



OSBORNE
INFRASTRUCTURE



MAKE BETTER DECISIONS

February 2022

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February 2022 - STOP Think!



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Hello and welcome to our February STOP Think! Cascade Briefing, where I am delighted that we can share lots of learning across our business and the rail and highways markets within which we work.

Core Values at the Heart of our Success

Whilst it is usual that I would be updating our Business Plan ahead of the new financial year, this year it is particularly exciting as it is our first Business Plan as a standalone business. This therefore not only provides the opportunity to set out the ambitious growth and performance improvements that we are targeting over the coming years, but it also enables us to set out our new business proposition too.

Whilst we will add a greater focus on areas such as innovation, lean, carbon, social value, digitalisation, inclusion and driving increased value and efficiency, the core values and principles that underpin everything that we do will remain unchanged. The values of Quality, Integrity, Openness, Caring and Progressive remain as valid today as they were when they were first introduced to the Osborne business last century!

Despite our change of ownership, I have absolutely no concerns that we will stay true to these values that have served us so well, because our business is ultimately about you, our people, our customers, and our valued suppliers. I genuinely believe that we have a special culture that is embedded in our heritage, an authenticity that is reflected in everything that we do: the way we treat each other and the close relationships that we have together, built on respect, honesty and fairness.

Sustainability at the Heart of our Decision Making

I hope you enjoy our new section that focusses on how we can, and must, work together to offer long term and sustainable solutions that include carbon management and environmental improvement. We will be increasing our focus on these essential topics over the coming weeks and months and indeed the key themes around people and planet will feature heavily in our new Sustainability Strategy and our Business Plan. I look forward to sharing more on this with you over the coming months.

Thank You! Everyone Home Safe

Following the difficult period we had last winter with regards to our safety performance, it is really pleasing that all of our people went home safely in December and January, without a single accident. This really is an excellent achievement and is a result of an enormous amount of hard work from everyone across our projects. Please do keep the same focus through the remaining winter months and into the spring.

Please Take the Time to Talk

The month of February hosts "Time to Talk Day" run by Time to Change, encouraging everyone to talk about mental health. Nearly two years on and Covid-19 is still impacting people's lives, whether it be through illness, isolating team members, or the nervousness of returning to offices; the mental health impact continues to be significant.

This year's theme is about taking the time to connect with your colleagues and opening up a conversation about mental health. So please take time to ask how people really are and show that you really want to know by listening. You don't have to be an expert, often a simple chat over a coffee is enough to make a difference. Please help to provide that support network that our people do so well in Osborne. Thank you.

Stay safe and well and have a good month.

John Dowsett
CEO - Osborne Infrastructure Ltd



Farnborough Unsafe Work at Height



What Happened?

An operative working for one of our suppliers accessed a flat roof to unblock a gutter in response to a 2-hour fault. He was on the roof for a short period of time to clear the gutter but during this work was at risk of a fall.

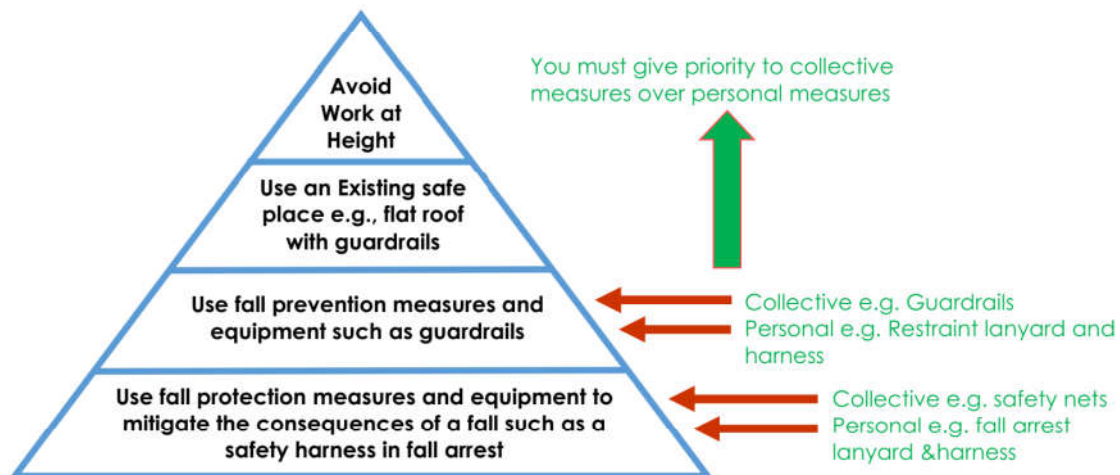
The incident is being investigated and a further communication may be issued with further lessons learned.

Impacts

- Possible fall from the roof resulting in serious injury or worse.
- The incident was not reported until 7 days after it occurred which delayed the investigation.

Immediate action

- With immediate effect and until further notice no work at height (which includes getting up and down) will take place on any Rail Services projects or reactive faults unless:
 1. A site-specific risk assessment has been completed, and
 2. The site-specific risk assessment has been reviewed and accepted by the OIL Site Manager (or Senior Person) responsible for the work, and
 3. A direct conversation has taken place between the OIL Site Manager (or Senior Person) responsible for the work and the person completing the risk assessment to confirm the control measures to be used for the work.
- Where it is agreed that work can go ahead you must ensure that it takes place in accordance with the risk assessment completed to meet the hierarchy of measures set down in the Work at Height Regulations, see below:



Finally, all injuries, near misses and close calls etc. MUST be promptly reported to the SHE hotline on **07971 125180**. Make sure you also inform your line manager or supervisor.

STOP Think – Seek advice on control measures if you are not sure!

Last Updated: 17/01/2022



Woking Unsafe Work at Height



Woking – Unsafe system of work

What Happened?

The close call shown in the photo at Woking is the second involving unsafe work at height in as many weeks (following that at Farnborough) and has indicated that key messages on controlling work at height are not getting through to those planning and undertaking these activities.

Two operatives were re-pointing a brick wall, one from an unprotected flat roof and both using untied/unsecured ladders.

There was no risk assessment for the work. Neither was wearing a safety helmet and the works were not segregated by barriers or fencing.

The OIL Site Manager had thought work was being completed from mobile access towers, so this indicated that there was little or no communication between them on the work and how it was to be done.

Impacts

- Possible fall from the roof or ladder resulting in serious injury or worse.
- Reputational damage with our customer Network Rail

Immediate action

Rail Services Managers must ensure that the key messages from the STOP Think moment issued on the 17th January 2022 are re-briefed to all direct labour and suppliers, that work at height must not take place unless:

1. A site-specific risk assessment has been completed, and
2. The site-specific risk assessment has been reviewed and accepted by the OIL Site Manager (or senior person) responsible for the work, and
3. A direct conversation has taken place between the OIL Site Manager (or senior person) responsible for the work and the person completing the risk assessment to confirm the control measures to be used for the work.

Direct labour and our suppliers must confirm to their respective Route Project Managers that they:

1. Understand the requirements above, and;
2. They are using the current version of the OIL Reactive Risk Assessment and CPP form (see opposite) and it is available for their use, and;
3. All persons are aware that they must speak up and to decline any job or task that they feel is unsafe.

All work at height within planned and reactive rail services works have been stood down whilst the above actions are undertaken.

Reactive Risk Assessment

STOP Think – It's OK to speak up and stop work if you have concerns.

Last Updated: 24/01/2022



High Potential Near Miss – Cable Strike



Damaged Loop cable

What Happened?

A supply chain operative was hand digging in the verge adjacent to the M25. He was using an insulated shovel. He had already located and exposed the 'loop' cables which are linked to the overhead signal gantries so they were visible above ground. The operative struck the cables with the shovel breaking one of the 4 cables. This caused a fault on the signals on the gantry. There were no injuries to the operative and no disruption to the highways network.

Impacts

- Whilst it was a low voltage signal that was damaged had it been a cable that carried electricity it could have caused serious injury to the individual or worse.
- Reputational damage with our customer Connect Plus

Immediate action

Managers and Supervisors should brief the key messages from this STOP Think moment to all direct staff and suppliers working on OIL projects.

1. Exposed cables should be protected.
2. The cables can be placed within split duct whilst the excavation continues around them, or
3. Elevate and support the cables away from the excavation whilst any digging continues around them.
4. Protection measures for exposed pipes and cables should be detailed within the safe system of work (RAMS/WPP etc.).

OIL staff and our suppliers must confirm that they:

1. Understand the requirements above, and,
2. Have read and understand the Guidance contained within Avoiding Danger from Underground services INF-SHE-GID-9100-2110 (OIL personnel)
3. Have read and understood internal safe digging procedures and guidance (supply chain).



Avoiding Danger from Underground services INF-SHE-GID-9100-2110

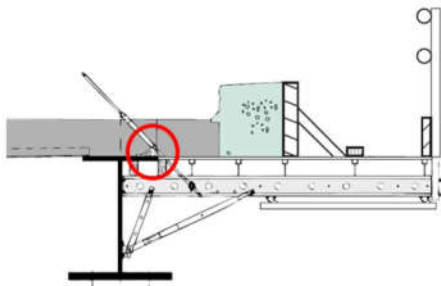
All excavation work involving buried services must be properly planned and carried out using safe dig techniques. Method statements and Risk assessments must be site specific. Permits to Break Ground must be completed correctly by the OIL Buried Services Co-ordinator.

STOP Think – Cables should be protected during excavation works

Last Updated: 03/02/2022



Cantilever Formwork Studs Failure



Example of typical falsework/formwork with stud position highlighted
(Diagram taken from 'Formwork Guide to Good Practice')

What Happened?

