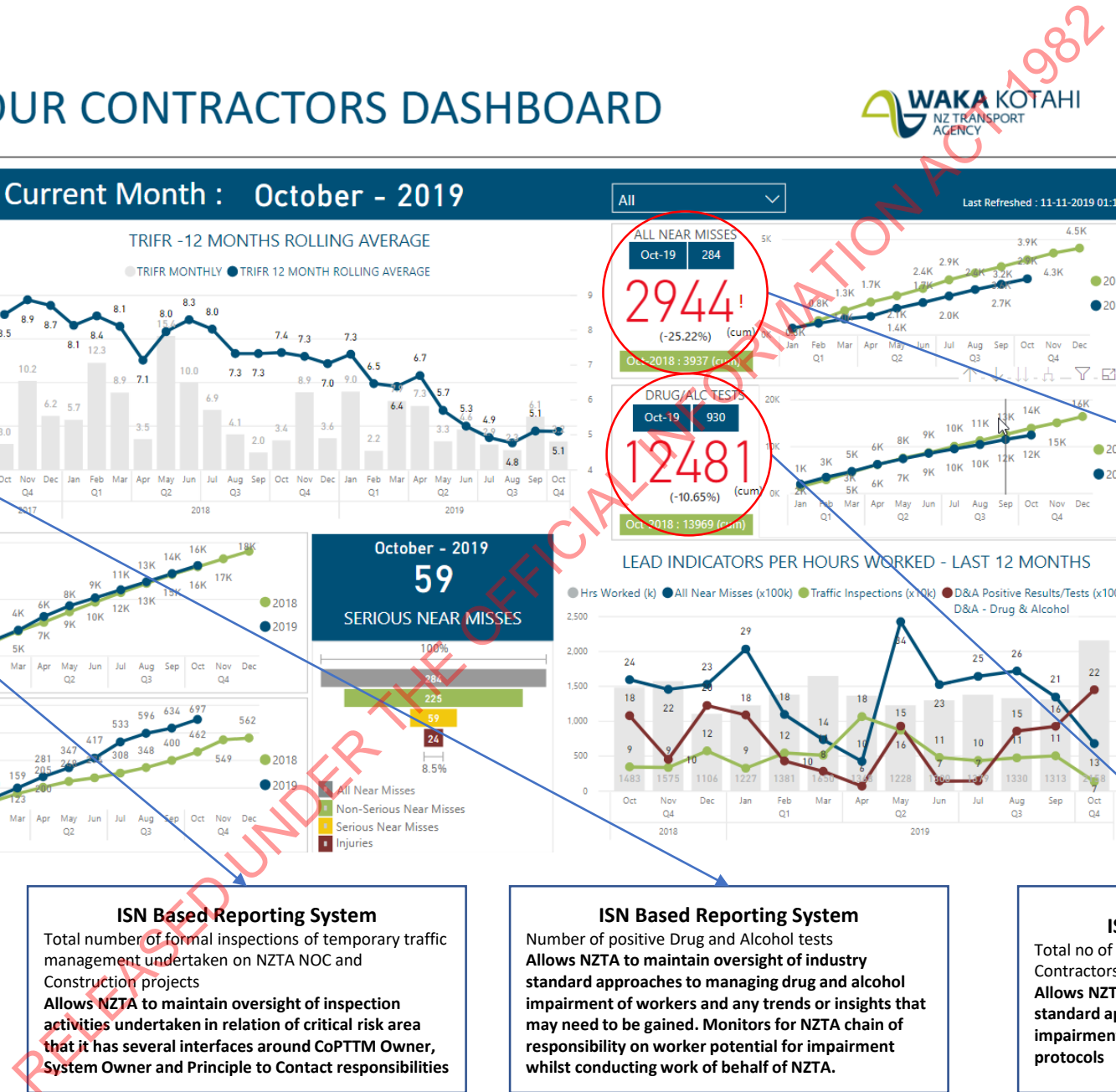
ISN Based Reporting System
Total of Incidents, Non-Serious Near Misses and Serious Near Misses, related to Causal mechanism Project Phase and Activity
Allows NZTA to Demonstrate HSWA compliance, develop trends analysis and insight to provide to our supply chain and develop co-owned initiatives around. Develop comparative data for our project managers and delivery teams
Understand what incidents and near misses occur during specific activities and project phases

ISN Based Reporting System
Total number of HS reviews / audits of sub-contractors undertaken by NZTA primary contractors
Allows NZTA to maintain oversight of the activities undertaken by its principle contract to ensure their sub-contractors are maintaining appropriate HS risk management systems and practices and levels of standards acceptable to NZTA

ISN Based Reporting System
Total number of formal inspections of temporary traffic management undertaken on NZTA NOC and Construction projects
Allows NZTA to maintain oversight of inspection activities undertaken in relation of critical risk area that it has several interfaces around CoPTTM Owner, System Owner and Principle to Contact responsibilities

ISN Based Reporting System
Number of positive Drug and Alcohol tests
Allows NZTA to maintain oversight of industry standard approaches to managing drug and alcohol impairment of workers and any trends or insights that may need to be gained. Monitors for NZTA chain of responsibility on worker potential for impairment whilst conducting work of behalf of NZTA.

