

How Are We Driving?

Our successes....

In 2013/2014 Corporate Support launched Helping You Stay Safe, a campaign targeted at Transport Agency drivers to raise awareness of our role in the Safe System and personal responsibilities as drivers.

The programme covered a variety of themes; key ones being speed, fatigue and driver behaviour.

Part of the programme was a replacement of our fleet, the introduction of GPS and a new fleet booking tool.

The campaign was a success from the perspective that it generated significant discussion and conversation about a number of issues that our drivers experience both from a safety, health and well-being perspective as well as a logistics perspective.

We have had great feedback about the replacement vehicles; great to drive, better fit for purpose, better safety options, better vehicle booking tool.

We have GPS live since the new fleet was introduced and have some rich information about how is fleet is being used and how our people are driving. The information tells a story about how our staff are driving on our roads and treating our vehicles.

.....but we are more visible

It seems our messaging about safe driving simply isn't getting through. Check out the Twitter feed about our branded vehicle speeding



Monica Wales @iChild · 12h

I find it amusing that the one person speeding on the northwestern tonight was in a NZTA branded car.



We have reported the data on our speed against a threshold of 110km's per hour. To report speed over 100km per hour would be too much information for us to interrogate.

The over speed report collects speed every 500 metres and we have reported this on "consistent" and "sustained" basis. Consistent means drivers are driving at speed consistently over a period of time. Sustained means drivers drive at speed for a consecutive period.

We are refreshing the "Helping you Stay Safe Campaign" to have a deeper conversation with NZTA people on speed and driver behaviour.

What does all this mean?

Sustained Speed Statistics over the Quarter

Over the quarter (Oct, Nov, Dec 2014) we found:

- 45 drivers drove consistently at speeds over 110km and sustained high speed over a number of kilometres.
- The highest speed attained by a driver was 145km per hour. The same driver drove between 119km and 134km over a 1.5km distance. The same driver drove at consistently high speed from 11.40am to 7.00pm on the same day.
- This driver is a third tier Manager with the Transport Agency.
- Of the 45 drivers, 26 were from HNO.
- Of the 45 drivers, 4 were fourth tier managers
- Of the 45 drivers, 1 driver was a SLT member.
- The region with the most excessive speeds was the central region, with the Napier and Gisborne offices having the highest number of drivers, within the 45.
- The network teams have the highest number of overspeeding events of any group in HNO.

Top Speeders

In January, there were 157 instances where the vehicle travelled at speeds over 110kph, for sustained periods of time:

- 14 where the vehicle travelled between 110-120kph
- 3 where the vehicle travelled between 121-130kph
- 1 where the vehicle travelled as a ~~sustained~~ speed of 135kph

For one off instances.

- 24 where the vehicle travelled between 110-120kph
- 11 where the vehicle travelled between 121-130kph
- 3 ~~where the vehicle travelled between 131kph~~ – and the top speed of 136kph

In February there were 253 instances where the vehicle travelled at excessive speeds, for sustained periods of time.

- 38 where the vehicle travelled between 110-120kph
- 4 where the vehicle travelled between 121-130kph
- 4 where the vehicle travelled at a speeds of 135kph

For one off instances.

- 54 where the vehicle travelled between 110-120kph
- 40 where the vehicle travelled between 121-130kph
- 11 where the vehicle travelled as between of 131 -140kph
- 1 where the vehicle travelled at a top speed of 144kph

Assumptions and Leadership Challenges

Our assumptions are:

- for one off instances excessive speed is that drivers are overtaking, as the speed is not carried on more than 500 metres; however, these are still dangerous speeds for overtaking.
- as our drivers become more aware that they are driving in branded vehicles and their speed is reported on, this behaviour will reduce.
SO...

Now that we have this information, we must do something with it. Senior leaders and Board members may be held liable if a serious accident occurs, we had knowledge that could have stopped this happening and we did nothing.

We are already receiving requests for this information from Managers and up to this point we have not released this information.

The H & S Committee discussed this issue and believe that an awareness programme needs to be implemented before we provide people leaders speeding information and encourage people leadership conversations on speeding. We will need to be careful in skilling our people leaders in having this conversation as this is about the well-being of our people and zero harm first.

However, there is a real leadership opportunity here about our tolerance of speeding behaviour, and whether we font up to our own messages and priority as an Agency.

What do you think about this as a people leaders' challenge and our approach?.