During construction of a composite multi-span bridge, formwork was required to construct the cantilevered section of bridge deck and parapet on either side of the structure.

Works to install the cantilevered formwork units to the top flange (weathering steel) of the permanent bridge beams were approximately 40% complete when 3no. M24 stud fasteners were found to have failed.

The formwork system which was being installed is constructed in modules of between 4m and 6m length. Each module is secured with 3no. or 4no. studs which are drawn arc welded on to the top of the steel beams. In total approximately 190no. studs were welded to the beams. These studs are safety critical fixings, failure of the studs whilst in use could result in a catastrophic failure of the temporary works,

These failures occurred before the studs were loaded. There appears to have been two separate failure mechanisms. 2no studs failed midway along the stud thread, 1no. stud failed at the weld location. The studs were welded to the beams during the permanent works fabrication process and tested in accordance with the temporary works design specification & relevant industry standards.



Formwork stud which failed within the thread.



Formwork stud which appears to have failed at the weld.

Immediate Actions

Formwork modules which were oversailing the live carriageway and a Non-Motorised User (NMU) route were removed immediately. Units where failure would not affect the public were secured with supplementary failsafe chains whilst further investigations were undertaken.


Initial Investigation Findings

Initial investigations have found that the studs welded on the beams may not be compliant with industry standards for hardness and elongation. Similar threaded weld studs are used widely across the industry.

Investigations are on-going. A report will be issued once investigations have been completed.

A CROSS (Collaborative Reporting for Safer Structures) report will also be issued if the investigation findings are deemed to require one.

STOP Think! Have a conversation. Make the safe choice

Last Updated: 04/02/2022 



With thanks to **Catriona Cliffe**, Sustainability Director for sharing her expertise.

The Importance of Carbon Reduction



Why is carbon so important and what do we do?

Net zero is not a passing trend. It is part of a long-term shift to decarbonise economies in response to a climate emergency.

- Following COP26 there is an increasing interest in net zero target setting. The industry is seeing a bit of momentum in seeking decarbonisation by encouraging organisations to set net zero targets.
- While innovation is still required in some areas this should not prevent companies taking action now to minimise greenhouse gas emissions while also actively considering significant shifts in their business model.
- Setting a target date for net zero emissions is an important step for a company, and the SBTi draft criteria states that the net zero target year shall be no later than 2050.

Carbon emissions can be categorised into three groups or 'Scopes' by the most widely-used international accounting tool, the Greenhouse Gas (GHG) Protocol.

- **Scope 1** covers direct emissions from owned or controlled sources e.g. fuel and vehicles.
- **Scope 2** covers indirect emissions from the generation of purchased electricity, or fuel for heating and cooling systems .
- **Scope 3** includes all other indirect emissions that occur in a company's value chain e.g. materials, waste, business travel

What is net zero ?

The **Science Based Targets initiative (SBTi)** has defined net zero targets for corporates as follows:

"To reach a state of net zero emissions for companies implies two conditions:

- 1. To achieve a scale of value-chain emission reductions consistent carbon reductions that limit warming to 1.5°C with no or limited overshoot and;*
- 2. To neutralise the impact of any source of residual emissions that remains unfeasible to be eliminated by permanently removing an equivalent amount of atmospheric carbon dioxide."*



What is carbon neutrality?

There are a number of key differences between carbon neutrality and the SBTi draft definition of net zero:

1. The boundary of a net zero target includes global Scope 1, 2 and 3 emissions of the organisation, whereas carbon neutrality for an organisation only requires Scope 1 and 2, with scope 3 emissions encouraged but not mandatory.
2. The boundary of a carbon neutral claim can refer to a specific product or service instead of encompassing the whole organisation in the case of net zero.
3. The reduction in reported emissions required differs. Net zero targets must align to a 1.5°C science-based target, whereas the level of ambition of a carbon management plan for carbon neutrality is not specified.
4. The approach to residual emissions differs, with specific greenhouse gas

removals required for net zero targets, whereas carbon offsets are accepted for carbon neutrality.

What can we do as contractors?

- Measure Scope 1, 2 emissions and work together with our supply chains to analyse Scope 3 emissions such as materials
- Set a 1.5°C aligned science-based target for your operations and value chain.
- Work together to identify carbon reduction options to reduce the baseline such as:
 - ✓ EV Charging.
 - ✓ Alternative Fuels.
 - ✓ Research into material alternatives for concrete and steel.



Thank you to our Flitwick Transport Interchange Team for your Carbon Reduction Measures

Our Team at the Flitwick Transport Interchange project have now installed and are using electric car charging points, along with direct electric to the cabins and eco-cabins, helping to reduce their carbon emissions!

Great work Team!



Five things to know about **Flooding** and **Climate Change**



Heavy rainfall has battered the UK this winter causing widespread disruption. The Environment Agency has issued hundreds of flood warnings and evacuated many from their homes.

Is this unpredictable weather normal, or is there a link between flooding events like this and climate change?

Here's five things you should know climate change and flooding.

1. A warmer atmosphere holds more moisture.

According to the Intergovernmental Panel on Climate Change (IPCC), the atmosphere is about 0.75 degrees warmer than it was at the start of the century, which means it can hold 5-6 per cent more moisture.

That doesn't automatically mean more heavy rainfall for the UK due to complex weather patterns, but it does mean that the volume of rainfall may increase when it does pour.

2. Evidence that rainfall is getting heavier.

Globally, it is hard to distinguish any trend in the intensity or frequency of flooding due to climate change as records in the measurement of rainfall and flooding are variable. But in Europe, where more data on rainfall exists, there's some evidence for a trend towards heavier rainfall.

A recent study finds greenhouse gas emissions contributed to observations of more intense precipitation over two thirds of the northern hemisphere between 1950-2000.

3. The cause of specific weather events is hard to determine.

In general, scientists are wary of attributing specific extreme events to climate change because it's impossible to say whether an event would have happened if global temperatures weren't increasing. However there is some evidence to suggest that the rise in global greenhouse gas emissions increased the risk of flood by up to 90 per cent.

4. Scientists predict that heavy rainfall will increase in the future

Surface water flooding occurs where heavy rainfall can't absorb into the ground or drain away. River flooding, closely linked to surface flooding, occurs when streams burst their banks. Coastal flooding results from high tides, storm surges and sea level rise.



A government study on climate change risks predicts that the UK will experience more intense rainfall and more frequent high river flows in the future, particularly during the winter.



5. Flooding isn't just about rainfall; it's about land use too.

Flooding and extreme precipitation go hand in hand, but they aren't the same thing.

While climate change may directly alter precipitation in the UK, flooding is a consequence of heavy rainfall which also has a human component.

For example, changes in land use, such as building houses on flood plains and paving over natural surfaces, are making people more vulnerable to flooding.

So, in summary, it's pretty difficult to assess the effect climate change has on flooding. While in theory warmer temperatures may lead to more rain, the climate system is pretty complicated in practice. It looks likely that the UK will experience more surface, river and coastal flooding in the future, but it's hard to be more specific than that. For more information on flooding go to;

[Environment Agency](#)

[Carbon Brief](#)

Beavers as Flood Engineers

Beavers were hunted to extinction in Britain around 400 years ago due to their fur and natural oils that were used in medicine. Forward to 2009 and the Scottish government reintroduced beavers from Norway to Knapdale forest in Argyll for a trial. Their success as natural and 'elite eco-engineers' means that Scotland has now made them a protected species and England are looking to follow suit.

In 2020 the government took a cautious step to develop proposals to reintroduce beavers into the wild because they are deemed one of the best options for 'recovering river corridor biodiversity'.





Trials are currently happening in Devon and since their introduction on the River Otter, the beavers have built 13 dams which collectively hold back nearly a million litres of water in ponds and pools.

The result has been that peak flows have reduced by 30% during storm events, improved base flow of the river even in periods of drought, and a reduction in flood peaks due to felled trees and the dam surface areas. By creating sustainable pools of water, they attract diversity into the ecosystem and are a support to rewilding.

While beavers are brilliant flood engineers, and work well in rural and isolated locations, they do need space and there are problems where they interact with manmade landscapes such as impacts on landowners with orchards, and blocked culverts. Time will tell whether they are a viable option for more lowland rivers.

However, for the time being let's celebrate this industrious little flood engineer that is helping rivers recover from manmade activities.

