

Strategic Plan to November 2023 to June 2024: Improve Capacity & Capability



VISION



Keeping Aucklanders Safe and Thriving

What we know

- Rates of and inequities in unintentional injuries across Tāmaki Makaurau are significant, unjust and preventable – especially for Māori
- Inequities exist both in terms of the number of deaths and injuries, but also in the underlying determinants that combine to increase risk for some communities over others
- To be effective in reducing inequities community voices of those most impacted, must be elevated to decision makers.
- Working collectively to share knowledge, resources and to align and support respective partner organisations advocacy activities enhances our ability to be successful in our efforts

What we will do

Partnerships and Collaboration

- **Create work programme across the Collective, 12 months ahead, with review of 'What We Will Do' action areas four monthly**
 - Publish revised Strategic Plan November 2023 - June 2024
- **Support partner lead collaborative initiatives to advance collaborative work outside of theme areas**
 - Support Drowning Preventions' efforts to address the risk of child drownings in grey water areas across Auckland, especially those sited near playgrounds

Communication and Awareness Raising

- **Build effective strategic relationships to strengthen the profile of the Safety Collective (SC), partner organisations and evidence based injury prevention strategies within Council and beyond. Seek to enhance relationships and foster opportunities, to increase engagement and knowledge sharing**
 - Develop introductions on SC partner organisations
 - Complete a one-page overview of SC and achievements
 - Develop an article for the Parks and Community Facilities internal portal, led by the Design Principles staff in the Project Specialisation Team
 - Increase connections between Auckland Council, CCO's and elected officials with the SC and partner organisations to enhance opportunities for collaborative partnerships to advance evidence-based practice
- **Monitor collaborative achievements and activities six monthly**
 - Provide six monthly updates to SC partners of work undertaken and progress on actions
- **Communicate opportunities for SC partners and facilitate presentations/knowledge sharing and capacity building sessions.**
 - Facilitate wider sector presentations at the SC meetings
 - Undertake annual membership survey
 - Facilitate sharing of resources, upcoming events, key reports and research, and data to maximise effective impact
 - Increase monitoring and dissemination of Auckland Council Committee meeting agendas and Auckland Council plans
 - Increase monitoring and dissemination of wider submission opportunities including those at the national level such as Private Member Bills, Select Committees, within government departments and Ministries

Reducing inequities for Māori

- **Recognise and advocate for Te Tiriti o Waitangi, valuing Māori mātauranga, and supporting equitable safety outcomes for Māori**
 - Explore pathways to advance Māori partnership within the SC
 - Strive to illuminate disparities in resource allocation and systems that compound inequities
 - Incorporate te Ao Māori and tikanga Māori
 - Build capacity for enhanced collective understanding of Te Tiriti o Waitangi, and Māori mātauranga, to ensure our advocacy work is undertaken and appropriately reflects Māori aspirations for hauora

Advocacy

- **Support national advocacy efforts to advance the profile of, adequate resourcing and capacity for the injury prevention sector to keep New Zealanders' safe and thriving**
 - Engage with the 'Safer Aotearoa Network' to confirm the future strategic direction of the national Safe Communities movement.

What we want to achieve

1-2 years

- Enhance understanding of Safety Collective partners scope of knowledge and potential contributions
- Build capacity to undertake effective advocacy to improve policies, strategies and legislation within central and local government
- Increased intersectoral engagement, knowledge sharing, partnership and collaboration within Safety Collective partners, Auckland Council (AC), CCO's and beyond
- Enhance awareness of evidence-based injury prevention strategies through enabling the sharing of data, resources, and, up to date research
- Increased knowledge and skills through training opportunities
- Improved ability for partner organisations to navigate and influence AC systems, to advance inclusion of injury prevention strategies
- Increased representation and inclusion of Maori voices, values, and aspirations in our mahi

3-5 years

- Increased requests for support and engagement with Safety Collective partners to ascertain best practice to minimise injuries and deaths from within Auckland Council and CCO's
- Evidence of increased understanding of the need for, inclusion of, and refinement of injury prevention evidence-based strategies within Central Government agencies, Auckland Council and CCO's plans, strategies policies and legislation
- Increased frequency of collaborations between Auckland Council, its CCO's and partner organisations
- Increased resourcing to support injury prevention initiatives, in particular those lead by Māori

6-10 years

- A reduction in unintentional injuries and deaths
- A levelling of systemic/ structural factors that put communities at increased risk of experiencing inequitable outcomes
- Increased prevalence of the use of aligned evidence-based injury prevention strategies
- Community organisations that support injury prevention activities are recognised, and actively engaged as key collaborators to support policy and strategy development

Strategic Plan to November 2023 to June 2024: Improving Transport Safety



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Keeping Aucklanders Safe and Thriving

