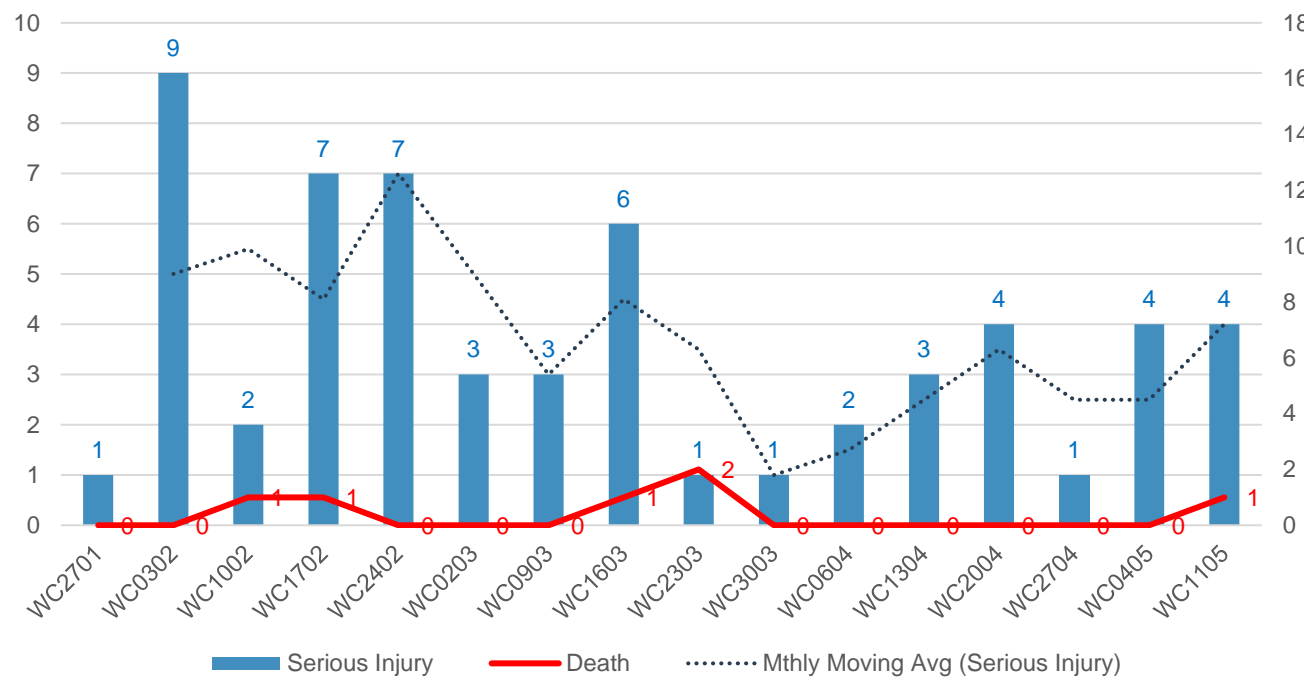


Week ended 10 May – Serious Incident Closures and Deaths / Serious Injury

ATOC ¹ WTOC SCU	Incident Type	Description	Location	Boundary	Full Partial	Death	Serious Injury	Closure Duration (HH:MM)	Lead Responder	Urban/ Rural	Speed Envrnmt & Risk
ATOC	Train vs Ped	Crash	Bruce McLaren Rd/Railside Ave, Henderson	Auckland Arterials	Full	1	0	02:07	Police	Urban	NA
ATOC	Car vs Car	Crash	Sandspit Rd/Park Lane, Warkworth	Auckland Arterials	Full	0	2	02:18	Police	Rural	Low 80km/hr
ATOC	Car vs 2 x Parked Cars	Crash	67 Surrey Cres, Grey Lynn	Auckland Arterials	Full	0	1	03:47	Police	Urban	High- Medium 50km/hr
SCU	Car vs Ped	Crash	Caspar Rd, Papatoetoe	Auckland Arterials	Full	0	1	14:03	Police	Urban	High Personal 50km/hr

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

Auckland ATOC & SCU Death & Serious Injuries - by week (16 weeks data)



*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)

Weekly ATOC DSI has steadily increased since the week ending 23 March 2020.

There were four reported serious injury crashes and one death in the week ending 10 May. Note that one of the reported serious crashes consisted of two passengers with serious injuries.

One serious crash involved the driver of an SUV travelling on Caspar Road, Papatoetoe (High-risk Road, no crossing facilities & 50km/hr speed limit), which then stopped and reversed into a pedestrian crossing on the road towards the shops.

One serious crash involved the driver of a vehicle losing control on a moderate right-hand bend on Sandspit Rd (Low Risk Rd with 80km/hr speed limit), crossing the centreline and hitting another vehicle in the oncoming lane. This crash resulted in serious injuries to both occupants in the two vehicles.

The other serious crash involved a vehicle decamping from a Police patrol vehicle (the driver was suspected to be under the influence of drugs/alcohol as well as exceeding the speed limit of 50km/hr) on Surrey Cres, Grey Lynn. The vehicle lost control on a moderate left-hand bend, drifted across the road and struck two parked cars on a residential property.

A person walking was killed by a train when traversing the public non-gated level crossing from Bruce McLaren Rd., Henderson. The person had crossed the first set of rail tracks and entered the second set when they were struck by the train.

Week ended 11 May – COVID-19 Related Health & Safety (H&S) Issues

Overview

The H&S team continues 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 11 May 2020

1. Figures across all areas being managed via Synergi remain fairly consistent but instances of Threats and Aggression continue to rise.
2. Further work is being done to refine the Synergi reporting to highlight how many people are currently self-isolated versus the ones who are able to return to work.

H&S C-19 inputs

The H&S team have continued working on reviewing Start Up Plans for Project Management area of Portfolio Delivery department (Projects and Strategic projects) and have also managed to review other (non-project) plans within the Integrated Network areas.

As previously indicated, the Start Up Plans have been reviewed against the requirements laid down by the regulator (WorkSafe) – with 59 out of 60 projects currently reviewed, along with all the maintenance activities. Capitalising on the recommencement of construction activities, a further 7 Authorisations to Work were processed in the last week for new construction work.

The H&S team continued working closely with the Culture and Transformation team regarding Level 2 Return to Office planning for the wider business (e.g. 25% initially, increasing to 50%). The work was conducted in line with guidance documentation circulated to the wider ELT at the end of April and was completed by 8 May.

Work has continued regarding supporting those individuals working from home with specialist ergonomic needs. As previously mentioned, the process involves a remote assessment, albeit carried out remotely, utilising the skills of the Safety departments resident Occupational Health & Safety Specialist. Currently 20 AT employees have utilised this service, with 12 cases now closed and 8 still active.

As we move towards a likely Level 2 scenario, the emphasis will still be on workers working from home if able. It is therefore expected that this number will continue to grow as more employees opt to continue working from home for as long as possible, although it is noted that some workers have specific ergonomic requirements. Hence, it may be easier to accommodate them in the office environment sooner rather than later.