Early Spring Nesting Birds

Officially spring in the UK starts in late March, however with the effects of climate change it is occurring earlier. With this in mind, please get ready for nature as it awakens from hibernation, to ensure our project progression is not disrupted. Although not an exhaustive list, these protected and invasive species reappear in spring;

Greater Crested Newt, Nesting Birds
Dormice, Reptiles
Japanese Knotweed, Giant Hogweed
Himalayan Balsam



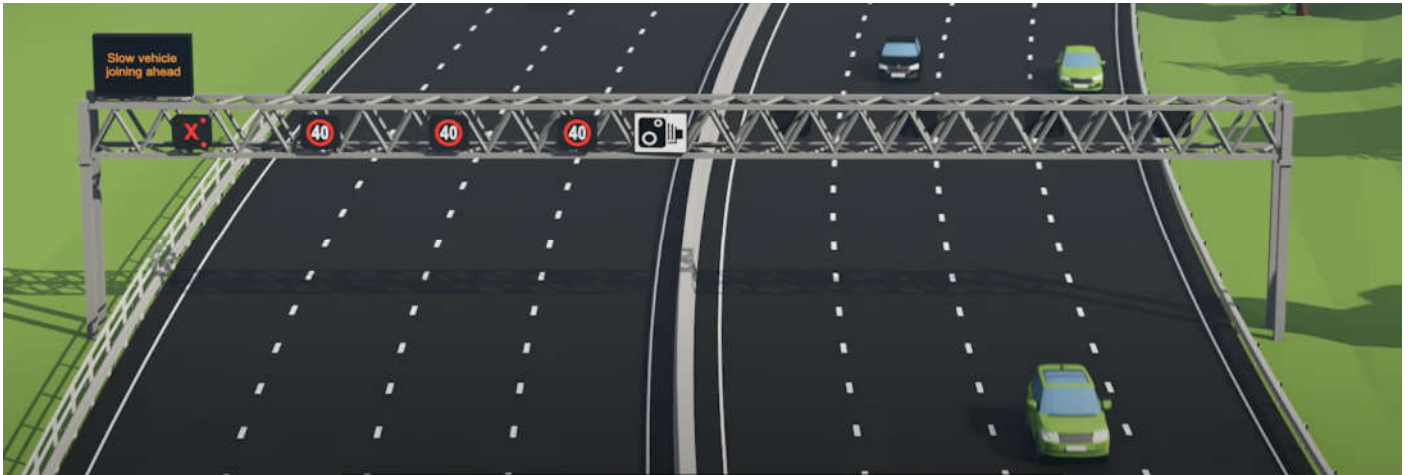
When planning your works during this period, please take the following points into consideration:

- Ensure vegetation clearance is complete before birds begin to nest.
- Please ensure the window for ecological surveys is not missed. Some species can only be surveyed at particular times of year such as in the spring and autumn
- Please deliver Toolbox Talks on protected and invasive species that reappear in the spring, so we can quickly identify them and avoid further risk.



Driving on Smart Motorways

Around 10% of the motorway network is now made of smart motorways so it is really important to understand how they work. To help increase driver knowledge and confidence when driving on smart motorways National Highways has launched a new campaign.



Please do take a look at the campaign material that is available on the National Highways website;

Driving on Smart Motorways

It includes a video that very simply explains the safety features and the technology used, along with everything the road user needs to

know about driving on smart motorways including the red x, live lane breakdowns, variable speed limits and emergency areas.

Many of us are smart motorway users, either occasionally or regularly. So please do share this information with your family, friends and colleagues to help us all to drive safely on the smart motorway network!



Highways Code Update

As you have no doubt heard across the radio and television, from the end of last month the Highway Code has changed with the aim of improving safety for people walking, cycling and horse riding. Every road user still has a responsibility to keep themselves and each other safe, and the changes mean being ready to give priority, leave space and be considerate of others.



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Learning Together

February 2022 - STOP Think!



In summary, irrespective of your method of transport, a new hierarchy of road users has been introduced to ensure those who can do the greatest harm have the greatest responsibility to reduce the danger or threat they may pose to others. This means:

- You now should give people crossing and waiting to cross, and cyclists going straight ahead, priority when turning in and out of junctions.
- You now should leave at least 1.5 metres when overtaking people cycling at speeds of up to 30mph and give them more space when overtaking at higher speeds.
- When driving, you should now pass horse riders and horse-drawn vehicles at speeds under 10 mph and allow at least 2 metres of space.
- You should now allow at least 2 metres of space and keep to a low speed when passing a pedestrian who is walking in the road.
- Car users should now open their doors with the hand furthest from the door, to help them look over their shoulder to see cyclists or pedestrians nearby.
- People may cycle in the centre of the lane or two abreast for their own safety, whilst allowing others to overtake when it is safe for them to do so.



Please ensure you understand all the new changes that can be viewed by visiting;

[The Highway Code - 8 Changes you Need to Know](#)



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Traffic Management Your Learning Modules

High quality Traffic Management (TM) is vital, and it is very rare that we work on the highway without TM, either on the Strategic Road Network (SRN) or any other highway situation, be it rural or urban. High quality Traffic Management not only protects the safety of our teams, but also the travelling public, who travel through our works each and every day.



We are delighted to say that we now have three new learning modules that are designed to increase your knowledge of the methods and standards required to install, maintain and remove TM. The modules also contain information to help support you when choosing and assessing the performance of our TM suppliers, to ensure that we meet the high standards that we and our customers require. The modules cover 12A/B and 12D Traffic Management;

- 12A/B is for all temporary TM on high-speed dual carriageways with a speed limit of 50mph+ and Motorways.
- 12D is for urban and rural roads, either single carriageway of any speed, or dual carriageways with a speed limit of 40mph or less.

For many of you, these learning modules are mandatory, but if you are unsure, please refer to the OIL Delivery Competencies Matrix, which will identify which you should undertake. They are mandatory for all site management and supervision roles.

Please complete the modules as linked below and use the content in future works that we undertake. Thank you!

Traffic Management Competencies and Crew Ratios - 12A/B

Traffic Management Competencies and Crew Ratios – 12D

An Introduction to NHSS 12A/B Traffic Management

Wellbeing Wednesday

To catch up on the February Wellbeing Wednesday session that focussed on getting a good night's sleep, please visit;

[Wellbeing Wednesday February 2022 - Sleep](#)



Safe Working on our National Highways Safety Hub and Passport Portal

Highways Safety Hub Monthly Newsletter



- Issued Monthly;
- Update from the Hub Group;
- Information on Raising the Bar Guidance Documents;
- Industry Best Practice;
- Learning Together Topics;
- Industry Related News Articles;
- What Good Looks Like Examples;
- Updates to the All-Alert Database.

If you would like to view this information, please find the latest edition at:



If you experience any issues using this QR code, or the information provided please report to highwaysafetyhub@gmail.com

Please visit the January 2022 Highways Safety Hub Newsletter by clicking the link below or scanning the QR code opposite;

Highways Safety Hub - January 2022 Newsletter

This edition covers the launch of the Highways Accident Reporting Tool, an update on Raising the Bar 27 – Preventing and Managing Incursions, and much more great information.

The Highways Safety Hub includes much useful information for working safely on the road network along with all the National Highways Safety Alerts;

Highways Safety Hub

As Passport continues to embed across the National Highways network, there is a large amount of information to share with you on the scheme.

Please visit the Passport Portal;

Highways Passport Portal

Or scan the QR Code to access "The Inside Lane", the bi-monthly newsletter dedicated to updates about Passport.



passport

The Inside Lane

What to Expect from Inside Lane:

- Issued once every two months
- Key updates about how Passport is being used
- New features and announcements
- The latest stories and implementations
- Interviews with business leaders
- Lessons other companies have learned
- Key questions answered.

Scan Here



Collaborative Leadership at White Hart Junction



Our team at White Hart Junction, Swindon continue to achieve major milestones, this time in completing installation of the precast units to the new road over rail bridge. An abnormal blockade was used to crane the final units into position, also allowing our team to complete the last of the bulk earthworks filling up to the north side of the new structure. The final concrete pours for the new bridge have also now been completed.

Through collaborative leadership with the contractor working on an adjacent scheme, arrangements were made for them to share our road closures to complete vegetation clearance, providing efficiency and cost savings, and ultimately minimising disruption to the travelling public.

Enormous congratulations to all involved in the safe and efficient delivery of this important infrastructure scheme



Coming Together to Restore the Waterside Line

Our One Team Wessex Development Team have commenced work to enable early design activities for restoration of the Waterside Line, on the eastern edge of the New Forest in the heart of the Wessex Route.



Sharing our Successes

February 2022 - STOP Think!



Preliminary ecological surveys have been carried out, and a collaborative team including, designers, suppliers and rail assurance teams came together to walk the complete 8-mile length of track which includes some really challenging constraints and environmental designations. Over a period of two days the team gathered information to better understand the scheme and the lineside neighbours, including residential, flora and fauna.

The proposed scheme is to reintroduce passenger rail services to the existing freight only line between Fawley and Totton, where it connects onto the South West Main Line. The lines are non-electrified and use legacy mechanical / semaphore signalling and the existing passenger stations will need rebuilding. The truly multi-disciplinary project will include a new parkway interchange, level crossing and track upgrades, and signalling.



Thank you to all involved for a very successful start to this project!

Including our supply chain Mott MacDonald, Thomson Ecology, Deploy and Clermonte Rail Services and our site management, possession and rail assurance team.



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More than just Car Parking!

As another one of our modular car park schemes nears completion, our specialist team are providing more than just a car park for our customers.



This scheme has included a 2-storey print room and office room, 20 electric vehicle charging points, with the infrastructure for a further 80 charging points, and landscaping

to the grounds. The team have also recently been awarded additional external civils works to rejuvenate other areas of the site.

The new modular car park has provided significant savings in cost, time and space to our customer. When the original multi-story scheme went to the planning officer it was recommended for refusal as it was thought to be too imposing for the area. However, using our specialist services with Siderpark, we developed an innovative solution for a single deck structure that provided the same number of spaces that was immediately recommended for approval.

Enormous Congratulations to the Whole Project Team!

For providing bespoke, efficient solutions that plan for the future, and the planet.

Our STOP Think! Culture in Action

When Works Examiner, Jon Pecina, observed unsafe work at height at our A46 Binley project he immediately stopped the works.

The operatives who were using unsafe access at height whilst using vibration tools for the placement of concrete, were moved to a position of safety.

The works were only allowed to continue once access measures had been correctly erected in accordance with the scaffold design.



SHEA Director Neil Wilson (left) thanking Jon Pecina for his actions in preventing a potential incident.



Sharing our Successes

February 2022 - STOP Think!



In stopping the works, Jon demonstrated the highest level of safety commitment through visible and felt leadership, potentially preventing a significant incident from occurring.