What we know

- Between 2018 and 2022 there were 240 fatalities and 2776 serious injuries on Auckland roads¹
- The impact of road injuries and deaths is extensive, including loss of life, disabilities and economic insecurity²
- In 2021 the social cost of deaths and serious injuries (DSI's) was estimated to be \$4,934,900 per fatality, \$516,300 per serious injury and \$27,700 per minor injury²
- Excess speed and alcohol are the leading contributors of DSI's on Auckland roads³
- 69% of respondents to the Auckland 2022 Quality of Life survey identified dangerous driving, including drink driving and speeding as a problem⁴
- Whilst the number of roadside alcohol breath testing is increasing, current levels do not reach international best practice levels⁵
- There are substantial differences in the ethnic, socioeconomic, and geographic distribution in the risks for injuries and deaths experienced across road traffic crashes across all ages in Auckland, with Māori experiencing the highest risk in all age groups⁶
- Vulnerable road users (Pedestrians, cyclists, motor cyclists, and micro-mobility devices such as scooters) are at increased risk of DSI's, and accounted for 46% of DSI's over the last year⁷
- Auckland Councils Transport Emissions Reduction Pathway (TERPS) seeks a ten-fold increase in passenger distance travelled via walking, cycling and using micro-mobility devices by 2030⁸

What we will do

Advocacy

- **Advocate for and support enhancement of equitable evidence-based policies, strategies and legislation at both local and national level**
 - Monitor emerging local and central government policies, strategies and legislation to identify advocacy opportunities
 - Co-convene a working group to explore opportunities to enhance children's safety around rubbish trucks
 - Attend and contribute to Auckland Transport's Tāmaki Makaurau Transport Safety Governance Group
 - Attend and contribute to the Healthy Auckland Together 'Healthy Transport Working Group'
 - Enhance relationships and knowledge sharing with the Transport and Infrastructure team at Auckland Council
- **Support the implementation of Auckland Councils 'Transport Emissions Reduction Pathway (TERP's) to increase participation in active transport modes**
 - Advocate for provision of evidence-based strategies and adequate resourcing to facilitate safe active transport
 - Advocate to minimise barriers to active transportation and the use of public transport, prioritising communities most in need
- **Undertake ongoing advocacy to support the implementation of Katoa, Ka Ora Auckland Transport's Speed Management Plan**
 - Seek expedited roll out of the remaining schools not currently protected by speed reductions
 - Support increased use of the evidence-based strategy of implementing 30km/h safe school/ neighbourhood zones
- **Advocate for internationally recommended alcohol breath testing level to be undertaken and support enhanced initiatives to reduce drink/drug driving.**
 - Monitor alcohol/drug related deaths and serious injuries (DSI's)
 - Monitor enforcement activities undertaken by NZ Police
- **Support advocacy activities to make it compulsory for all users of watercraft 6m and under to wear a Personal Floatation Device whilst underway**
 - Attend and contribute to the Wai Ora Tāmaki Makaurau – Auckland's Water Safety and Drowning Prevention Strategy Reference Group and the 'Navigation By Law' working group
 - Support liaison with internal Council teams and elected members to advance efforts to amend the Auckland Council Navigation By Law accordingly

Partnerships and Collaboration

- **Support efforts to use multiple data sets to comprehensively illuminate DSI's characteristics and inequities**
 - Support the TMGG Analytics working group to advance efforts to integrate ACC and MOH data
 - Advocate for improved understanding on the limitations of current DSI data and the subsequent implications for decision makers

Communication and Awareness Raising

- **Promote awareness of deaths and serious injuries (DSI's) and evidence-based strategies to create safer environments**
 - Advocate for effective actions to improve vulnerable users' transport safety, including enhancements to infrastructure and maintenance programmes

Reducing inequities for Māori

- **Strengthen the Safety Collectives' capacity to respond to the needs and aspiration of Māori to honour Te Tiriti o Waitangi**
 - Advocate for the use of hospital admission data to enhance understanding of Māori DSI
 - Identify the aspirations of Māori in relation to the transport realm
 - Build connections with Auckland Transport's Te Ara Haepapa and Māori Engagement team

What we want to achieve

1-2 years

- Develop a collective understanding of the most effective approaches to address road safety in a fiscally restrained environment
- Increased intersectoral engagement, knowledge sharing, partnership and collaboration within Safety Collective partners, Auckland Council, CCO's and beyond
- Increased awareness of the extent and impact of DSI's and understanding of evidence-based strategies to reduce injuries and deaths by agencies and decision makers
- Increased use of alternative data sets to build a more comprehensive picture of the inequities within DSI's
- Advocate for the needs of vulnerable road users to be appropriately catered for in an equitable manner
- Engage with Māori health organisations to seek expertise and develop a collective understanding of Māori needs and aspirations

3-5 years

- Increased delivery of strategies and services that address inequities, implement evidence-based strategies and support safe active travel
- Improved accessible, affordable and responsive public transport system cognisant of the needs of a wide range of community members
- International best practice levels of alcohol breath testing are accomplished
- Inclusion of the compulsory use of personal floatation devices in watercraft six metres and under whilst underway, in the updated Auckland Navigation Bylaw

6-10 years

- An overall reduction in DSI's across the transport system is attained, especially for Māori, vulnerable road users, those living in lower SES communities
- Equitable provision of resourcing and evidence-based initiatives across communities in Tāmaki Makaurau is attained
- Improved safety in the transport system enabling community members to move freely in their local communities, in the manner which they prefer.