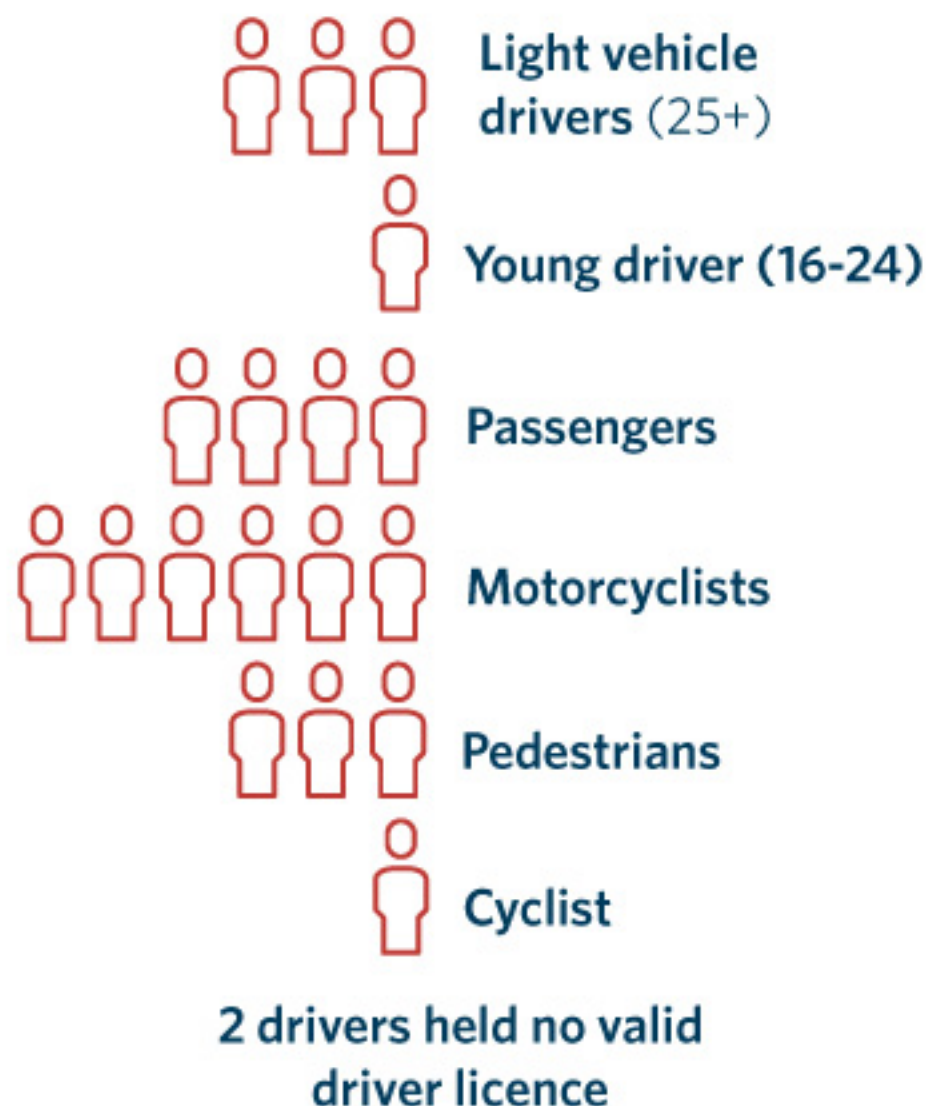
ISN Based Reporting System
Total no of Drug and Alcohol test being carried out by Contractors.
Allows NZTA to maintain oversight of industry standard approaches to managing drug and alcohol impairment of workers and monitors for appropriate protocols



People



18 DEATHS



Aged between **13 & 82 years old** **\$91m** Social cost

Roads & roadsides



14 died on roads with a medium or higher IRR



13 died on roads in areas defined as rural



9 died on a state highway



6 crashes involved a vehicle hitting a tree or pole



4 died in head-on crashes

*Infrastructure risk rating KiwiRAP/UrbanRAP assessment

Speed



14 died on roads with a speed limit set higher than the SAAS*



10 died on roads in the Top 10% requiring speed management

*Safe and appropriate speed

Vehicles



6 died in crashes involving motorcycles



5 died in crashes involving a truck



4 died not wearing a seatbelt



3 died in 1-star or 2-star vehicles