Close Call Award Winners

Each Period, our One Team Wessex give an award to the person who has submitted the most significant Close Call that has demonstrated thinking differently, making better decisions and changing lives.

Darren Bradford received the **Period 8** award for his intervention to ensure that a change to the equipment on site was dealt with in the correct way. Darren identified that because there was a change to the size of the forklift, the Lifting Plan would no longer be applicable. He ensured that he had a revised Lifting Plan for the new forklift,

potentially preventing collapse or overturning.

The **Period 9** award goes to **Stuart Duncan** for noticing that the tag and trace survey had incorrectly identified some live gate line supply cables as redundant customer service screen cables. As a result of his intervention, the demolition methodology was re-planned to allow the cables to remain and be protected, preventing potential damage to the service and customer disruption.

Well done to Jon, Darren and Stuart!
Close Calls are a vital part of our learning and safety culture, and you have demonstrated an unwavering commitment to ensure that all our people return home safely every day.

ISO Certification Congratulations

Our management systems have recently been successfully externally assessed. This audit provides evidence to our business and customers of our compliance according to ISO 9001, 14001 and 45001.

No major non-conformances were raised and only two minor non-conformances were identified which is a great result.

Indeed, positive comments were received on numerous items such as our plant and equipment documentation, RAMS and task briefing evidence, Continuous Improvement Panel and visible senior leadership.



Congratulations and enormous thanks to all who helped us to ensure that our management system remains certified



Investing in Our Communities

Thank you to members of our Hertfordshire Structures Framework who have been helping to support the wider communities in which we work. From offering support in CV writing, to mock interviews, they really have been busy!

NEURODIVERSITY AT WORK
GOVERNMENT FUNDED

SERVICE
We can help you look for work through:

- Support for neurodivergent people
- 1:1 support & Skill Building
- Explore what areas of work are right for you
- Work Tasters
- Support from ADD-vance

ELIGIBILITY
To qualify for this government funded project you must be:

- 18+
- Hertfordshire Resident
- Registered with a Job Centre
- Unemployed/Claiming benefits with Neurodiversity or awaiting assessment (ADHD, Aspergers, Autism, Dyslexia)

WANT TO KNOW MORE?
Contact Us:
eMail: worksolutionsteam@hertfordshire.gov.uk
Name: Gary (01442-453 443) or Giorgia (01438-844 911)

ADD-vance The ADHD and Autism Trust is passionate about understanding, embracing and celebrating Neurodiversity. Established over 25 years ago, we believe that thinking differently is a strength. By working alongside families and individuals we create opportunities for neurodivergent people to thrive.

STEP SKILLS
PREPARED FOR SUCCESS IN THE 21ST CENTURY

Department for Work & Pensions
base
matrix
Hertfordshire

They are supporting Hertfordshire County Council's newly formed Pathways to Employment Forum, where key stakeholders come together to discuss employment matters for residents with disabilities.

The aim of the forum is to ultimately enhance the journey for those individuals by;

- Sharing best practise and good news.
- Looking at new initiatives and funding opportunities.
- Educating employers on providing support to employees with disabilities

As part of this project our colleagues are supporting the **“Neurodiversity at Work”** project by providing mock interviews for the project members along with monthly mentoring to build self-confidence.

Well Done and Thank You!

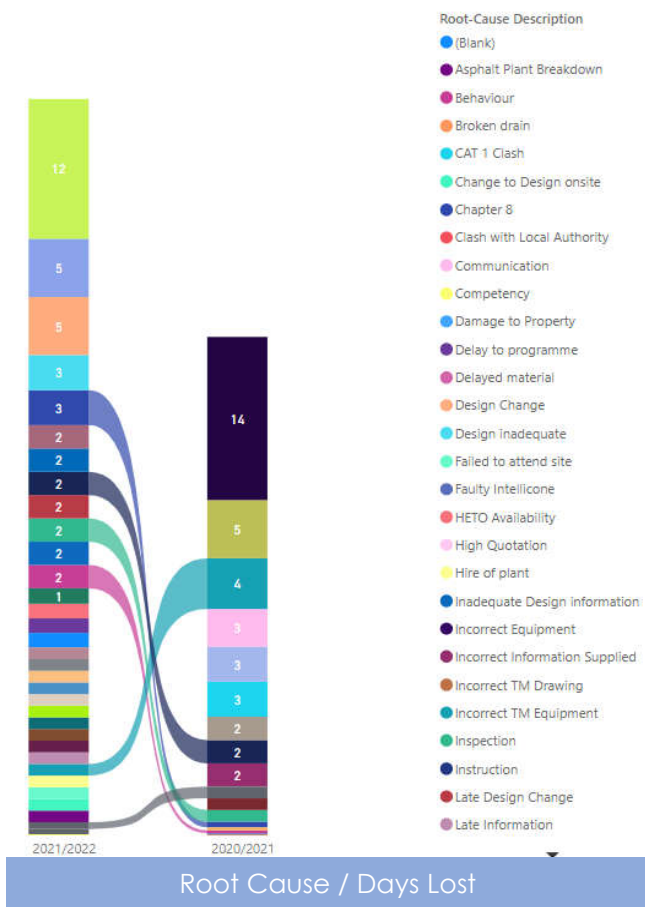
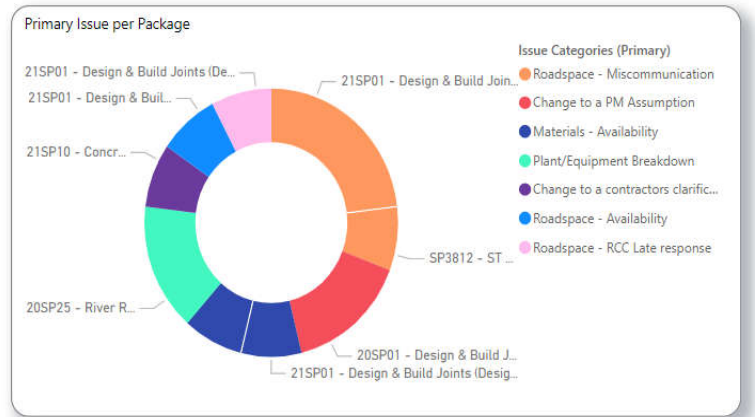
To everyone involved in these fantastic activities that will make a genuine difference to those most in need.



Innovating across our M25 Lifecycle Framework "Cost of Poor-Quality Dashboard" aids Process Efficiencies

Our M25 Lifecycle Framework is taking the use of data to a whole new level - informing their decision making and improving processes through the innovative use of a "Cost of Poor-Quality Dashboard".

Items of poor quality that cause or have the potential to cause a loss of time or money are captured, either from our Improvement Opportunities or from the weekly meetings between the various packages and are collated into a dashboard using Power BI. Accurate pricing and time losses are added to each incident, providing a comprehensive database that focuses on quality and value and can be interrogated in many ways. Potential impacts are also recorded, for example, from delays that occur in accessing the works area.



Package specific trends are captured and shared, and through collecting the data in this way, the team have identified repeated poor-quality incidents that are due to process failures. Indeed, evidence around delays in accessing the site works area have indicated a common cause in the traffic management process, and this is now being used in a community wide lean project to streamline this process.

The dashboard is also used in monthly progress meetings with our supply chain partners to identify real time costs associated with performance and behaviours. Through working collaboratively with the information unique to each supplier, the team have noticed a significant reduction in the number of incidents.

Congratulations to our team for this great initiative, using data to reduce process waste and provide efficiencies across the whole network.

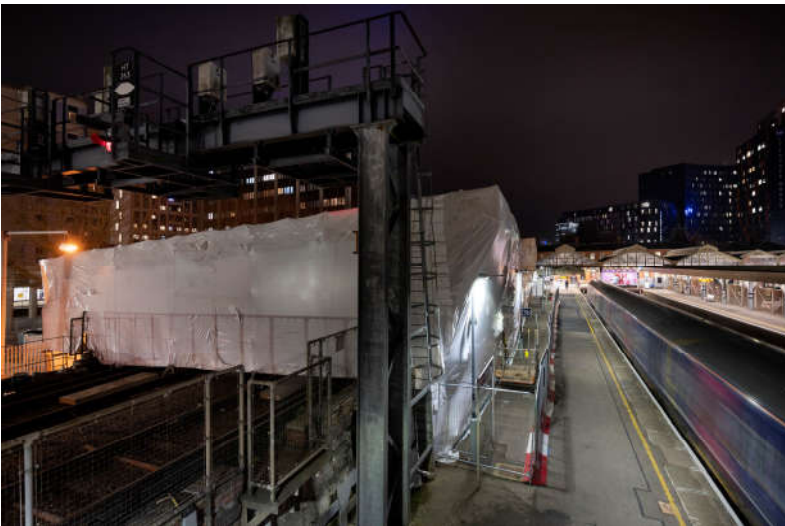
The innovative dashboard has been described as "best practice" by our customer!



Providing a Reliable Railway Service Landport Viaduct Major Blockade Strengthening Works

Congratulations to our team at Landport Viaduct in Portsmouth for their safe and timely delivery of critical strengthening, repair and refurbishment works to the multi-span structure during a nine-day blockade of the railway above.