1. Auckland Transport (personal communication) 2023. 2. Te Manatū Waka Ministry of Transport (2022). *Social cost of road crashes and injuries June 2021 update*. Wellington: Te Manatū Waka Ministry of Transport. 3. Whiting Moyne (2021). *Auckland Transport: 2021 Report on Auckland 2018 road safety business improvement review implementation*, 2018. 4. NielsenIQ (2022). *Quality of life survey 2022: Results for Auckland*. Auckland Council Technical Report, TR29022/24. 5. Auckland Transport (August 2023) *Safety Business Report Dashboard* <https://at.govt.nz/media/1992593/221-safety-business-report-dashboard-august-2023.pdf> 6. Auckland Transport (2022). *Equity in road harm in Auckland. Analysis of equity factors in road deaths and serious injuries*. 7. Auckland Transport (October 2023) *AT Board meeting - Death and serious injuries (DSI) dashboard*. 8. Auckland Council. (2022). *Sustainable Access for a Thriving Future: Auckland's transport emissions reduction pathway (TERPS)*.

Strategic Plan to November 2023 to June 2024: Reduce Alcohol Harm



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Keeping Aucklanders Safe and Thriving

What we know

- In 2022, 52% of Aucklanders identified alcohol or drugs to be a problem in their local community¹
- 67% of Aucklanders thought the government should take more effective action to reduce harms from alcohol use²
- We know nearly one in five adults drink at hazardous levels³
- The burden of harm from alcohol falls unjustly and disproportionately on Māori, Pacific and low-income communities and those aged 18-24-year-olds⁴
- To honour Te Tiriti o Waitangi – long-standing inequities for Māori must be addressed and Te Tiriti o Waitangi must be included in alcohol legislation⁵
- During 2017-2018, 65% of alcohol-related presentations at Auckland Hospital Emergency Department were due to injuries. Māori and youth aged 15-19 years experienced higher rates of injury⁶
- At least one fifth of all Auckland drownings (2015-2019) were associated with alcohol or drug consumption⁷
- Whilst the number of roadside alcohol breath testing is increasing, current levels do not reach international best practice levels⁸
- There is an evidence-based link between alcohol marketing and youth drinking⁹
- The highest concentration of off licences exist in areas of high socio-economic deprivation¹⁰
- In the 2021-2022 business year the District Licensing Committee approved renewals or new applications for 440 out of 442 applications for off licences¹¹

What we will do

Advocacy

- Advocate for effective evidence-based policies and legislation at both local and national level to minimise alcohol related harm**
 - Monitor emerging local and central government policies, strategies and legislation to identify advocacy opportunities
 - Support implementation of the Sale and Supply of Alcohol (Community Participation) Amendment Act
 - Contribute to exploration of potential for research/evaluation on the impact of reduced hours in off-licences on alcohol related harm should the Provisional LAP progress
- Mobilise action regarding review of the Sale and Supply of Alcohol Act and any Private Members' Bills that will minimise harm**
 - Monitor NZ Government Private Member Bills and Select Committees calls for submissions on proposed legislation/amendments
- Advocate for internationally recommended alcohol breath testing level to be undertaken and support enhanced resourcing and initiatives to reduce drink/drug driving**
 - Monitor drink driving alcohol/drug deaths and serious injuries DSI's and enforcement activities
 - Attend and contribute to the Auckland Transport - Tāmaki Makaurau Transport Safety Governance Group – advocating for increased resourcing and frequency of roadside breath testing

Partnerships and Collaboration

- Advocate for, align with and support partnerships on collaborative action to reduce alcohol related harm**
 - Monitor progression of and support collaborative action on the Auckland Provisional Local Alcohol Policy and its eventual implementation
- Support action and advocacy initiatives on alcohol regional and national marketing, sponsorship and promotion to minimise alcohol harm**
 - Attend and contribute to the Sport and Alcohol rōpū
 - Contribute to collaborative action opportunities
- Support ongoing implementation of 'Kia mahi tahi te whakaiti i te kino ka hua i te waipiro' Auckland Councils Commitment to Minimizing Alcohol Related Harm across Tāmaki Makaurau**
 - Contribute to the Auckland Council Alcohol Harm minimisation rōpū, illuminating SC partner voices
 - Seek improved alignment in the use of alcohol-related harm data across Council, to enhance advocacy mahi
 - Enhance relationships with the Community and Social/Regulatory Policy team at Auckland Council

