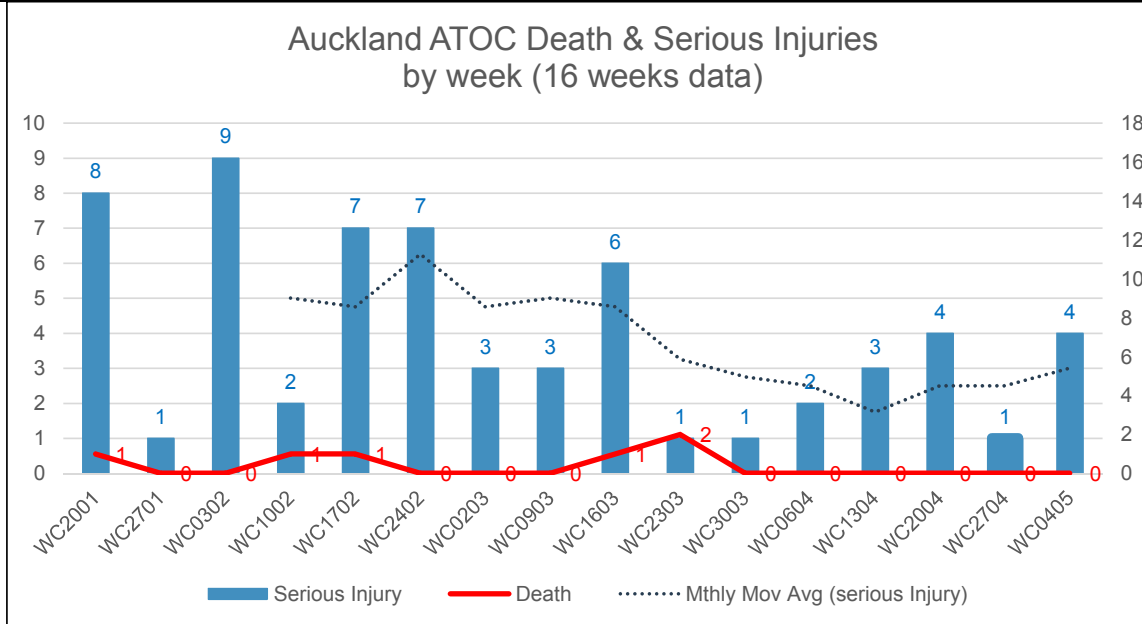


**Week ended 3 May – Serious Incident Closures and Deaths / Serious Injury**

ATOC <sup>1</sup> / WTOC	Incident Type	Description	Location	Boundary	Full / Partial	Death	Serious Injury	Closure Duration (HH:MM)	Speed Limit	Lead Responder	Urban/ Rural
ATOC	Crash	Car run off road	717 Huia Rd	AKL Arterials	Partial	0	1	3:14	70 km/h	Police	Urban
ATOC	Crash	Cyclist fell from bike due to health issue	223 Sunset Rd, Sunnynook	AKL Arterials	Full	0	1	0:31	50 km/h	Police	Urban
ATOC	Crash	Truck v cyclist	Glenfield Rd / Bentley Ave	AKL Arterials	Partial	0	1	2:41	50 km/h	Police	Urban
ATOC	Crash	Car run off road	Fred Taylor / Baker Lane	AKL Arterials	None	0	1	N/A	50 km/h	Police	Urban



Weekly ATOC DSI has steadily increased since week ending 23 March 2020. There were four ATOC reported serious injury crashes in the week ending 3 May 2020 and no deaths on our Auckland road network.

Two separate serious crashes involved vehicles traveling at unsafe speeds, losing control and leaving the road to impact roadside objects. The Huia Road location has a Medium-High crash-risk and the posted speed limit of 70km/h is not safe. Residents have been advocating for a speed reduction for years.

One serious crash involved an Attenuator Truck clipping a bicycle at a 'pinch-point' in the 50km/h Glenfield Town Centre. This is also a known crash-risk location for people walking, cycling and motorcycling and requires further investigation/mitigation.

The Cyclist versus Truck serious injury raises concerns about a potential increase in such crashes as the increased walking & cycling from Alert Level 4 cascades into the increased Truck & vehicle movements of Level 3. Police also report higher levels of vehicle movement than anticipated in Level 3. Recommend that the Crisis Management Team (CMT) follow up the Huia & Glenfield crashes with a prompt investigation.

\*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 Police  
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## Week ended 4 May – COVID-19 Related Health & Safety Issues

### Overview

The Health & Safety (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 4 May 2020

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

### Health & Safety COVID-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 56 out of 58 projects having currently been reviewed along with all the maintenance activities. Of note 7 Authorisations to Work have also been processed since the move to Level 3 for new construction work.

Jeremy & Michelle from the H&S team are working closely with Andrew Marshall from Corp Accommodation, as well as members of the C&T team regarding Level 2 Return to Office planning for the wider business. This work is being conducted in line with guidance documentation circulated to the wider ELT at the end of April and is expected to be completed by 8 May.

Work has continued regarding supporting those individuals working from home with specialist ergonomic needs. As previously mentioned, the process involves an ergonomic assessment, albeit carried out remotely, utilising the skills of the Safety departments resident Occupational Health & Safety Specialist. Currently 13 Auckland Transport employees have utilised this service with 7 cases now closed and 6 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 expected that this number will continue to grow as more employees opt to continue working from home for as long as possible.