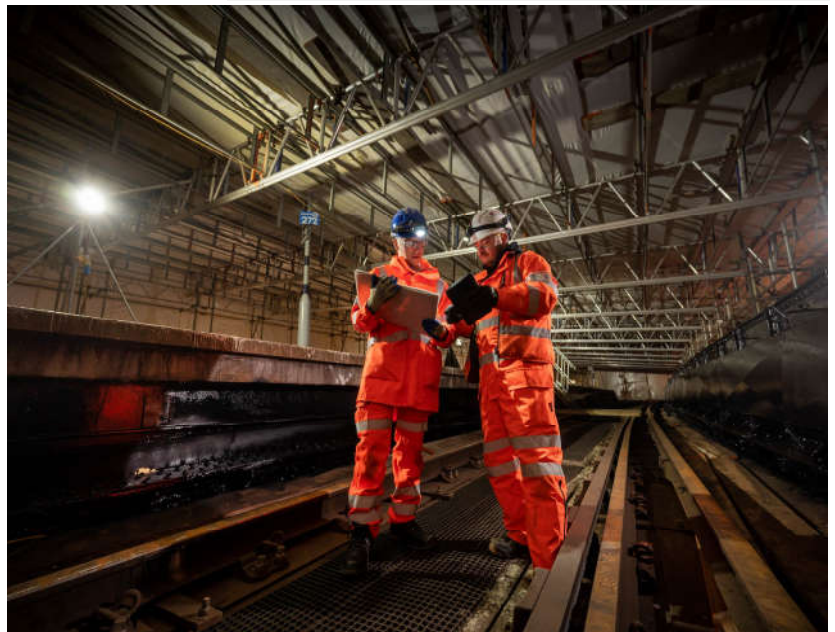
The prominent 1876 Victorian railway structure supports two platforms at Portsmouth and Southsea Station. The blockade allowed essential strengthening works to be carried out to spans 1 to 6 whilst the viaduct was not carrying any load from the trains. Having completed strengthening to spans 7 to 17 last year, the team were very familiar with the technical challenges and restrictions whilst working in the city adjacent to residential flats and hotels.



Between Friday 14th January at 22:00 to Monday 24th January at 04:00, our teams worked around the clock to encapsulate the entire area, prepare surfaces, install strengthening plates, and paint trackside and within the adjacent berthing sidings, also replacing the timber deck with new GRP panels. Using a major blockade significantly increased the efficiency of the works, compared to using weekend closures, minimising the overall disruption to passengers, and providing the opportunity to incorporate additional works.

As part of a fatigue assessment of the structure, a nondestructive testing method called "Eddy Current" was also used to check for cracks at the ends of the cross girders. Based on electromagnetism, the presence of defects causes a change in Eddy Current that can be detected, even through a thin layer of paint.

Congratulations to our team, including our suppliers Alltask, McNealy Brown, Jack Tighe and Keoghs, for your safe and efficient delivery of this essential work that will protect the train service for years to come along this important stretch of railway.



STOP Think! Driving our Culture

A46 Team Strengthen Relationships and Support Local Initiatives

STOPThink! Lead Mick Reeves continues to work with our teams, sharing our culture and helping us to understand why we do the things that we do, so that we can think differently and make better decisions. Mick has continued to work closely with our team on the A46 at Binley, delivering Mental Health First Aid courses and STOPThink! Launch Day sessions, receiving some great feedback along the way;

"I thought it was an excellent day... I came in expecting a typical "health and safety" delivery which would usually put people's mind to sleep - it was nothing like that. So thank you! You kept it interesting, intriguing, short, focused and relatable...!"



These sessions have now created an additional 15 Mental Health First Aiders and many of our new starters, from all areas of the business, are now engaged with STOPThink!

With the plan being that the A46 team will move directly from their current project to the upcoming Walsgrave project, complete with their suppliers and the same customer, Mick is working on several more events to strengthen the collaborative team and ensure that the learning is captured and carried forward. Mick commented;

"We will look at all the good and not so good things that have happened at Binley. The thinking, the decisions and the behaviours and use them at Walsgrave, to positively influence the culture."



The upcoming events will include;

- Safety Leadership including Insights Discovery profiling.
- The virtual' STOPThink! 4 Module.
- STOPThink! site inductions for EVERYONE.
- Project pre-start workshops.
- Co-ordinated STOPThink! stand downs and toolbox talks.

Supporting Local Initiatives

Our team at Binley have also made a tremendous difference to many through their collaboration with the Coventry Foodbank, which is located less than a mile from the project.



07971 125 180 24 hour Infrastructure Advice & Reporting

Feedback to: julie.king@osborne.co.uk

www.osborne.co.uk

What Good Feels Like

February 2022 - STOP Think!

OSBORNE
INFRASTRUCTURE

The Coventry Foodbank operates from the Halo Centre, which is run by "Feed the Hungry", an international charity that works to reduce world hunger.

In partnership with Feed the Hungry, the Coventry Foodbank provides emergency food for people in crisis across the city of Coventry. Their core belief is that no community should have to face going hungry, so they provide three days' of nutritionally balanced emergency food parcels and support to local people who are referred to them and living in crisis.

LeSEA Global

FEED THE HUNGRY

A full life feels good.™

They operate 14 foodbank centres around the city and the 25,000 ft² warehouse at The Halo Centre which manages the distribution of all food parcels.



- In 2021, Coventry Foodbank fed over **23,000 people**.
- On average each month they are feeding **2,000 people**.
- Since they first began operating 11 years ago, they have fed over **220,000 people** and given out over **90,000 food parcels**.

The Binley project first became involved with Coventry Foodbank in 2019 when they supported their Christmas appeal. Since then, they have continued with monthly donations, currently amounting to more than £1000! This Christmas alone the food donation from the Binley project weighed in at 142kg! Osborne site team members, including Bob Pettipher and Steve Brassey, have personally volunteered to assist them in their efforts, including the preparation for their 10 year celebration event, at which Bob proudly represented Osborne.



The Halo Centre also hires out their training room which we have regularly used for meetings, STOPThink! sessions and Mental Health First Aid courses. The rooms are well equipped with high level audio and visual technology. The lunches are fantastic value and nothing is ever too much trouble for Claire and her team! To make an enquiry email claire@feedthehungry.org.uk.

Do you know of similar initiatives close to where your project is located? Why not make some enquiries and see what YOU can do to help the communities we work in?

Don't Forget... Mick is available to support you and your projects with bespoke STOPThink! sessions. Please drop him a note to mick.reeves@osborne.co.uk. Stay safe and look out for each other.



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Site Teams ensure Nothing goes to Waste! Donations to Local Charities



Our teams at Gade Valley and working for the Hertfordshire County Council Framework were determined that their unwanted office furniture and site materials would not go to waste and contacted local charities to find a new home for their goods.

A donation of chairs, desks, tables, screens, and cabinets were very gratefully received from our Gade team by the Sunnyside Rural Trust - Hemel Hempstead Food Garden.

The Hemel Hempstead Food Garden offer a variety of events to the local community as well as day-to-day learning activities to their members. The furniture will be used not only at Hemel but across all three of the charity's sites within Dacorum.

The Hertfordshire Framework team donated surplus grass matting to the Sunnyside Rural Trust and a Community Investment Organisation, Dacorum Active Hub. Both organisations host a number of activities for the local community and the grass matting will play a key role in making the areas accessible for all, enabling visitors to move around safely. CEO of the Sunnyside Rural Trust commented;

This will really help our Northchurch site. We are in urgent need of a pathway for a gardening project for the elderly. Thank you for thinking of us.

Director at the Dacorum Active Hub commented;

We have had the containers at the hub since August 2020, but have not been able to afford to purchase this type of matting... When the weather is more inclement, it makes access to the containers much more challenging!



Thank You Teams!

For your considerate actions that are making a difference to those most in need.





A Healthy Heart

Our February focus is heart health in association with the British Heart Foundation. The statistics on heart disease are quite sobering.

EVERY 5 MINUTES

someone is admitted to a UK hospital **DUE TO A HEART ATTACK**

7.6 million people are living with a heart or circulatory disease.

450 deaths every day from a heart or circulatory disease.

More than **100,000** hospital admissions each year due to heart attacks.

1 stroke every **5 minutes**.

How to keep your Heart Healthy

Keeping your heart healthy, whatever your age, is the most important thing you can do to help prevent and manage heart disease.

Coronary heart disease (CHD) happens when the blood supply to your heart muscle

is reduced because the arteries taking blood to your heart become narrow or get blocked. This is caused by a gradual build-up of porridge-like fatty deposits inside your arteries.

Coronary heart disease is the UK's biggest killer - but things could be very different - most of these deaths are preventable! To help prevent heart disease;

- ✓ **Quit Smoking**
- ✓ **Maintain a Healthy Weight**
- ✓ **Eat a Healthy, Balanced Diet**
- ✓ **Keep Active**

A healthy, balanced diet and regular physical activity can help you keep your weight, blood pressure and cholesterol at healthy levels, and improve your heart health.



Look After Yourself & Each Other

February 2022 - STOP Think!



The British Heart Foundation and NHS websites contain much great information on lifestyle and the things you can do to reduce your risk.

[British Heart Foundation - Understanding Risk Factors](#)

[NHS Healthy Heart Lifestyle Changes](#)

Our Health and Wellbeing Calendar also provides Toolbox Talks, videos and posters, as available via the SHE and Sustainability area of Atlas and accessed from the link below;

[Health and Wellbeing Calendar 2022](#)

Making small changes to your daily routine really can make a big difference to your heart health!

A photograph of a man in a bright orange t-shirt and blue jeans walking a brown and white dog on a red leash along a paved path in a park. The background shows green grass and trees under a bright sky.

Try a small change, make a big difference

A pinch less salt, a few extra steps, a breath of fresh air?