Reducing inequities for Māori

- Advocate for inclusion and honoring of Te Tiriti o Waitangi in alcohol legislation and local/national policies, to ensure alcohol related decision-making bodies, processes and outcomes honour Te Tiriti**
 - Support sector efforts to include Te Tiriti in alcohol legislation
 - Facilitate opportunities to develop enhanced collective understanding of Te Tiriti o Waitangi, and Māori mātauranga to ensure advocacy work is appropriately reflecting Māori aspirations for hauora

Communication and Awareness Raising

- Contribute to campaigns and communication activities to profile alcohol related harm and strategies/initiatives to improve community wellbeing**

What we want to achieve

1-2 years

- Support Auckland Councils efforts to implement a Local Alcohol Policy
- Mobilize Collective partners to support Aucklanders to participate in advocacy activities to inform local and national political action to minimise alcohol-related harm
- Increase the contribution of partners in national and policy/strategy action
- Engage with Māori health organisations to seek expertise and develop a collective understanding of Māori needs and aspirations to inform appropriate support and upholding of Māori interests
- Ensure the experiences of communities most impacted by alcohol related harm are prominent to decision makers
- Increased prioritisation of resourcing to enable improved levels of alcohol breath testing
- Increased, commitment to, resourcing and efforts to ensure development of high-quality data to inform evidence-based strategies

3-5 years

- Increased public support for and adoption of evidence-based alcohol policies, locally and nationally, with a specific focus on pricing, availability and marketing
- Increased opportunities to participate in events and sports clubs free from alcohol, and alcohol advertising. Increasingly, provision of and uptake of alcohol-free beverages at social events is evident
- International best practice levels of alcohol breath testing are reached
- A reduction in alcohol advertising by off licenses in public areas is evident
- Alcohol harm-related data is accessible, robust, illuminates disparities, and informs evidence-based strategies to minimize alcohol related harm
- Increased community representatives influencing decisions on liquor licensing application at the District Licensing Committee (DLC)

6-10 years

- A reduction in injuries and deaths resulting from alcohol-related harm
- A reduction in inequities that contribute to hazardous drinking and alcohol-related harm, especially for Māori
- Increased environments/places that enhance hauora and minimise alcohol-related harm
- Increased prevalence of Aucklanders complying with low-risk drinking guidelines

¹NielsenIQ (2022). Quality of life survey 2022: Results for Auckland. Auckland Council Technical Report, TR29022/24. 2.UMR (2022). Opinion polling: Alcohol policies. Commissioned by Alcohol Healthwatch. Unpublished. 2022. 3.NZ Health Survey 2021-2022. <https://www.health.govt.nz/publication/annual-update-key-results-2021-22-new-zealand-health-survey> 4. Alcohol Healthwatch. ActionPoint Communities Targeting Alcohol Harm. Trends in hazardous drinking. [https://www.dpanz.org.nz/research/alcohol-aquatics/#:~:text=Do%20they%20mix%3F,alcohol%20and%20drug%20consumption](https://www.actionpoint.org.nz/trends_in_hazardous_drinking#:~:text=In%202020%2F21%2C%20around%20one,aged%2015%20years%20and%20over.&text=Males%20were%202%20times%20more,(26.9%25%20vs%2013.2%25)5. Maynard, K. (2022). Te Tiriti o Waitangi and alcohol law. Wellington, NZ: Te Hīringa Hauora | Health Promotion Agency. 6. Svensen G, Kool B, Buller S (2019). The burden of alcohol-related presentations to a busy urban New Zealand hospital emergency department. New Zealand Medical Journal; 132: 56-66. 7. Drowning Prevention Auckland. Alcohol and Aquatics Research. <a href=) 8. Auckland Transport (August 2023) Safety Business Report Dashboard <https://at.govt.nz/media/1992593/221-safety-business-report-dashboard-august-2023.pdf> 9. Alcohol Healthwatch (2021). Alcohol Marketing Factsheet. 10. Hay, G. C., Whigham, P. A., Kypril, K., & Langley, J. D. (2009). Neighbourhood deprivation and access to alcohol outlets: A national study. Health & Place, 15(4), 1086-1093. 11. Alcohol Regulatory and Licensing Authority (ARLA 2023) Auckland District Licensing Committee Annual Report 2023. <https://www.aucklandcouncil.govt.nz/licences-regulations/business-licences/alcohol-licences-fines/docsalcoholregulatory/arla-annual-report-2023.pdf>.