

Week ended 20 April – COVID-19 Related Health & Safety (H&S) Issues

Overview

The H&S team continue to capture COVID-19 related events using Synergi for case-management purposes. Synergi cases relating to AT employees are created in bulk on Mondays, Wednesdays and Fridays using information obtained from the Covid Tracker and also the Covid mailbox. External contractors and operator events are also captured within Synergi, although these events are not represented in the Covid Tracker. A graphical representation of the tracking of the various categories for the current week is available upon request.

Notes for Synergi Data Capture for week ending 20 April 2020

1. In the past week there has been an increase in the number of people making non-essential travel on Public Transport – a move to Alert Level 3 would likely see this increase further.
2. There have been four Threats & Aggression (e.g. spitting, etc.) incidents in the last week involving external contractors.
3. Overall there has been an increase in the number of people self-isolating, with the bulk of these being AT employees.
4. As a result of an increased number of people being tested, there has also been an increase in the number of negative results and currently there has been only 1 non-negative result.

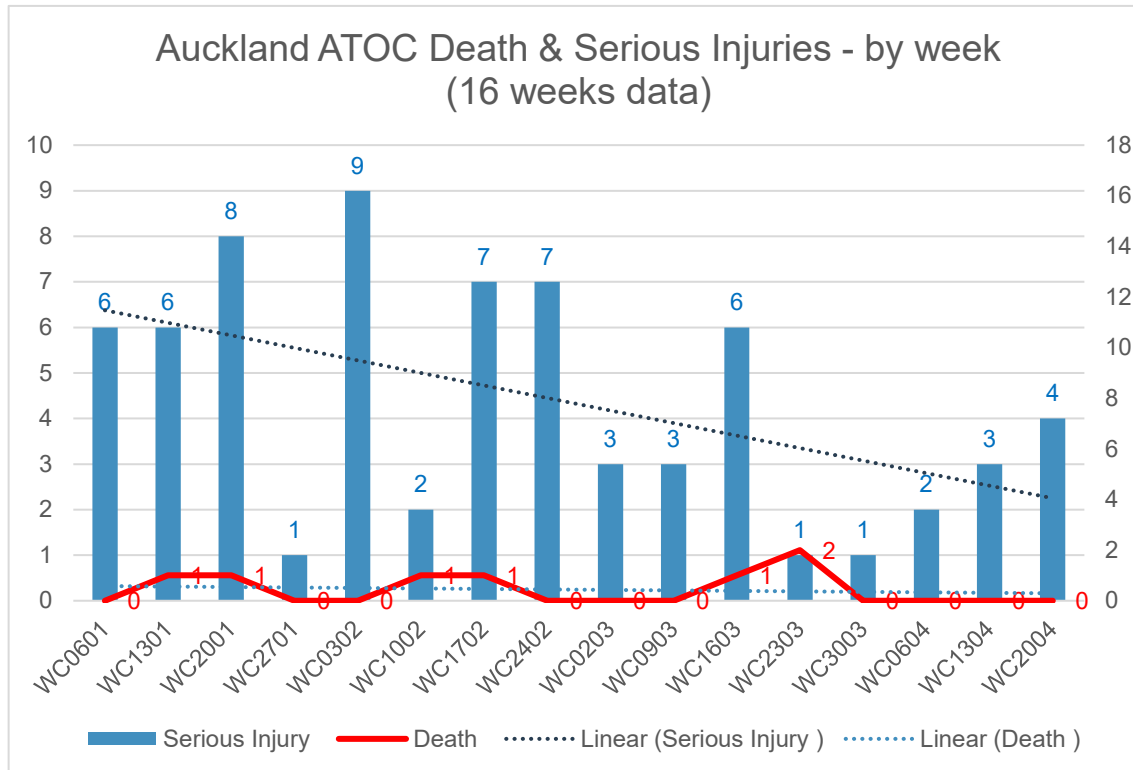
Health & Safety COVID-19 input

Over the past week the H&S team has started working with the project management area of the Portfolio Delivery department in relation to the Return to Work (RTW) plans for the forthcoming move to Level 3. Work will continue with reviewing construction industry plans along with the RTW plans for other departments within AT, in order to satisfy requirements laid down by the regulator (WorkSafe).

A new enhancement is being offered via H&S, which relates to ensuring employees are physically set up to continue working from home for the foreseeable future. This process takes the form of a regular ergonomic assessment, albeit carried out remotely, and allows for an employee to have their specialist equipment (where they had previously been supplied with it) couriered to them and ensure their home environment is set up to best work ergonomically for them.

Week ended 19 April – Serious Incident Closures and Deaths / Serious Injury

ATOC ¹ WTOC	Incident Type	Description	Location	Boundary	Full / Partial	Death	Serious Injury	Closure Duration (HH:MM)	Lead Responder	Urban/Rural
ATOC	Car vs Lamp Post	Crash	205 Whangaparaoa Rd – Red Beach	Auckland Arterials	Partial	0	4	01:13	Police	Urban



ATOC Reported – ATOC assisted road crash incidents ONLY. It does not include serious road crashes not assisted by ATOC (i.e. police reported serious crashes recorded in the NZTA Crash Analysis System, due to a 3-months lag)

ATOC DSI has steadily increased since Alert Level 4 began.

There was one ATOC reported serious injury crash in the week ending 19 April 2020 and no deaths on our Auckland local road network. The one reported crash involved four passengers with serious injuries, including two children.

The crash involved a vehicle exceeding the 60km/hr speed limit on a moderate downhill bend while overtaking another car, losing control, striking the kerb edge, colliding with a traffic light pole and then striking the base of a large roadside palm tree. All 4 occupants were wearing seatbelts.

NZ Police have reported increased vehicle speeds from offence data and camera radar surveys during Alert Level 4. Speed camera offence detection has shown an increase in 'excess-speed of more than 15 kms/hr' notices in the week ending 13 April. This is 36% higher compared to pre-Alert Level 4. Officer-issued notices for 'heavy vehicles exceeding 90kms/hr speed limit' have also increased by 60% over the first three weeks of Alert Level 4. AT GPS data also shows a 53% increase in average vehicle travel speeds on urban arterials.

During Alert Level 4, NZ Police are applying an 'Educate, Encourage and Empathy' approach, with 'Enforcement' as a last resort. 700 checkpoints have been established across the district and these will also help address speeding behaviours. There were no road fatalities during the Easter period, which is rare.

The steady increase in vehicle speeds on arterials during Alert Level 4 is a real concern with large numbers of people also walking & cycling on the roads. This risk is likely to increase as we shift to lower Alert Levels and plans for an emergency speed limit change are being proposed to manage the risk. A decision for implementation at Alert Level 3 and 2 will be made at the Board meeting this week.

¹ Full area of operation (i.e. AT and NZTA); Any level 3 or higher classified incident with a 'full' or 'partial' closure Police