You'd be surprised how small changes like these can improve your health and reduce your risk of developing heart disease and stroke. Find out more at:

axapphealthcare.co.uk/heart



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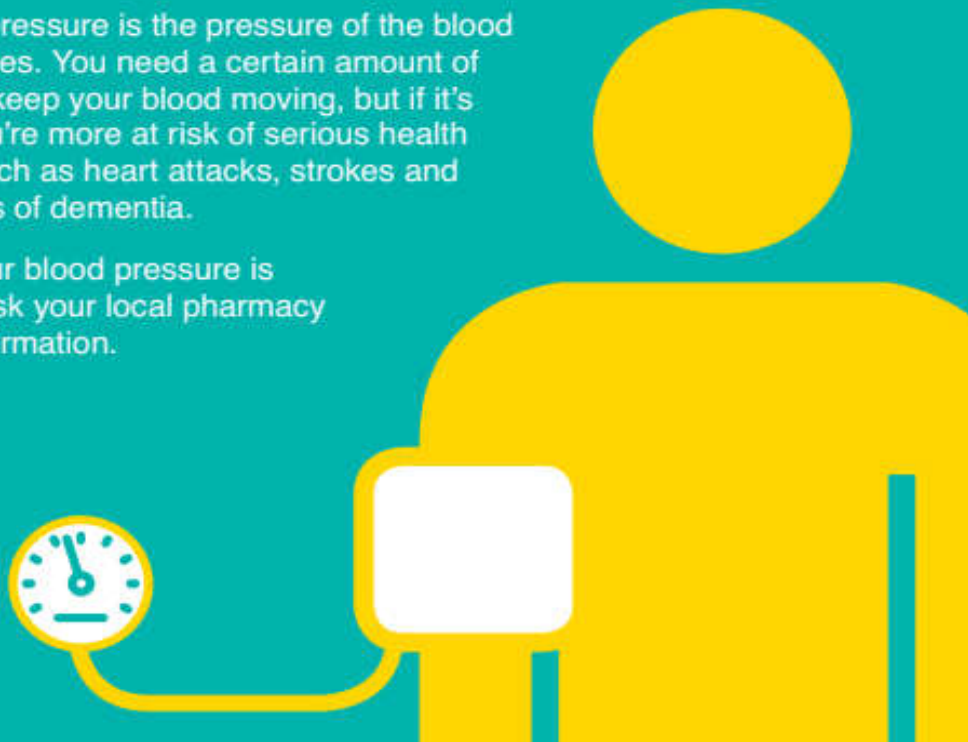
WHAT'S YOUR BLOOD PRESSURE AND WHY DOES IT MATTER?

Blood pressure is one of the many factors that affect your heart age.

1 in 4 adults in the UK has high blood pressure, which is the leading cause of heart attacks and strokes. Most people have no symptoms of high blood pressure, which is why it is important to get tested.

Your blood pressure is the pressure of the blood in your arteries. You need a certain amount of pressure to keep your blood moving, but if it's too high, you're more at risk of serious health problems such as heart attacks, strokes and certain types of dementia.

Knowing your blood pressure is important, ask your local pharmacy for more information.



Look After Yourself & Each Other

February 2022 - STOP Think!



Time to Change – Time to Talk Day

Thursday 3rd February 2022 was “Time to Talk Day” run by Time to Change, encouraging everyone to have a conversation about mental health. Time to Talk Day is one of the biggest days on the mental health calendar. It’s a chance for all of us to be more open about mental health – to talk, listen and change lives.

#TimeToTalk Day

Use this bingo card to help start conversations and get your friends, family, community and colleagues talking about mental health.

Click and complete four actions this Time to Talk Day.

Conversations have the power to change lives, helping to create supportive communities where we can talk openly about mental health and feel empowered to seek help when we need it.

However you do it, have a conversation about mental health this Time to Talk Day.

| | | | | |
|---|---|---|---|---|
| Play your favourite sport and chat about how sport can affect mental health | Have a conversation online about mental health | Have a conversation in person about mental health | Talk to a young person about mental health | Display a Time to Talk Day poster on a community notice-board |
| Share a #TimeToTalk day post on social media | Create a picture/comic/cartoon about mental health for yourself | Share the picture/comic/cartoon you've made with someone else | Tell someone you know that it's Time to Talk Day | Name three films or books that portray mental health problems responsibly |
| Run a mental health myth busting quiz | Tell your local community group about Time to Talk Day | TALK listen change lives | Speak to your colleagues about mental health | Share something you've learnt about mental health |
| Ask someone 'how are you?' twice, and listen to their answer | Talk about mental health with a friend over a coffee | Do something relaxing/recharging with others | Share your top tips for talking about mental health | Share your top tips for talking using #TimeToTalk |
| Find a community group to join | Name two celebrities that talk about mental health openly | Tell three people about Time to Talk Day today | Finish the sentence 'It's time to talk because...' | Set a mental health resolution for #TimeToTalk |

We want everyone to feel comfortable talking about mental health – whenever you like. Talking about mental health helps to reduce stigma and to create supportive communities where we can talk openly and seek help when we need it.



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Look After Yourself & Each Other

February 2022 - STOP Think!



Take time to connect with your colleagues and open up a conversation about mental health. Chat on site, in the office, on Teams or on a good old fashioned phone call, it might just make all the difference to someone who needs to talk.

The more conversations we have about mental health, the more myths and barriers we can break down, helping to end the isolation, shame and worthlessness that so many of us feel when experiencing a mental health problem. For more information and great tips on how to start a conversation on mental health please visit;

[Time to Talk Day 2022](#)

Useful Links and Support

Sometimes sensitive conversations may bring up difficult things. If you need to talk and are not sure where to turn, there is help out there when you need it.

[Rethink.org](#) - For Advice and Information

[Samaritans](#)

Our Employee Assistance Programme is a free and confidential service that is available to all our employees and their family members. For more information on how to access this service please visit Atlas.



Connect - Five Ways to Wellbeing

The Five Ways to Wellbeing are a set of simple activities that we can all do in our everyday lives to help find a balance, build resilience and boost mental health and wellbeing. February's way to wellbeing is very appropriately "to connect". There is strong evidence that feeling close to other people is a fundamental need that contributes to overall wellbeing.



So why not;

- Talk to someone instead of sending an email or texting.
- Put five minutes aside to find out how someone really is.
- Ask how someone's weekend was and really listen when they tell you.

Investing time in developing relationships will support and enrich you every day!



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Look After Yourself & Each Other

February 2022 - STOP Think!



time to talk day
03/02/22

CHANGE YOUR MIND

COMMUNITY NOTICES

Don't try and fix it
Often just listening is enough

Keep it simple
Chat over a cuppa,
send a text
or go for a walk

Let's talk

However you do it, start a conversation about mental health

Ask questions and listen
Show you want to know how someone is really doing

You don't have to be an expert
Just being there means a lot

Talk, Listen, Change Lives

Run by inspire wellbeing. ability. recovery. HSC Public Health Agency **FUNDED BY** COMIC RELIEF In partnership with cop



07971 125 180 24 hour Infrastructure Advice & Reporting

Feedback to: julie.king@osborne.co.uk

www.osborne.co.uk

Toolbox Talk – Be a Good Neighbour

What?

Many of the local community will regard construction works in their neighbourhood with great concern. Public concern of construction includes noise, dust, road closures, increased heavy traffic and disruption to normal life. Being a good neighbour means to act with consideration for all those who live and work in the area surrounding the construction site to minimise their inconvenience.

Why?

Avoid prosecution: if any problems being caused by dust or noise are not satisfactorily resolved the local authority can prosecute those responsible

Avoid prosecution: if neighbours make a complaint about work on site exceeding the agreed hours the local authority can take action against the site

Avoid programme delays: if neighbours make a complaint about dust or noise nuisance the local authority can stop works, which leads to delays

Reduce costs: if good relations can be established with neighbours, many issues such as access to site, material deliveries and working hours can be improved through friendly negotiation

Public relations: being a good neighbour creates a positive image for a company and the industry

Do

- ✓ Be polite and considerate to the public at all times
- ✓ Take notice of any complaint made by a neighbour and pass it on to a line manager
- ✓ Only use approved routes to access the site
- ✓ Minimise reversing vehicles as much as possible
- ✓ Use only designated parking areas, and always park vehicles with consideration for the needs of others
- ✓ Keep dust and noise to a minimum
- ✓ Always close any noise reducing engine covers while plant is in use
- ✓ Direct site and activity lighting away from neighbouring properties
- ✓ Tell a line manager if rubbish bins or skips are full or nearly full



Public perception: many construction companies register with the Considerate Constructors Scheme (CSS) and abide the Code of Considerate Practice as a way improve the 'image' of construction and encourage best practice (i.e. beyond statutory requirements).

Questions

- 1 What should be done to avoid nuisance on this site?
- 2 Which parts of the site are close to houses, schools etc.?
- 3 What are the activities likely to cause a nuisance on site?
- 4 What should be done if a complaint is received?

- ✓ Notify a line manager immediately if any fly-tipped waste is found in the area.

Don't

- ✗ Park vehicles in a way that obstructs driveways to Neighbouring properties
- ✗ Park on pavements, footpaths or bridleways
- ✗ Trespass on neighbour's land
- ✗ Leave engines running unnecessarily
- ✗ Shout on site or have noisy radios on
- ✗ Shout or whistle at passers by
- ✗ Drop litter or leave sites and surrounding areas untidy
- ✗ Leave gates to the site open
- ✗ Drag mud onto the roads outside the site by ensuring vehicle wheels are clean before leaving.



Toolbox Talk – Cholesterol

SAFETY ALERT

WHAT IS CHOLESTEROL?

