

## Week ended 27 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. Figures across all areas being managed via Synergi remain fairly consistent but it should be noted that a number of people captured as “Self-Isolation” have now moved out of that category.
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.

### Health & Safety COVID-19 inputs

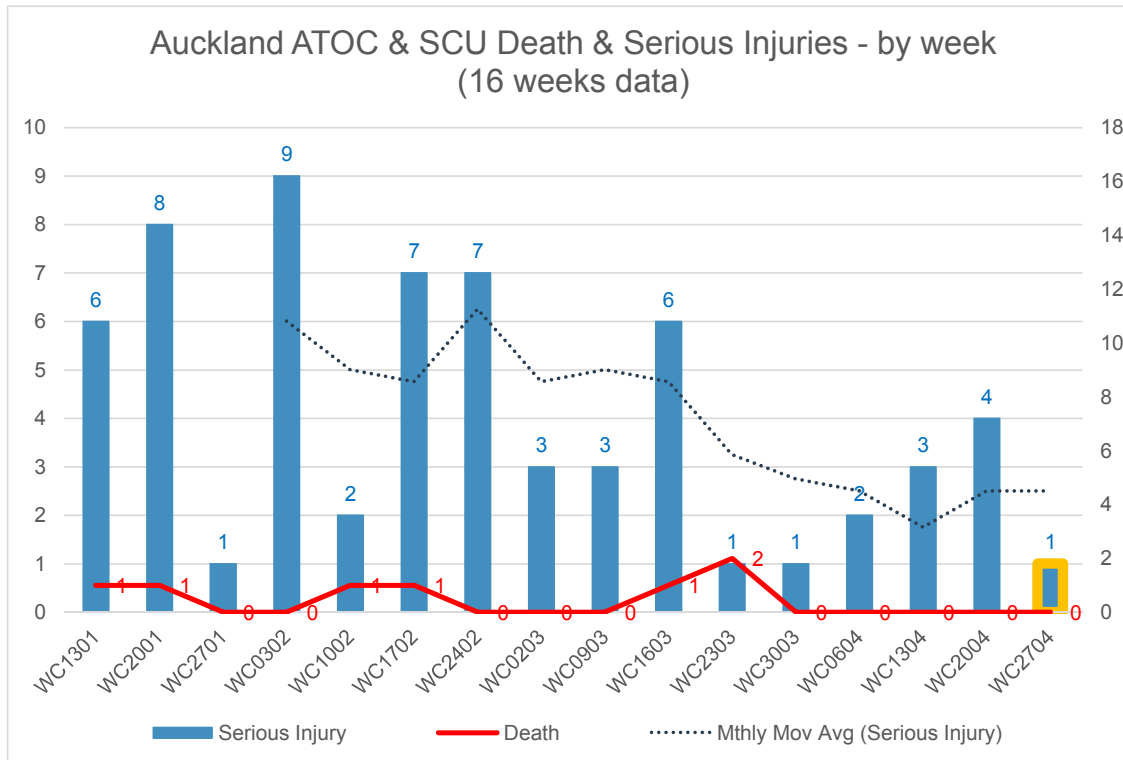
The H&S team worked closely with AT’s Project Management / Portfolio Delivery teams and worked a considerable number of hours over the long weekend resulting in the bulk of the start-up plans being formally reviewed, in preparation for Tuesdays recommencement of work. Further work will continue this week in finishing the review of those plans plus starting to review other (non-project) plans within the Integrated Network areas. A program of inspections including specifically responses to the COVID- 19 pandemic is in train.

The Start Up Plans have been reviewed against the requirements laid down by the regulator (WorkSafe) – with 43 out of 49 projects having currently been reviewed.

As mentioned last week, a new enhancement being offered via H&S relates to ensuring employees are physically set up to continue working from home for the foreseeable future. This process involves an ergonomic assessment, albeit carried out remotely, utilising the skills of the Safety department’s resident Occupational Health & Safety Specialist, and currently 10 AT employees have utilised this service. It is expected that this number will continue to grow as more employees opt to continue working from home for as long as possible.

**Week ended 26 April – Serious Incident Closures and Deaths / Serious Injury**

ATOC <sup>1</sup> WTOC SCU	Incident Type	Description	Location	Boundary	Full Partial	Death	Serious Injury	Closure Duration (HH:MM)	Lead Responder	Urban/ Rural	Speed Limit
SCU	Car vs Ped	Crash	Te Irirangi Drive, Clover Park	Auckland Arterials	Partial	0	1		Police	Urban	60km/h



The monthly moving average for road deaths and serious injuries (DSI) has reduced significantly since week ending 3 February 2020.

There were no road deaths reported on the Auckland road network in the recent week ending 26 April 2020. However, as outlined in the graph in yellow, there was one NZ Police reported serious injury crash last week.

The crash involved a vehicle that was travelling on the four-lane 60 kms/h Te Irirangi Drive. This is an urban arterial towards Flatbush when a 4-year-old boy ran across the road lane, was hit by a car and suffered a fractured pelvis. This arterial is a known 'Medium-High' crash-risk location that does not operate at 'safe and appropriate speeds' and has an unprotected cycle-lane and limited crossing opportunities.

Vehicle speeds continued to increase on empty arterials over the ANZAC weekend. The Police have been carrying out regular checkpoints across the region and there were no road fatalities during this ANZAC Day long weekend period, which was rare.

AT has implemented a number of emergency speed management measures over the weekend to protect people walking and cycling as Auckland transitions to Alert Level 3. Last week's serious injury reinforces the need for continued speed management at known and emerging crash-risk locations.

\*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)

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