Cholesterol is a type of fat. It's found in all the cells in your body and forms part of their outer layer. Cholesterol is also an essential part of many important hormones, including oestrogen, progesterone and testosterone. Cholesterol is carried in your blood by proteins, and when the two combine they're called lipoproteins. The two main types of lipoprotein are:

- **High-density lipoprotein (HDL)** - which carries cholesterol away from the cells and back to the liver, where it's either broken down or passed out of the body as a waste product. For this reason, HDL is referred to as "**good cholesterol**" and higher levels are better
- **Low-density lipoprotein (LDL)** - which carries cholesterol to the cells that need it. If there's too much cholesterol for the cells to use, it can build up in the artery walls, leading to disease of the arteries. For this reason, LDL is known as "**bad cholesterol**"

The amount of cholesterol in the blood (both HDL and LDL) can be measured with a blood test.

WHAT SHOULD MY CHOLESTEROL LEVELS BE?

Blood cholesterol is measured in units called millimoles per litre of blood, often shortened to mmol/L. The recommended levels of total cholesterol should be:

- 5 mmol/L or less for healthy adults
- 4 mmol/L or less for those at high risk

WHAT CAUSES HIGH CHOLESTEROL?

Many factors can increase your chances of having heart problems or a stroke if you have high cholesterol. These include:

- An unhealthy diet, in particular, eating high levels of saturated fat
- A chemical found in cigarettes called acrolein stops HDL transporting cholesterol from fatty deposits to the liver, leading to narrowing of the arteries
- Having diabetes or high blood pressure
- Having a family history of stroke or heart disease
- There's also an inherited condition called familial hypercholesterolemia, which can cause high cholesterol even in someone who eats healthily

HOW CAN I LOWER MY CHOLESTEROL LEVEL?

- Maintain a healthy, balanced diet. It's important to keep your diet low in fatty food. You can swap food containing saturated fat for fruit, vegetables and wholegrain cereals
- Take regular exercise
- Give up smoking

If these measures don't reduce your cholesterol and you continue to have a high risk of developing heart disease, your GP may prescribe a cholesterol-lowering medication, such as statins.



SHE Performance Summary – January 2022

| Improvement Opportunities Frequency Rate (IOFR) the Current Rolling IOFR is: 2.08 (Target of 2.5 per 1000 hours worked) | | | |
|---|----------|---|--|
| Accident Frequency Rate (AFR) Days since the Last RIDDOR Accident: 140 The Current Rolling AFR Is: 0.09 against a threshold of 0.01 | | | |
| Service Strike (SSFR) Days since the last Service Strike: 2 The Current Rolling SSFR is: 0.43 | | | |
| January Total Number IOs 288 | | January No. Safety, Health & Environmental IOs 263 | |
| January No. Business IOs 25 | | | |
| Reference Number | Date | Project | Description |
| High Potential Near Miss (HiPo) | | | |
| 18322022-14-01 | 07/01/22 | Wessex planned and reactive works | Unprotected work at height on platform canopy. |
| 18882022-24-01 | 24/01/22 | Wessex planned and reactive works | Unsafe work from a ladder and unprotected work at height on outhouse building. |
| Service Strike | | | |
| 19212022-02-02 | 29/01/22 | CP (Life cycles renewals) | Signal gantry loop cables damage during hand excavation. |
| Traffic Management Incursion | | | |
| 18582022-19-01 | 18/01/22 | CP (Lifecycle renewals) | Moped rider entered closure at slip road, was stopped by TSCO and escorted out of works. |
| Near Miss/Close Call | | | |
| 18312022-13-01 | 07/01/22 | A46 Binley | Two pedestrians walked through site rather than using pedestrian walkway, became abusive when escorted through site. |
| 18372022-17-01 | 14/01/22 | Kent planned and reactive works | Following coper repointing, joints didn't set in time for reopening of platform due to cold weather. |
| Drugs and Alcohol | | | |
| 18992022-26-01 | 25/01/22 | A46 Binley | Operative refused pre-induction D&A test. |
| Property Damage | | | |
| 18042022-06-01 | 06/01/22 | A46 Binley | Member of the public drove down closed footpath damaging sign. |
| Environmental | | | |
| 19282022-04-02 | 29/01/22 | Gade Valley Viaduct | Noise complaint following night works. |
| Theft | | | |
| 17892022-04-01 | 03/01/22 | A46 Binley | Welfare cabin and storage container broken into, tools and equipment stolen. |





Improvement Opportunities

January IO Statistics

The Infrastructure Improvement Opportunity Panel meets at the end of each month to review every single Infrastructure IO submitted in the month. The purpose is to escalate issues as required, to pass key IO's on for further action, and to spot and highlight emerging trends from the data.

During the month of January welfare cleanliness issues were again highlighted. Please do make sure that the cleaning of toilets and welfare is integrated into the site routine. Be mindful of changing weather conditions and ensure that welfare and walking routes are suitably prepared, maintained and kept free of materials.

Improvement Opportunities are critical to our learning culture and to ensuring everyone returns home safely every day.

Please make an extra effort to submit your IOs and thank you for recognising the importance of your continued engagement.

Top Projects

- OTW E&P NSCD's 52
- Surbiton Congestion Relief 52
- A46 Binley 33
- Landport Viaduct 24
- Lymington E&P 15

Top IO Originators

- Adam Szeremeta 28
- David Stevenson 16
- Robert Armstrong 14
- Alastair Howell 13
- Kris Drinkall 13

Top Supplier

- Network Rail 2

Top Categories

- Access / Egress / Site Security 56
- Site Housekeeping 34
- Site Welfare 25
- Personal Health 9
- Public Protection / Interaction 9

Infrastructure Improvement Opportunities

| Month | Total No. IOs | Total No. People Raising IOs |
|---|---------------|------------------------------|
| November 2021 | 453 | 91 |
| December 2021 | 185 | 47 |
| January 2022 | 288 | 66 |
| How many did your site submit last month? | ? | ? |



SAFETY ALERT



N°002
21 January 2022

VINCI FACILITIES SERIOUS INCIDENT

Operative Asphyxiated using Mobile Elevated Work Platform

Division: VINCI Facilities
Injured Party: Primary Sub-Contractor Employee
Date & time: Monday 17th of January 2022 - 12:01pm
Equipment: Scissor Lift MEWP
Nature of Injury: Asphyxiation

Circumstantial facts:

Sub-Contractor operative, who is IPAF trained, was operating the Scissor Lift Mobile Elevated Work Platform to access a high-level canopy.

Whilst positioning the Scissor Lift, it appears he accidentally raised the platform. The operatives head came into contact with the canopy, as a result, he immediately lowered the lift however, for reasons unknown at this time, he then raised the lift again, trapping his head and neck between the canopy and the lift for a period of approximately six minutes.

The operative was released from this position by the Banksman and treated at the scene by Paramedics. Due to the nature of the incident, he was taken by Air Ambulance to hospital where he remains in a critical condition receiving treatment.

Follow-up actions for all MEWP operators:

- **EMERGENCY ARRANGEMENTS:** Ensure that all operators and those working in the area of MEWP's are fully aware of the specific emergency procedures for the equipment.
- **PRACTICE:** Ensure that emergency drills are practiced by the users of the MEWP and those working in the area.



Dave Campbell
HSE Director





INFORMATION

Safety Alert Network Defects

4 February 2022

Background information

A National Highways Traffic Officer suffered an injury to their right leg and knee after moving a traffic cone and falling into an exposed gully chamber. The traffic officer was attending to a broken-down vehicle on an at grade over bridge on the A1(M). The traffic officer moved the cone by attempting to push/slide it up onto the verge, whilst doing so, they stepped into the location where the cone had been. The cone had been placed by an unknown person on top of a defective gully chamber without a cover. This defective gully chamber had NOT been reported to National Highways.



During the investigation the following was highlighted:

- The traffic officer was not aware that cones are used to mark / identify a range of network defects
 - The defect had NOT been reported to National Highways
 - The current highways inspection approach does not include checking single cones on the network
 - An unknown person has placed the cone on the defect and not reported it
- ## Lessons Learnt
- Supply chain to be aware of the process for notifying defects on the network (in the first instance - **contact the Regional Operations Centre (ROC) and report defect and its location**).
 - National Highways is reviewing the network inspection regime to include further investigation of single cones placed on the network.
 - National Highways is reviewing the method used for marking defects on the network, ensuring adequate protection of the defect.
 - When working on the network, ensure due care and attention is given to your surroundings AND any task you are undertaking. Remain vigilant at all times.

If you have any queries about this safety alert information announcement or any other safety announcement then please contact andrew.stagg@highwaysengland.co.uk
NHa283

**home safe
and well**



fusion
Connecting people

Safe at heart

Life
Looking for an Incident Free Environment

First Alert

Operator Cab Safety



Recently there has been two separate near miss events where cabs have been struck placing the operator at risk. Fortunately, no injuries have been sustained. In both events the cab of the equipment did not afford adequate protection to the operator. The first incident occurred when moving brush with a excavator and the second incident involved a tractor with a lifting attachment.

Action Taken

1. Work stopped immediately
2. Event was reported to Fusion
3. Investigation commenced

Action to be taken

A risk assessment is to be completed for the suitability of the cab protection for the operator in relation to the task. This must be undertaken **before** work **recommences** Monday 6th December 2021. Following the assessment, the equipment **must not** commence work until control measures have been put in place.

The Forestry Industry Safety Accord (FISA) have published FISA Safety Guide "FISA 501 – Tractor Units in Tree Work" covers the safe working practices to be followed when operating Tractors. FISA 501 states Before starting the job, assess what sort of work is being carried out so that you can identify the type of machine required.

- A rollover protective structure (ROPS) needs to be fitted to protect the operating position if the machine can roll over in use. Seat restraints are required where there is a risk of the operator being injured during rollover.
- A falling object protective structure (FOPS) needs to be fitted, if not incorporated in the design of the ROPS and the machine is used in circumstances where trees, cut timber or other objects can fall onto the operating position.
- An operator protective structure (OPS) needs to be fitted and designed to minimise the risk of injury from objects entering the cab, for example whipping saplings, branches, broken winch lines and chain shot. An OPS can take the form of a framework with mesh grills or bars, safety glazing or polycarbonate. The risk assessment will determine the level of protection required. OPS design should take account of the need for the operator to have good all-round visibility. Doors and windows should not be removed from the machine.

040 - 03/12/2021



Safety Bulletin



everyone
home safe
every day

De-vegetation near miss

Issued to: Network Rail line managers, safety professionals and accredited contractors

Ref: NRB22-01

Date of issue: 03/02/2022

Location: Uphill Junction, North Somerset, W&W Region

Contact: Helen Barnes - Health and Safety Manager Capital Delivery, W&W



Overview

On Friday 14 January at 13:10, a de-vegetation team, with approval from the COSS, made the final cut to fell a small Ash tree (around 4m tall and 150mm diameter) at the top of a cutting slope, just over 3m from the running line.

The tree fell where expected but bounced, falling into the cess with some branches encroaching onto the open line. The team had not used a guide rope as specified in the planned method.

A vegetation operative grabbed the butt end of the tree to try and drag it up the cutting slope, whilst doing so he dragged it onto the open line. The chainsaw operative got down from the bank to help remove the tree from the open line. The COSS alerted the two operatives of an approaching train.

The separated system of work should have kept the team at least two metres from the open line at all times. But the two contractors accessed the track to move the tree.

Both operatives were able to move to around two metres away from the line by the time the train passed them. The train used emergency brakes but hit branches and scattered debris. No one was physically injured.

This is one of several recent safety incidents involving de-vegetation works beside the track, each of which could have been much more serious.

Discussion Points

- How do you assure that vegetation teams are following processes and adhering to methodologies?
- When should the tree be roped and secured prior to cutting?
- What immediate action should be taken when something falls foul of the line?
- Is this a common working practice in the culture and behaviour of similar activities? What do you feel would help prevent this from happening?



INCIDENT FLASH REPORT



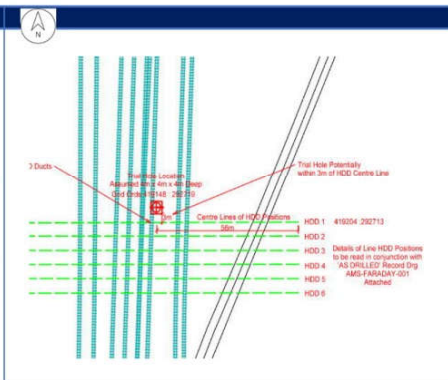
| | | | |
|------------------------------|--|----------------------------------|---|
| Title of the Incident | Sublot 7 Faraday Ave WPD 132kv diverted cable - HiPo | | |
| Incident Report N° | INC11558 | Date and Time of Incident | 25/01/22 1330hrs |
| Location of Incident | Faraday Ave | Type of Investigation | Level 1 |
| Chainage | 1660+50 | Trade/Company Involved | HS2 / BBV |
| Section of Works | N2 Sublot 7 | Potential Severity | Major/HiPos |
| Reported By | Peter Barker | Risk/Hazard Category | Contact with electricity or an electrical discharge |

Outline of the Incident

BBV were excavating 10no. trial pits to 4m depth north of Faraday Ave to determine ground conditions and water levels within a proposed cut area. The trial pits were plotted and communicated to the Utilities team and as no underground services were shown/indicated on the C2 drawings or iSpatial, a blue Permit to Break Ground was raised and subsequently issued to allow mechanical excavation of the trial pits. The trial pits were marked out on site and the area scanned with a CAT and Genny and the Permit was briefed before breaking ground commenced.

On completion of the second trial pit a WPD Engineer arrived on site and raised a concern regarding the location of the first trial pit, which he thought was located above a previously diverted 132kv cable. Works were suspended and an immediate meeting convened between BBV and WPD to review the drawings associated with the Permit to Break Ground and WPD's as-built information. The area was then made safe by BBV.

Relevant Photo(s)



Initial Lessons Learned

- The blue Permit to Break Ground was raised using the information from C2 drawings and BBV's iSpatial geographical database. These sources of information did not show the diverted cable location.
- The cables were contained within ducts at a depth of 8.5m below the surface. The area around the trial pit was scanned immediately after works were stopped using an RD8100 and nothing was picked up.
- Duct HDD1 (as shown above) was empty, ducts HDD2 & HDD4 contain diverted 132kV cables. The south face of the trial pit was approx. 7.5m from the centre of duct HDD2.
- The 132kV cables were installed and commissioned in August 2021 as part of non-contestable utility works, but as-built data was not transferred to C2 drawings or iSpatial.
- Investigations have identified further non-contestable utilities, which may also be missing from C2 drawings and iSpatial.

Immediate Actions Taken

- Work in this location was stopped by BBV and the area was made safe and trial pit no.1 was loosely backfilled with agreement from WPD and an Avoidance of Danger (AOD) request was sent to WPD for this location.
- A 24hr incident review call was held where it was identified that a further 60 non-contestable services may also have been installed and not recorded directly on C2 drawings or iSpatial. All excavation works across BBV were immediately stopped pending further analysis and confirmation that they have been recorded on iSpatial and/or are marked out on site.

| | |
|-----------------------------|--------------|
| HS2 Incident Level | HiPo |
| Horace Number | INC11558 |
| Report Completed By: | Peter Barker |





Safety Alert

01/02/2022

Concerns have been raised regarding the stated capacities of a number of proprietary outrigger mat systems available for direct hire or used by subcontractors/suppliers.

These concerns have also been raised at the Temporary Works forum, resulting in the release of the safety bulletin below.

What we know

Some manufacturers claim capacities from mats, of varying plastic composition, which are typically only achieved from welded steel outrigger mats.

Following a review of the analyses produced to justify the claimed capacities, a number of areas of concern have been identified. These include the relevant competency of the designers, use of incorrect material properties and assumptions and inadequate consideration of acceptable ground bearing pressure and deflection.

It is the conclusion of the review that the some of the proprietary mat systems are very likely to have a considerably lower capacity than claimed.

Actions taken

- EKFB has in place an outrigger mat capacity catalogue **Outrigger Mat Capacity Catalogue PM-GUI-2317** that provides allowable capacities of various outrigger mat types.
- Kier Professional Services (KPS) are discussing their findings with the manufacturers, and working collaboratively with them to agree revised acceptable safe working capacities for the systems
- KPS are also leading efforts via the Temporary Works Forum for industry-wide consensus on the capacity of proprietary TW products such as outrigger mats, including a recognised assessment and approval process to ensure advertised capacities are valid.
- EKFB, through KPS is expanding on the current outrigger capacity catalogue to present further combinations of mats to reduce the impact of the restrictions

Routewide

What you must do

- Please refer to the EKFB **Outrigger Mat Capacity Catalogue PM-GUI-2317** which states the maximum determined capacity for a wide range of proprietary and bespoke outrigger mat arrangements.
- Hold Point: The lift plan must be reviewed by an EKFB AP and outrigger pad size requirement and product selection agreed with the Appointed Person (AP) and Temporary Works Coordinator (TWC).
- For more informaton, please contact Justin Anderson, William McDonald, your Area TWC or an EKFB Appointed Person for Lifting Operations.



| | | | |
|---|---|--|---|
| Following the rules Make sure we understand and follow the rules that apply to us | Thinking before we act Take time to consider our options and their outcomes | Speaking up Say something when we do well, or could do better! | Looking out for each other Think about how people are affected by the choices we make |
|---|---|--|---|

Safe at heart I care. You count. We matter.



Examples of outrigger mats





Temporary Works
forum

Promoting best practice in
the construction industry.

Ref.: TW21.144
Date: 20th December 2021

PLASTIC OUTRIGGER MATS/SYSTEMS TWf SAFETY BULLETIN

The Temporary Works Forum (TWf) is aware of concerns raised by several members regarding the stated capacity of some plastic outrigger mats/systems. A working group is currently looking at this and hopes to provide some guidance in the new year.

In the meantime, it is recommended that members treat the stated capacities of plastic outrigger mats/systems with caution, even where they are supported by seemingly complex testing or analyses.

The assessment of outrigger mats and ground bearing to adequately spread outrigger loads should be undertaken by suitably competent and experienced persons, who may wish to consider:

- the experience and track record of the supplier;
- any assumptions made in respect of the ground conditions, material properties and the method of analysis;
- compatibility with the site investigation and interpretation, e.g. acceptable ground bearing pressure;
- acceptable deflection.

Notes for Editors

Established in 2009, the intent of TWf is to encourage open discussion of any matter related to temporary works, for the good of the industry overall. The Forum is open to anyone, individual or corporate, working within the industry and sharing this intent. The TWf's objectives are: the advancement of education; the saving of lives; the advancement of science; avoidance of disasters.

TWf welcomes new members, whether clients, main contractors, specialist contractors, temporary works designers, permanent works designers, proprietary equipment suppliers, academia or other interested companies and/or individuals.

For details, please contact the TWf Secretary: secretary@twforum.org.uk

Disclaimer

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/End

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